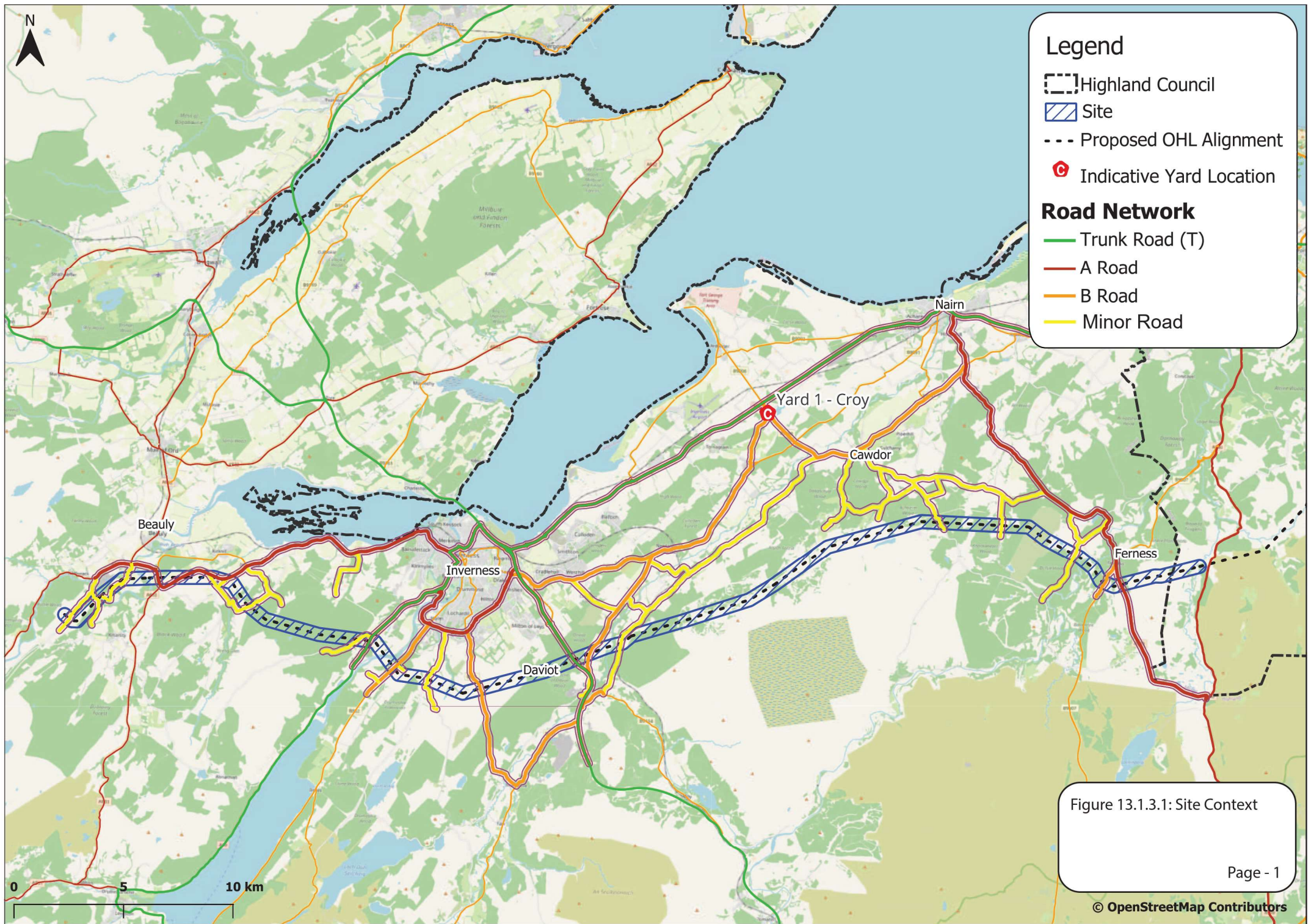
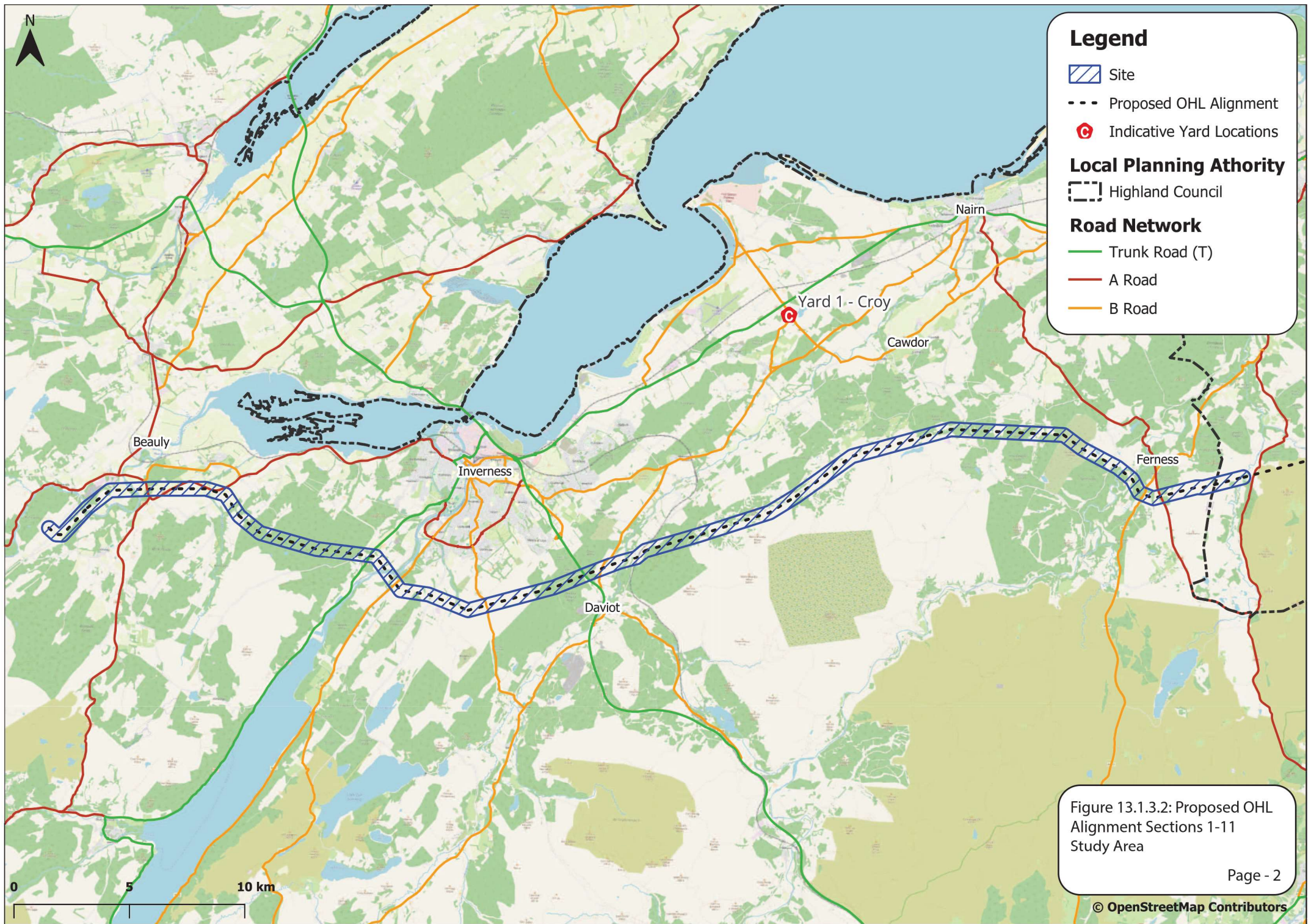
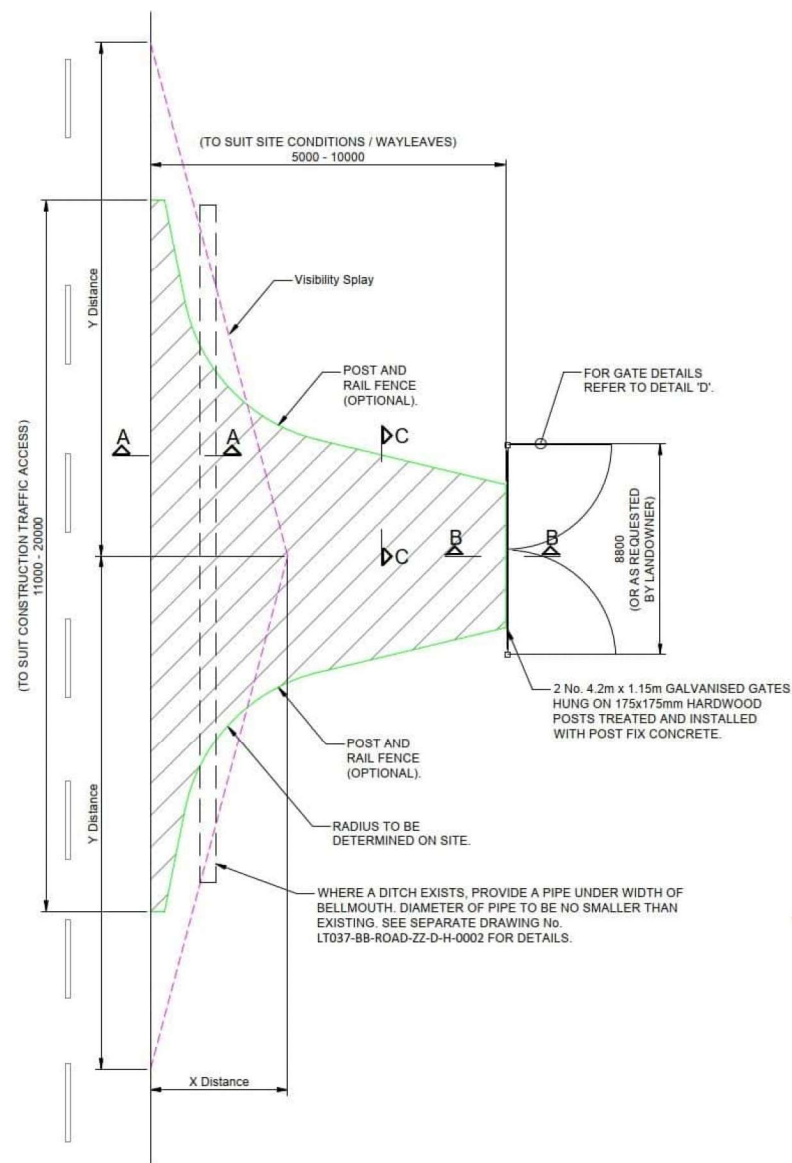
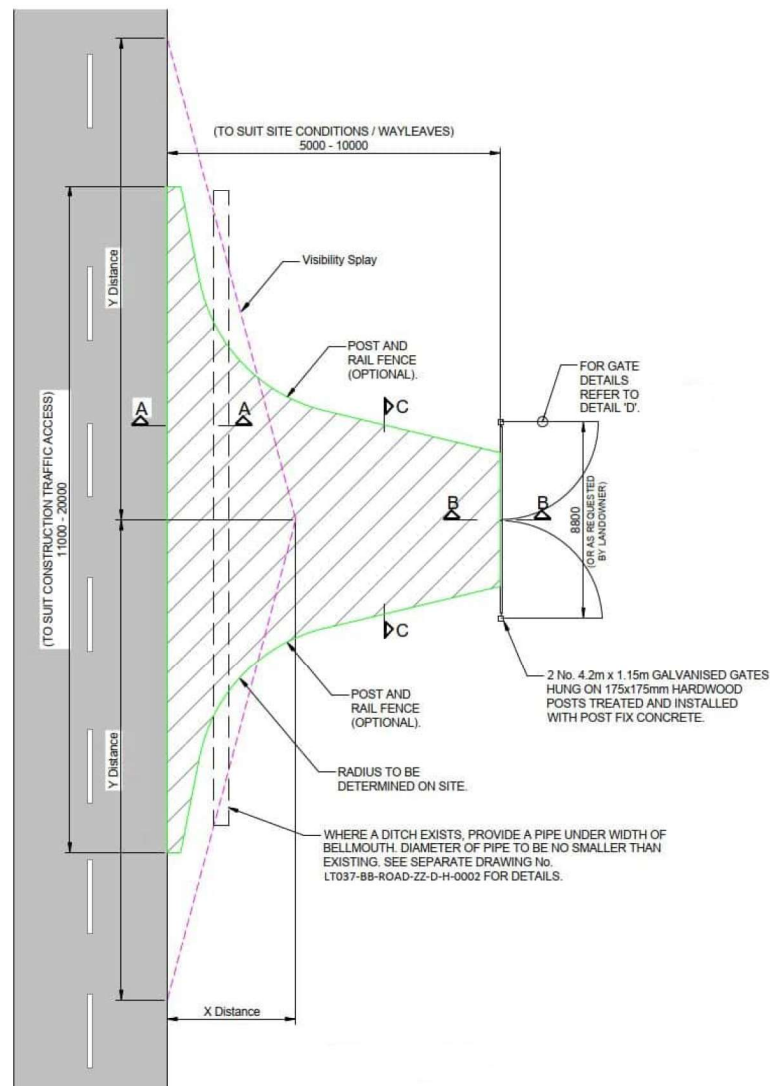








GENERIC BELLMOUTH DETAIL



EXISTING BELLMOUTH UPGRADE

NOTES

1. ALL DIMENSIONS IN MILLIMETRES UNLESS NOTED OTHERWISE AND MUST BE CHECKED ON SITE & NOT SCALED FROM THIS DRAWING.
2. THE CONTRACTOR SHALL MAKE A SURVEY OF THE SITE & SHALL BE RESPONSIBLE FOR ALL DIMENSIONS & LEVELS NECESSARY FOR THE PROPER CONSTRUCTION OF THE STRUCTURES INDICATED.
3. 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 6.
4. SITE ENGINEER TO REVIEW SERVICE DRAWINGS BEFORE COMMENCEMENT OF THE WORK.
5. CBR VALUES SHOULD BE DETERMINED ON LOCATION USING MEXE PROBE.
6. ALL LAYERS TO BE ROLLED IN ACCORDANCE WITH TABLE 8/5 OF SERIES 800 VOLUME 1 IN THE SPECIFICATION FOR HIGHWAY WORKS.
7. DURING CONSTRUCTION EVERY EFFORT SHOULD BE MADE TO PROTECT THE SUB-GRADE BY CONSTRUCTING AND PROTECTING FOUNDATION LAYERS BEFORE RAIN CAN SOFTEN IT.
8. SUB-GRADE TO BE PREPARED THROUGH PROOF ROLLING OF RIPPED AND RE-COMPACTED INSITU MATERIAL TO A DEPTH OF 150mm.
9. FORMATION SHALL BE SHAPED TO KEEP IT FREE OF STANDING WATER.
10. THE FINISHED SURFACE SHOULD BE UNIFORM, WATER BOUND AND SEALED WITH FINES. THE MINIMUM COMPACTION THICKNESS IS FOUND IN TABLE A.
11. BEFORE BREAKING GROUND OR WORKING NEAR AN OVERHEAD SERVICE, REFER TO THE AVOIDING DANGER FROM SERVICE PROCEDURE (HSF-PR-0015).
12. THE BELLMOUTH SIDES ARE TO BE BATTERED TO 45° FROM THE EDGES OF THE SHOULDERS.
13. MAXIMUM AXLE LOAD TO BE 12T.
14. GEOGRID TO HAVE A MINIMUM TENSILE STRENGTH OF 30kN/m.

Not to Scale @ A3

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

Title: Figure 13.1.3.3: Indicative Form of the Proposed Bellmouth Access Junctions

Drawn by: SH Date: 14/01/2025

Drawing: B2P-WSP-DA-70092380-102 Page - 3

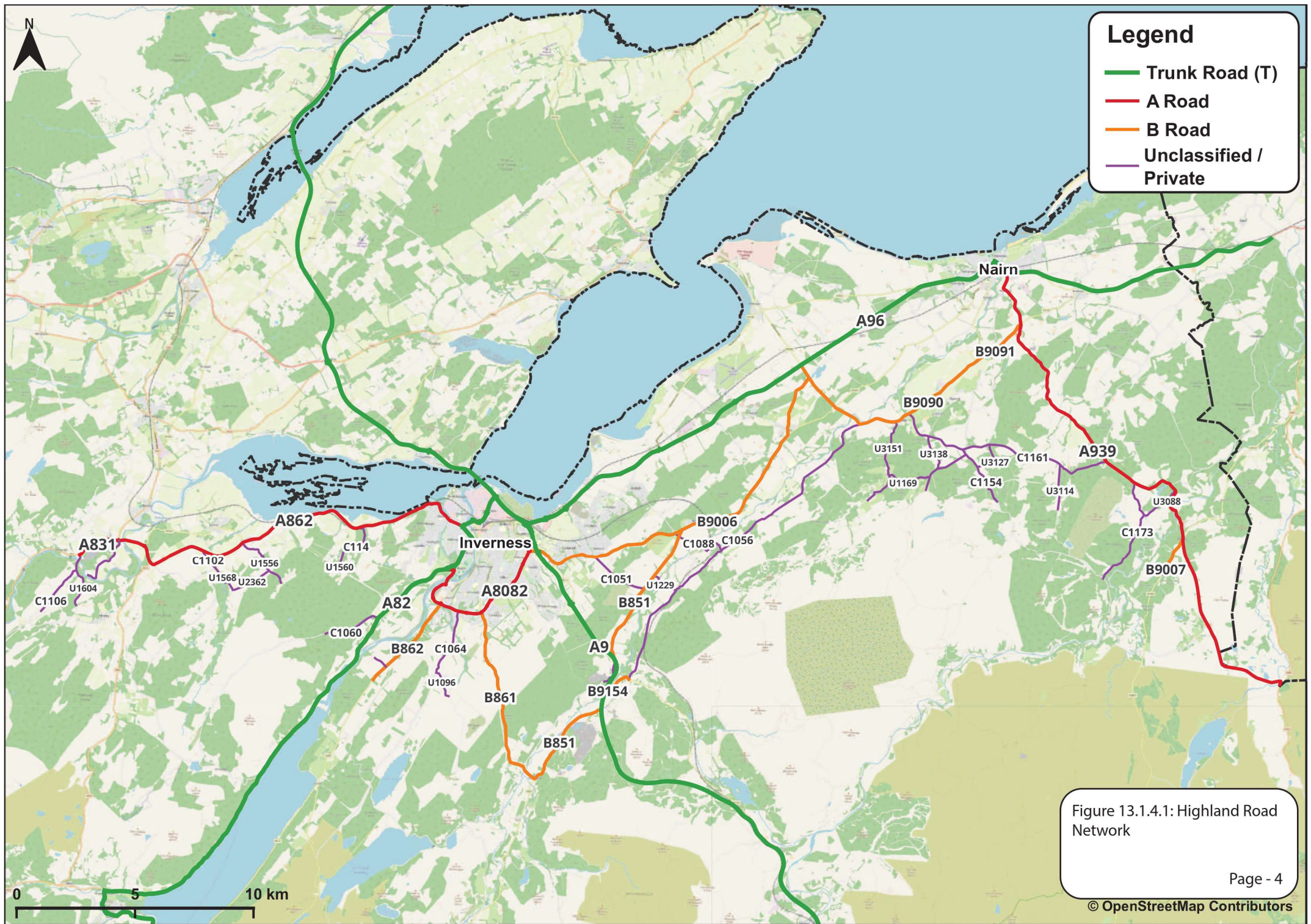
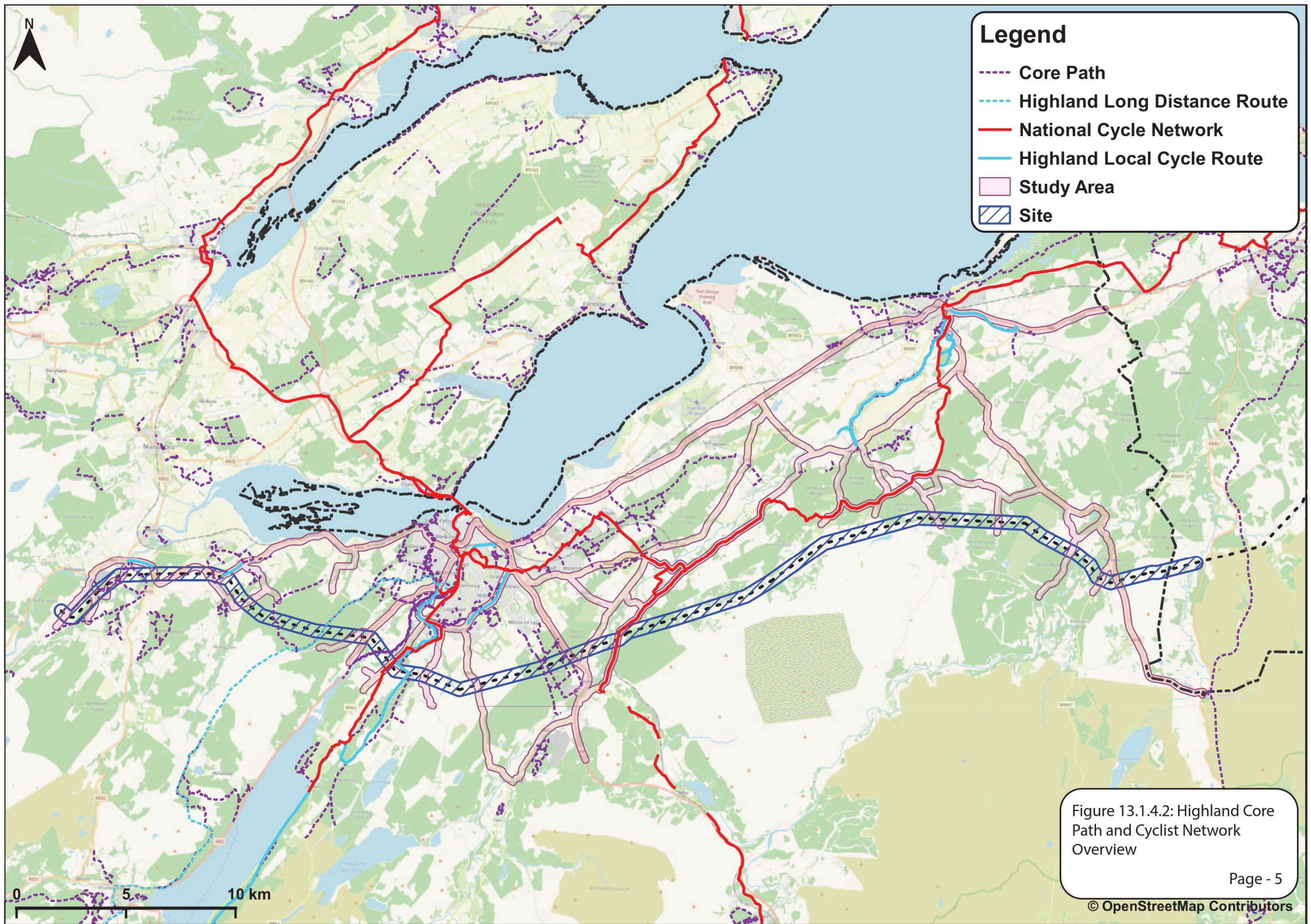
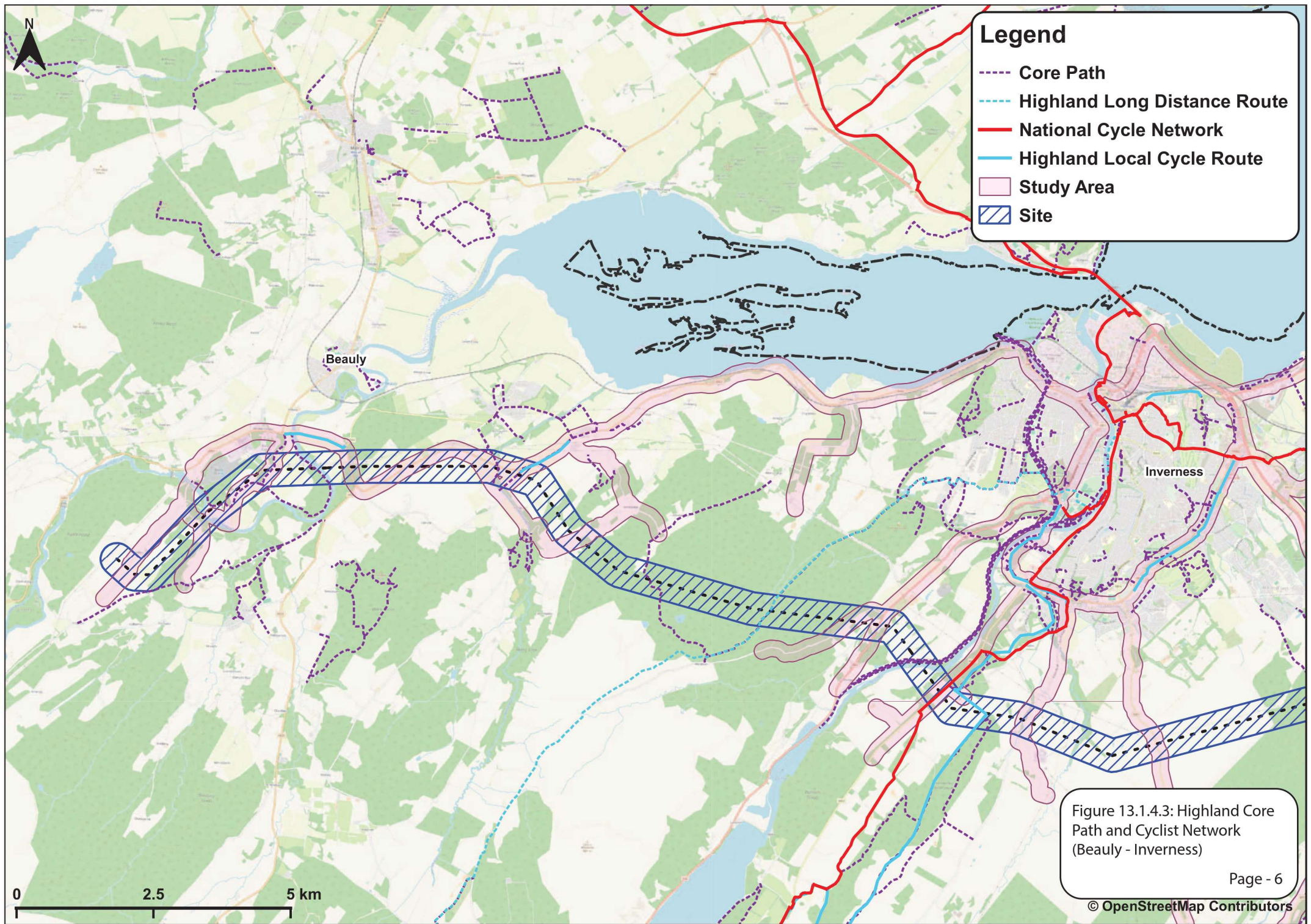


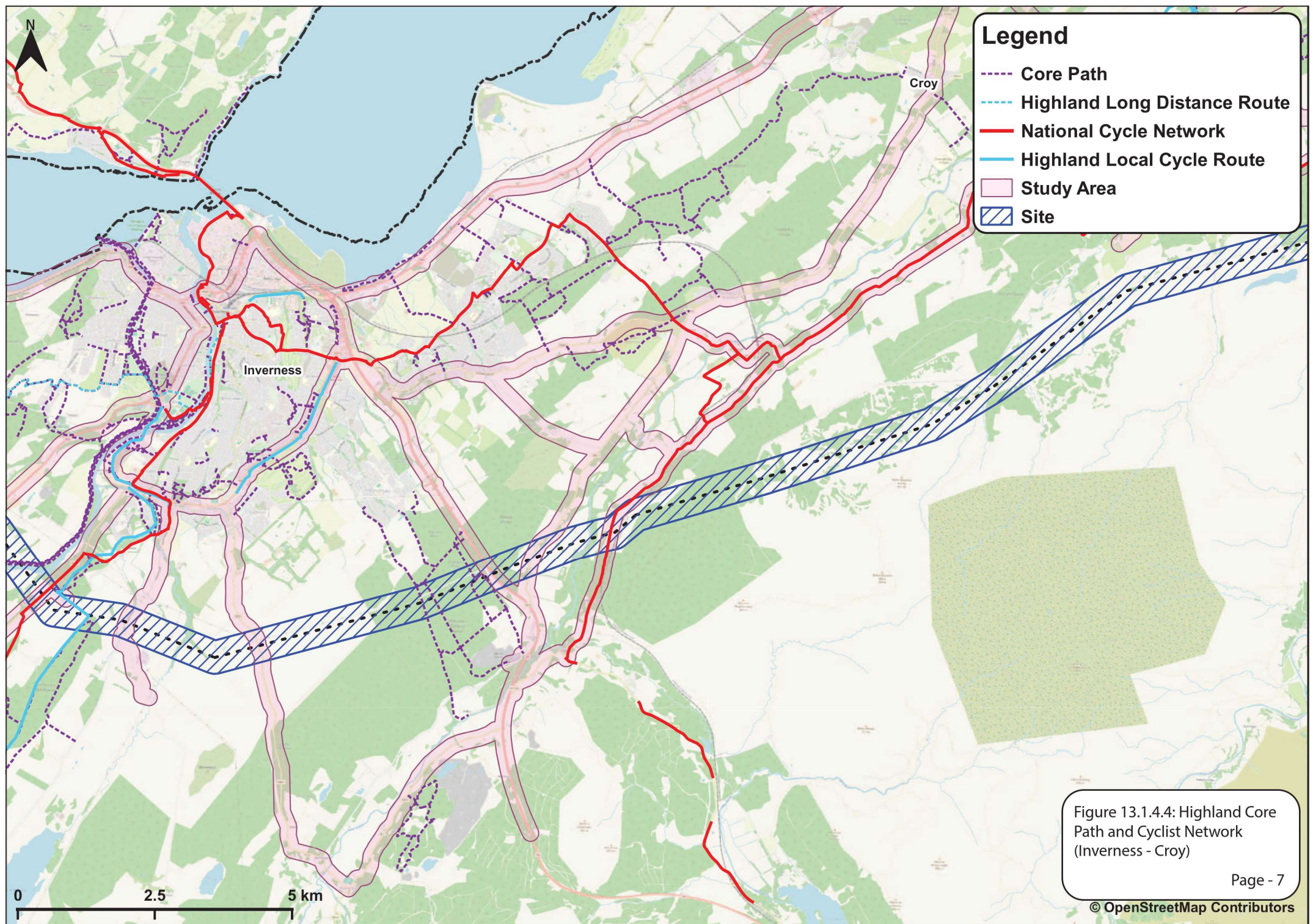
Figure 13.1.4.1: Highland Road Network

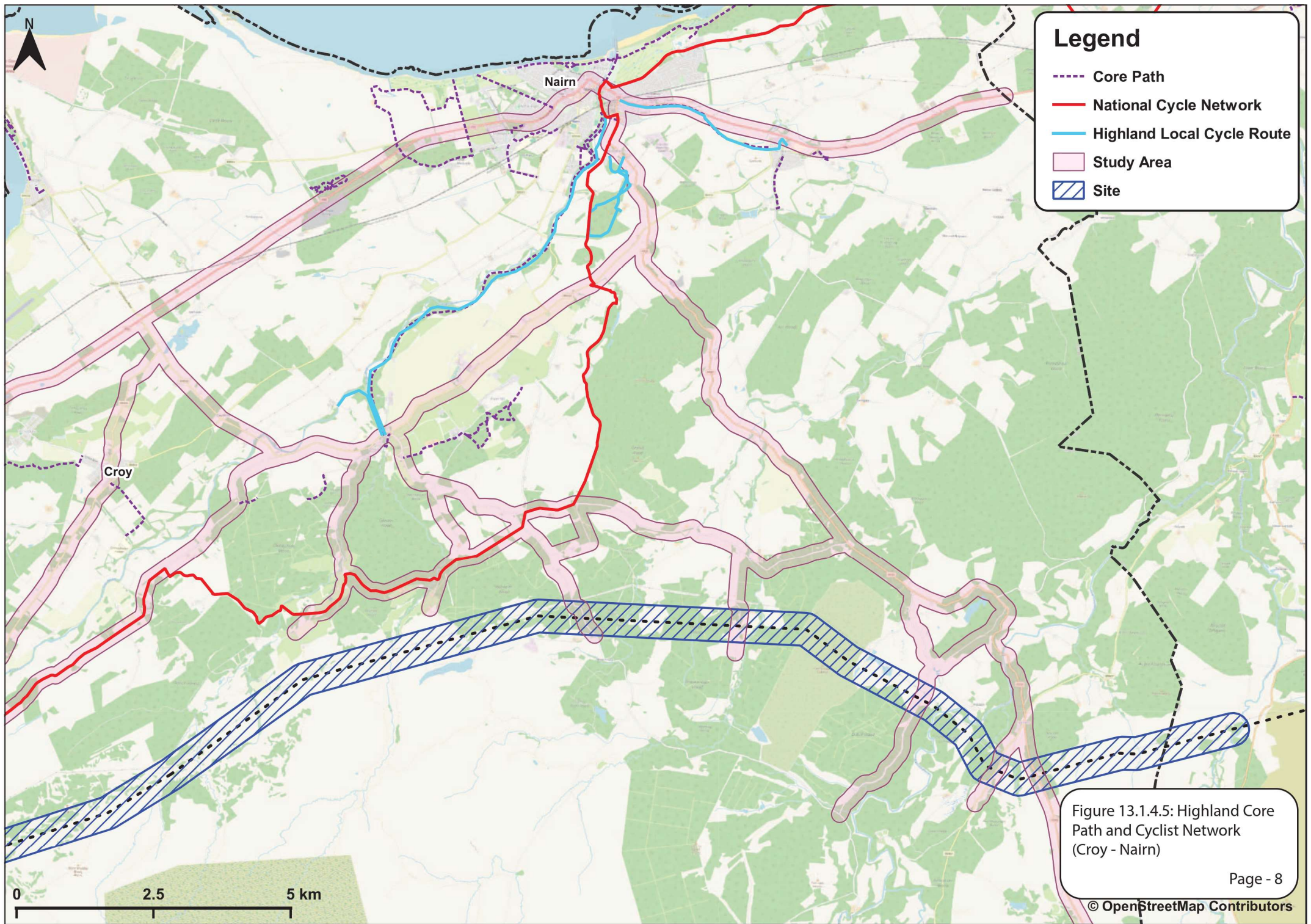
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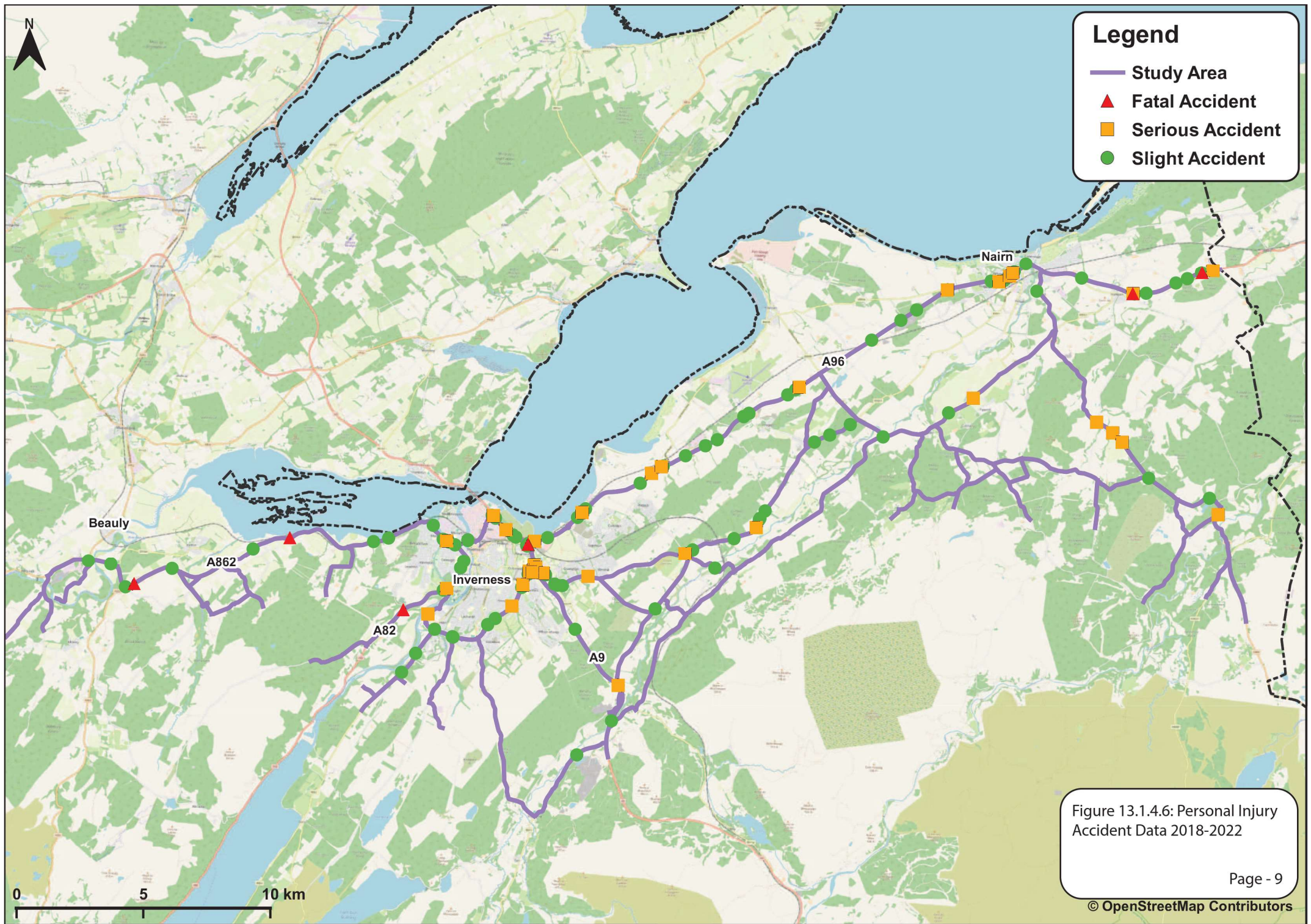
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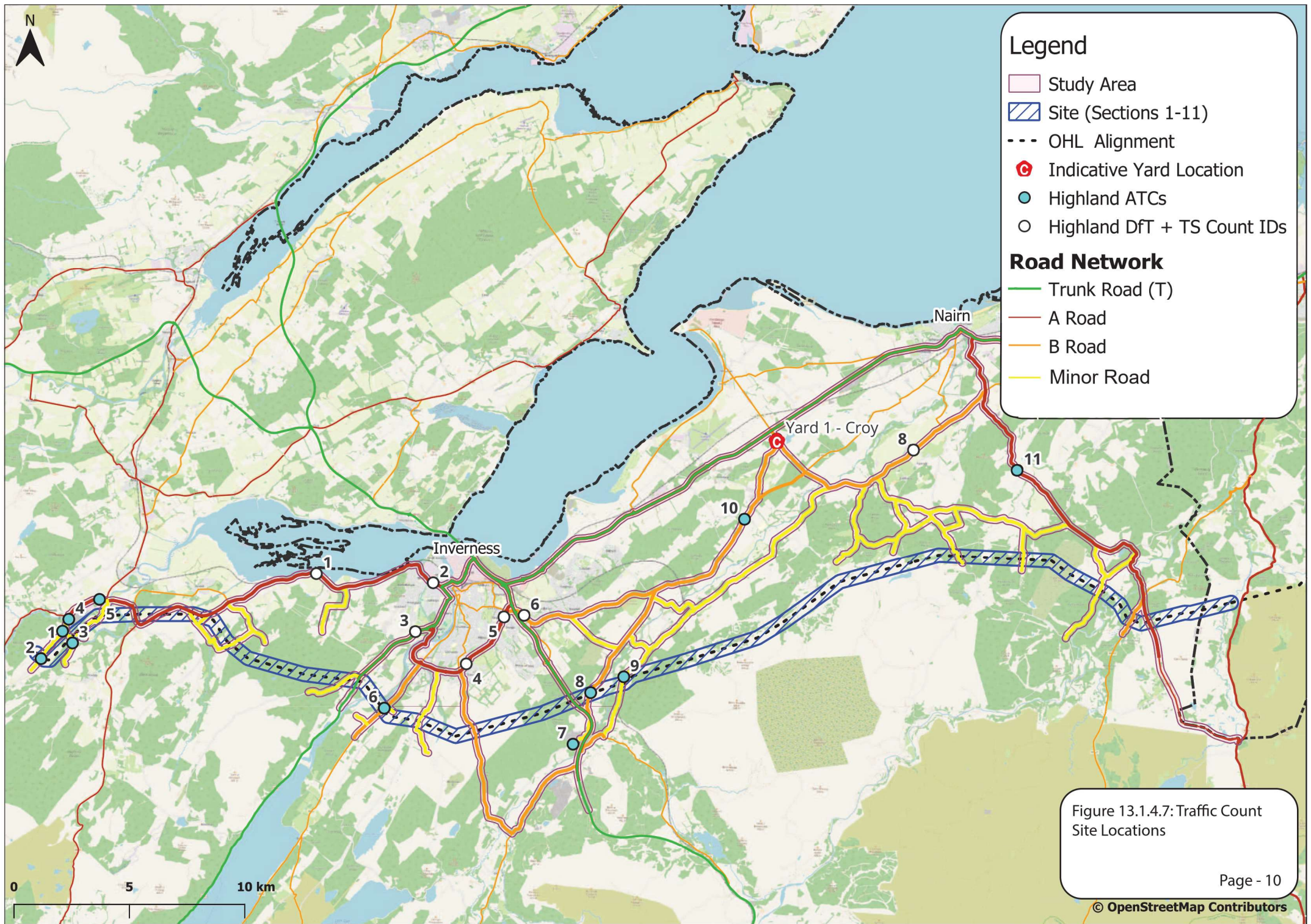




Figure 13.1.5.1: Timber Transport Forum - Agreed Routes

Agreed Route (green)

Roads which can be used for timber haulage without restriction other than as regulated by the Road Traffic Act 1988. "A" roads (e.g. the A9) are classified as Agreed Routes by default unless covered by one of the other categories (e.g. Consultation Route).

Consultation Route (yellow)

Roads which are key to timber extraction but, for a variety of reasons, are not up to Agreed Route Standard. Consultation with the Local Authority is required before any timber haulage takes place and it may be necessary to limit the amount, timing or frequency of timber haulage, or to specify lower impact vehicles to prevent damage. All minor roads (B, C and unclassified roads) should be treated as Consultation Routes by default unless covered by one of the other categories (e.g. Severely Restricted Route).

Severely Restricted (purple)

Roads which are particularly fragile or sensitive and should only be used for timber transport under a carefully supervised management regime agreed with the Local authority. Some Timber Transport Groups make more use of the Severely Restricted category than others. Where it is used, it tends to suggest that there will be significant constraints which will constrain or add cost to haulage operations. More recently the category has been linked to the production of a formal Timber Traffic Management Plan that sets out an agreed package of measures seen as appropriate to sustain the road.

Excluded Route (red)

Roads which should not be used for timber transport in their present condition. These routes may have a normal weight or height restriction or be close to being weight restricted. In a few cases roads are excluded in order to direct timber traffic onto alternative roads that are more suitable.

