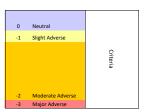
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					1												
13100	13150																New viaduct over River Urie flood plain. Total length 350m.
		0	0	-2	-2	0	-2	-3	-3	0	0	0	-1	-2	-9	-9	Compressible material and made ground (historical railway) which is a potential source of contamination.
13150	13200																Adjusted manually to reflect New viaduct over River Urie flood plain. Total length 350m. Compressible material and
																	made ground (historical railway) which is a potential source
42200	42250	0	0	-2	-2	0	-2	-3	0	0	0	0	-1	-2	-8	-9	of contamination.
13200	13250	0	0	-2	-2	0	-2	0	0	0	0	0	-1	-2	-5	-5	
13250	13300	0	-1	-2	-2	0	-2	0	0	0	-2	0	-1	-1	-5	-5	
13300	13350	0	-1	-2	-2	0	-2	0	0	0	0	0	-1	-1	-4	-4	
13350	13400	0	-1	-2	-2	0	-2	0	0	0	0	0	-1	-1	-4	-4	
13400	13450	0	-1	-2	-2	0	-2	0	0	0	0	0	-1	-1	-4	-4	
13450	13500																Manual adjustment to reflect New Overbridge required for
																	Railway crossing. Due to skew, spans likely to be large and require a pier in the central reserve. Complex construction
		0	-1	-2	-2	0	-2	-3	0	0	0	0	-1	-1	-7	-9	requirements and interface with Network Rail
13500	13550	0	-1	-2	-2	0	-2	0	-1	0	0	0	-1	-1	-4	-4	
13550	13600	0	-1	-2	-2	0	-2	0	-1	0	0	0	-1	-1	-4	-4	
13600	13650	0	-1	-2	-2	0	-2	0	0	0	0	0	-1	-1	-4	-4	
13650	13700	0	-1	-2	-2	0	-2	0	0	0	0	0	-1	-1	-4	-4	
13700	13750	0	-1	-2	-2	0	-2	0	0	0	0	0	-1	-1	-4	-4	
13750	13800	0	-1	-2	-2	0	0	0	0	0	0	0	-1	-1	-2	-2	
13800	13850	0	-1	-2	-2	0	0	0	0	0	0	0	-1	-1	-2	-2	
13850	13900	0	-1	-2	-2	0	0	0	0	0	0	0	-1	-1	-2	-2	
13900	13950	0	-1	-2	-2	0	-1	0	0	0	0	0	-1	-1	-3	-3	
13950	14000	0	-2	-2	-2	0	-1	0	0	0	0	0	-1	-1		0	
14000	14050	0	-2	-2	-2	0	-1	0	0	0	0	0	-1	-1		0	
14050	14100	0	-2	-2	-2	0	-1	0	0	0	0	0	-1	-1		0	
14100	14150	0	-2	-2	-2	0	-1	0	0	0	0	0	-1	-1		0	
14150	14200	0	-2	-2	-2	0	0	0	0	0	0	0	-1	-1		0	
14200	14250	0	-1	-2	-2	0	0	0	0	0	0	0	-1	-1		0	
14250	14300	0	-1	-2	-2	0	0	0	0	0	0	0	-1	-1		0	
14300	14350	0	-1	-2	-2	0	0	0	0	0	0	-1	-1	-1		0	
14350	14400	0	-1	-2	-2	0	0	0	0	0	0	-1				0	
14400	14450												-1	-1			
14450	14500	0	0	-2	-2	0	0	0	0	0	0	-1	-1	-1		0	
14500	14550	0	0	-2	-2	0	0	0	0	0	0	-1	-1	-1		0	
14550	14600	0	0	-2	-2	0	0	0	0	0	0	-1	-1	-1		0	
14600	14600	0	0	-2	-2	0	0	0	-1	0	0	-1	-1	-1		0	
		0	0	-2	-2	0	0	0	-1	0	0	-1	-1	-1		0	
14650	14700	0	0	-2	-2	0	0	0	0	0	0	-1	-1	-1		0	
14700	14750																
14750	14800																

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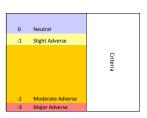


Rules
Total Score
= Alignment Score (Average of E, F, G, H and I) + Geo
Score + Structures Score + Flooding Score (Average of L,
M and N) + Utilities score + Constructability Score
(Minimum value of P&Q) = Total of 6 scores for 6 categories

Then if total < or equal to -9 then should be coloured red because this represents possibility of 3 reds or 4

If total is between -6 and -8 should be coloured amber since this could represent 2 reds or 3/4 ambers.

	Chainage			Alignment			Geotechnics	Structures		Flooding and Drainage		Utilities	Constructedunt		0000	Score	
Start Chainage	End Chainage	Alignment Length	Level Difference	Bendiness	Hilliness	Earthworks	Geotechnics	Structures	Flood Plain	Watercourse Crossings	Attenuation requirement	Utilities	Construction access	Temp disruption	Total	Adjusted	Comments
0	50	0	-2	-1	-2	-1	-1	0	0	0	0	0	-2	-1	-4	-4	
50	100	0	-2	-1	-2	-1	-1	0	0	0	0	0	-2	-1	-4	-4	
100	150	0	-2	-1	-2	-1	0	0	0	0	0	0	-2	-1	-3	-3	
150	200	0	-1	-1	-2	-1	0	0	0	0	0	0	-2	-1	-3	-3	
200	250	0	0	-1	-2	-1	0	0	0	0	0	0	-2	-1	-3	-3	
250	300	0	0	-1	-2	-1	0	0	0	0	0	0	-2	-1	-3	-3	
300	350	0	0	-1	-2	-1	0	0	0	0	0	0	-2	-1	-3	-3	
350	400	0	0	-1	-2	-1	0	0	0	0	0	0	-2	-1	-3	-3	
400	450	0	0	-1	-2	-1	0	0	0	0	0	0	-2	-1	-3	-3	
450	500	0	-1	-1	-2	-1	0	0	0	0	0	0	-2	-1	-3	-3	
500	550	0	-1	-1	-2	-1	0	0	0	0	0	0	-2	-1	-3	-3	
550	600	0	0	-1	-2	-1	0	0	0	0	0	0	-2	-1	-3	-3	
600	650	0	-1	-1	-2	-1	0	0	0	0	0	0	-2	-1	-3	-3	
650	700	0	-1	-1	-2	-1	0	0	0	0	0	0	-2	-1	-3	-3	
700	750	0	-1	-1	-2	-1	0	0	0	0	0	0	-2	-1	-3	-3	
750	800	0	-1	-1	-2	-1	0	0	0	0	0	0	-2	-1	-3	-3	
800	850	0	-1	-1	-2	-1	0	0	0	0	0	0	-2	-1	-3	-3	
850	900	0	-1	-1	-2	-1	0	0	0	0	0	0	-2	-1	-3	-3	
900	950 1000	0	-1	-1	-2	-1	0	0	0	0	0	0	-2	-1	-3	-3	
950 1000	1050	0	0	-1	-2	-1	0	0	0	0	0	0	-2	-1	-3	-3	
1050	1100	0	0	-1	-2	-1	0	0	0	0	0	0	-2	-1	-3	-3	
1100	1150	0	0	-1	-2	-1	0	0	0	0	0	0	-2	-1	-3	-3	
1150	1200	0	-1	-1	-2	-1	0	0	0	0	0	0	-2	-1	-3	-3	
1200	1250	0	-1	-1	-2	-1	0	0	0	0	0	0	-2	-1	-3	-3	
1250	1300	0	-1	-1	-2	-1	-1	0	0	0	0	0	-2 -2	-1	-4	-4	
1300	1350	0	-1	-1 -1	-2 -2	-1 -1	-1	0	0	0	0	0	-2	-1 -1	-4	-4	
1350	1400	0	-1	-1	-2	-1	-1	0	0	0	0	0	-2	-1	-4	-4	
1400	1450	0	-1	-1	-2	-1	-1	-2	-3	0	0	0	-2	-1	-7	-7	New underbridge over Burn of Durno flood plain. Total Length is 200m. Potential construction access issues also.
1450	1500	0	-1	-1	-2	-1	-1	-2	-3	0	0	0	-2	-1	-7	-7	New underbridge over Burn of Durno flood plain. Total Length is 200m. Potential construction access issues also.
1500	1550	0	-1	-1	-2	-1	-1	-2	-3	0	0	0	-2	-1	-7	-7	New underbridge over Burn of Durno flood plain. Total Length is 200m. Potential construction access issues also.
1550	1600	0	-1	-1	-2	-1	-1	-2	0	0	0	0	-2	-1	-6	-6	New underbridge over Burn of Durno flood plain. Total Length is 200m. Potential construction access issues also.
1600	1650	0	-1	-1	-2	-1	0	-2	0	0	0	0	-2	-1	-5	-5	
1650	1700	0	0	-1	-2	-1	0	0	0	0	0	0	-2	-1	-3	-3	
1700	1750	0	-1	-1	-2	-1	0	0	0	0	0	0	-2	-1	-3	-3	
1750	1800	0	-1	-1	-2	-1	0	0	0	0	0	0	-2	-1	-3	-3	
1800	1850	0	-1	-1	-2	-1	0	-2	0	0	0	0	-2	-1	-5	-6	Manual Adjustment - New structure for local road overbridge required. Potential construction access issues.
1850	1900	0	-1	-1	-2	-1	0	0	0	0	0	0	-2	-1	-3	-3	
1900	1950	0	0	-1	-2	-1	0	0	0	0	0	0	-2	-1	-3	-3	
1950	2000	0	0	-1	-2	-1	0	0	0	0	0	0	-2	-1	-3	-3	
2000	2050																
2050	2100																



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Rules
Total Score
= Alignment Score (Average of E, F, G, H and I) + Geo
Score + Structures Score + Flooding Score (Average of L,
M and N) + Utilities score + Constructability Score
(Minimum value of P&Q) = Total of 6 scores for 6 categories

Then if total < or equal to -9 then should be coloured red because this represents possibility of 3 reds or 4

If total is between -6 and -8 should be coloured amber since this could represent 2 reds or 3/4 ambers.

Chainage				Alignment			Geotechnics	Structures		Flooding and Drainage		Utilities	Constructability		ocore	Score	
Start Chainage	End Chainage	Alignment Length	Level Difference	Bendiness	Hilliness	Earthworks	S Geotechnics	Structures	Flood Plain	Wate	Attenuation requirement	Utilities	Construction access	Temp disruption	Total	Adjusted	Comments
0 50	50 100	0	0	-2 -2	-1 -1	0	0	0	0	0	0	-1 -1	0	-2 -2	-4	-4 -4	
100 150	150 200	0	0	-2 -2	-1 -1	0	0	0	0	0	0	-1 -1	0	-2 -2	-4 -4	-4 -4	
200 250	250 300	0	-1 -1	-2 -2	-1	0	0	0	0	0	0	-1	0	-2 -2	-4	-4	
300	350	0	-1	-2	-1	0	0	0	0	0	0	-1	0	-2	-4	-4	
350 400	400 450	0	-1 -1	-2 -2	-1 -1	0	0	0	0	0	0	-1 -1	0	-2 -2	-4 -4	-4 -4	
450 500	500 550	0	-1 -1	-2 -2	-1 -1	0	0	0	0	0	0	-1 -1	0	-2 -2	-4 -4	-4	
550 600	600 650	0	-1 0	-2 -2	-1 -1	0	0	0	0	0	0	-1	0	-2 -2	-4	-4	
650	700	0	0	-2	-1	0	-1	0	0	0	0	-1	0	-2	-5	-5	
700 750	750 800	0	0	-2 -2	-1 -1	0	-1 -1	0	-1	0	0	-1 -1	0	-2	-5 -5	-5 -5	
800 850	900	0	0	-2 -2	-1 -1	0	-1 -1	0	-1 -1	0	0	-1 -1	0	-2 -2	-5 -5	-5 -5	
900 950	950 1000	0	0	-2	-1	0	-1	0	-1	0	0	-1	0	-2	-5	-5	
1000	1050	0	0	-2 -2	-1 -1	0	-1	0	-1	0	0	-1	0	-2	-5 -5	-5 -5	
1050 1100	1100 1150	0	0	-2	-1	0	-1	0	0	0	0	-1	0	-2	-5	-5	Cutting up to 1.7m high in made ground (historical mill) which is a potential source of contamination. Potential
1150	1200	0	0	-2 -2	-1 -1	0	-2 0	0	0	0	0	-1	0	-2 -2	-6 -4	-6 -4	temporary disruption issues also.
1200 1250	1250 1300	0	-1	-2	-1	0	0	0	0	0	0	-1	0	-2	-4	-4	
1300	1350	0	-1 0	-2 -2	-1 -1	0	0	0	0	0	0	-1 -1	0	-2	-4 -4	-4 -4	
1350 1400	1400 1450	0	0	-2 -2	-1 -1	0	0	0	0	0	0	-1 -1	0	-2 -2	-4 -4	-4 -4	
1450 1500	1500 1550	0	0	-2	-1	0	0	0	0	0	0	-1	0	-2	-4	-4	
1550	1600	0	0	-2 -2	-1 -1	0	0	0	0	0	0	-1 0	-1 -1	-1 -1	-3 -2	-3 -2	
1600 1650	1650 1700	0	-1	-2 -2	-1 -1	0	-1	0	0	0	0	0	-1 -1	-1 -1	-2 -3	-2 -3	
1700 1750	1750 1800	0	-1	-2	-1	0	-1	-1	0	0	0	0	-1	-1	-4	-4	
1800	1850	0	-1 -2	-2	-1	0	-2 -2	-1	0	0	0	0	-1	-1	-5 -5	-5 -5	
1850 1900	1900 1950	0	-2 -1	-2 -2	-1 -1	0	0	-1 0	0	0	0	0	-1 -1	-1 -1	-3 -2	-3 -2	
1950 2000	2000 2050	0	-1 0	-2 -2	-1 -1	0	0	0	0	0	0	0	-1	-1 -1	-2 -2	-2 -2	
2050	2100	0	0	-2	-1	0	0	0	0	0	0	0	-1	-1	-2	-2	
2100 2150	2150 2200	0	0	-2 -2	-1 -1	0	0	0	0	0	0	0	-1 -1	-1 -1	-2 -2	-2 -2	
2200 2250	2250 2300	0	0	-2 -2	-1 -1	0	0	0	0	0	0	0	-1	-1	-2 -2	-2 -2	
2300 2350	2350 2400	0	-1	-2	-1	0	0	0	0	0	0	0	-1	-1	-2	-2	
2400	2450	0	-1 -1	-2 -2	-1 -1	0	0	0	0	0	0	0	-1 -1	-1 -1	-2 -2	-2 -2	
2450 2500	2500 2550	0	-1 -1	-2 -2	-1 -1	0	0	0	0	0	0	0	-1	-1	-2 -2	-2 -2	
2550 2600	2600 2650	0	-1	-2	-1	0	0	0	0	0	0	0	-1	-1	-2	-2	
2650	2700	0	-1	-2 -2	-1	0	0	0	0	0	0	0	-1	-1	-2 -2	-2	
2700 2750	2750 2800	0	-1 -1	-2 -2	-1 -1	0	0	0	0	0	0	0	-1	-1	-2 -2	-2 -2	
2800 2850	2850 2900	0	0	-2 -2	-1 -1	0	0	0	0	0	0	0	-1	-1 -1	-2 -2	-2 -2	
2900	2950	0	0	-2	-1	0	0	0	0	0	0	0	-1	-1	-2	-2	
2950 3000	3000 3050	0	0	-2 -2	-1 -1	0	0	0	0	0	0	-1	-1 -1	-1 -1	-2 -3	-2 -3	
3050 3100	3100 3150	0	0	-2 -2	-1 -1	0	0	0	0	0	0	-1 0	-1	-1	-3 -2	-3 -2	
3150 3200	3200 3250	0	0	-2	-1	0	0	0	0	0	0	0	-1	-1	-2	-2	
3250	3300	0	0	-2 -2	-1 -1	0	0	0	0	0	0	0	-1	-1	-2 -2	-2 -2	
3300 3350	3350 3400	0	0	-2 -2	-1 -1	0	0	0	0	0	0	0	-1	-1	-2 -2	-2 -2	
3400 3450	3450 3500	0	0	-2	-1	0	0	0	0	0	0	0	-1	-1	-2	-2	
3500	3550	0	0	-2 -2	-1	0	0	0	0	0	0	0	-1	-1	-2 -2	-2	
3550 3600	3600 3650	0	0	-2 -2	-1 -1	0	0	0	0	0	0	0	-1	-1	-2 -2	-2 -2	
3650 3700	3700 3750	0	0	-2 -2	-1	0	0	0	0	0	0	0	-1	-1	-2	-2	
3750	3800	0	0	-2	-1	0	0	0	0	0	0	0	-1	-1	-2 -2	-2	
3800 3850	3850 3900	0	0	-2 -2	-1 -1	0	0	0	0	0	0	0	-1	-1	-2 -2	-2 -2	
3900 3950	3950 4000	0	0	-2 -2	-1	0	0	0	0	0	0	0	-1	-1	-2 -2	-2 -2	
4000	4050	0	0	-2	-1	0	0	0	0	0	0	0	-1	-1	-2	-2	
4050 4100	4100 4150	0	-1 -1	-2 -2	-1 -1	0	0	0	0	0	0	0	-1 -1	-1 -1	-2 -2	-2 -2	

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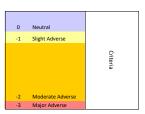
4150																	
	4200	0	-1	-2	-1	0	0	0	0	0	0	0	-1	-1	-2	-2	
4200 4250	4250 4300	0	-1	-2	-1	0	0	0	0	0	0	0	-1	-1	-2	-2	
4300	4350	0	-1	-2 -2	-1 -1	0	0	0	0	0	0	0	-1	-1 -1	-2 -2	-2 -2	
4350	4400	0	-1	-2	-1	0	0	0	0	0	0	0	-1	-1	-2	-2	
4400	4450	0	-1	-2	-1	0	0	0	0	0	0	0	-1	-1	-2	-2	
4450	4500	0	-1	-2	-1	0	0	0	0	0	0	0	-1	-1	-2	-2	
4500	4550	0	-1	-2	-1	0	0	0	0	0	0	0	-1	-1	-2	-2	
4550	4600	0	0	-2	-1	0	0	0	0	0	0	0	-1	-1	-2	-2	
4600	4650	0	0	-2	-1	0	0	0	0	0	0	0	-1	-1	-2	-2	
4650 4700	4700 4750	0	0	-2	-1	0	0	0	0	0	0	0	-1	-1	-2	-2	
4750	4800	0	0	-2	-1	0	0	0	0	0	0	0	-1	-1	-2	-2	
4800	4850	0	-1	-2 -2	-1	0	-1	0	0	0	0	0	-1	-1	-2 -3	-2 -3	
4850	4900	0	-1	-2	-1	0	-1	0	0	0	0	0	-1	-1	-3	-3	
4900	4950	0	-1	-2	-1	0	0	0	0	0	0	0	-1	-1	-2	-2	
4950	5000	0	0	-2	-1	0	0	0	0	0	0	0	-1	-1	-2	-2	
5000	5050	0	-1	-2	-1	0	0	0	0	0	0	0	-1	-1	-2	-2	
5050	5100	0	-1	-2	-1	0	0	0	0	0	0	0	-1	-1	-2	-2	
5100	5150	0	-1	-2	-1	0	0	0	0	0	0	0	-1	-1	-2	-2	
5150 5200	5200 5250	0	-1	-2	-1	0	0	0	0	0	0	0	-1	-1	-2	-2	
5250	5300	0	-1 0	-2 -2	-1 -1	0	0	0	0	0	0	-2 0	-1 -1	-1 -1	-4 -2	-4 -2	
5300	5350	0	0	-2	-1	0	0	0	0	0	0	0	-1	-1	-2	-2	
5350	5400	0	0	-2	-1	0	0	0	0	0	0	0	-1	-1	-2	-2	
5400	5450	0	0	-2	-1	0	0	0	0	0	0	0	-1	-1	-2	-2	
5450	5500	0	0	-2	-1	0	0	0	0	0	0	0	-1	-1	-2	-2	
5500	5550	0	0	-2	-1	0	0	0	0	0	0	0	-1	-1	-2	-2	
5550	5600	0	-1	-2	-1	0	0	0	0	0	0	0	-1	-1	-2	-2	
5600 5650	5650 5700	0	-1	-2	-1	0	0	0	0	0	0	0	-1	-1	-2	-2	
5700	5750	0	0	-2 -2	-1 -1	0	0	0	0	0	0	0	-1 -1	-1 -1	-2 -2	-2 -2	
5750	5800	0	0	-2	-1	0	0	0	0	0	0	0	-1	-1	-2	-2	
5800	5850	0	0	-2	-1	0	0	0	0	0	0	0	-1	-1	-2	-2	
5850	5900	0	0	-2	-1	0	0	0	0	0	0	0	-1	-1	-2	-2	
5900	5950	0	0	-2	-1	0	0	0	0	0	0	0	-1	-1	-2	-2	
5950	6000	0	0	-2	-1	0	0	0	0	0	0	0	-1	-1	-2	-2	
6000 6050	6050 6100	0	0	-2	-1	0	0	0	0	0	0	0	-1	-1	-2	-2	
6100	6100	0	0	-2	-1	0	0	0	0	0	0	0	-1	-1	-2	-2	
6150	6200	0	0	-2 -2	-1 -1	0	0	0	0	0	0	0	-1 -1	-1 -1	-2 -2	-2 -2	
6200	6250	0	-1	-2	-1	0	0	0	0	0	0	0	-1	-1	-2	-2	
6250	6300	0	-1	-2	-1	0	0	0	0	0	0	0	-1	-1	-2	-2	
6300	6350	0	0	-2	-1	0	0	0	0	0	0	0	-1	-1	-2	-2	
6350	6400	0	0	-2	-1	0	0	0	0	0	0	0	-1	-1	-2	-2	
6400	6450	0	0	-2	-1	0	0	0	0	0	0	0	-1	-1	-2	-2	
6450	6500	0	0	-2	-1	0	0	0	0	0	0	-2	-1	-1	-4	-4	
6500	6550	0	0	-2	-1	0	0	0	0	0	0	0	-1	-1	-2	-2	
6550 6600	6600 6650	0	0	-2	-1	0	0	0	0	0	0	0	-1	-1	-2	-2	
6650	6700	0	-1	-2 -2	-1	0	0	0	0	0	0	0	-1	-1	-2	-2	
6700	6750	0	-1	-2	-1 -1	0	0	0	0	0	0	0	-1 -1	-1	-2 -2	-2 -2	
6750	6800	0	-2	-2	-1	0	0	-2	-3	0	0	0	-1	-1	-5	-6	Manual Adjustment to reflect New underbridge over River Urie and flood plain. Total length 200m.
6800	6850	0	-2	-2	-1	0	-2	-2	-3	0	0	0	-1	-1	-7	-7	New underbridge over River Urie and flood plain. Total length 200m. Potentially compressible material.
6850	6900	0	-2	-2	-1	0	-2	-2		0	0	0	-1		-7	-7	New underbridge over River Urie and flood plain. Total
6900	6950							-2	-3					-1		-/	length 200m. Potentially compressible material.  New underbridge over River Urie and flood plain. Total
6950	7000	0	-2	-2 -2	-1	0	-2		-3	0	0	0	-1	-1	-7	-/	length 200m. Potentially compressible material.  Manual Adjustment to reflect New underbridge over River
7000	7050	0	-2 -1	-2	-1 -1	0	-1	-2 0	0	0	-1 0	0	-1	-1	-5	-6 -3	Urie and flood plain. Total length 200m.
7050	7100	0	-1	-2	-1	0	-1	0	0	0	0	0	-1	-1	-3	-3	
7100	7150	0	-1	-2	-1	0	0	0	0	0	0	0	0	-2	-3	-3	
7150	7200	0	0	-2	-1	0	0	0	0	0	0	0	0	-2	-3	-3	
7200	7250	0	0	-2	-1	0	0	0	0	0	0	0	0	-2	-3	-3	
7250	7300	0	0	-2	-1	0	0	0	0	0	0	0	0	-2	-3	-3	
7300	7350	0	0	-2	-1	0	0	0	0	0	0	0	0	-2	-3	-3	
7350 7400	7400 7450	0	0	-2	-1	0	0	0	0	0	0	0	0	-2	-3	-3	
7450	7500	0	-1	-2 -2	-1	0	0	0	0	0	0	0	0	-2 -2	-3	-3	
7500	7550	0	0	-2	-1 -1	0	0	0	0	0	0	-1		-2	-3 -4	-3	
7550	7600	0	0	-2	-1	0	0	0	0	-			0	-2		-4	
7600	7650	0	0	-2	-1	0		_		0	0	0	0	-2 -2	-3	-4 -3	
7650	7700	0	0				0	0	0	0							
7700	7750	0		-2	-1	0	0	0	0		0	0	0	-2	-3	-3	
7750	7800		-1	-2	-1					0	0	0	0	-2 -2	-3	-3 -3	
7800	7850	0	-1	-2 -2	-1	0 0	0 0	0 0	0 0	0 0 0	0 0 0 0 0	0 0 0 0	0 0 0 0	-2 -2 -2 -2 -1	-3 -3 -3 -3 -2	-3 -3 -3 -3 -2	
1785N	7900	0	-1	-2 -2 -2	-1 -1 -1	0 0 0	0 0 0 0	0 0 0	0 0 0	0 0 0 0 0	0 0 0 0 0 0	0 0 0 0 0 0	0 0 0 0 -1 -1	-2 -2 -2 -2 -1 -1	-3 -3 -3 -3 -2 -2	-3 -3 -3 -3 -2 -2	
7850 7900	7900 7950	0	-1 -1 -1	-2 -2 -2 -2	-1 -1 -1	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0 0	0 0 0 0 0 0	0 0 0 0 0	0 0 0 0 0 0 0	0 0 0 0 -1 -1 -1	-2 -2 -2 -2 -1 -1 -1	-3 -3 -3 -3 -2 -2 -2	-3 -3 -3 -3 -2 -2 -2	
7850 7900 7950	7900 7950 8000	0	-1	-2 -2 -2	-1 -1 -1	0 0 0	0 0 0 0	0 0 0	0 0 0	0 0 0 0 0	0 0 0 0 0 0	0 0 0 0 0 0	0 0 0 0 -1 -1	-2 -2 -2 -2 -1 -1	-3 -3 -3 -3 -2 -2	-3 -3 -3 -3 -2 -2	
7900	7950	0 0	-1 -1 -1 -1	-2 -2 -2 -2	-1 -1 -1 -1	0 0 0 0 0 0	0 0 0 0 0 0 0	0 0 0 0 0 0	0 0 0 0 0 0	0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0	0 0 0 0 -1 -1 -1	-2 -2 -2 -2 -1 -1 -1 -1	-3 -3 -3 -3 -2 -2 -2 -2	-3 -3 -3 -3 -2 -2 -2 -2	
7900 7950	7950 8000	0 0 0	-1 -1 -1 -1	-2 -2 -2 -2 -2 -2	-1 -1 -1 -1 -1	0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0	0 0 0 0 0 0	0 0 0 0 -4 -4 -4 -4 -4 -4 -4	-2 -2 -2 -2 -4 -4 -4 -4 -4 -4 -4 -4 -4 -4 -4 -4 -4	-3 -3 -3 -2 -2 -2 -2 -2	-3 -3 -3 -2 -2 -2 -2 -2	
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7900 7950 8000 8050 8100 8150 8200 8250 8300 8350 8400 8450 8500 8650 8700 8750 8800	7950 8000 8050 8100 8150 8200 8250 8300 8350 8400 8450 8550 8600 8700 8750 8800	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4			0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0		0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4	-2 -2 -2 -3 -4 -4 -4 -4 -4 -4 -4 -4 -4 -4 -4 -4 -4	-3 -3 -3 -3 -3 -3 -3 -3 -2 -2 -2 -2 -2 -2 -2 -2 -2 -2 -2 -2 -2	3 3 3 3 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	and flood plain. Total length 200m. New underbridge over Gadie Burn and flood plain. Total length 200m. Potentially compressible material. New underbridge over Gadie Burn and flood plain. Total length 200m. Potentially compressible material.
7900 7950 8000 8050 8100 8150 8200 8250 8300 8350 8400 8450 8550 8600 8650 8700 8750 8800	7950 8000 8050 8100 8150 8200 8250 8300 8350 8400 8450 8500 8600 8650 8750 8800 8850 8900	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4		0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0		0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4	-2 -2 -2 -2 -4 -4 -4 -4 -4 -4 -4 -4 -4 -4 -4 -4 -4	-3 -3 -3 -3 -3 -3 -3 -2 -2 -2 -2 -2 -2 -2 -2 -2 -2 -2 -2 -2	3 3 3 3 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	and flood plain. Total length 200m.  New underbridge over Gadle Burn and flood plain. Total length 200m. Potentially compressible material.  New underbridge over Gadle Burn and flood plain. Total length 200m. Potentially compressible material.  New underbridge over Gadle Burn and flood plain. Total length 200m.
7900 7950 8000 8050 8100 8150 8200 8250 8300 8350 8400 8450 8550 8600 8650 8700 8750 8800 8850 8900	7950 8000 8050 8100 8150 8200 8250 8300 8350 8400 8450 8550 8660 8750 8750 8800 8850 8850	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	4 4 4 0 0 0 4 4 4 0 0 0 0 0 0 0 0 0 0 0	2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4		0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0		0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4	-2 -2 -2 -3 -4 -4 -4 -4 -4 -4 -4 -4 -4 -4 -4 -4 -4	-3 -3 -3 -3 -3 -3 -2 -2 -2 -2 -2 -2 -2 -2 -2 -2 -2 -2 -2	3 3 3 3 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	and flood plain. Total length 200m.  New underbridge over Gadie Burn and flood plain. Total length 200m. Potentially compressible material.  New underbridge over Gadie Burn and flood plain. Total length 200m. Potentially compressible material.  New underbridge over Gadie Burn and flood plain. Total
7900 7950 8000 8050 8100 8150 8200 8250 8300 8350 8400 8450 8500 8650 8700 8750 8800 8850 8900	7950 8000 8050 8100 8150 8200 8250 8300 8350 8400 8450 8550 8600 8650 8750 8800 8850 8900 8950	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4	2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4		0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0		0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4	-2 -2 -2 -3 -4 -4 -4 -4 -4 -4 -4 -4 -4 -4 -4 -4 -4	-3 -3 -3 -3 -3 -3 -3 -2 -2 -2 -2 -2 -2 -2 -2 -2 -2 -2 -2 -2	3 3 3 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	and flood plain. Total length 200m.  New underbridge over Gadie Burn and flood plain. Total length 200m. Potentially compressible material.  New underbridge over Gadie Burn and flood plain. Total length 200m. Potentially compressible material.  New underbridge over Gadie Burn and flood plain. Total length 200m. Dotentially compressible material.  New underbridge over Gadie Burn and flood plain. Total length 200m.  Manual Algiustment - New underbridge over Gadie Burn
7900 7950 8000 8050 8100 8150 8200 8250 8300 8350 8400 8450 8500 8650 8700 8750 8800 8850 8900	7950 8000 8050 8100 8150 8200 8250 8300 8350 8400 8550 8600 8650 8750 8800 8850 8900 8950		1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4		0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0			0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4	4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4	-3 -3 -3 -3 -3 -3 -3 -2 -2 -2 -2 -2 -2 -2 -2 -2 -2 -2 -2 -2	3 3 3 3 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	and flood plain. Total length 200m.  New underbridge over Gadie Burn and flood plain. Total length 200m. Potentially compressible material.  New underbridge over Gadie Burn and flood plain. Total length 200m. Potentially compressible material.  New underbridge over Gadie Burn and flood plain. Total length 200m. Dotentially compressible material.  New underbridge over Gadie Burn and flood plain. Total length 200m.  Manual Algiustment - New underbridge over Gadie Burn
7900 7950 8000 8050 8100 8150 8200 8250 8300 8350 8400 8450 8550 8600 8650 8700 8750 8800 8850 8900 8950 9000	7950 8000 8050 8100 8150 8200 8250 8300 8350 8400 8450 8550 8600 8650 8700 8850 88900 8950 9000 9050		-1 -1 -1 -1 -1 -1 -1 -1 -1 -1 -1 -1 -1 -	2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4		0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0		0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4	-2 -2 -2 -3 -4 -4 -4 -4 -4 -4 -4 -4 -4 -4 -4 -4 -4	-3 -3 -3 -3 -3 -3 -3 -3 -2 -2 -2 -2 -2 -2 -2 -2 -2 -2 -2 -2 -2	3 3 3 3 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	and flood plain. Total length 200m.  New underbridge over Gadie Burn and flood plain. Total length 200m. Potentially compressible material.  New underbridge over Gadie Burn and flood plain. Total length 200m. Potentially compressible material.  New underbridge over Gadie Burn and flood plain. Total length 200m. Dotentially compressible material.  New underbridge over Gadie Burn and flood plain. Total length 200m.  Manual Algiustment - New underbridge over Gadie Burn
7900 7950 8000 8050 8100 8150 8200 8250 8300 8350 8400 8450 8500 8650 8700 8750 8800 8850 8900 8950 9000	7950 8000 8050 8100 8150 8200 8250 8300 8350 8400 8550 8600 8700 8750 8800 8850 8900 8950 9000 9150		-1 -1 -1 -1 -1 -1 -1 -1 -1 -1 -1 -1 -1 -	2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4		0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0			0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4	-3 -3 -3 -3 -3 -3 -3 -3 -2 -2 -2 -2 -2 -2 -2 -2 -2 -2 -2 -2 -2	3 3 3 3 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	and flood plain. Total length 200m.  New underbridge over Gadie Burn and flood plain. Total length 200m. Potentially compressible material.  New underbridge over Gadie Burn and flood plain. Total length 200m. Potentially compressible material.  New underbridge over Gadie Burn and flood plain. Total length 200m. Dotentially compressible material.  New underbridge over Gadie Burn and flood plain. Total length 200m.  Manual Algiustment - New underbridge over Gadie Burn
7900 7950 8000 8050 8100 8150 8200 8250 8300 8350 8400 8450 8550 8600 8650 8770 88750 8800 8850 89900 9950 9100	7950 8000 8050 8100 8150 8200 8250 8300 8350 8400 8450 8550 8600 8700 8750 8800 8850 8900 8950 9000 9150 9200		1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4		0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0			0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4	-3 -3 -3 -3 -3 -3 -3 -3 -2 -2 -2 -2 -2 -2 -2 -2 -2 -2 -2 -2 -2	3 3 3 3 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	and flood plain. Total length 200m.  New underbridge over Gadie Burn and flood plain. Total length 200m. Potentially compressible material.  New underbridge over Gadie Burn and flood plain. Total length 200m. Potentially compressible material.  New underbridge over Gadie Burn and flood plain. Total length 200m. Dotentially compressible material.  New underbridge over Gadie Burn and flood plain. Total length 200m.  Manual Algiustment - New underbridge over Gadie Burn
7900 7950 8000 8050 8100 8150 8200 8250 8300 8350 8400 8450 8550 8600 8650 8770 88750 8890 8950 9900 99150 99100	7950 8000 8050 8100 8150 8200 8250 8300 8350 8400 8550 8600 8700 8750 8800 8850 8900 8950 9000 9150		1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4		0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0			0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4	-3 -3 -3 -3 -3 -3 -3 -3 -2 -2 -2 -2 -2 -2 -2 -2 -2 -2 -2 -2 -2	3 3 3 3 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	and flood plain. Total length 200m.  New underbridge over Gadie Burn and flood plain. Total length 200m. Potentially compressible material.  New underbridge over Gadie Burn and flood plain. Total length 200m. Potentially compressible material.  New underbridge over Gadie Burn and flood plain. Total length 200m. Dotentially compressible material.  New underbridge over Gadie Burn and flood plain. Total length 200m.  Manual Algiustment - New underbridge over Gadie Burn
7900 7950 8000 8050 8100 8150 8200 8250 8300 8350 8400 8450 8500 8650 8700 8750 8800 8850 8900 8950 9000 9150	7950 8000 8050 8100 8150 8200 8250 8300 8350 8400 8550 8600 8700 8750 8800 8850 8900 9050 9100 9250		1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4		0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0			0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4	-3 -3 -3 -3 -3 -3 -3 -3 -2 -2 -2 -2 -2 -2 -2 -2 -2 -2 -2 -2 -2	3 3 3 3 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	and flood plain. Total length 200m.  New underbridge over Gadie Burn and flood plain. Total length 200m. Potentially compressible material.  New underbridge over Gadie Burn and flood plain. Total length 200m. Potentially compressible material.  New underbridge over Gadie Burn and flood plain. Total length 200m. Dotentially compressible material.  New underbridge over Gadie Burn and flood plain. Total length 200m.  Manual Algiustment - New underbridge over Gadie Burn
7900 7950 8000 8050 8100 8150 8200 8250 8300 8350 8400 8450 8550 8600 8650 8700 8750 8800 8850 9900 99100 9150 9220	7950 8000 8050 8100 8150 8200 8250 83300 8350 8400 8450 8550 8600 8700 8750 8800 8950 9000 9150 9200 9350 93400		1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4		0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0			0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4	-3 -3 -3 -3 -3 -3 -3 -3 -2 -2 -2 -2 -2 -2 -2 -2 -2 -2 -2 -2 -2	3 3 3 3 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	and flood plain. Total length 200m.  New underbridge over Gadie Burn and flood plain. Total length 200m. Potentially compressible material.  New underbridge over Gadie Burn and flood plain. Total length 200m. Potentially compressible material.  New underbridge over Gadie Burn and flood plain. Total length 200m. Dotentially compressible material.  New underbridge over Gadie Burn and flood plain. Total length 200m.  Manual Algiustment - New underbridge over Gadie Burn
7900 7950 8000 7950 8000 8050 8100 8150 8200 8250 8300 8350 8400 8450 8500 8550 8600 8650 8700 8750 8800 8850 9900 99100 9150 9200 9250 9300 9350 9400	7950 8000 8050 8100 8150 8200 8250 83300 8350 8400 8450 8550 8600 8650 8700 8750 8800 8950 9000 9050 91150 9200 9250 9300 9350 9440		1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4		0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0			0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4	-3 -3 -3 -3 -3 -3 -3 -3 -3 -2 -2 -2 -2 -2 -2 -2 -2 -2 -2 -2 -2 -2	3 3 3 3 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	and flood plain. Total length 200m.  New underbridge over Gadie Burn and flood plain. Total length 200m. Potentially compressible material.  New underbridge over Gadie Burn and flood plain. Total length 200m. Potentially compressible material.  New underbridge over Gadie Burn and flood plain. Total length 200m. Dotentially compressible material.  New underbridge over Gadie Burn and flood plain. Total length 200m.  Manual Algiustment - New underbridge over Gadie Burn
7900 7950 8000 8050 8100 8150 8200 8250 8300 8350 8400 8450 8550 8600 8650 8700 8750 8800 8850 9900 99100 9150 9200 9250 9300	7950 8000 8050 8100 8150 8200 8250 83300 8350 8400 8450 8550 8600 8700 8750 8800 8950 9000 9150 9200 9350 93400		1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4		0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0			0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4	-3 -3 -3 -3 -3 -3 -3 -3 -3 -2 -2 -2 -2 -2 -2 -2 -2 -2 -2 -2 -2 -2	3 3 3 3 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	and flood plain. Total length 200m.  New underbridge over Gadie Burn and flood plain. Total length 200m. Potentially compressible material.  New underbridge over Gadie Burn and flood plain. Total length 200m. Potentially compressible material.  New underbridge over Gadie Burn and flood plain. Total length 200m. Dotentially compressible material.  New underbridge over Gadie Burn and flood plain. Total length 200m.  Manual Algiustment - New underbridge over Gadie Burn

	1																
9500	9550	0	0	-2	-1	0	-1	-1	-3	0	0	0	-2	-1	-6	-6	New underbridge over River Urie and flood plain. Total
9550	9600	U	U	-2	-1	U	-1	-1	-3	U	U	U	-2	-1	-6	-6	length 150m. Potential construction access issues.
		0	-1	-2	-1	0	-1	-1	-3	0	0	0	-2	-1	-6	-6	New underbridge over River Urie and flood plain. Total length 150m. Potential construction access issues.
9600	9650																New underbridge over River Urie and flood plain. Total
0050	9700	0	-1	-2	-1	0	-1	-1	-3	0	0	0	-2	-1	-6	-6	length 150m. Potential construction access issues.  New underbridge over River Urie and flood plain. Total
9650	9700	0	0	-2	-1	0	-1	-1	0	0	0	-1	-2	-1	-6	-6	length 150m. Potential construction access issues. Private Water supply.
9700	9750	0	0	-2	-1	0	0	0	0	0	0	0	-2	-1	-3	-3	
9750	9800	0	0	-2	-1	0	0	0	0	0	0	0	-2	-1	-3	-3	
9800	9850	0	0	-2	-1	0	0	0	0	0	0	0	-2	-1	-3	-3	
9850	9900	0	0	-2	-1	0	0	0	0	0	0	0	-2	-1	-3	-3	
9900	9950	0	0	-2	-1	0	0	0	0	0	0	0	-2	-1	-3	-3	
9950	10000	0	0	-2	-1	0	0	0	0	0	0	-2	-2	-1	-5	-5	
10000	10050	0	0	-2	-1	0	0	0	-1	0	0	0	-2	-1	-3	-3	
10050	10100	0	0	-2	-1	0	0	0	-1	0	0	0	-2	-1	-3	-3	
10100	10150	0	0	-2	-1	0	0	0	-1	0	0	0	-2	-1	-3	-3	
10150	10200	0	0	-2	-1	0	0	0	0	0	0	0	-2	-1	-3	-3	
10200	10250	0	0	-2	-1	0	0	0	0	0	0	0	-2	-1	-3	-3	
10250	10300	0	0	-2	-1	0	0	0	0	0	0	0	-2	-1	-3	-3	
10300	10350	0	-1	-2	-1	0	0	0	0	0	0	0	-2	-1	-3	-3	
10350	10400	0	-1	-2	-1	0	-1	0	0	0	0	0	-2	-1	-4	-4	
10400 10450	10450 10500	0	-2	-2	-1	0	-1	0	0	0	0	0	-2	-1	-4	-4	
10500	10550	0	-1	-2	-1	0	0	0	0	0	0	0	-2	-1	-3	-3	Manual Adjustment - New Overbridge for Local Road
10300	10330	0	-1	-2	-1	0	0	-2	0	0	0	0	-2	-1	-5	-6	required over the A96 and potential construction access issues.
10550	10600	0	-1	-2	-1	0	0	0	0	0	0	0	-2	-1	-3	-3	
10600	10650	0	-1	-2	-1	0	0	0	0	0	0	0	-2	-1	-3	-3	
10650	10700	0	-1	-2	-1	0	0	0	0	0	0	-2	-2	-1	-5	-5	
10700	10750	0	0	-2	-1	0	0	0	0	0	0	-2	-2	-1	-5	-5	
10750	10800	0	0	-2	-1	0	0	0	0	0	0	-2	-2	-1	-5	-5	
10800	10850	0	0	-2	-1	0	0	0	0	0	0	-2	-2	-1	-5	-5	
10850	10900	0	0	-2	-1	0	0	0	0	0	0	0	-2	-1	-3	-3	
10900 10950	10950 11000	0	0	-2	-1	0	-1	0	0	0	0	0	-2	-1	-4	-4	
11000	11000	0	-1	-2	-1	0	-1	0	0	0	0	0	-2	-1	-4	-4	
11050	11100	0	0	-2	-1	0	0	0	0	0	0	0	-2	-1	-3	-3	
11100	11150	0	0	-2 -2	-1	0	0	0	0	0	0	-1	-2 -2	-1 -1	-3 -4	-3 -4	
11150	11200	0	0	-2	-1	0	0	0	0	0	0	-1	-2 -2	-1 -1	-4	-4	
11200	11250	0	-1	-2	-1	0	0	3	0	0	0	-1	-2	-1	-6	-6	New Overbridge for Local Road required over the A96 and potential construction access issues.
11250	11300	0	-1	-2 -2	-1	0	0	-2 0	0	0	0	-1 0	-2 -2	-1 -1	-6 -3	-6 -3	potential construction access issues.
11300	11350	0	-1	-2	-1	0	0	0	0	0	0	0	-2	-1	-3	-3	
11350	11400	0	-1	-2	-1	0	0	0	0	0	0	0	-2	-1	-3	-3	
11400	11450	0	-1	-2	-1	0	0	0	0	0	0	-1	-2	-1	-4	-4	
11450	11500	0	-1	-2	-1	0	0	0	0	0	0	-1	-2	-1	-4	-4	
11500	11550	0	-1	-2	-1	0	0	0	0	0	0	-1	-2	-1	-4	-4	
11550	11600	0	-1	-2	-1	0	0	0	0	0	0	-1	-2	-1	-4	-4	
11600	11650	0	0	-2	-1	0	-1	0	0	0	0	-1	-2	-1	-5	-5	
11650	11700																New underbridge over River Urie and flood plain. Total
11700	11750	0	0	-2	-1	0	-1	-1	-3	0	0	-1	-2	-1	-7	-7	length 150m. Potential construction access issues also.
11700	11/50	0	-1	-2	-1	0	-1	-1	-3	0	0	-1	-2	-1	-7	-7	New underbridge over River Urie and flood plain. Total length 150m. Potential construction access issues also.
11750	11800		-		-	Ů						-		-	,		New underbridge over River Urie and flood plain. Total
		0	-1	-2	-1	0	-1	-1	-3	0	0	-1	-2	-1	-7	-7	length 150m. Potential construction access issues also.
11800	11850																New underbridge over River Urie and flood plain. Total
11850	11900	0	-1	-2	-1	0	-1	-1	-2	0	0	-1	-2	-1	-6	-6	length 150m. Potential construction access issues also.
11900	11900	0	0	-2	-1	0	-1	0	-2	0	0	-1	-2	-1	-5	-5	
11900	11930																Cutting up to 3.0m high in potentially compressible material and made ground (historical railway) which is a potential
		0	0	-2	-1	0	-2	0	-2	0	0	-1	.2	.2	-6	-6	source of contamination. Potential construction access and temporary disruption issues also. Adjacent to flood plain.
11950	12000	Ü			-	Ů		Ů		- ŭ	Ů	-		-		Ĭ	New Overbridge for Local Road required over the A96.  Potential construction access and temporary disruption
		0	0	-2	-1	0	-2	-2	-2	0	0	-1	-2	-2	-8	-8	issues also. Adjacent to Flood Plain
12000	12050																Cutting up to 3.0m high in potentially compressible material
																	and made ground (historical railway) which is a potential source of contamination. Potential construction access and
12050	12100	0	0	-2	-1	0	-2	0	-2	0	0	-1	-2	-2	-6	-6	temporary disruption issues also. Adjacent to flood plain.
12050	12100																Cutting up to 3.0m high in potentially compressible material and made ground (historical railway) which is a potential
		0	-1	-2	-1	0	-2	0	-2	0	0	-1	2	2	-6	6	source of contamination. Potential construction access and
12100	12150	U	-1	-2	-1	U	-2	U	-2	0	U	-1	-2	-2	-6	-6	temporary disruption issues also. Adjacent to flood plain.
																	Cutting up to 3.0m high in potentially compressible material and made ground (historical railway) which is a potential
		0	-1	-2	-1	0	-2	0	-2	0	0	-1	-2	-2	-6	-6	source of contamination. Potential construction access and temporary disruption issues also. Adjacent to flood plain.
12150	12200																Cutting up to 3.0m high in potentially compressible material
																	and made ground (historical railway) which is a potential
		0	-1	-2	-1	0	-2	0	-2	0	0	-1	-2	-2	-6	-6	source of contamination. Potential construction access and temporary disruption issues also. Adjacent to flood plain.
12200	12250																Cutting up to 3.0m high in potentially compressible material
																	and made ground (historical railway) which is a potential source of contamination. Potential construction access and
12250	12200	0	0	-2	-1	0	-2	0	-2	0	0	-1	-2	-2	-6	-6	temporary disruption issues also. Adjacent to flood plain.
12250	12300																Cutting up to 3.0m high in potentially compressible material and made ground (historical railway) which is a potential
		0	0	-2		0	-2	0	-2	0	0		-2		-6		source of contamination. Potential construction access and
12300	12350	0	J	-2	-1	J	-2	U	-2	U	0	-1	-2	-2	-0	-6	temporary disruption issues also. Adjacent to flood plain.
	-																Cutting up to 3.0m high in potentially compressible material and made ground (historical railway) which is a potential
		0	-1	-2	-1	0	-2	0	-2	0	0	-1	-2	-2	-6	-6	source of contamination. Potential construction access and temporary disruption issues also. Adjacent to flood plain.
12350	12400																Cutting up to 3.0m high in potentially compressible material
																	and made ground (historical railway) which is a potential source of contamination. Potential construction access and
12400	12450	0	-1	-2	-1	0	-2	0	-2	0	0	-1	-2	-2	-6	-6	temporary disruption issues also. Adjacent to flood plain.
12400	12450	0	-1	-2	-1	0	-1	0	0	0	0	-1	-2	-2	-5	-5	
12450 12500	12500 12550	0	-2	-2	-1	0	-1	0	0	0	0	-1	-2	-2	-5	-5	
12550	12600	0	-2	-2 -2	-1	0	0	0	0	0	0	-1	-2 -2	-2	-4 -4	-4	
12600	12650	0	-1 -1	-2 -2	-1	0	0	0	0	0	0	-1	-2 -2	-2 -2	-4	-4	
12650	12700	0	-1	-2	-1	0	0	0	0	0	0	-1	-2 -2	-2	-4	-4	
12700	12750	0	-1	-2	-1	J		J	J	J	J				-	-4	Cutting up to 3 (Im high in non-identified as attacked as
																	Cutting up to 3.0m high in non identified geotechnical constraint or rock and made ground (former mill) which is a contential source of contential construction.
		0	-1	-2	-1	0	-2	0	0	0	0	-1	-2	-2	-6	-6	potential source of contamination Potential construction access and temporary disruption issues also.
12750	12800																Cutting up to 3.0m high in non identified geotechnical constraint or rock and made ground (former mill) which is a
1																	potential source of contamination Potential construction access and temporary disruption issues also. Adjacent to
	1	0	-1	-2	-1	0	-2	0	-2	0	0	-1	-2	-1	-6	-6	flood plain.
42005		0	-1	-2	-1	0	0	0	-2	0	0	-1	-2	-1	-4	-4	
12800	12850	0	0	-2	-1	0	0	0	-2	0	0	-1	-2	-1	-4	-4	
12850	12900		0	-2	-1	0	-1	0	-2	0	0	-1	-2	-1	-5	-5	
12850 12900	12900 12950	0				0	-1	0	-2	0	0	-1	-2	-1	-5	-5	
12850 12900 12950	12900 12950 13000	0	-1	-2	-1			0	-2	0	0	0	-2 -2	-1	-4	-4	
12850 12900 12950 13000	12900 12950 13000 13050	0	-1	-2	-1	0	-1				-						ļ ļ
12850 12900 12950 13000 13050	12900 12950 13000 13050 13100	0	-1			0	-1	0	-2	0	0	0	-2	-1	-4	-4	Manual adjustment - New viaduct over River Urie flood
12850 12900 12950 13000	12900 12950 13000 13050	0	-1	-2	-1				-2 -2	0	0	0	-2	-1 -1	-4	-4 -9	Manual adjustment - New viaduct over River Urie flood plain and railway line. Total length 800m. Construction access issues also.
12850 12900 12950 13000 13050	12900 12950 13000 13050 13100	0 0	-1 -1 -1	-2 -2	-1	0	-1	0									plain and railway line. Total length 800m. Construction access issues also.
12850 12900 12950 13000 13050 13100	12900 12950 13000 13050 13100 13150	0 0 0	-1 -1 -1	-2 -2	-1	0	-1	-3		0	0	0					plain and railway line. Total length 800m. Construction access issues also.  Manual adjustment - New viaduct over River Urie flood plain and railway line. Total length 800m. Construction
12850 12900 12950 13000 13050 13100	12900 12950 13000 13050 13100 13150	0 0	-1 -1 -1	-2 -2	-1	0	-1	0	-2				-2	-1	-7	-9	plain and railway line. Total length 800m. Construction access issues also.  Manual adjustment - New viaduct over River Urie flood plain and railway line. Total length 800m. Construction access issues. Possible compressible material.
12850 12900 12950 13000 13050 13100 13150	12900 12950 13000 13050 13100 13150 13200	0 0 0	-1 -1 -1	-2 -2	-1	0	-1	-3	-2	0	0	0	-2	-1	-7	-9	plain and railway line. Total length 800m. Construction access issues also.  Manual adjustment - New viaduct over River Urie flood plain and railway line. Total length 800m. Construction
12850 12900 12950 13000 13050 13100 13150	12900 12950 13000 13050 13100 13150 13200	0 0 0 0	-1 -1 -1 -1 -2	-2 -2 -2 -2	-1 -1 -1 -1	0 0	-1	-3	-2 -2 -3	0 0	0	0	-2 -2	4 4	-7 -8 -9	-9 -9	plain and railway line. Total length 800m. Construction access issues also.  Manual adjustment - New viaduct over River Urie flood plain and railway line. Total length 800m. Construction access issues. Possible compressible material.  New viaduct over River Urie flood plain and railway line. Total length 800m. Possible compressible material.  New viaduct over River Urie flood plain and railway line.
12850 12900 12950 13000 13050 13100 13150 13200	12900 12950 13000 13050 13100 13150 13200 13250	0 0 0	4 4 4	-2 -2 -2	-1 -1 -1	0	-1	-3	-2	0	0	0	-2 -2	-1	-7 -8	-9 -9	plain and railway line. Total length 800m. Construction access issues also. Manual adjustment - New viaduct over River Urie flood plain and railway line. Total length 800m. Construction access issues. Possible compressible material.  New viaduct over River Urie flood plain and railway line. Total length 800m. Possible compressible material.  New viaduct over River Urie flood plain and railway line. Total length 800m. Possible compressible material.
12850 12900 12950 13000 13050 13100 13150	12900 12950 13000 13050 13100 13150 13200	0 0 0 0	-1 -1 -1 -1 -2	-2 -2 -2 -2	-1 -1 -1 -1	0 0	-1	-3	-2 -2 -3	0 0	0	0	-2 -2	4 4	-7 -8 -9	-9 -9	plain and railway line. Total length 800m. Construction access issues also.  Manual adjustment - New viaduct over River Urie flood plain and railway line. Total length 800m. Construction access issues. Possible compressible material.  New viaduct over River Urie flood plain and railway line. Total length 800m. Possible compressible material.  New viaduct over River Urie flood plain and railway line.

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13350	13400																
13350	13400	0	-2	-2	-1	0	-2	-3	-3	0	0	0	-2	-1	-9	-9	New viaduct over River Urie flood plain and railway line. Total length 800m. Possible compressible material.
13400	13450				_									-			New viaduct over River Urie flood plain and railway line.
		0	-2	-2	-1	0	-2	-3	-3	0	0	0	-2	-1	-9	-9	Total length 800m. Possible compressible material.
13450	13500																New viaduct over River Urie flood plain and railway line.
13500	13550	0	-2	-2	-1	0	-2	-3	-3	0	0	0	-2	-1	-9	-9	Total length 800m. Possible compressible material.
13500	13550	0	-2	-2	-1	0	-2	-3	-3	0	0	0	-2	-1	-9	-9	New viaduct over River Urie flood plain and railway line. Total length 800m. Possible compressible material.
13550	13600				_												New viaduct over River Urie flood plain and railway line.
		0	-2	-2	-1	0	-2	-3	-3	0	0	0	-2	-1	-9	-9	Total length 800m. Possible compressible material.
13600	13650																New viaduct over River Urie flood plain and railway line.
12650	12700	0	-2	-2	-1	0	-2	-3	-3	0	0	0	-2	-1	-9	-9	Total length 800m. Possible compressible material.
13650	13700	0	-2	-2	-1	0	-2	-3	-3	0	0	0	-2	-1	-9	-9	New viaduct over River Urie flood plain and railway line. Total length 800m. Possible compressible material.
13700	13750	, and the second							,	-			-	-	,		,
		0	-2	-2	-1	0	-2	-3	-3	0	0	0	-2	-1	-9	-9	New viaduct over River Urie flood plain and railway line. Total length 800m. Possible compressible material.
13750	13800																New viaduct over River Urie flood plain and railway line.
42000	42050	0	-2	-2	-1	0	-2	-3	-3	0	0	0	-2	-1	-9	-9	Total length 800m. Possible compressible material.
13800	13850	0	-2	-2	-1	0	-2	-3	-3	0	0	0	-2	-1	-9	-9	New viaduct over River Urie flood plain and railway line. Total length 800m. Possible compressible material.
13850	13900	0	-2	-2			-2	- 3	-3				-2	-1	-3	-3	New viaduct over River Urie flood plain and railway line.
		0	-2	-2	-1	0	-2	-3	-2	0	0	0	-2	-1	-9	-9	Total length 800m. Possible compressible material.
13900	13950	0	-1	-2	-1	0	0	-3	-2	0	0	0	-2	-1	-6	-9	Manual adjustment - New viaduct over River Urie flood plain and railway line. Total length 800m.
13950	14000	0	-1	-2	-1	0	0	0	-2	0	0	0	-2	-1	-3	-3	
14000	14050	0	-1	-2	-1	0	0	0	0	0	0	0	0	-2	-3	-3	
14050	14100	0	-1	-2	-1	0	0	0	0	0	0	-1	0	-2	-4	-4	
14100	14150	0	-1	-2	-1	0	0	0	0	0	0	-1	0	-2	-4	-4	
14150	14200	0	-1	-2	-1	0	0	0	0	0	0	-1	0	-2	-4	-4	
14200	14250	0	-1	-2	-1	0	0	0	0	0	0	-1	0	-2	-4	-4	
14250	14300	0	-1	-2	-1	0	0	0	0	0	0	-1	0	-2	-4	-4	
14300	14350	0	-1	-2	-1	0	0	0	0	0	0	-1	0	-2	-4	-4	
14350	14400	0	-1	-2	-1	0	0	0	0	0	0	-1	0	-2	-4	-4	
14400	14450	0	-1	-2	-1	0	0	0	-1	0	0	-1	0	-2	-4	-4	
14450	14500	0	0	-2	-1	0	0	0	-1	0	0	-1	0	-2	-4	-4	
14500	14550	0	0	-2	-1	0	0	0	-1	0	0	-1	0	-2	-4	-4	
14550	14600	0	0	-2	-1	0	0	0	-1	0	0	-1	0	-2	-4	-4	
14600	14650																
14650	14700																

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Rules
Total Score
= Alignment Score (Average of E, F, G, H and I) + Geo
Score + Structures Score + Flooding Score (Average of L,
M and N) + Utilities score + Constructability Score
(Minimum value of P&Q) = Total of 6 scores for 6 categories

Then if total < or equal to -9 then should be coloured red because this represents possibility of 3 reds or 4

If total is between -6 and -8 should be coloured amber since this could represent 2 reds or 3/4 ambers.

Chainage	2			Alignment			Geotechnics	Structures		Flooding and Drainage		Utilities	רטואנומרושטווווץ		36016	Score	
Start Chainage	End Chainage	Alignment Length	Level Difference	Bendiness	Hilliness	Earthworks	Geotechnics	Structures	Flood Plain	Watercourse Crossings	Attenuation requirement	Utilities	Construction access	Temp disruption	Total	Adjusted	Comments
0 50 100	50 100 150	0 0	0 0	-2 -2 -2	-2 -2	-3 -3	0 0	0 0	0 0	0 0	0 0	-1 -1	0 0	-2 -2	-4 -4	-4 -4	
150 200	200 250	0	0	-2 -2	-2 -2	-3	0	0	0	0	0	-1	0	-2 -2	-4	-4	
250	300	0	0	-2	-2	-3 -3	0	0	0	0	0	-1 -1	0	-2	-4 -4	-4	
300 350	350 400	0	0	-2 -2	-2	-3 -3	0	0	0	0	0	-1	0	-2 -2	-4 -4	-4	
400	450	0	0	-2	-2	-3	0	0	0	0	0	-1	0	-2	-4	-4	
450 500	500 550	0	0	-2 -2	-2	-3 -3	0	0	0	0	0	-1 -1	0	-2 -2	-4	-4	
550	600	0	0	-2	-2	-3	0	0	0	0	0	-1	0	-2	-4	-4	
600 650	700	0	0	-2 -2	-2 -2	-3 -3	-1	0	0	0	0	-1	0	-2 -2	-4 -5	-4 -5	
700	750	0	0	-2	-2	-3	-1	0	0	0	0	-1	0	-2	-5	-5	
750	800	0	0	-2	-2	-3	-1	0	-1	0	0	-1	0	-2	-6	-6	Cutting up to 0.9m high in potentially compressible material and floodplain. Potential temporary disruption issues. Scottish Water distribution main 100-300mm.
800 850	900	0	0	-2	-2	-3	-1	0	-1	0	0	-1	0	-2	-6	-6	Cutting up to 0.9m high in potentially compressible material and floodplain. Potential temporary disruption issues. Scottish Water distribution main 100-300mm.
900	950	0	0	-2	-2	-3	-1	0	-1	0	0	-1	0	-2	-6	-6	Cutting up to 0.9m high in potentially compressible material and floodplain. Potential temporary disruption issues.  Scottish Water distribution main 100-300mm.
950	1000	0	0	-2	-2	-3	-1	0	-1	0	0	-1	0	-2	-6	-6	Cutting up to 0.9m high in potentially compressible material and floodplain. Potential temporary disruption issues. Scottish Water distribution main 100-300mm. Cutting up to 0.9m high in potentially compressible material
1000	1050	0	0	-2	-2	-3	-1	0	-1	0	0	-1	0	-2	-6	-6	and floodplain. Potential temporary disruption issues. Scottish Water distribution main 100-300mm.  Cutting up to 0.9m high in potentially compressible material
1050	1100	0	0	-2	-2	-3	-1	0	-1	0	0	-1	0	-2	-6	-6	and floodplain. Potential temporary disruption issues. Scottish Water distribution main 100-300mm.  Cutting up to 1.1m high in made ground (historic mill) potential source of contamination. Potential temporary disruption issues. Scottish Water distribution main 100-
1100	1150	0	0	-2	-2	-3	-2	0	0	0	0	-1	0	-2	-6	-6	300mm. Cutting up to 1.1m high in made ground (historic mill) potential source of contamination. Potential temporary disruption issues. Scottish Water distribution main 100-
1150	1200	0	0	-2 -2	-2 -2	-3 -3	-2 0	0	0	0	0	-1 -1	0	-2 -2	-6 -4	-6 -4	300mm.
1200 1250	1250 1300	0	0	-2	-2	-3	0	0	0	0	0	-1	0	-2	-4	-4	
1300	1350	0	0	-2 -2	-2 -2	-3 -3	0	0	0	0	0	-1 -1	0	-2 -2	-4 -4	-4 -4	
1350 1400	1400 1450	0	0	-2	-2	-3	0	0	0	0	0	-1	0	-2	-4	-4	
1450	1500	0	0	-2 -2	-2 -2	-3 -3	0	0	0	0	0	-1	0	-2 -2	-4 -4	-4 -4	
1500 1550	1550 1600	0	0	-2	-2	-3	0	0	0	0	0	-1	0	-2	-4	-4	
1600	1650	0	0	-2 -2	-2 -2	-3 -3	0	0	0	0	0	-1 -1	0	-2 -2	-4 -4	-4	
1650 1700 1750	1700 1750 1800	0	0	-2 -2	-2 -2	-3 -3	0 -1	0	0	0	0	-1 -1	0	-2 -2	-4 -5	-4 -5	
1800	1850	0	0	-2	-2	-3	-1	0	-1	0	0	-1	0	-2	-6	-6	Combination of at grade construction on non-identified geotechnical constraint and cuttings less than 10m high through non-identified geotechnical constraint & SW_DistributionMain_100to300 & temp disruption  Combination of at grade construction on non-identified
1850	1900	0	0	-2	-2	-3	-1	0	-1	0	0	-1	0	-2	-6	-6	geotechnical constraint and cuttings less than 10m high through non-identified geotechnical constraint & SW_DistributionMain_100to300 & temp disruption  Combination of at grade construction on non-identified geotechnical constraint and cuttings less than 10m high
1900	1950	0	0	-2	-2	-3	-1	0	-1	0	0	-1	0	-2	-6	-6	geotechnical collistrating and collings less than 10m lings through non-traint & SW_DistributionMain_100to300 & temp disruption  Combination of at grade construction on non-identified
1950	2000	0	0	-2	-2	-3	-1	0	-1	0	0	-1	0	-2	-6	-6	geotechnical constraint and cuttings less than 10m high through non-identified geotechnical constraint & SW_DistributionMain_100to300 & temp disruption
2000	2050	0	0	-2	-2	-3	-1	0	-1	0	0	-1	0	-2	-6	-6	geotechnical constraint and cuttings less than 10m high through non-identified geotechnical constraint & SW_DistributionMain_100to300 & temp disruption  Combination of at grade construction on non-identified
2050	2100	0	0	-2	-2	-3	-1	0	-1	0	0	-1	0	-2	-6	-6	geotechnical constraint and cuttings less than 10m high through non-identified geotechnical constraint & SW_DistributionMain_100to300 & temp disruption  Combination of at grade construction on non-identified
2100	2150	0	0	-2	-2	-3	-1	0	-1	0	0	-1	0	-2	-6	-6	geotechnical constraint and cuttings less than 10m high through non-identified geotechnical constraint & SW_DistributionMain_100to300 & temp disruption  Combination of at grade construction on non-identified
2150	2200	0	0	-2	-2	-3	-1	0	-1	0	0	-1	0	-2	-6	-6	geotechnical constraint and cuttings less than 10m high through non-identified geotechnical constraint & SW_DistributionMain_100to300 & temp disruption  Combination of at grade construction on non-identified geotechnical constraint and cuttings less than 10m high
2200	2250	0	0	-2	-2	-3	-1	0	-1	0	0	-1	0	-2	-6	-6	through non-identified geotechnical constraint & SW_DistributionMain_100to300 & temp disruption  Combination of at grade construction on non-identified
2250	2300	0	0	-2	-2	-3	-1	0	-1	0	0	-1	0	-2	-6	-6	geotechnical constraint and cuttings less than 10m high through non-identified geotechnical constraint & SW_DistributionMain_100to300 & temp disruption Combination of at grade construction on non-identified
		0	0	-2	-2	-3	-1	0	-1	0	0	-1	0	-2	-6	-6	geotechnical constraint and cuttings less than 10m high through non-identified geotechnical constraint & SW_DistributionMain_100to300 & temp disruption
2300	2350	0	0	-2	-2	-3	-1	0	-1	0	0	-1	0	-2	-6	-6	Combination of at grade construction on non-identified geotechnical constraint and cuttings less than 10m high through non-identified geotechnical constraint & SW_DistributionMain_100ta300 & temp disruption
2350	2400														-8		Combination of at grade construction on non-identified geotechnical constraint and cuttings less than 10m high through non-identified geotechnical constraint & SW_DistributionMain_100to300 & temp disruption. New
2400	2450	0	0	-2 -2	-2	-3 -3	-1 0	0	-1 -1	0	-2	-1	0	-2 -2	-8	-8 -5	Overbridge at this location too.

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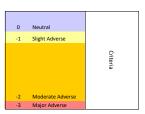
2450																	
	2500	0	0	-2	-2	-3	0	0	-1	0	0	-1	0	-2	-5	-5	
2500 2550	2550 2600	0	0	-2	-2	-3	-2	0	0	0	0	0	0	-2	-5	-5	Cutting up to 4.4m high in made ground (historic mill)
2550	2000	0	-1	-2	-2	-3	-2	0	0	0	0	-1	0	-2	-7	-7	potential source of contamination. Potential temporary disruption issues.
2600	2650	0	-1	-2	-2	-3	0	0	0	0	0	0	0	-2	-4	-4	
2650	2700	0	-1	-2	-2	-3	0	0	0	0	0	0	0	-2	-4	-4	
2700	2750	0	-1	-2	-2	-3	0	0	0	0	0	0	0	-2	-4	-4	
2750	2800	0	-1	-2	-2	-3	0	0	0	0	0	0	0	-2	-4	-4	
2800	2850	0	-1	-2	-2	-3	0	0	0	0	0	0	0	-2	-4	-4	
2850 2900	2900 2950	0	-1	-2	-2	-3	0	0	0	0	0	0	0	-2	-4	-4	
2950	3000	0	-1	-2 -2	-2 -2	-3	0	0	0	0	0	0	0	-2 -2	-4	-4	
3000	3050	0	-1	-2	-2	-3 -3	0	0	0	0	0	0	0	-2	-4	-4	
3050	3100	0	0	-2	-2	-3	0	0	0	0	0	0	0	-2	-3	-3	
3100	3150	0	0	-2	-2	-3	0	0	0	0	0	0	0	-2	-3	-3	
3150	3200	0	-1	-2	-2	-3	0	0	0	0	0	0	0	-2	-4	-4	
3200	3250	0	-1	-2	-2	-3	0	0	0	0	0	0	0	-2	-4	-4	
3250	3300	0	-1	-2	-2	-3	0	0	0	0	0	0	0	-2	-4	-4	
3300	3350	0	-1	-2	-2	-3	0	0	0	0	0	0	0	-2	-4	-4	
3350 3400	3400 3450	0	-1	-2	-2	-3	0	0	-1	0	0	0	0	-2	-4	-4	
3450	3500	0	-1	-2 -2	-2 -2	-3 -3	0	0	-1 -1	0	0	0	0	-2 -2	-4	-4	
3500	3550	0	0	-2	-2	-3	0	0	-1	0	0	0	0	-2	-4	-4	
3550	3600	0	0	-2	-2	-3	0	0	-1	0	0	0	0	-2	-4	-4	
3600	3650	0	0	-2	-2	-3	0	0	-1	0	0	0	0	-2	-4	-4	
3650	3700	0	0	-2	-2	-3	0	0	-1	0	0	0	0	-2	-4	-4	
3700	3750	0	0	-2	-2	-3	0	0	-1	0	0	0	0	-2	-4	-4	
3750 3800	3800 3850	0	0	-2	-2	-3	0	0	0	0	0	0	0	-2	-3	-3	
3850	3900	0	0	-2 -2	-2 -2	-3	0	0	0	0	0	0	0	-2 -2	-3	-3	
3900	3950	0	0	-2	-2	-3 -3	-1	0	0	0	0	0	0	-2	-3 -4	-3 -4	
3950	4000	0	0	-2	-2	-3	-1	0	0	0	0	0	0	-2	-4	-4	
4000	4050	0	0	-2	-2	-3	-1	0	0	0	0	0	0	-2	-4	-4	
4050	4100	0	0	-2	-2	-3	-1	0	0	0	0	0	0	-2	-4	-4	
4100	4150	0	0	-2	-2	-3	-1	0	0	0	0	0	0	-2	-4	-4	
4150	4200	0	0	-2	-2	-3	-1	0	0	0	0	0	0	-2	-4	-4	
4200 4250	4250 4300	0	0	-2	-2	-3	-1	0	0	0	0	0	0	-2	-4	-4	
4300	4350	0	0	-2 -2	-2 -2	-3 -3	-1	0	0	0	0	0	0	-2 -2	-4 -4	-4	
4350	4400	0	0	-2 -2	-2	-3 -3	-1	0	0	0	0	0	0	-2 -2	-4	-4	
4400	4450	0	0	-2	-2	-3	-1	0	-3	0	0	0	0	-2	-5	-5	
4450	4500	0	0	-2	-2	-3	-1	0	-3	0	0	0	0	-2	-5	-5	
4500	4550	0	0	-2	-2	-3	-1	0	-1	0	0	0	0	-2	-5	-5	Cutton or to 1
4550	4600																Cutting up to 1.8m in made ground (petroleum storage facility) potential source of contamination. Potential
4600	4650	0	0	-2	-2	-3	-3	0	-1	0	0	0	0	-2	-7	-7	temporary disruption issues also. Cutting up to 1.8m in made ground (petroleum storage
4000	4030	0	0	-2	-2	-3	-3	0	-1	0	0	0	0	-2	-7	-7	facility) potential source of contamination. Potential temporary disruption issues also.
4650	4700	0	0	-2	-2	-3	0	0	-1	0	0	0	0	-2	-4	-4	
4700	4750	0	-1	-2	-2	-3	0	0	-1	0	0	0	0	-2	-4	-4	
4750	4800	0	0	-2	-2	-3	0	0	-1	0	0	0	0	-2	-4	-4	
4800	4850	0	0	-2	-2	-3	0	0	-1	0	0	0	0	-2	-4	-4	
4850 4900	4900 4950	0	0	-2	-2	-3	0	0	-1	0	0	0	0	-2	-4	-4	
4950	5000	0	0	-2 -2	-2	-3	0	0	-1	0	0	-1	0	-2 -2	-5	-5	
5000	5050	0	0	-2	-2	-3 -3	0	0	-1 -1	0	0	-1 0	0	-2 -2	-5 -5	-5 -5	
5050	5100	0	0	-2	-2	-3	-1	0	-1	0	0	0	0	-2	-5 -5	-5	
5100	5150	0	0	-2	-2	-3	-1	0	-1	0	0	0	0	-2	-5	-5	
5150	5200	0	0	-2	-2	-3	-1	0	-1	0	0	0	0	-2	-5	-5	
5200	5250	0	0	-2	-2	-3	-1	0	-1	0	0	0	0	-2	-5	-5	
5250	5300																Cutting up to 1.4m high in potentially compressible material
5300	5350	0	0	-2	-2	-3	-1	0	-1	0	0	-1	0	-2	-6	-6	& SW_DistributionMain_100to300. Adjacent to food plain
	3330	0	0	-2	-2	-3	-1	0	-1	0	0	-1	0	-2	-6	-6	Cutting up to 1.4m high in potentially compressible material & SW_DistributionMain_100to300. Adjacent to food plain
5350	5400	0	0	-2	-2	-3	-1	0	-1	0	0	0	0	-2	-5	-5	
5400	5450	0	0	-2	-2	-3	-1	0	-1	0	0	0	0	-2	-5	-5	
5450	5500	0	0	-2	-2	-3	-1	0	-1	0	0	0	0	-2	-5	-5	
5500 5550	5550 5600	0	0	-2	-2	-3	-1	0	-1	0	0	0	0	-2	-5	-5	
5600	5650	0	0	-2 -2	-2	-3	-1	0	-1	0	0	0	0	-2 -2	-5	-5	
5650	5700	0	0	-2	-2	-3 -3	-1	0	-1 -1	0	0	0	0	-2	-5 -5	-5 -5	
5700	5750	0	0	-2	-2	-3	-1	0	-1	0	0	0	0	-2	-5	-5	
5750	5800	0	0	-2	-2	-3	-1	0	-1	0	0	0	0	-2	-5	-5	
5800	5850	0	0	-2	-2	-3	-1	0	-1	0	0	0	0	-2	-5	-5	
5850	5900	0	0	-2	-2	-3	-1	0	-1	0	0	0	0	-2	-5	-5	
5900	5950	0	0	-2	-2	-3	-1	0	-1	0	0	0	0	-2	-5	-5	
5950 6000	6000 6050	0	0	-2	-2	-3	-1	0	-1	0	0	0	0	-2	-5	-5	Cutting up to 1.4m high in potentially compressible
6050	6100	0	0	-2	-2	-3	-1	0	-1	0	0	-1	0	-2	-6	-6	material, temp disruption. Private water supply
6100	6150	0	0	-2	-2	-3	-1	0	-1	0	0	0	0	-2	-5	-5	Cutting up to 0.7m high in made ground (historic mill)
		0	0	-2	-2	-3	-2	0	-1	0	0	-1	0	-2	-7	-7	potential source of contamination Temporary disruption. Private water supply
6150	6200																Cutting up to 0.7m high in made ground (historic mill)
6200	6250	0	0	-2	-2	-3	-2	0	-1	0	0	0	0	-2	-6	-6	potential source of contamination Temporary disruption.
6250	6300	0	0	-2 -2	-2 -2	-3 -3	-1	0	-1 -1	0	0	0	0	-2 -2	-5 -5	-5 -5	
6300	6350	0	0	-2	-2	-3	-1	0	-1	0	0	0	0	-2	-5	-5	
000		0	0	-2	-2	-3	0	0	0	0	0	0	0	-2	-3	-3	
6350	6400			-2	-2	-3	0	0	0	0	0	0	0	-2	-3	-3	
6350 6400	6450	0	0			-3	0	0	0	0	0	0	0	-2	-3	-3	
6350 6400 6450	6450 6500		0	-2	-2					0		0	0	-2	-3		
6350 6400 6450 6500	6450 6500 6550	0 0	0	-2	-2	-3	0	0	0		0					-3	
6350 6400 6450 6500 6550	6450 6500 6550 6600	0 0 0	0 0	-2 -2	-2	-3	0	0	0	0	0	0	0	-2	-3	-3	
6350 6400 6450 6500 6550 6600	6450 6500 6550 6600 6650	0 0 0 0 0	0 0 0	-2 -2 -2	-2 -2 -2	-3 -3	0	0	0	0	0	0	0	-2 -2	-3	-3	
6350 6400 6450 6500 6550 6600	6450 6500 6550 6600 6650 6700	0 0 0 0 0 0 0	0 0 0 0	-2 -2 -2 -2	-2 -2 -2 -2	-3 -3	0 0	0 0	0 0	0 0	0 0	0 0	0 0	-2 -2 -2	-3 -3	-3 -3	
6350 6400 6450 6500 6550 6600	6450 6500 6550 6600 6650	0 0 0 0 0	0 0 0	-2 -2 -2	-2 -2 -2	-3 -3	0	0	0	0	0	0	0	-2 -2	-3 -3 -4 -4	-3 -3 -4 -4	
6350 6400 6450 6500 6550 6600 6650 6700 6750 6800	6450 6500 6550 6600 6650 6700 6750 6800	0 0 0 0 0 0 0 0	0 0 0 0 -1 -1	-2 -2 -2 -2 -2	-2 -2 -2 -2 -2	-3 -3 -3	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0 0	0 0 0	0 0 0 0	-2 -2 -2	-3 -3	-3 -3	
6350 6400 6450 6500 6550 6600 6650 6700 6750 6800	6450 6500 6550 6600 6650 6700 6750 6800 6850 6900	0 0 0 0 0 0 0 0	0 0 0 0 -1 -1	-2 -2 -2 -2 -2 -2	-2 -2 -2 -2 -2 -2	-3 -3 -3 -3	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0 0	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0	0 0 0 0	-2 -2 -2 -2 -2	-3 -3 -4 -4	-3 -3 -4 -4	
6350 6400 6450 6500 6550 6600 6650 6700 6750 6800 6850 6900	6450 6500 6550 6600 6650 6700 6750 6800 6850 6900	0 0 0 0 0 0	0 0 0 0 -1 -1 0	-2 -2 -2 -2 -2 -2 -2	-2 -2 -2 -2 -2 -2 -2 -2 -2	-3 -3 -3 -3 -3	0 0 0 0 0 0	0 0 0 0 0 0	0 0 0 0 0 0	0 0 0 0 0 0	0 0 0 0 0 0	0 0 0 0 0 0	0 0 0 0 0	-2 -2 -2 -2 -2 -2	-3 -4 -4 -3	-3 -3 -4 -4 -3 -3	
6350 6400 6450 6500 6550 6600 6650 6700 6750 6800 6850 6990	6450 6500 6550 6600 6650 6700 6750 6800 6850 6900 6950 7000	0 0 0 0 0 0 0	0 0 0 0 -1 -1 0	-2 -2 -2 -2 -2 -2 -2 -2 -2 -2 -2 -2 -2	-2 -2 -2 -2 -2 -2 -2 -2 -2 -2 -2	-3 -3 -3 -3 -3 -3	0 0 0 0 0 0 0 0	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0	-2 -2 -2 -2 -2 -2 -2 -2 -2 -2	-3 -4 -4 -3 -3	-3 -4 -4 -3 -3	
6350 6400 6450 6500 6550 6600 6650 6700 6750 6800 6850 6900 6950 7000	6450 6500 6550 6600 6650 6700 6750 6800 6850 6900 6950 7000	0 0 0 0 0 0 0 0 0	0 0 0 0 -1 -1 0 0 0	-2 -2 -2 -2 -2 -2 -2 -2 -2 -2 -2 -2 -2 -	-2 -2 -2 -2 -2 -2 -2 -2 -2 -2 -2 -2 -2 -	-3 -3 -3 -3 -3 -3 -3 -3 -3	0 0 0 0 0 0	0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0	0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0	-2 -2 -2 -2 -2 -2 -2 -2 -2 -2 -2 -2 -2 -	-3 -4 -4 -3 -3 -3 -3 -3 -3	-3 -3 -4 -4 -3 -3 -3 -3 -3	
6350 6400 6450 6500 6550 6600 6650 6700 6750 6800 6850 6900 6950 7000	6450 6500 6550 6600 6650 6700 6750 6800 6850 6900 6950 7000 7050	0 0 0 0 0 0 0 0 0 0	0 0 0 0 -1 -1 0 0 0	-2 -2 -2 -2 -2 -2 -2 -2 -2 -2 -2 -2 -2 -	-2 -2 -2 -2 -2 -2 -2 -2 -2 -2 -2 -2 -2 -	-3 -3 -3 -3 -3 -3 -3 -3 -3 -3 -3	0 0 0 0 0 0 0	0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0	-2 -2 -2 -2 -2 -2 -2 -2 -2 -2 -2 -2 -2 -	-3 -4 -4 -3 -3 -3 -3 -3 -3 -3 -3 -3	-3 -4 -4 -3 -3 -3 -3 -3 -3 -3 -3 -3	
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7650	7700																<u> </u>
7650 7700	7700 7750	0	0	-2 -2	-2 -2	-3 -3	0	0	0	0	0	0	0	-2	-3	-3	
7750	7800	0	0	-2	-2	-3	0	0	0	0	0	0	0	-2	-3	-3	
7800	7850	0	0	-2	-2	-3	0	0	-1	0	0	0	0	-2	-4	-4	
7850	7900	0	0	-2	-2	-3	0	0	-1	0	0	0	0	-2	-4	-4	
7900 7950	7950 8000	0	0	-2 -2	-2 -2	-3 -3	0	0	-1 -1	0	0	0	0	-2 -2	-4	-4	
8000	8050	0	0	-2	-2	-3	0	0	-1	0	0	0	0	-2	-4	-4	
8050	8100	0	0	-2	-2	-3	0	0	-1	0	0	0	0	-2	-4	-4	
8100 8150	8150 8200	0	0	-2	-2	-3	-1	0	-1	0	0	0	0	-2	-5	-5	Attentuation, Potential temporary disruption issues and
8200	8250	0	0	-2 -2	-2	-3	-1	0	-1	0	-2	-1	0	-2 -2	-6 -6	-6	private water supply.  Potential temporary disruption issues and private water
8250	8300	0	-1	-2	-2	-3	-1	0	-1	0	0	-1 0	0	-2	-6 -5	-b -5	supply.
8300	8350																Manual Adjustment - New Viaduct over the Gadie Burn, existing A96 and railway line. Total length is 450m. Includes
		0	-1	-2	-2	-3	-1	-3	-1	0	0	0	0	-2	-8	-9	a Grade Separated Junction to B9002. Potential temporary disruption issues.
8350	8400																Manual Adjustment - New Viaduct over the Gadie Burn, existing A96 and railway line. Total length is 450m. Includes a Grade Separated Junction to B9002. Potential temporary
0400	0.450	0	-1	-2	-2	-3	-1	-3	-1	0	0	0	0	-2	-8	-9	disruption issues.  New Viaduct over the Gadie Burn, existing A96 and railway
8400	8450																line. Total length is 450m. Includes a Grade Separated Junction to B9004. Potentially compressible material.
		0	-1	-2	-2	-3	-2	-3	-1	0	0	0	-2	-3	-10	-10	Potential construction access and temporary disruption issues.
8450	8500																New Viaduct over the Gadie Burn, existing A96 and railway line. Total length is 450m. Includes a Grade Separated Junction to B9004. Potentially compressible material.
		0	-2	-2	-2	-3	-2	-3	0	0	0	0	-2	-3	-10	-10	Potential construction access and temporary disruption issues.
8500	8550																New Viaduct over the Gadie Burn, existing A96 and railway line. Total length is 450m. Includes a Grade Separated
		0	-2	-2	-2	-3	-1	-3	0	0	0	0	-2	-3	-9	-9	Junction to B9004. Potential construction access and temporary disruption issues.
8550	8600																New Viaduct over the Gadie Burn, existing A96 and railway line. Total length is 450m. Includes a Grade Separated Junction to B9004. Potential construction access and
9000	0050	0	-2	-2	-2	-3	-1	-3	0	0	0	0	-2	-3	-9	-9	temporary disruption issues.  New Viaduct over the Gadie Burn, existing A96 and railway
8600	8650																line. Total length is 450m. Includes a Grade Separated Junction to B9004. Potential construction access and
8650	8700	0	-1	-2	-2	-3	0	-3	0	0	0	0	-2	-3	-8	-9	temporary disruption issues.  New Viaduct over the Gadie Burn, existing A96 and railway
		0	-1	-2	-2	-3	0	-3	0	0	0	0	-2	-3	-8	-9	line. Total length is 450m. Includes a Grade Separated Junction to B9004. Potential construction access and
8700	8750				-	,	U	.,	Ü	U		3	-		-0	-	temporary disruption issues.  New Viaduct over the Gadie Burn, existing A96 and railway line. Total length is 450m. Includes a Grade Separated
		0	-1	-2	-2	-3	0	-3	0	0	0	0	-2	-3	-8	-9	Junction to B9004. Potential construction access and temporary disruption issues.
8750	8800																New Viaduct over the Gadie Burn, existing A96 and railway
0000	0050	0	-1	-2	-2	-3	0	-3	0	0	0	0	-2	-1	-7	-9	line. Total length is 450m. Includes a Grade Separated Junction to B9004. Potential construction access issues.
8800 8850	8850 8900	0	-1	-2 -2	-2 -2	-3	0	0	0	0	0	0	-2 -2	-1 -1	-4	-4	
8900	8950	0	-1	-2	-2 -2	-3 -3	0	0	0	0	0	0	-2 -2	-1 -1	-4	-4	
8950	9000	0	-1	-2	-2	-3	0	0	0	0	0	0	-2	-1	-4	-4	
9000 9050	9050 9100	0	0	-2	-2	-3	0	0	0	0	0	0	-2	-1	-3	-3	
9100	9150	0	-1	-2 -2	-2 -2	-3 -3	-1	0	0	0	0	0	-2 -2	-1 -1	-4 -5	-4 -5	
9150	9200	0	-2	-2	-2	-3	-1	0	0	0	0	0	-2	-1	-5	-5	
9200	9250	0	-2	-2	-2	-3	-2	0	0	0	0	0	-2	-1	-6	-6	Cutting up to 36.4m (but greater than 19m) high in rock. Potential construction access issues.
9250	9300	0	-3	-2	-2	-3	-2	0	0	0	0	0	-2	-1	-6	-6	Cutting up to 36.4m (but greater than 19m) high in rock.  Potential construction access issues.  Cutting up to 36.4m (but greater than 19m) high in rock.
9300 9350	9350 9400	0	-3	-2	-2	-3	-2	0	0	0	0	0	-2	-1	-6	-6	Potential construction access issues.  Cutting up to 44m (but greater than 39m) high in rock.
9400	9450	0	-3	-2	-2	-3	-3	0	0	0	0	0	-2	-1	-7	-7	Potential construction access issues. Cutting up to 44m (but greater than 39m) high in rock.
9450	9500	0	-3 -3	-2	-2 -2	-3	-3 -2	0	0	0	0	0	-2	-1 -1	-7 -6	-7	Potential construction access issues.  Cutting up to 30.6m (but greater than 19m) high in rock.
9500	9550	0	-3	-2	-2	-3	-2	0	0	0	0	0	-2	-1	-6	-6	Potential construction access issues.  Cutting up to 30.6m (but greater than 19m) high in rock.  Potential construction access issues.
9550	9600	0	-3	-2	-2	-3	-1	0	0	0	0	0	-2	-1	-5	-5	
9600	9650	0	-2	-2	-2	-3	-1	0	0	0	0	0	-2	-1	-5	-5	
9650 9700	9700 9750	0	-1 -1	-2 -2	-2 -2	-3 -3	0	0	0	0	0	0	-2 -2	-1 -1	-4	-4	
9750	9800	0	0	-2	-2	-3	0	0	0	0	0	0	-2	-1	-3	-4	
9800	9850	0	0	-2	-2	-3	0	0	0	0	0	0	-2	-1	-3	-3	
9850 9900	9900 9950	0	-1	-2	-2	-3	0	0	0	0	0	0	-2	-1	-4	-4	Railway line within 100m wide alignment a this point. To be
9950	10000	0	-1	-2	-2	-3	0	0	0	0	0	0	-2	-1	-4	-4	realigned at second-fix .  Railway line within 100m wide alignment a this point. To be
10000	10050	0	-1	-2 -2	-2	-3	0	0	0	0	0	0	-2	-1 -1	-4	-4	realigned at second-fix .  Railway line within 100m wide alignment a this point. To be realigned at second-fix .
10050	10100	0	-1	-2	-2	-3	0	0	0	0	0	0	-2	-1	-4	-4	Railway line within 100m wide alignment a this point. To be realigned at second-fix .
10100	10150	0	0	-2	-2	-3	0	0	0	0	0	0	-2	-1	-3	-3	Railway line within 100m wide alignment a this point. To be realigned at second-fix .
10150	10200	0	0	-2	-2	-3	0	0	0	0	0	0	-2	-1	-3	-3	Railway line within 100m wide alignment a this point. To be realigned at second-fix .
10200	10250	0	-1	-2	-2	-3	0	0	0	0	0	0	-2	-1	-4	-4	Railway line within 100m wide alignment a this point. To be realigned at second-fix .
10250	10300	0	0	-2	-2	-3	0	0	0	0	0	0	-2	-1	-3	-3	Railway line within 100m wide alignment a this point. To be realigned at second-fix .  Railway line within 100m wide alignment a this point. To be
10300 10350	10350 10400	0	0	-2	-2	-3	0	0	0	0	0	0	-2	-1	-3	-3	realigned at second-fix .  Railway line within 100m wide alignment a this point. To be
10400	10400	0	0	-2	-2	-3	0	0	0	0	0	-2	-2	-1	-5	-5	realigned at second-fix .
		0	-1	-2	-2	-3	-1	0	0	0	0	-2	-2	-1	-7	-7	275Kv Crossing - Proposed road level between 2 and 6m lower than existing. Potential construction access issues.
10450 10500	10500 10550	0	-2	-2	-2	-3	-1	0	0	0	0	0	-2	-1	-5	-5	
10550	10600	0	-2 -2	-2	-2 -2	-3 -3	-1	0	0	0	0	0	-2 -2	-1 -1	-5 -5	-5 -5	
10600	10650	0	-2	-2	-2	-3	-1	0	0	0	0	0	-2	-1	-5	-5	
10650 10700	10700 10750	0	-2	-2	-2	-3	-1	0	0	0	0	0	-2	-1	-5	-5	
10750	10800	0	-2 -2	-2	-2 -2	-3 -3	-1	0	0	0	0	0	-2 -2	-1 -1	-5 -5	-5 -5	
10800	10850	0	-2	-2	-2	-3	0	0	0	0	0	0	-2	-1	-4	-4	Railway line within 100m wide alignment a this point. To be realigned at second-fix .
10850	10900	0	-1	-2	-2	-3	0	0	0	0	0	-2	-2	-1	-6	-6	SSE Pylon within 100m of edge of alignment at this location. Potential construction access issues Railway line within 100m wide alignment a this point. To be
10900	10950	0	-1	-2	-2	-3	0	0	0	0	0	0	-2	-1	-4	-4	Railway line within 100m wide alignment a this point. To be realigned at second-fix .  Railway line within 100m wide alignment a this point. To be
10950 11000	11000 11050	0	-1	-2	-2	-3	0	0	0	0	0	0	-2	-1	-4	-4	realigned at second-fix . Railway line within 100m wide alignment a this point. To be
11050	11100	0	-1	-2	-2	-3	0	0	0	0	0	0	-2	-1	-4	-4	realigned at second-fix .  Railway line within 100m wide alignment a this point. To be
11100	11150	0	-1 0	-2 -2	-2	-3 -3	0	0	0	0	0	0	-Z	-1 -1	-4	-4	realigned at second-fix .  Railway line within 100m wide alignment a this point. To be realigned at second-fix .
11150	11200	0	0	-2	-2	-3	0	0	0	0	0	0	-2	-1	-3	-3	Railway line within 100m wide alignment a this point. To be realigned at second-fix .
11200	11250	0	0	-2	-2	-3	0	0	0	0	0	-1	-2	-1	-4	-4	Railway line within 100m wide alignment a this point. To be realigned at second-fix .
11250	11300	0	0	-2	-2	-3	0	0	0	0	0	-1	-2	-1	-4	-4	Railway line within 100m wide alignment a this point. To be realigned at second-fix.  Railway line within 100m wide alignment a this point. To be
11300	11350	0	0	-2	-2	-3	0	0	0	0	0	-1	-2	-1	-4	-4	Railway line within 100m wide alignment a this point. To be realigned at second-fix .  Railway line within 100m wide alignment a this point. To be
11350 11400	11400	0	0	-2	-2	-3	0	0	0	0	0	-1	-2	-1	-4	-4	realigned at second-fix . Railway line within 100m wide alignment a this point. To be
11400 11450	11450 11500	0	0	-2	-2	-3	0	0	0	0	0	-1	-2	-1	-4	-4	realigned at second-fix . Railway line within 100m wide alignment a this point. To be
11500	11550	0	0	-2 -2	-2 -2	-3 -3	0	0	0	0	0	0	-2 -2	-1 -1	-3	-3	realigned at second-fix .
11550	11600	0	0	-2	-2	-3	0	0	0	0	0	0	-2	-1 -1	-3	-3	
11600	11650	0	-1	-2	-2	-3	0	0	0	0	0	0	-2	-1	-4	-4	
111650	11700 11750	0	-1	-2	-2	-3	-1	0	0	0	0	0	-2	-1	-5	-5	
11650 11700		0	-2 -2	-2 -2	-2 -2	-3 -3	-1	0	0	0	0	0	-2 -2	-1 -1	-5 -6	-5 -6	Cutting up to 21.3m (but greater than 19m) high in rock. Construction access issues.
11650 11700 11750	11800	U	-2	-2	-2	-3		U	U	U	U	U	-2	-1	-6	-6	New Overbridge for Farm Road required over the A96. Cutting up to 21.3m (but greater than 19m) high in rock.
11700	11800							-2						-1	-8	-8	Construction access issues.
11700 11750 11800	11850	0	-3	-2	-2	-3	-2		0	0	0	0	-2				Cutting up to 21.3m (but greater than 19m) high in rock.
11700 11750		0	-3	-2	-2	-3	-2	0	0	0	0	0	-2	-1	-6	-6	Cutting up to 21.3m (but greater than 19m) high in rock. Construction access issues. Cutting up to 21.3m (but greater than 19m) high in rock.
11700 11750 11800 11850	11850 11900	0	-3	-2 -2	-2	-3	-2	0	0	0	0	0	-2 -2	-1	-6 -6	-6 -6	Cutting up to 21.3m (but greater than 19m) high in rock. Construction access issues. Cutting up to 21.3m (but greater than 19m) high in rock. Construction access issues. Cutting up to 21.3m (but greater than 19m) high in rock.
11700 11750 11800 11850 11900	11850 11900 11950	0	-3	-2	-2	-3	-2	0	0	0	0	0	-2	-1	-6	-6	Cutting up to 21.3m (but greater than 19m) high in rock. Construction access issues. Cutting up to 21.3m (but greater than 19m) high in rock. Construction access issues.

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12100	12150	0	-2	-2	-2	-3	-1	0	0	0	0	0	-2	-1	-5	-5	
12150	12200	0	-2	-2	-2	-3	-2	0	0	0	0	0	-2	-1	-6	-6	Cutting up to 23.5m (but greater than 19m) high in rock Construction access issues.
12200	12250													-		-0	Cutting up to 23.5m (but greater than 19m) high in rock
12250	12300	0	-2	-2	-2	-3	-2	0	0	0	0	0	-2	-1	-6	-6	Construction access issues.  Cutting up to 23.5m (but greater than 19m) high in rock
12300	12350	0	-3	-2	-2	-3	-2	0	0	0	0	0	-2	-1	-6	-6	Construction access issues.  Cutting up to 23.5m (but greater than 19m) high in rock
		0	-3	-2	-2	-3	-2	0	0	0	0	0	-2	-1	-6	-6	Construction access issues.
12350	12400	0	-3	-2	-2	-3	-1	0	0	0	0	0	-2	-1	-5	-5	
12400	12450	0	-2	-2	-2	-3	-1	0	0	0	0	0	-2	-1	-5	-5	
12450	12500	0	-2	-2	-2	-3	-1	0	0	0	0	0	-2	-1	-5	-5	Cutting up to 5.2m high in made ground (historical railway)
12500	12550	0	2	-2	2	-3	-2	0	0	0	0	0	2	-1	-6		potential source of contamination. Construction access issues.
12550	12600	U	-2	-2	-2	-3	-2	U	U	U	U	U	-2	-1	-6	-6	Cutting up to 5.2m high in made ground (historical railway)
12330	12000	0	-1	-2	-2	-3	-2	0	0	0	0	0	-2	-1	-6	-6	potential source of contamination. Construction access issues.
12600	12650	0	0	-2	-2	-3	-2	0	0	0	0	0	-2	-1	-5	-5	
12650	12700	0	0	-2	-2	-3	-1	0	0	0	0	0	-2	-1	-4	-4	
12700	12750	0	0	-2	-2	-3	-1	0	0	0	0	0	0	-2	-4	-4	
12750	12800	0	-1	-2	-2	-3	-1	0	0	0	0	0	0	-2	-5	-5	
12800	12850	0	-1	-2	-2	-3	-1	0	0	0	0	0	0	-2	-5	-5	
12850	12900	0	-1	-2	-2	-3	-1	0	0	0	0	0	0	-2	-5	-5	
12900	12950	0	-1	-2	-2	-3	-1	0	0	0	0	0	0	-2	-5	-5	
12950	13000	0	-1	-2	-2	-3	-1	0	0	0	-1	0	0	-2	-5	-5	
13000	13050	0	0	-2	-2	-3	-1	0	0	0	0	-1	0	-2	-5	-5	
13050	13100	0	0	-2	-2	-3	-1	0	0	0	0	-1	0	-2	-5	-5	
13100	13150	0	0	-2	-2	-3	-1	0	0	0	0	-1	0	-2	-5	-5	
13150	13200	0	0	-2	-2	-3	-1	0	0	0	0	-1	0	-2	-5	-5	
13200	13250	0	0	-2	-2	-3	-1	0	0	0	0	-1	0	-2	-5	-5	
13250	13300																Cutting up to 2.8m high in made ground (historical railway)
																	potential source of contamination Construction access
13300	13350	0	0	-2	-2	-3	-2	0	0	0	0	-1	0	-2	-6	-6	issues. Scottish Water distribution main 100-300mm Manual Adjustment - Cutting up to 2.8m high in made
13300	13330	0	0	-2	-2	-3	-2	0	0	0	0	0	0	-2	-5	-6	ground (historical railway) potential source of contamination. Construction access issues.
13350	13400																Cutting up to 2.8m high in made ground (historical railway) potential source of contamination. Construction access
		0	-1	-2	-2	-3	-2	0	0	0	0	0	0	-2	-6	-6	issues.
13400	13450	0	-1	-2	-2	-3	0	0	0	0	0	0	0	-2	-4	-4	
13450	13500	0	-1	-2	-2	-3	0	0	0	0	0	0	0	-2	-4	-4	
13500	13550	0	-1	-2	-2	-3	0	0	0	0	0	-1	0	-2	-5	-5	
13550	13600	0	-1	-2	-2	-3	0	0	0	0	0	-1	0	-2	-5	-5	
13600	13650	0	-1	-2	-2	-3	0	0	0	0	0	-1	0	-2	-5	-5	
13650	13700	0	0	-2	-2	-3	0	0	0	0	0	-1	0	-2	-4	-4	
13700	13750	0	0	-2	-2	-3	0	0	0	0	0	-1	0	-2	-4	-4	
13750	13800	0	0	-2	-2	-3	0	0	-1	0	0	-1	0	-2	-5	-5	
13800	13850	0	0	-2	-2	-3	0	0	-1	0	0	-1	0	-2	-5	-5	
13850	13900	0	0	-2	-2	-3	0	0	-1	0	0	-1	0	-2	-5	-5	
13900	13950	0	0	-2	-2	-3	0	0	-1	0	0	-1	0	-2	-5	-5	
13950	14000	0	0	-2	-2	-3	0		-1	0	0	-1	0	-2	-5	-5	
14000	14050																



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Rules
Total Score
= Alignment Score (Average of E, F, G, H and I) + Geo
Score + Structures Score + Flooding Score (Average of L, M and N) +Utilities score + Constructability Score (Minimum value of P&Q) = Total of 6 scores for 6 categories

Then if total < or equal to -9 then should be coloured red because this represents possibility of 3 reds or 4

If total is between -6 and -8 should be coloured amber since this could represent 2 reds or 3/4 ambers.

6	Chainage			Alignment			Geotechnics	Structures		Flooding and Drainage		Utilities	Constructability	Ossit	30016	Score	
Start Chainage	End Chainage	Alignment Length	Level Difference	Bendiness	Hilliness	Earthworks	Geotechnics	Structures	Flood Plain	Watercourse Crossings	Attenuation requirement	Utilities	Construction access	Temp disruption	Total	Adjusted	Comments
0 50	50 100	-1	0	0	-2 -2	-3	0	0	0	0	0	-1 -1	-1	-1	-3	-3 -3	
100	150	-1	0	0	-2	-3	0	0	0	0	0	-1	-1	-1	-3	-3	
150 200	200 250	-1 -1	0	0	-2 -2	-3 -3	0	0	0	0	0	-1 -1	-1	-1	-3 -3	-3 -3	
250	300	-1	0	0	-2	-3	0	0	0	0	0	-1	-1	-1	-3	-3	
300 350	350 400	-1 -1	0	0	-2 -2	-3 -3	0	0	0	0	0	-1 0	-1 -1	-1	-3 -2	-3 -2	
400	450	-1	0	0	-2	-3	0	0	0	0	0	0	-1	-1	-2	-2	
450 500	500 550	-1 -1	-1	0	-2 -2	-3 -3	0	0	0	0	0	0	-1	-1	-2 -2	-2 -2	
550	600	-1	-1	0	-2	-3	0	0	0	0	0	0	-1	-1	-2	-2	
600 650	650 700	-1 -1	-1 -1	0	-2 -2	-3 -3	0	0	0	0	0	0	-1	-1	-2 -2	-2 -2	
700	750	-1	-1	0	-2	-3	0	0	0	0	0	0	-1	-1	-2	-2	
750 800	800 850	-1 -1	-1 0	0	-2 -2	-3 -3	0	0	0	0	0	0	-1	-1	-2 -2	-2 -2	
850	900	-1	0	0	-2	-3	0	0	0	0	0	0	-1	-1	-2	-2	
900 950	950 1000	-1 -1	-1	0	-2 -2	-3 -3	0	0	0	0	0	0	-1 -1	-1 -1	-2 -2	-2 -2	
1000	1050	-1	-1	0	-2	-3	0	0	0	0	0	0	-1	-1	-2	-2	
1050 1100	1100 1150	-1 -1	0	0	-2 -2	-3 -3	0	0	0	0	0	0	-1	-1	-2 -2	-2 -2	
1150	1200 1250	-1	0	0	-2	-3	0	0	0	0	0	0	-1	-1	-2	-2	
1200 1250	1300	-1 -1	0	0	-2 -2	-3 -3	0	0	0	0	0	0	-1	-1	-2 -2	-2 -2	
1300	1350	-1	0	0	-2	-3	0	0	0	0	0	0	-1	-1	-2	-2	
1350 1400	1400 1450	-1 -1	0	0	-2 -2	-3 -3	0	0	0	0	0	0	-1	-1	-2 -2	-2 -2	
1450	1500	-1	0	0	-2	-3	0	0	0	0	0	0	-1	-1	-2	-2	
1500 1550	1550 1600	-1	0	0	-2 -2	-3 -3	0	0	0	0	0	0	-1 -1	-1 -1	-2 -2	-2 -2	
1600	1650	-1	0	0	-2	-3	0	0	0	0	0	0	-1	-1	-2	-2	
1650 1700	1700 1750	-1	0	0	-2 -2	-3	0	0	0	0	0	0	-1	-1	-2 -2	-2 -2	
1750	1800	-1	0	0	-2	-3 -3	0	0	0	0	0	0	-1 -1	-1 -1	-2	-2	
1800 1850	1850 1900	-1	-1	0	-2 -2	-3	0	0	0	0	0	0	-1	-1	-2	-2	
1900	1950	-1	-1 -1	0	-2	-3 -3	0	0	0	0	0	0	-1 -1	-1 -1	-2 -2	-2 -2	
1950 2000	2000 2050	-1	0	0	-2 -2	-3	0	0	0	0	0	0	-1	-1	-2	-2	
2050	2100	-1	0	0	-2	-3 -3	0	0	-1	0	0	0	-1 0	-1 -2	-2 -4	-2 -4	
2100 2150	2150 2200	-1	0	0	-2	-3	0	0	-1	0	0	-1	0	-2	-5	-5	
2200	2250	-1 -1	0	0	-2 -2	-3 -3	0	0	-1	0	0	-1 -1	0	-2 -2	-5 -5	-5 -5	
2250 2300	2300 2350	-1	0	0	-2	-3	0	0	-1	0	0	-1	0	-2	-5	-5	
2350	2400	-1	0	0	-2	-3	0	0	-1	0	0	-1	0	-2	-5	-5	Potentially compressible material, adjacent to flood plain. Scottish Water distribution main 100-300mm, temporary
2400	2450	-1	0	0	-2	-3	-1	0	-1	0	0	-1	0	-2	-6	-6	disruption issues.  Potentially compressible material, adjacent to flood plain. Scottish Water distribution main 100-300mm, temporary
2450 2500	2500 2550	-1	0	0	-2	-3	-1	0	-1	0	-2	-1	0	-2	-6	-6	disruption issues.  Potentially compressible material, adjacent to flood plain. Scottish Water distribution main 100-300mm, temporary disruption issues. Attenuation requirement also. New overbridge and potentially compressible material.
2550		-1	0	0	-2	-3	0	-2	-1	0	0	-1	0	-2	-7	-7	Scottish Water distribution main 100-300mm, temporary disruption issues.
2600	2600 2650	-1	0	0	-2	-3	0	0	0	0	0	0	0	-2	-3	-3	Cutting up to 5.9m in made ground (historic mill) potential source of contamination. Private water supply, temporary
2650	2700	-1	-1 -1	0	-2 -2	-3 -3	-2 0	0	0	0	0	-1 0	0	-2 -2	-6 -3	-6 -3	disruption issues.
2700	2750	-1	-1	0	-2	-3	0	0	0	0	0	0	0	-2	-3	-3	
2750 2800	2800 2850	-1	-1	0	-2 -2	-3 -3	0	0	0	0	0	0	0	-2 -2	-3 -3	-3 -3	
2850	2900	-1	-1	0	-2	-3	0	0	0	0	0	0	0	-2	-3	-3	
2900 2950	2950 3000	-1	-1 -1	0	-2 -2	-3 -3	0	0	0	0	0	0	0	-2 -2	-3 -3	-3 -3	
3000	3050	-1	-1	0	-2	-3	0	0	0	0	0	0	0	-2	-3	-3	
3050 3100	3100 3150	-1	-1 -1	0	-2 -2	-3 -3	0	0	0	0	0	0	0	-2 -2	-3 -3	-3 -3	
3150	3200	-1	0	0	-2	-3	0	0	0	0	0	0	0	-2	-3	-3	
3200 3250	3250 3300	-1	0	0	-2 -2	-3 -3	0	0	0	0	0	0	0	-2 -2	-3 -3	-3 -3	
3300	3350	-1	0	0	-2	-3	0	0	0	0	0	0	0	-2	-3	-3	
3350 3400	3400 3450	-1	0	0	-2 -2	-3	0	0	0	0	0	0	0	-2 -2	-3	-3	
3450	3500	-1 -1	-1	0	-2 -2	-3 -3	0	0	0	0	0	0	-1	-2	-3 -2	-3 -2	
3500 3550	3550 3600	-1	-1	0	-2	-3	0	-2	0	0	0	0	-1	-1	-4	-6	Manual adjustment for Overbridge for Farm Road required over the A96.
3550 3600	3600 3650	-1	-1	0	-2 -2	-3 -3	0	0	0	0	0	0	-1 -1	-1 -1	-2 -2	-2 -2	
3650	3700	-1	-1	0	-2	-3	0	0	0	0	0	0	-1	-1	-2	-2	
3700 3750	3750 3800	-1 -1	-1 -1	0	-2 -2	-3 -3	0	0	0	0	0	0	-1 -1	-1 -1	-2 -2	-2 -2	
3800	3850	-1	-1	0	-2	-3	0	0	0	0	0	0	-1	-1	-2	-2	
3850 3900	3900 3950	-1 -1	-1 -1	0	-2	-3 -3	0	0	0	0	0	0	-1	-1	-2 -2	-2 -2	

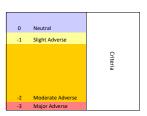
OLC-005

2050	1000		1														
3950 4000	4000 4050	-1	-1	0	-2 -2	-3 -3	0	0	0	0	0	0	-1	-1	-2 -2	-2 -2	
4050	4100	-1	-1	0	-2	-3	0	0	0	0	0	0	-1 -1	-1 -1	-2	-2	
4100	4150	-1	0	0	-2	-3	0	0	0	0	0	0	-1	-1	-2	-2	
4150	4200	-1	-1	0	-2	-3	0	0	0	0	0	0	-1	-1	-2	-2	
4200 4250	4250 4300	-1 -1	-1	0	-2	-3 -3	-1 -1	0	0	0	0	0	-1 -1	-1 -1	-3 -3	-3	
4300	4350	-1	-1	0	-2	-3	-1	-1	0	0	0	0	-1	-1	-4	-4	
4350	4400	-1	-1	0	-2	-3	-1	-1	0	0	0	0	-1	-1	-4	-4	
4400 4450	4450 4500	-1 -1	-1	0	-2 -2	-3 -3	-1 0	-1	0	0	0	0	-1	-1 -1	-4	-4 -3	
4500	4550	-1	0	0	-2	-3	0	0	0	0	0	0	-1	-1	-2	-2	
4550	4600	-1	0	0	-2	-3	0	0	0	0	0	-2	-1	-1	-4	-4	
4600 4650	4650 4700	-1	0	0	-2	-3	0	0	0	0	0	-2	-1	-1	-4	-4	
4700	4750	-1	-1	0	-2 -2	-3 -3	0	0	0	0	0	-2 -2	-1 -1	-1 -1	-4	-4	
4750	4800	-1	-1	0	-2	-3	0	0	0	0	0	-2	-1	-1	-4	-4	
4800	4850	-1	-1	0	-2	-3	0	0	0	0	0	-2	-1	-1	-4	-4	
4850 4900	4900 4950	-1 -1	-1	0	-2 -2	-3 -3	0	0	0	0	0	-2 -2	-1 -1	-1 -1	-4	-4	
4950	5000	-1	-1	0	-2	-3	0	0	0	0	0	-2	-1	-1	-4	-4	
5000	5050	-1	-1	0	-2	-3	0	0	0	0	0	-2	-1	-1	-4	-4	
5050 5100	5100 5150	-1 -1	0	0	-2	-3 -3	-1	0	0	0	0	-2 -2	-1 -1	-1	-4 -5	-4 -5	
5150	5200	-1	0	0	-2	-3	-1	0	0	0	0	-2	-1	-1	-5	-5	
5200	5250	-1	0	0	-2	-3	-1	0	0	0	0	-2	-1	-1	-5	-5	
5250 5300	5300 5350	-1	0	0	-2	-3	-1	0	0	0	0	-2	-1	-1	-5	-5	SGN Above Ground Installation Site within alignment. Major
		-1	0	0	-2	-3	-1	0	0	0	0	-3	-1	-1	-6	-6	Adverse Impact as resultant diversion / relocation would be costly.  SGN Above Ground Installation Site within alignment. Major
5350	5400	-1	0	0	-2	-3	-1	0	0	0	0	-3	-1	-1	-6	-6	Adverse Impact as resultant diversion / relocation would be costly.
5400	5450	-1	0	0	-2	-3	-1	0	0	0	0	-2	-1	-1	-5	-5	
5450 5500	5500 5550	-1	0	0	-2	-3	-1	0	0	0	0	-2	-1	-1	-5	-5	
5550	5600	-1 -1	0	0	-2 -2	-3 -3	-1	0	0	0	0	-2 -2	-1 -1	-1	-5 -5	-5 -5	
5600	5650	-1	0	0	-2	-3	-1	0	0	0	0	-2	-1	-1	-5	-5	
5650 5700	5700 5750	-1	0	0	-2	-3	-1	0	0	0	0	0	-1	-1	-3	-3	
5700 5750	5750 5800	-1 -1	0	0	-2 -2	-3 -3	-1 -1	0	-1 -1	0	0	0	-1	-1 -1	-4	-4 -4	
5800	5850	-1	0	0	-2	-3	-1	0	0	0	0	0	-1	-1	-3	-3	
5850 5900	5900 5950	-1	0	0	-2	-3	-1	0	0	0	0	0	-1	-1	-3	-3	
5950	6000	-1 -1	-1	0	-2	-3 -3	-1 -1	0	0	0	0	0	-1 -1	-1 -1	-3 -3	-3	
6000	6050	-1	-1	0	-2	-3	-1	0	0	0	0	0	-1	-1	-3	-3	
6050	6100	-1	-1	0	-2	-3	-1	0	0	0	0	0	-1	-1	-3	-3	
6100 6150	6150 6200	-1 -1	-1	0	-2 -2	-3 -3	-1	0	0	0	0	0	-1 -1	-1 -1	-3 -4	-3 -4	
6200	6250	-1	-2	0	-2	-3	-2	0	0	0	0	0	-1	-1	-5	-5	
6250	6300	-1	-2	0	-2	-3	0	0	0	0	0	0	-1	-1	-3	-3	
6300 6350	6350 6400	-1 -1	-1	0	-2 -2	-3 -3	0	0	0	0	0	0	-1 -1	-1 -1	-2 -2	-2 -2	
6400	6450	-1	0	0	-2	-3	0	0	0	0	0	0	-1	-1	-2	-2	
6450	6500	-1	0	0	-2	-3	0	0	0	0	0	0	-1	-1	-2	-2	
6500 6550	6550 6600	-1	0	0	-2	-3	0	0	0	0	0	0	-1	-1	-2	-2	
6600	6650	-1	-1	0	-2 -2	-3 -3	0	0	0	0	0	0	-1 -1	-1 -1	-2 -2	-2 -2	
6650	6700	-1	0	0	-2	-3	0	0	0	0	0	0	-1	-1	-2	-2	
6700 6750	6750 6800	-1	-1	0	-2	-3	0	0	0	0	0	0	-1	-1	-2	-2	Manual Adjustment - New Viaduct over the Gadie Burn and
		-1	-1	0	-2	-3	0	-3	0	0	0	0	-1	-1	-5	-9	railway line. Total length is 900m. Length may be reduced by amending the vertical alignment.
6800	6850	-1	-1	0	-2	-3	-1	-3	0	0	0	0	-1	-1	-6	-9	Manual Adjustment - New Viaduct over the Gadie Burn and railway line. Total length is 900m. Length may be reduced by amending the vertical alignment.
6850	6900	-1	-1	Ü	-2	-3		-5	Ü		Ü	0			-10	-3	Manual Adjustment - New Viaduct over the Gadie Burn and railway line. Total length is 900m. Length may be reduced
6900	6950	-1	-2	0	-2	-3	-1	-3	0	0	0	0	-1	-1	-7	-9	by amending the vertical alignment.  Manual Adjustment - New Viaduct over the Gadie Burn and
		-1	-2	0	-2	-3	-1	-3	0	0	0	0	-1	-1	-7	-9	railway line. Total length is 900m. Length may be reduced by amending the vertical alignment.
6950	7000																Manual Adjustment - New Viaduct over the Gadie Burn and railway line. Total length is 900m. Length may be reduced
		-1	-2	0	-2	-3	-2	-3	0	0	0	0	-1	-1	-8	-9	by amending the vertical alignment. Embankment on non identified geotechnical constraint.
7000	7050																Manual Adjustment - New Viaduct over the Gadie Burn and
		-1	-3	0	-2	-3	-2	-3	0	0	0	0	-1	-1	-8	-9	railway line. Total length is 900m. Length may be reduced by amending the vertical alignment. Embankment on non identified geotechnical constraint.
7050	7100	-1	-5		-2	-3	-2	-5	Ü		Ü	0			-0		Manual Adjustment - New Viaduct over the Gadie Burn and
																	railway line. Total length is 900m. Length may be reduced by amending the vertical alignment. Embankment on non
7100	7150	-1	-3	0	-2	-3	-2	-3	0	0	0	0					
													-1	-1	-8	-9	identified geotechnical constraint.
7150													-1	-1	-8	-9	Manual Adjustment - New Viaduct over the Gadie Burn and railway line. Total length is 900m. Length may be reduced
1/100	7200	-1	-3	0	-2	-3	-2	-3	0	0	0	0	-1	-1	-8	-9 -9	Manual Adjustment - New Viaduct over the Gadie Burn and railway line. Total length is 900m. Length may be reduced by amending the wertical alignment. Embankment on non identified geotechnical constraint.
	7200	-1	-3	0	-2	-3	-2	-3	0	0			-1	-1			Manual Adjustment - New Viaduct over the Gadie Burn and railway line. Total length is 900m. Length may be reduced by amending the vertical alignment. Embankment on non identified geotechnical constraint.  Manual Adjustment - New Viaduct over the Gadie Burn and railway line. Total length is 900m. Length may be reduced
7265		-1	-3	0	-2	-3	-2	-3	0	0			-1	-1			Manual Adjustment - New Viaduct over the Gadie Burn and railway line. Total length is 900m. Length may be reduced by amending the vertical alignment. Embankment on non identified geotechnical constraint.  Manual Adjustment - New Viaduct over the Gadie Burn and
7200	7200 7250										0	0		-1	-8	-9	Manual Adjustment - New Viaduct over the Gadie Burn and railway line. Total length is 900m. Length may be reduced by amending the vertical alignment. Embankment on non identified geotechnical constraint.  Manual Adjustment - New Viaduct over the Gadie Burn and railway line. Total length is 900m. Length may be reduced by amending the vertical alignment. Embankment on non identified geotechnical constraint.  Manual Adjustment - New Viaduct over the Gadie Burn and railway line. Total length is 900m. Length may be reduced
	7250										0	0		4 4	-8	-9	Manual Adjustment - New Viaduct over the Gadie Burn and railway line. Total length is 900m. Length may be reduced by amending the vertical alignment. Embankment on non identified geotechnical constraint.  Manual Adjustment - New Viaduct over the Gadie Burn and railway line. Total length is 900m. Length may be reduced by amending the vertical alignment. Embankment on non identified geotechnical constraint.  Manual Adjustment - New Viaduct over the Gadie Burn and
7200 7250		-1	-3	0	-2	-3	-2	-3	0	0	0	0	-1		-8	.9	Manual Adjustment - New Viaduct over the Gadie Burn and railway line. Total length is 900m. Length may be reduced by amending the vertical alignment. Embankment on non identified geotenical constraint.  Manual Adjustment - New Viaduct over the Gadie Burn and railway line. Total length is 900m. Length may be reduced by amending the vertical alignment. Embankment on non identified geotechnical constraint.  Manual Adjustment - New Viaduct over the Gadie Burn and railway line. Total length is 900m. Length may be reduced by amending the vertical alignment. Embankment on non identified geotechnical constraint.  New Viaduct over the Gadie Burn and railway line.
7250	7250 7300	-1	-3	0	-2	-3	-2	-3	0	0	0	0	-1		-8	.9	Manual Adjustment - New Viaduct over the Gadie Burn and railway line. Total length is 900m. Length may be reduced by amending the vertical alignment. Embankment on non identified geotechnical constraint.  Manual Adjustment - New Viaduct over the Gadie Burn and railway line. Total length is 900m. Length may be reduced by amending the vertical alignment. Embankment on non identified geotechnical constraint.  Manual Adjustment - New Viaduct over the Gadie Burn and railway line. Total length is 900m. Length may be reduced by amending the vertical alignment. Embankment on non identified geotechnical constraint.  New Viaduct over the Gadie Burn and railway line. Total length is 900m. Length may be reduced by amending the vertical alignment. Potentailly compressible material.
	7250	-1	-3	0	-2	-3	-2	-3	0	0	0	0	-1		-8	.9	Manual Adjustment - New Viaduct over the Gadie Burn and railway line. Total length is 900m. Length may be reduced by amending the vertical alignment. Embankment on non identified geotechnical constraint.  Manual Adjustment - New Viaduct over the Gadie Burn and railway line. Total length is 900m. Length may be reduced by amending the vertical alignment. Embankment on non identified geotechnical constraint.  Manual Adjustment - New Viaduct over the Gadie Burn and railway line. Total length is 900m. Length may be reduced by amending the vertical alignment. Embankment on non identified geotechnical constraint.  New Viaduct over the Gadie Burn and railway line. Total length is 900m. Length may be reduced by amending the
7250	7250 7300 7350	-1	-3	0	-2	-3	-2	-3	0	0	0	0	-1		-8	.9	Manual Adjustment - New Viaduct over the Gadle Burn and railway line. Total length is 900m. Length may be reduced by amending the vertical alignment. Embankment on non identified geotechnical constraint.  Manual Adjustment - New Viaduct over the Gadle Burn and railway line. Total length is 900m. Length may be reduced by amending the vertical alignment. Embankment on non identified geotechnical constraint.  Manual Adjustment - New Viaduct over the Gadle Burn and railway line. Total length is 900m. Length may be reduced by amending the vertical alignment. Embankment on non identified geotechnical constraint.  New Viaduct over the Gadle Burn and railway line. Total length is 900m. Length may be reduced by amending the vertical alignment. Potentially compressible material. Flood New Viaductor wer the Gadle Burn and railway line. Total length is 900m. Length may be reduced by amending the vertical alignment. Potentially compressible material. Flood plain, construction access and temporary disruption issues also.
7250	7250 7300	4	-3	0	-2	-3	-2	-3	0	0	0	0 0	-1		-8 -8 -8	.9	Manual Adjustment - New Viaduct over the Gadie Burn and railway line. Total length is 900m. Length may be reduced by amending the vertical alignment. Embankment on non identified geotechnical constraint.  Manual Adjustment - New Viaduct over the Gadie Burn and railway line. Total length is 900m. Length may be reduced by amending the vertical alignment. Embankment on non identified geotechnical constraint.  Manual Adjustment - New Viaduct over the Gadie Burn and railway line. Total length is 900m. Length may be reduced by amending the vertical alignment. Embankment on non identified geotechnical constraint.  New Viaduct over the Gadie Burn and railway line. Total length is 900m. Length may be reduced by amending the vertical alignment. Potentialy compressible material.  New Viaduct over the Gadie Burn and railway line. Total length is 900m. Length may be reduced by amending the vertical alignment. Potentialy compressible material. Rood plain, construction access and temporary disruption issues also.  New Viaduct over the Gadie Burn and railway line. Total length is 900m. Length may be reduced by amending the length is 900m. Length may be reduced by amending the length is 900m. Length may be reduced by amending the
7250 7300	7250 7300 7350	4	-3	0	-2	-3	-2	-3	0	0	0	0 0	-1		-8 -8 -8	.9	Manual Adjustment - New Viaduct over the Gadie Burn and railway line. Total length is 900m. Length may be reduced by amending the vertical alignment. Embankment on non identified geotechnical constraint.  Manual Adjustment - New Viaduct over the Gadie Burn and railway line. Total length is 900m. Length may be reduced by amending the vertical alignment. Embankment on non identified geotechnical constraint.  Manual Adjustment - New Viaduct over the Gadie Burn and railway line. Total length is 900m. Length may be reduced by amending the vertical alignment. Embankment on non identified geotechnical constraint.  New Viaduct over the Gadie Burn and railway line. Total length is 900m. Length may be reduced by amending the vertical alignment. Potentially compressible material. New Viaduct over the Gadie Burn and railway line. Total length is 900m. Length may be reduced by amending the vertical alignment. Potentially compressible material. Row Viaduct over the Gadie una drailway line. Total length is 900m. Length may be reduced by amending the vertical alignment. Potentially compressible material. Flood plain, construction access and temporary disruption issues also.
7250 7300	7250 7300 7350	-1	-3	0	-2	-3	-2	-3	0 0 -3	0 0	0	0 0 0	-1	-1	-8 -8 -9	.9 .9	Manual Adjustment - New Viaduct over the Gadle Burn and railway line. Total length is 900m. Length may be reduced by amending the vertical alignment. Embankment on non identified geotechnical constraint.  Manual Adjustment - New Viaduct over the Gadle Burn and railway line. Total length is 900m. Length may be reduced by amending the vertical alignment. Embankment on non identified geotechnical constraint.  Manual Adjustment - New Viaduct over the Gadle Burn and railway line. Total length is 900m. Length may be reduced by amending the vertical alignment. Embankment on non identified geotechnical constraint.  Men Viaduct over the Gadle Burn and railway line. Total length is 900m. Length may be reduced by amending the vertical alignment. Potentially compressible material. Flood plain, construction access and temporary disruption issues also.  New Viaduct over the Gadle Burn and railway line. Total length is 900m. Length may be reduced by amending the vertical alignment. Potentially compressible material. Flood plain, construction access and temporary disruption issues also.  New Viaduct over the Gadle Burn and railway line. Total length is 900m. Length may be reduced by amending the vertical alignment. Potentially compressible material. Flood plain, construction access and temporary disruption issues also.  New Viaduct over the Gadle Burn and railway line. Total length is 900m. Length may be reduced by amending the vertical alignment. Potentially compressible material. Flood plain, construction access and temporary disruption issues also.  New Viaduct over the Gadle Burn and railway line. Total length is 900m. Length may be reduced by amending the vertical alignment. Potentially compressible material. Flood plain, construction access and temporary disruption issues also.
7250 7300 7350	7250 7300 7350 7400	-1 -1 -1 -1	-3	0	-2 -2 -2	-3	-2 -3 -3	-3 -3 -3	0 0 -3 -3	0 0 0	0	0	4 4 -2 -2	-1	-8 -8 -9 -12	.9	Manual Adjustment - New Viaduct over the Gadie Burn and railway line. Total length is 900m. Length may be reduced by amending the vertical alignment. Embankment on non identified geotechnical constraint.  Manual Adjustment - New Viaduct over the Gadie Burn and railway line. Total length is 900m. Length may be reduced by amending the vertical alignment. Embankment on non identified geotechnical constraint.  Manual Adjustment - New Viaduct over the Gadie Burn and railway line. Total length is 900m. Length may be reduced by amending the vertical alignment. Embankment on non identified geotechnical constraint.  New Viaduct over the Gadie Burn and railway line. Total length is 900m. Length may be reduced by amending the vertical alignment. Potentially compressible material. Flood plain, construction access and temporary disruption issues also.  New Viaduct over the Gadie Burn and railway line. Total length is 900m. Length may be reduced by amending the vertical alignment. Potentially compressible material. Flood plain, construction access and temporary disruption issues also.  New Viaduct over the Gadie Burn and railway line. Total length is 900m. Length may be reduced by amending the vertical alignment. Potentially compressible material. Flood plain, construction access and temporary disruption issues also.  New Viaduct over the Gadie Burn and railway line. Total length is 900m. Length may be reduced by amending the vertical alignment. Potentially compressible material. Flood plain, construction access and temporary disruption issues also.
7250 7300 7350	7250 7300 7350 7400	-1	-3	0	-2	-3	-2	-3	0 0 -3	0 0	0	0 0 0	-1	-1	-8 -8 -9	.9 .9	Manual Adjustment - New Viaduct over the Gadie Burn and railway line. Total length is 900m. Length may be reduced by amending the vertical alignment. Embankment on non identified geotechnical constraint.  Manual Adjustment - New Viaduct over the Gadie Burn and railway line. Total length is 900m. Length may be reduced by amending the vertical alignment. Embankment on non identified geotechnical constraint.  Manual Adjustment - New Viaduct over the Gadie Burn and railway line. Total length is 900m. Length may be reduced by amending the vertical alignment. Embankment on non identified geotechnical constraint.  New Viaduct over the Gadie Burn and railway line. Total length is 900m. Length may be reduced by amending the vertical alignment. Potentially compressible material. New Viaduct over the Gadie Burn and railway line. Total length is 900m. Length may be reduced by amending the vertical alignment. Potentially compressible material. Flood plain, construction access and temporary disruption issues also.  New Viaduct over the Gadie Burn and railway line. Total length is 900m. Length may be reduced by amending the vertical alignment. Potentially compressible material. Flood plain, construction access and temporary disruption issues also.  New Viaduct over the Gadie Burn and railway line. Total length is 900m. Length may be reduced by amending the vertical alignment. Potentially compressible material. Flood plain, construction access and temporary disruption issues also.  New Viaduct over the Gadie Burn and railway line. Total length is 900m. Length may be reduced by amending the vertical alignment. Potentially compressible material. Flood plain, construction access and temporary disruption issues also.  New Viaduct over the Gadie Burn and railway line. Total length is 900m. Length may be reduced by amending the vertical alignment. Potentially compressible material. Flood plain, construction access and temporary disruption issues also.
7250 7300 7350 7400	7250 7300 7350 7400 7450	-1 -1 -1 -1	-3	0	-2 -2 -2	-3	-2 -3 -3	-3 -3 -3	0 0 -3 -3	0 0 0	0	0	4 4 -2 -2	-1	-8 -8 -9 -12	.9	Manual Adjustment - New Viaduct over the Gadie Burn and railway line. Total length is 900m. Length may be reduced by amending the vertical alignment. Embankment on non identified geotechnical constraint.  Manual Adjustment - New Viaduct over the Gadie Burn and railway line. Total length is 900m. Length may be reduced by amending the vertical alignment. Embankment on non identified geotechnical constraint.  Manual Adjustment - New Viaduct over the Gadie Burn and railway line. Total length is 900m. Length may be reduced by amending the vertical alignment. Embankment on non identified geotechnical constraint.  New Viaduct over the Gadie Burn and railway line. Total length is 900m. Length may be reduced by amending the vertical alignment. Potentially compressible material. Rod plain, construction access and temporary disruption issues also.  New Viaduct over the Gadie Burn and railway line. Total length is 900m. Length may be reduced by amending the vertical alignment. Potentially compressible material. Flood plain, construction access and temporary disruption issues also.  New Viaduct over the Gadie Burn and railway line. Total length is 900m. Length may be reduced by amending the vertical alignment. Potentially compressible material. Flood plain, construction access and temporary disruption issues also.  New Viaduct over the Gadie Burn and railway line. Total length is 900m. Length may be reduced by amending the vertical alignment. Potentially compressible material. Flood plain, construction access and temporary disruption issues also.  New Viaduct over the Gadie Burn and railway line. Total length is 900m. Length may be reduced by amending the vertical alignment. Potentially compressible material. Flood plain, construction access and temporary disruption issues also.
7250 7300 7350 7400	7250 7300 7350 7400 7450	1 1 1	-3 -3 -3	0	-2 -2 -2 -2	3 3 3	-2 -3 -3	-3	0 0 -3 -3	0 0 0	0	0	-1 -1 -2 -2 -2 -2	-1 -3 -3 -3	-8 -8 -9 -12	.9 .9 .9	Manual Adjustment - New Viaduct over the Gadle Burn and railway line. Total length is 900m. Length may be reduced by amending the vertical alignment. Embankment on non identified geotechnical constraint.  Manual Adjustment - New Viaduct over the Gadle Burn and railway line. Total length is 900m. Length may be reduced by amending the vertical alignment. Embankment on non identified geotechnical constraint.  Manual Adjustment - New Viaduct over the Gadle Burn and railway line. Total length is 900m. Length may be reduced by amending the vertical alignment. Embankment on non identified geotechnical constraint.  New Viaduct over the Gadle Burn and railway line. Total length is 900m. Length may be reduced by amending the vertical alignment. Embankment on non identified geotechnical constraint.  New Viaduct over the Gadle Burn and railway line. Total length is 900m. Length may be reduced by amending the vertical alignment. Potentially compressible material. Flood plain, construction access and temporary disruption issues also.  New Viaduct over the Gadle Burn and railway line. Total length is 900m. Length may be reduced by amending the vertical alignment. Potentially compressible material. Flood plain, construction access and temporary disruption issues also.  New Viaduct over the Gadle Burn and railway line. Total length is 900m. Length may be reduced by amending the vertical alignment. Potentially compressible material. Flood plain, construction access and temporary disruption issues also.  New Viaduct over the Gadle Burn and railway line. Total length is 900m. Length may be reduced by amending the vertical alignment. Potentially compressible material. Flood plain, construction access and temporary disruption issues also.  New Viaduct over the Gadle Burn and railway line. Total length is 900m. Length may be reduced by amending the vertical alignment. Potentially compressible material. Flood plain, construction access and temporary disruption issues also.
7250 7300 7350 7400 7450	7250 7300 7350 7400 7450 7500	1 1 1	-3 -3 -3	0	-2 -2 -2 -2	3 3 3	-2 -3 -3	-3	0 0 -3 -3	0 0 0	0	0	-1 -1 -2 -2 -2 -2	-1 -3 -3 -3	-8 -8 -9 -12	.9 .9 .9	Manual Adjustment - New Viaduct over the Gadie Burn and railway line. Total length is 900m. Length may be reduced by amending the vertical alignment. Embankment on non identified geotechnical constraint.  Manual Adjustment - New Viaduct over the Gadie Burn and railway line. Total length is 900m. Length may be reduced by amending the vertical alignment. Embankment on non identified geotechnical constraint.  Manual Adjustment - New Viaduct over the Gadie Burn and railway line. Total length is 900m. Length may be reduced by amending the vertical alignment. Embankment on non identified geotechnical constraint.  New Viaduct over the Gadie Burn and railway line. Total length is 900m. Length may be reduced by amending the vertical alignment. Potentially compressible material.  New Viaduct over the Gadie Burn and railway line. Total length is 900m. Length may be reduced by amending the vertical alignment. Potentially compressible material. Hood plain, construction access and temporary disruption issues also.  New Viaduct over the Gadie Burn and railway line. Total length is 900m. Length may be reduced by amending the vertical alignment. Potentially compressible material. Hood plain, construction access and temporary disruption issues also.  New Viaduct over the Gadie Burn and railway line. Total length is 900m. Length may be reduced by amending the vertical alignment. Potentially compressible material. Flood plain, construction access and temporary disruption issues also.  New Viaduct over the Gadie Burn and railway line. Total length is 900m. Length may be reduced by amending the vertical alignment. Potentially compressible material. Flood plain, construction access and temporary disruption issues also.  New Viaduct over the Gadie Burn and railway line. Total length is 900m. Length may be reduced by amending the vertical alignment. Construction access and temporary disruption issues also.
7250 7300 7350 7400	7250 7300 7350 7400 7450	4 4 4	3 3 3 3 3 3	0	-2 -2 -2 -2 -2 -2	3 3 3 3 3	-2 -3 -3 -3	-3	0 0 0 -3 -3	0 0 0 0 0 0	0	0	-1 -1 -2 -2 -2 -2 -2 -2	-1 -3 -3 -3	-8 -8 -9 -12 -12 -12 -19	-9 -9 -12 -12	Manual Adjustment - New Viaduct over the Gadie Burn and railway line. Total length is 900m. Length may be reduced by amending the vertical alignment. Embankment on non identified geotechnical constraint.  Manual Adjustment - New Viaduct over the Gadie Burn and railway line. Total length is 900m. Length may be reduced by amending the vertical alignment. Embankment on non identified geotechnical constraint.  Manual Adjustment - New Viaduct over the Gadie Burn and railway line. Total length is 900m. Length may be reduced by amending the vertical alignment. Embankment on non identified geotechnical constraint.  Manual Adjustment - New Viaduct over the Gadie Burn and railway line. Total length is 900m. Length may be reduced by amending the vertical alignment. Embankment on non identified geotechnical constraint.  New Viaduct over the Gadie Burn and railway line. Total length is 900m. Length may be reduced by amending the vertical alignment. Potentially compressible material. Flood plain, construction access and temporary disruption issues also.  New Viaduct over the Gadie Burn and railway line. Total length is 900m. Length may be reduced by amending the vertical alignment. Potentially compressible material. Flood plain, construction access and temporary disruption issues also.  New Viaduct over the Gadie Burn and railway line. Total length is 900m. Length may be reduced by amending the vertical alignment. Potentially compressible material. Flood plain, construction access and temporary disruption issues also.  New Viaduct over the Gadie Burn and railway line. Total length is 900m. Length may be reduced by amending the vertical alignment. Potentially compressible material. Flood plain, construction access and temporary disruption issues also.  New Viaduct over the Gadie Burn and railway line. Total length is 900m. Length may be reduced by amending the vertical alignment. Construction access and temporary disruption issues also.
7250 7300 7350 7400 7450	7250 7300 7350 7400 7450 7500	4 4 4	3 3 3	0	-2 -2 -2 -2 -2	3 3 3	-2 -3 -3 -3	-3	0 0 -3 -3	0	0	0	-1 -1 -1 -2 -2 -2	-1 -3 -3 -3 -3	-8 -8 -9 -12 -12	-9 -9 -12 -12	Manual Adjustment - New Viaduct over the Gadle Burn and railway line. Total length is 900m. Length may be reduced by amending the vertical alignment. Embankment on non identified geotechnical constraint.  Manual Adjustment - New Viaduct over the Gadle Burn and railway line. Total length is 900m. Length may be reduced by amending the vertical alignment. Embankment on non identified geotechnical constraint.  Manual Adjustment - New Viaduct over the Gadle Burn and railway line. Total length is 900m. Length may be reduced by amending the vertical alignment. Embankment on non identified geotechnical constraint.  Manual Adjustment - New Viaduct over the Gadle Burn and railway line. Total length is 900m. Length may be reduced by amending the vertical alignment. Embankment on non identified geotechnical constraint.  New Viaduct over the Gadle Burn and railway line. Total length is 900m. Length may be reduced by amending the vertical alignment. Potentially compressible material. Flood plain, construction access and temporary disruption issues also.  New Viaduct over the Gadle Burn and railway line. Total length is 900m. Length may be reduced by amending the vertical alignment. Potentially compressible material. Flood plain, construction access and temporary disruption issues also.  New Viaduct over the Gadle Burn and railway line. Total length is 900m. Length may be reduced by amending the vertical alignment. Potentially compressible material. Flood plain, construction access and temporary disruption issues also.  New Viaduct over the Gadle Burn and railway line. Total length is 900m. Length may be reduced by amending the vertical alignment. Potentially compressible material. Flood plain, construction access and temporary disruption issues also.  New Viaduct over the Gadle Burn and railway line. Total length is 900m. Length may be reduced by amending the vertical alignment. Construction access and temporary disruption issues also.  New Viaduct over the Gadle Burn and railway line. Total length is 900m. Length may be red
7250 7300 7350 7400 7450 7500	7250 7300 7350 7400 7450 7500 7600	4 4 4	3 3 3 3 3 3	0	-2 -2 -2 -2 -2 -2	3 3 3 3 3	-2 -3 -3 -3 -3 -1	-3 -3 -3 -3 -3 -3 -3 -3 -3 -3 -3 -3 -3 -	-3 -3 -0 0	0 0 0 0 0 0 0 0	0	0	-1 -1 -2 -2 -2 -2 -2 -2	-1 -3 -3 -3	-8 -8 -9 -12 -12 -12 -19	-9 -9 -12 -12 -12	Manual Adjustment - New Viaduct over the Gadle Burn and railway line. Total length is 900m. Length may be reduced by amending the vertical alignment. Embankment on non identified geotechnical constraint.  Manual Adjustment - New Viaduct over the Gadle Burn and railway line. Total length is 900m. Length may be reduced by amending the vertical alignment. Embankment on non identified geotechnical constraint.  Manual Adjustment - New Viaduct over the Gadle Burn and railway line. Total length is 900m. Length may be reduced by amending the vertical alignment. Embankment on non identified geotechnical constraint.  New Viaduct over the Gadle Burn and railway line. Total length is 900m. Length may be reduced by amending the vertical alignment. Embankment on non identified geotechnical constraint.  New Viaduct over the Gadle Burn and railway line. Total length is 900m. Length may be reduced by amending the vertical alignment. Potentially compressible material. Ricol plain, construction access and temporary disruption issues also.  New Viaduct over the Gadle Burn and railway line. Total length is 900m. Length may be reduced by amending the vertical alignment. Potentially compressible material. Ricol plain, construction access and temporary disruption issues also.  New Viaduct over the Gadle Burn and railway line. Total length is 900m. Length may be reduced by amending the vertical alignment. Potentially compressible material. Ricol plain, construction access and temporary disruption issues also.  New Viaduct over the Gadle Burn and railway line. Total length is 900m. Length may be reduced by amending the vertical alignment. Potentially compressible material. Ricol plain, construction access and temporary disruption issues also.  New Viaduct over the Gadle Burn and railway line. Total length is 900m. Length may be reduced by amending the vertical alignment. Construction access and temporary disruption issues also.  New Viaduct over the Gadle Burn and railway line. Total length is 900m. Length may be reduced by amending the
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7250 7300 7350 7400 7450 7500 7600	7250 7300 7350 7400 7450 7550 7600 7650	4 4 4 4	3 3 3 3 3 3 2 2	0	-2 -2 -2 -2 -2 -2 -2 -2 -2 -2 -2 -2 -2 -	3 3 3 3 3 3 3	-2 -2 -3 -3 -3 -3 -1 -1 0	-3 -3 -3 -3 -3 -3 -3 -3 -3 -3 -3 -3 -3 -	0 0 0 -3 -3 0	0 0 0 0 0 0 0	0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	-1 -1 -1 -2 -2 -2 -2 -2 -2 -2 -2	-1 -3 -3 -3 -3 -3	-8 -8 -9 -12 -12 -12 -19 -9	.9 .9 .9 .12 -12 -12	Manual Adjustment - New Viaduct over the Gadie Burn and railway line. Total length is 900m. Length may be reduced by amending the vertical alignment. Embankment on non identified geotechnical constraint.  Manual Adjustment - New Viaduct over the Gadie Burn and railway line. Total length is 900m. Length may be reduced by amending the vertical alignment. Embankment on non identified geotechnical constraint.  Manual Adjustment - New Viaduct over the Gadie Burn and railway line. Total length is 900m. Length may be reduced by amending the vertical alignment. Embankment on non identified geotechnical constraint.  Manual Adjustment - New Viaduct over the Gadie Burn and railway line. Total length is 900m. Length may be reduced by amending the vertical alignment. Embankment on non identified geotechnical constraint.  New Viaduct over the Gadie Burn and railway line. Total length is 900m. Length may be reduced by amending the vertical alignment. Potentially compressible material. Flood plain, construction access and temporary disruption issues also.  New Viaduct over the Gadie Burn and railway line. Total length is 900m. Length may be reduced by amending the vertical alignment. Potentially compressible material. Flood plain, construction access and temporary disruption issues also.  New Viaduct over the Gadie Burn and railway line. Total length is 900m. Length may be reduced by amending the vertical alignment. Potentially compressible material. Flood plain, construction access and temporary disruption issues also.  New Viaduct over the Gadie Burn and railway line. Total length is 900m. Length may be reduced by amending the vertical alignment. Potentially compressible material. Flood plain, construction access and temporary disruption issues also.  New Viaduct over the Gadie Burn and railway line. Total length is 900m. Length may be reduced by amending the vertical alignment. Construction access and temporary disruption issues also.  New Viaduct over the Gadie Burn and railway line. Total length is 900m. Length may be red
7250 7300 7350 7400 7450 7500 7600	7250 7300 7350 7400 7450 7550 7600 7650 7700	4 4 4 4	3 3 3 3 3 3 2 2	0	-2 -2 -2 -2 -2 -2 -2 -2 -2 -2 -2 -2 -2 -	3 3 3 3 3 3 3	-2 -2 -3 -3 -3 -3 -1 -1 0	-3 -3 -3 -3 -3 -3 -3 -3 -3 -3 -3 -3 -3 -	0 0 0 -3 -3 0	0 0 0 0 0 0 0	0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	-1 -1 -1 -2 -2 -2 -2 -2 -2 -2 -2	-1 -3 -3 -3 -3 -3	-8 -8 -9 -12 -12 -12 -19 -9	.9 .9 .9 .12 -12 -12	Manual Adjustment - New Viaduct over the Gadie Burn and railway line. Total length is 900m. Length may be reduced by amending the vertical alignment. Embankment on non identified geotechnical constraint.  Manual Adjustment - New Viaduct over the Gadie Burn and railway line. Total length is 900m. Length may be reduced by amending the vertical alignment. Embankment on non identified geotechnical constraint.  Manual Adjustment - New Viaduct over the Gadie Burn and railway line. Total length is 900m. Length may be reduced by amending the vertical alignment. Embankment on non identified geotechnical constraint.  New Viaduct over the Gadie Burn and railway line. Total length is 900m. Length may be reduced by amending the vertical alignment. Pentallaly compressible material. Ricol planting the vertical alignment. Pentallaly compressible material. Flood plain, construction access and temporary disruption issues also.  New Viaduct over the Gadie Burn and railway line. Total length is 900m. Length may be reduced by amending the vertical alignment. Potentially compressible material. Flood plain, construction access and temporary disruption issues also.  New Viaduct over the Gadie Burn and railway line. Total length is 900m. Length may be reduced by amending the vertical alignment. Potentially compressible material. Flood plain, construction access and temporary disruption issues also.  New Viaduct over the Gadie Burn and railway line. Total length is 900m. Length may be reduced by amending the vertical alignment. Potentially compressible material. Flood plain, construction access and temporary disruption issues also.  New Viaduct over the Gadie Burn and railway line. Total length is 900m. Length may be reduced by amending the vertical alignment. Construction access and temporary disruption issues also.  New Viaduct over the Gadie Burn and railway line. Total length is 900m. Length may be reduced by amending the vertical alignment. Construction access and temporary disruption issues also.  New Viaduct over the Gadie Burn a
7250 7300 7350 7400 7450 7500 7650 7700	7250 7300 7350 7400 7450 7500 7650 7700 7750 7800	4 4 4 4	3 3 3 3 3 3 4 2 2 2 4 1	0	-2 -2 -2 -2 -2 -2 -2 -2 -2 -2 -2 -2 -2 -	3 3 3 3 3 3 3	-2 -3 -3 -3 -1 -1 -0 0	-3 -3 -3 -3 -3 -3	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0	0	0 0 0 0 0	-1 -1 -1 -2 -2 -2 -2 -2 -2 -2 -2 -2	-1 -3 -3 -3 -3 -3 -3	-8 -8 -9 -12 -12 -12 -10 -9 -8	.9 .9 .9 .12 .12 .12 .9	Manual Adjustment - New Viaduct over the Gadle Burn and railway line. Total length is 900m. Length may be reduced by amending the vertical alignment. Embankment on non identified geotechnical constraint.  Manual Adjustment - New Viaduct over the Gadle Burn and railway line. Total length is 900m. Length may be reduced by amending the vertical alignment. Embankment on non identified geotechnical constraint.  Manual Adjustment - New Viaduct over the Gadle Burn and railway line. Total length is 900m. Length may be reduced by amending the vertical alignment. Embankment on non identified geotechnical constraint.  Manual Adjustment - New Viaduct over the Gadle Burn and railway line. Total length is 900m. Length may be reduced by amending the vertical alignment. Embankment on non identified geotechnical constraint.  New Viaduct over the Gadle Burn and railway line. Total length is 900m. Length may be reduced by amending the vertical alignment. Potentially compressible material. Flood plain, construction access and temporary disruption issues also.  New Viaduct over the Gadle Burn and railway line. Total length is 900m. Length may be reduced by amending the vertical alignment. Potentially compressible material. Flood plain, construction access and temporary disruption issues also.  New Viaduct over the Gadle Burn and railway line. Total length is 900m. Length may be reduced by amending the vertical alignment. Potentially compressible material. Flood plain, construction access and temporary disruption issues also.  New Viaduct over the Gadle Burn and railway line. Total length is 900m. Length may be reduced by amending the vertical alignment. Construction access and temporary disruption issues also.  New Viaduct over the Gadle Burn and railway line. Total length is 900m. Length may be reduced by amending the vertical alignment. Construction access and temporary disruption issues also.  New Viaduct over the Gadle Burn and railway line. Total length is 900m. Length may be reduced by amending the vertical alignment. Constru
7250 7300 7350 7400 7450 7500 7600 7650	7250 7300 7350 7400 7450 7550 7600 7650 7750	4 4 4 4	3 3 3 3 3 3 4 1		-2 -2 -2 -2 -2 -2 -2 -2	3 3 3 3 3 3 3 3	-2 -3 -3 -3 -1 -1 -0 -0 -0	-3 -3 -3 -3 -3 -3	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0	0 0 0 0 0 0	0 0 0 0 0	-1 -1 -1 -2 -2 -2 -2 -2 -2 -2 -2 -2 -2 -2 -2 -2	-1 -3 -3 -3 -3 -3 -3 -3	-8 -8 -9 -12 -12 -12 -10 -9 -8 -7	.9 .9 .9 .12 .12 .12 .10 .9	Manual Adjustment - New Viaduct over the Gadle Burn and railway line. Total length is 900m. Length may be reduced by amending the vertical alignment. Embankment on non identified geotechnical constraint.  Manual Adjustment - New Viaduct over the Gadle Burn and railway line. Total length is 900m. Length may be reduced by amending the vertical alignment. Embankment on non identified geotechnical constraint.  Manual Adjustment - New Viaduct over the Gadle Burn and railway line. Total length is 900m. Length may be reduced by amending the vertical alignment. Embankment on non identified geotechnical constraint.  Manual Adjustment - New Viaduct over the Gadle Burn and railway line. Total length is 900m. Length may be reduced by amending the vertical alignment. Embankment on non identified geotechnical constraint.  New Viaduct over the Gadle Burn and railway line. Total length is 900m. Length may be reduced by amending the vertical alignment. Potentially compressible material. Flood plain, construction access and temporary disruption issues also.  New Viaduct over the Gadle Burn and railway line. Total length is 900m. Length may be reduced by amending the vertical alignment. Potentially compressible material. Flood plain, construction access and temporary disruption issues also.  New Viaduct over the Gadle Burn and railway line. Total length is 900m. Length may be reduced by amending the vertical alignment. Potentially compressible material. Flood plain, construction access and temporary disruption issues also.  New Viaduct over the Gadle Burn and railway line. Total length is 900m. Length may be reduced by amending the vertical alignment. Construction access and temporary disruption issues also.  New Viaduct over the Gadle Burn and railway line. Total length is 900m. Length may be reduced by amending the vertical alignment. Construction access and temporary disruption issues also.  New Viaduct over the Gadle Burn and railway line. Total length is 900m. Length may be reduced by amending the vertical alignment. Constru

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7900	7950																
7950	8000	-1 -1	0	0	-2	-3	0	0	0	0	0	0	-2 -2	-1 -1	-3	-3	
8000	8050	-1	0	0	-2	-3	0	0	0	0	0	0	-2	-1	-3	-3	
8050	8100	-1	0	0	-2	-3	0	0	0	0	0	0	-2	-1	-3	-3	
8100	8150	-1	0	0	-2	-3	0	0	0	0	0	0	-2	-1	-3	-3	
8150 8200	8200 8250	-1	0	0	-2 -2	-3	0	0	0	0	0	0	-2	-1	-3	-3	
8250	8300	-1	-1	0	-2	-3	-1 0	0	0	0	0	0	-2	-1 -1	-4	-4	
8300	8350	-1	-1	0	-2	-3	0	0	0	0	0	0	-2	-1	-3	-3	
8350	8400	-1	-1	0	-2	-3	0	0	0	0	0	0	-2	-1	-3	-3	
8400 8450	8450 8500	-1	-1	0	-2 -2	-3 -3	0	0	0	0	0	0	-2	-1	-3	-3	
8500	8550	-1	-1	0	-2	-3	0	0	0	0	0	0	-2	-1 -1	-3	-3	
8550	8600	-1	0	0	-2	-3	0	0	0	0	0	0	-2	-1	-3	-3	
8600	8650	-1	0	0	-2	-3	0	0	0	0	0	0	-2	-1	-3	-3	
8650 8700	8700 8750	-1	0	0	-2	-3	0	0	0	0	0	0	-2	-1	-3	-3	
8750	8800	-1	-1	0	-2	-3	0	0	0	0	0	0	-2 -2	-1 -1	-3	-3	
8800	8850	-1	-1	0	-2	-3	0	0	0	0	0	0	-2	-1	-3	-3	
8850	8900	-1	-1	0	-2	-3	0	0	0	0	0	0	-2	-1	-3	-3	
8900 8950	8950 9000	-1	0	0	-2	-3	0	0	0	0	0	0	-2	-1	-3	-3	
9000	9050	-1	0	0	-2	-3	0	0	0	0	0	0	-2	-1 -1	-3	-3	
9050	9100	-1	0	0	-2	-3	0	0	0	0	0	0	-2	-1	-3	-3	
9100	9150	-1	0	0	-2	-3	0	0	0	0	0	0	-2	-1	-3	-3	
9150 9200	9200 9250	-1	-1	0	-2	-3	0	-2	0	0	0	0	-2 -2	-1	-3	-3	
9250	9300	-1	-1	0	-2 -2	-3	-1	0	0	0	0	0	-2	-1 -1	-5 -4	-5 -4	
9300	9350	-1	-2	0	-2	-3	-1	0	0	0	0	0	-2	-1	-5	-5	
9350	9400	-1	-2	0	-2	-3	-2	0	0	0	0	0	-2	-1	-6	-6	Cuttings up to 29.4m (but greater than 19m) high in rock.  Potential construction access issues.
9400	9450	-1	-2	0	-2	-3	-2	0	0	0	0	0	-2	-1	-6	-6	Cuttings up to 29.4m (but greater than 19m) high in rock. Potential construction access issues.  Cuttings up to 29.4m (but greater than 19m) high in rock.
9450 9500	9500 9550	-1	-3	0	-2	-3	-2	0	0	0	0	0	-2	-1	-6	-6	Potential construction access issues.  Cuttings up to 29.4m (but greater than 19m) high in rock.  Cuttings up to 29.4m (but greater than 19m) high in rock.
9500 9550	9600	-1	-3	0	-2	-3	-2	0	0	0	0	0	-2	-1	-6	-6	Potential construction access issues.  Cuttings up to 29.4m (but greater than 19m) high in rock.
9600	9650	-1	-3	0	-2	-3	-2	0	0	0	0	0	-2	-1	-6	-6	Potential construction access issues.
		-1	-3	0	-2	-3	-2	0	0	0	0	-1	-2	-1	-7	-7	Cuttings up to 29.4m (but greater than 19m) high in rock.  Private water supply. Potential construction access issues.  Cuttings up to 29.4m (but greater than 19m) high in rock.
9650	9700	-1	-3	0	-2	-3	-2	0	0	0	0	0	-2	-1	-6	-6	Cuttings up to 29.4m (but greater than 19m) high in rock.  Potential construction access issues.  Cuttings up to 29.4m (but greater than 19m) high in rock.
9700	9750	-1	-3	0	-2	-3	-2	0	0	0	0	0	-2	-1	-6	-6	Potential construction access issues.  Cuttings up to 29.4m (but greater than 19m) high in rock.  Cuttings up to 29.4m (but greater than 19m) high in rock.
9750 9800	9800 9850	-1	-3	0	-2	-3	-2	0	0	0	0	0	-2	-1	-6	-6	Potential construction access issues.  Cuttings up to 29.4m (but greater than 19m) high in rock.
9850	9850	-1	-3	0	-2	-3	-2	0	0	0	0	0	-2	-1	-6	-6	Potential construction access issues.  Cuttings up to 29.4m (but greater than 19m) high in rock.
9900	9950	-1 -1	-2 -2	0	-2 -2	-3 -3	-2	0	0	0	0	0	-2	-1 -1	-6 -4	-6 -4	Potential construction access issues.
9950	10000	-1	-1	0	-2	-3	0	0	0	0	0	0	-2	-1	-3	-3	
10000	10050	-1	-1	0	-2	-3	0	0	0	0	0	0	-2	-1	-3	-3	
10050 10100	10100 10150	-1	-1	0	-2	-3	0	0	0	0	0	0	-2	-1	-3	-3	
10150	10200	-1	-1	0	-2 -2	-3 -3	0	0	0	0	0	0	-2 -2	-1 -1	-3	-3	
10200	10250	-1	0	0	-2	-3	0	0	0	0	0	0	-2	-1	-3	-3	
10250	10300	-1	0	0	-2	-3	0	0	0	0	0	0	-2	-1	-3	-3	
10300 10350	10350 10400	-1	0	0	-2	-3	0	0	0	0	0	0	-2	-1	-3	-3	
10400	10450	-1	0	0	-2 -2	-3	0	0	0	0	0	0	-2	-1 -1	-3	-3	
10450	10500	-1	0	0	-2	-3	0	0	0	0	0	0	-2	-1	-3	-3	
10500	10550	-1	0	0	-2	-3	0	0	0	0	0	0	-2	-1	-3	-3	
10550 10600	10600 10650	-1	0	0	-2	-3	0	0	0	0	0	0	-2	-1	-3	-3	
10650	10700	-1	0	0	-2	-3	0	0	0	0	0	-2	-2 -2	-1 -1	-3 -5	-3 -5	
10700	10750	-1	0	0	-2	-3	0	0	0	0	0	0	-2	-1	-3	-3	
10750	10800	-1	0	0	-2	-3	0	0	0	0	0	-2	-2	-1	-5	-5	
10800 10850	10850 10900	-1	0	0	-2	-3	0	0	0	0	0	-2	-2	-1	-5	-5	
10900	10950	-1	-1	0	-2 -2	-3 -3	0	0	0	0	0	0	-2 -2	-1 -1	-3 -3	-3	
10950	11000	-1	-1	0	-2	-3	0	0	0	0	0	0	-2	-1	-3	-3	
11000	11050	-1	-1	0	-2	-3	0	0	0	0	0	-2	-2	-1	-5	-5	
11050	11100																300mm distribution main crosses alignment at this location. Proposed road level is between 7 and 18m lower than
11100	11150	-1	-1	0	-2	-3	-1	0	0	0	0	-2	-2	-1	-6	-6	existing. Potential construction access issues.
11100	11150																300mm distribution main crosses alignment at this location. Proposed road level is between 7 and 18m lower than
11150	11200	-1	-2	0	-2	-3	-1	0	0	0	0	-2	-2	-1	-7	-7	existing. Potential construction access issues.  Cuttings up to 36m (but greater than 19m) high in rock
11130	11200																300mm distribution main crosses alignment at this location. Proposed road level is between 7 and 18m lower than
		-1	-2	0	-2	-3	-2	0	0	0	0	-2	.2	-1	-8	-8	existing. Potential construction access issues. Abandoned Scottish Water reservoir. Potential construction access issues.
11200	11250	-1	-3	0	-2	-3	-2	0	0	0	0	0	-2	-1	-8 -6	-6	Cuttings up to 36m (but greater than 19m) high in rock. Potential construction access issues
11250	11300	-1	-3	0	-2	-3	-2	0	0	0	0	0	-2	-1	-6	-6	Cuttings up to 36m (but greater than 19m) high in rock. Potential construction access issues
11300	11350	-1	-3	0	-2	-3	-2	0	0	0	0	0	-2	-1	-6	-6	Cuttings up to 36m (but greater than 19m) high in rock. Potential construction access issues
11350	11400	-1	-3	0	-2	-3	-2	0	0	0	0	-2	-2	-1	-8	-8	Cuttings up to 36m (but greater than 19m) high in rock. SSE 275Kv crossing, construction access issues.
11400	11450	-1	-3	0	-2	-3	-2	0	0	0	0	-2	-2	-1	-8	-8	Cuttings up to 36m (but greater than 19m) high in rock. SSE 275Kv crossing, construction access issues.  Cuttings up to 36m (but greater than 19m) high in rock. SSE
11450 11500	11500 11550	-1	-3	0	-2	-3	-2	0	0	0	0	-2	-2	-1	-8	-8	275Kv crossing, construction access issues.  Cuttings up to 36m (but greater than 19m) high in rock.
11500	11550	-1	-3	0	-2	-3	-2	0	0	0	0	0	-2	-1	-6	-6	Construction access issues.  Cuttings up to 36m (but greater than 19m) high in rock.
		-1	-3	0	-2	-3	-2	0	0	0	0	-2	-2	-1	-8	-8	Construction access issues. SSE pylon and construction access issues.
11600	11650	-1	-3	0	-2	-3	-2	0	0	0	0	0	-2	-1	-6	-6	Cuttings up to 36m (but greater than 19m) high in rock. Construction access issues.  Manual Adjustment - Cuttings up to 86m (but greater than
11650	11700	-1	-3	0	-2	-3	-3	0	0	0	0	0	-2	-1	-7	-9	Manual Adjustment - Cuttings up to 86m (but greater than 39m) high in rock. Construction access issues.  New Overbridge for Local Road required over the A96.
11700	11750	-1	-3	0	-2	-3	-3	-2	0	0	0	0	-2	-1	-9	-9	Cuttings up to 86m (but greater than 39m) high in rock. Construction access issues.
11750	11800	-1	-3	0	-2	-3	-3	0	0	0	0	0	-2	-1	-7	-9	Manual Adjustment - Cuttings up to 86m (but greater than 39m) high in rock. Construction access issues.
11800	11850	-1	-3	0	-2	-3	-3	0	0	0	0	0	-2	-1	-7	-9	Manual Adjustment - Cuttings up to 86m (but greater than 39m) high in rock. Construction access issues.
11850	11900	-1	-3	0	-2	-3	-3	0	0	0	0	0	-2	-1	-7	-9	Manual Adjustment - Cuttings up to 86m (but greater than 39m) high in rock. Construction access issues.  Manual Adjustment - Cuttings up to 86m (but greater than
11900	11950	-1	-3	0	-2	-3	-3	0	0	0	0	0	-2	-1	-7	-9	Manual Adjustment - Cuttings up to 86m (but greater than 39m) high in rock. Construction access issues.  Manual Adjustment - Cuttings up to 86m (but greater than
11950	12000	-1	-3	0	-2	-3	-3	0	0	0	0	0	-2	-1	-7	-9	Manual Adjustment - Cuttings up to 86m (but greater than 39m) high in rock. Construction access issues.  Cuttings up to 86m (but greater than 39m) high in rock.
12000	12050	-1	-3	0	-2	-3	-3	0	0	0	0	-2	-2	-1	-9	-9	Construction access issues. Telecommunications mast within 100m of alignment.
12050	12100	-1	-3	0	-2	-3	-3	0	0	0	0	0	-2	-1	-7	-9	Manual Adjustment - Cuttings up to 86m (but greater than 39m) high in rock. Construction access issues.
12100	12150	-1	-3	0	-2	-3	-3	0	0	0	0	0	-2	-1	-7	-9	Manual Adjustment - Cuttings up to 86m (but greater than 39m) high in rock. Construction access issues.
12150	12200	-1	-3	0	-2	-3	-3	0	0	0	0	0	-2	-1	-7	-9	Manual Adjustment - Cuttings up to 86m (but greater than 39m) high in rock. Construction access issues.  Manual Adjustment - Cuttings up to 86m (but greater than
12200	12250	-1	-3	0	-2	-3	-3	0	0	0	0	0	-2	-1	-7	-9	Manual Adjustment - Cuttings up to 86m (but greater than 39m) high in rock. Construction access issues.  Manual Adjustment - Cuttings up to 86m (but greater than
		-1	-3	0	-2	-3	-3	0	0	0	0	0	-2	-1	-7	-9	39m) high in rock. Construction access issues.  Manual Adjustment - Cuttings up to 86m (but greater than
12250	12300		-3	0	-2	-3	-3	0	0	0	0	0	-2	-1	-7	-9	39m) high in rock. Construction access issues.  Manual Adjustment - Cuttings up to 86m (but greater than
12250 12300	12350	-1						0	0	0	0	0	-2	-1	-7	-9	39m) high in rock. Construction access issues.
12250 12300 12350	12350 12400	-1	-3	0	-2	-3	-3		0		U		-2				Wind Turbine within 100m of alignment - Cuttings up to
12250 12300 12350 12400	12350 12400 12450			0	-2	-3 -3	-3	0	0	0	0	-2	-2	-1	-9	-9	Wind Turbine within 100m of alignment - Cuttings up to 86m (but greater than 39m) high in rock. Construction access issues.
12250 12300 12350 12400	12350 12400 12450 12500	-1	-3		-2 -2							-2 0			-9 -7	-9 -9	Wind Turbine within 100m of alignment - Cuttings up to 86m (but greater than 39m) high in rock. Construction access issues.  Manual Adjustment - Cuttings up to 86m (but greater than 39m) high in rock. Construction access issues.
12250 12300 12350 12400 12450 12500	12350 12400 12450 12500 12550	-1	-3	0	-2	-3	-3	0	0	0	0	-2	-2	-1			Wind Turbine within 100m of alignment - Cuttings up to Sefin (but greater han 39m) high in rock. Construction access issues.  Manual Adjustment - Cuttings up to 86m (but greater than 39m) high in rock. Construction access issues.  Manual Adjustment - Cuttings up to 86m (but greater than 39m) high in rock. Construction access issues.
12250 12300 12350 12400 12450 12500	12350 12400 12450 12500 12550 12600	4 4	-3	0	-2	-3	-3	0	0	0	0	-2 0	-2	-1	-7	-9	Wind Turbine within 100m of alignment - Cuttings up to S6m (but greater han 39m) high in rock. Construction access issues. Manual Adjustment - Cuttings up to 86m (but greater than 39m) high in rock. Construction access issues. Manual Adjustment - Cuttings up to 86m (but greater than 39m) high in rock. Construction access issues. Manual Adjustment - Cuttings up to 86m (but greater than 39m) high in rock. Construction access issues.
12250 12300 12350 12400 12450 12500	12350 12400 12450 12500 12550	-1 -1 -1 -1	-3 -3 -3	0 0	-2 -2 -2	-3 -3	-3 -3	0 0	0 0	0 0	0 0	-2 0 0	-2 -2 -2	-1 -1 -1	-7 -7	-9 -9	Wind Turbine within 100m of alignment - Cuttings up to 86m (but greater than 39m) high in rock. Construction access issues.  Manual Adjustment - Cuttings up to 86m (but greater than 39m) high in rock. Construction access issues.  Manual Adjustment - Cuttings up to 86m (but greater than 39m) high in rock. Construction access issues.  Manual Adjustment - Cuttings up to 86m (but greater than 39m) high in rock. Construction access issues.

12700	12750	-1	-3	0	-2	-3	-3	0	0	0	0	0	-2	-1	-7	-9	Manual Adjustment - Cuttings up to 86m (but greater than 39m) high in rock. Construction access issues.
12750	12800	-1	-3	0	-2	-3	-2	0	0	0	0	0	-2	-1	-6	-9	Cuttings up to 36m (but greater than 19m) high in rock. Construction access issues.
12800	12850	-1	-3	0	-2	-3	-2	0	0	0	0	0	-2	-1	-6	-6	Cuttings up to 36m (but greater than 19m) high in rock. Construction access issues.
12850	12900	-1	-3	0	-2	-3	-1	0	0	0	0	0	-2	-1	-5	-6	Construction access issues.
12900	12950	-1	-2	0	-2	-3	0	0	0	0	0	0	-2	-1	-4	-4	
12950	13000	-1	-1	0	-2	-3	0	0	0	0	0	0	-2	-1	-3	-3	
13000	13050	-1	0	0	-2	-3	0	0	0	0	0	0	-2	-1	-3	-3	
13050	13100	-1	-1	0	-2	-3	0	0	0	0	0	0	-2	-1	-3	-3	
13100	13150	-1	-1	0	-2	-3	0	0	0	0	0	0	-2	-1	-3	-3	
13150	13200	-1	-1	0	-2	-3	-1	0	0	0	0	0	-2	-1	-4	-4	
13200	13250	-1	-2	0	-2	-3	0	0	0	0	0	0	-2	-1	-4	-4	
13250	13300	-1	-1	0	-2	-3	0	0	0	0	0	-2	-2	-1	-5	-5	
13300	13350	-1	0	0	-2	-3	0	0	0	0	0	-2	-2	-1	-5	-5	
13350	13400	-1	-1	0	-2	-3	0	0	0	0	0	-2	-2	-1	-5	-5	No. O a hald a second and the ACC & ATEN Consider
13400	13450																New Overbridge required over the A96 & 275Kv Crossing - Proposed road level between 7 and 16m lower than
13450	13500	-1	-1	0	-2	-3	-1	-2	0	0	0	-2	-2	-1	-8	-8	existing. Construction access issues.  275Kv Crossing - Proposed road level between 7 and 16m
13500	13550	-1	-2	0	-2	-3	-1	0	0	0	0	-2	-2	-1	-7	-7	lower than existing. Construction access issues.  275Kv Crossing - Proposed road level between 7 and 16m
		-1	-2	0	-2	-3	-1	0	0	0	0	-2	-2	-1	-7	-7	lower than existing. Construction access issues.  275Kv Crossing - Proposed road level between 7 and 16m
13550	13600	-1	-2	0	-2	-3	-1	0	0	0	0	-2	-2	-1	-7	-7	lower than existing. Construction access issues.
13600	13650	-1	-2	0	-2	-3	-1	0	0	0	0	0	-2	-1	-5	-5	
13650	13700	-1	-2	0	-2	-3	-1	0	0	0	0	0	-2	-1	-5	-5	Cuttings up to 33.2m (but greater than 19m) high in rock.
13700	13750	-1	-2	0	-2	-3	-2	0	0	0	0	0	-2	-1	-6	-6	Construction access issues.  Cuttings up to 33.2m (but greater than 19m) high in rock.
13750	13800	-1	-3	0	-2	-3	-2	0	0	0	0	0	-2	-1	-6	-6	Construction access issues.
13800	13850																Cuttings up to 33.2m (but greater than 19m) high in rock. Construction access issues. SSE pylon within 100m of edge
13850	13900	-1	-3	0	-2	-3	-2	0	0	0	0	-2	-2	-1	-8	-8	of alignment at this point.  Cuttings up to 33.2m (but greater than 19m) high in rock.
		-1	-3	0	-2	-3	-2	0	0	0	0	0	-2	-1	-6	-6	Construction access issues.  Cuttings up to 33.2m (but greater than 19m) high in rock.
13900	13950	-1	-3	0	-2	-3	-2	0	0	0	0	0	-2	-1	-6	-6	Construction access issues.  Cuttings up to 33.2m (but greater than 19m) high in rock.
13950	14000	-1	-3	0	-2	-3	-2		0	0	0	0	-2	-1	-6	-6	Construction access issues.  Cuttings up to 33.2m (but greater than 19m) high in rock.
14000	14050	-1	-3	0	-2	-3	-2		0	0	0	0	-2	-1	-6	-6	Construction access issues.
14050	14100	-1	-3	0	-2	-3	-2		0	0	0	0	-2	-1	-6	-6	Cuttings up to 33.2m (but greater than 19m) high in rock. Construction access issues.
14100	14150	-1	-3	0	-2	-3	-2		0	0	0	0	-2	-1	-6	-6	Cuttings up to 33.2m (but greater than 19m) high in rock. Construction access issues.
14150	14200	-1	-3	0	-2	-3	-2		0	0	0	0	-2	-1	-6	-6	Cuttings up to 33.2m (but greater than 19m) high in rock. Construction access issues.
14200	14250																1050mm National Grid pipeline crosses alignment at this
																	location. Proposed road level approximately 31m lower than existing at this point. Cuttings up to 33.2m (but greater
		-1	-3	0	-2	-3	-2		0	0	0	-3	-2	-1	-9	-9	than 19m) high in rock and construction access issues.
14250	14300																1050mm National Grid pipeline crosses alignment at this
																	location. Proposed road level approximately 31m lower than existing at this point. Cuttings up to 33.2m (but greater
14300	14350	-1	-3	0	-2	-3	-2		0	0	0	-3	-2	-1	-9	-9	than 19m) high in rock and construction access issues.  Cuttings up to 33.2m (but greater than 19m) high in rock.
14350	14400	-1	-3	0	-2	-3	-2		0	0	0	0	-2	-1	-6	-6	Construction access issues.  Cuttings up to 33.2m (but greater than 19m) high in rock.
		-1	-3	0	-2	-3	-2		0	0	0	0	-2	-1	-6	-6	Construction access issues.  Cuttings up to 33.2m (but greater than 19m) high in rock.
14400	14450	-1	-3	0	-2	-3	-2		0	0	0	0	-2	-1	-6	-6	Construction access issues.  Cuttings up to 33.2m (but greater than 19m) high in rock.
14450	14500	-1	-3	0	-2	-3	-2		0	0	0	0	-2	-1	-6	-6	Construction access issues.
14500	14550	-1	-2	0	-2	-3	-1		0	0	0	0	-2	-1	-5	-5	
14550	14600	-1	-2	0	-2	-3	-1		0	0	0	0	-2	-1	-5	-5	
14600	14650	-1	-2	0	-2	-3	-1		0	0	0	0	-2	-1	-5	-5	4
14650	14700	-1	-2	0	-2	-3	-1		0	0	0	0	-2	-1	-5	-5	
14700	14750	-1	-2	0	-2	-3	0		0	0	0	0	-2	-1	-4	-4	
14750 14800	14800	-1	-1	0	-2	-3	0		0	0	0	0	-2	-1	-3	-3	-
14800	14850 14900	-1	-1	0	-2	-3	0		0	0	0	0	-2	-1	-3	-3	-
14900	14900	-1	-1	0	-2	-3	0		0	0	0	0	-2	-1	-3	-3	_
14900	15000	-1	0	0	-2	-3	0		0	0	0	0	-2	-1	-3	-3	
15000	15050	-1	0	0	-2	-3	0		0	0	0	0	-2	-1	-3	-3	
	13030																1



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Rules
Total Score
= Alignment Score (Average of E, F, G, H and I) + Geo
Score + Structures Score + Flooding Score (Average of L,
M and N) + Utilities score + Constructability Score
(Minimum value of P&Q) = Total of 6 scores for 6 categories

Then if total < or equal to -9 then should be coloured red because this represents possibility of 3 reds or 4

If total is between -6 and -8 should be coloured amber since this could represent 2 reds or 3/4 ambers.

Chainage				Alignment			Geotechnics	Structures		Flooding and Drainage		Utilities	Constructability	Constructshility	000	Score	S
Start Chainage	End Chainage	Alignment Length	Level Difference	Bendiness	Hilliness	Earthworks	Geotechnics	Structures	Flood Plain	Watercourse Crossings	Attenuation requirement	Utilities	Construction access	Temp disruption	Total	Adjusted	Comments
0 50 100	50 100 150	-1 -1	0 0	-1 -1	-2 -2	-3 -3	0 0	0 0	0 0	0 0	0 0	-1 -1	-1 -1 -1	-1 -1 -1	-3 -3	-3 -3	
150 200	200 250	-1	0	-1	-2	-3	0	0	0	0	0	-1	-1	-1	-3	-3	
250	300	-1 -1	0	-1	-2 -2	-3 -3	0	0	0	0	0	-1 -1	-1	-1 -1	-3 -3	-3 -3	
300 350	350 400	-1	0	-1	-2 -2	-3	0	0	0	0	0	-1 0	-1 -1	-1	-3 -2	-3 -2	
400	450	-1	0	-1	-2	-3	0	0	0	0	0	0	-1	-1	-2	-2	
450 500	500 550	-1 -1	0	-1	-2 -2	-3 -3	0	0	0	0	0	0	-1	-1	-2 -2	-2 -2	
550	600	-1	-1	-1	-2	-3	0	0	0	0	0	0	-1	-1	-3	-3	
600 650	650 700	-1 -1	-1 -1	-1	-2 -2	-3 -3	0	0	0	0	0	0	-1 -1	-1	-3 -3	-3 -3	
700	750	-1	-1	-1	-2	-3	0	0	0	0	0	0	-1	-1	-3	-3	
750 800	800 850	-1 -1	-1 0	-1 -1	-2 -2	-3 -3	0	0	0	0	0	0	-1 -1	-1	-3 -2	-3 -2	
850 900	900 950	-1	0	-1	-2	-3	0	0	0	0	0	0	-1	-1	-2	-2	
950	1000	-1 -1	-1	-1 -1	-2 -2	-3 -3	0	0	0	0	0	0	-1 -1	-1 -1	-2 -3	-2 -3	
1000 1050	1050 1100	-1	-1	-1	-2	-3	0	0	0	0	0	0	-1	-1	-3	-3	
1100	1150	-1 -1	0	-1 -1	-2 -2	-3 -3	0	0	0	0	0	0	-1 -1	-1 -1	-2 -2	-2 -2	
1150 1200	1200 1250	-1	0	-1	-2	-3	0	0	0	0	0	0	-1	-1	-2	-2	
1250	1300	-1 -1	0	-1 -1	-2 -2	-3 -3	0	0	0	0	0	0	-1 -1	-1 -1	-2 -2	-2 -2	
1300 1350	1350 1400	-1	0	-1	-2	-3	0	0	0	0	0	0	-1	-1	-2	-2	
1400	1450	-1 -1	-1	-1 -1	-2 -2	-3 -3	0	0	0	0	0	0	-1 -1	-1 -1	-2 -3	-2 -3	
1450 1500	1500 1550	-1	-1	-1	-2	-3	0	0	0	0	0	0	-1	-1	-3	-3	
1550	1600	-1	-1 0	-1	-2 -2	-3	0	0	0	0	0	0	-1 -1	-1	-3	-3 -2	
1600 1650	1650 1700	-1	0	-1	-2	-3	0	0	0	0	0	0	-1	-1	-2	-2	
1700	1750	-1 -1	0	-1 -1	-2 -2	-3 -3	0	0	0	0	0	0	-1 -1	-1 -1	-2 -2	-2 -2	
1750 1800	1800 1850	-1 -1	-1 -1	-1	-2 -2	-3 -3	0	0	0	0	0	0	-1	-1	-3 -3	-3	
1850	1900	-1	-1	-1	-2	-3	0	0	0	0	0	0	-1 -1	-1	-3	-3 -3	
1900 1950	1950 2000	-1 -1	-1 0	-1 -1	-2 -2	-3 -3	0	0	0	0	0	0	-1 -1	-1 -1	-3 -2	-3 -2	
2000	2050	-1	0	-1	-2	-3	0	0	0	0	0	0	-1	-1	-2	-2	
2050 2100	2100 2150	-1 -1	-1	-1	-2 -2	-3 -3	0	0	0	0	0	0	-1	-1	-2 -3	-2 -3	
2150 2200	2200 2250	-1	-1	-1	-2	-3	-1	-2	-3	0	0	0	-1	-1	-7	-7	New Underbridge over the kellock flood plain and B992 . Total length is 250m. Potentially compressible material. New Underbridge over the kellock flood plain and B992 .
2250	2300	-1	-1	-1	-2	-3	-1	-2	-3	0	-1	0	-1	-1	-7	-7	Total length is 250m. Potentially compressible material and possible attenuation requirement
2300	2350	-1	-1	-1	-2	-3	-1	-2	-3	0	0	0	-1	-1	-7	-7	New Underbridge over the kellock flood plain and B992 . Total length is 250m. Potentially compressible material.
	2400	-1	-1	-1	-2	-3	0	-2	0	0	0	0	-1	-1	-5	-6	Manually adjusted to include structure. New Underbridge over the kellock flood plain and B992 . Total length is 250m
2350	2400	-1	0	-1	-2	-3	0	-2	0	0	0	-1	-1	-1	-5	-6	Manually adjusted to include structure. New Underbridge over the kellock flood plain and B992 . Total length is 250m. Scottish Water distribution main 100-300mm
2400	2450	-1	0	-1	-2	-3	0	-2	0	0	0	-1	-1	-1	-5	-b -6	Scottish Water distribution main 100-300mm  Manually adjusted to include structure. New Underbridge over the kellock flood plain and 8992. Total length is 250m. Scottish Water distribution main 100-300mm
2450 2500	2500 2550	-1	-1	-1	-2	-3	0	0	0	0	0	0	-1	-1	-3	-3	
2550	2600	-1 -1	-1 -1	-1	-2 -2	-3 -3	0	0	0	0	0	0	-1 -1	-1 -1	-3 -3	-3	
2600 2650	2650 2700	-1	-1	-1	-2	-3	0	0	0	0	0	0	-1	-1	-3	-3	
2700	2750	-1	-1 -1	-1	-2 -2	-3	0	0	0	0	0	0	-1 -1	-1	-3	-3	
2750 2800	2800 2850	-1 -1	-1	-1	-2 -2	-3	0	0	0	0	0	-2 -2	-1	-1	-5 -5	-5	
2850	2900	-1	-1	-1	-2	-3	0	0	0	0	0	-2 -2	-1 -1	-1	-5	-5 -4	
2900 2950	2950 3000	-1 -1	-1 -1	-1	-2 -2	-3 -3	0	0	0	0	0	-2 -2	-1 -1	-1 -1	-5 -5	-5 -5	
3000	3050	-1	-1	-1	-2	-3	0	0	0	0	0	-2	-1	-1	-5	-5	
3050 3100	3100 3150	-1 -1	-1 -1	-1	-2 -2	-3 -3	0	0	0	0	0	-2 -2	-1 -1	-1	-5 -5	-5 -5	
3150	3200	-1	-1	-1	-2	-3	0	0	0	0	0	-2	-1	-1	-5	-5	
3200 3250	3250 3300	-1 -1	-1 -1	-1	-2 -2	-3 -3	0	0	0	0	0	-2 -2	-1 -1	-1	-5 -5	-5 -5	
3300	3350	-1	-1	-1	-2	-3	-1	0	0	0	0	-2	-1	-1	-6	-6	273mm high pressure SGN gas main. Cutting in rock
3350 3400	3400 3450	-1 -1	-2 -2	-1 -1	-2 -2	-3 -3	-1	0	0	0	0	0	-1	-1	-4 -4	-4 -4	
3450	3500	-1	-2	-1	-2	-3	-1	0	0	0	0	0	-1	-1	-4	-4	
3500 3550	3550 3600	-1	-2 -1	-1	-2 -2	-3 -3	-1 0	0	0	0	0	0	-1 -1	-1	-4	-4	
3600	3650	-1	-1	-1	-2	-3	0	0	0	0	0	0	-1	-1	-3	-3	
3650 3700	3700 3750	-1 -1	-1 -1	-1	-2 -2	-3 -3	0	0	0	0	0	0	-1 -1	-1	-3 -3	-3 -3	
3750	3800	-1	0	-1	-2	-3	0	0	0	0	0	0	-1	-1	-2	-2	
3800 3850	3850 3900	-1 -1	-1 -2	-1 -1	-2 -2	-3 -3	-1 -1	0	0	0	0	0	-1 -1	-1	-4	-4 -4	

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3950   4000	underbridge over farm Road, span <30m  underbridge over farm Road, span <30m  al adjustment - Cuttings up to 35.3m (but greater than high in rock New underbridge over farm Road, span  al adjustment - Cuttings up to 35.3m (but greater than high in rock New land adjustment - Cuttings up to 35.3m (but greater than high in rock and adjustment - Cuttings up to 35.3m (but greater than high in rock and adjustment - Cuttings up to 35.3m (but greater than high in rock and adjustment - Cuttings up to 35.3m (but greater than high in rock and adjustment - Cuttings up to 35.3m (but greater than high in rock and adjustment - Cuttings up to 35.3m (but greater than high in rock and adjustment - Cuttings up to 35.3m (but greater than high in rock and adjustment - Cuttings up to 35.3m (but greater than high in rock and adjustment - Cuttings up to 35.3m (but greater than high in rock and adjustment - Cuttings up to 35.3m (but greater than high in rock and adjustment - Cuttings up to 35.3m (but greater than high in rock and adjustment - Cuttings up to 35.3m (but greater than high in rock and adjustment - Cuttings up to 35.3m (but greater than high in rock and adjustment - Cuttings up to 35.3m (but greater than high in rock and adjustment - Cuttings up to 35.3m (but greater than high in rock and adjustment - Cuttings up to 35.3m (but greater than high in rock and adjustment - Cuttings up to 35.3m (but greater than high in rock and adjustment - Cuttings up to 35.3m (but greater than high in rock and adjustment - Cuttings up to 35.3m (but greater than high in rock and adjustment - Cuttings up to 35.3m (but greater than high in rock and adjustment - Cuttings up to 35.3m (but greater than high in rock and adjustment - Cuttings up to 35.3m (but greater than high in rock and adjustment - Cuttings up to 35.3m (but greater than high in rock and adjustment - Cuttings up to 35.3m (but greater than high in rock and adjustment - Cuttings up to 35.3m (but greater than high in rock and adjustment - Cuttings up to 35.3m (but greater than high in
4000	all adjustment - Cuttings up to 35.3m (but greater than high in rock New underbridge over farm Road, span thigh in rock New underbridge over farm Road, span all adjustment - Cuttings up to 35.3m (but greater than high in rock all adjustment - Cuttings up to 35.3m (but greater than high in rock all adjustment - Cuttings up to 35.3m (but greater than high in rock all adjustment - Cuttings up to 35.3m (but greater than high in rock all adjustment - Cuttings up to 35.3m (but greater than high in rock all adjustment - Cuttings up to 35.3m (but greater than high in rock all adjustment - Cuttings up to 35.3m (but greater than high in rock all adjustment - Cuttings up to 35.3m (but greater than high in rock all adjustment - Cuttings up to 39.8m (but greater than high in rock all adjustment - Cuttings up to 39.8m (but greater than high in rock all adjustment - Cuttings up to 35.3m (but greater than high in rock all adjustment - Cuttings up to 35.3m (but greater than high in rock all adjustment - Cuttings up to 35.3m (but greater than high in rock all adjustment - Cuttings up to 35.3m (but greater than high in rock all adjustment - Cuttings up to 35.3m (but greater than high in rock all adjustment - Cuttings up to 35.3m (but greater than high in rock all adjustment - Cuttings up to 35.3m (but greater than high in rock all adjustment - Cuttings up to 35.3m (but greater than high in rock all adjustment - Cuttings up to 35.3m (but greater than high in rock all adjustment - Cuttings up to 35.3m (but greater than high in rock all adjustment - Cuttings up to 35.3m (but greater than high in rock all adjustment - Cuttings up to 35.3m (but greater than high in rock all adjustment - Cuttings up to 35.3m (but greater than high in rock all adjustment - Cuttings up to 35.3m (but greater than high in rock all adjustment - Cuttings up to 35.3m (but greater than high in rock all adjustment - Cuttings up to 35.3m (but greater than high in rock all adjustment - Cuttings up to 35.3m (but greater than high in rock all adjustment - Cuttings
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6900 6950	Viaduct over the Gadie Burn and railway line. Total
0930 7000 length is length	n is 750m. Length may be reduced by amending the al alignment.
7000   length is	Viaduct over the Gadie Burn and railway line. Total h is 750m. Length may be reduced by amending the
7050 7100	al alignment.
length is	Viaduct over the Gadie Burn and railway line. Total h is 750m. Length may be reduced by amending the ial alignment. 300mm SGN high pressure gas main
7100 7150	Viaduct over the Gadie Burn and railway line. Total
length is	n is 750m. Length may be reduced by amending the all alignment. 300mm SGN high pressure gas main
7150 7200 New Via	Viaduct over the Gadie Burn and railway line. Total
-1 -3 -1 -2 -3 -2 -3 0 0 0 0 -2 -1 -1 -10 -9 vertical	h is 750m. Length may be reduced by amending the al alignment. 300mm SGN high pressure gas main
7200   7250   New Via	Viaduct over the Gadie Burn and railway line. Total h is 750m. Length may be reduced by amending the
7250 7300 -1 -3 -1 -2 -3 -2 -3 0 0 0 0 -2 -1 -1 -1 -10 -9 vertical	al alignment. 300mm SGN high pressure gas main ıal adjustment - New Viaduct over the Gadie Burn and
7500 7500 -1 -3 -1 -2 -3 -2 -3 0 0 0 0 -1 -1 -8 -9 by amer	ay line. Total length is 750m. Length may be reduced nending the vertical alignment.
7300 7350 Manual railway I	aal adjustment - New Viaduct over the Gadie Burn and ay line. Total length is 750m. Length may be reduced
7250 7400 New Via	nending the vertical alignment.  Viaduct over the Gadie Burn and railway line. Total  h is 750m. Length may be reduced by amending the
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7400 7450 New Via	Viaduct over the Gadie Burn and railway line. Total h is 750m. Length may be reduced by amending the
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7300   length is	Viaduct over the Gadie Burn and railway line. Total h is 750m. Length may be reduced by amending the al alignment. Flood plain, construction access and
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7300   7330   Iength is	h is 750m. Length may be reduced by amending the lalignment. Construction access and temporary
-1 -3 -1 -2 -3 -2 -3 0 0 0 0 -2 -3 -10 -10 disruption 7550 7600	otion Viaduct over the Gadie Burn and railway line. Total
7530 7000 length is vertical:	n is 750m. Length may be reduced by amending the al alignment. Construction access and temporary
	otion Viaduct over the Gadie Burn and railway line. Total h is 750m. Length may be reduced by amending the
1 -2 -1 -2 -3 -1 -3 0 0 0 0 -2 -3 -9 -9 disruption	al alignment. Construction access and temporary otion
7650 7700 Manual railway 1	aal adjustment - New Viaduct over the Gadie Burn and ay line. Total length is 750m. Length may be reduced
-1 -2 -1 -2 -3 0 -3 0 0 0 0 <del>-2 -3 8 -9 and tem</del>	nending the vertical alignment. Construction access emporary disruption
7700 7750 Manual railway i	aal adjustment - New Viaduct over the Gadie Burn and ay line. Total length is 750m. Length may be reduced
-1 -1 -1 -2 -3 0 -3 0 0 0 0 -2 -3 -8 9 and tem	nending the vertical alignment. Construction access emporary disruption
7750 7800	
7850 7900 -1 0 -1 -2 -3 0 0 0 0 0 0 -2 -1 -3 -3 -3 -3 -3 -3 -3 -3 -3 -3 -3 -3 -3	
7900 7950 1 0 1 2 3 0 0 0 0 0 0 2 1 3 3	
7950 8000 1 0 1 2 3 0 0 0 0 0 0 2 1 3 3	
8000 8050	
8050 8100 -1 -1 -1 -2 -3 0 0 0 0 0 0 -2 -1 -4 -4 8100 8150 -1 -1 -1 -2 -3 0 0 0 0 0 0 0 0 -2 -1 -4 -4	
8150 8200 -1 -1 -1 -2 -3 0 0 0 0 0 0 -2 -1 -4 -4	
8200 8250 1 1 1 2 3 0 0 0 0 0 0 2 1 4 4	
8250 8300 1 1 1 2 3 0 0 0 0 0 0 2 1 4 4	

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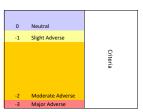
1	1					ı				ı							
8300 8350	8350 8400	-1 -1	-1 -1	-1 -1	-2 -2	-3 -3	0	0	0	0	0	0	-2	-1 -1	-4	-4 -4	
8400	8450	-1	-2	-1	-2	-3	0	0	0	0	0	0	-2	-1	-4	-4	
8450 8500	8500 8550	-1	-1	-1	-2	-3	0	0	0	0	0	0	-2	-1	-4	-4	300mm SGN high pressure gas main within alignment over
		-1	-1	-1	-2	-3	0	0	0	0	0	-2	-2	-1	-6	-6	this length. Proposed road level between 6m higher and 10m lower than existing over this length. Construction access issues.
8550	8600																300mm SGN high pressure gas main within alignment over this length. Proposed road level between 6m higher and 10m lower than existing over this length. Construction
8600	8650	-1	-1	-1	-2	-3	0	0	0	0	0	-2	-2	-1	-6	-6	access issues.  Manual Adjustment - 300mm SGN high pressure gas main within alignment over this length. Proposed road level
		-1	0	-1	-2	-3	0	0	0	0	0	-2	-2	-1	-5	-6	between 6m higher and 10m lower than existing over this length. Construction access issues.
8650	8700																300mm SGN high pressure gas main within alignment over this length. Proposed road level between 6m higher and 10m lower than existing over this length. Construction
8700	8750	-1	-1	-1	-2	-3	0	0	0	0	0	-2	-2	-1	-6	-6	access issues.  300mm SGN high pressure gas main within alignment over this length. Proposed road level between 6m higher and
		-1	-1	-1	-2	-3	0	0	0	0	0	-2	-2	-1	-6	-6	10m lower than existing over this length. Construction access issues.
8750	8800																300mm SGN high pressure gas main and 300mm Scottish Water Distribution main within alignment over this length.
8800	8850	-1	-1	-1	-2	-3	0	0	0	0	0	-2	-2	-1	-6	-6	Proposed road level between 8+9m lower than existing over this length. Construction access issues.
0000	0030																300mm SGN high pressure gas main and 300mm Scottish Water Distribution main within alignment over this length. Proposed road level between 8+9m lower than existing over
8850	8900	-1	-1	-1	-2	-3	0	0	0	0	0	-2	-2	-1	-6	-6	this length. Construction access issues.
																	300mm SGN high pressure gas main and 300mm Scottish Water Distribution main within alignment over this length. Proposed road level between 8+9m lower than existing over
8900	8950	-1	-1	-1	-2	-3	0	0	0	0	0	-2	-2	-1	-6	-6	this length. Construction access issues.  300mm distribution main crosses alignment at this location.  Proposed road level is between 3 and 10m lower than
8950	9000	-1	-1	-1	-2	-3	0	0	0	0	0	-2	-2	-1	-6	-6	existing. Construction access issues  300mm distribution main crosses alignment at this location.  Proposed road level is between 3 and 10m lower than
9000	9050	-1	-1	-1	-2	-3	0	0	0	0	0	-2	-2	-1	-6	-6	existing. Construction access issues  300mm distribution main crosses alignment at this location.
9050	9100	-1	-1	-1	-2	-3	0	0	0	0	0	-2	-2	-1	-6	-6	Proposed road level is between 3 and 10m lower than existing. Construction access issues  300mm distribution main crosses alignment at this location.
9100	9150	-1	-1	-1	-2	-3	0	0	0	0	0	-2	-2	-1	-6	-6	Proposed road level is between 3 and 10m lower than existing. Construction access issues 300mm distribution main crosses alignment at this location.
		-1	-1	-1	-2	-3	0	0	0	0	0	-2	-2	-1	-6	-6	Proposed road level is between 3 and 10m lower than existing. Construction access issues
9150 9200	9200 9250	-1 -1	-1 -1	-1	-2 -2	-3 -3	0	0	0	0	0	0	-2 -2	-1 -1	-4	-4 -4	
9250 9300	9300 9350	-1	-1	-1	-2	-3	0	0	0	0	0	0	-2	-1	-4	-4	
9350	9400	-1 -1	0	-1	-2 -2	-3 -3	0	0	0	0	0	0	-2 -2	-1 -1	-3 -3	-3 -3	
9400 9450	9450 9500	-1	0	-1	-2	-3	0	0	0	0	0	0	-2	-1	-3	-3	
9500	9550	-1	-1	-1	-2	-3	0	0	0	0	0	0	-2	-1	-4	-4	300mm distribution main runs parallel with centreline over
0550	0000	-1	-1	-1	-2	-3	0	0	0	0	0	-2	-2	-1	-6	-6	this length. Proposed road level is between 2 higher and 23m lower than existing. Construction access issues.
9550	9600	-1	-1	-1	-2	-3	0	0	0	0	0	-2	-2	-1	-6	-6	300mm distribution main runs parallel with centreline over this length. Proposed road level is between 2 higher and 23m lower than existing. Construction access issues.
9600	9650	-1	-1	-1	*2	-5	0	0	0	U	0	-2	-2	-1	-0	-6	300mm distribution main runs parallel with centreline over
9650	9700	-1	-1	-1	-2	-3	0	0	0	0	0	-2	-2	-1	-6	-6	this length. Proposed road level is between 2 higher and 23m lower than existing. Construction access issues.
9030	9700	-1	-1	-1	-2	-3	-1	0	0	0	0	-2	-2	-1	-7	-7	300mm distribution main runs parallel with centreline over this length. Proposed road level is between 2 higher and 23m lower than existing. Construction access issues.
9700	9750	-	-			<u> </u>		Ü	, and the second	v	, and the second		-	-		,	300mm distribution main runs parallel with centreline over
9750	9800	-1	-2	-1	-2	-3	-1	0	0	0	0	-2	-2	-1	-7	-7	this length. Proposed road level is between 2 higher and 23m lower than existing. Construction access issues.
3730	3000	-1	-2	-1	-2	-3	-1	0	0	0	0	-2	-2	-1	-7	-7	300mm distribution main runs parallel with centreline over this length. Proposed road level is between 2 higher and 23m lower than existing. Construction access issues.
9800	9850																300mm distribution main runs parallel with centreline over this length. Proposed road level is between 2 higher and
9850	9900	-1	-2	-1	-2	-3	-1	0	0	0	0	-2	-2	-1	-7	-7	23m lower than existing. Construction access issues.
		-1	-2	-1	-2	-3	-1	0	0	0	0	-2	-2	-1	-7	-7	300mm distribution main runs parallel with centreline over this length. Proposed road level is between 2 higher and 23m lower than existing. Construction access issues.
9900	9950																300mm distribution main runs parallel with centreline over this length. Proposed road level is between 2 higher and
9950	10000	-1	-2	-1	-2	-3	-1	0	0	0	0	-2	-2	-1	-7	-7	23m lower than existing. Construction access issues.  300mm distribution main runs parallel with centreline over this length. Proposed road level is between 2 higher and
		-1	-2	-1	-2	-3	-2	0	0	0	0	-2	-2	-1	-8	-8	23m lower than existing. Excavation in rock and construction access issues.
10000	10050																300mm distribution main runs parallel with centreline over this length. Proposed road level is between 2 higher and 23m lower than existing. Excavation in rock and
10050	10100	-1	-3	-1	-2	-3	-2	0	0	0	0	-2	-2	-1	-8	-8	construction access issues.  300mm distribution main runs parallel with centreline over this length. Proposed road level is between 2 higher and
10100	10150	-1	-3	-1	-2	-3	-2	0	0	0	0	-2	-2	-1	-8	-8	23m lower than existing. Excavation in rock and construction access issues.  300mm distribution main runs parallel with centreline over
10100	10150	-1	,	-1	,	-3	,	0	0	0	0	2	2	1	0	o	this length. Proposed road level is between 2 higher and 23m lower than existing. Excavation in rock and
10150	10200	-1	-5	-1	*2	-5	-2	U	0	0	0	-2		-1	-0	-0	construction access issues.  300mm distribution main runs parallel with centreline over this length. Proposed road level is between 2 higher and
10200	10250	-1	-3	-1	-2	-3	-2	0	0	0	0	-2	-2	-1	-8	-8	23m lower than existing. Excavation in rock and construction access issues.  300mm distribution main runs parallel with centreline over
10200	10230	-1	.2	-1	.2	-3	-2	0	0	0	0	.2	-2	-1	-8	.8	this length. Proposed road level is between 2 higher and 23m lower than existing. Excavation in rock and construction access issues.
10250	10300							-					-	-			300mm distribution main runs parallel with centreline over
10300	10350	-1	-2	-1	-2	-3	-1	0	0	0	0	-2	-2	-1	-7	-7	this length. Proposed road level is between 2 higher and 23m lower than existing. Construction access issues.
10000	20000	-1	-2	-1	-2	-3	-1	0	0	0	0	-2	-2	-1	-7	-7	300mm distribution main runs parallel with centreline over this length. Proposed road level is between 2 higher and 23m lower than existing. Construction access issues.
10350	10400																300mm distribution main runs parallel with centreline over this length. Proposed road level is between 2 higher and
10400	10450	-1	-2	-1	-2	-3	0	0	0	0	0	-2	-2	-1	-6	-6	23m lower than existing. Construction access issues.
		-1	-1	-1	-2	-3	0	0	0	0	0	-2	-2	-1	-6	-6	300mm distribution main runs parallel with centreline over this length. Proposed road level is between 2 higher and 23m lower than existing. Construction access issues.
10450	10500																300mm distribution main runs parallel with centreline over this length. Proposed road level is between 2 higher and
10500	10550	-1	-1	-1	-2	-3	0	0	0	0	0	-2	-2	-1	-6	-6	23m lower than existing. Construction access issues.  300mm distribution main runs parallel with centreline over
		-1	-1	-1	-2	-3	0	0	0	0	0	-2	-2	-1	-6	-6	this length. Proposed road level is between 2 higher and 23m lower than existing. Construction access issues.
10550	10600																300mm distribution main runs parallel with centreline over this length. Proposed road level is between 2 higher and
10600	10650	-1	-1	-1	-2	-3	0	0	0	0	0	-2	-2	-1	-6	-6	23m lower than existing. Construction access issues.  300mm distribution main runs parallel with centreline over
		-1	-1	-1	-2	-3	0	0	0	0	0	-2	-2	-1	-6	-6	this length. Proposed road level is between 2 higher and 23m lower than existing. Construction access issues.
10650	10700																300mm distribution main runs parallel with centreline over this length. Proposed road level is between 2 higher and
10700	10750	-1	-1	-1	-2	-3	0	0	0	0	0	-2	-2	-1	-6	-6	23m lower than existing. Construction access issues.  300mm distribution main runs parallel with centreline over
10750	10000	-1	-1	-1	-2	-3	0	0	0	0	0	-2	-2	-1	-6	-6	this length. Proposed road level is between 2 higher and 23m lower than existing. Construction access issues.
10750	10800								_	_	_						300mm distribution main runs parallel with centreline over this length. Proposed road level is between 2 higher and
10800	10850	-1	0	-1	-2	-3	-1	0	0	0	0	-2	*Z	-1	-6	-6	23m lower than existing. Construction access issues.  300mm distribution main runs parallel with centreline over
10950	10000	-1	0	-1	-2	-3	-1	0	0	0	0	-2	-2	-1	-6	-6	this length. Proposed road level is between 2 higher and 23m lower than existing. Construction access issues.
10850	10900	-1	0		-2	-3		0	0	0	0	-2	-2		-6	-6	300mm distribution main runs parallel with centreline over this length. Proposed road level is between 2 higher and
10900	10950	-1	0	-1	-2	-3 -3	-1	0	0	0	0	-2	-2 -2	-1	-6 -5	-6 -5	23m lower than existing. Construction access issues.
10950 11000	11000 11050	-1 -1	0	-1 -1	-2 -2	-3 -3	0	0	0	0	0	-1 0	-2 -2	-1 -1	-4 -3	-4 -3	
11050	11100	-1	0	-1	-2	-3	0	0	0	0	0	0	-2	-1	-3	-3	
11100	11150	-1	0	-1	-2	-3	0	0	0	0	0	-2	-2	-1	-5	-5	

11150	11200																300mm distribution main within alignment over this length.
11200	11250	-1	-1	-1	-2	-3	0	0	0	0	0	-2	-2	-1	-6	-6	Proposed road level is between 2 higher and 4m lower than existing. Construction access issues. Manual Adjustment - 300mm distribution main within alignment over this length. Proposed road level is between
		-1	0	-1	-2	-3	0	0	0	0	0	-2	-2	-1	-5	-6	2 higher and 4m lower than existing. SSE 275Kv crossing. Construction access issues.
11250	11300	-1	0	-1	-2	-3	0	0	0	0	0	-2	-2	-1	-5	-5	
11300 11350	11350 11400	-1	0	-1	-2	-3	0	0	0	0	0	-2	-2	-1	-5	-5	300mm distribution main within alignment over this length.
		-1	-1	-1	-2	-3	0	0	0	0	0	-2	-2	-1	-6	-6	Proposed road level is between 2 higher and 4m lower than existing. Construction access issues. 300mm distribution main within alignment over this length.
11400	11450	-1	-1	-1	-2	-3	0	0	0	0	0	-2	-2	-1	-6	-6	Proposed road level is between 2 higher and 4m lower than existing. Construction access issues.
11450	11500	-1	0	-1	-2	-3	0	0	0	0	0	-2	-2	-1	-5	-5	
11500 11550	11550 11600	-1	0	-1	-2	-3	0	0	0	0	0	-2	-2	-1	-5	-5	300mm distribution main within alignment over this length.
		-1	-1	-1	-2	-3	0	0	0	0	0	-2	-2	-1	-6	-6	Proposed road level is between 2 higher and 4m lower than existing. Construction access issues.
11600 11650	11650 11700	-1	-1	-1	-2	-3	0	0	0	0	0	0	-2	-1	-4	-4	
11700	11750	-1 -1	-1	-1	-2	-3	0	0	0	0	0	0	-2	-1 -1	-4	-4	275Kv Crossing - Proposed road level approximately 4m lower than existing. Construction access issues.
11750	11800	-1	-1	-1	-2	-3	0	0	0	0	0	-2	-2	-1	-6	-6	275Kv Crossing - Proposed road level approximately 4m lower than existing. Construction access issues.
11800	11850	-1	-1	-1	-2	-3	0	0	0	0	0	-2	-2	-1	-6	-6	275Kv Crossing - Proposed road level approximately 4m lower than existing. Construction access issues.
11850	11900	-1	-1	-1	-2	-3	0	0	0	0	0	-2	-2	-1	-6	-6	275Kv Crossing - Proposed road level approximately 4m lower than existing. Construction access issues.
11900 11950	11950 12000	-1	0	-1	-2	-3	0	0	0	0	0	0	-2	-1	-3	-3	SSE Pylon within 100m of edge of alignment at this location
12000	12050	-1	-1	-1	-2	-3	-1	0	0	0	0	-2	-2 -2	-1 -1	-7 -5	-7 -5	Construction access issues.
12050	12100									_			_				New Overbridge for Local Road required over the A96. Cuttings up to 32.1m (but greater than 19m) high in rock.
12100	12150	-1	-2	-1	-2	-3	-2 -2	-2 0	0	0	0	0	-2	-1	-8	-8	Construction access issues.  Cuttings up to 32.1m (but greater than 19m) high in rock.  Construction access issues.
12150	12200	-1	-3		-2		-2	Ü		Ü	0	Ü		-1	-0	-0	Manual Adjustment - Cuttings up to 65.2m (but greater than
12200	12250	-1	-3	-1	-2	-3	-3	0	0	0	0	0	-2	-1	-7	-9	39m) high in rock. Construction access issues.
		-1	-3	-1	-2	-3	-3	0	0	0	0	0	-2	-1	-7	-9	Manual Adjustment - Cuttings up to 65.2m (but greater than 39m) high in rock. Construction access issues.
12250	12300	-1	-3	-1	-2	-3	-3	0	0	0	0	0	-2	-1	-7	-9	Manual Adjustment - Cuttings up to 65.2m (but greater than 39m) high in rock. Construction access issues.
12300	12350																Manual Adjustment - Cuttings up to 65.2m (but greater than
12350	12400	-1	-3	-1	-2	-3	-3	0	0	0	0	0	-2	-1	-7	-9	39m) high in rock. Construction access issues.  Manual Adjustment - Cuttings up to 65.2m (but greater than
12400	12450	-1	-3	-1	-2	-3	-3	0	0	0	0	0	-2	-1	-7	-9	39m) high in rock. Construction access issues.
		-1	-3	-1	-2	-3	-3	0	0	0	0	0	-2	-1	-7	-9	Manual Adjustment - Cuttings up to 65.2m (but greater than 39m) high in rock. Construction access issues.
12450	12500	-1	-3	-1	-2	-3	-3	0	0	0	0	0	-2	-1	-7	-9	Manual Adjustment - Cuttings up to 65.2m (but greater than 39m) high in rock. Construction access issues.
12500	12550																Manual Adjustment - Cuttings up to 65.2m (but greater than
12550	12600	-1	-3	-1	-2	-3	-3	0	0	0	0	0	-2	-1	-7	-9	39m) high in rock. Construction access issues.
		-1	-3	-1	-2	-3	-3	0	0	0	0	0	-2	-1	-7	-9	Manual Adjustment - Cuttings up to 65.2m (but greater than 39m) high in rock. Construction access issues.
12600	12650	-1	-3	-1	-2	-3	-3	0	0	0	0	0	-2	-1	-7	-9	Manual Adjustment - Cuttings up to 65.2m (but greater than 39m) high in rock. Construction access issues.
12650	12700									_			_				Manual Adjustment - Cuttings up to 65.2m (but greater than
12700	12750	-1	-3	-1	-2	-3	-3	0	0	0	0	0	-2	-1	-7	-9	39m) high in rock. Construction access issues.  Manual Adjustment - Cuttings up to 65.2m (but greater than
12750	12800	-1	-3	-1	-2	-3	-3	0	0	0	0	0	-2	-1	-7	-9	39m) high in rock. Construction access issues.
12750	12800	-1	-3	-1	-2	-3	-3	0	0	0	0	0	-2	-1	-7	-9	Manual Adjustment - Cuttings up to 65.2m (but greater tha 39m) high in rock. Construction access issues.
12800	12850		2		-2	-3	2		0		0		-2	1	-7	-9	Manual Adjustment - Cuttings up to 65.2m (but greater tha 39m) high in rock. Construction access issues.
12850	12900	-1	-3	-1	-2	-3	-3	0	0	0	0	0	-2	-1	-/	-9	Wind turbine within alignment at this location. Cuttings up to 65.2m (but greater than 39m) high in rock. Construction
12900	12950	-1	-3	-1	-2	-3	-3	0	0	0	0	-2	-2	-1	-9	-9	access issues.
		-1	-3	-1	-2	-3	-3	0	0	0	0	0	-2	-1	-7	-9	Manual Adjustment - Cuttings up to 65.2m (but greater tha 39m) high in rock. Construction access issues.
12950	13000	-1	-3	-1	-2	-3	-3	0	0	0	0	0	-2	-1	-7	-9	Manual Adjustment - Cuttings up to 65.2m (but greater than 39m) high in rock. Construction access issues.
13000	13050																Manual Adjustment - Cuttings up to 65.2m (but greater than
13050	13100	-1	-3	-1	-2	-3	-3	0	0	0	0	0	-1	-1	-6	-9	39m) high in rock. Construction access issues.
12100	13150	-1	-3	-1	-2	-3	-3	0	0	0	0	0	-1	-1	-6	-9	Manual Adjustment - Cuttings up to 65.2m (but greater that 39m) high in rock. Construction access issues.
13100	13150	-1	-3	-1	-2	-3	-3	0	0	0	0	0	-1	-1	-6	-9	Manual Adjustment - Cuttings up to 65.2m (but greater tha 39m) high in rock. Construction access issues.
13150	13200	-1	-3	-1	-2	-3	-3	0	0	0	0	0	-1	-1	-6	-9	Manual Adjustment - Cuttings up to 65.2m (but greater tha 39m) high in rock. Construction access issues.
13200	13250	-1	-3	-1	-2	-3	-2	0	0	0	0	0	-1	-1	-5	-5	John High Hi rock. Construction access issues.
13250	13300	-1	-3	-1	-2	-3	-2	0	0	0	0	0	-1	-1	-5	-5	
13300 13350	13350 13400	-1 -1	-3 -2	-1	-2 -2	-3	-1	0	0	0	0	0	-1	-1	-4	-4	
13400	13450	-1	-2	-1	-2	-3	0	0	0	0	0	0	-1	-1	-3	-3	
13450	13500 13550	-1	-1	-1	-2	-3	0	0	0	0	0	0	-1	-1	-3	-3	
13500 13550	13600	-1 -1	-1	-1	-2 -2	-3 -3	0	0	0	0	0	0	-1	-1 -1	-3	-3 -2	
13600	13650	-1	0	-1	-2	-3	0	0	0	0	0	0	-1	-1	-2	-2	
13650 13700	13700 13750	-1	-1	-1	-2	-3	0	0	0	0	0	0	-1	-1	-3	-3	
13700	13750	-1 -1	-1	-1	-2 -2	-3	0	0	0	0	0	0	-1	-1 -1	-3	-3	
13800	13850	-1	-1	-1	-2	-3	0	0	0	0	0	0	-1	-1	-3	-3	
13850 13900	13900 13950	-1	-1	-1	-2	-3	0	0	0	0	0	0	-1	-1	-3	-3	
13950	14000	-1 -1	0	-1	-2 -2	-3 -3	0	0	0	0	0	0	-1 -1	-1 -1	-2 -2	-2 -2	
14000	14050	-1	0	-1	-2	-3	0		0	0	0	0	-1	-1	-2	-2	
14050 14100	14100 14150	-1	-1	-1	-2	-3	0		0	0	0	-2	-1	-1	-5	-5	
14150	14200	-1 -1	-1	-1	-2 -2	-3 -3	0		0	0	0	-2 -2	-1 -1	-1 -1	-5 -5	-5 -5	
14200	14250	-1	-1	-1	-2	-3	0		0	0	0	-2	-1	-1	-5	-5	
14250 14300	14300 14350	-1	-1	-1	-2	-3	0		0	0	0	0	-1	-1	-3	-3	
14350	14400	-1 -1	-1	-1	-2 -2	-3	0		0	0	0	0	-1	-1 -1	-3	-3	
L4400	14450	-1	-1	-1	-2	-3	-1		0	0	0	0	-1	-1	-4	-4	
14450 14500	14500 14550	-1	-2	-1	-2 -2	-3	-1		0	0	0	0	-1	-1	-4	-4	
14550	14600	-1 -1	-2 -2	-1 -1	-2 -2	-3 -3	-1		0	0	0	0	-1 -1	-1 -1	-4 -4	-4	
14600	14650	-1	-2	-1	-2	-3	-2		0	0	0	0	-1	-1	-5	-5	
14650 14700	14700 14750	-1	-2	-1	-2	-3	-1		0	0	0	0	-1	-1	-4	-4	
14700	14800	-1	-2	-1	-2	-3	-1		0	0	0	0	-1	-1	-4	-4	1050mm National Grid pipeline crosses alignment at this location. Proposed road level approximately 14m lower
14800	14850	-1	-2	-1	-2	-3	-1		0	0	0	-3	-1	-1	-7	-7	location. Proposed road level approximately 14m lower than existing at this point.
14800 14850	14850	-1 -1	-2 -1	-1 -1	-2 -2	-3 -3	0		0	0	0	0	-1	-1	-3	-3	
14900	14950	-1 -1	-1	-1	-2	-3	0		0	0	0	0	-1	-1	-3	-3	
14950	15000	-1	-1	-1	-2	-3	0		0	0	0	0	-1	-1	-3	-3	
15000 15050	15050 15100	-1	-1	-1	-2 -2	-3	0		0	0	0	0	-1	-1 -1	-3	-3	
L5100	15150	-1 -1	-1	-1	-2	-3 -3	0		0	0	0	0	-1 -1	-1	-3 -2	-3 -2	
15150	15200	-1	0	-1	-2	-3	0		0	0	0	0	-1	-1	-2	-2	
15200 15250	15250 15300	-1	-1	-1	-2	-3	0		0	0	0	0	-1	-1	-3	-3	
15300	15350	-1 -1	-1 0	-1 -1	-2 -2	-3 -3	0		0	0	0	0	-1 -1	-1 -1	-3 -2	-3 -2	
15350	15400	-1	0	-1	-2	-3	0		0	0	0	0	-1	-1	-2	-2	
15400	15450 15500	-1	0	-1 -1	-2 -2	-3 -3	0		0	0	0	0	-1 -1	-1 -1	-2 -2	-2 -2	
15450		-1	U	-1	-2	-3	U		U	U	U	U	-1	-1	-2	-2	

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-									
15550	15600								

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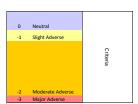


Rules
Total Score
= Alignment Score (Average of E, F, G, H and I) + Geo
Score + Structures Score + Flooding Score (Average of L,
M and N) + Utilities score + Constructability Score
(Minimum value of P&Q) = Total of 6 scores for 6 categories

Then if total < or equal to -9 then should be coloured red because this represents possibility of 3 reds or 4

If total is between -6 and -8 should be coloured amber since this could represent 2 reds or 3/4 ambers.

SO	Chainage				Alignment			Geotechnics	Structures		Flooding and Drainage		Utilities	Constructability		0000	Score	
Second   S	Start Chainage	End Chainage	Alignment Length	Level Difference	Bendiness	Hilliness	Earthworks	Geotechnics	Structures	Flood Plain	Watercourse Crossings	Attenuation requirement	Utilities	Construction access	Temp disruption	Total	Adjusted	Comments
Section   1900	0	50	-1	-3	-2	-2	-3	-3	0	0	0	0	0	-1	-1	-6	-9	Manually adjusted - Cutting up to 56.7m (but greater than 39m) high in rock
150	50	100			-2	-2								-1	-1	-6	-9	Manually adjusted - Cutting up to 56.7m (but greater than
200   250	100	150			-2	-2								-1	-1	-6	-0	Manually adjusted - Cutting up to 56.7m (but greater than
250   250   300   3   3   2   4   3   3   3   0   0   0   0   0   0   0	150	200			2	-2								1	1	-6	0	Manually adjusted - Cutting up to 56.7m (but greater than
250 300 1 1 2 2 2 2 3 3 1 2 0 0 0 0 0 0 0 1 1 1 4 4 8 1	200	250			-2	-2								-1	-1	-6	-9	Manually adjusted - Cutting up to 56.7m (but greater than
350   350   1   3   2   1   3   3   3   3   3   3   3   3   3					-2	-2								-1		-6	-9	Manually adjusted - Cutting up to 56.7m (but greater than
250   400						-2								-1		-6	-9	Manually adjusted - Cutting up to 56.7m (but greater than
450 450 1 3 2 2 3 3 3 0 0 0 0 0 0 1 1 1 1 2 3 Monower splened. Chings up to 87- the parameter of the paramet						-2										-6	-9	Manually adjusted - Cutting up to 56.7m (but greater than
450 500 3 3 3 2 2 3 3 3 8 0 0 0 0 1 3 3 4 2 3 3 3 0 0 0 0 0 1 3 3 4 8 0 0 0 0 0 1 1 3 5 4 8 0 0 0 0 0 0 1 1 3 5 7 10 (angues to 18 7 10) of general to 18 7				-3		-2	-3	-3	0	0	0	0	0			-6	-9	Manually adjusted - Cutting up to 56.7m (but greater than
500 500 50 1 3 3 2 2 3 3 0 0 0 0 0 1 1 1 4 6 6 7 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1			-1	-3	-2	-2	-3	-3	0	0	0	0	0	-1	-1	-6	-9	39m) high in rock
550 600 1 3 3 2 2 3 3 0 0 0 0 0 0 1 1 5 4 8 9 This high parts of the company of t			-1	-3	-2	-2	-3	-3	0	0	0	0	0	-1	-1	-6	-9	39m) high in rock
Second Color			-1	-3	-2	-2	-3	-3	0	0	0	0	0	-1	-1	-6	-9	39m) high in rock
Company   Comp			-1	-3	-2	-2	-3	-3	0	0	0	0	0	-1	-1	-6	-9	39m) high in rock
700 750 1 3 3 2 2 3 3 3 0 0 0 0 0 1 1 3 3 4 6 9 Perchape mode 750 750 800 1 3 3 2 2 3 3 3 0 0 0 0 0 0 1 1 4 4 4 9 Perchape mode 750 750 800 1 3 3 2 2 3 3 2 0 0 0 0 0 0 1 1 4 4 4 9 Perchape mode 750 750 750 800 1 3 3 2 2 3 3 2 0 0 0 0 0 0 0 1 1 4 4 9 Perchape mode 750 750 750 750 750 750 750 750 750 750		650	-1	-3	-2	-2	-3	-3	0	0	0	0	0	-1	-1	-6	-9	39m) high in rock
750 800 1 3 2 2 3 3 3 0 0 0 0 0 1 1 1 4 6 8 39 39 19 10 10 10 10 10 10 10 10 10 10 10 10 10	650	700	-1	-3	-2	-2	-3	-3	0	0	0	0	0	-1	-1	-6	-9	39m) high in rock
800 850 3 3 3 2 2 3 3 2 0 0 0 0 0 1 3 3 2 2 3 3 2 0 0 0 0 0 0 1 3 3 3 2 0 0 0 0 0 0 1 3 3 3 2 0 0 0 0 0 0 1 3 3 3 2 0 0 0 0 0 0 0 1 3 3 3 2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	700	750	-1	-3	-2	-2	-3	-3	0	0	0	0	0	-1	-1	-6	-9	Manually adjusted - Cutting up to 56.7m (but greater than 39m) high in rock
850	750	800	-1	-3	-2	-2	-3	-3	0	0	0	0	0	-1	-1	-6	-9	Manually adjusted - Cutting up to 56.7m (but greater than 39m) high in rock
850 900 950 1 3 3 2 2 3 3 0 0 0 0 0 0 1 1 1 7 7 7 Tensormerous flower at this local part of the part o	800	850	-1	-3	-2	-2	-3	-2	0	0	0	0	0	-1	-1	-5	-6	Manually adjusted - Cutting up to 36.9m (but greater than
950 950 1000 1 3 3 2 2 3 3 2 0 0 0 0 0 2 1 1 3 7 7 Worked by ore cheat imagery 950 1000 1 3 3 2 2 2 3 2 0 0 0 0 0 0 1 1 5 5 6 Manually adjusted. Cutting up to \$5 m that greater if 1000 1050 1 3 3 2 2 3 3 2 0 0 0 0 0 0 1 1 1 5 5 6 Manually adjusted. Cutting up to \$5 m that greater if 1050 1100 1 3 3 2 2 3 3 2 0 0 0 0 0 0 1 1 1 5 5 6 Manually adjusted. Cutting up to \$5 m that greater if 1050 1100 1 150 1 3 2 2 3 3 2 0 0 0 0 0 0 1 1 1 5 5 6 Manually adjusted. Cutting up to \$5 m that greater if 1150 1200 1 250 1 3 3 2 2 3 3 2 0 0 0 0 0 0 1 1 1 5 5 6 Manually adjusted. Cutting up to \$5 m that greater if 1250 1300 1 3 3 2 2 3 3 2 0 0 0 0 0 0 1 1 1 5 5 6 Manually adjusted. Cutting up to \$5 m that greater if 1250 1300 1 3 3 2 2 3 3 2 0 0 0 0 0 0 1 1 1 5 5 6 Manually adjusted. Cutting up to \$5 m that greater if 1250 1300 1 3 3 2 2 3 3 2 0 0 0 0 0 0 1 1 1 1 5 5 6 Manually adjusted. Cutting up to \$5 m that greater if 1250 1300 1 3 3 2 2 3 3 2 0 0 0 0 0 0 1 1 1 1 5 5 6 Manually adjusted. Cutting up to \$5 m that greater if 1250 1300 1 3 3 2 2 3 3 2 0 0 0 0 0 0 0 1 1 1 1 5 5 6 Manually adjusted. Cutting up to \$5 m that greater if 1250 1300 1 3 5 0 1 3 2 2 3 3 2 0 0 0 0 0 0 0 1 1 1 1 5 5 6 Manually adjusted. Cutting up to \$5 m that greater if 1250 1300 1 3 5 0 1 3 2 2 2 3 2 0 0 0 0 0 0 0 1 1 1 1 5 5 6 Manually adjusted. Cutting up to \$5 m that greater if 1350 1 3 5 0 1 3 2 2 2 3 4 0 0 0 0 0 0 0 1 1 1 1 5 5 6 Manually adjusted. Cutting up to \$5 m that greater if 1350 1 3 5 0 1 3 3 2 2 2 3 4 1 0 0 0 0 0 0 0 1 1 1 1 5 5 6 Manually adjusted. Cutting up to \$5 m that greater if 1350 1 3 5 0 1 3 3 2 2 2 3 4 1 0 0 0 0 0 0 0 1 1 1 1 5 5 6 Manually adjusted. Cutting up to \$5 m that greater if 1350 1 3 5 0 1 3 3 2 2 2 3 4 1 0 0 0 0 0 0 0 1 1 1 1 1 5 5 6 Manually adjusted. Cutting up to \$5 m that greater if 1350 1 3 5 0 1 3 3 2 2 2 3 4 1 0 0 0 0 0 0 0 1 1 1 1 1 5 5 6 Manually adjusted. Cutting up to \$5 m that greater if 1350 1 3 5 0 1 3 3 2 2 2 3 4 1 0 0 0 0 0 0 0 1 1 1 1 1 1 1 1 1 1 1	850	900																Cutting up to 36.9m (but greater than 19m) high in rock &
950 1000 1 3 3 2 2 3 3 2 0 0 0 0 0 1 1 1 5 4 Manually adjusted - Citting up to \$5 fin (but peater of 1000 1050 1 10 3 2 2 3 3 2 0 0 0 0 0 0 0 1 1 1 1 5 4 Manually adjusted - Citting up to \$5 fin (but peater of 1000 1150 1 3 2 2 3 3 2 0 0 0 0 0 0 0 1 1 1 1 5 5 4 Manually adjusted - Citting up to \$5 fin (but peater of 1000 1150 1 3 2 2 3 3 2 0 0 0 0 0 0 0 1 1 1 1 5 5 4 Manually adjusted - Citting up to \$5 fin (but peater of 1000 1150 1 3 2 2 3 3 2 0 0 0 0 0 0 0 1 1 1 1 5 5 4 Manually adjusted - Citting up to \$5 fin (but peater of 1000 1150 1 3 2 2 3 3 2 0 0 0 0 0 0 0 1 1 1 5 5 4 Manually adjusted - Citting up to \$5 fin (but peater of 1000 1150 1 3 2 2 3 3 2 0 0 0 0 0 0 0 1 1 1 5 5 4 Manually adjusted - Citting up to \$5 fin (but peater of 1000 1150 1 3 2 2 3 3 2 0 0 0 0 0 0 0 1 1 1 5 5 4 Manually adjusted - Citting up to \$5 fin (but peater of 1000 1150 1 3 3 2 2 3 3 2 0 0 0 0 0 0 0 1 1 1 5 5 4 Manually adjusted - Citting up to \$5 fin (but peater of 1000 1150 1 3 3 2 2 3 3 2 0 0 0 0 0 0 0 1 1 1 5 5 4 Manually adjusted - Citting up to \$5 fin (but peater of 1000 1150 1 3 3 2 2 3 3 2 0 0 0 0 0 0 0 1 1 1 1 5 5 4 Manually adjusted - Citting up to \$5 fin (but peater of 1000 1150 1 3 3 2 2 3 3 2 0 0 0 0 0 0 0 0 1 1 1 1 5 5 4 Manually adjusted - Citting up to \$5 fin (but peater of 1000 1150 1 3 3 2 2 3 3 2 0 0 0 0 0 0 0 0 1 1 1 1 1 4 4 4 4 4 4 4	200	050	-1	-3	-2	-2	-3	-2	0	0	0	0	-2	-1	-1	-7	-7	Verified by overhead imagery
1000   1050			-1	-3	-2	-2	-3	-2	0	0	0	0	0	-1	-1	-5	-6	19m) high in rock
1050 1100 1 1 3 2 2 3 3 2 0 0 0 0 0 1 1 1 5 6 1 200 hgh nrock 1100 1150 1 3 2 2 3 3 2 0 0 0 0 0 0 1 1 1 5 6 6 1 200 hgh nrock 1100 1200 1 3 3 2 2 3 3 2 0 0 0 0 0 0 1 1 1 5 6 6 1 200 hgh nrock 1150 1200 1 3 3 2 2 3 3 2 0 0 0 0 0 0 1 1 1 5 6 6 1 200 hgh nrock 1200 1250 1 3 3 2 2 3 2 0 0 0 0 0 0 1 1 1 5 6 6 1 200 hgh nrock 1200 1250 1 3 3 2 2 3 2 0 0 0 0 0 0 1 1 1 5 6 6 1 200 hgh nrock 1250 1300 1 3 2 2 3 3 2 0 0 0 0 0 0 1 1 1 5 6 6 1 200 hgh nrock 1350 1400 1 3 2 2 3 3 2 0 0 0 0 0 0 1 1 1 5 6 6 1 200 hgh nrock 1400 1450 1 3 2 2 2 3 1 0 0 0 0 0 0 1 1 1 5 6 6 1 200 hgh nrock 1400 1450 1 3 2 2 2 3 1 0 0 0 0 0 0 1 1 1 1 5 6 6 1 200 hgh nrock 1400 1450 1 3 2 2 2 3 3 1 0 0 0 0 0 0 1 1 1 1 4 4 4 1 2 2 2 3 0 0 0 0 0 0 0 1 1 1 1 1 4 4 4 1 2 1 2 1 2 1 2 1 2 1 2			-1	-3	-2	-2	-3	-2	0	0	0	0	0	-1	-1	-5	-6	19m) high in rock
1100 1150		1050	-1	-3	-2	-2	-3	-2	0	0	0	0	0	-1	-1	-5	-6	19m) high in rock
1200 1200 1 3 2 2 3 3 2 0 0 0 0 0 0 1 1 1 5 6 4 19n) high in cock.  1200 1250 1 3 2 2 3 3 2 0 0 0 0 0 0 0 1 1 1 5 5 4 19n) high in cock.  1200 1250 1 3 2 2 3 3 2 0 0 0 0 0 0 0 1 1 1 5 5 4 19n) high in cock.  1250 1300 1 3 3 2 2 3 3 2 0 0 0 0 0 0 0 1 1 1 5 5 4 19n) high in cock.  1250 1300 1 3 3 2 2 3 3 2 0 0 0 0 0 0 0 1 1 1 5 5 4 19n) high in cock.  1300 1350 1 3 3 2 2 3 3 2 0 0 0 0 0 0 0 1 1 1 5 5 4 19n) high in cock.  1300 1350 1 4 3 2 2 3 3 2 0 0 0 0 0 0 0 1 1 1 5 5 4 19n) high in cock.  1350 1400 1 1 2 2 2 3 3 1 0 0 0 0 0 0 0 1 1 1 1 5 5 4 19n) high in cock.  1350 1500 1 1 2 2 2 3 3 1 0 0 0 0 0 0 0 1 1 1 1 1 4 4 4 1 1 1 1	1050	1100	-1	-3	-2	-2	-3	-2	0	0	0	0	0	-1	-1	-5	-6	19m) high in rock
1200	1100	1150	-1	-3	-2	-2	-3	-2	0	0	0	0	0	-1	-1	-5	-6	Manually adjusted - Cutting up to 36.9m (but greater than 19m) high in rock
1200	1150	1200	-1	-3	-2	-2	-3	-2	0	0	0	0	0	-1	-1	-5	-6	Manually adjusted - Cutting up to 36.9m (but greater than
1250	1200	1250	-1	-3	-2	-2	-3		0	0	0	0	0	-1	-1	-5	-6	Manually adjusted - Cutting up to 36.9m (but greater than
1350	1250	1300			-2	-2		-2									-6	Manually adjusted - Cutting up to 36.9m (but greater than
1350       1400       1       2       2       2       3       1       0       0       0       0       0       1       1       4       4         1400       1450       1       2       2       2       3       1       0       0       0       0       0       1       1       1       4       4         1450       1500       1       2       2       2       3       0       0       0       0       0       1       1       1       4       4         1500       1550       4       4       2       2       3       0       0       0       0       0       0       1       1       3       3         1550       1600       1       4       2       2       3       0       0       0       0       0       1       1       3       3         1600       1650       1       4       2       2       3       0       0       0       0       1       1       1       3       3         1650       1700       1       0       2       2       3       0       0	1300	1350			2	-2		2									-0	Manually adjusted - Cutting up to 36.9m (but greater than
1400       1450       1       2       2       2       3       1       0       0       0       0       0       1       1       4       4         1450       1500       1       2       2       2       3       0       0       0       0       0       0       1       1       1       2       2       3       0       0       0       0       0       0       1       1       3       3       3         1550       1600       1       1       2       2       3       0       0       0       0       0       1       1       3       3         1600       1650       1       1       2       2       3       0       0       0       0       1       1       3       3         1650       1700       1       0       2       2       3       0       0       0       0       1       1       1       3       3         1700       1750       1       0       2       2       3       0       0       0       0       0       1       1       1       3       3 <td></td> <td>19m) nign in rock</td>																		19m) nign in rock
1450       1500       1       2       2       2       3       0       0       0       0       0       0       0       1       1       1       3       3         1500       1550       1       1       2       2       3       0       0       0       0       0       1       1       1       3       3         1550       1600       1       1       2       2       3       0       0       0       0       0       1       1       1       3       3         1600       1650       1       1       2       2       3       0       0       0       0       1       1       1       3       3         1650       1700       1       0       2       2       3       0       0       0       0       0       1       1       1       3       3         1750       1800       1       0       2       2       3       0       0       0       0       1       1       1       3       3         1800       1850       1       0       2       2       3       0																		
1500       1550       -1       -1       -2       -2       -3       0 <t< td=""><td>1450</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></t<>	1450																	
1550       1600       1       1       2       2       3       0       0       0       0       0       0       1       1       1       3       3         1600       1650       1       1       2       2       3       0       0       0       0       1       0       1       1       1       3       3         1650       1700       1       0       2       2       3       0       0       0       0       0       1       1       1       3       3         1700       1750       1       0       2       2       3       0       0       0       0       0       1       1       1       3       3         1750       1800       1       0       2       2       3       0       0       0       0       0       1       1       1       3       3         1800       1850       1       0       2       2       3       0       0       0       0       0       1       1       1       3       3         1850       1900       1       0       2       2	1500	1550		-1	-2	-2												
1650       1700       -1       0       -2       -2       -3       0 <td< td=""><td>1550</td><td>1600</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></td<>	1550	1600																
1700       1750       4       0       2       2       3       0       0       0       0       0       0       0       1       1       3       3         1750       1800       1       0       2       2       3       0       0       0       0       0       0       1       1       1       3       3         1800       1850       1       0       2       2       3       0       0       0       0       0       0       1       1       1       3       3         1850       1900       1       0       2       2       3       0       0       0       0       0       0       1       1       1       3       3         1900       1950       1       1       2       2       3       0       0       0       0       0       0       1       1       1       3       3         1950       2000       1       1       2       2       3       0       0       0       0       0       0       1       1       3       3         2000       2050       1			-1	-1	-2	-2	-3	0	0	0	0	-1	0	-1	-1	-3	-3	
1750       1800       .1       0       -2       -2       -3       0 <td< td=""><td></td><td></td><td>-1</td><td>0</td><td>-2</td><td>-2</td><td>-3</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>-1</td><td>-1</td><td>-3</td><td>-3</td><td></td></td<>			-1	0	-2	-2	-3	0	0	0	0	0	0	-1	-1	-3	-3	
1800       1850       .1       0       -2       -2       -3       0 <td< td=""><td></td><td></td><td>-1</td><td>0</td><td>-2</td><td>-2</td><td>-3</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>-1</td><td>-1</td><td>-3</td><td>-3</td><td></td></td<>			-1	0	-2	-2	-3	0	0	0	0	0	0	-1	-1	-3	-3	
1850     1900     -1     0     -2     -2     -3     0																		
1900																		
1950																		
2000     2050     -1     -1     -2     -2     -3     0																		
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2200 2250 _1 0 -2 -2 -3 0 0 0 0 0 -1 -1 -1 -4 -4																		
2250																		
2250   2300   -1   0   -2   -2   -3   0   0   0   0   0   -2   -1   -1   -5   -5	2250	2300																
2300 2350 -1 0 -2 -2 -3 0 0 0 0 0 0 -1 -1 -3 -3				0	-2	-2		0	0	0	0	0	0					
2350 2400	2350	2400																



OLC-007

Rules
Total Score
= Alignment Score (Average of E, F, G, H and I) + Geo
Score + Structures Score + Flooding Score (Average of L,
M and N) + Utilities score + Constructability Score
(Minimum value of P&Q) = Total of 6 scores for 6

Then if total < or equal to -9 then should be coloured red because this represents possibility of 3 reds or 4

ambers
If total is between -6 and -8 should be coloured amber since this could represent 2 reds or 3/4 ambers.

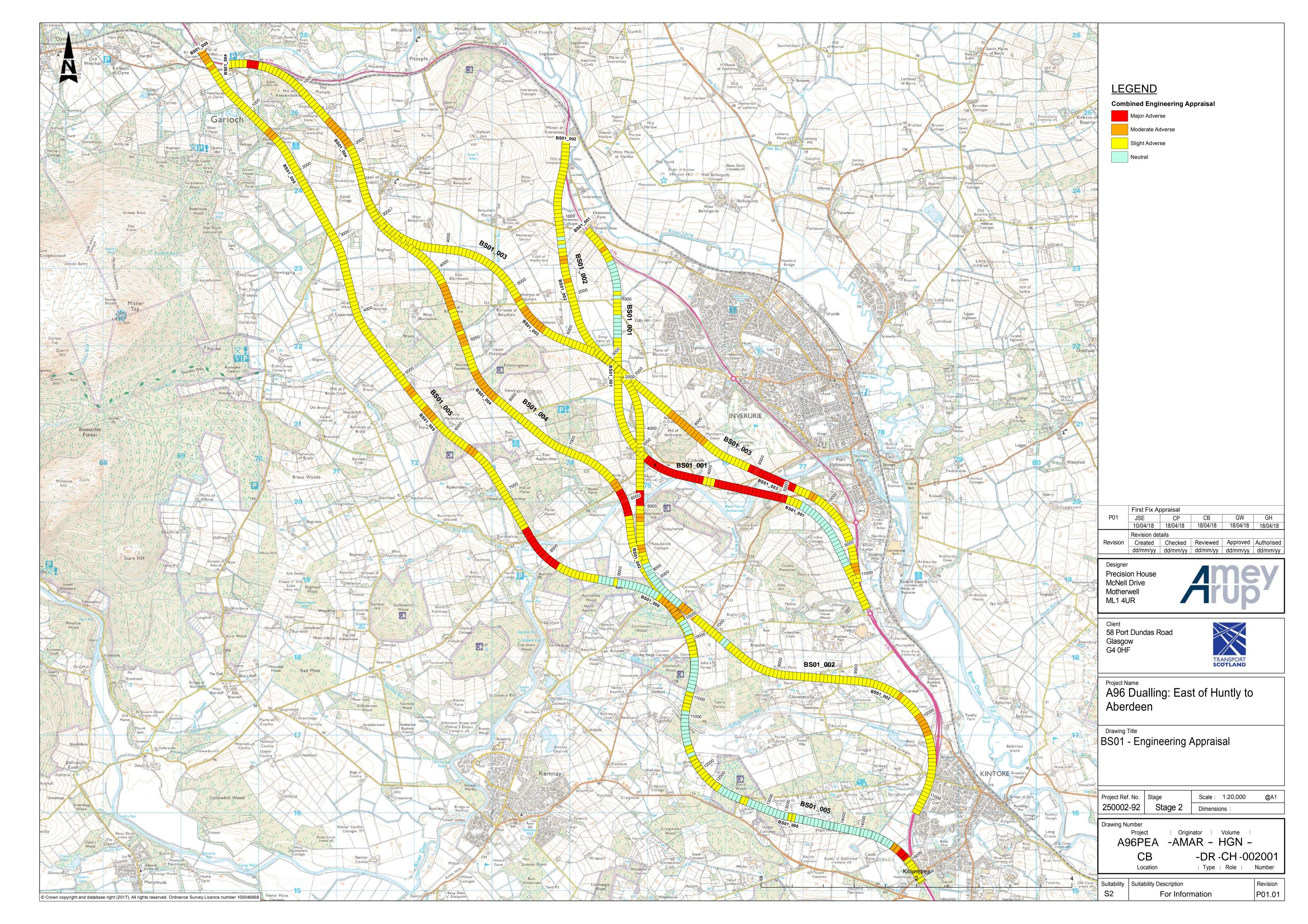
Chainage				Alignment			Geotechnics	Structures		Flooding and Drainage		Utilities	Constructability		0000	Core	S
Start Chainage	End Chainage	Alignment Length	Level Difference	Bendiness	Hilliness	Earthworks	Geotechnics	Structures	Flood Plain	Watercourse Crossings o	Attenuation o	Utilities	Construction access	Temp disruption	Total	Adjusted "	Comments
50 100	100	0	0	-2	-1	-3	0	0	0	0	0	-1	-1	-1	-3	-3	
150	150 200	0	-1	-2 -2	-1 -1	-3 -3	0	0	0	0	0	-1 -1	-1 -1	-1 -1	-3 -3	-3 -3	
200 250	250 300	0	-1	-2 -2	-1	-3	0	0	0	0	0	-1	-1	-1	-3	-3	
300	350	0	0	-2	-1 -1	-3 -3	0	0	0	0	0	0	-1	-1	-2 -2	-2 -2	
350 400	400 450	0	0	-2 -2	-1 -1	-3 -3	0	0	0	0	0	0	-1 -1	-1 -1	-2 -2	-2 -2	
450	500	0	0	-2	-1	-3	0	0	0	0	0	0	-1	-1	-2	-2	
500 550	550 600	0	0	-2 -2	-1	-3 -3	0	0	0	0	0	0	-1 -1	-1 -1	-2 -2	-2 -2	
600	650	0	0	-2	-1	-3	0	0	0	0	0	0	-1	-1	-2	-2	
650 700	700 750	0	0	-2 -2	-1 -1	-3 -3	0	0	0	0	0	0	-1 -1	-1 -1	-2 -2	-2 -2	
750	800	0	0	-2	-1	-3	0	0	0	0	0	0	-1	-1	-2	-2	
800 850	900	0	0 -1	-2 -2	-1 -1	-3 -3	0	0	0	0	0	0	-1 -1	-1 -1	-2 -2	-2 -2	
900 950	950	0	-1	-2	-1	-3	0	0	0	0	0	0	-1	-1	-2	-2	
950 1000	1000 1050	0	-1 0	-2 -2	-1 -1	-3 -3	0	0	0	0	0	-2 -2	-1 -1	-1 -1	-4 -4	-4 -4	
1050 1100	1100 1150	0	0	-2	-1	-3	0	0	0	0	0	0	-1	-1	-2	-2	
1150	1200	0	-1	-2 -2	-1 -1	-3 -3	0	0	0	0	0	0	-1 -1	-1 -1	-2 -2	-2 -2	
1200 1250	1250 1300	0	-1	-2 -2	-1 -1	-3 -3	0	0 -1	0	0	0	-2 -2	-1 -1	-1	-4 -5	-4 -5	
1300	1350	0	-1	-2	-1	-3	-1	-1	0	0	0	-2	-1	-1	-6	-6	Combination - New Underbridge over the kellock flood plain. Total length is 150m & 273mm SGN high pressure gas main crosses alignment at this point. Proposed road level between 2 and 4m lower than existing at this point.
1400	1450	0	-1	-2	-1	-3	-1	-1	0	0	0	-2	-1	-1	-6	-6	Combination - New Underbridge over the kellock flood plain. Total length is 150m & 273mm SGN high pressure gas main crosses alignment at this point. Proposed road level between 2 and 4m lower than existing at this point. Combination - New Underbridge over the kellock flood plain. Total length is 150m & 273mm SGN high pressure
		0	-1	-2	-1	-3	-1	-1	0	0	0	-2	-1	-1	-6	-6	gas main crosses alignment at this point. Proposed road level between 2 and 4m lower than existing at this point.
1450 1500	1500 1550	0	-1	-2 -2	-1 -1	-3 -3	-1 0	0	0	0	0	-2 -2	-1 -1	-1 -1	-5 -4	-5 -4	
1550	1600	0	0	-2	-1	-3	0	0	0	0	0	-2	-1	-1	-4	-4	
1600 1650	1650 1700	0	0	-2 -2	-1 -1	-3 -3	0	0	0	0	0	-2 0	-1 -1	-1 -1	-4 -2	-4 -2	
1700	1750	0	0	-2	-1	-3	0	0	0	0	0	0	-1	-1	-2	-2	
1750 1800	1800 1850	0	-1	-2 -2	-1 -1	-3 -3	0	0	0	0	0	0	-1 -1	-1 -1	-2 -2	-2 -2	
1850	1900	0	-1	-2	-1	-3	0	0	0	0	0	0	-1	-1	-2	-2	
1900 1950	1950 2000	0	-1	-2 -2	-1	-3 -3	0	0	0	0	0	0	-1 -1	-1 -1	-2 -2	-2 -2	
2000 2050	2050 2100	0	0	-2	-1	-3	0	0	0	0	0	0	-1	-1	-2	-2	
2100	2150	0	-1	-2 -2	-1 -1	-3 -3	0	0	0	0	0	0	-1	-1 -1	-2 -2	-2 -2	
2150 2200	2200 2250	0	0	-2 -2	-1 -1	-3	0	0	0	0	0	0	-1	-1	-2 -2	-2 -2	
2250	2300	0	0	-2	-1	-3 -3	0	0	0	0	0	0	-1 -1	-1	-2	-2	
2300 2350	2350 2400	0	-1 -1	-2 -2	-1 -1	-3 -3	0	0	0	0	0	0	-1 -1	-1 -1	-2 -2	-2 -2	
2400	2450	0	-1	-2	-1	-3	0	0	0	0	0	0	-1	-1	-2	-2	
2450 2500	2500 2550	0	-1 -1	-2 -2	-1 -1	-3 -3	0	0	0	0	0	-1	-1	-1	-2 -3	-2 -3	
2550	2600	0	-1	-2	-1	-3	0	0	0	0	0	-1	-1	-1	-3	-3	
2600 2650	2650 2700	0	-1 0	-2 -2	-1 -1	-3 -3	0	0	0	0	0	0	-1 -1	-1 -1	-2 -2	-2 -2	
2700 2750	2750 2800	0	-1 -2	-2 -2	-1 -1	-3 -3	-1 -1	0	0	0	0	0	-1	-1	-3 -4	-3 -4	
2800	2850	0	-2 -2	-2 -2	-1	-3	-1	0	0	0	0	0	-1	-1	-4	-4	
2850 2900	2900 2950	0	-2 -2	-2 -2	-1 -1	-3 -3	-1 -1	0	0	0	0	0	-1	-1 -1	-4 -4	-4	
2950	3000	0	-2	-2	-1	-3	-1	0	0	0	0	0	-1	-1	-4	-4	
3000 3050	3050 3100	0	-2 -2	-2 -2	-1 -1	-3 -3	-1 0	0	0	0	0	0	-1 -1	-1 -1	-4	-4	
3100	3150	0	-1	-2	-1	-3	0	0	0	0	0	0	-1	-1	-2	-2	
3150 3200	3200 3250	0	-1 0	-2 -2	-1 -1	-3 -3	0	0	0	0	0	0	-1 -1	-1 -1	-2 -2	-2 -2	
3250 3300	3300 3350	0	0	-2	-1	-3	0	0	0	0	0	0	-1	-1	-2	-2	
3350	3400	0	-1 -1	-2 -2	-1 -1	-3 -3	0	0	0	0	0	0	-1 -1	-1 -1	-2 -2	-2 -2	
3400 3450	3450 3500	0	-1	-2 -2	-1	-3	0	0	0	0	0	0	-1	-1	-2 -2	-2 -2	
3500	3550	0	-1	-2	-1 -1	-3 -3	0	0	0	0	0	0	-1	-1	-2	-2	
3550 3600	3600 3650	0	-1 -1	-2 -2	-1 -1	-3 -3	0	0	0	0	0	0	-1 -1	-1 -1	-2 -2	-2 -2	
3650	3700	0	-1	-2	-1	-3	0	0	0	0	0	0	-1	-1	-2	-2	
3700 3750	3750 3800	0	-1 -1	-2 -2	-1 -1	-3 -3	0	0	0	0	0	0	-1 -1	-1 -1	-2 -2	-2 -2	
3800	3850	0	-1	-2	-1	-3	0	0	0	0	0	0	-1	-1	-2	-2	
3850 3900	3900 3950	0	-1 -1	-2 -2	-1 -1	-3 -3	0	0	0	0	0	0	-1	-1 -1	-2 -2	-2 -2	
3950	4000	0	0	-2	-1	-3	0	0	0	0	0	0	-1	-1	-2	-2	
4000 4050	4050 4100	0	0	-2 -2	-1 -1	-3 -3	0	0	0	0	0	0	-1 -1	-1 -1	-2 -2	-2 -2	
4100 4150	4150 4200	0	0	-2	-1	-3	0	0	0	0	0	0	-1	-1	-2	-2	
4150 4200	4200	0	-1	-2 -2	-1 -1	-3 -3	0	0	0	0	0	0	-1 -1	-1 -1	-2 -2	-2 -2	
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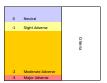
4250	4300	0	-1	-2	-1	-3	-2	0	0	0	0	0	-1	-1	-4	-4	
4300 4350	4350 4400	0	-2	-2	-1	-3	-2	0	0	0	0	0	-1	-1	-5	-5	New underbridge over the shevlock flood plain. Total
4400	4450	0	-2 -2	-2 -2	-1	-3 -3	-2	-2 -2	0	0	0	0	-1 -1	-1	-7 -7	-7 -7	length 250m. Possible compressible material.  New underbridge over the shevlock flood plain. Total length 250m. Possible compressible material.
4450 4500	4500 4550	0	-2	-2	-1	-3	0	-2	0	0	0	0	-1	-1	-5	-6	Manual adjustment - New underbridge over the shevlock flood plain. Total length 250m. Manual adjustment - New underbridge over the shevlock
4550	4600	0	-1	-2 -2	-1	-3 -3	-1	-2 0	0	0	0	0	-1 -1	-1	-4	-6 -3	flood plain. Total length 250m.
4600 4650	4650 4700	0	-2 -2	-2 -2	-1 -1	-3 -3	-1	0	0	0	0	0	-1 -1	-1 -1	-4 -5	-4 -5	
4700 4750	4750 4800	0	-3 -3	-2	-1 -1	-3 -3	-2 -2	0	0	0	0	0	-1 -1	-1 -1	-5 -5	-5 -5	
4800 4850	4850 4900	0	-3	-2	-1	-3	-2	0	0	0	0	0	-1	-1	-5	-5	
4900	4950	0	-3 -3	-2 -2	-1	-3 -3	-2 -2	0	0	0	0	0	-1 -1	-1	-5 -5	-5 -5	
4950 5000	5000 5050	0	-3 -2	-2 -2	-1 -1	-3 -3	-1 0	0	0	0	0	0	-1 -1	-1 -1	-4	-4	
5050 5100	5100 5150	0	-1 0	-2 -2	-1	-3 -3	0	0	0	0	0	0	-1	-1	-2 -2	-2 -2	
5150	5200	0	-1	-2	-1	-3	0	0	0	0	0	0	-1	-1	-2	-2	
5200 5250	5250 5300	0	-1 -1	-2 -2	-1	-3 -3	0	0	0	0	0	0	-1 -1	-1 -1	-2 -2	-2 -2	
5300 5350	5350 5400	0	0 -1	-2 -2	-1 -1	-3 -3	-1	0	0	0	0	0	-1 -1	-1 -1	-2	-2 -3	
5400 5450	5450 5500	0	-2 -2	-2	-1	-3	-1	0	0	0	0	0	-1	-1	-4	-4	
5500	5550	0	-3	-2	-1	-3	-2	0	0	0	0	0	-1	-1	-5 -5	-5 -5	
5550 5600	5600 5650	0	-3 -3	-2 -2	-1	-3 -3	-2	0	0	0	0	0	-1 -1	-1 -1	-5 -4	-5 -4	
5650 5700	5700 5750	0	-2 -2	-2 -2	-1 -1	-3 -3	-1	0	0	0	0	0	-1 -1	-1 -1	-4	-4	
5750 5800	5800 5850	0	-1	-2	-1	-3	0	0	0	0	0	0	-1	-1	-2	-2	
5850	5900	0	-1	-2	-1	-3	0	0	0	0	0	0	-1 -1	-1	-2	-2 -2	
5900 5950	5950 6000	0	0	-2 -2	-1 -1	-3 -3	0	0	0	0	0	0	-1 -1	-1 -1	-2 -2	-2 -2	
6000 6050	6050 6100	0	0	-2 -2	-1	-3 -3	0	0	0	0	0	0	-1	-1	-2 -2	-2 -2	
6100 6150	6150 6200	0	-1	-2	-1	-3	0	0	0	0	0	0	-1	-1	-2	-2	
6200	6250	0	-1	-2	-1	-3	0	0	0	0	0	-1	-1	-1	-2	-2 -3	
6250 6300	6300 6350	0	-1 -1	-2 -2	-1 -1	-3 -3	0	0	0	0	0	-1 -1	-1 -1	-1 -1	-3 -3	-3 -3	
6350 6400	6400 6450	0	0	-2 -2	-1 -1	-3 -3	0	0	0	0	0	-1 -1	-1	-1	-3 -3	-3 -3	
6450 6500	6500 6550	0	-1	-2	-1	-3	0	0	0	0	0	-1	-1	-1	-3	-3	
6550	6600	0	-1	-2	-1	-3	0	0	0	0	0	-1	-1	-1	-3	-3	
6600 6650	6650 6700	0	0	-2 -2	-1	-3 -3	0	0	0	0	0	0	-1 -1	-1	-2 -2	-2 -2	
6700 6750	6750 6800	0	0	-2 -2	-1 -1	-3 -3	0	0	0	0	0	0	-1 -1	-1 -1	-2 -2	-2 -2	
6800 6850	6850 6900	0	0	-2 -2	-1	-3 -3	0	0	0	0	0	0	-1	-1	-2 -2	-2 -2	
6900	6950	0	0	-2	-1	-3	0	0	0	0	0	0	-1	-1	-2	-2	
6950 7000	7000 7050	0	0	-2 -2	-1 -1	-3 -3	0	0	0	0	0	0	-1 -1	4	-2 -2	-2 -2	
7050 7100	7100 7150	0	-1	-2 -2	-1	-3 -3	0	0	0	0	0	0	-1 -1	-1	-2 -2	-2 -2	
7150 7200	7200 7250	0	-1 -1	-2 -2	-1 -1	-3 -3	0	0	0	0	0	0	-1 -1	-1 -1	-2 -2	-2 -2	
7250 7300	7300 7350	0	-1 -1	-2 -2	-1 -1	-3	0	0	0	0	0	0	-1	-1	-2 -2	-2 -2	
7350 7400	7400 7450	0	-1	-2	-1	-3 -3	0	0	0	0	0	0	-1	-1	-2	-2	
7450	7500	0	-1 0	-2	-1	-3 -3	0	0	0	0	0	0	-1 -1	-1 -1	-2 -2	-2 -2	
7500 7550	7550 7600	0	-1 -1	-2 -2	-1 -1	-3 -3	0	0	0	0	0	0	-1 -1	-1 -1	-2 -2	-2 -2	
7600 7650	7650 7700	0	-1 0	-2 -2	-1 -1	-3 -3	0	0	0	0	0	0	-1 -1	-1 -1	-2 -2	-2 -2	
7700 7750	7750 7800	0	0	-2 -2	-1	-3	0	0	0	0	0	0	-1	-1	-2 -2	-2 -2	
7800	7850	0	0	-2	-1	-3	0	0	0	0	0	-2	-1	-1	-4	-4	
7850 7900	7900 7950	0	-1 -1	-2 -2	-1 -1	-3 -3	0	0	0	0	0	-2 -2	-1 -1	-1 -1	-4 -4	-4 -4	
7950 8000	8000 8050	0	-1 -1	-2 -2	-1 -1	-3 -3	0	0	0 -1	0	0	0	-1 -1	-1 -1	-2 -3	-2 -3	
8050 8100	8100 8150	0	-1 -1	-2 -2	-1 -1	-3	0 -1	0	-1 -1	0	0	0	-1 -1	-1	-3 -4	-3 -4	
8150	8200	0	-1	-2	-1	-3	-1	0	-3	0	0	0	-1	-1	-4	-4	
8200 8250	8250 8300	0	-1 -1	-2 -2	-1 -1	-3 -3	-1 -1	0	-1 -1	0	0	0	-1	-4 -4	-4 -4	-4 -4	
8300 8350	8350 8400	0	-1 -1	-2 -2	-1	-3 -3	-1	0	-1 -1	0	0	0	-1 -1	-1 -1	-4 -4	-4 -4	
8400 8450	8450 8500	0	0	-2	-1	-3	-1	0	-1	0	0	0	-1	-1	-4	-4	
8500 8550	8550 8600	0	-1	-2	-1	-3	-1	0	-1	0	0	0	-1	-1	-4	-4	
8600	8650	0	-1	-2	-1	-3 -3	-1	0	-1	0	0	0	-1 -1	-1	-4	-4	
8650 8700	8700 8750	0	-1 -1	-2 -2	-1 -1	-3 -3	-1 -1	0	-3 -3	0	0	0	-1 -1	-1 -1	-4 -4	-4 -4	
8750 8800	8800 8850	0	-1 -1	-2 -2	-1 -1	-3 -3	-1 -1	0	-1 -1	0	0 -2	0	0	-2 -2	-5 -5	-5 -5	
8850 8900	8900 8950	0	-1	-2	-1	-3	-1	0	-1	0	0	0	0	-2	-5	-5	Potentially compressible material, private water supply and
8950	9000	0	-1	-2	-1	-3 -3	-1	0	-1 -1	0	0	-1	0	-2 -2	-6 -6	-6 -6	potential temporary disruption. Potentially compressible material, private water supply and potential temporary disruption.
9000 9050	9050 9100	0	-1 -1	-2 -2	-1	-3 -3	-1	0	-1 -1	0	0	0	0	-2 -2	-5 -5	-5 -5	
9100	9150	0	-1	-2	-1	-3	-1	-3	-3	0	0	0	0	-2	-8	-9	Manually adjusted - Viaduct over the Gadie Burn, existing A96 and railway line. Total length is 450m. Includes a Grade Separated Junction to the B9002
9150	9200																New Viaduct over the Gadie Burn, existing A96 and railway line. Total length is 450m. Includes a Grade Separated Junction to the B9003. Potentially compressible material.
9200	9250	0	-1	-2	-1	-3	-2	-3	-3	0	0	0	0	-2	-9	-9	Temporary disruption.  New Viaduct over the Gadie Burn, existing A96 and railway line. Total length is 450m. Includes a Grade Separated
9250	9300	0	-2	-2	-1	-3	-2	-3	0	0	0	0	0	-2	-9	-9	Junction to the B9003. Potentially compressible material. Temporary disruption. New Viaduct over the Gadie Burn, existing A96 and railway line. Test Joneth is 4500. Includes a Good Separated.
		0	-2	-2	-1	-3	-2	-3	0	0	0	0	-2	-3	-10	-10	line. Total length is 450m. Includes a Grade Separated Junction to the B9003. Potentially compressible material. Construction access. New Viaduct over the Gadie Burn, existing A96 and railway
9300	9350	0	-2	-2	-1	-3	-1	-3	0	0	0	0	-2	-3	-9	-9	New Viaduct over the Gadie Burn, existing A96 and railway line. Total length is 450m. Includes a Grade Separated Junction to the B9006. Construction access.
9350	9400	0	-2	-2	-1	-3	0	-3	0	0	0	0	-2	-3	-8	-9	Manually adjusted - Viaduct over the Gadie Burn, existing A96 and railway line. Total length is 450m. Includes a Grade Separated Junction to the B9002 Construction access.
9400	9450								·								Manually adjusted - Viaduct over the Gadie Burn, existing A96 and railway line. Total length is 450m. Includes a
9450	9500	0	-1	-2	-1	-3	0	-3	0	0	0	0	-2	-3	-7	-9	Grade Separated Junction to the B9002 Construction access.  Manually adjusted - Viaduct over the Gadie Burn, existing
		0	-1	-2	-1	-3	0	-3	0	0	0	0	-2	-3	-7	-9	A96 and railway line. Total length is 450m. Includes a Grade Separated Junction to the B9002 Construction access.

	T																
9500	9550																Manually adjusted - Viaduct over the Gadie Burn, existing A96 and railway line. Total length is 450m. Includes a
9550	9600	0	-1	-2	-1	-3	0	-3	0	0	0	0	-2	-3	-7	-9	Grade Separated Junction to the B9002 Construction access.  Manually adjusted - Viaduct over the Gadie Burn, existing
		0	-1	-2	-1	-3	0	-3	0	0	0	0	-2	-3	-7	-9	A96 and railway line. Total length is 450m. Includes a Grade Separated Junction to the B9002 Construction access.
9600 9650	9650 9700	0	-1	-2 -2	-1	-3	0	0	0	0	0	0	-2 -2	-1	-3	-3	
9700	9750	0	-1	-2	-1 -1	-3 -3	0	0	0	0	0	0	-2 -2	-1 -1	-3 -3	-3 -3	
9750 9800	9800 9850	0	-1	-2 -2	-1	-3	0	0	0	0	0	0	-2 -2	-1	-3	-3	
9850	9900	0	-1	-2	-1 -1	-3 -3	0	0	0	0	0	0	-2 -2	-1 -1	-3 -3	-3 -3	
9900 9950	9950 10000	0	-1	-2	-1	-3	0	0	0	0	0	0	-2	-1	-3	-3	
10000	10050	0	-2	-2 -2	-1	-3	-1	0	0	0	0	0	-2 -2	-1 -1	-5 -6	-5 -6	cutting up to 36.4m (but greater than 19m) high in rock. Construction access.
10050	10100	0	-3	-2	-1	-3	-2	0	0	0	0	0	-2	-1	-6	-6	cutting up to 36.4m (but greater than 19m) high in rock. Construction access. cutting up to 36.4m (but greater than 19m) high in rock.
10100 10150	10150 10200	0	-3	-2	-1	-3	-2	0	0	0	0	0	-2	-1	-6	-6	Construction access.  Manual adjustment - cutting up to 44.2m (but greater than
10200	10250	0	-3	-2 -2	-1 -1	-3 -3	-3 -3	0	0	0	0	0	-2 -2	-1 -1	-7 -7	-9	39m) high in rock. Construction access.  Manual adjustment - cutting up to 44.2m (but greater than 39m) high in rock. Construction access.
10250	10300	0	-3	-2	-1	-3	-2	0	0	0	0	0	-2	-1	-6	-6	cutting up to 36.4m (but greater than 19m) high in rock. Construction access.
10300	10350	0	-3	-2	-1	-3	-2	0	0	0	0	0	-2	-1	-6	-6	cutting up to 36.4m (but greater than 19m) high in rock. Construction access.
10350 10400	10400 10450	0	-3 -2	-2 -2	-1	-3 -3	-1	0	0	0	0	0	-2 -2	-1 -1	-5 -5	-5 -5	
	10500	0	-2	-2	-1	-3	0	0	0	0	0	0	-2	-1	-4	-4	
10500 10550	10550 10600	0	-1 0	-2 -2	-1 -1	-3 -3	0	0	0	0	0	0	-2 -2	-1 -1	-3 -3	-3 -3	
10600	10650	0	0	-2	-1	-3	0	0	0	0	0	0	-2	-1	-3	-3	Railway line within 100m wide alignment a this point. To be realigned at second-fix .  Railway line within 100m wide alignment a this point. To be
10650 10700	10700 10750	0	-1	-2	-1	-3	0	0	0	0	0	0	-2	-1	-3	-3	realigned at second-fix .  Railway line within 100m wide alignment a this point. To be
10750	10800	0	-1	-2 -2	-1	-3	0	0	0	0	0	0	-2	-1 -1	-3	-3	realigned at second-fix .  Railway line within 100m wide alignment a this point. To be realigned at second-fix .
10800	10850	0	-1	-2	-1	-3	0	0	0	0	0	0	-2	-1	-3	-3	Railway line within 100m wide alignment a this point. To be realigned at second-fix .
10850	10900	0	-1	-2	-1	-3	0	0	0	0	0	0	-2	-1	-3	-3	Railway line within 100m wide alignment a this point. To be realigned at second-fix .  Railway line within 100m wide alignment a this point. To be
10900 10950	10950 11000	0	-1	-2	-1	-3	0	0	0	0	0	0	-2	-1	-3	-3	realigned at second-fix . Railway line within 100m wide alignment a this point. To be
11000	11050	0	0	-2 -2	-1 -1	-3 -3	0	0	0	0	0	0	-2 -2	-1 -1	-3	-3	realigned at second-fix .  Railway line within 100m wide alignment a this point. To be realigned at second-fix .
11050	11100	0	0	-2	-1	-3	0	0	0	0	0	0	-2	-1	-3	-3	Railway line within 100m wide alignment a this point. To be realigned at second-fix .
11100 11150	11150 11200	0	0	-2	-1	-3	0	0	0	0	0	-2	-2	-1	-5	-6	Manual adjustment - SSE 275Kv Crossing and construction access issues  Manual adjustment - SSE 275Kv Crossing, pylon within
11150	11200	0	-1	-2 -2	-1 -1	-3 -3	-1	0	0	0	0	-2 0	-2 -2	-1 -1	-5 -4	-6 -4	100m of alignment and construction access issues
11250	11300	0	-2	-2	-1	-3	-1	0	0	0	0	0	-2	-1	-5	-5	
11300 11350	11350 11400	0	-2 -2	-2 -2	-1 -1	-3 -3	-1	0	0	0	0	0	-2 -2	-1 -1	-5 -5	-5 -5	
11400	11450					-										,	cutting up to 19.6m (but greater than 19m) high in rock [Note the alignment of the current railway is within the
																	alignment between chainage 10750 and 12350 however this has been taken out of assessment as it is assumed the existing railway wont be affected.] Potential construction
11450	11500	0	-2	-2	-1	-3 -3	-2	0	0	0	0	0	-2	-1	-6 -5	-6	access issues.
11500	11550	0	-2	-2	-1	-3	-1	0	0	0	0	0	-2	-1	-5	-5	
11550 11600	11600 11650	0	-2 -2	-2 -2	-1 -1	-3 -3	-1 0	0	0	0	0	0	-2 -2	-1 -1	-5	-5 -4	
11650	11700										U				-4	-4	SSE_HighVoltageLine275Kv proposed road level approximately 7m lower than existing. Construction access
11700	11750	0	-1	-2 -2	-1 -1	-3 -3	0	0	0	0	-1 0	-2 0	-2 -2	-1 -1	-6 -3	-6 -3	issues.
	11800	0	-1	-2	-1	-3	0	0	0	0	0	0	-2	-1	-3	-3	Railway line within 100m wide alignment a this point. To be realigned at second-fix .
11800 11850	11850 11900	0	-1	-2	-1	-3	0	0	0	0	0	0	-2	-1	-3	-3	Railway line within 100m wide alignment a this point. To be realigned at second-fix .  Railway line within 100m wide alignment a this point. To be
11900	11900	0	-1 0	-2	-1	-3 -3	0	0	0	0	0	0	-2	-1 -1	-3 -3	-3	realigned at second-fix .  Railway line within 100m wide alignment a this point. To be realigned at second-fix .
11950	12000	0	0	-2	-1	-3	0	0	0	0	0	-1	-2	-1	-4	-4	Railway line within 100m wide alignment a this point. To be realigned at second-fix .
12000	12050	0	0	-2	-1	-3	0	0	0	0	0	-1	-2	-1	-4	-4	Railway line within 100m wide alignment a this point. To be realigned at second-fix .  Railway line within 100m wide alignment a this point. To be
12050 12100	12100 12150	0	0	-2	-1	-3	0	0	0	0	0	-1	-2	-1	-4	-4	realigned at second-fix .  Railway line within 100m wide alignment a this point. To be
12150	12200	0	0	-2	-1	-3	0	0	0	0	0	-1 -1	-2 -2	-1 -1	-4	-4	realigned at second-fix .  Railway line within 100m wide alignment a this point. To be realigned at second-fix .
12200	12250	0	0	-2	-1	-3	0	0	0	0	0	0	-2	-1	-3	-3	Railway line within 100m wide alignment a this point. To be realigned at second-fix .  Railway line within 100m wide alignment a this point. To be
12250 12300	12300 12350	0	0	-2	-1	-3	0	0	0	0	0	0	-2	-1	-3	-3	realigned at second-fix .
12350	12400	0	0	-2 -2	-1 -1	-3 -3	0	0	0	0	0	0	-2 -2	-1 -1	-3 -3	-3	
12400 12450	12450 12500	0	-1	-2	-1	-3	0	0	0	0	0	0	-2	-1	-3	-3	
12500	12550	0	-1 -2	-2 -2	-1 -1	-3 -3	-1	0	0	0	0	0	-2 -2	-1 -1	-3 -5	-3 -5	
12550	12600	0	-2	-2	-1	-3	-2	0	0	0	0	0	-2	-1	-6	-6	Cutting up to 36.4m (but greater than 19m) high in rock.  Construction access issues.  New Overbridge for Farm Road required over the A96.
12600	12650	0	-3	-2	-1	-3	-2	-2	0	0	0	0	-2	-1	-8	-8	Cutting up to 36.4m (but greater than 19m) high in rock. Construction access issues.
12650	12700	0	-3	-2	-1	-3	-2	0	0	0	0	0	-2	-1	-6	-6	Cutting up to 36.4m (but greater than 19m) high in rock.  Construction access issues.  Cutting up to 36.4m (but greater than 19m) high in rock.
12700 12750	12750 12800	0	-3	-2	-1	-3	-2	0	0	0	0	0	-2	-1	-6	-6	Construction access issues. Cutting up to 36.4m (but greater than 19m) high in rock.
12800	12850	0	-3 -2	-2 -2	-1 -1	-3 -3	-2 -1	0	0	0	0	0	-2 -2	-1 -1	-6 -5	-6 -5	Construction access issues.
12850 12900	12900 12950	0	-2	-2	-1	-3	-1	0	0	0	0	0	-2	-1	-5	-5	
12950	13000	0	-2 -2	-2 -2	-1	-3	-1	0	0	0	0	0	-2 -2	-1 -1	-5 -6	-5 -6	Cutting up to 24.6m (but greater than 19m) high in rock. Construction access issues.
13000	13050	0	-2	-2	-1	-3	-2	0	0	0	0	0	-2	-1	-6	-6	Cutting up to 24.6m (but greater than 19m) high in rock. Construction access issues.
13050 13100	13100 13150	0	-3	-2	-1	-3	-2	0	0	0	0	0	-2	-1	-6	-6	Cutting up to 24.6m (but greater than 19m) high in rock.  Construction access issues.  Cutting up to 24.6m (but greater than 19m) high in rock.
13150	13200	0	-3 -3	-2 -2	-1 -1	-3 -3	-2 -1	0	0	0	0	0	-2 -2	-1 -1	-6 -5	-6 -5	Construction access issues.
13200	13250	0	-2	-2	-1	-3	-1	0	0	0	0	0	-2	-1	-5	-5	
	13300 13350	0	-2 -2	-2 -2	-1	-3 -3	-1 0	0	0	0	0	0	-2 -2	-1 -1	-5 -4	-5 -4	
13350	13400	0	-1	-2	-1	-3	0	0	0	0	0	0	-2	-1	-3	-3	
13400 13450	13450 13500	0	-1	-2 -2	-1	-3 -3	0	0	0	0	0	0	-2 -2	-1 -1	-3 -3	-3 -3	
13500	13550	0	0	-2	-1	-3	0	0	0	0	0	0	-2	-1	-3	-3	Railway line within 100m wide alignment a this point. To be realigned at second-fix .
13550	13600	0	-1	-2	-1	-3	0	0	0	0	0	0	0	-2	-3	-3	Railway line within 100m wide alignment a this point. To be realigned at second-fix .  Railway line within 100m wide alignment a this point. To be
13600 13650	13650 13700	0	-1	-2 -2	-1	-3 -3	0	0	0	0	0	0	0	-2	-3	-3 -3	realigned at second-fix .  Railway line within 100m wide alignment a this point. To be
13700	13750	0	0	-2 -2	-1 -1	-3 -3	0	0	0	0	-1	0	0	-2 -2	-3 -4	-3	realigned at second-fix .  Railway line within 100m wide alignment a this point. To be realigned at second-fix .
13750	13800	0	0	-2	-1	-3	0	0	0	0	0	-1	0	-2	-4	-4	Railway line within 100m wide alignment a this point. To be realigned at second-fix .  Railway line within 100m wide alignment a this point. To be
13800 13850	13850 13900	0	0	-2	-1	-3	0	0	0	0	0	-1	0	-2	-4	-4	realigned at second-fix .  Railway line within 100m wide alignment a this point. To be
13900	13950	0	0	-2 -2	-1	-3 -3	0	0	0	0	0	-1 -1	0	-2	-4 -4	-4	realigned at second-fix .  Railway line within 100m wide alignment a this point. To be realigned at second-fix .
13950	14000	0	0	-2	-1	-3	0	U	0	0	0	-1	0	-2	-4	-4	Railway line within 100m wide alignment a this point. To be realigned at second-fix .
14000	14050	0	0	-2	-1	-3	0		0	0	0	-1	0	-2	-4	-4	Railway line within 100m wide alignment a this point. To be realigned at second-fix .
14050 14100	14100 14150	0	-1	-2 -2	-1 -1	-3 -3	0		0	0	0	0	0	-2 -2	-3 -3	-3 -3	
14150	14200	0	-1	-2	-1	-3	0		0	0	0	0	0	-2	-3	-3	
14200 14250	14250 14300	0	-1	-2 -2	-1 -1	-3 -3	0		0	0	0	0 -1	0	-2 -2	-3 -4	-3 -4	
14300	14350	0	-1	-2	-1	-3	0		0	0	0	-1	0	-2	-4	-4	
14350 14400	14400 14450	0	-1	-2 -2	-1 -1	-3 -3	0		0	0	0	-1 -1	0	-2 -2	-4 -4	-4	
14450	14500	0	0	-2	-1	-3	0		0	0	0	-1	0	-2	-4	-4	
14500 14550	14550 14600	0	0	-2 -2	-1	-3 -3	0		0	0	0	-1 -1	0	-2 -2	-4 -4	-4	
	14650	0	0	-2 -2	-1 -1	-3 -3	0		0	0	0	-1 -1	0	-2	-4 -4	-4	

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14650	14700	0	0	-2	-1	-3	0	0	0	0	-1	0	-2	-4	-4	
14700	14750	0	0	-2	-1	-3	0	0	0	0	-1	0	-2	-4	-4	
14750	14800	0	0	-2	-1	-3	0	0	0	0	-1	0	-2	-4	-4	
14800	14850															
14850	14900															

OLC-007





Rules Total Score

Total score = Alignment Score (Average of E, F, G, H and I) + Geo Score + Structures Score + Flooding Score (Average of L, M and N) +Utilities score + Constructability Score (Minimum value of P&Q) = Total of 6 scores for 6 categories

Then if total < or equal to -9 then should be coloured red because this represents possibility of 3 reds or 4 ambers if total is between -6 and -8 should be coloured amber since this could represent 2 reds or 3/4

Chainage				Alignment			Geotechnics	Structures		Flooding and Drainage		Utilities	Constructionity	Operantahilita	Score	c com	
Start Chainage	End Chainage	Alignment Length	Level Difference	Bendiness	Hilliness	Earthworks	Geotechnics	Structures	Flood Plain	Watercourse Crossings	Attenuation requirement	Utilities	Construction access	Temp disruption	Total	Adjusted	Comments
0	50	0	0	0	0	.2	.2	0	0	0	0		0	.2	-6	-5	Temp disruption skewing total score however chainage length of made ground with notantial source of contamination.
50	100	0	0	0	0	-3	0	0	0	0	0		0	-3	-4	-4	with potential source of contamination
100	150	0	0	0	0	-3	0	0	0	0	0		0	-3	-4	-4	
150 200	200 250	0	-1	0	0	-3	0	0	0	0	0		0	-3	-4	-4	
250	300	0	-1	0	0	-3	0	0	0	0	0		0	-3	-4	-4	
300	350	0	-1	0	0	-3	0	0	0	0	0	-3	0	-3	-7	-7	NG Pipeline crossing proposed alignment at chainage length with levels 4m below existing
350 400	400 450	0	-1	0	0	-3	0	0	0	0	0	-1	0	-3	-5	-5	
450	500	0	-1	0	0	-3	0	0	0	0	0		0	-3	-4	-4	
500	550	0	-1	0	0	-3	0	0	0	0	0		-1	0	-2	-2	
550 600	600 650	0	-1	0	0	-3	0	0	0	0	0		-1	0	-2	-2	
650	700	0	-1	0	0	-3	0	0	0	0	0		-1	0	-2 -2	-2 -2	
700	750	0	-1	0	0	-3	0	0	0	0	0		-1	0	-2	-2	
750 800	800 850	0	-1	0	0	-3	0	0	0	0	0		-1	0	-2	-2	
850	900	0	-1	0	0	-3	0	0	0	0	0		-1	0	-2 -2	-2 -2	
900	950	0	-1	0	0	-3	0	0	0	0	0	-2	-1	0	-4	-4	Pylon within 100m of proposed alignment
950 1000	1000 1050	0	-1	0	0	-3	0	0	0	0	0		-1	0	-2	-2	275kV crossing proposed alignment with proposed levels 2m below that of
1050	1100	0	-1	0	0	-3	0	0	0	0	0	-2	-4	-1	-4	-5	existing ground  275kV crossing proposed alignment with proposed levels 2m below that of
1100	1150	0	-1	0	0	-3	0	0	0	0	0	-2	-1	-1	-4	-4	existing ground 275kV crossing proposed alignment with proposed levels 2m below that of existing ground
1150	1200	0	-1	0	0	-3	0	-1	0	0	0		-1	-1	-3	-3	
1200	1250 1300	0	-1	0	0	-3	0	0	0	0	0		-1	-1	-2	-2	
1250 1300	1350	0	-1	0	0	-3	0	0	0	0	0		-1	0	-2 -2	-2 -2	
1350	1400	0	-1	0	0	-3	0	0	0	0	0		-1	0	-2	-2	
1400 1450	1450 1500	0	-1	0	0	-3	0	0	0	0	0		-1	0	-2	-2	
1500	1550	0	-1	0	0	-3	0	0	0	0	0		-1	0	-2	-2	
1550	1600	0	0	0	0	-3	0	0	0	0	0		-2	0	-3	-3	
1600	1650 1700	0	0	0	0	-3	0	0	0	0	0		-2	0	-3	-3	
1650 1700	1750	0	0	0	0	-3	0	0	0	0	0		-2	0	-3	-3	
1750	1800	0	0	0	0	-3	0	0	0	0	0		-2	0	-3	-3	
1800 1850	1850 1900	0	-1	0	0	-3	0	0	0	0	0		-2	0	-3	-3	
1900	1950	0	-1	0	0	-3	0	0	0	0	0		-2	0	-3	-3	
1950	2000	0	-1	0	0	-3	0	0	0	0	0		-2	0	-3	-3	
2000	2050	0	-1	0	0	-3	0	0	0	0	0		-2	-1	-3	-3	
2050 2100	2100 2150	0	-1	0	0	-3	0	-1	0	0	0	-1	-2 -2	-1	-S	-s -s	
2150	2200	0	-1	0	0	-3	0	0	0	0	0		-2	-1	-3	-3	
2200 2250	2250 2300	0	0	0	0	-3	0	0	0	0	0		-2	-1	-3	-3	
2300	2350	0	0	0	0	-3	0	0	0	0	0		-2 -2	0	-3	-3	
2350	2400	0	0	0	0	-3	0	0	0	0	0		-2	0	-3	-3	
2400 2450	2450 2500	0	-1	0	0	-3	0	0	0	0	0		-2	0	-3	-3	
2500	2550	0	-1	0	0	-3	0	0	0	0	0	-1	-2 -2	0	-4	-4	
2550	2600	0	-1	0	0	-3	0	0	0	0	0	-1	-2	0	-4	-4	
2600 2650	2650 2700	0	-1	0	0	-3	0	0	0	0	0	-1	-2	0	-4	-4	
2700	2750	0	-1	0	0	-3	0	0	0	0	0	-1	-2 -2	0	-4	-4	
2750	2800	0	0	0	0	-3	0	0	0	0	0		-2	-3	-4	-4	
2800 2850	2850 2900	0	0	0	0	-3	0	0	0	0	0		-2	-3	-4	-4	
2900	2950	0	0 -1	0	0	-3	0	0	0	0	0		-2 -2	-3 -3	-4 -4	-4	
2950	3000	0	-1	0	0	-3	0	0	0	0	0		-2	-3	-4	-4	
3000 3050 3100	3050 3100 3150	0 0	-1	0	0	-3	0	0	0	0	0		-2	-3	-4	-4 -4	
3150	3200	0	-1	0	0	-3	-1	-3	0	0	0		-2 -2	-3	-4	-4	Proposed allignment crossing valley & River with extensive level differences of up to 32m present along chainage length
3200	3250	0	-2	0	0	-3	-1	-3	0	0	0		-2	-3	-8	-9	Proposed alignment crossing valley & River with extensive level differences of up to 32m present along chainage length
3250 3300	3300 3350	0	-3	0	0	-3	-2	-3	0	0	0		-2	-3	-9	-9	Proposed allignment crossing valley & River with extensive level differences of up to 32m present along chainage length
		0	-3	0	0	-3	-2	-3	0	0	0	-1	-2	-3	-10	-10	Proposed alignment crossing valley & River with extensive level differences of up to 32m present along chainage length
3350	3400	0	-3	0	0	-3	-2	-3	0	0	0	-1	-2	-3	-10	-10	Proposed alignment crossing valley & River with extensive level differences of up to 32m present along chainage length

3400	3450																
		0	-3	0	0	-3	-2	-3	0	0	0	-1	-2	-3	-10	-10	Proposed alignment crossing valley & River with extensive level differences of up to 32m present along chainage length
3450	3500			0	0				0		0						Proposed alignment crossing valley & River with extensive level differences of up
3500	3550	0	-3	0	0	*3	-2	-3	U	U		-1	-2	-3	-10	-10	to 32m present along chainage length  Proposed alignment crossing valley & River with extensive level differences of up
2550	2000	0	-3	0	0	-3	-3	-3	0	0	0	-1	-2	-3	-11	-11	to 32m present along chainage length
3550	3600	0	-3	0	0	-3	-3	-3	0	0	0		-2	-3	-10	-10	Proposed alignment crossing valley & River with extensive level differences of up to 32m present along chainage length
3600	3650	0		0	0		-3			0	0						Proposed alignment crossing valley & River with extensive level differences of up
3650	3700	U	-3	0	U	*3	*3	-3	-2	U				-3	-11	-11	to 32m present along chainage length  Proposed alignment crossing valley & River with extensive level differences of up
2700	2750	0	-3	0	0	-3	-3	-3	-2	0	0		-2	-3	-11	-11	to 32m present along chainage length
3700	3750	0	-3	0	0	-3	-2	-3	0	0	0		-2	-3	-9	-9	Proposed alignment crossing valley & River with extensive level differences of up to 32m present along chainage length
3750	3800																Proposed alignment crossing valley & River with extensive level differences of up
3800	3850	0	-2	0	0	-3	-1	-3	0	0	0	-1	-2	-3	-9	-9	to 32m present along chainage length  Proposed alignment crossing valley & River with extensive level differences of up
2050		0	-1	0	0	-3	0	-3	0	0	0	-1	-2	-3	-8	-9	to 32m present along chainage length
3850	3900	0	-1	0	0	-3	0	-3	0	0	0	-1	-2	-3	-8	-9	Proposed alignment crossing valley & River with extensive level differences of up to 32m present along chainage length
3900	3950				0												Proposed alignment crossing valley & River with extensive level differences of up
3950	4000	0	0	0	0	-3	0	-3	0	0	0	-1	-2	-3	-8	-9	to 32m present along chainage length
4000	4050	0	0	0	0	-3	0	0	0	0	0		-2	-3	-4	4	
4050	4100	0	-1	0	0	-3	0	0	0	0	0		-2	-3	-4	-4	
4100	4150	0	-1	0	0	-3	0	-3	0	0	0	-2	-2	-3	-9	-9	Proposed alignment crossing valley & River with extensive level differences of up to 44m present along chainage length
4150	4200																Proposed alignment crossing valley & River with extensive level differences of up
4200	4250	0	-1	0	0	-3	0	-3	0	0	0	-2	-2	-3	-9	-9	to 44m present along chainage length
		0	-2	0	0	-3	-1	-3	0	0	0	-2	-2	-3	-10	-10	Proposed alignment crossing valley & River with extensive level differences of up to 44m present along chainage length
4250	4300	0	-2	0	0	-3	-1	-3	0	0	0	-1	-2	0	-8	-9	Proposed alignment crossing valley & River with extensive level differences of up to 44m present along chainage length
4300	4350																Proposed alignment crossing valley & River with extensive level differences of up
4350	4400	0	-2	0	0	-3	-2	-3	0	0	0	-1	-2	0	-9	-9	to 44m present along chainage length
		0	-3	0	0	-3	-2	-3	0	0	0	-1	-2	0	-9	-9	Proposed alignment crossing valley & River with extensive level differences of up to 44m present along chainage length
4400	4450	0	-3	0	0	-3	-2	-3	0	0	0	-1	-2	0	-9	-9	Proposed alignment crossing valley & River with extensive level differences of up to 44m present along chainage length
4450	4500																Proposed alignment crossing valley & River with extensive level differences of up
4500	4550	0	-3	0	0	-3	-2	-3	0	0	0	-1	-2	0	-9	-9	to 44m present along chainage length
		0	-3	0	0	-3	-3	-3	0	0	0		-3	0	-10	-10	Proposed alignment crossing valley & River with extensive level differences of up to 44m present along chainage length
4550	4600	0	-3	0	0	-3	-3	-3	0	0	0	-1	-3	0	-11	-11	Proposed alignment crossing valley & River with extensive level differences of up to 44m present along chainage length
4600	4650																Proposed alignment crossing valley & River with extensive level differences of up
4650	4700	0	-3	0	0	-3	-3	-3	0	0	0	-1	-3	0	-11	-11	to 44m present along chainage length
		0	-3	0	0	-3	-3	-3	0	0	0	-1	-3	0	-11	-11	Proposed alignment crossing valley & River with extensive level differences of up to 44m present along chainage length
4700	4750	0	-3	0	0	-3	-3	-3	0	0	0		-3	0	-10	-10	Proposed alignment crossing valley & River with extensive level differences of up to 44m present along chainage length
4750	4800																Proposed alignment crossing valley & River with extensive level differences of up
4800	4850	0	-3	0	0	-3	-2	-3	0	0	0		0	0	-6	-9	to 44m present along chainage length
		0	-3	0	0	-3	-2	-3	0	0	0		0	0	-6	-9	Proposed alignment crossing valley & River with extensive level differences of up to 44m present along chainage length
4850	4900	0	-2	0	0	-3	-1	-3	0	0	0		0	0	-5	-9	Proposed alignment crossing valley & River with extensive level differences of up to 44m present along chainage length
4900	4950																Proposed alignment crossing valley & River with extensive level differences of up
4950	5000	0	-2	0	0	-3	-1	-3	0	0	0		0	0	-5	-9	to 44m present along chainage length
		0	-1	0	0	-3	0	-3	0	0	0		0	0	-4	-9	Proposed alignment crossing valley & River with extensive level differences of up to 44m present along chainage length
5000	5050	0	0	0	0	-3	0	-3	0	0	0		0	-2	-6	-9	Proposed allignment crossing valley & River with extensive level differences of up to 44m present along chainage length
5050	5100	0	-1	0	0	-3	0	0	0	0	0	-1	0	-2	-4	-4	
5100	5150	0	-1	0	0	-3	0	0	0	0	0	-1	0	-2	-4	-4	
5150 5200	5200 5250	0	-1	0	0	-3	0	0	0	0	0		0	-2	-3	-3	
5250	5300	0	-1	0	0	-3	0	0	0	0	0		0	0	-1	-1	
5300	5350	0	-1	0	0	-3	0	0	0	0	0		0	0	-1	-1	
5350	5400	0	-1	0	0	-3	0	0	0	0	0		0	0	-1	-1	
5400	5500	0	-1 0	0	0	-3	0	0	0	0	0		0	0	-1	-1	
5500	5550	0	0	0	0	-3	0	0	0	0	0		0	0	-1	-1	
5550	5600	0	0	0	0	-3	0	0	0	0	0		0	0	-1	-1	
5600 5650	5650 5700	0	-1	0	0	-3	0	0	0	0	0		0	0	-1	-1	
5700	5750	0	-1	0	0	-3	0	0	0	0	0	-1	0	0	-2 -1	-2	
5750	5800	0	-1	0	0	-3	0	0	0	0	0		0	0	-1	-1	
5800	5850	0	-1	0	0	-3	0	0	0	0	0		0	0	-1	-1	
5850 5900	5900 5950	0	-1	0	0	-3	0	0	0	0	0		0	0	-1	-1	
5950	6000	0	-1 -1	0	0	-3	0	0	0	0	0		0	0	-1	-1	
6000	6050	0	0	0	0	-3	0	0	0	0	0		0	0	-1	-1	
6050	6100	0	0	0	0	-3	0	0	0	0	0		0	0	-1	-1	
6100 6150	6150 6200	0	0	0	0	-3	0	0	0	0	0		0	0	-1	-1	
6200	6250	0	-1	0	0	-3	0	0	0	0	0		0	0	-1	-1	
6250	6300	0	-1	0	0	-3	0	0	0	0	0	-1	0	-3	-5	-5	
6300	6350	0	0	0	0	-3	0	0	0	0	0	-1	0	-3	-5	-5	
6350 6400	6400 6450	0	0	0	0	-3	0	0	0	0	0	-1	0	-3	-5	-5	
6450	6500	0	-1 0	0	0	-3	0	0	0	0	0	-1	0	-3	-5	-5 -5	
6500	6550	0	0	0	0	-3	0	0	0	0	0	-1	0	-3	-5	-5 -5	
6550	6600	0	0	0	0	-3	0	0	0	0	0	-1	0	-3	-5	-5	Temp disruption skewing total score however chainage length has SW main
6600	6650	0	0	0	0	-3	0	0	0	0	0	-2	0	-3	-6	-5	Temp disruption skewing total score however chainage length has SW main running parrallel  Temp disruption skewing total score however chainage length has SW main
6650 6700	6700 6750	0	0	0	0	-3	0	0	0	0	0	-2	0	-3	-6	-5	running parrallel Temp disruption skewing total score however chainage length has SW main
6750	6800	0	0	0	0	-3	0	0	0	0	0	-2	0	-3	-6	-5	running parrallel Temp disruption skewing total score however chainage length has SW main
6800	6850	0	0	0	0	-3	0	0	0	0	0	-2	0	-3	-6 -6	-S	running parrallel Temp disruption skewing total score however chainage length has SW main
6850	6900	0	0	0	0	-3	0	0	0	0	0	-2	0	-3	-6 -6		running parrallel Temp disruption skewing total score however chainage length has SW main running parrallel
6900	6950				Ľ												₩ ş
6950	7000																



Then if total < or equal to -9 then should be coloured red because this represents possibility of 3 reds or 4 ambers If total is between -6 and -8 should be coloured amber since this could represent 2 reds or 3/4

Cna	}			Alig			Geot	Stru		Flood		Uti	COLOR	Opport	۷	r r	am
Chainage				Alignment			Geotechnics	Structures		Flooding and Drainage		Utilities	Constructability	ot ability	acore		
Start Chainage	End Chainage	Alignment Length	Level Difference	Bendiness	Hilliness	Earthworks	Geotechnics	Structures	Flood Plain	Watercourse Crossings	Attenuation requirement	Utilities	Construction access	Temp disruption	Total	Adjusted	Comments
0	50	-2	0	-1	-2	0	0	0	0	0	0	-1	0	-3	-5	-5	
50 100	100 150	-2	0	-1	-2	0	0	0	0	0	0	-1	0	-3	-S	-5	
150	200	-2	0	-1	-2	0	0	0	0	0	0	-1	0	-3	-5 -5	-S -S	
200	250	-2	0	-1	-2	0	0	0	0	0	0	-1	0	-3	-5	-5	
250	300	-2	-1	-1	-2	0	0	0	0	0	0	-1	0	-3	-S	-5	
300 350	350 400	·2	-1 -1	-1	-2 -2	0	0	0	0	0	0	-1	0	-3 -3	-5 -5	-S	
400	450	-2	-1	-1	-2	0	0	0	0	0	0		0	-3	-4	-4	
450	500	-2	-1	-1	-2	0	0	0	0	0	0		0	-3	-4	-4	
500 550	550 600	-2 -2	-2 -2	-1	-2 -2	0	-1	0	0	0	0		-4	0	-3 -3	-3	
600	650	-2	-2	-1	-2	0	-1	0	0	0	0		4	0	-3	-3	
650	700	-2	-2	-1	-2	0	-1	0	0	0	0		-1	0	-3	-3	
700 750	750 800	-2	-2	-1	-2 -2	0	-1	0	0	0	0		-1	0	-3	-3	
800	850	-2 -2	-2 -2	-1 -1	-2 -2	0	-1 -1	0	0	0	0		-1	0	-3 -3	-3	
850	900	-2	-2	-1	-2	0	-2	0	0	0	0		-1	0	-4	-4	
900 950	950 1000	-2	-2	-1	-2	0	-2	0	0	0	0		-1	0	-4	-4	
1000	1050	-2 -2	-3	-1	-2	0	-2 -1	0	0	0	0		-1	-1	-5 -4	-S	
1050	1100	-2	-2	-1	-2	0	-1	0	0	0	0		-1	-1	-3	-3	
1100	1150	-2	-2	-1	-2	0	-1	0	0	0	0	-2	-1	-1	-5	.5	Moderate utility present. Alignment crossing c-class road so structure present may allow utility to remain unaffected.
1150	1200		-		-	Ü		Ü				-	-		,	-	Moderate utility present. Alignment crossing c-class road so structure present may
1200	1250	-2	-2	-1	-2	0	-1	0	0	0	0	-2	-1	-1	-5	-5	allow utility to remain unaffected.
1250	1300	-2	-2	-1	-2	0	0	0	0	0	0		-1	0	-2	-2	
1300	1350	-2	-1	-1	-2	0	0	0	0	0	0	-2	-1	0	-4	-4	SSE pylon within 100m of alignment. Does not appear to be any sifniciant effect.
1350 1400	1400 1450	-2	-1	-1	-2	0	0	0	0	0	0		-1	0	-2	-2	275kv crossing. Proposed road in cutting. Potential moderate impact on
1450	1500	-2	-1	-1	-2	0	-1	0	0	0	0	-2	-1	0	-4	-4	construction.  275kv crossing. Proposed road in cutting. Potential moderate impact on construction.
1500	1550	-2	-2	-1	-2	0	-1	0	0	0	0	-2	-2	0	-6	-6	construction.  275kv crossing. Proposed road in cutting. Potential moderate impact on construction.
1550	1600	-2	-2	-1	-2	0	-1	0	0	0	0	-2	-2	0	-6	-6	275kv crossing. Proposed road in cutting. Potential moderate impact on construction.
1600	1650	-2	-2	-1	-2	0	-1	0	0	0	0		-2	0	-4	-4	
1650 1700	1700 1750	-2	-2 -2	-1	-2	0	-1	0	0	0	0		-2	0	-4	-4	
1750	1800	-2	-2	-1	-2	0	-1	0	0	0	0		-2	0	-4	-4	
1800	1850	-2	-2	-1	-2	0	-1	0	0	0	0	-3	-2	0	-7	-7	1050mm national grid pipeline crossing represents significant impact on construction.
1850 1900	1900 1950	-2 -2	-2	-1	-2 -2	0	0	0	0	0	0		-2 -2	0	-3 -3	-3	
1950	2000	-2	-1	-1	-2	0	0	0	0	0	0		-2	0	-3	-3	
2000	2050	-2	-1	-1	-2	0	0	0	0	0	0		-2	-1	-3	-3	
2050 2100	2100 2150	-2 -2	-1	-1	-2 -2	0	0	-1	0	0	0		-2 -2	-1	-3	-3	
2150	2200	-2	-1	-1	-2	0	0	-1	0	0	0		-2	-1	-4	-4	
2200	2250	-2	0	-1	-2	0	0	0	0	0	0		-2	-1	-3	-3	
2250 2300	2300 2350	-2 -2	0	-1	-2	0	0	0	0	0	0		-2	0	-3	-3	
2350	2400	-2	0	-1	-2 -2	0	0	0	0	0	0		-2	0	-3 -3	-3	
2400	2450	-2	0	-1	-2	0	0	0	0	0	0		-2	0	-3	-3	
2450 2500	2500 2550	-2	0	-1	-2	0	0	0	0	0	0		-2	0	-3	-3	
2550	2600	·2	0	-1	-2 -2	0	0	0	0	0	0		-2 -2	0	-3	-3	
2600	2650	-2	0	-1	-2	0	0	0	0	0	0		-2	0	-3	-3	
2650 2700	2700 2750	-2 -2	0	-1	-2	0	0	0	0	0	0		-2	0	-3	-3	
2750	2800	-2	0	-1 -1	-2 -2	0	0	0	0	0	0		-2 -2	0	-3 -3	-3	
2800	2850	-2	0	-1	-2	0	0	0	0	0	0		-2	0	-3	-3	
2850 2900	2900 2950	-2	0	-1	-2	0	0	0	0	0	0		-2	0	-3	-3	
2950	3000	-2 -2	-1	-1	-2 -2	0	0	0	0	0	0		-2	0	-3 -3	-3	
3000	3050	-2	-1	-1	-2	0	0	0	0	0	0		-2	0	-3	-3	
3050 3100	3100 3150	-2	-1	-1	-2	0	0	0	0	0	0		-2	0	-3	-3	
3150	3200	-2 -2	-1 -1	-1	-2 -2	0	0	0	0	0	0		-2	0	-3 -3	-3	
3200	3250	-2	-1	-1	-2	0	0	0	0	0	0		-2	0	-3	-3	
3250 3300	3300 3350	-2	-1	-1	-2	0	0	0	0	0	0		-2	-3	-4	-4	
3350	3400	-2 -2	-1	-1	-2	0	0	0	0	0	0	-1	-2	-3	-5	-s -s	
3400	3450	-2	0	-1	-2	0	0	0	0	0	0	4	-2	-3	-4	-4	
3450	3500	-2	0	-1	-2	0	0	0	0	0	0	-1	-2	-3	-5	-S	
3500 3550	3550 3600	·2	0	-1	-2 -2	0	0	0	0	0	0	-1	-2	-3	-5 -5	-s -s	
3600	3650	-2	0	-1	-2	0	0	0	0	0	0	-1	-2	-3	-5	-5	
3650	3700	-2	0	-1	-2	0	0	0	0	0	0	-1	-2	-3	٠s	-5	

2700	2750																
3700	3750	-2	0	-1	-2	0	0	0	0	0	0	-1	-2	-3	-5	-5	
3750	3800	-2	0	-1	-2	0	0	0	0	0	0		-2	-3	-4	-4	
3800	3850	-2	0	-1	-2	0	0	0	0	0	0		-2	-3	-4	-4	
3850	3900	-2	-1	-1	-2	0	0	0	0	0	0		-2	-3	-4	-4	
3900	3950	-2	-1	-1	-2	0	0	0	0	0	0		-2	-3	-4	-4	
3950	4000	-2	0	-1	-2	0	0	0	0	0	0		-2	-3	-4	-4	
4000	4050	-2	-1	-1	-2	0	0	0	0	0	0	-1	-2	-3	-5	-5	
4050	4100	-2	-1	-1	-2	0	0	0	0	0	0	-1	-2	-3	-5	-5	
4100	4150	-2	-1	-1	-2	0	0	0	0	0	0	-1	-2	-3	-5	-5	
4150	4200	-2	-1	-1	-2	0	0	0	0	0	0	-1	-2	-3	-5	-5	
4200	4250	-2	-1	-1	-2	0	0	0	0	0	0	-1	-2	-3	-5	-5	
4250	4300	-2	-1	-1	-2	0	0	0	0	0	0		-2	-3	à	-4	
4300	4350	-2	-1	-1	-2	0	0	0	0	0	0		-2	-3	-4	-4	
4350	4400	-2	-1	-1	-2	0	0	0	0	0	0		-2	-3	-4	-4	
4400	4450	-2	-1	-1	-2	0	0	0	0	0	0		-2	-3	-4	-4	
4450	4500	-2	-1	-1	-2	0	0	0	0	0	0		.2	.2	-4	-4	
4500	4550	-2	-1	-1	-2	0	0	0	0	0	0		-2	-3	4	-4	
4550	4600	-	-1	-1	-2	0	0	0	0	0	0		.,	-3	-4	-4	
4600	4650	-2	0	-1	-2	0	0	0	0	0	0		-2	-3	-4	-4	
4650	4700	- 4	-1	-1	- '2	0	0	0	0	0	0		-2	-3	-	-4	
4700	4750	-2	-1	-1	-2	0	0	0	0	0	0		-2	-3	-4	-4	
4750	4800	- 12			- 12								-2				
4800	4850	-2	-1	-1	-2	0	0	0	0	0	0		-3	0	-4	-4	
4000	4030	-2	-1	-1	-2	0	0	-2	-3	0	0		-3	0	-7	-9	Proposed 150m viaduct on potentially compressible soils alongside construction on flood plain. Upgraded to significant.
4850	4900																Proposed 150m viaduct on potentially compressible soils alongside construction
		-2	-1	-1	-2	0	-2	-2	-3	0	0		-3	0	-9	-9	on flood plain. Upgraded to significant.
4900	4950																Proposed 150m viaduct on potentially compressible soils alongside construction
4050	5000	-2	-2	-1	-2	0	-2	-2	-3	0	0		-3	0	-9	-9	on flood plain. Upgraded to significant.
4950	5000								0		0			0	_		Proposed 150m viaduct on potentially compressible soils alongside construction
5000	5050	-2	-2	-1	-2	0	-1	-2 0	0	0	0		15	0	-7	-9	on flood plain. Upgraded to significant.
5050	5100	-2	-1	-1 -1	-2	0	0	0	0	0	0		-3	0	-4	-4	
5100	5150	-2													-4	-4	Adjusted to suit. Proposed alignment in cutting, as deep as 16m, along chainage
		-2	-1	-1	-2	0	-2	0	0	0	0		-3	0	-6	-6	length through hill.  Adjusted to suit. Proposed alignment in cutting, as deep as 16m, along chainage
5150	5200	-2	-2	-1	-2	0	-2	0	0	0	0		-3	0	-6	-6	length through hill.
5200	5250	-2	-2	-1	-2	0	-1	0	0	0	0		-3	0	-5	-5	
5250	5300	-2	-2	-1	-2	0	-1	0	0	0	0		-3	0	-5	-5	
5300	5350	-2	-2	-1	-2	0	-1	0	0	0	0		-3	0	-5	-5	
5350	5400	-2	-2	-1	-2	0	-1	0	0	0	0		-3	0	-5	-5	
5400	5450	-2	-2	-1	-2	0	-1	0	0	0	0		-3	0	-5	-5	
5450	5500	-2	-2	-1	-2	0	-1	0	0	0	0		-3	0	-5	-5	
5500	5550																Significant cutting required and likely underpass in rock. Revision of vertical
		-2	-2	-1	-2	0	-1	-1	0	0	0		-3	0	-6	-6	alignment possible to convert to overbridge.
5550	5600																Significant cutting required and likely underpass in rock. Revision of vertical
5600	5650	-2	-2	-1	-2	0	-1	-1	0	0	0		-3	0	-6	-6	alignment possible to convert to overbridge.
		-2	-2	-1	-2	0	0	0	0	0	0		-3	0	-4	-4	
5650	5700	-2	-1	-1	-2	0	0	0	0	0	0		-3	0	-4	-4	
5700	5750	-2	-1	-1	-2	0	0	0	0	0	0		-3	0	-4	-4	
5750	5800	-2	-1	-1	-2	0	0	0	0	0	0		-1	0	-2	-2	
5800	5850	-2	0	-1	-2	0	0	0	0	0	0		-1	0	-2	-2	
5850	5900	-2	0	-1	-2	0	0	0	0	0	0		-1	0	-2	-2	
5900	5950	-2	0	-1	-2	0	0	0	0	0	0		-1	0	-2	-2	
5950	6000	-2	0	-1	-2	0	0	0	0	0	0		-1	0	-2	-2	
6000	6050	-2	-1	-1	-2	0	0	0	0	0	0		-1	0	-2	-2	
	6100		-1		,	0	0		0		0		-1	0	-2	-2	
6050		-2					U	0		0	U						
6050 6100	6150	-2	-1	-1	-2	0	0	0	0	0	0		-1	0	-2	-2	
		-2 -2	-1	-1	-2 -2											-2 -2	
6100	6150	-2 -2 -2			_	0	0	0	0	0	0			0	-2		
6100 6150 6200	6150 6200 6250	-2	-1 -1 -1	-1	-2	0	0	0	0	0	0 0		-1	0 0	-2	-2 -2	
6100 6150	6150 6200	-2	4 4 4	-1	-2	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0		4 4 4	0 0 0	-2 -2 -2	-2 -2 -2	
6100 6150 6200 6250 6300	6150 6200 6250 6300 6350	-2	4 4 4	-1 -1 -1	-2 -2 -2	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0		-1 -1 -1	0 0	-2 -2 -2 -2	-2 -2 -2	
6100 6150 6200 6250 6300 6350	6150 6200 6250 6300 6350 6400	-2 -2 -2 -2 -2	-1 -1 -1 -1 -1 -1 -1	-1 -1 -1 -1 -1	-2 -2 -2 -2 -2	0 0 0 0 0 0	0 0 0 0 0 0	0 0 0 0 0 0 0	0 0 0 0 0 0	0 0 0 0 0 0	0 0 0 0 0 0		4 4 4 4 4	0 0 0 0 0 0	-2 -2 -2 -2 -2	-2 -2 -2 -2 -2	
6100 6150 6200 6250 6300 6350 6400	6150 6200 6250 6300 6350 6400 6450	-2	4 4 4	-1 -1 -1	-2 -2 -2	0 0 0 0 0 0 0	0 0 0 0 0	0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0		4 4 4	0 0 0 0 0 0 0	-2 -2 -2 -2	-2 -2 -2	High embankment on post would constitute an overall difficulty of at least
6100 6150 6200 6250 6300 6350 6400 6450	6150 6200 6250 6300 6350 6400 6450 6500	-2 -2 -2 -2 -2	-1 -1 -1 -1 -1 -1 -1	-1 -1 -1 -1 -1	-2 -2 -2 -2 -2	0 0 0 0 0 0	0 0 0 0 0 0	0 0 0 0 0 0 0	0 0 0 0 0 0	0 0 0 0 0 0	0 0 0 0 0 0		4 4 4 4 4	0 0 0 0 0 0	-2 -2 -2 -2 -2	-2 -2 -2 -2 -2	moderate. Scores update to reflect High embankment on peat would constitute an overall difficulty of at least
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8450	8500	-2	0	-1	-2	0	0	0	0	0	0	-2	-2	-1	-5	-5	SW main crosses proposed alignment with a level difference of only 0.5m present along chainage length
8500	8550		0	-1	-2	0	0	0	0	0	0	-2	.2	-1	.6	.e	SW main crosses proposed alignment with a level difference of only 0.5m present along chainage length
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8750	8800	-2	0	-1	-2	0	0	0	0	0	0		-2	-1	-3	-3	
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8850	8900	-2	0	-1	-2	0	0	0	0	0	0		-2	-1	-3	-3	
8900	8950	-2	0	-1	-2	0	0	0	0	0	0		-2	-1	-3	-3	
8950	9000	-2	0	-1	-2	0	0	0	0	0	0		-2	-1	-3	-3	
		-2	0	-1	-2	0	0	0	0	0	0		-2	-1	-3	-3	
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		-2	0	-1	-2	0	0	0	0	0	0		-2	0	-3	-3	
9100	9150	-2	0	-1	-2	0	0	0	0	0	0		-2	0	-3	-3	
9150	9200	-2	0	-1	-2	0	0	0	0	0	0		-2	0	-3	-3	
9200	9250	-2	0	-1	-2	0	0	0	0	0	0		-2	0	-3	-3	
9250	9300	-2	0	-1	-2	0	0	0	0	0	0	-1	-2	0	-4	-4	
9300	9350	-2	0	-1	-2	0	0	0	0	0	0		-2	0	-3	-3	
9350	9400	-2	0	-1	-2	0	0	0	0	0	0		-2	0	-3	-3	
9400	9450	-2	0	-1	-2	0	0	0	0	0	0		-2	0	-3	-3	
9450	9500	-2	0	-1	-2	0	0	0	0	0	0		-2	0	-3	-3	
9500	9550	-2	0	-1	-2	0	0	0	0	0	0		-2	0	-3	-3	
9550	9600	-2	0	-1	-2	0	0	0	0	0	0	-1	-2	0	-4	-4	
9600	9650	-2	0	-1	-2	0	-2	0	0	0	0	-1	-2	0	-6	-6	Cutting in made ground with potential contimation. Minor utility present.
9650	9700		-1	-1	.2	0	-2	0	0	0	0		.2	0	.6		Cutting in made ground with potential contimation
9700	9750	-2	-1	-1	.2	0	-2	0	0	0	0		-2	0	-5	-5	Cutting in made ground with potential continuation
9750	9800			-1	-	0	-	0	0	0	0		0	0	3	3	Cathing in made ground with patential continuation
9800	9850	-2	,	-1	2	0	- 2	0	0	0	0		0	0	-3	-3	Cutting in made ground with potential continuation
9850	9900	-2			-2	0		0	0		0		0	0	- '3	-3	
9900	9950	-2	-1	-1	-2	0	-2	0	0	0	0		0	0	-3	-3	Cutting in made ground with potential contimation
9950	10000	_		-1	-2		-2								-3	-3	Cutting in made ground with potential continuation  Combination of major utility crossing and made ground with potential
		-2	-1	-1	-2	0	-2	0	0	0	0	-3	0	0	-6	-6	contaimation. Moderate impact  Combination of major utility crossing and made ground with potential
10000	10050	-2	-1	-1	-2	0	-2	0	0	0	0	-3	0	0	-6	-6	containation. Moderate impact Combination of major utility crossing and made ground with potential
10050	10100	-2	-1	-1	-2	0	-2	0	0	0	0	-3	0	0	-6	-6	combination of major utility crossing and made ground with potential containation. Moderate impact
10100	10150	-2	0	-1	-2	0	-1	0	-3	0	0	-3	0	0	-6	-6	Major utility crossing and flood plain result in a moderate impact.
10150	10200	.2	0	-1	.2	0	-1	0	.2	0	0	.2	0	0	-6	-6	Major utility crossing and flood plain result in a moderate impact.
10200	10250		0			0		0		0			0	0			
10250	10300	-2		-1	-2		-1		-3		0	-3	0		-6	-6	Major utility crossing and flood plain result in a moderate impact.
10300	10350	-2	0	-1	-2	0	-1	0	-3	0	0		0	0	-3	-3	
		-2	0	-1	-2	0	-1	0	-3	0	0		0	0	-3	-3	
10350	10400	-2	0	-1	-2	0	-1	0	-3	0	-1		0	0	-3	-3	
10400	10450	-2	0	-1	-2	0	-1	0	-3	0	0		0	0	-3	-3	
10450	10500	-2	0	-1	-2	0	-1	0	-3	0	0		0	0	-3	-3	
10500	10550	-2	-1	-1	-2	0	0	0	0	0	0	-1	0	-3	-5	-5	
10550	10600	-2	-1	-1	-2	0	0	0	0	0	0	-1	0	-3	-5	-5	
10600	10650	-2	0	-1	-2	0	1	0	0	0	0	-1	0	-3	-4	-4	
10650	10700	-2	-1	-1	-2	0	1	0	0	0	0	-1	0	-3	-4	-4	
10700	10750	-2	-1	-1	-2	0	1	0	0	0	0		0	-3	-3	-3	
10750	10800	-2	0	-1	-2	0	1	-1	0	0	0	-1	0	-3	-5	-5	
10800	10850	-2	0	-1	-2	0	1	-1	0	0	0	-1	0	-3	-5	-5	
10850	10900	-2	0	-1	-2	0	1	0	0	0	0		0	-3	-3	-3	
10900	10950	-2	0	-1	-2	0	0	0	0	0	0		0	-3	-4	-4	
10950	11000	-2	0	-1	-2	0	0	0	0	0	0	-1	0	-3	.5	.5	Adjusted to suit. Proposed alignment curving onto existing A96 from this chainage. Structures assumed.
11000	11050		0	-1	-2	0	0	0	0	0	0		0	.2	.6		
11050	11100	-2	0	-1	-2	0	0	0	0	0	0	-1	0	-3	-5	-5	
11100	11150	-2			-2							-1		.,	-5		
11150	11200	-2	0	-1	-2	0	0	0	0	0	0	-1	0	-3	-5	-5	
11200	11250	-2	0	-1	-2	0	0	0	0	0	0	-1	0	-3	-5	-5	
11250	11300	-2	0	-1	-2	0	0	0	0	0	0		0	-3	-4	-4	
		-2	0	-1	-2	0	0	0	0	0	0	-1	0	-3	-5	-5	Provision of underbridges and likely associated temporary distribution contribute
11300	11350	-2	0	-1	-2	0		-2	0	0	0	-1	0	-3	-7	-7	to moderate scoring.  Provision of underbridges and likely associated temporary distribution contribute
11350	11400	-2	-1	-1	-2	0		-2	0	0	0		0	-3	-6	-6	to moderate scoring.
11400	11450																
11450	11500																



Then if total < or equal to -9 then should be coloured red because this represents possibility of 3 reds or 4 ambers if total is between -6 and -8 should be coloured amber since this could represent 2 reds or 3/4

Chainage				Alignment			Geotechnics	Structures		Flooding and Drainage		Utilities	Constructability	Opport	Score	Scoro	
Start Chainage	End Chainage	Alignment Length	Level Difference	Bendiness	Hilliness	Earthworks	Geotechnics	Structures	Flood Plain	Watercourse Crossings	Attenuation requirement	Utilities	Construction access	Temp disruption	Total	Adjusted	Comments
	50	-2	0	-2	-2	-3	-1	0	0	0	0		0	-3	-6	-5	Minor geotechnical and utility issues. Temporary distribution -3 skewing analysis. Adjusted to suit. Minor geotechnical and utility issues. Temporary distribution -3 skewing analysis.
	100 150	-2	0	-2	-2	-3	-1	0	0	0	0	-1	0	-3	-7	-5	Adjusted to suit.  Minor geotechnical and utility issues. Temporary distribution -3 skewing analysis.
	200	-2	0	-2	-2	-3	-1	0	0	0	0	-1	0	-3	-7	-5	Adjusted to suit.  Minor geotechnical and utility issues. Temporary distribution -3 skewing analysis.
	250	-2	0	-2	-2	-3	0	0	0	0	0		0	-3	-5	-5	Adjusted to suit.  Minor geotechnical and utility issues. Temporary distribution -3 skewing analysis.
	300	-2		-2	-2	*3	U	U	U		U	-1	0	-3	-Б	-5	Adjusted to suit.  This area is on approach to railway bridge. At time of design unclear as to
300	350	-2	0	-2	-2	-3	0	-3	0	0	0		-3	0	-8	-9	feasability of crossing rallway bridge although effects likely to be significant on earthworks etc. Feasibility in question so should be marked as potentially high impact. Should have been flagged by structures?  This area is on approach to railway bridge. At time of design unclear as to
		-2	-1	-2	-2	-3	0		0	0	0		-3	0	-5	-9	feasability of crossing railway bridge although effects likely to be significant on earthworks etc. Feasibility in question so should be marked as potentially high impact. Should have been flagged by structures?
	400	-2	-1	-2	-2	-3	0		0	0	0		-3	0	-5	-9	This area is on approach to rallway bridge. At time of design unclear as to feasability of crossing rallway bridge although effects likely to be significant on earthworks et. Feasibility in question so should be marked as potentially high expact. Should have been flagged by structures?
	450 500	-2	-1	-2	-2	-3	0	0	0	0	0		-3	0	-5	-5	
	550	-2	-1	-2	-2	-3	0	0	0	0	0		-3	0	-S	-5 -5	
	600	-72	4	-12	-12	*3	U		U	U	U		-15	U	*5	*5	Cutting up to 12.3 (but greater than 10m) in rock. Minor geotechnic impact and
	650	-2	-1	-2 -2	-2 -2	-3	-1	0	0	0	0		-3	0	-6 -6	-S	Cutting up to 12.3 (but greater than 10m) in rock. Minor geotechnic impact and level difference. Constructability access, -3, skews alignment score.
	700	-2	-1	-2	-2	-3	0	0	0	0	0		-3	0	-5	-5	
	750 800	-2	-1	-2	-2	-3	0	0	0	0	0		-3	0	-5	-5 -5	
	850	-2	-1	-2	-2	-3	0	0	0	0	0		-3	0	-5	-5	
850	900	-2	0	-2	-2	-3	0	0	0	0	0		-3	0	-5	-5	
	950	-2	0	-2	-2	-3	0	0	0	0	0		-3	0	-5	-5	
	1000 1050	-2	0	-2	-2	-3	0	0	0	0	0		-3	0	-5	-5	
	1100	-2	0	-2	-2	-3	0	0	0	0	0		-3	0	-5	-5 -5	
	1150	-2	0	-2	-2	-3	0	0	0	0	0		-3	0	-5	-5	
	1200	-2	0	-2	-2	-3	0	0	0	0	0		-3	0	-5	-5	
	1250	-2	0	-2	-2	-3	0	0	0	0	0		-3	0	-5	-5	
	1300 1350	-2	-1	-2	-2	-3	0	0	0	0	0		-3	0	-5	-5 -5	
	1400	-2	-1	-2	-2	-3	0	0	0	0	0		-3	0	-5	-5	
	1450	-2	-1	-2	-2	-3	0	0	0	0	0		-3	0	-5	-5	
1450	1500			-2	-2	-3		0	0	0	0		.2	0	-6	.e	Embankment up to 17.1m on compressible soils or rock. Alignment score skewed as a result of access. Reduced to suit minor nature of issues
	1550 1600	-2	-2	-2	-2	-3	-1	0	0	0	0		-3	0	-6	-5	Embankment up to 17.1m on compressible soils or rock. Alignment score skewed as a result of access. Reduced to suit minor nature of issues Embankment up to 33.3m on compressible soils or rocks. Regarded as moderate
	1650	-2	-2	-2	-2	-3	-2	0	0	0	0		-3	0	-7	-7	Impact Embankment up to 33.3m on compressible soils or rocks. Regarded as moderate
	1700	-2	-3	-2	-2	-3	-2	0	0	0	0		-3	0	-7	-7	Impact Embankment up to 33.3m on compressible soils or rocks. Regarded as moderate
	1750	-2	-3	-2	-2	-3	-2	0	0	0	0		-3	0	-7	-7	impact  Embankment up to 33.3m on compressible soils or rocks. Regarded as moderate impact
1750	1800	-2	-3	-2	-2	-3	-2	0	0	0	0		-2	0	-6	-6	Embankment up to 33.3m on compressible soils or rocks. Regarded as moderate impact
1800	1850	-2	-3	-2	-2	-3	-2	0	0	0	0	-2	-2	0	-8	-8	Embankment up to 33.3m on compressible soils or rocks. Regarded as moderate impact
	1900	-2	-3	-2	-2	-3	-2	0	0	0	0	-2	-2	0	-8	-8	Embankment up to 33.3m on compressible soils or rocks. Regarded as moderate impact
	1950	-2	-3	-2	-2	-3	-2	0	0	0	0	-2	-2	0	-8	-8	Embankment up to 33.3m on compressible soils or rocks. Regarded as moderate impact Embankment up to 33.3m on compressible soils or rocks. Regarded as moderate
	2000 2050	-2	-3	-2	-2	-3	-2	0	0	0	0		-2	0	-6	-6	impact
	2100	-2 -2	-2	-2 -2	-2 -2	-3	-1 0	0	0	0	0		-2	0	-5	-5 -4	
2100	2150	-2	-1	-2	-2	-3	0	0	0	0	0		-2	0	-4	-4	
	2200	-2	-1	-2	-2	-3	0	0	0	0	0		-2	0	-4	-4	
	2250 2300	-2	-1	-2	-2	-3	0	0	0	0	0		-2	0	-4	-4	
	2350	-2	-1 -1	-2 -2	-2 -2	-3	0	-1	0	0	0		-2	-2 -2	-S	-s -s	
2350	2400	-2	-1	-2	-2	-3	0	0	0	0	0		-2	-2	-4	-4	
	2450	-2	-1	-2	-2	-3	0	0	0	0	0		-2	-2	-4	-4	
	2500 2550	-2 -2	-1	-2 -2	-2 -2	-3	0	0	0	0	0		-2	-2 -2	-4	-4	
	2600	-2 -2	-1	-2	-2	-3	0	0	0	0	0		-2	-2	-4	-4	
2600	2650	-2	-1	-2	-2	-3	0	0	0	0	0	-1	-2	-2	-5	-5	
	2700	-2	-1	-2	-2	-3	0	0	0	0	0	-1	-2	-2	-5	-5	
	2750 2800	-2 -2	-1	-2	-2 -2	-3	0	0	0	0	0	-1	-2	-2	-5 -4	-5 -4	
	2850	-2 -2	-1	-2 -2	-2 -2	-3	0	0	0	0	0		-2	-2 -2	-4	-4	
2850	2900	-2	-1	-2	-2	-3	0	0	0	0	0		-2	-2	-4	-4	
	2950	-2	-1	-2	-2	-3	0	0	0	0	0		-2	-2	-4	-4	
	3000 3050	-2	-1	-2	-2	-3	0	0	0	0	0		-2	-2	-4	-4	
	3100	-2 -2	-1	-2 -2	-2	-3	0	0	0	0	0		-2	0	-4 -4	-4 -4	
	3150	-2	-1	-2	-2	-3	0	0	0	0	0		-2	0	-4	-4	
3150	3200	-2	-1	-2	-2	-3	0	0	0	0	0		-2	0	-4	-4	
	3250	-2	-1	-2	-2	-3	0	0	0	0	0		-2	0	-4	-4	
	3300 3350	-2 -2	-1	-2 -2	-2 -2	-3	0	0	0	0	0		-2 -2	0	-4	-4	

3350	3400	-		-	-	2	0	0	0		0		2			-	
3400	3450	-2	-1	-2	-2	-3	0	0	0	0	0		-2	0	-4	-4	
3450	3500	-2	-1	-2	-2	-3	0	0	0	0	0		-2	0	-4	-4	
3500 3550	3550 3600	-2	-1	-2	-2	-3	0	0	0	0	0		-2	0	-4	-4	
3600	3650	-2	-1	-2	-2	-3	0	0	0	0	0		-2	0	-4	-4	
3650	3700	-2	-1	-2	-2	-3	0	0	0	0	0		-2	0	-4	-4	
3700 3750	3750 3800	-2	-1	-2	-2	-3	0	0	0	0	0		-2	0	-4	-4	
3800	3850	-2	-1	-2	-2	-3	0	0	0	0	0		-2	0	-4	-4	
3850	3900	-2	-1	-2	-2	-3	0	0	0	0	0		-2	0	-4	-4	
3900 3950	3950 4000	-2	-1	-2	-2	-3	0	0	0	0	0		-2	0	-4	-4	
4000	4050	-2	-1 0	-2	-2	-3	0	0	0	0	0		-2	0	-4	-4	
4050	4100	-2	0	-2	-2	-3	0	0	0	0	0	-1	-2	0	-5	-5	
4100 4150	4150 4200	-2	0	-2	-2	-3	0	0	0	0	0	-1	-2	0	-5	-5	
		-2	0	-2	-2	-3	0	0	0	0	0	-2	-2	0	-6	-5	Alignment passes between pylons within 100m. Not considered moderate impact with scores skewed from alignment analysis
4200	4250		0	-2	-2	.2	0	0	0	0	0	.2	-3	0	-6	.0	Alignment passes between pylons within 100m. Not considered moderate impact with scores skewed from alignment analysis
4250	4300																Alignment passes between pylons within 100m. Not considered moderate impact
4300	4350	-2	0	-2	-2	-3	0	0	0	0	0	-2	-2	0	-6	-5	with scores skewed from alignment analysis  Alignment passes between pylons within 100m. Not considered moderate impact
		-2	-1	-2	-2	-3	0	0	0	0	0	-2	-2	0	-6	-5	with scores skewed from alignment analysis
4350 4400	4400 4450	-2 -2	-1	-2	-2 -2	-3	0	0	0	0	0	-1	-2	0	-5 -4	-5 -4	
4450	4500	-2	-1	-2	-2	-3	0	0	0	0	0		-2	0	-4	-4	
4500	4550	-2	-1	-2	-2	-3	0	0	0	0	0		-2	-1	-4	-4	
4550 4600	4600 4650	-2 -2	-1	-2 -2	-2 -2	-3 -3	0	0	0	0	0		-2	-1	-4	-4	
4650	4700	-2	-1	-2	-2	-3	-1	0	0	0	0		-2	-1	-5	-5	
4700	4750	-2	-1	-2	-2	-3	-1	0	0	0	0		-2	-1	-5	-5	
4750 4800	4800 4850	-2 -2	-1	-2 -2	-2 -2	-3	0	0	0	0	0		-2	-1	-4	-4	
4850	4900	-2	-1	-2	-2	-3	0	0	0	0	0		-2	-1	4 4	-4	
4900	4950	-2	-1	-2	-2	-3	0	0	0	0	0		-2	-1	-4	-4	
4950 5000	5000 5050	-2	-1	-2	-2	-3	0	0	0	0	0		-2	-1	-4	-4	
5050	5100	-2	-1	-2	-2 -2	-3	0	0	0	0	0	-1	-2	-1	-4	-4 -5	
5100	5150	-2	-1	-2	-2	-3	0	0	0	0	0	-1	-2	-1	-5	-5	MCCom National Calcium Income Months significant laws or model or
5150	5200	-2	0	-2	-2	-3	0	0	0	0	0	-3	-2	-1	-7	-7	1050mm National Grid pipeline crossing. No other significant issues so regarded as moderate impact.
5200 5250	5250 5300	-2	-1	-2	-2	-3	0	0	0	0	0	-1	-2	-1	-5	-5	
		-2	-1	-2	-2	-3	-1	0	0	0	0	-1	-2	0	-6	-5	Rock cutting with minor utility crossing. Minor impacts with score skewed from alignment analysis and access. Reduced to reflect Cutting up to 31m in rock. Minor utility work alongside moderate geotechnical
5300 5350	5350 5400	-2	-2	-2	-2	-3	-2	0	0	0	0	-1	-2	0	-7	-7	Cutting up to 31m in rock. Minor utility work alongside moderate geotechnical
5400	5450	-2	-3	-2	-2	-3	-2	0	0	0	0	-1	-2	0	-7	-7	issue. Cutting up to 31m in rock. Minor utility work alongside moderate geotechnical
5450	5500	-2	-3	-2	-2	-3	-2	0	0	0	0	-1	-2	0	-7	-7	issue.  Cutting up to 31m in rock. Minor utility work alongside moderate geotechnical issue.
5500	5550	-2	-3	-2	-2	-3	-2	0	0	0	0	-1	-2	0	-7	-7	Cutting up to 31m in rock. Minor utility work alongside moderate geotechnical issue.
5550	5600	-2	-3	-2	-2	-3	-2	0	0	0	0	-1	-2	0	-7	-7	Cutting up to 31m in rock. Minor utility work alongside moderate geotechnical issue.
5600	5650	-2	-3	-2	-2	-3	-2	0	0	0	0	-1	-2	0	-7	-7	Cutting up to 31m in rock: Minor utility work alongside moderate geotechnical issue.  Cutting up to 31m in rock: Minor utility work alongside moderate geotechnical
5650 5700	5700 5750	-2	-3	-2	-2	-3	-2	0	0	0	0	-1	-2	0	-7	-7	issue.
5700	5750		.2	-2	-2	-3	-1	0	0	0	0	-1	-2	0	-6	-5	Cutting up to 17.5m in rock with minor utility diversions. Two minor issues. Scored skewed from alignment analysis and access.
		-2	-7														
5750	5800	-2	3	,			١.										Cutting up to 17.5m in rock with minor utility diversions. Two minor issues.
5750 5800	5800 5850	-2	-2	-2	-2	-3	-1	0	0	0	0	-1	-2	0	-6	-5	Cutting up to 17.5m in rock with minor utility diversions. Two minor issues.  Scored skewed from alignment analysis and access.  Cutting up to 17.5m in rock with minor utility diversions. Two minor issues.
5800	5850	-2	-2	-2	-2	-3	-1	0	0	0	0	-1	-2	0	-6 -6	-S	Scored skewed from alignment analysis and access.
		-2 -2 -2 -2 -2	-2 -2 -1	-2 -2 -2	-2 -2 -2 -2	-3 -3 -3	-1 -1 0	0 0 0	0 0 0	0 0 0		4 4	-2 -2 -2	0 0	-6 -6 -5	-5 -5 -5	Scored skewed from alignment analysis and access.  Cutting up to 17.5m in rock with minor utility diversions. Two minor issues.
5800 5850 5900 5950	5850 5900 5950 6000	-2 -2 -2 -2 -2 -2		-2 -2 -2 -2	-2 -2 -2 -2 -2	-3 -3 -3 -3		0	0	0	0	-1 -1 -1 -1	2 2 2 2 2	0			Scored skewed from alignment analysis and access.  Cutting up to 17.5m in rock with minor utility diversions. Two minor issues.
5800 5850 5900 5950 6000	5850 5900 5950 6000 6050	-2 -2 -2 -2 -2 -2	-1	-2 -2 -2 -2 -2	-2	-3 -3 -3 -3	0 0	0 0 0 0	0 0 0 0 0	0 0 0 0	0 0 0 0	-1	-2 -2 -2	0 0 0	-5	-5 -5	Scored skewed from alignment analysis and access.  Cutting up to 17.5m in rock with minor utility diversions. Two minor issues.
5800 5850 5900 5950	5850 5900 5950 6000	-2 -2 -2 -2 -2 -2 -2 -2 -2 -2 -2 -2 -2 -	-1	-2 -2 -2 -2 -2 -2 -2 -2 -2 -2	-2	-3 -3 -3 -3 -3 -3	0	0 0 0	0 0 0	0 0	0 0 0 0 0 0	-1	-2	0 0 0	-5	-5	Scored skewed from alignment analysis and access.  Cutting up to 17.5m in rock with minor utility diversions. Two minor issues.
5800 5850 5900 5950 6000 6050 6100 6150	5850 5900 5950 6000 6050 6100 6150 6200	-2 -2 -2 -2 -2 -2 -2 -2 -2 -2 -2 -2 -2 -	-1 -1 0	-2 -2 -2 -2	-2 -2 -2 -2	-3 -3 -3	0 0 0	0 0 0 0 0 0 0	0 0 0 0 0 0 0	0 0 0 0 0 0 0	0 0 0 0	-1	-2 -2 -2 -2	0 0 0 0	-5 -5 -5	-5 -5 -5	Scored skewed from alignment analysis and access.  Cutting up to 17.5m in rock with minor utility diversions. Two minor issues.
5800 5850 5900 5950 6000 6050 6100 6150 6200	5850 5900 5950 6000 6050 6100 6150 6200 6250		-1 -1 0 -1 -1 -1	-2 -2 -2 -2 -2 -2 -2	-2 -2 -2 -2 -2 -2 -2 -2	-3 -3 -3 -3 -3 -3 -3	0 0 0 0 0 -1 -1	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0	-1	-2 -2 -2 -2 -2	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	-5 -5 -5 -4 -4 -5	-5 -5 -5 -4 -4 -5	Scored skewed from alignment analysis and access.  Cutting up to 17.5m in rock with minor utility diversions. Two minor issues.
5800 5850 5900 5950 6000 6050 6100 6150	5850 5900 5950 6000 6050 6100 6150 6200		-1 -1 0 -1 -1 -1	-2 -2 -2 -2 -2 -2	-2 -2 -2 -2 -2 -2	-3 -3 -3 -3 -3	0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0	-1	2 2 2 2 2 2	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	-5 -5 -5 -4 -4	-5 -5 -5 -4 -4 -5	Scored skewed from alignment analysis and access.  Cutting up to 17.5m in rock with minor utility diversions. Two minor issues.
5800 5850 5900 5950 6000 6050 6100 6150 6200 6250 6300 6350	5850 5900 5950 6000 6050 6100 6150 6200 6250 6300 6350 6400	-2 -2 -2	-1 -1 0 -1 -1 -1 -1 -2	-2 -2 -2 -2 -2 -2 -2 -2 -2 -2 -2	-2 -2 -2 -2 -2 -2 -2 -2 -2	-3 -3 -3 -3 -3 -3 -3 -3 -3	0 0 0 0 0 0 1 1 1 1 1	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0	-1	2 2 2 2 2 2 2 2 2 2	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	-5 -5 -5 -4 -4 -5 -5	-5 -5 -4 -4 -5 -5	Scored skewed from alignment analysis and access.  Cutting up to 17.5m in rock with minor utility diversions. Two minor issues.
5800 5850 5900 5950 6000 6050 6100 6150 6200 6250 6300 6350 6400	5850 5900 5950 6000 6050 6150 6200 6250 6300 6350 6400 6450	-2 -2 -2 -2 -2 -2 -2	-1 -1 -1 -1 -1 -2 -2 -2 -2	-2 -2 -2 -2 -2 -2 -2 -2 -2 -2 -2 -2 -2 -	-2 -2 -2 -2 -2 -2 -2 -2 -2 -2 -2 -2 -2 -	-3 -3 -3 -3 -3 -3 -3 -3 -3 -3 -3 -3 -3 -	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0	-1	2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	0 0 0 0 0 0 0	-5 -5 -5 -5 -5 -5 -5 -5	-5 -5 -5 -4 -4 -5 -5 -5 -5 -5	Scored skewed from alignment analysis and access.  Cutting up to 17.5m in rock with minor utility diversions. Two minor issues.
5800 5850 5900 5950 6000 6050 6100 6150 6200 6250 6300 6350	5850 5900 5950 6000 6050 6100 6150 6200 6250 6300 6350 6400	-2 -2 -2 -2	-1 -1 0 -1 -1 -1 -1 -1 -2 -2	-2 -2 -2 -2 -2 -2 -2 -2 -2 -2 -2 -2 -2 -	-2 -2 -2 -2 -2 -2 -2 -2 -2 -2 -2 -2 -2 -	-3 -3 -3 -3 -3 -3 -3 -3 -3 -3 -3 -3 -3 -	0 0 0 0 0 -1 -1 -1 -1 -1	0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0	-1	2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	0 0 0 0 0 0 0 0 0	-5 -5 -4 -4 -5 -5 -5 -5	-5 -5 -5 -4 -4 -5 -5 -5 -5	Scored skewed from alignment analysis and access.  Cutting up to 17.5m in rock with minor utility diversions. Two minor issues.
5800 5850 5900 5950 6000 6050 6100 6150 6200 6250 6300 6350 6400 6450 6550	5850 5900 5950 6000 6050 6100 6150 6220 6250 6300 6350 6400 6450 6500 6650 66600	-2 -2 -2 -2 -2 -2 -2 -2	-1 -1 0 -1 -1 -1 -1 -1 -2 -2 -2 -2	-2 -2 -2 -2 -2 -2 -2 -2 -2 -2 -2 -2 -2 -	-2 -2 -2 -2 -2 -2 -2 -2 -2 -2 -2 -2 -2 -	-3 -3 -3 -3 -3 -3 -3 -3 -3 -3 -3 -3 -3 -	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0	-1	2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	0 0 0 0 0 0 0	-5 -5 -5 -5 -5 -5 -5 -5 -5 -5 -5	-5 -5 -4 -4 -5 -5 -5 -5 -5 -5 -5 -5	Scored skewed from alignment analysis and access.  Cutting up to 17.5m in rock with minor utility diversions. Two minor issues.
5800 5850 5900 5950 6000 6050 6100 6250 6350 6400 6450 6550 6600	\$5850 \$5900 \$5950 6000 6050 6150 6200 6250 6300 6350 6400 6450 6550 6600 6650	2 2 2 2 2 2 2 2 2 2	-1 -1 0 -1 -1 -1 -1 -2 -2 -2 -2 -2 -2 -2	-2 -2 -2 -2 -2 -2 -2 -2 -2 -2 -2 -2 -2 -	-2 -2 -2 -2 -2 -2 -2 -2 -2 -2 -2 -2 -2 -	-3 -3 -3 -3 -3 -3 -3 -3 -3 -3 -3 -3 -3 -	0 0 0 0 0 0 -1 -1 -1 -1 -1 -1 -1 -1	0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	-1	2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	-5 -5 -5 -5 -5 -5 -5 -5 -5 -5 -5 -5 -5 -	.5 .5 .4 .4 .4 .5 .5 .5 .5 .5 .5	Scored skewed from alignment analysis and access.  Cutting up to 17.5m in rock with minor utility diversions. Two minor issues.
5800 5850 5950 6000 6050 6150 6250 6300 6350 6400 6450 6550 65600 66600	\$850 \$900 \$950 6000 6050 6100 6150 6200 6250 6300 6350 6400 6450 6550 6600 6650 6700	2 2 2 2 2 2 2 2 2 2	-1 -1 0 -1 -1 -1 -1 -1 -2 -2 -2 -2 -2	-2 -2 -2 -2 -2 -2 -2 -2 -2 -2 -2 -2 -2 -	-2 -2 -2 -2 -2 -2 -2 -2 -2 -2 -2 -2 -2 -	-3 -3 -3 -3 -3 -3 -3 -3 -3 -3 -3 -3 -3 -	0 0 0 0 0 0 0 1 1 1 1 1 1 1 1 1 1 1 1 1		0 0 0 0 0 0 0 0 0 0 0 0		0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	-1	2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2		-5 -5 -5 -5 -5 -5 -5 -5 -5 -5 -5 -5 -5 -	.5 .5 .4 .4 .5 .5 .5 .5 .5 .5 .5	Scored skewed from alignment analysis and access.  Cutting up to 17.5m in rock with minor utility diversions. Two minor issues.
5800 5850 5900 5950 6000 6050 6100 6250 6200 6250 6350 6400 6450 6550 6600	\$5850 \$5900 \$5950 6000 6050 6150 6200 6250 6300 6350 6400 6450 6550 6600 6650	2 2 2 2 2 2 2 2 2 2	-1 -1 0 -1 -1 -1 -1 -2 -2 -2 -2 -2 -2 -2	-2 -2 -2 -2 -2 -2 -2 -2 -2 -2 -2 -2 -2 -	-2 -2 -2 -2 -2 -2 -2 -2 -2 -2 -2 -2 -2 -	-3 -3 -3 -3 -3 -3 -3 -3 -3 -3 -3 -3 -3 -	0 0 0 0 0 0 -1 -1 -1 -1 -1 -1 -1 -1	0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	-1	2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	-5 -5 -5 -5 -5 -5 -5 -5 -5 -5 -5 -5 -5 -	.5 .5 .4 .4 .4 .5 .5 .5 .5 .5 .5	Scored skewed from alignment analysis and access.  Cutting up to 17.5m in rock with minor utility diversions. Two minor issues.
5800 5850 5950 6000 6000 6150 6200 6350 6300 6350 6400 6450 6550 6600 6650 6750 6800	\$5850 \$5900 \$5950 \$6000 \$6050 \$6150 \$6250 \$6350 \$6450 \$6550 \$6550 \$6600 \$6650 \$6750 \$6750 \$6800 \$6850	2 2 2 2 2 2 2 2 2 2	-1 -1 -1 -1 -1 -1 -1 -1 -1 -1 -1 -1 -1 -	2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	-1	2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	-5 -5 -5 -5 -5 -5 -5 -5 -5 -5 -5 -5 -5 -	.5 .5 .5 .4 .4 .4 .5 .5 .5 .5 .5 .5 .5 .5 .5 .5 .5 .5 .5	Scored skewed from alignment analysis and access.  Cutting up to 17.5m in rock with minor utility diversions. Two minor issues.
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5800 5850 5950 6000 6000 6150 6200 6350 6300 6350 6400 6450 6550 6600 6650 6750 6800	\$5850 \$5900 \$5950 \$6000 \$6050 \$6150 \$6250 \$6350 \$6450 \$6550 \$6550 \$6600 \$6650 \$6750 \$6750 \$6800 \$6850	2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	-1 -1 -1 -1 -1 -1 -1 -1 -1 -1 -1 -1 -1 -	2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0			0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	-1	2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	-5 -5 -5 -5 -5 -5 -5 -5 -5 -5 -5 -5 -5 -	.5 .5 .5 .4 .4 .4 .5 .5 .5 .5 .5 .5 .5 .5 .5 .5 .5 .5 .5	Scored skewed from alignment analysis and access.  Cutting up to 17.5m in rock with minor utility diversions. Two minor issues.
5800 5850 5950 6000 6050 6150 6250 6300 6350 6400 6450 6550 6500 6650 6750 6800 6850 6950 7000	\$850 \$5900 \$5950 6000 6050 6100 6150 6250 6300 6350 6400 6450 6550 6600 6650 6770 6750 6880 6990 7050	2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3	0 0 0 0 0 -1 -1 -1 -1 -1 -1 -1 -1 -1 -1 -1 -1 -1	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0		0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	4 4	2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	-5 -5 -5 -5 -5 -5 -5 -5 -5 -5 -5 -5 -5 -	.5 .5 .5 .4 .4 .5 .5 .5 .5 .5 .5 .5 .5 .5 .5 .5 .5 .5	Scored skewed from alignment analysis and access.  Cutting up to 17.5m in rock with minor utility diversions. Two minor issues.
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\$800 \$880 \$5850 \$5900 \$5950 \$6000 \$6150 \$6100 \$6150 \$6200 \$6350 \$6300 \$6350 \$6400 \$6450 \$6500 \$6650 \$6750 \$6800 \$6850 \$6900 \$7050 \$7100 \$7150 \$7250 \$7300	\$850 \$5900 \$5950 \$6000 \$6050 \$6150 \$6250 \$6300 \$6350 \$6400 \$6550 \$6500 \$6750 \$6650 \$6700 \$6750 \$6800 \$6950 \$7000 \$7050 \$7150 \$7250 \$7250 \$7250	2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4	2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0					4 4 4	2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	.5 .5 .5 .4 .4 .5 .5 .5 .5 .5 .5 .5 .5 .5 .5 .5 .5 .5	-5 -5 -5 -5 -5 -5 -5 -5 -5 -5 -5 -5 -5 -	Scored skewed from alignment analysis and access.  Cutting up to 17.5m in rock with minor utility diversions. Two minor issues.
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\$800 \$880 \$5850 \$5900 \$5950 \$6000 \$6150 \$6100 \$6150 \$6250 \$6300 \$6350 \$6400 \$6450 \$6550 \$6600 \$6650 \$6750 \$6800 \$6850 \$6900 \$6900 \$7150 \$7250 \$7300 \$7350 \$7400 \$7450	\$850 \$5900 \$5950 \$6000 \$6000 \$6150 \$6250 \$6300 \$6350 \$6400 \$6550 \$6500 \$6550 \$6700 \$6750 \$6800 \$6750 \$7000 \$7000 \$7000 \$7000 \$7000 \$7350 \$7350 \$7350 \$7350 \$7350 \$7350 \$7350 \$7550 \$	2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0					4 4 4	2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	-5 -5 -5 -5 -5 -5 -5 -5 -5 -5 -5 -5 -5 -	-5 -5 -5 -5 -5 -5 -5 -5 -5 -5 -5 -5 -5 -	Scored skewed from alignment analysis and access.  Cutting up to 17.5m in rock with minor utility diversions. Two minor issues.
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\$800 \$880 \$5850 \$5900 \$5950 \$6000 \$6150 \$6100 \$6150 \$6250 \$6300 \$6350 \$6400 \$6450 \$6550 \$6600 \$6650 \$6750 \$6800 \$6850 \$6900 \$6900 \$7150 \$7250 \$7300 \$7350 \$7400 \$7450	\$850 \$5900 \$5950 \$6000 \$6000 \$6150 \$6250 \$6300 \$6350 \$6400 \$6550 \$6500 \$6550 \$6700 \$6750 \$6800 \$6750 \$7000 \$7000 \$7000 \$7000 \$7000 \$7350 \$7350 \$7350 \$7350 \$7350 \$7350 \$7350 \$7550 \$	2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	-1 -1 -1 -1 -1 -1 -1 -1 -1 -1 -1 -1 -1 -	2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0					4 4 4 4 4 4 4 4 4	2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	-5 -5 -5 -5 -5 -5 -5 -5 -5 -5 -5 -5 -5 -	-5 -5 -5 -5 -5 -5 -5 -5 -5 -5 -5 -5 -5 -	Scored skewed from alignment analysis and access.  Cutting up to 17.5m in rock with mirror utility diversions. Two mirror issues.  General skewed from alignment analysis and access.  Analysis of the control of the co
5800 5850 5850 5950 6000 6050 6100 6150 6250 6300 6350 6400 6550 6550 6650 6700 6750 6800 6850 6700 7050 7100 7250 7200 7250 7400 7450 7550	\$5850 \$5900 \$5950 \$6000 \$6050 \$6150 \$6250 \$6300 \$6350 \$6400 \$6450 \$6550 \$6600 \$6550 \$6700 \$6750 \$6800 \$6950 \$7000 \$7000 \$7000 \$7000 \$7250 \$7300 \$7450 \$7400 \$7450 \$7550 \$7600	2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0					4 4 4	2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	-5 -5 -5 -5 -5 -5 -5 -5 -5 -5 -5 -5 -5 -	.5 .5 .5 .5 .5 .5 .5 .5 .5 .5 .5 .5 .5	Scored skewed from alignment analysis and access.  Cutting up to 17.5m in rock, Minor utility crossing. Not regarded as moderate impacts. Score skewed from alignment analysis and access.
58800 58800 58800 59900 59950 60000 60500 61500 62500 63500 63500 64500 65500 66500 66500 66500 67500 67500 68500 69500 7000 70500 71500 72500 73500 74000 74500 75500	\$5850 \$5900 \$5950 \$6000 \$6050 \$6150 \$6250 \$6350 \$6350 \$6400 \$6450 \$6550 \$6650 \$6700 \$6750 \$6800 \$6950 \$7000 \$7050 \$7150 \$7200 \$7250 \$7300 \$7350 \$7400 \$7450 \$7550 \$7600	2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0					4 4 4 4 4 4 4 4 4	2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	-5 -5 -5 -5 -5 -5 -5 -5 -5 -5 -5 -5 -5 -	-5 -5 -5 -5 -5 -5 -5 -5 -5 -5 -5 -5 -5 -	Scored skewed from alignment analysis and access.  Cutting up to 17 Sm in rock with mirror utility diversions. Two mirror insues.  General skewed from alignment analysis and access.  Correct skewed from alignment analysis and access.  In the correct skewed from alignment analysis and access.  In the correct skewed from alignment analysis and access.  In the correct skewed from alignment analysis and access.  Correct skewed from alignment analysis and access.  Cutting up to 17 Sm in rock. Million utility crossing. Not regarded as moderate compacts from reduce to see Million.  Cutting up to 17 Sm in rock. Million utility crossing. Not regarded as moderate impacts. Score reduced to reflect.  Cutting greater than 2.8 m in rock. Moderate utility crossing. Proc regarded as moderate impacts. Score reduced to reflect.
\$8800 \$5850 \$5950 \$6000 \$6950 \$650 \$6750 \$6800 \$6950 \$7500 \$7600 \$7650	\$5850 \$5900 \$5950 \$6000 \$6150 \$6150 \$6250 \$6300 \$6350 \$6400 \$6550 \$6600 \$6550 \$6700 \$6750 \$6800 \$6850 \$7000 \$7100 \$7150 \$7200 \$7250 \$7300 \$7350 \$7400 \$7550 \$7550 \$7650 \$7650 \$7650	2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0					4 4 4 4 4 4 4 4 4	2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	-5 -5 -5 -5 -5 -5 -5 -5 -5 -5 -5 -5 -5 -	-5 -5 -5 -5 -5 -5 -5 -5 -5 -5 -5 -5 -5 -	Scored skewed from alignment analysis and access.  Cutting up to 17.5m in rock with micro utility diversions. Two minor insues.  Good skewed from alignment analysis and access.  I will be a second skewed from alignment analysis and access.  I will be a second skewed from alignment analysis and access.  I will be a second skewed from alignment analysis and access.  I will be a second skewed from alignment analysis and access.  I will be a second skewed from alignment analysis and access.  Cutting up to 17.5m in rock. Minor utility croating. Not regarded as moderate appact. Score reduced to reflect.  Cutting up to 17.5m in rock. Minor utility croating. Not regarded as moderate appact. Score reduced to reflect.  Cutting up to 17.5m in rock. Minor utility croating. Not regarded as moderate appact. Score reduced to reflect.
58800 58850 59900 5950 60000 6050 6150 6250 6300 6350 6450 6550 6550 66600 66550 6700 6750 68800 68800 6850 6700 7050 7100 7250 7200 7250 7200 7350 7400 7450 7550 7600 7750 7750	\$850 \$5850 \$5950 \$6000 \$6550 \$6500 \$6550 \$6500 \$6550 \$6500 \$7550 \$	2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0					4 4 4 4 4 4 4 4 4	2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	-5 -5 -5 -5 -5 -5 -5 -5 -5 -5 -5 -5 -5 -	-5 -5 -5 -5 -5 -5 -5 -5 -5 -5 -5 -5 -5 -	Scored skewed from alignment analysis and access.  Cutting up to 17.5m in rock, with minor utility diversions. Two minor insues.  Good skewed from alignment analysis and access.  A second skewed from alignment analysis and access.  I second skewed from alignment analysis and access.  A second skewed from alignment analysis and access and access and access and access and access access access access and access
\$8800   \$8850   \$9500   \$6050   \$6150   \$6250   \$6300   \$6550   \$6550   \$6550   \$6750   \$6750   \$6750   \$7000   \$7150   \$7250   \$7350   \$7550   \$7650   \$7750   \$7800   \$7550   \$7800   \$7750   \$7800	\$5850 \$5900 \$5950 \$6000 \$6050 \$6100 \$6150 \$6200 \$6350 \$6400 \$6350 \$6400 \$6550 \$6500 \$6750 \$6600 \$6750 \$6600 \$7000 \$7000 \$7000 \$7250 \$7200 \$7250 \$7300 \$7450 \$7550 \$7600 \$7750 \$7600 \$7750	2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0					4 4 4 4 4 4 4 4 4	2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	-5 -5 -5 -5 -5 -5 -5 -5 -5 -5 -5 -5 -5 -	-5 -5 -5 -5 -5 -5 -5 -5 -5 -5 -5 -5 -5 -	Scored skewed from alignment analysis and access.  Cutting up to 17.5m in rock with minor utility deventions. Two minor issues.  General skewed from alignment analysis and access.  Cored skewed from alignment analysis and access.  In the core of the cored skewed from alignment analysis and access.  General skewed from alignment analysis and access and a
58800 58850 59900 5950 60000 6050 6150 6250 6300 6350 6450 6550 6550 66600 66550 6700 6750 68800 68800 6850 6700 7050 7100 7250 7200 7250 7200 7350 7400 7450 7550 7600 7750 7750	\$850 \$5850 \$5950 \$6000 \$6550 \$6500 \$6550 \$6500 \$6550 \$6500 \$7550 \$	2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0					4 4 4 4 4 4 4 4 4	2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	-5 -5 -5 -5 -5 -5 -5 -5 -5 -5 -5 -5 -5 -	-5 -5 -5 -5 -5 -5 -5 -5 -5 -5 -5 -5 -5 -	Scored skewed from alignment analysis and access.  Cutting up to 17.5m in rock with minor utility develores. Two minor issues.  Govern skewed from alignment analysis and access.  Cutting up to 17.5m in rock. Minor utility crossing. Not regarded as moderate impact. Soor reduced to reflect.  Cutting up to 17.5m in rock. Minor utility crossing. Not regarded as moderate impact. Soor reduced to reflect.  Cutting ground the rock. Minor utility crossing. Not regarded as moderate impact. Soor reduced to reflect.  Cutting ground that the rock. Moderate utility crossings present. Proposed alignment passes through hill of Areditances.  Cutting groater than 2.3 m in rock. Moderate utility crossings present. Proposed alignment passes through hill of Areditances.

7900	7950																
		-2	-3	-2	-2	-3	-2	0	0	0	0		-2	0	-6	-6	Cutting greater than 23.9m in rock. Moderate utility crossings present. Proposed alignment passes through hill of Arditannes.
7950	8000	-2	-3	-2	-2	-3	-2	0	0	0	0	-2	-2	0	-8	-8	Cutting greater than 23.9m in rock. Moderate utility crossings present. Proposed alignment passes through hill of Arditannes.
8000	8050	-2	-3	-2	-2	-3	-2	0	0	0	0		-2	0	-6	-6	Cutting greater than 23.9m in rock. Moderate utility crossings present. Proposed alignment passes through hill of Arditannes.
8050	8100		,	,		,		٥				,					Cutting greater than 23.9m in rock. Moderate utility crossings present. Proposed alignment passes through hill of Arditannes.
8100	8150	-2	-3	-2	-2	-3	-1	0	0	0	0	-2	-2	0	-7	-7	275kV crossing occurs within chainage length with proposed alignment in deep cutting
8150	8200	-2	-2	-2	-2	-3	-1	0	0	0	0	-2	-2	0	-7	-7	275kV crossing occurs within chainage length with proposed alignment in deep cutting
8200	8250	-2	-2	-2	-2	-3	0	0	0	0	0	-2	-2	0	-6	-6	275kV crossing occurs within chainage length with proposed alignment in deep cutting
8250 8300	8300 8350	-2	-1	-2	-2	-3	0	0	0	0	0		-2	0	-4	-4	
8350	8400	-2	-1	-2	-2	-3	0	0	0	0	0		-2	0	-4	-4	
8400	8450	-2	-1	-2	-2	-3	0	0	0	0	0		-2	0	-4	-4	
8450	8500	-2	-1	-2	-2	-3	0	0	0	0	0		-2	0	-4	-4	
8500 8550	8550 8600	-2	-1	-2	-2	-3	0	0	0	0	0		-2	0	-4	-4	
8600	8650	-2	-1	-2	-2	-3	0	0	0	0	0		-2	0	-4	-4	
8650	8700	-2	-1	-2	-2	-3	0	0	0	0	0		-2	0	-4	-4	
8700 8750	8750 8800	-2	-1	-2	-2	-3	0	0	0	0	0	-1	-2	0	-5	-5	
8800	8850	-2	-1	-2	-2	-3	0	0	0	0	0	-1	-2	0	-5	-5	
8850	8900	-2	-1	-2	-2	-3	0	0	0	0	0		-2	0	-4	-4	
8900	8950																Proposed 600m viaduct represents major issue. Combination of other factors
8950	9000	-2	-1	-2	-2	-3	0	-3	0	0	0		-2	0	-7	-9	present. Scored upgraded to reflect major issue constructing viaduct.  Proposed 600m viaduct represents major issue. Combination of other factors
9000	9050	-2	-1	-2	-2	-3	-1	-3	0	0	0		-2	0	-8	-9	present. Scored upgraded to reflect major issue constructing viaduct.
		-2	-2	-2	-2	-3	-1	-3	0	0	0		-3	-1	-9	-9	Proposed 600m viaduct represents major issue. Combination of other factors present. Scored upgraded to reflect major issue constructing viaduct.
9050	9100		.2	-2	-2	.2		.2	0	n	n		a	.1	-10	-10	Proposed 600m viaduct represents major issue. Combination of other factors present. Scored upgraded to reflect major issue constructing viaduct.
9100	9150	-			- "	,		,	,					-			Proposed 600m viaduct represents major issue. Combination of other factors
9150	9200	-2	-3	-2	-2	-3	-3	-3	0	0	0	-1	-3	-1	-12	-12	present. Scored upgraded to reflect major issue constructing viaduct.
		-2	-3	-2	-2	-3	-3	-3	0	0	0	-1	-3	-1	-12	-12	Proposed 600m viaduct represents major issue. Combination of other factors present. Scored upgraded to reflect major issue constructing viaduct.
9200	9250	-2	-3	-2	-2	-3	-3	-3	-3	0	0	-1	-3	-1	-13	-13	Proposed 600m viaduct represents major issue. Combination of other factors present. Scored upgraded to reflect major issue constructing viaduct.
9250	9300																Proposed 600m viaduct represents major issue. Combination of other factors
9300	9350	-2	-3	-2	-2	-3	-3	-3	-3	0	0		-3	0	-12	-12	present. Scored upgraded to reflect major issue constructing viaduct.  Proposed 600m viaduct represents major issue. Combination of other factors.
9350	9400	-2	-3	-2	-2	-3	-3	-3	-3	0	0		-3	0	-12	-12	present. Scored upgraded to reflect major issue constructing viaduct.
9350	9400	-2	-3	-2	-2	-3	-2	-3	-3	0	0		-3	0	-11	-11	Proposed 600m viaduct represents major issue. Combination of other factors present. Scored upgraded to reflect major issue constructing viaduct.
9400	9450	2			2		2		0	0	0			0	-11	-11	Proposed 600m viaduct represents major issue. Combination of other factors
9450	9500	-2	-3	-2	-2	*3	-2	-3	U	U	U	-1	-3	0	-11	-11	present. Scored upgraded to reflect major issue constructing viaduct.  Proposed 600m viaduct represents major issue. Combination of other factors
9500	9550	-2	-2	-2	-2	-3	0	-3	0	0	0	-1	-3	0	-9	-9	present. Scored upgraded to reflect major issue constructing viaduct.
		-2	-1	-2	-2	-3	0	-3	0	0	0	-1	0	-3	-9	-9	Proposed 600m viaduct represents major issue. Combination of other factors present. Scored upgraded to reflect major issue constructing viaduct.
9550 9600	9600	-2	-1	-2	-2	-3	0	0	0	0	0		0	-3	-5	-5	
9650	9650 9700	-2	-1	-2	-2	-3	0	0	0	0	0		0	-3	-5	-S	
9700	9750	-2	-1	-2	-2	-3	-1	0	0	0	0		0	-3	-6	-5	Cutting up to 10.7m in rock. Score skewed by -3 disruption and alignment analysis. Scores reduced to suit.
9750	9800	-2	-1	-2	-2	-3	-1	-1	0	0	0		0	-3	-7	-7	Cutting up to 10.7m in rock. Alignment passes under B class road in rock cutting. Moderate works required here.
9800	9850	-2	-1	-2	-2	-3	-1	-1	0	0	0		0	-3	-7	-7	Cutting up to 10.7m in rock. Alignment passes under B class road in rock cutting. Moderate works required here. Cutting up to 10.7m in rock. Score skewed by -3 disruption and alignment
9850 9900	9900 9950	-2	-1	-2	-2	-3	-1	0	0	0	0		0	-3	-6	-5	analysis. Scores reduced to suit.
9950	10000	-2	-1	-2	-2	-3	0	0	0	0	0		0	-3	-5	-5	
10000	10050	-2	-1	-2	-2	-3	0	0	0	0	0		0	-3	-5	-5	
10050	10100	-2	-1	-2	-2	-3	0	0	0	0	0		0	-3	-5	-5	
10100 10150	10150 10200	-2	-1	-2	-2	-3	0	0	0	0	0		0	-3	-S	-S	
10200	10250	-2	-1 0	-2	-2	-3	0	0	0	0	0		0	-3	-5	-5	
10250	10300	-2	0	-2	-2	-3	0	0	0	0	0		0	-3	-5	-5	
10300 10350	10350 10400	-2	0	-2 -2	-2	-3	0	0	0	0	0		0	-3	-5	-5	
10400	10450	-2 -2	0	-2 -2	-2	-3	0	0	0	0	0		0	-3	-S	-S	
10450	10500	-2	-1	-2	-2	-3	0	0	0	0	0		0	-3	-5	-5	
10500	10550	-2	-1	-2	-2	-3	0	0	0	0	0		0	-3	-5	-5	
10550 10600	10600 10650	-2	0	-2	-2	-3	0	0	0	0	0		0	-3	-S	-5	
10650	10700	-2	0	-2	-2	-3	0	0	0	0	0	-1	0	-3	-6	-5	Minor utility crossing. Score skewed by temporary disruption and alingment analysis. Reduced to suit.
10700	10750	-2	0	-2	-2	-3	0	0	0	0	0	-1	0	-3	-6	-5	Minor utility crossing. Score skewed by temporary disruption and alingment analysis. Reduced to suit.
10750	10800	-2	0	-2	-2	-3	0	0	0	0	0	-1	0	-3	-6	-5	Minor utility crossing. Score skewed by temporary disruption and alingment analysis. Reduced to suit.  3000m SM distribution main runs oxpalled to the alignment resulting to extension.
10800	10850	-2	0	-2	-2	-3	0	0	0	0	0	-2	0	-3	-7	-5	300mm SW distribution main runs parallel to the alignment resulting in extensive diversion works.
10850	10900	-2	0	-2	-2	-3	-1	0	0	0	0	-2	0	-3	-8	-8	300mm SW distribution main runs parallel to the alignment resulting in extensive diversion works. Made ground also present
10900	10950																300mm SW distribution main runs parallel to the alignment resulting in extensive
10950	11000	-2	0	-2	-2	-3	-1	0	0	0	0	-2	0	-3	-8	-8	diversion works. Made ground also present  300mm SW distribution main runs parallel to the alignment resulting in extensive
11000	11050	-2	0	-2	-2	-3	-1	0	0	0	0	-2	0	-3	-8	-8	diversion works. Made ground also present 300mm SW distribution main runs parallel to the alignment resulting in extensive
11000	11100	-2	0	-2	-2	-3		0	0	0	0	-2	0	-3	-7	-5	diversion works.  300mm SW distribution main runs parallel to the alignment resulting in extensive
11100	11150	-2	0	-2	-2	-3		-2	0	0	0	-2 -2	0	-3	-7	-5	diversion works.  Tie in to A96 requiring underbridges and diversion of SW distribution Main.  Tempporary disruption significant here.
11150	11200		,	-2		-3			J	,	,			,	,	,	The companies on a Miller September of September 1 than No.
11200	11250																



Then if total < or equal to -9 then should be coloured red because this represents possibility of 3 reds or 4 ambers If total is between -6 and -8 should be coloured amber since this could represent 2 reds or 3/4

		1					1										T
,	Chainage			Alignment			Geotechnics	Structures		Flooding and Drainage		Utilities	Constructed	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	ocore	Scoro	
Start Chainage	End Chainage	Alignment Length	Level Difference	Bendiness	Hilliness	Earthworks	Geotechnics	Structures	Flood Plain	Watercourse Crossings	Attenuation requirement	Utilities	Construction access	Temp disruption	Total	Adjusted	Comments
0	50																Embankment up to 0.5m high on potentially compressible materials. Minor utility work. Moderate scoring predominantly driven by Temporary Distribution - 3 and Alignment - 2. High perment at these locations is relatively straight with minimal
50	100	-3	0	-2	-2	-2	-1	0	0	0	-1		0	-3	-6	-5	earthworks so scores not accurately reflecting.  Embankment up to 0.5m high on potentially compressible materials. Minor utility work. Moderate scoring predominantly driven by Temporary Distribution -3 and
100	150	-3	0	-2	-2	-2	-1	0	0	0	0	-1	0	-3	-7	-S	Alignment 2. Alignment at these locations is relatively straight with minimal earthworks so scores not accurately reflecting.  Embankment up to 0.5m high on potentially compressible materials. Minor utility work. Moderate scoring predominantly driven by Temporary Distribution -3 and
150	200	-3	0	-2 -2	-2 -2	-2 -2	-1 0	0	0	0	0	-1	0	-3 -3	-7 -5	-5 -5	Alignment -2. Alignment at these locations is relatively straight with minimal earthworks so scores not accurately reflecting.
200	250	-3	0	-2	-2	-2	0	0	0	0	0	-1	0	-3	-6	-9	This area is on approach to railway bridge. At time of design unclear as to feasability of crossing railway bridge although effects likely to be significant on earthworks etc. Feasibility in question so should be marked as potentially high impact. Should have been flagged by structures?
250	300	-3	0	-2	-2	-2	0	0	0	0	0		-3	0	-5	-9	This area is on approach to railway bridge. At time of design unclear as to feasability of crossing railway bridge although effects likely to be significant on earthworks etc. Feasability in question so should be marked as potentially high impact. Should have been flagged by structures?
300	350	-3	-1	-2	-2	-2	0	0	0	0	0		-3	0	-5	-9	This area is on approach to railway bridge. At time of design unclear as to feasability of crossing railway bridge although effects likely to be significant on earthworks etc. Feasibility in question so should be marked as potentially high impact. Should have been flagged by structures?
350	400	-3	-1	-2	-2	-2	0	0	0	0	0		-3	0	-5	-9	This area is on approach to railway bridge. At time of design unclear as to feasability of crossing railway bridge although effects likely to be significant on earthworks etc. Feasability in question so should be marked as potentially high impact. Should have been flagged by structures?
400	450	-3	-1	-2	-2	-2	0	0	0	0	0		-3	0	-S	-9	This area is on approach to railway bridge. At time of design unclear as to feasability of crossing railway bridge although effects likely to be significant on earthworks etc. Feasability in question so should be marked as potentially high impact. Should have been flagged by structures?
450	500	-3	-1	-2	-2	-2	0	0	0	0	0		-3	0	-5	-9	This area is on approach to railway bridge. At time of design unclear as to feasability of crossing railway bridge although effects likely to be significant on earthworks etc. Feasability in question so should be marked as potentially high impact. Should have been flagged by structures?
500 550	550 600	-3	-1	-2	-2	-2	0	0	0	0	0		-3	0	-5	-5	
600	650	-3	-1	-2	-2	-2	0	0	0	0	0		-3	0	-S	-5 -5	
650	700	-3	-1	-2	-2	-2	0	0	0	0	0		-3	0	-5	-5	
700 750	750 800	-3	-1	-2	-2 -2	-2 -2	0	0	0	0	0		-3	0	-s -s	-5 -5	
800	850	-3	-1	-2	-2	-2	0	0	0	0	0		-3	0	-5	-5	
850	900	-3	0	-2	-2	-2	0	0	0	0	0		-3	0	-5	-5	
900 950	950 1000	-3	0	-2	-2	-2	0	0	0	0	0		-3	0	-s -s	-s -s	
1000	1050	-3	0	-2	-2	-2	0	0	0	0	0		-3	0	-5	-5	
1050 1100	1100 1150	-3	0	-2	-2	-2	0	0	0	0	0		-3	0	-S	-5	
1150	1200	-3	0	-2 -2	-2 -2	-2 -2	0	0	0	0	0		-3	0	-S -S	-5 -5	
1200	1250	-3	0	-2	-2	-2	0	0	0	0	0		-3	0	-5	-S	
1250 1300	1300 1350	-3	0	-2	-2	-2	0	0	0	0	0		-3	0	-S	-S	
1350	1400	-3	-1	-2	-2	-2	0	0	0	0	0		-3	0	-5	-5	
1400 1450	1450 1500	-3	-1	-2	-2	-2	0	0	0	0	0		-3	0	-5	-5	
1500	1550	-3	-1	-2	-2	-2	-1	0	0	0	0		-3	0	-6	-s	Embankment up to 17.5m (but greater than 10m) high in non-identified Gostechnical constraint or rock. No other significant issues at this location. Constructability access, -3, skews alignment score. This would be mitigated by construction phasing.
1550	1600	-3	-2	-2	-2	-2	-1	0	0	0	0		-3	0	-6	-5	Embankment up to 17.5m (but greater than 10m) high in non-identified Gentechnical constraint or rock. No other significant issues at this location. Constructability access, -3, skews alignment score. This would be mitigated by construction phasing. Embankment up to 28.8m high (higher than 19m) high on non-identified
		-3	-2	-2	-2	-2	-2	0	0	0	0		-3	0	-7	-7	Geotechnical constraint or rock. 300mm diamtere SW main also present in vacinity  Embankment up to 28.8m high (higher than 19m) high on non-identified
1600	1650	-3	-3	-2	-2	-2	-2	0	0	0	0		-3	0	-7	-7	Geotechnical constraint or rock. 300mm diameter SW main also present in vacinity  Embankment up to 28.8m high (higher than 19m) high on non-identified
1650	1700	-3	-3	-2	-2	-2	-2	0	0	0	0		-3	0	-7	-7	Geotechnical constraint or rock. 300mm diamtere SW main also present in vacinity
1700	1750		.9	-2	,		.2	0	0	0	0			0	.,	-	Embankment up to 28.8m high (higher than 19m) high on non-identified Geotechnical constraint or rock. 300mm diamtere SW main also present in vacinity
1750	1800	-3	-3	-2	-2	-2	-2						,		/-	-/	Embankment up to 28.8m high (higher than 19m) high on non-identified Geotechnical constraint or rock. 300mm diamtere SW main also present in
1800	1850	-3	-3	-2	-2	-2	-2	0	0	0	0		-2	0	-6	-6	vacinity  Embankment up to 28.8m high (higher than 19m) high on non-identified Geotechnical constraint or rock. 300mm diamtere SW main also present in
1850	1900	-3	-3	-2	-2	-2	-2	0	0	0	0	-2	-2	0	-8	-8	vacinity Embankment up to 28.8m high (higher than 19m) high on non-identified
1900	1950	-3	-3	-2	-2	-2	-2	0	0	0	0	-2	-2	0	-8	-8	Geotechnical constraint or rock. 300mm diamtere SW main also present in uscinity Embankment up to 28.8m high (higher than 19m) high on non-identified Geotechnical constraint or rock. 300mm diamtere SW main also present in uscinity
1950	2000	-3	-3	-2	-2	-2	-2	U		0		-2			-8	-8	Embankment up to 28.8m high (higher than 19m) high on non-identified Geotechnical constraint or rock. 300mm diamtere SW main also present in
2000	2050	-3	-3 -2	-2 -2	-2 -2	-2 -2	-2 -1	0	0	0	0		-2 -2	0	-6 -5	-6 -5	vacinity
2050	2100	-3	-2	-2	-2	-2	-1	0	0	0	0		-2	0	-5	-5	
2100 2150	2150 2200	-3	-1	-2	-2	-2	0	0	0	0	0		-2	0	-4	-4	
2200	2250	-3	-1 0	-2 -2	-2 -2	-2 -2	0	0	0	0	0		-2	0	-4	-4	
2250	2300	-3	-1	-2	-2	-2	0	0	0	0	0		-2	-2	-4	-4	
2300 2350	2350 2400	-3	0	-2 -2	-2 -2	-2 -2	0	0	0	0	0		-2	-2	-4	-4	
2400	2450	-3	0	-2	-2	-2	0	0	0	0	0		-2	-2	-4	-4	

2450	2500																
2500	2550	-3	0	-2	-2 -2	-2	0	0	0	0	0		-2	-2	-4	-4	
2550	2600	-3	0	-2	-2	-2	0	0	0	0	0		-2	-2	-4	-4	
2600	2650	-3	0	-2	-2	-2	0	0	0	0	0	-1	-2	-2	-5	-4	
2650	2700	-3	-1	-2	-2	-2	0	0	0	0	0	-1	-2	-2	-5	-5	
2700	2750	-3	-1	-2	-2	-2	0	0	0	0	0	-1	-2	-2	-5	-S -S	
2750	2800	-3	-1	-2	-2	- 12	0	0	0	0	0	-1	- 2	-2	-4	-4	
2800	2850	-3	-1	-2	-2	-2	0	0	0	0	0		.2	-2	4	-4	
2850	2900	-3	-1	-2	-2	-2	0	0	0	0	0		-2	-2	-4	-4	
2900	2950	-3	-1	-2	-2	-2	0	0	0	0	0		-2	-2	4	-4	
2950	3000	-3	-1	-2	-2	-2	0	0	0	0	0		-2	-2	-4	-4	
3000	3050	-3	-1	-2	-2	-2	0	0	0	0	0		-2	0	-4	-4	
3050	3100	-3	-1	-2	-2	-2	0	0	0	0	0		-2	0	-4	-4	
3100	3150	-3	-1	-2	-2	-2	0	0	0	0	0		-2	0	ķ	-4	
3150	3200	-3	-1	-2	-2	-2	0	0	0	0	0		-2	0	4	-4	
3200	3250	-3	-1	-2	-2	-2	0	0	0	0	0		-2	0	-4	-4	
3250	3300	-3	-1	-2	-2	-2	0	0	0	0	0		-2	0	-4	-4	
3300	3350	-3	0	-2	-2	-2	0	0	0	0	0		-2	0	-4	-4	
3350	3400	-3	0	-2	-2	-2	0	0	0	0	0		-2	0	-4	-4	
3400	3450	-3	0	-2	-2	-2	0	0	0	0	0		-2	0	-4	-4	
3450	3500	-3	0	-2	-2	-2	0	0	0	0	0		-2	0	-4	-4	
3500 3550	3550 3600	-3	0	-2	-2	-2	0	0	0	0	0		-2	0	-4	-4	
3600		-3	0	-2	-2	-2	0	0	0	0	0		-2	0	-4	-4	
3650	3650 3700	-3	-1	-2	-2	-2	0	0	0	0	0		-2	0	-4	-4	
3700	3750	-3	-1	-2	-2	-2	0	0	0	0	0		-2	0	-4	-4	
3750	3800	-3	-1	-2	-	-2	0	0	0	0	0		-2	0	-4	-4	
3800	3850	-3	0	-2	-2	-2	0	0	0	0	0		-3	0	-5	-S	
3850	3900	-3	0	-2	-2	-2	0	0	0	0	0		- 3	0	-5	-5	
3900	3950		0	-2	.2	-2	0	0	0	0	0		- 3	0	-5	-5	
3950	4000	-3	-1	-2	-2	-2	0	0	0	0	0		-3	0	-5	-5	
4000	4050	-3	-1	-2	-2	-2	0	0	0	0	0		-3	0	-5	-5	
4050	4100																Cutting up to 17.5m (but greater than 10m) high in non-identified geotechnical
																	Cutting up to 17.5m (out greater than 10m) nigh in non-identined geocetinical constraint. Constructability access, -3, skews alignment score. Constant factors such as alignment length and earthwork bulk further skew a score for moderate
L		-3	-1	-2	-2	-2	-1	0	0	0	0		-3	0	-6	-5	such as alignment length and earthwork bulk further skew a score for moderate eworks.
4100	4150																Cutting up to 17.5m (but greater than 10m) high in non-identified geotechnical
	1																constraint. Constructability access, -3, skews alignment score. Constant factors such as alignment length and earthwork bulk further skew a score for moderate
4150	4200	-3	-2	-2	-2	-2	-1	0	0	0	0		-3	0	-6	-5	eworks.
4150	4200																Cutting up to 17.5m (but greater than 10m) high in non-identified geotechnical constraint. Constructability access, -3, skews alignment score. Constant factors
									0		0						such as alignment length and earthwork bulk further skew a score for moderate
4200	4250	-3	-2	-2	-2	-2	-1	0	0	0	0		-3	0	-b	-5	eworks.
4250	4300	-3	-2	-2	-2	-2	-2	0	0	0	0		- 3	0	-7	-/	Cutting up to 24.4m (but greater than 19m) in rock.  Cutting up to 24.4m (but greater than 19m) in rock.
4300	4350	-3	-3	-2	-2	-2	-2	0	0	0	0		a	0	-7	-7	Cutting up to 24.4m (but greater than 19m) in rock.
4350	4400	-3	-3	-2	-2	-2	-2	0	0	0	0		3	0	-7	-7	Cutting up to 24.4m (but greater than 19m) in rock.
4400	4450	-3	-3	-2	-2	-2	-2	0	0	0	0		-3	0	-7	-7	Cutting up to 24.4m (but greater than 19m) in rock.
4450	4500	-3	-3	-2	-2	-2	-2	0	0	0	0		-3	0	-7	-7	Cutting up to 24.4m (but greater than 19m) in rock.
4500	4550	-3	-3	-2	-2	-2	-2	0	0	0	0		-3	0	-7	-7	Cutting up to 24.4m (but greater than 19m) in rock.
4550	4600																Cutting up to 17.8m (but greater than 10m) high in non-identified geo constraint or rock. No other significant issues.Constructability access, -3, skews alignment
		-3	-2	-2	-2	-2	-1	0	0	0	0			0	-6	-5	score.
										-	0			Ů			Cutting up to 17.8m (but greater than 10m) high in non-identified geo constraint
4600	4650		2	,	,	2									,		Cutting up to 17.8m (but greater than 10m) high in non-identified geo constraint or rock. No other significant issues.Constructability access, ·3, skews alignment
		-3	-2	-2	-2	-2	-1	0	0	0	0		-3	0	-6	-5	or rock. No other significant issues.Constructability access, -3, skews alignment score.  Cutting up to 17.8m (but greater than 10m) high in non-identified geo constraint
4600 4650	4650 4700	-3	-2	-2	-2	-2	-1	0	0				-3		-6	-5 -5	or rock. No other significant issues. Constructability access, -3, skews alignment score.
4650 4700	4700 4750	-3	-2 -2 -2	-2 -2 -2	-2 -2 -2	-2 -2	-1			0	0		-3	0	-6 -6	-5 -5	or rock. No other significant issues. Constructability access, -3, skews alignment score.  Cutting up to 17.8m (but greater than 10m) high in non-identified geo constraint or rock. No other significant issues. Constructability access, -3, skews alignment
4650 4700 4750	4700 4750 4800	-3 -3 -3	-2	-2 -2 -2	-2	-2 -2 -2	-1	0	0	0	0		-3 -3 -3 -3	0	-6 -6 -8	-5	or rock. No other significant issues. Constructability access, -2, skews alignment score.  Cutting up to 17.8m (but greater than 10m) high in non-identified go constraint or rock. No other significant issues. Constructability access, -3, skews alignment score.
4650 4700 4750 4800	4700 4750 4800 4850	-3 -3 -3 -3	-2	-2 -2 -2 -2	-2	-2 -2 -2 -2	-1	0	0	0	0 0		-3 -3 -3 -3	0 0	-6 -8 -8	-5	or rock. No other significant issues.Constructability sccess, 3, skews alignment score.  Cutting up to 17.8m (but greater than 10m) high in non-identified gen constraint or rock. No other significant issues.Constructability access, 3, skews alignment score.  Cutting in peat
4650 4700 4750 4800 4850	4700 4750 4800 4850 4900	-3	-2 -2 -2	-2 -2 -2 -2 -2 -2	-2 -2 -2	-2 -2 -2 -2 -2	-1 -3	0 0	0 0	0 0 0	0 0 0		-3	0 0 0	-8	-5	or rock. No other significant issues.Constructability sccess, 3, skews alignment score.  Cutting up to 17.8m (but greater than 10m) high in non-identified gen constraint or rock. No other significant issues.Constructability access, 3, skews alignment score.  Cutting in peat
4650 4700 4750 4800 4850 4900	4700 4750 4800 4850 4900 4950	-3	-2 -2 -2 -1	-2 -2 -2 -2 -2 -2	-2 -2 -2 -2 -2 -2	-2 -2 -2 -2 -2 -2	-1 -3 -3 0 0	0 0 0	0 0 0 0 0 0	0 0 0 0	0 0 0 0 0 0 0 0		-3	0 0 0	-8 -5	-5	or rock. No other significant issues.Constructability sccess, 3, skews alignment score.  Cutting up to 17.8m (but greater than 10m) high in non-identified gen constraint or rock. No other significant issues.Constructability access, 3, skews alignment score.  Cutting in peat
4650 4700 4750 4800 4850 4900 4950	4700 4750 4800 4850 4900 4950 5000	-3	-2 -2 -2 -1	-2 -2 -2 -2 -2 -2 -2 -2 -2	-2 -2 -2	-2 -2 -2 -2 -2 -2 -2 -2	-1 -3 -3 0 0 0	0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0		-3 -3	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	-8 -5	-5	or rock. No other significant issues. Constructability access, 3, skews alignment scores, to 17.8 m (but greater than 10m) Nigh in non-identified geo constraint or rock. No other significant issues. Constructability access, 3, skews alignment score. Cutting in past constraints of the constraints o
4650 4700 4750 4800 4850 4900 4950 5000	4700 4750 4800 4850 4900 4950 5000 5050	-3 -3 -3 -3 -3	-2 -2 -1 -1 -1 -1	-2 -2 -2 -2 -2 -2 -2 -2 -2 -2 -2 -2 -2	-2 -2 -2 -2 -2 -2 -2 -2	-2 -2 -2 -2 -2 -2 -2 -2 -2 -2 -2	-1 -3 -3 0 0 0 0	0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	3	-3 -3 -3 -3 -3	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	.8 .5 .5	-5 -8 -8 -6 -5 -6 -6	or rock. No other significant issues.Constructability sccess, 3, skews alignment score.  Cutting up to 17.8m (but greater than 10m) high in non-identified gen constraint or rock. No other significant issues.Constructability access, 3, skews alignment score.  Cutting in peat
4650 4700 4750 4800 4850 4900 4950 5000 5050	4700 4750 4800 4850 4900 4950 5000 5050 5100	-3	-2 -2 -2 -1 -1	-2 -2 -2 -2 -2 -2 -2 -2 -2 -2 -2 -2 -2 -	-2 -2 -2 -2 -2 -2	-2 -2 -2 -2 -2 -2 -2 -2 -2 -2 -2 -2 -2 -	-1 -3 -3 -0 -0 -0 -0 -0 -0 -0 -0 -0 -0 -0 -0 -0	0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	-3	-3 -3 -3 -3	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	-8 -5	-5	or rock. No other significant issues. Constructability access, 3, skews alignment scores, to 17.8 m (but greater than 10m) Nigh in non-identified geo constraint or rock. No other significant issues. Constructability access, 3, skews alignment score. Cutting in past constraints of the constraints o
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	1																
7000	7050	-3	0	-2	-2	-2	0	0	0	0	0		-2	0	-4	-4	
7050	7100	-3	0	-2	-2	-2	0	0	0	0	0		-2	0	-4	-4	
7100	7150			-	-	-	0	0	0	0	0			0		-4	
7150	7200												*	-			
		-3	-1	-2	-2	-2	0	0	0	0	0		-2	0	-4	-4	
7200	7250	-3	-1	-2	-2	-2	0	0	0	0	0		-2	0	-4	-4	
7250	7300	-3	-1	-2	-2	-2	0	0	0	0	0		-2	0	-4	-4	
7300	7350	-3	-1	-2	-2	-2	0	0	0	0	0		-2	0	-4	-4	
7350	7400	-3	-1	-2	-2	-2	0	0	0	0	0		-2	0	.4	4	
7400	7450	-3	-1	-2	-2	-2	0	0	0	0	0		-2	0	-4	-4	
7450	7500																
		-3	-1	-2	-2	-2	0	0	0	0	0		-2	0	-4	-4	
7500	7550	-3	-1	-2	-2	-2	0	0	0	0	0		-2	0	-4	-4	
7550	7600	-3	0	-2	-2	-2	0	0	0	0	0		-2	0	-4	-4	
7600	7650	-3	-1	-2	-2	-2	0	0	0	0	0		-2	0	-4	-4	
7650	7700	-3	-1	-2	-2	-2	-1	0	0	0	0		.2	0	٠,	٠,	
7700	7750	-	-											Ü	-	- 3	Embankments up to 29.4m (greater than 19m). Moderate geotechnical impact so
		-3	-2	-2	-2	-2	-2	0	0	0	0		-2	0	-6	-6	moderate score Embankments up to 29.4m (greater than 19m). Moderate geotechnical impact so
7750	7800	-3	-2	-2	-2	-2	-2	0	0	0	0		-3	-1	-7	-7	moderate score
7800	7850	-3	-3	-2	-2	-2	-2	0	0	0	0		-3	-1	-7	-7	Embankments up to 29.4m (greater than 19m). Moderate geotechnical impact so moderate score
7850	7900																
		-3	-3	-2	-2	-2	-2	-3	0	0	0		-3	-1	-10	-10	Significant strucutral work required to cross River Don. Large span structure/viaduct required alongside flooding. Large Impact
7900	7950																Significant strucutral work required to cross River Don. Large span
		-3	-3	-2	-2	-2	-2	-3	0	0	0	-2	-3	-1	-12	-12	structure/viaduct required alongside flooding. Large Impact
7950	8000																Significant strucutral work required to cross River Don. Large span
		-3	-3	-2	-2	-2	-3	-3	0	0	0	-2	-3	-1	-13	-13	structure/viaduct required alongside flooding. Large Impact
8000	8050																Significant strucutral work required to cross River Don. Large span
		-3	-3	-2	-2	-2	-3	-3	-3	0	0	-2	-3	0	-14	-14	structure/viaduct required alongside flooding. Large Impact
8050	8100																Significant strucutral work required to cross River Don. Large span
		-3	-3	-2	-2	-2	-3	-3	-3	0	0	-2	-3	0	-14	-14	structure/viaduct required alongside flooding. Large Impact
8100	8150																Significant strucutral work required to cross River Don. Large span
	1	-3	-3	-2	-2	-2	-3	-3	-3	0	0	-2	-3	0	-14	-14	structure/viaduct required alongside flooding. Large Impact
8150	8200																Significant strucutral work required to cross River Don. Large span
	1	-3	-3	-2	-2	-2	-2	0	0	0	0	-2	-3	0	-9	-9	structure/viaduct required alongside flooding. Large Impact
8200	8250	-3	-3	-2	-2	-2	-1	0	0	0	0		-3	0	-6	-5	Embankment up to 14.9m (but greater than 10m). Minor geotechnical impact
8250	8300	.2	-2	-2	-2	-2	0	0	0	0	0		.3	0	.c	-5	, , , , , , , , , , , , , , , , , , , ,
8300	8350	-3												-	-5		
		-3	-1	-2	-2	-2	0	0	0	0	0		-3	0	-5	-5	
8350	8400	-3	-1	-2	-2	-2	0	0	0	0	0		-3	0	-5	-5	
8400	8450	-3	-1	-2	-2	-2	0	0	0	0	0		-3	0	-5	-5	
8450	8500	-3	-1	-2	-2	-2	0	0	0	0	0	-2	-3	0	-7	-S	Utility company would likely still require diversion or at least concrete access tunnel installed.
8500	8550	-3					0	0	0	0	0			0		-5	
8550	8600		-1	-2	-2	-2							-3		-5		
		-3	0	-2	-2	-2	0	0	0	0	0		-3	0	-5	-5	
8600	8650	-3	0	-2	-2	-2	0	0	0	0	0		-3	0	-5	-5	
8650	8700	-3	0	-2	-2	-2	0	0	0	0	0		-3	0	-5	-5	
8700	8750	-3	0	-2	-2	-2	0	0	0	0	0		-3	0	-5	-5	
8750	8800	-3	0		-2	-2	0	0	0	0	0		-1	0	-3	-3	
8800	8850			-2	-2												
		-3	0	-2	-2	-2	0	0	0	0	0		-1	0	-3	-3	
8850	8900	-3	0	-2	-2	-2	0	0	0	0	0		-1	0	-3	-3	
8900	8950	-3	0	-2	-2	-2	0	0	0	0	0		-1	0	-3	-3	
8950	9000	-3	0	-2	-2	-2	0	0	0	0	0		-1	0	-3	-3	
9000	9050	-3	0	-2	-2	-2	0	0	0	0	0		-4	0	-3	-3	
9050	9100						0	0			0			0			
		-3	0	-2	-2	-2			0	0			-1		-3	-3	
9100	9150	-3	0	-2	-2	-2	0	0	0	0	0		-1	0	-3	-3	
9150	9200	-3	0	-2	-2	-2	0	0	0	0	0		-1	0	-3	-3	
9200	9250	-3	0	-2	-2	-2	0	0	0	0	0		-1	0	-3	-3	
9250	9300	-3	0	-2	-2	-2	0	0	0	0	0		-1	-1	-3	-3	
		-3			-	_											
9300	9350	-3	0	-2	-2	-2	0	0	0	0	0		-1	-1	-3	-3	
9300 9350	9350 9400	-3		-2 -2	-2 -2	-2 -2	0 -2	0	0				-1	4	-3 -5	-3 -6	Embankment up to 1.6m on peat. Scores upgraded to moderate
9300	9350	-3	0	-2 -2 -2	-2 -2 -2	-2 -2	-2 -2			0	0			4 4	-3 -5	-6 -6	Embankment up to 1.6m on peat. Scores upgraded to moderate  Embankment up to 1.6m on peat. Scores upgraded to moderate
9300 9350	9350 9400	-3	0 0	-2 -2 -2	-2 -2 -2	-2 -2 -2	-2 -2	0	0	0 0	0 0		4	4	-3 -5 -5	-6 -6	Embankment up to 1.6m on peat. Scores upgraded to moderate
9300 9350 9400 9450	9350 9400 9450 9500	-3	0 0 0	-2 -2 -2 -2	-2 -2 -2 -2	-2 -2 -2 -2	-2 -2 -2	0 0	0 0	0 0 0	0 0 0		-1	-1 -1 -1	-3 -5 -5	-6 -6	Embankment up to 1.6m on peat. Scores upgraded to moderate  Embankment up to 1.6m on peat. Scores upgraded to moderate
9300 9350 9400 9450 9500	9350 9400 9450 9500 9550	-3 -3 -3 -3	0 0	-2 -2 -2 -2 -2	-2 -2 -2 -2 -2	-2 -2 -2 -2 -2	-2 -2 -2 -2	0	0	0 0	0 0		4	4	-3 -5 -5 -5	-6 -6 -6	Embankment up to 1.6m on peat. Scores upgraded to moderate
9300 9350 9400 9450 9500	9350 9400 9450 9500 9550 9600	-3 -3 -3 -3 -3	0 0 0	-2 -2 -2 -2 -2 -2	-2 -2 -2 -2 -2 -2	-2 -2 -2 -2 -2 -2	0 -2 -2 -2 -2 -2	0 0	0 0	0 0 0	0 0 0		4	-1 -1 -1	-3 -5 -5 -5 -5	-6 -6	Embankment up to 1.6m on peat. Scores upgraded to moderate  Embankment up to 1.6m on peat. Scores upgraded to moderate
9300 9350 9400 9450 9500	9350 9400 9450 9500 9550	3 3 3 3 3 3 3	0 0 0 0	-2 -2 -2 -2 -2 -2	-2 -2 -2 -2 -2 -2	-2 -2 -2 -2 -2 -2 -2	0 -2 -2 -2 -2 -2 -2	0 0 0	0 0 0	0 0 0 0	0 0 0		4	-1 -1 -1 0	-3 -5 -5 -5 -5 -5	-6 -6	Embanilment up to 1.6m on peat. Scores upgraded to moderate  Embanilment up to 1.6m on peat. Scores upgraded to moderate  Embanilment up to 1.6m on peat. Scores upgraded to moderate  Embanilment up to 1.6m on peat. Scores upgraded to moderate  Embanilment up to 1.6m on peat. Scores upgraded to moderate
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9300 9350 9350 9450 9500 9550 9500 9550 9600 9750 9750 9880 9980 9980 10000 10150 10100 10150 10250 10330 10400 10450 10500 10650 10700 10750 10800 10850 109900 10950 111000 11150 11200 11150 111200 11150 11200 11350 11350 11400 11450	9350 9400 9450 9450 9550 9550 9660 9550 9770 9750 9800 9750 9800 9850 10000 10100 10150 10200 10250 10300 10350 10450 10550 10770 10800 10850 10950 11000 11050 11000 11100 11150 11250 11350 11250 11350 11450 11450 11450	3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2					2 2 2 4	4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	-5 -5 -5 -5 -5 -5 -5 -5 -5 -5 -5 -5 -5 -	-6 -6 -6 -3 -3 -3 -3 -3 -3 -3 -3 -3 -3 -3 -3 -3	Embaniforment up to 1.6m on peat. Scores upgraded to moderate  (mbaniforment up to 1.6m on pe

_																	
11600	11650	-3	-1	-2	-2	-2	0	0	0	0	0	-1	-1	0	-4	-4	
11650	11700	-3	-1	-2	-2	-2	0	0	0	0	0	-1	-1	0	-4	-4	
11700	11750	-3	-1	-2	-2	-2	0	0	0	0	0	-1	-1	0	4	-4	
11750	11800	-3	-1	-2	-2	-2	0	0	0	0	0	-1	-1	0	-4	-4	
11800	11850		-1		-2		0	0	0	0	0			0		-4	
11850	11900	-3	-1	-2	-2	-2	0	0	0	0	0	-1	-4	0	-4	-4	
11900	11950	-3	0	-12	-2	-12	0	0	0	0	0			0	-4	-4	
11950	12000	-3	0	-2	-2	-2	0	0	0	0	0	-1	-1	0	-4	-4	
12000	12050	-3		-2	-2	-2						-1	-4		-4		
		-3	0	-2	-2	-2	0	0	0	0	0	-1	-1	0	-4	-4	
12050	12100	-3	0	-2	-2	-2	0	0	0	0	0	-1	-1	0	-4	-4	
12100	12150	-3	0	-2	-2	-2	0	0	0	0	0		-1	0	-3	-3	
12150	12200	-3	0	-2	-2	-2	0	0	0	0	0		-1	0	-3	-3	
12200	12250	-3	0	-2	-2	-2	0	0	0	0	0		-1	0	-3	-3	
12250	12300	-3	0	-2	-2	-2	0	0	0	0	0		-1	-1	-3	-3	
12300	12350	-3	0	-2	-2	-2	0	0	0	0	0		-1	-1	-3	-3	
12350	12400	-3	0	-2	-2	-2	0	0	0	0	0		-1	-1	-3	-3	
12400	12450	-3	0	-2	-2	-2	0	0	0	0	0	-1	-1	-1	-4	-4	
12450	12500	-3	0	-2	-2	-2	0	0	0	0	0	-1	-1	-1	-4	-4	
12500	12550	-3	0	-2	-2	-2	0	0	0	0	0		-1	0	-3	-3	
12550	12600	-3	0	-2	-2	-2	0	0	0	0	0		-1	0	-3	-3	
12600	12650	-3	0	-2	-2	-2	0	0	0	0	0		-1	0	-3	-3	
12650	12700	-3	0	-2	-2	-2	0	0	0	0	0		-1	0	-3	-3	
12700	12750	-3	0	-2	-2	-2	0	0	0	0	0		-1	0	-3	-3	
12750	12800	-3	-1	-2	-2	-2	0	0	0	0	0		4	0	-3	-3	
12800	12850	-3	-1	-2	-2	-2	0	0	0	0	0		4	0	-3	-3	
12850	12900			-2	-2	-2											
12900	12950	-3	-1	-2		-2	0	0	0	0	0		-1	0	-3	-3	
12950	13000	-3	-1	-2	-2	-2	0	0	0	0	0		-1	0	-3	-3	
13000		-3	-1	-2	-2	-2	0	0	0	0	0		-4	0	-3	-3	
13000	13050 13100	-3	-1	-2	-2	-2	0	0	0	0	0		-1	0	-3	-3	
		-3	-1	-2	-2	-2	0	0	0	0	0	-2	-1	0	-5	-5	Pylon within 100m proposed alignment
13100	13150	-3	-1	-2	-2	-2	0	0	0	0	0	-2	-1	0	-5	-6	275kV crossing at chainage length with proposed 5m below existing levels
13150	13200	-3	-1	-2	-2	-2	0	0	0	0	0		-1	0	-3	-3	
13200	13250	-3	-1	-2	-2	-2	0	0	0	0	0		-1	0	-3	-3	
13250	13300	-3	-1	-2	-2	-2	0	0	0	0	0		0	0	-2	-2	
13300	13350	-3	-1	-2	-2	-2	0	0	0	0	0		0	0	-2	-2	
13350	13400	-3	-1	-2	-2	-2	0	0	0	0	0		0	0	-2	-2	
13400	13450	-3	0	-2	-2	-2	0	0	0	0	0		0	0	-2	-2	
13450	13500	-3	0	-2	-2	-2	0	0	0	0	0		0	0	-2	-2	
13500	13550	-3	0	-2	-2	-2	0	0	0	0	0		0	0	-2	-2	
13550	13600	-3	-1	-2	-2	-2	0	0	0	0	0		0	0	-2	-2	
13600	13650	-3	-1	-2	-2	-2	0	0	0	0	0		0	0	-2	-2	
13650	13700	-3	-1	-2	-2	-2	0	0	0	0	0		0	0	-2	-2	
13700	13750	-3	-1	-2	-2	-2	0	0	0	0	0		0	0	-2	-2	
13750	13800	.2	-1	-2	-2	-2	0	0	0	0	0		0	0	-2	-2	
13800	13850	-3	-1	-2	-2	-2	0	0	0	0	0		0	0	-2	-2	
13850	13900	-3	-1	1	-2	2	0	0	0	0	0		0	0	-2	-2	
13900	13950	-3	-1	-2	-2	-2	0	0	0	0	0	-1	0	0	-3	-5	
13950	14000	.3	-1	-	-2	2	0	0	0	0	0		0	0	-3	-5	
14000	14050	-3	-1	-2	.2	-2	0	0	0	0	0	-1	0	0	-3	-5	
14050	14100	-3	-1	-	-2	2	0	0	0	0	0		0	0	-3	-5	
14100	14150	-3	-1	-2	-2	-2	0	0	0	0	0		0	0	-2	-2	
14150	14200	-3	-1	-	-2	2	0	0	0	0	0		0	0	2	-5	
14200	14250	-3	-1	-2	-2	-2	0	0	0	0	0	-1	0	0	-3	-5	
14250	14300	-3	-1	-12	-2	-12	0	0	0	0	0		0	0	-3	-5	
14300	14350	-3	-1	-2	-2	-2	0	0	0	0	0	-1	0	0	-2	-2	
14350	14400	-3		-2	-2	-2	0		0		0					-2	
14400	14450	-3	-1	-2	-2	-2	0	0	0	0	0		0	0	-2	-2	
14400	14430																National Grid pipelines crossing alignment at location. Embankment up to 0.7m
																	high on potentially compressible material. Major diversion (unless non-divertable)
		-3	-1	-2	-2	-2	0	0	0	0	0	-3	0	0	-5	-6	should be moderate not high? As before level difference minimal and hilliness/bendiness etc contributing significantly to overall score.
14450	14500																
																	National Grid pipelines crossing alignment at location. Embankment up to 0.7m high on potentially compressible material. Major diversion (unless non-divertable)
					-2	-2											should be moderate not high? As before level difference minimal and
14500	14550	-3	0	-2	-2	-2	-1	0	0	0	0	-3	0	0	-6	-6	hilliness/bendiness etc contributing significantly to overall score.
14300	14330																National Grid pipelines crossing alignment at location. Embankment up to 0.7m
																	high on potentially compressible material. Major diversion (unless non-divertable)
		-3	0	-2	-2	-2	-1	0	0	0	0	-3	0	-3	-9	-8	should be moderate not high? As before level difference minimal and hilliness/bendiness etc contributing significantly to overall score.
14550	14600	-3	0	-2	-2	-2	-2	0	0	0	0	-3	0	-3	-10	-10	National grid pipelines crossing alignment with at-grade construction on peat.
14600	14650	-3	0	-2	-2	-2	-2	0	0	0	0	-3	0	-3	-10	-10	National grid pipelines crossing alignment with at-grade construction on peat.
14650	14700	-3	0	,	-2	-2	-2	0	0	0	0	-3	0	-3			National grid pipelines crossing alignment with at-grade construction on peat.
14700	14750	-3	U	-2	-2	-2	-2	U	U	U	U	-3		-3	-10	-10	At grade construction on a made ground (depot)- Potential contamination. Slight
	50	-3	0	-2	-2	-2	-1	0	0	0	0		0	-3	-6	-5	impact. Minor utilities but nothing significantly problematic. Scores reduced below moderate
14750	14800																At grade construction on a made ground (depot)- Potential contamination. Slight impact. Minor utilities but nothing significantly problematic. Scores reduced below
		-3	0	-2	-2	-2	-1	0	0	0	0	-1	0	-3	-7	-5	moderate
14800	14850																At grade construction on a made ground (depot)- Potential contamination. Slight impact. Minor utilities but nothing significantly problematic. Scores reduced below
14050	4 4000	-3	0	-2	-2	-2	0	0	0	0	0	-1	0	-3	-6	-5	moderate At grade construction on a made ground (depot)- Potential contamination. Slight
14850	14900		0				0	0	0	0	0		0				impact. Minor utilities but nothing significantly problematic. Scores reduced below moderate
14900	14950	-3	0	-2	-2	-2	0	0	0	0	0	-1	0	-3	-6	-5	At grade construction on a made ground (depot)- Potential contamination. Slight
555	550	-3	0	-2	-2	-2	0	0	0	0	0	-1	0	-3	-6	-5	impact. Minor utilities but nothing significantly problematic. Scores reduced below moderate
14950	15000																At grade construction on a made ground (depot)- Potential contamination. Slight impact. Minor utilities but nothing significantly problematic. Scores reduced below
		-3	0	-2	-2	-2	-1	0	0	0	0	-1	0	-3	-7	-5	moderate
15000	15050																At grade construction on a made ground (depot)- Potential contamination. Slight impact. Minor utilities but nothing significantly problematic. Scores reduced below
15050	15100	-3	0	-2	-2	-2	-1	0	0	0	0	-1	0	-3	-7	-5	moderate  At grade construction on a made ground (depot)- Potential contamination. Slight
15050	15100		0				-1	0	0		0		0		-	,	impact. Minor utilities but nothing significantly problematic. Scores reduced below moderate
15100	15150	-3	U	-2	-2	-2	*1	U	U	U	U		U	-13	*6	*5	At grade construction on a made ground (depot)- Potential contamination. Slight
	13130	-3	0	-2	-2	-2	-1	0	0	0	0		0	-3	-6	-5	impact. Minor utilities but nothing significantly problematic. Scores reduced below moderate
15150	15200																
15200	15250																



Then if total < or equal to -9 then should be coloured red because this represents possibility of 3 reds or 4 ambers if total is between -6 and -8 should be coloured amber since this could represent 2 reds or 3/4

Chainage				Alignment			Structures Geotechnics			Flooding and Drainage		Utilities	Constructability	Operation	Score		
Start Chainage	End Chainage	Alignment Length	Level Difference	Bendiness	Hilliness	Earthworks	Geotechnics	Structures	Flood Plain	Watercourse Crossings	Attenuation requirement	Utilities	Construction access	Temp disruption	Total	Adjusted	Comments
0	50	-3	0	0	-1	0	-1	-2	0	0	-1		0	-3	-7	-7	Structure required at tie in with A96 and junction with B9002. Potential underbridges required and area susceptible to flooding. Temporary disruption likely to be significant.
50	100	-3	0	0	-1	0	-1	-2	0	0	0		0	-3	-7	-7	Structure required at tie in with A96 and junction with 89002. Potential underbridges required and area susceptible to flooding. Temporary disruption likely to be significant.
100	150	-3	0	0	-1	0	-1	-2	0	0	0		0	-3	-7	-7	Structure required at tie in with A96 and junction with B9002. Potential underbridges required and area susceptible to flooding. Temporary disruption likely to be significant.
150	200	.2	0	0	-1	0	-1	-2	0	0	0		0	-3	-7	-7	Structure required at tie in with A96 and junction with B9002. Potential underbridges required and area susceptible to flooding. Temporary disruption likely to be significant.
200 250	250 300	-3	-1	0	-1	0	0	0	0	0	0		0	-3	-4	-4	Bridge over railway line required. Significant engineering issues surrounding
300	350	-3	-1 0	0	-1 -1	0	0	-2 -2	0	0	0		-2 -2	0	-5 -5	-6 -5	delivering alignment compliant with gradient standards tying back in to A96.
350 400	400 450	-3	0 -1	0	-1	0	0	0	0	0	0		-2 -2	0	-3	-3	
450 500	500 550	-3	-1	0	-1	0	0	0 -1	0	0	0		-2 -2	0	-3 -4	-3	
550 600	600 650	-3	-1	0	-1	0	0	-1 0	0	0	0		-2	0	-4	-4	
650	700	-3	-1	0	-1	0	0	0	0	0	0		-2 -2	0	-3	-3	
700 750	750 800	-3	-1	0	-1	0	0	0	0	0	0		-2 -2	0	-3	-3	
800	850	-3	-1	0	-1	0	0	0	0	0	0		-2	0	-3	-3	
900	900 950	-3	-1	0	-1	0	0	0	0	0	0		-2 -2	0	-3	-3	
950	1000	-3	-1	0	-1	0	0	0	0	0	0		-2	0	-3	-3	
1000 1050	1050 1100	-3	-1	0	-1	0	0	0	0	0	0		-2	0	-3	-3	
1100	1150	-3	-1	0	-1	0	0	0	0	0	0		-2	0	-3	-3	
1150	1200	-3	-1	0	-1	0	0	0	0	0	0		-2	0	-3	-3	
1200 1250	1250 1300	-3	-1	0	-1	0	0	-1	0	0	0		-2	0	-3	-3	
1300	1350	-3	-1	0	-1	0	0	-1	0	0	0		-2	0	4	-4	
1350	1400	-3	-1	0	-1	0	-1	0	0	0	0	-2	-2	0	-6	-6	300mm diameter SW distribution main conflicting with alignment in cut. Likely diversion required. Potential diversion of c-class road required.
1400	1450	-3	-2	0	-1	0	-1	-1	0	0	0	-2	-2	0	-7	-7	300mm diameter SW distribution main conflicting with alignment in cut. Likely diversion required. Potential diversion of c-class road required.
1450	1500	.2	.2			0			0	0	0	.2	.2	0	-7	.7	300mm diameter SW distribution main conflicting with alignment in cut. Likely diversion required. Potential diversion of c-class road required.
1500	1550	-3	-2	0	-1	0	-1	0	0	0	0	-2	-2	0	-4	-4	diversion required. Potential diversion of C-cass road required.
1550 1600	1600 1650	-3	-2	0	-1	0	-1	0	0	0	0		-2	0	-4	-4	
1650	1700	-3	-2	0	-1	0	-1	0	0	0	0		-2 -2	0	-4	-4	
1700	1750	-3	-2	0	-1	0	-1	0	0	0	0		-2	0	-4	-4	
1750 1800	1800 1850	-3	-2	0	-1	0	-1	0	0	0	0		-2	0	-4	-4	Semi-large cutting required exceeding 10m. Construction access difficult,
1850	1900	-3	-2	0	-1	0	-1 0	0	0	0	0	-1	-2	0	-5	-5	however, this would likely be mitigated at construction stage
1900	1950	-3	-2	0	-1	0	0	0	0	0	0	-1	-2 -2	0	4	-4	
1950 2000	2000 2050	-3	-1	0	-1	0	0	0	0	0	0		-2	0	-3	-3	
2050	2100	-3	-1 -1	0	-1 -1	0	0	0	0	0	0		-2 -2	0	-3 -3	-3	
2100	2150	-3	0	0	-1	0	0	0	0	0	0		-2	0	-3	-3	
2150 2200	2200 2250	-3	0	0	-1	0	0	0	0	0	0		-2 -2	0	-3	-3	
2250	2300	-3	0	0	-1	0	0	0	0	0	0		-2	0	-3	-3	
2300 2350	2350 2400	-3	0 -1	0	-1	0	0	0	0	0	0		-2 -2	0	-3	-3	
2400	2450	-3	-1	0	-1	0	0	0	0	0	0		-2 -2	0	-3	-3	
2450 2500	2500 2550	-3	-1	0	-1	0	0	0	0	0	0		-2	0	-3	-3	
2550	2600	-3	-1	0	-1 -1	0	0	0	0	0	0		-2 -2	0	-3	-3	
2600 2650	2650	-3	-1	0	-1	0	0	0	0	0	0		-2	0	-3	-3	
2700	2700 2750	-3	-1	0	-1	0	0	0	0	0	0		-2	0	-3	-3	
2750	2800	-3	0	0	-1	0	0	0	0	0	0		-2	-2	-3	-3	
2800 2850	2850 2900	-3	0	0	-1	0	0	-1 0	0	0	0		-2 -2	-2 -2	-4	-4	
2900	2950	-3	0	0	-1	0	0	0	0	0	0		-2	·2	-3	-3	
2950 3000	3000 3050	-3	0	0	-1	0	0	0	0	0	0		-2	-2	-3	-3	
3050	3100	-3	0	0	-1 -1	0	0	0	0	0	0		-2 -2	0	-3	-3	
3100	3150	-3	0	0	-1	0	0	0	0	0	0		-2	0	-3	-3	
3150 3200	3200 3250	-3	0	0	-1	0	0	0	0	0	0		-2 -2	0	-3	-3	
3250	3300	-3	0	0	-1	0	0	0	0	0	0		-2	0	-3	-3	
3300 3350	3350	-3	-1	0	-1	0	0	0	0	0	0		-2	0	-3	-3	
3350	3400	-3	-1	0	-1	0	0	0	0	0	0		-2	0	-3	-3	

3400	2450																
	3450 3500	-3	-1	0	-1	0	0	0	0	0	0		-2	0	-3	-3	
3450		-3	-1	0	-1	0	-1	0	0	0	0		-2	0	-4	-4	
3500	3550	-3	-2	0	-1	0	-1	0	0	0	0		-2	0	-4	-4	
3550	3600	-3	-2	0	-1	0	-1	0	0	0	0		-2	0	-4	-4	
3600	3650	-3	-2	0	-1	0	-1	0	0	0	0		-2	0	-4	-4	
3650	3700	-3	-1	0	-1	0	0	0	0	0	0		-2	0	-3	-3	
3700	3750	-3	-1	0	-1	0	0	0	0	0	0		-2	0	-3	-3	
3750	3800	-3	0	0	-1	0	0	0	0	0	0		-3	0	-4	-4	
3800	3850	-3	-1	0	-1	0	0	0	0	0	0		-3	0	-4	-4	
3850	3900	-3	-1	0	-1	0	0	0	0	0	0		-3	0	-4	-4	
3900	3950	-3	-1	0	-1	0	0	0	0	0	0		-3	0	-4	-4	
3950	4000	-3	-1	0	-1	0	0	0	0	0	0		.3	0	-4	-4	
4000	4050	-3	-1	0	-1	0	0	0	0	0	0		-3	0	-4	-4	
4050	4100		-1	0	-1	0	0	0	0	0	0		,	0	-4	-4	
4100	4150	3	0	0	-1	0	0	0	0	0	0			0	-	-4	
4150	4200	-3								0					-4	-4	
4200	4250	-3	0	0	-1	0	0	0	0		0		-3	0	-4		
4250	4300	-3	0	0	-1	0	0	0	0	0	0		-3	0	-4	-4	
		-3	0	0	-1	0	0	0	0	0	0		-3	0	-4	-4	
4300	4350	-3	0	0	-1	0	0	0	0	0	0		-3	0	-4	-4	
4350	4400	-3	0	0	-1	0	0	0	0	0	0		-3	0	-4	-4	
4400	4450	-3	-1	0	-1	0	0	0	0	0	0		-3	0	-4	-4	
4450	4500																Large earthworks required exceeding 12m in height. Land forms natural
4500	4550	-3	-1	0	-1	0	-1	0	0	0	0		-3	0	-s	-s	depression. Potential to reduce level difference, however, would result in increased earthworks, pan do down chainge, contributing score of 3 for construction access seems severe as this would likely be miligated under construction plansing.  Large earthworks required exceeding 12m in height. Land forms natural depression. Potential to reduce level difference, however, would result in increased earthworks pand down chainings. Contributing score of 3 for linearested earthworks pand down chainings.
4550	4600	-3	-2	0	-1	0	-1	0	0	0	0		-3	0	-5	-5	construction access seems severe as this would likely be mitigated under construction phasing.  Large earthworks required exceeding 12m in height. Land forms natural
		-3	-2	0	-1	0	-1	0	0	0	0		-3	0	-5		depression. Potential to reduce level difference, however, would result in increased earthworks up and down chainage. Contributing score of -3 for construction access seems severe as this would likely be mitigated under construction phasing.
4600	4650	-3	-2	0	-1	0	-1	0	0	0	0		-3	0	-5	-5	Large earthworks required exceeding 12m in height. Land forms natural depression. Potential to reduce level difference, however, would result in increased earthworks up and down chainage. Contributing score of -3 for construction access seems severe as this would likely be mitigated under construction phasing.
4650	4700	-3	-2	0	-1	0	-1	0	0	0	0		-3	0	-5	-5	Large earthworks required exceeding 12m in height. Land forms natural depression. Potential to reduce level difference, however, would result in increased earthworks up and down drainage. Contributing score of 3 for contribution access seems severe as this would likely be mitigated under contribution access seems severe as this would likely be mitigated under contribution plants.
4700	4750	-3	-2	0	-1	0	-1	0	0	0	0		-3	0	-5		Large earthworks required exceeding 3.2m in height. Land forms native depersion. Potential or exceeding 6.2m in height, Land forms native result in increased earthworks up and down chainage. Contributing score of -3 for construction access eems severe as this would likely be mitigated under construction access eems severe as this would likely be mitigated under construction access.
4750	4800	-3	-2	0	-1	0	-1	0	0	0	0		-3	0	-5	-5	Large eathworks required exceeding 12m in height. Land forms natural depension. Potential or exceeding 12m in height, Land forms of result in event in increased earthworks up and down chainage. Contributing score of -3 for construction accesses seem severe as this would likely be mitigated under construction phasing.
4800	4850	-3	-2	0	-1	0	-1	0	0	0	0		-3	0	-5	-5	Large earthworks required exceeding 12m in height. Land forms natural depression. Potentiary ender exceeding 12m in height can be used in increased earthworks up and down chainage. Contributing score of -3 for construction access seems severe as this would likely be mitigated under construction access seems severe as this would likely be mitigated under construction phasing.
4850	4900	-3	-2	0	-1	0	-1	0	0	0	0		-3	0	-5	-5	large earthworks required exceeding 12m in height. Land forms natural depression. Potential to reduce level difference, however, would result in increased earthworks up and down chainage, Contributing score of 3 for construction access seems severe as this would likely be mitigated under construction access seems severe as this would likely be mitigated under construction of the construction of the
4950	5000	-3	-2	0	-1	0	-1	0	0	0	0		-3	0	-5	-5	Large earthworks required exceeding 1.2m in height. Land forms natural depression. Potential to reduce level difference, however, would result in increased earthworks up and down chainage. Contributing score of -3 for construction access seems severe as this would likely be mitigated under construction access seems severe as this would likely be mitigated under construction or phasing.
5000	5050	-3	-2	0	-1	0	-1	0	0	0	0		-3	0	-5	-5	Large earthworks required exceeding 1.2m in height. Land forms natural depression. Potential to roduce level difference, however, would result in increased earthworks up and down chainage. Contributing score of -3 for construction access seems severe as this would likely be mitigated under construction on phasing.
		-3	-2	0	-1	0	-1	0	0	0	0		-3	0	-5	-5	Large aerthworks required exceeding 12m in height. Land forms natural depression. Potential to reduce level difference, however, would result in increased earthworks up and down chainage. Contributing score of -3 for construction access seems severe as this would likely be mitigated under construction parallel.
5050	5100	-3	-2	0	-1	0	0	0	0	0	0		-3	0	-4	-4	
5100	5150	-3	-1	0	-1	0	0	0	0	0	0		-3				
5150	5200	-3	-1	0	-1	0	0	0	0	0				0	-4	-4	
5200	5250	-3	0	0	-1	0	0				0	-3	-3		-4		450mm diameter connection to Above Ground installation at this point.
5250	5300			0		·		0	0	0	0	-3		0	-4 -7	-7	450mm diameter connection to Above Ground installation at this point.  450mm diameter connection to Above Ground installation at this point.
5300	5350	-3	0					0		0	0		-3	0	-4 -7 -7	-7 -7	450mm diameter connection to Above Ground installation at this point.
5300 5350					-1	0	0	0	0	0	0	ű ű	-3	0	-4 -7 -7	-7 -7 -7	
JJJU	5400	-3	0	0	-1	0	0	0	0	0	0 0		-3 -3	0 0 0	-4 -7 -7 -7	-7 -7 -7 -4	450mm diameter connection to Above Ground installation at this point.
5400	5400	-3	0	0	-1	0	0 0	0 0	0 0	0 0	0 0 0		-3	0 0 0 0	-4 -7 -7 -7 -4 -4	-7 -7 -7 -4 -4	450mm diameter connection to Above Ground installation at this point.
5400	5450	-3	0	0 0	-1	0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0		-3 -3 -3 -3	0 0 0 0 0	4	-7 -7 -7 -4 -4	450mm diameter connection to Above Ground installation at this point.
5450	5450 5500	-3	0	0	-1	0	0 0	0 0	0 0	0 0	0 0 0		-3 -3	0 0 0 0		-7 -7 -7 -4 -4	450mm diameter connection to Above Ground installation at this point. 450mm diameter connection to Above Ground installation at this point.
	5450	-3	0	0 0	-1	0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0		-3 -3 -3 -3	0 0 0 0 0	4	-7 -7 -7 -4 -4	450mm diameter connection to Above Ground installation at this point. 450mm diameter connection to Above Ground installation at this point.
5450	5450 5500	-3	0	0 0	-1	0 0 0 0	0 0 0 0 0	0 0 0	0 0 0 0 0	0 0 0	0 0 0		-3 -3 -3 -3	0 0 0 0 0	4	-7 -7 -7 -4 -4 -4 -4	#50mm diameter connection to Above Ground installation at this point.  #50mm diameter connection to Above Ground installation at this point.  #50mm diameter connection to Above Ground installation at this point.  #50mm National Grid pipeline corses the alignment at this location.  Contributing score of 3 for construction access seems severe as this would likely be miligated under construction phase.
5450 5500	5450 5500 5550	-3	0	0 0 0 0	4 4 4	0 0 0	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0 0		-3 -3 -3 -3	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	4	-7 -7 -7 -4 -4 -4 -4	450mm diameter connection to Above Ground installation at this point. 450mm diameter connection to Above Ground installation at this point. 450mm diameter connection to Above Ground installation at this point. 1050mm National Grid pipeline consess the alignment at this location. Contributing score of 3 for construction access seems severe as this would likely be mitigated under construction phasing. 1050mm National Grid pipeline consess the alignment at this location. Contributing score of 3 for construction access seems severe as this would likely be migrated under construction phasing. 1050mm National Grid pipeline consess the alignment at this location. Contributing score of 3 for construction access seems severe as this would likely be migrated under construction phasing.
5450 5500 5550	5450 5500 5550 5600	-3	0 0 0	0 0 0	4 4 4	0 0 0 0	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0 0	0 0 0 0 0	0 0 0 0 0 0	-3	3 3 3 3 3 3 3	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	4	-7 -7 -7 -4 -4 -4 -4	### ### ### ### ### ### ### ### ### ##
5450 5500 5550 5600	5450 5500 5550 5600 5650 5700	-3 -3 -3 -3 -3 -3	0 0 0 -1 -1 -1	0 0 0 0	4 4 4	0 0 0 0	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0 0	0 0 0 0 0 0	0 0 0 0 0 0	-3	3 3 3 3 3 4	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	-4 -4 -4 -7 -7	-7 -7 -7 -4 -4 -4 -4 -7 -7	450mm diameter connection to Above Ground installation at this point. 450mm diameter connection to Above Ground installation at this point. 450mm diameter connection to Above Ground installation at this point. 1050mm batised Grid gipeline corses the alignment at this location. 1050mm batised Grid gipeline corses the alignment at this location. 1050mm National Grid pipeline corses the alignment at this location. 1050mm National Grid pipeline corses the alignment at this location. 1050mm National Grid pipeline corses the alignment at this location. 1050mm National Grid pipeline corses the alignment at this location. 1050mm National Grid pipeline corses the alignment at this location. 1050mm National Grid pipeline corses the alignment at this location. 1050mm National Grid pipeline corses the alignment at this location. 1050mm National Grid pipeline corses the alignment at this location. 1050mm National Grid pipeline corses the alignment at this location.
5450 5500 5550 5600 5650 5700	5450 5500 5550 5600 5650 5700	-3 -3 -3 -3 -3 -3	0 0 0 -1 -1 -1 -1	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	4 4 4 4	0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	-3	4 4 4 4 4 4 4 4	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	-4 -4 -4 -7 -7 -7 -7	-7 -7 -7 -4 -4 -4 -4 -7 -7 -7 -7 -7 -5	### ### ### ### ### ### ### ### ### ##
5450 5500 5550 5600 5650 5700 5750	\$450 \$500 \$550 \$600 \$650 \$770 \$750 \$800	-3 -3 -3 -3 -3 -3 -3	0 0 0 0 -1 -1 -1 -1 -1 -1	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	4 4 4 4 4	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	-3	3 3 3 3 3 4	0 0 0 0 0 0 0 0	-4 -4 -4 -7 -7	-7 -7 -7 -4 -4 -4 -4 -7 -7 -7 -7 -7 -7 -7 -7 -7 -7 -7	### ### ### ### ### ### ### ### ### ##
5450 5500 5550 5600 5650 5700 5750 5800	\$450 \$550 \$550 \$660 \$700 \$750 \$880 \$880	-3 -3 -3 -3 -3 -3	0 0 0 0 -1 -1 -1 -1	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	4 4 4 4 4 4	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	-3	3 3 3 3 3 3 3 3 3 3 3 3 3	0 0 0 0 0 0 0 0	-4 -4 -4 -7 -7 -7 -7	-7 -7 -4 -4 -4 -4 -7 -7 -7 -5 -4 -4 -4 -4 -4 -4 -4 -4 -4 -4 -4 -4 -4	### ### ### ### ### ### ### ### ### ##
5450 5500 5550 5600 5650 5700 5750	\$450 \$500 \$550 \$600 \$650 \$770 \$750 \$800	-3 -3 -3 -3 -3 -3 -3	0 0 0 0 -1 -1 -1 -1 -1 -1	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	4 4 4 4 4	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	-3	4 4 4 4 4 4 4 4	0 0 0 0 0 0 0 0	-4 -4 -4 -7 -7 -7 -7	-7 -7 -7 -4 -4 -4 -4 -7 -7 -7 -7 -7 -7 -7 -7 -7 -7 -7	450mm diameter connection to Above Ground installation at this point. 450mm diameter connection to Above Ground installation at this point. 450mm diameter connection to Above Ground installation at this point. 450mm National Grid pipeline corses the alignment at this location. Contributing score of 3 for construction access seems severe as this would likely be miligated under construction phasing. 150mm National Grid pipeline corses the alignment at this location. Contributing score of 3 for construction access seems severe as this would likely be miligated under construction phasing. 150mm National Grid 7 for construction access the alignment at this location. Contributing score of 3 for construction phasing. 150mm National Grid pipeline corses the alignment at this location. Contributing score of 3 for construction score seems severe as this would likely be miligated under construction phasing.
5450 5500 5550 5600 5650 5700 5750 5800 5850	\$450 \$550 \$550 \$660 \$650 \$770 \$750 \$880 \$5900	3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	4 4 4 4 4 4	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0	0 0 0 0 0 0	3 3 3	4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4	0 0 0 0 0 0 0 0	-4 -4 -4 -7 -7 -7 -7	7 -7 -7 -4 -4 -4 -4 -7 -7 -7 -7 -5 -4 -4 -5	### ### ### ### ### ### ### ### ### ##
5450 5500 5550 5660 5650 5700 5750 5800 5850 5900	\$450 \$500 \$550 \$550 \$660 \$770 \$750 \$880 \$850 \$990	3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	4 4 4 4 4 4 4 4 4 4	0 0 0 0 0	0 0 0 0 0 0	0 0 0 0 0 0	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0 0	3 3 3	4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4	0 0 0 0 0 0 0 0	-4 -4 -4 -7 -7 -7 -7 -4 -4 -4 -6	-7 -7 -7 -4 -4 -4 -4 -4 -4 -4 -5 -5 -5	### ### ### ### ### ### ### ### ### ##
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5450 5500 5550 5660 5700 5750 5800 5850 5900 6000 6050	\$450 \$550 \$550 \$550 \$660 \$750 \$800 \$850 \$990 \$950 \$600 \$6050 \$6100	3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3	0 0 0 0 -1 -1 -1 -1 0 0		4 4 4 4 4 4 4 4 4 4 4 4	0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0	0 0 0 0 0 0	0 0 0 0 0 0	0 0 0 0 0 0 0	3 3 3	4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4		-4 -4 -4 -7 -7 -7 -4 -4 -4 -5 -5 -5	7 7 7 7 4 4 4 4 7 7 7 7 7 7 7 5 4 4 5 5 5 5	### ### ### ### ### ### ### ### ### ##
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5450 5500 5550 5660 5700 5750 5800 5850 5900 5950 6000 6050 6100 6150 6200	\$450 \$500 \$550 \$550 \$660 \$770 \$750 \$800 \$850 \$950 \$600 \$600 \$6100 \$6150 \$620 \$6250	3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3	-1 -1 -1 -1 -1 -1 -2 -2 -2 -2 -2		4 4 4 4 4 4 4 4 4 4 4 4 4	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0		0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	3 3 3	4 4 3 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4		-4 -4 -4 -7 -7 -7 -7 -4 -4 -4 -5 -5 -5 -5	-7 -7 -7 -7 -7 -7 -5 -4 -4 -4 -5 -5 -5 -5 -5 -5 -5 -5 -5 -5 -5 -5 -5	450mm diameter connection to Above Ground installation at this point. 450mm diameter connection to Above Ground installation at this point. 450mm diameter connection to Above Ground installation at this point. 450mm Manderer connection to Above Ground installation at this point. 450mm Manderer connection to Above Ground installation at this point. 450mm Manderer connection to Above Ground installation at this location. 450mm Manderer connection access seems severe as this would likely be miligated under construction phasing. 450mm Manderer connection phasing. 450mm Mand
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\$450 \$550 \$550 \$660 \$700 \$750 \$850 \$850 \$990 \$950 \$6050 \$6100 \$6150 \$6250 \$6300	\$450 \$550 \$550 \$550 \$660 \$770 \$7750 \$880 \$990 \$950 \$600 \$600 \$6150 \$620 \$6250 \$6350	3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3	0 0 0 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		4 4 4 4 4 4 4 4 4 4 4 4 4	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0		0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	3 3 3	4 4 3 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4		-4 -4 -4 -7 -7 -7 -7 -7 -4 -4 -5 -5 -5	-7 -7 -7 -7 -7 -7 -5 -4 -4 -5 -5 -5 -5 -5 -5 -5 -5 -5 -5 -5 -5 -5	450mm diameter connection to Above Ground installation at this point. 450mm diameter connection to Above Ground installation at this point. 450mm diameter connection to Above Ground installation at this point. 450mm Manderer connection to Above Ground installation at this point. 450mm Manderer connection to Above Ground installation at this point. 450mm Manderer connection to Above Ground installation at this location. 450mm Manderer connection access seems severe as this would likely be miligated under construction phasing. 450mm Manderer connection phasing. 450mm Mand
5450 5500 5550 5660 5700 5750 5800 5850 5900 6000 6000 6050 6150 6200 6250	\$450 \$500 \$550 \$550 \$660 \$750 \$750 \$880 \$850 \$990 \$950 \$6050 \$6100 \$6150 \$6250 \$6300	3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3	0 0 0 0 -1 -1 -1 -1 -1 0 0 -2 -2 -2 -2 -2 -2		4 4 4 4 4 4 4 4 4 4 4 4 4 4 4	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	3 3 3	4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4		-4 -4 -4 -7 -7 -7 -7 -7 -4 -4 -5 -5 -5	-7 -7 -7 -4 -4 -4 -4 -7 -7 -7 -7 -5 -4 -4 -5 -5 -5 -5 -5 -5 -5 -5 -5 -6 -6	## ## ## ## ## ## ## ## ## ## ## ## ##
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\$450 \$550 \$550 \$660 \$700 \$750 \$750 \$880 \$950 \$600 \$600 \$6100 \$6150 \$6200 \$6200 \$6350 \$6300 \$6350 \$6400	\$450 \$550 \$550 \$650 \$700 \$750 \$800 \$950 \$950 \$600 \$600 \$6150 \$620 \$620 \$6250 \$6350 \$6400 \$6450	3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0		4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4		0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0		0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0		3 3 3	3 3 3 3 3 3 3 4 4 3 4 4 4 4 4 4 4 4 4 4		-4 -4 -4 -4 -4 -5 -5 -5 -5 -5 -5 -5 -5 -5 -5 -5 -5 -5	-7 -7 -7 -4 -4 -4 -4 -4 -5 -5 -5 -5 -5 -5 -6 -6 -6 -6 -5	450mm diameter connection to Above Ground installation at this point. 450mm diameter connection to Above Ground installation at this point. 450mm diameter connection to Above Ground installation at this point. 450mm diameter connection to Above Ground installation at this point. 450mm National Grid pipeline corses the alignment at this location. 650mm National Grid pipeline corses the alignment at this location. 650mm National Grid pipeline corses the alignment at this location. 650mm National Grid pipeline corses the alignment at this location. 650mm National Grid pipeline corses the alignment at this location. 650mm National Grid pipeline corses the alignment at this location. 650mm National Grid pipeline corses the alignment at this location. 650mm National Grid pipeline corses the alignment at this location. 650mm National Grid pipeline corses the alignment at this location. 650mm National Grid pipeline corses the alignment at this location. 650mm National Grid pipeline corses the alignment at this location. 650mm National Grid pipeline corses the alignment at this location. 650mm National Grid pipeline corses the alignment at this location. 650mm National Grid pipeline corses the alignment at this location. 650mm National Grid pipeline corses the alignment at this location. 650mm National Grid pipeline corses the alignment at this location. 650mm National Grid pipeline corses the alignment at this location. 650mm National Grid pipeline corses the alignment at this location. 650mm National Grid pipeline corses the alignment at this location. 650mm National Grid pipeline corses the alignment at this location. 650mm National Grid pipeline corses the alignment at this location. 650mm National Grid pipeline corses the alignment at this location. 650mm National Grid pipeline corses the alignment at this location. 650mm National Grid pipeline corses the alignment at this location. 650mm National Grid pipeline corses the alignment at this location. 650mm National Grid pipeline corses the alignment at this location
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\$450 \$550 \$550 \$660 \$700 \$750 \$750 \$880 \$950 \$600 \$600 \$6100 \$6150 \$6200 \$6200 \$6350 \$6300 \$6350 \$6400	\$450 \$550 \$550 \$650 \$700 \$750 \$800 \$950 \$950 \$600 \$600 \$6150 \$620 \$620 \$6250 \$6350 \$6400 \$6450	3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0		4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4		0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0		0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0		3 3 3	3 3 3 3 3 3 3 4 4 3 4 4 4 4 4 4 4 4 4 4		-4 -4 -4 -4 -4 -5 -5 -5 -5 -5 -5 -5 -5 -5 -5 -5 -5 -5	-7 -7 -7 -4 -4 -4 -4 -7 -7 -7 -7 -5 -5 -5 -5 -5 -5 -5 -6 -6 -6 -6 -6	450mm diameter connection to Above Ground installation at this point. 450mm diameter connection to Above Ground installation at this point. 450mm diameter connection to Above Ground installation at this point. 450mm diameter connection to Above Ground installation at this point. 450mm National Grid pipeline corses the alignment at this location. 650mm National Grid pipeline corses the alignment at this location. 650mm National Grid pipeline corses the alignment at this location. 650mm National Grid pipeline corses the alignment at this location. 650mm National Grid pipeline corses the alignment at this location. 650mm National Grid pipeline corses the alignment at this location. 650mm National Grid pipeline corses the alignment at this location. 650mm National Grid pipeline corses the alignment at this location. 650mm National Grid pipeline corses the alignment at this location. 650mm National Grid pipeline corses the alignment at this location. 650mm National Grid pipeline corses the alignment at this location. 650mm National Grid pipeline corses the alignment at this location. 650mm National Grid pipeline corses the alignment at this location. 650mm National Grid pipeline corses the alignment at this location. 650mm National Grid pipeline corses the alignment at this location. 650mm National Grid pipeline corses the alignment at this location. 650mm National Grid pipeline corses the alignment at this location. 650mm National Grid pipeline corses the alignment at this location. 650mm National Grid pipeline corses the alignment at this location. 650mm National Grid pipeline corses the alignment at this location. 650mm National Grid pipeline corses the alignment at this location. 650mm National Grid pipeline corses the alignment at this location. 650mm National Grid pipeline corses the alignment at this location. 650mm National Grid pipeline corses the alignment at this location. 650mm National Grid pipeline corses the alignment at this location. 650mm National Grid pipeline corses the alignment at this location

6650	6700			0			0		0		0						
6700	6750	-3	-1	0	-1	0	0	0	0	0	0		-3	0	-4	-4	
6750	6800	-3	-1	0	-1	0	0	0	0	0	0		-3	0	-4	-4	
6800 6850	6850 6900	-3	-1	0	-1	0	0	0	0	0	0		-3	0	-4	-4	
6900	6950	-3	-1	0	-1	0	0	0	0	0	0		-3	0	-4	-4	
6950	7000	-3	0	0	-1	0	0	0	0	0	0		-3	0	-4	-4	
7000	7050	-3	0	0	-1	0	0	0	0	0	0		-2	0	-3	-3	
7050 7100	7100 7150	-3	-1	0	-1	0	0	0	0	0	0		-2	0	-3	-3	
7150	7200	-3	-1	0	-1	0	0	0	0	0	0		-2	0	-3	-3	
7200	7250	-3	-1	0	-1	0	0	0	0	0	0		-2	0	-3	-3	
7250 7300	7300 7350	-3	-1	0	-1	0	0	0	0	0	0		-2	0	-3	-3	
7350	7400	-3	-1	0	-1	0	0	0	0	0	0		-2	0	-3	-3	
7400	7450	-3	-1	0	-1	0	0	0	0	0	0		-2	0	-3	-3	
7450 7500	7500 7550	-3	0	0	-1	0	0	0	0	0	0		-2	0	-3	-3	
7550	7600	-3	-1	0	-1	0	0	0	0	0	0		-2	-1	-3	-3	Large Vladuct required to cross River Don. Requires significant engineering and impact. Upgraded to major
7600	7650	-3	-1	0	-1	0	-2	-3	0	0	0		-2	-1	-8	-9	impact. Opgraded to major Large Vladuct required to cross River Don. Requires significant engineering and impact. Upgraded to major
7650	7700	-3	-2	0	-1	0	-2	-3	0	0	0		-2	-1	-8	-9	Large Viaduct required to cross River Don. Requires significant engineering and impact. Upgraded to major
7700	7750	-3	-2	0	-1	0	-2	-3	0	0	0		-2	-1	-8	-9	Large Viaduct required to cross River Don. Requires significant engineering and impact. Upgraded to major
7750	7800	-3	-3	0	-1	0	-2	-3	-3	0	0		-3	-1	-10	-10	Large Vladuct required to cross River Don. Addition of a flood plain may make abutment construction more challenging. Difficulty in accessing river valley
7800	7850			0											-10	-10	Large Viaduct required to cross River Don. Addition of a flood plain may make abutment construction more challenging. Difficulty in accessing river valley
7850	7900	-5	-2			Ü	-2	-3	-3				,		-10	-10	Large Visduct required to cross River Don. Addition of a flood plain may make
7900	7950	-3	-2	0	-1	0	-2	-3	-3	0	0		-3	-1	-10	-10	abutment construction more challenging. Difficulty in accessing river valley
7950	8000	-3	-2	0	-1	0	-2	-3	0	0	0		-3	-1	-9	-9 -9	Large Vladuct required to cross River Don. Difficulty in accessing river valley  Large Vladuct required to cross River Don. Difficulty in accessing river valley
8000	8050	-3	-2	0	-1	0	-2	-3	0	0	0		-3	-1	-9	-9	Large Vladuct required to cross River Don. Difficulty in accessing river valley  Large Vladuct required to cross River Don. Difficulty in accessing river valley
8050	8100	-3	-2	0	-1	0	-2	-3	0	0	0		-3	-4	-9	-9	Large Viaduct required to cross River Don. Difficulty in accessing river valley
8100	8150	-3	-2	0	-1	0	0	-3	0	0	0		-3	-1	-7	-9	Large Viaduct required to cross River Don. Requires significant engineering and impact. Upgraded to major
8150	8200	-3	-1	0	-1	0	0	-3	0	0	0		-3	-1	-7	-9	Large Visiduct required to cross River Don. Requires significant engineering and impact. Upgraded to major
8200 8250	8250 8300	-3	-1	0	-1	0	0	0	0	0	0		-3	-1	-4	-4	
8300	8350	-3	-1 0	0	-1	0	0	0	0	0	0		-3	-1	-4	-4	
8350	8400	-3	0	0	-1	0	0	0	0	0	0		-3	-1	-4	-4	
8400 8450	8450 8500	-3	-1	0	-1	0	0	0	0	0	0		-3	-1	-4	-4	
8500	8550	-3	-1	0	-1	0	0	0	0	0	0		-3	-1	-4	-4	
8550	8600	-3	-1	0	-1	0	0	0	0	0	0		-3	-1	-4	-4	
8600 8650	8650 8700	-3	-1	0	-1	0	0	0	0	0	0		-3	-1	-4	-4	
8700	8750	-3	-1	0	-1	0	0	0	0	0	0		-3	-1	-4	-4 -4	
8750	8800	-3	-1	0	-1	0	0	0	0	0	0		-1	-1	-2	-2	
8800 8850	8850 8900	-3	-1	0	-1	0	0	0	0	0	0		-1	-1	-2	-2	
8900	8950	-3	-1	0	-1	0	0	0	0	0	0		-1	-1	-2 -2	-2 -2	
8950	9000	-3	0	0	-1	0	0	0	0	0	0	-2	-4	-1	-4	-4	275kV Crossing with proposed levels 2m below existing
9000 9050	9050 9100	-3	0	0	-1	0	0	0	0	0	0		-1	-1	-2	-2	
9100	9150	-3	0	0	-1	0	0	0	0	0	0		-1	-1	-2 -2	-2 -2	
9150	9200	-3	0	0	-1	0	0	0	0	0	0		-4	-1	-2	-2	
9200	9250	-3	0	0	-1	0	0	0	0	0	0		-1	-1	-2	-2	
9250 9300	9300 9350	-3	0	0	-1	0	0	0	0	0	0		-4	-4	-2 -2	-2 -2	
9350	9400	-3	0	0	-1	0	0	0	0	0	0		-1	-1	-2	-2	
9400	9450	-3	0	0	-1	0	0	0	0	0	0		-1	-1	-2	-2	
9450 9500	9500 9550	-3	0	0	-1	0	0	0	0	0	0		-4	·1 0	-2 -2	-2 -2	
9550	9600	-3	0	0	-1	0	0	-1	0	0	0		-1	0	-3	-3	
9600	9650	-3	0	0	-1	0	-2	0	0	0	0		-1	0	4	-6	Construction on peat. Likely to have moderate impact on construction.
9650	9700	-3	0	0	-1	0	-2	0	0	0	0		-1	0	-4	-6	Construction on peat. Likely to have moderate impact on construction.
9700 9750	9750 9800	-3	-1	0	-1	0	-2	0	0	0	0		-1	0	-4	-6	Construction on peat. Likely to have moderate impact on construction.
9800	9850	-3	0	0	-1	0	-2	0	0	0	0		-1	0	-4	-6	Construction on peat. Likely to have moderate impact on construction.
9850	9900	.3	0	0	-1	0	-2 -2	0	0	0	0		-1	0	-4	-6	Construction on peat. Likely to have moderate impact on construction.  Construction on peat. Likely to have moderate impact on construction.
9900	9950	-3	0	0	-1	0	-2	0	0	0	0		-1	0	4 4	-6 -6	Construction on peat. Likely to have moderate impact on construction.  Construction on peat. Likely to have moderate impact on construction.
9950	10000	-3	0	0	-1	0	-2	0	0	0	0		-4	0	4	-6	Construction on peat. Likely to have moderate impact on construction.
10000	10050	-3	0	0	-1	0	0	0	0	0	0		-4	0	-2	-2	
10050 10100	10100 10150	-3	0	0	-1	0	0	0	0	0	0		-4	0	-2 -2	-2 -2	
10150	10200	-3	0	0	-1	0	0	0	0	0	0		-1	0	-2	-2	
10200	10250	-3	0	0	-1	0	0	0	0	0	0		-1	-2	-3	-3	Sw distribution main present crossing with proposed levels 1m below that of
10250 10300	10300 10350	-3	0	0	-1	0	0	-1	0	0	0	-2	-4	-2	-6	-6	existing Sw distribution main present crossing with proposed levels 1m below that of
10350	10350	-3	0	0	-1	0	0	0	0	0	0	-2	-1	-2	-5 -3	-5 -3	existing
10400	10450	-3	0	0	-1	0	0	0	0	0	0		-1	-2	-3	-3	
10450	10500	-3	0	0	-1	0	0	0	0	0	0		-1	-2	-3	-3	
10500 10550	10550 10600	-3	0	0	-1	0	0	0	0	0	0		-1	0	-2 -2	-2 -2	
10600	10650	-3	0	0	-1	0	0	0	0	0	0		-1	0	-2	-2	
10650	10700	-3	0	0	-1	0	0	0	0	0	0		-1	0	-2	-2	
10700 10750	10750 10800	-3	0	0	-1	0	0	0	0	0	0		-4	0	-2	-2	
10800	10850	-3	0	0	-1	0	0	0	0	0	0		-1	0	-2 -2	-2 -2	
10850	10900	-3	0	0	-1	0	0	0	0	0	0		-1	0	-2	-2	
10900 10950	10950 11000	-3	0	0	-1	0	0	0	0	0	0	-2	-4	0	-2	-2	
11000	11050	-3	-1	0	-1	0	0	0	0	0	0	-2	-1	0	-4	-4	
11050	11100	-3	-1	0	-1	0	-1	0	0	0	0	-1	4	0	-4	-4	
11100 11150	11150 11200	-3	-1	0	-1	0	-1	0	0	0	0	-1	-1	0	-4	-4	
11150	11200	-3	-1	0	-1	0	-1 0	0	0	0	0		-1	0	-3 -2	-3 -2	
11250	11300	-3	-1	0	-1	0	0	0	0	0	0		-1	0	-2	-2	
11300	11350	-3	-1	0	-1	0	0	0	0	0	0		-4	0	-2	-2	
11350	11400	-3	-1	0	-1	0	0	0	0	0	0		-1	0	-2 -2	-2 -2	
11350 11400	11450			0		0											

11450	11500																
11500	11550	-3	-1	0	-1	0	0	0	0	0	0		-1	0	-2	-2 -2	
11550	11600	-3	0	0	-1	0	0	0	0	0	0		-1	0	-2	-2	
11600	11650	-3	-1	0	-1	0	0	0	0	0	0		-1	0	-2	-2	
11650	11700	-3	-1	0	-1	0	-1	0	0	0	0		-1	0	-3	-3	
11700	11750	-3	-2	0	-1	0	-1	0	0	0	0		-1	0	-3	-3	
11750	11800	-3	-1	0	-1	0	0	0	0	0	0		-1	0	-2	-2	
11800	11850	-3	-1	0	-1	0	0	0	0	0	0	-2	-1	0	-4	-4	
11850	11900	-3	-1	0	-1	0	0	0	0	0	0	-1	-1	0	-3	-3	
11900 11950	11950 12000	-3	-1	0	-1	0	0	0	0	0	0	-1	-1	0	-3	-3	
12000	12050	-3	-1	0	-1	0	0	-2	0	0	0	-1	-1	0	-5	-5	
12050	12100	-3	-1	0	-1	0	0	0	0	0	0	-1	-1	0	-3	-3	
12100	12150	-3	-1	0	-1	0	0	0	0	0	0	-1	-1	0	-3	-3	
12150	12200	-3	0	0	-1	0	0	0	0	0	0	-1	-1	0	-3	-3	
12200	12250	-3	0	0	-1	0	0	0	0	0	0	-1	-1	0	-3	-3	
12250	12300	-3	0	0	-1	0	0	0	0	0	0	-1	-1	0	-3	-3	
12300	12350	-3	0	0	-1	0	0	0	0	0	0	-1	-1	0	-3	-3	
12350	12400	-3	-1	0	-1	0	0	0	0	0	0		-1	0	-2	-2	
12400 12450	12450 12500	-3	0	0	-1	0	0	0	0	0	0		-1	0	-2	-2	
12500	12550	-3	0	0	-1	0	0	0	0	0	0		-1	0	-2	-2	
12550	12600	-3	0	0	-1	0	0	0	0	0	0		-1	-1	-2 -2	-2 -2	
12600	12650	-3	0	0	-1	0	0	0	0	0	0		-1 -1	-1	-2	-2	
12650	12700	-3	0	0	-1	0	0	0	0	0	0	-1	-1	-1	-3	-3	
12700	12750	-3	0	0	-1	0	0	-1	0	0	0	-1	-1	-1	-4	-4	
12750	12800	-3	0	0	-1	0	0	0	0	0	0		-1	0	-2	-2	
12800	12850	-3	0	0	-1	0	0	0	0	0	0		-1	0	-2	-2	
12850	12900	-3	-1	0	-1	0	0	0	0	0	0		-1	0	-2	-2	
12900 12950	12950	-3	-1	0	-1	0	0	0	0	0	0		-1	0	-2	-2	
13000	13000 13050	-3	-1	0	-1	0	0	0	0	0	0		-1	0	-2	-2 -2	
13050	13100	-3	-1	0	-1	0	0	0	0	0	0		-1	0	-2	-2	
13100	13150	-3	-1	0	-1	0	0	0	0	0	0		-1	0	-2	-2	
13150	13200	-3	-1	0	-1	0	0	0	0	0	0		-1	0	-2	-2	
13200	13250	-3	-1	0	-1	0	0	0	0	0	0		-1	0	-2	-2	
13250	13300	-3	-1	0	-1	0	0	0	0	0	0		0	0	-1	-1	
13300 13350	13350 13400	-3	-1	0	-1	0	0	0	0	0	0	-2	0	0	-3	-3	
13400	13450	-3	-1	0	-1	0	0	0	0	0	0	-2	0	0	-3	-3 -1	
13450	13500	-3	-1	0	-1	0	0	0	0	0	0		0	0	-1	-1	
13500	13550	-3	-1	0	-1	0	0	0	0	0	0		0	0	-1	-1	
13550	13600	-3	-1	0	-1	0	0	0	0	0	0		0	0	-1	-1	
13600	13650	-3	-1	0	-1	0	0	0	0	0	0		0	0	-1	-1	
13650	13700	-3	0	0	-1	0	0	0	0	0	0		0	0	-1	-1	
13700	13750	-3	0	0	-1	0	0	0	0	0	0		0	0	-1	-1	
13750 13800	13800 13850	-3	-1	0	-1	0	0	0	0	0	0		0	0	-1	-1	
13850	13900	-3	-1	0	-1	0	0	0	0	0	0		0	0	-1	-1	
13900	13950	-3	-1	0	-1	0	0	0	0	0	0		0	0	-1	-1	
13950	14000	-3	-1	0	-1	0	0	0	0	0	0		0	0	-1	-1	
14000	14050	-3	-1	0	-1	0	0	0	0	0	0		0	0	-1	-1	
14050	14100	-3	-1	0	-1	0	0	0	0	0	0		0	0	-1	-1	
14100	14150	-3	-1	0	-1	0	0	0	0	0	0		0	0	-1	-1	
14150	14200	-3	-1	0	-1	0	0	0	0	0	0	-1	0	0	-2	-2	
14200 14250	14250 14300	-3	-2	0	-1	0	0	0	0	0	0	-1	0	0	-2	-2	
14300	14350	-3	-2	0	-1	0	0	0	0	0	0	-1	0	0	-2	-2	
14350	14400	-3	-2	0	-1	0	0	0	0	0	0	-1	0	0	-2	-2	
14400	14450	-3	-1	0	-1	0	0	0	0	0	0	-1	0	0	-2	-2	
14450	14500	-3	-1	0	-1	0	0	0	0	0	0	-1	0	0	-2	-2	
14500	14550	-3	-1	0	-1	0	0	0	0	0	0	-1	0	0	-2	-2	
14550	14600	-3	-1	0	-1	0	0	0	0	0	0		0	0	-1	-1	
14600	14650 14700	-3	-1	0	-1	0	0	0	0	0	0		0	0	-1	-1	
14650 14700	14700	-3	-1	0	-1	0	0	0	0	0	0		0	0	-1	-1	
14750	14800	-3	0	0	-1	0	-1	0	0	0	0	-3	0	0	-5	-6	1200mm NG pipeline crossing with existing .5m to 2m below proposed
14800	14850	-3	0	0	-1	0	-1	-1	0	0	0	-3	0	-3	-9	-6	1200mm NG pipeline crossing with existing .5m to 2m below proposed
27000	1-030																At Grade construction on peat. 900mm National Grid pipeline crosses alignment at this location. Potential disruption as a result of tie in to A96 overstated as some
14850	14900	-3	0	0	-1	0	-2	0	0	0	0	-3	0	-3	-9	-9	distance from A96.
				0		0		0			0		0				At Grade construction on peat. 900mm National Grid pipeline crosses alignment at this location. Potential disruption as a result of tie in to A96 overstated as some distance from A96.
14900	14950	-3	0		-1	U	-2	U	0	0	U	-3		-3	-9	-9	distance from A96.  At Grade construction on peat. 900mm National Grid pipeline crosses alignment at
		2	0	0	١.	0	2	0	0	0	0		0	2			At Grade Constitution on pear. 300mm readonal only pipeline crosses alignment at this location. Potential disruption as a result of tie in to A96 overstated as some distance from A96.
14950	15000	-3	U		-1	U	-2	U	U	U	U	-3		-3	-9	-9	At Grade construction on peat. Potential disruption as a result of tie in to A96,
		,3	0	0	-1	0	-2	0	0	0	0		0	-3	-6	-6	At Grade construction on peat. Potential disruption as a result of tie in to A96, however, disruption would only be temporary. Addition of -3 seems severe for tie in disruption.
15000	15050	-3	0	0	-1	0	0	0	0	0	0	-1	0	-3	-5	-5	
15050	15100	-3	0	0	-1	0	0	-1	0	0	0	-1	0	-3	-6	-5	Minor utilities and slight impact structural work required6 driven by score of -3 for tie-in disruption.
15100	15150	-3	0	0	-1	0	0	0	0	0	0	-1	0	-3	-5	-5	
15150	15200	-3	0	0	-1	0	0	0	0	0	0	-1	0	-3	-5	-5	
15200	15250	-3	0	0	-1	0	0	0	0	0	-1	-1	0	-3	-5	-5	Minor utilities and slight impact structural work required6 driven by score of -3
15250	15300	-3	0	0	-1	0	-1	0	0	0	0	-1	0	-3	-6	-5	Minor utilities and slight impact structural work required6 driven by score of -3 for tie-in disruption.
15300	15350	-3	0	0	-1	0	-1	0	0	0	0		0	-3	-5	-5	
15350	15400	-3	0	0	-1	0		0	0	0	0		0	-3	-4	-4	
15400	15450																
15450	15500																t .