

Table 1.1 Track Alignment Concept Design Summary

October 2005

Alt.	Description	Land Area (sq. ft.)	Estimated Construction Cost	Considerations	
				PRO	CON
A	Alternate relocates West Branch of York Railway in order to provide contiguous land mass large enough for stadium construction within the NWT.	549,000	\$6,501,000	Allows construction of stadium within NWT.	Removes TPG bridge from York Railway system (i.e. eliminates 1 of 2 bridges).
				Eliminates Grade-Crossing at N. Beaver St.	Longest Schedule
B	Alternate provides a new connection between the York Railway (WM) mainline and Norfolk Southern (NS), remove the TPT Bridge and convert the TPG Bridge for pedestrian traffic.	492,000	\$1,655,000	Provides waterfront land for development.	Removes TPT bridge from York Railway system (i.e. eliminates 1 of 2 bridges).
				Eliminates Grade-Crossing at N. Beaver St.	
C	Alternate maintains existing track alignments and bridges (i.e. do nothing).	474,000	\$112,000	Least Change	Land provided between operating tracks.
				Shortest Schedule	