					Park West to Heuston Station					
F				South Circular Road Bridge (OBC1)						
					-Four tracks					
				-OHLE in northern tracks						
				•	-Electrical clearance for electrifi					
					-Keep current functionality of ro					
					-Bridge Design Requirements (S	tandard	ds)			
					Intervention	-	-	Assessment		
				Constructability	-	-	-			
			Feasibility	Geometrical fitness for intervention						
			reasibility	Safety						
				Four tracking Park West-Heuston				Four Tracking Project Requirement not achieved.		
		Engineering		Electrification of DART+ tracks				Electrification Project Requirement not achieved.		
	Option 0: Do		Requirements	Vertical electrical clearance in structures	Leave As Is			Overhead Electrical Clearance Requirement not achieved.		
	Nothing		Requirements	Bridge Design Standards				overhead Electrical clearance Requirement not achieved.		
				Keep current functionality of roads						
				Investment guidelines and programme for						
		Economy		DART+				Compatible with the investment guidelines and programme for DART+		
		Environment						No impact on Environmental sites of National of International signifiance.		
				Constructability						
5			Feasibility	Geometrical fitness for intervention						
Options Level 1 (PC 2)				Safety						
Ţ		Engineering		Four tracking Park West-Heuston	Four Tracking			Four Tracking Project Requirement not achieved.		
eve.	Option 1: Do			Electrification of DART+ tracks	Electrification			Electrification Project Requirement not achieved.		
us [	Minimum		Requirements	Vertical electrical clearance in structures	No Pway or Structural			Overhead Electrical Clearance Requirement not achieved.		
fi				Bridge Design Standards	Intervention					
ŏ				Keep current functionality of roads Investment guidelines and programme for						
		Economy		DART+				Compatible with the investment guidelines and programme for DART+		
		Environment		DANT				No impact on Environmental sites of National of International signifiance.		
-				Constructability						
				,				This would require a minimum track lowering of 1.650m. This track lowering		
			Feasibility	Geometrical fitness for intervention				is difficult to achieve from a technical perspective in terms of track gradients		
								and longitudinal drainage but it is considered feasible.		
		Engineering		Safety	Four Tracking					
		Engineering		Four tracking Park West-Heuston	Electrification		Pass			
	Option 2			Electrification of DART+ tracks	Concept Design with Track					
	Option 2		Requirements	Vertical electrical clearance in structures	Lowering Only					
				Bridge Design Standards	(Concept Design Included)					
				Keep current functionality of roads	(conserve sealen mended)					

						Park West to Heuston Station				
-					South Circular Road Bridge (OBC1)					
-				-Four tracks         -OHLE in northern tracks         -Bilderance for electrification         -Keep current functionality of roads         -Bridge Design Requirements (Standards)         Intervention						
		Economy		Investment guidelines and programme for DART+			Co	ompatible with the investment guidelines and programme for DART+		
		Environment					N	o impact on Environmental sites of National of International signifiance		
Uptions Level 1 (PC 2)	Option 3	Engineering	Feasibility	Constructability Geometrical fitness for intervention Safety Four tracking Park West-Heuston Electrification of DART+ tracks Vertical electrical clearance in structures Bridge Design Standards Keep current functionality of roads	Four Tracking Electrification Concept Design with Vertical clearance absorbed by Increased Road Levels (50%) and Track Lowering (50%)	Fail Th 0. vv	his would require a minimum road level increase and track lowering of 825m. This track lowering is difficult to achieve from a technical erspective in terms of track gradients and longitudinal drainage but it is onsidered feasible. his would require a minimum road level increase and track lowering of 825m. This level of road level increase at OBC1 would require extensiv orks to the junction and to the approach roads. It is not a feasible solut terms of maintaining the functionality of roads.			
		Economy Environment		Investment guidelines and programme for DART+				ompatible with the investment guidelines and programme for DART+ o impact on Environmental sites of National of International signifiance		

		Park West to Heuston Station								
-					South Circular Road Bridge (OBC1)					
				Four tracks						
					OHLE in northern tracks					
					-Electrical clearance for electrifi					
					Keep current functionality of roads Bridge Design Requirements (Standards)					
					Intervention Assessment					
					-	• •				
				Constructability						
			Feasibility	Geometrical fitness for intervention				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.		
		Engineering		Safety	Four Tracking		Pass			
	Option 4		Requirements	Four tracking Park West-Heuston Electrification of DART+ tracks Vertical electrical clearance in structures Bridge Design Standards Keep current functionality of roads	Electrification Overwidened Portal with Track Lowering Only					
		Economy		Investment guidelines and programme for DART+				Compatible with the investment guidelines and programme for DART+		
নি		Environment		DARTT				No impact on Environmental sites of National of International signifiance.		
PC (PC		Linnonintent		Constructs bility				No impact on Environmental sites of National of International significance.		
Options Level 1 (PC 2)		Engineering	Feasibility	Constructability Geometrical fitness for intervention Safety				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.		
					Four Tracking					
				Four tracking Park West-Heuston	Electrification		Fail			
	o .:			Electrification of DART+ tracks	Overwidened Portal with		1 an			
	Option 5			Vertical electrical clearance in structures	Vertical clearance absorbed by Increased Road Levels					
			Requirements	Bridge Design Standards	(50%) and Track Lowering					
				Keep current functionality of roads	(50%)			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				Compatible with the investment guidelines and programme for DART+		
		Environment		DART+				No impact on Environmental sites of National of International signifiance.		

		Park West to Heuston Station										
					South Circular Road Bridge (OBC1)							
					-Four tracks							
				-OHLE in northern tracks								
				Requirements	-Electrical clearance for electrific							
						Keep current functionality of roads						
					-Bridge Design Requirements (Standards) Intervention Assessment							
					Intervention	-	-	Assessment				
				Constructability								
			Feasibility	Geometrical fitness for intervention				This would require a maximum track lowering of 3.0m at the cut-and-cover structure.				
		Engineering		Safety			Pass					
	Option 6		Requirements	Four tracking Park West-Heuston Electrification of DART+ tracks Vertical electrical clearance in structures Bridge Design Standards Keep current functionality of roads		00000						
l (PC 2)		Economy		Investment guidelines and programme for DART+	Side. Track Lowering Only			Compatible with the investment guidelines and programme for DART+				
Options Level 1 (PC 2)		Environment						No impact on Environmental sites of National of International signifiance.				
Optic				Constructability				This would require a read level increase of 0.2m and a minimum terral.				
0			Feasibility	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	Four Tracking Electrification							
	Option 7	Engineering	Requirements	Four tracking Park West-Heuston Electrification of DART+ tracks Vertical electrical clearance in structures Bridge Design Standards	Concept Design with Vertical clearance absorbed by Increased Road Levels and Track Lowering (Other than	0000	Pass	This would require a road level increase of 0.2m and a minimum track				
				Keep current functionality of roads	50/50 split)			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)					
				-Four tracks						
				-OHLE in northern tracks						
				-Electrical clearance for electrific						
				<ul> <li>-Keep current functionality of ro</li> <li>-Bridge Design Requirements (St</li> </ul>						
		· · · · · · · · · · · · · · · · · · ·				andar	ds)			
					Intervention	-	-	Assessment		
Options Level 1 (PC 2)	Option 8	Engineering	Feasibility	Constructability Geometrical fitness for intervention Safety Four tracking Park West-Heuston Electrification of DART+ tracks Vertical electrical clearance in structures Bridge Design Standards	Four Tracking Electrification Overwidened Portal with Vertical clearance absorbed	•		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.		
о С				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.		