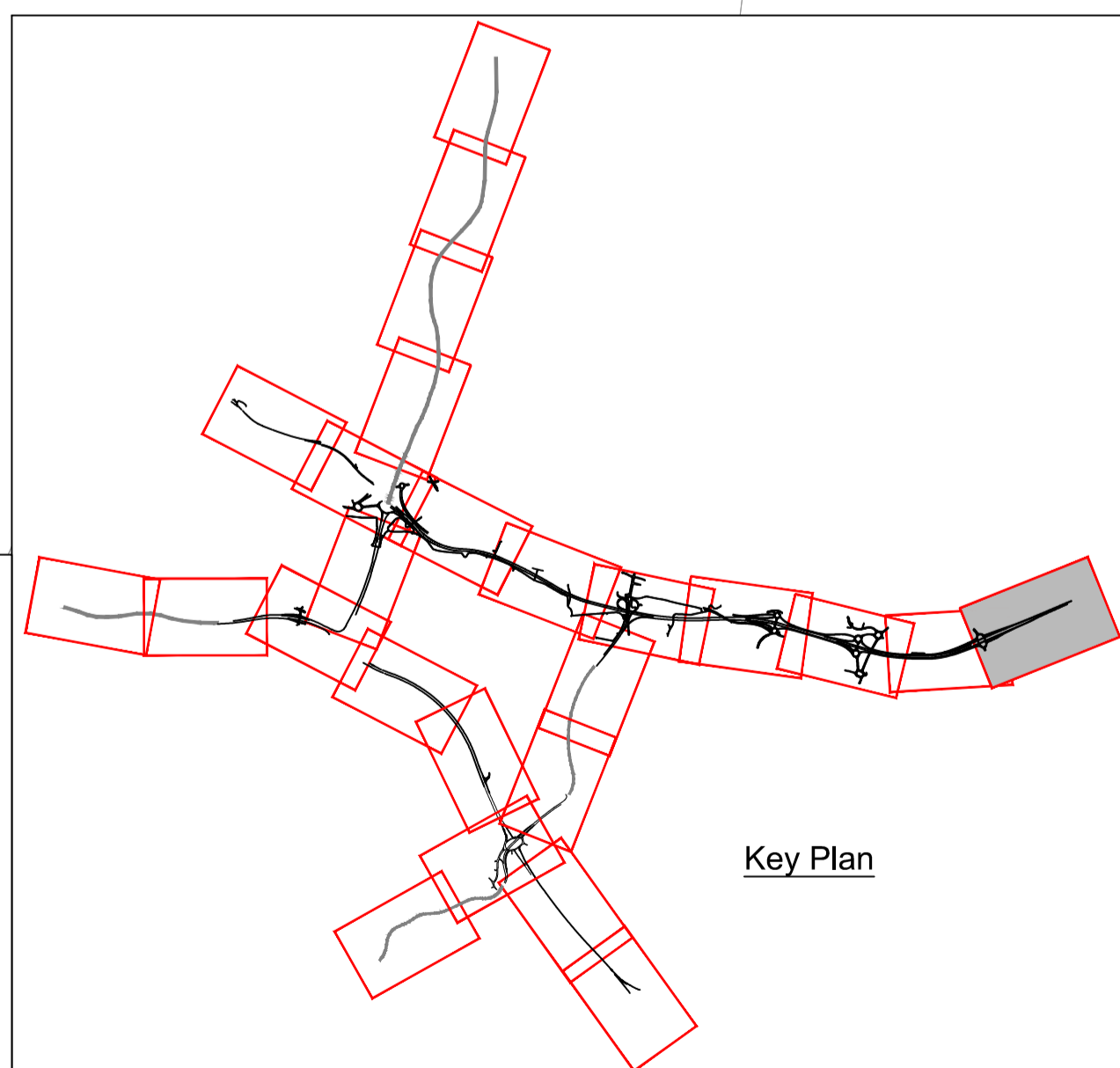


Notes:

- 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: | SL | APPROVED BY: | MB |
| DATE: | March 2012 | DATE: | March 2012 |

ENGINEER



IN ASSOCIATION WITH



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| DRAWING TITLE | | |
| Lane Occupation Reference Drawings Sheet 9 of 25 | | |
| SCALE AT A1 1:2500 | DRAWING NO M8/C/LOR/009 | REV 02 |