

A9 Trunk Road Stirling to Dunbeath

A9 STIRLING TO PERTH

Scheme	Opened	Consultant	Contractor	Cost £ (million)
Dunblane Bypass	10th December 1990	Babtie, Shaw & Morton	Balfour Beatty	18.8
Dunblane to Greenloaning	October 1968	Perth County Council	Tarmac Ltd	0.63 (C)
Greenloaning Diversion	January 1969(*)	Perth County Council	John McAdam & Sons	0.26 (C)
Greenloaning to Blackford	14th December 1992	Jamieson Mackay & Partners	RJ McLeod	5.9
Blackford Bypass	(SB) 19th October (NB) 7th December 1980	Tayside Regional Council	Miller Construction	2.2 (C)
Loaninghead Diversion	November 1975	Perth & Kinross Joint County Council	Wight Construction	0.6 (C)
Auchterarder & Abruthven Bypass	21st October 1983	Tayside Regional Council	Balfour Beatty	6.5
Cairnie Braes	October 1986	Babtie, Shaw & Morton	Balfour Beatty	8.5
Burnside to Broxden	July 1983	Babtie, Shaw & Morton	Tractor Shovels	
Perth Western Bypass	17th September 1985	Tayside Regional Council	Morrison's	3.3

A9 PERTH TO ARDUILLE

Scheme	Opened	Consultant	Contractor	Cost (£ Million)
Almond Bridge	27th June 1975	Babtie, Shaw & Morton	Miller Construction	4.4
Luncarty Bypass	7th December 1977	Babtie, Shaw & Morton	Miller Construction	3.4
Luncarty to Birnam	11th May 1978	Tayside Regional Council	RJ McLeod	5.5
Birnam Bypass	30th June 1977	Babtie, Shaw & Morton	JG McGregor	1.3
Dunkeld Bypass	9th May 1977	Babtie, Shaw & Morton	Tarmac Ltd	9.7
Guay to Tynreich	11th May 1983	Tayside Regional Council	RJ McLeod	5.9
Pitlochry Bypass	(1) 19th May 1981 (2) September 1981	Jamieson Mackay & Partners	Balfour Beatty	21.1
Killiecrankie Viaduct	19th August 1986	Sir Alexander Gibb & Partners	Tarmac Ltd	17.3
Killiecrankie to Calvine	22nd September 1983	Sir Alexander Gibb & Partners	Tarmac Ltd	18.1
Calvine to County Boundary	(1) 7th November 1978 (2) November 1979	Freeman Fox & Partners	Tarmac Ltd	28.2
C.B to Drumochter Lodge	September 1982	Highland Regional Council	Shanks & McEwan	2.0
Dalwhinnie Bypass	28th June 1976	Highland Regional Council	Tractor Shovels	7.6
Crubenmore to Kingussie	10th December 1979	Sir Alexander Gibb & Partners	Fairclough Civil Engineering	7.4

			Ltd	
Kingussie to Lynwilg	20th September 1982	Highland Regional Council	Wm Tawse Ltd	9.9
Aviemore Bypass	21st August 1980	Highland Regional Council	Tarmac Ltd	5.5
Granish to Avielochan	29th June 1979	Highland Regional Council	Tarmac Ltd	0.6 (C)
Avielochan to Slochd	29th June 1979	WA Fairhurst & Partners	Tarmac Ltd	8.9
Slochd to Dalmagarry	17th November 1976	WA Fairhurst & Partners	Whatlings Ltd	8.6
Dalmagarry to Bogbain	April 1979	WA Fairhurst & Partners	Wm Tawse Ltd	8.2
Bogbain to Longman	12th November 1977	Crouch & Hogg	Fairclough Civil Engineering Ltd	8.0
Kessock Bridge	6th August 1982	Couch & Hogg/ Ove Arup & Partners	Cleveland Bridge/ Redpath Dorman Long	35.5
Longman to Charleston	August 1975	Crouch & Hogg	JG McGregor	2.1
Charleston to Tore	October 1981	Crouch & Hogg	Wm Tawse Ltd	7.7
Tore to Duncanston	August 1978	Crouch & Hogg	Alexander Sutherland (Morrisons)	2.0
Duncanston to Arduille	July 1975	Crouch & Hogg	Wm Tawse Ltd	2.8
Cromarty Bridge	12th April 1979	Crouch & Hogg	Fairclough Civil Engineering Ltd	6.0
A835 Tore to Maryburgh	24th July 1981	Crouch & Hogg	Fairclough Civil Engineering Ltd	7.0
A835 Maryburgh to Brahan	7th November 1985	Crouch & Hogg	Shanks & McEwan	4.0

A9 ARDUILLE TO DUNBEATH

Scheme	Opened	Consultant	Contractor
Arduille to Foulis	July 1980	Highland Regional Council	Morrisons Construction
Evanton Bypass	December 1982	Highland Regional Council	Balfour Beatty
Alness Bypass	17th November 1986	Babtie, Shaw & Morton	Morrisons Construction
Broomhill to Logie Easter	14th January 1994	Highland Regional Council	Morrisons Construction
Logie Easter to Garrick Bridge	11th October 1997	Highland Regional Council	Morrisons Construction
Garrick Bridge to Tain	July 1985	Highland Regional Council	Morrisons Construction
Tain Bypass	May 1979	Ross & Cromarty CC	K Stewart (Strathpeffer) ltd
Dornoch S Approaches	October 1988	Crouch & Hogg	Morrisons Construction
Dornoch Bridge	27th August 1991	Crouch & Hogg/Ove Arup	Christiani & Nielsen/Morrisons
Dornoch N Approaches	October 1988	Crouch & Hogg	Miller Construction
The Mound Diversion	23rd December 1988	Sir William Halcrow & Partners	Fairclough Civil Engineering Ltd

Helmsdale Bridge	30th October 1972	Babtie, Shaw & Morton	Wm Tawse Ltd
Berriedale Braes Realignment	18th October 1963	Byth & Blyth, Edinburgh	W & JR Watson Ltd
Dunbeath Viaduct	23rd May 1990	Sir Alexander Gibb & Partners	Whatlings Ltd

DETAILS

Stirling to Perth

(*) Estimate due to conflicting information

(C) Contracted price, not final cost

- Decision taken in 1984 to fully dual the Perth - Stirling route.
- Keir Roundabout constructed along with "M9 STIRLING BYPASS STAGE 1" on 6th April 1971
- Broxden Roundabout Constructed along with "M90 CRAIGEND TO BROXDEN" in May 1978
- Carnie Braes partially opened on 18th September 1986, (contraflow Southbound)
- Dalreoch Bridge - October 1932

Perth to Inverness

Work Began at Almond Bridge on 19th November 1973 with a Full Reconstruction of Wade/Telford road on a new road alignment, bypassing the towns and villages. The Scottish Development Department devised a policy not to build any roadside service areas to protect business in the bypassed villages. Lay-bys are numbered from 1 (Perth) to 202 (Arduille). The A9 is a CLEARWAY (No stopping) for 124 miles from Inveralmond Roundabout to Arduille Roundabout.

A9 cross section is 7.3m carriageway with 0.7m hard strips included in 3.5m Verges. Dual Carriageways are 2 x 7.3m carriageways with 0.7m verges. 4.5m central reserve with 0.7m hard strips. 0.7m hardstrip discontinued north of A96 Junction.

60mph Single carriageway designed with 450m Full Sight Overtaking Distance and maximum gradients of 4%. Lay-bys every 1Km (where possible). RRL Reflector Kerbs used on all contracts except Killiecrankie to Calvine, Killiecrankie Viaduct and Perth Western Bypass. Pavement Construction is generally flexible construction with lean mix used on most contracts...

A9 Dalmagarry to Slochd Pavement

40mm Hot Rolled Asphalt - 50mm DBM Base - 20mm Lean Mix - 150mm Subbase

A9 Bogbain to Dalmagarry Pavement

40mm x 30/20 Asphalt
60mm x 20mm DBM basecourse

200mm x 40mm Leanmix macadam
150mm x type 1 subbase

Dalwhinnie Bypass was designed by Highland Regional Council who opted against Lean Mix for a "Tarmac" base instead. Babbie, Shaw & Morton also opted for a fully flexible road base.

A9 Dalwhinnie Bypass Pavement

40mm Trinidad Lake asphalt - 60mm of 20mm dense base course - 200mm of 40mm dense roadbase - 150mm type 1 Subbase.

Trial stretch of surfacing was laid at Slochd Summit called "OPEN TEXTURED MACADAM". Laid in 1976 but removed in 1978.

Killiecrankie Viaduct

Client - Scottish Development Department
Engineer - Sir Alexander Gibb & Partners
Contractor - Tarmac Construction

The Viaduct consist of a series of 15m Spans using inverted T Prestressed beams with insitu concrete infill and joined over the supports with a reinforced concrete 'lost crosshead' to provide continuity under live load. The decks are divided into 2 continuous lengths of eight spans and four continuous lengths of eleven spans. These lengths were chosen to reduce the number of expansion joints the minimum while at the same time avoid the danger of possible jamming of the guided bearings due to the sinuous alignment. One end of each section is fixed while the other is provided with an expansion joint.

Length of dual carriageway - 1.6km

Southbound Viaduct - 285m

Northbound viaduct - 615m

Length of uphill wall - 320m

Length of central reserve wall - 330m

Length of downhill wall - 370m

Excavated soft material - 208,000 cuM

Excavated rock - 146,000 cuM

Imported soft material - 77,000 cuM

Imported Rock - 64,000 cuM

Structural concrete - 46,000 cuM

Reinforcement - 2,300 t

No of Prestressed beams - 1,144

No of Rock Anchors - 531

Partially opened to contraflow, southbound, July 1986. Officially opened 19th August 1986.

Tomatin Viaduct

Consultant: WA Fairhurst & Partners
Contractor: Whatlings Ltd
Steelwork Contractor: Fairfield Mabey

The Viaduct was built with Weathering Steel, a US Steel which Develops a skin to stop corrosion, so it is Not painted (Weather resistant steel). It was one of the first viaducts built with Weather resistant steel in Scotland (The first was on the A80)

The viaduct itself is built on Reinforced concrete piers sitting on Piled foundations with Reinforced crossheads.

Supporting steel plated Girders 1.5m deep.

The deck is made up of 8 Steel Plated Girders with Reinforced Concrete Deck & connecting pins to join them up.

The Deck was Waterproofed with 2 coats of 40mm thick Dense bitumen MacAdam

Topped with Hot Rolled Asphalt. Constructed September 1974 to December 1976.

Opened to Traffic 17th November 1976.

Arduille to Dunbeath

The A9 Trunk road from 16th May 1935 til 1996 ran from Inverness up to Wick and John o Groats. On 1st April 1996 the A9 was rerouted north from Latherton to terminate at Scrabster Harbour via Thurso. The original A9 from Latherton to Wick became renumbered as A99.

The A9 from Arduille to Broomhill, Garrick Bridge to Tain and the original Tain Bypass is built with a Kerb and Drainage system. Broomhill to Garrick Bridge, The Mound & Dornoch Bridge Plus the Approaches are built with Off The Edge drainage and gravel pits. Tain Bypass was fully reconstructed to replace the original Pavement, remove the kerbs and drains and introduce OTE drainage circa 1999/2000

Alness to Broomhill

- Achnagarron Church Diversion, designed by HRC, Completed December 1976.

- Tomich to Broomhill, Completed (Approx) August 1977

The A9, when originally assigned in 1935, left Alness and followed the north shore of the Cromarty Firth, passing through Invergordon, and rejoining the historic route at Kildary. The more direct route from Alness, past Roskeen Church and Broomhill to Kildary was followed by the B817. The A9 and B817 were swapped in the late 1960s / Early 1970s and improvements were made to the Alness - Broomhill - Kildary route where several stretches were realigned to create a faster flowing road.

Misc Dates

Bonar Bridge	14th December 1973	Crouch & Hogg	Wm Tawse Ltd	Steelwork done by Redpath Dorman Long Ltd
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A9 Helmsdale to Ord of Caithness	21st August 2008	Scott Wilson Kirkpatrick & Partners	RJ Mcleod	2 Stages. New road bypassing hairpins
A9 Stirling Station Underpass	11th November 1970	Crouch & Hogg	Tarmac Ltd	Dual Carriageway relief road known as Bughmuir Road
A9 Crubenmore to Glentruim	26th September 2011	Atkins (Glasgow)	John Paul Construction	Northward extension of existing dual carriageway
Ballinluig Junction Upgrade	26th May 2008	Scott Wilson Kirkpatrick & Partners		Northbound Slips added to A9/A827 junction
A9/A85 Slip Roads	8th April 1987	Tayside Regional Council	I.H. Brown Ltd	Not Constructed along with the Perth Bypass due to "low traffic demand"
Bankfoot Junction Upgrade	28th August 2009	Scotland Transerve		£2.7M
Dalmagarry Bridge	13th November 1970	Inverness County Council	William Briggs Construction	New Bridge over Dalmagarry burn, later utilised in A9 Upgrade.
Latheronwheel Diversion	July 1968	Caithness CC	J. Gunn & Sons Ltd	Road Diversion

Typed up by: Duncan Macknight. In Cooperation with the Glasgow Motorway Archive. Incomplete