

## **XI. W-3 – TRINITY RAILWAY EXPRESS (WEST) CORRIDOR CONSIDERATIONS**

### **CORRIDOR DESCRIPTION**

Rail Corridor W-3 is one of the ten rail corridors in the Dallas-Fort Worth area included in the initial scope of work of the Regional Rail Corridor Study. Corridor W-3, along with Corridor E-1, make up the Trinity Railway Express Line that runs between Dallas and Fort Worth.

Because the TRE is in operation as a regional rail service and is actively managed by two of the areas transit authorities, the TRE corridor was examined preliminarily but was not examined at length. Further, the TRE was separately pursuing inclusion of improvement projects in the NCTCOG/RTC Partnership Program #2. Thus, the NCTCOG RRCS Project Manager determined that it would not be necessary to study the TRE corridor. However, TRE service was reviewed as background for the study and to serve as a baseline for passenger rail service expectations and capital and operating costs.

Additionally, TRE's capital improvement plan for the upcoming years was reviewed with TRE for any operating impact on the RRCS study, as well as to reconcile the RRCS capital cost estimates.

Additional information about the TRE line may be found in the Trinity Railway Express Service and Improvement Plans section in the report Regional Rail Corridor Study – Study Report, in Chapter VI – Issue Identification. The proposed TRE Capital Improvement Plan follows.

**TRE CAPITAL IMPROVEMENT PLAN**

TRE/ Authority Priority	Project Name	Project Description	Project FY	Estimated Project Cost	Federal/ Other Funding	FWTA Funding	DART Funding	Comments	Strategic Assumptions
<b>TARRANT COUNTY PROJECTS</b>									
<b>T-1</b>	Hurst Siding Extension	Extends existing siding approximately 264 feet to the west and 1,320 feet to the east. Replaces existing switches at either end of the project with new switches and associated signal apparatus. Reconstruct Norwood Road grade crossing and install new four-quadrant gate protection system. Signalization to be installed to accommodate 79 mph service.	2005	\$2,800,000				Project is under design and to be bid out by the FWTA in FY 2005. Project is fully funded. Replacement of switches is critical to allow for faster and safer passenger and freight train meets at the Hurst Siding.	A 1, 3, 4 B 1, 2, 3, 4 D 1, 2
	Construction Subtotal			\$2,800,000					
	Project Total			\$2,800,000	\$2,240,000	\$560,000	\$0	80% CMAQ funded	
<b>T-2</b>	Minnis Drive to Handley-Ederville Road (Richland Hills Station) Double Track	Includes double tracking through station and all the way to Minnis. Replaces and raises overpass at Midway-Big Fossil to eliminate bridge strikes by trucks.	2006	\$5,900,000				This project is necessary to be able to achieve 30-minute headways between Fort Worth and Dallas. Repetitive strikes by road traffic on TRE bridge - current clearance - 11' 6". This project was funded in FY 2005 by the T in the total amount of \$6,800,000.	A 1, 2, 3, 4 B 1, 2, 3, 4 C 1
	Escalation, Contingency and Soft Costs Total			\$2,664,853				See separate calculation.	
	Construction Subtotal			\$8,564,853					
		Minnis Drive	2006	\$234,000				Upgrade to Quad Gates	D 1, 2, 3
		Handley-Ederville Road	2006	\$339,000				Upgrade to Quad Gates. Install Remote Crossing Start System	D 1, 2, 3
	Grade Crossings Subtotal			\$573,000					
	Project Total			\$9,137,853	\$7,310,282	\$1,827,571	\$0	FWTA Funding Sources TBD - assume 80% Federal Funding. Quad gate funding to come from NTCOG Partnership 2 Funding	
<b>T-3</b>	Power cross-over at ITC	Install signals and power switch crossover from shared track at Ninth Street as a new control point.	2006	\$800,000				Needed to achieve 30-minute headways out of Fort Worth.	C 1 F 3, 4
	Construction Subtotal			\$800,000					
	Project Total			\$800,000	\$640,000	\$160,000	\$0	FWTA Funding Sources TBD - assume 80% Federal Funding	
<b>T-4</b>	Handley-Ederville Road (Richland Hills Station) to West Hurst Double Track	New siding with six bridges	2008	\$13,300,000				Next segment in process of Tarrant County double tracking with immediate headway reduction benefit.	A 1, 2, 3, 4 B 1, 2, 3, 4
	Escalation, Contingency and Soft Costs Total			\$7,100,072				See separate calculation.	
	Construction Subtotal			\$20,400,072					
		Precinct Line Road		\$282,000				This crossing was not included in the original RCRPP because of the unknown status of City of Fort Worth project, which will widen existing 2 lane road south of RR and connect to existing 4 lane road north of tracks. Fort Worth project should include construction of 4 lane RR grade crossing. This project will upgrade the crossing to Quad Gates.	D 1, 2, 3
	Grade Crossing Subtotal			\$282,000					

TRE/ Authority Priority	Project Name	Project Description	Project FY	Estimated Project Cost	Federal/ Other Funding	FWTA Funding	DART Funding	Comments	Strategic Assumptions
	Project Total			\$20,682,072	\$16,545,658	\$4,136,414	\$0	FWTA Funding Sources TBD - assume 80% Federal Funding. Quad gate funding to come from NTCOG Partnership 2 Funding	
<b>T-5</b>	Dalwor Junction to East Sylvania Double Track		2009	\$8,500,000				Connect to existing double track at W. Sylvania new double track to Dalwor Junction. New bridge at West Fork - rehab existing bridge which will soon need work. Will not be able to double track beyond this location to West into ITC and T&P Stations because of physical limitations and not required for operational purposes at this time.	A 1, 2, 3, 4 B 1, 2, 3, 4
	Escalation, Contingency and Soft Costs Total			\$4,537,640				See separate calculation.	
	Construction Subtotal			\$13,037,640					
		Judkins Street (South)	2009	\$235,000				Upgrade to Quad Gates	D 1, 2, 3
		Galvez Avenue	2005	\$30,000				Close Road. Install barricades, remove existing signals	A 3
		Riverside Drive	2009	\$384,000				Upgrade to Quad Gates. Resurface. Existing median with 4 gates.	D 1, 2, 3
		Beach Street	2009	\$468,073				Upgrade to Quad Gates. Resurface. Existing median with 4 gates.	D 1, 2, 3
	Grade Crossings Subtotal			\$1,117,073					
	Project Total			\$14,154,713	\$11,323,770	\$2,830,943	\$0	FWTA Funding Sources TBD - assume 80% Federal Funding. Quad gate funding to come from NTCOG Partnership 2 Funding	
<b>T-6</b>	East Sylvania to Minnis Drive Double Track	New siding with three bridges	2010	\$9,400,000				Third follow-on segment in process of double tracking.	A 1, 2, 3, 4 B 1, 2, 3, 4
	Escalation, Contingency and Soft Costs Total			\$5,404,295				See separate calculation.	
	Construction Subtotal			\$14,804,295					
		Haltom Road	2010	\$338,233				Upgrade to Quad Gates. Resurface	D 1, 2, 3
		Elliot Reeder Road	2010	\$338,233				Upgrade to Quad Gates. Resurface	D 1, 2, 3
		Carson Road	2010	\$349,513				Upgrade to Quad Gates. Resurface	D 1, 2, 3
	Grade Crossings Subtotal			\$1,025,979					
	Project Total			\$15,830,274	\$12,664,219	\$3,166,055	\$0	FWTA Funding Sources TBD - assume 80% Federal Funding. Quad gate funding to come from NTCOG Partnership 2 Funding	
<b>T-7</b>	Hurst to East Tarrant Double Track	New siding with two bridges	2012	\$10,900,000				Follow-on segment in process of double tracking.	A 1, 2, 3, 4 B 1, 2, 3, 4
	Escalation, Contingency and Soft Costs Total			\$7,452,494				See separate calculation.	
	Construction Subtotal			\$18,352,494				FWTA Funding Sources TBD	
		Norwood Drive						To be completed in FY 05 under separate grant/project/contract - See Hurst Siding Extension - T-1.	
		Bell Spur Road	2012	\$232,000				Upgrade to Quad Gates. Resurface	D 1, 2, 3
		Greenbelt road	2005	\$30,000				Close Road. Install barricades, remove existing signals	A 3
		MotoCross	2012	\$365,000				Upgrade to Quad Gates. Resurface. Possibility to close??	D 1, 2, 3 (A 3)
		Mosier Valley	2012	\$377,375				Upgrade to Quad Gates. Resurface	D 1, 2, 3
		Calloway Cemetery	2012	\$683,000				Upgrade to Quad Gates. Resurface	D 1, 2, 3

TRE/ Authority Priority	Project Name	Project Description	Project FY	Estimated Project Cost	Federal/ Other Funding	FWTA Funding	DART Funding	Comments	Strategic Assumptions	
		Tarrant Main Street	2012	\$292,000				Upgrade to Quad Gates	D 1, 2, 3	
	Grade Crossings Subtotal			\$1,979,375						
	Project Total			\$20,331,869	\$16,265,495	\$4,066,374	\$0	FWTA Funding Sources TBD - assume 80% Federal Funding. Quad gate funding to come from NTCOG Partnership 2 Funding		
<b>T-8</b>	East Tarrant to West CentrePort/DFW Station (Highway 360) Double Track	See "comments".	2014	\$3,700,000				Last double track segment in Tarrant County. If available and to reduce costs, use existing bridge over Stemmons to go over Highway 360 and then connect new double track west of CentrePort with current double track at East Tarrant. According to COG, TxDOT has no current plans to widen 360 under TRE at this location.	A 1, 2, 3, 4 B 1, 2, 3, 4	
	Escalation, Contingency and Soft Costs Total			\$2,800,000				See separate calculation.		
	Construction Subtotal			\$6,500,000				FWTA Funding Sources TBD		
	Project Total			\$6,500,000						
<b>TARRANT COUNTY PROJECTS</b>										
	Escalation, Contingency and Soft Costs Total	\$29,959,354								
	Construction Subtotals	\$85,259,354								
	Grade Crossing Subtotals	\$4,977,427	NOTE: Not every Project includes grade crossings							
	Project Totals	\$90,236,781								
	Federal Funding	\$66,989,425								
	FWTA Funding	\$16,747,356								
	DART Funding	\$0								
<b>DALLAS COUNTY PROJECTS</b>										
<b>D-1</b>	Lisa-Perkins Double Track Project	New siding with new bridge, replace existing bridge with new bridge, reconstruct Market Center Blvd Grade Crossing	2005	\$4,900,000				Project under design, IFB expected to be released April 2005. 12 month construction period. Soft costs included in budget. Project completion will result in elimination of current 30 MPH speed restriction at Market Center Blvd and allow speed on the double track between Medical/Market Center Station and North Junction near Union Station at 59 MPH - definite service enhancement.	A 1, 2, 3, 4 B 1, 2, 3, 4 D 1, 2, 3	
	Construction Subtotal			\$4,900,000						
	Project Total			\$4,900,000	\$2,363,000	\$0	\$2,537,000			
<b>D-2</b>	Beltline Grade Separation Project	New siding from Gilbert Road to Rogers Road on aerial structure. Existing mainline track to be replaced with duplicate aerial structure.	2006	\$40,000,000				Complicated funding project with TXDOT, FTA, City of Irving and DART funds involved. Project under design. IFB expected to be released in summer 2005. 36 month construction period. Soft costs included in this estimate. Completion of the project will allow 79 MPH service from West Irving Station to Rogers Road, a distance of 2.4 miles.	A 1, 2, 3, 4 B 1, 2, 3, 4	
	Construction Subtotal			\$38,892,882						
		Gilbert Road	2007	\$250,000				Upgrade to Quad Gates. Included in Beltline Grade Separation Project.	D 1, 2, 3	
		Irby Lane	2008	\$235,000				Upgrade to Quad Gates. Implement Traffic Preemption. Included in Beltline Grade Separation Project.	D 1, 2, 3	
		Rogers Road	2008	\$204,000				Upgrade to Quad Gates. Implement Traffic Preemption. Included in Beltline	D 1, 2, 3	

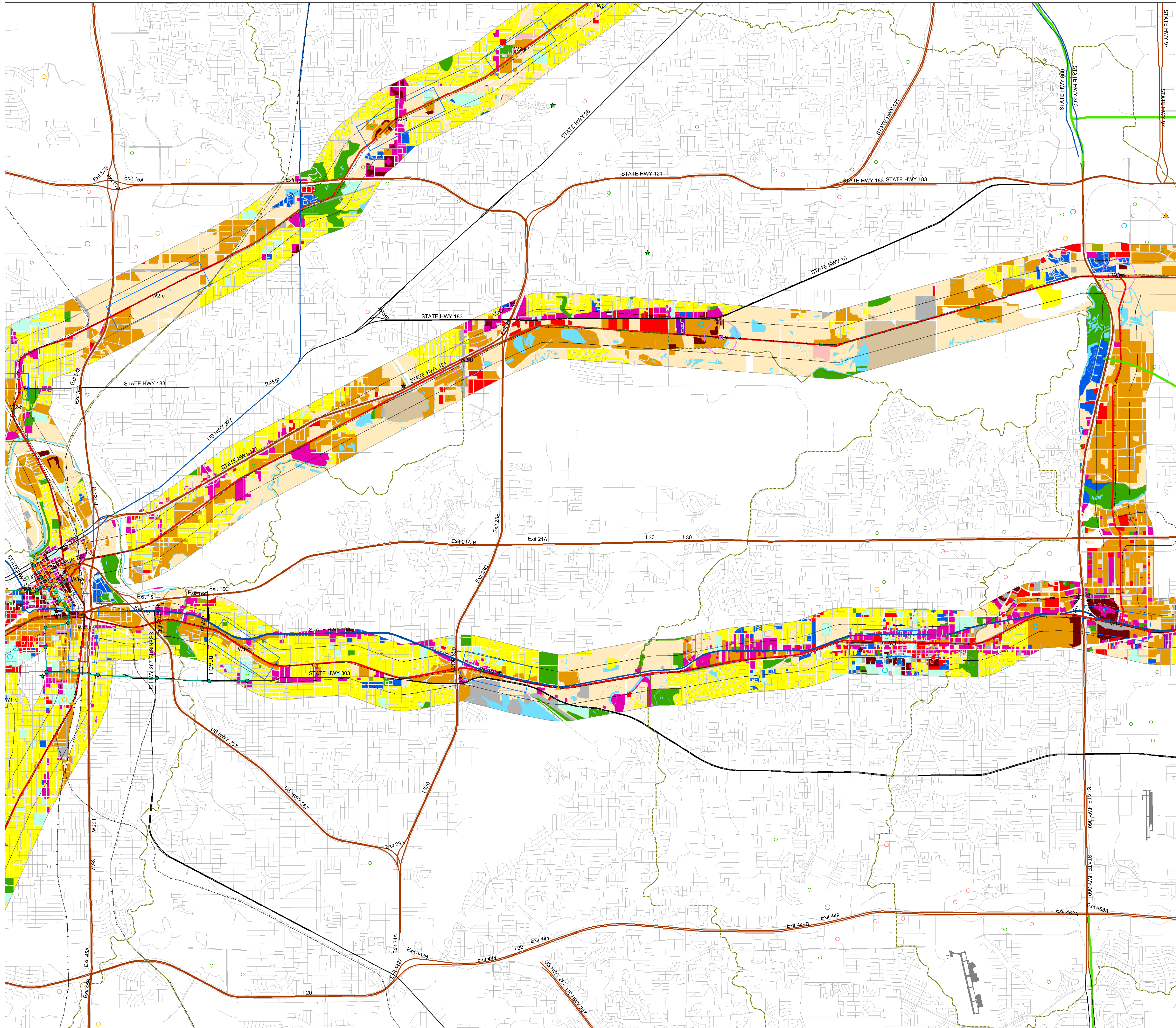
TRE/ Authority Priority	Project Name	Project Description	Project FY	Estimated Project Cost	Federal/ Other Funding	FWTA Funding	DART Funding	Comments	Strategic Assumptions
								Grade Separation Project.	
		MacArthur Blvd.	2008	\$435,000				Upgrade to Quad Gates. Implement Traffic Preemption. Included in Beltline Grade Separation Project.	D 1, 2, 3
	Grade Crossings Subtotal			\$1,124,000					
	Project Total			\$40,016,882	\$34,415,593	\$0	\$5,601,289	NOTE: This estimate based on project estimate of January 20, 2005. Final funding sources TBD after final budget agreed upon and participation negotiated among parties involved. \$28,788,000 is in DART Financial Plan.	
<b>D-3</b>	West Mockingbird/Regal Row Double Track Project	Connect double track near Regal Row Bridge with West Mockingbird double track. Replace Brookhollow B switch and power new switch. Replace two switches on mainline and relocate switch from Main 2 to freight lead.	2006	\$2,500,000				Work originally intended to be done as part of LRT relocation of freight from Dallas Junction. Connection of double track put on hold until those funding issues could be resolved. Completion of project will result in 79 MPH double track service between the South Irving Station and the Stemmons Freeway overpass, a distance of approximately 4.6 miles.	A 1, 2, 3, 4 B 1, 2, 3, 4
	Escalation, Contingency and Soft Costs Total			\$1,129,175				See separate calculation.	
	Construction Subtotal			\$3,629,175					
	Project Total			\$3,629,175	\$2,080,000	\$0	\$1,549,175	Federal funds are excess CMAQ funds from Elm Fork Bridge Project.	
<b>D-4</b>	Valley View to W. Irving Station Double Track	Add second track as a complement to the CentrePort/DFW Station Double Tracking	2006	\$3,700,000				If not funded as part of CentrePort/DFW Airport (Dorothy Sink) to Valley View Project, this would be the cost. Cost assumes quad gates to be at Valley View and Irving Yard Way. Actual double tracking from Valley View across new bridge (already owned by TRE) at Bear Creek and tie-in to Main 2 line at W. Irving. Upon completion of this project and the CentrePort Project (see J-1 below) and the Beltline Grade Separation Project (see D-2 above), 79 MPH service will be available between the CentrePort/DFW Airport Station and Rogers Road, a distance of 5.3 miles.	A 1, 2, 3, 4 B 1, 2, 3, 4
	Escalation, Contingency and Soft Costs Total			\$1,700,000				See separate calculation.	
	Construction Subtotal			\$5,400,000	\$4,320,000	\$0	\$1,080,000		
		Valley View Lane	2006	\$480,000				Upgrade to Quad Gates. Install constant warning time device, improve crossing surface.	D 1, 2, 3
		Irving Yard Way	2006	\$239,000				Upgrade to Quad Gates	D 1, 2, 3
	Grade Crossing Subtotals			\$719,000	\$575,200	\$0	\$143,800		
	Project Total			\$6,119,000	\$4,895,200	\$0	\$1,223,800	NTCOG Partnership 2 Funding	
<b>D-5</b>	Passenger Information System	Project to provide message signs and station communications at Dallas County stations	2006	\$3,000,000				Message signs/related communication system needed for Dallas. County stations compatible with Tarrant County stations' system.	E 1, 2
	Project Total			\$3,000,000	\$2,400,000	\$0	\$600,000	NTCOG Partnership 2 Funding	
<b>D-6</b>	TRE Track Upgrade Medical & Market Center Area	Track Upgrade Medical & Market Ctr Area	2007	\$4,000,000				Track reconstruction and upgrade, signals and crossover - West to East Perkins and Lisa to Turtle Creek. Project will replace track on tight curve between Lisa and Turtle Creek bridge and realign track through Medical Market Center station.	A 1, 3
	Construction Subtotal			\$4,000,000					

TRE/ Authority Priority	Project Name	Project Description	Project FY	Estimated Project Cost	Federal/ Other Funding	FWTA Funding	DART Funding	Comments	Strategic Assumptions	
	Project Total			\$4,000,000	\$3,200,000	\$0	\$800,000	NTCOG Partnership 2 Funding		
D-7	UP/AMTRAK Connection West of Union Station	See "comments".	2007	\$2,000,000				Project will address significant operational impact caused by Amtrak trains leaving and entering Union Station via UP tracks, which are under control of UP dispatch. If delayed in clearing switch, causes delays in TRE passenger on-time service both east and west bound. NOTE: Staff is currently examining project to determine if it can be accelerated and completed less expensively.	A 1 E 3	
	Construction Subtotal			\$2,000,000						
	Project Total			\$2,000,000	\$1,600,000	\$0	\$400,000	NTCOG Partnership 2 Funding		
D-8	Union Station Track Upgrades	Union Station to North Junction	2007	\$500,000				Improve ride quality and reduce maintenance from Union Station to North Junction by replacing rail with new 136# rail and concrete ties.		
	Project Total			\$500,000	\$400,000	\$0	\$100,000	NTCOG Partnership 2 Funding		
D-9	Rogers Road to South Irving Station Double Track	Add double track between S. Irving Station and double track west of Rogers Road.	2010	\$10,220,000				This project will complete double tracking between Rogers Road and the S. Irving Station. Project timing will be dependent upon City of Irving and TXDOT plans at MacArthur Road intersection and Irving Blvd overpass.	A 1, 2, 3, 4 B 1, 2, 3, 4	
	Escalation, Contingency and Soft Costs Total			\$5,900,000				See separate calculation.		
	Construction Subtotal			\$16,120,000						
	Project Total			\$16,120,000				Funding TBD - not funded in Financial Plan		
D-10	East Mockingbird to West Perkins Double Track	Adds double track - see Comments	2012	Unk				Not included as part of this project list because beyond time frame established. Implementation of this project is contingent upon TxDOT funding and construction of Project Pegasus. Would involve replacement of existing TRE bridges over Stemmon Freeway, Old Channel of the Trinity River, Knight's Creek and Inwood Road.	A 1, 2, 3, 4 B 1, 2, 3, 4	
	Construction Subtotal									
	Project Total							Funding TBD - not funded in Financial Plan.		
<b>DALLAS COUNTY PROJECTS</b>										
	Escalation, Contingency and Soft Costs Total	\$8,729,175								
	Construction Subtotals	\$74,942,057								
	Grade Crossing Subtotals	\$1,843,000	NOTE: Not every Project includes grade crossings							
	Project Totals	\$80,285,057								
	Federal Funding	\$51,353,793	NOTE: Not every Project includes grade crossings							
	FWTA Funding	\$0								
	DART Funding	\$12,811,264								
<b>JOINT DART AND T PROJECTS</b>										
J-1	CentrePort/DFW Station to Valley View Double Track	See "comments".	2006	\$22,500,000				AKA "Dorothy Sink" problem. Project will include double tracking from east of Highway 360 overpass through CentrePort/DFW Station to immediately west of Valley View Lane. Explore extending project across Valley View and Irving Yard Way to current double track at West Irving. This project (to Valley View) is currently under design by FWTA. DART to share in local construction cost match: FWTA to fund design.	A 1, 2, 3, 4 B 1, 2, 3, 4	

TRE/ Authority Priority	Project Name	Project Description	Project FY	Estimated Project Cost	Federal/ Other Funding	FWTA Funding	DART Funding	Comments	Strategic Assumptions
	Construction Subtotal			\$22,500,000					
	Project Total			\$22,500,000	\$18,000,000	\$2,250,000	\$2,250,000	NTCOG Partnership 2 Funding	
J-2	TRE Train Set Phase I	2 remanufactured locomotives, 3 new bi-level coaches, 1 bi-level cab car	2005	\$13,000,000				Procurement process under way: single source for locomotives and utilization of option under New Mexico procurement for Bi-level equipment with Bombardier.	F 1, 3
	Project Total			\$13,000,000	\$10,400,000	\$1,300,000	\$1,300,000	Funded in Grant	
J-3	Homeland Security Projects	Risk Assessment, Irving Yard Upgrades, cameras in Tarrant County and unknown projects in Dallas County	2005	\$795,000					
	Project Total			\$795,000	\$795,000	\$0	\$0	Homeland Security funding through State - 100% funding	
J-4	Corridor Station Enhancements	Shelter improvements at stations. Addition of safety and security elements.	2006	\$1,500,000				Provide some level of shelter protection at TRE Stations. 10 stations @ \$75,000 each. Estimate will be refined in FY 2005. Enhance safety and security at DART TRE stations.	E 1, 2, 3
	Project Total			\$1,500,000	\$1,200,000	\$150,000	\$150,000	\$600,000 from NTCOG Partnership 2 Funding for DART Federal Share. FWTA Federal Share to be determined.	
J-5	Train Dispatching Control System		2006	\$750,000				Will make TRE dispatching system completely independent of BNSF system. That was the intent of initial agreements and BN is now pushing for this to happen. COG interest could be expandability to other corridors easily if warranted in the future.	F 3
	Project Total			\$750,000	\$600,000	\$75,000	\$75,000	\$300,000 from NTCOG Partnership 2 Funding for DART Federal Share. FWTA Federal Share to be determined.	
J-6	TRE Planning/Design/Construction Management Services	See "comments".	2006 2007 2008		\$1,160,000 \$1,000,000 \$840,000			This miscellaneous design contract with identified tasks will help identify proper prioritization of projects, provide conceptual design and project estimates, support in federal funding issues, final design on specific projects and construction management services during construction. Will also provide support to DART and FWTA on railroad related issues on other corridors where commuter rail may operate. Calculated at estimate of \$1,000,000 per year	F 4
	Project Total			\$3,000,000				Financing sources TBD - not in Financial Plan.	
J-7	Locomotive Overhaul	Mid-life overhaul	2007	\$2,000,000				Original 4 locomotives that were "rehabbed" by Amtrak and put into service. The estimate is based on 2004 dollars.	F 2
	Project Total			\$2,000,000	\$1,600,000	\$200,000	\$200,000	\$800,000 from NTCOG Partnership 2 Funding for DART Federal Share. FWTA Federal Share to be determined.	
J-8	Bi-Level Fleet Overhaul	Mid-life overhaul	2007- 2008	\$6,250,000				Original 10 bi-level cars rehabbed by Amtrak. The estimate is based on 2004 dollars.	
	Project Total			\$6,250,000	\$5,000,000	\$625,000	\$625,000	\$2,500,000 from NTCOG Partnership 2 Funding for DART Federal Share. FWTA Federal Share to be determined.	
J-9	TRE Train Set Phase II	6 new bi-level coaches, 1 bi-level cab car	2008	\$20,000,000				6 new bi-level coaches, 1 new bi-level cab car required to provide current/expanded service during mid-life overhaul of bi-level fleet and ultimate replacement of remainder of RDC fleet. Total cost is \$20,000,000 in 2004 dollars - DART and T share is 10% (\$1,000,000) each per ILA, remainder by CMAQ.	F 1, 3
	Project Total			\$20,000,000	\$18,000,000	\$2,000,000	\$2,000,000	\$9,000,000 from NTCOG Partnership 2 Funding for DART Federal Share. FWTA Federal Share to be determined.	
<b>JOINT DART AND T PROJECTS</b>									
	Construction Subtotals			\$22,500,000					

TRE/ Authority Priority	Project Name	Project Description	Project FY	Estimated Project Cost	Federal/ Other Funding	FWTA Funding	DART Funding	Comments	Strategic Assumptions	
	Project Totals	\$69,795,000								
	Federal Funding	\$55,595,000								
	FWTA Funding	\$6,600,000								
	DART Funding	\$6,600,000								
<b>TOTAL COMBINED PROJECTS</b>										
	Escalation, Contingency and Soft Costs Total	\$38,688,529								
	Construction Subtotals	\$182,701,411								
	Grade Crossing Subtotals	\$6,820,427	NOTE: Not every Project includes grade crossings							
	Project Totals	\$240,316,838								
	Federal Funding	\$173,938,218								
	FWTA Funding	\$23,347,356								
	DART Funding	\$19,411,264								

# Baseline Land Use Study: Corridor W-3



### Legend

- Possible Station Location
- Existing Rail Station
- Existing Rail Station 1/4 mile buffer
- ▲ Mobility 2025 Rail Station
- New Stations Existing by 2008
- Fort Worth Trolley Stops
- 250 - 670
- 670 - 1450
- 1450 - 2750
- 2750 - 6250
- 6250 +
- ★ Clide Award Winner
- ★ JV Project - Selected
- ★ JV Project - Not Selected
- ◆ Special Generator
- × Amtrak stations
- Airport
- Veloweb
- Railroad
- Fort Worth Trolley Line
- Rail Lines Existing by 2008
- Primary Highway
- Secondary Highway
- Major Arterial
- Proposed Freeways and Tollroads
- Minor Arterial
- Regional Rail Corridor

### Regional Rail Corridor Buffer

#### Buffer Distance

- 0.00 - 0.25
- 0.25 - 0.50
- Single-family
- Multi-family
- Retail
- Office
- Vacant
- Park and Recreation
- Industrial
- Parking
- Institutional
- Hotel/Motel
- Utilities
- Mobile Homes
- Water
- Landfill
- Under Construction

<b>W-3 Trinity Railway Express</b> begins in Fort Worth, through Haltom City, Richland Hills, Hurst, Arlington, ends in Fort Worth, 17 miles in length									
<b>Potential Station Zone:</b> 1/2 mile wide linear area of variable length based on the area of interest									
Area of Interest	Station Status	County	Jurisdiction w/in walking distance of station	Characteristics of Interest	Development Type	Development Style	Future Land Use (comprehensive plan)	Zoning (of vacant land)	Other Comments
W3-a	Existing	Tarrant	Fort Worth	<b>Station:</b> ITC Terminal <b>Infill Opportunities:</b> built up, no vacant land available <b>Flood zone:</b> outside of floodplain	Infill-other development	pedestrian oriented development	mixed-use growth center	MU-1,MU-2	
W3-b	Existing	Tarrant	Richland Hills, Fort Worth, Hurst	<b>Station:</b> Richland Hills TRE station <b>Infill Opportunities:</b> Proximate to vacant land available for infill development, industrial area, low land will be expensive to develop, on regional veloweb <b>Flood zone:</b> outside of floodplain	Infill-other development	hybrid	industrial growth center	all commercial and industrial	
W3-c	Existing	Tarrant	Fort Worth, Hurst	<b>Station:</b> Hurst-Bell TRE station <b>Infill Opportunities:</b> Vacant land available for infill development, industrial, water, on regional veloweb <b>Flood zone:</b> Partially within the 100 year floodplain - opportunity for green space. Partially outside floodplain.	Greenfield development	hybrid	light industrial	IP, MU-2,1,PD	
W3-d	Existing	Tarrant	Fort Worth, Grand Prairie, Arlington	<b>Station:</b> Centerport TRE station <b>Infill Opportunities:</b> Vacant land available for infill development, existing multi-family, on regional veloweb <b>Flood zone:</b> Partially within the 100 year floodplain - opportunity for green space. Partially outside floodplain.	Greenfield development	hybrid	mixed-use growth center	MU-1,MU-2	