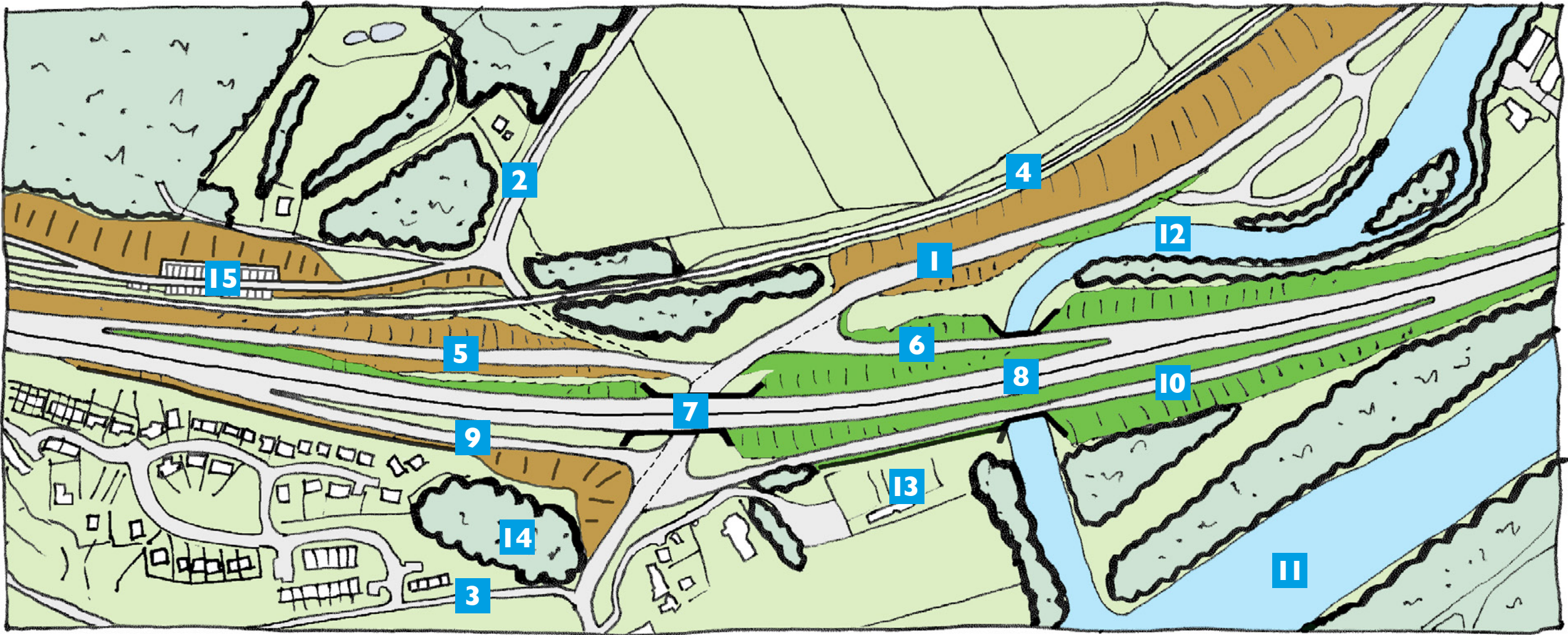


Main features:

- 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



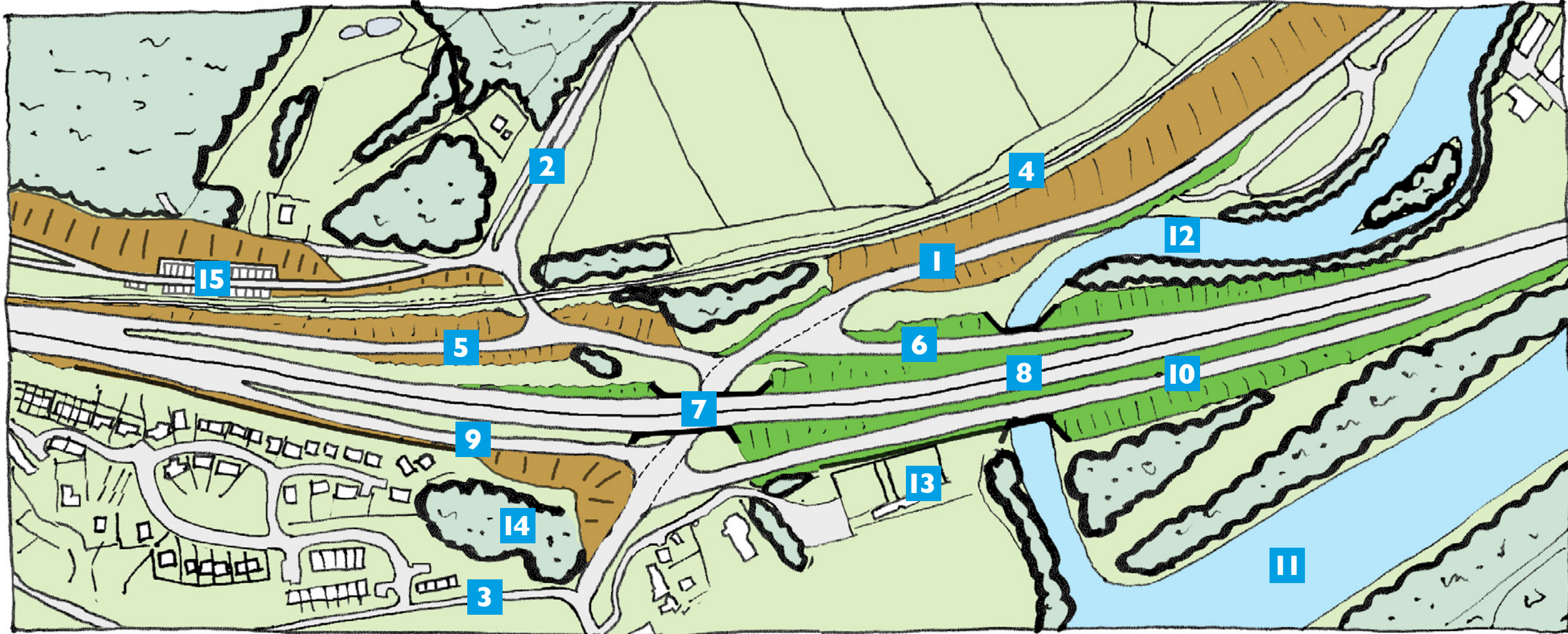
Notes:

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



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 2/7



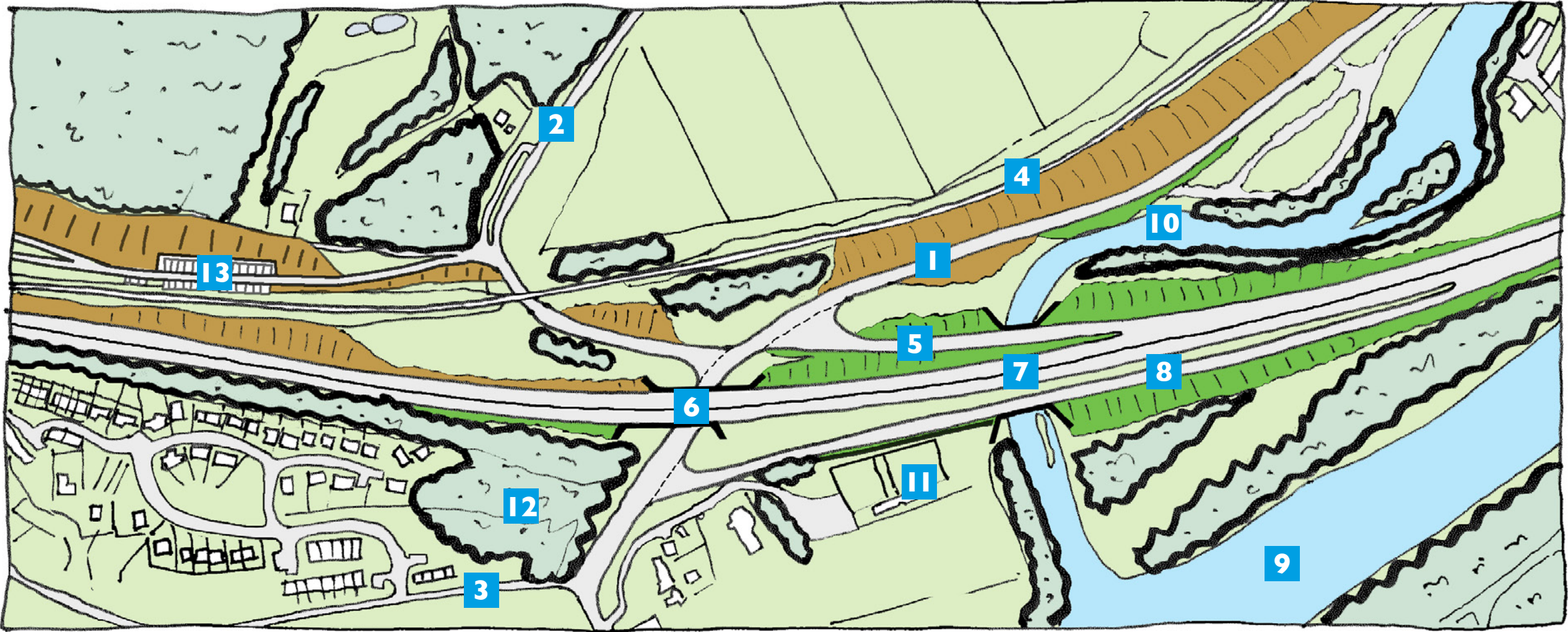
Notes:

- 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 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.
- 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



1 REALIGNED A923 / UNCLASSIFIED ROAD (INVER ROAD)

2 A822 (OLD MILITARY ROAD)

3 PERTH ROAD

4 HIGHLAND MAIN LINE RAILWAY

5 NORTHBOUND ENTRY SLIP ROAD

6 DUNKELD JUNCTION UNDERBRIDGE

7 RIVER BRAAN UNDERBRIDGE

8 SOUTHBOUND EXIT SLIP ROAD

9 RIVER TAY (SPECIAL AREA OF CONSERVATION)

10 RIVER BRAAN (SPECIAL AREA OF CONSERVATION)

11 TENNIS CLUB AND BOWLING GREEN

12 WAR MEMORIAL

13 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



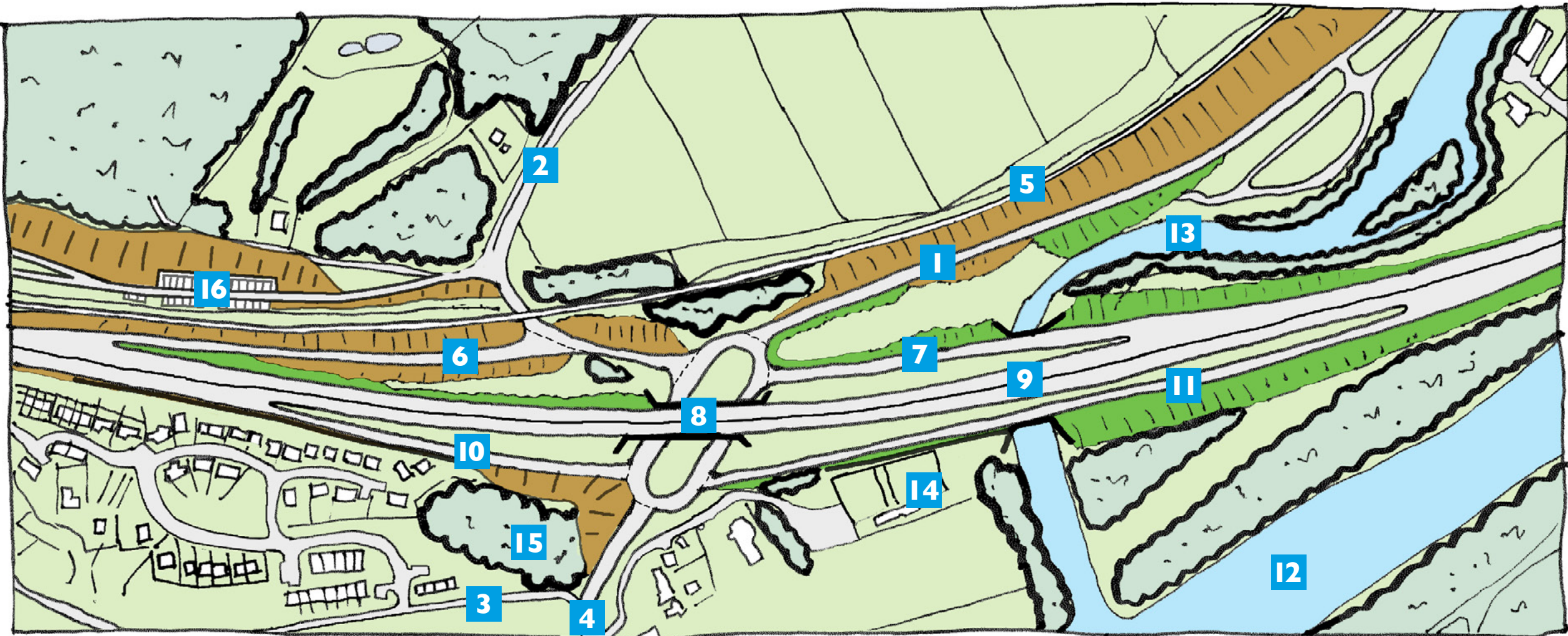
Notes:

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



- 1 UNCLASSIFIED ROAD (INVER ROAD)
- 6 NORTHBOUND EXIT SLIP ROAD
- 11 SOUTHBOUND EXIT SLIP ROAD
- 16 RELOCATED STATION

- 2 A822 (OLD MILITARY ROAD)
- 7 NORTHBOUND ENTRY SLIP ROAD
- 12 RIVER TAY (SPECIAL AREA OF CONSERVATION)

- 3 PERTH ROAD
- 8 DUNKELD JUNCTION UNDERBRIDGE
- 13 RIVER BRAAN (SPECIAL AREA OF CONSERVATION)

- 4 A923
- 9 RIVER BRAAN UNDERBRIDGE
- 14 TENNIS CLUB AND BOWLING GREEN

- 5 HIGHLAND MAIN LINE RAILWAY
- 10 SOUTHBOUND ENTRY SLIP ROAD
- 15 WAR MEMORIAL

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

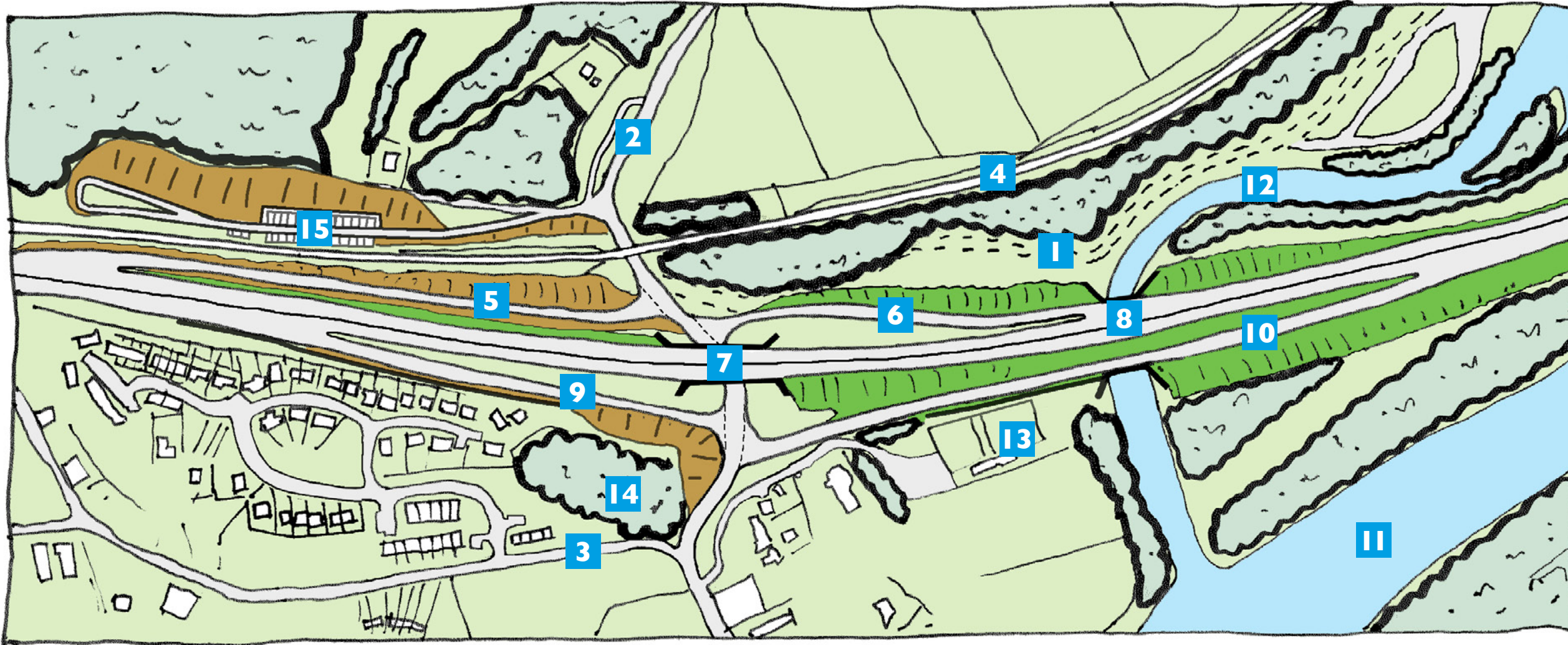
- Notes:**
1. Design shown is a preliminary design and will be subject to further assessment and refinement to ensure compliance with relevant design standards.
 2. Design shown is a grade-separated junction option considered by Transport Scotland / Jacobs as part of a sifting process carried out prior 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



1 UNCLASSIFIED ROAD (INVER ROAD)

2 REALIGNED A923 / A822

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 5/7



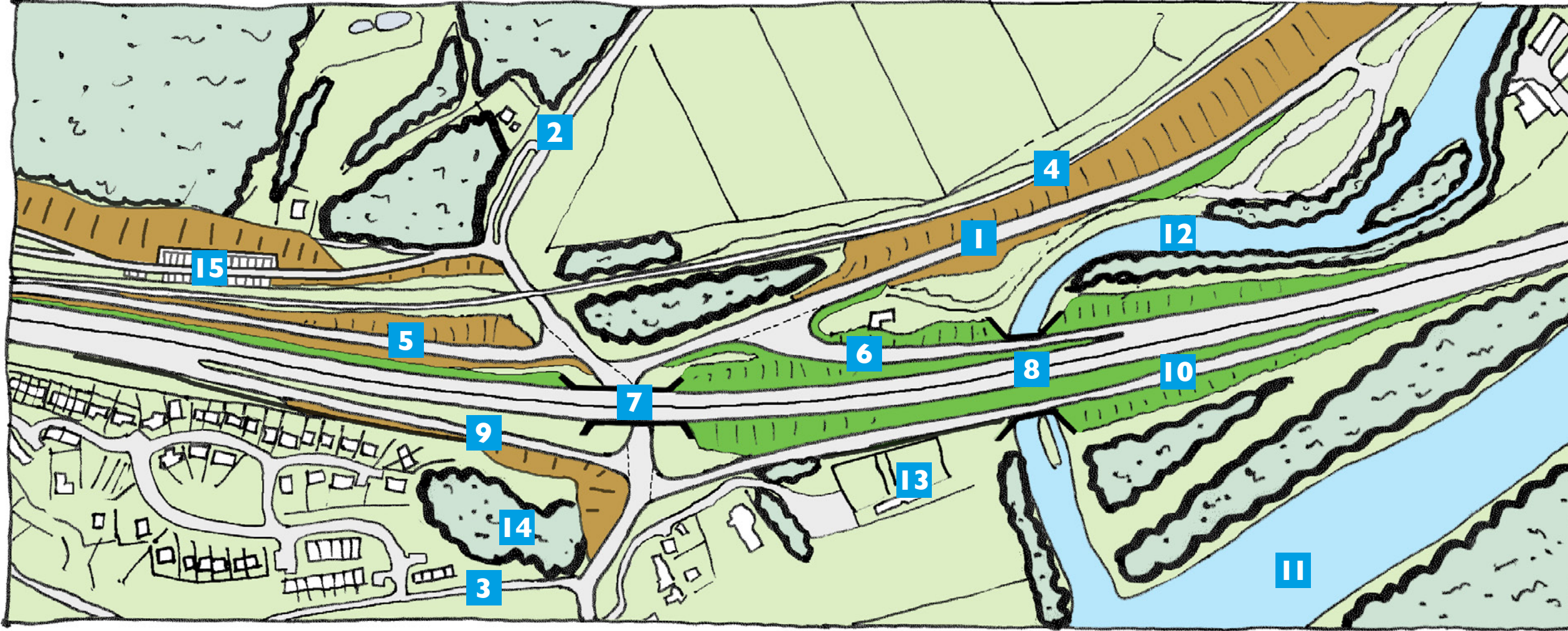
Notes:

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



1 UNCLASSIFIED ROAD (INVER ROAD)

2 REALIGNED A923 / A822

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



Notes:

- 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 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.
- 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

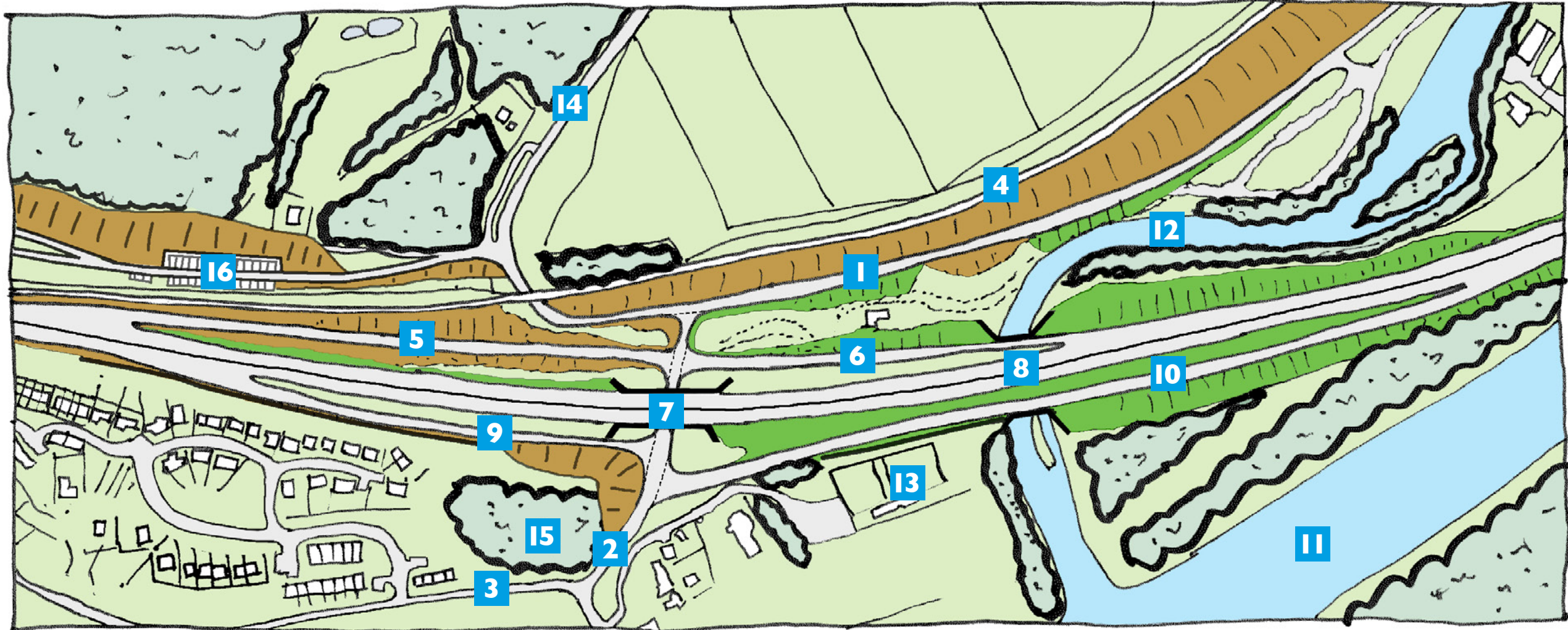
Pass of Birnam to Tay Crossing

Dunkeld Junction Preliminary Options
Drawing 6/7

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



- | | | | | |
|--|--|---|-------------------------------------|-------------------------------------|
| 1 REALIGNED A822 / UNCLASSIFIED ROAD (INVER ROAD) | 2 A923 | 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 A822 (OLD MILITARY ROAD) | 15 WAR MEMORIAL |
| 16 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:

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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.

