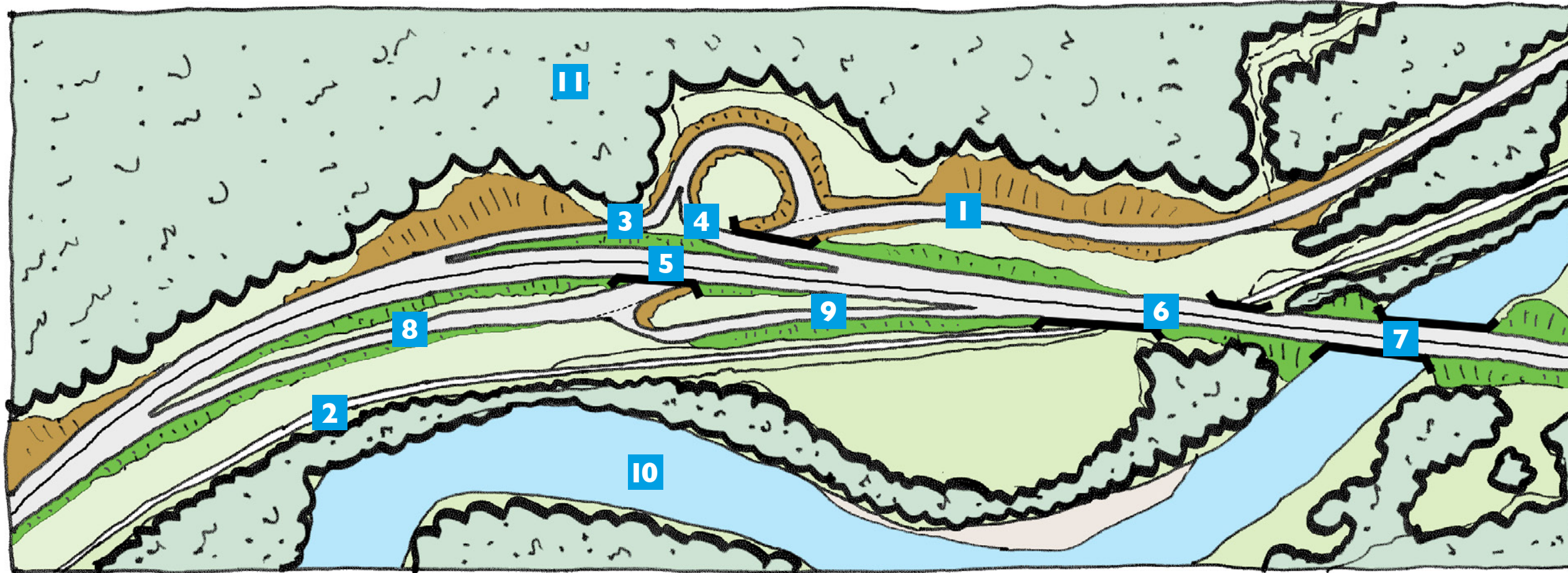


Main features:

- Provides full access to and from the A9.
- Layout suitable for Category 7A dual carriageways.
- Maintains continuity of junction type throughout the A9.
- Land-take within Inver Wood, impacting habitat for natural species and Ancient Woodland, introducing landscape and visual impacts.
- Northbound slip roads located on existing plateau, reducing impacts on Inver Wood and Ancient Woodland.
- Encroachment towards the Highland Main Line railway.
- A9 generally at existing carriageway level.
- Street lighting not required.
- Provides journey time improvements due to 70mph speed limit.
- Improves access to the A9 for local road traffic.
- Unfamiliar junction layout between the southbound exit slip road and realigned B898.
- Impact on Inch Rail Tunnel, increasing construction complexity and cost.

Dalguise Junction Preliminary Option 1



1 REALIGNED B898

2 HIGHLAND MAIN LINE RAILWAY

3 NORTHBOUND EXIT SLIP ROAD

4 NORTHBOUND ENTRY SLIP ROAD

5 DALGUISE JUNCTION UNDERBRIDGE

6 INCH RAIL TUNNEL

7 RIVER TAY UNDERBRIDGE

8 SOUTHBOUND ENTRY SLIP ROAD

9 SOUTHBOUND EXIT SLIP ROAD

10 RIVER TAY (SPECIAL AREA OF CONSERVATION)

11 INVER WOOD (ANCIENT WOODLAND)

Legend:

Earthworks in Cut

Earthworks in Fill

Bridge Structure

A9 Dualling Programme

Pass of Birnam to Tay Crossing

Dalguise Junction Preliminary Options Drawing 1/6



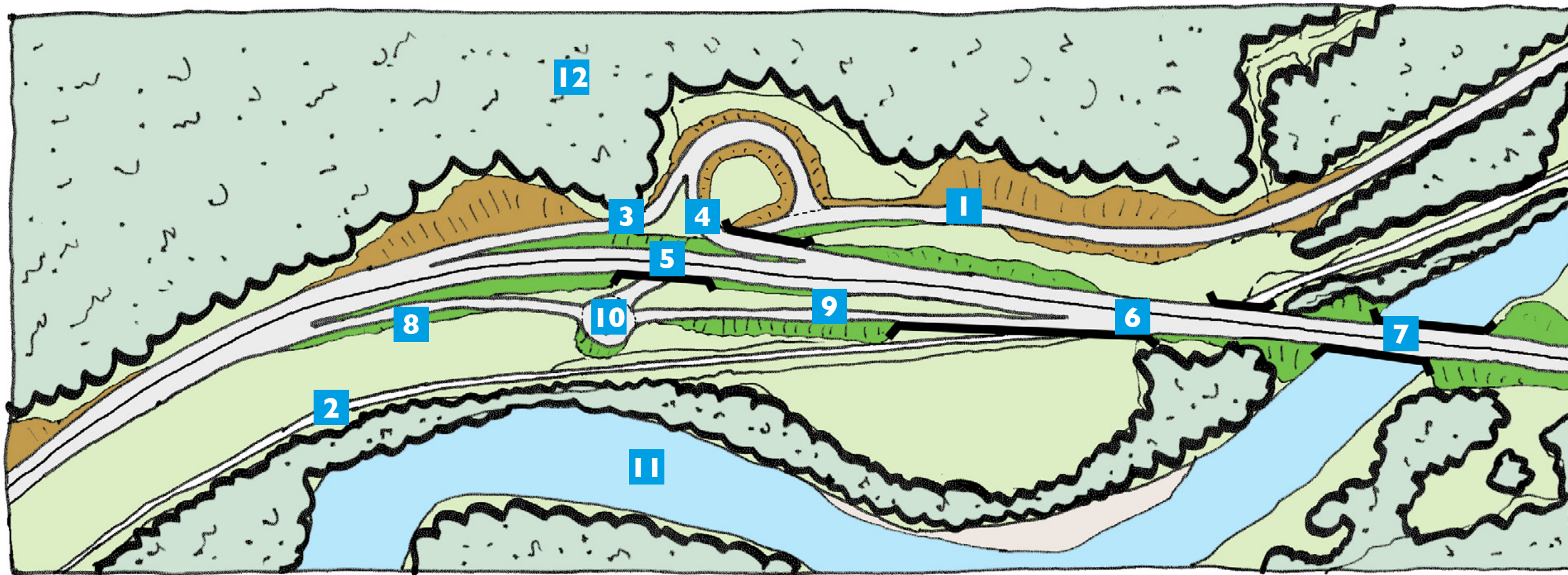
Notes:

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.
- Land-take within Inver Wood, impacting habitat for natural species and Ancient Woodland, introducing landscape and visual impacts.
- Northbound slip roads located on existing plateau, reducing impacts on Inver Wood and Ancient Woodland.
- Encroachment towards the Highland Main Line railway.
- A9 generally at existing carriageway level.
- Street lighting at roundabout and approaches required, introducing visual impacts.
- Provides journey time improvements due to 70mph speed limit.
- Improves access to the A9 for local road traffic.
- Increased potential for low severity accidents.
- Impact on Inch Rail Tunnel, increasing construction complexity and cost.

Dalguise Junction Preliminary Option 2



1 REALIGNED B898

2 HIGHLAND MAIN LINE RAILWAY

3 NORTHBOUND EXIT SLIP ROAD

4 NORTHBOUND ENTRY SLIP ROAD

5 DALGUISE JUNCTION UNDERBRIDGE

6 INCH RAIL TUNNEL

7 RIVER TAY UNDERBRIDGE

8 SOUTHBOUND ENTRY SLIP ROAD

9 SOUTHBOUND EXIT SLIP ROAD

10 ROUNDABOUT

11 RIVER TAY (SPECIAL AREA OF CONSERVATION)

12 INVER WOOD (ANCIENT WOODLAND)

Legend:

-  Earthworks in Cut
-  Earthworks in Fill
-  Bridge Structure

A9 Dualling Programme

Pass of Birnam to Tay Crossing

Dalguise Junction Preliminary Options Drawing 2/6



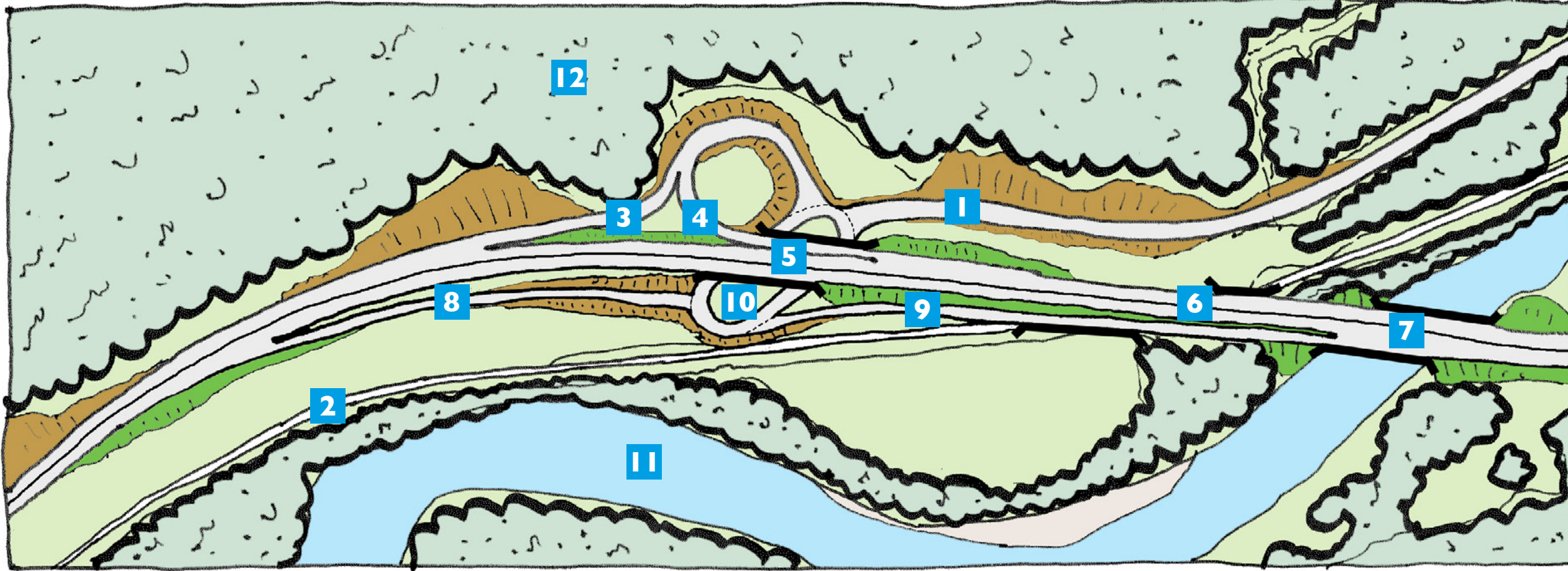
Notes:

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.
- Land-take within Inver Wood, impacting habitat for natural species and Ancient Woodland, introducing landscape and visual impacts.
- Northbound slip roads located on existing plateau, reducing impacts on Inver Wood and Ancient Woodland.
- Encroachment towards the Highland Main Line railway.
- A9 generally at existing carriageway level.
- Street lighting at roundabout and approaches required, introducing visual impacts.
- Provides journey time improvements due to 70mph speed limit.
- Improves access to the A9 for local road traffic.
- Increased potential for low severity accidents.
- Long span bridge required across the roundabout.
- Impact on Inch Rail Tunnel, increasing construction complexity and cost.
- Impact on River Tay (Special Area of Conservation) bridge, increasing construction complexity and cost.

Dalguise Junction Preliminary Option 3



1 REALIGNED B898

2 HIGHLAND MAIN LINE RAILWAY

3 NORTHBOUND EXIT SLIP ROAD

4 NORTHBOUND ENTRY SLIP ROAD

5 DALGUISE JUNCTION UNDERBRIDGE

6 INCH RAIL TUNNEL

7 RIVER TAY UNDERBRIDGE

8 SOUTHBOUND ENTRY SLIP ROAD

9 SOUTHBOUND EXIT SLIP ROAD

10 ELONGATED ROUNDABOUT

11 RIVER TAY (SPECIAL AREA OF CONSERVATION)

12 INVER WOOD (ANCIENT WOODLAND)

Legend:

 Earthworks in Cut

 Earthworks in Fill

 Bridge Structure

A9 Dualling Programme

Pass of Birnam to Tay Crossing

Dalguise Junction Preliminary Options Drawing 3/6



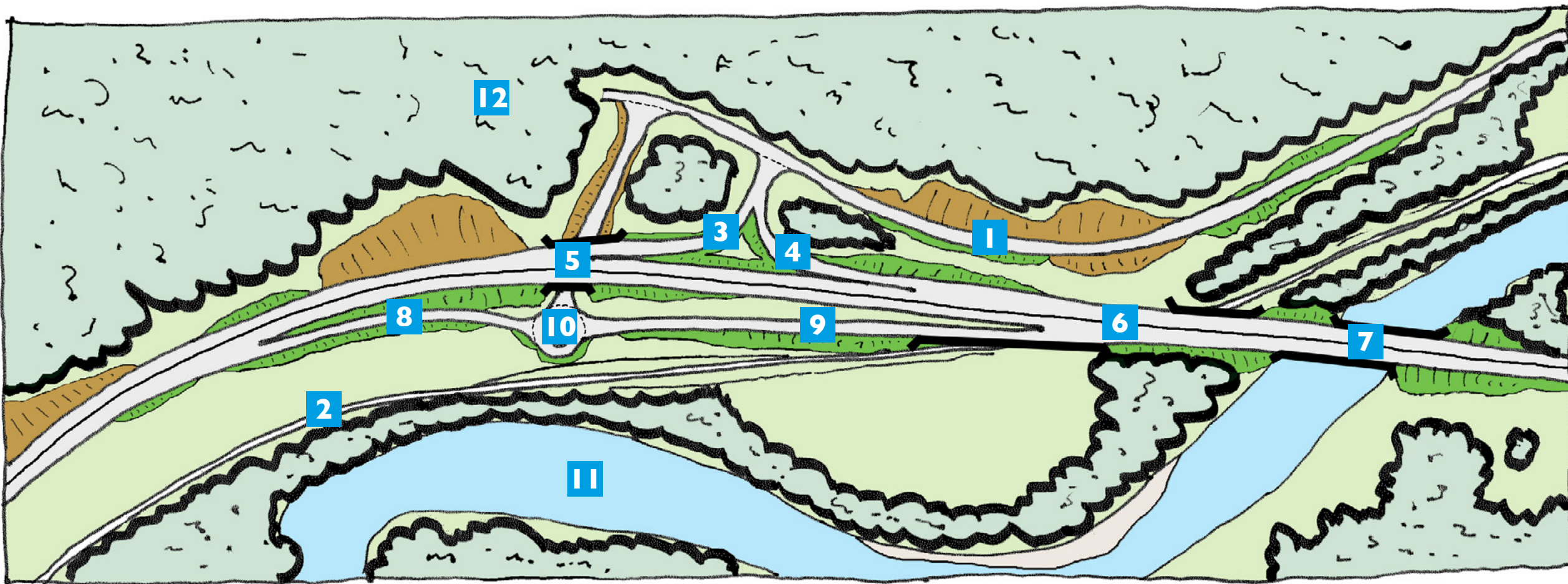
Notes:

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.
- Poor quality side road connection with the B898.
- Land-take within Inver Wood, impacting habitat for natural species and Ancient Woodland, introducing landscape and visual impacts.
- Encroachment towards the Highland Main Line railway.
- A9 generally at existing carriageway level.
- Street lighting at roundabout and approaches required, introducing visual impacts.
- Provides journey time improvements due to 70mph speed limit.
- Improves access to the A9 for local road traffic.
- Increased potential for low severity accidents.
- Impact on Inch Rail Tunnel, increasing construction complexity and cost.
- Short length of slip roads may introduce a safety issue during peak traffic periods.

Dalguise Junction Preliminary Option 4



1 REALIGNED B898

2 HIGHLAND MAIN LINE RAILWAY

3 NORTHBOUND EXIT SLIP ROAD

4 NORTHBOUND ENTRY SLIP ROAD

5 DALGUISE JUNCTION UNDERBRIDGE

6 INCH RAIL TUNNEL

7 RIVER TAY UNDERBRIDGE

8 SOUTHBOUND ENTRY SLIP ROAD

9 SOUTHBOUND EXIT SLIP ROAD

10 ROUNDABOUT

11 RIVER TAY (SPECIAL AREA OF CONSERVATION)

12 INVER WOOD (ANCIENT WOODLAND)

Legend:

Earthworks in Cut

Earthworks in Fill

Bridge Structure

A9 Dualling Programme

Pass of Birnam to Tay Crossing

Dalguise Junction Preliminary Options Drawing 4/6



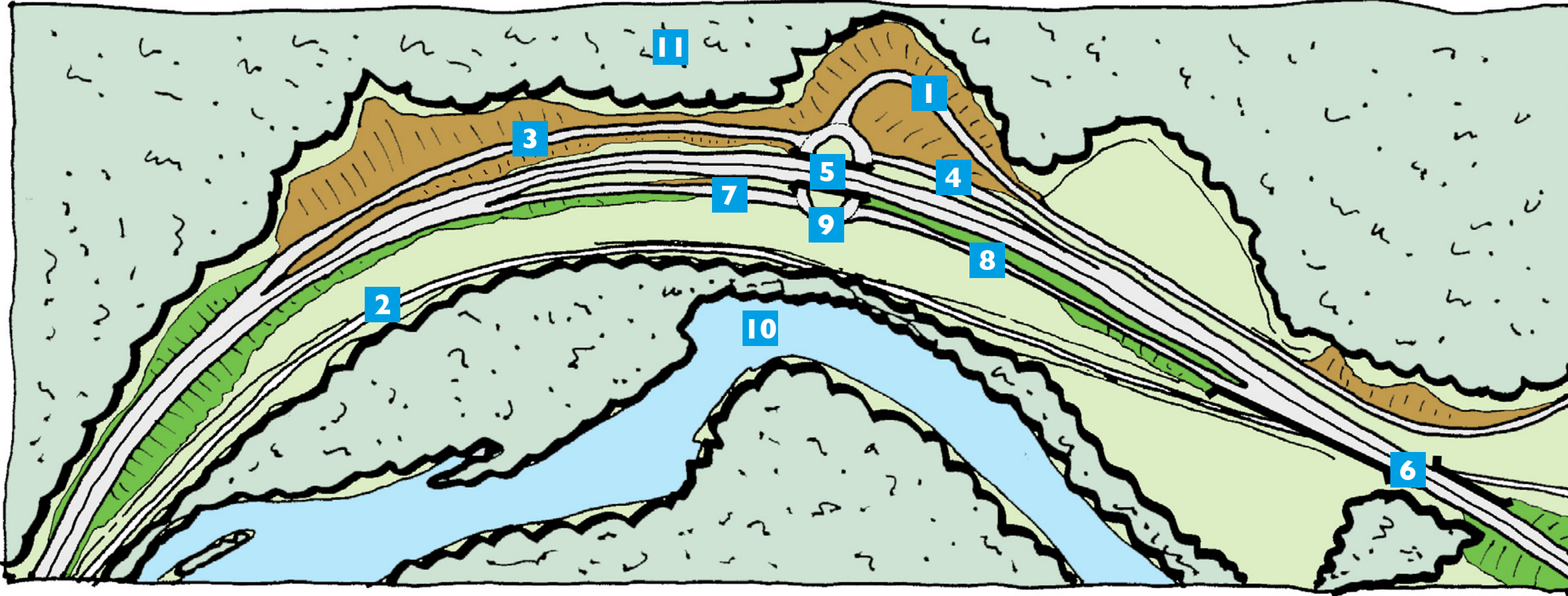
Notes:

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.
- Land-take within Inver Wood, impacting habitat for natural species and Ancient Woodland, introducing landscape and visual impacts.
- Encroachment towards the Highland Main Line railway.
- A9 generally at existing carriageway level.
- Street lighting at roundabout and approaches required, introducing visual impacts.
- Provides journey time improvements due to 70mph speed limit.
- Improves access to the A9 for local road traffic.
- Increased potential for low severity accidents.
- Long span bridge required across the roundabout.
- Impact on Inch Rail Tunnel, increasing construction complexity and cost.

Dalguise Junction Preliminary Option 5



I REALIGNED B898

2 HIGHLAND MAIN LINE RAILWAY

3 NORTHBOUND EXIT SLIP ROAD

4 NORTHBOUND ENTRY SLIP ROAD

5 DALGUISE JUNCTION UNDERBRIDGE

6 INCH RAIL TUNNEL

7 SOUTHBOUND ENTRY SLIP ROAD

8 SOUTHBOUND EXIT SLIP ROAD

9 ELONGATED ROUNDABOUT

10 RIVER TAY (SPECIAL AREA OF CONSERVATION)

II INVER WOOD (ANCIENT WOODLAND)

Legend:

- Earthworks in Cut
- Earthworks in Fill
- Bridge Structure

A9 Dualling Programme

Pass of Birnam to Tay Crossing

Dalguise Junction Preliminary Options Drawing 5/6



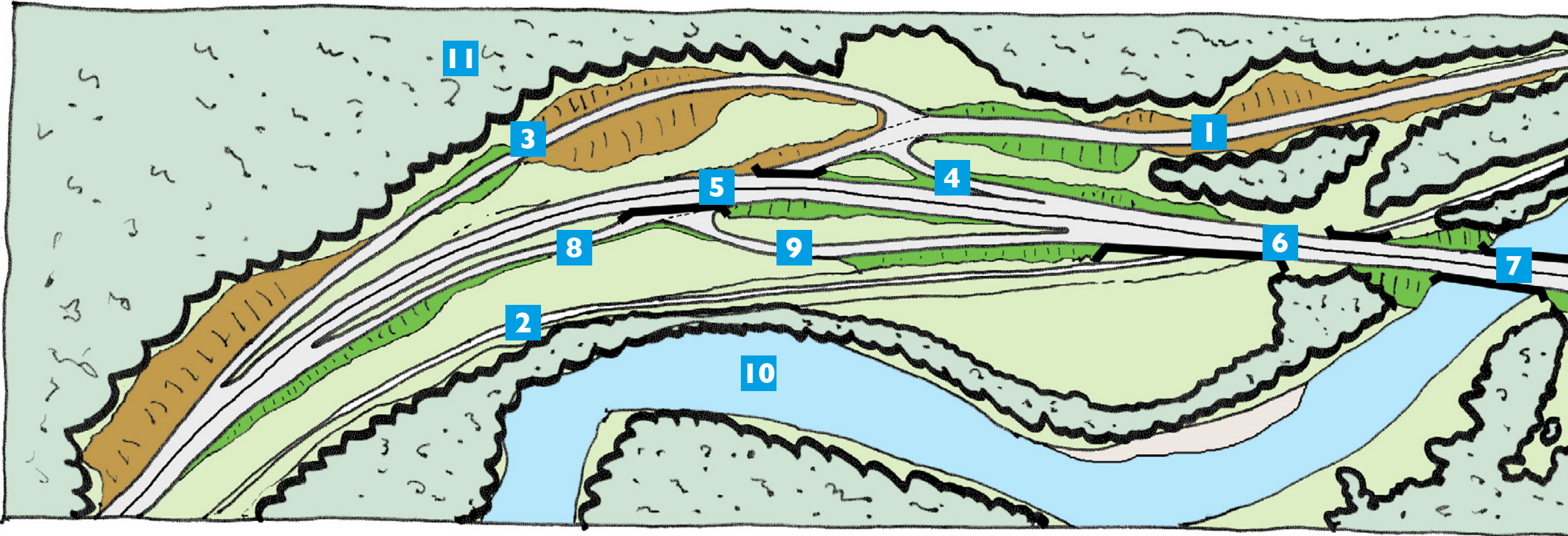
Notes:

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.
- Land-take within Inver Wood, impacting habitat for natural species and Ancient Woodland, introducing landscape and visual impacts.
- Encroachment towards the Highland Main Line railway.
- A9 generally at existing carriageway level.
- Street lighting not required.
- Provides journey time improvements due to 70mph speed limit.
- Improves access to the A9 for local road traffic.
- Unfamiliar junction layout between the southbound exit slip road and realigned B898.
- Impact on Inch Rail Tunnel, increasing construction complexity and cost.

Dalguise Junction Preliminary Option 6



I REALIGNED B898

2 HIGHLAND MAIN LINE RAILWAY

3 NORTHBOUND EXIT SLIP ROAD

4 NORTHBOUND ENTRY SLIP ROAD

5 DALGUISE JUNCTION UNDERBRIDGE

6 INCH RAIL TUNNEL

7 RIVER TAY UNDERBRIDGE

8 SOUTHBOUND ENTRY SLIP ROAD

9 SOUTHBOUND EXIT SLIP ROAD

10 RIVER TAY (SPECIAL AREA OF CONSERVATION)

II INVER WOOD (ANCIENT WOODLAND)

Legend:

Earthworks in Cut

Earthworks in Fill

Bridge Structure



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.

A9 Dualling Programme

Pass of Birnam to Tay Crossing

Dalguise Junction Preliminary Options
Drawing 6/6