Phase 1 Alternative Analysis Final Report
Volume II

Dallas-Fort Worth High-Speed
Transportation Connections Study

May 2023

HIGH-SPEED TRANSPORTATION
DALLAS FORT WORTH

North Central Texas
Council of Governments

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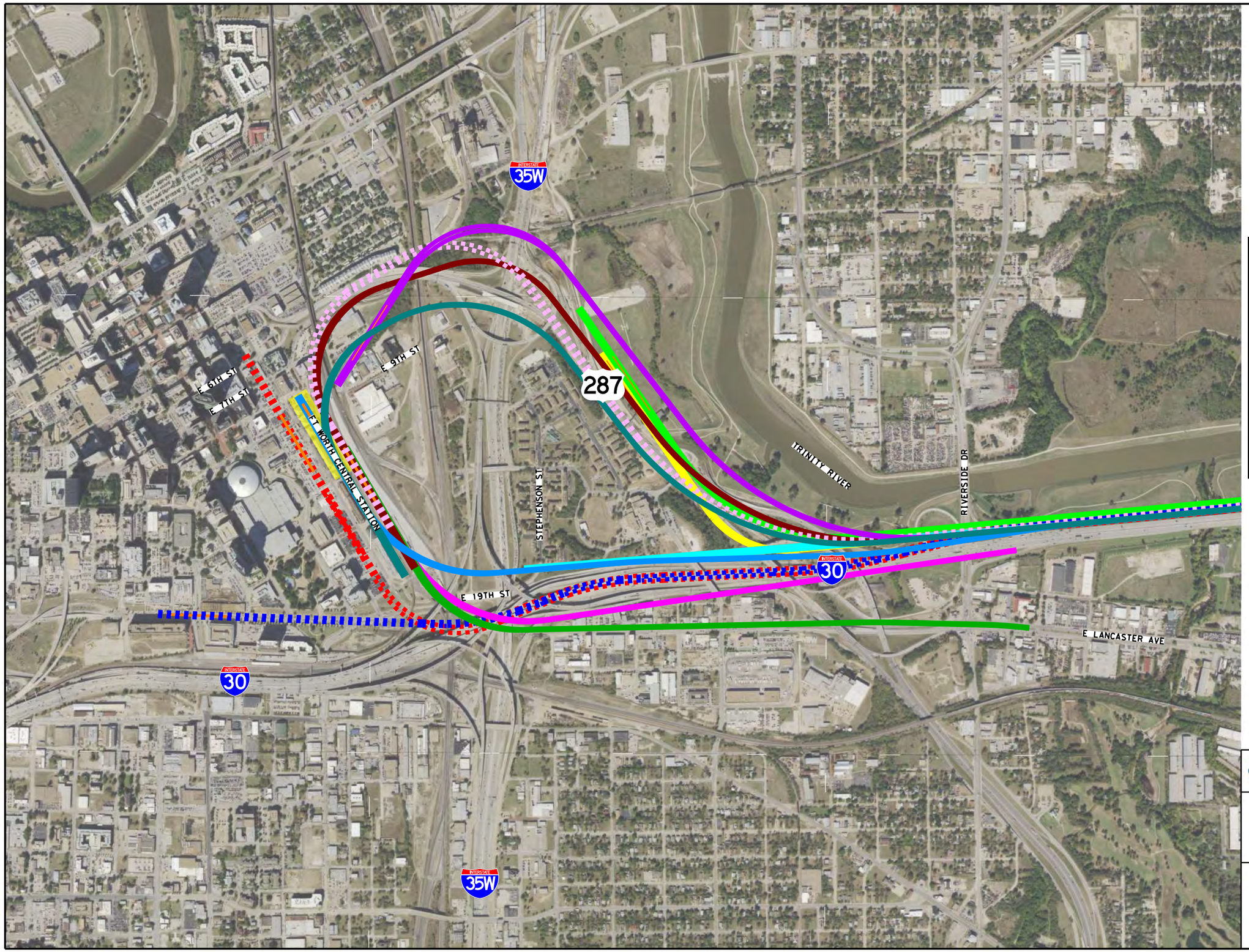
Appendix II-F
Fort Worth Station Connection Concepts

May 2023



0 500 1000 1500 2000

HORIZ. SCALE IN FEET

LEGEND

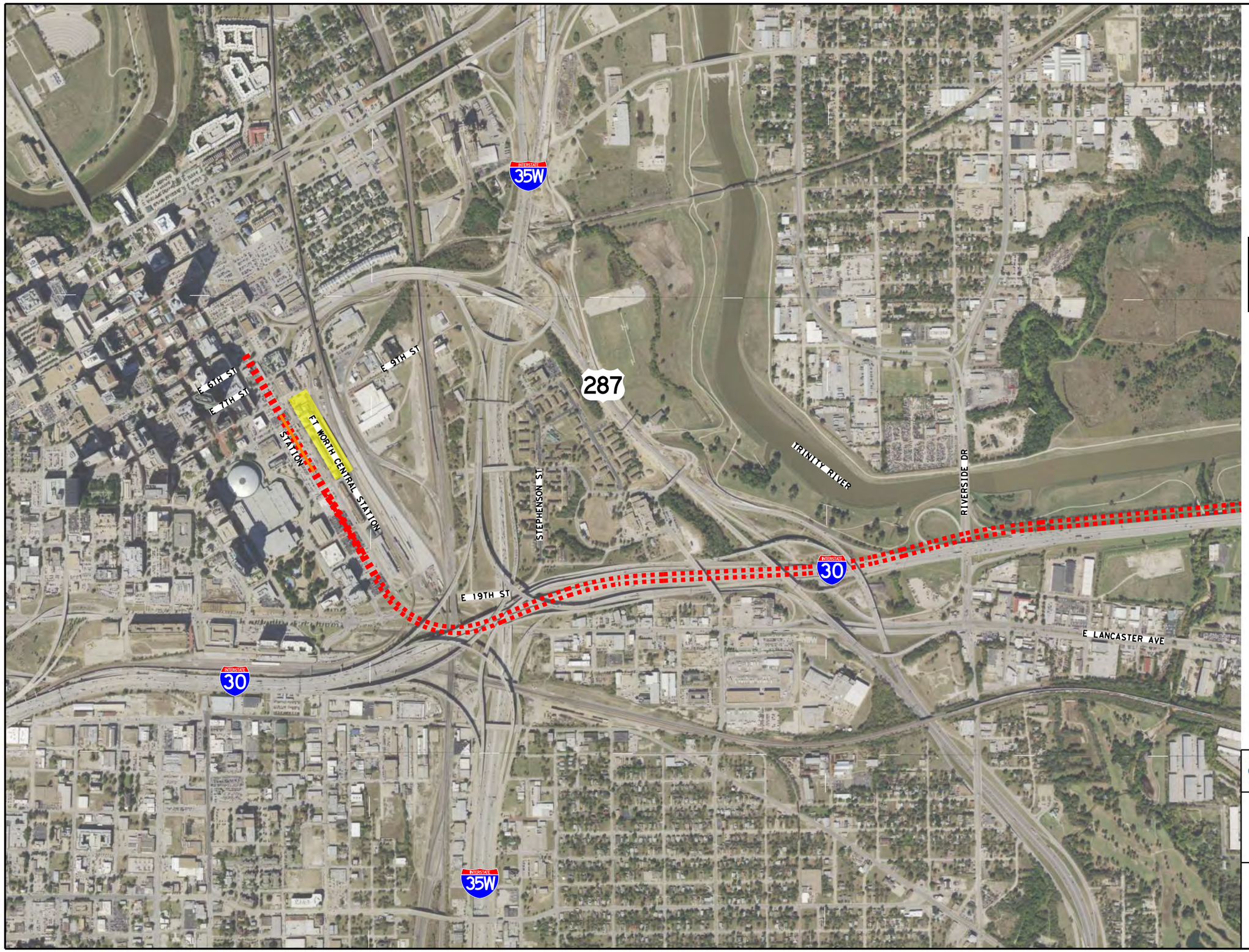
- FW1
- FW2
- FW3
- FW4
- FW5
- FW6
- FW6A
- FW7
- FW8
- FW9
- FW9A
- FW10
- FW11
- FORT WORTH STATION AREA
- STATION PLATFORM
- ELEVATED
- UNDERGROUND

CONCEPTUAL
FOR DISCUSSION ONLY

North Central Texas Council of Governments

DALLAS-FORT WORTH
HIGH-SPEED
TRANSPORTATION CONNECTIONS
I-30 CORRIDOR ALTERNATIVES

URBAN CENTER CONNECTION
FORT WORTH ALTERNATIVE
ALIGNMENTS



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HORIZ. SCALE IN FEET

LEGEND

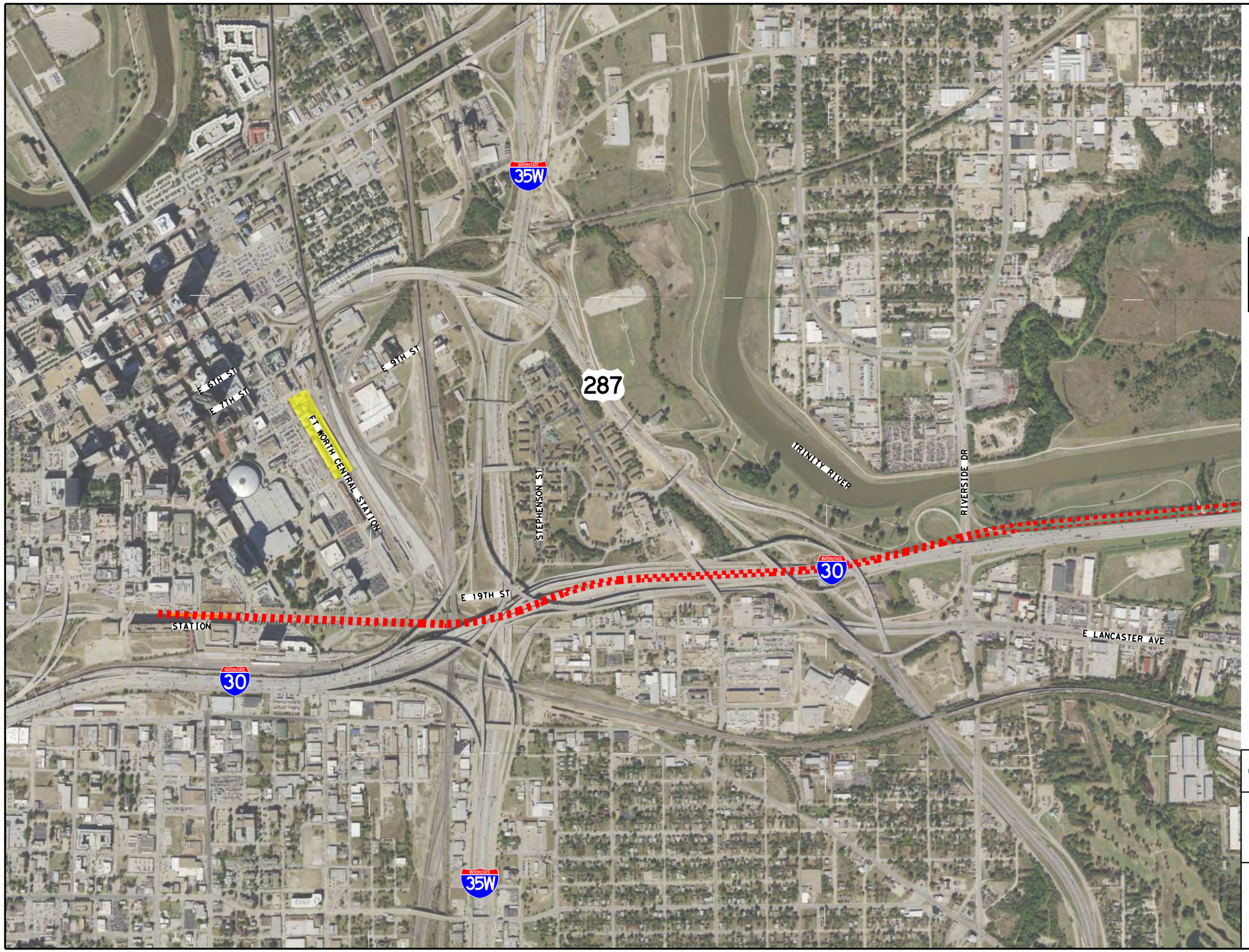
- FW1: ADJACENT TO CENTRAL STATION
- FORT WORTH STATION AREA
- STATION PLATFORM
- ELEVATED
- UNDERGROUND

CONCEPTUAL
FOR DISCUSSION ONLY

North Central Texas Council of Governments

DALLAS-FORT WORTH
HIGH-SPEED
TRANSPORTATION CONNECTIONS
I-30 CORRIDOR ALTERNATIVES

URBAN CENTER CONNECTION
FORT WORTH 1 ALTERNATIVE
ALIGNMENT

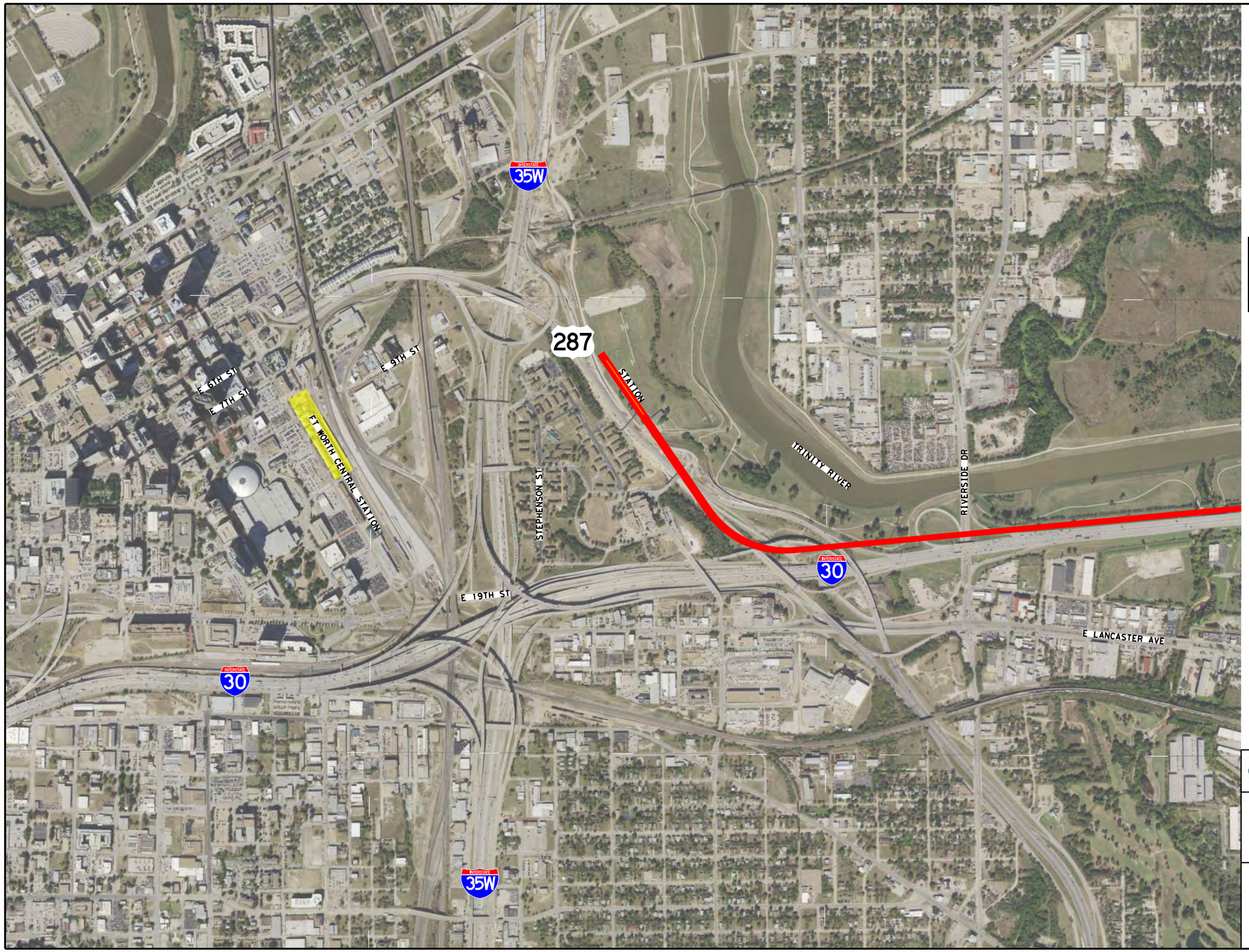


CONCEPTUAL
FOR DISCUSSION ONLY

North Central Texas Council of Governments

DALLAS-FORT WORTH
HIGH-SPEED
TRANSPORTATION CONNECTIONS
I-30 CORRIDOR ALTERNATIVES

URBAN CENTER CONNECTION
FORT WORTH 2 ALTERNATIVE
ALIGNMENT



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HORIZ. SCALE IN FEET

LEGEND

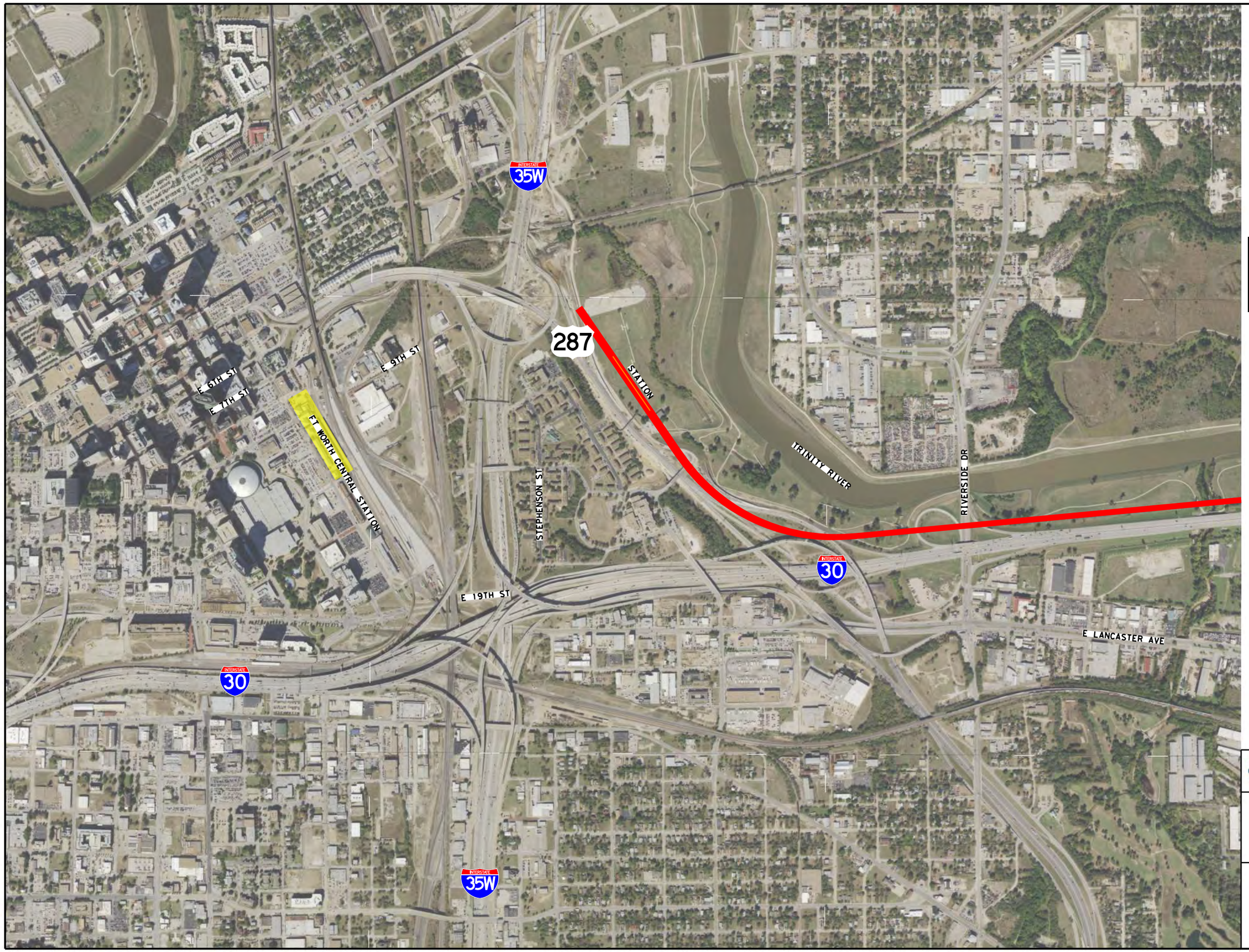
- FW3: E US 287 - SPLIT PLATFORM
- FORT WORTH STATION AREA
- STATION PLATFORM
- ELEVATED
- UNDERGROUND

CONCEPTUAL
FOR DISCUSSION ONLY

North Central Texas Council of Governments

DALLAS-FORT WORTH
HIGH-SPEED
TRANSPORTATION CONNECTIONS
I-30 CORRIDOR ALTERNATIVES

URBAN CENTER CONNECTION
FORT WORTH 3 ALTERNATIVE
ALIGNMENT



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HORIZ. SCALE IN FEET

LEGEND

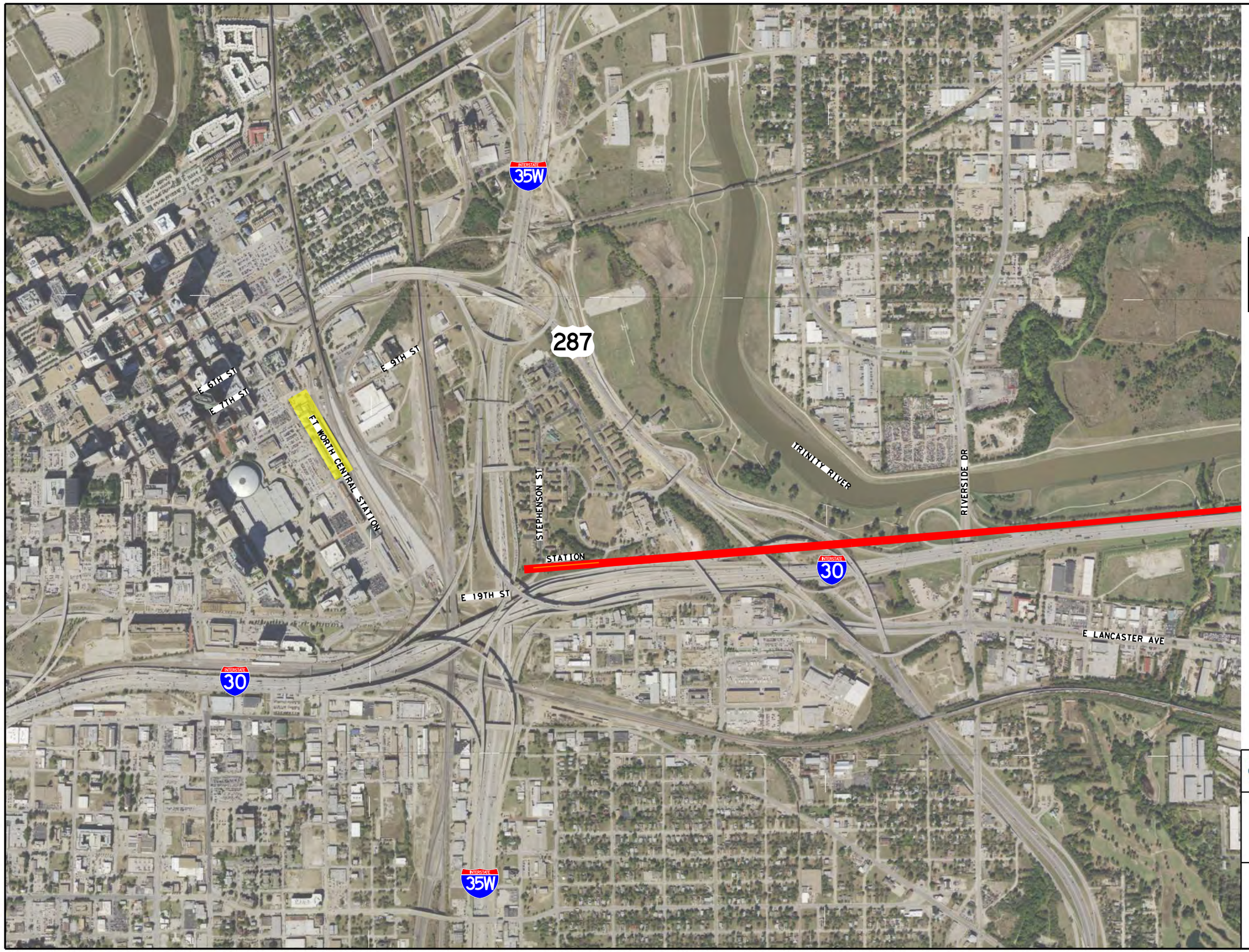
- FW4: E US 287
- FORT WORTH STATION AREA
- STATION PLATFORM
- ELEVATED
- UNDERGROUND

CONCEPTUAL
FOR DISCUSSION ONLY

North Central Texas Council of Governments

DALLAS-FORT WORTH
HIGH-SPEED
TRANSPORTATION CONNECTIONS
I-30 CORRIDOR ALTERNATIVES

URBAN CENTER CONNECTION
FORT WORTH 4 ALTERNATIVE
ALIGNMENT



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HORIZ. SCALE IN FEET

LEGEND

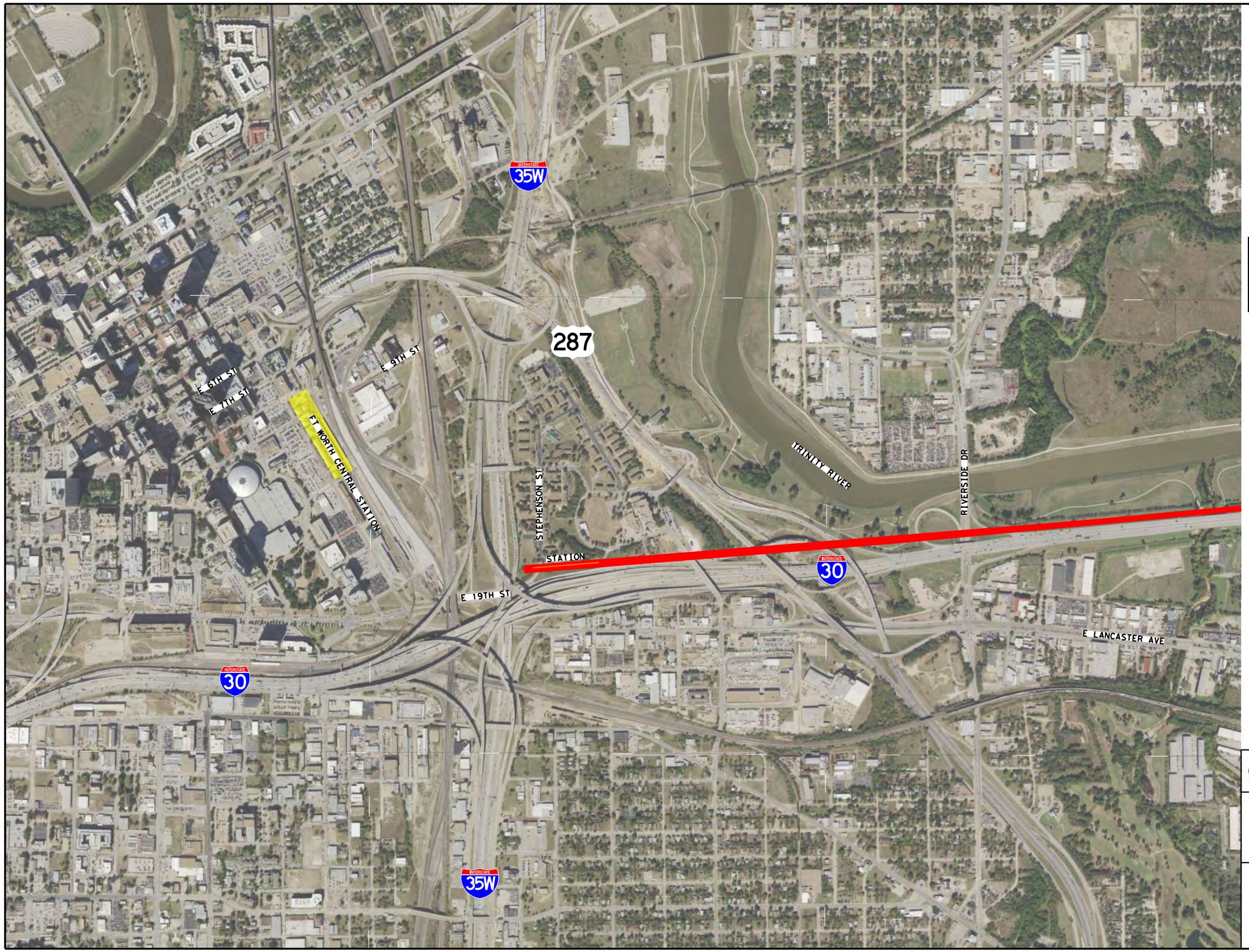
- FW5: E US 287 - SPLIT PLATFORM 2
- FORT WORTH STATION AREA
- STATION PLATFORM
- ELEVATED
- UNDERGROUND

CONCEPTUAL
FOR DISCUSSION ONLY

North Central Texas Council of Governments

DALLAS-FORT WORTH
HIGH-SPEED
TRANSPORTATION CONNECTIONS
I-30 CORRIDOR ALTERNATIVES

URBAN CENTER CONNECTION
FORT WORTH 5 ALTERNATIVE
ALIGNMENT



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HORIZ. SCALE IN FEET

LEGEND

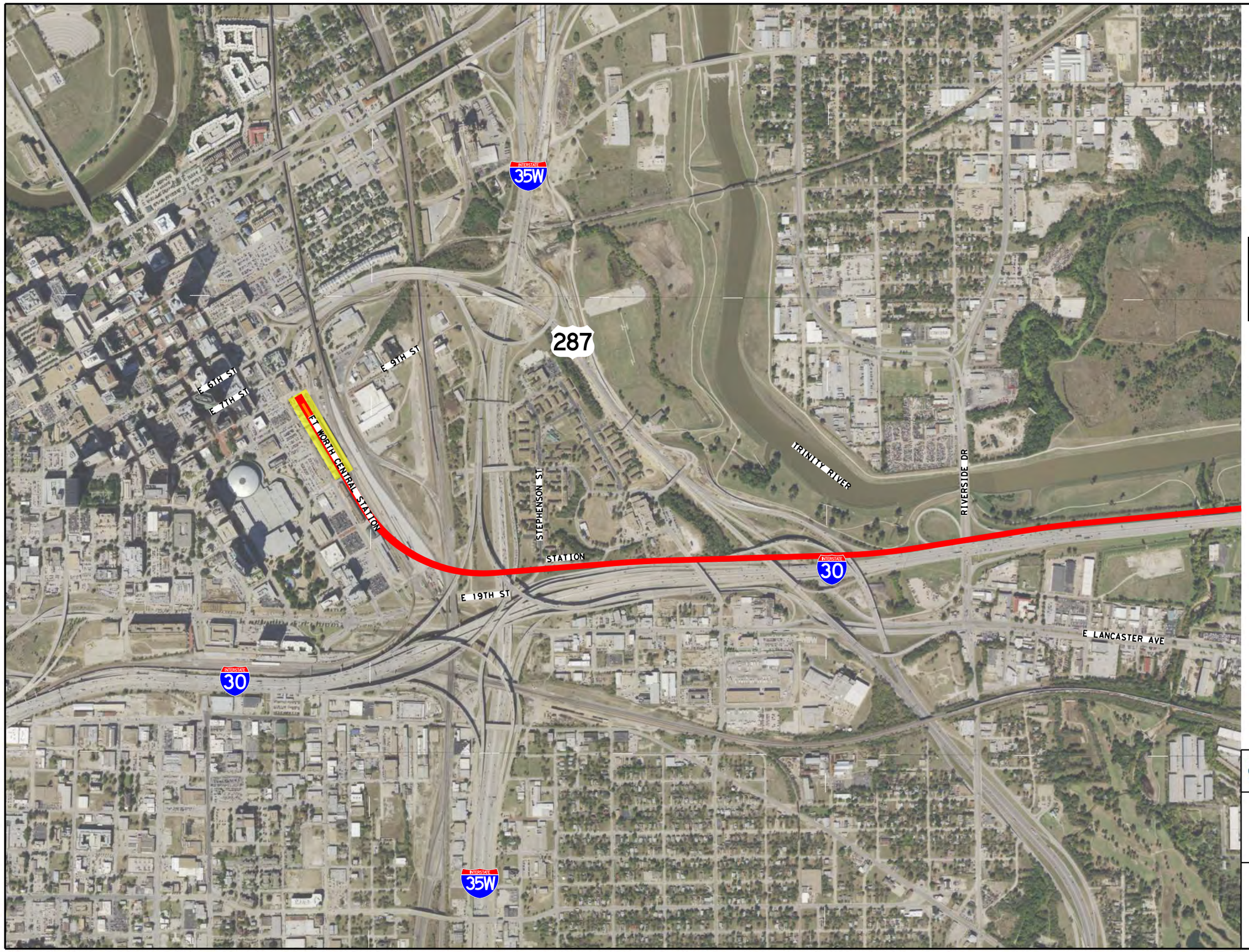
- FW6: BUTLER PLACE PARALLEL TO I-30
- FORT WORTH STATION AREA
- STATION PLATFORM
- ELEVATED
- UNDERGROUND

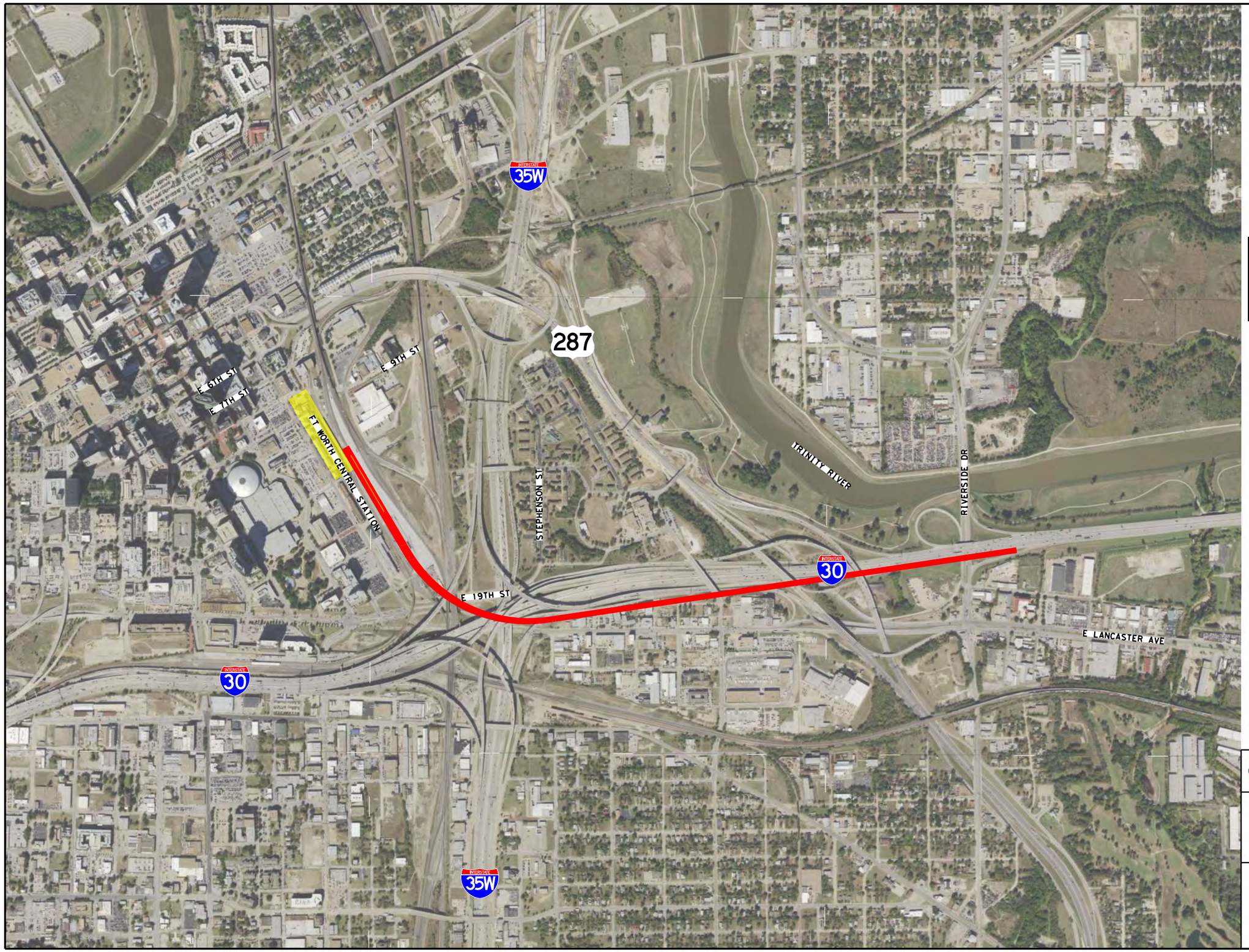
CONCEPTUAL
FOR DISCUSSION ONLY

North Central Texas Council of Governments

DALLAS-FORT WORTH
HIGH-SPEED
TRANSPORTATION CONNECTIONS
I-30 CORRIDOR ALTERNATIVES

URBAN CENTER CONNECTION
FORT WORTH 6 ALTERNATIVE
ALIGNMENT


N
0
500
1000
1500
2000
HORIZ. SCALE IN FEET
LEGEND
FW6A: CENTRAL STATION PARALLEL TO I-30 NORTH
FORT WORTH STATION AREA
STATION PLATFORM
ELEVATED
UNDERGROUND
35W
287
30
E 6TH ST
E 7TH ST
E 9TH ST
FT WORTH CENTRAL STATION
STEPHENSON ST
TRINITY RIVER
RIVERSIDE DR
E 19TH ST
E LANCASTER AVE
CONCEPTUAL
FOR DISCUSSION ONLY
North Central Texas Council of Governments
DALLAS-FORT WORTH
HIGH-SPEED
TRANSPORTATION CONNECTIONS
I-30 CORRIDOR ALTERNATIVES
URBAN CENTER CONNECTION
FORT WORTH 6A ALTERNATIVE
ALIGNMENT



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HORIZ. SCALE IN FEET

LEGEND

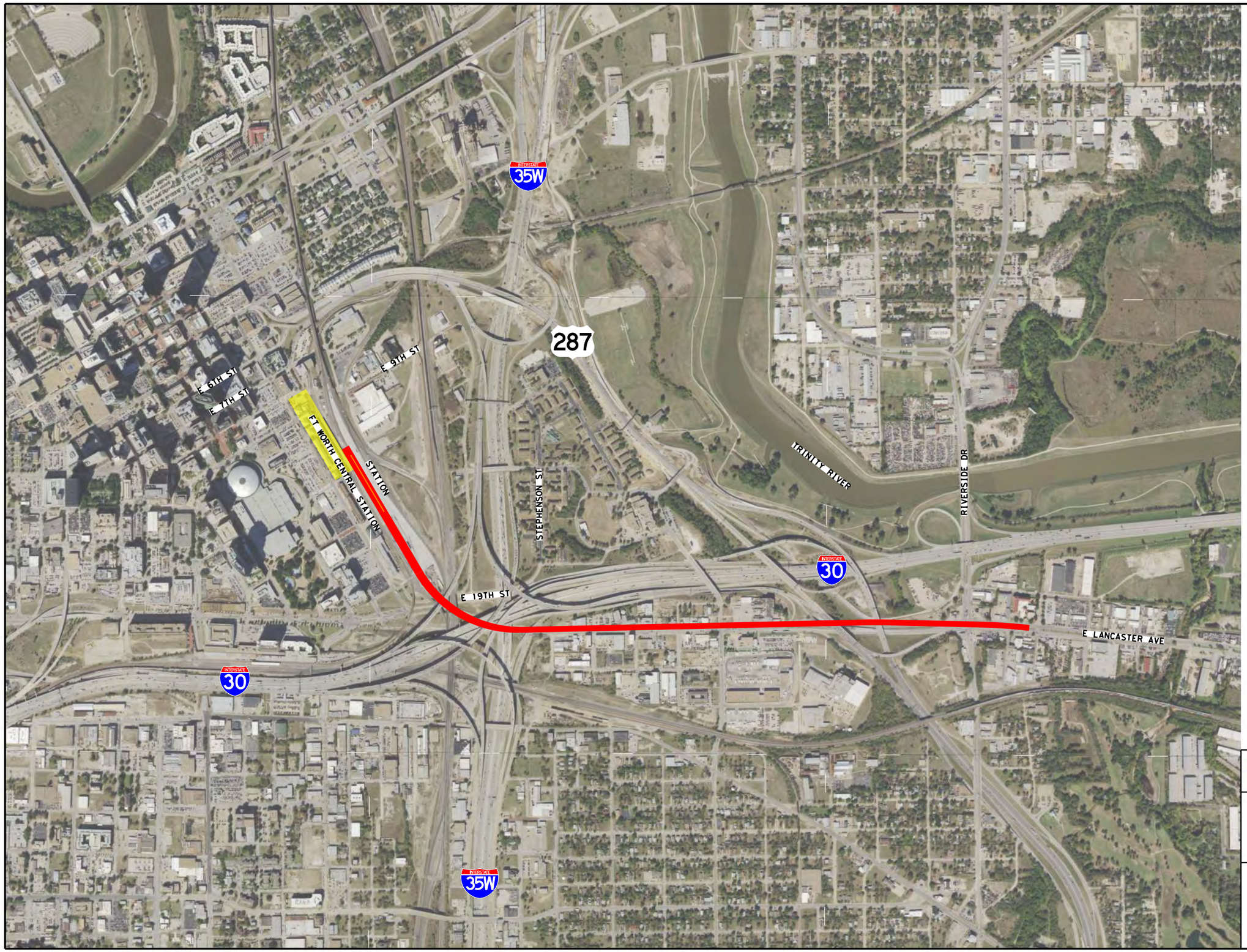
- FW7: CENTRAL STATION SOUTH ENTRANCE PARALLEL TO I-30
- FORT WORTH STATION AREA
- STATION PLATFORM
- ELEVATED
- UNDERGROUND

CONCEPTUAL
FOR DISCUSSION ONLY

North Central Texas Council of Governments

DALLAS-FORT WORTH
HIGH-SPEED
TRANSPORTATION CONNECTIONS
I-30 CORRIDOR ALTERNATIVES

URBAN CENTER CONNECTION
FORT WORTH 7 ALTERNATIVE
ALIGNMENT



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HORIZ. SCALE IN FEET

LEGEND

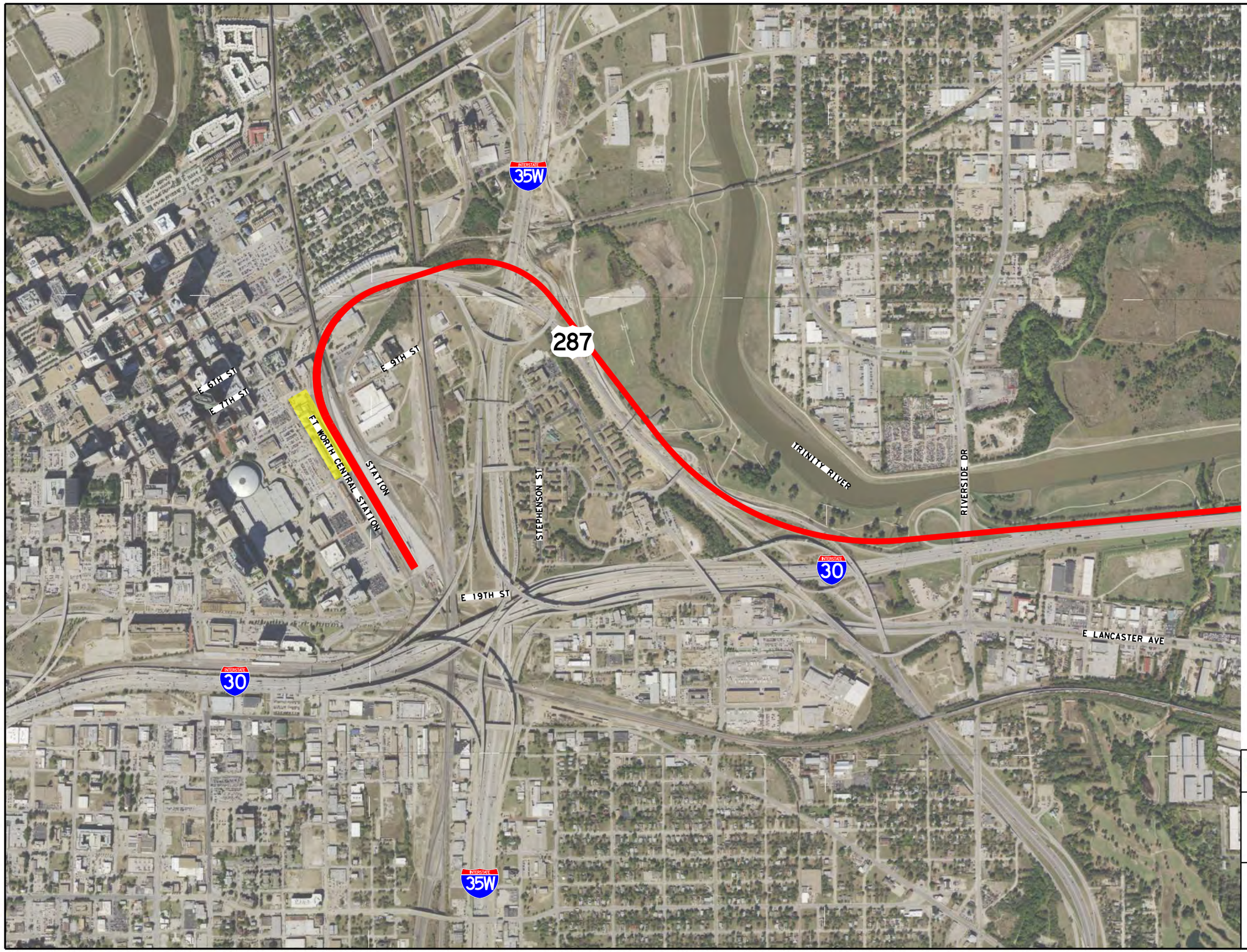
- FW8: CENTRAL STATION SOUTH ENTRANCE LANCASTER
- FORT WORTH STATION AREA
- STATION PLATFORM
- ELEVATED
- UNDERGROUND

CONCEPTUAL
FOR DISCUSSION ONLY

North Central Texas Council of Governments

DALLAS-FORT WORTH
HIGH-SPEED
TRANSPORTATION CONNECTIONS
I-30 CORRIDOR ALTERNATIVES

URBAN CENTER CONNECTION
FORT WORTH 8 ALTERNATIVE
ALIGNMENT



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HORIZ. SCALE IN FEET

LEGEND

- FW9: CENTRAL STATION NORTH ENTRANCE
- FORT WORTH STATION AREA
- STATION PLATFORM
- ELEVATED
- UNDERGROUND

CONCEPTUAL
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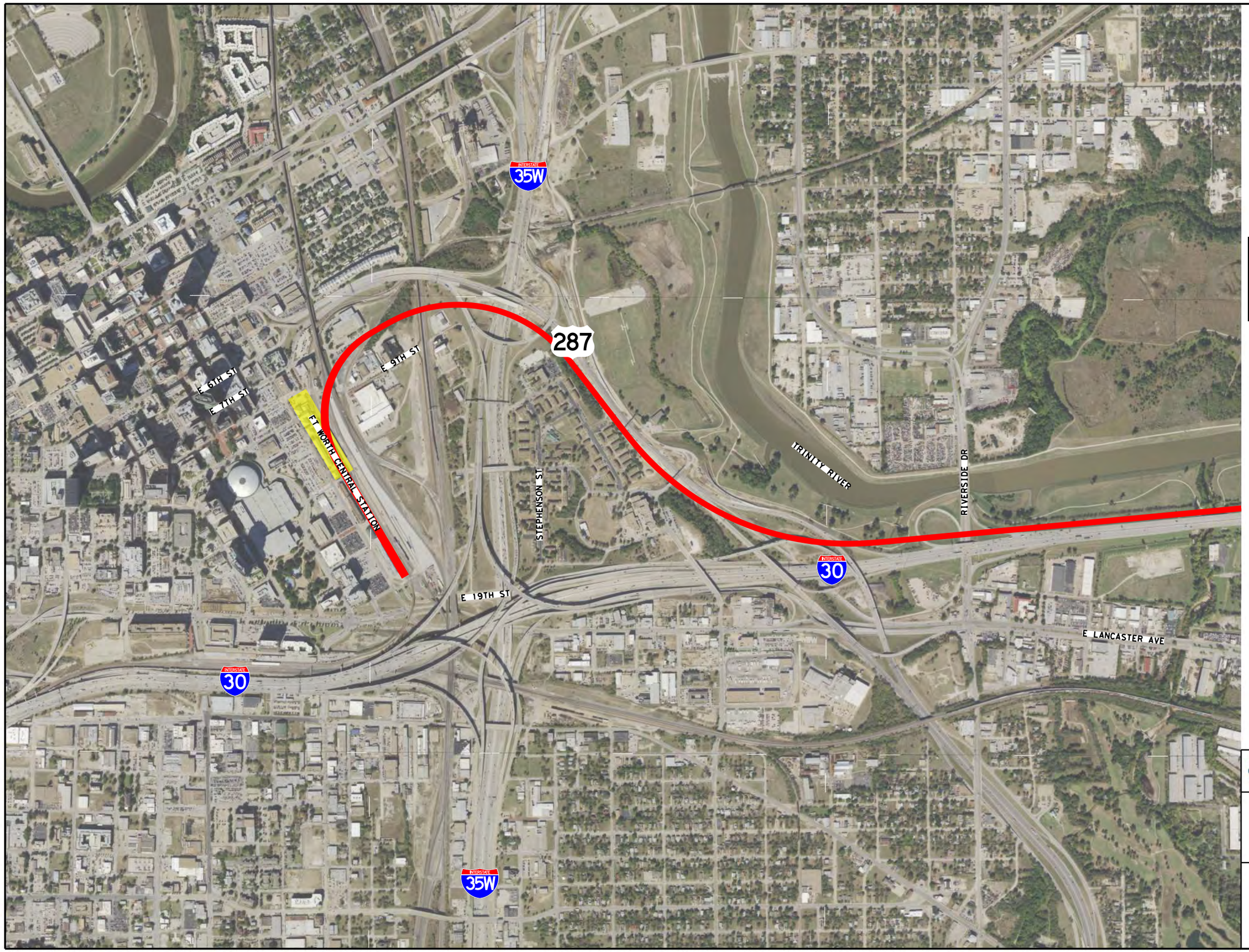
DALLAS-FORT WORTH
HIGH-SPEED
TRANSPORTATION CONNECTIONS
I-30 CORRIDOR ALTERNATIVES

URBAN CENTER CONNECTION
FORT WORTH 9 ALTERNATIVE
ALIGNMENT



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HORIZ. SCALE IN FEET

LEGEND

- FW9A: CENTRAL STATION NORTH ENTRANCE REFINEMENT
- FORT WORTH STATION AREA
- STATION PLATFORM
- ELEVATED
- UNDERGROUND

CONCEPTUAL
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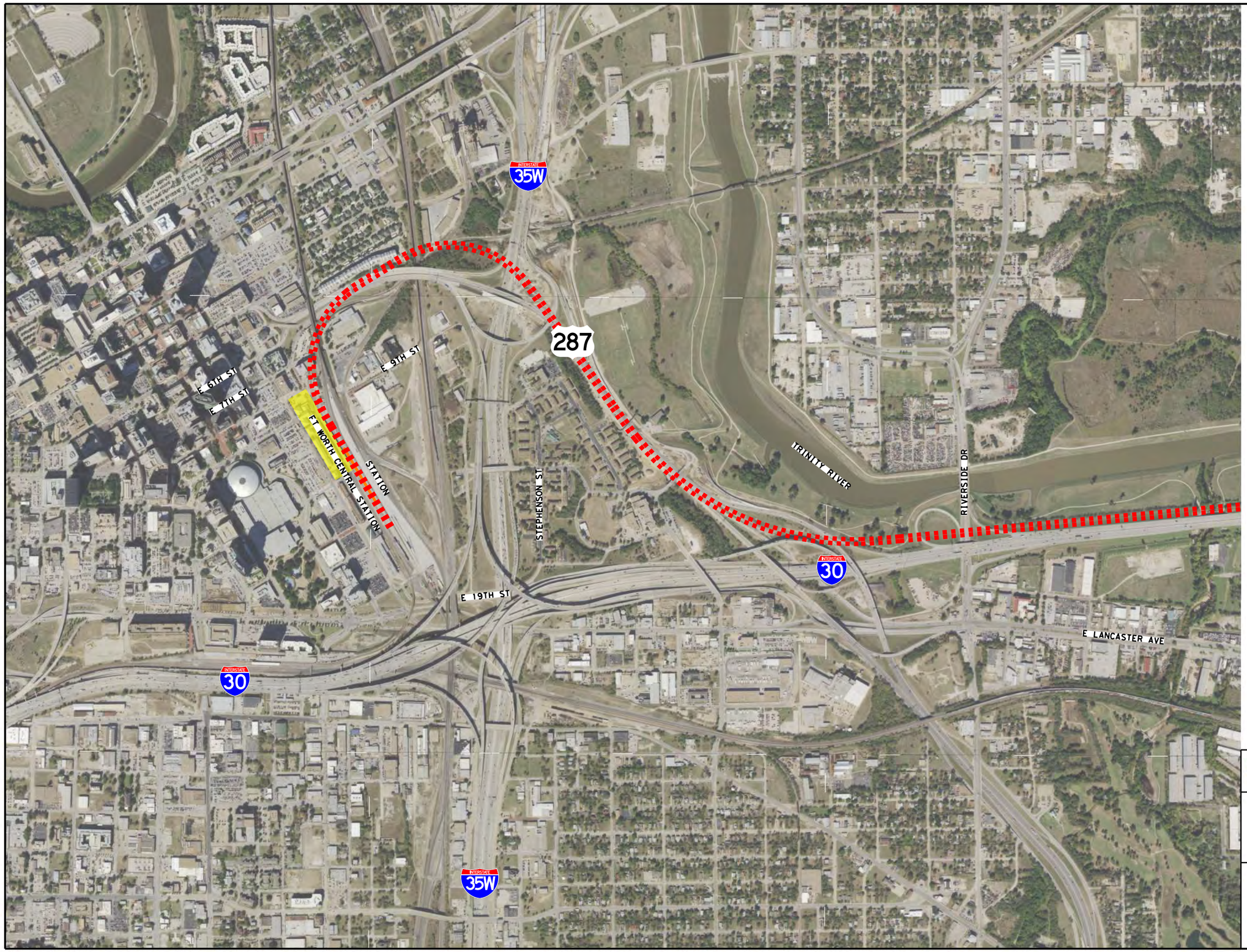
DALLAS-FORT WORTH
HIGH-SPEED
TRANSPORTATION CONNECTIONS
I-30 CORRIDOR ALTERNATIVES

URBAN CENTER CONNECTION
FORT WORTH 9A ALTERNATIVE
ALIGNMENT



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HORIZ. SCALE IN FEET

LEGEND

- FW10: CENTRAL STATION NORTH ENTRANCE
- FORT WORTH STATION AREA
- STATION PLATFORM
- ELEVATED
- UNDERGROUND

CONCEPTUAL
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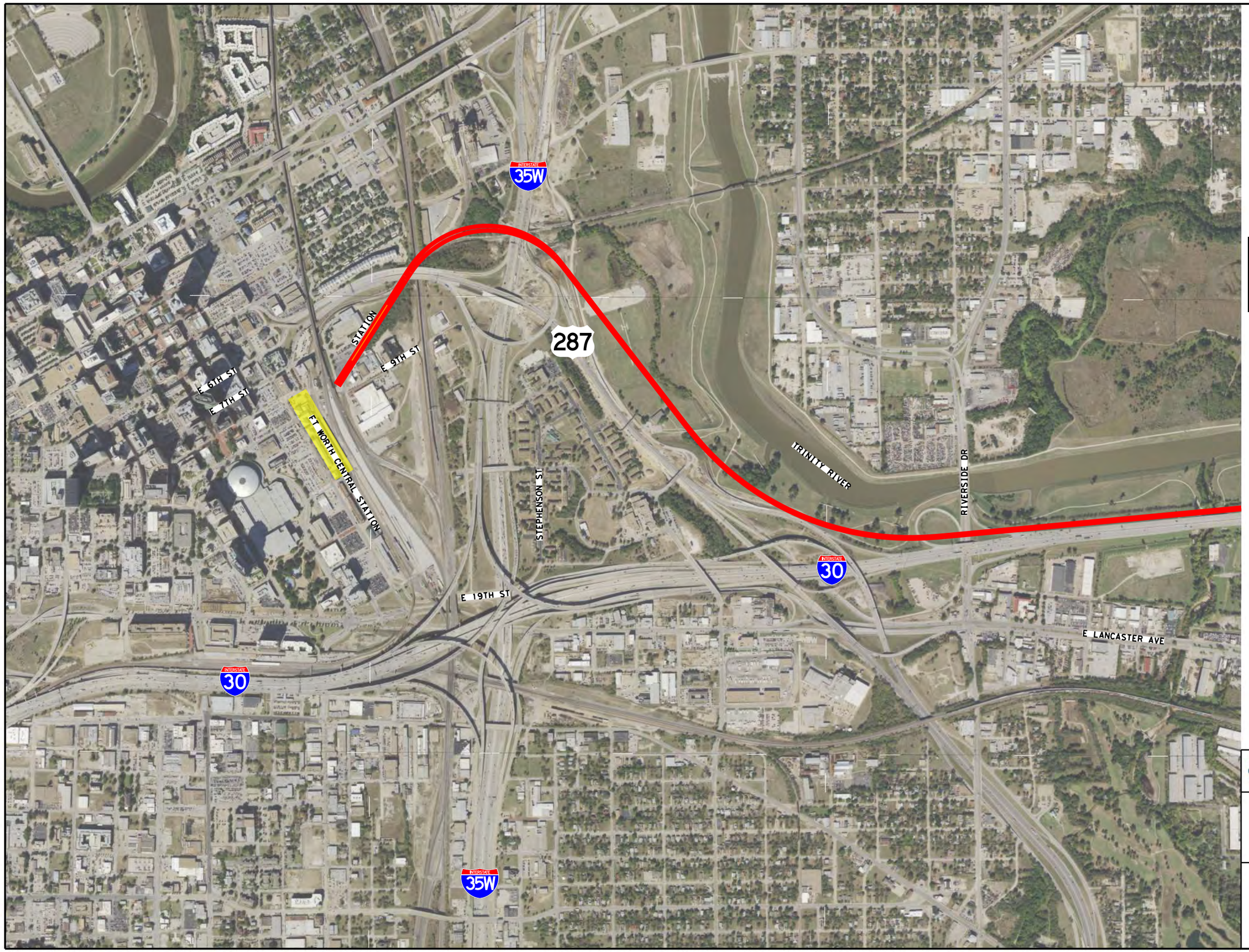
DALLAS-FORT WORTH
HIGH-SPEED
TRANSPORTATION CONNECTIONS
I-30 CORRIDOR ALTERNATIVES

URBAN CENTER CONNECTION
FORT WORTH 10 ALTERNATIVE
ALIGNMENT



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HORIZ. SCALE IN FEET

LEGEND

- FW11: CENTRAL STATION N ENTRANCE 2
- FORT WORTH STATION AREA
- STATION PLATFORM
- ELEVATED
- UNDERGROUND

CONCEPTUAL
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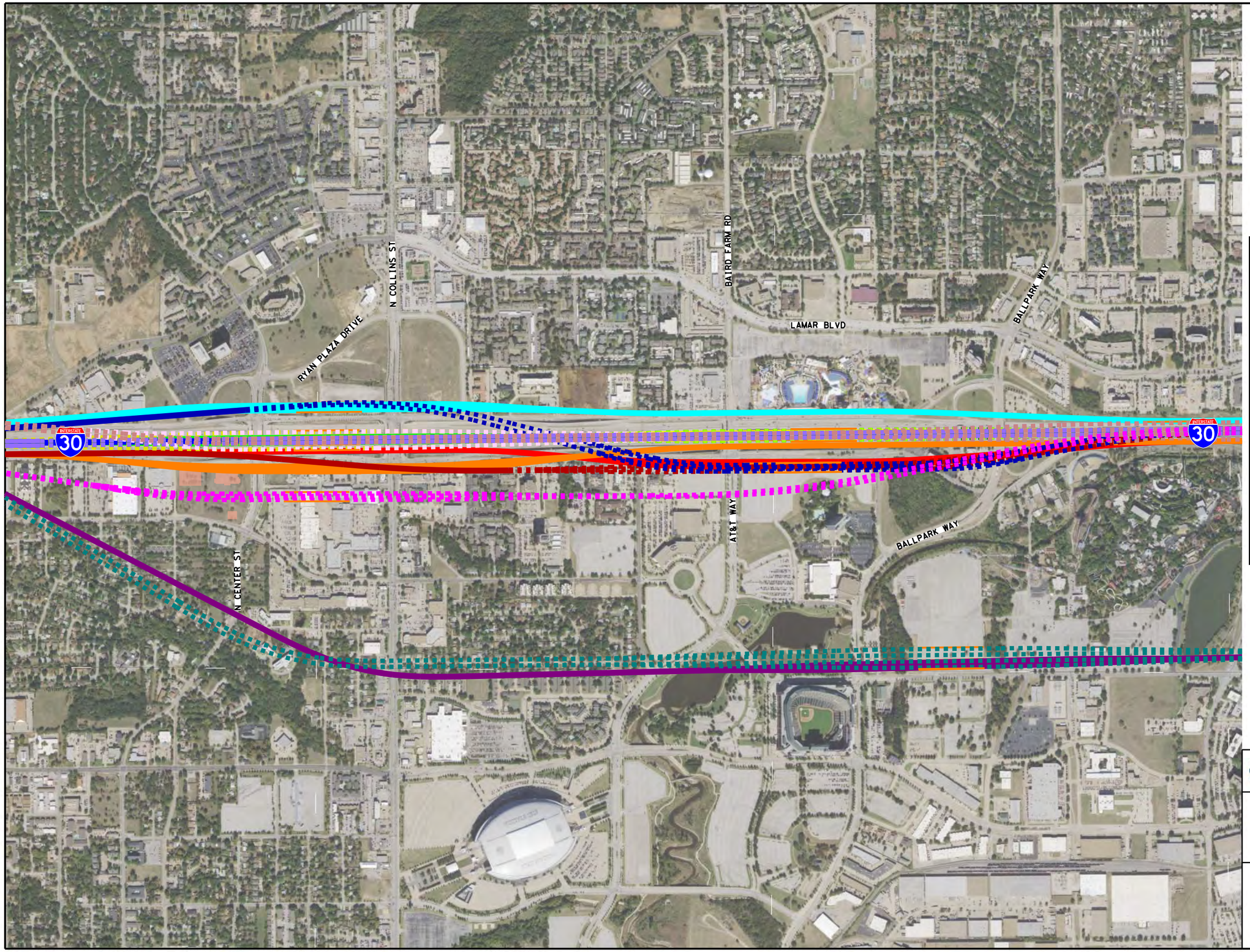
North Central Texas Council of Governments

DALLAS-FORT WORTH
HIGH-SPEED
TRANSPORTATION CONNECTIONS
I-30 CORRIDOR ALTERNATIVES

URBAN CENTER CONNECTION
FORT WORTH 11 ALTERNATIVE
ALIGNMENT

Appendix II-G
Arlington Station Connection Concepts

May 2023



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HORIZ. SCALE IN FEET

LEGEND

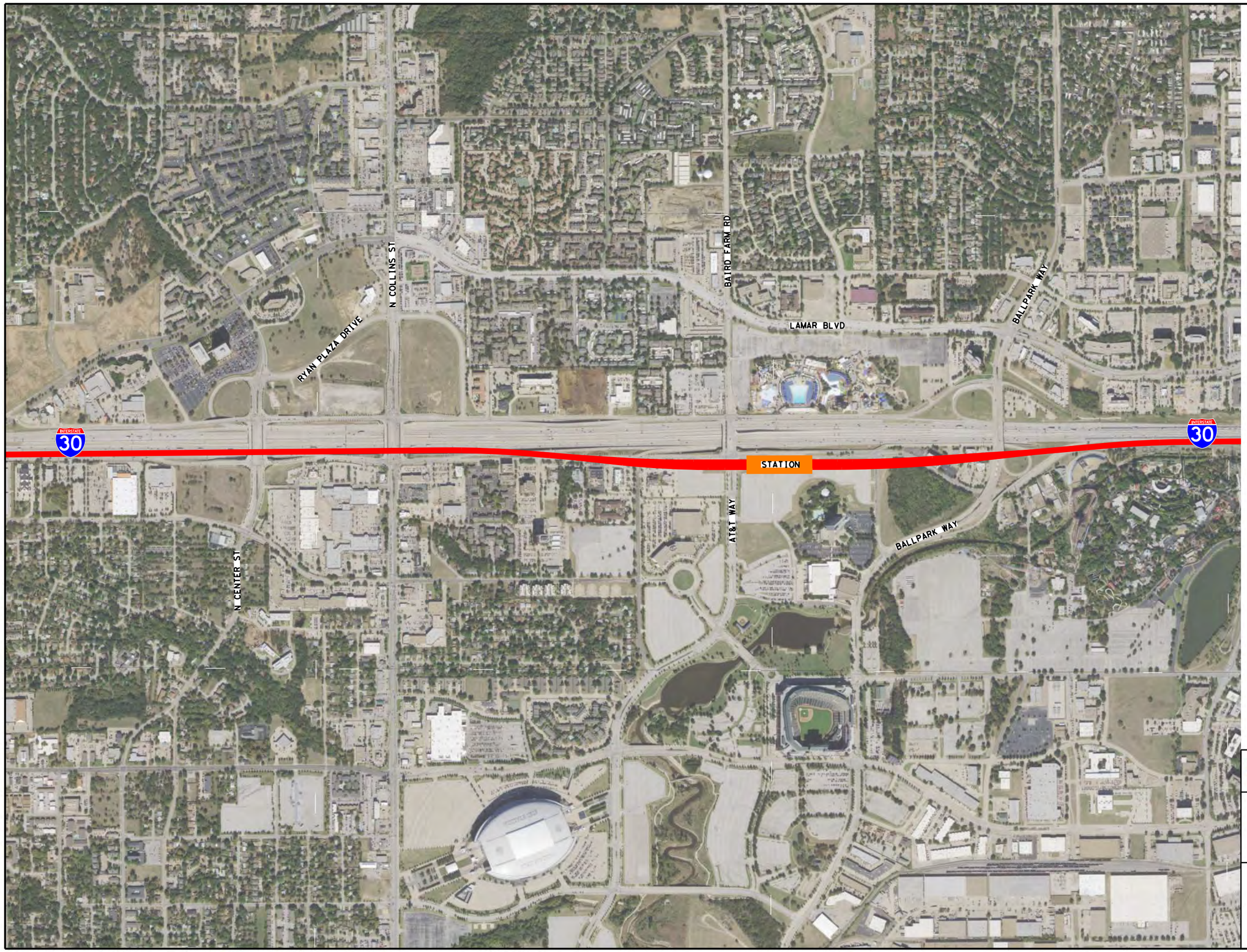
- ARL 1
- ARL 2
- ARL 2A
- ARL 3
- ARL 4
- ARL 5
- ARL 7
- ARL 8
- ARL 8A
- ARL 9
- ARL 9A
- ARL 9B
- ARL 9B1
- ARL 9C
- ARL 9C1
- ARL 10
- ARL 11
- STATION PLATFORM
- ELEVATED
- UNDERGROUND

CONCEPTUAL
FOR DISCUSSION ONLY

North Central Texas Council of Governments

DALLAS-FORT WORTH
HIGH-SPEED
TRANSPORTATION CONNECTIONS
I-30 CORRIDOR ALTERNATIVES

URBAN CENTER CONNECTION
ARLINGTON ALTERNATIVE
ALIGNMENTS



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HORIZ. SCALE IN FEET

LEGEND

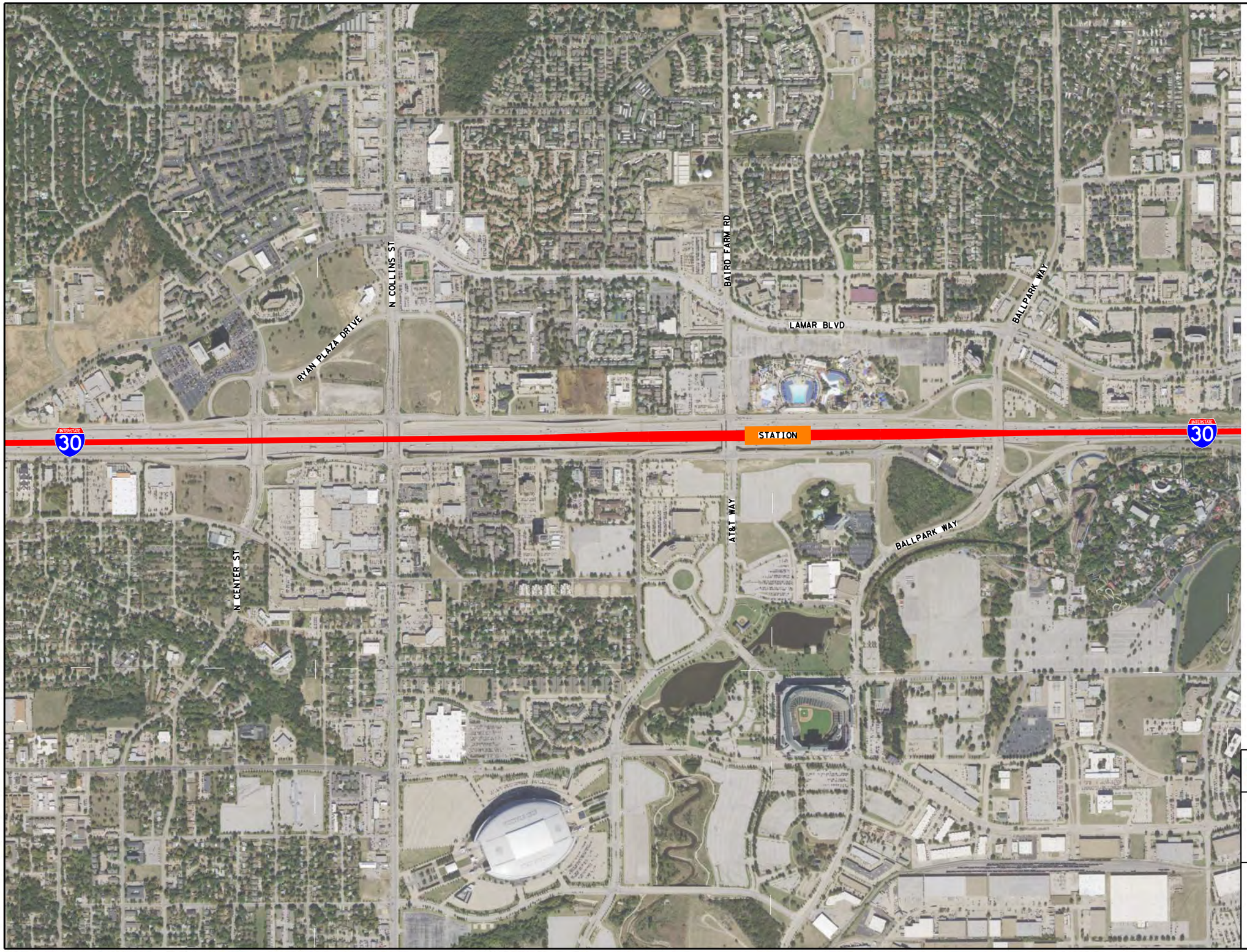
- ARL1: NON-MANAGED LANE - SOUTH OF I-30 BETWEEN AT&T WAY TO BALLPARK WAY
- STATION PLATFORM
- ELEVATED
- UNDERGROUND

CONCEPTUAL
FOR DISCUSSION ONLY

North Central Texas Council of Governments

DALLAS-FORT WORTH
HIGH-SPEED
TRANSPORTATION CONNECTIONS
I-30 CORRIDOR ALTERNATIVES

URBAN CENTER CONNECTION
ARLINGTON 1 ALTERNATIVE
ALIGNMENT



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HORIZ. SCALE IN FEET

LEGEND

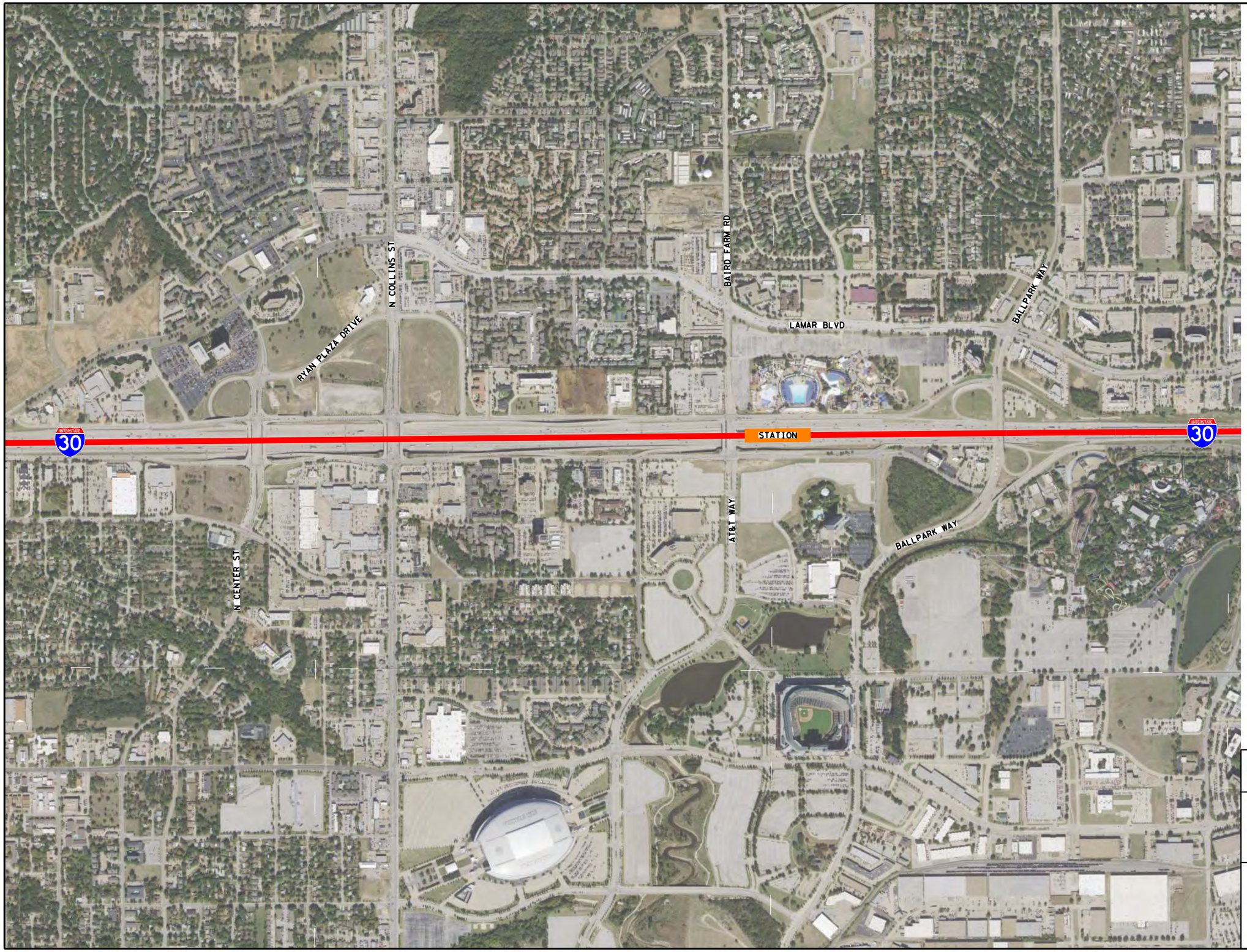
- ARL2: MANAGED LANE - BETWEEN AT&T WAY TO BALLPARK WAY
- STATION PLATFORM
- ELEVATED
- UNDERGROUND

CONCEPTUAL
FOR DISCUSSION ONLY

North Central Texas Council of Governments

DALLAS-FORT WORTH
HIGH-SPEED
TRANSPORTATION CONNECTIONS
I-30 CORRIDOR ALTERNATIVES

URBAN CENTER CONNECTION
ARLINGTON 2 ALTERNATIVE
ALIGNMENT



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HORIZ. SCALE IN FEET

LEGEND

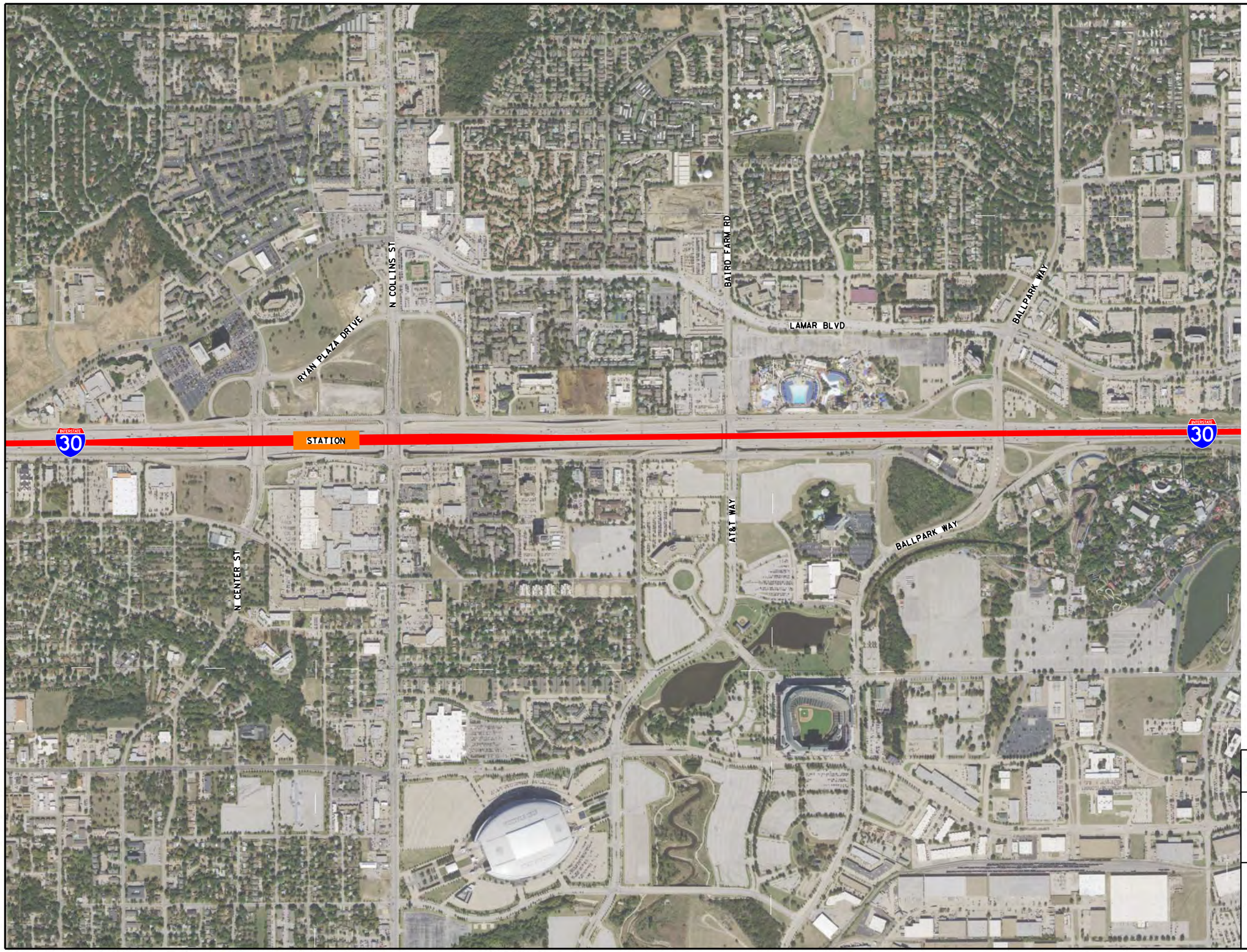
- ARL2A: MANAGED LANE - BETWEEN AT&T WAY TO BALLPARK WAY WITHOUT EXPRESS
- STATION PLATFORM
- ELEVATED
- UNDERGROUND

CONCEPTUAL
FOR DISCUSSION ONLY

North Central Texas Council of Governments

DALLAS-FORT WORTH
HIGH-SPEED
TRANSPORTATION CONNECTIONS
I-30 CORRIDOR ALTERNATIVES

URBAN CENTER CONNECTION
ARLINGTON 2A ALTERNATIVE
ALIGNMENT



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HORIZ. SCALE IN FEET

LEGEND

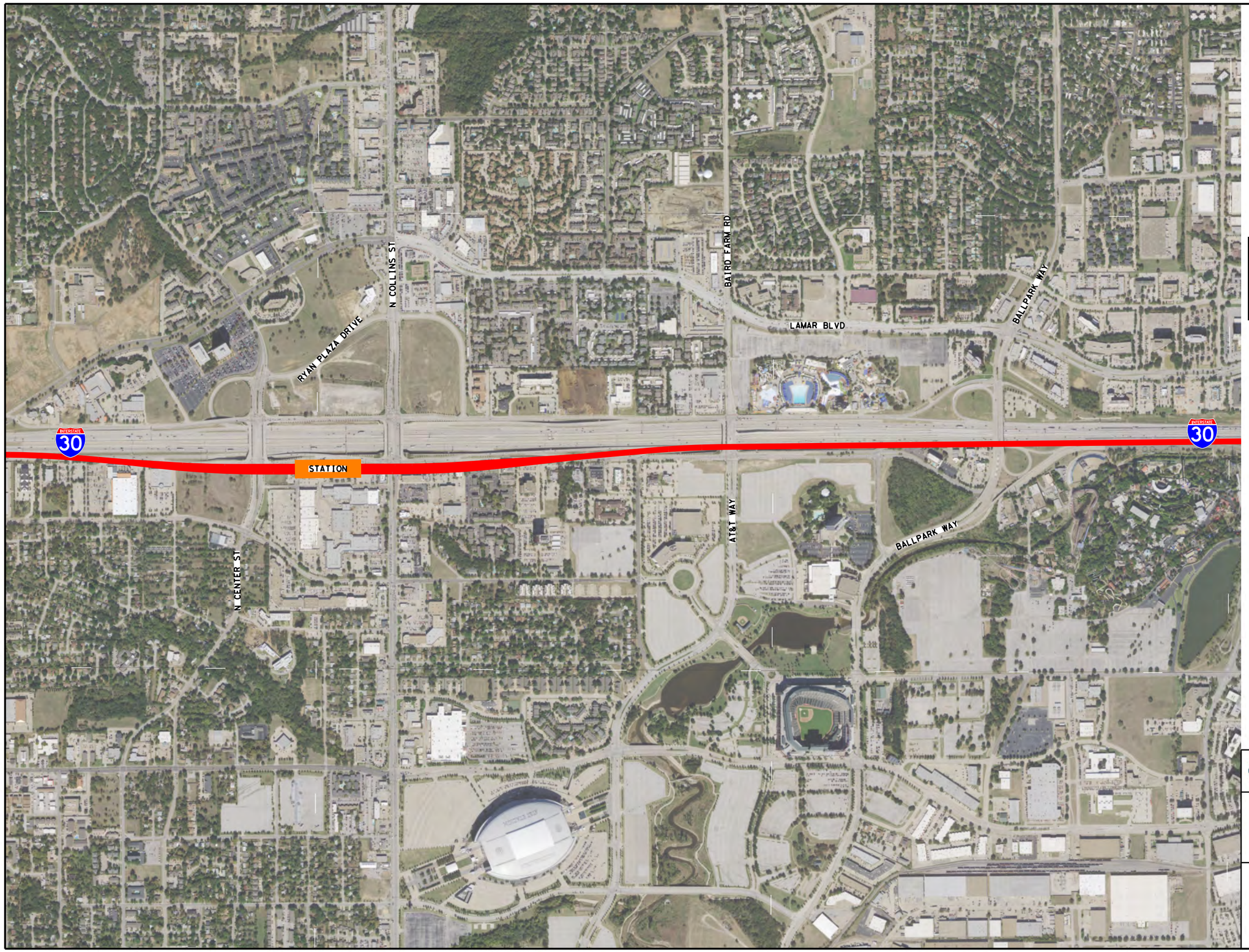
- ARL3: MANAGED LANE - CENTER STREET TO COLLINS STREET
- STATION PLATFORM
- ELEVATED
- UNDERGROUND

CONCEPTUAL
FOR DISCUSSION ONLY

North Central Texas Council of Governments

DALLAS-FORT WORTH
HIGH-SPEED
TRANSPORTATION CONNECTIONS
I-30 CORRIDOR ALTERNATIVES

URBAN CENTER CONNECTION
ARLINGTON 3 ALTERNATIVE
ALIGNMENT



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0 500 1000 1500 2000

HORIZ. SCALE IN FEET

LEGEND

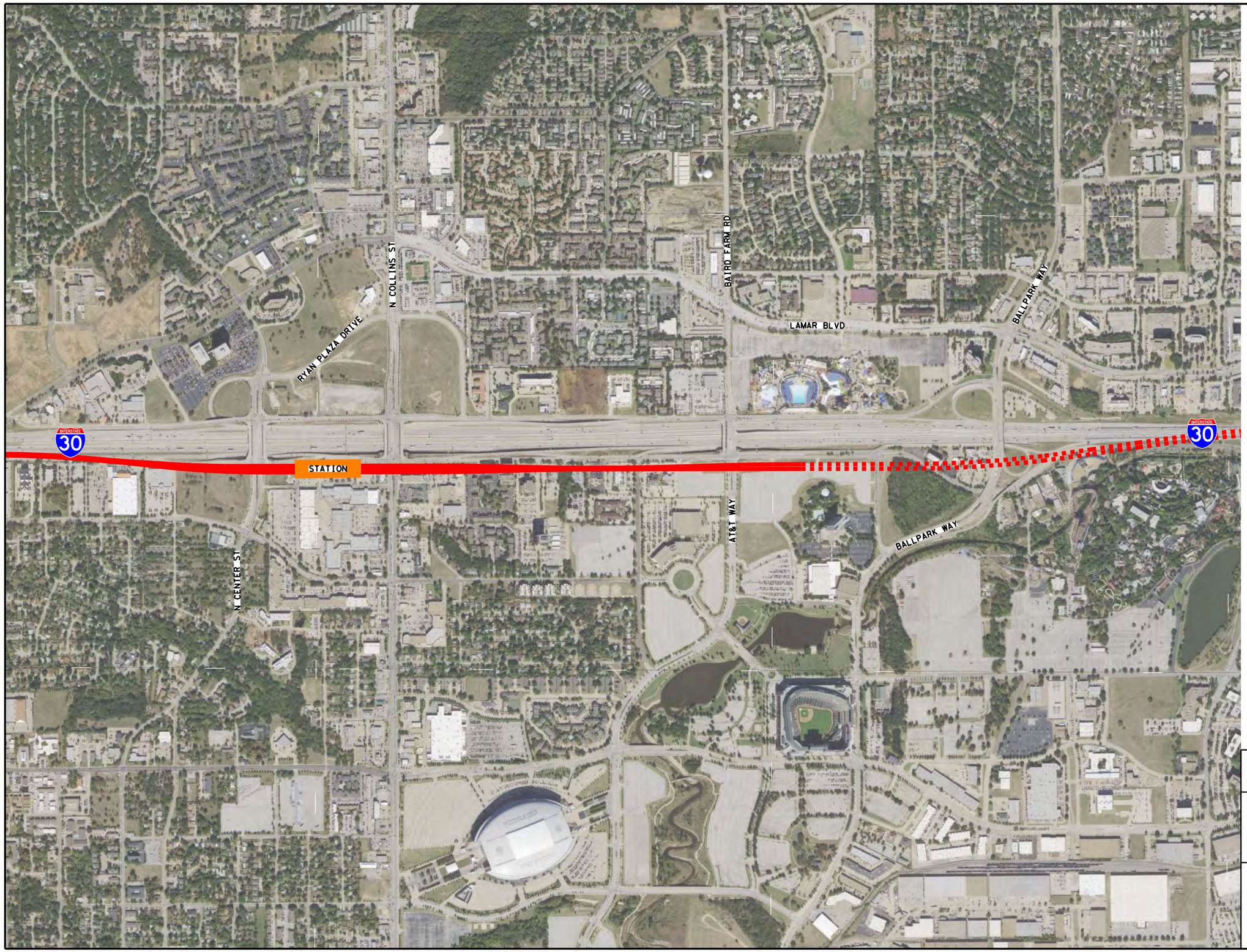
- ARL4: NON-MANAGED LANE - CENTER STREET TO COLLINS STREET SOUTH OF I-30
- STATION PLATFORM
- ELEVATED
- UNDERGROUND

CONCEPTUAL
FOR DISCUSSION ONLY

North Central Texas Council of Governments

DALLAS-FORT WORTH
HIGH-SPEED
TRANSPORTATION CONNECTIONS
I-30 CORRIDOR ALTERNATIVES

URBAN CENTER CONNECTION
ARLINGTON 4 ALTERNATIVE
ALIGNMENT



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HORIZ. SCALE IN FEET

LEGEND

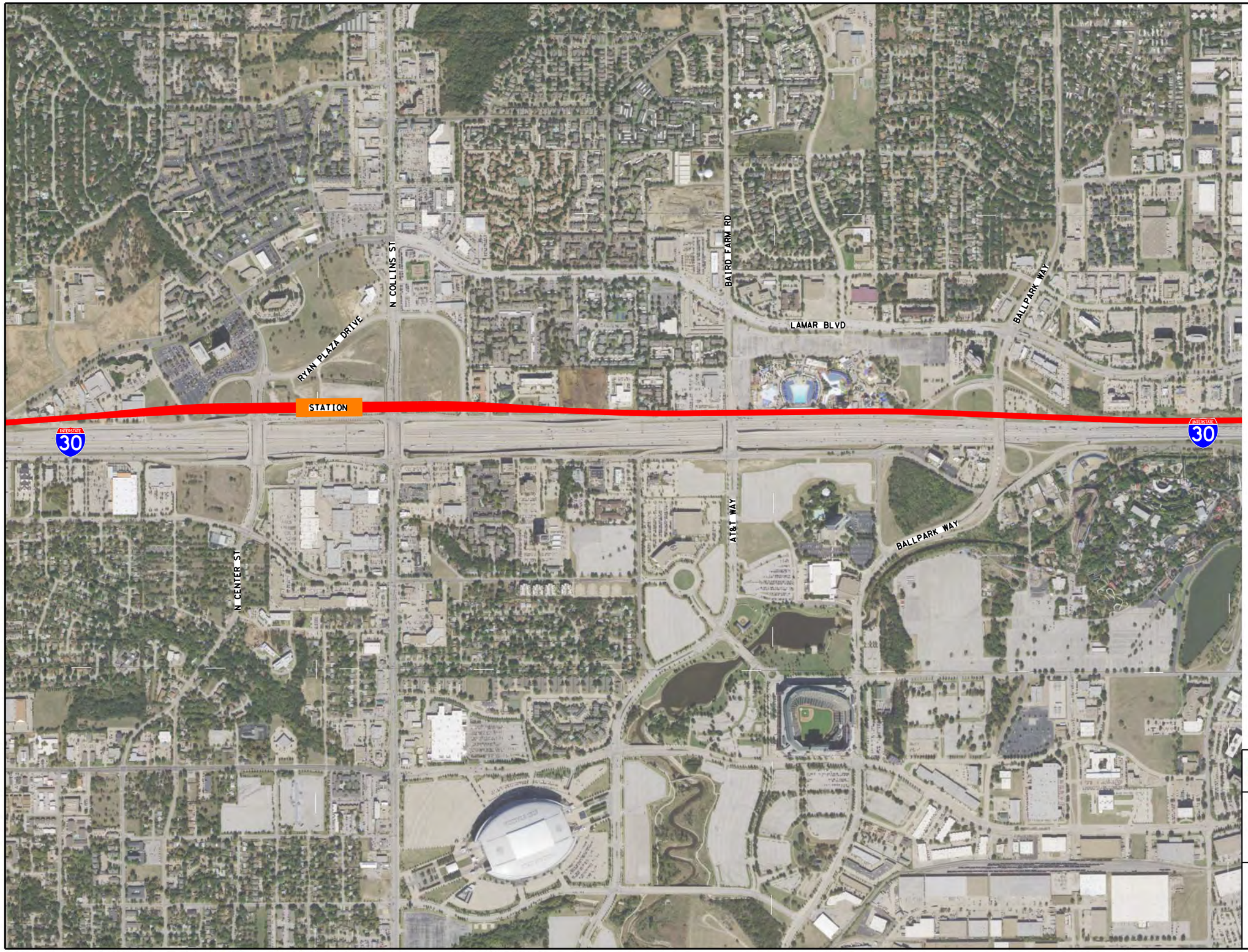
- ARL4A: NON-MANAGED LANE - CENTER STREET TO COLLINS STREET SOUTH OF I-30 UNDER SH 360
- STATION PLATFORM
- ELEVATED
- UNDERGROUND

CONCEPTUAL
FOR DISCUSSION ONLY

North Central Texas Council of Governments

DALLAS-FORT WORTH
HIGH-SPEED
TRANSPORTATION CONNECTIONS
I-30 CORRIDOR ALTERNATIVES

URBAN CENTER CONNECTION
ARLINGTON 4A ALTERNATIVE
ALIGNMENT



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0 500 1000 1500 2000

HORIZ. SCALE IN FEET

LEGEND

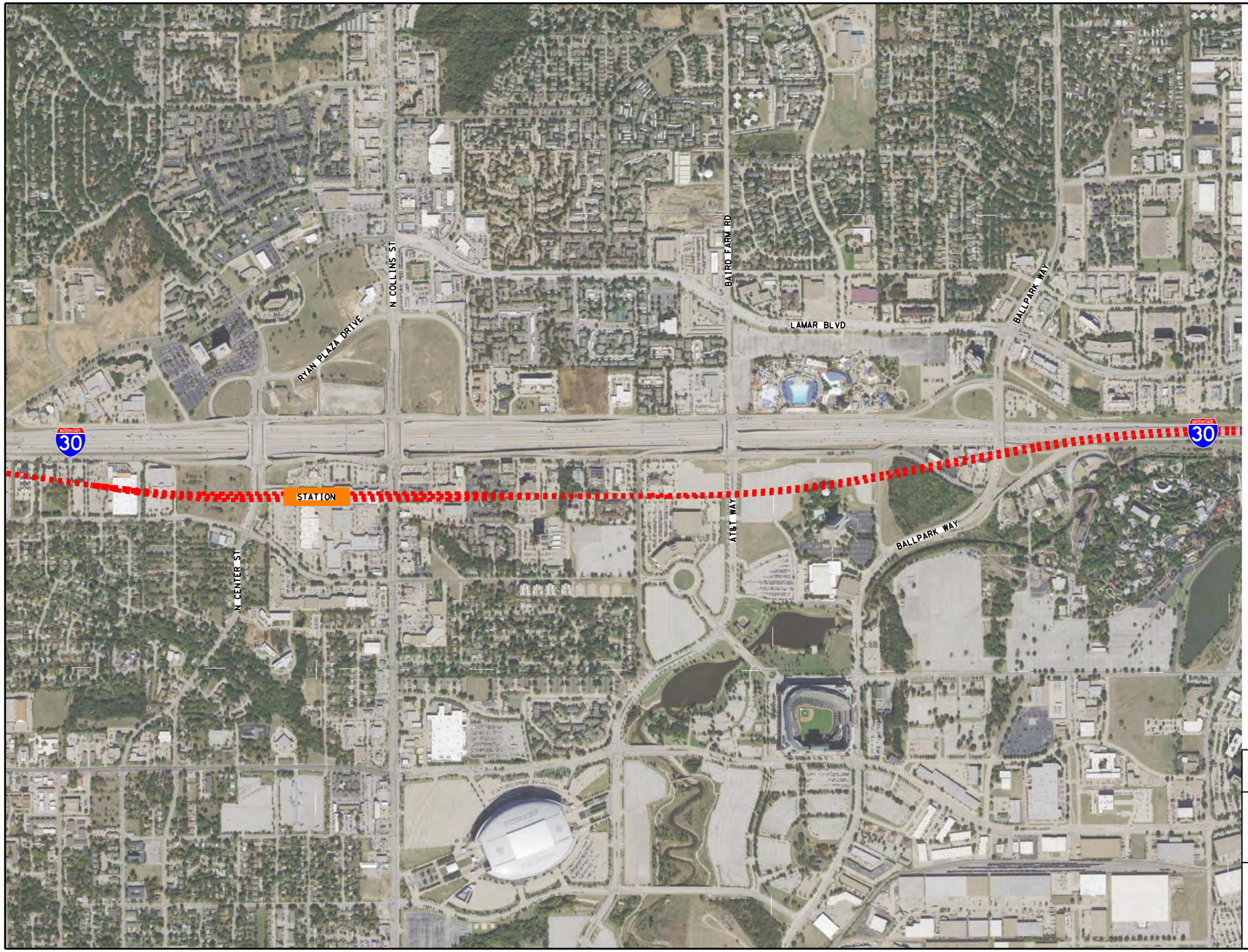
- ARL5: NON-MANAGED LANE - CENTER STREET TO COLLINS STREET NORTH OF I-30
- STATION PLATFORM
- ELEVATED
- UNDERGROUND

CONCEPTUAL
FOR DISCUSSION ONLY

North Central Texas Council of Governments

DALLAS-FORT WORTH
HIGH-SPEED
TRANSPORTATION CONNECTIONS
I-30 CORRIDOR ALTERNATIVES

URBAN CENTER CONNECTION
ARLINGTON 5 ALTERNATIVE
ALIGNMENT



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HORIZ. SCALE IN FEET

LEGEND

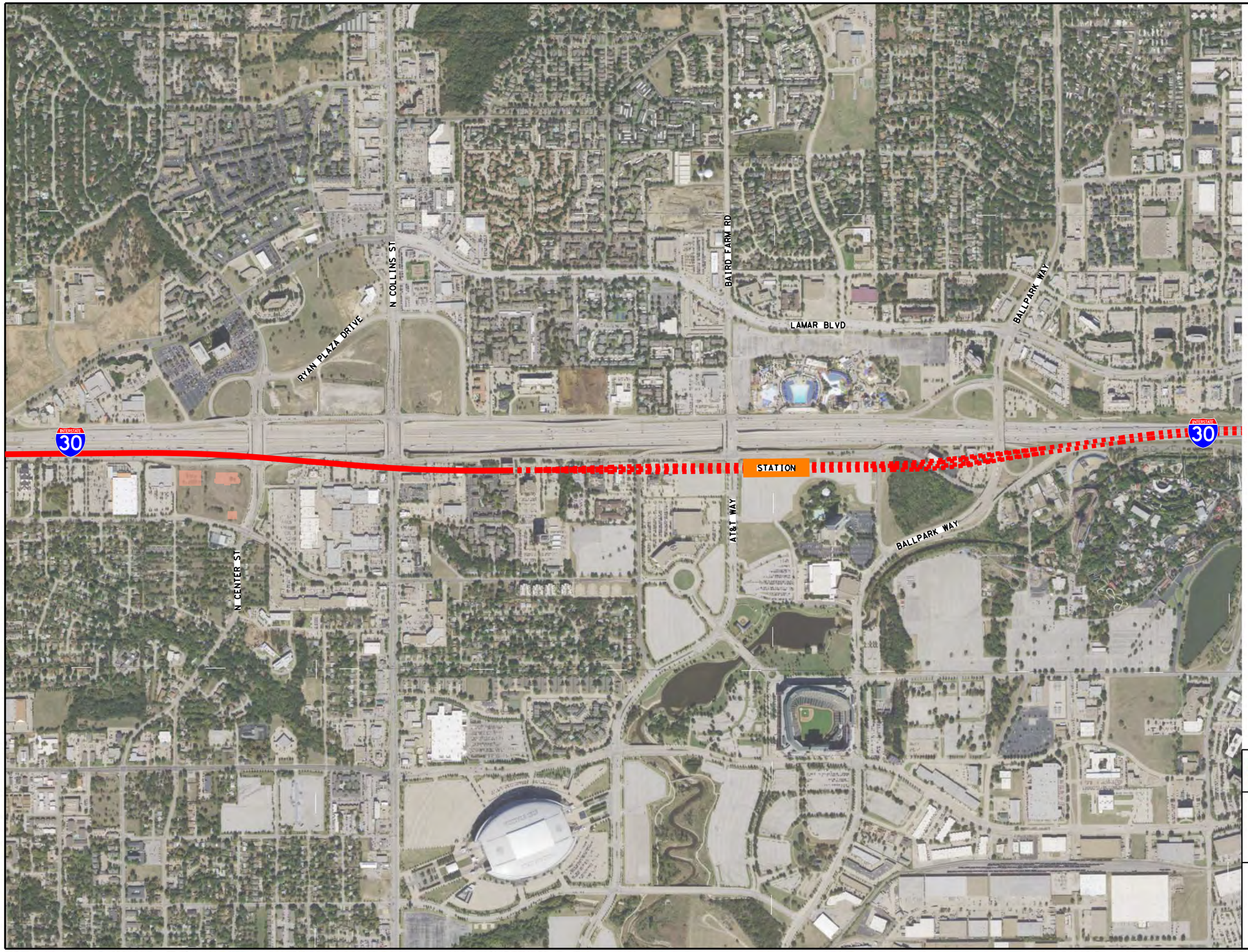
- ARL7: NON-MANAGED LANE - CENTER STREET TO COLLINS STREET SOUTH OF I-30 BELOW GRADE
- STATION PLATFORM
- ELEVATED
- UNDERGROUND

CONCEPTUAL
FOR DISCUSSION ONLY

North Central Texas Council of Governments

DALLAS-FORT WORTH
HIGH-SPEED
TRANSPORTATION CONNECTIONS
I-30 CORRIDOR ALTERNATIVES

URBAN CENTER CONNECTION
ARLINGTON 7 ALTERNATIVE
ALIGNMENT



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0 500 1000 1500 2000

HORIZ. SCALE IN FEET

LEGEND

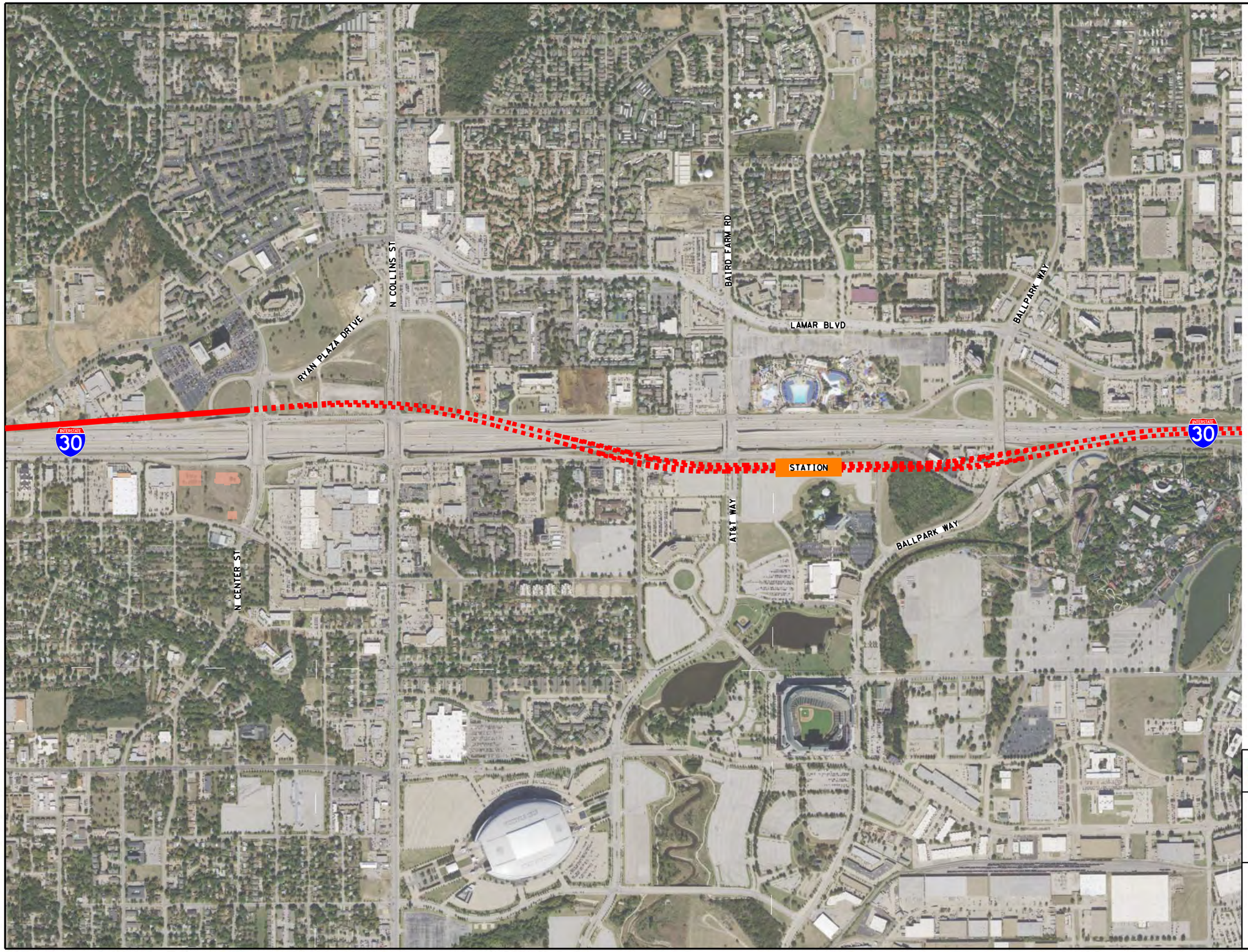
- ARL8: NON-MANAGED LANE - AT&T WAY TO BALLPARK WAY SOUTH OF I-30 BELOW SH 360
- STATION PLATFORM
- ELEVATED
- UNDERGROUND

CONCEPTUAL
FOR DISCUSSION ONLY

North Central Texas Council of Governments

DALLAS-FORT WORTH
HIGH-SPEED
TRANSPORTATION CONNECTIONS
I-30 CORRIDOR ALTERNATIVES

URBAN CENTER CONNECTION
ARLINGTON 8 ALTERNATIVE
ALIGNMENT



N

0 500 1000 1500 2000

HORIZ. SCALE IN FEET

LEGEND

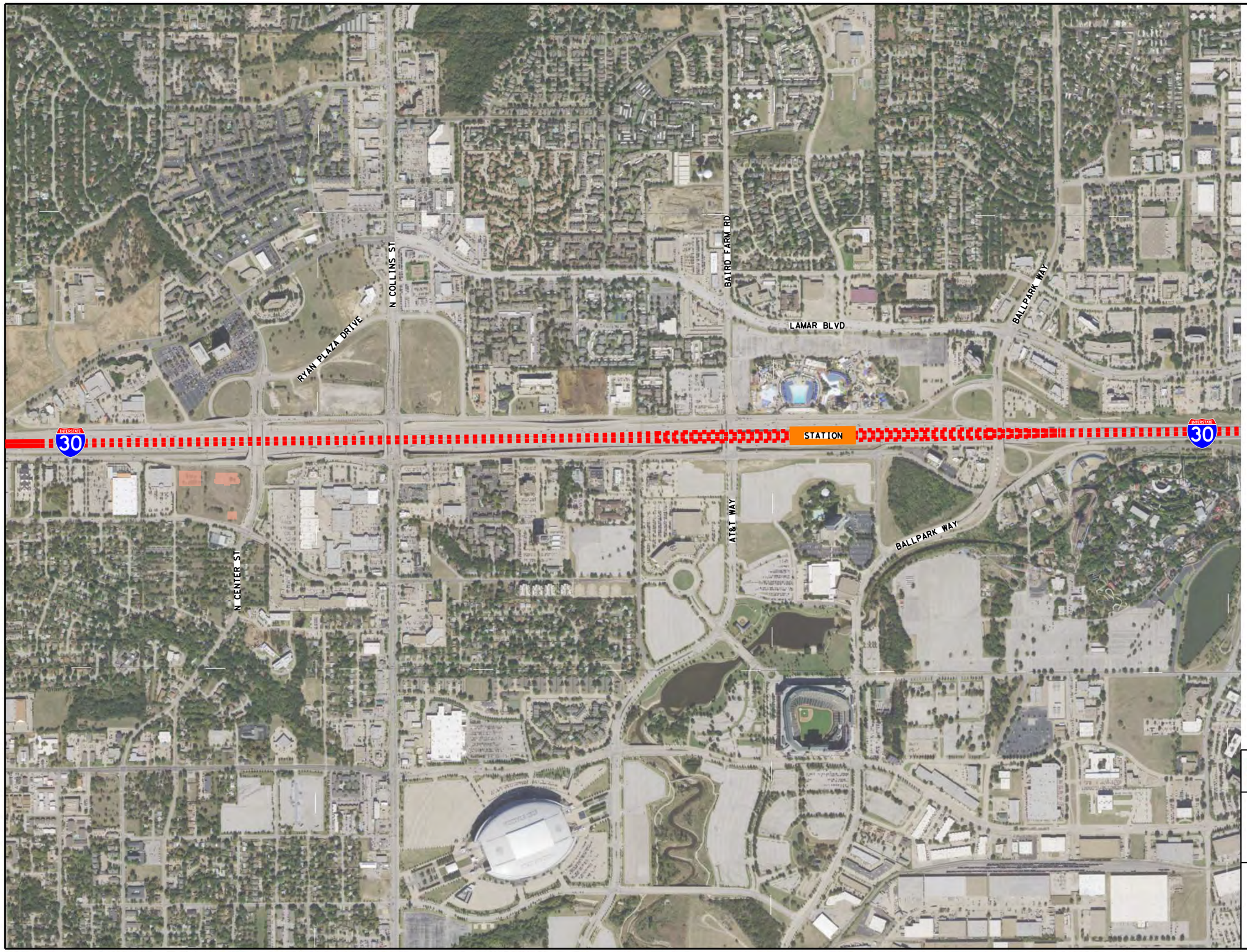
- ARL8A: NON-MANAGED LANE - AT&T WAY TO BALLPARK WAY NORTH OF I-30 PORTAL
- STATION PLATFORM
- ELEVATED
- UNDERGROUND

CONCEPTUAL
FOR DISCUSSION ONLY

North Central Texas Council of Governments

DALLAS-FORT WORTH
HIGH-SPEED
TRANSPORTATION CONNECTIONS
I-30 CORRIDOR ALTERNATIVES

URBAN CENTER CONNECTION
ARLINGTON 8A ALTERNATIVE
ALIGNMENT



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0 500 1000 1500 2000

HORIZ. SCALE IN FEET

LEGEND

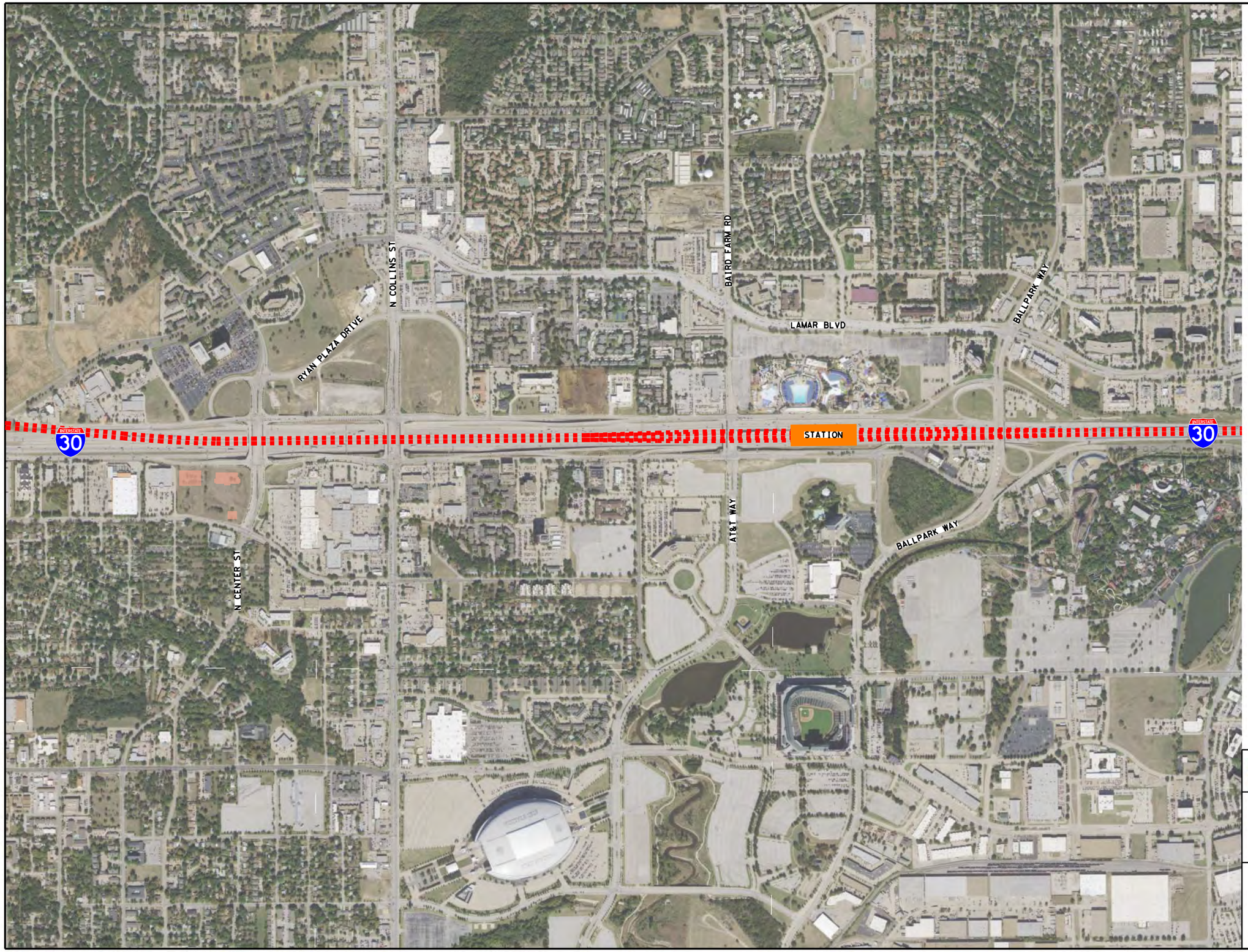
- ARL9: MANAGED LANE - AT&T WAY TO BALLPARK WAY CENTER OF I-30 BELOW GRADE
- STATION PLATFORM
- ELEVATED
- UNDERGROUND

CONCEPTUAL
FOR DISCUSSION ONLY

North Central Texas Council of Governments

DALLAS-FORT WORTH
HIGH-SPEED
TRANSPORTATION CONNECTIONS
I-30 CORRIDOR ALTERNATIVES

URBAN CENTER CONNECTION
ARLINGTON 9 ALTERNATIVE
ALIGNMENT



0 500 1000 1500 2000

HORIZ. SCALE IN FEET

LEGEND

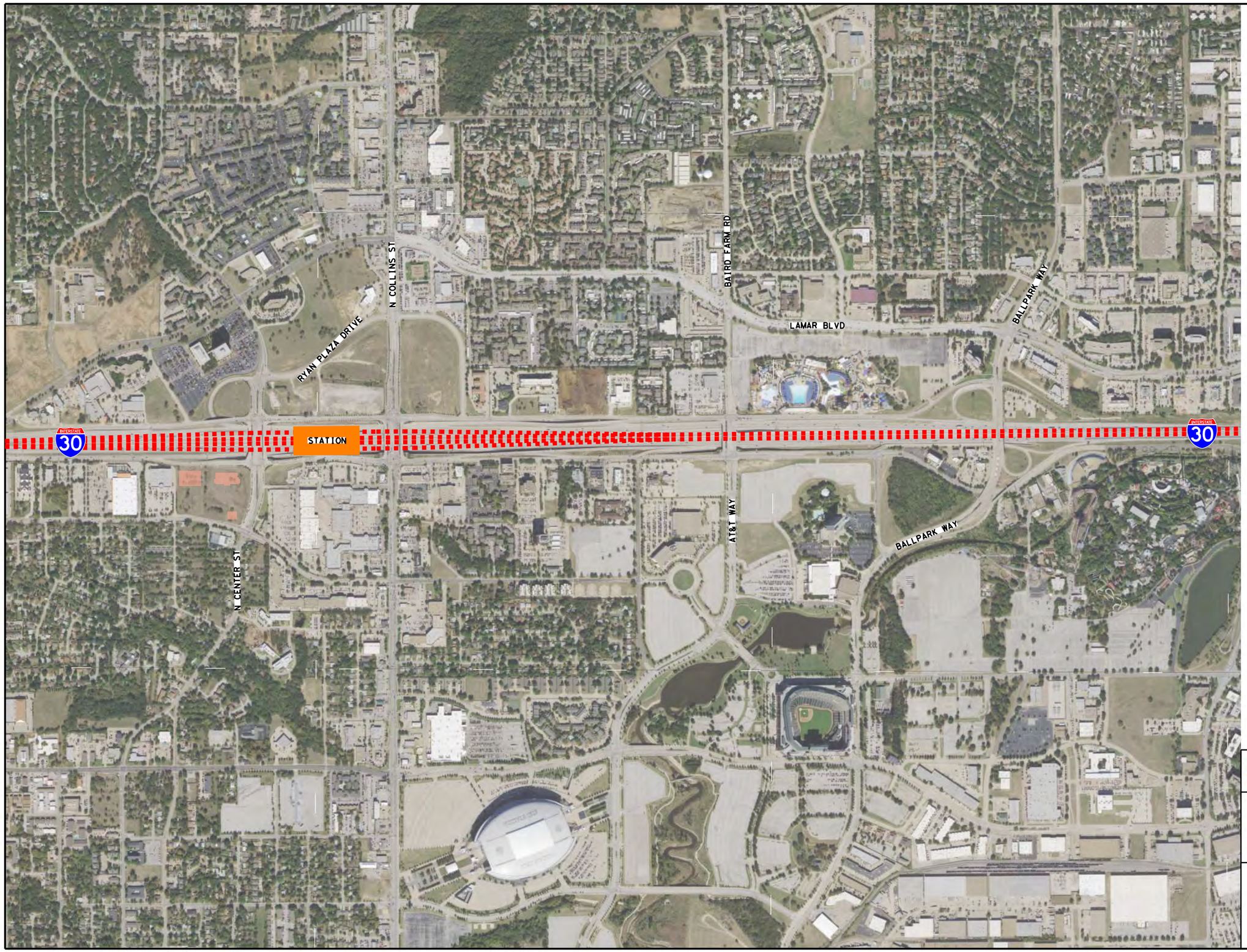
- ARL9A: MANAGED LANE - AT&T WAY TO BALLPARK WAY PORTAL NORTH OF I-30
- STATION PLATFORM
- ELEVATED
- UNDERGROUND

CONCEPTUAL
FOR DISCUSSION ONLY

North Central Texas Council of Governments

DALLAS-FORT WORTH
HIGH-SPEED
TRANSPORTATION CONNECTIONS
I-30 CORRIDOR ALTERNATIVES

URBAN CENTER CONNECTION
ARLINGTON 9A ALTERNATIVE
ALIGNMENT



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0 500 1000 1500 2000

HORIZ. SCALE IN FEET

LEGEND

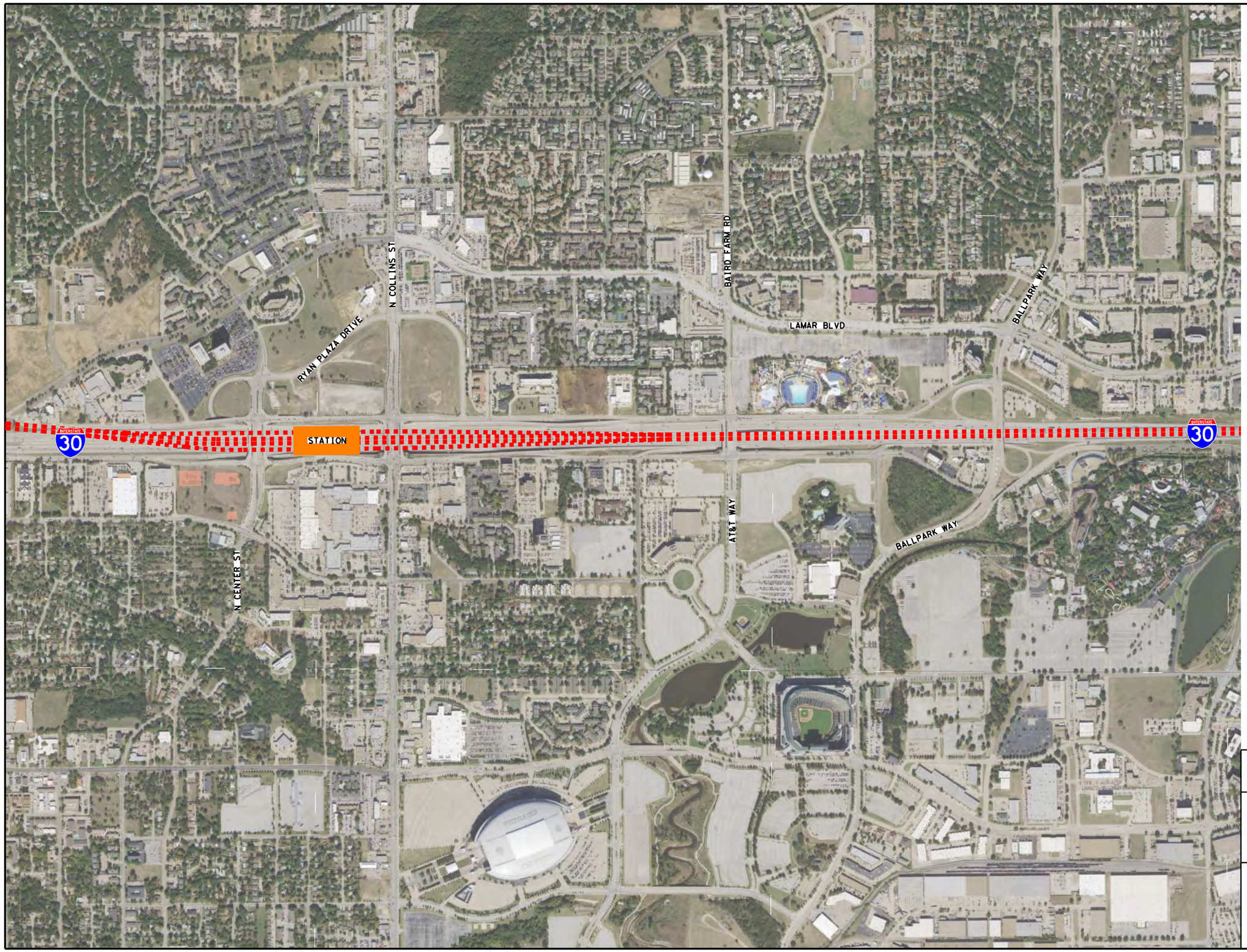
- ARL9B: MANAGED LANE - CENTER TO COLLINS BELOW GRADE CENTER OF I-30
- STATION PLATFORM
- ELEVATED
- UNDERGROUND

CONCEPTUAL
FOR DISCUSSION ONLY

North Central Texas Council of Governments

DALLAS-FORT WORTH
HIGH-SPEED
TRANSPORTATION CONNECTIONS
I-30 CORRIDOR ALTERNATIVES

URBAN CENTER CONNECTION
ARLINGTON 9B ALTERNATIVE
ALIGNMENT



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HORIZ. SCALE IN FEET

LEGEND

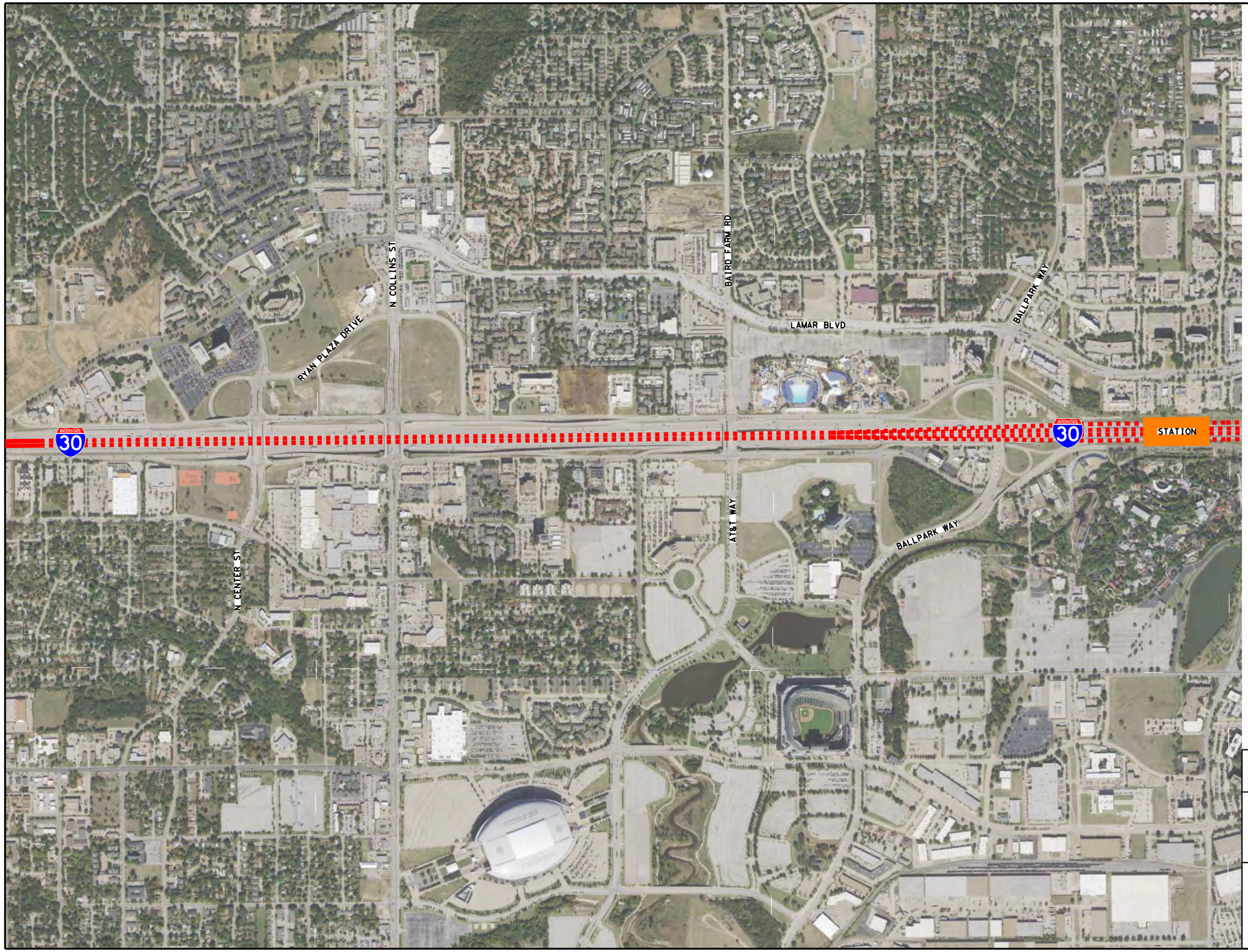
- ARL9B1: MANAGED LANE - CENTER TO COLLINS BELOW GRADE PORTAL NORTH OF I-30
- STATION PLATFORM
- ELEVATED
- UNDERGROUND

CONCEPTUAL
FOR DISCUSSION ONLY

North Central Texas Council of Governments

DALLAS-FORT WORTH
HIGH-SPEED
TRANSPORTATION CONNECTIONS
I-30 CORRIDOR ALTERNATIVES

URBAN CENTER CONNECTION
ARLINGTON 9B1 ALTERNATIVE
ALIGNMENT



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HORIZ. SCALE IN FEET

LEGEND

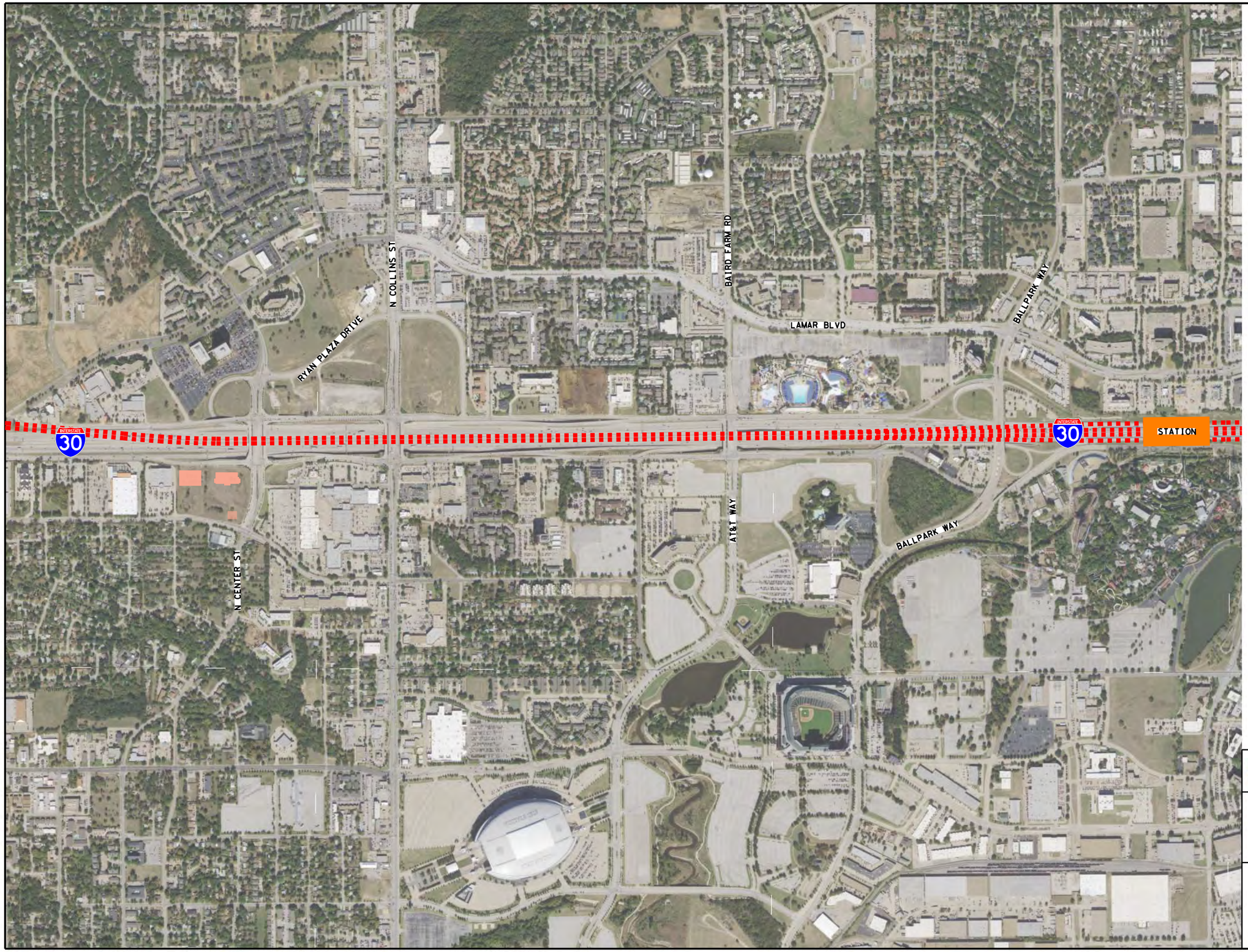
- ARL9C: MANAGED LANE - BALLPARK WAY TO SH 360 BELOW GRADE PORTAL CENTER OF I-30
- STATION PLATFORM
- ELEVATED
- UNDERGROUND

CONCEPTUAL
FOR DISCUSSION ONLY

North Central Texas Council of Governments

DALLAS-FORT WORTH
HIGH-SPEED
TRANSPORTATION CONNECTIONS
I-30 CORRIDOR ALTERNATIVES

URBAN CENTER CONNECTION
ARLINGTON 9C ALTERNATIVE
ALIGNMENT



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HORIZ. SCALE IN FEET

LEGEND

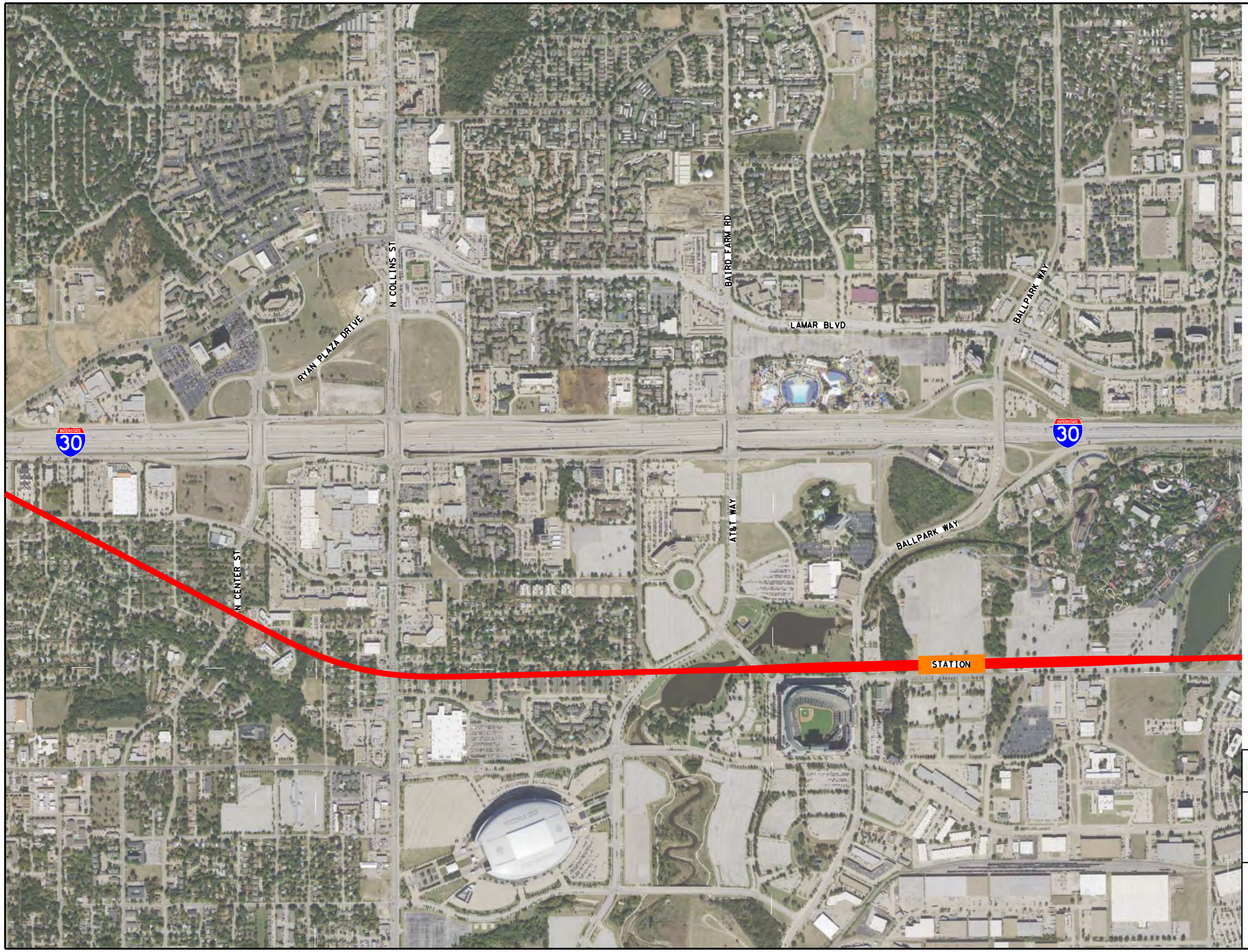
- ARL9C1: MANAGED LANE - BALLPARK WAY TO SH 360 BELOW GRADE PORTAL NORTH OF I-30
- STATION PLATFORM
- ELEVATED
- UNDERGROUND

CONCEPTUAL
FOR DISCUSSION ONLY

North Central Texas Council of Governments

DALLAS-FORT WORTH
HIGH-SPEED
TRANSPORTATION CONNECTIONS
I-30 CORRIDOR ALTERNATIVES

URBAN CENTER CONNECTION
ARLINGTON 9C1 ALTERNATIVE
ALIGNMENT



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HORIZ. SCALE IN FEET

LEGEND

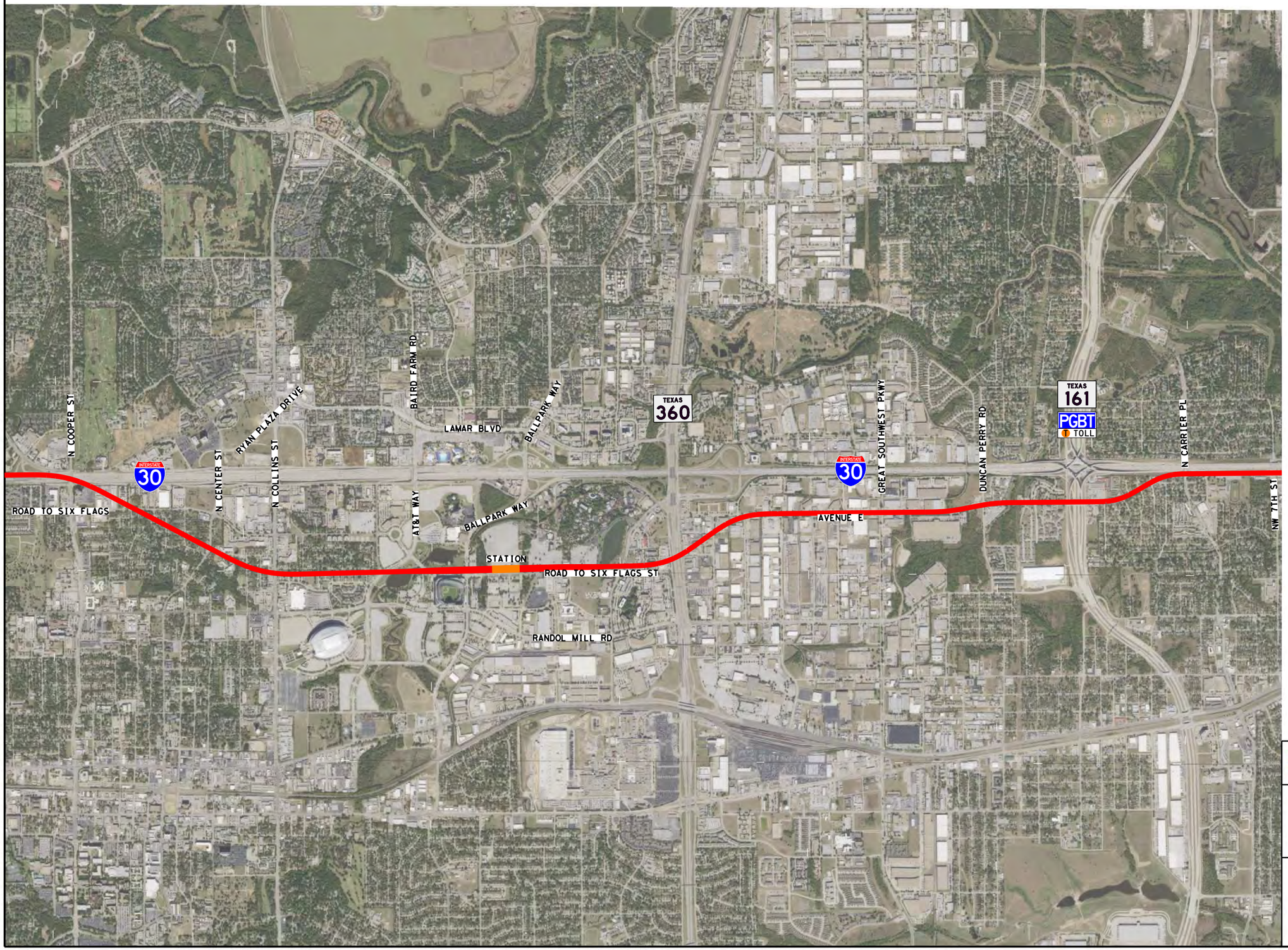
- ARL10: STADIUM AREA STATION
- STATION PLATFORM
- ELEVATED
- UNDERGROUND

CONCEPTUAL
FOR DISCUSSION ONLY

North Central Texas Council of Governments

DALLAS-FORT WORTH
HIGH-SPEED
TRANSPORTATION CONNECTIONS
I-30 CORRIDOR ALTERNATIVES

URBAN CENTER CONNECTION
ARLINGTON 10 ALTERNATIVE
ALIGNMENT



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HORIZ. SCALE IN FEET

LEGEND

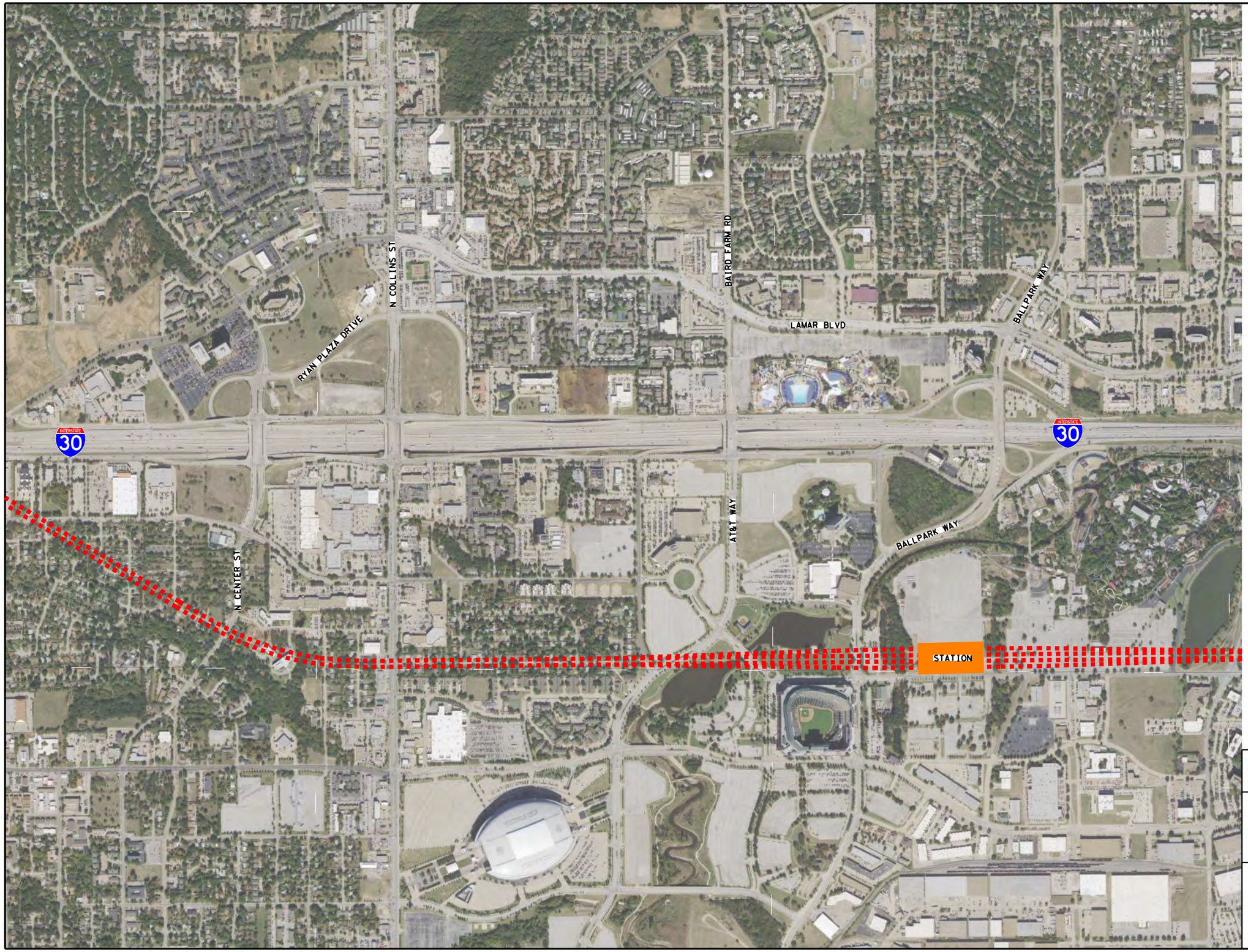
- ARL10: STADIUM AREA STATION
- STATION PLATFORM
- ELEVATED
- UNDERGROUND

CONCEPTUAL
FOR DISCUSSION ONLY

North Central Texas Council of Governments

DALLAS-FORT WORTH
HIGH-SPEED
TRANSPORTATION CONNECTIONS
I-30 CORRIDOR ALTERNATIVES

URBAN CENTER CONNECTION
ARLINGTON 10 ALTERNATIVE
ALIGNMENT



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HORIZ. SCALE IN FEET

LEGEND

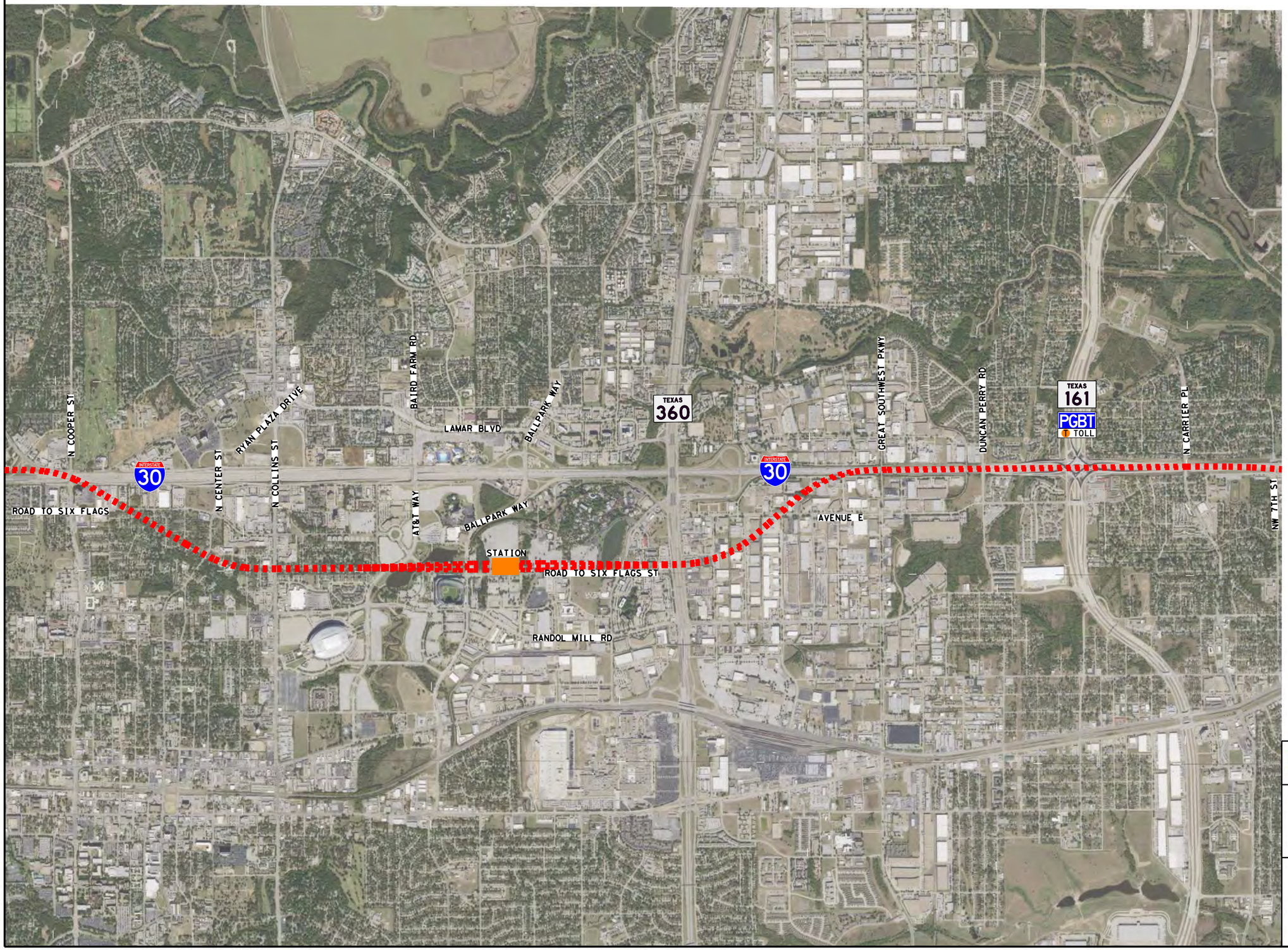
- ARL11: STADIUM AREA STATION BELOW GRADE
- STATION PLATFORM
- ELEVATED
- UNDERGROUND

CONCEPTUAL
FOR DISCUSSION ONLY

North Central Texas Council of Governments

DALLAS-FORT WORTH
HIGH-SPEED
TRANSPORTATION CONNECTIONS
I-30 CORRIDOR ALTERNATIVES

URBAN CENTER CONNECTION
ARLINGTON 11 ALTERNATIVE
ALIGNMENT



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HORIZ. SCALE IN FEET

LEGEND

- ARL11: STADIUM AREA STATION BELOW GRADE
- STATION PLATFORM
- ELEVATED
- UNDERGROUND

CONCEPTUAL
FOR DISCUSSION ONLY

North Central Texas Council of Governments

DALLAS-FORT WORTH
HIGH-SPEED
TRANSPORTATION CONNECTIONS
I-30 CORRIDOR ALTERNATIVES

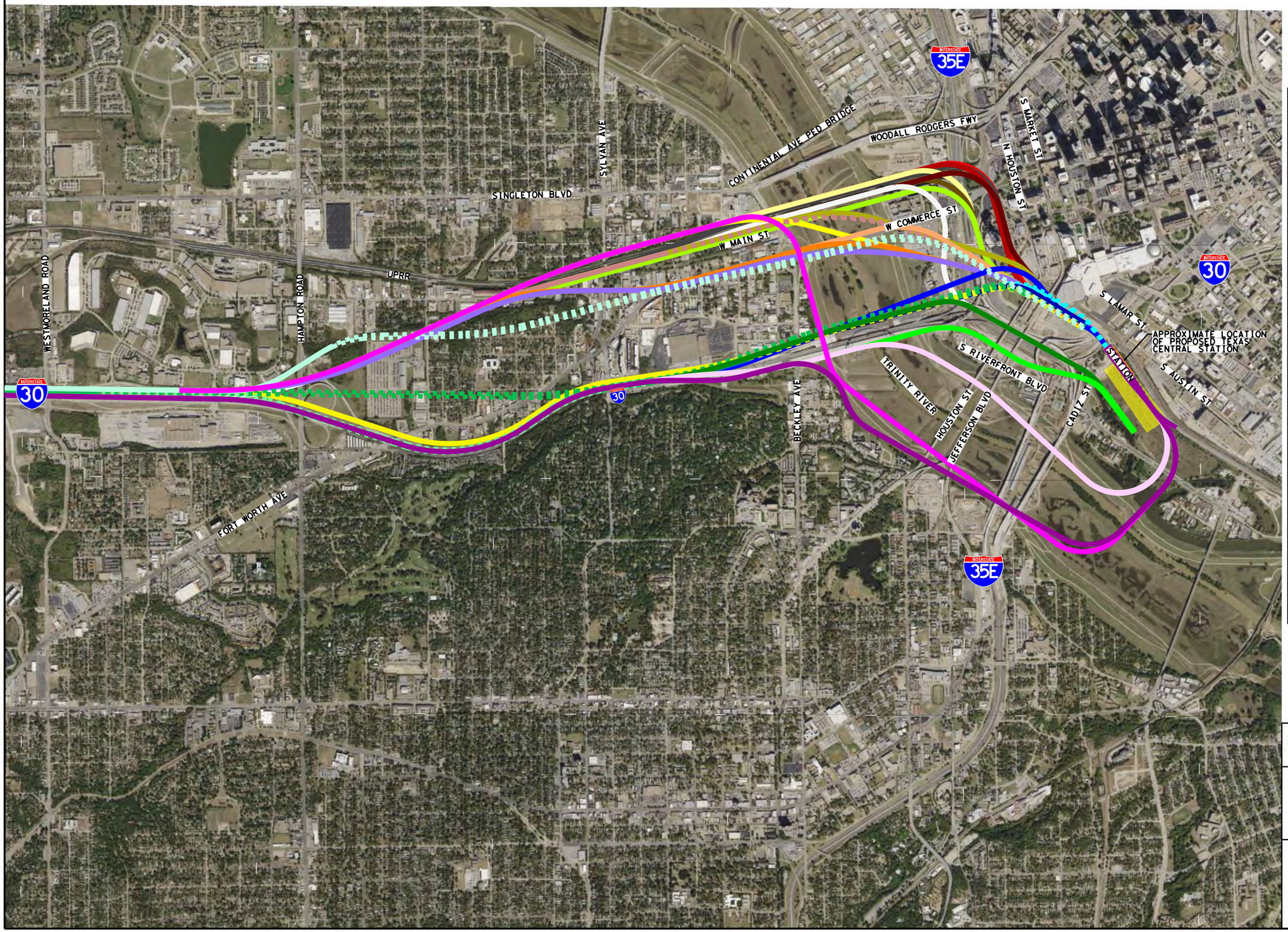
URBAN CENTER CONNECTION
ARLINGTON 11 ALTERNATIVE
ALIGNMENT

Appendix II-H
Dallas Station Connection Concepts

May 2023

0 1000 2000 3000 4000

HORIZ. SCALE IN FEET



LEGEND

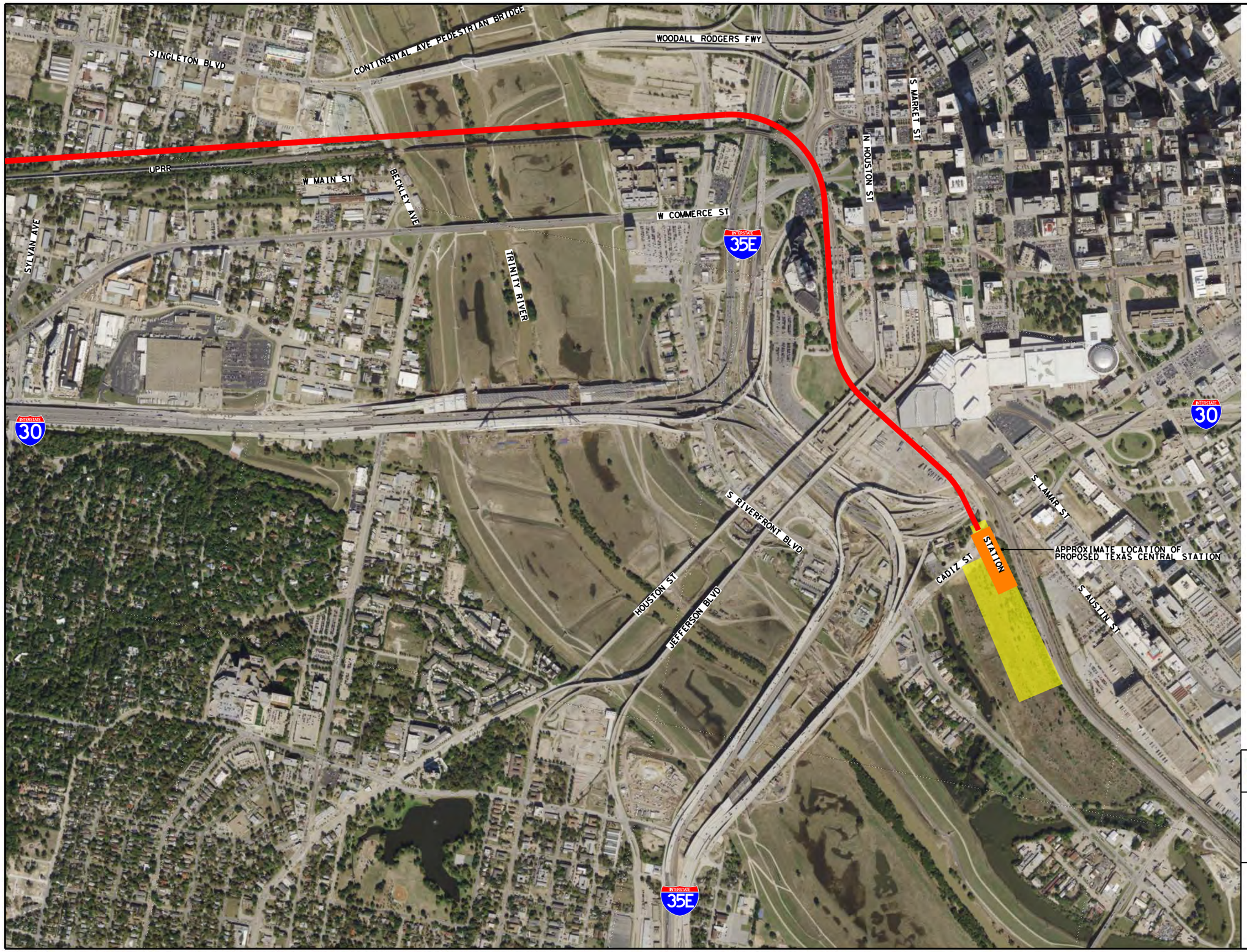
- DAL1
- DAL2
- DAL3
- DAL4
- DAL4A
- DAL4B
- DAL5
- DAL6
- DAL7
- DAL8
- DAL9
- DAL10
- DAL11
- DAL11A
- DAL12
- DAL13
- DAL14
- DAL15
- DAL15A
- DAL15B
- DAL15B1
- DAL15C
- DAL16
- DAL17
- DAL18
- DAL19
- DAL20
- DALLAS STATION AREA
- STATION PLATFORM
- ELEVATED
- UNDERGROUND

CONCEPTUAL
FOR DISCUSSION ONLY

North Central Texas Council of Governments

DALLAS-FORT WORTH
HIGH-SPEED
TRANSPORTATION CONNECTIONS
I-30 CORRIDOR ALTERNATIVES

URBAN CENTER CONNECTION
DALLAS ALTERNATIVE
ALIGNMENTS



N

0 500 1000 1500 2000

HORIZ. SCALE IN FEET

LEGEND

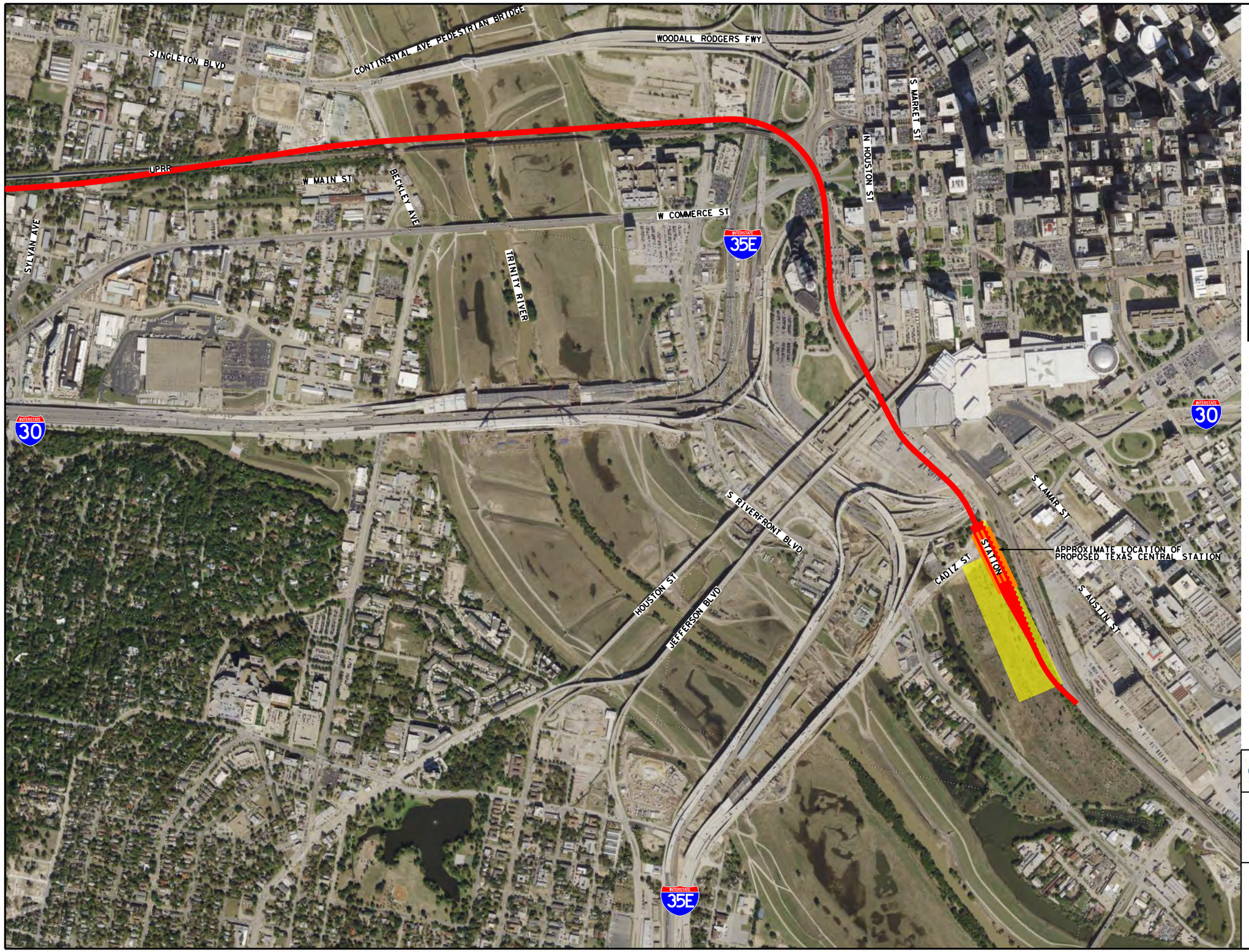
- DAL1: UPRR - ABOVE UPRR AT UNION STATION
- DALLAS STATION AREA
- STATION PLATFORM
- ELEVATED
- UNDERGROUND

CONCEPTUAL
FOR DISCUSSION ONLY

North Central Texas Council of Governments

DALLAS-FORT WORTH
HIGH-SPEED
TRANSPORTATION CONNECTIONS
I-30 CORRIDOR ALTERNATIVES

URBAN CENTER CONNECTION
DALLAS 1 ALTERNATIVE
ALIGNMENT



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0 500 1000 1500 2000

HORIZ. SCALE IN FEET

LEGEND

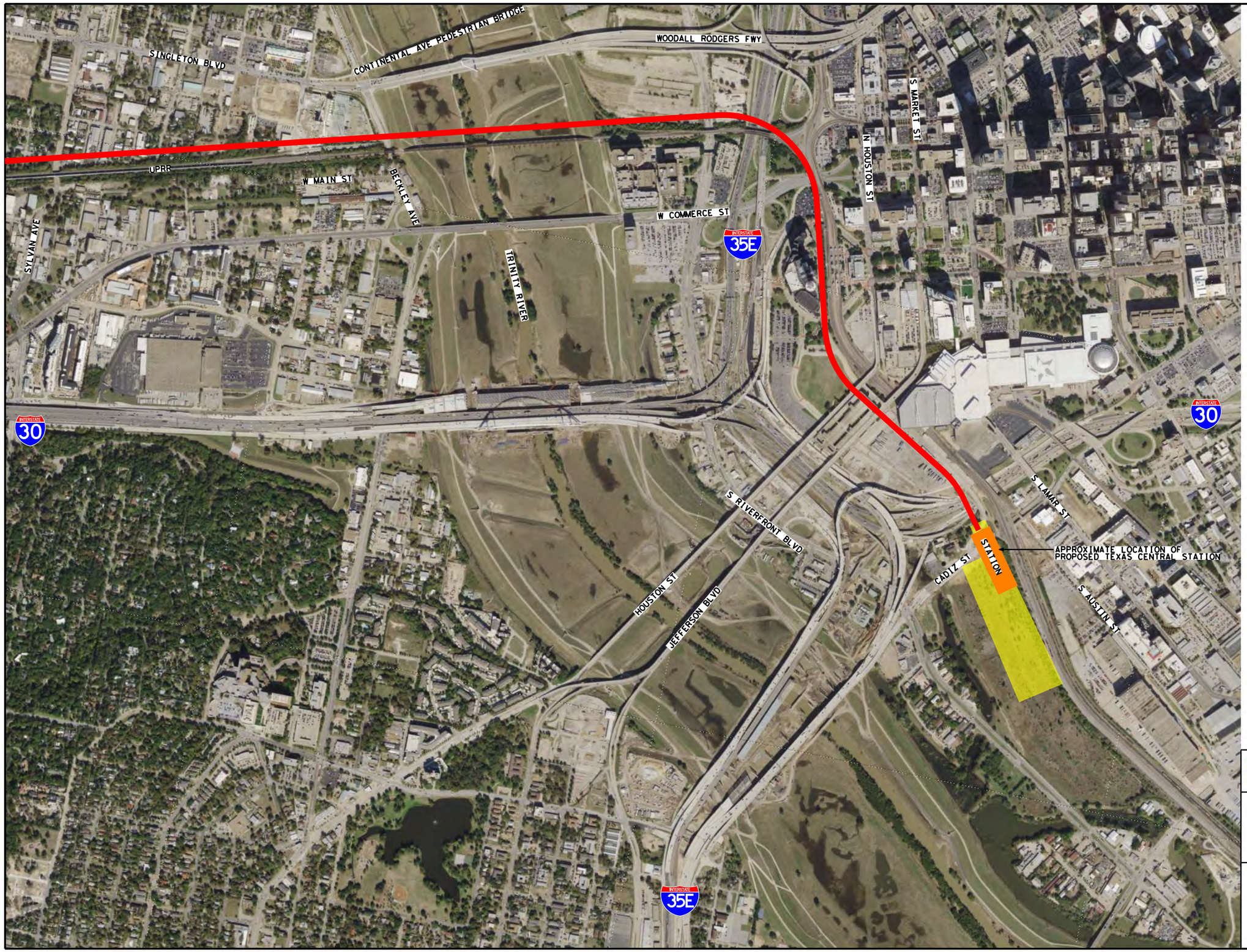
- DAL2: UPRR - SOUTH OF UPRR TO TRINITY THEN NORTH OF UPRR
- DALLAS STATION AREA
- STATION PLATFORM
- ELEVATED
- UNDERGROUND

CONCEPTUAL
FOR DISCUSSION ONLY

North Central Texas Council of Governments

DALLAS-FORT WORTH
HIGH-SPEED
TRANSPORTATION CONNECTIONS
I-30 CORRIDOR ALTERNATIVES

URBAN CENTER CONNECTION
DALLAS 2 ALTERNATIVE
ALIGNMENT



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0 500 1000 1500 2000

HORIZ. SCALE IN FEET

LEGEND

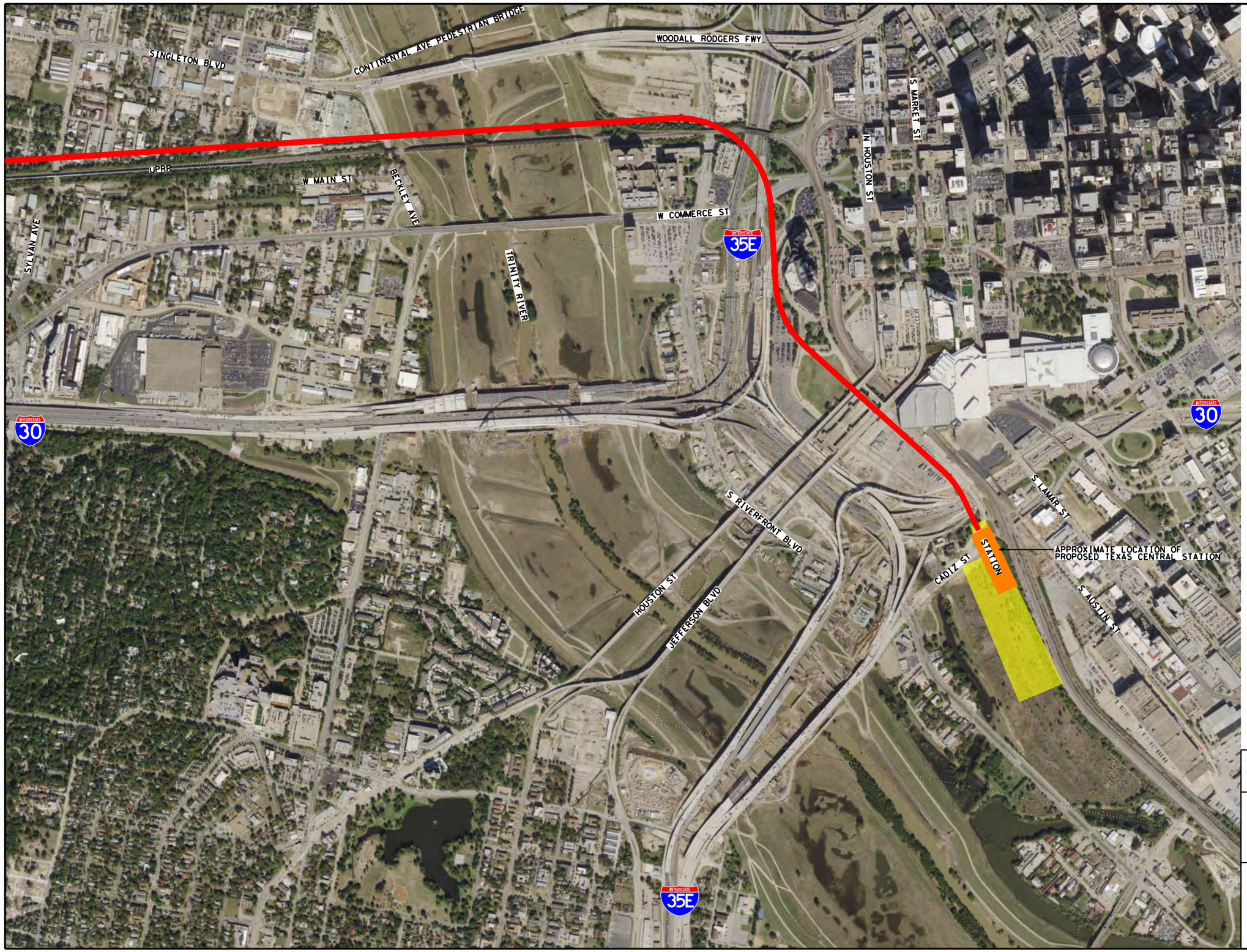
- DAL3: UPRR - ABOVE HYATT REGENCY HOTEL DRIVE AT UNION STATION
- DALLAS STATION AREA
- STATION PLATFORM
- ELEVATED
- UNDERGROUND

CONCEPTUAL
FOR DISCUSSION ONLY

North Central Texas Council of Governments

DALLAS-FORT WORTH
HIGH-SPEED
TRANSPORTATION CONNECTIONS
I-30 CORRIDOR ALTERNATIVES

URBAN CENTER CONNECTION
DALLAS 3 ALTERNATIVE
ALIGNMENT



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0 500 1000 1500 2000

HORIZ. SCALE IN FEET

LEGEND

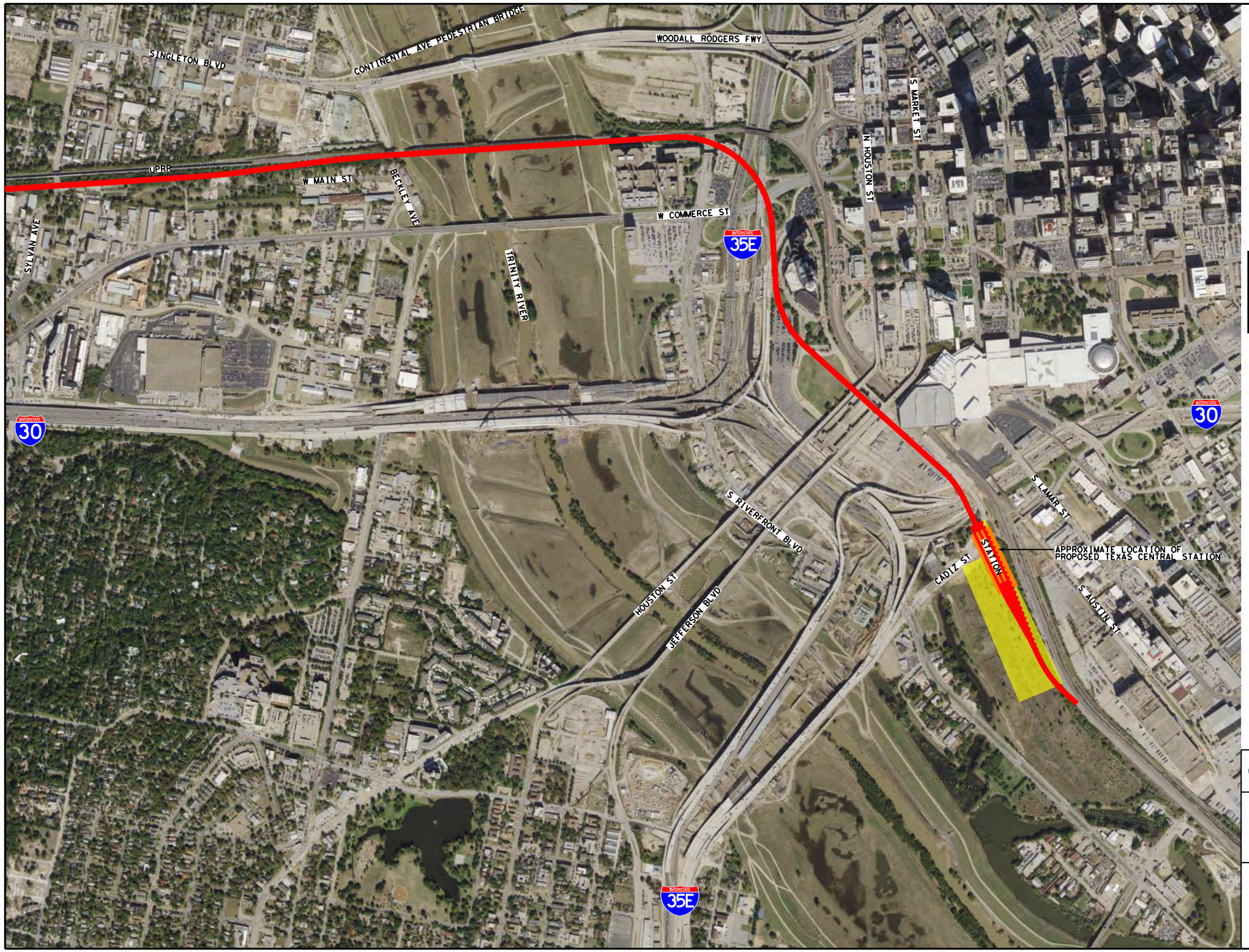
- DAL4: UPRR - WEST OF REUNION
- DALLAS STATION AREA
- STATION PLATFORM
- ELEVATED
- UNDERGROUND

CONCEPTUAL
FOR DISCUSSION ONLY

North Central Texas Council of Governments

DALLAS-FORT WORTH
HIGH-SPEED
TRANSPORTATION CONNECTIONS
I-30 CORRIDOR ALTERNATIVES

URBAN CENTER CONNECTION
DALLAS 4 ALTERNATIVE
ALIGNMENT



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0 500 1000 1500 2000

HORIZ. SCALE IN FEET

LEGEND

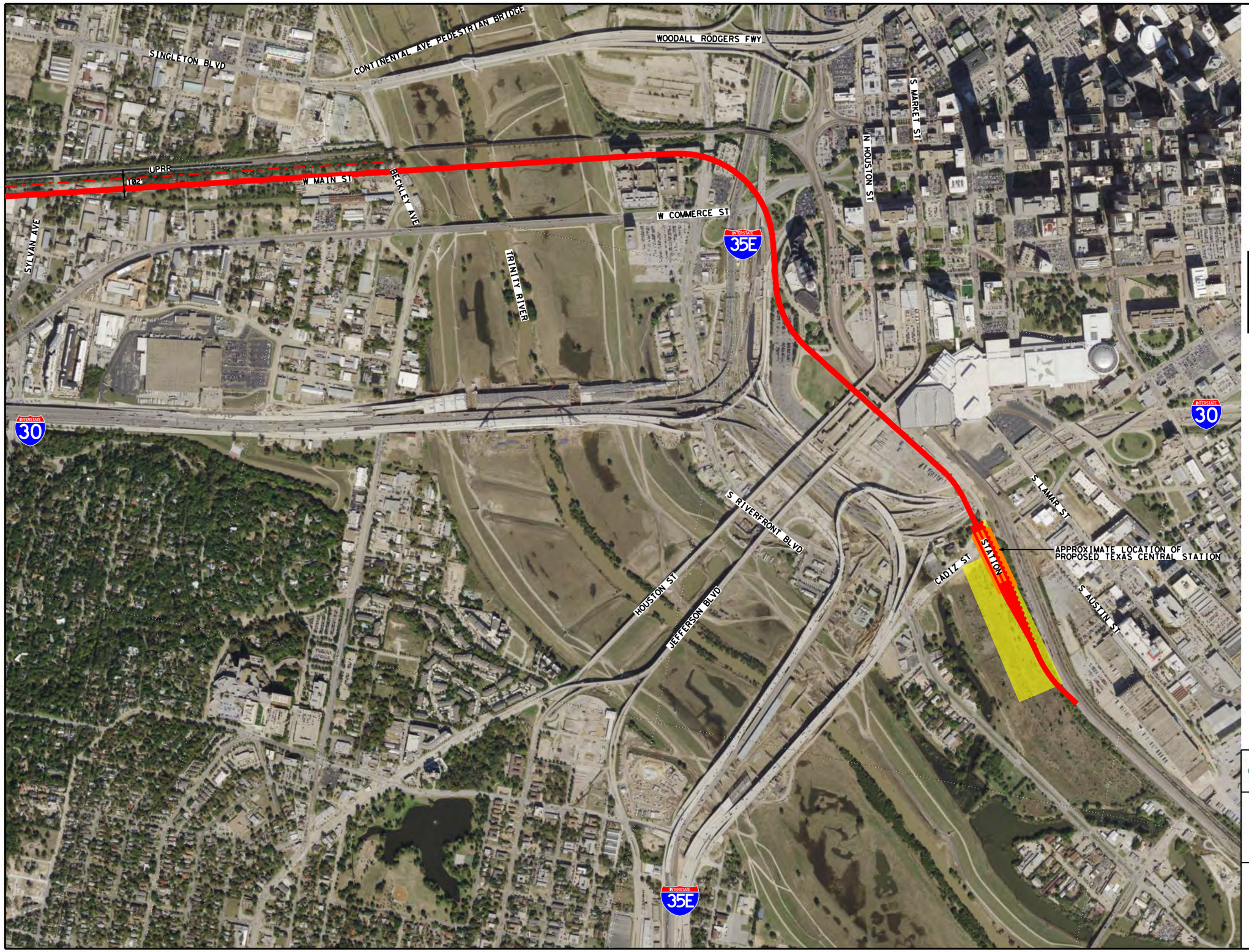
- DAL4A: UPRR - WEST OF REUNION SOUTH OF UPRR
- DALLAS STATION AREA
- STATION PLATFORM
- ELEVATED
- UNDERGROUND

CONCEPTUAL
FOR DISCUSSION ONLY

North Central Texas Council of Governments

DALLAS-FORT WORTH
HIGH-SPEED
TRANSPORTATION CONNECTIONS
I-30 CORRIDOR ALTERNATIVES

URBAN CENTER CONNECTION
DALLAS 4A ALTERNATIVE
ALIGNMENT



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0 500 1000 1500 2000

HORIZ. SCALE IN FEET

LEGEND

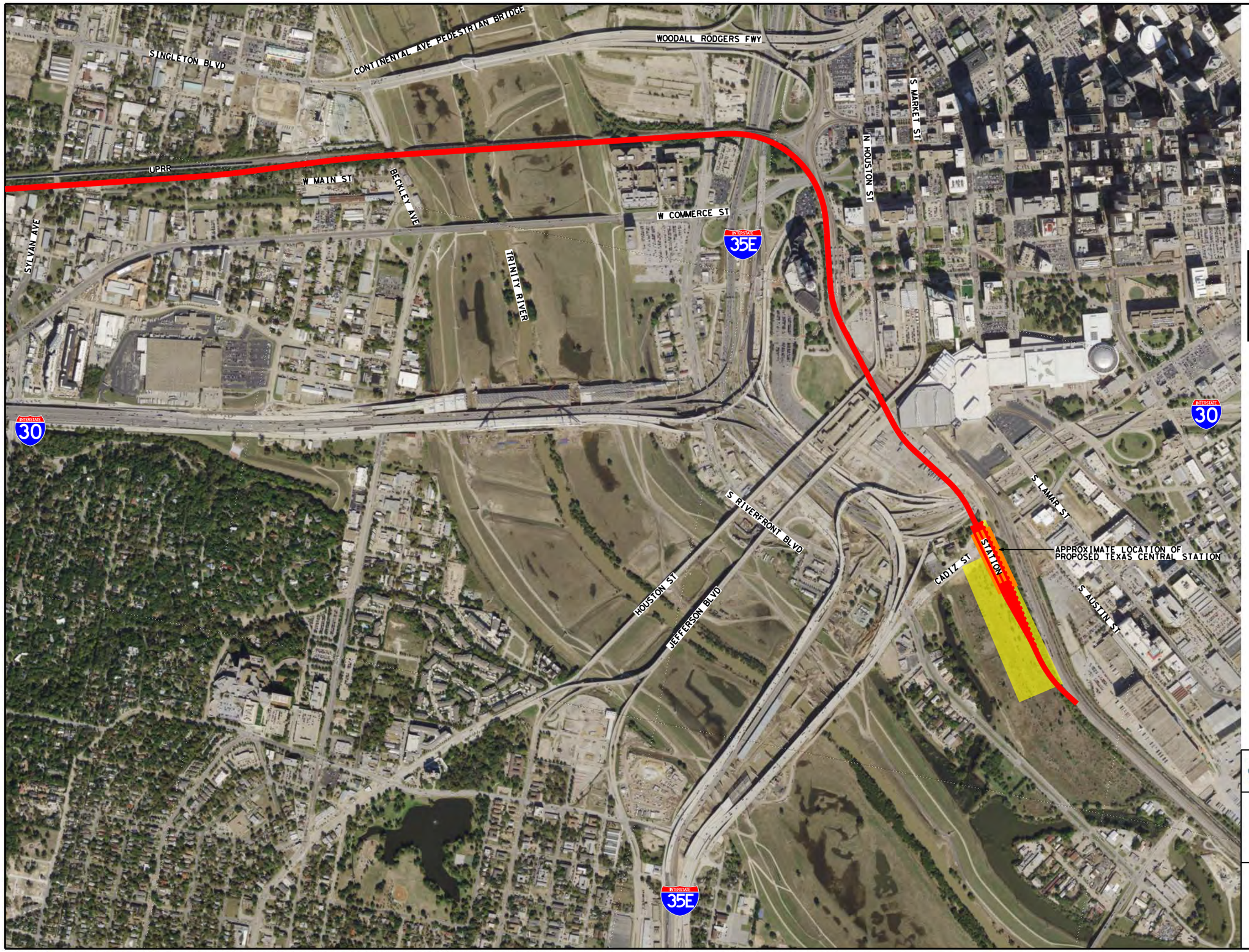
- DAL4B: UPRR - WEST OF REUNION SOUTH OF UPRR 2
- DALLAS STATION AREA
- STATION PLATFORM
- ELEVATED
- UNDERGROUND

CONCEPTUAL
FOR DISCUSSION ONLY

North Central Texas Council of Governments

DALLAS-FORT WORTH
HIGH-SPEED
TRANSPORTATION CONNECTIONS
I-30 CORRIDOR ALTERNATIVES

URBAN CENTER CONNECTION
DALLAS 4B ALTERNATIVE
ALIGNMENT



0 500 1000 1500 2000

HORIZ. SCALE IN FEET

LEGEND

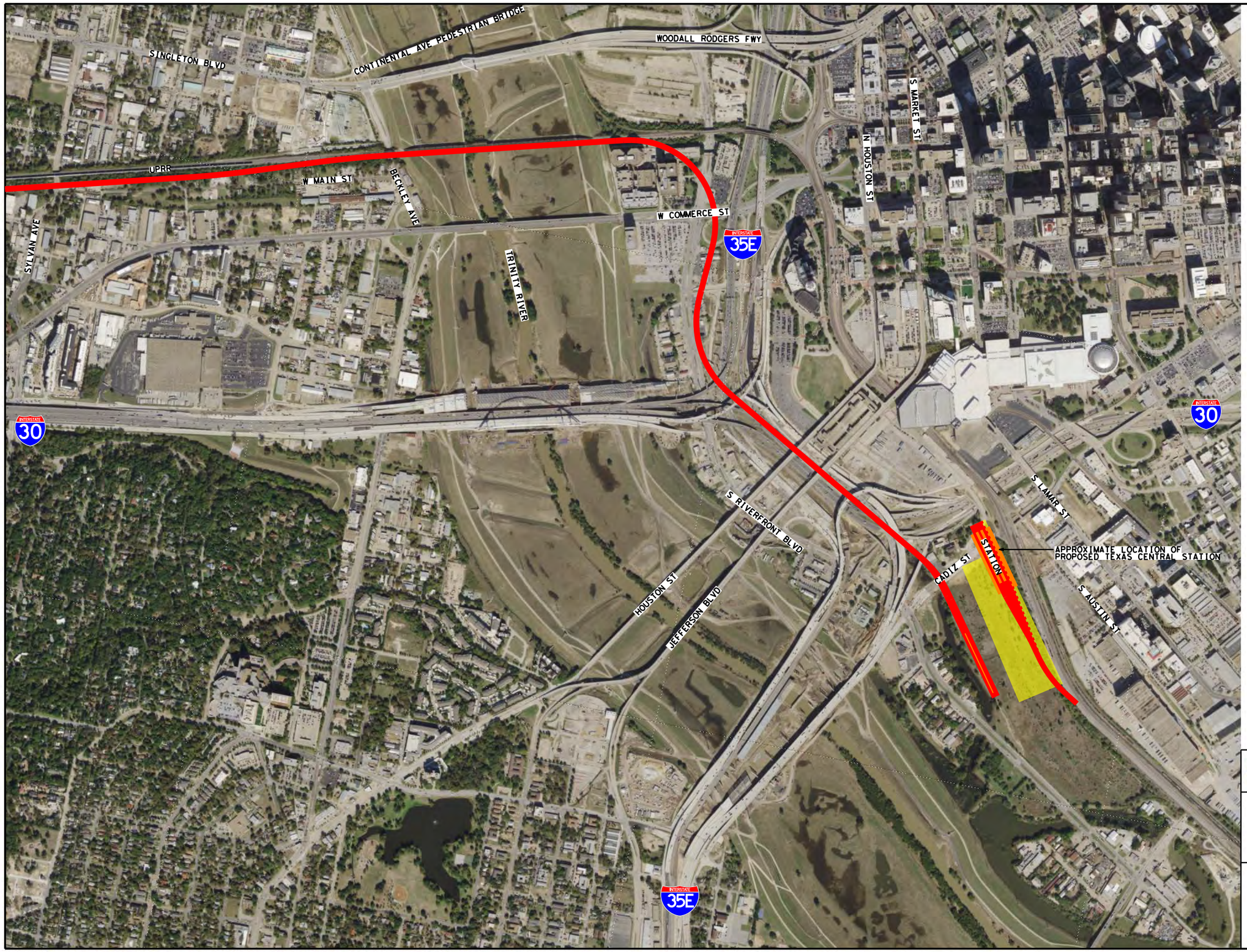
- DAL5: UPRR - SOUTH OF UPRR COMBINED STRUCTURE OVER TRINITY
- DALLAS STATION AREA
- STATION PLATFORM
- ELEVATED
- UNDERGROUND

CONCEPTUAL
FOR DISCUSSION ONLY

North Central Texas Council of Governments

DALLAS-FORT WORTH
HIGH-SPEED
TRANSPORTATION CONNECTIONS
I-30 CORRIDOR ALTERNATIVES

URBAN CENTER CONNECTION
DALLAS 5 ALTERNATIVE
ALIGNMENT



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0 500 1000 1500 2000

HORIZ. SCALE IN FEET

LEGEND

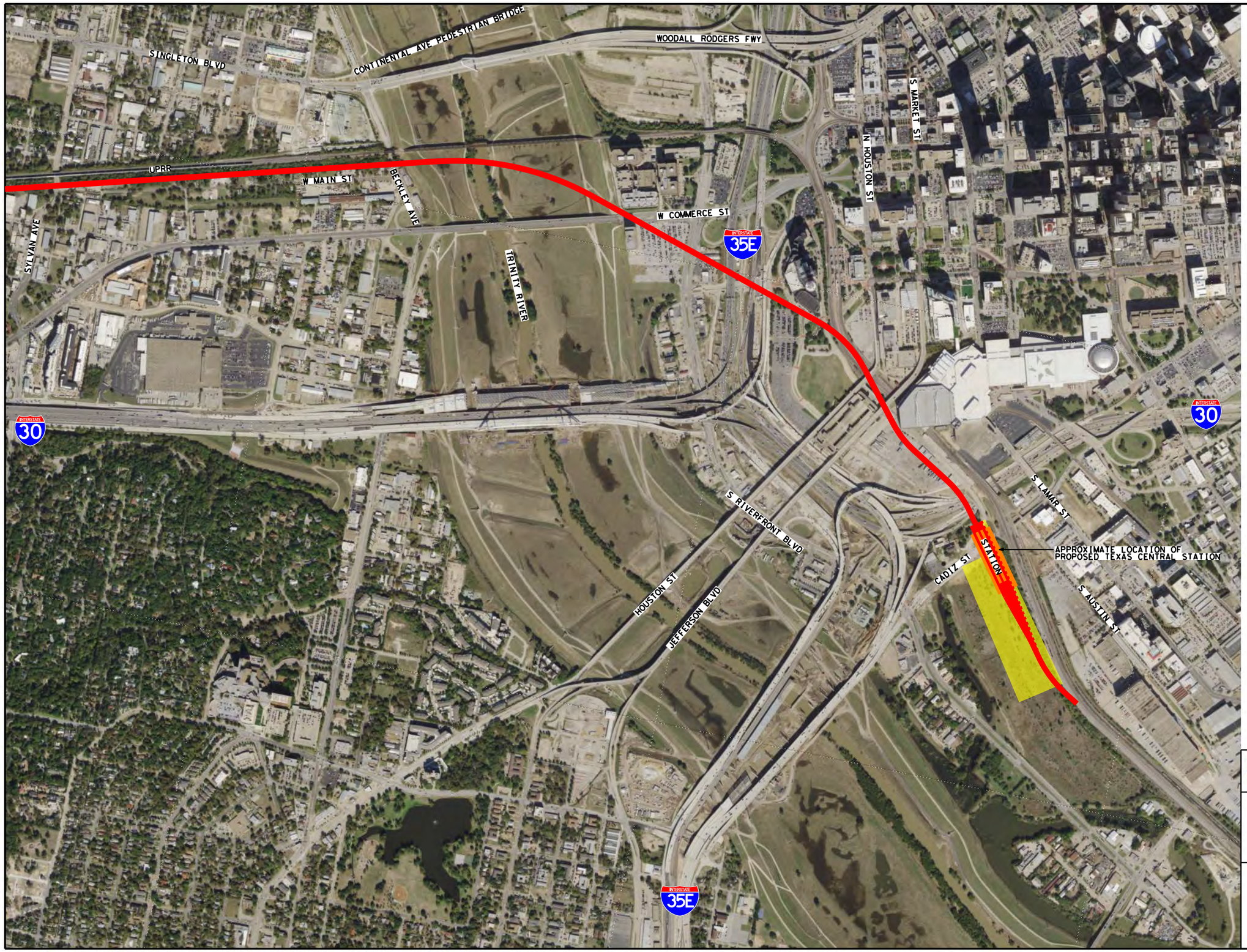
- DAL6: RIVERFRONT PLATFORM SOUTH OF UPRR
- DALLAS STATION AREA
- STATION PLATFORM
- ELEVATED
- UNDERGROUND

CONCEPTUAL
FOR DISCUSSION ONLY

North Central Texas Council of Governments

DALLAS-FORT WORTH
HIGH-SPEED
TRANSPORTATION CONNECTIONS
I-30 CORRIDOR ALTERNATIVES

URBAN CENTER CONNECTION
DALLAS 6 ALTERNATIVE
ALIGNMENT



N

0 500 1000 1500 2000

HORIZ. SCALE IN FEET

LEGEND

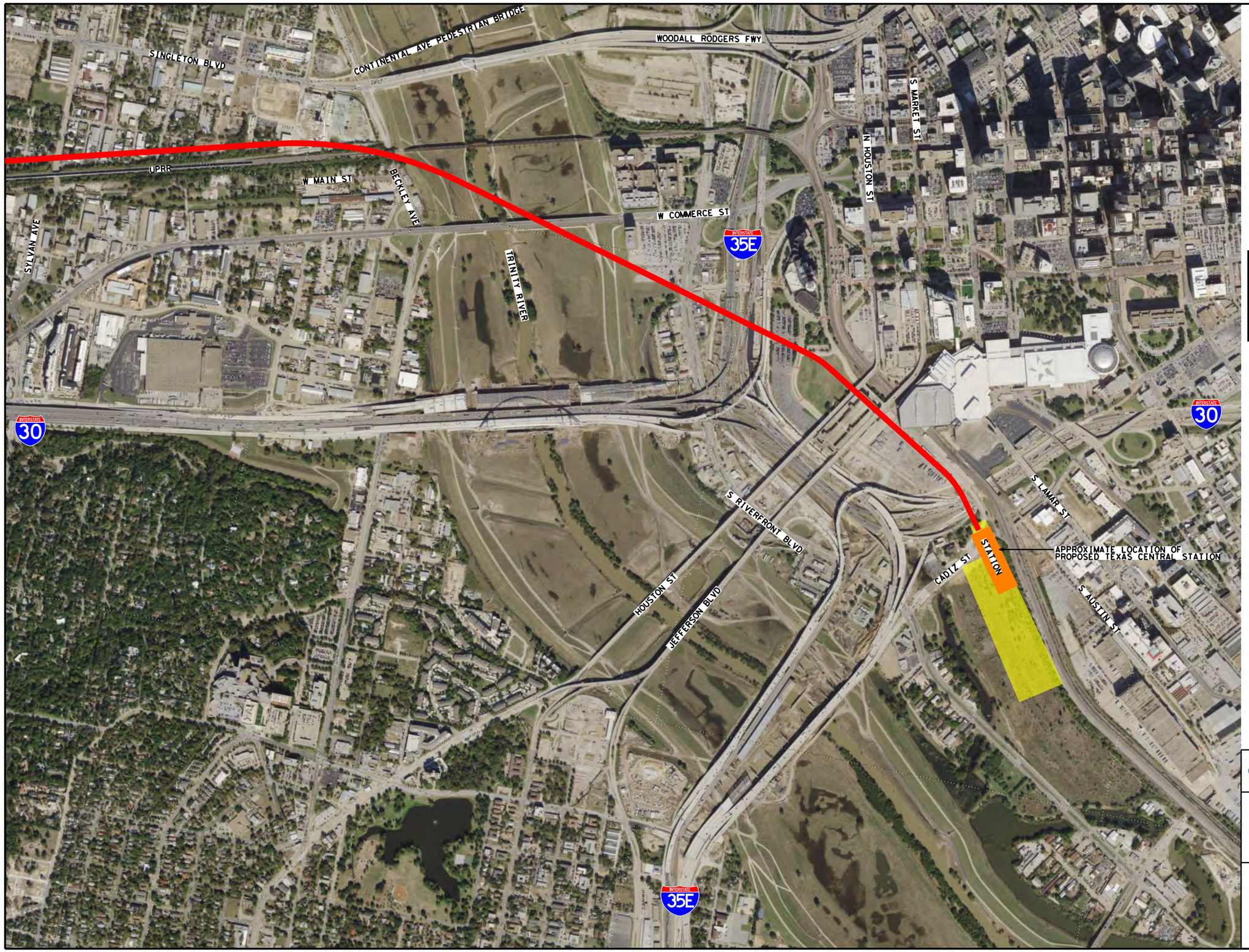
- DAL7: UPRR - SOUTH OF UPRR ALONG MAIN
- DALLAS STATION AREA
- STATION PLATFORM
- ELEVATED
- UNDERGROUND

CONCEPTUAL
FOR DISCUSSION ONLY

North Central Texas Council of Governments

DALLAS-FORT WORTH
HIGH-SPEED
TRANSPORTATION CONNECTIONS
I-30 CORRIDOR ALTERNATIVES

URBAN CENTER CONNECTION
DALLAS 7 ALTERNATIVE
ALIGNMENT



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0 500 1000 1500 2000

HORIZ. SCALE IN FEET

LEGEND

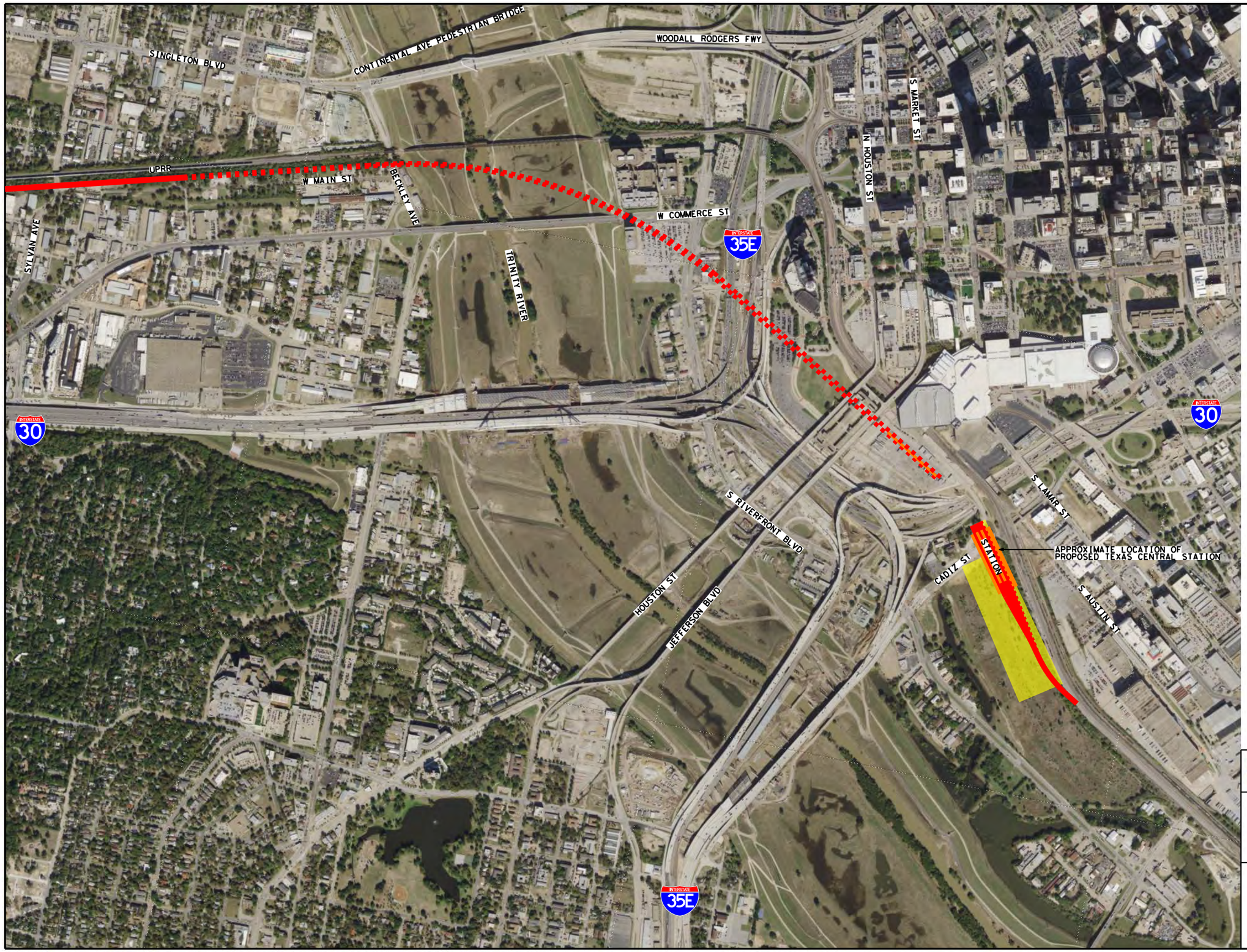
- DAL8: UPRR - AVOID DOWNTOWN CONSTRAINTS DIAGONAL ACROSS TRINITY
- DALLAS STATION AREA
- STATION PLATFORM
- ELEVATED
- UNDERGROUND

CONCEPTUAL
FOR DISCUSSION ONLY

North Central Texas Council of Governments

DALLAS-FORT WORTH
HIGH-SPEED
TRANSPORTATION CONNECTIONS
I-30 CORRIDOR ALTERNATIVES

URBAN CENTER CONNECTION
DALLAS 8 ALTERNATIVE
ALIGNMENT



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0 500 1000 1500 2000

HORIZ. SCALE IN FEET

LEGEND

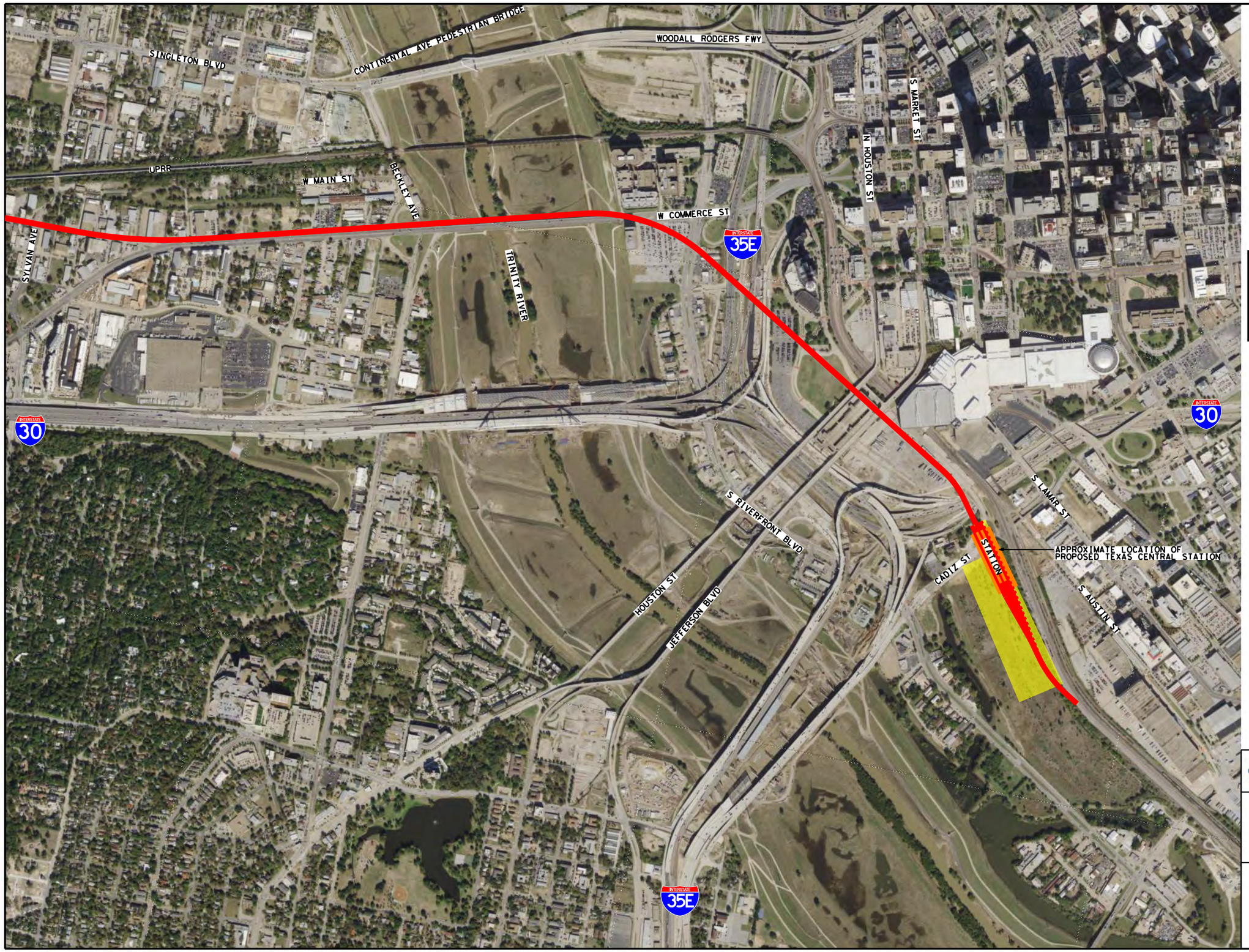
- DAL9: UPRR - ALONG MAIN AND UNDER TRINITY
- DALLAS STATION AREA
- STATION PLATFORM
- ELEVATED
- UNDERGROUND

CONCEPTUAL
FOR DISCUSSION ONLY

North Central Texas Council of Governments

DALLAS-FORT WORTH
HIGH-SPEED
TRANSPORTATION CONNECTIONS
I-30 CORRIDOR ALTERNATIVES

URBAN CENTER CONNECTION
DALLAS 9 ALTERNATIVE
ALIGNMENT



0 500 1000 1500 2000

HORIZ. SCALE IN FEET

LEGEND

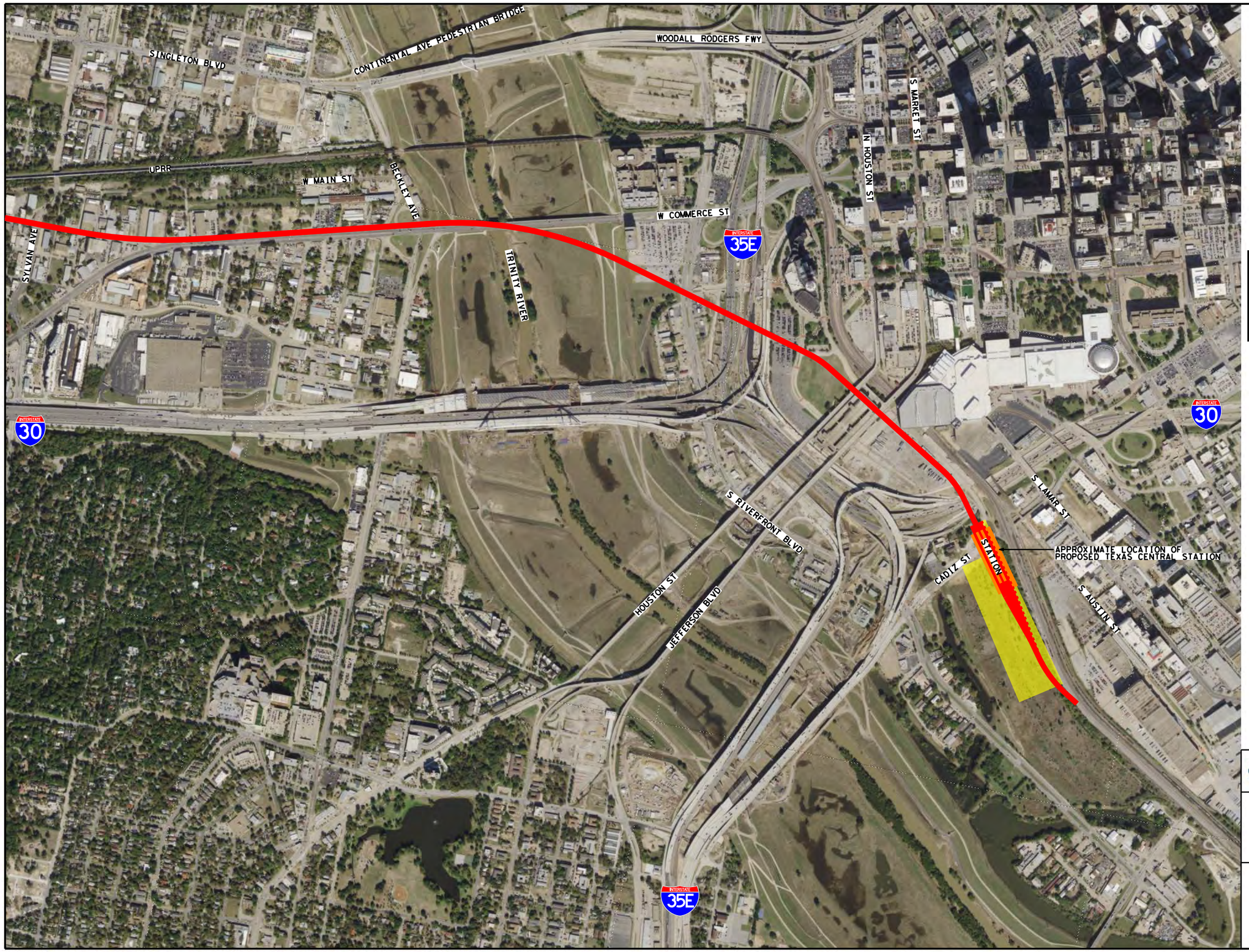
- DAL10: COMMERCE - AVOID DOWNTOWN CONSTRAINTS DIAGONAL ACROSS I-35E
- DALLAS STATION AREA
- STATION PLATFORM
- ELEVATED
- UNDERGROUND

CONCEPTUAL
FOR DISCUSSION ONLY

North Central Texas Council of Governments

DALLAS-FORT WORTH
HIGH-SPEED
TRANSPORTATION CONNECTIONS
I-30 CORRIDOR ALTERNATIVES

URBAN CENTER CONNECTION
DALLAS 10 ALTERNATIVE
ALIGNMENT



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HORIZ. SCALE IN FEET

LEGEND

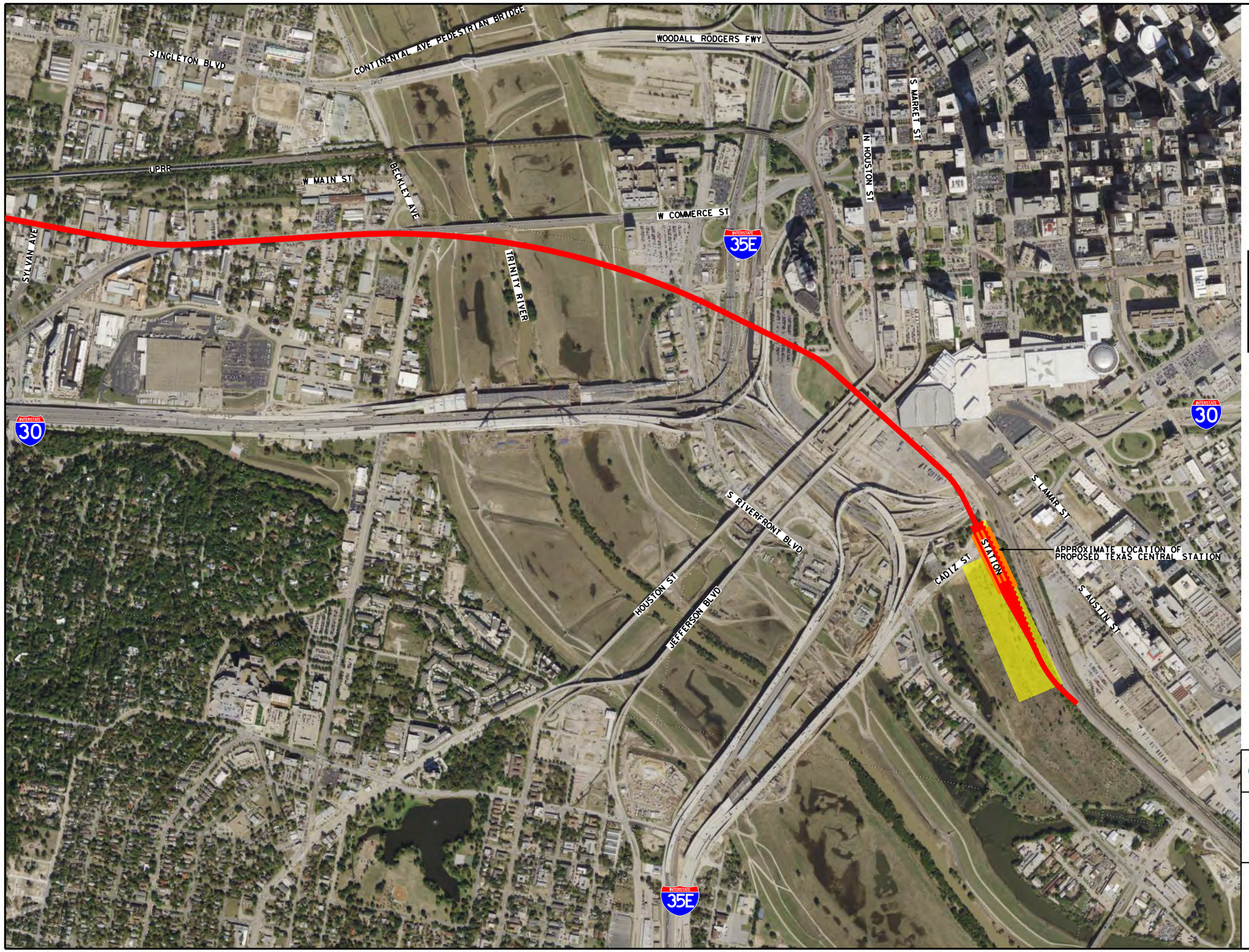
- DAL11: COMMERCE - AVOID DOWNTOWN CONSTRAINTS DIAGONAL ACROSS TRINITY
- DALLAS STATION AREA
- STATION PLATFORM
- ELEVATED
- UNDERGROUND

CONCEPTUAL
FOR DISCUSSION ONLY

North Central Texas Council of Governments

DALLAS-FORT WORTH
HIGH-SPEED
TRANSPORTATION CONNECTIONS
I-30 CORRIDOR ALTERNATIVES

URBAN CENTER CONNECTION
DALLAS 11 ALTERNATIVE
ALIGNMENT



N

0 500 1000 1500 2000

HORIZ. SCALE IN FEET

LEGEND

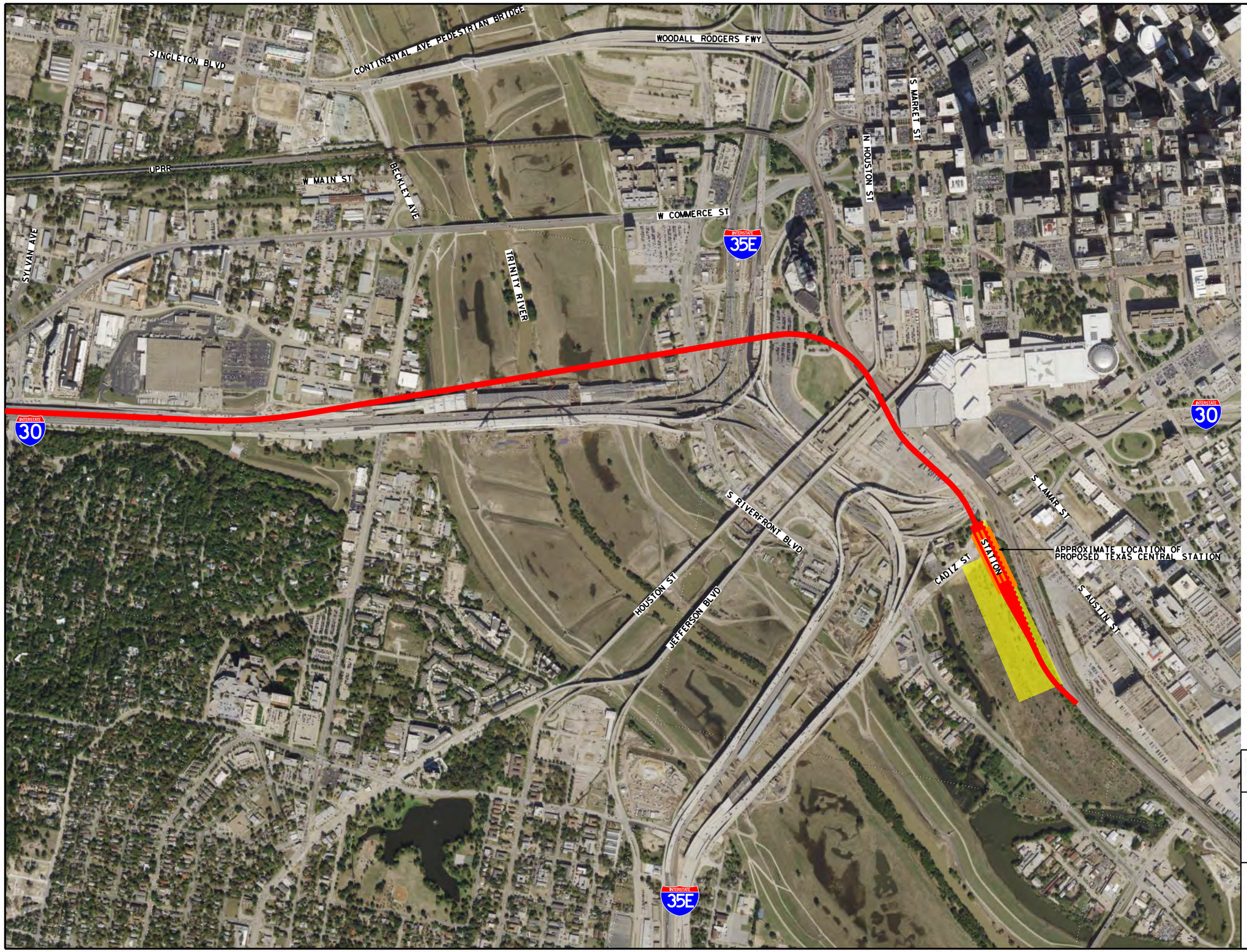
- DAL11A: COMMERCE(MIDDLE) - AVOID DOWNTOWN CONSTRAINTS DIAGONAL ACROSS TRINITY
- DALLAS STATION AREA
- STATION PLATFORM
- ELEVATED
- UNDERGROUND

CONCEPTUAL
FOR DISCUSSION ONLY

North Central Texas Council of Governments

DALLAS-FORT WORTH
HIGH-SPEED
TRANSPORTATION CONNECTIONS
I-30 CORRIDOR ALTERNATIVES

URBAN CENTER CONNECTION
DALLAS 11A ALTERNATIVE
ALIGNMENT



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0 500 1000 1500 2000

HORIZ. SCALE IN FEET

LEGEND

- DAL12: MANAGED LANE - BETWEEN PARKING GARAGE AND CONVENTION CTR
- DALLAS STATION AREA
- STATION PLATFORM
- ELEVATED
- UNDERGROUND

CONCEPTUAL
FOR DISCUSSION ONLY

North Central Texas Council of Governments

DALLAS-FORT WORTH
HIGH-SPEED
TRANSPORTATION CONNECTIONS
I-30 CORRIDOR ALTERNATIVES

URBAN CENTER CONNECTION
DALLAS 12 ALTERNATIVE
ALIGNMENT

N

0 500 1000 1500 2000

HORIZ. SCALE IN FEET

LEGEND

- DAL13: MANAGED LANE - PLATFORM UNDER TCR
- DALLAS STATION AREA
- STATION PLATFORM
- ELEVATED
- UNDERGROUND

CONCEPTUAL
FOR DISCUSSION ONLY

North Central Texas Council of Governments

DALLAS-FORT WORTH
HIGH-SPEED
TRANSPORTATION CONNECTIONS
I-30 CORRIDOR ALTERNATIVES

URBAN CENTER CONNECTION
DALLAS 13 ALTERNATIVE
ALIGNMENT

N

0 500 1000 1500 2000

HORIZ. SCALE IN FEET

LEGEND

- DAL14: NORTH OF I-30 CONNECT TO TCR
- DALLAS STATION AREA
- STATION PLATFORM
- ELEVATED
- UNDERGROUND

CONCEPTUAL
FOR DISCUSSION ONLY

North Central Texas Council of Governments

DALLAS-FORT WORTH
HIGH-SPEED
TRANSPORTATION CONNECTIONS
I-30 CORRIDOR ALTERNATIVES

URBAN CENTER CONNECTION
DALLAS 14 ALTERNATIVE
ALIGNMENT

N

0 500 1000 1500 2000

HORIZ. SCALE IN FEET

LEGEND

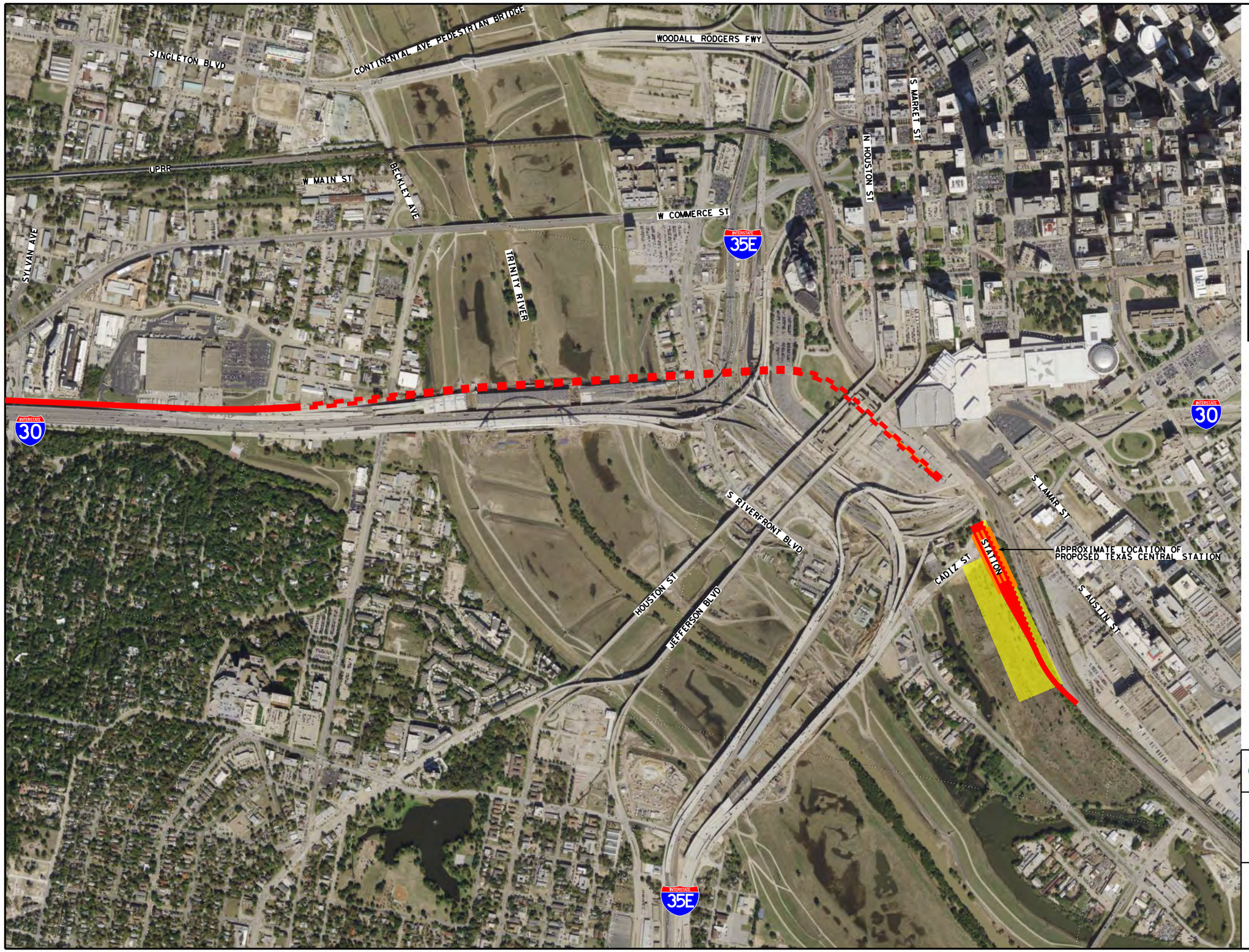
- DAL15: MANAGED LANE - PLATFORM NORTH OF I-30
- DALLAS STATION AREA
- STATION PLATFORM
- ELEVATED
- UNDERGROUND

CONCEPTUAL
FOR DISCUSSION ONLY

North Central Texas Council of Governments

DALLAS-FORT WORTH
HIGH-SPEED
TRANSPORTATION CONNECTIONS
I-30 CORRIDOR ALTERNATIVES

URBAN CENTER CONNECTION
DALLAS 15 ALTERNATIVE
ALIGNMENT



N

0 500 1000 1500 2000

HORIZ. SCALE IN FEET

LEGEND

- DAL15A: NORTH OF I-30 - PLATFORM NORTH OF I-30
- DALLAS STATION AREA
- STATION PLATFORM
- ELEVATED
- UNDERGROUND

CONCEPTUAL
FOR DISCUSSION ONLY

North Central Texas Council of Governments

DALLAS-FORT WORTH
HIGH-SPEED
TRANSPORTATION CONNECTIONS
I-30 CORRIDOR ALTERNATIVES

URBAN CENTER CONNECTION
DALLAS 15A ALTERNATIVE
ALIGNMENT

0 500 1000 1500 2000

HORIZ. SCALE IN FEET

LEGEND

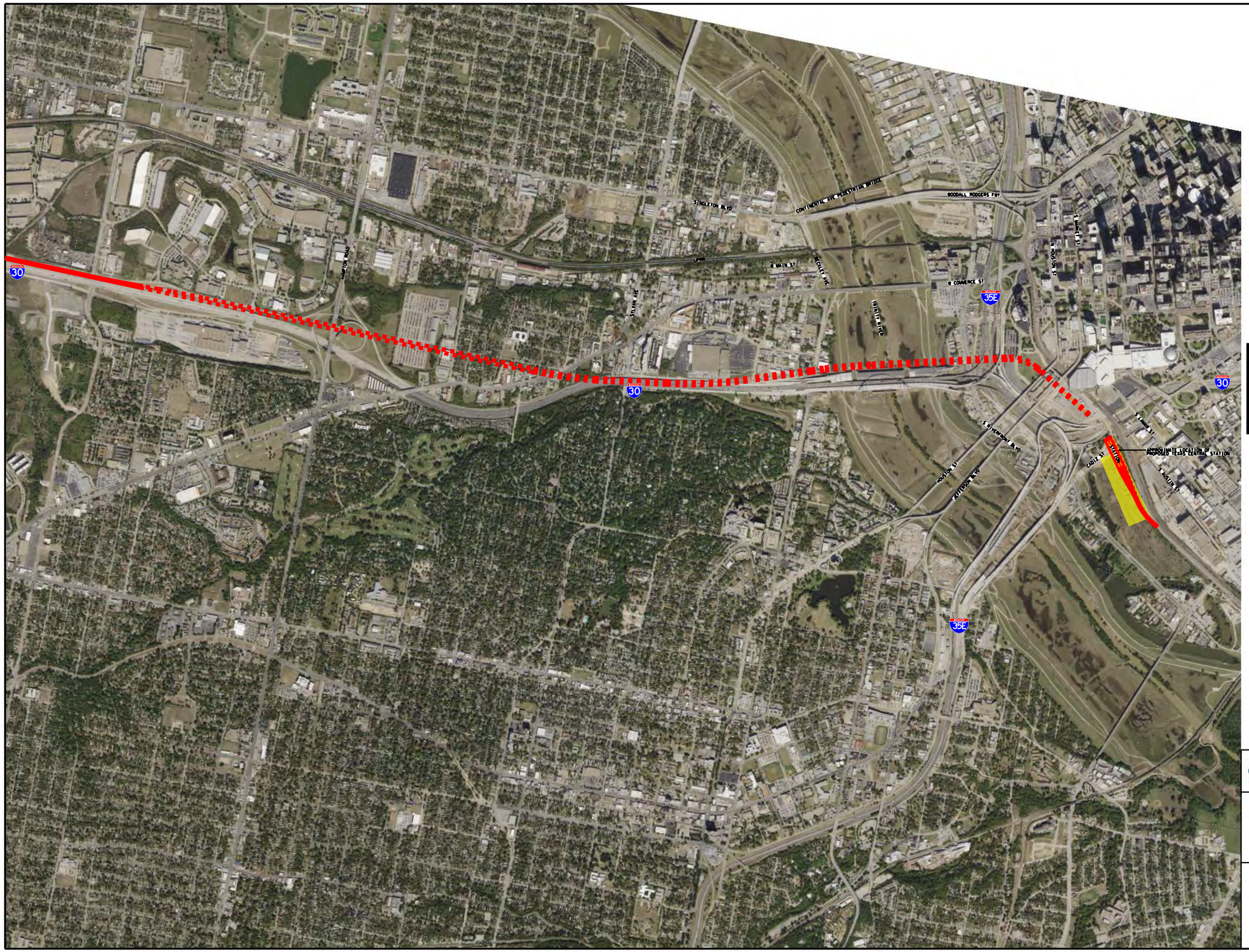
- DAL15B: NORTH OF I-30 - PLATFORM
  NORTH OF I-30 EXTENDED UNDERGROUND
- DALLAS STATION AREA
- STATION PLATFORM
- ELEVATED
- UNDERGROUND

CONCEPTUAL
FOR DISCUSSION ONLY

North Central Texas Council of Governments

DALLAS-FORT WORTH
HIGH-SPEED
TRANSPORTATION CONNECTIONS
I-30 CORRIDOR ALTERNATIVES

URBAN CENTER CONNECTION
DALLAS 15B ALTERNATIVE
ALIGNMENT



0 1000 2000 3000 4000

HORIZ. SCALE IN FEET

LEGEND

- DAL15B1: NORTH OF I-30 - PLATFORM
- NORTH OF I-30 EXTENDED UNDERGROUND
- DALLAS STATION AREA
- STATION PLATFORM
- ELEVATED
- UNDERGROUND

CONCEPTUAL
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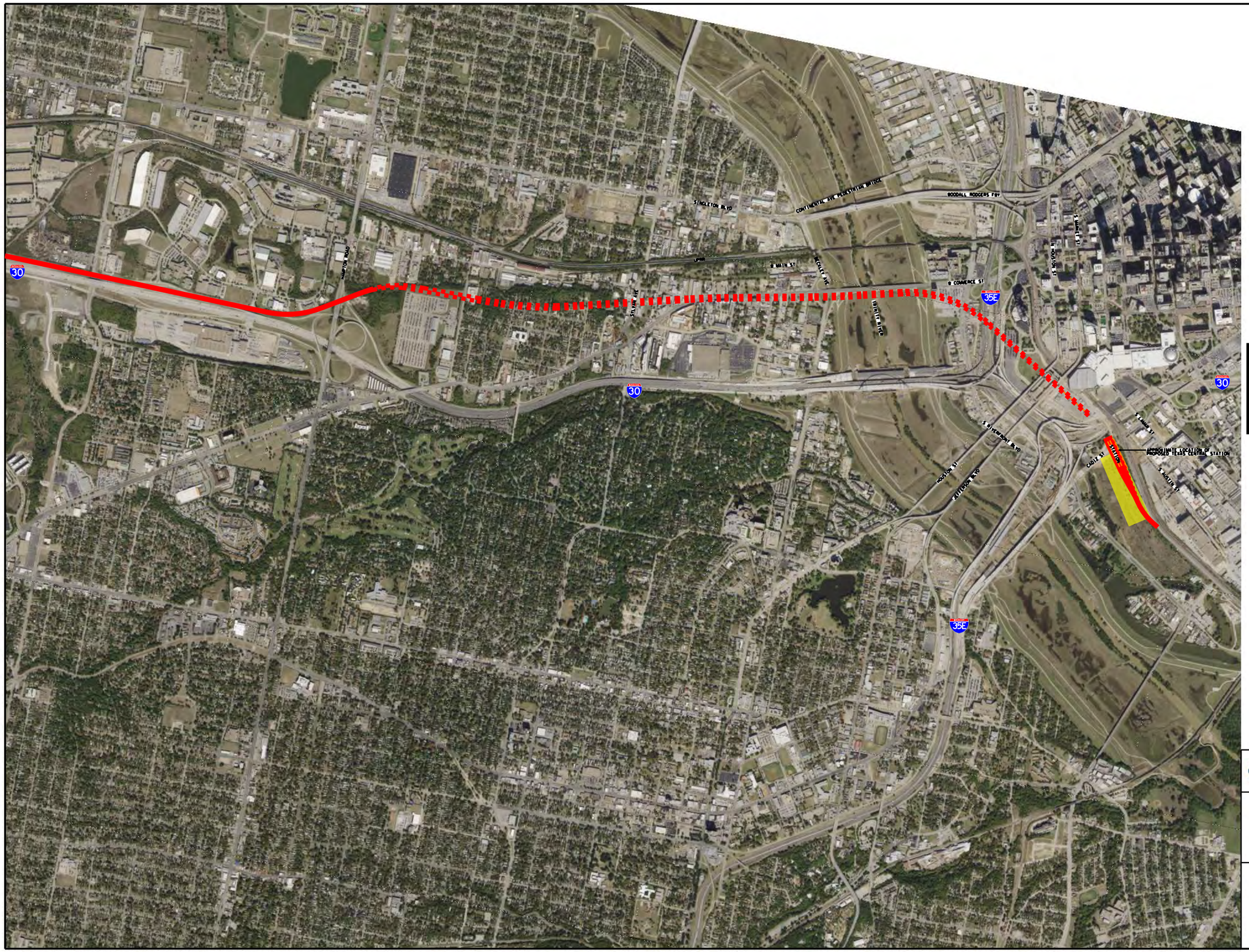
North Central Texas Council of Governments

DALLAS-FORT WORTH
HIGH-SPEED
TRANSPORTATION CONNECTIONS
I-30 CORRIDOR ALTERNATIVES

URBAN CENTER CONNECTION
DALLAS 15B1 ALTERNATIVE
ALIGNMENT



0 1000 2000 3000 4000

HORIZ. SCALE IN FEET

LEGEND

- DAL15C: NORTH OF I-30 - PLATFORM
  NORTH OF I-30 EXTENDED UNDERGROUND
- DALLAS STATION AREA
- STATION PLATFORM
- ELEVATED
- UNDERGROUND

CONCEPTUAL
FOR DISCUSSION ONLY

North Central Texas Council of Governments

DALLAS-FORT WORTH
HIGH-SPEED
TRANSPORTATION CONNECTIONS
I-30 CORRIDOR ALTERNATIVES

URBAN CENTER CONNECTION
DALLAS 15C ALTERNATIVE
ALIGNMENT

N

0 500 1000 1500 2000

HORIZ. SCALE IN FEET

LEGEND

- DAL16: RIVERFRONT PLATFORM NORTH OF I-30
- DALLAS STATION AREA
- STATION PLATFORM
- ELEVATED
- UNDERGROUND

CONCEPTUAL
FOR DISCUSSION ONLY

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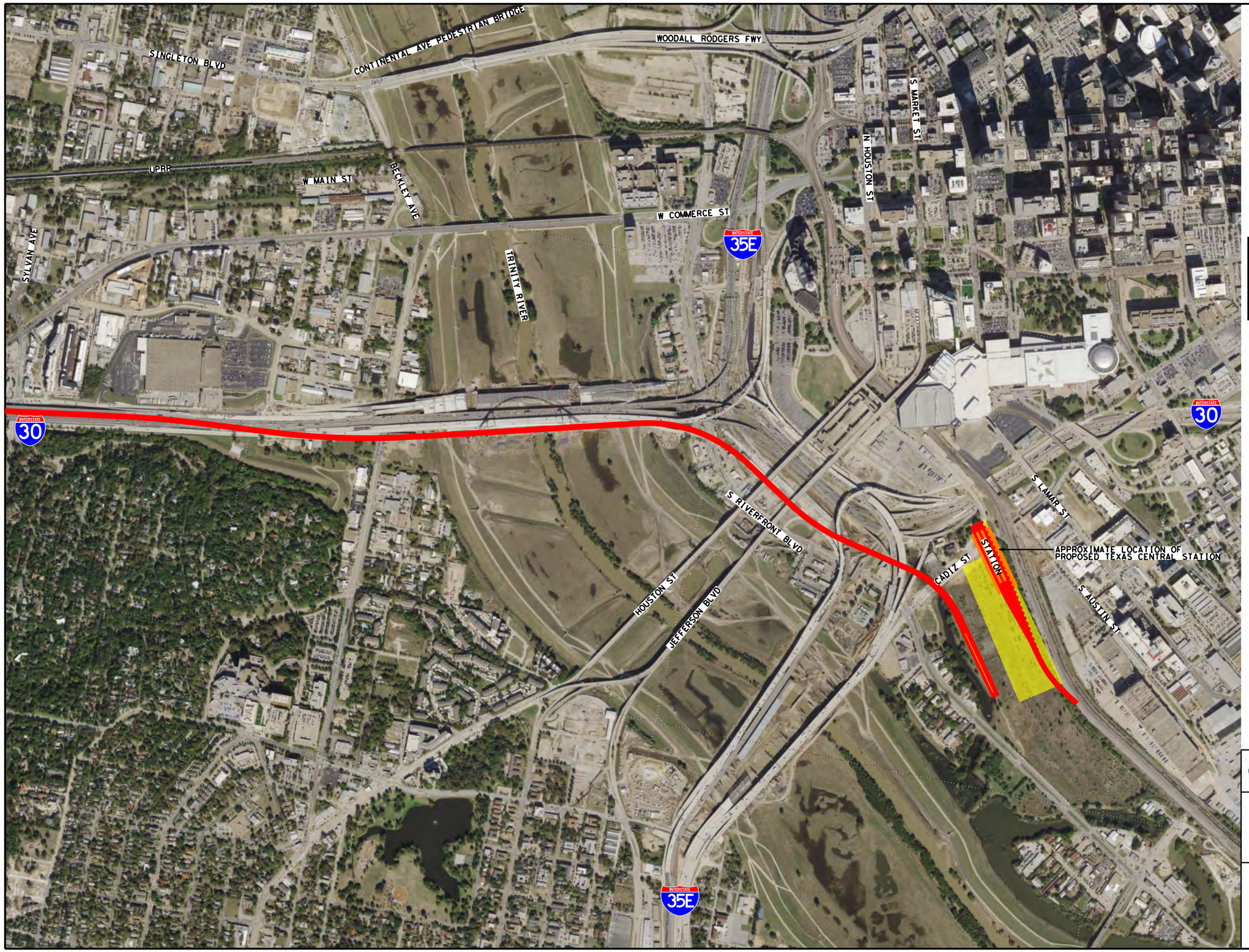
DALLAS-FORT WORTH
HIGH-SPEED
TRANSPORTATION CONNECTIONS
I-30 CORRIDOR ALTERNATIVES

URBAN CENTER CONNECTION
DALLAS 16 ALTERNATIVE
ALIGNMENT



0 500 1000 1500 2000

HORIZ. SCALE IN FEET

LEGEND

- DAL17: RIVERFRONT PLATFORM SOUTH OF I-30
- DALLAS STATION AREA
- STATION PLATFORM
- ELEVATED
- UNDERGROUND

CONCEPTUAL
FOR DISCUSSION ONLY

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DALLAS-FORT WORTH
HIGH-SPEED
TRANSPORTATION CONNECTIONS
I-30 CORRIDOR ALTERNATIVES

URBAN CENTER CONNECTION
DALLAS 17 ALTERNATIVE
ALIGNMENT

0 500 1000 1500 2000

HORIZ. SCALE IN FEET

LEGEND

- DAL18: MANAGED LANE - SOUTH EXIT - EAST
- DALLAS STATION AREA
- STATION PLATFORM
- ELEVATED
- UNDERGROUND

CONCEPTUAL
FOR DISCUSSION ONLY

North Central Texas Council of Governments

DALLAS-FORT WORTH
HIGH-SPEED
TRANSPORTATION CONNECTIONS
I-30 CORRIDOR ALTERNATIVES

URBAN CENTER CONNECTION
DALLAS 18 ALTERNATIVE
ALIGNMENT

0 500 1000 1500 2000

HORIZ. SCALE IN FEET

LEGEND

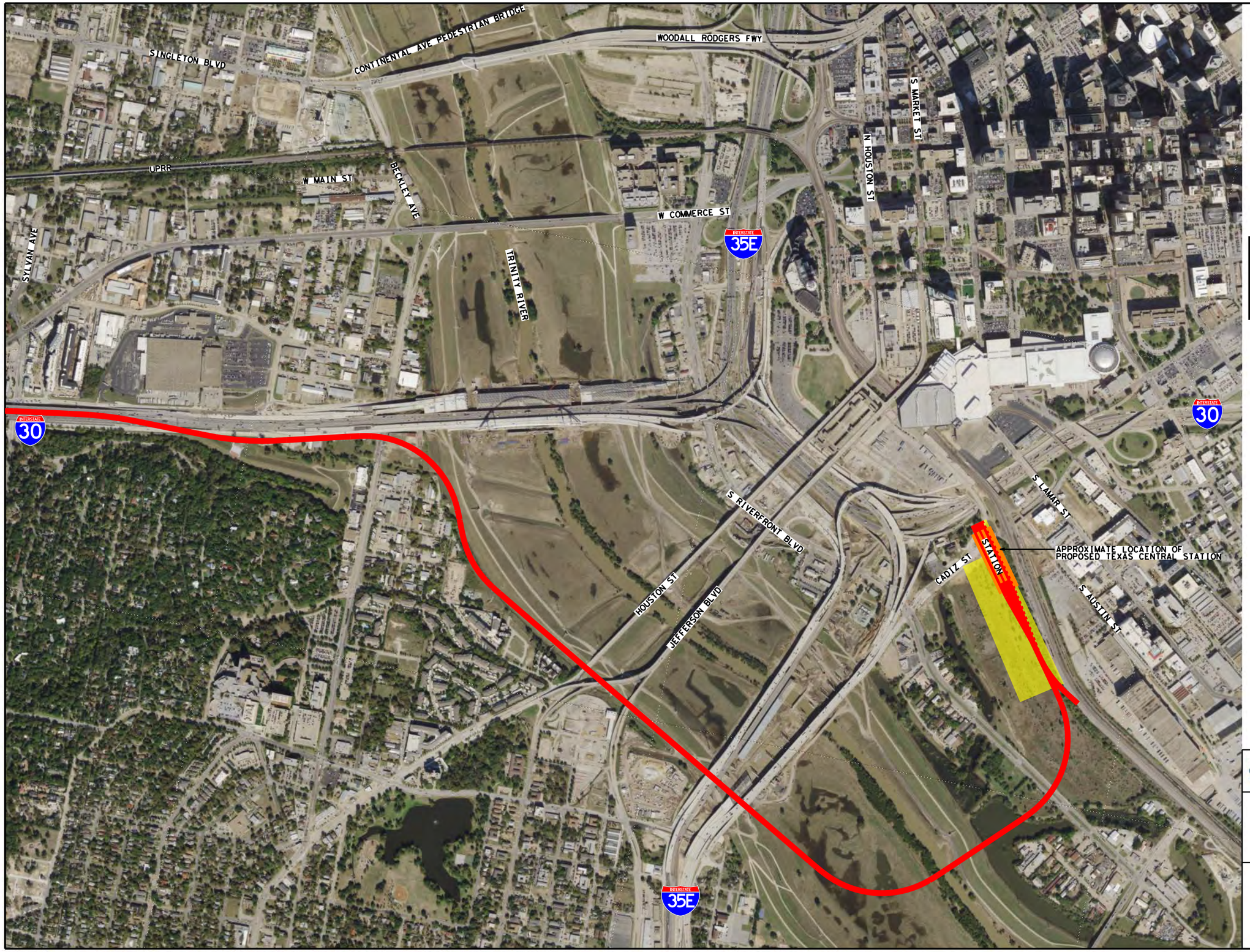
- DAL19: UPRR - SOUTH EXIT - WEST
- DALLAS STATION AREA
- STATION PLATFORM
- ELEVATED
- UNDERGROUND

CONCEPTUAL
FOR DISCUSSION ONLY

North Central Texas Council of Governments

DALLAS-FORT WORTH
HIGH-SPEED
TRANSPORTATION CONNECTIONS
I-30 CORRIDOR ALTERNATIVES

URBAN CENTER CONNECTION
DALLAS 19 ALTERNATIVE
ALIGNMENT



0 500 1000 1500 2000

HORIZ. SCALE IN FEET

LEGEND

- DAL20: MANAGED LANE - SOUTH EXIT - WEST
- DALLAS STATION AREA
- STATION PLATFORM
- ELEVATED
- UNDERGROUND

CONCEPTUAL
FOR DISCUSSION ONLY

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DALLAS-FORT WORTH
HIGH-SPEED
TRANSPORTATION CONNECTIONS
I-30 CORRIDOR ALTERNATIVES

URBAN CENTER CONNECTION
DALLAS 20 ALTERNATIVE
ALIGNMENT

Appendix II-I
Concept Refinement Exhibit (Fort Worth Option1, Arlington Option 7, Dallas Option 4A)

0 200 400 600 800
HORIZ. SCALE IN FEET

287
MATCHLINE
35W
CHAMBERS ST
E 12TH ST
E 13TH ST
E 14TH ST
STEADMAN ST
NICHOLS ST
ARDING ST
E 3RD ST
E 4TH ST
E 9TH ST
E 10TH ST
HARDING ST
E 11TH ST
STEPHENSON ST
CRUMP ST
ELMS ST
R = 3000.00'
V = 60 MPH
SC 151+93.
TS 147+03.2
E 19TH ST
ST 144+17.51
CS 141+47.51
E 5TH ST
E 6TH ST
E 7TH ST
FT WORTH CENTRAL STATION
POTENTIAL STATION PLATFORM LOCATION
100+00 105+00 110+00 115+00 120+00 125+00 130+00
TS 127+98.05
SC 130+68.05
R = 900.00'
V = 30 MPH
30
150.00
145.00
140.00
135.00

LEGEND

- TUNNEL
- PORTAL
- POTENTIAL STATION
- BRIDGE
- FLOODPLAIN
- WETLANDS
- PARKS

CONCEPTUAL
FOR DISCUSSION ONLY

NO.	REVISIONS	BY	DATE

HNTB Corporation
The HNTB Companies
Engineers Architects Planners
Firm Registration Number 420

North Central Texas Council of Governments

DALLAS-FORT WORTH
HIGH-SPEED
TRANSPORTATION CONNECTIONS
I-30 CORRIDOR ALTERNATIVES

PRE-CONCEPTUAL DESIGN

ALIGNMENT
FW1-ARL7-DAL4A

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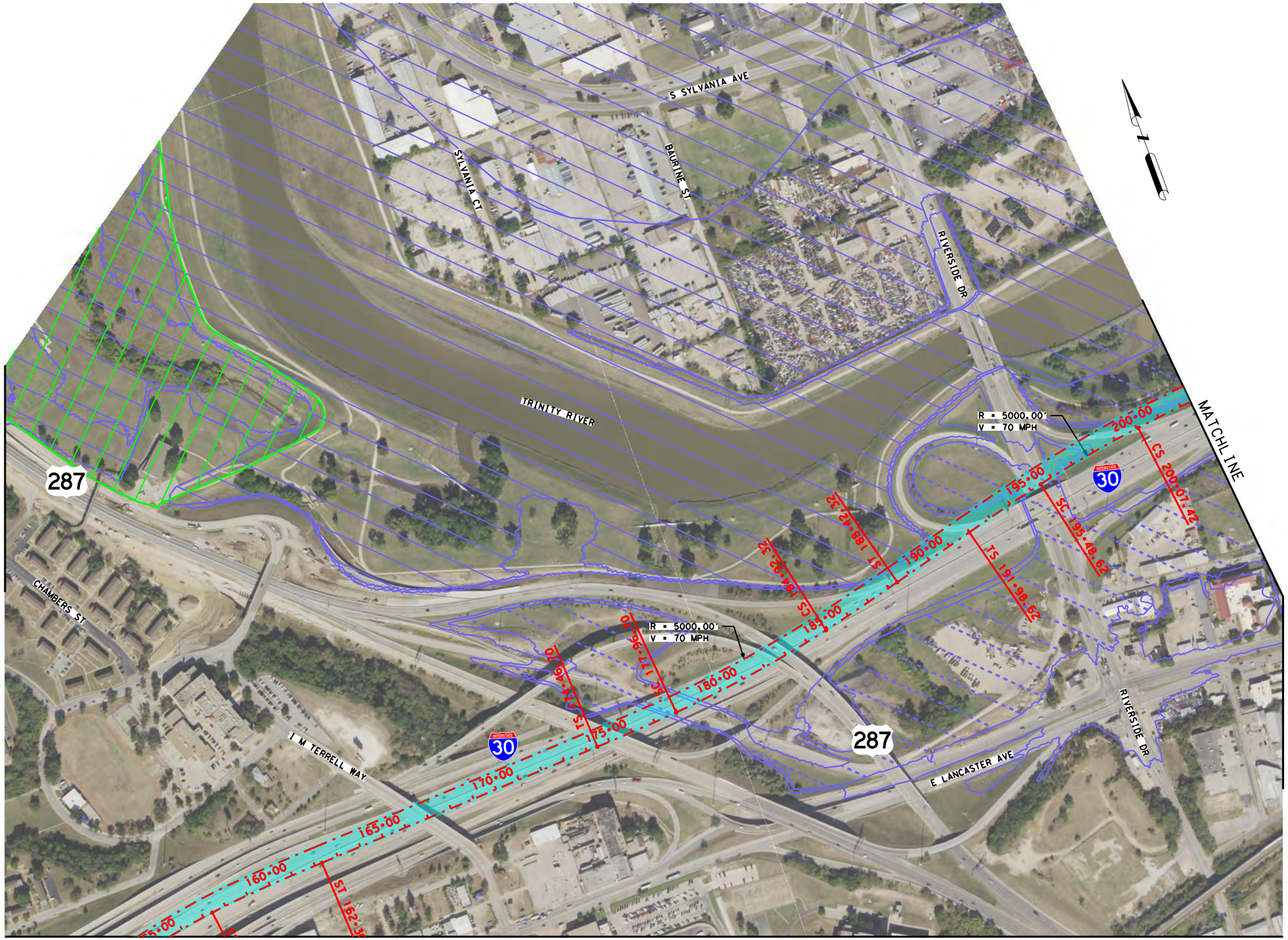
HORIZ. SCALE IN FEET



LEGEND

- TUNNEL
- PORTAL
- POTENTIAL STATION
- BRIDGE
- FLOODPLAIN
- WETLANDS
- PARKS

CONCEPTUAL
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DALLAS-FORT WORTH
HIGH-SPEED
TRANSPORTATION CONNECTIONS
I-30 CORRIDOR ALTERNATIVES

PRE-CONCEPTUAL DESIGN

ALIGNMENT
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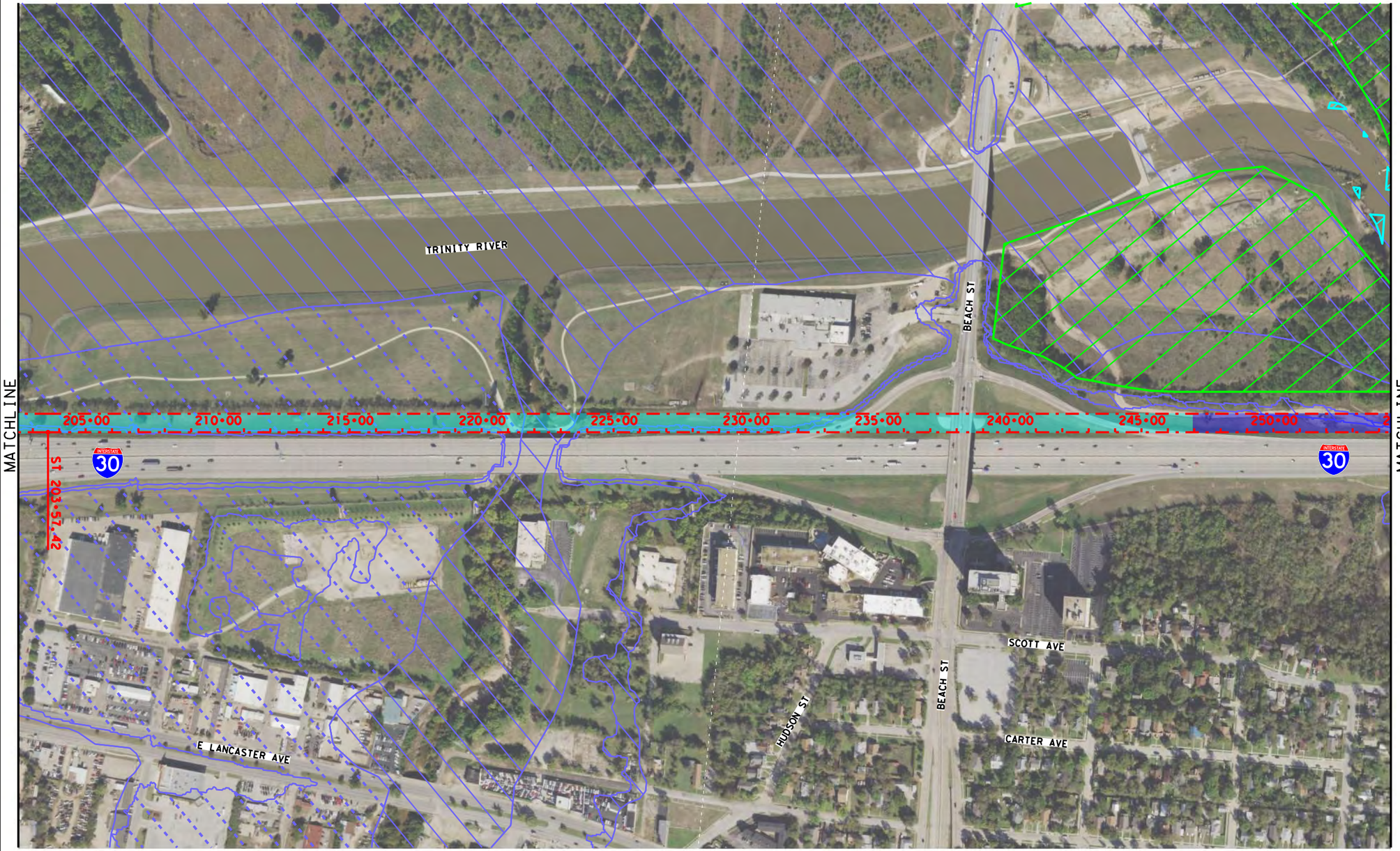

LEGEND

- TUNNEL
- PORTAL
- POTENTIAL STATION
- BRIDGE
- FLOODPLAIN
- WETLANDS
- PARKS

CONCEPTUAL
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DALLAS-FORT WORTH
HIGH-SPEED
TRANSPORTATION CONNECTIONS
I-30 CORRIDOR ALTERNATIVES

PRE-CONCEPTUAL DESIGN

ALIGNMENT
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0 200 400 600 800

HORIZ. SCALE IN FEET

MATCHLINE

MATCHLINE

RIVERBANK RD

DISPOSAL RD

TRINITY RIVER

BEN AVE

INTERSTATE 30

INTERSTATE 30

R = 7000.00'
V = 85 MPH

LEGEND

- TUNNEL
- PORTAL
- POTENTIAL STATION
- BRIDGE
- FLOODPLAIN
- WETLANDS
- PARKS

CONCEPTUAL
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DALLAS-FORT WORTH
HIGH-SPEED
TRANSPORTATION CONNECTIONS
I-30 CORRIDOR ALTERNATIVES

PRE-CONCEPTUAL DESIGN

ALIGNMENT
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0 200 400 600 800
HORIZ. SCALE IN FEET

LEGEND

- TUNNEL
- PORTAL
- POTENTIAL STATION
- BRIDGE
- FLOODPLAIN
- WETLANDS
- PARKS

CONCEPTUAL
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DALLAS-FORT WORTH
HIGH-SPEED
TRANSPORTATION CONNECTIONS
I-30 CORRIDOR ALTERNATIVES

PRE-CONCEPTUAL DESIGN

ALIGNMENT
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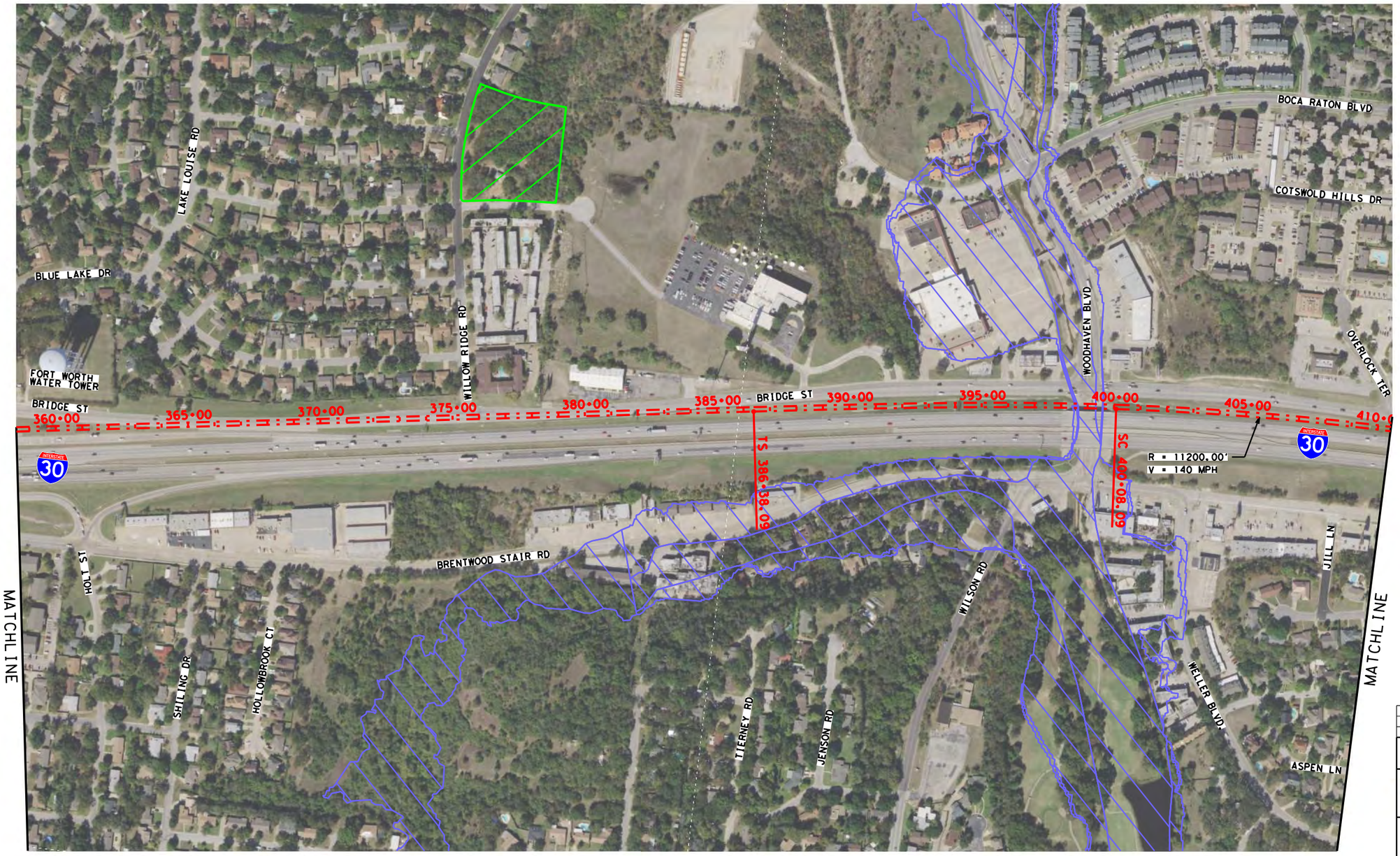

LEGEND

- TUNNEL
- PORTAL
- POTENTIAL STATION
- BRIDGE
- FLOODPLAIN
- WETLANDS
- PARKS

CONCEPTUAL
FOR DISCUSSION ONLY

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DALLAS-FORT WORTH
HIGH-SPEED
TRANSPORTATION CONNECTIONS
I-30 CORRIDOR ALTERNATIVES

PRE-CONCEPTUAL DESIGN

ALIGNMENT
FW1-ARL7-DAL4A

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0 200 400 600 800
HORIZ. SCALE IN FEET

N

MATCHLINE

MATCHLINE

BOCA RATON BLVD
COTSWOLD HILLS DR
COUNTRY CLUB LN
LINCOLN MEADOWS CIR
OAKLAND HILLS DR
WOODSTONE DR
OAKLAND HILLS DR
BRIDGE ST
BRENTWOOD STAIR RD
CHIMNEY WOOD CIR
PARKER OAKS CIR
OAK HILL RD
BRENTWOOD STAIR RD
CHIMNEY ROCK RD
ROCKHILL CT
ASPEN LN
DANCIGER DR
RANVENSWOOD DR

CS 411+00.13
ST 424+10.13
TS 434+79.41
SC 444+59.41
CS 450+20.57
ST 460+00.57

415+00 420+00 425+00 430+00 435+00 440+00 445+00 450+00 455+00 460+00

R = 17000.00'
V = 150 MPH

I-30 INTERSTATE 30

LEGEND
- TUNNEL
- PORTAL
- POTENTIAL STATION
- BRIDGE
- FLOODPLAIN
- WETLANDS
- PARKS

CONCEPTUAL
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Firm Registration Number 420

North Central Texas Council of Governments

DALLAS-FORT WORTH
HIGH-SPEED
TRANSPORTATION CONNECTIONS
I-30 CORRIDOR ALTERNATIVES

PRE-CONCEPTUAL DESIGN

ALIGNMENT
FW1-ARL7-DAL4A

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0 200 400 600 800
HORIZ. SCALE IN FEET

N

MATCHLINE

MATCHLINE

E LOOP 820 SERVICE RD W

BRIDGEWOOD DR

ANDERSON BLVD

465+00 470+00 475+00 480+00 485+00 490+00 495+00 500+00 505+00 510+00

INTERSTATE 30

INTERSTATE 820

EDERVILLE RD

MILAM ST

TERBET LN

MIMS ST

BARRON LN

WARREN LN

MUSE ST

MEADOWLANE TER

MISTY OAKS DR

BRENTWOOD DR

BRENTWOOD STAIR RD

LEGEND

- TUNNEL
- PORTAL
- POTENTIAL STATION
- BRIDGE
- FLOODPLAIN
- WETLANDS
- PARKS

CONCEPTUAL
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North Central Texas Council of Governments

DALLAS-FORT WORTH
HIGH-SPEED
TRANSPORTATION CONNECTIONS
I-30 CORRIDOR ALTERNATIVES

PRE-CONCEPTUAL DESIGN

ALIGNMENT
FW1-ARL7-DAL4A

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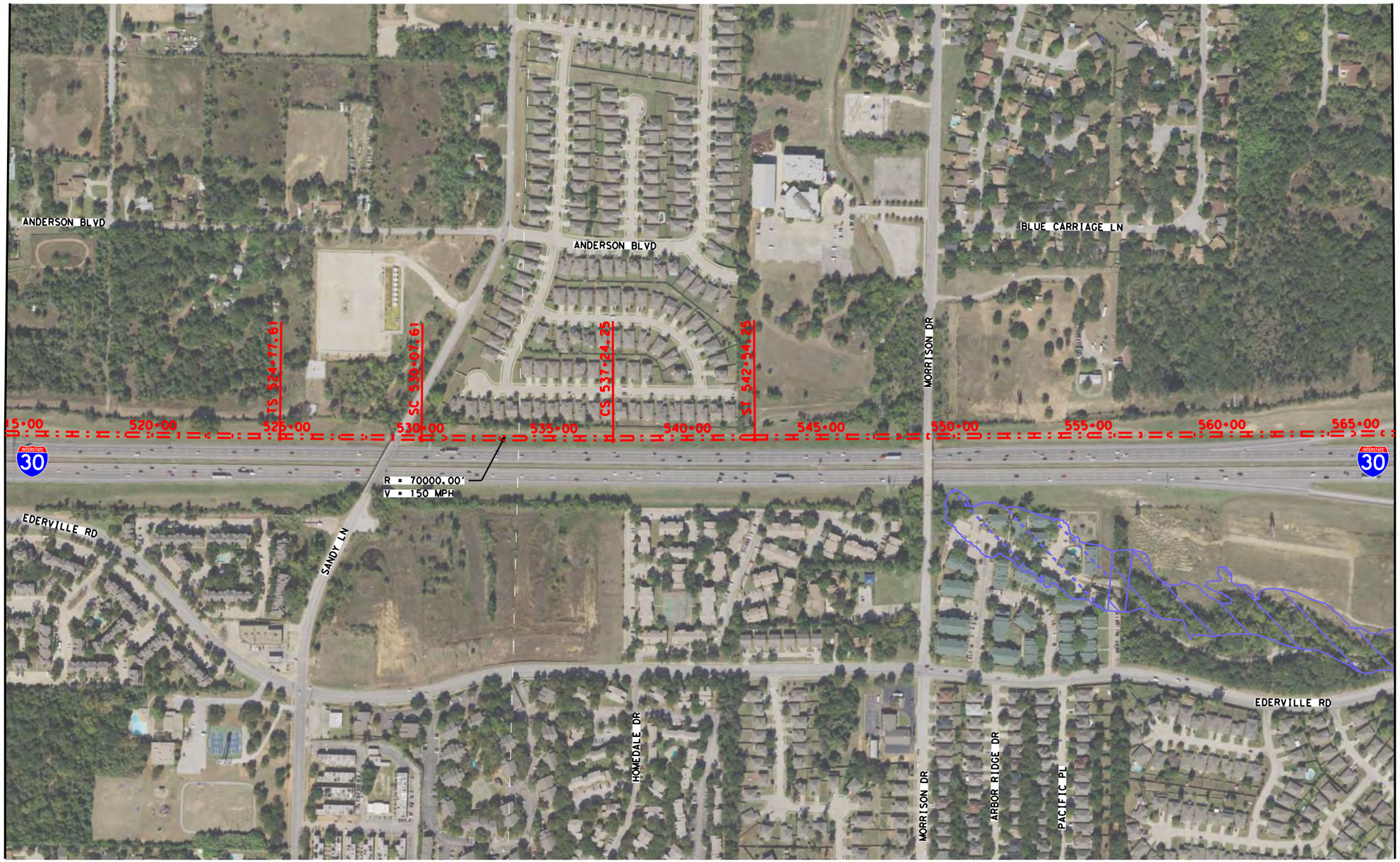

0 200 400 600 800

HORIZ. SCALE IN FEET

LEGEND

- TUNNEL
- PORTAL
- POTENTIAL STATION
- BRIDGE
- FLOODPLAIN
- WETLANDS
- PARKS

CONCEPTUAL
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DALLAS-FORT WORTH
HIGH-SPEED
TRANSPORTATION CONNECTIONS
I-30 CORRIDOR ALTERNATIVES

PRE-CONCEPTUAL DESIGN

ALIGNMENT
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0 200 400 600 800
HORIZ. SCALE IN FEET

MATCHLINE

MATCHLINE

570+00 575+00 580+00 585+00 590+00 595+00 600+00 605+00 610+00 615+00

COOKS LN

ANDERSON BLVD

JOHN T WHITE RD N

EDERVILLE RD

E SQUARE

T SQUARE

EDERVILLE RD

LEGEND

- TUNNEL
- PORTAL
- POTENTIAL STATION
- BRIDGE
- FLOODPLAIN
- WETLANDS
- PARKS

CONCEPTUAL
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North Central Texas Council of Governments

DALLAS-FORT WORTH
HIGH-SPEED
TRANSPORTATION CONNECTIONS
I-30 CORRIDOR ALTERNATIVES

PRE-CONCEPTUAL DESIGN

ALIGNMENT
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0 200 400 600 800
HORIZ. SCALE IN FEET

N

MATCHLINE

MATCHLINE

EASTCHASE PKWY

RANDOL MILL RD

FORT WORTH CITY LIMITS
ARLINGTON CITY LIMITS

620+00 625+00 630+00 635+00 640+00 645+00 650+00 655+00 660+00 665+00 670+

TS 651+02.86

SC 656+12.86

CS 669+99.35

ST 677+36.35

R = 17000.00'
V = 130 MPH

INTERSTATE 30

EASTCHASE PKWY

MEADOWBROOK BLVD

FORT WORTH CITY LIMITS
ARLINGTON CITY LIMITS

FORT WORTH CITY LIMITS
ARLINGTON CITY LIMITS

LEGEND

- TUNNEL
- PORTAL
- POTENTIAL STATION
- BRIDGE
- FLOODPLAIN
- WETLANDS
- PARKS

CONCEPTUAL
FOR DISCUSSION ONLY

NO.	REVISIONS	BY	DATE

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DALLAS-FORT WORTH
HIGH-SPEED
TRANSPORTATION CONNECTIONS
I-30 CORRIDOR ALTERNATIVES

PRE-CONCEPTUAL DESIGN

ALIGNMENT
FW1-ARL7-DAL4A

SHEET NO.
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0 200 400 600 800
HORIZ. SCALE IN FEET

MATCHLINE

NW GREEN OAKS BLVD
BURR OAK ST
HOLM OAK ST
HOLLY OAK ST
MOSSY OAK ST
TS 678+95.05
SC 683+75.05
R = 60000.00'
V = 135 MPH
CS 705+81.09
ST 710+61.09
670+00
675+00
680+00
685+00
690+00
695+00
700+00
705+00
710+00
715+00
720+00
INTERSTATE 30

MATCHLINE

NW GREEN OAKS BLVD
OAKWOOD LN
BRUNSON CT
CRAIGHTON CT
LIESCHEN CT
CELESTE CT
TRAILRIDGE DR
NORTHRIDGE DR
GRANDVIEW DR
HAWTHORNE DR
OAKWOOD LN
RANDOL MILL RD

LEGEND
- TUNNEL
- PORTAL
- POTENTIAL STATION
- BRIDGE
- FLOODPLAIN
- WETLANDS
- PARKS

CONCEPTUAL
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DALLAS-FORT WORTH
HIGH-SPEED
TRANSPORTATION CONNECTIONS
I-30 CORRIDOR ALTERNATIVES

PRE-CONCEPTUAL DESIGN

ALIGNMENT
FW1-ARL7-DAL4A

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0 200 400 600 800
HORIZ. SCALE IN FEET

MATCHLINE

MATCHLINE

NORTHGLEN CT
FIELDER RD
W CEDAR ELM DR
ELMHURST DR
ELM CREST DR
E CEDAR ELM DR
SAN JACINTO DR
PARKRIDGE TERRACE
N DAVIS DR
PORT AU PRINCE DR
ST CROIX CT
LAMAR BLVD
BARBADOS DR
ROAD TO SIX FLAGS
MOHAWK DR
KIOWA DR
APACHE ST
NAVAHO ST
COCHISE DR

725+00 730+00 735+00 740+00 745+00 750+00 755+00 760+00 765+00 770+00

TS 756+91.64
SC 761+21.64
CS 773+19.78
R = 11000.00'
V = 105 MPH

INTERSTATE 30

LEGEND

- TUNNEL
- PORTAL
- POTENTIAL STATION
- BRIDGE
- FLOODPLAIN
- WETLANDS
- PARKS

CONCEPTUAL
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DALLAS-FORT WORTH
HIGH-SPEED
TRANSPORTATION CONNECTIONS
I-30 CORRIDOR ALTERNATIVES

PRE-CONCEPTUAL DESIGN

ALIGNMENT
FW1-ARL7-DAL4A

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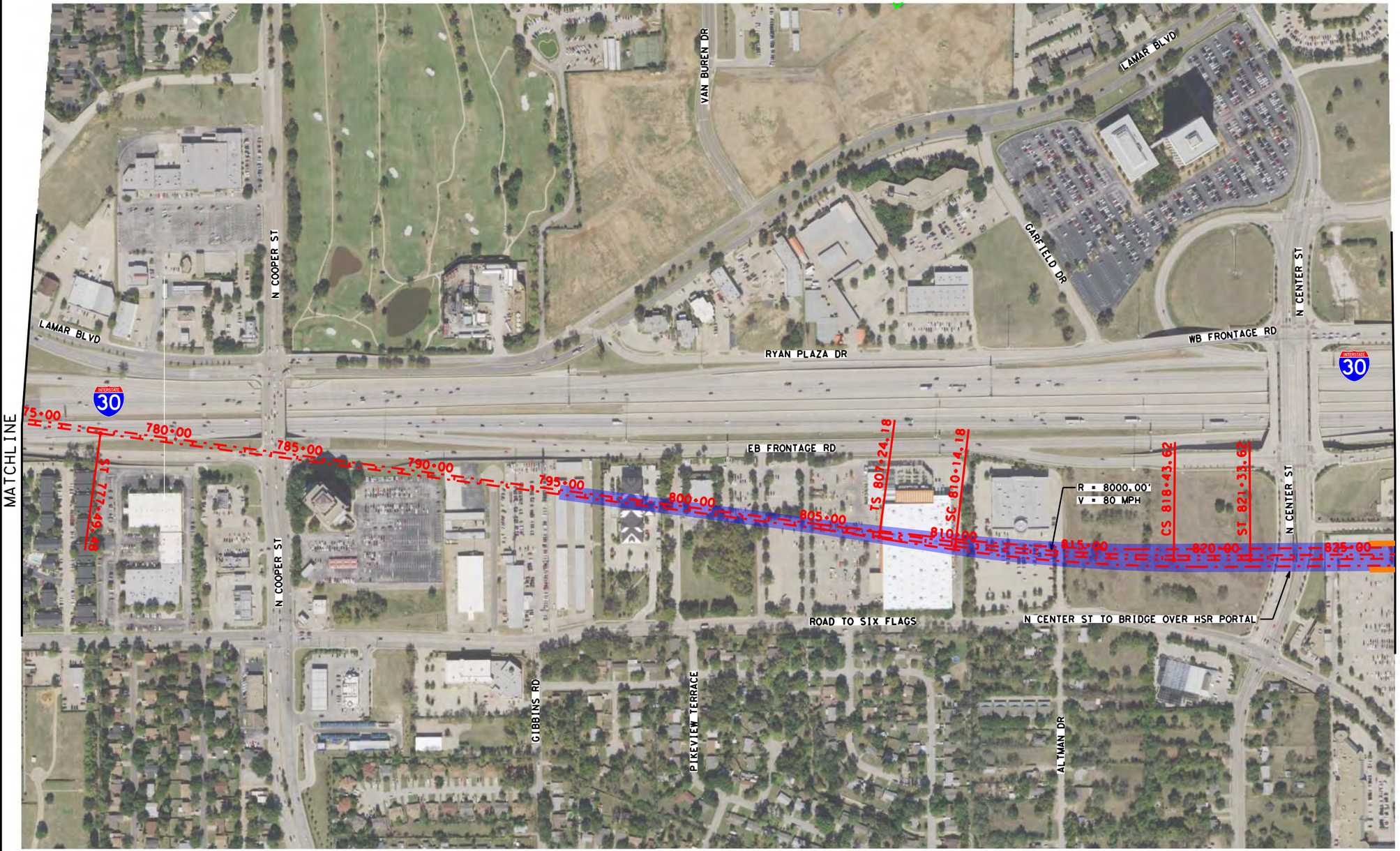

LEGEND

- TUNNEL
- PORTAL
- POTENTIAL STATION
- BRIDGE
- FLOODPLAIN
- WETLANDS
- PARKS

CONCEPTUAL
FOR DISCUSSION ONLY

NO.	REVISIONS	BY	DATE

HNTB Corporation
The HNTB Companies
Engineers Architects Planners
Firm Registration Number 420

North Central Texas Council of Governments

DALLAS-FORT WORTH
HIGH-SPEED
TRANSPORTATION CONNECTIONS
I-30 CORRIDOR ALTERNATIVES

PRE-CONCEPTUAL DESIGN

ALIGNMENT
FW1-ARL7-DAL4A

SHEET NO.
14

7/19/2022 1:37:57 PM

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0 200 400 600 800
HORIZ. SCALE IN FEET

RYAN PLAZA DRIVE
FM 157
N COLLINS ST
WET N WILD WAY
WB FRONTAGE RD
WB FRONTAGE RD
BAIRD FARM RD
LAMAR BLVD
INTERSTATE 30
INTERSTATE 30
MATCHLINE
MATCHLINE
EB FRONTAGE RD
EB FRONTAGE RD
PENNANT DR
POTENTIAL STATION PLATFORM LOCATION
830+00
835+00
840+00
845+00
850+00
855+00
860+00
865+00
870+00
875+00
TS 867+69.36
SC 871+39.36
R = 12000.00'
V = 100 MPH
N COLLINS ST TO BRIDGE OVER HSR PORTAL
AT&T WAY TO BRIDGE OVER HSR PORTAL
AT&T WAY
N COLLINS ST
ROAD TO SIX FLAGS
FM 157

LEGEND
- TUNNEL
- PORTAL
- POTENTIAL STATION
- BRIDGE
- FLOODPLAIN
- WETLANDS
- PARKS

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DALLAS-FORT WORTH
HIGH-SPEED
TRANSPORTATION CONNECTIONS
I-30 CORRIDOR ALTERNATIVES

PRE-CONCEPTUAL DESIGN

ALIGNMENT
FW1-ARL7-DAL4A

SHEET NO.
15

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0 200 400 600 800
HORIZ. SCALE IN FEET

LAMAR BLVD
BALLPARK WAY
WB FRONTAGE RD
LAMAR BLVD
SIX FLAGS HURRICANE HARBOR
INTERSTATE 30
MATCHLINE
MATCHLINE
R = 12000.00'
V = 100 MPH
R = 12000.00'
V = 100 MPH
880·00
885·00
890·00
895·00
900·00
905·00
910·00
915·00
920·00
925·00
930·00
CS 889+73.71
ST 893+43.71
TS 903+19.89
SC 906+19.89
CS 926+63.44
ST 929+63.44
COPELAND RD
COPELAND RD
SIX FLAGS OIL DERRICK
SIX FLAGS OVER TEXAS
CONVENTION CENTER DRIVE
BALLPARK WAY

LEGEND
- TUNNEL
- PORTAL
- POTENTIAL STATION
- BRIDGE
- FLOODPLAIN
- WETLANDS
- PARKS

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HIGH-SPEED
TRANSPORTATION CONNECTIONS
I-30 CORRIDOR ALTERNATIVES

PRE-CONCEPTUAL DESIGN

ALIGNMENT
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0 200 400 600 800
HORIZ. SCALE IN FEET

LEGEND

- TUNNEL
- PORTAL
- POTENTIAL STATION
- BRIDGE
- FLOODPLAIN
- WETLANDS
- PARKS

CONCEPTUAL
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HIGH-SPEED
TRANSPORTATION CONNECTIONS
I-30 CORRIDOR ALTERNATIVES

PRE-CONCEPTUAL DESIGN

ALIGNMENT
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0 200 400 600 800
HORIZ. SCALE IN FEET

MATCHLINE

MATCHLINE

AVENUE H
AVENUE H
GRAND PRAIRIE CITY LIMITS
ARLINGTON CITY LIMITS
UPRR
UPRR
UPRR
BABBLING BROOK DR
ED SMITH CT
111TH ST
GREAT SOUTHWEST PKWY
DUNCAN PERRY RD
AVENUE G
AVENUE F
113TH ST
AVENUE E
W TARRANT RD
ARBOR CREEK
ARLINGTON CITY LIMITS
GRAND PRAIRIE CITY LIMITS
985+00 990+00 995+00 1000+00 1005+00 1010+00 1015+00 1020+00 1025+00 1030+00 1035

LEGEND
- TUNNEL
- PORTAL
- POTENTIAL STATION
- BRIDGE
- FLOODPLAIN
- WETLANDS
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TRANSPORTATION CONNECTIONS
I-30 CORRIDOR ALTERNATIVES

PRE-CONCEPTUAL DESIGN

ALIGNMENT
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0 200 400 600 800
HORIZ. SCALE IN FEET

DANISH DR
CANADIAN CIR
BRITISH BLVD
CAMELOT ST
N CARRIER PL
ARBOR CREEK
TEXAS 161
PGBT TOLL
INTERSTATE 30
MATCHLINE
1040.00
1045.00
1050.00
1055.00
1060.00
1065.00
1070.00
1075.00
1080.00
1085.00
1086+13.79
1086+93.79
W TARRANT RD
DENMARK DR
TRIPOLI TRAIL
HALIFAX DR
NW 14TH ST
LONDON LN

LEGEND
- TUNNEL
- PORTAL
- POTENTIAL STATION
- BRIDGE
- FLOODPLAIN
- WETLANDS
- PARKS

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HIGH-SPEED
TRANSPORTATION CONNECTIONS
I-30 CORRIDOR ALTERNATIVES

PRE-CONCEPTUAL DESIGN

ALIGNMENT
FW1-ARL7-DAL4A

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0 200 400 600 800
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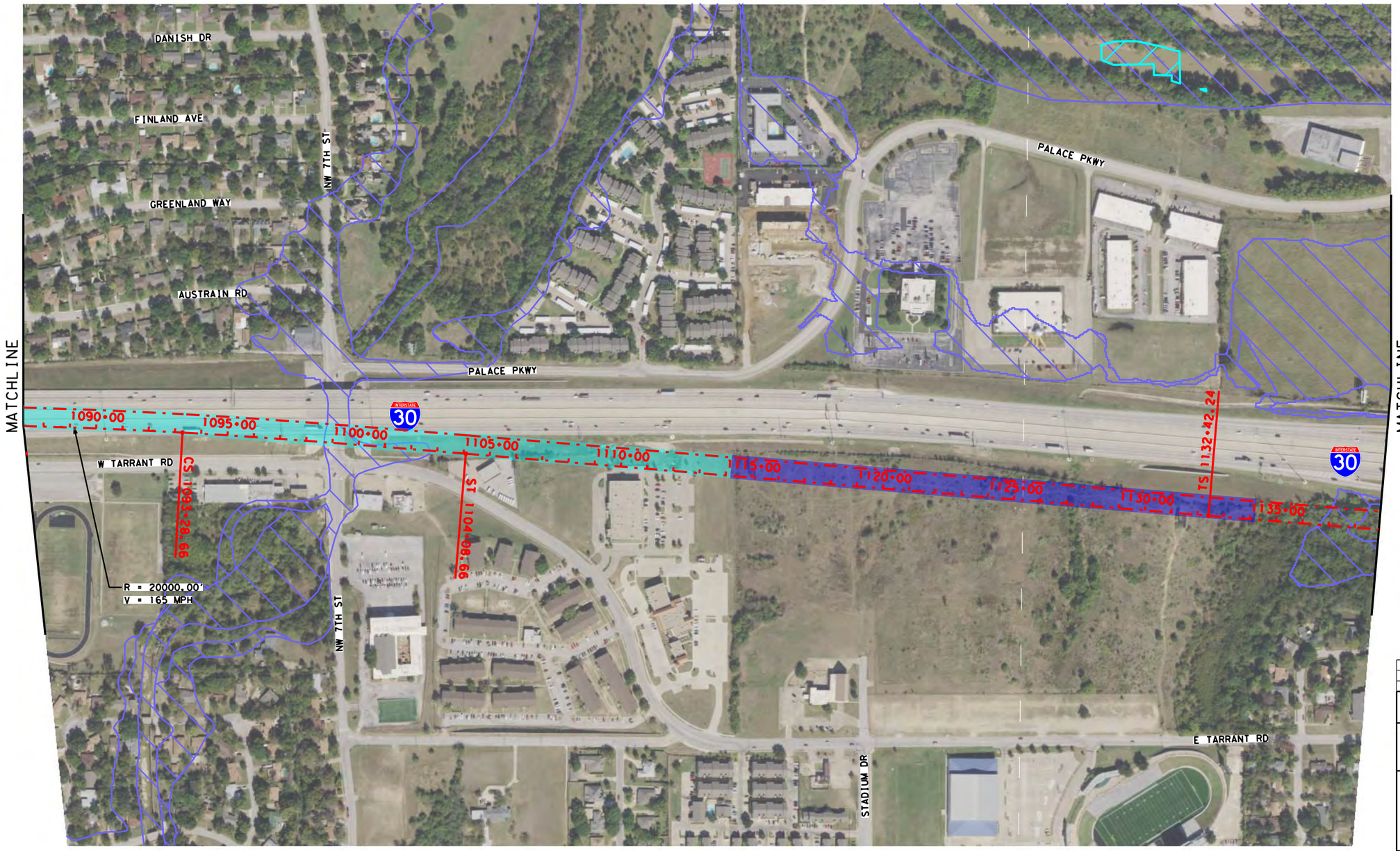

LEGEND

- TUNNEL
- PORTAL
- POTENTIAL STATION
- BRIDGE
- FLOODPLAIN
- WETLANDS
- PARKS

CONCEPTUAL
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I-30 CORRIDOR ALTERNATIVES

PRE-CONCEPTUAL DESIGN

ALIGNMENT
FW1-ARL7-DAL4A

SHEET NO.
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0 200 400 600 800
HORIZ. SCALE IN FEET

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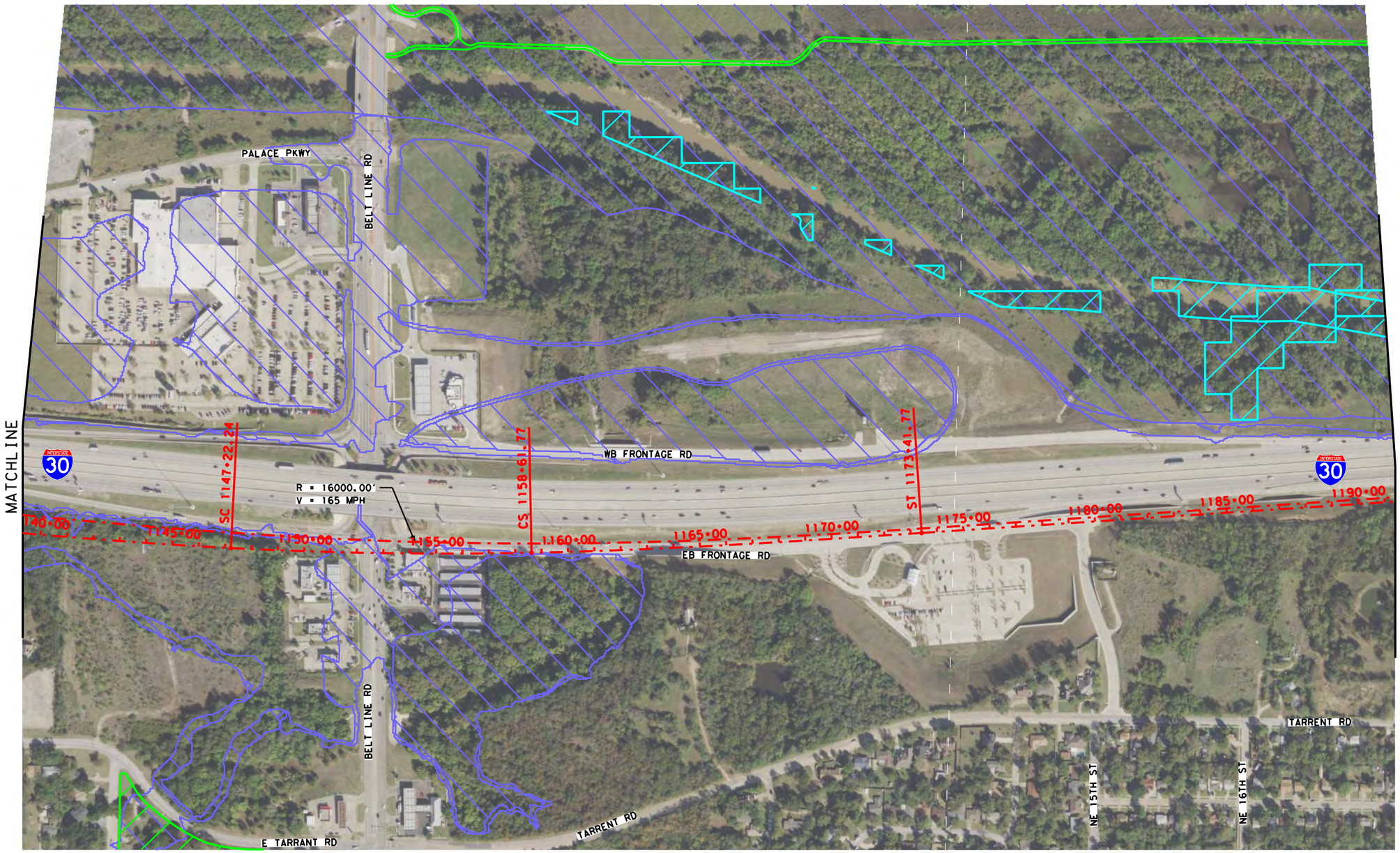

MATCHLINE

MATCHLINE

LEGEND

- TUNNEL
- PORTAL
- POTENTIAL STATION
- BRIDGE
- FLOODPLAIN
- WETLANDS
- PARKS

CONCEPTUAL
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I-30 CORRIDOR ALTERNATIVES

PRE-CONCEPTUAL DESIGN

ALIGNMENT
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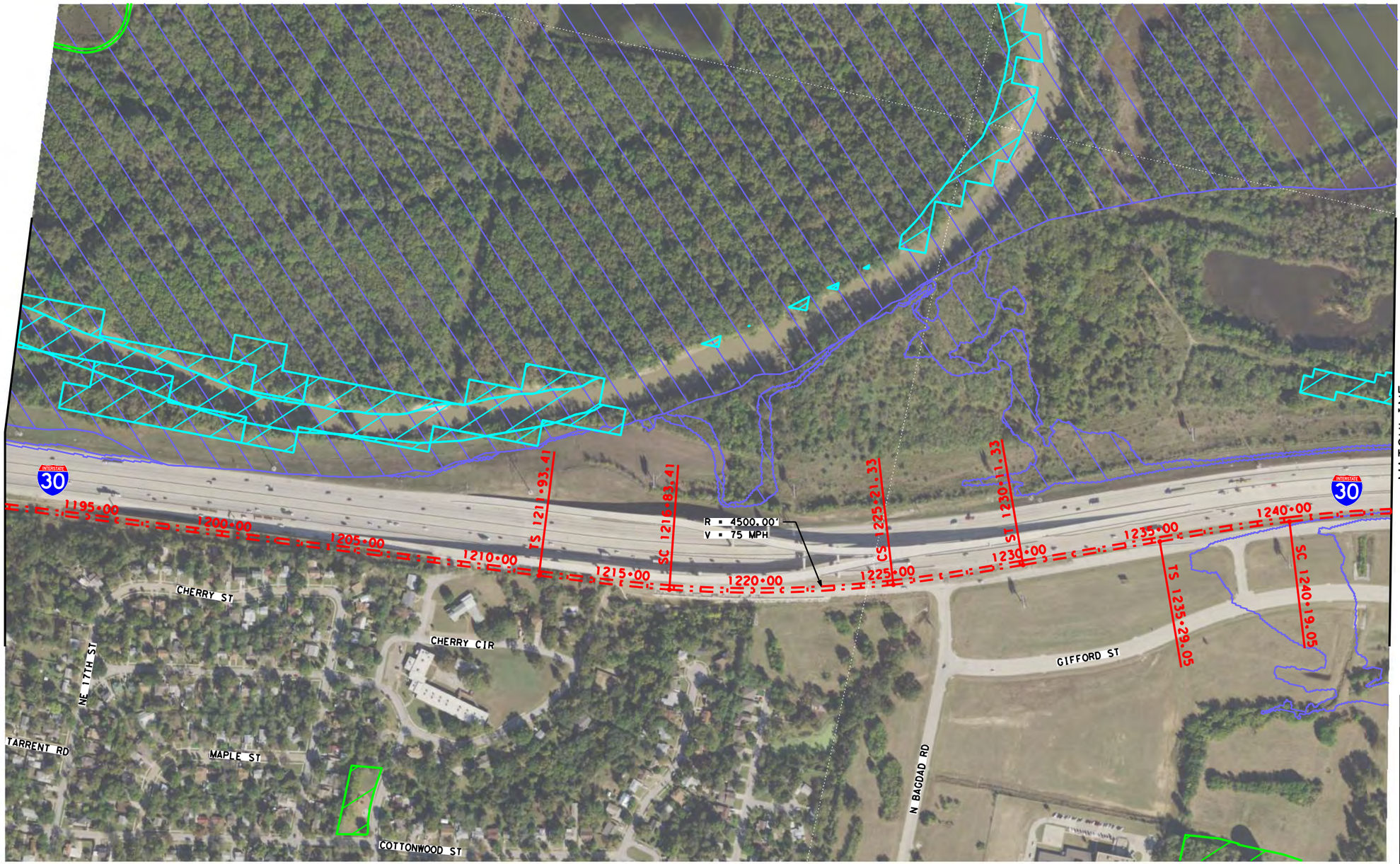
0 200 400 600 800
HORIZ. SCALE IN FEET

MATCHLINE

MATCHLINE



LEGEND

- TUNNEL
- PORTAL
- POTENTIAL STATION
- BRIDGE
- FLOODPLAIN
- WETLANDS
- PARKS

CONCEPTUAL
FOR DISCUSSION ONLY

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DALLAS-FORT WORTH
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TRANSPORTATION CONNECTIONS
I-30 CORRIDOR ALTERNATIVES

PRE-CONCEPTUAL DESIGN

ALIGNMENT
FW1-ARL7-DAL4A

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22

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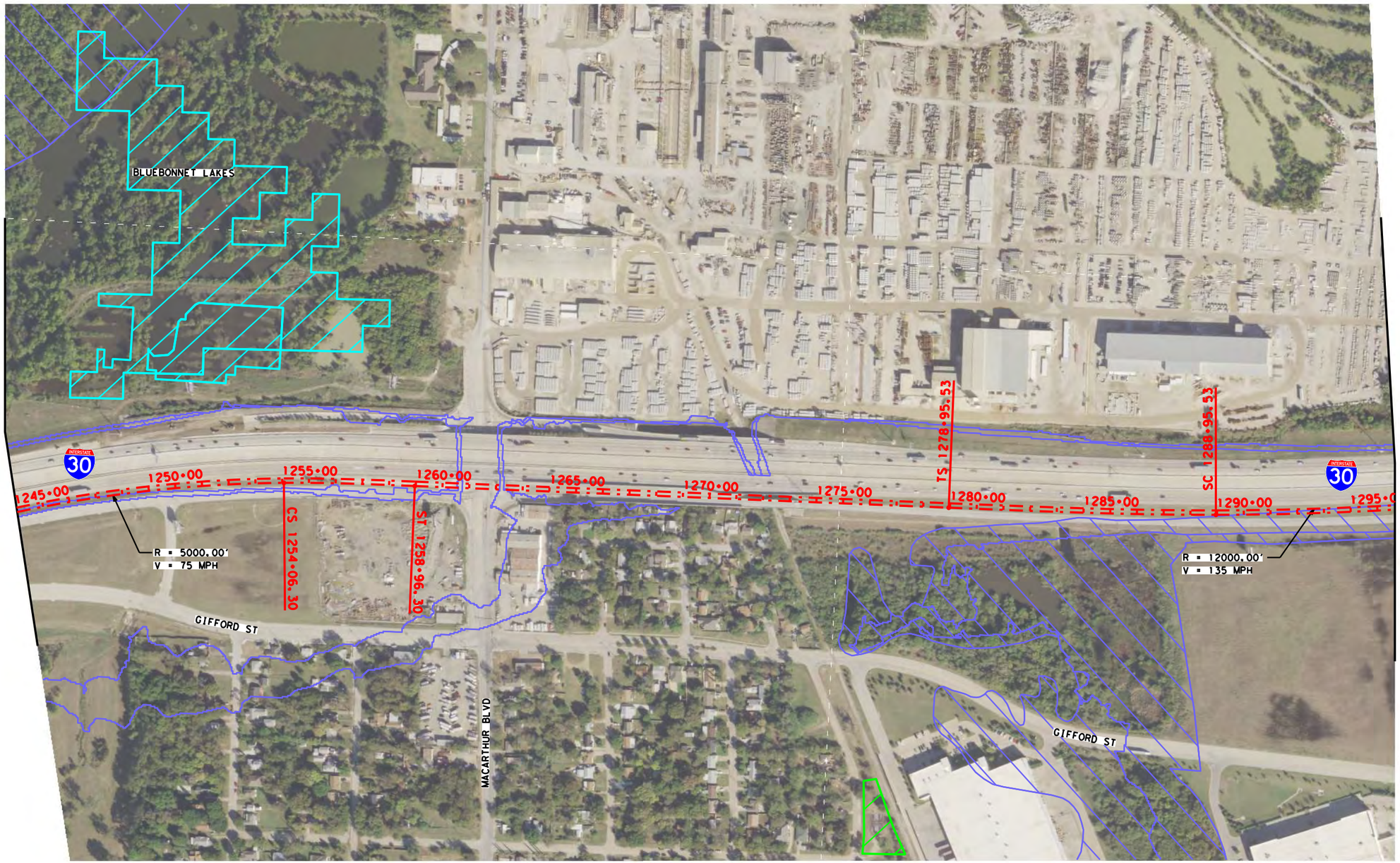

LEGEND

- TUNNEL
- PORTAL
- POTENTIAL STATION
- BRIDGE
- FLOODPLAIN
- WETLANDS
- PARKS

CONCEPTUAL
FOR DISCUSSION ONLY

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DALLAS-FORT WORTH
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TRANSPORTATION CONNECTIONS
I-30 CORRIDOR ALTERNATIVES

PRE-CONCEPTUAL DESIGN

ALIGNMENT
FW1-ARL7-DAL4A

SHEET NO.
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0 200 400 600 800

HORIZ. SCALE IN FEET

LEGEND

- TUNNEL
- PORTAL
- POTENTIAL STATION
- BRIDGE
- FLOODPLAIN
- WETLANDS
- PARKS

CONCEPTUAL
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NO.	REVISIONS	BY	DATE

HNTB Corporation
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North Central Texas Council of Governments

DALLAS-FORT WORTH
HIGH-SPEED
TRANSPORTATION CONNECTIONS
I-30 CORRIDOR ALTERNATIVES

PRE-CONCEPTUAL DESIGN

ALIGNMENT
FW1-ARL7-DAL4A

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24

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0 200 400 600 800
HORIZ. SCALE IN FEET

MATCHLINE

MATCHLINE

PERIMETER RD
PROGRESSIVE DR
RUDER ST
CARTWRIGHT ST
QUARRY ST
MCDANIEL DR
WALTON WALKER BLVD
GRAND PRAIRIE CITY LIMITS
DALLAS CITY LIMITS
UPRR
UPRR

1350.00
1355.00
1360.00
1365.00
1370.00
1375.00
1380.00
1385.00
1390.00
1395.00
1400

SC 1371+78.42
CS 1361+35.42
R = 12000.00'
V = 135 MPH
CS 1385+60.23
ST 1395+60.23

INTERSTATE 30
INTERSTATE 30
TEXAS 12

LEGEND
- TUNNEL
- PORTAL
- POTENTIAL STATION
- BRIDGE
- FLOODPLAIN
- WETLANDS
- PARKS

CONCEPTUAL
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HIGH-SPEED
TRANSPORTATION CONNECTIONS
I-30 CORRIDOR ALTERNATIVES

PRE-CONCEPTUAL DESIGN

ALIGNMENT
FW1-ARL7-DAL4A

SHEET NO.
25

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0 200 400 600 800
HORIZ. SCALE IN FEET

N

LEGEND

- TUNNEL
- PORTAL
- POTENTIAL STATION
- BRIDGE
- FLOODPLAIN
- WETLANDS
- PARKS

CONCEPTUAL
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DALLAS-FORT WORTH
HIGH-SPEED
TRANSPORTATION CONNECTIONS
I-30 CORRIDOR ALTERNATIVES

PRE-CONCEPTUAL DESIGN

ALIGNMENT
FW1-ARL7-DAL4A

SHEET NO.
26

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0 200 400 600 800
HORIZ. SCALE IN FEET

MATCHLINE

UPRR

N COCKERELL HILL RD

BASTILLE RD

LA REUNION PKWY

PIPESTONE RD

FRENCH SETTLEMENT RD

R = 7000.00'
V = 100 MPH

SC 1453+77.43

CS 1459+51.60

ST 1466+11.60

1455+00 1460+00 1465+00 1470+00 1475+00 1480+00 1485+00 1490+00 1495+00 1500+00

TS 1471+81.01

SC 1478+61.01

CS 1487+33.14

ST 1494+33.14

R = 7000.00'
V = 100 MPH

INTERSTATE 30

INTERSTATE 30

MATCHLINE

LEGEND

- TUNNEL
- PORTAL
- POTENTIAL STATION
- BRIDGE
- FLOODPLAIN
- WETLANDS
- PARKS

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I-30 CORRIDOR ALTERNATIVES

PRE-CONCEPTUAL DESIGN

ALIGNMENT
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SHEET NO.
27

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0 200 400 600 800

HORIZ. SCALE IN FEET

LEGEND

- TUNNEL
- PORTAL
- POTENTIAL STATION
- BRIDGE
- FLOODPLAIN
- WETLANDS
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I-30 CORRIDOR ALTERNATIVES

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ALIGNMENT
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SHEET NO.
28

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0 200 400 600 800
HORIZ. SCALE IN FEET

MATCHLINE

MATCHLINE

POSTAL WAY

LONE STAR DR

N HAMPTON RD

W COMMERCE ST

UPRR

LONE STAR DR

WB FRONTAGE RD

EB FRONTAGE RD

INTERSTATE 30

INTERSTATE 30

TS 1560+04.24

SC 1567+04.24

CS 1591+08.18

ST 1598+08.18

1560+00

1565+00

1570+00

1575+00

1580+00

1585+00

1590+00

1595+00

1600+00

1605+00

R = 7000.00'
V = 100 MPH

LEGEND

- TUNNEL
- PORTAL
- POTENTIAL STATION
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I-30 CORRIDOR ALTERNATIVES

PRE-CONCEPTUAL DESIGN

ALIGNMENT
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SHEET NO.
29

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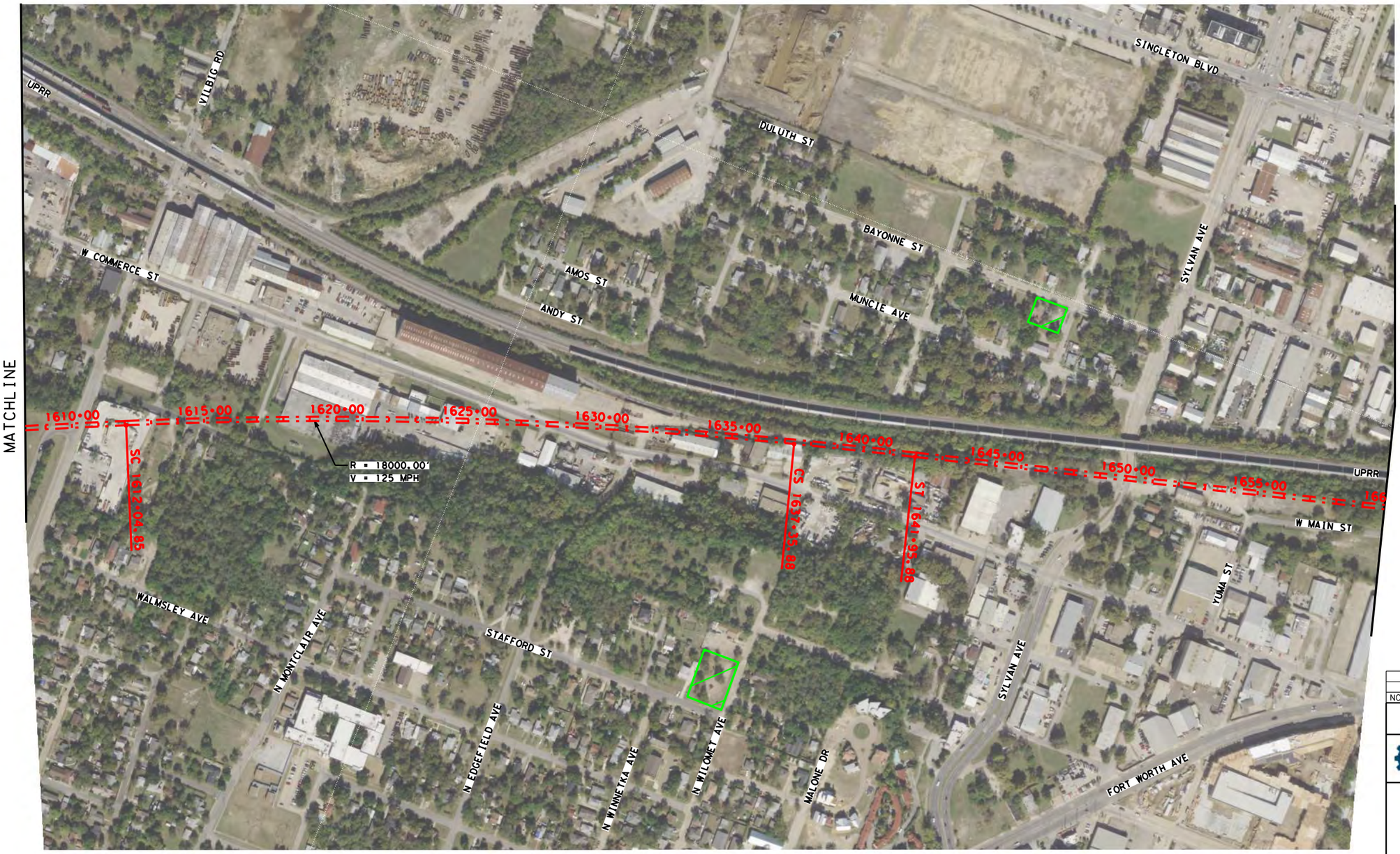
0 200 400 600 800

HORIZ. SCALE IN FEET



LEGEND

- TUNNEL
- PORTAL
- POTENTIAL STATION
- BRIDGE
- FLOODPLAIN
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ALIGNMENT
FW1-ARL7-DAL4A

SHEET NO.
30

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0 200 400 600 800
HORIZ. SCALE IN FEET

MATCHLINE

MATCHLINE

CORONET BLVD
HERBERT ST
SINGLETON BLVD
GULDEN LN
TRINITY RIVER
CONTINENTAL AVE PEDESTRIAN BRIDGE
WOODALL RODGERS
BATAN ST
BEEVILLE ST
MCPHERSON ST
R = 10000.00'
V = 90 MPH
UPRR
TS 1662+59.88
SC 1668+79.88
CS 1669+59.17
ST 1672+19.17
1660+00
1665+00
1670+00
1675+00
1680+00
1685+00
1690+00
1695+00
1700+00
1705+00
1710+00
UPRR
TS 1676+51.03
SC 1679+71.03
CS 1683+49.16
ST 1686+69.16
W MAIN ST
BECKLEY AVE
DALLAS COUNTY JAIL
PITMAN ST
R = 10000.00'
V = 90 MPH
W COMMERCE ST
W COMMERCE ST
HARBIN ST
TRINITY RIVER
DAWSON STATE JAIL

LEGEND
- TUNNEL
- PORTAL
- POTENTIAL STATION
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0 200 400 600 800
HORIZ. SCALE IN FEET

LEGEND

- TUNNEL
- PORTAL
- POTENTIAL STATION
- BRIDGE
- FLOODPLAIN
- WETLANDS
- PARKS

CONCEPTUAL
FOR DISCUSSION ONLY

NO.	REVISIONS	BY	DATE

HNTB Corporation
The HNTB Companies
Engineers Architects Planners
Firm Registration Number 420

North Central Texas Council of Governments

DALLAS-FORT WORTH
HIGH-SPEED
TRANSPORTATION CONNECTIONS
I-30 CORRIDOR ALTERNATIVES

PRE-CONCEPTUAL DESIGN

ALIGNMENT
FW1-ARL7-DAL4A

SHEET NO.
32

7/19/2022 2:23:27 PM

pw:\\pw-int.hntb.org:PWCentralDiv\Documents\Dallas Projects\73631 DFW HSR-HYPERLOOP EIS\TechProd\CADD\Working Files\Alignment Refinement\Plan Sheets\FW1-ARL7-DAL4A\73631_1-7-4A

0 200 400 600 800
HORIZ. SCALE IN FEET

MATCHLINE

CADIZ ST
S LAMAR ST
S AUSTIN ST
ROE ST
UPRR
UPRR
INTERSTATE 30
1760+00
1765+00
1770+00
1775+00
1780+00
1785+00
SS 1765+22.12
SC 1767+52.12
CS 1769+15.60
ST 1771+45.60
R = 1000.00'
V = 30 MPH
PROPOSED LOCATION OF TEXAS CENTRAL HIGH-SPEED RAIL STATION
CADIZ ST
S RIVERFRONT BLVD
INTERSTATE 35E
INTERSTATE 35E

LEGEND
- TUNNEL
- PORTAL
- POTENTIAL STATION
- BRIDGE
- FLOODPLAIN
- WETLANDS
- PARKS

CONCEPTUAL
FOR DISCUSSION ONLY

NO.	REVISIONS	BY	DATE

HNTB Corporation
The HNTB Companies
Engineers Architects Planners
Firm Registration Number 420

North Central Texas Council of Governments

DALLAS-FORT WORTH
HIGH-SPEED
TRANSPORTATION CONNECTIONS
I-30 CORRIDOR ALTERNATIVES

PRE-CONCEPTUAL DESIGN

ALIGNMENT
FW1-ARL7-DAL4A

SHEET NO.
33

7/19/2022 2:25:12 PM

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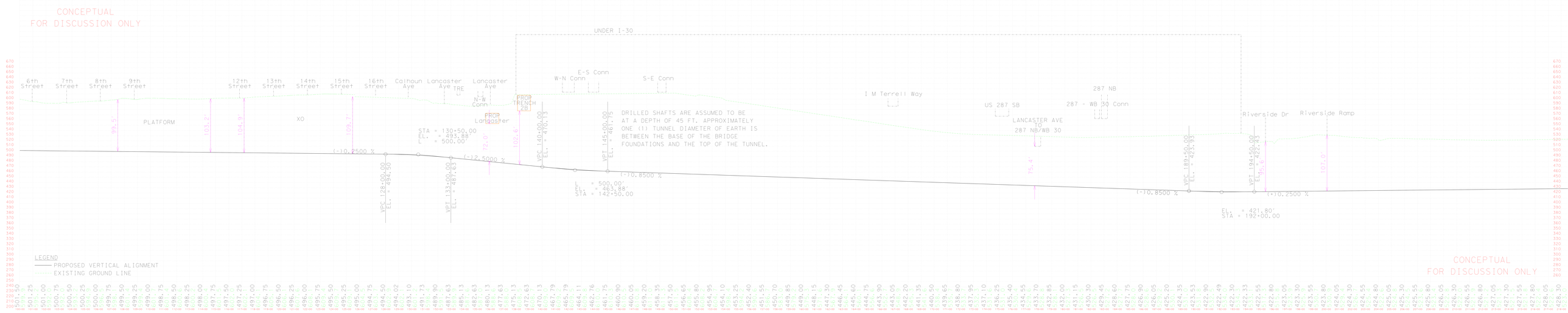
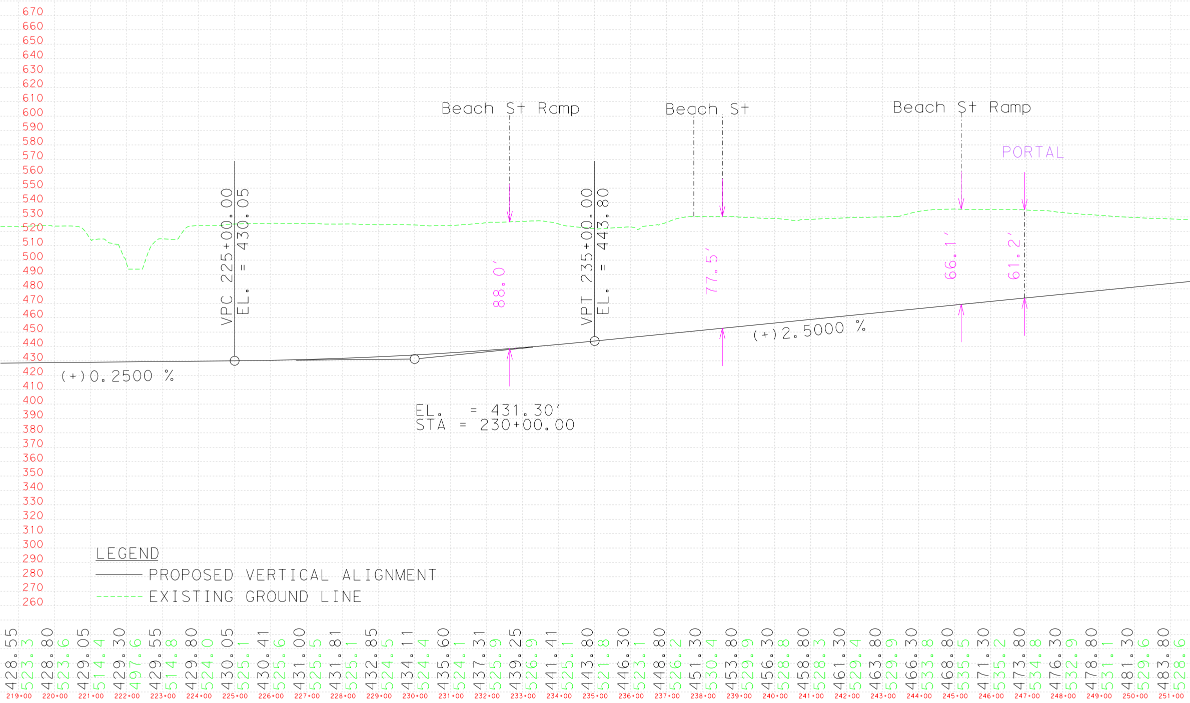

CONCEPTUAL
FOR DISCUSSION ONLY
UNDER I-30
6th Street
7th Street
8th Street
9th Street
12th Street
13th Street
14th Street
15th Street
16th Street
Calhoun Ave
Lancaster Ave
TRE
Lancaster Ave
N-W Conn
E-S Conn
W-N Conn
S-E Conn
I M Terrell Way
US 287 SB
287 NB
287 - WB 30 Conn
LANCASTER AVE
TO
287 NB/WB 30
Riverside Dr
Riverside Ramp
PROP TRENCH 28
PROP Lancaster
PLATFORM
XO
98.5'
103.2'
104.9'
109.7'
72.0'
102.6'
75.4'
95.6'
107.0'
(-)0.2500 %
(-)2.5000 %
(-)0.8500 %
(-)0.8500 %
(+)0.2500 %
VPC 128+00.00
EL. = 494.50
VPT 133+00.00
EL. = 487.63
VPC 140+00.00
EL. = 470.13
VPT 145+00.00
EL. = 461.75
VPC 189+50.00
EL. = 422.43
VPT 194+50.00
EL. = 422.43
STA = 130+50.00
EL. = 493.88'
= 500.00'
STA = 142+50.00
EL. = 463.88'
EL. = 421.80'
STA = 192+00.00
DRILLED SHAFTS ARE ASSUMED TO BE AT A DEPTH OF 45 FT. APPROXIMATELY ONE (1) TUNNEL DIAMETER OF EARTH IS BETWEEN THE BASE OF THE BRIDGE FOUNDATIONS AND THE TOP OF THE TUNNEL.
LEGEND
PROPOSED VERTICAL ALIGNMENT
EXISTING GROUND LINE
CONCEPTUAL
FOR DISCUSSION ONLY

CONCEPTUAL

FOR DISCUSSION ONLY


670
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570
560
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540
530
520
510
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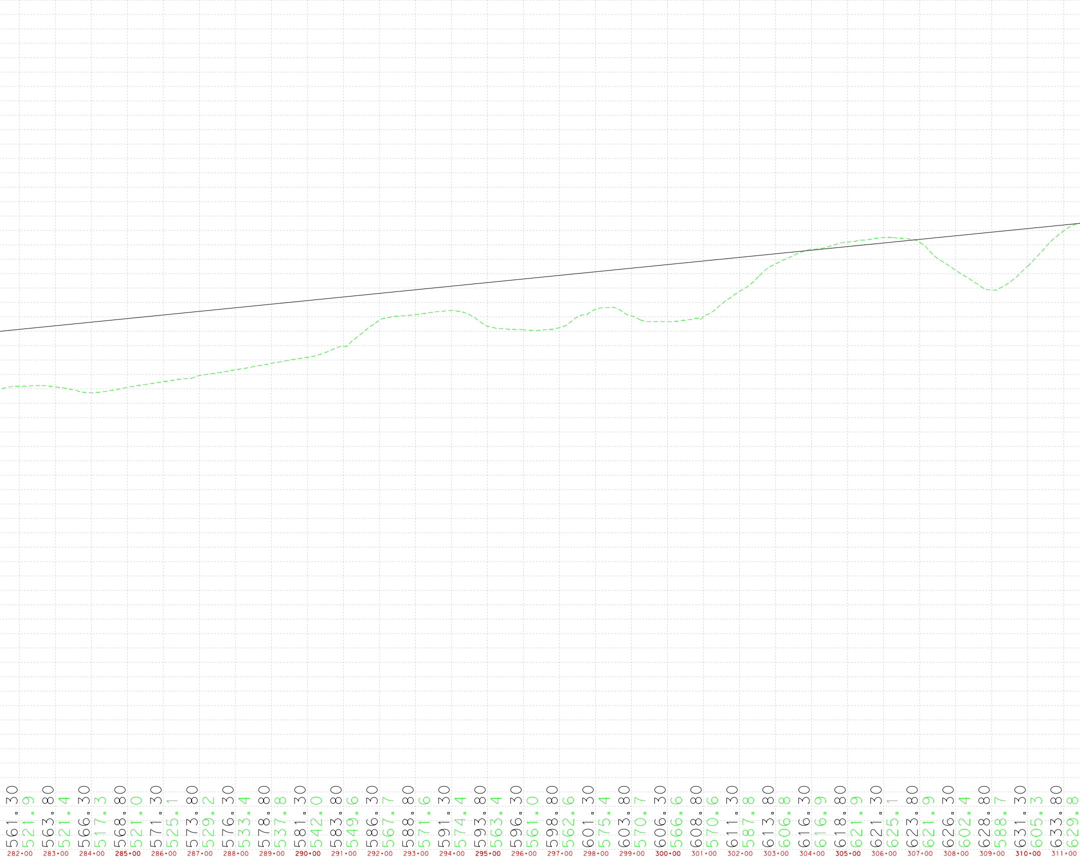
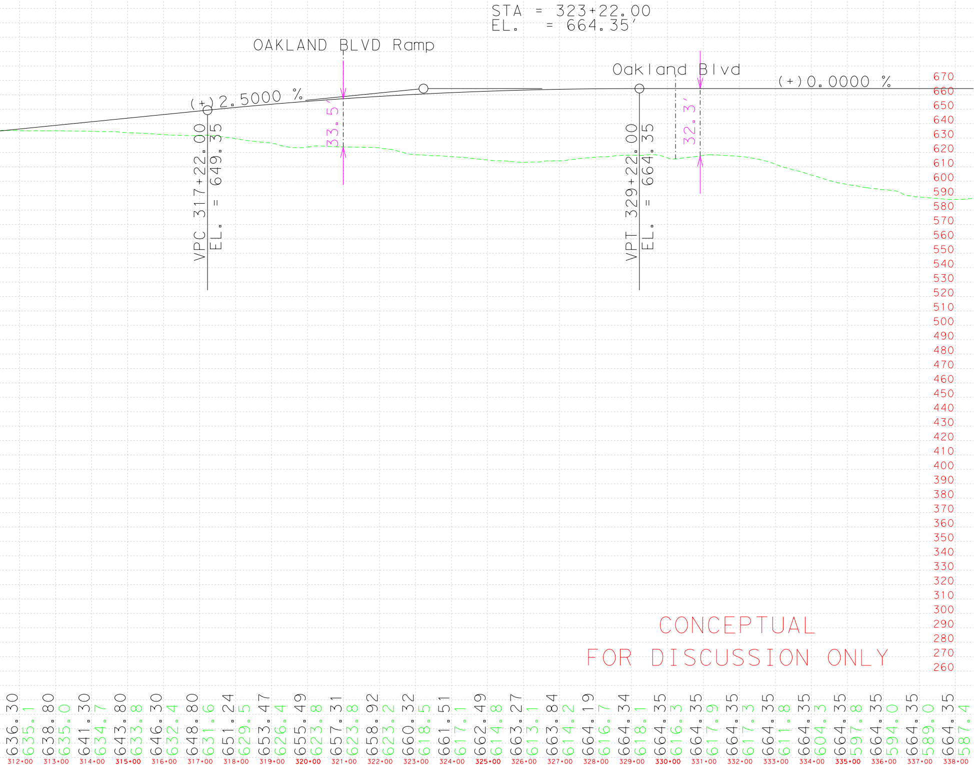
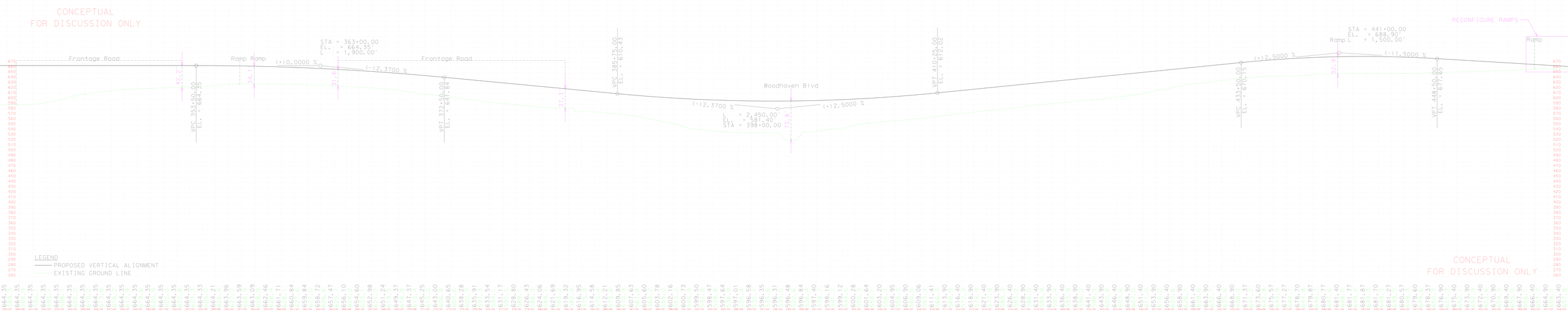
490
480
470
460
450
440
430
420
410
400
390
380
370
360
350
340
330
320
310
300
290
280
270
260
Beach St Ramp
Beach St
Beach St Ramp
PORTAL
VPC 225+00.00
EL. = 430.05
VPT 235+00.00
EL. = 443.80
88.0'
77.5'
66.1'
61.2'
(+)0.2500 %
(+)2.5000 %
EL. = 431.30'
STA = 230+00.00
LEGEND
PROPOSED VERTICAL ALIGNMENT
EXISTING GROUND LINE
428.55 523.3 219+00
428.80 523.6 220+00
429.05 514.4 221+00
429.30 497.6 222+00
429.55 514.8 223+00
429.80 524.0 224+00
430.05 525.1 225+00
430.41 525.6 226+00
431.00 525.5 227+00
431.81 525.1 228+00
432.85 524.5 229+00
434.11 524.4 230+00
435.60 524.1 231+00
437.31 525.9 232+00
439.25 526.9 233+00
441.41 525.1 234+00
443.80 521.8 235+00
446.30 523.1 236+00
448.80 526.2 237+00
451.30 530.4 238+00
453.80 529.9 239+00
456.30 528.8 240+00
458.80 528.3 241+00
461.30 529.4 242+00
463.80 529.9 243+00
466.30 533.8 244+00
468.80 535.5 245+00
471.30 535.2 246+00
473.80 534.8 247+00
476.30 532.9 248+00
478.80 531.1 249+00
481.30 529.6 250+00
483.80 528.6 251+00

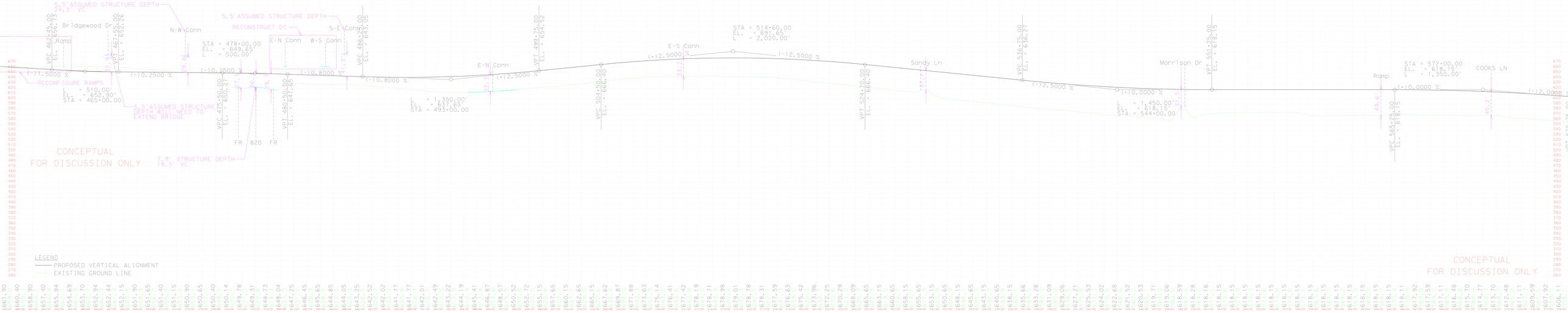



STA = 323+22.00
EL. = 664.35'
OAKLAND BLVD Ramp
Oakland Blvd
(+)2.5000 %
(+)0.0000 %
33.5'
32.3'
VPC 317+22.00
EL. = 649.35
VPT 329+22.00
EL. = 664.35
CONCEPTUAL
FOR DISCUSSION ONLY
670
660
650
640
630
620
610
600
590
580
570
560
550
540
530
520
510
500
490
480
470
460
450
440
430
420
410
400
390
380
370
360
350
340
330
320
310
300
290
280
270
260
636.30 635.1 312+00
638.80 635.0 313+00
641.30 634.7 314+00
643.80 633.8 315+00
646.30 632.4 316+00
648.80 631.6 317+00
651.24 629.5 318+00
653.47 626.4 319+00
655.49 623.8 320+00
657.31 623.8 321+00
658.92 623.2 322+00
660.32 618.5 323+00
661.51 617.1 324+00
662.49 614.8 325+00
663.27 613.1 326+00
663.84 614.2 327+00
664.19 616.7 328+00
664.34 618.1 329+00
664.35 616.3 330+00
664.35 617.9 331+00
664.35 617.3 332+00
664.35 611.8 333+00
664.35 604.3 334+00
664.35 597.8 335+00
664.35 594.0 336+00
664.35 589.0 337+00
664.35 587.4 338+00

CONCEPTUAL
FOR DISCUSSION ONLY

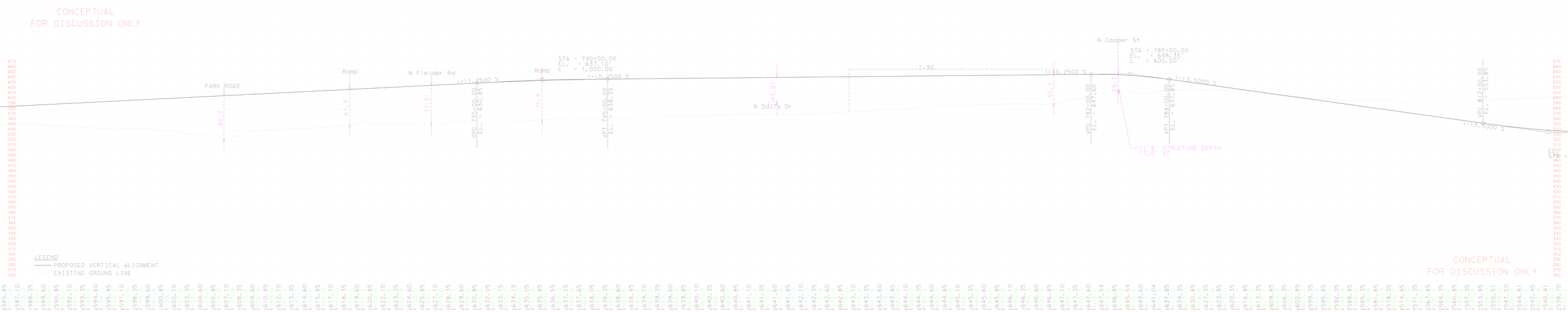


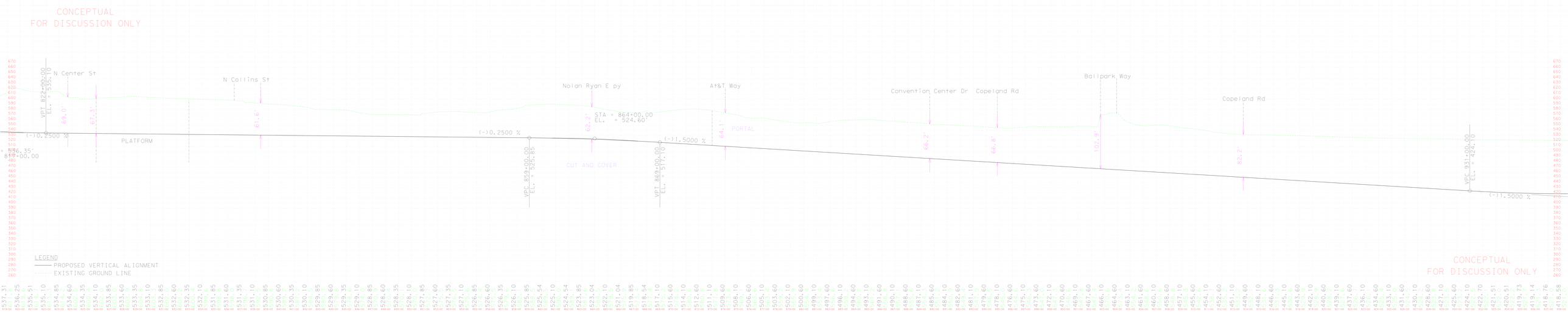
CONCEPTUAL
FOR DISCUSSION ONLY


5.5' ASSUMED STRUCTURE DEPTH
94.3' VC
Bridgewood Dr
Ramp
VPC 462+45.00
EL. = 656.79
VPT 467+55.00
EL. = 652.26
RECONFIGURE RAMPS
(-)1.5000 %
(-)0.2500 %
LL = 510.00'
EL = 652.90'
STA = 465+00.00
5.5' ASSUMED STRUCTURE DEPTH WILL NEED TO EXTEND BRIDGE
N-W Conn
5.5' ASSUMED STRUCTURE DEPTH
RECONSTRUCT DC
S-E Conn
E-N Conn
W-S Conn
STA = 478+00.00
EL. = 649.65'
= 500.00'
VPC 475+50.00
EL. = 650.27
VPT 480+50.00
EL. = 647.65
VPC 486+44.00
EL. = 653.09
(-)0.2500 %
(-)0.8000 %
FR
820
FR
7.9' STRUCTURE DEPTH
18.5' VC
CONCEPTUAL
FOR DISCUSSION ONLY
E-N Conn
(+)2.5000 %
LL = 1,350.00'
EL. = 637.65'
STA = 493+00.00
VPT 499+75.00
EL. = 654.92
VPC 504+50.00
EL. = 666.40
E-S Conn
(+)2.5000 %
STA = 514+60.00
EL. = 691.65'
= 2,020.00'
(-)2.5000 %
VPC 524+70.00
EL. = 666.40
Sandy Ln
VPC 536+75.00
EL. = 636.27
(-)2.5000 %
(+)0.0000 %
LL = 1,450.00'
EL. = 618.15'
STA = 544+00.00
Morrison Dr
VPT 551+25.00
EL. = 618.15
Ramp
VPC 565+25.00
EL. = 618.15
(+)0.0000 %
STA = 572+00.00
EL. = 618.15'
= 1,350.00'
COOKS LN
(-)2.0000 %
LEGEND
PROPOSED VERTICAL ALIGNMENT
EXISTING GROUND LINE
CONCEPTUAL
FOR DISCUSSION ONLY

CONCEPTUAL
FOR DISCUSSION ONLY

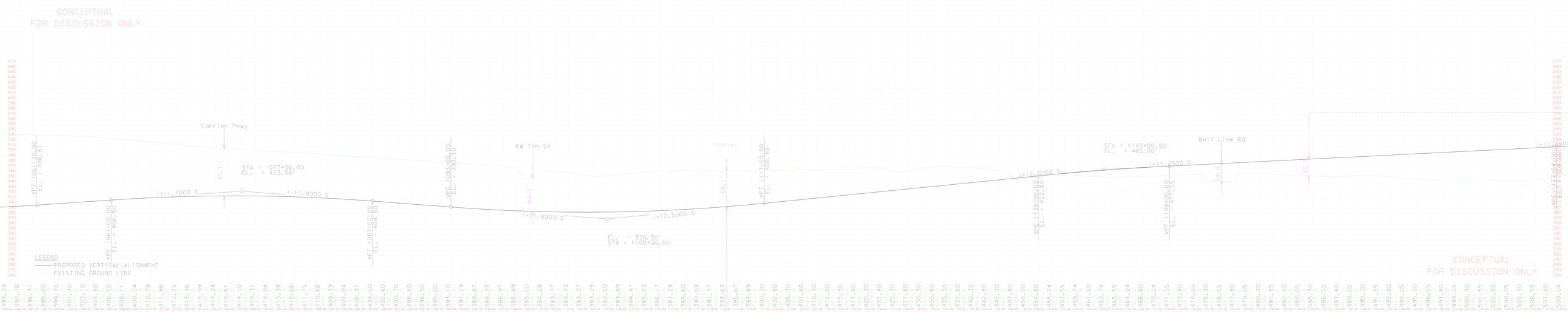
CONCEPTUAL
FOR DISCUSSION ONLY

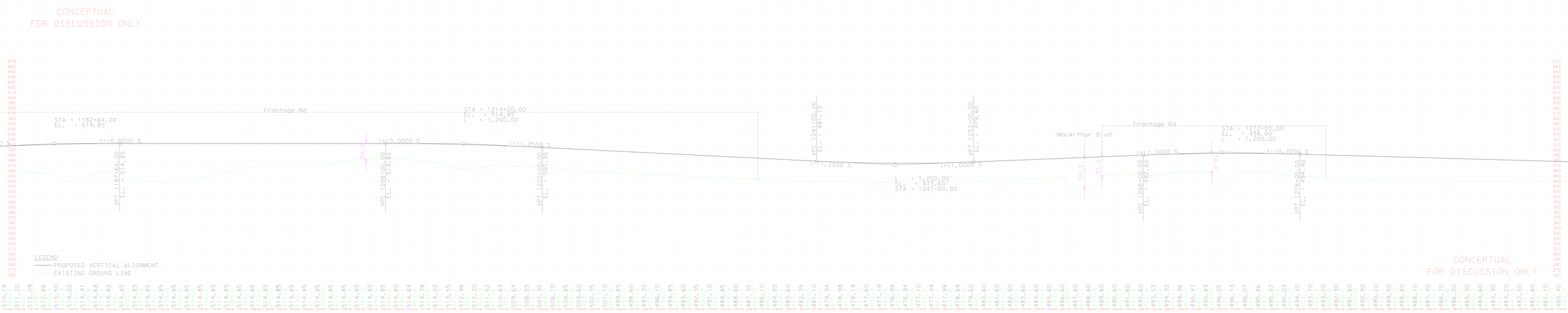

CONCEPTUAL
FOR DISCUSSION ONLY
PARK ROAD
Ramp
N Fielder Rd
Ramp
STA = 740+00.00
EL. = 637.10'
L = 1,000.00'
(+)1.2500 %
(+)0.2500 %
N Davis Dr
L=30
(+)0.2500 %
N Cooper St
STA = 785+00.00
EL. = 648.35'
L = 600.00'
(+)3.5000 %
(-)3.5000 %
82.7'
67.3'
71.5'
VPC 735+00.00
EL. = 630.85
75.4'
VPT 745+00.00
EL. = 638.35
45.6'
59.1'
29.3'
VPC 782+00.00
EL. = 647.60
VPT 786+00.00
EL. = 647.85
VPC 812+00.00
EL. = 553.85
11'8" STRUCTURE DEPTH
17.5' VC
LEGEND
PROPOSED VERTICAL ALIGNMENT
EXISTING GROUND LINE
CONCEPTUAL
FOR DISCUSSION ONLY


CONCEPTUAL
FOR DISCUSSION ONLY
VPT 827+00.00
EL. = 535.10
N Center St
69.0'
67.3'
N Collins St
61.6'
PLATFORM
(-)0.2500 %
= 536.35'
817+00.00
(-)0.2500 %
VPC 859+00.00
EL. = 525.85
Nolan Ryan E py
62.2'
STA = 864+00.00
EL. = 524.60'
CUT AND COVER
VPT 869+00.00
EL. = 517.10
(-)1.5000 %
At&T Way
64.1'
PORTAL
Convention Center Dr
66.2'
Copeland Rd
66.8'
Ballpark Way
102.9'
Copeland Rd
82.2'
VPC 931+00.00
EL. = 494.00
(-)1.5000 %
LEGEND
PROPOSED VERTICAL ALIGNMENT
EXISTING GROUND LINE
CONCEPTUAL
FOR DISCUSSION ONLY

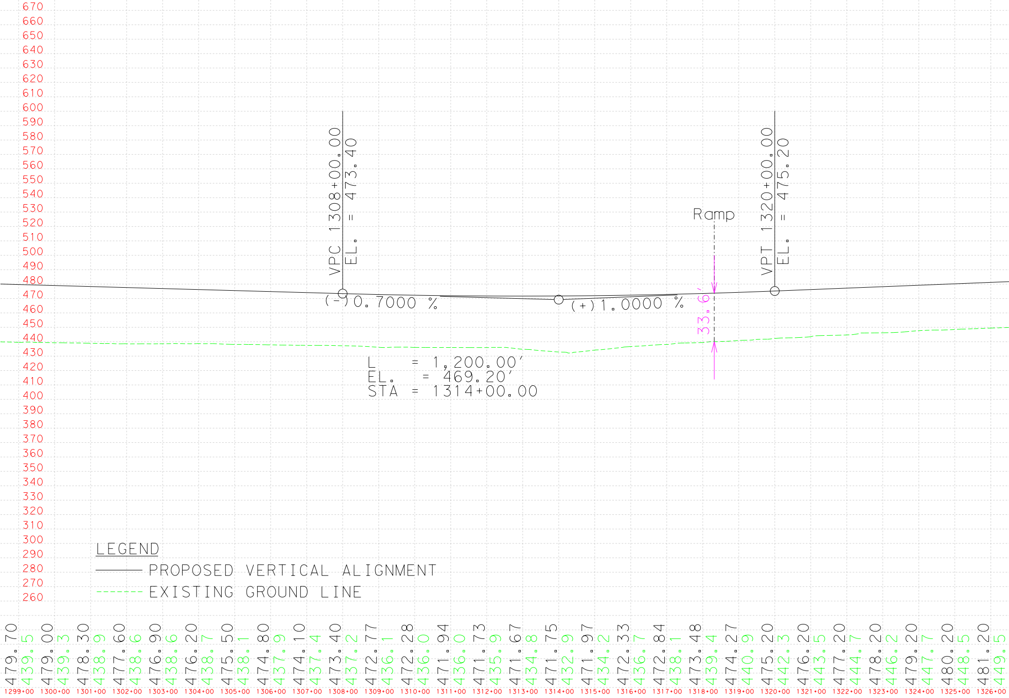
CONCEPTUAL
FOR DISCUSSION ONLY

CONCEPTUAL
FOR DISCUSSION ONLY


CONCEPTUAL
FOR DISCUSSION ONLY
Carrier Pkwy
NW 7th St
PORTAL
Belt Line Rd
VPT 1061+30.00
EL. = 396.81
VPC 1067+00.00
EL. = 406.50
VPT 1087+00.00
EL. = 404.50
VPC 1093+00.00
EL. = 393.10
VPT 1117+00.00
EL. = 400.30
VPC 1138+00.00
EL. = 452.80
VPT 1148+00.00
EL. = 471.55
STA = 1077+00.00
EL. = 423.50'
STA = 1105+00.00
EL. = 370.30'
STA = 1143+00.00
EL. = 465.30'
(+)1.7000 %
(-)1.9000 %
(-)1.9000 %
(+)2.5000 %
(+)2.5000 %
(+)1.2500 %
91.1'
63.2'
68.1'
34.4'
LEGEND
PROPOSED VERTIGAL ALIGNMENT
EXISTING GROUND LINE
CONCEPTUAL
FOR DISCUSSION ONLY


CONCEPTUAL
FOR DISCUSSION ONLY
Frontage Rd
STA = 1182+64.00
EL. = 514.85'
(+)0.0000 %
VPT 1187+64.00
EL. = 514.85
50.0'
VPC 1208+00.00
EL. = 514.85
(+)0.0000 %
STA = 1214+00.00
EL. = 514.85'
L = 1,200.00'
(-)1.2500 %
VPT 1220+00.00
EL. = 507.35
VPC 1241+00.00
EL. = 481.10
(-)1.2500 %
VPT 1255+00.00
EL. = 479.60
L = 1,200.00'
= 473.60'
STA = 1247+00.00
(+)1.0000 %
MacArthur Blvd
54.0'
35.0'
Frontage Rd
STA = 1272+00.00
EL. = 498.60'
L = 1,200.00'
(+)1.0000 %
VPC 1266+00.00
EL. = 492.60
0.7%
(-)0.7000 %
VPT 1278+00.00
EL. = 494.40
LEGEND
PROPOSED VERTICAL ALIGNMENT
EXISTING GROUND LINE
CONCEPTUAL
FOR DISCUSSION ONLY

CONCEPTUAL
FOR DISCUSSION ONLY


670
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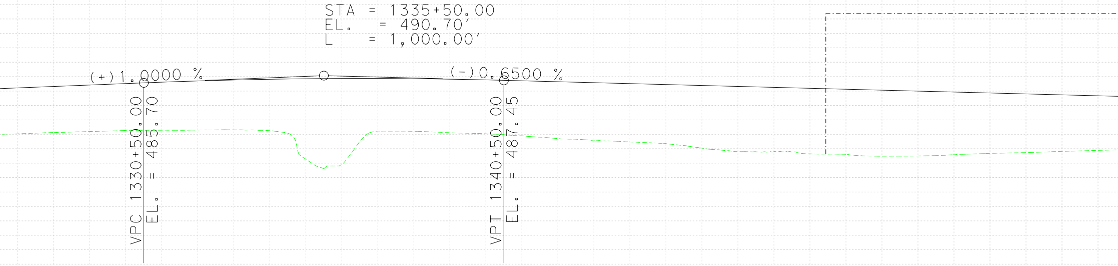
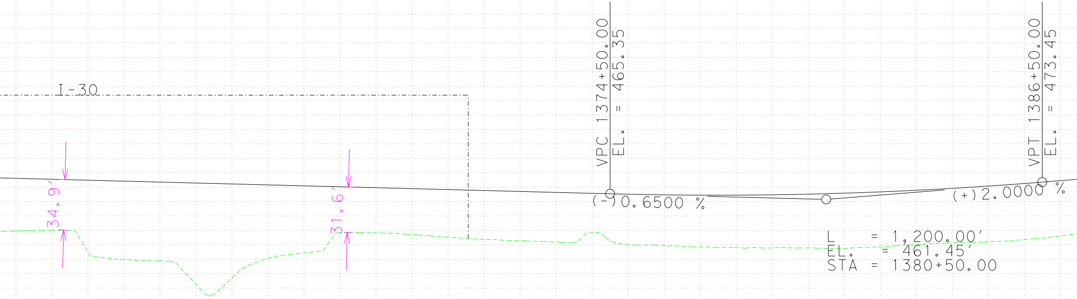
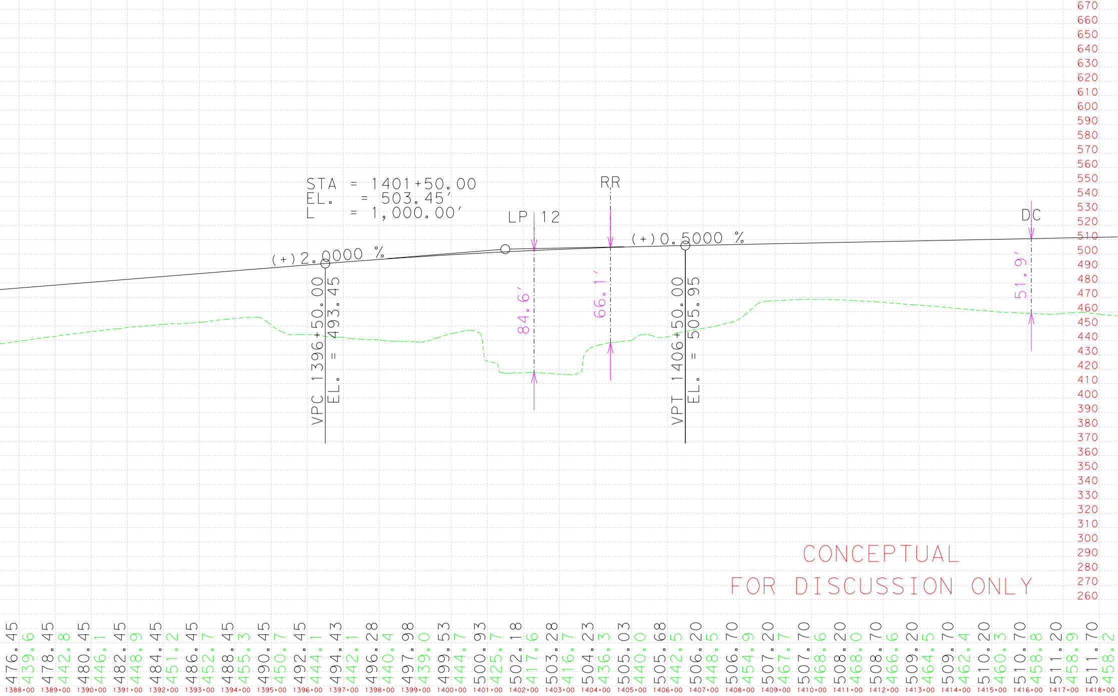
430
420
410
400
390
380
370
360
350
340
330
320
310
300
290
280
270
260
VPC 1308+00.00
EL. = 473.40
VPT 1320+00.00
EL. = 475.20
Ramp
33.6'
(-)0.7000 %
(+)1.0000 %
L = 1,200.00'
EL. = 469.20'
STA = 1314+00.00
LEGEND
PROPOSED VERTICAL ALIGNMENT
EXISTING GROUND LINE
479.70
439.5
1299+00
479.00
439.3
1300+00
478.30
438.9
1301+00
477.60
438.6
1302+00
476.90
438.6
1303+00
476.20
438.7
1304+00
475.50
438.1
1305+00
474.80
437.9
1306+00
474.10
437.4
1307+00
473.40
437.2
1308+00
472.77
436.1
1309+00
472.28
436.0
1310+00
471.94
436.0
1311+00
471.73
435.9
1312+00
471.67
434.8
1313+00
471.75
432.9
1314+00
471.97
434.2
1315+00
472.33
436.7
1316+00
472.84
438.1
1317+00
473.48
439.4
1318+00
474.27
440.9
1319+00
475.20
442.3
1320+00
476.20
443.5
1321+00
477.20
444.7
1322+00
478.20
446.2
1323+00
479.20
447.7
1324+00
480.20
448.5
1325+00
481.20
449.5
1326+00


STA = 1335+50.00
EL. = 490.70'
L = 1,000.00'
(+)1.0000 %
(-)0.6500 %
VPC 1330+50.00
EL. = 485.70
VPT 1340+50.00
EL. = 487.45

1327+00	482.20	450.3
1328+00	483.20	451.2
1329+00	484.20	451.9
1330+00	485.20	452.7
1331+00	486.18	452.8
1332+00	487.01	453.0
1333+00	487.68	453.1
1334+00	488.19	452.6
1335+00	488.53	432.7
1336+00	488.70	429.3
1337+00	488.71	452.2
1338+00	488.56	452.1
1339+00	488.24	451.1
1340+00	487.75	450.3
1341+00	487.13	449.0
1342+00	486.47	447.0
1343+00	485.82	446.0
1344+00	485.18	444.7
1345+00	484.52	443.5
1346+00	483.88	440.4
1347+00	483.22	438.0
1348+00	482.57	438.0
1349+00	481.92	436.5
1350+00	481.27	436.1
1351+00	480.63	434.9
1352+00	479.97	435.0
1353+00	479.32	435.8
1354+00	478.67	436.8
1355+00	478.02	437.3
1356+00	477.38	438.2
1357+00	476.72	438.8


I-30
34.9'
31.6'
VPC 1374+50.00
EL. = 465.35
VPT 1386+50.00
EL. = 473.45
(-)0.6500 %
(+)2.0000 %
L = 1,200.00'
EL. = 461.45'
STA = 1380+50.00

1358+00	476.07	439.6
1359+00	475.42	440.1
1360+00	474.77	424.9
1361+00	474.13	419.7
1362+00	473.47	419.0
1363+00	472.82	402.6
1364+00	472.17	407.1
1365+00	471.52	420.6
1366+00	470.88	424.3
1367+00	470.22	438.6
1368+00	469.57	438.2
1369+00	468.92	437.1
1370+00	468.27	435.3
1371+00	467.62	433.7
1372+00	466.97	432.8
1373+00	466.32	431.9
1374+00	465.67	438.3
1375+00	465.05	430.1
1376+00	464.62	429.5
1377+00	464.42	428.5
1378+00	464.43	428.1
1379+00	464.66	427.9
1380+00	465.12	427.9
1381+00	465.79	427.4
1382+00	466.69	428.5
1383+00	467.80	430.1
1384+00	469.14	431.2
1385+00	470.70	432.1
1386+00	472.48	433.5
1387+00	474.45	436.0


STA = 1401+50.00
EL. = 503.45'
L = 1,000.00'
(+)2.0000 %
(+)0.5000 %
LP 12
RR
DC
VPC 1396+50.00
EL. = 493.45
VPT 1406+50.00
EL. = 505.95
84.6'
66.1'
51.9'
CONCEPTUAL
FOR DISCUSSION ONLY
670
660
650
640
630
620
610
600
590
580
570
560
550
540
530
520
510
500
490
480
470
460
450
440
430
420
410
400
390
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476.45 439.6 1388+00
478.45 442.8 1389+00
480.45 446.1 1390+00
482.45 448.9 1391+00
484.45 451.2 1392+00
486.45 452.7 1393+00
488.45 455.3 1394+00
490.45 450.7 1395+00
492.45 444.1 1396+00
494.43 442.1 1397+00
496.28 440.4 1398+00
497.98 439.0 1399+00
499.53 444.7 1400+00
500.93 425.7 1401+00
502.18 417.6 1402+00
503.28 416.7 1403+00
504.23 436.3 1404+00
505.03 440.0 1405+00
505.68 442.5 1406+00
506.20 448.5 1407+00
506.70 454.9 1408+00
507.20 467.7 1409+00
507.70 468.6 1410+00
508.20 468.0 1411+00
508.70 466.6 1412+00
509.20 464.5 1413+00
509.70 462.4 1414+00
510.20 460.3 1415+00
510.70 458.8 1416+00
511.20 458.9 1417+00
511.70 458.2 1418+00

CONCEPTUAL

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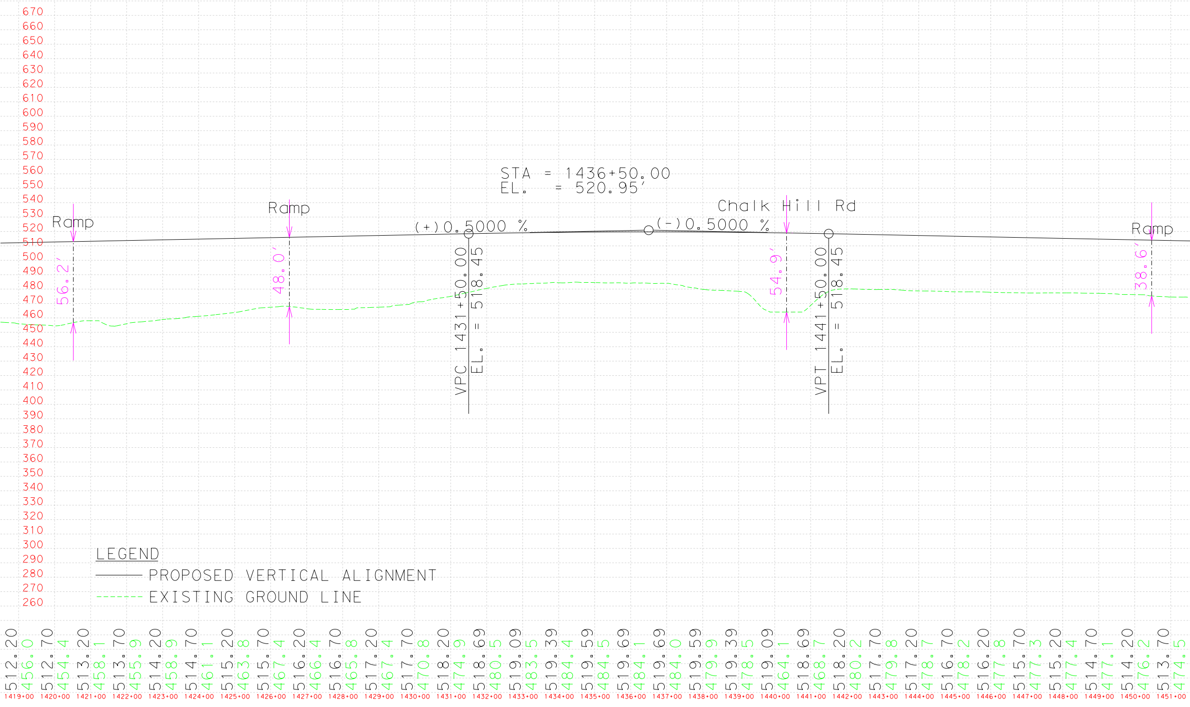
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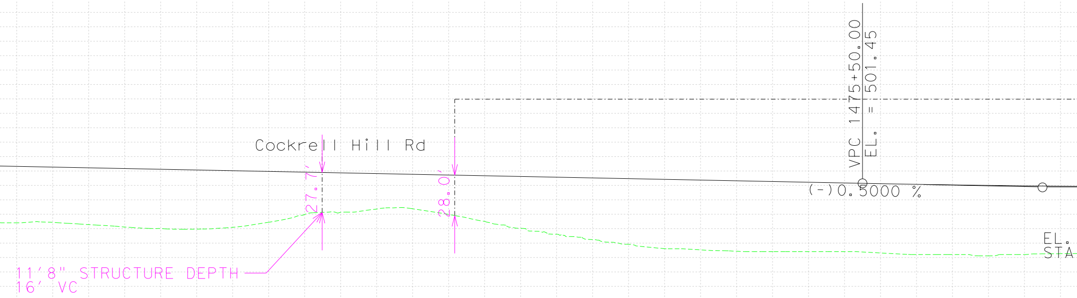
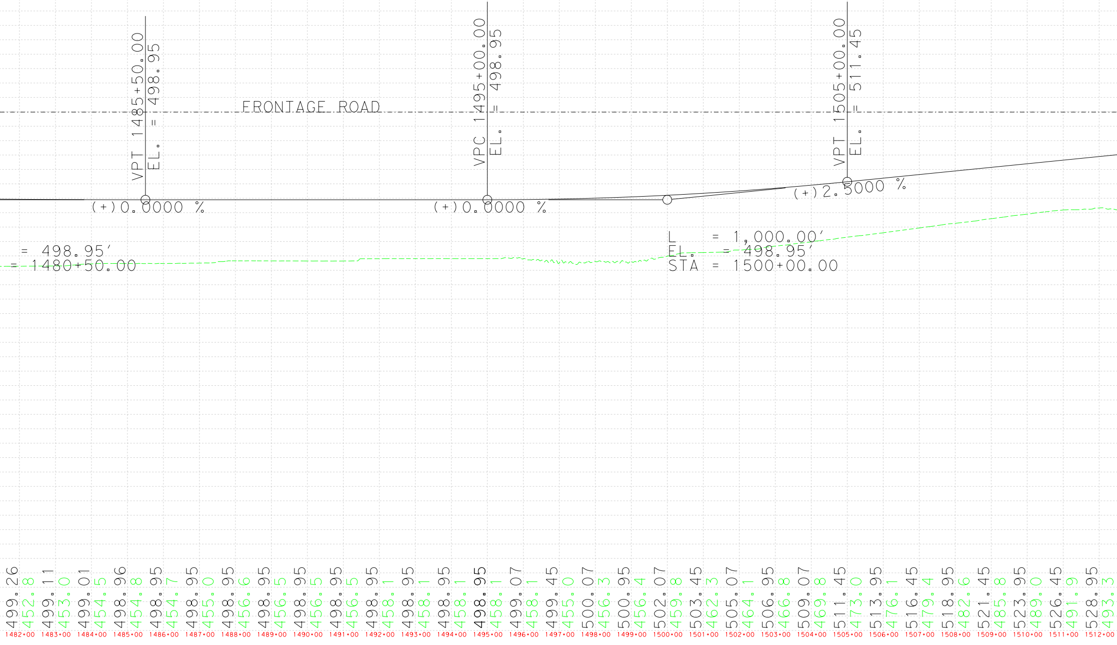
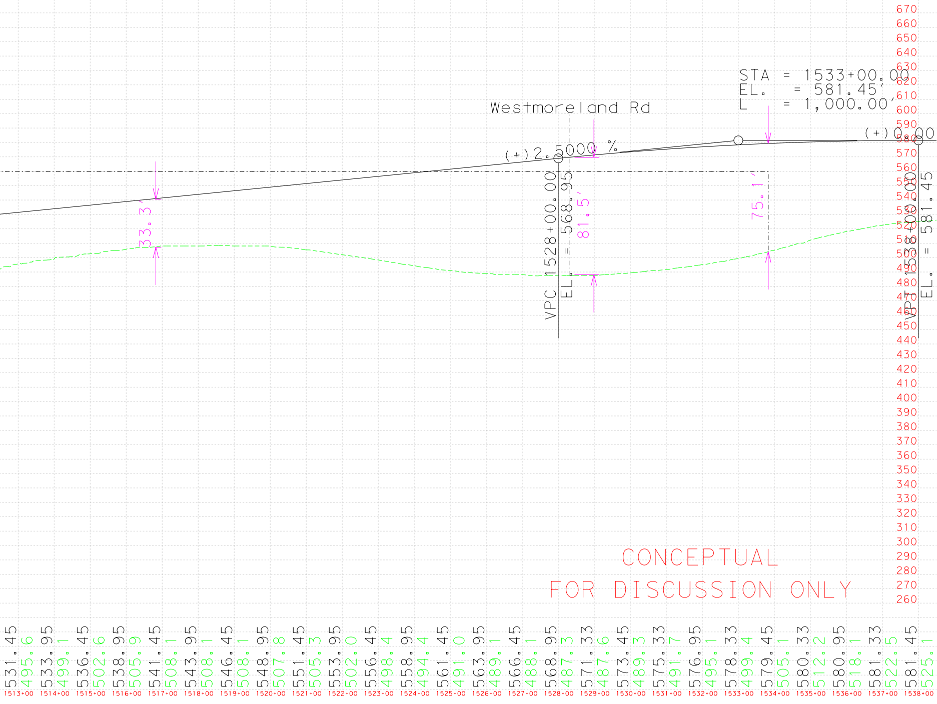
STA = 1436+50.00
EL. = 520.95'
Ramp
56.2'
Ramp
48.0'
(+)0.5000 %
VPC 1431+50.00
EL. = 518.45
(-)0.5000 %
Chalk Hill Rd
54.9'
VPT 1441+50.00
EL. = 518.45
Ramp
38.6'
LEGEND
PROPOSED VERTICAL ALIGNMENT
EXISTING GROUND LINE
512.20 456.0 1419+00
512.70 454.4 1420+00
513.20 458.1 1421+00
513.70 455.9 1422+00
514.20 458.9 1423+00
514.70 461.1 1424+00
515.20 463.8 1425+00
515.70 467.4 1426+00
516.20 466.4 1427+00
516.70 465.8 1428+00
517.20 467.4 1429+00
517.70 470.8 1430+00
518.20 474.9 1431+00
518.69 480.5 1432+00
519.09 483.5 1433+00
519.39 484.4 1434+00
519.59 484.5 1435+00
519.69 484.1 1436+00
519.69 484.0 1437+00
519.59 479.9 1438+00
519.39 478.5 1439+00
519.09 464.1 1440+00
518.69 468.7 1441+00
518.20 480.2 1442+00
517.70 479.8 1443+00
517.20 478.7 1444+00
516.70 478.2 1445+00
516.20 477.8 1446+00
515.70 477.3 1447+00
515.20 477.4 1448+00
514.70 477.1 1449+00
514.20 476.2 1450+00
513.70 474.5 1451+00


VPC 1475+50.00
EL. = 501.45
Cockrell Hill Rd
27.7'
28.0'
(-)0.5000 %
EL.
STA
11'8" STRUCTURE DEPTH
16' VC

1452+00	1453+00	1454+00	1455+00	1456+00	1457+00	1458+00	1459+00	1460+00	1461+00	1462+00	1463+00	1464+00	1465+00	1466+00
513.20	512.70	512.20	511.70	511.20	510.70	510.20	509.70	509.20	508.70	508.20	507.70	507.20	506.70	506.20
474.1	474.4	472.8	471.1	470.1	469.7	471.0	474.4	479.9	481.4	483.6	483.8	479.9	475.1	470.3

1467+00	1468+00	1469+00	1470+00	1471+00	1472+00	1473+00	1474+00	1475+00	1476+00	1477+00	1478+00	1479+00	1480+00	1481+00
505.70	505.20	504.70	504.20	503.70	503.20	502.70	502.20	501.70	501.21	500.76	500.36	500.01	499.71	499.46
466.1	462.4	459.1	456.1	455.3	454.4	454.1	454.1	454.1	453.1	452.1	452.1	451.1	452.1	452.6


FRONTAGE ROAD
VPT 1485+50.00
EL. = 498.95
VPC 1495+00.00
EL. = 498.95
VPT 1505+00.00
EL. = 511.45
(+)0.0000 %
(+)0.0000 %
(+)2.5000 %
= 498.95'
= 1480+50.00
L = 1,000.00'
EL. = 498.95'
STA = 1500+00.00
499.26
452.8
1482+00
499.11
453.0
1483+00
499.01
454.5
1484+00
498.96
454.8
1485+00
498.95
454.7
1486+00
498.95
455.0
1487+00
498.95
456.6
1488+00
498.95
456.5
1489+00
498.95
456.5
1490+00
498.95
456.5
1491+00
498.95
458.1
1492+00
498.95
458.1
1493+00
498.95
458.1
1494+00
498.95
458.1
1495+00
499.07
458.1
1496+00
499.45
455.0
1497+00
500.07
456.3
1498+00
500.95
456.4
1499+00
502.07
459.8
1500+00
503.45
462.3
1501+00
505.07
464.1
1502+00
506.95
466.8
1503+00
509.07
469.8
1504+00
511.45
473.0
1505+00
513.95
476.1
1506+00
516.45
479.4
1507+00
518.95
482.6
1508+00
521.45
485.8
1509+00
523.95
489.0
1510+00
526.45
491.9
1511+00
528.95
493.3
1512+00


Westmoreland Rd
STA = 1533+00.00
EL. = 581.45'
L = 1,000.00'
(+)2.5000 %
(+)0.00
VPC 1528+00.00
EL. = 568.95
VPT 1538+00.00
EL. = 581.45
33.3'
81.5'
75.1'
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531.45
495.6
533.95
499.1
536.45
502.6
538.95
505.9
541.45
508.1
543.95
508.1
546.45
508.1
548.95
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553.95
502.0
556.45
498.4
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491.0
563.95
489.1
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488.1
568.95
487.3
571.33
487.6
573.45
489.3
575.33
491.7
576.95
495.1
578.33
499.4
579.45
505.1
580.33
512.2
580.95
518.1
581.33
522.5
581.45
525.1
1513+00
1514+00
1515+00
1516+00
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1537+00
1538+00

CONCEPTUAL

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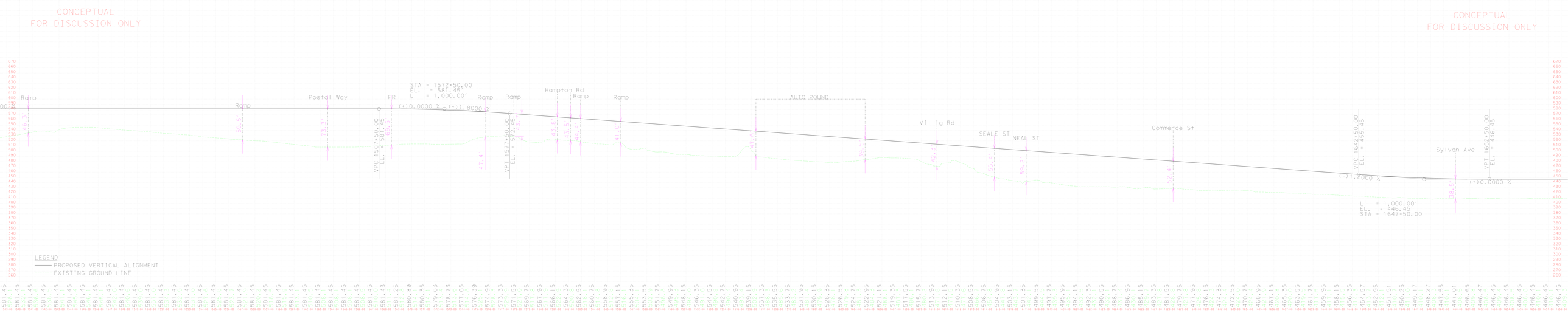

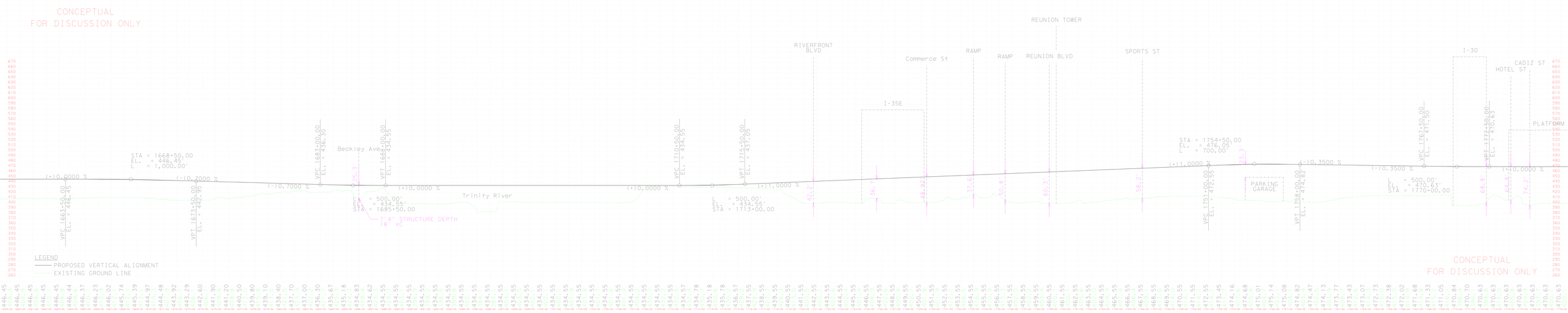
CONCEPTUAL
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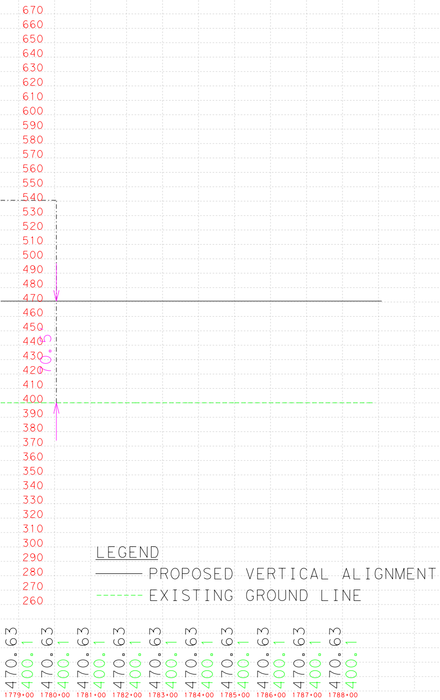
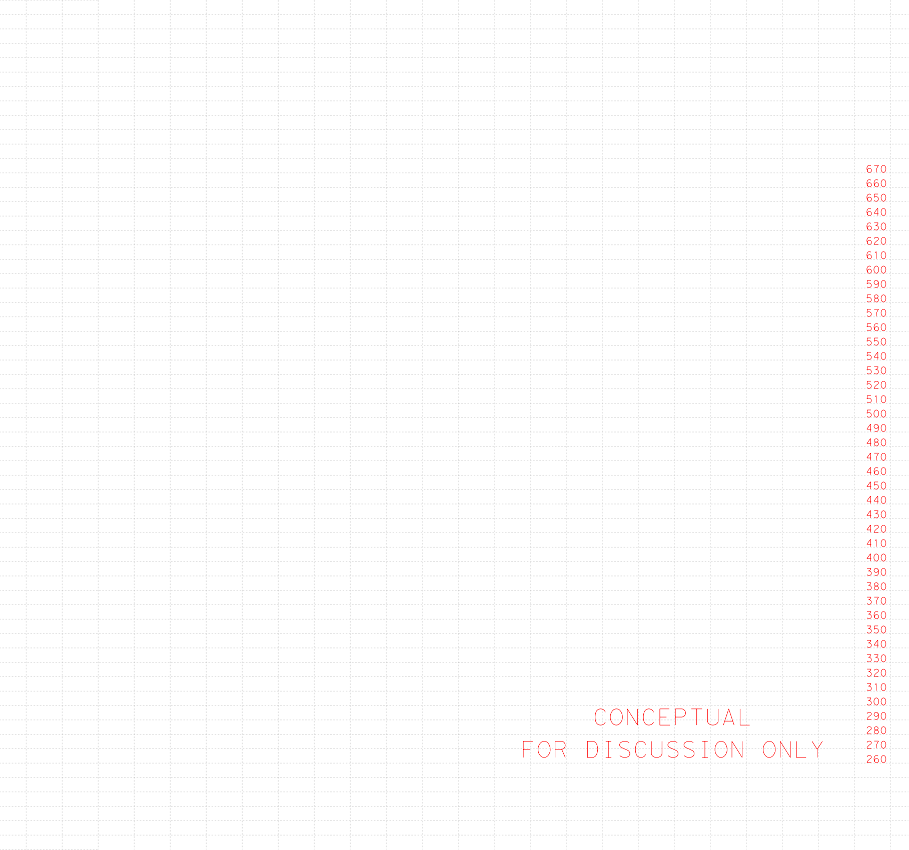
REUNION TOWER
RIVERFRONT BLVD
Commerce St
RAMP
RAMP
REUNION BLVD
SPORTS ST
I-35E
I-30
CADIZ ST
HOTEL ST
PLATFORM
Beckley Ave
Trinity River
PARKING GARAGE
STA = 1668+50.00
EL. = 446.45'
= 1,000.00'
(+)0.0000 %
(-)0.7000 %
(+)0.0000 %
(+)1.0000 %
(+)0.3500 %
(-)0.3500 %
(+)0.0000 %
VPC 1663+50.00
EL. = 446.45
VPT 1673+50.00
EL. = 442.95
VPC 1683+00.00
EL. = 436.30
VPT 1685+00.00
EL. = 434.55
VPC 1710+50.00
EL. = 434.55
VPT 1716+50.00
EL. = 437.05
VPC 1751+00.00
EL. = 472.55
VPT 1756+00.00
EL. = 474.62
VPC 1767+50.00
EL. = 471.50
VPT 1772+50.00
EL. = 470.63
STA = 1754+50.00
EL. = 476.05'
= 700.00'
= 500.00'
= 434.55'
STA = 1685+50.00
= 500.00'
= 434.55'
STA = 1713+00.00
= 500.00'
EL. = 470.63'
STA = 1770+00.00
7'4" STRUCTURE DEPTH
18" VC
63.7'
42.2'
36.7'
48.0'
37.6'
50.8'
60.3'
59.2'
64.8'
64.8'
74.2'
LEGEND
PROPOSED VERTICAL ALIGNMENT
EXISTING GROUND LINE
CONCEPTUAL
FOR DISCUSSION ONLY

CONCEPTUAL

FOR DISCUSSION ONLY

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CONCEPTUAL
FOR DISCUSSION ONLY