

A9 Dualling

Dalwhinnie to Crubenmore Project

Welcome



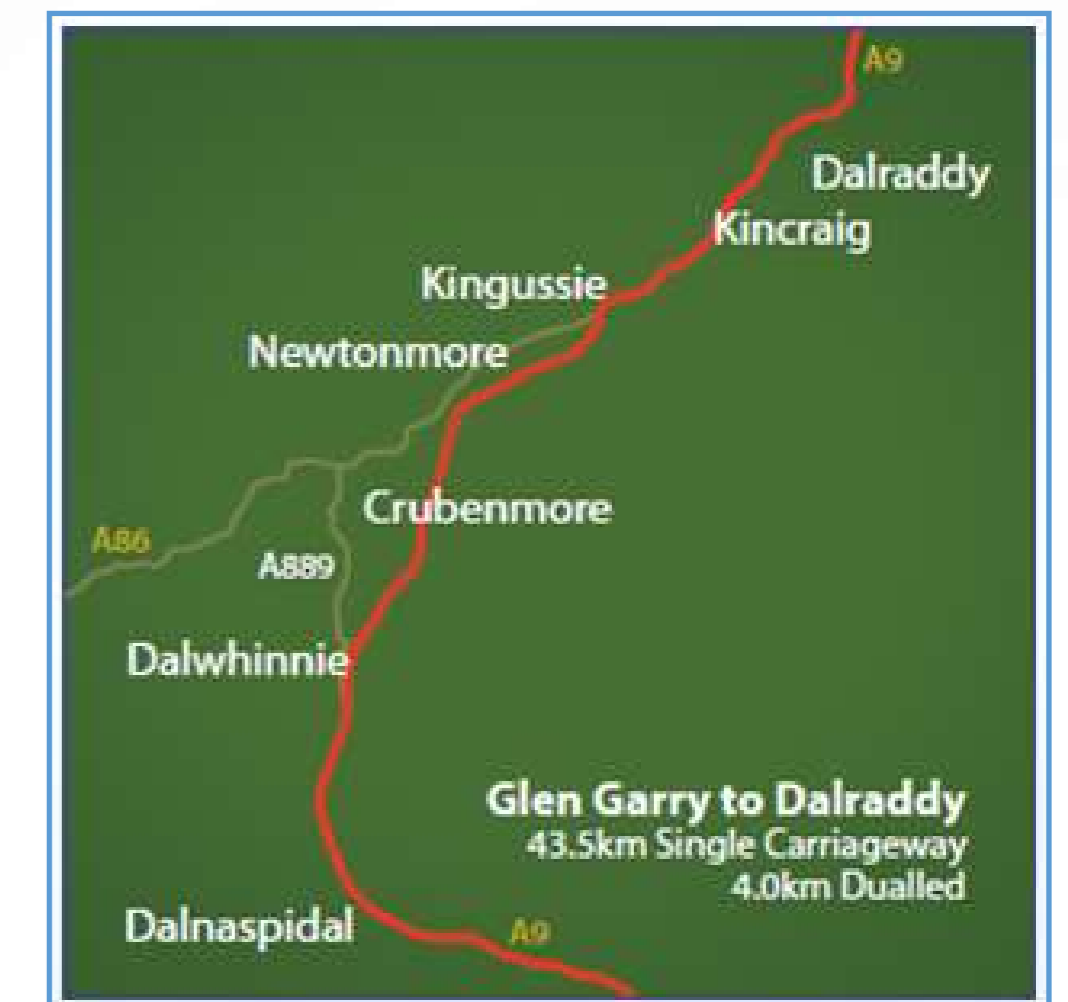
In December 2011, the Scottish Government announced its commitment to dual the A9 between Perth and Inverness by 2025.

This public engagement event provides an update on DMRB Stage 3 design development of the preferred route for the Dalwhinnie to Crubenmore project, which is one of the 11 projects that comprise the A9 Dualling programme.

This is the fifth public event in Dalwhinnie, consulting with local landowners, the community, businesses and road users, with previous exhibitions having been held in:

- June 2013 - announcing that the Preliminary Engineering Services and Strategic Environment Assessment had concluded that the dualling would mostly be on-line within a 200m corridor of the existing carriageway.
- March 2015 - consulting on the optional junction layouts for Dalwhinnie.
- August 2015 - consulting on the dualling alignment options and refined junction options at Dalwhinnie.
- March 2016 - announcing the preferred route for the dualling and junction.

This latest drop-in sets out the further development of the preferred route prior to progressing the project through the statutory processes.



A9 Dualling

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Introduction



The panels set out the DMRB Stage 3 design development of the proposed project to date.

Plans and drawings are available at today's event for the full length of the project setting out the design work undertaken since the drop-in held in March 2016, and a 3-D visualisation is available in video and interactive formats.

Transport Scotland staff and their consultants will be happy to guide you through the design proposals and assist you with any queries you may have in relation to the project.



A9 Dualling

Dalwhinnie to Crubenmore Project Design Update



Under the project proposals, the existing single carriageway section between Dalwhinnie and the existing Crubenmore dual carriageway tie-in point will be upgraded to a dual carriageway.

Work began in 2014 to develop the initial DMRB Stage 2 project design comparison options. Having completed the assessment of these options the preferred route was announced in March 2016 and a drop-in session was held in Dalwhinnie to present this option.

Since then further design work has progressed on:

- the mainline alignment.
- the Dalwhinnie junction design and connection to the village including tie-in to the A889.
- proposed access solutions.
- drainage detention basin proposals.
- landform (earthworks) slope proposals.

Work has also been undertaken on proposals for Non-Motorised Users (NMU) .

The project has now been developed to a stage where a sufficient level of detail is available to carry out environmental assessment work.



A9 Dualling

Dalwhinnie to Crubenmore Project Design Development



The design and development of the proposed project now incorporates the following:

- the proposed design has been further refined with appropriate verge widening incorporated to facilitate proposed drainage, safety barrier, signs and other design considerations.
- the proposed earthworks embankment and cutting slopes have been re-graded at specific locations in order to provide a better fit with the surrounding landscape.
- the proposed Dalwhinnie grade separated junction on the A9, and the new link road which ties into the existing A889, have been further developed with a single span bridge over the River Truim.
- alternative junction solutions were considered for the A889 junction and these are shown on drawings available at today's event.
- proposals for potential bus lay-by locations and associated footpaths have been developed and are included.

Further developments are discussed on the next panel.



A9 Dualling

Dalwhinnie to Crubenmore Project Design Development



Other design features presented include:

- new tracks which provide alternative access to adjacent land parcels.
- a replacement left-in left-out junction at Cuaich.
- the drainage design for the scheme has been developed in accordance with Sustainable Drainage Systems (SuDS) guidance. Twelve outfall locations are currently proposed with associated SuDS basins.
- the existing aqueduct will be diverted to accommodate the dualling proposals.
- four new “Type A” lay-bys will be provided in the southbound direction, and three in the northbound direction, these will replace existing lay-bys. The parking area in each layby is separated from live traffic by a kerbed island.
- further NMU access considerations are shown on the scheme proposal drawings including bus lay-by provision.

These proposals are presented on the scheme drawings and in the visualisation model available today.



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What Happens Next?



Further to the drop-in today there will be ongoing consultation and any refinements will be incorporated into the design.

An Environmental Assessment will then be carried out and additional mitigation measures may be included to establish the landtake boundaries. This will lead to the completion of the DMRB Stage 3 Environmental Statement and the publication of Draft Orders for the project.

The publication of the Draft Orders marks the formal Statutory Process and it is at this time that the alignment will be fixed and the public will be able to formally comment on the proposals.

After publication there is a six-week objection period associated with the Draft Orders and a six-week representation period associated with the Environmental Statement.

Should we receive objections to the Draft Orders which we cannot resolve, there may be the need for a Public Local Inquiry before the project can proceed.

Progress after publishing the new Draft Orders will depend on the formal comments received to the proposals.

The project design can be seen on drawings and visualisations at this event today.



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Feedback



Thank you for attending our A9 Dualling Dalwhinnie public event.

Further information on the project is available on the Transport Scotland website:
www.transport.gov.scot/project/a9-dalwhinnie-crubenmore

The information displayed at today's event will be uploaded to this site in the near future.

If you wish to provide us with any feedback, please complete and return our feedback form today or by email or post as soon as you are able to, but before **22 November 2016**.

Feedback forms are available today from any of our staff.

