

# A9 Dualling Glen Garry to Dalwhinnie Project Welcome



This public information event provides an overview of the Stage 2 route option assessment work Transport Scotland has been taking forward for the A9 Glen Garry to Dalwhinnie Project, as previously presented at the public exhibition held in June 2015, and presents the selected Stage 3 preferred route option.

In addition to the preferred route we will provide further detail on the design and development of the preferred option (DMRB Stage 3 assessment process) including access and NMU provision.

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

Further information is available on the Transport Scotland website:  
[www.transport.gov.scot/project/a9-glen-garry-dalwhinnie](http://www.transport.gov.scot/project/a9-glen-garry-dalwhinnie)



View north at Drumochter

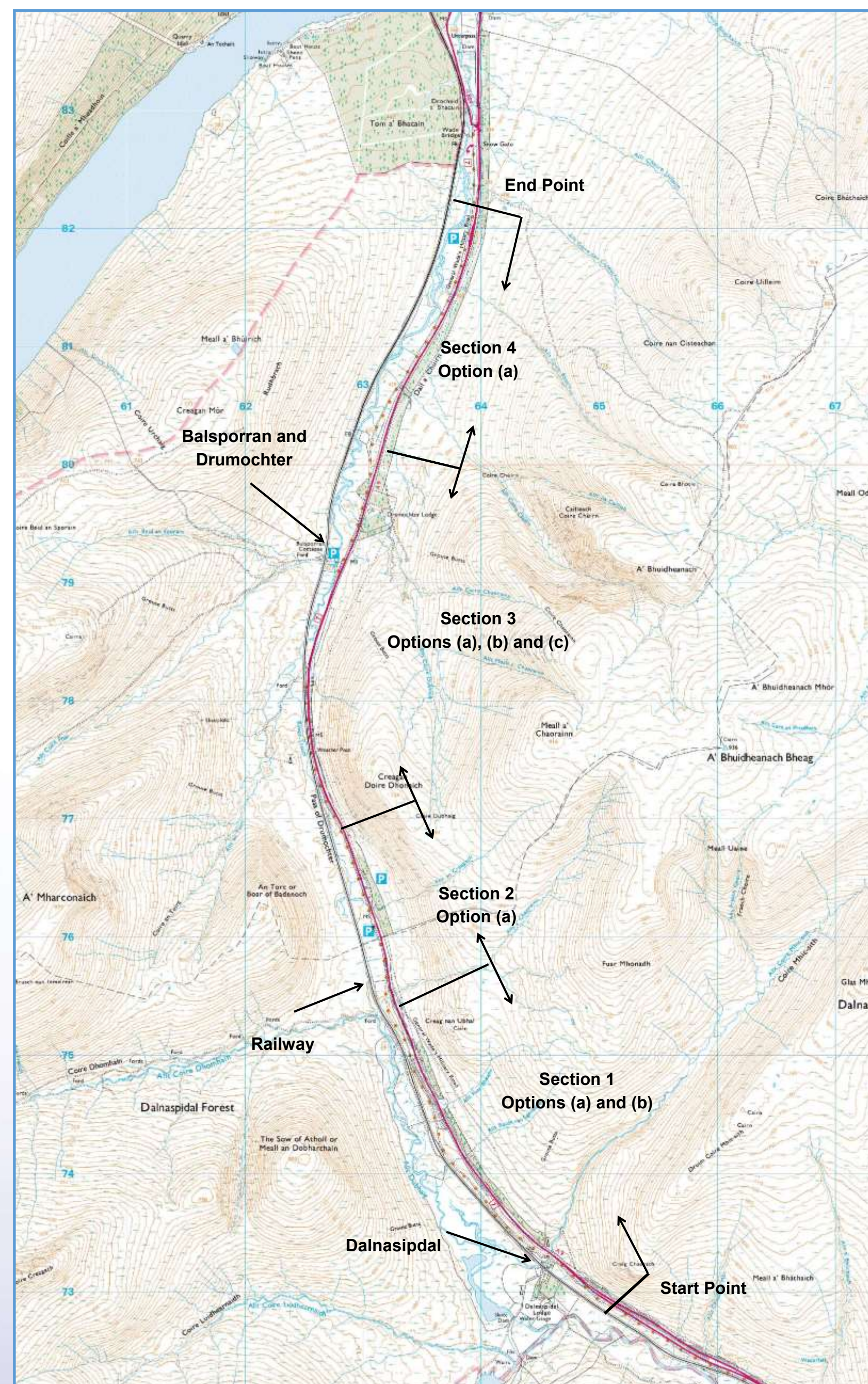




# A9 Dualling

## Glen Garry to Dalwhinnie Project

### Dual Carriageway Options



Glen Garry to Dalwhinnie project extents

The project was split into four sections to assist the 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.

- Section 1 is 2.2km in length - 2 options (a) and (b)
- Section 2 is 2.0km in length - 1 option (a)
- Section 3 is 2.7km in length - 3 options (a), (b) and (c)
- Section 4 is 2.6km in length - 1 option (a)

The options in each section have been assessed using known local constraints and feedback from public consultations. The line of the dual carriageway for the overall project was identified by joining together the preferred options for each section.

Junction options serving the settlement at Dalnaspidal have also been assessed and a preferred junction selected.





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## Glen Garry to Dalwhinnie Project

### The Preferred Route



Drumochter Pass



Existing A9 access

Based on the route options assessment process, section options 1b, 2a, 3b 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 have been given further consideration:

- A strategy has been developed and incorporated into the design to provide access to land and property adjacent to the route, and to address NMU access requirements
- The alignment has been further developed to reduce impact on land and properties
- The alignment has been further developed to assist construction and reduce impact on road users





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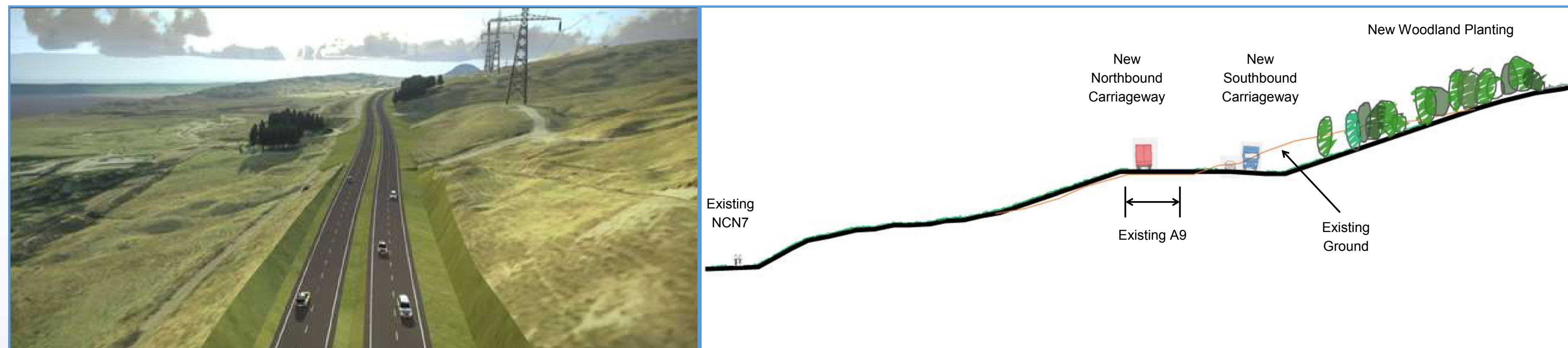
## Glen Garry to Dalwhinnie Project

### Stage 2 Preferred Option - Section I Option (b)



This section is 2.2km long, passing Dalnaspidal. This section will tie-in to the existing Glen Garry dual carriageway. This section is constrained on both the northbound and southbound sides of the existing carriageway. The northbound side was constrained by the properties at Dalnaspidal and the southbound by the Beauly to Denny power line and Drumochter Hills Special Area of Conservation (SAC), Special Protection Area (SPA) and Site of Special Scientific Interest (SSSI). Two options were therefore considered for the new dual carriageway.

Following assessment the Stage 2 preferred option selected was to widen to the southbound side of the road reducing the impact on the existing properties at Dalnaspidal.



Visualisation looking north

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





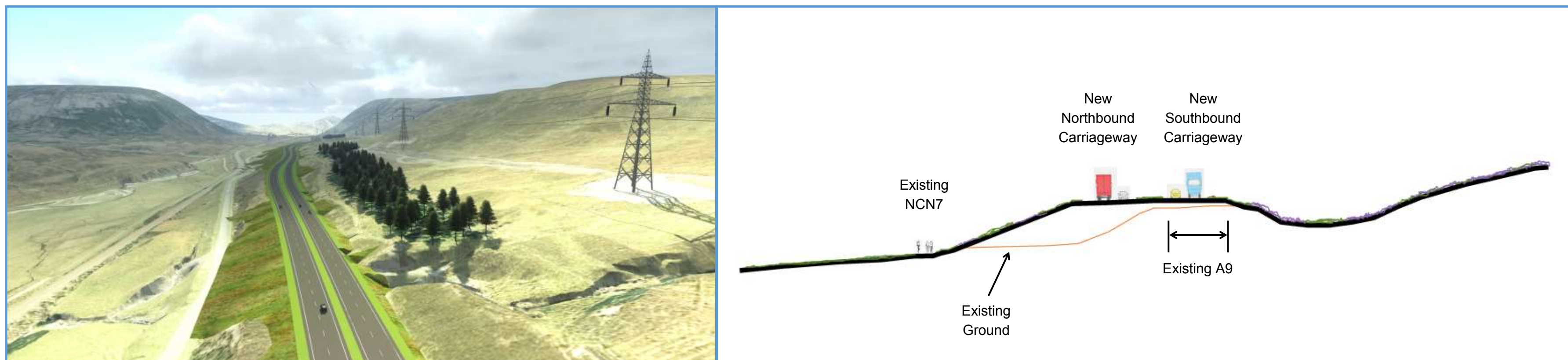
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## Glen Garry to Dalwhinnie Project

### Stage 2 Preferred Option - Section 2 Option (a)



The main constraints in Section 2 are the Beauly to Denny power line and Drumochter Hills SAC/SPA and SSSI to the southbound side we have therefore only considered a single option for the new dual carriageway, this involves widening to the northbound carriageway of the existing A9.



Visualisation looking north

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





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## Glen Garry to Dalwhinnie Project

### Stage 2 Preferred Option - Section 3 Option (b)



The road traverses Drumochter Pass through this 2.7km section, and is heavily constrained on both sides. Three options have been selected for the new dual carriageway taking into account the constraints. The three options considered at Drumochter Pass are:

- Parallel widening
- Split dual carriageway with natural embankment
- Split dual carriageway with a retained edge between the northbound and southbound carriageway

The Stage 2 route assessment considered that a balance should be sought between providing parallel widening and a split carriageway with natural embankment where suitable. Design refinement at Stage 3 has provided design improvements, benefits in constructability, and will contribute to an earthworks balance across the project.



Visualisation looking north

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





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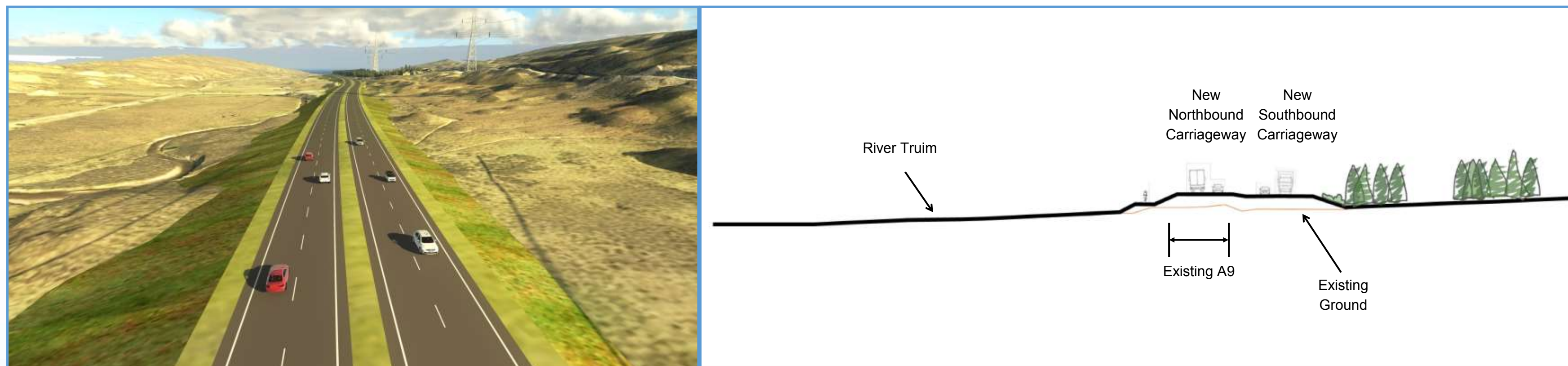
## Glen Garry to Dalwhinnie Project

### Stage 2 Preferred Option Section 4 – Option (a)



As this section passes through a less constrained corridor we considered a single option for the new dual carriageway, this involves widening to the southbound carriageway of the existing A9.

There was limited opportunity to widen to the west of the existing A9 due to the significant constraint posed by the River Truim (Spey SAC) and the existing NCN 7.



Visualisation looking north

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





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## Glen Garry to Dalwhinnie Project

### Stage 2 Preferred Junction – Option 21



A single junction located at Dalnaspidal was considered at Stage 2. Six junction options A – F were presented at the public exhibition held in June 2015. The feedback from the exhibition and from consultation was that the junctions proposed in June 2015 could have significant impacts on the community and the surrounding constraints. The following junction options at Dalnaspidal considered at the Stage 2 assessment were developed to reduce potential impacts:

The junction options at Dalnaspidal considered at the Stage 2 assessment were:

- Junction Option 12 – Full Grade separated junction
- Junction Option 20 – Left-in/Left-out junctions with local grade separation
- Junction Option 21 – Left-in/Left-out junctions with local grade separation
- Junction Option 22 – Left-in/Left-out junctions with local grade separation and single river crossing



Dalnaspidal access

Following local consultation on the junction options, junction Option 21 was selected as the Stage 2 preferred junction. Junction option 21 was assessed as the favoured option when compared with any other mainline and junction combination with respect to potential impacts across a range of environmental receptors in the vicinity. Junction Option 21 also had the least number of geometric departures from standard and gave the lowest cost.

*Plans of the Stage 2 preferred option and the options which have been discounted at this stage are available to view today.*





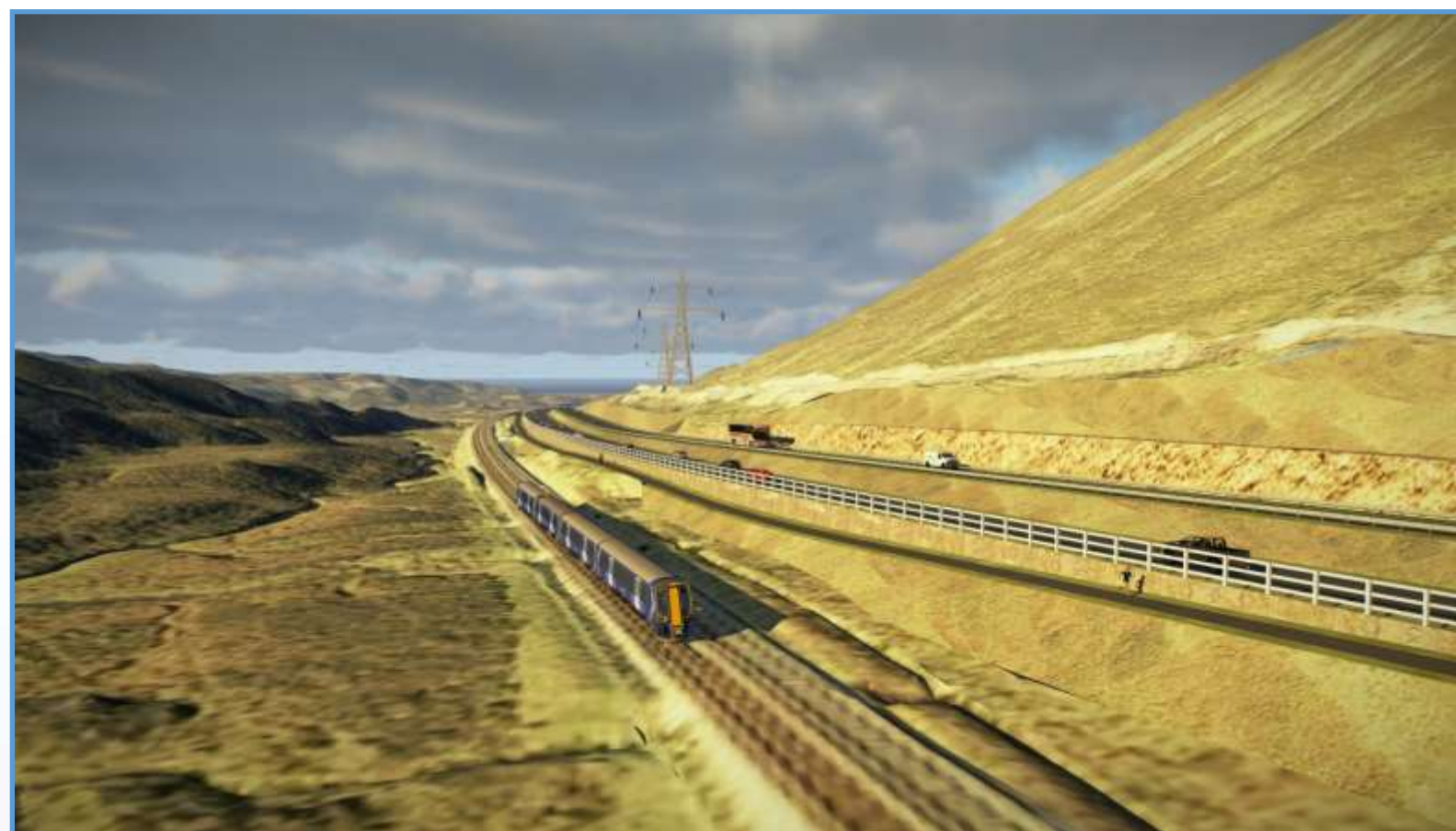
# A9 Dualling

## Glen Garry to Dalwhinnie Project

### Stage 3 Design Development



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Drumochter Pass



Dalnaspidal access

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 embankments and cutting slopes have been re-graded at specific locations in order to provide a better fit with surrounding landscape
- The proposed design as it traverses through Drumochter Pass has been developed in greater detail to reduce the proximity to the existing Highland Mainline railway and the Beauly to Denny power lines to aid constructability
- The proposed Dalnaspidal junction has been further developed to reduce the number of side road watercourse crossings and impacts on the watercourse and the telecommunications mast

*The design developments are presented on the project drawings and in the visualisation models available today.*





# A9 Dualling

## Glen Garry to Dalwhinnie Project

### Stage 3 Design Development



Balsporran / Drumochter access



Enhanced lay-by



Existing car park at Balsporran

Other design features presented include:

- New tracks which provide alternative access to adjacent land parcels
- Direct left-in / left-out access to the A9 at Balsporran and Drumochter with local access below the A9 proposed
- The drainage design for the project has been developed in accordance with Sustainable Drainage Systems (SuDS) guidance. Fourteen outfall locations are currently proposed with associated SuDS basins
- Two new “Type A” lay-bys will be provided in the northbound direction along with the retention of the existing enhanced lay-by south of Drumochter pass. The existing HGV lay-by in the southbound direction will also be retained with a possible additional Type A lay-by opposite Balsporran
- Improvements to the existing NMU provision including two new NMU underpasses providing safe access across the A9
- Retention of the existing Balsporran car park and improved access

*The design developments are presented on the project drawings and in the visualisation models available today.*





# A9 Dualling

## Glen Garry to Dalwhinnie Project What Happens Next?



We are seeking your feedback on the Stage 3 preferred route and the additional design developments presented today. Your feedback will assist in finalising the proposed design.

Environmental assessment and survey work is informing ongoing design development and will include developing measures to further reduce the environmental impact of the project. These will be incorporated at the next stage of design and will be described in an Environmental Statement. This work will allow the land needed to build the project to be confirmed. We will continue to consult with landowners and residents to support this work.

Following this the Environmental Statement and Draft Orders will be published. This will mark the start of the 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.





# A9 Dualling

## Glen Garry to Dalwhinnie Project

### Feedback



Thank you for attending our A9 Dualling public event.

Further information is available on the Transport Scotland website:  
**[www.transport.gov.scot/project/a9-glen-garry-dalwhinnie](http://www.transport.gov.scot/project/a9-glen-garry-dalwhinnie)**

The information displayed at today's event will be uploaded to the 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 20 January 2017.

Feedback forms are available today from any of our staff.



View north at Drumochter

