

30/3413 PD

No. 4

When road is of ~~less~~ width
it should be surveyed in
accordance with clauses 151 & 153.

Survey Office,
Department of Public Lands,
Brisbane, 2nd March, 1928.

Circular Memorandum.

Surveys for Main Roads Commission.

Mr. Authorised Surveyor.....

You are hereby advised that the Commissioner has now agreed to allow the sum of two pounds two shillings per mile of road in addition to the payment at traverse rates for necessary connections to centre line traverse, to cover the cost of offsetting and fixing the corners from the centre line.

In special cases, where the surveyor considers such allowance to be insufficient, the Commissioner's approval for an increased rate must be sought before the survey is commenced.

Unless main roads are fenced the corners should be marked by pegs 2½ inches by 2½ inches by 18 inches long; if fenced, the corner fence post on one side should be adopted, the adopted fence post to be branded with broad arrow. In laying off the secants, where the opposite fence is at a less distance than the width shown on the blue print, the correct width is to be pegged. In agricultural or otherwise valuable land, where the opposite fence is at a considerably greater distance than the blue print shows, the fence is to be adopted; where the discrepancy is only two or three links, the correct secant width should be pegged.

If the land is grazing country and no valuable improvements are affected, the correct secant width should be pegged.

In all cases where the correct secant is laid down an accurate connection should be made therefrom to the corresponding fence corner.

In every case pointer pegs should be inserted, and a reference tree taken where available. The sum of three shillings and ninepence will be allowed for corners so marked.

Unless otherwise directed by the Commissioner, the minimum width to be adopted for any main road is one and a-quarter chains ($82\frac{1}{2}$ feet).

The offsets shown on blue print are to be taken in the case of unfenced roads in flat country. Generally, no chord should approach the centre line closer than 25 feet, but this may be reduced to 20 feet to avoid shifting fences.

In rough country, where it is necessary to cut and fill for grade purposes, the offsets shown on blue prints are generally sufficient to accommodate all earthworks, side drains, &c. When the survey is made before construction, they are to be adopted. When made after construction, all toes of banks, tops of batters, catch drains, inlets and outlets of drains, should be included in the resumption.

This should be specially noted in the case of mountainous sections where excessive rainfall has caused side slip in cuttings or subsidence in banks.

Should a permanent building be needed for road purposes—i.e., for road patrols, maintenance, &c.—such buildings are to be included within the road boundaries by a road widening if necessary.

Borrow pits, spoil dumps, metal and screening reserves should be included in the road widths.

In cases where the centre line pegs are shifted during construction, sufficient accuracy may be obtained by measuring offsets from centre of formation. In sidelong roads the centre line is *two* feet closer to the outside edge of road than to watertable. Where metalling or metal boxing exists, the centre is 6 feet from the *outside* edge of curves for single track roads. The nearest foot is all that is required for such offsets. Intersection pegs are rarely shifted. Foremen generally offset all centre line pegs before shifting, and have records of such offsets.

If any extensive variation is made in positions of lines from those shown on the working plan, the foreman or engineer in charge of construction (if available) should have the pegged corners indicated to him.

All lines necessary for the purpose of giving effect to the exchange proposals as indicated on plan must be surveyed.

Connections and records of the chainage of the centre lines should be made at the intersections of the centre lines with boundary lines of portions through which the Commission's road survey passes. These connections should also be recorded on the plan.

These instructions should be read in conjunction with the General Regulations of the Surveyor-General.

If any material question arises which is not dealt with in the instructions, it should be referred to the local Main Roads Engineer, the nearest district office, or to Head Office.

Please acknowledge receipt of this Circular.

F. B. C. FORD,
Acting Surveyor-General.