



Key Plan

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	APPD	DATE
02	Drawing border updated - Road Name Update	SL	GG	MB	Feb 13
01	Notes and Road extents added	RH	GG	MB	Sept 12

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DESIGN BY:	SL	CHECKED BY:	GG
DATE:	March 2012	DATE:	March 2012
DRAWN BY: <td>SL <td>APPROVED BY: <td>MB</td> </td></td>	SL <td>APPROVED BY: <td>MB</td> </td>	APPROVED BY: <td>MB</td>	MB
DATE:	March 2012	DATE:	March 2012

DRAWING STATUS: AMENDMENTS CONTRACT

ENGINEER



IN ASSOCIATION WITH



DRAWING TITLE

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

SCALE AT A1: 1:2500

DRAWING NO: **M8/C/LOR/025**

REV: **02**