

# WTC

## Ground Level

How compatible is the PATH-Lex connection with the current plans for the redevelopment of the World Trade Center site?

Very.

Except for a short, easily accommodated, section of the west-bound track connecting to the PATH tunnel under the river there is no intrusion on the 1776 tower.

The relation with the Calatrava station entrance is both closer and more formally correct.

The east-bound track and a possible loop track traverse the memorial portion of the site but avoid both towers and allow the removal of the temporary PATH station from their footprints.

The proposed station is aligned with the geometry of Tower 2.

--

# WTC

## Upper Concourse

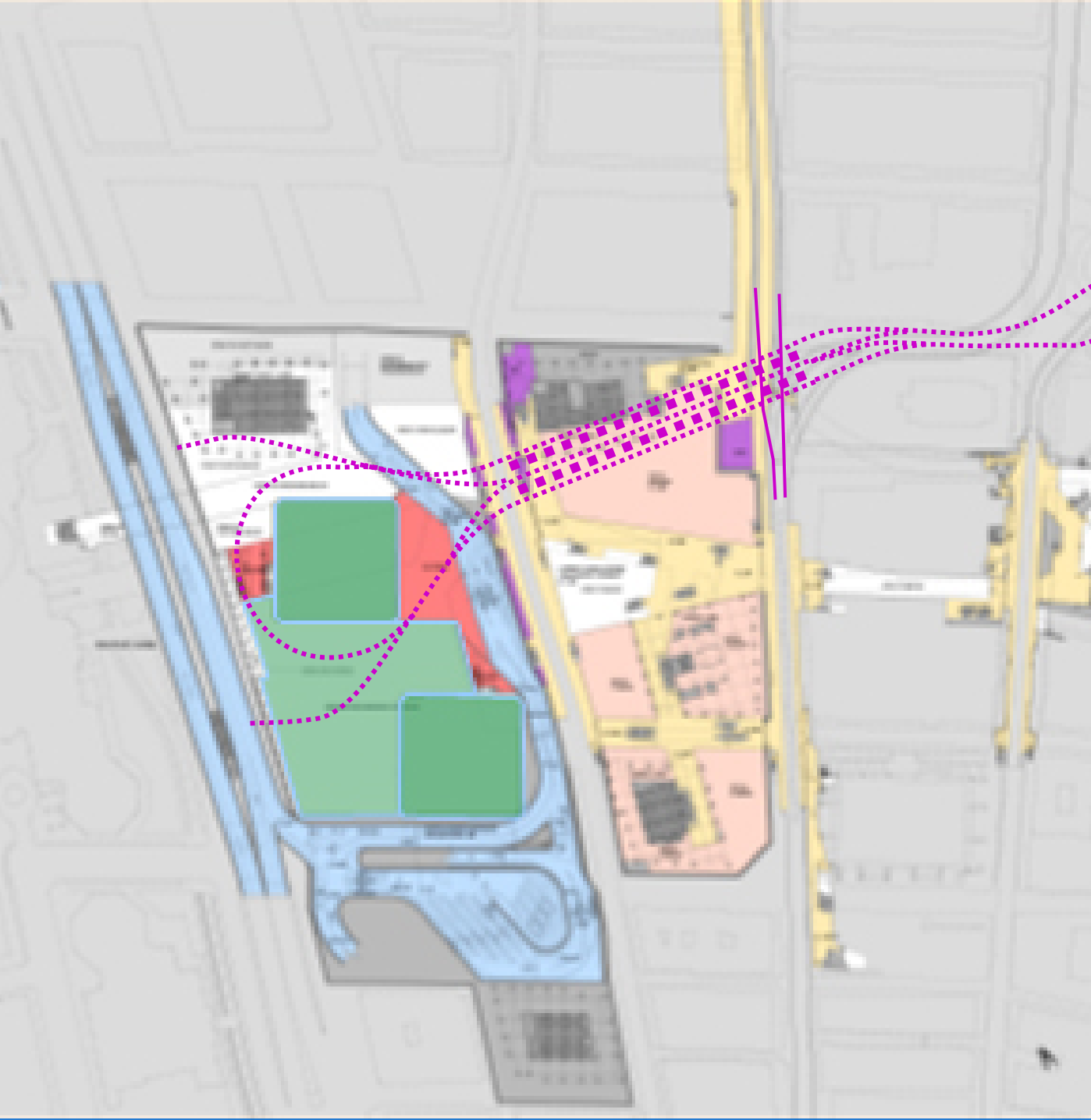
The extension of the IND E service into the BMT has no design consequences for the WTC.

The tracks and platforms of the PATH-Lex connection are entirely below this level.

The vertical circulation between the PATH-Lex station and Calatrava's entrance straddles the axis of Fulton Street and is more direct than with the temporary PATH station.

(The track level of the E in Church Street is 10 feet above the 1 and 9 in Greenwich Street. This suggests that either the Church Street concourse emerges at grade at Greenwich Street or, if Greenwich Street is elevated, passes over the 1 and 9, but below grade, to the portion of the WTC site west of Greenwich Street, as the old WTC concourse did.)

--



# WTC

## Lower Concourse

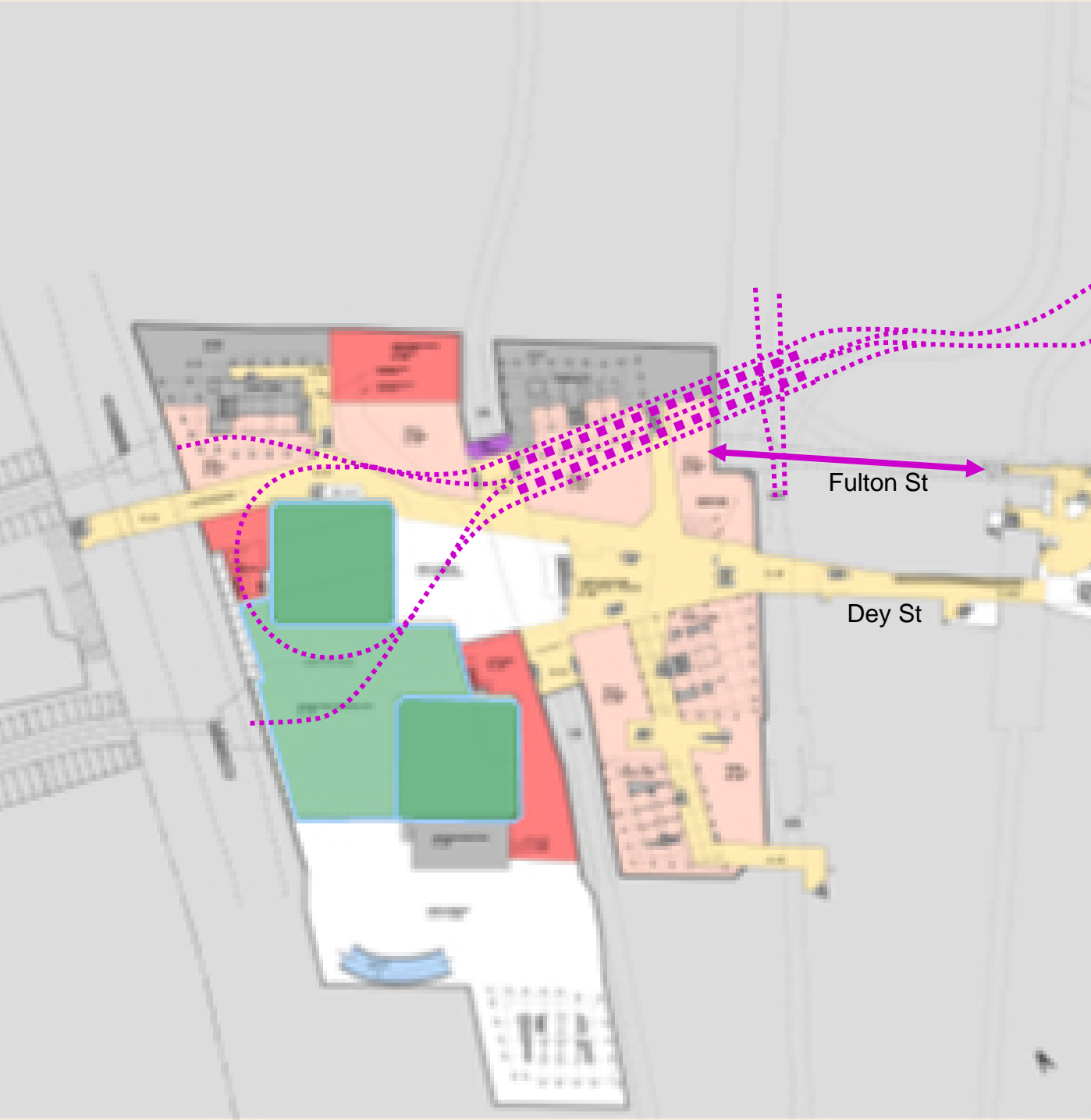
The tracks and platforms of the PATH-Lex connection are entirely below this level.

The more northerly location of the PATH-Lex station encourages a concourse along Fulton Street – the imagable street – rather than Dey Street.

The PATH-Lex station aligns with Calatrava's entrance and is much closer to it than the temporary PATH station. Its mezzanine would be at this level – one level closer to street level than that of the temporary PATH station.

(What appears to be a level concourse between West Street and Broadway passes below the 1 and 9 at Greenwich Street at an elevation of 80 feet (-20') and below the 4 and 5 at Broadway at an elevation of 100 feet (0').)

--



# WTC

## PATH Mezzanine

The tracks and the station platforms of the PATH-Lex connection traverse the WTC site at the mezzanine level of the temporary PATH station – above its track and platform level and below the tunnel for the IRT's 1 and 9 service.

The west-bound track passes through the cellars of the 1776 tower. It aligns with the geometry of its structure and ought to not be a problem.

The east-bound track and a possible loop track pass through the memorial portion of the site but avoid the footprints of the towers.

The proposed station aligns with the geometry of tower 2.

There may be a conflict with the service and parking roadways as currently designed but they ought to be able to dip under the PATH-Lex alignment.



# WTC

## PATH Platforms

The tracks and platforms of the PATH-Lex connection are almost entirely above this level.

The new PATH-Lex station would replace the temporary PATH station, allowing it to be removed from the footprints of the destroyed towers. The easternmost tracks might be retained to turn and store trains.

The service and parking roadway serving the 1776 tower ought to be able to be routed at this level under the PATH-Lex alignment.

Perhaps the temporary PATH station could be used for freight deliveries to the WTC and for the removal of trash.

--

