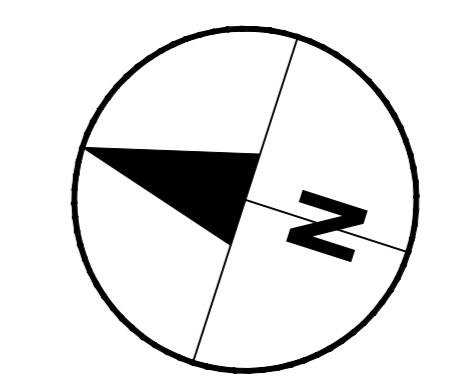
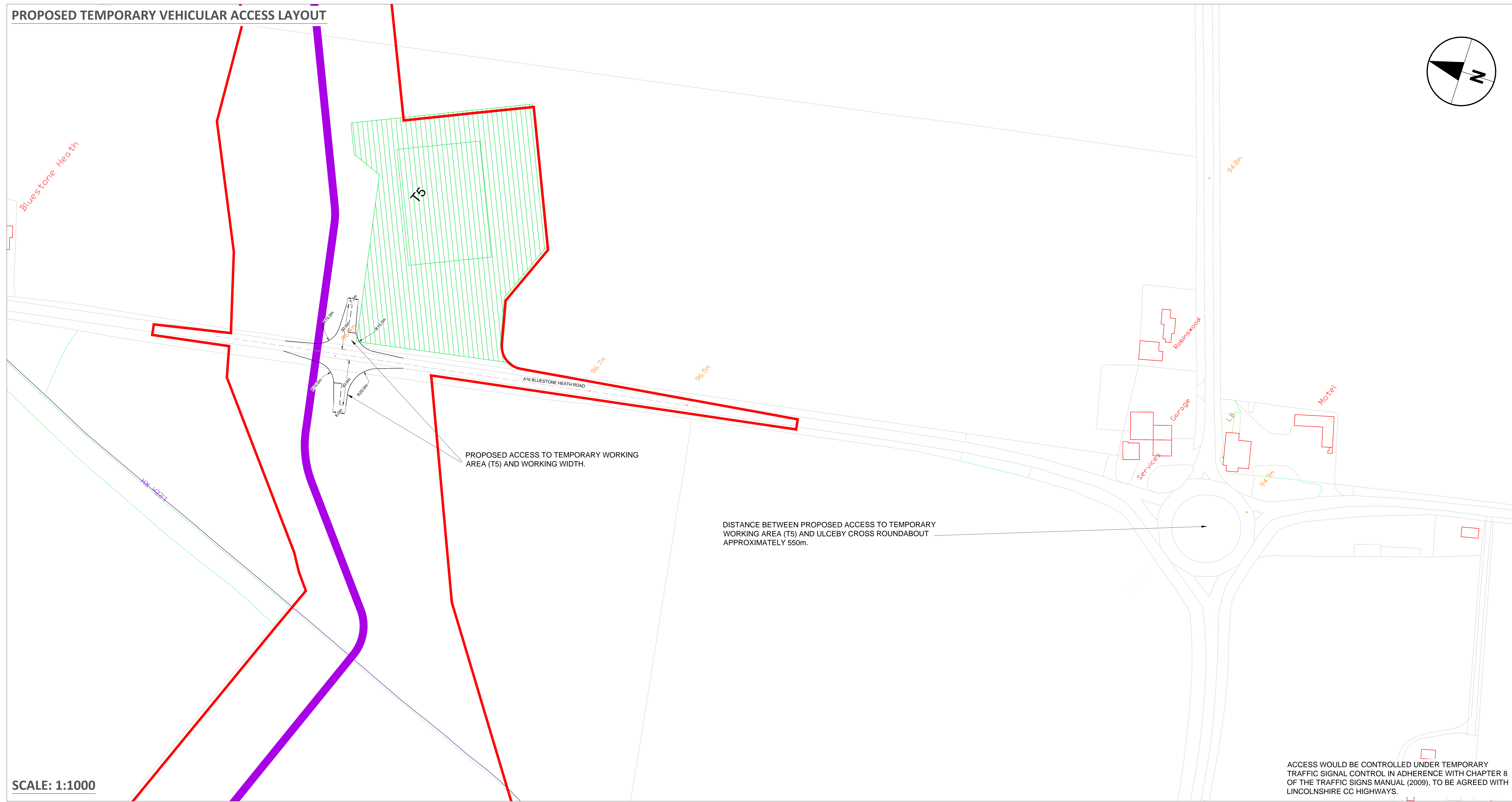


PROPOSED TEMPORARY VEHICULAR ACCESS LAYOUT



- KEY**
- APPLICATION BOUNDARY —
 - INDICATIVE DC CABLE ALIGNMENT —
 - TEMPORARY WORKING AREA
 - ANCILLARY AREA
 - EXISTING ROAD MARKINGS
 - PROPOSED ROAD MARKINGS

- NOTES**
1. SIEMENS S93 NACELLE LOW LOADER HAS BEEN USED TO ILLUSTRATE SWEEPED PATH ANALYSIS FOR CABLE DRUM VEHICLE.
 2. REFER TO VKL-08-07-J-500-024 FOR LOCATION OF TEMPORARY CONSTRUCTION ACCESS.



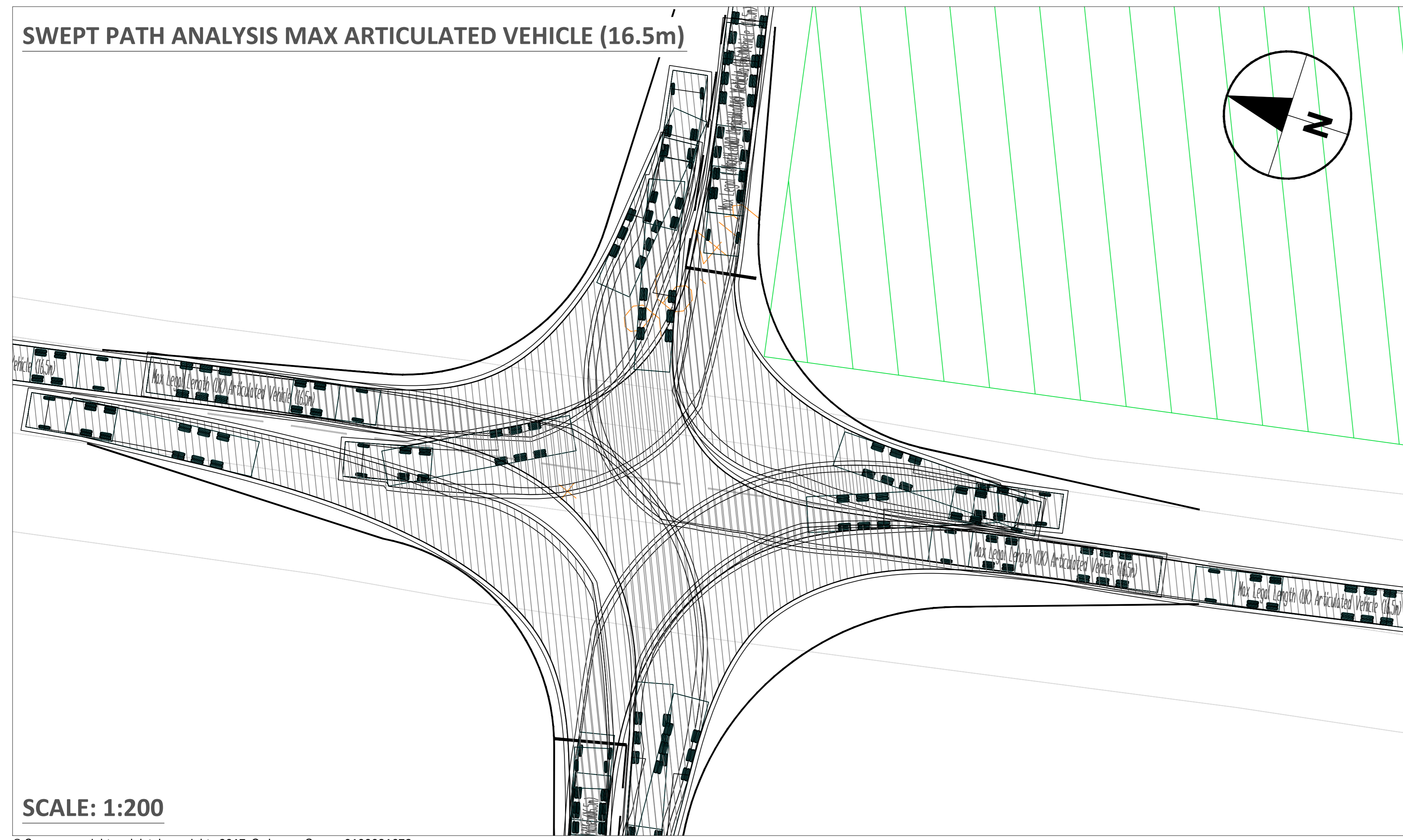
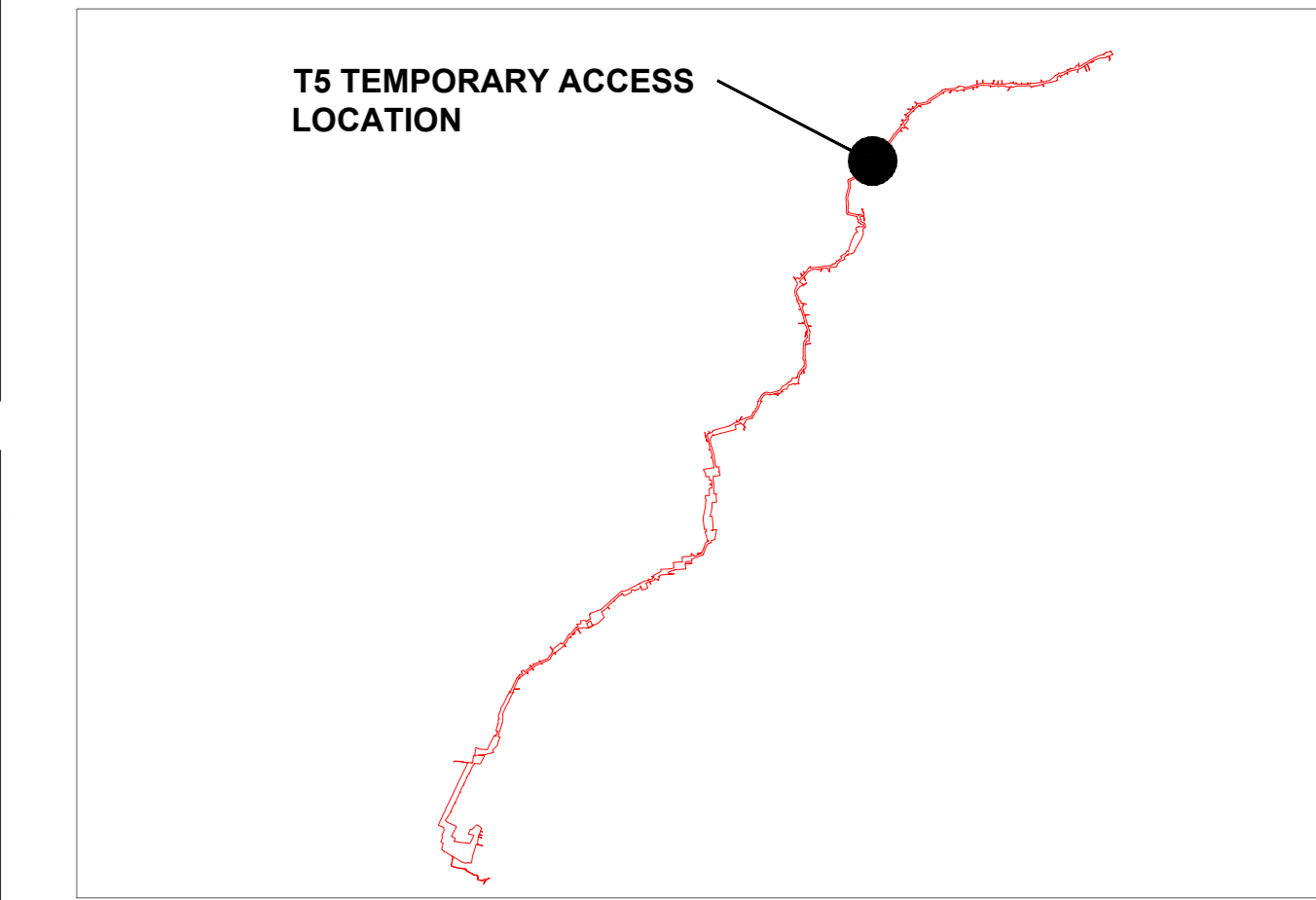
SCALE: 1:1000

PROPOSED ACCESS TO TEMPORARY WORKING AREA (T5) AND WORKING WIDTH.

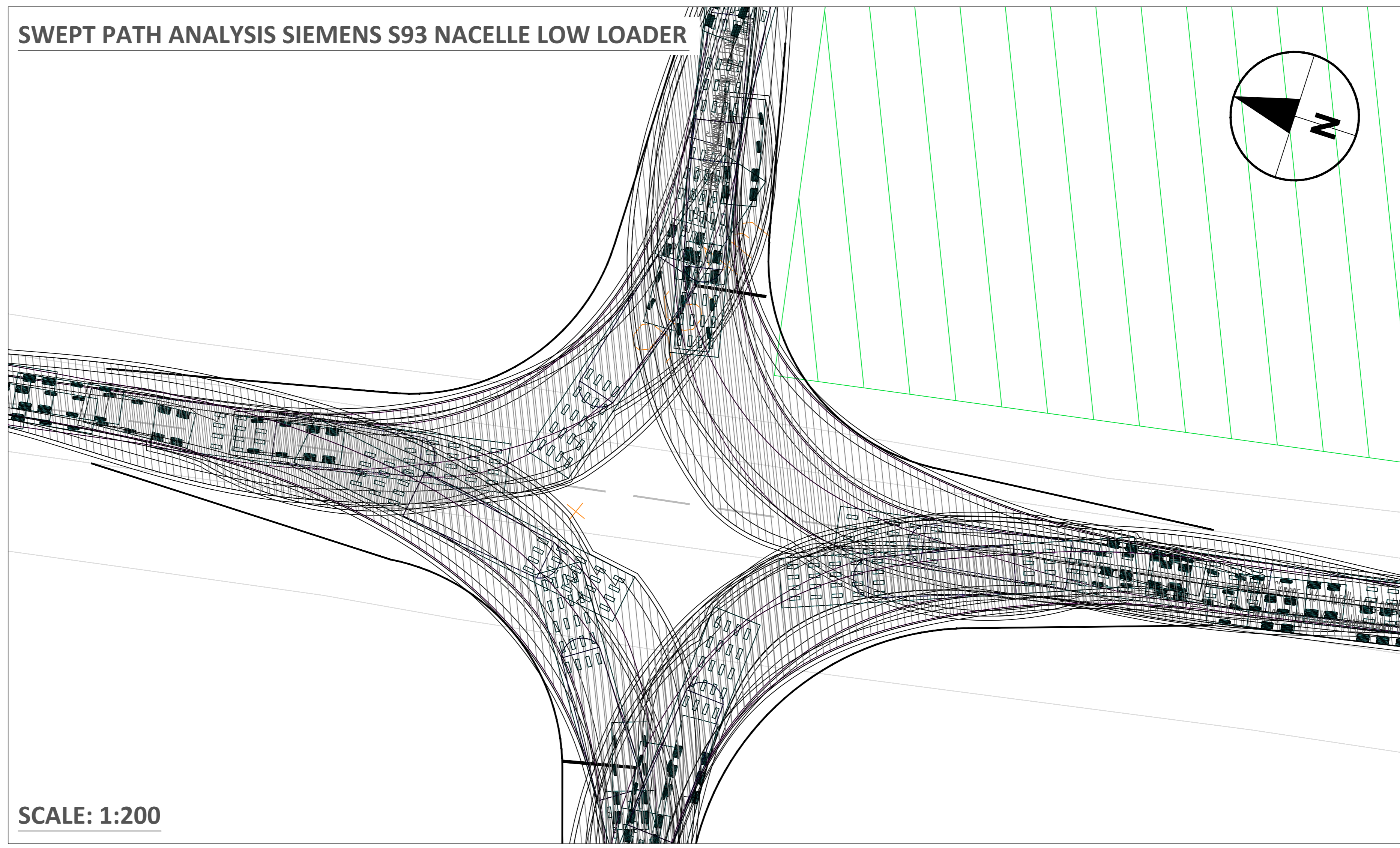
DISTANCE BETWEEN PROPOSED ACCESS TO TEMPORARY WORKING AREA (T5) AND ULCEBY CROSS ROUNDABOUT APPROXIMATELY 550m.

ACCESS WOULD BE CONTROLLED UNDER TEMPORARY TRAFFIC SIGNAL CONTROL IN ADHERENCE WITH CHAPTER 8 OF THE TRAFFIC SIGNS MANUAL (2009), TO BE AGREED WITH LINCOLNSHIRE CC HIGHWAYS.

TEMPORARY ACCESS LOCATION



SCALE: 1:200



SCALE: 1:200

FIGURE NO.	REV.
VKL-08-07-J-500-007	0

FIGURE TITLE
 UK ONSHORE SCHEME TEMPORARY CONSTRUCTION ACCESS GENERAL ARRANGEMENT - A16 BLUESTONE HEATH ROAD (T5)
SHEET NUMBER
 1 OF 1

NOTES
 Scale: AS SHOWN @ A0

DATE
 AUGUST 2017