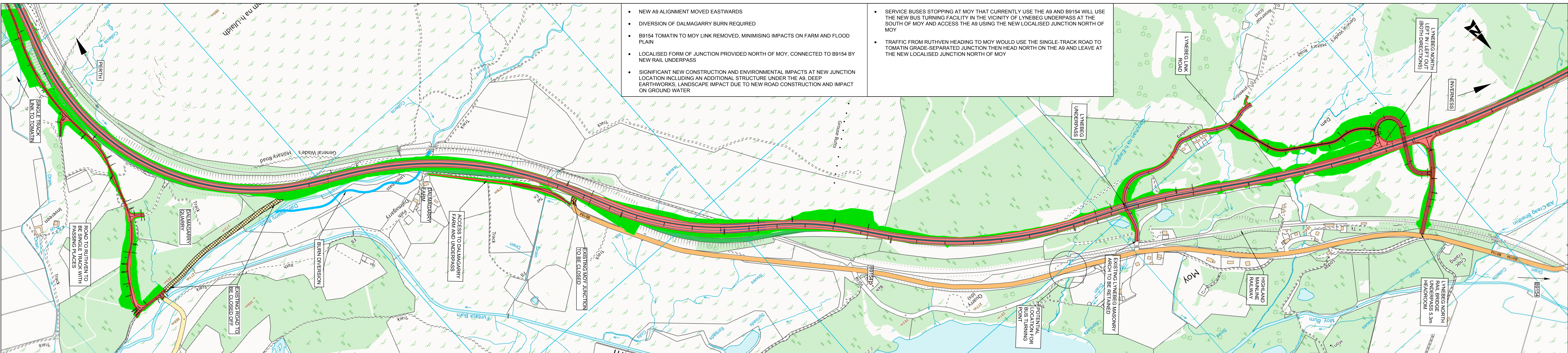
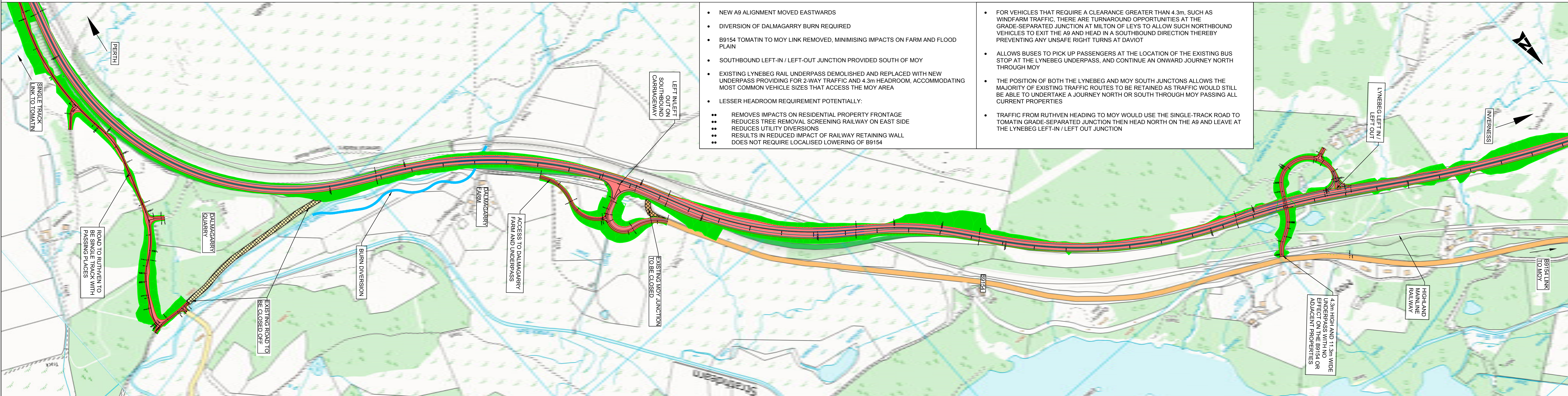


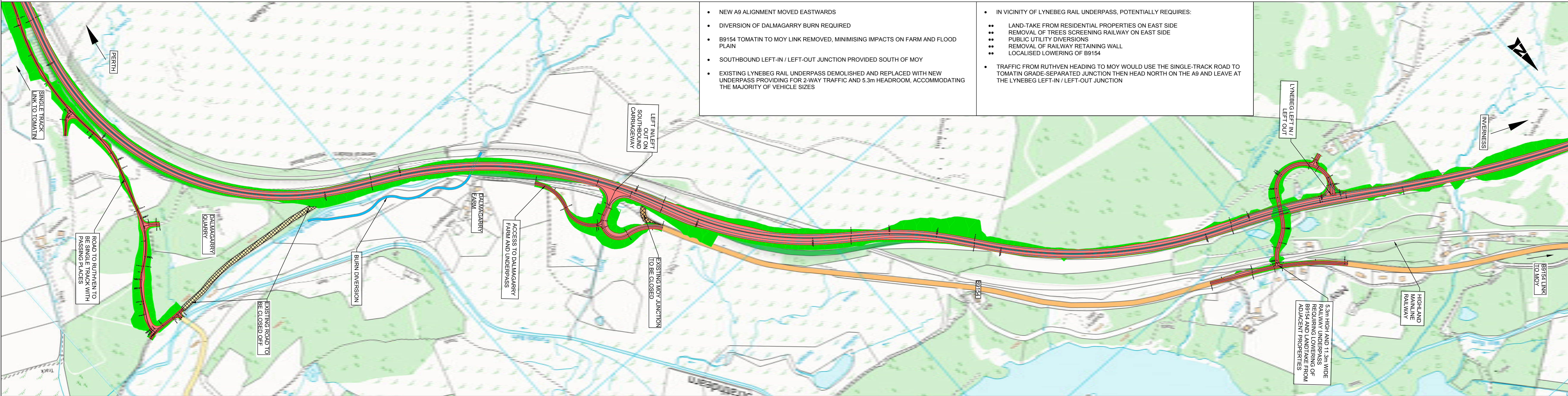
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DO NOT SCALE



SUB OPTION E



SUB OPTION D



SUB OPTION C

- NEW A9 ALIGNMENT MOVED EASTWARDS
- DIVERSION OF DALMAGARRY BURN REQUIRED
- B9154 TOMATIN TO MOY LINK REMOVED, MINIMISING IMPACTS ON FARM AND FLOOD PLAN
- LOCALISED FORM OF JUNCTION PROVIDED NORTH OF MOY, CONNECTED TO B9154 BY NEW RAIL UNDERPASS
- SIGNIFICANT NEW CONSTRUCTION AND ENVIRONMENTAL IMPACTS AT NEW JUNCTION LOCATION INCLUDING AN ADDITIONAL STRUCTURE UNDER THE A9, DEEP EARTHWORKS, LANDSCAPE IMPACT DUE TO NEW ROAD CONSTRUCTION AND IMPACT ON GROUND WATER
- SERVICE BUSES STOPPING AT MOY THAT CURRENTLY USE THE A9 AND B9154 WILL USE THE NEW BUS TURNING FACILITY IN THE VICINITY OF LYNEBEG UNDERPASS AT THE SOUTH OF MOY AND ACCESS THE A9 USING THE NEW LOCALISED JUNCTION NORTH OF MOY
- TRAFFIC FROM RUTHVEN HEADING TO MOY WOULD USE THE SINGLE-TRACK ROAD TO TOMATIN GRADE-SEPARATED JUNCTION THEN HEAD NORTH ON THE A9 AND LEAVE AT THE NEW LOCALISED JUNCTION NORTH OF MOY

- NEW A9 ALIGNMENT MOVED EASTWARDS
- DIVERSION OF DALMAGARRY BURN REQUIRED
- B9154 TOMATIN TO MOY LINK REMOVED, MINIMISING IMPACTS ON FARM AND FLOOD PLAN
- SOUTHBOUND LEFT-IN / LEFT-OUT JUNCTION PROVIDED SOUTH OF MOY
- EXISTING LYNEBEG RAIL UNDERPASS DEMOLISHED AND REPLACED WITH NEW UNDERPASS PROVIDING FOR 2-WAY TRAFFIC AND 4.3m HEADROOM, ACCOMMODATING MOST COMMON VEHICLE SIZES THAT ACCESS THE MOY AREA
- LESSER HEADROOM REQUIREMENT POTENTIALLY:
 - REMOVES IMPACTS ON RESIDENTIAL PROPERTY FRONTAGE
 - REDUCES TREE REMOVAL SCREENING RAILWAY ON EAST SIDE
 - REDUCES UTILITY DIVERSIONS
 - RESULTS IN REDUCED IMPACT OF RAILWAY RETAINING WALL
 - DOES NOT REQUIRE LOCALISED LOWERING OF B9154
- FOR VEHICLES THAT REQUIRE A CLEARANCE GREATER THAN 4.3m, SUCH AS WINDFARM TRAFFIC, THERE ARE TURNAROUND OPPORTUNITIES AT THE GRADE-SEPARATED JUNCTION AT MILTON OF LEYS TO ALLOW SUCH NORTHBOUND VEHICLES TO EXIT THE A9 AND HEAD IN A SOUTHBOUND DIRECTION THEREBY PREVENTING ANY UNSAFE RIGHT TURNS AT A DAVIT
- ALLOWS BUSES TO PICK UP PASSENGERS AT THE LOCATION OF THE EXISTING BUS STOP AT THE LYNEBEG UNDERPASS, AND CONTINUE AN ONWARD JOURNEY NORTH THROUGH MOY
- THE POSITION OF BOTH THE LYNEBEG AND MOY SOUTH JUNCTIONS ALLOWS THE MAJORITY OF EXISTING TRAFFIC ROUTES TO BE RETAINED AS TRAFFIC WOULD STILL BE ABLE TO UNDERTAKE A JOURNEY NORTH OR SOUTH THROUGH MOY PASSING ALL CURRENT PROPERTIES
- TRAFFIC FROM RUTHVEN HEADING TO MOY WOULD USE THE SINGLE-TRACK ROAD TO TOMATIN GRADE-SEPARATED JUNCTION THEN HEAD NORTH ON THE A9 AND LEAVE AT THE LYNEBEG LEFT-IN / LEFT-OUT JUNCTION

- LEGEND - DESIGN
- PROPOSED DESIGN
 - CUTTING
 - EMBANKMENT
 - GRADED SLOPE
 - STRUCTURE
 - EXISTING CUT/FILL EARTHWORKS & VERGE
 - NEW CARRIAGEWAY & CENTRAL RESERVE
 - B9154
 - EXISTING A9
- PLEASE NOTE:
THE PREFERRED OPTIONS SHOWN ON THIS DRAWING IS INDICATIVE AND WILL BE DEVELOPED FURTHER DURING THE NEXT STAGE OF THE DESIGN DEVELOPMENT.

P01 RB GA SB 04/11/16

FIRST ISSUE

P02 GA RB SB 10/11/16

FIRST ISSUE

Rev Drawn / Des Checked Approved Date

Description

Drawing Status Suitability

FOR INFORMATION S2

Client

TRANSPORT SCOTLAND COMHDHAIL ALBA

A9 DUALLING PERTH TO INVERNESS Tomatin to Moy

ATKINS mouchel

Drawing Title

STAGE 3 - DAMAGARRY AND LYNEBEG / MOY AREA SUB OPTIONS C, D & E

Scale N.T.S. Designed / Drawn GA RB SB 10/11/16 10/11/16 10/11/16 10/11/16

Drawing Number Project Originator A9P12 - AMJ - HML - Volume Z_ZZZZZ_ZZ - DR - RD - 0007 Revision P02

Location Type Role Number