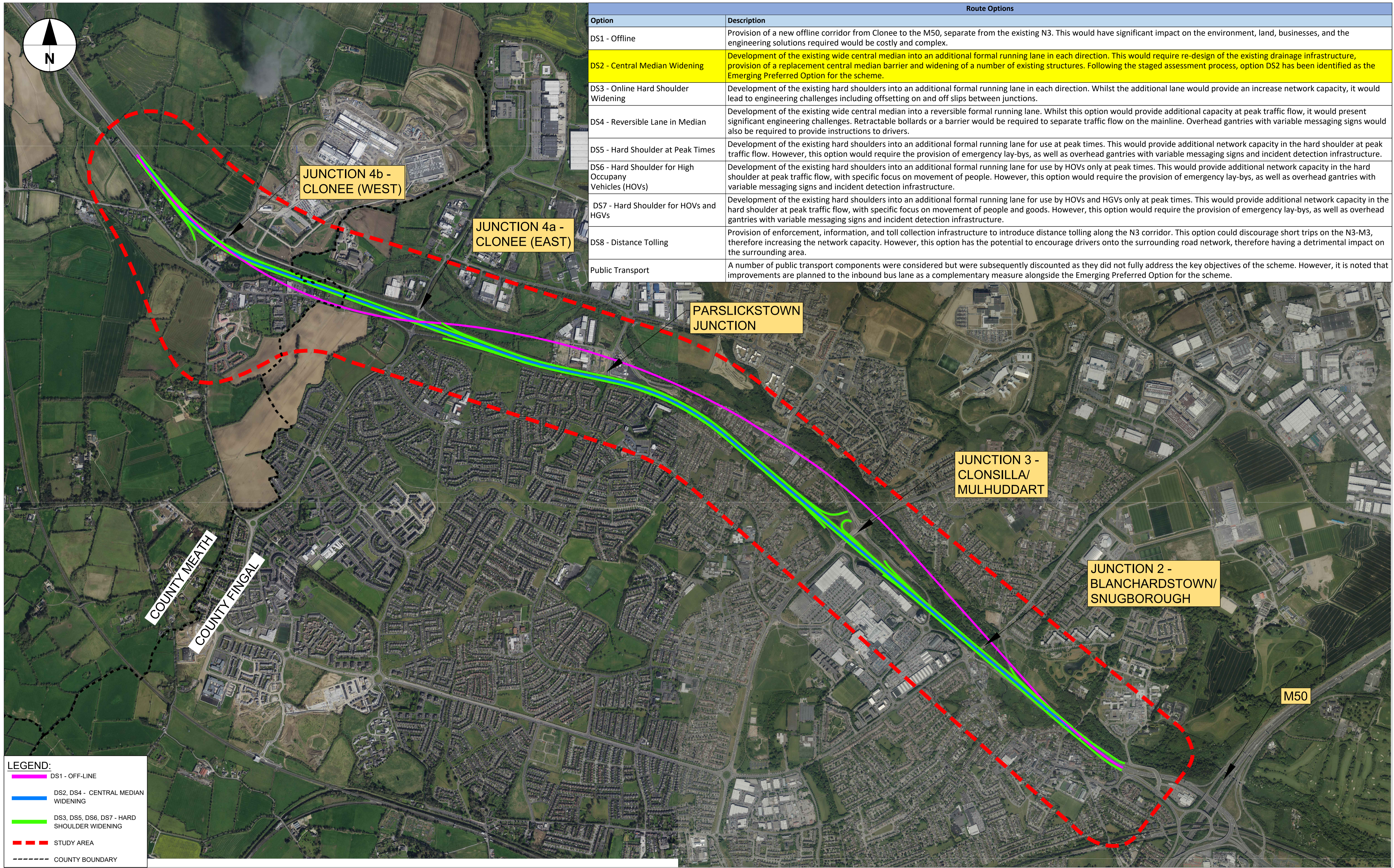


Route Options	
Option	Description
DS1 - Offline	Provision of a new offline corridor from Clonee to the M50, separate from the existing N3. This would have significant impact on the environment, land, businesses, and the engineering solutions required would be costly and complex.
DS2 - Central Median Widening	Development of the existing wide central median into an additional formal running lane in each direction. This would require re-design of the existing drainage infrastructure, provision of a replacement central median barrier and widening of a number of existing structures. Following the staged assessment process, option DS2 has been identified as the Emerging Preferred Option for the scheme.
DS3 - Online Hard Shoulder Widening	Development of the existing hard shoulders into an additional formal running lane in each direction. Whilst the additional lane would provide an increase network capacity, it would lead to engineering challenges including offsetting on and off slips between junctions.
DS4 - Reversible Lane in Median	Development of the existing wide central median into a reversible formal running lane. Whilst this option would provide additional capacity at peak traffic flow, it would present significant engineering challenges. Retractable bollards or a barrier would be required to separate traffic flow on the mainline. Overhead gantries with variable messaging signs would also be required to provide instructions to drivers.
DS5 - Hard Shoulder at Peak Times	Development of the existing hard shoulders into an additional formal running lane for use at peak times. This would provide additional network capacity in the hard shoulder at peak traffic flow. However, this option would require the provision of emergency lay-bys, as well as overhead gantries with variable messaging signs and incident detection infrastructure.
DS6 - Hard Shoulder for High Occupancy Vehicles (HOVs)	Development of the existing hard shoulders into an additional formal running lane for use by HOVs only at peak times. This would provide additional network capacity in the hard shoulder at peak traffic flow, with specific focus on movement of people. However, this option would require the provision of emergency lay-bys, as well as overhead gantries with variable messaging signs and incident detection infrastructure.
DS7 - Hard Shoulder for HOVs and HGVs	Development of the existing hard shoulders into an additional formal running lane for use by HOVs and HGVs only at peak times. This would provide additional network capacity in the hard shoulder at peak traffic flow, with specific focus on movement of people and goods. However, this option would require the provision of emergency lay-bys, as well as overhead gantries with variable messaging signs and incident detection infrastructure.
DS8 - Distance Tolling	Provision of enforcement, information, and toll collection infrastructure to introduce distance tolling along the N3 corridor. This option could discourage short trips on the N3-M3, therefore increasing the network capacity. However, this option has the potential to encourage drivers onto the surrounding road network, therefore having a detrimental impact on the surrounding area.
Public Transport	A number of public transport components were considered but were subsequently discounted as they did not fully address the key objectives of the scheme. However, it is noted that improvements are planned to the inbound bus lane as a complementary measure alongside the Emerging Preferred Option for the scheme.



LEGEND:

- DS1 - OFF-LINE
- DS2, DS4 - CENTRAL MEDIAN WIDENING
- DS3, DS5, DS6, DS7 - HARD SHOULDER WIDENING
- STUDY AREA
- COUNTY BOUNDARY



No.	Revision	Date	By	Chk'd	App'd

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Suitability Code - Description
S5 - Public Consultation

Project Title	N3 - M50 TO CLONEE												
Drawing Title	SCHEME OPTIONS OVERVIEW SHEET 1 OF 1												
Project Number	N3	Originator	AEC	Volume	PH02	Location	ZZ	Type	SK	Role	HW	Number	001
Scale:	1:10000 m		Date:	19/05/2021		Job No:	60520634		Rev:	P01			

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