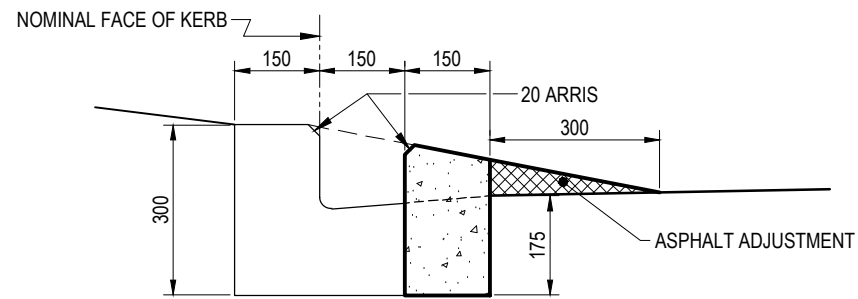
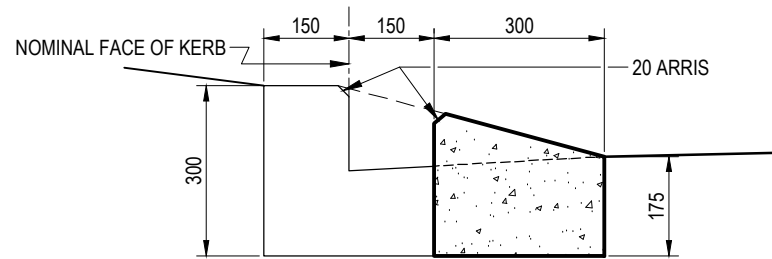


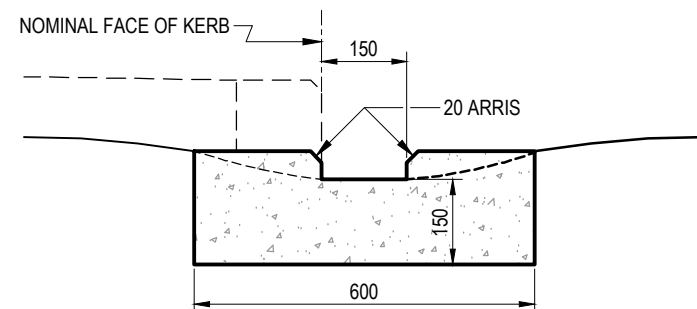
STANDARD TYPE 'E' KERB & CHANNEL



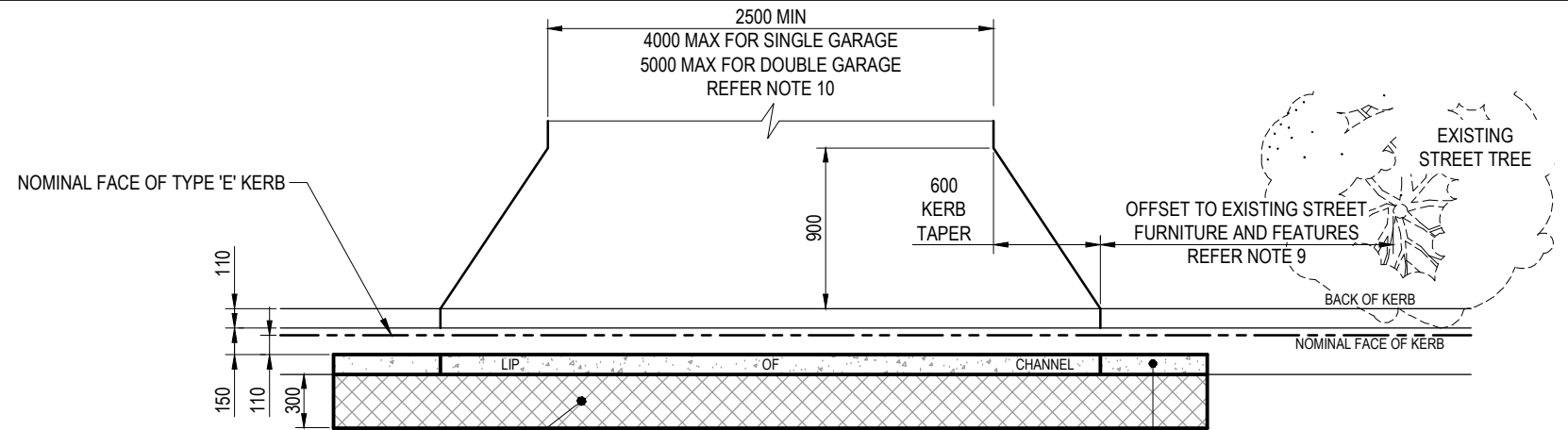
**VERTICAL FACE TYPE 'E' KERB & CHANNEL
(300 CHANNEL)**



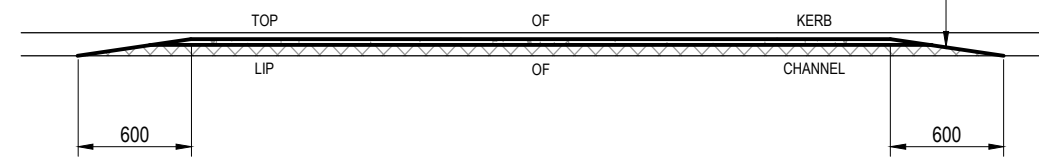
**VERTICAL FACE TYPE 'E' KERB & CHANNEL
(450 CHANNEL)**



INVERT MODIFICATION



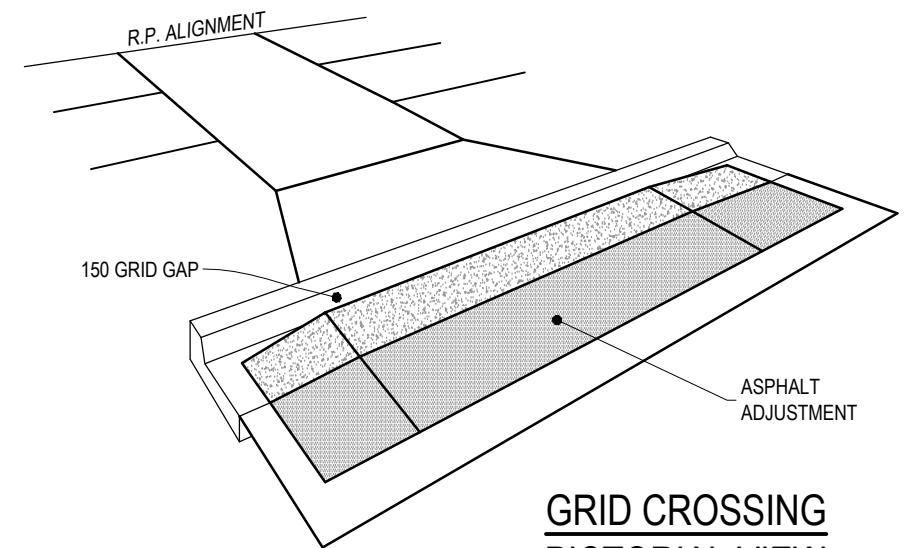
**PLAN
FOR STANDARD TYPE 'E' KERB AND CHANNEL**



**ELEVATION
FOR STANDARD TYPE 'E' KERB AND CHANNEL**


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 SCABBLED 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. DIMENSIONS IN MILLIMETRES (U.N.O.).



**GRID CROSSING
PICTORIAL VIEW**

THE FITNESS FOR PURPOSE OF THIS STANDARD DRAWING FOR A SPECIFIC PROJECT SHALL BE ASSESSED AND ACCEPTED BY A SUITABLY QUALIFIED REGISTERED PROFESSIONAL ENGINEER OF QUEENSLAND (RPEQ).

	BRISBANE CITY COUNCIL STANDARD DRAWING		PUBLISH DATE	Mar '21
	VEHICLE CROSSING (DRIVEWAY) - GRID CROSSING AND INVERT MODIFICATION		SCALE	NOT TO SCALE
			DRAWING NUMBER	BSD-2023
	ORIGINAL SIZE	A3	REVISION	E