

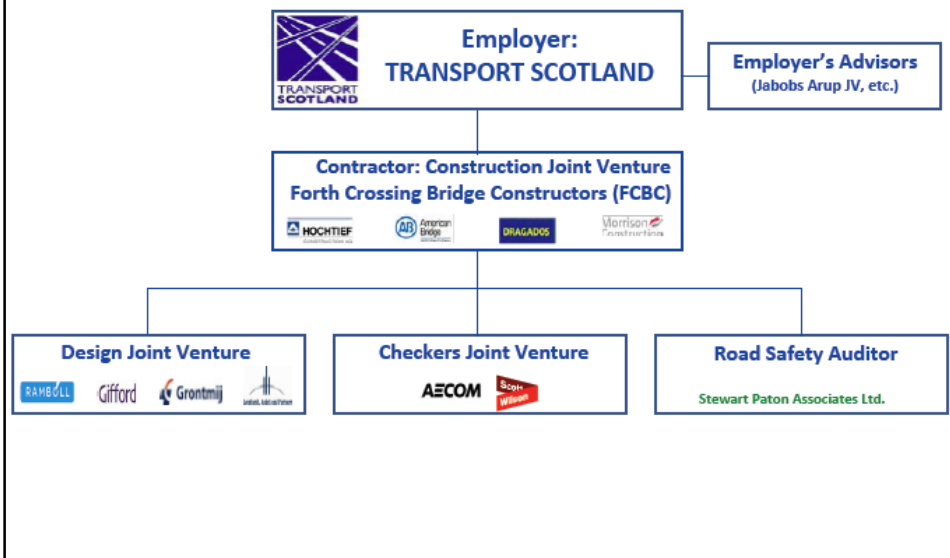
## Forth Access Group Consultation Meeting Agenda

- Project Summary
- Footway and Cycleway Strategy – South Connections
- B924 and U221 Junctions – Revised Layouts
- Cycleway Road Markings and Signage
- Non Standard Emergency Recovery Telephones
- Questions



Ben Williams – Third Party Consultation

## High Level Organisation Chart

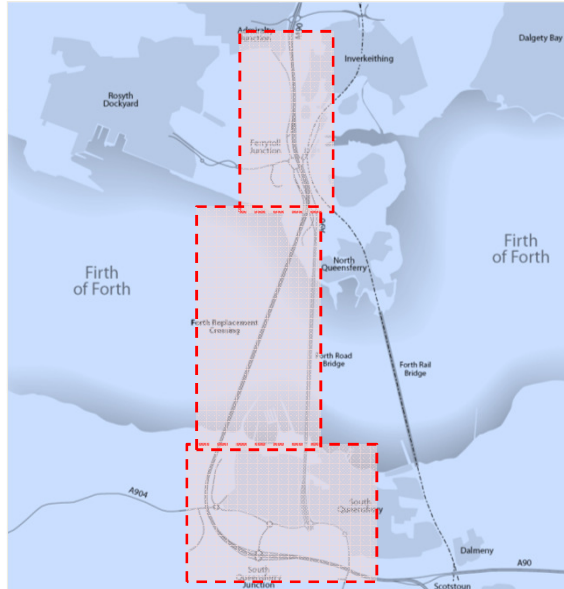


## Scope of Works

Network Connections North

Main Crossing

Network Connections South



## Project Summary - Key Quantities

### Cable Stayed Bridge (2090m)

- 3 mono towers 200-210m high, 2 spans @ 650m each, 60m above the sea
- 2 lane + hard shoulder dual carriageway, total structure width 41.6m
- 7 spread footings (all marine)

### Approach Viaduct South (543m)

- 87m typical spans, twin boxes on reinforced concrete V piers
- 7 spread footings (4 on land + 3 marine)

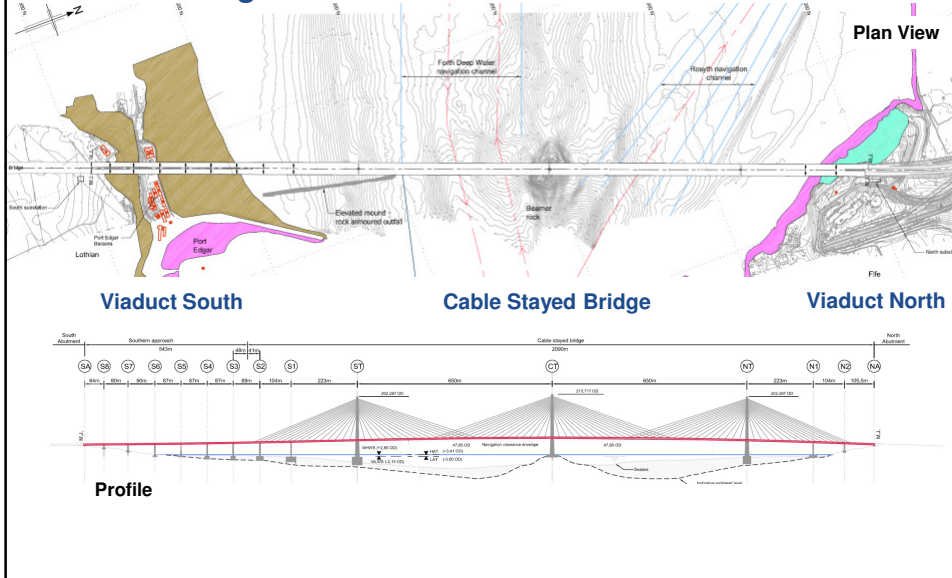
### Approach Viaduct North (part of Cable Stayed Bridge)

- 203m long, 2 spans 104m and 99m, twin boxes on reinforced concrete V piers
- 1 spread footing (on land)

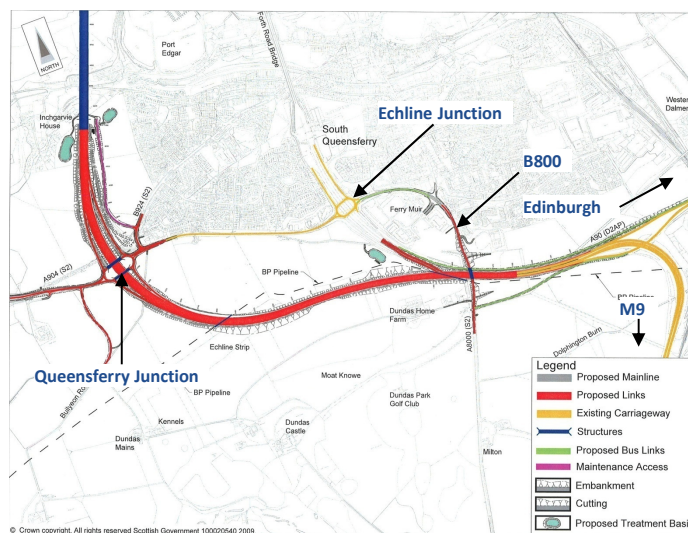
### Connecting Roads North and South

- 4km dual 3 lane (new or improved) carriageway
- 2.5km dual 2 lane carriageway
- 2 new grade separated junction
- Local road realignments

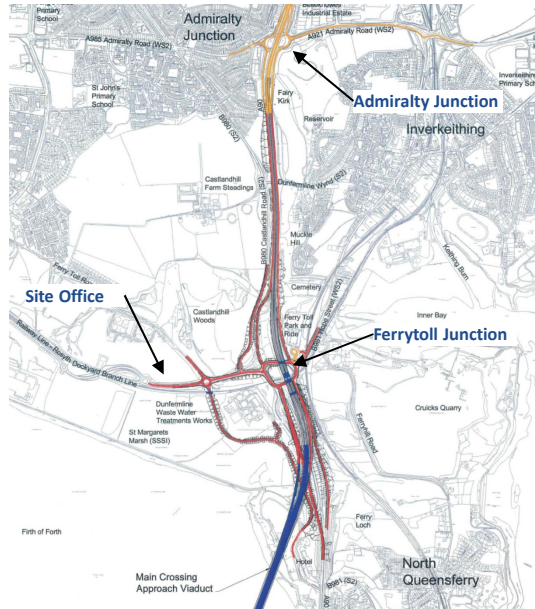
## Main Crossing



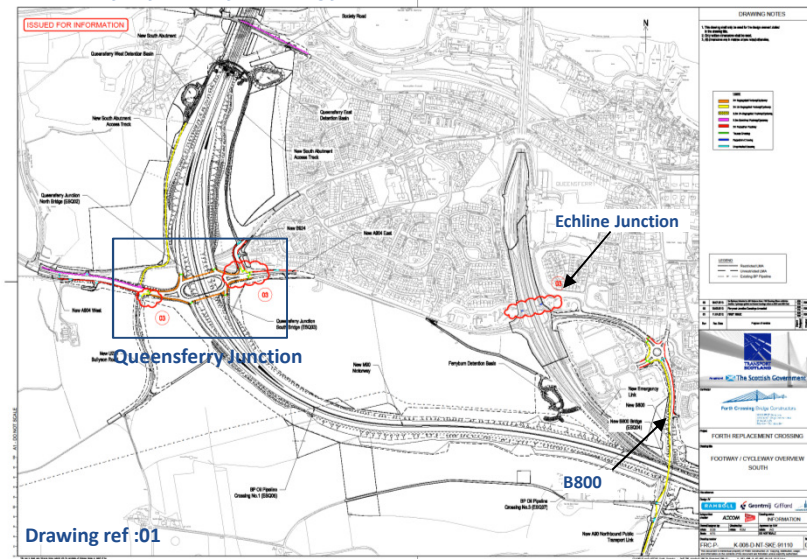
## Connecting Roads South



## Connecting Roads North

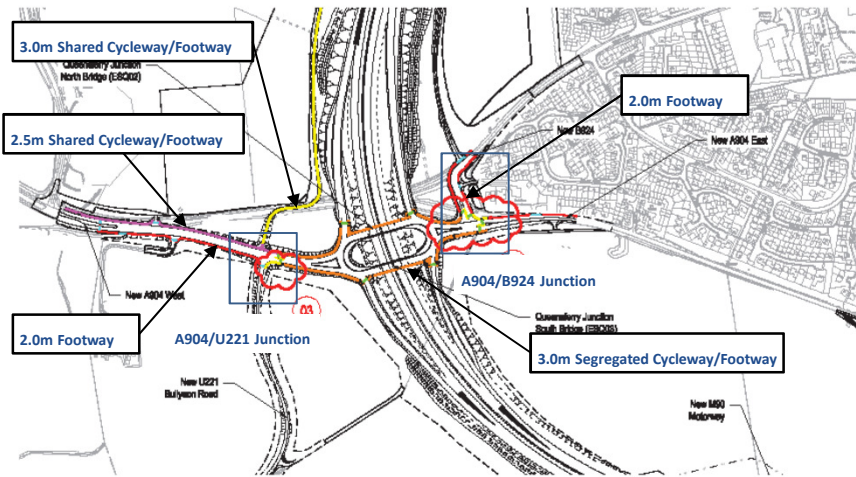


## Footway/Cycleway Strategy – South Connections

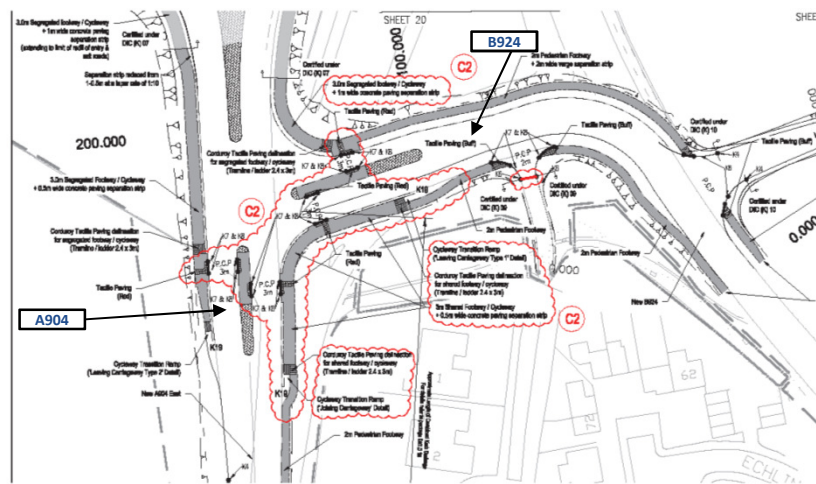


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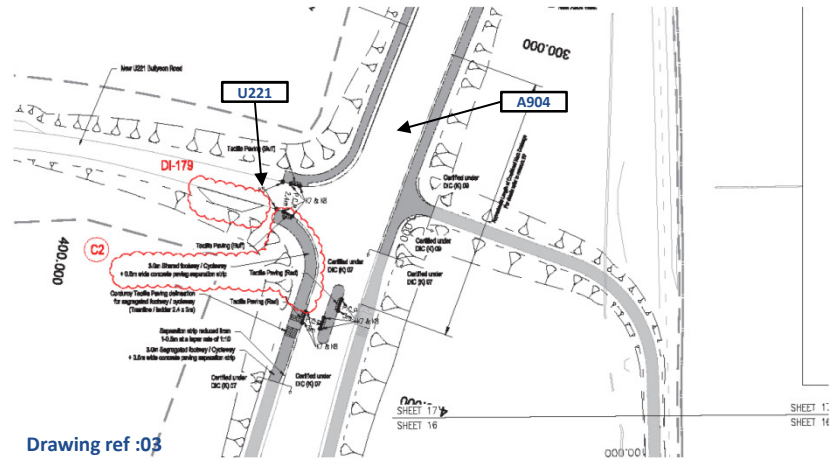


Queensferry Junction Footway/Cycleway Layout



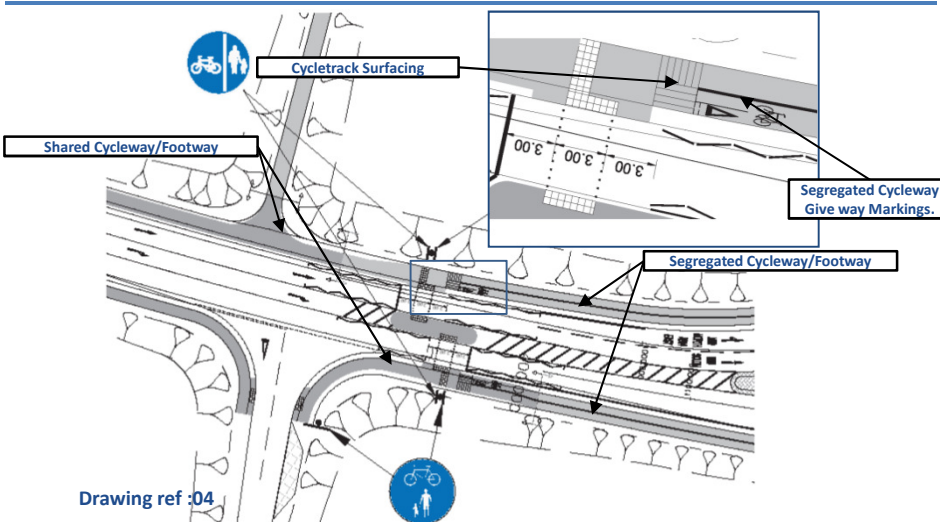
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A904/B924 Junction Footway/Cycleway Layout



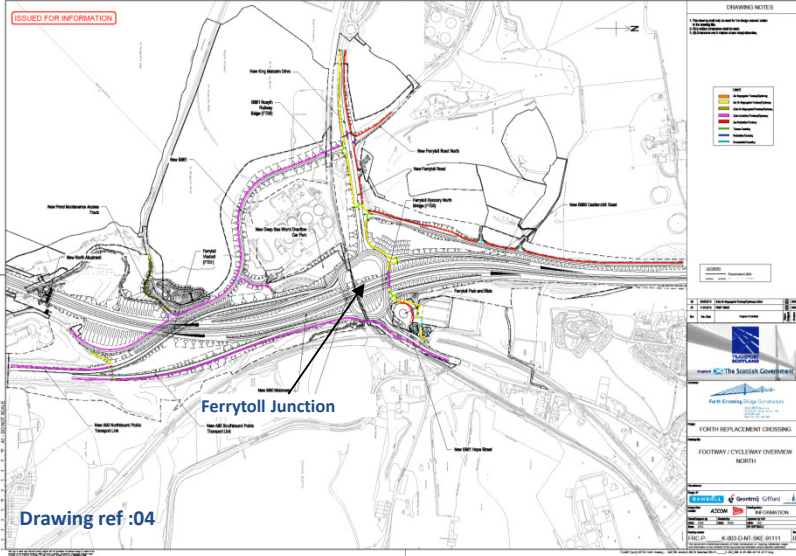
Drawing ref :03

**A904/U221 Junction Footway/Cycleway Layout**

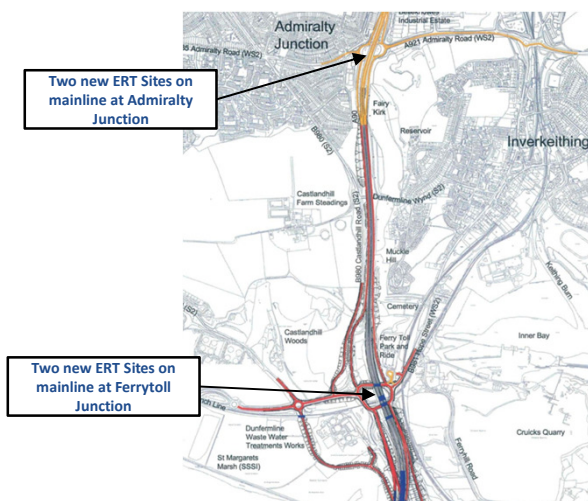


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**Segregated Cycleway Termination Detail  
 Typical Toucan Crossing Layout**



## Emergency Recovery Telephone Sites – Non Standard Layouts



## Emergency Recovery Telephone Sites – Non Standard Layouts

### Disability Discrimination Act – Good Practice Guide for Roads Requirements

- 1800mm by 1800mm level hard standing.
- Dropped kerb with transitions either side
- Tactile blister paving at kerb edge
- Requirements outlined in section 4.5.10

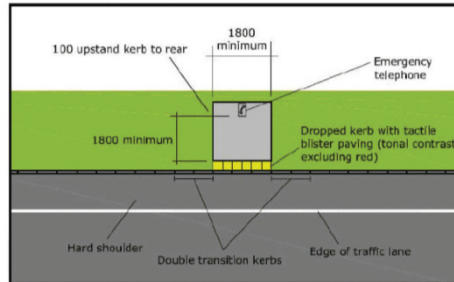
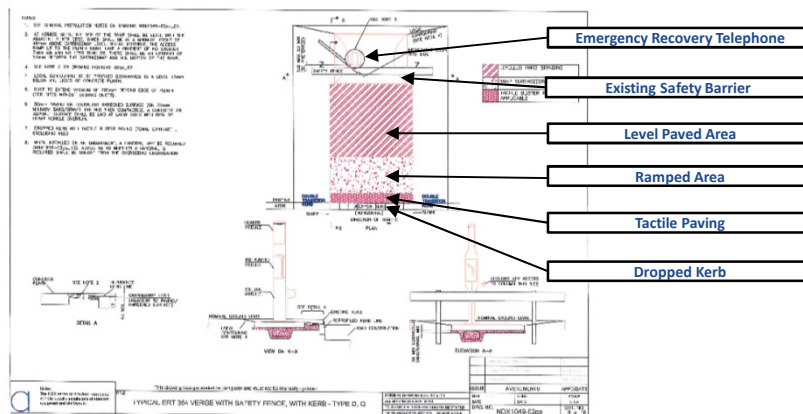


Figure 30: Emergency telephone on hard shoulder (no barrier)

## Emergency Recovery Telephone Sites – Non Standard Layouts

### NDX Standard Site Layout – Telephone behind safety barrier



Drawing ref :06



## Emergency Recovery Telephone Sites – Admiralty Junction



Existing Northbound Verge Area



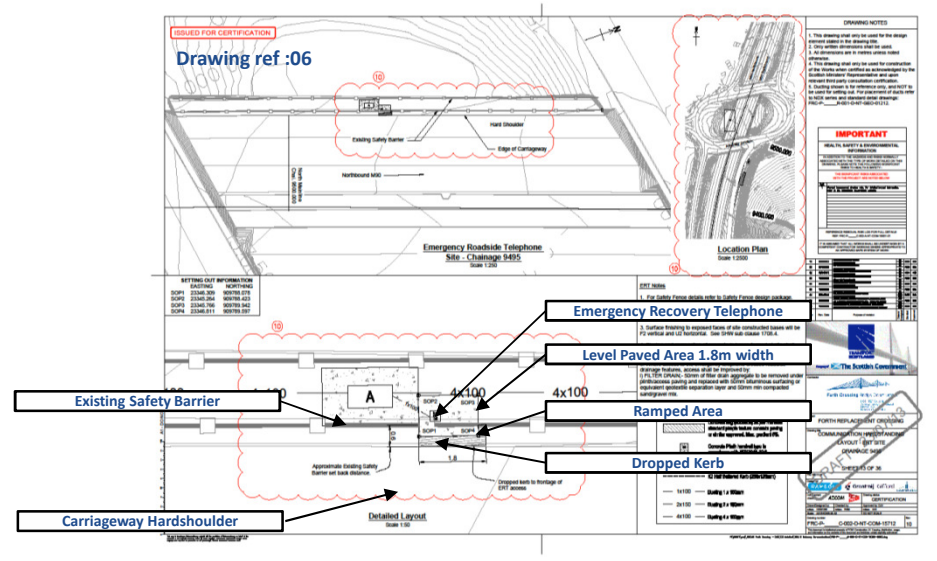
Existing Southbound Verge Area

### Admiralty Junction – Site Restrictions

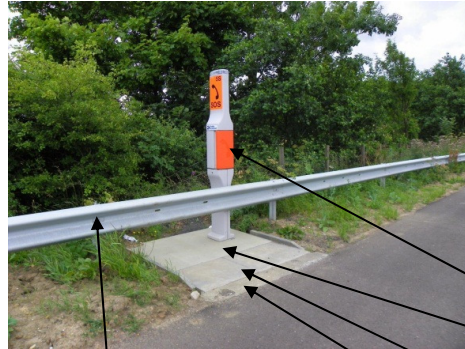
- Existing Carriageway – No new works
- Barrier in verge – 0.8m from edge of hard shoulder
- Bridge parapet at back of verge



## Emergency Recovery Telephone Sites – Admiralty Junction



## Emergency Recovery Telephone Sites – Typical Example



Existing Safety Barrier

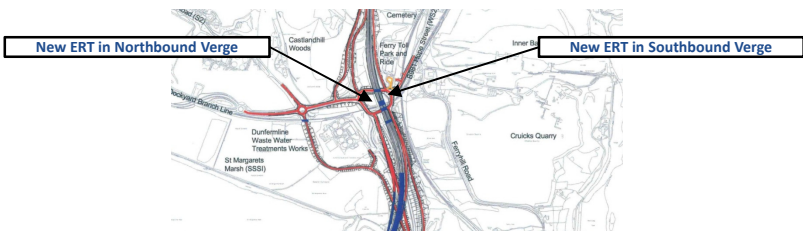
Emergency Recovery Telephone

Level Paved Area

Ramped Area

Dropped Kerb

## Emergency Recovery Telephone Sites – Ferrytoll Junction



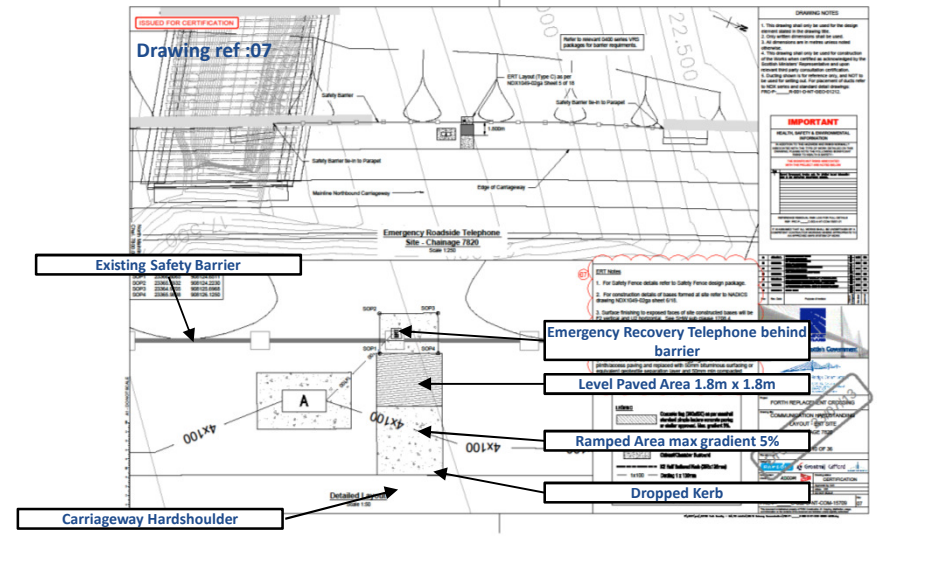
New ERT in Northbound Verge

New ERT in Southbound Verge

### Ferrytoll Junction – Site Restrictions

- Barrier at back of verge
- No space for layby due to bridge parapets

## Emergency Recovery Telephone Sites – Ferrytoll Junction



**Any Questions**