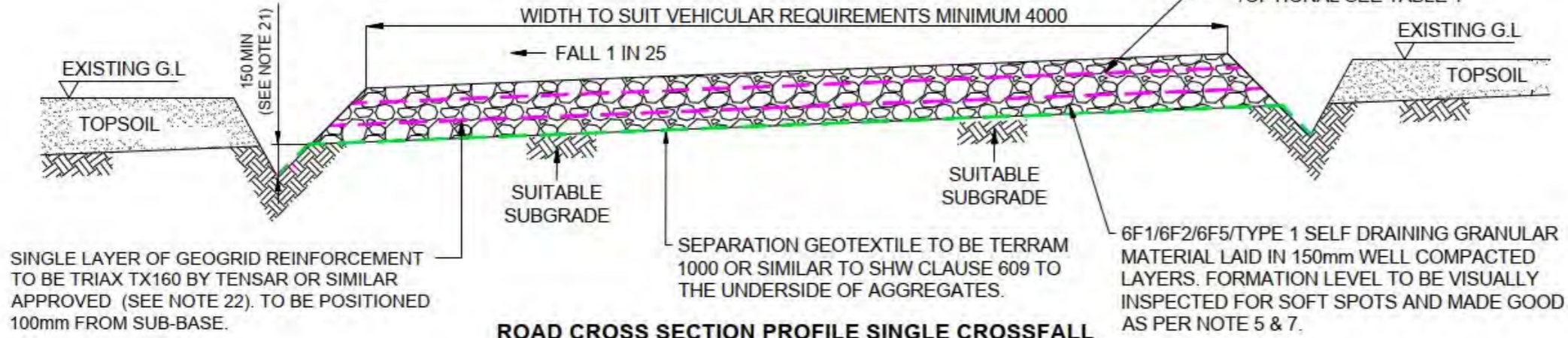
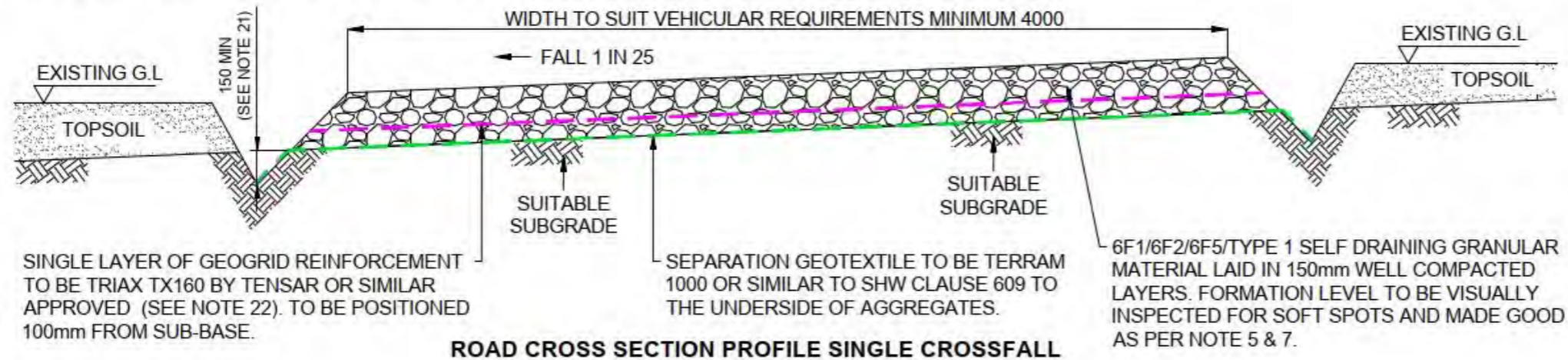


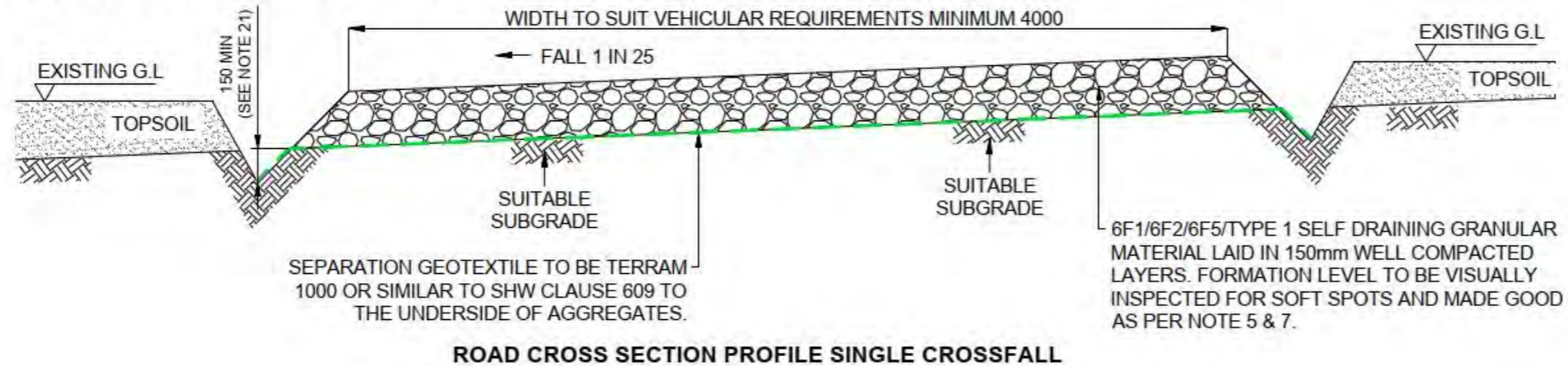
OPTION 1 - DOUBLE LAYER GEOGRID REINFORCEMENT



OPTION 2 - SINGLE LAYER GEOGRID REINFORCEMENT



OPTION 3 - NO GEOGRID REINFORCEMENT



GENERAL NOTES

1. ALL DIMENSIONS IN mm UNLESS STATED OTHERWISE AND MUST BE CHECKED ON SITE AND NOT BE SCALED FROM THIS DRAWING.
2. 15 mph SPEED LIMIT (OR SITE SPEED LIMIT IF LESS) TO BE MAINTAINED AT ALL TIMES. MONITOR VEHICLE MOVEMENTS OVER VERY SOFT GROUND TO ENSURE STABILITY.
3. DESIGNS ARE BASED ON VEHICLE MOVEMENTS AND CBR. IF EXPECTED VEHICLE MOVEMENTS EXCEED 10,000 PASSES WITHIN 6MONTHS OR GROUND CONDITIONS VARY, CONTACT THE TEMPORARY WORKS DEPARTMENT.
4. CBR VALUES SHOULD BE DETERMINED ON LOCATION USING MEXE PROBE OR PLATE BEARING TEST.
5. THE FORMATION SHALL BE FREE FROM DEBRIS, TOPSOIL & DELETERIOUS MATTER AND ANY SOFT SPOTS ENCOUNTERED SHALL BE REMOVED & BACKFILLED WITH ENGINEERED GRANULAR MATERIAL, LAID & COMPACTED AS PER NOTE 7.

PAVEMENT CONSTRUCTION NOTES

6. THE FINISHED SURFACE SHOULD BE UNIFORM, WATER BOUND AND SEALED WITH FINES. THE MINIMUM COMPACTION THICKNESS IS FOUND IN TABLE 8/5.
7. 6F1/6F2/6F5/TYP 1 GRANULAR MATERIAL TO BE TRANSPORTED, LAID AND COMPACTED IN ACCORDANCE WITH SPECIFICATION FOR HIGHWAY WORKS SERIES 800, TABLE 8/5: COMPACTION REQUIREMENTS FOR UNBOUND MIXTURES.
8. THE HAUL ROAD SIDES ARE TO BE BATTERED TO 45° FROM THE EDGES OF THE SHOULDERS.
9. ROAD TO BE CONSTRUCTED ON SUBGRADE AS INDICATED. TOPSOIL TO BE STRIPPED PRIOR TO INSTALLATION. DEPTH OF SOIL WILL VARY AND THE REQUIRED STRIP DEPTH IS TO BE ASSESSED BY THE SITE ENGINEER.

ALIGNMENT NOTES

10. ROADS SHALL FIT INTO THE LANDSCAPE AND BE CONSTRUCTED TO A UNIFORM HORIZONTAL AND LONGITUDINAL PROFILE.
11. UNSTABLE GROUND AND ANY FEATURES THAT REQUIRE PRESERVING SHALL BE AVOIDED WHEREVER POSSIBLE. TO ENCOURAGE DRAINAGE, THE MINIMUM RECOMMENDED LONGITUDINAL GRADIENT IS TO BE MAINTAINED IN THE 3-7% (1 in 33) - (1 in 14) RANGE. GRADIENTS UP TO 10-12.5% ARE ACCEPTABLE IN SHORT LENGTHS. (<200M) MAY BE PERMITTED PROVIDED THAT THEY ARE CONTAINED WITHIN AN OVERALL GRADIENT OF 10% AS IN ACCORDANCE WITH THE FORESTRY COMMISSION CIVIL ENGINEERING HANDBOOK 3RD EDITION 2016.
12. THE SITE ENGINEER IS TO SET OUT THE HAUL ROAD AREA BASED ON THE REQUIRED ROUTE. THE MINIMUM TOTAL WIDTH IS 4000. A SHOULDER EQUAL TO THE DEPTH OF THE PLATFORM SHOULD ALSO BE SET OUT SO THERE IS A SAFE OPERATING AREA.
13. THE SPECIFIED 4000 WIDTH IS BASED UPON A STRAIGHT SECTION FOR SINGLE TRAFFIC. TWO WAY TRAFFIC WOULD REQUIRE A MINIMUM WIDTH OF 7000. A WIDER CROSS SECTION WILL BE REQUIRED ON SHARP BENDS.
14. WHEN TRANSITIONING BETWEEN DIFFERING STRENGTH SUBGRADES THE SLOPE SHOULD BE 1 IN 10 AND SHOULD BE BUILT ENTIRELY ON THE STRONGER SUBGRADE.
15. PASSING PLACES TO BE INSTALLED THROUGHOUT ROUTE. THE LOCATION AND NUMBER TO BE CONFIRMED ON SITE BY THE PROJECT ENGINEER.

FORMATION NOTES

16. ALLOWANCE SHALL BE MADE FOR SETTLEMENT IN ACHIEVING THE FINISHED FORMATION LEVEL.
17. THE FORMATION SHALL BE FREE FROM DEBRIS, TOPSOIL & DELETERIOUS MATTER AND ANY SOFT SPOTS ENCOUNTERED SHALL BE REMOVED & BACKFILLED WITH ENGINEERED GRANULAR MATERIAL, LAID & COMPACTED AS PER NOTE 5.
18. THE FORMATION SHOULD BE TREATED AS A LAYER OF THE PLATFORM AND BE ROLLED AS PER TABLE 8/5 FOR A 150MM THICK LAYER, EXCEPTING IN VERY POOR OR SUBMERGED CONDITIONS.
19. DURING CONSTRUCTION EVERY EFFORT SHOULD BE MADE TO PROTECT THE SUBGRADE BY CONSTRUCTING AND PROTECTING FOUNDATION LAYERS BEFORE RAIN CAN SOFTEN IT.
20. GROUND MATERIAL STRENGTH TO BE IDENTIFIED BY A COMPETENT PERSON.
21. SIDE DITCH DEPTH TO BE MINIMUM 150mm BELOW FORMATION EDGE IN ACCORDANCE TO FORESTRY COMMISSION HANDBOOK.

GEOGRID NOTES

22. GEOGRID TO HAVE A MINIMUM TENSILE STRENGTH OF 30kN/M.
23. GEOTEXTILE MEMBRANE TO BE TERRAM OR SIMILAR APPROVED.

Not to Scale @ A3

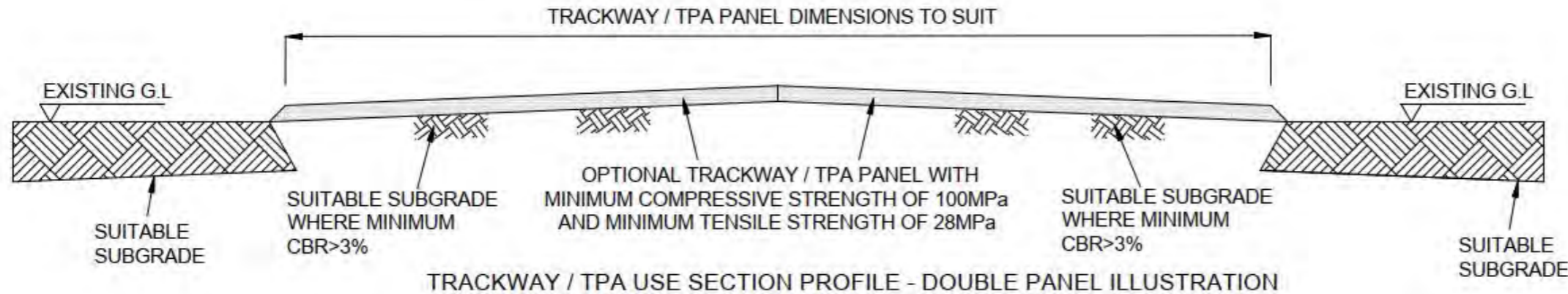
Project: Beauty to Blackhillock to New Deer to Peterhead 400kV OHL Project

Title: Figure 3.6 - Typical Access Track Section Sheet 1 of 3

Drawn by: SH Date: 14/01/2025

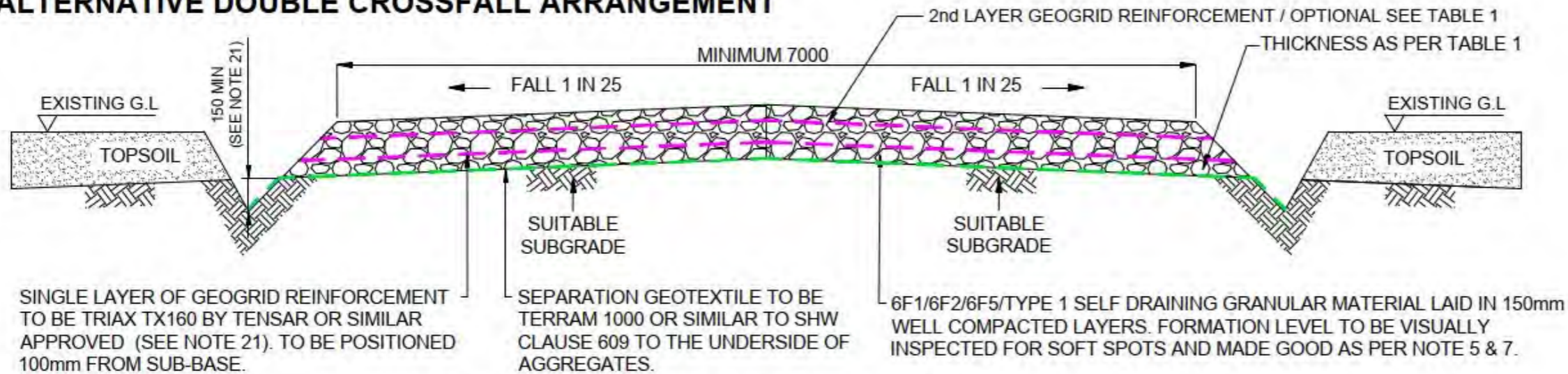
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OPTION 4 - USE OF TRACKWAY / TPA ROAD PANELS



TRACKWAY / TPA USE SECTION PROFILE - DOUBLE PANEL ILLUSTRATION

ALTERNATIVE DOUBLE CROSSFALL ARRANGEMENT



ROAD CROSS SECTION PROFILE DOUBLE CROSSFALL

GENERAL NOTES

1. ALL DIMENSIONS IN mm UNLESS STATED OTHERWISE AND MUST BE CHECKED ON SITE AND NOT BE SCALED FROM THIS DRAWING.
2. 15 mph SPEED LIMIT (OR SITE SPEED LIMIT IF LESS) TO BE MAINTAINED AT ALL TIMES. MONITOR VEHICLE MOVEMENTS OVER VERY SOFT GROUND TO ENSURE STABILITY.
3. DESIGNS ARE BASED ON VEHICLE MOVEMENTS AND CBR. IF EXPECTED VEHICLE MOVEMENTS EXCEED 10,000 PASSES WITHIN 6MONTHS OR GROUND CONDITIONS VARY, CONTACT THE TEMPORARY WORKS DEPARTMENT.
4. CBR VALUES SHOULD BE DETERMINED ON LOCATION USING MEXE PROBE OR PLATE BEARING TEST.
5. THE FORMATION SHALL BE FREE FROM DEBRIS, TOPSOIL & DELETERIOUS MATTER AND ANY SOFT SPOTS ENCOUNTERED SHALL BE REMOVED & BACKFILLED WITH ENGINEERED GRANULAR MATERIAL, LAID & COMPACTED AS PER NOTE 7.

PAVEMENT CONSTRUCTION NOTES

6. THE FINISHED SURFACE SHOULD BE UNIFORM, WATER BOUND AND SEALED WITH FINES. THE MINIMUM COMPACTION THICKNESS IS FOUND IN TABLE 8/5.
7. 6F1/6F2/6F5/TYPE 1 GRANULAR MATERIAL TO BE TRANSPORTED, LAID AND COMPACTED IN ACCORDANCE WITH SPECIFICATION FOR HIGHWAY WORKS SERIES 800, TABLE 8/5: COMPACTION REQUIREMENTS FOR UNBOUND MIXTURES.
8. THE HAUL ROAD SIDES ARE TO BE BATTERED TO 45° FROM THE EDGES OF THE SHOULDERS.
9. ROAD TO BE CONSTRUCTED ON SUBGRADE AS INDICATED. TOPSOIL TO BE STRIPPED PRIOR TO INSTALLATION. DEPTH OF SOIL WILL VARY AND THE REQUIRED STRIP DEPTH IS TO BE ASSESSED BY THE SITE ENGINEER.

ALIGNMENT NOTES

10. ROADS SHALL FIT INTO THE LANDSCAPE AND BE CONSTRUCTED TO A UNIFORM HORIZONTAL AND LONGITUDINAL PROFILE.
11. UNSTABLE GROUND AND ANY FEATURES THAT REQUIRE PRESERVING SHALL BE AVOIDED WHEREVER POSSIBLE. TO ENCOURAGE DRAINAGE, THE MINIMUM RECOMMENDED LONGITUDINAL GRADIENT IS TO BE MAINTAINED IN THE 3-7% (1 in 33) - (1 in 14) RANGE. GRADIENTS UP TO 10-12.5% ARE ACCEPTABLE IN SHORT LENGTHS. (<200M) MAY BE PERMITTED PROVIDED THAT THEY ARE CONTAINED WITHIN AN OVERALL GRADIENT OF 10% AS IN ACCORDANCE WITH THE FORESTRY COMMISSION CIVIL ENGINEERING HANDBOOK 3RD EDITION 2016.
12. THE SITE ENGINEER IS TO SET OUT THE HAUL ROAD AREA BASED ON THE REQUIRED ROUTE. THE MINIMUM TOTAL WIDTH IS 4000. A SHOULDER EQUAL TO THE DEPTH OF THE PLATFORM SHOULD ALSO BE SET OUT SO THERE IS A SAFE OPERATING AREA.
13. THE SPECIFIED 4000 WIDTH IS BASED UPON A STRAIGHT SECTION FOR SINGLE TRAFFIC. TWO WAY TRAFFIC WOULD REQUIRE A MINIMUM WIDTH OF 7000. A WIDER CROSS SECTION WILL BE REQUIRED ON SHARP BENDS.
14. WHEN TRANSITIONING BETWEEN DIFFERING STRENGTH SUBGRADES THE SLOPE SHOULD BE 1 IN 10 AND SHOULD BE BUILT ENTIRELY ON THE STRONGER SUBGRADE.
15. PASSING PLACES TO BE INSTALLED THROUGHOUT ROUTE. THE LOCATION AND NUMBER TO BE CONFIRMED ON SITE BY THE PROJECT ENGINEER.

FORMATION NOTES

16. ALLOWANCE SHALL BE MADE FOR SETTLEMENT IN ACHIEVING THE FINISHED FORMATION LEVEL.
17. THE FORMATION SHALL BE FREE FROM DEBRIS, TOPSOIL & DELETERIOUS MATTER AND ANY SOFT SPOTS ENCOUNTERED SHALL BE REMOVED & BACKFILLED WITH ENGINEERED GRANULAR MATERIAL, LAID & COMPACTED AS PER NOTE 5.
18. THE FORMATION SHOULD BE TREATED AS A LAYER OF THE PLATFORM AND BE ROLLED AS PER TABLE 8/5 FOR A 150MM THICK LAYER, EXCEPTING IN VERY POOR OR SUBMERGED CONDITIONS.
19. DURING CONSTRUCTION EVERY EFFORT SHOULD BE MADE TO PROTECT THE SUBGRADE BY CONSTRUCTING AND PROTECTING FOUNDATION LAYERS BEFORE RAIN CAN SOFTEN IT.
20. GROUND MATERIAL STRENGTH TO BE IDENTIFIED BY A COMPETENT PERSON.
21. SIDE DITCH DEPTH TO BE MINIMUM 150mm BELOW FORMATION EDGE IN ACCORDANCE TO FORESTRY COMMISSION HANDBOOK.

GEOGRID NOTES

22. GEOGRID TO HAVE A MINIMUM TENSILE STRENGTH OF 30kN/M.
23. GEOTEXTILE MEMBRANE TO BE TERRAM OR SIMILAR APPROVED.

Not to Scale @ A3

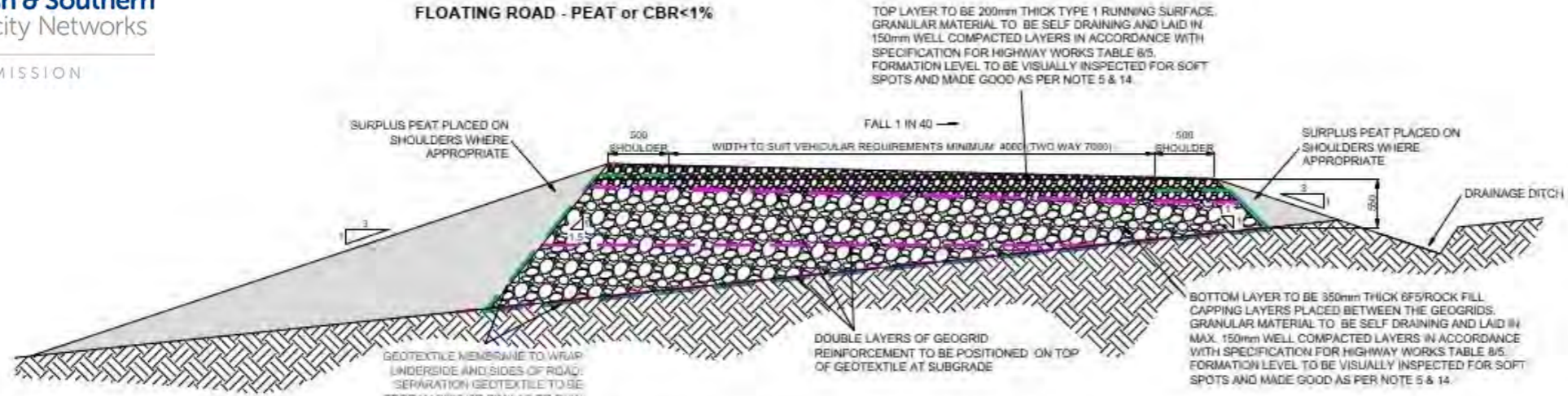
Project: Beauly to Blackhillock to New Deer to Peterhead 400kV OHL Project

Title: Figure 3.6 - Typical Access Track Section Sheet 2 of 3

Drawn by: SH Date: 14/01/2025

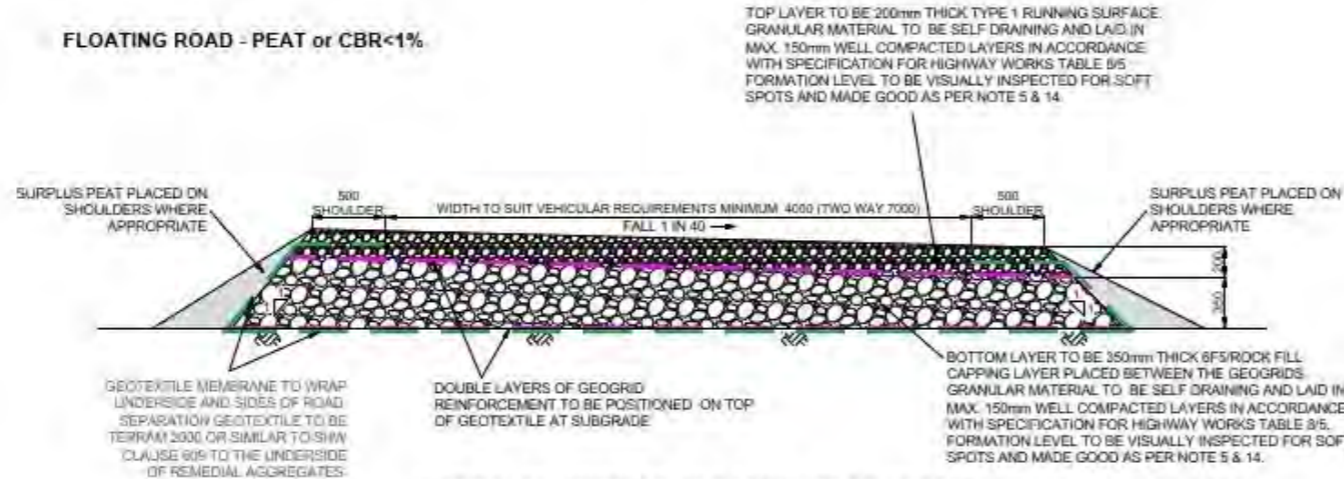
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FLOATING ROAD - PEAT or CBR<1%

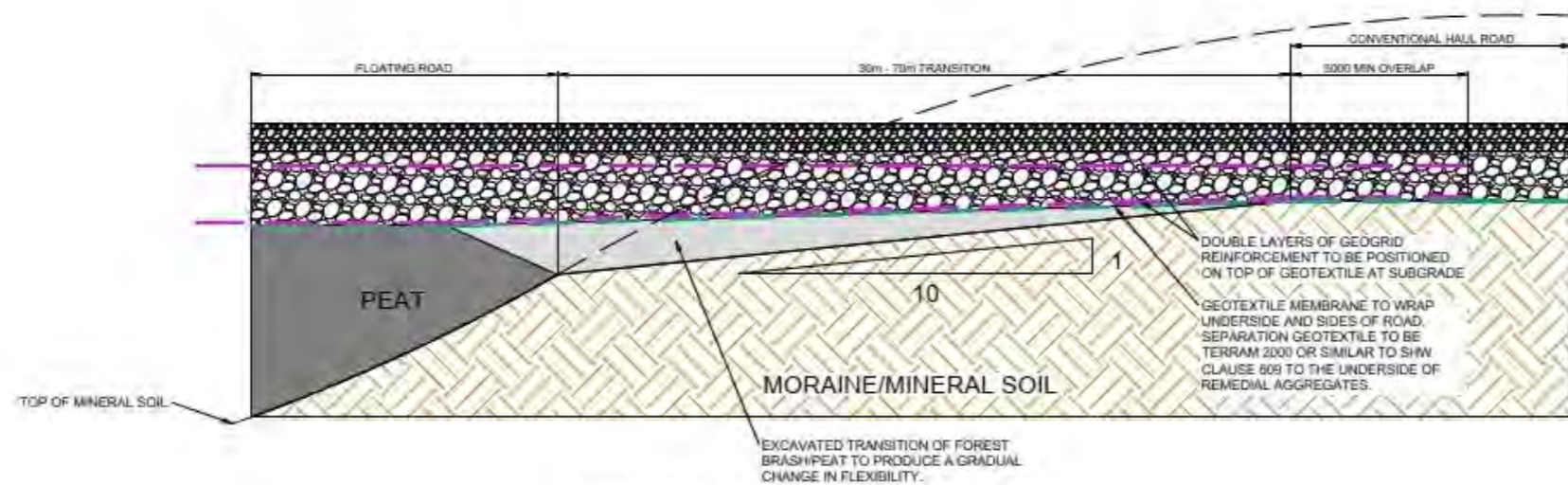


TYPICAL SECTION OF FLOATING ROAD OVER PEAT WITH SIDELONG SLOPING SURFACE

FLOATING ROAD - PEAT or CBR<1%



TYPICAL SECTION OF FLOATING ROAD OVER PEAT WITH DOUBLE LAYERS OF GEOGRID REINFORCEMENT



TRANSITION DETAIL FROM FLOATING TO EXCAVATED ROAD
NTS

GENERAL NOTES

1. ALL DIMENSIONS IN mm UNLESS STATED OTHERWISE AND MUST BE CHECKED ON SITE AND NOT BE SCALED FROM THIS DRAWING.
2. 15 mph SPEED LIMIT (OR SITE SPEED LIMIT IF LESS) TO BE MAINTAINED AT ALL TIMES. MONITOR VEHICLE MOVEMENTS OVER VERY SOFT GROUND TO ENSURE STABILITY.
3. PRIOR TO USE OF THE FLOATING ROAD, A COMPACTION TEST MUST BE CARRIED OUT BY A COMPETENT PERSON TO ACHIEVE A MINIMUM CBR DENSITY OF 80%.

PAVEMENT CONSTRUCTION NOTES

4. THE FINISHED SURFACE SHOULD BE UNIFORM, WATER-BOUND AND SEALED WITH FINES. THE MINIMUM COMPACTION THICKNESS IS FOUND IN TABLE 8/5.
5. TYPE 1 AND 6F5/ROCK FILL GRANULAR MATERIAL TO BE TRANSPORTED, LAID AND COMPACTED IN ACCORDANCE WITH SPECIFICATION FOR HIGHWAY WORKS SERIES 800, TABLE 8/5: COMPACTION REQUIREMENTS FOR UNBOUND MIXTURES.
6. THE HAUL ROAD SIDES ARE TO BE BATTERED TO 45° FROM THE EDGES OF THE SHOULDERS OR AS SPECIFIED.
7. ROAD TO BE CONSTRUCTED ON SUBGRADE AS INDICATED. TOPSOIL TO BE STRIPPED PRIOR TO INSTALLATION. DEPTH OF SOIL WILL VARY AND THE REQUIRED STRIP DEPTH IS TO BE ASSESSED BY THE SITE ENGINEER.

ALIGNMENT NOTES

8. ROADS SHALL FIT INTO THE LANDSCAPE AND BE CONSTRUCTED TO A UNIFORM HORIZONTAL AND LONGITUDINAL PROFILE.
9. UNSTABLE GROUND AND ANY FEATURES THAT REQUIRE PRESERVING SHALL BE AVOIDED WHEREVER POSSIBLE. TO ENCOURAGE DRAINAGE, THE MINIMUM RECOMMENDED LONGITUDINAL GRADIENT IS TO BE MAINTAINED IN THE 3-7% (1 in 33) - (1 in 14) RANGE. GRADIENTS UP TO 10-12.5% ARE ACCEPTABLE IN SHORT LENGTHS. (<200M) MAY BE PERMITTED PROVIDED THAT THEY ARE CONTAINED WITHIN AN OVERALL GRADIENT OF 10% AS IN ACCORDANCE WITH THE FORESTRY COMMISSION CIVIL ENGINEERING HANDBOOK 3RD EDITION 2016.
10. THE SITE ENGINEER IS TO SET OUT THE HAUL ROAD AREA BASED ON THE REQUIRED ROUTE. THE MINIMUM TOTAL WIDTH IS 4000. A SHOULDER LARGER OR EQUAL TO THE DEPTH OF THE PLATFORM SHOULD ALSO BE SET OUT SO THERE IS A SAFE OPERATING AREA.
11. THE SPECIFIED 4000 WIDTH IS BASED UPON A STRAIGHT SECTION FOR SINGLE TRAFFIC. TWO WAY TRAFFIC WOULD REQUIRE A MINIMUM WIDTH OF 7000. A WIDER CROSS SECTION WILL BE REQUIRED ON SHARP BENDS.
12. WHEN TRANSITIONING BETWEEN DIFFERING STRENGTH SUBGRADES THE SLOPE SHOULD BE 1 IN 10 AND SHOULD BE BUILT ENTIRELY ON THE STRONGER SUBGRADE.

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13. ALLOWANCE SHALL BE MADE FOR SETTLEMENT IN ACHIEVING THE FINISHED FORMATION LEVEL.
14. THE FORMATION SHALL BE FREE FROM DEBRIS, TOPSOIL & DELETERIOUS MATTER AND ANY SOFT SPOTS ENCOUNTERED SHALL BE REMOVED & BACKFILLED WITH ENGINEERED GRANULAR MATERIAL, LAID & COMPACTED AS PER NOTE 5.
15. DURING CONSTRUCTION EVERY EFFORT SHOULD BE MADE TO PROTECT THE SUBGRADE BY CONSTRUCTING AND PROTECTING FOUNDATION LAYERS BEFORE RAIN CAN SOFTEN IT.
16. GROUND MATERIAL STRENGTH TO BE IDENTIFIED BY A COMPETENT PERSON.
17. SIDE DITCH DEPTH TO BE MINIMUM 150mm BELOW FORMATION EDGE IN ACCORDANCE TO FORESTRY COMMISSION HANDBOOK.

GEOGRID NOTES

18. GEOGRID TO HAVE A MINIMUM TENSILE STRENGTH OF 30kN/m.
19. GEOTEXTILE MEMBRANE TO BE TERRAM OR SIMILAR APPROVED.

Not to Scale @ A3

Project: Beauly to Blackhillock to New Deer to Peterhead 400kV OHL Project

Title: Figure 3.6 - Typical Access Track Section
Sheet 3 of 3

Drawn by: SH Date: 14/01/2025

Drawing: B2P-WSP-DA-70092380-101