

13100	13150	0	0	-2	-2	0	-2	-3	-3	0	0	0	0	-1	-2	-9	-9	New viaduct over River Urie flood plain. Total length 350m. Compressible material and made ground (historical railway) which is a potential source of contamination.
13150	13200	0	0	-2	-2	0	-2	-3	0	0	0	0	0	-1	-2	-8	-9	
13200	13250	0	0	-2	-2	0	-2	0	0	0	0	0	0	-1	-2	-5	-5	
13250	13300	0	-1	-2	-2	0	-2	0	0	0	0	-2	0	-1	-1	-5	-5	
13300	13350	0	-1	-2	-2	0	-2	0	0	0	0	0	0	-1	-1	-4	-4	
13350	13400	0	-1	-2	-2	0	-2	0	0	0	0	0	0	-1	-1	-4	-4	
13400	13450	0	-1	-2	-2	0	-2	0	0	0	0	0	0	-1	-1	-4	-4	
13450	13500	0	-1	-2	-2	0	-2	-3	0	0	0	0	0	-1	-1	-7	-9	Manual adjustment to reflect New Overbridge required for Railway crossing. Due to skew, spans likely to be large and require a pier in the central reserve. Complex construction requirements and interface with Network Rail
13500	13550	0	-1	-2	-2	0	-2	0	-1	0	0	0	0	-1	-1	-4	-4	
13550	13600	0	-1	-2	-2	0	-2	0	-1	0	0	0	0	-1	-1	-4	-4	
13600	13650	0	-1	-2	-2	0	-2	0	0	0	0	0	0	-1	-1	-4	-4	
13650	13700	0	-1	-2	-2	0	-2	0	0	0	0	0	0	-1	-1	-4	-4	
13700	13750	0	-1	-2	-2	0	-2	0	0	0	0	0	0	-1	-1	-4	-4	
13750	13800	0	-1	-2	-2	0	0	0	0	0	0	0	0	-1	-1	-2	-2	
13800	13850	0	-1	-2	-2	0	0	0	0	0	0	0	0	-1	-1	-2	-2	
13850	13900	0	-1	-2	-2	0	0	0	0	0	0	0	0	-1	-1	-2	-2	
13900	13950	0	-1	-2	-2	0	-1	0	0	0	0	0	0	-1	-1	-3	-3	
13950	14000	0	-2	-2	-2	0	-1	0	0	0	0	0	0	-1	-1	0	0	
14000	14050	0	-2	-2	-2	0	-1	0	0	0	0	0	0	-1	-1	0	0	
14050	14100	0	-2	-2	-2	0	-1	0	0	0	0	0	0	-1	-1	0	0	
14100	14150	0	-2	-2	-2	0	-1	0	0	0	0	0	0	-1	-1	0	0	
14150	14200	0	-2	-2	-2	0	0	0	0	0	0	0	0	-1	-1	0	0	
14200	14250	0	-1	-2	-2	0	0	0	0	0	0	0	0	-1	-1	0	0	
14250	14300	0	-1	-2	-2	0	0	0	0	0	0	0	0	-1	-1	0	0	
14300	14350	0	-1	-2	-2	0	0	0	0	0	0	0	0	-1	-1	0	0	
14350	14400	0	-1	-2	-2	0	0	0	0	0	0	0	0	-1	-1	0	0	
14400	14450	0	0	-2	-2	0	0	0	0	0	0	0	0	-1	-1	0	0	
14450	14500	0	0	-2	-2	0	0	0	0	0	0	0	0	-1	-1	0	0	
14500	14550	0	0	-2	-2	0	0	0	0	0	0	0	0	-1	-1	0	0	
14550	14600	0	0	-2	-2	0	0	0	-1	0	0	-1	0	-1	-1	0	0	
14600	14650	0	0	-2	-2	0	0	0	-1	0	0	-1	0	-1	-1	0	0	
14650	14700	0	0	-2	-2	0	0	0	0	0	0	-1	0	-1	-1	0	0	
14700	14750																	
14750	14800																	

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

Rules

Total Score
 = Alignment Score (Average of E, F, G, H and I) + Geo Score + Structures Score + Flooding Score (Average of L, M and N) + Utilities score + Constructability Score (Minimum value of P&Q) = Total of 6 scores for 6 categories

Then if total < or equal to -9 then should be coloured red because this represents possibility of 3 reds or 4 ambers

If total is between -6 and -8 should be coloured amber since this could represent 2 reds or 3/4 ambers.

Chainage	Start Chainage	End Chainage	Alignment						Structures	Flooding and Drainage			Utilities	Constructability		Comments		
			Alignment Length	Level Difference	Bendiness	Hilliness	Earthworks	Geotechnics		Watercourse Crossings	Attenuation requirement	Construction access		Temp disruption				
0	50		0	-2	-1	-2	-1	-1	0	0	0	0	0	-2	-1	-4	-4	
50	100		0	-2	-1	-2	-1	-1	0	0	0	0	0	-2	-1	-4	-4	
100	150		0	-2	-1	-2	-1	0	0	0	0	0	0	-2	-1	-3	-3	
150	200		0	-1	-1	-2	-1	0	0	0	0	0	0	-2	-1	-3	-3	
200	250		0	0	-1	-2	-1	0	0	0	0	0	0	-2	-1	-3	-3	
250	300		0	0	-1	-2	-1	0	0	0	0	0	0	-2	-1	-3	-3	
300	350		0	0	-1	-2	-1	0	0	0	0	0	0	-2	-1	-3	-3	
350	400		0	0	-1	-2	-1	0	0	0	0	0	0	-2	-1	-3	-3	
400	450		0	0	-1	-2	-1	0	0	0	0	0	0	-2	-1	-3	-3	
450	500		0	-1	-1	-2	-1	0	0	0	0	0	0	-2	-1	-3	-3	
500	550		0	-1	-1	-2	-1	0	0	0	0	0	0	-2	-1	-3	-3	
550	600		0	0	-1	-2	-1	0	0	0	0	0	0	-2	-1	-3	-3	
600	650		0	-1	-1	-2	-1	0	0	0	0	0	0	-2	-1	-3	-3	
650	700		0	-1	-1	-2	-1	0	0	0	0	0	0	-2	-1	-3	-3	
700	750		0	-1	-1	-2	-1	0	0	0	0	0	0	-2	-1	-3	-3	
750	800		0	-1	-1	-2	-1	0	0	0	0	0	0	-2	-1	-3	-3	
800	850		0	-1	-1	-2	-1	0	0	0	0	0	0	-2	-1	-3	-3	
850	900		0	-1	-1	-2	-1	0	0	0	0	0	0	-2	-1	-3	-3	
900	950		0	-1	-1	-2	-1	0	0	0	0	0	0	-2	-1	-3	-3	
950	1000		0	0	-1	-2	-1	0	0	0	0	0	0	-2	-1	-3	-3	
1000	1050		0	0	-1	-2	-1	0	0	0	0	0	0	-2	-1	-3	-3	
1050	1100		0	0	-1	-2	-1	0	0	0	0	0	0	-2	-1	-3	-3	
1100	1150		0	-1	-1	-2	-1	0	0	0	0	0	0	-2	-1	-3	-3	
1150	1200		0	-1	-1	-2	-1	0	0	0	0	0	0	-2	-1	-3	-3	
1200	1250		0	-1	-1	-2	-1	-1	0	0	0	0	0	-2	-1	-4	-4	
1250	1300		0	-1	-1	-2	-1	-1	0	0	0	0	0	-2	-1	-4	-4	
1300	1350		0	-1	-1	-2	-1	-1	0	0	0	0	0	-2	-1	-4	-4	
1350	1400		0	-1	-1	-2	-1	-1	0	0	0	0	0	-2	-1	-4	-4	
1400	1450		0	-1	-1	-2	-1	-1	-2	-3	0	0	0	-2	-1	-7	-7	New underbridge over Burn of Durno flood plain. Total Length is 200m. Potential construction access issues also.
1450	1500		0	-1	-1	-2	-1	-1	-2	-3	0	0	0	-2	-1	-7	-7	New underbridge over Burn of Durno flood plain. Total Length is 200m. Potential construction access issues also.
1500	1550		0	-1	-1	-2	-1	-1	-2	-3	0	0	0	-2	-1	-7	-7	New underbridge over Burn of Durno flood plain. Total Length is 200m. Potential construction access issues also.
1550	1600		0	-1	-1	-2	-1	-1	-2	0	0	0	0	-2	-1	-6	-6	New underbridge over Burn of Durno flood plain. Total Length is 200m. Potential construction access issues also.
1600	1650		0	-1	-1	-2	-1	0	-2	0	0	0	0	-2	-1	-5	-5	
1650	1700		0	0	-1	-2	-1	0	0	0	0	0	0	-2	-1	-3	-3	
1700	1750		0	-1	-1	-2	-1	0	0	0	0	0	0	-2	-1	-3	-3	
1750	1800		0	-1	-1	-2	-1	0	0	0	0	0	0	-2	-1	-3	-3	
1800	1850		0	-1	-1	-2	-1	0	-2	0	0	0	0	-2	-1	-5	-6	Manual Adjustment - New structure for local road overbridge required. Potential construction access issues.
1850	1900		0	-1	-1	-2	-1	0	0	0	0	0	0	-2	-1	-3	-3	
1900	1950		0	0	-1	-2	-1	0	0	0	0	0	0	-2	-1	-3	-3	
1950	2000		0	0	-1	-2	-1	0	0	0	0	0	0	-2	-1	-3	-3	
2000	2050																	
2050	2100																	

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

Rules

Total Score
 = Alignment Score (Average of E, F, G, H and I) + Geo Score + Structures Score + Flooding Score (Average of L, M and N) + Utilities score + Constructability Score (Minimum value of P&Q) = Total of 6 scores for 6 categories

Then if total < or equal to -9 then should be coloured red because this represents possibility of 3 reds or 4 ambers

If total is between -6 and -8 should be coloured amber since this could represent 2 reds or 3/4 ambers.

Chainage	Start Chainage	End Chainage	Alignment						Geotechnics		Structures		Flooding and Drainage		Utilities		Constructability		Score	Adjusted	Total	Comments
			Level Difference	Bendiness	Hilliness	Earthworks	Geotechnics	Structures	Flood Plain	Watercourse Crossings	Attenuation requirement	Utilities	Construction access	Temp disruption								
0	50		0	0	-2	-1	0	0	0	0	0	0	0	0	-1	0	-2	-4	-4			
50	100		0	0	-2	-1	0	0	0	0	0	0	0	0	-1	0	-2	-4	-4			
100	150		0	0	-2	-1	0	0	0	0	0	0	0	0	-1	0	-2	-4	-4			
150	200		0	0	-2	-1	0	0	0	0	0	0	0	0	-1	0	-2	-4	-4			
200	250		0	-1	-2	-1	0	0	0	0	0	0	0	0	-1	0	-2	-4	-4			
250	300		0	-1	-2	-1	0	0	0	0	0	0	0	0	-1	0	-2	-4	-4			
300	350		0	-1	-2	-1	0	0	0	0	0	0	0	0	-1	0	-2	-4	-4			
350	400		0	-1	-2	-1	0	0	0	0	0	0	0	0	-1	0	-2	-4	-4			
400	450		0	-1	-2	-1	0	0	0	0	0	0	0	0	-1	0	-2	-4	-4			
450	500		0	-1	-2	-1	0	0	0	0	0	0	0	0	-1	0	-2	-4	-4			
500	550		0	-1	-2	-1	0	0	0	0	0	0	0	0	-1	0	-2	-4	-4			
550	600		0	-1	-2	-1	0	0	0	0	0	0	0	0	-1	0	-2	-4	-4			
600	650		0	0	-2	-1	0	0	0	0	0	0	0	0	-1	0	-2	-4	-4			
650	700		0	0	-2	-1	0	-1	0	0	0	0	0	0	-1	0	-2	-5	-5			
700	750		0	0	-2	-1	0	-1	0	0	0	0	0	0	-1	0	-2	-5	-5			
750	800		0	0	-2	-1	0	-1	0	-1	0	0	0	0	-1	0	-2	-5	-5			
800	850		0	0	-2	-1	0	-1	0	-1	0	0	0	0	-1	0	-2	-5	-5			
850	900		0	0	-2	-1	0	-1	0	-1	0	0	0	0	-1	0	-2	-5	-5			
900	950		0	0	-2	-1	0	-1	0	-1	0	0	0	0	-1	0	-2	-5	-5			
950	1000		0	0	-2	-1	0	-1	0	-1	0	0	0	0	-1	0	-2	-5	-5			
1000	1050		0	0	-2	-1	0	-1	0	-1	0	0	0	0	-1	0	-2	-5	-5			
1050	1100		0	0	-2	-1	0	-1	0	0	0	0	0	0	-1	0	-2	-5	-5			
1100	1150		0	0	-2	-1	0	-2	0	0	0	0	0	0	-1	0	-2	-6	-6	Cutting up to 1.7m high in made ground (historical mill) which is a potential source of contamination. Potential temporary disruption issues also.		
1150	1200		0	0	-2	-1	0	0	0	0	0	0	0	0	-1	0	-2	-4	-4			
1200	1250		0	-1	-2	-1	0	0	0	0	0	0	0	0	-1	0	-2	-4	-4			
1250	1300		0	-1	-2	-1	0	0	0	0	0	0	0	0	-1	0	-2	-4	-4			
1300	1350		0	0	-2	-1	0	0	0	0	0	0	0	0	-1	0	-2	-4	-4			
1350	1400		0	0	-2	-1	0	0	0	0	0	0	0	0	-1	0	-2	-4	-4			
1400	1450		0	0	-2	-1	0	0	0	0	0	0	0	0	-1	0	-2	-4	-4			
1450	1500		0	0	-2	-1	0	0	0	0	0	0	0	0	-1	0	-2	-4	-4			
1500	1550		0	0	-2	-1	0	0	0	0	0	0	0	0	-1	-1	-1	-3	-3			
1550	1600		0	0	-2	-1	0	0	0	0	0	0	0	0	-1	-1	-1	-2	-2			
1600	1650		0	0	-2	-1	0	0	0	0	0	0	0	0	-1	-1	-1	-2	-2			
1650	1700		0	-1	-2	-1	0	-1	0	0	0	0	0	0	-1	-1	-1	-3	-3			
1700	1750		0	-1	-2	-1	0	-1	-1	0	0	0	0	0	-1	-1	-1	-4	-4			
1750	1800		0	-1	-2	-1	0	-2	-1	0	0	0	0	0	-1	-1	-1	-5	-5			
1800	1850		0	-2	-2	-1	0	-2	-1	0	0	0	0	0	-1	-1	-1	-5	-5			
1850	1900		0	-2	-2	-1	0	0	-1	0	0	0	0	0	-1	-1	-1	-3	-3			
1900	1950		0	-1	-2	-1	0	0	0	0	0	0	0	0	-1	-1	-1	-2	-2			
1950	2000		0	-1	-2	-1	0	0	0	0	0	0	0	0	-1	-1	-1	-2	-2			
2000	2050		0	0	-2	-1	0	0	0	0	0	0	0	0	-1	-1	-1	-2	-2			
2050	2100		0	0	-2	-1	0	0	0	0	0	0	0	0	-1	-1	-1	-2	-2			
2100	2150		0	0	-2	-1	0	0	0	0	0	0	0	0	-1	-1	-1	-2	-2			
2150	2200		0	0	-2	-1	0	0	0	0	0	0	0	0	-1	-1	-1	-2	-2			
2200	2250		0	0	-2	-1	0	0	0	0	0	0	0	0	-1	-1	-1	-2	-2			
2250	2300		0	0	-2	-1	0	0	0	0	0	0	0	0	-1	-1	-1	-2	-2			
2300	2350		0	-1	-2	-1	0	0	0	0	0	0	0	0	-1	-1	-1	-2	-2			
2350	2400		0	-1	-2	-1	0	0	0	0	0	0	0	0	-1	-1	-1	-2	-2			
2400	2450		0	-1	-2	-1	0	0	0	0	0	0	0	0	-1	-1	-1	-2	-2			
2450	2500		0	-1	-2	-1	0	0	0	0	0	0	0	0	-1	-1	-1	-2	-2			
2500	2550		0	-1	-2	-1	0	0	0	0	0	0	0	0	-1	-1	-1	-2	-2			
2550	2600		0	-1	-2	-1	0	0	0	0	0	0	0	0	-1	-1	-1	-2	-2			
2600	2650		0	-1	-2	-1	0	0	0	0	0	0	0	0	-1	-1	-1	-2	-2			
2650	2700		0	-1	-2	-1	0	0	0	0	0	0	0	0	-1	-1	-1	-2	-2			
2700	2750		0	-1	-2	-1	0	0	0	0	0	0	0	0	-1	-1	-1	-2	-2			
2750	2800		0	-1	-2	-1	0	0	0	0	0	0	0	0	-1	-1	-1	-2	-2			
2800	2850		0	0	-2	-1	0	0	0	0	0	0	0	0	-1	-1	-1	-2	-2			
2850	2900		0	0	-2	-1	0	0	0	0	0	0	0	0	-1	-1	-1	-2	-2			
2900	2950		0	0	-2	-1	0	0	0	0	0	0	0	0	-1	-1	-1	-2	-2			
2950	3000		0	0	-2	-1	0	0	0	0	0	0	0	0	-1	-1	-1	-2	-2			
3000	3050		0	0	-2	-1	0	0	0	0	0	0	0	0	-1	-1	-1	-3	-3			
3050	3100		0	0	-2	-1	0	0	0	0	0	0	0	0	-1	-1	-1	-3	-3			
3100	3150		0	0	-2	-1	0	0	0	0	0	0	0	0	-1	-1	-1	-2	-2			
3150	3200		0	0	-2	-1	0	0	0	0	0	0	0	0	-1	-1	-1	-2	-2			
3200	3250		0	0	-2	-1	0	0	0	0	0	0	0	0	-1	-1	-1	-2	-2			
3250	3300		0	0	-2	-1	0	0	0	0	0	0	0	0	-1	-1	-1	-2	-2			
3300	3350		0	0	-2	-1	0	0	0	0	0	0	0	0	-1	-1	-1	-2	-2			
3350	3400		0	0	-2	-1	0	0	0	0	0	0	0	0	-1	-1	-1	-2	-2			
3400	3450		0	0	-2	-1	0	0	0	0	0	0	0	0	-1	-1	-1	-2	-2			
3450	3500		0	0	-2	-1	0	0	0	0	0	0	0	0	-1	-1	-1	-2	-2			
3500	3550		0	0	-2	-1	0	0	0	0	0	0	0	0	-1	-1	-1	-2	-2			
3550	3600		0	0	-2	-1	0	0	0	0	0	0	0	0	-1	-1	-1	-2	-2			
3600	3650		0	0	-2	-1	0	0	0	0	0	0	0	0	-1	-1	-1	-2	-2			
3650	3700		0	0	-2	-1	0	0	0	0	0	0	0	0	-1	-1	-1	-2	-2			
3700	3750		0	0	-2	-1	0	0	0	0	0	0	0	0	-1	-1	-1	-2	-2			
3750	3800		0	0	-2	-1	0	0	0	0	0	0	0	0	-1	-1	-1	-2	-2			
3800	3850		0	0	-2	-1	0	0	0	0	0	0	0	0	-1	-1	-1	-2	-2			
3850	3900		0	0	-2	-1	0	0	0	0	0	0	0	0	-1	-1	-1	-2	-2			
3900	3950		0	0	-2	-1	0	0	0	0	0	0	0	0	-1	-1	-1	-2	-2			
3950	4000		0	0	-2	-1	0	0	0	0	0	0	0	0	-1	-1	-1	-2	-2			
4000	4050		0	0	-2	-1	0	0	0	0	0	0	0	0	-1	-1	-1	-2	-2			
4050	4100		0	-1	-2	-1	0	0	0	0	0	0	0	0	-1	-1	-1	-2	-2			
4100	4150		0	-1	-2	-1	0	0	0	0	0	0	0	0	-1	-1	-1	-2	-2			

4150	4200	0	-1	-2	-1	0	0	0	0	0	0	0	-1	-1	-2	-2	
4200	4250	0	-1	-2	-1	0	0	0	0	0	0	0	-1	-1	-2	-2	
4250	4300	0	-1	-2	-1	0	0	0	0	0	0	0	-1	-1	-2	-2	
4300	4350	0	-1	-2	-1	0	0	0	0	0	0	0	-1	-1	-2	-2	
4350	4400	0	-1	-2	-1	0	0	0	0	0	0	0	-1	-1	-2	-2	
4400	4450	0	-1	-2	-1	0	0	0	0	0	0	0	-1	-1	-2	-2	
4450	4500	0	-1	-2	-1	0	0	0	0	0	0	0	-1	-1	-2	-2	
4500	4550	0	-1	-2	-1	0	0	0	0	0	0	0	-1	-1	-2	-2	
4550	4600	0	0	-2	-1	0	0	0	0	0	0	0	-1	-1	-2	-2	
4600	4650	0	0	-2	-1	0	0	0	0	0	0	0	-1	-1	-2	-2	
4650	4700	0	0	-2	-1	0	0	0	0	0	0	0	-1	-1	-2	-2	
4700	4750	0	0	-2	-1	0	0	0	0	0	0	0	-1	-1	-2	-2	
4750	4800	0	-1	-2	-1	0	0	0	0	0	0	0	-1	-1	-2	-2	
4800	4850	0	-1	-2	-1	0	-1	0	0	0	0	0	-1	-1	-3	-3	
4850	4900	0	-1	-2	-1	0	-1	0	0	0	0	0	-1	-1	-3	-3	
4900	4950	0	-1	-2	-1	0	0	0	0	0	0	0	-1	-1	-2	-2	
4950	5000	0	0	-2	-1	0	0	0	0	0	0	0	-1	-1	-2	-2	
5000	5050	0	-1	-2	-1	0	0	0	0	0	0	0	-1	-1	-2	-2	
5050	5100	0	-1	-2	-1	0	0	0	0	0	0	0	-1	-1	-2	-2	
5100	5150	0	-1	-2	-1	0	0	0	0	0	0	0	-1	-1	-2	-2	
5150	5200	0	-1	-2	-1	0	0	0	0	0	0	0	-1	-1	-2	-2	
5200	5250	0	-1	-2	-1	0	0	0	0	0	0	-2	-1	-1	-4	-4	
5250	5300	0	0	-2	-1	0	0	0	0	0	0	0	-1	-1	-2	-2	
5300	5350	0	0	-2	-1	0	0	0	0	0	0	0	-1	-1	-2	-2	
5350	5400	0	0	-2	-1	0	0	0	0	0	0	0	-1	-1	-2	-2	
5400	5450	0	0	-2	-1	0	0	0	0	0	0	0	-1	-1	-2	-2	
5450	5500	0	0	-2	-1	0	0	0	0	0	0	0	-1	-1	-2	-2	
5500	5550	0	0	-2	-1	0	0	0	0	0	0	0	-1	-1	-2	-2	
5550	5600	0	-1	-2	-1	0	0	0	0	0	0	0	-1	-1	-2	-2	
5600	5650	0	-1	-2	-1	0	0	0	0	0	0	0	-1	-1	-2	-2	
5650	5700	0	0	-2	-1	0	0	0	0	0	0	0	-1	-1	-2	-2	
5700	5750	0	0	-2	-1	0	0	0	0	0	0	0	-1	-1	-2	-2	
5750	5800	0	0	-2	-1	0	0	0	0	0	0	0	-1	-1	-2	-2	
5800	5850	0	0	-2	-1	0	0	0	0	0	0	0	-1	-1	-2	-2	
5850	5900	0	0	-2	-1	0	0	0	0	0	0	0	-1	-1	-2	-2	
5900	5950	0	0	-2	-1	0	0	0	0	0	0	0	-1	-1	-2	-2	
5950	6000	0	0	-2	-1	0	0	0	0	0	0	0	-1	-1	-2	-2	
6000	6050	0	0	-2	-1	0	0	0	0	0	0	0	-1	-1	-2	-2	
6050	6100	0	0	-2	-1	0	0	0	0	0	0	0	-1	-1	-2	-2	
6100	6150	0	0	-2	-1	0	0	0	0	0	0	0	-1	-1	-2	-2	
6150	6200	0	0	-2	-1	0	0	0	0	0	0	0	-1	-1	-2	-2	
6200	6250	0	-1	-2	-1	0	0	0	0	0	0	0	-1	-1	-2	-2	
6250	6300	0	-1	-2	-1	0	0	0	0	0	0	0	-1	-1	-2	-2	
6300	6350	0	0	-2	-1	0	0	0	0	0	0	0	-1	-1	-2	-2	
6350	6400	0	0	-2	-1	0	0	0	0	0	0	0	-1	-1	-2	-2	
6400	6450	0	0	-2	-1	0	0	0	0	0	0	0	-1	-1	-2	-2	
6450	6500	0	0	-2	-1	0	0	0	0	0	0	-2	-1	-1	-4	-4	
6500	6550	0	0	-2	-1	0	0	0	0	0	0	0	-1	-1	-2	-2	
6550	6600	0	0	-2	-1	0	0	0	0	0	0	0	-1	-1	-2	-2	
6600	6650	0	-1	-2	-1	0	0	0	0	0	0	0	-1	-1	-2	-2	
6650	6700	0	-1	-2	-1	0	0	0	0	0	0	0	-1	-1	-2	-2	
6700	6750	0	-1	-2	-1	0	0	0	0	0	0	0	-1	-1	-2	-2	
6750	6800	0	-2	-2	-1	0	0	-2	-3	0	0	0	-1	-1	-5	-6	Manual Adjustment to reflect New underbridge over River Urie and flood plain. Total length 200m.
6800	6850	0	-2	-2	-1	0	-2	-2	-3	0	0	0	-1	-1	-7	-7	New underbridge over River Urie and flood plain. Total length 200m. Potentially compressible material.
6850	6900	0	-2	-2	-1	0	-2	-2	-3	0	0	0	-1	-1	-7	-7	New underbridge over River Urie and flood plain. Total length 200m. Potentially compressible material.
6900	6950	0	-2	-2	-1	0	-2	-2	-3	0	0	0	-1	-1	-7	-7	New underbridge over River Urie and flood plain. Total length 200m. Potentially compressible material.
6950	7000	0	-2	-2	-1	0	-1	-2	0	0	-1	0	-1	-1	-5	-6	Manual Adjustment to reflect New underbridge over River Urie and flood plain. Total length 200m.
7000	7050	0	-1	-2	-1	0	-1	0	0	0	0	0	-1	-1	-3	-3	
7050	7100	0	-1	-2	-1	0	0	0	0	0	0	0	-1	-1	-2	-2	
7100	7150	0	-1	-2	-1	0	0	0	0	0	0	0	0	-2	-3	-3	
7150	7200	0	0	-2	-1	0	0	0	0	0	0	0	0	-2	-3	-3	
7200	7250	0	0	-2	-1	0	0	0	0	0	0	0	0	-2	-3	-3	
7250	7300	0	0	-2	-1	0	0	0	0	0	0	0	0	-2	-3	-3	
7300	7350	0	0	-2	-1	0	0	0	0	0	0	0	0	-2	-3	-3	
7350	7400	0	0	-2	-1	0	0	0	0	0	0	0	0	-2	-3	-3	
7400	7450	0	-1	-2	-1	0	0	0	0	0	0	0	0	-2	-3	-3	
7450	7500	0	0	-2	-1	0	0	0	0	0	0	0	0	-2	-3	-3	
7500	7550	0	0	-2	-1	0	0	0	0	0	0	-1	0	-2	-4	-4	
7550	7600	0	0	-2	-1	0	0	0	0	0	0	0	0	-2	-3	-3	
7600	7650	0	0	-2	-1	0	0	0	0	0	0	0	0	-2	-3	-3	
7650	7700	0	0	-2	-1	0	0	0	0	0	0	0	0	-2	-3	-3	
7700	7750	0	-1	-2	-1	0	0	0	0	0	0	0	0	-2	-3	-3	
7750	7800	0	-1	-2	-1	0	0	0	0	0	0	0	-1	-1	-2	-2	
7800	7850	0	-1	-2	-1	0	0	0	0	0	0	0	-1	-1	-2	-2	
7850	7900	0	-1	-2	-1	0	0	0	0	0	0	0	-1	-1	-2	-2	
7900	7950	0	-1	-2	-1	0	0	0	0	0	0	0	-1	-1	-2	-2	
7950	8000	0	-1	-2	-1	0	0	0	0	0	0	0	-1	-1	-2	-2	
8000	8050	0	0	-2	-1	0	0	0	0	0	0	0	-1	-1	-2	-2	
8050	8100	0	0	-2	-1	0	0	0	0	0	0	0	-1	-1	-2	-2	
8100	8150	0	-1	-2	-1	0	0	0	0	0	0	0	-1	-1	-2	-2	
8150	8200	0	-1	-2	-1	0	0	0	0	0	0	0	-1	-1	-2	-2	
8200	8250	0	-1	-2	-1	0	0	0	0	0	0	0	-1	-1	-2	-2	
8250	8300	0	-1	-2	-1	0	0	0	0	0	0	0	-1	-1	-2	-2	
8300	8350	0	-1	-2	-1	0	0	0	0	0	0	0	-1	-1	-2	-2	
8350	8400	0	0	-2	-1	0	0	0	0	0	0	0	-1	-1	-2	-2	
8400	8450	0	0	-2	-1	0	0	0	0	0	0	0	-1	-1	-2	-2	
8450	8500	0	0	-2	-1	0	0	0	0	0	0	0	-1	-1	-2	-2	
8500	8550	0	0	-2	-1	0	0	0	0	0	0	0	-1	-1	-2	-2	
8550	8600	0	-1	-2	-1	0	0	0	0	0	0	0	-1	-1	-2	-2	
8600	8650	0	-1	-2	-1	0	0	0	0	0	0	0	-1	-1	-2	-2	
8650	8700	0	-1	-2	-1	0	0	0	0	0	0	0	-1	-1	-2	-2	
8700	8750	0	-1	-2	-1	0	0	-2	0	0	0	0	-1	-1	-4	-6	Manual Adjustment - New underbridge over Gadie Burn and flood plain. Total length 200m.
8750	8800	0	-2	-2	-1	0	-2	-2	-3	0	0	0	-1	-1	-7	-7	New underbridge over Gadie Burn and flood plain. Total length 200m. Potentially compressible material.
8800	8850	0	-2	-2	-1	0	-2	-2	-3	0	0	0	-1	-1	-7	-7	New underbridge over Gadie Burn and flood plain. Total length 200m. Potentially compressible material.
8850	8900	0	-2	-2	-1	0	-1	-2	-3	0	0	-1	-1	-1	-7	-7	New underbridge over Gadie Burn and flood plain. Total length 200m.
8900	8950	0	-1	-2	-1	0	-1	-2	-1	0	0	0	-1	-1	-5	-6	Manual Adjustment - New underbridge over Gadie Burn and flood plain. Total length 200m.
8950	9000	0	-1	-2	-1	0	-1	0	-1	0	0	0	-1	-1	-3	-3	
9000	9050	0	0	-2	-1	0	-1	0	-1	0	0	0	-1	-1	-3	-3	
9050	9100	0	0	-2	-1	0	0	0	-1	0	0	0	-1	-1	-2	-2	
9100	9150	0	0	-2	-1	0	0	0	-1	0	0	0	-1	-1	-2	-2	
9150	9200	0	-1	-2	-1	0	0	0	0	0	0	0	-1	-1	-2	-2	
9200	9250	0	-1	-2	-1	0	0	0	0	0	0	0	-1	-1	-2	-2	
9250	9300	0	-1	-2	-1	0	0	0	0	0	0	0	-1	-1	-2		

9500	9550	0	0	-2	-1	0	-1	-1	-3	0	0	0	-2	-1	-6	-6	New underbridge over River Urie and flood plain. Total length 150m. Potential construction access issues.
9550	9600	0	-1	-2	-1	0	-1	-1	-3	0	0	0	-2	-1	-6	-6	New underbridge over River Urie and flood plain. Total length 150m. Potential construction access issues.
9600	9650	0	-1	-2	-1	0	-1	-1	-3	0	0	0	-2	-1	-6	-6	New underbridge over River Urie and flood plain. Total length 150m. Potential construction access issues.
9650	9700	0	0	-2	-1	0	-1	-1	0	0	0	-1	-2	-1	-6	-6	New underbridge over River Urie and flood plain. Total length 150m. Potential construction access issues. Private Water supply.
9700	9750	0	0	-2	-1	0	0	0	0	0	0	0	-2	-1	-3	-3	
9750	9800	0	0	-2	-1	0	0	0	0	0	0	0	-2	-1	-3	-3	
9800	9850	0	0	-2	-1	0	0	0	0	0	0	0	-2	-1	-3	-3	
9850	9900	0	0	-2	-1	0	0	0	0	0	0	0	-2	-1	-3	-3	
9900	9950	0	0	-2	-1	0	0	0	0	0	0	0	-2	-1	-3	-3	
9950	10000	0	0	-2	-1	0	0	0	0	0	0	0	-2	-1	-5	-5	
10000	10050	0	0	-2	-1	0	0	0	-1	0	0	0	-2	-1	-3	-3	
10050	10100	0	0	-2	-1	0	0	0	-1	0	0	0	-2	-1	-3	-3	
10100	10150	0	0	-2	-1	0	0	0	-1	0	0	0	-2	-1	-3	-3	
10150	10200	0	0	-2	-1	0	0	0	0	0	0	0	-2	-1	-3	-3	
10200	10250	0	0	-2	-1	0	0	0	0	0	0	0	-2	-1	-3	-3	
10250	10300	0	0	-2	-1	0	0	0	0	0	0	0	-2	-1	-3	-3	
10300	10350	0	-1	-2	-1	0	0	0	0	0	0	0	-2	-1	-3	-3	
10350	10400	0	-1	-2	-1	0	-1	0	0	0	0	0	-2	-1	-4	-4	
10400	10450	0	-2	-2	-1	0	-1	0	0	0	0	0	-2	-1	-4	-4	
10450	10500	0	-1	-2	-1	0	0	0	0	0	0	0	-2	-1	-3	-3	
10500	10550	0	-1	-2	-1	0	0	-2	0	0	0	0	-2	-1	-5	-6	Manual Adjustment - New Overbridge for Local Road required over the A96 and potential construction access issues.
10550	10600	0	-1	-2	-1	0	0	0	0	0	0	0	-2	-1	-3	-3	
10600	10650	0	-1	-2	-1	0	0	0	0	0	0	0	-2	-1	-3	-3	
10650	10700	0	-1	-2	-1	0	0	0	0	0	0	0	-2	-1	-5	-5	
10700	10750	0	0	-2	-1	0	0	0	0	0	0	0	-2	-1	-5	-5	
10750	10800	0	0	-2	-1	0	0	0	0	0	0	0	-2	-1	-5	-5	
10800	10850	0	0	-2	-1	0	0	0	0	0	0	0	-2	-1	-5	-5	
10850	10900	0	0	-2	-1	0	0	0	0	0	0	0	-2	-1	-3	-3	
10900	10950	0	0	-2	-1	0	-1	0	0	0	0	0	-2	-1	-4	-4	
10950	11000	0	-1	-2	-1	0	-1	0	0	0	0	0	-2	-1	-4	-4	
11000	11050	0	0	-2	-1	0	0	0	0	0	0	0	-2	-1	-3	-3	
11050	11100	0	0	-2	-1	0	0	0	0	0	0	0	-2	-1	-3	-3	
11100	11150	0	0	-2	-1	0	0	0	0	0	0	-1	-2	-1	-4	-4	
11150	11200	0	0	-2	-1	0	0	0	0	0	0	-1	-2	-1	-4	-4	
11200	11250	0	-1	-2	-1	0	0	-2	0	0	0	-1	-2	-1	-6	-6	New Overbridge for Local Road required over the A96 and potential construction access issues.
11250	11300	0	-1	-2	-1	0	0	0	0	0	0	0	-2	-1	-3	-3	
11300	11350	0	-1	-2	-1	0	0	0	0	0	0	0	-2	-1	-3	-3	
11350	11400	0	-1	-2	-1	0	0	0	0	0	0	0	-2	-1	-3	-3	
11400	11450	0	-1	-2	-1	0	0	0	0	0	0	-1	-2	-1	-4	-4	
11450	11500	0	-1	-2	-1	0	0	0	0	0	0	-1	-2	-1	-4	-4	
11500	11550	0	-1	-2	-1	0	0	0	0	0	0	-1	-2	-1	-4	-4	
11550	11600	0	-1	-2	-1	0	0	0	0	0	0	-1	-2	-1	-4	-4	
11600	11650	0	0	-2	-1	0	-1	0	0	0	0	-1	-2	-1	-5	-5	
11650	11700	0	0	-2	-1	0	-1	-1	-3	0	0	-1	-2	-1	-7	-7	New underbridge over River Urie and flood plain. Total length 150m. Potential construction access issues also.
11700	11750	0	-1	-2	-1	0	-1	-1	-3	0	0	-1	-2	-1	-7	-7	New underbridge over River Urie and flood plain. Total length 150m. Potential construction access issues also.
11750	11800	0	-1	-2	-1	0	-1	-1	-3	0	0	-1	-2	-1	-7	-7	New underbridge over River Urie and flood plain. Total length 150m. Potential construction access issues also.
11800	11850	0	-1	-2	-1	0	-1	-1	-2	0	0	-1	-2	-1	-6	-6	New underbridge over River Urie and flood plain. Total length 150m. Potential construction access issues also.
11850	11900	0	0	-2	-1	0	-1	0	-2	0	0	-1	-2	-1	-5	-5	
11900	11950	0	0	-2	-1	0	-2	0	-2	0	0	-1	-2	-2	-6	-6	Cutting up to 3.0m high in potentially compressible material and made ground (historical railway) which is a potential source of contamination. Potential construction access and temporary disruption issues also. Adjacent to flood plain.
11950	12000	0	0	-2	-1	0	-2	-2	-2	0	0	-1	-2	-2	-8	-8	New Overbridge for Local Road required over the A96. Potential construction access and temporary disruption issues also. Adjacent to Flood Plain
12000	12050	0	0	-2	-1	0	-2	0	-2	0	0	-1	-2	-2	-6	-6	Cutting up to 3.0m high in potentially compressible material and made ground (historical railway) which is a potential source of contamination. Potential construction access and temporary disruption issues also. Adjacent to flood plain.
12050	12100	0	-1	-2	-1	0	-2	0	-2	0	0	-1	-2	-2	-6	-6	Cutting up to 3.0m high in potentially compressible material and made ground (historical railway) which is a potential source of contamination. Potential construction access and temporary disruption issues also. Adjacent to flood plain.
12100	12150	0	-1	-2	-1	0	-2	0	-2	0	0	-1	-2	-2	-6	-6	Cutting up to 3.0m high in potentially compressible material and made ground (historical railway) which is a potential source of contamination. Potential construction access and temporary disruption issues also. Adjacent to flood plain.
12150	12200	0	-1	-2	-1	0	-2	0	-2	0	0	-1	-2	-2	-6	-6	Cutting up to 3.0m high in potentially compressible material and made ground (historical railway) which is a potential source of contamination. Potential construction access and temporary disruption issues also. Adjacent to flood plain.
12200	12250	0	0	-2	-1	0	-2	0	-2	0	0	-1	-2	-2	-6	-6	Cutting up to 3.0m high in potentially compressible material and made ground (historical railway) which is a potential source of contamination. Potential construction access and temporary disruption issues also. Adjacent to flood plain.
12250	12300	0	0	-2	-1	0	-2	0	-2	0	0	-1	-2	-2	-6	-6	Cutting up to 3.0m high in potentially compressible material and made ground (historical railway) which is a potential source of contamination. Potential construction access and temporary disruption issues also. Adjacent to flood plain.
12300	12350	0	-1	-2	-1	0	-2	0	-2	0	0	-1	-2	-2	-6	-6	Cutting up to 3.0m high in potentially compressible material and made ground (historical railway) which is a potential source of contamination. Potential construction access and temporary disruption issues also. Adjacent to flood plain.
12350	12400	0	-1	-2	-1	0	-2	0	-2	0	0	-1	-2	-2	-6	-6	Cutting up to 3.0m high in potentially compressible material and made ground (historical railway) which is a potential source of contamination. Potential construction access and temporary disruption issues also. Adjacent to flood plain.
12400	12450	0	-1	-2	-1	0	-1	0	0	0	0	-1	-2	-2	-5	-5	
12450	12500	0	-2	-2	-1	0	-1	0	0	0	0	-1	-2	-2	-5	-5	
12500	12550	0	-2	-2	-1	0	0	0	0	0	0	-1	-2	-2	-4	-4	
12550	12600	0	-1	-2	-1	0	0	0	0	0	0	-1	-2	-2	-4	-4	
12600	12650	0	-1	-2	-1	0	0	0	0	0	0	-1	-2	-2	-4	-4	
12650	12700	0	-1	-2	-1	0	0	0	0	0	0	-1	-2	-2	-4	-4	
12700	12750	0	-1	-2	-1	0	-2	0	0	0	0	-1	-2	-2	-6	-6	Cutting up to 3.0m high in non identified geotechnical constraint or rock and made ground (former mill) which is a potential source of contamination. Potential construction access and temporary disruption issues also.
12750	12800	0	-1	-2	-1	0	-2	0	-2	0	0	-1	-2	-1	-6	-6	Cutting up to 3.0m high in non identified geotechnical constraint or rock and made ground (former mill) which is a potential source of contamination. Potential construction access and temporary disruption issues also. Adjacent to flood plain.
12800	12850	0	-1	-2	-1	0	0	0	-2	0	0	-1	-2	-1	-4	-4	
12850	12900	0	0	-2	-1	0	0	0	-2	0	0	-1	-2	-1	-4	-4	
12900	12950	0	0	-2	-1	0	-1	0	-2	0	0	-1	-2	-1	-5	-5	
12950	13000	0	-1	-2	-1	0	-1	0	-2	0	0	-1	-2	-1	-5	-5	
13000	13050	0	-1	-2	-1	0	-1	0	-2	0	0	0	-2	-1	-4	-4	
13050	13100	0	-1	-2	-1	0	-1	0	-2	0	0	0	-2	-1	-4	-4	
13100	13150	0	-1	-2	-1	0	-1	-3	-2	0	0	0	-2	-1	-7	-9	Manual adjustment - New viaduct over River Urie flood plain and railway line. Total length 800m. Construction access issues also.
13150	13200	0	-1	-2	-1	0	-2	-3	-2	0	0	0	-2	-1	-8	-9	Manual adjustment - New viaduct over River Urie flood plain and railway line. Total length 800m. Construction access issues. Possible compressible material.
13200	13250	0	-2	-2	-1	0	-2	-3	-3	0	0	0	-2	-1	-9	-9	New viaduct over River Urie flood plain and railway line. Total length 800m. Possible compressible material.
13250	13300	0	-2	-2	-1	0	-2	-3	-3	0	0	0	-2	-1	-9	-9	New viaduct over River Urie flood plain and railway line. Total length 800m. Possible compressible material.
13300	13350	0	-2	-2	-1	0	-2	-3	-3	0	0	0	-2	-1	-9	-9	New viaduct over River Urie flood plain and railway line. Total length 800m. Possible compressible material.

13350	13400	0	-2	-2	-1	0	-2	-3	-3	0	0	0	-2	-1	-9	-9	New viaduct over River Urie flood plain and railway line. Total length 800m. Possible compressible material.
13400	13450	0	-2	-2	-1	0	-2	-3	-3	0	0	0	-2	-1	-9	-9	New viaduct over River Urie flood plain and railway line. Total length 800m. Possible compressible material.
13450	13500	0	-2	-2	-1	0	-2	-3	-3	0	0	0	-2	-1	-9	-9	New viaduct over River Urie flood plain and railway line. Total length 800m. Possible compressible material.
13500	13550	0	-2	-2	-1	0	-2	-3	-3	0	0	0	-2	-1	-9	-9	New viaduct over River Urie flood plain and railway line. Total length 800m. Possible compressible material.
13550	13600	0	-2	-2	-1	0	-2	-3	-3	0	0	0	-2	-1	-9	-9	New viaduct over River Urie flood plain and railway line. Total length 800m. Possible compressible material.
13600	13650	0	-2	-2	-1	0	-2	-3	-3	0	0	0	-2	-1	-9	-9	New viaduct over River Urie flood plain and railway line. Total length 800m. Possible compressible material.
13650	13700	0	-2	-2	-1	0	-2	-3	-3	0	0	0	-2	-1	-9	-9	New viaduct over River Urie flood plain and railway line. Total length 800m. Possible compressible material.
13700	13750	0	-2	-2	-1	0	-2	-3	-3	0	0	0	-2	-1	-9	-9	New viaduct over River Urie flood plain and railway line. Total length 800m. Possible compressible material.
13750	13800	0	-2	-2	-1	0	-2	-3	-3	0	0	0	-2	-1	-9	-9	New viaduct over River Urie flood plain and railway line. Total length 800m. Possible compressible material.
13800	13850	0	-2	-2	-1	0	-2	-3	-3	0	0	0	-2	-1	-9	-9	New viaduct over River Urie flood plain and railway line. Total length 800m. Possible compressible material.
13850	13900	0	-2	-2	-1	0	-2	-3	-2	0	0	0	-2	-1	-9	-9	New viaduct over River Urie flood plain and railway line. Total length 800m. Possible compressible material.
13900	13950	0	-1	-2	-1	0	0	-2	-2	0	0	0	-2	-1	-6	-9	Manual adjustment - New viaduct over River Urie flood plain and railway line. Total length 800m.
13950	14000	0	-1	-2	-1	0	0	0	-2	0	0	0	-2	-1	-3	-3	
14000	14050	0	-1	-2	-1	0	0	0	0	0	0	0	0	-2	-3	-3	
14050	14100	0	-1	-2	-1	0	0	0	0	0	0	0	-1	0	-4	-4	
14100	14150	0	-1	-2	-1	0	0	0	0	0	0	0	-1	0	-4	-4	
14150	14200	0	-1	-2	-1	0	0	0	0	0	0	0	-1	0	-4	-4	
14200	14250	0	-1	-2	-1	0	0	0	0	0	0	0	-1	0	-4	-4	
14250	14300	0	-1	-2	-1	0	0	0	0	0	0	0	-1	0	-4	-4	
14300	14350	0	-1	-2	-1	0	0	0	0	0	0	0	-1	0	-4	-4	
14350	14400	0	-1	-2	-1	0	0	0	0	0	0	0	-1	0	-4	-4	
14400	14450	0	-1	-2	-1	0	0	0	-1	0	0	-1	0	-2	-4	-4	
14450	14500	0	0	-2	-1	0	0	0	-1	0	0	-1	0	-2	-4	-4	
14500	14550	0	0	-2	-1	0	0	0	-1	0	0	-1	0	-2	-4	-4	
14550	14600	0	0	-2	-1	0	0	0	-1	0	0	-1	0	-2	-4	-4	
14600	14650																
14650	14700																

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

Rules

Total Score
 = Alignment Score (Average of E, F, G, H and I) + Geo Score + Structures Score + Flooding Score (Average of L, M and N) + Utilities score + Constructability Score (Minimum value of P&Q) = Total of 6 scores for 6 categories

Then if total < or equal to -9 then should be coloured red because this represents possibility of 3 reds or 4 ambers

If total is between -6 and -8 should be coloured amber since this could represent 2 reds or 3/4 ambers.

Chainage	Start Chainage	End Chainage	Alignment						Structures	Flooding and Drainage		Utilities	Constructability		Score	Comments		
			Level Difference	Bendiness	Hilliness	Earthworks	Geotechnics	Geotechnics		Watercourse Crossings	Flood Plain		Construction access	Temp disruption			Adjusted	Total
	0	50	0	0	-2	-2	-3	0	0	0	0	0	-1	0	-2	-4	-4	
	50	100	0	0	-2	-2	-3	0	0	0	0	0	-1	0	-2	-4	-4	
	100	150	0	0	-2	-2	-3	0	0	0	0	0	-1	0	-2	-4	-4	
	150	200	0	0	-2	-2	-3	0	0	0	0	0	-1	0	-2	-4	-4	
	200	250	0	0	-2	-2	-3	0	0	0	0	0	-1	0	-2	-4	-4	
	250	300	0	0	-2	-2	-3	0	0	0	0	0	-1	0	-2	-4	-4	
	300	350	0	0	-2	-2	-3	0	0	0	0	0	-1	0	-2	-4	-4	
	350	400	0	0	-2	-2	-3	0	0	0	0	0	-1	0	-2	-4	-4	
	400	450	0	0	-2	-2	-3	0	0	0	0	0	-1	0	-2	-4	-4	
	450	500	0	0	-2	-2	-3	0	0	0	0	0	-1	0	-2	-4	-4	
	500	550	0	0	-2	-2	-3	0	0	0	0	0	-1	0	-2	-4	-4	
	550	600	0	0	-2	-2	-3	0	0	0	0	0	-1	0	-2	-4	-4	
	600	650	0	0	-2	-2	-3	0	0	0	0	0	-1	0	-2	-4	-4	
	650	700	0	0	-2	-2	-3	-1	0	0	0	0	-1	0	-2	-5	-5	
	700	750	0	0	-2	-2	-3	-1	0	0	0	0	-1	0	-2	-5	-5	
	750	800	0	0	-2	-2	-3	-1	0	-1	0	0	-1	0	-2	-6	-6	Cutting up to 0.9m high in potentially compressible material and floodplain. Potential temporary disruption issues. Scottish Water distribution main 100-300mm.
	800	850	0	0	-2	-2	-3	-1	0	-1	0	0	-1	0	-2	-6	-6	Cutting up to 0.9m high in potentially compressible material and floodplain. Potential temporary disruption issues. Scottish Water distribution main 100-300mm.
	850	900	0	0	-2	-2	-3	-1	0	-1	0	0	-1	0	-2	-6	-6	Cutting up to 0.9m high in potentially compressible material and floodplain. Potential temporary disruption issues. Scottish Water distribution main 100-300mm.
	900	950	0	0	-2	-2	-3	-1	0	-1	0	0	-1	0	-2	-6	-6	Cutting up to 0.9m high in potentially compressible material and floodplain. Potential temporary disruption issues. Scottish Water distribution main 100-300mm.
	950	1000	0	0	-2	-2	-3	-1	0	-1	0	0	-1	0	-2	-6	-6	Cutting up to 0.9m high in potentially compressible material and floodplain. Potential temporary disruption issues. Scottish Water distribution main 100-300mm.
	1000	1050	0	0	-2	-2	-3	-1	0	-1	0	0	-1	0	-2	-6	-6	Cutting up to 0.9m high in potentially compressible material and floodplain. Potential temporary disruption issues. Scottish Water distribution main 100-300mm.
	1050	1100	0	0	-2	-2	-3	-2	0	0	0	0	-1	0	-2	-6	-6	Cutting up to 1.1m high in made ground (historic mill) potential source of contamination. Potential temporary disruption issues. Scottish Water distribution main 100-300mm.
	1100	1150	0	0	-2	-2	-3	-2	0	0	0	0	-1	0	-2	-6	-6	Cutting up to 1.1m high in made ground (historic mill) potential source of contamination. Potential temporary disruption issues. Scottish Water distribution main 100-300mm.
	1150	1200	0	0	-2	-2	-3	0	0	0	0	0	-1	0	-2	-4	-4	
	1200	1250	0	0	-2	-2	-3	0	0	0	0	0	-1	0	-2	-4	-4	
	1250	1300	0	0	-2	-2	-3	0	0	0	0	0	-1	0	-2	-4	-4	
	1300	1350	0	0	-2	-2	-3	0	0	0	0	0	-1	0	-2	-4	-4	
	1350	1400	0	0	-2	-2	-3	0	0	0	0	0	-1	0	-2	-4	-4	
	1400	1450	0	0	-2	-2	-3	0	0	0	0	0	-1	0	-2	-4	-4	
	1450	1500	0	0	-2	-2	-3	0	0	0	0	0	-1	0	-2	-4	-4	
	1500	1550	0	0	-2	-2	-3	0	0	0	0	0	-1	0	-2	-4	-4	
	1550	1600	0	0	-2	-2	-3	0	0	0	0	0	-1	0	-2	-4	-4	
	1600	1650	0	0	-2	-2	-3	0	0	0	0	0	-1	0	-2	-4	-4	
	1650	1700	0	0	-2	-2	-3	0	0	0	0	0	-1	0	-2	-4	-4	
	1700	1750	0	0	-2	-2	-3	-1	0	0	0	0	-1	0	-2	-5	-5	
	1750	1800	0	0	-2	-2	-3	-1	0	-1	0	0	-1	0	-2	-6	-6	Combination of at grade construction on non-identified geotechnical constraint and cuttings less than 10m high through non-identified geotechnical constraint & SW_DistributionMain_100to300 & temp disruption
	1800	1850	0	0	-2	-2	-3	-1	0	-1	0	0	-1	0	-2	-6	-6	Combination of at grade construction on non-identified geotechnical constraint and cuttings less than 10m high through non-identified geotechnical constraint & SW_DistributionMain_100to300 & temp disruption
	1850	1900	0	0	-2	-2	-3	-1	0	-1	0	0	-1	0	-2	-6	-6	Combination of at grade construction on non-identified geotechnical constraint and cuttings less than 10m high through non-identified geotechnical constraint & SW_DistributionMain_100to300 & temp disruption
	1900	1950	0	0	-2	-2	-3	-1	0	-1	0	0	-1	0	-2	-6	-6	Combination of at grade construction on non-identified geotechnical constraint and cuttings less than 10m high through non-identified geotechnical constraint & SW_DistributionMain_100to300 & temp disruption
	1950	2000	0	0	-2	-2	-3	-1	0	-1	0	0	-1	0	-2	-6	-6	Combination of at grade construction on non-identified geotechnical constraint and cuttings less than 10m high through non-identified geotechnical constraint & SW_DistributionMain_100to300 & temp disruption
	2000	2050	0	0	-2	-2	-3	-1	0	-1	0	0	-1	0	-2	-6	-6	Combination of at grade construction on non-identified geotechnical constraint and cuttings less than 10m high through non-identified geotechnical constraint & SW_DistributionMain_100to300 & temp disruption
	2050	2100	0	0	-2	-2	-3	-1	0	-1	0	0	-1	0	-2	-6	-6	Combination of at grade construction on non-identified geotechnical constraint and cuttings less than 10m high through non-identified geotechnical constraint & SW_DistributionMain_100to300 & temp disruption
	2100	2150	0	0	-2	-2	-3	-1	0	-1	0	0	-1	0	-2	-6	-6	Combination of at grade construction on non-identified geotechnical constraint and cuttings less than 10m high through non-identified geotechnical constraint & SW_DistributionMain_100to300 & temp disruption
	2150	2200	0	0	-2	-2	-3	-1	0	-1	0	0	-1	0	-2	-6	-6	Combination of at grade construction on non-identified geotechnical constraint and cuttings less than 10m high through non-identified geotechnical constraint & SW_DistributionMain_100to300 & temp disruption
	2200	2250	0	0	-2	-2	-3	-1	0	-1	0	0	-1	0	-2	-6	-6	Combination of at grade construction on non-identified geotechnical constraint and cuttings less than 10m high through non-identified geotechnical constraint & SW_DistributionMain_100to300 & temp disruption
	2250	2300	0	0	-2	-2	-3	-1	0	-1	0	0	-1	0	-2	-6	-6	Combination of at grade construction on non-identified geotechnical constraint and cuttings less than 10m high through non-identified geotechnical constraint & SW_DistributionMain_100to300 & temp disruption
	2300	2350	0	0	-2	-2	-3	-1	0	-1	0	0	-1	0	-2	-6	-6	Combination of at grade construction on non-identified geotechnical constraint and cuttings less than 10m high through non-identified geotechnical constraint & SW_DistributionMain_100to300 & temp disruption
	2350	2400	0	0	-2	-2	-3	-1	-2	-1	0	0	-1	0	-2	-8	-8	Combination of at grade construction on non-identified geotechnical constraint and cuttings less than 10m high through non-identified geotechnical constraint & SW_DistributionMain_100to300 & temp disruption. New Overbridge at this location too.
	2400	2450	0	0	-2	-2	-3	0	0	-1	0	0	-1	0	-2	-5	-5	

2450	2500	0	0	-2	-2	-3	0	0	-1	0	0	-1	0	-2	-5	-5	
2500	2550	0	0	-2	-2	-3	-2	0	0	0	0	0	0	-2	-5	-5	
2550	2600	0	-1	-2	-2	-3	-2	0	0	0	0	-1	0	-2	-7	-7	Cutting up to 4.4m high in made ground (historic mill) potential source of contamination. Potential temporary disruption issues.
2600	2650	0	-1	-2	-2	-3	0	0	0	0	0	0	0	-2	-4	-4	
2650	2700	0	-1	-2	-2	-3	0	0	0	0	0	0	0	-2	-4	-4	
2700	2750	0	-1	-2	-2	-3	0	0	0	0	0	0	0	-2	-4	-4	
2750	2800	0	-1	-2	-2	-3	0	0	0	0	0	0	0	-2	-4	-4	
2800	2850	0	-1	-2	-2	-3	0	0	0	0	0	0	0	-2	-4	-4	
2850	2900	0	-1	-2	-2	-3	0	0	0	0	0	0	0	-2	-4	-4	
2900	2950	0	-1	-2	-2	-3	0	0	0	0	0	0	0	-2	-4	-4	
2950	3000	0	-1	-2	-2	-3	0	0	0	0	0	0	0	-2	-4	-4	
3000	3050	0	-1	-2	-2	-3	0	0	0	0	0	0	0	-2	-4	-4	
3050	3100	0	0	-2	-2	-3	0	0	0	0	0	0	0	-2	-3	-3	
3100	3150	0	0	-2	-2	-3	0	0	0	0	0	0	0	-2	-3	-3	
3150	3200	0	-1	-2	-2	-3	0	0	0	0	0	0	0	-2	-4	-4	
3200	3250	0	-1	-2	-2	-3	0	0	0	0	0	0	0	-2	-4	-4	
3250	3300	0	-1	-2	-2	-3	0	0	0	0	0	0	0	-2	-4	-4	
3300	3350	0	-1	-2	-2	-3	0	0	0	0	0	0	0	-2	-4	-4	
3350	3400	0	-1	-2	-2	-3	0	0	-1	0	0	0	0	-2	-4	-4	
3400	3450	0	-1	-2	-2	-3	0	0	-1	0	0	0	0	-2	-4	-4	
3450	3500	0	-1	-2	-2	-3	0	0	-1	0	0	0	0	-2	-4	-4	
3500	3550	0	0	-2	-2	-3	0	0	-1	0	0	0	0	-2	-4	-4	
3550	3600	0	0	-2	-2	-3	0	0	-1	0	0	0	0	-2	-4	-4	
3600	3650	0	0	-2	-2	-3	0	0	-1	0	0	0	0	-2	-4	-4	
3650	3700	0	0	-2	-2	-3	0	0	-1	0	0	0	0	-2	-4	-4	
3700	3750	0	0	-2	-2	-3	0	0	-1	0	0	0	0	-2	-4	-4	
3750	3800	0	0	-2	-2	-3	0	0	0	0	0	0	0	-2	-3	-3	
3800	3850	0	0	-2	-2	-3	0	0	0	0	0	0	0	-2	-3	-3	
3850	3900	0	0	-2	-2	-3	0	0	0	0	0	0	0	-2	-3	-3	
3900	3950	0	0	-2	-2	-3	-1	0	0	0	0	0	0	-2	-4	-4	
3950	4000	0	0	-2	-2	-3	-1	0	0	0	0	0	0	-2	-4	-4	
4000	4050	0	0	-2	-2	-3	-1	0	0	0	0	0	0	-2	-4	-4	
4050	4100	0	0	-2	-2	-3	-1	0	0	0	0	0	0	-2	-4	-4	
4100	4150	0	0	-2	-2	-3	-1	0	0	0	0	0	0	-2	-4	-4	
4150	4200	0	0	-2	-2	-3	-1	0	0	0	0	0	0	-2	-4	-4	
4200	4250	0	0	-2	-2	-3	-1	0	0	0	0	0	0	-2	-4	-4	
4250	4300	0	0	-2	-2	-3	-1	0	0	0	0	0	0	-2	-4	-4	
4300	4350	0	0	-2	-2	-3	-1	0	0	0	0	0	0	-2	-4	-4	
4350	4400	0	0	-2	-2	-3	-1	0	0	0	0	0	0	-2	-4	-4	
4400	4450	0	0	-2	-2	-3	-1	0	-3	0	0	0	0	-2	-5	-5	
4450	4500	0	0	-2	-2	-3	-1	0	-3	0	0	0	0	-2	-5	-5	
4500	4550	0	0	-2	-2	-3	-1	0	-1	0	0	0	0	-2	-5	-5	
4550	4600	0	0	-2	-2	-3	-3	0	-1	0	0	0	0	-2	-7	-7	Cutting up to 1.8m in made ground (petroleum storage facility) potential source of contamination. Potential temporary disruption issues also.
4600	4650	0	0	-2	-2	-3	-3	0	-1	0	0	0	0	-2	-7	-7	Cutting up to 1.8m in made ground (petroleum storage facility) potential source of contamination. Potential temporary disruption issues also.
4650	4700	0	0	-2	-2	-3	0	0	-1	0	0	0	0	-2	-4	-4	
4700	4750	0	-1	-2	-2	-3	0	0	-1	0	0	0	0	-2	-4	-4	
4750	4800	0	0	-2	-2	-3	0	0	-1	0	0	0	0	-2	-4	-4	
4800	4850	0	0	-2	-2	-3	0	0	-1	0	0	0	0	-2	-4	-4	
4850	4900	0	0	-2	-2	-3	0	0	-1	0	0	0	0	-2	-4	-4	
4900	4950	0	0	-2	-2	-3	0	0	-1	0	0	-1	0	-2	-5	-5	
4950	5000	0	0	-2	-2	-3	0	0	-1	0	0	-1	0	-2	-5	-5	
5000	5050	0	0	-2	-2	-3	-1	0	-1	0	0	0	0	-2	-5	-5	
5050	5100	0	0	-2	-2	-3	-1	0	-1	0	0	0	0	-2	-5	-5	
5100	5150	0	0	-2	-2	-3	-1	0	-1	0	0	0	0	-2	-5	-5	
5150	5200	0	0	-2	-2	-3	-1	0	-1	0	0	0	0	-2	-5	-5	
5200	5250	0	0	-2	-2	-3	-1	0	-1	0	0	0	0	-2	-5	-5	
5250	5300	0	0	-2	-2	-3	-1	0	-1	0	0	-1	0	-2	-6	-6	Cutting up to 1.4m high in potentially compressible material & SW_DistributionMain_100to300. Adjacent to food plain...
5300	5350	0	0	-2	-2	-3	-1	0	-1	0	0	-1	0	-2	-6	-6	Cutting up to 1.4m high in potentially compressible material & SW_DistributionMain_100to300. Adjacent to food plain...
5350	5400	0	0	-2	-2	-3	-1	0	-1	0	0	0	0	-2	-5	-5	
5400	5450	0	0	-2	-2	-3	-1	0	-1	0	0	0	0	-2	-5	-5	
5450	5500	0	0	-2	-2	-3	-1	0	-1	0	0	0	0	-2	-5	-5	
5500	5550	0	0	-2	-2	-3	-1	0	-1	0	0	0	0	-2	-5	-5	
5550	5600	0	0	-2	-2	-3	-1	0	-1	0	0	0	0	-2	-5	-5	
5600	5650	0	0	-2	-2	-3	-1	0	-1	0	0	0	0	-2	-5	-5	
5650	5700	0	0	-2	-2	-3	-1	0	-1	0	0	0	0	-2	-5	-5	
5700	5750	0	0	-2	-2	-3	-1	0	-1	0	0	0	0	-2	-5	-5	
5750	5800	0	0	-2	-2	-3	-1	0	-1	0	0	0	0	-2	-5	-5	
5800	5850	0	0	-2	-2	-3	-1	0	-1	0	0	0	0	-2	-5	-5	
5850	5900	0	0	-2	-2	-3	-1	0	-1	0	0	0	0	-2	-5	-5	
5900	5950	0	0	-2	-2	-3	-1	0	-1	0	0	0	0	-2	-5	-5	
5950	6000	0	0	-2	-2	-3	-1	0	-1	0	0	0	0	-2	-5	-5	
6000	6050	0	0	-2	-2	-3	-1	0	-1	0	0	-1	0	-2	-6	-6	Cutting up to 1.4m high in potentially compressible material, temp disruption. Private water supply
6050	6100	0	0	-2	-2	-3	-1	0	-1	0	0	0	0	-2	-5	-5	
6100	6150	0	0	-2	-2	-3	-2	0	-1	0	0	-1	0	-2	-7	-7	Cutting up to 0.7m high in made ground (historic mill) potential source of contamination Temporary disruption. Private water supply
6150	6200	0	0	-2	-2	-3	-2	0	-1	0	0	0	0	-2	-6	-6	Cutting up to 0.7m high in made ground (historic mill) potential source of contamination Temporary disruption.
6200	6250	0	0	-2	-2	-3	-1	0	-1	0	0	0	0	-2	-5	-5	
6250	6300	0	0	-2	-2	-3	-1	0	-1	0	0	0	0	-2	-5	-5	
6300	6350	0	0	-2	-2	-3	-1	0	-1	0	0	0	0	-2	-5	-5	
6350	6400	0	0	-2	-2	-3	0	0	0	0	0	0	0	-2	-3	-3	
6400	6450	0	0	-2	-2	-3	0	0	0	0	0	0	0	-2	-3	-3	
6450	6500	0	0	-2	-2	-3	0	0	0	0	0	0	0	-2	-3	-3	
6500	6550	0	0	-2	-2	-3	0	0	0	0	0	0	0	-2	-3	-3	
6550	6600	0	0	-2	-2	-3	0	0	0	0	0	0	0	-2	-3	-3	
6600	6650	0	0	-2	-2	-3	0	0	0	0	0	0	0	-2	-3	-3	
6650	6700	0	-1	-2	-2	-3	0	0	0	0	0	0	0	-2	-4	-4	
6700	6750	0	-1	-2	-2	-3	0	0	0	0	0	0	0	-2	-4	-4	
6750	6800	0	0	-2	-2	-3	0	0	0	0	0	0	0	-2	-3	-3	
6800	6850	0	0	-2	-2	-3	0	0	0	0	0	0	0	-2	-3	-3	
6850	6900	0	0	-2	-2	-3	0	0	0	0	0	0	0	-2	-3	-3	
6900	6950	0	0	-2	-2	-3	0	0	0	0	0	0	0	-2	-3	-3	
6950	7000	0	0	-2	-2	-3	0	0	0	0	0	0	0	-2	-3	-3	
7000	7050	0	0	-2	-2	-3	0	0	0	0	0	0	0	-2	-3	-3	
7050	7100	0	0	-2	-2	-3	0	0	0	0	0	0	0	-2	-3	-3	
7100	7150	0	0	-2	-2	-3	0	0	0	0	0	0	0	-2	-3	-3	
7150	7200	0	0	-2	-2	-3	0	0	0	0	0	0	0	-2	-3	-3	
7200	7250	0	0	-2	-2	-3	0	0	0	0	0	0	0	-2	-3	-3	
7250	7300	0	0	-2	-2	-3	0	0	0	0	0	0	0	-2	-3	-3	
7300	7350	0	0	-2	-2	-3	0	0	0	0	0	0	0	-2	-3	-3	
7350	7400	0	0	-2	-2	-3	0	0	0	0	0	0	0	-2	-3	-3	
7400	7450	0	0	-2	-2	-3	0	0	0	0	0	-1	0	-2	-4	-4	
7450	7500	0	0	-2	-2	-3	0	0	0	0	0	0	0	-2	-3	-3	
7500	7550	0	0	-2	-2	-3	0	0	0	0	0	0	0	-2	-3	-3	
7550	7600	0	0	-2	-2	-3	0	0	0	0	0	0	0	-2	-3		

7650	7700	0	0	-2	-2	-3	0	0	0	0	0	0	0	-2	-3	-3		
7700	7750	0	0	-2	-2	-3	0	0	0	0	0	0	0	-2	-3	-3		
7750	7800	0	0	-2	-2	-3	0	0	0	0	0	0	0	-2	-3	-3		
7800	7850	0	0	-2	-2	-3	0	0	-1	0	0	0	0	-2	-4	-4		
7850	7900	0	0	-2	-2	-3	0	0	-1	0	0	0	0	-2	-4	-4		
7900	7950	0	0	-2	-2	-3	0	0	-1	0	0	0	0	-2	-4	-4		
7950	8000	0	0	-2	-2	-3	0	0	-1	0	0	0	0	-2	-4	-4		
8000	8050	0	0	-2	-2	-3	0	0	-1	0	0	0	0	-2	-4	-4		
8050	8100	0	0	-2	-2	-3	0	0	-1	0	0	0	0	-2	-4	-4		
8100	8150	0	0	-2	-2	-3	-1	0	-1	0	0	0	0	-2	-5	-5		
8150	8200	0	0	-2	-2	-3	-1	0	-1	0	-2	-1	0	-2	-6	-6	Attenuation, Potential temporary disruption issues and private water supply.	
8200	8250	0	0	-2	-2	-3	-1	0	-1	0	0	0	-1	0	-2	-6	Potential temporary disruption issues and private water supply.	
8250	8300	0	-1	-2	-2	-3	-1	0	-1	0	0	0	0	-2	-5	-5		
8300	8350	0	-1	-2	-2	-3	-1	-3	-1	0	0	0	0	-2	-8	-9	Manual Adjustment - New Viaduct over the Gadie Burn, existing A96 and railway line. Total length is 450m. Includes a Grade Separated Junction to B9002. Potential temporary disruption issues.	
8350	8400	0	-1	-2	-2	-3	-1	-3	-1	0	0	0	0	-2	-8	-9	Manual Adjustment - New Viaduct over the Gadie Burn, existing A96 and railway line. Total length is 450m. Includes a Grade Separated Junction to B9002. Potential temporary disruption issues.	
8400	8450	0	-1	-2	-2	-3	-1	-3	-1	0	0	0	0	-2	-8	-9	New Viaduct over the Gadie Burn, existing A96 and railway line. Total length is 450m. Includes a Grade Separated Junction to B9004. Potentially compressible material. Potential construction access and temporary disruption issues.	
8450	8500	0	-1	-2	-2	-3	-2	-3	-1	0	0	0	0	-2	-3	-10	-10	New Viaduct over the Gadie Burn, existing A96 and railway line. Total length is 450m. Includes a Grade Separated Junction to B9004. Potentially compressible material. Potential construction access and temporary disruption issues.
8500	8550	0	-2	-2	-2	-3	-2	-3	0	0	0	0	0	-2	-3	-10	-10	New Viaduct over the Gadie Burn, existing A96 and railway line. Total length is 450m. Includes a Grade Separated Junction to B9004. Potential construction access and temporary disruption issues.
8550	8600	0	-2	-2	-2	-3	-1	-3	0	0	0	0	0	-2	-3	-9	-9	New Viaduct over the Gadie Burn, existing A96 and railway line. Total length is 450m. Includes a Grade Separated Junction to B9004. Potential construction access and temporary disruption issues.
8600	8650	0	-2	-2	-2	-3	-1	-3	0	0	0	0	0	-2	-3	-9	-9	New Viaduct over the Gadie Burn, existing A96 and railway line. Total length is 450m. Includes a Grade Separated Junction to B9004. Potential construction access and temporary disruption issues.
8650	8700	0	-1	-2	-2	-3	0	-3	0	0	0	0	0	-2	-3	-8	-9	New Viaduct over the Gadie Burn, existing A96 and railway line. Total length is 450m. Includes a Grade Separated Junction to B9004. Potential construction access and temporary disruption issues.
8700	8750	0	-1	-2	-2	-3	0	-3	0	0	0	0	0	-2	-3	-8	-9	New Viaduct over the Gadie Burn, existing A96 and railway line. Total length is 450m. Includes a Grade Separated Junction to B9004. Potential construction access and temporary disruption issues.
8750	8800	0	-1	-2	-2	-3	0	-3	0	0	0	0	0	-2	-3	-8	-9	New Viaduct over the Gadie Burn, existing A96 and railway line. Total length is 450m. Includes a Grade Separated Junction to B9004. Potential construction access issues.
8800	8850	0	-1	-2	-2	-3	0	0	0	0	0	0	0	-2	-1	-4	-4	
8850	8900	0	-1	-2	-2	-3	0	0	0	0	0	0	0	-2	-1	-4	-4	
8900	8950	0	-1	-2	-2	-3	0	0	0	0	0	0	0	-2	-1	-4	-4	
8950	9000	0	-1	-2	-2	-3	0	0	0	0	0	0	0	-2	-1	-4	-4	
9000	9050	0	0	-2	-2	-3	0	0	0	0	0	0	0	-2	-1	-3	-3	
9050	9100	0	-1	-2	-2	-3	0	0	0	0	0	0	0	-2	-1	-4	-4	
9100	9150	0	-1	-2	-2	-3	-1	0	0	0	0	0	0	-2	-1	-5	-5	
9150	9200	0	-2	-2	-2	-3	-1	0	0	0	0	0	0	-2	-1	-5	-5	
9200	9250	0	-2	-2	-2	-3	-2	0	0	0	0	0	0	-2	-1	-6	-6	Cutting up to 36.4m (but greater than 19m) high in rock. Potential construction access issues.
9250	9300	0	-3	-2	-2	-3	-2	0	0	0	0	0	0	-2	-1	-6	-6	Cutting up to 36.4m (but greater than 19m) high in rock. Potential construction access issues.
9300	9350	0	-3	-2	-2	-3	-2	0	0	0	0	0	0	-2	-1	-6	-6	Cutting up to 36.4m (but greater than 19m) high in rock. Potential construction access issues.
9350	9400	0	-3	-2	-2	-3	-3	0	0	0	0	0	0	-2	-1	-7	-7	Cutting up to 44m (but greater than 39m) high in rock. Potential construction access issues.
9400	9450	0	-3	-2	-2	-3	-3	0	0	0	0	0	0	-2	-1	-7	-7	Cutting up to 44m (but greater than 39m) high in rock. Potential construction access issues.
9450	9500	0	-3	-2	-2	-3	-2	0	0	0	0	0	0	-2	-1	-6	-6	Cutting up to 30.6m (but greater than 19m) high in rock. Potential construction access issues.
9500	9550	0	-3	-2	-2	-3	-2	0	0	0	0	0	0	-2	-1	-6	-6	Cutting up to 30.6m (but greater than 19m) high in rock. Potential construction access issues.
9550	9600	0	-3	-2	-2	-3	-1	0	0	0	0	0	0	-2	-1	-5	-5	
9600	9650	0	-2	-2	-2	-3	-1	0	0	0	0	0	0	-2	-1	-5	-5	
9650	9700	0	-1	-2	-2	-3	0	0	0	0	0	0	0	-2	-1	-4	-4	
9700	9750	0	-1	-2	-2	-3	0	0	0	0	0	0	0	-2	-1	-4	-4	
9750	9800	0	0	-2	-2	-3	0	0	0	0	0	0	0	-2	-1	-3	-3	
9800	9850	0	0	-2	-2	-3	0	0	0	0	0	0	0	-2	-1	-3	-3	
9850	9900	0	-1	-2	-2	-3	0	0	0	0	0	0	0	-2	-1	-4	-4	
9900	9950	0	-1	-2	-2	-3	0	0	0	0	0	0	0	-2	-1	-4	-4	Railway line within 100m wide alignment a this point. To be realigned at second-fix.
9950	10000	0	-1	-2	-2	-3	0	0	0	0	0	0	0	-2	-1	-4	-4	Railway line within 100m wide alignment a this point. To be realigned at second-fix.
10000	10050	0	-1	-2	-2	-3	0	0	0	0	0	0	0	-2	-1	-4	-4	Railway line within 100m wide alignment a this point. To be realigned at second-fix.
10050	10100	0	-1	-2	-2	-3	0	0	0	0	0	0	0	-2	-1	-4	-4	Railway line within 100m wide alignment a this point. To be realigned at second-fix.
10100	10150	0	0	-2	-2	-3	0	0	0	0	0	0	0	-2	-1	-3	-3	Railway line within 100m wide alignment a this point. To be realigned at second-fix.
10150	10200	0	0	-2	-2	-3	0	0	0	0	0	0	0	-2	-1	-3	-3	Railway line within 100m wide alignment a this point. To be realigned at second-fix.
10200	10250	0	-1	-2	-2	-3	0	0	0	0	0	0	0	-2	-1	-4	-4	Railway line within 100m wide alignment a this point. To be realigned at second-fix.
10250	10300	0	0	-2	-2	-3	0	0	0	0	0	0	0	-2	-1	-3	-3	Railway line within 100m wide alignment a this point. To be realigned at second-fix.
10300	10350	0	0	-2	-2	-3	0	0	0	0	0	0	0	-2	-1	-3	-3	Railway line within 100m wide alignment a this point. To be realigned at second-fix.
10350	10400	0	0	-2	-2	-3	0	0	0	0	0	0	-2	-2	-1	-5	-5	Railway line within 100m wide alignment a this point. To be realigned at second-fix.
10400	10450	0	-1	-2	-2	-3	-1	0	0	0	0	0	-2	-2	-1	-7	-7	275kV Crossing - Proposed road level between 2 and 6m lower than existing. Potential construction access issues.
10450	10500	0	-2	-2	-2	-3	-1	0	0	0	0	0	0	-2	-1	-5	-5	
10500	10550	0	-2	-2	-2	-3	-1	0	0	0	0	0	0	-2	-1	-5	-5	
10550	10600	0	-2	-2	-2	-3	-1	0	0	0	0	0	0	-2	-1	-5	-5	
10600	10650	0	-2	-2	-2	-3	-1	0	0	0	0	0	0	-2	-1	-5	-5	
10650	10700	0	-2	-2	-2	-3	-1	0	0	0	0	0	0	-2	-1	-5	-5	
10700	10750	0	-2	-2	-2	-3	-1	0	0	0	0	0	0	-2	-1	-5	-5	
10750	10800	0	-2	-2	-2	-3	-1	0	0	0	0	0	0	-2	-1	-5	-5	
10800	10850	0	-2	-2	-2	-3	0	0	0	0	0	0	0	-2	-1	-4	-4	Railway line within 100m wide alignment a this point. To be realigned at second-fix.
10850	10900	0	-1	-2	-2	-3	0	0	0	0	0	0	-2	-2	-1	-6	-6	SSE Pylon within 100m of edge of alignment at this location. Potential construction access issues
10900	10950	0	-1	-2	-2	-3	0	0	0	0	0	0	0	-2	-1	-4	-4	Railway line within 100m wide alignment a this point. To be realigned at second-fix.
10950	11000	0	-1	-2	-2	-3	0	0	0	0	0	0	0	-2	-1	-4	-4	Railway line within 100m wide alignment a this point. To be realigned at second-fix.
11000	11050	0	-1	-2	-2	-3	0	0	0	0	0	0	0	-2	-1	-4	-4	Railway line within 100m wide alignment a this point. To be realigned at second-fix.
11050	11100	0	-1	-2	-2	-3	0	0	0	0	0	0	0	-2	-1	-4	-4	Railway line within 100m wide alignment a this point. To be realigned at second-fix.
11100	11150	0	0	-2	-2	-3	0	0	0	0	0	0	0	-2	-1	-3	-3	Railway line within 100m wide alignment a this point. To be realigned at second-fix.
11150	11200	0	0	-2	-2	-3	0	0	0	0	0	0	0	-2	-1	-3	-3	Railway line within 100m wide alignment a this point. To be realigned at second-fix.
11200	11250	0	0	-2	-2	-3	0	0	0	0	0	0	-1	-2	-1	-4	-4	Railway line within 100m wide alignment a this point. To be realigned at second-fix.
11250	11300	0	0	-2	-2	-3	0	0	0	0	0	0	-1	-2	-1	-4	-4	Railway line within 100m wide alignment a this point. To be realigned at second-fix.
11300	11350	0	0	-2	-2	-3	0	0	0	0	0	0	-1	-2	-1	-4	-4	Railway line within 100m wide alignment a this point. To be realigned at second-fix.
11350	11400	0	0	-2	-2	-3	0	0	0	0	0	0	-1	-2	-1	-4	-4	Railway line within 100m wide alignment a this point. To be realigned at second-fix.
11400	11450	0	0	-2	-2	-3	0	0	0	0	0	0	-1	-2	-1	-4	-4	Railway line within 100m wide alignment a this point. To be realigned at second-fix.
11450	11500	0	0	-2	-2	-3	0	0	0	0	0	0	0	-2	-1	-3	-3	Railway line within 100m wide alignment a this point. To be realigned at second-fix.
11500	11550	0	0	-2	-2	-3	0	0	0	0	0	0	0	-2	-1	-3	-3	
11550	11600	0	0	-2	-2	-3	0	0	0	0	0	0	0	-2	-1	-3	-3	
11600	11650	0	-1	-2	-2	-3	0	0	0	0	0	0	0	-2	-1	-4	-4	
11650	11700	0	-1	-2	-2	-3	-1	0	0	0	0	0	0	-2	-1	-5	-5	
11700	11750	0	-2	-2	-2	-3	-1	0	0	0	0	0	0	-2	-1	-5	-5	
11750	11800	0	-2	-2	-2	-3	-2	0	0	0	0	0	0	-2	-1	-6	-6	Cutting up to 21.3m (but greater than 19m) high in rock. Construction access issues.
11800	11850	0	-3	-2	-2	-3	-2	0	0	0	0	0	0	-2	-1	-8	-8	New Overbridge for Farm Road required over the A96. Cutting up to 21.3m (but greater than 19m) high in rock. Construction access issues.
11850	11900	0	-3	-2	-2	-3	-2	0	0	0	0	0	0	-2	-1	-6	-6	Cutting up to 21.3m (but greater than 19m) high in rock. Construction access issues.
11900	11950	0	-3	-2	-2	-3	-2	0	0	0	0	0	0	-2	-1	-6	-6	Cutting up to 21.3m (but greater than 19m) high in rock. Construction access issues.
11950	12000	0	-3	-2	-2	-3	-2	0	0	0	0	0	0	-2	-1	-6	-6	Cutting up to 21.3m (but greater than 19m) high in rock. Construction access issues.
12000	12050	0	-2	-2	-2	-3	-1	0	0	0	0	0	0	-2	-1	-5	-5	
12050	12100	0	-2	-2	-													

12100	12150	0	-2	-2	-2	-3	-1	0	0	0	0	0	-2	-1	-5	-5	
12150	12200	0	-2	-2	-2	-3	-2	0	0	0	0	0	-2	-1	-6	-6	Cutting up to 23.5m (but greater than 19m) high in rock . Construction access issues.
12200	12250	0	-2	-2	-2	-3	-2	0	0	0	0	0	-2	-1	-6	-6	Cutting up to 23.5m (but greater than 19m) high in rock . Construction access issues.
12250	12300	0	-3	-2	-2	-3	-2	0	0	0	0	0	-2	-1	-6	-6	Cutting up to 23.5m (but greater than 19m) high in rock . Construction access issues.
12300	12350	0	-3	-2	-2	-3	-2	0	0	0	0	0	-2	-1	-6	-6	Cutting up to 23.5m (but greater than 19m) high in rock . Construction access issues.
12350	12400	0	-3	-2	-2	-3	-1	0	0	0	0	0	-2	-1	-5	-5	
12400	12450	0	-2	-2	-2	-3	-1	0	0	0	0	0	-2	-1	-5	-5	
12450	12500	0	-2	-2	-2	-3	-1	0	0	0	0	0	-2	-1	-5	-5	
12500	12550	0	-2	-2	-2	-3	-2	0	0	0	0	0	-2	-1	-6	-6	Cutting up to 5.2m high in made ground (historical railway) potential source of contamination. Construction access issues.
12550	12600	0	-1	-2	-2	-3	-2	0	0	0	0	0	-2	-1	-6	-6	Cutting up to 5.2m high in made ground (historical railway) potential source of contamination. Construction access issues.
12600	12650	0	0	-2	-2	-3	-2	0	0	0	0	0	-2	-1	-5	-5	
12650	12700	0	0	-2	-2	-3	-1	0	0	0	0	0	-2	-1	-4	-4	
12700	12750	0	0	-2	-2	-3	-1	0	0	0	0	0	0	-2	-4	-4	
12750	12800	0	-1	-2	-2	-3	-1	0	0	0	0	0	0	-2	-5	-5	
12800	12850	0	-1	-2	-2	-3	-1	0	0	0	0	0	0	-2	-5	-5	
12850	12900	0	-1	-2	-2	-3	-1	0	0	0	0	0	0	-2	-5	-5	
12900	12950	0	-1	-2	-2	-3	-1	0	0	0	0	0	0	-2	-5	-5	
12950	13000	0	-1	-2	-2	-3	-1	0	0	0	-1	0	0	-2	-5	-5	
13000	13050	0	0	-2	-2	-3	-1	0	0	0	0	-1	0	-2	-5	-5	
13050	13100	0	0	-2	-2	-3	-1	0	0	0	0	-1	0	-2	-5	-5	
13100	13150	0	0	-2	-2	-3	-1	0	0	0	0	-1	0	-2	-5	-5	
13150	13200	0	0	-2	-2	-3	-1	0	0	0	0	-1	0	-2	-5	-5	
13200	13250	0	0	-2	-2	-3	-1	0	0	0	0	-1	0	-2	-5	-5	
13250	13300	0	0	-2	-2	-3	-2	0	0	0	0	-1	0	-2	-6	-6	Cutting up to 2.8m high in made ground (historical railway) potential source of contamination. Construction access issues. Scottish Water distribution main 100-300mm
13300	13350	0	0	-2	-2	-3	-2	0	0	0	0	0	0	-2	-5	-6	Manual Adjustment - Cutting up to 2.8m high in made ground (historical railway) potential source of contamination. Construction access issues.
13350	13400	0	-1	-2	-2	-3	-2	0	0	0	0	0	0	-2	-6	-6	Cutting up to 2.8m high in made ground (historical railway) potential source of contamination. Construction access issues.
13400	13450	0	-1	-2	-2	-3	0	0	0	0	0	0	0	-2	-4	-4	
13450	13500	0	-1	-2	-2	-3	0	0	0	0	0	0	0	-2	-4	-4	
13500	13550	0	-1	-2	-2	-3	0	0	0	0	0	-1	0	-2	-5	-5	
13550	13600	0	-1	-2	-2	-3	0	0	0	0	0	-1	0	-2	-5	-5	
13600	13650	0	-1	-2	-2	-3	0	0	0	0	0	-1	0	-2	-5	-5	
13650	13700	0	0	-2	-2	-3	0	0	0	0	0	-1	0	-2	-4	-4	
13700	13750	0	0	-2	-2	-3	0	0	0	0	0	-1	0	-2	-4	-4	
13750	13800	0	0	-2	-2	-3	0	0	-1	0	0	-1	0	-2	-5	-5	
13800	13850	0	0	-2	-2	-3	0	0	-1	0	0	-1	0	-2	-5	-5	
13850	13900	0	0	-2	-2	-3	0	0	-1	0	0	-1	0	-2	-5	-5	
13900	13950	0	0	-2	-2	-3	0	0	-1	0	0	-1	0	-2	-5	-5	
13950	14000	0	0	-2	-2	-3	0	0	-1	0	0	-1	0	-2	-5	-5	
14000	14050																

3950	4000	-1	-1	0	-2	-3	0	0	0	0	0	0	-1	-1	-2	-2	
4000	4050	-1	-1	0	-2	-3	0	0	0	0	0	0	-1	-1	-2	-2	
4050	4100	-1	-1	0	-2	-3	0	0	0	0	0	0	-1	-1	-2	-2	
4100	4150	-1	0	0	-2	-3	0	0	0	0	0	0	-1	-1	-2	-2	
4150	4200	-1	-1	0	-2	-3	0	0	0	0	0	0	-1	-1	-2	-2	
4200	4250	-1	-1	0	-2	-3	-1	0	0	0	0	0	-1	-1	-3	-3	
4250	4300	-1	-1	0	-2	-3	-1	0	0	0	0	0	-1	-1	-3	-3	
4300	4350	-1	-1	0	-2	-3	-1	-1	0	0	0	0	-1	-1	-4	-4	
4350	4400	-1	-1	0	-2	-3	-1	-1	0	0	0	0	-1	-1	-4	-4	
4400	4450	-1	-1	0	-2	-3	-1	-1	0	0	0	0	-1	-1	-4	-4	
4450	4500	-1	-1	0	-2	-3	0	-1	0	0	0	0	-1	-1	-3	-3	
4500	4550	-1	0	0	-2	-3	0	0	0	0	0	0	-1	-1	-2	-2	
4550	4600	-1	0	0	-2	-3	0	0	0	0	0	0	-1	-1	-4	-4	
4600	4650	-1	0	0	-2	-3	0	0	0	0	0	0	-1	-1	-4	-4	
4650	4700	-1	-1	0	-2	-3	0	0	0	0	0	0	-1	-1	-4	-4	
4700	4750	-1	-1	0	-2	-3	0	0	0	0	0	0	-1	-1	-4	-4	
4750	4800	-1	-1	0	-2	-3	0	0	0	0	0	0	-1	-1	-4	-4	
4800	4850	-1	-1	0	-2	-3	0	0	0	0	0	0	-1	-1	-4	-4	
4850	4900	-1	-1	0	-2	-3	0	0	0	0	0	0	-1	-1	-4	-4	
4900	4950	-1	-1	0	-2	-3	0	0	0	0	0	0	-1	-1	-4	-4	
4950	5000	-1	-1	0	-2	-3	0	0	0	0	0	0	-1	-1	-4	-4	
5000	5050	-1	-1	0	-2	-3	0	0	0	0	0	0	-1	-1	-4	-4	
5050	5100	-1	0	0	-2	-3	0	0	0	0	0	0	-1	-1	-4	-4	
5100	5150	-1	0	0	-2	-3	-1	0	0	0	0	0	-1	-1	-5	-5	
5150	5200	-1	0	0	-2	-3	-1	0	0	0	0	0	-1	-1	-5	-5	
5200	5250	-1	0	0	-2	-3	-1	0	0	0	0	0	-1	-1	-5	-5	
5250	5300	-1	0	0	-2	-3	-1	0	0	0	0	0	-1	-1	-5	-5	
5300	5350	-1	0	0	-2	-3	-1	0	0	0	0	0	-1	-1	-6	-6	SGN Above Ground Installation Site within alignment. Major Adverse Impact as resultant diversion / relocation would be costly.
5350	5400	-1	0	0	-2	-3	-1	0	0	0	0	0	-1	-1	-6	-6	SGN Above Ground Installation Site within alignment. Major Adverse Impact as resultant diversion / relocation would be costly.
5400	5450	-1	0	0	-2	-3	-1	0	0	0	0	0	-1	-1	-5	-5	
5450	5500	-1	0	0	-2	-3	-1	0	0	0	0	0	-1	-1	-5	-5	
5500	5550	-1	0	0	-2	-3	-1	0	0	0	0	0	-1	-1	-5	-5	
5550	5600	-1	0	0	-2	-3	-1	0	0	0	0	0	-1	-1	-5	-5	
5600	5650	-1	0	0	-2	-3	-1	0	0	0	0	0	-1	-1	-5	-5	
5650	5700	-1	0	0	-2	-3	-1	0	0	0	0	0	-1	-1	-3	-3	
5700	5750	-1	0	0	-2	-3	-1	0	-1	0	0	0	-1	-1	-4	-4	
5750	5800	-1	0	0	-2	-3	-1	0	-1	0	0	0	-1	-1	-4	-4	
5800	5850	-1	0	0	-2	-3	-1	0	0	0	0	0	-1	-1	-3	-3	
5850	5900	-1	0	0	-2	-3	-1	0	0	0	0	0	-1	-1	-3	-3	
5900	5950	-1	-1	0	-2	-3	-1	0	0	0	0	0	-1	-1	-3	-3	
5950	6000	-1	-1	0	-2	-3	-1	0	0	0	0	0	-1	-1	-3	-3	
6000	6050	-1	-1	0	-2	-3	-1	0	0	0	0	0	-1	-1	-3	-3	
6050	6100	-1	-1	0	-2	-3	-1	0	0	0	0	0	-1	-1	-3	-3	
6100	6150	-1	-1	0	-2	-3	-1	0	0	0	0	0	-1	-1	-3	-3	
6150	6200	-1	-1	0	-2	-3	-2	0	0	0	0	0	-1	-1	-4	-4	
6200	6250	-1	-2	0	-2	-3	-2	0	0	0	0	0	-1	-1	-5	-5	
6250	6300	-1	-2	0	-2	-3	0	0	0	0	0	0	-1	-1	-3	-3	
6300	6350	-1	-1	0	-2	-3	0	0	0	0	0	0	-1	-1	-2	-2	
6350	6400	-1	-1	0	-2	-3	0	0	0	0	0	0	-1	-1	-2	-2	
6400	6450	-1	0	0	-2	-3	0	0	0	0	0	0	-1	-1	-2	-2	
6450	6500	-1	0	0	-2	-3	0	0	0	0	0	0	-1	-1	-2	-2	
6500	6550	-1	0	0	-2	-3	0	0	0	0	0	0	-1	-1	-2	-2	
6550	6600	-1	-1	0	-2	-3	0	0	0	0	0	0	-1	-1	-2	-2	
6600	6650	-1	-1	0	-2	-3	0	0	0	0	0	0	-1	-1	-2	-2	
6650	6700	-1	0	0	-2	-3	0	0	0	0	0	0	-1	-1	-2	-2	
6700	6750	-1	-1	0	-2	-3	0	0	0	0	0	0	-1	-1	-2	-2	
6750	6800	-1	-1	0	-2	-3	0	-3	0	0	0	0	-1	-1	-5	-9	Manual Adjustment - New Viaduct over the Gadie Burn and railway line. Total length is 900m. Length may be reduced by amending the vertical alignment.
6800	6850	-1	-1	0	-2	-3	-1	-3	0	0	0	0	-1	-1	-6	-9	Manual Adjustment - New Viaduct over the Gadie Burn and railway line. Total length is 900m. Length may be reduced by amending the vertical alignment.
6850	6900	-1	-2	0	-2	-3	-1	-3	0	0	0	0	-1	-1	-7	-9	Manual Adjustment - New Viaduct over the Gadie Burn and railway line. Total length is 900m. Length may be reduced by amending the vertical alignment.
6900	6950	-1	-2	0	-2	-3	-1	-3	0	0	0	0	-1	-1	-7	-9	Manual Adjustment - New Viaduct over the Gadie Burn and railway line. Total length is 900m. Length may be reduced by amending the vertical alignment.
6950	7000	-1	-2	0	-2	-3	-2	-3	0	0	0	0	-1	-1	-8	-9	Manual Adjustment - New Viaduct over the Gadie Burn and railway line. Total length is 900m. Length may be reduced by amending the vertical alignment. Embankment on non identified geotechnical constraint.
7000	7050	-1	-3	0	-2	-3	-2	-3	0	0	0	0	-1	-1	-8	-9	Manual Adjustment - New Viaduct over the Gadie Burn and railway line. Total length is 900m. Length may be reduced by amending the vertical alignment. Embankment on non identified geotechnical constraint.
7050	7100	-1	-3	0	-2	-3	-2	-3	0	0	0	0	-1	-1	-8	-9	Manual Adjustment - New Viaduct over the Gadie Burn and railway line. Total length is 900m. Length may be reduced by amending the vertical alignment. Embankment on non identified geotechnical constraint.
7100	7150	-1	-3	0	-2	-3	-2	-3	0	0	0	0	-1	-1	-8	-9	Manual Adjustment - New Viaduct over the Gadie Burn and railway line. Total length is 900m. Length may be reduced by amending the vertical alignment. Embankment on non identified geotechnical constraint.
7150	7200	-1	-3	0	-2	-3	-2	-3	0	0	0	0	-1	-1	-8	-9	Manual Adjustment - New Viaduct over the Gadie Burn and railway line. Total length is 900m. Length may be reduced by amending the vertical alignment. Embankment on non identified geotechnical constraint.
7200	7250	-1	-3	0	-2	-3	-2	-3	0	0	0	0	-1	-1	-8	-9	Manual Adjustment - New Viaduct over the Gadie Burn and railway line. Total length is 900m. Length may be reduced by amending the vertical alignment. Embankment on non identified geotechnical constraint.
7250	7300	-1	-3	0	-2	-3	-3	-3	0	0	0	0	-1	-1	-9	-9	New Viaduct over the Gadie Burn and railway line. Total length is 900m. Length may be reduced by amending the vertical alignment. Potentially compressible material.
7300	7350	-1	-3	0	-2	-3	-3	-3	0	0	0	0	-2	-3	-12	-12	New Viaduct over the Gadie Burn and railway line. Total length is 900m. Length may be reduced by amending the vertical alignment. Potentially compressible material. Flood plain, construction access and temporary disruption issues also.
7350	7400	-1	-3	0	-2	-3	-3	-3	0	0	0	0	-2	-3	-12	-12	New Viaduct over the Gadie Burn and railway line. Total length is 900m. Length may be reduced by amending the vertical alignment. Potentially compressible material. Flood plain, construction access and temporary disruption issues also.
7400	7450	-1	-3	0	-2	-3	-3	-3	0	0	0	0	-2	-3	-12	-12	New Viaduct over the Gadie Burn and railway line. Total length is 900m. Length may be reduced by amending the vertical alignment. Potentially compressible material. Flood plain, construction access and temporary disruption issues also.
7450	7500	-1	-3	0	-2	-3	-2	-3	0	0	0	0	-2	-3	-10	-10	New Viaduct over the Gadie Burn and railway line. Total length is 900m. Length may be reduced by amending the vertical alignment. Construction access and temporary disruption issues also.
7500	7550	-1	-3	0	-2	-3	-1	-3	0	0	0	0	-2	-3	-9	-9	New Viaduct over the Gadie Burn and railway line. Total length is 900m. Length may be reduced by amending the vertical alignment. Construction access and temporary disruption issues also.
7550	7600	-1	-2	0	-2	-3	-1	-3	0	0	0	0	-2	-3	-9	-9	New Viaduct over the Gadie Burn and railway line. Total length is 900m. Length may be reduced by amending the vertical alignment. Construction access and temporary disruption issues also.
7600	7650	-1	-2	0	-2	-3	0	-3	0	0	0	0	-2	-3	-8	-9	New Viaduct over the Gadie Burn and railway line. Total length is 900m. Length may be reduced by amending the vertical alignment. Construction access and temporary disruption issues also.
7650	7700	-1	-1	0	-2	-3	0	-3	0	0	0	0	-2	-3	-7	-9	New Viaduct over the Gadie Burn and railway line. Total length is 900m. Length may be reduced by amending the vertical alignment. Construction access and temporary disruption issues also.
7700	7750	-1	-1	0	-2	-3	0	0	0	0	0	0	-2	-3	-4	-9	Manual Adjust - New Viaduct over the Gadie Burn and railway line. Total length is 900m. Length may be reduced by amending the vertical alignment. Construction access and temporary disruption issues also.
7750	7800	-1	-1	0	-2	-3	0	0	0	0	0	0	-2	-3	-4	-4	
7800	7850	-1	0	0	-2	-3	0	0	0	0	0	0	-2	-1	-3	-3	
7850	7900	-1	0	0	-2	-3	0	0	0	0	0	0	-2	-1	-3	-3	

7900	7950	-1	0	0	-2	-3	0	0	0	0	0	0	-2	-1	-3	-3		
7950	8000	-1	0	0	-2	-3	0	0	0	0	0	0	-2	-1	-3	-3		
8000	8050	-1	0	0	-2	-3	0	0	0	0	0	0	-2	-1	-3	-3		
8050	8100	-1	0	0	-2	-3	0	0	0	0	0	0	-2	-1	-3	-3		
8100	8150	-1	0	0	-2	-3	0	0	0	0	0	0	-2	-1	-3	-3		
8150	8200	-1	0	0	-2	-3	0	0	0	0	0	0	-2	-1	-3	-3		
8200	8250	-1	-1	0	-2	-3	-1	0	0	0	0	0	-2	-1	-4	-4		
8250	8300	-1	-1	0	-2	-3	0	0	0	0	0	0	-2	-1	-3	-3		
8300	8350	-1	-1	0	-2	-3	0	0	0	0	0	0	-2	-1	-3	-3		
8350	8400	-1	-1	0	-2	-3	0	0	0	0	0	0	-2	-1	-3	-3		
8400	8450	-1	0	0	-2	-3	0	0	0	0	0	0	-2	-1	-3	-3		
8450	8500	-1	-1	0	-2	-3	0	0	0	0	0	0	-2	-1	-3	-3		
8500	8550	-1	-1	0	-2	-3	0	0	0	0	0	0	-2	-1	-3	-3		
8550	8600	-1	0	0	-2	-3	0	0	0	0	0	0	-2	-1	-3	-3		
8600	8650	-1	0	0	-2	-3	0	0	0	0	0	0	-2	-1	-3	-3		
8650	8700	-1	0	0	-2	-3	0	0	0	0	0	0	-2	-1	-3	-3		
8700	8750	-1	0	0	-2	-3	0	0	0	0	0	0	-2	-1	-3	-3		
8750	8800	-1	-1	0	-2	-3	0	0	0	0	0	0	-2	-1	-3	-3		
8800	8850	-1	-1	0	-2	-3	0	0	0	0	0	0	-2	-1	-3	-3		
8850	8900	-1	-1	0	-2	-3	0	0	0	0	0	0	-2	-1	-3	-3		
8900	8950	-1	0	0	-2	-3	0	0	0	0	0	0	-2	-1	-3	-3		
8950	9000	-1	0	0	-2	-3	0	0	0	0	0	0	-2	-1	-3	-3		
9000	9050	-1	0	0	-2	-3	0	0	0	0	0	0	-2	-1	-3	-3		
9050	9100	-1	0	0	-2	-3	0	0	0	0	0	0	-2	-1	-3	-3		
9100	9150	-1	0	0	-2	-3	0	0	0	0	0	0	-2	-1	-3	-3		
9150	9200	-1	-1	0	-2	-3	0	0	0	0	0	0	-2	-1	-3	-3		
9200	9250	-1	-1	0	-2	-3	0	-2	0	0	0	0	-2	-1	-5	-5		
9250	9300	-1	-1	0	-2	-3	-1	0	0	0	0	0	-2	-1	-4	-4		
9300	9350	-1	-2	0	-2	-3	-1	0	0	0	0	0	-2	-1	-5	-5		
9350	9400	-1	-2	0	-2	-3	-2	0	0	0	0	0	-2	-1	-6	-6	Cuttings up to 29.4m (but greater than 19m) high in rock. Potential construction access issues.	
9400	9450	-1	-2	0	-2	-3	-2	0	0	0	0	0	-2	-1	-6	-6	Cuttings up to 29.4m (but greater than 19m) high in rock. Potential construction access issues.	
9450	9500	-1	-3	0	-2	-3	-2	0	0	0	0	0	-2	-1	-6	-6	Cuttings up to 29.4m (but greater than 19m) high in rock. Potential construction access issues.	
9500	9550	-1	-3	0	-2	-3	-2	0	0	0	0	0	-2	-1	-6	-6	Cuttings up to 29.4m (but greater than 19m) high in rock. Potential construction access issues.	
9550	9600	-1	-3	0	-2	-3	-2	0	0	0	0	0	-2	-1	-6	-6	Cuttings up to 29.4m (but greater than 19m) high in rock. Potential construction access issues.	
9600	9650	-1	-3	0	-2	-3	-2	0	0	0	0	-1	-2	-1	-7	-7	Cuttings up to 29.4m (but greater than 19m) high in rock. Private water supply. Potential construction access issues.	
9650	9700	-1	-3	0	-2	-3	-2	0	0	0	0	0	-2	-1	-6	-6	Cuttings up to 29.4m (but greater than 19m) high in rock. Potential construction access issues.	
9700	9750	-1	-3	0	-2	-3	-2	0	0	0	0	0	-2	-1	-6	-6	Cuttings up to 29.4m (but greater than 19m) high in rock. Potential construction access issues.	
9750	9800	-1	-3	0	-2	-3	-2	0	0	0	0	0	-2	-1	-6	-6	Cuttings up to 29.4m (but greater than 19m) high in rock. Potential construction access issues.	
9800	9850	-1	-3	0	-2	-3	-2	0	0	0	0	0	-2	-1	-6	-6	Cuttings up to 29.4m (but greater than 19m) high in rock. Potential construction access issues.	
9850	9900	-1	-2	0	-2	-3	-2	0	0	0	0	0	-2	-1	-6	-6	Cuttings up to 29.4m (but greater than 19m) high in rock. Potential construction access issues.	
9900	9950	-1	-2	0	-2	-3	0	0	0	0	0	0	-2	-1	-4	-4		
9950	10000	-1	-1	0	-2	-3	0	0	0	0	0	0	-2	-1	-3	-3		
10000	10050	-1	-1	0	-2	-3	0	0	0	0	0	0	-2	-1	-3	-3		
10050	10100	-1	-1	0	-2	-3	0	0	0	0	0	0	-2	-1	-3	-3		
10100	10150	-1	-1	0	-2	-3	0	0	0	0	0	0	-2	-1	-3	-3		
10150	10200	-1	-1	0	-2	-3	0	0	0	0	0	0	-2	-1	-3	-3		
10200	10250	-1	0	0	-2	-3	0	0	0	0	0	0	-2	-1	-3	-3		
10250	10300	-1	0	0	-2	-3	0	0	0	0	0	0	-2	-1	-3	-3		
10300	10350	-1	0	0	-2	-3	0	0	0	0	0	0	-2	-1	-3	-3		
10350	10400	-1	0	0	-2	-3	0	0	0	0	0	0	-2	-1	-3	-3		
10400	10450	-1	0	0	-2	-3	0	0	0	0	0	0	-2	-1	-3	-3		
10450	10500	-1	0	0	-2	-3	0	0	0	0	0	0	-2	-1	-3	-3		
10500	10550	-1	0	0	-2	-3	0	0	0	0	0	0	-2	-1	-3	-3		
10550	10600	-1	0	0	-2	-3	0	0	0	0	0	0	-2	-1	-3	-3		
10600	10650	-1	0	0	-2	-3	0	0	0	0	0	0	-2	-1	-3	-3		
10650	10700	-1	0	0	-2	-3	0	0	0	0	0	-2	-2	-1	-5	-5		
10700	10750	-1	0	0	-2	-3	0	0	0	0	0	0	-2	-1	-3	-3		
10750	10800	-1	0	0	-2	-3	0	0	0	0	0	-2	-2	-1	-5	-5		
10800	10850	-1	0	0	-2	-3	0	0	0	0	0	-2	-2	-1	-5	-5		
10850	10900	-1	0	0	-2	-3	0	0	0	0	0	0	-2	-1	-3	-3		
10900	10950	-1	-1	0	-2	-3	0	0	0	0	0	0	-2	-1	-3	-3		
10950	11000	-1	-1	0	-2	-3	0	0	0	0	0	0	-2	-1	-3	-3		
11000	11050	-1	-1	0	-2	-3	0	0	0	0	0	0	-2	-2	-1	-5	-5	
11050	11100	-1	-1	0	-2	-3	-1	0	0	0	0	-2	-2	-1	-6	-6	300mm distribution main crosses alignment at this location. Proposed road level is between 7 and 18m lower than existing. Potential construction access issues.	
11100	11150	-1	-2	0	-2	-3	-1	0	0	0	0	-2	-2	-1	-7	-7	300mm distribution main crosses alignment at this location. Proposed road level is between 7 and 18m lower than existing. Potential construction access issues.	
11150	11200	-1	-2	0	-2	-3	-2	0	0	0	0	-2	-2	-1	-8	-8	Cuttings up to 36m (but greater than 19m) high in rock. 300mm distribution main crosses alignment at this location. Proposed road level is between 7 and 18m lower than existing. Potential construction access issues. Abandoned Scottish Water reservoir. Potential construction access issues.	
11200	11250	-1	-3	0	-2	-3	-2	0	0	0	0	0	-2	-1	-6	-6	Cuttings up to 36m (but greater than 19m) high in rock. Potential construction access issues.	
11250	11300	-1	-3	0	-2	-3	-2	0	0	0	0	0	-2	-1	-6	-6	Cuttings up to 36m (but greater than 19m) high in rock. Potential construction access issues.	
11300	11350	-1	-3	0	-2	-3	-2	0	0	0	0	0	-2	-1	-6	-6	Cuttings up to 36m (but greater than 19m) high in rock. Potential construction access issues.	
11350	11400	-1	-3	0	-2	-3	-2	0	0	0	0	-2	-2	-1	-8	-8	Cuttings up to 36m (but greater than 19m) high in rock. SSE 275Kv crossing, construction access issues.	
11400	11450	-1	-3	0	-2	-3	-2	0	0	0	0	-2	-2	-1	-8	-8	Cuttings up to 36m (but greater than 19m) high in rock. SSE 275Kv crossing, construction access issues.	
11450	11500	-1	-3	0	-2	-3	-2	0	0	0	0	-2	-2	-1	-8	-8	Cuttings up to 36m (but greater than 19m) high in rock. SSE 275Kv crossing, construction access issues.	
11500	11550	-1	-3	0	-2	-3	-2	0	0	0	0	0	-2	-1	-6	-6	Cuttings up to 36m (but greater than 19m) high in rock. Construction access issues.	
11550	11600	-1	-3	0	-2	-3	-2	0	0	0	0	-2	-2	-1	-8	-8	Cuttings up to 36m (but greater than 19m) high in rock. Construction access issues. SSE pylon and construction access issues.	
11600	11650	-1	-3	0	-2	-3	-2	0	0	0	0	0	-2	-1	-6	-6	Cuttings up to 36m (but greater than 19m) high in rock. Construction access issues.	
11650	11700	-1	-3	0	-2	-3	-3	0	0	0	0	0	-2	-1	-7	-9	Manual Adjustment - Cuttings up to 86m (but greater than 39m) high in rock. Construction access issues.	
11700	11750	-1	-3	0	-2	-3	-3	-2	0	0	0	0	-2	-1	-9	-9	New Overbridge for Local Road required over the A96. Cuttings up to 86m (but greater than 39m) high in rock. Construction access issues.	
11750	11800	-1	-3	0	-2	-3	-3	0	0	0	0	0	-2	-1	-7	-9	Manual Adjustment - Cuttings up to 86m (but greater than 39m) high in rock. Construction access issues.	
11800	11850	-1	-3	0	-2	-3	-3	0	0	0	0	0	-2	-1	-7	-9	Manual Adjustment - Cuttings up to 86m (but greater than 39m) high in rock. Construction access issues.	
11850	11900	-1	-3	0	-2	-3	-3	0	0	0	0	0	-2	-1	-7	-9	Manual Adjustment - Cuttings up to 86m (but greater than 39m) high in rock. Construction access issues.	
11900	11950	-1	-3	0	-2	-3	-3	0	0	0	0	0	-2	-1	-7	-9	Manual Adjustment - Cuttings up to 86m (but greater than 39m) high in rock. Construction access issues.	
11950	12000	-1	-3	0	-2	-3	-3	0	0	0	0	0	-2	-1	-7	-9	Manual Adjustment - Cuttings up to 86m (but greater than 39m) high in rock. Construction access issues.	
12000	12050	-1	-3	0	-2	-3	-3	0	0	0	0	-2	-2	-1	-9	-9	Cuttings up to 86m (but greater than 39m) high in rock. Construction access issues. Telecommunications mast within 100m of alignment.	
12050	12100	-1	-3	0	-2	-3	-3	0	0	0	0	0	-2	-1	-7	-9	Manual Adjustment - Cuttings up to 86m (but greater than 39m) high in rock. Construction access issues.	
12100	12150	-1	-3	0	-2	-3	-3	0	0	0	0	0	-2	-1	-7	-9	Manual Adjustment - Cuttings up to 86m (but greater than 39m) high in rock. Construction access issues.	
12150	12200	-1	-3	0	-2	-3	-3	0	0	0	0	0	-2	-1	-7	-9	Manual Adjustment - Cuttings up to 86m (but greater than 39m) high in rock. Construction access issues.	
12200	12250	-1	-3	0	-2	-3	-3	0	0	0	0	0	-2	-1	-7	-9	Manual Adjustment - Cuttings up to 86m (but greater than 39m) high in rock. Construction access issues.	
12250	12300	-1	-3	0	-2	-3	-3	0	0	0	0	0	-2	-1	-7	-9	Manual Adjustment - Cuttings up to 86m (but greater than 39m) high in rock. Construction access issues.	
12300	12350	-1	-3	0	-2	-3	-3	0	0	0	0	0	-2	-1	-7	-9	Manual Adjustment - Cuttings up to 86m (but greater than 39m) high in rock. Construction access issues.	
12350	12400	-1	-3	0	-2	-3	-3	0	0	0	0	0	-2	-1	-7	-9	Manual Adjustment - Cuttings up to 86m (but greater than 39m) high in rock. Construction access issues.	
12400	12450	-1	-3	0	-2	-3	-3	0	0	0	0	-2	-2	-1	-9	-9	Wind Turbine within 100m of alignment - Cuttings up to 86m (but greater than 39m) high in rock. Construction access issues.	
12450	12500	-1	-3	0	-2	-3	-3	0	0	0	0	0	-2	-1	-7	-9	Manual Adjustment - Cuttings up to 86m (but greater than 39m) high in rock. Construction access issues.	
12500	12550	-1	-3	0	-2	-3	-3	0	0	0	0	0	-2	-1	-7	-9	Manual Adjustment - Cuttings up to 86m (but greater than 39m) high in rock. Construction access issues.	
12550	12600	-1	-3	0														

12700	12750	-1	-3	0	-2	-3	-3	0	0	0	0	0	0	-2	-1	-7	-9	Manual Adjustment - Cuttings up to 86m (but greater than 39m) high in rock. Construction access issues.	
12750	12800	-1	-3	0	-2	-3	-2	0	0	0	0	0	0	-2	-1	-6	-6	Cuttings up to 36m (but greater than 19m) high in rock. Construction access issues.	
12800	12850	-1	-3	0	-2	-3	-2	0	0	0	0	0	0	-2	-1	-6	-6	Cuttings up to 36m (but greater than 19m) high in rock. Construction access issues.	
12850	12900	-1	-2	0	-2	-3	-1	0	0	0	0	0	0	-2	-1	-5	-5		
12900	12950	-1	-2	0	-2	-3	0	0	0	0	0	0	0	-2	-1	-4	-4		
12950	13000	-1	-1	0	-2	-3	0	0	0	0	0	0	0	-2	-1	-3	-3		
13000	13050	-1	0	0	-2	-3	0	0	0	0	0	0	0	-2	-1	-3	-3		
13050	13100	-1	-1	0	-2	-3	0	0	0	0	0	0	0	-2	-1	-3	-3		
13100	13150	-1	-1	0	-2	-3	0	0	0	0	0	0	0	-2	-1	-3	-3		
13150	13200	-1	-1	0	-2	-3	-1	0	0	0	0	0	0	-2	-1	-4	-4		
13200	13250	-1	-2	0	-2	-3	0	0	0	0	0	0	0	-2	-1	-4	-4		
13250	13300	-1	-1	0	-2	-3	0	0	0	0	0	0	0	-2	-2	-1	-5	-5	
13300	13350	-1	0	0	-2	-3	0	0	0	0	0	0	0	-2	-2	-1	-5	-5	
13350	13400	-1	-1	0	-2	-3	0	0	0	0	0	0	0	-2	-2	-1	-5	-5	
13400	13450	-1	-1	0	-2	-3	-1	-2	0	0	0	0	0	-2	-2	-1	-8	-8	New Overbridge required over the A96 & 275Kv Crossing - Proposed road level between 7 and 16m lower than existing. Construction access issues.
13450	13500	-1	-2	0	-2	-3	-1	0	0	0	0	0	0	-2	-2	-1	-7	-7	275Kv Crossing - Proposed road level between 7 and 16m lower than existing. Construction access issues.
13500	13550	-1	-2	0	-2	-3	-1	0	0	0	0	0	0	-2	-2	-1	-7	-7	275Kv Crossing - Proposed road level between 7 and 16m lower than existing. Construction access issues.
13550	13600	-1	-2	0	-2	-3	-1	0	0	0	0	0	0	-2	-2	-1	-7	-7	275Kv Crossing - Proposed road level between 7 and 16m lower than existing. Construction access issues.
13600	13650	-1	-2	0	-2	-3	-1	0	0	0	0	0	0	-2	-2	-1	-5	-5	
13650	13700	-1	-2	0	-2	-3	-1	0	0	0	0	0	0	-2	-1	-5	-5		
13700	13750	-1	-2	0	-2	-3	-2	0	0	0	0	0	0	-2	-1	-6	-6	Cuttings up to 33.2m (but greater than 19m) high in rock. Construction access issues.	
13750	13800	-1	-3	0	-2	-3	-2	0	0	0	0	0	0	-2	-1	-6	-6	Cuttings up to 33.2m (but greater than 19m) high in rock. Construction access issues.	
13800	13850	-1	-3	0	-2	-3	-2	0	0	0	0	0	0	-2	-2	-1	-8	-8	Cuttings up to 33.2m (but greater than 19m) high in rock. Construction access issues. SSE pylon within 100m of edge of alignment at this point.
13850	13900	-1	-3	0	-2	-3	-2	0	0	0	0	0	0	-2	-1	-6	-6	Cuttings up to 33.2m (but greater than 19m) high in rock. Construction access issues.	
13900	13950	-1	-3	0	-2	-3	-2	0	0	0	0	0	0	-2	-1	-6	-6	Cuttings up to 33.2m (but greater than 19m) high in rock. Construction access issues.	
13950	14000	-1	-3	0	-2	-3	-2	0	0	0	0	0	0	-2	-1	-6	-6	Cuttings up to 33.2m (but greater than 19m) high in rock. Construction access issues.	
14000	14050	-1	-3	0	-2	-3	-2	0	0	0	0	0	0	-2	-1	-6	-6	Cuttings up to 33.2m (but greater than 19m) high in rock. Construction access issues.	
14050	14100	-1	-3	0	-2	-3	-2	0	0	0	0	0	0	-2	-1	-6	-6	Cuttings up to 33.2m (but greater than 19m) high in rock. Construction access issues.	
14100	14150	-1	-3	0	-2	-3	-2	0	0	0	0	0	0	-2	-1	-6	-6	Cuttings up to 33.2m (but greater than 19m) high in rock. Construction access issues.	
14150	14200	-1	-3	0	-2	-3	-2	0	0	0	0	0	0	-2	-1	-6	-6	Cuttings up to 33.2m (but greater than 19m) high in rock. Construction access issues.	
14200	14250	-1	-3	0	-2	-3	-2	0	0	0	0	0	0	-2	-1	-6	-6	1050mm National Grid pipeline crosses alignment at this location. Proposed road level approximately 31m lower than existing at this point. Cuttings up to 33.2m (but greater than 19m) high in rock and construction access issues.	
14250	14300	-1	-3	0	-2	-3	-2	0	0	0	0	0	0	-2	-1	-9	-9	1050mm National Grid pipeline crosses alignment at this location. Proposed road level approximately 31m lower than existing at this point. Cuttings up to 33.2m (but greater than 19m) high in rock and construction access issues.	
14300	14350	-1	-3	0	-2	-3	-2	0	0	0	0	0	0	-2	-1	-6	-6	Cuttings up to 33.2m (but greater than 19m) high in rock. Construction access issues.	
14350	14400	-1	-3	0	-2	-3	-2	0	0	0	0	0	0	-2	-1	-6	-6	Cuttings up to 33.2m (but greater than 19m) high in rock. Construction access issues.	
14400	14450	-1	-3	0	-2	-3	-2	0	0	0	0	0	0	-2	-1	-6	-6	Cuttings up to 33.2m (but greater than 19m) high in rock. Construction access issues.	
14450	14500	-1	-3	0	-2	-3	-2	0	0	0	0	0	0	-2	-1	-6	-6	Cuttings up to 33.2m (but greater than 19m) high in rock. Construction access issues.	
14500	14550	-1	-2	0	-2	-3	-1	0	0	0	0	0	0	-2	-1	-5	-5		
14550	14600	-1	-2	0	-2	-3	-1	0	0	0	0	0	0	-2	-1	-5	-5		
14600	14650	-1	-2	0	-2	-3	-1	0	0	0	0	0	0	-2	-1	-5	-5		
14650	14700	-1	-2	0	-2	-3	-1	0	0	0	0	0	0	-2	-1	-5	-5		
14700	14750	-1	-2	0	-2	-3	0	0	0	0	0	0	0	-2	-1	-4	-4		
14750	14800	-1	-1	0	-2	-3	0	0	0	0	0	0	0	-2	-1	-3	-3		
14800	14850	-1	-1	0	-2	-3	0	0	0	0	0	0	0	-2	-1	-3	-3		
14850	14900	-1	-1	0	-2	-3	0	0	0	0	0	0	0	-2	-1	-3	-3		
14900	14950	-1	0	0	-2	-3	0	0	0	0	0	0	0	-2	-1	-3	-3		
14950	15000	-1	0	0	-2	-3	0	0	0	0	0	0	0	-2	-1	-3	-3		
15000	15050																		

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

Rules

Total Score
 = Alignment Score (Average of E, F, G, H and I) + Geo Score + Structures Score + Flooding Score (Average of L, M and N) + Utilities score + Constructability Score (Minimum value of P&Q) = Total of 6 scores for 6 categories

Then if total < or equal to -9 then should be coloured red because this represents possibility of 3 reds or 4 ambers

If total is between -6 and -8 should be coloured amber since this could represent 2 reds or 3/4 ambers.

Chainage	Start Chainage	End Chainage	Alignment						Geotechnics			Structures			Flooding and Drainage			Utilities			Constructability		Score	Adjusted Total	Comments
			Level Difference	Bendiness	Hilliness	Earthworks	Geotechnics	Structures	Flood Plan	Watercourse Crossings	Attenuation requirement	Utilities	Construction access	Temp disruption	Adjusted	Total									
0	50		-1	0	-1	-2	-3	0	0	0	0	0	0	0	0	0	0	-1	-1	-1	-3	-3			
50	100		-1	0	-1	-2	-3	0	0	0	0	0	0	0	0	0	0	-1	-1	-1	-3	-3			
100	150		-1	0	-1	-2	-3	0	0	0	0	0	0	0	0	0	0	-1	-1	-1	-3	-3			
150	200		-1	0	-1	-2	-3	0	0	0	0	0	0	0	0	0	0	-1	-1	-1	-3	-3			
200	250		-1	0	-1	-2	-3	0	0	0	0	0	0	0	0	0	0	-1	-1	-1	-3	-3			
250	300		-1	0	-1	-2	-3	0	0	0	0	0	0	0	0	0	0	-1	-1	-1	-3	-3			
300	350		-1	0	-1	-2	-3	0	0	0	0	0	0	0	0	0	0	-1	-1	-1	-3	-3			
350	400		-1	0	-1	-2	-3	0	0	0	0	0	0	0	0	0	0	-1	-1	-1	-3	-3			
400	450		-1	0	-1	-2	-3	0	0	0	0	0	0	0	0	0	0	-1	-1	-1	-3	-3			
450	500		-1	0	-1	-2	-3	0	0	0	0	0	0	0	0	0	0	-1	-1	-1	-3	-3			
500	550		-1	0	-1	-2	-3	0	0	0	0	0	0	0	0	0	0	-1	-1	-1	-3	-3			
550	600		-1	-1	-1	-2	-3	0	0	0	0	0	0	0	0	0	0	-1	-1	-1	-3	-3			
600	650		-1	-1	-1	-2	-3	0	0	0	0	0	0	0	0	0	0	-1	-1	-1	-3	-3			
650	700		-1	-1	-1	-2	-3	0	0	0	0	0	0	0	0	0	0	-1	-1	-1	-3	-3			
700	750		-1	-1	-1	-2	-3	0	0	0	0	0	0	0	0	0	0	-1	-1	-1	-3	-3			
750	800		-1	-1	-1	-2	-3	0	0	0	0	0	0	0	0	0	0	-1	-1	-1	-3	-3			
800	850		-1	0	-1	-2	-3	0	0	0	0	0	0	0	0	0	0	-1	-1	-1	-3	-3			
850	900		-1	0	-1	-2	-3	0	0	0	0	0	0	0	0	0	0	-1	-1	-1	-3	-3			
900	950		-1	0	-1	-2	-3	0	0	0	0	0	0	0	0	0	0	-1	-1	-1	-3	-3			
950	1000		-1	-1	-1	-2	-3	0	0	0	0	0	0	0	0	0	0	-1	-1	-1	-3	-3			
1000	1050		-1	-1	-1	-2	-3	0	0	0	0	0	0	0	0	0	0	-1	-1	-1	-3	-3			
1050	1100		-1	0	-1	-2	-3	0	0	0	0	0	0	0	0	0	0	-1	-1	-1	-3	-3			
1100	1150		-1	0	-1	-2	-3	0	0	0	0	0	0	0	0	0	0	-1	-1	-1	-3	-3			
1150	1200		-1	0	-1	-2	-3	0	0	0	0	0	0	0	0	0	0	-1	-1	-1	-3	-3			
1200	1250		-1	0	-1	-2	-3	0	0	0	0	0	0	0	0	0	0	-1	-1	-1	-3	-3			
1250	1300		-1	0	-1	-2	-3	0	0	0	0	0	0	0	0	0	0	-1	-1	-1	-3	-3			
1300	1350		-1	0	-1	-2	-3	0	0	0	0	0	0	0	0	0	0	-1	-1	-1	-3	-3			
1350	1400		-1	0	-1	-2	-3	0	0	0	0	0	0	0	0	0	0	-1	-1	-1	-3	-3			
1400	1450		-1	-1	-1	-2	-3	0	0	0	0	0	0	0	0	0	0	-1	-1	-1	-3	-3			
1450	1500		-1	-1	-1	-2	-3	0	0	0	0	0	0	0	0	0	0	-1	-1	-1	-3	-3			
1500	1550		-1	-1	-1	-2	-3	0	0	0	0	0	0	0	0	0	0	-1	-1	-1	-3	-3			
1550	1600		-1	0	-1	-2	-3	0	0	0	0	0	0	0	0	0	0	-1	-1	-1	-3	-3			
1600	1650		-1	0	-1	-2	-3	0	0	0	0	0	0	0	0	0	0	-1	-1	-1	-3	-3			
1650	1700		-1	0	-1	-2	-3	0	0	0	0	0	0	0	0	0	0	-1	-1	-1	-3	-3			
1700	1750		-1	0	-1	-2	-3	0	0	0	0	0	0	0	0	0	0	-1	-1	-1	-3	-3			
1750	1800		-1	-1	-1	-2	-3	0	0	0	0	0	0	0	0	0	0	-1	-1	-1	-3	-3			
1800	1850		-1	-1	-1	-2	-3	0	0	0	0	0	0	0	0	0	0	-1	-1	-1	-3	-3			
1850	1900		-1	-1	-1	-2	-3	0	0	0	0	0	0	0	0	0	0	-1	-1	-1	-3	-3			
1900	1950		-1	-1	-1	-2	-3	0	0	0	0	0	0	0	0	0	0	-1	-1	-1	-3	-3			
1950	2000		-1	0	-1	-2	-3	0	0	0	0	0	0	0	0	0	0	-1	-1	-1	-3	-3			
2000	2050		-1	0	-1	-2	-3	0	0	0	0	0	0	0	0	0	0	-1	-1	-1	-3	-3			
2050	2100		-1	0	-1	-2	-3	0	0	0	0	0	0	0	0	0	0	-1	-1	-1	-3	-3			
2100	2150		-1	-1	-1	-2	-3	0	0	0	0	0	0	0	0	0	0	-1	-1	-1	-3	-3			
2150	2200		-1	-1	-1	-2	-3	-1	-2	-3	0	0	0	0	0	0	0	-1	-1	-1	-7	-7	New Underbridge over the kellock flood plain and B992 . Total length is 250m. Potentially compressible material.		
2200	2250		-1	-1	-1	-2	-3	-1	-2	-3	0	0	0	0	0	0	0	-1	-1	-1	-7	-7	New Underbridge over the kellock flood plain and B992 . Total length is 250m. Potentially compressible material and possible attenuation requirement		
2250	2300		-1	-1	-1	-2	-3	-1	-2	-3	0	0	0	0	0	0	0	-1	-1	-1	-7	-7	New Underbridge over the kellock flood plain and B992 . Total length is 250m. Potentially compressible material.		
2300	2350		-1	-1	-1	-2	-3	0	-2	0	0	0	0	0	0	0	0	-1	-1	-1	-5	-6	Manually adjusted to include structure. New Underbridge over the kellock flood plain and B992 . Total length is 250m		
2350	2400		-1	0	-1	-2	-3	0	-2	0	0	0	0	0	0	0	0	-1	-1	-1	-5	-6	Manually adjusted to include structure. New Underbridge over the kellock flood plain and B992 . Total length is 250m. Scottish Water distribution main 100-300mm		
2400	2450		-1	0	-1	-2	-3	0	-2	0	0	0	0	0	0	0	0	-1	-1	-1	-5	-6	Manually adjusted to include structure. New Underbridge over the kellock flood plain and B992 . Total length is 250m. Scottish Water distribution main 100-300mm		
2450	2500		-1	-1	-1	-2	-3	0	0	0	0	0	0	0	0	0	0	-1	-1	-1	-3	-3			
2500	2550		-1	-1	-1	-2	-3	0	0	0	0	0	0	0	0	0	0	-1	-1	-1	-3	-3			
2550	2600		-1	-1	-1	-2	-3	0	0	0	0	0	0	0	0	0	0	-1	-1	-1	-3	-3			
2600	2650		-1	-1	-1	-2	-3	0	0	0	0	0	0	0	0	0	0	-1	-1	-1	-3	-3			
2650	2700		-1	-1	-1	-2	-3	0	0	0	0	0	0	0	0	0	0	-1	-1	-1	-3	-3			
2700	2750		-1	-1	-1	-2	-3	0	0	0	0	0	0	0	0	0	0	-1	-1	-1	-3	-3			
2750	2800		-1	-1	-1	-2	-3	0	0	0	0	0	0	0	0	0	0	-2	-1	-1	-5	-5			
2800	2850		-1	-1	-1	-2	-3	0	0	0	0	0	0	0	0	0	0	-2	-1	-1	-5	-5			
2850	2900		-1	0	-1	-2	-3	0	0	0	0	0	0	0	0	0	0	-2	-1	-1	-4	-4			
2900	2950		-1	-1	-1	-2	-3	0	0	0	0	0	0	0	0	0	0	-2	-1	-1	-5	-5			
2950	3000		-1	-1	-1	-2	-3	0	0	0	0	0	0	0	0	0	0	-2	-1	-1	-5	-5			
3000	3050		-1	-1	-1	-2	-3	0	0	0	0	0	0	0	0	0	0	-2	-1	-1	-5	-5			
3050	3100		-1	-1	-1	-2	-3	0	0	0	0	0	0	0	0	0	0	-2	-1	-1	-5	-5			
3100	3150		-1	-1	-1	-2	-3	0	0	0	0	0	0	0	0	0	0	-2	-1	-1	-5	-5			
3150	3200		-1	-1	-1	-2	-3	0	0	0	0	0	0	0	0	0	0	-2	-1	-1	-5	-5			
3200	3250		-1	-1	-1	-2	-3	0	0	0	0	0	0	0	0	0	0	-2	-1	-1	-5	-5			
3250	3300		-1	-1	-1	-2	-3	0	0	0	0	0	0	0	0	0	0	-2	-1	-1	-5	-5			
3300	3350		-1	-1	-1	-2	-3	-1	0	0	0	0	0	0	0	0	0	-2	-1	-1	-6	-6	273mm high pressure SGN gas main. Cutting in rock		
3350	3400		-1	-2	-1	-2	-3	-1	0	0	0	0	0	0	0	0	0	-1	-1	-1	-4	-4			
3400	3450		-1	-2	-1	-2	-3	-1	0	0	0	0	0	0	0	0	0	-1	-1	-1	-4	-4			
3450	3500		-1	-2	-1	-2	-3	-1	0	0	0	0	0	0	0	0	0	-1	-1	-1	-4	-4			
3500	3550		-1	-2	-1	-2	-3	-1	0	0	0	0	0	0	0	0	0	-1	-1	-1	-4	-4			
3550	3600		-1	-1	-1	-2	-3	0	0	0	0	0	0	0	0	0	0	-1	-1	-1	-3	-3			
3600	3650		-1	-1	-1	-2	-3	0	0	0	0	0	0	0	0	0	0	-1	-1	-1	-3	-3			
3650	3700		-1	-1	-1	-2	-3	0	0	0	0	0	0	0	0	0	0	-1	-1	-1	-3	-3			
3700	3750		-1	-1	-1	-2	-3	0	0	0	0	0	0	0	0	0	0	-1	-1	-1	-3	-3			
3750	3800		-1																						

3900	3950	-1	-2	-1	-2	-3	-2	-1	0	0	0	0	-1	-1	-6	-6	New underbridge over farm Road, span <30m
3950	4000	-1	-2	-1	-2	-3	-2	-1	0	0	0	0	-1	-1	-6	-6	New underbridge over farm Road, span <30m
4000	4050	-1	-2	-1	-2	-3	0	-1	0	0	0	0	-1	-1	-4	-6	Manual adjustment - Cuttings up to 35.3m (but greater than 19m) high in rock New underbridge over farm Road, span <30m
4050	4100	-1	-1	-1	-2	-3	-2	0	0	0	0	0	-1	-1	-5	-6	Manual adjustment - Cuttings up to 35.3m (but greater than 19m) high in rock
4100	4150	-1	-3	-1	-2	-3	-2	0	0	0	0	0	-1	-1	-5	-6	Manual adjustment - Cuttings up to 35.3m (but greater than 19m) high in rock
4150	4200	-1	-3	-1	-2	-3	-2	0	0	0	0	0	-1	-1	-5	-6	Manual adjustment - Cuttings up to 35.3m (but greater than 19m) high in rock
4200	4250	-1	-3	-1	-2	-3	-2	0	0	0	0	0	-1	-1	-5	-6	Manual adjustment - Cuttings up to 35.3m (but greater than 19m) high in rock
4250	4300	-1	-3	-1	-2	-3	-2	0	0	0	0	0	-1	-1	-5	-6	Manual adjustment - Cuttings up to 35.3m (but greater than 19m) high in rock
4300	4350	-1	-3	-1	-2	-3	-2	0	0	0	0	0	-1	-1	-5	-6	Manual adjustment - Cuttings up to 35.3m (but greater than 19m) high in rock
4350	4400	-1	-3	-1	-2	-3	-2	0	0	0	0	0	-1	-1	-5	-6	Manual adjustment - Cuttings up to 35.3m (but greater than 19m) high in rock
4400	4450	-1	-3	-1	-2	-3	-2	0	0	0	0	0	-1	-1	-5	-6	Manual adjustment - Cuttings up to 35.3m (but greater than 19m) high in rock
4450	4500	-1	-3	-1	-2	-3	-3	0	0	0	0	0	-1	-1	-6	-9	Manual adjustment - Cuttings up to 39.8m (but greater than 39m) high in rock
4500	4550	-1	-3	-1	-2	-3	-2	0	0	0	0	0	-1	-1	-5	-6	Manual adjustment - Cuttings up to 35.3m (but greater than 19m) high in rock
4550	4600	-1	-3	-1	-2	-3	-2	0	0	0	0	0	-1	-1	-5	-6	Manual adjustment - Cuttings up to 35.3m (but greater than 19m) high in rock
4600	4650	-1	-3	-1	-2	-3	-2	0	0	0	0	0	-1	-1	-5	-6	Manual adjustment - Cuttings up to 35.3m (but greater than 19m) high in rock
4650	4700	-1	-3	-1	-2	-3	-2	0	0	0	0	0	-1	-1	-5	-6	Manual adjustment - Cuttings up to 35.3m (but greater than 19m) high in rock
4700	4750	-1	-2	-1	-2	-3	-1	0	0	0	0	0	-1	-1	-4	-4	
4750	4800	-1	-2	-1	-2	-3	-1	0	0	0	0	0	-1	-1	-4	-4	
4800	4850	-1	-1	-1	-2	-3	0	0	0	0	0	0	-1	-1	-3	-3	
4850	4900	-1	-1	-1	-2	-3	0	0	0	0	0	0	-1	-1	-3	-3	
4900	4950	-1	0	-1	-2	-3	0	0	0	0	0	0	-1	-1	-2	-2	
4950	5000	-1	0	-1	-2	-3	0	0	0	0	0	0	-1	-1	-2	-2	
5000	5050	-1	0	-1	-2	-3	0	0	0	0	0	0	-1	-1	-2	-2	
5050	5100	-1	0	-1	-2	-3	0	0	0	0	0	0	-1	-1	-2	-2	
5100	5150	-1	0	-1	-2	-3	0	-2	0	0	0	0	-1	-1	-4	-6	New Overbridge for local Road required over the A96. Three adjacent farm roads and a local road are assumed to be combined into a single crossing.
5150	5200	-1	0	-1	-2	-3	0	0	0	0	0	0	-1	-1	-2	-2	
5200	5250	-1	0	-1	-2	-3	0	0	0	0	0	0	-1	-1	-2	-2	
5250	5300	-1	0	-1	-2	-3	0	0	0	0	0	0	-1	-1	-2	-2	
5300	5350	-1	0	-1	-2	-3	0	0	0	0	0	0	-1	-1	-2	-2	
5350	5400	-1	0	-1	-2	-3	0	0	0	0	0	0	-1	-1	-2	-2	
5400	5450	-1	-1	-1	-2	-3	0	0	0	0	0	0	-1	-1	-3	-3	
5450	5500	-1	-1	-1	-2	-3	0	0	0	0	0	0	-1	-1	-4	-4	
5500	5550	-1	-1	-1	-2	-3	0	0	0	0	0	0	-1	-1	-4	-4	
5550	5600	-1	0	-1	-2	-3	0	0	0	0	0	0	-1	-1	-2	-2	
5600	5650	-1	0	-1	-2	-3	0	0	0	0	0	0	-1	-1	-2	-2	
5650	5700	-1	0	-1	-2	-3	-1	0	0	0	0	0	-1	-1	-3	-3	
5700	5750	-1	0	-1	-2	-3	-1	0	0	0	0	0	-1	-1	-3	-3	
5750	5800	-1	-1	-1	-2	-3	0	0	0	0	0	0	-1	-1	-3	-3	
5800	5850	-1	-1	-1	-2	-3	0	0	0	0	0	0	-1	-1	-3	-3	
5850	5900	-1	-1	-1	-2	-3	0	0	0	0	0	0	-1	-1	-3	-3	
5900	5950	-1	-1	-1	-2	-3	0	0	0	0	0	0	-1	-1	-3	-3	
5950	6000	-1	-1	-1	-2	-3	0	0	0	0	0	0	-1	-1	-3	-3	
6000	6050	-1	-1	-1	-2	-3	0	0	0	0	0	0	-2	-1	-5	-5	
6050	6100	-1	-1	-1	-2	-3	0	0	0	0	0	0	-2	-1	-5	-5	
6100	6150	-1	-1	-1	-2	-3	0	0	0	0	0	0	-2	-1	-5	-5	
6150	6200	-1	-1	-1	-2	-3	0	0	0	0	0	0	-2	-1	-5	-5	
6200	6250	-1	0	-1	-2	-3	0	0	0	0	0	0	-2	-1	-4	-4	
6250	6300	-1	0	-1	-2	-3	0	0	0	0	0	0	-2	-1	-4	-4	
6300	6350	-1	-1	-1	-2	-3	0	0	0	0	0	0	-2	-1	-5	-5	
6350	6400	-1	-1	-1	-2	-3	0	0	0	0	0	0	-1	-1	-3	-3	
6400	6450	-1	-1	-1	-2	-3	0	0	0	0	0	0	-1	-1	-3	-3	
6450	6500	-1	0	-1	-2	-3	0	0	0	0	0	0	-1	-1	-2	-2	
6500	6550	-1	0	-1	-2	-3	0	0	0	0	0	0	-1	-1	-2	-2	
6550	6600	-1	-1	-1	-2	-3	0	0	0	0	0	0	-1	-1	-3	-3	
6600	6650	-1	-1	-1	-2	-3	0	0	0	0	0	0	-1	-1	-3	-3	
6650	6700	-1	0	-1	-2	-3	0	0	0	0	0	0	-1	-1	-2	-2	
6700	6750	-1	0	-1	-2	-3	0	0	0	0	0	0	-1	-1	-2	-2	
6750	6800	-1	0	-1	-2	-3	0	0	0	0	0	0	-1	-1	-2	-2	
6800	6850	-1	-1	-1	-2	-3	0	0	0	0	0	0	-1	-1	-3	-3	
6850	6900	-1	-1	-1	-2	-3	0	0	0	0	0	0	-1	-1	-3	-3	
6900	6950	-1	-1	-1	-2	-3	0	0	0	0	0	0	-1	-1	-3	-3	
6950	7000	-1	-1	-1	-2	-3	-1	-3	0	0	0	0	-1	-1	-7	-9	New Viaduct over the Gadie Burn and railway line. Total length is 750m. Length may be reduced by amending the vertical alignment.
7000	7050	-1	-2	-1	-2	-3	-1	-3	0	0	0	0	-1	-1	-7	-9	New Viaduct over the Gadie Burn and railway line. Total length is 750m. Length may be reduced by amending the vertical alignment.
7050	7100	-1	-2	-1	-2	-3	-2	-3	0	0	0	0	-1	-1	-10	-9	New Viaduct over the Gadie Burn and railway line. Total length is 750m. Length may be reduced by amending the vertical alignment. 300mm SGN high pressure gas main
7100	7150	-1	-2	-1	-2	-3	-2	-3	0	0	0	0	-1	-1	-10	-9	New Viaduct over the Gadie Burn and railway line. Total length is 750m. Length may be reduced by amending the vertical alignment. 300mm SGN high pressure gas main
7150	7200	-1	-3	-1	-2	-3	-2	-3	0	0	0	0	-1	-1	-10	-9	New Viaduct over the Gadie Burn and railway line. Total length is 750m. Length may be reduced by amending the vertical alignment. 300mm SGN high pressure gas main
7200	7250	-1	-3	-1	-2	-3	-2	-3	0	0	0	0	-1	-1	-10	-9	New Viaduct over the Gadie Burn and railway line. Total length is 750m. Length may be reduced by amending the vertical alignment. 300mm SGN high pressure gas main
7250	7300	-1	-3	-1	-2	-3	-2	-3	0	0	0	0	-1	-1	-8	-9	Manual adjustment - New Viaduct over the Gadie Burn and railway line. Total length is 750m. Length may be reduced by amending the vertical alignment.
7300	7350	-1	-3	-1	-2	-3	-2	-3	0	0	0	0	-1	-1	-8	-9	Manual adjustment - New Viaduct over the Gadie Burn and railway line. Total length is 750m. Length may be reduced by amending the vertical alignment.
7350	7400	-1	-3	-1	-2	-3	-2	-3	-3	0	0	0	-2	-3	-11	-11	New Viaduct over the Gadie Burn and railway line. Total length is 750m. Length may be reduced by amending the vertical alignment. Flood plain, construction access and temporary disruption
7400	7450	-1	-3	-1	-2	-3	-2	-3	-3	0	0	0	-2	-3	-11	-11	New Viaduct over the Gadie Burn and railway line. Total length is 750m. Length may be reduced by amending the vertical alignment. Flood plain, construction access and temporary disruption
7450	7500	-1	-3	-1	-2	-3	-2	-3	-3	0	0	0	-2	-3	-11	-11	New Viaduct over the Gadie Burn and railway line. Total length is 750m. Length may be reduced by amending the vertical alignment. Flood plain, construction access and temporary disruption
7500	7550	-1	-3	-1	-2	-3	-2	-3	0	0	0	0	-2	-3	-10	-10	New Viaduct over the Gadie Burn and railway line. Total length is 750m. Length may be reduced by amending the vertical alignment. Construction access and temporary disruption
7550	7600	-1	-3	-1	-2	-3	-1	-3	0	0	0	0	-2	-3	-9	-9	New Viaduct over the Gadie Burn and railway line. Total length is 750m. Length may be reduced by amending the vertical alignment. Construction access and temporary disruption
7600	7650	-1	-2	-1	-2	-3	-1	-3	0	0	0	0	-2	-3	-9	-9	New Viaduct over the Gadie Burn and railway line. Total length is 750m. Length may be reduced by amending the vertical alignment. Construction access and temporary disruption
7650	7700	-1	-2	-1	-2	-3	0	-3	0	0	0	0	-2	-3	-8	-9	Manual adjustment - New Viaduct over the Gadie Burn and railway line. Total length is 750m. Length may be reduced by amending the vertical alignment. Construction access and temporary disruption
7700	7750	-1	-1	-1	-2	-3	0	-3	0	0	0	0	-2	-3	-8	-9	Manual adjustment - New Viaduct over the Gadie Burn and railway line. Total length is 750m. Length may be reduced by amending the vertical alignment. Construction access and temporary disruption
7750	7800	-1	-1	-1	-2	-3	0	0	0	0	0	0	-2	-3	-5	-5	
7800	7850	-1	0	-1	-2	-3	0	0	0	0	0	0	-2	-1	-3	-3	
7850	7900	-1	0	-1	-2	-3	0	0	0	0	0	0	-2	-1	-3	-3	
7900	7950	-1	0	-1	-2	-3	0	0	0	0	0	0	-2	-1	-3	-3	
7950	8000	-1	0	-1	-2	-3	0	0	0	0	0	0	-2	-1	-3	-3	
8000	8050	-1	0	-1	-2	-3	0	0	0	0	0	0	-2	-1	-3	-3	
8050	8100	-1	-1	-1	-2	-3	0	0	0	0	0	0	-2	-1	-4	-4	
8100	8150	-1	-1	-1	-2	-3	0	0	0	0	0	0	-2	-1	-4	-4	
8150	8200	-1	-1	-1	-2	-3	0	0	0	0	0	0	-2	-1	-4	-4	
8200	8250	-1	-1	-1	-2	-3	0	0	0	0	0	0	-2	-1	-4	-4	
8250	8300	-1	-1	-1	-2	-3	0	0	0	0	0	0	-2	-1	-4	-4	

11150	11200	-1	-1	-1	-2	-3	0	0	0	0	0	0	-2	-2	-1	-6	-6	300mm distribution main within alignment over this length. Proposed road level is between 2 higher and 4m lower than existing. Construction access issues.
11200	11250	-1	0	-1	-2	-3	0	0	0	0	0	0	-2	-2	-1	-5	-6	Manual Adjustment - 300mm distribution main within alignment over this length. Proposed road level is between 2 higher and 4m lower than existing. SSE 275kv crossing. Construction access issues.
11250	11300	-1	0	-1	-2	-3	0	0	0	0	0	0	-2	-2	-1	-5	-5	
11300	11350	-1	0	-1	-2	-3	0	0	0	0	0	0	-2	-2	-1	-5	-5	
11350	11400	-1	-1	-1	-2	-3	0	0	0	0	0	0	-2	-2	-1	-6	-6	300mm distribution main within alignment over this length. Proposed road level is between 2 higher and 4m lower than existing. Construction access issues.
11400	11450	-1	-1	-1	-2	-3	0	0	0	0	0	0	-2	-2	-1	-6	-6	300mm distribution main within alignment over this length. Proposed road level is between 2 higher and 4m lower than existing. Construction access issues.
11450	11500	-1	0	-1	-2	-3	0	0	0	0	0	0	-2	-2	-1	-5	-5	
11500	11550	-1	0	-1	-2	-3	0	0	0	0	0	0	-2	-2	-1	-5	-5	
11550	11600	-1	-1	-1	-2	-3	0	0	0	0	0	0	-2	-2	-1	-6	-6	300mm distribution main within alignment over this length. Proposed road level is between 2 higher and 4m lower than existing. Construction access issues.
11600	11650	-1	-1	-1	-2	-3	0	0	0	0	0	0	-2	-2	-1	-4	-4	
11650	11700	-1	-1	-1	-2	-3	0	0	0	0	0	0	-2	-2	-1	-4	-4	
11700	11750	-1	-1	-1	-2	-3	0	0	0	0	0	0	-2	-2	-1	-6	-6	275kv Crossing - Proposed road level approximately 4m lower than existing. Construction access issues.
11750	11800	-1	-1	-1	-2	-3	0	0	0	0	0	0	-2	-2	-1	-6	-6	275kv Crossing - Proposed road level approximately 4m lower than existing. Construction access issues.
11800	11850	-1	-1	-1	-2	-3	0	0	0	0	0	0	-2	-2	-1	-6	-6	275kv Crossing - Proposed road level approximately 4m lower than existing. Construction access issues.
11850	11900	-1	-1	-1	-2	-3	0	0	0	0	0	0	-2	-2	-1	-6	-6	275kv Crossing - Proposed road level approximately 4m lower than existing. Construction access issues.
11900	11950	-1	0	-1	-2	-3	0	0	0	0	0	0	-2	-2	-1	-3	-3	
11950	12000	-1	-1	-1	-2	-3	-1	0	0	0	0	0	-2	-2	-1	-7	-7	SSE Pylon within 100m of edge of alignment at this location. Construction access issues.
12000	12050	-1	-2	-1	-2	-3	-1	0	0	0	0	0	-2	-2	-1	-5	-5	
12050	12100	-1	-2	-1	-2	-3	-2	0	0	0	0	0	-2	-2	-1	-8	-8	New Overbridge for Local Road required over the A96. Cuttings up to 32.1m (but greater than 19m) high in rock. Construction access issues.
12100	12150	-1	-3	-1	-2	-3	-2	0	0	0	0	0	-2	-2	-1	-6	-6	Cuttings up to 32.1m (but greater than 19m) high in rock. Construction access issues.
12150	12200	-1	-3	-1	-2	-3	-3	0	0	0	0	0	-2	-2	-1	-7	-9	Manual Adjustment - Cuttings up to 65.2m (but greater than 39m) high in rock. Construction access issues.
12200	12250	-1	-3	-1	-2	-3	-3	0	0	0	0	0	-2	-2	-1	-7	-9	Manual Adjustment - Cuttings up to 65.2m (but greater than 39m) high in rock. Construction access issues.
12250	12300	-1	-3	-1	-2	-3	-3	0	0	0	0	0	-2	-2	-1	-7	-9	Manual Adjustment - Cuttings up to 65.2m (but greater than 39m) high in rock. Construction access issues.
12300	12350	-1	-3	-1	-2	-3	-3	0	0	0	0	0	-2	-2	-1	-7	-9	Manual Adjustment - Cuttings up to 65.2m (but greater than 39m) high in rock. Construction access issues.
12350	12400	-1	-3	-1	-2	-3	-3	0	0	0	0	0	-2	-2	-1	-7	-9	Manual Adjustment - Cuttings up to 65.2m (but greater than 39m) high in rock. Construction access issues.
12400	12450	-1	-3	-1	-2	-3	-3	0	0	0	0	0	-2	-2	-1	-7	-9	Manual Adjustment - Cuttings up to 65.2m (but greater than 39m) high in rock. Construction access issues.
12450	12500	-1	-3	-1	-2	-3	-3	0	0	0	0	0	-2	-2	-1	-7	-9	Manual Adjustment - Cuttings up to 65.2m (but greater than 39m) high in rock. Construction access issues.
12500	12550	-1	-3	-1	-2	-3	-3	0	0	0	0	0	-2	-2	-1	-7	-9	Manual Adjustment - Cuttings up to 65.2m (but greater than 39m) high in rock. Construction access issues.
12550	12600	-1	-3	-1	-2	-3	-3	0	0	0	0	0	-2	-2	-1	-7	-9	Manual Adjustment - Cuttings up to 65.2m (but greater than 39m) high in rock. Construction access issues.
12600	12650	-1	-3	-1	-2	-3	-3	0	0	0	0	0	-2	-2	-1	-7	-9	Manual Adjustment - Cuttings up to 65.2m (but greater than 39m) high in rock. Construction access issues.
12650	12700	-1	-3	-1	-2	-3	-3	0	0	0	0	0	-2	-2	-1	-7	-9	Manual Adjustment - Cuttings up to 65.2m (but greater than 39m) high in rock. Construction access issues.
12700	12750	-1	-3	-1	-2	-3	-3	0	0	0	0	0	-2	-2	-1	-7	-9	Manual Adjustment - Cuttings up to 65.2m (but greater than 39m) high in rock. Construction access issues.
12750	12800	-1	-3	-1	-2	-3	-3	0	0	0	0	0	-2	-2	-1	-7	-9	Manual Adjustment - Cuttings up to 65.2m (but greater than 39m) high in rock. Construction access issues.
12800	12850	-1	-3	-1	-2	-3	-3	0	0	0	0	0	-2	-2	-1	-7	-9	Manual Adjustment - Cuttings up to 65.2m (but greater than 39m) high in rock. Construction access issues.
12850	12900	-1	-3	-1	-2	-3	-3	0	0	0	0	0	-2	-2	-1	-9	-9	Wind turbine within alignment at this location. Cuttings up to 65.2m (but greater than 39m) high in rock. Construction access issues.
12900	12950	-1	-3	-1	-2	-3	-3	0	0	0	0	0	-2	-2	-1	-7	-9	Manual Adjustment - Cuttings up to 65.2m (but greater than 39m) high in rock. Construction access issues.
12950	13000	-1	-3	-1	-2	-3	-3	0	0	0	0	0	-2	-2	-1	-7	-9	Manual Adjustment - Cuttings up to 65.2m (but greater than 39m) high in rock. Construction access issues.
13000	13050	-1	-3	-1	-2	-3	-3	0	0	0	0	0	-1	-1	-1	-6	-9	Manual Adjustment - Cuttings up to 65.2m (but greater than 39m) high in rock. Construction access issues.
13050	13100	-1	-3	-1	-2	-3	-3	0	0	0	0	0	-1	-1	-1	-6	-9	Manual Adjustment - Cuttings up to 65.2m (but greater than 39m) high in rock. Construction access issues.
13100	13150	-1	-3	-1	-2	-3	-3	0	0	0	0	0	-1	-1	-1	-6	-9	Manual Adjustment - Cuttings up to 65.2m (but greater than 39m) high in rock. Construction access issues.
13150	13200	-1	-3	-1	-2	-3	-3	0	0	0	0	0	-1	-1	-1	-6	-9	Manual Adjustment - Cuttings up to 65.2m (but greater than 39m) high in rock. Construction access issues.
13200	13250	-1	-3	-1	-2	-3	-2	0	0	0	0	0	-1	-1	-1	-5	-5	
13250	13300	-1	-3	-1	-2	-3	-2	0	0	0	0	0	-1	-1	-1	-5	-5	
13300	13350	-1	-3	-1	-2	-3	-1	0	0	0	0	0	-1	-1	-1	-4	-4	
13350	13400	-1	-2	-1	-2	-3	-1	0	0	0	0	0	-1	-1	-1	-4	-4	
13400	13450	-1	-2	-1	-2	-3	0	0	0	0	0	0	-1	-1	-1	-3	-3	
13450	13500	-1	-1	-1	-2	-3	0	0	0	0	0	0	-1	-1	-1	-3	-3	
13500	13550	-1	-1	-1	-2	-3	0	0	0	0	0	0	-1	-1	-1	-3	-3	
13550	13600	-1	0	-1	-2	-3	0	0	0	0	0	0	-1	-1	-1	-2	-2	
13600	13650	-1	0	-1	-2	-3	0	0	0	0	0	0	-1	-1	-1	-2	-2	
13650	13700	-1	-1	-1	-2	-3	0	0	0	0	0	0	-1	-1	-1	-3	-3	
13700	13750	-1	-1	-1	-2	-3	0	0	0	0	0	0	-1	-1	-1	-3	-3	
13750	13800	-1	-1	-1	-2	-3	0	0	0	0	0	0	-1	-1	-1	-3	-3	
13800	13850	-1	-1	-1	-2	-3	0	0	0	0	0	0	-1	-1	-1	-3	-3	
13850	13900	-1	-1	-1	-2	-3	0	0	0	0	0	0	-1	-1	-1	-3	-3	
13900	13950	-1	0	-1	-2	-3	0	0	0	0	0	0	-1	-1	-1	-2	-2	
13950	14000	-1	0	-1	-2	-3	0	0	0	0	0	0	-1	-1	-1	-2	-2	
14000	14050	-1	0	-1	-2	-3	0	0	0	0	0	0	-1	-1	-1	-2	-2	
14050	14100	-1	-1	-1	-2	-3	0	0	0	0	0	0	-2	-1	-1	-5	-5	
14100	14150	-1	-1	-1	-2	-3	0	0	0	0	0	0	-2	-1	-1	-5	-5	
14150	14200	-1	-1	-1	-2	-3	0	0	0	0	0	0	-2	-1	-1	-5	-5	
14200	14250	-1	-1	-1	-2	-3	0	0	0	0	0	0	-2	-1	-1	-5	-5	
14250	14300	-1	-1	-1	-2	-3	0	0	0	0	0	0	-1	-1	-1	-3	-3	
14300	14350	-1	-1	-1	-2	-3	0	0	0	0	0	0	-1	-1	-1	-3	-3	
14350	14400	-1	-1	-1	-2	-3	0	0	0	0	0	0	-1	-1	-1	-3	-3	
14400	14450	-1	-1	-1	-2	-3	-1	0	0	0	0	0	-1	-1	-1	-4	-4	
14450	14500	-1	-2	-1	-2	-3	-1	0	0	0	0	0	-1	-1	-1	-4	-4	
14500	14550	-1	-2	-1	-2	-3	-1	0	0	0	0	0	-1	-1	-1	-4	-4	
14550	14600	-1	-2	-1	-2	-3	-1	0	0	0	0	0	-1	-1	-1	-4	-4	
14600	14650	-1	-2	-1	-2	-3	-2	0	0	0	0	0	-1	-1	-1	-5	-5	
14650	14700	-1	-2	-1	-2	-3	-1	0	0	0	0	0	-1	-1	-1	-4	-4	
14700	14750	-1	-2	-1	-2	-3	-1	0	0	0	0	0	-1	-1	-1	-4	-4	
14750	14800	-1	-2	-1	-2	-3	-1	0	0	0	0	0	-3	-1	-1	-7	-7	1050mm National Grid pipeline crosses alignment at this location. Proposed road level approximately 14m lower than existing at this point.
14800	14850	-1	-2	-1	-2	-3	0	0	0	0	0	0	-1	-1	-1	-3	-3	
14850	14900	-1	-1	-1	-2	-3	0	0	0	0	0	0	-1	-1	-1	-3	-3	
14900	14950	-1	-1	-1	-2	-3	0	0	0	0	0	0	-1	-1	-1	-3	-3	
14950	15000	-1	-1	-1	-2	-3	0	0	0	0	0	0	-1	-1	-1	-3	-3	
15000																		

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

Rules

Total Score
 = Alignment Score (Average of E, F, G, H and I) + Geo Score + Structures Score + Flooding Score (Average of L, M and N) + Utilities score + Constructability Score
 (Minimum value of P&Q) = Total of 6 scores for 6 categories

Then if total < or equal to -9 then should be coloured red because this represents possibility of 3 reds or 4 ambers

If total is between -6 and -8 should be coloured amber since this could represent 2 reds or 3/4 ambers.

Chainage	Start Chainage	End Chainage	Alignment						Geotechnics	Structures	Flooding and Drainage			Utilities	Constructability		Comments	
			Alignment Length	Level Difference	Bendiness	Hilliness	Earthworks	Geotechnics			Structures	Flood Plan	Watercourse Crossings		Attenuation requirement	Construction access		Temp disruption
0	50		-1	-3	-2	-2	-3	-3	0	0	0	0	0	-1	-1	-6	-9	Manually adjusted - Cutting up to 56.7m (but greater than 39m) high in rock
50	100		-1	-3	-2	-2	-3	-3	0	0	0	0	0	-1	-1	-6	-9	Manually adjusted - Cutting up to 56.7m (but greater than 39m) high in rock
100	150		-1	-3	-2	-2	-3	-3	0	0	0	0	0	-1	-1	-6	-9	Manually adjusted - Cutting up to 56.7m (but greater than 39m) high in rock
150	200		-1	-3	-2	-2	-3	-3	0	0	0	0	0	-1	-1	-6	-9	Manually adjusted - Cutting up to 56.7m (but greater than 39m) high in rock
200	250		-1	-3	-2	-2	-3	-3	0	0	0	0	0	-1	-1	-6	-9	Manually adjusted - Cutting up to 56.7m (but greater than 39m) high in rock
250	300		-1	-3	-2	-2	-3	-3	0	0	0	0	0	-1	-1	-6	-9	Manually adjusted - Cutting up to 56.7m (but greater than 39m) high in rock
300	350		-1	-3	-2	-2	-3	-3	0	0	0	0	0	-1	-1	-6	-9	Manually adjusted - Cutting up to 56.7m (but greater than 39m) high in rock
350	400		-1	-3	-2	-2	-3	-3	0	0	0	0	0	-1	-1	-6	-9	Manually adjusted - Cutting up to 56.7m (but greater than 39m) high in rock
400	450		-1	-3	-2	-2	-3	-3	0	0	0	0	0	-1	-1	-6	-9	Manually adjusted - Cutting up to 56.7m (but greater than 39m) high in rock
450	500		-1	-3	-2	-2	-3	-3	0	0	0	0	0	-1	-1	-6	-9	Manually adjusted - Cutting up to 56.7m (but greater than 39m) high in rock
500	550		-1	-3	-2	-2	-3	-3	0	0	0	0	0	-1	-1	-6	-9	Manually adjusted - Cutting up to 56.7m (but greater than 39m) high in rock
550	600		-1	-3	-2	-2	-3	-3	0	0	0	0	0	-1	-1	-6	-9	Manually adjusted - Cutting up to 56.7m (but greater than 39m) high in rock
600	650		-1	-3	-2	-2	-3	-3	0	0	0	0	0	-1	-1	-6	-9	Manually adjusted - Cutting up to 56.7m (but greater than 39m) high in rock
650	700		-1	-3	-2	-2	-3	-3	0	0	0	0	0	-1	-1	-6	-9	Manually adjusted - Cutting up to 56.7m (but greater than 39m) high in rock
700	750		-1	-3	-2	-2	-3	-3	0	0	0	0	0	-1	-1	-6	-9	Manually adjusted - Cutting up to 56.7m (but greater than 39m) high in rock
750	800		-1	-3	-2	-2	-3	-3	0	0	0	0	0	-1	-1	-6	-9	Manually adjusted - Cutting up to 56.7m (but greater than 39m) high in rock
800	850		-1	-3	-2	-2	-3	-2	0	0	0	0	0	-1	-1	-5	-6	Manually adjusted - Cutting up to 36.9m (but greater than 19m) high in rock
850	900		-1	-3	-2	-2	-3	-2	0	0	0	0	-2	-1	-1	-7	-7	Cutting up to 36.9m (but greater than 19m) high in rock & Telecommunications Mast within alignment at this location - Verified by overhead imagery
900	950		-1	-3	-2	-2	-3	-2	0	0	0	0	0	-1	-1	-5	-6	Manually adjusted - Cutting up to 36.9m (but greater than 19m) high in rock
950	1000		-1	-3	-2	-2	-3	-2	0	0	0	0	0	-1	-1	-5	-6	Manually adjusted - Cutting up to 36.9m (but greater than 19m) high in rock
1000	1050		-1	-3	-2	-2	-3	-2	0	0	0	0	0	-1	-1	-5	-6	Manually adjusted - Cutting up to 36.9m (but greater than 19m) high in rock
1050	1100		-1	-3	-2	-2	-3	-2	0	0	0	0	0	-1	-1	-5	-6	Manually adjusted - Cutting up to 36.9m (but greater than 19m) high in rock
1100	1150		-1	-3	-2	-2	-3	-2	0	0	0	0	0	-1	-1	-5	-6	Manually adjusted - Cutting up to 36.9m (but greater than 19m) high in rock
1150	1200		-1	-3	-2	-2	-3	-2	0	0	0	0	0	-1	-1	-5	-6	Manually adjusted - Cutting up to 36.9m (but greater than 19m) high in rock
1200	1250		-1	-3	-2	-2	-3	-2	0	0	0	0	0	-1	-1	-5	-6	Manually adjusted - Cutting up to 36.9m (but greater than 19m) high in rock
1250	1300		-1	-3	-2	-2	-3	-2	0	0	0	0	0	-1	-1	-5	-6	Manually adjusted - Cutting up to 36.9m (but greater than 19m) high in rock
1300	1350		-1	-3	-2	-2	-3	-2	0	0	0	0	0	-1	-1	-5	-6	Manually adjusted - Cutting up to 36.9m (but greater than 19m) high in rock
1350	1400		-1	-2	-2	-2	-3	-1	0	0	0	0	0	-1	-1	-4	-4	
1400	1450		-1	-2	-2	-2	-3	-1	0	0	0	0	0	-1	-1	-4	-4	
1450	1500		-1	-2	-2	-2	-3	0	0	0	0	0	0	-1	-1	-3	-3	
1500	1550		-1	-1	-2	-2	-3	0	0	0	0	0	0	-1	-1	-3	-3	
1550	1600		-1	-1	-2	-2	-3	0	0	0	0	0	0	-1	-1	-3	-3	
1600	1650		-1	-1	-2	-2	-3	0	0	0	0	-1	0	-1	-1	-3	-3	
1650	1700		-1	0	-2	-2	-3	0	0	0	0	0	0	-1	-1	-3	-3	
1700	1750		-1	0	-2	-2	-3	0	0	0	0	0	0	-1	-1	-3	-3	
1750	1800		-1	0	-2	-2	-3	0	0	0	0	0	0	-1	-1	-3	-3	
1800	1850		-1	0	-2	-2	-3	0	0	0	0	0	0	-1	-1	-3	-3	
1850	1900		-1	0	-2	-2	-3	0	0	0	0	0	0	-1	-1	-3	-3	
1900	1950		-1	-1	-2	-2	-3	0	0	0	0	0	0	-1	-1	-3	-3	
1950	2000		-1	-1	-2	-2	-3	0	0	0	0	0	0	-1	-1	-3	-3	
2000	2050		-1	-1	-2	-2	-3	0	0	0	0	0	0	-1	-1	-3	-3	
2050	2100		-1	-1	-2	-2	-3	0	0	0	0	0	-1	-1	-1	-4	-4	
2100	2150		-1	-1	-2	-2	-3	0	0	0	0	0	-1	-1	-1	-4	-4	
2150	2200		-1	0	-2	-2	-3	0	0	0	0	0	-1	-1	-1	-4	-4	
2200	2250		-1	0	-2	-2	-3	0	0	0	0	0	-1	-1	-1	-4	-4	
2250	2300		-1	0	-2	-2	-3	0	0	0	0	0	-2	-1	-1	-5	-5	
2300	2350		-1	0	-2	-2	-3	0	0	0	0	0	0	-1	-1	-3	-3	
2350	2400																	

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

Rules

Total Score
 = Alignment Score (Average of E, F, G, H and I) + Geo Score + Structures Score + Flooding Score (Average of L, M and N) + Utilities score + Constructability Score
 (Minimum value of P&Q) = Total of 6 scores for 6 categories

Then if total < or equal to -9 then should be coloured red because this represents possibility of 3 reds or 4 ambers

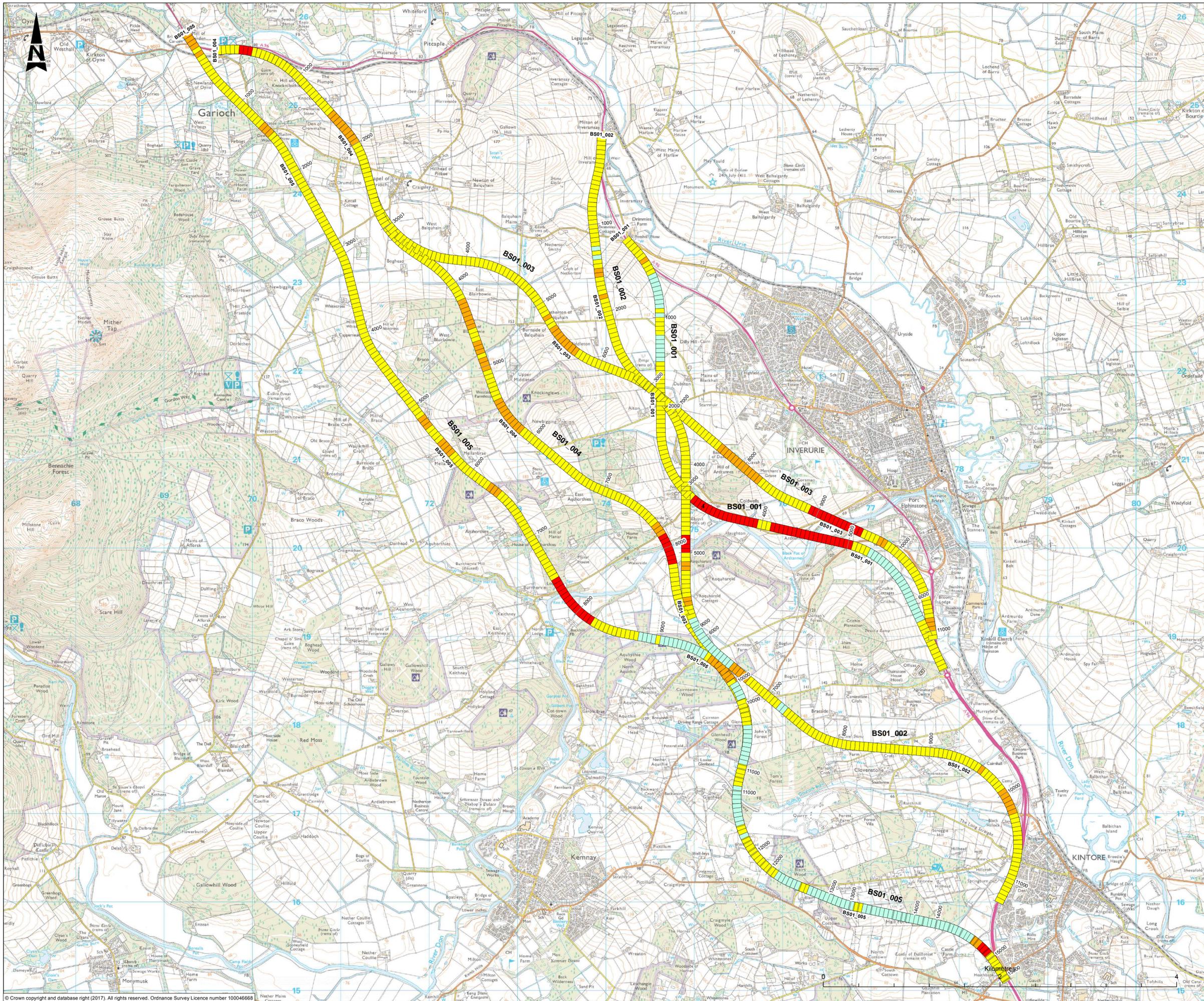
If total is between -6 and -8 should be coloured amber since this could represent 2 reds or 3/4 ambers.

Chainage	Start Chainage	End Chainage	Alignment						Structures	Geotechnics	Flooding and Drainage	Utilities	Constructability		Score	Comments	
			Alignment Length	Level Difference	Bendiness	Hilliness	Earthworks	Geotechnics					Construction access	Temp disruption			Adjusted
0	50		0	0	-2	-1	-3	0	0	0	0	-1	-1	-1	-3	-3	
50	100		0	0	-2	-1	-3	0	0	0	0	-1	-1	-1	-3	-3	
100	150		0	0	-2	-1	-3	0	0	0	0	-1	-1	-1	-3	-3	
150	200		0	-1	-2	-1	-3	0	0	0	0	-1	-1	-1	-3	-3	
200	250		0	-1	-2	-1	-3	0	0	0	0	-1	-1	-1	-3	-3	
250	300		0	0	-2	-1	-3	0	0	0	0	-1	-1	-1	-2	-2	
300	350		0	0	-2	-1	-3	0	0	0	0	-1	-1	-1	-2	-2	
350	400		0	0	-2	-1	-3	0	0	0	0	-1	-1	-1	-2	-2	
400	450		0	0	-2	-1	-3	0	0	0	0	-1	-1	-1	-2	-2	
450	500		0	0	-2	-1	-3	0	0	0	0	-1	-1	-1	-2	-2	
500	550		0	0	-2	-1	-3	0	0	0	0	-1	-1	-1	-2	-2	
550	600		0	0	-2	-1	-3	0	0	0	0	-1	-1	-1	-2	-2	
600	650		0	0	-2	-1	-3	0	0	0	0	-1	-1	-1	-2	-2	
650	700		0	0	-2	-1	-3	0	0	0	0	-1	-1	-1	-2	-2	
700	750		0	0	-2	-1	-3	0	0	0	0	-1	-1	-1	-2	-2	
750	800		0	0	-2	-1	-3	0	0	0	0	-1	-1	-1	-2	-2	
800	850		0	0	-2	-1	-3	0	0	0	0	-1	-1	-1	-2	-2	
850	900		0	-1	-2	-1	-3	0	0	0	0	-1	-1	-1	-2	-2	
900	950		0	-1	-2	-1	-3	0	0	0	0	-1	-1	-1	-2	-2	
950	1000		0	-1	-2	-1	-3	0	0	0	0	-2	-1	-1	-4	-4	
1000	1050		0	0	-2	-1	-3	0	0	0	0	-2	-1	-1	-4	-4	
1050	1100		0	0	-2	-1	-3	0	0	0	0	-1	-1	-1	-2	-2	
1100	1150		0	-1	-2	-1	-3	0	0	0	0	-1	-1	-1	-2	-2	
1150	1200		0	-1	-2	-1	-3	0	0	0	0	-1	-1	-1	-2	-2	
1200	1250		0	-1	-2	-1	-3	0	0	0	0	-2	-1	-1	-4	-4	
1250	1300		0	-1	-2	-1	-3	0	-1	0	0	-2	-1	-1	-5	-5	
1300	1350		0	-1	-2	-1	-3	-1	-1	0	0	-2	-1	-1	-6	-6	Combination - New Underbridge over the kellock flood plain. Total length is 150m & 273mm SGN high pressure gas main crosses alignment at this point. Proposed road level between 2 and 4m lower than existing at this point.
1350	1400		0	-1	-2	-1	-3	-1	-1	0	0	-2	-1	-1	-6	-6	Combination - New Underbridge over the kellock flood plain. Total length is 150m & 273mm SGN high pressure gas main crosses alignment at this point. Proposed road level between 2 and 4m lower than existing at this point.
1400	1450		0	-1	-2	-1	-3	-1	-1	0	0	-2	-1	-1	-6	-6	Combination - New Underbridge over the kellock flood plain. Total length is 150m & 273mm SGN high pressure gas main crosses alignment at this point. Proposed road level between 2 and 4m lower than existing at this point.
1450	1500		0	-1	-2	-1	-3	-1	0	0	0	-2	-1	-1	-5	-5	
1500	1550		0	-1	-2	-1	-3	0	0	0	0	-2	-1	-1	-4	-4	
1550	1600		0	0	-2	-1	-3	0	0	0	0	-2	-1	-1	-4	-4	
1600	1650		0	0	-2	-1	-3	0	0	0	0	-2	-1	-1	-4	-4	
1650	1700		0	0	-2	-1	-3	0	0	0	0	-1	-1	-1	-2	-2	
1700	1750		0	0	-2	-1	-3	0	0	0	0	-1	-1	-1	-2	-2	
1750	1800		0	0	-2	-1	-3	0	0	0	0	-1	-1	-1	-2	-2	
1800	1850		0	-1	-2	-1	-3	0	0	0	0	-1	-1	-1	-2	-2	
1850	1900		0	-1	-2	-1	-3	0	0	0	0	-1	-1	-1	-2	-2	
1900	1950		0	-1	-2	-1	-3	0	0	0	0	-1	-1	-1	-2	-2	
1950	2000		0	-1	-2	-1	-3	0	0	0	0	-1	-1	-1	-2	-2	
2000	2050		0	0	-2	-1	-3	0	0	0	0	-1	-1	-1	-2	-2	
2050	2100		0	0	-2	-1	-3	0	0	0	0	-1	-1	-1	-2	-2	
2100	2150		0	-1	-2	-1	-3	0	0	0	0	-1	-1	-1	-2	-2	
2150	2200		0	0	-2	-1	-3	0	0	0	0	-1	-1	-1	-2	-2	
2200	2250		0	0	-2	-1	-3	0	0	0	0	-1	-1	-1	-2	-2	
2250	2300		0	0	-2	-1	-3	0	0	0	0	-1	-1	-1	-2	-2	
2300	2350		0	-1	-2	-1	-3	0	0	0	0	-1	-1	-1	-2	-2	
2350	2400		0	-1	-2	-1	-3	0	0	0	0	-1	-1	-1	-2	-2	
2400	2450		0	-1	-2	-1	-3	0	0	0	0	-1	-1	-1	-2	-2	
2450	2500		0	-1	-2	-1	-3	0	0	0	0	-1	-1	-1	-2	-2	
2500	2550		0	-1	-2	-1	-3	0	0	0	0	-1	-1	-1	-3	-3	
2550	2600		0	-1	-2	-1	-3	0	0	0	0	-1	-1	-1	-3	-3	
2600	2650		0	-1	-2	-1	-3	0	0	0	0	-1	-1	-1	-2	-2	
2650	2700		0	0	-2	-1	-3	0	0	0	0	-1	-1	-1	-2	-2	
2700	2750		0	-1	-2	-1	-3	-1	0	0	0	-1	-1	-1	-3	-3	
2750	2800		0	-2	-2	-1	-3	-1	0	0	0	-1	-1	-1	-4	-4	
2800	2850		0	-2	-2	-1	-3	-1	0	0	0	-1	-1	-1	-4	-4	
2850	2900		0	-2	-2	-1	-3	-1	0	0	0	-1	-1	-1	-4	-4	
2900	2950		0	-2	-2	-1	-3	-1	0	0	0	-1	-1	-1	-4	-4	
2950	3000		0	-2	-2	-1	-3	-1	0	0	0	-1	-1	-1	-4	-4	
3000	3050		0	-2	-2	-1	-3	-1	0	0	0	-1	-1	-1	-4	-4	
3050	3100		0	-2	-2	-1	-3	0	0	0	0	-1	-1	-1	-3	-3	
3100	3150		0	-1	-2	-1	-3	0	0	0	0	-1	-1	-1	-2	-2	
3150	3200		0	-1	-2	-1	-3	0	0	0	0	-1	-1	-1	-2	-2	
3200	3250		0	0	-2	-1	-3	0	0	0	0	-1	-1	-1	-2	-2	
3250	3300		0	0	-2	-1	-3	0	0	0	0	-1	-1	-1	-2	-2	
3300	3350		0	-1	-2	-1	-3	0	0	0	0	-1	-1	-1	-2	-2	
3350	3400		0	-1	-2	-1	-3	0	0	0	0	-1	-1	-1	-2	-2	
3400	3450		0	-1	-2	-1	-3	0	0	0	0	-1	-1	-1	-2	-2	
3450	3500		0	-1	-2	-1	-3	0	0	0	0	-1	-1	-1	-2	-2	
3500	3550		0	-1	-2	-1	-3	0	0	0	0	-1	-1	-1	-2	-2	
3550	3600		0	-1	-2	-1	-3	0	0	0	0	-1	-1	-1	-2	-2	
3600	3650		0	-1	-2	-1	-3	0	0	0	0	-1	-1	-1	-2	-2	
3650	3700		0	-1	-2	-1	-3	0	0	0	0	-1	-1	-1	-2	-2	
3700	3750		0	-1	-2	-1	-3	0	0	0	0	-1	-1	-1	-2	-2	
3750	3800		0	-1	-2	-1	-3	0	0	0	0	-1	-1	-1	-2	-2	
3800	3850		0	-1	-2	-1	-3	0	0	0	0	-1	-1	-1	-2	-2	
3850	3900		0	-1	-2	-1	-3	0	0	0	0	-1	-1	-1	-2	-2	
3900	3950		0	-1	-2	-1	-3	0	0	0	0	-1	-1	-1	-2	-2	
3950	4000		0	0	-2	-1	-3	0	0	0	0	-1	-1	-1	-2	-2	
4000	4050		0	0	-2	-1	-3	0	0	0	0	-1	-1	-1	-2	-2	
4050	4100		0	0	-2	-1	-3	0	0	0	0	-1	-1	-1	-2	-2	
4100	4150		0	0	-2	-1	-3	0	0	0	0	-1	-1	-1	-2	-2	
4150	4200		0	0	-2	-1	-3	0	0	0	0	-1	-1	-1	-2	-2	
4200	4250		0	-1	-2	-1	-3	0	0	0	0	-1	-1	-1	-2	-2	

4250	4300	0	-1	-2	-1	-3	-2	0	0	0	0	0	-1	-1	-4	-4	
4300	4350	0	-2	-2	-1	-3	-2	0	0	0	0	0	-1	-1	-5	-5	
4350	4400	0	-2	-2	-1	-3	-2	0	0	0	0	0	-1	-1	-7	-7	New underbridge over the shevlock flood plain. Total length 250m. Possible compressible material.
4400	4450	0	-2	-2	-1	-3	-2	0	0	0	0	0	-1	-1	-7	-7	New underbridge over the shevlock flood plain. Total length 250m. Possible compressible material.
4450	4500	0	-2	-2	-1	-3	0	-2	0	0	0	0	-1	-1	-5	-6	Manual adjustment - New underbridge over the shevlock flood plain. Total length 250m.
4500	4550	0	0	-2	-1	-3	0	-2	0	0	0	0	-1	-1	-4	-6	Manual adjustment - New underbridge over the shevlock flood plain. Total length 250m.
4550	4600	0	-1	-2	-1	-3	-1	0	0	0	0	0	-1	-1	-3	-3	
4600	4650	0	-2	-2	-1	-3	-1	0	0	0	0	0	-1	-1	-4	-4	
4650	4700	0	-2	-2	-1	-3	-2	0	0	0	0	0	-1	-1	-5	-5	
4700	4750	0	-3	-2	-1	-3	-2	0	0	0	0	0	-1	-1	-5	-5	
4750	4800	0	-3	-2	-1	-3	-2	0	0	0	0	0	-1	-1	-5	-5	
4800	4850	0	-3	-2	-1	-3	-2	0	0	0	0	0	-1	-1	-5	-5	
4850	4900	0	-3	-2	-1	-3	-2	0	0	0	0	0	-1	-1	-5	-5	
4900	4950	0	-3	-2	-1	-3	-2	0	0	0	0	0	-1	-1	-5	-5	
4950	5000	0	-3	-2	-1	-3	-1	0	0	0	0	0	-1	-1	-4	-4	
5000	5050	0	-2	-2	-1	-3	0	0	0	0	0	0	-1	-1	-3	-3	
5050	5100	0	-1	-2	-1	-3	0	0	0	0	0	0	-1	-1	-2	-2	
5100	5150	0	0	-2	-1	-3	0	0	0	0	0	0	-1	-1	-2	-2	
5150	5200	0	-1	-2	-1	-3	0	0	0	0	0	0	-1	-1	-2	-2	
5200	5250	0	-1	-2	-1	-3	0	0	0	0	0	0	-1	-1	-2	-2	
5250	5300	0	-1	-2	-1	-3	0	0	0	0	0	0	-1	-1	-2	-2	
5300	5350	0	0	-2	-1	-3	0	0	0	0	0	0	-1	-1	-2	-2	
5350	5400	0	-1	-2	-1	-3	-1	0	0	0	0	0	-1	-1	-3	-3	
5400	5450	0	-2	-2	-1	-3	-1	0	0	0	0	0	-1	-1	-4	-4	
5450	5500	0	-2	-2	-1	-3	-2	0	0	0	0	0	-1	-1	-5	-5	
5500	5550	0	-3	-2	-1	-3	-2	0	0	0	0	0	-1	-1	-5	-5	
5550	5600	0	-3	-2	-1	-3	-2	0	0	0	0	0	-1	-1	-5	-5	
5600	5650	0	-3	-2	-1	-3	-1	0	0	0	0	0	-1	-1	-4	-4	
5650	5700	0	-2	-2	-1	-3	-1	0	0	0	0	0	-1	-1	-4	-4	
5700	5750	0	-2	-2	-1	-3	-1	0	0	0	0	0	-1	-1	-4	-4	
5750	5800	0	-1	-2	-1	-3	0	0	0	0	0	0	-1	-1	-2	-2	
5800	5850	0	-1	-2	-1	-3	0	0	0	0	0	0	-1	-1	-2	-2	
5850	5900	0	-1	-2	-1	-3	0	0	0	0	0	0	-1	-1	-2	-2	
5900	5950	0	0	-2	-1	-3	0	0	0	0	0	0	-1	-1	-2	-2	
5950	6000	0	0	-2	-1	-3	0	0	0	0	0	0	-1	-1	-2	-2	
6000	6050	0	0	-2	-1	-3	0	0	0	0	0	0	-1	-1	-2	-2	
6050	6100	0	0	-2	-1	-3	0	0	0	0	0	0	-1	-1	-2	-2	
6100	6150	0	-1	-2	-1	-3	0	0	0	0	0	0	-1	-1	-2	-2	
6150	6200	0	-1	-2	-1	-3	0	0	0	0	0	0	-1	-1	-2	-2	
6200	6250	0	-1	-2	-1	-3	0	0	0	0	0	0	-1	-1	-3	-3	
6250	6300	0	-1	-2	-1	-3	0	0	0	0	0	-1	-1	-1	-3	-3	
6300	6350	0	-1	-2	-1	-3	0	0	0	0	0	-1	-1	-1	-3	-3	
6350	6400	0	0	-2	-1	-3	0	0	0	0	0	-1	-1	-1	-3	-3	
6400	6450	0	0	-2	-1	-3	0	0	0	0	0	-1	-1	-1	-3	-3	
6450	6500	0	-1	-2	-1	-3	0	0	0	0	0	-1	-1	-1	-3	-3	
6500	6550	0	-1	-2	-1	-3	0	0	0	0	0	-1	-1	-1	-3	-3	
6550	6600	0	-1	-2	-1	-3	0	0	0	0	0	-1	-1	-1	-3	-3	
6600	6650	0	0	-2	-1	-3	0	0	0	0	0	0	-1	-1	-2	-2	
6650	6700	0	0	-2	-1	-3	0	0	0	0	0	0	-1	-1	-2	-2	
6700	6750	0	0	-2	-1	-3	0	0	0	0	0	0	-1	-1	-2	-2	
6750	6800	0	0	-2	-1	-3	0	0	0	0	0	0	-1	-1	-2	-2	
6800	6850	0	0	-2	-1	-3	0	0	0	0	0	0	-1	-1	-2	-2	
6850	6900	0	0	-2	-1	-3	0	0	0	0	0	0	-1	-1	-2	-2	
6900	6950	0	0	-2	-1	-3	0	0	0	0	0	0	-1	-1	-2	-2	
6950	7000	0	0	-2	-1	-3	0	0	0	0	0	0	-1	-1	-2	-2	
7000	7050	0	0	-2	-1	-3	0	0	0	0	0	0	-1	-1	-2	-2	
7050	7100	0	0	-2	-1	-3	0	0	0	0	0	0	-1	-1	-2	-2	
7100	7150	0	-1	-2	-1	-3	0	0	0	0	0	0	-1	-1	-2	-2	
7150	7200	0	-1	-2	-1	-3	0	0	0	0	0	0	-1	-1	-2	-2	
7200	7250	0	-1	-2	-1	-3	0	0	0	0	0	0	-1	-1	-2	-2	
7250	7300	0	-1	-2	-1	-3	0	0	0	0	0	0	-1	-1	-2	-2	
7300	7350	0	-1	-2	-1	-3	0	0	0	0	0	0	-1	-1	-2	-2	
7350	7400	0	-1	-2	-1	-3	0	0	0	0	0	0	-1	-1	-2	-2	
7400	7450	0	-1	-2	-1	-3	0	0	0	0	0	0	-1	-1	-2	-2	
7450	7500	0	0	-2	-1	-3	0	0	0	0	0	0	-1	-1	-2	-2	
7500	7550	0	-1	-2	-1	-3	0	0	0	0	0	0	-1	-1	-2	-2	
7550	7600	0	-1	-2	-1	-3	0	0	0	0	0	0	-1	-1	-2	-2	
7600	7650	0	-1	-2	-1	-3	0	0	0	0	0	0	-1	-1	-2	-2	
7650	7700	0	0	-2	-1	-3	0	0	0	0	0	0	-1	-1	-2	-2	
7700	7750	0	0	-2	-1	-3	0	0	0	0	0	0	-1	-1	-2	-2	
7750	7800	0	0	-2	-1	-3	0	0	0	0	0	0	-1	-1	-2	-2	
7800	7850	0	0	-2	-1	-3	0	0	0	0	0	-2	-1	-1	-4	-4	
7850	7900	0	-1	-2	-1	-3	0	0	0	0	0	-2	-1	-1	-4	-4	
7900	7950	0	-1	-2	-1	-3	0	0	0	0	0	-2	-1	-1	-4	-4	
7950	8000	0	-1	-2	-1	-3	0	0	0	0	0	0	-1	-1	-2	-2	
8000	8050	0	-1	-2	-1	-3	0	0	-1	0	0	0	-1	-1	-3	-3	
8050	8100	0	-1	-2	-1	-3	0	0	-1	0	0	0	-1	-1	-3	-3	
8100	8150	0	-1	-2	-1	-3	-1	0	-1	0	0	0	-1	-1	-4	-4	
8150	8200	0	-1	-2	-1	-3	-1	0	-3	0	0	0	-1	-1	-4	-4	
8200	8250	0	-1	-2	-1	-3	-1	0	-1	0	0	0	-1	-1	-4	-4	
8250	8300	0	-1	-2	-1	-3	-1	0	-1	0	0	0	-1	-1	-4	-4	
8300	8350	0	-1	-2	-1	-3	-1	0	-1	0	0	0	-1	-1	-4	-4	
8350	8400	0	-1	-2	-1	-3	-1	0	-1	0	0	0	-1	-1	-4	-4	
8400	8450	0	0	-2	-1	-3	-1	0	-1	0	0	0	-1	-1	-4	-4	
8450	8500	0	0	-2	-1	-3	-1	0	-1	0	0	0	-1	-1	-4	-4	
8500	8550	0	-1	-2	-1	-3	-1	0	-1	0	0	0	-1	-1	-4	-4	
8550	8600	0	-1	-2	-1	-3	-1	0	-1	0	0	0	-1	-1	-4	-4	
8600	8650	0	-1	-2	-1	-3	-1	0	-3	0	0	0	-1	-1	-4	-4	
8650	8700	0	-1	-2	-1	-3	-1	0	-3	0	0	0	-1	-1	-4	-4	
8700	8750	0	-1	-2	-1	-3	-1	0	-3	0	0	0	-1	-1	-4	-4	
8750	8800	0	-1	-2	-1	-3	-1	0	-1	0	0	0	0	-2	-5	-5	
8800	8850	0	-1	-2	-1	-3	-1	0	-1	0	-2	0	0	-2	-5	-5	
8850	8900	0	-1	-2	-1	-3	-1	0	-1	0	0	0	0	-2	-5	-5	
8900	8950	0	-1	-2	-1	-3	-1	0	-1	0	0	-1	0	-2	-6	-6	Potentially compressible material, private water supply and potential temporary disruption.
8950	9000	0	-1	-2	-1	-3	-1	0	-1	0	0	-1	0	-2	-6	-6	Potentially compressible material, private water supply and potential temporary disruption.
9000	9050	0	-1	-2	-1	-3	-1	0	-1	0	0	0	0	-2	-5	-5	
9050	9100	0	-1	-2	-1	-3	-1	0	-1	0	0	0	0	-2	-5	-5	
9100	9150	0	-1	-2	-1	-3	-1	-3	-3	0	0	0	0	-2	-8	-9	Manually adjusted - Viaduct over the Gadie Burn, existing A96 and railway line. Total length is 450m. Includes a Grade Separated Junction to the B9002
9150	9200	0	-1	-2	-1	-3	-2	-3	-3	0	0	0	0	-2	-9	-9	New Viaduct over the Gadie Burn, existing A96 and railway line. Total length is 450m. Includes a Grade Separated Junction to the B9003. Potentially compressible material. Temporary disruption.
9200	9250	0	-2	-2	-1	-3	-2	-3	0	0	0	0	0	-2	-9	-9	New Viaduct over the Gadie Burn, existing A96 and railway line. Total length is 450m. Includes a Grade Separated Junction to the B9003. Potentially compressible material. Temporary disruption.
9250	9300	0	-2	-2	-1	-3	-2	-3	0	0	0	0	-2	-3	-10	-10	New Viaduct over the Gadie Burn, existing A96 and railway line. Total length is 450m. Includes a Grade Separated Junction to the B9003. Potentially compressible material. Construction access.
9300	9350	0	-2	-2	-1	-3	-1	-3	0	0	0	0	-2	-3	-9	-9	New Viaduct over the Gadie Burn, existing A96 and railway line. Total length is

9500	9550	0	-1	-2	-1	-3	0	-3	0	0	0	0	0	-2	-3	-7	-9	Manually adjusted - Viaduct over the Gadie Burn, existing A96 and railway line. Total length is 450m. Includes a Grade Separated Junction to the B9002 Construction access.
9550	9600	0	-1	-2	-1	-3	0	-3	0	0	0	0	0	-2	-3	-7	-9	Manually adjusted - Viaduct over the Gadie Burn, existing A96 and railway line. Total length is 450m. Includes a Grade Separated Junction to the B9002 Construction access.
9600	9650	0	-1	-2	-1	-3	0	0	0	0	0	0	0	-2	-1	-3	-3	
9650	9700	0	-1	-2	-1	-3	0	0	0	0	0	0	0	-2	-1	-3	-3	
9700	9750	0	-1	-2	-1	-3	0	0	0	0	0	0	0	-2	-1	-3	-3	
9750	9800	0	-1	-2	-1	-3	0	0	0	0	0	0	0	-2	-1	-3	-3	
9800	9850	0	0	-2	-1	-3	0	0	0	0	0	0	0	-2	-1	-3	-3	
9850	9900	0	-1	-2	-1	-3	0	0	0	0	0	0	0	-2	-1	-3	-3	
9900	9950	0	-1	-2	-1	-3	0	0	0	0	0	0	0	-2	-1	-3	-3	
9950	10000	0	-2	-2	-1	-3	-1	0	0	0	0	0	0	-2	-1	-5	-5	cutting up to 36.4m (but greater than 19m) high in rock. Construction access.
10000	10050	0	-2	-2	-1	-3	-2	0	0	0	0	0	0	-2	-1	-6	-6	cutting up to 36.4m (but greater than 19m) high in rock. Construction access.
10050	10100	0	-3	-2	-1	-3	-2	0	0	0	0	0	0	-2	-1	-6	-6	cutting up to 36.4m (but greater than 19m) high in rock. Construction access.
10100	10150	0	-3	-2	-1	-3	-2	0	0	0	0	0	0	-2	-1	-6	-6	cutting up to 36.4m (but greater than 19m) high in rock. Construction access.
10150	10200	0	-3	-2	-1	-3	-3	0	0	0	0	0	0	-2	-1	-7	-9	Manual adjustment - cutting up to 44.2m (but greater than 39m) high in rock. Construction access.
10200	10250	0	-3	-2	-1	-3	-3	0	0	0	0	0	0	-2	-1	-7	-9	Manual adjustment - cutting up to 44.2m (but greater than 39m) high in rock. Construction access.
10250	10300	0	-3	-2	-1	-3	-2	0	0	0	0	0	0	-2	-1	-6	-6	cutting up to 36.4m (but greater than 19m) high in rock. Construction access.
10300	10350	0	-3	-2	-1	-3	-2	0	0	0	0	0	0	-2	-1	-6	-6	cutting up to 36.4m (but greater than 19m) high in rock. Construction access.
10350	10400	0	-3	-2	-1	-3	-1	0	0	0	0	0	0	-2	-1	-5	-5	
10400	10450	0	-2	-2	-1	-3	-1	0	0	0	0	0	0	-2	-1	-5	-5	
10450	10500	0	-2	-2	-1	-3	0	0	0	0	0	0	0	-2	-1	-4	-4	
10500	10550	0	-1	-2	-1	-3	0	0	0	0	0	0	0	-2	-1	-3	-3	
10550	10600	0	0	-2	-1	-3	0	0	0	0	0	0	0	-2	-1	-3	-3	
10600	10650	0	0	-2	-1	-3	0	0	0	0	0	0	0	-2	-1	-3	-3	Railway line within 100m wide alignment a this point. To be realigned at second-fix.
10650	10700	0	-1	-2	-1	-3	0	0	0	0	0	0	0	-2	-1	-3	-3	Railway line within 100m wide alignment a this point. To be realigned at second-fix.
10700	10750	0	-1	-2	-1	-3	0	0	0	0	0	0	0	-2	-1	-3	-3	Railway line within 100m wide alignment a this point. To be realigned at second-fix.
10750	10800	0	-1	-2	-1	-3	0	0	0	0	0	0	0	-2	-1	-3	-3	Railway line within 100m wide alignment a this point. To be realigned at second-fix.
10800	10850	0	-1	-2	-1	-3	0	0	0	0	0	0	0	-2	-1	-3	-3	Railway line within 100m wide alignment a this point. To be realigned at second-fix.
10850	10900	0	-1	-2	-1	-3	0	0	0	0	0	0	0	-2	-1	-3	-3	Railway line within 100m wide alignment a this point. To be realigned at second-fix.
10900	10950	0	-1	-2	-1	-3	0	0	0	0	0	0	0	-2	-1	-3	-3	Railway line within 100m wide alignment a this point. To be realigned at second-fix.
10950	11000	0	0	-2	-1	-3	0	0	0	0	0	0	0	-2	-1	-3	-3	Railway line within 100m wide alignment a this point. To be realigned at second-fix.
11000	11050	0	0	-2	-1	-3	0	0	0	0	0	0	0	-2	-1	-3	-3	Railway line within 100m wide alignment a this point. To be realigned at second-fix.
11050	11100	0	0	-2	-1	-3	0	0	0	0	0	0	0	-2	-1	-3	-3	Railway line within 100m wide alignment a this point. To be realigned at second-fix.
11100	11150	0	0	-2	-1	-3	0	0	0	0	0	0	-2	-2	-1	-5	-6	Manual adjustment - SSE 275kV Crossing and construction access issues
11150	11200	0	-1	-2	-1	-3	0	0	0	0	0	0	-2	-2	-1	-5	-6	Manual adjustment - SSE 275kV Crossing, pylon within 100m of alignment and construction access issues
11200	11250	0	-1	-2	-1	-3	-1	0	0	0	0	0	0	-2	-1	-4	-4	
11250	11300	0	-2	-2	-1	-3	-1	0	0	0	0	0	0	-2	-1	-5	-5	
11300	11350	0	-2	-2	-1	-3	-1	0	0	0	0	0	0	-2	-1	-5	-5	
11350	11400	0	-2	-2	-1	-3	-1	0	0	0	0	0	0	-2	-1	-5	-5	
11400	11450	0	-2	-2	-1	-3	-2	0	0	0	0	0	0	-2	-1	-6	-6	cutting up to 39.6m (but greater than 19m) high in rock (Note the alignment of the current railway is within the alignment between chainage 10750 and 12350 however this has been taken out of assessment as it is assumed the existing railway wont be affected.) Potential construction access issues.
11450	11500	0	-2	-2	-1	-3	-1	0	0	0	0	0	0	-2	-1	-5	-5	
11500	11550	0	-2	-2	-1	-3	-1	0	0	0	0	0	0	-2	-1	-5	-5	
11550	11600	0	-2	-2	-1	-3	-1	0	0	0	0	0	0	-2	-1	-5	-5	
11600	11650	0	-2	-2	-1	-3	0	0	0	0	0	0	0	-2	-1	-4	-4	
11650	11700	0	-1	-2	-1	-3	0	0	0	0	0	-1	-2	-2	-1	-6	-6	SSE_HighVoltageLine275kV proposed road level approximately 7m lower than existing. Construction access issues.
11700	11750	0	-1	-2	-1	-3	0	0	0	0	0	0	0	-2	-1	-3	-3	Railway line within 100m wide alignment a this point. To be realigned at second-fix.
11750	11800	0	-1	-2	-1	-3	0	0	0	0	0	0	0	-2	-1	-3	-3	Railway line within 100m wide alignment a this point. To be realigned at second-fix.
11800	11850	0	-1	-2	-1	-3	0	0	0	0	0	0	0	-2	-1	-3	-3	Railway line within 100m wide alignment a this point. To be realigned at second-fix.
11850	11900	0	-1	-2	-1	-3	0	0	0	0	0	0	0	-2	-1	-3	-3	Railway line within 100m wide alignment a this point. To be realigned at second-fix.
11900	11950	0	0	-2	-1	-3	0	0	0	0	0	0	0	-2	-1	-3	-3	Railway line within 100m wide alignment a this point. To be realigned at second-fix.
11950	12000	0	0	-2	-1	-3	0	0	0	0	0	-1	-2	-1	-4	-4	Railway line within 100m wide alignment a this point. To be realigned at second-fix.	
12000	12050	0	0	-2	-1	-3	0	0	0	0	0	-1	-2	-1	-4	-4	Railway line within 100m wide alignment a this point. To be realigned at second-fix.	
12050	12100	0	0	-2	-1	-3	0	0	0	0	0	-1	-2	-1	-4	-4	Railway line within 100m wide alignment a this point. To be realigned at second-fix.	
12100	12150	0	0	-2	-1	-3	0	0	0	0	0	-1	-2	-1	-4	-4	Railway line within 100m wide alignment a this point. To be realigned at second-fix.	
12150	12200	0	0	-2	-1	-3	0	0	0	0	0	-1	-2	-1	-4	-4	Railway line within 100m wide alignment a this point. To be realigned at second-fix.	
12200	12250	0	0	-2	-1	-3	0	0	0	0	0	0	0	-2	-1	-3	-3	Railway line within 100m wide alignment a this point. To be realigned at second-fix.
12250	12300	0	0	-2	-1	-3	0	0	0	0	0	0	0	-2	-1	-3	-3	Railway line within 100m wide alignment a this point. To be realigned at second-fix.
12300	12350	0	0	-2	-1	-3	0	0	0	0	0	0	0	-2	-1	-3	-3	
12350	12400	0	0	-2	-1	-3	0	0	0	0	0	0	0	-2	-1	-3	-3	
12400	12450	0	-1	-2	-1	-3	0	0	0	0	0	0	0	-2	-1	-3	-3	
12450	12500	0	-1	-2	-1	-3	0	0	0	0	0	0	0	-2	-1	-3	-3	
12500	12550	0	-2	-2	-1	-3	-1	0	0	0	0	0	0	-2	-1	-5	-5	
12550	12600	0	-2	-2	-1	-3	-2	0	0	0	0	0	0	-2	-1	-6	-6	cutting up to 36.4m (but greater than 19m) high in rock. Construction access issues.
12600	12650	0	-3	-2	-1	-3	-2	0	0	0	0	0	0	-2	-1	-8	-8	New Overbridge for Farm Road required over the A96. Construction access issues.
12650	12700	0	-3	-2	-1	-3	-2	0	0	0	0	0	0	-2	-1	-6	-6	cutting up to 36.4m (but greater than 19m) high in rock. Construction access issues.
12700	12750	0	-3	-2	-1	-3	-2	0	0	0	0	0	0	-2	-1	-6	-6	cutting up to 36.4m (but greater than 19m) high in rock. Construction access issues.
12750	12800	0	-3	-2	-1	-3	-2	0	0	0	0	0	0	-2	-1	-6	-6	cutting up to 36.4m (but greater than 19m) high in rock. Construction access issues.
12800	12850	0	-2	-2	-1	-3	-1	0	0	0	0	0	0	-2	-1	-5	-5	
12850	12900	0	-2	-2	-1	-3	-1	0	0	0	0	0	0	-2	-1	-5	-5	
12900	12950	0	-2	-2	-1	-3	-1	0	0	0	0	0	0	-2	-1	-5	-5	
12950	13000	0	-2	-2	-1	-3	-2	0	0	0	0	0	0	-2	-1	-6	-6	cutting up to 24.6m (but greater than 19m) high in rock. Construction access issues.
13000	13050	0	-2	-2	-1	-3	-2	0	0	0	0	0	0	-2	-1	-6	-6	cutting up to 24.6m (but greater than 19m) high in rock. Construction access issues.
13050	13100	0	-3	-2	-1	-3	-2	0	0	0	0	0	0	-2	-1	-6	-6	cutting up to 24.6m (but greater than 19m) high in rock. Construction access issues.
13100	13150	0	-3	-2	-1	-3	-2	0	0	0	0	0	0	-2	-1	-6	-6	cutting up to 24.6m (but greater than 19m) high in rock. Construction access issues.
13150	13200	0	-3	-2	-1	-3	-1	0	0	0	0	0	0	-2	-1	-5	-5	
13200	13250	0	-2	-2	-1	-3	-1	0	0	0	0	0	0	-2	-1	-5	-5	
13250	13300	0	-2	-2	-1	-3	-1	0	0	0	0	0	0	-2	-1	-5	-5	
13300	13350	0	-2															

14650	14700	0	0	-2	-1	-3	0	0	0	0	-1	0	-2	-4	-4
14700	14750	0	0	-2	-1	-3	0	0	0	0	-1	0	-2	-4	-4
14750	14800	0	0	-2	-1	-3	0	0	0	0	-1	0	-2	-4	-4
14800	14850														
14850	14900														



LEGEND

Combined Engineering Appraisal

- Major Adverse
- Moderate Adverse
- Slight Adverse
- Neutral

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

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

Designer
Precision House
McNeil Drive
Motherwell
ML1 4UR



Client
58 Port Dundas Road
Glasgow
G4 0HF



Project Name
A96 Dualling: East of Huntly to Aberdeen

Drawing Title
BS01 - Engineering Appraisal

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

Drawing Number	Project	Originator	Volume
A96PEA	-AMAR - HGN -		
CB	-DR-CH-002001		
Location	Type	Role	Number

Suitability	Suitability Description	Revision
S2	For Information	P01.01

3700	3750	-2	0	-1	-2	0	0	0	0	0	0	0	0	0	-1	-2	-3	-5	-5	
3750	3800	-2	0	-1	-2	0	0	0	0	0	0	0	0	0	-2	-3	-4	-4	-4	
3800	3850	-2	0	-1	-2	0	0	0	0	0	0	0	0	0	-2	-3	-4	-4	-4	
3850	3900	-2	-1	-1	-2	0	0	0	0	0	0	0	0	0	-2	-3	-4	-4	-4	
3900	3950	-2	-1	-1	-2	0	0	0	0	0	0	0	0	0	-2	-3	-4	-4	-4	
3950	4000	-2	0	-1	-2	0	0	0	0	0	0	0	0	0	-2	-3	-4	-4	-4	
4000	4050	-2	-1	-1	-2	0	0	0	0	0	0	0	0	-1	-2	-3	-5	-5	-5	
4050	4100	-2	-1	-1	-2	0	0	0	0	0	0	0	0	-1	-2	-3	-5	-5	-5	
4100	4150	-2	-1	-1	-2	0	0	0	0	0	0	0	0	-1	-2	-3	-5	-5	-5	
4150	4200	-2	-1	-1	-2	0	0	0	0	0	0	0	0	-1	-2	-3	-5	-5	-5	
4200	4250	-2	-1	-1	-2	0	0	0	0	0	0	0	0	-1	-2	-3	-5	-5	-5	
4250	4300	-2	-1	-1	-2	0	0	0	0	0	0	0	0	-1	-2	-3	-4	-4	-4	
4300	4350	-2	-1	-1	-2	0	0	0	0	0	0	0	0	-1	-2	-3	-4	-4	-4	
4350	4400	-2	-1	-1	-2	0	0	0	0	0	0	0	0	-1	-2	-3	-4	-4	-4	
4400	4450	-2	-1	-1	-2	0	0	0	0	0	0	0	0	-1	-2	-3	-4	-4	-4	
4450	4500	-2	-1	-1	-2	0	0	0	0	0	0	0	0	-1	-2	-3	-4	-4	-4	
4500	4550	-2	-1	-1	-2	0	0	0	0	0	0	0	0	-1	-2	-3	-4	-4	-4	
4550	4600	-2	-1	-1	-2	0	0	0	0	0	0	0	0	-1	-2	-3	-4	-4	-4	
4600	4650	-2	0	-1	-2	0	0	0	0	0	0	0	0	-1	-2	-3	-4	-4	-4	
4650	4700	-2	-1	-1	-2	0	0	0	0	0	0	0	0	-1	-2	-3	-4	-4	-4	
4700	4750	-2	-1	-1	-2	0	0	0	0	0	0	0	0	-1	-2	-3	-4	-4	-4	
4750	4800	-2	-1	-1	-2	0	0	0	0	0	0	0	0	-1	-2	-3	-4	-4	-4	
4800	4850	-2	-1	-1	-2	0	0	0	0	0	0	0	0	-1	-2	-3	-4	-4	-4	
4850	4900	-2	-1	-1	-2	0	0	0	0	0	0	0	0	-1	-2	-3	-4	-4	-4	Proposed 150m viaduct on potentially compressible soils alongside construction on flood plain. Upgraded to significant.
4900	4950	-2	-1	-1	-2	0	0	0	0	0	0	0	0	-1	-2	-3	-4	-4	-4	Proposed 150m viaduct on potentially compressible soils alongside construction on flood plain. Upgraded to significant.
4950	5000	-2	-2	-1	-2	0	0	0	0	0	0	0	0	-1	-2	-3	-4	-4	-4	Proposed 150m viaduct on potentially compressible soils alongside construction on flood plain. Upgraded to significant.
5000	5050	-2	-2	-1	-2	0	0	0	0	0	0	0	0	-1	-2	-3	-4	-4	-4	Proposed 150m viaduct on potentially compressible soils alongside construction on flood plain. Upgraded to significant.
5050	5100	-2	-1	-1	-2	0	0	0	0	0	0	0	0	-1	-2	-3	-4	-4	-4	
5100	5150	-2	0	-1	-2	0	0	0	0	0	0	0	0	-1	-2	-3	-4	-4	-4	
5150	5200	-2	-1	-1	-2	0	0	0	0	0	0	0	0	-1	-2	-3	-4	-4	-4	Adjusted to suit. Proposed alignment in cutting, as deep as 16m, along chainage length through hill.
5200	5250	-2	-2	-1	-2	0	0	0	0	0	0	0	0	-1	-2	-3	-4	-4	-4	Adjusted to suit. Proposed alignment in cutting, as deep as 16m, along chainage length through hill.
5250	5300	-2	-2	-1	-2	0	0	0	0	0	0	0	0	-1	-2	-3	-4	-4	-4	
5300	5350	-2	-2	-1	-2	0	0	0	0	0	0	0	0	-1	-2	-3	-4	-4	-4	
5350	5400	-2	-2	-1	-2	0	0	0	0	0	0	0	0	-1	-2	-3	-4	-4	-4	
5400	5450	-2	-2	-1	-2	0	0	0	0	0	0	0	0	-1	-2	-3	-4	-4	-4	
5450	5500	-2	-2	-1	-2	0	0	0	0	0	0	0	0	-1	-2	-3	-4	-4	-4	
5500	5550	-2	-2	-1	-2	0	0	0	0	0	0	0	0	-1	-2	-3	-4	-4	-4	Significant cutting required and likely underpasses in rock. Revision of vertical alignment possible to convert to overbridge.
5550	5600	-2	-2	-1	-2	0	0	0	0	0	0	0	0	-1	-2	-3	-4	-4	-4	Significant cutting required and likely underpasses in rock. Revision of vertical alignment possible to convert to overbridge.
5600	5650	-2	-2	-1	-2	0	0	0	0	0	0	0	0	-1	-2	-3	-4	-4	-4	
5650	5700	-2	-1	-1	-2	0	0	0	0	0	0	0	0	-1	-2	-3	-4	-4	-4	
5700	5750	-2	-1	-1	-2	0	0	0	0	0	0	0	0	-1	-2	-3	-4	-4	-4	
5750	5800	-2	-1	-1	-2	0	0	0	0	0	0	0	0	-1	-2	-3	-4	-4	-4	
5800	5850	-2	0	-1	-2	0	0	0	0	0	0	0	0	-1	-2	-3	-4	-4	-4	
5850	5900	-2	0	-1	-2	0	0	0	0	0	0	0	0	-1	-2	-3	-4	-4	-4	
5900	5950	-2	0	-1	-2	0	0	0	0	0	0	0	0	-1	-2	-3	-4	-4	-4	
5950	6000	-2	0	-1	-2	0	0	0	0	0	0	0	0	-1	-2	-3	-4	-4	-4	
6000	6050	-2	-1	-1	-2	0	0	0	0	0	0	0	0	-1	-2	-3	-4	-4	-4	
6050	6100	-2	-1	-1	-2	0	0	0	0	0	0	0	0	-1	-2	-3	-4	-4	-4	
6100	6150	-2	-1	-1	-2	0	0	0	0	0	0	0	0	-1	-2	-3	-4	-4	-4	
6150	6200	-2	-1	-1	-2	0	0	0	0	0	0	0	0	-1	-2	-3	-4	-4	-4	
6200	6250	-2	-1	-1	-2	0	0	0	0	0	0	0	0	-1	-2	-3	-4	-4	-4	
6250	6300	-2	-1	-1	-2	0	0	0	0	0	0	0	0	-1	-2	-3	-4	-4	-4	
6300	6350	-2	-1	-1	-2	0	0	0	0	0	0	0	0	-1	-2	-3	-4	-4	-4	
6350	6400	-2	-1	-1	-2	0	0	0	0	0	0	0	0	-1	-2	-3	-4	-4	-4	
6400	6450	-2	-1	-1	-2	0	0	0	0	0	0	0	0	-1	-2	-3	-4	-4	-4	
6450	6500	-2	-1	-1	-2	0	0	0	0	0	0	0	0	-1	-2	-3	-4	-4	-4	High embankment on peat would constitute an overall difficulty of at least moderate. Scores update to reflect.
6500	6550	-2	-1	-1	-2	0	0	0	0	0	0	0	0	-1	-2	-3	-4	-4	-4	High embankment on peat would constitute an overall difficulty of at least moderate. Scores update to reflect.
6550	6600	-2	-1	-1	-2	0	0	0	0	0	0	0	0	-1	-2	-3	-4	-4	-4	High embankment on peat would constitute an overall difficulty of at least moderate. Scores update to reflect.
6600	6650	-2	-2	-1	-2	0	0	0	0	0	0	0	0	-1	-2	-3	-4	-4	-4	High embankment on peat would constitute an overall difficulty of at least moderate. Scores update to reflect.
6650	6700	-2	-2	-1	-2	0	0	0	0	0	0	0	0	-1	-2	-3	-4	-4	-4	High embankment on peat would constitute an overall difficulty of at least moderate. Scores update to reflect.
6700	6750	-2	-2	-1	-2	0	0	0	0	0	0	0	0	-1	-2	-3	-4	-4	-4	
6750	6800	-2	-2	-1	-2	0	0	0	0	0	0	0	0	-1	-2	-3	-4	-4	-4	
6800	6850	-2	-2	-1	-2	0	0	0	0	0	0	0	0	-1	-2	-3	-4	-4	-4	
6850	6900	-2	-1	-1	-2	0	0	0	0	0	0	0	0	-1	-2	-3	-4	-4	-4	
6900	6950	-2	-1	-1	-2	0	0	0	0	0	0	0	0	-1	-2	-3	-4	-4	-4	
6950	7000	-2	0	-1	-2	0	0	0	0	0	0	0	0	-1	-2	-3	-4	-4	-4	
7000	7050	-2	-1	-1	-2	0	0	0	0	0	0	0	0	-1	-2	-3	-4	-4	-4	SW distribution main present at this location. No other significant features
7050	7100	-2	-1	-1	-2	0	0	0	0	0	0	0	0	-1	-2	-3	-4	-4	-4	SW distribution main present at this location. No other significant features
7100	7150	-2	-1	-1	-2	0	0	0	0	0	0	0	0	-1	-2	-3	-4	-4	-4	
7150	7200	-2	-1	-1	-2	0	0	0	0	0	0	0	0	-1	-2	-3	-4	-4	-4	
7200	7250	-2	-1	-1	-2	0	0	0	0	0	0	0	0	-1	-2	-3	-4	-4	-4	
7250	7300	-2	-1	-1	-2	0	0	0	0	0	0	0	0	-1	-2	-3	-4	-4	-4	
7300	7350	-2	-1	-1	-2	0	0	0	0	0	0	0	0	-1	-2	-3	-4	-4	-4	
7350	7400	-2	-1	-1	-2	0	0	0	0	0	0	0	0	-1	-2	-3	-4	-4	-4	
7400	7450	-2	-1	-1	-2	0	0	0	0	0	0	0	0	-1	-2	-3	-4	-4	-4	
7450	7500	-2	-1	-1	-2	0	0	0	0	0	0	0	0	-1	-2	-3	-4	-4	-4	
7500	7550	-2	-1	-1	-2	0	0	0	0	0	0	0	0	-1	-2	-3	-4	-4	-4	
7550	7600	-2	-1	-1	-2	0	0	0	0	0	0	0	0	-1	-2	-3	-4	-4	-4	
7600	7650	-2	-1	-1	-2	0	0	0	0	0	0	0	0	-1	-2	-3	-4	-4	-4	
7650	7700	-2	-1	-1	-2	0	0	0	0	0	0	0	0	-1	-2	-3	-4	-4	-4	
7700	7750	-2	0	-1	-2	0	0	0	0	0	0	0	0	-1	-2	-3	-4	-4	-4	
7750	7800	-2	0	-1	-2	0	0	0	0	0	0	0	0	-1	-2	-3	-4	-4	-4	
7800	7850	-2	0	-1	-2	0	0	0	0	0	0	0	0	-1	-2	-3	-4	-4	-4	Gas main crosses over significant change meaning likely running parallel. Potentially to shift alignment to mitigate.
7850	7900	-2	0	-1	-2	0	0	0	0	0	0	0	0	-1	-2	-3	-4	-4	-4	Gas main crosses over significant change meaning likely running parallel. Potentially to shift alignment to mitigate.
7900	7950	-2	0	-1	-2	0	0	0	0	0	0	0	0	-1	-2	-3	-4	-4	-4	Gas main crosses over significant change meaning likely running parallel. Potentially to shift alignment to mitigate.
7950	8000	-2	0	-1	-2	0	0	0	0	0	0	0	0	-1	-2	-3	-4	-4	-4	Gas main crosses over significant change meaning likely running parallel. Potentially to shift alignment to mitigate.
8000	8050	-2	0	-1	-2	0	0	0	0	0	0	0	0	-1	-2	-3	-4	-4	-4	Gas main crosses over significant change meaning likely running parallel. Potentially to shift alignment to mitigate.
8050	8100	-2	0	-1	-2	0	0	0	0	0	0	0	0	-1	-2	-3	-4	-4	-4	Gas main crosses over significant change meaning likely running parallel. Potentially to shift alignment to mitigate.
8100	8150	-2																		

0	Neutral
-1	Slight Adverse
-2	Moderate Adverse
-3	Major Adverse

Rules

Total Score

Geo Score + Structures Score + Flooding Score
(Average of L, M and N) +Utilities score +

If total < or equal to -9 then should be coloured red because this represents possibility of 3 reds or 4 ambers

If total is between -6 and -8 should be coloured amber since this could represent 2 reds or 3/4

Chainage	Start Chainage	End Chainage	Alignment										Score	Adjusted	Total	Comments		
			Level Difference	Bendiness	Hilliness	Earthworks	Geotechnics	Structures	Flood Plan	Watercourse Crossings	Attenuation requirement	Utilities						
0	50		-2	0	-2	-2	-3	-1	0	0	0	0	0	0	0	0	0	Minor geotechnical and utility issues. Temporary distribution -3 skewing analysis. Adjusted to suit.
50	100		-2	0	-2	-2	-3	-1	0	0	0	0	0	0	-1	0	-3	Minor geotechnical and utility issues. Temporary distribution -3 skewing analysis. Adjusted to suit.
100	150		-2	0	-2	-2	-3	-1	0	0	0	0	0	0	-1	0	-3	Minor geotechnical and utility issues. Temporary distribution -3 skewing analysis. Adjusted to suit.
150	200		-2	0	-2	-2	-3	0	0	0	0	0	0	0	0	0	-3	Minor geotechnical and utility issues. Temporary distribution -3 skewing analysis. Adjusted to suit.
200	250		-2	0	-2	-2	-3	0	0	0	0	0	0	0	-1	0	-3	Minor geotechnical and utility issues. Temporary distribution -3 skewing analysis. Adjusted to suit.
250	300		-2	0	-2	-2	-3	0	0	0	0	0	0	0	-1	0	-3	Minor geotechnical and utility issues. Temporary distribution -3 skewing analysis. Adjusted to suit.
300	350		-2	0	-2	-2	-3	0	0	0	0	0	0	0	0	0	-3	This area is on approach to railway bridge. At time of design unclear as to feasibility of crossing railway bridge although effects likely to be significant on earthworks etc. Feasibility in question so should be marked as potentially high impact. Should have been flagged by structures?
350	400		-2	-1	-2	-2	-3	0	0	0	0	0	0	0	0	0	-3	This area is on approach to railway bridge. At time of design unclear as to feasibility of crossing railway bridge although effects likely to be significant on earthworks etc. Feasibility in question so should be marked as potentially high impact. Should have been flagged by structures?
400	450		-2	-1	-2	-2	-3	0	0	0	0	0	0	0	0	0	-3	This area is on approach to railway bridge. At time of design unclear as to feasibility of crossing railway bridge although effects likely to be significant on earthworks etc. Feasibility in question so should be marked as potentially high impact. Should have been flagged by structures?
450	500		-2	-1	-2	-2	-3	0	0	0	0	0	0	0	0	0	-3	
500	550		-2	-1	-2	-2	-3	0	0	0	0	0	0	0	0	0	-3	
550	600		-2	-1	-2	-2	-3	-1	0	0	0	0	0	0	0	0	-3	Cutting up to 12.3 (but greater than 10m) in rock. Minor geotechnic impact and level difference. Constructability access -3, skew alignment score.
600	650		-2	-1	-2	-2	-3	-1	0	0	0	0	0	0	0	0	-3	Cutting up to 12.3 (but greater than 10m) in rock. Minor geotechnic impact and level difference. Constructability access -3, skew alignment score.
650	700		-2	-1	-2	-2	-3	0	0	0	0	0	0	0	0	0	-3	
700	750		-2	-1	-2	-2	-3	0	0	0	0	0	0	0	0	0	-3	
750	800		-2	-1	-2	-2	-3	0	0	0	0	0	0	0	0	0	-3	
800	850		-2	-1	-2	-2	-3	0	0	0	0	0	0	0	0	0	-3	
850	900		-2	0	-2	-2	-3	0	0	0	0	0	0	0	0	0	-3	
900	950		-2	0	-2	-2	-3	0	0	0	0	0	0	0	0	0	-3	
950	1000		-2	0	-2	-2	-3	0	0	0	0	0	0	0	0	0	-3	
1000	1050		-2	0	-2	-2	-3	0	0	0	0	0	0	0	0	0	-3	
1050	1100		-2	0	-2	-2	-3	0	0	0	0	0	0	0	0	0	-3	
1100	1150		-2	0	-2	-2	-3	0	0	0	0	0	0	0	0	0	-3	
1150	1200		-2	0	-2	-2	-3	0	0	0	0	0	0	0	0	0	-3	
1200	1250		-2	0	-2	-2	-3	0	0	0	0	0	0	0	0	0	-3	
1250	1300		-2	0	-2	-2	-3	0	0	0	0	0	0	0	0	0	-3	
1300	1350		-2	-1	-2	-2	-3	0	0	0	0	0	0	0	0	0	-3	
1350	1400		-2	-1	-2	-2	-3	0	0	0	0	0	0	0	0	0	-3	
1400	1450		-2	-1	-2	-2	-3	0	0	0	0	0	0	0	0	0	-3	
1450	1500		-2	-1	-2	-2	-3	-1	0	0	0	0	0	0	0	0	-3	Embankment up to 17.1m on compressible soils or rock. Alignment score skewed as a result of access. Reduced to suit minor nature of issues
1500	1550		-2	-2	-2	-2	-3	-1	0	0	0	0	0	0	0	0	-3	Embankment up to 17.1m on compressible soils or rock. Alignment score skewed as a result of access. Reduced to suit minor nature of issues
1550	1600		-2	-2	-2	-2	-3	-2	0	0	0	0	0	0	0	0	-3	Embankment up to 33.3m on compressible soils or rocks. Regarded as moderate impact
1600	1650		-2	-3	-2	-2	-3	-2	0	0	0	0	0	0	0	0	-3	Embankment up to 33.3m on compressible soils or rocks. Regarded as moderate impact
1650	1700		-2	-3	-2	-2	-3	-2	0	0	0	0	0	0	0	0	-3	Embankment up to 33.3m on compressible soils or rocks. Regarded as moderate impact
1700	1750		-2	-3	-2	-2	-3	-2	0	0	0	0	0	0	0	0	-3	Embankment up to 33.3m on compressible soils or rocks. Regarded as moderate impact
1750	1800		-2	-3	-2	-2	-3	-2	0	0	0	0	0	0	0	0	-2	Embankment up to 33.3m on compressible soils or rocks. Regarded as moderate impact
1800	1850		-2	-3	-2	-2	-3	-2	0	0	0	0	0	0	-2	0	-2	Embankment up to 33.3m on compressible soils or rocks. Regarded as moderate impact
1850	1900		-2	-3	-2	-2	-3	-2	0	0	0	0	0	0	-2	0	-2	Embankment up to 33.3m on compressible soils or rocks. Regarded as moderate impact
1900	1950		-2	-3	-2	-2	-3	-2	0	0	0	0	0	0	-2	0	-2	Embankment up to 33.3m on compressible soils or rocks. Regarded as moderate impact
1950	2000		-2	-3	-2	-2	-3	-2	0	0	0	0	0	0	-2	0	-2	Embankment up to 33.3m on compressible soils or rocks. Regarded as moderate impact
2000	2050		-2	-2	-2	-2	-3	-1	0	0	0	0	0	0	0	0	-2	
2050	2100		-2	-2	-2	-2	-3	0	0	0	0	0	0	0	0	0	-2	
2100	2150		-2	-1	-2	-2	-3	0	0	0	0	0	0	0	0	0	-2	
2150	2200		-2	-1	-2	-2	-3	0	0	0	0	0	0	0	0	0	-2	
2200	2250		-2	-1	-2	-2	-3	0	0	0	0	0	0	0	0	0	-2	
2250	2300		-2	-1	-2	-2	-3	0	-1	0	0	0	0	0	0	0	-2	
2300	2350		-2	-1	-2	-2	-3	0	-1	0	0	0	0	0	0	0	-2	
2350	2400		-2	-1	-2	-2	-3	0	0	0	0	0	0	0	0	0	-2	
2400	2450		-2	-1	-2	-2	-3	0	0	0	0	0	0	0	0	0	-2	
2450	2500		-2	-1	-2	-2	-3	0	0	0	0	0	0	0	0	0	-2	
2500	2550		-2	-1	-2	-2	-3	0	0	0	0	0	0	0	0	0	-2	
2550	2600		-2	-1	-2	-2	-3	0	0	0	0	0	0	0	0	0	-2	
2600	2650		-2	-1	-2	-2	-3	0	0	0	0	0	0	0	-1	0	-2	
2650	2700		-2	-1	-2	-2	-3	0	0	0	0	0	0	0	-1	0	-2	
2700	2750		-2	-1	-2	-2	-3	0	0	0	0	0	0	0	-1	0	-2	
2750	2800		-2	-1	-2	-2	-3	0	0	0	0	0	0	0	0	0	-2	
2800	2850		-2	-1	-2	-2	-3	0	0	0	0	0	0	0	0	0	-2	
2850	2900		-2	-1	-2	-2	-3	0	0	0	0	0	0	0	0	0	-2	
2900	2950		-2	-1	-2	-2	-3	0	0	0	0	0	0	0	0	0	-2	
2950	3000		-2	-1	-2	-2	-3	0	0	0	0	0	0	0	0	0	-2	
3000	3050		-2	-1	-2	-2	-3	0	0	0	0	0	0	0	0	0	-2	
3050	3100		-2	-1	-2	-2	-3	0	0	0	0	0	0	0	0	0	-2	
3100	3150		-2	-1	-2	-2	-3	0	0	0	0	0	0	0	0	0	-2	
3150	3200		-2	-1	-2	-2	-3	0	0	0	0	0	0	0	0	0	-2	
3200	3250		-2	-1	-2	-2	-3	0	0	0	0	0	0	0	0	0	-2	
3250	3300		-2	-1	-2	-2	-3	0	0	0	0	0	0	0	0	0	-2	
3300	3350		-2	-1	-2	-2	-3	0	0	0	0	0	0	0	0	0	-2	

3350	3400	-2	-1	-2	-2	-3	0	0	0	0	0	0	-2	0	-4	-4	
3400	3450	-2	-1	-2	-2	-3	0	0	0	0	0	0	-2	0	-4	-4	
3450	3500	-2	-1	-2	-2	-3	0	0	0	0	0	0	-2	0	-4	-4	
3500	3550	-2	-1	-2	-2	-3	0	0	0	0	0	0	-2	0	-4	-4	
3550	3600	-2	-1	-2	-2	-3	0	0	0	0	0	0	-2	0	-4	-4	
3600	3650	-2	-1	-2	-2	-3	0	0	0	0	0	0	-2	0	-4	-4	
3650	3700	-2	-1	-2	-2	-3	0	0	0	0	0	0	-2	0	-4	-4	
3700	3750	-2	-1	-2	-2	-3	0	0	0	0	0	0	-2	0	-4	-4	
3750	3800	-2	-1	-2	-2	-3	0	0	0	0	0	0	-2	0	-4	-4	
3800	3850	-2	-1	-2	-2	-3	0	0	0	0	0	0	-2	0	-4	-4	
3850	3900	-2	-1	-2	-2	-3	0	0	0	0	0	0	-2	0	-4	-4	
3900	3950	-2	-1	-2	-2	-3	0	0	0	0	0	0	-2	0	-4	-4	
3950	4000	-2	-1	-2	-2	-3	0	0	0	0	0	0	-2	0	-4	-4	
4000	4050	-2	0	-2	-2	-3	0	0	0	0	0	0	-2	0	-4	-4	
4050	4100	-2	0	-2	-2	-3	0	0	0	0	0	-1	-2	0	-5	-5	
4100	4150	-2	0	-2	-2	-3	0	0	0	0	0	-1	-2	0	-5	-5	
4150	4200	-2	0	-2	-2	-3	0	0	0	0	0	-1	-2	0	-5	-5	
4200	4250	-2	0	-2	-2	-3	0	0	0	0	0	-2	-2	0	-6	-5	Alignment passes between pylons within 100m. Not considered moderate impact with scores skewed from alignment analysis
4250	4300	-2	0	-2	-2	-3	0	0	0	0	0	-2	-2	0	-6	-5	Alignment passes between pylons within 100m. Not considered moderate impact with scores skewed from alignment analysis
4300	4350	-2	0	-2	-2	-3	0	0	0	0	0	-2	-2	0	-6	-5	Alignment passes between pylons within 100m. Not considered moderate impact with scores skewed from alignment analysis
4350	4400	-2	-1	-2	-2	-3	0	0	0	0	0	-2	-2	0	-6	-5	Alignment passes between pylons within 100m. Not considered moderate impact with scores skewed from alignment analysis
4400	4450	-2	-1	-2	-2	-3	0	0	0	0	0	-1	-2	0	-5	-5	
4450	4500	-2	-1	-2	-2	-3	0	0	0	0	0	0	-2	0	-4	-4	
4500	4550	-2	-1	-2	-2	-3	0	0	0	0	0	0	-2	-1	-4	-4	
4550	4600	-2	-1	-2	-2	-3	0	0	0	0	0	0	-2	-1	-4	-4	
4600	4650	-2	-1	-2	-2	-3	0	0	0	0	0	0	-2	-1	-4	-4	
4650	4700	-2	-1	-2	-2	-3	-1	0	0	0	0	0	-2	-1	-5	-5	
4700	4750	-2	-1	-2	-2	-3	-1	0	0	0	0	0	-2	-1	-5	-5	
4750	4800	-2	-1	-2	-2	-3	0	0	0	0	0	0	-2	-1	-4	-4	
4800	4850	-2	-1	-2	-2	-3	0	0	0	0	0	0	-2	-1	-4	-4	
4850	4900	-2	-1	-2	-2	-3	0	0	0	0	0	0	-2	-1	-4	-4	
4900	4950	-2	-1	-2	-2	-3	0	0	0	0	0	0	-2	-1	-4	-4	
4950	5000	-2	-1	-2	-2	-3	0	0	0	0	0	0	-2	-1	-4	-4	
5000	5050	-2	-1	-2	-2	-3	0	0	0	0	0	0	-2	-1	-4	-4	
5050	5100	-2	-1	-2	-2	-3	0	0	0	0	0	-1	-2	-1	-5	-5	
5100	5150	-2	-1	-2	-2	-3	0	0	0	0	0	-1	-2	-1	-5	-5	
5150	5200	-2	0	-2	-2	-3	0	0	0	0	0	-2	-2	-1	-7	-7	1050mm National Grid pipeline crossing. No other significant issues so regarded as moderate impact.
5200	5250	-2	-1	-2	-2	-3	0	0	0	0	0	-1	-2	-1	-5	-5	
5250	5300	-2	-1	-2	-2	-3	-1	0	0	0	0	-1	-2	0	-6	-5	Rock cutting with minor utility crossing. Minor impacts with score skewed from alignment analysis and access. Reduced to reflect
5300	5350	-2	-2	-2	-2	-3	-2	0	0	0	0	-1	-2	0	-7	-7	Cutting up to 31m in rock. Minor utility work alongside moderate geotechnical issue.
5350	5400	-2	-2	-2	-2	-3	-2	0	0	0	0	-1	-2	0	-7	-7	Cutting up to 31m in rock. Minor utility work alongside moderate geotechnical issue.
5400	5450	-2	-3	-2	-2	-3	-2	0	0	0	0	-1	-2	0	-7	-7	Cutting up to 31m in rock. Minor utility work alongside moderate geotechnical issue.
5450	5500	-2	-3	-2	-2	-3	-2	0	0	0	0	-1	-2	0	-7	-7	Cutting up to 31m in rock. Minor utility work alongside moderate geotechnical issue.
5500	5550	-2	-3	-2	-2	-3	-2	0	0	0	0	-1	-2	0	-7	-7	Cutting up to 31m in rock. Minor utility work alongside moderate geotechnical issue.
5550	5600	-2	-3	-2	-2	-3	-2	0	0	0	0	-1	-2	0	-7	-7	Cutting up to 31m in rock. Minor utility work alongside moderate geotechnical issue.
5600	5650	-2	-3	-2	-2	-3	-2	0	0	0	0	-1	-2	0	-7	-7	Cutting up to 31m in rock. Minor utility work alongside moderate geotechnical issue.
5650	5700	-2	-3	-2	-2	-3	-2	0	0	0	0	-1	-2	0	-7	-7	Cutting up to 31m in rock. Minor utility work alongside moderate geotechnical issue.
5700	5750	-2	-3	-2	-2	-3	-1	0	0	0	0	-1	-2	0	-6	-5	Cutting up to 17.5m in rock with minor utility diversions. Two minor issues. Scored skewed from alignment analysis and access.
5750	5800	-2	-2	-2	-2	-3	-1	0	0	0	0	-1	-2	0	-6	-5	Cutting up to 17.5m in rock with minor utility diversions. Two minor issues. Scored skewed from alignment analysis and access.
5800	5850	-2	-2	-2	-2	-3	-1	0	0	0	0	-1	-2	0	-6	-5	Cutting up to 17.5m in rock with minor utility diversions. Two minor issues. Scored skewed from alignment analysis and access.
5850	5900	-2	-2	-2	-2	-3	0	0	0	0	0	-1	-2	0	-5	-5	
5900	5950	-2	-1	-2	-2	-3	0	0	0	0	0	-1	-2	0	-5	-5	
5950	6000	-2	-1	-2	-2	-3	0	0	0	0	0	-1	-2	0	-5	-5	
6000	6050	-2	0	-2	-2	-3	0	0	0	0	0	-1	-2	0	-5	-5	
6050	6100	-2	-1	-2	-2	-3	0	0	0	0	0	0	-2	0	-4	-4	
6100	6150	-2	-1	-2	-2	-3	0	0	0	0	0	0	-2	0	-4	-4	
6150	6200	-2	-1	-2	-2	-3	-1	0	0	0	0	0	-2	0	-5	-5	
6200	6250	-2	-1	-2	-2	-3	-1	0	0	0	0	0	-2	0	-5	-5	
6250	6300	-2	-2	-2	-2	-3	-1	0	0	0	0	0	-2	0	-5	-5	
6300	6350	-2	-2	-2	-2	-3	-1	0	0	0	0	0	-2	0	-5	-5	
6350	6400	-2	-2	-2	-2	-3	-1	0	0	0	0	0	-2	0	-5	-5	
6400	6450	-2	-2	-2	-2	-3	-1	0	0	0	0	0	-2	0	-5	-5	
6450	6500	-2	-2	-2	-2	-3	-1	0	0	0	0	0	-2	0	-5	-5	
6500	6550	-2	-2	-2	-2	-3	-1	0	0	0	0	0	-2	0	-5	-5	
6550	6600	-2	-2	-2	-2	-3	-1	0	0	0	0	0	-2	0	-5	-5	
6600	6650	-2	-2	-2	-2	-3	-1	0	0	0	0	0	-2	0	-5	-5	
6650	6700	-2	-2	-2	-2	-3	-1	0	0	0	0	0	-2	0	-5	-5	
6700	6750	-2	-2	-2	-2	-3	-1	0	0	0	0	0	-2	0	-5	-5	
6750	6800	-2	-2	-2	-2	-3	-1	0	0	0	0	0	-2	-1	-5	-5	
6800	6850	-2	-2	-2	-2	-3	0	0	0	0	0	0	-2	-1	-4	-4	
6850	6900	-2	-1	-2	-2	-3	0	0	0	0	0	0	-2	-1	-4	-4	
6900	6950	-2	-1	-2	-2	-3	0	0	0	0	0	0	-2	-1	-4	-4	
6950	7000	-2	-1	-2	-2	-3	0	0	0	0	0	-1	-2	-1	-5	-5	
7000	7050	-2	-1	-2	-2	-3	0	0	0	0	0	0	-2	-1	-4	-4	
7050	7100	-2	-1	-2	-2	-3	0	0	0	0	0	-1	-2	-1	-5	-5	
7100	7150	-2	-1	-2	-2	-3	0	0	0	0	0	-1	-2	-1	-5	-5	
7150	7200	-2	-1	-2	-2	-3	0	0	0	0	0	0	-2	-1	-4	-4	
7200	7250	-2	-1	-2	-2	-3	0	0	0	0	0	0	-2	-1	-4	-4	
7250	7300	-2	-1	-2	-2	-3	0	0	0	0	0	0	-2	0	-4	-4	
7300	7350	-2	-1	-2	-2	-3	0	0	0	0	0	0	-2	0	-4	-4	
7350	7400	-2	0	-2	-2	-3	0	0	0	0	0	0	-2	0	-4	-4	
7400	7450	-2	0	-2	-2	-3	0	0	0	0	0	0	-2	0	-4	-4	
7450	7500	-2	-1	-2	-2	-3	0	0	0	0	0	0	-2	0	-4	-4	
7500	7550	-2	-1	-2	-2	-3	0	0	0	0	0	-1	-2	0	-5	-5	
7550	7600	-2	-1	-2	-2	-3	-1	0	0	0	0	-1	-2	0	-6	-5	Cutting up to 17.5m in rock. Minor utility crossing. Not regarded as moderate impact. Score reduced to reflect.
7600	7650	-2	-2	-2	-2	-3	-1	0	0	0	0	-1	-2	0	-6	-5	Cutting up to 17.5m in rock. Minor utility crossing. Not regarded as moderate impact. Score reduced to reflect.
7650	7700	-2	-2	-2	-2	-3	-1	0	0	0	0	0	-2	0	-5	-6	
7700	7750	-2	-2	-2	-2	-3	-2	0	0	0	0	0	-2	0	-6	-6	Cutting greater than 23.9m in rock. Moderate utility crossings present. Proposed alignment passes through hill of Ardittanes.
7750	7800	-2	-3	-2	-2	-3	-2	0	0	0	0	0	-2	0	-6	-6	Cutting greater than 23.9m in rock. Moderate utility crossings present. Proposed alignment passes through hill of Ardittanes.
7800	7850	-2	-3	-2	-2	-3	-2	0	0	0	0	0	-2	0	-6	-6	Cutting greater than 23.9m in rock. Moderate utility crossings present. Proposed alignment passes through hill of Ardittanes.
7850	7900	-2	-3	-2	-2	-3	-2	0	0	0	0	0	-2	0	-6	-6	Cutting greater than 23.9m in rock. Moderate utility crossings present. Proposed alignment passes through hill of Ardittanes.

7900	7950	-2	-3	-2	-2	-3	-2	0	0	0	0	0	0	-2	0	-6	-6	Cutting greater than 23.9m in rock. Moderate utility crossings present. Proposed alignment passes through hill of Ardennes.
7950	8000	-2	-3	-2	-2	-3	-2	0	0	0	0	0	-2	-2	0	-8	-8	Cutting greater than 23.9m in rock. Moderate utility crossings present. Proposed alignment passes through hill of Ardennes.
8000	8050	-2	-3	-2	-2	-3	-2	0	0	0	0	0	0	-2	0	-6	-6	Cutting greater than 23.9m in rock. Moderate utility crossings present. Proposed alignment passes through hill of Ardennes.
8050	8100	-2	-3	-2	-2	-3	-2	0	0	0	0	0	-2	-2	0	-8	-8	Cutting greater than 23.9m in rock. Moderate utility crossings present. Proposed alignment passes through hill of Ardennes.
8100	8150	-2	-3	-2	-2	-3	-1	0	0	0	0	0	-2	-2	0	-7	-7	275kV crossing occurs within chainage length with proposed alignment in deep cutting.
8150	8200	-2	-2	-2	-2	-3	-1	0	0	0	0	0	-2	-2	0	-7	-7	275kV crossing occurs within chainage length with proposed alignment in deep cutting.
8200	8250	-2	-2	-2	-2	-3	0	0	0	0	0	0	-2	-2	0	-6	-6	275kV crossing occurs within chainage length with proposed alignment in deep cutting.
8250	8300	-2	-1	-2	-2	-3	0	0	0	0	0	0	-2	-2	0	-4	-4	
8300	8350	-2	-1	-2	-2	-3	0	0	0	0	0	0	-2	-2	0	-4	-4	
8350	8400	-2	0	-2	-2	-3	0	0	0	0	0	0	-2	-2	0	-4	-4	
8400	8450	-2	-1	-2	-2	-3	0	0	0	0	0	0	-2	-2	0	-4	-4	
8450	8500	-2	-1	-2	-2	-3	0	0	0	0	0	0	-2	-2	0	-4	-4	
8500	8550	-2	-1	-2	-2	-3	0	0	0	0	0	0	-2	-2	0	-4	-4	
8550	8600	-2	-1	-2	-2	-3	0	0	0	0	0	0	-2	-2	0	-4	-4	
8600	8650	-2	-1	-2	-2	-3	0	0	0	0	0	0	-2	-2	0	-4	-4	
8650	8700	-2	-1	-2	-2	-3	0	0	0	0	0	0	-2	-2	0	-4	-4	
8700	8750	-2	-1	-2	-2	-3	0	0	0	0	0	-1	-2	-2	0	-5	-5	
8750	8800	-2	-1	-2	-2	-3	0	0	0	0	0	-1	-2	-2	0	-5	-5	
8800	8850	-2	-1	-2	-2	-3	0	0	0	0	0	-1	-2	-2	0	-5	-5	
8850	8900	-2	-1	-2	-2	-3	0	0	0	0	0	0	-2	-2	0	-4	-4	
8900	8950	-2	-1	-2	-2	-3	0	-3	0	0	0	0	-2	-2	0	-7	-9	Proposed 600m viaduct represents major issue. Combination of other factors present. Scored upgraded to reflect major issue constructing viaduct.
8950	9000	-2	-1	-2	-2	-3	-1	-3	0	0	0	0	-2	-2	0	-8	-9	Proposed 600m viaduct represents major issue. Combination of other factors present. Scored upgraded to reflect major issue constructing viaduct.
9000	9050	-2	-2	-2	-2	-3	-1	-3	0	0	0	0	-3	-1	-9	-9	Proposed 600m viaduct represents major issue. Combination of other factors present. Scored upgraded to reflect major issue constructing viaduct.	
9050	9100	-2	-2	-2	-2	-3	-2	-3	0	0	0	0	-3	-1	-10	-10	Proposed 600m viaduct represents major issue. Combination of other factors present. Scored upgraded to reflect major issue constructing viaduct.	
9100	9150	-2	-3	-2	-2	-3	-3	-3	0	0	0	-1	-3	-1	-12	-12	Proposed 600m viaduct represents major issue. Combination of other factors present. Scored upgraded to reflect major issue constructing viaduct.	
9150	9200	-2	-3	-2	-2	-3	-3	-3	0	0	0	-1	-3	-1	-12	-12	Proposed 600m viaduct represents major issue. Combination of other factors present. Scored upgraded to reflect major issue constructing viaduct.	
9200	9250	-2	-3	-2	-2	-3	-3	-3	0	0	0	-1	-3	-1	-13	-13	Proposed 600m viaduct represents major issue. Combination of other factors present. Scored upgraded to reflect major issue constructing viaduct.	
9250	9300	-2	-3	-2	-2	-3	-3	-3	-3	0	0	0	-3	0	-12	-12	Proposed 600m viaduct represents major issue. Combination of other factors present. Scored upgraded to reflect major issue constructing viaduct.	
9300	9350	-2	-3	-2	-2	-3	-3	-3	-3	0	0	0	-3	0	-12	-12	Proposed 600m viaduct represents major issue. Combination of other factors present. Scored upgraded to reflect major issue constructing viaduct.	
9350	9400	-2	-3	-2	-2	-3	-2	-3	-3	0	0	0	-3	0	-11	-11	Proposed 600m viaduct represents major issue. Combination of other factors present. Scored upgraded to reflect major issue constructing viaduct.	
9400	9450	-2	-3	-2	-2	-3	-2	-3	0	0	0	-1	-3	0	-11	-11	Proposed 600m viaduct represents major issue. Combination of other factors present. Scored upgraded to reflect major issue constructing viaduct.	
9450	9500	-2	-2	-2	-2	-3	0	-3	0	0	0	-1	-3	0	-9	-9	Proposed 600m viaduct represents major issue. Combination of other factors present. Scored upgraded to reflect major issue constructing viaduct.	
9500	9550	-2	-1	-2	-2	-3	0	-3	0	0	0	-1	0	-3	-9	-9	Proposed 600m viaduct represents major issue. Combination of other factors present. Scored upgraded to reflect major issue constructing viaduct.	
9550	9600	-2	-1	-2	-2	-3	0	0	0	0	0	0	0	-3	-5	-5		
9600	9650	-2	0	-2	-2	-3	0	0	0	0	0	0	0	-3	-5	-5		
9650	9700	-2	-1	-2	-2	-3	0	0	0	0	0	0	0	-3	-5	-5		
9700	9750	-2	-1	-2	-2	-3	-1	0	0	0	0	0	0	-3	-6	-5	Cutting up to 10.7m in rock. Score skewed by -3 disruption and alignment analysis. Scores reduced to suit.	
9750	9800	-2	-1	-2	-2	-3	-1	-1	0	0	0	0	0	-3	-7	-7	Cutting up to 10.7m in rock. Alignment passes under B class road in rock cutting. Moderate works required here.	
9800	9850	-2	-1	-2	-2	-3	-1	-1	0	0	0	0	0	-3	-7	-7	Cutting up to 10.7m in rock. Alignment passes under B class road in rock cutting. Moderate works required here.	
9850	9900	-2	-1	-2	-2	-3	-1	0	0	0	0	0	0	-3	-6	-5	Cutting up to 10.7m in rock. Score skewed by -3 disruption and alignment analysis. Scores reduced to suit.	
9900	9950	-2	-1	-2	-2	-3	0	0	0	0	0	0	0	-3	-5	-5		
9950	10000	-2	-1	-2	-2	-3	0	0	0	0	0	0	0	-3	-5	-5		
10000	10050	-2	-1	-2	-2	-3	0	0	0	0	0	0	0	-3	-5	-5		
10050	10100	-2	-1	-2	-2	-3	0	0	0	0	0	0	0	-3	-5	-5		
10100	10150	-2	-1	-2	-2	-3	0	0	0	0	0	0	0	-3	-5	-5		
10150	10200	-2	-1	-2	-2	-3	0	0	0	0	0	0	0	-3	-5	-5		
10200	10250	-2	0	-2	-2	-3	0	0	0	0	0	0	0	-3	-5	-5		
10250	10300	-2	0	-2	-2	-3	0	0	0	0	0	0	0	-3	-5	-5		
10300	10350	-2	0	-2	-2	-3	0	0	0	0	0	0	0	-3	-5	-5		
10350	10400	-2	0	-2	-2	-3	0	0	0	0	0	0	0	-3	-5	-5		
10400	10450	-2	0	-2	-2	-3	0	0	0	0	0	0	0	-3	-5	-5		
10450	10500	-2	-1	-2	-2	-3	0	0	0	0	0	0	0	-3	-5	-5		
10500	10550	-2	-1	-2	-2	-3	0	0	0	0	0	0	0	-3	-5	-5		
10550	10600	-2	0	-2	-2	-3	0	0	0	0	0	0	0	-3	-5	-5		
10600	10650	-2	0	-2	-2	-3	0	0	0	0	0	0	0	-3	-5	-5		
10650	10700	-2	0	-2	-2	-3	0	0	0	0	0	-1	0	-3	-6	-5	Minor utility crossing. Score skewed by temporary disruption and alignment analysis. Reduced to suit.	
10700	10750	-2	0	-2	-2	-3	0	0	0	0	0	-1	0	-3	-6	-5	Minor utility crossing. Score skewed by temporary disruption and alignment analysis. Reduced to suit.	
10750	10800	-2	0	-2	-2	-3	0	0	0	0	0	-1	0	-3	-6	-5	Minor utility crossing. Score skewed by temporary disruption and alignment analysis. Reduced to suit.	
10800	10850	-2	0	-2	-2	-3	0	0	0	0	0	0	-2	0	-3	-7	-5	300mm SW distribution main runs parallel to the alignment resulting in extensive diversion works.
10850	10900	-2	0	-2	-2	-3	-1	0	0	0	0	0	-2	0	-3	-8	-8	300mm SW distribution main runs parallel to the alignment resulting in extensive diversion works. Made ground also present.
10900	10950	-2	0	-2	-2	-3	-1	0	0	0	0	0	-2	0	-3	-8	-8	300mm SW distribution main runs parallel to the alignment resulting in extensive diversion works. Made ground also present.
10950	11000	-2	0	-2	-2	-3	-1	0	0	0	0	0	-2	0	-3	-8	-8	300mm SW distribution main runs parallel to the alignment resulting in extensive diversion works. Made ground also present.
11000	11050	-2	0	-2	-2	-3	0	0	0	0	0	0	-2	0	-3	-7	-5	300mm SW distribution main runs parallel to the alignment resulting in extensive diversion works.
11050	11100	-2	0	-2	-2	-3	0	0	0	0	0	0	-2	0	-3	-7	-5	300mm SW distribution main runs parallel to the alignment resulting in extensive diversion works.
11100	11150	-2	0	-2	-2	-3	0	0	0	0	0	0	-2	0	-3	-9	-9	Tie in to A36 requiring underbridges and diversion of SW distribution Main. Temporary disruption significant here.
11150	11200																	
11200	11250																	

2450	2500	-3	0	-2	-2	-2	0	0	0	0	0	0	0	-2	-2	-4	-4	
2500	2550	-3	0	-2	-2	-2	0	0	0	0	0	0	0	-2	-2	-4	-4	
2550	2600	-3	0	-2	-2	-2	0	0	0	0	0	0	0	-2	-2	-4	-4	
2600	2650	-3	0	-2	-2	-2	0	0	0	0	0	0	-1	-2	-2	-5	-5	
2650	2700	-3	-1	-2	-2	-2	0	0	0	0	0	0	-1	-2	-2	-5	-5	
2700	2750	-3	0	-2	-2	-2	0	0	0	0	0	0	-1	-2	-2	-5	-5	
2750	2800	-3	-1	-2	-2	-2	0	0	0	0	0	0	0	-2	-2	-4	-4	
2800	2850	-3	-1	-2	-2	-2	0	0	0	0	0	0	0	-2	-2	-4	-4	
2850	2900	-3	-1	-2	-2	-2	0	0	0	0	0	0	0	-2	-2	-4	-4	
2900	2950	-3	-1	-2	-2	-2	0	0	0	0	0	0	0	-2	-2	-4	-4	
2950	3000	-3	-1	-2	-2	-2	0	0	0	0	0	0	0	-2	-2	-4	-4	
3000	3050	-3	-1	-2	-2	-2	0	0	0	0	0	0	0	-2	-2	-4	-4	
3050	3100	-3	-1	-2	-2	-2	0	0	0	0	0	0	0	-2	-2	-4	-4	
3100	3150	-3	-1	-2	-2	-2	0	0	0	0	0	0	0	-2	-2	-4	-4	
3150	3200	-3	-1	-2	-2	-2	0	0	0	0	0	0	0	-2	-2	-4	-4	
3200	3250	-3	-1	-2	-2	-2	0	0	0	0	0	0	0	-2	-2	-4	-4	
3250	3300	-3	-1	-2	-2	-2	0	0	0	0	0	0	0	-2	-2	-4	-4	
3300	3350	-3	0	-2	-2	-2	0	0	0	0	0	0	0	-2	-2	-4	-4	
3350	3400	-3	0	-2	-2	-2	0	0	0	0	0	0	0	-2	-2	-4	-4	
3400	3450	-3	0	-2	-2	-2	0	0	0	0	0	0	0	-2	-2	-4	-4	
3450	3500	-3	0	-2	-2	-2	0	0	0	0	0	0	0	-2	-2	-4	-4	
3500	3550	-3	0	-2	-2	-2	0	0	0	0	0	0	0	-2	-2	-4	-4	
3550	3600	-3	0	-2	-2	-2	0	0	0	0	0	0	0	-2	-2	-4	-4	
3600	3650	-3	-1	-2	-2	-2	0	0	0	0	0	0	0	-2	-2	-4	-4	
3650	3700	-3	-1	-2	-2	-2	0	0	0	0	0	0	0	-2	-2	-4	-4	
3700	3750	-3	-1	-2	-2	-2	0	0	0	0	0	0	0	-2	-2	-4	-4	
3750	3800	-3	0	-2	-2	-2	0	0	0	0	0	0	0	-3	-3	-5	-5	
3800	3850	-3	0	-2	-2	-2	0	0	0	0	0	0	0	-3	-3	-5	-5	
3850	3900	-3	0	-2	-2	-2	0	0	0	0	0	0	0	-3	-3	-5	-5	
3900	3950	-3	0	-2	-2	-2	0	0	0	0	0	0	0	-3	-3	-5	-5	
3950	4000	-3	-1	-2	-2	-2	0	0	0	0	0	0	0	-3	-3	-5	-5	
4000	4050	-3	-1	-2	-2	-2	0	0	0	0	0	0	0	-3	-3	-5	-5	
4050	4100	-3	-1	-2	-2	-2	-1	0	0	0	0	0	0	-3	0	-6	-5	Cutting up to 17.5m (but greater than 10m) high in non-identified geotechnical constraint. Constructability access, -3, skew alignment score. Constant factors such as alignment length and earthwork bulk further skew a score for moderate earthworks.
4100	4150	-3	-2	-2	-2	-2	-1	0	0	0	0	0	0	-3	0	-6	-5	Cutting up to 17.5m (but greater than 10m) high in non-identified geotechnical constraint. Constructability access, -3, skew alignment score. Constant factors such as alignment length and earthwork bulk further skew a score for moderate earthworks.
4150	4200	-3	-2	-2	-2	-2	-1	0	0	0	0	0	0	-3	0	-6	-5	Cutting up to 17.5m (but greater than 10m) high in non-identified geotechnical constraint. Constructability access, -3, skew alignment score. Constant factors such as alignment length and earthwork bulk further skew a score for moderate earthworks.
4200	4250	-3	-2	-2	-2	-2	-2	0	0	0	0	0	0	-3	0	-7	-7	Cutting up to 24.4m (but greater than 19m) in rock.
4250	4300	-3	-2	-2	-2	-2	-2	0	0	0	0	0	0	-3	0	-7	-7	Cutting up to 24.4m (but greater than 19m) in rock.
4300	4350	-3	-3	-2	-2	-2	-2	0	0	0	0	0	0	-3	0	-7	-7	Cutting up to 24.4m (but greater than 19m) in rock.
4350	4400	-3	-3	-2	-2	-2	-2	0	0	0	0	0	0	-3	0	-7	-7	Cutting up to 24.4m (but greater than 19m) in rock.
4400	4450	-3	-3	-2	-2	-2	-2	0	0	0	0	0	0	-3	0	-7	-7	Cutting up to 24.4m (but greater than 19m) in rock.
4450	4500	-3	-3	-2	-2	-2	-2	0	0	0	0	0	0	-3	0	-7	-7	Cutting up to 24.4m (but greater than 19m) in rock.
4500	4550	-3	-3	-2	-2	-2	-2	0	0	0	0	0	0	-3	0	-7	-7	Cutting up to 24.4m (but greater than 19m) in rock.
4550	4600	-3	-2	-2	-2	-2	-1	0	0	0	0	0	0	-3	0	-6	-5	Cutting up to 17.5m (but greater than 10m) high in non-identified geo constraint or rock. No other significant issues. Constructability access, -3, skew alignment score.
4600	4650	-3	-2	-2	-2	-2	-1	0	0	0	0	0	0	-3	0	-6	-5	Cutting up to 17.5m (but greater than 10m) high in non-identified geo constraint or rock. No other significant issues. Constructability access, -3, skew alignment score.
4650	4700	-3	-2	-2	-2	-2	-1	0	0	0	0	0	0	-3	0	-6	-5	Cutting up to 17.5m (but greater than 10m) high in non-identified geo constraint or rock. No other significant issues. Constructability access, -3, skew alignment score.
4700	4750	-3	-2	-2	-2	-2	-3	0	0	0	0	0	0	-3	0	-8	-8	Cutting in peat
4750	4800	-3	-2	-2	-2	-2	-3	0	0	0	0	0	0	-3	0	-8	-8	Cutting in peat
4800	4850	-3	-1	-2	-2	-2	0	0	0	0	0	0	0	-3	0	-5	-6	
4850	4900	-3	-1	-2	-2	-2	0	0	0	0	0	0	0	-3	0	-5	-5	
4900	4950	-3	-1	-2	-2	-2	0	0	0	0	0	0	0	-3	0	-5	-6	
4950	5000	-3	-1	-2	-2	-2	0	0	0	0	0	0	0	-3	0	-5	-6	
5000	5050	-3	-1	-2	-2	-2	0	0	0	0	0	0	-3	-3	0	-8	-8	1050mm diameter SW distribution main crossing.
5050	5100	-3	0	-2	-2	-2	0	0	0	0	0	0	0	-3	0	-5	-5	
5100	5150	-3	-1	-2	-2	-2	0	0	0	0	0	0	0	-3	0	-5	-5	
5150	5200	-3	-1	-2	-2	-2	0	0	0	0	0	0	0	-3	0	-5	-5	
5200	5250	-3	-1	-2	-2	-2	0	0	0	0	0	0	0	-3	0	-5	-5	
5250	5300	-3	-1	-2	-2	-2	-1	0	0	0	0	0	0	-3	0	-6	-5	Cutting up to 18.1m. Minor geotechnical rating. Constructability access, -3, skew alignment score.
5300	5350	-3	-2	-2	-2	-2	-1	0	0	0	0	0	0	-3	0	-6	-5	Cutting up to 18.1m. Minor geotechnical rating. Constructability access, -3, skew alignment score.
5350	5400	-3	-2	-2	-2	-2	-1	0	0	0	0	0	0	-3	0	-6	-5	Cutting up to 18.1m. Minor geotechnical rating. Constructability access, -3, skew alignment score.
5400	5450	-3	-2	-2	-2	-2	-2	0	0	0	0	0	0	-3	0	-7	-7	Cutting up to 22.5m (greater than 19m). Moderate geotechnical rating so score moderate.
5450	5500	-3	-3	-2	-2	-2	-2	0	0	0	0	0	0	-3	0	-7	-7	Cutting up to 22.5m (greater than 19m). Moderate geotechnical rating so score moderate.
5500	5550	-3	-3	-2	-2	-2	-2	0	0	0	0	0	0	-2	0	-6	-6	Cutting up to 22.5m (greater than 19m). Moderate geotechnical rating so score moderate.
5550	5600	-3	-3	-2	-2	-2	-2	0	0	0	0	0	0	-2	0	-6	-6	Cutting up to 22.5m (greater than 19m). Moderate geotechnical rating so score moderate.
5600	5650	-3	-3	-2	-2	-2	-2	0	0	0	0	0	0	-2	0	-6	-6	Cutting up to 22.5m (greater than 19m). Moderate geotechnical rating so score moderate.
5650	5700	-3	-3	-2	-2	-2	-2	0	0	0	0	0	0	-2	0	-6	-6	Cutting up to 22.5m (greater than 19m). Moderate geotechnical rating so score moderate.
5700	5750	-3	-3	-2	-2	-2	-2	0	0	0	0	0	0	-2	0	-6	-6	Cutting up to 22.5m (greater than 19m). Moderate geotechnical rating so score moderate.
5750	5800	-3	-3	-2	-2	-2	-1	0	0	0	0	0	0	-2	0	-5	-6	
5800	5850	-3	-2	-2	-2	-2	-1	0	0	0	0	0	0	-2	0	-5	-6	
5850	5900	-3	-2	-2	-2	-2	0	0	0	0	0	0	0	-2	0	-4	-4	
5900	5950	-3	-1	-2	-2	-2	0	0	0	0	0	0	0	-2	0	-4	-4	
5950	6000	-3	-1	-2	-2	-2	0	0	0	0	0	0	0	-2	0	-4	-4	
6000	6050	-3	0	-2	-2	-2	0	0	0	0	0	0	0	-2	-1	-4	-4	
6050	6100	-3	-1	-2	-2	-2	0	0	0	0	0	0	0	-2	-1	-4	-4	
6100	6150	-3	-1	-2	-2	-2	0	0	0	0	0	0	0	-2	-1	-4	-4	
6150	6200	-3	-2	-2	-2	-2	0	0	0	0	0	0	-1	-2	-1	-5	-5	
6200	6250	-3	-1	-2	-2	-2	0	0	0	0	0	0	-1	-2	-1	-5	-5	
6250	6300	-3	-1	-2	-2	-2	0	0	0	0	0	0	0	-2	0	-4	-4	
6300	6350	-3	-1	-2	-2	-2	0	0	0	0	0	0	0	-2	0	-4	-4	
6350	6400	-3	-1	-2	-2	-2	0	0	0	0	0	0	0	-2	0	-4	-4	
6400	6450	-3	-1	-2	-2	-2	0	0	0	0	0	0	0	-2	0	-4	-4	
6450	6500	-3	-1	-2	-2	-2	0	0	0	0	0	0	0	-2	0	-4	-4	
6500	6550	-3	-1	-2	-2	-2	0	0	0	0	0	0	0	-2	0	-4	-4	
6550	6600	-3	-1	-2	-2	-2	0	0	0	0	0	0	0	-2	0	-4	-4	
6600	6650	-3	0	-2	-2	-2	0	0	0	0	0	0	0	-2	0	-4	-4	
6650	6700	-3	0	-2	-2	-2	0	0	0	0	0	0	0	-2	0	-4	-4	
6700	6750	-3	0	-2	-2	-2	0	0	0	0	0	0	0	-2	0	-4	-4	
6750	6800	-3	0	-2	-2	-2	0	0	0	0	0	0	0	-2	0	-4	-4	
6800	6850	-3	0	-2	-2	-2	0	0	0	0	0	0	0	-2	0	-4	-4	
6850	6900	-3	0	-2	-2	-2	0	0	0	0	0	0	0	-2	0	-4	-4	
6900	6950	-3	0	-2	-2	-2	0	0	0	0	0	0	0	-2	0	-4	-4	
6950	7000	-3	0	-2	-2	-2	0	0	0	0	0	0	0	-2	0	-4	-4	

7000	7050	-3	0	-2	-2	-2	0	0	0	0	0	0	-2	0	-4	-4	
7050	7100	-3	0	-2	-2	-2	0	0	0	0	0	0	-2	0	-4	-4	
7100	7150	-3	-1	-2	-2	-2	0	0	0	0	0	0	-2	0	-4	-4	
7150	7200	-3	-1	-2	-2	-2	0	0	0	0	0	0	-2	0	-4	-4	
7200	7250	-3	-1	-2	-2	-2	0	0	0	0	0	0	-2	0	-4	-4	
7250	7300	-3	-1	-2	-2	-2	0	0	0	0	0	0	-2	0	-4	-4	
7300	7350	-3	-1	-2	-2	-2	0	0	0	0	0	0	-2	0	-4	-4	
7350	7400	-3	-1	-2	-2	-2	0	0	0	0	0	0	-2	0	-4	-4	
7400	7450	-3	-1	-2	-2	-2	0	0	0	0	0	0	-2	0	-4	-4	
7450	7500	-3	-1	-2	-2	-2	0	0	0	0	0	0	-2	0	-4	-4	
7500	7550	-3	-1	-2	-2	-2	0	0	0	0	0	0	-2	0	-4	-4	
7550	7600	-3	0	-2	-2	-2	0	0	0	0	0	0	-2	0	-4	-4	
7600	7650	-3	-1	-2	-2	-2	0	0	0	0	0	0	-2	0	-4	-4	
7650	7700	-3	-1	-2	-2	-2	-1	0	0	0	0	0	-2	0	-5	-5	
7700	7750	-3	-2	-2	-2	-2	-2	0	0	0	0	0	-2	0	-6	-6	Embankments up to 29.4m (greater than 19m). Moderate geotechnical impact so moderate score
7750	7800	-3	-2	-2	-2	-2	-2	0	0	0	0	0	-3	-1	-7	-7	Embankments up to 29.4m (greater than 19m). Moderate geotechnical impact so moderate score
7800	7850	-3	-3	-2	-2	-2	-2	0	0	0	0	0	-3	-1	-7	-7	Embankments up to 29.4m (greater than 19m). Moderate geotechnical impact so moderate score
7850	7900	-3	-3	-2	-2	-2	-2	-3	0	0	0	0	-3	-1	-10	-10	Significant structural work required to cross River Don. Large span structure/kiaduct required alongside flooding. Large Impact
7900	7950	-3	-3	-2	-2	-2	-2	-3	0	0	0	0	-3	-1	-12	-12	Significant structural work required to cross River Don. Large span structure/kiaduct required alongside flooding. Large Impact
7950	8000	-3	-3	-2	-2	-2	-3	-3	0	0	0	0	-3	-1	-13	-13	Significant structural work required to cross River Don. Large span structure/kiaduct required alongside flooding. Large Impact
8000	8050	-3	-3	-2	-2	-2	-3	-3	-3	0	0	0	-3	0	-14	-14	Significant structural work required to cross River Don. Large span structure/kiaduct required alongside flooding. Large Impact
8050	8100	-3	-3	-2	-2	-2	-3	-3	-3	0	0	0	-3	0	-14	-14	Significant structural work required to cross River Don. Large span structure/kiaduct required alongside flooding. Large Impact
8100	8150	-3	-3	-2	-2	-2	-3	-3	-3	0	0	0	-3	0	-14	-14	Significant structural work required to cross River Don. Large span structure/kiaduct required alongside flooding. Large Impact
8150	8200	-3	-3	-2	-2	-2	-2	0	0	0	0	0	-3	0	-9	-9	Significant structural work required to cross River Don. Large span structure/kiaduct required alongside flooding. Large Impact
8200	8250	-3	-3	-2	-2	-2	-1	0	0	0	0	0	-3	0	-6	-5	Embankment up to 14.9m (but greater than 10m). Minor geotechnical impact
8250	8300	-3	-2	-2	-2	-2	0	0	0	0	0	0	-3	0	-5	-5	
8300	8350	-3	-1	-2	-2	-2	0	0	0	0	0	0	-3	0	-5	-5	
8350	8400	-3	-1	-2	-2	-2	0	0	0	0	0	0	-3	0	-5	-5	
8400	8450	-3	-1	-2	-2	-2	0	0	0	0	0	0	-3	0	-5	-5	
8450	8500	-3	-1	-2	-2	-2	0	0	0	0	0	0	-2	-3	-2	-5	Utility company would likely still require diversion or at least concrete access tunnel installed.
8500	8550	-3	-1	-2	-2	-2	0	0	0	0	0	0	-3	0	-5	-5	
8550	8600	-3	0	-2	-2	-2	0	0	0	0	0	0	-3	0	-5	-5	
8600	8650	-3	0	-2	-2	-2	0	0	0	0	0	0	-3	0	-5	-5	
8650	8700	-3	0	-2	-2	-2	0	0	0	0	0	0	-3	0	-5	-5	
8700	8750	-3	0	-2	-2	-2	0	0	0	0	0	0	-3	0	-5	-5	
8750	8800	-3	0	-2	-2	-2	0	0	0	0	0	0	-1	0	-3	-3	
8800	8850	-3	0	-2	-2	-2	0	0	0	0	0	0	-1	0	-3	-3	
8850	8900	-3	0	-2	-2	-2	0	0	0	0	0	0	-1	0	-3	-3	
8900	8950	-3	0	-2	-2	-2	0	0	0	0	0	0	-1	0	-3	-3	
8950	9000	-3	0	-2	-2	-2	0	0	0	0	0	0	-1	0	-3	-3	
9000	9050	-3	0	-2	-2	-2	0	0	0	0	0	0	-1	0	-3	-3	
9050	9100	-3	0	-2	-2	-2	0	0	0	0	0	0	-1	0	-3	-3	
9100	9150	-3	0	-2	-2	-2	0	0	0	0	0	0	-1	0	-3	-3	
9150	9200	-3	0	-2	-2	-2	0	0	0	0	0	0	-1	0	-3	-3	
9200	9250	-3	0	-2	-2	-2	0	0	0	0	0	0	-1	0	-3	-3	
9250	9300	-3	0	-2	-2	-2	0	0	0	0	0	0	-1	-1	-3	-3	
9300	9350	-3	0	-2	-2	-2	0	0	0	0	0	0	-1	-1	-3	-3	
9350	9400	-3	0	-2	-2	-2	0	0	0	0	0	0	-1	-1	-5	-6	Embankment up to 1.6m on peat. Scores upgraded to moderate
9400	9450	-3	0	-2	-2	-2	0	0	0	0	0	0	-1	-1	-5	-6	Embankment up to 1.6m on peat. Scores upgraded to moderate
9450	9500	-3	0	-2	-2	-2	0	0	0	0	0	0	-1	-1	-5	-6	Embankment up to 1.6m on peat. Scores upgraded to moderate
9500	9550	-3	0	-2	-2	-2	0	0	0	0	0	0	-1	0	-5	-6	Embankment up to 1.6m on peat. Scores upgraded to moderate
9550	9600	-3	0	-2	-2	-2	0	0	0	0	0	0	-1	0	-5	-6	Embankment up to 1.6m on peat. Scores upgraded to moderate
9600	9650	-3	0	-2	-2	-2	0	0	0	0	0	0	-1	0	-5	-6	Embankment up to 1.6m on peat. Scores upgraded to moderate
9650	9700	-3	0	-2	-2	-2	0	0	0	0	0	0	-1	0	-5	-6	Embankment up to 1.6m on peat. Scores upgraded to moderate
9700	9750	-3	0	-2	-2	-2	0	0	0	0	0	0	-1	0	-3	-3	
9750	9800	-3	0	-2	-2	-2	0	0	0	0	0	0	-1	0	-3	-3	
9800	9850	-3	0	-2	-2	-2	0	0	0	0	0	0	-1	0	-3	-3	
9850	9900	-3	0	-2	-2	-2	0	0	0	0	0	0	-1	0	-3	-3	
9900	9950	-3	0	-2	-2	-2	0	0	0	0	0	0	-1	0	-3	-3	
9950	10000	-3	0	-2	-2	-2	0	0	0	0	0	0	-1	0	-3	-3	
10000	10050	-3	0	-2	-2	-2	0	0	0	0	0	0	-2	-1	-2	-6	300mm SW distribution Main on it's own represents a normal style diversion. Not classed as moderate
10050	10100	-3	0	-2	-2	-2	0	0	0	0	0	0	-2	-1	-2	-6	300mm SW distribution Main on it's own represents a normal style diversion. Not classed as moderate
10100	10150	-3	0	-2	-2	-2	0	0	0	0	0	0	-1	-2	-4	-4	
10150	10200	-3	0	-2	-2	-2	0	0	0	0	0	0	-1	-2	-4	-4	
10200	10250	-3	-1	-2	-2	-2	0	0	0	0	0	0	-1	-2	-4	-4	
10250	10300	-3	0	-2	-2	-2	0	0	0	0	0	0	-1	0	-3	-3	
10300	10350	-3	0	-2	-2	-2	0	0	0	0	0	0	-1	0	-3	-3	
10350	10400	-3	0	-2	-2	-2	0	0	0	0	0	0	-1	0	-3	-3	
10400	10450	-3	0	-2	-2	-2	0	0	0	0	0	0	-1	0	-3	-3	
10450	10500	-3	0	-2	-2	-2	0	0	0	0	0	0	-1	0	-3	-3	
10500	10550	-3	0	-2	-2	-2	0	0	0	0	0	0	-1	0	-3	-3	
10550	10600	-3	0	-2	-2	-2	0	0	0	0	0	0	-1	0	-3	-3	
10600	10650	-3	0	-2	-2	-2	0	0	0	0	0	0	-1	0	-3	-3	
10650	10700	-3	0	-2	-2	-2	0	0	0	0	0	0	-2	-1	0	-5	SGN high pressure gas pipe crosses alignment at this location. Level difference varies from 0m to 6m higher than existing
10700	10750	-3	-1	-2	-2	-2	0	0	0	0	0	0	-2	-1	0	-5	SGN high pressure gas pipe crosses alignment at this location. Level difference varies from 0m to 6m higher than existing
10750	10800	-3	-1	-2	-2	-2	0	0	0	0	0	0	-2	-1	0	-5	SGN high pressure gas pipe crosses alignment at this location. Level difference varies from 0m to 6m higher than existing
10800	10850	-3	-1	-2	-2	-2	-1	0	0	0	0	0	-1	-1	0	-5	
10850	10900	-3	-1	-2	-2	-2	-1	0	0	0	0	0	-1	-1	0	-5	
10900	10950	-3	-1	-2	-2	-2	0	0	0	0	0	0	-1	0	-3	-5	
10950	11000	-3	-1	-2	-2	-2	0	0	0	0	0	0	-1	0	-2	-5	
11000	11050	-3	-1	-2	-2	-2	0	0	0	0	0	0	-1	0	-3	-5	
11050	11100	-3	-1	-2	-2	-2	0	0	0	0	0	0	-1	0	-3	-5	
11100	11150	-3	-1	-2	-2	-2	0	0	0	0	0	0	-1	0	-3	-5	
11150	11200	-3	-1	-2	-2	-2	0	0	0	0	0	0	-1	0	-3	-5	
11200	11250	-3	-1	-2	-2	-2	0	0	0	0	0	0	-1	0	-3	-5	
11250	11300	-3	-1	-2	-2	-2	0	0	0	0	0	0	-1	0	-3	-5	
11300	11350	-3	0	-2	-2	-2	0	0	0	0	0	0	-1	0	-3	-3	
11350	11400	-3	-1	-2	-2	-2	0	0	0	0	0	0	-1	0	-3	-3	
11400	11450	-3	-1	-2	-2	-2	0	0	0	0	0	0	-1	0	-3	-3	
11450	11500	-3	-1	-2	-2	-2	0	0	0	0	0	0	-1	0	-3	-3	
11500	11550	-3	-1	-2	-2	-2	0	0	0	0	0	0	-1	0	-3	-3	
11550	11600	-3	-1	-2	-2	-2	0	0	0	0	0	0	-2	-1	0	-5	

11600	11650	-3	-1	-2	-2	-2	0	0	0	0	0	0	-1	-1	0	-4	-4	
11650	11700	-3	-1	-2	-2	-2	0	0	0	0	0	0	-1	-1	0	-4	-4	
11700	11750	-3	-1	-2	-2	-2	0	0	0	0	0	0	-1	-1	0	-4	-4	
11750	11800	-3	-1	-2	-2	-2	0	0	0	0	0	0	-1	-1	0	-4	-4	
11800	11850	-3	-1	-2	-2	-2	0	0	0	0	0	0	-1	-1	0	-4	-4	
11850	11900	-3	-1	-2	-2	-2	0	0	0	0	0	0	-1	-1	0	-4	-4	
11900	11950	-3	0	-2	-2	-2	0	0	0	0	0	0	-1	-1	0	-4	-4	
11950	12000	-3	0	-2	-2	-2	0	0	0	0	0	0	-1	-1	0	-4	-4	
12000	12050	-3	0	-2	-2	-2	0	0	0	0	0	0	-1	-1	0	-4	-4	
12050	12100	-3	0	-2	-2	-2	0	0	0	0	0	0	-1	-1	0	-4	-4	
12100	12150	-3	0	-2	-2	-2	0	0	0	0	0	0	-1	-1	0	-4	-4	
12150	12200	-3	0	-2	-2	-2	0	0	0	0	0	0	-1	-1	0	-4	-4	
12200	12250	-3	0	-2	-2	-2	0	0	0	0	0	0	-1	-1	0	-4	-4	
12250	12300	-3	0	-2	-2	-2	0	0	0	0	0	0	-1	-1	0	-4	-4	
12300	12350	-3	0	-2	-2	-2	0	0	0	0	0	0	-1	-1	0	-4	-4	
12350	12400	-3	0	-2	-2	-2	0	0	0	0	0	0	-1	-1	0	-4	-4	
12400	12450	-3	0	-2	-2	-2	0	0	0	0	0	0	-1	-1	0	-4	-4	
12450	12500	-3	0	-2	-2	-2	0	0	0	0	0	0	-1	-1	0	-4	-4	
12500	12550	-3	0	-2	-2	-2	0	0	0	0	0	0	-1	-1	0	-4	-4	
12550	12600	-3	0	-2	-2	-2	0	0	0	0	0	0	-1	-1	0	-4	-4	
12600	12650	-3	0	-2	-2	-2	0	0	0	0	0	0	-1	-1	0	-4	-4	
12650	12700	-3	0	-2	-2	-2	0	0	0	0	0	0	-1	-1	0	-4	-4	
12700	12750	-3	0	-2	-2	-2	0	0	0	0	0	0	-1	-1	0	-4	-4	
12750	12800	-3	-1	-2	-2	-2	0	0	0	0	0	0	-1	-1	0	-4	-4	
12800	12850	-3	-1	-2	-2	-2	0	0	0	0	0	0	-1	-1	0	-4	-4	
12850	12900	-3	-1	-2	-2	-2	0	0	0	0	0	0	-1	-1	0	-4	-4	
12900	12950	-3	-1	-2	-2	-2	0	0	0	0	0	0	-1	-1	0	-4	-4	
12950	13000	-3	-1	-2	-2	-2	0	0	0	0	0	0	-1	-1	0	-4	-4	
13000	13050	-3	-1	-2	-2	-2	0	0	0	0	0	0	-1	-1	0	-4	-4	
13050	13100	-3	-1	-2	-2	-2	0	0	0	0	0	0	-2	-1	0	-5	-5	Pylon within 100m proposed alignment
13100	13150	-3	-1	-2	-2	-2	0	0	0	0	0	0	-2	-1	0	-5	-5	275kV crossing at chainage length with proposed 5m below existing levels
13150	13200	-3	-1	-2	-2	-2	0	0	0	0	0	0	-1	-1	0	-3	-3	
13200	13250	-3	-1	-2	-2	-2	0	0	0	0	0	0	-1	-1	0	-3	-3	
13250	13300	-3	-1	-2	-2	-2	0	0	0	0	0	0	0	0	0	-2	-2	
13300	13350	-3	-1	-2	-2	-2	0	0	0	0	0	0	0	0	0	-2	-2	
13350	13400	-3	-1	-2	-2	-2	0	0	0	0	0	0	0	0	0	-2	-2	
13400	13450	-3	0	-2	-2	-2	0	0	0	0	0	0	0	0	0	-2	-2	
13450	13500	-3	0	-2	-2	-2	0	0	0	0	0	0	0	0	0	-2	-2	
13500	13550	-3	0	-2	-2	-2	0	0	0	0	0	0	0	0	0	-2	-2	
13550	13600	-3	-1	-2	-2	-2	0	0	0	0	0	0	0	0	0	-2	-2	
13600	13650	-3	-1	-2	-2	-2	0	0	0	0	0	0	0	0	0	-2	-2	
13650	13700	-3	-1	-2	-2	-2	0	0	0	0	0	0	0	0	0	-2	-2	
13700	13750	-3	-1	-2	-2	-2	0	0	0	0	0	0	0	0	0	-2	-2	
13750	13800	-3	-1	-2	-2	-2	0	0	0	0	0	0	0	0	0	-2	-2	
13800	13850	-3	-1	-2	-2	-2	0	0	0	0	0	0	0	0	0	-2	-2	
13850	13900	-3	-1	-2	-2	-2	0	0	0	0	0	0	0	0	0	-2	-2	
13900	13950	-3	-1	-2	-2	-2	0	0	0	0	0	0	-1	0	0	-3	-5	
13950	14000	-3	-1	-2	-2	-2	0	0	0	0	0	0	-1	0	0	-3	-5	
14000	14050	-3	-1	-2	-2	-2	0	0	0	0	0	0	-1	0	0	-3	-5	
14050	14100	-3	-1	-2	-2	-2	0	0	0	0	0	0	-1	0	0	-3	-5	
14100	14150	-3	-1	-2	-2	-2	0	0	0	0	0	0	0	0	0	-2	-2	
14150	14200	-3	-1	-2	-2	-2	0	0	0	0	0	0	-1	0	0	-3	-5	
14200	14250	-3	-1	-2	-2	-2	0	0	0	0	0	0	-1	0	0	-3	-5	
14250	14300	-3	-1	-2	-2	-2	0	0	0	0	0	0	-1	0	0	-3	-5	
14300	14350	-3	-1	-2	-2	-2	0	0	0	0	0	0	0	0	0	-2	-2	
14350	14400	-3	-1	-2	-2	-2	0	0	0	0	0	0	0	0	0	-2	-2	
14400	14450																	National Grid pipelines crossing alignment at location. Embankment up to 0.7m high on potentially compressible material. Major diversion (unless non-divertable) should be moderate not high? As before level difference minimal and helixness/bendiness etc contributing significantly to overall score.
14450	14500																	National Grid pipelines crossing alignment at location. Embankment up to 0.7m high on potentially compressible material. Major diversion (unless non-divertable) should be moderate not high? As before level difference minimal and helixness/bendiness etc contributing significantly to overall score.
14500	14550																	National Grid pipelines crossing alignment at location. Embankment up to 0.7m high on potentially compressible material. Major diversion (unless non-divertable) should be moderate not high? As before level difference minimal and helixness/bendiness etc contributing significantly to overall score.
14550	14600	-3	0	-2	-2	-2	-1	0	0	0	0	0	-4	0	-3	-9	-8	National grid pipelines crossing alignment with at-grade construction on peat.
14600	14650	-3	0	-2	-2	-2	0	0	0	0	0	0	-3	0	-3	-10	-10	National grid pipelines crossing alignment with at-grade construction on peat.
14650	14700	-3	0	-2	-2	-2	-2	0	0	0	0	0	-3	0	-3	-10	-10	National grid pipelines crossing alignment with at-grade construction on peat.
14700	14750	-3	0	-2	-2	-2	-1	0	0	0	0	0	0	0	-3	-6	-5	At grade construction on a made ground (deposit). Potential contamination. Slight impact. Minor utilities but nothing significantly problematic. Scores reduced below moderate
14750	14800	-3	0	-2	-2	-2	-1	0	0	0	0	0	-1	0	-3	-7	-5	At grade construction on a made ground (deposit). Potential contamination. Slight impact. Minor utilities but nothing significantly problematic. Scores reduced below moderate
14800	14850	-3	0	-2	-2	-2	0	0	0	0	0	0	-1	0	-3	-6	-5	At grade construction on a made ground (deposit). Potential contamination. Slight impact. Minor utilities but nothing significantly problematic. Scores reduced below moderate
14850	14900	-3	0	-2	-2	-2	0	0	0	0	0	0	-1	0	-3	-6	-5	At grade construction on a made ground (deposit). Potential contamination. Slight impact. Minor utilities but nothing significantly problematic. Scores reduced below moderate
14900	14950	-3	0	-2	-2	-2	0	0	0	0	0	0	-1	0	-3	-6	-5	At grade construction on a made ground (deposit). Potential contamination. Slight impact. Minor utilities but nothing significantly problematic. Scores reduced below moderate
14950	15000	-3	0	-2	-2	-2	-1	0	0	0	0	0	-1	0	-3	-7	-5	At grade construction on a made ground (deposit). Potential contamination. Slight impact. Minor utilities but nothing significantly problematic. Scores reduced below moderate
15000	15050	-3	0	-2	-2	-2	-1	0	0	0	0	0	-1	0	-3	-7	-5	At grade construction on a made ground (deposit). Potential contamination. Slight impact. Minor utilities but nothing significantly problematic. Scores reduced below moderate
15050	15100	-3	0	-2	-2	-2	-1	0	0	0	0	0	0	0	-3	-6	-5	At grade construction on a made ground (deposit). Potential contamination. Slight impact. Minor utilities but nothing significantly problematic. Scores reduced below moderate
15100	15150	-3	0	-2	-2	-2	-1	0	0	0	0	0	0	0	-3	-6	-5	At grade construction on a made ground (deposit). Potential contamination. Slight impact. Minor utilities but nothing significantly problematic. Scores reduced below moderate
15150	15200																	
15200	15250																	

0	Neutral
-1	Slight Adverse
-2	Moderate Adverse
-3	Major Adverse

Rules

Total Score

Geo Score + Structures Score + Flooding Score
(Average of L, M and N) +Utilities score +

Then if total < or equal to -9 then should be coloured red because this represents possibility of 3 reds or 4 ambers

If total is between -6 and -8 should be coloured amber since this could represent 2 reds or 3/4

Chainage	Start Chainage	End Chainage	Alignment										Structures	Geotechnics	Flooding and Drainage	Utilities	Constructability	Score	Adjusted	Total	Comments								
			Level Difference	Bendiness	Hilliness	Earthworks	Geotechnics	Structures	Flood Plan	Watercourse Crossings	Attenuation requirement	Utilities										Temp disruption	Construction access						
0	50		-3	0	0	-1	0	-1	-2	0	0	0	-1	0	0	0	0	0	0	0	-3	-7	-7	Structure required at tie in with A96 and junction with B9002. Potential underbridges required and area susceptible to flooding. Temporary disruption likely to be significant.					
50	100		-3	0	0	-1	0	-1	-2	0	0	0	0	0	0	0	0	0	0	0	0	-3	-7	-7	Structure required at tie in with A96 and junction with B9002. Potential underbridges required and area susceptible to flooding. Temporary disruption likely to be significant.				
100	150		-3	0	0	-1	0	-1	-2	0	0	0	0	0	0	0	0	0	0	0	0	0	-3	-7	-7	Structure required at tie in with A96 and junction with B9002. Potential underbridges required and area susceptible to flooding. Temporary disruption likely to be significant.			
150	200		-3	0	0	-1	0	-1	-2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-3	-7	-7	Structure required at tie in with A96 and junction with B9002. Potential underbridges required and area susceptible to flooding. Temporary disruption likely to be significant.		
200	250		-3	-1	0	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-3	-4	-4			
250	300		-3	-1	0	-1	0	0	-2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-2	0	-5	-6	Bridge over railway line required. Significant engineering issues surrounding delivering alignment compliant with gradient standards tying back in to A96.	
300	350		-3	0	0	-1	0	0	0	-2	0	0	0	0	0	0	0	0	0	0	0	0	0	-2	0	-5	-5		
350	400		-3	0	0	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-2	0	-3	-3		
400	450		-3	-1	0	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-2	0	-3	-3		
450	500		-3	-1	0	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-2	0	-3	-3		
500	550		-3	-1	0	-1	0	0	0	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	-2	0	-4	-4		
550	600		-3	-1	0	-1	0	0	0	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	-2	0	-4	-4		
600	650		-3	-1	0	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-2	0	-3	-3		
650	700		-3	-1	0	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-2	0	-3	-3		
700	750		-3	-1	0	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-2	0	-3	-3		
750	800		-3	-1	0	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-2	0	-3	-3		
800	850		-3	-1	0	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-2	0	-3	-3		
850	900		-3	-1	0	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-2	0	-3	-3		
900	950		-3	-1	0	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-2	0	-3	-3		
950	1000		-3	-1	0	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-2	0	-3	-3		
1000	1050		-3	-1	0	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-2	0	-3	-3		
1050	1100		-3	-1	0	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-2	0	-3	-3		
1100	1150		-3	-1	0	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-2	0	-3	-3		
1150	1200		-3	-1	0	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-2	0	-3	-3		
1200	1250		-3	-1	0	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-2	0	-3	-3		
1250	1300		-3	-1	0	-1	0	0	0	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	-2	0	-4	-4		
1300	1350		-3	-1	0	-1	0	0	0	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	-2	0	-4	-4		
1350	1400		-3	-1	0	-1	0	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-2	0	-6	-6	300mm diameter SW distribution main conflicting with alignment in cut. Likely diversion required. Potential diversion of c-class road required.	
1400	1450		-3	-2	0	-1	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-2	0	-7	-7	300mm diameter SW distribution main conflicting with alignment in cut. Likely diversion required. Potential diversion of c-class road required.	
1450	1500		-3	-2	0	-1	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-2	0	-7	-7	300mm diameter SW distribution main conflicting with alignment in cut. Likely diversion required. Potential diversion of c-class road required.	
1500	1550		-3	-2	0	-1	0	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-2	0	-4	-4		
1550	1600		-3	-2	0	-1	0	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-2	0	-4	-4		
1600	1650		-3	-2	0	-1	0	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-2	0	-4	-4		
1650	1700		-3	-2	0	-1	0	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-2	0	-4	-4		
1700	1750		-3	-2	0	-1	0	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-2	0	-4	-4		
1750	1800		-3	-2	0	-1	0	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-2	0	-4	-4		
1800	1850		-3	-2	0	-1	0	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-2	0	-5	-5	Semi-large cutting required exceeding 10m. Construction access difficult, however, this would likely be mitigated at construction stage	
1850	1900		-3	-2	0	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-2	0	-4	-4		
1900	1950		-3	-1	0	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	-2	0	-4	-4	
1950	2000		-3	-1	0	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-2	0	-3	-3		
2000	2050		-3	-1	0	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-2	0	-3	-3		
2050	2100		-3	-1	0	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-2	0	-3	-3		
2100	2150		-3	0	0	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-2	0	-3	-3		
2150	2200		-3	0	0	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-2	0	-3	-3		
2200	2250		-3	0	0	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-2	0	-3	-3		
2250	2300		-3	0	0	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-2	0	-3	-3		
2300	2350		-3	0	0	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-2	0	-3	-3		
2350	2400		-3	-1	0	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-2	0	-3	-3		
2400	2450		-3	-1	0	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-2	0	-3	-3		
2450	2500		-3	-1	0	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-2	0	-3	-3		
2500	2550		-3	-1	0	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-2	0	-3	-3		
2550	2600		-3	-1	0	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-2	0	-3	-3		
2600	2650		-3	-1	0	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-2	0	-3	-3		
2650	2700		-3	-1	0	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-2	0	-3	-3		
2700	2750		-3	-1	0	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-2	0	-3	-3		
2750	2800		-3	0	0	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-2	0	-3	-3		
2800	2850		-3	0	0	-1	0	0	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-2	0	-4	-4		
2850	2900		-3	0	0	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-2	0	-3	-3		
2900	2950		-3	0	0	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-2	0	-3	-3		
2950	3000		-3	0	0	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-2	0	-3	-3		
3000	3050		-3	0	0	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-2	0	-3	-3		
3050	3100		-3	0	0	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-2	0	-3	-3		
3100	3150		-3	0	0	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-2	0	-3	-3		
3150	3200		-3	0	0	-1	0	0	0																				

3400	3450	-3	-1	0	-1	0	0	0	0	0	0	0	0	0	0	-2	0	-3	-3	
3450	3500	-3	-1	0	-1	0	-1	0	0	0	0	0	0	0	0	-2	0	-4	-4	
3500	3550	-3	-2	0	-1	0	-1	0	0	0	0	0	0	0	0	-2	0	-4	-4	
3550	3600	-3	-2	0	-1	0	-1	0	0	0	0	0	0	0	0	-2	0	-4	-4	
3600	3650	-3	-2	0	-1	0	-1	0	0	0	0	0	0	0	0	-2	0	-4	-4	
3650	3700	-3	-1	0	-1	0	0	0	0	0	0	0	0	0	0	-2	0	-3	-3	
3700	3750	-3	-1	0	-1	0	0	0	0	0	0	0	0	0	0	-2	0	-2	-2	
3750	3800	-3	0	0	-1	0	0	0	0	0	0	0	0	0	0	-3	0	-4	-4	
3800	3850	-3	-1	0	-1	0	0	0	0	0	0	0	0	0	0	-3	0	-4	-4	
3850	3900	-3	-1	0	-1	0	0	0	0	0	0	0	0	0	0	-3	0	-4	-4	
3900	3950	-3	-1	0	-1	0	0	0	0	0	0	0	0	0	0	-3	0	-4	-4	
3950	4000	-3	-1	0	-1	0	0	0	0	0	0	0	0	0	0	-3	0	-4	-4	
4000	4050	-3	-1	0	-1	0	0	0	0	0	0	0	0	0	0	-3	0	-4	-4	
4050	4100	-3	-1	0	-1	0	0	0	0	0	0	0	0	0	0	-3	0	-4	-4	
4100	4150	-3	0	0	-1	0	0	0	0	0	0	0	0	0	0	-3	0	-4	-4	
4150	4200	-3	0	0	-1	0	0	0	0	0	0	0	0	0	0	-3	0	-4	-4	
4200	4250	-3	0	0	-1	0	0	0	0	0	0	0	0	0	0	-3	0	-4	-4	
4250	4300	-3	0	0	-1	0	0	0	0	0	0	0	0	0	0	-3	0	-4	-4	
4300	4350	-3	0	0	-1	0	0	0	0	0	0	0	0	0	0	-3	0	-4	-4	
4350	4400	-3	0	0	-1	0	0	0	0	0	0	0	0	0	0	-3	0	-4	-4	
4400	4450	-3	-1	0	-1	0	0	0	0	0	0	0	0	0	0	-3	0	-4	-4	
4450	4500	-3	-1	0	-1	0	0	0	0	0	0	0	0	0	0	-3	0	-4	-4	Large earthworks required exceeding 12m in height. Land forms natural depression. Potential to reduce level difference, however, would result in increased earthworks up and down chainage. Contributing score of 3 for construction access seems severe as this would likely be mitigated under construction phasing.
4500	4550	-3	-2	0	-1	0	-1	0	0	0	0	0	0	0	0	-3	0	-5	-5	Large earthworks required exceeding 12m in height. Land forms natural depression. Potential to reduce level difference, however, would result in increased earthworks up and down chainage. Contributing score of 3 for construction access seems severe as this would likely be mitigated under construction phasing.
4550	4600	-3	-2	0	-1	0	-1	0	0	0	0	0	0	0	0	-3	0	-5	-5	Large earthworks required exceeding 12m in height. Land forms natural depression. Potential to reduce level difference, however, would result in increased earthworks up and down chainage. Contributing score of 3 for construction access seems severe as this would likely be mitigated under construction phasing.
4600	4650	-3	-2	0	-1	0	-1	0	0	0	0	0	0	0	0	-3	0	-5	-5	Large earthworks required exceeding 12m in height. Land forms natural depression. Potential to reduce level difference, however, would result in increased earthworks up and down chainage. Contributing score of 3 for construction access seems severe as this would likely be mitigated under construction phasing.
4650	4700	-3	-2	0	-1	0	-1	0	0	0	0	0	0	0	0	-3	0	-5	-5	Large earthworks required exceeding 12m in height. Land forms natural depression. Potential to reduce level difference, however, would result in increased earthworks up and down chainage. Contributing score of 3 for construction access seems severe as this would likely be mitigated under construction phasing.
4700	4750	-3	-2	0	-1	0	-1	0	0	0	0	0	0	0	0	-3	0	-5	-5	Large earthworks required exceeding 12m in height. Land forms natural depression. Potential to reduce level difference, however, would result in increased earthworks up and down chainage. Contributing score of 3 for construction access seems severe as this would likely be mitigated under construction phasing.
4750	4800	-3	-2	0	-1	0	-1	0	0	0	0	0	0	0	0	-3	0	-5	-5	Large earthworks required exceeding 12m in height. Land forms natural depression. Potential to reduce level difference, however, would result in increased earthworks up and down chainage. Contributing score of 3 for construction access seems severe as this would likely be mitigated under construction phasing.
4800	4850	-3	-2	0	-1	0	-1	0	0	0	0	0	0	0	0	-3	0	-5	-5	Large earthworks required exceeding 12m in height. Land forms natural depression. Potential to reduce level difference, however, would result in increased earthworks up and down chainage. Contributing score of 3 for construction access seems severe as this would likely be mitigated under construction phasing.
4850	4900	-3	-2	0	-1	0	-1	0	0	0	0	0	0	0	0	-3	0	-5	-5	Large earthworks required exceeding 12m in height. Land forms natural depression. Potential to reduce level difference, however, would result in increased earthworks up and down chainage. Contributing score of 3 for construction access seems severe as this would likely be mitigated under construction phasing.
4900	4950	-3	-2	0	-1	0	-1	0	0	0	0	0	0	0	0	-3	0	-5	-5	Large earthworks required exceeding 12m in height. Land forms natural depression. Potential to reduce level difference, however, would result in increased earthworks up and down chainage. Contributing score of 3 for construction access seems severe as this would likely be mitigated under construction phasing.
4950	5000	-3	-2	0	-1	0	-1	0	0	0	0	0	0	0	0	-3	0	-5	-5	Large earthworks required exceeding 12m in height. Land forms natural depression. Potential to reduce level difference, however, would result in increased earthworks up and down chainage. Contributing score of 3 for construction access seems severe as this would likely be mitigated under construction phasing.
5000	5050	-3	-2	0	-1	0	-1	0	0	0	0	0	0	0	0	-3	0	-5	-5	Large earthworks required exceeding 12m in height. Land forms natural depression. Potential to reduce level difference, however, would result in increased earthworks up and down chainage. Contributing score of 3 for construction access seems severe as this would likely be mitigated under construction phasing.
5050	5100	-3	-2	0	-1	0	-1	0	0	0	0	0	0	0	0	-3	0	-4	-4	
5100	5150	-3	-1	0	-1	0	0	0	0	0	0	0	0	0	0	-3	0	-4	-4	
5150	5200	-3	-1	0	-1	0	0	0	0	0	0	0	0	0	0	-3	0	-7	-7	450mm diameter connection to Above Ground installation at this point.
5200	5250	-3	0	0	-1	0	0	0	0	0	0	0	0	0	0	-3	0	-7	-7	450mm diameter connection to Above Ground installation at this point.
5250	5300	-3	0	0	-1	0	0	0	0	0	0	0	0	0	0	-3	0	-7	-7	450mm diameter connection to Above Ground installation at this point.
5300	5350	-3	0	0	-1	0	0	0	0	0	0	0	0	0	0	-3	0	-4	-4	
5350	5400	-3	0	0	-1	0	0	0	0	0	0	0	0	0	0	-3	0	-4	-4	
5400	5450	-3	0	0	-1	0	0	0	0	0	0	0	0	0	0	-3	0	-4	-4	
5450	5500	-3	0	0	-1	0	0	0	0	0	0	0	0	0	0	-3	0	-4	-4	
5500	5550	-3	0	0	-1	0	0	0	0	0	0	0	0	0	0	-3	0	-7	-7	1050mm National Grid pipeline crosses the alignment at this location. Contributing score of -3 for construction access seems severe as this would likely be mitigated under construction phasing.
5550	5600	-3	-1	0	-1	0	0	0	0	0	0	0	0	0	0	-3	0	-7	-7	1050mm National Grid pipeline crosses the alignment at this location. Contributing score of -3 for construction access seems severe as this would likely be mitigated under construction phasing.
5600	5650	-3	-1	0	-1	0	0	0	0	0	0	0	0	0	0	-3	0	-7	-7	1050mm National Grid pipeline crosses the alignment at this location. Contributing score of -3 for construction access seems severe as this would likely be mitigated under construction phasing.
5650	5700	-3	-1	0	-1	0	0	0	0	0	0	0	0	0	0	-3	0	-7	-7	1050mm National Grid pipeline crosses the alignment at this location. Contributing score of -3 for construction access seems severe as this would likely be mitigated under construction phasing.
5700	5750	-3	-1	0	-1	0	0	0	0	0	0	0	0	0	0	-3	0	-4	-4	
5750	5800	-3	-1	0	-1	0	0	0	0	0	0	0	0	0	0	-3	0	-4	-4	
5800	5850	-3	0	0	-1	0	0	0	0	0	0	0	0	0	0	-3	0	-4	-4	
5850	5900	-3	0	0	-1	0	0	-1	0	0	0	0	0	0	0	-3	0	-6	-5	Minor structure with minor utility diversion not considered to have a moderate impact. Access score skewing results.
5900	5950	-3	-1	0	-1	0	-1	0	0	0	0	0	0	0	0	-3	0	-6	-5	Minor geotechnical issues with minor utility diversion not considered moderate impact. Access score skewing results.
5950	6000	-3	-2	0	-1	0	-1	0	0	0	0	0	0	0	0	-3	0	-5	-5	
6000	6050	-3	-2	0	-1	0	-1	0	0	0	0	0	0	0	0	-3	0	-5	-5	
6050	6100	-3	-2	0	-1	0	-1	0	0	0	0	0	0	0	0	-3	0	-5	-5	
6100	6150	-3	-2	0	-1	0	-1	0	0	0	0	0	0	0	0	-3	0	-5	-5	
6150	6200	-3	-2	0	-1	0	-1	0	0	0	0	0	0	0	0	-3	0	-5	-5	
6200	6250	-3	-2	0	-1	0	-1	0	0	0	0	0	0	0	0	-3	0	-5	-5	
6250	6300	-3	-2	0	-1	0	-2	0	0	0	0	0	0	0	0	-3	0	-6	-6	Large cutting required up to 19.5m (greater than 19m) in rock.
6300	6350	-3	-2	0	-1	0	-2	0	0	0	0	0	0	0	0	-3	0	-6	-6	Large cutting required up to 19.5m (greater than 19m) in rock.
6350	6400	-3	-2	0	-1	0	-2	0	0	0	0	0	0	0	0	-3	0	-6	-6	Large cutting required up to 19.5m (greater than 19m) in rock.
6400	6450	-3	-2	0	-1	0	-1	0	0	0	0	0	0	0	0	-3	0	-5	-5	Large earthworks required exceeding 17.6m (greater than 10m) in rock.
6450	6500	-3	-2	0	-1	0	-1	0	0	0	0	0	0	0	0	-3	0	-5	-5	Large earthworks required exceeding 17.6m (greater than 10m) in rock.
6500	6550	-3	-2	0	-1	0	-1	0	0	0	0	0	0	0	0	-3	0	-5	-5	Large earthworks required exceeding 17.6m (greater than 10m) in rock.
6550	6600	-3	-2	0	-1	0	0	0	0	0	0	0	0	0	0	-3	0	-4	-4	
6600	6650	-3	-1	0	-1	0	0	0	0	0	0	0	0	0	0	-3	0	-4	-4	

11450	11500	-3	-1	0	-1	0	0	0	0	0	0	0	0	0	-1	0	-2	-2	
11500	11550	-3	-1	0	-1	0	0	0	0	0	0	0	0	0	-1	0	-2	-2	
11550	11600	-3	0	0	-1	0	0	0	0	0	0	0	0	0	-1	0	-2	-2	
11600	11650	-3	-1	0	-1	0	0	0	0	0	0	0	0	0	-1	0	-2	-2	
11650	11700	-3	-1	0	-1	0	0	0	0	0	0	0	0	0	-1	0	-3	-3	
11700	11750	-3	-2	0	-1	0	-1	0	0	0	0	0	0	0	-1	0	-3	-3	
11750	11800	-3	-1	0	-1	0	0	0	0	0	0	0	0	0	-1	0	-2	-2	
11800	11850	-3	-1	0	-1	0	0	0	0	0	0	0	0	0	-2	-1	0	-4	-4
11850	11900	-3	-1	0	-1	0	0	0	0	0	0	0	0	0	-1	0	-3	-3	
11900	11950	-3	-1	0	-1	0	0	0	0	0	0	0	0	0	-1	-1	0	-3	-3
11950	12000	-3	-1	0	-1	0	0	0	0	0	0	0	0	0	-1	-1	0	-5	-5
12000	12050	-3	-1	0	-1	0	0	0	0	0	0	0	0	0	-1	-1	0	-3	-3
12050	12100	-3	-1	0	-1	0	0	0	0	0	0	0	0	0	-1	-1	0	-3	-3
12100	12150	-3	-1	0	-1	0	0	0	0	0	0	0	0	0	-1	-1	0	-3	-3
12150	12200	-3	0	0	-1	0	0	0	0	0	0	0	0	0	-1	-1	0	-3	-3
12200	12250	-3	0	0	-1	0	0	0	0	0	0	0	0	0	-1	-1	0	-3	-3
12250	12300	-3	0	0	-1	0	0	0	0	0	0	0	0	0	-1	-1	0	-3	-3
12300	12350	-3	0	0	-1	0	0	0	0	0	0	0	0	0	-1	-1	0	-3	-3
12350	12400	-3	-1	0	-1	0	0	0	0	0	0	0	0	0	-1	-1	0	-2	-2
12400	12450	-3	0	0	-1	0	0	0	0	0	0	0	0	0	-1	0	-2	-2	
12450	12500	-3	0	0	-1	0	0	0	0	0	0	0	0	0	-1	0	-2	-2	
12500	12550	-3	0	0	-1	0	0	0	0	0	0	0	0	0	-1	-1	-2	-2	
12550	12600	-3	0	0	-1	0	0	0	0	0	0	0	0	0	-1	-1	-2	-2	
12600	12650	-3	0	0	-1	0	0	0	0	0	0	0	0	0	-1	-1	-2	-2	
12650	12700	-3	0	0	-1	0	0	0	0	0	0	0	0	0	-1	-1	-3	-3	
12700	12750	-3	0	0	-1	0	0	0	0	0	0	0	0	0	-1	-1	-4	-4	
12750	12800	-3	0	0	-1	0	0	0	0	0	0	0	0	0	-1	0	-2	-2	
12800	12850	-3	0	0	-1	0	0	0	0	0	0	0	0	0	-1	0	-2	-2	
12850	12900	-3	-1	0	-1	0	0	0	0	0	0	0	0	0	-1	0	-2	-2	
12900	12950	-3	-1	0	-1	0	0	0	0	0	0	0	0	0	-1	0	-2	-2	
12950	13000	-3	-1	0	-1	0	0	0	0	0	0	0	0	0	-1	0	-2	-2	
13000	13050	-3	-1	0	-1	0	0	0	0	0	0	0	0	0	-1	0	-2	-2	
13050	13100	-3	-1	0	-1	0	0	0	0	0	0	0	0	0	-1	0	-2	-2	
13100	13150	-3	-1	0	-1	0	0	0	0	0	0	0	0	0	-1	0	-2	-2	
13150	13200	-3	-1	0	-1	0	0	0	0	0	0	0	0	0	-1	0	-2	-2	
13200	13250	-3	-1	0	-1	0	0	0	0	0	0	0	0	0	-1	0	-2	-2	
13250	13300	-3	-1	0	-1	0	0	0	0	0	0	0	0	0	0	0	-1	-1	
13300	13350	-3	-1	0	-1	0	0	0	0	0	0	0	0	0	-2	0	0	-3	-3
13350	13400	-3	-1	0	-1	0	0	0	0	0	0	0	0	0	-2	0	0	-3	-3
13400	13450	-3	-1	0	-1	0	0	0	0	0	0	0	0	0	0	0	-1	-1	
13450	13500	-3	-1	0	-1	0	0	0	0	0	0	0	0	0	0	0	-1	-1	
13500	13550	-3	-1	0	-1	0	0	0	0	0	0	0	0	0	0	0	-1	-1	
13550	13600	-3	-1	0	-1	0	0	0	0	0	0	0	0	0	0	0	-1	-1	
13600	13650	-3	-1	0	-1	0	0	0	0	0	0	0	0	0	0	0	-1	-1	
13650	13700	-3	0	0	-1	0	0	0	0	0	0	0	0	0	0	0	-1	-1	
13700	13750	-3	0	0	-1	0	0	0	0	0	0	0	0	0	0	0	-1	-1	
13750	13800	-3	-1	0	-1	0	0	0	0	0	0	0	0	0	0	0	-1	-1	
13800	13850	-3	-1	0	-1	0	0	0	0	0	0	0	0	0	0	0	-1	-1	
13850	13900	-3	-1	0	-1	0	0	0	0	0	0	0	0	0	0	0	-1	-1	
13900	13950	-3	-1	0	-1	0	0	0	0	0	0	0	0	0	0	0	-1	-1	
13950	14000	-3	-1	0	-1	0	0	0	0	0	0	0	0	0	0	0	-1	-1	
14000	14050	-3	-1	0	-1	0	0	0	0	0	0	0	0	0	0	0	-1	-1	
14050	14100	-3	-1	0	-1	0	0	0	0	0	0	0	0	0	0	0	-1	-1	
14100	14150	-3	-1	0	-1	0	0	0	0	0	0	0	0	0	0	0	-1	-1	
14150	14200	-3	-1	0	-1	0	0	0	0	0	0	0	0	0	-1	0	0	-2	-2
14200	14250	-3	-2	0	-1	0	0	0	0	0	0	0	0	0	-1	0	0	-2	-2
14250	14300	-3	-2	0	-1	0	0	0	0	0	0	0	0	0	-1	0	0	-2	-2
14300	14350	-3	-2	0	-1	0	0	0	0	0	0	0	0	0	-1	0	0	-2	-2
14350	14400	-3	-1	0	-1	0	0	0	0	0	0	0	0	0	-1	0	0	-2	-2
14400	14450	-3	-1	0	-1	0	0	0	0	0	0	0	0	0	-1	0	0	-2	-2
14450	14500	-3	-1	0	-1	0	0	0	0	0	0	0	0	0	-1	0	0	-2	-2
14500	14550	-3	-1	0	-1	0	0	0	0	0	0	0	0	0	-1	0	0	-2	-2
14550	14600	-3	-1	0	-1	0	0	0	0	0	0	0	0	0	0	0	-1	-1	
14600	14650	-3	-1	0	-1	0	0	0	0	0	0	0	0	0	0	0	-1	-1	
14650	14700	-3	-1	0	-1	0	0	0	0	0	0	0	0	0	0	0	-1	-1	
14700	14750	-3	0	0	-1	0	-1	0	0	0	0	0	0	0	-3	0	0	-5	-6
14750	14800	-3	0	0	-1	0	-1	-1	0	0	0	0	0	0	-3	0	-3	-9	-6
14800	14850																		
14850	14900	-3	0	0	-1	0	-2	0	0	0	0	0	0	0	-3	0	-3	-9	-9
14900	14950	-3	0	0	-1	0	-2	0	0	0	0	0	0	0	-3	0	-3	-9	-9
14950	15000	-3	0	0	-1	0	-2	0	0	0	0	0	0	0	0	0	-3	-6	-6
15000	15050	-3	0	0	-1	0	0	0	0	0	0	0	0	0	-1	0	-3	-5	-5
15050	15100	-3	0	0	-1	0	0	-1	0	0	0	0	0	0	-1	0	-3	-6	-5
15100	15150	-3	0	0	-1	0	0	0	0	0	0	0	0	0	-1	0	-3	-5	-5
15150	15200	-3	0	0	-1	0	0	0	0	0	0	0	0	0	-1	0	-3	-5	-5
15200	15250	-3	0	0	-1	0	0	0	0	0	0	0	0	0	-1	-1	0	-5	-5
15250	15300	-3	0	0	-1	0	-1	0	0	0	0	0	0	0	-1	0	-3	-6	-5
15300	15350	-3	0	0	-1	0	-1	0	0	0	0	0	0	0	0	0	-3	-5	-5
15350	15400	-3	0	0	-1	0	0	0	0	0	0	0	0	0	0	0	-3	-4	-4
15400	15450																		
15450	15500																		

1200mm NG pipeline crossing with existing. 5m to 2m below proposed

1200mm NG pipeline crossing with existing. 5m to 2m below proposed

At Grade construction on peat. 900mm National Grid pipeline crosses alignment at this location. Potential disruption as a result of tie in to A96 overstated as some distance from A96.

At Grade construction on peat. 900mm National Grid pipeline crosses alignment at this location. Potential disruption as a result of tie in to A96 overstated as some distance from A96.

At Grade construction on peat. 900mm National Grid pipeline crosses alignment at this location. Potential disruption as a result of tie in to A96, however, disruption would only be temporary. Addition of -3 seems severe for tie in disruption.

Minor utilities and slight impact structural work required. -6 driven by score of -3 for tie in disruption.

Minor utilities and slight impact structural work required. -6 driven by score of -3 for tie in disruption.

Minor utilities and slight impact structural work required. -6 driven by score of -3 for tie in disruption.