2 THE PROPOSED SCHEME

2.1 Introduction

This chapter provides a description of the proposed Scheme, including information on the project background, the Scheme alternatives and the layout of the proposed Scheme.

2.2 Option Development History and Preferred Scheme Selection

There have been numerous options considered for the A96 Inveramsay Bridge Improvement Scheme throughout the stages of the DMRB Assessment. The following sections summarise the option development process and outline the decision behind preferred Scheme selection.

2.3 Consideration of Alternatives and Options Development

2.3.1 *DMRB Stage 1 and STPR*

It is considered that the DMRB Stage 1 Assessment for this Scheme was carried out as part of the Strategic Transport Projects Review (STPR). The STPR was undertaken using an objective led, evidence based approach to appraise potential means of addressing strategic transport issues in Scotland. This approach is compatible with Scottish Transport Appraisal Guidance (STAG) methodology and when the Final Report was published on 02 November 2009, Project 22 identified the need for an intervention to include "a new Inveramsay Bridge." The STPR had considered the findings of the earlier studies undertaken by Transport Scotland and BEAR.

2.3.2 *DMRB Stage 2*

Inception Stage

At the Inception Stage of the Stage 2 Assessment in April 2011 some initial options were developed to present at an Inception Workshop. These initial options were based on options already investigated by BEAR Scotland in 2008 and Network Rail in their October 2010 GRIP 2 Engineering Study. They included mainly online options which replaced the existing Inveramsay Bridge and therefore enabled the removal of the traffic signals and some limited improvements to road geometry. However, URS also decided to incorporate some additional offline options which are described below. The workshop enabled some initial option sifting and established the objectives for the project going forward.

Following the Inception Workshop, five options were taken forward for further development. These included a tunnel option, a road under rail option and three road over rail options. Following on from this, it was decided that the tunnel option, which passed through Pitcaple Wood and into the grounds of Pitcaple Castle, should be dropped. This was due to the environmental impact this option would have caused since it passed through ancient woodland and also through the listed castle walls. The resulting four options were then investigated in more detail and various alterations were made to the alignments. The four Stage 2 Assessment Options are shown in Figure 2.1 – Stage 2 Scheme Assessment Options.

A96 Dualling Consideration

A dual carriageway was also considered at the initial stages but it was found that it is not possible to incorporate a dual carriageway into the existing trunk road alignment in the vicinity of Inveramsay Bridge due to site constraints. It was also estimated that the cost of such a Scheme would be in the region of £60m and therefore was not investigated further as part of the A96 Inveramsay Bridge Scheme.

Stage 2 Options

Numerous issues were taken into account during the Stage 2 options development, including all of the objectives identified during the inception stage but the following factors were considered the most significant for this improvement Scheme:

- Road geometry/standards achieved;
- Affected properties and land;
- Local accesses; and
- Constructability/disruption during construction.

Each of these factors are discussed in more detail in the Stage 3 Scheme Assessment Report, Engineering, Traffic and Economic Assessment which accompanies this ES.

The resulting final options were presented to the public at an exhibition at the end of October 2011:

- Option A - Road under Rail (with at-grade accesses);
- Option B - Road over Rail (with at-grade access and accommodation underpass);
- Option C - Road over Rail, River Route (with accommodation underpass); and
- Option D - Road over Rail, Extended River Route (with at-grade accesses).

Two further sub options were also created as a result of further investigation into the local accesses that are affected by the Scheme:

- Option A(i): Road Under Rail (With Accommodation Overbridge); and
- Option D(i): Road Over Rail, Extended River Route (With Accommodation Underpass)

A public exhibition was held in Inverurie on 27 and 28 October 2011 and afforded the public an opportunity to consider the options and discuss any issues they may have with representatives from Transport Scotland and URS. The main issues of concern included the urgency of the project, the dualling of the A96, road safety issues and the disruption during construction.

2.4 Preferred Option Selection

A preferred option was selected following the Stage 2 Assessment and the public exhibition. Various assessments on all six options were carried out including engineering, environmental, traffic and economic assessments and then considering all the options against the Scheme specific objectives, Options C and D(i) achieved broadly similar scores. However, when the lower construction cost of Option C was taken into account, it was considered that Option C provided the best value for money. Hence, Option C was announced as the preferred option in Spring 2012 and following on this, the preferred option was taken forward to DMRB Stage 3 Assessment.

2.5 Preferred Scheme Development

Following selection of the preferred option further work was carried out and the design was developed in more detail to achieve a satisfactory preferred Scheme. This involved some further design development and consultation including:

- More detailed topographical survey of the Scheme extents;
- A detailed Ground Investigation of the site;

- Design review of the mainline and junction road geometry;
- Departures applications – liaison with TS Standards;
- Further direct access rationalisation – liaison with TS and landowners;
- Accommodation works design – liaison with landowners;
- Drainage Design – existing drainage survey, liaison with SEPA;
- Environmental mitigation consultation with SEPA, SNH and Aberdeenshire Council;
- Interface with engineering design team;
- Detrunking and side roads issues - Consultation with Aberdeenshire Council; and
- General consultation with other interested parties including the emergency services and local transport companies

2.5.1 *Scheme Description*

The Scheme layout is shown on Figure 2.2- Scheme Design. The Scheme consists of 1.45km of new single carriageway and a new crossing over the Inverness to Aberdeen Railway. The Scheme has mainly offline construction bypassing the existing road where the existing Inveramsay Rail Bridge is located which enables the removal of the existing traffic signals. The following sections describe the main elements of the scheme in more detail.

2.5.2 *Mainline Alignment*

The mainline chainage runs from west to east and commences on the existing A96 approx 300m west of the existing Inveramsay Rail Bridge where it is mainly at grade for the first 160m. It then moves offline to the north across the disused railway line on the farmland between the railway and the River Urie. At this point the horizontal curvature uses desirable minimum radii of 1020m and then tightens into 720 m around chainage 500m. Subsequently, the alignment moves further north towards the river and passes through 3 areas of ancient woodland. It then turns southwards on a 360m radius, passes through another area of ancient woodland, before crossing the railway on a skew. The new road then runs parallel with the existing road for 200m before tying into the existing road just south of the junction with the U81C unclassified road.

In terms of level, the new road is obviously at grade at the tie in points and the remainder of the offline section is mainly on embankment through the farmland between the railway and the River Urie. The maximum height of the road embankment is 10.6m on the southbound approach to the new railway overbridge. Cross- sections showing the Scheme design are provided within Chapter 5 Landscape, Figure 5.4.2 – Indicative Landscape Cross Sections (at 15 years).

The proposed new carriageway shall have a standard cross section for a rural single carriageway. This is a 7.3m carriageway with 1m hardstrips and a minimum of 2.5m verges.

2.5.3 *Minor Junctions and Side Roads*

The junction for the unclassified road U81C at the east end leading to Harlaw will be affected by the preferred scheme in that it will require some minor regarding and resurfacing over the bellmouth area.

In addition, there is new junction proposed at the west end of the scheme adjacent to the existing Inveramsay Bridge. This is a staggered ‘T’ ghost island priority junction enabling access to the de-trunked A96 road on the south side and field access on the north side. The right/left stagger means that any vehicles (which are likely to be farm vehicles) undertaking the stagger manoeuvre will not have to wait in the centre of the major carriageway.

The de-trunked A96 will remain as a single carriageway but will become an unclassified local road for access only since it will become a 'cul-de-sac' and a turning head will be provided at the east end. The de-trunked road will be used by local traffic and as a shared facility meaning designated footways/cycleways will not be required.

2.5.4 *Direct Accesses*

The existing A96 has 15 direct accesses over the extent of this study, serving a mixture of agricultural, forestry and residential activities. The aim is to rationalise access to the trunk road so far as is reasonably practical. Since the new section of road is offline, it will be realigned away from the majority of the properties that currently have direct access. Under the proposed scheme these access points will be off the de-trunked A96 for the most part and therefore removed from the trunk road.

One field access will remain which will be part of the Staggered 'T' ghost island junction described under Section 2.5.3. The remaining accesses will be stopped up. This field access will be gated and will have sufficient space for agricultural vehicles between the gate and the trunk road.

There will be further access tracks that do not require direct access to the trunk road required as part of the scheme, including farm tracks on either side of the road for the Milton of Inveramsay Farm linked via an underpass. Another access that will be required is for the old sidings located between the north side of the railway and the new road. This access will be located, as existing, on the north side of the existing bridge. However this will be on the de-trunked section of the A96 and will be set back 25m from the main junction give way line.

Pitcaple Wood is located to the south of the railway between the existing Inveramsay Bridge and Pitcaple. This is owned and operated by the Forestry Commission Scotland. Under the proposed scheme A96 access to Pitcaple Wood will be from the de-trunked A96 via junction at the existing bridge. Consultation has been undertaken with the Forestry Commission regarding their access requirements and they will require access to the wood with large machinery every five years for a four month period for felling purposes. The large machinery will be transported on a low-loader and, due to the height restriction at the bridge, will need to be loaded/unloaded on the north side of the bridge at the beginning of the four month period and then loaded again at the end of this period. Operations within the wood, including the transporting of timber away from the site will be carried out thorough out this time. It has been agreed with the Forestry Commission that the loading and unloading operation could take place in the junction bellmouth area and the access into the old railway sidings. Since it will be such an infrequent occurrence, this should not cause any major safety issues and signage can be put in place on the trunk road to warn drivers of any potential turning movements at the junction.

Table 2.1 shows the existing accesses and what is proposed at each location under the Preferred Scheme.

Table 2.1 – Existing and Proposed Access Arrangements

Existing situation	Preferred scheme proposal
Access to Pitcaple Lodge off southbound carriageway.	Unaffected.
Field access/ access to sidings off southbound carriageway opposite the existing A96 Inveramsay Bridge.	New at-grade staggered access.

Existing situation	Preferred scheme proposal
Farm access at Govals Farm/Pitcaple Wood just south of the Existing A96 Inveramsay Bridge.	As existing but via de-trunked A96. Loading area for Forestry Commission proposed at junction and at access to old sidings.
Access to Rowan Cottage off northbound carriageway.	As existing but via de-trunked A96.
Access to 1-4 Station Cottages off northbound carriageway.	As existing but via de-trunked A96.
Access to Dunmuir Cottage off northbound carriageway.	As existing but via de-trunked A96.
Field access off northbound carriageway adjacent to Dunmuir Cottage.	As existing but via de-trunked A96.
Access to Dier Cottage off northbound carriageway.	As existing but via de-trunked A96.
Access to Dockendale Cottage off northbound carriageway.	As existing but via de-trunked A96.
Field access off northbound carriageway opposite Milton of Inveramsay. Gate only, no junction bellmouth or drop kerbs. Access required by Milton of Inveramsay Farm.	Closed - access via de-trunked A96 and accommodation underpass to Milton of Inveramsay Farm.
Access to Milton of Inveramsay Farm on Southbound carriageway, north of Uryview and the junction with U81C road to Harlaw.	Closed - access via de-trunked A96 and accommodation underpass to Milton of Inveramsay Farm.
Field access/ Utility maintenance access off northbound carriageway opposite U81C Harlaw Road.	Closed – access via de-trunked A96 and new accommodation track linking to existing track
Access to Mill House off southbound carriageway.	Unaffected.

2.6 Construction Information

2.6.1 *Amount and Nature of Landtake*

The overall scheme requires the purchase of land to allow its construction, future operation and maintenance. Some of the land that is necessary is already in the ownership of Scottish Ministers. The total landtake necessary for the scheme is approximately 7.4 ha. Approximately 0.6 ha is already in the ownership of Scottish Ministers. Additional land totalling 1.45 ha will need to be acquired for flood risk compensation (0.8 ha) and compensatory planting (0.65 ha), part of which it is hoped to return to existing landowners following completion.

2.6.2 *Road Drainage*

A description of the River Urie and its tributaries and water features is provided in Chapter 10 – Road Drainage and the Water Environment. The nature of the existing floodplain, flooding and drainage outfall locations is also described therein.

The overall drainage strategy has been developed in accordance with DMRB and SUDS design guidance, Planning Advice Note (PAN) 61 advice on good practice and other relevant information. The primary function of the road drainage is to drain the carriageway and

associated road construction. The main objective is to treat and control runoff as near to the source as possible, thus protecting downstream habitats.

Solutions developed thus reduce flood risk and protect the downstream watercourses from point source, diffuse and accidental contamination.

The SUDS proposals for the new road use source control methods such as filter drains and swales. The site controls such as extended detention basins with wet pool for attenuation and treatment of surface runoff prior to discharge to the existing watercourses are an integral part of the drainage design. In accordance with DMRB the attenuation basins will be designed to cater for 1 in 100 year flood event. Preliminary designs have assumed that peak discharge rates will be limited to the 1 in 10 year 'greenfield' runoff, from consultation with Aberdeenshire Council.

2.6.3 *Construction Programme*

The construction period is expected to be 12 months. The aim of the construction sequence will be to minimise disruption to the existing environment and avoid unnecessary delay and disruption to existing road users. This will be achievable since the majority of construction will take place offline of the existing A96.Scheme Opening Date is assessed as summer 2016.

2.6.4 *Maintenance*

In terms of maintenance, the existing A96 Inveramsay Rail Bridge will remain open for local access. Transport Scotland will be responsible for the maintenance of the new overbridge. Network Rail shall be responsible for the maintenance of the existing A96 Inveramsay Rail Bridge.

The proposed road is single carriageway and therefore any maintenance to the road pavement will require one way working which cannot be avoided. The S2 road cross section includes 1m hardstrips which will make for easier maintenance of verges and 'over the edge' filter drains. The proposed main carriageway will also require substantial lengths of road restraint systems which will have to be repaired and maintained. A maintenance strip will be provided at the toe of the earthworks slopes to enable access to the slopes for planting, grass cutting and general maintenance.

Vehicle access for maintenance of the SUDS basin at approximate chainage 500m is remote from the main carriageway via the de-trunked A96 between the staggered T junction and the existing bridge therefore removing any potential conflicts on the trunk road. The access for the SUDS basin at approximate chainage 1400m is also remote from the trunk road and access can be made from the U81C Harlaw Raod.

The existing section of the A96 Trunk Road between the existing Inveramsay Bridge and Dockendale Cottage will be de-trunked after the opening of the Scheme. As part of the de-trunking this section of road will be passed to Aberdeenshire Council who will be responsible for the future maintenance of this road, however Transport Scotland will ensure that the road is to an acceptable standard prior to passing it to Aberdeenshire Council.

2.6.5 *Earthworks*

Engineering slopes have been assessed to be 1V:2.5H in cuttings and embankments, however some slope steepening may be required. The soils encountered and their suitability for classification as engineering fill have been based on the ground investigations undertaken during the Scheme preparation.

The approximate bulk earthworks quantities for the complete Scheme are:

- Cut Material – 17,500m^3

- Fill Material – 118,000m^3

All material excavated from the cut sections will require to be classified according to Series 600 of the Manual of Contract Documents of Contract Documents for Highways Works (MCHW) Volume 1 (Earthworks) to determine suitability for re-use as fill material. The majority of the cut materials are expected to be granular deposits which are likely to be suitable for re-use.

The earthworks imbalance will require 108,000m^3 of imported fill and the Contractor will be required to source suitable imported fill classified in accordance with Series 600 of the MCHW Volume 1 (Earthworks) from local quarries or borrow pits prior to transporting to site for depositing.

2.6.6 ***Structures***

This Scheme requires the A96 to be realigned to cross over the railway at a skew of approximately 55 degrees. A new overbridge will be constructed around 750m to the south of the existing bridge. The span will be designed to accommodate the required track clearances, avoid disturbance of the track support zone and allow the abutments to be constructed using failsafe working practices.

A new accommodation underpass will be constructed beneath the realigned A96 between the existing bridge and Station Cottages. It will be provided for access to Milton of Inveramsay from the de-trunked section of the A96. It is likely to be a reinforced concrete box structure with internal dimensions 5.5m wide and a minimum of 5.1m high.

2.6.7 ***Property Demolished***

No properties will be demolished.

2.6.8 ***Hours of Working***

Hours of working and permitted noise levels/durations will be agreed in advance with the relevant Local Authority departments and stipulated as a requirement of the contract. Typical standard working hours are likely to be from 0800 to 1800 Monday to Friday. Night working and some weekend working will be required, particularly at locations adjacent to or over the railway but these will need to be programmed and agreed in advance in accordance with the requirements of the contract. “Rules of the Route” railway possessions where work can be accommodated adjacent to or over the railway whilst the trains are not running will be required.

2.6.9 ***Construction Site Access Routes***

Haul routes will wherever possible be restricted to land within the site. This will require the Contractor to identify and construct temporary route(s) within the site boundary to transport material from one location to the other.

Access points to the construction site from the road network will be stipulated within the contract and will be determined on the basis of safety, proximity to the site boundary and to minimise disruption.

2.6.10 ***Lighting***

No street lighting is proposed for the Scheme.

2.6.11 ***Fencing***

Temporary and permanent fencing will be required during the construction and operation of the Scheme to maintain public safety, define and limit working areas, prevent unauthorised access and to protect adjacent land.

2.6.12 ***Temporary Compounds and Storage Areas***

Contractor's compounds and material storage areas will be established at appropriate locations in the vicinity of construction activities. The precise locations have not yet been determined, and will be considered by the contractor at a later stage. However, the compounds will be sited appropriately, away from watercourses and locations identified as sensitive and/or vulnerable so that, after site restoration, there are no permanent environmental impacts.

The position of the contractor's main compound(s) will depend on many factors and cannot at this time be fixed with certainty.

Once the areas for the compounds are agreed, topsoil will be stripped and the area covered with sub-base or similar type material. The area may also be surfaced if appropriate. Portable cabins will be erected on site to accommodate offices and welfare facilities. Main compounds will require mains water connection, septic tanks which will be required for foul water drainage or foul connections as appropriate, and an electricity supply (which may be provided either by generator or by connection to mains supply). Connection of telephone lines will generally also be required.

The reinstatement of the compound area(s) will require the removal of temporary services, surfacing and sub-base and the area finished to the satisfaction of the landowner.

2.6.13 ***Traffic Management***

The Scheme will have a degree of disruption, but this disruption will be minimised as much as possible. As the majority of the Scheme is offline, this will result in less disruption overall to the local residents and the road users.

Traffic management will however be required during construction of the tie-ins to the existing A96 and may comprise temporary road diversion to avoid conflict with construction site traffic/activities, access and speed restrictions and traffic signalling.

Access to properties and land will be maintained throughout construction but some degree of disruption will be necessary when the accesses are being constructed.

A detailed traffic management plan for the Scheme will be developed by the Contractor, and agreed in advance in accordance with the requirements of the contract.

2.6.14 ***Pollution Prevention***

The Contractor will be required to comply at all times with the requirements of the contract specification with regard to prevention of pollution. Consultation has been undertaken with SEPA with respect to measures required to prevent pollution to watercourses, and to deal with accidental spillages and discharge points to watercourses. The specific measures to be utilised during construction works will be agreed between the Contractor and SEPA in advance of any works on site.

2.6.15 ***Landscaping***

A conceptual landscaping design has been developed for the preferred Scheme. The aim of the final planting Scheme will be to blend the road alignment into the surrounding landscape

as much as possible. Planting will be in keeping with existing natural vegetation patterns and types and native species (of local provenance and where practicable local origin) will generally be used. It is envisaged that sufficient topsoil will be available from site to accommodate required landscape contours using material from construction excavation.

2.7 Traffic Conditions

The existing A96 carries a mixture of trips including long distance HGV, commuters, tourist traffic and agricultural traffic.

2.7.1 *Traffic Surveys*

The latest traffic surveys were undertaken in March and April 2012.

Manual classified counts (MCCs) were undertaken at the following locations:

- Site 1 – A96 / Staggered Junction at Pitcaple;
- Site 2 – A96 (Inveramsay Bridge);
- Site 3 – A96 / Access to Harlaw;
- Site 4 – A96 / Unclassified Road;
- Site 5 – Chapel of Garioch Junction; and
- Site 6 – A96 / Unclassified Road.

Table 2.2 summarises the 2-way 12 hour traffic volumes from the MCCs.

Table 2.2 – Observed 2-way 12 hr traffic volumes

MCC Site	Traffic (N) of Jcn	Traffic (S) of Jcn	Traffic (E) of Jcn	Traffic (W) of Jcn
1	1,091	224	8,217	8,134
2	-	-	8,306	8,306
3	8,459	8,520	107	-
4	8,501	9,689	-	1,208
5	321	,	1,299	1,379
6	-	1,024	8,128	9,072

The following overall vehicle classification percentages (12 hour) were derived from the MCCs:

- Cars (77.4%);
- LGVs (13.4%);
- OGV1s (5.0%);
- OGV2s (3.4%); and
- PSVs (0.8%).

Two temporary automatic traffic counters (ATCs) were also installed east and west of the existing bridge during the survey period to define directional hourly and daily variations in traffic flows.

Comparison of the temporary ATC 12-hour 2-way flows recorded on the day of the MCC survey on Wednesday 28 March 2012 indicates that the ATC flows are within 1% of the MCC flows recorded at the neighbouring junctions.

In addition, Transport Scotland maintains a database of traffic flow information for the Scottish trunk road network through a series of permanent Automatic Traffic Counters (ATCs). This has been examined to identify variations in daily, seasonal and annual traffic flows along the route. Based on this information, an approximate 2011 AADT flow of 9,200 has been calculated.

Queue surveys were also carried out to determine the extent of the localised queuing resulting from the traffic signals on the short single lane shuttle-working section of the A96 at Inveramsay Bridge which can lead to significant localised queuing. Examination of the queue survey data indicates that the maximum queue length in the AM Peak is 400 metres eastbound (west of the bridge). In the PM Peak the maximum queue length is 320 metres westbound (east of the bridge). Implementation of the preferred Scheme will remove these queues and enable free flowing traffic.

One issue that was raised by local residents within the study area is the volume of traffic currently using the local side roads as “rat runs” to avoid the current queues at the Inveramsay Bridge. More specifically, it is known that traffic currently use the unclassified road that passes through the small village of Chapel of Garioch. A vehicle registration number survey was undertaken to define travel patterns along the Chapel of Garioch route and to assist in estimating the volume of traffic that could potentially reassign from this route back to the A96. Although the volume of vehicles using this Chapel of Garioch route are relatively small (between 200 and 300 vehicles in each direction), the assessments will consider the effects of a range of traffic reassignment from the Chapel of Garioch route to the A96, ranging from 48% to 95%.

2.7.2 *Accident History*

An analysis of recent trends in road traffic accidents was undertaken as part of this study to identify road sections and specific locations which have higher than average personal injury accident rates and/or severity ratios. To assist in assessing conditions on the A96 in the study area, information on all road traffic accidents on the A96 involving personal injury for the five-year period between 2007 and 2011 was obtained from Transport Scotland. This information indicates that there have been 4 serious and 23 slight accidents in the wider study area. Refer to Table 2.3 below for more details.

Table 2.3 – Number of accidents by severity (2007-2011)

Year	Fatal	Serious	Slight	Total
2007	0	2	2	4
2008	0	0	3	3
2009	0	1	13	14
2010	0	0	5	5
2011	0	1	0	1
Total	0	4	23	27
Total Percentage	**0%**	**15%**	**85%**	**100%**

To provide an indication of the accident severity, a severity ratio is calculated which expresses the number of fatal and serious accidents to the total number of personal injury accidents over a section of road. The current (2000 base) severity ratio as defined in DMRB Volume 15, for a

single carriageway (S2) roads with speeds of greater than 40mph is 0.245. The current (2000 base) national personal injury accident rates for link and junction accidents combined for a typical rural single carriageway is 0.381 PIAs/Mill Veh Km.

Based on the accident information, the 5-year accident characteristics for this section of the A96 within the vicinity of Inveramsay Bridge are as follows:

- Local accident rate – 0.234 PIAs/Mill Veh Km (based on the 2008 AADT of 9,350 vehicles and a length of 6.73 km); and
- Local accident severity ratio of 0.148.

The local accident rate and severity ratio are lower than the corresponding national values for a Single Carriageway with a speed limit of more than 40mph.

Key

Aberdeen to Inverness Rail Line

Option A

Option B

Option C

Option D

N

River Urie

River Urie

The Lodge

Inverness

To Inverness

Station Cottages

Existing Inveramsay Bridge

Govals Farm

Milton of Inveramsay Farm

Dier Cottage

Dockendale

Mill House

To Aberdeen

Aberdeen to Inverness Rail Line

A96 Inveramsay Bridge Improvement

Stage 2 Scheme Assessment Options

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Figure 2.1

Key

- Existing Woodland
- Proposed Woodland
- Proposed Semi-mature tree planting
- Proposed Flood Compensation Area
- Proposed Grass Seeded Area
- Proposed Wildflower Grass Mix
- Shared use pedestrian/cyclist route using existing road and new tracks
- Existing Railway Line
- Existing Road
- New Carriageway
- Hard-surface Verge
- Existing Grass Verge
- Existing Properties
- Existing watercourses
- Proposed drainage basin

Notes

1. All earthworks are shown at 1:2.5, although local slope steepening may be required.
2. Bridge layouts are indicative only.
3. All designs shown are subject to further development.

New gated field access (right/left stagger with ghost island)

Field Access

Drainage Basin

Flood Compensation Area 1

Existing A96

New bridge carrying road over railway

New accommodation underpass and access track for Milton of Inveramsay Farm

Flood Compensation Area 2

Aberdeen to Inverness Rail Line

Milton of Inveramsay

Milton Cottage

New footpath linking access track to A96 verge

Dier Cottage

Dockendale

Uryview

Existing minor road junction to be regraded

New turning head

Drainage Basin

De-trunk existing A96 to form local access road

Station Cottages

Existing accesses to be closed

New access track to replace stopped up access

Existing access to old railway sidings to be upgraded for field access and drainage basin maintenance access; and to provide allocated loading area for Forestry Commission Scotland

Existing access and car park for Pitcaple Wood

Existing Inveramsay Rail Bridge with 4.4m headroom restriction to remain open for local access

Existing access to telecommunications mast

New priority junction (right/left stagger with ghost island) to provide access to de-trunked A96

Existing access to Govals Farm

Pitcaple Wood

Govals

Mill House

To Inverness

To Aberdeen

River Urie

Scale: 1:5,000

A96 Inveramsay Bridge Improvement

Scheme Design

TRANSPORT SCOTLAND

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Figure 2.2