				Park West to Heuston Kylemore Road Bridge (00/5A)				
					-Four tracks			kyrentore koza briege (UBCSA)
			-OHLE in northern tracks					
		Requirement			-Electrical clearance for electrification -Keep current functionality of roads			
					-Bridge Design Requirements (Standards) -LUAS loading passive provision			
					Intervention			Assessment
	Baseline in	tervention (not subject to options)			-		-	
			Feasibility	Constructability Geometrical fitness for intervention				
	Option 0: Do Nothing	F		Safety Four tracking Park West-Heuston				Four Tracking Project Requirement not achieved.
		Engineering	Requirements	Electrification of DART+ tracks Vertical electrical clearance in structures	Leave As is		Fail	Electrification Project Requirement not achieved. Overhead Electrical Clearance Requirement not achieved.
				Bridge Design Requirements (Standards) Keep current functionality of roads		ĕ		overnead electrical dearance requirement not achieved.
				Passive provision for LUAS loading only		ĕ		LUAS Loading Passive Provision is not achieved.
		Economy Environment		Investment guidelines and programme for DART+				Compatible with the investment guidelines and programme for DART+ No impact on Environmental sites of National of International signifiance.
			Feasibility	Constructability Geometrical fitness for intervention				
	Option 1: Do Minimum	Engineering		Safety Four tracking Park West-Heuston				Four Tracking Project Requirement not achieved.
			Requirements	Electrification of DART+ tracks Vertical electrical dearance in structures	Four Tracking Electrification		Fail	Electrification Project Requirement not achieved.
			nequienents	Bridge Design Requirements (Standards)	No Pway or Structural Intervention			Overhead Electrical Clearance Requirement not achieved.
				Keep current functionality of roads Passive provision for LUAS loading only				LUAS Loading Passive Provision is not achieved.
		Economy Environment		Investment guidelines and programme for DART+				Compatible with the investment guidelines and programme for DART+ No impact on Environmental sites of National of International signifiance.
			Feasibility	Constructability Geometrical fitness for intervention				There is insufficient space to provide the openings required.
			,	Safety Four tracking Park West-Heuston				
	Option 2	Engineering	Requirements	Electrification of DART+ tracks Vertical electrical clearance in structures	Four Tracking Electrification		Fail	
	Uption 2			Bridge Design Requirements (Standards)	Additional Tracks in Opening Made at side of Exisiting Structure (i.e. through wingwalk).			
				Keep current functionality of roads Passive provision for LUAS loading		ĕ		LUAS Loading Passive Provision is not achieved.
		Economy Environment		Investment guidelines and programme for DART+				Compatible with the investment guidelines and programme for DART+ No impact on Environmental sites of National of International signifiance.
_			Feasibility	Constructability Geometrical fitness for intervention				· · · ·
Options Level 1 (PC 1)		Engineering		Safety Four tracking Park West-Heuston				
11(Electrification of DART+ tracks Vertical electrical clearance in structures	Four Tracking Electrification Endge Reconstruction	ě	Fail	
Leve	Option 3		Requirements	Bridge Design Requirements (Standards)	Road Levels increase ONLY to absorb vertical clearance			
ns l				Keep current functionality of roads		•		This Option would require a minimum road level increase of 1.14m (approx). This road level increase at OBCSA would require extensive works to the junctions on the north and south side.
btic		Economy		Passive provision for LUAS loading only Investment guidelines and programme for DART+		•		LUAS Loading Passive Provision is not achieved. Compatible with the investment guidelines and programme for DART+
0		Environment		Constructability		•		No impact on Environmental sites of National of International signifiance.
	Option 4		Feasibility	Geometrical fitness for intervention		•		This Option would require a minimum track lowering of 1.1m (approx.). This level of track lowering is not feasible at OBCSA.
		Engineering		Safety Four tracking Park West-Heuston				
			Requirements	Electrification of DART+ tracks Vertical electrical clearance in structures	Four Tracking Electrification Bridge Reconstruction		Fail	
			nequienents	Bridge Design Requirements (Standards)	Track Lowering CNLY to absorb vertical clearance			
				Keep current functionality of roads Passive provision for LUAS loading only		ĕ		LUAS Loading Passive Provision is not achieved.
		Economy Environment		Investment guidelines and programme for DART+				Compatible with the investment guidelines and programme for DART+ No impact on Environmental sites of National of International signifiance.
	Option 5	Engineering	Feasibility	Constructability Geometrical fitness for intervention				This Option would require a minimum track lowering of 0.6m (approx).
				Safety Four tracking Park West-Heuston				
			Requirements	Electrification of DART+ tracks Vertical electrical clearance in structures	Electrification Bridge Reconstruction	ě	Fail	
				Bridge Design Requirements (Standards) Keep current functionality of roads	Vertical clearance absorbed by increased Road Levels (SD%) and Track Lowering (SD%)			This Option would require a minimum road levels increases of 0.6m (approx).
		Economy		Passive provision for LUAS loading only Investment guidelines and programme for DART+		•		LUAS Loading Passive Provision is not achieved. Compatible with the investment guidelines and programme for DART+
		Environment		Constructability				No impact on Environmental sites of National of International signifiance.
		Engineering	Feasibility	Geometrical fitness for intervention		Š.		This Option would require a minimum 0.55m (approx.) track lowering.
			Requirements	Four tracking Park West-Heuston	Four Tracking			
	Option 6				Four Tracking			
			Requirements	Electrification of DART+ tracks Vertical electrical clearance in structures	Bridge Reconstruction		Fail	
			Requirements	Electrification of DART+ tracks Vertical electrical dearance in structures Bridge Design Requirements (Standards) Keep current functionality of roads	Four Tracking Electrification Bridge Reconstruction Vertical clearance absorbed by Increased Road Levels and Track Lowering (Other than SO/50 split)		Fail	This Option would require a minimum 0.55m (approx.) road level increase.
		Economy	Requirements	Electrification of DART+ tracks Vertical electrical clearance in structures Bridge Design Requirements (Standards)	Bridge Reconstruction Vertical clearance absorbed by increased Road Lavels and Track Lowering (Other than 50/50 split)		Fail	LUAS Loading Passive Provision is not achieved. Compatible with the investment guidelines and programme for DART+
		Economy Environment		Electification of DART+ tracks Vertical electrical dearance in structures Bridge Design Requirements (Standard) Keep current functionality of roads Passive provision for LUSS loading ony Investment guidelines and programme for DART+ Constructability	Bridge Reconstruction Vertical clearance absorbed by increased Road Lavels and Track Lowering (Other than 50/50 split)	••••	Fail	LUAS Loading Passive Provision is not achieved.
			Requirements Feasibility	Exterification of DART track Vertical description (Jacobien in Structures Bridge Design Requirements (Standardy) Keep current functionality of roads Passive provision for LUAS leading only Investment guidelines and programme for DART Constructability Geometrical Ritness for intervention Stety	Bridge Reconstruction Vertical clearance absorbed by increased Road Lavels and Track Lowering (Other than 50/50 split)	••••	Fail	LUAS Loading Passive Provision is not achieved. Compatible with the investment guidelines and programme for DART+
				Electrification of DART tracks Vertical electrical desame in structures Bridge Design Requirements (Datandard) Parture provision for LUM Losading only Investment guidelines and gragramme for DART Geometrical fittense to intervention Face tracking Park Weat-Headbard Electrification of DART tracks	Edge Instantion	••••	fai	LUAS Loading Passive Provision is not achieved. Compatible with the investment guidelines and programme for DART+
	Option 7	Environment		Electrification of DART tracks Vertical electrical desance in structures Bridge Deisjn Requirements (Standardy) Keep current functionality of roads Passive provision for LUAS leading only Investment guidelines and angegraneme for DART Constructability Geometrical fitness for intervention Four tracking Park Vest-Hesiton Electrification of DART tracks Vertical electrical desance in structures	Bridge Reconstruction Vertical clearance absorbed by increased Road Lavels and Track Lowering (Other than 50/50 split)	••••	Fail	LUAS Loading Passive Provision is not achieved. Compatible with the investment guidelines and programme for DART+
	Option 7	Environment	Feasibility	Electrification of DART tracks Vertical electrical descarios in structures Bridge Deisjn Requirements (Standardy) Response arrent functionality of roads Resource structures of the Structure Networks and the Structure of DART Internet Structures of DART tracks Geometrical Resources for Intervention Electrical descarios (Next - Hexator Bender Deisjn Requirements (Standards) Keep aurent functionality of roads	Exig International Wind Alexana share by Incard Bartler and an An Learning (Ether that 5(5) g/s) Fare Tracking Bartler for the State of the State Bartler for the State of the State Bartler for the State of the State of the State Bartler for the State of the State of the State of the State Bartler for the State of th	•••••••••••••••••••••••••••••••••••••••	Fail	LUAS Loading Pasule Provision is not achieved. Compatible with breatment auditions and organisme for DART+ No impact on Environmental sites of National of International signifiance. This Option would require a minimum road level increase of 1.29m (approx.). This road level increase at DBCSA would
	Option 7	Environment	Feasibility	Electrification of DART tracks Vertical electrical desance in structures Endge Design Requirements (Subandard) Parkte provision for LUIS Losading only Investment guidelines and arrogramme for DART. Constructuability Geometrical fitness for intervention Four tracking Park Weat-Heaton Electrification of DART tracks Vertical electrical desance in structures Bridge Design Requirements (Standard) Keep current functionality of roads Parkte provision for LUIS Losading only	Einge Insensitieten Werd Alexense dasken of einer State Lawerig (Dier the stat) (Stright) Fast Training Einge Insensitieten Einge Insensitieten Einge Insensitieten Einge Insensitieten Einge Insensitieten Einge Insensitieten	•••••	Fail	LUS Landing Passive Provision is not achieved. Compatible with hereistenet audience and organame for DARTs- No inpact on Environmental sites of National of International signifiance. This Option would require a minimum road level increase of 1.29m (ppg ox.). This road level increase at OBCSA would require extensive works to the junctions on the north and south side.
	Option 7	Environment	Feasibility	Electrification of DART tracks Werkland electrical desarchine in structures Bridge Design Requirements (Datandard) Passes provision for ULU Standing only Investment guidelines and grogramme for DART Geometrical filtenses in intervention Four tracking Park Weich Hosting Bestrification of DART tracks Vertical electrical desarchine in structures Bridge Design Requirements (Standard) Keep current functionality of roads Passes provision for ULU Standing only Investment guidelines and grogramme for DART	Einge Insensitieten Werthal Alexense dasken of see all the Learning (Der the sciCler get) Fast Training Einge Insensitieten Einge Insensitieten Einge Insensitieten Einge Insensitieten Einge Insensitieten Einge Insensitieten		Fail	LUAS Loading Pasule Provision is not achieved. Compatible with breatment auditions and organisme for DART+ No impact on Environmental sites of National of International signifiance. This Option would require a minimum road level increase of 1.29m (approx.). This road level increase at DBCSA would
	Option 7	Environment	Feasibility	Electrification of DART tracks Vertical electrical desance in structures Endge Design Requirements (Subandard) Parkte provision for LUIS Losading only Investment guidelines and arrogramme for DART. Constructuability Geometrical fitness for intervention Four tracking Park Weat-Heaton Electrification of DART tracks Vertical electrical desance in structures Bridge Design Requirements (Standard) Keep current functionality of roads Parkte provision for LUIS Losading only	Einge Insensitieten Werthal Alexense dasken of see all the Learning (Der the sciCler get) Fast Training Einge Insensitieten Einge Insensitieten Einge Insensitieten Einge Insensitieten Einge Insensitieten Einge Insensitieten	•••••••••••••••••••••••••••••••••••••••	Fail	EUAS Loading Pausie Provision in on a shreed. Compatible with the investment quickless and argename. Be DARTs to impact on Environmental other of National of International signifiance. This Option would require a minimum road level increase of 1.29m (ppprx.). This road level increase at OBCSA would require extensive works to the junctions on the north and south side. Compatible with the Investment quickless and pragmame for DARTs to impact on Environmental other of National of International signifiance.
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		Environment Enviro	Feasibility Requirements Feasibility Requirements	Bestriffication of DART tracks Werke Description and the sequences of the	Eng Inconstruint World Ansates and and the first state of the state of		Fail	ULVS Loading Pausive Provision is not achieved. Compatible with the investment quickless and programme for DART+ No impact on Environmental sites of National of International signifiance. This Option would require a minimum road lovel increase of 1.20m (ppprox.). This road level increase at OBCSA would require extensive works to the junctions on the north and south side. Compatible with the investment quickless and programme for DART+ No impact on Environmental sites of National of International signifiance. This Option would require a minimum track lowering of 1.20m (approx.). This level of track lowering is not feasible at OBCSA. Compatible with the investment quickless and programme for DART+ No impact on Environmental sites of National of International signifiance.
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