



BN+01-001

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 ambers If total is between -6 and -8 should be coloured amber since this could represent 2 reds or 3/4 ambers. If total is between -3 and -5 sho

Chainage				Alignment			Geotechnics	Structures		Flooding and Drainage		Utilities			BUDE	Coro	
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	-1	-2	-1	-2	0	0	0	0	0	0	-1	0	-2	-2	
50	100	0	-1	-2	-1	-2	0	0	0	0	0	0	-1	0	-2	-2	
100	150	0	0	-2	-1	-2	0	0	0	0	0	0	-1	0	-2	-2	
150 200	200 250	0	0	-2	-1	-2	0	0	0	0	0	0	-1	0	-2	-2	
250	300	0	0	-2	-1	-2	0	0	0	0	0	0	-1	0	-2	-2	
300	350	0	0	-2	-1	-2	0	0	0	0	0	0	-1	0	-2	-2	
350	400	0	-1	-2	-1	-2	0	0	0	0	0	0	-4	0	-2	-2	
400	450	0	-1	-2	-1	-2	0	0	o	o	0	0	-1	0	-2	-2	
450	500	0	-1	-2	-1	-2	0	0	0	0	0	0	-4	0	-2	-2	Combination of moderate earthworks and some temporary
500 550	550 600	0	-1	-2	-1	-2	0	0	0	0	0	0	-1	-2	-3	-3	disruption during construction. Combination of moderate earthworks and some temporary
600	650	0	-1	-2	-1	-2	0	0	0	0	0	0	-1	-2	-3	-3	disruption during construction. Combination of moderate earthworks and some temporary
650	700	0	0	-2	-1	-2	0	0	0	0	0	0	-1	-2	-3	-3	disruption during construction. Combination of moderate earthworks and some temporary
700	750	0	0	-2	-1	-2	0	0	0	0	0	0	-1	-2	-3	-3	disruption during construction. Combination of moderate earthworks and some temporary
750	800	0	0	-2	-1	-2	0	0	0	0	0	0	4	-2	-3	-3	disruption during construction. Combination of moderate earthworks and some temporary disruption during construction.
800	850	0	0	-2	-1	-2	0	0	0	0	0	0	-1	-2	-3	-3	Combination of moderate earthworks and some temporary
850	900	0	0	-2	-1	-2	0	0	0	0	0	0	4	-2	-3	-3	disruption during construction. Combination of moderate earthworks and some temporary disruption during construction.
900	950	0	0	-2	-1	-2	0	0	0	0	0	0	4	-2	.3	.2	Combination of moderate earthworks and some temporary disruption during construction.
950	1000	0	0	-2	-1	-2	0	0	0	0	0	0	-4	-2	-3	-3	Combination of moderate earthworks and some temporary
1000	1050	0	0	-2	-1	-2	0	0	0	0	0	0	-4	-2	-3	-3	disruption during construction. Combination of moderate earthworks and some temporary disruption during construction.
1050	1100	0	0	-7	-1	-2	-2	0	0	0	0	0	1	-3	-5	-5	Combination of at grade construction on non-compressible soils and cutting and embankments less than 10m high on/though non-compressible soils or rock. Some construction access issues and temporary disruption during construction
1100	1150	0	0	-2	-1	-2	-2	0	0	0	0	0	-1	-2	-5	-5	Combination of at grade construction on non-compressible soils and cutting and embankments less than 10m high on/though non-compressible soils or rock. Some construction access issues and temporary disruption during construction
1150	1200	0	0	-2	-1	-2	0	0	0	0	0	0	-1	-2	-3	-3	Combination of moderate earthworks and some temporary disruption during construction.
1200	1250	0	0	-2	-1	-2	0	0	0	0	0	0	-1	0	-2	-2	
1250	1300	0	-1	-2	-1	-2	0	0	o	0	0	0	-4	0	-2	-2	
1300	1350	0	0	-2	-1	-2	0	0	0	0	0	0	-1	0	-2	-2	
1350 1400	1400 1450	0	0	-2	-1	-2	0	0	0	0	0	0	-1	0	-2	-2	
1450	1500	0	0	-2	-1	-2	0	0	0	0	0	0	-4	0	-2	-2 -2	
1500	1550	0	-1	-2	-1	-2	0	0	0	0	0	0	-1	0	-2	-2	
1550	1600	0	-1	-2	-1	-2	0	0	0	0	0	0	-1	0	-2	-2	
1600	1650	0	-1	-2	-1	-2	0	0	0	0	0	0	-1	0	-2	-2	
1650 1700	1700 1750	0	-1	-2	-1	-2	0	0	0	0	0	0	-1	0	-2	-2	Moderate cutting in rock combined with possible utility diversion (33kv HV), minor impact due to construction
1750	1800	0	-2	-2	-1	-2	-1	0	0	0	0	0	4	0	-3	-3	access. Moderate cutting in rock combined with possible utility diversion (33kv HV), minor impact due to construction access.
1800	1850	0	-2	-2	-1	-2	-1	0	o	0	0	-1	а	0	-4	-4	Moderate cutting in rock combined with possible utility diversion (33kv HV), minor impact due to construction access.
1850	1900	0						0	0	0	0	0		0			Moderate cutting in rock combined with possible utility diversion (33kv HV), minor impact due to construction
1900	1950			-2		-2		0	0		0	0		0	.5	-5	access. Side Road Crossing - overall rating to be amber to account for potential geotechnical issues associated with a
1950	2000	0	-1	-2	-1	-2	-1	-2	0	0	0	0	-1	0	-5	-6	structure.
2000	2050	0	-1	-2	-1	-2	1	-3	-3	0	0	0	4	0	-5	-9	Overall rating raised to major adverse impact over the initial extent of Viaduct Structure over floodplain due to potential major geotechnical impacts associated with structure foundations. Vertical alignment to be raised in 2nd fix over floodplain.
2050	2100	0	-1	-2	-1	-2	-1	-3	-3	0	0	0	-1	0	-7	-9	Overall rating raised to major adverse impact over the initial extent of Viaduct Structure over floodplain due to potential major geotechnical impacts associated with structure foundations. Vertical alignment to be raised in 2nd fix over floodplain.
2100	2150	o	-1	-2	-1	-2	-1	-3	-3	0	o	0	-1	0	-7	-9	Overall rating raised to major adverse impact over the initial extent of Viaduct Structure over floodplain due to potential major geotechnical impacts associated with structure foundations. Vertical alignment to be raised in 2nd fix over floodplain.
2150	2200	0	-1	-2	-1	-2	-1	-3	-3	0	0	0	-1	0	-7	-9	Overall rating raised to major adverse impact over the initial extent of Vladuct Structure over floodplain due to potential major geotechnical impacts associated with structure foundations. Vertical alignment to be raised in 2nd fix over floodplain.
2200	2250	0	-1	-2	-1	-2	-1	-3	-3	0	0	0	-1	0	-7	-9	Overall rating raised to major adverse impact over the initial extent of Viaduct Structure over floodplain due to potential major geotechnical impacts associated with structure foundations. Vertical alignment to be raised in 2nd fix over floodplain.
2250	2300																Overall rating raised to major adverse impact over the initial extent of Vladuct Structure over floodplain due to potential major geotechnical impacts associated with structure foundations.
2300	2350	0	0	-2	-1	-2	-1	-3	-3	0	0	0	-1	0	-7	-9	Vertical alignment to be raised in 2nd fix over floodplain. Overall rating raised to major adverse impact over the initial extent of Viaduct Structure over floodplain due to potential major geotechnical impacts associated with structure foundations.
2350	2400	0	0	-2	-1	-2	-1	-3	-3	0	0	0	-1	0	-7	-9	Vertical alignment to be raised in 2nd fix over floodplain. Overall rating raised to major adverse impact over the initial extent of Viaduct Structure over floodplain due to potential major geotechnical impacts associated with
2400	2450	0	0	-2	-1	-2	-1	-3	-3	0	0	0	-1	0	-7	-9	structure foundations. Vertical alignment to be raised in 2nd fix over floodplain. Overall rating raised to major adverse impact over the initial extent of Viaduct Structure over floodplain due to potential major geotechnical impacts associated with structure foundations.
		0	-1	-2	-1	-2	-1	-3	-3	0	-2	0	-1	0	-8	-9	structure foundations. Vertical alignment to be raised in 2nd fix over floodplain.

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	2500																Overall rating raised to major adverse impact over the initial extent of Viaduct Structure over floodplain due to
1															_		potential major geotechnical impacts associated with structure foundations.
2500	2550	0	-1	-2	-1	-2	-1	-3	-3	0	0	0	-1	0	-7	-9	Vertical alignment to be raised in 2nd fix over floodplain. Major adverse impact over the extent of Viaduct Structure over floodplain and railway line combined with difficulty of
																	access for construction. Overall rating assumes potential major geotechnical impacts associated with structure
2550	2600	0	-1	-2	-1	-2	-1	-3	-3	0	0	0	-3	0	-9	-9	foundations. Vertical alignment to be raised in 2nd fix over floodplain. Major adverse impact over the extent of Viaduct Structure
2550	2000																over floodplain and railway line combined with difficulty of access for construction. Overall rating assumes potential major geotechnical impacts associated with structure
		o	-1	-2	-1	-2	-1	-3	-3	0	0	0	-3	0	-9	-9	foundations. Vertical alignment to be raised in 2nd fix over floodplain.
2600	2650																Major adverse impact over the extent of Viaduct Structure over floodplain and railway line combined with difficulty of access for construction. Overall rating assumes potential
		0				2				0	0						major geotechnical impacts associated with structure foundations. Vertical alignment to be raised in 2nd fix over floodplain.
2650	2700	0		- 2	-1	-2		.3	.3	0	0	0		0	- 9	.9	Major adverse impact over the extent of Vladuct Structure over floodplain and railway line combined with difficulty of
																	access for construction. Overall rating assumes potential major geotechnical impacts associated with structure foundations.
2700	2750	0	-1	-2	-1	-2	-1	-3	-3	0	0	0	-3	0	-9	-9	Vertical alignment to be raised in 2nd fix over floodplain. Major adverse impact over the extent of Vladuct Structure over floodplain and railway line combined with difficulty of
																	access for construction. Overall rating assumes potential major geotechnical impacts associated with structure
2750	2000	0	-1	-2	-1	-2	-1	-3	-3	0	0	0	-3	0	-9	-9	foundations. Vertical alignment to be raised in 2nd fix over floodplain. Major adverse impact over the extent of Viaduct Structure
2750	2800																over floodplain and railway line combined with difficulty of access for construction. Overall rating assumes potential major geotechnical impacts associated with structure
		0	-1	-2	-1	-2	-1	-3	-3	0	0	0	-3	0	-9	-9	foundations. Vertical alignment to be raised in 2nd fix over floodplain.
2800	2850																Major adverse impact over the extent of Vladuct Structure over floodplain and railway line combined with difficulty of access for construction. Overall rating assumes potential
		0		-2		-2						0		0	.0	.0	major geotechnical impacts associated with structure foundations. Vertical alignment to be raised in 2nd fix over floodplain.
2850	2900	0	.,	- 2		-2		.3	.3	0	0	0		0	-9	.9	Major adverse impact over the extent of Viaduct Structure over floodplain and railway line combined with difficulty of
																	access for construction. Overall rating assumes potential major geotechnical impacts associated with structure foundations.
2900	2950	0	-1	-2	-1	-2	-1	-3	-3	0	0	0	-3	0	-9	-9	Vertical alignment to be raised in 2nd fix over floodplain. Major adverse impact over the extent of Viaduct Structure over floodplain and railway line combined with difficulty of
																	access for construction. Overall rating assumes potential major geotechnical impacts associated with structure
2050	2000	0	-1	-2	-1	-2	-1	-3	-3	0	0	0	-3	0	-9	-9	foundations. Vertical alignment to be raised in 2nd fix over floodplain. Major adverse impact over the extent of Vladuct Structure
2950	3000																over floodplain and railway line combined with difficulty of access for construction. Overall rating assumes potential major evolvesholical impacts associated with structure.
		0	-1	-2	-1	-2	-2	-3	-3	0	0	0	-3	0	-10	-10	foundations. Vertical alignment to be raised in 2nd fix over floodplain.
3000	3050																Major adverse impact over the extent of Viaduct Structure over floodplain and railway line combined with difficulty of access for construction. Overall rating assumes potential
																	major geotechnical impacts associated with structure foundations.
3050	3100	0	-1	-2	-1	-2	-2	-3	-3	0	0	0	-3	0	-10	-10	Vertical alignment to be raised in 2nd fix over floodplain. Major adverse impact over the extent of Vladuct Structure over floodplain and railway line combined with difficulty of
																	access for construction. Overall rating assumes potential major geotechnical impacts associated with structure foundations.
3100	3150	0	-2	-2	-1	-2	-2	-3	-3	0	0	0	-3	0	-10	-10	Vertical alignment to be raised in 2nd fix over floodplain. Major adverse impact over the extent of Vladuct Structure over floodplain and railway line combined with difficulty of
																	access for construction. Overall rating assumes potential major geotechnical impacts associated with structure
2150	2200	0	-2	-2	-1	-2	-2	-3	-3	0	0	0	-3	0	-10	-10	foundations. Vertical alignment to be raised in 2nd fix over floodplain. Major adverse impact over the extent of Vladuct Structure
3150	3200																over floodplain and railway line combined with difficulty of access for construction. Overall rating assumes potential
		0	-1	-2	-1	-2	-2	-3	-3	0	0	0	-3	0	-10	-10	major geotechnical impacts associated with structure foundations. Vertical alignment to be raised in 2nd fix over floodplain.
3200	3250																Major adverse impact over the extent of Viaduct Structure over floodplain and railway line combined with difficulty of access for construction. Overall rating assumes potential
		0		-2		-2	0		0	0	0	0		0	.7	.0	major geotechnical impacts associated with structure foundations. Vertical alignment to be raised in 2nd fix over floodplain.
3250	3300																Major adverse impact over the extent of Viaduct Structure over floodplain and railway line combined with difficulty of access for construction. Overall rating assumes potential
																	major geotechnical impacts associated with structure foundations.
3300	3350	0	-1	-2 -2	-1	-2 -2	0	-3 0	0	0	0	0	0	0	-4	-9 -1	Vertical alignment to be raised in 2nd fix over floodplain.
3350	3400			-2	-1	-2		0		0	0	0	0				
	2450	0	0			-2	0		0					0	-1	-1	
3400 3450	3450 3500	0 0	0 -1 -1	-2 -2	-1	-2 -2 -2	0	0	0	0	0	-2 -2	0	0	-1 -3 -3	-1 -3 -3	Utility crossings (SSE 275kv HV) - mainline at grade. Utility crossings (SSE 275kv HV) - mainline at grade.
3400 3450 3500	3500 3550	0	-1 -1 0	-2 -2 -2	-1 -1 -1	-2 -2 -2 -2	0 0 0	0	0	0	0	-2 -2 0	0	0	.3 .3 .1	-3 -3 -1	Utility crossings (SSE 275kv HV) - mainline at grade. Utility crossings (SSE 275kv HV) - mainline at grade.
3400 3450	3500	0	-1	-2 -2 -2 -2 -2 -2	-1	-2 -2 -2 -2 -2 -2 -2 -2	0	0	0	0		-2 -2 0 0	0	0		-3	
3400 3450 3500 3550 3600 3650	3500 3550 3600 3650 3700	0 0 0 0	-1 -1 0 0 0	-2	-1 -1 -1 -1 -1 -1	-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	0	0 0 0 0	0 0 0 0 0	-3 -3 -1 -1 -1 -1 -1	-3 -3 -1 -1 -1 -1 -1	
3400 3450 3500 3550 3600	3500 3550 3600 3650	0 0 0 0	-1 -1 0 0		-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	-3 -3 -1 -1 -1	-3 -3 -1 -1 -1	
3400 3450 3500 3550 3600 3650 3700 3750 3800	3500 3550 3600 3650 3700 3750 3800 3850	0 0 0 0 0 0 0 0 0	-1 -1 0 0 0 0 0 0 -1 -1	-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	0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0	0 0 0 0 0 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 -1 -1 -1 -1 -1 -1 -1 -1	-3 -3 -1 -1 -1 -1 -1 -1 -1	
3400 3450 3500 3550 3600 3650 3700 3750 3800 3850 3850 3900	3500 3550 3600 3650 3700 3750 3800 3850 3900 3950	0 0 0 0 0 0 0	-1 -1 0 0 0 0 0 0 0 0 -1	-2 -2 -2	4 4 4 4 4 4 4 4	-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 0	0 0 0 0 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 -1 -1 -1 -1 -1 -1 -1	-3 -3 -1 -1 -1 -1 -1 -1 -1	
3400 3450 3500 3550 3600 3650 3700 3750 3800 3850 3900 3950	3500 3550 3600 3650 3750 3750 3800 3850 3800 3950 4000	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	-1 -1 0 0 0 0 0 0 -1 -1 -1 -1 -1 -1 -1	-2 -2 -2 -2 -2 -2 -2 -2 -2 -2	-1 -1 -1 -1 -1 -1 -1 -1 -1 -1 -1	-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 0 0 0 0 0 0 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 -1 -1 -1 -1 -1 -1 -1 -1 -1 -1 -1 -1	-3 -3 -1 -1 -1 -1 -1 -1 -1 -1 -1 -1	
3400 3450 3500 3550 3600 3650 3700 3750 3800 3850 3850 3900 3950 4000 4050	3500 3550 3600 3650 37700 3750 3800 3850 3900 3950 4000 4050 4100	0 0 0 0 0 0 0 0 0 0 0 0 0	-1 -1 0 0 0 0 0 0 -1 -1 -1 -1 -1	-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		0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0		0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 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 -1 -1 -1 -1 -1 -1 -1 -1 -1 -1 -1	-3 -3 -1 -1 -1 -1 -1 -1 -1 -1 -1 -1	
3400 3450 3500 3550 3650 3650 3700 3750 3750 3800 3850 3900 3950 4000 4050 4100	3500 3550 3600 3650 3700 3750 3800 3850 3950 4000 4050 4100 4150	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	-1 -1 0 0 0 0 0 -1 -1 -1 -1 -1 -1 -1 -1	-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 -		0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 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 -1 -1 -1 -1 -1 -1 -1 -1 -1 -1 -1 -1 -1	-3 -3 -1 -1 -1 -1 -1 -1 -1 -1 -1 -1 -1 -1 -1	Dilly crossing: (SE 275b HV) - mainline at grade.
3400 3450 3500 3550 3600 3650 3700 3750 3800 3850 3900 3950 4000 4050 4100 4150 4200	3500 3550 3600 3700 3750 3800 3850 3900 3950 4000 4050 4100 4150 4220	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	-1 -1 0 0 0 0 -1 -1 -1 -1 -1 -1 -1 -1 -1 -1 -1	-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 -	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0			0 0 0 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 -1 -1 -1 -1 -1 -1 -1 -1 -1 -1 -1 -1 -1	-3 -3 -1 -1 -1 -1 -1 -1 -1 -1 -1 -1 -1 -1 -1	
3400 3450 3550 3550 3650 3650 3770 3750 3750 3850 3900 3950 4000 4050 4100 4150 4250	3500 3550 3600 3650 3700 3750 3800 3850 3900 3950 4000 4050 4100 4150 4200 4250 4300	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	-1 -1 0 0 0 0 0 -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 -	-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 -		0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 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 -1 -1 -1 -1 -1 -1 -1 -1 -1 -1 -1 -1 -1	-3 -3 -4 -4 -4 -4 -4 -4 -4 -4 -4 -4 -4 -4 -4	Unity crussings (SSE 275ks HH) - mainline at grade.
3400 3450 3550 3550 3550 3650 3770 3750 3850 3850 3900 3950 4000 4050 4000 4150 4250 4300	3500 3550 3600 3650 3700 3750 3800 3850 3900 3950 4000 4000 4050 4100 4150 4220 4250 4300 4350	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 -						0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0			3 3 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4		Utility crossings (SE 27% HV) - mainline at grade.
3400 3450 3550 3550 3650 3650 3770 3750 3750 3850 3900 3950 4000 4050 4100 4150 4250	3500 3550 3600 3650 3700 3750 3800 3850 3900 3950 4000 4050 4100 4150 4200 4250 4300	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 -	-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 -	0 0 0 0 0 0 0 0 0 0 0 0 0 0 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 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4		Utility crossing (SE 27% W) - mainline at grade.
3400 3450 3550 3550 3550 3600 3650 3770 3750 3800 3850 3900 3950 4000 4050 4150 4250 4300 4450	3500 3550 3600 3650 3700 3750 3880 3880 3850 3990 4000 4050 4000 4050 4150 4250 4300 4350 44450	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 -		0 0 0 0 0 0 0 0 0 0 0 0 0 0 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 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4	3 3 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4	Utility crossing (SE 27% W) - mainline at grade.
3400 3450 3500 3550 3600 3650 3700 3750 3800 3850 3900 3950 4000 4150 4150 4150 4250 4350 4400	3500 3550 3600 3650 3700 3750 3800 3850 3850 3950 4000 4050 4100 4150 4220 4350 4400 4450	0 0 0 0 0 0 0 0 0 0 0 0 0 0 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 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4		Utility crossing (SE 27% W) - mainline at grade.
3400           3450           3500           3550           3600           3650           3700           3750           3800           3850           3900           3950           4000           4150           4250           4350           4450           4550           4600	3500 3550 3600 3650 3700 3750 3800 3850 3800 3850 4000 4050 4150 4200 4250 4300 4450 4450 4450 4450 4450 4600	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0						0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0				0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0					Utility crossing (SE 27% W) - mainline at grade.
3400 3450 3500 3550 3600 3650 3700 3750 3750 3800 3850 3900 3950 4000 4050 4100 4150 4250 4350 4400 4450 4550	3500 3550 3600 3650 3700 3750 3880 3880 3850 3950 4000 4050 4100 4150 4220 4350 4450 4450 4450 4450 4550	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0														3 3 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4	Utility crossing (SE 27% W) - mainline at grade.
3400           3450           3500           3550           3600           3650           3700           3750           3800           3850           3900           3950           4000           4150           4250           4350           4550           4600           4550           4600           4700           4750	3500 3550 3600 3650 3700 3750 3800 3850 3950 4000 4050 4100 4150 4220 4300 4450 4450 4450 4450 4450 4450 445	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 -									0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0				3 3 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4	Utility crossing (SE 27% W) - mainline at grade.
3400           3450           3500           3550           3600           3650           3700           3750           3850           3850           3900           3950           4000           4150           4200           4250           4350           4500           4550           4550           4650           4700           4650           4700	3500 3550 3600 3650 3700 3750 3880 3880 3880 3950 4000 4050 4100 4150 4150 4200 4250 4450 4450 4450 4450 4450 44	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0										0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0					Utility crossing (SE 27% W) - mainline at grade.
3400           3450           3500           3550           3600           3650           3700           3750           3800           3850           3900           3950           4000           4150           4200           4250           4350           4450           4550           4550           4650           4770           4750           4850           4850           4850           4900	3500 3550 3600 3650 3700 3750 3880 3850 3850 4000 4050 4100 4150 4150 42200 4350 4450 4450 4450 4450 4450 4450 44	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 -									0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0				3 3 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4	Utility crossing (SE 27% W) - mainline at grade.
3400           3450           3500           3500           3500           3500           3500           3650           3700           3750           3800           3850           3900           3950           4000           4150           4200           4250           4300           4450           4550           4660           4650           4750           4800           4850           49900           4950	3500           3550           3600           3650           3600           3750           3800           3850           3900           3950           4000           4150           4200           4250           4300           4350           4450           4450           4500           4600           4450           450           4550           4750           4800           4850           4950           5000	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 -														Utility crossing (SE 27% W) - mainline at grade.
3400           3450           3500           3550           3600           3650           3700           3750           3850           3850           3900           3950           4000           4050           4100           4150           4200           4250           4300           4500           4550           4650           4700           4850           4900           4850           590           5000           5050	3500           3550           3550           3600           3650           3700           3750           3800           3850           3900           3955           4000           4050           4150           4250           4300           4450           4500           4550           4600           4650           4700           4850           4900           4950           5000           5000           5000           5000           5000           5000           5000           5000	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 -					0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0				0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0					Utility crossing (SE 27% W) - mainline at grade.
3400           3450           3500           3550           3600           3650           3700           3750           3800           3850           3900           3950           4000           4050           4150           4250           4300           4450           4550           4600           4650           4700           4750           4850           4900           4950           5000           5050           5100	3500           3550           3600           3650           3600           3750           3800           3850           3900           3950           4000           4150           4200           4250           4300           4450           4500           4500           4500           4500           4500           4500           4500           4500           4500           4500           4500           4500           4500           4500           4500           4500           4500           5000           5000           5000           5000           5100           5100	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 -														Utility crossing (SE 27% W) - mainline at grade.
3400 3450 3500 3550 3600 3650 3750 3750 3800 3850 3900 3950 4000 4050 4100 4150 4250 4250 4300 4350 4400 4450 4450 4450 4450 4450 4450 4450 4450 4450 4450 450	3500           3550           3550           3600           3650           3600           3650           3750           3800           3850           3900           3950           4000           4050           4150           4150           4350           4500           4550           4600           4650           4700           4850           4950           5000           5005           5100           5120           5220	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0															Utility crossing (SE 27% W) - mainline at grade.
3400 3450 3500 3550 3600 3650 3750 3750 3750 3800 3850 3900 3950 4000 4050 4100 4150 4200 4250 4350 4400 4450 4450 4500 4550 4650 4650 4750 4850 4850 4850 5000 5050 5100 5150 5200 5250	3500           3550           3600           3650           3600           3600           3750           3800           3850           3900           3950           4000           4050           4150           42200           4250           4330           4450           4550           4600           4650           4750           4750           4750           4750           5000           5010           5110           5220           52300	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0															Utility crossing (SE 27% W) - mainline at grade.
3400 3450 3500 3550 3600 3650 3750 3750 3750 3850 3850 3900 3950 4000 4050 4000 4150 4100 4150 4250 4300 4250 4350 4400 4450 4450 4450 4450 4450 4450 4450 4450 4450 4450 4450 4450 500 50	3500           3550           3550           3600           3650           3600           3650           3750           3800           3850           3900           3950           4000           4050           4150           4150           4350           4500           4550           4600           4650           4700           4850           4950           5000           5005           5100           5120           5220	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0															Utility crossing (SE 27% W) - mainline at grade.

5450	5500	0	0	-2	-1	-2	0	0	0	0	0	0	0	0	-1	-1	
5500	5550	0	-1	-2	-1	-2	0	0	0	0	0	0	0	-1	-2	-2	
5550	5600	0	0	-2	-1	-2	0	0	0	0	0	-1	0	-1	-3	-3	Utility crossings - SW and SGN.
5600	5650	0	0	-2	-1	-2	0	0	0	0	0	-1	0	-1	-3	-3	Utility crossings - SW and SGN.
5650	5700	0	0	-2	-1	-2	0	0	0	0	0	0	0	-1	-2	-3	Utility crossings - SW and SGN.
5700	5750	0	0	-2	-1	-2	0	-2	0	0	0	-3	0	-1	-7	-7	Possible junction location - tie in with A96. Presence of utilities (900mm National Grid Gas Main HP).
5750	5800	0	0	-2	-1	-2	0	0	0	0	-2	-1	0	-1	-4	-4	Traffic Scotland Assets.
5800	5850																
5850	5900																
5900	5950																
5950	6000																



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 ambers If total is between -6 and -8 should be coloured amber since this could represent 2 reds or 3/4 ambers. If total is between -3 and -5 sho

Chainage				Alignment			Geotechnics	Structures		Flooding and Drainage		Utilities			Store	6000	
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	o	o	-2	-1	-1	0	o	0	0	0	0	-1	0	-2	-2	
50 100	100 150	0	-1	-2	-1	-1	0	0	0	0	0	0	-1	0	-2	-2	Side Road Crossing - overall rating to be amber to account
		o	-1	-2	-1	-1	0	-2	0	0	o	0	-1	0	-4	-6	for potential geotechnical issues associated with a structure.
150	200	0	0	-2	-1	-1	0	0	0	0	0	0	-1	0	-2	-2	
200 250	250 300	0	0	-2 -2	-1	-1	0	0	0	0	0	0	-1	0	-2 -2	-2 -2	
300	350	0	0	-2	-1	-1	0	0	0	0	0	0	-1	0	-2	-2	
350	400	0	0	-2	-1	-1	0	0	0	0	0	0	-1	0	-2	-2	
400	450	o	0	-2	-1	-1	0	o	0	0	0	0	-1	0	-2	-2	
450 500	500 550	0	0	-2	-1	-1	0	0	0	0	0	0	-1	0	-2	-2	
550	600	0	0	-2 -2	-1	-1	0	0	0	0	0	0	-1	0	-2	-2	
600	650	0	0	-2	-1	-1	0	0	0	0	0	0	-1	0	-2	-2	
650	700	0	0	-2	-1	-1	0	0	0	0	0	0	-1	0	-2	-2	
700 750	750 800	0	0	-2	-1	-1	0	0	0	0	0	0	-1	0	-2	-2	
750 800	800 850	0	0	-2	-1	-1	0	0	0	0	0	0	-1	0	-2 -2	-2 -2	
850	900	0	-1	·2 ·2	-1	-1	0	0	0	0	0	0	-1	0	-2	-2	
900	950	0	0	-2	-1	-1	0	0	0	0	0	0	-1	0	-2	-2	
	1000	0	0	-2	-1	-1	0	0	0	0	0	0	-1	0	-2	-2	
1000 1050	1050 1100	0	-1	-2	-1	-1	0	0	0	0	0	0	-1	0	-2	-2	
	1150	0	-1	-2	-1	-1	0	0	0	0	0	0	-1	0	-2 -2	-2 -2	
	1200	0	-1	-2	-1	-1	-1	0	0	0	0	0	-4	0	-3	-3	Moderate cutting in rock.
	1250	0	-2	-2	-1	-1	-1	0	0	0	0	0	-1	0	-3	-3	Moderate cutting in rock.
1250	1300	0	-2	-2	-1	-1	-1	0	0	0	0	0	-1	0	-3	-3	Moderate cutting in rock.
1300 1350	1350 1400	0	-2	-2	-1	-1	-1	0	0	0	0	0	-1	0	-3	-3	Moderate cutting in rock.
	1450	0	-2	-2	-1	-1	-4	0	0	0	0	0	-1	0	-3	-3	Moderate cutting in rock.
1450	1500	0	0	-2	-1	-1	0	0	0	0	0	0	-1	0	-2	-2	
1500	1550	o	0	-2	-1	-1	0	o	0	0	0	0	-1	0	-2	-2	
1550 1600	1600 1650	0	-1	-2	-1	-1	0	0	0	0	0	0	-1	0	-2	-2	
	1700	0	-1	-2	-1	-1	0	0	0	0	0	0	-1	0	-2	-2	
	1750	0	0	-2	-1	-1	0	0	0	0	0	0	-1	0	-2	-2	
1750	1800	0	-1	-2	-1	-1	0	0	0	0	0	0	-1	0	-2	-2	
	1850	o	-1	-2	-1	-1	0	o	0	0	o	0	-1	0	-2	-2	
	1900 1950	0	-1	-2	-1	-1	0	0	0	0	0	0	-1	0	-2	-2	Utility crossings (33kv HV) - mainline on slight
1950	2000	0	-1	-2 -2	-1	-1	0	0	0	0	0	-1	-1	0	-3 -2	-3 -2	embankment.
2000	2050	0	-1	-2	-1	-1	0	0	0	0	0	0	-1	0	-2	-2	
2050	2100	0	-1	-2	-1	-1	0	0	0	0	0	0	-1	0	-2	-2	
	2150	0	-1	-2	-1	-1	0	0	0	0	0	0	-1	0	-2	-2	
2150 2200	2200 2250	0	-1	-2	-1	-1	0	0	0	0	0	0	-1	0	-2	-2	
	2300	0	0	-2 -2	-1	-1	0	0	0	0	0	0	-1	0	-2 -2	-2 -2	
2300	2350	0	0	-2	-1	-1	0	0	0	0	0	-1	-1	0	-3	-3	AC Private Water Supply.
2350	2400	0	-1	-2	-1	-1	0	0	0	0	0	0	-1	0	-2	-2	
2400 2450	2450 2500	0	-1	-2	-1	-1	0	0	0	0	0	0	-1	0	-2	-2	Combination of at grade construction on potentially
	2550	0	-1	-2	-1	-1	-1	0	0	0	0	0	-1	0	-3	-3	compressible soils and embankments less than 10m high (max 3.7m) and cuttings less than 5m (max 2.5m) on potentially compressible soils. Combination of a grade construction on potentially compressible soils and embankments less than 10m high
2550	2600	0	-1	-2	-1	-1	-1	0	0	0	0	0	-1	0	-3	-3	(max 3.7m) and cuttings less than 5m (max 2.5m) on potentially compressible soils. Combination of at grade construction on potentially compressible soils and embankments less than 10m high (max 3.7m) and cuttings less than 5m (max 2.5m) on
2600	2650	0	-1	-2	-1	-1	-1	0	0	0	0	0	-4	0	-3	-3	potentially compressible soils. Combination of at grade construction on potentially compressible soils and embankments less than 10m high (max 3.7m) and cuttings less than 5m (max 2.5m) on potentially compressible soils.
	2700	0	0	-2	-1	-1	-1	0	0	0	0	0	-1	0	-3	-3	Combination of at grade construction on potentially compressible soils and embankments less than 10m high (max 3.7m) and cuttings less than 5m (max 2.5m) on potentially compressible soils.
2700 2750	2750 2800	0	-1	-2	-1	-1	1	0	0	0	0	0	-1	0	-1	-1	
2750	2850	0	-1 0	-2 -2	-1	-1	1	0	0	0	0	0	-1	0	-1	-1	Difficulty of access for construction.
2850	2900	0	0	-2	-1	-1	1	0	0	0	0	0	-3	0	-3	-3	Difficulty of access for construction.
	2950	0	-1	-2	-1	-1	-1	-3	0	0	0	0	-3	0	-8	-9	Extent of Viaduct Structure over floodplain and railway line combined with difficulty of access for construction. Overall rating assumes potential major geotechnical impacts associated with structure foundations. Vertical alignment to be raised in 2nd fix over flood plain
2950	3000	0	-1	-2	-1	-1	-1	-3	-3	0	0	0	-3	0	-9	-9	Extent of Viaduct Structure over floodplain and railway line combined with difficulty of access for construction. Overall rating assumes potential major geotechnical impacts associated with structure foundations. Vertical alignment to be raised in 2nd fix over flood plain
3000	3050	0	-1	-2	-1	-1	-1	-3	-3	0	0	0	-3	0	.9	.9	Extent of Viaduct Structure over floodplain and railway line combined with difficulty of access for construction. Overall rating assumes potential major geotechnical impacts associated with structure foundations. Vertical alignment to be raised in 2nd fix over flood plain

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3050	3100																Extent of Viaduct Structure over floodplain and railway line combined with difficulty of access for construction. Overall rating assumes potential major geotechnical impacts associated with structure foundations.
2100	2150	0	-1	-2	-1	-1	-1	-3	-3	0	0	0	-3	0	-9	-9	Vertical alignment to be raised in 2nd fix over flood plain Extent of Viaduct Structure over floodplain and railway line
3100	3150																combined with difficulty of access for construction. Overall rating assumes potential major geotechnical impacts associated with structure foundations.
3150	3200	0	-1	-2	-1	-1	-1	-3	-3	0	0	0	-3	0	-9	-9	Vertical alignment to be raised in 2nd fix over flood plain Extent of Viaduct Structure over floodplain and railway line combined with difficulty of access for construction. Overall rating assumes potential major geotechnical impacts
		o	-1	-2	-1	-1	-1	-3	-3	0	o	0	-3	0	-9	-9	rating assumes potential major geotecnnical impacts associated with structure foundations. Vertical alignment to be raised in 2nd fix over flood plain Extent of Viaduct Structure over floodplain and railwav line
3200	3250																combined with difficulty of access for construction. Overall rating assumes potential major geotechnical impacts associated with structure foundations.
3250	3300	0	-1	-2	-1	-1	-1	-3	-3	0	0	0	-3	0	-9	-9	Vertical alignment to be raised in 2nd fix over flood plain Extent of Viaduct Structure over floodplain and railway line combined with difficulty of access for construction. Overall
		o	-1	-2	-1	-1	-2	-3	-3	0	o	0	-3	0	-10	-10	rating assumes potential major geotechnical impacts associated with structure foundations. Vertical alignment to be raised in 2nd fix over flood plain
3300	3350																Extent of Viaduct Structure over floodplain and railway line combined with difficulty of access for construction. Overall rating assumes potential major geotechnical impacts associated with structure foundations.
3350	3400	0	-2	-2	-1	-1	-2	-3	-3	0	0	0	-3	0	-10	-10	Vertical alignment to be raised in 2nd fix over flood plain Extent of Viaduct Structure over floodplain and railway line combined with difficulty of access for construction. Overall
		o	-2	-2	-1	-1	-2	-3	-3	0	0	0	-3	0	-10	-10	rating assumes potential major geotechnical impacts associated with structure foundations. Vertical alignment to be raised in 2nd fix over flood plain Extent of Viaduct Structure over floodplain and railway line
3400	3450																combined with difficulty of access for construction. Overall rating assumes potential major geotechnical impacts associated with structure foundations.
3450	3500	0	-2	-2	-1	-1	-2	-3	-3	0	0	0	-3	0	-10	-10	Vertical alignment to be raised in 2nd fix over flood plain Extent of Viaduct Structure over floodplain and railway line combined with difficulty of access for construction. Overall
		o	-1	-2	-1	-1	-2	-3	-3	0	o	0	-3	0	-10	-10	rating assumes potential major geotechnical impacts associated with structure foundations. Vertical alignment to be raised in 2nd fix over flood plain Extent of Viaduct Structure over floodplain and railway line
3500	3550																combined with difficulty of access for construction. Overall rating assumes potential major geotechnical impacts associated with structure foundations.
2550	2000	0	-1	-2	-1	-1	0	-3	0	0	0	0	-3	0	-7	-9	Vertical alignment to be raised in 2nd fix over flood plain
3550	3600	0	-1	-2	-1	-1	0	0	0	0	0	0	0	0	-1	-1	
3600	3650	0	-1	-2	-1	-1	0	0	0	0	0	0	0	0	-1	-1	
3650	3700	0	0	-2	-1	-1	0	0	0	0	0	0	0	0	-1	-1	
3700	3750	0	0	-2	-1	-1	0	0	0	0	0	-2	0	0	-3	-3	Utility crossings (SSE 275kv HV) - mainline at grade.
3750	3800	0	0	-2	-1	-1	0	0	0	0	0	0	0	0	-1	-1	
3800	3850	0	0	-2	-1	-1	0	0	0	0	0	0	0	0	-1	-1	
3850	3900	0	0	-2	-1	-1	0	0	0	0	0	0	0	0	-1	-1	
3900	3950	0	-1	-2	-1	-1	0	0	0	0	0	0	0	0	-1	-1	
3950	4000	0	-1	-2	-1	-1	0	0	0	0	0	0	0	0	-1	-1	
4000	4050	0	0	-2	-1	-1	0	0	0	0	0	0	0	0	-1	-1	
4050	4100	0	0	-2	-1	-1	0	0	0	0	0	0	0	0	-1	-1	
4100	4150	0	0	-2	-1	-1	0	0	0	0	0	0	0	0	-1	-1	
4150	4200	0	-1	-2	-1	-1	0	0	0	0	0	0	0	0	-1	-1	
4200	4250	0	-1	-2	-1	-1	0	0	0	0	0	0	0	0	-1	-1	
4250	4300	0	-1	-2	-1	-1	0	0	0	0	0	0	0	0	-1	-1	
4300	4350	0	-1	-2	-1	-1	0	0	0	0	0	0	0	0	-1	-1	
4350	4400	0	-1	-2	-1	-1	0	0	0	0	0	0	0	0	-1	-1	
4400	4450	0	-1	-2	-1	-1	0	0	0	0	0	-2	0	0	-3	-3	132Kv SSE Pylon - mainline in cut.
4450	4500	0	-1	-2	-1	-1	0	0	0	0	0	-2	0	0	-3	-3	132Kv SSE Pylon - mainline in cut.
4500	4550	0	-1	-2	-1	-1	0	0	0	0	0	0	0	0	-1	-1	Utility crossings (SW Distribution Mains) - mainline at
4550	4600	0	0	-2	-1	-1	0	0	0	0	0	-2	0	0	-3	-3	grade.
4600	4650	0	0	-2	-1	-1	0	0	0	0	0	-2	0	0	-3	-3	Utility crossings (SW Distribution Mains) - mainline at grade.
4650	4700	0	0	-2	-1	-1	0	0	0	0	0	0	0	0	-1	-1	
4700	4750	0	0	-2	-1	-1	0	0	0	0	0	0	0	0	-1	-1	
4750	4800	0	0	-2	-1	-1	0	0	0	0	0	0	0	0	-1	-1	
4800	4850	0	0	-2	-1	-1	0	0	0	0	0	0	0	0	-1	-1	
4850	4900	0	0	-2	-1	-1	0	0	0	0	0	0	0	0	-1	-1	
4900	4950	0	0	-2	-1	-1	0	0	0	0	0	0	0	0	-1	-1	
4950	5000	0	0	-2	-1	-1	0	0	0	0	0	0	0	0	-1	-1	
5000	5050	0	0	-2	-1	-1	0	0	0	0	0	0	0	0	-1	-1	
5050	5100	0	0	-2	-1	-1	0	0	0	0	0	0	0	0	-1	-1	
5100	5150	0	0	-2	-1	-1	0	0	0	0	0	0	0	0	-1	-1	
5150	5200	0	0	-2	-1	-1	0	0	0	0	0	0	0	0	-1	-1	
5200	5250	0	0	-2	-1	-1	0	0	0	0	0	0	0	0	-1	-1	
5250	5300	0	0	-2	-1	-1	0	0	0	0	0	0	0	0	-1	-1	
5300	5350	0	0	-2	-1	-1	0	0	0	0	0	0	0	0	-1	-1	
5350	5400	0	0	-2	-1	-1	0	0	0	0	0	0	0	0	-1	-1	
5400	5450	0	-1	-2	-1	-1	0	0	0	0	0	0	0	0	-1	-1	
5450	5500	0	-1	-2	-1	-1	0	0	0	0	0	0	0	0	-1	-1	
5500	5550	0	-1	-2	-1	-1	0	0	0	0	0	0	0	0	-1	-1	
5550	5600	0	-1	-2	-1	-1	0	0	0	0	0	0	0	0	-1	-1	
5600	5650	o	-1	-2	-1	-1	0	0	0	o	0	0	0	0	-1	-1	
5650	5700	0	-1	-2	-1	-1	0	0	0	0	0	-1	0	0	-2	-2	
5700	5750	0	0	-2	-1	-1	0	0	0	0	0	0	0	o	-1	-1	
5750	5800	o	0	-2	-1	-1	0	0	0	o	0	0	0	-1	-2	-2	Parallela location in a 1 1 11 100 0
5800	5850	o	-1	-2	-1	-1	0	-2	0	0	0	0	0	-1	-4	-6	Possible junction location - tie in with A96. Overall rating to be amber to account for potential geotechnical issues associated with a structure.
	5900	0	0	-2	-1	-1	0	0	0	0	0	-1	0	-1	-3	-3	Utility crossings (SW Distribution Mains).
5850			1	-2	-1	-1	0	0	0	0	0	-1	0	-1	-3	-3	Utility crossings (SW Distribution Mains).
5900	5950	0	0	-2													
5900 5950	6000	0	0	-2	-1	-1	0	0	0	0	0	0	0	-1	-2	-2	
5900 5950 6000	6000 6050					-1 -1	0	0	0	0	0	0 -3	0	4	-2 -5	-2 -5	Presence of utilities (900mm National Grid Gas Main HP).
5900 5950 6000 6050	6000 6050 6100	0	0	-2	-1												Presence of utilities (900mm National Grid Gas Main HP).
5900 5950 6000	6000 6050	0	0	-2 -2	-1 -1	-1	0	0	0	0	0	-3	0	-1	-5	-5	Presence of utilities (900mm National Grid Gas Main HP).



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 ambers If total is between -6 and -8 should be coloured amber since this could represent 2 reds or 3/4 ambers. If total is between -3 and -5 sho

00	Chainage			Alignment			Geotechnics	Structures		Flooding and Drainage		Utilities		Constructshilling	20016	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	0	0	-1	-1	-1	0	0	0	0	0	0	-1	0	-2	-2	
100	150	0	0	-1	-1	-1	0	0	0	0	0	0	-1	0	-2 -2	-2	
150	200	0	0	-1	-1	-1	0	0	0	0	0	0	-1	0	-2	-2	
200 250	250 300	0	-1	-1	-1	-1	0	0	0	0	0	0	-1	0	-2	-2	Embankments up to 6.7m high on potentially compressible soils.
		0	-1	-1	-1	-1	-1	0	0	0	o	0	-1	0	-3	-3	Suns. Small diameter culvert coupled with alignment passing adjacent to a floodplain. Some construction access and disruption during construction issues. Embankments up to 6.7m high on potentially compressible
300	350	0						0	0	0		0					Emailments up to 9-min ingo or potentially compressible solis. Small diameter culvert coupled with alignment passing adjacent to a floodplain. Some construction access and disruption during construction issues.
350	400	0	-1	-1	-1	-1	-1	U	0	0	0	0	- 1	0	-3	-3	Construction issues. Embankments up to 6.7m high on potentially compressible soils. Small diameter culvert coupled with alignment passing adjacent to a floodplain. Some construction access and disruption during
400	450	0	-1	-1	-1	-1	-1	0	0	0	0	0	-1	0	-3	-3	construction issues. Embankments up to 6.7m high on potentially compressible soils. Small diameter culvert coupled with alignment passing adjacent to a floodplain.
450	500	0	-1	-1	-1	-1	-1	0	0	0	0	0	-1	0	-3	-3	Some construction access and disruption during construction issues. Embankments up to 5.7m high on potentially compressible soils. Small diameter culvert coupled with alignment passing adjacent to a floodplain.
500	550	0	-1	-1	-1	-1	-1	0	0	0	0	0	-1	0	-3	-3	Some construction access and disruption during construction issues. Embankments up to 5.7 m high on potentially compressible soils. Small diameter culvert coupled with alignment passing adjacent to a floodplain.
550	600	0	-1	-1	-1	-1	-1	0	0	0	0	0	-1	0	-3	-3	Some construction access and disruption during construction issues. Embankments up to 6.7m high on potentially compressible soils. Small diameter culvert coupled with alignment passing adjacent to a floodplain.
600	650	0	-1	-1	-1	-1	-1	0	0	0	0	0	-1	0	-3	-3	Some construction access and disruption during construction issues. Embankments up to 6.7m high on potentially compressible soils. Small diameter culvert coupled with alignment passing adjacent to al dooplain.
650	700	0	-1	-1	-1	-1	-1	0	0	0	0	0	-1	0	-3	-3	Some construction access and disruption during construction issues. Embankments up to 6.7m high on potentially compressible soils. Small diameter culvert coupled with alignment passing adjacent to a floodplain.
700	750	0	-1	-1	-1	-1	-1	0	-2	0	0	0	-1	0	-3	-3	adjatem to a incorpani. Some construction access and disruption during construction issues. Embankments up to 6.7m high on potentially compressible solis. Small diameter culvert coupled with alignment passing
750	800	0	-1	-1	-1	-1	-1	0	-2	0	0	0	-1	0	-3	-3	adjacent to a floodplain. Some construction access and disruption during construction issues. Imbankments up to 6.7m high on potentially compressible soils. Small diameter culvert coupled with alignment passing adjacent to a floodplain.
800	850	0	-1	-1	-1	-1	-1	0	-2	0	0	0	-1	0	-3	-3	construction issues. Embankments up to 6.7m high on potentially compressible soils. Small diameter culvert coupled with alignment passing adjacent to a floodplain. Gome construction access and dissuration during
850	900	0	-1	-1	-1	-1	-1	0	0	0	0	0	-1	0	-3	-3	construction issues. Embanisments up to 6-7m high on potentially compressible soils diameter culvert coupled with alignment passing adjuent to a floodplain. Some construction access and disruption during construction sues.
900	950	0	-1	-1	-1	-1	-1	0	0	0	0	0	-1	0	-3	-3	Embankments up to 6.7m high on potentially compressible soils Small diameter culvert coupled with alignment passing adjacent to a floodplain. Some construction access and disruption during construction issues.
950 1000	1000 1050	0	-1	-1	-1	-1	0	0	0	0	0	0	-1	0	-2	-2	
1000	1050	0	-1 0	-1 -1	-1	-1 -1	0	0	0	0	0	0	-1	0	-2 -2	-2 -2	
1100	1150	0	-1	-1	-1	-1	0	0	0	0	0	0	-1	0	-2	-2	
1150 1200	1200 1250	0	-1	-1	-1	-1	0	0	0	0	0	0	-4	0	-2	-2	
1250	1300	0	-1	-1	-1	-1	0	0	0	0	0	0	-1	0	-2	-2	
1300 1350	1350 1400	0	-1	-1	-1	-1	0	0	0	0	0	0	-1	0	-2	-2	
1350	1400	0	-1	-1	-1	-1	0	0	0	0	0	0	-1	0	-2 -2	-2 -2	
1450	1500	0	0	-1	-1	-1	0	0	0	0	0	0	-1	0	-2	-2	
1500 1550	1550 1600	0	0	-1	-1	-1	0	0	0	0	0	0	-1	0	-2	-2	
1600	1650	0	0	·1 ·1	-1	-1	0	0	0	0	0	0	-1	0	·2 ·2	-2 -2	
1650	1700	0	-1	-1	-1	-1	0	0	0	0	0	0	-1	0	-2	-2	
1700 1750	1750 1800	0	-1	-1	-1	-1	0	0	0	0	0	0	-1	0	-2 -2	-2 -2	
1800	1850	0	-1 -1	·1 ·1	-1	-1	0	0	0	0	0	0	-1	0	·2 ·2	-2	
1850	1900	0	-1	-1	-1	-1	0	0	0	0	0	0	-1	0	-2	-2	
1900 1950	1950 2000	0	0	-1	-1	-1	0	0	0	0	0	0	-1	0	-2	-2	
2000	2050	0	0	-1	-1	-1	0	0	0	0	0	0	-1	0	-2 -2	-2 -2	
2050	2100	0	-1	-1	-1	-1	0	0	0	0	0	0	-1	0	-2	-2	

2100	1			1	1			1	-								
	2150	0	-1	-1	-1	-1	0	0	0	0	0	0	-1	0	-2	-2	
2150	2200	0	-1	-1	-1	-1	0	0	0	0	0	0	-1	0	-2	-2	
2200	2250	0	-1	-1	-1	-1	0	0	0	0	0	0	-1	0	-2	-2	
2250	2300	0	-1	-1	-1	-1	0	0	0	0	0	0	-1	0	-2	-2	
2300	2350	0			-1		0	0	0	0	0	0		0	-2	-2	
2350	2400		-1	-1		-1		1					-1				
2400	2450	0	-1	-1	-1	-1	0	0	0	0	0	0	-1	0	-2	-2	
		0	0	-1	-1	-1	0	0	0	0	0	0	-1	0	-2	-2	
2450	2500	0	-1	-1	-1	-1	0	0	0	0	0	-1	-1	0	-3	-3	Utility crossings (33kv HV) - mainline in cutting.
2500	2550	0	-1	-1	-1	-1	0	0	0	0	0	-1	-1	0	-3	-3	Utility crossings (33kv HV) - mainline in cutting.
2550	2600	0	-1	-1	-1	-1	0	0	0	0	0	0	-1	0	-2	-2	
2600	2650	0	-1	-1	-1	-1	0	0	0	0	0	0	-1	0	-2	-2	
2650	2700	0	0	-1	-1	-1	0	0	0	0	0	0	-1	0	-2	-2	
2700	2750	0	-1	-1	-1	-1	0	0	0	0	0	0	-1	0	-2	-2	
2750	2800	0	-1	-1	-1	-1	0	0	0	0	0	0	-1	0	-2	-2	
2800	2850	0	.1	.1	.1		0	0	0	0	0	0	.1	0	.2	-2	
2850	2900	0	0				0	0	0	0	0	0		0	-2	-2	
2900	2950	0	0	-1	-1	-1	U	U	0	0	U	0	-1	0	-2	-2	Combination of at grade construction on potentially
2500	2550	0	0	-1	-1	-1	-1	0	0	0	0	0	-1	0	.3	-3	compressible soils and embankments less than 10m high and cuttings less than 5m on potentially compressible soils.
2950	3000	-				-	-							-	-		Combination of at grade construction on potentially
		0	0	-1	-1	-1	-1	0	0	0	0	0	-1	0	-3	-3	compressible soils and embankments less than 10m high and cuttings less than 5m on potentially compressible soils.
3000	3050																Combination of at grade construction on potentially compressible soils and embankments less than 10m high
		0	0	-1	-1	-1	-1	0	0	0	0	0	-1	0	-3	-3	and cuttings less than 5m on potentially compressible soils.
3050	3100																Combination of at grade construction on potentially compressible soils and embankments less than 10m high
		0	0	-1	-1	-1	-1	0	0	0	0	0	-1	0	-3	-3	and cuttings less than 5m on potentially compressible soils. Combination of at grade construction on potentially
3100	3150																compressible soils and embankments less than 10m high
2150	2200	0	0	-1	-1	-1	-1	0	0	0	0	0	-1	0	-3	-3	and cuttings less than 5m on potentially compressible soils. Combination of at grade construction on potentially
3150	3200																compressible soils and embankments less than 10m high
3200	3250	0	0	-1	-1	-1	-1	0	0	0	0	0	-1	0	-3	-3	and cuttings less than 5m on potentially compressible soils. Combination of at grade construction on potentially
5200	5250	0	0	.1	-1	.1	.1	0	0	0	0	0	.1	0	.2		compressible soils and embankments less than 10m high and cuttings less than 5m on potentially compressible soils.
3250	3300														~	~	Combination of at grade construction on potentially
		0	0	-1	-1	-1	-1	0	0	0	0	0	-1	0	-3	-3	compressible soils and embankments less than 10m high and cuttings less than 5m on potentially compressible soils.
3300	3350	0	-1	-1	-1	-1	1	0	0	0	0	0	-1	0	-1	-1	
3350	3400	0	-1	-1	-1	-1	1	0	0	0	0	0	.3	0	-3	-3	Major impact on access for construction.
3400	3450	0	-1	-1	-1	-1	1	0	0	0	0	0	-3	0	-3	-3	Major impact on access for construction. Major impact on access for construction.
3450	3500		-1			-1											
3500	3550	0	-1	-1	-1	-1	1	0	0	0	0	0	-3	0	-3	-3	Major impact on access for construction.
		0	0	-1	-1	-1	1	0	0	0	0	0	-3	0	-3	-3	Major impact on access for construction. Extent of Viaduct Structure over floodplain and railway
3550	3600																line. Overall rating assumes potential major geotechnical
		0	0	-1	-1	-1	-1	-3	0	0	0	0	-3	0	-8	-9	impacts associated with structure foundations. Vertical alignment to be raised in 2nd fix over flood plain
3600	3650																Extent of Viaduct Structure over floodplain and railway line. Overall rating assumes potential major geotechnical
																	impacts associated with structure foundations.
		0	0	-1	-1	-1	-1	-3	-3	0	0	0	-3	0	-9	-9	Vertical alignment to be raised in 2nd fix over flood plain Extent of Viaduct Structure over floodplain and railway
3650	3700																line. Overall rating assumes potential major geotechnical
		0	0	-1	-1	-1	-1	-3	-3	0	0	0	-3	0	-9	-9	impacts associated with structure foundations. Vertical alignment to be raised in 2nd fix over flood plain
3700	3750																Extent of Viaduct Structure over floodplain and railway
																	line. Overall rating assumes potential major geotechnical impacts associated with structure foundations.
2750	2000	0	-1	-1	-1	-1	-1	-3	-3	0	0	0	-3	0	-9	-9	Vertical alignment to be raised in 2nd fix over flood plain Extent of Viaduct Structure over floodplain and railway
3750	3800																line. Overall rating assumes potential major geotechnical
		0	-1	-1	-1	-1	-1	-3	-3	0	0	0	-3	0	-9	-9	impacts associated with structure foundations. Vertical alignment to be raised in 2nd fix over flood plain
3800	3850																Extent of Viaduct Structure over floodplain and railway
																	line. Overall rating assumes potential major geotechnical impacts associated with structure foundations.
		0	-1	-1	-1	-1	-1	-3	-3	0	0	0	-3	0	-9	-9	Vertical alignment to be raised in 2nd fix over flood plain Extent of Viaduct Structure over floodplain and railway
3850	3900																line. Overall rating assumes potential major geotechnical
		0	-1	-1	-1	-1	-1	-3	-3	0	0	0	-3	0	-9	-9	impacts associated with structure foundations. Vertical alignment to be raised in 2nd fix over flood plain
3900	3950																Extent of Vladuct Structure over floodplain and railway line. Overall rating assumes potential major geotechnical
																	impacts associated with structure foundations.
		0	-1	-1	-1	-1	-1	-3	-3	0	0	0	-3	0	-9	-9	Vertical alignment to be raised in 2nd fix over flood plain Extent of Viaduct Structure over floodplain and railway
3950	4000																line. Overall rating assumes potential major geotechnical
		0	-1	-1	-1	-1	-1	-3	-3	0	0	0	-3	0	-9	-9	impacts associated with structure foundations. Vertical alignment to be raised in 2nd fix over flood plain
4000	4050																Extent of Viaduct Structure over floodplain and railway
																	line. Overall rating assumes potential major geotechnical impacts associated with structure foundations.
1050		0	-2	-1	-1	-1	-2	-3	-3	0	0	0	-3	0	-10	-10	Vertical alignment to be raised in 2nd fix over flood plain Extent of Viaduct Structure over floodplain and railway
4050	4100																line. Overall rating assumes potential major geotechnical
		0	-1	-1	-1	-1	-2	-3	-3	0	0	0	-3	0	-10	-10	impacts associated with structure foundations. Vertical alignment to be raised in 2nd fix over flood plain
4100	4150																Extent of Viaduct Structure over floodplain and railway line. Overall rating assumes potential major geotechnical
																	impacts associated with structure foundations.
																-9	Vertical alignment to be raised in 2nd fix over flood plain
4150	4200	o	-1	-1	-1	-1	0	-3	0	0	0	0	-3	0	-7		version angement to be nated in 2nd to over nood plant
4150	4200	0	-1	-1	-1	-1	0	-3 0	0	0	0	0	-3	0	-7	-1	verden angement to be raded in 2nd to bler nood plant
4200	4250	0	-1 -1 -1	-4 -4 -4	-1 -1 -1	-1 -1	0	-3 0 0	0	0		0	-3 0 0		-7 -1 -1	-1	
4200 4250	4250 4300		-1 -1 -1 -1	-1 -1 -1 -1		-1 -1 -1 -1					0			0			
4200 4250 4300	4250 4300 4350	0	-1 -1 -1 0	-1	-1	-1	0	0	0	0	0	0	0	0	-1	-1	
4200 4250	4250 4300	0		-1	-1 -1	-1	0	0 0 0	0 0 0	0 0 0	0	0	0	0 0 0	-1	-1 -1	Utility crossings (SSE 275kv HV) - mainline at grade. Gearance to be reviewed at 2nd fix due to potential
4200 4250 4300 4350	4250 4300 4350 4400	0		-1	-1 -1	-1	0	0	0	0	0	0	0	0	-1	-1 -1	Utility crossings (SSE 275kv HV) - mainline at grade. Grazance to be reviewed at 2n dfx due to potential upstream alignment changes.
4200 4250 4300	4250 4300 4350	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	-1	-1 -1	Utility crossings (SSI 273k+W) - maintine at grade. Clearance to be reviewed at 2nd is due to potential Clearance to be reviewed at 2nd is due to potential Chility crossings (SSI 273k+W) - maintine at grade.
4200 4250 4300 4350 4400	4250 4300 4350 4400 4450	0		-1	-1 -1	-1	0	0 0 0	0 0 0	0 0	0	0	0	0 0 0	-1	-1 -1	Utility crossings (SSZ 273ke W) - maintine at grade. Clearance to be reviewed at 2 ad fit due to potential optroam inglicement charges. With yourselps (ESZ 775ke) ad fat due to potential optroam inglicement charges.
4200 4250 4300 4350	4250 4300 4350 4400	0 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	-1	-1 -1	cellary contings (SE 2736x WI) - installar at grade. Contracts to be installand at 24 da da to potential gradersmin alignment (Langes, Milky constance) (SE 2736x WI) - analine at grade. Contracts to be invested at 24 db da da potential Unity consump (SE 2736x WI) - analines at grade. Catavarce to be invested at 24 db da da potential
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5900	5950	0	0	-1	-1	-1	0	0	0	0	0	0	0	0	-1	-1	
5950	6000	0	0	-1	-1	-1	0	0	0	0	0	0	0	0	-1	-1	
6000	6050	0	-1	-1	-1	-1	0	0	0	0	0	0	0	0	-1	-1	
6050	6100	0	-1	-1	-1	-1	0	0	0	0	0	0	0	0	-1	-1	
6100	6150	0	-1	-1	-1	-1	0	0	0	0	0	0	0	0	-1	-1	
6150	6200	0	-1	-1	-1	-1	0	0	0	0	0	0	0	0	-1	-1	
6200	6250	0	-1	-1	-1	-1	0	0	0	0	0	0	0	0	-1	-1	
6250	6300	0	-1	-1	-1	-1	0	0	0	0	0	0	0	-1	-2	-2	
6300	6350	0	-1	-1	-1	-1	0	0	0	0	0	0	0	-1	-2	-2	
6350	6400	0	0	-1	-1	-1	0	0	0	0	0	0	0	-1	-2	-2	
6400	6450	0	-1	-1	-1	-1	0	0	0	0	0	-1	0	-1	-3	-3	SW Distribution Main.
6450	6500	0	0	-1	-1	-1	0	0	0	0	0	0	0	-1	-2	-2	
6500	6550																Possible junction location. Overall rating to be amber to account for potential geotechnical issues associated with a
		0	0	-1	-1	-1	0	-2	0	0	0	0	0	-1	-4	-6	structure.
6550	6600	0	0	-1	-1	-1	0	0	0	0	0	-1	0	-1	-3	-3	SW Distribution Main.
6600	6650	0	0	-1	-1	-1	0	0	0	0	0	0	0	-1	-2	-2	
6650	6700	0	0	-1	-1	-1	0	0	0	0	0	-1	0	-1	-3	-3	SGN Medium Pressure Main.
6700	6750	0	0	-1	-1	-1	0	0	0	0	0	0	0	-1	-2	-2	
6750	6800	0	0	-1	-1	-1	0	0	0	0	-1	-3	0	-1	-5	-5	Possible junction location - tie in with A96. Presence of utilities (900mm National Grid Gas Main HP).
6800	6850								0	0	0	-1					
6850	6900																
6900	6950																
6950	7000																



BN+01-004

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 ambers If total is between -6 and -8 should be coloured amber since this could represent 2 reds or 3/4 ambers. If total is between -3 and -5 sho

Chainage				Alignment			Geotechnics	Structures		Flooding and Drainage		Utilities			atore	6000	
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	-1	0	0	-1	0	0	0	0	0	0	-1	0	-2	-2	
50 100	100 150	-2 -2	-1	0	0	-1	0	0	0	0	0	0	-1	0	-2	-2	
150	200	-2	0	0	0	-1	0	0	0	0	0	0	-1	0	-2	-2 -2	
200	250	-2	0	0	0	-1	0	0	0	0	0	0	-1	0	-2	-2	
250	300 350	-2	0	0	0	-1	0	0	0	0	0	0	-1	0	-2	-2	
300 350	400	-2	0	0	0	-1	0	0	0	0	0	0	-1	0	-2	-2	
400	450	-2	0	0	0	-1	0	0	0	0	0	0	4	0	-2	-2	
450	500	-2	0	0	0	-1	0	0	0	0	0	0	-1	0	-2	-2	
500 550	550 600	-2	0	0	0	-1	0	0	0	0	0	0	-1	0	-2	-2	
600	650	-2 -2	-1	0	0	-1	0	0	0	0	0	0	-1	0	-2	-2 -2	
650	700	-2	0	0	0	-1	0	0	0	0	0	0	-1	0	-2	-2	
700 750	750 800	-2	0	0	0	-1	0	0	0	0	0	0	-1	0	-2	-2	
750 800	800 850	-2	0	0	0	-1	0	0	0	0	0	0	-1	0	-2	-2	
850	900	-2	0	0	0	-1	0	0	0	0	0	0	4	0	-2	-2	
900	950	-2	o	0	0	-1	0	0	o	0	0	0	-1	0	-2	-2	
950 1000	1000 1050	-2	0	0	0	-1	0	0	0	0	0	0	-1	0	-2	-2	
1050	1100	-2 -2	0	0	0	-1	0	0	0	0	0	0	-1	0	-2 -2	-2 -2	
1100	1150	-2	0	0	0	-1	0	0	0	0	0	0	-1	0	-2	-2	
1150 1200	1200 1250	-2	-1	0	0	-1	0	0	0	0	0	0	-1	0	-2	-2	
1200	1250	-2 -2	-1	0	0	-1	0	0	0	0	0	0	-1	0	-2	-2	
1300	1350	-2	0	0	0	-1	0	0	0	0	0	0	-1	0	-2	-2	
1350	1400	-2	0	0	0	-1	0	0	0	0	0	0	-1	0	-2	-2	
1400 1450	1450 1500	-2	0	0	0	-1	0	0	0	0	0	0	-1	0	-2	-2	Combination of at grade construction on potentially
1100	1500	2	0	0	0			0	0	0	0	0		0	-3	.2	compressible soils and embankments less than 10m high and cuttings less than 5m on potentially compressible soils. Small diameter culvert coupled with alignment passing adjacent to a floodplain. Some construction access and disruption during construction issues.
1500	1550	.3	0	0	0	.1	-1	0	0	0	0	0		0	-3	.3	Combination of at grade construction on potentially compressible soils and embankments less than 10m high and cutting less than 5m on potentially compressible soils. Small diameter culvert coupled with alignment passing adjacent to a floodplain. Some construction access and disruption during construction issues.
1550	1600	-2	0	0	0	-1	-1	0	0	0	0	0	-1	0	-3	-3	Combination of at grade construction on potentially compressible soils and embankments less than 10m high and cuttings less than 5m on potentially compressible soils. Small diameter culvert coupled with alignment passing adjacent to a floodplain. Some construction access and disruption during construction issues.
1600	1650	-2	0	0	0	-1	-1	0	0	0	0	0	-1	0	-3	-3	Combination of at grade construction on potentially compressible soils and embankments less than 10m high and cuttings less than 5m on potentially compressible soils. Small diameter culvert coupled with alignment passing adjacent to a floodplain. Some construction access and disruption during construction issues.
1650	1700	-2	-1	0	0	-1	-1	0	-3	0	0	0	4	0	-4	-4	Combination of a grade construction on potentially compressible out and embankment less than 10m high and cuttings less than 5m on potentially compressible soils. Small diameter cubwert coupled with alignment passing adjacent to a floodplain. Some construction access and disruption during construction sizes.
1700	1750	-2	-1	0	0	-1	-1	0	-3	0	0	0	-1	0	-4	-4	Combination of a grade construction on potentially compressible cuits and embandment less than 10m high and cuttings less than 5 mo optentially compressible soils. Small diameter cuivert coupled with alignment passing adjacent to a flocodplain. Some construction access and disruption during construction taxes.
1750	1800	-2	-1	0	0	-1	-1	0	-3	0	-1	0	-1	0	-4	-4	Combination of a grade construction on potentially compressible out and embankment less than 10m high and cuttings less than 5 mo notentially compressible soils. Small diameter cludent coupled with alignment passing adjacent to a floodplain. Some construction access and disruption during construction taxes.
1800	1850	-2	-1	0	0	-1	-1	0	-3	0	0	0	-1	0	-4	-4	Combination of at grade construction on potentially compressible soils and embankments lises shan alon high and cutthing less than 5m on potentially compressible soils. Small diameter culvert coupled with alignment passing adjacent to a floodplain. Some construction access and disruption during construction issues.
1850	1900	-2	-1	0	0	-1	-1	0	0	0	0	0	-1	0	-3	-3	Combination of a grade construction on potentially compressible soils and embankments less than 10m high and cutting less than 5 m on potentially compressible soils. Small diameter culvert coupled with alignment passing adjacent to a floodplain. Some construction access and disruption during construction issues.
1900	1950	-2	-1	0	0	-1	-1	0	0	0	0	0	-1	0	-3	-3	Combination of a grade construction on potentially compressible out and embankment less than 10m high and cutting less than 5 mo potentially compressible soils. Small diameter cuvert coupled with alignment passing adjacent to a floodplain. Some construction access and disruption during construction issues.
1950 2000	2000 2050	-2	-1	0	0	-1	0	0	0	0	0	0	-1	0	-2	-2	
2000	2050	-2 -2	0	0	0	-1	0	0	0	0	0	0	-1	0	-2 -2	-2 -2	
2100	2150	-2	0	0	0	-1	0	0	0	0	0	0	-1	0	-2	-2	
2150 2200	2200	-2	0	0	0	-1	0	0	0	0	0	0	-1	0	-2	-2	
2200	2250	-2	-1	0	0	-1	0	0	0	0	0	0	-1	0	-2	-2	

2250	2300	-2	0	0	0	-1	0	0	0	0	0	0	-1	0	-2	-2	
2300	2350	-2	-1	0	0	-1	0	0	0	0	0	0	-1	0	-2	-2	
2350 2400	2400 2450	-2 -2	0	0	0	-1	0	0	0	0	0	0	-1	0	-2 -2	-2 -2	
2450	2500	-2	-1	0	0	-1	0	0	0	0	0	0	-1	0	-2	-2	Combination of at grade construction on non-compressible
2500	2550																soils and cutting and embankments less than 10m high on/though non-compressible soils or rock.
2550	2600	-2	-2	0	0	-1	-1	0	0	0	0	0	-1	0	-3	-3	Combination of at grade construction on non-compressible soils and cutting and embankments less than 10m high
		-2	-2	0	0	-1	-1	0	0	0	0	0	-1	0	-3	-3	on/though non-compressible soils or rock.
2600	2650			0					0	0	0	0			2		soils and cutting and embankments less than 10m high on/though non-compressible soils or rock.
2650	2700	2		0	0			0	0	0	0	0		0	-3	-3	Combination of at grade construction on non-compressible soils and cutting and embankments less than 10m high
																	on/though non-compressible soils or rock. Structure required for minor access road crossing - overall rating to be amber to account for potential geotechnical
2700	2750	-2	-1	0	0	-1	-1	-2	0	0	0	0	-1	0	-5	-6	issues associated with a structure. 900mm National Grid Pipeline running parallel with alignment - overall impact rating upgraded to moderate to
																	reflect potential impact on pipeline. B977 road crossing - rating to be amber to account for
2750	2800	-2	-1	0	0	-1	0	0	0	0	0	-3	-1	0	-5	-6	potential geotechnical issues associated with a structure. 900mm National Grid Pipeline running parallel with alignment - overall impact rating upgraded to moderate to
		2	a	0	0		0		0					0	.5	-6	reflect potential impact on pipeline. B977 road crossing - rating to be amber to account for potential geotechnical issues associated with a structure.
2800	2850			0	U		Ū			0	0						900mm National Grid Pipeline running parallel with alignment - overall impact rating upgraded to moderate to
		-2	-1	0	0	-1	0	0	0	0	0	-3	-1	0	-5	-6	reflect potential impact on pipeline. B977 road crossing - rating to be amber to account for potential geotechnical issues associated with a structure.
2850	2900																900mm National Grid Pipeline running parallel with alignment - overall impact rating upgraded to moderate to reflect potential impact on pipeline.
		-2	-1	0	0	-1	0	0	0	0	0	-3	-1	0	-5	-6	B977 road crossing - rating to be amber to account for potential geotechnical issues associated with a structure.
2900	2950																900mm National Grid Pipeline running parallel with alignment - overall impact rating upgraded to moderate to reflect potential impact on pipeline.
2050	2000	-2	-1	0	0	-1	0	0	0	0	0	-3	-1	0	-5	-6	B977 road crossing - rating to be amber to account for potential geotechnical issues associated with a structure. 900mm National Grid Pipeline running parallel with
2950	3000																alignment - overall impact rating upgraded to moderate to reflect potential impact on pipeline.
3000	3050	-2	-1	0	0	-1	0	0	0	0	0	-3	-1	0	-5	-6	B977 road crossing - rating to be amber to account for potential geotechnical issues associated with a structure. 900mm National Grid Pipeline running parallel with
3000	3030																alignment - overall impact rating upgraded to moderate to reflect potential impact on pipeline. B977 road crossing - rating to be amber to account for
3050	3100	-2	0	0	0	-1	0	0	0	0	0	-3	-1	0	-5	-6	potential geotechnical issues associated with a structure. 900mm National Grid Pipeline running parallel with alignment - overall impact rating upgraded to moderate to
																	reflect potential impact on pipeline. B977 road crossing - rating to be amber to account for
3100	3150	-2	-1	0	0	-1	0	0	0	0	0	-3	-1	0	-5	-6	potential geotechnical issues associated with a structure. 900mm National Grid Pipeline running parallel with alignment - overall impact rating upgraded to moderate to
		2	a	0	0		0	0	0	0	0			0	.5	-6	reflect potential impact on pipeline. 8977 road crossing - rating to be amber to account for potential geotechnical issues associated with a structure.
3150	3200				0										~		900mm National Grid Pipeline running parallel with alignment - overall impact rating upgraded to moderate to
		-2	-1	0	0	-1	0	0	0	0	0	-3	-1	0	-5	-6	reflect potential impact on pipeline. B977 road crossing - rating to be amber to account for potential geotechnical issues associated with a structure. 900mm National Grid Pipeline running parallel with
3200	3250																900mm National Grid Pipeline running parallel with alignment - overall impact rating upgraded to moderate to reflect potential impact on pipeline.
		-2	-1	0	0	-1	0	0	0	0	o	-3	-1	0	-5	-6	B977 road crossing - rating to be amber to account for notential gentechnical issues associated with a structure
3250	3300																900mm National Grid Pipeline running parallel with alignment - overall impact rating upgraded to moderate to reflect potential impact on pipeline.
2200	2250	-2	0	0	0	-1	0	0	0	0	0	-3	-1	0	-5	-6	B977 road crossing - rating to be amber to account for potential geotechnical issues associated with a structure. 900mm National Grid Pipeline running parallel with
3300	3350																alignment - overall impact rating upgraded to moderate to reflect potential impact on pipeline.
3350	3400	-2	-1	0	0	-1	1	-2	0	0	0	-3	-1	0	-6	-6	B977 road crossing - rating to be amber to account for potential geotechnical issues associated with a structure. 900mm National Grid Pipeline running parallel with
3330	3400																alignment - overall impact rating upgraded to moderate to reflect potential impact on pipeline. B977 road crossing - rating to be amber to account for
3400	3450	-2	0	0	0	-1	0	0	0	0	0	-3	-1	0	-5	-6	potential geotechnical issues associated with a structure. 900mm National Grid Pipeline running parallel with alignment - overall impact rating upgraded to moderate to
																	reflect potential impact on pipeline. B977 road crossing - rating to be amber to account for
3450	3500	-2	-1	0	0	-1	0	0	0	0	0	-3	-1	0	-5	-6	potential geotechnical issues associated with a structure. 900mm National Grid Pipeline running parallel with alignment - overall impact rating upgraded to moderate to
		-2	-1	0	0	-1	-1	0	0	0	0	.3	-1	0	-6	-6	reflect potential impact on pipeline. B977 road crossing - rating to be amber to account for potential geotechnical issues associated with a structure.
3500	3550	-		0	0		-	0		0	0				Ū		900mm National Grid Pipeline running parallel with alignment - overall impact rating upgraded to moderate to
		-2	-1	0	0	-1	-1	0	0	0	0	-3	-1	0	-6	-6	reflect potential impact on pipeline. B977 road crossing - rating to be amber to account for potential geotechnical issues associated with a structure.
3550	3600																Extent of Viaduct Structure over floodplain and railway line. Overall rating assumes potential major geotechnical impacts associated with structure foundations.
3600	3650	-2	0	0	0	-1	-1	-3	0	0	0	-3	-1	0	-9	-9	Vertical alignment to be raised in 2nd fix over flood plain. Extent of Viaduct Structure over floodplain and railway line. Overall rating assumes potential major geotechnical
		-2	0	0	0	-1	-1	-3	-3	0	0	-3	-1	0	-10	-10	Impacts associated with structure foundations. Vertical alignment to be raised in 2nd fix over flood plain. Extent of Viaduct Structure over floodplain and railway
3650	3700																Extent of Viaduct Structure over floodplain and railway line. Overall rating assumes potential major geotechnical impacts associated with structure foundations.
3700	3750	-2	0	0	0	-1	-1	-3	-3	0	0	0	-1	0	-7	-9	Vertical alignment to be raised in 2nd fix over flood plain. Extent of Viaduct Structure over floodplain and railway line. Overall rating assumes potential major geotechnical
		-2	0	0	0	-1	-1	-3	-3	0	0	0	-1	0	-7	-9	impacts associated with structure foundations. Vertical alignment to be raised in 2nd fix over flood plain.
3750	3800																Extent of Viaduct Structure over floodplain and railway line. Overall rating assumes potential major geotechnical impacts associated with structure foundations.
3800	3850	-2	0	0	0	-1	-1	-3	-3	0	0	0	-1	0	-7	-9	Vertical alignment to be raised in 2nd fix over flood plain. Extent of Viaduct Structure over floodplain and railway line. Overall rating assumes potential major geotechnical
		-2	0	0	0	-1	-1	-3	-3	0	-1	0	-1	0	-7	-9	impacts associated with structure foundations. Vertical alignment to be raised in 2nd fix over flood plain.
3850	3900																Extent of Viaduct Structure over floodplain and railway line. Overall rating assumes potential major geotechnical impacts associated with structure foundations.
3900	3950	-2	0	0	0	-1	-1	-3	-3	0	0	0	-1	0	-7	-9	Vertical alignment to be raised in 2nd fix over flood plain. Extent of Viaduct Structure over floodplain and railway line. Overall rating assumes potential major geotechnical
		-2	0	0	0	-1	-1	-3	-3	0	0	0	-3	0	-9	-9	Impacts associated with structure foundations. Vertical alignment to be raised in 2nd fix over flood plain. Extent of Viaduct Structure over floodplain and railway
3950	4000																line. Overall rating assumes potential major geotechnical impacts associated with structure foundations.
4000	4050	-2	-1	0	0	-1	-1	-3	-3	0	0	0	-3	0	-9	-9	Vertical alignment to be raised in 2nd fix over flood plain. Extent of Viaduct Structure over floodplain and railway line. Overall rating assumes potential major geotechnical
1050	44.00	-2	-1	0	0	-1	-1	-3	-3	0	0	0	-3	0	-9	-9	impacts associated with structure foundations. Vertical alignment to be raised in 2nd fix over flood plain. Extent of Vladuct Structure over floodplain and railway
4050	4100																Extent of viaduct structure over hoodplain and raiway line. Overall rating assumes potential major geotechnical impacts associated with structure foundations. Vertical alignment to be raised in 2nd fix over flood plain.
4100	4150	-2	-1	0	0	-1	-1	-3	-3	0	0	0	-3	0	-9	-9	Extent of Viaduct Structure over floodplain and railway line. Overall rating assumes potential major geotechnical
1150	1202	-2	-1	0	0	-1	-1	-3	-3	0	0	0	-3	0	-9	-9	impacts associated with structure foundations. Vertical alignment to be raised in 2nd fix over flood plain. Extent of Viaduct Structure over floodplain and railway
4150	4200																line. Overall rating assumes potential major geotechnical impacts associated with structure foundations.
4200	4250	-2	-1	0	0	-1	-1	-3	-3	0	0	0	-3	0	-9	-9	Vertical alignment to be raised in 2nd fix over flood plain. Extent of Viaduct Structure over floodplain and railway line. Overall rating assumes potential major geotechnical
4250	1202	-2	-2	0	0	-1	-2	-3	-3	0	0	0	-3	0	-10	-10	impacts associated with structure foundations. Vertical alignment to be raised in 2nd fix over flood plain. Extent of Viaduct Structure over floodplain and railway
4250	4300																line. Overall rating assumes potential major geotechnical impacts associated with structure foundations.
4300	4350	-2	-2	0	0	-1	-2	-3	-3	0	0	0	-3	0	-10	-10	Vertical alignment to be raised in 2nd fix over flood plain. Extent of Viaduct Structure over floodplain and railway line. Overall rating assumes potential major geotechnical
1250		-2	-2	0	0	-1	-2	-3	-3	0	0	0	-3	0	-10	-10	impacts associated with structure foundations. Vertical alignment to be raised in 2nd fix over flood plain. Extent of Viaduct Structure over floodolain and railway
4350	4400																line. Overall rating assumes potential major geotechnical impacts associated with structure foundations.
L	1	-2	-1	0	0	-1	-2	-3	0	0	0	0	-3	0	-9	-9	Vertical alignment to be raised in 2nd fix over flood plain.

Norm         Norm <t< th=""><th></th><th></th><th></th><th></th><th>_</th><th></th><th></th><th></th><th></th><th></th><th></th><th></th><th></th><th></th><th></th><th></th><th></th><th></th></t<>					_													
Here	4400	4450																
			-2	-1	0	0	-1	0	-3	0	0	0	0	.3	0	-7	.9	impacts associated with structure foundations. Vertical alignment to be raised in 2nd fix over flood plain.
	4450	4500																Extent of Viaduct Structure over floodplain and railway
530     630     64																		impacts associated with structure foundations.
			-2	-1	0	0	-1	0	-3	0	0	0	0	-3	0	-7	-9	Vertical alignment to be raised in 2nd fix over flood plain.
500     600     60			-2	0	0	0	-1	0	0	0	0	0	0	0	0	-1	-1	
500     600     60	4550	4600	-2	0	0	0	-1	0	0	0	0	0	0	0	0	-1	-1	
Vinto     Vinto    Vinto    <	4600	4650	-2	-1	0	0	-1	0	0	0	0	0	0	0	0	-1	-1	
100         1	4650	4700	-2	-1	0	0	-1	0	0	0	0	0	0	0	0	-1	-1	
Hor       480     Hor     Hor <td>4700</td> <td>4750</td> <td></td> <td>SSE 275kv HV and pylons - clearance to be checked in 2nd fix Pylon at ch 4734m - borz alignment to be amended at</td>	4700	4750																SSE 275kv HV and pylons - clearance to be checked in 2nd fix Pylon at ch 4734m - borz alignment to be amended at
No.         No. <td></td> <td></td> <td>-2</td> <td>-1</td> <td>0</td> <td>0</td> <td>-1</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>-2</td> <td>0</td> <td>0</td> <td>-3</td> <td>-3</td> <td>2nd fix.</td>			-2	-1	0	0	-1	0	0	0	0	0	-2	0	0	-3	-3	2nd fix.
No.     No. </td <td>4750</td> <td>4800</td> <td></td> <td>alignment to be raised to cross gas main at grade (currently</td>	4750	4800																alignment to be raised to cross gas main at grade (currently
Abso			-2	-1	0	0	-1	0	0	0	0	0	-3	0	0	-4	-4	
	4800	4850																Utilities (900mm National Grid Gas Main HP). Vertical
State																		alignment is 6m below. Scope within alignment to
1000     100     10	4050	1000	-2	-1	0	0	-1	0	0	0	0	0	-3	0	0	-4	-4	implement vertical change at second fix. SSE 275Ky - mainline on embankment - clearance to be
State	4850	4900				~		~					-					checked in 2nd fix.
Note	4900	4950	-2	-1	0	U	-1	0	0	U	U	U	-2	0	0	-3	-3	SSE 275Kv - mainline on embankment - clearance to be
5000     500     50	1500	1550	-2	-1	0	0	-1	0	0	0	0	0	-2	0	0	-3	-3	
No.     No. </td <td>4950</td> <td>5000</td> <td></td>	4950	5000																
Non-         Non- <t< td=""><td></td><td></td><td>-2</td><td>-1</td><td>0</td><td>0</td><td>-1</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>-2</td><td>0</td><td>0</td><td>-3</td><td>-3</td><td>Pylon at ch 5100m.</td></t<>			-2	-1	0	0	-1	0	0	0	0	0	-2	0	0	-3	-3	Pylon at ch 5100m.
Normal biolog     Normal biolog     Normal biolog     Normal biolog     Normal biolog     Normal biolog       5100     I </td <td>5000</td> <td>5050</td> <td></td> <td>checked in 2nd fix.</td>	5000	5050																checked in 2nd fix.
Such         Such <t< td=""><td></td><td></td><td>-2</td><td>0</td><td>0</td><td>0</td><td>-1</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>-2</td><td>0</td><td>0</td><td>-3</td><td>-3</td><td>Pylon at ch 5100m. SSE 275Kv - mainline on embankment - clearance to be</td></t<>			-2	0	0	0	-1	0	0	0	0	0	-2	0	0	-3	-3	Pylon at ch 5100m. SSE 275Kv - mainline on embankment - clearance to be
Show         Show <t< td=""><td>5050</td><td>5100</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>checked in 2nd fix.</td></t<>	5050	5100																checked in 2nd fix.
Jub         Jub <td>E100</td> <td>5150</td> <td>-2</td> <td>0</td> <td>0</td> <td>0</td> <td>-1</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>-2</td> <td>0</td> <td>0</td> <td>-3</td> <td>-3</td> <td>Pylon at ch 5100m. SSE 275Kv - mainline on embankment - clearance to be</td>	E100	5150	-2	0	0	0	-1	0	0	0	0	0	-2	0	0	-3	-3	Pylon at ch 5100m. SSE 275Kv - mainline on embankment - clearance to be
1310     10     1 <td< td=""><td>3100</td><td>2120</td><td>.2</td><td>-1</td><td>0</td><td>0</td><td>-1</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>-2</td><td>0</td><td>0</td><td>-3</td><td>-3</td><td>checked in 2nd fix.</td></td<>	3100	2120	.2	-1	0	0	-1	0	0	0	0	0	-2	0	0	-3	-3	checked in 2nd fix.
S200         S200         S2         S<	5150	5200											0					
2200     350     3     4     4     4     5 <t< 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><td></td></t<>																		
5300     5300     54     5    <			-2				-4							-				
Skale         Skale <t< td=""><td></td><td></td><td>-2</td><td>-1</td><td></td><td></td><td>-1</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td>-1</td><td></td></t<>			-2	-1			-1										-1	
5400         540         54         54         54         54         55         55         550         56         56         57         6			-2	-1			-1											
1440     550     55			-2	-1			-1										-	
5500         5500         560         560         57        <			-2				-1											
5500     5500     550			-2	-			-1											
5600         5600         570         57        57        57			-2			0	-1		0	0		0		0	0		-1	
5590     570     570     57			-2	0		0	-1		0	0		0	0	0	0	-1	-1	
5700     5700     5     1     1     1     1     1     1       5800     5     1     1     1     1     1        5800     500     2     1     1     1     1     1     1        5800     500     2     1     1     1     1     1     1     1       5800     500     2     1     1     1     1     1     1     1       5900     500     2     1     1     1     1     1     1     1     1        5900     600     1     1     1     1     1     1     1     1     1     1     1        5900     500     1     1     1     1     1     1     1     1     1     1     1        6000     1     1     1     1     1     1     1     1     1     1     1     1        6100     1     1     1     1     1     1     1     1     1     1     1       6100     1     1     1     1     1     1     1     1     1        6100			-2	0	0	0	-1	0	0	0	0	0	0	0	0	-1	-1	
SPAD			-2	-1	0	0	-1	0	0	0	0	0	0	0	0	-1	-1	
Skol	5700	5750	-2	0	0	0	-1	0	0	0	0	0	0	0	0	-1	-1	
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7650       7700       2       0       1       0       1       0       1       0       1       0       1       0       1       0       1       0       1       0       0       1       0       1       0       0       1       0       1       0       0       1       0       0       1       0       0       1       0       0       0       1       0       0       0       0       1       0       0       0       0       1       0       0       0       0       0       0       0       0       0       0       0       0 </td <td>7150 7200 7250 7300 7350 7400 7450 7500</td> <td>7200 7250 7300 7350 7400 7450 7500 7550</td> <td>-2 -2 -2 -2 -2 -2 -2 -2 -2</td> <td>0 -1 -1 -1 -1 -1 -1 -1 -1 -1 -1 -1</td> <td>0 0 0 0 0</td> <td>0 0 0 0 0</td> <td>-1 -1 -1 -1 -1 -1 -1 -1</td> <td>0 0 0 0 0</td> <td>0 0 0 0 0</td> <td>0 0 0 0</td> <td>0 0 0 0</td> <td>0 0 0 0 0</td> <td>0 0 0 0 0 -1</td> <td>0 0 0 0 0</td> <td>0 0 0 0 0 0 -1</td> <td>-1 -1 -1 -1 -1 -1 -1 -3</td> <td>-1 -1 -1 -1 -1 -1 -1 -3</td> <td>Utility crossings (SW Distribution Malins) - mainline on moderate embanisment.</td>	7150 7200 7250 7300 7350 7400 7450 7500	7200 7250 7300 7350 7400 7450 7500 7550	-2 -2 -2 -2 -2 -2 -2 -2 -2	0 -1 -1 -1 -1 -1 -1 -1 -1 -1 -1 -1	0 0 0 0 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 -1	0 0 0 0 0	0 0 0 0 0 0 -1	-1 -1 -1 -1 -1 -1 -1 -3	-1 -1 -1 -1 -1 -1 -1 -3	Utility crossings (SW Distribution Malins) - mainline on moderate embanisment.
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7850         7900         -2         0         0         -1         0	7150 7200 7250 7300 7350 7400 7450 7500 7550 7600 7650	7200 7250 7300 7350 7450 7450 7550 7550 7650 7650 7700 7750	2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	0 -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		-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 0 0 -1 -1 -1 -1 -1	-1 -1 -1 -1 -1 -1 -1 -1 -3 -2 -2 -2 -2	-1 -1 -1 -1 -1 -1 -1 -1 -3 -2 -2 -2 -2	moderate embankment.
7900         7950         -a         -a <th< td=""><td>7150       7200       7250       7300       7350       7450       7550       7550       7600       7650       7700       7750</td><td>7200 7250 7300 7350 7400 7450 7550 7550 7600 7650 7750 77700 7750 7800</td><td></td><td>0 -1 -1 -1 -1 -1 -1 -1 -1 0 0 0 0 0</td><td>0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0</td><td></td><td>-1 -1 -1 -1 -1 -1 -1 -1 -1 -1 -1</td><td></td><td>0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0</td><td></td><td></td><td></td><td>0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0</td><td></td><td></td><td>-1 -1 -1 -1 -1 -1 -1 -2 -2 -2 -2 -2 -3 -5</td><td>-1 -1 -1 -1 -1 -1 -1 -3 -2 -2 -2 -2 -3 -6</td><td>moderate embankment.</td></th<>	7150       7200       7250       7300       7350       7450       7550       7550       7600       7650       7700       7750	7200 7250 7300 7350 7400 7450 7550 7550 7600 7650 7750 77700 7750 7800		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		-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			-1 -1 -1 -1 -1 -1 -1 -2 -2 -2 -2 -2 -3 -5	-1 -1 -1 -1 -1 -1 -1 -3 -2 -2 -2 -2 -3 -6	moderate embankment.
7950         8000         2         a         b         a </td <td>7150       7250       7300       7350       7400       7450       7550       7600       7650       7750       7800</td> <td>7200 7250 7350 7400 7450 7550 7550 7650 7650 7700 7750 7880 7850</td> <td></td> <td>0 -1 -1 -1 -1 -1 -1 -1 -1 0 0 0 0 0</td> <td>0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0</td> <td></td> <td>-1 -1 -1 -1 -1 -1 -1 -1 -1 -1 -1</td> <td></td> <td>0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0</td> <td></td> <td></td> <td></td> <td>0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0</td> <td></td> <td></td> <td>-1 -1 -1 -1 -1 -1 -1 -2 -2 -2 -2 -2 -3 -5</td> <td>-1 -1 -1 -1 -1 -1 -1 -3 -2 -2 -2 -2 -3 -6</td> <td>moderate embankment.</td>	7150       7250       7300       7350       7400       7450       7550       7600       7650       7750       7800	7200 7250 7350 7400 7450 7550 7550 7650 7650 7700 7750 7880 7850		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		-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			-1 -1 -1 -1 -1 -1 -1 -2 -2 -2 -2 -2 -3 -5	-1 -1 -1 -1 -1 -1 -1 -3 -2 -2 -2 -2 -3 -6	moderate embankment.
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	7150       7250       7350       7350       7450       7550       7550       7650       7650       7750       7850       7800       7850       7800       7850       7900       7950       8000	7200 7250 7300 7350 7400 7450 7550 7550 7550 7600 7750 7750 7750 77		0 -1 -1 -1 -1 -1 -1 -1 -1 -1 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 0 0 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 -1 -1 -1 -1 -1 -1 -1 -2 -2 -2 -2 -2 -3 -5 -5 -2 -2 -2 -2 -2 -2	-1 -1 -1 -1 -1 -1 -1 -1 -1 -3 -2 -2 -2 -2 -2 -3 -3 -5 -5 -2	moderate embankment.