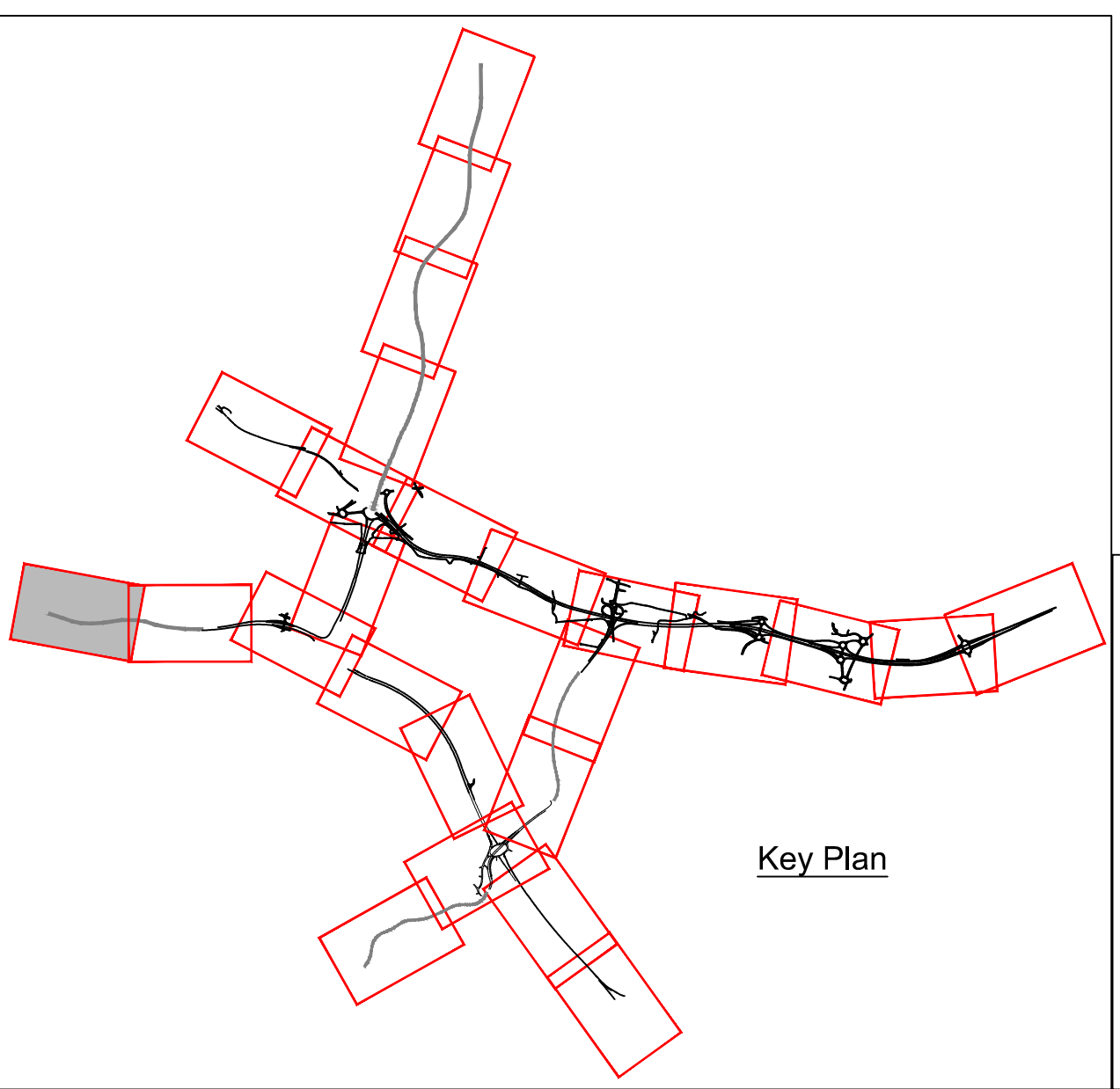


Sheet 25 of 25  
Sheet 25 of 25



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
AMENDMENTS					

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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
DRAWING STATUS	CONTRACT		

ENGINEER



IN ASSOCIATION WITH



DRAWING TITLE

**Lane Occupation  
Reference Drawings  
Sheet 24 of 25**

SCALE AT A1	DRAWING NO	REV
1:2500	<b>M8/C/LOR/024</b>	<b>02</b>