					Park West to Heuston		
					Kylemore Road Bridge (OBC5A)		
				Requirements	-Four tracks -OHLE in northern tracks -Electrical clearance for electrification -Keep current functionality of roads -Bridge Design Requirements (Standards) -LUAS loading passive provision		
					Intervention	**Assessment**	
	Baseline intervention (not subject to				-	-	-
	Option 0: Do Nothing	Engineering	**Feasibility**	Constructability	**Leave As Is**		
				Geometrical fitness for intervention			
				Safety			
			Requirements	Four tracking Park West-Heuston		Fail	Four Tracking Project Requirement not achieved.
				Electrification of DART+ tracks			Electrification Project Requirement not achieved.
				Vertical electrical clearance in structures			Overhead Electrical Clearance Requirement not achieved.
				Bridge Design Requirements (Standards)			
				Keep current functionality of roads			
				Passive provision for LUAS loading only			LUAS Loading Passive Provision is not achieved.
		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.
	Option 1: Do Minimum	Engineering	**Feasibility**	Constructability	**Four Tracking Electrification No Pway or Structural Intervention**		
				Geometrical fitness for intervention			
				Safety			
			Requirements	Four tracking Park West-Heuston		Fail	Four Tracking Project Requirement not achieved.
				Electrification of DART+ tracks			Electrification Project Requirement not achieved.
				Vertical electrical clearance in structures			Overhead Electrical Clearance Requirement not achieved.
				Bridge Design Requirements (Standards)			
				Keep current functionality of roads			
				Passive provision for LUAS loading only			LUAS Loading Passive Provision is not achieved.
		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.
	Option 2	Engineering	**Feasibility**	Constructability	**Four Tracking Electrification Additional Tracks in Opening Made at side of Exisiting Structure (i.e. through wingwalls).**		There is insufficient space to provide the openings required.
				Geometrical fitness for intervention			
				Safety			
			Requirements	Four tracking Park West-Heuston		Fail	
				Electrification of DART+ tracks			
				Vertical electrical clearance in structures			
				Bridge Design Requirements (Standards)			
				Keep current functionality of roads			
				Passive provision for LUAS loading			LUAS Loading Passive Provision is not achieved.
		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.

					Park West to Heuston			
					Kylemore Road Bridge (OBC5A)			
				Requirements	-Four tracks -OHLE in northern tracks -Electrical clearance for electrification -Keep current functionality of roads -Bridge Design Requirements (Standards) -LUAS loading passive provision			
					Intervention	**Assessment**		
	Baseline intervention (not subject to				-	-	-	
Options Level 1 (PC 2)	Option 3	Engineering	**Feasibility**	Constructability	**Four Tracking** **Electrification** **Bridge Reconstruction** **Road Levels Increase ONLY to absorb vertical clearance**		Fail	This Option would require a minimum road level increase of 1.14m (approx). This road level increase at OBC5A would require extensive works to the junctions on the north and south side.
				Geometrical fitness for intervention				
				Safety				
			Requirements	Four tracking Park West-Heuston				
				Electrification of DART+ tracks				
				Vertical electrical clearance in structures				
				Bridge Design Requirements (Standards)				
				Keep current functionality of roads				
				Passive provision for LUAS loading only				LUAS Loading Passive Provision is not achieved.
		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 significance.
	Option 4	Engineering	**Feasibility**	Constructability	**Four Tracking** **Electrification** **Bridge Reconstruction** **Track Lowering ONLY to absorb vertical clearance**		Fail	This Option would require a minimum track lowering of 1.1m (approx.). This level of track lowering is not feasible at OBC5A.
				Geometrical fitness for intervention				
				Safety				
			Requirements	Four tracking Park West-Heuston				
				Electrification of DART+ tracks				
				Vertical electrical clearance in structures				
				Bridge Design Requirements (Standards)				
				Keep current functionality of roads				
				Passive provision for LUAS loading only				LUAS Loading Passive Provision is not achieved.
		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 significance.
	Option 5	Engineering	**Feasibility**	Constructability	**Four Tracking** **Electrification** **Bridge Reconstruction** **Vertical clearance absorbed by Increased Road Levels (50%) and Track Lowering (50%)**		Fail	This Option would require a minimum track lowering of 0.6m (approx).
				Geometrical fitness for intervention				
				Safety				
			Requirements	Four tracking Park West-Heuston				
				Electrification of DART+ tracks				
				Vertical electrical clearance in structures				
				Bridge Design Requirements (Standards)				
				Keep current functionality of roads				This Option would require a minimum road levels increases of 0.6m (approx)
				Passive provision for LUAS loading only				LUAS Loading Passive Provision is not achieved.
		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 significance.

				Park West to Heuston			
				Kylemore Road Bridge (OBC5A)			
			Requirements	-Four tracks -OHLE in northern tracks -Electrical clearance for electrification -Keep current functionality of roads -Bridge Design Requirements (Standards) -LUAS loading passive provision			
				Intervention	**Assessment**		
	Baseline intervention (not subject to			-	-	-	
	Option 6	Engineering	**Feasibility** Constructability	**Four Tracking Electrification Bridge Reconstruction Vertical clearance absorbed by Increased Road Levels and Track Lowering (Other than 50/50 split)**		Fail	This Option would require a minimum 0.55m (approx.) track lowering.
			Feasibility Geometrical fitness for intervention				
			Feasibility Safety				
			Requirements Four tracking Park West-Heuston				
			Requirements Electrification of DART+ tracks				
			Requirements Vertical electrical clearance in structures				
			Requirements Bridge Design Requirements (Standards)				
			Requirements Keep current functionality of roads				This Option would require a minimum 0.55m (approx.) road level increase
			Requirements Passive provision for LUAS loading only				LUAS Loading Passive Provision is not achieved.
		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 significance.
	Option 7	Engineering	**Feasibility** Constructability	**Four Tracking Electrification Bridge Reconstruction LUAS Provision Road Levels Increase ONLY to absorb vertical clearance**		Fail	
			Feasibility Geometrical fitness for intervention				
			Feasibility Safety				
			Requirements Four tracking Park West-Heuston				
			Requirements Electrification of DART+ tracks				
			Requirements Vertical electrical clearance in structures				
			Requirements Bridge Design Requirements (Standards)				
			Requirements Keep current functionality of roads				This Option would require a minimum road level increase of 1.29m (approx.). This road level increase at OBC5A would require extensive works to the junctions on the north and south side.
			Requirements Passive provision for LUAS loading only				
		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 significance.
	Option 8	Engineering	**Feasibility** Constructability	**Four Tracking Electrification Bridge Reconstruction LUAS Provision Track Lowering ONLY to absorb vertical clearance**		Fail	
			Feasibility Geometrical fitness for intervention				This Option would require a minimum track lowering of 1.29m (approx.). This level of track lowering is not feasible at OBC5A.
			Feasibility Safety				
			Requirements Four tracking Park West-Heuston				
			Requirements Electrification of DART+ tracks				
			Requirements Vertical electrical clearance in structures				
			Requirements Bridge Design Requirements (Standards)				
			Requirements Keep current functionality of roads				
			Requirements Passive provision for LUAS loading only				
		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 significance.

				Park West to Heuston			
				Kylemore Road Bridge (OBC5A)			
			Requirements	-Four tracks -OHLE in northern tracks -Electrical clearance for electrification -Keep current functionality of roads -Bridge Design Requirements (Standards) -LUAS loading passive provision			
				Intervention	**Assessment**		
	Baseline intervention (not subject to			-	-	-	
	Option 9	Engineering	**Feasibility** Constructability	**Four Tracking** **Electrification** **Bridge Reconstruction** **LUAS Provision** **Vertical clearance absorbed by Increased Road Levels (50%) and Track Lowering (50%)**	●	Pass	This Option would require a minimum track lowering of 0.65m (approx.).
			Feasibility Geometrical fitness for intervention		●		
			Feasibility Safety		●		
			Requirements Four tracking Park West-Heuston		●		
			Requirements Electrification of DART+ tracks		●		
			Requirements Vertical electrical clearance in structures		●		
			Requirements Bridge Design Requirements (Standards)		●		
			Requirements Keep current functionality of roads		●		This Option would require a minimum road level increase of 0.65m (approx.)
			Requirements Passive provision for LUAS loading only		●		
		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.
	Option 10	Engineering	**Feasibility** Constructability	**Four Tracking** **Electrification** **Bridge Reconstruction** **LUAS Provision** **Vertical clearance absorbed by Increased Road Levels and Track Lowering (Other than 50/50 split)**	●	Pass	This would require a minimum track lowering of 0.6m (approx.).
			Feasibility Geometrical fitness for intervention		●		
			Feasibility Safety		●		
			Requirements Four tracking Park West-Heuston		●		
			Requirements Electrification of DART+ tracks		●		
			Requirements Vertical electrical clearance in structures		●		
			Requirements Bridge Design Requirements (Standards)		●		
			Requirements Keep current functionality of roads		●		This would require a minimum road level increase of 1.06m (approx.).
			Requirements Passive provision for LUAS loading only		●		
		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.