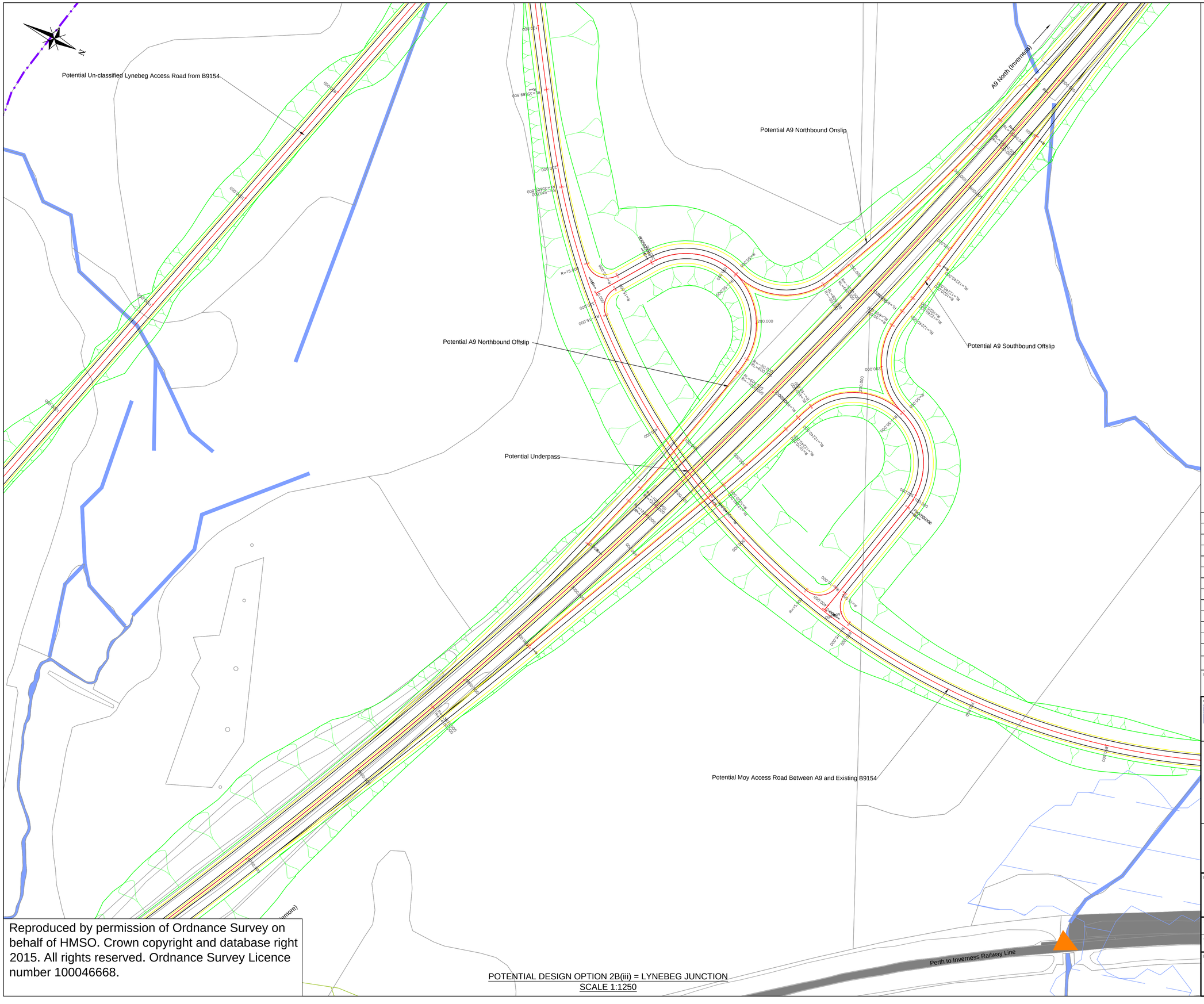

Millimetres 100 0 10

DO NOT SCALE

Plotted: Oct 23, 2015 - 10:54am by: DMORRISO

POTENTIAL DESIGN OPTION 2B(iii) = LYNEBEG JUNCTION
SCALE 1:1250

NOTES

1. All design works are in accordance the Design Manual for Roads and Bridges (DMRB) for a Category 7A Dual Carriageway.
2. The new A9 mainline is designed to a design speed of 120Akph in line with the requirements of TD 9/93: Highway Link Design.
3. The new A9 mainline carriageway is designed in line with the requirements of TD 27/05: Cross-Sections and Headrooms.
4. Earthwork slopes in cut and fill are illustrated at 1:3.
5. Verge and central reserve widened for visibility purposes and are subject to refinement dependant on promoted junction locations
6. Horizontal and Vertical Alignment illustrated should not be considered exhaustive. All geometrical elements shown will undergo rationalisation before finalised options are taken forward to Stage 2 Assessment.
7. Southbound Widening: the existing A9 carriageway forms the new D2AP northbound carriageway. Adjustments to the existing carriageway are required to meet cross sectional and geometrical requirements.

LEGEND

HYDROLOGY
- RIVER/STREAM/LOCH
- SEPA FLOOD MAPPING

INFRASTRUCTURE
- RAILWAY LINE
- BUILDINGS
- NMU ROUTE

KEY ENVIRONMENTAL CONSTRAINTS
- ANCIENT WOODLANDS
- LISTED BUILDINGS
- SEMI-NATURAL WOODLAND
- ROCK CUTTINGS

Rev	Drawn / Des	Checked	Approved	Date

Description

Drawing Status | Suitability

Client: TRANSPORT SCOTLAND — An agency of The Scottish Government

A9 DUALLING PERTH TO INVERNESS

ATKINS mouchel

Drawing Title: Tomatin to Moy
Design Option 2B(iii)
Moy Junction - Loop Arrangement
Sheet 2 of 2

Scale	Designed / Drawn	Checked	Approved	Authorised
As Shown	RH	JM	GG	SB
Original Size	**Date**	**Date**	**Date**	**Date**
A1	23/10/15	23/10/15	23/10/15	23/10/15

Drawing Number: A9P12-AMJ-HML-L-JCZZZ-JC-SK-RD-0001 (Project | Originator | Volume | Location | Type | Role | Number)

Revision: P01.1