

TC2239 (double sided) end mounted using Type 1 Street Sign brackets on same post as R5-35(R) modified.

TC2239\_1

TC2239\_2 (optional)

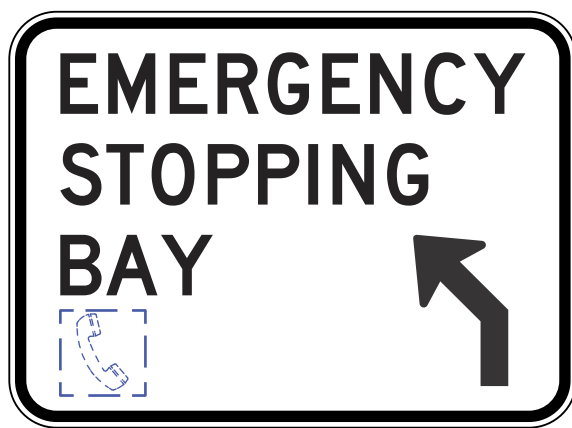
R5-35(R) Modified

FOR HELP  
CALL  
13 19 40

5 4 3 2



SIGNS COMBINATION ON SAME POST  
INSTALLED ON SHOULDER EDGE



R5-85(L)

NOTES

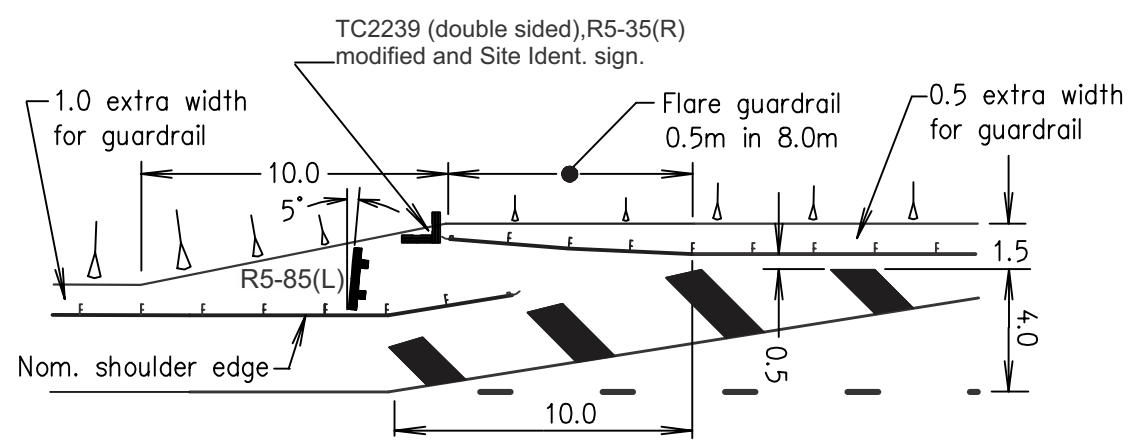
1. Where the distance between Emergency Stopping Bays exceeds 1km, the advance guide sign G9-90-1/G9-90-2 is to be placed 2km and 300m in advance of the bay, with the appropriate distances indicated.
- \*2. The stopping bay width shown allows for a large car width plus wheelchair min. turnaround space and clearances. Where cross section width is limited, this may be reduced to 3.5m which allows wheelchair access but no turnaround.
3. Where guardrail is warranted, the approach to the bay is to be constructed as shown in the detail. A space of 1.8m to 2.0m is to be provided between the guardrails at the phone location to allow wheelchair turnaround. Correct Type 1 terminal (or compliant device) must be installed.
4. Any existing site identity plates should be removed and replaced with TC2239\_2 plates.



G9-90-1  
Refer Note 1

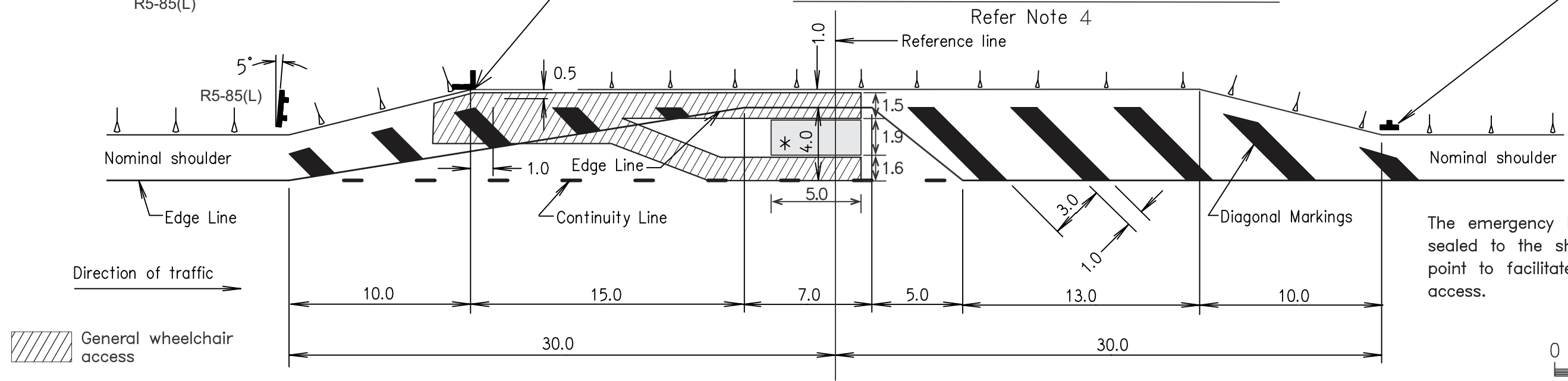


G9-90-2  
Refer Note 1



TREATMENT WHERE GUARDRAIL IS WARRANTED

Refer Note 4



R5-35(L)  
Modified

The emergency bay is to be sealed to the shoulder hinge point to facilitate wheelchair access.



Department of Transport and Main Roads  
Infrastructure Management & Delivery Division

APPROVED AS OFFICIAL TRAFFIC SIGN

*Allen*  
PRINCIPAL ENGINEER  
(Traffic Engineering Practice)

09/08/24  
Date

EMERGENCY STOPPING BAY (NO PHONE)  
NOT FOR MOTORWAYS  
LAYOUT, PAVEMENT MARKINGS & SIGNS

TC1340\_1

Page 1 of 4

Designed TV 10/16	Checked RN 08/24	Scale Not to Scale
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TC2239 (double sided) end mounted using Type 1 Street Sign brackets on same post as R5-35(R) modified.

TC2239\_1

TC2239\_2 (optional)

R5-35(R) Modified

FOR HELP  
CALL  
13 19 40

5 4 3 2

EMERGENCY  
USE  
EXCEPTED



EMERGENCY  
STOPPING  
BAY  
 m  
AHEAD



**EMERGENCY  
STOPPING  
BAY**

 **km**

**AHEAD**

A rectangular white sign with a black border. The text "EMERGENCY STOPPING BAY" is written in bold, black, sans-serif capital letters, arranged in three lines. In the bottom left corner, there is a blue dashed-line icon of a telephone handset. In the bottom right corner, there is a large, bold, black arrow pointing diagonally upwards and to the left.

Diagram illustrating the modified and Site Identification sign (R5-35(R)) at a road shoulder edge. The diagram shows the sign placement relative to the shoulder edge and the guardrail. Key dimensions and features include:

- Sign Placement:** The sign is placed 10.0 units from the shoulder edge, with a 5° angle indicated.
- Guardrail:** A flare guardrail is shown, 0.5m wide in an 8.0m section.
- Shoulder Edge:** The nominal shoulder edge is marked.
- Dimensions:**
  - 1.0 extra width for guardrail
  - 0.5 extra width for guardrail
  - 1.5 units for the sign's vertical offset
  - 5.0 units for the sign's height
  - 10.0 units for the sign's width
- Sign Details:** The sign is labeled "TC2239 (double sided), R5-35(R) modified and Site Ident. sign." and "R5-85(L)".

[illegible]

EMERGENCY  
USE  
EXCEPTED



The emergency bay is to be sealed to the shoulder hinge point to facilitate wheelchair access.

 General wheelchair access



Department of Transport and Main Roads  
Infrastructure Management & Delivery Division

  
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# EMERGENCY STOPPING BAY (NO PHONE) FOR MOTORWAYS LAYOUT, PAVEMENT MARKINGS & SIGNS

TC1340 2

Page 2 of 4

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TV 10/16



Refer Note 3.

GE7-8

GE7-9  
(if required)

G7-13 (double sided) end mounted  
using Type 1 Street Sign brackets on  
same post as R5-35(R) modified.

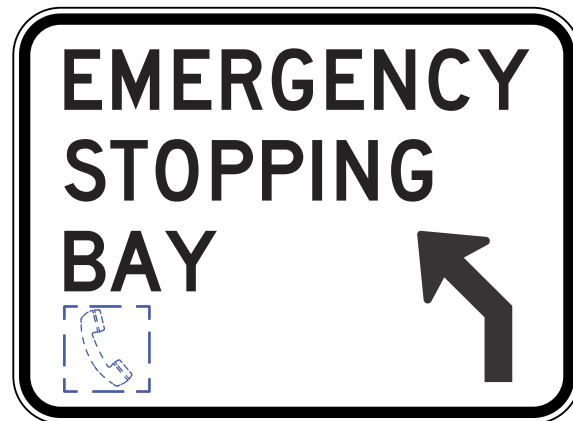


TC2239\_2  
(optional)

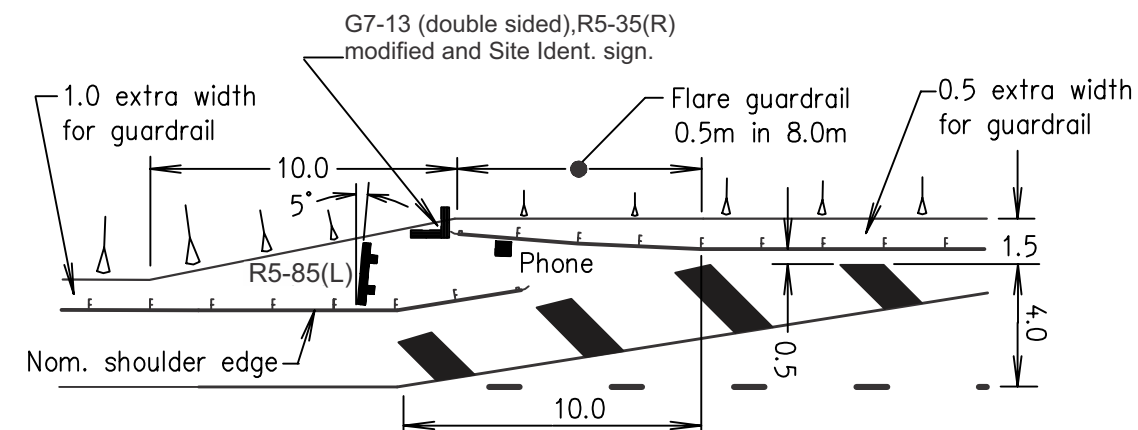


R5-35(R)  
Modified

SIGNS COMBINATION ON SAME POST  
INSTALLED ON SHOULDER EDGE

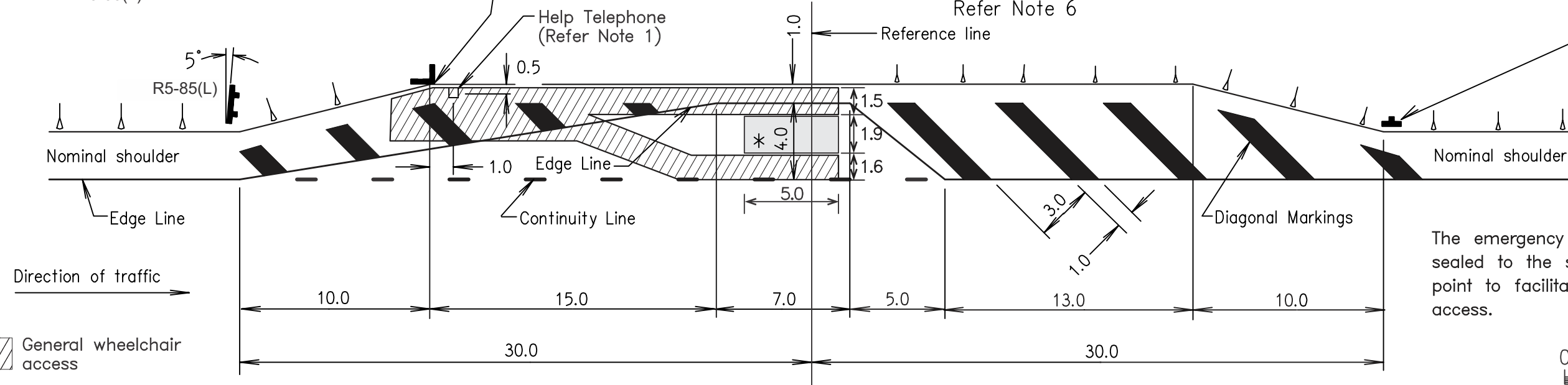


R5-85(L)



TREATMENT WHERE GUARDRAIL IS WARRANTED

Refer Note 6



The emergency bay is to be  
sealed to the shoulder hinge  
point to facilitate wheelchair  
access.

0 2 4 6 8 10  
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#### NOTES

1. For details of Help Telephone and Stand refer TC9799.
2. Where the distance between Emergency Stopping Bays and Telephones exceeds 1km, the advance guide sign G9-90-Q01 is to be placed 2km and 300m in advance of the bay, with the appropriate distances indicated.
3. Pedestrian indicator sign GE7-8 to be erected parallel to the road and spaced in the range of 200m on urban freeways to 1km on rural freeways. A distance plate GE7-9 shall under each sign.
- \*4. The stopping bay width shown allows for a large car width plus wheelchair min. turnaround space and clearances. Where cross section width is limited, this may be reduced to 3.5m which allows wheelchair access but no turnaround.
5. The area in the immediate vicinity of the telephone should be illuminated to a min. of 5 lux. Where existing route lighting or roadside lighting is inadequate, additional lighting will need to be installed to meet this level.
6. Where guardrail is warranted, the approach to the bay is to be constructed as shown in the detail. A space of 1.8m to 2.0m is to be provided between the guardrails at the phone location to allow wheelchair turnaround. Correct Type 1 terminal (or compliant device) must be installed.
7. Any existing site identity plates should be removed and replaced with TC2239\_2 plates.



G9-90-Q01  
Refer Note 2



G9-90-Q01  
Refer Note 2



R5-35(L)  
Modified



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Government

Department of Transport and Main Roads  
Infrastructure Management & Delivery Division

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*Allen*  
PRINCIPAL ENGINEER  
(Traffic Engineering Practice)

09/08/24  
Date

EMERGENCY STOPPING BAY & PHONE  
NOT FOR MOTORWAYS  
LAYOUT, PAVEMENT MARKINGS & SIGNS

TC1340\_3

Page 3 of 4

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GE7-8



GE7-9  
(if required)

Refer Note 3.

G7-13 (double sided) end mounted  
using Type 1 Street Sign brackets on  
same post as R5-35(R) modified.



TC2239\_2  
(optional)

5 4 3 2



R5-35(R)  
Modified

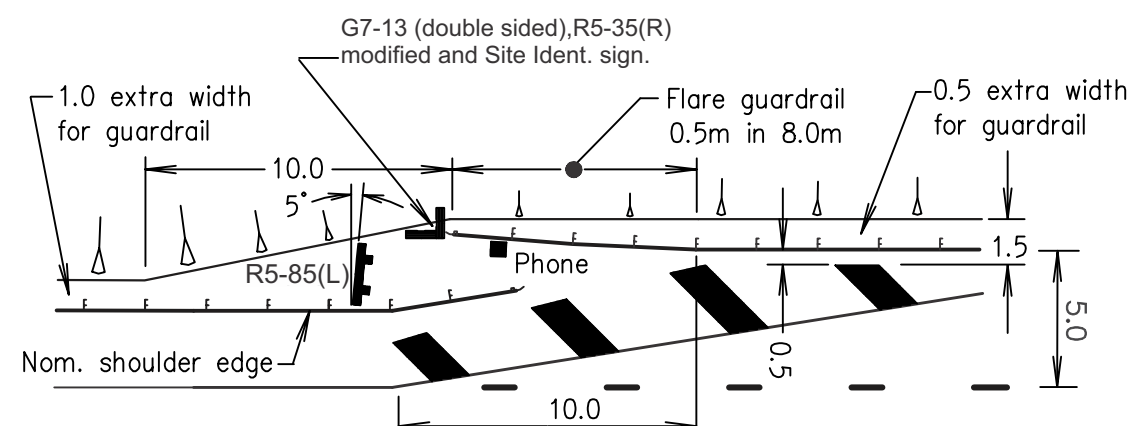
SIGNS COMBINATION ON SAME POST  
INSTALLED ON SHOULDER EDGE



R5-85(L)

#### NOTES

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TREATMENT WHERE GUARDRAIL OR NOISE BARRIERS ARE WARRANTED

Refer Note 6



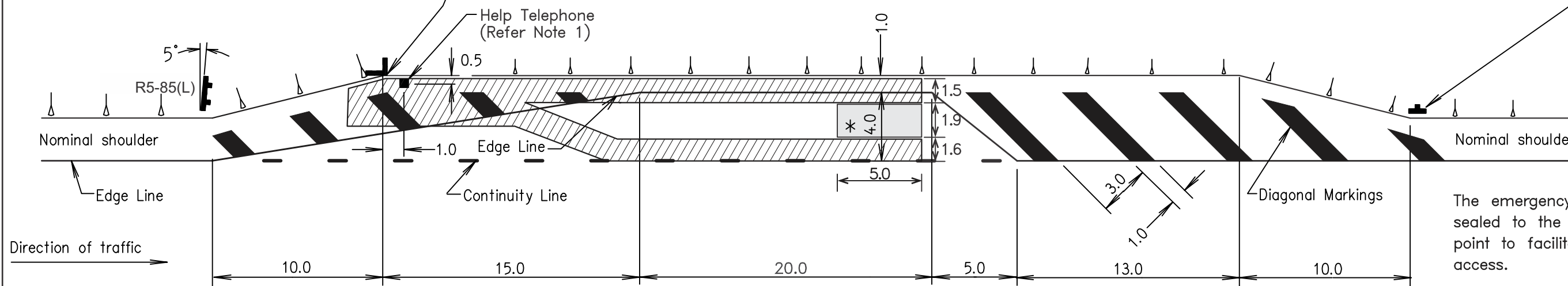
G9-90-Q01  
Refer Note 2



G9-90-Q01  
Refer Note 2



R5-35(L)  
Modified



The emergency bay is to be  
sealed to the shoulder hinge  
point to facilitate wheelchair  
access.

N.T.S.

General wheelchair  
access



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Government

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Infrastructure Management & Delivery Division

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EMERGENCY STOPPING BAY & PHONE  
FOR MOTORWAYS  
LAYOUT, PAVEMENT MARKINGS & SIGNS

TC1340\_4

Page 4 of 4

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