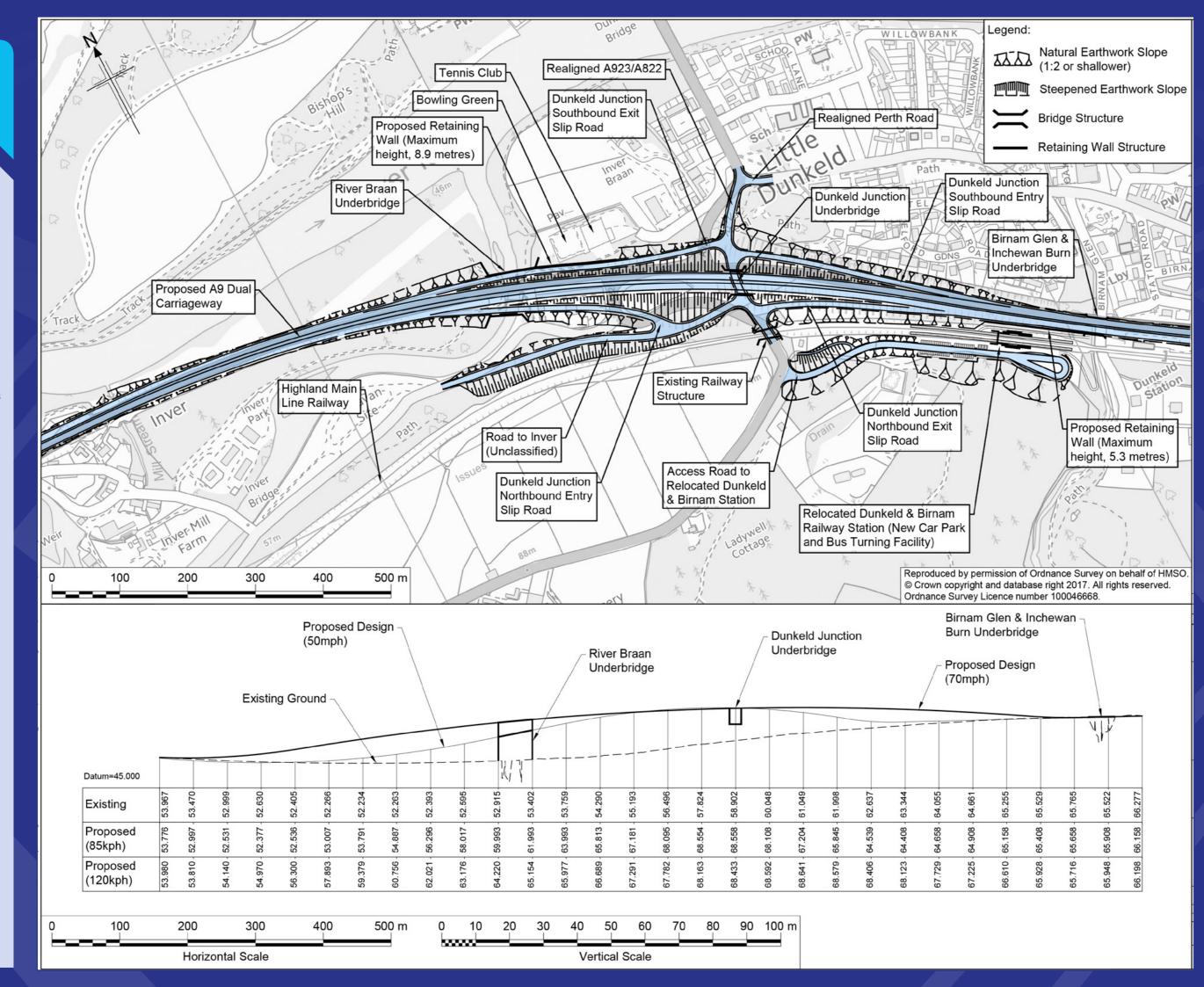
Main features:

- Provides full access to and from the A9.
- Layout suitable for Category 7A dual carriageways.
- Maintains continuity of junction type throughout the A9.
- Good quality side road connection between the A923 and A822.
- A9 closer to existing carriageway levels for a longer length, likely reducing noise, vibration and visual impacts on adjacent properties (compared to 70mph Option A).
- Shorter slip roads (compared to 70mph Option A).
- Height of retaining wall adjacent to Tennis Club and Bowling Green reduced by approximately 4.5 metres (compared to Option A).
- Removes existing earthwork bund between road and railway.
- Street lighting not required.
- Steepened earthworks required alongside Highland Main Line railway, potentially introducing landscape and visual impacts.
- No journey time improvements as speed limit is lower than existing.
- Improves access to the A9 for local road traffic.
- Long span and elevated bridge required across the River Braan (Special Area of Conservation).
- Station relocation proposed, with access from the A822. Alternative station design (e.g. layout on plan reference: B2140002/ SK/259) could also be used.





A9 Dualling Programme

Pass of Birnam to Tay Crossing

Dunkeld Junction, 50mph Design Speed on A9



Notos

- Design shown is a preliminary design and will be subject to further assessment and refinement to ensure compliance with relevant design standards.
- Design shown is an alternative option suggested by the public based on Option A developed previously by Transport Scotland. It has been developed for discussion purposes only
- Only main features are noted for this option. This list is not exhaustive and there may be more local impacts associated with this option.
- 4. Design shown assumes 50mph Design Speed on the A9.



