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 Perth Road and the B867.
- A9 generally at existing carriageway level.
- No impact on residential properties.
- No impact on sewage works.
- Land-take within River Tay Flood Zone.
- No impact on River Tay (Special Area of Conservation).
- Land-take within Ring Wood, impacting habitat for natural species and Ancient Woodland, introducing landscape and visual impacts.
- Steepened earthworks required alongside Highland Main Line railway, potentially introducing landscape and visual impacts.
- Steepened earthworks required alongside sewage works, potentially introducing landscape and visual impacts.
- Street lighting not required.
- Provides journey time improvements due to 70mph speed limit.
- Improves access to the A9 for local road traffic.

Notes:

1. Design shown is a preliminary design and will be subject to further assessment and refinement to ensure compliance with relevant design standards.
2. Design shown is a grade-separated junction option considered by Transport Scotland / Jacobs as part of a sifting process carried out prior to the DMRB Stage 2 assessment process.
3. Only main features are noted for this option. This list is not exhaustive and there may be more local impacts associated with this option.
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 Perth Road and the B867.
- A9 generally at existing carriageway level.
- No impact on residential properties.
- No impact on sewage works.
- Land-take generally at existing carriageway level.
- No impact on River Tay Flood Zone.
- Land-take within River Tay (Special Area of Conservation).
- No impact on River Tay (Special Area of Conservation).
- Land-take within Ring Wood, impacting habitat for natural species and Ancient Woodland, introducing landscape and visual impacts.
- Unacceptable impact on Highland Main Line railway.
- Steepened earthworks required alongside sewage works, potentially introducing landscape and visual impacts.
- Street lighting not required.
- Improves journey time improvements.
- Improves access to the A9 for local road traffic.
- Provides journey time improvements due to 70mph speed limit.
- Improves access to the A9 for local road traffic.

Notes:

1. Design shown is a preliminary design and will be subject to further assessment and refinement to ensure compliance with relevant guidelines.
2. Design shown is a grade-separated junction option considered by Transport Scotland / Jacobs as part of a sifting process prior to the DMRB Stage 2 assessment process.
3. Only main features are noted for this option. This list is not exhaustive and there may be more local impacts associated with this option.

Legend:
- Earthworks in Cut
- Earthworks in Fill
- Bridge Structure

A9 Dualling Programme
Pass of Birnam to Tay Crossing
Birnam Junction Preliminary Options Drawing 2/5

Notes:
1. Design shown is a preliminary design and will be subject to further assessment and refinement to ensure compliance with relevant design standards.
2. Design shown is a grade-separated junction option considered by Transport Scotland / Jacobs as part of a sifting process prior to the DMRB Stage 2 assessment process.
3. Only main features are noted for this option. This list is not exhaustive and there may be more local impacts associated with this option.
Main features:

1. Design shown is a preliminary design and will be subject to further assessment and refinement to ensure compliance with relevant design standards.

2. Design shown is a grade-separated junction option considered by Transport Scotland / Jacobs as part of a sifting process carried out prior to the DMRB Stage 2 assessment process.

3. Only main features are noted for this option. This list is not exhaustive and there may be more local impacts associated with this option.

- 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 Perth Road and the B867.
- A9 generally at existing carriageway level.
- Impact on residential properties.
- Impact on access arrangements to sewage works.
- Impact on River Tay (Special Area of Conservation).
- Land-take within River Tay Flood Zone.
- Land-take within Ring Wood, impacting habitat for natural species and Ancient Woodland, introducing landscape and visual impacts.
- Impact on Highland Main Line railway.
- Steepened earthworks required alongside sewage works, potentially introducing landscape and visual impacts.
- Street lighting not required.
- Provides journey time improvements due to 70mph speed limit.
- Improves access to the A9 for local road traffic.

A9 Dualling Programme
Pass of Birnam to Tay Crossing
Birnam Junction Preliminary Options Drawing 3/5

Notes:
1. Design shown is a preliminary design and will be subject to further assessment and refinement to ensure compliance with relevant design standards.
2. Design shown is a grade-separated junction option considered by Transport Scotland / Jacobs as part of a sifting process carried out prior to the DMRB Stage 2 assessment process.
3. Only main features are noted for this option. This list is not exhaustive and there may be more local impacts associated with this option.
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 Perth Road and the B867.
- A9 generally at existing carriageway level.
- No impact on residential properties.
- No impact on sewage works.
- Impact on River Tay (Special Area of Conservation).
- Land-take within River Tay Flood Zone.
- Land-take within Ring Wood, impacting habitats for natural species and Ancient Woodland, introducing landscape and visual impacts.
- Steepened earthworks required alongside Highland Main Line railway, potentially introducing landscape and visual impacts.
- Street lighting not required.
- Provides journey time improvements due to 70mph speed limit.
- No access to/from the A9 to the north at Birnam Junction.
- Narrow footprint of dualling north of Birnam Junction as no slip roads provided adjacent to properties or railway.
- Increase in traffic flows on Perth Road (possibly by up to 75%, assuming full access at Dunkeld Junction).

Notes:

1. Design shown is a preliminary design and will be subject to further assessment and refinement to ensure compliance with relevant design standards.
2. Design shown is a grade-separated junction option considered by Transport Scotland / Jacobs as part of a sifting process carried out prior to the DMRB Stage 2 assessment process.
3. Only main features are noted for this option. This list is not exhaustive and there may be more local impacts associated with this option.
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 Perth Road and the B867.
- A9 generally at existing carriageway level.
- Impact on residential properties.
- Impact on sewage works.
- Land-take within River Tay Flood Zone.
- Land-take within Ring Wood, impacting habitat for natural species and Ancient woodland, introducing landscape and visual impacts.
- Street lighting not required.
- Provides journey time improvements due to 70mph speed limit.
- Improves access to the A9 for local road traffic.
- No impact on Highland Main Line railway.
- No impact on River Tay (Special Area of Conservation).
- Short length of slip roads may introduce a safety issue during peak traffic periods.

Notes:

1. Design shown is a preliminary design and will be subject to further assessment and refinement to ensure compliance with relevant design standards.
2. Design shown is a grade-separated junction option considered by Transport Scotland / Jacobs as part of a sifting process carried out prior to the DMRB Stage 2 assessment process.
3. Only main features are noted for this option. This list is not exhaustive and there may be more local impacts associated with this option.

Legend:
- Earthworks in Cut
- Earthworks in Fill
- Bridge Structure

Birnam Junction Preliminary Drawing Option 5

Legend:
- Earthworks in Cut
- Earthworks in Fill
- Bridge Structure

A9 Dualling Programme
Pass of Birnam to Tay Crossing
Birnam Junction Preliminary Options Drawing 5/5

Notes:
1. Design shown is a preliminary design and will be subject to further assessment and refinement to ensure compliance with relevant design standards.
2. Design shown is a grade-separated junction option considered by Transport Scotland / Jacobs as part of a sifting process carried out prior to the DMRB Stage 2 assessment process.
3. Only main features are noted for this option. This list is not exhaustive and there may be more local impacts associated with this option.