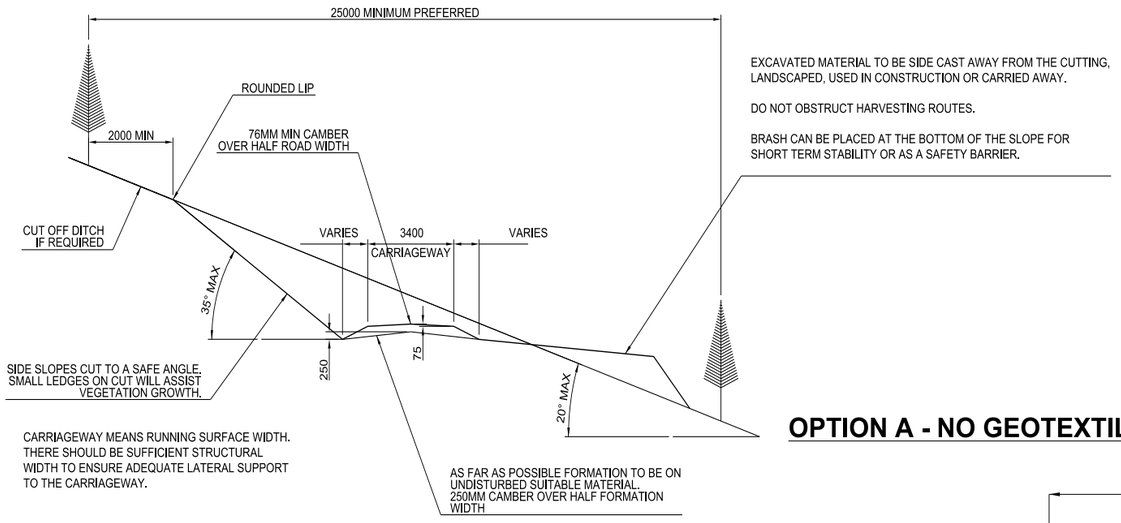
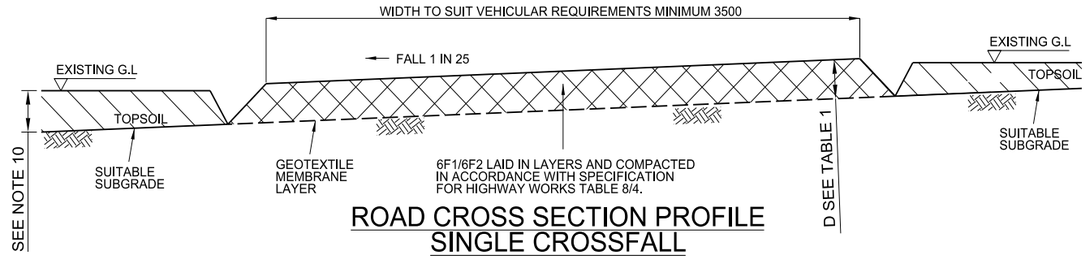
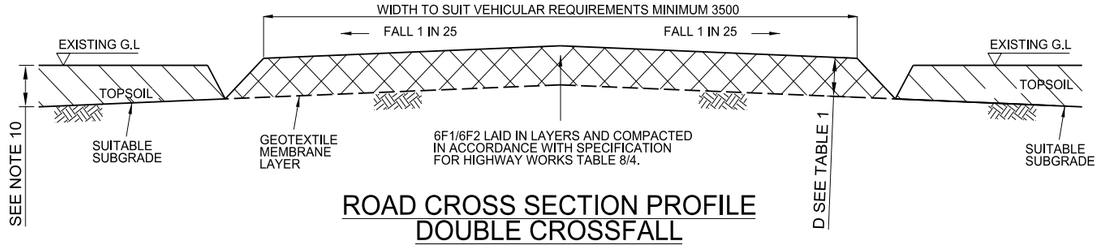


TYPICAL ROAD CROSS - SECTIONAL DETAIL
CROSS FALL UP TO 20 DEGREES

OPTION A - NO GEOTEXTILE REINFORCEMENT

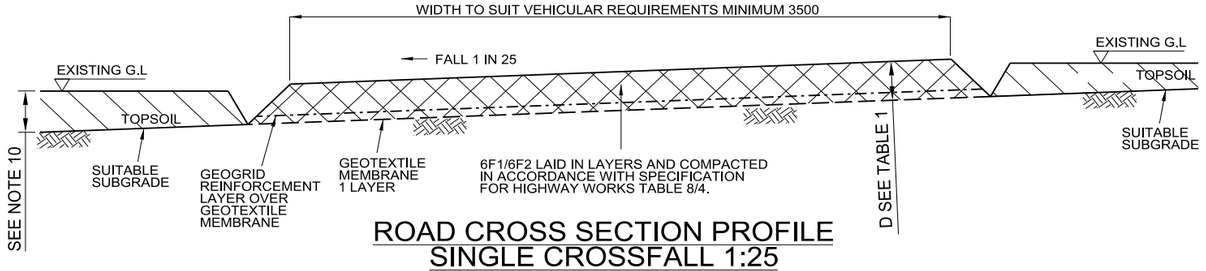


ROAD CROSS SECTION PROFILE
SINGLE CROSSFALL

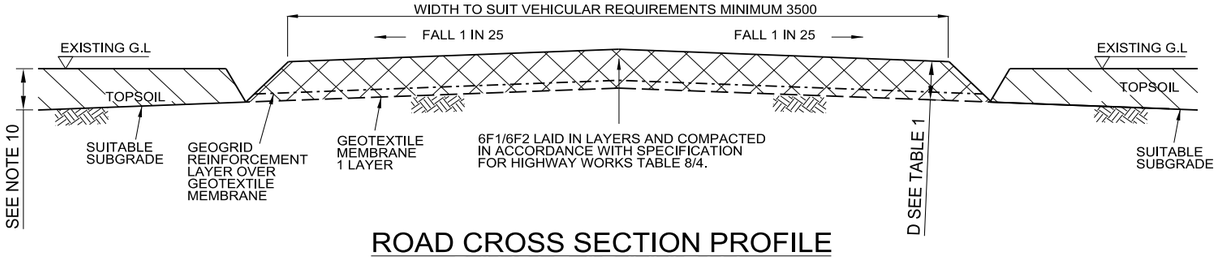


ROAD CROSS SECTION PROFILE
DOUBLE CROSSFALL

OPTION B - GEOTEXTILE REINFORCEMENT



ROAD CROSS SECTION PROFILE
SINGLE CROSSFALL 1:25



ROAD CROSS SECTION PROFILE
DOUBLE CROSSFALL

GENERAL NOTES

ALL DIMENSIONS IN MILLIMETRES UNLESS STATED OTHERWISE AND MUST BE CHECKED ON SITE AND NOT BE SCALED FROM THIS DRAWING.

THICKNESS AND COMPACTION OF NEWLY INSTALLED ROAD TO BE CONFIRMED BY A COMPETENT PERSON PRIOR TO USE. CBR OF ROAD CONSTRUCTION TO BE A MINIMUM OF 80%

10 MPH SPEED LIMIT TO BE MAINTAINED AT ALL TIMES.

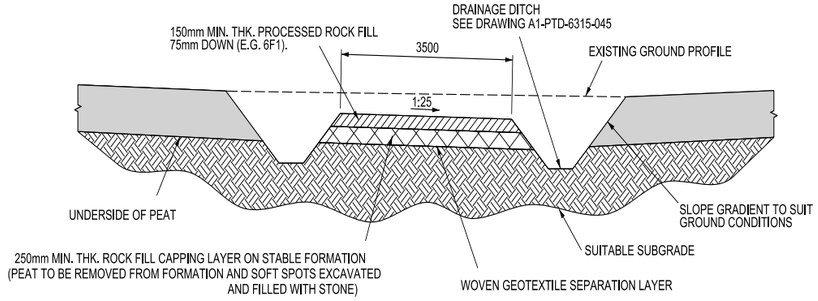
WHEN TRANSITIONING BETWEEN DIFFERING STRENGTH SUBGRADES THE SLOPE SHOULD BE 1 IN 10 AND SHOULD BE BUILT ENTIRELY ON THE STRONGER SUBGRADE.

Client: Scottish & Southern Electricity Networks TRANSMISSION

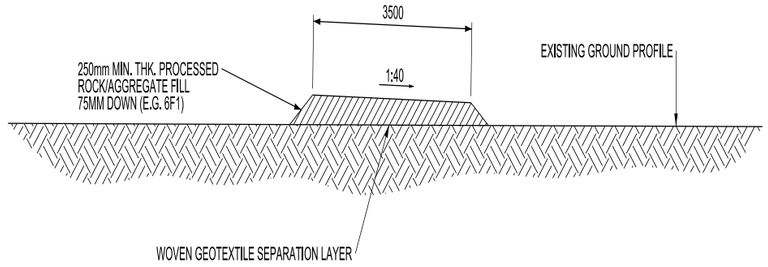
Project: Dunoon to Loch Long 132kV OHL Rebuild

Title: Figure 3.2a
Typical Access Track Sections
(sheet 1 of 2)

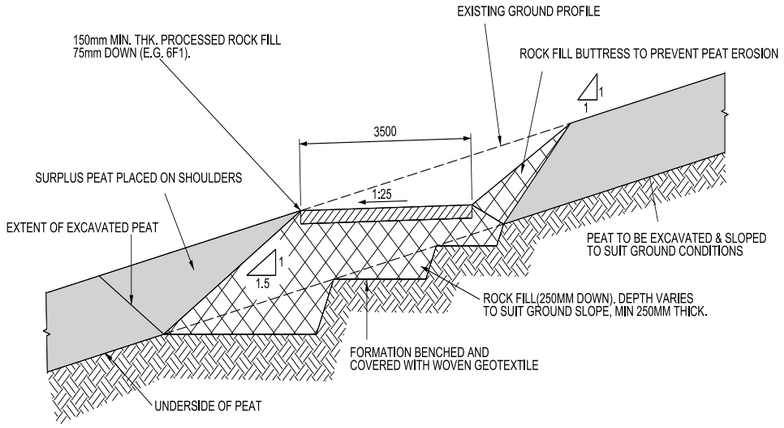
Date: 14/12/2022 Scale: NTS
Drawn: MAL Checked: JA Approved: SM



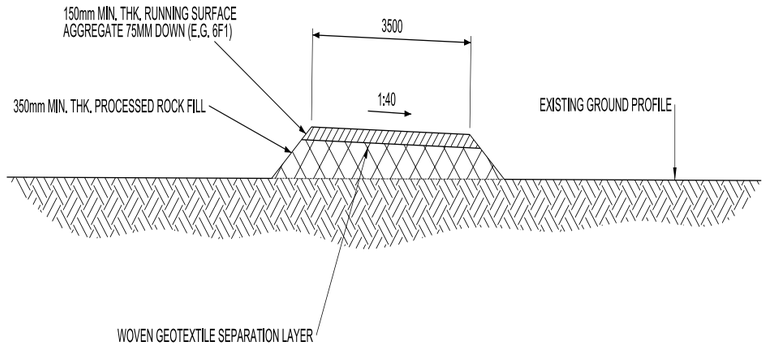
TYPE 5: TYPICAL SECTION FOR ROAD CONSTRUCTED ON SUBGRADE BELOW PEAT



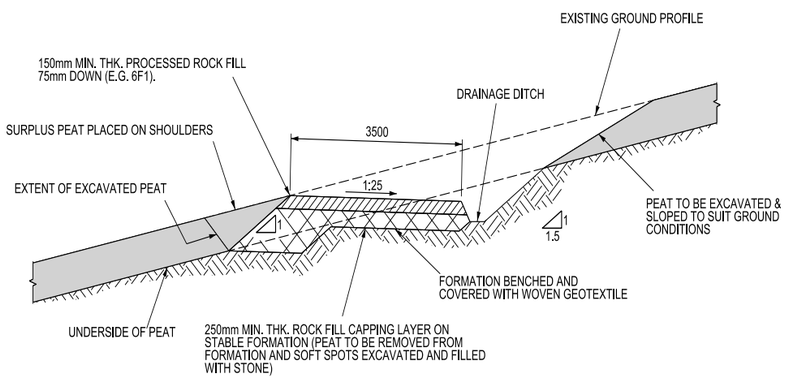
TYPE 1: TYPICAL SECTION THROUGH FLOATING ROAD OVER FIRM GROUND



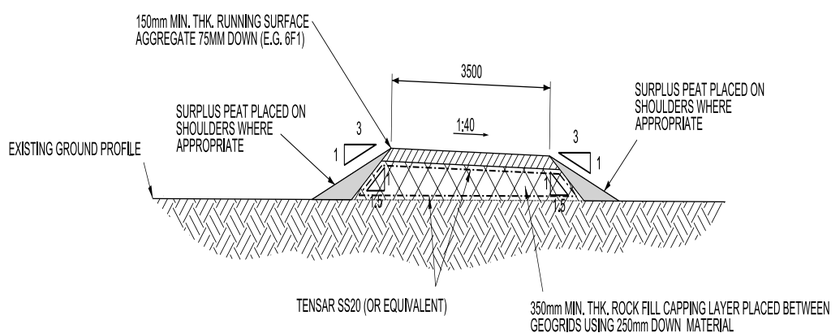
TYPE 6: TYPICAL SECTION FOR ROAD ON SIDE SLOPE WITH DEEP/UNSTABLE PEAT



TYPE 2: TYPICAL SECTION THROUGH FLOATING ROAD OVER SOFT GROUND / FLOOD PLAIN (NO PEAT)



TYPE 7: TYPICAL SECTION FOR ROAD ON SIDE SLOPE WITH SHALLOW/STABLE PEAT



TYPE 3A: TYPICAL SECTION THROUGH FLOATING ROAD OVER PEAT

GENERAL NOTES

ALL DIMENSIONS IN MILLIMETRES
UNLESS NOTED OTHERWISE.
DO NOT SCALE.

WHERE FILL IS USED TO CREATE AN EMBANKMENT
THE FILL MATERIAL SHALL BE FREE DRAINING AND NON-COHESIVE.

FILL SHALL BE PLACED IN LAYERS & COMPACTED IN ACCORDANCE
WITH TABLE 8/4 OF THE SPECIFICATION FOR HIGHWAY WORKS,
TO PROVIDE A STABLE EMBANKMENT.

BATTERS SHALL BE CUT TO A STABLE AND UNIFORM ANGLE OF REPOSE
AND FREE FROM OVERHANGS AND LOOSE ROCK.

ON STEEP SIDED SLOPES OR WHERE ROAD IS PERMANENT, CROSSFALL SHOULD
SLOPE INWARDS & A DITCH CONSTRUCTED.

THE ROAD CONSTRUCTION LAYERS,GEOGRID & GEOTEXTILES ARE
SHOWN BASED ON RECOGNISED CONSTRUCTION PRACTICE
PROVEN ON MOST MOORLAND AND PEAT LANDSCAPES.
THE DETAILS ARE TYPICAL & NOT BASED ON SPECIFIC
SITE GROUND CONDITIONS AS THERE IS NO APPLICABLE DESIGN
CRITERIA FOR DETERMINATION OF ROAD THICKNESS IN THESE
CONDITIONS.
AS SUCH THE ROAD WILL NEED TO BE CONTINUALLY
MONITORED FOR INTEGRITY OF CONSTRUCTION AND REPAIRED
WHERE NECESSARY.

DETAILS WHERE ROAD IS SUPPORTED ON NON-PEAT FORMATION
CONSIDER THE FORMATION TO HAVE A CBR NOT LESS THAN 5%.

ONCE INSTALLED & PRIOR TO USE,
THE GRANULAR HAUL ROAD SHOULD
BE TESTED FOR COMPACTION BY A
COMPETENT PERSON. THE ROAD
SHOULD ACHIEVE A CBR DENSITY
OF 80%.

Client: Scottish & Southern Electricity Networks TRANSMISSION

Project: Dunoon to Loch Long 132kV OHL Rebuild

Title: Figure 3.2b
Typical Access Track Sections
(sheet 2 of 2)

Date: 14/12/2022 Scale: NTS
Drawn: MAL Checked: JA Approved: SM