

A83 Medium Term Strategy
Options Assessment
Option Fact Sheet

Option Name	Medium Term Solution (MTS) – Old Military Road Interventions
Brief Description	<p>This option generally follows the route of the existing Old Military Road (OMR). It commences at the existing A83 Trunk Road /OMR junction and ends at the existing B828 Glen Mhor local road /A83 Trunk Road junction.</p> <p>The OMR Interventions option consists of a number of discrete interventions to improve the operation and resilience of the OMR when used as a diversion route.</p> <p>The proposed interventions include:</p> <ul style="list-style-type: none"> • An increased length of two-way working, extending the existing two-way working length by up to nearly 1,300m; • Providing additional edge protection; • Curve widening at specific locations; • Improving resilience of existing structures and potential strengthening works; • Improved culverts; • Realignment of the southern A83 Trunk Road/OMR junction; and • Geohazard mitigation measures including barriers, bunds and catch fences.
Option Pros	<p>The key positive elements of this option are listed below:</p> <ul style="list-style-type: none"> • OMR interventions can be progressed and implemented quickly without any impact on the programme for the Long Term Solution. • The option would reduce the convoy length and therefore journey time, whilst improving reliability (lower risk of closure). • Operational improvements would improve the safety and operation of the diversion route. • The option could be delivered as a whole, or alternatively as a series of individual interventions. • The option could also be developed to work in conjunction with the single lane forestry track option, in a loop arrangement, if that option were taken forward as well. • There is also scope for some of the mitigation measures to be removed if no longer required when the LTS is constructed. • Reduced environmental impact compared to other options. • The proximity to the A83 Trunk Road makes for easy access to the works for earthworks and other construction materials import/export.
Option Cons	<p>The key negative elements of this option are listed below:</p> <ul style="list-style-type: none"> • Construction of this Option will complicate the use of the OMR as a diversion and will require working in areas at risk of debris flow and flooding. • The option will also still require convoy operation albeit with a reduced time between successive convoys.

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	<ul style="list-style-type: none"> • If completed in isolation, there will also remain the potential for lengthy diversion if a significant landslide was to occur on the slopes of Beinn Luibhean that resulted in the A83 and OMR being closed. • The area where the OMR is located is partly in third-party land. Therefore, third-party land will be required. • The OMR Interventions will not improve the prevailing steep gradients (up to 14%) and will continue to run under 10mph convoy operation for the 1.5km northern section, potentially resulting in significant delays, if a vehicle breakdown occurs. • The success of works to protect the OMR and improve resilience rely on similar measures being undertaken to the A83 Trunk Road. • Potential need for an Environmental Impact Assessment Report (EIAR) may lengthen the time required to implement the improvements. • Several 'undesigned' heritage assets would be directly affected, including the Old Military Road itself (heavily modified already though still with some original features), and several farmsteads and sheepfolds.
Time to Implementation	If progressed as a whole, depending on a number of factors such as decision to proceed, securing necessary rights over land, Ground Investigation, EIA Reporting and consultation requirements, this option has the potential to be open to traffic by summer 2024.
Outline Construction Programme	Depending on the final scope of the works the construction duration could be up to 1 year.
Scheme Costs	An initial estimated cost for this option is within the range of £24.3M-£31.9M at 2021 prices.
Caveats Identified	<p>The caveats associated with the above data at this stage are identified as following:</p> <ul style="list-style-type: none"> • Final Determination on EIAR requirement is yet to be reached. • The success of works to protect the OMR and improve resilience rely on similar measures being undertaken to the A83 Trunk Road. • Current proposals assume other mitigation measures are applied on the A83 Trunk Road. • Intervention proposals could change dependent on outcome of ongoing site investigations and geohazard and flood modelling. • Approximately 70% of estimated costs are for debris flow and rock-fall catch fences. • There is limited available information on the underlying ground conditions along the Old Military Road and parts of the A83 Trunk Road. Accordingly, the geotechnical solutions proposed have been based on various assumptions and are subject to change pending further data collection, assessment and design development. This may have significant bearing on the estimated cost generated.

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	<ul style="list-style-type: none">• Geohazard modelling is ongoing for the slopes along the eastern side of Glen Croe. Geohazard mitigation measures proposed for the Beinn Luibhean slopes include a combination of measures at different levels - above the A83 Trunk Road, on the A83 and on the slope below down to the Old Military Road. The geohazard mitigation proposed has been based on various assumptions, including how the mitigation at different levels works in combination, and is subject to change pending further data collection, assessment and design development. This may have significant bearing on the estimated cost generated.
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