Appendix B: QDMR Drawing TC1244 – Pavement Marking Symbol “Transit Lane T2/T3”

NOTES:
1. The grid width (X) is constant at 100mm but grid height (Y) may vary as follows:
   \[ Y = \frac{\text{height of letter required (mm)}}{40} \]
2. Approved for trial application by BCC (formal adoption pending assessment of effectiveness).

Colour Legend
- White (‘T2/T3’ symbol and border)
- Red (background)

Queensland Government
Department of Main Roads

PAVEMENT MARKING SYMBOL
“TRANSIT LANE T3/T2”

Traffic & Road Use Management Division
Traffic Engineering Section

Designed: RH 08/00
Checked: KB 08/00
Scale: Not to Scale

14/08/00
A

TC1244

ORIGINAL APPROVED AS OFFICIAL TRAFFIC SIGN

PRINCIPAL ENGINEER
(Traffic Engineering)
Appendix C: QDMR Drawing TC1427 – Bus Lane Marking

Notes:
1. ‘Special arrows’ to be located at 50 m and 100 m from major intersections, contingent upon left turn demand and signal cycle time (goal is to ensure that buses that arrive at the end of the queue get the next green).
2. Application of special arrows at minor intersections to be determined on a case by case basis.
3. Advisory “Enter Bus Lane Here...” signs may be installed adjacent to the first special arrow where indicated. For details see TC1427_3.
4. All markings to be installed with a high skid resistance material (e.g. calcium bauxite).

Queensland Government
Department of Main Roads

Planning, Design & Operations Division
Traffic Engineering & Road Safety

ORIGINAL APPROVED AS OFFICIAL TRAFFIC SIGN

PRINCIPAL ENGINEER
(Traffic Engineering)

12/05/08
Date

TC1427_1
Page 1 of 3

A B C D
‘SPECIAL ARROW’ DETAIL

Note: Minimum length of arrow = 6 m

\[
Y = \frac{\text{length of arrow (mm)}}{60}
\]
16 Appendix D: Green Bicycle Lane (Example)
Note: Marking may not be full width of road surface.
18 Appendix F: Pedestrian Refuge and Marking Contrast Treatment

Coloured Surface Treatment through a pedestrian refuge used to delineate ‘safe zone’.

Coloured Surface Treatment used to contrast Zebra Crossing.