					Park West to Heuston Station		
					South Circular Road Bridge (OBC1)		
				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 2)	Option 0: Do Nothing	Engineering	**Feasibility**	Constructability	**Leave As Is**		Four Tracking Project Requirement not achieved. Electrification Project Requirement not achieved. Overhead Electrical Clearance Requirement not achieved.
				Geometrical fitness for intervention		Fail	
				Safety			
			Requirements	Four tracking Park West-Heuston			
				Electrification of DART+ tracks			
				Vertical electrical clearance in structures			
				Bridge Design Standards			
				Keep current functionality of roads			
		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**		Four Tracking Project Requirement not achieved. Electrification Project Requirement not achieved. Overhead Electrical Clearance Requirement not achieved.
				Geometrical fitness for intervention		Fail	
				Safety			
			Requirements	Four tracking Park West-Heuston			
				Electrification of DART+ tracks			
				Vertical electrical clearance in structures			
				Bridge Design Standards			
				Keep current functionality of roads			
		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 Concept Design with Track Lowering Only (Concept Design Included)**		This would require a minimum track lowering of 1.650m. This track lowering is difficult to achieve from a technical perspective in terms of track gradients and longitudinal drainage but it is considered feasible.
				Geometrical fitness for intervention		Pass	
				Safety			
			Requirements	Four tracking Park West-Heuston			
				Electrification of DART+ tracks			
				Vertical electrical clearance in structures			
				Bridge Design Standards			
				Keep current functionality of roads			

				Park West to Heuston Station			
				South Circular Road Bridge (OBC1)			
			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 2)		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 3	Engineering	**Feasibility** Constructability	**Four Tracking Electrification Concept Design with Vertical clearance absorbed by Increased Road Levels (50%) and Track Lowering (50%)**	🟢	Fail	This would require a minimum road level increase and track lowering of 0.825m. This track lowering is difficult to achieve from a technical perspective in terms of track gradients and longitudinal drainage but it is considered feasible.
			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 Standards		🟢		
			Requirements Keep current functionality of roads		🔴		This would require a minimum road level increase and track lowering of 0.825m. This level of road level increase at OBC1 would require extensive works to the junction and to the approach roads. It is not a feasible solution in terms of maintaining the functionality of roads.
		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 Station			
				South Circular Road Bridge (OBC1)			
			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 2)	Option 4	Engineering	**Feasibility** Constructability	**Four Tracking Electrification Overwidened Portal with Track Lowering Only**		Pass	This would require a minimum track lowering of 1.781m. This track lowering is difficult to achieve from a technical perspective in terms of track gradients and longitudinal drainage but it is considered feasible.
			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 Standards				
			Requirements Keep current functionality of roads				
		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 5	Engineering	**Feasibility** Constructability	**Four Tracking Electrification Overwidened Portal with Vertical clearance absorbed by Increased Road Levels (50%) and Track Lowering (50%)**		Fail	This would require a minimum road level increase and track lowering of 0.890m. This track lowering is difficult to achieve from a technical perspective in terms of track gradients and longitudinal drainage but it is considered feasible.
			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 Standards				
			Requirements Keep current functionality of roads				This would require a minimum road level increase and track lowering of 0.890m. This level of road level increase at OBC1 would require extensive works to the junction and to the approach roads. It is not a feasible solution in terms of maintaining the functionality of roads.
		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 Station		
					South Circular Road Bridge (OBC1)		
				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 2)	Option 6	Engineering	**Feasibility**	Constructability	**Four Tracking Electrification Retain Existing Bridge and New Cut & Cover (C&C) Tunnel for One Track on North Side. Track Lowering Only**	●	Pass
				Geometrical fitness for intervention		●	This would require a maximum track lowering of 3.0m at the cut-and-cover structure.
				Safety		●	
			Requirements	Four tracking Park West-Heuston		●	
				Electrification of DART+ tracks		●	
				Vertical electrical clearance in structures		●	
				Bridge Design Standards		●	
				Keep current functionality of roads		●	
		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 7	Engineering	**Feasibility**	Constructability	**Four Tracking Electrification Concept Design with Vertical clearance absorbed by Increased Road Levels and Track Lowering (Other than 50/50 split)**	●	Pass
				Geometrical fitness for intervention		●	This would require a road level increase of 0.2m and a minimum track lowering of 1.450m. This track lowering is difficult to achieve from a technical perspective in terms of track gradients and longitudinal drainage but it is considered feasible.
				Safety		●	
			Requirements	Four tracking Park West-Heuston		●	
				Electrification of DART+ tracks		●	
				Vertical electrical clearance in structures		●	
				Bridge Design Standards		●	
				Keep current functionality of roads		●	This would require a road level increase of 0.2m and a minimum track lowering of 1.450m.
		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 Station			
					South Circular Road Bridge (OBC1)			
				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 2)	Option 8	Engineering	**Feasibility**	Constructability	**Four Tracking Electrification Overwidened Portal with Vertical clearance absorbed by Increased Road Levels and Track Lowering (Other than 50/50 split)**	●	Pass	This would require a road level increase of 0.2m and a minimum track lowering of 1.581m. This track lowering is difficult to achieve from a technical perspective in terms of track gradients and longitudinal drainage but it is considered feasible.
				Geometrical fitness for intervention		●		
				Safety		●		
			Requirements	Four tracking Park West-Heuston		●		
				Electrification of DART+ tracks		●		
				Vertical electrical clearance in structures		●		
				Bridge Design Standards		●		
				Keep current functionality of roads		●		This would require a road level increase of 0.2m and a minimum track lowering of 1.581m.
		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.