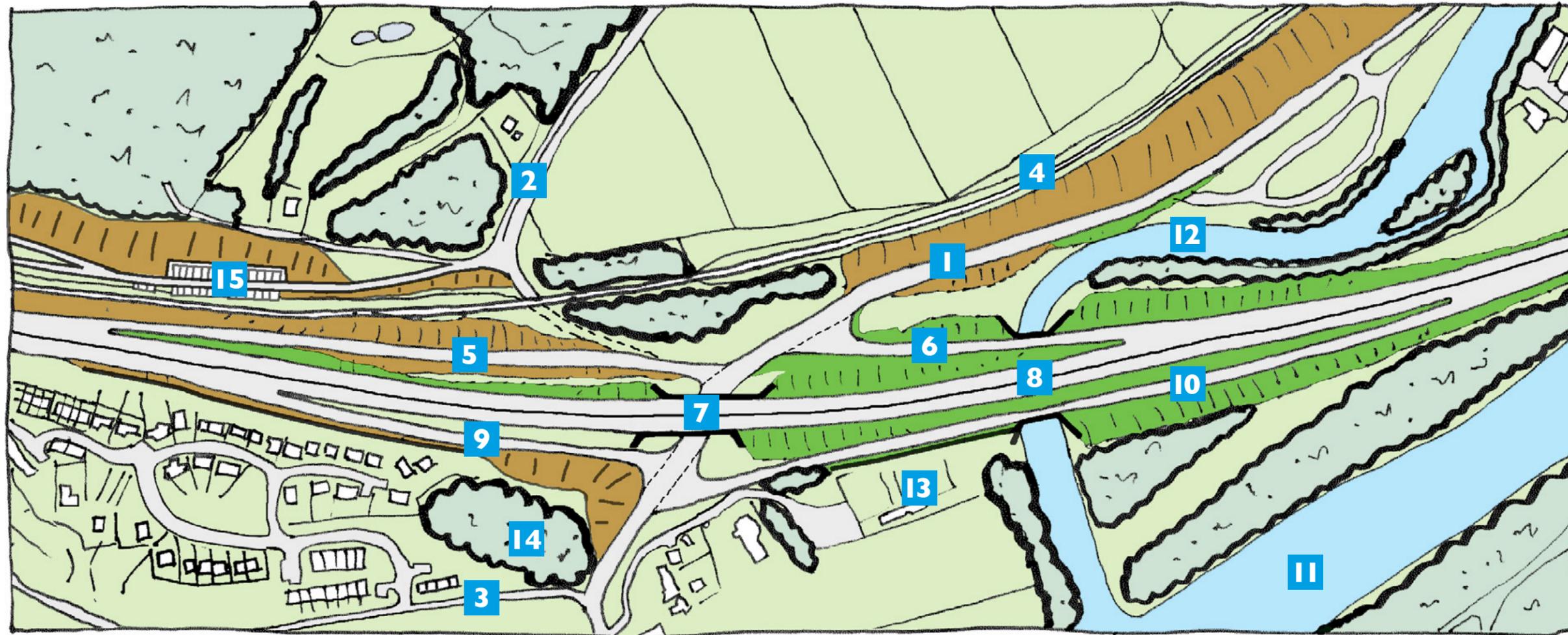


## Main features:

- Layout suitable for Category 7A dual carriageways.
- Maintains continuity of junction type throughout the A9.
- Good quality side road connection between the A923 and Unclassified Road (Inver Road).
- No access provided to A822, alternative route unsuitable for large vehicles and impact on access to proposed relocated station.
- A9 elevated, likely increasing noise, vibration and visual impacts on adjacent properties.
- Retaining wall required alongside residential properties, introducing landscape and visual impacts.
- Street lighting not required.
- Construction complexity in a constrained area.
- Provides journey time improvements due to 70mph speed limit.
- Improves access to the A9 for local road traffic.
- Retaining wall required alongside Tennis Club and Bowling Green, introducing landscape and visual impacts.
- Removes existing earthwork bund between A9 and railway.
- Steepened earthworks required alongside Highland Main Line railway, potentially introducing landscape and visual impacts.
- 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.

## Dunkeld Junction Preliminary Option 1



**1** REALIGNED A923 / UNCLASSIFIED ROAD (INVER ROAD)

**2** A822 (OLD MILITARY ROAD)

**3** PERTH ROAD

**4** HIGHLAND MAIN LINE RAILWAY

**5** NORTHBOUND EXIT SLIP ROAD

**6** NORTHBOUND ENTRY SLIP ROAD

**7** DUNKELD JUNCTION UNDERBRIDGE

**8** RIVER BRAAN UNDERBRIDGE

**9** SOUTHBOUND ENTRY SLIP ROAD

**10** SOUTHBOUND EXIT SLIP ROAD

**11** RIVER TAY (SPECIAL AREA OF CONSERVATION)

**12** RIVER BRAAN (SPECIAL AREA OF CONSERVATION)

**13** TENNIS CLUB AND BOWLING GREEN

**14** WAR MEMORIAL

**15** RELOCATED STATION

### Legend:

Earthworks in Cut

Earthworks in Fill

Bridge Structure

Retaining Wall Structure

## A9 Dualling Programme

Pass of Birnam to Tay Crossing

### Dunkeld Junction Preliminary Options Drawing 1/7



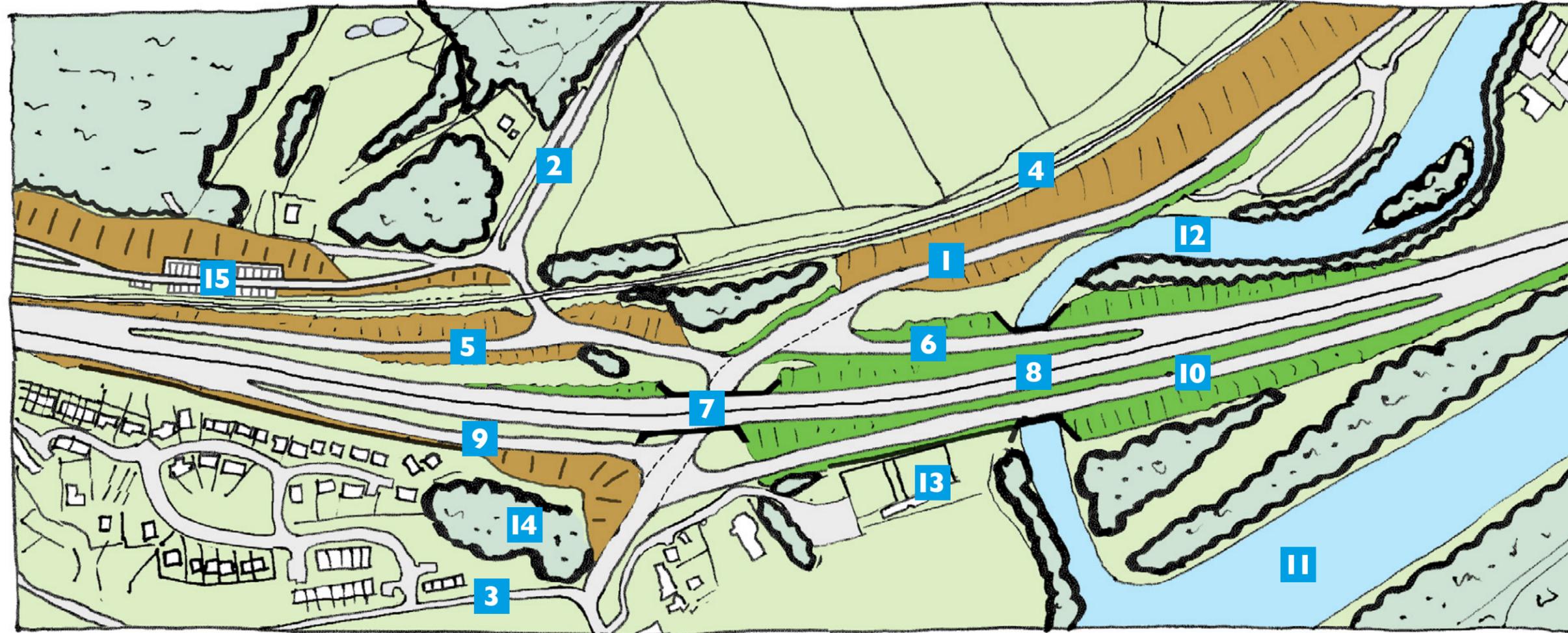
#### Notes:

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 the A923 and Unclassified Road (Inver Road).
- A9 elevated, likely increasing noise, vibration and visual impacts on adjacent properties.
- Retaining wall required alongside residential properties, introducing landscape and visual impacts.
- Street lighting not required.
- Construction complexity in a constrained area.
- Provides journey time improvements due to 70mph speed limit.
- Improves access to the A9 for local road traffic.
- Retaining wall required alongside Tennis Club and Bowling Green, introducing landscape and visual impacts.
- Removes existing earthwork bund between A9 and railway.
- Steepened earthworks required alongside Highland Main Line railway, potentially introducing landscape and visual impacts.
- 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.

## Dunkeld Junction Preliminary Option 2



- |  |  |   |                                     |                                     |
|--|--|---|-------------------------------------|-------------------------------------|
| <b>1</b> REALIGNED A923 / UNCLASSIFIED ROAD (INVER ROAD) | <b>2</b> A822 (OLD MILITARY ROAD)                    | <b>3</b> PERTH ROAD                     | <b>4</b> HIGHLAND MAIN LINE RAILWAY | <b>5</b> NORTHBOUND EXIT SLIP ROAD  |
| <b>6</b> NORTHBOUND ENTRY SLIP ROAD                      | <b>7</b> DUNKELD JUNCTION UNDERBRIDGE                | <b>8</b> RIVER BRAAN UNDERBRIDGE        | <b>9</b> SOUTHBOUND ENTRY SLIP ROAD | <b>10</b> SOUTHBOUND EXIT SLIP ROAD |
| <b>11</b> RIVER TAY (SPECIAL AREA OF CONSERVATION)       | <b>12</b> RIVER BRAAN (SPECIAL AREA OF CONSERVATION) | <b>13</b> TENNIS CLUB AND BOWLING GREEN | <b>14</b> WAR MEMORIAL              | <b>15</b> RELOCATED STATION         |

### Legend:

- Earthworks in Cut
- Earthworks in Fill
- Bridge Structure
- Retaining Wall Structure

## A9 Dualling Programme

Pass of Birnam to Tay Crossing

### Dunkeld Junction Preliminary Options Drawing 2/7



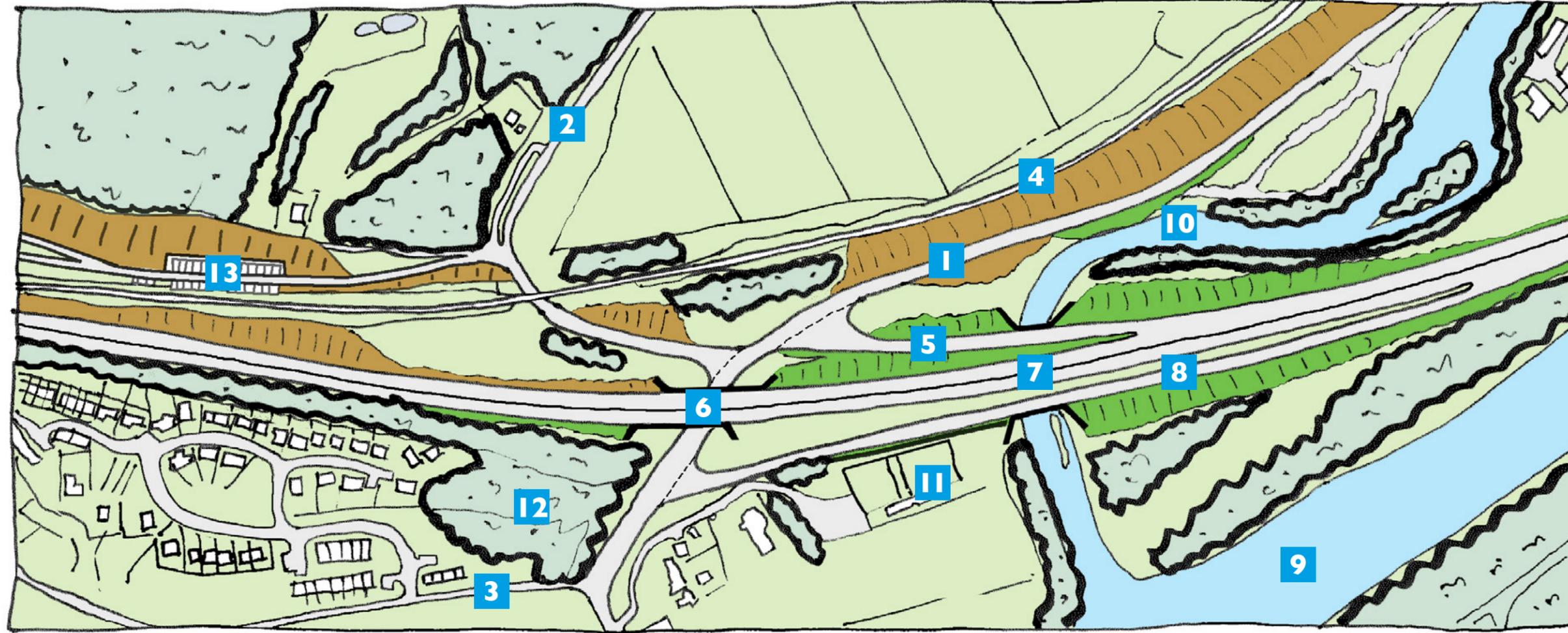
#### Notes:

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:

- Layout suitable for Category 7A dual carriageways.
- Maintains continuity of junction type throughout the A9.
- Good quality side road connection between the A923 and Unclassified Road (Inver Road).
- A9 elevated, likely increasing noise, vibration and visual impacts on adjacent properties.
- No retaining wall required alongside residential properties.
- Street lighting not required.
- Construction complexity in a constrained area.
- Provides journey time improvements due to 70mph speed limit.
- No access to/from the A9 to the south at Dunkeld Junction.
- Narrow footprint of dualling south of Dunkeld Junction as no slip roads provided adjacent to properties or railway.
- Retaining wall required alongside Tennis Club and Bowling Green, introducing landscape and visual impacts.
- Retains existing earthwork bund between A9 and railway.
- Steepened earthworks required alongside Highland Main Line railway, potentially introducing landscape and visual impacts.
- 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.
- Increase in traffic flows on Perth Road (possibly by between 75% and 165%, dependent on junction layout at Birnam Junction).

## Dunkeld Junction Preliminary Option 3



- |  |                                   |                                    |   |  |
|--|-----------------------------------|------------------------------------|---|--|
| <b>1</b> REALIGNED A923 / UNCLASSIFIED ROAD (INVER ROAD) | <b>2</b> A822 (OLD MILITARY ROAD) | <b>3</b> PERTH ROAD                | <b>4</b> HIGHLAND MAIN LINE RAILWAY               | <b>5</b> NORTHBOUND ENTRY SLIP ROAD                  |
| <b>6</b> DUNKELD JUNCTION UNDERBRIDGE                    | <b>7</b> RIVER BRAAN UNDERBRIDGE  | <b>8</b> SOUTHBOUND EXIT SLIP ROAD | <b>9</b> RIVER TAY (SPECIAL AREA OF CONSERVATION) | <b>10</b> RIVER BRAAN (SPECIAL AREA OF CONSERVATION) |
| <b>11</b> TENNIS CLUB AND BOWLING GREEN                  | <b>12</b> WAR MEMORIAL            | <b>13</b> RELOCATED STATION        |   |  |

### Legend:

- Earthworks in Cut
- Earthworks in Fill
- Bridge Structure
- Retaining Wall Structure

## A9 Dualling Programme

Pass of Birnam to Tay Crossing

### Dunkeld Junction Preliminary Options Drawing 3/7



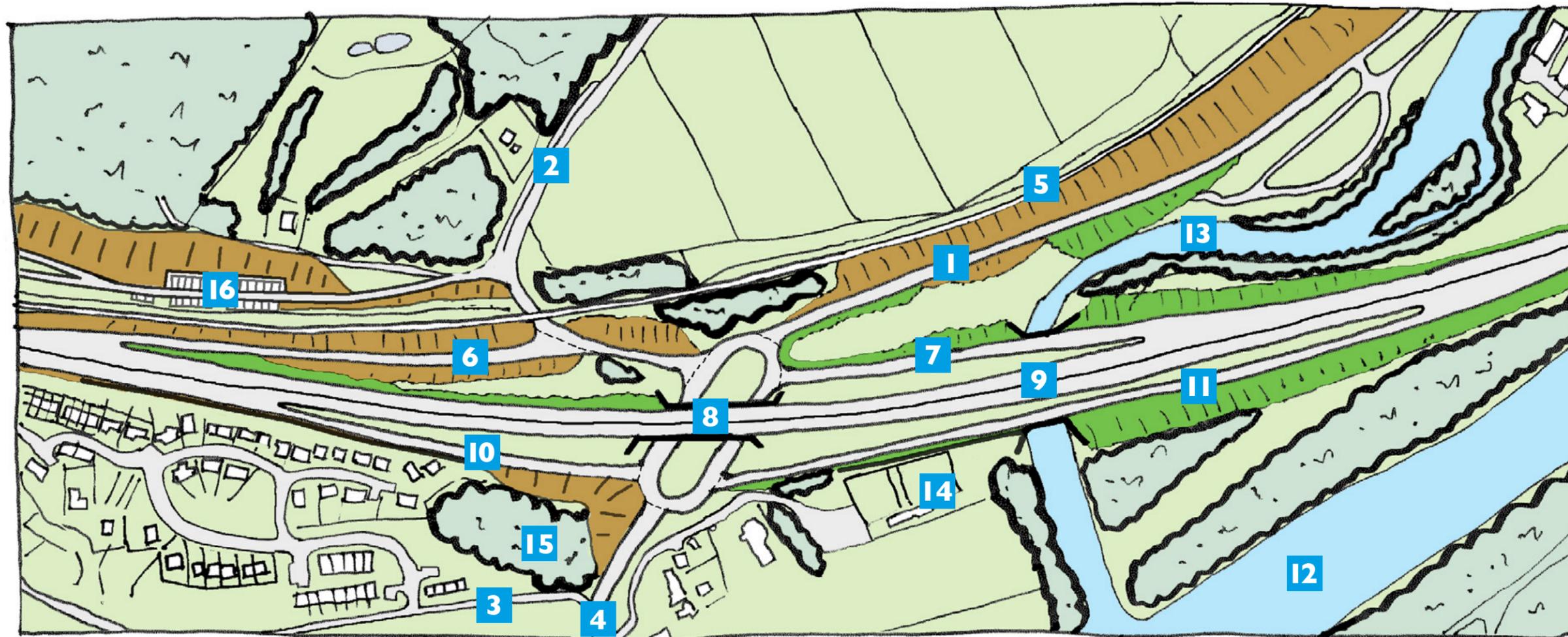
#### Notes:

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.
- A9 elevated, likely increasing noise, vibration and visual impacts on adjacent properties.
- Retaining wall required alongside residential properties, introducing landscape and visual impacts.
- Street lighting at roundabout and approaches required, introducing visual impacts.
- Construction complexity in a constrained area.
- Provides journey time improvements due to 70mph speed limit.
- Improves access to the A9 for local road traffic.
- Retaining wall required alongside Tennis Club and Bowling Green, introducing landscape and visual impacts.
- Removes existing earthwork bund between A9 and railway.
- Steepened earthworks required alongside Highland Main Line railway, potentially introducing landscape and visual impacts.
- Long span bridge required across the roundabout.
- 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.

## Dunkeld Junction Preliminary Option 4



- |   |  |  |   |                                      |
|---|--|--|---|--------------------------------------|
| <b>1</b> UNCLASSIFIED ROAD (INVER ROAD) | <b>2</b> A822 (OLD MILITARY ROAD)                  | <b>3</b> PERTH ROAD                                  | <b>4</b> A923                           | <b>5</b> HIGHLAND MAIN LINE RAILWAY  |
| <b>6</b> NORTHBOUND EXIT SLIP ROAD      | <b>7</b> NORTHBOUND ENTRY SLIP ROAD                | <b>8</b> DUNKELD JUNCTION UNDERBRIDGE                | <b>9</b> RIVER BRAAN UNDERBRIDGE        | <b>10</b> SOUTHBOUND ENTRY SLIP ROAD |
| <b>11</b> SOUTHBOUND EXIT SLIP ROAD     | <b>12</b> RIVER TAY (SPECIAL AREA OF CONSERVATION) | <b>13</b> RIVER BRAAN (SPECIAL AREA OF CONSERVATION) | <b>14</b> TENNIS CLUB AND BOWLING GREEN | <b>15</b> WAR MEMORIAL               |
| <b>16</b> RELOCATED STATION             |  |  |   |                                      |

### Legend:

- Earthworks in Cut
- Earthworks in Fill
- Bridge Structure
- Retaining Wall Structure

## A9 Dualling Programme

Pass of Birnam to Tay Crossing

### Dunkeld Junction Preliminary Options Drawing 4/7



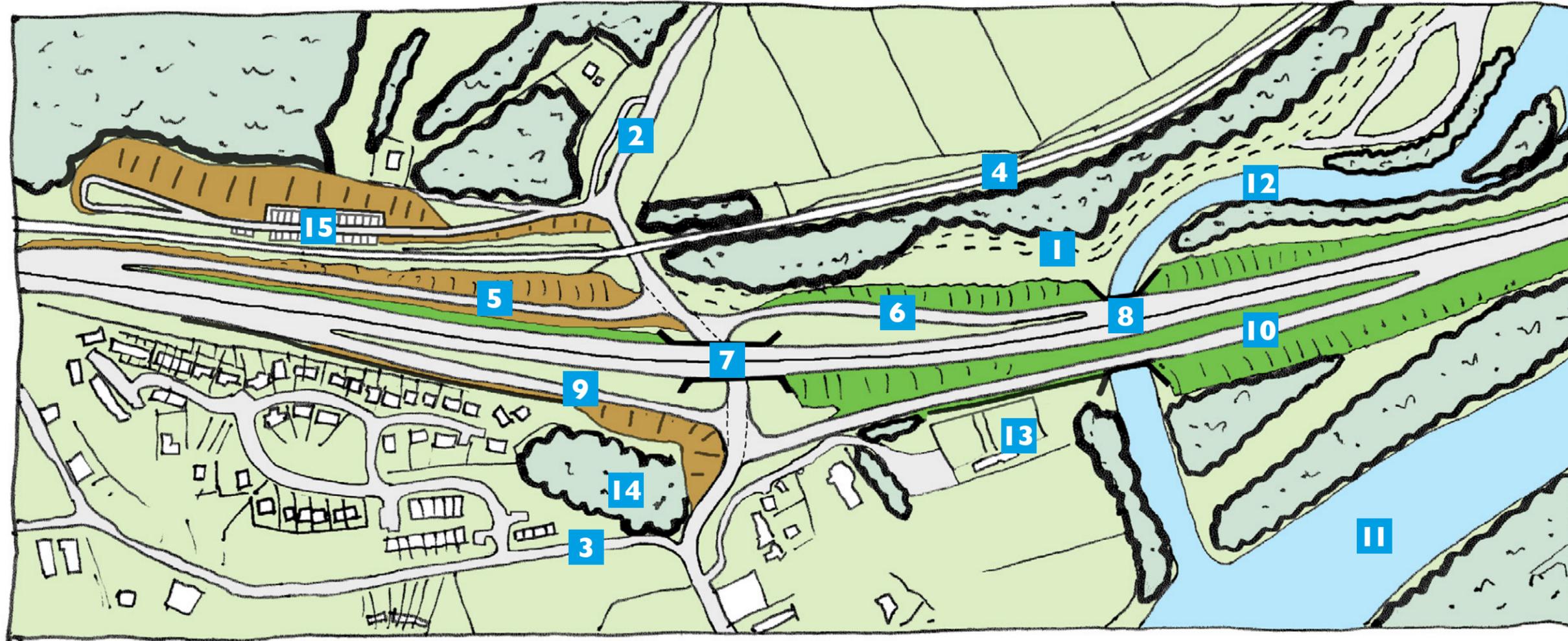
#### Notes:

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:

- 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.
- No access provided to Unclassified Road (Inver Road), alternative route unsuitable for large vehicles and impact on access to proposed relocated station.
- A9 elevated, likely increasing noise, vibration and visual impacts on adjacent properties.
- Retaining wall required alongside residential properties, introducing landscape and visual impacts.
- Street lighting not required.
- Construction complexity in a constrained area.
- Provides journey time improvements due to 70mph speed limit.
- Improves access to the A9 for local road traffic.
- Retaining wall required alongside Tennis Club and Bowling Green, introducing landscape and visual impacts.
- Removes existing earthwork bund between A9 and railway.
- 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.

## Dunkeld Junction Preliminary Option 5



- |  |  |   |                                     |                                     |
|--|--|---|-------------------------------------|-------------------------------------|
| <b>1</b> UNCLASSIFIED ROAD (INVER ROAD)            | <b>2</b> REALIGNED A923 / A822                       | <b>3</b> PERTH ROAD                     | <b>4</b> HIGHLAND MAIN LINE RAILWAY | <b>5</b> NORTHBOUND EXIT SLIP ROAD  |
| <b>6</b> NORTHBOUND ENTRY SLIP ROAD                | <b>7</b> DUNKELD JUNCTION UNDERBRIDGE                | <b>8</b> RIVER BRAAN UNDERBRIDGE        | <b>9</b> SOUTHBOUND ENTRY SLIP ROAD | <b>10</b> SOUTHBOUND EXIT SLIP ROAD |
| <b>11</b> RIVER TAY (SPECIAL AREA OF CONSERVATION) | <b>12</b> RIVER BRAAN (SPECIAL AREA OF CONSERVATION) | <b>13</b> TENNIS CLUB AND BOWLING GREEN | <b>14</b> WAR MEMORIAL              | <b>15</b> RELOCATED STATION         |

### Legend:

- Earthworks in Cut
- Earthworks in Fill
- Bridge Structure
- Retaining Wall Structure

## A9 Dualling Programme

Pass of Birnam to Tay Crossing

### Dunkeld Junction Preliminary Options Drawing 5/7



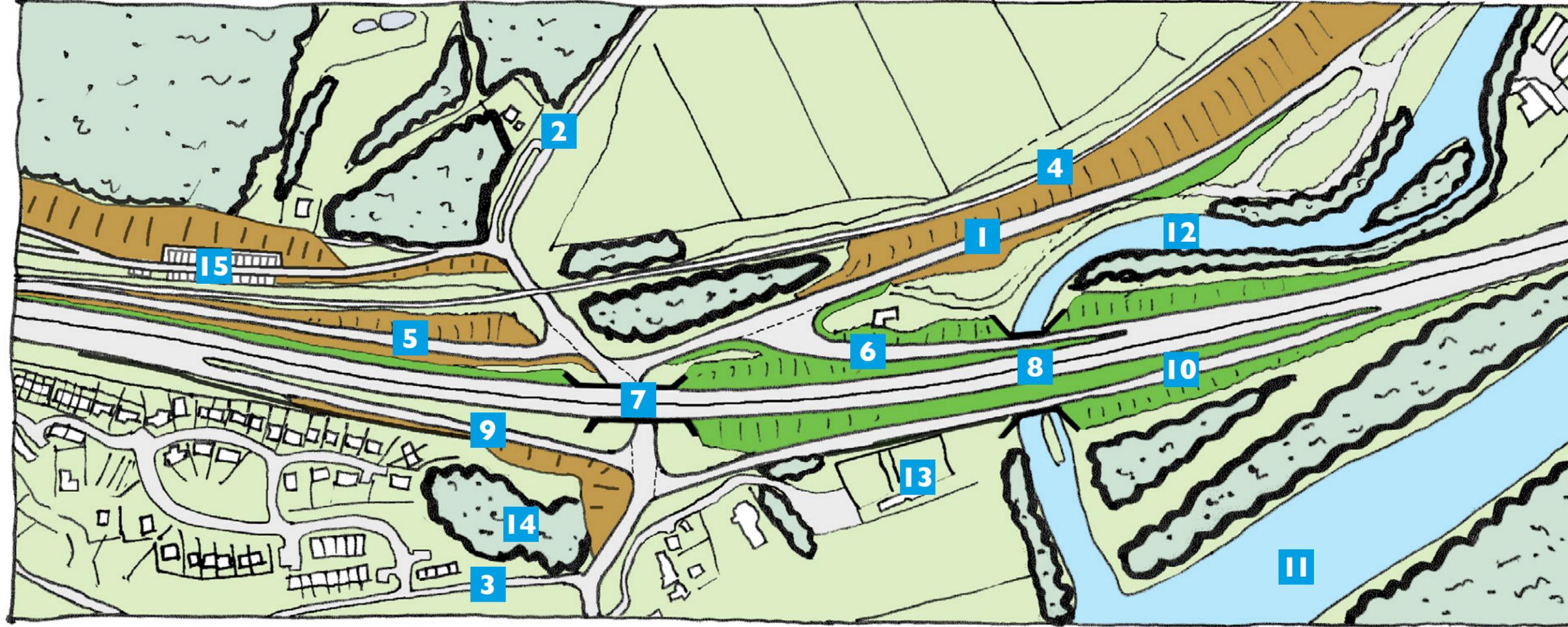
#### Notes:

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 the A923 and A822.
- A9 elevated, likely increasing noise, vibration and visual impacts on adjacent properties.
- Retaining wall required alongside residential properties, introducing landscape and visual impacts.
- Street lighting not required.
- Construction complexity in a constrained area.
- Provides journey time improvements due to 70mph speed limit.
- Improves access to the A9 for local road traffic.
- Retaining wall required alongside Tennis Club and Bowling Green, introducing landscape and visual impacts.
- Removes existing earthwork bund between A9 and railway.
- Steepened earthworks required alongside Highland Main Line railway, potentially introducing landscape and visual impacts.
- 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.

## Dunkeld Junction Preliminary Option 6



- |  |  |   |                                     |                                     |
|--|--|---|-------------------------------------|-------------------------------------|
| <b>1</b> UNCLASSIFIED ROAD (INVER ROAD)            | <b>2</b> REALIGNED A923 / A822                       | <b>3</b> PERTH ROAD                     | <b>4</b> HIGHLAND MAIN LINE RAILWAY | <b>5</b> NORTHBOUND EXIT SLIP ROAD  |
| <b>6</b> NORTHBOUND ENTRY SLIP ROAD                | <b>7</b> DUNKELD JUNCTION UNDERBRIDGE                | <b>8</b> RIVER BRAAN UNDERBRIDGE        | <b>9</b> SOUTHBOUND ENTRY SLIP ROAD | <b>10</b> SOUTHBOUND EXIT SLIP ROAD |
| <b>11</b> RIVER TAY (SPECIAL AREA OF CONSERVATION) | <b>12</b> RIVER BRAAN (SPECIAL AREA OF CONSERVATION) | <b>13</b> TENNIS CLUB AND BOWLING GREEN | <b>14</b> WAR MEMORIAL              | <b>15</b> RELOCATED STATION         |

### Legend:

- Earthworks in Cut
- Earthworks in Fill
- Bridge Structure
- Retaining Wall Structure

## A9 Dualling Programme

Pass of Birnam to Tay Crossing

### Dunkeld Junction Preliminary Options Drawing 6/7



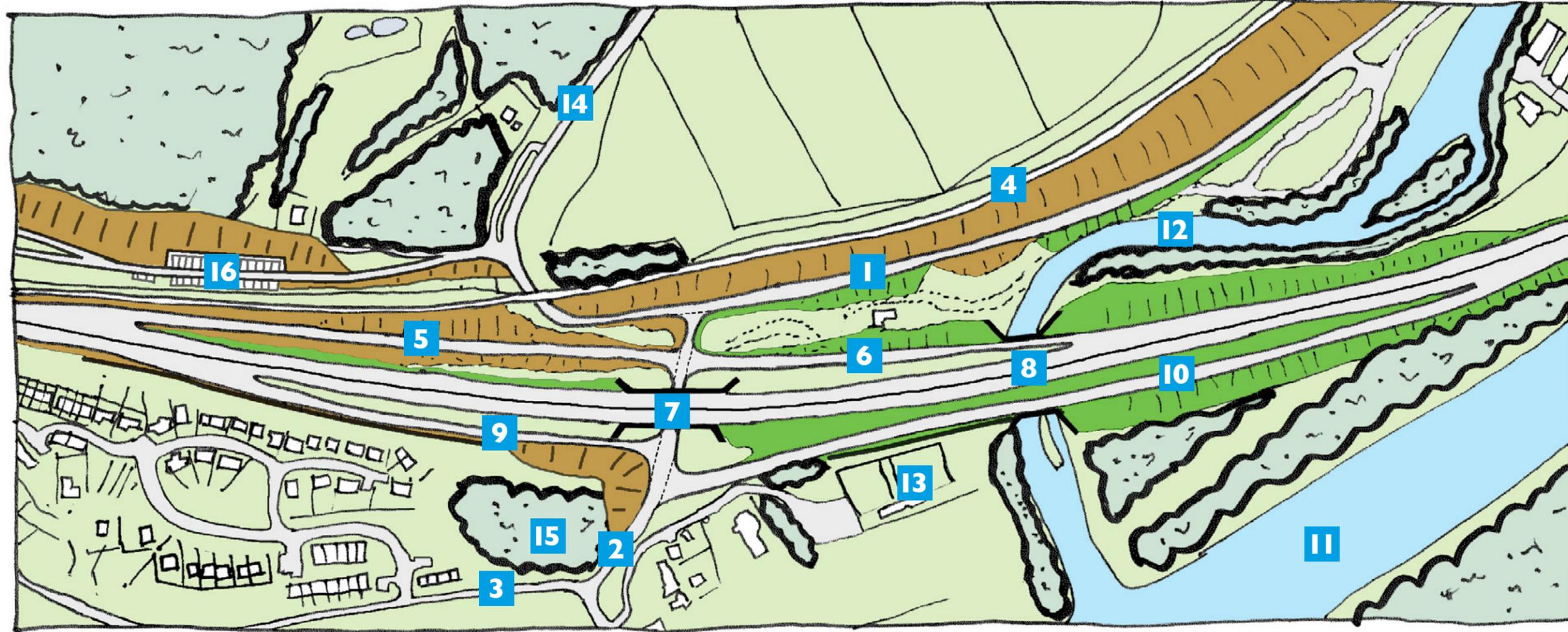
#### Notes:

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 between the A822 and Unclassified Road (Inver Road).
- A9 elevated, likely increasing noise, vibration and visual impacts on adjacent properties.
- Retaining wall required alongside residential properties, introducing landscape and visual impacts.
- Street lighting not required.
- Construction complexity in a constrained area.
- Provides journey time improvements due to 70mph speed limit.
- Improves access to the A9 for local road traffic.
- Retaining wall required alongside Tennis Club and Bowling Green, introducing landscape and visual impacts.
- Removes existing earthwork bund between A9 and railway.
- Steepened earthworks required alongside Highland Main Line railway, potentially introducing landscape and visual impacts.
- 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.

## Dunkeld Junction Preliminary Option 7



- |  |  |   |                                     |                                     |
|--|--|---|-------------------------------------|-------------------------------------|
| <b>1</b> REALIGNED A822 / UNCLASSIFIED ROAD (INVER ROAD) | <b>2</b> A923  | <b>3</b> PERTH ROAD                     | <b>4</b> HIGHLAND MAIN LINE RAILWAY | <b>5</b> NORTHBOUND EXIT SLIP ROAD  |
| <b>6</b> NORTHBOUND ENTRY SLIP ROAD                      | <b>7</b> DUNKELD JUNCTION UNDERBRIDGE                | <b>8</b> RIVER BRAAN UNDERBRIDGE        | <b>9</b> SOUTHBOUND ENTRY SLIP ROAD | <b>10</b> SOUTHBOUND EXIT SLIP ROAD |
| <b>11</b> RIVER TAY (SPECIAL AREA OF CONSERVATION)       | <b>12</b> RIVER BRAAN (SPECIAL AREA OF CONSERVATION) | <b>13</b> TENNIS CLUB AND BOWLING GREEN | <b>14</b> A822 (OLD MILITARY ROAD)  | <b>15</b> WAR MEMORIAL              |
| <b>16</b> RELOCATED STATION                              |  |   |                                     |                                     |

### Legend:

- Earthworks in Cut
- Earthworks in Fill
- Bridge Structure
- Retaining Wall Structure

## A9 Dualling Programme

Pass of Birnam to Tay Crossing

### Dunkeld Junction Preliminary Options Drawing 7/7



#### 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.