

| | | | | Park West to Heuston Station | | |
|------------------------------------------------|----------------------|-------------|------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| | | | | Sarsfield Road Bridge (UBC4) | | |
| | | | | Requirements | | |
| | | | | Four tracks -CHLE in northern tracks Electrical clearance for electrification Keep current functionality of roads Bridge Design Requirements (Standards) | | |
| Baseline intervention (not subject to options) | | | | Intervention | Assessment | |
| | | | | - | - | |
| Options Level 1 (PC 1) | Option 0: Do Nothing | Engineering | Feasibility | Constructability Geometrical fitness for intervention Safety | Leave As Is |  Fail Four Trackline Project Requirement not achieved. Electrification Project Requirement not achieved. Overhead Electrical Clearance Requirement not achieved. |
| | | | Requirements | Four tracking Park West-Heuston Electrification of DART+ tracks Vertical electrical clearance in structures Bridge Design Requirements (Standards) Keep current functionality of roads | | |
| | | | Economy Environment | Investment guidelines and programme for DART+ | | |
| | Option 1: Do Minimum | Engineering | Feasibility | Constructability Geometrical fitness for intervention Safety | Four Tracking Electrification |  Fail This Option is not compatible with Perway design constraints. |
| | | | Requirements | Four tracking Park West-Heuston Electrification of DART+ tracks Vertical electrical clearance in structures Bridge Design Requirements (Standards) Keep current functionality of roads | | |
| | | | Economy Environment | Investment guidelines and programme for DART+ Use the existing 3 no. tracks on the existing bridge and provide 1 no. additional track on a new bridge on south side. | | |
| | Option 2 | Engineering | Feasibility | Constructability Geometrical fitness for intervention Safety | Four Tracking Electrification |  Pass Compatible with the investment guidelines and programme for DART+ No impact on Environmental sites of National of International significance. |
| | | | Requirements | Four tracking Park West-Heuston Electrification of DART+ tracks Vertical electrical clearance in structures Bridge Design Requirements (Standards) Keep current functionality of roads | | |
| | | | Economy Environment | Investment guidelines and programme for DART+ Replace the existing bridge with 2 no. new decks capable of carrying 4 no. tracks. Existing road width is not increased. | | |
| | Option 3 | Engineering | Feasibility | Constructability Geometrical fitness for intervention Safety | Four Tracking Electrification |  Fail The existing bridge is not suitable to receive a 300mm depth of ballast. |
| | | | Requirements | Four tracking Park West-Heuston Electrification of DART+ tracks Vertical electrical clearance in structures Bridge Design Requirements (Standards) Keep current functionality of roads | | |
| | | | Economy Environment | Investment guidelines and programme for DART+ Existing bridge is retained (width of 3 no. tracks) and receives 300mm of ballast. New bridge carrying 2 no. new tracks constructed on south side. | | |