



**TRANSPORT  
SCOTLAND**  
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**A96**  
**DUALLING**  
EAST OF HUNTLY TO ABERDEEN

# **A96 Dualling**

East of Huntly to Aberdeen scheme

**Cyan/Lime Pairing Assessment**

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# A96 Dualling East of Huntly to Aberdeen

## Cyan/Lime Pairing Assessment

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**Prepared for:**  
Transport Scotland  
Buchanan House  
58 Port Dundas Road  
Glasgow  
G4 0HF

**Prepared by:**  
AmeyArup JV  
Precision House  
McNeill Drive  
Eurocentral  
Motherwell  
ML1 4UR

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# 1 Pairing assessment

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## 1.1 Introduction

This document provides details of the assessments undertaken on the A96 Dualling East of Huntly to Aberdeen scheme where two route options have common start and end points and perform the same function. The assessment is used to deselect poorer performing route options, allowing development of the remaining options to progress through to full DMRB Stage 2 assessment, which will ultimately identify the preferred route option for the scheme.

## 1.2 Identification of route options for pairing

The location of the Cyan and Lime Pairing Assessment is shown on Figure 1 and the route options shown on Figure 2. Both route options start from a common point at West Adamston. The Cyan route option generally follows the existing A96 corridor. The Lime route option generally follows an offline route to the north of the existing A96. Both route options converge on the existing A96 corridor on the western approach to the Hill of Skares.

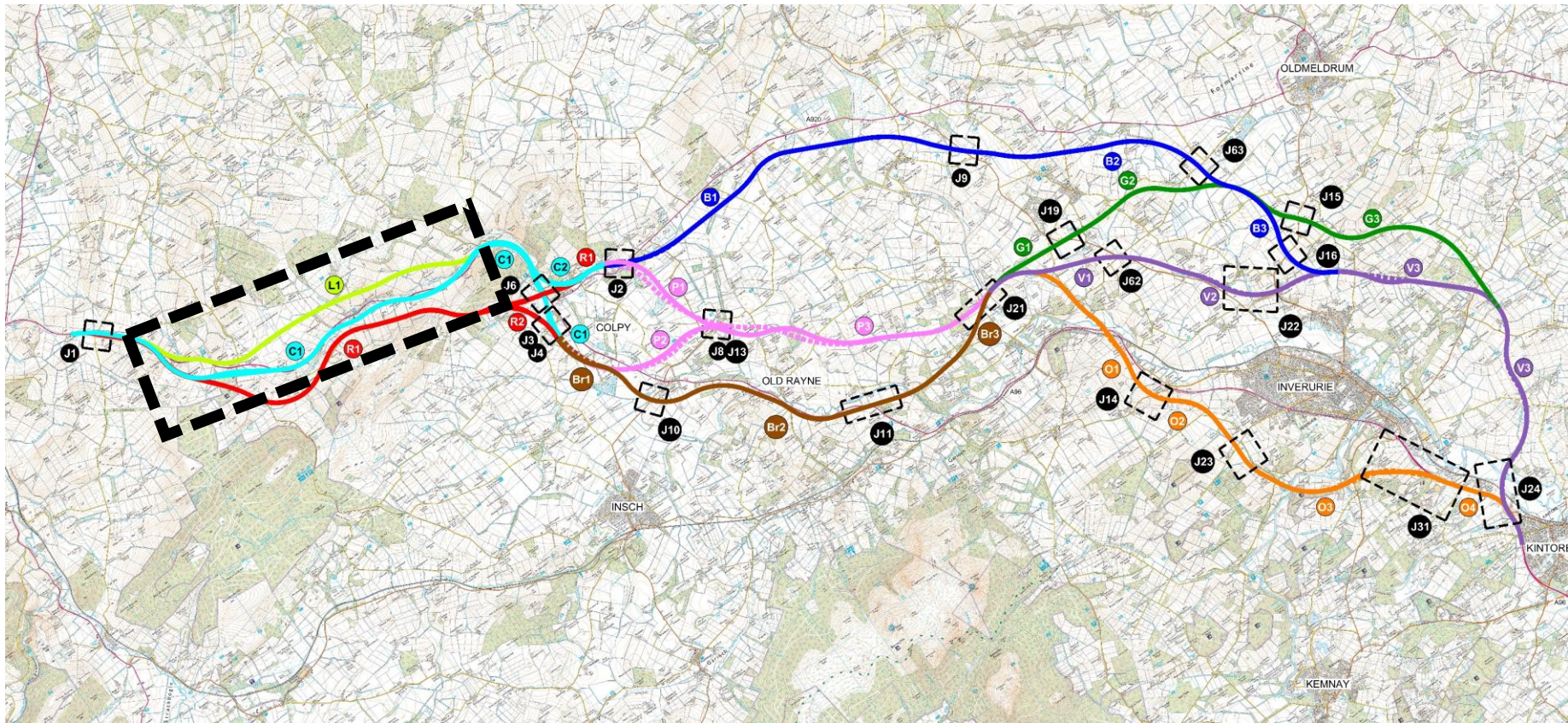


Figure 1 – Location of route options for pairing assessment

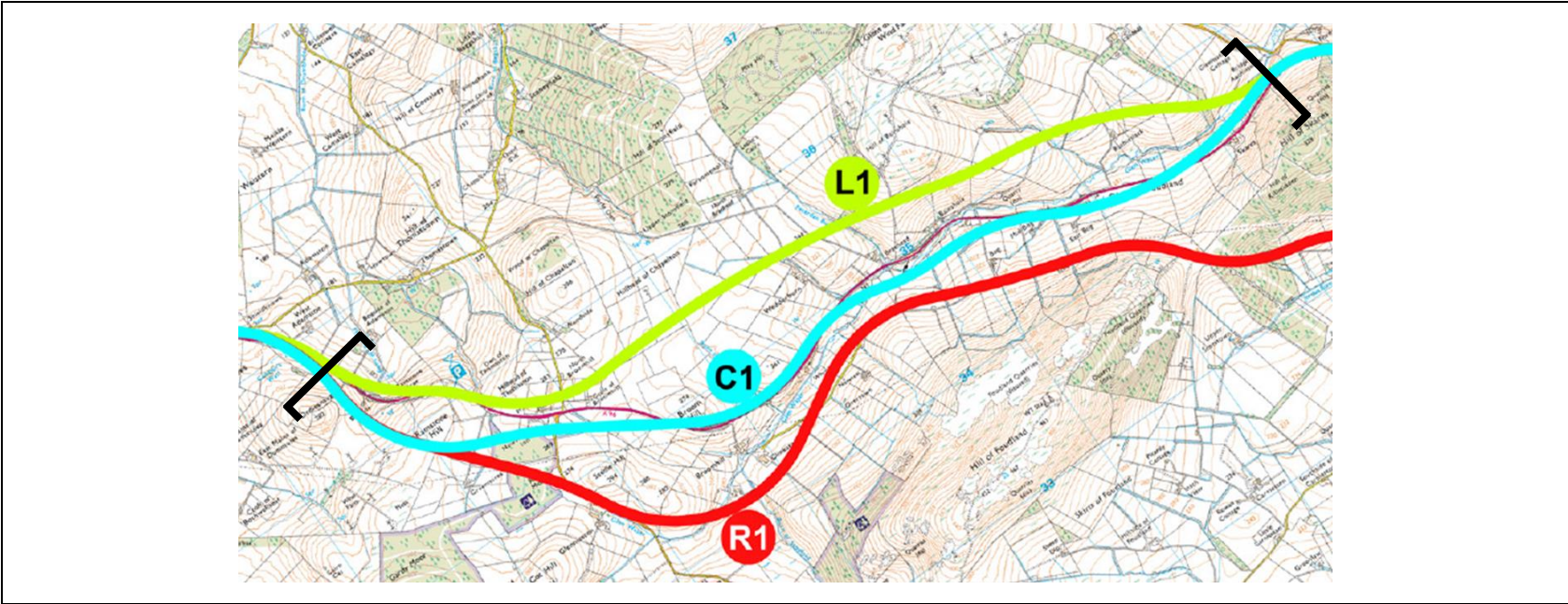


Figure 2 – Cyan vs Lime route options

## 3 Pairing assessment Cyan vs Lime route options

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This assessment considers the following route options shown in Figure 2 above:

- Cyan route option – section C1
- Lime route option – section L1.

### 3.1 Cyan route option description

#### A96 Dual Carriageway

The Cyan route option is made up of one section, C1 and diverges from the Lime route option at West Adamston. Between this point and Broomhill, the route option is south of the existing A96, running broadly parallel to overhead electricity transmission lines. From Broomhill, the Cyan route option follows the existing A96 corridor until a point north of the Hill of Skares where it then joins the Lime route option to Colpy. The route option length is approximately 9.8km.

The route option will require some realignment of the existing A96 in three locations to enable the provision of new structures to maintain connectivity of the local road network.

#### Junctions

There are no junctions on this section.

### 3.2 Lime route option description

#### A96 Dual Carriageway

The Lime route option is made up of one section, L1 and generally follows a route north of the existing A96 and the Glen Water. The Lime route option diverges from the Cyan route option at West Adamston, staying near the A96 until North Broomhill. From here, the route option traverses the southern slope of the Hill of Bainshole. The route option returns to a similar line to the existing A96 around the north and east side of the Hill of Skares. The Cyan and Lime route options converge around the Hill of Skares and follow the same route towards Colpy. The route option length is approximately 9.3km.

#### Junctions

There are no junctions on this section.

## 4 Pairing assessment conclusion

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The full pairing assessment for Cyan (C1) against Lime (L1) route options is included in Appendix A.

The engineering appraisal found that the Cyan route option performed better than the Lime route option. Both route options performed similarly for Geometric Standards and Utilities and the Lime route option performed better for Drainage and Hydrology. However, the Cyan route option performed better for Geotechnics/Earthworks, Structures, Residual Hazards and Cost.

The environmental appraisal did not identify a preference between the route options. The Cyan route option performed better with regard to Landscape and Visual and Ecology, while the Lime route option performed better in relation to air quality, noise and water environment. Both route options performed similarly in relation to Cultural Heritage, People and Community, Geology and Soils and Plans and Policies.

The traffic and economics appraisal found that Cyan route option performed better than the Lime route option. Both routes offer the same level of benefit in journey time savings, vehicle operating costs and routing behaviour. The Cyan route option however, has lower construction cost and therefore offers better value for money.

The overall pairing assessment concluded that the Cyan route option is better performing and should be progressed while the Lime route option should be removed from further consideration. This is based on Engineering and Traffic/Economics preferring the Cyan route option and Environment having no preference.



## Appendix A

### Pairing assessments

## Appendix B

### Engineering plans

## Appendix C

### Environmental plans



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