

				Park West To Heuston Memorial Road Bridge (ORC3)			
Requirements				-Four tracks -OHLE in northern tracks -Electrical clearance for electrification -Keep current functionality of roads -Bridge Design Requirements (Standards)			
				Intervention		Assessment	
Options Level 1 (PC 1)	Option 0: Do Nothing	Engineering	Feasibility Requirements	Geometrical fitness for intervention Safety Four tracking Park West-Heuston Electrification of DART+ tracks Vertical electrical clearance in structures Bridge Design Requirements (Standards) Keep current functionality of roads Investment guidelines and programme for DART+	Leave As Is	Fail	Four Tracking Project Requirement not achieved. Electrification Project Requirement not achieved. Overhead Electrical Clearance Requirement not achieved. Compatible with the investment guidelines and programme for DART+ No impact on Environmental sites of National of International significance.
	Option 1: Do Minimum	Engineering	Feasibility Requirements	Geometrical fitness for intervention Safety Four tracking Park West-Heuston Electrification of DART+ tracks Vertical electrical clearance in structures Bridge Design Requirements (Standards) Keep current functionality of roads Investment guidelines and programme for DART+	Four Tracking Electrification No Power or Structural intervention	Fail	Four Tracking Project Requirement not achieved. Electrification Project Requirement not achieved. Overhead Electrical Clearance Requirement not achieved. Compatible with the investment guidelines and programme for DART+ No impact on Environmental sites of National of International significance.
	Option 2	Engineering	Feasibility Requirements	Geometrical fitness for intervention Safety Four tracking Park West-Heuston Electrification of DART+ tracks Vertical electrical clearance in structures Bridge Design Requirements (Standards) Keep current functionality of roads Investment guidelines and programme for DART+	Four Tracking Electrification Bridge Reconstruction Road Levels increase ORC3 to achieve vertical clearance at ORC3	Fail	This Option would require a minimum road level increase of 0.7m (approx.). This would require significant works to the Chapelzod Bypass. Compatible with the investment guidelines and programme for DART+ No impact on Environmental sites of National of International significance.
	Option 3	Engineering	Feasibility Requirements	Geometrical fitness for intervention Safety Four tracking Park West-Heuston Electrification of DART+ tracks Vertical electrical clearance in structures Bridge Design Requirements (Standards) Keep current functionality of roads Investment guidelines and programme for DART+	Four Tracking Electrification Bridge Reconstruction Track Lowering ORC3 to achieve vertical clearance at ORC3	Pass	This Option would require a minimum track lowering of 0.7m (approx.). Compatible with the investment guidelines and programme for DART+ No impact on Environmental sites of National of International significance.
	Option 4	Engineering	Feasibility Requirements	Geometrical fitness for intervention Safety Four tracking Park West-Heuston Electrification of DART+ tracks Vertical electrical clearance in structures Bridge Design Requirements (Standards) Keep current functionality of roads Investment guidelines and programme for DART+	Four Tracking Electrification Bridge Reconstruction Vertical clearance achieved by increased Road Levels (50%) and Track Lowering (50%)	Fail	This Option would require a minimum track lowering of 0.35m (approx.). This Option would require a minimum road level increase of 0.35m (approx.). This would require significant works to the Chapelzod Bypass. Compatible with the investment guidelines and programme for DART+ No impact on Environmental sites of National of International significance.
	Option 5	Engineering	Feasibility Requirements	Geometrical fitness for intervention Safety Four tracking Park West-Heuston Electrification of DART+ tracks Vertical electrical clearance in structures Bridge Design Requirements (Standards) Keep current functionality of roads Investment guidelines and programme for DART+	Four Tracking Electrification Bridge Reconstruction Vertical clearance achieved by increased Road Levels and Track Lowering (other than 50/50 split). Original Concept Design.	Fail	This Option would require a minimum track lowering of 0.2m (approx.). The Concept design provides a 4.690m clearance only. The Concept design provides a 4.690m clearance only. This Option would require a minimum road level increase of 0.4m (approx.). This would require significant works to the Chapelzod Bypass. Compatible with the investment guidelines and programme for DART+ No impact on Environmental sites of National of International significance.
	Option 6	Engineering	Feasibility Requirements	Geometrical fitness for intervention Safety Four tracking Park West-Heuston Electrification of DART+ tracks Vertical electrical clearance in structures Bridge Design Requirements (Standards) Keep current functionality of roads Investment guidelines and programme for DART+	Four Tracking Electrification Bridge Reconstruction Maintaining Road Levels above which works to Chapelzod Bypass are required. Track levels reduced as required to achieve clearance.	Pass	This Option would require a minimum track lowering of 0.65m (approx.). This Option would require a road level increase limited to 50mm. Compatible with the investment guidelines and programme for DART+ No impact on Environmental sites of National of International significance.