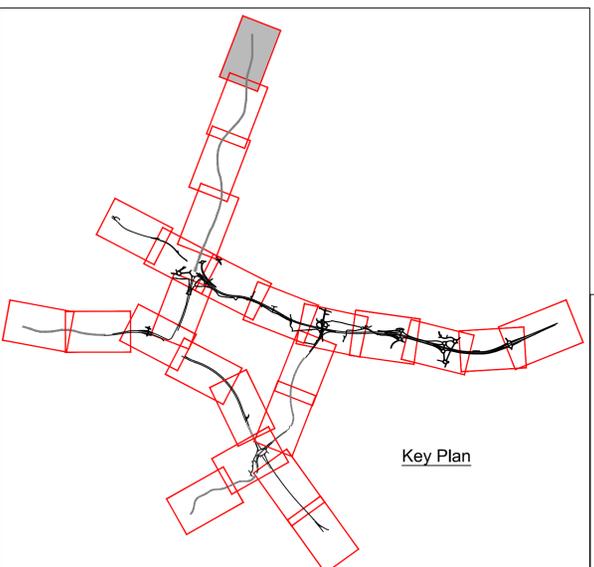




Sheet 11 of 25  
 Sheet 11 of 25



**Notes:**

- 1). For the purposes of calculation of Lane Occupation charges, the extent of a diverge Slip Road is defined as: The slip road from the start of the diverge taper (as defined in TD22/06, Fig 1/1) to the junction with the downstream road network.
- 2). For the purposes of calculation of Lane Occupation charges, the extent of a merge Slip Road is defined as: The slip road from the junction with the upstream road network, to the end of the merge taper (as defined in TD22/06, Fig 1/1).
- 3). For lane drop/lane gain Slip Roads, the mainline extent of the slip road shall be taken from the tip of the nosing (as defined in TD22/06, Figure 1/1).

CLIENT



TRANSPORT SCOTLAND

An agency of The Scottish Government

PROJECT TITLE

**M8 M73 M74  
Motorway Improvements**

REV	REVISIONS	BY	CHKD	APP'D	DATE
02	Drawing border updated - Road Name Update	SL	GG	MB	Feb 13
01	Notes and Road extents added	RH	GG	MB	Sept 12

AMENDMENTS

This map is based on Ordnance Survey material with the permission of Ordnance Survey on behalf of the Controller of Her Majesty's Stationary Office Crown Copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. Scottish Executive 100046668 2011

DESIGN BY:	SL	CHECKED BY:	GG
DATE:	March 2012	DATE:	March 2012
DRAWN BY:	SL	APPROVED BY:	MB
DATE:	March 2012	DATE:	March 2012

DRAWING STATUS: CONTRACT

ENGINEER



IN ASSOCIATION WITH



DRAWING TITLE

**Lane Occupation  
Reference Drawings  
Sheet 10 of 25**

SCALE AT A1	DRAWING NO	REV
1:2500	M8/C/LOR/010	02