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 slip exit road and realigned B898.
- Impact on Inch Rail Tunnel, increasing construction complexity and cost.

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.

Notes:

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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
Main features:

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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.
- 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.

Notes:

- 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.

Legend:

- Earthworks in Cut
- Earthworks in Fill
- Bridge Structure
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 habitats 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.

Notes:

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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
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.

Notes:

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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.

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