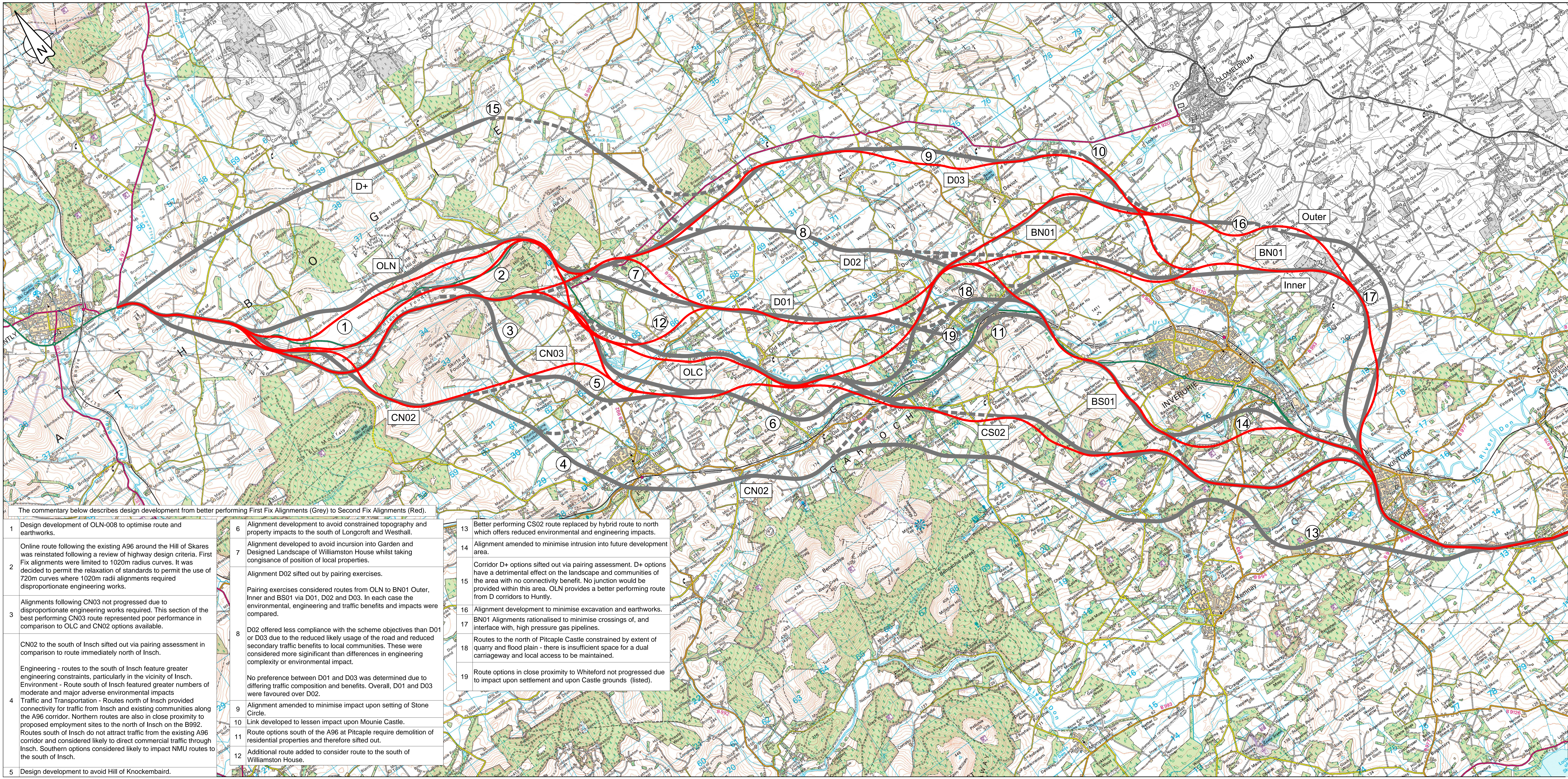


Appendix L

First Fix Alignments to Second Fix Alignment Development

Note: The first fix alignments will be subject to further development as the scheme progresses as will the location and form of junctions. Connections to local accesses and Non-Motorised User routes will be developed following the identification of the preferred route option.



Legend

- Preferred First Fix Alignments
- First Fix Alignment Links
- Second Fix Alignments
- BN01 Corridor Name

The commentary below describes design development from better performing First Fix Alignments (Grey) to Second Fix Alignments (Red).

- | | | | |
|--|---|---|-----------|
| <p>1 Design development of OLN-008 to optimise route and earthworks.</p> <p>2 Online route following the existing A96 around the Hill of Skares was reinstated following a review of highway design criteria. First Fix alignments were limited to 1020m radius curves. It was decided to permit the relaxation of standards to permit the use of 720m curves where 1020m radii alignments required disproportionate engineering works.</p> <p>3 Alignments following CN03 not progressed due to disproportionate engineering works required. This section of the best performing CN03 route represented poor performance in comparison to OLC and CN02 options available.</p> <p>4 CN02 to the south of Insch sifted out via pairing assessment in comparison to route immediately north of Insch.</p> <p>5 Design development to avoid Hill of Knockembaird.</p> | <p>6 Alignment development to avoid constrained topography and property impacts to the south of Longcroft and Westhall.</p> <p>7 Alignment developed to avoid incursion into Garden and Designed Landscape of Williamston House whilst taking cognisance of position of local properties.</p> <p>8 Pairing exercises considered routes from OLN to BN01 Outer, Inner and BS01 via D01, D02 and D03. In each case the environmental, engineering and traffic benefits and impacts were compared.</p> <p>9 D02 offered less compliance with the scheme objectives than D01 or D03 due to the reduced likely usage of the road and reduced secondary traffic benefits to local communities. These were considered more significant than differences in engineering complexity or environmental impact.</p> <p>10 No preference between D01 and D03 was determined due to differing traffic composition and benefits. Overall, D01 and D03 were favoured over D02.</p> <p>11 Alignment amended to minimise impact upon setting of Stone Circle.</p> <p>12 Link developed to lessen impact upon Mounie Castle.</p> <p>13 Route options south of the A96 at Pitcaple require demolition of residential properties and therefore sifted out.</p> <p>14 Additional route added to consider route to the south of Williamston House.</p> | <p>13 Better performing CS02 route replaced by hybrid route to north which offers reduced environmental and engineering impacts.</p> <p>14 Alignment amended to minimise intrusion into future development area.</p> <p>15 Corridor D+ options sifted out via pairing assessment. D+ options have a detrimental effect on the landscape and communities of the area with no connectivity benefit. No junction would be provided within this area. OLN provides a better performing route from D corridors to Huntly.</p> <p>16 Alignment development to minimise excavation and earthworks. BN01 Alignments rationalised to minimise crossings of, and interface with, high pressure gas pipelines.</p> <p>17 Routes to the north of Pitcaple Castle constrained by extent of quarry and flood plain - there is insufficient space for a dual carriageway and local access to be maintained.</p> <p>18 Route options in close proximity to Whiteford not progressed due to impact upon settlement and upon Castle grounds (listed).</p> | <p>19</p> |
|--|---|---|-----------|

<table border="1"> <tr> <td>PO1</td> <td>03/2018</td> <td>03/2018</td> <td>03/2018</td> <td>03/2018</td> <td>03/2018</td> </tr> <tr> <td>Revision</td> <td>Checked</td> <td>Checked</td> <td>Reviewed</td> <td>Approved</td> <td>Authorised</td> </tr> <tr> <td></td> <td>dsmyth</td> <td>dsmyth</td> <td>dsmyth</td> <td>dsmyth</td> <td>dsmyth</td> </tr> </table>				PO1	03/2018	03/2018	03/2018	03/2018	03/2018	Revision	Checked	Checked	Reviewed	Approved	Authorised		dsmyth	dsmyth	dsmyth	dsmyth	dsmyth
PO1	03/2018	03/2018	03/2018	03/2018	03/2018																
Revision	Checked	Checked	Reviewed	Approved	Authorised																
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<p>Designer: Precision House, McNeil Drive, Motherwell, ML1 4UR</p> <p>Client: 58 Port Dundas Road, Glasgow, G4 0HF</p> <p>Project Name: A96 Dualling East of Huntly to Aberdeen</p> <p>Drawing Title: Post First Fix Design Development</p>																					
Project Ref. No:	250002-92	Stage:	STAGE 2	Scale:	1:25000 @ A0																
Drawing Number:	A96PEA - AMAR - GEN - SWI	Location:	-DR - ZZ - 000035	Subsidiary:	S4																
Subsidiary:	S4	Subsidiary Description:	Fit for Stage Approval	Revision:	P01																



**TRANSPORT
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A96

DUALLING

EAST OF HUNTLY TO ABERDEEN

**[transport.gov.scot/projects/
a96-dualling-inverness-to-aberdeen/
a96-east-of-huntly-to-aberdeen](https://transport.gov.scot/projects/a96-dualling-inverness-to-aberdeen/a96-east-of-huntly-to-aberdeen)**