

Construction Traffic Management Plan

Project:	Whistlefield – Dunoon 132kV OHL Rebuild
Contract No:	LT000193
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Business Unit:	Omexom Transmission Scotland
Client:	Scottish & Southern Electricity Networks (SSEN)
Prepared by:	Lewis Kane
Reviewed by:	Ross Currie
Approved by:	Julie Larkin

Revision History

Revision	Date	Purpose	Prepared	Checked	Approved
01	21/08/2025	Initial issue	Lewis Kane	Tommy Edwards	Paul Miller
02	09/09/2025	Updated to SSEN comments	Lewis Kane	Julie Larkin	Paul Miller
03	04/09/2026	Updated following S37 consent	Lewis Kane	Ross Currie	Julie Larkin

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1 INTRODUCTION

1.1 Background

The existing 132kV PL16 overhead line passes over steep terrain and has a high historic fault rate, notably during high winds. Studies have established that the existing towers do not meet current standards, therefore a rebuild of the overhead line is required.

Scottish and Southern Electricity Networks (SSEN) has obtained consent to construct a new 132kV double circuit overhead Line between the existing Dunoon substation and Tower GL1/2 15 West of Loch Long. In addition, refurbishment works are required to the existing OHL between Towers GL1/2 12-15 (the Loch Long Crossing).

1.2 Purpose

The purpose of this project specific Construction Traffic Management Plan (CTMP) is to provide details of the agreed traffic management of delivery vehicles and other traffic generated during the construction phase of the development.

This document proposes measures to demonstrate how Omexom plan to avoid and reduce the impact, wherever possible, between public and general construction site traffic. General site traffic, deliveries, and collections, where practicable, will be planned and managed to minimise the impact of traffic on the surrounding local road network and to minimise the impact on the local community.

The CTMP is a live document that will be reviewed at regular intervals by the project team to reflect progress of the works and any changes in requirements. Any revisions to the document will be recorded and re-briefed as required.

1.3 Project Description

The development will comprise approximately 17.7 km of 132kV double circuit OHL supported by new steel lattice towers of 'L7c' series tower design, from the proposed Terminal Tower number 77 at the existing Dunoon substation to proposed tower number 1, West of Loch long, shown in **Appendix 1 – Location of Works**.

In addition, the development includes approximately 1.7 km of new conductor and earth wire to be installed between Tower GL1/2 12 and Tower 15 on the existing Dunoon - Whistlefield OHL. 16.3 km of existing 'PL16' 132kV double circuit OHL will become redundant between the existing Dunoon substation and tower GL1/2 15. This redundant section of line will be dismantled.

To permit access to each of the steel lattice tower positions, several access tracks are required to be constructed as part of the works, alongside the upgrade and use of existing forestry tracks. These new access tracks shall either be removed upon completion of the development or reinstated back to form smaller tracks suitable for off road vehicles to allow for future maintenance of the transmission line, as per the planning agreement.

The OHL development forms one part of a wider project which also includes the following works which will be carried out by other parties:

- Tree clearance works along the route of the new OHL.
- Substation works within the existing Dunoon substation.

1.4 Construction Process

The construction process for the works will comprise the following key stages:

- Establishment of multiple temporary construction compounds
- Access track construction including bell mouths, passing places and other road improvements as agreed with Argyll & Bute Council. (A&BC)
- Upgrade of existing forestry tracks, where required
- Installation of tower foundations
- Installation of temporary wood pole circuit diversions
- Erection of towers
- Conductor stringing including erection of temporary scaffolding as a form of protection of crossing points
- OHL & substation commissioning
- Removal of existing redundant equipment, conductors and towers.
- Removal and reinstatement of temporary access tracks, compounds around tower locations and decommissioning of bell mouths.

1.5 Working Hours

The working hours during the construction phase within the site shall be during daylight hours generally as outlined in Table 2.1 below.

	March to September	October to February
Monday to Friday	08:00 – 18:30 hrs	08:00 – 17:30 hrs
Weekend (Sat only)	08:00 – 13:00 hrs	08:00 – 13:00 hrs

Table 1.1 - Construction Working Hours

In addition to the above, there is generally no activity on Sundays or Scottish Bank Holidays.

Notwithstanding the above general limitations, construction activities shall be permitted between the hours of 08.00 and 18.30 hrs seven days a week for the following towers, which are agreed as remote from sensitive receptors:

- a) Towers 1 to 20
- b) Towers 26 to 51
- c) Towers 63 to 74

In respect of helicopter usage related to construction, which is weather dependent, this can be carried out seven days a week between the hours of 08.00 and 18.30 hrs.

1.6 Main Site Compound

The main construction compound is located within the Sandbank Industrial Estate, Dunoon, Argyll & Bute, PA23 8RP.

Anticipated use dates: September 2026 – August 2030



Figure 1.1 - Site Office Location

The main site compound will be used to provide office accommodation and welfare facilities for staff involved with the project. The compound area will provide a safe area for parking away from the public highways as well as temporary storage of materials, plant and equipment.

1.6.1 Central Section Satellite Yard

A satellite site compound is situated off the existing 'Gairletter' forestry access track (AP09), accessed from the Shore Road.

Anticipated used dates: July 2026 – August 2030

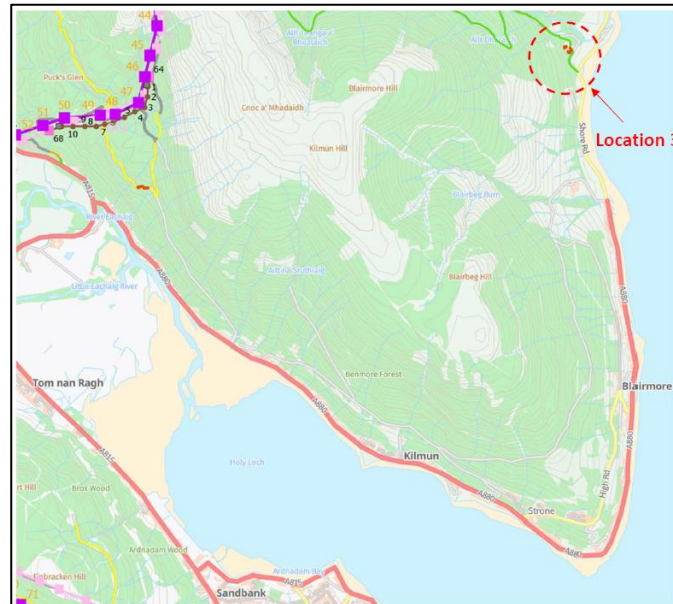


Figure 1.6. 1 – Central Section Satellite Yard

2 EXISTING ROAD PROFILE

2.1 General

The access points and public roads used to access the development have been categorised into three main areas throughout the development area with a short profile given below:

- Southern Development Area
- Central Development Area
- Northern Development Area

2.2 Southern Development Area

2.2.1 A885 (South)

The A885 (South) is a single carriageway A-road, currently provides access from Dunoon to the northern section of Argyll and will allow access to Towers GL1/2 75-77 via AP17 for construction traffic.

2.2.2 B836

The B836 is a single-carriageway B-road, that provides access from Dunoon to the western side of the peninsula, also permitting construction traffic access to Towers GL1/2 58-74 via AP14-AP16.

2.2.1 Unclassified (Inverreck)

This is an unclassified, single-track road spurring from the A815 at Inverreck with passing places. It provides access to local residencies and forestry track, along with construction traffic to Towers GL1/2 53-57 via AP12 & AP13. The road is surfaced however, some improvements may be required here, namely minor passing place improvement at a small number on approach to the access points.

2.3 Central Development Area

2.3.2 A815 North

The A815 is a single-carriageway, A-road which provides access from Dunoon to the north of Argyll and Bute along the coast of Loch Eck. AP10 spurs off at the forest track at Inverchapel junction, providing access to Towers GL1/2 45-51.

Further south of Loch Eck on the A815 provides access to Tower GL1/2 52 via AP11, prior to the junction to A880/Shore Road.

2.3.1 A880 / Shore Road

The A880/Shore Road is a multi-purpose road, connecting Ardentinnny Road via Whistlefield on the A815 to the small village of Ardentinnny and the coast of Loch Long, tying into the A815 further south at Ardbeg. The road begins at the north (Ardentinnny) side as single-track, with passing places, before opening into single-carriageway at Blairmore. Some minor passing place improvements may be required. This road link provides access to Towers GL1/2 28-44 via AP09, a forestry track named 'Gairletter'. This track is also connected to AP08 to the north (Laird's Grave).

Due to the nature of this road, it is planned to limit traffic impact on the locality there will be no HGV access between Ardentinnny and Gairletter, shown in **Appendix 2 – Road Links**, with forestry tracks to be used to traverse the northern section of the route.

LGVs (4x4, small vans) will still use this full route as normal and HGVs are permitted for emergency use only.

2.4 Northern Development Area

2.4.2 Unclassified – Turn off A815 at Whistlefield Hotel (Ardentinny Road)

Ardentinny Road is an unclassified, single-track road with passing places, accessed via A815 (Whistlefield) from the north side and connects to Shore Road/A880 to the south. Passing place improvements and vegetation clearance will be required.

There are 5 no. access points that spur off this road to access towers:

- AP04: access to Towers GL1/2 21-22
- AP05: access to Towers GL1/2 24
- AP06: access to Towers GL1/2 25
- AP07: access to Towers GL1/2 Ex. 14-15 and 1-20
- AP08: access to Towers GL1/2 26-27

To minimise HGV movements on this road link, it is proposed that construction traffic leaves Ardentinnny Road at the north section via the Whistlefield FLS track, AP02, removing HGV's from approximately 40% of the road link when in use, before rejoining at the end of this track north of Sligrachan Wood, AP03.

2.4.3 Unclassified – Turn off A814 at Whistlefield (RNAD Coulport)

This is a single carriageway unclassified A-road, that connects Garelochhead/Finnart to the RNAD Coulport naval base and is subject to MoD restrictions for access, with only persons inducted by the Ministry of Defence, or given approval for deliveries, allowed.

This road link allows access to AP01 only, to Towers GL1/2 Ex. 12 and 13 alongside the Scottish Power Energy Networks (SPEN) switching station.

2.5 Suitability For Construction Traffic / Public Roads Improvement Works

As mentioned in Section 4.4, some public road improvement have been carried out, (excluding the bellmouth junctions noted in Table 3.3). This consisted of passing place improvements to local unclassified roads, improvements on existing forestry tracks and seasonal vegetation clearance. This has been discussed with Argyll and Bute Council who have provided specification for these upgrades/additions.

3 CONSTRUCTION TRAFFIC

3.1 Transport Configurations

No oversized abnormal load vehicles with regards to length (over 18.3m) or width (over 2.9m), are anticipated to need access to the development site, with the largest vehicles anticipated to require access being road legal standard articulated lorries, including low loaders importing construction equipment (Note: Construction equipment such as excavators will be chosen to remain within the road legal width where possible).

Abnormal loads with regards to vehicle weight over 44 tonnes are required to access the development. These vehicles include low loaders when loaded with construction equipment and the mobile cranes required for the erection of the towers and installation of the conductors. The typical mobile cranes have a road legal weight of 60 tonnes and a maximum axle weight of 12 tonnes, which would make them abnormal loads, moveable under a special types general order. The loaded low loader will depend upon the load being carried.

Table 3.1 below outlines the HGV vehicle types anticipated to be operating on the public roads.

Vehicle Type	Description	Activity
1	Tipper Lorries	Used on site for construction and removal of access tracks
2	Hiab Wagon	Used for transferring materials from storage compounds to where they are required to be incorporated into the works
3	Concrete Truck Mixer	Used to import concrete for tower foundations
4	Articulated Vehicles (normal)	Used to deliver materials to the construction compounds or direct to locations where materials are incorporated into the works
5	Articulated Vehicles (low loader)	Used to deliver and collect site machinery such as excavators, telehandlers as necessary. Site machinery will move under its own power to suitable loading and offloading locations
6	Mobile Crane	Used for erecting towers. This vehicle will move around the site using internal access tracks and travel between sites using the public road network. Cranes with a vehicle weight over 44 tonnes are classified as an abnormal load moveable under a special types general order. The special types general order will require 2 clear days' notice to the roads authority prior to movement on the public roads network
7	Tractor and trailer	Used for transporting plant and materials around site and between access points

Table 3.1 - Vehicle Types

3.2 Origins of Transport Movements

The origin of loads will depend upon the materials being imported. Materials such as tower steel, conductors, and other specialist equipment are expected to be imported along the A815. Some of these materials may be imported through the port of Hunter's Quay and approach the site from the South. Materials will be imported using standard road legal articulated or rigid vehicles and will be imported to a site compound nearest to the location where they are to be used. These materials may be transferred between the compounds and the working area using Vehicle Type 2 (Hiab Wagon).

Stone for the construction of access tracks and crane pads, ready mixed concrete and tarmac will be locally sourced, where available. The nearest quarries to the development are Bonnar Quarry and Cowal Quarry. Bonnar Quarry at Cairndow, near to the junction of the A83 and A815, is located approx. 25 miles North of the project. The Cowal Quarry is located to the South of the development near Toward, approximately 15 miles away. These materials will be imported and incorporated immediately into the works.

Potential locally won stone sources for construction of access tracks and crane pads have been identified at 3no. locations in the south region, and 2no. in the central region of the project. These areas are shown in

Appendix 3 – Potential Borrow Pit Locations. There is scope for other sources to be identified and this will be updated as such opportunities arise.

General construction materials (such as timber for fencing), servicing of the contractors' facilities and construction equipment will be locally sourced locally (where available) and delivered to site using small vehicles. These vehicles will be encouraged to use the preferred routes, but this may not be possible at all times as the journeys may not commence at suitable locations.

The workforce will be encouraged to share journeys to reduce the number of vehicles passing through towns and villages at the start and end of each day. This will be achieved by prohibiting private vehicles onto site except at the main construction compound. It is anticipated that a large number of the workforce will be based in Dunoon, as such arrangements will be made for shared journeys to commence in Dunoon and use the preferred routes for construction traffic where practicable.

3.3 Emergency Vehicle Access

Access to / through all work sites will always be kept free to allow access for emergency vehicles.

Prior to contract commencement a list of access points and compound locations will be forwarded to the emergency services containing the following details:

- Tower Number / Access Point Number
- Nearest address and postcode
- What3words
- Grid Reference
- Coordinates (X, Y)

3.4 Nominated Person for Road Safety Issues

In reference to any road safety issues that may occur during the project, the Project Engineer can be contacted as below:

Name: Lewis Kane

Email: Lewis.Kane@omexom.co.uk

Phone Number: 07483 399 864

3.5 Transport Routes and Site Access Points

Council and Trunk roads that will be directly affected by the development are as outlined in Table 3.2.

Road Name	Description
A815	Glen Kinglass – Dunoon - Toward
A885	Sandbank – Dunoon
A880	Ardbeg – Blairmore
A817	Loch Lomondside - Garelochhead
A814	Glasgow – Helensburgh - Arrochar
B836	Dalintlongart - Auchenbreck
Unclassified	South of Inverreck Countryside Holiday Park – Glen Massan
Shore Rd	Blairmore - Ardentinnny
Unclassified	Ardentinnny – Whistlefield Hotel turn off A815

Table 3. 2 - Traffic Routes

Transport routes and site access points are shown in **Appendix 1 –** .

The construction site access routes to the development will be via existing, new and temporary tracks from existing Council and Trunk roads. At 2no. of locations, new bellmouths will be installed where site access tracks adjoin the public roads. Existing bellmouth openings from the public highway will be improved to A&BC requirements including widening and work carried out to improve sightlines. The agreed access points from existing Council and Trunk roads for the construction of the new OHL are outlined in Table 3.3 below.

Access Point	Road Name	Improvement Works	End Use
01	Unclassified (MoD)	Existing Bellmouth Stone - No Work Required	n/a
02	Unclassified (Ardentinnny)	Existing Bellmouth Stone - No Work Required	n/a
03		Existing Bellmouth Asphalt - No Work Required	n/a
04		New Bellmouth Asphalt - Permanent	n/a
05		Existing Bellmouth Stone - No Work Required	Reduce to field entrance
06		Existing Bellmouth Stone - No Work Required	Reduce to field entrance
07		Existing Bellmouth Asphalt - No Work Required	n/a
08		Existing Bellmouth Stone - No Work Required	n/a
09	A880	Existing Bellmouth Stone - Asphalt Upgrade Req'd Temporary	Remove
10	A815	Existing Bellmouth Asphalt - No Work Required	n/a
11	A815	Existing Bellmouth Asphalt - No Work Required	n/a
12	Unclassified	New Bellmouth Asphalt - Temporary	n/a
13	Unclassified	Existing Bellmouth Stone - Asphalt Upgrade Req'd Temporary	n/a
14	B836	Existing Bellmouth Asphalt - No Work Required	n/a
15	B836	Existing Bellmouth Asphalt - No Work Required	n/a
16	B836	Existing Bellmouth Stone - No Work Required	Remains as permanent bell mouth
17	A885	Existing Bellmouth Asphalt - No Work Required	n/a

Table 3. 3 - Site Access Points

Access tracks shall be constructed to good practice working methods with water crossings designed and constructed to comply with legislation. Where construction of tracks is not possible due to constraints such as steep terrain, materials and operatives will be transferred via All-Terrain Vehicles.

Table 3.4 below outlines the location of the access points to the key road links that will be used by construction traffic.

Location	Link No.	Vehicle Routing	Relevant Access Points	Towers Accessible
North	1	Unclassified (MoD)	AP01	Existing 12-13
	2	Unclassified (Ardentinny Road)	AP02-AP08	Existing 14-15 1-27
Central	3	A880 (Shore Road)	AP09	28-44
	4	A815 (North)	AP10-AP11	45-52
South	5	Unclassified (A815)	AP12-AP13	53-57
	6	B836	AP14-AP16	58-74
	7	A815 (South)	AP17	75-77

Table 3. 4 - Key Road Links

The extent of the key road links is shown on in **Appendix 2 – Road Links**.

3.6 Estimated HGV Trips on Vehicle Routes

An assessment of the total vehicle trips associated with the works has been derived from first principles, based on the key road links. The details of these are shown in Table 3.5.

Link No	Road Name	Total Vehicles		
		Total	HGV	LGV
7	A885 (South)	999	387	612
6	B836	4849	2005	2844
5	Unclassified – Turn off A815 at Inverreck Countryside Holiday Park	1943	797	1146
4	A815 (North)	29341	14350	14991
3	A880 / Shore Road	3944 ^{*1}	3644	2928
2	Unclassified (Ardentinny)	12253 ^{*2}	9729	8559
1	Unclassified (MoD)	754	333	421

Table 3. 5 - Trip Generation on Road Links

^{*1} This assumes an ~40% reduction in traffic due to proposed limited hours of travel, reducing hours from 10 per day, to 6

^{*2} This assumes a third reduction in traffic due to proposed removal of traffic from ~40% of Ardentinnny Road through the forestry track

The highest volumes of traffic will be encountered on Road Link 4 (A815) with 14,350 HGV movements and 14,991 LGV movements.

The highest volume of HGV traffic is generated by access works due to the large volumes of stone required to construct the tracks. Current numbers are based on commercial supply for the full project and do not factor in the potential use of local stone – it is assumed this will reduce construction traffic by ~30% if all sources are available.

Table 3.6 below breaks down the trip generation by work type and Table 3.7 further breaks this down to demonstrate the estimated number of vehicles per month/day.

Tower Number	Link	Total Movements HGV (2-way)				
		Bellmouths, Access Tracks & Compounds	Tower Platforms & Foundations	Towers & Stringing	Dismantling & Reinstatement	Light Vehicles
Ex. 12 & 13	1	136	51	19	127	421
1 to 19 (inc. Ex. 14 & 15)	2 & 4	3018	408	32	1162	3945
20 to 21	2 & 4	127	45	64	122	456
22 to 23	2 & 4	76	45	40	89	384
24	2 & 4	28	26	4	33	216
25 to 26	2 & 4	641	51	6	68	630
27 to 42	2, 3 & 4	2146	316	53	1129	2928
43 to 50	4	729	168	35	383	1602
51	4	37	32	3	45	228
52	4 & 5	143	26	41	97	336
53 to 54	4 & 5	65	51	7	67	378
55 to 56	4 & 5	132	51	1	116	432
57 to 61	4 & 6	252	115	11	88	942
62 to 73	4 & 6	651	242	51	595	1902
74 to 77	4 & 7	164	73	30	120	612
Total		8345	1700	397	4241	15412

Table 3. 6 - Trip Generation by Tower Location and Work Type

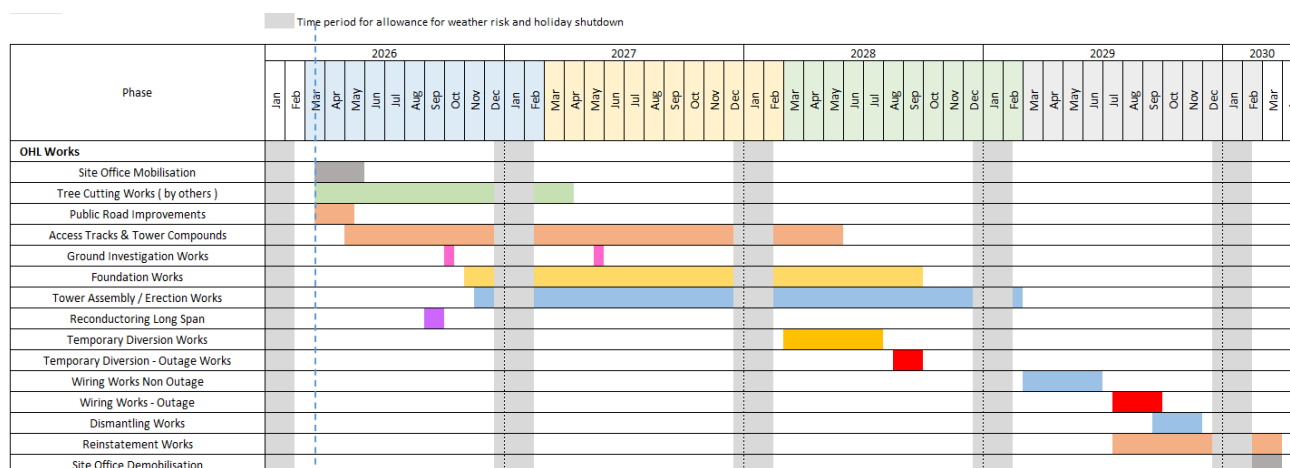


Table 3. 7 – Indicative Project Programme

3.7 Other Infrastructure Projects

Through review of the Argyll and Bute Council Planning Portal, there are some other infrastructure and development projects that may coincide with the project duration.

- 1) Giant's Burn Wind Farm (Statkraft), Planning ref. **25/01342/S36**
Located to the west of existing line, at Sandbank, Section 36 submitted July 2025, no anticipated construction dates available.
- 2) 33kV OHL Development, Glenmassan Estate (SSEN), Planning ref. **25/00997/ELCNOT**
Located to the west of the existing line along the B836. Permitted development decision notice issued July 2025, no anticipated construction dates available.
- 3) 15kW 'Pico' sized Run-of-River hydroelectric scheme (Campbell of Doune), Planning ref. **25/01136/PP**

Located to west of existing line at Puck's Glen, planning application submitted August 2025, no anticipated construction dates available.

Where these projects, or others, have interface with ours, consultation and correspondence with the developers will be completed to ensure a limited impact on the Argyll and Bute Local Authority.

4 MITIGATION MEASURES

4.1 Driver Communication

The law is clear on when you can use a hand-held device behind the wheel. It is only legal if you are safely parked – and this does not include waiting in traffic or when sat at the traffic lights. Hands free communication systems will not be used.

If there are any issues on the road network or on site while travelling to work, operatives and staff are required to let site management know of the situation when it is safe to do so, allowing them to re-route as necessary, adjust driving speed or adjust destination. To relay communication, the driver is required to park up, where safe to do so, and return the call when the vehicle is stationary, and the engine is switched off. If a member of staff is observed using a mobile device whilst driving, it will be up to the observer to communicate this to site management, either a stakeholder complaint or through the positive intervention scheme, it will be investigated and addressed.

4.2 Access Improvements

Existing and new accesses will be improved to double gate access bell mouth layouts. Where required visibility will be improved or provided at the access points, appropriate for the nature and speed of the road. Visibility will be measured from a point 2.4m or 4.5m back from the carriageway edge as agreed by A&BC.

4.3 Speed Limit

A maximum 15 mph speed limit will be imposed for all construction traffic on private roads and tracks, which would be reinforced through temporary construction traffic speed limit signs. Along public roads national speed limits or signed speed limits (whichever is lower) will apply. Residents will be able to report any instances of speeding on the public highways to the project community liaison officer / Omexom SHEQ Advisor.

4.4 Signage

Temporary construction site signage, in accordance with the Traffic Signs Manual 2016 – Chapter 8, will be erected on the local road network near each of the construction accesses, and at other locations as considered necessary, to warn people of construction activities and associated construction vehicles. The purpose of such signage is to provide driver information and to maintain road safety along the construction vehicle route. The exact nature and location of the signage would be agreed with relevant authorities.

4.5 Public Information / Community Liaison

A construction liaison committee comprising of the project community liaison officer will meet periodically to provide updates on the construction programme, vehicle movements and public road improvements. Representatives from SSEN and Omexom will attend. Contact details for key project staff will be provided to the community in order for any complaints or information requests to be actioned. Any road safety concerns can be raised with the Omexom SHE Advisor.

4.6 Protecting Pedestrians and Vulnerable Road Users

Public access safety advice signage will be installed at all access points from the public road network. All excavations shall be surrounded by barriers. All construction works will be undertaken with strict adherence to the current Construction Design and Management regulations.

4.7 Public Rights of Way

Core paths and other recreational routes are designed to cater for non-motorised travel and general public access. An Outdoor Access Plan will be produced to demonstrate how public access will be maintained and managed during construction.

4.8 Road Condition Surveys

The roads being used by the construction traffic are both major roads and minor rural roads that carry heavy vehicles associated with forestry operations. Intensifying the use of minor road roads with heavy construction vehicles may lead to some deterioration of the road pavement, which cannot be determined in advance. The Contractor will therefore undertake a road condition survey in conjunction with the roads authority prior to commencing works on site; this survey will identify any visually apparent defects with the road pavement and will be used as a baseline for any future surveys. These will be completed as close to the programmed start date as possible to ensure accurate recording of defects.

During the construction of the OHL, weekly inspections will be undertaken of roads used during the previous week and repairs to the road pavement will be undertaken when damage is identified and agreed to be as a result of the construction works. Upon completion of the works in any area, a final road condition survey will be undertaken in conjunction with the roads authority. Defects will be recorded for comparison with the initial survey. Where deterioration of the road pavement can be agreed as a result of the construction works, the Contractor will arrange for a repair to be undertaken.

4.9 Environmental Mitigation

Further environmental mitigation is highlighted within the Construction Environmental Management Plan, document reference STX-0714719-EV-EMP-001, however dust suppression, wheel washing stations at yards, spill prevention and noise protocols and procedures will be in place across the project at a minimum, related to construction traffic.

5 SUMMARY

The project will take place over an estimated 30-month construction programme and will require access to numerous access points through the adjacent road networks and forestry tracks.

Suitable construction routes have been derived through consideration of the available road network, taking account of road width and condition. Swept path analysis has been used to demonstrate that the construction routes are suitable for gaining of access required based on vehicle type and size.

Cranes have been identified as the only vehicles requiring access to the site which are to be considered as abnormal loads. Crane movements are not extensive and will be taken to the site areas through suitable construction routes.

Construction traffic will be routed to avoid using inappropriate lanes or from passing through major residential areas, and some restrictions will be enforced to minimise impact on the local communities.

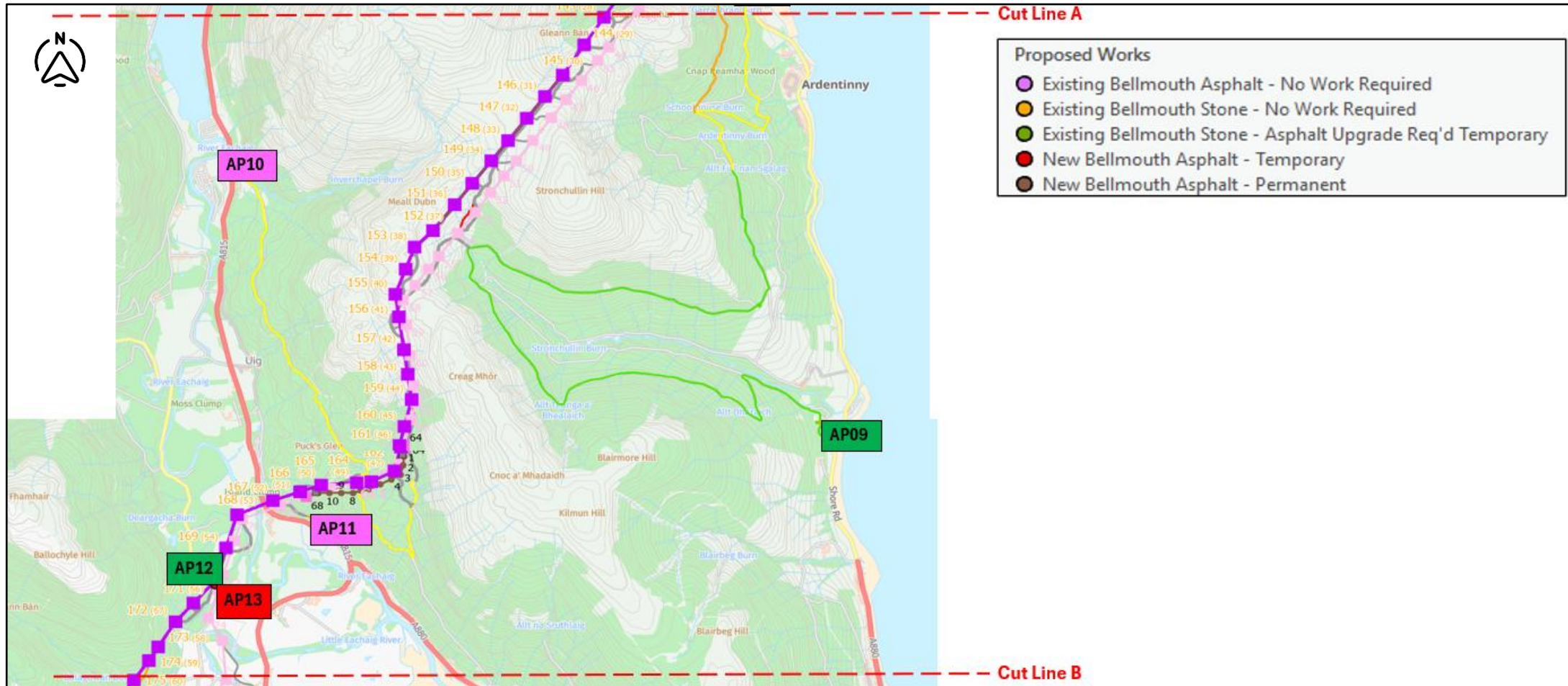
An estimate of trip generation by vehicle type has been undertaken and assigned to the road network based on access points and routing along suitable roads.

Return to:
Table 3. 3 - Site Access Points
Section 1.3

Proposed Works

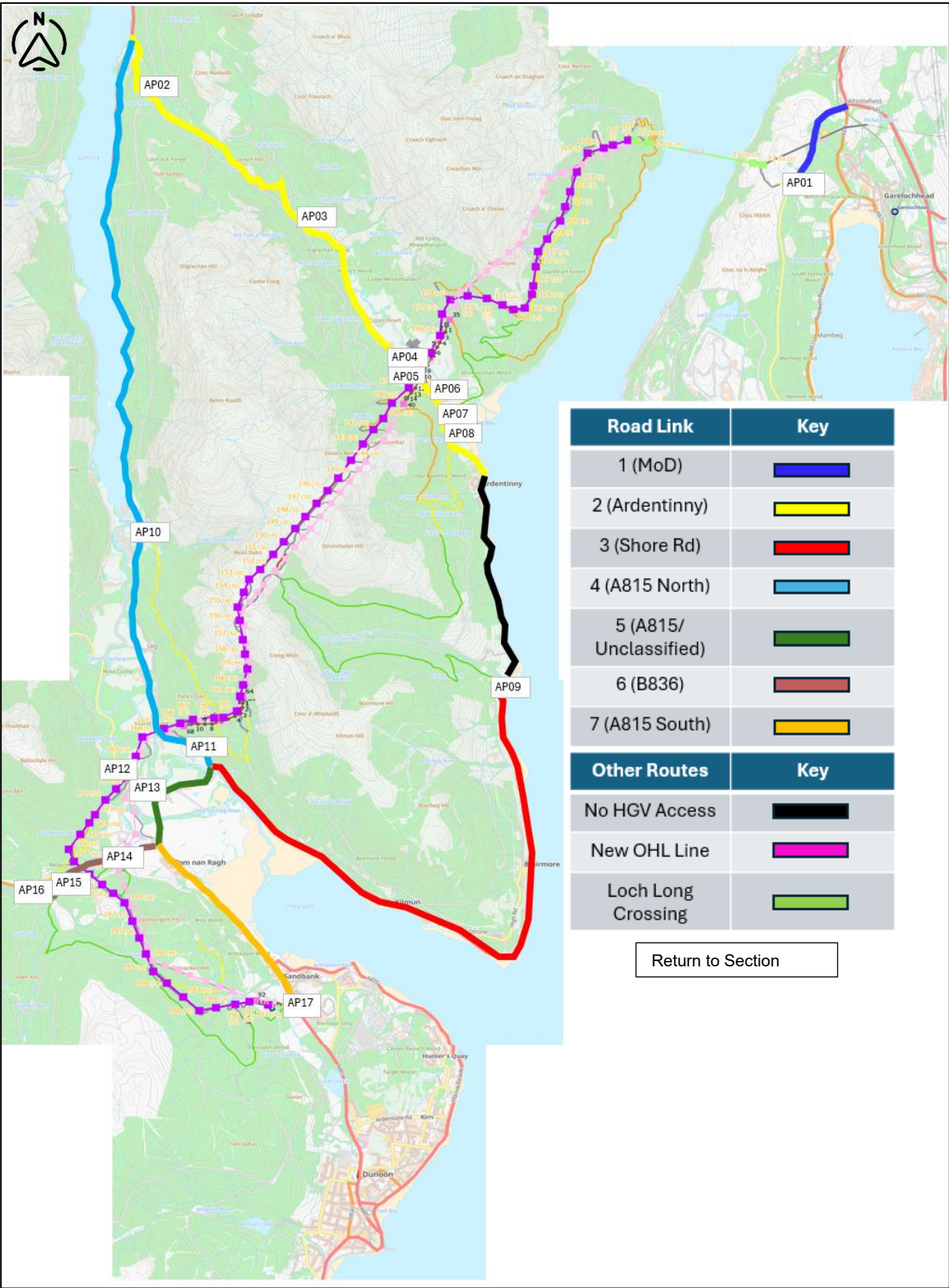
- Existing Bellmouth Asphalt - No Work Required
- Existing Bellmouth Stone - No Work Required
- Existing Bellmouth Stone - Asphalt Upgrade Req'd Temporary
- New Bellmouth Asphalt - Temporary
- New Bellmouth Asphalt - Permanent

Cut Line A





APPENDIX 2 – ROAD LINKS



APPENDIX 3 – POTENTIAL BORROW PIT LOCATIONS

