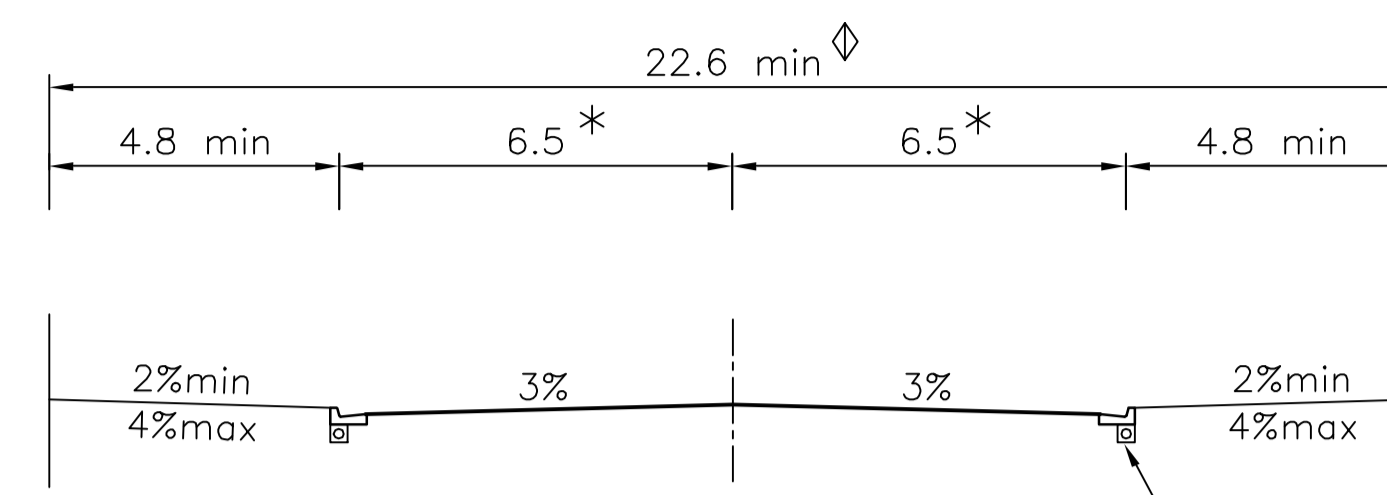
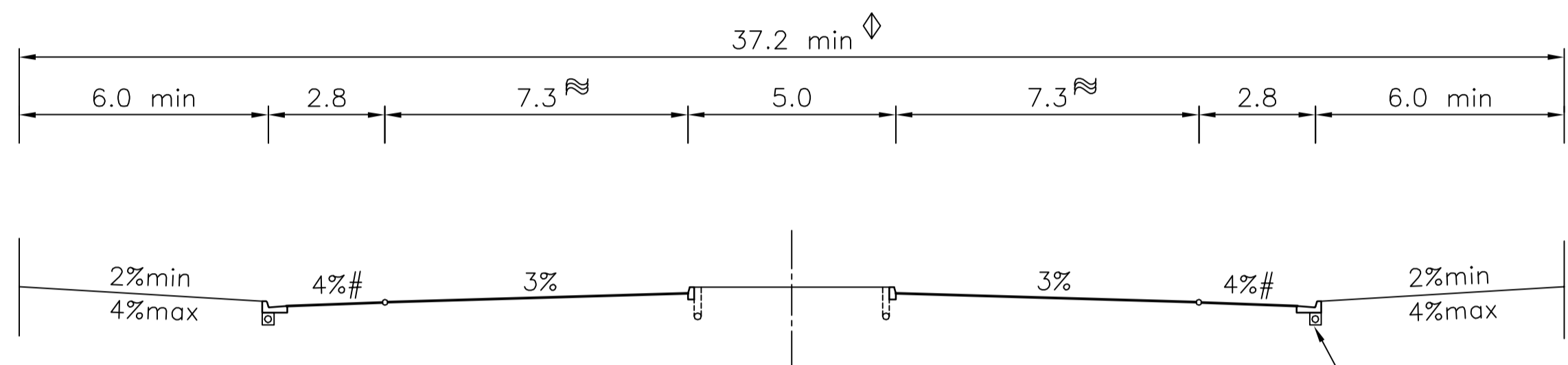


**TYPE E**  
SUB ARTERIAL ROAD

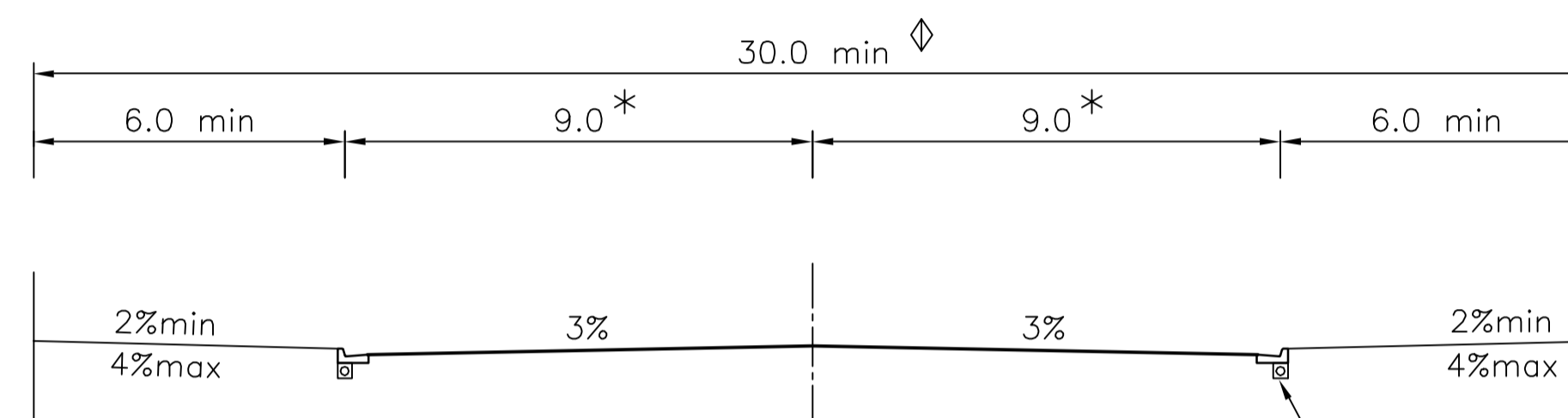


**TYPE H**  
INDUSTRIAL ACCESS  
( < 100 lots )

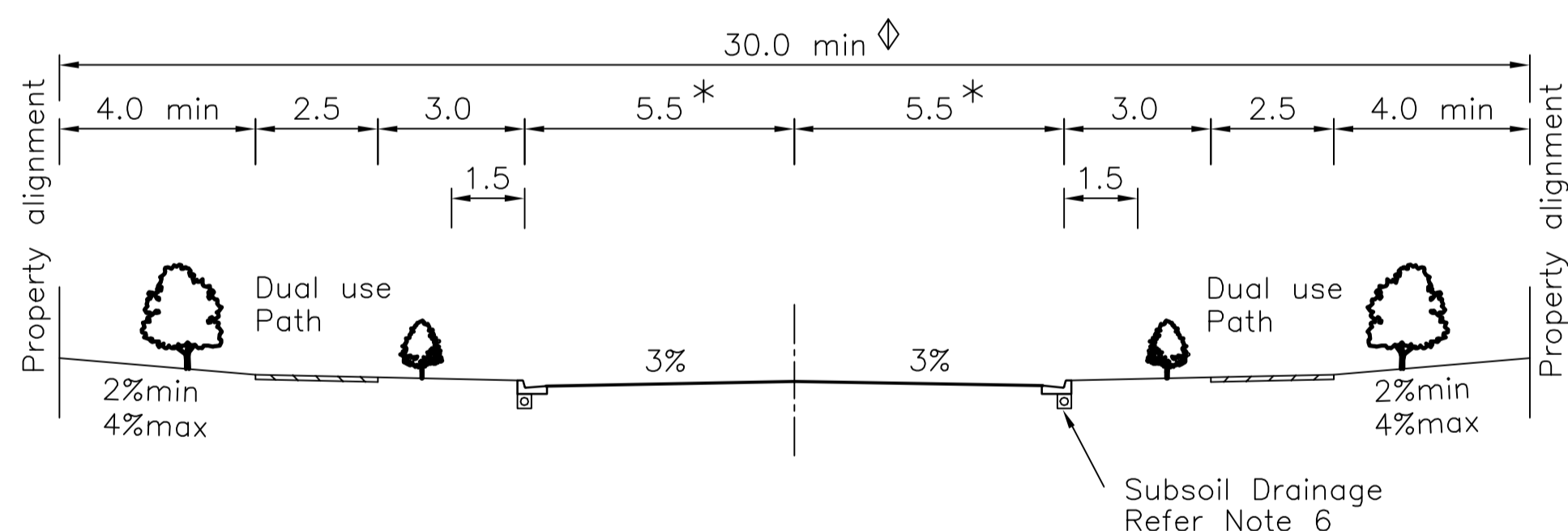


**TYPE F**  
ARTERIAL ROAD

# Shoulder crossfall may be steepened to 8% maximum to allow minimum grade in kerb and channel



**TYPE I**  
INDUSTRIAL COLLECTOR  
( > 100 lots or as assessed by Council )



**TYPE G**  
RESIDENTIAL TRUNK COLLECTOR (without Access)  
with Kerb and Channel

(Width between Kerbs to be widened to 13.0m {invert to invert} at Intersections to accommodate Turning and Passing Lanes)

◇ Wider reserves may be necessary for noise attenuation for larger volumes of traffic

\* Distances shown are from road centreline to invert of kerb and channel

≈ Distances shown are from face of median kerb to invert of kerb and channel

Type Cross Section Selection Table			
Type of X-section	Max. vehicles per day	Max. lots served	Design Speed ##
Type E	10000	1660	n.a.
Type F	>10000	>1660	n.a.
Type G	5000	833	60

} Can be used for >10000 VPD subject to wider road reserve and relevant design considerations

## Refer Note 4

**NOTES**

- All dimensions are in metres unless noted otherwise.
- Type Cross Sections shown are final development sections. The width and position of surfacing to be constructed and median development for a subdivision is to be as scheduled in the subdivisional approval conditions.
- General pavement depths to be determined from the exposed subgrade by the C.O.T. Code for Design of Pavements and submitted to the Director of Engineering Services for approval. Surfacing type and construction standards are also to be in accordance with the above mentioned code.
- Design speed will be as defined in I.M.E.A. (Qld) Queensland Streets except for speeds greater than 60km/hr in which case the requirements of the Queensland Transport Urban Road Design Manual or the Austroad Rural Road Design Guide are to be met.
- Council reserves the right to require an Industrial Collector Type Cross Section on Industrial Developments having less than 100 Lots where the nature of possible land uses is such that additional road surface width in excess of the Industrial Access Type Cross Section Standard is considered necessary for vehicle movement in a forward gear.
- For Subsoil Drainage details refer Drawing 10090.
- All the Nature Strips shall be revegetated to a vegetal retardance as per the C.O.T. Standards for vegetation requirements.

NOTES : Not to Scale  
Supersedes 10001C



**CITY OF THURINGOWA**

86 Thuringowa Drive, Thuringowa Central, QLD. 4817

Phone: 07 4773 8411 Fax: 07 4773 8600

DRAWN: NRN

Engineer Approved: Original Signed by B.Sue Date: 4/2000

CHECKED: WJP

D.E.S. Approved: Original Signed by B.Bailey Date: 5/2000

**TYPE CROSS SECTIONS**  
**RESIDENTIAL TRUNK COLLECTOR,**  
**SUB-ARTERIAL, ARTERIAL AND INDUSTRIAL**

**STANDARD**  
**DRAWING**  
**ROADWORKS**

10055

A

No.	DATE	DESCRIPTION	AP'D
A	29/3/2000	ORIGINAL ISSUE	
REVISIONS			