

				Park West to Hesuton Station				
				Area around Inchicore Works				
				Intervention		Assessment		
Baseline intervention (not subject to options)				-	-			
Options Level 1 (PC 2)	Option 0: Do Nothing	Engineering	<b>Feasibility</b> Constructability Geometrical fitness for intervention Safety	Four tracking Park West-Heuston Electrification of DART+ tracks Vertical electrical clearance in structures Track alignment and drainage (standards) Keep current functionality of roads	Leave as is		Fail	Will not deliver on policy, DART+ Programme and DART+ South West Objectives  No significant environmental issues
			<b>Requirements</b> Four tracking Park West-Heuston Electrification of DART+ tracks Vertical electrical clearance in structures Track alignment and drainage (standards) Keep current functionality of roads					
			Economy Environment Investment guidelines and programme for DART+					
Options Level 1 (PC 2)	Option 1: Do Minimum	Engineering	<b>Feasibility</b> Constructability Geometrical fitness for intervention Safety	Four tracking Park West-Heuston Electrification of DART+ tracks Vertical electrical clearance in structures Track alignment and drainage (standards) Keep current functionality of roads Investment guidelines and programme for DART+	Four Tracking (use of existing four tracks) Electrification tie-in of southern track (current siding) with four tracking of adjacent areas (around Kylemore and Le Fanu bridges)		Fail	Not enough space for 4-Tracking on the South Four existing tracks do not cover whole area - additional track required either side of Inchicore area  Lost functionality of Inchicore Works No significant environmental issues
			<b>Requirements</b> Four tracking Park West-Heuston Electrification of DART+ tracks Vertical electrical clearance in structures Track alignment and drainage (standards) Keep current functionality of roads					
			Economy Environment Investment guidelines and programme for DART+					
Options Level 1 (PC 2)	Option 2	Engineering	<b>Feasibility</b> Constructability Geometrical fitness for intervention Safety	Four tracking Park West-Heuston Electrification of DART+ tracks Vertical electrical clearance in structures Track alignment and drainage (standards) Keep current functionality of roads Investment guidelines and programme for DART+	Four Tracking Electrification Additional tracks in tunnel		Fail	Not enough space in length to accommodate a tunnel specific for this element  Not aligned on policy No significant environmental issues
			<b>Requirements</b> Four tracking Park West-Heuston Electrification of DART+ tracks Vertical electrical clearance in structures Track alignment and drainage (standards) Keep current functionality of roads					
			Economy Environment Investment guidelines and programme for DART+					

**Park West to Hesuton Station**

**Area around Inchicore Works**

**Requirements**  
 -Four tracking Park West-Heuston  
 -Electrification of DART+ tracks  
 -Electrical clearance for electrification  
 -Keep current functionality of roads  
 -Track alignment and drainage requirements (standards)

Intervention	Assessment	
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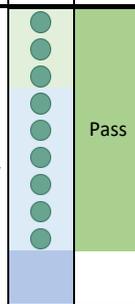
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**Requirements**

Baseline intervention (not subject to options)

Option 3	Engineering	<p><b>Feasibility</b> Constructability Geometrical fitness for intervention Safety</p> <p><b>Requirements</b> Four tracking Park West-Heuston Electrification of DART+ tracks Vertical electrical clearance in structures Track alignment and drainage (standards) Keep current functionality of roads</p>
	Economy Environment	Investment guidelines and programme for DART+

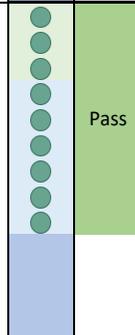
Addition of fourth track to the north, Electrification, keeping Inchicore siding operational. Pway enhanced to the north



Residential properties north side affected. Signal Box (protected structure) affected

Option 4	Engineering	<p><b>Feasibility</b> Constructability Geometrical fitness for intervention Safety</p> <p><b>Requirements</b> Four tracking Park West-Heuston Electrification of DART+ tracks Vertical electrical clearance in structures Track alignment and drainage (standards) Keep current functionality of roads</p>
	Economy Environment	Investment guidelines and programme for DART+

Addition of fourth track to the south, Electrification, Pway enhanced to the south at the expense of Inchicore Works



Turret and Inchicore buildings (protected structures) potentially affected  
 Properties South side affected, mostly industrial properties excel garden of Saint George Village.

Option variatic	Option 3	<p><b>Variation 1</b> Retain Signal Box and Turret by reducing 10 foot dimension and curved track alignment</p> <p><b>Variation 2</b> Minimise impact on North properties by reducing 10 foot dimension. Signal Box to be relocated</p> <p><b>Variation 3</b> Main Option 3. Slightly greater impact on North properties, with standard 10 foot dimension, Signal Box to be relocated</p> <p><b>Variation 4</b> Reduced impact on North properties, with standard 10 foot dimension, Signal Box to be relocatec</p>
	Option 4	<b>Main Option 4</b> Four Tracking towards the South, retaining siding functionality