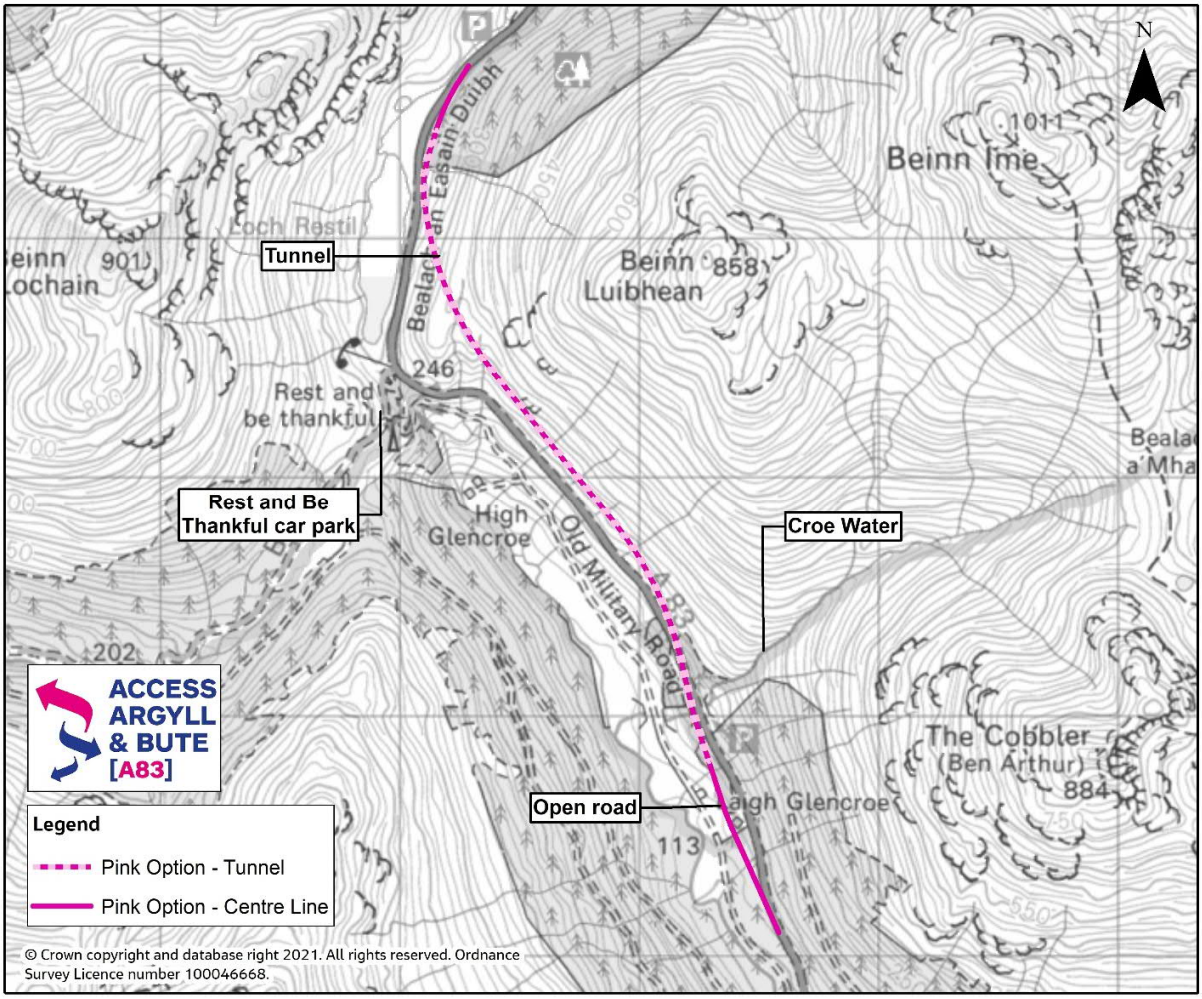
Pink Possible Route Option (Predominantly Tunnel)



The Pink route option would involve the construction of a new single carriageway road, approximately 4.1km long, of which approximately 2.9km would be within a tunnel. This possible route would tie into the existing A83 Trunk Road at a point approximately 1.0km south of the existing Croe Water bridge, with the new road initially located between the existing A83 Trunk Road and the Croe Water. This section of the route would be an open road, approximately 0.7km long, generally at ground level or on embankments on the approach to the southern tunnel portal (entrance/exit).

The route would then enter the tunnel, which would be offset down the slope from the A83 Trunk Road and approximately 0.3km south of Croe Water. The tunnel would pass beneath the Croe Water and the A83 Trunk Road and would emerge next to the junction between the A83 Trunk Road and an existing access road north of Loch Restil before rejoining the A83 Trunk Road.

The tunnel portals will be positioned to take account of the landslide and debris flow hazard within the area and these, along with the sections of road on the approaches to the tunnel, may require additional measures to mitigate hazard. For this possible option the B828 local road would likely be extended to the north tunnel portal by using part of the existing A83 Trunk Road from the Rest and Be Thankful car park and a new junction created between the A83 Trunk Road and B828 local road.

Advantages

- Affords protection of the trunk road from up-slope landslide and debris flow hazard.
- Construction areas are largely offset from the existing A83 apart from tie ins with greater flexibility with respect to traffic management and workforce protection compared to some other options.
- Smaller impact on surface-level natural assets than most other options due to the use of the tunnel

Disadvantages

- Includes a significant length of tunnel which will take time to construct and is a considerable cost element. At this stage it is anticipated that the full tunnel option (pink option) would typically take over a year longer than the next longest option (brown or purple options) and around 1-2 years longer than the quickest option (green option).
- Significant length of tunnel will increase requirements for ventilation and escape shafts.
- Large amount of excavated spoil will be produced from the tunnel construction, with limited opportunity to reuse in the works, resulting in high volume of road traffic to remove as well as support construction.
- Tunnel portal construction will be required on sloped hillsides which will be challenging for access and stabilisation works.
- Increased design requirements relating to accommodating hazardous loads, abnormal loads and non-motorised users within the tunnel.
- Greater level of greenhouse gas emissions predicted than most other route options.
- Future tunnel operational and maintenance requirements.