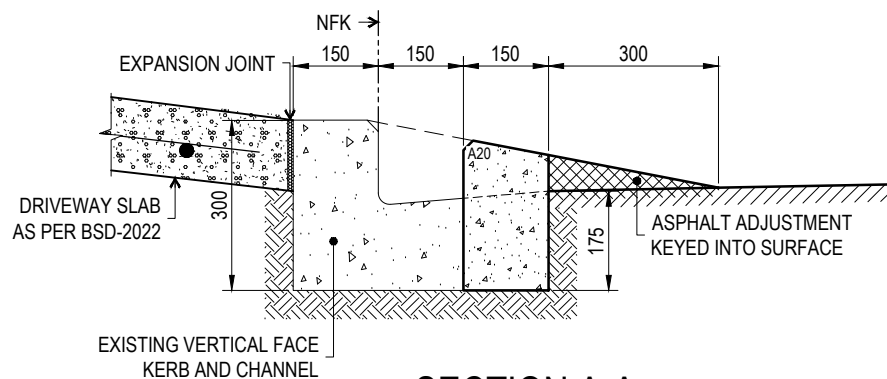


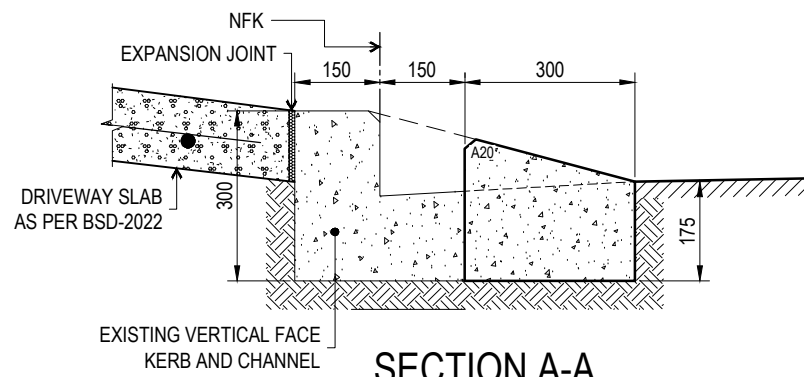
SECTION A-A

STANDARD TYPE 'E' KERB & CHANNEL EXAMPLE



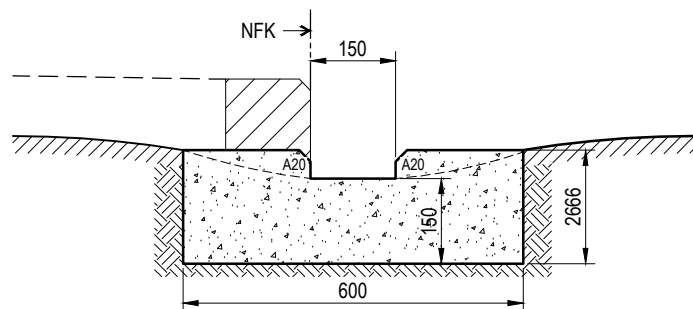
SECTION A-A

VERTICAL FACE, 300 CHANNEL KERB & CHANNEL EXAMPLE

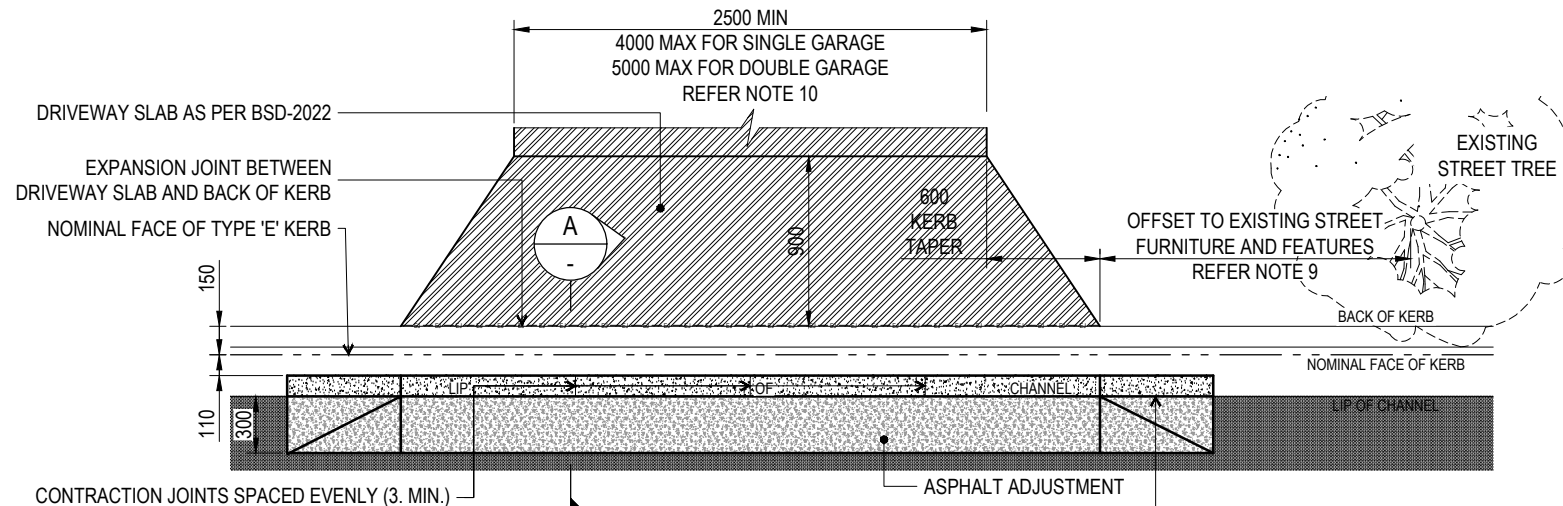


SECTION A-A

VERTICAL FACE, 450 CHANNEL KERB & CHANNEL EXAMPLE

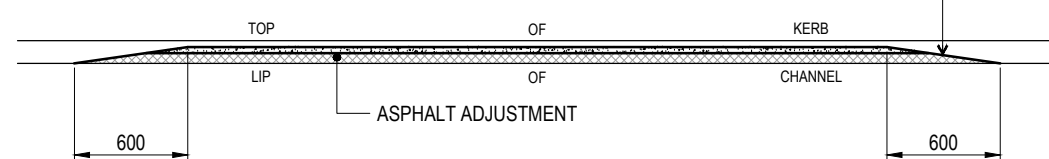


INVERT MODIFICATION SECTION



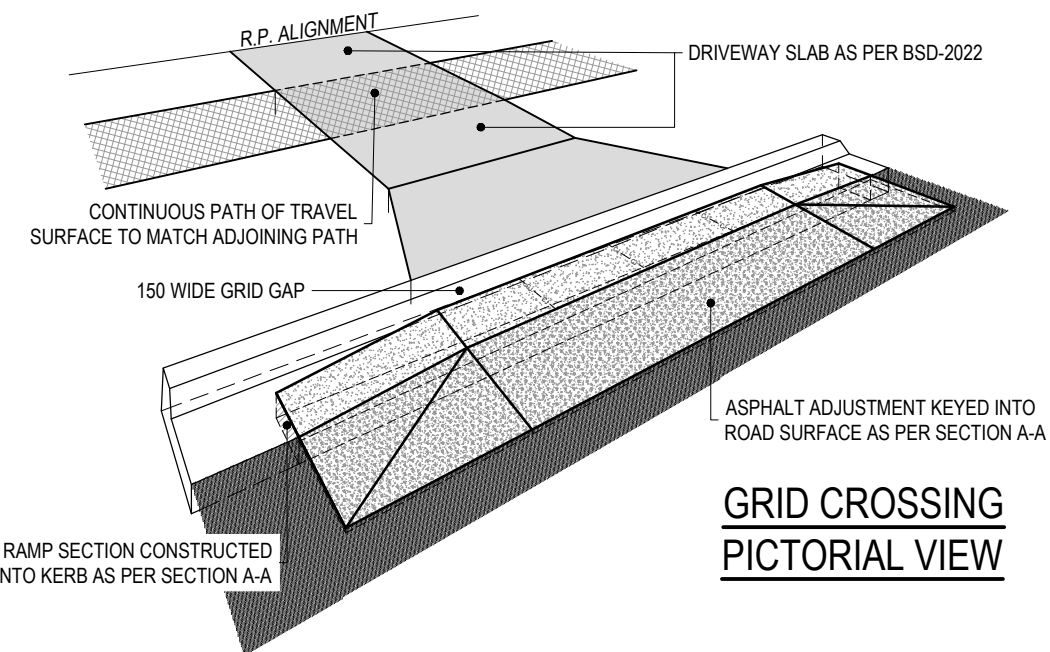
PLAN

FOR STANDARD TYPE 'E' KERB AND CHANNEL



ELEVATION

FOR STANDARD TYPE 'E' KERB AND CHANNEL



GRID CROSSING PICTORIAL VIEW

NOTES:

1. THIS VEHICLE CROSSING TYPE IS ONLY TO BE APPLIED TO AREAS WITH AN ESTABLISHED ROAD NETWORK. IT NOT APPROVED FOR USE IN NEW SUBDIVISIONS.
2. GRID CROSSINGS SHALL NOT BE USED WHERE A STANDARD VEHICLE INVERT CROSSING WILL SUFFICE, AS PER BSD-2022.
3. APPLICABLE FOR LOCAL ROADS IN LIEU OF FULL KERB AND CHANNEL RECONSTRUCTION.
4. GRID CROSSINGS SHALL NOT BE USED ON NEIGHBOURHOOD ROADS AND ABOVE WITHOUT PRIOR APPROVAL OF COUNCIL, IN WHICH CASE FULL RECONSTRUCTION OF THE KERB, CHANNEL, INVERT AND ADJACENT ROAD PAVEMENT AND SURFACE WILL BE REQUIRED.
5. GRID GAP TO BE 150 WIDE.
6. ALL CONCRETE TO BE GRADE N32.
7. ALL CONCRETE TO BE STEEL TROWEL FINISHED.
8. AFTER SECTIONS OF THE CONCRETE ARE REMOVED, THE REMAINING SURFACE SHALL BE SCABBLD TO A TOLERANCE OF $\pm 10\text{mm}$ AND CLEANED PRIOR TO PLACING NEW CONCRETE.
9. OFFSETS TO EXISTING STREET FURNITURE AND FEATURES SUCH AS STREET TREES, STORMWATER GULLIES, ELECTRICITY INFRASTRUCTURE AND TRAFFIC SIGNS AS PER BSD-2022.
10. NARROW LOT FRONTAGE CROSSOVER MAXIMUM WIDTHS
 - FRONTAGE $\geq 7.5\text{m}$ BUT $< 10\text{m}$: 4.0m;
 - FRONTAGE $< 7.5\text{m}$: 3.5m.
11. ON MINOR ROADS CROSSOVER TO BE A MINIMUM:
 - 10m FROM A MINOR INTERSECTION;
 - 20m FROM A MAJOR INTERSECTION.
12. REFER BSD-2001 FOR KERB AND CHANNEL PROFILES.
13. MAINTENANCE OF VEHICLE CROSSINGS (DRIVEWAYS) IS THE RESPONSIBILITY OF THE PROPERTY OWNER.
14. REDUNDANT VEHICLE CROSSINGS (DRIVEWAYS) ARE TO BE COMPLETELY REMOVED AND THE ADJACENT KERB AND CHANNEL AND VERGE IS TO BE REINSTATED TO MATCH EXISTING.
15. TO REFLECT PEDESTRIAN PRIORITY OVER VEHICLES, THE ADJOINING PATH SURFACE IS TO EXTEND ACROSS THE DRIVEWAY/VEHICLE CROSSOVER, EXCEPT WHERE PATH SURFACE IS ASPHALT OR SEGMENTAL/DECORATIVE PAVERS IN WHICH CASE THE DRIVEWAY AND VEHICLE CROSSOVER MUST BE CONSTRUCTED OF CONCRETE.
16. DIMENSIONS IN MILLIMETRES (U.N.O.).

LEGEND

- A20 20 ARRIS
- NFK NOMINAL FACE OF KERB

THE PURPOSE OF THIS STANDARD DRAWING IS TO PROVIDE TYPICAL DETAILS THAT SUPPORT THE DESIRED OUTCOMES OF THE BRISBANE CITY PLAN 2014 AND ASSOCIATED PLANNING SCHEME POLICIES. THE FITNESS FOR PURPOSE OF THIS STANDARD DRAWING FOR A SPECIFIC PROJECT SHOULD BE ASSESSED AND ACCEPTED BY AN APPROPRIATELY QUALIFIED DESIGNER AND/OR REGISTERED PROFESSIONAL ENGINEER OF QUEENSLAND (RPEQ).



BRISBANE CITY COUNCIL STANDARD DRAWING

VEHICLE CROSSING (DRIVEWAY) GRID CROSSING AND INVERT MODIFICATION

PUBLISH DATE		SEP 2024
SCALE		NOT TO SCALE
DRAWING NUMBER		BSD-2023
ORIGINAL SIZE	REVISION	
A3	F	