Main features:

- Layout suitable for Category 7A dual carriageways.
- Maintains continuity of junction type throughout the A9.
- Good quality side road connection between the A922 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 higher speed limits.
- 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.

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.
- Removing 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 A82. Alternative station design (e.g. layout on plan reference: B/S4/0002/SA/C239) could also be used.

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:

- Layout suitable for Category 7A dual carriageways.
- Maintains continuity of junction type throughout the A9.
- Good quality side road connection between the A921 and Unclassified Road (River 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 dualing 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: B2400003/SK239) could also be used.
- Increase in traffic flows on Perth Road (possibly by between 75% and 165%, dependent on junction layout at Birnam Junction).

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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.
- 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 embankment and operational 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: B2140026/SK/159) could also be used.

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
- Retaining Wall Structure
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 gap 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.

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:

1. Provides full access to and from the A9.
2. Layout suitable for Category 7A dual carriageways.
3. Maintains continuity of junction type throughout the A9.
4. Good quality side road connection between the A923 and A822.
5. A9 elevated, likely increasing noise, vibration and visual impacts on adjacent properties.
6. Retaining wall required alongside residential properties, introducing landscape and visual impacts.
7. Street lighting not required.
8. Construction complexity in a constrained area.
9. Provides journey time improvements due to 70mph speed limit.
10. Improves access to the A9 for local road traffic.
11. Retaining wall required alongside Tennis Club and Bowling Green, introducing landscape and visual impacts.
12. Removes existing earthwork bund between A9 and railway.
13. Steepened earthworks required alongside Highland Main Line railway, potentially introducing landscape and visual impacts.
14. Long span and elevated bridge required across the River Braan (Special Area of Conservation).
15. Station relocation proposed, with access from the A822. Alternative station design (e.g. layout on plan reference: B2140002/SK/259) could also be used.

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
- Retaining Wall Structure

1. UNCLASSIFIED ROAD (RIVER ROAD)
2. REALIGNDED A921 / A922
3. NORTHBOUND ENTRY SLIP ROAD
4. UNCLASSIFIED ROAD (INVER ROAD)
5. REALIGNDED A923 / A822
6. NORTHBOUND ENTRY SLIP ROAD
7. DUNKELD JUNCTION UNDERBRIDGE
8. RIVER BRAAN UNDERBRIDGE
9. TENNIS CLUB AND BOWLING GREEN
10. SOUTHBOUND ENTRY SLIP ROAD
11. RIVER TAY (SPECIAL AREA OF CONSERVATION)
12. RIVER BRAAN (SPECIAL AREA OF CONSERVATION)
13. SOUTHBOUND EXIT SLIP ROAD
14. WAR MEMORIAL
15. NORTHBOUND EXIT SLIP ROAD
16. REALIGNDED A922 / A822
17. NORTHBOUND ENTRY SLIP ROAD
18. SOUTHBOUND ENTRY SLIP ROAD
19. REALIGNDED A923 / A822
20. NORTHBOUND EXIT SLIP ROAD
21. REALIGNDED A923 / A822
22. SOUTHBOUND ENTRY SLIP ROAD
23. REALIGNDED A923 / A822
24. SOUTHBOUND EXIT SLIP ROAD
25. REALIGNDED A923 / A822
26. NORTHBOUND EXIT SLIP ROAD
27. REALIGNDED A923 / A822
28. SOUTHBOUND ENTRY SLIP ROAD
29. REALIGNDED A923 / A822
30. SOUTHBOUND EXIT SLIP ROAD
31. REALIGNDED A923 / A822
32. NORTHBOUND EXIT SLIP ROAD
33. REALIGNDED A923 / A822
34. SOUTHBOUND ENTRY SLIP ROAD
35. REALIGNDED A923 / A822
36. SOUTHBOUND EXIT SLIP ROAD
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: B2140003/SK/239) could also be used.

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.