



SCRIM INVESTIGATORY FORM (Preliminary)

Site	U120 LUIB JUNCTION TO TRACK TO KINLOCH AINORT					
Road Name Details	Road Code	A87				
Location Details	Start Section Code	17450/05	Start Chainage	4,410	Length	90
			End Chainage	4,500	XSP	CR1
SCRIM Site Category details	Site Category Name / Code	Gradient 5-10% (G1L)			Investigatory Level	0.45
Site deficiency details	Priority Rating	PRIORITY 1		Site ID from deficiency listing	1390422	

Site details				Additional Information from PMS					
MSSC/CSC	SCRIM Difference	Wet Accidents (3 years)	Total Accidents (3 years)	Survey date	Surface Type	Surface age	PSV	Texture	Traffic (AADF)
0.39	-0.06	2	2	12/06/2016	?	41	0	0.89	0

Site review (using video if applicable)		Yes	No	Comments
1	Is the site category correct?	*		?
2	Is the Investigatory Level set correctly for the site category?	*		?

Programmed works		Yes	No	Comments
1	Has the site been treated since the survey date?		*	?
2	Is the site included in the current work programme?		*	?

Pavement and Surface Condition Date		Yes	No	Comments
1	Does the SCRIM data appear to represent the site?	*		?
2	Are the SCRIM values significantly different to the previous survey?		*	?

Accident Data		Yes	No	Comments
1	Are the accidents likely to be related to skid resistance?		*	?
2	Have there been any complaints regarding the section of road?		*	?

Preliminary Investigation Recommendations			
Correct the site category and set the default IL. May still require a secondary investigation		Site planned for treatment - consider priority and need for interim warning signs	
Secondary investigation involving a site visit	*	Accidents not skid related - no further action	
Site Treated - no further action		SCRIM data does not appear to represent the site - monitor	

Additional Comments
Secondary Investigation to determine if accident(s) related to skid resistance

Name		Date	01/02/2017	Signature	
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SCRIM INVESTIGATORY FORM (Preliminary)

Site	U120 LUIB JUNCTION TO TRACK TO KINLOCH AINORT					
Road Name Details	Road Code	A87				
Location Details	Start Section Code	17450/05	Start Chainage	4,990	Length	100
			End Chainage	5,090	XSP	CR1
SCRIM Site Category details	Site Category Name / Code	Single Non-Event (CM)			Investigatory Level	0.40
Site deficiency details	Priority Rating	PRIORITY 1		Site ID from deficiency listing	1390429	

Site details				Additional Information from PMS					
MSSC/CSC	SCRIM Difference	Wet Accidents (3 years)	Total Accidents (3 years)	Survey date	Surface Type	Surface age	PSV	Texture	Traffic (AADF)
0.37	-0.03	1	1	12/06/2016	STMA	7	55	0.73	0

Site review (using video if applicable)		Yes	No	Comments
1	Is the site category correct?	*		?
2	Is the Investigatory Level set correctly for the site category?	*		?

Programmed works		Yes	No	Comments
1	Has the site been treated since the survey date?		↓	?
2	Is the site included in the current work programme?	↓		A87 Head of Loch Ainort (2019/20)

Pavement and Surface Condition Date		Yes	No	Comments
1	Does the SCRIM data appear to represent the site?		↓	?
2	Are the SCRIM values significantly different to the previous survey?		↓	?

Accident Data		Yes	No	Comments
1	Are the accidents likely to be related to skid resistance?		↓	?
2	Have there been any complaints regarding the section of road?		↓	?

Preliminary Investigation Recommendations			
Correct the site category and set the default IL. May still require a secondary investigation		Site planned for treatment - consider priority and need for interim warning signs	↓
Secondary investigation involving a site visit		Accidents not skid related - no further action	
Site Treated - no further action		SCRIM data does not appear to represent the site - monitor	

Additional Comments
A87 Head of Loch Ainort (2019/20)

Name		Date	07/02/2017	Signature	
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SCRIM INVESTIGATORY FORM (Preliminary)

Site	TRACK TO KINLOCH AINORT TO U100 THE MOLL JUNCTION					
Road Name Details	Road Code	A87				
Location Details	Start Section Code	17450/60	Start Chainage	1,080	Length	70
			End Chainage	1,150	XSP	CL1
SCRIM Site Category details	Site Category Name / Code	Single <500m (S2M)			Investigatory Level	0.50
Site deficiency details	Priority Rating	PRIORITY 1		Site ID from deficiency listing	1390455	

Site details				Additional Information from PMS					
MSSC/CSC	SCRIM Difference	Wet Accidents (3 years)	Total Accidents (3 years)	Survey date	Surface Type	Surface age	PSV	Texture	Traffic (AADF)
0.44	-0.06	1	1	12/06/2016	?	41	0	1.06	0

Site review (using video if applicable)		Yes	No	Comments
1	Is the site category correct?	*		?
2	Is the Investigatory Level set correctly for the site category?	*		?

Programmed works		Yes	No	Comments
1	Has the site been treated since the survey date?		↓	?
2	Is the site included in the current work programme?	↓		work planned 2019/20

Pavement and Surface Condition Date		Yes	No	Comments
1	Does the SCRIM data appear to represent the site?	↓		?
2	Are the SCRIM values significantly different to the previous survey?		↓	?

Accident Data		Yes	No	Comments
1	Are the accidents likely to be related to skid resistance?		↓	?
2	Have there been any complaints regarding the section of road?		↓	?

Preliminary Investigation Recommendations		
Correct the site category and set the default IL. May still require a secondary investigation		Site planned for treatment - consider priority and need for interim warning signs
Secondary investigation involving a site visit	↓	Accidents not skid related - no further action
Site Treated - no further action		SCRIM data does not appear to represent the site - monitor

Additional Comments
Secondary Investigation to determine if skid resistance risk may exist.

Name	[REDACTED]	Date	22/02/2017	Signature	
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SCRIM INVESTIGATORY FORM (Preliminary)

Site	TRACK TO KINLOCH AINORT TO U100 THE MOLL JUNCTION					
Road Name Details	Road Code	A87				
Location Details	Start Section Code	17450/60	Start Chainage	1,700	Length	100
			End Chainage	1,800	XSP	CL1
SCRIM Site Category details	Site Category Name / Code	Gradient 5-10% (G1L)			Investigatory Level	0.45
Site deficiency details	Priority Rating	PRIORITY 1		Site ID from deficiency listing	1390462	

Site details				Additional Information from PMS					
MSSC/CSC	SCRIM Difference	Wet Accidents (3 years)	Total Accidents (3 years)	Survey date	Surface Type	Surface age	PSV	Texture	Traffic (AADF)
0.38	-0.07	1	1	12/06/2016	?	41	0	0.96	0

Site review (using video if applicable)		Yes	No	Comments
1	Is the site category correct?	*		?
2	Is the Investigatory Level set correctly for the site category?	*		?

Programmed works		Yes	No	Comments
1	Has the site been treated since the survey date?		*	?
2	Is the site included in the current work programme?		*	?

Pavement and Surface Condition Date		Yes	No	Comments
1	Does the SCRIM data appear to represent the site?	*		?
2	Are the SCRIM values significantly different to the previous survey?		*	?

Accident Data		Yes	No	Comments
1	Are the accidents likely to be related to skid resistance?		*	?
2	Have there been any complaints regarding the section of road?		*	?

Preliminary Investigation Recommendations			
Correct the site category and set the default IL. May still require a secondary investigation		Site planned for treatment - consider priority and need for interim warning signs	
Secondary investigation involving a site visit	*	Accidents not skid related - no further action	
Site Treated - no further action		SCRIM data does not appear to represent the site - monitor	

Additional Comments
Secondary Investigation to determine if skid resistance risk may exist

Name		Date	22/02/2017	Signature	
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SCRIM INVESTIGATORY FORM (Preliminary)

Site	TRACK TO KINLOCH AINORT TO U100 THE MOLL JUNCTION					
Road Name Details	Road Code	A87				
Location Details	Start Section Code	17450/60	Start Chainage	2,180	Length	100
			End Chainage	2,280	XSP	CL1
SCRIM Site Category details	Site Category Name / Code	Single <500m (S2M)			Investigatory Level	0.50
Site deficiency details	Priority Rating	PRIORITY 1		Site ID from deficiency listing	1390469	

Site details				Additional Information from PMS					
MSSC/CSC	SCRIM Difference	Wet Accidents (3 years)	Total Accidents (3 years)	Survey date	Surface Type	Surface age	PSV	Texture	Traffic (AADF)
0.36	-0.14	1	1	12/06/2016	?	41	0	0.86	0

Site review (using video if applicable)		Yes	No	Comments
1	Is the site category correct?		✘	consider site cat review, CM
2	Is the Investigatory Level set correctly for the site category?		✘	consider site cat review, CM

Programmed works		Yes	No	Comments
1	Has the site been treated since the survey date?		✘	?
2	Is the site included in the current work programme?	✘		work planned 2019/20

Pavement and Surface Condition Date		Yes	No	Comments
1	Does the SCRIM data appear to represent the site?		✘	?
2	Are the SCRIM values significantly different to the previous survey?		✘	?

Accident Data		Yes	No	Comments
1	Are the accidents likely to be related to skid resistance?		✘	?
2	Have there been any complaints regarding the section of road?		✘	?

Preliminary Investigation Recommendations			
Correct the site category and set the default IL. May still require a secondary investigation			Site planned for treatment - consider priority and need for interim warning signs
Secondary investigation involving a site visit	✘		Accidents not skid related - no further action
Site Treated - no further action			SCRIM data does not appear to represent the site - monitor

Additional Comments
Secondary Investigation to determine if skid resistance risk may exist

Name		Date	22/02/2017	Signature	
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SCRIM INVESTIGATORY FORM (Preliminary)

Site	TRACK TO KINLOCH AINORT TO U100 THE MOLL JUNCTION					
Road Name Details	Road Code	A87				
Location Details	Start Section Code	17450/60	Start Chainage	1,080	Length	20
			End Chainage	1,100	XSP	CR1
SCRIM Site Category details	Site Category Name / Code	Single <500m (S2M)			Investigatory Level	0.50
Site deficiency details	Priority Rating	PRIORITY 1		Site ID from deficiency listing	1390496	

Site details				Additional Information from PMS					
MSSC/CSC	SCRIM Difference	Wet Accidents (3 years)	Total Accidents (3 years)	Survey date	Surface Type	Surface age	PSV	Texture	Traffic (AADF)
0.39	-0.11	1	1	12/06/2016	?	41	0	0.71	0

Site review (using video if applicable)		Yes	No	Comments
1	Is the site category correct?		✘	consider site cat review, G1L
2	Is the Investigatory Level set correctly for the site category?		✘	consider site cat review, G1L

Programmed works		Yes	No	Comments
1	Has the site been treated since the survey date?		✘	?
2	Is the site included in the current work programme?		✘	?

Pavement and Surface Condition Date		Yes	No	Comments
1	Does the SCRIM data appear to represent the site?	✘		?
2	Are the SCRIM values significantly different to the previous survey?		✘	?

Accident Data		Yes	No	Comments
1	Are the accidents likely to be related to skid resistance?		✘	?
2	Have there been any complaints regarding the section of road?		✘	?

Preliminary Investigation Recommendations			
Correct the site category and set the default IL. May still require a secondary investigation			Site planned for treatment - consider priority and need for interim warning signs
Secondary investigation involving a site visit	✘		Accidents not skid related - no further action
Site Treated - no further action			SCRIM data does not appear to represent the site - monitor

Additional Comments
Secondary Investigation to determine if skid resistance risk may exist.

Name		Date	22/02/2017	Signature	
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SCRIM INVESTIGATORY FORM (Secondary)

Site	U120 LUIB JUNCTION TO TRACK TO KINLOCH AINORT					
Road Name Details	Road Code	A87				
Location Details	Start Section Code	17450/05	Start Chainage	3,200	Length	100.00
			End Chainage	3,300	XSP	CL1
SCRIM Site Category details	Site Category Name / Code	Single <500m (S2M)			Investigatory Level	0.50
Site deficiency details	Priority Rating	PRIORITY 1		Site ID from deficiency listing	1390329	

Site details				Additional information from PMS					
MSSC/CSC	SCRIM Difference	Wet Accidents (3 years)	Total Accidents (3 years)	Survey date	Surface Type	Surface age	PSV	Texture	Traffic (AADF)
0.36	-0.14	1	1	12/06/2016	STMA	9	55	1.00	0

Site Location		Yes	No	Comments
1	Is there clear visibility from all approaches to the site?	*		
2	Is the speed limit appropriate for the site?	*		
3	Is the site category appropriate for the site?		*	Consider review
4	Is the Investigatory Level appropriate for the site?		*	
5	Are there multiple events?		*	
6	Is there evidence of crashes, i.e. Broken glass, damaged barriers and road furniture?		*	

Road Layout		Yes	No	Comments
7	Does a visual assessment indicate that the geometry of the site includes relaxations / departures from standard?		*	
8	Is there any evidence of insufficient space, e.g. Tyre tracks on the verge?		*	

Pavement and Surface Condition Data		Yes	No	Comments
9	Does the SCRIM data appear to represent the site?	+		
10	Is the macrotexture adequate for the site?	+		

Visual Assessment of Pavement and Surface		Yes	No	Comments
11	Are low texture and SCRIM values in locations where vehicles have a specific need to manoeuvre or decelerate?		+	
12	Is there evidence of contamination?		+	



SCRIM INVESTIGATORY FORM (Secondary)

13	Are there ruts or longitudinal profile problems that may cause water to pond?		✘	
14	Are there high levels of longitudinal profile / rutting that could affect vehicle handling?		✘	
15	Are there any other defects that could affect vehicle handling?		✘	
16	Is the site adequately drained?	✘		

Road User		Yes	No	Comments
17	Is the site likely to have a high percentage of heavy goods vehicles?		✘	
18	Is access to and from the site clear and unambiguous?	✘		
19	Is the site likely to have vulnerable road users, e.g. pedestrians, cyclists etc?		✘	

Visibility		Yes	No	Comments
20	Are traffic signals, signs and markings appropriate in all conditions?	✘		
21	Are traffic signals, signs and markings clearly visible to all road users?	✘		
22	Do approaches (including side roads) have adequate sight distances?	✘		

Additional Information / Observations	
New vmpls and centre line	

Investigator's Recommendation	
Correct the site category and set the appropriate IL for the site	*
Treatment to improve the skid resistance	*
Safety treatment other than improving the skid resistance, e.g. Signs, markings, etc.	
Routine maintenance	
No further action - please provide reasons	

Description of Investigator's Recommendation	
Rec1: Consider site category review// Rec2: Consider retexturing// Rec3:	

"Slippery When Wet" Signs		Yes	No	Comments
23	Are "Slippery" road signs required?		*	

Name of Investigator	Date	Signature
[REDACTED]	14/09/2017	

Description of Approved Outcome from Secondary Investigation (if different to above)



SCRIM INVESTIGATORY FORM (Secondary)

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Name of Authorised Signatory	Date	Signature
[REDACTED]	18/09/2017	



SCRIM INVESTIGATORY FORM (Secondary)

Site	U120 LUIB JUNCTION TO TRACK TO KINLOCH AINORT					
Road Name Details	Road Code	A87				
Location Details	Start Section Code	17450/05	Start Chainage	3,500	Length	100.00
			End Chainage	3,600	XSP	CL1
SCRIM Site Category details	Site Category Name / Code	Single <500m (S2M)			Investigatory Level	0.50
Site deficiency details	Priority Rating	PRIORITY 2		Site ID from deficiency listing	1390332	

Site details				Additional Information from PMS					
MSSC/CSC	SCRIM Difference	Wet Accidents (3 years)	Total Accidents (3 years)	Survey date	Surface Type	Surface age	PSV	Texture	Traffic (AADF)
0.28	-0.22	0	0	12/06/2016	?	41	0	0.75	0

Site Location		Yes	No	Comments
1	Is there clear visibility from all approaches to the site?	*		
2	Is the speed limit appropriate for the site?	*		
3	Is the site category appropriate for the site?	*		
4	Is the Investigatory Level appropriate for the site?	*		
5	Are there multiple events?		*	
6	Is there evidence of crashes, i.e. Broken glass, damaged barriers and road furniture?	*		Tyre tracks in verge and car parts south of site on cr1

Road Layout		Yes	No	Comments
7	Does a visual assessment indicate that the geometry of the site includes relaxations / departures from standard?		*	
8	Is there any evidence of insufficient space, e.g. Tyre tracks on the verge?		*	

Pavement and Surface Condition Data		Yes	No	Comments
9	Does the SCRIM data appear to represent the site?		↓	
10	Is the macrotexture adequate for the site?		↓	

Visual Assessment of Pavement and Surface		Yes	No	Comments
11	Are low texture and SCRIM values in locations where vehicles have a specific need to manoeuvre or decelerate?	↓		On bend
12	Is there evidence of contamination?		↓	



SCRIM INVESTIGATORY FORM (Secondary)

13	Are there ruts or longitudinal profile problems that may cause water to pond?	↓		Some evidence of light rutting and fretting
14	Are there high levels of longitudinal profile / rutting that could affect vehicle handling?		↓	
15	Are there any other defects that could affect vehicle handling?		↓	
16	Is the site adequately drained?	↓		

Road User		Yes	No	Comments
17	Is the site likely to have a high percentage of heavy goods vehicles?		↓	
18	Is access to and from the site clear and unambiguous?	↓		
19	Is the site likely to have vulnerable road users, e.g. pedestrians, cyclists etc?		↓	

Visibility		Yes	No	Comments
20	Are traffic signals, signs and markings appropriate in all conditions?	↓		
21	Are traffic signals, signs and markings clearly visible to all road users?	↓		
22	Do approaches (including side roads) have adequate sight distances?	↓		

Additional Information / Observations
New vmps and centre line

Investigator's Recommendation	
Correct the site category and set the appropriate IL for the site	
Treatment to improve the skid resistance	*
Safety treatment other than improving the skid resistance, e.g. Signs, markings, etc.	
Routine maintenance	
No further action - please provide reasons	*

Description of Investigator's Recommendation
Rec1: Does not appear to be skid resistance risk// Rec2: Consider retexturing/resurfacing// Rec3:

"Slippery When Wet" Signs		Yes	No	Comments
23	Are "Slippery" road signs required?		*	

Name of Investigator	Date	Signature
[REDACTED]	14/09/2017	

Description of Approved Outcome from Secondary Investigation (if different to above)



SCRIM INVESTIGATORY FORM (Secondary)

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Name of Authorised Signatory	Date	Signature
[REDACTED]	18/09/2017	



SCRIM INVESTIGATORY FORM (Secondary)

Site	U120 LUIB JUNCTION TO TRACK TO KINLOCH AINORT					
Road Name Details	Road Code	A87				
Location Details	Start Section Code	17450/05	Start Chainage	4,460	Length	100.00
			End Chainage	4,560	XSP	CL1
SCRIM Site Category details	Site Category Name / Code	Gradient 5-10% (G1L)			Investigatory Level	0.45
Site deficiency details	Priority Rating	PRIORITY 1		Site ID from deficiency listing	1390345	

Site details				Additional Information from PMS					
MSSC/CSC	SCRIM Difference	Wet Accidents (3 years)	Total Accidents (3 years)	Survey date	Surface Type	Surface age	PSV	Texture	Traffic (AADF)
0.36	-0.09	2	2	12/06/2016	?	41	0	0.86	0

Site Location		Yes	No	Comments
1	Is there clear visibility from all approaches to the site?	*		
2	Is the speed limit appropriate for the site?		*	
3	Is the site category appropriate for the site?	*		
4	Is the Investigatory Level appropriate for the site?	*		
5	Are there multiple events?		*	
6	Is there evidence of crashes, i.e. Broken glass, damaged barriers and road furniture?		*	

Road Layout		Yes	No	Comments
7	Does a visual assessment indicate that the geometry of the site includes relaxations / departures from standard?		*	
8	Is there any evidence of insufficient space, e.g. Tyre tracks on the verge?		*	

Pavement and Surface Condition Data		Yes	No	Comments
9	Does the SCRIM data appear to represent the site?	+		
10	Is the macrotexture adequate for the site?	+		

Visual Assessment of Pavement and Surface		Yes	No	Comments
11	Are low texture and SCRIM values in locations where vehicles have a specific need to manoeuvre or decelerate?		+	
12	Is there evidence of contamination?		+	



SCRIM INVESTIGATORY FORM (Secondary)

13	Are there ruts or longitudinal profile problems that may cause water to pond?		↓	
14	Are there high levels of longitudinal profile / rutting that could affect vehicle handling?		↓	
15	Are there any other defects that could affect vehicle handling?		↓	
16	Is the site adequately drained?	↓		

Road User		Yes	No	Comments
17	Is the site likely to have a high percentage of heavy goods vehicles?	↓		
18	Is access to and from the site clear and unambiguous?	↓		
19	Is the site likely to have vulnerable road users, e.g. pedestrians, cyclists etc?	↓		

Visibility		Yes	No	Comments
20	Are traffic signals, signs and markings appropriate in all conditions?	↓		
21	Are traffic signals, signs and markings clearly visible to all road users?	↓		
22	Do approaches (including side roads) have adequate sight distances?	↓		

Additional Information / Observations

Investigator's Recommendation	
Correct the site category and set the appropriate IL for the site	
Treatment to improve the skid resistance	
Safety treatment other than improving the skid resistance, e.g. Signs, markings, etc.	
Routine maintenance	
No further action - please provide reasons	*

Description of Investigator's Recommendation
Rec1: within extents of planned maintenance scheme A87 Nth of Druim Nan Cleochd 17/18// Rec2:// Rec3:

"Slippery When Wet" Signs		Yes	No	Comments
23	Are "Slippery" road signs required?		*	

Name of Investigator	Date	Signature
[REDACTED]	14/09/2017	

Description of Approved Outcome from Secondary Investigation (if different to above)



SCRIM INVESTIGATORY FORM (Secondary)

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Name of Authorised Signatory	Date	Signature
[REDACTED]	18/09/2017	



SCRIM INVESTIGATORY FORM (Secondary)

Site	U120 LUIB JUNCTION TO TRACK TO KINLOCH AINORT					
Road Name Details	Road Code	A87				
Location Details	Start Section Code	17450/05	Start Chainage	2,870	Length	100.00
			End Chainage	2,970	XSP	CR1
SCRIM Site Category details	Site Category Name / Code	Single <500m (S2M)			Investigatory Level	0.50
Site deficiency details	Priority Rating	PRIORITY 1		Site ID from deficiency listing	1390403	

Site details				Additional information from PMS					
MSSC/CSC	SCRIM Difference	Wet Accidents (3 years)	Total Accidents (3 years)	Survey date	Surface Type	Surface age	PSV	Texture	Traffic (AADF)
0.48	-0.02	1	1	12/06/2016	STMA	9	55	0.95	0

Site Location		Yes	No	Comments
1	Is there clear visibility from all approaches to the site?	*		
2	Is the speed limit appropriate for the site?	*		
3	Is the site category appropriate for the site?		*	Consider review
4	Is the Investigatory Level appropriate for the site?		*	As above
5	Are there multiple events?		*	
6	Is there evidence of crashes, i.e. Broken glass, damaged barriers and road furniture?		*	

Road Layout		Yes	No	Comments
7	Does a visual assessment indicate that the geometry of the site includes relaxations / departures from standard?		*	
8	Is there any evidence of insufficient space, e.g. Tyre tracks on the verge?		*	

Pavement and Surface Condition Data		Yes	No	Comments
9	Does the SCRIM data appear to represent the site?	*		
10	Is the macrotexture adequate for the site?	*		

Visual Assessment of Pavement and Surface		Yes	No	Comments
11	Are low texture and SCRIM values in locations where vehicles have a specific need to manoeuvre or decelerate?		*	
12	Is there evidence of contamination?		*	



SCRIM INVESTIGATORY FORM (Secondary)

13	Are there ruts or longitudinal profile problems that may cause water to pond?		✘	
14	Are there high levels of longitudinal profile / rutting that could affect vehicle handling?		✘	
15	Are there any other defects that could affect vehicle handling?		✘	
16	Is the site adequately drained?	✘		

Road User		Yes	No	Comments
17	Is the site likely to have a high percentage of heavy goods vehicles?		✘	
18	Is access to and from the site clear and unambiguous?	✘		
19	Is the site likely to have vulnerable road users, e.g. pedestrians, cyclists etc?		✘	

Visibility		Yes	No	Comments
20	Are traffic signals, signs and markings appropriate in all conditions?	✘		
21	Are traffic signals, signs and markings clearly visible to all road users?	✘		
22	Do approaches (including side roads) have adequate sight distances?	✘		

Additional Information / Observations	

Investigator's Recommendation	
Correct the site category and set the appropriate IL for the site	*
Treatment to improve the skid resistance	
Safety treatment other than improving the skid resistance, e.g. Signs, markings, etc.	
Routine maintenance	
No further action - please provide reasons	

Description of Investigator's Recommendation	
Rec1: Consider site category review// Rec2:// Rec3:	

"Slippery When Wet" Signs		Yes	No	Comments
23	Are "Slippery" road signs required?		*	

Name of Investigator	Date	Signature
	14/09/2017	

Description of Approved Outcome from Secondary Investigation (if different to above)



SCRIM INVESTIGATORY FORM (Secondary)

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Name of Authorised Signatory	Date	Signature
[REDACTED]	18/09/2017	



SCRIM INVESTIGATORY FORM (Secondary)

Site	U120 LUIB JUNCTION TO TRACK TO KINLOCH AINORT					
Road Name Details	Road Code	A87				
Location Details	Start Section Code	17450/05	Start Chainage	4,410	Length	90.00
			End Chainage	4,500	XSP	CR1
SCRIM Site Category details	Site Category Name / Code	Gradient 5-10% (G1L)			Investigatory Level	0.45
Site deficiency details	Priority Rating	PRIORITY 1		Site ID from deficiency listing	1390422	

Site details				Additional Information from PMS					
MSSC/CSC	SCRIM Difference	Wet Accidents (3 years)	Total Accidents (3 years)	Survey date	Surface Type	Surface age	PSV	Texture	Traffic (AADF)
0.39	-0.06	2	2	12/06/2016	?	41	0	0.89	0

Site Location		Yes	No	Comments
1	Is there clear visibility from all approaches to the site?	*		
2	Is the speed limit appropriate for the site?	*		
3	Is the site category appropriate for the site?	*		
4	Is the Investigatory Level appropriate for the site?	*		
5	Are there multiple events?		*	
6	Is there evidence of crashes, i.e. Broken glass, damaged barriers and road furniture?		*	

Road Layout		Yes	No	Comments
7	Does a visual assessment indicate that the geometry of the site includes relaxations / departures from standard?		*	
8	Is there any evidence of insufficient space, e.g. Tyre tracks on the verge?		*	

Pavement and Surface Condition Data		Yes	No	Comments
9	Does the SCRIM data appear to represent the site?	↓		
10	Is the macrotexture adequate for the site?	↓		

Visual Assessment of Pavement and Surface		Yes	No	Comments
11	Are low texture and SCRIM values in locations where vehicles have a specific need to manoeuvre or decelerate?		↓	
12	Is there evidence of contamination?		↓	



SCRIM INVESTIGATORY FORM (Secondary)

13	Are there ruts or longitudinal profile problems that may cause water to pond?	↓	
14	Are there high levels of longitudinal profile / rutting that could affect vehicle handling?	↓	
15	Are there any other defects that could affect vehicle handling?	↓	
16	Is the site adequately drained?	↓	

Road User		Yes	No	Comments
17	Is the site likely to have a high percentage of heavy goods vehicles?	↓		
18	Is access to and from the site clear and unambiguous?	↓		
19	Is the site likely to have vulnerable road users, e.g. pedestrians, cyclists etc?	↓		

Visibility		Yes	No	Comments
20	Are traffic signals, signs and markings appropriate in all conditions?	↓		
21	Are traffic signals, signs and markings clearly visible to all road users?	↓		
22	Do approaches (including side roads) have adequate sight distances?	↓		

Additional Information / Observations

Investigator's Recommendation	
Correct the site category and set the appropriate IL for the site	
Treatment to improve the skid resistance	
Safety treatment other than improving the skid resistance, e.g. Signs, markings, etc.	
Routine maintenance	
No further action - please provide reasons	*

Description of Investigator's Recommendation
Rec1: within extents of planned maintenance scheme A87 Nth of Druim Nan Cleochd 17/18// Rec2:// Rec3:

"Slippery When Wet" Signs		Yes	No	Comments
23	Are "Slippery" road signs required?		*	

Name of Investigator	Date	Signature
[REDACTED]	14/09/2017	

Description of Approved Outcome from Secondary Investigation (if different to above)



SCRIM INVESTIGATORY FORM (Secondary)

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Name of Authorised Signatory	Date	Signature
[REDACTED]	18/09/2017	



SCRIM INVESTIGATORY FORM (Secondary)

Site	TRACK TO KINLOCH AINORT TO U100 THE MOLL JUNCTION					
Road Name Details	Road Code	A87				
Location Details	Start Section Code	17450/60	Start Chainage	1,080	Length	70.00
			End Chainage	1,150	XSP	CL1
SCRIM Site Category details	Site Category Name / Code	Single <500m (S2M)			Investigatory Level	0.50
Site deficiency details	Priority Rating	PRIORITY 1		Site ID from deficiency listing	1390455	

Site details				Additional Information from PMS					
MSSC/CSC	SCRIM Difference	Wet Accidents (3 years)	Total Accidents (3 years)	Survey date	Surface Type	Surface age	PSV	Texture	Traffic (AADF)
0.44	-0.06	1	1	12/06/2016	?	41	0	1.06	0

Site Location		Yes	No	Comments
1	Is there clear visibility from all approaches to the site?	*		
2	Is the speed limit appropriate for the site?	*		
3	Is the site category appropriate for the site?	*		
4	Is the Investigatory Level appropriate for the site?		*	
5	Are there multiple events?		*	
6	Is there evidence of crashes, i.e. Broken glass, damaged barriers and road furniture?		*	

Road Layout		Yes	No	Comments
7	Does a visual assessment indicate that the geometry of the site includes relaxations / departures from standard?		*	
8	Is there any evidence of insufficient space, e.g. Tyre tracks on the verge?		*	

Pavement and Surface Condition Data		Yes	No	Comments
9	Does the SCRIM data appear to represent the site?	↓		
10	Is the macrotexture adequate for the site?	↓		

Visual Assessment of Pavement and Surface		Yes	No	Comments
11	Are low texture and SCRIM values in locations where vehicles have a specific need to manoeuvre or decelerate?		↓	
12	Is there evidence of contamination?		↓	



SCRIM INVESTIGATORY FORM (Secondary)

13	Are there ruts or longitudinal profile problems that may cause water to pond?		↓	
14	Are there high levels of longitudinal profile / rutting that could affect vehicle handling?		↓	
15	Are there any other defects that could affect vehicle handling?		↓	
16	Is the site adequately drained?	↓		

Road User		Yes	No	Comments
17	Is the site likely to have a high percentage of heavy goods vehicles?		↓	
18	Is access to and from the site clear and unambiguous?	↓		
19	Is the site likely to have vulnerable road users, e.g. pedestrians, cyclists etc?		↓	

Visibility		Yes	No	Comments
20	Are traffic signals, signs and markings appropriate in all conditions?	↓		
21	Are traffic signals, signs and markings clearly visible to all road users?	↓		
22	Do approaches (including side roads) have adequate sight distances?	↓		

Additional Information / Observations

Investigator's Recommendation	
Correct the site category and set the appropriate IL for the site	
Treatment to improve the skid resistance	
Safety treatment other than improving the skid resistance, e.g. Signs, markings, etc.	
Routine maintenance	
No further action - please provide reasons	*

Description of Investigator's Recommendation	
Rec1: Does not appear to be skid risk// Rec2:// Rec3:	

"Slippery When Wet" Signs		Yes	No	Comments
23	Are "Slippery" road signs required?		*	

Name of Investigator	Date	Signature
[REDACTED]	14/09/2017	

Description of Approved Outcome from Secondary Investigation (if different to above)



SCRIM INVESTIGATORY FORM (Secondary)

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Name of Authorised Signatory	Date	Signature
[REDACTED]	18/09/2017	



SCRIM INVESTIGATORY FORM (Secondary)

Site	TRACK TO KINLOCH AINORT TO U100 THE MOLL JUNCTION					
Road Name Details	Road Code	A87				
Location Details	Start Section Code	17450/60	Start Chainage	1,700	Length	100.00
			End Chainage	1,800	XSP	CL1
SCRIM Site Category details	Site Category Name / Code	Gradient 5-10% (G1L)			Investigatory Level	0.45
Site deficiency details	Priority Rating	PRIORITY 1		Site ID from deficiency listing	1390462	

Site details				Additional information from PMS					
MSSC/CSC	SCRIM Difference	Wet Accidents (3 years)	Total Accidents (3 years)	Survey date	Surface Type	Surface age	PSV	Texture	Traffic (AADF)
0.38	-0.07	1	1	12/06/2016	?	41	0	0.96	0

Site Location		Yes	No	Comments
1	Is there clear visibility from all approaches to the site?	*		
2	Is the speed limit appropriate for the site?	*		
3	Is the site category appropriate for the site?	*		
4	Is the Investigatory Level appropriate for the site?	*		
5	Are there multiple events?		*	
6	Is there evidence of crashes, i.e. Broken glass, damaged barriers and road furniture?		*	

Road Layout		Yes	No	Comments
7	Does a visual assessment indicate that the geometry of the site includes relaxations / departures from standard?		*	
8	Is there any evidence of insufficient space, e.g. Tyre tracks on the verge?		*	

Pavement and Surface Condition Data		Yes	No	Comments
9	Does the SCRIM data appear to represent the site?	↓		
10	Is the macrotexture adequate for the site?	↓		

Visual Assessment of Pavement and Surface		Yes	No	Comments
11	Are low texture and SCRIM values in locations where vehicles have a specific need to manoeuvre or decelerate?		↓	
12	Is there evidence of contamination?		↓	



SCRIM INVESTIGATORY FORM (Secondary)

13	Are there ruts or longitudinal profile problems that may cause water to pond?		↓	
14	Are there high levels of longitudinal profile / rutting that could affect vehicle handling?		↓	
15	Are there any other defects that could affect vehicle handling?	↓		Fretting of surface, rutting and patching
16	Is the site adequately drained?	↓		

Road User		Yes	No	Comments
17	Is the site likely to have a high percentage of heavy goods vehicles?		↓	
18	Is access to and from the site clear and unambiguous?	↓		
19	Is the site likely to have vulnerable road users, e.g. pedestrians, cyclists etc?		↓	

Visibility		Yes	No	Comments
20	Are traffic signals, signs and markings appropriate in all conditions?	↓		
21	Are traffic signals, signs and markings clearly visible to all road users?	↓		
22	Do approaches (including side roads) have adequate sight distances?	↓		

Additional Information / Observations
RM - INCIDENTAL

Investigator's Recommendation	
Correct the site category and set the appropriate IL for the site	
Treatment to improve the skid resistance	
Safety treatment other than improving the skid resistance, e.g. Signs, markings, etc.	
Routine maintenance	
No further action - please provide reasons	*

Description of Investigator's Recommendation
Rec1: Consider patch repairs to cl1 nswp// Rec2:// Rec3:

"Slippery When Wet" Signs		Yes	No	Comments
23	Are "Slippery" road signs required?		*	

Name of Investigator:	Date	Signature
[REDACTED]	14/09/2017	

Description of Approved Outcome from Secondary Investigation (if different to above)



SCRIM INVESTIGATORY FORM (Secondary)

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Name of Authorised Signatory	Date	Signature
[REDACTED]	18/09/2017	



SCRIM INVESTIGATORY FORM (Secondary)

Site	TRACK TO KINLOCH AINORT TO U100 THE MOLL JUNCTION					
Road Name Details	Road Code	A87				
Location Details	Start Section Code	17450/60	Start Chainage	2,180	Length	100.00
			End Chainage	2,280	XSP	CL1
SCRIM Site Category details	Site Category Name / Code	Single <500m (S2M)			Investigatory Level	0.50
Site deficiency details	Priority Rating	PRIORITY 1		Site ID from deficiency listing	1390469	

Site details				Additional information from PMS					
MSSC/CSC	SCRIM Difference	Wet Accidents (3 years)	Total Accidents (3 years)	Survey date	Surface Type	Surface age	PSV	Texture	Traffic (AADF)
0.36	-0.14	1	1	12/06/2016	?	41	0	0.86	0

Site Location		Yes	No	Comments
1	Is there clear visibility from all approaches to the site?	*		
2	Is the speed limit appropriate for the site?	*		
3	Is the site category appropriate for the site?	*		
4	Is the Investigatory Level appropriate for the site?	*		
5	Are there multiple events?		*	
6	Is there evidence of crashes, i.e. Broken glass, damaged barriers and road furniture?		*	

Road Layout		Yes	No	Comments
7	Does a visual assessment indicate that the geometry of the site includes relaxations / departures from standard?		*	
8	Is there any evidence of insufficient space, e.g. Tyre tracks on the verge?		*	

Pavement and Surface Condition Data		Yes	No	Comments
9	Does the SCRIM data appear to represent the site?		↓	
10	Is the macrotexture adequate for the site?		↓	

Visual Assessment of Pavement and Surface		Yes	No	Comments
11	Are low texture and SCRIM values in locations where vehicles have a specific need to manoeuvre or decelerate?		↓	
12	Is there evidence of contamination?		↓	



SCRIM INVESTIGATORY FORM (Secondary)

13	Are there ruts or longitudinal profile problems that may cause water to pond?		↓	
14	Are there high levels of longitudinal profile / rutting that could affect vehicle handling?		↓	
15	Are there any other defects that could affect vehicle handling?		↓	
16	Is the site adequately drained?		↓	

Road User		Yes	No	Comments
17	Is the site likely to have a high percentage of heavy goods vehicles?		↓	
18	Is access to and from the site clear and unambiguous?		↓	
19	Is the site likely to have vulnerable road users, e.g. pedestrians, cyclists etc?		↓	

Visibility		Yes	No	Comments
20	Are traffic signals, signs and markings appropriate in all conditions?		↓	
21	Are traffic signals, signs and markings clearly visible to all road users?		↓	
22	Do approaches (including side roads) have adequate sight distances?		↓	

Additional Information / Observations

Investigator's Recommendation	
Correct the site category and set the appropriate IL for the site	
Treatment to improve the skid resistance	
Safety treatment other than improving the skid resistance, e.g. Signs, markings, etc.	
Routine maintenance	
No further action - please provide reasons	*

Description of Investigator's Recommendation
Rec1: Site recently resurfaced// Rec2:// Rec3:

"Slippery When Wet" Signs		Yes	No	Comments
23	Are "Slippery" road signs required?		*	

Name of Investigator	Date	Signature
[REDACTED]	14/09/2017	

Description of Approved Outcome from Secondary Investigation (if different to above)



SCRIM INVESTIGATORY FORM (Secondary)

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Name of Authorised Signatory	Date	Signature
[REDACTED]	18/09/2017	



SCRIM INVESTIGATORY FORM (Secondary)

Site	TRACK TO KINLOCH AINORT TO U100 THE MOLL JUNCTION					
Road Name Details	Road Code	A87				
Location Details	Start Section Code	17450/60	Start Chainage	1,080	Length	20.00
			End Chainage	1,100	XSP	CR1
SCRIM Site Category details	Site Category Name / Code	Single <500m (S2M)			Investigatory Level	0.50
Site deficiency details	Priority Rating	PRIORITY 1		Site ID from deficiency listing	1390496	

Site details				Additional Information from PMS					
MSSC/CSC	SCRIM Difference	Wet Accidents (3 years)	Total Accidents (3 years)	Survey date	Surface Type	Surface age	PSV	Texture	Traffic (AADF)
0.39	-0.11	1	1	12/06/2016	?	41	0	0.71	0

Site Location		Yes	No	Comments
1	Is there clear visibility from all approaches to the site?	*		
2	Is the speed limit appropriate for the site?	*		
3	Is the site category appropriate for the site?	*		
4	Is the Investigatory Level appropriate for the site?	*		
5	Are there multiple events?		*	
6	Is there evidence of crashes, i.e. Broken glass, damaged barriers and road furniture?		*	

Road Layout		Yes	No	Comments
7	Does a visual assessment indicate that the geometry of the site includes relaxations / departures from standard?		*	
8	Is there any evidence of insufficient space, e.g. Tyre tracks on the verge?		*	

Pavement and Surface Condition Data		Yes	No	Comments
9	Does the SCRIM data appear to represent the site?	↓		
10	Is the macrotexture adequate for the site?	↓		

Visual Assessment of Pavement and Surface		Yes	No	Comments
11	Are low texture and SCRIM values in locations where vehicles have a specific need to manoeuvre or decelerate?		↓	
12	Is there evidence of contamination?		↓	



SCRIM INVESTIGATORY FORM (Secondary)

13	Are there ruts or longitudinal profile problems that may cause water to pond?		↓	
14	Are there high levels of longitudinal profile / rutting that could affect vehicle handling?		↓	
15	Are there any other defects that could affect vehicle handling?		↓	
16	Is the site adequately drained?	↓		

Road User		Yes	No	Comments
17	Is the site likely to have a high percentage of heavy goods vehicles?		↓	
18	Is access to and from the site clear and unambiguous?	↓		
19	Is the site likely to have vulnerable road users, e.g. pedestrians, cyclists etc?		↓	

Visibility		Yes	No	Comments
20	Are traffic signals, signs and markings appropriate in all conditions?	↓		
21	Are traffic signals, signs and markings clearly visible to all road users?	↓		
22	Do approaches (including side roads) have adequate sight distances?	↓		

Additional Information / Observations

Investigator's Recommendation	
Correct the site category and set the appropriate IL for the site	
Treatment to improve the skid resistance	
Safety treatment other than improving the skid resistance, e.g. Signs, markings, etc.	
Routine maintenance	
No further action - please provide reasons	*

Description of Investigator's Recommendation
Rec1: Does not appear to be skid risk// Rec2:// Rec3:

"Slippery When Wet" Signs		Yes	No	Comments
23	Are "Slippery" road signs required?		*	

Name of Investigator	Date	Signature
	14/09/2017	

Description of Approved Outcome from Secondary Investigation (if different to above)



SCRIM INVESTIGATORY FORM (Secondary)

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Name of Authorised Signatory	Date	Signature
[REDACTED]	18/09/2017	