					Park West to Heuston Station SCR Bridge (OBC1)			
				Requirements	-Four tracks			
			Intervention Assessment					
	Option 0: Do Nothing	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	Leave As is		Fail	Four Tracking Project Requirement not achieved. Electrification Project Requirement not achieved. Overhead Electrical Clearance Requirement not achieved.
		Fconomy		Keep current functionality of roads Investment suidelines and programme for DART+		•		Compatible with the investment midelines and programme for DART+
ns Level 1 (PC 1)		Environment		investment guidennes and programme for boart				No impact on Environmental sites of National of International signifiance.
	Option 1: Do Minimum	Engineering	Engineering Requirements	Constructability Geometrical fitness for intervention Safety Four tracking Park West-Heuston Electrification of DART+ tracks	Four Tracking Electrification No Pway or Structural Intervention		Fail	Four Tracking Project Requirement not achieved. Electrification Project Requirement not achieved.
		Economy		Vertical electrical clearance in structures Bridge Design Standards Keep current functionality of roads Investment guidelines and programme for DART+				Overhead Electrical Clearance Requirement not achieved. Compatible with the investment guidelines and programme for DART+
		Environment		Constant whether				No impact on Environmental sites of National of International signifiance.
	Option 2	Engineering	Feasibility	Geometrical fitness for intervention Safety Four tracking Park West-Heuston	Four Tracking Electrification Concept Design inkTrack Lowering Only (Concept Design Included)	•	Pass	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.
			Requirements	Electrification of DART+ tracks Vertical electrical clearance in structures Bridge Design Standards Keep current functionality of roads 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 3	Engineering	Feasibility	Constructability Geometrical fitness for intervention Safety	Four Tracking Executionism Concept Design with Verical desance absorbed by Increased Road Levels (DNS) and Track Lowering (SDN)	•		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.
			Requirements	Four tracking Park West-Heuston Electrification of DART+ tracks Vertical electrical clearance in structures Bridge Design Standards		000	Fail	This would require a minimum road level increase and track lowering of 0.825m. This level of road
				Keep current functionality of roads		-		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 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 4	Engineering	Feasibility	Constructability Geometrical fitness for intervention	Four Tracking Electrification Overwidened Portal with Track Lowering Only	•		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
			Requirements	Safety Four tracking Park West-Heuston Electrification of DART+ tracks Vertical electrical clearance in structures Bridge Design Standards Keee current functionality of roads		••••	Pass	fessole.
Ē		Economy		Investment guidelines and programme for DART+		-		Compatible with the investment guidelines and programme for DART+
, op		Environment		Constant in the second s		-		No impact on Environmental sites of National of International signifiance.
	Option 5	Engineering	Feasibility	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.
			Requirements	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 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 level of road level increase at OBCL 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.
		Environment		investment guidelines and programme for DART+				Compatible with the investment guidelines and programme for DARI+ No impact on Environmental sites of National of International signifiance.
	Option 6		Feasibility	Constructability Geometrical fitness for intervention Safety	Four Tracking Electrification Retain Existing Bridge and New Cut & Cover (C&C Tunnel for One Track on North Side. Track Lowering Only	ě		This would require a maximum track lowering of 3.0m at the cut-and-cover structure.
		Engineering	Requirements	Four tracking yark West-Heuston Electrification of DART+ tracks Vertical electrical clearance in structures Bridge Design Standards Keep current functionality of roads			Pass	
		Environment						No impact on Environmental sites of National of International signifiance.
	Option 7	Engineering	Feasibility	Constructability Geometrical fitness for intervention	Four Tracking Electrification Concept Design White Head Genance absorbed by Increased Noth Vertical Genance absorbed (Other than 50/50 split)	•		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.
			Requirements	Four tracking Park West-Heuston Electrification of DART+ tracks Vertical electrical clearance in structures Bridge Design Standards Keep current functionality of roads		••••	Pass	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.
	Option 8	Environment	Feasibility	Constructability Geometrical fitness for intervention Safety	Four Tracking Electrification Overwidende Potral with Vertical clearance absorbed by Increased Road Levels and Track Lowering (Other than 50/50 split)	•	Dava	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.
		Engranding	Requirements	Four tracking Park West-Heuston Electrification of DART+ tracks Vertical electrical clearance in structures Bridge Design Standards Keep current functionality of roads		0000	F-833	This would require a road level increase of 0.2m and a minimum track lowering of 1.581m.
		Economy Environment		investment guidenites and programme for DART+				No impaction Environmental sites of National of International signifiance
							•	