


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 BSD-5214. SURFACE TO PROVIDE SMOOTH SURFACE FOR ALL USERS. JOIN NEATLY TO EXISTING PATH. PATH TO BE SWEEP 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.).

				DRAWING AUTHORISED FOR PUBLICATION P. COTTON SIGNATURE ON ORIGINAL DATED 24/09/09 R.P.E.Q. 2546				DESIGN	Std Dwgs WG	DATE	Feb '09	 BRISBANE CITY COUNCIL STANDARD DRAWING	
				ASSET ENGINEERING MANAGER STRATEGIC ASSET MANAGEMENT				DRAWN	CPO - P&D	DATE	Feb '09		
				DESIGN APPROVED				CHECKED	CITY ASSETS	DATE	Sept '09	SHARED PATH: CONSTRUCTION AND MAINTENANCE SITE MANAGEMENT	
				I CONDORIC (RPEQ 8951) SIGNATURE ON ORIGINAL DATED 18/09/09				DRAWING FILENAME	BSD-5006.dwg				
				PRINCIPAL ENGINEER STRATEGIC ASSET MANAGEMENT				ASSOCIATED PLANS	SUPERSEDES UMS-254			ORIGINAL SIZE	A3
A	Drawing Converted from UMS Series April 2014			APR '14	APR '14	APR '14						REVISION	A
ISSUE	AMENDMENT			DRAWN DATE	CHK'D DATE	APPR'D DATE							