

Dalwhinnie to Crubenmore Project Welcome



This public information event provides an overview of the route option assessment work Transport Scotland has been taking forward for the A9 Dalwhinnie to Crubenmore Project and presents the preferred route option.

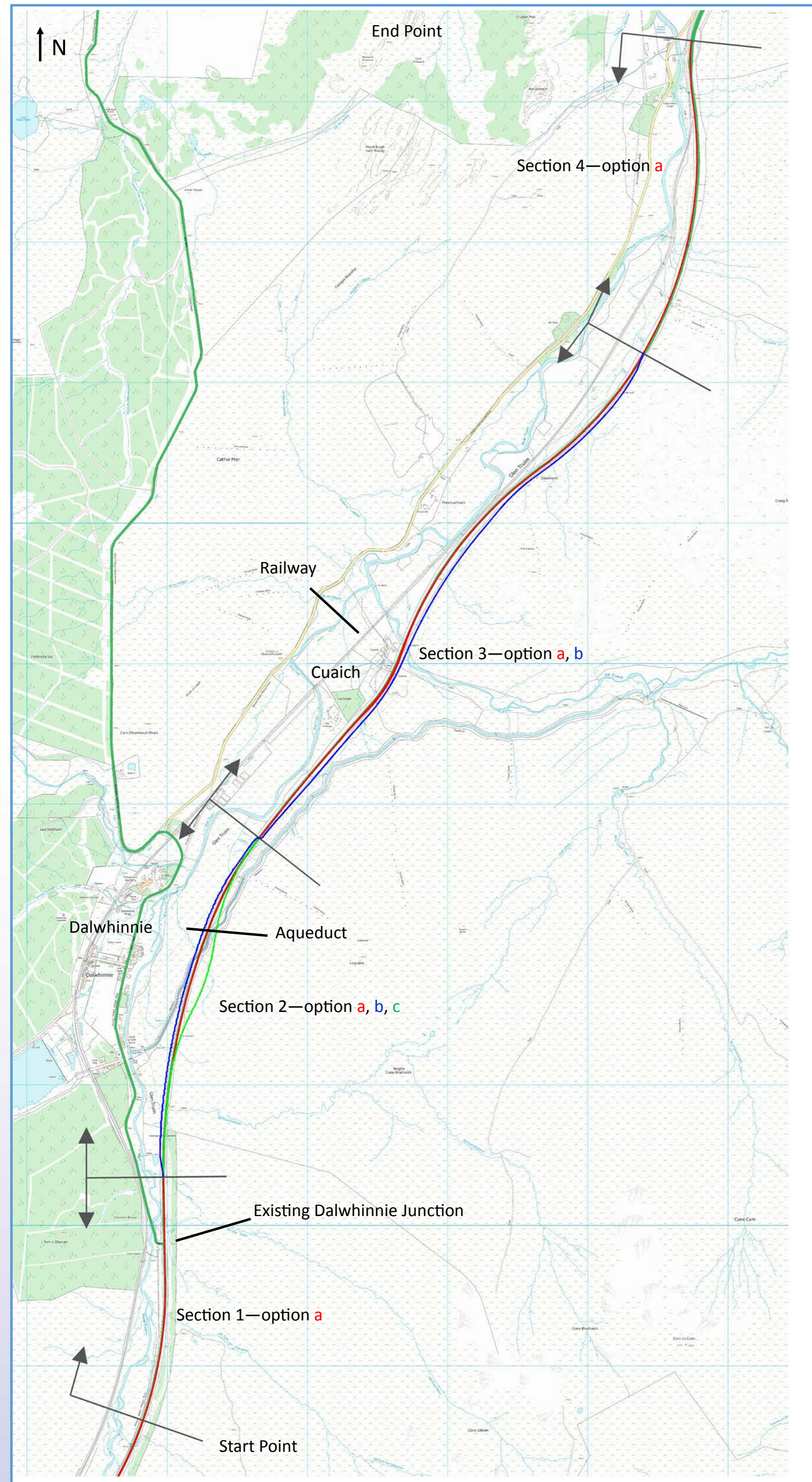
Transport Scotland staff and their consultants will be happy to assist you with any queries you may have in relation to the scheme.

Further information is available on the Transport Scotland website:

<http://www.transport.gov.scot/project/a9-dalwhinnie-crubenmore>



Dalwhinnie to Crubenmore Project Dual Carriageway Options



The project was split into four sections to aid design work on the dual carriageway options. The sections are shown on the adjacent map and were chosen based on adjacent constraints such as topography, environmental features and the proximity of the Highland Mainline railway.

The southern and northernmost parts of the project are highly constrained and following the earlier sifting stages only one option is being considered in more detail for those areas. The central part of the project is less constrained and multiple options were considered for those areas.

- Section 1 is 1.75km in length (1 option)
- Section 2 is 2.55km in length (3 options)
- Section 3 is 4.45km in length (2 options)
- Section 4 is 2.3km in length (1 option)

The options in each section were assessed separately and the line of the dual carriageway for the overall project was identified by joining together the preferred options for each section.

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The Preferred Route Option



- Based on the route options assessment process, section options 1a, 2a, 3a and 4a are to be taken forward as the combined preferred route option. The following exhibition panels present the preferred option within each section.
- During the design and development of the preferred option (DMRB Stage 3 assessment process), the following important elements will be given further consideration:
 - A strategy will be developed and incorporated into the design to provide alternative access provision to the individual private accesses along the route, and to address Non-Motorised User (NMU) access requirements
 - Further development of the design will seek to minimise impact on land, properties and environment
 - The design will also be developed to assist construction and reduce impact on road users



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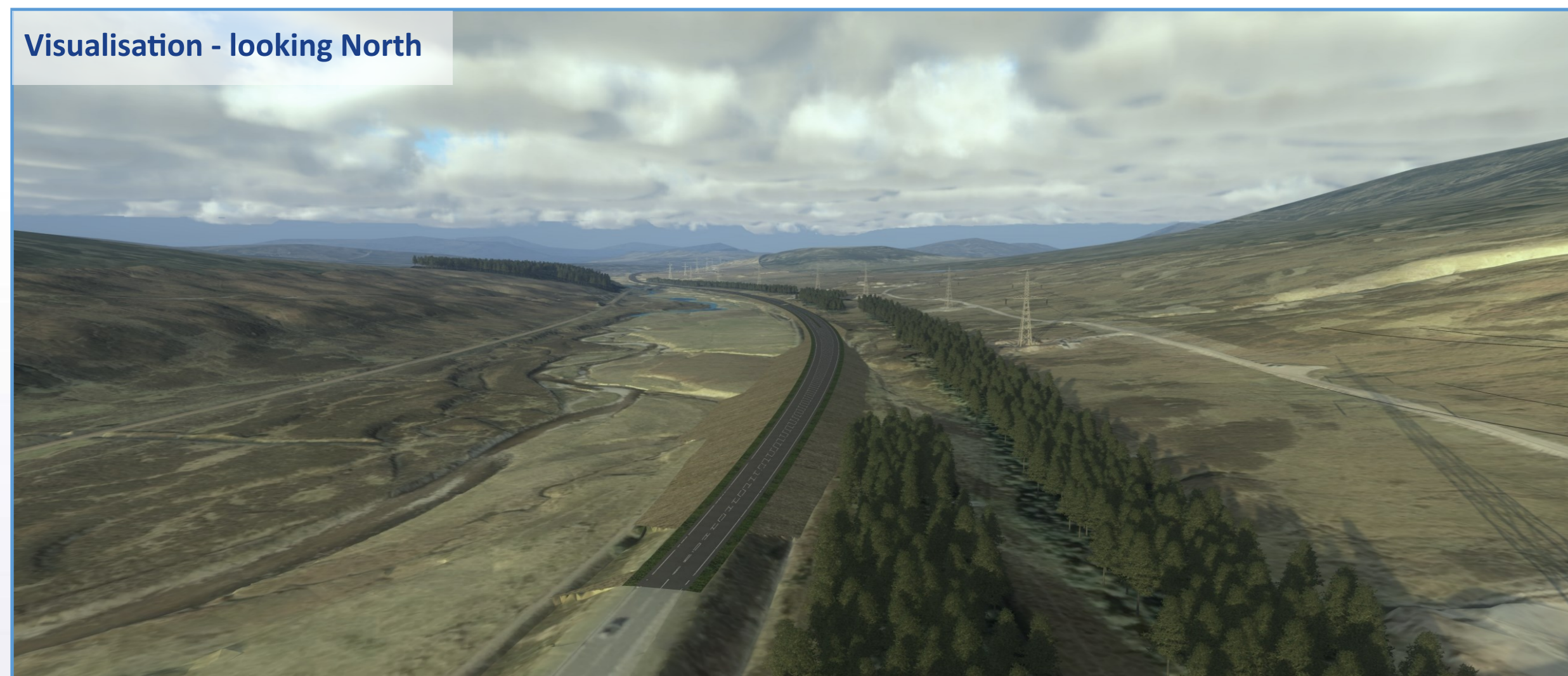
Preferred Option - Section I Option a



This section is 1.75km long located to the south of Dalwhinnie. As this section passes through a very constrained corridor we considered a single option for the new dual carriageway, this involves widening to the east of the existing A9.

There was limited opportunity to widen to the west of the existing A9 due to the proximity of the River Truim and its flood plain.

The preferred option therefore follows the line of the existing A9 northbound carriageway with widening to the east. This is located in the area between the existing A9, the existing tree line and the Beauly to Denny power line.



Detailed plans of this option are available for viewing at this event.



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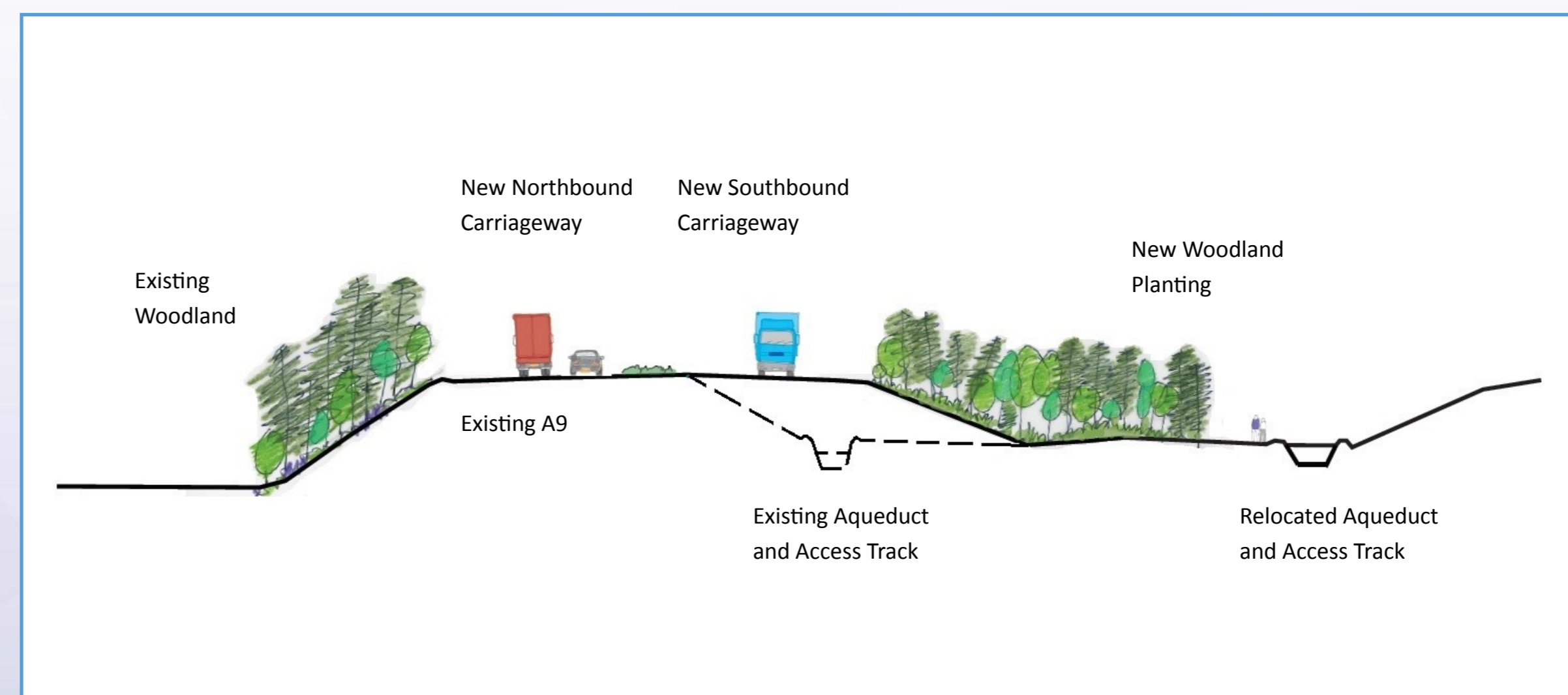
Preferred Option - Section 2 Option a



Section 2 is 2.55km long and is located adjacent to Dalwhinnie. We considered three options for the new dual carriageway in this area taking into account the constraints imposed by the aqueduct, Dalwhinnie and the Drumochter Hills. Option 2a was located to the east, option 2b to the west, and option 2c was an offline southbound carriageway.

The preferred option is option 2a. This option, as with the preferred option in section 1, follows the line of the existing A9 northbound carriageway with widening to the east. Option 2a was recommended as it was considered to have the least visual impact, would require less earthworks fill material, and therefore had the lowest cost. Option 2a also had a smaller land use impact when compared to option 2c.

- Option 2a - widening to the east of the existing A9
- The proposed northbound carriageway would follow the line of the existing A9
- The proposed new southbound carriageway would be constructed to the east of the existing A9
- Realignment of the aqueduct would be required to allow construction of a new bridge



Detailed plans of this option are available for viewing at this event.

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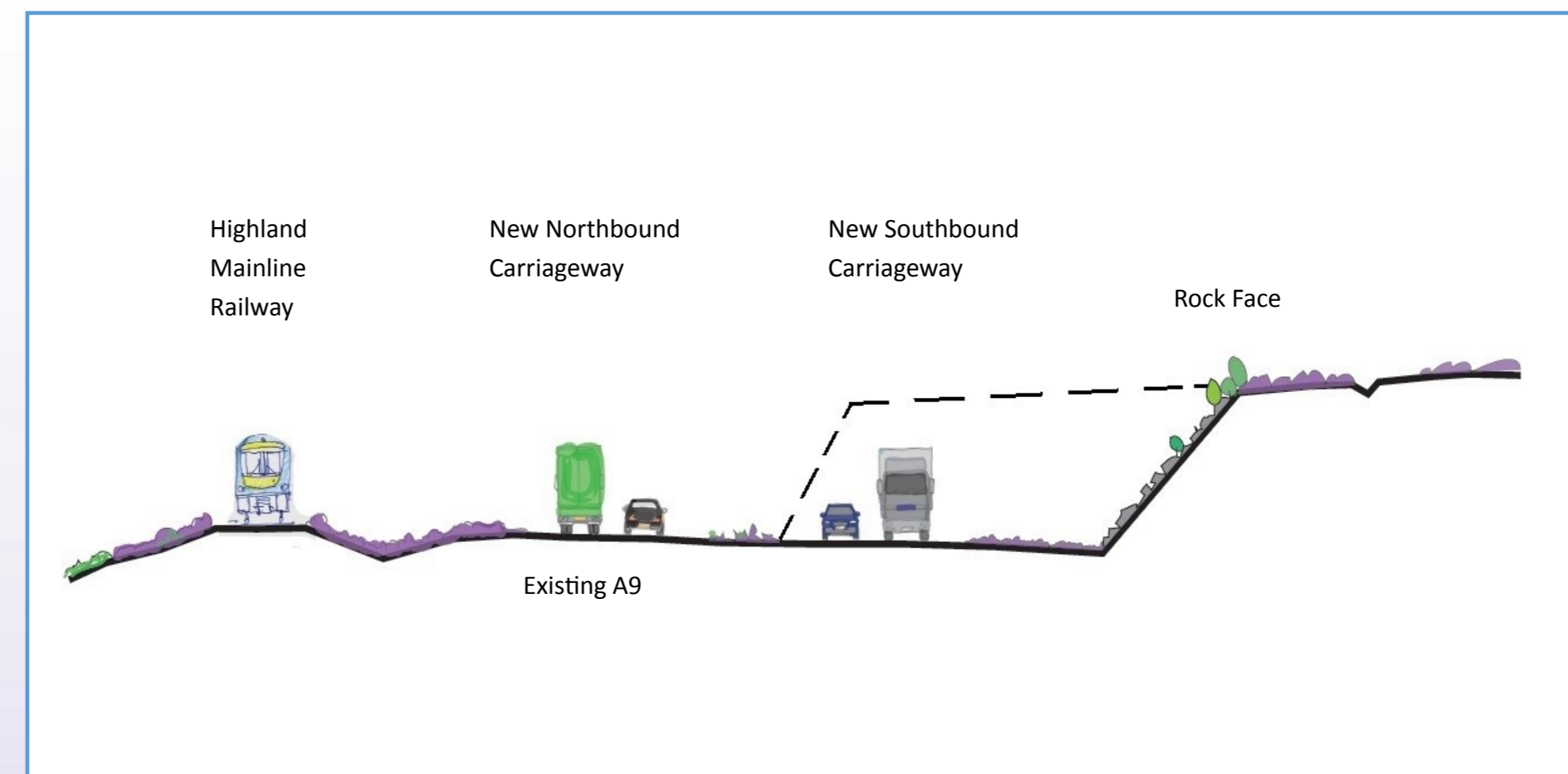
Preferred Option - Section 3 Option a



Section 3 is 4.45 kilometres in length, is located to the north of Dalwhinnie and passes the settlement of Cuaich. Two options were considered. Option 3a proposed widening to the east of the existing A9. Option 3b also involved widening to the east however this option incorporated a split level between the northbound and southbound carriageways.

The preferred option is option 3a. Option 3a was recommended as it required less earthworks excavations, had less imported material requirements and hence a lower cost, and was also considered to have reduced land use impact.

- Option 3a - widening to the east of the existing A9
- Proposed northbound carriageway would follow the line of the existing A9
- Proposed southbound carriageway would be constructed to the east of the existing A9



Detailed plans of these options are available for viewing at this event.



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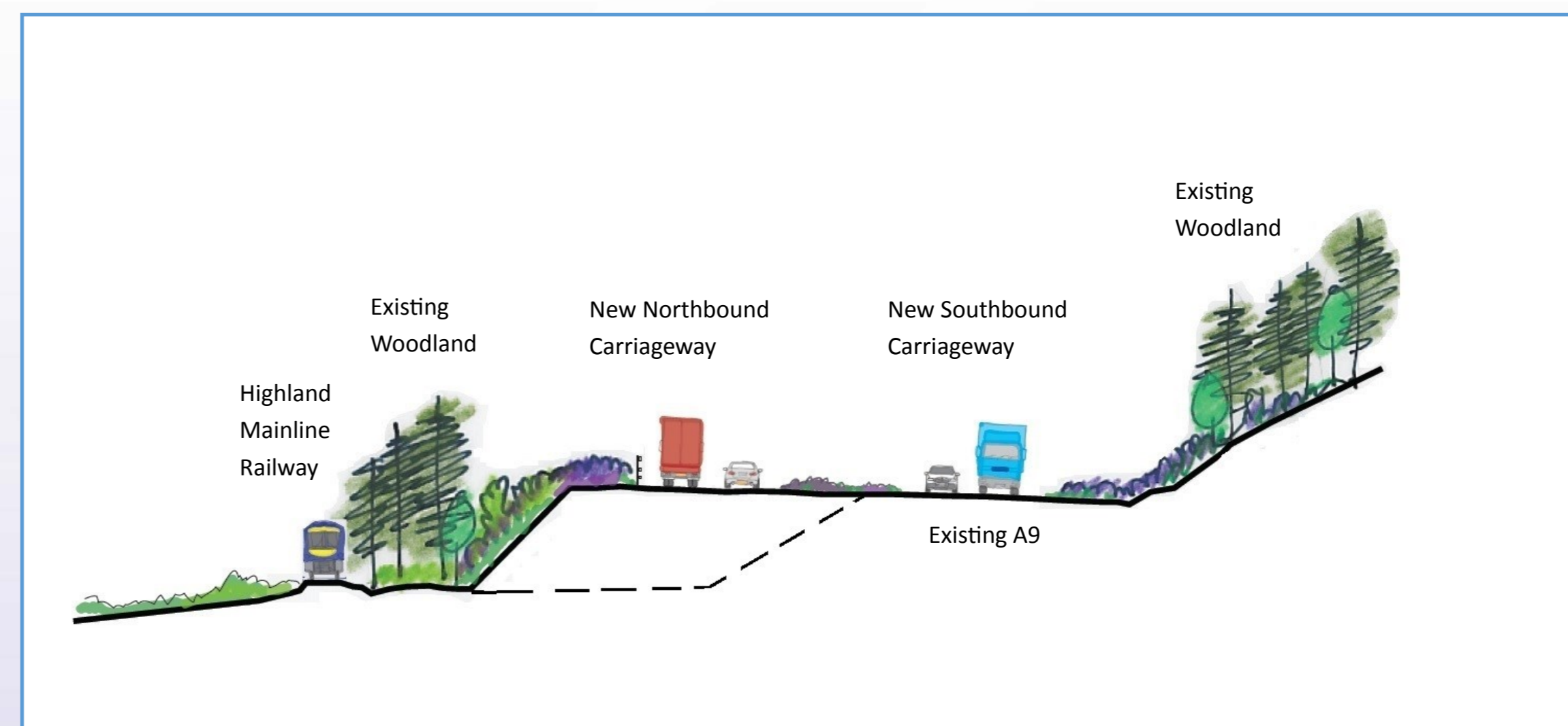
Preferred Option - Section 4 Option a



Section 4 is 2.3 kilometres long and is located to the south of the existing Crubenmore dual carriageway. As this section passes through a very constrained corridor a single option for new dual carriageway was considered which involves widening to the west of the existing A9.

The proposed northbound carriageway would be constructed to the west between the existing A9 and the Highland Mainline railway, with the southbound carriageway following the line of the existing A9.

At the tie-in with the existing dual carriageway at Crubenmore the route is significantly constrained by the Highland Mainline railway to the west and the steep topography and an existing waterfall to the east. To avoid impacting on these constraints it is anticipated that a retaining wall would be required on the west side of the proposed dual carriageway adjacent to the Highland Mainline railway.



Detailed plans of this option are available for viewing at this event.



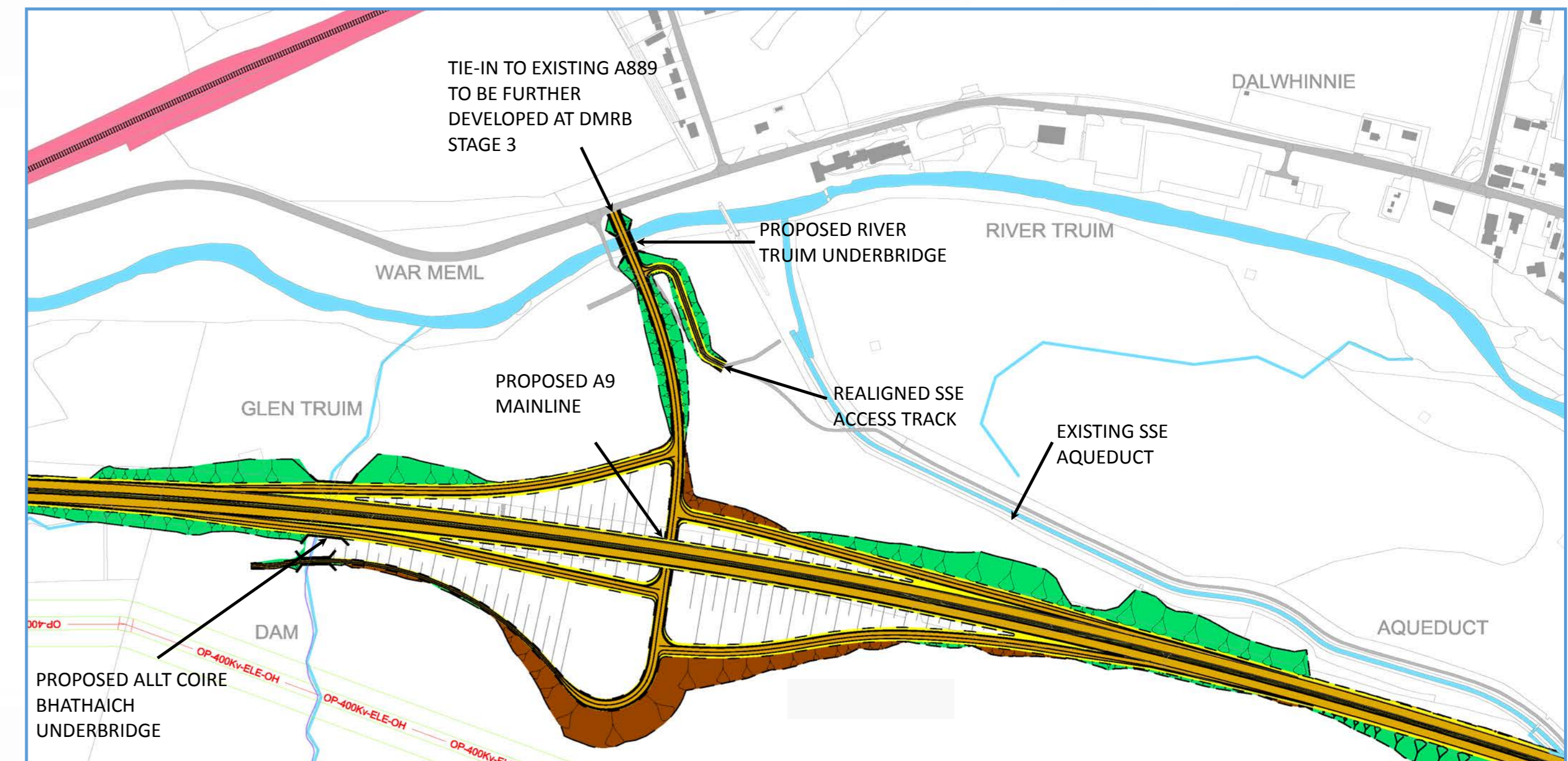
Dalwhinnie to Crubenmore Project Preferred Option - Junction D



The options that were considered at DMRB Stage 2 assessment were all located towards the south of Dalwhinnie and link to the A889, these options were:

- Option B – Loop layout junction option with overbridge
- Option C – Dumbbell layout junction option with underpass
- Option D – Diamond layout junction option with underpass
- Option E – Loop layout junction option with underpass
- Option F – Split southern option with loop layout junction option and underpass

The preferred junction option was option D - the diamond layout option with underpass.



Junction option D was preferable to the other options as it contributes to an overall earthworks balance for the project. Junction D is preferable in terms of cost. It is also considered to provide a more appropriate fit within the Dalwhinnie landscape, and the diamond layout facilitates mitigation planting.

The plan extract is the current development option of the option D diamond layout junction which was presented at the August 2015 exhibition. This ongoing developing junction option includes a track that would provide access to land to the east.

A detailed plan of this junction option is available to view at this event.



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What Happens Next?



Transport Scotland will now take forward the development and assessment of the preferred route option for the scheme.

The next stage of the assessment process will include:

- consultation with stakeholders, affected landowners and the general public to inform the design development of the preferred route option
- identification of the land required for the scheme and preparation of draft Orders, preparation of an environmental impact assessment of the developed preferred route option including access issues, and
- publication of an Environmental Statement which will include suitable mitigation measures to reduce impacts on the environment
- an exhibition to present the developing DMRB Stage 3 design and seek further feedback is anticipated in autumn 2016. The publication of the Road Orders, Compulsory Purchase Order and Environmental Statement is anticipated in summer 2017

We will keep you updated through a range of direct communications and consultations, as well as further public exhibitions. You can contact CFJV stakeholder manager Carron Tobin at any time on 07715 773660 or carron.tobin@ruraldimensions.com.

Further general information on the A9 Dualling Programme can be found on Transport Scotland's A9 Dualling website at:

<http://www.transport.gov.scot/project/a9-dualling-perth-inverness>

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