Appendix G

Post Workshop Corridor Option Assessment Matrix with Commentary

					To improve the exerction of the	AGG and later when connectivity through		Scheme Objectives	notorized and Nan Materized Heavy	brough	To provide opportunities to grow th	e regional economies on the corrido	To facilitate integration with Public	To avoid significant environ	mental impacts and, where this is not
Corridor Areas	Corridor Option	Reduced journey times	Improved journey time reliability	Increased overtaking opportunities;	To improve the operation of the improved efficiency of freight movements alo the transport corridor;	A96 and inter-urban connectivity through: Reduced conflicts between local traffic and strategic journeys	Improved network resilience	To improve safety for m Reduced accident rates and severity	notorised and Non-Motorised Users I Reduced driver stress	Reduced potential conflicts between Motorised and Non Motorised Users		ough:	To facilitate active travel in the corridor. Transport Facilities All options offer the potential to provide improved facilities by separating NMU and traffic routes, however active travel	possible, to minimise the communities and people in the corrie	the environmental effect on: lor; natural and cultural heritage assets.
Commentary applicable to all options	s										all options will offer an improvement to road access to local railway facilities and the wider	A96, all options, as part of a end to end dualle solution, will offer an improvement to road access to to regional and local facilities,	All core paths to be retained. I Impact on horse riding network to be determined. Bus stop provision on new alignment to be determined in	environmental impacts on communities and	cant did not consider a consideration of the consid
Corridor Area D- This area has been identified following feedback from the A86 East of thatly to Abendeen Meet the Team events held in November 2017. The area seeks to explore suitable offline corridors that links the East of thatly foultine Option B strategy with the client of Foudland to North-	eastwards bypassing the topographical constraints of Hill of Bainshole and Glens of Foudland Windfarm to the south before turning	Distance Existing A96 = 13.8km	Online journey planner shows relatively consistent journey times of 10mins through the day with slightly increased journey times in the PN peak in both directions (+2mins). The existing single carriageway between Huntly and Colpy potentially it	single carriageway with two sections of WS2+1. This section is 13.8km (A97 to A920 junctions) with 1.3km of WS2+1 provision in each direction	- Improved driving efficiency (consistent spee	Current junctions/conflict points between strategic and local traffic on existing A86 between Huntly and Colpy; 10 - A86/A870 Colpy junction - A86/A870 Colpy junction - A86/A870 Colpy junction - A86/A870 Colpy junction (Tjunction) - A86/A870 COLSY (SSS Hillhoad junction (staggered crossroads) - A86/A876/A870 Ley of Dornamie junction (staggered crossroads)	Operational - The proposed corridor option will provide a high qualidual carriageway which will be more resilient to incident or weather the existing road. ASS at Giens of Foudland also has a history of road closures due to drifting snow over the road as a result of lack of shelter.	The proposed corridor option will provide a high standard dual acarriageway where accidents are less likely to occur, and likely accident severity is reduced. Corridor Option D+01 has potential to offer a lower elevation and	Driver stress likely to be reduced through; - provision of consistent cross section minimising unsafe overtaking manouevres in comparison to existing routes - timpact of slow vehicles on other drivers			regional facilities and services for strategic	conjunction with Aberdeenshire Council and bus operators and links to these provided as appropriate. Offline options will reduce level of traffic on existing A96, potentially making this more attractive to cyclists and walkers, to existing core paths. It comparison with the existing A96, to	Refer to STAG Environmental Criteria	Refer to STAG Environmental Criteria
west of Inverurie Option D strategy. Corridor Options developed in this Corridor Area would also provide a connection to any future northern bypass of Huntly. The Corridor Area is bounded to the south and east by the Colline Option B Corridor Area and by the limits of the study area to the north and east.	to the Area D Corridor Options to the East of Colpy.	Dourney time Existing A96 JT = 10min Option JT = 8mins JT change = -2mins	poor journey time reliability for some journeys due to; - limited overtaking opportunities - slow moving vehicles - hilliness/bendiness - inclement weather	direction).	Allows overtaking of slower vehicles. Potential to reduce journey times and improjourney time reliability along the route.	- A66/AP Huntly East junction (T-junction) An offlire option through this corridor has potential to reduce the number of direct accesses to the trunk road and provide connection via local roads or new collector road to the nearest A66 access. Where junctions are provided, these are likely to be high standard with grade separation or left tin/left out functionality only.	considered in lieu of large open cuttings. 2. Alignment options within this corridor would likely be similar or slightly lower in elevation than the existing A96 between Huntly and	Provision of a new, high standard dual carriageway with rationalised and improved junction accesses also provides opportunity to reduce	negated -Reduction in number of junctions and direct accesses to the road resulting in a significant decrease in conflicting vehicle movements Removal of online queues and stationary traffic associated with junctions and accesses.		road network for local population, commerce and industry.		population centres. May be some potential to encourage cycling to Huntly and within local area through improved facilities. Dyce Park and Ride for onward journeys by bus to Aberdeen city centre.		
		Potentially slightly higher JT savings in PM peal of 4mins. Option may be longer in distance than existing A96 but has potential for higher travel speeds which allows improved journey time."	improved incident management alternative routes for agricultural vehicles which could significantly improve journey time reliability for trunk roar	d		It is possible that traffic using the A96 through this section would predominantly be strategic traffic and that local traffic would continue to use the exist A96. This may provide potential for a low number of junctions to be provided through this section. Classified roads within corridor option are; -C813.496 Leps of Dummules jet to A97 at Cruchie through Brideswell and Drumblade. -C873.496 Stares to 89001 at Drumblair -B982 from A2074 at Rothmakies DA475 such of Turniff	ng (colp., However there is potential for some very large cuttings and embankments particularly in the Woodbank, Beggishl and Broom hill areas which could potentially increase the likelihood of snow accumulations or exposure to higher winds. A Winter Service Plan, wh detailed miligation measures and management arrangements for monitoring and reacting to snowfall exists for the existing A66 through the Glens of Pouldand. It is likely a similar plan will be required for the Glens of Pouldand. It is likely a similar plan will be required for the Glens of Pouldand. It is likely a similar plan will be required for the Glens of Pouldand. It is likely a similar plan will be required for the Glens of Pouldand. It is likely a similar plan will be required for the Glens of Pouldand. It is likely a similar plan will be required for the Clens of Pouldand.	sich	Consistent cross section and high standard road geometry assists drivers during poor weather. dual carriageway allows consistent and predictable driving conditions						
	D+02 Corridor Option D+02 provides a link from Corridor Option D+01 to the Online Corridor B to the west of the Hill Of Tillymorgan via the gap between the topographical constraints of the Hill of Bashnole and Glens of Foudland Windfarm and the Hill of Tillymorgan.	East of Huntly to Skares Distance	Online journey planner shows consistent average journey times of 9mi through the day with no change during peaks. The existing single carriageway between Huntly and Colpy potentially h poor journey time reliability for some journeys due to;	single carriageway with two sections of WS2+1. This section is 13.8km (A97 to A920 junctions)	Higher standard, dual carriageway road allows - Increased driving speeds (speed limit increased to 60mph for HGVs in - Improved driving efficiency Allows overtaking of slower vehicles.	These rantes enserals have loss traffic flores and sense losal forms and noncerties. (current junction) conflict points between strategic and local traffic on existing AG6 between Huntly and Colpy; -AB6/AG70 Colpy junction -AB6/AG73 Coley junction -AB6/AG73 Coley junction -AB6/AG73 Coley junction (Tajacretion) -AB6/AG73 Coley junction (triaggered crossroads) -AB6/AG73/AG8 Leye of Drummule junction (staggered crossroads)	alternments within this consider contion. The proposed consider option will provide a high quality dual carriages which will be more resilient to incident or weather than the existing road. 1. Operation – This cornidor would be at a similar elevation to the ASS at Cleens of Foudland and therefore could be subjected to similar.	way This option offers an alternative to the existing A96 which demonstrates a history of accidents associated with poor alignment and poor weather conditions.	- provision of consistent cross section minimising unsafe overtaking manouevres in comparison to existing routes - Impact of slow vehicles on other drivers	between Motorised and Non-Motorised Users.	quicker and more reliable journey time access to Inverurie railway station for links within and outside the local region. Improved access by road to the wider strategic	regional facilities and services for strategic	Offline options will reduce level of traffic on existing A86, potentially making this more attractive to cyclists and walkers. No existing core paths. The area of the area o	Refer to STAG Environmental Criteria	Refer to STAG Environmental Criteria
		Journey time Existing A96 JT = 9min Option JT = 6mins JT change = -3mins	- limited overtaking opportunities - slow moving whiches - hilliness/bendiness - inclement weather A high standard dual carriageway will provide - full overtaking provision	direction). A new dual carriageway will provide consistent overtaking opportunity, providing major benefit to road users.	 Potential to reduce journey times and impre journey time reliability along the route. 	e— ABB/AST Muntily East junction (T-junction) Option D-102 is seen as a alternative tie-in at south-eastern end of Option Area D-, providing opportunity to connect with existing A66 at Skares. An offling option through this corridor has potential to reduce the number of direct accesses to the trunk road and provide connection via local roads or a new collector road to the nexers A66 access. Where junctions are to be provided, these are likely to be high standard with grade separation or leftin/fielt out functionally out.	shelter and elevation Maintenance requirements would therefore be eismilar to the current A69 at this location. 2. Winter - A Winter Service Plan, which detailed mitigation measures and management arrangements for monitoring and reacting to snowlk exists for the existing A65 through the Glens of Foudland. It is likely a	and therefore may address some concerns relating to poor weather conditions, however, by typing in to the existing route at Sizers junction, which is situated within the snow gate closure area, their remains a risk of some inclement weather impacts. All Provision of a new, high standard dual carriageway with rationalised and provides opportunity to reduce improved junction accesses also provides opportunity to reduce	negatedReduction in number of junctions and direct accesses to the road resulting in a significant decrease in conflicting vehicle movementsRemoval of online queues and stationary traffic associated with junctions and accessesConsistent cross section and high standard		road network for local population, commerce and industry.		Small population, spread out over large area with no real population centres. May be some potential to encourage cycling to truntly and within local area through improved facilities.		
		No additional JT saving expected during peak. Option potentially offers shorter distance and higher travel speeds than existing A96.	 Improved incident management which could significantly improve journey time reliability for trunk roar 	d			an impair with ore equipment of any impairs whithin the control option. It is likely that alignments developed in this route corridor will comy with best practice for climate change however consideration will need be given to the potential impact of high winds due to elevation and topography and also the presence of the Hill of Skares and Bainshole which is currently designated as an Area Requiring Special Attention (ARSA) due to water run off.	by accident rates and seventy.	- Considered to Section and inguistancial road geometry assists drivers during poor weather. - dual carriageway allows consistent and predictable driving conditions						
Corridor D Corridor Area D identifies the broad study area where suitable corridor options shall be identified to satisy the objective of Improvement	Colpy and continues in a south-easterly direction towards the	Distance	Online journey planner shows consistent average journey times of 10mins through the day with no change during peaks.	Inveramsay Bridge is S2 carriageway with no	Higher standard, dual carriageway road allows - Increased driving speeds (speed limit increased to 60mph for HGVs	Existing A96 local/strategic traffic conflict points for roads within option corridor extents - A96,1992 Kellockbank junction - A96,1905 Plannke junction	Operation - The corridor interfaces with the existing A96 and A920 at its northern end at Colip and at the southern end at Whiteford providing potential emergency access / geres points. Another access point could	at This corridor offers an alternative to the existing A96 between Coplying and Pitcaple.	Driver stress likely to be reduced through; - provision of consistent cross section minimising unsafe overtaking manouvers in	All options have the potential to reduce conflicts between Motorised and Non-Motorised Users.	Together with adjoining sections, facilitates quicker and more reliable journey time access to Inneverurie railway station for links within and	Option D01 provides more reliable to access to regional facilities and services for strategic travellers in comparison to the existing A96.	4 existing core paths linking Old Rayne to Urie Riverside and Whiteford to Durno. If actilitates quicker and more reliable journey time access to Huntly, Investurie and proposed Kinitore railway stations for onward journeys by	Refer to STAG Environmental Criteria	Refer to STAG Environmental Criteria
from the Glens of Foudland to north-west of Inverurie. This area is bounded to the south and east by the Online Option B Corridor Area	Online Option B) is feasible which satisfies one of the recommendation of the DMRB Stage 1 report of combining Option D with a direct tie-in to a potential northern offline bypass of inverurie. The corridor is bounded on the west and south by the Online Option B corridor area	Option=11.7km Journey time Existing A96 JT = 10mins	The existing single carriageway between Coloy and Inveramsay potentially has poor journey time reliability for some journeys due to; -limited overtaking opportunities -slow moving vehicles - hilliness/bendiness.		Improved driving efficiency. Allows overtaking of slower vehicles. Potential to reduce journey times and improjourney time reliability along the route.	- A66/9002 Oyne Fork junction (skew T-junction) - provides access to west of A66 - A66/C102C Mill of Carlier junction ("junction) - provide access to west of A66 we - A66/C112C/CISZ Pitcaple junction (staggered cossroads) - A66/junctions(Millson Intervansery ("junction) - owtwith DOI corridor option An offline option through this corridor has potential to reduce the number of direct accesses to the trunk road and provide connection via local roads or	be available from the existing A96 via Old Rayne. Maintenance requirements would be similar to the current A96 at this location. 2. Winter - Elevation is relatively consistent with the existing A96 so given there is no know issue with frequent snow closures over this a section, this should be marked as neutral.	In line with the over-arching scheme strategy, provision of a new, high standard dual carriageway with rationalised and improved junction accesses could provide opportunity to reduce accident rates and	comparison to existing routes - Impact of slow vehicles on other drivers negated -Reduction in number of junctions and direct accesses to the road resulting in a significant decrease in conflicting vehicle movements.		outside the local region. Improved access by road to the wider strategic road network for local population, commerce and industry.		Comprehensive local road network which may be attractive to toyclists due to low traffic volumes. The Odimendrum to Did Rayne (Circular (Aberdeenshire Council Route) uses local road network between AS6 and A/20. Depending on junction strategy, traffic on these roads could be increased/decreased within may impact on attractiveness to		
	and historical and cultural constraints of the Roman Camp at Durno and on the north and east by Corridor option D02.	JT change = -4mins Option potentially offers shorter distance and higher travel speeds than existing A96.	A high standard dual carriageway through will provide; - full overtaking provision - improved incident management - alternative routes for agricultural vehicles which could significantly improve journey time reliability for trunk roat traffic.	d		new collector road to the nearest A66 access. Where junctions are to be provided, these are likely to be high standard with grade separation or leftin/lef out functionality only. It is possible that traffic using the A66 through this section would predominantly be strategic traffic and that local traffic would continue to use the exist A66. This may provide potential for a low number of junctions to be provided through this section.	comply with best practice for climate change.		Removal of online queues and stationary traffic associated with junctions and accesses. Consistent cross section and high standard road geometry assists drivers during poor weather dual carriageway allows consistent and				cyclists. Improved cycle facilities may benefit the many farms and properties within the area which are within cycling distance of Inverurie.		
	002	Militor of Invariance in Folia:	Online journey planner shows consistent average journey times of	The existing ASS harveen court of Colors and	Higher standard, dual carriageway road allows	Classified made within corridor area; BBS2 from ASD Cambrill pt to ASD Resideckbank CSSS from ASD Partmeche to North Rayne (possibly on to ASD0 Tocher) CSSC Frontage to ASD0 at Tocher (from ASD0 Tocher) CSSC Frontage to ASD0 at Tocher (from Son and serve local farms and properties. There is also a network of local, unclassified made. There is also a network of local, unclassified made.	1 Charation. The consider interface with the existing 4020 (and 400	6 This corridor offers an alternative to the existing A96 between Coply	predictable driving conditions Driver stress likely to be reduced through;		Together with admining certifies facilitates	Ontion DO2 provides more reliable to access to	7 existing core paths. One circular route around Melikle Wartle Facilitates guicker and more reliable journey	Refer to STAG Environmental Criteria	Refer to STAG Environmental Criteria
	Corridor Option DO2 commences to the south of Tochar and the east of Mielde Wartle. The northern end of the corridor provides a connection to Online Corridor B at Colpy and to Corridor Option D+01 via the western end of Corridor D03. The corridor continues in a south- easterly direction passing to the east of Dumo and linking to Corridor BND1 in the vicinty of Daviot. The corridor is bounded on the west and	Option = 13.9km	Online journey jaismes sindos classaces was eage pourney unies of 12mins through the day with no change during peaks. The existing single carriageway between Coloy and inveramsay potentially has poor journey time reliability for some journeys due to; -limited overtaking opportunities -slow moving vehicles	Inveramsay Bridge is S2 carriageway with no formal overtaking provision. Opportunities for opportunitistic overtaking are limited due to the	- Increased driving speeds (speed limit	J. ABS/GIOSZ delipicitables junction - ABS/GIOSZ tellipicitable junction - ABS/GIOSZ tellipicitable junction - ABS/GIOSZ tellipicitable junction - ABS/GIOSZ tellipicitable junction - ABS/GIOSZ Cellipicitable - ABS/	via corridor option D01) at its northern end at Colpy and at the southe end at Pitcaple and Inverurie (via the B9001) providing potential emergency access / egress points.	and Milton of Imveramsay. In line with the over-arching scheme strategy, provision of a new, high standard dual carriageway with rationalised and improved junction accesses could provide opportunity to reduce accident rates and	- provision of consistent cross section minimising unsafe overtaking manouevres in	All options have the potential to reduce conflicts between Motorised and Non-Motorised Users.	quicker and more reliable journey time access to	regional facilities and services for strategic	Pessing the paints of the utilize floate in double with the unit of the other parts of the utilize of David. In the other parts of the utilize of David. Comprehensive local road network which may be attractive to opcitist due to lot uraffice volumes. The odimental road to the unit of the uni	Refer to 31AG ENVIOLIMENTAL CITICA	Refer to 37/40 Environmental Citteria
	south by Corridor options D01 and BN01 and on the north and east by Corridor option D03.	Option JT = 7mins JT change = -5mins Option potentially offers shorter distance and	hilliness/bendiness. A high standard dual carriageway through will provide; -full overtaking provision improved incident management -alternative routes for agricultural vehicles	offer consistent overtaking provision, providing major benefit to road users.		An offline option through this corridor has potential to reduce the number of direct accesses to the trunk road and provide connection via local roads or new collector road to the nearest A66 access. Where junctions are to be provided, these are likely to be high standard with grade separation or leftin/lef out functionality only. It is possible that traffic using the A66 through this section would predominantly be strategic traffic and that local traffic would continue to use the exist	t will comply with best practice for climate change.		accesses to the road resulting in a significant decrease in conflicting vehicle movements. - Removal of online queues and stationary traffic associated with junctions and accesses. - Consistent cross section and high standard road geometry assists drivers during poor				Depending on junction strategy, traffic on these roads could be increased/decreased which may impact on attractiveness to cyclists. Improved cycle facilities may benefit the many farms and propenties within the area which are within comfortable		
		higher travel speeds than existing A96.	which could significantly improve journey time reliability for trunk roat traffic.	d		ABC. This may provide potential for a low number of junctions to be provided through this section. Fairly comprehensive network of B-class, C-class and unclassified roads and accesses which are understood to serve as connector roads between the AB2 and Invention. - CST you Rayne to North Rayne and possibly on to Medike World. - CST you Rayne to North Rayne (possibly on the AB20 Tocher) - CST CHICAGO PRIMARIE to North Rayne (possibly on to AB20 Tocher)	D		weather dual carriageway allows consistent and predictable driving conditions				cycling distance of Inverurie.		
	D03 Corridor Option D03 commences to the south of Giens of Foudland at Colpy and broadly follows the existing A920 route in an easterly	Distance	Online journey planner shows consistent average journey times of 12mins through the day with no change during peaks.	Inveramsay Bridge is S2 carriageway with no	Higher standard, dual carriageway road allows Increased driving speeds (speed limit increased to 60mph for HGVs	- CBSS from Dumo to Melske Wartle - BB001 from north-west Inversire to A520 at Wartle - BB001 from north-west Inversire to A520 at Wartle - Bistling A66 local/strategic traffic conflict points for roads within option corridor extents - A66 (A595 Finalshe junction - A66 (A595 Finalshe junction	Operation - The corridor interfaces with the existing A96 at Colpy a broadly follows the existing A920 which has the potential to provide various potential access / egress routes to the corridor in ase of		minimising unsafe overtaking manouevres in		Inverurie railway station for through railway	Option D03 provides more reliable to access to regional facilities and services for strategic travellers in comparison to the existing A96	Contains 2 core paths around Melike Wartle circular. time access to Hunth, Inverurie and proposed Comprehensive local road network which may be attractive to licitore railway stations for onward journeys by	Refer to STAG Environmental Criteria	Refer to STAG Environmental Criteria
	direction. At Tochar, the corridor turns south-east and continues to follow the A920 route towards Netherton of Mounie to the east of the settlement of Daviot where the corridor terminates. The corridor facilitates a connection to Corridor BN01 at its southern end which satisfies one of the recommendation of the DN88 Tage 1 report of combining Option D with a direct tie-in to a potential northern offline	Option = 17.5km* Journey time Existing A96 JT = 12mins Option JT = 9mins	The existing single carriageway between Colpy and Inveramsay potentially has poor journey time reliability for some journeys due to; - limited overtaking opportunities - slow moving vehicles - hilliness/bendiness.	alignment and visibility.	Improved driving efficiency. Allows overtaking of slower vehicles. Potential to reduce journey times and improjourney time reliability along the route.	- ABS/80002 Oyne Fork junction (skew T-junction) - provides access to west of ABS - ABS/(1200 Kill of Carden junction (T-junction) - provides access to west of ABS ew - ABS/(117K/CBS P Riczaje junction (staggered cossroads) - ABS/(Int/CBS Will off Internancy (T-junction) - outwith DOI comidor option Follows line of existing AB20 which also has junctions;	location. 2. Winter - Elevation is relatively consistent with the existing A96 and additional snow risk is expected within this corridor option 3. Climate - It is likely that alignments developed in this route corridor		comparison to existing routes - Impact of slow vehicles on other drivers negated -Reduction in number of junctions and direct accesses to the road resulting in a significant decrease in conflicting vehicle movements.		journeys to Dundee, the Central Belt and the south; Aberdeen Airport; Aberdeen Western Peripheral Route for the A90 north and south and Aberdeen Harbour; Inverness Airport and the A9 north to invergordon etc. thereby connecting, amongst other things, the regional		cyclists due to low traffic volumes. The Oldmedirum to Old Rayne (Cruilar (Appedensishire Count) Cycle Routle) used and and to Dyce Park and Ride for onward Rayne (Cruilar (Appedensishire Count) Cycle Routle) used and a rout on present and a rout of the count Depending on junction strategy. It raffic on these roads could be increased/decreased which may impact on attractiveness to cyclists.		
	bypass of Inverurie. The corridor is bounded on the west and south by by Corridor option 1002 and to the north and east by the Corridor area extents, topographical constraints of the Hill of Rothmaise and Hill of Blackford and their approach slopes and historical and cultural constraints of the Hill of Barra.	JT change = -3mins *This option has been measured to a point within the corridor north of Milton of Inveramsay. It has been assumed that a route	A high standard dual carriageway through will provide; - full overtaking provision - improved incident management - alternative routes for agricultural vehicles which could significantly improve journey time reliability for trunk roal traffic.	This option also has the potential to provide overtaking provision for the A96 trunk road and along the alignment of the existing A920 d between Colpy and west of Oldmeldrum.		- A820/1992 at Caimbil (to, south) (T-junction) - A820/1992 at Caimbil (to, south) (T-junction) - A820/1992 at Coher (T-junction) - A820/1902 was traited (taggered crossroads) - A820/1902 (unclassified at Greenford - A820/1907 (unclassified at Whitemyres	will comply with best practice for climate change.		Removal of online queues and stationary traffic associated with junctions and accesses. Consistent cross section and high standard road geometry assists drivers during poor weather. dual carriageway allows consistent and		energy sector.		improved cycle facilities may benefit the many farms and properties within the area which are within cycling distance of inversurie.		
		through this corridor would tie in with a northern bypass of Inverurie. Option potentially longer in distance than existing A96 but higher speeds allow reduction in journey time.				- ARXIV/CTC to Daviot This option provides opportunity to reduce traffic volumes through existing ARR junction by removing strategic traffic from the existing ARR and rationalized and improve junction access along the ARXIV corridor. It is likely that local traffic from areas around insoft, Oyne and surrounds would continue to use the existing ARR.	ie		predictable driving conditions						
bypasses to either north or south of Inverurie. This area respresents	B9001 towards the settlements of Lumphart, Cuttlecraigs and Auchencleith. From here, it heads south east across B9170 towards Bourtie House and Old Bourtie, towards the settlement of Kinmuck.	Distance Existing A96 = 11km	Online journey planner shows average journey times of 10mins through the interpeak with increased journey times during peak periods, associated with ongestion at Port Eighinstone Rbt and Blackhall Rbt ar slow moving traffic between these junctions. AM peak - 15mins earthound, 12mins wettbound PM peak - 15mins earthound, 12mins wettbound	overtaking provision and limited opportunities for opportunistic overtaking. A dual carriageway to the north of Inverurie	- Increased driving speeds (speed limit	thereuric Northern Bypass provides alternative to existing ASB online section between Pitraple and Port Elphinstone. Existing junctions along this section are; ASB (C120C[exit]/C120C[exit]/C120C[exit] Drimmies junction (staggered crossmats) ASB (S170/C11SC Blackhall Roundabout (H-arm roundabout) we ASB (S893 Port Elphinstone junction (4-arm roundabout)	incorporate access to the exiting A96 at east and west extents permit maintenance and emergency access to this section from inverurie and local connectting roads 2. Winter - This section is at a higher elevation than the existing A96 or this section at Inverurie but this area is not at risk to snow	In line with the over-arching scheme strategy, provision of a new, high	- provision of consistent cross section minimising unsafe overtaking manouevres in comparison to existing routes - Impact of slow vehicles on other drivers		quicker and more reliable journey time access to new Kintore railway station for links within and outside the local region. Improved access by road to the wider strategic road network for local population, commerce	local and regional services for those outside of Inverurie, particuarly Oldmeldrum in comparis to the current scenario.	on A northern bypass of Inverurie will potentially reduce the volume of traffic travelling through Inverurie to access the A95 (from areas to the north of inverurie such as Oldmeldrum and beyond. An access to the A96 from the north of the town	Refer to STAG Environmental Criteria	Refer to STAG Environmental Criteria
bypass options to the orth of Inverurie. The area is bounded to the south by Corridor Areas C and B+ and to the north by Corridor Area D and D+.	reconnect to the existing A96 corridor between the southern extent of Inverurie and the Northern extent of Kintore.	Existing A96 JT = 10mins Option JT = 8mins JT change = -2min	PM peak = 14mins eattbound, 20mins westbound. A northern bypass could relieve congestion by providing an alternative route around inversie which could allow separation of strategic ratfills. Distribution of traffic between detrunked A96 and new A96 could reduce the congestion at Port Ephinistone and Blackhall junctions.	would provide consistent overtaking provision, providing major benefit to road users.	journey time reliability along the route. Avoids existing height restriction at Upperboa O/B (5.32m) on existing A96	Northern bypass would cross the following local made; 1 = 800.11 inversire to A800 at Wastle (papers 808 with day) 1 = 80170 inversire to A800 officedations (17.87 veh/day) 1 = 8931 inversire to A874 White sakes (2548 veh/day) 1 = 6993 linevire to A874 White sakes (2548 veh/day) 1 = 6993 linevire to Lynde to A964 Mill Of Kingoode (inkinown traffic) 1 = 606.00 8993 at Inversire to Mill of Tristry (ulmknown traffic)	Climate - Alignments developed in this corridor will comply with be	st standard dual carriageway with rationalised and improved junction accesses could provide opportunity to reduce accident rates and severity.	-Reduction in number of junctions and direct accesses to the road resulting in a significant decrease in conflicting vehicle movements. - Removal of online queues and stationary traffic associated with junctions and accesses. - Consistent cross section and high standard road geometry assists drivers during poor		and industry.		would also divert some local traffic north, rather than travelling through the town to reach the trunk road. Reducing the volume of traffic may encourage an increase in active travel in the town due to perception of improved safety and environment.		
		During peak periods the journey time savings could be up to 6mins for eastbound traffic and 10mins for westbound traffic. Benefit gained from removal of traffic removing the need to travel through Blackhall Rbt and Pc	Further benefit could be provided by inclusion of an access to Invenuifs from a northern bypass. It is understood that approximately 1/3 of trai currently accessing the A96 from Inversurie's travelling to/from areas to git the north of Inversurie (Oldmeldrum and beyond) and will therefore by the benefit from a northern bypass. Traffic accessing south Inversurie or the programment of the pro	e ffic		- unclassified roads used for local access It is likely that local trips from towns such as insch and Oyne will continue to use the existing A96 to access invenurie, while it is anticipated that strategic trips would use the ewa 468 alignment. Therefore a northern bypass offers potential to better distribute local/strategic trips around invenurie. This option also offers potential to provide a northern access to/from invenurie which would reduce the volume of strategic trips travelling through the			weather dual carriageway allows consistent and predictable driving conditions						
Corridor Area B+	BN+ 01 Corridor Option BN+ extents from the vicinity of Kinmuck due south,	Elphinstone Rbt. Kinellar Roundabout to Port Elphinstone	Inverwie town centre may continue to use the existing AG6. Option is extension to BN01, however, only benefits associated with thoption to extend the northern bypass to a point east of Kintore has bee	en the existing A96 between Port Elphinstone and	- Increased driving speeds (speed limit	town to reach the ASS (Automatic number Plate Recognition survey data showed 1/3rd of trips to and from the ASS at inversarie were travelling to/from locations to the north of inversarie eg Oldendelsum, Rothencomanni, Existing ASS iocal/strategic traffic conflict points for roads within option corridor extents; -ASS(1/32CZ Tavelry junction (full grade separated junction)	incorporate access to the exsting A96 at east and west extents permitt	This corridor offers an alternative to the existing ABG through Invervrie- ting It is possible that this route would allow greater distribution of local and	¹ .	between Motorised and Non-Motorised Users.	quicker and more reliable journey time access to	local and regional services for those outside of	time access to Dyce Park and Ride for onward	Refer to STAG Environmental Criteria	Refer to STAG Environmental Criteria
This area has been identified following feedback from the A96 Est of Hunthy to Aberdeen Aeet He Team events held in November 2017. The area seeks to explore suitable offline corridors that link the online Corridor Options OLS (in Corridor Area B) to localised bypass Corridor Options to the northeast of inverturie (BMDI), avoiding the constrained online section around Port Ephinistoney Kinton enrith. The Corridor	and to the west of Blackburn	Existing A96 = 9km Option = 8.4km Journey time Existing A96 JT = 8mins	considered. The grade separated junctions at Kintore currently allow free movemer along the existing A95 and there are no known issues for access to/fror the A96 at these junctions.	there will be no new overtaking provision and the impact on opportunities for overtaking is likely to be minimal.	 Potential to reduce journey times and impro journey time reliability along the route. 	- A66 Gauchhill Janction (un-iferetion grade-separated junction , north facing) - A66 (1/326 Kombill Bloundboot (a arm roundboot) - A66 (1/326 Kineliar Roundboot (f-arm roundboot) telepton BNG1 would bypass these junctions to tie in between Broomhill Roundabout and Kineliar Roundabout.	local connecting roads 2. Winter - This section is at a comparable elevation to the existing A9 3. Climate - Alignments developed in this corridor will comply with be:	strategic trips and therefore may reduce traffic volumes along this section which may indirectly help to reduce accident rates. in line with the over-arching scheme strategy, provision of a new, high standard dual carriageway with rationalised and improved junction accesses could provide opportunity to reduce accident rates and	weather dual carriageway allows consistent and			Inverurie, particuarly Oldmeldrum in comparis to the current scenario.	on 2 core paths around Laminies Crool/Dalwarle/Deystone Circular to east of Kintore. Extending the northern bypass to tie in at Kintore will also reduce traffic volumes between Port Elphinstone and Kintore which may encourage some increase in active travel between		
Area is bounded to the north, south and west by the Corridor Area B.		Option JT = Smins JT change = -3min Journey time savings could be up to 10mins for westbound traffic during the PM peak since traffic no longer has to travel through Port	Some journey time reliability benefits may be gained during peak perior where journey times are generally increased compared to the interpeal due to congestion at Port Epinhistone Rbt. Potentially removing peak congestion could offer more consistent journey times throughout the r day.	k, Some benefit will be gained from grade separation of existing at-grade junctions which	to Option B North also allows avoidance of Upperboat O/B (5.32m). Structure with	An alignment through BN-61 could also cross the following local roads: - 8977 Kintor to Institute of Firstray - GOZC Keith Hall to 8979 north of I station of Finstray - COZC Keith Hall rosers are considered for Firstray - COZC WEBS at Instructure to Mild of Finstray - However, it is likely that a new alignment crossing these roads would be grade separated and access would be retained at existing junctions only.		seventy.	predictable driving conditions				Inversité and Kintore.		
		Elphinstone Rbt.		stages of assessment was provide greater understanding of the potential impact that junction location and form may have on overtaking along this section.	ou rigit uses noute.										
Corridor C North Section - Huntly to Bennachle Corridor C has been split into two sections, north and south of Bennachle. The northern section commences at Huntly and runs south east to the southern section at Bennachle providing connectivity to CIN and OLC. The section has been split into three Corridor Options, Orth	commences at Huntly at the A96/A97 roundabout running south and	Option = 27.4km	Online journey planner shows consistent average journey times of 20mins through the day. The existing single carriageway between Huntly and Oyne Fork potention has poor journey time reliability for some journeys due to: - limited overstance opportunities.	single carriageway with two sections of WS2+1. This section is 13.8km (A97 to A920 junctions) ally with 1.3km of WS2+1 provision in each direction	Higher standard, dual carriageway road allows - Increased driving speeds (speed limit increased to 60mph for HGVs n - Improved driving efficiency. - Allows overtaking of slower vehicles. - Potential to reduce ioumne	Current junctions/conflict points between strategic and local traffic no existing A96; 86/8/87 Newly-bal junction [T-instration] 86/8/37 Newly-bal junction [T-instration] 86/8/37 States (or formative) junction (staggered crossoads) 86/8/37 States junction [T-junction] 86/8/37 States junction [T-junction]	Operation - The proposed corridor option will introduce an offline route leaving the majority of the existing A56 as present, adding operational resilience to the road network. Maintenance requirements would be similar to the current A96 at this location. 2. Winter - Elevation is relatively consistent with the existing A96 but	This option offers an alternative to the existing AS6 between Huntly and One which demonstrates a history of accidents associated with poor alignment and poor weather conditions. Provision of a new, high standard dual carriageway with rationalised and improved junction accesses also provides opportunity to reduce	- provision of consistent cross section minimising unsafe overtaking manouevres in comparison to existing routes	between Motorised and Non-Motorised Users.	Together with adjoining sections, facilitates quicker and more reliable journey time access to trasch railway station for links within and outside the local region. Improved access by road to the wider strategic road network for local population, commerce	local and regional services for Insch amd	Size paths. At the north and of the condor is the Gartly, INE Of Conside path. Japties around stock (Dumopder Farm circular, Hill of Christ's circular, Beatrice Wooldand Path) and between Auchievel and Bennachie. To onward journeys by train and to Dyce Park and Ride for onward journeys by train and to Dyce Park and Ride for onward journeys by train and to Dyce Park	Refer to STAG Environmental Criteria	Refer to STAG Environmental Criteria
	other south east of the en point as cental and control option CSD2. The corridor varies in width throughout its length with the widest section at 3.4 km selfore narrowing significantly to 270 metres between the high impact areas of leith fall and Knockandy hill/Hill of Corskie. Cross connections are only from CNO2.	Journey times Existing A96 JT = 20mins		A new dual carriageway will provide consistent overtaking opportunity, providing major benefit to road users.	pourney time reliability along the route. Potential to avoid existing height restriction a Huntly Rail O/B (5.18m), enabling High Load Vehicles to use route.	- A96 (CSS Colly South justice) T-(juction) - A96 (CSS Colly South justice) T-(juction) - A96 (SSS Plumbale justice) (Espagned costroads) - A96 (SSS Plumbale justice) (Espagned costroads) - A96 (SSS Plumbale justice) (Espagned costroads) - A96 (SSSO Colly South Season (Espagned Costroads) - A96 (SSS Colly South Season (Espagned Costroads) - A96 (SSS Colly South Season (Espagned Costroads) - A96 (SSS Colly South Season (Espagned Costroads)) - A96 (SSS Plumbale justice) - A96 (there are elevations in excess of 275m AOD and so it may be susceptit to snow closures 3. Climate - It is likely that alignments developed in this route corridor will comply with best practice for climate change.		Regulary		and industry.		also finder and united by pouriegs up yours so. Abendeen city centre.		
		Option may be longer in distance than existing A96 but has potential for higher travel speeds which allows improved journey time.	 improved incident management alternative routes for agricultural vehicles which will signifiantly improve journey time reliability for trunk road traffic. However, this option sits at a similar elevation to the existing A96 and 			From here the corridor moves south-east through an area accessed by the CBSS and a network of unclassified roads. At the southern end of the corridor, the B992 connects Authernee and Insch. Roads intersected by this corridor option are; - A97 youth of Huntly - B9002 Chuffschool to Mill of Cardell - CBSS Kennethmont to Lesial - CBSS Kennethmont to 486 at Kellockbank, passing through Auchleven and Insch			road geometry assists drivers during poor weather dual carriageway allows consistent and predictable driving conditions						
			therefore may still be affected by winter weather.			An alignment through this corridor would potentially reduce the number of direct accesses to the A66 between Huntly and Oyne. Where junctions are to be provided, these are likely to be high standard with grade separation or leftin/left out functionality only. The proximity of this corridor to settlements such as insich and Oyne may increase the likelihood of local traffic using the new A66 for local journeys.									
	CN02 Corridor CN02 runs through the middle of the north section commencing at the A96/A97 roundabout at Huntly		Online journey planner shows consistent average journey times of 18mins through the day.	single carriageway with two sections of WS2+1. This section is 13.8km (A97 to A920 junctions)	Higher standard, dual carriageway road allows - Increased driving speeds (speed limit increased to 60mph for HGVs	Existing A66 strategic/local traffic conflict points within option corridor extents; - A66/A76 Huntly East Junction (T-junction) - A766/C795/CESI Ley of Dournamie junction (staggered crossroads)	Operation - The proposed comidor option will introduce an offsine troute leaving the majority of the existing 856 is present, adding operational resilience to the road network. Maintenance requirements would be jumilar to the current 856 at this	This option offers an alternative to the existing AS6 between Huntly and Oyne which demonstrates a history of accidents associated with poor alignment and poor weather conditions.	minimising unsafe overtaking manouevres in		Insch railway station for links within and outside	Option CN02 provides more reliable access to local and regional services for Insch and the surrounding population	9 core paths. Around Insch there is the Dunnydeer Circular and Insch centary flootway and Beatrice Woodland Path. There is the access to Huntly, Insch, Inversurier allways a path between lossh and Kritton and around Oyne there, with the access to Huntly, Insch, Inversurier allways tat	Refer to STAG Environmental Criteria	Refer to STAG Environmental Criteria
	and running in a southeast direction for approximately 23kms to the tile in point at Bennachie and Corridor Option CSQ2. The corridor varies in width throughout with the widest section up to 3.5 kms wide and 600 metres wide at the narrowest point between the high impact areas of insch and the cluster of constraints to the west. Cross connections to CNOI are possible while there is potential to connect and from CNOI. Within the northwest section alternative connections	Option = 22.2km Journey times Existing A96 IT = 18mins	The existing single carriageway between Huntly and Oyne Fork potentil has poor journey time reliability for some journeys due to; - limited overtaking opportunities - slow moving vehicles - hilliness/Bendiness - inclement weather		Improved driving efficiency. Allows overtaking of slower vehicles. Potential to reduce journey times and improjourney time reliability along the route. Potential to avoid existing height restriction a Huntly Rail O/B (S.18m), enabling High Load	- ARSZ (CZSZ/GSS Hillhead junction (staggered crossroads) - ARS/CRS Stags junction (T-junction) - ARS/CRS Stags junction (T-junction) - ARS/CRS Calpy south junction (T-junction) - ARS/CRS Calpy south junction (T-junction) - ARS/CRS Calpy South junction (staggered crossroads) - ARS/CRSS Pitmathie junction (staggered crossroads) - ARS/CRSS Pitmathie junction (staggered crossroads)	location. 2. Winter - Elevation is relatively consistent with the existing A96 but there are elevations in excess of 300m A0D and so it may be susceptit to snow closures.	Provision of a new, high standard dual carriageway with rationalised and improved junction accesses also provides opportunity to reduce the accident rates and severity. However, the northern areas of this corridor are at similar elevation to the existing route and therefore may suffer the effects of poor weather.	comparison to existing routes - Impact of slow vehicles on other drivers negated -Reduction in number of junctions and direct accesses to the road resulting in a significant decrease in conflicting vehicle movements.		the local region. Improved access by road to the wider strategic road network for local population, commerce and industry.		the Oyne Circular walk and the Old A'Deen Turnpike Back of Bennachie - Essons link to the Gordon Way. Bennachie - Essons link to the Gordon Way. Aberdeen city centre. Improved journey time and journey time		
	may be possible to CLN and the preferred study area tie in.	JT change = -6min No additional journey time savings expected during peak periods. Option potentially offers shorter distance and	A high standard dual carriageway through will provide; - full overtaking provision - improved incident management - alternative routes for agricultural vehicles which will signifiantly improve journey time reliability for trunk road traffic.		Vehicles to use route.	Sparse road network at northern end of corridor with only the C795 and some unclassified local road accesses acrossing the corridor. South of the Hill of Fouldand, the C695 provides a route from the A56 at Hillhead to Insch, roughly following teh line of the corridor option. South of Insch, the corridor is crossed by the C625 between Auchieveen and the 89002 between Insch and Oyne. Roads intersecting corridor option; - C755 from A66 at Hillhead to Insch.			traffic associated with junctions and accesses. - Consistent cross section and high standard road geometry assists drivers during poor weather. - dual carriageway allows consistent and predictable driving conditions				reliability for access to Aberdeen Airport.		
		higher travel speeds than existing A96.	However, this option sits at a similar elevation to the existing A96 and therefore may still be affected by winter weather.			 - Local access to farms and properties south of Hird If Foodland An alignment through this corridor would potentially reduce the number of direct accesses to the A86 between Hunthy and Oyne. Where junctions are to be provided, these are likely to be high standard with grade separation or leftin/left out functionality only. The proximity of this corridor to settlements such as insich and Oyne may increase the likelihood of local traffic using the new A86 for local journeys. 									
	CN03 Corridor CN03 is the eastern most	Oyne Fork to Skares	Online journey planner shows consistent average journey times of 9mil through the day.	ns The existing A96 between Glens of Foudland and Coloy is \$2 carriageway with no formal	Higher standard, dual carriageway road allows - Increased driving speeds (speed limit	Existing AGE strategic/local traffic conflict points within option corridor extents: -AGE/CRTS States junction (T-junction)	Operation - The proposed corridor option will introduce an offine route leaving the majority of the existing ASS as present, adding	This option offers an alternative to the existing AS6 between Huntly and Ovne which demonstrates a history of accidents associated with noor	Driver stress likely to be reduced through; - provision of consistent cross section	All options have the potential to reduce conflicts between Motorised and Non-Motorised Users.	Together with adjoining sections, facilitates ouicker and more reliable journey time access to	Option CN03 provides more reliable access to local and regional services for Insch.	S core paths. Around Insch there is the Insch Meadows paths/Docal site. Durnydeer Circular, Insch. cenetary footway time access to Huntly, Insch, Inverurie railway	Refer to STAG Environmental Criteria	Refer to STAG Environmental Criteria
	corridor in the north section commencing at the A96/A97 roundabout at Huntly and running in a southeast direction from Corridor CIM for approximately Lithus to the tie in point at Bennandie and Corridor Option CS02. The corridor is approximately 2.2 kms at its widest point and 275 metres at its narrowest. However, this width is constrained by the notional boundary of OLC and therefore overlap between Corridor.	Existing A96 = 12.5km Option = 12.3km Journey times	The existing single carriageway between Glens of Foudland and Oyne Fork has poor journey time reliability due to; - limited overtaking opportunities - slow moving vehicles - hillines; Mendiniess	overtaking provision and limited opportunistic overtaking opportunities. A new dual carriageway will provide consistent	increased to 60mph for HGVs - Improved driving efficiency Allows overstaking of slower vehicles Potential to reduce journey times and improjourney time reliability along the route.	- A86/A20 Colay Junction [T-junction] - A86/CSSE Colly South Junction [T-junction] - A86/CSSE Colly South Junction [T-junction] - A86/A902 Kellockbank Junction (staggered crossroads) - A86/CSSP Finshche Junction (staggered crossroads) - A86/A9002 Oyne Fork Junction (skew T-junction)	Maintenance requirements would be similar to the current A96 at this location. 2. Winter - Elevation is relatively consistent with the existing A96 but there are elevations in excess of 275m ADD and so it may be susceptit to snow documes.		minimising unsafe overtaking manouevres in comparison to existing routes 5 - Impact of slow vehicles on other drivers negated -Reduction in number of junctions and direct accesses to the road resulting in a significant		insch railway station for links within and outside the local region. Improved access by road to the wider strategic road network for local population, commerce and industry.		and insch to Kirkton path. Around Oyne there is the Oyne circular and Oyne woodland paths. Offline options will reduce level of traffic on existing AGG, potentially making this more attractive to cyclists and walkers.		
	Options maybe possible. Potential cross connections to and from OLC, OLN and CN02 are possible.	Option JT = 7mins JT change = -2min No additional journey time savings expected during peak periods.	- alternative routes for agricultural vehicles			Roads intersecting the corridor option are: (CRSE from Colly South junction to Inschi, Di20 veh/day) 19922 from A96 at Relixchanks to Insch (2589 veh.day) (USLS from A96 Pitmachie to 19902 (ESL veh.day) An alignment through this corridor would potentially reduce the number of direct accesses to the A96 between Huntly and Oyne. Where junctions are to	will comply with best practice for climate change.	However, the northern areas of this corridor are at similar or higher elevation than the existing route and therefore may suffer the effects of poor weather.	traffic associated with junctions and accesses Consistent cross section and high standard road geometry assists drivers during poor weather.				Insch to Oyne Circular Route (Aberdeenshire Council Cycle Moute) utilise (local roads. Depending on junction strategy, traffic on these roads could be increased/decreased which may impact on attractiveness to cyclists.		
		Option potentially offers shorter distance and higher travel speeds than existing A96.	which will signifiantly improve journey time reliability for trunk road traffic. However, this option sits at a similar elevation to the existing A96 and therefore may still be affected by winter weather.			be provided, these are likely to be high standard with grade separation or leftin/left out functionality only. The proxity of this corridor to the existing AS growless potentials for the existing proto to be used as a collector road. The proximity of this corridor to settlements such as insich and Oyne may increase the likelihood of local traffic using the new ASS for local journeys.			- dual carriageway allows consistent and predictable driving conditions						
Corridor C Bennachie to Kintore. Southern section connects from	C501	Kintore Central junction to Oyne Fork	Online journey planner shows average journey times of 14mins through	h The existing A96 between Oyne Fork and Port	Higher standard, dual carriageway road allows	Existing A66 strategic/local traffic conflict points within option conidor extents;	Operation - The proposed corridor option will introduce an offline	This corridor offers an alternative to the existing A96 through inverurie.	Driver stress likely to be reduced through;	All options have the potential to reduce conflicts	Together with adjoining sections, facilitates	Option CS01 provides more reliable access to	2 core paths. 1 linking Kemnay and Inverurie at the south end facilitates more reliable journey time access to the of the corridor and at the north end of the corridor is the turntly, Insch railway stations for onward	Refer to STAG Environmental Criteria	Refer to STAG Environmental Criteria
Inverurie North at O.C. and the Online dualling section at Kintore. The southern section has been split into two Corridor Options CS01 and CS02	Corridor CS0.1 is constrained by high impact areas to the west and south and therefore can only be connected from and to CS02. The corridor is approximately 8.5 km sin length and is 1.7km at its widest before quickly narrowing to 400 metres at either end due to the high impacts areas.	Existing A96 = 17km Option = 15.9km Journey times	the interpeak with increased journey times during peak periods, associated with congestion at Port Elphinstone Rbt and Blackhall Rbt a slow moving traffic between these junctions. AM peak = 22mins eastbound, 16mins westbound PM peak = 20mins eastbound, 24mins westbound.	nd overtaking provision and limited opportunistic overtaking opportunity. East of Port Elphinstone to Kintore, the existing A96 is dual carriageway (dual carriageway is 5km	increased to 60mph for HGVs - Improved driving efficiency Allows overtaking of slower vehicles Potential to reduce journey times and impro	- AGR/90002 Oyne Fork junction (skew T-junction) - AGR/91002 CM in Graden junction (1-junction) - AGR/9117/CI3E P Fictaple junction (staggered crossroads) - AGR/9117/CI3E P Fictaple junction (staggered crossroads) - AGR/9117/CI3E (STATION (STATION CARE) DIFFERENCE (STATION CARE) - AGR/9117/CI3E (STATION CARE) DIFFERENCE (STATION CARE) - AGR/9117/CI3E (STATION CARE) - AG	operational resilience to the road network. Maintenance requirements would be similar to the current A96 at this location. 2. Winter - Elevation is relatively consistent with the existing A96 and	In line with the over-arching scheme strategy, provision of a new, high standard dual carriageway with rationalised and improved junction accesses could provide opportunity to reduce accident rates and	minimising unsafe overtaking manouevres in comparison to existing routes - Impact of slow vehicles on other drivers negated -Reduction in number of junctions and direct		quicker and more reliable journey time access to Insch railway station for links within and outside the local region. Improved access by road to the wider strategic road network for local population, commerce and industry.	jobs and services for those to the east and sou east of Inverurie, particualrly Kemnay.	Bemachie section of the Gordon Wey (long distance walking lounce). Offline options will reduce level of traffic on existing A96 through Inverurie, potentially making this more attractive to		
		Existing A96 IT = 14 mins Option JT = 9 mins JT change = -5 min During peak periods, journey time savings may be up to 14 mins during the AM peak and 16 min		of this 17km section which is equivalent to 30% is dual carriageway provision). A new dual carriageway will provide consistent overtaking provision and major benefit to road users.		-A66/8993 Port Elphinstone junction (4-arm roundabout) Corridor CSD1 is a relatively small area which must connect with CSD2 in order to provide full connectivity. Specific to CSD1 are the following local routes; -C117C (provides through access from B993 to Chaple of Garicol, -C116C (provides through access from C117C at Mains of Couller to A95 Blackhall Roundabout An alignment through this corridor would potentially reduce the number of direct accesses to the A96 between Oyne and Kintore. Where junctions are to	will comply with best practice for climate change.	seventy.	accesses to the road resulting in a significant decrease in conflicting vehicle movements. - Removal of online queues and stationary traffic associated with junctions and accesses. - Consistent cross section and high standard road geometry assists drivers during poor weather				cyclists and walkers within the town. The Great inversurie Cycle Route (Aberdeenshire Council Cycle Route) promotions a cycle route between inversure, Kenntay, which is a cycle route between inversure, Kenntay, ent-book, including the 1993. Potential opportunity to provide some offered sections and pedestrainty-cycle scilibles as part of		
		during the PM peak since traffic no longer has travel through Blackhall Rbt and Port Elphinstone Roundabout In addition, this option	to High standard dual carriageway between Oyne Fork and Kintore would in bypass the busy junctions at Inverurie. Separation of strategic and local gh Itraffic at Inverurie will reduce peak time congestion and improve journ			as against sharper and an about potentially recurse or equation or left high left out functionally only. The remoteness of this corridor to inverview may reduce the literal background of local traffic using the new ASS for some local journeys.			weature dual carriageway allows consistent and predictable driving conditions				Sofie directions and processinally eyes inclines as part or ARR scheme.		
	C502 Corridor C502 commences at the foot of Bennachie and the tie in point to Strategy C northern options and runs for approximately 14kms south east to Corridor option O15 south of Kintore. This is a wide corridor over majority of its length, with a maximum width of 2.4 km	Distance Existing A96 = 17km	Online journey planner shows average journey times of 14mins through the interpeak with increased journey times during peak periods, associated with congestion at Port Elphinstone Rbt and Blackhall Rbt a slow moving traffic between these junctions.	Elphinstone is S2 carriageway with no formal overtaking provision and limited opportunistic overtaking opportunity.	Increased driving speeds (speed limit increased to 60mph for HGVs Improved driving efficiency. Allows overtaking of slower vehicles.	Existing A6s strategic/local traffic conflict points within option corridor extents; -A66/89002 Oyne Fork junction (sixer T-junction) -A66/C102C Mill of Carden junction (T-junction) -A66/C112C/GISZ Pictaple junction (Staggered crossroads) -A66/C112C/GISZ Pictaple junction (Staggered crossroads)	route leaving the majority of the existing A96 as present, adding operational resilience to the road network. Maintenance requirements would be similar to the current A96 at this location.		minimising unsafe overtaking manouevres in comparison to existing routes - Impact of slow vehicles on other drivers		Kintore railway station for links within and outside the local region. Improved access by road to the wider strategic	Option CSO2 provides more reliable access to jobs and services for those to the east and sou east of Inverurie, particualrly Kemnay.	S core paths. 2 to the north of the corridor linking the Gordon th Way to Oyne. And to the south of the corridor there are links between Kemany and Invervier. Offline options will reduce level of traffic on existing A96 Offline options will reduce level of traffic on existing A96	Refer to STAG Environmental Criteria	Refer to STAG Environmental Criteria
	and 600 metres at its narrowest point at Bennachie. Potential cross corridor connections across most of its length to BS01, connections south to CS01 and north to OLC at Bennachie.	Journey times Existing A96 IT = 14mins Option JT = 8mins JT change = -6min	AM peak = 22mine eastbound, 15mins westbound PM peak = 20mins eastbound, 24mins westbound. The existing A96 between Oyne Fork and Port Elphinstone Roundabout single carriageway with poor journey time reliability during the day due to;	East of Port Elphinstone to Kintore, the existing A96 is dual carriageway (and carriageway is Skn of this 17km section which is equivalent to 30% ts dual carriageway provision). A new dual carriageway will provide consistent overtaking provision and major benefit to road		New -A96/(LTDC(ext)(C1DC(ext)) Drimmies junction (taggered crossroads) -A66/(89170/LTDC Bidschaft Noundabout) -A66/(8993) Port Elphinstone junction (4-arm roundabout) -Routes intersecting the corridor; -C117C (provides through access from 8993 to Chapel of Garioch) crosses the northern end of the corridor. Traffic unknown, likely low. -C115C (provides through access from C117C at Mains of Coulle to ASS Blackhaft Roundabout. Crosses middle of corridor. Traffic unknown, likely low.	additional snow risk is expected within this corridor option	Ion In line with the over-arching scheme strategy, provision of a new, high standard dual carriageavy with retionalised and improved junction accesses could provide opportunity to reduce accident rates and sevently.	negated		road network for local population, commerce and industry.		through inveruir, potentially making this more attractive to cyclists and walkers within the town. The Great inveruir Cycle Route (Mendeschike Causell mode) promoter a cycle route between inveruirs, kermay, Priffiche and Chapel of Carlon (25 miles) using local rout network, including the 1993. Treethal opportunity to provide some		
			- slow moving vehicles - hilliness/bendiness	users.		 B993 Kenney to Port Epiniston G138 wh/dey/ Crosses wouth of corridor. B994 Kenney to Kintore (4800 wh/dey). Crosses south of corridor. An alignment through this corridor would potentially reduce the number of direct accesses to the A96 between Oyne and Kintore. Where junctions are to be provided, these are likely to be high standard with grade separation or leftin/left out functionality only. The remoteness of this corridor to Inversifie may reduce the likelihood of local traffic unight here was does not not consider the control of the control of	,		road geometry assists drivers during poor weather. - dual carriageway allows consistent and predictable driving conditions				offroad sections and pedestrian/cycle facilities as part of A66 scheme.		
		shorter distance to travel and higher travel speeds than the existing A96.	ome resident).												
Corridor Area B (Inverurie South) Corridor Area B identifies the broad study area where suitable corridor options shall be identified to satisfy the objective of improvement Strategy Option 8 and provide an online corridor with byasses to either north or south of inverurie. This area is represented byasses options to	to Corridor option OLS at Kintore. The corridor varies in width, 1km at r the southeast section and quickly widens out to approximately		Online journey planner shows average journey times of 12mins through the interpeak with increased journey times during peak periods, associated with congestion at Port Ephinstone Ritr and Blackhall Rbt as slow moving traffic between these junctions. AM peak = Emissions eastbound, 14mins westbound	Elphinstone is \$2 standard with no formal overtaking provision and limited overtaking opportunities.		Existing junctions/conflict points between Pitcaple and Port Elphinstone; -A66/CITZ/CBSC Pitcaple junction (staggered crossroads) -A66/CITZ/CBSC PitcaPlane junction (staggered crossroads)	therefore limited sections of existing road will be detrunked. New dua carriageway will add operational resilience to the road network. Maintenance requirement comparable to current road but dual	This corridor offers an alternative to the existing A95 through inversite. If it is possible that this route would be less attractive for local trips and therefore may reduce traffic volumes along this section which may indirectly help to reduce accident ratio. In line with the over-arching scheme strategy, provision of a new, high	minimising unsafe overtaking manouevres in comparison to existing routes		Kintore railway station for links within and outside the local region. Improved access by road to the wider strategic	Option BS01 provides more reliable access to jobs and services for those to the east and sou east of Inverurie, including Kemnay.	4 core paths cross the corridor linking Inverurie and Aquorthies Facilitates more reliable journey time access to the not the corridor and to the south there is a link that the centre of the corridor and to the south there is a link that proposed Kintore railway stations for onward journeys by train and to Offline options will reduce level of traffic on existing A66 through Inversity, potentially making this more attractive to to Aberdeen city centre.	Refer to STAG Environmental Criteria	Refer to STAG Environmental Criteria
north or south of Inverurie. This area is represents bypass options to the south of Inverurie and bounded to the south and west by Corridor	2.5kms. There are potential cross corridor connections to Online	Existing A96 JT = 12mins Option JT = 6mins JT change = -6min	PM peak = 16mins eastbound, 22mins westbound. High standard dual carriageway to the south of Inverurie would bypass the busy junctions at Inverurie. Provision of an alternative route aroun Inverurie could allow the separation of strategic and local traffic and therefore reduce peak time congestion and improve journey time.		- Potential to reduce journey times and impro	we - A66/8993 Port Elphinstone junction (4 arm roundabout) This option offers potential for strategic traffic to bypass the major junctions within inversire while local traffic could continue to use the existing A66. It Routes intersecting the corridor; Access to Chapel of Garioch rouses north end of corridor; - CLTIC (provides through access from 8993 to Chapel of Garioch) crosses the northern end of the corridor.	Winter - road at comparable elevation to existing road and dualling	will standard dual carriageway with rationalised and improved junction accesses could provide opportunity to reduce accident rates and	-Reduction in number of junctions and direct accesses to the road resulting in a significant decrease in conflicting vehicle movements. -Removal of online queues and stationary traffic associated with junctions and accesses. -Consistent cross section and high standard		road network for local population, commerce and industry.		through Inverurie, potentially making this more attractive to cyclists and walkers within the town. The Great Inverurie Cycle Route promotes a cycle route between Inverurie, Kennay, Pitfichie and Chapel of Garioch (25 miles) using local roud network, including the B993. Potential Opportunity to provide some offroad sections and		
		12mins during the AM peak and 16 minutes during the PM peak since traffic no longer has travel through Blackhall Rbt and Port Elphinstone Roundabout.In addition, this optio offers potential for reduced journey time thou	reliability. It is anticipated that traffic for Inverurie and Oldmeldrum would continue to use the existing A96.			- C120: from ARR at Drimmers to Chapter of Garioch - C120: [crowder through access from C112: at Mains of Coullie to ASS Blackhall Roundabout. Crosses middle of corridor 8993 Kenneuy to Port Ephinston (S138 weh/day) Crosses south of corridor Plus local access roads.			road geometry assists drivers during poor weather. -dual carriageway allows consistent and predictable driving conditions				pedestrian/cycle facilities as part of A95 scheme.		
		shorter distance to travel and higher travel speeds than the existing A96.													
Corridor Area B (Online) Corridor Area B identifes the broad study area where suitable corridor options shall be identified to satisfy the objective of Improvement Strategy Option B. Corridor Options developed in this Corridor Area are within 1 law of the existing Add to the north or south. They will connect	of Huntly at Leys of Drummuies eastwards to Colpy at a point just south of the junction with the A920. This corridor includes a number of High Impact Constraints on both sides of the corridor including the	Existing A96 = 13.1km f Option = 13.1km	The existing single carriageway between Huntly and Colpy has poor journey time reliability due to; - limited overstaing opportunities - slow moving vehicles - hillinessybendiness - inclement weather	single carriageway with two sections of WS2+1. This section is 13.8km (A97 to A920 junctions) with 1.3km of WS2+1 provision in each direction	Allows overtaking of slower vehicles. Potential to reduce journey times and impro	Current junctions/conflict points between strategic and local traffic -A86/GRS Steps junction (T-junction) -A95/CRS Steps junction (T-junction) -A95/CRS/CRS Hillhead junction (staggered crossroads) -A96/CRS/CRS Ley of Dornamies junction (staggered crossroads) -A96/A97 Huntly East junction (T-junction)	online over short sections and cross overs. Therefore sections of exist road will be detrunked and remain for local access. Also existing diversion routes are available such as the ASO. New dual carriageway will add operational resilience to road network. Maintenance requirement comparable to current road but dual	Existing online section between Huntly and Colpy is hilly and bendy, ting passing through the Glens of Foudland which is on high ground (generally over 200m above sea level) and suffers from winter weather problems. The surrounding land within this Corridor Option is at the same height and is therefore unlikely to improve weather resilience. This section has the highest seventry actio and the majority of the	Driver stress likely to be reduced through; - provision of consistent cross section minimising unsafe overtaking manouevres in comparison to existing routes - Impact of slow vehicles on other drivers negated	between Motorised and Non-Motorised Users.	quicker and more reliable journey time access to Huntly railway station for links within and	jobs and services for those travelling between	There are no existing core paths in this corridor option. If a climates guicker and none reliable journey and guiper de to dual carriageway may provide opportunitly to improve cycle and pedestrian provision along the existing A95 route. The provision of the provision along the existing A95 route.	Refer to STAG Environmental Criteria	Refer to STAG Environmental Criteria
to other corridor options to the north and south including options within Corridor Area D and D+ and Corridor Area C.		Existing A96 JT = 10mins Option JT = 7mins JT change = -3min	A high standard dual carriageway through will provide; - full overtaking provision - improved incident management - alternative routes for agricultural vehicles which will signifiantly improve journey time reliability for trunk road		journey time reliability along the route.	An online upgrade of the existing A86 is likely to continue to be used by both strategic and local trips. An alignment through this corridor would potential reduce the number of direct access to the A86 between fountly and Colgy, Whitee punctions are to be provided, these are likely to be high standard witling grade separation or leftin/left out functionality only to better manage the interaction of strategic/local traffic.	ly carriageway will mean more maintenance but easier access with two lanes available i.e. less likely for any road closures or one way working 2. Winter - road at comparable elevation to existing road so there advence existing issues relating to snow closures at Giers of Foudland. And the comparable of the strength of the strength of the control	accidents are associated with poor weather conditions in association , with maneuving through junctions and bends. Thus online dualling with junction upgrades is likely to reduce the accidents associated with junctions and bends, however does not address the contributory factor of poor weather conditions.	-Reduction in number of junctions and direct accesses to the road resulting in a significant decrease in conflicting vehicle movements. -Removal of online queues and stationary traffic associated with junctions and accesses. - Consistent cross section and high standard		and industry.				
		Option offers potential to travel at higher spee	d. traffic.	stages of assessment will provide greater understanding of the potential impact that junction location and form may have on overtaking along this section.			consideration will need to be given to the potential impact of high wir due to elevation and topography and also the presence of the Hill of Skares and Bainshole which is currently designated as an Area Requiris Special Attention (ARSA) due to water run off.	- Bends at Bainshole (8 accidents, 3 serious. Loss of control a contributory factor) Total accidents (2012-2016) = 20 (11 slight, 7 serious, 2 fatal) Winter month accidents (October-February) = 15	road geometry assists drivers during poor weather. - dual carriageway allows consistent and predictable driving conditions						
								Weather - 4 occured during snow, 1 during fog, 3 while raining and 12 when fine weather. Dualling along this corridor does offer an opportunity to improve alignment, junctions and overtaking opportunities, however, falls to address contributory factor of poor weather conditions.							
	located north of Inverurie. This corridor option includes a number of	Existing A96 = 13km Option = 13km	Online journey planner shows consistent average journey times of 10 mins through the day. The existing single carriageway between Colpy and Inveramsay has polyourney time reliability due to; — limited overtaking opportunities	S2 standard with no formal overtaking provision and limited overtaking opportunities. or Upgrading of the existing S2 carriageway to Catergory 7a dual carriageway would	Higher standard, dual carriageway road allows - Increased driving speeds (speed limit increased to 60mph for HGVs - Improved driving efficiency. - Allows overtaking of slower vehicles. - Potential to reduce journey times and impro	Current junctions/conflict points between strategic and local traffic -A86/A202 Cujunction [T-junction] -A86/A202 Cujunction [T-junction] -A86/A202 Cujunction T-junction] -A86/A202 Cujunction T-junction] -A86/A202 Cujunction T-junction T-junction] -A86/A202 Cujunction T-junction -A86/A202 Cujunction T-junction -A86/A202 Cujunction T-junction -A86/A202 Cujunction -A86/A202 Cuj	online over short sections and cross overs. Therefore sections of exist road will be detrunked and remain for local access. New dual carriageway will add operational resilience to the road network. Maintenance requirement comparable to current road but dual	Existing online section between Colpy and Inverurie North is hilly and ting bendy, with numerous junctions and accesses: This section is on relatively high ground (generally around 100m above sea levell and suffers from winter weather problems. From Old Rayne southwards, the surrounding land on the eastern side is significantly lower (less than 50m ASI) however near Inversansy it may lie within a floodoplain.	minimising unsafe overtaking manouevres in comparison to existing routes - Impact of slow vehicles on other drivers negated	All options have the potential to reduce conflicts between Motorised and Non-Motorised Users.	more reliable journey time access to Inverurie railway station for links within and outside the region. Improved access by road to the wider strategic road network for local population, commerce	and services for those travelling between cent	to? Core paths. Link Old Rayne, Durno and Whiteford to the all north of the solid Rayne, Durno and Whiteford to the all north of the solid Rayne, Durno and Whiteford to the all north of the solid Rayne, Durno and Whiteford to the all north of the solid Rayne and the solid Rayne to south of existing ASO (solid Rayne, Durno and Whiteford to the all rayne great the solid Rayne R	Refer to STAG Environmental Criteria	Refer to STAG Environmental Criteria
	High impact Constraints mainly on the eastern side of the corridor that will be considered in the assessment.	Existing A96 JT = 10mins Option JT = 7mins JT change = -3min	-slow moving vehicles - hilliness/bendiness. Traffic levels between inveramsay and Oyne Fork and considerably high than traffic levels to the west of Oyne Fork. d. A high standard dual carriageway through will provide;	significantly improve overtaking provision. Confirmation of the junction strategy in later her stages of assessment will provide greater understanding of the potential impact that junction location and form may have on overtaking alone this section.	journey time reliability along the route.	-A86/(CITOX Mill of Carden junction [T-junction] -A86/(CITOX EXPTRizele) function (Taggered crossroads) -A86/(LITOX EXPTRIZE) function (taggered crossroads) -A96/unclassified Milton of inveramisay (T-junction) An online upgrade of the existing A96 is likely to continue to be used by both strategic and local trips. An alignment through this corridor would potential reduce the number of direct accesses to the A96 between inversure north and Colpy. Where junctions are to be provided, these are likely to be high standard with grade separation or left-infel to st. functionally only to better manage the intention of strategic/local trips.	lanes available i.e. less likely for any road closures or one way working 2. Winter - road at comparable elevation to existing road and dualling make it easier for snow clearance etc. by 3. Climate change - Scheme can comply with best practice for desgn f	Whilst the reduced height of an online improvement to the east may purpove whiter weather resillence, flooding will need to be considered. will however dualing along this corridor does offer an opportunities to improve alignment, junctions and overtaking opportunities. This section has a higher than regional average accident rate faithough lower than national average) and the majority of the accidents are associated with poor weather conditions in association with manovering through	-Reduction in number of junctions and direct accesses to the road resulting in a significant decrease in conflicting vehicle movements. - Removal of online queues and stationary traffic associated with junctions and accesses. - Consistent cross section and high standard mod assertion society decreased in the consistency and assertion assists desired vehicles.		and industry.		route. May encourage active travel between surrounding villages and inverturie eg irsch, Oyne, Old Rayne.		
			- full overtaking provision - improved incident management - alternative routes for agricultural vehicles which will signifiantly improve journey time reliability for trunk road traffic.					junctions and bends. Thus online dualling with rationalisation of junctions along with junction upgrades is likely to reduce the accidents associated with junctions and bends, however does not address the contributory factor of poor weather conditions - Beneficial Impact identified cluster sites;	weather dual carriageway allows consistent and predictable driving conditions						
								 Bend east of the Pitstop layby (3 accidents, 1 serious, 2 slight. Some association with access to layby) ABS/Chapel of Garioch road (3 accidents, all slight, possibly related to proximity to bend and poor visibility) Total accidents (2012-2016) = 22 (17 slight, 5 serious, 0 fatal) 							
	Online Inverurie - OLI Zkm wide corridor option (1km around the existing A96 single carriageway centre line) between Million of Inveransy located north of Inverurie, through Inverurie to the at grade roundabout at Port E	Distance Existing A96 = 6.8km	Online journey planner shows average journey times of 8 mins through the interpeak with increased journey times during peak periods, associated with delay at Blachall Blad and slow moving traffic between Blackhall Rbt and Port Eiphinstone Roundabout.	Elphinstone is S2 standard with no formal	Increased driving speeds (speed limit increased to 60mph for HGVs Improved driving efficiency. Allows overtaking of slower vehicles.	Existing junctions/conflict points between strategic and local traffic; - A69(C1)TC(est)(C1)C10C(est)(C1)C10C(est) Drimmies junction (staggered crossroads) - A69(68)TO(C1)C10C Blockhall Broundsout (4-arm roundabout) - A69(68)TO(C1)C10C Blockhall Broundsout (4-arm roundabout)	of high quality dual carriageway will be more resilient to incident or weather than the existing A96 thorugh this corridor. Maintenance requirement comparable to current road but dual carriageway will mean more maintenance but easier access with two	Winter month accidents (October-February) = 9 Weather - 2 occured during sone, 2 while raining, 17 when fine weather in the existing A86 between Port Eighinstone Roundabout and Milton of Imeramacy is single carriageway. The route passes through Blackhard Roundabout which serves as a major access to Inverserine, and Inverserine north junction to the north of Inverserine. Traffic volumes between Port Eighinstone and Blackhall Roundabout are considerable higher than to	minimising unsafe overtaking manouevres in comparison to existing road		Together with adjoining sections, facilitates more reliable journey time access to inverurle and Kintore railway stations for links within and outside the region. Improved access by road to the wider strategic	Inverurie area.	os 13 core paths. Link Kemnay, Port Elphinstone, Inverurie amd Keith Hall. Separate core path network in west Inverurie, south for existing A96 which connects business park and residential areas. Facilitates quicker and more reliable journey facilitat	Refer to STAG Environmental Criteria	Refer to STAG Environmental Criteria
	grade roundabout at Port Ephinstone (start/end of dual carriageway section). The key constraint within the corridor is Inverurie and the River Don and Ure and associated flood plains.	Option = 6.8km Journey times Existing A96 IT = 8mins Option IT = 4mins IT change = -4min	AM peak = 16mins eastbound, 8mins westbound PM peak = 9mins eastbound, 12mins westbound. Grade separation of junctions would improve journey time reliability for both mainline and side road traffic.	stages of assessment will provide greater	Allows overtaking of slower vehicles. Potential to reduce journey times and impre journey time reliability along the route. There is an existing height restriction at Upperboat O/B (5.32m) on existing A96 which unsuitable for High Load Route.	we This option provides opportunity to grade separate exsiting at-grade junctions to better manage interaction of local and strategic traffic through Inversiries	carriageway will mean more maintenance but easier access with two lanes available is, less likely for any road discurse or new yworking 2. Winter- mad at companable elevation to existing road and dualling make it easier for snow clearance etc. 3. Climate change - Scheme can comply with best practice for desgn f climate change.	the west of Blackhall Roundabout. Will Accident rates are below both the national and regional averages for through this section. Identified accident cluster sites;	 Impact of slow vehicles on other drivers negated Removal of direct accesses to the road resulting in a significant decrease in conflicting vehicle movements. Removal of online queues and stationary traffic associated with at grade junctions, 		road network for local population, commerce		Opportunity to improve connections across existing A66 for pedestrians and cyclists. Upgrade to dual carriageway may provide opportunity to improve cycle and pedestrian provision along the existing A66 froute.		
		Journey time savings assume grade separation existing at-grade juncitions. Potential journey time savings of up to 12mins in the AM peak as Smins in the PM due of removal of congestion on the A96 mainline at Port Elphinstone Rbt an	nd	stages of assessment will provide greater understanding of the potential impact that junction location and form may have on overtaking along this section.				Blackhall Roundabout (5 accidents, 1 serious, 4 slight. occurred on A95 approaches to the roundabout) Inverurie North junction (5 accidents, all slight) Dualling along this corridor does offer an opportunities to improve alignment, junctions and overtaking opportunities. Improvements to	traffic associated with at grade junctions, roundabouts and accesses. - Consistent cross section and high standard road geometry assists drivers during poor weather. - dual carriage-way allows consistent and predictable driving conditions						
		Blackhall Rbt.						the standard of junction provision along this section has potential to reduce the frequency and seventy of accidents. Total accidents (2012-2016) = 15 (12 slight, 3 serious, 0 fatal) Writer month accidents (October-February) = 6 Weather - 2 while raining, 13 when fine weather							
	Online South - OLS 2km wide corridor (1km around the existing A96 dual carriageway centre line) between the at grade	Craibstone to Port Elphinstone Distance.	Online journey planner shows average journey times of 14mins through the interpeak with slightly increased journey times during peak periods associated with registation of a typical moundabouts during peak traffic.	h The existing A96 between Port Elphinstone and , Craibstone is dual carriageway, and therefore the proposed upgraded dual carriageway will		ers Current junctions/conflict points between strategic and local traffic; A66/893 Port Elphinstone junction (4-arm roundbout) A66/U114 Thailance Roundbout (5-arm roundbout)	1.Operational - Online corridor with localised offline sections and therefore limited sections of existing road could be detrunked for use local access.	This section of the A96 is a dual carriageway for the full length between as Craibtone roundabout and Port Ephinistone roundabout. There are numerous at grade junctions with John right turning vehicles to cross	Driver stress likely to be reduced through; - continuation of consistent cross section minimising unsafe overtaking manouevers in	All options have the potential to reduce conflicts between Motorised and Non-Motorised Users.	Except for potential improvements to Thainstone junction, there are no perceptible reductions in journey time or reliability over this	OLS would provide comparable access to jobs and services as the current route.	17 core paths. Link Port Elphinstone, Kintore and Blackburn. Currently no onward connection to Aberdeen. Improvement to public transport by improved reliability of journeys	Refer to STAG Environmental Criteria	Refer to STAG Environmental Criteria
	existing A96 dual carriageway centre line) between the at grade roundabout at Port Ephinstone the western end of the existing dual carriageway and the Craibstone Junction at the AWPR. This corridor has a number of High impact Constraints predominantly located to the north of the corridor, including Tyrebager Inil at the eastern end and the main settlements of Blackburn and Kintore. The corridor has numerous local and private accessor not the this section as well as a	Existing A96 JT = 14mins	conditions. AM peak = 16mins eastbound, 16mins westbound PM peak = 14mins eastbound, 20mins westbound. At-grade junctions reduce journey time reliability along the A96 throug	the proposed upgraded dual carriageway will have minimal impact on the provision of overtaking. Some benefit will be gained from grade separation of existing at-grade junctions which furrently limited some overtaking opportunities	overtaking. Potential to reduce delay grade separation of grade junctions. Existing height restriction at at Kemnay Road 1. (0/8 (5.47m), Dunecht Road 0/8 (5.51m), Fore	ABS/UZ3CT Twelty junction (full grade separated junction) ABS Gauchilla lutton (nur-direction grade-separated junction) ABS/UZ3CE Brownhill Roundabout (4 arm roundabout) at ABS/UZ3CE Stream Roundabout (4 arm roundabout) at ABS/GZSC Kenter Roundabout (4 arm roundabout)	Improvement to existing dual carriageway through frade separation of junction and closure of central reservations would add resilience and reliability to the road network. Maintenance requirement comparable to current existing dual carriageway over this section. 2. Winter - road at comparable elevation to existing road	f the carriageway to enter and exit the side roads and there are also four roundabouts, front including Port Epinistrone Roomalabout) on this section. Existing dual carriageway section recorded 44 accidents in the period 2012-2016. With an AADT of between 22000 - 27000 whiches per day, the accident rate is below both the national and regional average form.	comparison to existing road - Impact of slow vehicles on other drivers negatedRemoval of direct accesses to the road resulting in a significant decrease in conflicting				Opportunity to provide cycling and pedestrian facilities to encourage active travel between inverurie and Craibstone. Dual carriageway already provides access to proposed Kintore railway station site and Dyce Park and Ride		
	numerous social and private accesses onto the this section as weil as a number of at grade roundabouts that will be considered in the assessment.	JT change = -6min	Act grate practions reduce pourney time reasonity along the Also through this section during peak times. Access from the side arms of the at-grade roundabouts is reduced during eak times. Grade separation would improve journey time reliability for both massilines and side and traffic.	Currently limited some overtaking opportunities Confirmation of the junction strategy in later as stages of assessment will provide greater understanding of the potential impact that junction location and form may have on overtaking along this section.	Road O/B (5.57m) on existing A96 remain	51 Alby (12-95. Kineliar Roundsoot) (4-9m roundsoot) A66 (173C. Clining Youndsoot (4-9m roundsoot) A66 (179C. Clining Youndsoot (4-9m roundsoot) A66 (179C. Clining Youndsoot (4-9m roundsoot) This option offers potential to grade-separate or dose central reservation openings to prevent hazardous right turn movements at all junctions between Crabistone and Port Eighinstone.	 winter-noad at comparative elevation to existing road Climate chainge - Scheme can comply with best practice for desgn f climate change. 	or accident rate is below both the national and regional average for all accidents. Accident States, Accident Cluster sites, -Chapel of Stoneywood junction (T-junction which allows right turn through central reservation) (8 accidents, 3 of which were serious). -Irichilli Fores and 8979 junction (aggreed crossroad, allows right turn across central reservation) (9 accidents including serious and 1 farati.	venice movements. - Removal of online queues and stationary traffic associated with at grade junctions, roundabouts and accesses. - Consistent cross section and high standard road geometry assists drivers during poor weather. - draft carriageaeava allows consistent and						
			mainline and side road traffic.					fatal) -froombill Roundabout (4 arm, at-grade roundabout_ (3 accidents, all slight) -froombill poundabout (4 arm, at-grade roundabout_ 3 accidents, all slight) -frontore mid junction Eastbound Exit Slip (3 accidents on eastbound exit slip, 2 slight, 1 serious) -Front Eighinstone Roundabout (3 accidents on westbound approach/cleaster orculatory, all slight)	 - dual carriageway allows consistent and predictable driving conditions 						
								approxive astern circulatory, as layely in Improvements to the standard of junction provision, particlarly removal of right turn movements, along this section has potential to reduce the frequency and severity of accidents. Total accidents (2012-2016) = 44 [32 slight, 10 serious, 2 fatal) Writer month accidents (Cottobe-February) = 26 Weather - 7 during snow, 7 while raining, 30 when fine weather							

			Environmental	STAG Appraisal Safety	Economy Integration
Corridor Areas Commentary applicable to all options	Corridor Option	Air Quality Noise and Vibration People & Communities	Materials Policies & Plans Cultural Heritage Landscape & Visual Nature Conservation Geology, Solis, Contaminated Land and Groundwater Road Drainage and the Water Environment		In overall terms AGE dualling performs positively in an assessment against the policy framework.
	e eastwards bypassing the topographical constraints of Hill of Bainshole and Glens of Foudland Windfarm to the south before turning southwards at Fisherford to pass through the gap between the Hill of Tillymorgan and the Hill of Rothmaise. The corridor will facilitate a lin to the Area D Corridor Options to the East of Colpy.	A Wost air quality expected to be at the north end of D+O1 where the A97 and A96 interest. The population density is relatively small compared to the other corridors, and therefore the potential impacts are considered to be low. It is noted that the north end of the corridor is exposed to road traffic noise from the existing A97. No National Forestry Recreational routes. No National Forestry Recreational Playing Fields Provided Tourism Recreational Playing Fields No National Forestry Recreational Playing Fields No Na	Annual lancation of housing land of Duminslade and a small wars of Department obligating the Floride LDP committed developments at Floride florid, LDP committed developments 0.15 km2. I contain the provided planing of the control of possible definition of the provided planing in the southwest which this corridor option. There are no Letegray A listed Buildings within this corridor option. There are no Letegray A listed Buildings within this corridor option. There are no Letegray A listed Buildings within this corridor option. There are no Letegray A listed Buildings within this corridor option. There are no Letegray A listed Buildings within this corridor option. There are no Letegray A listed Buildings within this corridor option. There are no Letegray A listed Buildings within this corridor option. There are no Letegray A listed Buildings within this corridor option. There are no Letegray A listed Buildings within this corridor option. There are no Letegray A listed Buildings within this corridor option. There are no Letegray A listed Buildings within this corridor option. There are no Letegray A listed Buildings within this corridor option. There are no Letegray A listed Buildings within this corridor option. There are no Letegray A listed Buildings within this corridor option. There are no Letegray A listed Buildings within this corridor option. There are no Letegray A listed Buildings within this corridor option. There are no Letegray A listed Buildings within this corridor option. There are no Letegray A listed Buildings within this corridor option. There are no Letegray A listed Buildings within this corridor option. There are no Letegray A listed Buildings within this corridor option. There are no Letegray A listed Buildings within this corridor option. There are no Letegray A listed Buildings within this corridor option. There are no Letegray A listed Buildings within this corridor option. There are no Letegray A listed Buildings within this corridor option. There are no Letegray A listed Buildings wi		Potential for journey time savings and improved in stolation. This corridor does not make use of driving conditions (consistent speed, less brakking required) to provide positive benefits for users. In overall terms A96 dualling comes out positively in an assessment against the policy framework and this option could play a part in this.
	D+ 02 Con'idor Option D+ 02 provides a link from Corridor Option D+ 01 to the Online Corridor B to the west of the Hill of Tillymongan via the gainstole and Setween the toggosphical constraints of the Hill of Sinshole and Glens of Foudland Windfarm and the Hill of Tillymongan.	Community severance Community	There are no heritage assets of national or regional importance within this condor. Lindicage Sensitivity No lambdadge s		Potential for journey time savings and improved driving conditions (conditions (conditions (conditions) (cond
bounded to the south and east by the Online Option B Corridor Area	Colpy and continues in a south-easterly direction towards the settlement of Durno and ties into the Online Option B strategy in the vicinity of Whiteford aand Pitcaple. A connection to Corridor BN01 (vi	village, which are Opyne (ess1), Bonnyton (north) and Kindon-Flayner (north). However, Unso to the eart and a smaller one in Bonnyton to norousist of residential it is classed as medium. The open consist of residential it is classed as medium. The open consist of residential it is classed as medium to the north. There is 1 hotel and 3 offices of the open consist of residential it is classed as medium. The open consist of residential it is classed as medium to the north. There is 1 hotel and 3 offices of the open consist of residential it is classed as medium. The open consists of residential it is classed as medium to the north. There is no recommentally in the north three is nore of three north three north three nore of three north	A small area of land at Dumo is LDP protected green amenity space. DP committed green amenity space. LDP committed green amenity space. LDP committed green amenity space is the space of a state green amenity space in the space of a state green amenity space is the space of a state green amenity space. The space is the space of a state green amenity space is the space of a	enty ording. ological veral	Potential for journey time savings and improved it does not make use of and improve efficiency of existing roads, routes and infrastructure, as braking required) to provide positive benefits for users. DDI requires creation of a new road corridor. In overall terms A96 dualling comes out positively in an assessment against the policy framework and this option could play a part in this.
	D02 Corridor Option D02 commences to the south of Tochar and the east of Melde Wartle. The northern end of the corridor provides a connection to Optine Corridor Box 100 years to Corridor Option D-01 via the western end of Corridor D03. The corridor continues in a sout easterly direction passing to the east of Duma and linking to Corridor BN01 in the vicinity of Daviot. The corridor is bounded on the west are south by Corridor options D01 and BN01 and on the north and east browning to the Corridor option D03.	scated in the villages of Kisthon-of-Rayee Inorth - substant Medie Warnie (north) and Manis of Glack scated in aggionerations, though there are	National state Copy lack adductated at Dword as protected where the protection of the protected development of the protected deve	ith a nall n larger	Potential for journey time savings and improved driving conditions (consistent speed, less braking required) to provide positive benefits for users. Description of a new road condition (conditions) in overall terms A96 dualling comes out positively in an assessment against the policy framework and this option could play a part in this.
	DO3 Corridor Option DO3 commences to the south of Glens of Foudland at Colpy and broadly follows the existing A920 route in an easterly direction. At Todan, the corridor turns south-east and continues to follow the A920 route towards. Netherton of Mounie to the east of the stetlement of Disord where the corridor terminates. The corridor affaithtess a connection to Corridor 8001 at its southern end which control or the control of a control of the corridor affaithtess a connection to Corridor 8001 at its southern end which combining Option to with a direct the in- to a potential northern offline bypass of Inversurie. The corridor is bounded on the west and south by Corridor option DO2 and to the north and east by the Corridor are extents, topographical constraints of the Hill of Rothmaise and Hill of Backford and their approach slopes and historical and cultural constraints of the Hill of Barra.	copulation density. Settlements are evenly distributed and so some impacts likely anywhere relative small agligomenations from those to some impacts likely anywhere relative small agligomenations to make the potential impacts are considered to the DDI and DDI Decause of the ADDI and so the be medium. It is noted that the easting ADDI and DDI Decause of the ADDI and so the be medium. It is noted that the easting ADDI and DDI Decause of the ADDI and so the be medium. It is noted that the easting ADDI and DDI Decause of the ADDI and so the be medium. It is noted that the easting ADDI and DDI an	Actional lates **Si lam 2.**	d surge but to t t t t t t t t t t t t t t t t t	Potential for journey time savings and improved odd 3 does not make use of and improve differency for some part of the positive benefits for users. Disability of the positive benefits and corridor. In overall terms A96 dualling comes out positively in an assessment against the policy framework and this option could pily a part in this.
options shall be identified to satisy the objectve of Improvement	Auchencleith. From here, it heads south east across B9170 towards Bourtie House and Old Bourtie, towards the settlement of Kinmuck. The corridor option then heads south west across the River Don to	spread across small settlements the largest of which have to the south east in Kimuck and Area the experience of the small communities throughout and small number of receptors. Set may be a considered to be medium Class 3.1 (sashe agriculture) and Class 3.2 (mixed agriculture) throughout corridor. No Class 1 or 2. Class 3.1 (sashe agriculture) and Class 3.2 (mixed agriculture) throughout corridor. No Class 1 or 2. Class 3.1 (sashe agriculture) and Class 3.2 (mixed agriculture) and Class 3.2 (mixed agriculture) throughout corridor. No Class 1 or 2. Class 3.1 (sashe agriculture) and Class 3.2 (mixed agriculture)	Appel of of the service and subcoded for housing by LDP and sum all make of protecting pinn, regard to the protecting pinn,	e tition. of the ption tors sssrings ole .	Potential for journey time savings , reduced delay due to peak period congestion, and improved driving conditions (consistent speed, less braising required) to provide positive benefits for transport users. Consistent speed
Hundly to Aberdeen Meet the Team events held in November 2017. The area seaks to explore usuable offline corridors that link the online Corridor Options; OLS (in Corridor Area B) to localised bypass Corridor Options; OLS on the mortheast of invesurie (MINU), avoiding the constrained online section around Port Elphinstone/ Kintore north. The Corridor Area is bounded to the north, south and west by the Corridor Area is.	e land to the west of Blackburn	e option. It is characterised by the 8977 carrying located alongside the 9977 road (close to Coast Iraffic tofform Kintore via Wester Firtryy. What ago Course to the north. Although air quality will be relatively tow at the roadside, it will still be very good at the settlements. The population density is low and no other settlements. It is noted that this corridor is exposed to railway, noise arising from the Aberdeen-inverness line. It is noted that this corridor is exposed to railway, noise arising from the Aberdeen-inverness line. There is generate along the course of the River Don and at Kintore golf course, although the golf course is the road of the recognised greenspace within this corridor. 21 km. Cycle paths There are core paths following the course of the River Don and then to the south within the corridor. Length of paths within corridor. 31 km. Cycle paths No cycle roate within the corridor. Community severance. There are no community facilities directly within this corridor. However, this corridor lies east and north east of the town of Kintore which provides a shope including post office and chemits, and church). A number of primary school activement areas fall within this corridor (finellar Primary, Midmill School, Hatton (Pintray) Primary, Kintore Primary and Kethall Primary). Population density in CNO1 is low in this large.	Notice and after the committed development - 0.07 km.2. One of the comm	ude see Objective 2	Potential for journey time savings , reduced delay due to peak period congestion, and improve difficiency of existing roads infrastructure and is a limproved driving conditions (consistent speed, judge of the period of the per
Bennachie. The northern section commences at Huntly and runs south east to the southern section at Bennachie providing connectivity to OLN and OLC. The section has been split into three Corridor Options, CN01,	N commences at Huntly at the A96/A97 roundabout running south and	number of well dispersed high sensitivity bere are a few communities to the south by Georgators. In the north of this corridor option is Georgators. In the north of this corridor option is Georgators, and the north of this corridor option is Georgators, and the north of this corridor option is Georgators, and the north of this corridor option is Georgators, and the north of the corridor option is Georgators, and the north of the corridor option is Georgators, and the north of the n	Audience and Garty, Small set of LPP allocated from the control option. These descriptions in the control option in the control option in the control option. These descriptions in the control option in the control option. These descriptions in the control option i	n. of the ghout size. given se he theen dids if for	divining conditions (consistent speed, less braiking required to provide postive benefits for transport users. Electronic provides the provide postive benefits for laggregate total which is liberature and transport speed to other northern options 8, D. CND2 in overall terms 456 dualling comes out positively in an assessment gainst the policy framework and this option could play a part in this.
	and running in a southeast direction for approximately 23kms to the tie in point at Bennachie and Corridor Option CSQ2. The corridor varies in width throughout with the widest section up to 3.5 kms wid and 600 metres wide at the narrowest point between the high impact areas of insch and the cluster of constraints to the west. Cross	f density and a relatively low number of well dispersed exposures and local sources of read traffic emissions. The B9002 spans for a significant proprior of the zone. Two grants of the spans of the sp	No 109 land allocations in this contribut LDP consmitted development = 1.31 km. ² . No interest the contribut Development = 1.31 km. ² . No interest the contribut Development = 1.31 km. ² . No interest the contribut Development = 1.31 km. ² . No interest the contribut Development = 1.31 km. ² . No interest the contribut Development = 1.31 km. ² . No interest the contribut Development is the contribut problem of	actively dent dent dent dent dent dent dent dent	Potential for journey time savings and improved Ch02 Does not make use of and improve driving conditions (consistent speed, less braking required) to provide postive benefits for transport users. Potential to improve access to the minor LDP allocations at Insch and Oyne. In overall terms A96 dualling comes out positively in an assessment against the policy framework and this option could play a part in this.
	CN03 Corridor CN03 is the eastern most corridor in the north section commencing at the A66/A97 roundabout at Huntly and running in a southeast direction from Corridor CNN for approximately 12 kms to the lie in point at Bennachie and Corridor polyton CSD. The corridor is approximately 22 kms at the widest point and 275 metries at its narrowest. However, this width is constrained the notional boundary of OSC and therefore overing between Corrido Conscious. Potential cross connections to and from OL and CNO2 are possible.	opopulation density is high. Outside these settlements, the control of consists of scattered medical receptors. The potential impacts are the opposures which means the control or is less to you contrained to the north. The potential impacts are the opposures which means the control or is less to you contrained to the north. The potential impacts are the opposures which means the control or is less to the receptors are exposed to nouse arising from LLD popes aspects, community land, playparks, recreational playing fields the Abstrace-Inventors ranking loss.	Justice of the properties and provided of the protected (leaves to (LIP) and allo prockets of LIP) and allo prockets of LIP processes (large to the processes of LIP) and all processes (large to the processes of LIP) and all processes (large to the processes of LIP) and all processes (large to the processes of LIP) and the processes of LIP processes (large to the processes of LIP) and the processes of LIP processes (large to the processes of LIP) and the processes of LIP processes (large to the processes of LIP) and the processes of LIP processes (large to the processes of LIP) and the processes of LIP processes (large to the processes of LIP) and the processes of LIP processes (large to the processes of LIP) and the processes of LIP processes (large to the processes of LIP) and the processes of LIP processes (large to the processes of LIP) and the processes of LIP processes (large to the processes of LIP) and the processes of LIP processes (large to the processes of LIP) and the processes of LIP processes of LIP processes (large to the processes of LIP) and the processes of LIP processes of LIP processes (large to the processes of LIP processes of LIP processes (large to the processes of LIP processes of LIP processes (large to the processes of LIP processes of LIP processes (large to the processes of LIP processes (large to the processes of LIP processes of LIP processes (large to the processes of LIP processes of LIP processes of LIP processes of LIP processes (large to the processes of LIP p		Potential for journey time savings and improved Ch03 does not use existing roads infrastructure. It is an improvement on options Ch01 and Ch02 by raiking required to provide postive benefits for providing the opportunity to make use of and transport users. It is an improvement on options Ch01 and Ch02 by providing the opportunity to make use of and intrastructure by joining On-line Corridor B at Gliess of Choulland, Proteints to improve access to the minor LDP allocations at insuch and Oyne. In overall terms A66 dualing comes out positively in an assessment against the policy framework and this option could play a part in this.
Corridor C Bennachie to Kintore. Southern section connects from inversire North at OLC and the Online qualling section at Kintore. The southern section has been split into two Corridor Options CS01 and CS02	Corridor CS01 is constrained by high impact	tt receptors. The risk of significant impact overall is receptors throughout. The population density is Agricultural land	Note that the contribute of th	n) lily. east of opact pact	Potential for journey time savings, reduced delay due to peak period congestion, and improved driving conditions (consistent speed, less braking required) to provide postive benefits for transport users. In overall terms A96 dualling comes out positively in an assessment against the policy framework and this option could play a part in this.
	CS02 Corridor C502 commences at the foot of Bennachie and the tie in poin to Strategy C northern options and runs for approximately 14kms south east to Corridor option C15 south of Kintore. This is a wide corridor over majority of its length, with a maximum width of 2.4 km and 500 meters at its narrowest paint 145 Bennachie. Potential cross consistent of the corridor of the corri	onnumities to the south, and a number of Agricultural land dispersions medium. define receptors throughout in addition, there is 1 community building and 5 hotels. and 5.1. To the north of the corridor there is an area of Class 3.1 to the north of this corridor. Predominantly Class 3.2 with pockets of 4.1, 4.2 and 5.1. To the north of the corridor there is an area of Class 5.2, 5.3 & 6.3. No Class 1 or 2, Class 3.1: 0.06 land 5.1. To the north of the corridor there is an area of Class 5.2, 5.3 & 6.3. No Class 1 or 2, Class 3.1: 0.06 land 5.1. To the north of the corridor there is an area of Class 5.2, 5.3 & 6.3. No Class 1 or 2, Class 3.1: 0.06 land 5.1. To the north of the corridor there is an area of Class 5.2 to the north of the corridor there is an area of Class 5.2 to the north of the corridor.	Signed of the second comments within the condor. ID commented development = 2.72 km2. The comment of despited following the condording comments within the condording the condo	spread nerr narrow if the	Potential for journey time savings , reduced delay due to peak period congestion, and improved driving conditions (consistent speed, less braking required) to provide postive benefits for transport users. CS02 does not make use of existing road or infrastructure corridors. It is less likely reduce congestion in the Thankstone. Inverview area. In coveral terms A96 dualling comes out in overall terms A96 dualling comes out published in an assessment against the policy framework and this option could play a part in this.
Corridor Area B (Inversurie South) Corridor Area B identifies the broad study area where suitable corridor options shall be identified to satisfy the objective of improvement Strategy Option B and provide an online corridor with bypasses to either north or south of inversuries. This area is represents bypass options to the south of inversuries. This area is represents bypass options to the south of inversuries. The south and west by Corridor Area C and to the north by Corridor Area B (online).	OLC at Chapel of Garioch and runs for approximately 10km south east to Corridor option OLS at Kintore. The corridor varies in width, 1km a er the southest section and quickly widens out to approximately 2.5kms. There are potential cross corridor connections to Online	on receptors and population density. The risk of significant impact overall is low. c significant impact overall is low. Clowestone and Half Forest. Because of the number of residential receptors. No Motional Foresty Recreational routes.	Supplied Gardon — the DIP floring land allocation, and these small area of LOP protecting gene supplies and subcodious, and these small area of LOP protecting gene supplies and subcodious, and these small area of Copy protecting gene supplies and subcodious and these small area of Copy protecting gene supplies and subcodious and these small area of Copy protecting gene supplies and subcodious and the subcodio		Potential for journey time savings , reduced slely due to peak period congestion, and improved diring conditions (consistent speed, less braking required) to provide positive benefits for transport users. Solutions of the state of the sta
options shall be identified to satisfy the objective of Improvement	e south of the junction with the A920. This corridor includes a number t High Impact Constraints on both sides of the corridor including the	reduces to a lower level with only Colpy a st ignificant settlement. The A66 means that baseline air quality is relatively poor for to the Colpy. The population density is relatively low only is relatively only on the control of corridor but likely to be better than OLC through and therefore the corridor is considered to have under the control of corridor of overall.	As 10P lond discussions this condex LPD section of the condex coption. There is non Category A Listed Building in the condex option. There is no marked section produced and building in the condex option. The condex marked and building in the condex option. The condex marked building in the condex option. The condex marked building is the c	II. aches d with to to	Potential for journey time savings and improved of the utilises the existing road corridor. There is a high likelihood of use of the existing 896 as a briaking required to provide postive benefits for transport users. It is a subject to the existing and the existing road corridor. There is a high likelihood of use of the existing 896 as a high likelihood of use of
	Colpy to Inverurie North (Online Central) - OLC 2km wide corridor option (Ikm around the existing ASG centre line) from a point just south of the settlement of Colpy at the AS20 junctio going southeastward, passing near Settlements of Pitmachie, Old Rayne, Oyne, Pitcape at terminating near Million of Inverariansy located north of Inverurie. This corridor option includes a number of right impact Constraints mainly on the eastern side of the corridor th will be considered in the assessment. Online Inverurie - OLU	includes the towns of Pricasing, Old Rayne and modifying states the sensing ARS and several alters exhibitely large settlements. The ARS means that asserting are at a several other dispersable the condor but still good overall. There are at least 6 communities within the condor and several other dispersed one present importance of the condor but still good overall. There are at least 6 communities within the condor and several other dispersed one present importance or the existing ARS dispersed. The population density is one of the highest and therefore potential imports are considered to be high. This condor is exposed to made that colds from the casting ARS dispersed and within the condor is 0.05 km 2], the total area of recognised generalized even specified presengates within this condor is 0.05 km 2] by post pages, community fand, playparks, recreational playing fields potential imports are considered to be high. This care are mail areas of 10°P protect. Areas claim with the condor is 0.05 km 2] and old Rayne (Sites P1 & P2) and old Rayne (Sites P1 & P2) and old Rayne (Sites P1 & P2) and old Rayne (Sites P1 & P2). The total area of recognised generalized even specified presengates within this condor is 0.05 km 2] less than 1% of total ordinary and the second of the section of the existing ARS disperses within this condor is 0.05 km 2] less than 1% of total ordinary and the section of the existing ARS disperses and strategies of the section of the existing ARS disperses. The condor of the existing ARS disperses of the most halong tumence Road. Abendershire cycle from the internation of the existing ARS dispersed. The north exist of the operation of the existing ARS disperses. The north exist of the operation of the existing ARS disperses of the most halong tumence Road. Abendershire cycle from the internation of the existing ARS disperses. The north exist of the operation of the existing ARS disperses, the condor of the existing ARS disperses. The north exists and the approach of the existing ARS dispers	LOP lated absolution at OLD keywe include many and many a	see Objective 2 deed, d	Potential for journey time savings and improved of CLU utilises the existing road corridor. There is a high likelihood of use of the existing A96 as a braking required to provide postive benefits for transport users. In overall terms A96 dualling comes out positively in an assessment against the policy framework and this option could play a part in this. Potential for journey time savings , reduced OLU will follow the existing A96 corridor through
	Zhm wide corridor option (1km around the existing A96 single carriageway centre line) between Millton of Inveransay located north of Inverune, through Inverurie to the at grade roundabout at Part Ephishrico (trat/lend of dual carriageway section). The key constraint within the corridor is inverurie and the River Don and Ure and associated flood plains.	but still good compared to a city). However, use in the exception are grouped in This counted by the contribution of the risk is high. 2 considered to be high, although it is noted that, most exceptions are expected from the existing AGS and the Affection. The petential impacts are betreform considered to be high, although it is noted that, most exceptions are expected for read traffic notice and strain from the existing AGS and the Affection. There are large areas of greenspace within an assurounding inversible. But arising from the existing AGS and the Affection. There are large areas of greenspace within an assurounding inversible. But arising from the existing AGS and the Affection. There are large areas of greenspace within an assurounding inversible. But arising from the existing AGS and the Affection. There are large areas of greenspace which committee to greenspace which committee to greenspace in this control or all areas of processing either gardens, subjudge fields and amenity areas and other areas of natural greenspace which contribute to greenspace in this control or all areas of processing either gardens, subjudge fields and amenity areas and other areas of natural greenspace which contribute to greenspace in this control or all areas of processing either gardens, subjudge fields and amenity areas and other areas of natural greenspace which contribute to greenspace in this control or all areas of processing either gardens, subjudge fields and amenity areas and other areas of natural greenspace which controls are all controls areas and other areas of natural greenspace which controls are all controls are all and provided areas of processing either gardens, subjudge fields and amenity areas and other areas of natural greenspace which controls areas and other areas of natural greenspace which controls are all and areas of processing either gardens are core paths within the control areas. In a control areas, and the provided areas of processing either gardens are core paths within the control areas.	Explanation. Allow the western region of instruction principal productions in the counted region. These receipt of stationary and assessment of the second o	oned Controls (Controls one) (Control one) (delay due to peak period congestion, and improved driving conditions (consistent speed, less braking required) to provide postive benefits for transport users. benefits for transport users. Period of the consistency of the consistency of the consistency of the construction of the constitution of the con
	Online South - OLS 2km wide corridor (1km around the existing A06 dual carriageway centre line) between the at grade roundabout at Port Elphinstone the western end of the existing dual carriageway and the Cribitone uniform of the AWPK into corridor has a number of right impact Constraints predominantly located to the hard the AWPK into corridor has a number of a corridor and the AWPK into corridor has a number of a corridor and corridor has a corridor	sesdential receptors. There are many high seathles receptors with no this control or in the towns of Kintore, Kinelar and Blackburn which heavily contrain the control. Many receptor to be air large deposition of the milk sex in the control of the seather extents. No extended to be high; 1.71 is milk existing A66 which means baseline poliutant veyes may be relievely high. Big on the control of	In standing dis between the straining of	tiver half of liter of the state of the stat	Potential for journey time savings , reduced delay due to peak period congestion, and improved driving conditions (consistent speed, less braking required) to provide postive benefits for transport users. Old Sutflies the existing inductions throughout the Strategie Growth Area induced at Introve. In overall terms 366 dualing comes out postively in an assessment signature the goldy framework and this option could play a part in this.
	Major Adverse Impact Adverse Impact Neutral Impact				

		Accessibility & Social Inclusion Feasibility Affort									
Corridor Areas	Corridor Option	Accessionity & Journal inclusion	Alignment & Buildability	Geotechnical	Flooding and Drainage	Structures	Utilities	Affordability	Public Acceptability		
Commentary applicable to all options	s							Commentary based upon consideration of likely engineering works necessary to create a road within this corridor.			
Huntly to Aberdeen Meet the Team events held in November 2017. The area seeks to explore suitable offline corridors that links the East of Huntly Online Option B strategy with the Glens of Foudland to North-	southwards at Fisherford to pass through the gap between the Hill of Tillymorgan and the Hill of Rothmaise. The corridor will facilitate a link	Colpy and not use the new road in this corridor. Express / strategic services are likely to redirect	Mains of Bogstuton, and small settlements and residential and firm properties in the control. The control is constrained at the eastern and by the kild of Institution and the requirement to provide a compliant horizontal alignment to bypass this kill and fails to the control options in Control Area D. 2. The topographic constraints between Woodbank at the western end of the control and Mains of Bogstudon to the north of the Hill of		All flooding shown on the SEPA flood maps within this corridor is very localised to the associated watercourses. Any alignment positioned within corridor D-01 will not pass through functional floodplain. The number of watercourse crossings required is dependent on the position of the alignment within the corridor. At the northern extent of the corridor, it is estimated that 4 small piped culverts and 4 box culverts would be required. It it is southern extent, 1 small piped culvert and 2 large piped culverts would be required.	The number of bridges and retaining structures required is dependent on the alignment within the corridor. However, it is envisaged that one B-Class Rd and a large number of local roads or farm access roads will potentially be crossed. There are also several watercourse crossings required but it is articipated that these could be culverted. None of the structures are fleely to be particularly complex or large and could be constructed using conventional construction techniques.	SSE - 11 kv and kv infrastructure present within this corridor. (Neutral / Marginal Impact) Wind Turbines / Masts - 5 no. wind turbines within this corridor, 2 together and 3 individual. (Neutral / Marginal Impact)	High capital costs associated with extensive earthworks and potential large structures including tunnels. Increased maintenance cost associated with structures and earthworks	Not included in previous consultations. However, several members of the public suggested an alignment to the north of the existing A96 through the Glens of Foudland would provide an alternative which could reduce impact of winter weather.		
bysass of Huntly. The Corridor Area is bounded to the south and east by the Online Option B Corridor Area and by the limits of the study area to the north and east.		Any localised walking and cycling accessibility issues are unclear at this stage.	Tillymorgs will likely result in significant earthworks. The easting hilly termin associated with Regiphil, Broom Hill and Wiether Hill could be that numerous side to and crossings must eight can continue and exhabitions to excess of 25% will be required to achieve compliant utiligements. Tunnel options would be the alternative to these significant open cuttings, and large vaduat type structures in lieu of embaniments in this comidor. In this comidor, the common size of the common s	deposit identified. - Earthworks: No recorded areas of material (Sand and Gravel) with a potential for high proportion of re-use without processing. - Shallow Rock: Moderate areas of near surface rock identified	•	Due to topographical constraints, vaducts or turnels may need to be considered as an alternative to significant embankments but it is assumed at this stage, that these will not be required. Operation and maintenance requirements for the structures within the corridor are unlikely to pose any significant issues. Demolition or modification of existing structures is not anticipated.		High cost risk due to uncertainties of ground conditions in relation to large earthworks			
	D+ 02 Corridor Option D+ 02 provides a link from Corridor Option D+ 01 to	Existing bus stopping service is likely to remain on the declassified trunk road through Pitcaple,	constraints of Hill of Bainshole and Glens of Foudland Windfarm and the Hill of Tillymorgan. The development of alignments within the	been identified.	There is no flooding shown on the SEPA flood maps within this corridor.	The crossing of the watercourses and associated flood-plain will require consultation with SEPA and other environmental bodies. It is envisaged that any constraints can be readily accommodated within the design. The number of bridges and retaining structures required is dependent on the alignment within the corridor.	SSE - 11 Kv and Lv infrastructure present within this corridor. (Neutral / Marginal Impact)	High capital costs associated with earthworks and potential structures	Not included in previous consultations.		
	the Online Corridor B to the west of the Hill of Tillymorgan via the gap between the topographical constraints of the Hill of Bainshole and Glens of Foudland Windfarm and the Hill of Tillymorgan.	Colpy and not use the new road in this corridor.	cordor will be influenced by the steep topgraphy a Broom Hill, Wether Hill and Hillhead of Reglouton, the ancient woodland north of Auchitender and small settlements and residential and lamp properties in the corridor. Consideration will have to be given to how potential alignments within this corridor connect to the online B corridor at Foudland. 2. The topgraphic constraints will likely result in significant earthworks for any potential alignment in this corridor. 3. The AP3 at the western end and existing AP8 at the southern end of the corridor option will provide access for future construction of a dual carriageway route. 3. This is an efflicie corridor so there would be minimal disruption to the existing AP8 during construction apart from some limitted	 Topography: Moderate areas of steep sided slopes and high ground identified which have potential for substantial cuttings and embankments and possible slope stability issues. Contamination: No recorded areas of made up (or reworked) a ground with potential contamination risk. Compressible Solis: No recorded areas of compressible alluvial deposit identified. 	The number of watercourse crossings required is dependent on the position of the alignment within the corridor. d at the northern extent of the corridor, it is estimated that 1 large piped culvert would be required. At the southern extent, 1 large piped culvert would be required.	However, it is envisaged that one or two local roads will potentially be crossed. There is also likely to a watercourse crossing but it is antioptedted that this could be cubivent. Alone of the structures are likely to be particularly complex or large and could be constructed using conventional construction techniques. Due to topographical constraints, viaducts or tunnels may need to be considered as an alternative to significant embanisments but it is assumed at this stage, that these will not be required.		increased maintenance cost associated with structures and earthworks. High cost risk due to uncertainties of ground conditions in relation to large earthworks. Note that this comfor option requires OLIX or D+D1 to	However, several members of the public suggested an alignment to the north of the existing A96 through the Glens of Foudland would provide an alternative which could reduce impact of winter weather.		
			temporary disruption to the A96 at the southern tie-in.	 Earthworks: No recored areas of material [Sand and Gravel] with potential for high proportion of re-use without processing. Shallow Rock: Moderate areas of new surface rock identified resulting in potentially hard/slow digging within road cuttings. 	a	Operation and maintenance requirements for the structures within the corridor are unlikely to pose any significant issues. Demolition or modification of existing structures is not anticipated. The crossing of the watercourses and associated filod-plain will require consultation with SEPA and other environmental bodies. It is enviraged that any constraints can be readily accommodated within the design.		be delivered.			
						construction before its criticages are any constraint can be completed as a manufacture of the congression o					
Corridor D Corridor Area D identifies the broad study area where suitable corridor	DO1 Corridor Option DO1 commences to the south of Giens of Foudland at	Existing bus stopping service is likely to remain ton the declassified trunk road through Pitcaple,	existing High Voltage Power Lines which run in a northwest to southeast direction from Colpy to Whiteford, pockets of ancient woodland	PEAT: Localised plan areas of compressible peat deposit have at been identified.	Two notable areas of active flood plain are shown on the SEPA flood maps, within this corridor, at "Dumo" and "Bonnyton". - The area at Dumo (associated with the Burn of Dumo) measures approximately 550 x 120m (6 Sha) and could likely be	The number of bridges and retaining structures required is dependent on the alignment within the corridor.	SSE - Overhead transmission lines present within this corridor. (Zno. 275 kv.) 1 line runs parallel to the corridor for much of its length and	Capital - Low number of abnormal engineering works therefore anticipated cost to be typical of			
Strategy D and provide a more direct line between a section of the A96 from the Glens of Foudland to north-west of Inverurie. This area is bounded to the south and east by the Online Option B Corridor Area	Online Option B) is feasible which satisfies one of the recommendatio of the DMRB Stage 1 report of combining Option D with a direct tie-in to a potential northern offline bypass of inverurie. The corridor is bounded on the west and south by the Online Option B corridor area	ia Express / strategic services are likely to redirect on to the new route. Any localised walking and cycling accessibility	Freefield and Woodend, the settlement of Dumo and other smaller settlements and residential and farm properties in the corridor. 2. South of Colpy, the topography in this corridor is generally fill with some local industations to the morth of lid Rapme which will likely result in moderate earthworks in the northern part of the corridor. After Old Rayne, the unfulsations become more pronounced with confidence of the properties of the properties of the corridor. 3.a. The ASD at Colpy, the B992 at Kellockbank and the Pitcaple to Dumo local road all provide access for future construction of a dual carriageway route.	embankments and possible slope stability issues Contamination: Localised areas of made up (or reworked) ground with potential contamination risk Compressible Soils: Localised areas of compressible alluvial deposit identified.	avoided. The number of watercourse crossings required is dependent on the position of the alignment within the condor. At the estem extent of the condor, it is estimated that 3 small piped culverts, 1 large piped culvert and 2 bridges would be required.	However, it is envisaged that five local roads, a disused railway cutting and an adjacent watercourse may need to be crossed with bridges. It is anticipated that other minor watercourses could be culverted. None of the structures are likely to be particularly complex or large and could be constructed using conventional construction techniques. Operation and maintenance requirements for the structures within the corridor are unlikely to pose any significant issues.	Marginal Impact)	a new road scheme of this scale. Maintenance costs - No abnormal maintenance costs expected. Cost Risk - Medium cost risk due to presence of compressible soils and utilities interface within	Some support for an alignment to the east of the existing A96 as this is further from the Bennachie area.		
	and historical and cultural constraints of the Roman Camp at Durno and on the north and east by Corridor option DO2.		3b. This is an offline corridor so these would be minimal disruption to the existing ASS during construction apart from some limited temporary disruption to the ASS at the northern end (Colpy) and southern ends (Pitcpale) of the corridor should a connection to the Onlin Option B be preferred.	Earthworks: Localised areas of material (Sand and Gravel) with a potential for high proportion of re-see without processing. Shallow Rock: Moderate areas of near surface rock identified resulting in potentially hard/slow digging within road cuttings.	At the western extent, 1 small piped culvert, 1 large piped culvert, 1 box culvert and 1 bridge would be required.	Demolition or modification of existing structures is not anticipated. The crossing of the watercourses and associated flood-plain will require consultation with SEPA and other environmental bodies. It is envisaged that any constraints can be readily accommodated within the design.		the corridor option.			
	D02 Corridor Option D02 commences to the south of Tochar and the east	on the declassified trunk road through Pitcaple,	Compliant alignments are possible within this corridor option. The development of alignments within the corridor will be influenced by the existing High Voltage Power Line which runs in a north south direction to the east of Kirkton of Rayne, pockets of ancient woodland at	t identified.	the Burn of Durno).		SSE – Overhead transmission line crosses this corridor at it northern ent (Inn. 275 kv.). (Adverse impact)	works therefore anticipated cost to be typical of	Some concern for loss of prime agricultural land		
	of Mielde Wartle. The northern end of the corridor provides a connection to Dnine Corridor 8 at Colyp and to Corridor Option D+01 via the western end of Corridor D03. The corridor continues in a south eastery direction passing to the east of Dumo and linking to Corridor 8001 in the vicinity of Daviot. The corridor is bounded not the west an south by Corridor options D01 and 8N01 and on the north and east by Corridor option D1.	h- Express / strategic services are likely to redirect to the new route. dd / Accessibility by car from Rothienorman and Daviot to the A96 corridor may improve but onl	2. The corridor is generally flat with some local undulations which will likely result in moderate earthworks throughout the corridor. 3. The AR30, the BR90In from inversite to Wartie and the Pitcaple to Durno local road all provide access for future construction of a dual carriageway route. 9. BT. his is an office condition so there would be minimal disruption to the existing AR6 during construction apart from some limited	ground identified which have potential for substantial cuttings and embankments and possible slope stability issues. - Contamination: Localised areas of made up (or reworked) ground	- The triangular area measures approximately 150 v 150m (1 Iha). The errar could likely be avoided. d - An area measuring 600m x 100m (6Ha) downstream beside "Burnside of Pitcaple" and could likely be avoided. The number of witercourse crossings required is dependent on the position of the alignment within the condor. At the eastern extent of the condor, it is estimated that 2 small piped culvers and 2 large piped culverts would be required. At the western extent, 3 small piped culvers, 1 large piped culvert and 1 bridge would be required.	Nowever, it is envisaged that one 8-class road and a small number of local roads will potentially be crossed. Depending on alignment, a bridge may be required to cores one of the watercourses. It is anticipated that other minor watercourses could be culverted. None of the structures are likely to be particularly complex or large and could be constructed using conventional construction techniques. Operation and maintenance requirements for the structures within the corridor are unlikely to pose any significant issues.	Marginal Impact) Wind Turbines / Masts - 3 no. wind turbines within this corridor, 1 pair	a new road scheme of this scale. Maintenance costs - No abnormal maintenance costs expected. Cost Risk - Medium cost risk due to presence of compressible soils and utilities interface within	Some support for an alignment to the east of the existing A96 as this is further from the Bennachie area.		
		if a nearby junction with the option is provided. Any localised walking and cycling accessibility issues are unclear at this stage.	temporary disruption to the A96 at the norther end of the corridor should a connection to the Online Option B be preferred.	Earthworks: No recorded areas of material (Sand and Gravel) with a potential for high proportion of reuse without processing. Shallow Rock: localised areas of near surface rock identified resulting in potentially hard/slow digging within road cuttings.		Demolition or modification of existing structures is not anticipated. The crossing of the watercourses and associated flood-plain will require consultation with SEPA and other environmental bodies. It is envisaged that any constraints can be readily accommodated within the design.		the corridor option.			
	IO3 Cornidor Option IO3 commences to the south of Giens of Foudland at Colpy and broadly follows the existing AB20 route in an easterly direction. At Tochar, the cornidor turns south-east and continues to Gillow the AB20 route towards Netherton of Mounie to the east of the settlement of David when the cornidor terminates. The cornidor Section of Control of Cont	on the declassified trunk road through Pitcaple, Colpy and not use the new road in this corridor.	1. Complaint alignments are possible within this corridor option. The development of alignments within the corridor will be influenced by the existing steep topography such as the Hill of Rothmake and the area to the north of Kirkton of Culsialmond, pockets of ancient woodland along the AS20 route and small settlements. The corridor is constrained at the western end by GIX designations and cultural hertage sites. The existing AS20 route is within the corridor and options to utilise the existing route will be considered as part of the alignment development. 2. These topographical constraints will likely result in moderate earthworks at the western end of the corridor. 3. The AS20 provides access for future construction of a dual carriageway route.	been identified.	Fine area of active flood plan are shown on the SEPA flood maps, within this corridor, at "Cairnhill", "Sunnyside of Folia", "Mounie", "Osikhaven" and "Muiston". - The area at Cairnhill is subdivided into 2 areas which practically join: - Approximately 450m long by 150m. (8.8ha). - Approximately 450m long by 100m wide (91s) The flood plain covers approximately 5275% of the corridor cross section and may prove difficult to avoid. - The area at Sunnyside of Folia is approximately 128 mong with localised widths between 150m to 300m. (18.0ha). The area at Sunnyside of Folia is approximately 128 mong with localised widths between 150m to 300m. (18.0ha). The area	The number of bridges and retaining structures required is dependent on the alignment within the corridor. However, it is envisaged that one A-class road, two B-class roads, numerous local roads and a gas pipeline will potentially be crossed. I or 2 bridges may be required for watercourse crossings. It is anticipated that other minor watercourses could be culverted. These structures are unlikely to be particularly complex or large and could be constructed using conventional construction techniques.		Capital - Moderate abnormal works expected to accommodate less favourable ground conditions, environmental mitigations and constraints posed by existing settlements. Cost expected to be marginally higher than a new road scheme of this scale.	Some support for use of existing an existing route (A920).		
	satisfies one of the recommendation of the DMRB Stage 1 report of combining Option D with a direct tie- in to a potential northern offline bypass of Invenue. The corridor is bounded on the west and south by by Corridor option D02 and to the north and east by the Corridor rea- estents, topographical constraints of the Hill of Rothmase and Hill of Blackford and their approach slopes and historical and cultural constraints of the Hill of Barra.	Rothienorman and Daviot to the A96 corridor may improve but only if a nearby junction with the option is provided.	3b. There would be limited temporary disruption to the A96 strategic route at the western tie-in, however the A920 has potential to requi diversionary routes in the event of online dualling of this route.		could likely be avoided as it is orientated in line with the corridor. The area at Mounie Castle along Kings Burn is approximately 800m long and 100m wide (8Ha). This area could likely be his avoided as it is orientated in line with the corridor. The area at Netherton of Mounie along Kings Burn is spread out over 1.5km length into arable fields over an area of approximately 20%. This covers approx. 50% of the comfor cross section but may be possible to avoid. The area at Cashaven, along the Balcaim burn, is approximately 1.5km long with localised widths as wide as 250m. [12.0ha] The flood plain covers approximately 30% of the comfor cross section but may be possible to avoid.	Operation and maintenance requirements for the structures within the corridor are unlikely to pose any significant issues. Demolition or modification of existing structures is not anticipated. The crossing of the watercourses and associated flood-plain will require consultation with SEPA and other environmental bodies. It is envisaged that any constraints can be readily accommodated within the design.	end of this corridor. (Adverse Impact) Wrind Turbines / Masts - 2 no. includedal wind turbines within this corridor. (Neutral / Marginal Impact)	Maintenance costs - No abnormal maintenance costs expected. Cost Risk - Medium cost risk due to presence of compressible soils and mitigation of environmental and social interfaces.			
					- The less at Multon (of Barra) along the Lother Bun is approximately 1.4km long with localised widths as wide as 100m. (12.0ha). The flood plain covers approximately 40% of the condrol rous section but may be possible to avoid it is worth noting that the flood plains at Ostahaven and Multon (pin outwith the 503 condrol. This means that there would be no way of avoiding the flood plain should this condrol be taken further. The number of watercourse crossings required is dependent on the position of the alignment within the corridor. At the northern extent of the corridor, it is estimated that 1 small pipe culvert, 2 large pipe culverts, 3 box culverts and 1.						
					bridge would be required. At the southern extent, 2 small culvert, 3 large culverts, 1 box and 1 bridge would be required.						
Corridor Area B (Inverurie North) Corridor Area B identifies the broad study area where suitable corridor options shall be identified to satisy the objective of Improvement Strategy option B and provides an online corridor with localised bypasses to either north osouth of Inverurie. This area respresents	the vicinity of the existing A96. This corridor heads east crossing the B9001 towards the settlements of Lumphart, Cuttlecraigs and Auchencleith. From here, it heads south east across B9170 towards Bourtie House and Old Bourtie, towards the settlement of Kinmuck.	corridor is likely to be improved if a junction with the B9170 is provided. A new junction connecting the dual carriageway with the B9170 inversite to Oldmeldrum road	To the south of Inverurie, there are limited alignments available which would be able to connect to the existing A96 corridor immediately	he been identified. -Topography: Moderate areas of steep sided slopes and high ground identified which have potential for substantial cuttings and embankments and possible slope stability issues. -Contamination: tocalis	Three areas of active flood plain are shown on the SEPA flood maps, within this corridor, at "Auchencietch", "Mains of inversinary" and "Recoms Farm", - The erea at Authoracidich, along Loncher Farm, is approximately 800 x 700m (SSha). The flood plain covers approximately 600x 100 floor floor coros section but may be possible to avoid. - The area at Mains of Inversimany, along littles floor, is approximately 600 x 300m (IBha). The flood plain covers approximately SSR of the corridor cross section but may be possible to avoid.	the number of bridges and retaining structures required is dependent on the alignment within the condor. White those notices of the condor option area, a large and potentially complex values used they be required to cross the liver Don and Sood plain, the railway, and is in the vicinity of significant gas pipelines. For the purpose of this apprecial, this large crossing is considered as part of Condor Cyclon DLS.	Pipelines run in line with corridor to the south east of Inverurie which will create a major constraint within this corridor. Above Ground	and railway crossings. Major utilities (Gas) present within this corridor. Moderate environmental mitigation likely. Maintenance - High maintenance burden	Significant support for a route to the east of inverurie; Some concern for loss of prime agricultural land		
bypasses to cureler froit or source in menture. Inside a featherests bypass options to the ord of inversine. The area is bounded to the south by Corridor Areas C and 8+ and to the north by Corridor Area D and D+.	aboute riduce aftor Use doubter, towards the settlement of kindle of the Corridor option them heads south west across the River Doot or reconnect to the existing ASS corridor between the southern extent o inversurie and the Northern extent of Kintore.	will increase traffic on an already very busy and of sometimes congested 89170. Without bus priority buses connecting Invenurie and Oldmeldrum could take longer and become more unreliable. Any localised walking and cycling accessibility	to the solution of inverting, there are immede alignments variable which would be easily to chinest to the existing 466. In Moderate earthworks will be required to overcome steep topography to the north of kintorie half, but the existing 466. In Moderate earthworks will be required to overcome steep topography to the north of kinth that. Moderate earthworks will also be required on approach and between the necessary railway and filter born constitution, including the flood plankway to the south that the properties of the solution and the solu	with potential contamination risk. - Compressible Soils: Localised areas of compressible alluvial deposit identified. - Earthworks: Localised areas of material (Sand and Gravel) with a potential for high proportion of re-use without processing.	Jaxin on technical cross section and may are possible to article. Auchenicides had inversinally football size a focus and the they occupy 70% of the corridor cross section and would therefore be difficult to avoid. The area at Broom's Pam is approximately _LBim long with localised wide spots as wide as 200m [21ha]. The flood plain covers approximately 75% of the corridor cross section but Joins with the flood plain at Cuttierraige, making it unavoidable. The number of waterscourse crossings required is dependent on the position of the alignment within the corridor. At the eastern extent of the corridor, it is estimated that 2 small culverts, 3 large culverts, 1 box culvert and 1 bridge would be	It is emittaged that two B-class roads and several smaller local access and farm roads as well as 2-3 high pressure pappinghins may need to be crossed, byto three of the watercoune cossings may require a bridge or box collect. Depending on signment, some of the watercoune and associated floodplans could require a structure over 100m in length. Coperation and maintenance requirements of the major river crossing are likely to be complex, and access amagingments will require careful consideration.	Installation (AGI) also present at the southern end of this conridor. This contridor. This contridor also cortes a third pipeline to the north of Inventile Diversion Works (Heavy Wall Fipe Section) required. (Large Adverse Impact) SGN - medium pressure pipeline (IEDmm PE) crosses this confidor half way along its length. (Neutral / Margnal Impact)	associated with large structure			
		Any rocaused waking and cycling accessionity issues are unclear at this stage.			In the element exists on the contrady, it is estimated that it shall be contrady, a large culverts, I also culvert and I draign would be required. At the western extent, 3 small culverts, 2 large culverts, 1 box and 1 bridge would be required. Able worth noting that contrador 8001 terminates immediately east of the River Dox. Almost any option that joins this contrador 8001 terminates immediately east of the River Dox. Almost any option that joins this contrador 8001 terminates in the con	ental generalists will require current consideration. Demolition or modification of existing structures is not articlipated. The crossing of the watercourses will require consultation with SEPA and other environmental bodies. It is enviraged that any constraints can be addressed within the design.	Wind Turbines / Masts - 5 no. wind turbines within this condor, 2 pain tagether and 4 individual. (Neutral / Marghall Impact)				
Corridor Area B+ This area has been identified following feedback from the AG6 East of Hunthy to Aberdeen Meet the Team events held in November 2017. The	BN+ 01 Corridor Option BN+ extents from the vicinity of Kinmuck due south, across the River Don to the existing A96 corridor to the east of Kintore, and to the west of Risirchium.	corridor is likely to be improved if a junction	6 1. Corridor Option BN+ is a variant of Corridor option BN. Comment is made with regards to BN+ option only. Compliant alignments are available through BN+ to the existing A66 corrior between Blackburn and Kintore. The alignment needs to cross both the rallway and the River Don, including flood plain. There is a risk of conflict between alignments of River and railway crossings and the overhead electricity lines.	been identified.	Two areas of active flood plain are shown on the SEPA flood maps, within this corridor, at "Peathill" and "On the River Don". - The area at Peathill is approximately 450 x 150m (6.75m). The flood plain covers approximately 20% of the corridor cross of section but could likely be avoided. - The area on the New Crob is 4,5 missing and 1km wide in places (160hu). The flood plain covers the entire width of the		SSE Overhead transmission lines cross this corridor at its southern end (in 2.75 KV & 1 no. 132 KV). (Adverse Impact) SSE -33 KV, 11 KV and IV infrastructure present within this corridor.	and railway crossings. Major utilities (Gas) present within this corridor. Moderate	Some concern for loss of prime agricultural land		
area seels to explore suitable offline corridors that link the online Corridor Options OLS (in Corridor Area B) to localised bypass Corridor Options to the northeast of Inverure (ROM2), awding the constrained online section around Port Elphinstone/ Kintore north. The Corridor Area is bounded to the north, south and west by the Corridor Area B.	ONLY OF THE OWNERS OF THE OWNE	with the B9170 Inverurie to Oldmeldrum road	The southern extent of the corridor is constrained by the extent of the Blackburn urban area and existing properties along the A96. 2. There are likely to be moderate earthworks to either side of the structure. Further moderate earthworks are likely to be required to the north of the corridor area to tie into alignments within BNDL. 3a. Construction access to this corridor option is limited to the B977 via Kintore which is likely to cause local distruption. 3b. This is an offline route which would likely have minimal distruption to the existing A96 during construction.	embankments and possible slope stability issues. - Contamination: Localised areas of made up (or reworked) ground	comdor and is therefore unavoidable. It would be very challenging to provide compensatory storage. The number of watercourse crossings required is dependent on the position of the alignment within the corridor. At the eastern extent, 2 large culverts and 1 bridge would be required. At the watern extent of the corridor, it is estimated that 1 a small culvert and 3 bridges would be required (strickly speaking the western boundary of the corridor crosses the Don four times).	A B-class road, several local roadcand a high pressure gas pipeline may need to be crossed. These structures are not expected to be complex or large and can be constructed using conventional construction techniques.	(Neutral / Marginal Impact) National Grid - 1 no. High Pressure gas pipeline present in the eastern edge of this corridor, Diversion Works (Heavy Wall Pipe Section) required. (Large Adverse Impact)	Maintenance - High maintenance burden associated with large structure Cost risk - High - Ground conditions near to the river corridor, Peat and utilities interface			
		Any localised walking and cycling accessibility issues are unclear at this stage.	3.b. Into an originar route within would interprete minimal obscription to the existing A66 remains as a potential diversionary route.	potential for migr proportion or reside without processing. - Shallow Rock Moderate areas of near surface rock identified resulting in potentially hard/slow digging within road cuttings.		Demolition or modification of existing structures is not anticipated. The crossing of the River Don and associated flood plain will require consultation with SEPA and other environmental bodies. The railway crossing would require consultation with Network full to agree possessions and methodology. It is envisinged that any constraints can be addressed within the design.					
Corridor C North Section - Huntly to Bennachie Corridor C has been split into two sections, north and south of	in the north section and is being considered due to it tracking the		Compliant alignments are possible within this comidor area. The northern section located nearest to Huntly his 2 large significant impact areas which create a narrow space for an alignment to pass through. A high impact area (bit of Consider, Koock and (yill, War shouse Hill & Conder Hill) is present to the sound the loss section invision of the A which is the conder sound for the Conder Hill is present to the sound the Hill A which is the conder sound for the A which is the conder so that the Conder so	-PEAT: moderate plan areas of compressible peat deposit have been identified Topography: Estensive areas of steep sided slopes and high	There are large areas of active flood plain associated with the River Bogle and its tributaries and confluences all along this proposed corridor. Too many to go into detail for each. Three other areas of active flood plain are shown on the EEPA flood maps and are worth noting at "furistile", "Newton" and		SSE - Overhead Transmission line present for a very short section at the northern end of this corridor (1 no. 275 ky) (Adverse Impact)		Proximity to Bennachie makes the southern end of this option likely to be unacceptable to large numbers of people.		
Bennachle. The northern section commences at Huntily and runs south east to the southern section at Bennachie providing connectivity to DIN and O.C The section has been split into three Corridor Options, CNO1, CNO2 and CNO3.		Express bus services likley to use new route. Accessibility by car could increase for Insch and sthe villages of Gartly and Kennethmont if a	on top of a significant impact area where a distillery is located. The condisc opens up when heading south-east were two possible routes are created by an another significant impact area (Glanderno) one of the notion would not be to condisc contact on south-east the is several possible alignments between 2 more significant and 1 high impact area. A link to section SSO2 could be established or an alignment through one of the significant areas (Alignments through this section would result in noderate earthwists due to the topograp of the land. Most of the higher plannes of land are classed under the significant and high impact area but there's are a few areas where constraints leave no option but through a higher gradient. A97-OLM Military Road runs in the northern section and then only it and lower class reads. Upgetes may be needed to accommodate works Dissible alignments are mainly officer body, several local rands would be.	- Contamination: Localised areas of made up (or reworked) ground by with potential contamination risk. - Compressible Soils: Moderate areas of compressible alluvial deposit identified.	I (Glanderstone". — The area Ktrikstelle is approximately 600 x 175m (L0ha). The flood plain covers just a small percentage of the corridor cross section (circa 15%), but due to its close proximity to the Bogle and its associated flood plain, in total it probably covers approximately 30% of the corridor cross section but could likely be avoided. — The area at Glanderstone is not large and is largely locates to the associated watercourse (the Shevock), but it is worth noting as the existing railway and the 80002 are shown to lie within the active flood plain. Again, this flood plain takes up a small percentage of the width of the control and could likely be avoided.	Just south of Gartly, the River Bogie, associated flood plain and the railway, may require a structure (or series of structures) of more than 150 metres in length.	SSE 33xx, 11 Kr and Iz Infrastructure present within this corridor. (Neutral / Marginal Impact) SGN - High pressure pipeline (273mm steel) crosses this corridor at its northern end (Adverse Impact) Wind Turbines / Masts - 4 no. wind turbines within this corridor and 2	crossings Increased maintenance cost associated with structures and earthworks High cost risk due to uncertainties of ground conditions in relation to large earthworks	Concern over impact on properties. Some comments at Meet The Team regarding the lower elevation of this route which would improve winter resilience.		
		Any localised walking and cycling accessibility issues are unclear at this stage.		potential for high proportion of re-use without processing. - Shallow Rock: Moderate areas of near surface rock identified resulting in potentially hard/slow digging within road cuttings.	- The area at Newton is just optimen from Glanderstone as thoses an area of 500m long by 100m wide (SHa) outwith the alignment of the River Sheocot. This could be avoided if required. The number of watercourse crossings required is dependent on the position of the alignment within the corridor. For the northern eatent of the corridor, it is estimated that 3 small culverts, 5 large culverts, 10 occulvert and 3 bridges would be required. At the southern eatent, 11 small culverts, 4 large culverts and 4 bridges would be required.	additional structures or cuhents to span various watercourses, flood plains and the railway. Retaining structures and flood protection structures may be required. A crossing of the Gadie Burn and associated floodplain in the south (east) end of the corridor may require a structure of over 75m in length. Operation and maintenance requirements for the structures within the corridor are unlikely to pose any significant					
						issues, however access arrangements for the river crossings will require careful consideration. Demolition or modification of existing structures is not anticipated. Watercourse crossing, particularly of the River Bogie and Gadie Burn, along with their associated flood plains will require consultation with 51PA and other environmental bodies. The railway crossing would require consultation with Network fail to gree possessions and methodology. It is envisaged that you constraints can be addressed					
		Pitcaple, Colpy etc. Potential for new / amended	Compliant alignments are possible with in this corridor area. The first section of this corridor is open bar 1 significant impact area (the full The corridor narrows to the significant area of gartly Moor. There are 2 routes around either side both of which are higher topography. th I wear then weaves round to a very narrow princh point between a significant area (the full) and a high impact area. The corridor then open	been identified Topography: Extensive areas of steep sided slopes and high	five areas of active flood plan are shown on the SEPA food maps, within this constor, at "Hunsty", "Carnhill Cottage", "Upper Boddem", "Rinch Golf Course" and "Buchanstone". - The area at Huntly is associated with the New Bogie and its length starts long before the CH 02 constor. At its widest point	within the design. The number of bridges and retaining structures required is dependent on the alignment within the corridor.	SSE - Overhead Transmission line present at the northern end of this corridor (1 no. 275 Kr) (Adverse Impact)	notential exceptional capital costs associated with extensive earthworks and potential large structures	Proximity to Bennachie makes the southern end of this option likely to be unacceptable to large numbers of people.		
	and running in a southeast direction for approximately 23kms to the the in point at Bennachka and Corridor Option CS22. The corridor varies in width throughout with the widest section up to 3.5 km swid and 600 metres wide at the narrowest point between the high impact areas of Insch and the cluster of constraints to the west. Cross connections to CNOI are possible while there is potential to connect and from CNOI. Within the northwest section alternative connections	Express bus services likley to use new route. Accessibility by car from Insch to the A96 to corridor could improve but only if a nearby	up allowing for a range of alignments but a high impact area causes a joint point at the south which will pose a challenge. The last section of this corridor has various possible alignments. Possibility of moderate to significant earthwarfs for alignments through this section. The is areas where the corridor narrows considerable leaving height topography the only route and also heavily constrained areas could limit options. Mostly B and lower class roads with passing places. Access would need to be upgraded to allow machinery and HGVs to stee. Are is largely wood and farm land. Access to the ABG would be near Hunthy where traffic may be affected if this was to be a tie in position.	re embankments and possible slope stability issues. - Contamination: Localised areas of made up for reworked) grounds with potential contamination risks. - Compressible Soils: Localised areas of compressible alluvial deposit identified. - Earthworks: No recorded areas of material (Sand and Gravel) with	It is almost 300m across and its area within the contrior retents is approximately 15mb. The flood plain takes up just a small persentage of the contrior cross section and therefore could likely be avoided in forecastly. 1. The erre at Carminil Cottage, along Thains Burns, is approximately 300m long by 150m wide at its widest part (2,2mb). This can be likely avoided as it only takes up a small portion of the contrior section. 1. The area at Upper Boddem is associated with the upper-reaches of the Kellock and its confluence with the Burn of Large. It is approximately 200x 200m (6,5mb). The flood plain takes up just a small percentage of the confloor cross section and inherefore could flexy be avoided if excessing.	Several watercourses may need to be crossed with bridges or hox culverts. Two flood plains in the corridor are unavoidable and will require bridge crossings. It is anticipated that other minor watercourses could be culverted. A bridge of length 70- meters would be required for the majority of the Burn of Reyhill and the associated flood plain, to the south of the corridor.	SSE - Sub Station present (North East Depot) and associated 33 Kv infrastructure at the northern end of this corridor. (Adverse Impact) SSE - 11 Kv and Lv Infrastructure present in southern half of this corrido (Neutral / Marginal Impact) SGN - High pressure pipeline (273mm steel) crosses this corridor at its	structures and earthworks High cost risk due to uncertainties of ground	Concern over impact on properties. Northern end of the route is at similar elevation to existing A96. Public voiced concerns regarding winter resilience on existing route.		
	may be possible to CLN and the preferred study area tie in.	Any localised walking and cycling accessibility issues are unclear at this stage.		a potential for high proportion of re-use without processing. - Shallow Rock Moderate areas of near surface not identified resulting in potentially hard/slow digging within road cuttings.	The east track Golf cours is approximately 600 s 500m (RAI) and its associated with the confusion of the 59-work and usual summent that but yet but the incident of the railway. He food plain seates the fall with with of the contion, following the alignment of the Shevick passing under the railway mitisky. It would therefore be unavoidable within this corridor, however could be minimised as it along for costing would be required for the valentocass. The area as Butchisations is associated with the Gadie Burn. The food plain is largely confined the burn comidor, but is as wide as 200m in places. The food plain access almost the full extent of the corridor width (ROI) and would therefore almost unavoidable within this confide, whits it bering structure would be required to cross the watercounts, the alignment	meters over the railway, a B road and the Shevock burn along with its associated flood plain. A railway line is also present just west of Oyne but may not need to be crossed.	northern end (Adverse Impact) Wind Turbines / Masts - 1 no. individual wind turbines within this corridor. (Neutral / Marginal Impact)				
					of the watercourse would make it difficult to minimose impact to the floodplain. The number of watercourse crossings required is dependent on the position of the alignment within the condor. For the northern extent of the condor, it is estimated that 5 small culvests, 7 large culverts, 1 box culvert and 3 bridges would be required. At the southern extent, 3 small culverts, 5 large culverts, 1 box culvert and 3 bridges would be required.	Demolition or modification of existing structures is not anticipated. The crossing of the burns, along with their associated flood plains will require consultation with SEPA and other sentionmental bodies. The railway crossing would require consultation with Network Rail to agree possessions and methodology. It is envisaged that any constraints can be addressed within the design.					
	CN03 Corridor CN03 is the eastern most corridor in the north section commencing at the A86/A97 roundabout at Hunthy and running in a southeast direction from Corridor OLN for	remain on the declassified trunk road through t Pitcaple, Colpy etc. Potential for new / amender	Compliant alignments are possible with in this corridor area. The main constraint within this corridor is the town of Inch, high impact area which narrows the corridor. To the south there is also significant and high impact areas which create a narrow corridor though both are d relatively flat. Alignments through this section would result in slight and moderate earthworks due to the pinch points created by the impact areas and the topography of the land. Mostly Sa on lower class roads with passing places. Excess would need to be upgraded to	identified Topography: Moderate areas of steep sided slopes and high	on five areas of active flood plan are shown on the SEPA flood maps, within this condor, at "Mill of Knockenbaird", "mich", "Market Street", "Downstream of insort" and "Criston of Orges". "The area at mich is associated with The Shevock and extends out into areas of the town, focused around "Commercial Storing to 3 Solid wide at its velocia.	The number of bridges and retaining structures required is dependent on the alignment within the corridor. However, it is envisaged that 2 8-class roads and 4 council roads will need to be crossed. Several watercourse will need to be crossed, and up to 3 may require bridges or box culverts. It is anticipated that other minor watercourse	SSE - 33 Kv infrastructure throughout this corridor, 11Kv and Lv infrastructure also present, (Neutral / Marginal Impact) SGN - 2 no. high pressure pipelines (300mm & 273mm) cross into this	Potential high capital costs associated with significant earthworks.	No specific comments. Northern end of the route is at similar elevation to existing A96. Public voiced concerns regarding		
	ar many and offining in a southeast unecolor molt control of Color approximately 1 films to the lie in point at Bernanchie and Corridor Option CS02. The corridor is approximately 2.2 kms at its widest poin and 275 metres at its narrowest. However, this width is constrained the notional boundary of OLC and therefore overlap between Corrido Options maybe possible. Potential cross connections to and from OLI OLN and CN02 are possible.	t Express bus services likley to use new route. by accessibility by car from Insch to the A96	milipsus meets and use lughtgamp on use initia. Musty's stand owner class of stocks with passing parties. Process would need to be suggested used allow machinery and MGVs to site. Area is largely wood and farm land. A96 traffic would not be affected as this corridor would be offline and link with another corridor.	goular oceanies amin nieep potentials is soutainias coursig amin embantiments and possible slope stability issues. - Contamination: Localised areas of made up (or reworked) ground with potential contamination risk. - Compressible Soils: Localised areas of compressible alluvial deposit identified.or - Earthworks: No recorded areas of material (Sand and Gravel) with a potential for high proportion of re-use without processing.	The level of Market Street is hisch is succided with the Valestine Bun and cover 200e long by 100e wide (Plus.) and appears to pflice an ambiened elisative floorestic properties. Rether of these two reas would likely be considered due to the presence and proximity of earling domestic housing. The level downstrain of linch is sourciated with the Selvencki and is largely confined to the valestrancing confidence of the contract with the Selvencki and is largely confined to the valestrancing confidence of the contract with the Selvencki and is largely confined to the valestrancing confidence of the contract with the Selvencki and is largely confined to the valencing confidence of the contract with the Selvencki and is largely confidence or the Selvence of the Selvence is sufficient to the Selvence of the Selvence is sufficient to the Sel	could be culverted. There is also a railway line at the south end of the corridor, close to Oyne which may need to be crossed.	e corridor at its north end. (Adverse Impact) Wind Turbines / Masts - 4 no. wind turbines within this corridor and 1	earthworks	at existing rear reactive order orders regarding winter resilience on existing route.		
		Any localised walking and cycling accessibility issues are unclear at this stage.		a bother and ingripoporation in reuse about processing. 5-Shallow Rock Moderate areas of near surface not disentified resulting in potentially hard/slow digging within road cuttings.	I have an inclusion of person appeared in the observable of the person is agreed content to extend course on the observable of the continue when the person of the course of the person of the course	The crossing of the burns will require consultation with SEPA and other environmental bodies. Any railway crossing would require consultation with Network Pail to agree possessions and methodology. It is envisaged that any constraints can be addressed within the design.					
Corridor C Bennachie to Kintore. Southern section connects from Inversurie North at OLC and the Online dualling section at Kintore. The southern section has been split into two Corridor Options CS01 and CS02	CS01 Corridor CS01 is constrained by high impact areas to the west and south and therefore can only be connected from and to CS02. The corridor is approximately 8.5 kms in length and is 1.7km at its widest before quickly narrowing to 400 metres at either end due to the high impacts areas.	m Accessibility by car from Kemnay to the A96	Complaint alignments are possible however several round areas of significant impact are located with in this comidor and a section to the north may propose a challenge for linkage to section SSD2-Some significant earthworks or possibly a structure due to the topography of the common mainly in the northern section. Some significant earthworks or possibly a structure due to the topography of the comformation, the property of the common section of the property of the common section of the northern section. Mostly B and over class rousd with passing places. Access sould need to be upgraded to allow markinery and HSD as on the Possible alignments are markly office though several local made would be cut off and an alternative would need to be designed. Material seaf from the in section.		An area of active flood plain is shown on the SEPA flood maps, within this corridor, at "Moss-side". - The area at Moss-side measures approximately 700 x 200m (7 Jha) and is associated with Marshes Burn. It probably covers approximately 25% of the corridor cross section but could likely be avoided. It is estimated that 2 large piped culverts would be required to the east. At the western extent, 1 small piped culvert, I large piped culvert and 1 box culvert would be required.	The number of bridges and retaining structures required is dependent on the alignment within the corridor. Mowever, it is envisaged that 3-4 council roads and a high pressure gas pipeline will need to be crossed. These structures are unlikely to be particularly complex or large and could be constructed using conventional construction techniques. There are several burns within the corridor, but it is anticipated that these could be	SX - 11 kv infrastructure present within this corridor. (Neutral / Marginal Impact) National Grid - 1000mm high pressure gas pipeline crosses through the southern end of this corridor. Diversion Works (Newy Wall Pipe Section required. Literar devires invascr).	Increased maintenance cost associated with	Proximity to Bennachie and potential impact on the setting of the hill makes this option likely to be highly unacceptable to large numbers of people. Percection that Oction C will not relieve traffic		
	end due to the ringh impacts alreas.	Main bus services likely to remain on existing route to access inverurie. Some strategic bus servivces may use route.	AMBILLANIA DE ACOMOGIA DO LE ENCLES AMBILLANIA DE 19 SECURIO.	with potential contamination risk. - Compressible Soils: Localised areas of compressible alluvial deposit identified. - Earthworks: Localised areas of material (Sand and Gravel) with a potential for high proportion of re-use without processing. - Shallow Rock: Extensive areas of near surface rock identified	nt ute wezieni exemi, 2 sinse pipeo Guven, 2 isige pipeo Guven and 2 out cuven would be required.	Operation and maintenance requirements for the structures within the corridor are unlikely to pose any significant issues. The crossing of the burns will require consultation with SEPA and other environmental bodies. It is envisaged that any constraints can be readily accommodated within the design.	SGN - High pressure gas main (273mm steel) crosses through the southern end of this corridor. (Adverse Impact)	High cost risk due to uncertainties of ground conditions in relation to large earthworks			
				resulting in potentially hard/slow digging within road cuttings.							
	CS02 Corridor CS02 commences at the foot of Bennachie and the tie in point or Strategy C northern options and runs for approximately 14kms south east to Corridor option OLS south of Kintore. This is a wide corridor over majority of its length, with a maximum width of 2.4 km and 600 metres at its narrowest point at Bennachie. Potential cross	Accessibility by car from Kemnay to the A96 corridor northbound could improve but only if	Compliant alignments are possible with in this comdor area. Locatoin of a significant impact area to the south limits alignments around at this crosses the River Don. Connection point between the south and north corridors is a significant impact area with steeper topography which may prove a challange for alignments. Alignments through this section would result in moderate archivoris. The topography of the land is relatively fall in most areas with gradual increases. Princh point at southern end leaves 2 options across the River Don. Mostly B and a lower class roads with passing places. Access may need to be upgraded to allow machinery and HOV's to the Possible alignments are main offline though several local most would be cut off and an alternative would need to be designed. Main traffic from the Add would not be	identified. - Topography: Moderate areas of steep sided slopes and high d ground identified which have potential for substantial cuttings and play embankments and possible slope stability issues Contamination: Moderate areas of made up (or reworked) grounders.	"Newbigging", "Bogmill" and "Burnside Croft". d - The area at Newbigging is 300m long by 130m wide at its widest(2ha) and occupied approximately 20% of the corridor cross	e Nowever, it is envisaged that 3 B-class roads, 9-10 smaller council roads and high pressure gas pipelines will need to be crossed. These structures are untikely to be particularly complex or large and could be constructed using conventional construction techniques.	SE transmission Substation at southern end of this Corridor, this has already been identified as a "High Impact - Significant" and should be avoided (Adverse Impact). Significant and should be avoided (Adverse Impact). Significant and should be SSE Overhead transmission lines (Sno. 275 KV & 3no. 112 KV) cross through this corridor and meet at the substation at the southern end.	Potential high capital costs associated with significant earthworks. Increased maintenance cost associated with earthworks	Proximity to Bennachie and potential impact on the setting of the hill makes this option likely to be highly unacceptable to large numbers of people. Perception that Option C will not relieve traffic		
	corridor connections across most of its length to 8501, connections south to C501 and north to OLC at Bennachie.	Main bus services likely to remain on existing route to access inverurie. Some strategic bus servivces may use route.	affected except when needing to tie in the new alignment. Town of Kemnay may see disruption to traffic in and out of the north depending on construction arrangements.	with potential contamination risk. Including two super quarries - Compressible Solis tocalised areas of compressible alluvial deposit identified Earthworks: Locitated areas of material [Sand and Gravel] with a potential for high proportion of re-use without processing Shallow Rock: Moderate areas of near surface rock identified resulting in potentially hard/slow digging within road cuttings.	isection at this point so could be avoided if incressary. — The area at Boyalli sapproximately John long and 200m wide (Zha) and occupies 10% of the corridor cross section therefore it could be easily avoided if necessary. — The area at Burnaide Croft is about 900m long and up to 100m wide (Sha), it could be avoided relatively easily since it is orientated in the same direction as the corridor thereby occupying only a small section. — Along Tusch Burn, at "Uppermill Farm" is approximately 600m long and 150m at its widets point and is associated with the Tusch Burn. It probably covers approximately 300 of the corridor cross section but could likely be avoided.	A crossing of the fiver River Don (which flows in a fairly straight south-north direction) and its associated flood planis is also registed. The width of the crossing varies considerably across the confide, however, there are sections around 60m in width which could be crossed using conventional bridge forms and construction techniques. Several other watercourses also need crossed, some of which may require minor bridges or box culverts. Operation and maintenance requirements for the structures within the corridor are unlikely to pose any significant		High cost risk due to uncertainties of ground conditions in relation to large earthworks	congection in Inversite town centre and on the B9170 between Inversite and Oldmeldrum		
					- The area South of Womblehill, is associated with the Sherfill Burn and is part of a much larger flood plain (50ha) but is right on the perspient of the confidor and may be avoidable. - A unnamed tributary to the River Don, at Dalmadilly floods as a triangular areas, extending up to 700m long by up to 150m wide (40h.) Due to its location, it occupies up to 35% of the confidor section but could be avoided if necessary. The number of watercourse crossings required is dependent on the position of the alignment within the confidor. At the eastern extra. It award part outherts, a large piped culverts, 1 box culvert and 1 bridge would be required.	issues, however access arrangements for the river crossing will require careful consideration. Demolition or modification of existing structures is not anticipated. The crossing of the River Don and associated flood-plain will require consultation with SEPA and other environmental bodies. It is envisaged that any constraints can be readily accommodated within the design.	at the sudhem te in point. Oversion Works (Heavy Wail Pipe Section) required, (Large Adverse Impact) 50N - High pressure gas mains within this corndor. 2 no. 273mm steel and a no. 450mm steel. One of the 273mm peptines runs parallel with this corndor for much of its length, the other for the northern section. 450mm page Feder 27mm pages and originates at furnitive is above.				
Corridor Area B Coverirle South	9501	Any localised walking and cycling accessibility in Issues are unclear at this stage.	Compilant alignments are possible with in this corridor area. There are 3 main areas of significant impact within this corridor. One section creates a ninch note of the coulters section of the contridor limities ourse for an aliennent. Potential for other mates on both low and		At the western extent of the corridor, it is estimated that I small piped culvert, 3 large piped culverts and I bridge would be required. In other piped culverts and I bridge would be required.	The number of bridges and retaining structures required is dependent on the alignment within the corridor.	ground installation. (Adverse Impact) Wind Turbines / Masts - 1 no. wind turbine within this comdor and 1 no. mast. (Neutral / Margnal Impact) 334 - Overhead transmission lines present within this comdor. 2no.	Potential significant capital costs associated with	Potential impact on the setting of Bennachie		
Corridor Area B identifes the broad study area where suitable corridor options shall be identified to satisfy the objective of improvement Strategy Option B and provide an online corridor with bypasses to either north or south of inverurie. This area is represents bypass options to	OLC at Chapel of Garloch and runs for approximately Dism south east to Corridor p800 commences at corridor option OLS at Kintore. The corridor varies in width, Ism a the southesst section and quickly widens out to approximately 2.5kms. There are potential cross corridor connections to Online intervarie, OLI and to the south to SCSD. The key constraint within the corridor is Invervarie and the River Don and associated flood plain	t t	creates a pinch point at the southern section of the corridor limiting space for an alignment. Potential for other routes on both low and higher ground. Maybe moderate-significant earthworks depending on alignment part. All will cross the River Don. The remainder of the corridor contains some hilly regions which may affect earthworks based on topography. Mostly 8 and lower class roads with passing gladar Access may need to be upgraded to allow machinery and fively to steller books designments are mainly offliem though several local roads: would be cut off and an alternative would need to be designed. Main traffic from the A96 would not be affected except when needing to in the new alignment.	 Topography: Moderate areas of steep sided slopes and high ces. ground identified which have potential for substantial cuttings and embankments and possible slope stability issues. 	to the watercourse channel with a few localised widening of 100-150 width. The watercourse covers the full extent of the condor width at his location and would therefore be unavoidable. Whilst as a pinding structure would be encessary to cross if the Dos, the associated impact from flooding would be difficult to minimize due to the shape of the watercourse and locations of existing floodipalism would require a substantial structure. The number of watercourse crossings required is dependent on the position of the alignment within the corridor. At the eastern extent, 1 small piped culvert, 3 large piped culverts and 1 bridge would be required. At the watern extent of the corridor, it is estimated that 2 cmail piped culvert and 3 large piped culverts and 5 large piped	However, it is envisaged that 1 8-class road, 4-5 smaller council roads and a high pressure gas pipeline will need to be cossed. These structures are unlikely to be particularly complex or large and could be constructed using conventional construction techniques. A crossing of the River On and its associated flood plains is also required. The flood plains may increase the bridge length to 90-meters for the majority of river. There is a section where flood plain width is reduced to 60-70m, however elevations to banks might cause problems with trossing in that footing.	275% on parallel to the existing 96 and cross towards 55f substation at the southern on (Adevine Impair) 55f - 33 kv, 11 fix and kv infrastructure present within this comidor, (Recutar) / Marginal Impact) hational Grid - 1000mm high pressure gas pupeline crosses through the year half of the condor. There is also an above Ground installation.	large structures Increased maintenance cost associated with structures High cost risk due to uncertainties of ground conditions in relation to large structures	could make this option unacceptable to some .		
				deposit identified. Feathwork: Cocalised areas of material (Sand and Gravel) with a potential for high proportion of re-use without processing. Shallow Rock: Extensive areas of near surface not identified resulting in potentially hard/slow digging within road cuttings.	De required.	I however elevations on banks might cause problems with crossing in that location. Operation and maintenance requirements for the structures within the corridor are unlikely to pose any significant issues, however access arrangements for the river crossing will require careful consideration. Demolition or modification of existing structures is not anticipated. The crossing of the River Don and associated flood-plain will require consultation with SEPA and other	(furnherins AGI) positioned on the line of the pipeline along the south waterim edge of this consider. Diversion Works (Heavy Walf Pipe Sector required. (Large Adverse Impact) SON - High pressure gas pipeline (450mm steel) and above ground installation (AGI) positioned on the south western edge of this contion (Interly) adjacent to National Grid AGI, High pressure pay pipeline				
						environmental bodies. It is envisaged that any constraints can be readily accommodated within the design.	12 Symmisted short costs this comider at its southern edge. [Adverse Impact] Virind Turbines / Masts - 1 no. mast within this comider, (Neutrall/Marginal Impact)				
options shall be identified to satisfy the objectve of Improvement Strategy Option B. Corridor Options developed in this Corridor Area are	Huntly to Colpy (Online North) - OLN 2km wide corridor (1km around the existing A96 centre line) from Eas of Huntly at Leys of Drummuies eastwards to Colpy at a point just south of the junction with the A20.7 his corridor includes a number or	additional express bus service to supplement of the existing stopping service that is likely to	1. Compliant alignments are possible within this online corridor option however the corridor is extremely constrained by existing topography. Colline alignments to be developed to either size of the existing road and online where existing geometry will allows for this compliant alignment and purctions more difficult if typic life existing. 2. Alignments within the corridor will be influenced by the existing steep tapography such as Cale in Hill, Hill of Dimmules, Boom Hill, Station Hill, Hill of States and Hill of Tilmgments in Hill of Dimmules, the Cale of the Hill of Life and All Hill of Tilmgments within the corridor will be influenced by the existing steep tapography such as Cale in Hill, Hill of Dismring. 2. Alignments within the corridor will be influenced by the existing steep tapography such as Cale in Hill Nill of Dismrings.	PEAT: Localised plan areas of compressible peat deposit have s been identified. Topography: Extensive areas of steep sided slopes and high ground identified which have potential for substantial cuttings an embankment and possible slope stability issues.	There are small areas of active flood plain associated with the River Urie and its tributaries (Glen Water / Mill Burn) and confluences all along this proposed corridor, but nothing deemed overly significant. 1 The number of watercourse crossings required is dependent on the position of the alignment within the corridor. As a starting point, a previous study has shown there to be 12 existing watercourse crossings on this section of the existing watercourse crossings on this section.	The number of bridges and retaining structures required is dependent on the alignment within the corridor. However, it is envisaged that one A-class road and up to 7 local roads will potentially be crossed. Several watercourse crossings are required but it is anticipated that most of these can be culvered. As tributaries of the Rever Urlen uras long the length of this alignment there is potential for additional bridges or flood prevention	SSE Overhead transmission line present within this corridor. 1no. 275Kv runs parallet to the existing add for most of the length of this corridor and their crosses at the end. (Adverse Impact) SSE 33 kv, 11 Kv and LV infrastructure present within this corridor.	required - earthworks / structures to accomodate topography. Increased capital cost due to online construction works.	Concern that local businesses, especially those reliant on passing trade, will suffer if they are no longer on the main road; Concern to have a route that is not affected by		
within 1km of the existing A96 to the north or south. They will connect		remain on the declassified trunk road through	constrained at the eastern end by GDL designations and cultural heritage after. These topographical constraints will fillely result in fairly agridicult earthworks, particularly at the eastern and of the confiden near Hill of Sures, although it is likely that alignments can aloud the high preast to minimise the earthworks. Volume of earthworks can be minimised by following eitstart propagately but still may be some significant quantities. 3.3. There would be disruption to the ARG strategic route particularly at online sections. Construction of a junction likely to be required at Colpy. Diversion routes may be available on local roud network but these are of a low standard at the western end of the condors. The ARGO	- Contamination: Localised uses of made up (or reworked) ground with potential contamination risk. Including two usure quarter Compressible Soils: Localised areas of compressible alluvial deposit identified. - Earth Work on recorded areas of material (Sand and Gravel) with a potential for high proportion of re-use without processing. 5 - Shallow Rock Localised areas of near surface rock identified	185c. At the northern extent, 3 large piped culverts and 1 bridge would be required. At the southern extent, 3 large piped culverts and 1 bridge would be required.	Structures. These structures are unlikely to be particularly complex or large and could be constructed using conventional construction techniques. Operation and maintenance requirements for the structures within the corridor are unlikely to pose any significant issues. Demolition or modification of existing structures may potentially be required where the existing alignment is	(Neutral / Marginal Impact) SGN - high pressure pipeline (273mm steel) runs parallel to the existing	Maintenance - No abnormal maintenance costs expected. However, increased normal costs due to winter weather. Cost Risk - Moderate cost risk due to online construction, steep slopes and existing structures. Also this route includes an area of	adverse weather at Glens of Foudland; Potential support for Option B because of the perception it will be less environmentally intrusive and less costly.		
		issues are unuear at this stage.	available at Cody but temporary diversions may need to be constructed. Traffic management issues during construction, existing high elevation + 200m may cause construction issues in bad weather.	resulting in potentially hard/flow digging within road cuttings.		definition to income active reasons associated into processing requires where the executing angineers of widered. There are 4 underpass structures along this confidence. The crossing of the watercourses and associated flood-plain will require consultation with SEPA and other environmental bodies. It is envisaged that any constraints can be readily accommodated within the design.	Wind Turbines / Masts - 5 no. individual wind turbines within this corridor and 1 no. mast within Eco 2 Windfarm. (Neutral / Marginal impact) Eco 2 Windfarm - Positioned to the south of the existing A96 within this corridor. (Adverse impact)	special maintenance provision for weather.			
	Colny to Inversifie North (Online Central) - OLC	The articles of the plant of the light to combine	Complant alignments are possible within this online corridor option. Online alignments to be developed to either side of the existing	-PEAT: localised plan areas of compressible peat deposit have bee	en There are large areas of active flood plain associated with the River Urie and its tributaries all along this proposed corridor.	The number of bridges and retaining structures required is decendent on the alignment within the corridor.	Glens of Foudland Windfarm - Positioned to the north of the existing A86 within this corridor. (Adverse Impact)	Capital - Moderate abnormal engineering works	Concern for the waste of public money in		
	Copy or inversive sour column ectually procure activation and the existing A96 centre line) from a point just south of the settlement of Colpy at the A262 junction going southeastward, passing near Settlements of Planache, Indl Rayne, Oyne, Pitcaple at terminating near Million of Inveramsay located north of Inversive. This control of the Inversive of tright Impact Constraints mainly on the eastern side of the corridor tha will be considered in the assessment.	n Colpy etc. Corridor should provide improved access to Inverurie for buses.	Loughant alignments are posted within it comment officially only the comment of the companies of the comment of the comment of the companies of the comment	identified. - Topography: Moderate areas of steep sided slopes and high ground identified which have potential for substantial cuttings and	Including time of borne, Gade Burn promytion Burn, The Sheveck and The Kellock) Too many top into the deal for exchange in Change and the Cha	e However, it is envisaged that the railway line, two B-class roads, up to 5 local roads, the River Urie and several othe	Marginal Impact) SGN - 2 high pressure pipelines (300mm & 273mm) run parallel to the	required - earthworks / structures to accomodate topography, water courses and railway to the south. Increased capital cost due to online construction works. Maintenance - No abnormal maintenance costs	concern that the waste of plants money in whe building the bypassed; toculd itself be bypassed; Concern for loss of prime agricultural land; Concern that local businesses, especially those reliation to passing trade, will suffer if they are no		
	will be considered in the assessment.	July tocaniscu wanning sinct yearing accessioning issues are unclear at this stage.	As These would be disruption to the A86 strategic route particularly at online sections during construction. 3b. Diversion routes are available on local road network including the A820 but temporary diversions may need to be constructed. Online traffic management issues, compliant alignment achievable, existing road corridor more physically suited to online dualling through this section. Junction likely to be required north of invenurie.	deposit identified. - Earthworks: Localised areas of material (Sand and Gravel) with a	At the eastern extent, 1 small piped culvert, 2 large piped culverts and 3 bridges would be required. At the western extent of the corridor, it is estimated that 2 small piped culverts, 1 large piped culvert and 4 bridges would be required.	issues.	ensuing not alignment on micro on the engine of introduction. (Aurentalimpact) Wind Turbines / Masts - 3 no. wind turbine within this corridor, 1 pair and 1 single. (Neutral / Marginal Impact)	Cost Risk - Medium cost risk due to online	remain on passing trade, will solve in they are no longer on the main road; Potential support for Option B because of the perception it will be less environmentally intrusive and less costly.		
						environmental bodies. The crossing of the railway line will require consultation with Network Rail. It is envisaged that any constraints can be readily accommodated within the design.					
	Online Inverurie - OLI 2km wide corridor option (1km around	This corridor should provide improved access for buses to inverurie through improved iunctions		- PEAT: localised plan areas of compressible peat deposit have been deposited.	in Two main areas of active flood plain are shown on the SEPA flood maps, within this corridor, at "North of Inversife" and "Por Elaborations".	The existing ABG is a single lane carriageway throughout the corridor and there are 11 existing structures associated within his ways to account the corridor and there are 11 existing structures.	SE Overhead transmission the present within this consider also 27254 and particular all the executive SEE for most of the levelth of the consider.		Potential support for Option B because of the		
	Zim wide corridor option (Ikm around the existing AG6 single carriageway centre line) between Millton of Inveransy located north of Inversion and Ure and associated flood plains.	Any localised walking and cycling accessibility	structures are present, future developments and ancient woodlands are found within the designated area, all of which will have an effect potential alignments.	identified Topography: Localised areas of steep sided slopes and high ground identified which have potential for substantial cuttings and embankments and possible slope stability issues. on-Contamination: Moderate areas of made up (or reworked) groun with potential contamination risk. Including two super quaries: - Compressible Soils: Localised areas of compressible allivial	Elphinstone". - North of Invervirie, the flood plain is associated with the River Urie, and although it remains close the the watercourse a lightness, in places it is up to 350m across. - AP On't Elphinstone, the flood plain is associated with the confluence of the River Don and the River Urie. The area is large, with the main section having a length of around 1.2km and a width of 400m (48ha) with further areas associated directly with the Don around 250m wide. The flood plain covers the full width of the corridor so it would not be possible to avoid it, however a bridge structure would	associated within this ares, 5 concrete boxes (IBI, 1 crib wall, 1 corrupated steel (ARMCO) culvert (IBI, 1 steel- concrete composite bridge crossing the River Don, Upperbot overbridge which crosss the A96, and two new (2016) underbridge structures crossing the railway and a local road at Inveramsay. The number of bridges and retaining structures required is dependent on the alignment within the corridor. It is anticipated that the majority of the existing structures could be readily extended. However there are significant		Construction work in operational road corridor Significant utilities crossings Works to existing structures and existing routes	perception it will be less environmentally intrusive, less costly and will require grade separation of Inverurie junctions which will reduce congestion		
			for other upgrading the enter length of the initing ARS that is currently ungle corrigorary would require volening to produce dust carriageway. The presence of three structures will require to be upgraded, crossing of the River Don & overholds of existing ARS. An office section would require a new structure to costs the River Don with a proposed alignment woulding constraints such as scheduled monuments and ancient woodlands but may require structures across local reads. There is no option for a proposed alignment that runs the North side due to the settlement boundary failing out with the condor width available.	deposit identified. - Earthworks: Loclaised areas of material (Sand and Gravel) with a potential for high proportion of re-use without processing.	be necessary and impact could be minimised.	exceptions including the River Don Crossing and Upperboat overbridge which cannot be readily extended. A new crossing of the River Don would be required, spanning approximately 140m (similar as existing), Upperboat 5, overbridge has insufficient headroom for a high load route and has insufficient horizontal clearance for an additional carriageway. The structure would either require to be demolished and rebuilt to accommodate a second carriageway or afternatively a split carriageway amangement adopted with a second bridge built to the west to avoid local hosquiring membdately to then other sait. It is entireged that several gade separated junctions may also	upper half of this condor. Diversion Works (Heavy Wall Pipe Section) required. (Large Adverse Impact) SCN - low and down pressure infrastructure in Inverside area (Neutro / Marginal Impact) Wind Turbines / Masts - 1 no. wind turbine within this condor and 2				
			butting topography conveys that for both online & offline realignments, minimal outling/earthworks will be required to achieve the purposed upgrades. Online and localized offline upgrades will affect local road networks due to removal of access points within existing A96 & incorporating grade separated roundations. To achieve the online upgrades, access will be achieved frough the existing A96 which construction traffic and separated roundations. To achieve the other local roads in order to gain access to areas. Online portions will require that for traffic measurement due to the crisisies of existing A96. Discussors will be required with one discussion.			be required. Operation and maintenance requirements for the structures within the corridor are unlikely to pose any significant issues. The new structure over the River Don and extending watercourse crossings will require consultation with SEPA and other environmental bodies. Extending existing structures will require consultation with the maintenance	no. masts. (Neutral / Margnal Impact)				
	Online South - OLS 2km wide corridor (Ikm around the sortion ASS disal cardianeurs centre line) between the air orange.	This and adjoining options are unlikely to stimulate demand for more bus services, however the Auditor scheme will allow to real	online options will require strategic traffic management due to the closure of exiting ASS. Diversions will be required with good planning who sho in other to remove the risk of removing access to estatia wears of the settlement. Local reads will be affected with increased volumes of vehicles using reads that may not be capable of handling the traffic locals. Office proposals within areas of below par standar will be minimal at points in which the alignment diverges and merges from 8 onto the existing. Compliant alignments are possible to address sections of the existing ASS dual carriageously that are either currently not to standard or required to achieve grade separation of existing at grade junctions. This potentially can be achieved by localized offline options or online	been identified.	Muir", "Torry Burn", "B997 /B987", "South of Womblehill" and "South of Blackburn".	authority. The railway crossing at Inveramatay would require consultation with Network Rail. It is envisaged that any constraints can be accommodated within the design. The example Act is a four conservery throughout the conduct with 11 shectures a societed with 11 directions in society with 12	SSE - Overhead transmission lines cross this corridor to the south of	Potential for abnormal cost and high cost risk Construction work in operational road corridor Singelf-act utilities crossions:	Refer to STAG Environmental Criteria		
	existing A96 dual carriageway centre line) between the at grade oundabout at Post Tighinistone the western end of the existing dual carriageway and the Craibstone Junction at the AWPR. This corridor has a number of high impact constraints predominantly located to the north of the corrison, including Tyrebager hill at the extern end and the main settlements of Blackburn and Kintore. The corridor has numerous local and private accesses onto the this section as well as a numerous local and private accesses onto the this section as well as a	however the dualling scheme will allow Local Development Plan allocations to be built which will in turn stimulate demand for more bus es exvices in the corridor between Inverurie / Kintore / Blackburn and Aberdeen.	realignments. A number of constraints are present throughout the corridor that will influence alignment locations. Notable to the North side of the ARR is the presence of built up settlements (Blackburn and Kintore) and planned in ture developments, both commercial & housing that will restrict any offilm proposals and naddoon. Ancient woodlands, listed buildings and scheduled monuments are also present and will impact on development of alignment options.	 Topography: Localised areas of steep sided sipees and high ground identified which have potential for substantial cuttings and embankments and possible slope stability issues. Contamination: Moderate areas of made up (or reworked) groun with potential contamination risk, including two super quarries: Compressible Soils: Moderate areas of compressible alluvial deposit identified. 	 The area at Burgh Muir is approximately 500m long with a variable width up to around 300m. The water would appear to back up behind the existing A96. The area at Tomy Sum is approximately 400 x 150m (6.0ha) and coincides with an undeveloped area between Castle Road 	condition, according to linest GFs (2016). There are 3 B-class roads and 6-7 smaller council roads south of the existing AGG. Areas north of existing AGG are densely built-up (Backburn, Instiner) and across from these on the observable are sections prove to flooding. The number of bridges and retaining structures required is dependent on the alignment within the corridor however, it is envisinged that several grade-legislated practices would be required.	SSE 33 hr. 13 kr and dx infrastructure present within this conidor. (Neutral / Marginal Impact) National Grid - 4no. high pressure gas pipelines crossed within this corridor. 2no. pipelines to the west of Kentore (1200mm & 800mm). 2 mitter pipeline crossings to the south west of Kentore (200mm &	Significant utilities crossings Works to existing structures and existing routes			
	number of at grade roundabouts that will be considered in the assessment.	issues are unclear at this stage.	for online upgrading the existing overbridge structures at Kintore dearance heights do not achieve high load croute requirements of 6.45 meters. Therefore side road improvements and upgrading may be required in addition to works to the mainline A66 to meet High Load Standards. For offline alignments, particularly to the south, existing levels and topography throughout the corridor varying levels are encountered with some proposed upgrading offline facing extensive earthworks in order to achieve the allowed gradients.	Earthworks: Moderate areas of material (Sand and Gravel) with a potential for high proportion of re-use without processing. Shallow Rock: Localized areas of near surface rook identified resulting in potentially hard/slow digging within road cuttings.	and Wyness Way in Kintor. There is an area of Bood plain shown around the junction of the existing 8997 and the 8987. The flood plain extends along Ilm length of the Tauch burn and, in places, is as vaide as 500m. Areas already developed for residential and business use would appear to lie within the active flood plain. A 250m length of the A56 is shown to flood as a result of a flood plain along the Tauch Burn to the east side of the A66. The floodplain associated with the Tauch burn would be unavoidable. - The flood plain to the South of Wombelhill has an area of approximate 60%, lies to the south of the existing A66 and is associated with the Tauch Burn the South of the existing A66 and is associated with the Tauch Burn the South of the existing A66 and is associated with the Sherff Burn. And couples 35% of the conforms exciton.	A crossing of the River Don, associated Bood plain and a railway North of Circore may be required if the alignment runs north east towards corridor BNOI. This would require a structure of 500+ maters length. Operation and maintenance requirements of the major river crossing are likely to be complex, and access arrangements will require careful consideration.	500m.) The southermost pieline also has an Above Ground satisfation [AG] to the southern edge of this corridor on the line of the pipeline. Diversion Works (Heavy Wall Pipe Section) required. (Major Advince Impact) SON – High pressure gas pipeline (124mm steel) crosses into this corridor at its south eastern end and 218mm steel pipeling within this corridor to				
			Online and localised offline upgrades will affect local read networks due to removal of access points to existing A66 & incorporating grade sonstruction access will be achieved through the existing A66 whilst construction traffic folloalised offline upgrades will require the use of local roads in order to gain access to areas. Online options will require strategic traffic management due to the closure of sections of roads with diversions required. This will be achieved via local roads creating discuspion with microsact of volumes of whichce using roads that may not be capable of handling the traffic loads. Offline proposals within areas of below par standards will be minimal at points in which the alignment diverges and merges from & onto the existing A66	or E	- The area south of Blackburn measures approximately 600 x 600m (B9a) and is associated with the Black Burn, occupring about 40% of the control section. The existing A96 passes through the flood plain. There would be little room to alter the existing A96 alignment at this location. With a couple of crossing of the existing A96, it is likely that a route could be plotted through the corridor without having interactions with the existing flood plain. The number of watercourse crossings required is dependent on the position of the alignment within the corridor.		the south of invenue. (Advene impact) SCN - Intermediate pressure infrastructure at the south eastern end of this condor. Medium pressure infrastructure (dameter varies) followin the route of the actions ABO and low pressure infrastructure in Kritore and Backburn, (Advene impact or Neutral / Marginal Impact)				
			onto the existing A96		As a starting point, a previous study has shown there to be 14 existing watercourse crossings on this section of the existing ASS. At the existem extent, 1 small piped culvert, 3 large piped culvert, 1 box culvert and 4 bridges would be required. At the western extent of the corridor, it is estimated that 3 small piped culverts, 3 large piped culverts, 2 box culverts and 1 bridge would be required.		18005 - Forties Ppeline System (approx 900-mn) crosses this conidor at its south eastern end. (Adverse Impact) Shell-Hutural gas liquids ppeline crosses this corndor at its south eastern end. (Adverse Impact)				





transport.gov.scot/projects/ a96-dualling-inverness-to-aberdeen/ a96-east-of-huntly-to-aberdeen