



LEGEND

Combined Engineering Appraisal

- Major Adverse
- Moderate Adverse
- Slight Adverse
- Neutral

P01	First Fix Appraisal				
	JSE	CP	CB	GW	GH
	10/04/18	18/04/18	18/04/18	18/04/18	18/04/18

Revision	Revision details				
	Created	Checked	Reviewed	Approved	Authorised
	dd/mm/yy	dd/mm/yy	dd/mm/yy	dd/mm/yy	dd/mm/yy

Designer
Precision House
McNeill Drive
Motherwell
ML1 4UR



Client
58 Port Dundas Road
Glasgow
G4 0HF



Project Name
A96 Dualling: East of Huntly to Aberdeen

Drawing Title
**CN02 - Engineering Appraisal
Sheet 2 of 2**

Project Ref. No.	Stage	Scale	@A1
250002-92	Stage 2	1:20,000	
		Dimensions	

Drawing Number	Project	Originator	Volume
A96PEA	-AMAR	-HGN	-
CC	-DR-CH-002002		
Location	Type	Role	Number

Suitability	Suitability Description	Revision
S2	For Information	P01.01

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3900	3950	0	-1	-3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-3	0	-3	-3	
3950	4000	0	-1	-3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-3	0	-3	-3	
4000	4050	0	0	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-3	0	-3	-3	
4050	4100	0	0	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-3	0	-5	-5	Cuttings up to 3.7m high in peat
4100	4150	0	0	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-3	0	-5	-5	Cuttings up to 3.7m high in peat
4150	4200	0	0	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-3	0	-5	-5	Cuttings up to 3.7m high in peat
4200	4250	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-3	0	-5	-5	Cuttings up to 3.7m high in peat
4250	4300	0	-1	-2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-3	0	-5	-5	Cuttings up to 3.7m high in peat
4300	4350	0	-1	-2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-3	0	-5	-5	Cuttings up to 3.7m high in peat
4350	4400	0	-1	-2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-3	0	-5	-5	Cuttings up to 3.7m high in peat
4400	4450	0	-1	-2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-3	0	-5	-5	Cuttings up to 3.7m high in peat
4450	4500	0	-1	-2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-3	0	-5	-5	Cuttings up to 3.7m high in peat
4500	4550	0	-1	-3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-3	0	-5	-5	Cuttings up to 3.7m high in peat Cutting in peat >3m. Disruption to local access road from A96. SEE Notes within 500m of proposed alignment.
4550	4600	0	0	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-2	-3	-2	-2	
4600	4650	0	0	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-3	-3	-3	-3	
4650	4700	0	-1	-2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-3	-3	-3	-3	
4700	4750	0	-1	-2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-3	-3	-3	-3	
4750	4800	0	-1	-2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-3	-3	-3	-3	
4800	4850	0	-1	-2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-3	-3	-3	-3	
4850	4900	0	-1	-2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-3	-3	-3	-3	
4900	4950	0	0	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-2	0	-3	-5	275k Crossing - Proposed road level between 1 and 4m lower than existing.
4950	5000	0	0	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-2	0	-3	-5	275k Crossing - Proposed road level between 1 and 4m lower than existing.
5000	5050	0	0	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-2	0	-3	-5	275k Crossing - Proposed road level between 1 and 4m lower than existing.
5050	5100	0	0	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-2	0	-3	-5	275k Crossing - Proposed road level between 1 and 4m lower than existing.
5100	5150	0	0	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-2	0	-3	-5	275k Crossing - Proposed road level between 1 and 4m lower than existing.
5150	5200	0	0	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-2	0	-3	-5	275k Crossing - Proposed road level between 1 and 4m lower than existing.
5200	5250	0	-1	-2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-3	-3	-3	-3	
5250	5300	0	-1	-2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-3	-3	-3	-3	
5300	5350	0	-1	-2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-3	-3	-3	-3	
5350	5400	0	-1	-2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-3	-3	-3	-3	
5400	5450	0	-1	-2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-3	-3	-3	-3	
5450	5500	0	-1	-2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-3	-3	-3	-3	
5500	5550	0	-1	-2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-3	-3	-3	-3	
5550	5600	0	-1	-2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-3	-3	-3	-3	
5600	5650	0	-1	-2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-3	-3	-3	-3	
5650	5700	0	-1	-2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-3	-3	-3	-3	
5700	5750	0	0	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1	-1	-1	
5750	5800	0	-2	-3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1	-1	-1	Large level difference as proposed alignment crosses valley of Glen Water. High embankments on compressible soils. Structure with span >30m required.
5800	5850	0	-2	-3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1	-1	-1	Large level difference as proposed alignment crosses valley of Glen Water. High embankments on compressible soils. Structure with span >30m required.
5850	5900	0	-2	-3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1	-1	-1	Large level difference as proposed alignment crosses valley of Glen Water. High embankments on compressible soils. Structure with span >30m required.
5900	5950	0	-2	-3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1	-1	-1	Large level difference as proposed alignment crosses valley of Glen Water. High embankments on compressible soils. Structure with span >30m required.
5950	6000	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1	-1	-1	Large level difference as proposed alignment crosses valley of Glen Water. High embankments on compressible soils. Structure with span >30m required.
6000	6050	0	0	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1	-1	-1	
6050	6100	0	0	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1	-1	-1	
6100	6150	0	-1	-2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1	-1	-1	
6150	6200	0	-1	-2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1	-1	-1	
6200	6250	0	-1	-2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1	-1	-1	
6250	6300	0	-1	-2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1	-1	-1	
6300	6350	0	-1	-2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1	-1	-1	
6350	6400	0	0	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1	-1	-1	
6400	6450	0	0	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1	-1	-1	
6450	6500	0	0	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1	-1	-1	
6500	6550	0	0	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1	-1	-1	
6550	6600	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1	-1	-1	
6600	6650	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1	-1	-1	
6650	6700	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1	-1	-1	
6700	6750	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1	-1	-1	
6750	6800	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1	-1	-1	
6800	6850	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-3	0	-4	-4	
6850	6900	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-3	0	-4	-4	
6900	6950	0	-2	-3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-3	0	-5	-5	
6950	7000	0	-2	-3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-3	0	-5	-5	
7000	7050	0	-2	-3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-3	0	-5	-5	Level difference due to 4% gradient trying to climb slopes on 'hill of Foutland'. Unidentified geotechnical constraint on embankment >10m. No obvious construction access point from existing road network. Construction access skewing slope into moderate - could be revised downwards.
7050	7100	0	-2	-3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-3	0	-5	-5	Level difference due to 4% gradient trying to climb slopes on 'hill of Foutland'. Unidentified geotechnical constraint on embankment >10m. No obvious construction access point from existing road network. Construction access skewing slope into moderate - could be revised downwards.
7100	7150	0	-2	-3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-3	0	-5	-5	Level difference due to 4% gradient trying to climb slopes on 'hill of Foutland'. Unidentified geotechnical constraint on embankment >10m. No obvious construction access point from existing road network. Construction access skewing slope into moderate - could be revised downwards.
7150	7200	0	-2	-3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-3	0	-5	-5	Level difference due to 4% gradient trying to climb slopes on 'hill of Foutland'. Unidentified geotechnical constraint on embankment >10m. No obvious construction access point from existing road network. Construction access skewing slope into moderate - could be revised downwards.
7200	7250	0	-2	-3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-3	0	-5	-5	
7250	7300	0	-2	-3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-3	0	-5	-5	
7300	7350	0	-2	-3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-3	0	-5	-5	
7350	7400	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-3	0	-3	-3	
7400	7450	0	-1	-1	0	0</																			

10350	10400	0	-3	-3	0	0	-2	-2	0	0	0	0	0	-1	-1	-6	-6	Level difference caused by vertical curvature climbing and descending 'Stony Hill'. Geotechnics identified embankments >30m on compressible soils. Structure with span >20m required.
10400	10450	0	-3	-3	0	0	-2	-2	0	0	0	0	0	-1	-1	-6	-6	Level difference caused by vertical curvature climbing and descending 'Stony Hill'. Geotechnics identified embankments >30m on compressible soils. Structure with span >20m required.
10450	10500	0	-3	-3	0	0	-2	-2	0	0	0	0	0	-1	-1	-6	-6	Level difference caused by vertical curvature climbing and descending 'Stony Hill'. Geotechnics identified embankments >30m on compressible soils. Structure with span >20m required.
10500	10550	0	-3	-3	0	0	-2	-2	0	0	0	0	0	-1	-1	-6	-6	Level difference caused by vertical curvature climbing and descending 'Stony Hill'. Geotechnics identified embankments >30m on compressible soils. Structure with span >20m required.
10550	10600	0	-3	-3	0	0	-2	-2	0	0	0	0	0	-1	-1	-6	-6	Level difference caused by vertical curvature climbing and descending 'Stony Hill'. Geotechnics identified embankments >30m on compressible soils. Structure with span >20m required.
10600	10650	0	-3	-3	0	0	-2	-2	0	0	0	0	0	-1	-1	-6	-6	Level difference caused by vertical curvature climbing and descending 'Stony Hill'. Geotechnics identified embankments >30m on compressible soils. Structure with span >20m required.
10650	10700	0	-3	-3	0	0	-2	-2	0	0	0	0	0	-1	-1	-6	-6	Level difference caused by vertical curvature climbing and descending 'Stony Hill'. Geotechnics identified embankments >30m on compressible soils. Structure with span >20m required.
10700	10750	0	-3	-3	0	0	-2	-2	0	0	0	0	0	-1	-1	-6	-6	Level difference caused by vertical curvature climbing and descending 'Stony Hill'. Geotechnics identified embankments >30m on compressible soils. Structure with span >20m required.
10750	10800	0	-3	-3	0	0	-2	-2	0	0	0	0	0	-1	-1	-6	-6	Level difference caused by vertical curvature climbing and descending 'Stony Hill'. Geotechnics identified embankments >30m on compressible soils. Structure with span >20m required.
10800	10850	0	-2	-3	0	0	-2	-2	0	0	0	0	0	-1	-1	-6	-6	Level difference caused by vertical curvature climbing and descending 'Stony Hill'. Geotechnics identified embankments >30m on compressible soils. Structure with span >20m required.
10850	10900	0	-2	-3	0	0	-1	-2	0	0	0	0	0	-1	-1	-5	-5	
10900	10950	0	-2	-3	0	0	-1	-2	0	0	0	0	0	-1	-1	-5	-5	
10950	11000	0	-2	-3	0	0	-1	-2	0	0	0	0	0	-1	-1	-5	-5	
11000	11050	0	-1	-2	0	0	0	-2	0	0	0	0	0	-1	-1	-3	-3	
11050	11100	0	-1	-2	0	0	0	0	0	0	0	0	0	-1	-1	-3	-3	
11100	11150	0	-1	-2	0	0	0	0	0	0	0	0	0	-1	-1	-3	-3	
11150	11200	0	-1	-2	0	0	0	0	0	0	0	0	0	-1	-1	-3	-3	
11200	11250	0	0	-2	0	0	0	0	0	0	0	0	0	-1	-2	-2	-2	
11250	11300	0	0	-2	0	0	0	0	0	0	0	0	0	-1	-2	-2	-2	
11300	11350	0	-1	-2	0	0	0	0	0	0	0	0	0	-1	0	-3	-3	
11350	11400	0	-1	-2	0	0	0	0	0	0	0	0	0	-1	0	-3	-3	
11400	11450	0	-1	-2	0	0	0	0	0	0	0	0	0	-1	0	-3	-3	
11450	11500	0	-1	-2	0	0	0	0	0	0	0	0	0	-1	0	-3	-3	
11500	11550	0	-1	-2	0	0	0	0	0	0	0	0	0	-1	0	-3	-3	
11550	11600	0	-1	-2	0	0	0	0	0	0	0	0	0	-1	0	-3	-3	
11600	11650	0	-1	-2	0	0	0	0	0	0	0	0	0	-1	0	-3	-3	
11650	11700	0	-1	-2	0	0	0	0	0	0	0	0	0	-1	0	-3	-3	
11700	11750	0	-1	-2	0	0	0	0	0	0	0	0	0	-1	0	-3	-3	
11750	11800	0	0	-2	0	0	0	0	0	0	0	0	0	-1	0	-3	-3	
11800	11850	0	0	-2	0	0	0	0	0	0	0	0	0	-1	0	-3	-3	
11850	11900	0	0	-2	0	0	-1	0	0	0	0	0	0	-1	0	-4	-4	
11900	11950	0	0	-2	0	0	0	0	0	0	0	0	0	-1	0	-3	-3	
11950	12000	0	0	-2	0	0	0	0	0	0	0	0	0	-1	0	-3	-3	
12000	12050	0	0	-2	0	0	0	0	0	0	0	0	0	-1	0	-3	-3	
12050	12100	0	0	-2	0	0	0	0	0	0	0	0	0	-1	0	-3	-3	
12100	12150	0	0	-2	0	0	0	0	0	0	0	0	0	-1	0	-3	-3	
12150	12200	0	0	-2	0	0	0	0	0	0	0	0	0	-1	0	-3	-3	
12200	12250	0	0	-2	0	0	0	0	0	0	0	0	0	-1	0	-3	-3	
12250	12300	0	0	-2	0	0	0	0	0	0	0	0	0	-1	0	-3	-3	
12300	12350	0	0	-2	0	0	0	0	0	0	0	0	0	-1	0	-3	-3	
12350	12400	0	0	-2	0	0	0	0	0	0	0	0	0	-1	0	-3	-3	
12400	12450	0	0	-2	0	0	0	0	0	0	0	0	0	-1	0	-3	-3	
12450	12500	0	-1	-2	0	0	0	0	0	0	0	0	0	-1	0	-3	-3	
12500	12550	0	-1	-2	0	0	0	0	0	0	0	0	0	-1	0	-3	-3	
12550	12600	0	-1	-2	0	0	0	0	0	0	0	0	0	-1	0	-3	-3	
12600	12650	0	-1	-2	0	0	0	0	0	0	0	0	0	-1	0	-3	-3	
12650	12700	0	-1	-2	0	0	0	0	0	0	0	0	0	-1	0	-3	-3	
12700	12750	0	-1	-2	0	0	0	0	0	0	0	0	0	-1	0	-3	-3	
12750	12800	0	-1	-2	0	0	0	0	0	0	0	0	0	-1	0	-3	-3	
12800	12850	0	-1	-2	0	0	0	0	0	0	0	0	0	-1	0	-3	-3	
12850	12900	0	-1	-2	0	0	0	0	0	0	0	0	0	-1	0	-3	-3	
12900	12950	0	-1	-2	0	0	0	0	0	0	0	0	0	-1	0	-3	-3	
12950	13000	0	-1	-2	0	0	0	0	0	0	0	0	0	-1	0	-3	-3	
13000	13050	0	-1	-2	0	0	0	0	0	0	0	0	0	-1	0	-3	-3	
13050	13100	0	-1	-2	0	0	0	0	0	0	0	0	0	-1	0	-3	-3	
13100	13150	0	-1	-2	0	0	0	0	0	0	0	0	0	-1	0	-3	-3	
13150	13200	0	-1	-2	0	0	0	0	0	0	0	0	0	-1	0	-3	-3	
13200	13250	0	0	-2	0	0	0	0	0	0	0	0	0	-1	0	-3	-3	
13250	13300	0	0	-2	0	0	0	0	0	0	0	0	0	-1	0	-3	-3	
13300	13350	0	0	-2	0	0	0	0	0	0	0	0	0	-1	0	-3	-3	
13350	13400	0	0	-2	0	0	0	0	0	0	0	0	0	-1	0	-3	-3	
13400	13450	0	0	-2	0	0	0	0	0	0	0	0	0	-1	0	-3	-3	
13450	13500	0	0	-2	0	0	0	0	0	0	0	0	0	-1	0	-3	-3	
13500	13550	0	-1	-2	0	0	0	0	0	0	0	0	0	-1	0	-3	-3	
13550	13600	0	0	-2	0	0	0	0	0	0	0	0	0	-1	0	-3	-3	
13600	13650	0	0	-2	0	0	0	0	0	0	0	0	0	-1	0	-3	-3	
13650	13700	0	0	-2	0	0	0	0	0	0	0	0	0	-1	0	-3	-3	
13700	13750	0	0	-2	0	0	0	0	0	0	0	0	0	-1	0	-3	-3	
13750	13800	0	0	-2	0	0	0	0	0	0	0	0	0	-1	0	-3	-3	
13800	13850	0	0	-2	0	0	-1	-1	-3	0	0	0	0	-1	-2	-5	-5	Proposed alignment crosses floodplain along change length
13850	13900	0	0	-2	0	0	-1	-1	-3	0	0	0	0	-1	-2	-5	-5	Proposed alignment crosses floodplain of 'The Shercock'. Urban location could cause diversion and access issues for construction traffic. Construction access skewing score into moderate - could be revised downwards.
13900	13950	0	0	-2	0	0	-1	-1	-3	0	0	0	0	-1	-2	-5	-5	Proposed alignment crosses floodplain along change length
13950	14000	0	0	-2	0	0	-1	-1	-3	0	0	0	0	-1	-2	-5	-5	Structure required to cross existing railway line with proposed alignment levels within 1m of existing
14000	14050	0	-1	-2	0	0	-1	-1	-3	0	0	0	0	-1	-2	-5	-5	Structure required to cross B9002 with skew angle possibly >30m. Urban location could cause diversion and access issues for construction traffic. Construction access skewing score into moderate - could be revised downwards.
14050	14100	0	-1	-2	0	0	-1	-1	-3	0	0	0	0	-1	-2	-5	-5	
14100	14150	0	-1	-2	0	0	-1	-1	-3	0	0	0	0	-1	-2	-5	-5	
14150	14200	0	-1	-2	0	0	0	0	0	0	0	0	0	-1	-2	-3	-3	
14200	14250	0	-1	-2	0	0	0	0	0	0	0	0	0	-1	-2	-3	-3	
14250	14300	0	-1	-2	0	0	0	0	0	0	0	0	0	-1	-2	-3	-3	
14300	14350	0	-1	-2	0	0	-1	-1	-3	0	0	0	0	-1	-2	-4	-4	
14350	14400	0	-1	-2	0	0	-1	-1	-3	0	0	0	0	-1	-2	-4	-4	
14400	14450	0	-1	-2	0	0	-1	-1	-3	0	0	0	0	-1	-2	-4	-4	
14450	14500	0	-1	-2	0	0	-1	-1	-3	0	0	0	0	-1	-2	-4	-4	
14500	14550	0	-1	-2	0	0	-1	-1	-3	0	0	0	0	-1	-2	-4	-4	
14550	14600	0	-1	-2	0	0	-1	-1	-3	0	0	0	0	-1	-2	-4	-4	
14600	14650	0	-1	-2	0	0	-1	-1	-3	0	0	0	0	-1	-2	-4	-4	
14650	14700	0	-1	-2	0	0	-1	-1	-3	0	0	0	0	-1	-2	-4	-4	
14700	14750	0	-1	-2	0	0	0	0	0	0	0	0	0	-1	0	-3	-3	
14750	14800	0	-1	-2	0	0	0	0	0	0	0	0	0	-1	0	-3	-3	
14800	14850	0	-1	-2	0	0	0	0	0	0	0	0	0	-1	0	-3	-3	
14850	14900	0	0	-2	0	0	0	0	0	0	0	0	0	-1	0	-3	-3	
14900	14950	0	0	-2	0	0	0	0	0	0	0	0	0	-1	0	-3	-3	
14950	15000	0	0	-2	0	0	0	0	0	0	0	0	0	-1	0	-3	-3	
15000	15050	0	-1	-2	0	0	0	0	0	0	0	0	0	-1	0	-3	-3	
15050	15100	0	-1	-2	0													

15100	15150	0	-1	-3	0	0	0	0	0	0	0	0	0	0	0	0	-3	0	-3	-3	
15150	15200	0	-1	-3	0	0	0	0	0	0	0	0	0	0	0	0	-3	0	-3	-3	
15200	15250	0	-1	-3	0	0	-1	0	0	0	0	0	0	0	0	0	-3	0	-4	-4	
15250	15300	0	-1	-3	0	0	-1	0	0	0	0	0	0	0	0	0	-3	0	-4	-4	
15300	15350	0	-1	-3	0	0	-1	0	0	0	0	0	0	0	0	0	-3	0	-4	-4	
15350	15400	0	0	-3	0	0	0	0	0	0	0	0	0	0	0	0	-3	0	-3	-3	
15400	15450	0	0	-3	0	0	0	0	0	0	0	0	0	0	0	0	-3	0	-3	-3	
15450	15500	0	0	-3	0	0	0	0	0	0	0	0	0	0	0	0	-3	0	-3	-3	
15500	15550	0	0	-3	0	0	0	0	0	0	0	0	0	0	0	0	-3	0	-3	-3	
15550	15600	0	0	-3	0	0	0	0	0	0	0	0	0	0	0	0	-3	0	-3	-3	
15600	15650	0	0	-3	0	0	0	0	0	0	0	0	0	0	0	0	-3	0	-3	-3	
15650	15700	0	0	-3	0	0	0	0	0	0	0	0	0	0	0	0	-3	0	-3	-3	
15700	15750	0	-1	-3	0	0	0	0	0	0	0	0	0	0	0	0	-3	0	-3	-3	
15750	15800	0	-1	-3	0	0	0	0	0	0	0	0	0	0	0	0	-3	0	-3	-3	
15800	15850	0	-1	-3	0	0	0	0	0	0	0	0	0	0	0	0	-3	0	-3	-3	
15850	15900	0	-1	-3	0	0	0	0	0	0	0	0	0	0	0	0	-3	0	-3	-3	
15900	15950	0	-1	-3	0	0	0	0	0	0	0	0	0	0	0	0	-3	0	-3	-3	
15950	16000	0	-1	-3	0	0	0	0	0	0	0	0	0	0	0	0	-3	0	-3	-3	
16000	16050	0	-1	-3	0	0	0	0	0	0	0	0	0	0	0	0	-3	0	-3	-3	
16050	16100	0	-1	-3	0	0	0	0	0	0	0	0	0	0	0	0	-3	0	-3	-3	
16100	16150	0	-1	-3	0	0	0	0	0	0	0	0	0	0	0	0	-3	0	-3	-3	
16150	16200	0	0	-3	0	0	0	0	0	0	0	0	0	0	0	0	-3	0	-3	-3	
16200	16250	0	0	-3	0	0	0	0	0	0	0	0	0	0	0	0	-3	0	-3	-3	
16250	16300	0	-1	-3	0	0	0	0	0	0	0	0	0	0	0	0	-3	0	-3	-3	
16300	16350	0	-1	-3	0	0	0	0	0	0	0	0	0	0	0	0	-3	0	-3	-3	
16350	16400	0	0	-3	0	0	0	0	0	0	0	0	0	0	0	0	-3	0	-3	-3	
16400	16450	0	0	-3	0	0	0	0	0	0	0	0	0	0	0	0	-3	0	-3	-3	
16450	16500	0	0	-3	0	0	0	0	0	0	0	0	0	0	0	0	-3	0	-3	-3	
16500	16550	0	0	-3	0	0	0	0	0	0	0	0	0	0	0	0	-3	0	-3	-3	
16550	16600	0	0	-3	0	0	0	0	0	0	0	0	0	0	0	0	-3	0	-3	-3	
16600	16650	0	0	-3	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1	-1	-1	
16650	16700	0	0	-3	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1	-1	-1	
16700	16750	0	0	-3	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1	-1	-1	
16750	16800	0	0	-3	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1	-1	-1	
16800	16850	0	0	-3	0	0	-1	0	-1	0	-1	0	0	-1	-1	-1	-1	-1	-1	-1	Floodplain present & potentially compressible soil at chainage length
16850	16900	0	0	-3	0	0	-1	0	-1	0	-1	0	0	-1	-1	-1	-1	-1	-1	-1	Floodplain present & potentially compressible soil at chainage length
16900	16950	0	0	-3	0	0	-1	-1	-1	0	0	0	0	-1	-1	-1	-1	-1	-1	-1	Floodplain present & potentially compressible soil at chainage length
16950	17000	0	0	-3	0	0	-1	-1	-1	-1	0	0	0	-1	-1	-1	-1	-1	-1	-1	Floodplain present & potentially compressible soil at chainage length
17000	17050	0	0	-3	0	0	-1	-1	-1	0	0	0	0	-1	-1	-1	-1	-1	-1	-1	Floodplain present & potentially compressible soil at chainage length
17050	17100	0	-1	-3	0	0	-1	0	-1	0	0	0	0	-1	-1	-1	-1	-1	-1	-1	Floodplain present & potentially compressible soil at chainage length
17100	17150	0	-1	-3	0	0	-1	0	-1	0	0	0	0	-1	-1	-1	-1	-1	-1	-1	
17150	17200	0	-1	-3	0	0	-1	0	-1	0	0	0	0	-1	-1	-1	-1	-1	-1	-1	
17200	17250	0	-1	-3	0	0	-1	0	-1	0	0	0	0	-1	-1	-1	-1	-1	-1	-1	
17250	17300	0	-1	-3	0	0	-1	0	-1	0	0	0	0	-1	-1	-1	-1	-1	-1	-1	
17300	17350	0	-1	-3	0	0	-1	0	-1	0	0	0	0	-1	-1	-1	-1	-1	-1	-1	
17350	17400	0	-1	-3	0	0	-1	0	-1	0	0	0	0	-1	-1	-1	-1	-1	-1	-1	
17400	17450	0	-1	-3	0	0	-1	0	-1	0	0	0	0	-1	-1	-1	-1	-1	-1	-1	
17450	17500	0	0	-3	0	0	-1	0	-1	0	0	0	0	-1	-1	-1	-1	-1	-1	-1	
17500	17550	0	0	-3	0	0	-1	0	-1	0	0	0	0	-1	-1	-1	-1	-1	-1	-1	
17550	17600	0	0	-3	0	0	-1	0	-1	0	0	0	0	-1	-1	-1	-1	-1	-1	-1	
17600	17650	0	0	-3	0	0	-1	0	-1	0	0	0	0	-1	-1	-1	-1	-1	-1	-1	
17650	17700	0	0	-3	0	0	-1	0	-1	0	0	0	0	-1	-1	-1	-1	-1	-1	-1	
17700	17750	0	0	-3	0	0	-1	0	-1	0	0	0	0	-1	-1	-1	-1	-1	-1	-1	
17750	17800	0	-1	-3	0	0	0	0	0	0	0	0	0	-1	-1	-1	-1	-1	-1	-1	
17800	17850	0	-1	-3	0	0	0	0	0	0	0	0	0	-1	-1	-1	-1	-1	-1	-1	
17850	17900	0	-1	-3	0	0	0	0	0	0	0	0	0	-1	-1	-1	-1	-1	-1	-1	
17900	17950	0	-1	-3	0	0	0	0	0	0	0	0	0	-1	-1	-1	-1	-1	-1	-1	
17950	18000	0	-1	-3	0	0	0	0	0	0	0	0	0	-1	-1	-1	-1	-1	-1	-1	
18000	18050	0	0	-3	0	0	0	0	0	0	0	0	0	-1	-1	-1	-1	-1	-1	-1	
18050	18100	0	0	-3	0	0	0	0	0	0	0	0	0	-1	-1	-1	-1	-1	-1	-1	
18100	18150	0	-1	-3	0	0	0	0	0	0	0	0	0	-1	-1	-1	-1	-1	-1	-1	
18150	18200	0	-1	-3	0	0	0	0	0	0	0	0	0	-1	-1	-1	-1	-1	-1	-1	
18200	18250	0	-1	-3	0	0	0	0	0	0	0	0	0	-1	-1	-1	-1	-1	-1	-1	
18250	18300	0	-1	-3	0	0	0	0	0	0	0	0	0	-1	-1	-1	-1	-1	-1	-1	
18300	18350	0	-1	-3	0	0	0	0	0	0	0	0	0	-1	-1	-1	-1	-1	-1	-1	
18350	18400	0	0	-3	0	0	0	0	0	0	0	0	0	-1	-1	-1	-1	-1	-1	-1	
18400	18450	0	-1	-3	0	0	0	0	0	0	0	0	0	-1	-1	-1	-1	-1	-1	-1	
18450	18500	0	-1	-3	0	0	0	0	0	0	0	0	0	-1	-1	-1	-1	-1	-1	-1	
18500	18550	0	-1	-3	0	0	0	0	0	0	0	0	0	-1	-1	-1	-1	-1	-1	-1	
18550	18600	0	-1	-3	0	0	0	0	0	0	0	0	0	-1	-1	-1	-1	-1	-1	-1	
18600	18650	0	-1	-3	0	0	0	0	0	0	0	0	0	-1	-1	-1	-1	-1	-1	-1	
18650	18700	0	-1	-3	0	0	0	0	0	0	0	0	0	-1	-1	-1	-1	-1	-1	-1	
18700	18750	0	0	-3	0	0	0	0	0	0	0	0	0	-1	-1	-1	-1	-1	-1	-1	
18750	18800	0	-1	-3	0	0	0	0	0	0	0	0	0	-1	-1	-1	-1	-1	-1	-1	
18800	18850	0	-1	-3	0	0	0	0	0	0	0	0	0	-1	-1	-1	-1	-1	-1	-1	
18850	18900	0	-1	-3	0	0	0	0	0	0	0	0	0	-1	-1	-1	-1	-1	-1	-1	
18900	18950	0	0	-3	0	0	-1	0	0	0	0	0	0	-1	-1	-1	-1	-1	-1	-1	
18950	19000	0	0	-3	0	0	-1	0	0	0	0	0	0	-1	-1	-1	-1	-1	-1	-1	
19000	19050	0	0	-3	0	0	-1	0	0	0	0	0	0	-1	-1	-1	-1	-1	-1	-1	
19050	19100	0	0	-3	0	0	-1	0	0	0	0	0	0	-1	-1	-1	-1	-1	-1	-1	
19100	19150	0	0	-3	0	0	0	0	0	0	0	0	0	-1	-1	-1	-1	-1	-1	-1	
19150	19200	0	-1	-3	0	0	0	0	0	0	0	0	0	-1	-1	-1	-1	-1	-1	-1	
19200	19250	0	0	-3	0	0	0	0	0	0	0	0	0	-1	-1	-1	-1	-1	-1	-1	
19250	19300	0	0	-3	0	0	0	0	0	0	0	0	0	-1	-1	-1	-1	-1	-1	-1	
19300	19350	0	-1	-3	0	0	0	0	0	0	0	0	0	-1	-1	-1	-1	-1	-1	-1	
19350	19400	0	-1	-3	0	0	0	0	0	0	0	0	0	-1	-1	-1	-1	-1	-1	-1	
19400	19450	0	-1	-3	0																

0	Neutral	Criteria
-1	Slight Adverse	
-2	Moderately Adverse	
-3	Major Adverse	

Rules
Total Score
 = Structures Score + Flooding Score (Average of L, M and N) + Utilities score + Constructability Score (Minimum value)

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

Change	Start Change	End Change	Score										Comments									
			Adjusted		Temp disruption	Construction access	Utilities	Attenuation requirement	Watercourse Crossings	Flood Plain	Structures	Geotechnics		Earthworks	Hilliness	Bendiness	Level Difference	Alignment Length				
			Total																			
	0	50	-2	0	-3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	Alignment length scoring skewed by one short alignment out of 4. Bendiness dictated by high impact areas - 1020m curves could be increased. Disruption assumed due to close proximity to existing A96. Construction access score could be revised downwards.
	50	100	-2	-1	-3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	Alignment length scoring skewed by one short alignment out of 4. Bendiness dictated by high impact areas - 1020m curves could be increased. Disruption assumed due to close proximity to existing A96. Construction access score could be revised downwards.
	100	150	-2	-1	-3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	Alignment length scoring skewed by one short alignment out of 4. Bendiness dictated by high impact areas - 1020m curves could be increased. Disruption assumed due to close proximity to existing A96. Construction access score could be revised downwards. SSE Pytons within 100m & 275kV crossing. Viaduct with span +60m due to railway, river, roads & floodplains. Embankments +50m on compressible soils. Embankments +50m on underidentified material. Level difference due to slopes of existing topography.
	150	200	-2	-1	-3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	Alignment length scoring skewed by one short alignment out of 4. Bendiness dictated by high impact areas - 1020m curves could be increased. Disruption assumed due to close proximity to existing A96. Construction access score could be revised downwards. SSE Pytons within 100m & 275kV crossing. Viaduct with span +60m due to railway, river, roads & floodplains. Embankments +50m on compressible soils. Embankments +50m on underidentified material. Level difference due to slopes of existing topography.
	200	250	-2	-1	-3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	Alignment length scoring skewed by one short alignment out of 4. Bendiness dictated by high impact areas - 1020m curves could be increased. Disruption assumed due to close proximity to existing A96. Construction access score could be revised downwards. SSE Pytons within 100m & 275kV crossing. Viaduct with span +60m due to railway, river, roads & floodplains. Embankments +50m on compressible soils. Embankments +50m on underidentified material. Level difference due to slopes of existing topography.
	250	300	-2	-1	-3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	Alignment length scoring skewed by one short alignment out of 4. Bendiness dictated by high impact areas - 1020m curves could be increased. Disruption assumed due to close proximity to existing A96. Construction access score could be revised downwards. SSE Pytons within 100m & 275kV crossing. Viaduct with span +60m due to railway, river, roads & floodplains. Embankments +50m on compressible soils. Embankments +50m on underidentified material. Level difference due to slopes of existing topography.
	300	350	-2	-2	-3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	Alignment length scoring skewed by one short alignment out of 4. Bendiness dictated by high impact areas - 1020m curves could be increased. Disruption assumed due to close proximity to existing A96. Construction access score could be revised downwards. SSE Pytons within 100m & 275kV crossing. Viaduct with span +60m due to railway, river, roads & floodplains. Embankments +50m on compressible soils. Embankments +50m on underidentified material. Level difference due to slopes of existing topography.
	350	400	-2	-2	-3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	Alignment length scoring skewed by one short alignment out of 4. Bendiness dictated by high impact areas - 1020m curves could be increased. Disruption assumed due to close proximity to existing A96. Construction access score could be revised downwards. SSE Pytons within 100m & 275kV crossing. Viaduct with span +60m due to railway, river, roads & floodplains. Embankments +50m on compressible soils. Embankments +50m on underidentified material. Level difference due to slopes of existing topography.
	400	450	-2	-2	-3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	Alignment length scoring skewed by one short alignment out of 4. Bendiness dictated by high impact areas - 1020m curves could be increased. Disruption assumed due to close proximity to existing A96. Construction access score could be revised downwards. SSE Pytons within 100m & 275kV crossing. Viaduct with span +60m due to railway, river, roads & floodplains. Embankments +50m on compressible soils. Embankments +50m on underidentified material. Level difference due to slopes of existing topography.
	450	500	-2	-2	-3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	Alignment length scoring skewed by one short alignment out of 4. Bendiness dictated by high impact areas - 1020m curves could be increased. Disruption assumed due to close proximity to existing A96. Construction access score could be revised downwards. SSE Pytons within 100m & 275kV crossing. Viaduct with span +60m due to railway, river, roads & floodplains. Embankments +50m on compressible soils. Embankments +50m on underidentified material. Level difference due to slopes of existing topography.
	500	550	-2	-3	-3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	Alignment length scoring skewed by one short alignment out of 4. Bendiness dictated by high impact areas - 1020m curves could be increased. Disruption assumed due to close proximity to existing A96. Construction access score could be revised downwards. SSE Pytons within 100m & 275kV crossing. Viaduct with span +60m due to railway, river, roads & floodplains. Embankments +50m on compressible soils. Embankments +50m on underidentified material. Level difference due to slopes of existing topography.
	550	600	-2	-3	-3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	Alignment length scoring skewed by one short alignment out of 4. Bendiness dictated by high impact areas - 1020m curves could be increased. Disruption assumed due to close proximity to existing A96. Construction access score could be revised downwards. SSE Pytons within 100m & 275kV crossing. Viaduct with span +60m due to railway, river, roads & floodplains. Embankments +50m on compressible soils. Embankments +50m on underidentified material. Level difference due to slopes of existing topography.
	600	650	-2	-3	-3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	Alignment length scoring skewed by one short alignment out of 4. Bendiness dictated by high impact areas - 1020m curves could be increased. Disruption assumed due to close proximity to existing A96. Construction access score could be revised downwards. SSE Pytons within 100m & 275kV crossing. Viaduct with span +60m due to railway, river, roads & floodplains. Embankments +50m on compressible soils. Embankments +50m on underidentified material. Level difference due to slopes of existing topography.
	650	700	-2	-3	-3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	Alignment length scoring skewed by one short alignment out of 4. Bendiness dictated by high impact areas - 1020m curves could be increased. Disruption assumed due to close proximity to existing A96. Construction access score could be revised downwards. SSE Pytons within 100m & 275kV crossing. Viaduct with span +60m due to railway, river, roads & floodplains. Embankments +50m on compressible soils. Embankments +50m on underidentified material. Level difference due to slopes of existing topography.
	700	750	-2	-3	-3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	Alignment length scoring skewed by one short alignment out of 4. Bendiness dictated by high impact areas - 1020m curves could be increased. Disruption assumed due to close proximity to existing A96. Construction access score could be revised downwards. SSE Pytons within 100m & 275kV crossing. Viaduct with span +60m due to railway, river, roads & floodplains. Embankments +50m on compressible soils. Embankments +50m on underidentified material. Level difference due to slopes of existing topography.

