

## REPORT TO: MORAY COUNCIL ON 27 SEPTEMBER 2023

## SUBJECT: CLODDACH BRIDGE

# BY: DEPUTE CHIEF EXECUTIVE (ECONOMY, ENVIRONMENT AND FINANCE)

### 1. REASON FOR REPORT

- 1.1 To inform Council of the findings of the Pre-feasibility Study undertaken on the potential repair of Cloddach Bridge.
- 1.2 This report is submitted to Council in terms of Section III (F) (15) of the Council's Scheme of Administration relating to management and implementation of the requirements of the Roads (Scotland) Act 1984.

## 2. REASON FOR URGENCY

2.1 This report is submitted to Committee in terms of the Local Government (Access to Information) Act 1985, on the Chair certifying that, in his/her opinion it requires to be considered on the grounds of urgency in order to give early consideration to progressing a Full Business Case, by 1 February 2024, required to secure grant funding to repair Cloddach Bridge.

## 3. **RECOMMENDATION**

- 3.1 It is recommended that Council
  - (i) notes the findings of the pre-feasibility study; and
  - (ii) agrees that a full business case for the repair of Cloddach Bridge should not be funded, as this work is contrary to the decision of Economic Development and Infrastructure Services Committee on 7 February 2023 (para 11 of the minute refers) and does not comply with the Council policy on Bridge Maintenance Prioritisation.

## 4. BACKGROUND

4.1 On 2 May 2023, the Economic Development and Infrastructure Services Committee approved the Council's Policy on Bridge Maintenance Prioritisation, (paragraph 12 of the minute refers). The policy sets out the procedure for prioritising bridge maintenance works, which is based on the condition of each bridge and its network criticality. Network criticality is split into three categories, Vital, Important and Standard. As a significant percentage of the Council's bridge stock is classed as Standard, this category has been sub-categorised into Standard – high, medium and low. Cloddach Bridge is categorised as Standard – low. The full prioritisation list was distributed to members on 5 September 2023 and is provided in **Appendix A**.

- 4.2 Cloddach Bridge was built in 1905 with an estimated design-life of between 100 and 120 years, after which it would require significant refurbishment or replacement. This bridge is located on the C2E road and a traffic survey undertaken in 2020 showed the average number of vehicles crossing the bridge each day was less than 800.
- 4.3 Based on the findings of a Special Inspection undertaken in February 2022, Cloddach Bridge was closed to vehicular traffic in the interest of public safety. The condition of the bridge was confirmed in the findings of a Principal Inspection and Structural Assessment undertaken by an independent structural engineer in March 2022.
- 4.4 On 7 February the Economic Development and Infrastructure Services Committee (paragraph 11 of the minute refers) agreed to;
  - (i) keep Cloddach Bridge closed to vehicular traffic but open to pedestrians and cyclists with regular inspections to monitor the condition of the bridge;
  - (ii) when the bridge condition deteriorates further and it is not safe for any user, this route is closed permanently and the bridge is removed; and
  - (iii) To note the Chair's commitment, in conjunction with his Group, to pursue alternative funding sources with a view to keeping Cloddach Bridge open.
- 4.5 On 15 March 2023, the UK Government announced £1,500,000 grant funding for the repair of Cloddach Bridge, which is available subject to a business case and match funding of 50%.
- 4.6 Officers have been in consultation with officials from the Department for Transport, which has been appointed as the lead agency from UK Government, regarding the terms and conditions of the grant funding. These conditions are listed below.
  - 1. The grant funding available is to provide vehicular access. No weight threshold is specified.
  - 2. This funding is up to a maximum of £1,500,000 and is subject to 50% match funding being provided.
  - 3. A Full Business Case (FBC) must be submitted to secure the grant funding.
  - 4. No funding is available from the UK treasury to develop the business case.
  - 5. The grant will be limited to the amount stated in the business case, i.e. the UK Government will not underwrite any risk that costs associated with the bridge works exceed £3m.

The grant funding is available for drawdown this financial year (2023/24).

4.7 At a meeting of Moray Council on 28 June 2023 the Council agreed to commission and fund a Pre-feasibility Study to ascertain if investment in a FBC, as required to secure the UK government grant funding to repair the bridge, would be of value (paragraph 8 of the minute refers).

### **The Pre-Feasibility Options**

- 4.8 The Pre-feasibility Study considered 4 options to reopen the bridge to vehicular traffic. Details of these options are provided below, full details are provided in **Appendix B**. The consultant has estimated the capital cost of each option using average construction costs for the UK and adding Optimism Bias. The costs provided considered the lower range, most likely and upper range costs. These costs have been tested using one of the Council's framework contractors and the upper range cost is considered to be closest to current market prices. However, these costs will need to be further defined as part of the FBC, including quantified risks and should be treated with caution.
- 4.9 **Option 1 Do Minimum** this option would maintain the current status of the bridge, which is closed to vehicular traffic but open to pedestrians and cyclists and provides a baseline case for comparison with other options. The bridge would be monitored to assess its condition and suitability for continued use by pedestrians and cyclists. It is likely that after 5 to 10 years the bridge would need to be fully closed and thereafter demolished. The cost of demolition, ongoing monitoring and minor maintenance works is included in the whole life cost for this option. The whole life costs for options that do not involve demolition of the bridge allow for ongoing monitoring and maintenance required throughout the servicalble life of the structure. A long term road closure would be required for this option, with ancillary works such as signage and turning facilities for motor vehicles.

Capital Cost	Whole Life Cost	Total Cost
£83,000	£747,078	£830,078

4.10 **Option 2 Repairs to existing bridge** – this option would fully refurbish the existing bridge, including breakout and replacement of existing elements. There is significant amount of risk associated with this option. The condition of the existing structural elements is not fully known, so the extent to which they can be retained or strengthened is also unknown.

Capital Cost	Whole Life Cost	Total Cost
£3,957,378	£309,208	£4,266,586

4.11 **Option 3 Overbridge** – this option retains the existing structure with a prefabricated structure installed over the existing deck. The overbridge can either span the top of the existing abutments to rest on new supports or be installed onto the existing foundations in combination with repair works or modifications to the existing abutments. Overall the maintenance requirements for this type of bridge are higher than would be required for a new integral structure. The level of ongoing maintenance will depend on which of these options is constructed and this has been allowed for in the estimated costs.

Option	Capital Cost	Whole Life Cost	Total Cost
4 a) demolish substructure	£3,677,494	£279,208	£3,956,702
4 b) re-use substructure	£3,337,022	£309,208	£3,646,230

4.12 **Option 4 New Integral Structure** – this option would involve full demolition of the existing structure and construction of a new bridge. This option would require significantly less ongoing maintenance than the other options considered to open the bridge to vehicular traffic. The consultant has considered two factors when costing this option, a minimised width of bridge and an improved width of bridge. The minimised bridge would allow passage of one standard sized vehicle up to 40 tonnes at a time, agricultural vehicle in excess of 3.5m wide would not be able to use this bridge safely. The improved width of bridge would allow two way traffic for standard size vehicles.

Option	Capital Cost	Whole Life Cost	Total Cost
4 a) wider	£3,514,804	£84,850	£3,599.654
bridge			
45 b) minimum width bridge	£2,868,375	£84,850	£2,953,225

### Socio-Economic Benefits and BCR(Benefit Cost Ratio)

4.13 The socio-economic benefits associated with reopening the bridge to vehicular traffic cannot be defined at this time as there is insufficient data to inform this assessment. Should members decide to progress a FBC, the traffic surveys and traffic modelling proposed as part of the FBC development will be sufficient to clearly define these benefits. Specific socio-economic benefits or a BCR are not used within the bridge prioritisation policy, they are however used by government to determine the value of investing in particular schemes.

4.14 While specific socio-economic benefits cannot be calculated at this time, it is clear that, assuming a capital cost in the region of £3million, the value of socio-economic benefits would need to be greater than £50,000 per year to result in a BCR of greater than 1. The indicative number of vehicles and potential for benefit in journey time is highly likely to result in benefits of greater than this number. Therefore, while there would be a positive business case at this level of capital spend (noting the caveats on this above), there are too many unknowns to provide a definitive BCR with confidence at this stage. The decision of Economic Development and Infrastructure Services Committee on 7 February 2023 was for Cloddach Bridge to remain closed to vehicular traffic and if the recommendation in Section 3.1 (ii) of this report is accepted this decision will be adhered to. Should members choose to support the preparation of a FBC, the option then likely to be preferred would be Option 4b, new integral bridge with minimum width.

### **Costs and Timeline to Develop FBC**

- 4.15 The pre-feasibility study provides an estimate of the costs involved in developing a FBC to repair the bridge and how long this is likely to take. The estimated cost of developing the FBC is £187,000 and it is estimated it will take 26 weeks to complete. Based on this estimate, if the contract is awarded at the start of October 2023, the FBC will be ready for submission to Department for Transport (DfT) on 5 April 2024. To achieve this submission date the contract will need to be awarded directly through one of the Council's frameworks. Although this appears a lengthy process it is necessary to carry out traffic modelling to accurately assess the benefits of reopening the bridge to vehicular traffic. It is also necessary to undertake intrusive surveys and outline design to reduce risk and assess costs as accurately as possible at this early stage of the project, outline design and intrusive surveys in order to conclude design and accurate costing.
- The DfT will need to review and approve the FBC prior to any draw down of 4.16 funding. If the FBC does not establish a case to the satisfaction of the DfT in terms of value for money then the case may be referred to a member of the ministerial team to consider whether a Ministerial Directive would be issued on other strategic grounds. The DfT has indicated that to achieve timely approval the FBC would need to be submitted to them by 1 February 2024. This is to enable the DfT to review the FBC, prepare their own papers, submit the case for review by the DfT's investment board, ministers and Treasury officials. The current estimated date for completion of the FBC is 5 April 2024 and while it may be possible to reduce this, it is unlikely that it could be reduced by the 5 weeks required to meet the DfT deadline. Council may wish to be mindful of this risk, noting that schemes of this scale ordinarily take 12 months or more to develop to the stage of an approved business case, whereas this project would have had less than 11 months from the Chancellor's budget announcement on 15 March 2023.
- 4.17 At this point the advice received from the DfT is that Treasury remains firm that any release of funding must be this financial year.

4.18 The business case would follow the five case model set out in the Green Book, which includes the Financial Case. The Financial Case must set out how the bridge repair will be funded. As such, the source of the 50% match funding currently estimated at £1.45m required to construct the bridge will need to be identified before submission of the FBC. It should be noted that council officers are already looking to reduce the council's capital commitments going forward as they are unaffordable.

### 4.19 Match Funding

A meeting was held with Heldon Community Council on 2 August 2023, to discuss progress and funding required to repair Cloddach Bridge. Heldon Community Council has advised it intends to submit an application for funding to the Fred. Olsen Renewables Rothes 1- fund. The closing date for applications is 3 October and the application will be considered on 17 October. The level of funding, if any, that would be made available from this source will not be known until after 17 October, although it should be noted that the Community Council has already indicated that any funding is likely to be partial rather than full match funding.. The Community Council also intends to petition Scottish Government to explore potential funding streams from this source.

### Summary

- 4.20 In summary, should there be a decision to proceed further, the process would be as follows:
  - a. preparation of FBC including identification of match funding
  - b. submission of FBC to DfT for approval by 1 February 2024, if possible. DfT has advised that HMT position is that the funding must be released in 2023/24.
  - c. If FBC demonstrates a positive BCR, approval of FBC for funding drawdown is within the remit of the DfT
  - d. If FBC does not demonstrate a positive BCR the case may be referred for a ministerial direction to approve funding
  - e. drawdown of funding on agreed terms with DfT in line with delivery of project
- 4.21 Notwithstanding the information set out above in this report, and the concern of local residents, it remains the case that there is already a standing Council decision to close Cloddach Bridge to vehicular traffic. The council has also approved the prioritisation policy that determines the order in which these bridges are brought forward for funding and Cloddach bridge is classified as standard low, meaning that notwithstanding other financial pressures on the council there are a significant number of other bridges in Moray that have a higher funding priority for the council. These bridges are brought forward in a managed way each year for inclusion in the capital budget to enable an affordable and deliverable programme of works to maintain network bridges across Moray.

### 5. <u>SUMMARY OF IMPLICATIONS</u>

# (a) Corporate Plan and 10 Year Plan (Local Outcomes Improvement Plan (LOIP))

"Building a better future for our children and young people in Moray"

### (b) Policy and Legal

In policy terms Cloddach Bridge is classed as Standard: Low in terms of its priority level. In terms of the Short to Mdeium term Financial Strategy also on the agenda for this meeting (item 8), reducing the Capital Plan is a key contributor to achieving a balanced budget by the end of 2025/26.

### (c) Financial implications

There is no committed budget to fund a FBC or undertake works on Cloddach Bridge. It is noted that Council on 28 June 2023 (para 10 of the minute refers) carried forward £1.5m capital from the 22/23 capital budget into 23/24 provisionally in relation to Cloddach Bridge, but agreeing that any firm commitment would be subject to further decision making. As set out in para 4.20 and 4.21 above and in the risk implications below, given the other calls on council funding and the requirement to make significant financial savings for 2024/25 and 2025/26 there are clear financial impacts in committing funding to this project.

When the Council approved the budget for 2022/23 on 22 February 2022 (paragraph 3 of the Minute refers) it balanced only by using reserves and one-off financial flexibilities. The indicative 3 year budget showed a likely requirement to continue to make savings in the order of £20 million in the next two years. All financial decisions must be made in this context and only essential additional expenditure should be agreed in the course of the year. In making this determination the committee should consider whether the financial risk to the Council of incurring additional expenditure outweighs the risk to the Council of not incurring that expenditure, as set out in the risk section.

### (d) **Risk Implications**

The pre-feasibility study has indicated that there would be a positive BCR to fund the repair works required to re-open Cloddach Bridge to vehicular traffic. However, this cannot be confirmed until further traffic survey and modelling work has been undertaken to define the benfits reopening the bridge would provide. Officials from the Department of Transport have indicated that the grant funding could be made available through a Ministerial Directive if there is no positive benefit cost ratio (based on socio-economic benefits). However, this is not guaranteed and the funding required to deliver the business case could be abortive spend. There is a risk that should it make funding available to support this project notwithstanding the earlier decision in February this year, the Council is seen as departing from its established Bridge Maintenance Prioritisation Policy. While it could be suggested that the offer of government funding makes this project exceptional, any funding contributed by the Council would still be applied to a bridge which would not otherwise be accorded priority status, and given the current projected funding gap of £15m for 2024/25, this may ultimately be to the potential detriment of other bridges and communities across Moray, particularly in the context of a reducing Capital Plan.

As set out in para 3.16, should there be a decision to proceed with developing the FBC there are risks in achieving a timely submission of the FBC in order to achieve drawdown of funding, which could lead to abortive expenditure.

### (e) Staffing Implications

There are no staff resources available within the Consultancy Section to undertake the work required to deliver the business case. As such this work will need to be outsourced at a cost of approximately £187,000 Some staff time would be required to manage the contract for the business case and this is likely to impact on the Consultancy Team's delivery of its revenue programme for 2023/24.

### (f) Property

Cloddach Bridge currently vests with Moray Council in its role as Road Authority. If the bridge is closed and the road is Stopped Up, the land on which is has been constructed must be reinstated and returned to the landowner.

### (g) Equalities/Socio Economic Impact

If the bridge remains closed to vehicular traffic, a maximum diversion of 6 miles may affect some car users.

#### (h) Climate Change and Biodiversity Impacts

Where possible we would seek to recycle and / or reuse the waste material generated through demolition of the existing bridge.

### (i) Consultations

Depute Chief Executive (Economy Environment and Finance), Head of Environmental and Commercial Services, Chief Financial Officer, Legal Services Manager, Equal Opportunities Officer and the Democratic Services Manager have been consulted and their comments incorporated into the report.

### 6. <u>CONCLUSION</u>

- 6.1 A decision not to progress works on Cloddach Bridge was made by Economic Development and Infrastructure Services Committee on 7 February 2023.
- 6.2 To receive grant funding from DfT to repair Cloddach Bridge the Council must submit a FBC, which should demonstrate value for money and must identify how the match funding of £1,434,187 will be sourced.
- 6.3 It is likely that a positive BCR can be achieved over the serviceable life of the new bridge but this cannot be confirmed until traffic survey and modelling work is undertaken during development of the FBC.
- 6.4 A commitment to progress with development of a FBC given the Council's stated policy positions, uncertain match funding and extremely challenging timescales is not recommended given the risks which this would present for the Council.

Author of Report: Debbie Halliday Consultancy Manager

Background Papers:

Ref:

SPMAN-524642768-970

# **Moray Council Bridges Prioritisation**

Year: Q1 2023

# This sheet draws data by reference to other sheets. Do not edit the contents of this sheet.



Priority Scoring Matrix							
Bridge Alert Status Black Red Amber							
Network Criticality	7	5	4				
Vital	7	490	350	280			
Important	5	350	250	200			
Standard - High	3	210	150	120			
Standard - Medium	2	140	100	80			
Standard - Low	1	70	50	40			

Priority Frequency							
Bridge Alert Status	Bridge Alert Status			Amber	Yellow	Green	Total
Network Criticality		7	5	4	2	0	
Vital	7	0	1	2	6	11	20
Important	5	1	4	22	54	123	204
Standard - High	3	0	1	6	9	7	23
Standard - Medium	2	1	3	7	28	37	76
Standard - Low	1	0	3	7	19	27	56
Total		2	12	44	116	205	379

Priority Score Frequency					
Priority Score Interval	Freq.				
400+	0	0%			
300-399	2	1%			
200-299	28	7%			
100-199	71	19%			
10-99	73	19%			
0-9	205	54%			
Total	379	100%			







Bridge Alert Status						
Number of bridges appraised	378	100%				
Of which						
Black	2	1%				
Red	12	3%				
Amber	44	12%				
Yellow	116	31%				
Green	204	54%				

low	Green	
2	C	)
140	7	,
100	5	)
60	3	5
40	2	
20	1	•

Prio	Priority Scoring Matrix								
Bridge Alert Status Black		Black	Red	Amber	Yellow	Green			
Netv	vork Criticality		7	5	4	2	0		
V	'ital	7	Vital / Black	Vital / Red	Vital / Amber	Vital / Yellow	Vital / Green		
lr	nportant	5	Important / Black	Important / Red	Important / Amber	Important / Yellow	Important / Green		
S	tandard - High	3	Standard - High / Black	Standard - High / Red	Standard - High / Amber	Standard - High / Yellow	Standard - High / Green		
S	tandard - Medium	2	Standard - Medium / Black	Standard - Medium / Red	Standard - Medium / Amber	Standard - Medium / Yellow	Standard - Medium / Green		
S	tandard - Low	1	Standard - Low / Black	Standard - Low / Red	Standard - Low / Amber	Standard - Low / Yellow	Standard - Low / Green		

# Moray Council Bridges Prioritisation

Year: Q1 2023

Notes:

1. Bridges are sorted in order of priority score, highest priority at the top.

2. If changes are made to the input data the priorities may change and it will be necessary to re-sort.

3. To be read in conjunction with the Prioritisation Procedure Report (Moray Council, August 2023).

4. All data on this worksheet is drawn by reference from other sheets and should not be edited in this sheet. The sheet is password protected and only data filtering is permitted.

					Priority Rank	
Bridge Code	Bridge Name	Bridge Alert Status, BAS	Network Criticality, NC	Priority Score	<u>(1 = high)</u>	Notes / Comments / Observations
U129E/20	BLACKHILLS CULVERT	Black	Important	350	1	
U170E/20	KIRKHILL DRIVE LHANBRYDE	Red	Vital	350	1	Refurbishment works planned in 2023 No
A941/320	ASHGROVE CULVERT	Amber	Vital	280	3	Deemed 40T in source spreadsheet but no
A941/340	NEW BISHOPMILL	Amber	Vital	280	3	
B9012/30	UNTHANK CULVERT	Red	Important	250	5	BClcrit score given as -999, denotes errone
B9015/30	SOURDEN	Red	Important	250	5	No known assessment. Steep, sustained f
B9102/50	UPPER KNOCKANDO	Red	Important	250	5	
B9103/20	ARTHUR'S BRIDGE	Red	Important	250	5	Monitoring recommended in 2020 Fairhur
A920/190	KEITHMORE	Amber	Important	200	9	
A941/70	KING'S FORD	Amber	Important	200	9	No known assessment. Large single-span
B9008/10	AUCHRIACHAN	Amber	Important	200	9	
B9008/60	NEVIE CULVERT	Amber	Important	200	9	
B9016/50	ENZIE	Amber	Important	200	9	
B9022/20/JAC	BRIDGE OF ISLA	Amber	Important	200	9	Joint bridge with Aberdeenshire Council.
B9102/10	PITCHROY	Amber	Important	200	9	
B9102/60	POOLFLASGAN	Amber	Important	200	9	2012 assessment by Jacobs concluded brid
B9115/40	EAST OF FORKINS	Amber	Important	200	9	No known assessment
B9116/20	RIVER ISLA BRIDGE	Amber	Important	200	9	
B9117/50	BRIDGE OF MILLEGIN	Amber	Important	200	9	
C12E/10	DOUAL BRIDGE	Amber	Important	200	9	
C15E/10	CARRON BRIDGE	Amber	Important	200	9	
C37E/10	ORCHARD ROAD BRIDGE	Amber	Important	200	9	No known assessment
U142½/10	WILLOWBANK	Amber	Important	200	9	Although the BCIcrit is currently very low i
U142½/20	CULACH BURN	Amber	Important	200	9	
U171E/40	ASHGROVE BRIDGE	Amber	Important	200	9	No known assessment
U57H/10	MacDOWALL	Amber	Important	200	9	This bridge has had work since the last PI so t
U57H/11	SOUTH ARNDILLY	Amber	Important	200	9	
U60E/10	Asleisk	Amber	Important	200	9	
U68E/10	EARNHILL	Amber	Important	200	9	
B9115/70/JAC	BLAIRMOON	Amber	Important	200	9	Is in joint ownership with MC and Aberdeens
U138H/10	BRIDGE OF CANTLY	Red	Standard - High	150	31	Structural review recommended. Assessmen
A941/210	NEW CRAIGELLACHIE	Yellow	Vital	140	32	
C20H/15	CLASHNOIR C20H-15	Yellow	Vital	140	32	No known assessment
C60H/10	DRUMIN BRIDGE	Black	Standard - Medium	140	32	
U168E/10	KINLOSS CULVERT	Yellow	Vital	140	32	
U170E/10	KIRKLAND HILL CULVERT	Yellow	Vital	140	32	
U171E/50	MOYCROFT	Yellow	Vital	140	32	No known assessment
U173E/20	SANQUHAR BRIDGE	Yellow	Vital	140	32	Assessed in 2008 by Halcrow, self-weight
U115H/10	ТОМВАЕ	Amber	Standard - High	120	39	
U117H/10	BRIDGE OF SLATEFORD	Amber	Standard - High	120	39	
U128H/20	AILNACK	Amber	Standard - High	120	39	
U26H/10	ROEHILL	Amber	Standard - High	120	39	
U57H/30	KILLIEMORE	Amber	Standard - High	120	39	
U93H/10	BALVENIE GARDENS RAILWAY	Amber	Standard - High	120	39	
A939/220	WESTER FODDERLETTER	Yellow	Important	100	45	No known assessment. Armco-type culve
A920/180	FIDDICH (AUCHINDOUN )	Yellow	Important	100	45	WDM records BD21 assessment by Jacobs
A939/170	BRIDGE OF LEACHD	Yellow	Important	100	45	· · · · · · · · · · · · · · · · · · ·
A939/210	NEW BRIDGE OF AVON	Yellow	Important	100	45	
A941/110	ARDLUIE	Yellow	Important	100	45	
A941/190	BURNSIDE	Yellow	Important	100	45	
A941/80	BAZAAR MEMORIAL	Yellow	Important	100	45	
A941/90	BLACK WATER BRIDGE	Yellow	Important	100	45	
A95/70	BRIDGE OF CLERKSFAT	Yellow	Important	100	45	
A95/90	MONTGREW 1	Yellow	Important	100	45 45	
, , , , , , , , , , , , , , , , , , , ,				100	45	

known assessment
recorded on WDM so not taken into account for prioritisation. Some indications of structural distress in 2015 PI report
ous input. Condition information not reliable, provisionally high alert score. Inspection recommended to improve reliability of priority score.
ll in BClcrit score since 2016. Structural review recommended
t Assessment Report
oncrete arch with masonry-clad concrete spandrels, enveloping earlier masonry arch
loray is the maintainer. Concrete bridge built c.1930. Repair scheme undertaken winter 2009/10
ge capacity of 3 tonnes GVW, limited by shear in the carriageway and footway beams
is considered, on review, that the condition of the bridge is not very poor
e BCICRIT score should increase to 40 once the 2023 PI report is complete and signed off BCIcrit expected to improve following completi
ire Council - AC are the lead maintenance authority and approve/disapprove abnormal load movements. Propose remove from list Joint b
likely due Structural assessment in progress
apacity only. 3T weight restriction imposed. Recommend structural review and monitoring as minimum
, masonry headwalls
2012

INPLIT	INPLIT			INPLIT	INPLIT FORMULA	FORMULA	FORMULAF	ORMUIA	
Bridge Code	Bridge Name	Average Critical Bridge Bridge Condition Condition Easting Northing		Gritting priority	Critical link? Bridge Alert	Network	Priority	Priority	Notes / Comments / Observations
A030/170		Indicator, Indicator, BCI <sub>crit</sub>		(1 to 5)	Status, BAS	Criticality, NC	Score (	1 = high)	
A920/170 A920/180 A920/190 A939/170	FIDDICH (AUCHINDOUN ) KEITHMORE BRIDGE OF LEACHD	98         100         336197         83988           80         55         335191         83985           73         31         334585         83956           85         58         323751         81468	4         0         401 GVW           3         30         40           5         0         40T GVW           1         0         40T GVW	1 1 1 1	YesGreenYesYellowYesAmberYesYellow	Important Important Important Important	100 200 100	45	o 5 9 5
A939/180 A939/181 A939/191 A939/210	BLAIRNAMARROW LURGH DUBH GLENMULLIACH CULVERT NEW BRIDGE OF AVON	89         100         321144         81542           89         81         322379         81513           98         100         319014         81675           72         58         315001         81995	7         0         40T GVW           1         0         40T GVW           9         0         40T GVW           1         45         40T GVW	1 1 1 1	YesGreenYesGreenYesGreenYesYellow	Important Important Important Important	5 5 100	186 186 186 45	6 6 6 5
A939/220 A939/230 A939/240/JHC A939/32	WESTER FODDERLETTER TOM M'OR CULVERT BRIDGE OF BROWN GLENMULLIE	80         79         314343         82079           93         92         313312         82093           89         81         312388         82059           93         100         319831         81624	4 0 0 40T GVW 9 0 40T GVW 2 0 40T GVW	1 1 1 1	Yes Yellow Yes Green Yes Green Yes Green	Important Important Important Important	100 5 5 5	45 186 186 186	5 6 6 6
A939/33 A940/20 A940/30 A940/40	BADNAFRAVIE GLENERNIE WOODSIDE CULVERT KNOCKACH	86         81         320501         81582           82         55         301908         84656           99         100         300872.1         845389.           86         79         300819         84528	1 0 40T GVW 4 0 40T GVW 6 0 40T GVW 1 0 40T GVW	1 1 1 1	Yes Green No Yellow No Green No Green	Important Important Important	5 100 5 5	186 45 186 186	6 5 6 6
A941/100 A941/110 A941/130	BRIDGEND ARDLUIE BALLOCHFORD CULVERT BALLOCH	87       100       337434.1       831713.         81       55       337367.1       831860.         86       80       335990       83363         75       86       334773       83499	6 29 40T GVW 7 37 40T GVW 4 0 40T GVW 2 0 40T GVW	1 1 1 1	Yes Green Yes Yellow Yes Green	Important Important Important	5 100 5	186 45 186	6 5 6
A941/140 A941/150 A941/160 A941/170	BRIDGEHAUGH BURNEND BRIDGE OF CRACHIE	90         100         334082         83570           80         81         333515         839503.           83         78         333082         83986	2         0         401 GVW           5         30         40T GVW           7         39         40T GVW           4         32         40T GVW           4         32         40T GVW	1 1 1 1	YesGreenYesGreenYesGreen	Important Important Important	5	186 186 186	
A941/180 A941/190 A941/200 A941/210	BURNSIDE GLENBURNIE PIPE NEW CRAIGELLACHIE	85         78         332264         84091           80         61         331848         84236           93         83         330488.6         843549.           81         57         328658.3         845179.	4         36         401 GVW           4         45         40T AW           1         0         40T GVW           1         30         40T GVW	1 1 1 1	YesGreenYesYellowYesGreenYesYellow	Important Important Important Vital	5 100 5 140	186 45 186 32	5 5 6 2
A941/225 A941/226 A941/230 A941/240	SOUTH CULVERT BLACK BURN NORTH CULVERT BLACK BURN ROTHES BURN BACK BURN BRIDGE	97       100       327666.9       848278.         97       100       -       -         98       100       327757       84921         95       100       327753       84961	3         38         40T           38         40T           1         30         40           7         0         40T GVW	1 1 1 1	YesGreenYesGreenYesGreenYesGreen	Important Important Important Important	5 5 5 5	186 186 186 186	6 6 6 6
A941/260 A941/270 A941/280 A941/290	CAOCHAN STRIPE BIRCHFIELD ROTHES GLEN HOTEL NETHERGLEN	93       100       326195       85140         84       81       325585       85228         90       64       325605       85254         95       100       324679       85419	9 - 40T 1 - 40T 1 45 40T GVW 6 0 40T GVW	1 1 1 1	Yes Green Yes Green Yes Green Yes Green	Important Important Important Important	5 5 5	186 186 186 186	6 6 6
A941/300 A941/310 A941/320 A941/340	LONGMORN BRIDGE BIRKENHILL BRIDGE ASHGROVE CULVERT	90         100         322887         85858           94         100         322466         86020           100         55         322091.2         862103.           75         31         321540         86328	1 0 40T GVW 4 0 40T GVW 1 - 40T 3 30 40T GVW	1 1 1 1 1	Yes Green Yes Green Yes Amber	Important Important Vital	5 5 280 280	186 186 3	
A941/360 A941/50 A941/60	SPYNIE CANAL Dykeside AUCHMAIR	85         81         322658         86641           100         100         338640.1         828092.           82         81         338244.8         828410.           63         58         337924.6         828817	7         35         40T AW           6         30         40T GVW           5         0         40T GVW	1 1 1 1 1	YesGreenYesGreenYesGreenYesAmber	Vital Important Important	7 5 5 200	175 186 186	
A941/80 A941/90 A942/20	BAZAAR MEMORIAL BLACK WATER BRIDGE REIDHAVEN STREET	70         55         337809         82907           70         58         337796         83081           84         81         343551         86619           87         95         252010.8         852101	I         0         40T GVW           9         40         40T GVW           3         0         40T GVW           2         24         40T GVW	1 1 1 1	YesYellowYesYellowYesGreenYesGreen	Important Important Important	100 100 5	45 45 186	
A95/50 A95/60 A95/70 A95/80	BRIDGE OF FOWLWOOD BRIDGE OF BRACO BRIDGE OF CLERKSEAT BRIDGE OF AUCHINHOVE	87         93         332910.8         833191.           92         100         349146.4         851454.           80         58         347268         85182           83         80         345806         85198	2         34         401 GVW           4         41         40T GVW           3         45         40T GVW           4         31         40T GVW	1 1 1 1	YesGreenYesYellowYesGreen	Important Important Important	5 5 100 5	180 186 45 186	6 5 6
A95/90 A98/310 A98/320 A98/330	MONTGREW 1 SEATOWN BRIDGE BOGS OF RANNAS RANNAS BRIDGE	78       53       344915       85197         61       40       350614       86720         92       100       345663       86523         92       100       345563       86514	9         28         40T AW           6         31         40T GVW           2         0         40T           1         0         40T GVW	1 1 1 1 1	YesYellowYesYellowNoGreenNoGreen	Important Important Important Important	100 100 5 5	45 45 186 186	5 5 6 6
A98/340 A98/350 A98/351 A98/360	INCHGOWER STONIE'S CULVERT STONIE'S PIPE TYNET	91         100         342885         86399           96         81         341263         86329           91         100         341251         86328           79         81         338417         86144	2 30 - 9 45 40T GVW 4 0 40T 7 30 40	1 1 1 1	NoGreenNoGreenNoGreenYesGreen	Vital Vital Vital Vital	7 7 7 7 7	175 175 175 175	5 5 5 5
A990/20 A990/30 B9007/10 B9008/10	PORTGORDON BUCKPOOL LOGIE ALICHRIACHAN	89         78         340531         86475           82         81         342009         86564           83         55         300352         84978           58         28         317577         81909	8         45         40T GVW           3         0         40T GVW           4         25         40T GVW           5         27         40T GVW	1 1 1 1	Yes Green Yes Green No Yellow Yes Amber	Important Important Important	5 5 100 200	186 186 45	6 6 5
B9008/20 B9008/30 B9008/40 B9008/60	CARTACH CULVERT BRIDGE OF TOMNAVOULIN BRIDGE OF LIVET ( NEW )	91         100         321355         82392           82         100         321190         82622           76         58         321119         82669           71         31         320875         82760	1         0         40T GVW           6         25         40T GVW           8         30         40T GVW           5         30         40T GVW	1 1 1 1 1	Yes Green Yes Green Yes Yellow	Important Important Important	5 5 100 200	186 186 45	
B9008/80 B9008/80 B9008/90	AUCHBRECK CULVERT TOMBRECKACHIE TOMMORE CULVERT	92         100         320980         82700           92         100         320980         82859           74         55         320010         82973           94         81         319226         83506	S         SO         401 GVW           5         30         40T GVW           6         0         40T GVW           1         0         40T GVW	1 1 1 1	YesGreenNoYellowNoGreen	Important Important Important	5 100 5	186 45 186	
B9009/100 B9009/11 B9009/110 B9009/120	CRAIGHEAD BRIDGE OF AUCHGORUM MORINSH SHENVAL	84         67         323389         83099           75         87         331178.6         839293.           92         100         322278         83032           93         82         321883         82980	3         0         401 GVW           5         30         40           5         30         40T GVW           3         40         40T GVW	1 1 1 1	YesGreenYesGreenYesGreenYesGreen	Important Important Important Important	5 5 5 5	186 186 186 186	5 6 6 6
B9009/20 B9009/30 B9009/40 B9009/50	LETTOCH CONVALLEYS ALLAMICHIE (LYNEMORE) BRIDGE OF GLACK	86         100         330823         83813           68         39         330326         83745           79         61         329702         83630           91         76         328797         83545	5         30         40T GVW           1         32         40T GVW           5         28         40T GVW           5         38         40T GVW	1 1 1 1	YesGreenYesYellowYesYellowYesGreen	Important Important Important Important	5 100 100 5	186 45 45 186	6 5 5 6
B9009/60 B9009/70 B9009/80 B9009/90	BALMERION AULTBEG TOMACHLAVEN ALLT LOAN	90         100         327579         83429           75         39         326793         83346           70         65         324837         83200           94         93         324309         83154	4         45         40T GVW           1         30         40T GVW           1         30         40T GVW           1         0         40T GVW	1 1 1 1	YesGreenYesYellowYesGreenYesGreen	Important Important Important Important	5 100 5 5	186 45 186 186	6 5 6 6
B9010/100 B9010/20 B9010/35 B9010/50	FORD BRIDGE PALMERSCROSS PITTENDREICH (ALLARBURN) WESTER PITTENDREICH	98         100         309204         85449           87         82         320156         86196           94         100         319651         86162           89         94         319353         86101	0 30 40T GVW 9 28 40T GVW 1 24 40T GVW 7 30 40T AW	1 1 1 1	NoGreenNoGreenNoGreenNoGreen	Important Important Important Important	5 5 5	186 186 186	6 6 6
B9010/70 B9010/90 B9011/20 B9011/5	MAINS OF KELLAS CRAIGMILL KINLOSS BRIDGE - max 60t	82         81         316732         85398           83         58         309440         85432           89         81         306317         86161	5         0         40T GVW           4         45         40T GVW           5         15         40T GVW           2         0         40T GVW	1 1 1 1	No     Green       No     Yellow       Yes     Green	Important Important Vital	5 100 7	186 45 175	
B9012/10 B9012/20 B9012/30	WATERTON CROSSLOTS UNTHANK CULVERT	81         78         317889         86599           96         100         317724         86651           99         -999         317586         86699	3         0         40T GVW           4         45         40T GVW           4         -         -	1 1 1 1	YesGreenYesGreenYesRed	Important Important Important	5 5 250	186 186 5	
в9014/10 В9014/100 В9014/110 В9014/130	DNIDGE OF POOLINCH LOWER TOWIE BRIDGE BRIDGE OF TOWIEMORE MILLTOWIE CULVERT	91       100       332893       84077         96       100       339280       84563         94       100       340022       84644         79       55       340712       84746	3U         40           8         0         40T GVW           6         0         N/A           8         0         40T GVW	1 1 1 1	res Green Yes Green Yes Yellow Yes Yellow	Important Important Important Important	5 5 100 100	186 186 45 45	
B9014/140 B9014/150 B9014/70 B9014/90	BRIDGE OF AUCHINDACHY BRIDGE OF MAISLEY BRIDGE OF BURNEND BRIDGE OF TOWIEBEG	87         86         340720         84748           75         52         340739         84874           82         58         337509         84381           91         100         338898         84528	9     22     40T GVW       3     30     40T GVW       5     45     40T GVW       0     -     -	1 1 1 1	YesGreenYesYellowYesYellowYesYellow	Important Important Important Important	5 100 100 100	186 45 45 45	5 5 5
B9015/10 B9015/100 B9015/20 B9015/30	KUTHES GREEN LEIN BRIDGE CROFT FARM SOURDEN	92         100         327775         85004           96         81         333975         86535           100         100         328485         85061           84         0         329100         85090	30     40T GVW       1     45     40T GVW       1     -     -       0     -     -	1 1 1 1	YesGreenNoGreenYesYellowYesRed	Important Vital Important Important	5 7 100 250	186 175 45	5 5 5
B9015/40 B9015/70 B9015/80 B9016/10	GARBITY ORBLISTON GARMOUTH RAILWAY FORGIESIDE	87         78         331064         85211           83         100         331589         85722           98         100         333748         86412           88         78         240422         5755	3         24         40T GVW           2         30         40T AW           9         31         40T GVW           7         0         N14	1 1 1 1	YesGreenYesGreenYesGreenNoYett	Important Important Important	5	186 186 186	
B9016/20 B9016/30 B9016/50	TARRYCROYS RYERIGGS ENZIE NEWMILL WEST	70       340423       85285         79       78       340121       85420         74       78       340164       85587         77       58       339829       85997         70       70       70       70	N/A           4         18         40T GVW           3         0         40T GVW           7         21         38T GVW           9         0         400	1 1 1 1 1	NoYellowNoGreenNoAmber	Important Important Important Important	100 5 200	45 186 186 9	6 6 9
B9017/20 B9017/20 B9017/30 B9018/100	NEWMILL WEST NEWMILL BRIDGE CROSSBURN SWELLEND	79         78         343066.2         852300.           77         39         343723         85263           86         94         344431         85246           90         81         350137         86054	9         0         401 GVW           4         0         40T GVW           3         0         40T GVW           7         13         40T GVW	1 1 1 1	NoGreenNoYellowNoGreenYesGreen	Important Important Important Important	5 100 5 5	45 186 186	5 5 6 6
B9018/110 B9018/120 B9018/130 B9018/140	BERRYHILLOCK CULVERT NETHER BLAIROCK LINTMILL 1 LINTMILL 2	97         100         350350         86106           91         91         351045         86304           81         58         351646         86532           79         81         351633         86530	7         18         40T GVW           9         17         40T GVW           5         0         40T GVW           2         27         40T GVW	1 1 1 1	YesGreenYesGreenYesYellowYesGreen	Important Important Important Important	5 5 100 5	186 186 45 186	6 6 5 6
B9018/20 B9018/30 B9018/40 B9018/60	BRIDGE OF CROFTGIBB BALNAMOON BURNEND BRIDGE WINDYHILLS	97         100         347956         85460           67         100         348386         85531           93         100         348965         85592           85         78         349163         85789	7     38     40T GVW       7     39     40T GVW       1     30     40T GVW       2     16     40T GVW	1 1 1 1	Yes Green Yes Green Yes Green Yes Green	Important Important Important Important	5 5 5 5	186 186 186 186	6 6 6 6
B9018/70 B9018/80 B9018/90 B9022/20/JAC	LANGLAN BURN UPPER CRAIBSTONE CRAIBSTONE BRIDGE OF ISLA	86         81         349332         85842           89         100         349662.3         859395.           82         81         349488.8         858966.           84         63         353016         84677	0 34 40T GVW 2 18 40T GVW 2 21 40T AW 0	1 1 1 1	YesGreenYesGreenYesGreenNoAmber	Important Important Important Important	5 5 200	186 186 186	6 6 6 9
B9022/60 B9089/20 B9102/10 B9102/100	KNABBY GATES WARDS CULVERT PITCHROY LYNES CULVERT	78       78       354969.6       852107.         84       50       312334       86612         76       31       317435       83777         91       100       321729.7       844041.	9 0 40T GVW 0 0 40T GVW 2 0 40T GVW 4	1 1 1 1	NoGreenYesYellowNoAmberNoYellow	Important Important Important Important	5 100 200 100	186 45 9 45	6 5 9 5
B9102/100 B9102/110 B9102/120 B9102/20	ARCHIESTOWN SANDYHILLOCK MAINS OF KIRDELLS	91         81         323422         844041.           91         81         323422         84417           82         100         326061         84515           90         81         317630         83983           76         50         217204         84166	7         0         40T GVW           0         0         40T GVW           9         0         40T GVW           2         12         40T GVW	1 1 1 1 1	NoGreenNoGreenNoGreenNoGreen	Important Important Important	5	186 186 186	
B9102/50 B9102/50 B9102/60 B9102/70	UPPER KNOCKANDO POOLFLASGAN CARDOW	76         50         317294         84166           75         31         317981         84298           82         58         318353         84287           91         81         319111         84268	2 13 401 GVW 9 0 38T GVW 1 - 40T GVW 8 0 40T GVW	1 1 1 1	NoYenowNoRedNoAmberNoGreen	Important Important Important Important	250 200 5	45 5 9 186	5 5 9 6
B9102/90 B9103/10 B9103/100 B9103/110	BRACKENHOWES SPYNIE CANAL BRIDGE BOAT O'BRIG AUCHROISK	81         81         321086         84372           80         94         324565         86870           83         81         331835         85172           84         74         333189         85126	4         0         40T GVW           4         26         40T GVW           8         0         40T AW           3         25         40T GVW	1 1 1 1	NoGreenNoGreenNoGreenNoGreen	Important Important Important Important	5 5 5	186 186 186 186	6 6 6 6
B9103/120 B9103/20 B9103/21 B9103/30	AUCHROISK DISTILLERY ARTHUR'S BRIDGE ARTHUR'S CULVERT CAYSBRIGGS	82         74         332876         85127           77         9         325332         86721           98         100         325312         86722           88         74         325639         86663	3         23         40T GVW           2         18         7.5T           0         0         40T GVW           3         22         40T GVW	1 1 1 1	NoGreenNoRedNoGreenNoGreen	Important Important Important Important	5 250 5 5	186 5 186 186	6 5 6 6
B9103/50 B9103/60 B9103/70 B9103/80	LOCH NA BO CLATTERINGBRIG ALTONSIDE DEANS HILLOCK	79         100         328018         85925           82         81         328913         85810           87         100         329588         85716           87         78         330455         85595	1         0         40T GVW           0         44         40T GVW           5         11         40T GVW           2         23         40T GVW	1 1 1 1	NoGreenNoGreenNoGreenNoGreen	Important Important Important Important	5 5 5 5	186 186 186 186	6 6 6
B9104/20 B9115/40 B9116/20 B9117/30	NETHER DALLACHY SOUTH EAST OF FORKINS RIVER ISLA BRIDGE SHORTBANK BRIDGE	94         81         335498         86356           65         55         338639         84446           69         55         343439         85190           79         69         355472         84900	7 6 1 0 26T AW 6 0 40T GVW	1 1 1 2	NoYellowNoAmberNoGreen	Important Important Important Standard - Medium	100 200 200 n 2	45 9 9 316	5 9 9 6
B9117/50 B9117/60 B9118/10 B9136/10	BRIDGE OF MILLEGIN FARMTOWN WOODSIDE BRIDGE RUTHVEN BRIDGE	76         49         351667         85083           76         81         351030.6         851153.           75         78         353340         84752           71         79         314820         82215	3     0     17T GVW       3     0     40T GVW       2     -     -       3     20     40T GVW	1 1 1 1	NoAmberNoGreenNoYellowNoGreen	Important Important Important Important	200 5 100 5	9 186 45 186	9 6 5 6
B9136/30 B9136/40 B9136/50 B9136/60	BALLCORACH ALLTGLANDER GLENLIVET BRIDGE DRUMIN SMITHY	96         100         315607         82659           96         81         316927         82857           90         62         319415         82996           81         100         319011.1         829701.	3       0       40T GVW         5       0       40T GVW         8       0       40T GVW         3       -       -	1 1 1 1	NoGreenNoGreenNoYellowNoYellow	Important Important Important Important	5 5 100 100	186 186 45 45	6 6 5 5
B9138/10 B9138/20 B9138/30 C105/10	BLACKSBOAT MAIN BRIDGE BLACKSBOAT FLOOD SPAN BLACKSBOAT RAILWAY BRIDGE	78         77         318483         83898           83         55         318402         83899           84         81         318341         83900           83         100         299754.6         857328	30         40T GVW           7         30         40T GVW           8         30         40T GVW           3         30         40T GVW           3         30         40T GVW	1 1 1 1 2	NoGreenNoYellowNoGreenNoGreen	Important Important Important Standard - Low	5 100 5	186 45 186	
C10E/10 C10E/30 C11E/10 C11E/20/JHC	EARLSMILL ESS BRIDGE DALTULICH	100         239734.0         837328.           73         43         296923         85608           67         28         300897         84598           60         50         298632.1         84881	S         ZZ         401 GVW           6         10         40T GVW           8         30         40T           6         0         40T GVW	2 3 3 3	NoGreenNoYellowNoAmberNoYellow	Standard - Low Standard - Medium Standard - Low	1 20 n 80 20	156 102 156	5 6 6 6
C11E/40 C11L/10 C12E/10 C12E/20	WHITEMIRE WESTON DOUAL BRIDGE BLACKBURN BRIDGE	90         79         298818         85426           85         78         349505         86154           67         22         312670         85296           82         100         308894         85381	9         -         -           3         0         40T GVW           4         0         40T AW           9         40         40T GVW	2 2 1 1	NOYellowNoGreenNoAmberNoGreen	Standard - Medium Standard - Low Important Important	n 40 1 200 5	121 353 9 186	1 3 9 6
C12E/30 C13E/10 C13E/20 C13E/30	REED BRIDGE OF LOSSIE AULTAHUISH YELLOWBOG	95         78         308566         85444           87         75         312280         85202           71         58         313983         84952           74         50         315012         84870	4 0 7.5T AW 3 0 45 40T GVW 6 32 40T GVW	1 1 1 1	NoYellowNoYellowNoYellowNoYellow	Important Important Important Important	100 100 100 100	45 45 45 45	5 5 5 5
C13E/40 C14E/10 C14E/5 C15E/10	STRONDOW WARDEND MARCASSIE CULVERT CARRON BRIDGE	87         100         317343         84482           93         100         303943         85585           85         100         305775         85629           74         61         322453         84117	5     33     40T GVW       4     0     40T GVW       3     -     -       1     0     7.5T GVW	1 2 2 1	NoGreenNoGreenNoYellowNoAmber	Important Standard - Medium Standard - Medium Important	5 n 2 n 40 200	186 316 121	6 6 1 9
C15E/30 C16E/10 C16E/20 C17E/10	DALUAINE OLD RAILWAY PORTGORDON BONE MILL BRIDGE BURNSIDE OF ENZIE	67         50         323773         84106           83         100         338644         86411           94         100         338176.7         863687.           93         81         339163.8         860558.	8         0         40T GVW           7         30         40T GVW           8         0         40T GVW           1         0         40T GVW	1 1 1 2	NoYellowNoGreenNoGreenNoGreen	Important Important Important Standard - Low	100 5 5 1	45 186 186 353	5 6 6 3
C17E/30 C17H/10 C17H/20 C17H/30	CAIRNFIELD EDINVILLIE LYNETIAN BLAIRNAIN	65       9       342012       86144         94       81       326618       84008         67       55       327196       83971         89       81       327236       83921	2 37 40T GVW 7 30 40T AW 0 0 40T GVW 4 0 40T GVW	2 1 3 3	NoAmberNoGreenNoYellowNoGreen	Standard - Medium Important Standard - Low Standard - Low	n 80 5 20 1	102 186 156 353	2 6 6 3
C19E/10 C19E/20 C1E/10 C1E/20	WAULKMILL CULVERT MEFT EASTER LOCHS LHANBRYDE OLD	87         100         324725         86205           99         100         326208         86309           95         81         331740         86307           91         81         326974         86128	3         -         -           9         0         40T GVW           2         0         40T AW           8         30         40T AW	2 2 1 1	NoYellowNoGreenNoGreenNoGreen	Standard - Medium Standard - Medium Important Important	n 40 n 2 5	121 316 186 186	1 6 6
C1E/30 C1E/50 C1H/30 C1H/60	EASTER COXTON FOGWATT CULVERT BROOMHEAD CALTERNACH	87         100         327153         86120           95         100         323677         85688           87         65         332398         84293           80         64         331843         84454	1 0 40T GVW 9 30 40T AW 1 0 40T GVW	1 1 2 2	NoGreenNoGreenNoGreenNoYellow	Important Important Standard - Medium	5 5 n 2	186 186 316	5 5 6 1
C1H/70 C20E/10 C20H/10 C20H/15	LITTLE NEWTON LINKWOOD CULRAGGIE (REFREISH) CLASHNOIR C20H-15	72         39         331643         84545           90         100         323327         86132           84         81         322228         82342           95         81         322993.8         822400	1 0 40T GVW 5 45 40T GVW 0 0 40T GVW	2 1 1 1	NoYellowNoGreenNoGreenNoYellow	Standard - Medium Important Vital	n 40 5 7	121 186 175	- 1 5
C21H/10 C22E/11 C22E/20	GARRALBURN LANDSHUT BRIDGE BAREFLAT HILLS RAILWAY	89         65         345329         85493           83         81         322352.2         863027.           91         100         322957         86346	9         -         -           4         30         40T GVW           8         30         40T GVW           7         30         40T AW	3 1 2	NoYellowNoGreenNoGreen	Important Important Standard - Low	140 100 5 1	45 186 353	
C22E/30 C24E/10 C24E/20 C24E/30	GILSTON CULVERT NORTH GILSTON SALTERHILL	77         78         323373         86373           72         78         320455         86608           80         74         320443         86658           93         100         320424         86672	7         30         401 AW           6         0         40T GVW           6         0         40T GVW           9         0         40T GVW           1         0         40T GVW	2 2 2 2	NoGreenNoGreenNoGreenNoGreen	standard - Medium standard - Medium standard - Medium	n 2 n 2 n 2	316 316 316	
C25E/20 C26E/20 C29E/10 C2E/30	MOSSTOWIE TOREHEAD GLENLOSSIE DISTILLERY	81         312492         86578           91         100         316961         86187           88         39         314637         85692           83         81         321282         85717	5         0         40T GVW           5         0         40T GVW           8         0         40T GVW           6         -         -           1         -         -	1 2 3 1	NOGreenNoGreenNoYellowNoYellow	Standard - Medium Standard - Medium Important	5 n 2 n 40 100	186 316 121 45	
C2E/40 C2E/50 C2E/60 C31L/10	BIRNIE CULVERT RASHCROOK VICTORIA BRIDGE	99       99       321409.3       856891.         96       100       321482.1       856639.         98       100       322219       85706         72       50       341989       86528	4 0 N/A 2 0 N/A 9 22 40T GVW	2 2 2 1	NOYellowNOYellowNOYellowNOYellow	tanuard - Medium tandard - Medium tandard - Medium Important	40 n 40 n 40 100	121 121 121 45	
C34H/10 C37E/10 C3E/10 C3E/30	NIVOCINDUKIN ORCHARD ROAD BRIDGE MONAUGHTY FOREST COWIES BRIDGE	91       81       354785       85267         88       58       303366       85855         88       87       315511       85842         93       100       314879       85735	-         -           6         -         -           7         0         40T GVW           5         0         38T GVW	2 1 1 1	NOYellowNoAmberNoGreenNoYellow	Important Important Important Important	40 200 5 100	121 9 186 45	
C3E/40 C3E/50 C3E/70 C3E/90	HELDON WOOD BRIACH CULVERT BOGNIE JUNCTION	75       65       313335       85707         98       100       313152       85708         90       74       309256       85465         98       100       310850       85571	1         0         40T GVW           5         0         40T GVW           4         0         40T GVW           1         0         N/A	2 2 2 1	NoGreenNoGreenNoGreenNoYellow	ptandard - Medium Standard - Medium Standard - Medium Important	n 2 n 2 n 2 100	316 316 316 45	
C40E/10 C43L/10 C43L/30 C44L/10	KEIKET LANE RAILWAY (NEW) FREUCHNY RATHVEN BOGSIDE CULVERT	95         100         323310.5         862090.           79         100         343389         86563           83         99         344590         86549           82         78         345173         86459	30     40t AW       6     -       3     25       40T GVW       3     0	1 1 3 2	NoGreenNoYellowNoGreenNoGreen	Important Important Standard - Low Standard - Medium	5 100 1 n 2	186 45 353 316	5 3 6
C44L/20 C46L/10 C47H/10 C47H/20	GLENBURN BRIDGE BRIDGE OF CRANNACH GARROWOOD BRACO CULVERT	83         78         347801         86252           67         81         348112         85448           76         55         349724         85064           91         100         349771         850999.	4         -         -           3         0         40T GVW           7         0         3T GVW           2         30         40T AW	2 2 3 3	NoYellowNoGreenNoAmberNoGreen	tandard - Medium tandard - Medium tandard - Medium Standard - Low	40 n 2 n 80	121 316 102 353	
C47H/40 C48H/10 C49H/10 C4E/20	BERRYHILLOCK BRIDGE OF BRIDGEND DALMANY MOSSTOWIE CANAL	67         78         350646         85400           85         78         351458.1         85526           89         81         335688.6         85096           81         65         316657         86140	9 30 40T GVW 6 5 36 40T GVW 8 0 -	3 2 2 2 2	NoGreenNoYellowNoGreenNoYellow	Standard - Medium Standard - Medium Standard - Medium Standard - Medium	n 2 n 40 n 2 n 40	316 121 316 121	6       1       6       1
C4L/10 C54H/10 C54H/20 C59H/11	BERRYHILLOCK BRIDGE CROOKSMILL BRIDGE OF ROSARIE BUSH BRIDGE	94       81       350513.8       86095         74       100       340971.3       851591.         82       82       338386       850189.         99       100       326555.2       840902	4 9 24 40T GVW 3 30 40T GVW 6 0 0	2 3 3 1	NoYellowNoGreenNoGreen	Standard - Low Standard - Medium Standard - Low	20 n 2 1	156 316 353 45	6 6 3
C5E/10 C5E/30 C60H/10 C62L/20	GRANGE HILL EAST GRANGE DRUMIN BRIDGE BLEACHEIELD	83         81         309252         86257           89         100         309700         86130           63         22         318531         83037           76         55         3517/43         86331	9 0 40T GVW 0 0 40T GVW 3 0 38T GVW	3 3 3 3	NoGreenNoGreenNoBlackNoAmber	Standard - Medium Standard - Medium Standard - Medium	n 2 n 2 n 140	316 316 32	6 6 2
C62L/20 C62L/30 C67L/11 C72H/10	MILTON BURN BIRKENBUSH RAILWAY OLDTOWN	88         81         351745         86331           100         100         342839         86231           84         55         343998         85237	3         3         40T GVW           0         0         N/A           9         0         40T GVW           5         30         40T GVW	3 3 2 2	NoGreenNoGreenNoYellowNoGreen	Standard - Low Standard - Medium Standard - Low	1 n 2 20	353 316 156	
C72H/21 C72H/30 C72H/50 C73H/10	BURN OF HAUGHS BRIDGE closed to abnormal loads MILTON BRIDGE MILLTOWN OF ROTHIEMAY	64         55         342401         85115           76         61         342850         85115           75         55         354785.7         848070.	30         401 GVW           1         -         40t max           1         30         40T AW           3         0         38T GVW	2 2 2 1	NoGreenNoYellowNoYellowNoYellow	standard - Medium standard - Medium Important	n 40 n 40 100	121 121 45	
C7E/20 C7E/20 C7E/20 C7L/10	DYKE CRAIBSTONE CULVERT	35       100       354695       84799         75       56       301489       86038         91       81       298954       85827         91       100       349927.3       85936	40T GVW           4         0         40T GVW           6         0         40T GVW           5         0         40T GVW           1         0         40T GVW	1 1 1 3 -	NOGreenNoGreenNoGreenNoGreen	Important Important Important Standard - Low	5 100 5 1	186 45 186 353	
C7L/20 C80H/10 C8E/10 C8E/20	FITTIE DALVEY SMITHY RAILWAY DALVEY RAILWAY BRIDGE	98       100       351332.5       859910.         75       74       331484.8       839018.         94       -999       -       -         86       -999       300076       85778	0         40T GVW           9         0         40T GVW           31         40T GVW           5         29         40T GVW	3 3 2 or 3 3	NOGreenNOGreenNOAmberNOAmber	Standard - Low Standard - Low Standard - Low Standard - Low	1 1 40 40	353 353 121 121	
C8E/30 C8E/40 C8H/10 C8H/20	BANARACH ABBOTSHILL BRIDGE OF FORTEATH BRIDGE OF GUESTLOAN	79       44       300009.4       858226.         74       55       299786       858422.         83       79       339512       83331         71       63       339849       83366	9     0     40T GVW       3     35     40T GVW       0     -     -       7     0     40T GVW	2 2 2 2 2	NoYellowNoYellowNoYellowNoYellow	Standard - Medium Standard - Medium Standard - Medium Standard - Medium	n 40 n 40 n 40 n 40	121 121 121 121	
C8H/40/JAC U105E/20 U106H/10 U108E/10	BRIDGE OF HAUGH CLOVES BRIDGE BIRKENBUSH BRIDGE CANTSFORD	77         81         342417         83931           86         100         314666         86124           78         65         326660         84120           90         81         307745         96475	5 1 33 40T AW 5 0 40T GVW 6 0 40T AW	2 3 3 3	NoYellowNoGreenNoGreenNoGreen	Standard - Low Standard - Medium Standard - High Standard - High	20 n 2 3	156 316 309	6 6 9 9
U109H/10 U111E/10 U112E/10	DALUAINE DISTILLERY CROY MILTONDUFF DOWERY	S0         S0//45         85475           80         55         323697         84117           93         100         316699.9         857547.           87         78         318231         85998           75         58         324000         5	9         10         40T GVW           4         0         40T GVW           4         0         40T GVW           4         0         40T GVW           4         0         40T GVW	3 3 2 2	NoGreenNoGreenNoGreenNoGreen	Important Important Standard - Medium Standard - Medium	3 100 n 2 n 2	309 45 316 316	5 6 6 9
U113E/10 U115H/10 U117H/10 U118E/10	TOMBAE BRIDGE OF SLATEFORD SHOUGLE	15       58       321089       85438         81       28       321776       82565         78       39       322500       82170         100       100       320936       85523	0         40T GVW           3         0         40T GVW           0         -         -           2         0         40T GVW           7         0         -	3 3 2 3	NOYellowNoAmberNoGreen	Standard - High Standard - High Standard - High Vital	60 120 120 7	109 39 39 175	
U124E/10 U124H/10 U124H/20 U125AH/10	TERVIE (MILLTOWN OF TOMBRECKACHIE) TROCHEIL BALLACHURN	b8         58         321753         85754           87         100         320999         83016           79         50         321266         83053           86         89         322731         83182	U         40           1         0         40T GVW           3         -         -           2         0         -	3 3 3 3 3	NOYellowNOGreenNOAmberNOYellow	Standard - Low Standard - Medium Standard - Low Standard - High	20 n 2 40 60	156 316 121 109	
U128E/10 U128H/10 U128H/20 U128H/30	LONGMORN CULVERT DELNABO AILNACK DELAVORA	98         100         323232         85829           79         78         316267         81739           56         39         316099         81705           85         78         316243         81642	30     40T GVW       8     0     40T GVW       0     -     -       1     -     -	3 3 3 3 3	NoGreenNoGreenNoAmberNoYellow	Standard - Low Important Standard - High	1 5 120 60	353 186 39 109	
U129E/10 U129E/20 U131E/20 U131E/30	GREENSIDE BLACKHILLS CULVERT BROADBURN AUCHINROATH	89         81         327714         85708           55         22         327630         85860           87         100         326279         85163           66         28         326694         85137	2         -         -           7         -         -         -           3         0         40T GVW           3         45         40T GVW	3 3 3 3	NoYellowNoBlackNoGreenNoAmber	Standard - High Important Standard - Medium Standard - Low	60 350 n 2 40	109 1 316 121	
U132H/10 U132H/20 U132H/30 U132H/5	INVERLOCHY KINARDOCHY SILVER BRIDGE EASTER FODDERLETTER	87         79         313868         82440           68         74         315207         82610           75         81         315511         82650           85         31         314084         82181	9 6 5 0 40T GVW 6 0 -	3 3 3 3	NoYellowNoGreenNoRed	Standard - Medium Standard - Medium Standard - Medium Standard - Medium	n 40 n 40 n 2 n 100	121 121 316 45	1       6       5
U135H/100 U138E/10 U138H/10 U139E/10	U135H/100 GAMHAINN CULVERT RINGORM BRIDGE BRIDGE OF CANTLY BRACKEN HOWES	88         50         317459.5         819670.           91         81         326859.2         84485           63         22         347589         85161           88         81         321201         84262	5	3 3 3 3 2	NoAmberNoGreenNoRedNoGreen	Standard - Medium Standard - Low Standard - High Standard - Mod	n 80 1 150	102 353 31	2 3 1 Structural review recommended. Assessment likely due. 6
U139E/20 U13E/10 U142½/10	BRIDGE OF BALLINTOMB MALCOLM BRIDGE WILLOWBANK	32         32         84360           98         100         323275         84257           85         81         336584         85225           77         9         318928         84241	3 0 40T GVW 7 7 0 40T GVW 8 0 -	2 1	NoGreenNoYellowNoAmber	Standard - Medium Standard - Low Important	2 n 2 20 200	316 316 156	
U142½/20 U142½/30 U144E/10 U144E/20	NETHER TOMDOW ALDAVONNIE LYNE OF KNOCKANDO	0         318936         84232           73         39         319055         84186           92         100         317261         84519           96         100         317314         84518	40T GVW           1         0         40T GVW           7         30         40T GVW           1         30         40T GVW           6         0         0	1 1 3 3	NoAmberNoGreenNoGreen	Important Important Standard - Low Standard - Low	200 100 1 1	9 45 353 353	
U146H/10/JAC U149E/10 U149E/21 U14E/20	CHARLOTTE STREET BRIDGE WEST STREET FOCHABERS DELFUR BRIDGE	90       100       341553       83954         76       50       334452       85858         96       100       334305.2       858697.         93       78       332012       85186	0         40T GVW           4         0         18           3         30         40           1         0         26T AW	3 3 1 3	NOGreenNOAmberNOGreenNOYellow	Standard - Low Standard - Low Important Standard - Medium	1 40 5 n 40	353 121 186 121	
U14E/30 U168E/10 U169E/10	KINLOSS CULVERT HARBOUR STREET HOPEMAN	/ь         39         334708         85839           94         100         307499.1         861842.           94         81         314562.6         869671	J         U         40T AW           1         -         -           7         0         40T GVW	3 3 3	INOYellowNoYellowNoGreen	scandard - Low Vital Vital	20 140 7	156 32 175	2 5

Worksheet purpose: Input basic data and calculate BAS, NC, and priority score. The sheet is password protected to avoid accidental changes.

 N.B. See foot of table	e for explanatory notes.													
FORMULA	FORMULA	Original design load	T INPUT HB assessment	HA assessment	FORMULA FORMULA Structure passess load assessment for Condition Ir	ridge Idicator,	FORMULA	INPUT Vulnerability to Chlorides from Seawater:	FORMULA Vulnerability to Chorides from	Scour damage/	FORMULA	Monitoring regime within last 6 years? Monitoring regime recommended in	ORMULA F Recent movement/	OR B
Bridge Code	Bridge Name	capacity (see Note 1)	result (HB units)	result (tonnes)	normal traffic at 40/44 tonnes level (Yes/No)	it 5 2, 3, 4)	Condition Descriptor	Within 200m of Normal Tidal Limit or High Water Mark (Yes/No)	Road Salt: Gritting Priority	vulnerability? (blank/Yes/No)	Risk Rating	most recent inspection or assessment report (implemented or not)? (Yes/No)	deterioration reported S (Yes/No)	/ tat
A920/170 A920/180 A920/190	BOGHEAD FIDDICH (AUCHINDOUN) KEITHMORE	Unknowr Unknowr Unknowr Unknowr	n 0 n 30 n 0	40T GVW 40T GVW 40T GVW	Yes Yes Yes	100 55 31	Very Good Poor Very Poor	No No No	1 1 1		High High High	No N No N	Io G Io Y Io A	ire ell \ml
A939/180 A939/180 A939/181 A939/191	BLAIRNAMARROW LURGH DUBH GLENMULLIACH CULVERT	Unknowr Unknowr Unknowr	n 0 n 0 n 0	40T GVW 40T GVW 40T GVW	Yes Yes	100 81 100	Very Good Good Very Good	No No No	1 1 1 1		High High High	No No No	10 C 10 C 10 C	iree iree
A939/210 A939/220 A939/230 A939/240/JHC	NEW BRIDGE OF AVON WESTER FODDERLETTER TOM M'OR CULVERT BRIDGE OF BROWN	Unknowr Unknowr Unknowr Unknowr	n 45 n - 0 n 0	40T GVW - 40T GVW 40T GVW	Yes No Yes Yes	58 79 92 81	Poor Good Very Good Good	No No No	1 1 1 1		High High High High	NO N	10 Y 10 Y 10 C 10 (	elle elle iree iree
A939/32 A939/33 A940/20 A940/30	GLENMULLIE BADNAFRAVIE GLENERNIE WOODSIDE CULVERT	Unknowr Unknowr Unknowr Unknowr Unknowr	n 0 n 0 n 0 n 0	40T GVW 40T GVW 40T GVW 40T GVW	Yes	100 81 55 100	Very Good Good Poor Very Good	No No No	1 1 1 1		High High High High	No         N           No         N           No         P           No         P	10 G 10 C 10 Y No (	iree iree 'ell Gree
A940/40 A941/100 A941/110	KNOCKACH BRIDGEND ARDLUIE	Unknowr Unknowr Unknowr Unknowr	n 0 n 29 n 37	40T GVW 40T GVW 40T GVW	Yes Yes Yes	79 100 55	Good Very Good Poor	No No No	1 1 1		High High High High	No N No N	10 G 10 G 10 Y	iree iree 'ell
A941/130 A941/140 A941/150 A941/160	BALLOCH BALLOCH BRIDGEHAUGH BURNEND	Unknowr Unknowr Unknowr Unknowr	n 0 n 30 n 39	40T GVW 40T GVW 40T GVW 40T GVW	Yes Yes Yes	80 86 100 81	Good Very Good Good	No No	1 1 1 1		High High High	No No P	10 G 10 G 10 G 10 G 10 G 10 G 10 G 10 G	ire
A941/170 A941/180 A941/190 A941/200	BRIDGE OF CRACHIE MALTKILN BRIDGE BURNSIDE GLENBURNIE PIPE	Unknowr Unknowr Unknowr Unknowr	n 32 n 36 n 45 n 0	40T GVW 40T GVW 40T AW 40T GVW	Yes Yes Yes Yes	78 78 61 83	Fair Fair Poor Good	No No No	1 1 1 1		High High High High	No         N           No         N           No         N           No         I	10 G 10 C 10 Y 10 Y	ire ire 'ell Gre
A941/210 A941/225 A941/226	NEW CRAIGELLACHIE SOUTH CULVERT BLACK BURN NORTH CULVERT BLACK BURN	Unknowr Unknowr Unknowr Unknowr	n 30 n 38 n 38	40T GVW 40T GVW 40T GVW	Yes Yes Yes Yes	57 100 100	Poor Very Good Very Good	No No No	1 1 1		High High High High	No N No No	IO Y IO C NO C	ell ire ire
A941/230 A941/240 A941/260 A941/270	BACK BURN BRIDGE CAOCHAN STRIPE BIRCHFIELD	Unknowr Unknowr Unknowr Unknowr	n 30 n 0 n -	40 40T GVW 40t 40t	Yes Yes Yes	100 100 100 81	Very Good Very Good Good	No No	1 1 1 1		High High High High	NO N	10 G 10 G 10 G 10 G 10 G 10 G	ire ire ire
A941/280 A941/290 A941/300 A941/310	ROTHES GLEN HOTEL NETHERGLEN LONGMORN BRIDGE BIRKENHILL BRIDGE	Unknowr Unknowr Unknowr Unknowr	n 45 n 0 n 0 n 0	40T GVW 40T GVW 40T GVW 40T GVW	Yes Yes Yes Yes	64 100 100 100	Fair Very Good Very Good Very Good	No No No	1 1 1 1		High High High High	No         N           No         N           No         N           No         N	10 G 10 C 10 C 10 C	ire ire ire
A941/320 A941/340 A941/360	ASHGROVE CULVERT NEW BISHOPMILL SPYNIE CANAL	Unknowr Unknowr Unknowr Unknowr	n - n 30 n 35	- 40T GVW 40T AW	No Yes Yes	55 31 81	Poor Very Poor Good	No No No	1 1 1		High High High	No N No No	10 A No A No (	.ml (ml Gree
A941/50 A941/60 A941/70 A941/80	AUCHMAIR KING'S FORD BAZAAR MEMORIAL	Unknowr Unknowr Unknowr Unknowr	n 0 n - n 0	40T GVW - 40T GVW	Yes No Yes Yes	81 58 55	Good Poor Poor	No No No	1 1 1 1		High High High High	NO N	10 G 10 G 10 F 10 F	ire ml /ell
A941/90 A942/20 A95/50 A95/60	BLACK WATER BRIDGE REIDHAVEN STREET BRIDGE OF FOWLWOOD BRIDGE OF BRACO	Unknowr Unknowr Unknowr Unknowr	n 40 n 0 n 34 n 41	40T GVW 40T GVW 40T GVW 40T GVW	Yes Yes Yes Yes	58 81 95 100	Poor Good Very Good Very Good	No Yes No No	1 1 1 1		High High High High	No         N           No         N           No         N           No         I	10 Y 10 C 10 C 10 C	ell ire ire ire
A95/70 A95/80 A95/90 A98/310	BRIDGE OF CLERKSEAT BRIDGE OF AUCHINHOVE MONTGREW 1 SEATOWN BRIDGE	Unknowr Unknowr Unknowr Unknowr	n 45 n 31 n 28 n 31	40T GVW 40T GVW 40T AW 40T GVW	Yes Yes Yes	58 80 53 40	Poor Good Poor Poor	No No No Yes	1 1 1 1		High High High High	No No No	10 Y 10 C N0 Y	ell ire 'ell (ell
A98/320 A98/330 A98/340	BOGS OF RANNAS RANNAS BRIDGE INCHGOWER	Unknowr Unknowr Unknowr Unknowr	n 0 n 0 n 30	40 40 40T GVW 40T	Yes Yes Yes	100 100 100	Very Good Very Good Very Good	No No	1 1 1 1		High High High	No No P	10 C 10 C 10 C No C	ire ire ire
A98/350 A98/351 A98/360 A990/20	STONIE'S CULVERT STONIE'S PIPE TYNET PORTGORDON	Unknowr Unknowr Unknowr Unknowr	n 45 n 0 n 30 n 45	40T GVW 40T 40T 40T GVW	Yes Yes Yes Yes	81 100 81 78	Good Very Good Good Fair	No No Yes	1 1 1 1		High High High High	No No No No I	10 G 10 C 10 (	ire ire ire ire
A990/30 B9007/10 B9008/10 B9008/20	BUCKPOOL LOGIE AUCHRIACHAN CARTACH CUI VERT	Unknowr Unknowr Unknowr Unknowr	n 0 n 25 n 27 n 0	40T GVW 40T GVW 40T GVW	Yes Yes Yes Yes	81 55 28 100	Good Poor Very Poor Very Good	Yes No No No	1 1 1 1		High High High High	No No No		ell ml
B9008/30 B9008/40 B9008/60	BRIDGE OF TOMNAVOULIN BRIDGE OF LIVET ( NEW ) NEVIE CULVERT	Unknowr Unknowr Unknowr Unknowr	n 25 n 30 n 30	40T GVW 40T GVW 40T GVW	Yes Yes Yes Yes	100 58 31	Very Good Poor Very Poor	No No No	1 1 1		High High High	No N No No	Io G Io Y No A	ire ell Ml
B9008/80 B9008/90 B9009/100	TOMBRECKACHIE TOMMORE CULVERT CRAIGHEAD	Unknowr Unknowr Unknowr Unknowr	n 0 n 0 n 0	40T GVW 40T GVW 40T GVW	Yes Yes Yes	55 81 67	Poor Good Fair	No No No	1 1 1 1		High High High	No No	10 G 10 Y 10 C No C	ell ire ire
B9009/11 B9009/110 B9009/120 B9009/20	BRIDGE OF AUCHGORUM MORINSH SHENVAL LETTOCH	Unknowr Unknowr Unknowr Unknowr Unknowr	n 30 n 30 n 40 n 30	40 40T GVW 40T GVW 40T GVW	Yes Yes Yes Yes	87 100 82 100	Good Very Good Good Very Good	No No No	1 1 1 1		High High High High	No         N           No         N           No         N           No         I	Io G Io C Io C No C	ire ire ire
B9009/30 B9009/40 B9009/50 B9009/60	CONVALLEYS ALLAMICHIE (LYNEMORE) BRIDGE OF GLACK BALMERION	Unknowr Unknowr Unknowr Unknowr	n 32 n 28 n 38	40T GVW 40T GVW 40T GVW	Yes Yes Yes Yes	39 61 76 100	Poor Poor Fair Very Good	No No No	1 1 1 1		High High High High	No No No	IO Y IO Y NO (	ell ell Gre
B9009/70 B9009/80 B9009/90	AULTBEG TOMACHLAVEN ALLT LOAN	Unknowr Unknowr Unknowr	n 30 n 30 n 0	40T GVW 40T GVW 40T GVW	Yes Yes Yes	39 65 93	Poor Fair Very Good	No No No	1		High High High	No No No	10 Y 10 C 10 C	ell ire
B9010/100 B9010/20 B9010/35 B9010/50	PALMERSCROSS PITTENDREICH (ALLARBURN) WESTER PITTENDREICH	Unknowr Unknowr Unknowr Unknowr	n 30 n 28 n 24 n 30	40T GVW 40T GVW 40T GVW 40T AW	Yes Yes Yes	100 82 100 94	Good Very Good Very Good	NO NO NO	1 1 1 1		High High High High	NO N	10 G 10 C 10 C 10 C 10 C	ire ire ire
в9010/70 B9010/90 B9011/20 B9011/5	IVIAINS OF KELLAS CRAIGMILL KINLOSS BRIDGE - max 60t CASTLE BRIDGE	Unknowr Unknowr Unknowr Unknowr	n <u>45</u> n <u>15</u> n 0	40T GVW 40T GVW 40T GVW 40T GVW	Yes Yes Yes	81 58 81 68	Good Poor Good Fair	NO NO Yes NO	1 1 1		riigh High High High	NO N	10 G 10 Y 10 ( No (	ree ell iree
B9012/10 B9012/20 B9012/30 B9014/10	WATERTON CROSSLOTS UNTHANK CULVERT BRIDGE OF POOLINICH	Unknowr Unknowr Unknowr	n 0 n 45 n -	40T GVW 40T GVW	Yes Yes Yes	78 100 -999	Fair Very Good Very Poor	No No No	1	Yes	High High High High	No No No	IO C IO C IO F	ree iree led
B9014/100 B9014/110 B9014/130	LOWER TOWIE BRIDGE BRIDGE OF TOWIEMORE MILLTOWIE CULVERT	Unknowr Unknowr Unknowr Unknowr	3U n 0 n 0 n 0	40 40T GVW N/A 40T GVW	Yes No Yes	100 100 100 55	Very Good Very Good Poor	No No No	1 1 1		High High High	No No P	G Io C Io Y No Y	ire ell 'ell
B9014/140 B9014/150 B9014/70 B9014/90	BRIDGE OF AUCHINDACHY BRIDGE OF MAISLEY BRIDGE OF BURNEND BRIDGE OF TOWIEBEG	Unknowr Unknowr Unknowr Unknowr	n 22 n 30 n 45 n -	401 GVW 40T GVW 40T GVW -	Yes Yes No	86 52 58 100	Poor Poor Very Good	No No No	1 1 1 1		High High High High	No No P	10 Y 10 Y 10 Y	red ell ell 'ell
B9015/10 B9015/100 B9015/20 B9015/30	ROTHES GREEN LEIN BRIDGE CROFT FARM SOURDEN	Unknowr Unknowr Unknowr Unknowr	n 30 n 45 n - n -	40T GVW 40T GVW -	Yes Yes No No	100 81 100	Very Good Good Very Good Very Poor	No Yes No No	1 1 1 1		High High High High	NO NO NO NO NO	10 G 10 G 10 Y 10 Y	ree iree ell {er
B9015/40 B9015/70 B9015/80 B0016/115	GARBITY ORBLISTON GARMOUTH RAILWAY	Unknowr Unknowr Unknowr Unknowr	n 24 n 30 n 31	40T GVW 40T AW 40T GVW	Yes Yes No	0 78 100 100	Fair Very Good Very Good	No No No	1 1 1 1		High High High High	N NO NO NO NO	R Io C Io C No C	ire ire
B9016/20 B9016/20 B9016/30 B9016/50	TARRYCROYS RYERIGGS ENZIE	Unknowr Unknowr Unknowr Unknowr	n 18 n 0 n 21	40T GVW 40T GVW 38T GVW	Yes Yes No	78 78 78 58	Fair Fair Poor	No No No	1 1 1 1		High High High	No No P	10 Y 10 C 10 C	elle iree iree iree
B9017/10 B9017/20 B9017/30 B9018/100	NEWMILL WEST NEWMILL BRIDGE CROSSBURN SWELLEND	Unknowr Unknowr Unknowr Unknowr	n 0 n 0 n 0 n 13	40T GVW 40T GVW 40T GVW 40T GVW	Yes	78 39 94 81	Fair Poor Very Good Good	No No No No	1 1 1 1		High High High High	No N	10 G 10 Y 10 C 10 C	iree ell Gree Gree
B9018/110 B9018/120 B9018/130 B9018/140	BERRYHILLOCK CULVERT NETHER BLAIROCK LINTMILL 1	Unknowr Unknowr Unknowr Unknowr	n 18 n 17 n 0	40T GVW 40T GVW 40T GVW	Yes Yes Yes	100 91 58 81	Very Good Very Good Poor	No No No	1 1 1 1		High High High High	No No No	10 G 10 G 10 Y 10 Y	iree iree 'ell
B9018/20 B9018/30 B9018/40	BRIDGE OF CROFTGIBB BALNAMOON BURNEND BRIDGE	Unknowr Unknowr Unknowr Unknowr	n 38 n 39 n 30	40T GVW 40T GVW 40T GVW	Yes Yes Yes	100 100 100	Very Good Very Good Very Good	No No No	1		High High High	No No No		iree iree iree
B9018/60 B9018/70 B9018/80 B9018/90	UPPER CRAIBSTONE CRAIBSTONE	Unknowr Unknowr Unknowr Unknowr	n 16 n 34 n 18 n 21	40T GVW 40T GVW 40T GVW 40T AW	Yes Yes Yes	78 81 100 81	Good Very Good Good	NO NO NO NO	1 1 1 1		High High High	NO NO N NO NO N NO I	10 G 10 C 10 C 10 C 10 C	iree iree iree iree
B9022/20/JAC B9022/60 B9089/20 B9102/10	BRIDGE OF ISLA KNABBY GATES WARDS CULVERT PITCHROY	Unknowr Unknowr Unknowr Unknowr	n - n 0 n 0 n 0	- 40T GVW 40T GVW 40T GVW	No Yes	63 78 50 31	Poor Fair Poor Very Poor	No No No	1 1 1 1		High High High High	No N	Io A Io G No Y No /	.mt irea 'ell \ml
B9102/100 B9102/110 B9102/120 B9102/20	LYNES CULVERT ARCHIESTOWN SANDYHILLOCK MAINS OF KIRDELLS	Unknowr Unknowr Unknowr Unknowr	n	- 40T GVW 40T GVW 40T GVW	No Yes Yes Yes	100 81 100 81	Very Good Good Very Good Good	No No No No	1 1 1 1		High High High High	NO N	IO Y IO C NO C	ell ire ire
B9102/30 B9102/50 B9102/60	BRIDGE OF CALLY UPPER KNOCKANDO POOLFLASGAN	Unknowr Unknowr Unknowr Unknowr	n 13 n 0 n 0	40T GVW 38T GVW 3T GVW	Yes No No Yes	50 31 58	Poor Very Poor Poor	No No No	1		High High High High	No No No	IO Y IO F NO A	ell ted
B9102/90 B9103/10 B9103/100	BRACKENHOWES SPYNIE CANAL BRIDGE BOAT O'BRIG	Unknowr Unknowr Unknowr Unknowr	n 0 n 26 n 0	40T GVW 40T GVW 40T GVW 40T AW	Yes Yes	81 81 94 81	Good Very Good Good	No Yes No	1		High High High	No No P	10 G 10 G 10 G 10 G 10 G 10 G 10 G 10 G	ire ire
B9103/120 B9103/20 B9103/21	AUCHROISK AUCHROISK DISTILLERY ARTHUR'S BRIDGE ARTHUR'S CULVERT	Unknowr Unknowr Unknowr Unknowr	n 25 n 23 n 18 n 0	40T GVW 40T GVW 40T GVW 40T GVW	Yes Yes Yes	74 74 9 100	Fair Fair Very Poor Very Good	NO NO Yes Yes	1 1 1		High High High	NO N NO N Should be monitored Y NO I	10 G 10 C /es F No (	ire ire led
B9103/30 B9103/50 B9103/60 B9103/70	CAYSBRIGGS LOCH NA BO CLATTERINGBRIG ALTONSIDE	Unknowr Unknowr Unknowr Unknowr	n 22 n 0 n 44 n 11	40T GVW 40T GVW 40T GVW 40T GVW	Yes Yes Yes Yes	74 100 81 100	Fair Very Good Good Very Good	Yes No No No	1 1 1 1		Hi <b>g</b> h High High High	No N No No N No I	Io G Io C Vo C	ire ire ire ire
B9103/80 B9104/20 B9115/40 B9116/20	DEANS HILLOCK NETHER DALLACHY SOUTH EAST OF FORKINS RIVER ISLA BRIDGE	Unknowr Unknowr Unknowr Unknowr	n 23 n - n - n 0	40T GVW - - 26T AW	Yes No	78 81 55 55	Fair Good Poor Poor	No No No No	1 1 1 1		High High High High	No N	IO G IO Y NO A NO A	ire ell ml
B9117/30 B9117/50 B9117/60 B9118/10	SHORTBANK BRIDGE BRIDGE OF MILLEGIN FARMTOWN WOODSIDE BRIDGE	Unknowr Unknowr Unknowr Unknowr	n 0 n 0 n 0	40T GVW 17T GVW 40T GVW	Yes Ves Ves Ves Ves Ves Ves Ves Ves Ves V	69 49 81 78	Fair Poor Good Fair	No No No	2 1 1 1		High High High High	No N No No N	Io G Io A No C	ire Iml ire ire
B9136/10 B9136/30 B9136/40	RUTHVEN BRIDGE BALLCORACH ALLTGLANDER	Unknowr Unknowr Unknowr Unknowr	n 20 n 0 n 0	40T GVW 40T GVW 40T GVW	Yes Yes	79 100 81	Good Very Good Good	No No No	1		High High High	No No No		ire ire
B9136/50 B9136/60 B9138/10 B9138/20	GLENLIVET BRIDGE DRUMIN SMITHY BLACKSBOAT MAIN BRIDGE BLACKSBOAT FLOOD SPAN	Unknowr Unknowr Unknowr Unknowr	n 0 n - 0 n 30 n 30	40T GVW - 40T GVW 40T GVW	Yes No Yes	62 100 77 55	Poor Very Good Fair Poor	No No No	1 1 1 1		High High High High	No N No No r	IO Y IO Y IO C NO I	ell ell ire íell
B9138/30 C10E/10 C10E/30 C11E/10	BLACKSBOAT RAILWAY BRIDGE DALVEY EARLSMILL ESS BRIDGE	Unknowr Unknowr Unknowr Unknowr	n 30 n 22 n 10 n 30	40T GVW 40T GVW 40T GVW 40	Yes	81 100 43 28	Good Very Good Poor Very Poor	No No No No	1 2 3 3		High High Low Low	No N No N No M	10 G 10 G 10 Y 10 Y	ire ire 'ell Aml
C11E/20/JHC C11E/40 C11L/10	DALTULICH WHITEMIRE WESTON	Unknowr Unknowr Unknowr	n O n - n O	40T GVW - 40T GVW	Yes No Yes	50 79 78	Poor Good Fair	No No No	3 2 2 1		Low High High	No N No No	lo Y lo Y No (	ell ell Gre
C12E/10 C12E/20 C12E/30 C13E/10	BLACKBURN BRIDGE REED BRIDGE OF LOSSIE	Unknowr Unknowr Unknowr Unknowr	n 0 n 40 n 0 n -	401 AW 40T GVW 7.5T AW -	Yes Yes No No	22 100 78 75	Very Poor Very Good Fair Fair	NO NO NO NO	1 1 1 1		High High High High	NO NO N NO NO N NO I	10 A 10 C 10 Y 10 Y	ire ire ell 'ell
C13E/20 C13E/30 C13E/40 C14E/10	AULTAHUISH YELLOWBOG STRONDOW WARDEND	Unknowr Unknowr Unknowr Unknowr	n 45 n 32 n 33 n 0	40T GVW 40T GVW 40T GVW 40T GVW	Yes Yes Yes Yes	58 50 100 100	Poor Poor Very Good Very Good	No No No No	1 1 1 2		High High High High	No N	Io Y Io Y No C No (	ell ell ire
C14E/5 C15E/10 C15E/30 C16E/10	MARCASSIE CULVERT CARRON BRIDGE DALUAINE OLD BALLWAY PORTGORDON	Unknowr Unknowr Unknowr Unknowr	n - n 0 n 0	- 7.5T GVW 40T GVW	No No Yes	100 61 50	Very Good Poor Poor Very Good	No No No	2 1 1 1		High High High High	No N	10 Y 10 A 10 Y	ell ml 'ell
C16E/20 C17E/10 C17E/30	BONE MILL BRIDGE BURNSIDE OF ENZIE CAIRNFIELD	Unknowr Unknowr Unknowr Unknowr	n 0 n 0 n 37	40T GVW 40T GVW 40T GVW	Yes Yes	100 100 81 9	Very Good Good Very Poor	Yes No No	1 1 2 2		High High High	No No P	10 G 10 G 10 G 10 G 10 G	ire ire
C17H/10 C17H/20 C17H/30 C19E/10	EDINVILLIE LYNETIAN BLAIRNAIN WAULKMILL CULVERT	Unknowr Unknowr Unknowr Unknowr	n 30 n 0 n 0 n -	401 AW 40T GVW 40T GVW -	Yes Yes No	81 55 81 100	Good Poor Good Very Good	NO NO NO	1 3 3 2	Yes	High Low Low High	NO N	10 G 10 Y 10 C 10 C	ell ire ire /ell
C19E/20 C1E/10 C1E/20 C1E/20	MEFT EASTER LOCHS LHANBRYDE OLD EASTER COXTON	Unknowr Unknowr Unknowr Unknowr	n 0 n 0 n 30 n 0	40T GVW 40T AW 40T AW 40T GVW	Yes Yes Yes Yes	100 81 81 100	Very Good Good Very Good	No No No No	2 1 1 1		High High High High	No N	10 G 10 C 10 C 10 C	ire ire ire Gre
C1E/50 C1H/30 C1H/60 C1H/70	FOGWATT CULVERT BROOMHEAD CALTERNACH	Unknowr Unknowr Unknowr Unknowr	n 30 n 0 n -	40T AW 40T GVW	Yes Yes No Yes	100 65 64	Very Good Fair Fair Poor	No No No	1 2 2		High High High High	No N No No	10 G 10 C 10 Y	ire ire 'ell
C20E/10 C20H/10 C20H/15	LINKWOOD CULRAGGIE (REFREISH) CLASHNOIR C20H-15	Unknowr Unknowr Unknowr Unknowr	n 45 n 0 n -	40T GVW 40T GVW -	Yes Yes No	39 100 81 81	Very Good Good Good	No No No	2 1 1 1		High High High	NO NO P NO P NO P	10 G 10 G No No	ire ire ire 'ell
C22E/11 C22E/20 C22E/30	LANDSHUT BRIDGE BAREFLAT HILLS RAILWAY Calcots Bridge	Unknowr Unknowr Unknowr Unknowr	n 37.5 n 30 n 30	40T GVW 40T GVW 40T AW	Yes Yes	65 81 100 78	Good Very Good Fair	No No No	3 1 2 2		High High High	No No r	10 C 10 C	ire ire ire
C24E/10 C24E/20 C24E/30 C25E/20	GILS FON CULVERT NORTH GILSTON SALTERHILL WARDS ARMCO	Unknowr Unknowr Unknowr Unknowr	n 0 n 0 n 0 n 0	40T GVW 40T GVW 40T GVW 40T GVW	Yes Yes Yes Yes Yes	78 74 100 81	Fair Fair Very Good Good	NO NO NO NO	2 2 2 1		High High High High	NO N	10 G 10 G 10 ( 10 ( 10 (	re ire ire ire
C26E/20 C29E/10 C2E/30 C2E/40	MOSSTOWIE TOREHEAD GLENLOSSIE DISTILLERY FOTHS BURN	Unknowr Unknowr Unknowr Unknowr	n 0 n 0 n -	40T GVW 40T GVW	Yes Yes No No	100 39 81	Very Good Poor Good Very Good	No No No	3		High Low High High	No No No	10 C 10 Y 10 Y 10 Y	ree ell ell
C2E/50 C2E/60 C31L/10 C34H/10	BIRNIE CULVERT RASHCROOK VICTORIA BRIDGE KNOCKBURN	Unknowr Unknowr Unknowr	n 0 n 0 n 22	N/A N/A 40T GVW	No No Yes No	100 100 50	Very Good Very Good Poor Good	No No Yes No	2 2 2 1		High High High High	NO NO P NO P	10 Y 10 Y 10 Y	ell ell 'ell
C37E/10 C3E/10 C3E/30	ORCHARD ROAD BRIDGE MONAUGHTY FOREST COWIES BRIDGE	Unknowr Unknowr Unknowr Unknowr	n	- 40T GVW 38T GVW	No Yes No	81 58 87 100	Poor Good Very Good	No No No	2 1 1 1		High High High	No No I	VO VO	mt ire 'ell
C3E/50 C3E/70 C3E/90	HELDON WOOD BRIACH CULVERT BOGNIE JUNCTION	Unknowr Unknowr Unknowr Unknowr	n 0 n 0 n 0 n 0	401 GVW 40T GVW 40T GVW	Yes Yes No	65 100 74 100	Very Good Fair Very Good	No No No	2 2 2 1		High High High	No No F		ire ire ire
C40E/10 C43L/10 C43L/30 C44L/10	REIKET LANE RAILWAY (NEW) FREUCHNY RATHVEN BOGSIDE CULVERT	Unknowr Unknowr Unknowr Unknowr	n 30 n - n 25 n 0	40t AW - 40T GVW 40T GVW	Yes No Yes	100 100 99 78	Very Good Very Good Very Good Fair	No Yes No No	1 1 3 2		High High Low High	No N No No N No r	Io G Io Y Vo (	ell ire ire
C44L/20 C46L/10 C47H/10 C47H/20	GLENBURN BRIDGE BRIDGE OF CRANNACH GARROWOOD BRACO CULVERT	Unknowr Unknowr Unknowr Unknowr	n - 0 n 0 n 30	- 40T GVW 3T GVW 40T AW	NO Yes NO Yes	78 81 55 100	Fair Good Poor Very Good	NO NO NO NO	2 2 3 3		High High Low Low	NO N	10 Y 10 C 10 A No A	ell ire (ml
C47H/40 C48H/10 C49H/10 C4F/20	BERRYHILLOCK BRIDGE OF BRIDGEND DALMANY MOSSTOWIE CANAL	Unknowr Unknowr Unknowr Unknowr	n 30 n - 1 n 36 n 0	40T GVW - 40T GVW	Yes No Yes No	78 78 81 65	Fair Fair Good Fair	No No No	3 2 2 2		Low High High High	No No No	10 G 10 Y 10 (	ire ell ire
C4L/10 C54H/10 C54H/20	BERRYHILLOCK BRIDGE CROOKSMILL BRIDGE OF ROSARIE	Unknowr Unknowr Unknowr Unknowr	n - 1 n 24 n 30	- 40T GVW 40T GVW	No Yes Yes	81 100 82	Good Very Good Good	No No No	2		High Low Low	No No No	10 Y 10 Y 10 ( 10 (	ell ire
C59H/11 C5E/10 C5E/30 C60H/10	GRANGE HILL EAST GRANGE DRUMIN BRIDGE	Unknowr Unknowr Unknowr Unknowr	n 0 n 0 n 0 n 0	0 40T GVW 40T GVW 38T GVW	No Yes Yes No	100 81 100 22	Very Good Good Very Good Very Poor	NO NO NO NO	1 3 3 3	Yes	High Low Low High	NO NO N NO NO N Yes Y	10 Y 10 C 10 C 10 C 1es E	ell ire ire ire
C62L/20 C62L/30 C67L/11 C72H/10	BLEACHFIELD MILTON BURN BIRKENBUSH RAILWAY OLDTOWN	Unknowr Unknowr Unknowr Unknowr	n - n 3 n 0 n 0	- 40T GVW 40T 40T GVW	No Yes Yes Yes	55 81 100 55	Poor Good Very Good Poor	No No No No	3 3 3 2		Low Low Low High	No         N           No         N           No         N           No         N	IO A IO C NO C NO NO	ire ire ire ire
C72H/21 C72H/30 C72H/50 C73H/10	KINMINITIE BRIDGE BURN OF HAUGHS BRIDGE closed to abnormal load MILTON BRIDGE MILLTOWN OF BOTHIEMAY	Unknowr Unknowr Unknowr Unknowr	n 30 n - 1 n 30	40T GVW 40t 40T AW	Yes Yes Yes	100 55 61	Very Good Poor Poor Poor	No No No	2 2 2 1		High High High High	No N Yes Y No M	lo G 'es Y No Y	ell 'ell
C73H/20 C7E/10 C7E/20 C7L/10	BURN OF FOURMANHILL BRIDGE MAINS OF MOY DYKE CRAIBSTONE CHIVEDT	Unknowr Unknowr Unknowr Unknowr	n 0 n 0 n 0	40T GVW 40T GVW 40T GVW	Yes Yes Yes	55 100 56 81	Very Good Poor Good Very Good	No No No	1 1 1 1		High High High	NO NO NO NO	Y 10 10 Y N0 (	ire ell ire
C7L/20 C80H/10 C8E/10	BROADRASHES FITTIE DALVEY SMITHY RAILWAY	Unknowr Unknowr Unknowr Unknowr	n 0 n 0 n 0 n 31	401 GVW 40T GVW 40T GVW 40T GVW	Yes Yes	100 100 74 -999	Very Good Very Good Fair Very Poor	No No No	3 3 3 2 or 3		Low Low Low Low	No No	10 G 10 G 10 C	ire ire ire
C8E/20 C8E/30 C8E/40 C8H/10	DALVEY RAILWAY BRIDGE BANARACH ABBOTSHILL BRIDGE OF FORTEATH	Unknowr Unknowr Unknowr Unknowr	n 29 n 0 n 35 n -	40T GVW 40T GVW 40T GVW	Yes Arrow Ar	-999 44 55 70	Very Poor Poor Poor Good	No No No	3 2 2		Low High High High	No No No No Mo	۵ ۵۱ ۲ ۵۷ ۲ ۵۷	ml ell 'ell 'el'
C8H/20 C8H/40/JAC U105E/20 U106H/10	BRIDGE OF GUESTLOAN BRIDGE OF HAUGH CLOVES BRIDGE BIRKENRISH BRIDGE	Unknowr Unknowr Unknowr Unknowr	n 0 n - n 33 n 2	40T GVW - 40T AW	Yes No Yes Yes	79 63 81 100	Poor Good Very Good Fair	No No No	2 2 2 3		High High Low	No No No	10 Y 10 Y 10 Y 10 (	ell ell ire
U108E/10 U109H/10 U111E/10	CANTSFORD DALUAINE DISTILLERY CROY	Unknowr Unknowr Unknowr Unknowr	n 0 n 10 n 0	40T AW 40T GVW 40T GVW	Yes Yes Yes	65 81 55 100	Good Poor Very Good	No No No	3 3 3 3		Low Low Low High	NO NO P NO P NO P	G 10 C 10 Y No (	ell irec irec irec
U112E/10 U113E/10 U115H/10 U117H/10	IVIIL I ONDUFF DOWERY TOMBAE BRIDGE OF SLATEFORD	Unknowr Unknowr Unknowr Unknowr	n 0 n 0 n 0 n -	40T GVW 40T GVW 40T GVW	Yes Yes No	78 58 28 39	Fair Poor Very Poor Poor	NO NO NO	2 3 3 2		High Low Low High	NO N	10 G 10 Y 10 A 10 A 10 A	ree ell ml
U118E/10 U124E/10 U124H/10 U124H/20	SHOUGLE ROCHAIL TERVIE (MILLTOWN OF TOMBRECKACHIE) TROCHEIL	Unknowr Unknowr Unknowr Unknowr	n 0 n 0 n 0 n -	40T GVW 40 40T GVW	Yes Yes Yes Yes No	100 58 100 50	Very Good Poor Very Good Poor	No No No	3 3 3 3		Low Low Low Low	No No No	10 G 10 Y 10 ( 10 (	ree ell iree
U125AH/10 U128E/10 U128H/10 U128H/20	BALLACHURN LONGMORN CULVERT DELNABO AILNACK	Unknowr Unknowr Unknowr	n 0 n 30 n 0	- 40T GVW 40T GVW	No Yes Yes No	89 100 78	Very Good Very Good Fair Poor	No No No	3		Low Low Low Low	No No No	10 Y 10 C 10 C No C	ell ire ire
U128H/30 U129E/10 U129E/20 U131E/20	DELAVORA GREENSIDE BLACKHILLS CULVERT BROADBURN	Unknowr Unknowr Unknowr Unknowr	n	- - -	No No Yes	78 78 81 22	Fair Good Very Poor Very Cood	No No No	33333	Yes	Low Low High	No No No	IO Y IO Y (es E	ell ell slac
U131E/30 U132H/10 U132H/20	AUCHINROATH INVERLOCHY KINARDOCHY SILVER BRIDGE	Unknowr Unknowr Unknowr Unknowr	n 45 n - n -	40T GVW	Yes No Ves	28 79 74	Very Poor Good Fair	No No No	3 3 3 3		Low Low Low	NO NO P NO P NO P	G A V V O V O	ell 'ell
U132H/30 U132H/5 U135H/100 U138E/10	EASTER FODDERLETTER U135H/100 GAMHAINN CULVERT RINGORM BRIDGE	Unknowr Unknowr Unknowr Unknowr	n 0 n 0 n - n 30	401 GVW - - 40T GVW	No No Yes	81 31 50 81	Very Poor Poor Good	No No No	3 3 3 3		Low Low Low	No No I	0 G 10 R 10 A 10 A	ed ml
U138H/10 U139E/10 U139E/20 U13E/10	BRIDGE OF CANTLY BRACKEN HOWES BRIDGE OF BALLINTOMB MALCOLM BRIDGE	Unknowr Unknowr Unknowr Unknowr	n 17 n 0 n 0 n -	33T AW 40T GVW 40T GVW	NO Yes Yes NO	22 81 100 81	Very Poor Good Very Good Good	NO NO NO	3 2 3 2		Low High Low High	NO N	10 R 10 C 10 C 10 C	ed ire ire ire
U142½/10 U142½/20 U142½/30 U144F/10	WILLOWBANK CULACH BURN NETHER TOMDOW ALDAVONNIF	Unknowr Unknowr Unknowr	n 0 n 0 n 0	40T GVW 40T GVW 40T GVW	Yes Yes Yes Yes	9 0 39	Very Poor Very Poor Poor Very Good	No No No	1		High High High Low	No No No	IO A IO F IO IO I NO	mt mt 'ell
U144E/20 U146H/10/JAC U149E/10	LYNE OF KNOCKANDO MARKETHILL BRIDGE CHARLOTTE STREET BRIDGE	Unknowr Unknowr Unknowr Unknowr	n 30 n 0 n 0	40T GVW 40T GVW 18	Yes Yes No	100 100 100 50	Very Good Very Good Poor	No No No	3 3 3 3		Low Low Low	N0 N		ire ire ire
U14E/20 U14E/30 U168E/10	EAST STREET FOCHABERS DELFUR BRIDGE EAST STREET, FOCHABERS KINLOSS CULVERT	Unknowr Unknowr Unknowr Unknowr	n <u>30</u> n <u>0</u> n <u>0</u> n <u>-</u>	40 26T AW 40T AW -	No Yes No	100 78 39 100	Fair Poor Very Good	No No No	1 3 3 3		Low Low	No No I	10 Y 10 Y 10 Y	ell ell ell
0103E/10	THE THUPEMAN	Unknowr	0	4UI GVW	103	81	300U	1 <b>1</b> U	3		LUW	NU		<u>. e</u> e

STAGE 2.0 BRIDGE ALERT STATUS DETERMINATION

	NC.1 - Vital / Important	/ Standard		INDIT	INDUT	FORMULA	
	FORMULA	PORMULA	AADT greater than or equal	How many properties does the structure	Does the strucutre	Network	
lert Notes / Comments / Observations is, BAS	Bridge Code	Bridge Name	to 7000 (Yes/No)	provide sole access to? (0 = None)	provide sole access to critical sites?	Criticality.1	Notes / Comments
n de service de la sessionne d	A920/170 A920/180 A920/190	BOGHEAD FIDDICH (AUCHINDOUN) KEITHMORE	No No No	0	no no no	Important Important Important	
w	A939/170 A939/180 A939/181 A939/191	BRIDGE OF LEACHD BLAIRNAMARROW LURGH DUBH GLENMULLIACH CULVERT	No No No No	0 0 0 0	no no no	Important Important Important Important	
w No known assessment. Armco-type culvert, masonry headwalls.	A939/210 A939/220 A939/230	NEW BRIDGE OF AVON WESTER FODDERLETTER TOM M'OR CULVERT	No No No	0	no no no	Important Important Important	
n Ioint bridge with Highland Council n n N N N N N N N N N N N N N N N N N	A939/240/JHC A939/32 A939/33 A940/20	BRIDGE OF BROWN GLENMULLIE BADNAFRAVIE GLENERNIE	No No No No	0 0 0 0 0 0	no no no no	Important Important Important Important	
nnn	A940/30 A940/40 A941/100	WOODSIDE CULVERT KNOCKACH BRIDGEND	No No No	0	no no no	Important Important Important	
w     n       n     n       n     n	A941/110 A941/130 A941/140 A941/150	ARDLUIE BALLOCHFORD CULVERT BALLOCH BRIDGEHAUGH	No No No	0 0 0 0 0 0 0	no no no	Important Important Important Important	
nn	A941/160 A941/170 A941/180	BURNEND BRIDGE OF CRACHIE MALTKILN BRIDGE	No No No	0	no no no	Important Important Important	
w     n       n	A941/190 A941/200 A941/210 A941/225	BURNSIDE GLENBURNIE PIPE NEW CRAIGELLACHIE SOLITH CHIVERT BLACK BURN	No No Yes	0 0 0 0 0	no no no	Important Important Vital	
n control cont	A941/226 A941/230 A941/240	NORTH CULVERT BLACK BURN ROTHES BURN BACK BURN BRIDGE	No No No	0	no no no	Important Important Important	
n	A941/260 A941/270 A941/280	CAOCHAN STRIPE BIRCHFIELD ROTHES GLEN HOTEL	No No No	0	no no no	Important Important Important	
n constraints of structural distress in 2015 PI report.	A941/300 A941/310 A941/320	LONGMORN BRIDGE BIRKENHILL BRIDGE ASHGROVE CULVERT	NO NO NO Yes	0	no no no	Important Important Vital	
er level lev	A941/340 A941/360 A941/50 A941/50	NEW BISHOPMILL SPYNIE CANAL Dykeside	Yes Yes No	0	no no no	Vital Vital Important	
er No known assessment. Large single-span concrete arch with masonry-clad concrete spandrels, enveloping earlier masonry arch. w w w w w w w w w w w w w w w w w w w	A941/80 A941/70 A941/80 A941/90	KING'S FORD BAZAAR MEMORIAL BLACK WATER BRIDGE	NO NO NO NO	0	no no no	Important Important Important Important	
n  n n n n n n n n n n n n n n n n n n	A942/20 A95/50 A95/60	REIDHAVEN STREET BRIDGE OF FOWLWOOD BRIDGE OF BRACO	No No No	0	no no no	Important Important Important	
w	A95/70 A95/80 A95/90 A98/310	BRIDGE OF CLERKSEAT BRIDGE OF AUCHINHOVE MONTGREW 1 SEATOWN BRIDGE	No No No No	0 0 0 0 0 0 0	no no no	Important Important Important Important	
n	A98/320 A98/330 A98/340	BOGS OF RANNAS RANNAS BRIDGE INCHGOWER	No No Yes	0	no no no	Important Important Vital	
n	A98/350 A98/351 A98/360	STONIE'S CULVERT STONIE'S PIPE TYNET	Yes Yes Yes	0	no no no	Vital Vital Vital	
n	A990/30 B9007/10 B9008/10	BUCKPOOL LOGIE AUCHRIACHAN	No No No	0	no no no	Important Important Important	
n Inno Inno Inno Inno Inno Inno Inno In	B9008/20 B9008/30 B9008/40	CARTACH CULVERT BRIDGE OF TOMNAVOULIN BRIDGE OF LIVET ( NEW )	No No No	0	no no no	Important Important Important	
er	B9008/60 B9008/70 B9008/80 B9008/90	AUCHBRECK CULVERT TOMBRECKACHIE TOMMORE CULVERT	NO NO NO NO	0	no no no	Important Important Important Important	
nn	B9009/100 B9009/11 B9009/110	CRAIGHEAD BRIDGE OF AUCHGORUM MORINSH	No No No	0 0 0	no no no	Important Important Important	
nn	B9009/120 B9009/20 B9009/30 B9009/40	SHENVAL LETTOCH CONVALLEYS	No No No	0	no no no	Important Important Important	
n International	B9009/50 B9009/60 B9009/70	BRIDGE OF GLACK BALMERION AULTBEG	No No No	0	no no no	Important Important Important	
n	B9009/80 B9009/90 B9010/100	TOMACHLAVEN ALLT LOAN FORD BRIDGE DALMERS CROSS	No No No	0	no no no	Important Important Important	
n	B9010/35 B9010/50 B9010/70	PITTENDREICH (ALLARBURN) WESTER PITTENDREICH MAINS OF KELLAS	NO NO NO	0	no no no	Important Important Important	
w       Image: Some indication that this bridge may be rated up to 60 tonnes.         n       Image: Some indication that this bridge may be rated up to 60 tonnes.	B9010/90 B9011/20 B9011/5 P0012/10	CRAIGMILL KINLOSS BRIDGE - max 60t CASTLE BRIDGE	No No No	0 50 0	no no no	Important Vital Important	
n b BCI <sub>crit</sub> score given as -999, denotes erroneous input. Condition information not reliable, provisionally high alert score. Inspection recommended to improve reliability of priority score. No known as n	B9012/10 B9012/20 Sse B9012/30 B9014/10	UNTHANK CULVERT	NO NO NO	0	no no no	Important Important Important	
n // // // // // // // // // // // // //	B9014/100 B9014/110 B9014/130	LOWER TOWIE BRIDGE BRIDGE OF TOWIEMORE MILLTOWIE CULVERT	No No No	0 0 0 0 0 0	no no no	Important Important Important	
n v v Suggestion that Aberdeenshire assessed this earlier than 1996, hower no calculations could be found non-convergence to the table of the found non-convergence to table of the table of the table of the table of tabl	B9014/140 B9014/150 B9014/70 B9014/00	BRIDGE OF AUCHINDACHY BRIDGE OF MAISLEY BRIDGE OF BURNEND BRIDGE OF TOWIEBEC	No No No	0	no no no	Important Important Important	
<ul> <li>n</li> <li>n</li> <li>n</li> <li>No known assessment. Modern segmental concrete pipe structure.</li> </ul>	B9015/10 B9015/100 B9015/20	ROTHES GREEN LEIN BRIDGE CROFT FARM	NO NO NO	0 83 0	no no no	Important Important Vital Important	
No known assessment. Steep, sustained fall in BCI <sub>crit</sub> score since 2016. Structural review recommended.         n         n	B9015/30 B9015/40 B9015/70	SOURDEN GARBITY ORBLISTON	No No No	0 0 0	no no no	Important Important Important	
n No known assessment. Buried steel pipe culvert.	B9015/80 B9016/10 B9016/20 B9016/30	GARMOUTH RAILWAY FORGIESIDE TARRYCROYS BYERIGGS	No No No	0 0 0 0 0	no no no	Important Important Important	
er	B9015/50 B9017/10 B9017/20	ENZIE NEWMILL WEST NEWMILL BRIDGE	No No No	0	no no no	Important Important Important	
n	B9017/30 B9018/100 B9018/110 B9018/120	CROSSBURN SWELLEND BERRYHILLOCK CULVERT	No No	0 0 0 0 0	no no no	Important Important Important	
w	B9018/120 B9018/130 B9018/140 B9018/20	LINTMILL 1 LINTMILL 2 BRIDGE OF CROFTGIBB	NO NO NO	0	no no no	Important Important Important	
nnn	B9018/30 B9018/40 B9018/60	BALNAMOON BURNEND BRIDGE WINDYHILLS	No No No	0	no no no	Important Important Important	
n cont bridge with Aberdeenshire Council. Moray is the maintainer. Concrete bridge built c.1930. Repair scheme undertaken winter 2009/10.	B9018/70 B9018/80 B9018/90 B9022/20/JAC	UPPER CRAIBSTONE CRAIBSTONE BRIDGE OF ISLA	NO NO NO NO	0	no no no no	Important Important Important Important	
n la	B9022/60 B9089/20 B9102/10	KNABBY GATES WARDS CULVERT PITCHROY	No No No	0	no no no	Important Important Important	
w       No known assessment.         n	B9102/100 B9102/110 B9102/120 B9102/20	ARCHIESTOWN SANDYHILLOCK MAINS OF KIRDELLS	NO NO NO NO	0 0 0 0 0 0 0	no no no	Important Important Important Important	
er 2012 assessment by Jacobs concluded bridge capacity of 3 tonnes GVW, limited by shear in the carriageway and footway beams.	B9102/30 B9102/50 B9102/60	BRIDGE OF CALLY UPPER KNOCKANDO POOLFLASGAN	No No No	0	no no no	Important Important Important	
nn	B9102/70 B9102/90 B9103/10 B9103/100	CARDOW BRACKENHOWES SPYNIE CANAL BRIDGE BOAT O'BRIG	No No No	0 0 0 0 0 0	no no no no	Important Important Important	
n control of the second	B9103/110 B9103/120 B9103/20	AUCHROISK AUCHROISK DISTILLERY ARTHUR'S BRIDGE	No No No	0	no no no	Important Important Important	
n	B9103/21 B9103/30 B9103/50 B9103/60	ARTHUR'S CULVERT CAYSBRIGGS LOCH NA BO	No No	0 0 0 0 0	no no no	Important Important Important	
n	B9103/70	ALTONSIDE	No	0	no	Important	
n Voknown assessment.	B9103/80 B9104/20	DEANS HILLOCK NETHER DALLACHY SOUTH	No No	0	no no	Important Important	
n Voknown assessment. er Voknown assessment. er Voknown assessment.	B9103/80 B9104/20 B9115/40 B9116/20 B9117/30	DEANS HILLOCK NETHER DALLACHY SOUTH EAST OF FORKINS RIVER ISLA BRIDGE SHORTBANK BRIDGE	No No No No	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	no no no no no	Important Important Important Standard	
nImage: Constraint of the system	B9103/80 B9104/20 B9115/40 B9116/20 B9117/30 B9117/50 B9117/60 B9118/10 B9136/10	DEANS HILLOCK NETHER DALLACHY SOUTH EAST OF FORKINS RIVER ISLA BRIDGE SHORTBANK BRIDGE BRIDGE OF MILLEGIN FARMTOWN WOODSIDE BRIDGE RUTHVEN BRIDGE	No No No No No No No No	0 0 0 0 0 0 0 0 0 0 0 0	no n	Important Important Important Standard Important Important Important Important	
n       Image: Constraint of the set	B9103/80 B9104/20 B9115/40 B9116/20 B9117/30 B9117/50 B9117/60 B9118/10 B9136/10 B9136/30 B9136/40 B9136/50	DEANS HILLOCK NETHER DALLACHY SOUTH EAST OF FORKINS RIVER ISLA BRIDGE SHORTBANK BRIDGE BRIDGE OF MILLEGIN FARMTOWN WOODSIDE BRIDGE RUTHVEN BRIDGE BALLCORACH ALLTGLANDER GLENLIVET BRIDGE	No No No No No No No No No No	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	no n	Important Important Important Standard Important Important Important Important Important Important	
n       Image: Constraint of the constraint	B9103/80 B9104/20 B9115/40 B9116/20 B9117/30 B9117/50 B9117/60 B9136/10 B9136/10 B9136/10 B9136/40 B9136/40 B9136/50 B9136/60 B9138/10 B9138/20 B9138/20 B9138/30	DEANS HILLOCK NETHER DALLACHY SOUTH EAST OF FORKINS RIVER ISLA BRIDGE SHORTBANK BRIDGE BRIDGE OF MILLEGIN FARMTOWN WOODSIDE BRIDGE RUTHVEN BRIDGE BALLCORACH ALLTGLANDER GLENLIVET BRIDGE DRUMIN SMITHY BLACKSBOAT MAIN BRIDGE BLACKSBOAT FLOOD SPAN BLACKSBOAT RAILWAY BRIDGE	No N	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	no         no	Important Important Important Standard Important Important Important Important Important Important Important Important Important Important Important	
n       No known assessment.         No known assessment.       No known assessment.         ref       No known assessment.         n       Image: State St	B9103/80 B9104/20 B9115/40 B9116/20 B9117/30 B9117/50 B9117/60 B9118/10 B9136/10 B9136/10 B9136/40 B9136/40 B9136/40 B9136/50 B9136/60 B9138/10 B9138/20 B9138/20 B9138/20 B9138/30 C10E/10 C11E/10	DEANS HILLOCK NETHER DALLACHY SOUTH EAST OF FORKINS RIVER ISLA BRIDGE SHORTBANK BRIDGE BRIDGE OF MILLEGIN FARMTOWN WOODSIDE BRIDGE RUTHVEN BRIDGE BALLCORACH ALLTGLANDER GLENLIVET BRIDGE DRUMIN SMITHY BLACKSBOAT MAIN BRIDGE BLACKSBOAT FLOOD SPAN BLACKSBOAT RAILWAY BRIDGE DALVEY EARLSMILL ESS BRIDGE	No N		no         no	Important Important Important Standard Important Important Important Important Important Important Important Important Important Standard Standard	
n       Indemonstrate         No known assessment.       No known assessment.         ref       No known assessment.         ref       Indemonstrate         ref       Indemonstrate     <	B9103/80 B9104/20 B9115/40 B9115/40 B9116/20 B9117/30 B9117/50 B9117/60 B9136/10 B9136/10 B9136/10 B9136/40 B9136/40 B9136/50 B9136/50 B9138/10 B9138/10 B9138/20 B9138/20 B9138/20 B9138/30 C10E/10 C10E/30 C11E/10 C11E/20/JHC C11E/40 C11L/10 C12E/10	DEANS HILLOCK NETHER DALLACHY SOUTH EAST OF FORKINS RIVER ISLA BRIDGE SHORTBANK BRIDGE BRIDGE OF MILLEGIN FARMTOWN WOODSIDE BRIDGE RUTHVEN BRIDGE BALLCORACH ALLTGLANDER GLENLIVET BRIDGE DRUMIN SMITHY BLACKSBOAT MAIN BRIDGE BLACKSBOAT FLOOD SPAN BLACKSBOAT FLOOD SPAN BLACKSBOAT RAILWAY BRIDGE DALVEY EARLSMILL ESS BRIDGE DALTULICH WHITEMIRE	No N		no         no	Important Important Important Standard Important Important Important Important Important Important Important Important Standard Standard Standard Standard Standard	
n         Indext and the set of th	B9103/80 B9104/20 B9115/40 B9116/20 B9117/30 B9117/50 B9117/60 B9136/10 B9136/10 B9136/10 B9136/40 B9136/40 B9136/50 B9138/20 B9138/20 B9138/20 B9138/20 B9138/20 B9138/20 C10E/10 C10E/30 C10E/10 C11E/10 C11E/20/JHC C11E/40 C11L/10 C12E/10 C12E/10 C12E/10 C12E/10 C13E/10	DEANS HILLOCK NETHER DALLACHY SOUTH EAST OF FORKINS RIVER ISLA BRIDGE SHORTBANK BRIDGE BRIDGE OF MILLEGIN FARMTOWN WOODSIDE BRIDGE RUTHVEN BRIDGE BALLCORACH ALLTGLANDER GLENLIVET BRIDGE DRUMIN SMITHY BLACKSBOAT MAIN BRIDGE BLACKSBOAT FLOOD SPAN BLACKSBOAT RAILWAY BRIDGE DALVEY EARLSMILL ESS BRIDGE DALTULICH WHITEMIRE WESTON DOUAL BRIDGE BLACKBURN BRIDGE BLACKBURN BRIDGE BLACKBURN BRIDGE BLACKBURN BRIDGE BLACKBURN BRIDGE BLACKBURN BRIDGE	No N		no         no	Important Important Important Standard Important Important Important Important Important Important Important Important Standard Standard Standard Standard Standard Important Important Important Important Important Important Important Important Important Important Important	
n         m           n         m	B9103/80 B9104/20 B9115/40 B9116/20 B9117/30 B9117/50 B9117/60 B9136/10 B9136/10 B9136/10 B9136/40 B9136/40 B9136/50 B9138/20 B9138/20 B9138/20 B9138/20 B9138/20 B9138/30 C10E/10 C10E/30 C11E/10 C11E/20/JHC C11E/20/JHC C11E/40 C11L/10 C12E/10 C12E/10 C12E/20 C12E/30 C13E/20 C13E/30 C13E/40 C14E/40 C14E/10	DEANS HILLOCK NETHER DALLACHY SOUTH EAST OF FORKINS RIVER ISLA BRIDGE SHORTBANK BRIDGE BRIDGE OF MILLEGIN FARMTOWN WOODSIDE BRIDGE RUTHVEN BRIDGE BALLCORACH ALLTGLANDER GLENLIVET BRIDGE DRUMIN SMITHY BLACKSBOAT MAIN BRIDGE BLACKSBOAT FLOOD SPAN BLACKSBOAT FLOOD SPAN STRONDOW WARDEND	No N		no         no	Important Important Important Standard Important Important Important Important Important Important Important Important Standard Standard Standard Standard Standard Standard Important Important Important Important Important Important Important Important Important Important Important Important Standard	
num         Memonassessment.           rest         No known assessment.           rest         No known assessment.           rest         Image: State Stat	B9103/80 B9104/20 B9115/40 B9116/20 B9117/30 B9117/50 B9117/60 B9136/10 B9136/10 B9136/10 B9136/40 B9136/40 B9136/50 B9138/20 B9138/20 B9138/20 B9138/20 B9138/20 B9138/20 C10E/10 C10E/30 C10E/10 C11E/20/JHC C11E/20/JHC C11E/20 C12E/10 C12E/10 C12E/20 C12E/20 C12E/30 C13E/20 C13E/20 C13E/30 C13E/20 C13E/30 C13E/20 C13E/30 C13E/20 C13E/30 C13E/20 C12E/20 C12E/20 C12E/20 C12E/20 C12E/20 C12E/20 C12E/20 C12E/20 C12E/20 C12E/20 C12E/20 C12E/20 C12	DEANS HILLOCK NETHER DALLACHY SOUTH EAST OF FORKINS RIVER ISLA BRIDGE SHORTBANK BRIDGE BRIDGE OF MILLEGIN FARMTOWN WOODSIDE BRIDGE RUTHVEN BRIDGE BALLCORACH ALLTGLANDER GLENLIVET BRIDGE DRUMIN SMITHY BLACKSBOAT MAIN BRIDGE BLACKSBOAT FLOOD SPAN BLACKSBOAT FLOOD SPAN BLACKSBOAT FRAILWAY BRIDGE DALVEY EARLSMILL ESS BRIDGE DALVEY EARLSMILL ESS BRIDGE DALTULICH WHITEMIRE WESTON DOUAL BRIDGE BLACKBURN BRIDGE BLACKBURN BRIDGE BLACKBURN BRIDGE BLACKBURN BRIDGE BLACKBURN BRIDGE BLACKBURN BRIDGE STRONDOW WARDEND MARCASSIE CULVERT CARRON BRIDGE DALUAINE	No		no         no	Important Important Important Standard Important Important Important Important Important Important Important Important Standard Standard Standard Standard Standard Standard Standard Important Important Important Important Important Important Important Important Important Important Important Important Important Important Important Important Important	
implement         implement           No known assessment.           No known ass	B9103/80 B9104/20 B9115/40 B9116/20 B9117/30 B9117/50 B9117/60 B9136/10 B9136/10 B9136/10 B9136/30 B9136/40 B9136/60 B9138/20 B9138/20 B9138/20 B9138/20 B9138/20 B9138/20 C10E/10 C10E/30 C10E/10 C11E/20/JHC C11E/20/JHC C11E/20 C12E/20 C12E/20 C12E/20 C13E/20 C12	DEANS HILLOCK NETHER DALLACHY SOUTH EAST OF FORKINS RIVER ISLA BRIDGE SHORTBANK BRIDGE BRIDGE OF MILLEGIN FARMTOWN WOODSIDE BRIDGE RUTHVEN BRIDGE BALLCORACH ALLTGLANDER GLENLIVET BRIDGE DRUMIN SMITHY BLACKSBOAT MAIN BRIDGE BLACKSBOAT FLOOD SPAN BLACKSBOAT FLOOD SPAN BLACKSBOAT FLOOD SPAN BLACKSBOAT RAILWAY BRIDGE DALVEY EARLSMILL ESS BRIDGE DALVEY EARLSMILL ESS BRIDGE DALULICH WHITEMIRE WESTON DOUAL BRIDGE BLACKBURN BRIDGE BLACKBURN BRIDGE BLACKBURN BRIDGE BLACKBURN BRIDGE STROND WARDEND MARCASSIE CULVERT CARRON BRIDGE DALULINE OLD RAILWAY PORTGORDON BONE MILL BRIDGE BURNSIDE OF ENZIE CAIRNFIELD	No		no         no	Important Important Important Standard Important Important Important Important Important Important Important Important Standard Standard Standard Standard Standard Standard Standard Standard Important Important Important Important Important Important Important Important Important Important Important Important Important Important Standard Standard Standard Standard Standard Standard Important Important Important Important Important Standard	
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Image: Section 2.	B9103/80         B9115/40         B9115/40         B9117/30         B9117/50         B9117/50         B9117/60         B9136/10         B9136/10         B9136/60         B9138/10         B9138/20         B135/20         C116/10         C12E/20         C12E/20         C144/10         C144/10         C14/20         C14/20         C14/20         C14/20         C22E/10         C22E/20 </td <td>DEANS HILOCK NETHER DALLACHY SOUTH EAST OF FORKINS NETHER DALLACHY SOUTH EAST OF FORKINS INVENTION INVENTION EXATOR FORKINS INVENTION INVENTION EAST OF FORKINS INVENTION EART AND AND AND AND AND AND AND AND AND AND</td> <td></td> <td></td> <td></td> <td>ImportantImpor</td> <td></td>	DEANS HILOCK NETHER DALLACHY SOUTH EAST OF FORKINS NETHER DALLACHY SOUTH EAST OF FORKINS INVENTION INVENTION EXATOR FORKINS INVENTION INVENTION EAST OF FORKINS INVENTION EART AND				ImportantImpor	
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a         Contractional action of the second set of the second secon	B9103/80         B9115/40         B9115/30         B9117/30         B9117/50         B9117/50         B9117/50         B9136/10         B9136/30         B9136/30         B9136/30         B9138/30         C10E/10         C10E/10         C11E/20/JHC         C13E/20         C13E/30         C13E/20         C14E/10         C14E/5         C15E/10         C17E/30         C17E/30         C1F/10         C1F/20         C1F/20         C1F/30         C1H/60         C1H/70         C22E/10         C22E/10         C22E/10         C22E/20         C22E/30         C24E/20         C24E/20 <tr< td=""><td>DEANS HILDCK NETHER DALLACHY SOUTH EAST OF FORKINS RIVER ISLA BRIDGE SITE STOR FORKINS RIVER ISLA BRIDGE BRIDGE OF MILLEGIN FARMTOWN WOODSIDE BRIDGE BRIDGE OF MILLEGIN FARMTOWN WOODSIDE BRIDGE BALLCORACH ALLTGLANDER GLENLVET BRIDGE DRUMIN SMITHY BLACKSBOAT FLOOD SPAN BLACKSBOAT SPAN BLACKSBOAT FLOOD SPAN BLACKSBOAT SPAN BLACKSBOAT</td><td></td><td></td><td></td><td>ImportantImpor</td><td></td></tr<>	DEANS HILDCK NETHER DALLACHY SOUTH EAST OF FORKINS RIVER ISLA BRIDGE SITE STOR FORKINS RIVER ISLA BRIDGE BRIDGE OF MILLEGIN FARMTOWN WOODSIDE BRIDGE BRIDGE OF MILLEGIN FARMTOWN WOODSIDE BRIDGE BALLCORACH ALLTGLANDER GLENLVET BRIDGE DRUMIN SMITHY BLACKSBOAT FLOOD SPAN BLACKSBOAT SPAN BLACKSBOAT FLOOD SPAN BLACKSBOAT				ImportantImpor	
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a         Non-water           b         Non-water           a         Non-water           b         Non-water           a         Non-water           b         Non-water           a         Non-water           b         Non-water           c	B9103/80B9114/20B9115/40B9117/30B9117/30B9117/50B9137/50B9136/30B9136/30B9136/30B9136/30B9138/10B9138/20B9138/30C106/10C116/20C116/20C116/20C116/20C126/20C126/20C126/20C136/20C136/20C136/20C136/20C136/20C136/20C136/20C136/20C146/10C146/20C147/10C177/10C177/10C177/10C177/10C177/10C177/10C177/10C177/10C177/10C177/10C177/10C177/10C177/10C177/10C177/10C177/10C177/10C207/10C207/10C207/10C216/20C24/10C24/10C24/20C34/10C34/20C34/20 <t< td=""><td>DEAMS HULCCK NETHER DELACHY SOUTH ENTER SLA BRIDGE INVER SLA BRIDGE SICOTEGANK BRIDGE SICOTEGANK BRIDGE BRIDGE OF MILLEGIN AVER SLA BRIDGE BRIDGE OF MILLEGIN AVER SLA BRIDGE BRIDGE OF MILLEGIN AUTONORE GLEMILET BRIDGE BALLCORACH ALLTGLANDER GLEMILET BRIDGE BALLCORACH ALLTGLANDER GLEMILET BRIDGE BALLCORACH ALLTGLANDER GLEMILET BRIDGE BLACKSBOAT RALWAY BRIDGE BLACKSBOAT RALWAY BRIDGE BLACKSBOAT RALWAY BRIDGE CALVEY EARSINALL ESS BRIDGE BLACKSBOAT RALWAY BRIDGE CALVEY EARSINAL ESS BRIDGE BLACKSBOAT RALWAY BRIDGE BLACKSBOAT RALWAY BRIDGE BLACKSBOAT RALWAY BRIDGE BLACKSBOAT RALWAY BRIDGE BLACKSBOAT RALWAY BRIDGE BLACKSBOAT RALWAY BRIDGE BLACKSBOAT BRIDGE BLACKSBOAT BRIDGE BLACKSBOAT BRIDGE CALVEY EARSINAL ESS BRIDGE STRONDOW CALVEY EARSINAL ESS BRIDGE STRONDOW CALVEY EARSINAL ESS BRIDGE CALVEY EARSINAL ESS BRIDGE STRONDOW CALVEY EARSINAL ESS BRIDGE STRONDOW CALVEY EARSINAL ESS BRIDGE STRONDOW CALVEY EARSINAL ESS BRIDGE STRONDOW CALVEY EARSINAL ESS BRIDGE STRONDOW CALVEY EARSINAL ESS BRIDGE STRONDOW CALVEY EARSINAL ESS BRIDGE STRONDOW CALVEY EARSINAL ESS BRIDGE ESS ECOLVERT ESS ESS ESS ECOLVERT ESS ESS ESS ECOLVERT ESS ESS ESS ESS ESS ESS ESS ESS ESS ESS</td><td></td><td></td><td></td><td></td><td>Spile access to Glenhalterach Reservoir and associated water works.</td></t<>	DEAMS HULCCK NETHER DELACHY SOUTH ENTER SLA BRIDGE INVER SLA BRIDGE SICOTEGANK BRIDGE SICOTEGANK BRIDGE BRIDGE OF MILLEGIN AVER SLA BRIDGE BRIDGE OF MILLEGIN AVER SLA BRIDGE BRIDGE OF MILLEGIN AUTONORE GLEMILET BRIDGE BALLCORACH ALLTGLANDER GLEMILET BRIDGE BALLCORACH ALLTGLANDER GLEMILET BRIDGE BALLCORACH ALLTGLANDER GLEMILET BRIDGE BLACKSBOAT RALWAY BRIDGE BLACKSBOAT RALWAY BRIDGE BLACKSBOAT RALWAY BRIDGE CALVEY EARSINALL ESS BRIDGE BLACKSBOAT RALWAY BRIDGE CALVEY EARSINAL ESS BRIDGE BLACKSBOAT RALWAY BRIDGE BLACKSBOAT RALWAY BRIDGE BLACKSBOAT RALWAY BRIDGE BLACKSBOAT RALWAY BRIDGE BLACKSBOAT RALWAY BRIDGE BLACKSBOAT RALWAY BRIDGE BLACKSBOAT BRIDGE BLACKSBOAT BRIDGE BLACKSBOAT BRIDGE CALVEY EARSINAL ESS BRIDGE STRONDOW CALVEY EARSINAL ESS BRIDGE STRONDOW CALVEY EARSINAL ESS BRIDGE CALVEY EARSINAL ESS BRIDGE STRONDOW CALVEY EARSINAL ESS BRIDGE STRONDOW CALVEY EARSINAL ESS BRIDGE STRONDOW CALVEY EARSINAL ESS BRIDGE STRONDOW CALVEY EARSINAL ESS BRIDGE STRONDOW CALVEY EARSINAL ESS BRIDGE STRONDOW CALVEY EARSINAL ESS BRIDGE STRONDOW CALVEY EARSINAL ESS BRIDGE ESS ECOLVERT ESS ESS ESS ECOLVERT ESS ESS ESS ECOLVERT ESS ESS ESS ESS ESS ESS ESS ESS ESS ESS					Spile access to Glenhalterach Reservoir and associated water works.
A         Amount of the second of the se	B9103/80B9114/20B9115/40B9117/30B9117/50B9117/50B9117/50B9117/60B9136/10B9136/10B9136/20B9136/20B9136/20B9138/10B9138/10B9138/10B9138/10B9138/20B9138/30C1010C1117/10C1117/10C1117/10C1117/10C1117/10C1117/10C137/30C137/10C137/10C137/10C137/10C137/10C137/10C137/10C137/10C137/10C137/10C137/10C137/10C147/20C147/30C227/10C227/10C247/20C247/20C247/20C247/20C247/20C347/00C347/00C347/00C347/00C347/00C347/00C347/00C347/00C347/00C347/00C347/00C347/00C347/00C347/00	DEAMS HUGCK ENTERS DALACHY SOUTH ENTERS DALACHY SOU					Sole access to Glernhalterach Reservoir and associated water works.           Sole access to Glernhalterach Reservoir and associated water works.
A         Amagenetation           A         Ama	B9104/20B9114/20B9115/20B9117/30B9117/50B9136/20B9136/20B9136/20B9136/20B9136/20B9136/20B9138/20B9138/20B9138/20B9138/30C101/10C112/20/10C112/20/11CC111/10C112/20C122/20C122/20C122/30C136/20C136/20C136/20C136/20C136/20C136/20C146/10C146/20C176/10C176/10C176/10C176/20C176/10C176/20C18/10C18/20C18/10C16/20C176/10C176/20C177/30C171/30C171/30C171/30C171/30C171/20C216/10C226/10C226/10C226/20C24/30C24/30C24/30C24/30C24/30C24/30C24/30C24/30C24/30C24/30C36/70C36/70C36/70C36/70C36/70C36/70C36/70C36/70C36/70C36/70C36/70C36/70C36/70C36/70C36/70C36/70C36/70C36/70C36/70 <td>DAMS INLOCK ENTERE DUALACHY SUTH ENTERE DUALACHY SUTH ENTER ENTERE DUALACHY SUTH ENTER ENT</td> <td></td> <td></td> <td></td> <td></td> <td>Sole access to Geniatterach Reservoir and associated water works.</td>	DAMS INLOCK ENTERE DUALACHY SUTH ENTERE DUALACHY SUTH ENTER ENTERE DUALACHY SUTH ENTER ENT					Sole access to Geniatterach Reservoir and associated water works.
A         Participation of the second state of the sec	B9104/20B9117/30B9117/30B9117/30B9117/50B9117/50B9137/50B9138/10B9136/40B9136/40B9136/50B9138/20B9138/20B9138/30C106/10C112/10C112/10C112/10C122/20C122/20C136/10C136/20C137/10C137/10C137/10C137/10C137/10C137/10C137/10C137/10C137/10C137/10C137/10C177/30C177/30C177/30C177/30C177/30C177/30C177/30C177/30C177/30C177/30C177/30C177/30C177/30C177/30C177/30C177/30C177/30C177/30C227/10C227/10C227/10C227/10C227/20C227/30C227/30C227/30C227/30C227/30C227/30C227/30C227/30C227/30C227/30C227/30C227/30C227/30C227/30C227/30C227/30C227/30C227/30C227/30C237/30C327/30C327/30C327/30C327/30C327/30 <td>DEAMS HULOCK SOUTH ENTERS FAULACIT SOUTH EAST OF FORKINS ENTERS INJURCES ENTERS INJURCES ENTER</td> <td></td> <td></td> <td></td> <td></td> <td>Sole access to Geniaterach Reservoir and associated water works.        </td>	DEAMS HULOCK SOUTH ENTERS FAULACIT SOUTH EAST OF FORKINS ENTERS INJURCES ENTERS INJURCES ENTER					Sole access to Geniaterach Reservoir and associated water works.
4         Autocomment de la construction de la constructina de la constructina de la construction de la constructi	B9103/80B9115/40B9115/40B9117/30B9117/50B9117/50B9117/50B9117/50B9117/50B9117/50B9117/50B9136/10B9136/10B9136/10B9136/10B9138/10B9138/10B9138/10B9138/30C106/10C116/20C111/10C112/20/JHCC116/10C122/30C136/10C136/20C137/10C136/20C137/10C137/10C136/20C177/10C177/10C177/30C18/20C18/20C17/10C177/30C18/20C16/20C17/10C177/30C177/30C177/30C177/30C177/30C177/30C177/30C177/30C177/30C177/30C27/10C27/10C27/10C27/10C27/10C27/10C27/10C37/10<	DFAMS HULOCK           NOFTHER DALACHY SOUTH           EAST OF FORCINS           NEVER ISLA BENDGE           SHORTAAHK BRIDGE           SHORTAAHK BRIDGE           BRIDGE OF MULLEGIN           FARDTOWN           VOODDSIDE BRIDGE           DALLCORACHA           BALLCORACHA           BALCSSBACT HAND BRIDGE           DALTALCH           MITTENARE           BALCSSBACT HAND BRIDGE           DALTALCH           WESTON           DOLALS BRIDGE           BALCSSBACT HAND BRIDGE           DALTALCH           WITTENARE           WESTON           DOLALS BRIDGE           BALLCORACHA           BALLCORACHA           WESTON           DOLALS BRIDGE           CALTARUSH           BALLCORACHA           BALLCORACHA           BALLCORACHA           RECO           BALLCORACHA </td <td></td> <td></td> <td></td> <td></td> <td>Sole access to Glematterach Reservoir and associated waterworks.</td>					Sole access to Glematterach Reservoir and associated waterworks.
4         Autor and a start of the second and a start of the sec	B9103/80           B9115/40           B9115/40           B9117/30           B9117/50           B9117/50           B9136/30           B9136/30           B9136/30           B9136/30           B9138/10           C111/10           C111/10           C111/10           C111/10           C111/10           C131/10           C221/10           C221/10           C221/10           C221/10           C221/10           C221/10           C221/10           C221/10 <td>DEAMS HULDCKDEAMS PLUDCKEAST OF FORMINSEAST OF FORMINSEAST OF FORMINSENDEGE OF MULLEGNINEAST OF CONTROLEAST OF CONTROL&lt;</td> <td></td> <td></td> <td></td> <td></td> <td>Safe acons to Geniatienach Reservair and associated water works.</td>	DEAMS HULDCKDEAMS PLUDCKEAST OF FORMINSEAST OF FORMINSEAST OF FORMINSENDEGE OF MULLEGNINEAST OF CONTROLEAST OF CONTROL<					Safe acons to Geniatienach Reservair and associated water works.
4         Additional and a second state of a second	B9108/80B9116/20B9115/40B9117/30B9117/30B9117/50B9137/30B9136/30B9136/30B9136/30B9138/10B9138/10B9138/20B9138/30C107/10C111/20/1HCC111/20/1HCC111/20/1HCC111/20/1HCC111/20/1HCC111/20/1HCC111/20/1HCC111/20/1HCC111/20/1HCC111/20/1HCC111/20/1HCC111/20/1HCC111/20/1HCC111/20/1HCC111/20/1HCC111/20/1HCC111/20C2111/10C221/10C221/10C221/10C221/10C221/10C221/10C221/10C221/10C221/10C221/10C221/10C221/10C221/10C221/10C221/10C221/10C221/10C221/10C221/10C31/10C31/10C321/10C31/10C321	DEAMS HUDCK NUTHES DALACHY SOUTH EAST OF FORUNS VERS ESA BODCE SHORTAAK BRIDGE BRIDGE OF MULLEGNN FARDTYOWN WOODSUDE BRIDGE RUTHYEN BRIDGE BULCSRACH AUTELGNAY BRIDGE BULCSRACH AUTELGNAY BRIDGE BULCSRACH AUTELGNAY BRIDGE BULCSRACH AUTELGNAY BRIDGE BULCSRACH MAIN BRIDGE BLACKSBOAT FLOOD SPAN BLACKSBOAT MUNN BRIDGE BLACKSBOAT MUNN BRIDGE BLACKSBOAT MUNN BRIDGE BLACKSBOAT MUNN BRIDGE BLACKSBOAT SUDAY BRIDGE DALIVYY ESATSMINA BUCKSBOAT MAIN BRIDGE BLACKSBOAT SUDAY BRIDGE DALIVYY ESATSMINA BUCKSBOAT SUDAY BUCKSBOAT BUCKSBOAT SUDAY BUCKSBOAT BUCKS					Safe acets: to Gentiatterach Reservoir and associated water work.           Safe acets: to Gentiatterach Reservoir and associated water work.           Safe acets: to Gentiatterach Reservoir and associated water work.
Image: Section of the sectio	B9104/20B9116/20B9116/20B9117/30B9117/50B9117/50B9137/50B9136/10B9136/10B9136/10B9138/20B9138/20B9138/20B9138/20B9138/20B9138/20B9138/20B9138/20B9138/20C116/20C116/20C116/20C116/20C126/20C136/10C136/20C136/20C136/20C136/20C146/10C146/20C176/20C176/20C176/20C176/20C176/20C176/20C176/20C176/20C16/20C16/20C176/20C176/20C16/20C176/20C16/20C16/20C176/20C16/20C16/20C216/20C226/20C236/20C36/20 <t< td=""><td>DEAMS HUDCK           CAST DE FORLING           EAST DE FORLING           ENVERTISA BRIDGE           RIDGE OF MULISQIN           ENDER DE BRIDGE           RUTHVEN BRIDGE</td><td></td><td></td><td></td><td></td><td>Sole access to Glewietterech Reservoir and associated water work.           Sole access to Glewietterech Reservoir and associated water work.        Sole access to Glewietterech Reservoir and associated water work.</td></t<>	DEAMS HUDCK           CAST DE FORLING           EAST DE FORLING           ENVERTISA BRIDGE           RIDGE OF MULISQIN           ENDER DE BRIDGE           RUTHVEN BRIDGE					Sole access to Glewietterech Reservoir and associated water work.           Sole access to Glewietterech Reservoir and associated water work.        Sole access to Glewietterech Reservoir and associated water work.
Image: Section of the sectio	B9104/20B9114/20B9114/30B9117/30B9117/50B9117/50B9137/50B9136/10B9136/10B9136/10B9136/20B9136/20B9138/30C104/30C104/30C114/10C114/10C114/10C124/20C124/20C134/10C134/10C134/10C134/10C134/10C134/10C134/10C134/10C134/10C134/10C134/10C134/10C134/10C134/10C134/10C134/10C134/10C134/10C144/10C144/10C144/10C144/10C144/10C144/10C144/10C144/10C144/10C144/10C244/20C244/20C244/20C244/20C244/20C244/20C244/20C244/20C244/20C244/10C34/10 <td>DEADS ILLOCK           NUMPER DALACKY SOUTH           FAST OF DORLINS           FAST OF DORLINS           FAST OF DORLINS           FARMARY BINDGE           FARMARY BINDGE     <td></td><td></td><td></td><td></td><td>Sole excess to Gienvisterach Reservoir and associated water works.</td></td>	DEADS ILLOCK           NUMPER DALACKY SOUTH           FAST OF DORLINS           FAST OF DORLINS           FAST OF DORLINS           FARMARY BINDGE           FARMARY BINDGE <td></td> <td></td> <td></td> <td></td> <td>Sole excess to Gienvisterach Reservoir and associated water works.</td>					Sole excess to Gienvisterach Reservoir and associated water works.

	NC.2 - Standard High, FORMULA	FORMULA	FORMULA	FORMULA		FORMULA	FORMULA	INPUT
			Critical	Single access to 8	Diversion route in	School		
	bruge Code	bridge Marine	Link?	properties 0 = no	(0 = sole access)	route?	Network Childanty.2	
	A920/170 A <b>920/</b> 180 A920/190	BOGHEAD FIDDICH (AUCHINDOUN ) KEITHMORE	Yes Yes Yes	0 0 0	13.3 7.4 7.3	Yes Yes Yes	Important Important Important	
	A939/170 A939/180 A <b>939/</b> 181	BRIDGE OF LEACHD BLAIRNAMARROW LURGH DUBH	Yes Yes Yes	0 0 0	66.9 68.4 68.5	Yes Yes Yes	Important Important Important	
	A939/191 A939/210 A939/220	GLENMULLIACH CULVERT NEW BRIDGE OF AVON WESTER FODDERLETTER	Yes Yes Yes	0 0 0	68.3 9.9 9.9	Yes Yes No	Important Important Important	
	A939/240/JHC A939/32 A939/33	BRIDGE OF BROWN GLENMULLIE BADNAERAVIE	Yes Yes Yes		33.5 33.7 69.2 68.9	NO NO Yes Yes	Important Important Important Important	
	A940/20 A940/30 A940/40	GLENERNIE WOODSIDE CULVERT KNOCKACH	No No No	0 0 0 0	7.4 15.2 15.2	Yes No No	Important Important Important	
	A941/100 A941/110 A941/130	BRIDGEND ARDLUIE BALLOCHFORD CULVERT	Yes Yes Yes	0 0 0	1.4 19.3 19	Yes Yes Yes	Important Important Important	
	A941/140 A941/150 A941/160 A941/170	BRIDGEHAUGH BURNEND BRIDGE OF CRACHIE	Yes Yes Yes Yes		6.1 6.1 8.1 7.8	Yes Yes Yes	Important Important Important Important	
	A941/180 A941/190 A941/200	MALTKILN BRIDGE BURNSIDE GLENBURNIE PIPE	Yes Yes Yes	0 0 0 0	10.4 10 10	Yes Yes Yes	Important Important Important	
	A941/210 A941/225 A941/226	NEW CRAIGELLACHIE SOUTH CULVERT BLACK BU NORTH CULVERT BLACK BU	Yes Yes Yes	0 0 0	15 15 15	Yes Yes Yes	Vital Important Important	
	A941/230 A941/240 A941/260	ROTHES BURN BACK BURN BRIDGE CAOCHAN STRIPE	Yes Yes Yes	0 0 0	18.4 0.2 1.5	Yes Yes Yes	Important Important Important	
	A941/270 A941/280 A941/290	BIRCHFIELD ROTHES GLEN HOTEL NETHERGLEN	Yes Yes Yes	0 0 0	17.2 17.2 16.8	Yes Yes Yes	Important Important Important	
	A941/300 A941/310 A941/320 A941/340	BIRKENHILL BRIDGE ASHGROVE CULVERT	Yes Yes Yes		0.8 6.5 1.1 2 3	Yes Yes Yes	Important Important Vital Vital	
	A941/360 A941/50 A941/60	SPYNIE CANAL Dykeside AUCHMAIR	Yes Yes Yes	0 0 0	8.4 4.5 4.5	Yes Yes Yes	Vital Important Important	N.B. This structure was replaced in A941/51 at Dykeside. Details here are for the new bridge.
	A941/70 A941/80 A941/90	KING'S FORD BAZAAR MEMORIAL BLACK WATER BRIDGE	Yes Yes Yes	0 0 0	4.5 32.4 31.9	Yes Yes Yes	Important Important Important	
	A942/20 A95/50 A95/60 A95/70	BRIDGE OF FOWLWOOD BRIDGE OF BRACO	Yes Yes Yes		2 3.3 4.2 5.2	Yes Yes Yes	Important Important Important	
	A95/90 A95/90 A98/310	BRIDGE OF AUCHINHOVE MONTGREW 1 SEATOWN BRIDGE	Yes Yes Yes		13 4.1 11.9	Yes Yes Yes	Important Important Important	
	A98/320 A98/330 A98/340	BOGS OF RANNAS RANNAS BRIDGE INCHGOWER	No No No	0 0 0	2.8 2.8 1.1	Yes Yes Yes	Important Important Vital	
	A98/350 A98/351 A98/360	STONIE'S CULVERT STONIE'S PIPE TYNET	No No Yes	0 0 0	1.9 1.9 0.9	Yes Yes Yes	Vital Vital Vital	
	A990/20 A990/30 B9007/10 B9008/10	BUCKPOOL LOGIE	Yes No Yes		3.5 0.8 7.1 8.4	Yes Yes Yes	Important Important Important Important	
	B9008/20 B9008/30 B9008/40	CARTACH CULVERT BRIDGE OF TOMNAVOULIN BRIDGE OF LIVET ( NEW )	Yes Yes Yes	0 0 0	18.4 19.1 1.4	Yes Yes Yes	Important Important Important	
	B9008/60 B9008/70 B9008/80	NEVIE CULVERT AUCHBRECK CULVERT TOMBRECKACHIE	Yes Yes No	0 0 0	5.5 6.5 6.5	Yes Yes Yes	Important Important Important	
	B9008/90 B9009/100 B9009/11 B9009/110	TOMMORE CULVERT CRAIGHEAD BRIDGE OF AUCHGORUM	No Yes Yes		35.5 2.4 2.1	Yes Yes Yes	Important Important Important	
	B9009/120 B9009/20 B9009/30	SHENVAL LETTOCH CONVALLEYS	Yes Yes Yes	0 0 0 0	4.5 4.5 14.8 14.5	Yes Yes Yes	Important Important Important	
	B9 <b>009/</b> 40 B9009/50 B9009/60	ALLAMICHIE (LYNEMORE) BRIDGE OF GLACK BALMERION	Yes Yes Yes	0 0 0	16.1 34.8 22.9	Yes Yes Yes	Important Important Important	
	B9009/70 B9009/80 B9009/90	AULTBEG TOMACHLAVEN ALLT LOAN	Yes Yes Yes	0 0 0	22.9 22.3 22.4	Yes Yes Yes	Important Important Important	
	B9010/100 B9010/20 B9010/35 B9010/50	PORD BRIDGE PALMERSCROSS PITTENDREICH (ALLARBURI WESTER PITTENDREICH	No No No		6.3 6.7 6.5 3.1	Yes Yes Yes	Important Important Important	
	B9010/70 B9010/90 B9011/20	MAINS OF KELLAS CRAIGMILL KINLOSS BRIDGE - max 60t	No No Yes	0 0 0 50	5.1 14.7 9 0	Yes No Yes	Important Important Vital	
	B9011/5 B9012/10 B9012/20	CASTLE BRIDGE WATERTON CROSSLOTS	No Yes Yes	0 0 0 0	0.5 4.6 4.6	Yes Yes Yes	Important Important Important	
	B9012/30 B9014/10 B9014/100 B9014/110	BRIDGE OF TOWER	res Yes Yes	0 0 0	1.5 10.6 5.7	res Yes Yes	Important Important Important	
	B9014/110 B9014/130 B9014/140 B9014/150	BRIDGE OF AUCHINDACHY BRIDGE OF AUCHINDACHY	Yes Yes Yes		5.3 2.6 2.6	Yes Yes Yes	Important Important Important Important	
	B9014/70 B9014/90 B9015/10	BRIDGE OF BURNEND BRIDGE OF TOWIEBEG ROTHES GREEN	Yes Yes Yes		2.5 2 3.6 3.8	Yes Yes Yes	Important Important Important	
	B9015/100 B9015/20 B9015/30	LEIN BRIDGE CROFT FARM SOURDEN	No Yes Yes	83 0 0	0 16.9 16.9	Yes Yes No	Vital Important Important	
	B9015/40 B9015/70 B9015/80 B9016/10	GARBITY ORBLISTON GARMOUTH RAILWAY	Yes Yes Yes	C C C	0.8 2.5 1.9	No Yes Yes	Important Important Important	
	B9016/10 B9016/20 B9016/30	FORGIESIDE TARRYCROYS RYERIGGS	No No No	0 0 0	1.3 13.7 13.4	Yes Yes Yes	Important Important Important	
	B9017/10 B9017/20 B9017/30	NEWMILL WEST NEWMILL BRIDGE CROSSBURN	No No No		1.2 1.2 0.9 3.6	Yes Yes No	Important Important Important	
	B9018/100 B9018/110 B9018/120	SWELLEND BERRYHILLOCK CULVERT NETHER BLAIROCK	Yes Yes Yes	0 0 0	0.5 3.7 1.6	Yes Yes Yes	Important Important Important	
	B9018/130 B9018/140 B9018/20	LINTMILL 1 LINTMILL 2 BRIDGE OF CROFTGIBB	Yes Yes Yes	0 0 0	7.4 7.4 1.4	Yes Yes Yes	Important Important Important	
	B9018/30 B9018/40 B9018/60 B9018/70	BALNAMOON BURNEND BRIDGE WINDYHILLS	Yes Yes Yes		5.4 9.7 9.3	Yes Yes Yes	Important Important Important	
	B9018/90 B9018/90 B9022/20/JAC	UPPER CRAIBSTONE CRAIBSTONE BRIDGE OF ISLA	Yes Yes No		9.4 9.3 9.4 15.6	Yes Yes No	Important Important Important	
	B9022/60 B9089/20 B9102/10	KNABBY GATES WARDS CULVERT PITCHROY	No Yes No	0 0 0	9.2 2.6 14.4	Yes No No	Important Important Important	
	B9102/100 B9102/110 B9102/120	LYNES CULVERT ARCHIESTOWN SANDYHILLOCK	No No No	0 0 0	3.8 3.2 3.7	Yes Yes Yes	Important Important Important	
	B9102/20 B9102/30 B9102/50 B9102/60	MAINS OF KIRDELLS BRIDGE OF CALLY UPPER KNOCKANDO	NO NO NO NO		14.1 13.7 9.2 1.4	NO Yes Yes Yes	Important Important Important Important	
	B9102/70 B9102/90 B9103/10	CARDOW BRACKENHOWES SPYNIE CANAL BRIDGE	No No No	0 0 0	1.5 8.3 8.8	Yes Yes No	Important Important Important	
	B9103/100 B9103/110 B9103/120	BOAT O'BRIG AUCHROISK AUCHROISK DISTILLERY	No No No	0 0 0	12 4.5 4.5	No Yes Yes	Important Important Important	
	B9103/20 B9103/21 B9103/30 B9103/50	ARTHUR'S BRIDGE ARTHUR'S CULVERT CAYSBRIGGS	No No No	0 0 0	9.6 9.6 5.5	No No No	Important Important Important	
	B9103/60 B9103/70 B9103/80	CLATTERINGBRIG ALTONSIDE DEANS HILLOCK	No No No	0 0 0	3.2 5 2.2	Yes Yes Yes	Important Important Important	
	B9104/20 B9115/40 B9116/20	NETHER DALLACHY SOUTH EAST OF FORKINS RIVER ISLA BRIDGE	No No No	0 0 0	1.1 5.8 2.1	Yes Yes Yes	Important Important Important	
	B9117/30 B9117/50 B9117/60 B9118/10	SHORTBANK BRIDGE BRIDGE OF MILLEGIN FARMTOWN	No No No		4.7 9.1 1	Yes Yes Yes	Standard - Medium Important Important	
	B9136/10 B9136/30 B9136/40	RUTHVEN BRIDGE BALLCORACH ALLTGLANDER	No No No		8.4 18.9 17.4	Yes Yes Yes	Important Important Important	
	B9136/50 B9136/60 B9138/10	GLENLIVET BRIDGE DRUMIN SMITHY BLACKSBOAT MAIN BRIDGE	No No No	0 0 0 0	1.6 1.8 13.6	No No Yes	Important Important Important	
	B9138/20 B9138/30 C10E/10	BLACKSBOAT FLOOD SPAN BLACKSBOAT RAILWAY BRI DALVEY	No No No	0 0 0	13.6 13.6 1.5	Yes Yes No	Important Important Standard - Low	
	C10E/30 C11E/10 C11E/20/JHC	EARLSMILL ESS BRIDGE DALTULICH	No No No	0 0 0	3.2 7.1 7	No Yes No	Standard - Low Standard - Medium Standard - Low	
	C11L/10 C12E/10 C12E/20	WESTON DOUAL BRIDGE BLACKBURN BRIDGE	No No No		2.6 7.1 6.9	No Yes Yes	Standard - Low Important Important	
	C12E/30 C13E/10 C13E/20	REED BRIDGE OF LOSSIE AULTAHUISH	No No No	0 0 0	7.1 33.3 33.2	No Yes No	Important Important Important	
	C13E/30 C13E/40 C14E/10	YELLOWBOG STRONDOW WARDEND	No No No		33.3 5 4.1	No No Yes	Important Important Standard - Medium	
	C14E/5 C15E/10 C15E/30 C16E/10	CARRON BRIDGE DALUAINE OLD RAILWAY PORTGORD	No No No		0.9 12.3 12.6 1.3	Yes Yes Yes	Important Important Important	
	C16E/20 C17E/10 C17E/30	BONE MILL BRIDGE BURNSIDE OF ENZIE CAIRNFIELD	No No No	0 0 0	4.5 0.8 7	No No Yes	Important Standard - Low Standard - Medium	
	C17H/10 C17H/20 C17H/30	EDINVILLIE LYNETIAN BLAIRNAIN	No No No	0 0 0	2.4 2.1 2.2	Yes No No	Important Standard - Low Standard - Low	
	C19E/10 C19E/20 C1E/10 C1E/20	WAULKMILL CULVERT MEFT EASTER LOCHS	No No No	0 0 0	1.3 2.7 7.8	Yes Yes No	Standard - Medium Standard - Medium Important	
	C1E/20 C1E/30 C1E/50 C1H/30	EASTER COXTON FOGWATT CULVERT BROOMHEAD	No No No	14 0 0	0 3.3 10	No Yes No	Important Important Important Standard - Medium	
	C1H/60 C1H/70 C20E/10	CALTERNACH LITTLE NEWTON LINKWOOD	No No No	0 0 0	10.3 2.3 5.9	No Yes Yes	Standard - Medium Standard - Medium Important	
	C20H/10 C20H/15 C21H/10 C22F/11	CULKAGGIE (REFREISH) CLASHNOIR C20H-15 GARRALBURN LANDSHUT RRIDGE	NO NO NO NO	40 30 10	000000000000000000000000000000000000000	res Yes Yes No	Vital Vital Important Important	
	C22E/20 C22E/30 C24E/10	BAREFLAT HILLS RAILWAY Calcots Brid e GILSTON CULVERT	No No		2.3 2.4 5.2	No Yes Yes	Standard - Low Standard - Medium Standard - Medium	
	C24E/20 C24E/30 C25E/20	NORTH GILSTON SALTERHILL WARDS ARMCO	No No No	0 0 0	5.2 5.2 4.9 4.1	Yes Yes Yes	Standard - Medium Standard - Medium Important	
	C26E/20 C29E/10 C2E/30	MOSSTOWIE TOREHEAD GLENLOSSIE DISTILLERY	No No No	C C C	5.5 8.7 1.8	Yes No Yes	Standard - Medium Standard - Medium Important Standard - Medium	
	C2E/50 C2E/60 C31L/10	BIRNIE CULVERT RASHCROOK VICTORIA BRIDGF	No No		1.5 1.8 4.8	Yes Yes No	Standard - Medium Standard - Medium Standard - Medium Important	
	C34H/10 C37E/10 C3E/10	KNOCKBURN ORCHARD ROAD BRIDGE MONAUGHTY FOREST	No No No		3.2 0.7 1.7	Yes Yes Yes	Standard - Medium Important Important	
	C3E/30 C3E/40 C3E/50 C3E/70	COWIES BRIDGE STONEYFIELD HELDON WOOD BRIACH CHIVEDE	NO NO NO		2.1 9.4 9.4	res No No No	Important Standard - Medium Standard - Medium Standard - Marii	
	C3E/90 C40E/10 C43L/10	BOGNIE JUNCTION REIKET LANE RAILWAY (NE) FREUCHNY	No No		8.5 8.2 2	No No	Important Important Important	
	C43L/30 C44L/10 C44L/20	RATHVEN BOGSIDE CULVERT GLENBURN BRIDGE	No No No		1.9 7.9 8.4	No No No	Standard - Low Standard - Medium Standard - Medium	
	C46L/10 C47H/10 C47H/20	BRIDGE OF CRANNACH GARROWOOD BRACO CULVERT	No No No		1.2 10.3 1.7	Yes No No	Standard - Medium Standard - Medium Standard - Low	
	C49H/10 C49H/10 C4E/20	BRIDGE OF BRIDGEND DALMANY MOSSTOWIE CANAL	No No No		4.6 4.3 7.5	Yes No Yes	Standard - Medium Standard - Medium Standard - Medium Standard - Medium	
	C4L/10 C54H/10 C54H/20	BERRYHILLOCK BRIDGE CROOKSMILL BRIDGE OF ROSARIE	No No No		4 3.1 4.6 3.7	No Yes No	Standard - Low Standard - Medium Standard - Low	
	C59H/11 C5E/10 C5E/30	BUSH BRIDGE GRANGE HILL EAST GRANGE	No No No		4.1 4.8 3.5	Yes Yes Yes	Important Standard - Medium Standard - Medium	
	сь0H/10 C62L/20 C62L/30 C67L/11	DRUMIN BRIDGE BLEACHFIELD MILTON BURN BIRKENRI ISH BAUMAAA	NO NO NO NO	0 0 0	1.4 3.4 1.4	res No No Yes	Standard - Medium Standard - Low Standard - Low Standard - Mad	
	C72H/10 C72H/21 C72H/30	CLDTOWN KINMINITIE BRIDGE BURN OF HAUGHS BRIDGE	No No	000000000000000000000000000000000000000	3.6 0.7 1.4 2.2	No No Yes	Standard - Medium Standard - Low Standard - Low Standard - Medium	Now C72H/20. See school bus worksheet notes.
	C72H/50 C73H/10 C73H/20	MILTON BRIDGE MILLTOWN OF ROTHIEMAY BURN OF FOURMANHILL BI	No No No		1 14.6 6.2	Yes No No	Standard - Medium Important Important	
	C7E/20 C7L/10 C7L/20	DYKE CRAIBSTONE CULVERT	NO NO NO	0 0 0	4.2 3.6 3.1	Yes Yes No	Important Important Standard - Low Standard - Low	
	C80H/10 C8E/10 C8E/20	FITTIE DALVEY SMITHY RAILWAY	No No No	0 0 0	3.3	No No No	Standard - LOW Standard - Low Standard - Low	
	C8E/30 C8E/40 C8H/10	BANARACH ABBOTSHILL BRIDGE OF FORTEATH	No No No		1.1 2.6 2.7 19 2	Yes Yes No	Standard - Medium Standard - Medium Standard - Medium	
	C8H/20 C8H/40/JAC U105E/20	BRIDGE OF GUESTLOAN BRIDGE OF HAUGH CLOVES BRIDGE	No No No		19.2 19.3 2.5 4.1	No No Yes	Standard - Medium Standard - Low Standard - Medium	Joint with Aberdeenshire (their ref. C116S/10). Moray is the maintainer (letter 18/12/2006).
	U106H/10 U108E/10 U109H/10	BIRKENBUSH BRIDGE CANTSFORD DALUAINE DISTILLERY	No No No	5	0 0 0	Yes No Yes Yer	Standard - High Standard - High Important Standard - Migh	
	U112E/10 U113E/10 U113E/10 U115H/10	MILTONDUFF DOWERY TOMBAE	No No No	0 0 2	3 3.6 0	Yes No Yes	Stanuard - Medium Standard - Medium Standard - High Standard - High	
n Reservoir and associated water works.	U117H/10 U118E/10 U124E/10	BRIDGE OF SLATEFORD SHOUGLE TROCHAIL	No No No	4 5 17 0	0 0 0 1.9	Yes Yes No	Standard - High Vital Standard - Low	
	U124H/10 U124H/20 U125AH/10	TERVIE (MILLTOWN OF TOI TROCHEIL BALLACHURN	No No No	C C 7	4.1 4.1 0	Yes No No	Standard - Medium Standard - Low Standard - High	
	U128H/10 U128H/20 U128H/30	DELNABO AILNACK DELAVORA	No No No	0 9 5	0.9	NO NO NO NO	Stanuard - Low Important Standard - High Standard - High	
	U129E/10 U129E/20 U131E/20	GREENSIDE BLACKHILLS CULVERT BROADBURN	No No No	7 10	0	No No Yes	Standard - High Important Standard - Medium	
	U131E/30 U132H/10 U132H/20	AUCHINROATH INVERLOCHY KINARDOCHY	No No No	0 0 0	3.6 4.1 9.2	No Yes Yes	Standard - Low Standard - Medium Standard - Medium	
	U132H/30 U132H/5 U135H/100 U138F/10	EASTER FODDERLETTER U135H/100 GAMHAINN CU RINGORM BRIDGE	NO NO NO		10.1 5.6 8	Yes No No	Standard - Medium Standard - Medium Standard - Medium Standard - Low	
	U138H/10 U139E/10 U139E/20	BRIDGE OF CANTLY BRACKEN HOWES BRIDGE OF BALLINTOMR	No No No	0 7 0	3.1 0 3.6 3.1	Yes Yes Yes	Standard - High Standard - Medium Standard - Medium	
	U13E/10 U142½/10 U142½/20	MALCOLM BRIDGE WILLOWBANK CULACH BURN	No No No	0 19 17	6.8 0	No Yes Yes	Standard - Low Important Important	
	U144E/10 U144E/20 U146H/10/14C	ALDAVONNIE LYNE OF KNOCKANDO	NO NO NO NO	17 0 0	0 5.6 5.6	nes No No No	Standard - Low Standard - Low Standard - Low	Joint with Aberdeenshire (their ref. 1146H/10). Morey is the maintain with the solve (see )
	U149E/10 U149E/21 U14E/20	CHARLOTTE STREET BRIDGE WEST STREET FOCHABERS DELFUR BRIDGE	No No No		1.9 0.5 0.3 3.9	No Yes Yes	Standard - Low Important Standard - Medium	
	U14E/30 U168E/10 U169E/10	LAST STREET, FOCHABERS KINLOSS CULVERT HARBOUR STREET HODEMA	NO NO	0 50		No Yes	standard - Low Vital	

| U170E/10 KIRKLAND HILL CULVERT  | 94 81 326981 861527 3 No Yellow Vital 140   | 32   
   | U170E/10 KIRKLAND HILL CULVERT Unknown No       
   | 81 Good No  
   | 3 Low No No   
   | o Yellow  | U170E/10 KIRKLAND HILL CULVERT   | No 22 no Vital   | U170E/10 KIRKLAND HILL CULVERT No   
  | 22 0 No Vital   |
|---|---
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---	---	--
U170E/20 KIRKHILL DRIVE LHANBRYDE	75 28 326959.9 861354.6 - 18T GVW 3 No Red Vital 350	1
Refurbishment works planned in 2023.   | U170E/20 KIRKHILL DRIVE LHANBRYDE Unknown -
18T GVW No  | 28 Very Poor No  
  | 3 Low No No  
  | o Red No known assessment.  | U170E/20 KIRKHILL DRIVE LHANBRYDE  | No 26 no Vital   | U170E/20 KIRKHILL DRIVE LHANBRYD   
   | 26 0 Yes Vital  |
| U171E/40 ASHGROVE BRIDGE  | 74 50 322679 862457 1 No Amber Important 200  | 9    
   | U171E/40 ASHGROVE BRIDGE Unknown No             
   | 50 Poor No  
   | 1 High No   
   | o Amber No known assessment.  | U171E/40 ASHGROVE BRIDGE   | No 0 no Important  | U171E/40 ASHGROVE BRIDGE No   
  | 0 1.4 No Important  |
|   | 84 100 323005 1 862669 7  | 32   
   |   
   |   
   |   
   | o Vellow No known assessment  |  |  |   
  |   |
|   | 04         100         525005.1         602005.7         100         5         No         Tellow         Vital         140           91         74         220239         962251         12         40T CV/M         2         No         Vollow         Standard         140   |      
   |   
   |   
   |   
   | Vellew  |  |  |   
  |   |
|   | 81 74 320338 803251 12 401 GVW 3 NO FEITOW Standard - LOW 20  |      
   |   
   |   
   |   
   |   |  |  |   
  |   |
|   | 92 100 323696 870426 30 401 GVW 3 NO Green Vital 7  | 1/5  
   | U1/2E/10 LOSSIEIVIOUTH CANAL Unknown 1/ 401 Yes 
   |   
   |   
   | o Green   |  |  |   
  |   |
| U1/2E/20 LOSSIEMOUTH SEATOWN  | 67 65 323816.5 870221.8 3 No Green Standard - High 3  | 309  
   | U1/2E/20 LOSSIEMOUTH SEATOWN Unknown 30 401 GVW
Yes   | 65 Fair Yes  
  | 3 High No No   
  | o Green   | U1/2E/20 LOSSIEMOUTH SEATOWN   | No Standard  | U1/2E/20 LOSSIEMOUTH SEATOWN NO  
   | 3 Ul Yes Standard - High  |
| U173E/10 LEE BRIDGE   | 59 28 303424 859077 0 0 Tonnes 4 No Red Standard - Low 50   | 118  
   | U173E/10 LEE BRIDGE Unknown No                  
   | 28 Very Poor Yes  
   | 4 High No No  
   | o Red No known assessment. Armco-type culvert.  | U173E/10 LEE BRIDGE I  | No 0 no Standard   | U173E/10 LEE BRIDGE No  
  | 0 0.6 No Standard - Low   |
| U173E/20 SANQUHAR BRIDGE  | 90 100 303967 858053 0 40T GVW 2 No Yellow Vital 140  | 32   
   | U173E/20 SANQUHAR BRIDGE Unknown 0 0 No         
   | 100 Very Good No  
   | 2 High No No  
   | o Yellow Assessed in 2008 by Halcrow, self-weight capacity only. 3T weight restriction imposed. Recommend structural review and monitoring as minimum.  | U173E/20 SANQUHAR BRIDGE I   | No 50 no Vital   | U173E/20 SANQUHAR BRIDGE No   
  | 50 0 No Vital   |
| U18E/10 BOW BRIDGE, GARMOUTH  | 89 100 334003 863241 0 40 GVW 3 No Green Standard - Medium 2  | 316  
   | U18E/10 BOW BRIDGE, GARMOUTH Unknown 0 40T GVW
Yes  | 100 Very Good No  
   | 3 Low No No   
   | o Green   | U18E/10 BOW BRIDGE, GARMOUTH   | No 0 no Standard   | U18E/10 BOW BRIDGE, GARMOUTH No   
  | 0 4.9 Yes Standard - Medium   |
| U18E/20 CHURCH RAILWAY, GARMOUTH  | 93 100 334087 864187 30 40T GVW 3 No Green Standard - Medium 2  | 316  
   | U18E/20 CHURCH RAILWAY, GARMOUTH Unknown 30 40T
GVW Yes   | 100 Very Good No   
  | 3 Low No No  
  | o Green   | U18E/20 CHURCH RAILWAY, GARMOUTH   | No 0 no Standard   | U18E/20 CHURCH RAILWAY, GARMONO  
   | 0 1.4 Yes Standard - Medium   |
| U19E/20 WESTERTON   | 86 100 332321 856933 0 40T GVW 3 No Green Standard - Medium 2   | 316  
   | U19E/20 WESTERTON Unknown 0 40T GVW Yes         
   | 100 Very Good No  
   | 3 Low No No   
   | o Green   | U19E/20 WESTERTON I  | No 0 no Standard   | U19E/20 WESTERTON No  
  | 0 2.1 Yes Standard - Medium   |
| U19H/10 GRANGE JUNCTION   | 98 99 350532 850296 30 40T AW 3 No Green Standard - Low 1   | 353  
   | U19H/10 GRANGE JUNCTION Unknown 30 40T AW Yes   
   | 99 Very Good No   
   | 3 Low No No   
   | o Green   | U19H/10 GRANGE JUNCTION  | No 0 no Standard   | U19H/10 GRANGE JUNCTION No  
  | 0 5.6 No Standard - Low   |
| U23H/10 BURNEND CULVERT   | 83 100 348963 855850 0 40T GVW 3 No Green Standard - Low 1  | 353  
   | U23H/10 BURNEND CULVERT Unknown 0 40T GVW Yes   
   | 100 Very Good No  
   | 3 Low No No   
   | o Green   | U23H/10 BURNEND CULVERT  | No Ono Standard  | U23H/10 BURNEND CULVERT No  
  | 0 6.2 No Standard - Low   |
| U26H/10 ROEHILL   | 71 39 345920 854863 3 No Amber Standard - High 120  | 39   
   | U26H/10 ROEHILL Unknown No                      
   | 39 Poor No  
   | 3 Low No  
   | o Amber   | U26H/10 BOEHILL  | No 4 no Standard   | U26H/10 BOEHILL No  
  | 4 0 Yes Standard - High   |
|   | 92 100 326991 862450 0 40T GVW 3 No Green Standard - Medium 2   | 316  
   | U27E/10 LONGHUL BUBN LINKnown 0 40T GVW Ves     
   |   
   |   
   | o Green   |  | No Ono Standard  |   
  | 0 32 Yes Standard - Medium  |
|   | S2     <  | 316  
   |   
   | 81 Good No  
   |   
   |   |  | No Ono Standard  |  | 0 2 Ves Standard Medium  
  |
|   | $\frac{1}{2}$   | 102  
   |   
   |   
   |   
   |   |  | No Ono Standard  |   
  | 0 2 Tes Standard Medium   |
|   | 04         26         320703         804403         0         401 GVW         2         No         Allbeit         Standard         Interface         30  |      
   |   
   |   
   |   
   | Nalleut   |  | No Ono Standard  |   
  |   |
|   | 75 78 542017.4 846859.5   | 100  |   |   |   | o renow<br>Vellas Mito Assessinglia to discussion in the second site of t |  | NO UNO Standard  |  |   |
|   | 80 78 344374 848963 17 101 AW 3 NO Yellow Standard - High 60  | 109  
   | U34H/10 TARNASH BRIDGE Unknown 1/ 10TAW NO      
   |   
   |   
   | o Yellow WDW notes indicate dispute over capacity. Lower capacity quoted here as per WDW structure summary. Structural review recommended.  | U34H/10 TARNASH BRIDGE   | No 2 no Standard   | U34H/10 TARNASH BRIDGE NO   
  | 2 UNO Standard - High   |
| U35H/10 DRUM BRIDGE   | 75 100 345578 851236 0 26TAW 3 No Yellow Standard - High 60   | 109  
   | U35H/10 DRUM BRIDGE Unknown 0 26T AW No         
   | 100 Very Good No  
   | 3 Low No  
   | o Yellow Assessed witch COBRAS yield line method.   | U35H/10 DRUM BRIDGE  | No 4 no Standard   | U35H/10 DRUM BRIDGE No  
  | 4 0 Yes Standard - High   |
| U37H/10 ALLANBUIE CULVERT   | 76 65 341070 850804 0 - 3 No Yellow Standard - Medium 40  | 121  
   | U37H/10 ALLANBUIE CULVERT Unknown 0 - No        
   | 65 Fair No  
   | 3 Low No  
   | o Yellow  | U37H/10 ALLANBUIE CULVERT [1   | No 0 no Standard   | U37H/10 ALLANBUIE CULVERT No  
  | 0 4.6 Yes Standard - Medium   |
| U43BH/10 BACKMUIR   | 87.732 100 0 40T AW 3 No Green Standard - Low 1   | 353  
   | U43BH/10 BACKMUIR Unknown 0 40T AW Yes          
   | 100 Very Good No  
   | 3 Low No No   
   | o Green   | U43BH/10 BACKMUIR I  | No 0 no Standard   | U43BH/10 BACKMUIR No  
  | 0 No Standard - Low   |
| U44H/10 BRIDGE OF DUNNYDUFF - Temporary Bridge  | 100 98 344148.5 849627 0 40T GVW 3 No Green Important 5   | 186
This is a collapsed culvert overspanned by a Mabey Quickbridge. BCS score and capacity relate to the temporary span.   | U44H/10 BRIDGE OF DUNNYDUFF - Temporary Bridge
Unknown 0 40T GVW Yes  | 98 Very Good No   
   | 3 Low No No   
   | o Green   | U44H/10 BRIDGE OF DUNNYDUFF - Temporary Bridge   | No 9 no Important  | U44H/10 BRIDGE OF DUNNYDUFF - TNo   
  | 9 0 No Important  |
| U47E/10 LOANHEAD CULVERT  | 88 100 317528 865437 0 N/A 3 No Yellow Standard - Low 20  | 156  
   | U47E/10 LOANHEAD CULVERT Unknown 0 - No         
   | 100 Very Good No  
   | 3 Low No No   
   | o Yellow  | U47E/10 LOANHEAD CULVERT I   | No 0 no Standard   | U47E/10 LOANHEAD CULVERT No   
  | 0 2.6 No Standard - Low   |
| U57AL/10 DESKFORD BRIDGE  | 85 100 351065 861722 2 No Yellow Standard - Low 20  | 156  
   | U57AL/10 DESKFORD BRIDGE Unknown No             
   | 100 Very Good No  
   | 2 High No No  
   | o Yellow  | U57AL/10 DESKFORD BRIDGE   | No 0 no Standard   | U57AL/10 DESKFORD BRIDGE No   
  | 0 3.2 No Standard - Low   |
| U57H/10 MacDOWALL   | 71 28 329626 845787 30 40T GVW 3 No Amber Important 200   | 9
This bridge has had work since the last PI so the BCI <sub>CRIT</sub> score should increase to 40 once the 2023 PI report is complete and signed off.  | U57H/10 MacDOWALL Unknown 30 40T GVW Yes    
   | 28 Very Poor No   
   | 3 Low No No   
   | o Amber BCI <sub>crit</sub> expected to improve following completion of 2022/23 PI report, reducing BAS score and bridge priority. Although the BCI <sub>crit</sub> is currently low it is considered, on review, that the condition of th  | e bU57H/10 MacDOWALL I   | No 12 no Important   | U57H/10 MacDOWALL No  
  | 12 0 Yes Important  |
| U57H/11 SOUTH ARNDILLY  | 66 55 329500 846700   | 9    
   | U57H/11 SOUTH ARNDILLY Unknown - No             
   | 55 Poor No  
   | 3 Low No  
   | o Amber   | U57H/11 SOUTH ARNDILLY   | No 9no Important   | U57H/11 SOUTH ARNDILLY No   
  | 9 0 Yes Important   |
| U57H/20 BRIDGE OF ARNDILLY  | 73         74         329214         9         847207         5         0         40T GV/W         3         No         Green         Important         5   | 186  
   | U57H/20 BRIDGE OF ARNDILLY Unknown 0 40T GV/W
Ves   | 74 Fair  
  | 3 I w No   
  | o Green   | U57H/20 BRIDGE OF ARNDILLY   | No 9no Important   |  
   | 9 0 Yes Important   |
|   | 78         9         329113 & 848598 3         45         40T G/VM         3         No         Amber         Standard - High         120   | 39   
   |   
   |   
   |   
   | o Amber   |  | No 21no Standard   |   
  | $\frac{1}{2} = 0$ No Standard - High  |
|   | 81         78         329175.8         8/40207.3         0         //OT G\/\/\/         2         No         Groop         Standard         Ligh         120  | 309  
   |   
   |   
   |   
   | o Green   |  | No 2110 Standard   |   
  | 2 0No Standard - High   |
|   | 78         81         348297         5         60         401070         5         100         Gleen         Standard         100   | 156  
   |   
   |   
   |   
   | o Vellow  |  | No Ono Standard  |  | 0 21 No Standard - Low   
  |
|   | 90         100         325240.6         851202.7         3         No         Vellow         Standard - Low         20  | 100  
   |   
   |   
   |   
   | o Vellow  |  | No Ono Standard  |   
  | 0 2.1 NO Standard - Low   |
|   | 90         100         335240.0         831202.7         -  | 156  
   |   
   | 100 Very Good No  
   |   
   | o Vellow  |  | No Ono Standard  |   
  | 0 2.0 Tes Standard - Weddun   |
|   | 84         100         530232.7         831384.0         -         -         -         -         -         -         20           86         55         240021         862256         2         No         Tellow         Standard Low         40   | 130  
   |   
   |   
   |   
   |   |  | No Ono Standard  |   
  | 0 2.4 No Standard Low   |
|   | 80         55         545551         805250         -         -         5         No         Amber         Januari - Low         40           60         55         211044 5         260048 7         2         No         Amber         Important         200  |      
   |   
   |   
   |   
   | Amber   |  | No Standard  |   
  | 0         4 NO         Standard - Low           0         0         Vos         Important   |
|   | 03         33         311044.3         800046.7         -         -         -         S         No         Amber         Important         200           91         F1         242560 2         962542 1         -         -         -         -         -         -         -         -         -         -         0         -         -         0         -         -         -         -         -         -         -         0         -         -         0         -         -         -         -         -         -         -         0         -         -         0         -  | 102  
   |   
   |   
   |   
   | Amber   |  | No One Standard  |   
  | o offes important   |
|   | 81         51         543500.2         802345.1         -         -         2         No         Ambei plandald - Mediali         80           80         100         204105         860564         20         40T C/VW         2         No         Groop         Standard Low         1   |      
   |   
   |   
   |   
   | Aniber  |  | No Ono Standard  |   
  |   |
|   | 89         100         504105         800504         50         401 0/W         5         No         Green         Standard         Low         1           99         100         224290         951741         0         401 0/W         3         No         Green         Standard         Modium         3   | 216  
   |   
   |   
   |   
   |   |  | No Ono Standard  |   
  | 0 Standard Low  |
|   | 88         100         534360         651741         0         401 GVW         5         No         Gleen         Standard - Medium         2           00         100         224268 7         951091 1         2         3         No         Vollow         5         No         Gleen         Standard - Medium         40  |      
   |   
   |   
   |   
   | Vellew  |  | No Ono Standard  |   
  | 0 4.5 fes Standard Medium   |
|   | 96 100 534308.7 631961.1  |      
   |   
   |   
   |   
   |   |  | No Ono Standard  |   
  | 0 4.0 fes Standard Low  |
|   | 84         78         341040         864124         0         401 AW         3         No         Green         Standard - Low         1           100         100         242400         864124         0         401 AW         3         No         Green         Standard - Low         1   | 303  
   |   
   |   
   |   
   |   |  | NO 0110 Standard   |   
  | 0 3.7 NO Stalluaru - Low  |
|   | 100 100 343460.8 862565.6 0 401 GVW 3 NO Green Standard - Medium 2  | 316  
   | U63L/30 DRYBRIDGE CULVERI Unknown 0 401 GVW Yes 
   |   
   |   
   | o Green   |  | No Uno Standard  |   
  | 0 3.9 Yes Standard - Medium   |
|   | 100 100 344025.6 866196 2 No Yellow Standard - Medium 40  | 121  
   |   
   | 100 Very Good Pes   
   |   
   | o Yellow<br>Amber Assessment dated 1000. Structural review recommended  |  | No 010 Standard  |   
  | U 1.4 Yes Standard - Medium   |
|   | 76 52 340654 846864 0 7.51 AW 3 NO Amber Standard - Medium 80   |      
   | U68AH/20 HOWDOUP Unknown 0 7.51 AW NO           
   |   
   |   
   | o Amber Assessment dated 1996. Structural review recommended.   |  | No Uno Standard  |   
  | U 5.6 Yes Standard - Medium   |
|   | 79 78 341105 846345 3 No Yellow Standard - Medium 40  | 121  
   | U68AH/30 DRUMGRAIN Unknown No                   
   | /8 Fair No  
   |   
   |   | U68AH/30 DRUMGRAIN   | No Uno Standard  | U68AH/30 DRUMGRAIN NO   
  | 0 5.5 Yes Standard - Medium   |
| U68E/10 EARNHILL  | 8/ 58 301429 861002   | 9    
   | U68E/10 EARNHILL Unknown NO                     
   | 58 Poor No  
   | 3 Low No No   
   | o Amber   | U68E/10 EARNHILL I   | No 18 no Important   | U68E/10 EARNHILL NO   
  | 18 UNO Important  |
| U72L/10 ALLALOTH  | 83 100 340032 859558 0 40T GVW 3 No Green Standard - High 3   | 309  
   | U72L/10 ALLALOTH Unknown 0 40T GVW Yes          
   | 100 Very Good No  
   | 3 Low No No   
   | o Green   | U72L/10 ALLALOTH   | No 2 no Standard   | U72L/10 ALLALOTH No   
  | 2 0 No Standard - High  |
| U76E/10 BARLEYMILL  | 89 81 298/11.5 85/515.2 9 17T GVW 2 No Yellow Standard - Low 20   | 156  
   | U/6E/10 BARLEYMILL Unknown 9 & 14 17 & 40T No   
   | 81 Good No  
   | 2 High No No  
   | o Yellow Iwo-span maosonry arch structure with differing Mexe results for each span. WDM records are ambiguous. Structural review recommended.  | U/6E/10 BARLEYMILL []  | No Uno Standard  | U76E/10 BARLEYMILL NO   
  | 0 1.5 No Standard - Low   |
| U82H/10 Aldunie   | 100 100 3369/9.2 826899.7   | 109  
   | U82H/10 Aldunie LM1+LM2+LM3(all SOV) N/A N/A NO 
   | 100 Very Good No  
   | 3 Low No No   
   | o Yellow Replaced by U82H/11 in 2022. Details here are for U82H/11.   |  | No 6no Standard  | U82H/10 Aldunie No  
  | 6 Ulyes Standard - High Superseded by U82H/11.  |
|   | 81 100 338127 826896 12 401 GVW 3 No Green Standard - Medium 2  | 316  
   | U83H/10 MILLIOWN Unknown 12 401 GVW Yes         
   | 100 Very Good No  
   | 3 Low No No   
   | o Green   | U83H/10 MILLIOWN [   | No Uno Standard  | U83H/10 MILLIOWN No   
  | 0 3.3 Yes Standard - Medium   |
| U83H/20 WHITEHILLOCH (CABRACH)  | 66 22 338566.6 826746.6 0 131 GVW 3 No Red Standard - Medium 100  | 45
Changed to 131 GVW due to findings of 2022 PI and subsequent assessment by Kim MacGowan.  | U83H/20 WHITEHILLOCH (CABRACH) Unknown 14 401
GVW Yes   | 22 Very Poor No  
  | 3 Low Should be monitored Ye   
  | es Red Monitoring recommended in 2022 PI report.  | U83H/20 WHITEHILLOCH (CABRACH)   | No Uno Standard  | U83H/20 WHITEHILLOCH (CABRACH)No   
   | 0 3.3 Yes Standard - Medium   |
|   | 90 81 338741.9 831527.6 0 40TAW 3 No Green Standard - High 3  | 309  
   | U85H/10 NEWTON Unknown 0 40TAW Yes              
   | 81 Good No  
   | 3 Low No No   
   | o Green   | U85H/10 NEWTON [   | No 5 no Standard   | U85H/10 NEWTON No   
  | 5 0/Yes Standard - High   |
| U88E/20 BANTRACH BRIDGE   | 95.95 100 302687 846119 0 40 3 No Green Standard - High 3   | 309
Changed BCIs due to 2020-21 refurbishment contract. Strengthened 2004.   | U88E/20 BANTRACH BRIDGE Unknown 0 40 Yes      
   | 100 Very Good No  
   | 3 Low No  
   | o Green   | U88E/20 BANTRACH BRIDGE  | No 4 no Standard   | U88E/20 BANTRACH BRIDGE No  
  | 4 0 No Standard - High  |
| U88E/30 BRIDGE OF NEWTON  | 77 74 302897 845484 3 No Yellow Standard - High 60  | 109  
   | U88E/30 BRIDGE OF NEWTON Unknown No             
   | 74 Fair No  
   | 3 Low No  
   | o Yellow  | U88E/30 BRIDGE OF NEWTON   | No 3 no Standard   | U88E/30 BRIDGE OF NEWTON No   
  | 3 0 No Standard - High  |
| U89E/10 CLASHDHU  | 65 55 302943 852542 38 40T GVW 2 No Yellow Standard - Low 20  | 156  
   | U89E/10 CLASHDHU Unknown 38 40T GVW Yes         
   | 55 Poor No  
   | 2 High No No  
   | o Yellow  | U89E/10 CLASHDHU [   | No 0 no Standard   | U89E/10 CLASHDHU No   
  | 0 5.4 No Standard - Low   |
| U89E/40 PHORP   | 84 55 304749 851009 0 40T GVW 3 No Yellow Standard - High 60  | 109  
   | U89E/40 PHORP Unknown 0 40T GVW Yes             
   | 55 Poor No  
   | 3 Low No No   
   | o Yellow  | U89E/40 PHORP I  | No 5no Standard  | U89E/40 PHORP No  
  | 5 UNO Standard - High   |
| U8E/10 NETHER DALLACHY RAIL   | 77 58 336074 864161 30 40T GVW 3 No Yellow Standard - Medium 40   | 121  
   | U8E/10 NETHER DALLACHY RAIL Unknown 30 40T GVW
Yes  | 58 Poor No  
   | 3 Low No No   
   | o Yellow  | U8E/10 NETHER DALLACHY RAIL  | No 0 no Standard   | U8E/10 NETHER DALLACHY RAIL No  
  | 0 1.3 Yes Standard - Medium   |
| U8E/15 MILL OF TYNET CULVERT  | 70 9 338343 861452 2 No Red Standard - Medium 100   | 45   
   | U8E/15 MILL OF TYNET CULVERT Unknown No         
   | 9 Very Poor No  
   | 2 High No No  
   | o Red   | U8E/15 MILL OF TYNET CULVERT   | No 0 no Standard   | U8E/15 MILL OF TYNET CULVERT No   
  | 0 1 Yes Standard - Medium   |
| U8E/20 CHAPELFORD   | 85 78 339128 860377 0 40T GVW 3 No Green Standard - Low 1   | 353  
   | U8E/20 CHAPELFORD Unknown 0 40T GVW Yes         
   | 78 <mark>Fair</mark> No   
   | 3 Low No No   
   | o Green   | U8E/20 CHAPELFORD I  | No 0 no Standard   | U8E/20 CHAPELFORD No  
  | 0 1.7 No Standard - Low   |
| U93H/10 BALVENIE GARDENS RAILWAY  | 73 39 332001 842406 0 N/A 3 No Amber Standard - High 120  | 20   
   |   
   | 39 Poor No  
   | 3 Low No No   
   | o Amber   | U93H/10 BALVENIE GARDENS RAILWAY   | No 4no Standard  | LI93H/10 BALVENIE GARDENS BALWING   
  | 4 0 Yes Standard - High   |
|   |   | 37   
   |   
   |   
   |   
   |   |  |  |   
  |   |
| U95E/10 SCOTSBURN   | 75         55         307822         859803         0         40T GVW         3         No         Yellow         Standard - Low         20   | 156  
   | U95E/10SCOTSBURNUnknown040T GVWYes              
   | 55 Poor No  
   | 3 Low No No   
   | o Yellow  | U95E/10 SCOTSBURN I  | No 0 no Standard   | U95E/10 SCOTSBURN No  
  | 0 3.1 No Standard - Low   |
| U95E/10     SCOTSBURN       U95H/10     MILLTOWN OF LAGGAN  | 75         55         307822         859803         0         40T GVW         3         No         Yellow         Standard - Low         20           91         78         328676         834548         0         40T AW         3         No         Green         Standard - Low         1  | 35   
       156           353   | U95E/10         SCOTSBURN         Unknown       
 0         40T GVW         Yes           U95H/10         MILLTOWN OF LAGGAN         Unknown         0         40T AW         Yes   | SolutionSolution78FairNo  
   | 3         Low         No         No           3         Low         No         No   
   | o     Yellow       o     Green  | U95E/10SCOTSBURNIU95H/10MILLTOWN OF LAGGANI  | No     0 no     Standard       No     0 no     Standard  | U95E/10         SCOTSBURN         No           U95H/10         MILLTOWN OF LAGGAN         No  
  | 0         3.1 No         Standard - Low           0         3.9 No         Standard - Low   |
| U95E/10SCOTSBURNU95H/10MILLTOWN OF LAGGANU97H/10TOMLIATH  | 75         55         307822         859803         0         40T GVW         3         No         Yellow         Standard - Low         20           91         78         328676         834548         0         40T AW         3         No         Green         Standard - Low         10           100         100         328399.2         833883.2         -         -         3         No         Yellow         Important         100   | 35       156       353       45  | U95H/10DALVENTE GARDENS NATEWATOfficial ControlOfficial ControlU95E/10SCOTSBURNUnknown040T GVWYesU95H/10MILLTOWN OF LAGGANUnknown040T AWYesU97H/10TOMLIATHUnknownNo   | Image: state s  | 3         Low         No         No           3         Low         No         No           3         Low         No         No   | o       Yellow         o       Green         o       Yellow   | U95E/10SCOTSBURNIU95H/10MILLTOWN OF LAGGANIU97H/10TOMLIATHI  | No     0 no     Standard       No     0 no     Standard       No     0 no     Standard       No     8 no     Important   | U95E/10     SCOTSBURN     No       U95H/10     MILLTOWN OF LAGGAN     No       U97H/10     TOMLIATH     No   | 0         3.1         No         Standard - Low           0         3.9         No         Standard - Low           8         0         No         Important  |
| U95E/10SCOTSBURNU95H/10MILLTOWN OF LAGGANU97H/10TOMLIATHU99H/10DULLAN BRIDGE  | 1       75       55       307822       859803       0       40T GVW       3       No       Yellow       Standard - Low       20         1       91       78       328676       834548       0       40T AW       3       No       Green       Standard - Low       1         1       100       100       328399.2       833883.2       -       -       3       No       Yellow       Important       100         97       100       330437.5       836809.7       45       40T AW       3       No       Green       Standard - Medium       2  | 35   
   156       353       45       316  | U95H/10DALVENTE GARDENS NATEWATOTION OF
INCOMINGOACCNOU95E/10SCOTSBURNUnknown040T GVWYesU95H/10MILLTOWN OF LAGGANUnknown040T AWYesU97H/10TOMLIATHUnknownNoU99H/10DULLAN BRIDGEUnknown4540T AWYes  | SolutionSolutionSolutionSolutionSolutionNoSolutionVery GoodNoNoSolutionVery GoodNoNo   
  | 3LowNoNo3LowNoNo3LowNoNo3LowNoNo   
  | o       Yellow         o       Green         o       Yellow         o       Green         o       Green   | U95E/10SCOTSBURNIU95H/10MILLTOWN OF LAGGANIU97H/10TOMLIATHIU99H/10DULLAN BRIDGEI   | No0 noStandardNo0 noStandardNo8 noImportantNo0 noStandard  | U95H/10DALVENUE GARDENS NATEUN NOU95E/10SCOTSBURNNoU95H/10MILLTOWN OF LAGGANNoU97H/10TOMLIATHNoU99H/10DULLAN BRIDGENo  
   | 0       3.1 No       Standard - Low         0       3.9 No       Standard - Low         8       0 No       Important         0       4.1 Yes       Standard - Medium  |
| U95E/10SCOTSBURNU95H/10MILLTOWN OF LAGGANU97H/10TOMLIATHU99H/10DULLAN BRIDGEU99H/20GIANT'S CHAIR  | 75       55       307822       859803       0       40T GVW       3       No       Yellow       Standard - Low       20         91       78       328676       834548       0       40T AW       3       No       Green       Standard - Low       1         100       100       328399.2       833883.2       -       -       3       No       Yellow       Important       100         97       100       330437.5       836809.7       45       40T AW       3       No       Green       Standard - Medium       2         86       100       331897.6       838263.5       0       40T GVW       3       No       Green       Standard - Low       1   | 35         156         353         45         316         353  | U95H/10DALVENTE GARDENS NATEWATOfficient of the officient  | SolutionSolutionSolutionSolutionSolutionSolutionSolutionVery GoodSolutionNoSolutionVery GoodSolutionNoSolutionVery GoodSolutionNo   | 3LowNoNo3LowNoNo3LowNoNo3LowNoNo3LowNoNo  | VellowYelloworGreenvellowYelloworGreenorGreenorGreen  | U95E/10SCOTSBURNIU95H/10MILLTOWN OF LAGGANIU97H/10TOMLIATHIU99H/10DULLAN BRIDGEIU99H/20GIANT'S CHAIRI  | No0 noStandardNo0 noStandardNo0 noStandardNo8 noImportantNo0 noStandardNo0 noStandardNo0 noStandard  | U95H/10DALVENUE GARDENS NATEU NOU95E/10SCOTSBURNNoU95H/10MILLTOWN OF LAGGANNoU97H/10TOMLIATHNoU99H/10DULLAN BRIDGENoU99H/20GIANT'S CHAIRNo   | 03.1 NoStandard - Low03.9 NoStandard - Low80 NoImportant04.1 YesStandard - Medium04.2 NoStandard - Low  |
| U95E/10SCOTSBURNU95H/10MILLTOWN OF LAGGANU97H/10TOMLIATHU99H/10DULLAN BRIDGEU99H/20GIANT'S CHAIRSPARE   | 1       75       55       307822       859803       0       40T GVW       3       No       Yellow       Standard - Low       20         1       91       78       328676       834548       0       40T AW       3       No       Green       Standard - Low       1         1       100       100       328399.2       833883.2       -       -       3       No       Yellow       Important       100         97       100       330437.5       836809.7       45       40T AW       3       No       Green       Standard - Medium       2         97       100       330437.5       836809.7       45       40T AW       3       No       Green       Standard - Medium       2         86       100       331897.6       838263.5       0       40T GVW       3       No       Green       Standard - Low       1         86       100       331897.6       838263.5       0       40T GVW       3       No       Green       Standard - Low       1         97       100       331897.6       838263.5       0       40T GVW       3       No       Green       Standard - Low       1 <td>35         156         353         45         316         353         354</td> <td>OBSIT/10DALVENTE GARDENSTRATEWATOTROUMONOU95E/10SCOTSBURNUnknown040T GVWYesU95H/10MILLTOWN OF LAGGANUnknown040T AWYesU97H/10TOMLIATHUnknownNoU99H/10DULLAN BRIDGEUnknown4540T AWYesU99H/20GIANT'S CHAIRUnknown040T GVWYes</td> <td>SolutionSolutionSolutionSolutionSolutionSolutionSolutionNoSolutionVery GoodSolutionNoSolutionVery GoodSolutionNoSolution</td> <td>3LowNoNo3LowNoNo3LowNoNo3LowNoNo3LowNoNo3LowNoNo</td> <td>VellowYellowoGreenvellowFeenoGreenoGreenoGreenoGreenoGreen</td> <td>U95E/10SCOTSBURNIU95H/10MILLTOWN OF LAGGANIU97H/10TOMLIATHIU99H/10DULLAN BRIDGEIU99H/20GIANT'S CHAIRI</td> <td>No0StandardNo0noStandardNo0noStandardNo0noImportantNo0noStandardNo0noStandardNo0noStandardNo0noStandard</td> <td>U9551/10DAEVENUE GARDERS NATEVINGU95E/10SCOTSBURNNoU95H/10MILLTOWN OF LAGGANNoU97H/10TOMLIATHNoU99H/10DULLAN BRIDGENoU99H/20GIANT'S CHAIRNo</td> <td>0       3.1 No       Standard - Low         0       3.9 No       Standard - Low         8       0 No       Important         0       4.1 Yes       Standard - Medium         0       4.2 No       Standard - Low</td>  | 35   
     156         353         45         316         353         354  | OBSIT/10DALVENTE
GARDENSTRATEWATOTROUMONOU95E/10SCOTSBURNUnknown040T GVWYesU95H/10MILLTOWN OF LAGGANUnknown040T AWYesU97H/10TOMLIATHUnknownNoU99H/10DULLAN BRIDGEUnknown4540T AWYesU99H/20GIANT'S CHAIRUnknown040T GVWYes   | SolutionSolutionSolutionSolutionSolutionSolutionSolutionNoSolutionVery GoodSolutionNoSolutionVery
GoodSolutionNoSolution  | 3LowNoNo3LowNoNo3LowNoNo3LowNoNo3LowNoNo3LowNoNo   
  | VellowYellowoGreenvellowFeenoGreenoGreenoGreenoGreenoGreen  | U95E/10SCOTSBURNIU95H/10MILLTOWN OF LAGGANIU97H/10TOMLIATHIU99H/10DULLAN BRIDGEIU99H/20GIANT'S CHAIRI  | No0StandardNo0noStandardNo0noStandardNo0noImportantNo0noStandardNo0noStandardNo0noStandardNo0noStandard  | U9551/10DAEVENUE GARDERS NATEVINGU95E/10SCOTSBURNNoU95H/10MILLTOWN OF LAGGANNoU97H/10TOMLIATHNoU99H/10DULLAN BRIDGENoU99H/20GIANT'S CHAIRNo  
   | 0       3.1 No       Standard - Low         0       3.9 No       Standard - Low         8       0 No       Important         0       4.1 Yes       Standard - Medium         0       4.2 No       Standard - Low  |
U95E/10SCOTSBURNU95H/10MILLTOWN OF LAGGANU97H/10TOMLIATHU99H/10DULLAN BRIDGEU99H/20GIANT'S CHAIRSPARESPARE	1       75       55       307822       859803       0       40T GVW       3       No       Yellow       Standard - Low       20         1       91       78       328676       834548       0       40T AW       3       No       Green       Standard - Low       1         1       100       100       328399.2       83383.2       -       -       3       No       Green       Standard - Medium       100         97       100       330437.5       836809.7       45       40T AW       3       No       Green       Standard - Medium       2         97       100       331897.6       838263.5       0       40T GVW       3       No       Green       Standard - Medium       2         86       100       331897.6       838263.5       0       40T GVW       3       No       Green       Standard - Low       1         97       100       331897.6       838263.5       0       40T GVW       3       No       Green       Standard - Low       1         97       100       331897.6       838263.5       0       40T GVW       3       No       Green       Standard - Low       1	33         156         353         45         316         353         45         46         47         48         49         49         49         49         40         40         41         42         43         44         45         46         47         48         48         49     <	U95H/10DALVENTE GARDENS NATEWATOther MolecularOther MolecularNoU95E/10SCOTSBURNUnknown040T GVWYesU95H/10MILLTOWN OF LAGGANUnknown040T AWYesU97H/10TOMLIATHUnknownNoU99H/10DULLAN BRIDGEUnknown4540T AWYesU99H/20GIANT'S CHAIRUnknown040T GVWYesImage: State of the state of	Solution <td>3LowNoNo3LowNoNo3LowNoNo3LowNoNo3LowNoNo4LowNoNo5LowNoNo6LowNoNo6LowNoNo7LowNoNo8LowNoNo9LowNoNo9LowNoNo9LowNoNo9LowLowNo9LowLowNo9LowLowNo9LowLowNo9LowLowLow9LowLowLow9LowLowLow9LowLowLow9LowLowLow9LowLowLow9LowLowLow9LowLowLow9LowLowLow9LowLowLow9LowLowLow9LowLowLow9LowLowLow9LowLowLow9LowLowLow9LowLowLow9LowLowLow9LowLowLow9LowLowLow9LowLow<!--</td--><td>VellowYellowGreenYellowVellowGreen<td>U95E/10SCOTSBURNIU95H/10MILLTOWN OF LAGGANIU97H/10TOMLIATHIU99H/10DULLAN BRIDGEIU99H/20GIANT'S CHAIRI</td><td>No     0     0     Standard       No     0     no     Standard       No     8     no     Important       No     0     no     Standard       No     0     no     Standard</td><td>U95E/10     SCOTSBURN     No       U95E/10     SCOTSBURN     No       U95H/10     MILLTOWN OF LAGGAN     No       U97H/10     TOMLIATH     No       U99H/10     DULLAN BRIDGE     No       U99H/20     GIANT'S CHAIR     No</td><td>0         3.1         No         Standard - Low           0         3.9         No         Standard - Low           8         0         No         Important           0         4.1         Yes         Standard - Medium           0         4.2         No         Standard - Low          </td></td></td>	3LowNoNo3LowNoNo3LowNoNo3LowNoNo3LowNoNo4LowNoNo5LowNoNo6LowNoNo6LowNoNo7LowNoNo8LowNoNo9LowNoNo9LowNoNo9LowNoNo9LowLowNo9LowLowNo9LowLowNo9LowLowNo9LowLowLow9LowLowLow9LowLowLow9LowLowLow9LowLowLow9LowLowLow9LowLowLow9LowLowLow9LowLowLow9LowLowLow9LowLowLow9LowLowLow9LowLowLow9LowLowLow9LowLowLow9LowLowLow9LowLowLow9LowLowLow9LowLowLow9LowLow </td <td>VellowYellowGreenYellowVellowGreen<td>U95E/10SCOTSBURNIU95H/10MILLTOWN OF LAGGANIU97H/10TOMLIATHIU99H/10DULLAN BRIDGEIU99H/20GIANT'S CHAIRI</td><td>No     0     0     Standard       No     0     no     Standard       No     8     no     Important       No     0     no     Standard       No     0     no     Standard</td><td>U95E/10     SCOTSBURN     No       U95E/10     SCOTSBURN     No       U95H/10     MILLTOWN OF LAGGAN     No       U97H/10     TOMLIATH     No       U99H/10     DULLAN BRIDGE     No       U99H/20     GIANT'S CHAIR     No</td><td>0         3.1         No         Standard - Low           0         3.9         No         Standard - Low           8         0         No         Important           0         4.1         Yes         Standard - Medium           0         4.2         No         Standard - Low          </td></td>	VellowYellowGreenYellowVellowGreen <td>U95E/10SCOTSBURNIU95H/10MILLTOWN OF LAGGANIU97H/10TOMLIATHIU99H/10DULLAN BRIDGEIU99H/20GIANT'S CHAIRI</td> <td>No     0     0     Standard       No     0     no     Standard       No     8     no     Important       No     0     no     Standard       No     0     no     Standard</td> <td>U95E/10     SCOTSBURN     No       U95E/10     SCOTSBURN     No       U95H/10     MILLTOWN OF LAGGAN     No       U97H/10     TOMLIATH     No       U99H/10     DULLAN BRIDGE     No       U99H/20     GIANT'S CHAIR     No</td> <td>0         3.1         No         Standard - Low           0         3.9         No         Standard - Low           8         0         No         Important           0         4.1         Yes         Standard - Medium           0         4.2         No         Standard - Low          </td>	U95E/10SCOTSBURNIU95H/10MILLTOWN OF LAGGANIU97H/10TOMLIATHIU99H/10DULLAN BRIDGEIU99H/20GIANT'S CHAIRI	No     0     0     Standard       No     0     no     Standard       No     8     no     Important       No     0     no     Standard	U95E/10     SCOTSBURN     No       U95E/10     SCOTSBURN     No       U95H/10     MILLTOWN OF LAGGAN     No       U97H/10     TOMLIATH     No       U99H/10     DULLAN BRIDGE     No       U99H/20     GIANT'S CHAIR     No	0         3.1         No         Standard - Low           0         3.9         No         Standard - Low           8         0         No         Important           0         4.1         Yes         Standard - Medium           0         4.2         No         Standard - Low
U95E/10SCOTSBURNU95H/10MILLTOWN OF LAGGANU97H/10TOMLIATHU99H/10DULLAN BRIDGEU99H/20GIANT'S CHAIRSPARESPARESPARESPARE	1       75       55       307822       859803       0       40T GVW       3       No       Yellow       Standard - Low       20         1       91       78       328676       834548       0       40T AW       3       No       Green       Standard - Low       1         100       100       328399.2       83383.2       -       -       3       No       Yellow       Important       100         100       97       100       330437.5       836809.7       45       40T AW       3       No       Green       Standard - Medium       2         100       97       100       330437.5       836809.7       45       40T AW       3       No       Green       Standard - Medium       2         100       86       100       331897.6       838263.5       0       40T GVW       3       No       Green       Standard - Low       1         100       100       331897.6       838263.5       0       40T GVW       3       No       Green       Standard - Low       1         100       100       100       100       100       100       100       1       1       1       1	35         156         353         45         316         353	U95L/10DALVENTE GARDENS INTERNATIONO HAT GVMO 40T GVWYesU95E/10SCOTSBURNUnknown040T GVWYesU95H/10MILLTOWN OF LAGGANUnknown040T AWYesU97H/10TOMLIATHUnknownNoU99H/10DULLAN BRIDGEUnknown4540T AWYesU99H/20GIANT'S CHAIRUnknown040T GVWYesImage: State of the sta	Solution <td>3     Low     No     No       3     Low     No     No       4     Low     No     No</td> <td>VellowYellowGreenYellowVellowGreenGreenGreenImage: Streen ParticipationStreen ParticipationImage: Streen Participation&lt;</td> <td>U95E/10SCOTSBURNIU95H/10MILLTOWN OF LAGGANIU97H/10TOMLIATHIU99H/10DULLAN BRIDGEIU99H/20GIANT'S CHAIRI</td> <td>No0StandardNo00StandardNo8ImportantNo00StandardNo00StandardNo00StandardImportant00ImportantNo000No00</td> <td>U955/1/10     DAEVENUE GARDENS NATEVINO       U95E/10     SCOTSBURN     No       U95H/10     MILLTOWN OF LAGGAN     No       U97H/10     TOMLIATH     No       U99H/10     DULLAN BRIDGE     No       U99H/20     GIANT'S CHAIR     No</td> <td>0         3.1 No         Standard - Low           0         3.9 No         Standard - Low           8         0 No         Important           0         4.1 Yes         Standard - Medium           0         4.2 No         Standard - Low           1         1         1           1         1         1           1         1         1</td>	3     Low     No     No       4     Low     No     No	VellowYellowGreenYellowVellowGreenGreenGreenImage: Streen ParticipationStreen ParticipationImage: Streen Participation<	U95E/10SCOTSBURNIU95H/10MILLTOWN OF LAGGANIU97H/10TOMLIATHIU99H/10DULLAN BRIDGEIU99H/20GIANT'S CHAIRI	No0StandardNo00StandardNo8ImportantNo00StandardNo00StandardNo00StandardImportant00ImportantNo000No00	U955/1/10     DAEVENUE GARDENS NATEVINO       U95E/10     SCOTSBURN     No       U95H/10     MILLTOWN OF LAGGAN     No       U97H/10     TOMLIATH     No       U99H/10     DULLAN BRIDGE     No       U99H/20     GIANT'S CHAIR     No	0         3.1 No         Standard - Low           0         3.9 No         Standard - Low           8         0 No         Important           0         4.1 Yes         Standard - Medium           0         4.2 No         Standard - Low           1         1         1           1         1         1           1         1         1
U95E/10SCOTSBURNU95H/10MILLTOWN OF LAGGANU97H/10TOMLIATHU99H/10DULLAN BRIDGEU99H/20GIANT'S CHAIRSPARESPARESPARESPARESPARESPARESPARESPARE	1       75       55       307822       859803       0       40T GVW       3       No       Yellow       Standard - Low       20         1       91       78       328676       834548       0       40T AW       3       No       Green       Standard - Low       1         1       100       100       328399.2       83383.2       -       -       3       No       Yellow       Important       100         100       100       328399.2       83383.2       -       -       3       No       Yellow       Important       100         97       100       330437.5       836809.7       45       40T AW       3       No       Green       Standard - Medium       2         86       100       331897.6       838263.5       0       40T GVW       3       No       Green       Standard - Low       1         86       100       331897.6       838263.5       0       40T GVW       3       No       Green       Standard - Low       1         80       100       331897.6       838263.5       0       40T GVW       3       No       Green       Standard - Low       1         80	35         156         353         45         316         353         45         353         354         355         356         357	OSSIT/10DARVENUE GARDENS INTERVATIONO O INNOWINO O O O O O O O O O O O O O O O O O O	Solution <td>3       Low       No       No         3       Low       No       No         4       Low       No       No         5       Low       No       No         6       Low       No       No         6       Low       No       No         6       Low       No       No         6       Low       No       No       No         6       Low       No       No       No         6       Low       No       No       No         6       Low       Low       Low       Low       Low</td> <td>VellowYelloworeanGreen&lt;</td> <td>U95E/10     SCOTSBURN     I       U95H/10     MILLTOWN OF LAGGAN     I       U97H/10     TOMLIATH     I       U99H/10     DULLAN BRIDGE     I       U99H/20     GIANT'S CHAIR     I</td> <td>No       0       No       0       Standard         No       0       no       Standard         No       8       no       Important         No       0       no       Standard         Important       Important       Important         No       0       no       Standard         Important       Important       Important         Impor</td> <td>U95E/10     SCOTSBURN     No       U95E/10     SCOTSBURN     No       U95H/10     MILLTOWN OF LAGGAN     No       U97H/10     TOMLIATH     No       U99H/10     DULLAN BRIDGE     No       U99H/20     GIANT'S CHAIR     No</td> <td>0         3.1         No         Standard - Low           0         3.9         No         Standard - Low           8         0         No         Important           0         4.1         Yes         Standard - Medium           0         4.2         No         Standard - Low           0         0         1         1         1           0         0         1         1         1</td>	3       Low       No       No         4       Low       No       No         5       Low       No       No         6       Low       No       No         6       Low       No       No         6       Low       No       No         6       Low       No       No       No         6       Low       No       No       No         6       Low       No       No       No         6       Low       Low       Low       Low       Low	VellowYelloworeanGreen<	U95E/10     SCOTSBURN     I       U95H/10     MILLTOWN OF LAGGAN     I       U97H/10     TOMLIATH     I       U99H/10     DULLAN BRIDGE     I       U99H/20     GIANT'S CHAIR     I	No       0       No       0       Standard         No       0       no       Standard         No       8       no       Important         No       0       no       Standard         Important       Important       Important         No       0       no       Standard         Important       Important       Important         Impor	U95E/10     SCOTSBURN     No       U95E/10     SCOTSBURN     No       U95H/10     MILLTOWN OF LAGGAN     No       U97H/10     TOMLIATH     No       U99H/10     DULLAN BRIDGE     No       U99H/20     GIANT'S CHAIR     No	0         3.1         No         Standard - Low           0         3.9         No         Standard - Low           8         0         No         Important           0         4.1         Yes         Standard - Medium           0         4.2         No         Standard - Low           0         0         1         1         1           0         0         1         1         1
U95E/10SCOTSBURNU95H/10MILLTOWN OF LAGGANU97H/10TOMLIATHU99H/10DULLAN BRIDGEU99H/20GIANT'S CHAIRSPARESPARESPARESPARESPARESPARESPARESPARESPARESPARESPARESPARE	75       55       307822       859803       0       40T GVW       3       No       Yellow       Standard - Low       20         91       78       328676       834548       0       40T AW       3       No       Green       Standard - Low       1         100       100       328399.2       833883.2       -       -       3       No       Yellow       Important       100         97       100       330437.5       836809.7       45       40T AW       3       No       Green       Standard - Medium       2         97       100       330437.5       836809.7       45       40T AW       3       No       Green       Standard - Medium       2         97       100       331897.6       838263.5       0       40T GVW       3       No       Green       Standard - Low       1         9       1 <td< td=""><td>33         156         353         45         316         353         45         45         46         47         48         49         49         41         42         43         44         45         45         46         47         48         49         49         41         41         42         43         44         44         45         46         47         48         49         49         41         41         42         43         44         44         45         46         47         48         49         49         41         41         42         42         43         44         44     &lt;</td><td>OSSIT/10DALVERTE GARDERSTRATEOTRATOOTRATONOU95E/10SCOTSBURNUnknown040T GVWYesU95H/10MILLTOWN OF LAGGANUnknown040T AWYesU97H/10TOMLIATHUnknownNoU99H/10DULLAN BRIDGEUnknown4540T AWYesU99H/20GIANT'S CHAIRUnknown040T GVWYesImage: State of the sta</td><td>SolutionSolutionNoSolutionFairNo<t< td=""><td>3       Low       No       No         3       Low       No       No         4       Low       No       No         5       Low       No       No         6       Low       No       No         6       Low       No       No         7       Low       No       No         6       Low       No       No       No         6       Low       No       No       No         6       Low       No       No       No       No         6       Low       Low</td><td>VellowYellowGreenYellowVellowGreenGreenGreenII&lt;</td><td>U95E/10     SCOTSBURN     I       U95H/10     MILLTOWN OF LAGGAN     I       U97H/10     TOMLIATH     I       U99H/10     DULLAN BRIDGE     I       U99H/20     GIANT'S CHAIR     I</td><td>No0NoStandardNo0noStandardNo8noImportantNo0noStandardNo0noStandardNo0noStandardImportantImportantImportantNo0noStandardImportant</td></t<><td>U95E/10     SCOTSBURN     No       U95E/10     SCOTSBURN     No       U95H/10     MILLTOWN OF LAGGAN     No       U97H/10     TOMLIATH     No       U99H/10     DULLAN BRIDGE     No       U99H/20     GIANT'S CHAIR     No       U99H/20     I     I</td><td>0         3.1         No         Standard - Low           0         3.9         No         Standard - Low           8         0         No         Important           0         4.1         Yes         Standard - Medium           0         4.2         No         Standard - Low           0         0         1         1         1           0         0         1         1         1           0         0         1         1         1           0         1         1         1         1           0         1         1         1         1           0         1         1         1         1</td></td></td<>	33         156         353         45         316         353         45         45         46         47         48         49         49         41         42         43         44         45         45         46         47         48         49         49         41         41         42         43         44         44         45         46         47         48         49         49         41         41         42         43         44         44         45         46         47         48         49         49         41         41         42         42         43         44         44     <	OSSIT/10DALVERTE GARDERSTRATEOTRATOOTRATONOU95E/10SCOTSBURNUnknown040T GVWYesU95H/10MILLTOWN OF LAGGANUnknown040T AWYesU97H/10TOMLIATHUnknownNoU99H/10DULLAN BRIDGEUnknown4540T AWYesU99H/20GIANT'S CHAIRUnknown040T GVWYesImage: State of the sta	SolutionSolutionNoSolutionFairNo <t< td=""><td>3       Low       No       No         3       Low       No       No         4       Low       No       No         5       Low       No       No         6       Low       No       No         6       Low       No       No         7       Low       No       No         6       Low       No       No       No         6       Low       No       No       No         6       Low       No       No       No       No         6       Low       Low</td><td>VellowYellowGreenYellowVellowGreenGreenGreenII&lt;</td><td>U95E/10     SCOTSBURN     I       U95H/10     MILLTOWN OF LAGGAN     I       U97H/10     TOMLIATH     I       U99H/10     DULLAN BRIDGE     I       U99H/20     GIANT'S CHAIR     I</td><td>No0NoStandardNo0noStandardNo8noImportantNo0noStandardNo0noStandardNo0noStandardImportantImportantImportantNo0noStandardImportant</td></t<> <td>U95E/10     SCOTSBURN     No       U95E/10     SCOTSBURN     No       U95H/10     MILLTOWN OF LAGGAN     No       U97H/10     TOMLIATH     No       U99H/10     DULLAN BRIDGE     No       U99H/20     GIANT'S CHAIR     No       U99H/20     I     I</td> <td>0         3.1         No         Standard - Low           0         3.9         No         Standard - Low           8         0         No         Important           0         4.1         Yes         Standard - Medium           0         4.2         No         Standard - Low           0         0         1         1         1           0         0         1         1         1           0         0         1         1         1           0         1         1         1         1           0         1         1         1         1           0         1         1         1         1</td>	3       Low       No       No         4       Low       No       No         5       Low       No       No         6       Low       No       No         6       Low       No       No         7       Low       No       No         6       Low       No       No       No         6       Low       No       No       No         6       Low       No       No       No       No         6       Low	VellowYellowGreenYellowVellowGreenGreenGreenII<	U95E/10     SCOTSBURN     I       U95H/10     MILLTOWN OF LAGGAN     I       U97H/10     TOMLIATH     I       U99H/10     DULLAN BRIDGE     I       U99H/20     GIANT'S CHAIR     I	No0NoStandardNo0noStandardNo8noImportantNo0noStandardNo0noStandardNo0noStandardImportantImportantImportantNo0noStandardImportant	U95E/10     SCOTSBURN     No       U95E/10     SCOTSBURN     No       U95H/10     MILLTOWN OF LAGGAN     No       U97H/10     TOMLIATH     No       U99H/10     DULLAN BRIDGE     No       U99H/20     GIANT'S CHAIR     No       U99H/20     I     I	0         3.1         No         Standard - Low           0         3.9         No         Standard - Low           8         0         No         Important           0         4.1         Yes         Standard - Medium           0         4.2         No         Standard - Low           0         0         1         1         1           0         0         1         1         1           0         0         1         1         1           0         1         1         1         1           0         1         1         1         1           0         1         1         1         1
U95E/10SCOTSBURNU95H/10MILLTOWN OF LAGGANU97H/10TOMLIATHU99H/10DULLAN BRIDGEU99H/20GIANT'S CHAIRSPARESPARESPARESPARESPARESPARESPARESPARESPARESPARESPARESPARESPARESPARE	75       55       307822       859803       0       40T GVW       3       No       Yellow       Standard - Low       20         91       78       328676       834548       0       40T AW       3       No       Green       Standard - Low       1         100       100       328399.2       83383.2       -       -       3       No       Yellow       Important       100         97       100       30437.5       836809.7       45       40T AW       3       No       Green       Standard - Medium       2         97       100       330437.5       836809.7       45       40T AW       3       No       Green       Standard - Medium       2         86       100       331897.6       838263.5       0       40T GVW       3       No       Green       Standard - Low       1         97       100       331897.6       838263.5       0       40T GVW       3       No       Green       Standard - Low       1         98       100       331897.6       838263.5       0       40T GVW       3       No       Green       Standard - Low       1         93       1       1 <td< td=""><td>35         156         353         45         316         353         45         45         46         47         48         49         49         49         49         41         41         42         43         44         45         45         46         47         48         49         49         41         41         42         43         44         44         45         46         47         48         49         49         41         41         42         43         44         44         45         46         47         48         48         49         49         49         410         410</td><td>USSIT/10DALVENTE GARDELIUS INTERVATIonOn Million IntervationOAutomatical IntervationU95E/10SCOTSBURNUnknown040T GVWYesU95H/10MILLTOWN OF LAGGANUnknown040T AWYesU97H/10TOMLIATHUnknownNoU99H/10DULLAN BRIDGEUnknown4540T AWYesU99H/20GIANT'S CHAIRUnknown040T GVWYesImage: State IntervationImage: State Intervation<!--</td--><td>SolutionSolutionNoSolutionFairNo<t< td=""><td>3       Low       No       No         3       Low       No       No         4       Low       No       No         5       Low       No       No         6       Low       No       No         6       Low       No       No         6       Low       No       No         6       Low       No       No       No         6       Low       No       No       No         6       Low       Low       Low       Low       Low         6       Low       Low       Low       Low       Low       Low         6       Low       Low       Low       Low       Low       Low       Low         6       Low       Low       Low       Low       Low       Low       Low       Low         7       Low       Low       Low</td><td>VellowYellowGreenYellowVellowGreenGreenGreenII&lt;</td><td>U95E/10     SCOTSBURN     I       U95H/10     MILLTOWN OF LAGGAN     I       U97H/10     TOMLIATH     I       U99H/10     DULLAN BRIDGE     I       U99H/20     GIANT'S CHAIR     I</td><td>No       0       no       Standard         No       0       no       Standard         No       8       no       Important         No       0       no       Standard         Important       Important       Important         No       0       no       Standard         Important       Important       Important       Important         Important       Important       Important       Important         Important       Important       Important       Important         Important       Important       Important       Important         Important       Important       Important       Important</td><td>U95E/10     SCOTSBURN     No       U95E/10     SCOTSBURN     No       U95H/10     MILLTOWN OF LAGGAN     No       U97H/10     TOMLIATH     No       U99H/20     GIANT'S CHAIR     No       Image: State of the state of t</td><td>0         3.1         No         Standard - Low           0         3.9         No         Standard - Low           8         0         No         Important           0         4.1         Yes         Standard - Medium           0         4.2         No         Standard - Low           1         0         4.2         No         Standard - Medium           1         0         4.2         No         Standard - Low           1         1         1         1         1           1         1         1         1         1           1         1         1         1         1           1         1         1         1         1</td></t<></td></td></td<>	35         156         353         45         316         353         45         45         46         47         48         49         49         49         49         41         41         42         43         44         45         45         46         47         48         49         49         41         41         42         43         44         44         45         46         47         48         49         49         41         41         42         43         44         44         45         46         47         48         48         49         49         49         410         410	USSIT/10DALVENTE GARDELIUS INTERVATIonOn Million IntervationOAutomatical IntervationU95E/10SCOTSBURNUnknown040T GVWYesU95H/10MILLTOWN OF LAGGANUnknown040T AWYesU97H/10TOMLIATHUnknownNoU99H/10DULLAN BRIDGEUnknown4540T AWYesU99H/20GIANT'S CHAIRUnknown040T GVWYesImage: State IntervationImage: State Intervation </td <td>SolutionSolutionNoSolutionFairNo<t< td=""><td>3       Low       No       No         3       Low       No       No         4       Low       No       No         5       Low       No       No         6       Low       No       No         6       Low       No       No         6       Low       No       No         6       Low       No       No       No         6       Low       No       No       No         6       Low       Low       Low       Low       Low         6       Low       Low       Low       Low       Low       Low         6       Low       Low       Low       Low       Low       Low       Low         6       Low       Low       Low       Low       Low       Low       Low       Low         7       Low       Low       Low</td><td>VellowYellowGreenYellowVellowGreenGreenGreenII&lt;</td><td>U95E/10     SCOTSBURN     I       U95H/10     MILLTOWN OF LAGGAN     I       U97H/10     TOMLIATH     I       U99H/10     DULLAN BRIDGE     I       U99H/20     GIANT'S CHAIR     I</td><td>No       0       no       Standard         No       0       no       Standard         No       8       no       Important         No       0       no       Standard         Important       Important       Important         No       0       no       Standard         Important       Important       Important       Important         Important       Important       Important       Important         Important       Important       Important       Important         Important       Important       Important       Important         Important       Important       Important       Important</td><td>U95E/10     SCOTSBURN     No       U95E/10     SCOTSBURN     No       U95H/10     MILLTOWN OF LAGGAN     No       U97H/10     TOMLIATH     No       U99H/20     GIANT'S CHAIR     No       Image: State of the state of t</td><td>0         3.1         No         Standard - Low           0         3.9         No         Standard - Low           8         0         No         Important           0         4.1         Yes         Standard - Medium           0         4.2         No         Standard - Low           1         0         4.2         No         Standard - Medium           1         0         4.2         No         Standard - Low           1         1         1         1         1           1         1         1         1         1           1         1         1         1         1           1         1         1         1         1</td></t<></td>	SolutionSolutionNoSolutionFairNo <t< td=""><td>3       Low       No       No         3       Low       No       No         4       Low       No       No         5       Low       No       No         6       Low       No       No         6       Low       No       No         6       Low       No       No         6       Low       No       No       No         6       Low       No       No       No         6       Low       Low       Low       Low       Low         6       Low       Low       Low       Low       Low       Low         6       Low       Low       Low       Low       Low       Low       Low         6       Low       Low       Low       Low       Low       Low       Low       Low         7       Low       Low       Low</td><td>VellowYellowGreenYellowVellowGreenGreenGreenII&lt;</td><td>U95E/10     SCOTSBURN     I       U95H/10     MILLTOWN OF LAGGAN     I       U97H/10     TOMLIATH     I       U99H/10     DULLAN BRIDGE     I       U99H/20     GIANT'S CHAIR     I</td><td>No       0       no       Standard         No       0       no       Standard         No       8       no       Important         No       0       no       Standard         Important       Important       Important         No       0       no       Standard         Important       Important       Important       Important         Important       Important       Important       Important         Important       Important       Important       Important         Important       Important       Important       Important         Important       Important       Important       Important</td><td>U95E/10     SCOTSBURN     No       U95E/10     SCOTSBURN     No       U95H/10     MILLTOWN OF LAGGAN     No       U97H/10     TOMLIATH     No       U99H/20     GIANT'S CHAIR     No       Image: State of the state of t</td><td>0         3.1         No         Standard - Low           0         3.9         No         Standard - Low           8         0         No         Important           0         4.1         Yes         Standard - Medium           0         4.2         No         Standard - Low           1         0         4.2         No         Standard - Medium           1         0         4.2         No         Standard - Low           1         1         1         1         1           1         1         1         1         1           1         1         1         1         1           1         1         1         1         1</td></t<>	3       Low       No       No         4       Low       No       No         5       Low       No       No         6       Low       No       No         6       Low       No       No         6       Low       No       No         6       Low       No       No       No         6       Low       No       No       No         6       Low       Low       Low       Low       Low         6       Low       Low       Low       Low       Low       Low         6       Low       Low       Low       Low       Low       Low       Low         6       Low       Low       Low       Low       Low       Low       Low       Low         7       Low       Low       Low	VellowYellowGreenYellowVellowGreenGreenGreenII<	U95E/10     SCOTSBURN     I       U95H/10     MILLTOWN OF LAGGAN     I       U97H/10     TOMLIATH     I       U99H/10     DULLAN BRIDGE     I       U99H/20     GIANT'S CHAIR     I	No       0       no       Standard         No       0       no       Standard         No       8       no       Important         No       0       no       Standard         Important       Important       Important         No       0       no       Standard         Important       Important       Important       Important	U95E/10     SCOTSBURN     No       U95E/10     SCOTSBURN     No       U95H/10     MILLTOWN OF LAGGAN     No       U97H/10     TOMLIATH     No       U99H/20     GIANT'S CHAIR     No       Image: State of the state of t	0         3.1         No         Standard - Low           0         3.9         No         Standard - Low           8         0         No         Important           0         4.1         Yes         Standard - Medium           0         4.2         No         Standard - Low           1         0         4.2         No         Standard - Medium           1         0         4.2         No         Standard - Low           1         1         1         1         1           1         1         1         1         1           1         1         1         1         1           1         1         1         1         1
U95E/10       SCOTSBURN         U95H/10       MILLTOWN OF LAGGAN         U97H/10       TOMLIATH         U99H/10       DULLAN BRIDGE         U99H/20       GIANT'S CHAIR         SPARE       SPARE         SPARE       SPARE         SPARE       SPARE         SPARE       SPARE         SPARE       SPARE         SPARE       SPARE	75       55       307822       859803       0       40T GVW       3       No       Yellow       Standard - Low       20         91       78       328676       834548       0       40T AW       3       No       Green       Standard - Low       1         100       100       328399.2       833883.2       -       -       3       No       Yellow       Important       100         97       100       330437.5       836809.7       45       40T AW       3       No       Green       Standard - Medium       2         86       100       331897.6       838263.5       0       40T GVW       3       No       Green       Standard - Medium       2         86       100       331897.6       838263.5       0       40T GVW       3       No       Green       Standard - Low       1         86       100       331897.6       838263.5       0       40T GVW       3       No       Green       Standard - Low       1         80       100       331897.6       838263.5       0       40T GVW       3       No       Green       Standard - Low       1         80       100       10	35         156         353         45         316         353         45         46         47         48         49         41         41         41         41         41         42         43         44         44         45         46         47         48         49         49         41         41         42         43         44     <	U95E/10       SCOTSBURN       Unknown       0       40T GVW       Yes         U95E/10       SCOTSBURN       Unknown       0       40T GVW       Yes         U95H/10       MILLTOWN OF LAGGAN       Unknown       0       40T AW       Yes         U97H/10       TOMLIATH       Unknown       -       -       No         U99H/10       DULLAN BRIDGE       Unknown       45       40T AW       Yes         U99H/20       GIANT'S CHAIR       Unknown       0       40T GVW       Yes         Image: State of the s	SorNo78FairNo100Very GoodNo100Very GoodNo100<	3       Low       No       No         4       Low       No       No         5       Low       No       No         6       Low       No       No         6       Low       No       No         1       Low       No       No         1       Low       No       No       No         1       Low       No       No       No         1       Low       Low       No       No         1       Low       Low       Low       Low         1       Low       Low       Low       Low       Low         1       Low       Low       Low       Low       Low       Low         1       Low       Low       Low       Low       Low       Low       Low         1       Low       <	Vellow       Image: Constraint of the second o	U95E/10     SCOTSBURN     I       U95H/10     MILLTOWN OF LAGGAN     I       U97H/10     TOMLIATH     I       U99H/10     DULLAN BRIDGE     I       U99H/20     GIANT'S CHAIR     I	No       0       no       Standard         No       0       no       Standard         No       8       no       Important         No       0       no       Standard         Important       Important       Important         No       0       no       Standard         Important       Important       Important         Important	U95E/10     SCOTSBURN     No       U95E/10     MILLTOWN OF LAGGAN     No       U97H/10     TOMLIATH     No       U99H/10     DULLAN BRIDGE     No       U99H/20     GIANT'S CHAIR     No       L     L     L       L     L     L       L     L     L       L     L     L       L     L     L       L     L     L       L     L     L       L     L     L       L     L     L	0         3.1         No         Standard - Low           0         3.9         No         Standard - Low           8         0         No         Important           0         4.1         Yes         Standard - Medium           0         4.2         No         Standard - Low           -         -         -         -           -         -         -         -           -         -         -         -           -         -         -         -           -         -         -         -           -         -         -         -           -         -         -         -
U95E/10SCOTSBURNU95H/10MILLTOWN OF LAGGANU97H/10TOMLIATHU99H/10DULLAN BRIDGEU99H/20GIANT'S CHAIRSPARESPARESPARESPARESPARESPARESPARESPARESPARESPAREU171E/70BRAELOSSIE	75       55       307822       859803       0       40T GVW       3       No       Yellow       Standard - Low       20         91       78       328676       834548       0       40T AW       3       No       Green       Standard - Low       1         100       100       328399.2       83383.2       -       -       3       No       Yellow       Important       100         97       100       330437.5       836809.7       45       40T AW       3       No       Green       Standard - Medium       2         86       100       331897.6       838263.5       0       40T GVW       3       No       Green       Standard - Low       1         86       100       331897.6       838263.5       0       40T GVW       3       No       Green       Standard - Low       1         97       100       331897.6       838263.5       0       40T GVW       3       No       Green       Standard - Low       1         97       100       331897.6       838263.5       0       40T GVW       3       No       Green       Standard - Low       1         97       100       10 <t< td=""><td>35         156         353         45         316         353         45         156         Structure has been closed to vehicular traffic.</td><td>OSSTI/10         DALVENE GARDENS NATIONAL         Officient         Officient         Officient         No           U95E/10         SCOTSBURN         Unknown         0         40T GVW         Yes           U95H/10         MILLTOWN OF LAGGAN         Unknown         0         40T AW         Yes           U97H/10         TOMLIATH         Unknown         -         -         No           U99H/10         DULLAN BRIDGE         Unknown         40T GVW         Yes           U99H/20         GIANT'S CHAIR         Unknown         0         40T GVW         Yes           U99H/20         GIANT'S CHAIR         Unknown         0         40T GVW         Yes           Image: Second State Stat</td><td>4       55       Poor       No         78       Fair       No         100       Very Good       No         100       Internet       Internet         100       Interne</td><td>3       Low       No       No         3       Low       No       No         4       1       1       1         5       Low       No       No         6       1       1       1         6       1       1       1       1         7       1       1       1       1         8       Low       No       No       No</td><td>vellow       Yellow         o       Green         o       &lt;</td><td>U95E/10         SCOTSBURN         I           U95H/10         MILLTOWN OF LAGGAN         I           U97H/10         TOMLIATH         I           U99H/10         DULLAN BRIDGE         I           U99H/20         GIANT'S CHAIR         I              I              I           U99H/20         GIANT'S CHAIR         I             I         I             I         I            I         I         I            I         I         I            I         I         I           I         I         I         I           I         I         I         I           I         I         I         I           I         I         I         I           I         IIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIII</td><td>No       0       no       Standard         No       0       no       Standard         No       8       no       Important         No       0       no       Standard         No       0       no       Standard</td><td>OSSIT/10         DAEVENUE GRADUNS NATURATION           U95E/10         SCOTSBURN         No           U95H/10         MILLTOWN OF LAGGAN         No           U97H/10         TOMLIATH         No           U99H/10         DULLAN BRIDGE         No           U99H/20         GIANT'S CHAIR         No           U1911E/70         BRAELOSSIE         No</td><td>0         3.1 No         Standard - Low           0         3.9 No         Standard - Low           8         0 No         Important           0         4.1 Yes         Standard - Medium           0         4.2 No         Standard - Low           0         4.2 No         Standard - Low           0         4.2 No         Standard - Low           0         0         4.2 No           0         0         1           0         0         1</td></t<>	35         156         353         45         316         353         45         156         Structure has been closed to vehicular traffic.	OSSTI/10         DALVENE GARDENS NATIONAL         Officient         Officient         Officient         No           U95E/10         SCOTSBURN         Unknown         0         40T GVW         Yes           U95H/10         MILLTOWN OF LAGGAN         Unknown         0         40T AW         Yes           U97H/10         TOMLIATH         Unknown         -         -         No           U99H/10         DULLAN BRIDGE         Unknown         40T GVW         Yes           U99H/20         GIANT'S CHAIR         Unknown         0         40T GVW         Yes           U99H/20         GIANT'S CHAIR         Unknown         0         40T GVW         Yes           Image: Second State Stat	4       55       Poor       No         78       Fair       No         100       Very Good       No         100       Internet       Internet         100       Interne	3       Low       No       No         4       1       1       1         5       Low       No       No         6       1       1       1         6       1       1       1       1         7       1       1       1       1         8       Low       No       No       No	vellow       Yellow         o       Green         o       <	U95E/10         SCOTSBURN         I           U95H/10         MILLTOWN OF LAGGAN         I           U97H/10         TOMLIATH         I           U99H/10         DULLAN BRIDGE         I           U99H/20         GIANT'S CHAIR         I              I              I           U99H/20         GIANT'S CHAIR         I             I         I             I         I            I         I         I            I         I         I            I         I         I           I         I         I         I           I         I         I         I           I         I         I         I           I         I         I         I           I         IIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIII	No       0       no       Standard         No       0       no       Standard         No       8       no       Important         No       0       no       Standard	OSSIT/10         DAEVENUE GRADUNS NATURATION           U95E/10         SCOTSBURN         No           U95H/10         MILLTOWN OF LAGGAN         No           U97H/10         TOMLIATH         No           U99H/10         DULLAN BRIDGE         No           U99H/20         GIANT'S CHAIR         No           U1911E/70         BRAELOSSIE         No	0         3.1 No         Standard - Low           0         3.9 No         Standard - Low           8         0 No         Important           0         4.1 Yes         Standard - Medium           0         4.2 No         Standard - Low           0         4.2 No         Standard - Low           0         4.2 No         Standard - Low           0         0         4.2 No           0         0         1           0         0         1
U95E/10       SCOTSBURN         U95H/10       MILLTOWN OF LAGGAN         U97H/10       TOMLIATH         U99H/10       DULLAN BRIDGE         U99H/20       GIANT'S CHAIR         SPARE       SPARE         SPARE       SPARE         SPARE       SPARE         SPARE       SPARE         U171E/70       BRAELOSSIE         U171E/80/RFB       OLD BREWERY BRIDGE	1       75       55       307822       859803       0       40T GVW       3       No       Yellow       Standard - Low       20         91       78       328676       834548       0       40T AW       3       No       Green       Standard - Low       1         100       100       328390.2       83383.2       -       -       3       No       Yellow       Important       100         97       100       330437.5       836809.7       455       40T AW       3       No       Green       Standard - Medium       2         86       100       331897.6       838263.5       0       40T GVW       3       No       Green       Standard - Low       1         97       100       331897.6       838263.5       0       40T GVW       3       No       Green       Standard - Low       1         97       100       320138       862882       0       40T GVW       3       No       Green       Standard - Low       1         97       1       1       1       1       1       1       1       1       1       1       1         98       100       320138       862	33   156   353   45   316   353   45   353   45   353   45   353   45   353   5   5   5   5   5   5   5   5   353   5 </td <td>OSSIT/10         DACENTL GARDERS NATERYAT         OTHERWIT         OTHERWIT         NO           U95E/10         SCOTSBURN         Unknown         0         40T GVW         Yes           U95H/10         MILLTOWN OF LAGGAN         Unknown         0         40T AW         Yes           U97H/10         TOMLIATH         Unknown         -         No           U99H/10         DULLAN BRIDGE         Unknown         45         40T AW         Yes           U99H/20         GIANT'S CHAIR         Unknown         0         40T GVW         Yes           Lunc         Lunc         Lunc         Lunc         Lunc         Lunc         Lunc           Lunc         Lunc         Lunc         Lunc<!--</td--><td>55       Poor       No         78       Fair       No         100       Very Good       No         100       Image: State State</td><td>3LowNoNo3LowNoNo3LowNoNo3LowNoNo4LowNoNo5LowNoNo6Image: State Sta</td><td>Yellow       Image: Second secon</td><td>U95E/10         SCOTSBURN         I           U95H/10         MILLTOWN OF LAGGAN         I           U97H/10         TOMLIATH         I           U99H/10         DULLAN BRIDGE         I           U99H/20         GIANT'S CHAIR         I              I              I           U99H/20         GIANT'S CHAIR         I             I         I             I         I            I         I         I            I         I         I            I         I         I           I         I         I         I           I         I         I         I           I         I         I         I           I         IIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIII</td><td>No       0       no       Standard         No       0       no       Standard         No       8       no       Important         No       0       no       Standard         Important       Important       Important         No       0       no       Standard         Important       Important       Important         No       0       no       Standard         Important       Important       Important         Important</td><td>OSSIT/10         DALVENUE GRUDENS INTERVING           U95E/10         SCOTSBURN         No           U95H/10         MILLTOWN OF LAGGAN         No           U97H/10         TOMLIATH         No           U99H/10         DULLAN BRIDGE         No           U99H/20         GIANT'S CHAIR         No           U99H/20         GIANT'S CHAIR         No           U99H/20         GIANT'S CHAIR         No           U99H/20         GIANT'S CHAIR         No           U1912         I         I         I           I         I         I         I         I           I         I         I         I         I           I         I         I         I         I           I         I         I         I         I           I         I         I         I         I           I         I         I         I         I           I         I         I         I         I           I         I         I         I         I           I         I         I         I         I           I         I         I</td><td>0         3.1 No         Standard - Low           0         3.9 No         Standard - Low           8         0 No         Important           0         4.1 Yes         Standard - Medium           0         4.2 No         Standard - Low           0         4.2 No         Standard - Low           0         0         4.2 No           0         0         1           0         0         1           0         0         1</td></td>	OSSIT/10         DACENTL GARDERS NATERYAT         OTHERWIT         OTHERWIT         NO           U95E/10         SCOTSBURN         Unknown         0         40T GVW         Yes           U95H/10         MILLTOWN OF LAGGAN         Unknown         0         40T AW         Yes           U97H/10         TOMLIATH         Unknown         -         No           U99H/10         DULLAN BRIDGE         Unknown         45         40T AW         Yes           U99H/20         GIANT'S CHAIR         Unknown         0         40T GVW         Yes           Lunc         Lunc         Lunc         Lunc         Lunc         Lunc         Lunc           Lunc         Lunc         Lunc         Lunc </td <td>55       Poor       No         78       Fair       No         100       Very Good       No         100       Image: State State</td> <td>3LowNoNo3LowNoNo3LowNoNo3LowNoNo4LowNoNo5LowNoNo6Image: State Sta</td> <td>Yellow       Image: Second secon</td> <td>U95E/10         SCOTSBURN         I           U95H/10         MILLTOWN OF LAGGAN         I           U97H/10         TOMLIATH         I           U99H/10         DULLAN BRIDGE         I           U99H/20         GIANT'S CHAIR         I              I              I           U99H/20         GIANT'S CHAIR         I             I         I             I         I            I         I         I            I         I         I            I         I         I           I         I         I         I           I         I         I         I           I         I         I         I           I         IIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIII</td> <td>No       0       no       Standard         No       0       no       Standard         No       8       no       Important         No       0       no       Standard         Important       Important       Important         No       0       no       Standard         Important       Important       Important         No       0       no       Standard         Important       Important       Important         Important</td> <td>OSSIT/10         DALVENUE GRUDENS INTERVING           U95E/10         SCOTSBURN         No           U95H/10         MILLTOWN OF LAGGAN         No           U97H/10         TOMLIATH         No           U99H/10         DULLAN BRIDGE         No           U99H/20         GIANT'S CHAIR         No           U99H/20         GIANT'S CHAIR         No           U99H/20         GIANT'S CHAIR         No           U99H/20         GIANT'S CHAIR         No           U1912         I         I         I           I         I         I         I         I           I         I         I         I         I           I         I         I         I         I           I         I         I         I         I           I         I         I         I         I           I         I         I         I         I           I         I         I         I         I           I         I         I         I         I           I         I         I         I         I           I         I         I</td> <td>0         3.1 No         Standard - Low           0         3.9 No         Standard - Low           8         0 No         Important           0         4.1 Yes         Standard - Medium           0         4.2 No         Standard - Low           0         4.2 No         Standard - Low           0         0         4.2 No           0         0         1           0         0         1           0         0         1</td>	55       Poor       No         78       Fair       No         100       Very Good       No         100       Image: State	3LowNoNo3LowNoNo3LowNoNo3LowNoNo4LowNoNo5LowNoNo6Image: State Sta	Yellow       Image: Second secon	U95E/10         SCOTSBURN         I           U95H/10         MILLTOWN OF LAGGAN         I           U97H/10         TOMLIATH         I           U99H/10         DULLAN BRIDGE         I           U99H/20         GIANT'S CHAIR         I              I              I           U99H/20         GIANT'S CHAIR         I             I         I             I         I            I         I         I            I         I         I            I         I         I           I         I         I         I           I         I         I         I           I         I         I         I           I         IIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIII	No       0       no       Standard         No       0       no       Standard         No       8       no       Important         No       0       no       Standard         Important       Important       Important         No       0       no       Standard         Important       Important       Important         No       0       no       Standard         Important       Important       Important         Important	OSSIT/10         DALVENUE GRUDENS INTERVING           U95E/10         SCOTSBURN         No           U95H/10         MILLTOWN OF LAGGAN         No           U97H/10         TOMLIATH         No           U99H/10         DULLAN BRIDGE         No           U99H/20         GIANT'S CHAIR         No           U99H/20         GIANT'S CHAIR         No           U99H/20         GIANT'S CHAIR         No           U99H/20         GIANT'S CHAIR         No           U1912         I         I         I           I         I         I         I         I           I         I         I         I         I           I         I         I         I         I           I         I         I         I         I           I         I         I         I         I           I         I         I         I         I           I         I         I         I         I           I         I         I         I         I           I         I         I         I         I           I         I         I	0         3.1 No         Standard - Low           0         3.9 No         Standard - Low           8         0 No         Important           0         4.1 Yes         Standard - Medium           0         4.2 No         Standard - Low           0         4.2 No         Standard - Low           0         0         4.2 No           0         0         1           0         0         1           0         0         1
U95E/10       SCOTSBURN         U95H/10       MILLTOWN OF LAGGAN         U97H/10       TOMLIATH         U99H/10       DULLAN BRIDGE         U99H/20       GIANT'S CHAIR         SPARE       SPARE         SPARE       SPARE         SPARE       SPARE         U171E/70       BRAELOSSIE         U171E/80/RFB       OLD BREWERY BRIDGE         C2E/20       CLODDACH	75         55         307822         859803         0         40T GVW         3         No         Yellow         Standard - Low         20           91         78         328676         834548         0         40T AW         3         No         Green         Standard - Low         1           100         100         328399.2         83383.2         -         -         3         No         Yellow         Important         100           97         100         330437.5         836809.7         45         40T AW         3         No         Green         Standard - Medium         2           86         100         331897.6         838263.5         0         40T GVW         3         No         Green         Standard - Low         1           1	35   156   353   45   316   353   45   353   45   353   45   353   45   353   5   5   156   5   5   156   5   156   5   156   5   156   5   156   5   156   5   156   5   156   5   156   5   156   5   118   5   5   118   5   118   5   118   5   118   5   118   5   118   5   118   5   118   5   118    118   118	OSSIL/10         DALVENIL GARDENS NALWAT         OTHER OF INTERVAL         OTHER OF INTERVAL           U95E/10         SCOTSBURN         Unknown         0         40T GVW         Yes           U95H/10         MILLTOWN OF LAGGAN         Unknown         0         40T AW         Yes           U97H/10         TOMLIATH         Unknown         -         No           U99H/10         DULLAN BRIDGE         Unknown         45         40T AW         Yes           U99H/20         GIANT'S CHAIR         Unknown         0         40T GVW         Yes           U99H/20         GIANTS         Exections/Anomalies/Adjustments         Image: Comparison of the co	55       Poor       No         78       Fair       No         100       Very Good       No         100       Image: State Sta	3LowNoNo3LowNoNo3LowNoNo3LowNoNo4LowNoNo5LowNoNo6III7III8III9III9III10III11III12III13LowNoNo2HighNoNo	o       Yellow         o       Green         o       Yellow         o       Green         o       Access to vehicular traffic currently prevented by removeable bollards. Assessmnt and strengthening early 2000s by Cintec/Gifford.         o       Green       Now NN151. Out of scope. Access to vehicular traffic currently prevented by removeable bollards.         o       Red       Currently closed to all motorised traffic and way barred by concrete blocks. Pedestrian and cycle access permitted.	Exceptions/Anomalies/Adjustments         I           U171E/70         BRAELOSSIE         I           U171E/80/RFB         OLD BREWERY BRIDGE         I	No       0       no       Standard         No       0       no       Standard         No       8       no       Important         No       0       no       Standard	U955I/10         DALVEINE GARDERS INTENTION           U95E/10         SCOTSBURN         No           U95E/10         MILLTOWN OF LAGGAN         No           U97H/10         TOMLIATH         No           U99H/10         DULLAN BRIDGE         No           U99H/20         GIANT'S CHAIR         No           U99H/20         GIANT'S CHAIR         No           U99H/20         GIANT'S CHAIR         No           U99H/20         GIANT'S CHAIR         No           U171E/70         BRAELOSSIE         No           U171E/70         BRAELOSSIE         No           U171E/80/RFB         OLD BREWERY BRIDGE         No           C2E/20         CLODDACH         No	0         3.1 No         Standard - Low           0         3.9 No         Standard - Low           8         0 No         Important           0         4.1 Yes         Standard - Medium           0         4.2 No         Standard - Low           0         4.2 No         Standard - Low           0         4.2 No         Standard - Low           0         0         4.2 No           0         0         0           0         0         0           0         0         0           0         0         0           0         0.8 No         Standard - Low           0         0.4 No         Standard - Low           0         0.4 No         Standard - Low           0         0.4 No         Standard - Low
U95E/10SCOTSBURNU95H/10MILLTOWN OF LAGGANU97H/10TOMLIATHU99H/10DULLAN BRIDGEU99H/20GIANT'S CHAIRSPARESPARESPARESPARESPARESPARESPARESPAREU171E/70BRAELOSSIEU171E/80/RFBOLD BREWERY BRIDGEC2E/20CLODDACHC18E/10STONEWELLS	75       55       307822       859803       0       40T GVW       3       No       Yellow       Standard - Low       20         91       78       328676       834548       0       40T AW       3       No       Green       Standard - Low       1         100       100       32839.2       833883.2       -       -       3       No       Yellow       Important       100         97       100       30437.5       836809.7       45       40T AW       3       No       Green       Standard - Medium       2         86       100       331897.6       838263.5       0       40T GVW       3       No       Green       Standard - Low       1         97       100       331897.6       838263.5       0       40T GVW       3       No       Green       Standard - Low       1         97       100       331897.6       838263.5       0       40T GVW       3       No       Green       Standard - Low       1         98       100       331897.6       838263.5       0       40T GVW       3       No       Green       Standard - Low       1         98       1       1       1<	35         156         353         45         316         353         45         353         16         353         16         353         16         353         16         353         16         156         Structure has been closed to vehicular traffic.         156         Structure has been closed to vehicular traffic.         118         Access bridge to rear of former RAF Miltown - listed as Privately owned in WDM.	OSSIV 10         DECURIC GREENT RATE VAL         Original Constraints         No           U95E/10         SCOTSBURN         Unknown         0         40T GVW         Yes           U95H/10         MILLTOWN OF LAGGAN         Unknown         0         40T GVW         Yes           U97H/10         TOMLIATH         Unknown         -         -         No           U99H/10         DULLAN BRIDGE         Unknown         40T GVW         Yes           U99H/20         GIANT'S CHAIR         Unknown         0         40T GVW         Yes           U99H/20         GIANT'S CHAIR         Unknown         1         1         1           GIANT'S CHAIR         Unknown         1         1         1	55       Poor       No         78       Fair       No         100       Very Good       No         100       Image: State Sta	3     Low     No     No       4     1     1     1       5     Low     No     No       6     1     1     1       7     Low     No     No       3     Low     No     No       3     Low     No     No       3     Low     No     No       4     Low     No     No       5     High     No     No       6     Low     No     No	o       Yellow         o       Green         o       Yellow         o       Green         o       Access to vehicular traffic currently prevented by removeable bollards. Assessmnt and strengthening early 2000s by Cintec/Gifford.         o       Green       Now NN151. Out of scope. Access to vehicular traffic currently prevented by removeable bollards.         o       Green       Now NN151. Out of scope. Access to vehicular traffic and way barred by concrete blocks. Pedestrian and cycle access permitted.         o       Red       Currently closed to all motorised traffic and way barred by concrete blocks. Pedestrian and cycle access permitted.         o       Red       Noted in WDM to be a private bridge some 400m beyond the end of the adopted road. Steel beam and slab bridge providing rear access to the disused Millitown Airfield.	Document         Description         Production         Producti	No       0       no       Standard         No       0       no       Standard         No       8       no       Important         No       0       no       Standard	U351/10       DALVENIL GARDERS NATION         U95E/10       SCOTSBURN       No         U95H/10       MILLTOWN OF LAGGAN       No         U97H/10       TOMLIATH       No         U99H/10       DULLAN BRIDGE       No         U99H/20       GIANT'S CHAIR       No         U99H/20       GIANT'S CHAIR       No         U99H/20       GIANT'S CHAIR       No         U99H/20       GIANT'S CHAIR       No         U171E/70       BRAELOSSIE       No         U171E/70       BRAELOSSIE       No         U171E/80/RFB       OLD BREWERY BRIDGE       No         C2E/20       CLODDACH       No         C18E/10       STONEWELLS       No	0         3.1 No         Standard - Low           0         3.9 No         Standard - Low           8         0 No         Important           0         4.1 Yes         Standard - Medium           0         4.2 No         Standard - Low           0         4.2 No         Standard - Low           0         4.2 No         Standard - Low           0         0         4.2 No           0         0         5.2 No           0         0         1           0         0         1           0         0         1           0         0         1           0         0         1           0         0.8 No         Standard - Low           0         0.4 No         Standard - Low           0         0.4 No         Standard - Low           0         0.1 No         Standard - Low           0         0         No
U95E/10SCOTSBURNU95H/10MILLTOWN OF LAGGANU97H/10TOMLIATHU99H/10DULLAN BRIDGEU99H/20GIANT'S CHAIRSPARESPARESPARESPARESPARESPARESPARESPAREU171E/70BRAELOSSIEU171E/80/RFBOLD BREWERY BRIDGEC2E/20CLODDACHC18E/10STONEWELLSB9115/70/JACBLAIRMOON	75       55       307822       859803       0       40T GVW       3       No       Yellow       Standard - Low       20         91       78       328676       834548       0       40T AW       3       No       Green       Standard - Low       1         100       100       328399.2       83383.2       -       -       3       No       Yellow       Important       100         97       100       330437.5       836809.7       45       40T AW       3       No       Green       Standard - Medium       2         86       100       331897.6       838263.5       0       40T GVW       3       No       Green       Standard - Low       1         97       100       330437.5       838263.5       0       40T GVW       3       No       Green       Standard - Low       1         97       100       331897.6       838263.5       0       40T GVW       3       No       Green       Standard - Low       1         98       100       32148       862882       0       40T GVW       3       No       Standard - Low       20         99       -       100       322269       86	33         156         333         45         316         353	OS317/10         DALVERTE ORACE/ONDERVATION         OTHER ORDER/ONDERVATION         OTHER ORDER/ONDERVATION           U95E/10         SCOTSBURN         Unknown         0         40T GVW         Yes           U95H/10         MILLTOWN OF LAGGAN         Unknown         0         40T AW         Yes           U97H/10         TOMLIATH         Unknown         -         No           U99H/20         GIANT'S CHAIR         Unknown         0         40T GVW         Yes           U99H/20         GIANTS         UN         12         40T GVW         Yes           U171E/70         BRAELOSSIE         Unknown	55PoorNo78FairNo100Very GoodNo100Very GoodNo100Very GoodNo100Very GoodNo100Very GoodNo100Very GoodNo100Very GoodNo100Very GoodNo100Very GoodNo100Very GoodInterference100Very GoodNo100Very GoodNo100Very GoodNo100Very PoorNo100Very PoorNo	3     Low     No     No       4     Low     No     No       5     Low     No     No       6     Image: Second Secon	o       Yellow         o       Green         o       Yellow         o       Green         o       Image: State	Dothy ID         Dynamic of the one one of the one of the one of the one one of the one of the one o	No       0       0       Standard         No       0       no       Standard         No       8       no       Important         No       0       no       Standard         Important       Important       Important         No       0       no       Standard         Important       Important       Important         Important       Important       Important         Important       Important       Important         No       0       no       Standard	Bit         Bit <td>0         3.1 No         Standard - Low           0         3.9 No         Standard - Low           8         0 No         Important           0         4.1 Yes         Standard - Medium           0         4.2 No         Standard - Low           0         4.2 No         Standard - Low           0         4.2 No         Standard - Low           0         0         4.2 No           0         0         5.2 No           0         0         0           0         0         5.2 No           0         0         0           0         0.8 No         Standard - Low           0         0.4 No         Standard - Low           0         0.4 No         Standard - Low           0         0.6.1 No         Standard - Low           0         0 No         Standard - Low           0         0.8 Ves         Important</td>	0         3.1 No         Standard - Low           0         3.9 No         Standard - Low           8         0 No         Important           0         4.1 Yes         Standard - Medium           0         4.2 No         Standard - Low           0         4.2 No         Standard - Low           0         4.2 No         Standard - Low           0         0         4.2 No           0         0         5.2 No           0         0         0           0         0         5.2 No           0         0         0           0         0.8 No         Standard - Low           0         0.4 No         Standard - Low           0         0.4 No         Standard - Low           0         0.6.1 No         Standard - Low           0         0 No         Standard - Low           0         0.8 Ves         Important
U95E/10SCOTSBURNU95H/10MILLTOWN OF LAGGANU97H/10TOMLIATHU99H/10DULLAN BRIDGEU99H/20GIANT'S CHAIRSPARESPARESPARESPARESPARESPARESPARESPAREU171E/70BRAELOSSIEU171E/70BRAELOSSIEU171E/80/RFBOLD BREWERY BRIDGEC2E/20CLODDACHC18E/10STONEWELLSB9115/70/JACBLAIRMOONC6E/10KINLOSS BURN BRIDGE	1         75         55         307822         859803         0         40T GVW         3         No         Yellow         Standard - Low         20           91         78         328676         834548         0         40T AW         3         No         Green         Standard - Low         1           100         100         328399.2         833883.2         -         -         3         No         Green         Standard - Low         1           97         100         330437.5         836809.7         45         40T AW         3         No         Green         Standard - Medium         2           86         100         31897.6         838263.5         0         40T GVW         3         No         Green         Standard - Low         1           1         -         -         -         -         -         -         -         -         -         -         1         -         -         -         -         -         1         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -	33         156         353         45         316         353         156         353         156         353         156         353         156         353         156         353         156         156         156         156         156         156         156         156         156         156         156         156         156         156         156         156         156         157         158         158         159         150         151         152         153         153         154         155         155         156         157         158         158         159         150         151         152         151	OSJNY10         DARVENE CARDENS INTERNATION         Offention         O         NO           U95E/10         SCOTSBURN         Unknown         0         40T GVW         Yes           U95H/10         MILLTOWN OF LAGGAN         Unknown         0         40T AW         Yes           U97H/10         TOMLIATH         Unknown         -         No           U99H/10         DULLAN BRIDGE         Unknown         0         40T GVW         Yes           U99H/20         GIANT'S CHAIR         Unknown         12         40T GVW         Yes           U171E/70         BRAELOSSIE         Unknown         12 </td <td>55PoorNo78FairNo100Very GoodNo100Very PoorNo100Very PoorNo</td> <td>3         Low         No         No           3         Low         No         No           4         Low         No         No           5         Low         No         No           6         Low         No         No           7         Low         No         No           8         Low         No         No           9         Low         No         No           1         High         No         No           1         High         No         No           1         High         No         No</td> <td>o       Yellow         o       Green         o       Image: Comparison of the state of</td> <td>U95E/10         SCOTSBURN         I           U95E/10         SCOTSBURN         I           U95H/10         MILLTOWN OF LAGGAN         I           U97H/10         TOMLIATH         I           U99H/10         DULLAN BRIDGE         I           U99H/20         GIANT'S CHAIR         I           U99H/20         GIANT'S CHAIR         I           U99H/20         GIANT'S CHAIR         I           U171E/70         BRAELOSSIE         I           U171E/70         BRAELOSSIE         I           U171E/80/RFB         OLD BREWERY BRIDGE         I           C2E/20         CLODDACH         I           C18E/10         STONEWELLS         I           GE115/70/JAC         BLAIRMOON         I</td> <td>No       0 no       Standard         No       0 no       Standard         No       8 no       Important         No       0 no       Standard         No       0 no       Important         No       0 no       Important</td> <td>Exceptions/Anomalies/Adjustments         No           U95E/10         SCOTSBURN         No           U95H/10         MILLTOWN OF LAGGAN         No           U97H/10         TOMLIATH         No           U99H/20         GIANT'S CHAIR         No           U99H/20         GIANT'S CHAIR         No           U99H/20         GIANT'S CHAIR         No           U99H/20         GIANT'S CHAIR         No           U171E/70         BRAELOSSIE         No           U171E/70         BRAELOSSIE         No           U171E/80/RFB         OLD BREWERY BRIDGE         No           C2E/20         CLODDACH         No           C18E/10         STONEWELLS         No           B9115/70/JAC         BLAIRMOON         No</td> <td>0         3.1 No         Standard - Low           0         3.9 No         Standard - Low           8         0 No         Important           0         4.1 Yes         Standard - Medium           0         4.2 No         Standard - Low           0         4.2 No         Standard - Low           0         4.2 No         Standard - Low           0         0         Standard - Low           0         0         Standard - Low           0         0.8 No         Standard - Low           0         0.4 No         Standard - Low           0         0.8 Standard - Low           0         0.0 No         Standard - Low           0         0.8 Standard - Low           0         0.8 Standard - Low           0         0.8 Standard - Low           0         0.9.6 Yes           0         9.6 Yes           0         4.2 Yes</td>	55PoorNo78FairNo100Very GoodNo100Very PoorNo100Very PoorNo	3         Low         No         No           4         Low         No         No           5         Low         No         No           6         Low         No         No           7         Low         No         No           8         Low         No         No           9         Low         No         No           1         High         No         No           1         High         No         No           1         High         No         No	o       Yellow         o       Green         o       Image: Comparison of the state of	U95E/10         SCOTSBURN         I           U95E/10         SCOTSBURN         I           U95H/10         MILLTOWN OF LAGGAN         I           U97H/10         TOMLIATH         I           U99H/10         DULLAN BRIDGE         I           U99H/20         GIANT'S CHAIR         I           U99H/20         GIANT'S CHAIR         I           U99H/20         GIANT'S CHAIR         I           U171E/70         BRAELOSSIE         I           U171E/70         BRAELOSSIE         I           U171E/80/RFB         OLD BREWERY BRIDGE         I           C2E/20         CLODDACH         I           C18E/10         STONEWELLS         I           GE115/70/JAC         BLAIRMOON         I	No       0 no       Standard         No       0 no       Standard         No       8 no       Important         No       0 no       Standard         No       0 no       Important         No       0 no       Important	Exceptions/Anomalies/Adjustments         No           U95E/10         SCOTSBURN         No           U95H/10         MILLTOWN OF LAGGAN         No           U97H/10         TOMLIATH         No           U99H/20         GIANT'S CHAIR         No           U99H/20         GIANT'S CHAIR         No           U99H/20         GIANT'S CHAIR         No           U99H/20         GIANT'S CHAIR         No           U171E/70         BRAELOSSIE         No           U171E/70         BRAELOSSIE         No           U171E/80/RFB         OLD BREWERY BRIDGE         No           C2E/20         CLODDACH         No           C18E/10         STONEWELLS         No           B9115/70/JAC         BLAIRMOON         No	0         3.1 No         Standard - Low           0         3.9 No         Standard - Low           8         0 No         Important           0         4.1 Yes         Standard - Medium           0         4.2 No         Standard - Low           0         4.2 No         Standard - Low           0         4.2 No         Standard - Low           0         0         Standard - Low           0         0         Standard - Low           0         0.8 No         Standard - Low           0         0.4 No         Standard - Low           0         0.8 Standard - Low           0         0.0 No         Standard - Low           0         0.8 Standard - Low           0         0.8 Standard - Low           0         0.8 Standard - Low           0         0.9.6 Yes           0         9.6 Yes           0         4.2 Yes
U95E/10SCOTSBURNU95H/10MILLTOWN OF LAGGANU97H/10TOMLIATHU99H/10DULLAN BRIDGEU99H/20GIANT'S CHAIRSPARESPARESPARESPARESPARESPARESPARESPAREU171E/70BRAELOSSIEU171E/70BRAELOSSIEU171E/80/RFBOLD BREWERY BRIDGEC2E/20CLODDACHC18E/10STONEWELLSB9115/70/JACBLAIRMOONC6E/10KINLOSS BURN BRIDGESPARE	75         55         307822         859803         0         40T GVW         3         No         Yellow         Standard - Low         20           91         78         328676         834548         0         40T AW         3         No         Green         Standard - Low         1           100         100         328399.2         833883.2         -         -         3         No         Yellow         Important         100           97         100         30437.5         836809.7         45         40T AW         3         No         Green         Standard - Medium         2           86         100         331897.6         838263.5         0         40T GVW         3         No         Green         Standard - Low         1           1	353         354         355         355         356         357         358         359         350         351         352         353         353         354         355         355         356         357         358         359         359         350         351         352         353         353         354         355         355         356         357         358         359         3	DSSIVE         DALVENTE CARDENT (ALCAN)         OTROWN         O         AUT GVW         Yes           U95E/10         SCOTSBURN         Unknown         0         40T GVW         Yes           U95H/10         MILITOWN OF LAGGAN         Unknown         0         40T AW         Yes           U97H/10         TOMLIATH         Unknown         -         -         No           U99H/10         DULLAN BRIDGE         Unknown         45         40T AW         Yes           U99H/20         GIANT'S CHAIR         Unknown         0         40T GVW         Yes           U99H/20         GIANTS         HIR         Unknown         0         40T GVW         Yes           U99H/20         GIANTS         HIR         Unknown         0         40T GVW         Yes           U171E/70         BRAELOSSIE         Unknown         12         40T GVW         Yes           U171E/70	55       Poor       No         78       Fair       No         100       Very Good       No         100       Image: State Sta	3         Low         No         No           4         Low         No         No           5         Low         No         No           6         Low         No         No           7         Low         No         No           8         Low         No         No           9         Low         No         No           1         High         No         No	o       Yellow         o       Green         o       Yellow         o       Green         o       Image: Second Seco	U95E/10         SCOTSBURN         I           U95H/10         MILLTOWN OF LAGGAN         I           U97H/10         TOMLIATH         I           U99H/10         DULLAN BRIDGE         I           U99H/20         GIANT'S CHAIR         I           U99H/20         GIANT'S CHAIR         I           U171E/70         BRAELOSSIE         I           U171E/80/RFB         OLD BREWERY BRIDGE         I           C2E/20         CLODDACH         I           C18E/10         STONEWELLS         I           GE/10         KINLOSS BURN BRIDGE         I	No         0         no         Standard           No         0         no         Standard           No         8         no         Important           No         0         no         Standard           No         0         no         Important           No         0         no         Important           No         0         no <td>Exceptions/Anomalies/Adjustments         No           U171E/70         BRAEUSSIE         No           U171E/20         CLOBACH         No           U95E/10         SCOTSBURN         No           U95H/10         MILLTOWN OF LAGGAN         No           U97H/10         TOMLIATH         No           U99H/10         DULLAN BRIDGE         No           U99H/20         GIANT'S CHAIR         No           U99H/20         GIANT'S CHAIR         No           U191E/0         DULLAN BRIDGE         No           U171E/70         BRAELOSSIE         No           U171E/80/RFB         OLD BREWERY BRIDGE         No           C2E/20         CLODDACH         No           B9115/70/JAC         BLAIRMOON         No           C6E/10         KINLOSS BURN BRIDGE         No   </td> <td>0         3.1 No         Standard - Low           0         3.9 No         Standard - Low           8         0 No         Important           0         4.1 Yes         Standard - Medium           0         4.2 No         Standard - Low           0         4.2 No         Standard - Low           0         4.2 No         Standard - Low           0         0         4.2 No           0         0         1           0         0         1           0         0         1           0         0         1           0         0         1           0         0         1           0         0.8 No         Standard - Low           0         0.4 No         Standard - Low           0         0.4 No         Standard - Low           0         0.1 No         Standard - Low           0         0.1 No         Standard - Low           0         0.6 Yes         Important           0         4.2 Yes         Important</td>	Exceptions/Anomalies/Adjustments         No           U171E/70         BRAEUSSIE         No           U171E/20         CLOBACH         No           U95E/10         SCOTSBURN         No           U95H/10         MILLTOWN OF LAGGAN         No           U97H/10         TOMLIATH         No           U99H/10         DULLAN BRIDGE         No           U99H/20         GIANT'S CHAIR         No           U99H/20         GIANT'S CHAIR         No           U191E/0         DULLAN BRIDGE         No           U171E/70         BRAELOSSIE         No           U171E/80/RFB         OLD BREWERY BRIDGE         No           C2E/20         CLODDACH         No           B9115/70/JAC         BLAIRMOON         No           C6E/10         KINLOSS BURN BRIDGE         No	0         3.1 No         Standard - Low           0         3.9 No         Standard - Low           8         0 No         Important           0         4.1 Yes         Standard - Medium           0         4.2 No         Standard - Low           0         4.2 No         Standard - Low           0         4.2 No         Standard - Low           0         0         4.2 No           0         0         1           0         0         1           0         0         1           0         0         1           0         0         1           0         0         1           0         0.8 No         Standard - Low           0         0.4 No         Standard - Low           0         0.4 No         Standard - Low           0         0.1 No         Standard - Low           0         0.1 No         Standard - Low           0         0.6 Yes         Important           0         4.2 Yes         Important
U95E/10SCOTSBURNU95H/10MILLTOWN OF LAGGANU97H/10TOMLIATHU99H/10DULLAN BRIDGEU99H/20GIANT'S CHAIRSPARESPARESPARESPARESPARESPARESPARESPAREU171E/70BRAELOSSIEU171E/70BRAELOSSIEU171E/80/RFBOLD BREWERY BRIDGEC2E/20CLODDACHC18E/10STONEWELLSB9115/70/JACBLAIRMOONC6E/10KINLOSS BURN BRIDGESPARESPARE	75         55         307822         859803         0         40T GVW         3         No         Yellow         Standard - Low         20           91         78         328676         834548         0         40T AW         3         No         Green         Standard - Low         1           100         100         328399.2         83383.2         -         -         3         No         Yellow         Important         100           97         100         30437.5         836809.7         45         40T AW         3         No         Green         Standard - Medium         2           86         100         331897.6         838263.5         0         40T GVW         3         No         Green         Standard - Low         1           86         100         331897.6         838263.5         0         40T GVW         3         No         Green         Standard - Low         1           86         100         331897.6         838263.5         0         40T GVW         3         No         Green         Standard - Low         1           9         -         -         -         -         -         3         No         Gr	35         353         354         355         355         356         357         358         359         350         351         352         353         353         354         355         355         356         357         358         359         353         353         354         355         355         356         357         35	OSSI/10         DACENTING CARCENATION         Online of the original strength         No           U95E/10         SCOTSBURN         Unknown         0         40T GVW         Yes           U95H/10         MILITOWN OF LAGGAN         Unknown         0         40T AW         Yes           U97H/10         TOMLIATH         Unknown         -         No           U99H/10         DULLAN BRIDGE         Unknown         40T GVW         Yes           U99H/20         GIANT'S CHAIR         Unknown         0         40T GVW         Yes           U9171E/70         BRAELOSSIE         Unknown         12         40T GVW         Yes           U171E/70         BRAELOSSIE         Unknown         0         7.5T GVW	55       Poor       No         78       Fair       No         100       Very Good       No         100       Image: State Sta	3       Low       No       No         4       Low       No       No         5       Low       No       No         6       Low       No       No         7       Low       No       No         8       Low       No       No         9       Low       No       No         1       Low       No       No         1       High       No       No         1 </td <td>o       Yellow         o       Green         o       Yellow         o       Green         o       Access to vehicular traffic currently prevented by removeable bollards. Assessmnt and strengthening early 2000s by Cintec/Gifford.         o       Green         Now NN151. Out of scope. Access to vehicular traffic currently prevented by removeable bollards.         o       Red         Noted in WDM to be a private bridge some 400m beyond the end of the adopted road. Steel beam and slab bridge providing rear access to the disused Milltown Airfield.         o       Amber         oint bridge with Aberdeenshire Council. Aberdeenshire is the maintainer. No recent photos. Condition score not available so amended to -999. Structural review/contract with Aberdeenshire review/contract wit</td> <td>U95E/10         SCOTSBURN         I           U95H/10         MILLTOWN OF LAGGAN         I           U97H/10         TOMLIATH         I           U99H/10         DULLAN BRIDGE         I           U99H/20         GIANT'S CHAIR         I           U99H/20         GIANT'S CHAIR         I           U99H/20         GIANT'S CHAIR         I           U171E/70         BRAELOSSIE         I           U171E/80/RFB         OLD BREWERY BRIDGE         I           C2E/20         CLODDACH         I           C18E/10         STONEWELLS         I           GEI15/70/JAC         BLAIRMOON         I           GEI10         KINLOSS BURN BRIDGE         I</td> <td>No       0       no       Standard         No       0       no       Standard         No       8       no       Important         No       0       no       Standard         Important       Important       Important         No       0       no       Standard         Important       Important       Important       Important         No       0       no       Standard       Important         No       0       no       Important       Important         No       0       no       Important       Important         No       0       no       Important       Important         No       0       Important       Important       Im</td> <td>Exceptions/Anomalies/Adjustments         No           U171E/70         BRAELOSSIE         No           U171E/10         CLUBRE CONSTRUCTION OF LAGGAN         No           U99H/10         DULLAN BRIDGE         No           U99H/10         DULLAN BRIDGE         No           U99H/20         GIANT'S CHAIR         No           U99H/20         GIANT'S CHAIR         No           U191E/70         BRAELOSSIE         No           U171E/70         BRAELOSSIE         No           U171E/80/RFB         OLD BREWERY BRIDGE         No           C2E/20         CLODDACH         No           C18E/10         STONEWELLS         No           B9115/70/JAC         BLAIRMOON         No           C6E/10         KINLOSS BURN BRIDGE         No</td> <td>0         3.1 No         Standard - Low           0         3.9 No         Standard - Low           8         0 No         Important           0         4.1 Yes         Standard - Medium           0         4.2 No         Standard - Low           0         4.2 No         Standard - Low           0         4.2 No         Standard - Low           0         0         4.2 No           0         0         5.2 No           0         0         5.2 No           0         0         5.2 No           0         0         1           0         0         5.2 No           0         0         1           0         0         1           0         0         1           0         0.4 No         Standard - Low           0         0         0.8 Standard - Low           0         0         0.0 No           0         0.1 No         Standard - Low           0         0.4 No         Standard - Low           0         0.4 No         Standard - Low           0         0.4 Yes         Important           0</td>	o       Yellow         o       Green         o       Yellow         o       Green         o       Access to vehicular traffic currently prevented by removeable bollards. Assessmnt and strengthening early 2000s by Cintec/Gifford.         o       Green         Now NN151. Out of scope. Access to vehicular traffic currently prevented by removeable bollards.         o       Red         Noted in WDM to be a private bridge some 400m beyond the end of the adopted road. Steel beam and slab bridge providing rear access to the disused Milltown Airfield.         o       Amber         oint bridge with Aberdeenshire Council. Aberdeenshire is the maintainer. No recent photos. Condition score not available so amended to -999. Structural review/contract with Aberdeenshire review/contract wit	U95E/10         SCOTSBURN         I           U95H/10         MILLTOWN OF LAGGAN         I           U97H/10         TOMLIATH         I           U99H/10         DULLAN BRIDGE         I           U99H/20         GIANT'S CHAIR         I           U99H/20         GIANT'S CHAIR         I           U99H/20         GIANT'S CHAIR         I           U171E/70         BRAELOSSIE         I           U171E/80/RFB         OLD BREWERY BRIDGE         I           C2E/20         CLODDACH         I           C18E/10         STONEWELLS         I           GEI15/70/JAC         BLAIRMOON         I           GEI10         KINLOSS BURN BRIDGE         I	No       0       no       Standard         No       0       no       Standard         No       8       no       Important         No       0       no       Standard         Important       Important       Important         No       0       no       Standard         Important       Important       Important       Important         No       0       no       Standard       Important         No       0       no       Important       Important         No       0       no       Important       Important         No       0       no       Important       Important         No       0       Important       Important       Im	Exceptions/Anomalies/Adjustments         No           U171E/70         BRAELOSSIE         No           U171E/10         CLUBRE CONSTRUCTION OF LAGGAN         No           U99H/10         DULLAN BRIDGE         No           U99H/10         DULLAN BRIDGE         No           U99H/20         GIANT'S CHAIR         No           U99H/20         GIANT'S CHAIR         No           U191E/70         BRAELOSSIE         No           U171E/70         BRAELOSSIE         No           U171E/80/RFB         OLD BREWERY BRIDGE         No           C2E/20         CLODDACH         No           C18E/10         STONEWELLS         No           B9115/70/JAC         BLAIRMOON         No           C6E/10         KINLOSS BURN BRIDGE         No	0         3.1 No         Standard - Low           0         3.9 No         Standard - Low           8         0 No         Important           0         4.1 Yes         Standard - Medium           0         4.2 No         Standard - Low           0         4.2 No         Standard - Low           0         4.2 No         Standard - Low           0         0         4.2 No           0         0         5.2 No           0         0         5.2 No           0         0         5.2 No           0         0         1           0         0         5.2 No           0         0         1           0         0         1           0         0         1           0         0.4 No         Standard - Low           0         0         0.8 Standard - Low           0         0         0.0 No           0         0.1 No         Standard - Low           0         0.4 No         Standard - Low           0         0.4 No         Standard - Low           0         0.4 Yes         Important           0
U95E/10SCOTSBURNU95H/10MILLTOWN OF LAGGANU97H/10TOMLIATHU99H/10DULLAN BRIDGEU99H/20GIANT'S CHAIRSPARESPARESPARESPARESPARESPARESPARESPAREU171E/70BRAELOSSIEU171E/70BRAELOSSIEU171E/80/RFBOLD BREWERY BRIDGEC2E/20CLODDACHC18E/10STONEWELLSB9115/70/JACBLAIRMOONC6E/10KINLOSS BURN BRIDGESPARESPARESPARESPARESPARESPARE	75         55         307822         859803         0         40T GVW         3         No         Yellow         Standard - Low         20           91         78         328676         834548         0         40T AW         3         No         Green         Standard - Low         1           100         100         328399.2         83383.2         -         -         3         No         Green         Standard - Low         1           97         100         30437.5         836809.7         45         40T AW         3         No         Green         Standard - Medium         2           86         100         331897.6         838263.5         0         40T GVW         3         No         Green         Standard - Low         1           1         100         331897.6         838263.5         0         40T GVW         3         No         Green         Standard - Low         1           1         100         322038         862882         0         40T GVW         3         No         Green         Standard - Low         20           1         55.433         22.12         320172         858398         0         7.5T GVW <td< td=""><td>35         156         353         45         316         353         353         16         353         16         353         16         353         16         353         16         353         16         353         17         18         18         18         18         Access bridge to rear of former RAF Miltown - listed as Privately owned in WDM.         9       Is in joint ownership with MC and Aberdeenshire Council - AC are the lead maintenance authority and approve/disapprove abnormal load movements. Propose remove f         45       Missing from original list - added in manually.</td><td>OSSI/10         DRECENTENTON         Offention         O         AOT GVW         Yes           U95E/10         SCOTSBURN         Unknown         0         40T GVW         Yes           U95H/10         MILLTOWN OF LAGGAN         Unknown         0         40T AW         Yes           U95H/10         TOMLIATH         Unknown         -         No           U99H/10         DULLAN BRIDGE         Unknown         45         40T AW         Yes           U99H/20         GIANT'S CHAIR         Unknown         0         40T GVW         Yes           U99H/20         GIANT'S CHAIR         Unknown         1         -         -         -           U99H/20         GIANT'S CHAIR         Unknown         0         40T GVW         Yes         -           U171E/70         BRAELOSSIE         Unknown         12         40T GVW         Yes         -           U171E/70         <td< td=""><td>55       Poor       No         78       Fair       No         100       Very Good       No         100       Poor       International Action Action         100       Poor       No       International Action         100       Poor       No       International Action         100       Poor       No       International Action         100       Very Good       No       International Action         100       Very Good       No       International Action         100       Very Good       No       International Action         100       Very Poor       No       International Action         100       Very Poor       No       Internation         100       Very Poor       No       Internation         100       Very Poor       No       Internation         100       Very Poor       No       Interna</td><td>3       Low       No       No         3       Low       No       No         3       Low       No       No         3       Low       No       No         3       Low       No       No         4       Low       No       No         5       Low       No       No         6       -       -       -         7       -       -       -       -         8       Low       No       No       No         9       -       -       -       -       -         1       Low       No       No       No       No         3       Low       No       No       No       No         2       High       No       No       No       No         1       High       No       No</td><td>o       Yellow         o       Green         Now NNISL       Out of scope. Access to vehicular traffic currently prevented by removeable bollards.         o       Green         Now NNISL       Out of scope. Access to vehicular traffic currently prevented by removeable bollards.         o       Red       Noted in WDM to be a private bridge some 400m beyond the end of the adopted road.     &lt;</td><td>U95E/10       SCOTSBURN       I         U95H/10       MILLTOWN OF LAGGAN       I         U97H/10       TOMLIATH       I         U99H/10       DULLAN BRIDGE       I         U99H/20       GIANT'S CHAIR       I         U99H/20       GIANT'S CHAIR       I         U199H/20       GIANT'S CHAIR       I         U199H/20       GIANT'S CHAIR       I         U171E/70       BRAELOSSIE       I         U171E/70       BRAELOSSIE       I         U171E/80/RFB       OLD BREWERY BRIDGE       I         C2E/20       CLODDACH       I         C18E/10       STONEWELLS       I         GE/10       KINLOSS BURN BRIDGE       I         GE/10       KINLOSS BURN BRIDGE       I</td><td>No       0       no       Standard         No       0       no       Standard         No       8       no       Important         No       0       no       Standard         Important       Important       Important         No       0       no       Standard         Important       Important       Important         No       0       no       Standard         Important       Important       Important         No       0       no       Standard         No       0       no       Important         No       0       no       Important         No</td><td>BARYENTE CARDENS INTENTION           U95E/10         SCOTSBURN         No           U95F/10         MILLTOWN OF LAGGAN         No           U97H/10         TOMLIATH         No           U99H/10         DULLAN BRIDGE         No           U99H/20         GIANT'S CHAIR         No           U99H/20         GIANT'S CHAIR         No           U99H/20         GIANT'S CHAIR         No           U199H/20         GIANT'S CHAIR         No           U171E/30         No         No           U171E/70         BRAELOSSIE         No           U171E/80/RFB         OLD BREWERY BRIDGE         No           C2E/20         CLODDACH         No           C18E/10         STONEWELLS         No           B9115/70/JAC         BLAIRMOON         No</td><td>0         3.1 No         Standard - Low           0         3.9 No         Standard - Low           0         4.1 Yes         Standard - Medium           0         4.2 No         Standard - Low           0         0         No           0         0         No           0         0         Standard - Low           0         9.6 Yes         Important           0         4.2 Yes         Important           0         4.2 Yes         Impo</td></td<></td></td<>	35         156         353         45         316         353         353         16         353         16         353         16         353         16         353         16         353         16         353         17         18         18         18         18         Access bridge to rear of former RAF Miltown - listed as Privately owned in WDM.         9       Is in joint ownership with MC and Aberdeenshire Council - AC are the lead maintenance authority and approve/disapprove abnormal load movements. Propose remove f         45       Missing from original list - added in manually.	OSSI/10         DRECENTENTON         Offention         O         AOT GVW         Yes           U95E/10         SCOTSBURN         Unknown         0         40T GVW         Yes           U95H/10         MILLTOWN OF LAGGAN         Unknown         0         40T AW         Yes           U95H/10         TOMLIATH         Unknown         -         No           U99H/10         DULLAN BRIDGE         Unknown         45         40T AW         Yes           U99H/20         GIANT'S CHAIR         Unknown         0         40T GVW         Yes           U99H/20         GIANT'S CHAIR         Unknown         1         -         -         -           U99H/20         GIANT'S CHAIR         Unknown         0         40T GVW         Yes         -           U171E/70         BRAELOSSIE         Unknown         12         40T GVW         Yes         -           U171E/70 <td< td=""><td>55       Poor       No         78       Fair       No         100       Very Good       No         100       Poor       International Action Action         100       Poor       No       International Action         100       Poor       No       International Action         100       Poor       No       International Action         100       Very Good       No       International Action         100       Very Good       No       International Action         100       Very Good       No       International Action         100       Very Poor       No       International Action         100       Very Poor       No       Internation         100       Very Poor       No       Internation         100       Very Poor       No       Internation         100       Very Poor       No       Interna</td><td>3       Low       No       No         3       Low       No       No         3       Low       No       No         3       Low       No       No         3       Low       No       No         4       Low       No       No         5       Low       No       No         6       -       -       -         7       -       -       -       -         8       Low       No       No       No         9       -       -       -       -       -         1       Low       No       No       No       No         3       Low       No       No       No       No         2       High       No       No       No       No         1       High       No       No</td><td>o       Yellow         o       Green         Now NNISL       Out of scope. Access to vehicular traffic currently prevented by removeable bollards.         o       Green         Now NNISL       Out of scope. Access to vehicular traffic currently prevented by removeable bollards.         o       Red       Noted in WDM to be a private bridge some 400m beyond the end of the adopted road.     &lt;</td><td>U95E/10       SCOTSBURN       I         U95H/10       MILLTOWN OF LAGGAN       I         U97H/10       TOMLIATH       I         U99H/10       DULLAN BRIDGE       I         U99H/20       GIANT'S CHAIR       I         U99H/20       GIANT'S CHAIR       I         U199H/20       GIANT'S CHAIR       I         U199H/20       GIANT'S CHAIR       I         U171E/70       BRAELOSSIE       I         U171E/70       BRAELOSSIE       I         U171E/80/RFB       OLD BREWERY BRIDGE       I         C2E/20       CLODDACH       I         C18E/10       STONEWELLS       I         GE/10       KINLOSS BURN BRIDGE       I         GE/10       KINLOSS BURN BRIDGE       I</td><td>No       0       no       Standard         No       0       no       Standard         No       8       no       Important         No       0       no       Standard         Important       Important       Important         No       0       no       Standard         Important       Important       Important         No       0       no       Standard         Important       Important       Important         No       0       no       Standard         No       0       no       Important         No       0       no       Important         No</td><td>BARYENTE CARDENS INTENTION           U95E/10         SCOTSBURN         No           U95F/10         MILLTOWN OF LAGGAN         No           U97H/10         TOMLIATH         No           U99H/10         DULLAN BRIDGE         No           U99H/20         GIANT'S CHAIR         No           U99H/20         GIANT'S CHAIR         No           U99H/20         GIANT'S CHAIR         No           U199H/20         GIANT'S CHAIR         No           U171E/30         No         No           U171E/70         BRAELOSSIE         No           U171E/80/RFB         OLD BREWERY BRIDGE         No           C2E/20         CLODDACH         No           C18E/10         STONEWELLS         No           B9115/70/JAC         BLAIRMOON         No</td><td>0         3.1 No         Standard - Low           0         3.9 No         Standard - Low           0         4.1 Yes         Standard - Medium           0         4.2 No         Standard - Low           0         0         No           0         0         No           0         0         Standard - Low           0         9.6 Yes         Important           0         4.2 Yes         Important           0         4.2 Yes         Impo</td></td<>	55       Poor       No         78       Fair       No         100       Very Good       No         100       Poor       International Action Action         100       Poor       No       International Action         100       Poor       No       International Action         100       Poor       No       International Action         100       Very Good       No       International Action         100       Very Good       No       International Action         100       Very Good       No       International Action         100       Very Poor       No       International Action         100       Very Poor       No       Internation         100       Very Poor       No       Internation         100       Very Poor       No       Internation         100       Very Poor       No       Interna	3       Low       No       No         4       Low       No       No         5       Low       No       No         6       -       -       -         7       -       -       -       -         8       Low       No       No       No         9       -       -       -       -       -         1       Low       No       No       No       No         3       Low       No       No       No       No         2       High       No       No       No       No         1       High       No       No	o       Yellow         o       Green         Now NNISL       Out of scope. Access to vehicular traffic currently prevented by removeable bollards.         o       Green         Now NNISL       Out of scope. Access to vehicular traffic currently prevented by removeable bollards.         o       Red       Noted in WDM to be a private bridge some 400m beyond the end of the adopted road.     <	U95E/10       SCOTSBURN       I         U95H/10       MILLTOWN OF LAGGAN       I         U97H/10       TOMLIATH       I         U99H/10       DULLAN BRIDGE       I         U99H/20       GIANT'S CHAIR       I         U99H/20       GIANT'S CHAIR       I         U199H/20       GIANT'S CHAIR       I         U199H/20       GIANT'S CHAIR       I         U171E/70       BRAELOSSIE       I         U171E/70       BRAELOSSIE       I         U171E/80/RFB       OLD BREWERY BRIDGE       I         C2E/20       CLODDACH       I         C18E/10       STONEWELLS       I         GE/10       KINLOSS BURN BRIDGE       I         GE/10       KINLOSS BURN BRIDGE       I	No       0       no       Standard         No       0       no       Standard         No       8       no       Important         No       0       no       Standard         Important       Important       Important         No       0       no       Standard         Important       Important       Important         No       0       no       Standard         Important       Important       Important         No       0       no       Standard         No       0       no       Important         No       0       no       Important         No	BARYENTE CARDENS INTENTION           U95E/10         SCOTSBURN         No           U95F/10         MILLTOWN OF LAGGAN         No           U97H/10         TOMLIATH         No           U99H/10         DULLAN BRIDGE         No           U99H/20         GIANT'S CHAIR         No           U99H/20         GIANT'S CHAIR         No           U99H/20         GIANT'S CHAIR         No           U199H/20         GIANT'S CHAIR         No           U171E/30         No         No           U171E/70         BRAELOSSIE         No           U171E/80/RFB         OLD BREWERY BRIDGE         No           C2E/20         CLODDACH         No           C18E/10         STONEWELLS         No           B9115/70/JAC         BLAIRMOON         No	0         3.1 No         Standard - Low           0         3.9 No         Standard - Low           0         4.1 Yes         Standard - Medium           0         4.2 No         Standard - Low           0         0         No           0         0         No           0         0         Standard - Low           0         9.6 Yes         Important           0         4.2 Yes         Important           0         4.2 Yes         Impo
U95E/10SCOTSBURNU95H/10MILLTOWN OF LAGGANU97H/10TOMLIATHU99H/10DULLAN BRIDGEU99H/20GIANT'S CHAIRSPARESPARESPARESPARESPARESPARESPARESPAREU171E/70BRAELOSSIEU171E/70BRAELOSSIEU171E/80/RFBOLD BREWERY BRIDGEC2E/20CLODDACHC18E/10STONEWELLSB9115/70/JACBLAIRMOONC6E/10KINLOSS BURN BRIDGESPARE	75       55       307822       859803       0       40T GVW       3       No       Yellow       Standard - Low       20         91       78       328676       834548       0       40T AW       3       No       Green       Standard - Low       1         100       100       328399.2       83383.2       -       -       3       No       Green       Standard - Medium       2         97       100       30437.5       836809.7       45       40T AW       3       No       Green       Standard - Medium       2         86       100       31897.6       838263.5       0       40T GVW       3       No       Green       Standard - Low       1         4       4       4       40T GVW       3       No       Green       Standard - Low       1         4       4       4       40T GVW       3       No       Green       Standard - Low       1         4       4       4       40T GVW       3       No       Yellow       Standard - Low       20         5       401       40T GVW       3       No       Yellow       Standard - Low       20         5       4	35         353         45         316         353         45         353         16         353         16         353         16         353         16         353         17         18         156         Structure has been closed to vehicular traffic.         156         157         158         Structure has been closed to vehicular traffic.         159         150         151         152         153         154         155         155         156         157         158         159         150         150         151         152         153         153         154         155         155         156         157         158         159         150         151         152 <t< td=""><td>OSATURD         Determine         Officient and the instrument         Officient and the instrument         Officient and the instrument           U95E/10         SCOTSBURN         Unknown         0         40T GVW         Yes           U95H/10         MILLTOWN OF LAGGAN         Unknown         0         40T GVW         Yes           U97H/10         TOMLIATH         Unknown         -         No           U99H/10         DULLAN BRIDGE         Unknown         45         40T AW         Yes           U99H/20         GIANT'S CHAIR         Unknown         0         40T GVW         Yes           U171E/70         BRAELOSSIE         Unknown         12         40T GVW         Yes           U171E/80/RFB</td><td>55PoorNo78FairNo100Very GoodNo100Very GoodNo100Very GoodNo100Very GoodNo100Very GoodNo100Very GoodNo100Very GoodNo100Very GoodNo100Very GoodNo100PoorNo100Very GoodNo100Very GoodNo100Very GoodNo100Very GoodNo100Very GoodNo100Very PoorNo100Very PoorNo101PoorNo102PoorNo103Very PoorNo104PoorNo105PoorNo106PoorNo107PoorNo108PoorNo109Very PoorNo100PoorNo100PoorNo100PoorNo100PoorNo100PoorNo100PoorNo100PoorNo100PoorNo100PoorNo100PoorNo100PoorNo100PoorNo100PoorNo100PoorNo100PoorNo100<td>3       Low       No       No         3       Low       No       No         3       Low       No       No         3       Low       No       No         3       Low       No       No         4       Low       No       No         5       Low       No       No         6       -       -       -         7       -       -       -       -         8       Low       No       No       -         9       -       -       -       -       -         1       Low       No       No       No       No         2       High       No       No       No       No         1       High       No       No       No       No         1       High       No       No       No       No       No         1       High       No       No       No       No       No       No         1       High       No       No       No       No       No       No       No         1       High       No       No       No</td><td>o       Yellow         o       Green         o       Access to vehicular traffic currently prevented by removeable bollards. Assessmnt and strengthening early 2000s by Cintec/Gifford.         o       Green         o       Red         Currently closed to all motorised traffic any ay barred by concrete blocks. Pedestrian and cycle access permitted.         o       Red         Out of int bridge with Aberdeenshire Council. Aberdeenshire is the maintainer. No recent photos. Condition score not available so amended to -999. Structural review/contract with Aberdeenshire re         o       Yellow         Vellow       Inint bri</td><td>U95E/10         SCOTSBURN         I           U95H/10         MILLTOWN OF LAGGAN         I           U97H/10         TOMLIATH         I           U99H/10         DULLAN BRIDGE         I           U99H/20         GIANT'S CHAIR         I           U99H/20         GIANT'S CHAIR         I           U99H/20         GIANT'S CHAIR         I           U199H/20         GIANT'S CHAIR         I           U171E/80/RFB         OLD BREWERY BRIDGE         I           C2E/20         CLODDACH         I           C18E/10         STONEWELLS         I           GEAIRMOON         I         I           U100000         I         I           U1000000         I         I           U10000000000         I         I</td><td>No       0       no       Standard         No       0       no       Standard         No       8       no       Important         No       0       no       Standard         Image: Standard       Image: Standard       Image: Standard         No       0       no       Standard         Image: Standard       Image: Standard       Image: Standard         No       0       no       Important         No       0       no       Important         No       0       no       Important         Important       Important       Important</td><td>BACK Child Graduation (No           U95E/10         SCOTSBURN         No           U95H/10         MILLTOWN OF LAGGAN         No           U97H/10         TOMLIATH         No           U99H/10         DULLAN BRIDGE         No           U99H/20         GIANT'S CHAIR         No           U99H/20         GIANT'S CHAIR         No           U99H/20         GIANT'S CHAIR         No           U171E/70         BRAELOSSIE         No           U171E/70         BRAELOSSIE         No           U171E/80/RFB         OLD BREWERY BRIDGE         No           C2E/20         CLODDACH         No           C18E/10         STONEWELLS         No           B9115/70/JAC         BLAIRMOON         No           C6E/10         KINLOSS BURN BRIDGE         No</td><td>0         3.1 No         Standard - Low           0         3.9 No         Standard - Low           8         0 No         Important           0         4.1 Yes         Standard - Medium           0         4.2 No         Standard - Low           0         4.2 No         Standard - Low           0         -         -           0         -         -           0         -         -           0         -         -           0         -         -           0         -         -           0         -         -           0         0.8 No         Standard - Low           0         0.4 No         Standard - Low           0         0.4 No         Standard - Low           0         0.4 No         Standard - Low           0         0.5 Yes         Important           0         9.6 Yes         Important           0         4.2 Yes         Important           0         4.2 Yes         Important</td></td></t<>	OSATURD         Determine         Officient and the instrument         Officient and the instrument         Officient and the instrument           U95E/10         SCOTSBURN         Unknown         0         40T GVW         Yes           U95H/10         MILLTOWN OF LAGGAN         Unknown         0         40T GVW         Yes           U97H/10         TOMLIATH         Unknown         -         No           U99H/10         DULLAN BRIDGE         Unknown         45         40T AW         Yes           U99H/20         GIANT'S CHAIR         Unknown         0         40T GVW         Yes           U171E/70         BRAELOSSIE         Unknown         12         40T GVW         Yes           U171E/80/RFB	55PoorNo78FairNo100Very GoodNo100Very GoodNo100Very GoodNo100Very GoodNo100Very GoodNo100Very GoodNo100Very GoodNo100Very GoodNo100Very GoodNo100PoorNo100Very GoodNo100Very GoodNo100Very GoodNo100Very GoodNo100Very GoodNo100Very PoorNo100Very PoorNo101PoorNo102PoorNo103Very PoorNo104PoorNo105PoorNo106PoorNo107PoorNo108PoorNo109Very PoorNo100PoorNo100PoorNo100PoorNo100PoorNo100PoorNo100PoorNo100PoorNo100PoorNo100PoorNo100PoorNo100PoorNo100PoorNo100PoorNo100PoorNo100PoorNo100 <td>3       Low       No       No         3       Low       No       No         3       Low       No       No         3       Low       No       No         3       Low       No       No         4       Low       No       No         5       Low       No       No         6       -       -       -         7       -       -       -       -         8       Low       No       No       -         9       -       -       -       -       -         1       Low       No       No       No       No         2       High       No       No       No       No         1       High       No       No       No       No         1       High       No       No       No       No       No         1       High       No       No       No       No       No       No         1       High       No       No       No       No       No       No       No         1       High       No       No       No</td> <td>o       Yellow         o       Green         o       Access to vehicular traffic currently prevented by removeable bollards. Assessmnt and strengthening early 2000s by Cintec/Gifford.         o       Green         o       Red         Currently closed to all motorised traffic any ay barred by concrete blocks. Pedestrian and cycle access permitted.         o       Red         Out of int bridge with Aberdeenshire Council. Aberdeenshire is the maintainer. No recent photos. Condition score not available so amended to -999. Structural review/contract with Aberdeenshire re         o       Yellow         Vellow       Inint bri</td> <td>U95E/10         SCOTSBURN         I           U95H/10         MILLTOWN OF LAGGAN         I           U97H/10         TOMLIATH         I           U99H/10         DULLAN BRIDGE         I           U99H/20         GIANT'S CHAIR         I           U99H/20         GIANT'S CHAIR         I           U99H/20         GIANT'S CHAIR         I           U199H/20         GIANT'S CHAIR         I           U171E/80/RFB         OLD BREWERY BRIDGE         I           C2E/20         CLODDACH         I           C18E/10         STONEWELLS         I           GEAIRMOON         I         I           U100000         I         I           U1000000         I         I           U10000000000         I         I</td> <td>No       0       no       Standard         No       0       no       Standard         No       8       no       Important         No       0       no       Standard         Image: Standard       Image: Standard       Image: Standard         No       0       no       Standard         Image: Standard       Image: Standard       Image: Standard         No       0       no       Important         No       0       no       Important         No       0       no       Important         Important       Important       Important</td> <td>BACK Child Graduation (No           U95E/10         SCOTSBURN         No           U95H/10         MILLTOWN OF LAGGAN         No           U97H/10         TOMLIATH         No           U99H/10         DULLAN BRIDGE         No           U99H/20         GIANT'S CHAIR         No           U99H/20         GIANT'S CHAIR         No           U99H/20         GIANT'S CHAIR         No           U171E/70         BRAELOSSIE         No           U171E/70         BRAELOSSIE         No           U171E/80/RFB         OLD BREWERY BRIDGE         No           C2E/20         CLODDACH         No           C18E/10         STONEWELLS         No           B9115/70/JAC         BLAIRMOON         No           C6E/10         KINLOSS BURN BRIDGE         No</td> <td>0         3.1 No         Standard - Low           0         3.9 No         Standard - Low           8         0 No         Important           0         4.1 Yes         Standard - Medium           0         4.2 No         Standard - Low           0         4.2 No         Standard - Low           0         -         -           0         -         -           0         -         -           0         -         -           0         -         -           0         -         -           0         -         -           0         0.8 No         Standard - Low           0         0.4 No         Standard - Low           0         0.4 No         Standard - Low           0         0.4 No         Standard - Low           0         0.5 Yes         Important           0         9.6 Yes         Important           0         4.2 Yes         Important           0         4.2 Yes         Important</td>	3       Low       No       No         4       Low       No       No         5       Low       No       No         6       -       -       -         7       -       -       -       -         8       Low       No       No       -         9       -       -       -       -       -         1       Low       No       No       No       No         2       High       No       No       No       No         1       High       No       No       No       No         1       High       No       No       No       No       No         1       High       No       No       No       No       No       No         1       High       No       No       No       No       No       No       No         1       High       No       No       No	o       Yellow         o       Green         o       Access to vehicular traffic currently prevented by removeable bollards. Assessmnt and strengthening early 2000s by Cintec/Gifford.         o       Green         o       Red         Currently closed to all motorised traffic any ay barred by concrete blocks. Pedestrian and cycle access permitted.         o       Red         Out of int bridge with Aberdeenshire Council. Aberdeenshire is the maintainer. No recent photos. Condition score not available so amended to -999. Structural review/contract with Aberdeenshire re         o       Yellow         Vellow       Inint bri	U95E/10         SCOTSBURN         I           U95H/10         MILLTOWN OF LAGGAN         I           U97H/10         TOMLIATH         I           U99H/10         DULLAN BRIDGE         I           U99H/20         GIANT'S CHAIR         I           U99H/20         GIANT'S CHAIR         I           U99H/20         GIANT'S CHAIR         I           U199H/20         GIANT'S CHAIR         I           U171E/80/RFB         OLD BREWERY BRIDGE         I           C2E/20         CLODDACH         I           C18E/10         STONEWELLS         I           GEAIRMOON         I         I           U100000         I         I           U1000000         I         I           U10000000000         I         I	No       0       no       Standard         No       0       no       Standard         No       8       no       Important         No       0       no       Standard         Image: Standard       Image: Standard       Image: Standard         No       0       no       Standard         Image: Standard       Image: Standard       Image: Standard         No       0       no       Important         No       0       no       Important         No       0       no       Important         Important       Important       Important	BACK Child Graduation (No           U95E/10         SCOTSBURN         No           U95H/10         MILLTOWN OF LAGGAN         No           U97H/10         TOMLIATH         No           U99H/10         DULLAN BRIDGE         No           U99H/20         GIANT'S CHAIR         No           U99H/20         GIANT'S CHAIR         No           U99H/20         GIANT'S CHAIR         No           U171E/70         BRAELOSSIE         No           U171E/70         BRAELOSSIE         No           U171E/80/RFB         OLD BREWERY BRIDGE         No           C2E/20         CLODDACH         No           C18E/10         STONEWELLS         No           B9115/70/JAC         BLAIRMOON         No           C6E/10         KINLOSS BURN BRIDGE         No	0         3.1 No         Standard - Low           0         3.9 No         Standard - Low           8         0 No         Important           0         4.1 Yes         Standard - Medium           0         4.2 No         Standard - Low           0         4.2 No         Standard - Low           0         -         -           0         -         -           0         -         -           0         -         -           0         -         -           0         -         -           0         -         -           0         0.8 No         Standard - Low           0         0.4 No         Standard - Low           0         0.4 No         Standard - Low           0         0.4 No         Standard - Low           0         0.5 Yes         Important           0         9.6 Yes         Important           0         4.2 Yes         Important           0         4.2 Yes         Important
U95E/10SCOTSBURNU95H/10MILLTOWN OF LAGGANU97H/10TOMLIATHU99H/10DULLAN BRIDGEU99H/20GIANT'S CHAIRSPARESPARESPARESPARESPARESPARESPARESPARESPARESPAREU171E/70BRAELOSSIEU171E/80/RFBOLD BREWERY BRIDGEC2E/20CLODDACHC18E/10STONEWELLSB9115/70/JACBLAIRMOONC6E/10KINLOSS BURN BRIDGESPARE	75         55         307822         859803         0         40T GVW         3         No         Yellow         Standard - Low         20           91         78         328676         8334548         0         40T AW         3         No         Green         Standard - Low         1           100         100         328399.2         83383.2         -         -         3         No         Green         Standard - Low         1           97         100         30437.5         836809.7         40T AW         3         No         Green         Standard - Medium         2           97         100         31897.6         838263.5         0         40T GVW         3         No         Green         Standard - Low         1           1	33         353         45         316         353         45         36         37         38         49         36         37         38         39         39         39         310         32         33         33         34         35         36         37         38         39         39         310         311         312         313         314         315         316         320         321         321         322         323         323         323         323         323         323         323         323         323         323         323         323         323         323         323         323      <	Obsing 50         Dirkt Child Strate And Chronic Walt         On the Child Strate And Chronic Walt         Or the Child Strate And Child	55       Poor       No         78       Fair       No         100       Very Good       No         100       Porg Good       No         100       International Action Acti	3       Low       No       No         4       Low       No       No         5       Low       No       No         6       -       -       -         7       Low       No       No         8       Low       No       No         9       Low       No       No         1       Low       No       No         2       High       No       No         1       Low       No       No         1       High       No       No         1	velow       Velow         Green	U95E/10         SCOTSBURN         I           U95H/10         MILLTOWN OF LAGGAN         I           U97H/10         TOMLIATH         I           U99H/10         DULLAN BRIDGE         I           U99H/20         GIANT'S CHAIR         I           U99H/20         GIANT'S CHAIR         I           U199H/20         GIANT'S CHAIR         I           U171E/80/RFB         OLD BREWERY BRIDGE         I           C2E/20         CLODDACH         I           C18E/10         STONEWELLS         I           B9115/70/JAC         BLAIRMOON         I           C6E/10         KINLOSS BURN BRIDGE         I           I         I         I         I	No       0       0       Standard         No       0       no       Standard         No       0       0       Important         No       0       no       Standard         Important       Important       Important         Important       Important       Important         Important       Important       Important         Important       Important       Important         No       0       no       Standard         No       0       no       Important         Important       Important       Important         Important	Exceptions/Anomalies/Adjustments         No           U95E/10         SCOTSBURN         No           U95H/10         MILLTOWN OF LAGGAN         No           U97H/10         TOMLIATH         No           U99H/10         DULLAN BRIDGE         No           U99H/20         GIANT'S CHAIR         No           U99H/20         GIANT'S CHAIR         No           U99H/20         GIANT'S CHAIR         No           U191H/20         GIANT'S CHAIR         No           U192H/20         GIANT'S CHAIR         No           U193H/20         GIANT'S CHAIR         No           U194L/20         GIANT'S CHAIR         No           U195L/20         GIANT'S CHAIR         No           U195L/20         GIANT'S CHAIR         No           U195L/20         GIANT'S CHAIR         No           U171E/70         BRAELOSSIE         No           U171E/80/RFB         OLD BREWERY BRIDGE         No           C18E/10         STONEWELLS         No           B9115/70/JAC         BLAIRMOON         No           C6E/10         KINLOSS BURN BRIDGE         No           UN         Interview         Interview	0         3.1 No         Standard - Low           0         3.9 No         Standard - Low           8         0 No         Important           0         4.1 Yes         Standard - Medium           0         4.2 No         Standard - Medium           0         4.2 No         Standard - Low           0         4.2 No         Standard - Low           0         0         Standard - Low           0         0         Standard - Low           0         0         Standard - Low           0         0.8 No         Standard - Low           0         0.4 No         Standard - Low           0         0.4 No         Standard - Low           0         0.4 No         Standard - Low           0         0.5 Standard - Low           0         0.6.1 No         Standard - Low           0         0         Standard - Low           0         0.9.6 Yes         Important           0         4.2 Yes         Important           0         4.2 Yes         Important           0         4.2 Yes         Important
U95E/10SCOTSBURNU95H/10MILLTOWN OF LAGGANU97H/10TOMLIATHU99H/20GIANT'S CHAIRSPARESPARESPARESPARESPARESPARESPARESPARESPARESPAREU171E/70BRAELOSSIEU171E/80/RFBOLD BREWERY BRIDGEC2E/20CLODDACHC18E/10STONEWELLSB9115/70/JACBLAIRMOONC6E/10KINLOSS BURN BRIDGESPARE	75         55         307822         859803         0         40T GVW         3         No         Yellow         Standard - Low         20           91         78         328676         834548         0         40T AW         3         No         Green         Standard - Low         1           100         100         328399.2         83383.2         -         -         3         No         Yellow         Important         100           97         100         30437.5         836809.7         45         40T AW         3         No         Green         Standard - Medium         2           86         100         331897.6         838263.5         0         40T GVW         3         No         Green         Standard - Low         1           8         100         31897.6         83263.5         0         40T GVW         3         No         Green         Standard - Low         1           8         1         1         1         1         1         1         1         1         1         1           9         1         1         1         1         1         1         1         1         1         1	33         353         45         353         353         353         45         353         46         353         47         353         48         353         49         353         41         353         42         353         43         44         45         45         353         55         56         57         56         57         58         59         51         51         51         51         51         51         51         51         51         51         52         52         53         54         55         55         56         57         57         57         57         57         57 <td>Obs/1/10         DATEND INTENT         Other with the second secon</td> <td>55       Poor       No         78       Fair       No         100       Very Good       No         100       Image: State State</td> <td>3       Low       No       No         3       Low       No       No         4       Low       No       No         5       Low       No       No         6       1       1       1         7       Low       No       No         8       Low       No       No         9       Low       No       No         10       Low       No       No         11       High       No       No         12       High       No       No         13       Low       No       No         14       High       No       No         15       High       No       No         16       1       High       No       No         17       High       No       No       No         16       Internet       Internet       Internet       Interne         16</td> <td>o       Velow         o       Green         o       Access to vehicular traffic currently prevented by removeable bollards. Assessment and strengthening early 2000s by Cintec/Gifford.         o       Green         Now NN151. Out of scope. Access to vehicular traffic currently prevented by removeable bollards.         o       Red         Noted in WDM to be a private of work owner down books. Pedestrian and cycle access permitted.         o       Arber         Joint bridge with Aberdeenshire Council. Aberdeenshire is the maintainer. No recent photos. Condition score not available so amended to -999. Structural review/contract with Aberdeenshire re         o       Yellow</td> <td>U95E/10       SCOTSBURN       I         U95H/10       MILLTOWN OF LAGGAN       I         U97H/10       TOMLIATH       I         U99H/10       DULLAN BRIDGE       I         U99H/20       GIANT'S CHAIR       I         U99H/20       GIANT'S CHAIR       I         U191LAN BRIDGE       I       I         U171E/80/RFB       OLD BREWERY BRIDGE       I         C2E/20       CLODDACH       I         C18E/10       STONEWELLS       I         B9115/70/JAC       BLAIRMOON       I         C6E/10       KINLOSS BURN BRIDGE       I         I       I       I       I</td> <td>No       0       0       Standard         No       0       no       Standard         Important       Important       Important         No       0       no       Standard         Important       Important       Important       Important         No       0       no       Standard       Important         No       0       no       Important       Important         No       0       no       Important       Important         Important       Important       Important       Important</td> <td>Exceptions/Anomalies/Adjustments         No           U995E/10         SCOTSBURN         No           U995H/10         MILLTOWN OF LAGGAN         No           U997H/10         TOMLIATH         No           U99H/10         DULLAN BRIDGE         No           U99H/20         GIANT'S CHAIR         No           U99H/20         GIANT'S CHAIR         No           U99H/20         GIANT'S CHAIR         No           U191E/70         BRAELOSSIE         No           U171E/70         BRAELOSSIE         No           U171E/70         BRAELOSSIE         No           C2E/20         CLODDACH         No           C18E/10         STONEWELLS         No           B9115/70/JAC         BLAIRMOON         No           C6E/10         KINLOSS BURN BRIDGE         No           U         I         I         I</td> <td>0         3.1 No         Standard - Low           0         3.9 No         Standard - Low           8         0 No         Important           0         4.1 Yes         Standard - Medium           0         4.2 No         Standard - Low           0         0         1           0         1         1           0         1         1           0         1         1           0         0.8 No         Standard - Low           0         0.4 No         Standard - Low           0         0.4 No         Standard - Low           0         0.1 No         Standard - Low           0         9.6 Yes         Important           0         4.2 Yes         Important           0         4.2 Yes         Important           1         1         1</td>	Obs/1/10         DATEND INTENT         Other with the second secon	55       Poor       No         78       Fair       No         100       Very Good       No         100       Image: State	3       Low       No       No         4       Low       No       No         5       Low       No       No         6       1       1       1         7       Low       No       No         8       Low       No       No         9       Low       No       No         10       Low       No       No         11       High       No       No         12       High       No       No         13       Low       No       No         14       High       No       No         15       High       No       No         16       1       High       No       No         17       High       No       No       No         16       Internet       Internet       Internet       Interne         16	o       Velow         o       Green         o       Access to vehicular traffic currently prevented by removeable bollards. Assessment and strengthening early 2000s by Cintec/Gifford.         o       Green         Now NN151. Out of scope. Access to vehicular traffic currently prevented by removeable bollards.         o       Red         Noted in WDM to be a private of work owner down books. Pedestrian and cycle access permitted.         o       Arber         Joint bridge with Aberdeenshire Council. Aberdeenshire is the maintainer. No recent photos. Condition score not available so amended to -999. Structural review/contract with Aberdeenshire re         o       Yellow	U95E/10       SCOTSBURN       I         U95H/10       MILLTOWN OF LAGGAN       I         U97H/10       TOMLIATH       I         U99H/10       DULLAN BRIDGE       I         U99H/20       GIANT'S CHAIR       I         U99H/20       GIANT'S CHAIR       I         U191LAN BRIDGE       I       I         U171E/80/RFB       OLD BREWERY BRIDGE       I         C2E/20       CLODDACH       I         C18E/10       STONEWELLS       I         B9115/70/JAC       BLAIRMOON       I         C6E/10       KINLOSS BURN BRIDGE       I         I       I       I       I	No       0       0       Standard         No       0       no       Standard         Important       Important       Important         No       0       no       Standard         Important       Important       Important       Important         No       0       no       Standard       Important         No       0       no       Important       Important         No       0       no       Important       Important         Important       Important       Important       Important	Exceptions/Anomalies/Adjustments         No           U995E/10         SCOTSBURN         No           U995H/10         MILLTOWN OF LAGGAN         No           U997H/10         TOMLIATH         No           U99H/10         DULLAN BRIDGE         No           U99H/20         GIANT'S CHAIR         No           U99H/20         GIANT'S CHAIR         No           U99H/20         GIANT'S CHAIR         No           U191E/70         BRAELOSSIE         No           U171E/70         BRAELOSSIE         No           U171E/70         BRAELOSSIE         No           C2E/20         CLODDACH         No           C18E/10         STONEWELLS         No           B9115/70/JAC         BLAIRMOON         No           C6E/10         KINLOSS BURN BRIDGE         No           U         I         I         I	0         3.1 No         Standard - Low           0         3.9 No         Standard - Low           8         0 No         Important           0         4.1 Yes         Standard - Medium           0         4.2 No         Standard - Low           0         0         1           0         1         1           0         1         1           0         1         1           0         0.8 No         Standard - Low           0         0.4 No         Standard - Low           0         0.4 No         Standard - Low           0         0.1 No         Standard - Low           0         9.6 Yes         Important           0         4.2 Yes         Important           0         4.2 Yes         Important           1         1         1
U95E/10SCOTSBURNU95H/10MILLTOWN OF LAGGANU97H/10TOMLIATHU99H/20GIANT'S CHAIRSPAREU171E/70BRAELOSSIEU171E/80/RFBOLD BREWERY BRIDGEC2E/20CLODDACHC18E/10STONEWELLSB9115/70/JACBLAIRMOONC6E/10KINLOSS BURN BRIDGESPARESPARESPARESPARESPARESPARESPARESPARESPARESPARESPARESPARESPARESPARE	75         55         307822         859803         0         40T GVW         3         No         Yellow         Standard - Low         20           91         78         328676         834548         0         40T AW         3         No         Green         Standard - Low         1           100         100         328390.2         83883.2         -         -         3         No         Yellow         Important         100           97         100         330437.5         33880.9         45         40T GVW         3         No         Green         Standard - Medium         2           86         100         31897.6         838263.5         0         40T GVW         3         No         Green         Standard - Low         1           1	33         353         45         353         353         353         353         353         353         353         353         353         353         353         353         353         354         355         355         356         357         358         359         350         351         352         353         353         354         355         355         356         357         358         359         350         351         352         353         353         353         353         353         353         353         354         355         355         356         357         358         359         359         351	Obsinition         Outcome of the Link of the	55       Poor       No         78       Fair       No         100       Very Good       No         100       Pory Good       No         100       Very Good       No         100       Very Good       No         100       Very Foor       No         100       Very Poor       No         100       Very Poor       No         100       Very Poor       No         1010       Very Poor       No	3       Low       No       No         4       Low       No       No         5       Low       No       No         6       International State Sta	o       Yellow         o       Green         o       Yellow         o       Green         o       Seen         o       Yellow         Access to vehicular traffic currently prevented by removeable bollards. Assessmnt and strengthening early 200s by Cintec/Gifford.         o       Green         Now NN151. Out of scope. Access to vehicular traffic currently prevented by removeable bollards.         o       Red         Outretty dosed to all motorised traffic and way barred by concrete bolcks. Pedestrian and cycle access permitted.         o       Red         Noted in WDM to be a private bridge some 400m beyond the end of the adopted road. Steel beam and slab bridge providing rear access to the disused Milltown Ai	U95E/10         SCOTSBURN         I           U95H/10         MILLTOWN OF LAGGAN         I           U97H/10         TOMLIATH         I           U99H/10         DULLAN BRIDGE         I           U99H/20         GIANT'S CHAIR         I           U99H/20         GIANT'S CHAIR         I           U99H/20         GIANT'S CHAIR         I           U191LAN BRIDGE         I         I           U1920         GIANT'S CHAIR         I           U199H/20         GIANT'S CHAIR         I           U171E/20         BRAELOSSIE         I           U171E/80/RFB         OLD BREWERY BRIDGE         I           C18E/10         STONEWELLS         I           C18E/10         STONEWELLS         I           U171E/80/RFB         LAIRMOON         I           U171E/20         BLAIRMOON         I           U171E/10         KINLOSS BURN BRIDGE	No         0         0         Standard           No         0         no         Standard           No         8         no         Important           No         0         no         Standard           No         0         no         Important           No         0         no         Important           No         0         no         Important           Important         Important         Important           Important         Important	USSIN 10         DALVENUE ON NOT DATE ON TO MELLON TO MELON TO MELON TO MELLON TO MELLON TO MELLON TO MELLON TO MELLON TO ME	0         3.1 No         Standard - Low           0         3.9 No         Standard - Low           8         0 No         Important           0         4.1 Yes         Standard - Medium           0         4.2 No         Standard - Low           0         4.2 No         Standard - Low           0         4.2 No         Standard - Low           0         0         4.2 No           0         0         1           0         0         1           0         0         1           0         0         1           0         0         Standard - Low           0         0         No           0         0         No           0         0         No           0         0         No           0         0         Standard - Low
U95E/10SCOTSBURNU95H/10MILLTOWN OF LAGGANU97H/10TOMLIATHU99H/10DULLAN BRIDGEU99H/20GIANT'S CHAIRSPARESPARESPARESPARESPARESPARESPARESPAREU171E/70BRAELOSSIEU171E/70BRAELOSSIEU171E/80/RFBOLD BREWERY BRIDGEC2E/20CLODDACHC18E/10STONEWELLSB9115/70/JACBLAIRMOONC6E/10KINLOSS BURN BRIDGESPARE	75         55         307822         859803         0         40T GVW         3         No         Yellow         Standard - Low         20           91         78         328676         834548         0         40T AW         3         No         Green         Standard - Low         1           100         100         328392,         83383,2         -         -         3         No         Yellow         Important         100           97         100         330437,5         83680,7         45         40T AW         3         No         Green         Standard - Medium         2           86         100         331897,6         838263,5         0         40T GVW         3         No         Green         Standard - Low         1           1	33         156         353         45         353         353         353         353         353         353         156         157         158         159         159         150         150         151         152         155         155         156         157         156         157         156         157         156         157         156         157         156         157         156         157         156         157         158         159         159         150         151         151         152         153         154         155         155         156         157         158         159         150         150	Oddit/10         Description         Other Unit Control         Other Unit Control           U95E/10         SCOTSBURN         Unknown         0         40T GVW         Yes           U97H/10         MILLTOWN OF LAGGAN         Unknown         0         40T GVW         Yes           U99H/10         DULLAN BRIDGE         Unknown         -         No           U99H/20         GIANT'S CHAIR         Unknown         0         40T GVW         Yes           U71E/20         BRAELOSSIE         Unknown         1         1         1           U171E/80/RFB         OLD BREWERY BRIDGE         Unknown         0         7.5T GVW         No           C18E/10         STONEWELLS         Unknown         0         40T GVW         Yes           C2E/20         CLODDACH         Unknown         0         <	55       Poor       No         78       Fair       No         100       Very Good       No         100       Poor       No         100       Poor       No         100       Poor       No         100       Poor       No         100       Very Good       No         100       Very Good       No         100       Very Good       No         100       Very Good       No         100       Very Poor       No         100       Poor       No         100       Poor       No         100       Poor	3         Low         No         No           4         Low         No         No           5         Low         No         International State           6         International State         International State         International State           6         International State         International State         International State         International State           1         International State         International State         International State         International State           3         Low         No         No         No         No           3         Low         No         No         No         No           1         High         No         No         No         No         No           1         Yes         High         No         International State         International State         International State         Internat         Internation         Interna	o       Yellow         o       Green         o       Yellow         o       Green         o       Seen         o       Green         Now NNSIS. Out of scope. Access to vehicular traffic currently prevented by removeable bollards. Assessment and strengthening early 2000s by Cintec/Gifford.         o       Red         Noted in WDM to be a private bridge some 400m beyond the end of the adopted road. Steel beam and slab bridge providing rear access to the disued Militown Airfield.         o       Yellow      <	U95E/10         SCOTSBURN         I           U95H/10         MILLTOWN OF LAGGAN         I           U97H/10         TOMLIATH         I           U99H/10         DULLAN BRIDGE         I           U99H/20         GIANT'S CHAIR         I           Exceptions/Anomalies/Adjustments         I           U171E/70         BRAELOSSIE         I           U171E/80/RFB         OLD BREWERY BRIDGE         I           C2E/20         CLODDACH         I           C18E/10         STONEWELLS         I           G6E/10         KINLOSS BURN BRIDGE         I           I         I         I         I	No       0       no       Standard         Important       Important       Important         Important       Important       Important         Important       Important       Important         Important       Important       Important         No       0       no       Standard         No       0       no       Important         No       0       no       Important         Important       Important       Important         Important       Important       Important         Important	U95/1/10         DALVELING UNDERNATION           U95/10         SCOTSBURN         No           U95/10         MILLTOWN OF LAGGAN         No           U97H/10         TOMLIATH         No           U99H/10         DULLAN BRIDGE         No           U99H/20         GIANT'S CHAIR         No           U99H/20         GIANT'S CHAIR         No           U199H/20         GIANT'S CHAIR         No           U199H/20         GIANT'S CHAIR         No           U199H/20         GIANT'S CHAIR         No           U199H/20         GIANT'S CHAIR         No           U171E/80/RFB         DLD BREWERY BRIDGE         No           C2E/20         CLODDACH         No           C18E/10         STONEWELLS         No           B9115/70/JAC         BLAIRMOON         No           C6E/10         KINLOSS BURN BRIDGE         No           Image: Distribute control of the structure control of the s	0         3.1 No         Standard - Low           8         0 No         Important           0         4.1 Yes         Standard - Medium           0         4.2 No         Standard - Low           0         0         4.2 No           0         0         Standard - Low           0         0.4 No         Standard - Low           0         0.5 Yes         Important           0         4.2 Yes         Important           0         4.2 Yes         Important           0         4.2 Yes         Important           0         1         1

known, and current, state it here. Valid codes: "Full HA"; "Full HA+[x]HB" where [x] may be one of "30", "37.5", or "45"; "LM1+LM2", "LM1+LM2+LM3([y])" where [y] may be one of "SV80", "SV80+SV100" or "all SV". If design loading is not current, i.e. it is superseded by an assessment, then state "Superseded by assessment" and fill in the assessment cells to the right. If capacity not known, state "Unknown". If none of these descriptors applies, state "See notes, right" and add commentary at the right hand side of the table. 2 The BCI scores are those from a report run on WDM in early 2023. They do not take account of 2022/23 PI outcomes where these had not already been inputted to WDM and so may be slightly out of date. Straightforward exercise to check/update this, affecting around 60 lines of data. Repeat process each year once PIs

<sup>3</sup> Bridge prioritisation is based on BCI<sub>CRIT</sub>. BCI<sub>AVE</sub> is not used. Where a bridge has multiple spans and each span is assigned a separate BCI<sub>CRIT</sub> value, the lowest value should be inputted to the sheet (NOT the average of the BCI<sub>CRIT</sub> scores as reported by HIAMS).
4 Since the BAS and priority score are based on BCI<sub>CRIT</sub>, this means that works to address durability issues and non-critical elements may not affect the priority of the structure. They will,

however, usually be reflected in the BCI<sub>AVE</sub>

value.

programme is complete and then re-sort the

Output Summary sheet.

# **DO NOT SORT OR FILTER THIS SHEET**

N.B. See foot of table for explanatory notes.

		INPUT	INPUT
Bridge Code	Name	School bus route, Yes/No	Notes / Comments
A920/170	BOGHEAD	Yes	
A920/180	FIDDICH (AUCHINDOUN )	Yes	
A920/190	KEITHMORE	Yes	
A939/170	BRIDGE OF LEACHD	Yes	
A939/180	BLAIRNAMARROW	Yes	
A939/181	LURGH DUBH	Yes	
A939/191	GLENMULLIACH CULVERT	Yes	
A939/210	NEW BRIDGE OF AVON	Yes	
A939/220	WESTER FODDERLETTER	No	
A939/230	TOM M'OR CULVERT	No	
A939/32	GLENMULLIE	Yes	
A939/33	BADNAFRAVIE	Yes	
A939/240/JHC	BRIDGE OF BROWN	No	
A939-250	ALLT FRAOCHACH	Yes	
A940/20	GLENERNIE	Yes	
A940/30	WOODSIDE CULVERT	No	
A940/40	КЛОСКАСН	No	
A941/100	BRIDGEND	Yes	
A941/110	ARDLUIE	Yes	
A941/130	BALLOCHFORD CULVERT	Yes	
A941/140	BALLOCH	Yes	
A941/150	BRIDGEHAUGH	Yes	
A941/160	BURNEND	Yes	
A941/170	BRIDGE OF CRACHIE	Yes	
A941/180	MALTKILN BRIDGE	Yes	
A941/190	BURNSIDE	Yes	
A941/200	GLENBURNIE PIPE	Yes	
A941/210	NEW CRAIGELLACHIE	Yes	
A941/225	SOUTH CULVERT BLACK BURN	Yes	
A941/226	NORTH CULVERT BLACK BURN	Yes	
A941/230	ROTHES BURN	Yes	
A941/240	BACK BURN BRIDGE	Yes	
A941/260	CAOCHAN STRIPE	Yes	
A941/270	BIRCHFIELD	Yes	
A941/280	ROTHES GLEN HOTEL	Yes	
A941/290	NETHERGLEN	Yes	
A941/300	LONGMORN BRIDGE	Yes	
A941/310	BIRKENHILL BRIDGE	Yes	
A941/320	ASHGROVE CULVERT	Yes	
A941/340	NEW BISHOPMILL	Yes	
A941/360	SPYNIE CANAL	Yes	
A941/51	DYKESIDE	Yes	N.B. This structure replaces A941/50 at Dykeside - see correction row a
A941/60	AUCHMAIR	Yes	
A941/80	BAZAAR MEMORIAL	Yes	
A941/90	BLACK WATER BRIDGE	Yes	

the bottom of this table.

A941/70	KING'S FORD	Yes	
A942/20	REIDHAVEN STREET	Yes	
A95/50	BRIDGE OF FOWLWOOD	Yes	
A95/60	BRIDGE OF BRACO	Yes	
A95/70	BRIDGE OF CLERKSEAT	Yes	
A95/80	BRIDGE OF AUCHINHOVE	Yes	
A95/90	MONTGREW 1	Yes	
A96	ALEXANDERA WAY FOOTBRIDGE (COOPER PARK FOOTBRIDGE)	Yes	
A96	SUENO'S CYCLEBRIDGE	Yes	
A97/10/JAC	BRIDGE OF MARNOCH	No	
A98/310	SEATOWN BRIDGE	Yes	
A98/320	BOGS OF RANNAS	Yes	
A98/330	RANNAS BRIDGE	Yes	
A98/340	INCHGOWER	Yes	
A98/345	INCHGOWER CULVERT	Yes	
A98/350	STONIE'S CULVERT	Yes	
A98/351	STONIE'S PIPE	Yes	
A98/360	TYNET	Yes	
A990/20	PORTGORDON	No	
A990/30	BUCKPOOL	Yes	
B9007/10	LOGIE - NOT SUITABLE FOR ABLOADS	Yes	
B9008/10	AUCHRIACHAN	Yes	
B9008/20	CARTACH CULVERT	Yes	
B9008/30	BRIDGE OF TOMNAVOULIN	Yes	
B9008/40	BRIDGE OF LIVET ( NEW )	Yes	
B9008/60	NEVIE CULVERT	Yes	
B9008/70	AUCHBRECK CULVERT	Yes	
B9008/80	TOMBRECKACHIE	Yes	
B9008/90	TOMMORE CULVERT	Yes	
B9009/10	CONVAL	Yes	
B9009/100	CRAIGHEAD	Yes	
B9009/11	BRIDGE OF AUCHGORUM	Yes	
B9009/110	MORINSH	Yes	
B9009/120	SHENVAL	Yes	
B9009/20	LETTOCH	Yes	
B9009/30	CONVALLEYS	Yes	
B9009/40	ALLAMICHIE (LYNEMORE)	Yes	
B9009/50	BRIDGE OF GLACK	Yes	
B9009/60	BALMERION	Yes	
B9009/70	AULTBEG	Yes	
B9009/80	TOMACHLAVEN	Yes	
B9009/90	ALLT LOAN	Yes	
B9010/100	FORD BRIDGE	No	
B9010/20	PALMERSCROSS	Yes	
B9010/35	PITTENDREICH (ALLARBURN)	Yes	
B9010/50	WESTER PITTENDREICH	Yes	
B9010/70	MAINS OF KELLAS	Yes	
B9010/90	CRAIGMILL	No	
B9011/20	KINLOSS BRIDGE	Yes	
B9011/5	CASTLE BRIDGE	Yes	
B9012/10	WATERTON	Yes	
B9012/20	CROSSLOTS	Yes	
		-	I

B9012/30	UNTHANK CULVERT	Yes	
B9014/10	BRIDGE OF POOLINCH	Yes	
B9014/100	LOWER TOWIE BRIDGE	Yes	
B9014/110	BRIDGE OF TOWIEMORE	Yes	
B9014/130	MILLTOWIE CULVERT	Yes	
B9014/140	BRIDGE OF AUCHINDACHY	Yes	
B9014/150	BRIDGE OF MAISLEY	Yes	
B9014/20	PARKMORE RAILWAY BRIDGE	Yes	
B9014/70	BRIDGE OF BURNEND	Yes	
B9014/90	BRIDGE OF TOWIEBEG	Yes	
B9015/10	ROTHES GREEN	Yes	
B9015/100	LEIN BRIDGE	Yes	
B9015/20	CROFT FARM	Yes	
B9015/30	SOURDEN	No	
B9015/40	GARBITY	No	
B9015/70	ORBLISTON	Yes	
B9015/80	GARMOUTH RAILWAY	Yes	
B9016/10	FORGIESIDE	Yes	
B9016/20	TARRYCROYS	Yes	
B9016/30	RYERIGGS	Yes	
B9016/50	ENZIE	Yes	
B9017/10	NEWMILL WEST	Yes	
B9017/20	NEWMILL BRIDGE	Yes	
B9017/30	CROSSBURN - CLOSED TO ABLOADS	No	
B9018/100	SWELLEND	Yes	
B9018/110	BERRYHILLOCK CULVERT	Yes	
B9018/120	NETHER BLAIROCK	Yes	
B9018/130	LINTMILL 1	Yes	
B9018/140	LINTMILL 2	Yes	
B9018/20	BRIDGE OF CROFTGIBB	Yes	
B9018/30	BALNAMOON	Yes	
B9018/40	BURNEND BRIDGE	Yes	
B9018/60	WINDYHILLS	Yes	
B9018/70	LANGLAN BURN	Yes	
B9018/80	UPPER CRAIBSTONE	Yes	
B9018/90	CRAIBSTONE	Yes	
B9022/60	KNABBY GATES	Yes	
B9022/20/JAC	BRIDGE OF ISLA	No	
B9089/20	WARDS CULVERT	No	
B9102/10	PITCHROY	No	
B9102/100	LYNES CULVERT	Yes	
B9102/110	ARCHIESTOWN	Yes	
B9102/120	SANDYHILLOCK	Yes	
B9102/20	MAINS OF KIRDELLS	No	
B9102/30	BRIDGE OF CALLY	Yes	
B9102/50	UPPER KNOCKANDO	Yes	
B9102/60	POOLFLASGAN	Yes	
B9102/70	CARDOW	Yes	
B9102/90	BRACKENHOWES	Yes	
B9103/10	SPYNIE CANAL BRIDGE	No	
B9103/100	BOAT O'BRIG	No	
B9103/110	AUCHROISK	Yes	
· ·			

B9103/120	AUCHROISK DISTILLERY	Yes	
B9103/20	ARTHUR'S BRIDGE - CLOSED TO ABLOADS	No	
B9103/21	ARTHUR'S CULVERT	No	
B9103/30	CAYSBRIGGS	No	
B9103/40	COXTON RAILWAY NO 1	Yes	
B9103/50	LOCH NA BO	Yes	
B9103/60	CLATTERINGBRIG	Yes	
B9103/70	ALTONSIDE	Yes	
B9103/80	DEANS HILLOCK	Yes	
B9103/90	ORTON RAILWAY BRIDGE	Yes	
B9104/20	NETHER DALLACHY SOUTH	Yes	
B9115/40	EAST OF FORKINS	Yes	
B9115/70/JAC	BLAIRMOON	Yes	
B9116/20	RIVER ISLA BRIDGE	Yes	
B9117/30	SHORTBANK BRIDGE	Yes	
B9117/50	BRIDGE OF MILLEGIN	Yes	
B9117/60	FARMTOWN	Yes	
B9118/10	WOODSIDE BRIDGE	Yes	
B9136/10	RUTHVEN BRIDGE	Yes	
B9136/30	BALLCORACH	Yes	
B9136/40	ALLTGLANDER	Yes	
B9136/50	GLENLIVET BRIDGE	No	
B9136/60	DRUMIN SMITHY	No	
B9138/10	BLACKSBOAT MAIN BRIDGE	Yes	
B9138/20	BLACKSBOAT FLOOD SPAN	Yes	
B9138/30	BLACKSBOAT RAILWAY BRIDGE	Yes	
C10E/10	DALVEY	No	
C10E/30	EARLSMILL	No	
C11E/10	ESS BRIDGE	Yes	
C11E/40	WHITEMIRE	Yes	
C11E/20/JHC	DALTULICH	No	
C11L/10	WESTON	No	
C12E/10	DOUAL BRIDGE	Yes	
C12E/20	BLACKBURN BRIDGE	Yes	
C12E/30	REED	No	
C13E/10	BRIDGE OF LOSSIE	Yes	
C13E/20	AULTAHUISH	No	
C13E/30	YELLOWBOG	No	
C13E/40	STRONDOW	No	
C14E/10	WARDEND	Yes	
C14E/20	MARCASSIE RAILWAY BRIDGE	Yes	
C14E/5	MARCASSIE CULVERT	Yes	
C15E/10		Yes	
C15E/30	DALUAINE	Yes	
C16F/10		No	
C16E/20	BONE MILL BRIDGE	No	
C17F/10	BURNSIDE OF ENZIE	No	
C17F/30		Yes	
C17H/10	EDINVILLE	Yes	
C17H/20		No	
C17H/30	BLAIRNAIN	No	
C18F/10	STONEWELLS	No	
			1

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C19E/10	WAULKMILL CULVERT	Yes	
C19E/20	MEFT	Yes	
C1E/10	EASTER LOCHS	No	
C1E/20	LHANBRYDE OLD	No	
C1E/30	EASTER COXTON	No	
C1E/40	LHANBRYDE RAILWAY BRIDGE	Yes	
C1E/50	FOGWATT CULVERT	Yes	
C1H/30	BROOMHEAD	No	
C1H/60	CALTERNACH	No	
C1H/70	LITTLE NEWTON	Yes	
C20E/10	LINKWOOD	Yes	
C20H/10	CULRAGGIE (REFREISH)	Yes	
C20H/15	CLASHNOIR C20H-15	Yes	
C21H/10	GARRALBURN	Yes	
C22E/11	LANDSHUT	No	
C22E/20	BAREFLAT HILLS RAILWAY	No	
C22E/30	Calcots Bridge	Yes	
C24E/10	GILSTON CULVERT	Yes	
C24E/20	NORTH GILSTON	Yes	
C24E/30	SALTERHILL	Yes	
C25E/20	WARDS ARMCO	Yes	
C26E/20	MOSSTOWIE	Yes	
C29E/10	TOREHEAD	No	
C2E/20	CLODDACH - CLOSED TO ABLOADS	No	
C2E/30	GLENLOSSIE DISTILLERY	Yes	
C2E/40	FOTHS BURN	Yes	
C2E/50	BIRNIE CULVERT	Yes	
C2E/60	RASHCROOK	Yes	
C31L/10	VICTORIA BRIDGE	No	
C34H/10	KNOCKBURN	Yes	
C37E/10	ORCHARD ROAD BRIDGE	Yes	
C3E/10	MONAUGHTY FOREST	Yes	
C3E/30	COWIES BRIDGE	Yes	
C3E/40	STONEYFIELD	No	
C3E/50	HELDON WOOD	No	
C3E/70	BRIACH CULVERT	No	
C3E/90	BOGNIE JUNCTION	No	
C40E/10	REIKET LANE RAILWAY (NEW)	No	
C43L/10	FREUCHNY	No	
C43L/30	RATHVEN	No	
C44L/10	BOGSIDE CULVERT	No	
C44L/20	GLENBURN BRIDGE	No	
C46L/10	BRIDGE OF CRANNACH	Yes	
C47H/10	GARROWOOD	No	
C47H/20	BRACO CULVERT	No	
C47H/40	BERRYHILLOCK	Yes	
C48H/10	BRIDGE OF BRIDGEND	Yes	
C49H/10	DALMANY	No	
C4E/20	MOSSTOWIE CANAL	Yes	
C4L/10	BERRYHILLOCK BRIDGE	No	
C54H/10	CROOKSMILL	Yes	
C54H/20	BRIDGE OF ROSARIE	No	

C59H/11	BUSH BRIDGE	Yes	
C5E/10	GRANGE HILL	Yes	
C5E/30	EAST GRANGE	Yes	
C60H/10	DRUMIN BRIDGE	Yes	
C62L/20	BLEACHFIELD	No	
C62L/30	MILTON BURN	No	
C67L/11	BIRKENBUSH RAILWAY	Yes	
C68L/10	STRATHLENE RAILWAY	No	
C6E/10	KINLOSS BURN BRIDGE	Yes	
C72H/10	OLDTOWN	No	
C72H/20	KINMINITIE BRIDGE	No	N.B. replaced with concrete box culvert ca.2015, renumbered C72H/21
C72H/30	BURN OF HAUGHS BRIDGE - closed to abnormal loads	Yes	
C72H/50	MILTON BRIDGE	Yes	
C73H/10	MILLTOWN OF ROTHIEMAY	No	
C73H/20	BURN OF FOURMANHILL BRIDGE	No	
C7E/10	MAINS OF MOY	Yes	
C7E/20	DYKE	Yes	
C7L/10	CRAIBSTONE CULVERT	No	
C7L/20	BROADRASHES	No	
C80H/10	FITTIE	No	
C8E/10	DALVEY SMITHY RAILWAY	No	
C8E/20	DALVEY RAILWAY BRIDGE	No	
C8E/30	BANARACH	Yes	
C8E/40	ABBOTSHILL	Yes	
C8H/10	BRIDGE OF FORTEATH	No	
C8H/20	BRIDGE OF GUESTLOAN	No	
C8H/30 J AC	BRIDGE OF ARDGALLIE	No	
C8H-30 J AC	BRIDGE OF HAUGH	No	Assume this is meant to be C8H/40/JAC Bridge of Haugh as per the mai
C9E-20	CARISVILLE	No	
U102H	ABERLOUR HOUSE BRIDGE	Yes	
U105E/20	CLOVES BRIDGE	Yes	
U106H/10	BIRKENBUSH BRIDGE - CLOSED TO ABLOADS	Yes	
U108E/10	CANTSFORD	No	
U109H/10	DALUAINE DISTILLERY	Yes	
U111E/10	CROY	Yes	
U112E/10	MILTONDUFF	Yes	
U113E/10	DOWERY	No	
U115H/10	ТОМВАЕ	Yes	
U117H/10	BRIDGE OF SLATEFORD	Yes	
U118E/10	SHOUGLE	Yes	
U123E	COXTON RAILWAY BRIDGE NO 2	Yes	
U124E/10	TROCHAIL	No	
U124H/10	TERVIE (MILLTOWN OF TOMBRECKACHIE)	Yes	
U124H/20	TROCHEIL	No	
U125AH/10	BALLACHURN	No	
U128E/10	LONGMORN CULVERT	No	
U128H/10	DELNABO	No	
U128H/20	AILNACK	No	
U128H/30	DELAVORA	No	
U129F/10	GREENSIDE	No	
U129F/20	BLACKHILLS CULVERT	No	
U131F/20	BROADBURN	Yes	
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72H/21 See correction row at foot of this table	
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U131E/30	AUCHINROATH	No	
U132H/10	INVERLOCHY	Yes	
U132H/20	KINARDOCHY	Yes	
U132H/30	SILVER BRIDGE	Yes	
U132H/5	EASTER FODDERLETTER	Yes	
U135H/20 NR	MEIKLE CANTLY RAILWAY	Yes	
U135H/100	U135H/100 GAMHAINN CULVERT	No	
U138E/10	RINGORM BRIDGE	No	
U138H/10	BRIDGE OF CANTLY	Yes	
U139E/10	BRACKEN HOWES	Yes	
U139E/20	BRIDGE OF BALLINTOMB	Yes	
U13E/10	MALCOLM BRIDGE	No	
U142½/10	WILLOWBANK	Yes	
U142½/20	CULACH BURN	Yes	
U142½/30	NETHER TOMDOW	Yes	
U144E/10	ALDAVONNIE	No	
U144E/20	LYNE OF KNOCKANDO	No	
U146H/10/JAC	MARKETHILL BRIDGE	No	
U149E/10	CHARLOTTE STREET BRIDGE	No	
U149E/21	WEST STREET FOCHABERS	Yes	
U14E	BOAT O'BRIG RAILWAY BRIDGE	Yes	
U14E/20	DELFUR BRIDGE	Yes	
U14E/30	EAST STREET, FOCHABERS	No	
U168E/10	KINLOSS CULVERT	Yes	
U169E/10	HARBOUR STREET HOPEMAN	Yes	
U170E/10	KIRKLAND HILL CULVERT	No	
U170E/20	Kirkhill Drive Bridge	Yes	
U171E/40	ASHGROVE BRIDGE	No	
U171E/50	MOYCROFT	No	
U171E/60	BOW BRIDGE, ELGIN	No	
U171E/70	BRAELOSSIE	No	
U172E/10	LOSSIEMOUTH CANAL	No	
U172E/20	LOSSIEMOUTH SEATOWN	Yes	
U173E/10	LEE BRIDGE	No	
U173E/20	SANQUHAR BRIDGE	No	
U178L	CULLEN STATION BRIDGE	Yes	
U179E/10	STATION STREET, ROTHES	Yes	
U18E/10	BOW BRIDGE, GARMOUTH	Yes	
U18E/20	CHURCH RAILWAY, GARMOUTH	Yes	
U19E/20	WESTERTON	Yes	
U19H/10	GRANGE JUNCTION	No	
U23H/10	BURNEND CULVERT	No	
U26H/10	ROEHILL	Yes	
U27E/10	LONGHILL BURN	Yes	
U30E/10	WOODPARK	Yes	
U31E/10	CAPRIESHILL	Yes	
U33H/10	COLDHOME	No	
U34H/10	TARNASH BRIDGE	No	
U35H/10	DRUM BRIDGE	Yes	
U37H/10	ALLANBUIE CULVERT	Yes	
U42H	CORSAIRTLY RAILWAY BRIDGE	Yes	
U43BH/10	BACKMUIR	No	

U44H/10	BRIDGE OF DUNNYDUFF	No	
U47E/10	LOANHEAD CULVERT	No	
U57AL/10	DESKFORD BRIDGE	No	
U57H/10	MacDOWALL	Yes	
U57H/11	SOUTH ARNDILLY	Yes	
U57H/20	BRIDGE OF ARNDILLY	Yes	
U57H/30	KILLIEMORE	No	
U57H/40	SANDYHILL BRIDGE	No	
U58AL/10	BLOOMFIELD	No	
U59H/10	MULBEN	Yes	
U59H/20	MALCOLMBURN	No	
U59L/10	BROXY BRIDGE	No	
U60E/10	ASLEISK	Yes	
U61L/10	BUCKIE BURN	Yes	
U62E/10	MILL OF GRANGE	No	
U63H/20	BRIDGE OF LACKDHU	Yes	
U63H/30	ALLT TERSIE	Yes	
U63L/10	GOLLACHY RAILWAY	Yes	
U63L/20	AUCHENTAE	No	
U63L/30	DRYBRIDGE CULVERT	Yes	
U66AL/10	PORTESSIE CULVERT	Yes	
U68AH/20	HOWDOUP	Yes	
U68AH/30	DRUMGRAIN	Yes	
U68E/10	EARNHILL	No	
U72L/10	ALLALOTH	No	
U74E/10 NR	ELLANDS RAILWAY	No	
U76E/10	BARLEYMILL	No	
U82H/11	ALDUNIE	Yes	N.B. This structure replaces U82H/10 at Aldunie - see correction row at
U83H/10	MILLTOWN	Yes	
U83H/20	WHITEHILLOCH (CABRACH)	Yes	
U85H/10	NEWTON	Yes	
U88E/20	BANTRACH BRIDGE	No	
U88E/30	BRIDGE OF NEWTON	No	
U89E/10	CLASHDHU	No	
U89E/40	PHORP	No	
U8E/10	NETHER DALLACHY RAIL	Yes	
U8E/15	MILL OF TYNET CULVERT	Yes	
U8E/20	CHAPELFORD	No	
U93H/10	BALVENIE GARDENS RAILWAY	Yes	
U95E/10	SCOTSBURN	No	
U95H/10	MILLTOWN OF LAGGAN	No	
U97H/10	TOMLIATH	No	
U99H/10	DULLAN BRIDGE	Yes	
U99H/20	GIANT'S CHAIR	No	
U97H-20	UNKNOWN	No	
U97H-30	UNKNOWN	No	
A95/360	UNKNOWN	No	
c56H-10JAC	UNKNOWN	No	
c11E-25 hc	UNKNOWN	No	
U&&L-10 RPL	UNKNOWN	No	

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### Below this line: manually added corrections/additions to the list above

<u>Comment</u>

A941/50	Dykeside	Yes	Superseded by A941/51 due to redeck in 2022. A941/51 is "yes" for sch
U82H/10	ALDUNIE	Yes	Superseded by U82H/11 due to redeck. U82H/11 is "yes" for school tran
C72H/21	KINMINITIE BRIDGE	No	Supersedes C72H/20 due to reconstruction as a box culvert ca.2015. C7
C8H/40/JAC	Bridge of Haugh	No	Assumed to be the same as C8H-40 J AC in the main table above, which
U171E/80/RFB	OLD BREWERY BRIDGE	No	Closed to vehicular traffic. Now NN151.

#### Notes:

1. This data is manually generated by taking a full list of structures and consulting Moray Council's Public Transport Manager to determine which structures form part of routes *currently* used for school transport.

2. The routes used for school transport changes to some extent from year to year, particularly in sparsely -inhabited areas of Moray, due to demographic change facos such as opening/closing of schools and changes to catchment areas.

3. It is recommended that this information is reviewed and updated, ideally annually, after the beginning of the new school year.

4. This data was last updated in May 2023.

ool transport.
sport.
2h/10 is "no" for school transport.
is a "no" for school transport.

**Prefeasibility Study** 

Cloddach Bridge, Elgin

September 2023



FAIRHURST

#### **CONTROL SHEET**

CLIENT:The Moray CouncilREPORT TITLE:Prefeasibility StudyPROJECT REFERENCE:140163F – Cloddach Bridge, Elgin

#### **Issue and Approval Schedule: 1**

ISSUE 1	Name	Signature	Date
Dian			
Prepared by	M Walejewska S Slater	MWalejèwska	15/06/2023
Reviewed by	E Halkon	GuiHall	15/09/2023
Approved by	R Gray	Loss Graf.	15/09/23

#### **Revision Record:**

Issue	Date	Status	Description	Ву	Chk	Арр
1	29/09/2023	Final	Minor clarifications	SS	EH	EH

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- Appendix B Risk Matrix
- Appendix C Costings

# **Executive Summary**

Constructed in 1905, Cloddach Bridge carries a single carriageway road over the River Lossie to the south of Elgin. The bridge is in poor condition and following a number of structural surveys and a load assessment, the bridge was closed to vehicular traffic in February 2022.

Following a petition by local residents, this study was commissioned to review the requirements for the preparation of a full Business Case for the permanent replacement of Cloddach Bridge. This study describes a range of replacement and repair options that would permit the reopening of the bridge to all vehicular traffic up to and including 40 Tonnes. As a comparison, a baseline option that does not enable reopening the bridge to vehicular traffic has also been assessed:

Option 1	Baseline - Do Minimum - retain bridge for pedestrian and cyclist
Option 2	Repairs to the existing bridge
Option 3a	Prefabricated steel overbridge with demolition of the existing bridge
Option 3b	Prefabricated steel overbridge with retention of the existing bridge
Option 4a	New wider integral bridge structure
Option 4b	New minimum width integral bridge structure

High level cost estimates and risk assessments for each option have been undertaken. Risk assessments include an assessment of both reputational risk and cost/programme risk. These assessments indicate that the best option to take forward for further development would be a single lane, fully Eurocode compliant integral concrete structure. Costs have been estimated on a most likely basis, with a range included related to overall risk scores.

A review of the available traffic information has been undertaken and concludes that, although more information is required in order to fully quantify benefits, any of the proposed options would deliver a sufficient return in terms of journey time savings resulting in a positive Benefit Cost Ratio over a 60 year forecast period.

An estimated scope, fee and programme for the full business case has been developed and included in this study. In order to fully inform the full business case it is recommended that site surveys are undertaken and the development of a transport model is progressed. This should be undertaken alongside other site activities and reports including flood risk assessment, geotechnical investigation and preliminary ecological appraisal in order to further develop estimates of the likely costs of a replacement structure.

# 1 Introduction

# 1.1 **Project Background and Site History**

Cloddach Bridge is a three span structure carrying a single carriageway road over the River Lossie. The bridge is located on an unnamed road to the west of the B9010, south of Elgin.

Cloddach Bridge was constructed in 1905. The bridge comprises three simply supported spans of approximately 7m. Each span is formed from 7 No. steel beams at approximately 715mm centres. A concrete jack arched slab spans between the steel beams with a corrugated steel shuttering to the underside. The substructure includes mass concrete abutments and intermediate mass concrete piers. The carriageway is approximately 3.9m wide which restricts vehicular passage to a one direction at a time. There is no separate verge or demarcation for pedestrians over the existing structure.

Following a number of structural surveys and the completion of a load assessment, the bridge was closed to vehicular traffic in February 2022.

## 1.2 Brief

Following a petition by local residents, this study has been commissioned to review the requirements for a full Business Case to be prepared for the permanent replacement of Cloddach Bridge. This study considers the following;

- High level development of options available to re-open Cloddach Bridge to all vehicular traffic up to and including 40 Tonnes.
- Specification for site investigation and additional survey works required to inform the design of the replacement bridge.
- Estimated cost and time, including site investigation, for preparing a full business case for the replacement of Cloddach Bridge, based on The Green Book (2022) issued by HM Treasury.

# 2 Location Plans

# 2.1 Location Plan



Figure 1: Bridge Location Plan

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Figure 2: Bridge Aerial View

# **3** Site Information

# 3.1 Site description

The bridge is approximately 300m east of the B9010 on the C2E road south of Elgin in Moray, Scotland. Record information available for the bridge is limited to previous inspection and assessment reports. No record drawings are available other than the drawings produced by Fairhurst as part of the Inspection for Assessment in 2022.

The road alignment is relatively flat and straight on approach to the structure from the west. To the east of the bridge the road level rises slowly and the road turns to the north with a left hand curve of approximately 40m radius. There are no available records suggesting that the road alignment in this area has contributed to historic accidents.

In order to progress any option to reopen the bridge, a full topographical survey will be required. An allowance for this has been included in the cost estimates presented in this study.

## 3.2 Existing utilities

A desk study of the potential utilities within the scheme extents using Line Search Before U Dig (LSBUD) identified the services listed in the table below.

Utilities within Scheme Extents are included in Table 3-1:

Utility	Location
Scottish Water	South Verge of Bridge
BT Openreach	Overhead line immediately to the north of the bridge

Table 3-1 Utility Information

To ensure that a robust allowance is included within the cost estimate, it has been assumed that these services would have to be relocated if the bridge is demolished.

## **3.3 Existing traffic**

Traffic flow information in the form of a survey, undertaken from 30th November to 6th December 2020, has been supplied by Moray Council. Observations from the survey, carried out on the C2E between Cloddach Bridge and the B9010 / C2E junction, shown below in Figure 3, have been utilised to establish an estimate of annualised traffic flows of vehicle use of Cloddach Bridge, from when it was open to vehicle use (subject to a 3T weight restriction).

Establishing annual traffic flows was undertaken by establishing an average hour count for each peak time period (AM peak/Inter peak/PM peak) from the survey, then utilising conversion factors taken from the Moray Firth Transport Model to approximate annual traffic flows.

Using this approach it is estimated that approximately 250,000 vehicles used Cloddach bridge annually (2020).

# FAIRHURST



#### Figure 3 Location of Traffic Survey

The bridge is currently available for use by pedestrian and cyclists. An edge protection system is in place, but in poor condition. This does not provide edge protection for vehicular, cycle, pedestrian nor equestrian traffic due to its condition and lack of compliance with design codes relating to strength, form and height.

The B9010 is not served by any public transport services and there are no public transport diversions affected by the closure of the bridge.

### 3.4 Current diversion

The bridge provides access to the B9010 north and southbound for residents in rural communities including Birnie, Thomshill, Glenlatterach and Bardon. While the bridge is closed, the alternative route for these residents includes travelling to the A941 to enter Elgin from the south and then taking the A96 west back to the B9010. It is estimated that this diversion adds up to 15 minutes onto journey times and has a length of approximately 6 miles.

Traffic from the B9010 northbound could also use the existing bridge as an alternative access to the South and East of Elgin, avoiding the town centre. The same possibility exists for traffic wishing to travel between South or East Elgin and the B9010 south towards Kellas.

### 3.5 Geotechnical Constraints

The 1:50,000 BGS mapping noted the superficial deposits at the site comprise Alluvium and River Terrace Deposits (Undifferentiated) Gravel, Sand, Silt and Clay and Glaciofluvial Ice Contact Deposits of Gravel, Sand and Silt. The BGS mapping shows there is no geological faulting located within the vicinity of the site.

A geotechnical investigation is required prior to any further design development of the scheme. A proposed specification and cost allowance for this activity is included in the estimates presented.

# 3.6 Ecological Constraints

No ecological information or reviews have yet been undertaken for this location. It is recommended that a Preliminary Ecological Appraisal is undertaken in order to determine constraints for both ground investigation and construction works. A preliminary ecological appraisal will include;

- Mapping of habitats on the site and immediate surrounds to a suggested minimum buffer of 50m upstream and downstream.
- A desk study undertaken with North East Scotland Biological Recording Center NES BReC to a search radius of 2km https://nesbrec.org.uk/services/
- An assessment of the site to support protected or notable species which will include a
  preliminary bat roost assessment (PBRA) of the Bridge Structure and any surrounding trees.
  The survey will also include a survey for Otter and Badger to a distance of 100m upstream
  and downstream of the bridge where access allows.

In order to obtain accurate habitat data and as much as possible in terms of good habitat and protected species data, surveying in September / October would be ideal. Bat surveys, if required, would need to be undertaken during spring.

It is possible that there are species present in the vicinity of the bridge that would result in seasonal constraints on any work in and around the watercourse. The result of the Preliminary Ecological Investigation would be used to better inform the construction programme.

## 3.7 Flood Risk Constraints

Flood risk maps have been obtained from SEPA and are shown in in Figure 3 below. These plans indicate that the bridge and the area to the east as far as the B9010 is susceptible to flooding in a 1 in 200 year event. They also indicate that the area immediately adjacent to the bridge is subject to both river flooding and surface water flooding in the 1 in 10 year event.

The maps provided online by SEPA are indicative and it is not clear whether any account has been made for the existing structure. A full flood risk assessment, including topographical and bathymetric survey of the river both upstream and downstream of the bridge, would be required to establish the constraints.

# FAIRHURST





**Existing Bridge Location** 

High Risk (1 in 10 year) River and Surface Water Flooding



River Flooding - 1 in 200 and 1 in 10 year



Medium Risk Future Flooding (Refined Model)

Figure 4 SEPA Flood Risk Maps

# 3.8 Land Ownership

Assuming that any replacement structure is constructed on the same alignment as the existing bridge, land acquisition costs are not likely to form a significant as part of any construction works. For a widened structure some land acquisition may be required. District Valuer services should be used where required to establish land acquisition costs as part of the detailed design of any option.

For the purposes of this assessment it is assumed that the bridge would be closed to pedestrians and cyclists during any works and that any work compounds could be established within the highway boundary.

# 4 General Design Considerations

# 4.1 Health and Safety

A Principal Designer has not been appointed at this pre-construction stage. Nevertheless, the Construction Design and Management (CDM) Regulations 2015 apply to the project.

Health and safety risks have been considered during the production of this study, with each option being reviewed and assessed in terms of construction, maintenance, and demolition.

It is recommended for the next stage of the project that a Principal Designer be appointed to carry out the duties as set out in the Construction (Design and Management) Regulations 2015 including:

- Plan, manage, monitor, and coordinate health and safety in the pre-construction phase. In doing so the designer must take account of relevant information that might affect design work carried out both before and after the construction phase has started.
- Help and advise the client to bring together pre-construction information and provide the information designers and contractors need to carry out their duties.
- Work with any other designers on the project to eliminate foreseeable health and safety risks to anyone affected by the work and, where that is not possible, take steps to reduce or control those risks.
- Ensure that everyone involved in the pre-construction phase communicates and cooperates, coordinating their work wherever required.
- Upon commencement of the construction phase, liaise with the principal contractor, keeping them informed of any risks that need to be controlled.

## 4.2 Design Requirements

The proposed design will adhere to the Design Manual for Roads and Bridges (DMRB) by the Department for Transport. Key design requirements considered for this structure include the bridge having a design working life category 5, which results in a design working life of greater than or equal to 120 years, in accordance with CD 350, Table 7.1. A new or modified bridge should be designed where possible to resist the effects from both permanent and variable actions over a 120-year design life.

The current carriageway width is 3.9m with no separate verge or demarcation for pedestrians over the existing structure. Local guidance published by The Moray Council recommends a road width for rural single track roads of 3m, so the road width provided by any replacement structure must achieve a minimum of 3m. There is an opportunity to improve safety and provide future resilience by providing a bridge which supports two way running traffic and a footway. In order to establish the potential costs and benefits of these options, both single carriageway and two lane carriageway are considered options for this prefeasibility study. Any option taken forward will be subject to Technical Approval Authority requirements as detailed in CG300.

### 4.3 Statutory Processes

The replacement of the bridge would not benefit from permitted development rights under the Town and Country Planning (General Permitted Development) (Scotland) Order 1992. Therefore, planning permission in accordance with the Town and Country Planning (Scotland) Act 1997 (as amended) will be required. A planning application will need to be submitted to the Local Planning Authority, which in this case is Moray Council.

Environmental deliverables (e.g. Phase 1 habitat survey) will be required for the validation of the application to Moray Council.

In addition to the planning application a Simple Licence may be required from SEPA. The proposed works are situated in close proximity to inland water and thus requires authorisation for both the restoration and enhancement works, including removal of structures and construction of a new bridge. It is recommended that confirmation is obtained via pre-application discussions, as it may be established that SEPA are content to control this activity though appropriate planning conditions.

### 4.4 Maintenance Requirements

Throughout the 120-year design life of the structure, routine inspections and maintenance activities will be required to keep the bridge structure and link road in a serviceable condition. Several maintenance activities may be required to be undertaken annually.

Depending on the type of replacement structure selected, maintenance activities could include repainting and/or renewal of bridge deck surfacing, waterproofing, bearings and bridge deck joints, all of which deteriorate over time.

Specific maintenance requirements for each option are included in the option appraisal section.

To allow for the detection of defects, inspections of the principal elements are recommended as in CS 450 as follows:

- General Inspection every 2 years
- Principal Inspection every 6 years

Operation and maintenance cost estimates have been included within the costing estimates.

## 4.5 Demolition

As discussed in the Inspection and Assessment Report issued in March 2022, demolition could either involve removal of the superstructure, or removal of both the substructure and superstructure. Limiting the demolition works to the superstructure minimises costs and programme duration. It also minimises works within the watercourse including associated licensing requirements from SEPA. However, leaving the existing piers in place would result in the Moray Council retaining liability for these elements. As the scour issues associated with the piers would remain, there is a potential that
the substructure could collapse and impact the watercourse, leading to exacerbation of local flooding.

Demolition of the bridge in the near future significantly reduces risk. It removes the asset from the Moray Council's list of liabilities but also allows for a planned demolition and diversion of services in a controlled way.

# 5 Options

Option 1 has been included for comparison purposes. This option does not permit the bridge to reopen to vehicular traffic:

Option 1 Baseline Do Minimum

Three further options have been developed to enable Cloddach Bridge to reopen to all vehicular traffic up to and including 40 Tonnes:

Repairs to the existing bridge
New Overbridge including demolition of existing bridge
New Overbridge including retention of existing bridge
New integral bridge structure two lanes
New integral bridge structure single lane

# 5.1 Option 1 – Do Minimum

## 5.1.1 Description

This option allows the bridge to remain open for an additional period of time for use by pedestrians and cyclists only subject to ongoing inspections and monitoring.

Although this option does not allow the bridge to be reopened to traffic, it does however provides a baseline for comparison against all other options.

The likely risks associated with no action being undertaken have also been considered.

In March 2022, Fairhurst's Inspection and Assessment Report discussed an ongoing inspection and monitoring programme and stated:

"Without further measures and subject to ongoing inspections, this could allow the bridge to be used by pedestrians and cyclists for a further 2 years to allow a scope and budget for demolition to be developed."

This study is being compiled eighteen months into the two year period mentioned above.

# 5.1.2 Details

This option includes the following details, assumptions and exclusions:

- Installation of bollards and signage on the approach to the structure to prevent vehicle access.
- Road Order to legally 'stop up' the road.
- Scour survey required as soon as possible, the results of which may impact the ability to re-open the bridge for longer than the initial two year period.
- River bed training or repairs may be required following scour survey. Included as a risk cost.

- Liaison with SEPA including associated programme and costs will be required.
- Ongoing general inspections on a monthly basis and after heavy rainfall, to monitor the condition of the steelwork, scour and edge deterioration for up to ten years.
- Monitoring of the measured flange thicknesses every three months to ensure residual thickness does not reduce by more than 2mm.
- No allowance has been included for grit blasting, repainting or other refurbishment activities.
- No allowance has been included for re-assessment of the structure.
- It has been assumed that after ten years, the bridge will need to be permanently closed and demolished. Demolition costs including cost of legal 'stopping up' processes, the introduction of a turning head, signage and bollards have been included in the whole life costs.
- Whole of life costs include inspection and monitoring over the next 10 years

## 5.1.3 Risks

Appendix B contains a full risk assessment for this option. In this option, the bridge remains a liability without the benefits of reopening it to vehicular traffic. A key risk is therefore reputational damage due to protests relating to the bridge not being reopened to vehicular traffic.

Much of the risk associated with this option is as the result of failure of the structure and/or damage to the services potentially resulting in the emergency demolition of the bridge. In addition, the scour to the river bed and its impact on the stability of the substructure presents an unknown level of risk with potentially catastrophic consequences. A scour survey is recommended as soon as possible to understand more about the current situation. This in turn will inform the possibility of extending the initial two year period discussed above. It is likely that the scour survey will determine the need for scour protection, river re-training or underpinning works, all of which would significantly increase the option cost.

# **5.2** Option 2 - Repairs to the existing bridge

## 5.3.1 Description

This option combines repairs to and replacement of elements of the existing structure in order to re-open the bridge to all vehicular traffic up to and including 40 tonnes.

This is a complex process that will involve significant breaking out and careful refurbishment of existing elements in combination with the installation of replacement elements.

## 5.3.2 Details

This option includes the following details, assumptions and exclusions:

Items included in this option are:

- Bridge strengthening would allow the bridge to be used by normal traffic up to 40t, but not abnormal loads
- Topographical Survey
- A budget cost for extensive intrusive investigation works
- Preliminary Ecological Appraisal Flood Risk Assessment
- Scour survey required as soon as possible, the results of which may impact the final decision to adopt this option.
- River bed training or repairs, possibly underpinning, to existing substructure may be required following scour survey
- Extensive river bank protection.
- Due to significant work in the river, extensive liaison with SEPA will be required. Licensing requirements are likely be highly restrictive.
- Ground Investigation and Reporting
- Development of strengthening scheme including cleaning, overplating or replacement and then painting of all steel beams.
- Breaking out and replacing poor quality concrete elements in substructure. Extensive repairs and or complete replacement may be required.
- Removal of concrete jack arches and replacement with new structural slab.
- Installation of a new vehicle, pedestrian, cyclist and equestrian compliant parapet.
- Residual design life following repair work approximately 50 years.
- Maintenance costs include repainting of the structure every 15 years.

## 5.3.3 Risks

The key risk relating to this option is the unknown condition of hidden elements of the structure. The extent to which they can be retained or strengthened is therefore also largely unknown. It is likely that very significant repairs will be required to extend the life of the structure using this method.

Considering the concrete elements of the sub structure, it is likely that breaking out activities will reveal areas of additional deterioration. In cases like this where the concrete quality is poor, the extent of breaking out can also be difficult to control on site. The full substructure may need reconstructed in situ.

There is also a similar risk with the superstructure. It is very likely that the majority of the girders will require over-plating or replacement. The repaired structure is likely to require load restrictions for abnormal load vehicles and there will be an ongoing durability risk related to any retained parts of the structure. In order to achieve a structure with a design life of up to 50 years the repairs are likely to require complete dismantling and reassembly of the bridge. This adds the complexity of ensuring the stability of the existing structural elements during the refurbishment works. This is likely to require extensive temporary works and highly constrained sequencing which in turn further increases costs.

In addition to the inherent risks associated with the poor condition of this structure, the scour to the river bed and its impact on the stability of the substructure presents an unknown level of risk with potentially catastrophic consequences. A scour survey is recommended as soon as possible to understand more about the current situation. This in turn will inform the ongoing scour related risk and retraining or repair work required which may be extensive.

Refer to Appendix B for a full risk assessment for this option.

## 5.3.5 Construction Works Programme

The construction programme for this option is likely to be the longest of any option considered. This is due to the piecemeal nature of the works, likely requirement to prop the bridge during works or impose extensive construction sequencing constraints in order to ensure stability, and the extent of works required in the river.

# 5.3 Option 3a Overbridge with Demolition of Existing

## 5.4.1 Description

This option comprises a prefabricated superstructure supported by the existing abutments. This requires the demolition of the existing superstructure and piers, modification of the existing abutment, but only minor changes to the existing road alignment. While this is likely to comply with road alignment standards, because this is a non-integral bridge it fails to meet current standards for maintainability and will attract a higher whole life cost.





## 5.4.2 Span arrangement

The overbridge will comprise a single span between the existing abutments. This will require significant repair works and/or modification to the existing abutments. Comparing this to option 4b where new abutments are built behind the existing abutments, this option will allow a shorter overbridge span with potentially reduced cost. It is worth noting that "off the shelf" prefabricated bridge decks tend to be modular units so there will be less flexibility with dimensions. For example, the units may only be available in spans to the nearest metre.

# 5.4.3 Material Type

In order to span the existing abutments, a steel beam bridge or through truss will be required. As the through truss will require more maintenance, a pre-fabricated steel beam bridge has been considered for this option. Concrete structures would only be considered for a full replacement structure.



#### Figure 6 Typical Jansen MultiGirder Bridge

#### 5.4.4 Alignment

As this options assumes the demolition of the existing piers and superstructure, little modification to the vertical alignment of the road will be required.

## 5.4.5 Cross Section

The existing bridge comprises a carriageway of approximately 3.9m width which allows the passage of vehicles over the bridge in one direction at any one time. A prefabricated superstructure is available in a limited range of widths due to its modular form. A cross section of 5m, based on 2 x 2.5m sections has been chosen for the purposes of this option study. The cross section can be specified with surfacing and footway arrangement to suit requirements within the available width, but traffic will still be limited to one direction at a time.

#### 5.4.6 Foundations

Ground investigations (GI) are required in order to design modifications to the existing abutments. The outline specification for GI is included in Appendix A.

#### 5.4.7 Articulation

The new superstructure will be installed on permanent bearings forming a simply supported span.

#### 5.4.8 Maintenance

Although the simply supported span has benefits in simplicity of construction, these benefits are potentially outweighed by additional maintenance costs including a requirement to repaint the structure every 15 years and replace bearing every 25 years throughout the 120 year design life for a new structure. Other assets that may need to be renewed over the design life of the structure include the surfacing, waterproofing and parapets. The costs associated with maintaining a bridge of this description are included in the cost estimate as part of the whole life cost.

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This option involves the demolition of the existing piers and superstructure. Although there are capital costs associated with this, there are longer term benefits to ongoing inspection and maintenance costs. There are also benefits in making the overbridge easier to inspect and maintain and avoiding road realignment costs.

## 5.4.9 Details

This option includes the following details, assumptions and exclusions:

Items included in this option are:

- Bridge would be designed for normal traffic up to 40t
- Topographical Survey
- Minimal road realignment and earthworks.
- Extensive intrusive investigation works to abutments
- Preliminary Ecological Appraisal
- Flood Risk Assessment
- Scour survey
- River bed training or repairs, possibly underpinning, to existing substructure may be required following scour survey.
- Extensive river bank protection.
- Due to significant work in the river, extensive liaison with SEPA will be required. Licensing requirements are likely be highly restrictive.
- Ground Investigation and Reporting
- Demolition of existing superstructure and piers and associated service diversions and relocations.
- Maintenance costs include repainting every 15 years and bearing replacement every 30 years.

#### 5.4.10 Risks

Refer to Appendix B for a full risk assessment for this option.

Re-using any part of the existing structure carries a risk relating the anticipated condition. In this case, there is a high cost and programme risk associated with the extent of works required to reuse the existing abutments.

# 5.4.12 Construction Works Programme

The construction programme for this option is likely to be the second shortest of options considered as although demolition and modification of the existing structure is required, the new bridge will arrive fully fabricated and just needs to be lifted or launched into place.

# 5.4 Option 3b New Overbridge with Existing Structure Retained

## 5.5.1 Description

This option comprises a prefabricated superstructure supported by a new substructure built behind the existing abutments. The full existing structure is retained, but demolition is likely to be required in the future.

This option requires more consideration of the existing alignment than others. Because the new structure is installed over the top of existing there could either be higher resulting realignment costs or a non-compliant ramp detail that will require speed limits.



Figure 7: Option 3b Steel Overbridge with Retention of Existing Structure

# 5.5.2 Span arrangement

The overbridge spans over the top of existing abutments to rest on new supports. This will require vertical realignment of the road over the top of overbridge and associated earthworks and/or retaining structures.

# 5.5.3 Material Type

In order to span the full distance over the existing abutments, a steel beam bridge or through truss will be required. As the through truss will require more maintenance, a pre-fabricated steel beam bridge has been considered for this option. Structural forms including timber and fibre reinforced plastic are not generally suitable for this span range and have not been considered.

## 5.5.4 Alignment

Prefabricated steel bridge decks are available from a number of suppliers as an 'off the shelf' product that require bespoke foundations. In order to progress this solution, a topographical survey is required to determine the modifications required to the vertical alignment of the road to allow the carriageway to pass over the top of the existing structure. The road level would typically be in the order of 1.2m higher than existing. This level difference could be achieved in

the form of a ramp, or through more extensive realignment works. An allowance for new alignment and earthworks is included in the cost estimate for this option.

# 5.5.5 Cross Section

The existing bridge comprises a carriageway of approximately 3.9m width which allows the passage of vehicles over the bridge in one direction at any one time. A prefabricated superstructure is available in a limited range of widths due to its modular form. A cross section of 5m, based on 2 x 2.5m sections has been chosen for the purposes of this option study. The cross section can be specified with surfacing and footway arrangement to suit requirements within the available width, but traffic will still be limited to one direction at a time.

# 5.5.6 Foundations

Ground investigations (GI) are required in order to develop a suitable foundation arrangement for the bridge. The outline specification for GI is included in Appendix A. In order to provide a robust cost estimate, piled foundations have been assumed for this study.

## 5.5.7 Articulation

The new superstructure will be installed on permanent bearings forming a simply supported span.

## 5.5.8 Maintenance

Although the simply supported span has benefits in simplicity of construction, these benefits are potentially outweighed by additional maintenance costs including a requirement to repaint the structure every 15 years and replace bearing every 25 years throughout the 120 year design life for a new structure. Other assets that may need to be renewed over the design life of the structure include the surfacing, waterproofing and parapets. The costs associated with maintaining a bridge of this description are included in the cost estimate as part of the whole life cost.

Because the existing substructure is to be left in place it will require maintenance, inspection and potentially require repairs which would add to the total cost associated with this option.

## 5.5.9 Details

This option includes the following details, assumptions and exclusions:

Items included in this option are:

- Bridge would be designed for normal traffic up to 40t
- Topographical Survey
- Road realignment and earthworks.
- Preliminary Ecological Appraisal
- Flood Risk Assessment

- Scour survey
- River bed training or repairs, possibly underpinning, to existing substructure may be required following scour survey.
- Extensive river bank protection.
- Reduced amount of work in the river, so less liaison with SEPA required.
- Demolition and utility diversion work for services over bridge not required.
- Ground Investigation and Reporting -
- Maintenance costs include repainting every 15 years and bearing replacement every 30 years

#### 5.5.10 Risks

Refer to Appendix B for a full risk assessment for this option.

While this option will be comparatively quick to construct, delaying the demolition of the existing structure and the associated utility diversions presents significant risk exposure. This is related to the ongoing deterioration of the existing structure and also the risk of scour damage to the foundations.

It has been assumed that the existing bridge will eventually need to be demolished and the utilities diverted onto the new structure. This is likely to be a more complicated operation as it will need to take place under the new structure.

Because the new structure is dropped in over the existing, the vertical road alignment over the bridge will need to be significantly adjusted. There is a risk that a non-standard vertical alignment will need to be adopted due to space constraints.

## 5.5.12 Construction Works Programme

The construction programme for this option is likely to be the shortest of options considered as the new bridge will arrive fully fabricated and just needs to be lifted or launched into place and minimal reliance is made on the existing structure.

# 5.5 Option 4a – New Wide Integral Structure

## 5.6.1 Description

This option considers the full demolition of the existing bridge and replacement with a new fully Eurocode compliant structure. The width of this structure option provides two traffic lanes plus a verge so provides a betterment on the existing bridge.



Figure 8 Elevation on Typical Integral Bridge Arrangement

## 5.6.2 Bridge location and span arrangement

Although there are several options for a new crossing location, it is likely that these would result in an increased span and significantly increased costs due to the required realignment of the carriageway. There would also be significant disadvantages from an ecological and environmental standpoint. A straighter alignment that eliminates the tight curve may provide benefits in terms of forward visibility and overall safety, but the lack of recorded accidents in this location means that that it is unlikely to provide value for money. This option therefore considers a new structure on the same alignment as the existing.

The new structure is a single span structure of approximately 23m. This reduces complications and risk associated with working in the watercourse. For this span range a suitable permanent replacement is an integral bridge. Integral bridges are generally required by current DMRB standards for smaller spans without a significant skew because the ongoing maintenance requirements are significantly less than a simply supported bridge on bearings. Because integral bridges do not have bearings, costs associated with bearing replacement are avoided. Joints between the superstructure and substructure are also avoided which should lead to a more durable structure overall.

# 5.6.3 Material Type

An integral bridge of this size can be formed with either steel beams or precast prestressed concrete beams each with a reinforced concrete deck slab. Simpler construction in reinforced concrete would not be feasible for this span range. It is not considered that the aesthetic

requirements for this bridge would be a priority, which increases the suitability of either a steel composite or prestressed concrete structure.

Steel composite bridge decks can have a slight advantage over prestressed concrete beams in terms of structural depth. In addition, their lower weight compared with concrete beams can lead to advantages in buildability through the use of a smaller crane for lifting. Traditional steel composite beams would require painting, typically every 15-20 years which can have a dramatic influence on whole life costs. Weathering steel can be used as an alternative where no painting is required. In weathering steel a stable patina develops forming a protective barrier to the steel underneath, resulting in a much lower corrosion rate compared to normal steel. Although there is no requirement to paint a weathering steel bridge, specific inspection monitoring points need to be agreed during the construction stage to ensure that the patina is developing as expected.

Prestressed concrete beams designed and manufactured in accordance with current standards should require no maintenance over the 120 year lifespan. There are a range of suppliers available and a range of standard beam types to ensure that a structurally efficient solution can be developed. For a span of this range a 'Y' beam would likely be the preferred choice.

For the purposes of this study, precast prestressed beams have been selected.

#### 5.6.4 Cross Section

The existing bridge comprises a carriageway of approximately 3.9m width which allows passage of one vehicle over the bridge at any one time. For this option, it is proposed that the new bridge is wide enough to accommodate two traffic lanes plus a verge.

The bridge is likely to be used by cyclists and equestrians and therefore a parapet height of 1.8m above verge would be required for any compliant replacement structure. A separate verge area is of benefit as a refuge point for crossing pedestrians but will add to the cost.



**Figure 9 Wider Bridge Cross Section** 

## 5.6.5 Foundations

Ground investigations (GI) are required in order to develop a suitable foundation arrangement for the bridge. The outline specification for GI included in Appendix A. For the purposes of this study, piled foundations have been assumed.

## 5.6.6 Maintenance

A prestressed concrete beam bridge designed and manufactured in accordance with current standards should require no maintenance over a 120 year lifespan. A steel composite bridge from weathering steel would have slightly higher maintenance costs and a painted option would be significantly higher. The costs associated with maintaining a prestressed beam bridge of this description are included in the cost estimate as part of the whole life cost.

## 5.6.7 Details

In addition to the description sections above, this option includes the following details, assumptions and exclusions:

Items included in this option are:

- Bridge would be designed for normal traffic up to 40t plus any required abnormal loads
- Topographical Survey
- Road realignment and earthworks.
- Preliminary Ecological Appraisal
- Flood Risk Assessment
- Extensive river bank protection.
- Reduced amount of work in the river, so less liaison with SEPA required.
- Demolition and utility diversion work for services
- Ground Investigation and Reporting -
- Maintenance costs limited to inspections

## 5.6.8 Risks

The risk profile for this option is significantly lower than previous options discussed above. Moderate risks remain relating to risks common to any major contract in terms of weather delays, susceptibility to price rises and measures required for protected species. As these are all factors that can be managed through provisions in the construction contract, this option generally presents a lower risk profile to the Council.

Refer to Appendix B for a full risk assessment for this option.

# 5.6.1 Construction Works Programme

The construction programme for this option is likely to be one of the longer options. This is due to the increased size of the structure alongside demolition constraints associated with in channel river works. Full construction of new foundation and substructure will also increase time required to build this option.

# 5.6 Option 4b – New Integral Structure – Minimal Width

#### 5.7.1 Description

This option considers the full demolition of the existing bridge and replacement with a new integral bridge structure. The width of this structure provides a single traffic lane plus a verge.

Much of the detail provided above for Option 4a applies to this option.

## 5.7.2 Cross Section

The existing bridge comprises a carriageway of approximately 3.9m width which allows passage of one vehicle over the bridge at any one time. For this option, it is proposed that the new bridge is wide enough to accommodate one traffic lanes plus a verge.

The bridge is likely to be used by cyclists and equestrians and therefore a parapet height of 1.8m above verge would be required for any compliant replacement structure. A separate verge area is of benefit as a refuge point for crossing pedestrians but will add to the cost.



#### Figure 10 Typical Cross Section through 4b Prestressed Beam Bridge

#### 5.7.3 Details

In addition to the description sections above and in Option 4a, this option includes the following details, assumptions and exclusions:

- Bridge would be designed for normal traffic up to 40t plus any required abnormal loads
- Topographical Survey
- Road realignment and earthworks.
- Preliminary Ecological Appraisal
- Flood Risk Assessment
- Extensive river bank protection.

- Reduced amount of work in the river, so less liaison with SEPA required.
- Demolition and utility diversion work for services
- Ground Investigation and Reporting -
- Maintenance costs limited to inspections

#### 5.7.4 Risks

As with Option 4a, the risk profile for this option is significantly lower than previous options discussed above. Moderate risks remain relating to risks common to any major contract in terms of weather delays, susceptibility to price rises and measures required for protected species. As these are all factors that can be managed through provisions in the construction contract, this option generally presents a lower risk profile to the Council.

Refer to Appendix B for a full risk assessment for this option.

## 5.7.6 Programme

The construction programme for this option is likely to be one of the longer options, although will be shorter in duration than option 4a. This is due to demolition constraints associated with in channel river works and time required to install new foundation and substructures.

This option provides a fully compliant new structure that will minimise ongoing maintenance costs whilst providing a crossing that provides at least the same benefits as the existing bridge for traffic capacity. It is recommended that this option is considered for further development.

# 6 Risk

# 6.1 Introduction

A high level risk assessment has been developed for the key risks associated with each option. This has been developed in accordance with the guidance in the Scottish Government Risk Management Guide published in April 2021. Key risks are discussed in each option section and full risk matrices are included in Appendix B.

# 6.2 Risk Assessment

For each option discussed in this study the risks have been scored based on likelihood of occurrence and risk impact over 4 categories: financial, time, reputation and performance. The resulting risk ranking ranges from minor to significant.

It has not been possible to undertake a detailed quantitative risk assessment at this stage, but risk costs have been included in the cost estimates through a suggested range of uplifts to the basic estimates. These uplifts have been increased where greater cost risks have been recognised in the risk registers. While not quantifiable, reputational risks are also included in the analysis as these represent an important factor in decision making.

# 6.3 Summary of risk registers

	Option	Maximum reputational risk score	Maximum cost/prog risk score	Recommended cost range
1	Minimum	100	150	+100%, -10%
2	Repair Existing Structure	100	150	+100%, -10%
3a	Steel Overbridge/Reuse abutments. Demolish existing piers and superstructure	20	150	+100%, -10%
3b	Steel Overbridge with new abutments. Retain whole of existing structure beneath new structure	100	100	+100%, -10%
4a	New integral bridge – 2 lanes of traffic	10	50	+50%, -20%
4b	Minimum width integral bridge – 1 lane of traffic	20	50	+50%, -20%

Overall risk allowances for each option are summarised below:

Table 6-1 Summary of Risk Registers

# 6.4 Quantitative Risk

As part of the full business case, it is recommended that a cost quantitified risk analysis is undertaken. An assessment of the minimum, most likely and maximum impact each risk could have will be agreed and converted into a cost range where possible. Some risks are not quantifiable, for example reputational risks. Once each risk has been assessed for each option, a quantitative risk allowance can be calculated and incorporated into the cost estimates.

It is also recommended that a s multi-party risk workshops is also undertaken as part of the full business case process.

# 7 Cost

# 7.1 Introduction

With reference to the Association for the Advancement of Cost Engineering (AACE) document 98R-18: "Cost Estimate Classification System – As Applied in Engineering, Procurement, and Construction for the Road and Rail Transportation Infrastructure Industries", this pre-feasibility stage of a project is categorised as a Class 5 estimate. The typical expected accuracy range for such cost estimates is -50% to +100%.

For options that comprise a complete replacement of the bridge, it is recommended that a range of -20% to +50% is applied to the cost estimate. As discussed above, due to the high number of unknowns relating to the condition of the existing structure it is recommended that for Options 1, 2 3a and 3b a range of -10% + 100% is applied to the cost estimates. Once more detailed cost estimates and fully quantified risk assessments have been completed, these ranges can be reduced. Cost estimates for each option are included in Appendix C.

# 7.2 Capital Cost

# 7.1.1 Pre-construction Costs

The pre-construction cost heading includes elements associated with the design and delivery of the scheme prior to any construction.

The preliminary and detailed costs account for a multi-disciplinary team to undertake the analysis, design and specification of the proposed bridge structure. This cost will include the production of the necessary deliverables to enable the procurement of a contractor to undertake the construction works.

To facilitate the detailed design of the proposed scheme, allowances have been included within each estimate for geotechnical and environmental surveys to take place during the preliminary design period.

As options are limited to replacement of the structure on the same alignment, no cost associated with land purchase have been included. Typical planning costs have been included.

# 7.1.2 Cost of Construction

The Direct Works element of the capital cost estimate has been produced based on the Method of Measurement for Highway Works (MMHW) and covers the elements of works from Series 0200 Site Clearance, to Series 3000 Landscape and Ecology

A Bill of Quantities (BoQ) was produced for the Direct Works, which covered each of the items identified as being required for the construction of the proposed bridge and east link road. Rates were then taken from Spons 2023, which accounted for the labour, plant and materials associated with each item on the Bill of Quantities to calculate an estimated Direct Works cost.

The Preliminaries, measured within Series 0100 in the MCHW, includes costs for project overheads and method related costs. The project overheads include allowances for the cost of site compounds, construction management on site, along with ancillary costs incurred during construction such as the testing of materials, site security, site transport and safety equipment. The method related costs include allowance for the transport/erection works required to construct the proposed bridge. An allowance of 25% of the total construction cost has been included for preliminaries for all options except Option 2. For Option 2 the temporary propping and increase work in the river channel is likely to both extend the programme and require increased temporary works. For this option the allowance has been increased to 60%.

# 7.1.3 Other Cost

To ensure that a robust allowance is included within the cost estimate, it was assumed that the water main and BT overhead line would have to be relocated at a budget cost of £100,000.

# 7.1.4 Optimism Bias

An allowance for optimism bias in line with recommendations in the HM Treasury Green Book has been provided within each of the capital cost estimates. Due to the early stage of the design, an allowance of 66% of the estimated base cost was provided and applied to each of the major cost headings.

## 7.1.5 Inflation

To present costs in real terms, the impact of inflation has been considered within the outputs included in this feasibility study. The estimates were produced at a 2023 price base, with a 3% annual rate of inflation assumed.

# 7.1.6 Cost Estimate Summary

Full cost estimates for each option are included in Appendix C. Overall budget capital costs including risks and 66% optimism bias for each option are summarised in Table 7-1.

# 7.3 Whole Life Cost (WLC)

A whole life cost analysis of the structure was carried out in accordance with CD 355 'Application of whole life costs for design and maintenance of highway structures'.

- The evaluation period is taken over 60 years as recommended in CD 355, rather than the entire expected life of the structure.
- The analysis evaluation period of 60 years was considered, with an inflation rate of 3.5% up to 30 years of service life and then 3% for the subsequent years of service. The costs have then been discounted in accordance with The Green Book.
- The maintenance cost associated with regular General and Principal Inspections at an interval of 2 and 6 years respectively according to CS 450 was applied to all options.
- Option 3a/3b it is assumed that the maintenance cost for structural steel will require regular reapplying of a proprietary paint protective system with an interval of 15 years.



Option		Without 66% Optimism Bias				With 66% Optimism Bias			
		Lower Range	Likely Cost	Upper Range		Lower Range	Likely Cost	Upper Range	
1	Do Minimum	£22,500	£25,000	£50,000		£37,350	£41,500	£83,000	
2	Repair Existing Structure	£1,090,786	£1,211,984	£2,495,358		£1,810,704	£2,011,893	£3,957,387	
3a	Overbridge/ Demolish	£1,122,911	£1,247,679	£2,495,358		£1,864,032	£2,071,147	£3,677,494	
3b	Overbridge/ Retain	£940,614	£1,045,127	£2,090,254		£1,561,419	£1,734,911	£3,337,022	
4a	New wider integral bridge	£1,129,254	£1,411,568	£2,117,352		£1,874,562	£2,343,203	£3,514,804	
4b	Minimum width integral bridge	£921,566	£1,151,958	£1,727,937		£1,529,800	£1,912,250	£2,868,375	

Table 7-1 Summary of Capital Costs

	Option	Whole Life Cost Estimate
1	Do Minimum (inc demolition in 10 years)	£747,078
2	Repair Existing Structure	£309,208
3a	Overbridge/Demolish	£279,208
3b	Overbridge/Retain	£309,208
4a	New wider integral bridge	£84,840
4b	Minimum width integral bridge	£84,840

Table 7-2 Summary of Whole Life Costs

# 8 Cost Benefit Analysis

# 8.1 Transport Analysis

A Transport Economic Efficiency (TEE) analysis covers the benefits ordinarily captured by standard cost-benefit analysis including: traffic volumes, journey times, driver frustration and travel time reliability.

Scottish Transport Appraisal Guidance (STAG) further details TEE analysis as a process that captures the main impacts of an option in terms of economic welfare, as represented by the main costs and benefits of users and operators of the transport system. These impacts are expressed in terms of monetary values, by Cost-Benefit Analysis (CBA), which are added together and discounted to produce a Net Present Value (NPV).

Based on the information provided, approximately 250,000 vehicles are estimated to have used Cloddach Bridge in 2020. A Department for Transport 'High' growth factor of was applied to the 2020 approximate annualised traffic flows to approximate future year traffic flows for 2031. This results in the prediction that traffic flows of over 280,000 vehicles could use Cloddach Bridge annually by 2031.

For a cost benefit analysis, traffic forecasts would include up to 15 years of traffic growth from year of opening in assessing benefits of a scheme, following that no growth in traffic would be used up to the horizon year (60 years beyond opening). However, current transport policy objectives, such as 20% reduction in car kilometres by 2030, should offer some mitigation.

Whilst there may be transport users whose travel patterns do not change but who enjoy time saving and/or other benefits, this study does not take these into account. The main benefits will be from diverting users, who switch from other routes because of changes in relative (generalised) costs.

It should be highlighted that the appropriateness of the supplied traffic flow information should be borne in mind, as the survey was undertaken during the COVID-19 pandemic, in the run up to Christmas, and is likely to be non-representative of neutral traffic conditions.

# 8.1.1 Traffic Routes & Distribution

In the absence of traffic surveys/modelling of the network, a desktop exercise was undertaken, utilising Google maps/directions, to establish details of traffic routing in scenarios where Cloddach Bridge remains closed (do-nothing / do-minimum) versus open (do-something). Edgar Road was used as a proxy origin/destination for Elgin, given its central location, employment/retail nature and proximity to local amenities and facilities (including primary and secondary schools). While the A941/Rashcrook Road junction was assumed as the origin/destination for journeys to / from the south, both of which would benefit from the reopening of Cloddach Bridge.

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#### Figure 11 Traffic Routing Details

In the absence of traffic surveys of the surrounding road network, to estimate origins/destinations, traffic flow data, from 2019, was obtained from the Department for Transport for the A96 and A941. These flows were used as a proxy to estimate potential traffic distribution, shown below in Figure 12, and infer an eastbound traffic distribution of 88% to the A96 and 12% to the A941. This distribution was assumed to apply to westbound traffic in reverse, again, in the absence of traffic surveys of the local road network or any other relevant data.

DfT Traffic Flows A941 - (North St - Thornhill Rd junctions)							
2019 (Estimated)							
Northbound (westbound) Southbound (eastbound)	2695 2496	Combined	5191				
DfT Traffic Flows A96 - East (G	ireyfriars St - R	leiket Lane junctions	;)				
2019 (Estimated)							
Eastbound	11361	Combined	22549				
Westbound	11188						
DfT Traffic Flows A96 - West (Morriston Rd - A941 junctions)							
2019 (Estimated)							
Eastbound	8045	Combined	16847				
Westbound	8802						
Assumed traffic distribution (eastbound to bridge) to Elgin/A941 & (Westbound to B9010) B9010/C2E							
Total traffic	44587						
Northbound A96 (Elgin)	39396		0.88 %				
Southbound A941	5191		0 12 %				

Figure 12 Traffic distribution

# 8.1.2 Journey Times

In the absence of any traffic surveys/modelling, average journey times were estimated, utilising Google maps. Average journey times for the AM/Inter/PM peak periods were generated. Route distances were also established through use of Google maps in the absence of any alternative data.

To provide context, according to the Moray Council Active Travel Strategy, 2016-2021, 64.6% of all journeys within Moray are 5km or less. For the do-nothing scenario (bridge remains closed to traffic) represents at least a 6.5km additional journey distance for origins/destinations to the south and 1.3km additional journey distance for trips to/from Edgar Road, that are considered significant increases.

Annualised traffic flows for 2020 and 2031 were applied to the identified traffic routing options. This provides an estimate of vehicle kilometres travelled annually for each route. This methodology forecasts the distance travelled by vehicles increasing by up to 480,000km annually in 2020, due to Cloddach Bridge being closed. This increases to an additional approximate 546,000 km annually travelled by vehicles in the 2031 forecast.

# 8.1.3 Journey Time Savings

A high-level journey time savings assessment, utilising WebTag Data Book (May 2023 v1.21) values to monetise working time was undertaken for Option 4A. As the costliest option under consideration, this will act as a sense check for the potential for sufficient benefits to be derived to generate value for money of the other options being considered. Route average journey travel time differences between Cloddach Bridge remaining closed (do-nothing) versus being re-opened (do-something) were taken from the Google map journey time estimates.

This high-level journey time savings assessment has made use of several assumptions including:

- Use of average daily figure is robust for car mode, with business journey purpose proportion greater in the morning and midday periods;
- Traffic growth has only been applied until an opening year of 2025;
- NRTF low growth factor has been used, local growth is currently unknown;
- 12-hour traffic flows are derived from the available traffic count information;
- Journey time savings are based on 2023 estimates;
- No account of do nothing & do minimum costs nor future increases in journey times on alternative routes has been considered;
- Traffic annualising figure have been taken from the Transport User Benefit Appraisal (TUBA) manual and doesn't take account of any local factoring;
- Maintenance of existing road infrastructure cannot be estimated at this time.

The results of this high-level journey time savings comparison against the construction costs show a near 60 year pay-back period for the investment, which can be confirmed through a formal calculation of benefits to cost ratio.

# 8.2 Discussion of Benefits

A review of the available traffic survey information has been undertaken. While it is not possible to provide definitive cost benefit analysis at this stage, the presented high-level assessment would suggest that the closing of Cloddach Bridge affected a substantial number of vehicles, likely increasing year on year with background traffic growth. The assessment concludes that those previously observed using the bridge in 2020 are now travelling an additional annual travel distance of approximately 480,000km, with the average rerouting distance of around 1.92km per vehicle

When considering benefits in terms of saved travel time alone, if a replacement structure has a cost in the region of £2,800,000 (such as Option 4a), the benefits over 60 years would likely exceed the cost of construction for any replacement bridge option under consideration, as indicated by the high-level journey time savings assessment. The full potential users' benefits associated with the construction of a replacement bridge have not been fully investigated and does not include vehicle operation cost (VOC) benefits. Improved VOC would come from reduced fuel consumption levels associated with a reduced travel distance with a replacement bridge at Cloddach, likely reducing the time period for benefits to outweigh construction costs. Similarly, active travel benefits have not been investigated at this stage.

It is considered that the benefit to cost ratio for any of the options discussed is very likely to be favourable, with specific cost benefit calculations to be undertaken as part of the next stage of the project.

# 9 Recommendations

# 9.1 Business Case Development

In order to fully assess the benefits to the local community of opening the new bridge, it is recommended that a full business case is undertaken. This business case development should be undertaken in conjunction with the detailed surveys required in order to further develop the design. Undertaking these surveys will allow the risk of current unknown aspects to be more fully understood and quantified for the full business case.

# 9.2 Engineering Options

Option 1 could be a workable solution to extend the life of the bridge for pedestrians and cyclists if a scour survey is undertaken in near future and results support continued use.

There may be benefits to Option 2 in terms of re-use of materials, this option provides the lowest assurance for long term service life, along with the longest programme, highest risk of unknowns in breakout and repair of the existing structure. This option does not provide any benefits in improvement of the existing situation in terms of width or flood alleviation. It is therefore not recommended that this option is progressed.

As per option 2 benefits in terms of re-use of materials, option 3a provides the lowest assurance for long term service life, along with the longest programme, highest risk of unknowns in breakout and repair of the existing structure. This option does not provide any benefits in improvement of the existing situation in terms of width or flood alleviation. It is therefore not recommended that this option is progressed.

Option 3b appears to be attractive due to the short construction programme. However, as a nonintegral structure this bridge form would require increased inspection and maintenance compared with other. The 'off the shelf' nature also means it is less flexible to project specific requirements including specific span and width requirements. Leaving the existing structure in place in the short/medium term also means it is retained as a liability and will require ongoing inspection before eventual demolition. Demolition will also be more complex due to the presence of the overbridge. It is therefore not recommended that this option is taken forward.

Although a fully compliant wider bridge option 4a is an attractive solution, however there is little evidence that this is required from a safety perspective. A minimum width bridge may be seen to better meet the balance of public need and capital cost to functionality.

Option 4b provides a fully compliant new structure that will minimise ongoing maintenance costs whilst providing a crossing that provides at least the same benefits as the existing bridge for traffic capacity. It is recommended that this option is considered for further development.

# 9.3 Transport Assessment and Modelling

The surrounding road network affected by the closure of Cloddach Bridge is not contained within the existing Moray Firth Traffic Model or Aberdeen Sub Area Model areas. In order to undertake

a formal benefit to cost ratio for all options under consideration, in accordance with STAG guidance associated with TEE analysis, it is recommended that the following work is undertaken as part of a full business case:

- Undertake a review to identify the location and number of required junction turning count and automatic traffic surveys to be carried out of the surrounding local/strategic road networks, including routing through Elgin, to suitably inform data entry to a traffic model;
- Identifying of Origin-Destination data to inform the traffic model of trip generation zones and likely redistribution of traffic under open versus closed Cloddach bridge options;
- Undertake contemporary journey time surveys to accurately determine alternative routing times;
- Calibration and validation of a traffic model;
- Use of the TUBA manual for calculating user benefits associated with the TEE analysis;
- Undertaking a Walking Cycling and Horse-riding assessment, in accordance with DMRB GG 142 'small highway scheme', to establish potential impacts on option selection and inform non-motorised user benefits and community accessibility impacts.
- The current Department for Transport (DfT) data workbook should be used to assign the traffic to appropriate classes and the costs used to quantify the associated benefits over the lifetime of the bridge.

This additional modelling and analysis will allow the quantification of benefits with enough confidence to develop a quantified benefit-cost ratio for the replacement of the bridge.

# 9.4 Site Investigations

The following surveys and investigations are recommended as part of the full business case:

- Topographical Survey
- Bathymetric/Flood Risk Survey
- Scour survey local to the bridge
- Preliminary Ecological Appraisal with further specific surveys as required.
- Geotechnical Investigation

# **9.5** Programme and Cost

#### 9.4.1 Business Case Costs

Budget costs associated with the recommended surveys and traffic modelling for the completion of a full business case are included in Table 9-1. This includes all recommended surveys and the full scope of traffic modelling recommended in order to fully inform a business case.

Business Case Es	timated Costs	Cost	Duration	Notes
Transport Survey	S	£20,000	3 weeks	Should be undertaken during school term time and avoid extreme weather.
Transport Model Cost Benefit Anal	£50,000	18 weeks		
Site Investigations: Budget Costs	Topographical Survey (including bathymetric/ flood survey scope)	£20,000	2 weeks	
	Geotechnical Investigation	£40,000	3 months	
	Geotechnical Reporting	£7,000	1 week	
	Flood Study	£15,000	4 weeks	
	Preliminary Ecological Assessment	£10,000	4 weeks	
Outline Bridge De	£10,000	4 weeks	Update to cost estimates informed by other SI results	
Business Case Co	£25,000	4 weeks		
TOTAL	£187,000			

**Table 9-1 Summary of Business Case Costs** 

## 9.4.2 Business Case Programme

The lack of existing traffic information in this region of Moray means that extensive survey and modelling is likely to be required in order to fully inform the potential benefits of a bridge replacement and therefore the business case. This aspect of the business case is the principal factor in extending the programme duration. An estimated programme is illustrated in Figure 13.



Figure 13 Estimated Business Case Programme

# 9.6 Conclusion

The study has examined various options available to reopen Cloddach Bridge to traffic. It is recommended that Option 4b is taken forward to full business case as the next stage of this project.



# Appendix A – GI Specification

# GROUND INVESTIGATION AT CLODDACH BRIDGE, ELGIN

SPECIFICATION & BILL OF QUANTITIES

Employers:

**Moray Council** 

Council Office High Street Elgin IV30 1BX Engineer:

Fairhurst

Westerton of Craigie Southampton Road Dundee DD4 7PN

# CONTRACT FOR GROUND INVESTIGATION AT CLODDACH BRIDGE, ELGIN

# SPECIFICATION & BILL OF QUANTITIES (APPENDIX 1)

Contract Document Ref: 140136 DOC 02								
	Name Signature						Date	
Prepared by		Ross M	cllrath	R. math	A	ugust 2023		
Reviewed by		Andrew	Kram	Sumare Weam		August 2023		
Approved by		Andrew	Kram	Sorra kram		August 2023		
	Rev. Date Status Description					Signature		
				Prepa By	ared /			
Revision Record	1				Chec	ked		
					Approved			
	2		Prepa By	ared /				
				Chec	ked			
			Appro	ved				

FAIRHURST engineering solutions, delivering results

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# SPECIFICATION & PREAMBLE TO BILL OF QUANTITIES ......11

# SPECIFICATION & PREAMBLE TO BILL OF QUANTITIES
#### SPECIFICATION

The Specification shall be **Specification for Ground Investigation** published by Thomas Telford Services Ltd in 1993, with information, amendments and additions as described in the Schedules.

Schedule 1.	Information
Schedule 2.	Exploratory holes
Schedule 3.	Engineer's facilities
Schedule 4.	Specification amendments, additions and deletions
Schedule 5.	Specification for further items of work (divided into Annexes A to I as required)

#### SCHEDULES

Schedule 1: Information

#### S1.1 Name of Contract

The Contract is to be called:

#### Ground Investigation at Cloddach Bridge, Elgin

The Client's name and address are:

Name (s): Moray Council

Address (s): Council Office, High Street, Elgin IV30 1BX

Access to the site should be arranged through:

#### Fairhurst, Westerton of Craigie, Southampton Road, Dundee, DD4 7PN

#### S1.2 Description of Site

The Cloddach Bridge is located at National Grid Reference NJ 20173 58396. The bridge is a single track road bridge (currently closed) located approximately 3km to the south-west of the town of Elgin and crossing the River Lossie Burn in an approximate East-west direction. A ground investigation Plan is presented **Drawing 140136/9000**, **Appendix 4**.

#### S1.3 Purpose of this Contract

This is seen as the *'Design'* investigation under BS 5930:2015+A1:2020 and BS EN 1997-2:2007, consisting of boreholes and trial pits and insitu testing locations as exploratory positions. At locations of trial pits and boreholes, ground conditions through visual assessment and obtain bulk soil samples for laboratory testing and perform in-situ geotechnical testing and record groundwater strike levels in order to provide relevant data to inform the design foundations and earthworks of the proposed development.

#### S1.4 Scope of Investigation

The scope of this investigation is anticipated to be in two phases, as summarised below;

#### Phase 1 (Site Walkover & Ecology Consultation)

- Site walkover to assess safe access routes to proposed borehole and trial pit positions
- Consultation with Ecologist to approve temporary access works design and proposed fieldworks to be undertaken adjacent to the existing watercourse (River Lossie) and areas of existing Woodland.

#### Phase 2 (Main Ground Investigation Fieldworks)

- 4 no. Rotary Percussive Boreholes (BH01 BH04) to 15.0mbgl including minimum 6.0m rock core should solid geology be encountered within scheduled drilling depth of 15.0m;
- 4 no. Trial Pts (TP01 TP04) targeted to areas of river bank adjacent to exiting bridge foundation to confirm foundation strata.

Boreholes BH01 and BH04 will be followed by the installation of monitoring standpipes for Groundwater level monitoring purposes.

#### Phase 2 (Post Fieldwork Groundwater Level Monitoring)

• 4 no. Groundwater Level monitoring visits over a 1 month monitoring period at boreholes BH01 and BH04.

A Ground Investigation Plan is presented in **Drawing 140163/9001**, **Appendix 4**. A groundwater monitoring method statement is presented in **Appendix 6**.

#### S1.5 Geology and ground conditions

#### Superficial Geology

The 1:50,000 BGS mapping noted the superficial deposits at the site comprise Alluvium and River Terrace Deposits (Undifferentiated) Gravel, Sand, Silt and Clay and Glaciofluvial Ice Contact Deposits of Gravel, Sand and Silt.

#### Solid Geology

The 1:50,000 BGS mapping noted the solid geology comprises the Spey Conglomerate Formation - Conglomerate. The BGS mapping shows there is no geological faulting located within the vicinity of the site.

#### S1.6 Schedule of drawing(s) and documents

#### Appendix 1

• 140163 DOC 01 Bill of Quantities Issue 1

#### Appendix 2

Laboratory Limits of Detection (Soils, Leachate and Water)

#### Appendix 3

140163 DOC 03 CDM Design Assessment Form

#### Appendix 4

140163/9001 Ground Investigation Layout

#### Appendix 5

- Public Utilities
- Site Walkover Photographs

#### Appendix 6

Groundwater Monitoring Methodology

#### S1.7 Particular Contract restrictions

Entry to the site will not be possible until specific method statements, risk assessment and copies of insurance documents are provided and approved.

#### S1.8 Particular general requirements (Section 3)

Work may take place on site between the hours of 8am and 6pm, Monday to Friday. Work outside these hours may take place only with the prior agreement of the Engineer (Clause 3.8).

All reinstatement shall be to the requirements of Clause 3.9.

The Contractor is responsible for providing their own supervision to ensure the requirements of the Specification are met (Clause 3.12).

The accuracies specified for setting out (Clause 3.14) and levelling (Clause 3.15) are appropriate.

There are special traffic management requirements with regard (Clause 3.22).

The Contractor is required to work to a Quality Management system established in accordance with BS 5750 (Clause 3.23). Details shall be provided prior to the commencement of work on site.

Drillers employed on the Contract shall be BDA accredited (or equivalent) or else the supervision requirements of Clause 3.24 (2) shall be followed.

#### S1.9 Particular borehole requirements (Section 4)

At ground level before boring commences, the initial casing diameter shall be sufficiently large to ensure that the borehole can be completed to its scheduled depth.

Backfilling of boreholes with soil arisings is not permitted (Clause 4.6), unless otherwise agreed with the Engineer. All boreholes shall be backfilled as instructed by the Engineer.

A borehole remaining open overnight shall be covered. Before the first sample of the new day is taken the boring shall be advanced for at least 0.3m.

#### S1.10 Particular pit and trench requirements (Section 6)

The Contractor will require excavating inspection pits of sufficient size for the location of underground services if it is believed they are necessary (Clause 6.1).

The use of mechanical plant is permitted (Clauses 6.2 and 6.3).

Trial pits and Observation pits shall have the minimum dimensions specified in Clause 6.4.

Pits and trenches shall be backfilled using excavation plant in the manner specified in Clause 6.7

Artificial lighting shall be used where necessary when taking photographs of pits and trenches (Clause 6.9).

#### S1.11 Particular sampling requirements (Section 7)

Special sampling required under Clause 7.7 is specified in Schedule 5, Annex A. Samples shall not be disposed of until 28 days after submission of the approved final report. The Engineer shall be given notice of at least 1 week before the disposal of samples. The notice shall be in writing (Clause 7.13).

**Environmental sampling** will not be required however any visual olfactory evidence of soil or groundwater contamination should be reported to the engineer and recorded in detail within the engineer's logs.

**Geotechnical sampling** will be required as well as laboratory analysis to assess the physical nature and geotechnical properties of the encountered materials. This will comprise;

- Bulk sampling at 1.0m intervals from all trial pit and borehole positions
- Large Bulk sampling at 1.0m intervals from all trial pits
- Undisturbed open tube (U100) samples in cohesive superficial deposits in each borehole location at alternating 1.5m intervals with SPT tests. First SPT test to be undertaken 1.20mbgl.

Open tube and piston samples are to have a 98mm internal diameter (Clause 7.3). Soil samples shall be at least 300mm long.

#### S1.12 Particular in situ testing requirements (Section 8)

The following in situ tests scheduled in Clause 8.3 shall be carried out:

• In-situ Hand Shear Vane testing at 1.00m intervals in cohesive deposits where encountered.

 In-situ SPT tests are to be undertaken at 1.50m intervals (commencing at 1.20mbgl) or alternating with U100 samples at 1.00m/1.50m intervals where appropriate in cohesive deposits in all boreholes.

#### S1.13 Particular instrumentation and monitoring requirements (Section 9)

- Groundwater level monitoring is required (2 visits over 1 month)
- Ground Gas/Vapour and groundwater sampling is not required, however, this will be reviewed following findings from the initial ground investigation works.

The Groundwater Level monitoring will be required in all boreholes (BH01 – BH04).

#### S1.14 Particular daily report requirements (Section 10)

- Daily Engineers logs must be sent to the engineer via e-mail or fax at the end of each drilling shift.
- Grid north may be taken as magnetic north (Clause 10.2).
- The Engineer should be contacted immediately following the completion of each trial pit.

#### S1.15 Particular laboratory testing requirements (Section 11)

#### For the chemical testing schedule

The Contractor is required to prepare a blank test schedule for both chemical and geotechnical testing (Clause 11.1), giving on one axis the following information:

- Borehole and Trial pit number
- sample number
- sample type
- sample depth

For the geochemical schedule on the other axis the following standard laboratory tests shall be listed

- Arsenic
- Cadmium
- Chromium
- Lead
- Mercury
- Selenium
- Copper
- Nickel
- Zinc
- Sulphate water soluble, 2:1 extract
- pH value
- TPH
- PAH (USEPA 16 speciation)
- Asbestos Screen (identification)
- Asbestos Quantification

Organic Matter

For the geotechnical schedule on the other axis the following standard laboratory tests shall be listed

- Moisture content
- Atterberg Limits
- Particular size distribution by Wet sieving
- Particular size distribution by pipette
- Specific gravity of soil particles
- Organic matter content
- California Bearing Ration (CBR): Recompacted
- Moisture Condition Value (MCV)
- Sulphate and pH of water sample
- Sulphate and pH of soil sample (with BRE 363 dependent option of water: soil extract)
- Small direct shear box (60mm x 60mm box) test (leave space for pressure range to be specified)
- Quick triaxial test on 100mm diameter specimen (leave space for cell pressure to be specified)
- Oedometer (leave space for pressure range to be specified)
- Natural Moisture Content of rock materials
- Bulk Density of rock by linear measurement
- Uniaxial Compressive Strength (UCS) test on rock
- Point Load Test (PLT) on rock
- Three blank columns for other tests

These draft schedules sheets are to be submitted to the Engineer with the preliminary logs, required under Clause 12.1.

There are no further requirements for rock tests (Clause 11.4). No laboratory testing is to be carried out on site (Clause 11.6). Special laboratory test requirements under Clause 11.7 are specified in Schedule 5, Annex C.

#### S1.16 Particular reporting requirements (Section 12)

The locations of the exploratory holes should be related to National Grid Coordinates (Clause 12.2.2).

Digital data are required (Clause 12.4 and Appendix III). In accordance with Clause AIII.4, preliminary digital data is to be issued to correspond with preliminary paper records.

An interpretative report is not required (Clauses 12.5 and 12.7). No additional information is required in the factual report (Clause 12.6). Where an interpretative report is required, it should include the information specified in Schedule 5, Annex I.

One fast-bound copy of the final factual report is required (Clause 12.8). In addition the Contractor shall provide one digital master of all pages and drawings in the Report. The copyright of the Report shall be deemed to be vested in the Employer.

#### S1.17 Particular requirements relating to potentially contaminated land

The investigation is over potentially contaminated made ground materials. Details concerning the suspected hazards are given below (Clause H.2.1)

The presence of contaminated made ground (visual and olfactory) must be reported to the engineer via telephone or e-mail when encountered or at the end of the excavation of that particular exploratory position.

The Contractor shall provide hygiene and decontamination facilities appropriate for a BDA **YELLOW** classified site to control the risks to health and safety of site operatives and site visitors (Clause H.2.2). These shall as a minimum include protective clothing and dust masks. The wheel wash can comprise a powered spray, with which all equipment leaving the potentially contaminated land shall be cleaned.

## The Contractor must ensure that no vertical migration of contamination into the natural ground occurs during the drilling process.

All equipment shall be thoroughly cleaned before being used on site. Jet washing equipment shall be provided to wash down equipment and tools before starting each exploratory hole. At the instruction of the Engineer, it may be necessary to clean the equipment and tools between strata, specifically at the boundary between made ground and natural strata.

Full time attendance of an environmental scientist with a minimum of four years relevant experience shall be provided during all work in connection with the potentially contaminated land. The Contractor shall provide the Engineer with the CV of the proposed environmental scientist for approval before work commences on site.

Soil and water samples shall be taken by the environmental scientist. All sampling protocols, preservation techniques, sample containers and time to analysis shall comply with EN ISO 5667-3: 1996 BS 6069: Section 6.3: 1996, Guidance on the preservation and handling of samples.

Samples for organic testing shall be stored in borosilicate glass jars (Clause H.5.1). Samples for metals analysis shall be stored in plastic containers and shall be fixed on site where necessary. All testing shall be started within 48 hours of sampling.

Upon completion of each exploratory hole, the Contractor shall give the Engineer a schedule of samples taken. The Engineer will then specify which samples are to be analysed and which analyses are to be undertaken. The range of analyses anticipated is indicated below along with the required level of detection. Details of dependent options are given below.

The final results of the chemical analysis of samples shall be reported to the Engineer within fourteen days of sampling, in a draft report.

#### Schedule 2: Exploratory positions

Location	Item description	Scheduled Depth	Location
BH01 – BH04	Rotary Percussive Borehole	15.00mbgl (+ 6.00m rock core sample should solid geology be encountered within scheduled drilling depth)	140163/9001, Appendix 4
TP01 – TP04	Mechanically Excavated Trial Pits	4.00mbgl	

#### Schedule 3: Engineer's facilities

#### S3.1 Accommodation

Accommodation for the Engineer's Representative shall not be required.

#### S3.2 Furnishings

Not applicable.

#### S3.3 Services

Not applicable.

#### S3.4 Equipment

Not applicable.

#### S3.5 Transport

Not applicable.

#### S3.6 Protective clothing for Engineer

Not applicable.

#### Schedule 4: Specification amendments, additions and deletions

#### Clause 1.1

Add new paragraph:

"Where there is conflict between the information given in the Schedules and the Specification or standards referred to in the Specification, the requirements of the Schedule shall take precedence".

Clause 3.1

Add:

"If an equivalent standard is to be used, full details are to be provided to the Engineer at least 3 working days prior to the commencement of work on site".

#### <u>Clause 3.10</u>

Insert in line 2 after "reported".

"immediately and under no circumstances longer than 24 hours from the receipt of the complaint".

#### <u>Clause 3.26</u>

#### Add: new Clause 26 Standing Time

"The Engineer shall be notified immediately that standing time starts to be incurred. The duration of standing time shall be agreed with the Engineer."

#### Clause 12.4

Insert in line 2 after "Appendix III".

"if required in Schedule 1"

Clause 12.8

Add:

"The number of copies of the final factual report which are required are specified in Schedule 1".

#### Appendix I

#### AI.3 Pneumatic or Vibrating wire piezometers

"Pneumatic or vibrating wire piezometers may be installed in boreholes. Only proprietary products specifically designed as piezometers by the manufacturer shall be used. The method of installation shall follow that for standpipe piezometers, except where there is conflict with the manufacturer's recommendations in which case the manufacturer's recommendations shall be followed. The porous piezometer tip shall be maintained so as to be completely saturated when it is installed in the borehole. The operation of the piezometer shall be verified before installation (where possible) by measuring the water pressure it records as it is installed in the borehole."

"For vibrating wire piezometers, the Contractor shall record the atmospheric pressure at the time of the water pressure reading and shall correct his reading to allow for atmospheric pressure".

Schedule 5: Specification for further items of work

The following annexes are used:

Annex H : Ground investigation on potentially contaminated land

### PREAMBLE TO BILL OF QUANTITIES

#### BILL OF QUANTITIES FOR GROUND INVESTIGATION

#### Preamble

- 1. In this Bill of Quantities the sub-headings and item descriptions identify the work covered by the respective items. The text in bold italics is intended to identify amendments made to the standard preamble. The exact nature and extent of the work to be performed shall be ascertained by reference to the Conditions of Contract, the Specification and the Schedules and Appendices to the Specification, as appropriate. The rates and prices entered in the Bill of Quantities shall be deemed to be the full inclusive value of the work covered by the several items, including the following unless stated otherwise.
  - a) Supervision, labour and all costs in connection therewith.
  - b) The supply of materials, goods, storage, facilities and services, and all costs in connection therewith, including wastage and delivery to site.
  - c) Plant and all costs in connection therewith.
  - d) Fixing, erecting and installing or placing of materials and goods in position.
  - e) All temporary works.

h)

i)

j)

k)

I)

- f) All general obligations, requirements, liabilities and risks involved in the execution of the investigation as set forth or implied in the documents on which the tender is based.
- g) Establishment charges, overheads and profit.
  - Bringing plant and sampling and in situ testing equipment to the site of each exploratory hole; erecting, dismantling and removing on completion.
    - Removal of all equipment and services from site on completion.
    - Reinstatement.
      - Washing down of equipment as required to prevent cross contamination.
      - **Protection** of the ground to prevent contamination from arisings as required.
- 2. All items not deleted from section A of the Bill of Quantities (General items and provisional sums) shall be priced and all items in subsequent sections against which quantities are entered shall be priced.
- 3. Where rates are not priced they shall have £0.00 placed against them.
- 4. Professional attendance associated with the description of cores and samples, *the logging of pits and trenches* and other duties as required by the Contract shall be included in the appropriate rates. When full time professional attendance on site is required in accordance with Clause 3.12 this shall be paid for under Appendix A of the Bill of Quantities.
- 5. The item for photograph shall allow for the standing time of associated plant, and supply of CD containing all digital photographs, prints and bound volume.
- 6. Rates for moving plant and equipment to the site of each exploratory hole shall allow for the formation of access routes, and making good access routes and working areas on completion as required by the Contract.

- 7. The rates for moving rotary drilling plant to the site of each hole shall include for setting up over a previously formed borehole.
- 8. Payment for forming exploratory holes shall be based on:
  - a) full thickness of strata investigated and described in accordance with the Specification
  - b) depths measured from ground level
  - c) depth measured from original ground level where an inspection pit has been excavated.
  - d) that part of a drillhole below the bottom of a borehole where a drill hole has been ordered to continue from the bottom of a borehole
  - e) core recovery of at least 90% in any core run, unless the Engineer is satisfied it cannot be achieved
  - f) volume calculated as measured length x measured depth x specified width for trial and observation trenches.
- 9. Rates for forming exploratory holes shall allow for:
  - a) casing installation where necessary, and removal and for any casing not recovered, including that necessary to prevent cross contamination as required
  - b) dealing with surface water and the formation of temporary grout plugs
  - c) backfilling with arisings
  - d) supply of daily report and preliminary log
  - e) additional site supervision of non-accredited drillers
  - f) disposal off site of excavated material not required for reuse but excluding material regarded as hazardous or special waste
    g) washing down of equipment as specified

h)

- measures to prevent cross-contamination between strata.
- 10.

Standing time shall be measured as the duration of time for which plant, equipment and personnel are standing on the instruction of the Engineer or in accordance with the Contract. Standing time shall be paid for interruption of the formation of exploratory holes to record groundwater entry in accordance with Clause 9.1.1. The rates for standing time shall allow for:

- a) plant equipment and personnel
- b) consequential costs
- c) changes in the programme of working
- d) recording information and preparing daily report.
- 11. The rates for hourly provision of pitting and trenching crews and equipment at locations as directed by the Engineer shall allow for compliance with the requirements of the Contract, including preparation of records.
- 12. The rates for sampling and in situ testing shall allow for the standing time of associated plant. Where in situ testing is paid for on an hourly basis, the time measured shall be the actual time taken to carry out the test in accordance with the Engineer's instruction and/or the Specification but excluding the time taken to erect and dismantle test equipment where this is itemised separately.

- 13. The rates for installation of instruments shall allow for:
  - a) clearing and keeping hole free of unwanted materials
  - b) all costs associated with equipment, installation, specified seals, surround, backfill materials excluding backfill below the instrument and surface terminal (if appropriate)
  - c) proving correct functioning
  - d) delays due to installation.
- 14. The rates for testing shall include for:
  - a) the supply of a copy of the preliminary test results to the Engineer
  - b) the cost of moisture content or density determinations where they form part of the test
  - c) the time of the personnel carrying out the test.
- 15. The rates for recording of water level or gas measurement shall allow for notices of re-entry to the Engineer, owners or occupiers affected by the location or access route.
- 16. Appendix A to the Bill of Quantities (Rates for geotechnical and other personnel) shall be priced. The rates given will be used by the Engineer to make an initial estimate of costs where applicable of employing the Contractor's staff in accordance with Clause 3.13 of the Specification.
- 17. Items for the supply of the master and copies of the interpretative report shall exclude costs covered by Appendix A to the Bill of Quantities.

#### Units of measurement

18.

The following abbreviations shall be used for the units of measurements:

Millimetres	:	mm
Metre	:	m
Kilometres	:	km
Square millimetres	:	mm²
Square metre	:	m²
Cubic metre	:	m <sup>3</sup>
Square metre per day	:	m²/day
Kilogramme	:	kg
Tonne	:	t
Sum	:	sum
Number	:	nr
Hour	:	h
Week	:	wk
Vehicle week	:	v.wk
Item	:	item
Day	:	day
Specimen day	:	sp.day

19. The rates for observation pits and trenches shall allow for all necessary shoring and shoring crew. For all hand-dug pits and trenches, the rates shall allow for working

within a properly shored excavation. The size of a hand-dug pit or trench shall be sufficient to allow the excavation to be progressed to its scheduled depth. The rates for all pits and trenches should allow for the excavator, driver and technical assistant to log the pit and trench, take samples and carry out tests, and any washing down of equipment between locations.

- 20. The rates for performing laboratory tests of long duration shall include for all costs incurred whilst working outside normal hours.
- 21. Quantities associated with Items A7 and A8 will be reimbursed at cost on production of receipts.
- 22. The rate for provision of an environmental scientist on site shall include provision of all equipment for taking of samples and for performing all the in situ testing and measurements specified. The rate shall be per 8-hour day.

### Appendix 1

### **Bill of Quantities**

engineering solutions, delivering results



Westerton of Craigie Southampton Road, DUNDEE, DD4 7PN Tel: 01382 453300 Fax: 0844 381 4412

#### COST ESTIMATE

Project:	Cloddach Bridge, Elgin	Quote By:	
Client:	Moray Council	Date:	
Reference:	140163		
Scope:	Ground Investigation Works		

Item	Description	No	Unit	Rate	Amount
Α	General Items	NO.	onic	Nate	Allount
A1	Offices and stores for the Contractor/Engineer including set up of a compound and welfare facilities	1	sum		£ -
A2	Establish on site all plant, equipment and services including full time supervision by an engineering geologist	1	sum		£ -
A2.1	Vibration monitoring equipment to be utilised at locations specified by the engineer during all drilling works	Rate Only	sum		
A3	Establish the location and elevation of the ground at each exploratory hole (mAOD)	1	sum		£ -
A4	Facilities for the engineer	Rate Only	sum		
A5	One master copy of the fieldwork report	1	sum		£ -
A6	Additional copies of the fieldwork report	Rate Only	nr		
A7	Digital data (AGS format)	1	sum		£ -
A8	Mobilisation of site safety equipment (YELLOW)	1	sum		£ -
A9	Maintenance of onsite safety equipment	1	day		£ -
A10	Disposal offsite of arisings	Rate Only	sum		
A11	Provide facilities for decontamination of equipment/plant between borehole (YELLOW)	Rate Only	sum		
A12	Decontamination at the end of field work (YELLOW)	Rate Only	sum		
A13	PAS 128 Type C Survey (review porposed positons against current public utility plans and visible surface features and CAT scan positions prior to breaking ground)	1	Sum		£-
A14	Formation of Access/Egress and Drive on / Drive off accessibility to proposed GI locations (TP01 - TP04) Including site visit to assess possible plant access routes - any temporary ramps/tracks required to gain access are to be reinstated following completion of works.	1	Sum		£-
A15	Ecological Clerk of Works (ECoW). A suitably qualified specialist Ecology consultant requires to approve temporary access design for TP postions adajcent to the exisitng woodland & watercourse and investigation fieldworks adajcent to the woodland & watercourse	1	Sum		£-
A16	Reinstatement of trial pit locations on like-for-like basis	Rate Only	sum		

Section A sub-total	£	-
(carried to summary)		

(carried to summary)



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Project:	Cloddach Bridge, Elgin	Quote By:	0
Client:	Moray Council	Date:	0
Reference:	140163		
Scope:	Ground Investigation Works		

Item	Description	No	Unit	Rate	Amount
В	Light Hydraulic Precussive Boring	NO.	onic	Nate	Amount
B1	Move boring plant and equipment to the site of each exploratory hole and set up rig including excavation of hand dug pit to 1.20mbgl	Rate Only	nr		
B2	Extra over item B1 for setting up on a slope of gradient greater than 20%	Rate Only	nr		
В3	Break out surface obstruction where present at exploratory borehole	Rate Only	nr		
B4	Advance borehole from below concrete slab to 10m depth	Rate Only	m		
B5	As item B4 but between 10m and 20m depth	Rate Only	m		
B6	As item B4 but between 20m and 30m depth	Rate Only	m		
B7	As item B4 but between 30m and 40m depth	Rate Only	m		
B8	As item B4 but between 40m and 50m depth	Rate Only	m		
B9	Advance borehole through hard stratum or obstruction	Rate Only	hr		
B10	Backfill borehole with cement/bentonite grout	Rate Only	m		
B11	Standing time for borehole plant, equipment and crew	Rate Only	hr		
B12	Bring hand auger equipment to the position of each exploratory hole	Rate Only	nr		
B13	Bore with hand auger from existing ground level to 2m depth	Rate Only	m		
B14	As item B13 but between 2m and 4m depth	Rate Only	m		
B15	Standing time for hand auger equipment and crew	Rate Only	h		

Section B sub-total	£	-
(carried to summary)		



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Project:	Cloddach Bridge, Elgin	Quote By:	0
Client:	Moray Council	Date:	0
Reference:	140163		
Scope:	Ground Investigation Works		

ltem	Description	No	Linit	Pate	Amount
С	Rotary Boring	NO.	Onit	Nate	Amount
C1	Move boring plant and equipment to the site of each exploratory hole and set up rig including excavation of hand dug pit to 1.20mbgl	4	nr		£ -
C2	Extra over item B1 for setting up on a slope of gradient greater than 20%	Rate Only	nr		
C3	Break out surface obstruction where present at exploratory borehole	Rate Only	nr		
C4	Advance borehole between GL and 10m depth (Dynamic Sampling)	40	m		£-
C4.1	Advance borehole between GL and 10m depth (Air Flush Rotary Coring)	Rate Only	m		
C5	As item B4 but between 10m and 20m depth (Dynamic Sampling)	20	m		£ -
C5.1	As item B4 but between 10m and 20m depth (Air Flush Rotary Coring)	24	m		£ -
C6	As item B4 but between 20m and 30m depth	Rate Only	m		
C7	As item B4 but between 30m and 40m depth	Rate Only	m		
C8	As item B4 but between 40m and 50m depth	Rate Only	m		
C9	Advance borehole through hard stratum or obstruction	Rate Only	hr		
C10	Backfill borehole with cement/bentonite grout	2	nr		£ -
C11	Standing time for borehole plant, equipment and crew	Rate Only	hr		
C12	Bring hand auger equipment to the position of each exploratory hole	Rate Only	m		
C13	Bore with hand auger from existing ground level to 2m depth	Rate Only	m		
C14	As item C13 but between 2m and 4m depth	Rate Only	h		
C15	Standing time for hand auger equipment and crew	Rate Only	nr		
C16	Decommisioning of borehole monitoring well instaltions in accordance with SEPA Guidance. Date to be informed by the Engineer.	2	nr		£-

Section C sub-total	£	-
(carried to summary)		



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Project:	Cloddach Bridge, Elgin	Quote	By:	0	
Client:	Moray Council	Date:		0	
Reference:	140163				
Scope:	Ground Investigation Works				

ltem	Description	No	Unit	Pata	Amount
D	Pits and Trenches	NO.	Onic	Nale	Amount
D1	Excavate inspection pit by hand to 1.20m depth	Rate Only	nr		
D2	Extra over item D1 for breaking out surface obstructions	Rate Only	nr		
D3	Move mechanical excavation equipment to the site of each trial pit and trial trench	4	nr		£-
D4	Excavate trial pit between existing ground level and scheduled depth (4.0mbgl)	16	m		£-
D5	Break out surface obstructions where present at exploratory trial pit / DCP test	Rate Only	m		
D10	Extra over item D4 for breaking out hard strata or surface obstructions	Rate Only	hr		
D11	Standing time for excavation plant, equipment and crew for machine dug pit or trench	Rate Only	h		

Section D sub-total	£	-
(carried to summary)		



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Project:	Cloddach Bridge, Elgin	Quote By:	0
Client:	Moray Council	Date:	0
Reference:	140163		
Scope:	Ground Investigation Works		

ltem	Description	No	Unit	Pata	Amount
E	Sampling	NO.	Onit	Rale	Amount
E1A	Small disturbed sample (environmental)	Rate Only	nr		
E1B	Small disturbed sample (geotechnical)- 1.0m intervals	30	nr		£ -
E2	Bulk disturbed sample- 1.0m intervals	30	nr		£ -
E3	Large bulk disturbed sample	Rate Only	nr		
E4	Open tube sample	Rate Only	nr		
E5	Piston sample	Rate Only	nr		
E6	Groundwater sample	Rate Only	nr		
E7	Gas sample	Rate Only	nr		
E8	Core sub sample	Rate Only	nr		

Section E sub-total	£	-
(carried to summarv)		



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Project:	Cloddach Bridge, Elgin	Quote By:	0
Client:	Moray Council	Date:	0
Reference:	140163		
Scope:	Ground Investigation Works		

Item	Description	No.	Unit	Rate	Amount
F	In-Situ Testing				
F1	Standard Pentration Test in all boreholes (1.5m intervals commencing at 1.2mbgl)	20	nr		£ -
F3	Plate Load Test (100kPa, 200kPa, 400kPa, 100kPa)	Rate Only	nr		
F4	California Bearing Ratio Test	Rate Only	nr		
F8	Hand Vane test where applicable in cohesive deposits in all trial pits	1	nr		£-
F9	Continuous Dymanic Penetration Tests to 1.20m below topsoil and production of results (including topsoil thickness)	Rate Only	nr		
F10	Infiltration test as per BRE 365	Rate Only	nr		
F11	PID required for field screening of all environmental soil samples for duration of site works	Rate Only	nr		

Section F sub-total	£	-
(carried to summary)		

FAIRHURST



Westerton of Craigie Southampton Road, DUNDEE, DD4 7PN Tel: 01382 453300 Fax: 0844 381 4412

Project:	Cloddach Bridge, Elgin	Quote By:	0
Client:	Moray Council	Date:	0
Reference:	140163		
Scope:	Ground Investigation Works		

ltem	Description	No.	No	Unit	Rate	Amount
G	Instrumentation and Monitoring		onik	Nate	Amount	
G2	Standpipe (slotted)	20	m	•	£ -	
G4	Standpipe (plain)	2	m		£ -	
G5	Protective cover (flush)	2	nr		£ -	
G6	Protective cover (raised)	Rate Only	nr			
G8	Reading of water level in standpipe, or standpipe piezometer during fieldwork period	2	nr		£ -	
G10	Gas valve	2	nr		£ -	

Section G sub-total	£	-
(carried to summary)		



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Project:	Cloddach Bridge, Elgin	Quote By:	0
Client:	Moray Council	Date:	0
Reference:	140163		
Scope:	Ground Investigation Works		

Item	Description	No	Unit	Rate	Amount
Н	GEOTECHNICAL LABORATORY TESTING		Unit	nato	, ano ant
H1.1	Moisture Content	6	nr		£ -
H1.2	Liquid Limit, Plastic Limit, Plasticity Index - 4 point	Rate Only	nr		·
H1.3	Liquid Limit, Plastic Limit, Plasticity Index - 1 point	6	nr		£ -
H1.5	Density - linear measurement	Rate Only	nr		
H1.8	Particle Density (Gas Jar)	Rate Only	nr		
H1.9	Particle Size Distribution - wet sieving only	6	nr		£ -
H1.10	Particle Size Distribution - dry sieving	Rate Only	nr		
H1.11	Particle Size Distribution - sedimentation by pipette method	6	nr		£ -
H2 1	Organic Matter Content	Rate Only	nr		
H2 2	Mass Loss on Ignition	Rate Only	nr		
H2 3	Sulphate content of soil - acid extractable	Rate Only	nr		
H2 4	Water soluble sulphate content of soil	12	nr		f -
H2 5	Sulphate content of groundwater	Rate Only	nr		2
H2 8	Water soluble chloride content	Rate Only	nr		
H2.12		12	nr		f -
H3.1	Dry Density / moisture content relationship (2.5kg	Rate Only			7
	rammer)		nr		
H3.2	Dry Density / moisture content relationship (4.5kg rammer)	4	nr		£-
H3.3	Dry Density / moisture content relationship (vibrating	Rate Only	or		
	California Rearing Patio (CRP) re-compacted	Rote Only	nr		
ПЗ.9	One dimensional especialidation (Up to 5 days)	Rate Only	nr		
H4.1	One dimensional consolidation (up to 5 days)	Rate Only	nr		
	Shear strength by hand yang	Rate Only	nr		
	Ouick Undrained Tri-axial - Single	Rate Only	nr		
	Quick Undrained Tri-axial - Single	Rate Only	nr		
	Quick Undrained - Set of 3 x 38mm	Rate Only	nr		
110.17	Remoulding charge for preparation of tri-axial tests from	Itale Only	111		
H6.18	disturbed samples	Rate Only	nr		
H6.8	60mm Shear Box Test - 3 stages	6	nr		£ -
H6.9	100mm Shear Box Test - 3 stages	Rate Only	nr		
H6.10	300mm Shear Box Test - 3 stages	Rate Only	nr		
H6.13	Undrained Tri-axial without pore water pressure	Rate Only	nr		
Нзе	Moisture Condition Value (MCV)	Rate Only	nr		
113.0	Moisture Condition Value (MCV) / Moisture Content		111		
H3.7	Relationship	Rate Only	nr		
H8.1	Natural water content of rock sample	Rate Only	nr		
H8.2	Density of rock sample by linear measurement	Rate Only	nr		

#### Cost Estimate Tender

H8.21	Determination of Point Load strength (PLT) of rock specimen - 3no determinations	24	nr	£-
H8.14	Uniaxial Compressive Strength (UCS) of rock specimen	12	nr	£ -

Section H sub-total	£	-
(carried to summarv)		



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Project:	Cloddach Bridge, Elgin	Quote By:	0
Client:	Moray Council	Date:	0
Reference:	140163		
Scope:	Ground Investigation Works		

Item	Description	No	llnit	Pata	Amount
I	GEOCHEMICAL LABORATORY TESTING	NO.	Onic	Nale	Amount
	Chemical Testing For Contaminated Ground				
l1	Arsenic - total	Rate Only	nr		*
12	Barium	Rate Only	nr		
13	Beryllium	Rate Only	nr		
14	Cadmium - total	Rate Only	nr		
15	Chromium - total	Rate Only	nr		
I5B	Hexavelant Chromium - total	Rate Only	nr		
16	Lead - total	Rate Only	nr		
17	Mercury - total	Rate Only	nr		
18	Selenium - total	Rate Only	nr		
19	Boron - water soluble	Rate Only	nr		
l10	Copper - total	Rate Only	nr		
l11	Nickel - total	Rate Only	nr		
l12	Vanadium	Rate Only	nr		
l13	Zinc - total	Rate Only	nr		
l14	Cyanide - complex	Rate Only	nr		
l15	Cyanide - free	Rate Only	nr		
l16	Cyanide - total	Rate Only	nr		
l17	Phenols - total	Rate Only	nr		
l18	Nitrate	Rate Only	nr		
l19	Sulphate - water soluble, 2:1 extract	Rate Only	nr		
120	Sulphide	Rate Only	nr		
I21	Sulphur	Rate Only	nr		
122	Chloride	Rate Only	nr		
123	PH Value	Rate Only	nr		
124	Total Petroleum Hydrocarbons (screen)	Rate Only	nr		
125	Total Petroleum Hydrocarbons (CWG suite)	Rate Only	nr		
126	BTEX (including MTBE)	Rate Only	nr		
127	PCB ICES 7	Rate Only	nr		
I27B	PCB WHO 12	Rate Only	nr		
128	Speciated VOC`s	Rate Only	nr		
129	Speciated SVOC`s	Rate Only	nr		
130	Poly Aromatic Hydrocarbons (USEPA 16 Speciation)	Rate Only	nr		
I31	Diesel Range Organics (DRO)	Rate Only	nr		
132	Gasoline Range Organics (GRO)	Rate Only	nr		
133	Asbestos Screen (identification)	Rate Only	nr		
133B	Asbestos Quantification	Rate Only	nr		
134	Thiocyanate	Rate Only	nr		
135	Organolead	Rate Only	nr		
I35B	Organochlorides	Rate Only	nr		
135C	Metal Carboxylates	Rate Only	nr		

135D	Pytheroids	Rate Only	nr	
136	Organotin	Rate Only	nr	
137	TOC	Rate Only	nr	
138	FOC	Rate Only	nr	
139	Organic Matter Content	Rate Only	nr	
140	UKWIR full expanded suite	Rate Only	nr	
l41	Fluorocarbons	Rate Only	nr	
	Water Samples			
139	Arsenic - total	Rate Only	nr	
140	Barium	Rate Only	nr	
I41	Beryllium	Rate Only	nr	
142	Cadmium - total	Rate Only	nr	
143	Chromium - total	Rate Only	nr	
144	Lead - total	Rate Only	nr	
145	Mercury - total	Rate Only	nr	
146	Selenium - total	Rate Only	nr	
147	Nickei - total	Rate Only	nr	
148		Rate Only	nr	
149	Cyanida, complex	Rate Only		
150	Cvanide - tree	Rate Only	nr	
151	Cvanide - total	Rate Only	nr	
153	Ammonia	Rate Only	nr	
154	Biochemical Oxygen Demand	Rate Only	nr	
155	Thiocvanate	Rate Only	nr	
156	Redox potential	Rate Only	nr	
157	Dissolved Oxygen	Rate Only	nr	
158	Phenols - total	Rate Only	nr	
159	Sulphate	Rate Only	nr	
160	Sulphide	Rate Only	nr	
l61	Total TPH	Rate Only	nr	
162	TPH (speciated aliphatic/aromatic)	Rate Only	nr	
163	Diesel Range Organics (DRO)	Rate Only	nr	
164	Gasoline Range Organics (GRO)	Rate Only	nr	
601	pri value Doly Aromatic Hydrocorbona (USEDA 16 aposistion)	Rate Only	nr	
100	BTEY	Rate Only	nr	
107	PCBICES 7	Rate Only	nr	
168B	PCB WHO 12	Rate Only	nr	
69	Total Hardness	Rate Only	nr	
170	Total Organic Carbon	Rate Only	nr	
171	Total Dissolved Solids (TDS)	Rate Only	nr	
172	SVOC`s	Rate Only	nr	
173	VOC`s	Rate Only	nr	
174	PCB	Rate Only	nr	
175	Dioxins and Furans	Rate Only	nr	
176	Organolead	Rate Only	nr	
177	Organotin	Rate Only	nr	
178	Fluorocarbons	Rate Only	nr	
	Leachability Testing			
178	Preparation of each leachate sample	Rate Only	nr	
1/9		Rate Only	nr	
10V 101	Chromium	Rate Only	nr	
101	Lead	Rate Only	nr	
102	Mercury	Rate Only	nr	
184	Selenium	Rate Only	nr	
185	Copper	Rate Only	nr	
186	Nickel	Rate Only	nr	

187	Zinc	Rate Only	nr	
188	TPH	Rate Only	nr	
189	TPH (CWG Suite)	Rate Only	nr	
190	Cyanide - complex	Rate Only	nr	
I91	Cyanide - free	Rate Only	nr	
192	Cyanide - total	Rate Only	nr	
193	PCB ICES 7	Rate Only	nr	
193A	PCB WHO 12	Rate Only	nr	
194	Phenols	Rate Only	nr	
195	Speciated Aromatic Hydrocarbons (USEPA 16)	Rate Only	nr	

Section I sub-total	£
(carried to summary)	

-



Westerton of Craigie Southampton Road, DUNDEE, DD4 7PN Tel: 01382 453300 Fax: 0844 381 4412

Project:	Cloddach Bridge, Elgin	Quote By:	0
Client:	Moray Council	Date:	0
Reference:	140163		
Scope:	Ground Investigation Works		

ltem	Description	No	Unit	Pata	Amount
J	Ground Gas and Vapour Monitoring	NU.	Onic	Nale	Alliount
J1	Undertake gas and vapour visit to monitor 2 no. monitoring wells (BH01 - BH04) to steady state (minimum time period 10 minutes per borehole) in line with CIRIA C665 Guidance.	Rate Only	nr		

Section J sub-total	£	-
(carried to summary)		



Westerton of Craigie Southampton Road, DUNDEE, DD4 7PN Tel: 01382 453300 Fax: 0844 381 4412

Project:	Cloddach Bridge, Elgin	Quote By:	0
Client:	Moray Council	Date:	0
Reference:	140163		
Scope:	Ground Investigation Works		

Item	Description	No	Unit	Pata	Amount
K	Water Monitoring	NU.	Unit	Nale	Amount
К1	Undertake water probing with oil water interceptor probe and record level(s) at 2 no. monitoring wells (BH01 - BH04)	Rate Only	nr		
К2	Develop 2 no. monitoring wells using down the hole purge pump and collect purge water (purge min 3x well volume)	Rate Only	nr		
КЗ	Obtain representative water samples from 2 no. wells using a peristaltic pump and flow through cell at steady state	Rate Only	nr		
K4	Obtain representative free product samples using a peristaltic pump (if present) from 2 no. montoring wells	Rate Only	nr		
K5	Disposal of purge water	Rate Only	sum		

Section J sub-total	£	-
(carried to summary)		



Westerton on Craigie Southampton Road, DUNDEE, DD4 7PN Tel: 01382 453300 Fax: 0844 381 4412

#### COST ESTIMATE

Project:	Cloddach Bridge, Elgin	Quote By:	0
Client:	Moray Council	Date:	0
Reference:	140163		
Scope:	Ground Investigation Works		

<b>SECTION</b>	<u>SUMMARY</u>	<u>AMOUNT</u>
Α	GENERAL ITEMS	£ -
В	HYDRAULIC PERCUSSIVE BORING	£ -
С	ROTARY BORING	£ -
D	PITS AND TRENCHES	£ -
E	SAMPLING	£ -
F	IN-SITU TESTING	£ -
G	INSTRUMENTATION AND MONITORING	£ -
н	GEOTECHNICAL LABORATORY TESTING	£ -
I	GEOCHEMICAL LABORATORY TESTING	£ -
J	GROUND GAS AND VAPOUR MONITORING TO CIRIA C665	£ -
к	WATER MONITORING	£ -

### TOTAL ESTIMATE

£

-

### Appendix 2

Laboratory Limits of Detection (Soils, Leachate and Water)

	WAF Job Number : 07-38881				
	Matrix : Soil				
	Sample Reference				
	Sample Depth (m)	ş			Sample ,
	Date Sampled	eth	⊆	L.	
	Date Scheduled	od	nits	B	
	Laboratory Reference No	N	,		
	Analysis	•			
	·				
METALS	METALS				
METALS	Aluminium	0695	ma/ka	10	
METALS	Antimony	069S <sup>IM</sup>	mg/kg	5	
METALS	Arsenic	069S <sup>IM</sup>	mg/kg	3	
METALS	Barium	0695	mg/kg	10	
METALS	Beryllium	0695	mg/kg	0.5	
METALS	Beron (W/S)	016S <sup>IM</sup>	mg/kg	0.5	
METALS	Codmium		mg/kg	0.5	
METALS	Caloium	0605	mg/kg	0.5	
METALS	Chromium	0093	mg/kg	20	
	Chromium Chromium (Havevalant)	0695	mg/kg	10	
METALS	Chromium (Hexavalent)		mg/kg	5	
METALS	Cobalt	0695	mg/kg	2	
METALS	Copper	0695	mg/kg	5	
METALS	Iron	069S	mg/kg	200	
METALS	Lead	069S <sup>IM</sup>	mg/kg	10	
METALS	Lithium	0695	mg/kg	0.5	
METALS	Magnesium	069S <sup>™</sup>	mg/kg	10	
METALS	Manganese	069S <sup>IM</sup>	mg/kg	20	
METALS	Mercury	069S <sup>1M</sup>	mg/kg	0.6	
METALS	Molybdenum	069S <sup>™</sup>	mg/kg	6	
METALS	Nickel	069S <sup>™</sup>	mg/kg	4	
METALS	Phosphorus	METS	mg/kg	2	
METALS	Potassium	069S	mg/kg	20	
METALS	Selenium	069S <sup>™</sup>	mg/kg	2.5	
METALS	Sodium	069S	mg/kg	50	
METALS	Thallium	069S	mg/kg	2	
METALS	Titanium	069S	mg/kg	5	
METALS	Vanadium	069S <sup>™</sup>	mg/kg	3	
METALS	Zinc	069S <sup>™</sup>	mg/kg	10	
Inorganics	Inorganics				
Inorganics	Free Cyanide	061S <sup>™</sup>	mg/kg	1	
Inorganics	Total Cyanide	061S <sup>™</sup>	mg/kg	1	
Inorganics	Thiocyanate as SCN	061S <sup>™</sup>	mg/kg	5	
Inorganics	pH	084S <sup>™</sup>	pH Units	1	
Inorganics	Organic Matter (BS1377)	026 <sup>1</sup>	%	0.1	
Inorganics	Organic Carbon	<b>092</b> <sup>IM</sup>	%	0.1	
Inorganics	Carbonate Content as CaCO3	023	%	1	
Inorganics	Sulphate (Total Acid Soluble) as SO4	025a <sup>™</sup>	mg/ka	200	
Inorganics	Acid Soluble Sulphide	008 <sup>IM</sup>	mg/kg	10	
Inorganics	W/S Sulphate as SO4	073S <sup>™</sup>	g/l	0.02	
STANDARD	Asbestos (Screen)	001a	9/1	0.02	
Inorganics	W/S Chloride	073S <sup>™</sup>	ma/ka	10	
	W/S Bromide	0735	ma/ka	1	
	W/S Eluoride	0735	mg/kg	1	
norganics	the Huonuo	0100	ing/kg		

Inorganics	W/S Nitrite as N	073S	mg/kg	1	
Inorganics	W/S Nitrate as N	073S <sup>⊥</sup>	mg/kg	2.2	
Inorganics	Total Nitrogen	BS3882	%	0.1	
Inorganics	Kjeldahl Nitrogen	BS3882	%	0.1	
Inorganics	Exchangeable Ammonium as N	018 <sup>™</sup>	mg/kg	40	
Inorganics	Extractable Phosphate	MAFF/ADAS	mg/l	10	
Inorganics	Elemental Sulphur	<b>0</b> 32 <sup>™</sup>	mg/kg	100	
Inorganics	Loss on Ignition (450°C)	019 <sup>™</sup>	%	1	
STANDARD	Moisture Content (Wet Weight)		%	0.1	
STANDARD	Density	DEN	g/cm3		
CWG SUITE	* * CWG SUITE * *				
CWG SUITE	Aliphatic C5-C6	CWGS	mg/kg	0.01	
CWG SUITE	Aliphatic >C6-C8	CWGS	mg/kg	0.01	
CWG SUITE	Aliphatic >C8-C10	CWGS	mg/kg	0.01	
CWG SUITE	Aliphatic >C10-C12	CWGS	mg/kg	0.01	
CWG SUITE	Aliphatic >C12-C16	CWGS <sup>I</sup>	mg/kg	5	
CWG SUITE	Aliphatic >C16-C21	CWGS <sup>⊥</sup>	mg/kg	5	
CWG SUITE	Aliphatic >C21-C35	CWGS <sup>I</sup>	mg/kg	5	
CWG SUITE	Total Aliphatics (C5-C35)	CWGS	mg/kg	5	
CWG SUITE	Aromatic C6-C7	CWGS	mg/kg	0.01	
CWG SUITE	Aromatic >C7-C8	CWGS	mg/kg	0.01	
CWG SUITE	Aromatic >C8-C10	CWGS	mg/kg	0.01	
CWG SUITE	Aromatic >C10-C12	CWGS	mg/kg	0.01	
CWG SUITE	Aromatic >C12-C16	CWGS <sup>I</sup>	mg/kg	5	
CWG SUITE	Aromatic >C16-C21	CWGS <sup>I</sup>	mg/kg	5	
CWG SUITE	Aromatic >C21-C35	CWGS <sup>I</sup>	mg/kg	5	
CWG SUITE	Total Aromatics (C5-C35)	CWGS	mg/kg	5	
CWG SUITE	Volatile Hydrocarbons (C5-C12)	CWGS	mg/kg	0.01	
CWG SUITE	Extractable Hydrocarbons (C12-C35)	CWGS	mg/kg	5	
CWG SUITE	Total Hydrocarbons (C5-C35)	CWGS	mg/kg	5	
CWG SUITE	MTBE	CWGS	mg/kg	0.01	
CWG SUITE	Benzene	CWGS <sup>IM</sup>	mg/kg	0.01	
CWG SUITE	Toluene	CWGS <sup>™</sup>	mg/kg	0.01	
CWG SUITE	Ethylbenzene	CWGS <sup>IM</sup>	mg/kg	0.01	
CWG SUITE	m,p-Xylenes	CWGS <sup>IM</sup>	mg/kg	0.01	
CWG SUITE	o-Xylene	<b>CWGS</b> <sup>IM</sup>	mg/kg	0.01	
CWG SUITE	1,3,5-Trimethylbenzene	<b>CWGS</b> <sup>IM</sup>	mg/kg	0.01	
CWG SUITE	1,2,4-Trimethylbenzene	CWGS <sup>™</sup>	mg/kg	0.01	
VPH/BTEX SUITE	* * VPH/BTEX SUITE * *				
VPH/BTEX SUITE	МТВЕ	068S <sup>™</sup>	mg/kg	0.01	
VPH/BTEX SUITE	Benzene	068S <sup>IM</sup>	mg/kg	0.01	
VPH/BTEX SUITE	Toluene	068S <sup>™</sup>	mg/kg	0.01	
VPH/BTEX SUITE	Ethylbenzene	068S <sup>™</sup>	mg/kg	0.01	
VPH/BTEX SUITE	m,p-Xylenes	068S <sup>™</sup>	mg/kg	0.01	
VPH/BTEX SUITE	o-Xylene	068S <sup>™</sup>	mg/kg	0.01	
VPH/BTEX SUITE	1,3,5-Trimethylbenzene	068S <sup>™</sup>	mg/kg	0.01	
VPH/BTEX SUITE	1,2,4-Trimethylbenzene	068S <sup>1M</sup>	mg/kg	0.01	
VPH/BTEX SUITE	VPH Compounds (C5-C10)	068S <sup>™</sup>	mg/kg	0.01	
VPH/BTEX SUITE	VPH Compounds (C10-C12)	068S	mg/kg	0.01	
VPH/BTEX SUITE	VPH Compounds (C5-C12)	068S	mg/kg	0.01	
PAH SUITE	* * PAH SUITE * *				
PAH SUITE	Naphthalene	022S <sup>™</sup>	mg/kg	0.1	
PAH SUITE	Acenaphthylene	022S <sup>™</sup>	mg/kg	0.1	
PAH SUITE	Acenaphthene	022S <sup>™</sup>	mg/kg	0.1	
PAH SUITE	Fluorene	022S <sup>™</sup>	mg/kg	0.1	

PAH SUITE	Phenanthrene	022S <sup>™</sup>	mg/kg	0.1	
PAH SUITE	Anthracene	022S <sup>™</sup>	mg/kg	0.1	
PAH SUITE	Fluoranthene	022S <sup>™</sup>	mg/kg	0.1	
PAH SUITE	Pyrene	022S <sup>™</sup>	mg/kg	0.1	
PAH SUITE	Benzo(a)anthracene	022S <sup>™</sup>	mg/kg	0.1	
PAH SUITE	Chrysene	022S <sup>™</sup>	mg/kg	0.1	
PAH SUITE	Benzo(b)fluoranthene	022S <sup>™</sup>	mg/kg	0.1	
PAH SUITE	Benzo(k)fluoranthene	022S <sup>™</sup>	mg/kg	0.1	
PAH SUITE	Benzo(a)pyrene	022S <sup>™</sup>	mg/kg	0.1	
PAH SUITE	Indeno(1,2,3-cd)pyrene	022S <sup>™</sup>	mg/kg	0.1	
PAH SUITE	Dibenzo(a,h)anthracene	022S <sup>™</sup>	mg/kg	0.1	
PAH SUITE	Benzo(g,h,i)perylene	022S <sup>™</sup>	mg/kg	0.1	
PAH SUITE	PAH (Sum of EPA 16)	022S <sup>⊥</sup>	mg/kg	1.6	
PCB SUITE	* * PCB SUITE * *				
PCB SUITE	PCB Congener 28	039S <sup>™</sup>	mg/kg	0.002	
PCB SUITE	PCB Congener 52	039S <sup>™</sup>	mg/kg	0.002	
PCB SUITE	PCB Congener 101	039S <sup>™</sup>	mg/kg	0.002	
PCB SUITE	PCB Congener 118	039S <sup>™</sup>	mg/kg	0.002	
PCB SUITE	PCB Congener 138	039S <sup>™</sup>	mg/kg	0.002	
PCB SUITE	PCB Congener 153	039S <sup>™</sup>	mg/kg	0.002	
PCB SUITE	PCB Congener 180	039S <sup>™</sup>	mg/kg	0.002	
PCB SUITE	PCB's (Sum of ICES Congeners)	039S <sup>1</sup>	mg/kg	0.002	
PHENOLS SUITE	** PHENOLS SUITE **				
PHENOLS SUITE	Phenol	020S <sup>IM</sup>	mg/kg	0.1	
PHENOLS SUITE	Phenol	020S <sup>™</sup>	mg/kg	0.02	
PHENOLS SUITE	Cresols	020S <sup>™</sup>	mg/kg	0.02	
PHENOLS SUITE	Xylenols & Ethyl Phenols	020S <sup>IM</sup>	mg/kg	0.02	
PHENOLS SUITE	Propyl or Trimethyl Phenols	020S <sup>IM</sup>	mg/kg	0.02	
PHENOLS SUITE	Butyl Phenols	020S <sup>IM</sup>	mg/kg	0.02	
PHENOLS SUITE	Phenols (Speciated Groups Sum)	020S <sup>1</sup>	mg/kg	0.02	
PHENOLS SUITE	Total Monohydric Phenols	020S <sup>⊥</sup>	mg/kg	1	
SVOC SUITE	* * SVOC SUITE * *				
SVOC SUITE	Naphthalene	053S <sup>™</sup>	ug/kg	150	
SVOC SUITE	2-Chloronaphthalene	053S <sup>⊥</sup>	ug/kg	150	
SVOC SUITE	Acenaphthylene	053S <sup>⊥</sup>	ug/kg	150	
SVOC SUITE	Acenaphthene	053S <sup>⊥</sup>	ug/kg	150	
SVOC SUITE	Fluorene	053S <sup>⊥</sup>	ug/kg	150	
SVOC SUITE	Phenanthrene	053S <sup>⊥</sup>	ug/kg	150	
SVOC SUITE	Anthracene	053S <sup>⊥</sup>	ug/kg	150	
SVOC SUITE	Fluoranthene	053S <sup>⊥</sup>	ug/kg	150	
SVOC SUITE	Pyrene	053S <sup>™</sup>	ug/kg	150	
SVOC SUITE	Benz(a)anthracene	053S	ug/kg	150	
SVOC SUITE	Chrysene	053S <sup>⊥</sup>	ug/kg	150	
SVOC SUITE	Benzo(b)fluoranthene	053S <sup>⊥</sup>	ug/kg	150	
SVOC SUITE	Benzo(k)fluoranthene	053S <sup>⊥</sup>	ug/kg	150	
SVOC SUITE	Benzo(a)pyrene	053S	ug/kg	150	
SVOC SUITE	Dibenzo(a,h)anthracene	053S <sup>™</sup>	ug/kg	150	
SVOC SUITE	Indeno(1,2,3-cd)pyrene	053S <sup>1</sup>	ug/kg	150	
SVOC SUITE	Benzo(g,h,i)perylene	053S <sup>1</sup>	ug/kg	150	
SVOC SUITE	Phenol	053S <sup>1</sup>	ug/kg	150	
SVOC SUITE	2-Chlorophenol	053S <sup>™</sup>	ug/kg	150	
SVOC SUITE	2-Methylphenol	053S <sup>1</sup>	ug/kg	200	
SVOC SUITE	4-Methylphenol	053S <sup>™</sup>	ug/kg	200	
SVOC SUITE	2-Nitrophenol	053S <sup>⊥</sup>	ug/kg	300	
SVOC SUITE	2,4-Dimethylphenol	053S <sup>™</sup>	ug/kg	250	
SVOC SUITE	2,4-Dichlorophenol	053S <sup>™</sup>	ug/kg	200	
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SVOC SUITE	2,6-Dichlorophenol	053S <sup>™</sup>	ug/kg	200	
SVOC SUITE	4-Chloro-3-methyl phenol	053S <sup>™</sup>	ug/kg	150	
SVOC SUITE	2,4,6-Trichlorophenol	053S <sup>⊥</sup>	ug/kg	150	
SVOC SUITE	2,4,5-Trichlorophenol	053S <sup>™</sup>	ug/kg	200	
SVOC SUITE	4-Nitrophenol	053S	ug/kg	300	
SVOC SUITE	2,3,4,6-Tetrachlorophenol	053S	ug/kg	250	
SVOC SUITE	Pentachlorophenol	053S	ug/kg	250	
SVOC SUITE	Dimethyl Phthalate	053S <sup>™</sup>	ug/kg	200	
SVOC SUITE	Diethyl Phthalate	053S <sup>⊥</sup>	ug/kg	200	
SVOC SUITE	Di-n-butyl phthalate	053S <sup>⊥</sup>	ug/kg	150	
SVOC SUITE	Butyl benzyl phthalate	053S <sup>™</sup>	ug/kg	150	
SVOC SUITE	Bis(2-chloroethyl)ether	053S <sup>™</sup>	ug/kg	150	
SVOC SUITE	Bis(2-chloroisopropyl)ether	053S <sup>I</sup>	ug/kg	200	
SVOC SUITE	4-Chlorophenyl phenyl ether	053S <sup>⊥</sup>	ug/kg	150	
SVOC SUITE	Bromo phenyl phenyl ether	053S <sup>™</sup>	ua/ka	200	
SVOC SUITE	1.3-Dichlorobenzene	053S <sup>™</sup>	ua/ka	200	
SVOC SUITE	1.2-Dichlorobenzene	053S <sup>™</sup>	ua/ka	150	
SVOC SUITF	1.4-Dichlorobenzene	053S <sup>1</sup>		200	
SVOC SUITE	Nitrobenzene	053S <sup>™</sup>		150	
SVOC SUITE	1.2.4-Trichlorobenzene	053S <sup>™</sup>		200	
SVOC SUITE	2 6-Dinitrotoluene	0535	ug/kg	200	
SVOC SUITE	2.4-Dinitrotoluene	0535		200	
SVOC SUITE		0535 <sup>1</sup>		200	
SVOC SUITE	Heyachlorobenzene	053S <sup>IM</sup>	ug/kg	200	
	Hexachloroothano	0535	ug/kg	150	
SVOC SUITE	n-Nitro-n-propyl-1-propagamine	0535 <sup>1</sup>	ug/kg	200	
SVOC SUITE		053S <sup>IM</sup>		200	
	Ric(2 chloroothovu)mothano	0535	ug/kg	150	
	Hexaehlerebutadione	0535	ug/kg	150	
	Anthraquinono	0535	ug/kg	150	
	Antinaquinone	0535	ug/kg	150	
	Di n octul obtholoto	0535	ug/kg	150	
	Heveehlereevelepentedione	0535	ug/kg	200	
		0535	ug/kg	150	
		0535	ug/kg	150	
		0535	ug/kg	250	
		0535	ug/kg	200	
		0535	ug/kg	200	
	4-mitroamine	0535	ug/kg	250	
	Dis (2-ethylnexyl) primalate	0535	ug/kg	300	
SVOC SUITE		0535	ug/kg	100	
SVOC SUITE	Diberizoluran	0535	ug/kg	150	
SVOC SUITE		0535	ug/kg	150	
VOC SUITE				05	
VOC SUITE	Dichlorodifluoromethane	0/1S <sup>™</sup>	ug/kg	25	
VOC SUITE	Chloromethane	0/15***	ug/kg	25	
VOC SUITE	Vinyi Chloride	0/1S	ug/kg	25	
VOC SUITE	Bromomethane	071S <sup>±</sup>	ug/kg	25	
VOC SUITE	Chloroethane	071S <sup>IM</sup>	ug/kg	25	
VOC SUITE	Irichlorofluoromethane	071S <sup>1</sup>	ug/kg	25	
VOC SUITE	1,1-Dichloroethene	071S	ug/kg	25	
VOC SUITE	112-Trichloro-122-Trifluoroethane	071S⁺	ug/kg	25	
VOC SUITE	Dichloromethane	071S	ug/kg	50	
VOC SUITE	Carbon Disulfide	071S <sup>™</sup>	ug/kg	25	
VOC SUITE	Trans-1,2 Dichloroethene	071S	ug/kg	25	

VOC SUITE	MTBE	071S	ug/kg	25	
VOC SUITE	1,1 -Dichloroethane	071S	ug/kg	25	
VOC SUITE	Cis-1,2 Dichloroethene	071S <sup>™</sup>	ug/kg	25	
VOC SUITE	Bromochloromethane	071S <sup>™</sup>	ug/kg	25	
VOC SUITE	Chloroform	071S <sup>™</sup>	ug/kg	25	
VOC SUITE	2,2-Dichloropropane	071S <sup>™</sup>	ug/kg	25	
VOC SUITE	1,1,1-Trichloroethane	071S	ug/kg	25	
VOC SUITE	1,2-Dichloroethane	071S	ug/kg	25	
VOC SUITE	1,1-Dichloropropene	071S <sup>™</sup>	ug/kg	25	
VOC SUITE	Benzene	071S	ug/kg	25	
VOC SUITE	Carbon Tetrachloride	071S <sup>™</sup>	ug/kg	25	
VOC SUITE	Dibromomethane	071S <sup>™</sup>	ug/kg	25	
VOC SUITE	1,2-Dichloropropane	071S <sup>™</sup>	ug/kg	25	
VOC SUITE	Trichloroethene	071S <sup>™</sup>	ug/kg	25	
VOC SUITE	Bromodichloromethane	071S <sup>™</sup>	ug/kg	25	
VOC SUITE	Cis-1,3 Dichloropropene	071S <sup>™</sup>	ug/kg	25	
VOC SUITE	Trans-1,3 Dichloropropene	071S <sup>™</sup>	ug/kg	25	
VOC SUITE	1,1,2-Trichloroethane	071S <sup>™</sup>	ug/kg	25	
VOC SUITE	Toluene	071S	ug/kg	25	
VOC SUITE	1,3 -Dichloropropane	071S <sup>™</sup>	ug/kg	25	
VOC SUITE	Dibromochloromethane	071S <sup>™</sup>	ug/kg	25	
VOC SUITE	1,2-Dibromoethane	071S <sup>™</sup>	ug/kg	25	
VOC SUITE	Tetrachloroethene	071S	ug/kg	25	
VOC SUITE	1,1,1,2-Tetrachloroethane	071S	ug/kg	25	
VOC SUITE	Chlorobenzene	071S <sup>™</sup>	ug/kg	25	
VOC SUITE	Ethyl Benzene	071S	ug/kg	25	
VOC SUITE	m,p-Xylenes	071S	ug/kg	50	
VOC SUITE	Bromoform	071S <sup>™</sup>	ug/kg	25	
VOC SUITE	Styrene	071S <sup>™</sup>	ug/kg	25	
VOC SUITE	o-Xylene	071S	ug/kg	25	
VOC SUITE	1,1,2,2 Tetrachloroethane	071S	ug/kg	25	
VOC SUITE	1,2,3-Irichloropropane	071S <sup>™</sup>	ug/kg	25	
VOC SUITE	Isopropylbenzene	0/1S <sup>III</sup>	ug/kg	25	
	Bromobenzene	0/1S <sup>™</sup>	ug/kg	25	
VOC SUITE	n-propylbenzene	0/15 <sup></sup>	ug/kg	25	
		071S	ug/kg	25	
	4-Chlorololuene	0715	ug/kg	25	
	1,3,5 Trimetnyibenzene	0710	ug/kg	20	
VOC SUITE		0715	ug/kg	20	
VOC SUITE		0718	ug/kg	20	
		0719	ug/kg	25	
VOC SUITE	1 A Dichlorobenzene	0719	ug/kg	25	
	4-Isopropyltoluene	071S <sup>IM</sup>	ug/kg	25	
VOC SUITE	1.2 Dichlorobenzene	0715		25	
VOC SUITE	n-hutvlbenzene	0715	ug/kg	25	
VOC SUITE	1.2.4-Trichlorobenzene	0715		25	
VOC SUITE	Tetra Methyl Lead	0718	ug/kg	20	
VOC SUITE	Tetra Ethyl Lead	0715	ua/ka	20	
VOC SUITE	1.2-Dibromo-3-Chloropropane	0715	ug/kg	25	
VOC SUITE	Hexachlorobutadiene	071S	ug/kg	50	
VOC SUITE	Acetone	071S	ma/ka	0.2	
VOC SUITE	1,2,3-Trichlorobenzene	071S	ua/ka	25	
ORGANOTIN SUITE	* * Organotin Suite * *		3.3		
ORGANOTIN SUITE	DiButylTin	083 <sup>IM</sup>	mg/kg	0.1	

ORGANOTIN SUITE	TriButylTin	083 <sup>IM</sup>	mg/kg	0.1	
ORGANOTIN SUITE	TetraButyITin	083 <sup>IM</sup>	mg/kg	0.1	
ORGANOTIN SUITE	TriPhenylTin	<b>083</b> <sup>IM</sup>	mg/kg	0.1	
OCL SUITE	* * Organochlorine Pesticide Suite * *				
OCL SUITE	Aldrin	076S <sup>⊥</sup>	mg/kg	0.1	
OCL SUITE	Triadimefon	076S <sup>⊥</sup>	mg/kg	0.1	
OCL SUITE	Isodrin	076S <sup>⊥</sup>	mg/kg	0.1	
OCL SUITE	Pendimethalin	076S <sup>⊥</sup>	mg/kg	0.1	
OCL SUITE	Cis-Heptachlor Epoxide	076S <sup>⊥</sup>	mg/kg	0.1	
OCL SUITE	gamma-Chlordane (trans)	076S <sup>⊥</sup>	mg/kg	0.1	
OCL SUITE	o,p-DDE	076S <sup>⊥</sup>	mg/kg	0.1	
OCL SUITE	alpha-Endosulphan	076S <sup>⊥</sup>	mg/kg	0.1	
OCL SUITE	alpha-Chlordane (cis)	076S <sup>⊥</sup>	mg/kg	0.1	
OCL SUITE	p,p-DDE	076S <sup>⊺</sup>	mg/kg	0.1	
OCL SUITE	Dieldrin	076S <sup>⊥</sup>	mg/kg	0.1	
OCL SUITE	o,p-TDE	076S <sup>⊥</sup>	mg/kg	0.1	
OCL SUITE	Endrin	076S <sup>⊥</sup>	mg/kg	0.1	
OCL SUITE	beta-Endosulphan	076S	mg/kg	0.1	
OCL SUITE	Iprodione	076S	mg/kg	0.1	
OCL SUITE	p,p-TDE	076S <sup>I</sup>	mg/kg	0.1	-
OCL SUITE	o,p-DDT	076S <sup>⊥</sup>	mg/kg	0.1	
OCL SUITE	Propiconazole I	076S	mg/kg	0.1	
OCL SUITE	Endosulphan sulphate	076S <sup>1</sup>	mg/kg	0.1	
OCL SUITE	p,p-DDT	076S <sup>⊥</sup>	mg/kg	0.1	
OCL SUITE	Propiconazole II	076S	mg/kg	0.1	
OCL SUITE	o,p-Methoxychlor	076S <sup>⊥</sup>	mg/kg	0.1	
OCL SUITE	Fluroxypyr	076S <sup>I</sup>	mg/kg	0.1	
OCL SUITE	p,p-Methoxychlor	076S <sup>I</sup>	mg/kg	0.1	
OCL SUITE	Permethrin I	076S	mg/kg	0.1	
OCL SUITE	Permethrin II	076S <sup>⊥</sup>	mg/kg	0.1	
TRIAZINE SUITE	* * Triazine Herbicide Suite * *				
TRIAZINE SUITE	Atraton	075S	mg/kg	0.1	
TRIAZINE SUITE	Simazine	075S <sup>⊥</sup>	mg/kg	0.1	
TRIAZINE SUITE	Prometon	075S	mg/kg	0.1	
TRIAZINE SUITE	Atrazine	075S <sup>⊥</sup>	mg/kg	0.1	
TRIAZINE SUITE	Propazine	075S <sup>⊥</sup>	mg/kg	0.1	
TRIAZINE SUITE	Terbuthylazine	075S <sup>⊥</sup>	mg/kg	0.1	
TRIAZINE SUITE	Simetryn	075S <sup>⊥</sup>	mg/kg	0.1	
TRIAZINE SUITE	Ametryn	075S <sup>⊥</sup>	mg/kg	0.1	
TRIAZINE SUITE	Prometryn	075S <sup>⊥</sup>	mg/kg	0.1	
TRIAZINE SUITE	Terbutryn	075S <sup>⊥</sup>	mg/kg	0.1	
OPP SUITE	* * Organophosphorus Pesticide Suite * *				
OPP SUITE	Dichlorvos	077S <sup>⊥</sup>	mg/kg	0.1	
OPP SUITE	Mevinphos	077S	mg/kg	0.1	
OPP SUITE	Methacriphos	077S <sup>⊥</sup>	mg/kg	0.1	
OPP SUITE	Heptenophos	077S <sup>1</sup>	mg/kg	0.1	
OPP SUITE	Tributylphosphate	077S <sup>1</sup>	mg/kg	0.1	
OPP SUITE	Sulfotep	077S <sup>1</sup>	mg/kg	0.1	
OPP SUITE	Phorate	077S <sup>1</sup>	mg/kg	0.1	
OPP SUITE	Dimethoate	077S	mg/kg	0.1	
OPP SUITE	Propetamphos	077S <sup>1</sup>	mg/kg	0.1	
OPP SUITE	Fonofos	077S <sup>1</sup>	mg/kg	0.1	
OPP SUITE	Diazinon	077S <sup>⊥</sup>	mg/kg	0.1	
OPP SUITE	Phosphamidon I	077S	mg/kg	0.1	
OPP SUITE	Disulfoton	077S <sup>1</sup>	mg/kg	0.1	

OPP SUITE	Phosphamidon II	077S	mg/kg	0.1	
OPP SUITE	Chlorpyriphos-methyl	077S <sup>⊥</sup>	mg/kg	0.1	
OPP SUITE	Methyl-Parathion	077S <sup>⊥</sup>	mg/kg	0.1	
OPP SUITE	Fenitrothion	077S	mg/kg	0.1	
OPP SUITE	Pirimiphos-methyl	077S <sup>⊥</sup>	mg/kg	0.1	
OPP SUITE	Malathion	077S <sup>⊥</sup>	mg/kg	0.1	
OPP SUITE	Fenthion	077S <sup>⊥</sup>	mg/kg	0.1	
OPP SUITE	Chlorpyriphos	077S <sup>⊥</sup>	mg/kg	0.1	
OPP SUITE	Parathion	077S <sup>⊥</sup>	mg/kg	0.1	
OPP SUITE	Chlorfenvinphos	077S <sup>⊥</sup>	mg/kg	0.1	
OPP SUITE	Ethion	077S <sup>⊥</sup>	mg/kg	0.1	
OPP SUITE	Triazophos	077S	mg/kg	0.1	
OPP SUITE	Carbophenothion	077S <sup>⊥</sup>	mg/kg	0.1	
OPP SUITE	Triphenylphosphate	077S <sup>I</sup>	mg/kg	0.1	
OPP SUITE	Phosmet	077S <sup>I</sup>	mg/kg	0.1	
OPP SUITE	EPN	077S <sup>I</sup>	mg/kg	0.1	
OPP SUITE	Phosalone	077S <sup>1</sup>	ma/ka	0.1	
OPP SUITE	Azinphos-methyl	0775	ma/ka	0.1	
OPP SUITE	Azinphos-ethyl	0775	mg/kg	0.1	
OPP SUITE	Coumaphos	077S <sup>I</sup>	ma/ka	0.1	
CARB & UBON SUITE	* * Carbamates & Uron Herbicide Suite * *	0110	mg/ng	0.1	
CABB & LIBON SUITE	Carbenazim	079S <sup>I</sup>	ma/ka	0.1	
CARB & URON SUITE		0795 <sup>1</sup>	mg/kg	0.1	
CARB & URON SUITE	Bromacil	0795 <sup>1</sup>	mg/kg	0.1	
	Cyanazina	0793	mg/kg	0.1	
	Oyalidzille Methobonzothiazuran	0793	mg/kg	0.1	
	Cerband	0795	mg/kg	0.1	
	Dranham	0793	mg/kg	0.1	
	Piopinam	0795	mg/kg	0.1	
	Methiocarb	0795	mg/kg	0.1	
	Monuron Divisio este	0795	mg/kg	0.1	
	Pinimicarb	0795	mg/kg	0.1	
	Oblasteluses	0795	mg/kg	0.1	
		0795	mg/kg	0.1	
CARB & URON SUITE	Monolinuron	0795	mg/kg	0.1	
CARB & URON SUITE	Diuron	0795-	mg/kg	0.1	
CARB & URON SUITE	Linuron	0795-	mg/kg	0.1	
CARB & URON SUITE	Chlorbutam	0795-	mg/kg	0.1	
CARB & URON SUITE	Chlorpropham	0795-	mg/kg	0.1	
ACID HERB SUITE	* * Phenoxy Acid Herbicide Suite * *				
ACID HERB SUITE	Clopyralid	0825*	mg/kg	0.15	
ACID HERB SUITE	Picioram	082S*	mg/kg	0.1	
ACID HERB SUITE	2,3,6-1BA	082S*	mg/kg	0.1	
ACID HERB SUITE	Dicamba	082S <sup>1</sup>	mg/kg	0.1	
ACID HERB SUITE	Benazolin	082S <sup>1</sup>	mg/kg	0.1	
ACID HERB SUITE	4-CPA	082S <sup>⊥</sup>	mg/kg	0.1	
ACID HERB SUITE	Bentazone	082S <sup>⊥</sup>	mg/kg	0.1	
ACID HERB SUITE	2,4-D	082S <sup>+</sup>	mg/kg	0.1	
ACID HERB SUITE	МСРА	082S <sup>1</sup>	mg/kg	0.1	
ACID HERB SUITE	Bromoxynil	082S <sup>1</sup>	mg/kg	0.1	
ACID HERB SUITE	Triclopyr	082S <sup>1</sup>	mg/kg	0.1	
ACID HERB SUITE	2,4,5-T	082S <sup>1</sup>	mg/kg	0.1	
ACID HERB SUITE	Dichloroprop	082S <sup>⊥</sup>	mg/kg	0.1	
ACID HERB SUITE	Mecoprop	082S <sup>⊥</sup>	mg/kg	0.1	
ACID HERB SUITE	loxynil	082S <sup>⊥</sup>	mg/kg	0.1	
ACID HERB SUITE	Flamprop	082S <sup>I</sup>	mg/kg	0.1	

ACID HERB SUITE	Fenoprop	082S <sup>I</sup>	mg/kg	0.1	
ACID HERB SUITE	2,4-DB	082S <sup>⊥</sup>	mg/kg	0.1	
ACID HERB SUITE	МСРВ	082S <sup>⊥</sup>	mg/kg	0.1	
ACID HERB SUITE	Diclofop	082S <sup>⊥</sup>	mg/kg	0.1	
ACID HERB SUITE	Pentachlorophenol	082S <sup>⊥</sup>	mg/kg	0.1	
ACID HERB SUITE	Flamprop-Isopropyl	082S <sup>1</sup>	mg/kg	0.15	
PYRETHROID SUITE	* * Pyrethroid Suite * *				
PYRETHROID SUITE	Permethrin	PEST	mg/kg	0.1	
PYRETHROID SUITE	Cyhalothrin	PEST	mg/kg	0.1	
PYRETHROID SUITE	Cyfluthrin	PEST	mg/kg	0.1	
PYRETHROID SUITE	Cypermethrin	PEST	mg/kg	0.1	
PYRETHROID SUITE	Fenvalerate	PEST	mg/kg	0.1	
PYRETHROID SUITE	Deltamethrin	PEST	mg/kg	0.1	

	WAF Job Number : 07-38881					
	Matrix : Leachate					
	Sample Reference					
	Sample Depth (m)	M				
	Date Sampled	eth	ç	5	7	
	Date Scheduled	g	nits	8	9/q/	
	Laboratory Reference No	No			an	
	Analysis	· ·			S	
Metals	Metals					
Metals	Aluminium	080L <sup>⊥</sup>	mg/l	0.005		
Metals	Antimony	080L <sup>⊥</sup>	mg/l	0.001		
Metals	Arsenic (Dissolved)	080L <sup>⊥</sup>	mg/l	0.005		
Metals	Barium (Dissolved)	080L <sup>I</sup>	mg/l	0.005		
Metals	Beryllium (Dissolved)	080L <sup>I</sup>	mg/l	0.001		
Metals	Boron	080L <sup>1</sup>	mg/l	0.005		
Metals	Cadmium (Dissolved)	080L <sup>1</sup>	mg/l	0.001		
Metals	Calcium	062L <sup>1</sup>	ma/l	0.5		
Metals	Chromium (Dissolved)	080L <sup>I</sup>	mg/l	0.005		
Metals	Chromium (hexavalent)	007	ma/l	0.01		
Metals	Cobalt	080L <sup>1</sup>	mg/l	0.001		
Metals	Copper (Dissolved)	0801	mg/l	0.005		
Metals	Iron	0801	ma/l	0.02		
Metals	Lead (Dissolved)	0801	mg/l	0.005		
Metals	Lithium	016	mg/l	0.005		
Metals	Magnesium	0621	mg/l	0.1		
Metals	Manganese	0801	mg/l	0.005		
Metals	Mercury (Dissolved)	0801	mg/l	0.00005		
Metals	Molybdenum	0801	mg/l	0.005		
Metals	Nickel (Dissolved)	0801	mg/l	0.005		
Inorganics	Orthophosphate as P	087L <sup>I</sup>	mg/l	0.000		
Metals	Potassium	0621 1	mg/l	0.00		
Metals	Selenium (Dissolved)	0801	mg/l	0.005		
Metals	Sodium	0621 1	mg/l	0.000		
Metals	Thallium	0801	mg/l	0.005		
Metals	Titanium	METS	mg/l	0.000		
Metals	Vanadium (Dissolved)	0801	mg/l	0.005		
Metals	Zinc (Dissolved)	080L <sup>I</sup>	mg/l	0.005		
Inorganics		UUUL	ing/i	0.000		
Inorganics	Eree Cvanide	061L <sup>I</sup>	ma/l	0.02		
Inorganics	Total Cvanide	061L <sup>I</sup>	mg/l	0.02		
Inorganics	Thiocyanate as SCN	061L <sup>I</sup>	mg/l	0.15		
Inorganics	Carbonate Alkalinity as CaCO3	0961	mg/l	20		
Inorganics	Total Organic Carbon	010L <sup>I</sup>	mg/l	1		
Inorganics	Sulphide	0551 1	mg/l	0.05		
Inorganics	Sulphate as SO4	086L <sup>I</sup>	mg/l	10		
Inorganics	Chloride	086L <sup>I</sup>	mg/l	10		
Inorganice	Bromide	0861	mg/l	0.5		
Inorganice	Fluoride	0861	mg/l	0.5		
Inorganics	Nitrite as N	0861	mg/l	0.03		
Inorganice	Nitrate as $NO3$		mg/l	0.00		
Inorganice	Kieldahl Nitrogen	BS3882K	mg/l	5		
Inorganice		057L <sup>I</sup>	mg/l	0.065		
Inorganice		057L	mg/l	0.005		
inorganics	Annoniacai Nilloyen as N	0371	ilig/i	0.05	l	

CWG SUITE         ** CMG SUITE         **         CMG SUITE         Alphate         CC-CG         CWG1         mg/l         0.01           CWG SUITE         Alphate         >CC-CG         CWG1         mg/l         0.01           CWG SUITE         Alphate         >CC-CG         CWG1         mg/l         0.01           CWG SUITE         Alphate         >C12-C12         CWG1         mg/l         0.01           CWG SUITE         Alphate         >C12-C12         CWG1         mg/l         0.01           CWG SUITE         Alphate         >C12-C22         CWG1         mg/l         0.01           CWG SUITE         Alphate         >C2-C32         CWG1         mg/l         0.01           CWG SUITE         Anomale         >C2-C28         CWG1         mg/l         0.01           CWG SUITE         Anomale         >C2-C28         CWG1         mg/l         0.01           CWG SUITE         Anomale         >C2-C3         CWG1         mg/l         0.01           CWG SUITE         Anomale         >C2-C3         CWG1         mg/l         0.01           CWG SUITE         Anomale         >C2-C3         CWG1         mg/l         0.01           CWG SU		Inorganics	рН				
CWG SUITE         Alphatic CS-C6         CWGL         mg1         0.01           CWG SUITE         Alphatic SCB-C10         CWGL         mg1         0.01           CWG SUITE         Alphatic SCB-C10-         CWGL         mg1         0.01           CWG SUITE         Alphatic SCB-C12-         CWGL         mg1         0.01           CWG SUITE         Alphatic SCB-C21         CWGL         mg1         0.01           CWG SUITE         Alphatic SCB-C35         CWGL         mg1         0.01           CWG SUITE         Alphatic SCB-C35         CWGL         mg1         0.01           CWG SUITE         Aromatic SCB-C35         CWGL         mg1         0.01           CWG SUITE         Aromatic SCB-C36         CWGL         mg1         0.01           CWG SUITE         Aromatic SC10-C12         CWGL         mg1         0.01           CWG SUITE         Aromatic SC10-C35         CWGL         mg1         0.01		CWG SUITE	* * CWG SUITE * *				
CWG SUITE         Alphalo -SC8-C3         CWGL         mg1         0.01           CWG SUITE         Alphalo -SC8-C10         CWGL         mg1         0.01           CWG SUITE         Alphalo -SC10-C12         CWGL         mg1         0.01           CWG SUITE         Alphalo -SC10-C21         CWGL         mg1         0.01           CWG SUITE         Alphalo -SC10-C21         CWGL         mg1         0.01           CWG SUITE         Alphalo -SC10-C23         CWGL         mg1         0.01           CWG SUITE         Aromato -SC7-C8         CWGL         mg1         0.01           CWG SUITE         Aromato -SC10-C12         CWGL         mg1         0.01           CWG SUITE         Aromato -SC1-C35         CWGL         mg1         0.01           CWG SUITE         Aromato -SC2-C12         CWGL         mg1         0.01 <tr< th=""><th></th><th>CWG SUITE</th><td>Aliphatic C5-C6</td><td>CWGL</td><td>mg/l</td><td>0.01</td><td></td></tr<>		CWG SUITE	Aliphatic C5-C6	CWGL	mg/l	0.01	
OWG SUITE         Allphatic > C10 - C12         CWGL         mg/l         0.01           CWG SUITE         Allphatic > C10 - C12         CWGL         mg/l         0.01           CWG SUITE         Allphatic > C10 - C21         CWGL         mg/l         0.01           CWG SUITE         Allphatic > C10 - C21         CWGL         mg/l         0.01           CWG SUITE         Allphatic > C21 - C35         CWGL         mg/l         0.01           CWG SUITE         Aromatic > C7-C8         CWGL         mg/l         0.01           CWG SUITE         Aromatic > C7-C8         CWGL         mg/l         0.01           CWG SUITE         Aromatic > C10 - C12         CWGL         mg/l         0.01           CWG SUITE         Aromatic > C10 - C12         CWGL         mg/l         0.01           CWG SUITE         Aromatic > C10 - C12         CWGL         mg/l         0.01           CWG SUITE         Aromatic > C10 - C21         CWGL         mg/l         0.01           CWG SUITE         Aromatic > C10 - C21         CWGL         mg/l         0.01           CWG SUITE         Total Aromatics (C5 - C35)         CWGL         mg/l         0.01           CWG SUITE         Total Aromatics (C5 - C35) <td< th=""><th></th><th>CWG SUITE</th><td>Aliphatic &gt;C6-C8</td><td>CWGL</td><td>ma/l</td><td>0.01</td><td></td></td<>		CWG SUITE	Aliphatic >C6-C8	CWGL	ma/l	0.01	
CWG SUITE         Aliphatic >C10-C12         CWGL         mg/l         0.01           CWG SUITE         Aliphatic >C16-C21         CWGL         mg/l         0.01           CWG SUITE         Aliphatic >C21-C35         CWGL         mg/l         0.01           CWG SUITE         Aliphatic >C21-C35         CWGL         mg/l         0.01           CWG SUITE         Aromatic >C7-C8         CWGL         mg/l         0.01           CWG SUITE         Aromatic >C7-C8         CWGL         mg/l         0.01           CWG SUITE         Aromatic >C10-C12         CWGL         mg/l         0.01           CWG SUITE         Total Aromatics (C5-C12)         CWGL         mg/l <td< th=""><th></th><th>CWG SUITE</th><td>Aliphatic &gt;C8-C10</td><td>CWGL</td><td>mg/l</td><td>0.01</td><td></td></td<>		CWG SUITE	Aliphatic >C8-C10	CWGL	mg/l	0.01	
CWG SUITE         Aliphatic >C18-C18         CWGL         mp1         0.01           CWG SUITE         Aliphatic >C18-C21         CWGL         mp1         0.01           CWG SUITE         Total Aliphatics (C5-C35)         CWGL         mp1         0.01           CWG SUITE         Aromatic 06-C7         CWGL         mp1         0.01           CWG SUITE         Aromatic >C7-C8         CWGL         mp1         0.01           CWG SUITE         Aromatic >C17-C8         CWGL         mp1         0.01           CWG SUITE         Aromatic >C17-C12         CWGL         mp1         0.01           CWG SUITE         Total Aromatic >C17-C12         CWGL         mp1         0.01           CWG SUITE         Total Aromatic >C17-C12         CWGL         mp1         0.01		CWG SUITE	Aliphatic >C10-C12	CWGL	ma/l	0.01	
CWG SUITE         Aliphatic >C18-C21         CWGL         mg1         0.01           CWG SUITE         Aliphatics >C21-C35         CWGL         mg1         0.01           CWG SUITE         Aromatic >C6-C7         CWGL         mg1         0.01           CWG SUITE         Aromatic >C7-C8         CWGL         mg1         0.01           CWG SUITE         Aromatic >C8-C10         CWGL         mg1         0.01           CWG SUITE         Aromatic >C10-C12         CWGL         mg1         0.01           CWG SUITE         Aromatic >C10-C21         CWGL         mg1         0.01           CWG SUITE         Total Aromatics (C5-C35)         CWGL         mg1		CWG SUITE	Aliphatic >C12-C16	CWGL	ma/l	0.01	
CWG SUITE         Alighticits -C21-C35         CWGL         mg1         0.01           CWG SUITE         Total Alightatics (C5-C35)         CWGL         mg1         0.01           CWG SUITE         Aromatic SC7-C8         CWGL         mg1         0.01           CWG SUITE         Aromatic SC7-C8         CWGL         mg1         0.01           CWG SUITE         Aromatic SC7-C8         CWGL         mg1         0.01           CWG SUITE         Aromatic SC10         CWGL         mg1         0.01           CWG SUITE         Aromatic SC10-C12         CWGL         mg1         0.01           CWG SUITE         Aromatic SC16-C21         CWGL         mg1         0.01           CWG SUITE         Total Aromatics (C5-C35)         CWGL         <		CWG SUITE	Aliphatic >C16-C21	CWGI	mg/l	0.01	
OWG SUITE         Total Alphatics (CS-C36)         C/WGL         mg/l         0.01           CWG SUITE         Aromatic CC-7         C/WGL         mg/l         0.01           CWG SUITE         Aromatic SC-7-GB         C/WGL         mg/l         0.01           CWG SUITE         Aromatic SC-7-GB         C/WGL         mg/l         0.01           CWG SUITE         Aromatic SC10-C12         C/WGL         mg/l         0.01           CWG SUITE         Aromatic SC10-C12         C/WGL         mg/l         0.01           CWG SUITE         Aromatic SC10-C21         C/WGL         mg/l         0.01           CWG SUITE         Aromatic SC1-C35         C/WGL         mg/l         0.01           CWG SUITE         Aromatics (C5-C35)         C/WGL         mg/l         0.01           CWG SUITE         Total Aromatics (C5-C35)         C		CWG SUITE	Aliphatic >C21-C35	CWGL	mg/l	0.01	
OWG SUITE         Aromatic C6-C7         CWGL         mg/1         0.01           CWG SUITE         Aromatic SC7-C8         CWGL         mg/1         0.01           CWG SUITE         Aromatic SC10-C12         CWGL         mg/1         0.01           CWG SUITE         Aromatic SC10-C35         CWGL         mg/1         0.01           CWG SUITE         Total Aromatics (C5-C35)         CWGL </th <th></th> <th>CWG SUITE</th> <th>Total Aliphatics (C5-C35)</th> <th>CWGL</th> <th>mg/l</th> <th>0.01</th> <th></th>		CWG SUITE	Total Aliphatics (C5-C35)	CWGL	mg/l	0.01	
OWG SUITE         Aromatic > C-7.C6         OWGL         mg/f         0.01           CWG SUITE         Aromatic > C-7.C6         C/WGL         mg/f         0.01           CWG SUITE         Aromatic > C10-C12         C/WGL         mg/f         0.01           CWG SUITE         Aromatic > C10-C12         C/WGL         mg/f         0.01           CWG SUITE         Aromatic > C12-C16         C/WGL         mg/f         0.01           CWG SUITE         Aromatic > C21-C35         C/WGL         mg/f         0.01           CWG SUITE         Total Aromatics (C5-C35)         C/WGL         mg/f         0.01           CWG SUITE         Total Hydrocarbons (C3-C12)         C/WGL         mg/f         0.01           CWG SUITE         Benzene         C/WGL         mg/f         0.01           CWG SUITE         Benzene         C/WGL         mg/f         0.01           CWG SUITE         Totalene         C/WGL         mg/f         0.01           CWG SUITE         Total Hydrocarbons (C3-C35)         C/WGL         mg/f         0.01           CWG SUITE         Total Hydrocarbons (C3-C35)         C/WGL         mg/f         0.01           CWG SUITE         Total Hydrocarbons (C3-C35)         C/WGL		CWG SUITE	Aromatic C6-C7	CWGI	mg/l	0.01	
CWG SUITE         Aromatic >C8-C10         CWGL         mg/l         0.01           CWG SUITE         Aromatic >C10-C12         CWGL         mg/l         0.01           CWG SUITE         Aromatic >C10-C12         CWGL         mg/l         0.01           CWG SUITE         Aromatic >C12-C16         CWGL         mg/l         0.01           CWG SUITE         Aromatic >C21-C35         CWGL         mg/l         0.01           CWG SUITE         Total Aromatics (C5-C35)         CWGL         mg/l         0.01           CWG SUITE         Total Hydrocarbons (C12-C35)         CWGL         mg/l         0.01           CWG SUITE         To		CWG SUITE	Aromatic >C7-C8	CWGI	mg/l	0.01	
CWG SUITE         Aromatic >C10-C12         CWGL         mg/l         0.01           CWG SUITE         Aromatic >C16-C21         CWGL         mg/l         0.01           CWG SUITE         Aromatic >C16-C21         CWGL         mg/l         0.01           CWG SUITE         Aromatic >C21-C35         CWGL         mg/l         0.01           CWG SUITE         Total Aromatics (C5-C35)         CWGL         mg/l         0.01           CWG SUITE         Total Aromatics (C5-C35)         CWGL         mg/l         0.01           CWG SUITE         Total Hydrocarbons (C5-C35)         CWGL         mg/l         0.01           CWG SUITE         Total Hydrocarbons (C5-C35)         CWGL         mg/l         0.01           CWG SUITE         Total Hydrocarbons (C5-C35)         CWGL         mg/l         0.01           CWG SUITE         Totalenzene         CWGL         mg/l         0.01           CWG SUITE         Totalenzene         CWGL         mg/l         0.01           CWG SUITE         1.3.5 Trimethylbenzene         CWGL         mg/l         0.01           CWG SUITE         1.3.5 Trimethylbenzene         O68L         mg/l         0.005           VPH/BTEX SUITE         Totelenzene         068L <th></th> <th>CWG SUITE</th> <td>Aromatic &gt;C8-C10</td> <td>CWGI</td> <td>mg/l</td> <td>0.01</td> <td></td>		CWG SUITE	Aromatic >C8-C10	CWGI	mg/l	0.01	
CWG SUITE         Aromatic >C16-C21         CWGL         mg/l         0.01           CWG SUITE         Aromatic >C16-C21         CWGL         mg/l         0.01           CWG SUITE         Total Aromatics (C5-C35)         CWGL         mg/l         0.01           CWG SUITE         Volatile Hydrocarbons (C5-C35)         CWGL         mg/l         0.01           CWG SUITE         Extractable Hydrocarbons (C12-C35)         CWGL         mg/l         0.01           CWG SUITE         Total Hydrocarbons (C5-C35)         CWGL         mg/l         0.01           CWG SUITE         Benzene         CWGL         mg/l         0.01           CWG SUITE         bytenes         CWGL         mg/l         0.01           CWG SUITE         bytenes         CWGL         mg/l         0.01           CWG SUITE         1.3.5 Trimethytenzene         CWGL         mg/l         0.001           VPH/BTEX SUITE         Theretitytenzene         C68L         mg/l         0.005		CWG SUITE	Aromatic >C10-C12	CWGI	mg/l	0.01	
CWG SUITE         Aromatic >C16-C21         CWGL         mg/l         0.01           CWG SUITE         Aromatics >C21-C35         CWGL         mg/l         0.01           CWG SUITE         Total Aromatics (C5-C35)         CWGL         mg/l         0.01           CWG SUITE         Extractable Hydrocarbons (C5-C12)         CWGL         mg/l         0.01           CWG SUITE         Total Hydrocarbons (C5-C35)         CWGL         mg/l         0.01           CWG SUITE         Total Hydrocarbons (C5-C35)         CWGL         mg/l         0.01           CWG SUITE         Total Hydrocarbons (C5-C35)         CWGL         mg/l         0.01           CWG SUITE         Benzene         CWGL         mg/l         0.01           CWG SUITE         Toluene         CWGL         mg/l         0.01           CWG SUITE         1.3.5-Trimethybenzene         CWGL         mg/l         0.01           VPH/BTEX SUITE         MTBE         068L         mg/l         0.005<		CWG SUITE	Aromatic >C12-C16	CWGL	mg/l	0.01	
ONLD         ONLD         ONLD         ONLD           CWG SUITE         Aromatics (25-C35)         CWGL         mg1         0.01           CWG SUITE         Total Aromatics (C5-C35)         CWGL         mg1         0.01           CWG SUITE         Extractable Hydrocarbons (C5-C35)         CWGL         mg1         0.01           CWG SUITE         Total Hydrocarbons (C5-C35)         CWGL         mg1         0.01           CWG SUITE         1.3.5-Trimethylbenzene         CWGL         mg1         0.01           VWHITEX SUITE         MTEE         OC		CWG SUITE	Aromatic >C16-C21	CWGL	mg/l	0.01	
ONLE         Total Aromatics (CS-C35)         OWGL         mg/l         0.01           CWG SUITE         Volatile Hydrocarbons (CS-C12)         CWGL         mg/l         0.01           CWG SUITE         Extractable Hydrocarbons (CS-C35)         CWGL         mg/l         0.01           CWG SUITE         Total Hydrocarbons (CS-C35)         CWGL         mg/l         0.01           CWG SUITE         Benzene         CWGL         mg/l         0.01           CWG SUITE         Benzene         CWGL         mg/l         0.01           CWG SUITE         Toluene         CWGL         mg/l         0.01           CWG SUITE         Toluene         CWGL         mg/l         0.01           CWG SUITE         Toluene         CWGL         mg/l         0.01           CWG SUITE         1.3,5 Trimethylbenzene         CWGL         mg/l         0.01           CWG SUITE         1.3,5 Trimethylbenzene         OWGL         mg/l         0.005           VPH/BTEX SUITE         MTBE         O68L         mg/l         0.005           VPH/BTEX SUITE         Toluene         O68L         mg/l         0.005           VPH/BTEX SUITE         Toluene         O68L         mg/l         0.005		CWG SUITE	Aromatic >C21-C35	CWGL	mg/l	0.01	
CHUR SUITE         Volatile         Hydrocarbons (C5-C12)         CWGL         mg/l         0.01           CWG SUITE         Extractable Hydrocarbons (C12-C35)         CWGL         mg/l         0.01           CWG SUITE         Total Hydrocarbons (C5-C35)         CWGL         mg/l         0.01           CWG SUITE         Total Hydrocarbons (C5-C40)         G&         Mg/l         0.01           CWG SUITE         1.2.4-Trimethybenzene         CWGL         mg/l         0.01           VPH/BTEX SUITE         MTE         Goleal         mg/l         0.005           VPH/BTEX SUITE         Toluene         Goleal         mg/l         0.005		CWG SUITE	Total Aromatics (C5-C35)	CWGL	mg/l	0.01	
CMG SUITE         Extractable Hydrocarbons (C12-C35)         CMGL         mg/l         0.01           CWG SUITE         Total Hydrocarbons (C12-C35)         CWGL         mg/l         0.01           CWG SUITE         Total Hydrocarbons (C12-C35)         CWGL         mg/l         0.01           CWG SUITE         Benzene         CWGL         mg/l         0.01           CWG SUITE         Benzene         CWGL         mg/l         0.01           CWG SUITE         Eltylbenzene         CWGL         mg/l         0.01           CWG SUITE         Eltylbenzene         CWGL         mg/l         0.01           CWG SUITE         1.3,5 Trimethylbenzene         CWGL         mg/l         0.01           CWG SUITE         1.2,4 Trimethylbenzene         CWGL         mg/l         0.01           VPH/BTEX SUITE         1.2,4 Trimethylbenzene         O68L         mg/l         0.005           VPH/BTEX SUITE         Tollare         068L         mg/l		CWG SUITE	Volatile Hydrocarbons (C5-C12)	CWGL	mg/l	0.01	
CWG SUITE         Total Hydrocarbons (C5-C35)         CWGL         mg/l         0.01           CWG SUITE         MTBE         CWGL         mg/l         0.01           CWG SUITE         Benzene         CWGL         mg/l         0.01           CWG SUITE         Toluene         CWGL         mg/l         0.01           CWG SUITE         Ethylbenzene         CWGL         mg/l         0.01           CWG SUITE         mg/kines         CWGL         mg/l         0.01           CWG SUITE         mg/kines         CWGL         mg/l         0.01           CWG SUITE         ng/kines         CWGL         mg/l         0.01           CWG SUITE         12,4-Trimethylbenzene         CWGL         mg/l         0.01           CWG SUITE         12,4-Trimethylbenzene         OWGL         mg/l         0.005           VPH/BTEX SUITE         MTBE         068L         mg/l         0.005           VPH/BTEX SUITE         Toluene         068L         mg/l         0.005           VPH/BTEX SUITE         mg/l C5-C10         068L         mg/l         0.005           VPH/BTEX SUITE         ng/l C6-C12         068L         mg/l         0.01           VPH/BTEX SUITE		CWG SUITE	Extractable Hydrocarbons (C12-C35)	CWGL	mg/l	0.01	
District Suffer         Other Participation (color)         Official mg/l         0.01           CWGS SUITE         Benzene         CWGL         mg/l         0.01           CWG SUITE         Toluene         CWGL         mg/l         0.01           CWG SUITE         Ethylbenzene         CWGL         mg/l         0.01           CWG SUITE         m.pXylenes         CWGL         mg/l         0.01           CWG SUITE         0.Xylene         CWGL         mg/l         0.01           CWG SUITE         1.3,5-Trimethylbenzene         CWGL         mg/l         0.01           CWG SUITE         1.2,4-Trimethylbenzene         CWGL         mg/l         0.01           VPH/BTEX SUITE         MTBE         068L         mg/l         0.005           VPH/BTEX SUITE         MTBE         068L         mg/l         0.005           VPH/BTEX SUITE         Ethylbenzene         068L         mg/l         0.005           VPH/BTEX SUITE         Toluene         068L         mg/l         0.005           VPH/BTEX SUITE         1.3,5-Trimethylbenzene         068L         mg/l         0.005           VPH/BTEX SUITE         1.3,5-Trimethylbenzene         068L         mg/l         0.005 <t< th=""><th></th><th>CWG SUITE</th><td>Total Hydrocarbons (C5-C35)</td><td>CWGL</td><td>mg/l</td><td>0.01</td><td></td></t<>		CWG SUITE	Total Hydrocarbons (C5-C35)	CWGL	mg/l	0.01	
Strict         Officie         mg/l         0.01           CWG SUITE         Toluene         CWGL         mg/l         0.01           CWG SUITE         Toluene         CWGL         mg/l         0.01           CWG SUITE         Ethylbenzene         CWGL         mg/l         0.01           CWG SUITE         m_PXylenes         CWGL         mg/l         0.01           CWG SUITE         1.3.5-Trimethylbenzene         CWGL         mg/l         0.01           CWG SUITE         1.3.5-Trimethylbenzene         CWGL         mg/l         0.01           CWG SUITE         1.3.5-Trimethylbenzene         OWGL         mg/l         0.005           VPH/BTEX SUITE         MTBE         068L         mg/l         0.005           VPH/BTEX SUITE         Toluene         068L         mg/l         0.005           VPH/BTEX SUITE         Toluene         068L         mg/l         0.005           VPH/BTEX SUITE         m_PXylenes         068L         mg/l         0.005           VPH/BTEX SUITE         m_PXylenes         068L         mg/l         0.005           VPH/BTEX SUITE         m_PXylenes         068L         mg/l         0.005           VPH/BTEX SUITE         VP		CWG SUITE	MTRF	CWGL	mg/l	0.01	
Officient         Officient         Officient           CWG SUITE         Toluene         CWGL         mg/l         0.01           CWG SUITE         Ethylbenzene         CWGL         mg/l         0.01           CWG SUITE         0.xylene         CWGL         mg/l         0.01           CWG SUITE         1.3,5-Trimethylbenzene         CWGL         mg/l         0.01           CWG SUITE         1.2,4-Trimethylbenzene         CWGL         mg/l         0.01           VPH/BTEX SUITE         MTBE         068L         mg/l         0.005           VPH/BTEX SUITE         Benzene         068L         mg/l         0.005           VPH/BTEX SUITE         Toluene         068L         mg/l         0.005           VPH/BTEX SUITE         Toluene         068L         mg/l         0.005           VPH/BTEX SUITE         1.3,5-Trimethylbenzene         068L         mg/l         0.005           VPH/BTEX SUITE         1.3,5-Trimethylbenzene         068L         mg/l         0.005           VPH/BTEX SUITE         1.3,5-Trimethylbenzene         068L         mg/l         0.005           VPH/BTEX SUITE         1.2,4-Trimethylbenzene         068L         mg/l         0.005           V		CWG SUITE	Benzene	CWGL	mg/l	0.01	
OWG SUITE         Obdate         Over Suite         Over Suite </th <th></th> <th></th> <td>Toluene</td> <td>CWGL</td> <td>mg/l</td> <td>0.01</td> <td></td>			Toluene	CWGL	mg/l	0.01	
Order         Diversion         Order         Img/L         0.01           CWG SUITE         m.jb.Vienes         CWGL         mg/L         0.01           CWG SUITE         1.3.5-Trimethylbenzene         CWGL         mg/L         0.01           CWG SUITE         1.3.5-Trimethylbenzene         CWGL         mg/L         0.01           VPHBTEX SUITE         1.3.5-Trimethylbenzene         CWGL         mg/L         0.01           VPHBTEX SUITE         MTBE         068L         mg/L         0.005           VPHBTEX SUITE         Benzene         068L         mg/L         0.005           VPHBTEX SUITE         Ethylbenzene         068L         mg/L         0.005           VPHBTEX SUITE         M.24ne         068L         mg/L         0.005           VPHBTEX SUITE         Thylene         068L         mg/L         0.005           VPHBTEX SUITE         N.24ne         068L         mg/L         0.005           VPHBTEX SUITE         N.3.5-Trimethylbenzene         068L         mg/L         0.005           VPHBTEX SUITE         V.24ne         068L         mg/L         0.005           VPHBTEX SUITE         VPLOmpounds (C10-C12)         068L         mg/L         0.01			Ethylbenzene	CWGL	mg/l	0.01	
OWG SUITE         In.g.P.Xylenes         OWGL         Ing/l         0.01           CWG SUITE         1.3,5-Trimethylbenzene         CWGL         mg/l         0.01           CWG SUITE         1.2,4-Trimethylbenzene         CWGL         mg/l         0.01           VPH/BTEX SUITE         *         VPH/BTEX SUITE         *         VPH/BTEX SUITE         *           VPH/BTEX SUITE         Benzene         068L         mg/l         0.005           VPH/BTEX SUITE         Toluene         068L         mg/l         0.005           VPH/BTEX SUITE         Toluene         068L         mg/l         0.005           VPH/BTEX SUITE         Toluene         068L         mg/l         0.005           VPH/BTEX SUITE         n.p.Xylenes         068L         mg/l         0.005           VPH/BTEX SUITE         1.3,5-Trimethylbenzene         068L         mg/l         0.005           VPH/BTEX SUITE         1.3,5-Trimethylbenzene         068L         mg/l         0.005           VPH/BTEX SUITE         VPH Compounds (C5-C10)         068L         mg/l         0.01           VPH/BTEX SUITE         VPH Compounds (C5-C12)         068L         mg/l         0.001           PAH SUITE         VPH Compounds (C5-C12) <th></th> <th></th> <td>m n-Xylenes</td> <td>CWGL</td> <td>mg/l</td> <td>0.01</td> <td></td>			m n-Xylenes	CWGL	mg/l	0.01	
OWG SUITE         D.S.Trimethylbenzene         OWGL         mg/l         0.01           CWG SUITE         1,2,4-Trimethylbenzene         CWGL         mg/l         0.01           VPH/BTEX SUITE         1,2,4-Trimethylbenzene         CWGL         mg/l         0.01           VPH/BTEX SUITE         *         VPH/BTEX SUITE         mg/l         0.005           VPH/BTEX SUITE         Benzene         068L         mg/l         0.005           VPH/BTEX SUITE         Toluene         068L         mg/l         0.005           VPH/BTEX SUITE         0.5/vinee         068L         mg/l         0.005           VPH/BTEX SUITE         1,3,5-Trimethylbenzene         068L         mg/l         0.005           VPH/BTEX SUITE         1,4,4-Trimethylbenzene         068L         mg/l         0.001           VPH/BTEX SUITE         1,2,4-Trimethylbenzene         068L         mg/l         0.01           VPH/BTEX SUITE         VPH Compounds (C5-C12)         068L		CWG SUITE	o-Xylene	CWGL	mg/l	0.01	
OWG SUITE         1,2,4-Trimethylbenzene         OWGL         mg/l         0.01           VPH/BTEX SUITE         ** VPH/BTEX SUITE         **         VPH/BTEX SUITE         0.005           VPH/BTEX SUITE         MTBE         068L         mg/l         0.005           VPH/BTEX SUITE         Benzene         068L         mg/l         0.005           VPH/BTEX SUITE         Toluene         068L         mg/l         0.005           VPH/BTEX SUITE         Toluene         068L         mg/l         0.005           VPH/BTEX SUITE         mp/xylenes         068L         mg/l         0.005           VPH/BTEX SUITE         np/xylenes         068L         mg/l         0.005           VPH/BTEX SUITE         np/xylenes         068L         mg/l         0.005           VPH/BTEX SUITE         1,2,4-Trimethylbenzene         068L         mg/l         0.001           VPH/BTEX SUITE         1,2,4-Trimethylbenzene         068L         mg/l         0.01           VPH/BTEX SUITE         VPH Compounds (C5-C12)         068L         mg/l         0.01           VPH/BTEX SUITE         VPH Compounds (C5-C12)         068L         mg/l         0.001           PAH SUITE         Acenaphthylene         022L <sup>1</sup>		CWG SUITE	1 3 5-Trimethylbenzene	CWGL	mg/l	0.01	
VPH/BTEX SUITE         ILLY TIMOUN/INCIDE         OVAL         Number of the second s		CWG SUITE	1.2.4-Trimethylbenzene	CWGL	mg/l	0.01	
VPH/BTEX SUITE         MTBE         068L         mg/l         0.005           VPH/BTEX SUITE         Benzene         068L         mg/l         0.005           VPH/BTEX SUITE         Toluene         068L         mg/l         0.005           VPH/BTEX SUITE         Ethylbenzene         068L         mg/l         0.005           VPH/BTEX SUITE         Development         068L         mg/l         0.005           VPH/BTEX SUITE         0-Xylenes         068L         mg/l         0.005           VPH/BTEX SUITE         0-Xylene         068L         mg/l         0.005           VPH/BTEX SUITE         1,3.5-Trimethylbenzene         068L         mg/l         0.005           VPH/BTEX SUITE         1,2.4-Trimethylbenzene         068L         mg/l         0.001           VPH/BTEX SUITE         VPH Compounds (C5-C10)         068L         mg/l         0.01           VPH/BTEX SUITE         VPH Compounds (C5-C12)         068L         mg/l         0.01           VPH/BTEX SUITE         VPH Compounds (C5-C12)         068L         mg/l         0.001           PAH SUITE         Acenaphthylene         022L <sup>1</sup> mg/l         0.0001           PAH SUITE         Acenaphthylene         022L <sup>1</sup>			** VPH/BTEX SUITE **	OTTAL	ing/r	0.01	
VPH/BTEX SUITE         Benzene         068L         mg/l         0.005           VPH/BTEX SUITE         Toluene         068L         mg/l         0.005           VPH/BTEX SUITE         Toluene         068L         mg/l         0.005           VPH/BTEX SUITE         Ethylbenzene         068L         mg/l         0.005           VPH/BTEX SUITE         o-Xylene         068L         mg/l         0.005           VPH/BTEX SUITE         o-Xylene         068L         mg/l         0.005           VPH/BTEX SUITE         1,3,5-Trimethylbenzene         068L         mg/l         0.005           VPH/BTEX SUITE         1,2,4-Trimethylbenzene         068L         mg/l         0.005           VPH/BTEX SUITE         1,2,4-Trimethylbenzene         068L         mg/l         0.005           VPH/BTEX SUITE         VPH Compounds (C5-C10)         068L         mg/l         0.01           VPH/BTEX SUITE         VPH Compounds (C5-C12)         068L         mg/l         0.01           VPH/BTEX SUITE         VPH Compounds (C5-C12)         068L         mg/l         0.001           PAH SUITE         VPH Compounds (C5-C12)         068L         mg/l         0.0001           PAH SUITE         Net PAH SUITE (**		VPH/BTEX SUITE	MTBE	0681	ma/l	0.005	
VPH/BTEX SUITE         Tofuene         068L         mg/l         0.005           VPH/BTEX SUITE         Ethylbenzene         068L         mg/l         0.005           VPH/BTEX SUITE         m.p-Xylenes         068L         mg/l         0.005           VPH/BTEX SUITE         n.y-Xylene         068L         mg/l         0.005           VPH/BTEX SUITE         1.3.5-Trimethylbenzene         068L         mg/l         0.005           VPH/BTEX SUITE         1.3.5-Trimethylbenzene         068L         mg/l         0.005           VPH/BTEX SUITE         1.2.4-Trimethylbenzene         068L         mg/l         0.005           VPH/BTEX SUITE         1.2.4-Trimethylbenzene         068L         mg/l         0.01           VPH/BTEX SUITE         VPH Compounds (C5-C10)         068L         mg/l         0.01           VPH/BTEX SUITE         VPH Compounds (C5-C12)         068L         mg/l         0.01           VPH/BTEX SUITE         VPH Compounds (C5-C12)         068L         mg/l         0.001           PAH SUITE         Naphthalene         022L <sup>1</sup> mg/l         0.0001           PAH SUITE         Acenaphthylene         022L <sup>1</sup> mg/l         0.0001           PAH SUITE         Fluoranthene </th <th></th> <th>VPH/BTEX SUITE</th> <th>Benzene</th> <th>0681</th> <th>mg/l</th> <th>0.005</th> <th></th>		VPH/BTEX SUITE	Benzene	0681	mg/l	0.005	
VTH/BTEX SUITE         Ethylbenzene         068L         mg/l         0.005           VPH/BTEX SUITE         m,p-Xylenes         068L         mg/l         0.005           VPH/BTEX SUITE         o-Xylene         068L         mg/l         0.005           VPH/BTEX SUITE         1,3,5-Trimethylbenzene         068L         mg/l         0.005           VPH/BTEX SUITE         1,2,4-Trimethylbenzene         068L         mg/l         0.005           VPH/BTEX SUITE         1,2,4-Trimethylbenzene         068L         mg/l         0.001           VPH/BTEX SUITE         VPH Compounds (C5-C10)         068L         mg/l         0.01           VPH/BTEX SUITE         VPH Compounds (C5-C12)         068L         mg/l         0.01           VPH/BTEX SUITE         VPH Compounds (C5-C12)         068L         mg/l         0.001           PAH SUITE         VPH Compounds (C5-C12)         068L         mg/l         0.001           PAH SUITE         Naphthalene         022L <sup>1</sup> mg/l         0.0001           PAH SUITE         Acenaphthylene         022L <sup>1</sup> mg/l         0.0001           PAH SUITE         Fluorente         022L <sup>1</sup> mg/l         0.0001           PAH SUITE         Phenanthrene		VPH/BTEX SUITE	Toluene	0681	mg/l	0.005	
WH/BTEX SUITE         mp-Xylenes         068L         mg/l         0.005           VPH/BTEX SUITE         o-Xylene         068L         mg/l         0.005           VPH/BTEX SUITE         1,3,5-Trimethylbenzene         068L         mg/l         0.005           VPH/BTEX SUITE         1,2,4-Trimethylbenzene         068L         mg/l         0.005           VPH/BTEX SUITE         1,2,4-Trimethylbenzene         068L         mg/l         0.01           VPH/BTEX SUITE         VPH Compounds (C5-C10)         068L         mg/l         0.01           VPH/BTEX SUITE         VPH Compounds (C5-C12)         068L         mg/l         0.01           VPH/BTEX SUITE         VPH Compounds (C5-C12)         068L         mg/l         0.001           PAH SUITE         ** PAH SUITE **		VPH/BTEX SUITE	Ethylbenzene	0681	mg/l	0.005	
VPH/BTEX SUITE         o-Xylene         068L         mg/l         0.005           VPH/BTEX SUITE         1,3,5-Trimethylbenzene         068L         mg/l         0.005           VPH/BTEX SUITE         1,2,4-Trimethylbenzene         068L         mg/l         0.005           VPH/BTEX SUITE         1,2,4-Trimethylbenzene         068L         mg/l         0.01           VPH/BTEX SUITE         VPH Compounds (C5-C10)         068L         mg/l         0.01           VPH/BTEX SUITE         VPH Compounds (C5-C12)         068L         mg/l         0.01           VPH/BTEX SUITE         VPH Compounds (C5-C12)         068L         mg/l         0.01           PAH SUITE         VPH Compounds (C5-C12)         068L         mg/l         0.001           PAH SUITE         VPH Compounds (C5-C12)         068L         mg/l         0.001           PAH SUITE         Naphthalene         022L <sup>±</sup> mg/l         0.0001           PAH SUITE         Acenaphthylene         022L <sup>±</sup> mg/l         0.0001           PAH SUITE         Fluorene         022L <sup>±</sup> mg/l         0.0001           PAH SUITE         Phenanthrene         022L <sup>±</sup> mg/l         0.0001           PAH SUITE         Phenanthrene		VPH/BTEX SUITE	m.p-Xylenes	0681	mg/l	0.005	
WH/BTEX SUITE         1,3,5-Trimethylbenzene         068L         mg/l         0.005           VPH/BTEX SUITE         1,2,4-Trimethylbenzene         068L         mg/l         0.005           VPH/BTEX SUITE         1,2,4-Trimethylbenzene         068L         mg/l         0.005           VPH/BTEX SUITE         VPH Compounds (C5-C10)         068L         mg/l         0.01           VPH/BTEX SUITE         VPH Compounds (C10-C12)         068L         mg/l         0.01           VPH/BTEX SUITE         VPH Compounds (C5-C12)         068L         mg/l         0.01           PAH SUITE         VPH Compounds (C5-C12)         068L         mg/l         0.001           PAH SUITE         Naphthalene         022L <sup>1</sup> mg/l         0.0001           PAH SUITE         Acenaphthylene         022L <sup>1</sup> mg/l         0.0001           PAH SUITE         Acenaphthylene         022L <sup>1</sup> mg/l         0.0001           PAH SUITE         Fluorene         022L <sup>1</sup> mg/l         0.0001           PAH SUITE         Fluoranthene         022L <sup>1</sup> mg/l         0.0001           PAH SUITE         Phenanthrene         022L <sup>1</sup> mg/l         0.0001           PAH SUITE         Fluoranthene		VPH/BTEX SUITE	o-Xylene	0681	mg/l	0.005	
VPH/BTEX SUITE         1,2/4 Trimethylbenzene         068L         mg/l         0.005           VPH/BTEX SUITE         1,2/4 Trimethylbenzene         068L         mg/l         0.001           VPH/BTEX SUITE         VPH Compounds (C5-C10)         068L         mg/l         0.01           VPH/BTEX SUITE         VPH Compounds (C5-C12)         068L         mg/l         0.01           VPH/BTEX SUITE         VPH Compounds (C5-C12)         068L         mg/l         0.01           PAH SUITE         VPH Compounds (C5-C12)         068L         mg/l         0.001           PAH SUITE         Naphthalene         022L <sup>1</sup> mg/l         0.0001           PAH SUITE         Acenaphthylene         022L <sup>1</sup> mg/l         0.0001           PAH SUITE         Acenaphthylene         022L <sup>1</sup> mg/l         0.0001           PAH SUITE         Acenaphthene         022L <sup>1</sup> mg/l         0.0001           PAH SUITE         Phenanthrene		VPH/BTEX SUITE	1.3.5-Trimethylbenzene	0681	ma/l	0.005	
VPH/BTEX SUITE         VPH Compounds (C5-C10)         0.68L         mg/l         0.01           VPH/BTEX SUITE         VPH Compounds (C10-C12)         068L         mg/l         0.01           VPH/BTEX SUITE         VPH Compounds (C5-C12)         068L         mg/l         0.01           VPH/BTEX SUITE         VPH Compounds (C5-C12)         068L         mg/l         0.01           PAH SUITE         ** PAH SUITE **		VPH/BTEX SUITE	1.2.4-Trimethylbenzene	068L	ma/l	0.005	
VPH/BTEX SUITE         VPH Compounds (C10-C12)         068L         mg/l         0.01           VPH/BTEX SUITE         VPH Compounds (C10-C12)         068L         mg/l         0.01           VPH/BTEX SUITE         VPH Compounds (C5-C12)         068L         mg/l         0.01           PAH SUITE         **PAH SUITE **		VPH/BTEX SUITE	VPH Compounds (C5-C10)	068L	ma/l	0.01	
VPH/BTEX SUITE       VPH Compounds (C5-C12)       068L       mg/l       0.01         PAH SUITE       ** PAH SUITE **           PAH SUITE       Naphthalene       022L <sup>1</sup> mg/l       0.0001         PAH SUITE       Acenaphthylene       022L <sup>1</sup> mg/l       0.0001         PAH SUITE       Acenaphthylene       022L <sup>1</sup> mg/l       0.0001         PAH SUITE       Acenaphthene       022L <sup>1</sup> mg/l       0.0001         PAH SUITE       Fluorene       022L <sup>1</sup> mg/l       0.0001         PAH SUITE       Fluorene       022L <sup>1</sup> mg/l       0.0001         PAH SUITE       Fluorene       022L <sup>1</sup> mg/l       0.0001         PAH SUITE       Phenanthrene       022L <sup>1</sup> mg/l       0.0001         PAH SUITE       Phenanthrene       022L <sup>1</sup> mg/l       0.0001         PAH SUITE       Fluoranthene       022L <sup>1</sup> mg/l       0.0001         PAH SUITE       Fluoranthene       022L <sup>1</sup> mg/l       0.0001         PAH SUITE       Benzo(a)anthracene       022L <sup>1</sup> mg/l       0.0001         PAH SUITE       Benzo(b)fluoranthene       022L <sup>1</sup> mg/l       0.0001		VPH/BTEX SUITE	VPH Compounds (C10-C12)	068L	ma/l	0.01	
PAH SUITE         * * PAH SUITE *         mg/l         mg/l           PAH SUITE         Naphthalene         022L <sup>T</sup> mg/l         0.0001           PAH SUITE         Acenaphthylene         022L <sup>T</sup> mg/l         0.0001           PAH SUITE         Acenaphthylene         022L <sup>T</sup> mg/l         0.0001           PAH SUITE         Acenaphthene         022L <sup>T</sup> mg/l         0.0001           PAH SUITE         Acenaphthene         022L <sup>T</sup> mg/l         0.0001           PAH SUITE         Fluorene         022L <sup>T</sup> mg/l         0.0001           PAH SUITE         Phenanthrene         022L <sup>T</sup> mg/l         0.0001           PAH SUITE         Anthracene         022L <sup>T</sup> mg/l         0.0001           PAH SUITE         Fluoranthene         022L <sup>T</sup> mg/l         0.0001           PAH SUITE         Fluoranthene         022L <sup>T</sup> mg/l         0.0001           PAH SUITE         Benzo(a)anthracene         022L <sup>T</sup> mg/l         0.0001           PAH SUITE         Chrysene         022L <sup>T</sup> mg/l         0.0001           PAH SUITE         Benzo(k)fluoranthene         022L <sup>T</sup> mg/l         0.0001		VPH/BTEX SUITE	VPH Compounds (C5-C12)	068L	ma/l	0.01	
PAH SUITE         Naphthalene $022L^{T}$ mg/l $0.0001$ PAH SUITE         Acenaphthylene $022L^{T}$ mg/l $0.0001$ PAH SUITE         Acenaphthene $022L^{T}$ mg/l $0.0001$ PAH SUITE         Acenaphthene $022L^{T}$ mg/l $0.0001$ PAH SUITE         Fluorene $022L^{T}$ mg/l $0.0001$ PAH SUITE         Phenanthrene $022L^{T}$ mg/l $0.0001$ PAH SUITE         Phenanthrene $022L^{T}$ mg/l $0.0001$ PAH SUITE         Phenanthrene $022L^{T}$ mg/l $0.0001$ PAH SUITE         Fluoranthene $022L^{T}$ mg/l $0.0001$ PAH SUITE         Pyrene $022L^{T}$ mg/l $0.0001$ PAH SUITE         Benzo(a)anthracene $022L^{T}$ mg/l $0.0001$ PAH SUITE         Benzo(b)fluoranthene $022L^{T}$ mg/l $0.0001$ PAH SUITE         Benzo(k)fluoranthene $022L^{T}$ mg/l $0.0001$ PAH SUITE         Benzo(		PAH SUITE	* * PAH SUITE * *		<u>.</u>		
PAH SUITE         Acenaphthylene         022L <sup>1</sup> mg/l         0.0001           PAH SUITE         Acenaphthene         022L <sup>1</sup> mg/l         0.0001           PAH SUITE         Acenaphthene         022L <sup>1</sup> mg/l         0.0001           PAH SUITE         Fluorene         022L <sup>1</sup> mg/l         0.0001           PAH SUITE         Phenanthrene         022L <sup>1</sup> mg/l         0.0001           PAH SUITE         Phenanthrene         022L <sup>1</sup> mg/l         0.0001           PAH SUITE         Anthracene         022L <sup>1</sup> mg/l         0.0001           PAH SUITE         Fluoranthene         022L <sup>1</sup> mg/l         0.0001           PAH SUITE         Fluoranthene         022L <sup>1</sup> mg/l         0.0001           PAH SUITE         Pyrene         022L <sup>1</sup> mg/l         0.0001           PAH SUITE         Benzo(a)anthracene         022L <sup>1</sup> mg/l         0.0001           PAH SUITE         Chrysene         022L <sup>1</sup> mg/l         0.0001           PAH SUITE         Benzo(k)fluoranthene         022L <sup>1</sup> mg/l         0.0001           PAH SUITE         Benzo(a)pyrene         022L <sup>1</sup> mg/l         0.0001		PAH SUITE	Naphthalene	022L <sup>1</sup>	mg/l	0.0001	
PAH SUITE         Acenaphthene         022L <sup>1</sup> mg/l         0.0001           PAH SUITE         Fluorene         022L <sup>1</sup> mg/l         0.0001           PAH SUITE         Fluorene         022L <sup>1</sup> mg/l         0.0001           PAH SUITE         Phenanthrene         022L <sup>1</sup> mg/l         0.0001           PAH SUITE         Phenanthrene         022L <sup>1</sup> mg/l         0.0001           PAH SUITE         Anthracene         022L <sup>1</sup> mg/l         0.0001           PAH SUITE         Fluoranthene         022L <sup>1</sup> mg/l         0.0001           PAH SUITE         Fluoranthene         022L <sup>1</sup> mg/l         0.0001           PAH SUITE         Pyrene         022L <sup>1</sup> mg/l         0.0001           PAH SUITE         Benzo(a)anthracene         022L <sup>1</sup> mg/l         0.0001           PAH SUITE         Benzo(b)fluoranthene         022L <sup>1</sup> mg/l         0.0001           PAH SUITE         Benzo(k)fluoranthene         022L <sup>1</sup> mg/l         0.0001           PAH SUITE         Benzo(a)pyrene         022L <sup>1</sup> mg/l         0.0001           PAH SUITE         Benzo(a)pyrene         022L <sup>1</sup> mg/l <t< th=""><th></th><th>PAH SUITE</th><th>Acenaphthylene</th><th>022L<sup>I</sup></th><th>mg/l</th><th>0.0001</th><th></th></t<>		PAH SUITE	Acenaphthylene	022L <sup>I</sup>	mg/l	0.0001	
PAH SUITE         Fluorene         022L <sup>1</sup> mg/l         0.0001           PAH SUITE         Phenanthrene         022L <sup>1</sup> mg/l         0.0001           PAH SUITE         Phenanthrene         022L <sup>1</sup> mg/l         0.0001           PAH SUITE         Anthracene         022L <sup>1</sup> mg/l         0.0001           PAH SUITE         Fluoranthene         022L <sup>1</sup> mg/l         0.0001           PAH SUITE         Fluoranthene         022L <sup>1</sup> mg/l         0.0001           PAH SUITE         Pyrene         022L <sup>1</sup> mg/l         0.0001           PAH SUITE         Pyrene         022L <sup>1</sup> mg/l         0.0001           PAH SUITE         Benzo(a)anthracene         022L <sup>1</sup> mg/l         0.0001           PAH SUITE         Chrysene         022L <sup>1</sup> mg/l         0.0001           PAH SUITE         Benzo(b)fluoranthene         022L <sup>1</sup> mg/l         0.0001           PAH SUITE         Benzo(a)pyrene         022L <sup>1</sup> mg/l         0.0001           PAH SUITE         Benzo(a)pyrene         022L <sup>1</sup> mg/l         0.0001		PAH SUITE	Acenaphthene	022L <sup>I</sup>	mg/l	0.0001	
PAH SUITE         Phenanthrene         022L <sup>T</sup> mg/l         0.0001           PAH SUITE         Anthracene         022L <sup>T</sup> mg/l         0.0001           PAH SUITE         Anthracene         022L <sup>T</sup> mg/l         0.0001           PAH SUITE         Fluoranthene         022L <sup>T</sup> mg/l         0.0001           PAH SUITE         Pyrene         022L <sup>T</sup> mg/l         0.0001           PAH SUITE         Pyrene         022L <sup>T</sup> mg/l         0.0001           PAH SUITE         Benzo(a)anthracene         022L <sup>T</sup> mg/l         0.0001           PAH SUITE         Benzo(b)fluoranthene         022L <sup>T</sup> mg/l         0.0001           PAH SUITE         Benzo(b)fluoranthene         022L <sup>T</sup> mg/l         0.0001           PAH SUITE         Benzo(k)fluoranthene         022L <sup>T</sup> mg/l         0.0001           PAH SUITE         Benzo(a)pyrene         022L <sup>T</sup> mg/l         0.0001           PAH SUITE         Benzo(a)pyrene         022L <sup>T</sup> mg/l         0.0001		PAH SUITE	Fluorene	022L <sup>I</sup>	mg/l	0.0001	
PAH SUITE         Anthracene         022L <sup>T</sup> mg/l         0.0001           PAH SUITE         Fluoranthene         022L <sup>T</sup> mg/l         0.0001           PAH SUITE         Fluoranthene         022L <sup>T</sup> mg/l         0.0001           PAH SUITE         Pyrene         022L <sup>T</sup> mg/l         0.0001           PAH SUITE         Benzo(a)anthracene         022L <sup>T</sup> mg/l         0.0001           PAH SUITE         Benzo(a)anthracene         022L <sup>T</sup> mg/l         0.0001           PAH SUITE         Benzo(b)fluoranthene         022L <sup>T</sup> mg/l         0.0001           PAH SUITE         Benzo(b)fluoranthene         022L <sup>T</sup> mg/l         0.0001           PAH SUITE         Benzo(a)pyrene         022L <sup>T</sup> mg/l         0.0001           PAH SUITE         Benzo(a)pyrene         022L <sup>T</sup> mg/l         0.0001           PAH SUITE         Indeno(1.2.3-cd)pyrene         022L <sup>T</sup> mg/l         0.0001		PAH SUITE	Phenanthrene	022L <sup>1</sup>	mg/l	0.0001	
PAH SUITE         Fluoranthene         022L <sup>T</sup> mg/l         0.0001           PAH SUITE         Pyrene         022L <sup>T</sup> mg/l         0.0001           PAH SUITE         Pyrene         022L <sup>T</sup> mg/l         0.0001           PAH SUITE         Benzo(a)anthracene         022L <sup>T</sup> mg/l         0.0001           PAH SUITE         Chrysene         022L <sup>T</sup> mg/l         0.0001           PAH SUITE         Benzo(b)fluoranthene         022L <sup>T</sup> mg/l         0.0001           PAH SUITE         Benzo(k)fluoranthene         022L <sup>T</sup> mg/l         0.0001           PAH SUITE         Benzo(a)pyrene         022L <sup>T</sup> mg/l         0.0001           PAH SUITE         Indeno(1.2.3-cd)pyrene         022L <sup>T</sup> mg/l         0.0001		PAH SUITE	Anthracene	022L <sup>I</sup>	mg/l	0.0001	
PAH SUITE         Pyrene         022L <sup>T</sup> mg/l         0.0001           PAH SUITE         Benzo(a)anthracene         022L <sup>T</sup> mg/l         0.0001           PAH SUITE         Chrysene         022L <sup>T</sup> mg/l         0.0001           PAH SUITE         Chrysene         022L <sup>T</sup> mg/l         0.0001           PAH SUITE         Benzo(b)fluoranthene         022L <sup>T</sup> mg/l         0.0001           PAH SUITE         Benzo(k)fluoranthene         022L <sup>T</sup> mg/l         0.0001           PAH SUITE         Benzo(a)pyrene         022L <sup>T</sup> mg/l         0.0001           PAH SUITE         Benzo(a)pyrene         022L <sup>T</sup> mg/l         0.0001           PAH SUITE         Indeno(1.2.3-cd)pyrene         022L <sup>T</sup> mg/l         0.0001		PAH SUITE	Fluoranthene	022L <sup>I</sup>	mg/l	0.0001	
PAH SUITE         Benzo(a)anthracene         022L <sup>T</sup> mg/l         0.0001           PAH SUITE         Chrysene         022L <sup>T</sup> mg/l         0.0001           PAH SUITE         Chrysene         022L <sup>T</sup> mg/l         0.0001           PAH SUITE         Benzo(b)fluoranthene         022L <sup>T</sup> mg/l         0.0001           PAH SUITE         Benzo(k)fluoranthene         022L <sup>T</sup> mg/l         0.0001           PAH SUITE         Benzo(a)pyrene         022L <sup>T</sup> mg/l         0.0001           PAH SUITE         Benzo(a)pyrene         022L <sup>T</sup> mg/l         0.0001           PAH SUITE         Indeno(1,2,3-cd)pyrene         022L <sup>T</sup> mg/l         0.0001		PAH SUITE	Pyrene	022L <sup>1</sup>	mg/l	0.0001	
PAH SUITE         Chrysene         022L <sup>T</sup> mg/l         0.0001           PAH SUITE         Benzo(b)fluoranthene         022L <sup>T</sup> mg/l         0.0001           PAH SUITE         Benzo(k)fluoranthene         022L <sup>T</sup> mg/l         0.0001           PAH SUITE         Benzo(k)fluoranthene         022L <sup>T</sup> mg/l         0.0001           PAH SUITE         Benzo(a)pyrene         022L <sup>T</sup> mg/l         0.0001           PAH SUITE         Indeno(1,2,3-cd)pyrene         022L <sup>T</sup> mg/l         0.0001		PAH SUITE	Benzo(a)anthracene	022L <sup>1</sup>	mg/l	0.0001	
PAH SUITE         Benzo(b)fluoranthene         022L <sup>T</sup> mg/l         0.0001           PAH SUITE         Benzo(k)fluoranthene         022L <sup>T</sup> mg/l         0.0001           PAH SUITE         Benzo(a)pyrene         022L <sup>T</sup> mg/l         0.0001           PAH SUITE         Benzo(a)pyrene         022L <sup>T</sup> mg/l         0.0001           PAH SUITE         Indeno(1,2,3-cd)pyrene         022L <sup>T</sup> mg/l         0.0001		PAH SUITE	Chrysene	022L <sup>1</sup>	ma/l	0.0001	
PAH SUITE         Benzo(k)fluoranthene         022L <sup>T</sup> mg/l         0.0001           PAH SUITE         Benzo(a)pyrene         022L <sup>T</sup> mg/l         0.0001           PAH SUITE         Indeno(1,2,3-cd)pyrene         022L <sup>T</sup> mg/l         0.0001		PAH SUITE	Benzo(b)fluoranthene	022L <sup>1</sup>	mg/l	0.0001	
PAH SUITE         Benzo(a)pyrene         022L <sup>T</sup> mg/l         0.0001           PAH SUITE         Indeno(1,2,3-cd)pyrene         022L <sup>T</sup> mg/l         0.0001	ŀ	PAH SUITE	Benzo(k)fluoranthene	022L <sup>1</sup>	ma/l	0.0001	
PAH SUITE Indeno(1,2,3-cd)pyrene 022L <sup>I</sup> ma/l 0.0001		PAH SUITE	Benzo(a)pyrene	022L <sup>I</sup>	mg/l	0.0001	
		PAH SUITE	Indeno(1,2,3-cd)pyrene	022L <sup>I</sup>	ma/l	0.0001	

PAH SUITE	Dibenzo(a,h)anthracene	022L <sup>⊥</sup>	mg/l	0.0001	
PAH SUITE	Benzo(g.h.i)pervlene	022L <sup>⊥</sup>	ma/l	0.0001	
PAH SUITE	PAH (Sum of EPA 16)	0221 1	ma/l	0.0001	
PHENOLS SUITE	* * PHENOLS SUITE * *		g,:	010001	
PHENOLS SUITE	Phenol	020I <sup>I</sup>	ma/l	0.01	
	Phenol	0201	mg/l	0.0005	
	Cresols	020L	mg/l	0.0005	
	Vylanals & Ethyl Phanals		mg/l	0.0005	
			mg/l	0.0005	
	Propulses Trimethyl Phanala		mg/l	0.0005	
	Propyl or Thineuryl Phenois	020L	mg/i	0.0005	
PHENOLS SUITE	Butyl Prienois	020L	mg/l	0.0005	
PHENOLS SUITE	Phenois (Speciated Groups Sum)	020L	mg/i	0.0005	
PHENOLS SUITE	Total Mononydric Phenois	020L <sup>2</sup>	mg/i	0.01	
SVOC SUITE	** SVOC SUITE **	T			
SVOC SUITE	Naphthalene	053L <sup>1</sup>	ug/l	20	
SVOC SUITE	2-Chloronaphthalene	053L <sup>±</sup>	ug/l	20	
SVOC SUITE	Acenaphthylene	053L <sup>⊥</sup>	ug/l	20	
SVOC SUITE	Acenaphthene	053L <sup>1</sup>	ug/l	20	
SVOC SUITE	Fluorene	053L <sup>1</sup>	ug/l	20	
SVOC SUITE	Phenanthrene	053L <sup>I</sup>	ug/l	20	
SVOC SUITE	Anthracene	053L <sup>I</sup>	ug/l	20	
SVOC SUITE	Fluoranthene	053L <sup>1</sup>	ug/l	20	
SVOC SUITE	Pyrene	053L <sup>⊥</sup>	ug/l	20	
SVOC SUITE	Benz(a)anthracene	053L <sup>⊥</sup>	ug/l	20	
SVOC SUITE	Chrysene	053L <sup>⊥</sup>	ug/l	20	
SVOC SUITE	Benzo(b)fluoranthene	053L <sup>⊥</sup>	ug/l	25	
SVOC SUITE	Benzo(k)fluoranthene	053L <sup>⊥</sup>	ug/l	20	
SVOC SUITE	Benzo(a)pyrene	053L <sup>⊥</sup>	ug/l	25	
SVOC SUITE	Dibenzo(a,h)anthracene	053L <sup>⊥</sup>	ug/l	40	
SVOC SUITE	Indeno(1,2,3-cd)pyrene	053L <sup>1</sup>	ug/l	40	
SVOC SUITE	Benzo(g,h,i)perylene	053L <sup>⊥</sup>	ug/l	40	
SVOC SUITE	Phenol	053L <sup>⊥</sup>	ug/l	20	
SVOC SUITE	2-Chlorophenol	053L <sup>⊥</sup>	ug/l	20	
SVOC SUITE	2-Methylphenol	053L <sup>⊥</sup>	ug/l	20	
SVOC SUITE	4-Methylphenol	053L <sup>⊥</sup>	ug/l	20	
SVOC SUITE	2-Nitrophenol	053L	ug/l	20	
SVOC SUITE	2.4-Dimethylphenol	053L <sup>⊥</sup>	ug/l	20	
SVOC SUITE	2,4-Dichlorophenol	053L <sup>1</sup>	ug/l	20	
SVOC SUITE	2,6-Dichlorophenol	053L <sup>1</sup>	ua/l	20	
SVOC SUITE	4-Chloro-3-methyl phenol	053L <sup>1</sup>	ua/l	20	
SVOC SUITE	2,4,6-Trichlorophenol	053L <sup>1</sup>	ua/l	20	
SVOC SUITE	2.4.5-Trichlorophenol	053L <sup>1</sup>	ug/l	20	
SVOC SUITE	4-Nitrophenol	0531	ug/l	50	
SVOC SUITE	2.3.4.6-Tetrachlorophenol	0531	ug/l	30	
SVOC SUITE	Pentachlorophenol	0531	ug/l	60	
SVOC SUITE	Dimethyl Phthalate	0531	ug/l	20	
SVOC SUITE	Diethyl Phthalate	0531	ug/l	30	
SVOC SUITE	Di-n-butyl obthalate	0531	ug/l	30	
SVOC SUITE	Butyl benzyl phthalate	0531	ug/l	60	
SVOC SUITE	Bis(2-chloroethyl)ether	0531	ug/l	15	
SVOC SUITE	Bis(2-chloroisonropyl)ether	053L	ug/l	10	
SVOC SUITE	4 Chlorophonyl phonyl other		ug/I	10	
SVOC SUITE	Promo phonyl phonyl other	053L	ug/I	20	
SVOC SUITE	1.2 Dishlerebenzens	053L	ug/I	15	
SVOC SUITE		053L	ug/I	10	
SVOC SUITE		053L	ug/I	10	
SVOUSUITE	1,4-DICNIOrobenzene	053L	ug/I	10	

SVOC SUITE	Nitrobenzene	053L <sup>⊥</sup>	ug/l	20	
SVOC SUITE	1,2,4-Trichlorobenzene	053L <sup>⊥</sup>	ug/l	10	
SVOC SUITE	2,6-Dinitrotoluene	053L <sup>1</sup>	ug/l	30	
SVOC SUITE	2.4-Dinitrotoluene	053L <sup>⊥</sup>	ug/l	20	
SVOC SUITE	Azobenzene	053L <sup>⊥</sup>	ug/l	30	
SVOC SUITE	Hexachlorobenzene	053L <sup>⊥</sup>	ua/l	20	
SVOC SUITE	Hexachloroethane	053L <sup>1</sup>	ua/l	40	
SVOC SUITE	n-Nitro-n-propyl-1-propanamine	053L <sup>⊥</sup>	ua/l	15	
SVOC SUITE	Isophorone	053L <sup>1</sup>	ua/l	20	
SVOC SUITE	Bis(2-chloroethoxy)methane	053L <sup>1</sup>	ua/l	15	
SVOC SUITE	Hexachlorobutadiene	0531	ug/l	10	
SVOC SUITE	Anthraquinone	0531	ug/l	30	
SVOC SUITE	Hexachlorocyclopentadiene	053L	ug/l	50	
SVOC SUITE	2-Methylnapthalene	053L	ug/l	50	
SVOC SUITE	2-nitroaniline	0531	ug/l	50	
SVOC SUITE	3-nitroaniline	0531	ug/l	50	
SVOC SUITE	4-Chloroaniline	0531 1	ug/l	50	
SVOC SUITE	4-nitroaniline	0531	ug/l	50	
SVOC SUITE	Bis (2-ethylbexyl) phthalate	0531	ug/l	50	
SVOC SUITE	Carbazole	0531	ug/l	50	
SVOC SUITE	Dibenzofuran	0531		50	
SVOC SUITE	Di-n-octyl phthalate	0531		50	
SVOC SUITE		053L <sup>I</sup>		40	
SVOC SUITE	Binhenyl	0531	ug/l	40	
		0332	uy/i	40	
VOC SUITE	Vinyl Chloride	0401	ma/l	0.01	
VOC SUITE	Chloroethane	0401	mg/l	0.001	
VOC SUITE	Trichlorofluoromethane	040	mg/l	0.001	
VOC SUITE	1 1-Dichloroethene	0401	mg/l	0.001	
VOC SUITE	112-Trichloro-122-Trifluoroethane	0401	mg/l	0.001	
VOC SUITE	Dichloromethane	0401	mg/l	0.020	
VOC SUITE	Trans-1.2 Dichloroethene	0401	mg/l	0.001	
VOC SUITE	MTBE	0401	mg/l	0.001	
VOC SUITE	1 1 -Dichloroethane	0401	mg/l	0.001	
VOC SUITE	Cis-1 2 Dichloroethene	0401	mg/l	0.001	
VOC SUITE	Chloroform	0401	mg/l	0.001	
VOC SUITE	1.1.1-Trichloroethane	0401	ma/l	0.001	
VOC SUITE	1.2-Dichloroethane	0401	ma/l	0.001	
VOC SUITE	Benzene	0401	ma/l	0.001	
VOC SUITE	Carbon Tetrachloride	0401	ma/l	0.001	
VOC SUITE	Trichloroethene	0401	ma/l	0.001	
VOC SUITE	Bromodichloromethane	0401	ma/l	0.001	
VOC SUITE	Cis-1.3 Dichloropropene	0401	ma/l	0.001	
VOC SUITE	Trans-1.3 Dichloropropene	0401	ma/l	0.001	
VOC SUITE	1 1 2-Trichloroethane	0401	mg/l	0.001	
VOC SUITE		0401	mg/l	0.001	
VOC SUITE	Dibromochloromethane	0401	mg/l	0.001	
VOC SUITE	Tetrachloroethene	0401	mg/l	0.001	
VOC SUITE	Chlorobenzene	0401	ma/l	0.001	
VOCSUITE	Ethyl Benzene	0401	ma/l	0.001	
VOC SUITE	m.p-Xylenes	0401	ma/l	0.001	
VOC SUITE	Bromoform	0401	mg/l	0.001	
VOC SUITE	o-Xvlene	0401	ma/l	0.001	
VOC SUITE	1 1 2 2 Tetrachloroethane	0401	mg/l	0.001	
VOC SUITE	1 3 5 Trimethylbenzene	0401	mg/l	0.001	
VOC SUITE	1 2 4 Trimethylbenzene	0401	mg/l	0.001	
10000112	.,_,		iiig/i	0.001	

VOC SUITE	1,3 Dichlorobenzene	040L	mg/l	0.001	
VOC SUITE	1.4 Dichlorobenzene	040L	mg/l	0.001	
VOC SUITE	1.2 Dichlorobenzene	0401	mg/l	0.001	
VOC SUITE	Tetra Ethyl Lead	0401	mg/l	0.001	
VOC SUITE	Acetone	0401	mg/l	0.001	
VOC SUITE	Tetra Methyl Lead	0401	mg/l	0.001	
	* * VOC SUITE * *	0102	iiig/i	0.001	
	DiButylTin	TINI	ua/l	0.02	
	TriButyITin	TINI	ug/l	0.02	
	TetraButy/Tin	TINI	ug/l	0.02	
	TriPhenylTin	TINI	ug/l	0.02	
	* * Organochlorine Pesticide Suite * *		ug/i	0.02	
	Pentachloroethane	0761	ug/l	0.1	
	Hexachloroethane	0761	ug/l	0.1	
	1.2.5 trichlorobonzono	076L	ug/l	0.1	
		076L	ug/l	0.1	
	1,2,4-trichlorobenzene	076L	ug/l	0.1	
	Hevachlorobutadiene	0761		0.1	
	1 2 4 5-tetrachlorobenzene	076	ug/l	0.1	
	Dichlobenil	076	ug/l	0.1	
	Pentachlorobenzene	076	ug/l	0.1	
	Techazene	076		0.1	
	Trifluralin	076L		0.1	
	aloba-HCH	076L	ug/l	0.1	
	Hovachlorobonzono	076L	ug/l	0.1	
OCP SUITE	heta-HCH	076	ug/l	0.1	
	gamma-HCH (lindane)	0761	ug/l	0.1	
		076	ug/l	0.1	
	Propyzamide	076		0.1	
	delta-HCH	076L	ug/l	0.1	
	Chlorothalonil	0761	ug/l	0.1	
	Triallate	076	ug/l	0.1	
	Heptachlor	0761	ug/l	0.1	
	Aldrin	0761	ug/l	0.1	
OCP SUITE	Triadimefon	0761	ug/l	0.1	
OCP SUITE	Isodrin	0761	ug/l	0.1	
OCP SUITE	Pendimethalin	076L	ug/l	0.1	
OCP SUITE	Cis-Heptachlor Epoxide	076L	ua/l	0.1	
OCP SUITE	gamma-Chlordane (trans)	076L	ug/l	0.1	
OCP SUITE	o,p-DDE	076L	ug/l	0.1	
OCP SUITE	alpha-Endosulphan	076L	ug/l	0.1	
OCP SUITE	alpha-Chlordane (cis)	076L	ug/l	0.1	
OCP SUITE	p,p-DDE	076L	ug/l	0.1	
OCP SUITE	Dieldrin	076L	ug/l	0.1	
OCP SUITE	o,p-TDE	076L	ug/l	0.1	
OCP SUITE	Endrin	076L	ug/l	0.1	
OCP SUITE	beta-Endosulphan	076L	ug/l	0.1	
OCP SUITE	Iprodione	076L	ug/l	0.1	
OCP SUITE	p,p-TDE	076L	ug/l	0.1	
OCP SUITE	o,p-DDT	076L	ug/l	0.1	
OCP SUITE	Propiconazole I	076L	ug/l	0.1	
OCP SUITE	Endosulphan sulphate	076L	ug/l	0.1	
OCP SUITE	p,p-DDT	076L	ug/l	0.1	
OCP SUITE	Propiconazole II	076L	ug/l	0.1	
OCP SUITE	o,p-Methoxychlor	076L	ug/l	0.1	
OCP SUITE	Fluroxypyr	076L	ug/l	0.1	

OCP SUITE	p,p-Methoxychlor	076L	ug/l	0.1	
OCP SUITE	Permethrin I	076L	ua/l	0.1	
OCP SUITE	Permethrin II	076	ug/l	0.1	
	* * Triazine Herbicide Suite * *	0702	ug/1	0.1	
	Atraton	0751	ua/l	0.1	
	Simazino	0751	ug/l	0.1	
	Dramatan	075L	ug/i	0.1	
	Atracias	075L	ug/i	0.1	
	Atrazine	075L	ug/i	0.1	
		075L	ug/i	0.1	
	l erbuthylazine	075L	ug/l	0.1	
TRIAZINE SUITE	Simetryn	075L	ug/l	0.1	
TRIAZINE SUITE	Ametryn	075L	ug/l	0.1	
TRIAZINE SUITE	Prometryn	075L	ug/l	0.1	
TRIAZINE SUITE	Terbutryn	075L	ug/l	0.1	
OPP SUITE	* * Organophosphorus Pesticide Suite* *				
OPP SUITE	Dichlorvos	077L	ug/l	0.1	
OPP SUITE	Mevinphos	077L	ug/l	0.1	
OPP SUITE	Methacriphos	077L	ug/l	0.1	Ψ
OPP SUITE	Heptenophos	077L	ug/l	0.1	
OPP SUITE	Tributylphosphate	077L	ug/l	0.1	
OPP SUITE	Sulfotep	077L	ua/l	0.1	
OPP SUITE	Phorate	077L	ua/l	0.1	
OPP SUITE	Dimethoate	0771	ug/l	0.1	
	Propetamphos	0771	ug/l	0.1	
	Fonofos	0771	ug/l	0.1	
	Diazinon	0771	ug/l	0.1	
	Bhaanhamidan I	077L	ug/l	0.1	
	Disulfatan	077L	ug/l	0.1	
	Disuliotori Disembergiden II	077L	ug/i	0.1	
		077L	ug/i	0.1	
OPP SUITE	Chlorpyriphos-methyl	077L	ug/i	0.1	
OPP SUITE	Methyl-Parathion	077L	ug/l	0.1	
OPP SUITE	Fenitrothion	077L	ug/l	0.1	
OPP SUITE	Pirimiphos-methyl	077L	ug/l	0.1	
OPP SUITE	Malathion	077L	ug/l	0.1	
OPP SUITE	Fenthion	077L	ug/l	0.1	
OPP SUITE	Chlorpyriphos	077L	ug/l	0.1	
OPP SUITE	Parathion	077L	ug/l	0.1	
OPP SUITE	Chlorfenvinphos	077L	ug/l	0.1	
OPP SUITE	Ethion	077L	ug/l	0.1	
OPP SUITE	Triazophos	077L	ug/l	0.1	
OPP SUITE	Carbophenothion	077L	ug/l	0.1	
OPP SUITE	Triphenylphosphate	077L	ug/l	0.1	
OPP SUITE	Phosmet	077L	ug/l	0.1	
OPP SUITE	EPN	077L	ug/l	0.1	
OPP SUITE	Phosalone	077L	ug/l	0.1	
OPP SUITE	Azinphos-methyl	077L	ua/l	0.1	
OPP SUITE	Azinphos-ethyl	077L	ua/l	0.1	
OPP SUITE	Coumaphos	077L	ua/l	0.1	
CARB & LIBON SUITE	* * Carbamates & Uron Herbicide Suite* *	0=		011	
CARB & NRON SUITE	Carbenazim	079I <sup>I</sup>	uo/l	0.1	
CARB & LIBON SUITE	Carbetamide		ug/I	0.1	
CARB & URON SUITE	Bromacil		ug/l	0.1	
CAPR & UPON SUITE	Cyanazino		ug/I	0.1	
	Oyanazine Mothohonzothiozuroz	079L	ug/I	0.1	
		079L	ug/l	0.1	
CARB & URON SUITE	Garbaryi Decemberer	079L	ug/i	0.1	
CARB & URON SUITE	Propnam	079L*	ug/l	0.1	

<b>CARB &amp; URON SUITE</b>	Methiocarb	079L <sup>⊥</sup>	ug/l	0.1
<b>CARB &amp; URON SUITE</b>	Monuron	079L <sup>⊥</sup>	ug/l	0.1
<b>CARB &amp; URON SUITE</b>	Pirimicarb	079L <sup>⊥</sup>	ug/l	0.1
<b>CARB &amp; URON SUITE</b>	Isoproturon	079L <sup>⊥</sup>	ug/l	0.1
<b>CARB &amp; URON SUITE</b>	Chlortoluron	079L <sup>⊥</sup>	ug/l	0.1
<b>CARB &amp; URON SUITE</b>	Monolinuron	079L <sup>⊥</sup>	ug/l	0.1
<b>CARB &amp; URON SUITE</b>	Diuron	079L <sup>⊥</sup>	ug/l	0.1
<b>CARB &amp; URON SUITE</b>	Linuron	079L <sup>⊥</sup>	ug/l	0.1
<b>CARB &amp; URON SUITE</b>	Chlorbufam	079L <sup>⊥</sup>	ug/l	0.1
<b>CARB &amp; URON SUITE</b>	Chlorpropham	079L <sup>⊥</sup>	ug/l	0.1
ACID HERB SUITE	* * Phenoxy Acid Herbicide Suite* *			
ACID HERB SUITE	2,3,6-TBA	082L <sup>⊥</sup>	ug/l	0.1
ACID HERB SUITE	Dicamba	082L <sup>⊥</sup>	ug/l	0.1
ACID HERB SUITE	Benazolin	082L <sup>1</sup>	ug/l	0.1
ACID HERB SUITE	4-CPA	082L <sup>⊥</sup>	ug/l	0.1
ACID HERB SUITE	Bentazone	082L <sup>1</sup>	ug/l	0.1
ACID HERB SUITE	2,4-D	082L <sup>⊥</sup>	ug/l	0.1
ACID HERB SUITE	MCPA	082L <sup>1</sup>	ug/l	0.1
ACID HERB SUITE	Bromoxynil	082L <sup>1</sup>	ug/l	0.1
ACID HERB SUITE	Triclopyr	082L <sup>⊥</sup>	ug/l	0.1
ACID HERB SUITE	2,4,5-T	082L <sup>⊥</sup>	ug/l	0.1
ACID HERB SUITE	Dichloroprop	082L <sup>1</sup>	ug/l	0.1
ACID HERB SUITE	Mecoprop	082L <sup>⊥</sup>	ug/l	0.1
ACID HERB SUITE	loxynil	082L <sup>⊥</sup>	ug/l	0.1
ACID HERB SUITE	Flamprop	082L <sup>⊥</sup>	ug/l	0.1
ACID HERB SUITE	Fenoprop	082L <sup>⊥</sup>	ug/l	0.1
ACID HERB SUITE	2,4-DB	082L <sup>⊥</sup>	ug/l	0.1
ACID HERB SUITE	МСРВ	082L <sup>I</sup>	ug/l	0.1
ACID HERB SUITE	Diclofop	082L <sup>I</sup>	ug/l	0.1
ACID HERB SUITE	Pentachlorophenol	082L	ug/l	0.1
ACID HERB SUITE	Flamprop-Isopropyl	082L <sup>⊥</sup>	ug/l	0.2
PYRETHROID SUITE	* * Pyrethroid Suite* *			
PYRETHROID SUITE	Permethrin	PEST	ug/l	0.1
PYRETHROID SUITE	Cyhalothrin	PEST	ug/l	0.1
PYRETHROID SUITE	Cyfluthrin	PEST	ug/l	0.1
PYRETHROID SUITE	Cypermethrin	PEST	ug/l	0.1
PYRETHROID SUITE	Fenvalerate	PEST	ug/l	0.1
PYRETHROID SUITE	Deltamethrin	PEST	ug/l	0.1

	WAF Job Number : 07-38881			
	Matrix : Water			
	Sample Reference			
	Sample Depth (m)	ş		
	Date Sampled	eth	ç	5
	Date Scheduled	å	nits	0 D
	Laboratory Reference No	No		
	Analysis			
METALS	METALS			
METALS	Aluminium	080W <sup>⊥</sup>	ma/l	0.005
METALS	Antimony	080W <sup>1</sup>	mg/l	0.001
METALS	Arsenic (Dissolved)	080W <sup>1</sup>	mg/l	0.005
METALS	Barium (Dissolved)	080W <sup>I</sup>	mg/l	0.005
METALS	Bervllium (Dissolved)	080W <sup>1</sup>	mg/l	0.001
METALS	Boron (Dissolved)	080W <sup>I</sup>	mg/l	0.005
METALS	Cadmium (Dissolved)	0801/	mg/l	0.003
METALS	Caloium		mg/l	0.001
METALS	Calciulii Chromium (Dissolued)	08014/1	mg/l	0.0
METALS	Chromium (beverelent)	0007	mg/i	0.005
METALS	Chromium (nexavalent)	007	mg/l	0.001
METALS		080W	mg/l	0.001
METALS	Copper (Dissolved)	- W080	mg/I	0.005
METALS	Iron	- W080	mg/l	0.02
METALS	Lead (Dissolved)	080W <sup>+</sup>	mg/l	0.005
METALS	Lithium	016W	mg/l	0.005
METALS	Magnesium	062W <sup>±</sup>	mg/l	0.1
METALS	Manganese	080W <sup>±</sup>	mg/l	0.005
METALS	Mercury (Dissolved)	080W <sup>1</sup>	mg/l	0.0001
METALS	Molybdenum	080W	mg/l	0.005
METALS	Nickel (Dissolved)	080W≟	mg/l	0.005
METALS	Phosphorus (Dissolved)	METS	mg/l	0.05
METALS	Potassium	062W <sup>⊥</sup>	mg/l	0.5
METALS	Selenium (Dissolved)	080W <sup>⊥</sup>	mg/l	0.005
METALS	Sodium	062W <sup>⊥</sup>	mg/l	0.5
METALS	Thallium	080W <sup>⊥</sup>	mg/l	0.005
METALS	Titanium	METS	mg/l	0.02
METALS	Vanadium (Dissolved)	080W <sup>⊥</sup>	mg/l	0.005
METALS	Zinc (Dissolved)	080W <sup>⊥</sup>	mg/l	0.005
Inorganics	Inorganics			
Inorganics	Free Cyanide	061W <sup>⊥</sup>	mg/l	0.02
Inorganics	Total Cyanide	061W <sup>⊥</sup>	mg/l	0.02
Inorganics	Thiocyanate as SCN	061W <sup>⊥</sup>	mg/l	0.15
Inorganics	Carbonate Alkalinity as CaCO3	096W <sup>I</sup>	mg/l	20
Inorganics	pH	084W <sup>1</sup>	pH Units	1
Inorganics	Total Organic Carbon	010W <sup>1</sup>	mg/l	1
Inorganics	Sulphur (Total)	METS	ma/l	1
Inorganics	Sulphate as SO4	086W <sup>1</sup>	ma/l	10
Inorganics	Chloride	086W <sup>1</sup>	ma/l	10
Inorganics	Bromide	086W <sup>1</sup>	ma/l	0.5
Inorganics	Fluoride	086W <sup>1</sup>	ma/l	0.1

morganics	Nitrite as N	086W <sup>⊥</sup>	mg/l	0.03
Inorganics	Nitrate as NO3	086W <sup>⊥</sup>	mg/l	2.2
Inorganics	Kjeldahl Nitrogen	BS3882K	mg/l	5
Inorganics	Ammoniacal Nitrogen as N	057W <sup>⊥</sup>	mg/l	0.05
Inorganics	Ammoniacal Nitrogen as NH4	057W <sup>⊥</sup>	mg/l	0.065
Inorganics	Sulphide	055W <sup>⊥</sup>	mg/l	0.05
CWG SUITE	* * CWG SUITE * *			
CWG SUITE	Aliphatic C5-C6	CWGW	mg/l	0.01
CWG SUITE	Aliphatic >C6-C8	CWGW	mg/l	0.01
CWG SUITE	Aliphatic >C8-C10	CWGW	mg/l	0.01
CWG SUITE	Aliphatic >C10-C12	CWGW	mg/l	0.01
CWG SUITE	Aliphatic >C12-C16	CWGW	mg/l	0.01
CWG SUITE	Aliphatic >C16-C21	CWGW	mg/l	0.01
CWG SUITE	Aliphatic >C21-C35	CWGW	mg/l	0.01
CWG SUITE	Total Aliphatics (C5-C35)	CWGW	mg/l	0.01
CWG SUITE	Aromatic C6-C7	CWGW	mg/l	0.01
CWG SUITE	Aromatic >C7-C8	CWGW	mg/l	0.01
CWG SUITE	Aromatic >C8-C10	CWGW	mg/l	0.01
CWG SUITE	Aromatic >C10-C12	CWGW	mg/l	0.01
CWG SUITE	Aromatic >C12-C16	CWGW	mg/l	0.01
CWG SUITE	Aromatic >C16-C21	CWGW	mg/l	0.01
CWG SUITE	Aromatic >C21-C35	CWGW	mg/l	0.01
CWG SUITE	Total Aromatics (C5-C35)	CWGW	mg/l	0.01
CWG SUITE	Volatile Hydrocarbons (C5-C12)	CWGW	mg/l	0.01
CWG SUITE	Extractable Hydrocarbons (C12-C35)	CWGW	mg/l	0.01
CWG SUITE	Total Hydrocarbons (C5-C35)	CWGW	mg/l	0.01
CWG SUITE	МТВЕ	CWGW <sup>I</sup>	mg/l	0.005
CWG SUITE	Benzene	CWGW <sup>I</sup>	mg/l	0.005
CWG SUITE	Toluene	CWGW <sup>I</sup>	mg/l	0.005
CWG SUITE	Ethylbenzene	CWGW <sup>I</sup>	mg/l	0.005
CWG SUITE	m,p-Xylenes	CWGW <sup>I</sup>	mg/l	0.005
CWG SUITE	o-Xylene	CWGW <sup>⊥</sup>	mg/l	0.005
CWG SUITE	1,3,5-Trimethylbenzene	CWGW <sup>I</sup>	mg/l	0.005
CWG SUITE CWG SUITE	1,3,5-Trimethylbenzene 1,2,4-Trimethylbenzene	CWGW <sup>I</sup> CWGW <sup>I</sup>	mg/l mg/l	0.005 0.005
CWG SUITE CWG SUITE VPH/BTEX SUITE	1,3,5-Trimethylbenzene 1,2,4-Trimethylbenzene * * VPH/BTEX SUITE * *	CWGW <sup>I</sup> CWGW <sup>I</sup>	mg/l mg/l	0.005
CWG SUITE CWG SUITE VPH/BTEX SUITE VPH/BTEX SUITE	1,3,5-Trimethylbenzene 1,2,4-Trimethylbenzene * * VPH/BTEX SUITE * * MTBE	CWGW <sup>I</sup> CWGW <sup>I</sup> 068W <sup>I</sup>	mg/l mg/l mg/l	0.005 0.005 0.005
CWG SUITE CWG SUITE VPH/BTEX SUITE VPH/BTEX SUITE VPH/BTEX SUITE	1,3,5-Trimethylbenzene 1,2,4-Trimethylbenzene * * VPH/BTEX SUITE * * MTBE Benzene	CWGW <sup>I</sup> CWGW <sup>I</sup> 068W <sup>I</sup> 068W <sup>I</sup>	mg/l mg/l mg/l mg/l	0.005 0.005 0.005 0.005
CWG SUITE CWG SUITE VPH/BTEX SUITE VPH/BTEX SUITE VPH/BTEX SUITE VPH/BTEX SUITE	1,3,5-Trimethylbenzene 1,2,4-Trimethylbenzene * * VPH/BTEX SUITE * * MTBE Benzene Toluene	CWGW <sup>I</sup> CWGW <sup>I</sup> 068W <sup>I</sup> 068W <sup>I</sup>	mg/l mg/l mg/l mg/l mg/l	0.005 0.005 0.005 0.005 0.005
CWG SUITE CWG SUITE VPH/BTEX SUITE VPH/BTEX SUITE VPH/BTEX SUITE VPH/BTEX SUITE	1,3,5-Trimethylbenzene 1,2,4-Trimethylbenzene * * VPH/BTEX SUITE * * MTBE Benzene Toluene Ethylbenzene	CWGW <sup>I</sup> CWGW <sup>I</sup> 068W <sup>I</sup> 068W <sup>I</sup> 068W <sup>I</sup>	mg/l mg/l mg/l mg/l mg/l mg/l	0.005 0.005 0.005 0.005 0.005 0.005
CWG SUITE CWG SUITE VPH/BTEX SUITE VPH/BTEX SUITE VPH/BTEX SUITE VPH/BTEX SUITE VPH/BTEX SUITE	1,3,5-Trimethylbenzene 1,2,4-Trimethylbenzene * * VPH/BTEX SUITE * * MTBE Benzene Toluene Ethylbenzene m,p-Xylenes	CWGW <sup>I</sup> CWGW <sup>I</sup> 068W <sup>I</sup> 068W <sup>I</sup> 068W <sup>I</sup> 068W <sup>I</sup>	mg/l mg/l mg/l mg/l mg/l mg/l	0.005 0.005 0.005 0.005 0.005 0.005 0.005
CWG SUITE CWG SUITE VPH/BTEX SUITE VPH/BTEX SUITE VPH/BTEX SUITE VPH/BTEX SUITE VPH/BTEX SUITE VPH/BTEX SUITE VPH/BTEX SUITE	1,3,5-Trimethylbenzene 1,2,4-Trimethylbenzene * * VPH/BTEX SUITE * * MTBE Benzene Toluene Ethylbenzene m,p-Xylenes o-Xylene	CWGW <sup>I</sup> CWGW <sup>I</sup> 068W <sup>I</sup> 068W <sup>I</sup> 068W <sup>I</sup> 068W <sup>I</sup> 068W <sup>I</sup>	mg/l mg/l mg/l mg/l mg/l mg/l mg/l	0.005 0.005 0.005 0.005 0.005 0.005 0.005 0.005
CWG SUITE CWG SUITE VPH/BTEX SUITE VPH/BTEX SUITE VPH/BTEX SUITE VPH/BTEX SUITE VPH/BTEX SUITE VPH/BTEX SUITE VPH/BTEX SUITE	1,3,5-Trimethylbenzene 1,2,4-Trimethylbenzene * * VPH/BTEX SUITE * * MTBE Benzene Toluene Ethylbenzene m,p-Xylenes o-Xylene 1,3,5-Trimethylbenzene	CWGW <sup>I</sup> CWGW <sup>I</sup> 068W <sup>I</sup> 068W <sup>I</sup> 068W <sup>I</sup> 068W <sup>I</sup> 068W <sup>I</sup> 068W <sup>I</sup>	mg/l mg/l mg/l mg/l mg/l mg/l mg/l mg/l	0.005 0.005 0.005 0.005 0.005 0.005 0.005 0.005 0.005
CWG SUITE CWG SUITE VPH/BTEX SUITE VPH/BTEX SUITE VPH/BTEX SUITE VPH/BTEX SUITE VPH/BTEX SUITE VPH/BTEX SUITE VPH/BTEX SUITE VPH/BTEX SUITE	1,3,5-Trimethylbenzene 1,2,4-Trimethylbenzene **VPH/BTEX SUITE ** MTBE Benzene Toluene Ethylbenzene m,p-Xylenes o-Xylene 1,3,5-Trimethylbenzene 1,2,4-Trimethylbenzene	CWGW <sup>I</sup> CWGW <sup>I</sup> 068W <sup>I</sup> 068W <sup>I</sup> 068W <sup>I</sup> 068W <sup>I</sup> 068W <sup>I</sup> 068W <sup>I</sup> 068W <sup>I</sup>	mg/l mg/l mg/l mg/l mg/l mg/l mg/l mg/l	0.005 0.005 0.005 0.005 0.005 0.005 0.005 0.005 0.005
CWG SUITE CWG SUITE VPH/BTEX SUITE VPH/BTEX SUITE VPH/BTEX SUITE VPH/BTEX SUITE VPH/BTEX SUITE VPH/BTEX SUITE VPH/BTEX SUITE VPH/BTEX SUITE VPH/BTEX SUITE	1,3,5-Trimethylbenzene 1,2,4-Trimethylbenzene * * VPH/BTEX SUITE * * MTBE Benzene Toluene Ethylbenzene m,p-Xylenes o-Xylene 1,3,5-Trimethylbenzene 1,2,4-Trimethylbenzene VPH Compounds (C5-C10)	CWGW <sup>I</sup> CWGW <sup>I</sup> 068W <sup>I</sup> 068W <sup>I</sup> 068W <sup>I</sup> 068W <sup>I</sup> 068W <sup>I</sup> 068W <sup>I</sup> 068W <sup>I</sup> 068W <sup>I</sup>	mg/l	0.005 0.005 0.005 0.005 0.005 0.005 0.005 0.005 0.005 0.005 0.005
CWG SUITE CWG SUITE VPH/BTEX SUITE	1,3,5-Trimethylbenzene 1,2,4-Trimethylbenzene * * VPH/BTEX SUITE * * MTBE Benzene Toluene Ethylbenzene m,p-Xylenes o-Xylene 1,3,5-Trimethylbenzene 1,2,4-Trimethylbenzene VPH Compounds (C5-C10) VPH Compounds (C10-C12)	CWGW <sup>I</sup> CWGW <sup>I</sup> 068W <sup>I</sup> 068W <sup>I</sup> 068W <sup>I</sup> 068W <sup>I</sup> 068W <sup>I</sup> 068W <sup>I</sup> 068W <sup>I</sup> 068W <sup>I</sup>	mg/l	0.005 0.005 0.005 0.005 0.005 0.005 0.005 0.005 0.005 0.005 0.01 0.01
CWG SUITE CWG SUITE VPH/BTEX SUITE	1,3,5-Trimethylbenzene 1,2,4-Trimethylbenzene * * VPH/BTEX SUITE * * MTBE Benzene Toluene Ethylbenzene m,p-Xylenes o-Xylene 1,3,5-Trimethylbenzene 1,2,4-Trimethylbenzene VPH Compounds (C5-C10) VPH Compounds (C5-C12)	CWGW <sup>I</sup> CWGW <sup>I</sup> 068W <sup>I</sup> 068W <sup>I</sup> 068W <sup>I</sup> 068W <sup>I</sup> 068W <sup>I</sup> 068W <sup>I</sup> 068W <sup>I</sup> 068W <sup>I</sup> 068W <sup>I</sup>	mg/l	0.005 0.005 0.005 0.005 0.005 0.005 0.005 0.005 0.005 0.005 0.005 0.01 0.01
CWG SUITE CWG SUITE VPH/BTEX SUITE PAH SUITE	1,3,5-Trimethylbenzene 1,2,4-Trimethylbenzene * * VPH/BTEX SUITE * * MTBE Benzene Toluene Ethylbenzene m,p-Xylenes o-Xylene 1,3,5-Trimethylbenzene 1,2,4-Trimethylbenzene VPH Compounds (C5-C10) VPH Compounds (C5-C12) VPH Compounds (C5-C12)	CWGW <sup>I</sup> CWGW <sup>I</sup> 068W <sup>I</sup> 068W <sup>I</sup> 068W <sup>I</sup> 068W <sup>I</sup> 068W <sup>I</sup> 068W <sup>I</sup> 068W <sup>I</sup> 068W <sup>I</sup>	mg/l	0.005 0.005 0.005 0.005 0.005 0.005 0.005 0.005 0.005 0.005 0.005 0.01 0.01
CWG SUITE CWG SUITE VPH/BTEX SUITE PAH SUITE PAH SUITE	1,3,5-Trimethylbenzene 1,2,4-Trimethylbenzene **VPH/BTEX SUITE ** MTBE Benzene Toluene Ethylbenzene m,p-Xylenes o-Xylene 1,3,5-Trimethylbenzene 1,2,4-Trimethylbenzene VPH Compounds (C5-C10) VPH Compounds (C10-C12) VPH Compounds (C5-C12) **PAH SUITE ** Naphthalene	CWGW <sup>I</sup> CWGW <sup>I</sup> 068W <sup>I</sup>	mg/l	0.005 0.005 0.005 0.005 0.005 0.005 0.005 0.005 0.005 0.005 0.01 0.01
CWG SUITE CWG SUITE VPH/BTEX SUITE PAH SUITE PAH SUITE PAH SUITE	1,3,5-Trimethylbenzene 1,2,4-Trimethylbenzene * * VPH/BTEX SUITE * * MTBE Benzene Toluene Ethylbenzene m,p-Xylenes o-Xylene 1,3,5-Trimethylbenzene 1,2,4-Trimethylbenzene VPH Compounds (C5-C10) VPH Compounds (C5-C12) VPH Compounds (C5-C12) * * PAH SUITE * * Naphthalene Acenaphthylene	CWGW <sup>I</sup> CWGW <sup>I</sup> 068W <sup>I</sup>	mg/l	0.005 0.005 0.005 0.005 0.005 0.005 0.005 0.005 0.005 0.005 0.01 0.01
CWG SUITE CWG SUITE VPH/BTEX SUITE PAH SUITE PAH SUITE PAH SUITE PAH SUITE	1,3,5-Trimethylbenzene 1,2,4-Trimethylbenzene * * VPH/BTEX SUITE * * MTBE Benzene Toluene Ethylbenzene m,p-Xylenes o-Xylene 1,3,5-Trimethylbenzene 1,2,4-Trimethylbenzene VPH Compounds (C5-C10) VPH Compounds (C10-C12) VPH Compounds (C5-C12) * * PAH SUITE * * Naphthalene Acenaphthylene Acenaphthene	CWGW <sup>I</sup> CWGW <sup>I</sup> 068W <sup>I</sup> 068W 068W <sup>I</sup> 068W 068W <sup>I</sup> 068W 068W <sup>I</sup> 068W	mg/l	0.005 0.005 0.005 0.005 0.005 0.005 0.005 0.005 0.005 0.005 0.01 0.01
CWG SUITE CWG SUITE VPH/BTEX SUITE PAH SUITE PAH SUITE PAH SUITE PAH SUITE PAH SUITE	1,3,5-Trimethylbenzene 1,2,4-Trimethylbenzene * * VPH/BTEX SUITE * * MTBE Benzene Toluene Ethylbenzene m,p-Xylenes o-Xylene 1,3,5-Trimethylbenzene 1,2,4-Trimethylbenzene VPH Compounds (C5-C10) VPH Compounds (C5-C12) * * PAH SUITE * * Naphthalene Acenaphthylene Acenaphthene Fluorene	CWGW <sup>I</sup> CWGW <sup>I</sup> 068W <sup>I</sup> 068W <sup>I</sup> 068W <sup>I</sup> 068W <sup>I</sup> 068W <sup>I</sup> 068W <sup>I</sup> 068W <sup>I</sup> 068W <sup>I</sup> 068W <sup>I</sup> 068W 068W 068W 068W 068W 068W 068W 068W	mg/l           mg/l	0.005 0.005 0.005 0.005 0.005 0.005 0.005 0.005 0.005 0.005 0.005 0.01 0.01

PAH SUITE	Anthracene	022W <sup>I</sup>	mg/l	0.0001
PAH SUITE	Fluoranthene	022W <sup>⊥</sup>	mg/l	0.0001
PAH SUITE	Pyrene	022W <sup>⊥</sup>	mg/l	0.0001
PAH SUITE	Benzo(a)anthracene	022W <sup>⊥</sup>	mg/l	0.0001
PAH SUITE	Chrysene	022W <sup>⊥</sup>	mg/l	0.0001
PAH SUITE	Benzo(b)fluoranthene	022W <sup>⊥</sup>	mg/l	0.0001
PAH SUITE	Benzo(k)fluoranthene	022W <sup>⊥</sup>	mg/l	0.0001
PAH SUITE	Benzo(a)pyrene	022W <sup>⊥</sup>	mg/l	0.0001
PAH SUITE	Indeno(1,2,3-cd)pyrene	022W <sup>⊥</sup>	mg/l	0.0001
PAH SUITE	Dibenzo(a,h)anthracene	022W <sup>⊥</sup>	mg/l	0.0001
PAH SUITE	Benzo(g,h,i)perylene	022W <sup>⊥</sup>	mg/l	0.0001
PAH SUITE	PAH (Sum of EPA 16)	022W <sup>⊥</sup>	mg/l	0.0001
PCB SUITE	* * PCB SUITE * *			
PCB SUITE	PCB Congener 28	039W <sup>⊥</sup>	mg/l	0.005
PCB SUITE	PCB Congener 52	039W <sup>1</sup>	mg/l	0.006
PCB SUITE	PCB Congener 101	039W <sup>1</sup>	mg/l	0.006
PCB SUITE	PCB Congener 118	039W <sup>I</sup>	mg/l	0.007
PCB SUITE	PCB Congener 138	039W <sup>1</sup>	mg/l	0.006
PCB SUITE	PCB Congener 153	039W <sup>1</sup>	mg/l	0.007
PCB SUITE	PCB Congener 180	039W <sup>1</sup>	mg/l	0.006
PCB SUITE	PCB's (Sum of ICES Congeners)	039W <sup>1</sup>	mg/l	0.005
PHENOLS SUITE	* * PHENOLS SUITE * *			
PHENOLS SUITE	Phenol	020W <sup>I</sup>	mg/l	0.01
PHENOLS SUITE	Phenol	020W <sup>1</sup>	mg/l	0.0005
PHENOLS SUITE	Cresols	020W <sup>1</sup>	mg/l	0.0005
PHENOLS SUITE	Xylenols & Ethyl Phenols	020W <sup>I</sup>	mg/l	0.0005
PHENOLS SUITE	Naphthols	020W <sup>1</sup>	mg/l	0.0005
PHENOLS SUITE	Propyl or Trimethyl Phenols	020W <sup>⊥</sup>	mg/l	0.0005
PHENOLS SUITE	Butyl Phenols	020W <sup>⊥</sup>	mg/l	0.0005
PHENOLS SUITE	Phenols (Speciated Groups Sum)	020W <sup>⊥</sup>	mg/l	0.0005
PHENOLS SUITE	Total Monohydric Phenols	020W <sup>1</sup>	mg/l	0.01
SVOC SUITE	* * SVOC SUITE * *			
SVOC SUITE	Naphthalene	053W <sup>⊥</sup>	ug/l	20
SVOC SUITE	2-Chloronaphthalene	053W <sup>⊥</sup>	ug/l	20
SVOC SUITE	Acenaphthylene	053W <sup>⊥</sup>	ug/l	20
SVOC SUITE	Acenaphthene	053W <sup>⊥</sup>	ug/l	20
SVOC SUITE	Fluorene	053W <sup>⊥</sup>	ug/l	20
SVOC SUITE	Phenanthrene	053W <sup>1</sup>	ug/l	20
SVOC SUITE	Anthracene	053W <sup>1</sup>	ug/l	20
SVOC SUITE	Fluoranthene	053W <sup>1</sup>	ug/l	20
SVOC SUITE	Pyrene	053W <sup>1</sup>	ug/l	20
SVOC SUITE	Benz(a)anthracene	053W <sup>1</sup>	ug/l	20
SVOC SUITE	Chrysene	053W <sup>1</sup>	ug/l	20
SVOC SUITE	Benzo(b)fluoranthene	053W <sup>1</sup>	ug/l	25
SVOC SUITE	Benzo(k)fluoranthene	053W <sup>1</sup>	ug/l	20
SVOC SUITE	Benzo(a)pyrene	053W <sup>1</sup>	ug/l	25
SVOC SUITE	Dibenzo(a,h)anthracene	053W <sup>1</sup>	ug/l	40
SVOC SUITE	Indeno(1,2,3-cd)pyrene	053W <sup>1</sup>	ug/l	40
SVOC SUITE	Benzo(g,h,i)perylene	053W <sup>1</sup>	ug/l	40
SVOC SUITE	Phenol	053W <sup>1</sup>	ug/l	20
SVOC SUITE	2-Chlorophenol	053W <sup>1</sup>	ug/l	20
SVOC SUITE	2-Methylphenol	053W <sup>I</sup>	ug/l	20

SVOC SUITE	4-Methylphenol	053W <sup>1</sup>	ug/l	20
SVOC SUITE	2-Nitrophenol	053W	ug/l	20
SVOC SUITE	2,4-Dimethylphenol	053W <sup>⊥</sup>	ug/l	20
SVOC SUITE	2,4-Dichlorophenol	053W <sup>⊥</sup>	ug/l	20
SVOC SUITE	2,6-Dichlorophenol	053W <sup>⊥</sup>	ug/l	20
SVOC SUITE	4-Chloro-3-methyl phenol	053W <sup>⊥</sup>	ug/l	20
SVOC SUITE	2,4,6-Trichlorophenol	053W <sup>⊥</sup>	ug/l	20
SVOC SUITE	2,4,5-Trichlorophenol	053W <sup>⊥</sup>	ug/l	20
SVOC SUITE	4-Nitrophenol	053W	ug/l	50
SVOC SUITE	2,3,4,6-Tetrachlorophenol	053W	ug/l	30
SVOC SUITE	Pentachlorophenol	053W	ug/l	60
SVOC SUITE	Dimethyl Phthalate	053W <sup>1</sup>	ug/l	20
SVOC SUITE	Diethyl Phthalate	053W <sup>⊥</sup>	ug/l	30
SVOC SUITE	Di-n-butyl phthalate	053W <sup>I</sup>	ug/l	30
SVOC SUITE	Butyl benzyl phthalate	053W <sup>⊥</sup>	ug/l	60
SVOC SUITE	Bis(2-chloroethyl)ether	053W <sup>⊥</sup>	ug/l	15
SVOC SUITE	Bis(2-chloroisopropyl)ether	053W <sup>1</sup>	ug/l	10
SVOC SUITE	4-Chlorophenyl phenyl ether	053W <sup>1</sup>	ug/l	15
SVOC SUITE	Bromo phenyl phenyl ether	053W <sup>1</sup>	ua/l	30
SVOC SUITE	1,3-Dichlorobenzene	053W <sup>1</sup>	ua/l	15
SVOC SUITE	1,2-Dichlorobenzene	053W <sup>1</sup>	ua/l	10
SVOC SUITE	1.4-Dichlorobenzene	053W <sup>1</sup>	ua/l	10
SVOC SUITE	Nitrobenzene	053W <sup>1</sup>	ug/l	20
SVOC SUITE	1.2.4-Trichlorobenzene	053W <sup>1</sup>	ug/l	10
SVOC SUITE	2.6-Dinitrotoluene	053W <sup>1</sup>	ug/l	30
SVOC SUITE	2.4-Dinitrotoluene	053W <sup>I</sup>	ua/l	20
SVOC SUITE	Azobenzene	053W <sup>1</sup>	ua/l	30
SVOC SUITE	Hexachlorobenzene	053W <sup>1</sup>	ug/l	20
SVOC SUITE	Hexachloroethane	053W <sup>⊥</sup>	ug/l	40
SVOC SUITE	n-Nitro-n-propyl-1-propanamine	053W <sup>⊥</sup>	ug/l	15
SVOC SUITE	Isophorone	053W <sup>⊥</sup>	ug/l	20
SVOC SUITE	Bis(2-chloroethoxy)methane	053W <sup>⊥</sup>	ug/l	15
SVOC SUITE	Hexachlorobutadiene	053W <sup>⊥</sup>	ug/l	10
SVOC SUITE	Anthraguinone	053W	ug/l	30
SVOC SUITE	Aniline	053W	ug/l	40
SVOC SUITE	Hexachlorocyclopentadiene	053W	ug/l	50
SVOC SUITE	2-Methylnapthalene	053W	ug/l	50
SVOC SUITE	2-nitroaniline	053W	ug/l	50
SVOC SUITE	3-nitroaniline	053W	ug/l	50
SVOC SUITE	4-Chloroaniline	053W <sup>1</sup>	ug/l	50
SVOC SUITE	4-nitroaniline	053W	ug/l	50
SVOC SUITE	Bis (2-ethylhexyl) phthalate	053W	ug/l	50
SVOC SUITE	Carbazole	053W	ug/l	50
SVOC SUITE	Dibenzofuran	053W	ug/l	50
SVOC SUITE	Biphenyl	053W	ug/l	40
VOC SUITE	* * VOC SUITE * *		Ŭ	
VOC SUITE	Vinyl Chloride	040W <sup>1</sup>	mg/l	0.01
VOC SUITE	Chloroethane	040W <sup>1</sup>	mg/l	0.001
VOC SUITE	Trichlorofluoromethane	040W <sup>1</sup>	mg/l	0.001
VOC SUITE	1,1-Dichloroethene	040W	mg/l	0.001
VOC SUITE	112-Trichloro-122-Trifluoroethane	040W <sup>1</sup>	mg/l	0.025
VOC SUITE	Dichloromethane	040W <sup>I</sup>	mg/l	0.05

VOC SUITE	Trans-1,2 Dichloroethene	040W <sup>⊥</sup>	mg/l	0.001
VOC SUITE	МТВЕ	040W <sup>⊥</sup>	mg/l	0.001
VOC SUITE	1,1 -Dichloroethane	040W <sup>⊥</sup>	mg/l	0.001
VOC SUITE	Cis-1,2 Dichloroethene	040W <sup>⊥</sup>	mg/l	0.001
VOC SUITE	Chloroform	040W <sup>⊥</sup>	mg/l	0.001
VOC SUITE	1,1,1-Trichloroethane	040W <sup>⊥</sup>	mg/l	0.001
VOC SUITE	1,2-Dichloroethane	040W <sup>1</sup>	mg/l	0.001
VOC SUITE	Benzene	040W <sup>⊥</sup>	mg/l	0.001
VOC SUITE	Carbon Tetrachloride	040W <sup>⊥</sup>	mg/l	0.001
VOC SUITE	Trichloroethene	040W <sup>⊥</sup>	mg/l	0.001
VOC SUITE	Bromodichloromethane	040W <sup>⊥</sup>	mg/l	0.001
VOC SUITE	Cis-1,3 Dichloropropene	040W <sup>⊥</sup>	mg/l	0.001
VOC SUITE	Trans-1,3 Dichloropropene	040W <sup>⊥</sup>	mg/l	0.001
VOC SUITE	1,1,2-Trichloroethane	040W <sup>⊥</sup>	mg/l	0.001
VOC SUITE	Toluene	040W <sup>⊥</sup>	mg/l	0.001
VOC SUITE	Dibromochloromethane	040W <sup>⊥</sup>	mg/l	0.001
VOC SUITE	Tetrachloroethene	040W <sup>I</sup>	mg/l	0.001
VOC SUITE	Chlorobenzene	040W <sup>1</sup>	mg/l	0.001
VOC SUITE	Ethyl Benzene	040W <sup>1</sup>	mg/l	0.001
VOC SUITE	m,p-Xylenes	040W <sup>1</sup>	mg/l	0.001
VOC SUITE	Bromoform	040W <sup>1</sup>	mg/l	0.001
VOC SUITE	o-Xylene	040W <sup>⊥</sup>	mg/l	0.001
VOC SUITE	1,1,2,2 Tetrachloroethane	040W	mg/l	0.001
VOC SUITE	1,3,5 Trimethylbenzene	040W <sup>⊥</sup>	mg/l	0.001
VOC SUITE	1,2,4 Trimethylbenzene	040W <sup>1</sup>	mg/l	0.001
VOC SUITE	1,3 Dichlorobenzene	040W <sup>I</sup>	mg/l	0.001
VOC SUITE	1,4 Dichlorobenzene	040W <sup>1</sup>	mg/l	0.001
VOC SUITE	1,2 Dichlorobenzene	040W <sup>⊥</sup>	mg/l	0.001
VOC SUITE	Tetra Methyl Lead	040W	mg/l	0.001
VOC SUITE	Tetra Ethyl Lead	040W	mg/l	0.001
VOC SUITE	Acetone	040W	mg/l	0.1
ORGANOTIN SUITE	* * Organotin Suite * *			
ORGANOTIN SUITE	DiButylTin	TINW	ug/l	0.02
ORGANOTIN SUITE	TriButyITin	TINW	ug/l	0.02
ORGANOTIN SUITE	TetraButyITin	TINW	ug/l	0.02
ORGANOTIN SUITE	TriPhenylTin	TINW	ug/l	0.02
OCP SUITE	* * Organochlorine Pesticide Suite * *			
OCP SUITE	alpha-Endosulphan	076W	ug/l	0.1
OCP SUITE	alpha-Chlordane (cis)	076W	ug/l	0.1
OCP SUITE	p,p-DDE	076W	ug/l	0.1
OCP SUITE	Dieldrin	076W	ug/l	0.1
OCP SUITE	o,p-TDE	076W	ug/l	0.1
OCP SUITE	Endrin	076W	ug/l	0.1
OCP SUITE	beta-Endosulphan	076W	ug/l	0.1
OCP SUITE	Iprodione	076W	ug/l	0.1
OCP SUITE	p,p-TDE	076W	ug/l	0.1
OCP SUITE	o,p-DDT	076W	ug/l	0.1
OCP SUITE	Propiconazole I	076W	ug/l	0.1
OCP SUITE	Endosulphan sulphate	076W	ug/l	0.1
OCP SUITE	p,p-DDT	076W	ug/l	0.1
OCP SUITE	Propiconazole II	076W	ug/l	0.1
OCP SUITE	o,p-Methoxychlor	076W	ug/l	0.1

OCP SUITE	Fluroxypyr	076W	ug/l	0.1
OCP SUITE	p,p-Methoxychlor	076W	ug/l	0.1
OCP SUITE	Permethrin I	076W	ug/l	0.1
OCP SUITE	Permethrin II	076W	ug/l	0.1
TRIAZINE SUITE	* * Triazine Herbicide Suite * *			
TRIAZINE SUITE	Atraton	075W	ug/l	0.1
TRIAZINE SUITE	Simazine	075W	ug/l	0.1
TRIAZINE SUITE	Prometon	075W	ug/l	0.1
TRIAZINE SUITE	Atrazine	075W	ug/l	0.1
TRIAZINE SUITE	Propazine	075W	ug/l	0.1
TRIAZINE SUITE	Terbuthylazine	075W	ug/l	0.1
TRIAZINE SUITE	Simetryn	075W	ug/l	0.1
TRIAZINE SUITE	Ametryn	075W	ug/l	0.1
TRIAZINE SUITE	Prometryn	075W	ug/l	0.1
TRIAZINE SUITE	Terbutryn	075W	ug/l	0.1
OPP SUITE	* * Organophosphorus Pesticide Suite* *		Ŭ	
OPP SUITE	Dichlorvos	077W	ua/l	0.1
OPP SUITE	Mevinphos	077W	ua/l	0.1
OPP SUITE	Methacriphos	077W	ua/l	0.1
OPP SUITE	Heptenophos	077W	ua/l	0.1
OPP SUITE		077W	ua/l	0.1
OPP SUITE	Sulfotep	077W	ua/l	0.1
OPP SUITE	Phorate	077W	ug/l	0.1
OPP SUITE	Dimethoate	077W	ug/l	0.1
OPP SUITE	Propetamphos	077W	ua/l	0.1
OPP SUITE	Fonofos	077W	ua/l	0.1
OPP SUITE	Diazinon	077W	ua/l	0.1
OPP SUITE	Phosphamidon I	077W	ua/l	0.1
OPP SUITE	Disulfoton	077W	ug/l	0.1
OPP SUITE	Phosphamidon II	077W	ug/l	0.1
OPP SUITE	Chlorpyriphos-methyl	077W	ug/l	0.1
OPP SUITE	Methyl-Parathion	077W	ug/l	0.1
OPP SUITE	Fenitrothion	077W	ug/l	0.1
OPP SUITE	Pirimiphos-methyl	077W	ug/l	0.1
OPP SUITE	Malathion	077W	ug/l	0.1
OPP SUITE	Fenthion	077W	ug/l	0.1
OPP SUITE	Chlorpyriphos	077W	ug/l	0.1
OPP SUITE	Parathion	077W	ug/l	0.1
OPP SUITE	Chlorfenvinphos	077W	ug/l	0.1
OPP SUITE	Ethion	077W	ug/l	0.1
OPP SUITE	Triazophos	077W	ug/l	0.1
OPP SUITE	Carbophenothion	077W	ug/l	0.1
OPP SUITE	Triphenylphosphate	077W	ug/l	0.1
OPP SUITE	Phosmet	077W	ug/l	0.1
OPP SUITE	EPN	077W	ug/l	0.1
OPP SUITE	Phosalone	077W	ug/l	0.1
OPP SUITE	Azinphos-methyl	077W	ug/l	0.1
OPP SUITE	Azinphos-ethyl	077W	ug/l	0.1
OPP SUITE	Coumaphos	077W	ug/l	0.1
<b>CARB &amp; URON SUITE</b>	* * Carbamates & Uron Herbicide Suite* *			
CARB & URON SUITE	Carbenazim	079W <sup>1</sup>	ug/l	0.1
CARB & URON SUITE	Carbetamide	079W <sup>1</sup>	ug/l	0.1

CARB & URON SUITE	Bromacil	079W <sup>⊥</sup>	ug/l	0.1			
CARB & URON SUITE	Cyanazine	079W <sup>⊥</sup>	ug/l	0.1			
CARB & URON SUITE	Methabenzathiazuron	079W <sup>⊥</sup>	ug/l	0.1			
CARB & URON SUITE	Carbaryl	079W <sup>⊥</sup>	ug/l	0.1			
CARB & URON SUITE	Propham	079W <sup>⊥</sup>	ug/l	0.1			
CARB & URON SUITE	Methiocarb	079W <sup>⊥</sup>	ug/l	0.1			
CARB & URON SUITE	Monuron	079W <sup>⊥</sup>	ug/l	0.1			
CARB & URON SUITE	Pirimicarb	079W <sup>⊥</sup>	ug/l	0.1			
CARB & URON SUITE	Isoproturon	079W <sup>⊥</sup>	ug/l	0.1			
CARB & URON SUITE	Chlortoluron	079W <sup>⊥</sup>	ug/l	0.1			
CARB & URON SUITE	Monolinuron	079W <sup>⊥</sup>	ug/l	0.1			
CARB & URON SUITE	Diuron	079W <sup>1</sup>	ug/l	0.1			
CARB & URON SUITE	Linuron	079W <sup>⊥</sup>	ug/l	0.1			
CARB & URON SUITE	Chlorbufam	079W <sup>1</sup>	ug/l	0.1			
CARB & URON SUITE	Chlorpropham	079W <sup>⊥</sup>	ug/l	0.1			
ACID HERB SUITE	* * Phenoxy Acid Herbicide Suite* *						
ACID HERB SUITE	2,3,6-TBA	082W <sup>I</sup>	ug/l	0.1			
ACID HERB SUITE	Dicamba	082W <sup>I</sup>	ug/l	0.1			
ACID HERB SUITE	Benazolin	082W <sup>I</sup>	ug/l	0.1			
ACID HERB SUITE	4-CPA	082W <sup>1</sup>	ug/l	0.1			
ACID HERB SUITE	Bentazone	082W <sup>1</sup>	ug/l	0.1			
ACID HERB SUITE	2,4-D	082W <sup>1</sup>	ug/l	0.1			
ACID HERB SUITE	МСРА	082W <sup>⊥</sup>	ug/l	0.1			
ACID HERB SUITE	Bromoxynil	082W <sup>1</sup>	ug/l	0.3			
ACID HERB SUITE	Triclopyr	082W <sup>1</sup>	ug/l	0.1			
ACID HERB SUITE	2,4,5-T	082W <sup>1</sup>	ug/l	0.1			
ACID HERB SUITE	Dichloroprop	082W <sup>±</sup>	ug/l	0.1			
ACID HERB SUITE	Mecoprop	082W	ug/l	0.1			
ACID HERB SUITE	loxynii	082W	ug/I	0.1			
	Flamprop	08277	ug/i	0.1			
		08277	ug/i	0.1			
	Z,4-DB	08211	ug/I	0.1			
	Dielefen	08211	ug/l	0.1			
	Pentachlorophonol	08211	ug/l	0.1			
	Flamprop-Isopropyl	082W <sup>I</sup>	ug/l	0.1			
PYRETHROID SUITE	* * Pyrethroid Suite* *	00211	ugn	0.1			
PYRETHROID SUITE	Permethrin	PEST	ua/l	0.1			
PYRETHROID SUITE	Cyhalothrin	PEST	ua/l	0.1			
PYRETHROID SUITE	Cvfluthrin	PEST	ua/l	0.1			
PYRETHROID SUITE	Cypermethrin	PEST	ug/l	0.1			
PYRETHROID SUITE	Fenvalerate	PEST	ug/l	0.1			
PYRETHROID SUITE	Deltamethrin	PEST	ug/l	0.1			

## CDM Design Assessment

## FAIRHURST

Project:	Job No.	140163
GROUND INVESTIGATION AT CLODDACH BRIDGE, ELGIN	Document Number	140163 DOC 03
	Prepared by/Date	RM 15/08/23
	Checked by/Date	AK 15/08/23
	Approved by/Date	AK 15/08/23

#### Fairhurst Scope of Works

Design and nominate approximate locations for excavation of Trial Pits and drilling of boreholes for geotechnical purposes to assess the ground conditions and engineering characteristics of the underlying materials through in-situ SPT testing, geotechnical soil and rock core sampling and laboratory testing and follow up Groundwater level monitoring works. The ground investigation has been designed in accordance with BS EN 1997-2:2007.

#### Design Philosophy

The investigation works are being undertaken as part of the proposed new River Lossie Road Bridge Crossing at the existing Cloddach Bridge, Elgin. The proposed new road bridge crossing development is anticipated to conform to Geotechnical Category 2 in accordance with BS EN 1997-1:2004+A1:2013.

#### **Ground Investigation Scope**

The Geotechnical ground investigation has been designed in accordance with BS EN 1997-2:2007 (*Eurocode 7 – Part 2*), BS5930:2015+A1:2020 (*Code of Practice for Ground Investigations*) and BS 8004:2015 (*Code of Practice for Foundations*). The borehole and trial pit positions will provide the geotechnical information required for proposed development of the site. The ground investigation layout is presented in **Drawing 140163/9001** and in summary comprises the following:

- 4 no. Rotary Percussive boreholes (BH01 BH04) to approximately 15.0mbgl to obtain samples
  of superficial deposits and obtain 6.0m of rock core (if Solid Geology is present within the
  scheduled drilling depth)
- 4 no. Mechanically Excavated Trial Pits (TP01 TP04) to approximately 4.0mbgl
- 4 no post fieldwork groundwater level monitoring visits

It should be noted that the monitoring programme may be altered subject to the initial findings of the intrusive investigation fieldworks and/or the findings of the initial monitoring visits. Following the completion of all monitoring works, all boreholes require being backfilled and decommissioned in accordance with SEPA Guidance document 'SEPA Good Practice for Decommissioning Redundant Boreholes'. The date of commencement of these works is to be confirmed by Fairhurst.

Rev	Date	Description	Ву	Checked	Approved

# FAIRHURST

Potential Hazards	May Be Present	Key Significant* Hazards to be Addressed	Notes
Client operations			
Adjacent activities			1. Identify all potential
Restricted site (ecology)	✓	✓	in the "may be present"
Traffic	✓	✓	column.
Interface with public			2. Filter the potential hazards to identify the
Near to highways			Key Significant
Near to railways			Hazards* for this project and this site
Near to waterways	✓	1	3. Carry forward Key
Tidal working			Significant Hazards to
Ground instability	✓	$\checkmark$	assessment.
Contamination			
Excavations	<b>√</b>		Significant Hazards are
Groundwater			those hazards which:-
Inundation			would not be     reasonably
Sewage			foreseen by a
Fuel tanks			competent
Services	✓	~	are unusual
Overhead cables	<ul> <li>✓</li> </ul>	1	are difficult to
Demolition			manage
Unstable structures			
Explosives			
Bird droppings			
Dust			
Hazardous materials			
Radiation			
Hot working			
Confined spaces			
Working at height			
Manual handling			
Lifting operations			
Vibration			
Noise			
Other (state)			
	1		

# FAIRHURST

	Sheet No.
Action by Designer	Residual Hazard
1. To eliminate hazard	Restricted Site (Ecology
2.To reduce risk	
Ecological constraints may exist at the site due to existing woodland and watercourse (River Lossie) close to the proposed areas of investigation. An ecological survey of the site requires to be undertaken by a suitably qualified and experienced ecologist. The contractor must undertake all temporary access works and ground investigation fieldworks in accordance with the ecologists requirements.	
1. To eliminate hazard	Ground Instability
2.To reduce risk	
A temporary access track is likely to be required to access the proposed trial pit locations on the river bank (subject to confirmation from contractor pre-tender submission site walkover). Cognisance must be taken of potential slope instability and ground instability (slope failure) when undertaking temporary access works and investigation excavations works in close proximity to existing slopes and waterways.	
1. To eliminate hazard	Traffic
2.To reduce risk	
The Cloddach Bridge is currently closed to traffic. All positions are located off the road line and due to the bridge being closed traffic is not anticipated on the adjacent roadway	
1. To eliminate hazard	Working Near to Waterways
2.To reduce risk	
4 trial pits are located on the river banks adjacent to the watercourse. All tendering contractors must visit site to assess access and the risks of working near the	
	Action by Designer         1. To eliminate hazard         2.To reduce risk         Ecological constraints may exist at the site due to existing woodland and watercourse (River Lossie) close to the proposed areas of investigation. An ecological survey of the site requires to be undertaken by a suitably qualified and experienced ecologist. The contractor must undertake all temporary access works and ground investigation fieldworks in accordance with the ecologists requirements.         1. To eliminate hazard         2.To reduce risk         A temporary access track is likely to be required to access the proposed trial pit locations on the river bank (subject to confirmation from contractor pre-tender submission site walkover). Cognisance must be taken of potential slope instability and ground instability (slope failure) when undertaking temporary access works and investigation excavations works in close proximity to existing slopes and waterways.         1. To eliminate hazard         2.To reduce risk         The Cloddach Bridge is currently closed to traffic. All positions are located off the road line and due to the bridge being closed traffic is not anticipated on the adjacent roadway         1. To eliminate hazard         2.To reduce risk         4 trial pits are located on the river banks adjacent to the watercourse. All tendering contractors must visit site to assess

# FAIRHURST

Servic service	es (including o es)	verhead	1. To eliminate hazard	:	Services	
			2. To reduce risk All investigation positions h located a safe distance from t of public utilities as show providers plans. The contract to undertake PAS128 Type (review proposed positons aga public utility plans and visit features and CAT scan position breaking ground). All borehole commenced with a 1.20m excavated pit.	have been he location n on the or requires C survey inst current ble surface ons prior to s are to be deep hand		
POST	CONSTRUC	CTION IN	FORMATION			
Projec	et:		Job I	lo.		
			Docu	ment Numbe	r	
			Prep	ared by/Date		
			Chec	ked by/Date		
			Appr	oved by/Date		
Fairnu	Irst Scope of	WORKS				
Desig	n Philosophy	& Signific	cant Residual Hazards			
Rev	Date	Descript	tion	Ву	Checked	Approved

Drawings

140136/9000 Si 140136/9001 Gr

Site Location Ground Investigation Layout



1	Do no		
7		ot scale from this dra	ving.
1	SAFETY HEALTH	AND ENVIRONMENTAL	INFORMATION
1	IN ADDITION TO THE H, THE TYPES OF WORK I FOLLOWING RISKS AND	AZARD/RISKS NORMAI DETAILED ON THIS DF INFORMATION.	LY ASSOCIATED WITH RAWING, NOTE THE
	RISKS LISTED HERE AR ASSESSMENT FORM NO	RE NOT EXHAUSTIVE.	REFER TO DESIGN
/	CONSTRUCTION		
/			
	DEMOLITION		
	FOR INFORMATION RELA	ATING TO USE, CLEAN	ING AND MAINTENANCE
	SEE THE HEALTH AND	SAFETY FILE	
	IT IS ASSUMED THAT A COMPETENT CONTRACTO APPROVED METHOD ST	LL WORKS WILL BE ( DR WORKING, WHERE ATEMENT.	CARRIED OUT BY A APPROPRIATE, TO AN
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	Rev. Date FAIRHUF Westerton of Craigie Southampton Road DUNDEE DD4 7PN	Client:	Drwn, Chkd. Appd.
	Rev. Date EACH Consider Westerton of Craigie Southampton Road DUNDEE DD4 7PN Tel: 01382 453 300 Fax: 0844 381 4412	Client:	Drwn. Chkd. Appd.
	Rev. Date	Client:	Drwn. Chkd. Appd.
	Rev. Date FAIRHOF Westerton of Craigie Southampton Road DUNDEE D04 7PN Tel: 01382 453 300 Fax: 0844 381 4412 Project Title:	Client:	Drwn, Chikd. Appd.
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	Rev. Date FAIRHUF Westerton of Craigie Southampton Road DUNDE: D04 7PN Tet: 01382 453 300 Fax: 0844 381 4412 Project Title: CLODDACH BF ELGIN Drawing Title: SITE LOCATION	Description Client: RIDGE	Drwn. Chkd. Appd.
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	Rev. Date  EAIRHUF  Westerton of Craigie Southampton Road DUNDEE DD4 7PN Tel: 01382 453 300 Fax: 0844 381 4412  Project Title:  CLODDACH BF ELGIN  Drawing Title:  SITE LOCATION  Scole ot A3: 1:500 Fax Case of A3: Case of A	Description Client: Cl	Approved:
	Rev.       Date         FAIRHUF         Westerton of Craigie         Southampton Road         DUNDE         Dubt 7PN         Tei: 01382 453 300         Fax: 0844 381 4412         Project Title:         CLODDACH BF         ELGIN         Drawing Title:         SITE       LOCATION         Scole at A3:       S         1:500       F         Drawn:       C         RM       A	Description Client: Cl	Approved: AK Date:
	Rev.       Date         FAIRHUF         Westerton of Craigie         Southampton Road         DUNDEE         D04 7PN         Tei: 01382 453 300         Fax: 0844 381 4412         Project Title:         CLODDACH BF         ELGIN         Drawing Title:         SITE       LOCATION         Scole at A3:       S         1:500       F         Drawn:       C         RM       A         Date:       D         14/08/23       D	Client: Client: Client: RIDGE N PLAN	Approved: AK Date: 15/08/23
	Rev.       Date         FAIRHUF         Vesterion of Craigie Southampton Road DUNDER         Duther         Duther         CLODDACH BF         ELGIN         Drawing Title:         SITE       LOCATION         Scale at A3:       F         1:500       F         Drawn:       C         M       A         Date:       1         14/08/23       1         Drawing No.:       E	Description  Client:  Client:	Approved: AK Dote: 15/08/23



	Do not scale from this drawing. SAFFTY HEALTH AND ENVIRONMENTAL INFORMATION				
	IN ADDITION TO THE HAZARD/RISKS NORMALLY ASSOCIATED WITH THE TYPES OF WORK DETAILED ON THIS DRAWING, NOTE THE FOLLOWING RISKS AND INFORMATION.				
	RISKS LISTED HERE ARE NOT EXHAUSTIVE. REFER TO DESIGN ASSESSMENT FORM NO. 140163 DOC 03				
	CONSTRUCTION / GROUND INVESTIGATION: • TRAFFIC • LIVE SERVICES • WORKING NEAR WATERCOURSE • EXCAVATIONS				
	DEMOLITION				
	FOR INFORMATION RELATING TO USE, CLEANING AND MAINTENANCE				
	IT IS ASSUMED THAT ALL WORKS WILL BE CARRIED OUT BY A COMPETENT CONTRACTOR WORKING, WHERE APPROPRIATE, TO AN APPROVED METHOD STATEMENT.				
/	LEGEND				
	<ul> <li>APPROXIMATE SITE BOUNDARY</li> <li>SITE CENTERED AT NGR: NJ 20173 58396</li> </ul>				
	GROUND INVESTIGATION				
	<b>CEGEND</b> ROTARY PERCUSSIVE BOREHOLE TO				
	TRIAL PIT TO 4.0mbgl OR REFUSAL				
im	Rev. Date Description Drwn. Chkd. Appd.				
	FAIRHURST				
	Westerton of Craigie Southompton Road DUNDEE DD4 7PN				
	Tel: 01382 453 300 Fox: 0844 381 4412				
	Project Title: CLODDACH BRIDGE ELGIN				
	Drawing Title: GROUND INVESTIGATION LAYOUT				
	Scale at A3: Status: NTS For Information				
	RM AK AK Date: Date: Date:				
	14/08/23 15/08/23 15/08/23 Drowing No.: Revision:				
	140163/9001 -				

Public Utilities and Site Walkover Photographs

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Ц Ц	ф 4		1.55 Martin
		+ 63mm MDPE-2009	
3		47.5m	
4	\$	Bin CI 1885 1885	
Warning! Damaging a large diamet	ter trunk main (12"/300mm and above) can result in loss of I	ife and major water supply and water quality problems. If you're planning any extension work in the vicinity of any large diameter mains shown on our maps, you must	st contact Scottish Wat
Plotted By: gavin.park@fairhurst.co.uk	The representation of physical assets and the boundaries of areas in which Scottish Water and others have an interest does not necessarily imply their true positions. For further details contact the appropriate District office. Date: 15/08/2023	Cloddach Bridge	© Crown copyright and date You are granted a non-ex- licence solely to view the Licens for the period during which Scol not permitted to copy, sub-licen available the Licensed Data to rights to enforce the terms of



Vater to arrange a site visit 08000 778 778 WELL IN ADVANCE OF THE WORKS

d database rights 2023 OS 100023460. on-exclusive, royatly free, revocable icensed Data for non-commercial purposes Soctitish Water makes it available. You are -license, distribute, sell or otherwise make at to third parties in any form. Third party ns of this licence shall be reserved to OS.









Contact Us SGN Safety Admin Team: 0800 912 1722 Email: plantlocation@sgn.co.uk

Date Requested: 15/08/2023 Job Reference: 30514901 Site Location: 320171 858394 Requested by: Mr Shaun Craig

Your Scheme/Reference: 140163

Scale: 1:1000 (When plotted at A3)

This plan shows the location of those pipes owned by Scotia Gas Networks (SGN) by virtue of being a licensed Gas Transporter (GT). Gas pipes owned by other GTs or third parties may also be present in this area but are not shown on this plan. Information with regard to such pipes should be obtained from the relevant owners. No warranties are given with regard to the accuracy of the information shown on this plan. Service pipes, valves, siphons, sub-connections etc. are not shown but their presence should be anticipated. You should be aware that a small percentage of our pipes/assets may be undergoing review and will temporarily be highlighted in yellow. If your proposed works are close to one of these pipes, you should contact the SGN Safety Admin Team on 0800 912 1722 for advice. No liability of any kind whatsoever is accepted by SGN or its agents, servants or sub-contractors for any error or omission contained herein. Safe digging practices, in accordance with HS (G)47, must be used to verify and establish the actual position of mains, pipes, services and other apparatus on site before any mechanical plant is used. It is your responsibility to ensure that plant location information is provided to all persons (whether direct labour or sub-contractors) working for you on or near gas apparatus. Information included on this plan should not be referred to beyond a period of 28 days from the date of issue.

#### Report damage immediately – KEEP EVERYONE AWAY FROM THE AREA 0800 111 999

Low Pressure Mains Medium Pressure Mains Intermediate Pressure Mains High Pressure Mains LAs GTs SSSIs Some Examples Of Plant Items Valve Syphon O Depth of Cover Change The Material Change Cover Change	
Digsite: Line:	ト
Linesearch before // dig	
This plan is reproduced from or based on the OS map by So Gas Networks plc, with the sanction of the controller of H Stationery Office. Crown Copyright Reserved. Southern G 100044373 and Scotland Gas – 100044366.	cotia 1M as –



BASED UPON THE ORDNANCE SURVEY MAP WITH THE SANCTION OF THE CONTROLLER OF H.M STATIONERY OFFICE CROWN COPYRIGHT RESERVED.

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software provided by LinesearchbeforeUdig.



## Enquiry Confirmation LSBUD Ref: 30514901

Enquirer			
Name	Mr Shaun Craig	Phone	01382453300
Company	Fairhurst	Mobile	Not Supplied
Address	Westerton of Craigie, Southampton Road Dundee Taysid	e DD4 7PN	
Email	shaun.craig@fairhurst.co.uk		

Enquiry Details		Site Map
Enquiry type	Initial Enquiry	
Work category	Excavations Non Utility	
Work type	Multiple excavations site (deeper than 1.5m)	
Work type buffer*	50 metres	
Start date	16/08/2023	
End date	16/08/2023	
Scheme/Reference	140163	
Search location	XY= 320173, 858396	Cloddach Bridge
Confirmed location	320171 858394	emporarily closed
Site size	3422 metres square	
Site Contact Name	Not Supplied	
Site Phone No.	Not Supplied	
Description of Works		Google Map data ©2023 Please note that the above map only displays the location of the proposed work site and will not display any of the Members' pipes and cables. It is imperative that this area accurately reflects the proposed work site.
* The WORK TYPE BUFFER is have chosen.	a distance added to your search area based on the Work type you	

## Affected LSBUD men

(LSBUD Members who have assets registered on LSBUD within the vicinity of your search area.)						
Asset Owner	Phone/Email	Emergency Only	Status			
Scottish and Southern Electricity Networks	08000483516	08000727282	Await response			
SGN	08009121722	0800111999	Await response			

#### Status explanation

**Await Response** means that the asset owner will contact you. This is typically by sending the plan response but they may ask for further information before being able to do so, particularly if any payments or authorisations are required.

**Email Additional Info** means that the asset owner needs further information about your works to assess your enquiry before providing a response. Please provide any details you have available including plans, method statements etc. if available.

# Maps by email Plant Information Reply



# IMPORTANT WARNING

Information regarding the location of BT apparatus is given for your assistance and is intended for general guidance only. No guarantee is given of its accuracy. It should not be relied upon in the event of excavations or other works being made near to BT apparatus which may exist at various depths and may deviate from the marked route.



# openreach

# CLICK BEFORE YOU DIG

FOR PROFESSIONAL FREE ON SITE ASSISTANCE PRIOR TO COMMENCEMENT OF EXCAVATION WORKS INCLUDING LOCATE AND MARKING SERVICE

# email cbyd@openreach.co.uk

ADVANCE NOTICE REQUIRED (Office hours: Monday - Friday 08.00 to 17.00) www.openreach.co.uk/cbyd

# Accidents happen

If you do damage any Openreach equipment please let us know by calling 0800 023 2023 (opt 1 + opt 1) and we can get it fixed ASAP

> Reproduced from the Ordnance Survey map by BT by permission of Ordnance Survey on behalf of the Controller of Her Majesty's Stationary Office (C) Crown Copyright British Telecommunications plc 100028040

KEY	TO BT SYM	BOLS	Change Of State	+	Hatchings	$\otimes$
	Planned	Live	Split Coupling	×	Built	$\sim$
РСР		⊠	Duct Tee	•	Planned	
Pole	0	0	Building		Inferred	$\sim$
Вох			Kiosk	ĸ	Duct	$\sim$
Manhole			Other proposed plant is shown using dashed lines.			
Cabinet		Û	Existing BT Plant may not be recorded. Information valid at time of preparation. Maps are only valid for 90 days after the date of publication.			
	Pending Add	In Place	Pending Remove	Not In Use	]	
Power Cable	<b>#</b>	**	## s	<del>/</del> //		
Power Duct	**	**	+++	N/A	1	

BT Ref : UIQ11455F Map Reference : (centre) NJ2017358396 Easting/Northing : (centre) 320173,858396 Issued : 15/08/2023 11:45:30

WARNING: IF PLANNED WORKS FALL INSIDE HATCHED AREA IT IS ESSENTIAL BEFORE PROCEEDING THAT YOU CONTACT THE NATIONAL NOTICE HANDLING CENTRE. PLEASE SEND E-MAIL TO: nnhc@openreach.co.uk



#### Important notices

It is very important that you correctly understand what the service does and the procedures in order for you to work safely. Please refer to the LSBUD Support Page (www.lsbud.co.uk/linesearchbeforeudig-support) for further guidance. This information includes how to provide additional information to the LSBUD Members who request it to provide a response to your enquiry.

Validity and search criteria. The results of this enquiry are based on the confirmed information you entered and are valid only as at the date and time of the enquiry. It is your responsibility to ensure that the Enquiry Details are correct, and LinesearchbeforeUdig (LSBUD) accepts no responsibility for any errors or omissions in the Enquiry Details or any consequences thereof. LSBUD Members update their asset information on a regular basis so you are advised to consider this when undertaking any works. It is your responsibility to choose the period of time after which you need to resubmit any enquiry but the maximum time (after which your enquiry will no longer be dealt with by the LSBUD Helpdesk and LSBUD Members) is 28 days. If any details of the enquiry change, particularly including, but not limited to, the location of the work, then a further enquiry must be made.

**Terms and Conditions.** Please note that this enquiry is subject always to our standard terms and conditions available at <u>www.lsbud.co.uk</u> ("Terms of Use") and the disclaimer at the end of this document. Please note that in the event of any conflict or ambiguity between the terms of this Enquiry Confirmation and the Terms of Use, the Terms of Use shall take precedence.

#### List of not affected LSBUD members

# (LSBUD Members who do not have assets registered on the LSBUD service within the vicinity of your search area.)

Angus Energy	AWE Pipeline	B & D Energy Limited
Balfour Beatty Investments Limited	BOC Limited (A Member of the Linde Group)	Box Broadband
BP Exploration Operating Company Limited	ВРА	Cadent Gas
Cambridgeshire County Council Climate Change and Energy Services	CATS Pipeline c/o Wood Group PSN	Cemex
Centrica Storage Ltd	CNG Services Ltd	Concept Solutions People Ltd
ConocoPhillips (UK) Teesside Operator Ltd	D.S.Smith	Diamond Transmission Corporation
DIO (MOD Abandoned Pipelines)	DIO (MOD Live Pipelines)	E.ON UK CHP Limited
EDF Energy Renewables Ltd	EirGrid	Eleclink Limited
Electricity North West Limited	Energy Assets Networks	ENI & Himor c/o Penspen Ltd
EnQuest NNS Limited	EP Langage Limited	ESB CCGT Power station (Carrington Gas Pipeline)
ESP Utilities Group	ESSAR	Esso Petroleum Company Limited
euNetworks Fiber UK Ltd	EXA Infrastructure	Exolum Pipeline System
Fulcrum Electricity Assets Limited	Fulcrum Pipelines Limited	Gamma
Gas Networks Ireland (UK)	Gateshead Energy Company	Gigaclear Ltd
Harbour Energy	Heathrow Airport LTD	Humbly Grove Energy
IGas Energy	INEOS FPS Pipelines	INEOS Manufacturing (Scotland and TSEP)
INOVYN ChlorVinyls Limited	INOVYN Enterprises Limited	Intergen (Coryton Energy or Spalding Energy)
Jurassic Fibre Ltd	Kensa Utilities	Last Mile
Mainline Pipelines Limited	Manchester Jetline Limited	Manx Cable Company
Marchwood Power Ltd (Gas Pipeline)	Melbourn Solar Limited	Moray East Offshore Windfarm
MUA Group Limited	National Gas Transmission	National Grid Electricity Distribution
National Grid Electricity Transmission	Neos Networks	Northern Gas Networks Limited
Northumbrian Water Group	NPower CHP Pipelines	NTT Global Data Centers EMEA UK Ltd
NYnet Ltd	Ogi	Oikos Storage Limited
Ørsted	Palm Paper Ltd	Perenco UK Limited (Purbeck Southampton Pipeline)
Petroineos	Phillips 66	Portsmouth Water
Premier Transmission Ltd (SNIP)	Redundant Pipelines - LPDA	RWE - Great Yarmouth Pipeline (Bacton to Great Yarmouth Power Station)
RWEnpower (Little Barford and South Haven)	SABIC UK Petrochemicals	SAS Utility Services Ltd
Scottish Power Generation	Seabank Power Ltd	SES Water
Shell	Shell NOP	SP Energy Networks
Squire Energy Networks	SSE Generation Ltd	SSE Transmission



## Enquiry Confirmation LSBUD Ref: 30514901

SSE Utility Solutions Limited	Storengy	Tata Communications (c/o JSM Construction Ltd)
Total Colnbrook Pipelines	Total Finaline Pipelines	Transmission Capital
UK Power Networks	Uniper UK Ltd	University of Cambridge Granta Backbone Network
Vattenfall	Veolia ES SELCHP Limited	Veolia ES Sheffield Ltd
Voneus Limited	VPI Power Limited	Wales and West Utilities
West of Duddon Sands Transmission Ltd	Westminster City Council	Zayo Group UK Ltd c/o JSM Group Ltd

#### Non-LSBUD members (Asset owners not registered on LSBUD)

(The following Non-LSBUD Members may have assets in your search area. It is YOUR RESPONSIBILITY to contact them before proceeding.

Please be aware this list is not exhaustive and it is your responsibility to identify and contact all asset owners within your search area.)

Asset Owner	Preferred contact method	Phone	Status
BT	https://www.swns.bt.com/pls/mbe/welcome.home	08000232023	Not Notified
CityFibre	asset.team@cityfibre.com	033 3150 7282	Not Notified
Colt	plantenquiries@catelecomuk.com	01227768427	Not Notified
Equans	nrswa.uk@equans.com	0800 130 3600	Not Notified
GTC	https://pe.gtc-uk.co.uk/PlantEnqMembership	01359240363	Not Notified
Lumen Technologies	plantenquiries@ocugroup.com	02087314613	Not Notified
Mobile Broadband Network Limited	mbnl.plant.enquiries@turntown.com	01212 621 100	Not Notified
Moray Council	road.maint@moray.gov.uk		Not Notified
Scottish Water	https://www.scottishwater.co.uk/help-and- resources/contact-us	08000778778	Not Notified
Utility assets Ltd	assetrecords@utilityassets.co.uk		Not Notified
Verizon Business	osp-team@uk.verizonbusiness.com	01293611736	Not Notified
Virgin Media	http://www.digdat.co.uk	08708883116	Not Notified
Vodafone	osm.enquiries@atkinsglobal.com	01454662881	Not Notified

#### Disclaimer

Please refer to LSBUD's Terms of Use for full terms of use available at www.lsbud.co.uk

The results of this Enquiry are personal to the Enquirer and shall not be shared with or relied upon by any other party. The asset information on which the Enquiry results are based has been provided by LSBUD Members, therefore LSBUD will provide no guarantee that such information is accurate or reliable nor does it monitor such asset information for accuracy and reliability going forward. There may also be asset owners which do not participate in the enquiry service operated by LSBUD, including but not exclusively those set out above. Therefore, LSBUD cannot make any representation or give any guarantee or warranty as to the completeness of the information contained in the enquiry results or accept any responsibility for the accuracy of the mapping images used. LSBUD and its employees, agents and consultants accept no liability (save that nothing in this Enquiry Confirmation excludes or limits our liability for death or personal injury arising from our negligence, or our fraud or fraudulent misrepresentation, or any other liability that cannot be excluded or limited by English law) arising in respect thereof or in any other way for errors or omissions including responsibility to any person by reason of negligence.

# Groundwater Monitoring Methodology


# Groundwater/LNAPL Level Monitoring Methodology

### Introduction

This document defines how the measuring of groundwater/hydrocarbon level within monitoring boreholes is to be undertaken. The following document is split into three major sections:-

- 1. Level monitoring methodology
- 2. Health and Safety
- 3. Data Management

Close adherence of which, should ensure quality data is gathered.

Due to the potential presence of Light Non Aqueous Phase Liquids on the groundwater monitoring boreholes at the site, it is imperative that the following procedure is adhered to. This will allow an accurate representation of any LNAPL plume.

#### 1. Level Monitoring Methodology

PRELIMINARY CHECKS:

- 1. Ensure the dual phase dip meter unit is fully operational (by means of the manufacturers recommended field test (record the results)), fully charged and does not require servicing. Check all parts for signs of wear and tear and general cleanliness.
- 2. Obtain borehole logs, installation details, latest site plan (with borehole numbers) and any previous monitoring data.
- 3. Ensure that access has been arranged with the site operator/owner.
- 4. Complete Health and Safety Risk Assessment for site.
- 5. Record antecedent weather conditions leading up to the monitoring visit.
- 6. During transportation, ensure that the monitoring equipment unit is not stored near any potential sources of contamination.
- 7. Prior to undertaking the monitoring. A simple inspection of the installation should be undertaken to note any quality issues and the status of the headworks also make note of the weather conditions (including air temperature) and any activities that are being undertaken prior to and during the monitoring. A note should be made of any maintenance that the installation requires.

#### MONITORING OF LNAPL/Water Level

- 1. Obtain Proforma for recording results.
- 2. Record the dip meter number/serial number and ensure that the unit passed the relevant preliminary checks.
- 3. Confirm monitoring location with use of the latest edition of the site plan or the on site indication given by the nomlencature on the bung or monitoring well cover.
- 4. Perform thorough cleansing of all equipment to be introduced into the well (inclusive of the tape section of the dip meter) with a suitable COSHH assessed cleaning solution and rinse (ensuring that rinse water is collected).
- 5. Carefully introduce the probe into the borehole and measure for the presence of LNAPL in accordance with the manufacturer (of the interface probe) guidelines. Record the levels of LNAPL relative to ground level (if the cover is upstanding, take the measurement from the ground level).
- 6. Repeat the LNAPL process for the water level ensuring that there is consistency in the level reading.



- 7. Due to the dip meter having a limit of detection, the presence (or not) of LNAPL must be confirmed using a suitable (LNAPL/Water) bailer. The thickness, colour and consistency of the LNAPL (if recovered) must be recorded. Waste materials should be stored as per section 2.0 of this document.
- 8. Repeat for <u>All Boreholes</u> on site.

#### 2. Health and Safety

The monitoring program should be covered by a health and safety plan identifying:

- The hazards likely to be encountered on site (physical and chemical)
- The means that they can be avoided
- The action to be taken in case of health and safety incident

Personal protective equipment should be used during the monitoring activities. The type of protective equipment and its constituent materials should be selected based upon the anticipated risk on site and the nature of the contaminants that are likely to be encountered.

Waste materials generated at monitoring locations (water and oil generated from bailing, wipes, rinsate water, cleaning solution, gloves, bailers etc) should be segregated into non hazardous waste and potentially hazardous waste and stored in suitable labelled waste containers. The waste should be classified, carried by licensed carrier and disposed of by a suitably licensed contractor at a suitably licensed facility.

#### 3. Data Management

On completion of the monitoring visit all data recorded and the comments (inclusive of the results of the preliminary checks) should be placed electronically within the proforma monitoring sheet and e-mailed/sent to the Project Leader for Quality Assurance checking and subsequently reported to the Consulting Engineer ASAP. The data should be stored and if required included in the factual reporting for the site.





# Appendix B – Risk Matrices

Cloddach Bridg	Noddach Bridge Risk Categorisation and Scoring														
	Risk	Likelihood Scoring													
	Likelihood	Frequency	Probability												
1	1-5%	Not expected to eccur for upper	Occur in exceptional												
Rare	(Very Low)	Not expected to occur for years	circumstances												
2	6-25%	6-25% Expected to occur at least													
Unlikely	(Low)	annually	Unlikely to occur												
3	26-50%	Expected to occur at least	Reasonable chance of												
Possible	(Medium)	monthly	occurring												
4	51-75%	Expected to occur at least	The event will occur in most												
Likely	(High)		circumstances												
5	Greater than 75%														
Almost certain	(Very High)	Expected to occur at least daily	y Most likely to occur than not												

		Risk Impact Scorir	ng	
	Financial	Time	Reputation	Performance
50 Significant (Catastrophic)	Approx. 5%+ cost increase	Major failure to achieve key programme/project objectives		
25 Major	Approx. 3 - 5% cost increase	High news profile and / or high embarrassment Widespread local news	Significant impact on the delivery of key programme/project objectives	
10 Moderate	Approx. 1-3% cost increase	A six to nine month increase in project end date timescales	Moderate but limited public embarrassment and/ or moderate news profile Some local news	Moderate shortfalls in achieving key programme/project objectives
5 Minor	5 Minor         Approx.: 0.3-1% cost increase in project end date timescales         Low impact and / or low news profile Minor local media coverage			
1 Insignificant	Approx. 0.3% cost increase	A one to three month increase in project end date timescales	No impact of significance on reputation Minimal media coverage	Minimal impact on achieving key programme/project objectives

			Risk Matrix		
LIKELIHOOD	1 Rare	2 Unlikely	3 Possible	4 Likely	5 Almost certain
IMPACT	1-5%	6-25%	26-50%	51-75%	(>75%)
1	1	2	3	4	5
Insignificant	(Minor)	(Minor)	(Minor)	(Moderate)	(Moderate)
5	5	10	15	20	25
Minor	(Minor)	(Moderate)	(Moderate)	(Moderate)	(Moderate)
10	10	20	30	40	50
Moderate	(Minor)	(Moderate)	(Moderate)	(Moderate)	(Major)
25	25	50	75	100	125
Major	(Moderate)	(Major)	(Major)	Significant (Catastrophic)	Significant (Catastrophic)
50 Significant (Catastrophic)	50 (Moderate)	100 (Major)	150 Significant (Catastrophic)	200 Significant (Catastrophic)	250 Significant (Catastrophic)

Risk Severity Rati	ng							
Score	Risk	Action						
1 - 5	Minor	Managed through normal control measures						
6 - 30	Moderate	Review control measures						
40 - 75	Major	Treatment plans to be developed, implemented and monitored						
80 - 250	Catastrophic	Immediate action required. Treatment plans to be developed, implemented and monitored.						

	Clo	ddach Bridge Risk Register	Option 1 - Do Minimum										
Y.													
Risk No	Risk Type	Risk Description	Controls	Likelihood 1-5	Cost Impact 1-5	Time Impact 1-5	Reputation Impact 1-5	Performance Impact 1-5	Risk Rating Cost	Risk Rating Time	Risk Rating Reputation	Risk Rating Performance	Overall Risk Ranking
Opt 1-1	Reputation/Cost	IF no action is taken to repair the bridge THEN avoidable damage to utility services occurs RESULTING IN reputational damage and costs	Regular inspections in place	2	50	1	25	10	100	2	50	20	100
Opt 1-2	Reputation	IF there is inadequate engagement with general stakeholders and the public THEN there is a threat that the general stakeholders and public are more inclined to make complaints about bridge being closed to vehicular traffic and/or bridge ultimately being demolished RESULTING IN reputational damage	Stakeholder Engagement Plan and Communications Strategy to be developed.	4	5	5	25	10	20	20	100	40	100
Opt 1-3	Reputation/Cost	IF scour survey is not undertaken to better understand the risk to the substructure THEN structure could collapse due to scour damage RESULTING IN reputational damage, cost for emergency removal of structure	Scour survey recommended	2	50	5	25	25	100	10	50	50	100
Opt 1-4	Cost	IF scour survey indicates river training works or underpinning repairs are required THEN work will need to be undertaken to keep bridge open to cyclists and pedestrians RESULTING IN additional cost	Scour survey recommended	3	50	5	10	10	150	15	30	30	150
Opt 1-5	Reputation	IF there is a combination of human error, organisational failures, planning failures, and/or lack of compliance with Health and Safety or environmental legislation THEN avoidable environmental or health and safety incidents occur RESULTING IN reputational damage	Regular inspections in place	2	5	1	5	5	10	2	10	10	10
Opt 1-6	Financial/ Time	THEN Construction productivity reduced while affected services are relocated or design amended RESULTING IN Increased costs and delay to completion	Initial utility search has identified BT and Scottish Water assets only in vicinity of bridge.	2	50	5	5	5	100	10	10	10	100

	Clo	ddach Bridge Risk Register	Option 2 - Repair Existing Bridge										
				11-5	st 1-5	ct 1-5	mpact	nce 1-5	Cost	Time	Bui	ing nce	lisk g
Risk No	Risk Type	Risk Description	Controls	Likelihood	Cost Impac	Time Impa	Reputation I 1-5	Performa Impact 3	Risk Rating	Risk Rating	Risk Rat Reputati	Risk Rat Performa	Overall R Rankin
		IF condition of bridge is worse than anticipated											
Opt 2-1	Reputation/Cost	THEN extent of repair will increase RESULTING IN increased costs and programme delay	Early investigation work to establish likely extent of works.	3	50	10	5	5	150	30	15	15	150
Opt 2-2	Reputation/Cost	IF scour survey is not undertaken to better understand the risk to the substructure THEN structure could collapse due to scour damage RESULTING IN reputational damage, cost for emergency removal of structure	Scour survey recommended	2	50	5	25	25	100	10	50	50	100
Opt 2-3	Cost	IF scour survey indicates river training works or underpinning repairs are required THEN work will need to be undertaken to keep bridge open to cyclists and pedestrians RESULTING IN additional cost	Scour survey recommended	3	50	5	10	10	150	15	30	30	150
Opt 2-4	Reputation	IF there is inadequate engagement with general stakeholders and the public THEN there is a threat that the general stakeholders and public are more inclined to make complaints RESULTING IN reputational damage	Stakeholder Engagement Plan and Communications Strategy to be developed.	2	5	5	10	10	10	10	20	20	20
Opt 2-5	Financial	IF delays occur prior to or during Contract Award THEN additional inflationary cost increases may occur RESULTING IN an increased final tender costs being received	Ensure that appropriate risk allowance is considered. Undertake an inflation assessment.	4	10	5	10	5	40	20	40	20	40
Opt 2-6	Financial/ Time	IF landowner negotiations are more protracted than anticipated THEN Legal and compensation costs are likely to increase RESULTING IN increased cost and delay	Early and ongoing communication with landowners	2	1	1	5	1	2	2	10	2	10
Opt 2-7	Reputation	IF there is a combination of human error, organisational failures, planning failures, and/or lack of compliance with Health and Safety or environmental legislation THEN avoidable environmental or health and safety incidents occur RESULTING IN reputational damage	Include requirements in Contract documents, e.g. qualifications, experience, duration of on site presence, etc. Agree suitable site supervision arrangements.	2	5	1	5	5	10	2	10	10	10
Opt 2-8	Financial/ Time	IF extreme weather events occur (flash flooding/prolonged or extreme winter events), possibly linked to climate change, beyond the historical average, which impact construction activity THEN critical path programme delays may occur RESULTING IN delay to completion of the package and increased cost	Programme construction to minimise risk. Residual risk that weather events occur that limit all site activity.	3	5	1	5	1	15	3	15	3	15
Opt 2-9	Financial	IF cost rates are different that those used for cost estimates THEN cost estimates to change RESULTING IN change in overall cost	Ensure adequate checks and reviews are undertaken. Where insufficient information is available, ensure that appropriate risk allowance is considered.	4	5	1	10	5	20	4	40	20	40
Opt 2-10	Financial	IF Actual quantities change from those used for cost estimates THEN cost estimates change RESULTING IN increased cost	Ensure adequate checks and reviews are undertaken. Where insufficient information is available, ensure that appropriate risk allowance is considered.	1	25	1	5	1	25	1	5	1	25
Opt 2-11	Financial	IF protected species are identified THEN Additional mitigation required RESULTING IN Increased costs to overall contract	Environmental and ecological surveys to maintain baseline dataset of protected species. Surveys will identify any species movement in advance of works and provide an opportunity to develop mitigation prior to commencement of works.	5	10	1	1	1	50	5	5	5	50
Opt 2-12	Financial	IF Uncharted archaeology found THEN additional mitigation and surveying required RESULTING IN programme delay and cost increase	Hold archaeological consultations prior to works commencing. Trial trenching to be considered before main works construction. Options considered use same/similar footprint to existing bridge so risk is considered to be low.	1	5	5	5	1	5	5	5	1	5
Opt 2-13	Financial	IF land made available is insufficient for works compounds and lay down areas THEN additional land and planning applications may be required RESULTING IN Increased costs for additional land	Allow sufficient land available within LMA for work compounds and stockpiles	1	5	1	1	1	5	1	1	1	5
Opt 2-14	Financial	IF utilities cannot be left in place during repair works THEN additional works required for diversions RESULTING IN increase utilities costs associated with BT OpenReach and Scottish Water	Early liaison with utilities. Early investigation work to structure to determine likely extent of works.	3	10	1	1	1	30	3	3	3	30
Opt 2-15	Financial	IF utility tempporary diversion scope more onerous than anticipated THEN additional works required for the diversion RESULTING IN increase utilities costs associated with BT OpenReach and Scottish Water	Early liaison with utilities.	5	1	1	1	1	5	5	5	5	5
Opt 2-16	Financial/ Time	IF Unknown services are identified during construction that are affected by the Works THEN Construction productivity reduced while affected services are relocated or design amended RESULTING IN Increased costs and delay to completion	Consultation with Statutory Undertakers during design process to identify any additional utilities.	2	5	10	5	5	10	20	10	10	20

	Clo	ddach Bridge Risk Register	Option 3a - Steel overbridge Re-use existing abutments Existing superstructure and piers demolished										
Risk No	Risk Type	Risk Description	Controls	Likelihood 1-5	Cost Impact 1-5	Time Impact 1-5	Reputation Impact 1-5	Performance Impact 1-5	Risk Rating Cost	Risk Rating Time	Risk Rating Reputation	Risk Rating Performance	Overall Risk Ranking
		IF condition of bridge is worse than anticipated											
Opt 3a-1	Reputation/Cost	THEN extent of repairs to abutments will increase RESULTING IN increased costs and programme delay	Early investigation work to establish likely extent of works.			5	5	5	150	15	15	15	150
Opt 3a-2	Reputation	IF there is inadequate engagement with general stakeholders and the public THEN there is a threat that the general stakeholders and public are more inclined to make complaints RESULTING IN reputational damage	Stakeholder Engagement Plan and Communications Strategy to be developed.	2	5	5	10	10	10	10	20	20	20
Opt 3a-3	Financial	IF delays occur prior to or during Contract Award THEN additional inflationary cost increases may occur RESULTING IN an increased final tender costs being received	Ensure that appropriate risk allowance is considered. Undertake an inflation assessment.	4	10	5	10	5	40	20	40	20	40
Opt 3a-4	Financial	IF landowner negotiations are more protracted than anticipated THEN Legal and compensation costs are likely to increase RESULTING IN increased cost and delay	Early and ongoing communication with landowners	2	1	1	5	1	2	2	10	2	10
Opt 3a-5	Reputation	IF there is a combination of human error, organisational failures, planning failures, and/or lack of compliance with Health and Safety or environmental legislation THEN avoidable environmental or health and safety incidents occur RESULTING IN reputational damage	Include requirements in Contract documents, e.g. qualifications, experience, duration of on site presence, etc. Agree suitable site supervision arrangements.	2	5	1	5	5	10	2	10	10	10
Opt 3a-6	Financial/ Time	IF extreme weather events occur (flash flooding/prolonged or extreme winter events), possibly linked to climate change, beyond the historical average, which impact construction activity THEN critical path programme delays may occur RESULTING IN delay to completion of the package and increased cost	Programme construction to minimise risk. Residual risk that weather events occur that limit all site activity.	3	5	1	5	1	15	3	15	3	15
Opt 3a-7	Financial	IF cost rates are different that those used for cost estimates THEN cost estimates to change RESULTING IN change in overall cost	Ensure adequate checks and reviews are undertaken. Where insufficient information is available, ensure that appropriate risk allowance is considered.	4	5	1	10	5	20	4	40	20	40
Opt 3a-8	Financial	IF Actual quantities change from those used for cost estimates THEN cost estimates change RESULTING IN increased cost	Ensure adequate checks and reviews are undertaken. Where insufficient information is available, ensure that appropriate risk allowance is considered.	1	25	1	5	1	25	1	5	1	25
Opt 3a-9	Financial	IF protected species are identified THEN Additional mitigation required RESULTING IN Increased costs to overall contract	Environmental and ecological surveys to maintain baseline dataset of protected species. Surveys will identify any species movement in advance of works and provide an opportunity to develop mitigation prior to commencement of works.	5	10	1	1	1	50	5	5	5	50
Opt 3a-10	Financial	IF Uncharted archaeology found THEN additional mitigation and surveying required RESULTING IN programme delay and cost increase	Hold archaeological consultations prior to works commencing. Trial trenching to be considered before main works construction. Options considered use same/similar footprint to existing bridge so risk is considered to be low.	1	1	5	5	1	1	5	5	1	5
Opt 3a-11	Financial	IF land made available is insufficient for works compounds and lay down areas THEN additional land and planning applications may be required RESULTING IN Increased costs for additional land	Allow sufficient land available within LMA for work compounds and stockpiles	1	5	1	1	1	5	1	1	1	5
Opt 3a-12	Financial	IF utility temporary diversion scope more onerous than anticipated THEN additional works required for the diversion RESULTING IN increase utilities costs associated with BT OpenReach and Scottish Water	Early liaison with utilities.	5	1	1	1	1	5	5	5	5	5
Opt 3a-13	Financial/ Time	IF Unknown services are identified during construction that are affected by the Works THEN Construction productivity reduced while affected services are relocated or design amended RESULTING IN Increased costs and delay to completion	he Consultation with Statutory Undertakers during design process to identify any additional utilities.		5	10	5	5	10	20	10	10	20

	Clo	ddach Bridge Risk Register	Option 3b - Steel overbridge New piled abutments behind existing Existing structure retained beneath										
Risk No	Risk Type	Risk Description	Controls	Likelihood 1-5	Cost Impact 1-5	Time Impact 1-5	Reputation Impact 1-5	Performance Impact 1-5	Risk Rating Cost	Risk Rating Time	Risk Rating Reputation	Risk Rating Performance	Overall Risk Ranking
Opt 3b-1	Reputation/Cost	IF scour survey is not undertaken to better understand the risk to the substructure of the existing structure retained beneath the new structure THEN old structure could collapse due to scour damage RESULTING IN reputational damage, cost for emergency removal of structure and utility diversions/repairs	Scour survey recommended	2	50	5	25	25	100	10	50	50	100
Opt 3b-2	Reputation/Cost	IF condition of existing structure not monitored once new bridge constructed THEN avoidable damage to utility services occurs RESULTING IN reputational damage and costs	Regular inspections recommended	2	1	1	25	10	2	2	50	20	50
Opt 3b-3	Reputation/Cost	IF vertical realignment over existing bridge cannot be achieved to standards THEN avoidable damage or safety incidents occur RESULTING IN reputational damage and costs	Ramps with speed restrictions or significant realignment required	4	1	1	25	1	4	4	100	4	100
Opt 3b-4	Financial	IF delays occur prior to or during Contract Award THEN additional inflationary cost increases may occur RESULTING IN an increased final tender costs being received	Ensure that appropriate risk allowance is considered. Undertake an inflation assessment.	4	10	5	10	5	40	20	40	20	40
Opt 3b-5	Financial	IF landowner negotiations are more protracted than anticipated THEN Legal and compensation costs are likely to increase RESULTING IN increased cost and delay	Early and ongoing communication with landowners	2	1	1	5	1	2	2	10	2	10
Opt 3b-6	Reputation	IF there is a combination of human error, organisational failures, planning failures, and/or lack of compliance with Health and Safety or environmental legislation THEN avoidable environmental or health and safety incidents occur RESULTING IN reputational damage	Include requirements in Contract documents, e.g. qualifications, experience, duration of on site presence, etc. Agree suitable site supervision arrangements.	2	5	1	5	5	10	2	10	10	10
Opt 3b-7	Financial/ Time	IF extreme weather events occur (flash flooding/prolonged or extreme winter events), possibly linked to climate change, beyond the historical average, which impact construction activity THEN critical path programme delays may occur RESULTING IN delay to completion of the package and increased cost	Programme construction to minimise risk. Residual risk that weather events occur that limit all site activity.	3	5	1	5	1	15	3	15	3	15
Opt 3b-8	Financial	IF cost rates are different that those used for cost estimates THEN cost estimates to change RESULTING IN change in overall cost	Ensure adequate checks and reviews are undertaken. Where insufficient information is available, ensure that appropriate risk allowance is considered.	4	5	1	10	5	20	4	40	20	40
Opt 3b-9	Financial	IF Actual quantities change from those used for cost estimates THEN cost estimates change RESULTING IN increased cost	Ensure adequate checks and reviews are undertaken. Where insufficient information is available, ensure that appropriate risk allowance is considered.	1	25	1	5	1	25	1	5	1	25
Opt 3b-10	Financial	IF protected species are identified THEN Additional mitigation required RESULTING IN Increased costs to overall contract	Environmental and ecological surveys to maintain baseline dataset of protected species. Surveys will identify any species movement in advance of works and provide an opportunity to develop mitigation prior to commencement of works.	5	10	1	1	1	50	5	5	5	50
Opt 3b-11	Financial	IF Uncharted archaeology found THEN additional mitigation and surveying required RESULTING IN programme delay and cost increase	Hold archaeological consultations prior to works commencing. Trial trenching to be considered before main works construction. Options considered use same/similar footprint to existing bridge so risk is considered to be low.	1	1	5	5	1	1	5	5	1	5
Opt 3b-12	Financial	IF land made available is insufficient for works compounds and lay down areas THEN additional land and planning applications may be required RESULTING IN Increased costs for additional land	Allow sufficient land available within LMA for work compounds and stockpiles	1	5	1	1	1	5	1	1	1	5
Opt 3b-13	Financial	IF utility temporary diversion scope more onerous than anticipated THEN additional works required for the diversion RESULTING IN increase utilities costs associated with BT OpenReach and Scottish Water	Early liaison with utilities.	5	1	1	1	1	5	5	5	5	5
Opt 3b-14	Financial/ Time	IF Unknown services are identified during construction that are affected by the Works THEN Construction productivity reduced while affected services are relocated or design amended RESULTING IN Increased costs and delay to completion	Consultation with Statutory Undertakers during design process to identify any additional utilities.	2	5	10	5	5	10	20	10	10	20

		Clo	ddach Bridge Risk Register	Option 4a - New integral bridge - 2 traffic lanes										
	Risk No	Risk Type	Risk Description	Controls	kelihood 1-5	st Impact 1-5	1e Impact 1-5	utation Impact 1-5	erformance Impact 1-5	k Rating Cost	k Rating Time	tisk Rating Reputation	tisk Rating erformance	Verall Risk Ranking
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	Opt 4a-1	Financial	IF delays occur prior to or during Contract Award THEN additional inflationary cost increases may occur RESULTING IN an increased final tender costs being received	Ensure that appropriate risk allowance is considered. Undertake an inflation assessment.	4	10	5	10	5	40	20	40	20	40
	Opt 4a-2	Financial	IF landowner negotiations are more protracted than anticipated THEN Legal and compensation costs are likely to increase RESULTING IN increased cost and delay	Early and ongoing communication with landowners	2	1	1	5	1	2	2	10	2	10
	Opt 4a-3	Reputation	IF there is a combination of human error, organisational failures, planning failures, and/or lack of compliance with Health and Safety or environmental legislation THEN avoidable environmental or health and safety incidents occur RESULTING IN reputational damage	Include requirements in Contract documents, e.g. qualifications, experience, duration of on site presence, etc. Agree suitable site supervision arrangements.	2	5	1	5	5	10	2	10	10	10
	Opt 4a-4	Financial/ Time	IF extreme weather events occur (flash flooding/prolonged or extreme winter events), possibly linked to climate change, beyond the historical average, which impact construction activity THEN critical path programme delays may occur RESULTING IN delay to completion of the package and increased cost	Programme construction to minimise risk. Residual risk that weather events occur that limit all site activity.	3	5	1	5	1	15	3	15	3	15
	Opt 4a-5	Financial	IF cost rates are different that those used for cost estimates THEN cost estimates to change RESULTING IN change in overall cost	Ensure adequate checks and reviews are undertaken. Where insufficient information is available, ensure that appropriate risk allowance is considered.	4	5	1	10	5	20	4	40	20	40
	Opt 4a-6	Financial	IF Actual quantities change from those used for cost estimates THEN cost estimates change RESULTING IN increased cost	Ensure adequate checks and reviews are undertaken. Where insufficient information is available, ensure that appropriate risk allowance is considered.	1	25	1	5	1	25	1	5	1	25
	Opt 4a-7	Financial	IF protected species are identified THEN Additional mitigation required RESULTING IN Increased costs to overall contract	Environmental and ecological surveys to maintain baseline dataset of protected species. Surveys will identify any species movement in advance of works and provide an opportunity to develop mitigation prior to commencement of works.	5	10	1	1	1	50	5	5	5	50
	Opt 4a-8	Financial	IF Uncharted archaeology found THEN additional mitigation and surveying required RESULTING IN programme delay and cost increase	Hold archaeological consultations prior to works commencing. Trial trenching to be considered before main works construction. Options considered use same/similar footprint to existing bridge so risk is considered to be low.	1	1	5	5	1	1	5	5	1	5
	Opt 4a-9	Financial	IF land made available is insufficient for works compounds and lay down areas THEN additional land and planning applications may be required RESULTING IN Increased costs for additional land	Allow sufficient land available within LMA for work compounds and stockpiles	1	5	1	1	1	5	1	1	1	5
	Opt 4a-10	Financial	IF utility temporary diversion scope more onerous than anticipated THEN additional works required for the diversion RESULTING IN increase utilities costs associated with BT OpenReach and Scottish Water	Early liaison with utilities.	5	1	1	1	1	5	5	5	5	5
	Opt 4a-11	Financial/ Time	IF Unknown services are identified during construction that are affected by the Works THEN Construction productivity reduced while affected services are relocated or design amended RESULTING IN Increased costs and delay to completion	Consultation with Statutory Undertakers during design process to identify any additional utilities.	2	5	10	5	5	10	20	10	10	20
1							1		1					

	Clo	ddach Bridge Risk Register	Option 4b - New integral bridge - single traffic lane										
Risk No	Risk Type	Risk Description	Controls	Likelihood 1-5	Cost Impact 1-5	Time Impact 1-5	Reputation Impact 1-5	Performance Impact 1-5	Risk Rating Cost	Risk Rating Time	Risk Rating Reputation	Risk Rating Performance	Overall Risk Ranking
Opt 4b-1	Financial	IF delays occur prior to or during Contract Award THEN additional inflationary cost increases may occur RESULTING IN an increased final tender costs being received	Ensure that appropriate risk allowance is considered. Undertake an inflation assessment.	4	10	5	10	5	40	20	40	20	40
Opt 4b-2	Financial	IF landowner negotiations are more protracted than anticipated THEN Legal and compensation costs are likely to increase RESULTING IN increased cost and delay	Early and ongoing communication with landowners	2	1	1	5	1	2	2	10	2	10
Opt 4b-3	Reputation	IF there is a combination of human error, organisational failures, planning failures, and/or lack of compliance with Health and Safety or environmental legislation THEN avoidable environmental or health and safety incidents occur RESULTING IN reputational damage	Include requirements in Contract documents, e.g. qualifications, experience, duration of on site presence, etc. Agree suitable site supervision arrangements.	2	5	1	5	5	10	2	10	10	10
Opt 4b-4	Financial/ Time	IF extreme weather events occur (flash flooding/prolonged or extreme winter events), possibly linked to climate change, beyond the historical average, which impact construction activity THEN critical path programme delays may occur RESULTING IN delay to completion of the package and increased cost	Programme construction to minimise risk. Residual risk that weather events occur that limit all site activity.	3	5	1	5	1	15	3	15	3	15
Opt 4b-5	Financial	IF cost rates are different that those used for cost estimates THEN cost estimates to change RESULTING IN change in overall cost	Ensure adequate checks and reviews are undertaken. Where insufficient information is available, ensure that appropriate risk allowance is considered.	4	5	1	10	5	20	4	40	20	40
Opt 4b-6	Financial	IF Actual quantities change from those used for cost estimates THEN cost estimates change RESULTING IN increased cost	Ensure adequate checks and reviews are undertaken. Where insufficient information is available, ensure that appropriate risk allowance is considered.	1	25	1	5	1	25	1	5	1	25
Opt 4b-7	Financial	IF protected species are identified THEN Additional mitigation required RESULTING IN Increased costs to overall contract	Environmental and ecological surveys to maintain baseline dataset of protected species. Surveys will identify any species movement in advance of works and provide an opportunity to develop mitigation prior to commencement of works.	5	10	1	1	1	50	5	5	5	50
Opt 4b-8	Financial	IF Uncharted archaeology found THEN additional mitigation and surveying required RESULTING IN programme delay and cost increase	Hold archaeological consultations prior to works commencing. Trial trenching to be considered before main works construction. Options considered use same/similar footprint to existing bridge so risk is considered to be low.	1	1	5	5	1	1	5	5	1	5
Opt 4b-9	Financial	IF land made available is insufficient for works compounds and lay down areas THEN additional land and planning applications may be required RESULTING IN Increased costs for additional land	Allow sufficient land available within LMA for work compounds and stockpiles	1	5	1	1	1	5	1	1	1	5
Opt 4b-10	Financial	IF utility temporary diversion scope more onerous than anticipated THEN additional works required for the diversion RESULTING IN increase utilities costs associated with BT OpenReach and Scottish Water	Early liaison with utilities.	5	1	1	1	1	5	5	5	5	5
Opt 4b-11	Financial/ Time	IF Unknown services are identified during construction that are affected by the Works THEN Construction productivity reduced while affected services are relocated or design amended RESULTING IN Increased costs and delay to completion	Consultation with Statutory Undertakers during design process to identify any additional utilities.	2	5	10	5	5	10	20	10	10	20



# Appendix C – Cost Estimates

CAPITAL COST ESTIMATE SUMMARY - NO OPTIMISM BIAS	OPTION 1	OPTION 2	OPTION 3A	OPTION 3B	OPTION 4A	OPTION 4B
Topographical Survey	£5,000	£20,000	£20,000	£20,000	£20,000	£20,000
Geotechnical Investigation		-	£40,000	£40,000	£40,000	£40,000
Flood Study		£15,000	£15,000	£15,000	£15,000	£15,000
Scour Survey	£20,000					
Ecology		£20,000	£10,000	£10,000	£10,000	£10,000
Planning		-	£15,000	£15,000	£15,000	£15,000
Statutory Undertakers (Budget)		£100,000	£100,000	-	£100,000	£100,000
Detailed Design Fees (Budget)		£40,000	£25,000	£25,000	£60,000	£60,000
Contract/Procurement		£20,000	£20,000	£20,000	£20,000	£20,000
Construction Cost		£946,984	£515,679	£413,127	£1,081,568	£821,958
Site Supervision		£50,000	£20,000	£20,000	£50,000	£50,000
Overbridge Cost			£467,000	£467,000		

TOTAL Estimate	£25,000	£1,211,984	£1,247,679	£1,045,127	£1,411,568	£1,151,958
	-10%	-10%	-10%	-10%	-20%	-20%
TOTAL Low Estimate	£22,500	£1,090,786	£1,122,911	£940,614	£1,129,254	£921,566
	+100%	+100%	+100%	+100%	+50%	+50%
TOTAL High Estimate	£50,000	£2,423,968	£2,495,358	£2,090,254	£2,117,352	£1,727,937

# FAIRHURST

Project:	140163F - Cloddach Bridge Replacement			Ref:	-
Structure:	Option 2 - Repair/St	rengthen		Job No:	140163F
				Date:	15/09/2023
Made by:	Ioannis Fotiadis	Checked by:	MW	Sheet No:	

# **Capital Works Summary**

Capital Works	MCHW Series		Initial Cost	
Preliminaries	100	£	378,794	60.0%
Site Clearance	200	£	48,252	
Road Restraint Systems (Vehicle and Pedestrian)	400	£	23,645	_
Drainage and Service Ducts	500	£	10,083	100.0%
Earthworks	600	£	53,381	100.0%
Pavements	700	£	-	100.0%
Kerbs, Footways and Paved Areas	1100	£	18,337	100.0%
Traffic Signs and Road Markings	1200	£	-	0.0%
Piling and Embedded Retaining Walls	1600	£	-	
Structural Concrete	1700	£	274,945	
Steelwork for Structures	1800	£	166,791	
Protection of Steelwork Against Corrosion	1900	£	23,823	
Waterproofing	2000	£	12,066	
Additional Quantifiable Costs (e.g. utilities diversions)	-			

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#### TOTAL FOR ALL SERIES

#### 1,010,116 £

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#### FAIRHURST

Project:	140163F - Cloddach Bi	ridge Replaceme	ent	Ref:	-
Structure:	Option 3a - Overbridge	Demolish		Job No:	140163F
				Date:	15/09/2023
Made by:	M. Walejewska	Checked by:	IF	Sheet No:	

## **Capital Works Summary**

Capital Works	MCHW Series		Initial Cost	
Preliminaries	100	£	103,136	25.0
Site Clearance	200	£	56,359	
Road Restraint Systems (Vehicle and Pedestrian)	400	£	-	
Drainage and Service Ducts	500	£	9,828	100.0
Earthworks	600	£	13,636	100.0
Pavements	700	£	10,468	100.0
Kerbs, Footways and Paved Areas	1100	£	-	100.0
Traffic Signs and Road Markings	1200	£	-	0.0
Piling and Embedded Retaining Walls	1600	£	161,512	
Structural Concrete	1700	£	160,740	
Steelwork for Structures	1800	£	-	
Protection of Steelwork Against Corrosion	1900			
Waterproofing	2000	£	-	

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TOTAL FOR ALL SERIES

£ 515,679

# FAIRHURST

Project:	140163F - Cloddach Bridge Replacement				-
Structure:	Option 3b Overbridge Retain			Job No:	140163F
				Date:	15/09/2023
Made by:	M. Walejewska	Checked by:	IF	Sheet No:	

# **Capital Works Summary**

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200	£			25.070
400		17,487		
400	£	-		_
500	£	26,332		100.0%
600	£	298,810		100.0%
700	£	10,468		100.0%
1100	£	-		100.0%
1200	£	-		0.0%
1600	£	161,512		
1700	£	61,076		
1800	£	-		
1900	£	-		
2000	£	35,449		
	300       600       700       1100       1200       1600       1700       1800       1900       2000	300       £         600       £         700       £         1100       £         1200       £         1600       £         1700       £         1800       £         1900       £         2000       £	300 $2$ $20,32$ $600$ $2$ $298,810$ $700$ $2$ $10,468$ $1100$ $2$ $ 1200$ $2$ $ 1200$ $2$ $ 1600$ $2$ $161,512$ $1700$ $2$ $61,076$ $1800$ $2$ $ 1900$ $2$ $ 2000$ $2$ $35,449$	300 $2$ $20,332$ $600$ $2$ $298,810$ $700$ $2$ $10,468$ $1100$ $2$ $ 1200$ $2$ $ 1200$ $2$ $ 1600$ $2$ $161,512$ $1700$ $2$ $61,076$ $1800$ $2$ $ 1900$ $2$ $ 2000$ $2$ $35,449$

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£ 763,917

TOTAL FOR ALL SERIES

#### FAIRHURST

Project:	140163F - Cloo	ldach Bridge Replacement		Ref:	-
Structure:	Option 4a - Inte	Option 4a - Integral Prestressed Beam Bridge			140163F
				Date:	15/09/2023
Made by:	M. Walejewska	Checked by: IF		Sheet No:	

### **Capital Works Summary**

Capital Works	MCHW Series		Initial Cost
Preliminaries	100	£	216,314
Site Clearance	200	£	56,359
Road Restraint Systems (Vehicle and Pedestrian)	400	£	30,999
Drainage and Service Ducts	500	£	26,332
Earthworks	600	£	147,313
Pavements	700	£	10,468
Kerbs, Footways and Paved Areas	1100	£	16,183
Traffic Signs and Road Markings	1200	£	-
Piling and Embedded Retaining Walls	1600	£	161,512
Structural Concrete	1700	£	380,639
Steelwork for Structures	1800	£	-
Protection of Steelwork Against Corrosion	1900		
Waterproofing	2000	£	35,449

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#### TOTAL FOR ALL SERIES

£ 1,081,568

# FAIRHURST

Project:	140163F - Cloddac	h Bridge Replacement	Ref:	-
Structure:	Option 4b- Integral	Prestressed Beam Bridge	Job No:	140163F
			Date:	15/09/2023
Made by:	M. Walejewska	Checked by: IF	Sheet No:	

# **Capital Works Summary**

Capital Works	MCHW Series		Initial Cost	
Preliminaries	100	£	164,392	25.0%
Site Clearance	200	£	56,359	
Road Restraint Systems (Vehicle and Pedestrian)	400	£	30,999	_
Drainage and Service Ducts	500	£	26,332	100.0%
Earthworks	600	£	82,173	100.0%
Pavements	700	£	10,468	100.0%
Kerbs, Footways and Paved Areas	1100	£	8,091	100.0%
Traffic Signs and Road Markings	1200	£	-	0.0%
Piling and Embedded Retaining Walls	1600	£	113,962	
Structural Concrete	1700	£	296,058	
Steelwork for Structures	1800	£	-	
Protection of Steelwork Against Corrosion	1900	£	-	
Waterproofing	2000	£	33,123	

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#### TOTAL FOR ALL SERIES

### 821,958

£





To: Ellen Halkon Coy: Fairhurst Engineering Tel: 07818 536062 Email: ellen.halkon@fairhurst.co.uk From: Andrew Wilson Date: 21<sup>st</sup> August 2023 Our Ref: JBUK3266

#### **Ref: Cloddach Bridge**

We refer to your enquiry for the above and have pleasure in attaching a quotation as requested.



The above image is an example of a JSB Girder bridge and not necessarily the same specification as the quotation. For illustrative purposes only.

A site visit must be carried out by Janson Bridging.

Assumptions have been made as to access to site and crane radius.

Loading details to be confirmed by Fairhurst.

Regards

By e-mail

Andrew Wilson



#### **Company overview:**

- Founded in Holland in 1972, The Janson Bridging Group are the largest modular bridge manufacturing and building company in continental Europe and the largest bridge rental company in the world bringing this specialist knowledge to work with clients to provide safe, cost effective solutions.
- The Janson Group has over 25,000 tonnes of equipment in the rental fleet We continue to invest to grow with our clients providing market leading products and service to our customers.
- Janson Bridging (UK) serve the UK market from our base in Nottinghamshire using our specialist engineering and site teams to work collaboratively with our clients to focus on effective solutions using off site fabrication as far as possible to reduce programme times.
- We grow through enduring relationships with our customers and a passion for innovation that drives safety and efficiency into our own and our client's performance.

#### **Capability:**

- Janson design, supply and install bridges in the UK and throughout the world, we bring this experience to our client's teams. Focussed on off-site fabrication to minimise installation times.
- Working with pre-designed systems from stock or creating bespoke solutions Janson deliver projects ranging from single short span crossings to complex multi span and multi structure solutions providing the right solution for every project.
- Janson innovation and range now extends to FRP bridge solutions, ro-ro's, lift bridges and ferries.

#### **Culture:**

- Janson believe that the best solutions result from collaboration. We are at our best when working closely with our clients to fully understand the requirement and tailor a solution using our experience, product range and agility to produce safe, economic least intrusive solutions.
- We continue to invest in our future through innovation and developing our people to provide class leading products and services to our customers.

#### **Rental Products:**

- JSK Simple to install Beam Bridge solution for single of spans up to 21m, unlimited road widths possible. Supplied to site complete with anti-skid surfacing and parapets. Suitable for multi span applications. Full Eurocode loading capability.
- JSB Beam Bridge solution for single spans of up to 40m unlimited road widths possible. Minimal assembly on site minimises risk and programme time. Suitable for multi span applications. Full Eurocode loading capability.
- JPB Panel bridge solution. Single spans of up to 80m, single and two-lane road widths. Assembled on site, can be launched or lifted into position to suit site restrictions. Provided with anti-skid surfacing. Suitable for multi-span applications.
- JFB Panel footbridge solution. Single spans of up to 60m, 2.5m walkway. Standard stair solutions available













<u>Quotation:</u> 24m x 5m JSB



The supply of a 24m span JSB (Girder) Bridge with a 5m width c/w an anti-skid deck surface and vehicle parapets. Bridge to be configured as per your requirements

1	Sales Price	£ 400,000.00
	Delivery and Pre-assembly (During normal working hours)	£ 30,500.00
	Install (Including Cranes)	£ 16,500.00
	Design	£ 20,000.00
1	Total Sales Price (including installation)	£ 467,000.00

#### **Optional Extras:**

¢	Inspections (Recommended every 12 months)	£ 1,000.00 per bridge
1	Additional Engineering	£ 75.00 per hour

#### Notes:

- A. This quotation is valid for a period of 7 days from the date of issue due to the volatility in the global steel market and is subject to the availability of the specified equipment at the time of order. Janson Bridging reserves the right to raise the quotation to the customer in the event of significant price increases. Delivery times are indicative and can never be regarded as a strict deadline. Janson Bridging can't be held accountable for exceeding a delivery time beyond our control.
- B. The quoted figures exclude VAT
- C. Janson Bridging (UK) Terms and Conditions of business apply.
- D. Payment terms are 30 days from invoice
- E. Delivery Approx. 30 weeks from order (subject to availability at time of placing order)





**Configuration of 24m JSB** 

We have based our assumptions using the following





# EKFB

JANSON BRIDGING (UK) LTD. Unit 5 Innovate Mews, Lake View Drive, Sherwood Park, Nottingham, NG15 0EA Tel. 01767 641469 Mob: 07950 960257 e-mail: andrewwilson@jansonbridging.co.uk Web site: www.jansonbridging.co.uk



Detail 1, End of bridge Axis A Scale 1: 10



# EKFB











Detail 3, Typical Single Sliding Bearing Scale 1 : 10



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Detail 4, Typical Double Sliding Bearing Scale 1 : 10

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#### **Scheme Specific Assumptions & Limitations:**

- 1. This quotation is subject to the availability of equipment at the time of order.
- 2. Hire charges commence on arrival of the equipment on site and cease on final removal. The hire period will be the time between these dates or the minimum period stated in the quotation whichever is the greater.
- **3.** The installation date for the bridge is to be agreed at the time of order. A minimum of 8 weeks written notice is required for dismantling.
- **4.** In the event that installation is delayed Janson will reserve the bridge free of charge for 2 weeks after which Janson reserve the right to recover the costs associated with storage and loss of opportunity for the period of delay.
- 5. The quotation includes an internal (CAT 2) design check. Should an external design check be required additional charges will be incurred.
- 6. Janson Bridging do not accept the withholding of retention monies.
- **7.** Janson Bridging will accept liability for liquidated damages and consequential loss provided that our liability is limited, in total to 5% of our contract value.
- **8.** The hirer is to insure the equipment whilst in use. Handover for insurance purposes is on completion of installation and ceases on commencement of dismantling.
- 9. Variations to our works will be valued at cost +20% for overhead and profit.
- **10.** This offer does not include for the provision of a Performance Bond or Parent Company Guarantee.
- **11.** In preparation of this quotation Janson Bridging have not included any provision for any weather delay risk associated with the use of mobile cranes. Should additional costs be incurred due to weather delays they will be passed, in full to our client.
- 12. Craneage as follows:250 tonne capacity crane for 1 day to lift the bridge at 19m radius
- **13.** Our Insurances are as follows:
  - a. PL is £5m
  - b. EL is £10m
- 14. Should a sale and buy option be chosen it is offered subject to the following conditions:
  - i. The bridge must be sold back to Janson Bridging, sale to others is not permitted.
  - **ii.** Prior to dismantling the bridge will be jointly inspected by yourselves & Janson, any damaged equipment will be excluded from the buy back and the sum reduced.
  - iii. The bridge may not be moved from its position for re use.
  - iv. The bridge cannot be re-hired or sold by yourselves.





#### Facilities & Attendances by Others:

The following are assumed to be provided by others without charge to Janson to facilitate the installation and removal of the bridge.

- 1. The design and construction of suitable foundations and ballast walls and approaches including the design and installation and removal of holding down bolts. Shims and grout for bearings and seating strips as required dependant on the bridge type.
- **2.** The design, supply, installation and removal of any side screens, panelling and mesh if required. The design, supply, installation and removal of any services or service supports.
- **3.** Assuming the roles of Principle Contractor and Principle Designer for the works in respect of the CDM regulations.
- **4.** The provision of welfare facilities within a reasonable distance of the work site.
- 5. The identification, diversion, removal, isolation or protection of any over or underground services to facilitate the safe installation & removal of the bridge.
- 6. Safe routes of access and egress for delivery and collection vehicles and suitable area(s) of hard standing for Janson's exclusive use for the delivery, assembly, installation and removal of our equipment including loads from crane outrigger loadings.
- **7.** The arrangement of any road, rail or river closures together with any traffic or pedestrian management necessary for the safe installation & removal of the bridge.
- 8. The provision of a manned safety boat or other suitable means of rescue if required.
- 9. The provision of background (safety) lighting should night work be included in the quotation.
- **10.** Setting out attendance for the bridge and any associated crane positions.
- 11. Safe & suitable access to bearing and seating strip positions for personnel.
- **12.** The design and provision of suitable protection to the anti-skid surfacing should tracked machines cross the bridge.