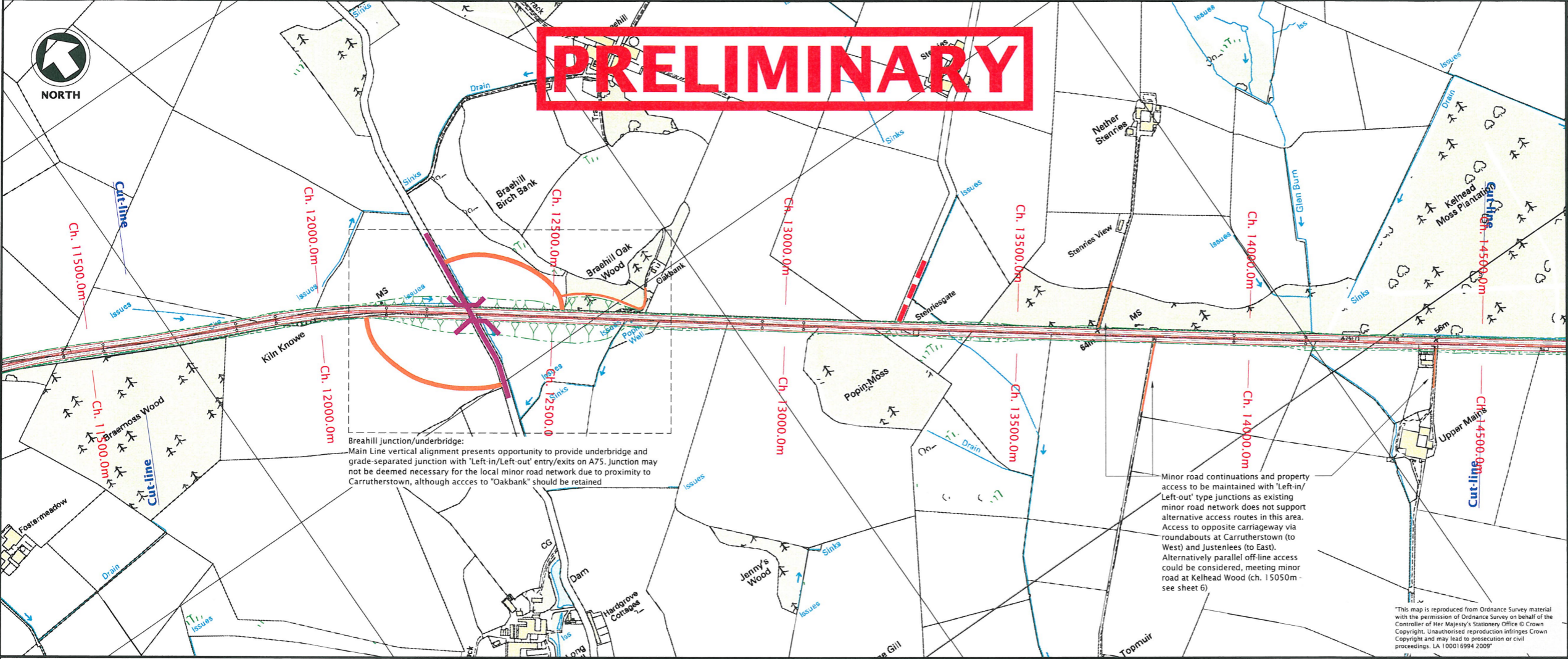


PRELIMINARY



Braehill junction/underbridge:
Main Line vertical alignment presents opportunity to provide underbridge and grade-separated junction with 'Left-in/Left-out' entry/exits on A75. Junction may not be deemed necessary for the local minor road network due to proximity to Carrutherstown, although access to "Oakbank" should be retained

Minor road continuations and property access to be maintained with 'Left-in/Left-out' type junctions as existing minor road network does not support alternative access routes in this area. Access to opposite carriageway via roundabouts at Carrutherstown (to West) and Justenlees (to East). Alternatively parallel off-line access could be considered, meeting minor road at Kelhead Wood (ch. 15050m - see sheet 6)

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Notes

- Horizontal alignment based on Ordnance Survey MasterMap data supplied by Dumfries and Galloway Council - licence as shown on plan.
- Vertical alignment and earthworks footprint based on NextMap Digital Terrain Model supplied by Dumfries and Galloway Council.

Key to Route Plan

- Proposed Main Line A75 alignment carriageway and earthworks footprint
- Proposed junction location, or existing junction to be retained
- Alternative junction/side road layout for consideration
- Proposed overbridge/underbridge to maintain existing highway or provide accommodation crossing
- Existing highway to be stopped off

Key to Longitudinal Section and Schematics

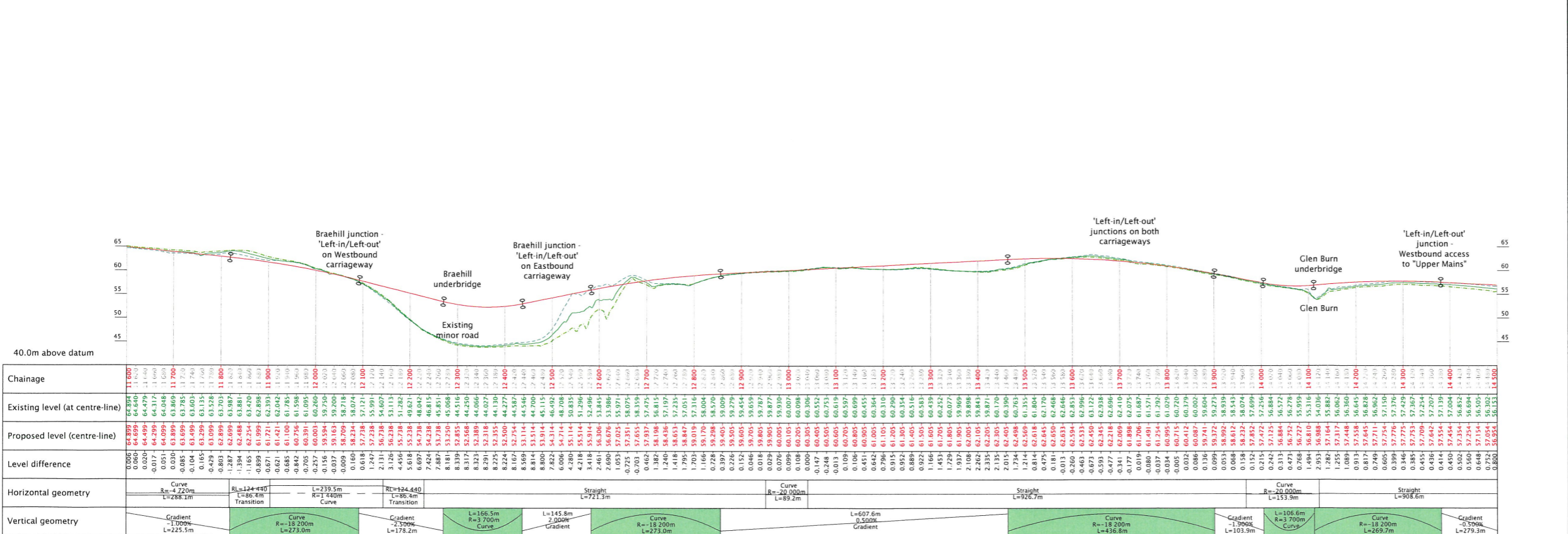
Section profiles

- Proposed vertical alignment profile with tangent points and ordinates at 100m intervals
- Existing ground level profile along proposed alignment centre-line
- Existing ground level profile along proposed Eastbound/North side carriageway centre-line
- Existing ground level profile along proposed Westbound/South side carriageway centre-line

Compliance of alignment geometry elements with DMRB* standards
(listed in ascending order of severity)

- Desirable Minimum (or Desirable Maximum gradient)
- 1 Step below Desirable Minimum
- 2 Steps below Desirable Minimum

* Design Manual for Roads and Bridges, Volume 6, Section 1, Part 1: TD 9/93 Highway Link Design



Chainage	Existing level (at centre-line)	Proposed level (centre-line)	Level difference
11600	58.52	58.52	0.00
11700	58.52	58.52	0.00
11800	58.52	58.52	0.00
11900	58.52	58.52	0.00
12000	58.52	58.52	0.00
12100	58.52	58.52	0.00
12200	58.52	58.52	0.00
12300	58.52	58.52	0.00
12400	58.52	58.52	0.00
12500	58.52	58.52	0.00
12600	58.52	58.52	0.00
12700	58.52	58.52	0.00
12800	58.52	58.52	0.00
12900	58.52	58.52	0.00
13000	58.52	58.52	0.00
13100	58.52	58.52	0.00
13200	58.52	58.52	0.00
13300	58.52	58.52	0.00
13400	58.52	58.52	0.00
13500	58.52	58.52	0.00
13600	58.52	58.52	0.00
13700	58.52	58.52	0.00
13800	58.52	58.52	0.00
13900	58.52	58.52	0.00
14000	58.52	58.52	0.00
14100	58.52	58.52	0.00
14200	58.52	58.52	0.00
14300	58.52	58.52	0.00
14400	58.52	58.52	0.00
14500	58.52	58.52	0.00

PI	25/03/09	Preliminary Issue.		Ch'k'd	App'd
Rev	Date	Drawn	Description	Ch'k'd	App'd

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Title
Dumfries to A74(M) Link STAG2
A75 On-line Dualling Option

Alignment Route Plan and Longitudinal Section
Chainage 11600m to 14500m (Sheet 5 of 12)

Designed	G Broughton	Eng.Chk.	S Rotherham
Drawn	G Broughton	Coordination	-
Dwg.Chk.	C Sn Pathmanathan	Approved	M A Staniland
Scale at A1	Project	254583	Status
1:5000 Hor./1:500 Ver.	CAD file	Approved	PRE
Drawing No	254583 / SHF / 1505	Rev	P1