			Park West To Heuston					
			Park West 10 HOUSTON Memorial Road Bridge (DRC3)					
- 1					-Four tracks			
					OHLE in northern tracks			
				Requirements	Electrical clearance for electrification			
						-Keep current functionality of roads		
					-Bridge Design Requirements (Standards)			
					Intervention		_	Assessment
				Constructability			_	
-	Option 0: Do Nothing	Engineering Economy	Feasibility	Geometrical fitness for intervention	Leave As Is	ě		
				Safety				
				Four tracking Park West-Heuston		•	Fail	Four Tracking Project Requirement not achieved.
			Requirements	Electrification of DART+ tracks nts Vertical electrical clearance in structures				Electrification Project Requirement not achieved.
			Vertical electrical clearance in structur Bridge Design Requirements (Standard	1	•		Overhead Electrical Clearance Requirement not achieved.	
				Keep current functionality of roads		ĕ		
				Investment guidelines and programme for DART+				Compatible with the investment guidelines and programme for DART+
		Environment						No impact on Environmental sites of National of International signifiance.
		Feasibility		Constructability Geometrical fitness for intervention				
	Option 1: Do Minimum	Engineering	reasibility	Geometrical fitness for intervention Safety				
				Four tracking Park West-Heuston	ĕ	Coll	Four Tracking Project Requirement not achieved.	
				Electrification of DART+ tracks	Four Tracking		Fast	Electrification Project Requirement not achieved.
			Requirements	Bridge Design Requirements (Standards)	S No Pway or Structural Intervention S	•		Overhead Electrical Clearance Requirement not achieved.
		Economy		Keep current functionality of roads Investment guidelines and programme for DART+				Compatible with the investment guidelines and programme for DART+
		Environment		investment galdelines and programme for DAKI+				No impact on Environmental sites of National of International signifiance.
	Environment Constructability				0		no impost on environmental artes or rectorial of international agrillative.	
	Option 2		Feasibility	Geometrical fitness for intervention		ě		
		Engineering		Safety		•		
			Requirements	Four tracking Park West-Heuston Electrification of DART+ tracks	Four Tracking	•		
				Vertical electrical clearance in structures	Electrification		Fail	
				Bridge Design Requirements (Standards)	Bridge Reconstruction Road Levels Increase ONLY to achive	•		
					vertical clearance at OBC3			
				Keep current functionality of roads		•		This Option would require a minimum road level increase of 0.7m (approx.). This would require significant works to the Chapelizod Bypass.
		Economy		Investment guidelines and programme for DART+				Compatible with the investment guidelines and programme for DART+
	Environment							No impact on Environmental sites of National of International signifiance.
Options Level 1 (PC 1)	Option 3	Engineering Economy	F 12 - 12	Constructability				
			Feasibility	Geometrical fitness for intervention				This Option would require a minimum track lowering of 0.7m (approx.).
				Safety Four tracking Park West-Heuston four tracking Electrification of DART+ tracks Electrification	ě			
					Electrification Bridge Reconstruction Track Lowering ONLY to achiev evertical clearance at OBC3		Pass	
			Requirements	Vertical electrical clearance in structures				
				Bridge Design Requirements (Standards) Keep current functionality of roads				
.5 I				Reep current functionality of roads Investment guidelines and programme for DART+				Compatible with the investment guidelines and programme for DART+
ם		Environment		investment gardenics and programme for DART				No impact on Environmental sites of National of International signifiance.
0				Constructability				
	Option 4	Engineering Economy	Feasibility	Geometrical fitness for intervention		•		This Option would require a minimum track lowering of 0.35m (approx.).
				Safety		•		
				Four tracking Park West-Heuston Electrification of DART+ tracks	Four Tracking Electrification		Fail	
			Denvisement:	Vertical electrical clearance in structures	Bridge Reconstruction Vertical clearance achieved by Increased	•		
			Requirements	Bridge Design Requirements (Standards)	(Standards) Road Levels (50%) and Track Lowering (50%) and Track Lowering (50%) and Track Lowering (50%) and Track Lowering (50%)	Ŏ		
				Keep current functionality of roads		•		This Option would require a minimum road level increase of 0.35m (approx.). This would require significant works to the Chapelizod Bypass.
						_		
		Environment		Investment guidelines and programme for DART+			l	Compatible with the investment guidelines and programme for DART+ No impact on Environmental sites of National of International signifiance.
		Environment		Constructability		•		no impost on environmental area on rectorial of international agrinulnee.
	Option 5	Engineering Economy	Feasibility	Geometrical fitness for intervention		ě		This Option would require a minimum track lowering of 0.2m (approx.).
				Safety				
				Four tracking Park West-Heuston	Four Tracking Electrification	•		
				Electrification of DART+ tracks Vertical electrical clearance in structures	Bridge Reconstruction		Fail	The Concept design provides a 4.690m clearance only.
			Requirements	Bridge Design Requirements (Standards)	Vertical clearance achieved by Increased Road Levels and Track Lowering (other	ě		The Concept design provides a 4.690m clearance only. The Concept design provides a 4.690m clearance only.
					than 50/50 split). Original Concept Design.			
				Keep current functionality of roads		•		This Option would require a minimum road level increase of 0.4m (approx.). This would require significant works to the Chapelizod Bypass.
				Investment guidelines and programme for DART+				Compatible with the investment guidelines and programme for DART+
		Environment					Ш.	No impact on Environmental sites of National of International signifiance.
				Constructability		•		
	Option 6	Engineering	Feasibility	Geometrical fitness for intervention				This Option would require a minimum track lowering of 0.65m (approx.).
				Safety Four tracking Park West-Heuston	Four Tracking Electrification	•		
				Electrification of DART+ tracks	Bridge Reconstruction Maximising Road Levels above which works to Chapelized Bypass are required. Track levels reduced as required to achieve clearance.	••••	Pass	
			Requirements	Vertical electrical clearance in structures work				
				Bridge Design Requirements (Standards)				
		F		Keep current functionality of roads				This Option would require a road level increase limited to 50mm.
		Economy		Investment guidelines and programme for DART+			l	Compatible with the investment guidelines and programme for DART+
	Environment						No impact on Environmental sites of National of International signifiance.	