



**NOTES:**

- STANDARD IS INTENDED AS TYPICAL REQUIREMENTS ONLY. EXACT REQUIREMENTS TO BE DETERMINED ON-SITE TAKING INTO ACCOUNT INDIVIDUAL SITE REQUIREMENTS AND CONSTRAINTS. FINAL DETAILS TO BE DETERMINED IN CONSULTATION WITH OFFICERS FROM TRANSPORT AND TRAFFIC, ACTIVE TRANSPORT SECTION.
- TEMPORARY EVENT OR PATH CLOSURE APPLICATION FOR BICYCLE OR SHARED PATH TO BE SUBMITTED BEFORE WORK COMMENCES. CONTACT ACTIVE TRANSPORT ON 3403 8888 TO REQUEST THE FORM.
- CLEAR SIGHT LINE TO MAINTAINED THROUGH AND ALONG DETOUR PATH AT ALL TIMES.
- SIGNS SHOWN ARE MINIMUM REQUIREMENTS. EXACT SIGNAGE LOCATIONS TO BE DETERMINED ON-SITE. PROJECT OR ADDITIONAL SAFETY SIGNAGE TO BE INSTALLED UPON DETERMINING SITE REQUIREMENTS.
- ADVANCE PROJECT SIGNAGE AND PROJECT SIGNAGE TO CONTAIN INDIVIDUAL PROJECT INFORMATION INCLUDING PROJECT TIMING, DATES OR DURATION AND INFORMATION CONTACT DETAILS. COMPLEX DETOURS TO HAVE ADDITIONAL SIGNAGE/INFORMATION SHOWING EXTENDED DETOUR PATH ROUTE MAP AND DISTANCES.
- DETOUR PATH TO BE EQUAL WIDTH TO EXISTING PATH (TYPICALLY 3.0m, WHERE SITE CONSTRAINTS PERMIT) TO MAINTAIN LEVEL OF SERVICE. WHERE 3.0m WIDE PATH CANNOT BE MAINTAINED, A MINIMUM 2.5m WIDE PATH IS TO BE INSTALLED. PATH ALIGNMENT TO BE DETERMINED ON-SITE TO SUIT LOCATION CONDITIONS.
- DETOUR PATH SURFACE TO BE ASPHALT, INSTALLED TO UMS 745. SURFACE TO PROVIDE SMOOTH SURFACE FOR ALL USERS. JOIN NEATLY TO EXISTING PATH. PATH TO BE SWEEPED DAILY TO REMOVE LOOSE MATERIAL.
- DETOUR PATH TO BE REMOVED ONCE WORK COMPLETED AND SITE RETURNED TO ORIGINAL CONDITION.
- TRAFFIC CONTROLLER TO BE USED DURING PRIMARY USE TIME (e.g. PEAK HOURS) AND DAYLIGHT HOURS FOR HIGH USE/VOLUME PATHS.
- BARRIERS AT WORK ZONE TO BE WATER FILLED 'RHINO' BARRIERS, FILLED TO SUPPLIER/MANUFACTURER REQUIREMENTS TO PREVENT MOVEMENT AND PROTECTION FROM WORK SITE FOR PATH USERS. BARRIER TO EXTEND PAST FULL WIDTH OF PATH. BARRIERS TO HAVE WARNING/HAZARD LIGHTS SECURELY ATTACHED AND OPERATING DURING NON-DAYLIGHT HOURS.
- TEMPORARY, SECURE BARRIER FENCE TO BE INSTALLED BETWEEN DETOUR PATH AND WORK ZONE TO PROVIDE SAFETY SEPARATION FOR PATH USERS.
- ALL SIGNAGE, FENCING, SAFETY BARRIERS AND ASSOCIATED COMPONENTS TO BE INSTALLED A MINIMUM 0.5m FROM EXISTING OR DETOUR PATH EDGE OR THROUGH TRAVEL LINE, EXCEPT T2-5 (MOD) 'PATH CLOSED' SIGN WHICH IS TO BE MOUNTED ON BARRIER ACROSS PATH.
- INSTALL 100mm WIDE CENTRELINE ALONG DETOUR PATH, ESPECIALLY ON HIGH USE PATHS, TO PROVIDE SAFE DELINEATION AND SEPARATION OF USERS. LINEMARKING TO BE INSTALLED AS PER REQUIREMENTS OF REFERENCE SPECIFICATION FOR CIVIL ENGINEERING WORK S150-ROADWORKS. TEMPORARY LINEMARKING TO BE REMOVED FROM EXISTING PATH ONCE WORK COMPLETED.
- ALL DIMENSIONS IN METRES (U.N.O.).

ISSUE	AMENDMENT	DRAWN DATE	CHK'D DATE	APPR'D DATE
B	T2-4 (Mod) Sign Replaced With TC1495-2	DL 03/10	IC 06/10	PC 06/10
A	ORIGINAL ISSUE	Feb '09	Sept '09	Sept '09

<b>DESIGN AUTHORISED FOR ISSUE</b>			
P COTTON SIGNATURE ON ORIGINAL DATED 24/09/09			
MANAGER CITY ASSETS, R.P.E.Q. 2546			
<b>DESIGN APPROVED</b>			
I CONDRIK (RPEQ 8951) SIGNATURE ON ORIGINAL DATED 18/09/09			
PRINCIPAL ENGINEER STRATEGIC ASSET MANAGEMENT			
DESIGN	T&T/DJL	DATE	Feb '09
DRAWN	DJL	DATE	Feb '09
CHECKED	City Assets	DATE	Sept '09
DRAWING FILENAME	/UMS 254.dwg		
ASSOCIATED PLANS			



**BRISBANE CITY COUNCIL STANDARD DRAWING**

**SHARED PATH: CONSTRUCTION AND MAINTENANCE SITE MANAGEMENT**

SCALE NOT TO SCALE	
DWG No. <b>UMS 254</b>	
ORIGINAL SIZE	REVISION
A3	B