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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Dallas-Fort Worth High-Speed Transportation Connections Study

September 2021

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1.0 INTRODUCTION

The North Central Texas Council of Governments (NCTCOG), in cooperation with the Federal Railroad Administration (FRA) and Federal Transit Administration (FTA), is conducting engineering and environmental studies for the high-speed passenger service between downtown Dallas and downtown Fort Worth; a distance of approximately 31 miles. Locally, the project is known as the Dallas-Fort Worth High-Speed Transportation Connections Study.

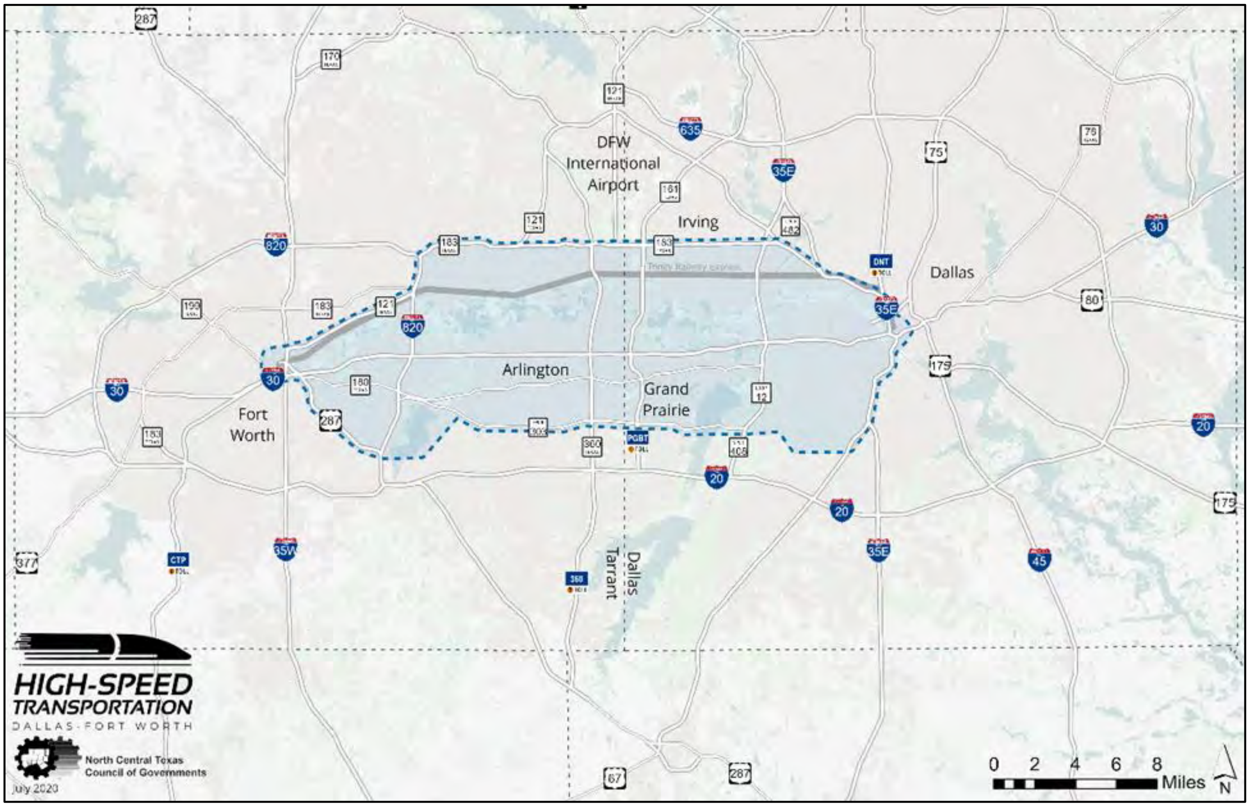
The Dallas-Fort Worth High-Speed Transportation Connections Study is evaluating high-speed options in the Dallas-Arlington-Fort Worth corridor by analyzing potential routes, technology alternatives, operations/service planning, and preparing preliminary engineering and environmental documentation for high-speed passenger service. Conventional, higher speed, and high-speed passenger rail, magnetic levitation (maglev), next generation magnetic levitation (e.g., hyperloop), and other emerging technologies were considered. The project scope of work consists of two phases. Phase 1, the subject of this report, developed and evaluated transportation technologies and alignments. Phase 2 will refine and evaluate the reasonable alternatives recommended in Phase 1 and document these efforts in the National Environmental Policy Act process.

During Phase 1, a three-level screening process was used to evaluate potential alignment options and transportation modes. To support the evaluation of the alignment options in the Level 3 screening, the alignments were developed to a 5 percent design to inform the evaluation. The purpose of this report is to summarize the development of the 5 percent design. Further details on all three levels of the screening process and results are in the Phase 1 Alternative Analysis Final Report.

2.0 STUDY AREA

The study area is approximately bounded by Interstate Highway (I-) 35E, I-35W, State Highway (SH) 183, and US 287/Spur 303/Loop 12. The study area traverses Dallas and Tarrant counties and the cities of Dallas, Irving, Cockrell Hill, Grand Prairie, Arlington, Pantego, Dalworthington Gardens, Hurst, Euless, Bedford, Richland Hills, North Richland Hills, Haltom City, and Fort Worth. Figure 1 shows the study area that covers over 230 square miles.

Figure 1: Study Area

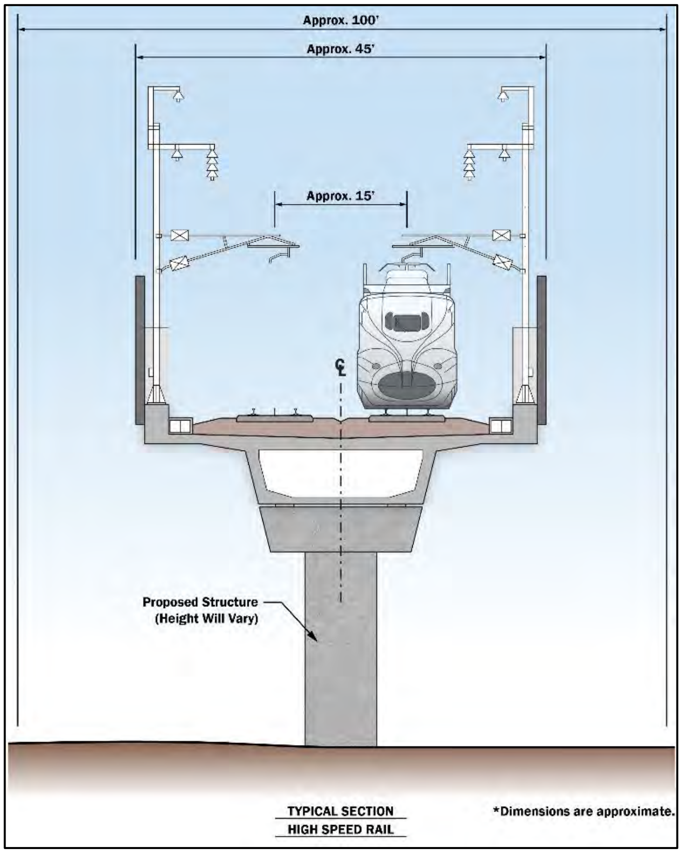


3.0 MODES OF TRANSPORTATION

Through the Level 1 and Level 2 screening process, the transportation modes of conventional rail, higher-speed rail, and emerging technologies were eliminated as viable options for this study. The three modes progressing into Level 3 screening are described in the following sections. Refer to the DFWHSTC Alternatives Analysis Final Report for additional information regarding the alternative screening process and the screening results.

3.1 High-Speed Rail

Figure 2: High-Speed Rail Typical Section



Mode Description: High-speed rail is the designation given to trains that operate at speeds significantly faster than conventional trains. High-speed rail rolling stock is powered through electricity supplied by overhead catenary.

Operating Speed: Operating speed ranges for high-speed rail varies between various industry standards. For this study, the maximum anticipated operating speed for high-speed rail is designated as 250 mph. The minimum operating speeds for high-speed rail and the maximum operating speed for higher-speed rail may overlap, but is generally around 150 mph. The highest recorded speed for a high-speed rail is 357 mph by the TVG train operated by SNCF.

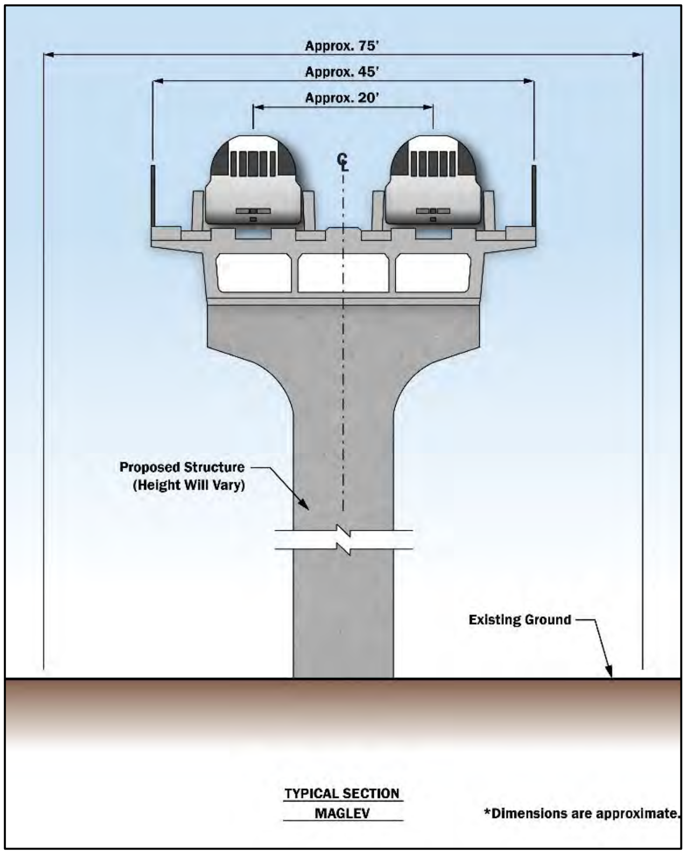
Infrastructure: High-speed rail trains operate in dedicated grade-separated corridors in aerial (viaducts or bridges), at-grade, or below grade (trench or tunnel) configurations. High-speed rail infrastructure includes trackwork, overhead catenary systems on the guideway infrastructure and includes wayside features such as traction power substations, communications houses, and signals houses. Refer to Figure 2 to view the High-Speed Rail Typical Section.

High-speed rail stations are located adjacent to a tangent (straight) section of the mainline track and often incorporate multiple platforms to accommodate passenger access. Station facilities function similarly to airport terminals from a security and passenger flow perspective and are usually integrated with adjacent commercial development. High-speed rail maintenance facilities require a footprint large enough to accommodate a rail yard and maintenance building with a sufficient number of bays to meet the operational needs of the system. The substantial length of high-speed rail train sets necessitates relatively long rail yards and supporting facilities.

Design Criteria: High-speed rail is a well-established mode of transportation in Europe and Asia and is currently under construction in California. Design-criteria for high-speed rail has been developed and implemented by multiple industry and governmental entities. See Appendix K to view summary design criteria for high-speed rail.

3.2 Magnetic Levitation

Figure 3: Maglev Typical Section



Mode Description: Magnetic levitation or maglev is a train propelled by magnetic force generated by the attraction or repulsion forces of superconducting electromagnets configured as a linear motor. Maglev is powered through electricity supplied to the electromagnets housed within the infrastructure.

Operating Speed: For the purpose of this study, the maximum anticipated operating speed for maglev is designated as 300 mph. The highest recorded speed for a maglev train is 374 mph by the Central Japan Railway Company.

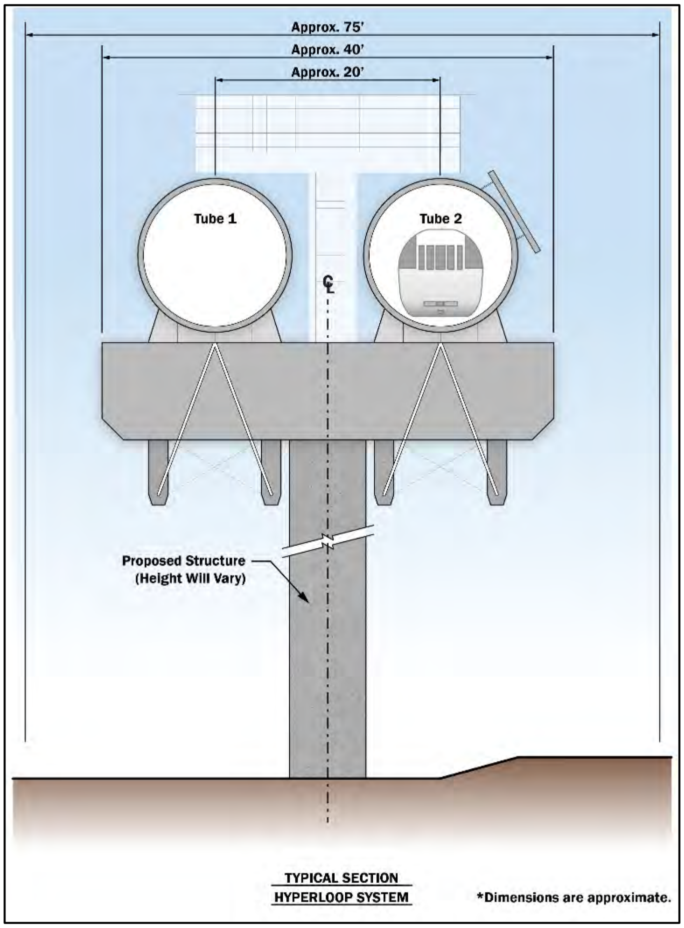
Infrastructure: Maglev trains operate in dedicated grade-separated corridors in aerial (viaducts or bridges) or below grade (trench or tunnel) configurations. Most maglev system are configured on aerial viaduct structures. Maglev infrastructure includes superconducting electromagnets located within the guideway infrastructure, and includes wayside features such as traction power substations, communications houses, and signals houses. Refer to Figure 3 to view the Maglev Typical Section.

Maglev stations are located adjacent to the corridor infrastructure and may include multiple platforms for passenger access. The size and configuration of stations vary dependent upon the age and location of the system. Maglev vehicle maintenance facilities are similar in configuration to facilities for high-speed rail and are equipped to support maintenance operations on maglev vehicle components, to include to electromagnetic propulsion system.

Design Criteria: Maglev systems currently operate in Japan, South Korea, and China. There is less than 100 miles of maglev in operation throughout the world today and there are no industry established design standards for this technology. Design criteria were developed for each project. See Appendix K to view summary design criteria for maglev.

3.3 Hyperloop

Figure 4: Hyperloop Typical Section



Mode Description: Hyperloop is a mode of high-speed transportation where pods travel within a low-pressure tube using electromagnet propulsion similar to maglev. The low-pressure environment provides reduced drag on the pod, allowing it to achieve very high operating speeds.

Operating Speed: For the purpose of this study, the maximum anticipated operating speed for hyperloop is designated as 650 mph. The highest published speed achieved by a hyperloop scale test model is 621 mph by the South Korea Railroad Research Institute.

Infrastructure: Hyperloop operates in low pressure tubes configured in dedicated grade-separated corridors along aerial structures (viaducts or bridges) or below grade in tunnels. Most hyperloop developers incorporate the majority of the propulsion, electrification, and communications components into the passenger pod itself as opposed to being incorporated into the guideway infrastructure. Hyperloop infrastructure includes wayside features such as traction power substations, vacuum stations, communications houses, and signals houses. Refer to Figure 4 to view the Hyperloop Typical Section.

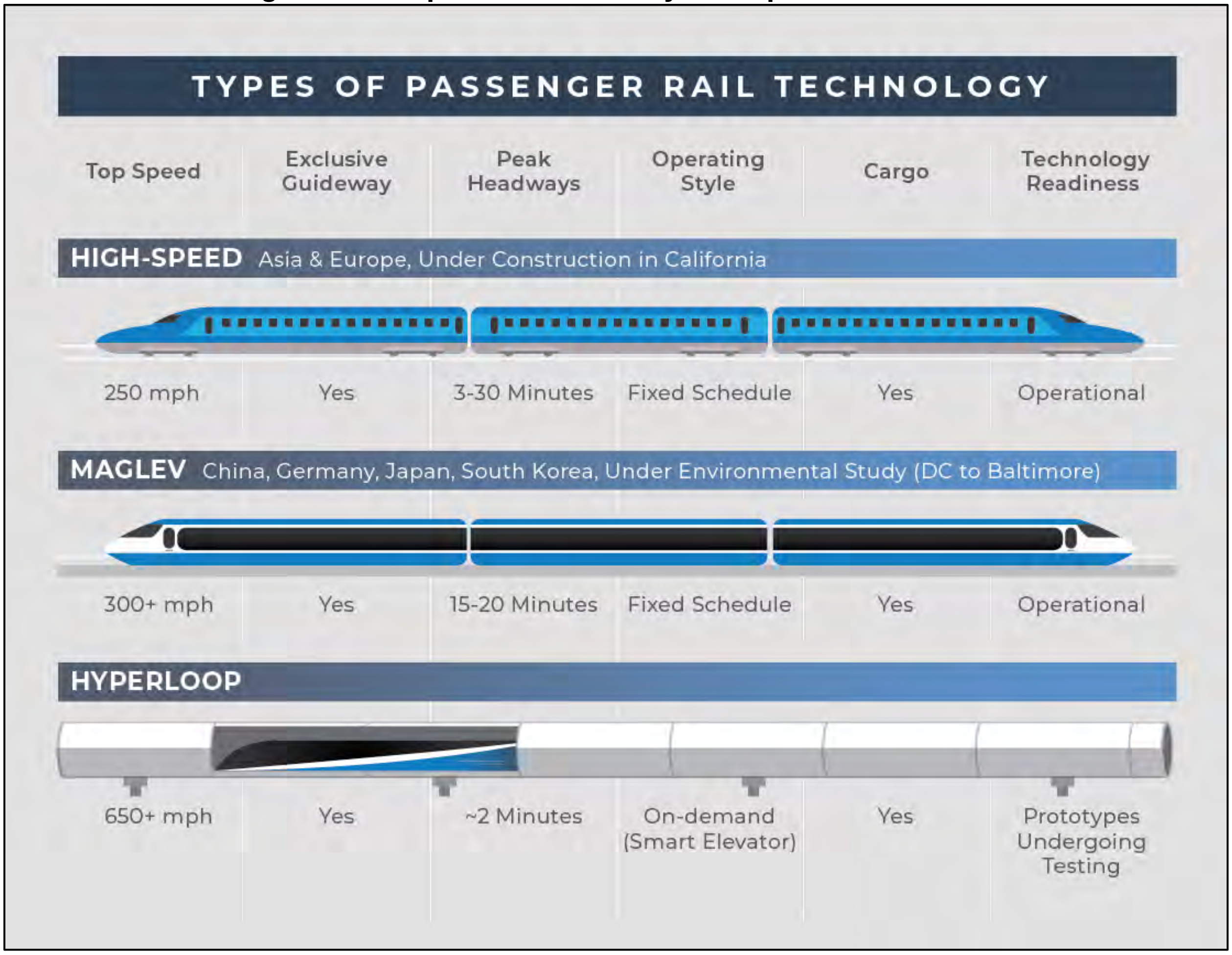
Hyperloop station and maintenance facilities can be located adjacent to mainline tubes or on non-adjacent properties accessed from secondary tubes connected to the mainline tube network. Stations provide multimodal access and multiuse commercial development opportunities to the surrounding community. Facility sizes are scalable based upon the operational needs of the system and can be added at any location along the corridor with slight infrastructure modifications to incorporate secondary access tubes at the proposed facility site.

Design Criteria: Design criteria is under development by each hyperloop provider and is uniquely tailored for the specific features of each independent hyperloop system. Efforts are underway to develop a unified hyperloop standard in Europe. See Appendix K to view summary design criteria for hyperloop.

3.4 Overview of Transportation Modes

A comparison of fundamental high-speed transportation characteristic is shown in Figure 5 for the three technologies considered during the 5 percent design.

Figure 5. Comparison of Primary Transportation Modes



4.0 ALTERNATIVE ALIGNMENTS

Figure 6: Study Area with Initial Alternative Alignments

This study builds upon work completed for previous high-speed transportation studies in the study area. Based on technology requirements and previous studies, new alignments and previously considered alignments with some revisions were developed. Additionally, public and stakeholder input was obtained through public and stakeholder meetings prior to finalizing the initial set of alternatives. The alignments identified in Figure 6 were grouped into five corridor families Trinity Railway Express alignments, West Fork Trinity River alignments, IH-30 alignments, SH 180 alignments, and SH 303 alignments. See Appendix A to view the initial set of alignment alternatives and the alignments advancing through Level 1, Level 2, and Level 3 of the screening process.

4.1 Alignments Advancing to 5 Percent Design

The number of viable alternatives was reduced to 10 alignments through the Level 2 screening process. Alignments advancing into Level 3 screening formed the basis for the concepts developed through the 5 percent design process. Refer to Figure 7 to view these alignments.

Figure 7: Conceptual 5% Design Alignments

4.2 Development Process

Throughout the design concept development process, the Project Team collaborated with project stakeholders such as TxDOT Dallas District, TxDOT Fort Worth District, North Texas Tollway Authority, and Union Pacific Railroad (UPRR) through one-on-one meetings. NCTCOG also invited representatives from all local municipalities, transit providers, and jurisdictional authorities to participate in Technical Work Group meetings to provide input on all aspects of concept development. Additionally, meetings with federal and state resource agencies and public meetings were held to solicit input. Two major considerations for the advancement of the 5 percent design concept were design coordination with UPRR along the SH 180 alignments and design coordination with TxDOT along the I-30 alignments.

UPRR provided the “Union Pacific High and Higher Speed Passenger Rail Access Principles” as guideline for designing high-speed transportation infrastructure in the vicinity of the UPRR corridor (see Appendix B). These guidelines include a 102-foot buffer from the UPRR right-of-way line to the centerline of the adjacent high-speed corridor trackway. When applying this buffer to the DFWHSTC alignments along UPRR right-of-way, substantial impacts to private property along the UPRR corridor were identified. As a result, considerations were made to adjust the SH 180 alignments to existing roadway right-of-way in Fort Worth and Arlington.

TxDOT Dallas District stated the I-30 corridor in Dallas County has been reconstructed and is primarily in its ultimate configuration. However, the TxDOT Fort Worth District will soon begin efforts to redesigned and reconstructed a significant portion of the I-30 corridor in Tarrant

County. NCTCOG and the TxDOT Fort Worth District are working closely together to develop an integrated design solution that would incorporate the high-speed transportation infrastructure into the reconfigured I-30 corridor in Tarrant County.

Alignments along I-30 were placed primarily within the existing roadway right-of-way when possible. The I-30 corridor includes several major roadway interchanges such as I-30/I-820, I-30/State Highway 360, I-30/President George Bush Turnpike (State Highway 161), and I-30/Loop 12. Initial review of the horizontal and vertical alignments was conducted to determine the feasibility of corridors aligning through these interchange areas. Options reviewed included:

- Use of existing managed lanes in the center of I-30.
- Horizontal alignment adjustments around the interchanges based on vertical constraints.
- Potential depressed/trench/underground options through and around interchanges

The Project Team will continue to coordinate infrastructure design with TxDOT during design concept advancement throughout Phase 2 of the study.

4.3 Design Assumptions

The following general design assumptions were applied to concepts developed for each alternative alignment.

- Maintain the conceptual intent of the alignment concepts as presented during the Level 2 screening analysis. Avoid deviating significantly from these alignment concepts during the 5 percent design.
- Adjust alignments as needed to achieve priorities such as maintain the use of public transportation right-of-way, and avoiding critical infrastructure, private properties, and sensitive environmental areas when reasonable. Examples of environmentally sensitive areas include features such as wetlands, wildlife habitats, areas of historical or cultural significance, biological resources, and parks.
- Guideway will be 100 percent elevated.
- Double track (or double tube) along the entire length of corridor with centerline line spacing that complies with design criteria for each mode of transportation.
- Placement of high-speed transportation operational infrastructure, such as crossovers, turnouts, and hyperloop equivalents were not evaluated but will be considered in future design phases.

4.4 Alignments Details

The alignments in the conceptual 5 percent design are within the general vicinity of the I-30 and SH 180 corridors. As engineering principles were applied to the alignments, refinements were made resulting in the 5 percent design concepts. Plan layouts of the alignments can be seen in the 5 percent design drawings.

The 5 percent design was intended to support the application of evaluation criteria from the Level 3 screening process to help determine primary corridor alignments. To supplement the level three alignment screening evaluation, the project team began developing initial concepts for urban center connections of the alignments for both downtown Dallas and downtown Fort Worth (see Section 4.4.1.10). These urban center connection concepts were developed independent of the Level 3 alignments due to the minimal available access points for a high-speed facility to the downtown areas and the complex nature of dense existing and planned infrastructure surrounding each downtown station. The urban center connection concepts will be developed during the 15 percent design process through collaboration with stakeholders and jurisdictional authorities.

4.4.1 Horizontal Alignment Review

Each horizontal alignment that continued from the Level 2 screening process was reviewed from a high-level engineering perspective with adjustments and variations made as needed to accommodate right-of-way and other constraints identified during the engineering and environmental review. The following subsections describe each alignment with additional information in Appendix C.

4.4.1.1 Alignment 12

Alignment 12 follows the I-30 corridor between downtown Fort Worth to just east of Legends Way. It then heads northeast to East Lamar Boulevard/Avenue H, crosses State Highway 360, and then southeast back to the I-30 corridor near Great Southwest Parkway. From there, the alignment continues along the I-30 corridor to Loop 12 where it transitions to follow next to UPRR right-of-way to downtown Dallas. Details of Alignment 12 include:

- North side of I-30 from downtown Fort Worth to Cooper Street in Arlington
- South side of I-30 from Cooper Street to Legends Way
- North side of I-30/State Highway 360 interchange
- South side of I-30 from Great Southwest Parkway to Carrier Parkway
- North side of I-30 from Carrier Parkway to the Loop 12 interchange
- Follows north side of UPRR Dallas Subdivision corridor (outside of right-of-way) from Loop 12 to the Trinity River

Refinement from the Level 2 concept included a shift of the alignment north of East Lamar Boulevard at State Highway 360 to avoid the West Fork Cemetery.

4.4.1.2 Alignment 13

Alignment 13 follows the I-30 corridor from downtown Fort Worth to Loop 12. At Loop 12 it transitions to follow next to UPRR right-of-way to Dallas. Details of Alignment 13 include:

- North side of I-30 from downtown Fort Worth to Cooper Street in Arlington
- South side of I-30 from Cooper Street to Carrier Parkway
- North side of I-30 from Carrier Parkway to the Loop 12 interchange
- Follows north side of UPRR Dallas Subdivision corridor (outside of right-of-way) from Loop 12 to the Trinity River

4.4.1.3 Alignment 14

Alignment 14 follows the I-30 corridor between downtown Fort Worth and east of Ballpark Way. It then heads southeast to follow along Avenue E/Tarrant Road, crosses State Highway 360, and then northeast back to the I-30 corridor near Carrier Parkway. From there, the alignment continues along the I-30 corridor to Loop 12 where it transitions to follow next to UPRR right-of-way to Dallas. Details of Alignment 14 include:

- North side of I-30 from downtown Fort Worth to Cooper Street in Arlington
- South side of I-30 from Cooper Street to East Copeland Road
- South side of I-30/State Highway 360 interchange onto Avenue E/Tarrant Road
- North side of I-30 from Carrier Parkway to the Loop 12 interchange
- Follows north side of UPRR Dallas Subdivision corridor (outside of right-of-way) from Loop 12 to the Trinity River

4.4.1.4 Alignment 15

Alignment 15 follows the I-30 corridor from downtown Fort Worth to Hampton Road in Dallas where it transitions to follow next to the UPRR right-of-way to Dallas. Details of Alignment 15 include:

- North side of I-30 from downtown Fort Worth to Cooper Street in Arlington
- South side of I-30 from Cooper Street to Carrier Parkway
- North side of I-30 from Carrier Parkway to Hampton Road
- Follows north side of UPRR Dallas Subdivision corridor (outside of right-of-way) from west of Sylvan Avenue to the Trinity River

4.4.1.5 Alignment 17

Alignment 17 follows the I-30 corridor between downtown Fort Worth and east of Ballpark Way. It then heads southeast to follow along Avenue E/Tarrant Road, crosses State Highway 360, and then northeast back to the I-30 corridor near Carrier Parkway. From there, the alignment continues along the I-30 corridor to Hampton Road where it transitions to follow next to UPRR right-of-way to Dallas. Details of Alignment 17 include:

- North side of I-30 from downtown Fort Worth to Cooper Street in Arlington
- South side of I-30 from Cooper Street to East Copeland Road
- South side of I-30/State Highway 360 interchange onto Avenue E/Tarrant Road
- North side of I-30 from Carrier Parkway to Hampton Road
- Follows south side of UPRR Dallas Subdivision corridor (outside of right-of-way) from west of Sylvan Avenue to the Trinity River

4.4.1.6 Alignment 18

Alignment 18 follows the I-30 corridor between downtown Fort Worth and east of Legends Way. It then heads northeast to East Lamar Boulevard/Avenue H, crosses State Highway 360, and then southeast back to the I-30 corridor near Great Southwest Parkway. From there, the alignment continues along the I-30 corridor to Hampton Road where it transitions to follow next to UPRR right-of-way to Dallas. Details of Alignment 12 include:

- North side of I-30 from downtown Fort Worth to Cooper Street in Arlington
- South side of I-30 from Cooper Street to Legends Way
- North side of I-30/State Highway 360 interchange
- South side of I-30 from Great Southwest Parkway to Carrier Parkway
- North side of I-30 from Carrier Parkway to Hampton Road
- Follows north side of UPRR Dallas Subdivision corridor (outside of right-of-way) from west of Sylvan Avenue to the Trinity River

Refinement from Level 2 included a shift of the alignment north of East Lamar Boulevard at State Highway 360 to avoid the West Fork Cemetery.

4.4.1.7 Alignment 30

Alignment 30 follows the I-30 corridor between downtown Fort Worth and Collins Street, and then heads southeast to follow Randol Mill Road to Great Southwest Parkway. It continues further southeast to follow Dalworth Street to Jefferson Boulevard. At Hensley Field Drive, the alignment transitions to follow next to the UPRR right-of-way to Dallas. Details of Alignment 30 include:

- North side of I-30 from Fort Worth to Collins Street in Arlington
- Crosses I-30 and heads southeast across Legends Way and Ballpark Way before following Randol Mill Road.
- Connects with Dalworth Street and then onto Jefferson Boulevard
- Follows south side of UPRR Dallas Subdivision corridor (outside of right-of-way) to Trinity River

4.4.1.8 Alignment 31

Alignment 31 follows the State Highway 180 corridor from downtown Fort Worth to west of Davis Drive where it then transitions to follow next to the UPRR right-of-way and Front Street. The alignment transitions northeast back to State Highway 180 from Collins Street to east of Great Southwest Parkway where it crosses over the UPRR right-of-way to Jefferson Street. The alignment follows along Jefferson Street to Hensley Field Drive where the alignment transitions to follow next to the UPRR right-of-way to Dallas. Details of Alignment 31 include:

- Follow State Highway 180 from downtown Fort Worth to west of Davis Drive
- Crosses to south side of UPRR corridor onto Jefferson Street until east of Great Southwest Parkway
- Follows south side of UPRR Dallas Subdivision corridor (outside of right-of-way) to Trinity River

Refinements from Level 2 include:

- From I-30 interchange to east of I-820: the alignment was revised from 102-foot north of the UPRR right-of-way to the State Highway 180 alignment.
- From Green Oaks Boulevard to South Fielder Road: the alignment was revised from 102-foot north of the UPRR right-of-way to the State Highway 180 alignment. The shift also included optimizing the alignment from Green Oaks Boulevard to approximately North Bowen Road. Optimizing the alignment does not fall within public right-of-way.
- From North Mesquite Street to General Motors Plant (southwest quadrant of SH 360 and Division Street): the alignment was shifted from 102-foot north of the UPRR alignment to the State Highway 180 alignment. To make this shift, the revised alignment does not follow public right-of-way from North Mesquite Street to Collins Street.
- From North Great Southwest Parkway to East Main Street: the alignment was shifted from the north side of UPRR to the south side of UPRR to follow Jefferson Street.
- From East Main Street (State Highway 180) to North Westmoreland Road: the alignment follows the south side of the UPRR instead of the north side.

4.4.1.9 I-30 Managed Lanes/Median Concept

One possible alternative for the I-30 alignments is to repurpose the managed lanes along I-30 for a high-speed transportation corridor. A conceptual alignment using the existing managed lanes (between Ballpark Way and Sylvan Avenue) and median was developed to explore the alternative. Additionally, two typical sections were developed to visualize a high-speed corridor down the middle of I-30. These sections can be seen in Appendix D. The Figure D-1 shows high-speed transportation in the managed lanes at a grade separation location with a cross street going over I-30. This section demonstrates that to achieve the required vertical clearance and not reconstruct existing bridges, the high-speed facility would need to be depressed. The Figure D-2 shows the high-speed facility if it were in the middle of I-30 on an elevated structure.

A high-speed transportation corridor located within the current I-30 managed lanes would have minimal impact and displacement of adjacent communities, could be constructed predominately in existing transportation right-of-way, and would have a reduced conflict with existing highway interchanges. Due to the stack arrangement on the I-30/SH 161 highway interchange, there would be a conflict between the interchange and a high-speed corridor. Some challenges to using the I-30 managed lanes for a high-speed corridor include limited construction access, limited maintenance access, limited emergency egress, limited space for wayside features, vertical clearance is restricted at grade separations, width of existing managed lanes (varies from 25 to 48 feet and 40 to 45 feet) available for a two track high-speed facility, horizontal and vertical geometry restrictions, and station infrastructure and access complicated by the middle-of-highway location.

4.4.1.10 Urban Center Connections

The 5 percent alignments were developed from Beach Street, east of downtown Fort Worth, to Beckley Avenue, west of the Trinity River/downtown Dallas. During the development of the 5 percent alignments the design team began to look at potential connections into downtown Fort Worth and Dallas (see Appendix E). Appendix E also contains an initial review of each connection documenting pros and cons for each concept. Connecting to the urban centers at each end of the corridor is a complex challenge with many potential conflicts with existing infrastructure and buildings and environmental sensitive areas. It will require coordination and input from all stakeholders to develop a solution that best fits each urban center. During the 15 percent and 30 percent plan development the team will coordinate with stakeholders for feedback and input about the urban center connection concepts and for ideas about other connection concepts to explore.

4.4.2 Vertical Alignment Review

For the purposes of the 5 percent design, it was assumed that vertical alignment concepts would only be developed to support the evaluation of alignment options at major transportation infrastructure locations. A conceptual vertical review of strategic locations was included in this evaluation to validate the feasibility of certain horizontal alignment options. See Appendix F for details on these vertical alignment concepts.

4.4.2.1 I-30/I-820 Interchange

High-speed technology profiles were evaluated for I-30/I-820 interchange. A profile for going over the interchange was developed and shown in Figure F-1 in Appendix F. Additionally, the interchange was evaluated to determine if a high-speed alignment and profile could weave through the interchange. A potential concept is presented in Figure F-2 in Appendix F. This concept would require the relocation of the Bridgewood Drive bridge north abutment and reconstruction of two spans. Additionally, the I-820 main lanes and frontage roads would need to be lowered, the west to south direct connector would need a pier replaced with a straddle bent, and the east to north direct connector would need to be raised.

4.4.2.2 I-30/State Highway 360 Interchange

High-speed technology profiles were evaluated for I-30/State Highway 360 interchange. Several scenarios were considered. A profile going over the interchange, an alignment and profile going around the interchange and, an alignment and profile using the managed lanes to get through the interchange were developed and presented on Figures F-3 through F-5 in Appendix F. The managed lane concept removes the existing managed lanes and replaces it with the high-speed technology. The high-speed technology may need to be placed in a trench to achieve vertical clearance under existing structures.

4.4.2.3 I-30/President George Bush Turnpike (State Highway 161) Interchange

High-speed technology profiles were evaluated for I-30/PGBT interchange. A profile for going over the interchange and an alignment and profile going around the interchange were developed and presented on Figures F-6 and F-7 in Appendix F. Going around the interchange has some potential impacts to homes and going over the interchange would put the guideway approximately 90 feet above existing ground.

Developing a high-speed alignment in and around the I-30 interchanges will continue to be studied in as the design advances towards 15 percent. Coordination and input from stakeholders will be crucial to developing and alternative that meets the needs of the high-speed technology and adjacent communities.

5.0 STATIONS

Potential station locations were generally identified to provide connectivity with other potential high-speed transportation modes within the region.

5.1 Design Assumptions

Assumptions for development of station locations and platforms include:

- Platform lengths are 706 feet in length based on preliminary design criteria for the Houston-Dallas High-Speed Rail corridor. This station platform length provides sufficient space to accommodate maglev train sets, which often run in 500-foot train sets on existing maglev systems. Hyperloop station are configured to accommodate the length of individual passenger pods and will not require platforms to accommodate long train sets like high-speed rail and maglev.
- Each station location used a site 26 acres or greater for an existing major station location. The footprint size of 26 acres is based upon the Texas Central Railroad station footprint side identified in the preliminary engineering design for the high-speed rail corridor from Dallas to Houston.

The terminal station in the Dallas area is assumed to be at the proposed Houston-Dallas High-Speed Rail station for connectivity purposes for a high-speed corridor. It is still to be determined if the transfer will be at the same platform as the Houston-Dallas corridor or if it will require a separate platform depending on mode and vehicle compatibility.

Potential midpoint station locations in the Arlington area were reviewed based on available property and appropriate platform length the alignments. An earlier study for Arlington station locations was used as a starting point for this evaluation.

The terminal station in Fort Worth was assumed at the existing Central Station for connectivity to Trinity Railway Express, TEXRail, and Amtrak as well as other transportation modes and potential high-speed corridor along I-35W. However, this location could change based on the urban connection selected.

5.2 Development Process

Alignment access to the station locations was not fully developed during the Level 3 screening. During Phase 2, coordination with NCTCOG and jurisdictional authorities will help fine-tune various elements of the design concepts. There were preliminary evaluations of station locations in Fort Worth, Arlington, and Dallas based on the alignments in the Level 3 screening. There are still numerous constraints within these urban areas that may be challenging for connectivity to the station locations including highway interchanges, existing buildings, existing railroads, and proposed developments that will be considered during the next phase.

5.2.1 Fort Worth Station Location

A Fort Worth High-Speed Rail Station Area Planning study was performed in 2017 to analyze the feasibility and location preference for the Fort Worth station while considering multimodal regional connectivity and mobility. Seven potential station site locations were evaluated and ranked. The recommended station location was the existing Fort Worth Central Station (previously Intermodal Transportation Center) in downtown Fort Worth.

The DFWHSTC study took the Fort Worth Central Station location into consideration and also considered an alternative station option located at Butler Place just east of downtown. For the Fort Worth Central Station location, three scenarios were developed and considered where access came from the i) north via aerial structure; ii) south via aerial structure; and iii) south via tunnel. See Appendix G for plan views of these three options. All three scenarios as well as the Butler Place location have their challenges and as the study progresses to Phase 2, these will be evaluated in further detail.

5.2.2 Arlington Station Location

In 2017, an Arlington High-Speed Rail Station Area Planning Study was performed to analyze the feasibility and location preference for the Arlington station with one of the goals of creating a second urban center to support the current entertainment district activities in the City of Arlington. This entertainment district is bounded generally by I-30 to the north, State Highway 360 to the east, Division Street to the south, and Collins Street to the west. Eight station site locations were evaluated and ranked. The recommended station location was along the southside of I-30 adjacent to the Arlington Convention Center.

The DFWHSTC study took that location into consideration as well other potential station location sites along the Level 3 alignments. As the study progresses to Phase 2, these locations will be evaluated in further detail. See Appendix H to view preliminary locations of station in the City of Arlington.

5.2.3 Dallas Station Location

The terminal station in the Dallas area is assumed to be at the proposed location for the Dallas high-speed rail station from the Dallas to Houston high-speed rail project. Multiple alignment entry points to the proposed station location are under consideration as the DFWHSTC study progresses to Phase 2. These alignments will be evaluated in further detail during Phase 2. NCTCOG and Texas Central Railroad are in agreement that the DFWHSTC corridor will connect to the Texas Central Railroad high-speed rail system via a cross platform connection. In the event the Texas Central Railroad high-speed rail technology is identified for use on the DFWHSTC corridor, a one-seat ride could be available for passengers traveling through Dallas with a final destination of other stations location further south on the Texas Central Railroad corridor. See Appendix I for exhibits depicting design concept from Texas Central Railroad for the Dallas high-speed rail station.

6.0 MAINTENANCE FACILITY

A minimum of one maintenance facility would be needed along the high-speed transportation corridor between Fort Worth and Dallas. A high-level review of potential maintenance facility locations identified areas for further review and refinement in future design development. See Appendix J to view the potential locations identified for maintenance facilities.

6.1 Design Assumptions

Assumptions for development of potential maintenance facility locations include:

- Maintenance facilities should be located adjacent or near one of the corridors when reasonable.
- Parcels under consideration should be vacant or with minimal development.
- Preferred adjacent land use would be industrial or commercial.
- Maintenance facility locations are, at a minimum, between 30 and 50 acres. Maintenance facility size and layout could vary significantly between all modes of high-speed transportation.

6.2 Development Process

Based on the design assumptions noted in Section 6.1, locations were identified as potential maintenance facility locations for each corridor. As shown in the 5 percent Design, the potential maintenance locations are:

A. I-30 northeast of I-820
B. I-30 near Cooks Lane
C. I-30 near Belt Line Road
D. I-30 north of Carrier Place
E. I-30 east of W Hunter Ferrell Road
F. I-30 southeast of Hampton Road
G. Singleton Boulevard/N Westmoreland Road area
H. Bernal Drive / Norwich Street area
I. SH 180 west of Green Oaks Boulevard
J. SH 180 west of Hensley Field Drive
K. SH 180 west of Loop 12

See Appendix J to view these potential maintenance facility locations.

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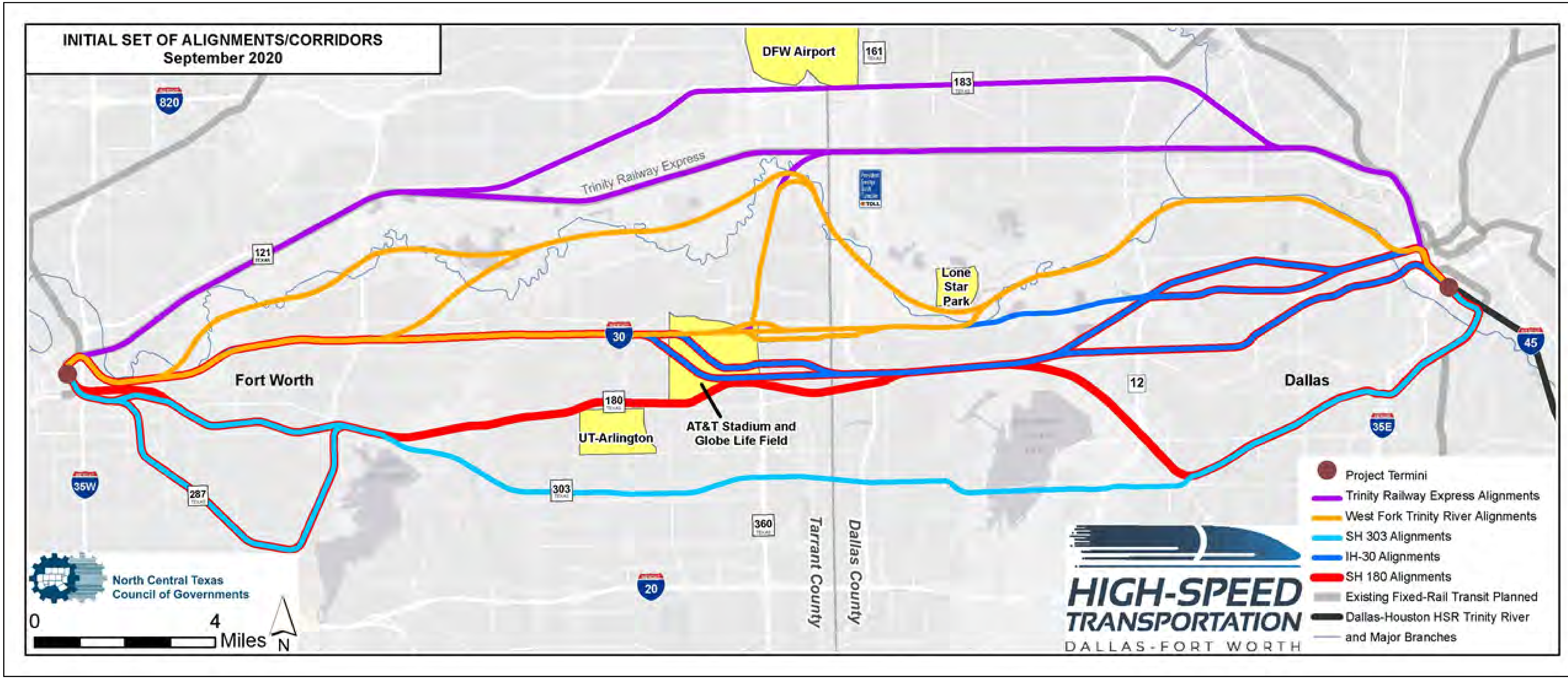
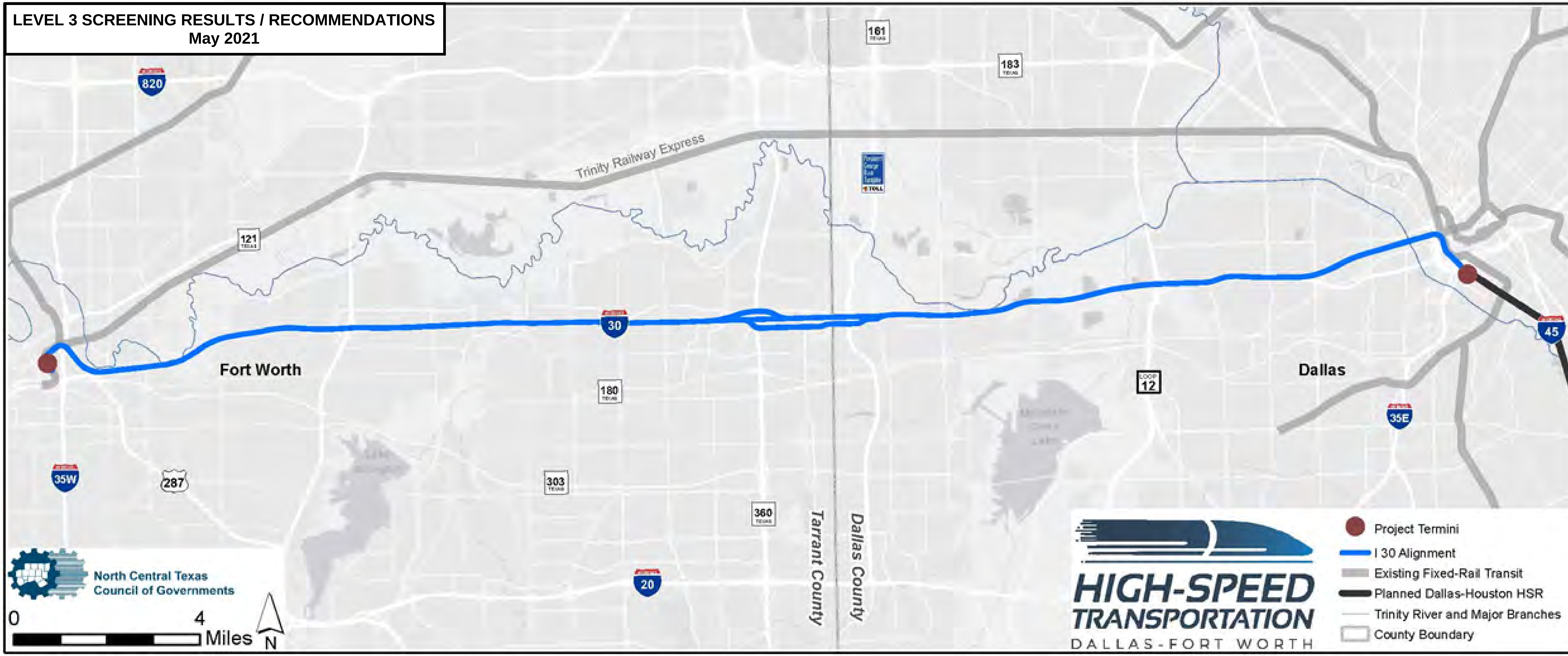
Appendix A
Alignment Maps for Level 1, Level 2, and Level 3 Screening



INITIAL SET OF ALIGNMENTS/CORRIDORS
September 2020
DFW Airport
161
183
820
121
Trinity Railway Express
Lone Star Park
30
Fort Worth
Dallas
180
12
UT-Arlington
AT&T Stadium and Globe Life Field
35W
287
303
360
Tarrant County
Dallas County
20
35E
45
North Central Texas Council of Governments
0
4
Miles
N
HIGH-SPEED TRANSPORTATION
DALLAS-FORT WORTH
Project Termini
Trinity Railway Express Alignments
West Fork Trinity River Alignments
SH 303 Alignments
IH-30 Alignments
SH 180 Alignments
Existing Fixed-Rail Transit Planned
Dallas-Houston HSR Trinity River
and Major Branches


LEVEL 1 SCREENING RESULTS/RECOMMENDATIONS
December 2020
DFW Airport
Trinity Railway Express
Fort Worth
Dallas
Lone Star Park
UT-Arlington
AT&T Stadium and Globe Life Field
Tarrant County
Dallas County
820
161
183
121
30
180
12
45
35E
35W
287
303
360
20
Project Termini
IH-30 Alignments
SH 180 Alignments
Major Activity Centers
Existing Fixed-Rail Transit
Planned Dallas-Houston HSR
Trinity River and Major Branches
HIGH-SPEED TRANSPORTATION
DALLAS-FORT WORTH
North Central Texas Council of Governments
0
4
Miles
N

LEVEL 2 SCREENING RESULTS/RECOMMENDATIONS
January 2021
DFW Airport
Trinity Railway Express
Lone Star Park
Fort Worth
Dallas
UT-Arlington
AT&T Stadium and Globe Life Field
Tarrant County
Dallas County
North Central Texas Council of Governments
0
4
Miles
N
HIGH-SPEED TRANSPORTATION
DALLAS-FORT WORTH
Project Termini
IH-30 Alignments
SH 180 Alignments
Major Activity Centers
Existing Fixed-Rail Transit
Planned Dallas-Houston HSR
Trinity River and Major Branches


LEVEL 3 SCREENING RESULTS / RECOMMENDATIONS
May 2021
Trinity Railway Express
Fort Worth
Dallas
Tarrant County
Dallas County
820
121
161
183
30
180
12
35E
45
35W
287
303
360
20
North Central Texas
Council of Governments
0
4
Miles
N
HIGH-SPEED
TRANSPORTATION
DALLAS-FORT WORTH
Project Termini
I 30 Alignment
Existing Fixed-Rail Transit
Planned Dallas-Houston HSR
Trinity River and Major Branches
County Boundary

Appendix B
Union Pacific Railroad High-Speed and Higher-Speed Passenger Rail Access Principles

Union Pacific High and Higher Speed Passenger Rail Access Principles

Union Pacific offers the following information to guide passenger rail planners and agencies in working with Union Pacific to develop new High Speed Rail passenger service. Union Pacific defines "Higher Speed" as passenger trains that operate in excess of 90mph, but less than or equal to 110mph. "High Speed" are passenger trains that operate in excess of 110mph.

Intercity rail service can provide substantial benefits to the public, including reducing traffic congestion and avoiding expensive highway construction. At the same time, Union Pacific has a responsibility to the nation and to its customers to protect the public benefits of freight transportation - energy efficiency, lower emissions, cost-effective cargo transportation for shippers and consumers, and private investment in the nation's infrastructure.

Union Pacific will consider reasonable proposals for High and Higher Speed passenger rail service that appear to be viable and adequately funded. Future agreements must balance the nation's desire for additional passenger services with Union Pacific's ongoing, critical role in carrying freight that otherwise would likely compete for space on the crowded and underfunded highway network.

Separate freight and passenger corridors are desired

- Many critical freight corridors are already full and will require capacity improvements soon. UP will not consider proposals that share tracks with freight trains in such corridors or sell property that would compromise our ability to add capacity in the future. Passenger rail planners should develop a separate right of way for services in these corridors.
- Passenger safety is best protected by separating freight and passenger tracks by 50 feet or more. Despite UP's enormous progress in preventing freight train derailments, derailments will occur and could strike or be struck by passenger trains. Research demonstrates that most freight train derailments will remain within a 100-foot corridor.
- One way to achieve separation is to move the majority of freight trains out of urban corridors entirely. UP will consider publicly funded relocations of freight operations that preserve UP's customer service, competitive position, and access to current and future freight customers.

Where separation or relocation is not feasible, and freight densities are light, UP will consider proposals to share our tracks with Higher Speed Passenger trains. We intend to apply the following principles in evaluating proposals by passenger agencies:

Safety

- As in all our activities, safety must come first.
- Under federal law, all trains and tracks must in the future be equipped with interoperable Positive Train Control (PTC) systems if passenger trains are present. The passenger operator must fund PTC if UP would not otherwise install it on the affected track, or contribute the operator's share of equipment and wayside costs if UP would install PTC on the affected track.
- Passenger operators should fund all incremental safety requirements attributable to its service, including grade crossing warning signal improvements, new grade separations, and fencing.
- Passenger stations must meet Union Pacific and FRA design requirements to protect passengers from nearby freight operations.
- UP will require existing track to be rebuilt, and new track to be built, at the high track construction standards where passenger trains will run at higher speeds. This includes concrete ties.
- Passenger vehicles must, at a minimum, meet FRA crash standards.
- On UP tracks and/or right-of-way passenger trains must utilize conventional locomotive equipment.
- UP will not permit the installation of any electrical lines or equipment for the purposes of providing power to non-diesel powered locomotives on, over or beneath UP tracks or right-of-way.

Service

- Service to Union Pacific's freight customers must also be reliable and protected and should not be compromised by a new passenger service. UP cannot agree to curfews or other restrictions that would impact the quality or reliability of our freight service.

- New infrastructure construction must preserve both the ability to operate freight trains on demand and the opportunity to expand freight capacity.
- New infrastructure design must protect UP's ability to serve existing customers and locate new freight customers on our lines.
- In order to preserve service quality for all types of customers, UP will retain dispatching and maintenance control over its lines. The parties must agree on standards for reliability.
- Passenger operations must provide the flexibility to accommodate efficient track maintenance. This includes a requirement that any new track must be constructed at 20 foot track centers.

Liability

- UP cannot accept exposure to any additional liability associated with allowing High or Higher Speed passenger service near our freight tracks that would not exist "but for" those operations.
- Passenger operators should be prepared to carry and provide evidence of insurance covering liability exposure up to $200 million, the limit of liability under federal law. Union Pacific expects to be indemnified for or protected against any and all liability resulting from the presence of passenger service.

Capacity

- All projections call for rail freight growth to exceed rail capacity in the future. Passenger agencies should understand that existing capacity that UP funded—whether or not now used—is reserved for potential freight growth.
- Passenger agencies therefore must fund all incremental capacity to accommodate Higher Speed passenger operations, as reflected in a study of capacity requirements and a resulting capacity plan.
- Because new capacity consumes the least expensive capacity opportunities and usually makes the next increment of capacity more expensive, the capacity plan may include additional agency investment at the outset that will leave UP cost-neutral when it needs to invest in additional freight capacity.
- Infrastructure requirements will be determined by UP or a UP-designated and qualified third party.
- UP will not agree to host any type of train preemption technology into grade crossing designs, even if it applies to passenger trains only. No trains can be delayed by vehicle detection technology.

Maintenance

- Passenger Agencies must agree to maintain the incremental improvements necessary for Higher Speed operation on UP tracks. This includes expenses related to maintenance of safety appliances such as PTC and 4 Quad gates. UP will limit its contribution to maintenance to what would otherwise be necessary for its existing freight operations, generally at FRA Class III or IV.
- Prior to the new service start-up, UP will require execution of a maintenance agreement to allow the public agencies to fund incremental maintenance for the duration of its commitment to operate Higher Speed passenger service.

Compensation

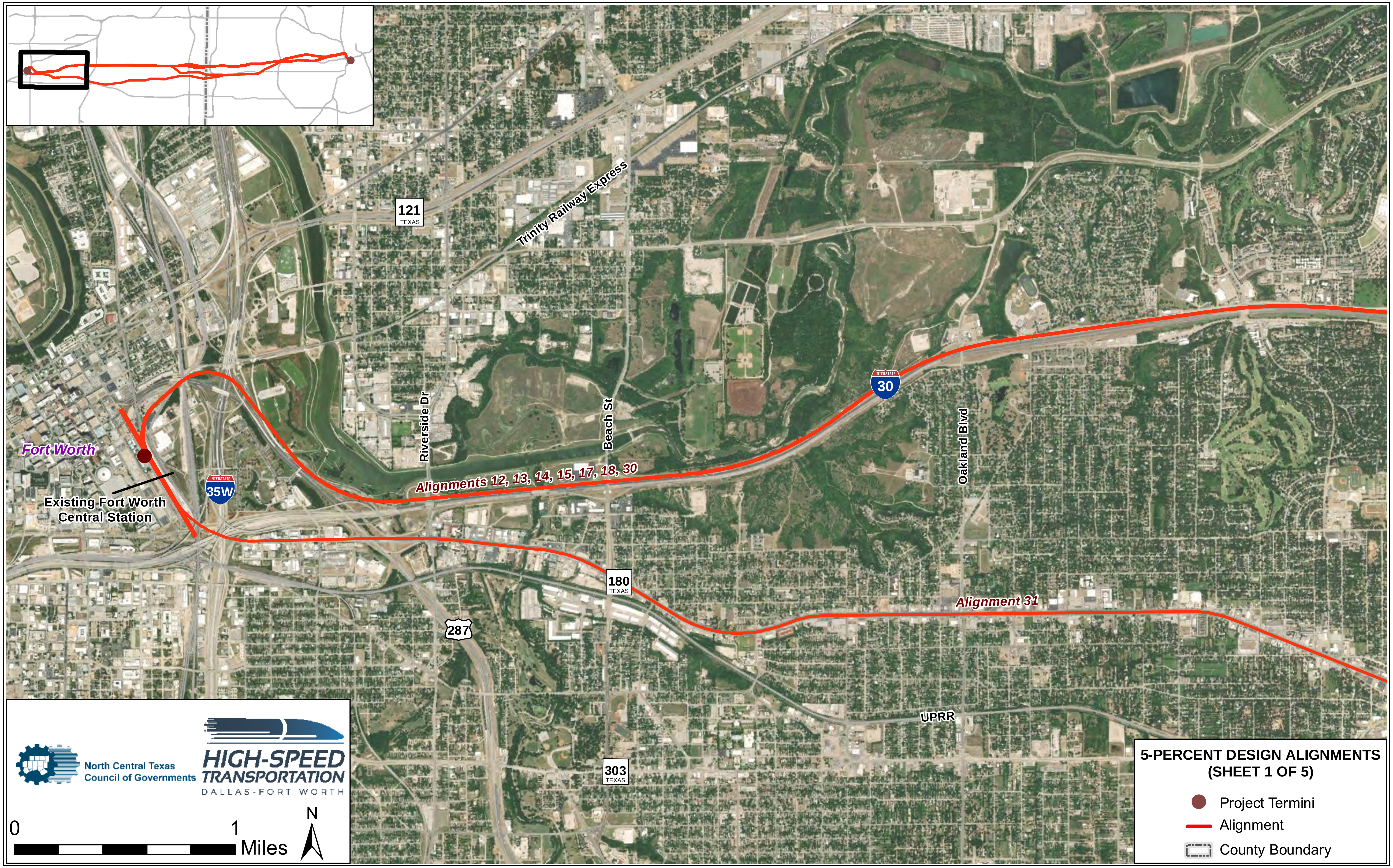
- The passenger operator should be prepared to pay for all costs associated with providing information and studies necessary to develop any Higher Speed Rail proposal, including UP's time and resources.
- To the extent passenger operations use UP assets and property, they must provide UP with a reasonable return on Union Pacific's investment.
- UP will seek fair market rates for access. Traditional "incremental cost" formulas are no longer acceptable
- If UP's tax liabilities (income, franchise, sales and use, property, or any other tax) increase as a result of UP's participation in a passenger project, UP expects to be made whole. This will likely require tax indemnification from the public agency or changes to state law.

Union Pacific High Speed Rail Access Principles

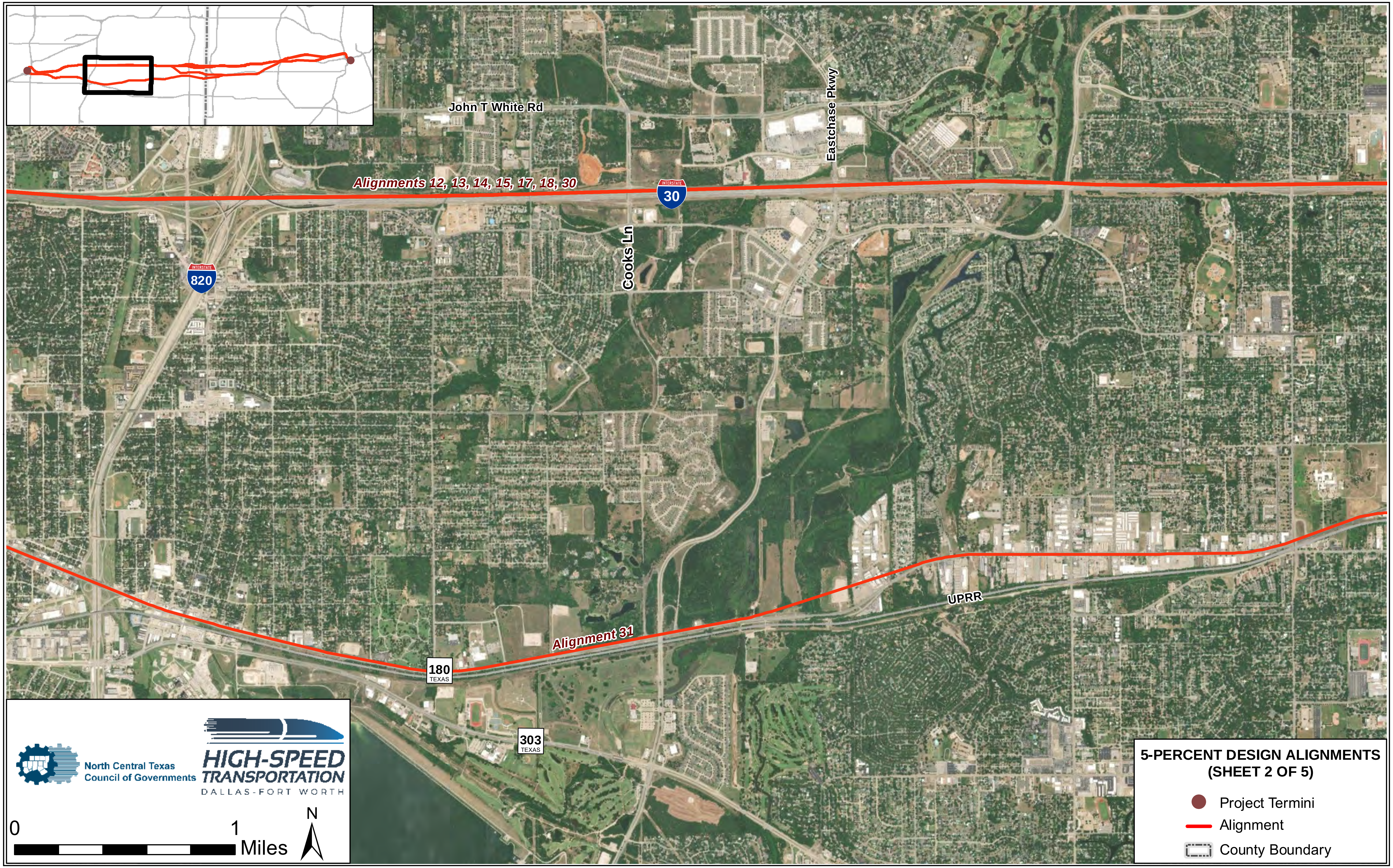
<u>Additional Requirements for High Speed Passenger Trains Operating at Greater Than 110 MPH</u>

- **<u>The following requirements are in additional to all those listed above:</u>**
- UP will not allow High Speed trains on its tracks under any circumstances.
- No High Speed Rail (HSR) facilities located on UP's property.
- Minimum 102 feet of clearance between centerline nearest HSR track and adjacent UP ROW - Almost all freight train derailments can be contained within 100 feet of the track centerline and High Speed passenger train derailments have a greater dispersion distance to compensate for.
- If HSR utilizes electrified equipment, must be designed, constructed and maintained to prevent any interference with any UP owned or operated facilities or equipment.
- At locations where HSR and UP parallel each other, any at-grade vehicular road crossings that are closed or grade separated by HSR must be modified accordingly on UP, at expense of other than UP.

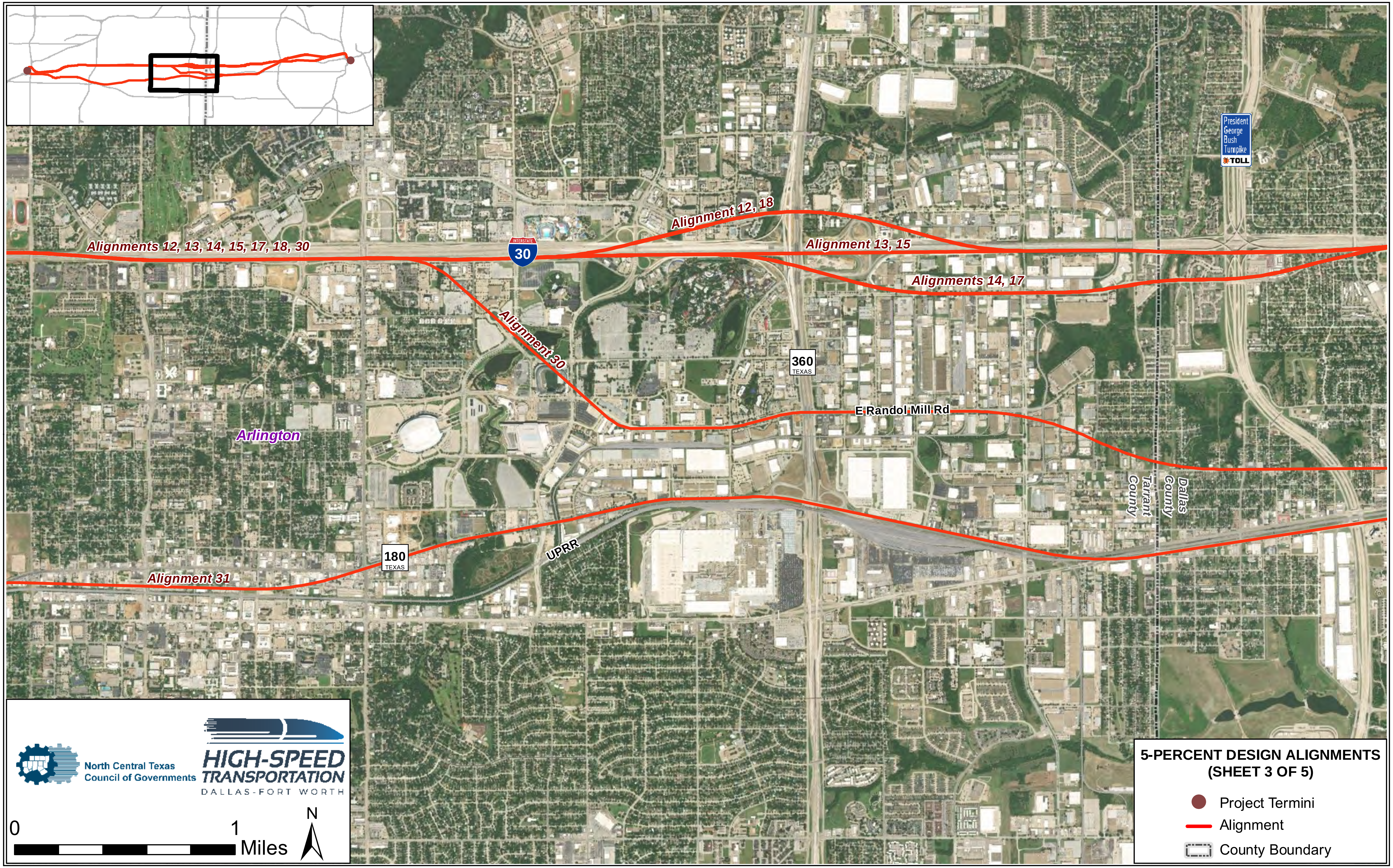
Appendix C
5 Percent Design Alignment Maps



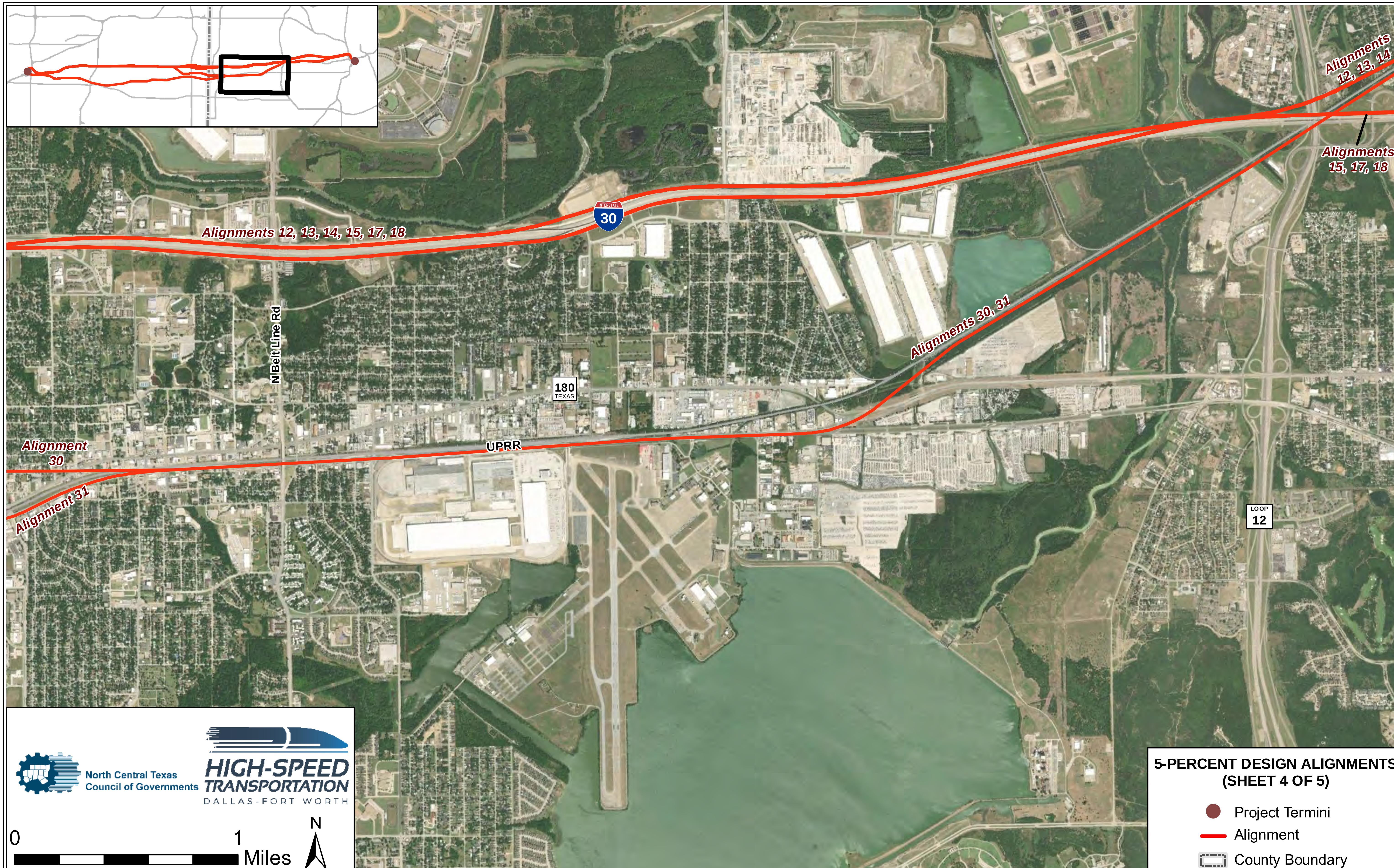
Trinity Railway Express
121 TEXAS
Riverside Dr
Beach St
Oakland Blvd
30 INTERSTATE
35W INTERSTATE
Fort Worth
Existing Fort Worth Central Station
Alignments 12, 13, 14, 15, 17, 18, 30
Alignment 31
180 TEXAS
287
UPRR
303 TEXAS
North Central Texas Council of Governments
HIGH-SPEED TRANSPORTATION DALLAS-FORT WORTH
0
1
Miles
N
5-PERCENT DESIGN ALIGNMENTS (SHEET 1 OF 5)
Project Termini
Alignment
County Boundary

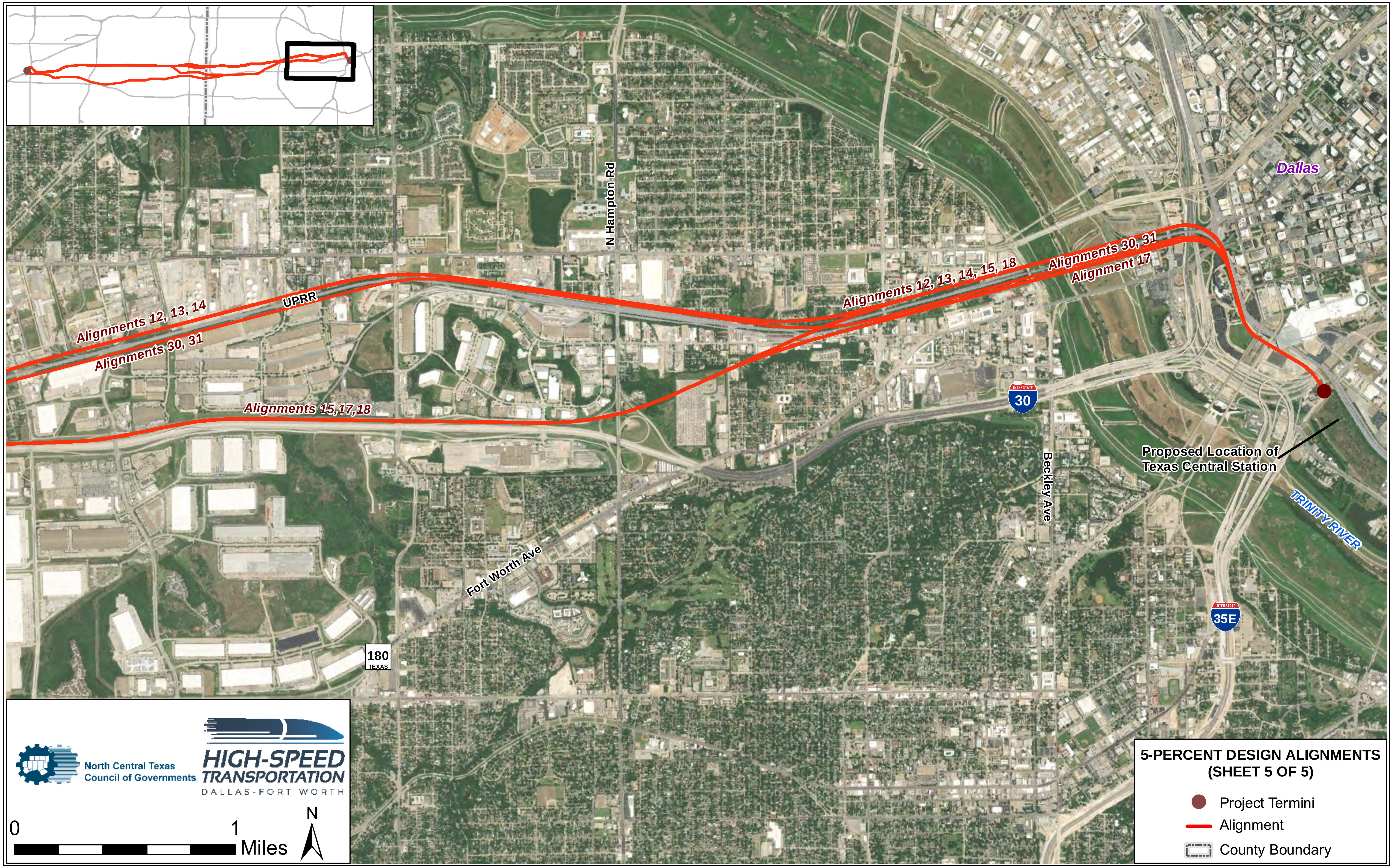


John T White Rd
Eastchase Pkwy
Alignments 12, 13, 14, 15, 17, 18, 30
INTERSTATE 30
INTERSTATE 820
Cooks Ln
UPRR
Alignment 31
180 TEXAS
303 TEXAS
North Central Texas Council of Governments
HIGH-SPEED TRANSPORTATION
DALLAS-FORT WORTH
0
1
Miles
N
5-PERCENT DESIGN ALIGNMENTS (SHEET 2 OF 5)
Project Termini
Alignment
County Boundary



Alignments 12, 13, 14, 15, 17, 18, 30
Alignment 12, 18
Alignment 13, 15
Alignments 14, 17
Alignment 30
Alignment 31
INTERSTATE 30
360 TEXAS
180 TEXAS
E Randol Mill Rd
UPRR
Arlington
Tarrant County
Dallas County
President George Bush Turnpike TOLL
North Central Texas Council of Governments
HIGH-SPEED TRANSPORTATION
DALLAS-FORT WORTH
0
1
Miles
N
5-PERCENT DESIGN ALIGNMENTS (SHEET 3 OF 5)
Project Termini
Alignment
County Boundary


Alignments 12, 13, 14
Alignments 15, 17, 18
Alignments 12, 13, 14, 15, 17, 18
30
N Belt Line Rd
Alignments 30, 31
180
TEXAS
UPRR
Alignment 30
Alignment 31
LOOP 12
North Central Texas Council of Governments
HIGH-SPEED TRANSPORTATION
DALLAS-FORT WORTH
0
1
Miles
N
5-PERCENT DESIGN ALIGNMENTS
(SHEET 4 OF 5)
Project Termini
Alignment
County Boundary



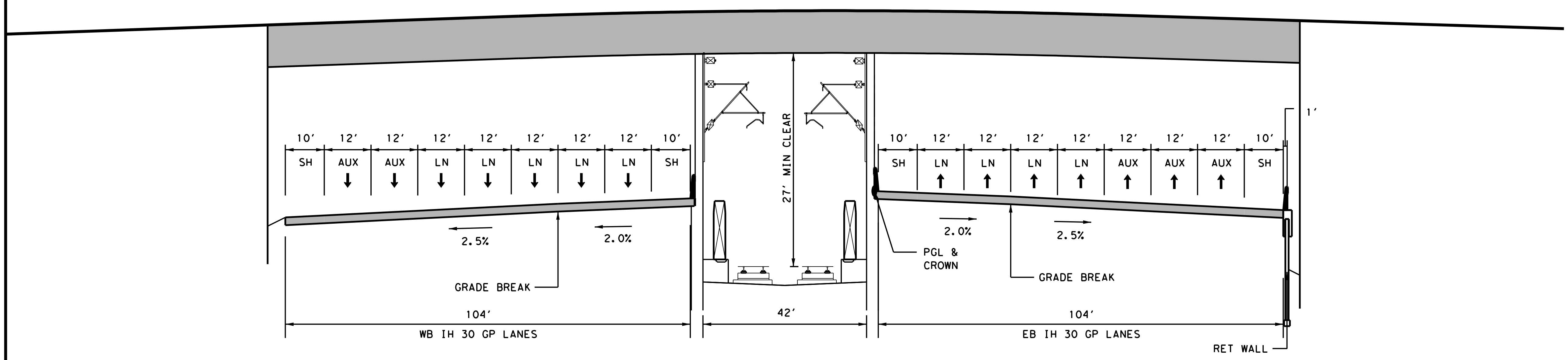
Dallas
N Hampton Rd
UPRR
Alignments 12, 13, 14
Alignments 30, 31
Alignments 15,17,18
Alignments 12, 13, 14, 15, 18
Alignments 30, 31
Alignment 17
30
Beckley Ave
Proposed Location of
Texas Central Station
TRINITY RIVER
Fort Worth Ave
180
TEXAS
35E
North Central Texas
Council of Governments
HIGH-SPEED
TRANSPORTATION
DALLAS-FORT WORTH
0
1
Miles
N
5-PERCENT DESIGN ALIGNMENTS
(SHEET 5 OF 5)
Project Termini
Alignment
County Boundary

Appendix D
I-30 Managed Lane Typical Sections

Figure D-1: High-Speed Transportation in Depressed Configuration

NOTE:

I-30 TYPICAL SECTION AND GREAT SOUTHWEST PARKWAY PROFILE BASED ON DESIGN SCHEMATIC: I-30 FROM COOPER STREET TO SH 161, DATED AUGUST 7, 2015.



HIGH SPEED RAIL: I-30 MANAGED LANE CONCEPTUAL SECTION

AT GREAT SOUTHWEST PARKWAY LOOKING EAST

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
MANAGED LANE TYPICAL
SECTION CONCEPT

SHEET 1 OF 1

SHEET NO.

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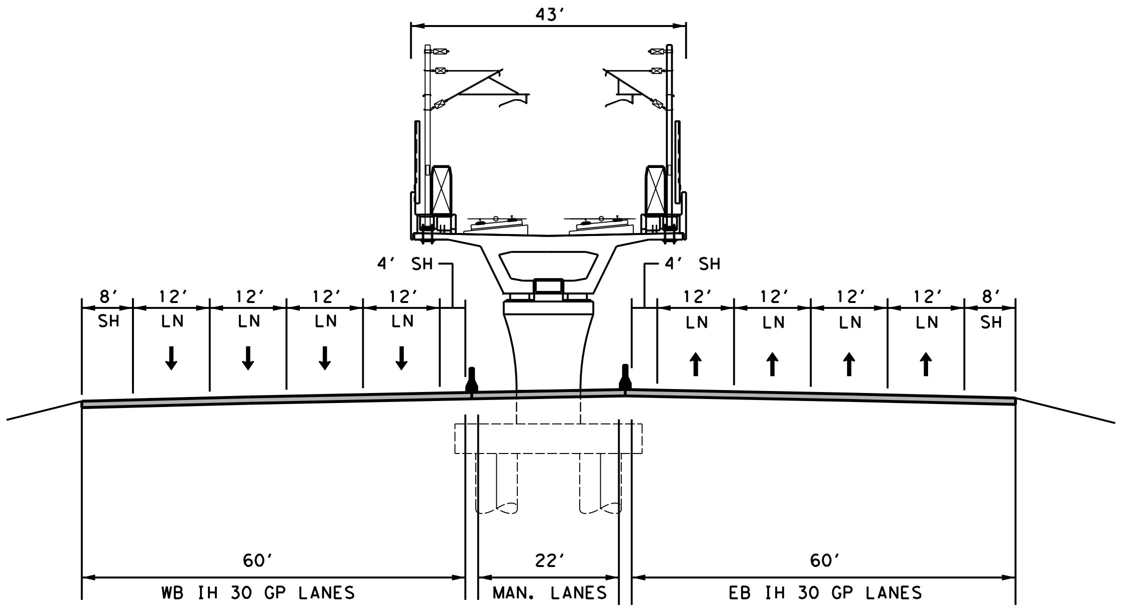
Figure D-2: High-Speed Transportation in Aerial Configuration



HIGH SPEED RAIL: I-30 MANAGED LANE CONCEPTUAL SECTION

WEST OF HAMPTON ROAD LOOKING EAST

NOTE:

I-30 TYPICAL SECTION BASED ON MEASUREMENTS FROM GOOGLE EARTH.

CONCEPTUAL
FOR DISCUSSION ONLY

NO.	REVISIONS	BY	DATE

HNTB

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
MANAGED LANE TYPICAL
SECTION CONCEPT

SHEET 1 OF 1

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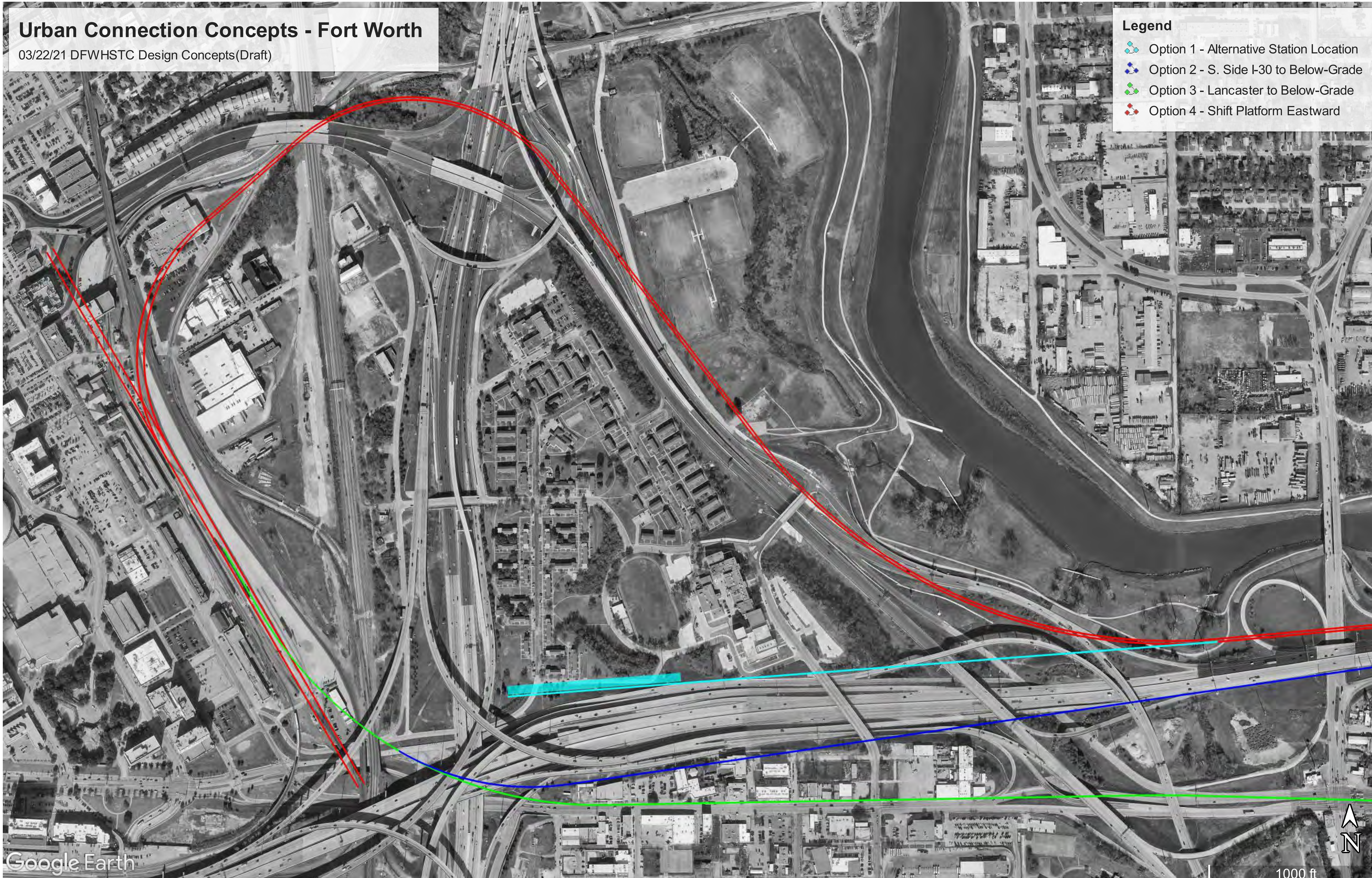
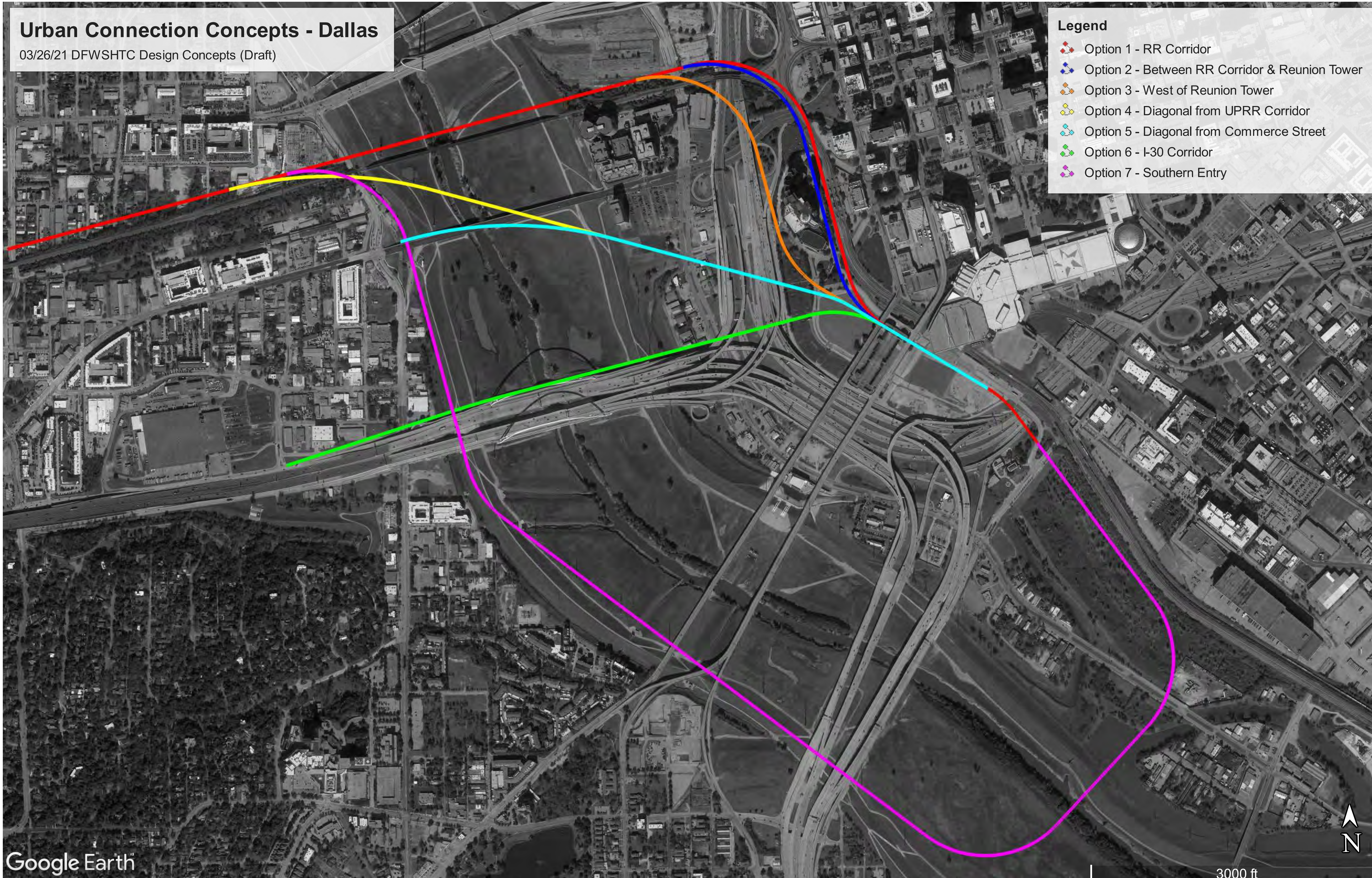
Appendix E
Urban Center Connections



Urban Connection Concepts - Fort Worth
03/22/21 DFWHSTC Design Concepts(Draft)
Legend
Option 1 - Alternative Station Location
Option 2 - S. Side I-30 to Below-Grade
Option 3 - Lancaster to Below-Grade
Option 4 - Shift Platform Eastward
Google Earth
1000 ft
N



Urban Connection Concepts - Dallas
03/26/21 DFWSHTC Design Concepts (Draft)
Legend
Option 1 - RR Corridor
Option 2 - Between RR Corridor & Reunion Tower
Option 3 - West of Reunion Tower
Option 4 - Diagonal from UPRR Corridor
Option 5 - Diagonal from Commerce Street
Option 6 - I-30 Corridor
Option 7 - Southern Entry
Google Earth
N
3000 ft

DFWHSTC - Urban Connection Options Pros & Cons

Urban Center	Option #	Option Name	Pros	Cons
Fort Worth	1	Alternative Station Location	• Shortened corridor length • Opportunity for Transit-Oriented development • Convenient transi on to future southern expansion corridor • Minimal impacts to exis ng transit (rail and bus) operations during construction	• New sta on loca on requires coordina on with multiple parties • Eliminates direct transfer to other rail and bus transportation modes
Fort Worth	2	S. Side I-30 to Below-Grade	• Shortened corridor length • Below-grade configura on avoids above-grade conflicts with existing highway and railroad infrastructure.	• Impacts to proper es south of I-30 • Alignment would need to be deep enough to accommodate exiting railroad corridor infrastructure.
Fort Worth	3	Lancaster to Below-Grade	• Shortened corridor length • Below-grade configura on avoids above-grade conflicts with existing highway and railroad infrastructure. • May minimize impacts by aligning along Lancaster	• Alignment would need to be deep enough to accommodate exiting railroad corridor infrastructure. • Requires alignment to deviate from I-30 corridor for a longer distance • Below-Grade through the I-35E/I-30 interchange
Fort Worth	4	Shift Platform Eastward	• Provides more space for sta on development • Provide opportunity for more pla8orms • Allows vehicle to con nue head-first to the future southern expansion corridor	• Longer corridor • Introduces highway and railroad infrastructure impacts northeast of the station
Dallas	1	RR Corridor	• Straight alignment across Trinity River (shorter crossing distance) • Parallel exis ng railroad bridge over Trinity River, reducing visual impact • Aligns with mul ple conceptual alignments to Fort Worth • Perpendicular crossing of I-35 at rela vely narrow location.	• Very limited space along exis ng railroad corridor on east side of Trinity River • Use or railroad right of way requires authorization • Limited rail corridor capacity atop the "Triple Underpass" over Commerce Street • Tighter curves result and slower travel speed
Dallas	2	Between RR Corridor & Reunion Tower	• Straight alignment across Trinity River (shorter crossing distance) • Parallel exis ng railroad bridge over Trinity River, reducing visual impact • Aligns with mul ple conceptual alignments to Fort Worth • Avoids much of the railroad corridor conges on on east side of Trinity River • Perpendicular crossing of I-35 at rela vely narrow location.	• Access impact to Hya@Regency Hotel Drive along the east side of the Hyatt Regency and Reunion Tower • Limited rail corridor capacity atop the "Triple Underpass" over Commerce Street • Some impact to Railroad Corridor just north of the "Triple Underpass" • Tighter curves result and slower travel speed
Dallas	3	West of Reunion Tower	• Straight alignment across Trinity River (shorter crossing distance) • Parallel exis ng railroad bridge over Trinity River, reducing visual impact • Aligns with mul ple conceptual alignments to Fort Worth • Avoids much of the railroad corridor conges on on east side of Trinity River • Avoids impact to Hya@Regency Hotel Drive • Avoid impacts to the "Triple Underpass"	• Crosses I-35 at a diagonal along a rela vely wider section of the highway • Tighter curves result in slower travel speed
Dallas	4	Diagonal from UPRR Corridor	• Aligns with mul ple conceptual alignments to Fort Worth Trinity River •Avoid conflicts with railroad corridor on the east side of Trinity River • Avoids impact to Hya@Regency Hotel Drive • Avoid impacts to the "Triple Underpass" • Most direct route with li@le curvature.	• Diagonal crossing of the railroad corridor on the west side of Trinity River • Long crossing over Trinity River could impact Trinity River development • Crosses the Commerce Street bridge alignment • Crosses I-35 at a diagonal along a rela vely wider section of the highway • Bisects planned Harold Simmons Park

DFWHSTC - Urban Connection Options Pros & Cons

Urban Center	Option #	Option Name	Pros	Cons
Dallas	5	Diagonal from Commerce Street	•Avoid conflicts with railroad corridor on the east side of Trinity River • Avoids impact to Hya@Regency Hotel Drive • Avoid impacts to the "Triple Underpass" • Most direct route with li@le curvature.	• Long crossing over Trinity River could impact Trinity River development • Crosses the Commerce Street bridge alignment • Crosses I-35 at a diagonal along a rela vely wider section of the highway • Does not align with a current conceptual alignment concept to Fort Worth • Bisects planned Harold Simmons Park
Dallas	6	I-30 Corridor	• Straight alignment across Trinity River (shorter crossing distance) • Parallel exis ng I-30 bridge over Trinity River, reducing visual impact	• Does not align with a current conceptual alignment concept to Fort Worth • Crosses I-35 at a very wide sec on of the highway • Located directly adjacent to the Margaret McDermott signature bridge
Dallas	7	Southern Entry	• Avoids impacts to poten al developments along the east side of the Trinity River • Avoids impacts to exis ng railroad corridors • Avoids impact to exis ng parking garage located west of the Convention Center • Avoids conflicts to Conven on Center parking lot that is to be used for dense urban development • Avoids crossing of I-35 on the east side of the Trinity River	• Long extension to the corridor by rou ng to the south of the Dallas station • Crosses over Commerce Street, I-30, Houston Street, Jefferson Street and I-30 bridges along the Trinity River • Enters Dallas sta on in the opposite direc on than currently expected • Major levee/Sec on 404 impacts • Tighter curves result and slower travel speed • Poten al visual impact

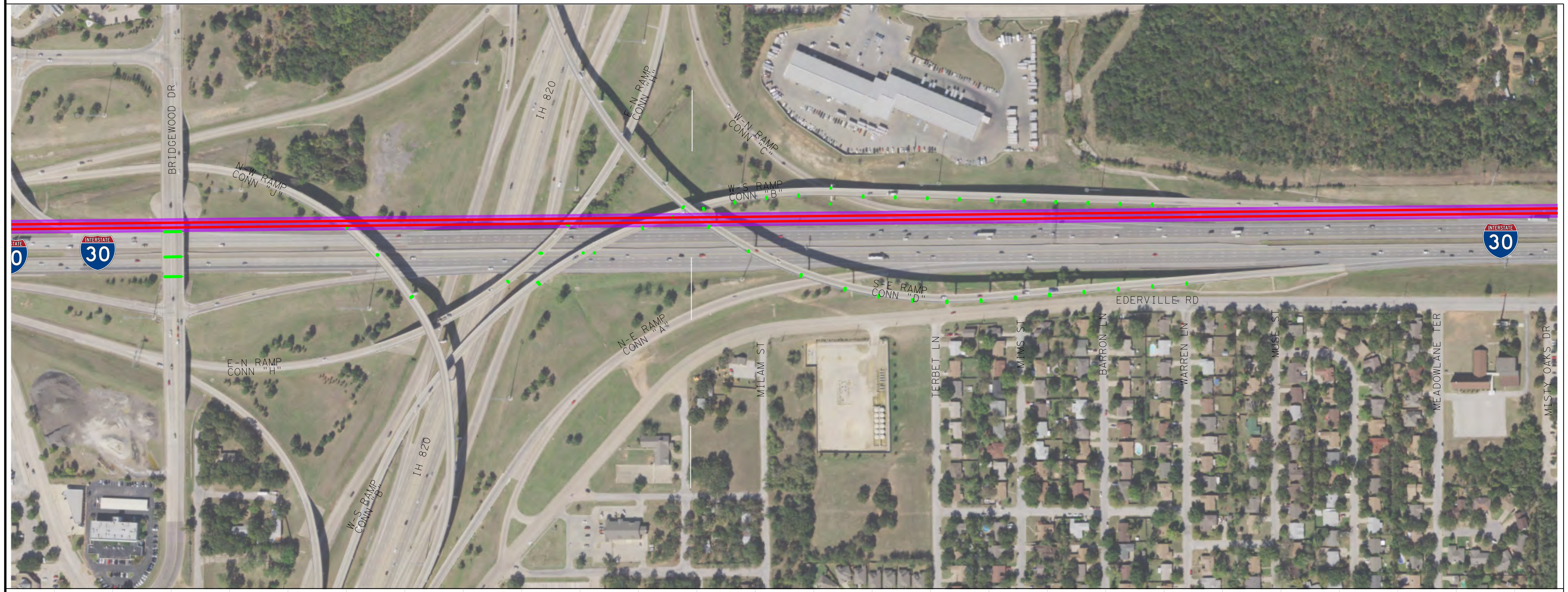
Appendix F
I-30 Interchange Conflicts

0 200 400 600 800
HORIZ. SCALE IN FEET

0 2.5 5 7.5 10
VERT. SCALE IN FEET

LEGEND

Figure F-1



NO.	REVISIONS	BY	DATE

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

PLACEHOLDER FOR NCTCOG TITLE BLOCK

HIGH SPEED RAIL
I30/LOOP820
OVER ALTERNATIVE

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.		SHEET NO.
STATE	DISTRICT	COUNTY	
TEXAS	FTW	TARRANT	
CONTROL	SECTION	JOB	HIGHWAY NO.

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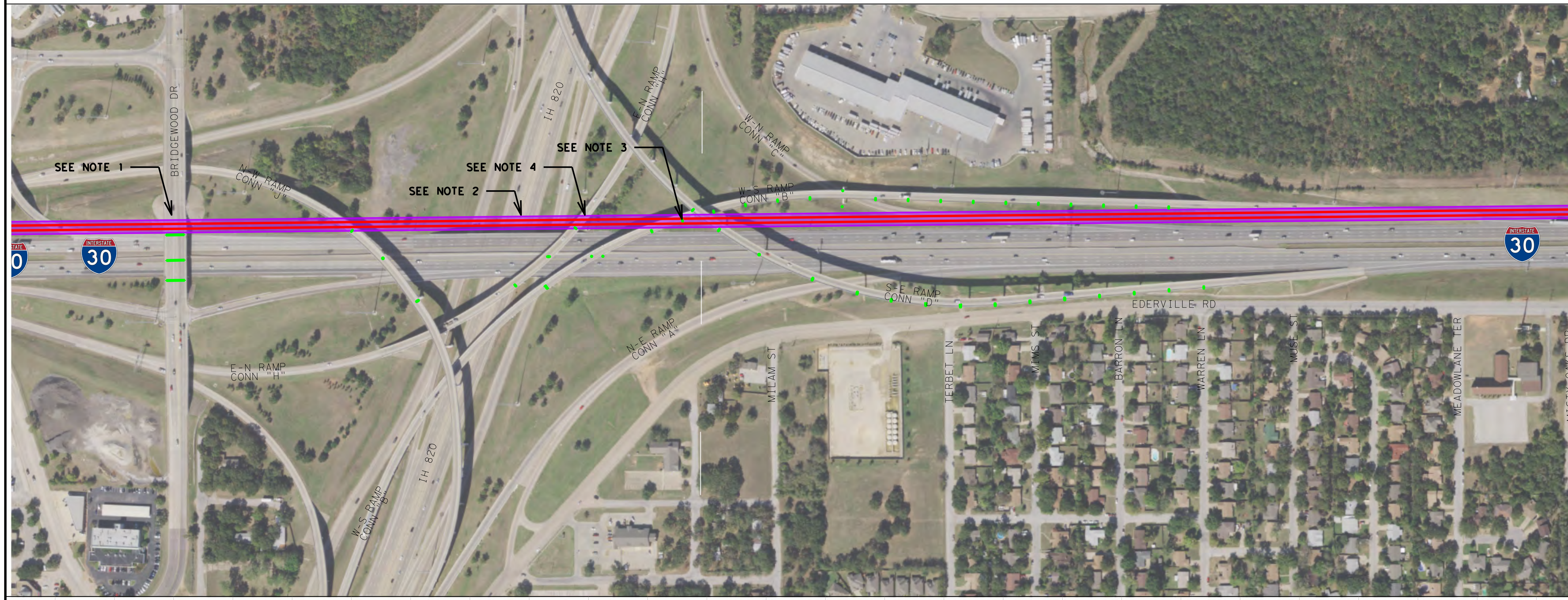
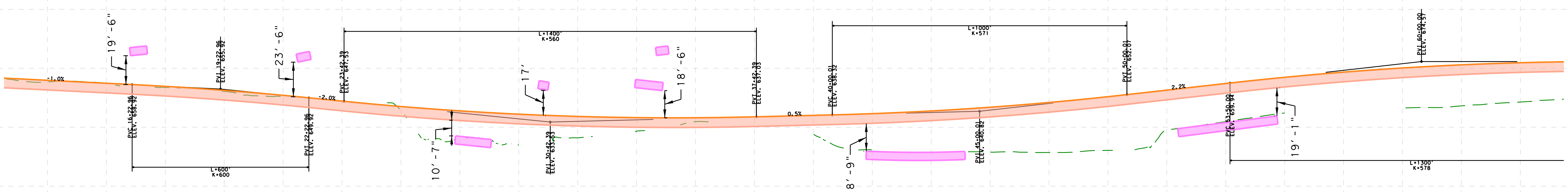
HORIZ. SCALE IN FEET: 0 200 400 600 800

VERT. SCALE IN FEET: 0 2.5 5 7.5 10

LEGEND

Figure F-2





NOTES

1. RELOCATE ABUTMENT TO ACCOMMODATE HIGH SPEED GUIDEWAY. IMPACTS TWO SPANS OF BRIDGEWOOD DR.
2. LOWER IH 820 MAIN LANES AND FRONTAGE ROADS TO PROVIDE MINIMUM CLEARANCE UNDER GUIDEWAY.
3. REPLACE DC W-S CONN "B" COLUMN WITH STRADDLE BENT. IMPACTS TWO SPANS OF THE DC.
4. RAISE PROFILE OF DC E-N CONN "H" TO PROVIDE CLEARANCE OVER HIGH SPEED GUIDEWAY.

NO.	REVISIONS	BY	DATE

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PLACEHOLDER FOR NCTCOG TITLE BLOCK

HIGH SPEED RAIL
I30/LOOP820
THRU ALTERNATIVE

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.		SHEET NO.
STATE	DISTRICT	COUNTY	
TEXAS	FTW	TARRANT	
CONTROL	SECTION	JOB	HIGHWAY NO.

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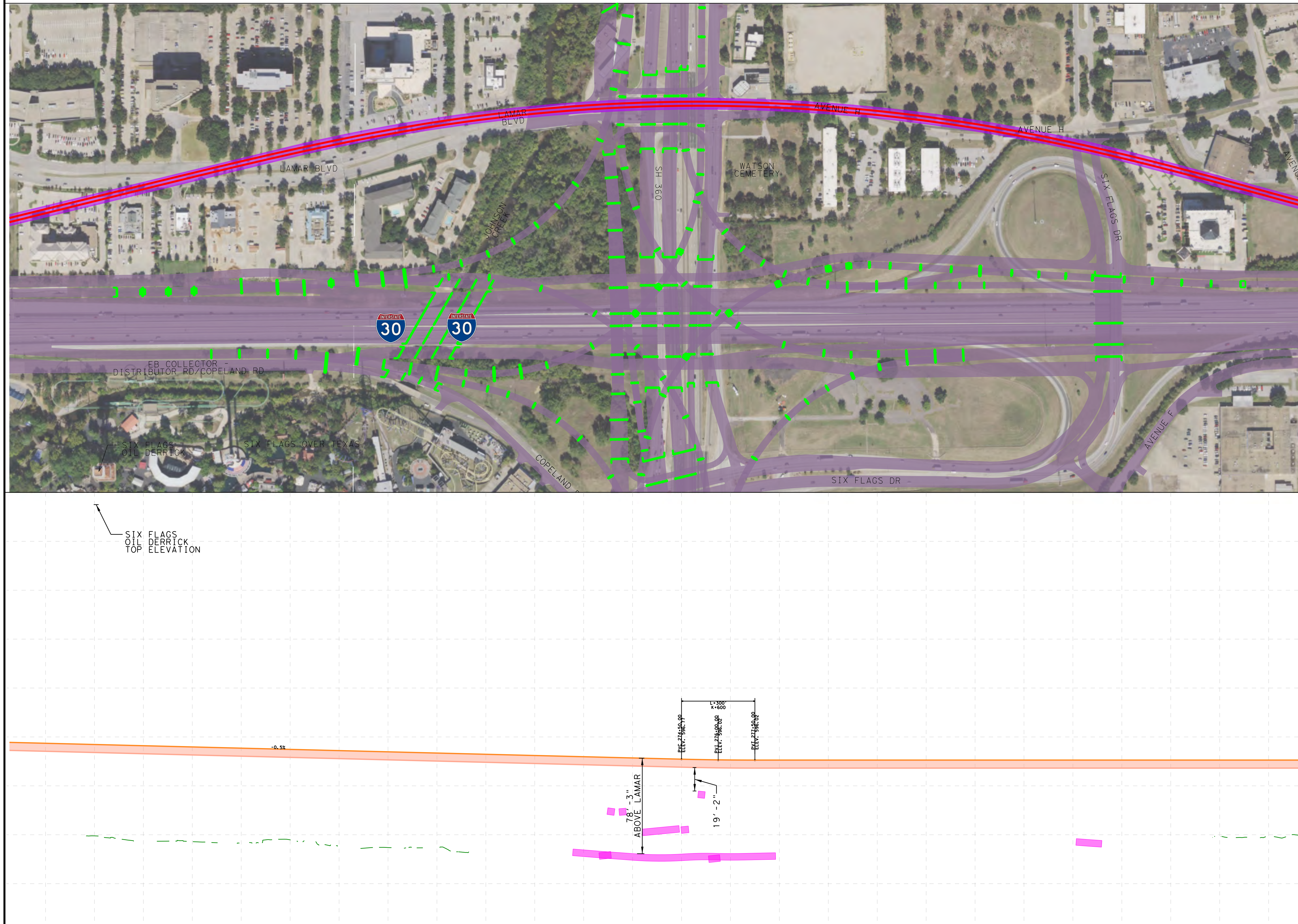
HORIZ. SCALE IN FEET

0 2.5 5 7.5 10
VERT. SCALE IN FEET

LEGEND

Figure F-3



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The HNTB Companies
Engineers Architects Planners
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PLACEHOLDER FOR NCTCOG TITLE BLOCK

HIGH SPEED RAIL
I30/SH360
ALIGN 12
ALTERNATIVE

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.		SHEET NO.
STATE	DISTRICT	COUNTY	
TEXAS	FTW	TARRANT	
CONTROL	SECTION	JOB	HIGHWAY NO.

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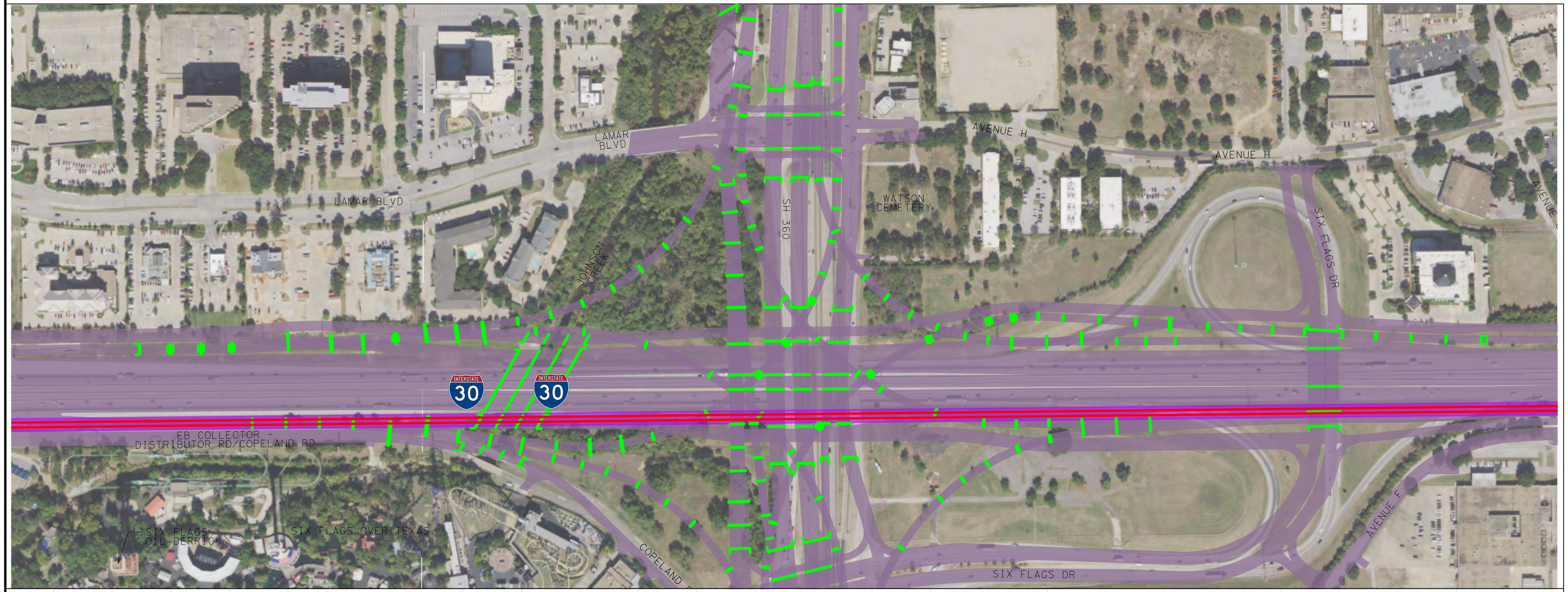
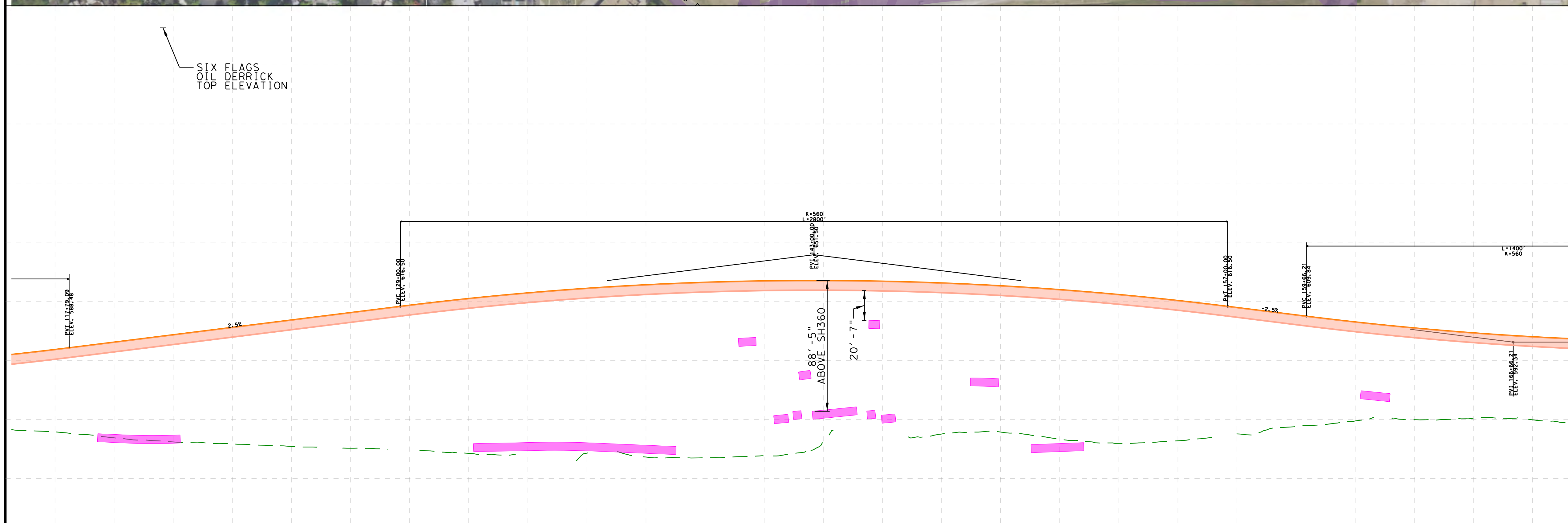
VERT. SCALE IN FEET

LEGEND

Figure F-4





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HNTB Corporation
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Engineers Architects Planners
Firm Registration Number 420

PLACEHOLDER FOR NCTCOG TITLE BLOCK

HIGH SPEED RAIL
I30/SH360
ALIGN-15
ALTERNATIVE

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.		SHEET NO.
STATE	DISTRICT	COUNTY	
TEXAS	FTW	TARRANT	
CONTROL	SECTION	JOB	HIGHWAY NO.

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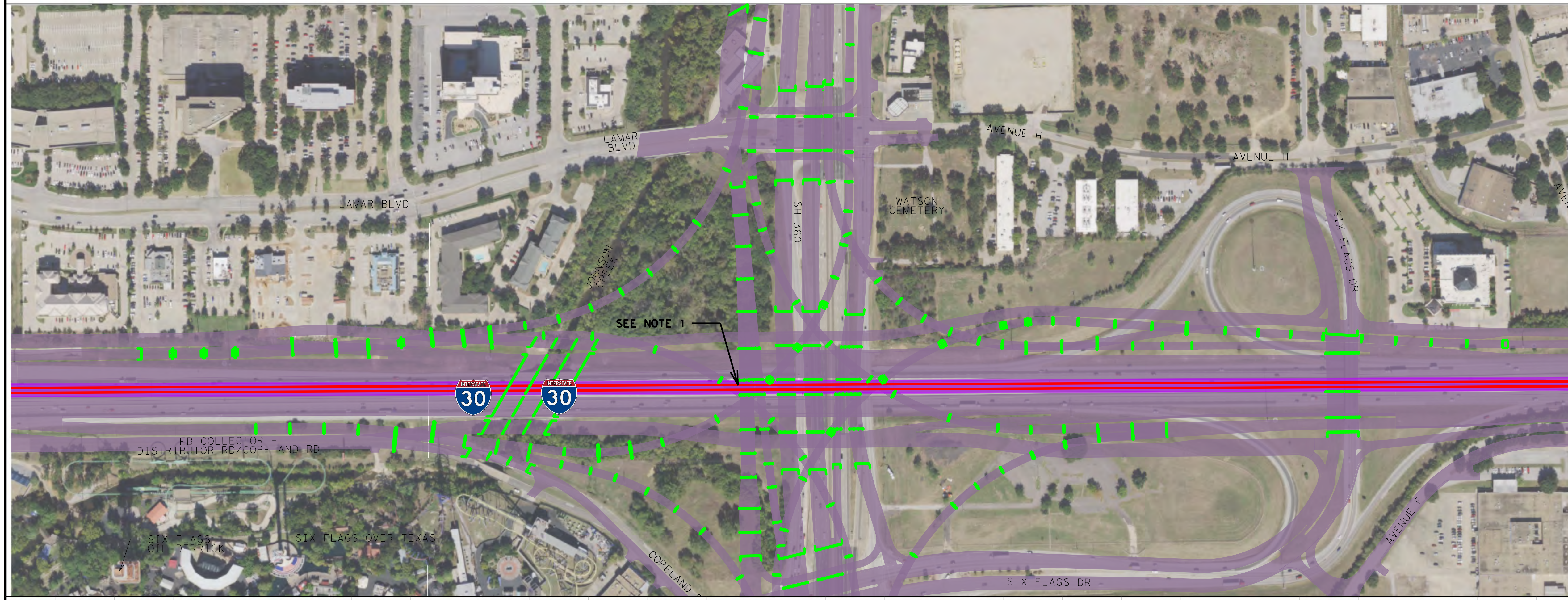

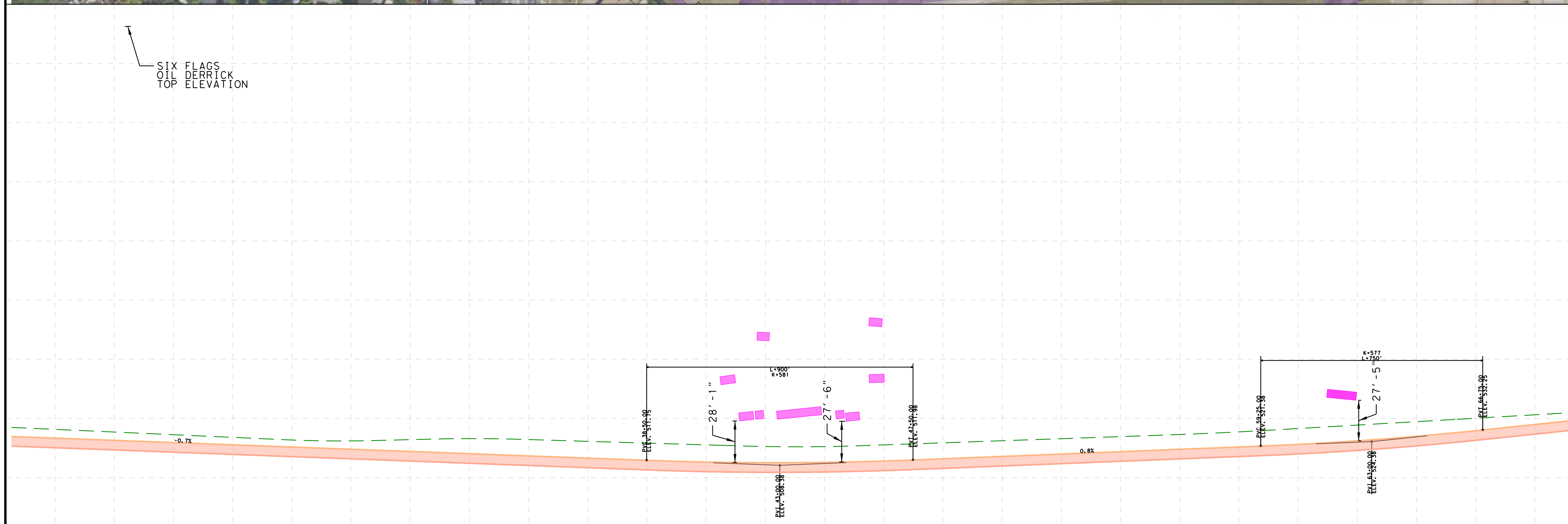

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HORIZ. SCALE IN FEET

0 2.5 5 7.5 10
VERT. SCALE IN FEET

LEGEND

Figure F-5

NOTES

1. MANAGED LANES REMOVED FOR HIGH SPEED GUIDEWAY. HIGH SPEED GUIDEWAY WOULD BE IN A TRENCH TO HAVE CLEARANCE UNDER SH 360.

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Firm Registration Number 420

PLACEHOLDER FOR NCTCOG TITLE BLOCK

HIGH SPEED RAIL
I30/SH360
MANAGED LANES
ALTERNATIVE

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.		SHEET NO.
STATE	DISTRICT	COUNTY	
TEXAS	FTW	TARRANT	
CONTROL	SECTION	JOB	HIGHWAY NO.

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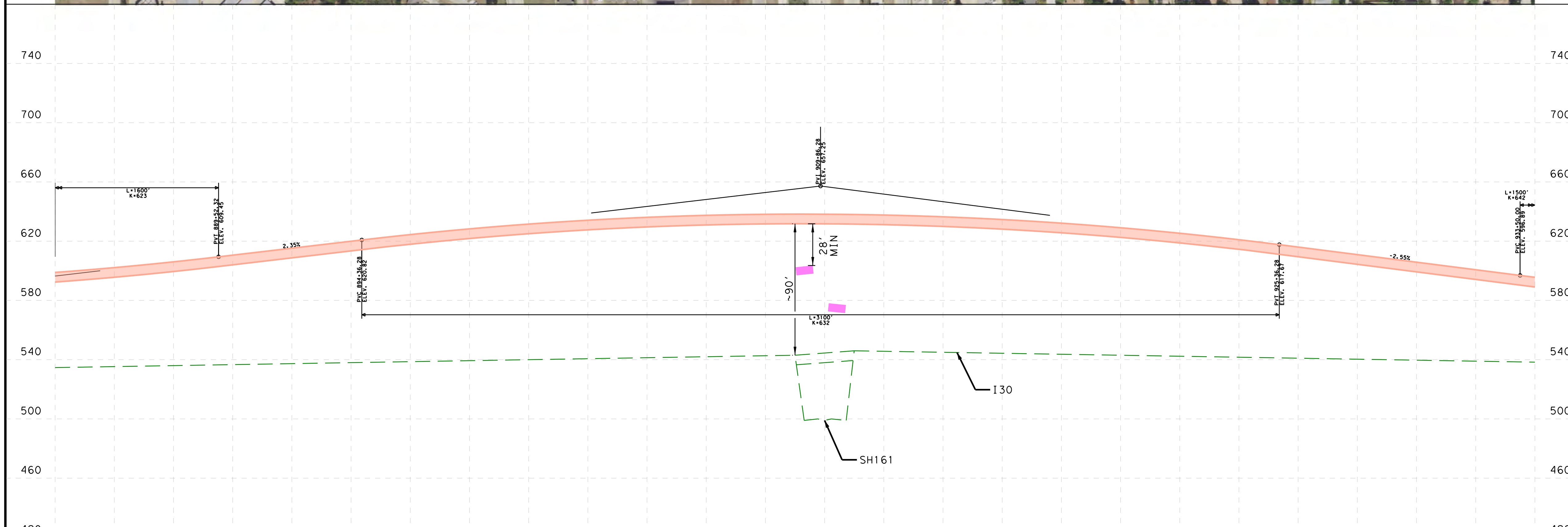
HORIZ. SCALE IN FEET
0 40 80 120 160
VERT. SCALE IN FEET

LEGEND

Figure F-6



NO.	REVISIONS	BY	DATE

HNTB

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

HIGH SPEED RAIL
I30/SH161
EDGE OF I30 EB
ALTERNATIVE

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.		SHEET NO.
STATE	DISTRICT	COUNTY	
TEXAS			
CONTROL	SECTION	JOB	HIGHWAY NO.

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HORIZ. SCALE IN FEET

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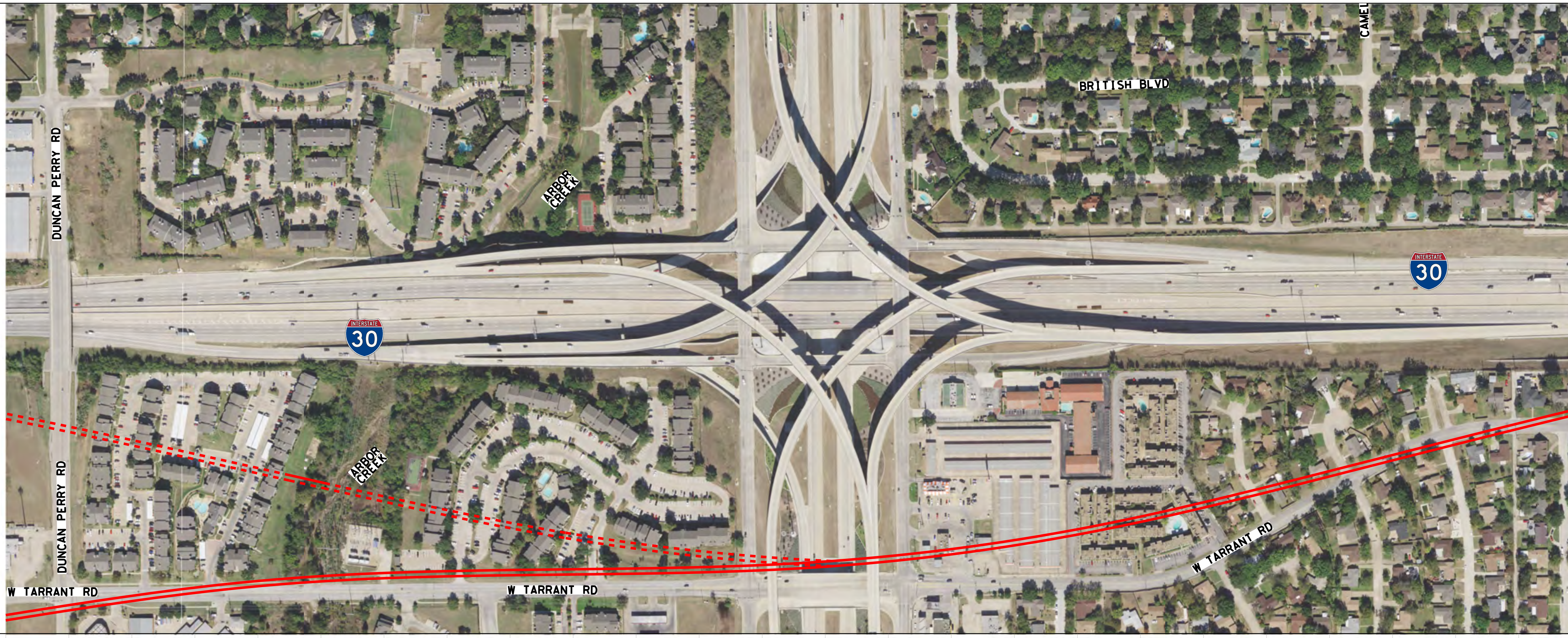
VERT. SCALE IN FEET

LEGEND



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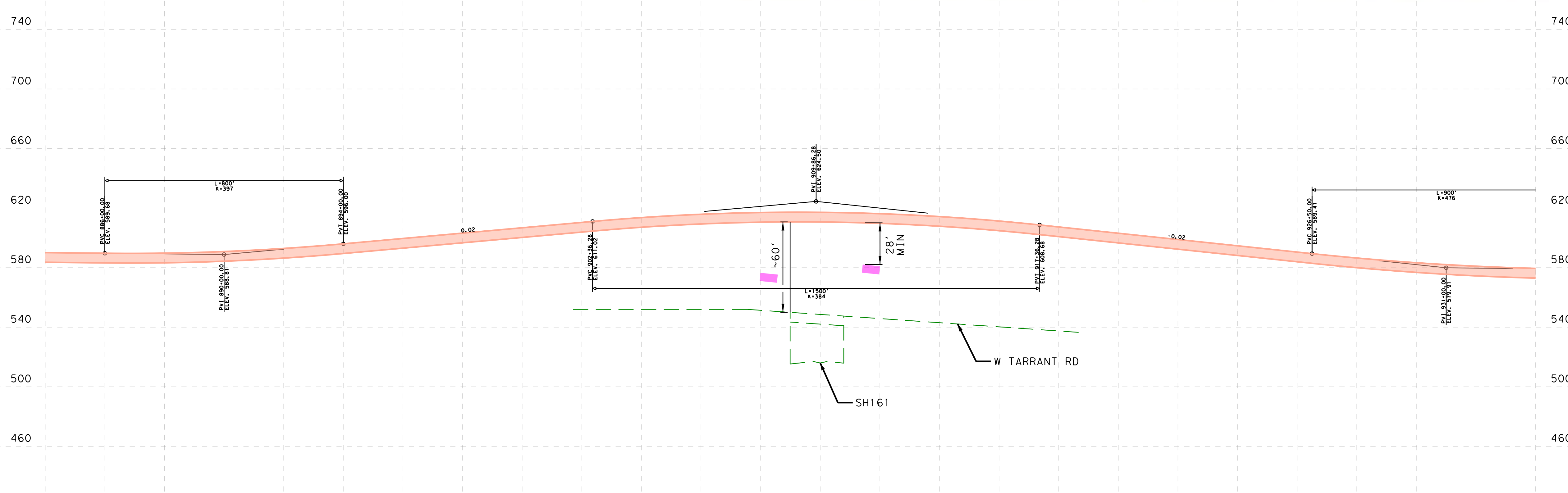

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Firm Registration Number 420

HIGH SPEED RAIL
I30/SH161
ALONG TARRANT RD

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.		SHEET NO.
STATE	DISTRICT	COUNTY	
TEXAS			
CONTROL	SECTION	JOB	HIGHWAY NO.

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Appendix G
Fort Worth Central Station

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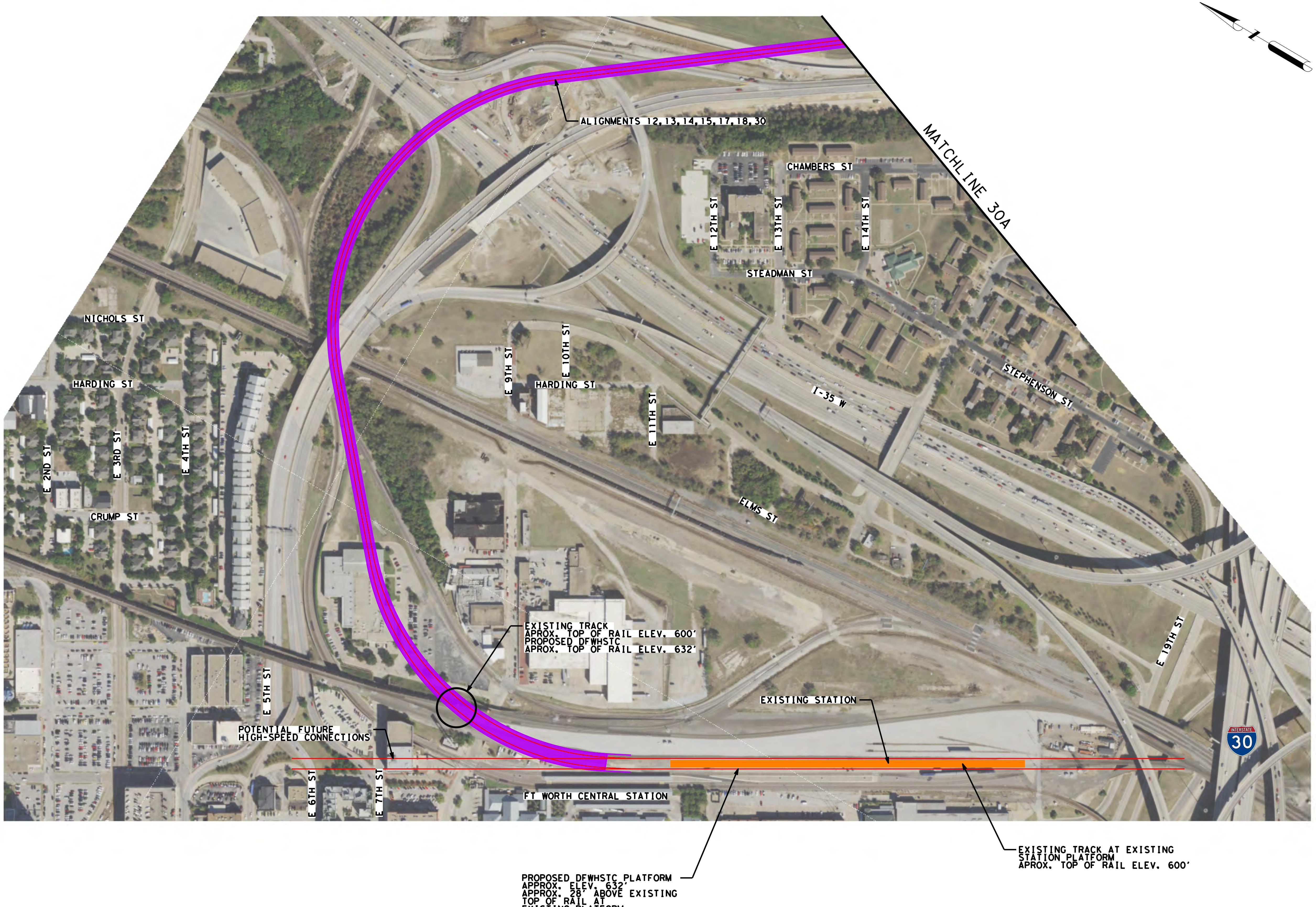

LEGEND

PROPOSED HIGH-SPEED TRANSPORTATION

EXISTING STATION

NO.	REVISIONS	BY	DATE

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The HNTB Companies
Engineers Architects Planners
Firm Registration Number 420

North Central Texas Council of Governments

DALLAS-FORT WORTH
HIGH SPEED
TRANSPORTATION CONNECTIONS
FORT WORTH STATION EXHIBIT

SHEET 1 OF 3

SHEET NO. 1

I-30 ALIGNMENT
AERIAL OPTION

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0 200 400 600 800
HORIZ. SCALE IN FEET

MATCHLINE 180A

LEGEND

PROPOSED HIGH-SPEED TRANSPORTATION

EXISTING STATION

NO.	REVISIONS	BY	DATE

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Firm Registration Number 420

DALLAS-FORT WORTH
HIGH SPEED
TRANSPORTATION CONNECTIONS
FORT WORTH STATION EXHIBIT

SHEET 2 OF 3

SHEET NO. 2

SH180 ALIGNMENT
AERIAL OPTION

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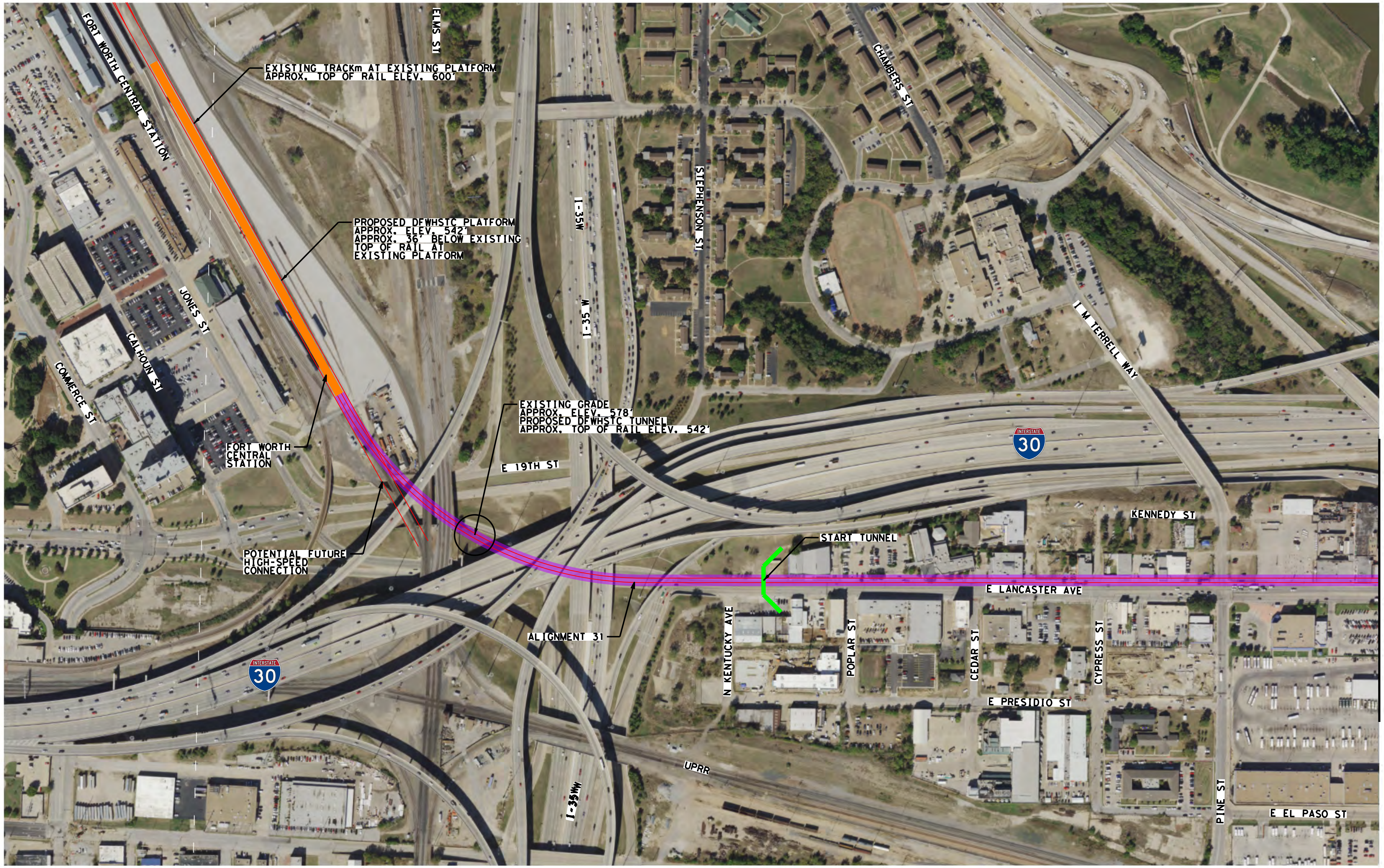

LEGEND

PROPOSED HIGH-SPEED TRANSPORTATION

EXISTING STATION

TUNNEL ENTRANCE

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DALLAS-FORT WORTH
HIGH SPEED
TRANSPORTATION CONNECTIONS
FORT WORTH STATION EXHIBIT

SHEET 3 OF 3

SHEET NO. 3

SH180 ALIGNMENT
TUNNEL OPTION

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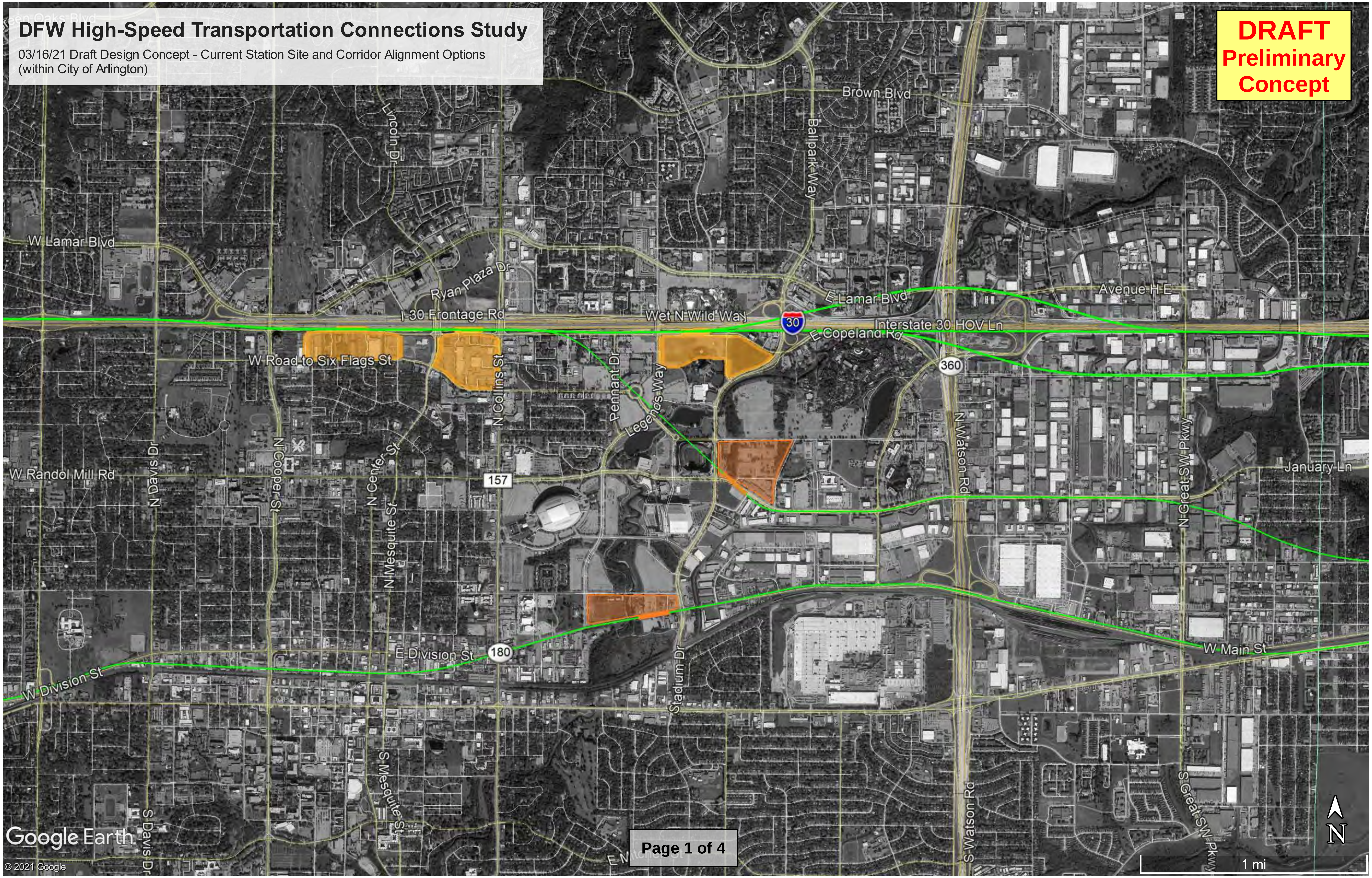
Appendix H
Preliminary Station Locations in Arlington

DFW High-Speed Transportation Connections Study

03/16/21 Draft Design Concept - Current Station Site and Corridor Alignment Options
(within City of Arlington)

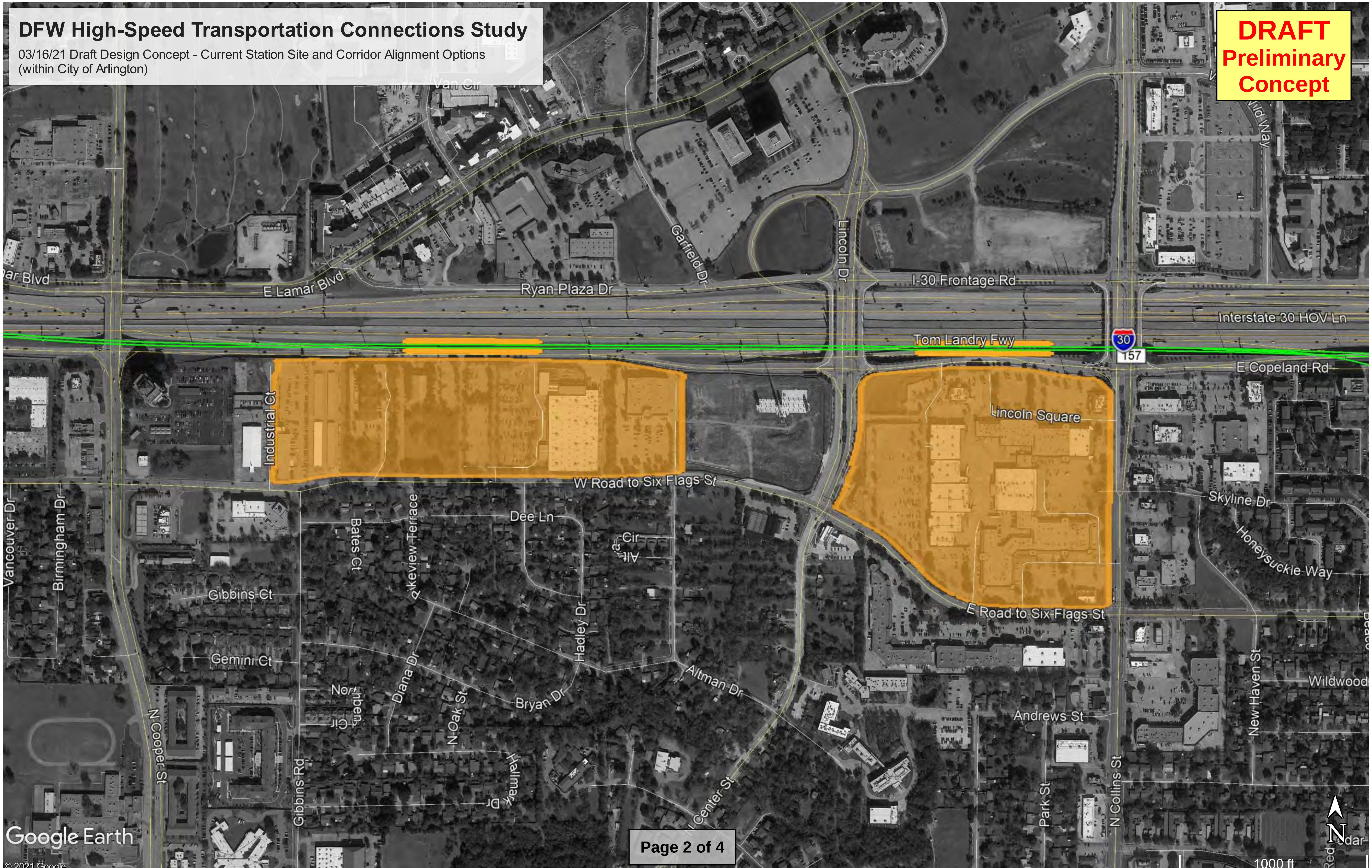
DRAFT Preliminary Concept



DFW High-Speed Transportation Connections Study

03/16/21 Draft Design Concept - Current Station Site and Corridor Alignment Options (within City of Arlington)

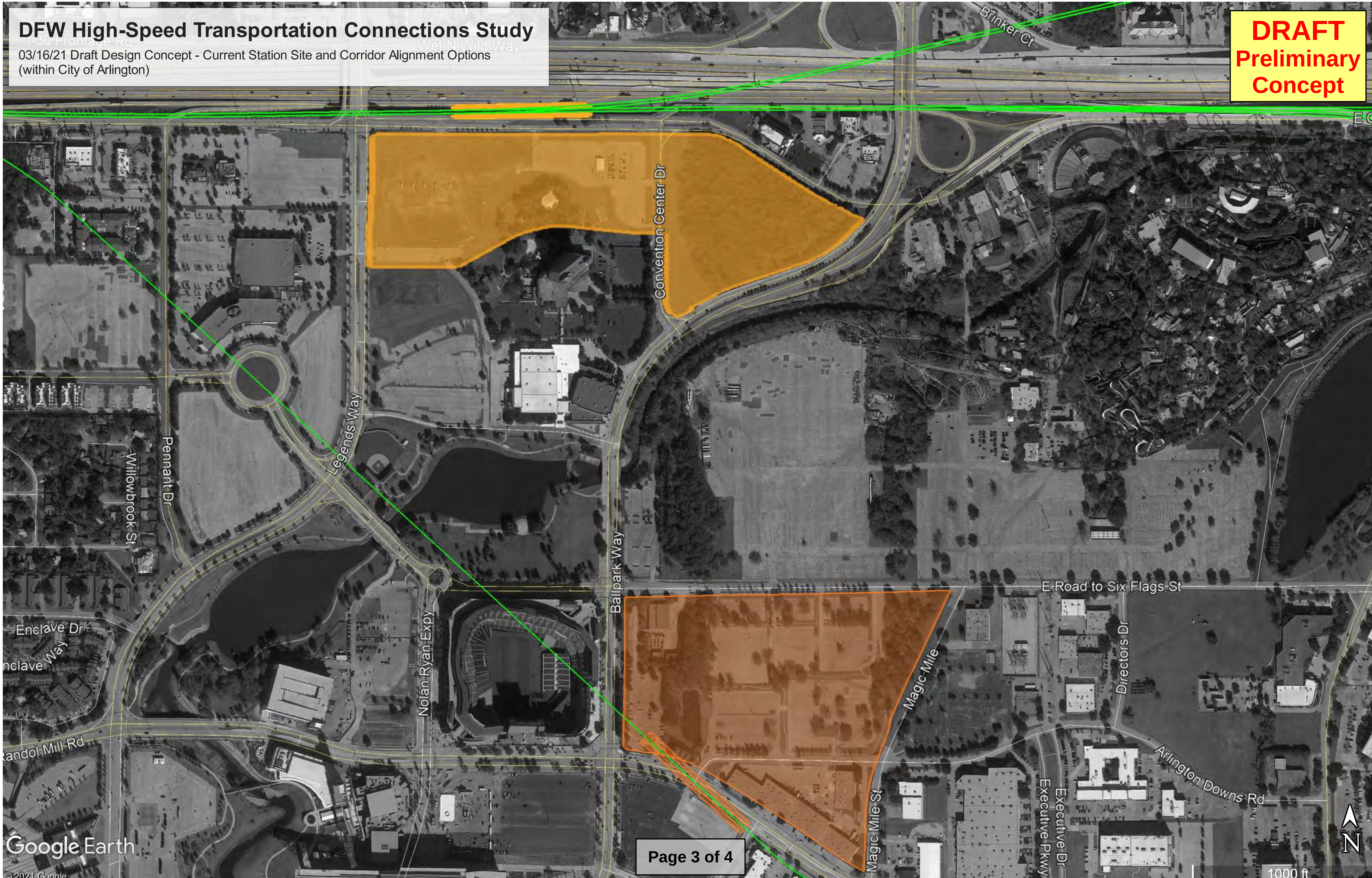
DRAFT Preliminary Concept



DFW High-Speed Transportation Connections Study

03/16/21 Draft Design Concept - Current Station Site and Corridor Alignment Options (within City of Arlington)

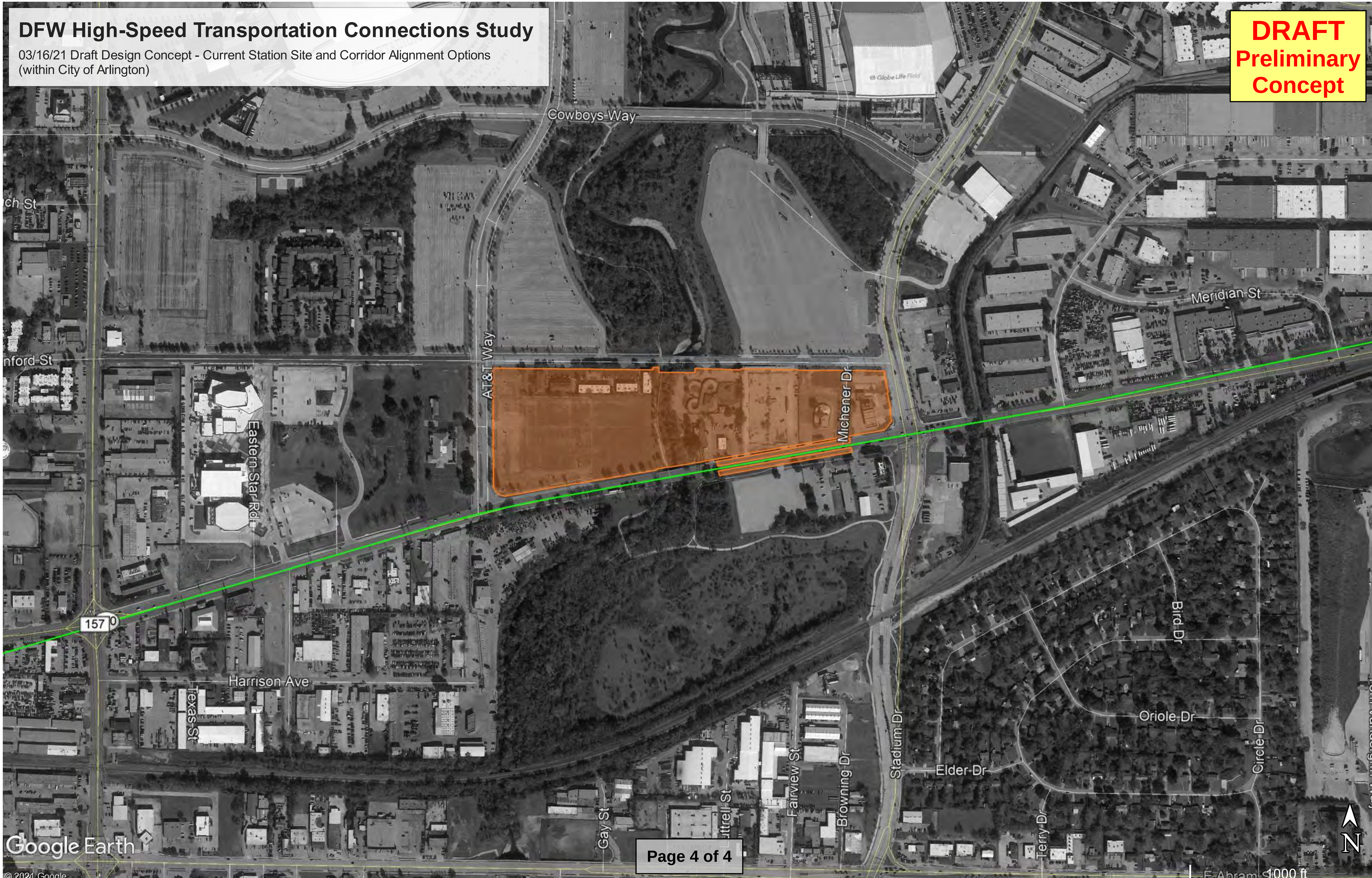
DRAFT Preliminary Concept



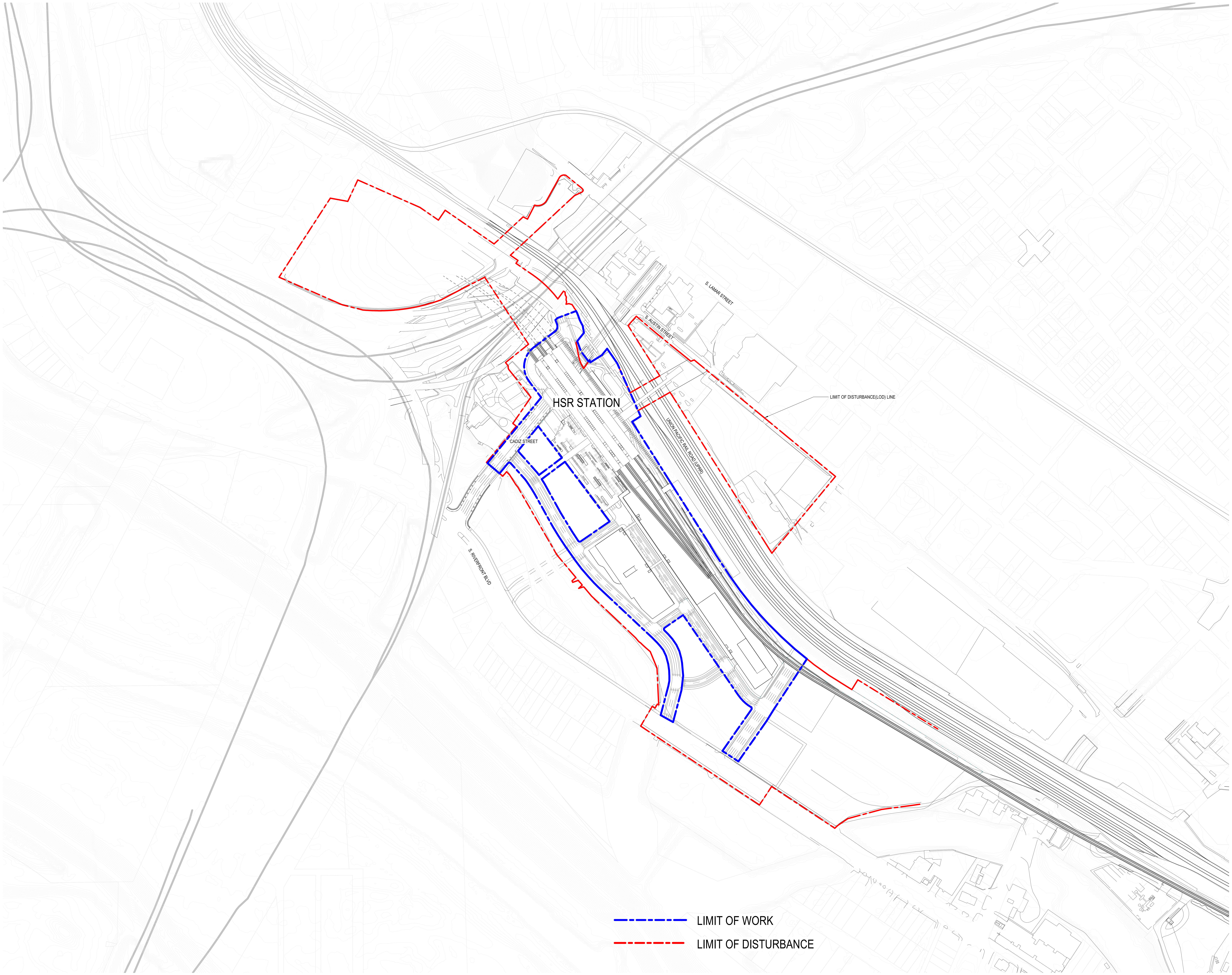
DFW High-Speed Transportation Connections Study

03/16/21 Draft Design Concept - Current Station Site and Corridor Alignment Options
(within City of Arlington)

DRAFT Preliminary Concept



Appendix I
Texas Central Railroad High-Speed Rail Station Area Concept in Dallas



1 URBAN CONTEXT
1" = 200'-0"

PERKINS
+WILL

10100 North Central Expressway
Suite 300
Dallas, Texas 75231
t 214.283.8700
f 214.283.8701
www.perkinswill.com

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TEXAS CENTRAL STATIONS BASIS OF DESIGN DOCUMENT

PROJECT

DALLAS STATION

TEXAS CENTRAL RAILROAD

TEXAS CENTRAL

ISSUE CHART

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1	TEXAS CENTRAL STATIONS BASIS OF DESIGN DOCUMENT	05/28/2019

Job Number	146079.000
Drawn	Author
Checked	Checker
Approved	Approver

TITLE

URBAN CONTEXT

SHEET NUMBER

A01-01

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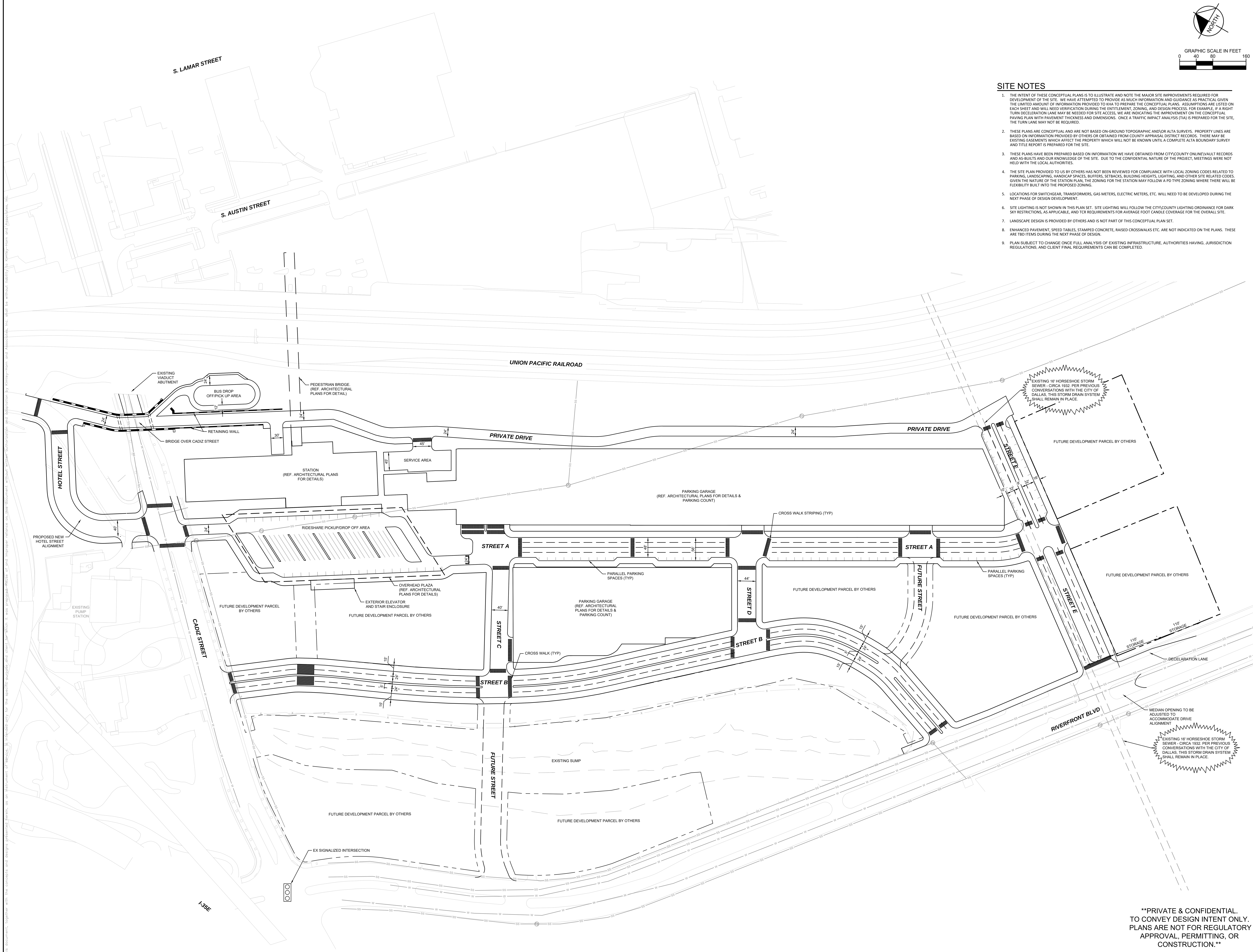

SITE NOTES

1. THE INTENT OF THESE CONCEPTUAL PLANS IS TO ILLUSTRATE AND NOTE THE MAJOR SITE IMPROVEMENTS REQUIRED FOR DEVELOPMENT OF THE SITE. WE HAVE ATTEMPTED TO PROVIDE AS MUCH INFORMATION AND GUIDANCE AS PRACTICAL GIVEN THE LIMITED AMOUNT OF INFORMATION PROVIDED TO KHA TO PREPARE THE CONCEPTUAL PLANS. ASSUMPTIONS ARE LISTED ON EACH SHEET AND WILL NEED VERIFICATION DURING THE ENTITLEMENT, ZONING, AND DESIGN PROCESS. FOR EXAMPLE, IF A RIGHT TURN DECELERATION LANE MAY BE NEEDED FOR SITE ACCESS, WE ARE INDICATING THE IMPROVEMENT ON THE CONCEPTUAL PAVING PLAN WITH PAVEMENT THICKNESS AND DIMENSIONS. ONCE A TRAFFIC IMPACT ANALYSIS (TIA) IS PREPARED FOR THE SITE, THE TURN LANE MAY NOT BE REQUIRED.

2. THESE PLANS ARE CONCEPTUAL AND ARE NOT BASED ON-GROUND TOPOGRAPHIC AND\OR ALTA SURVEYS. PROPERTY LINES ARE BASED ON INFORMATION PROVIDED BY OTHERS OR OBTAINED FROM COUNTY APPRAISAL DISTRICT RECORDS. THERE MAY BE EXISTING EASEMENTS WHICH AFFECT THE PROPERTY WHICH WILL NOT BE KNOWN UNTIL A COMPLETE ALTA BOUNDARY SURVEY AND TITLE REPORT IS PREPARED FOR THE SITE.

3. THESE PLANS HAVE BEEN PREPARED BASED ON INFORMATION WE HAVE OBTAINED FROM CITY\COUNTY ONLINE\VAULT RECORDS AND AS-BUILTS AND OUR KNOWLEDGE OF THE SITE. DUE TO THE CONFIDENTIAL NATURE OF THE PROJECT, MEETINGS WERE NOT HELD WITH THE LOCAL AUTHORITIES.

4. THE SITE PLAN PROVIDED TO US BY OTHERS HAS NOT BEEN REVIEWED FOR COMPLIANCE WITH LOCAL ZONING CODES RELATED TO PARKING, LANDSCAPING, HANDICAP SPACES, BUFFERS, SETBACKS, BUILDING HEIGHTS, LIGHTING, AND OTHER SITE RELATED CODES. GIVEN THE NATURE OF THE STATION PLAN, THE ZONING FOR THE STATION MAY FOLLOW A PD TYPE ZONING WHERE THERE WILL BE FLEXIBILITY BUILT INTO THE PROPOSED ZONING.

5. LOCATIONS FOR SWITCHGEAR, TRANSFORMERS, GAS METERS, ELECTRIC METERS, ETC. WILL NEED TO BE DEVELOPED DURING THE NEXT PHASE OF DESIGN DEVELOPMENT.

6. SITE LIGHTING IS NOT SHOWN IN THIS PLAN SET. SITE LIGHTING WILL FOLLOW THE CITY\COUNTY LIGHTING ORDINANCE FOR DARK SKY RESTRICTIONS, AS APPLICABLE, AND TCR REQUIREMENTS FOR AVERAGE FOOT CANDLE COVERAGE FOR THE OVERALL SITE.

7. LANDSCAPE DESIGN IS PROVIDED BY OTHERS AND IS NOT PART OF THIS CONCEPTUAL PLAN SET.

8. ENHANCED PAVEMENT, SPEED TABLES, STAMPED CONCRETE, RAISED CROSSWALKS ETC. ARE NOT INDICATED ON THE PLANS. THESE ARE TBD ITEMS DURING THE NEXT PHASE OF DESIGN.

9. PLAN SUBJECT TO CHANGE ONCE FULL ANALYSIS OF EXISTING INFRASTRUCTURE, AUTHORITIES HAVING, JURISDICTION REGULATIONS, AND CLIENT FINAL REQUIREMENTS CAN BE COMPLETED.

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No.	REVISIONS	DATE	BY

Kimley-Horn
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13455 NOEL ROAD TWO GALLERIA OFFICE TOWER, SUITE 700
DALLAS TX, 75240
PHONE: 972-770-1312
WWW.KIMLEY-HORN.COM F-928

TEXAS CENTRAL RAILROAD

KHA PROJECT	061274560
DATE	MAY 2019
SCALE	AS SHOWN
DESIGNED BY	PJH
DRAWN BY	PJH
CHECKED BY	KSG

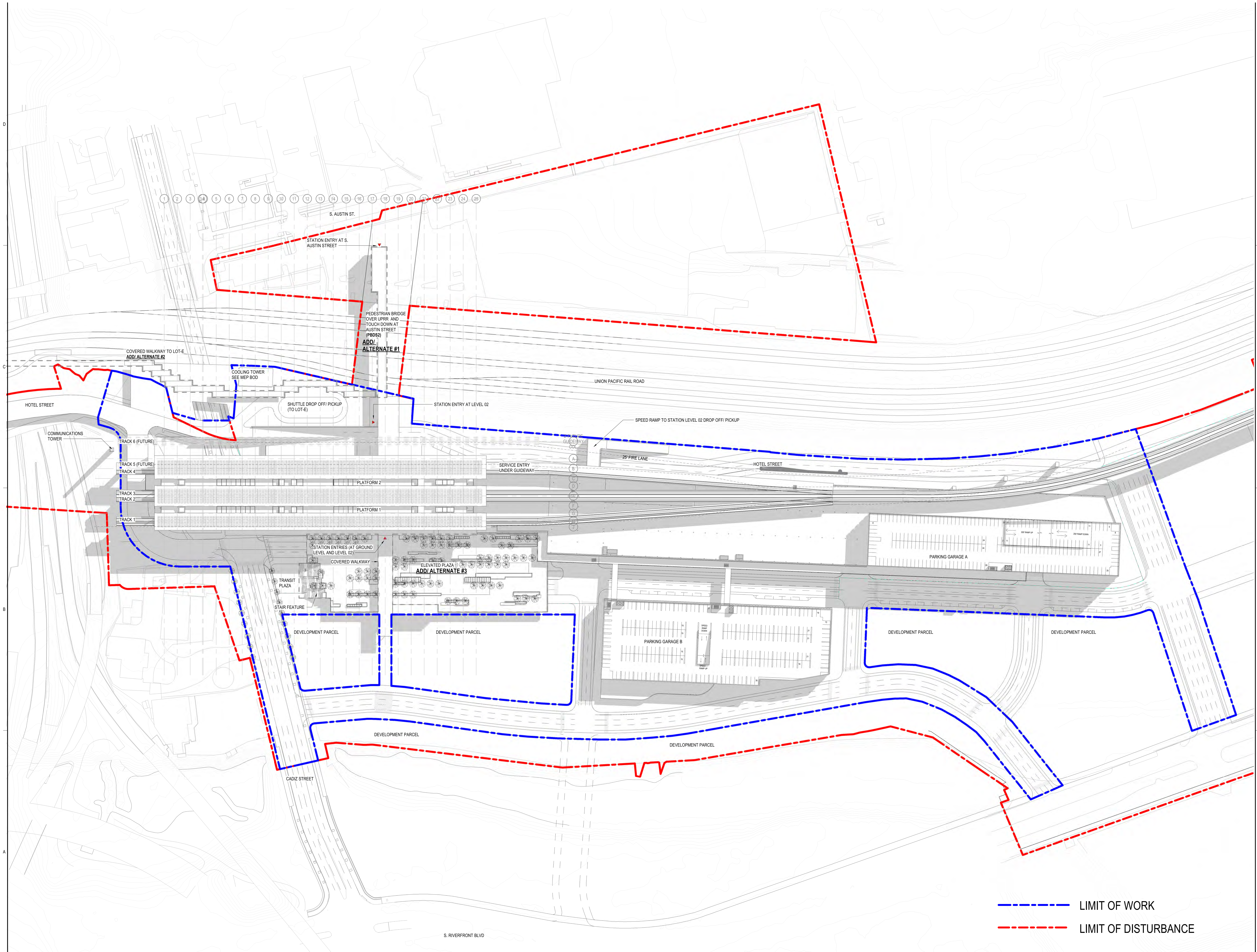
DALLAS STATION

SITE PLAN

SHEET NUMBER
C-03

PERKINS
+WILL

10100 North Central Expressway
Suite 300
Dallas, Texas 75231
t 214.283.8700
f 214.283.8701
www.perkinswill.com



1 SITE PLAN - ROOF PLAN WITH PARKING
1" = 80'-0"

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TEXAS CENTRAL STATIONS BASIS OF DESIGN DOCUMENT

PROJECT

DALLAS STATION

TEXAS CENTRAL RAILROAD

TEXAS CENTRAL

ISSUE CHART

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1	TEXAS CENTRAL STATIONS BASIS OF DESIGN DOCUMENT	05/28/2019

Job Number	146079.000
Drawn	Author
Checked	Checker
Approved	Approver

TITLE

SITE PLAN

SHEET NUMBER

A01-02

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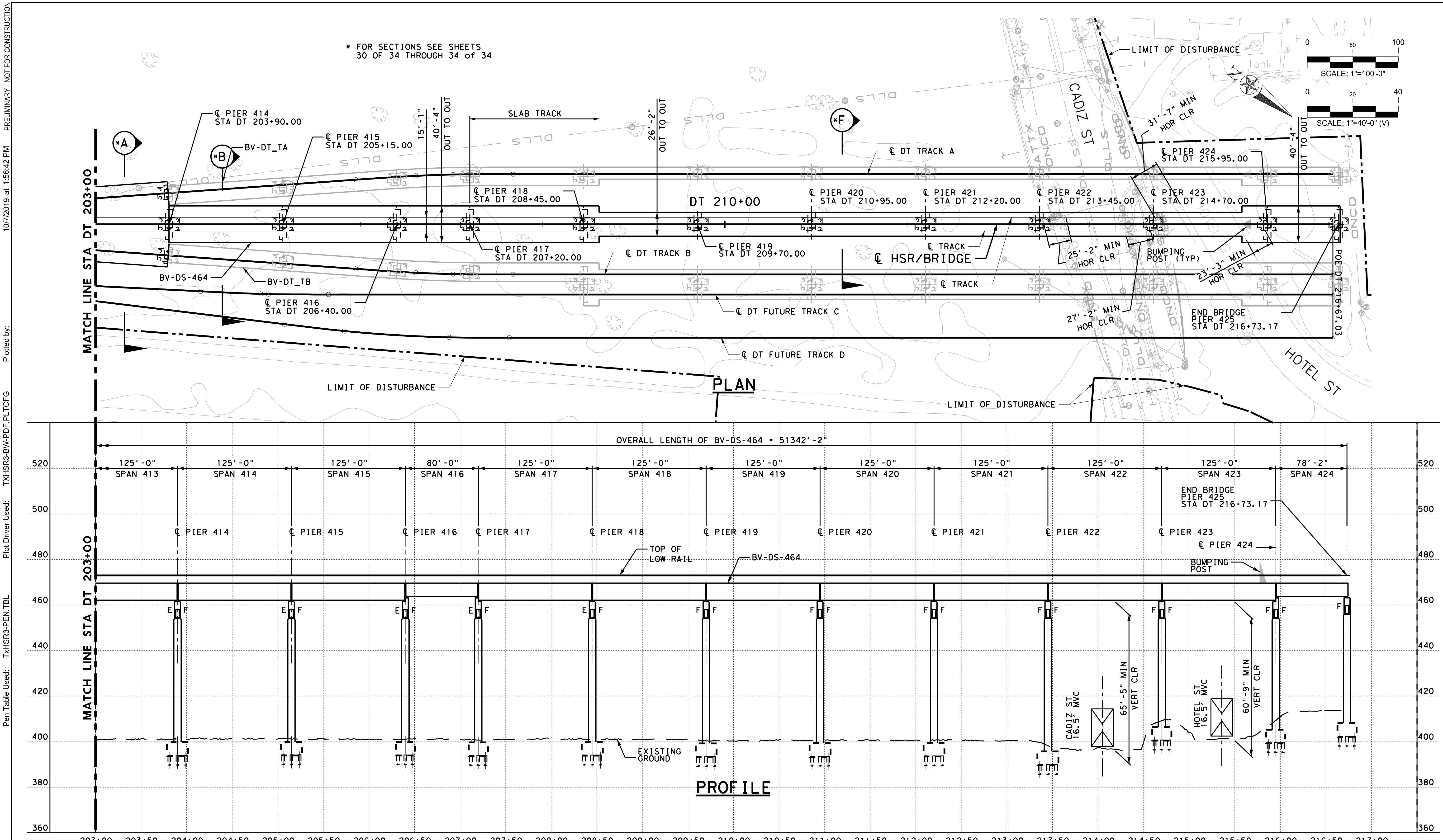
Plotted by:

TXHSR3-BW-PDF.PLTCFG

Plot Driver Used:

TxHSR3-PEN.TBL

Pen Table Used:



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J. SEDDELMEYER	D. EVANS	M. OSEI-ANTWI	A. LEDESMA

TEXAS CENTRAL
1409 South Lamar Street, Ste 1022
Dallas, Texas 75215

TxHSR
3001 Meacham Blvd, Ste 215, Fort Worth, TX 76137

WSP USA, Inc.
2777 N Stemmons Freeway, Suite 1600
Dallas, Texas 75207
TBPELS # F-2263

THE TEXAS HIGH-SPEED TRAIN
SEGMENT 01 - STRUCTURES

VIADUCT BV-DS-464

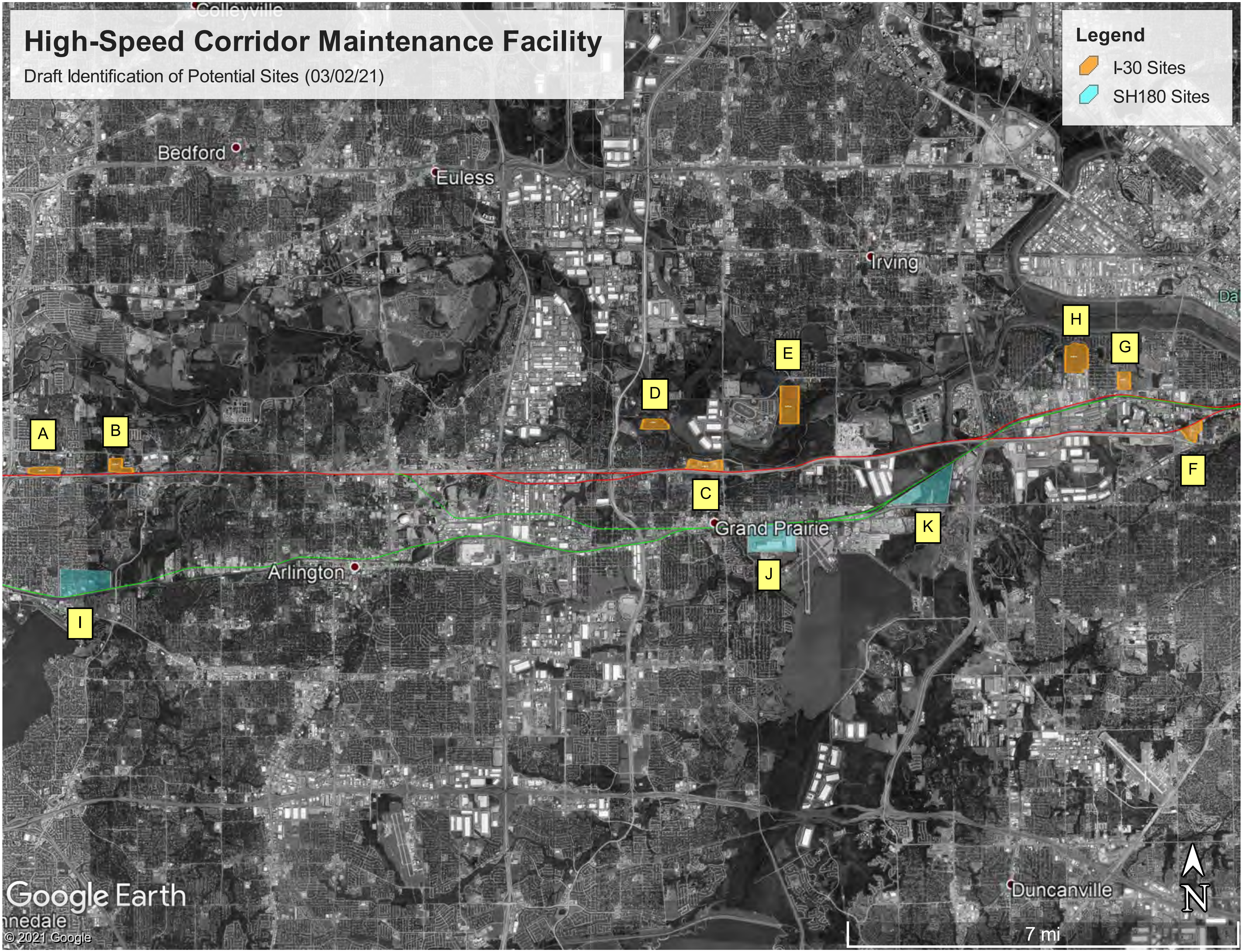
PLAN AND PROFILE
STA DT 203+20 TO STA DT 216+73.17

Drawing Date: 10/10/2019
Sheet Count: 27of 34
Project Number: 194300
Scale: As-Shown
Drawing Name: BV-PPS024

Appendix J
Potential Maintenance Facility Locations

High-Speed Corridor Maintenance Facility

Draft Identification of Potential Sites (03/02/21)



Appendix K
Summary Design Criteria

Design Criteria Summary Table

The following table provides a summary version of design criteria outlined within the 2020 ***Fort Worth to Laredo High-Speed Transportation Study*** (highlighted in yellow) supplemented by information provided by high-speed transportation technology providers participating in the ***Dallas to Fort Worth High-Speed Transportation Connections Study*** Technology Forum (highlighted in blue).

	High-Speed Rail	Maglev	Hyperloop
Operating Speed	186-205 mph[1]	220[2] - 311 mph [3]	Up to 670 mph[4]
	220 mph [F]	300 – 350 mph [D]	621 mph [A] 760 mph max (theoretical) [C]
Horizontal Curve Radius (Radius at approx. operational speed)	Min Top Speed: 17,100 ft[5]	Desired: 10 mi (52,800 ft) Min Top Speed: 5 mi (26,400 ft)[6]	At 600 mph 1.6 miles (8,448 ft) according to VHO Studies assume similar to HSR (no greater than .028 gravitational force)[7]
	---	1,640 ft minimum [D] TBD ft at max speed [D]	57,000 ft at 621 mph [B] 1.36 km at 100 m/s (4,460 ft at 223 mph) [G]
Horizontal Clearances	Approx. 12 ft from catenary pole to 25 ft depending on available right-of-way [8]	23-36 ft can vary depending on available right-of-way[9]	Approx. 13 ft according to preliminary design drawings
	---	16 ft when passing [D]	---
Technology Specific Vertical Clearances*	For HSR crossing over 14.5 ft (private roads) to 18.5 ft (for interstates) [10] For HSR crossing under a min. 21 ft – 2 in[11]	Min. under-clearance 18 ft[12] Min. 20 ft for areas with pedestrians [13]	Similar to HSR and Maglev
	---	22.6 ft for freight [D]	---
Maximum Super elevation (angle of cant)	Absolute Max - 7 7/8 in[14]	10 degrees[15]	Assumed 12 degrees (7 in, similar to California HSR) [16] [17]
	---	10 degrees [D]	19 degrees (9.5 degree track tilt + 9.5 degree vehicle suspension tilt) [A] 12 degrees [C]
Maximum Grade (Main Line)	Max - 1.8 % < 1.5 miles Max - 2% < 0.6 miles[18] Up to 3.5%[19]	4%[20]	≤10% (theoretical) [21]
	---	10% possible [D] 1-2% recommended [D]	10% [C, G]
Center-to-Center Spacing Guideways	Approx. 14ft-9in[22]	19 ft[23]	Min. 19.6 ft depending on configuration[24]
	---	16 ft [D]	3.6M (11'-10") [A]
Typical Right-of-Way Widths	Approx. 100 ft[25]	Approx. 72 ft - 100ft[26]	Approx. 40 –100 ft (Tube and guideways can have varying configuration)[27]
	---	33 ft (approximate) [D]	50 ft [G]
Energy Type	Electric	Electric	Electric
	---	Electric [D]	---
Grade Separation	Yes / Closed System	Yes / Closed System	Yes / Closed System

	High-Speed Rail	Maglev	Hyperloop
	---	Yes, when elevated. Can be configured at-grade on railroad infrastructure. [D]	---
Capital Cost/Mile (in $ Millions; adjusted to 2019 dollars)	Approx. $64 - 75[28]	Approx. $265[29] [30] Planning level Information found regarding superconducting maglev projects include Baltimore-Washington and Chuo Shinkansen, both projects include significant amount of tunnelling and right of way costs due to their locations. Therefore, capital costs could vary greatly for this technology.	Approx. $50 - $75[31] [32] Up to $120[33] Estimates vary
	---	$33.87M (elevated) [D]	$55M/mile (28M euro/km) [A] $40 - $65M/mi [C] $45M/mi [H]

[1] FRA. *Dallas to Houston High-Speed Rail Draft Environmental Impact Study, Final Draft Conceptual Engineering Report-FDCEv7, 15 September 2017,* p27. Accessed February 2020: https://cms8.fra.dot.gov/sites/fra.dot.gov/files/fra_net/17677/31%20Dallas%20to%20Houston%20High%20Speed%20Rail%20DEIS%20Appendix%20F_TCRR%20FDCE%20v7%20REPORT.pdf

[2] FRA. *Baltimore-Washington Superconducting Maglev Project Final Alternatives Report Nov 2018*, p84. Accessed, February 2020: https://www.bwmaglev.info/images/document_library/reports/alternatives_report/SCMAGLEV_Alts_Report_Body-Append-A-B-C_Nov2018.pdf

[3] Central Japan Railway Company. *About the Chuo Shinkansen Project.* Accessed February 2020: https://scmaglev.jr-central-global.com/faq/

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*Denotes: Vertical Clearances indicated are technology specific. Should there be a need to cross another railway, road, or utility, vertical clearances would need to comply with the design requirements of the intersecting facility.

Citations for Dallas to Fort Worth High-Speed Transportation Connections Study

[A] "The Hyperloop" by Hardt Hyperloop, November 18, 2020
[B] "The Hyperloop" by Hardt Hyperloop, November 18, 2020, "Cornering Radii and vehicle cant angle" chart – pg. 23
[C] Hyperloop TT response to NCTCOG DFWHSTC Technology Forum Phase 1 Questions (December 2020)
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[H] Zeleros response to NCTCOG DFWHSTC Technology Forum Phase 1 Questions (December 2020)

Technology Review and Operational Characteristics Summary Table

The following table provides a summary version of ***technology operational characteristics*** outlined within the 2020 ***Fort Worth to Laredo High-Speed Transportation Study*** (highlighted in yellow) supplemented by information provided by high-speed transportation technology providers participating in the ***Dallas to Fort Worth High-Speed Transportation Connections Study*** Technology Forum (highlighted in blue).

	High-Speed Rail	**Maglev**	**Hyperloop**
Operating Speed	186-205[34]	220[35] - 311[36] mph	Up to 670 mph[37]
	220 mph [F]	300 – 350 mph [D]	621 mph [A]
Typical Station Distances	20 to 100 miles, up to 250 miles[38]	10 to 100 miles; up to 180 miles [39]	Undetermined; range from 10 to 250 miles up to 500 miles.
	---	---	---
Vehicle Capacity or Capacity Per Trainset	400-1300 passengers depending on trainset configuration[40] [41]	400-1300 passengers depending on trainset configuration[42]	Estimated 28-40 per pod
	420-500 passengers per 8-car trainset [E]	---	60 per vehicle [A] 20,000 - 40,000 /hour [A] 50 per vehicle [C] 4,500 pphpd/tube [C] 28 per pod [G] 16,000 pphpd [G] 4,800 pphpd [H]
Headway	Shinkansen System As low as every 3 minutes. Dallas to Houston HSR will run every 30 minutes during peak times and 1 hour in off-peak	Typical 15-20 minutes	Anticipated ever 1-3 minutes
	---	---	5 minutes or faster [A] 2 minutes [C] 4 seconds [G] 2.5 minutes [H]
Typical Fare	Approximately $0.25 – $0.40 per mile in Europe and Asia. Intended to compete with short haul air travel	Typical fare for the Shanghai Maglev ranges from $10 to $30	Unknown; anticipated to compete with air travel
	---	---	---
Freight Service	Limited[43][44]	Unknown	Yes
	---	---	---
Other Information	**Acceleration** 0.503 m/s^2 [I]	---	**Acceleration** 0.15 G (longitudinal) [A C] 0.20 G (longitudinal) [G] 1.50 m/s^2 (0.15 G) [H] 0.10 G (lateral) [A] 0.05 G (lateral) [C]
	Braking 0.322 mph/s^2 [I] (0.72 m/s^2) [I]	---	**Emergency Braking** 1.2 G [A] 0.6 G [C] 0.4 G [H]
	---	---	**Operating Cost** $0.10/ton mile (freight) $0.112/seat mile (passengers) (2030$) [C] $0.11M / year [H]

[34] FRA. *Dallas to Houston High-Speed Rail Draft Environmental Impact Study, Final Draft Conceptual Engineering Report-FDCEv7, 15 September 2017,* p27. Accessed February 2020:

https://cms8.fra.dot.gov/sites/fra.dot.gov/files/fra_net/17677/31%20Dallas%20to%20Houston%20High%20Speed%20Rail%20DEIS%20Appendix%20F_TCRR%20FDCE%20v7%20REPORT.pdf
[35] FRA. *Baltimore-Washington Superconducting Maglev Project Final Alternatives Report Nov 2018*, p84. Accessed, February 2020: https://www.bwmaglev.info/images/document_library/reports/alternatives_report/SCMAGLEV_Alts_Report_Body-Append-A-B-C_Nov2018.pdf
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[39] Central Japan Railway Company. *About the Chuo Shinkansen Project.* Accessed February 2020: https://scmaglev.jr-central-global.com/faq/
[40] FRA. *Dallas to Houston High-Speed Rail Draft Environmental Impact Study, Final Draft Conceptual Engineering Report-FDCEv7, 15 September 2017,* p17. Accessed February 2020: https://cms8.fra.dot.gov/sites/fra.dot.gov/files/fra_net/17677/31%20Dallas%20to%20Houston%20High%20Speed%20Rail%20DEIS%20Appendix%20F_TCRR%20FDCE%20v7%20REPORT.pdf
[41] Central Japan Railway Company. *About the Shinkansen,* Accessed February 2020: https://global.jr-central.co.jp/en/company/about_shinkansen/
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[I] Talgo response to NCTCOG DFWHSTC Technology Forum Phase 3 One-On-One Session (January 2021)

STATE OF TEXAS
NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS

PLANS OF PROPOSED HIGH-SPEED TRANSPORTATION

DALLAS-FORT WORTH HIGH-SPEED TRANSPORTATION CONNECTION DALLAS / TARRANT COUNTY

LIMITS: DOWNTOWN FORT WORTH TO DOWNTOWN DALLAS

INDEX OF SHEETS

SHEET NO.	DESCRIPTION
1	TITLE SHEET
2	PROPOSED TYPICAL SECTIONS
3-6	I-30 PROJECT LAYOUT
7-10	SH180 PROJECT LAYOUT
11	I-30/SH180 CONNECTION PROJECT LAYOUT
12-44	I-30 CORRIDOR ALTERNATIVES
45-77	SH180 CORRIDOR ALTERNATIVES
78-84	I-30/SH180 CONNECTION ALTERNATIVE
85	DOWNTOWN FORT WORTH ALTERNATIVES
86	DOWNTOWN DALLAS ALTERNATIVES

5% DESIGN SUBMITTAL

By: ISRAEL M. W. CROWE

P.E.# 89251

Date: 8/16/2021

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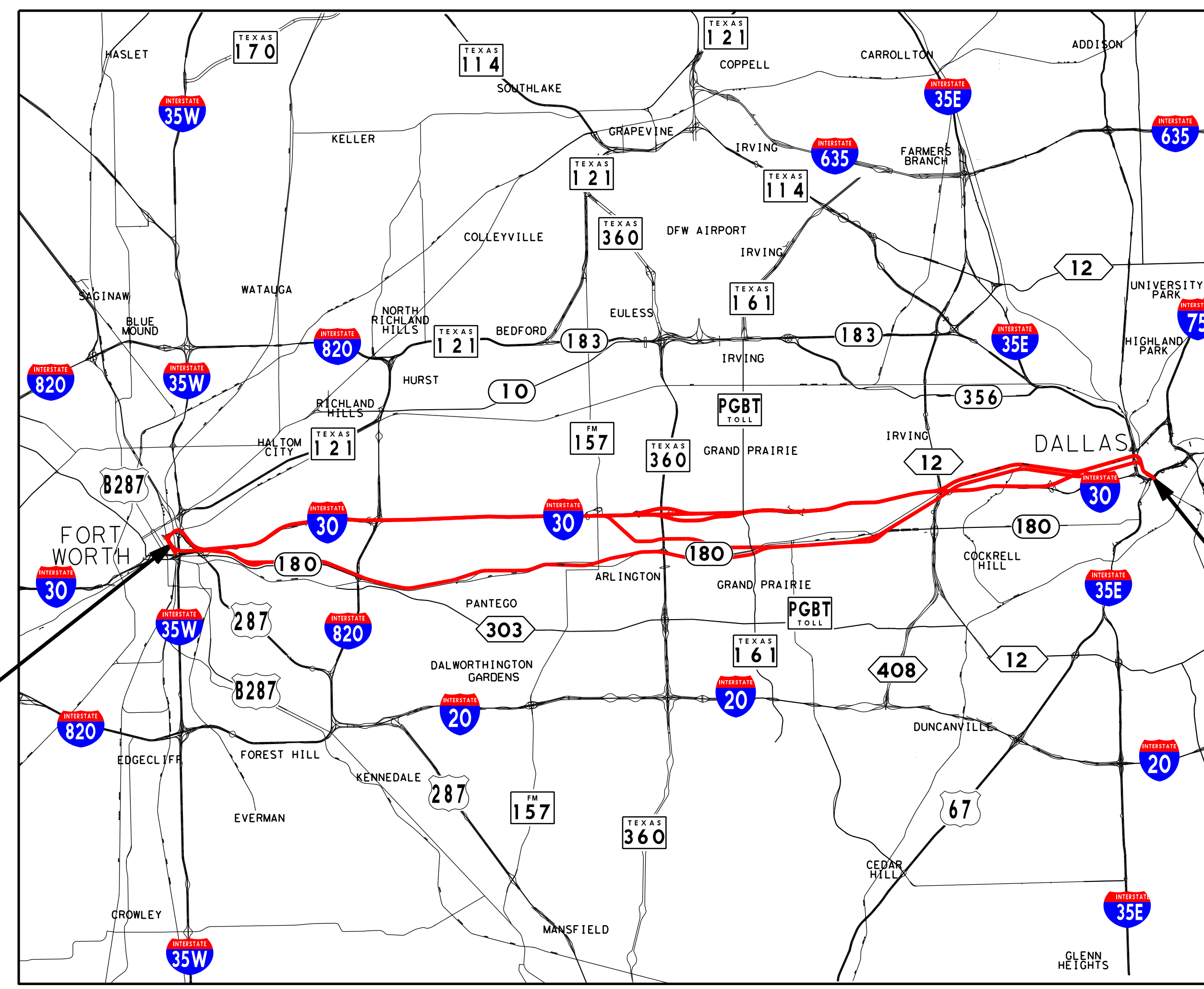

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END PROJECT

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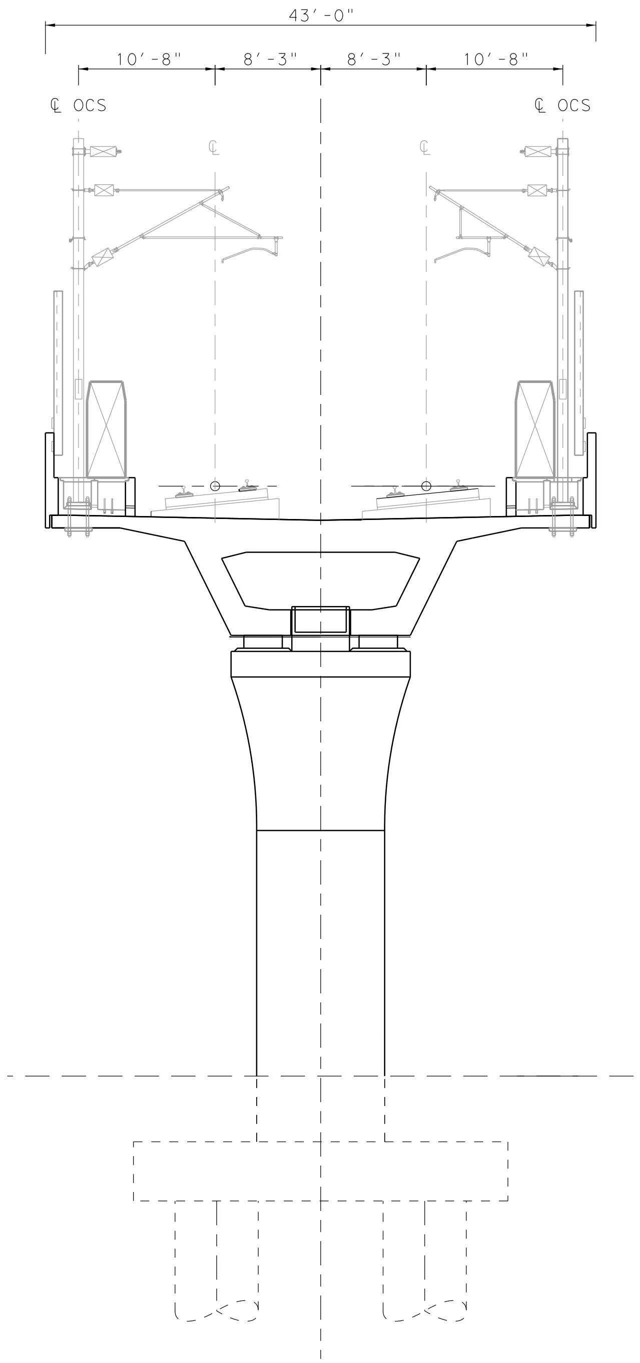

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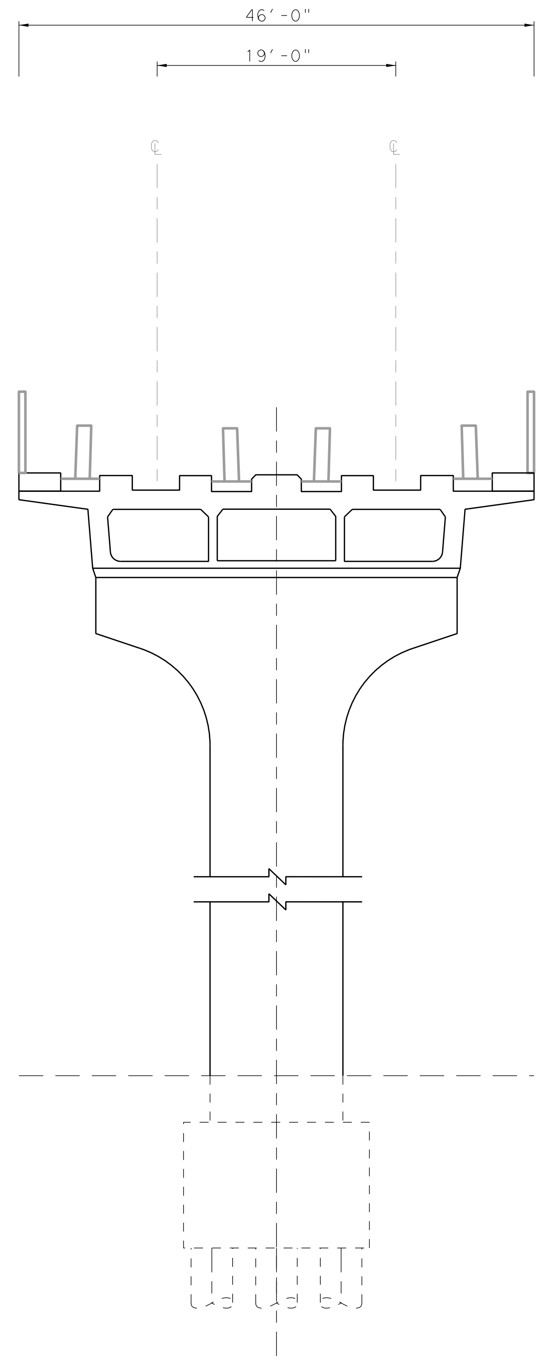

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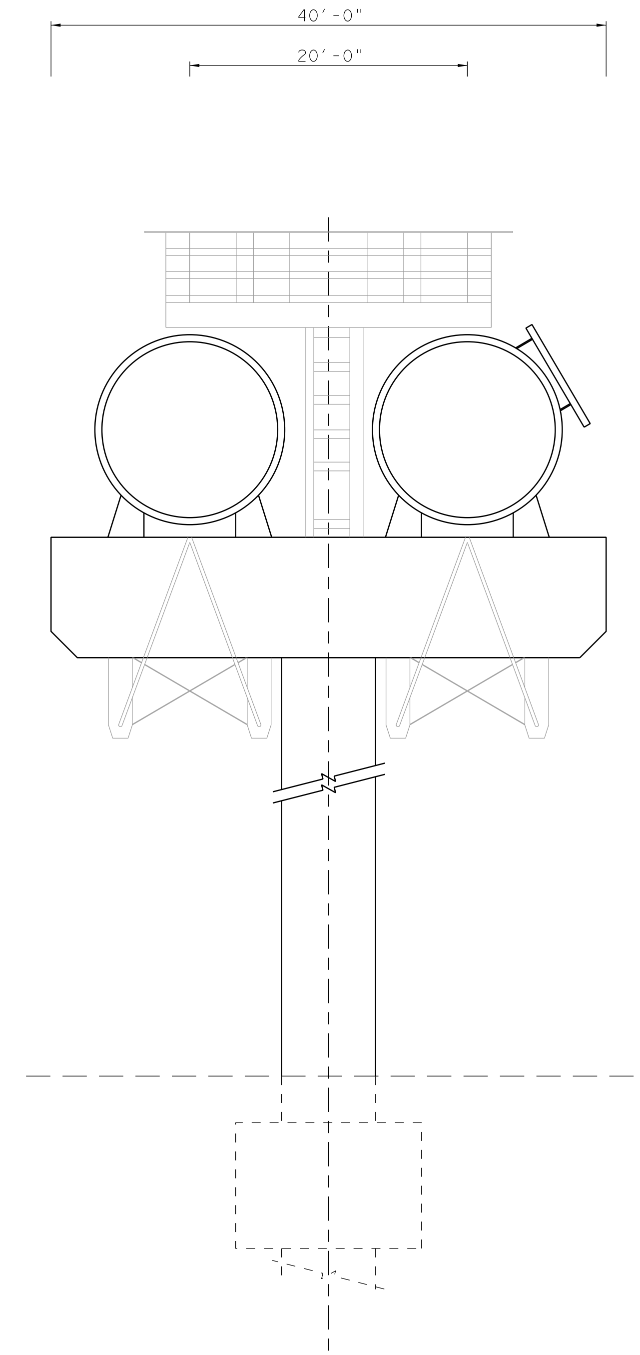

HYPERLOOP

NOTE:

TYPICAL SECTIONS REPRESENT AERIAL, GRADE-SEPARATED CORRIDORS. MORE OPTIONS MAY BE DEVELOPED AFTER FURTHER REVIEW.

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DALLAS-FORT WORTH
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TRANSPORTATION CONNECTIONS
PROPOSED TYPICAL SECTIONS

SHEET 1 OF 1

SHEET NO.
2

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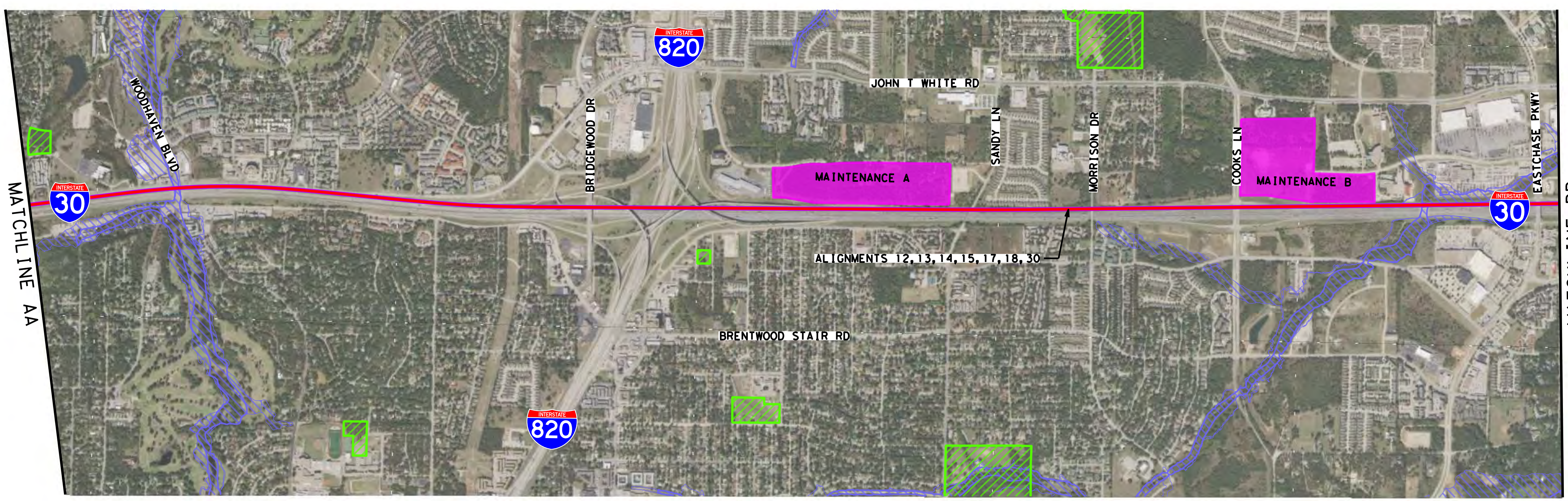

NOTES:

1. FINAL ALIGNMENT IS INTENDED TO OCCUPY EXISTING TRANSPORTATION RIGHT OF WAY WHEN RELEVANT.
2. MULTIPLE STATION AND MAINTENANCE FACILITY LOCATIONS ARE SHOWN, THESE ARE OPTIONS ONLY.

LEGEND

- PROPOSED HIGH-SPEED TRANSPORTATION
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- MAINTENANCE FACILITY ALTERNATIVE
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- FLOODPLAIN
- WETLANDS
- PARKS

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

SHEET 1 OF 4

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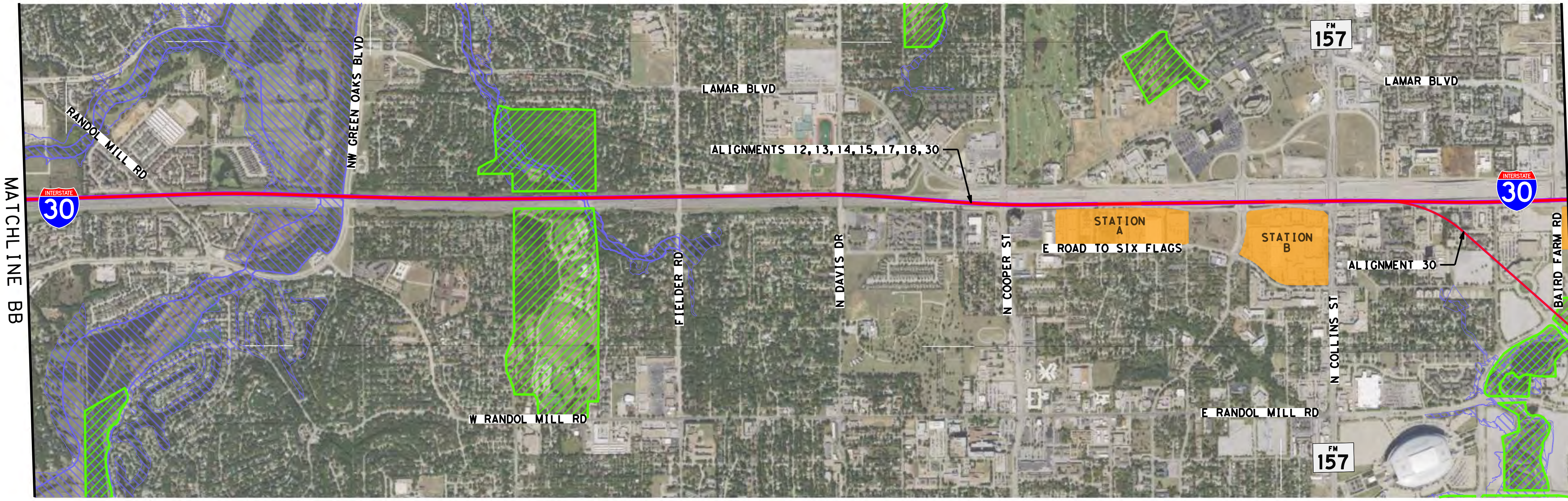

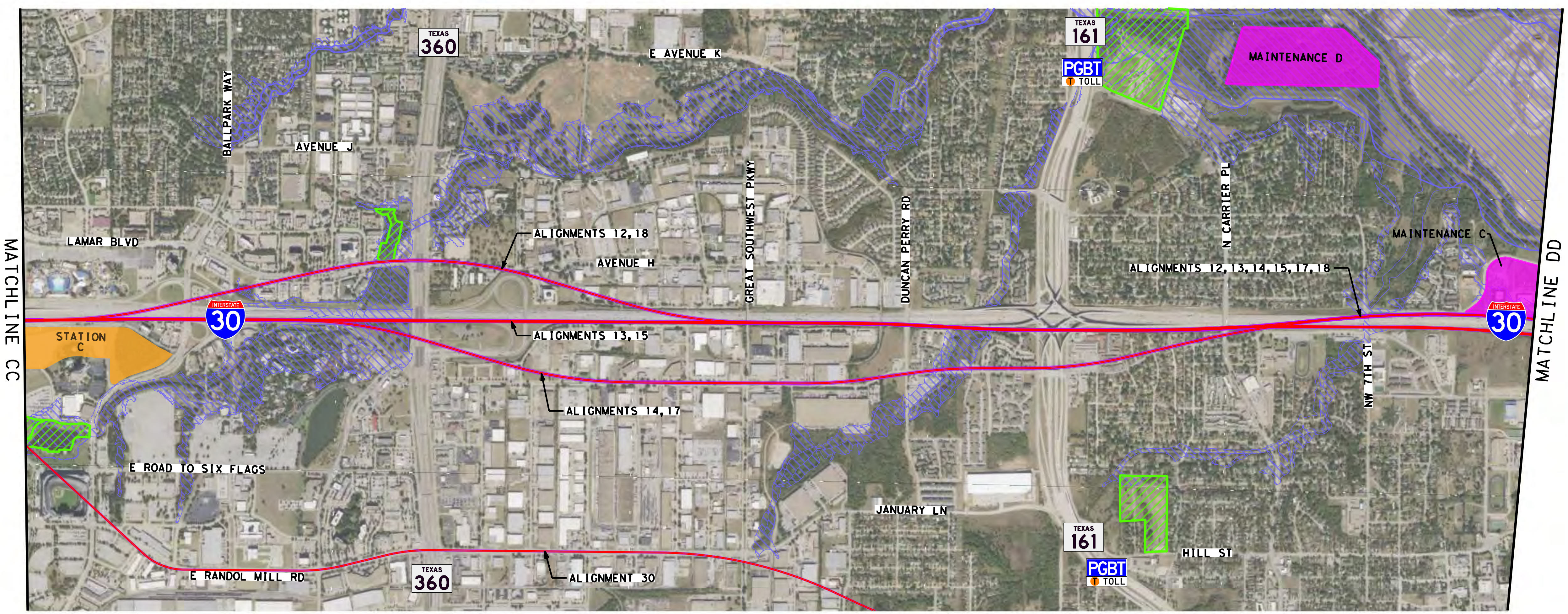

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DALLAS-FORT WORTH HIGH-SPEED TRANSPORTATION CONNECTIONS I-30 CORRIDOR ALTERNATIVES PROJECT LAYOUT

SHEET 2 OF 4

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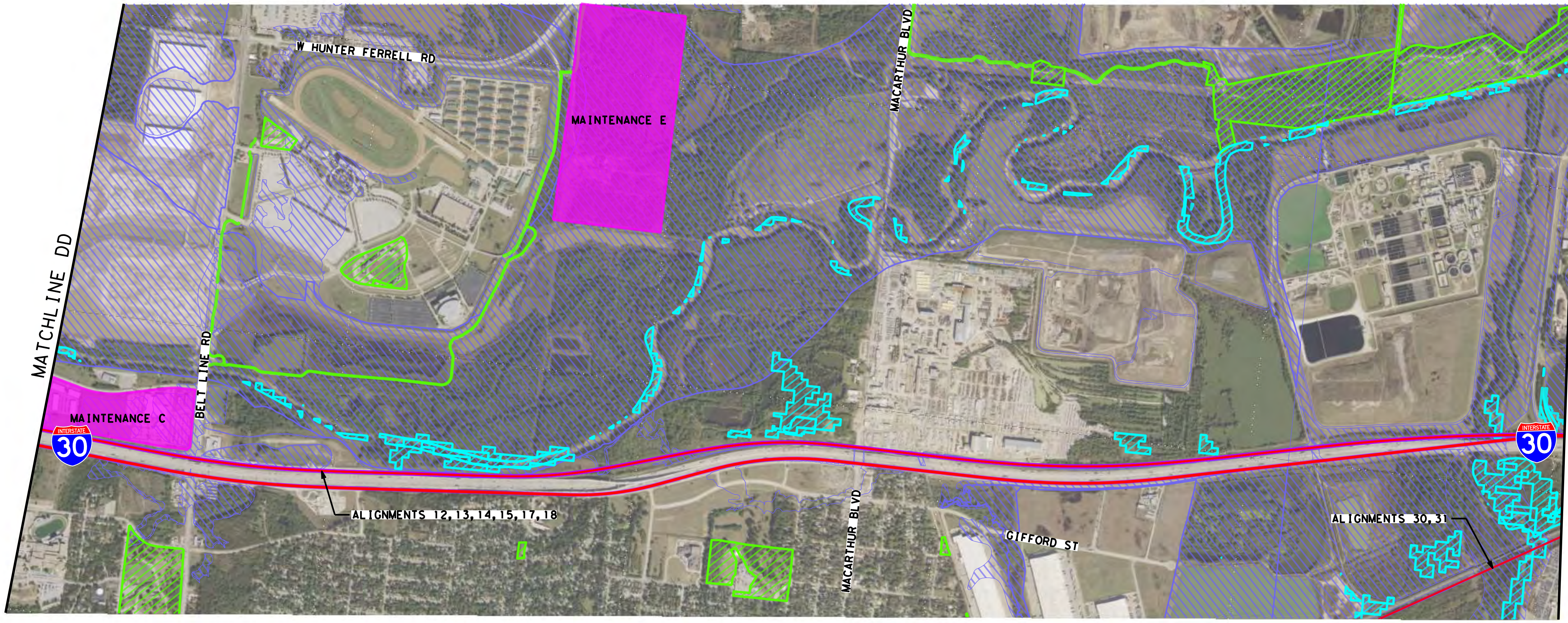

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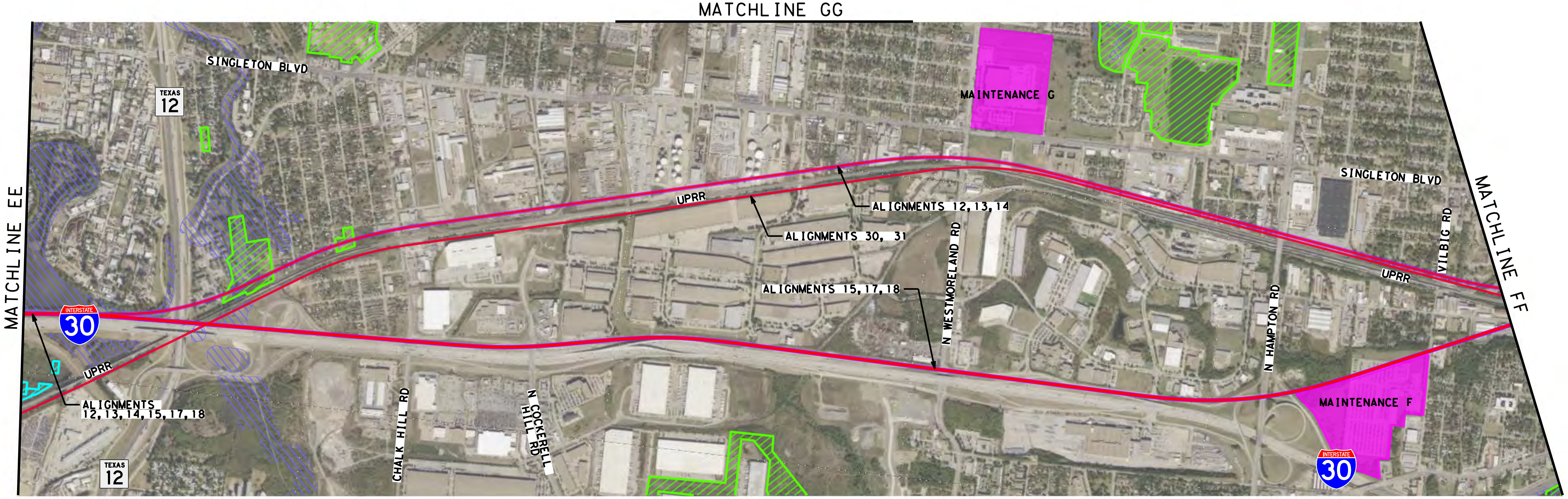

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DALLAS-FORT WORTH
HIGH-SPEED
TRANSPORTATION CONNECTIONS
I-30 CORRIDOR ALTERNATIVES
PROJECT LAYOUT

SHEET 3 OF 4

SHEET NO.
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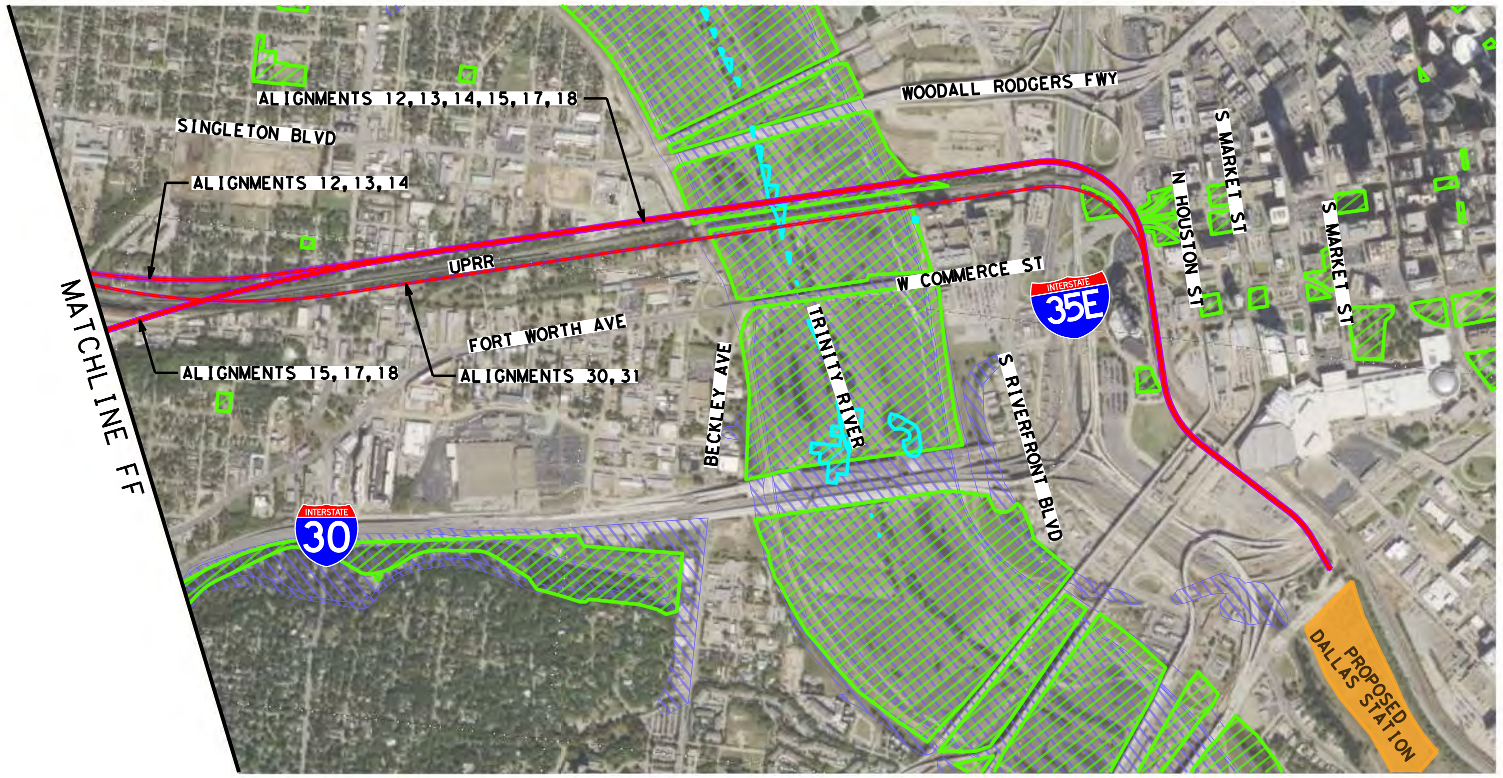

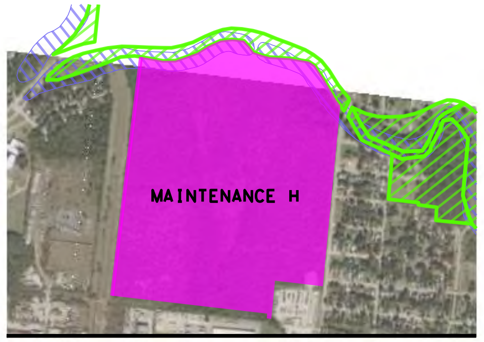

*SEE SHEET 5
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DALLAS-FORT WORTH
HIGH-SPEED
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I-30 CORRIDOR ALTERNATIVES
PROJECT LAYOUT

SHEET 4 OF 4

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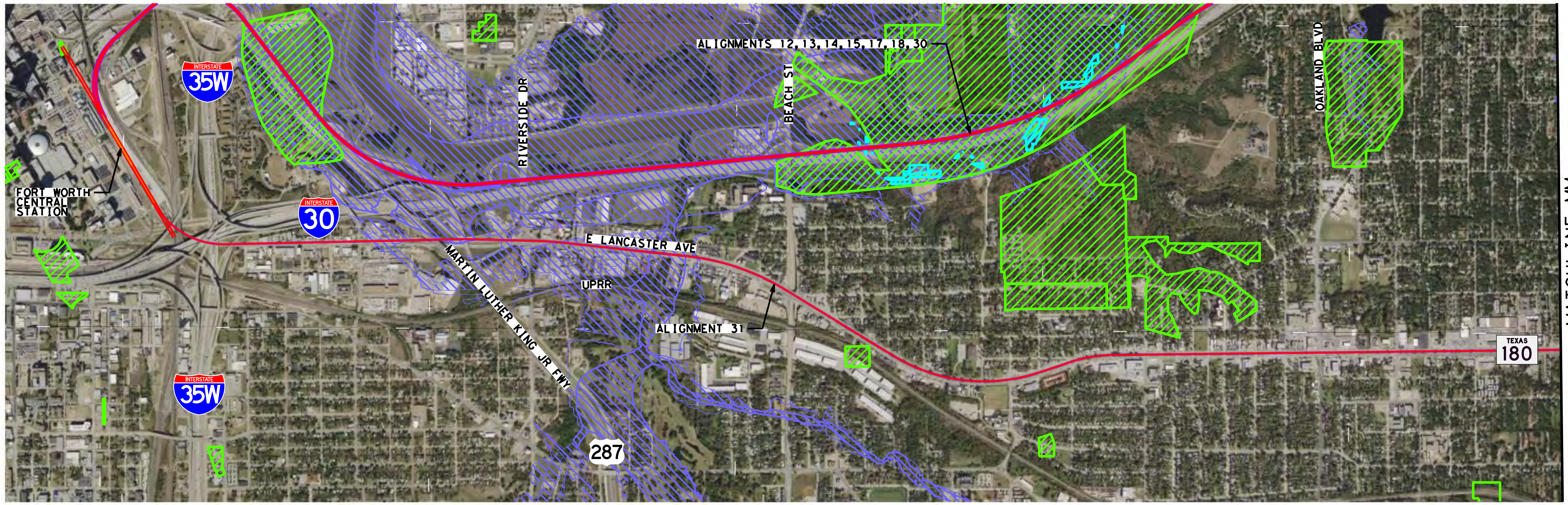

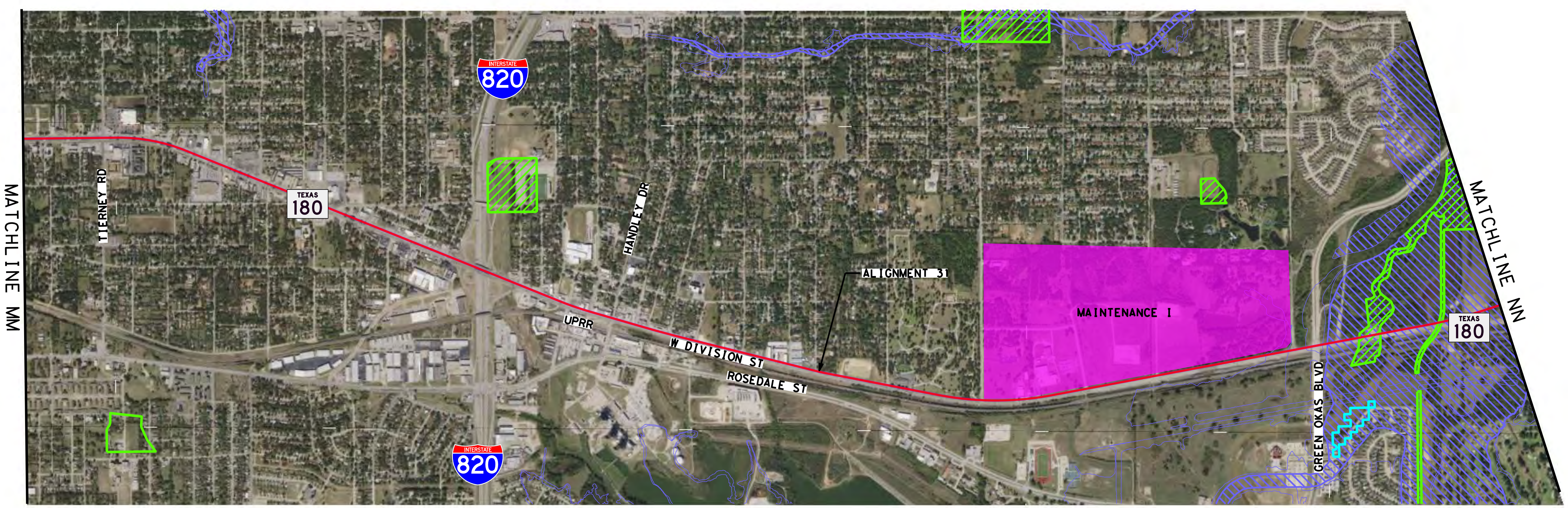

NOTES:

1. FINAL ALIGNMENT IS INTENDED TO OCCUPY EXISTING TRANSPORTATION RIGHT OF WAY WHEN RELEVANT.
2. MULTIPLE STATION AND MAINTENANCE FACILITY LOCATIONS ARE SHOWN, THESE ARE OPTIONS ONLY.

LEGEND

- PROPOSED HIGH-SPEED TRANSPORTATION
- STATION ALTERNATIVE
- MAINTENANCE FACILITY ALTERNATIVE
- POTENTIAL STATION
- FLOODPLAIN
- WETLANDS
- PARKS

5% DESIGN SUBMITTAL

By: ISRAEL M. W. CROWE

P.E.# 89251

Date: 8/16/2021

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DALLAS-FORT WORTH HIGH-SPEED TRANSPORTATION CONNECTIONS SH180 CORRIDOR ALTERNATIVES PROJECT LAYOUT

SHEET 1 OF 4

SHEET NO. 7

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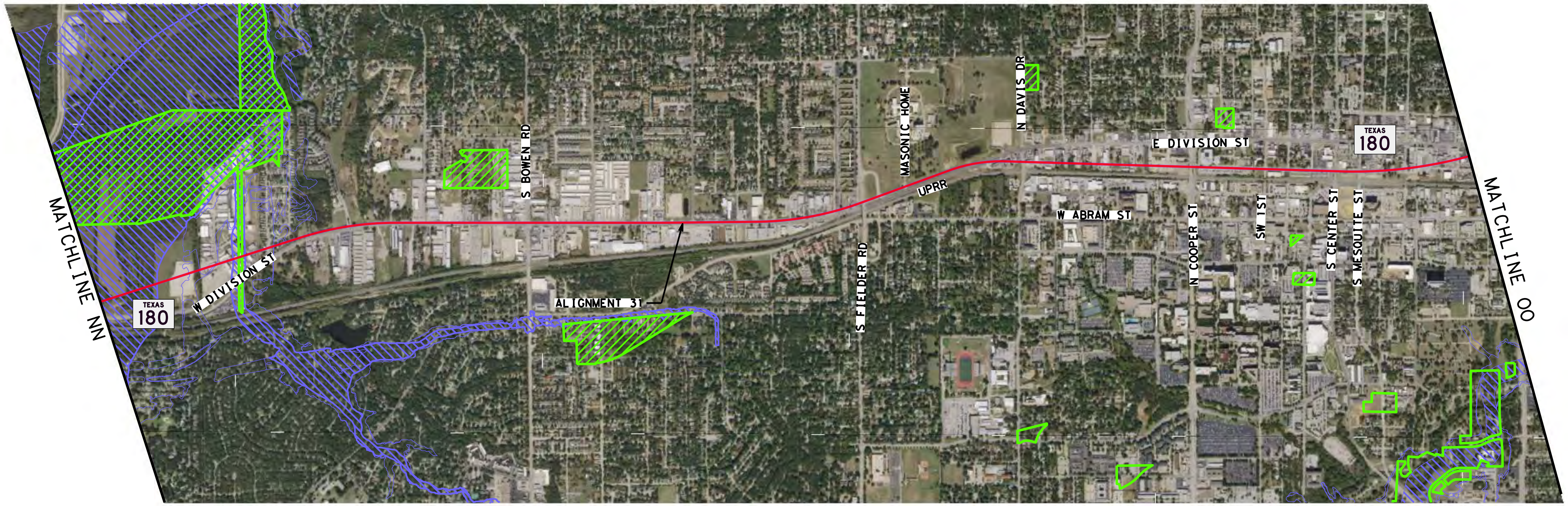

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- STATION ALTERNATIVE
- MAINTENANCE FACILITY ALTERNATIVE
- POTENTIAL STATION
- FLOODPLAIN
- WETLANDS
- PARKS

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DALLAS-FORT WORTH HIGH-SPEED TRANSPORTATION CONNECTIONS SH180 CORRIDOR ALTERNATIVES PROJECT LAYOUT

SHEET 2 OF 4

SHEET NO.

8

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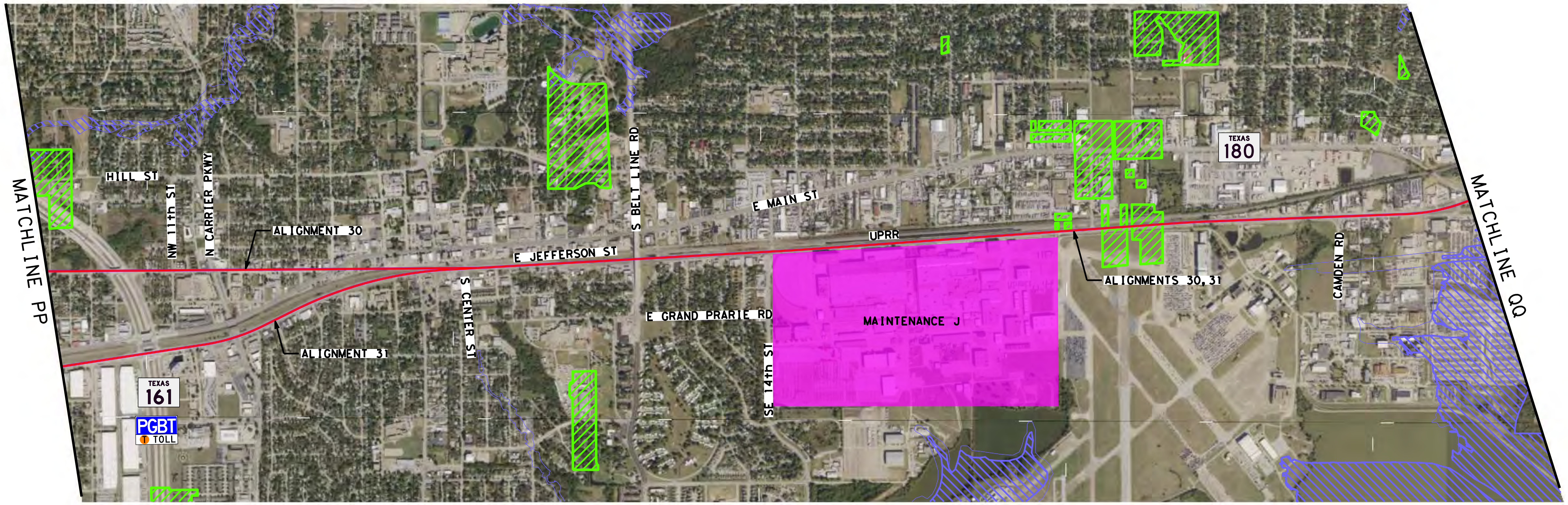

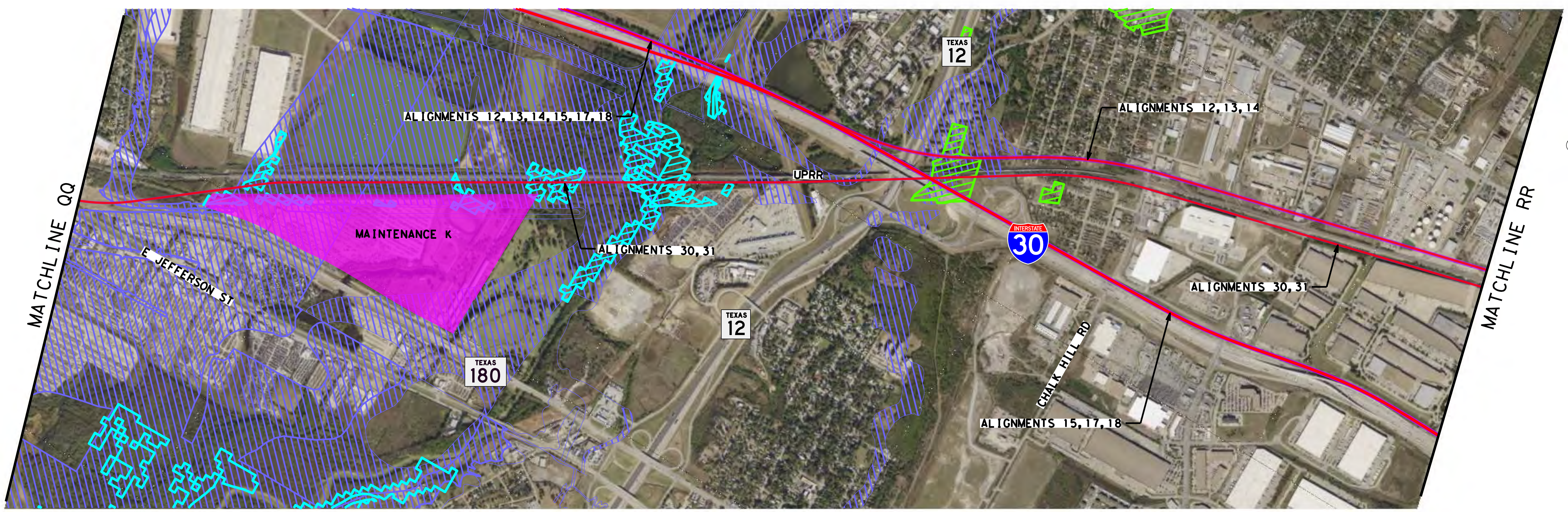

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- STATION ALTERNATIVE
- MAINTENANCE FACILITY ALTERNATIVE
- POTENTIAL STATION
- FLOODPLAIN
- WETLANDS
- PARKS

5% DESIGN SUBMITTAL

By: ISRAEL M. W. CROWE
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DALLAS-FORT WORTH
HIGH-SPEED
TRANSPORTATION CONNECTIONS
SH180 CORRIDOR ALTERNATIVES
PROJECT LAYOUT

SHEET 3 OF 4

SHEET NO. 9

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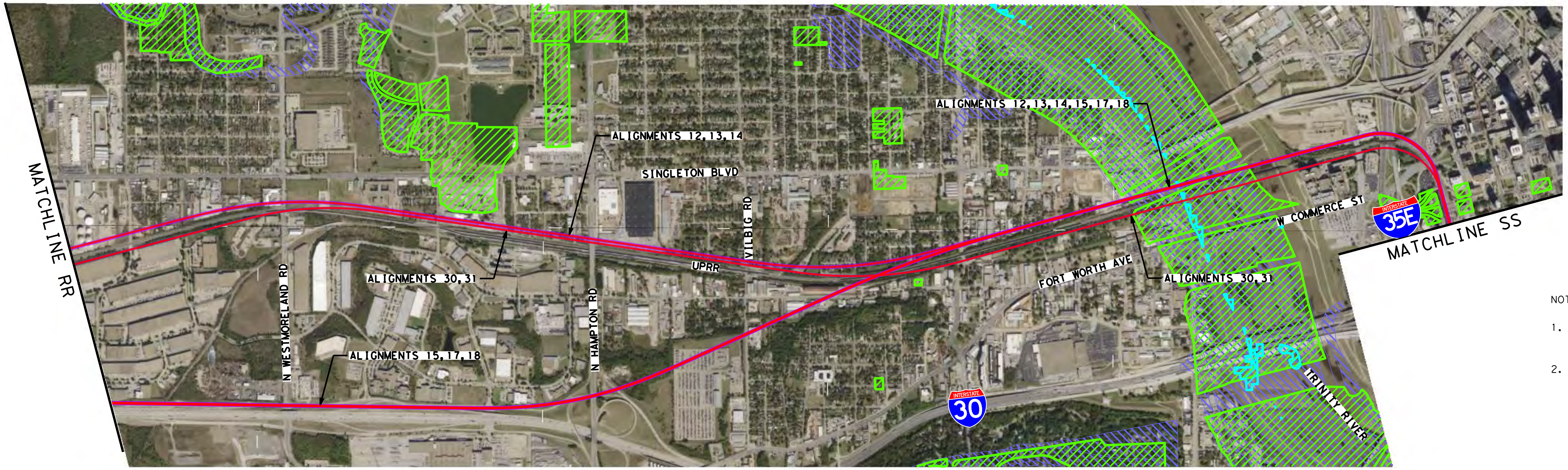

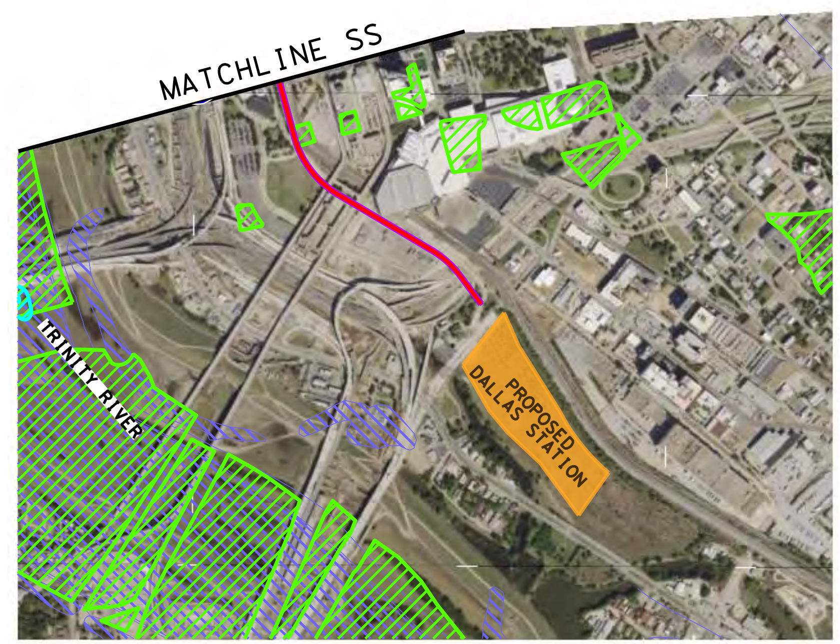

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DALLAS-FORT WORTH
HIGH-SPEED
TRANSPORTATION CONNECTIONS
SH180 CORRIDOR ALTERNATIVES
PROJECT LAYOUT

SHEET 4 OF 4

SHEET NO.
10

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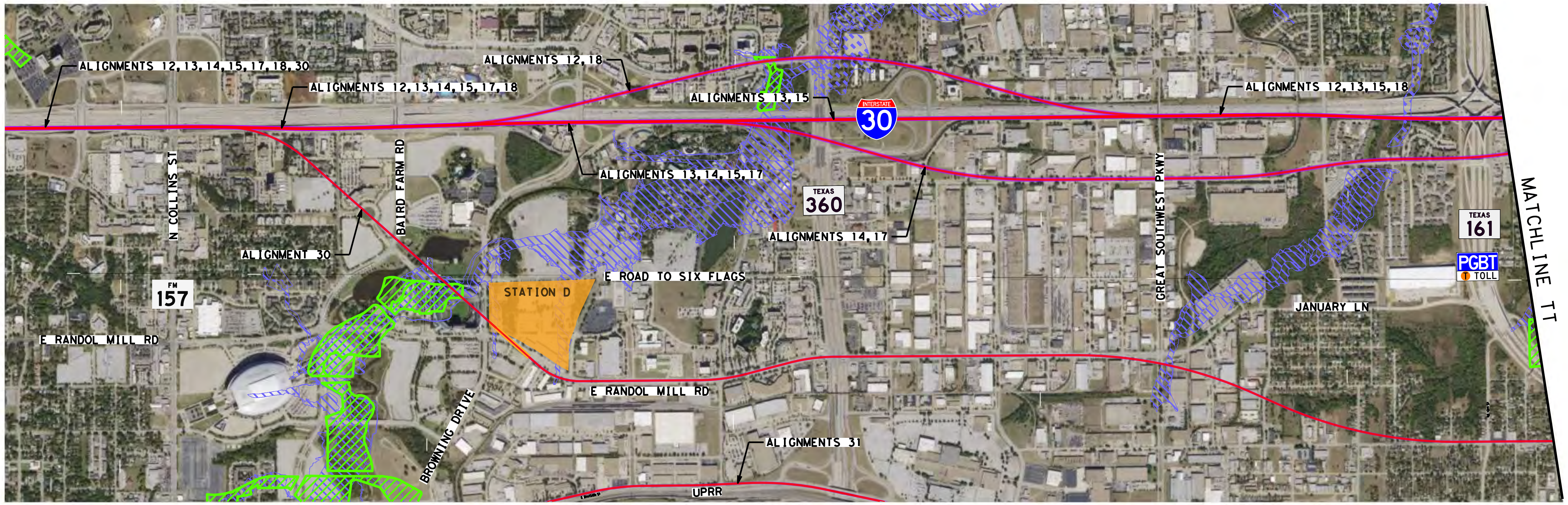

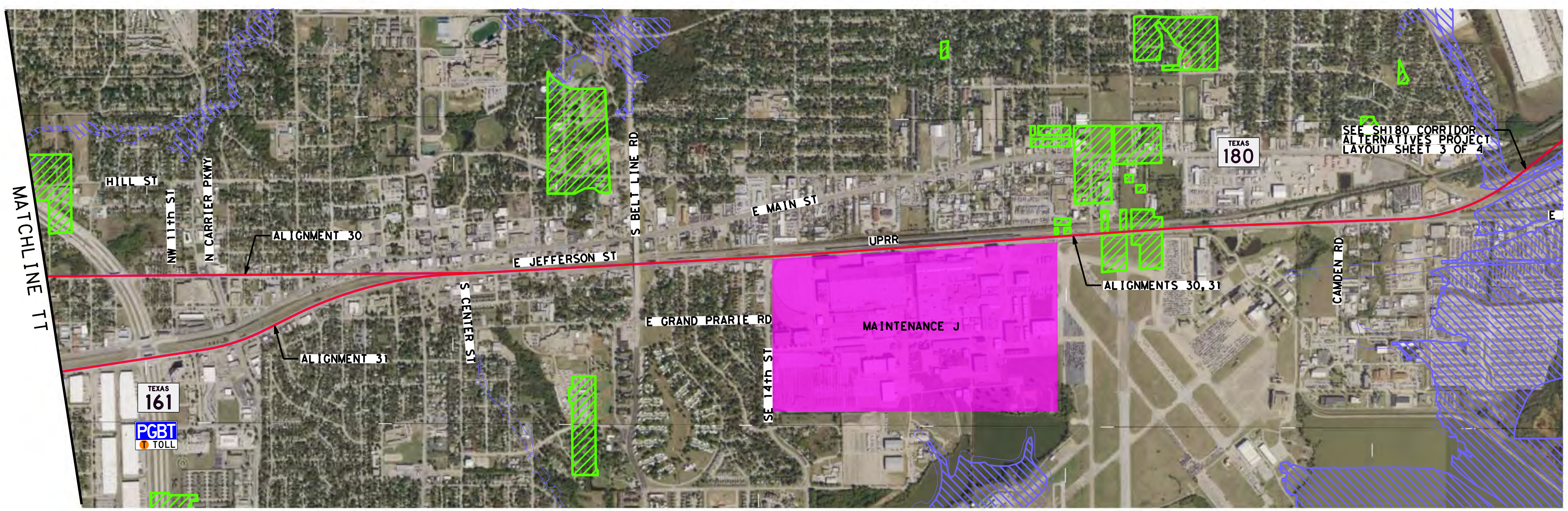

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- WETLANDS
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DALLAS-FORT WORTH HIGH-SPEED TRANSPORTATION CONNECTIONS
I-30/SH180 CONNECTION ALTERNATIVE
PROJECT LAYOUT

SHEET 1 OF 1

SHEET NO.

11

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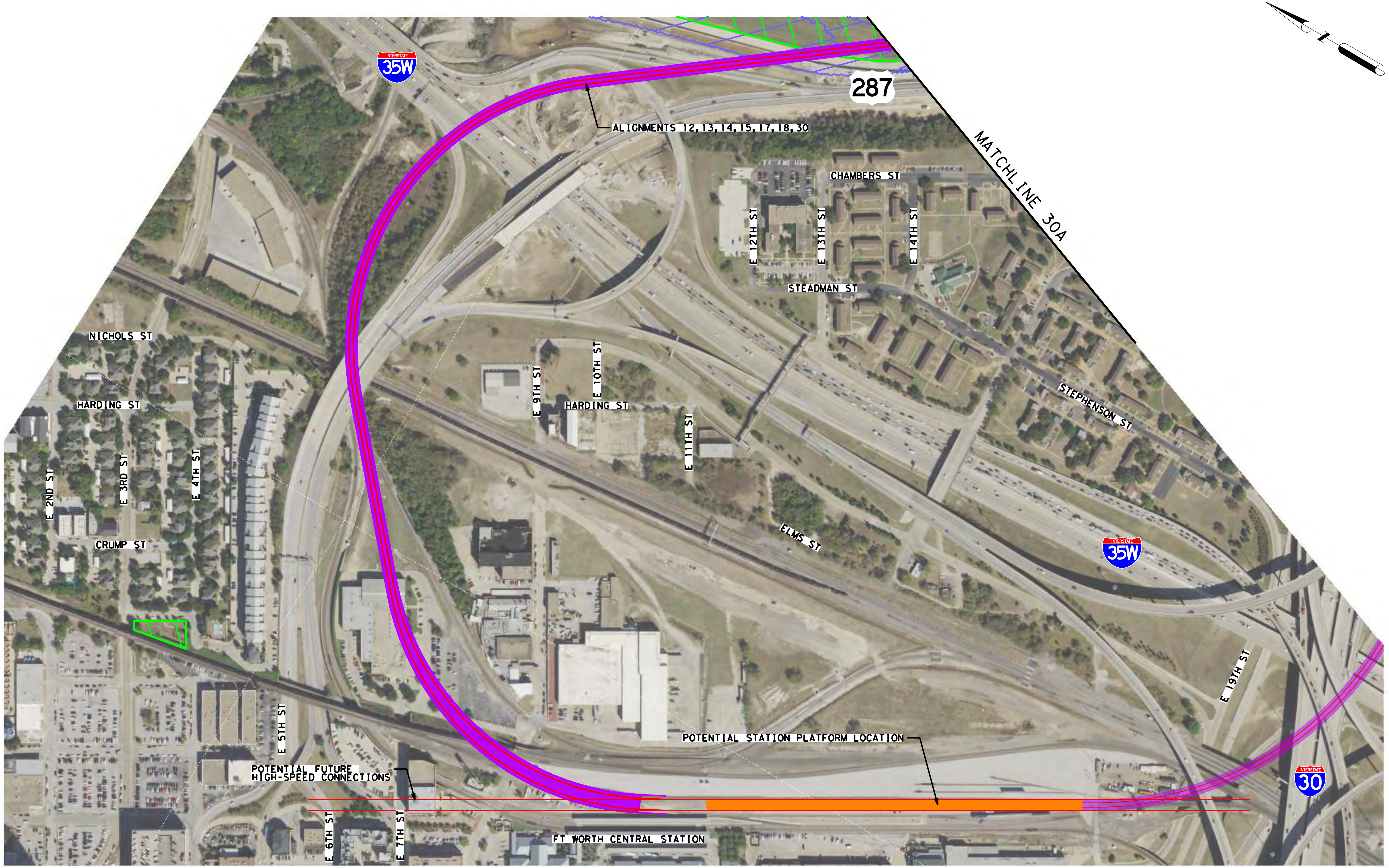

LEGEND

- PROPOSED HIGH-SPEED TRANSPORTATION
- POTENTIAL STATION
- FLOODPLAIN
- WETLANDS
- PARKS

5% DESIGN SUBMITTAL

By: ISRAEL M. W. CROWE
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DALLAS-FORT WORTH
HIGH-SPEED
TRANSPORTATION CONNECTIONS
I-30 CORRIDOR ALTERNATIVES

SHEET 1 OF 33

SHEET NO.
12

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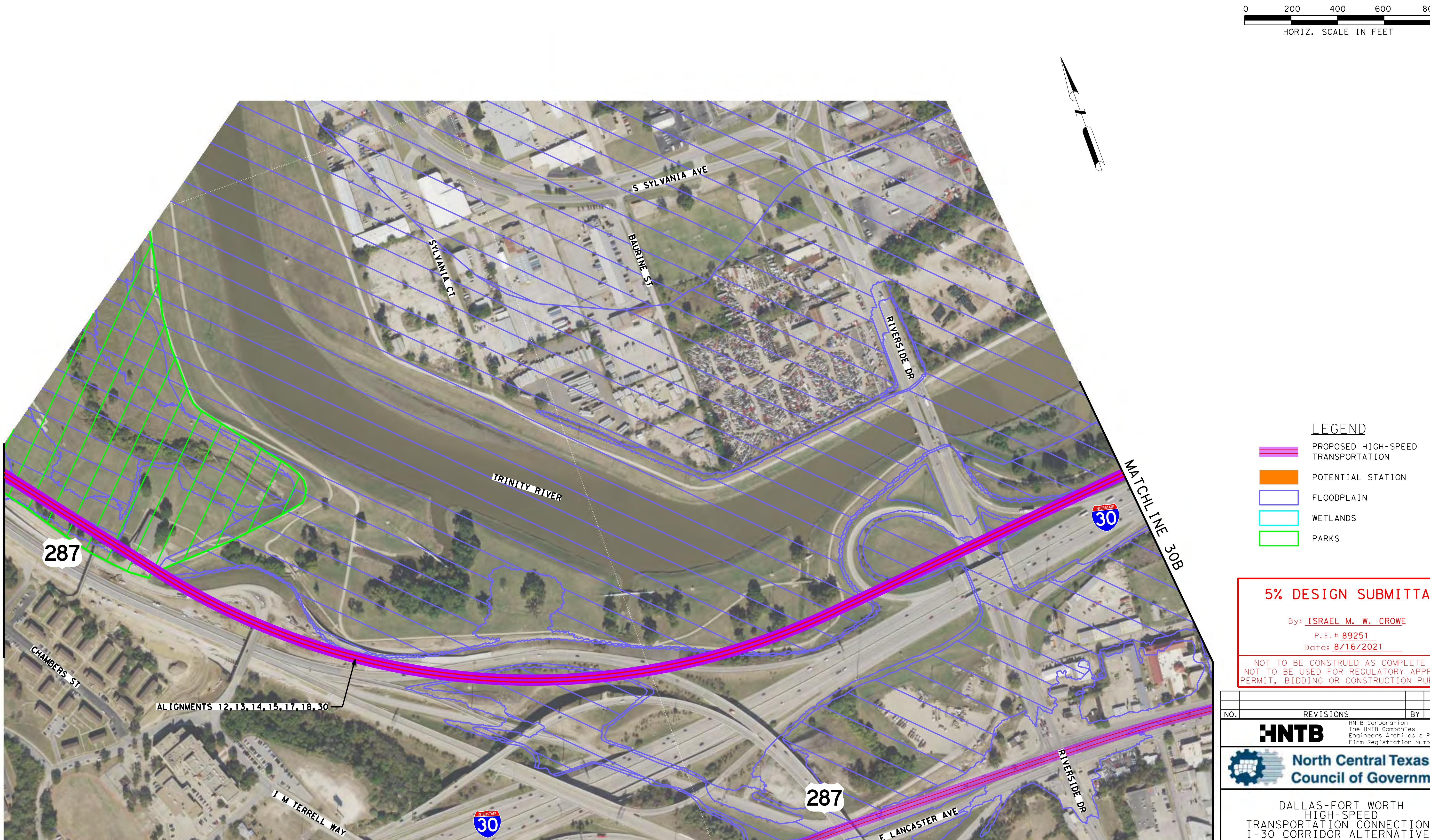

LEGEND

PROPOSED HIGH-SPEED TRANSPORTATION

POTENTIAL STATION

FLOODPLAIN

WETLANDS

PARKS

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

SHEET 2 OF 33

SHEET NO.

13

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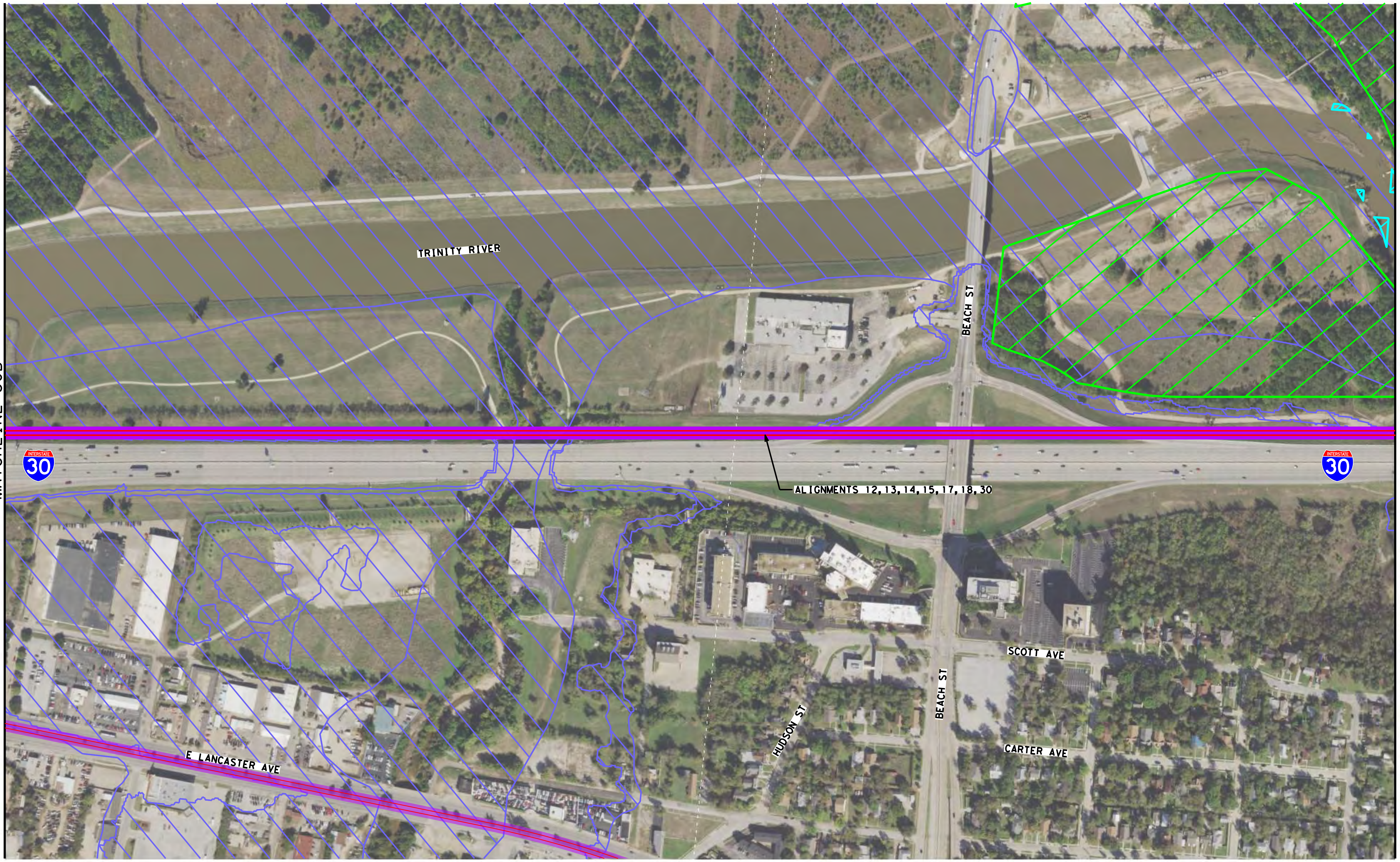

MATCHLINE 30C

LEGEND

- PROPOSED HIGH-SPEED TRANSPORTATION
- POTENTIAL STATION
- FLOODPLAIN
- WETLANDS
- PARKS

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

SHEET 3 OF 33

SHEET NO.
14

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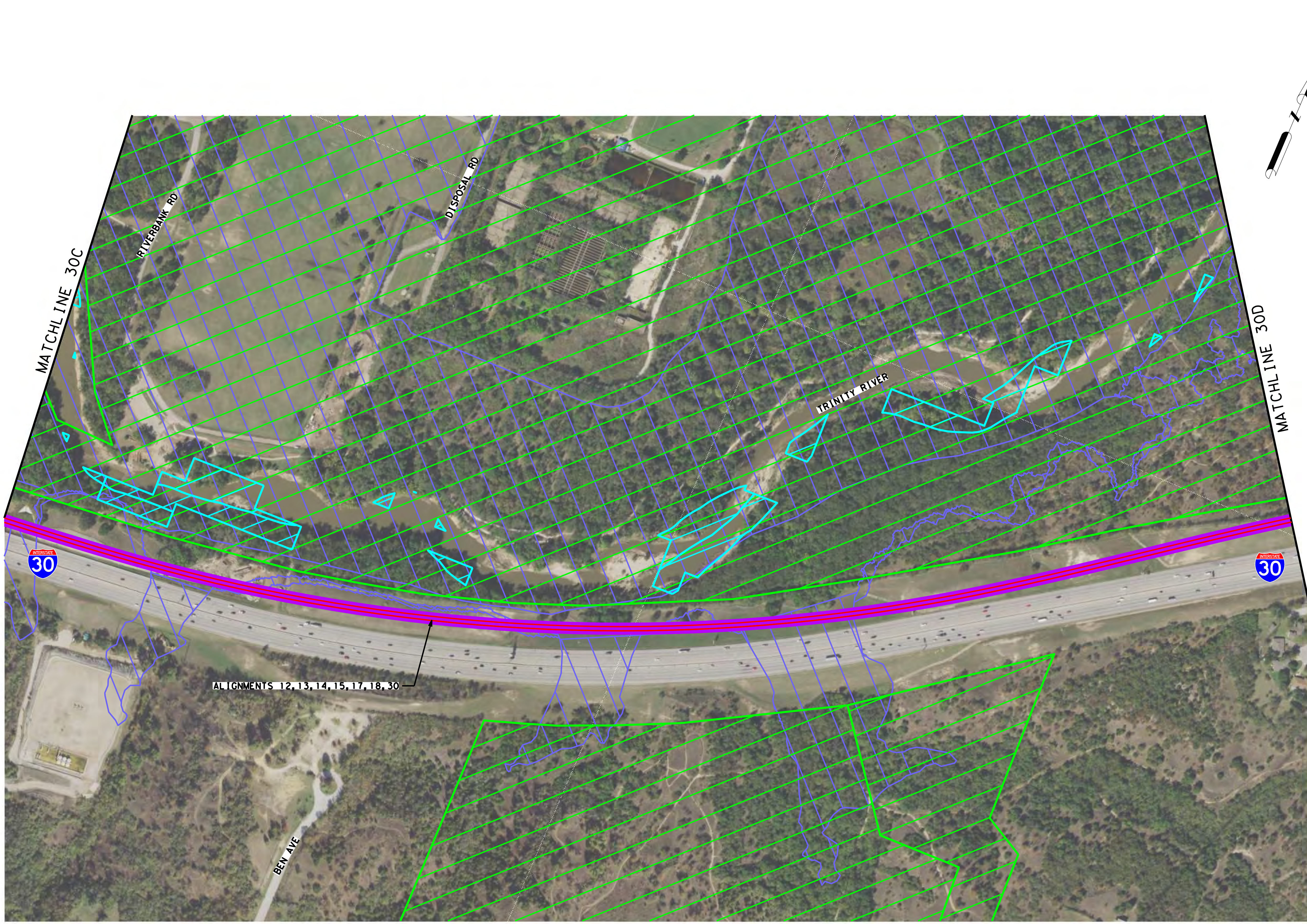

LEGEND

- PROPOSED HIGH-SPEED TRANSPORTATION
- POTENTIAL STATION
- FLOODPLAIN
- WETLANDS
- PARKS

5% DESIGN SUBMITTAL

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

SHEET 4 OF 33

SHEET NO. 15

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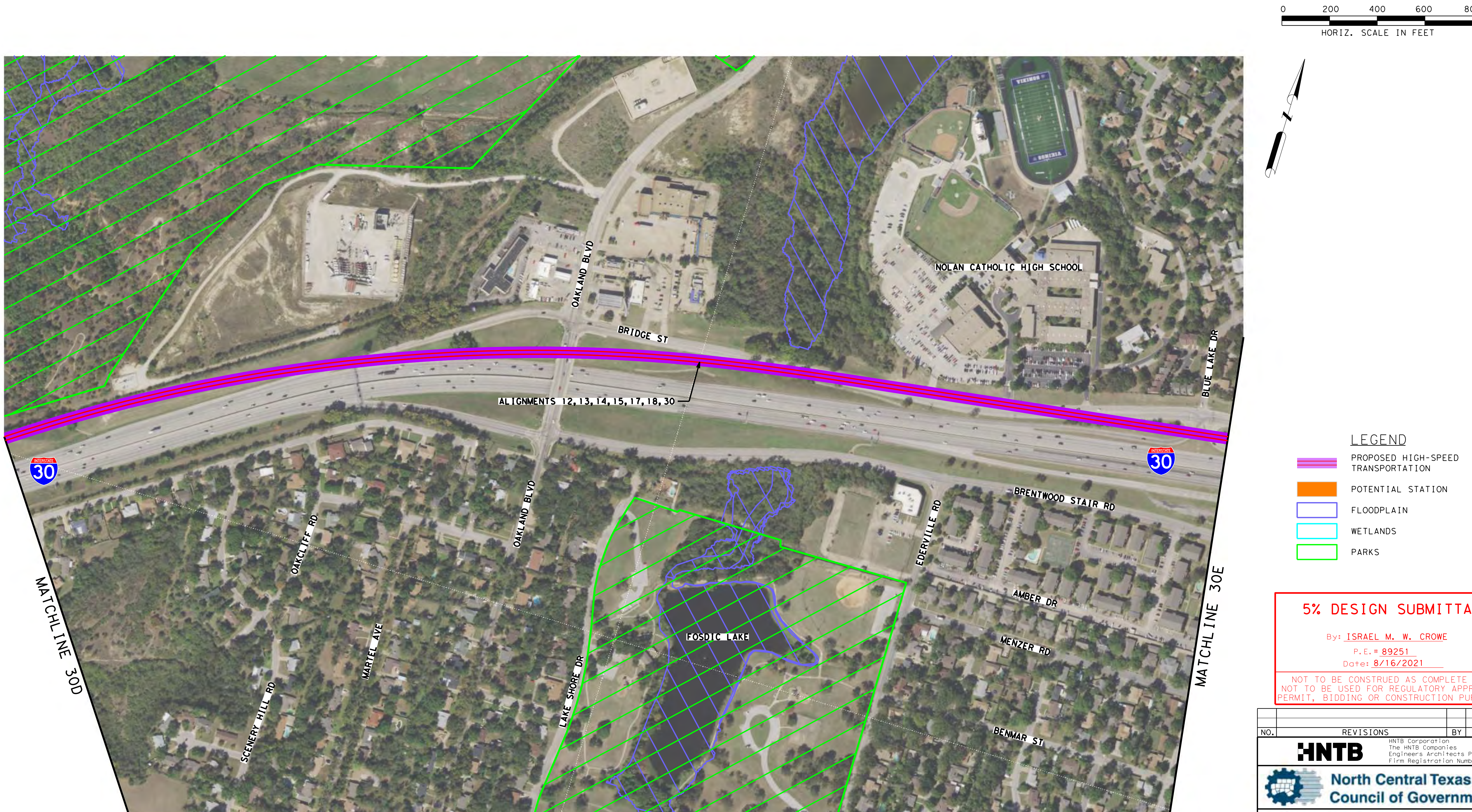

LEGEND

- PROPOSED HIGH-SPEED TRANSPORTATION
- POTENTIAL STATION
- FLOODPLAIN
- WETLANDS
- PARKS

5% DESIGN SUBMITTAL

By: ISRAEL M. W. CROWE
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Date: 8/16/2021

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

SHEET 5 OF 33

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16

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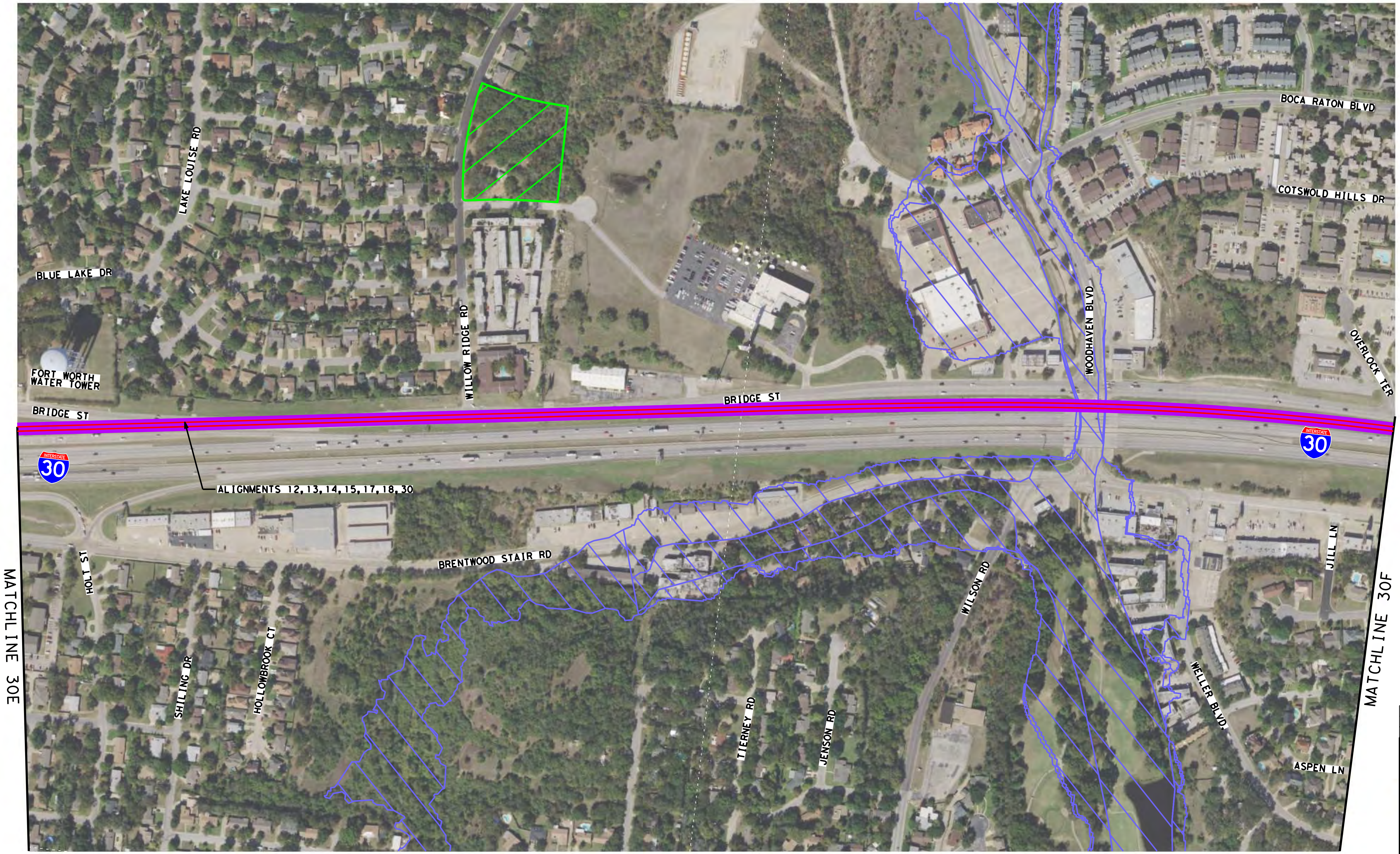

MATCHLINE 30E

MATCHLINE 30F

LEGEND

- PROPOSED HIGH-SPEED TRANSPORTATION
- POTENTIAL STATION
- FLOODPLAIN
- WETLANDS
- PARKS

5% DESIGN SUBMITTAL

By: ISRAEL M. W. CROWE

P.E.# 89251

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

SHEET 6 OF 33

SHEET NO.

17

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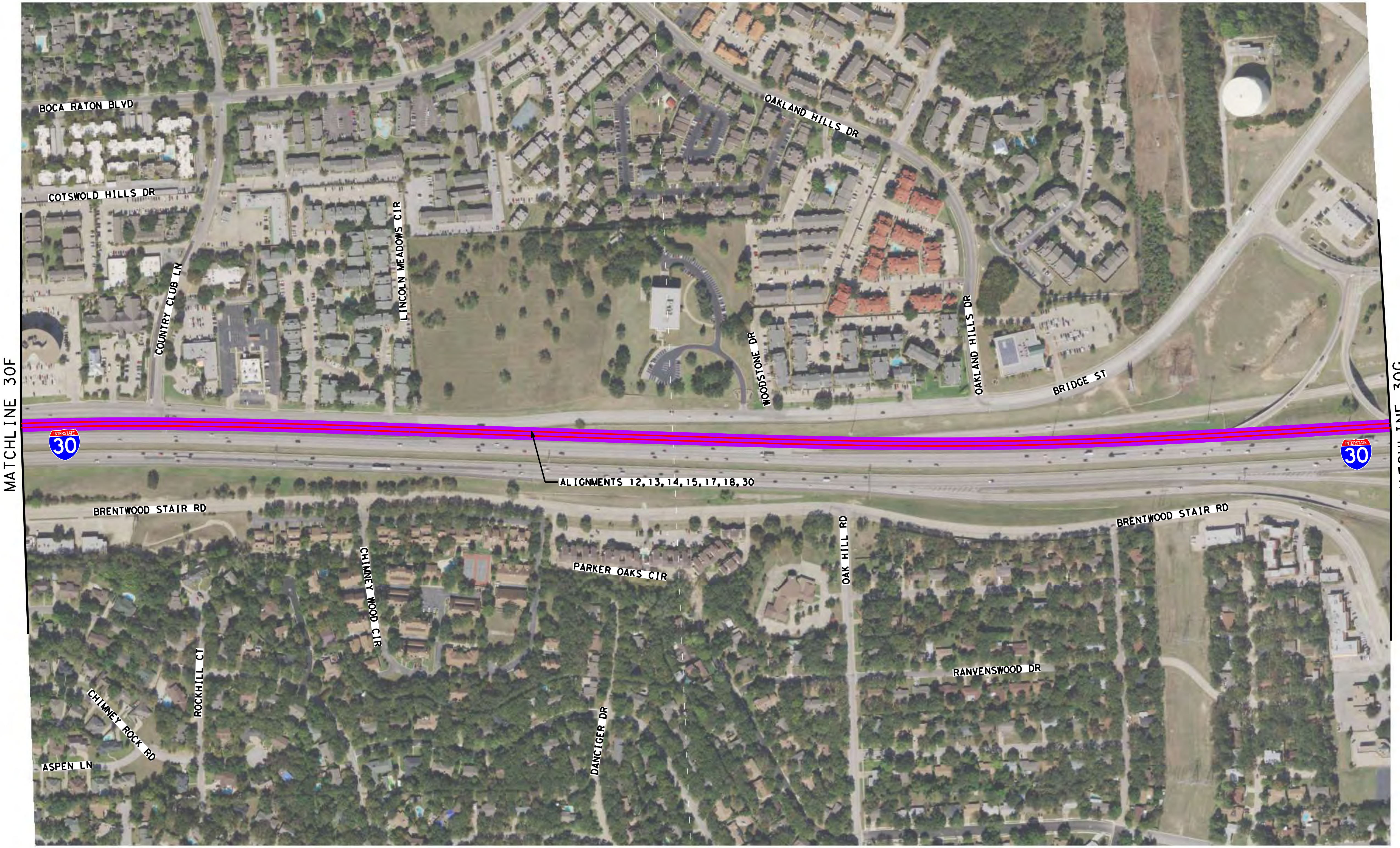

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HORIZ. SCALE IN FEET

LEGEND

- PROPOSED HIGH-SPEED TRANSPORTATION
- POTENTIAL STATION
- FLOODPLAIN
- WETLANDS
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North Central Texas Council of Governments

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

SHEET 7 OF 33

SHEET NO.

18

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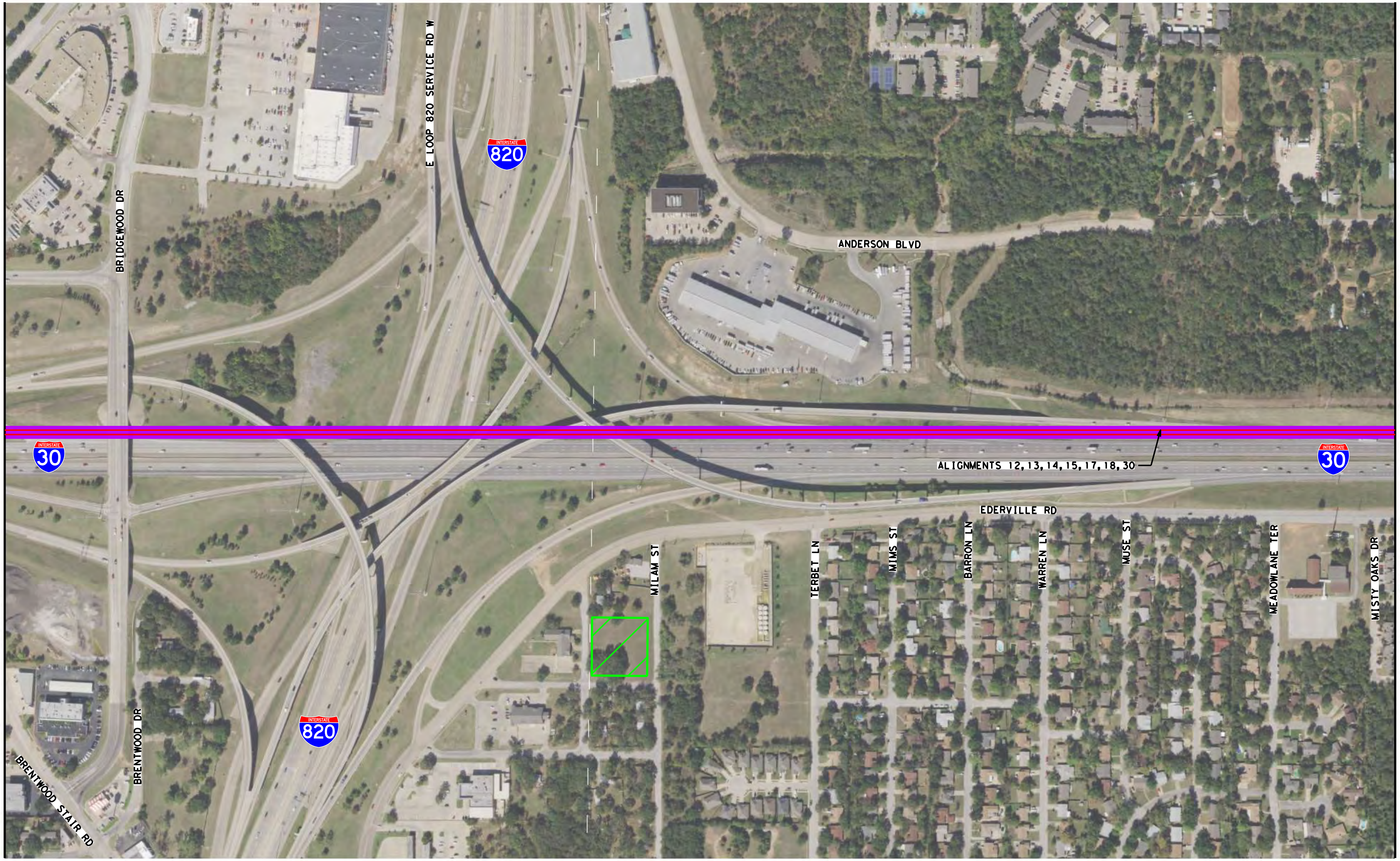

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HORIZ. SCALE IN FEET

LEGEND

PROPOSED HIGH-SPEED TRANSPORTATION

POTENTIAL STATION

FLOODPLAIN

WETLANDS

PARKS

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

SHEET 8 OF 33

SHEET NO.

19

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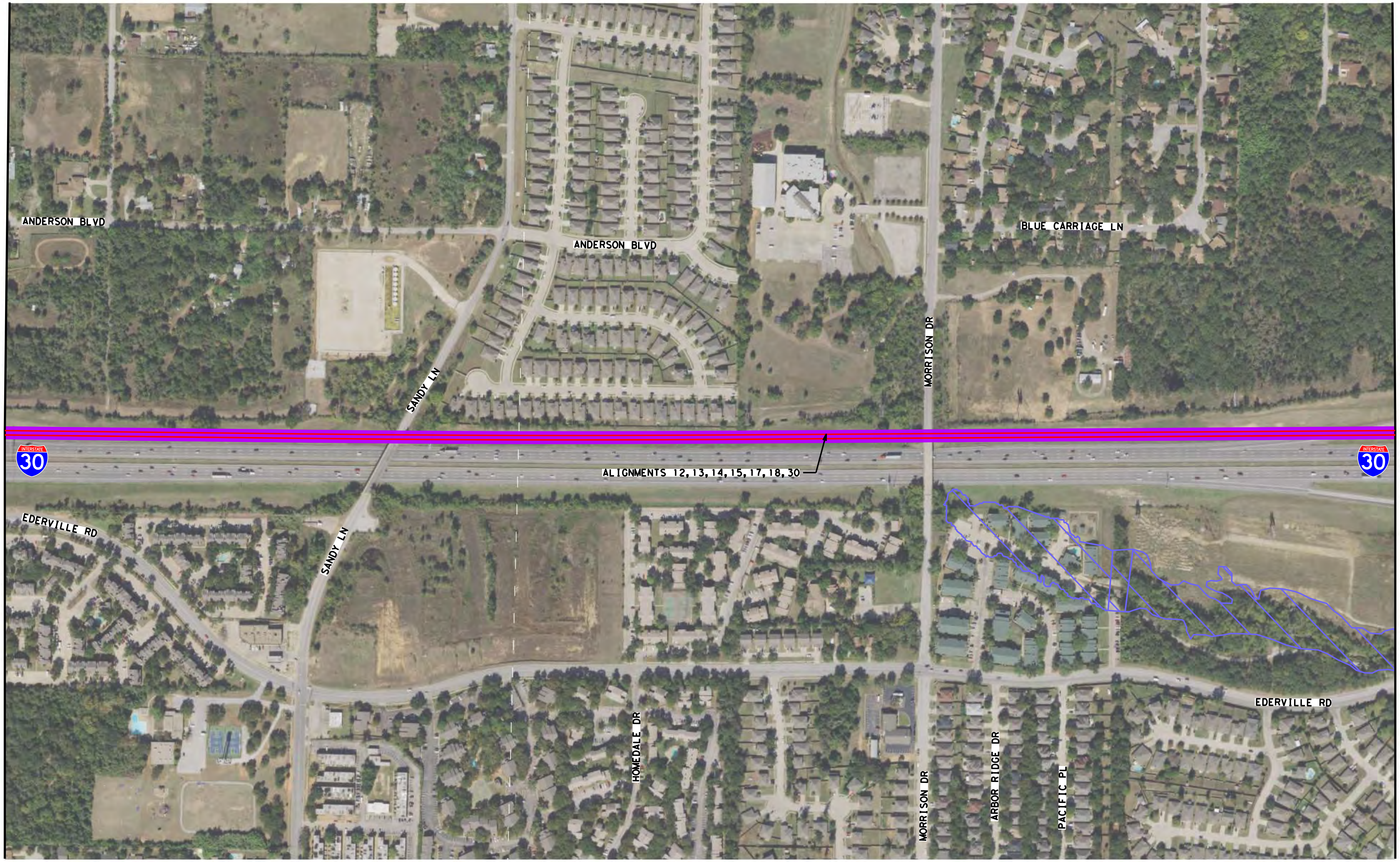
MATCHLINE 30H



MATCHLINE 30I

LEGEND

- PROPOSED HIGH-SPEED TRANSPORTATION
- POTENTIAL STATION
- FLOODPLAIN
- WETLANDS
- PARKS

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

SHEET 9 OF 33

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20

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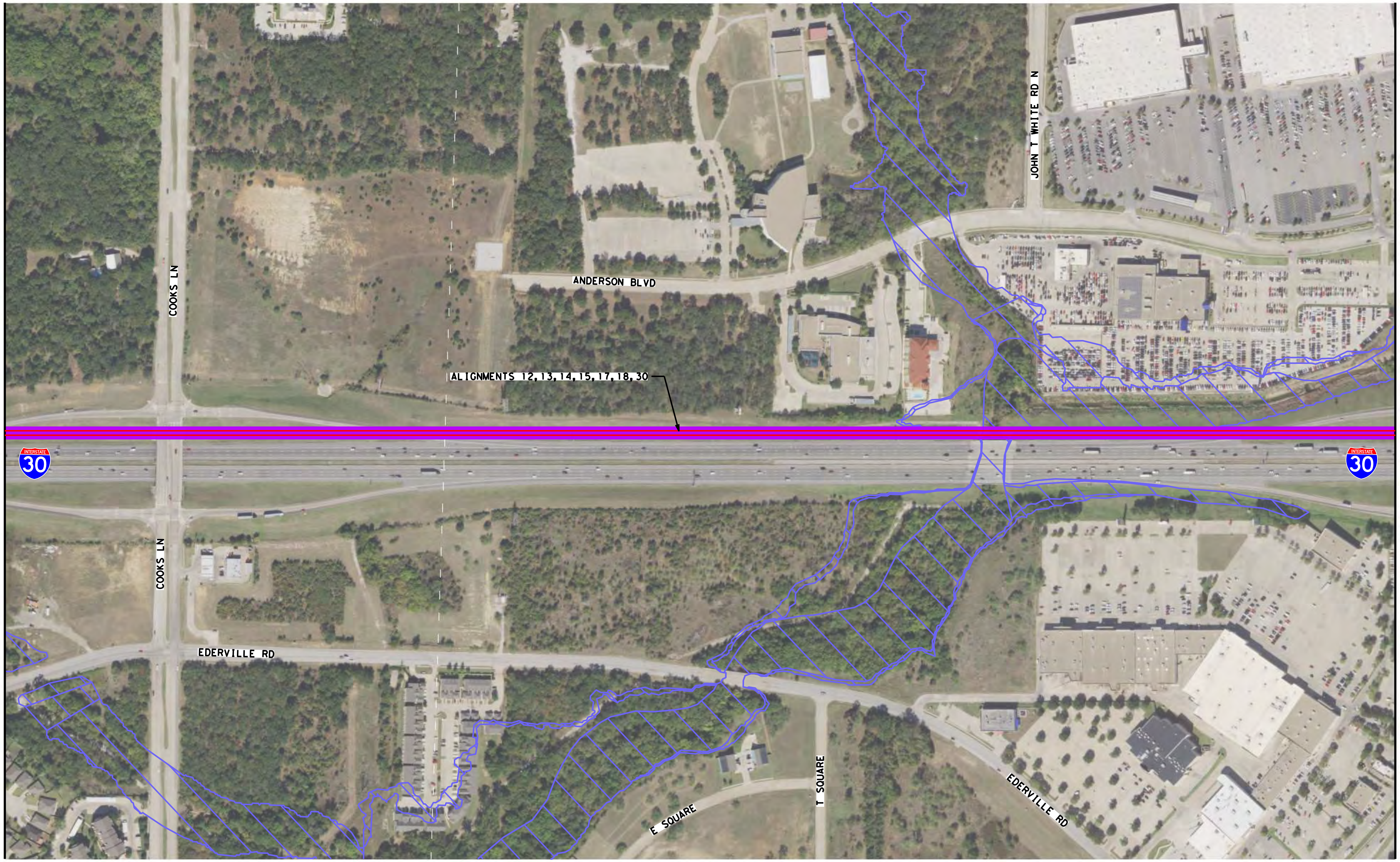
MATCHLINE 30I



MATCHLINE 30J

LEGEND

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

SHEET 10 OF 33

SHEET NO.
21

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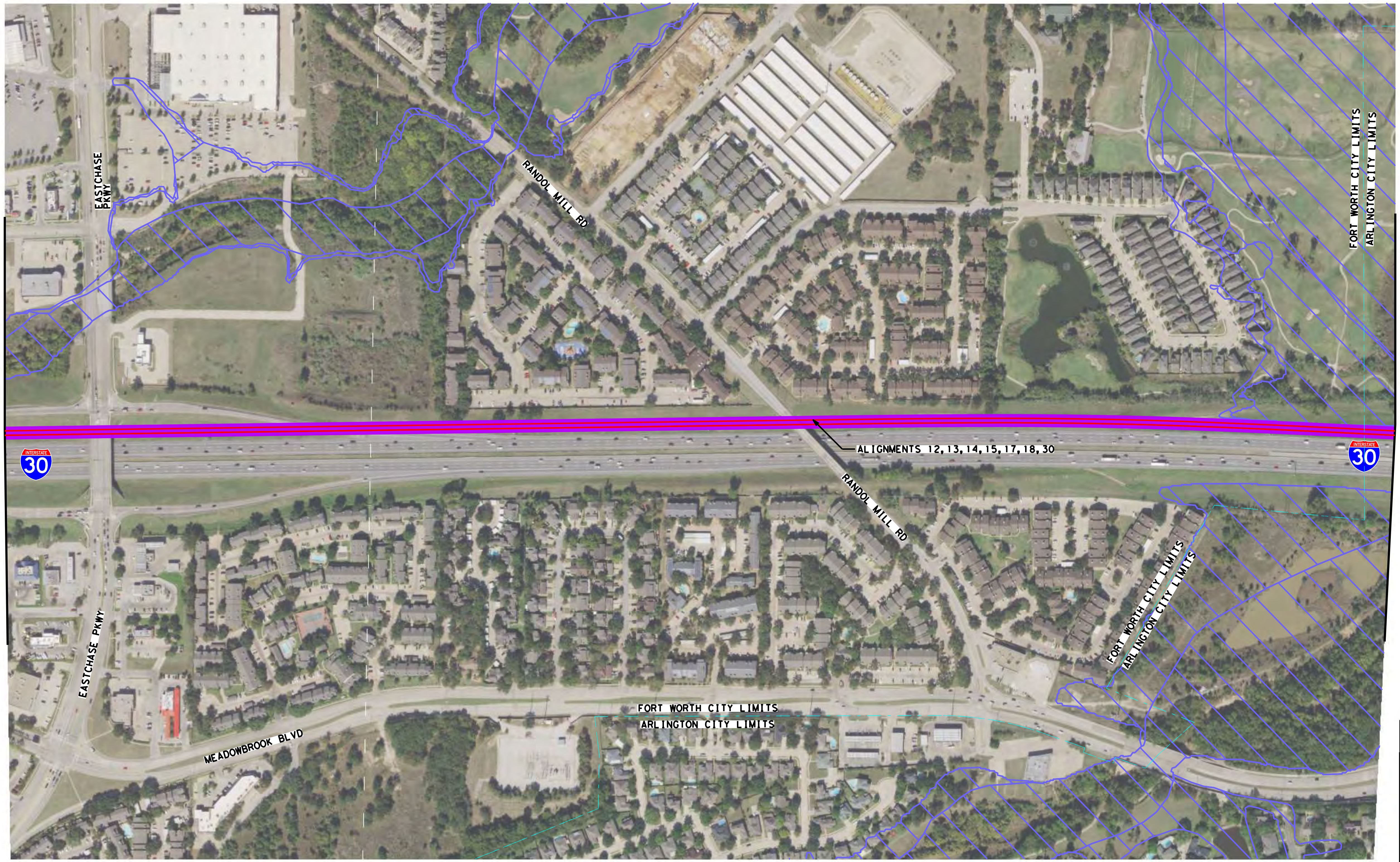

LEGEND

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- PARKS

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

SHEET 11 OF 33

SHEET NO.
22

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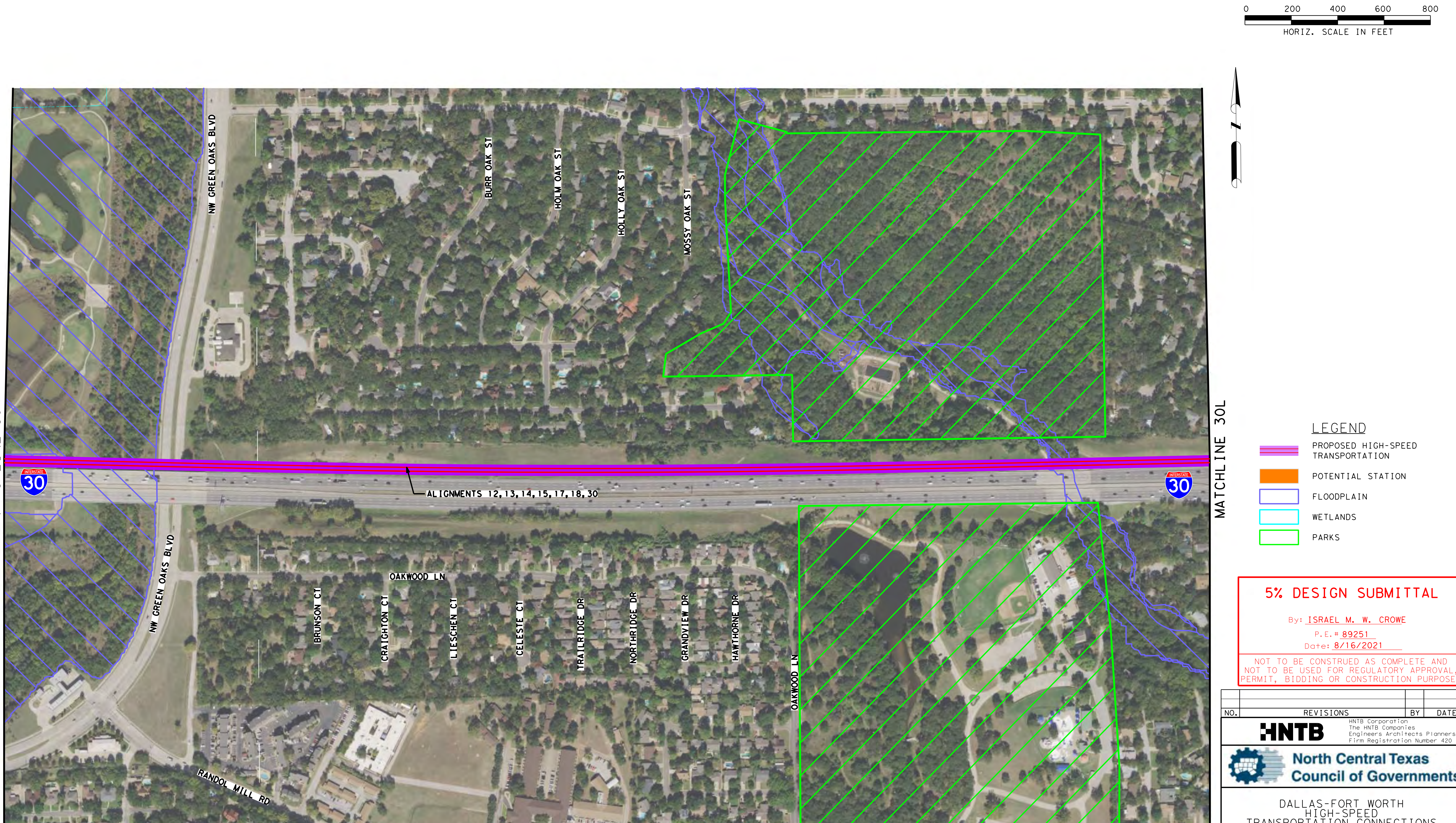

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DALLAS-FORT WORTH HIGH-SPEED TRANSPORTATION CONNECTIONS I-30 CORRIDOR ALTERNATIVES

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SHEET NO.

23

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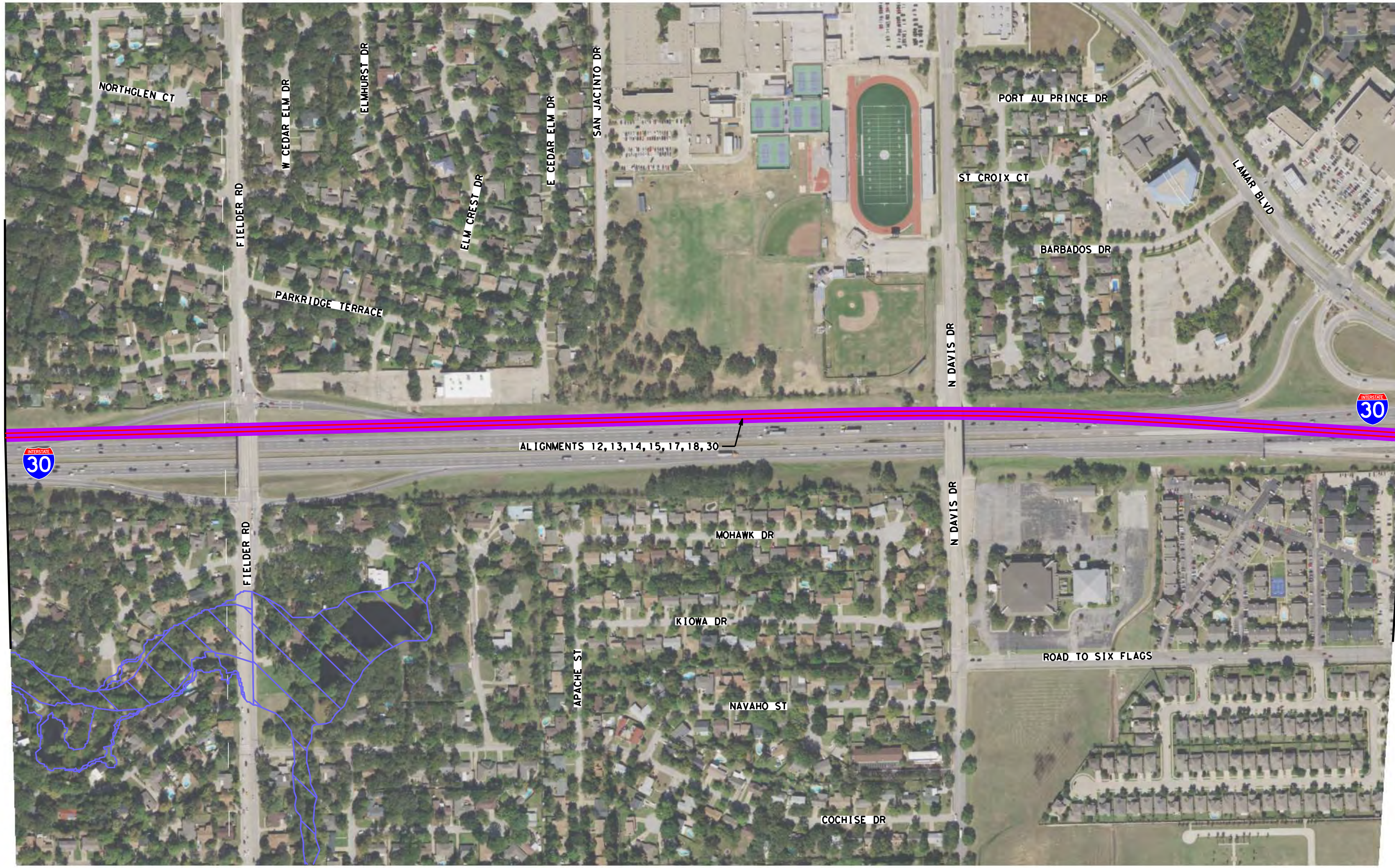
MATCHLINE 30L



MATCHLINE 30M

LEGEND

- PROPOSED HIGH-SPEED TRANSPORTATION
- POTENTIAL STATION
- FLOODPLAIN
- WETLANDS
- PARKS

5% DESIGN SUBMITTAL

By: ISRAEL M. W. CROWE
P.E.# 89251
Date: 8/16/2021

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

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SHEET NO.
24

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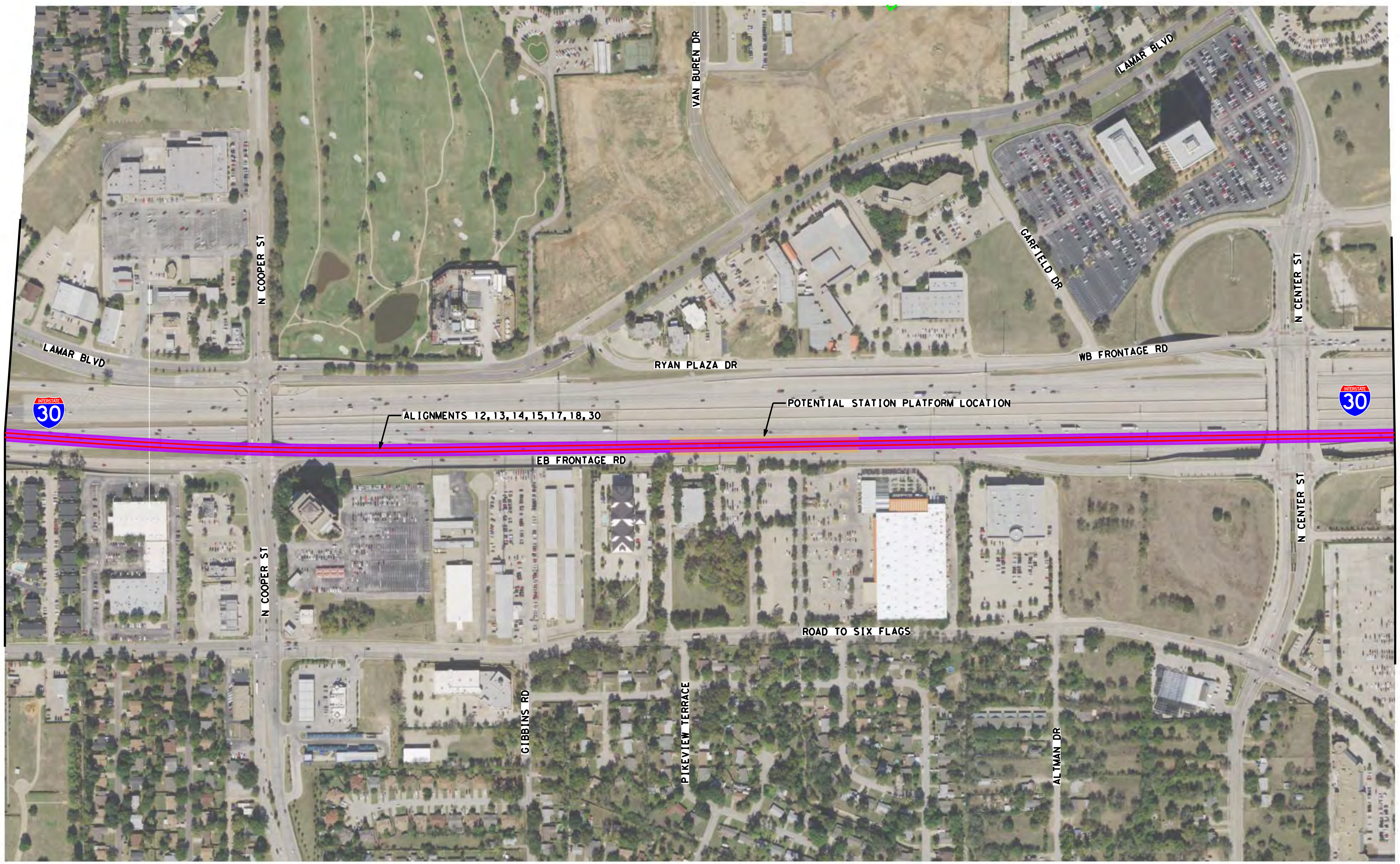

LEGEND

- PROPOSED HIGH-SPEED TRANSPORTATION
- POTENTIAL STATION
- FLOODPLAIN
- WETLANDS
- PARKS

5% DESIGN SUBMITTAL

By: ISRAEL M. W. CROWE
P.E.# 89251
Date: 8/16/2021

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DALLAS-FORT WORTH
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TRANSPORTATION CONNECTIONS
I-30 CORRIDOR ALTERNATIVES

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25

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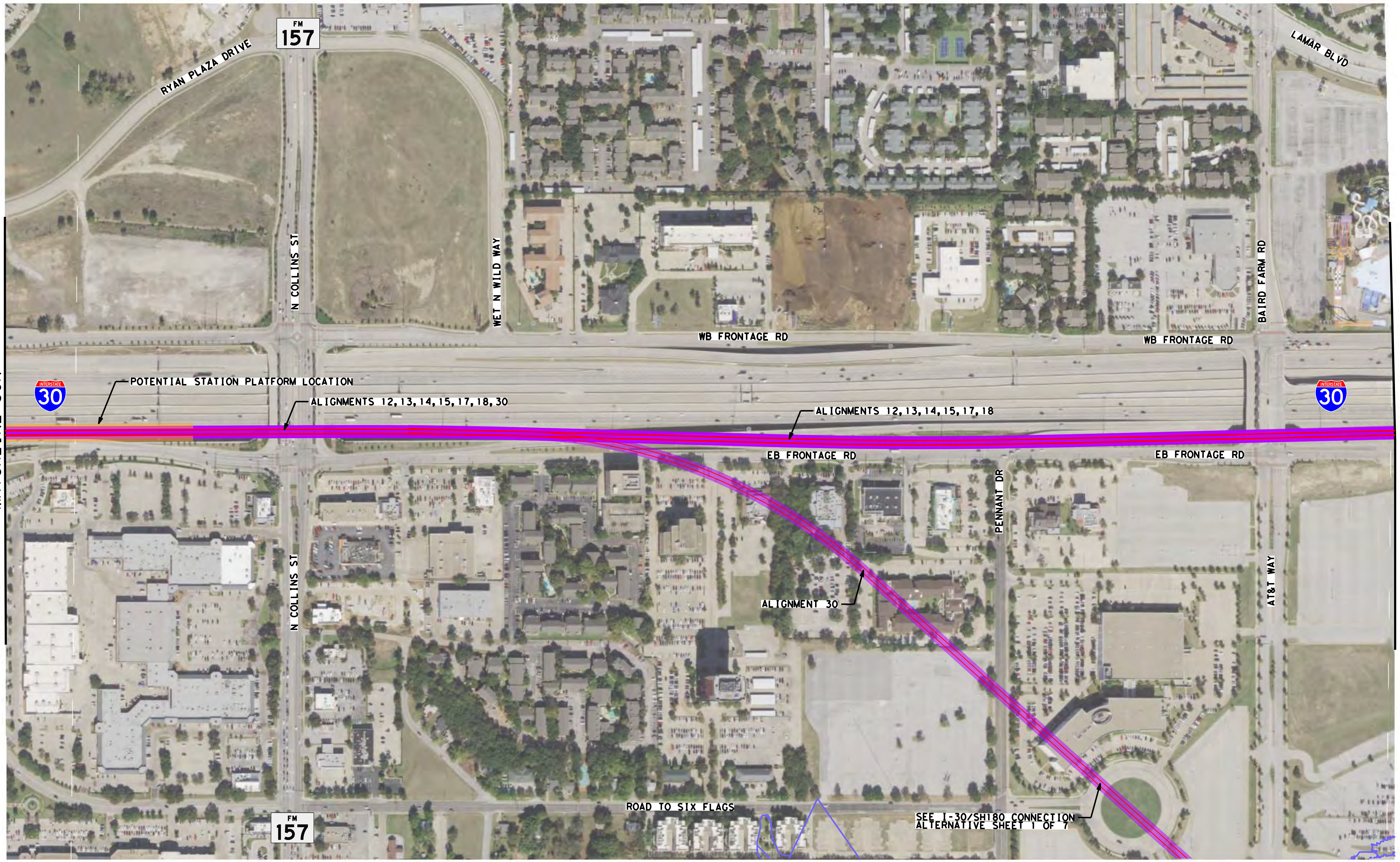
HORIZ. SCALE IN FEET

MATCHLINE 30N



MATCHLINE 30O

LEGEND

	PROPOSED HIGH-SPEED TRANSPORTATION
	POTENTIAL STATION
	FLOODPLAIN
	WETLANDS
	PARKS

5% DESIGN SUBMITTAL

By: ISRAEL M. W. CROWE
P.E.# 89251
Date: 8/16/2021

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

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26

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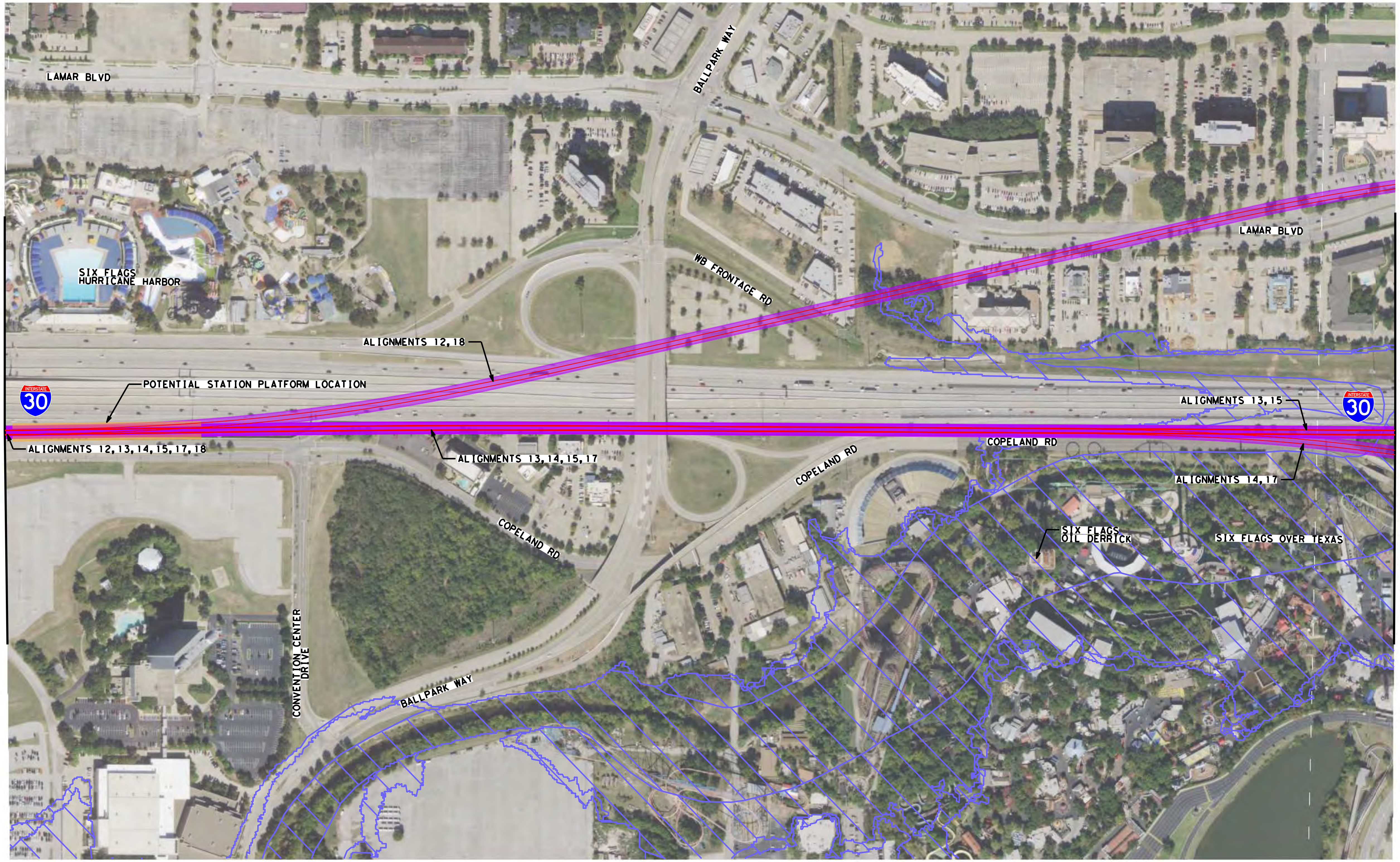
HORIZ. SCALE IN FEET

MATCHLINE 30O



MATCHLINE 30P

LEGEND

- PROPOSED HIGH-SPEED TRANSPORTATION
- POTENTIAL STATION
- FLOODPLAIN
- WETLANDS
- PARKS

5% DESIGN SUBMITTAL

By: ISRAEL M. W. CROWE
P.E.# 89251
Date: 8/16/2021

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

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27

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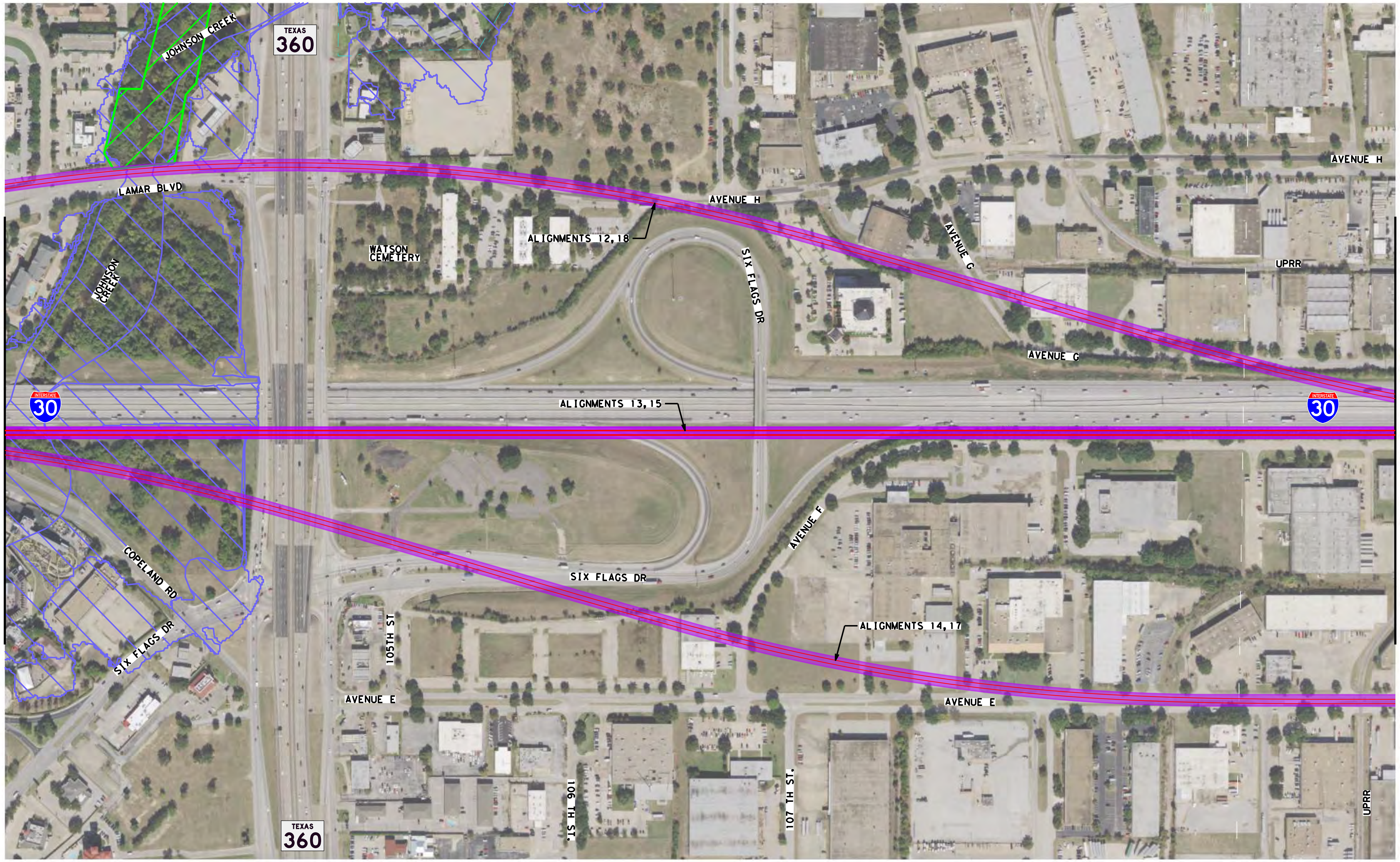

LEGEND

- PROPOSED HIGH-SPEED TRANSPORTATION
- POTENTIAL STATION
- FLOODPLAIN
- WETLANDS
- PARKS

5% DESIGN SUBMITTAL

By: ISRAEL M. W. CROWE
P.E.# 89251
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DALLAS-FORT WORTH HIGH-SPEED TRANSPORTATION CONNECTIONS I-30 CORRIDOR ALTERNATIVES

SHEET 17 OF 33

SHEET NO. 28

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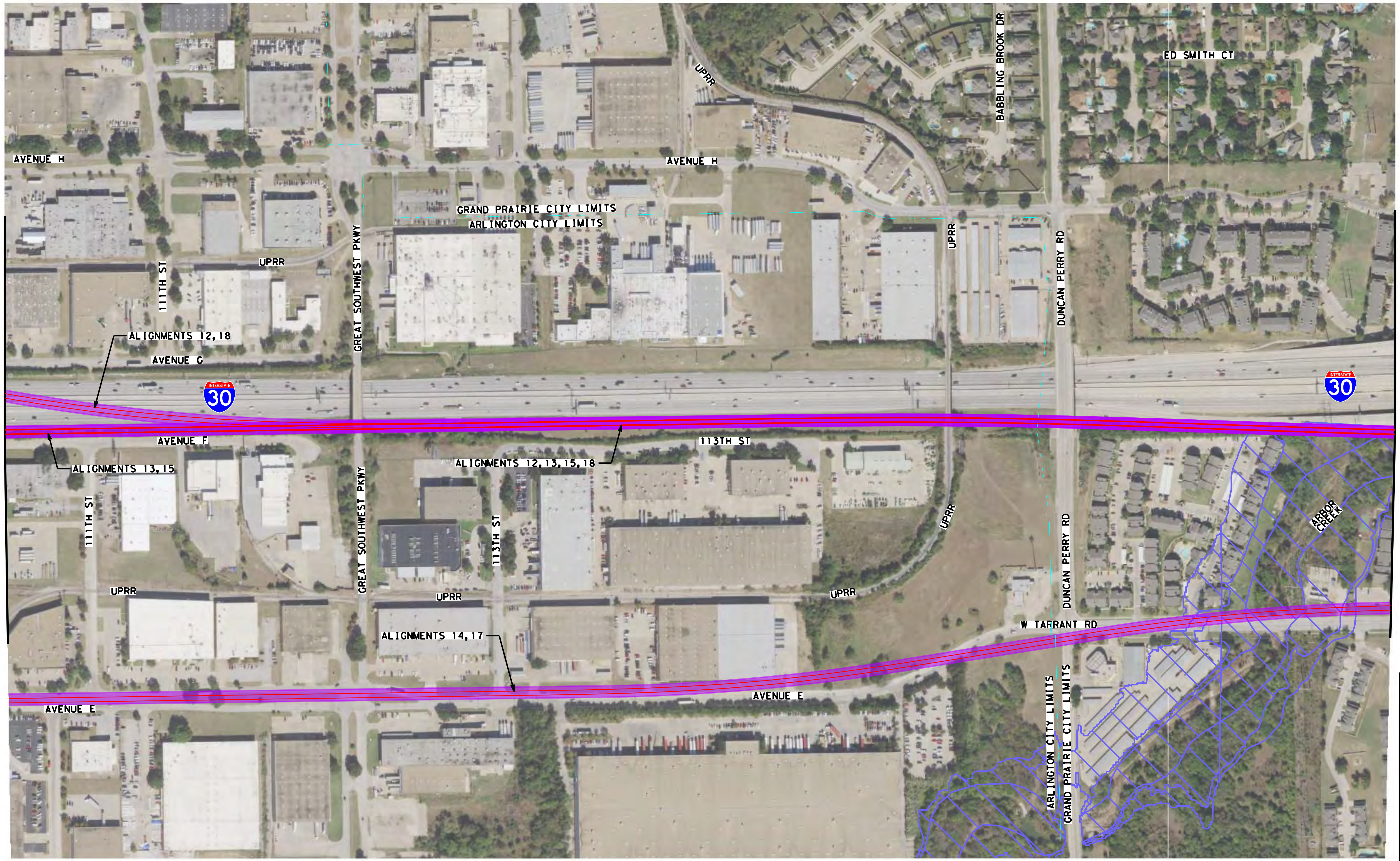

LEGEND

PROPOSED HIGH-SPEED TRANSPORTATION

POTENTIAL STATION

FLOODPLAIN

WETLANDS

PARKS

5% DESIGN SUBMITTAL

By: ISRAEL M. W. CROWE

P.E.# 89251

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

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SHEET NO.

29

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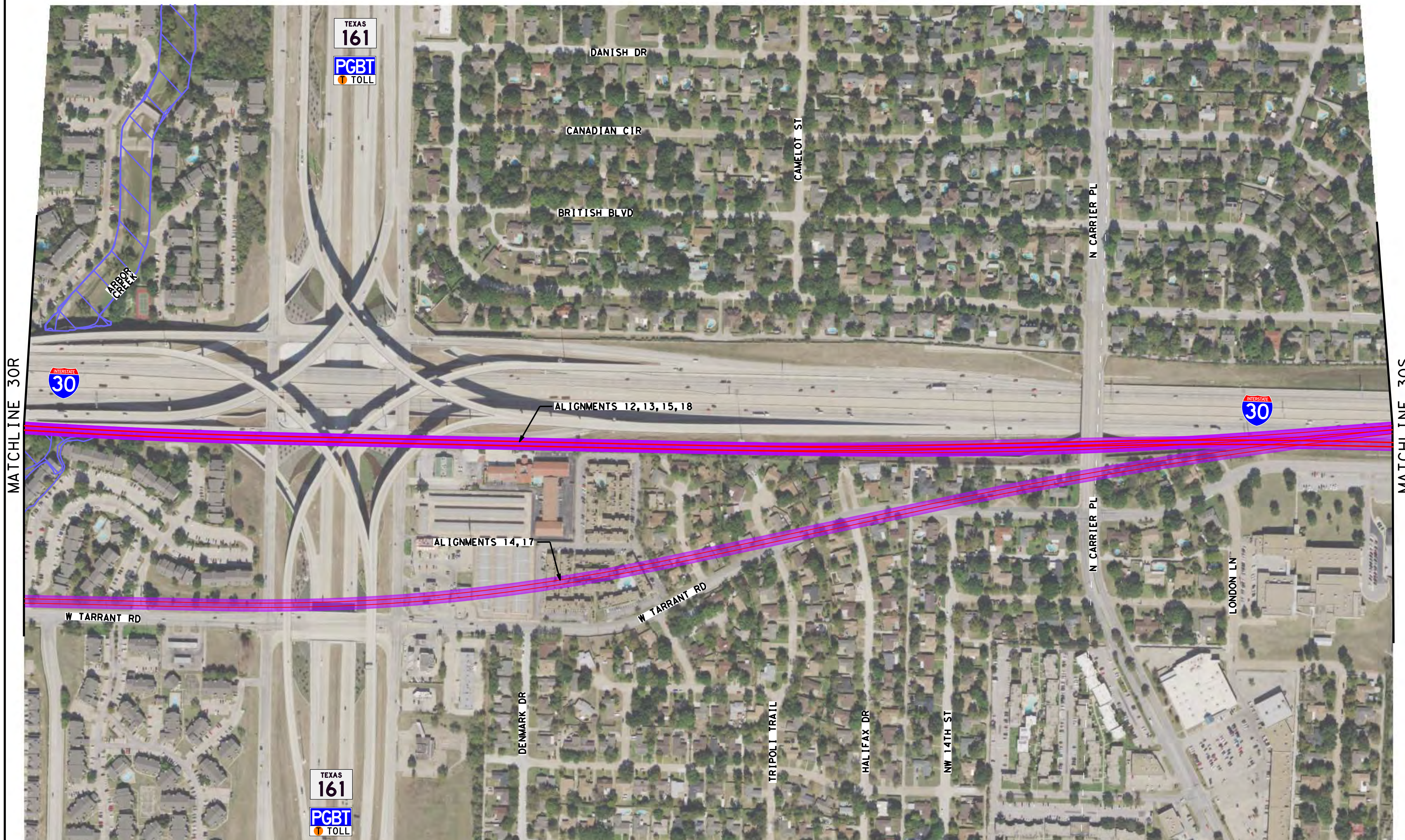
HORIZ. SCALE IN FEET



LEGEND

- PROPOSED HIGH-SPEED TRANSPORTATION
- POTENTIAL STATION
- FLOODPLAIN
- WETLANDS
- PARKS

5% DESIGN SUBMITTAL

By: ISRAEL M. W. CROWE

P.E.# 89251

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North Central Texas Council of Governments

DALLAS-FORT WORTH
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TRANSPORTATION CONNECTIONS
I-30 CORRIDOR ALTERNATIVES

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SHEET NO.

30

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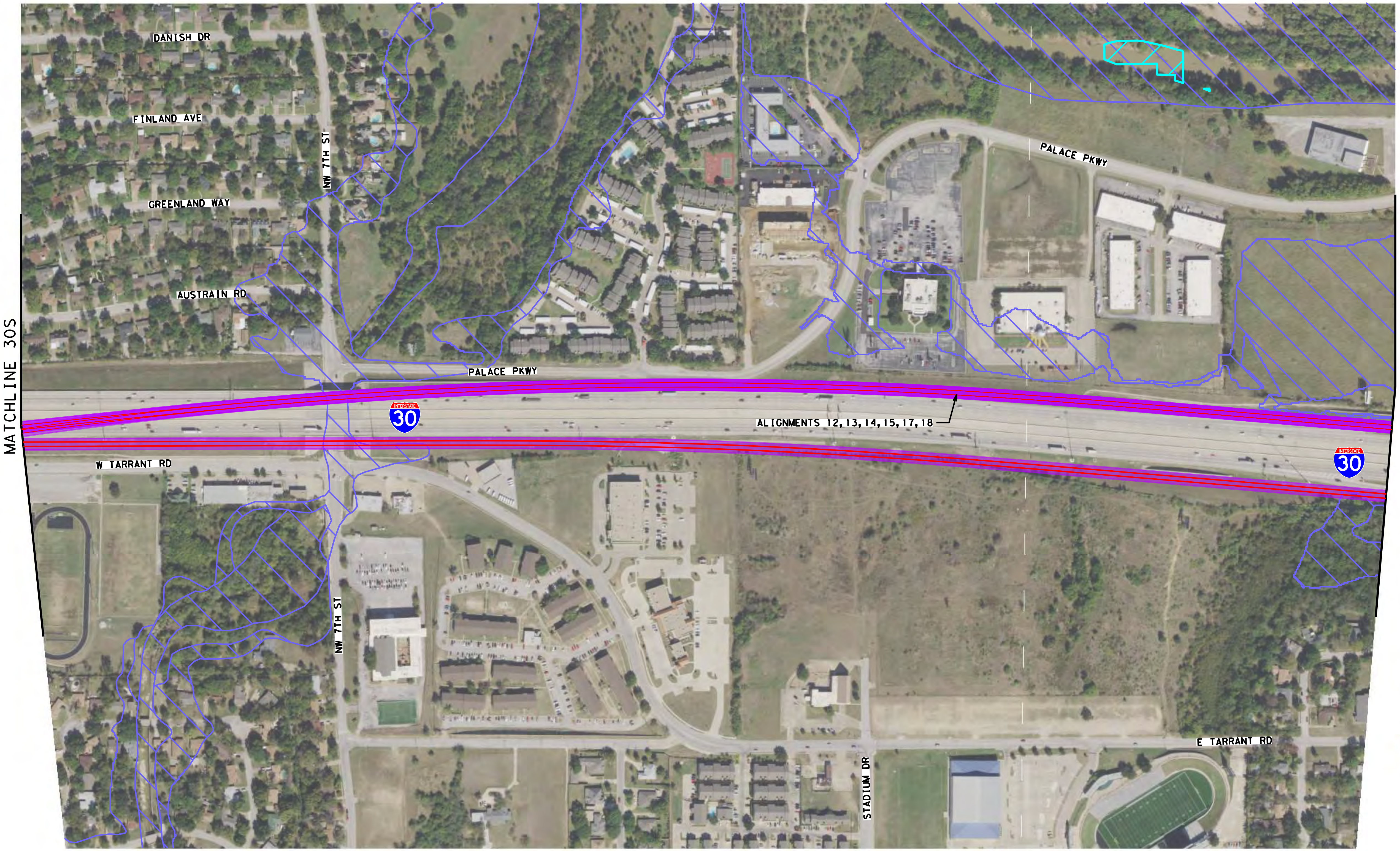

LEGEND

- PROPOSED HIGH-SPEED TRANSPORTATION
- POTENTIAL STATION
- FLOODPLAIN
- WETLANDS
- PARKS

5% DESIGN SUBMITTAL

By: ISRAEL M. W. CROWE
P.E.# 89251
Date: 8/16/2021

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North Central Texas Council of Governments

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

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31

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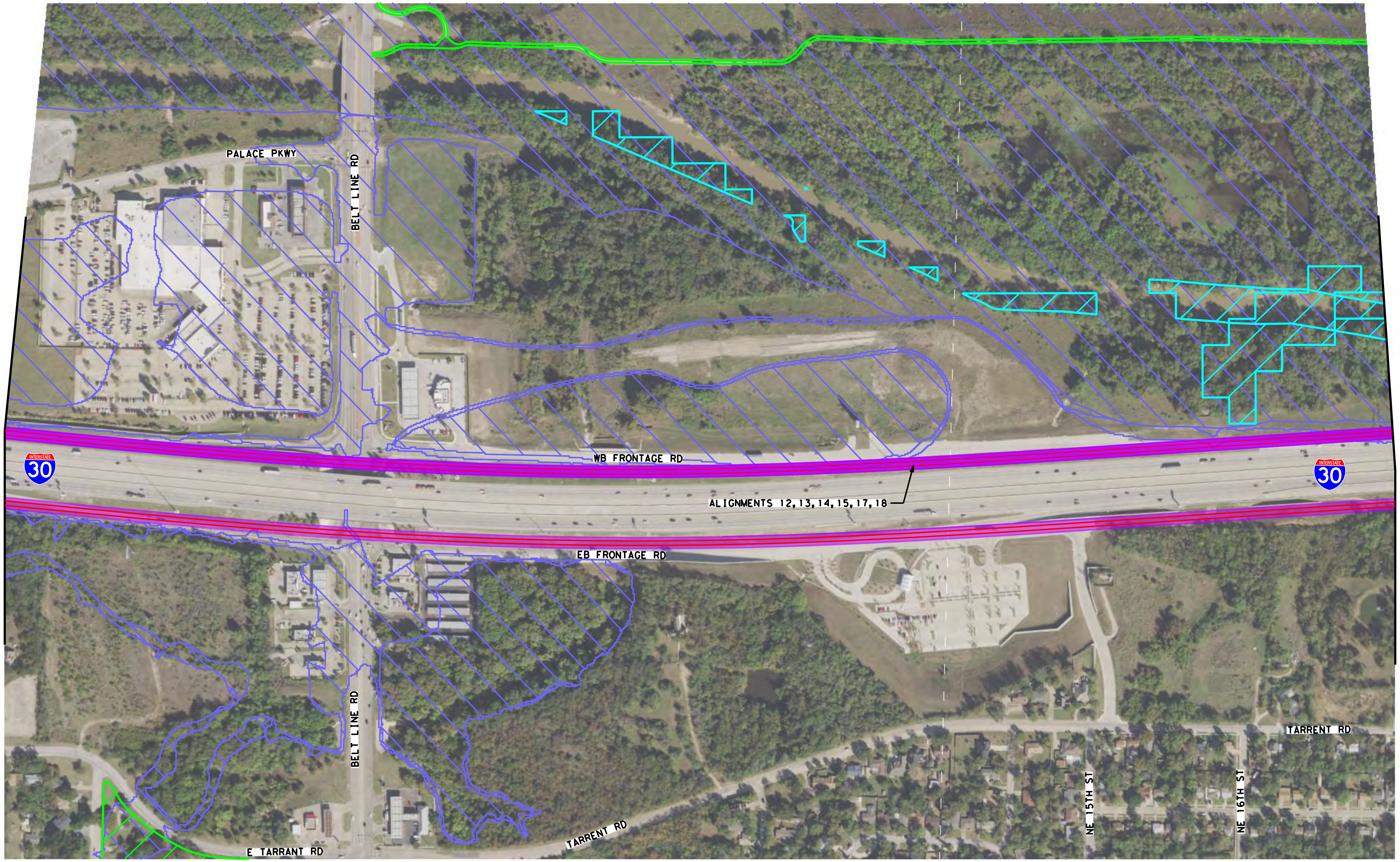
0 200 400 600 800
HORIZ. SCALE IN FEET

MATCHLINE 30T



MATCHLINE 30U

LEGEND

- PROPOSED HIGH-SPEED TRANSPORTATION
- POTENTIAL STATION
- FLOODPLAIN
- WETLANDS
- PARKS

5% DESIGN SUBMITTAL

By: ISRAEL M. W. CROWE
P.E.# 89251
Date: 8/16/2021

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DALLAS-FORT WORTH
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TRANSPORTATION CONNECTIONS
I-30 CORRIDOR ALTERNATIVES

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32

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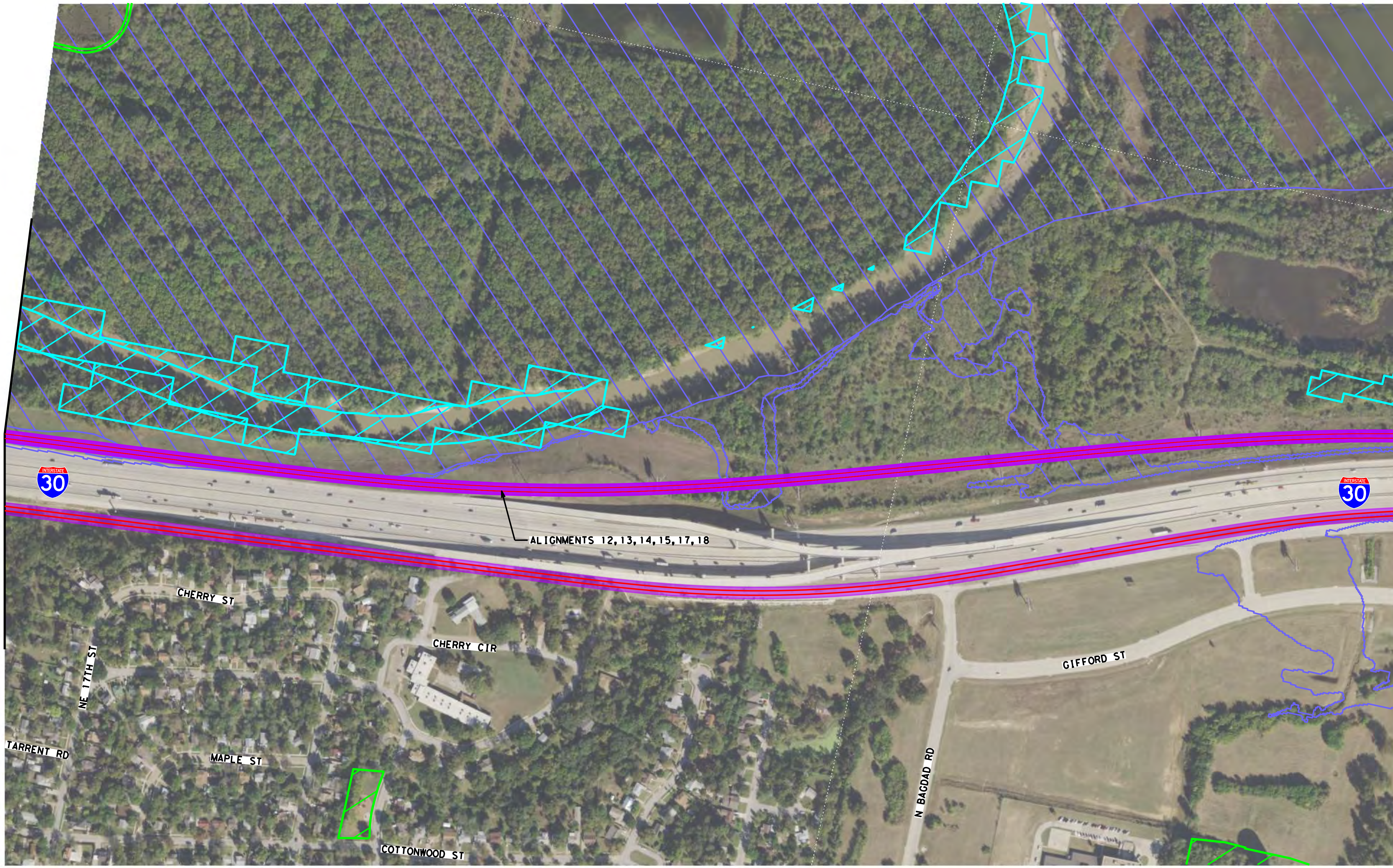
0 200 400 600 800
HORIZ. SCALE IN FEET

MATCHLINE 30U



MATCHLINE 30V

LEGEND

- PROPOSED HIGH-SPEED TRANSPORTATION
- POTENTIAL STATION
- FLOODPLAIN
- WETLANDS
- PARKS

5% DESIGN SUBMITTAL

By: ISRAEL M. W. CROWE
P.E.# 89251
Date: 8/16/2021

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DALLAS-FORT WORTH
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TRANSPORTATION CONNECTIONS
I-30 CORRIDOR ALTERNATIVES

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33

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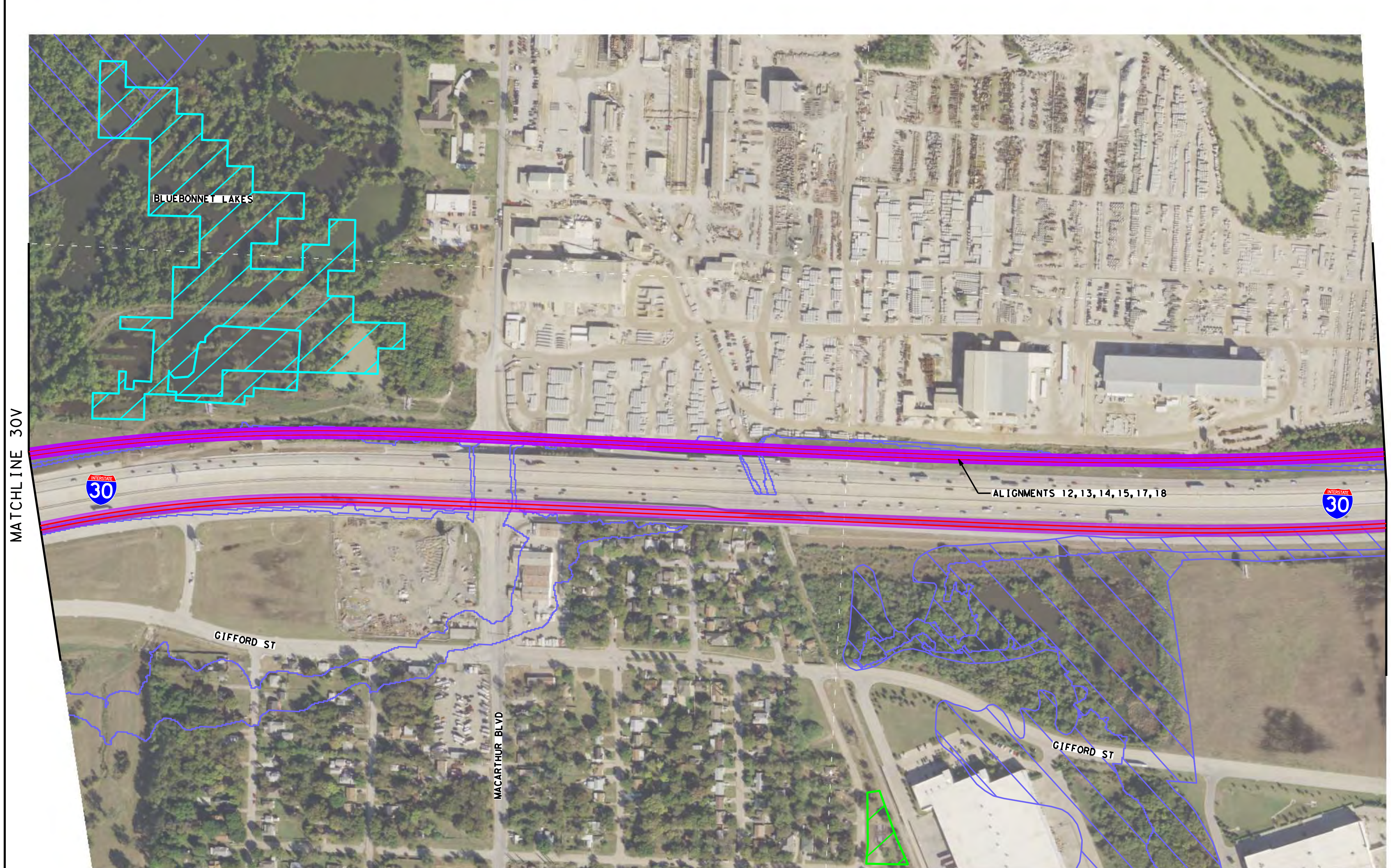

LEGEND

- PROPOSED HIGH-SPEED TRANSPORTATION
- POTENTIAL STATION
- FLOODPLAIN
- WETLANDS
- PARKS

5% DESIGN SUBMITTAL

By: ISRAEL M. W. CROWE
P.E.# 89251
Date: 8/16/2021

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

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SHEET NO.
34

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8/16/2021 3:08:53 PM

0 200 400 600 800
HORIZ. SCALE IN FEET

MATCHLINE 30W

MATCHLINE 30X

LEGEND

- PROPOSED HIGH-SPEED TRANSPORTATION
- POTENTIAL STATION
- FLOODPLAIN
- WETLANDS
- PARKS

5% DESIGN SUBMITTAL

By: ISRAEL M. W. CROWE
P.E.# 89251
Date: 8/16/2021

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

SHEET 24 OF 33

SHEET NO.
36

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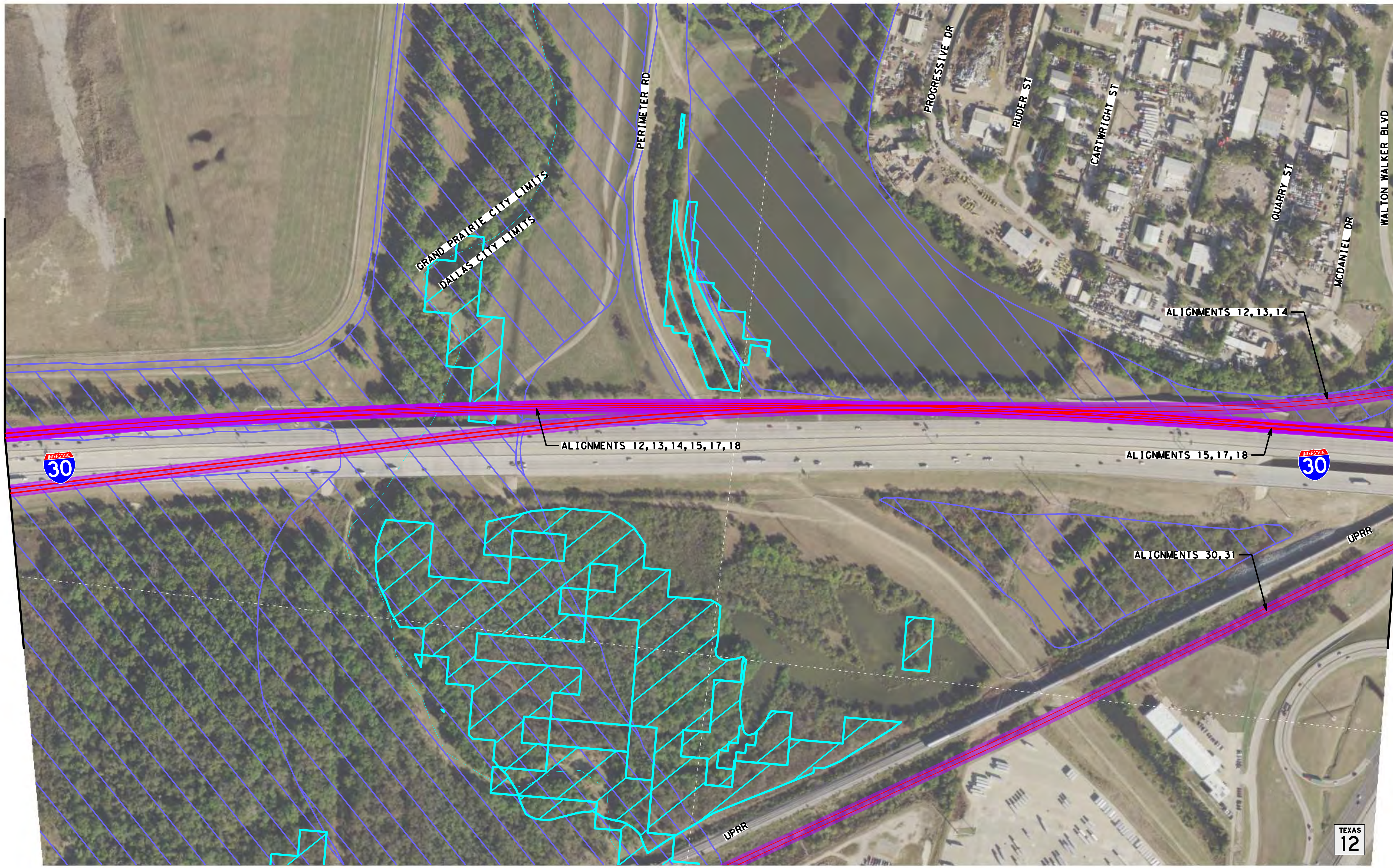
HORIZ. SCALE IN FEET

MATCHLINE 30X



MATCHLINE 30Y

LEGEND

- PROPOSED HIGH-SPEED TRANSPORTATION
- POTENTIAL STATION
- FLOODPLAIN
- WETLANDS
- PARKS

5% DESIGN SUBMITTAL

By: ISRAEL M. W. CROWE

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

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SHEET NO.

36

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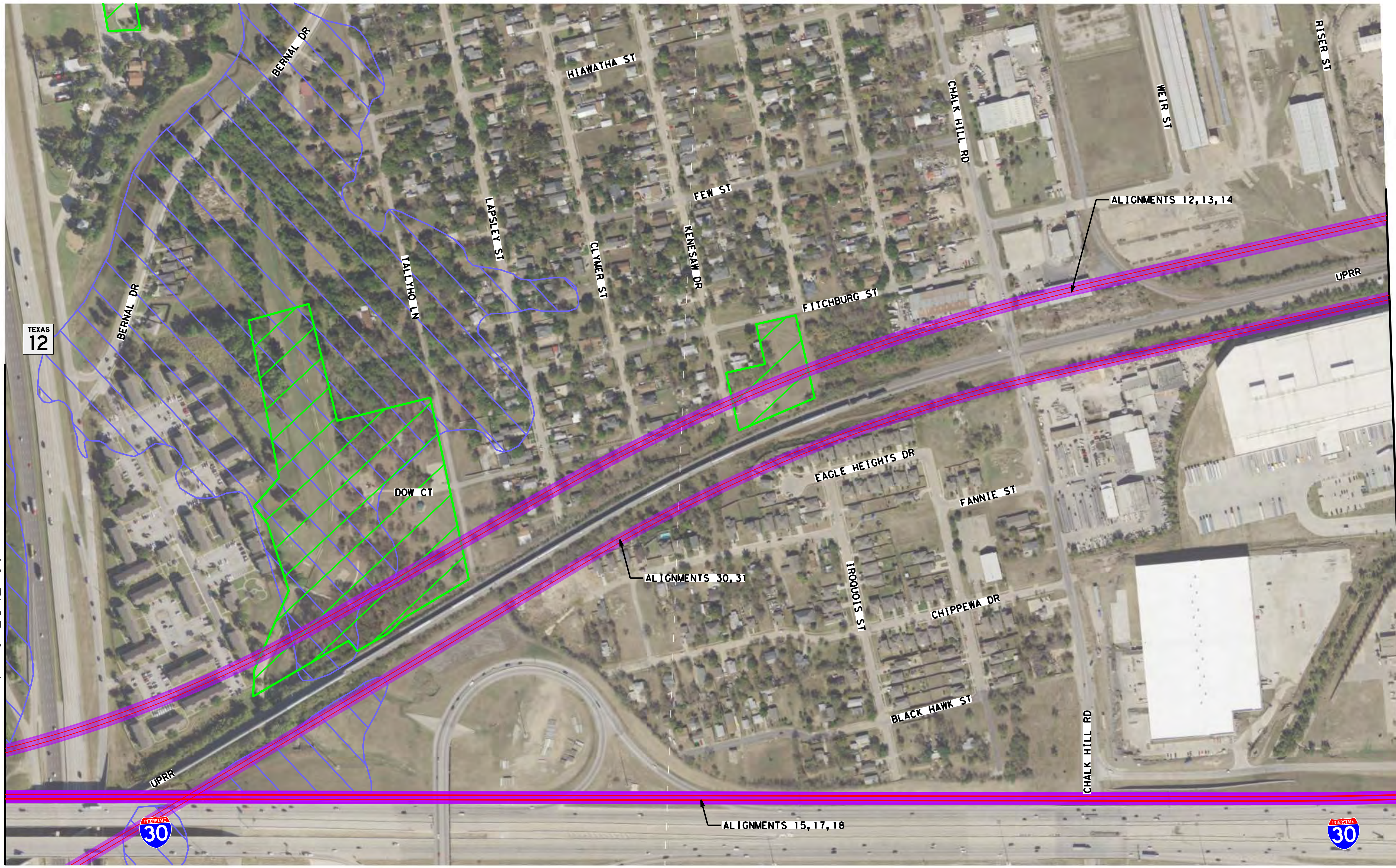

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HORIZ. SCALE IN FEET

LEGEND

- PROPOSED HIGH-SPEED TRANSPORTATION
- POTENTIAL STATION
- FLOODPLAIN
- WETLANDS
- PARKS

5% DESIGN SUBMITTAL

By: ISRAEL M. W. CROWE

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

SHEET 26 OF 33

SHEET NO.

37

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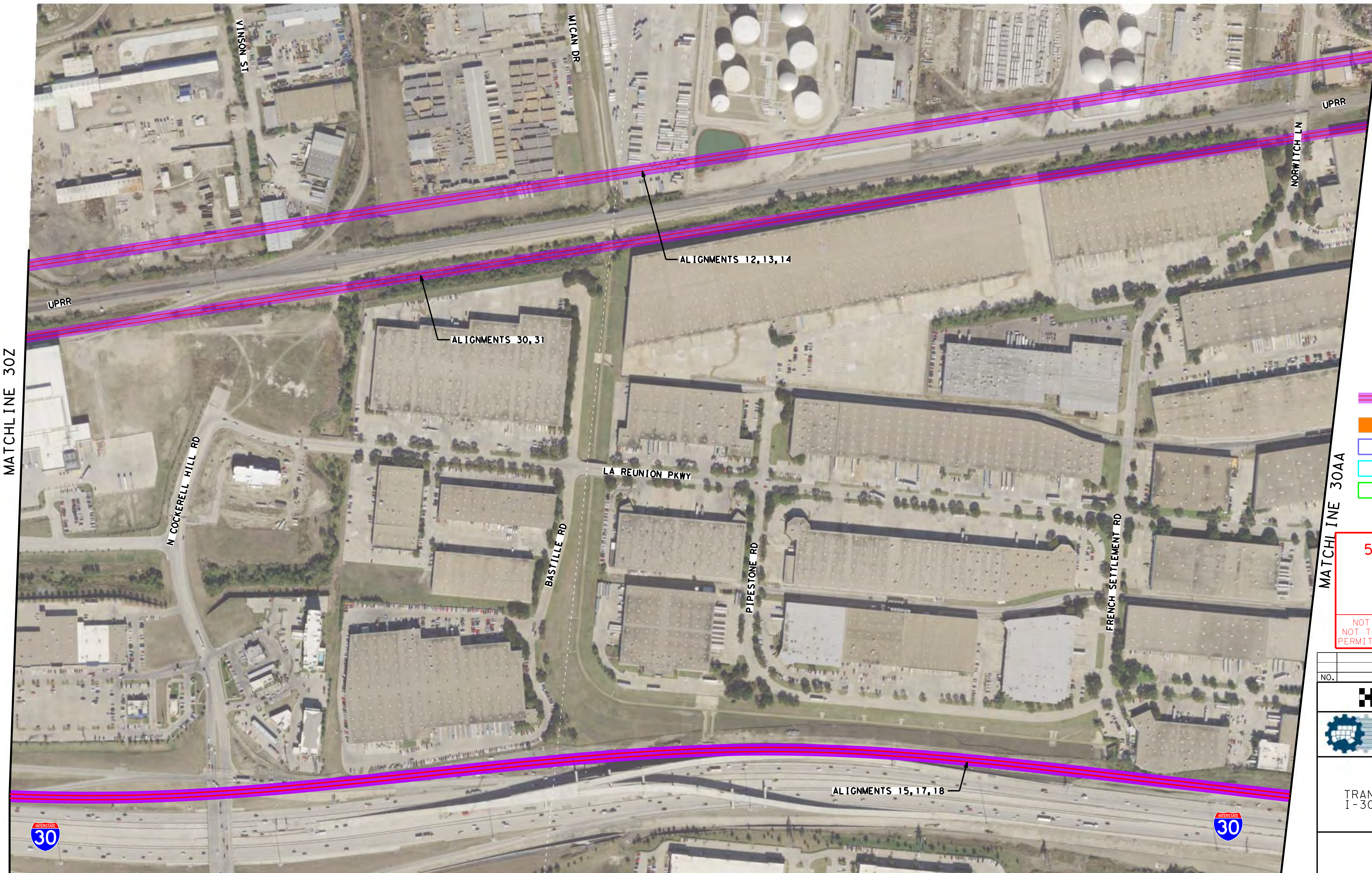
HORIZ. SCALE IN FEET



LEGEND

- PROPOSED HIGH-SPEED TRANSPORTATION
- POTENTIAL STATION
- FLOODPLAIN
- WETLANDS
- PARKS

5% DESIGN SUBMITTAL

By: ISRAEL M. W. CROWE
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DALLAS-FORT WORTH HIGH-SPEED TRANSPORTATION CONNECTIONS I-30 CORRIDOR ALTERNATIVES

SHEET 27 OF 33

SHEET NO.
38

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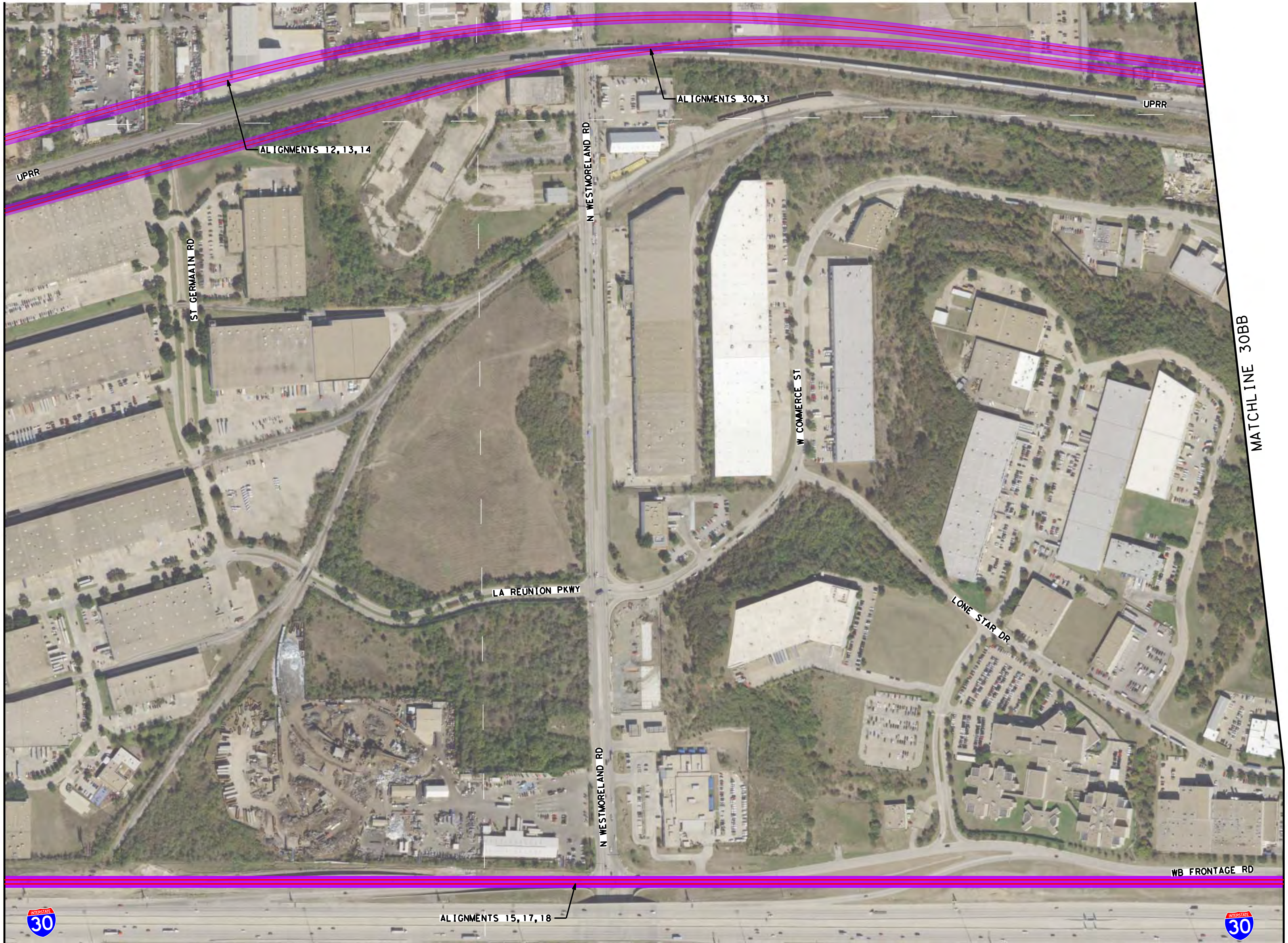
HORIZ. SCALE IN FEET

MATCHLINE 30AA



MATCHLINE 30BB

LEGEND

- PROPOSED HIGH-SPEED TRANSPORTATION
- POTENTIAL STATION
- FLOODPLAIN
- WETLANDS
- PARKS

5% DESIGN SUBMITTAL

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

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SHEET NO.
39

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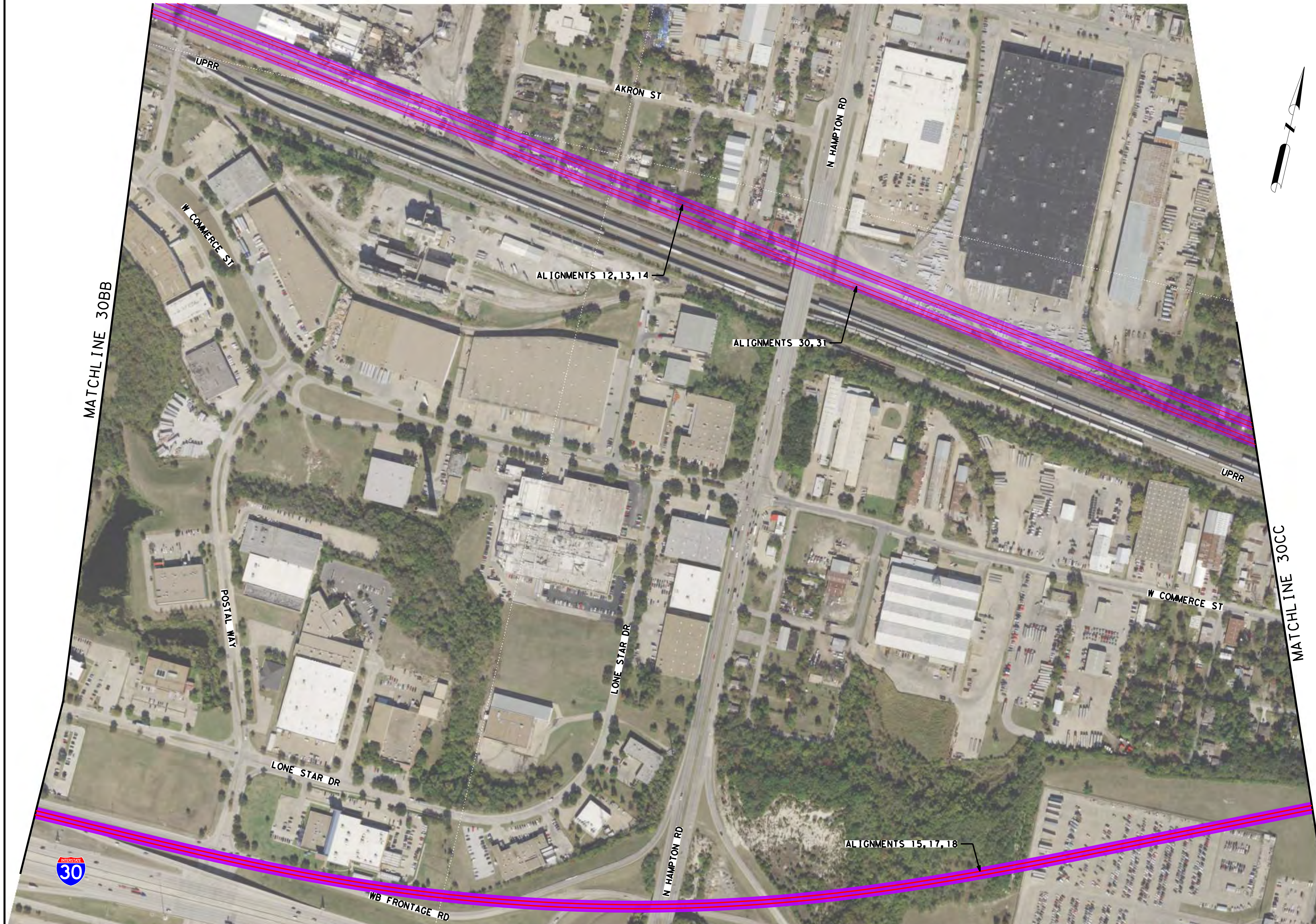

0 200 400 600 800
HORIZ. SCALE IN FEET

LEGEND

- PROPOSED HIGH-SPEED TRANSPORTATION
- POTENTIAL STATION
- FLOODPLAIN
- WETLANDS
- PARKS

5% DESIGN SUBMITTAL

By: ISRAEL M. W. CROWE
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DALLAS-FORT WORTH HIGH-SPEED TRANSPORTATION CONNECTIONS
I-30 CORRIDOR ALTERNATIVES

SHEET 29 OF 33

SHEET NO. 40

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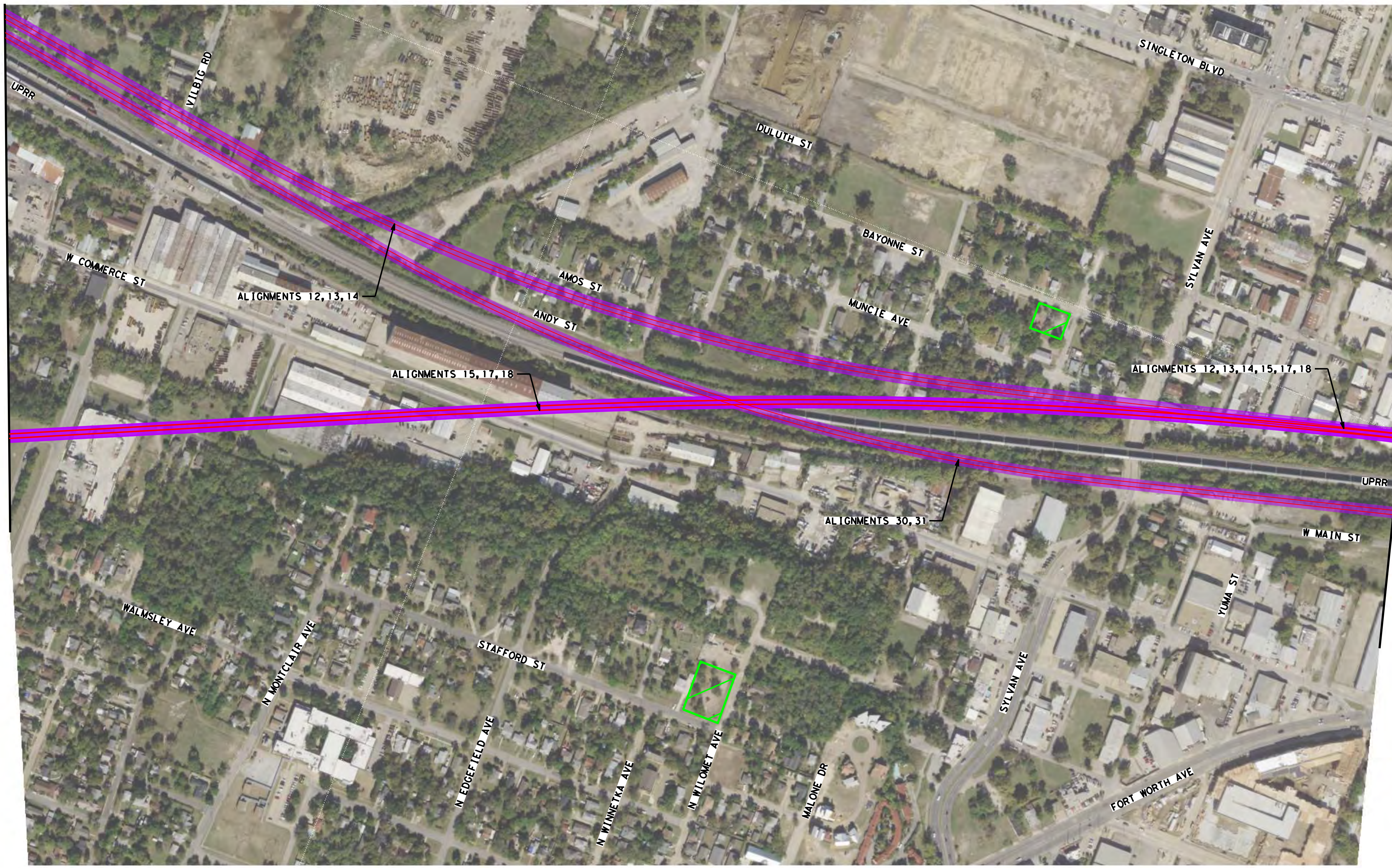

LEGEND

- PROPOSED HIGH-SPEED TRANSPORTATION
- POTENTIAL STATION
- FLOODPLAIN
- WETLANDS
- PARKS

5% DESIGN SUBMITTAL

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TRANSPORTATION CONNECTIONS
I-30 CORRIDOR ALTERNATIVES

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SHEET NO.
41

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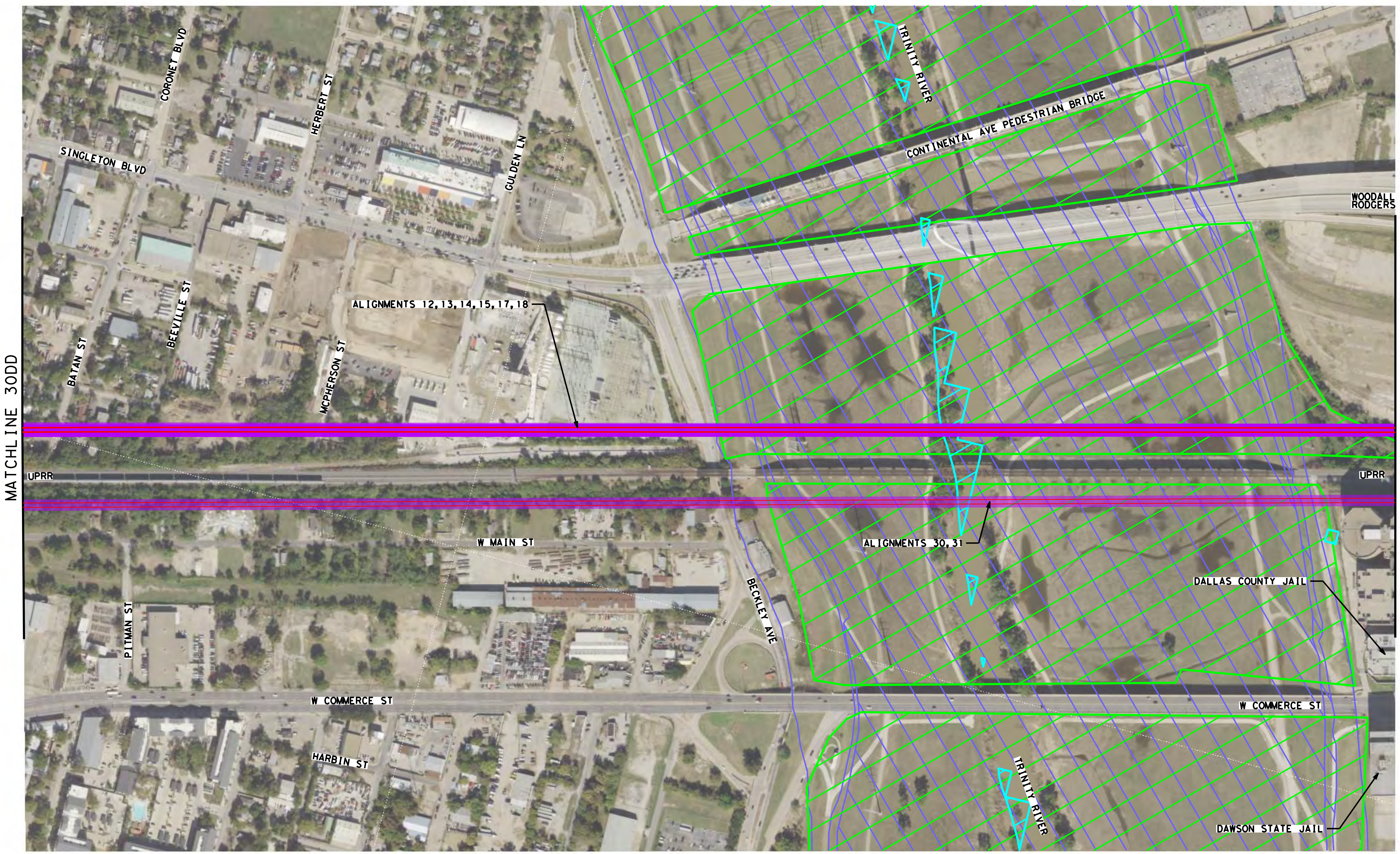

LEGEND

- PROPOSED HIGH-SPEED TRANSPORTATION
- POTENTIAL STATION
- FLOODPLAIN
- WETLANDS
- PARKS

5% DESIGN SUBMITTAL

By: ISRAEL M. W. CROWE
P.E.# 89251
Date: 8/16/2021

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North Central Texas Council of Governments

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

SHEET 31 OF 33

SHEET NO.
42

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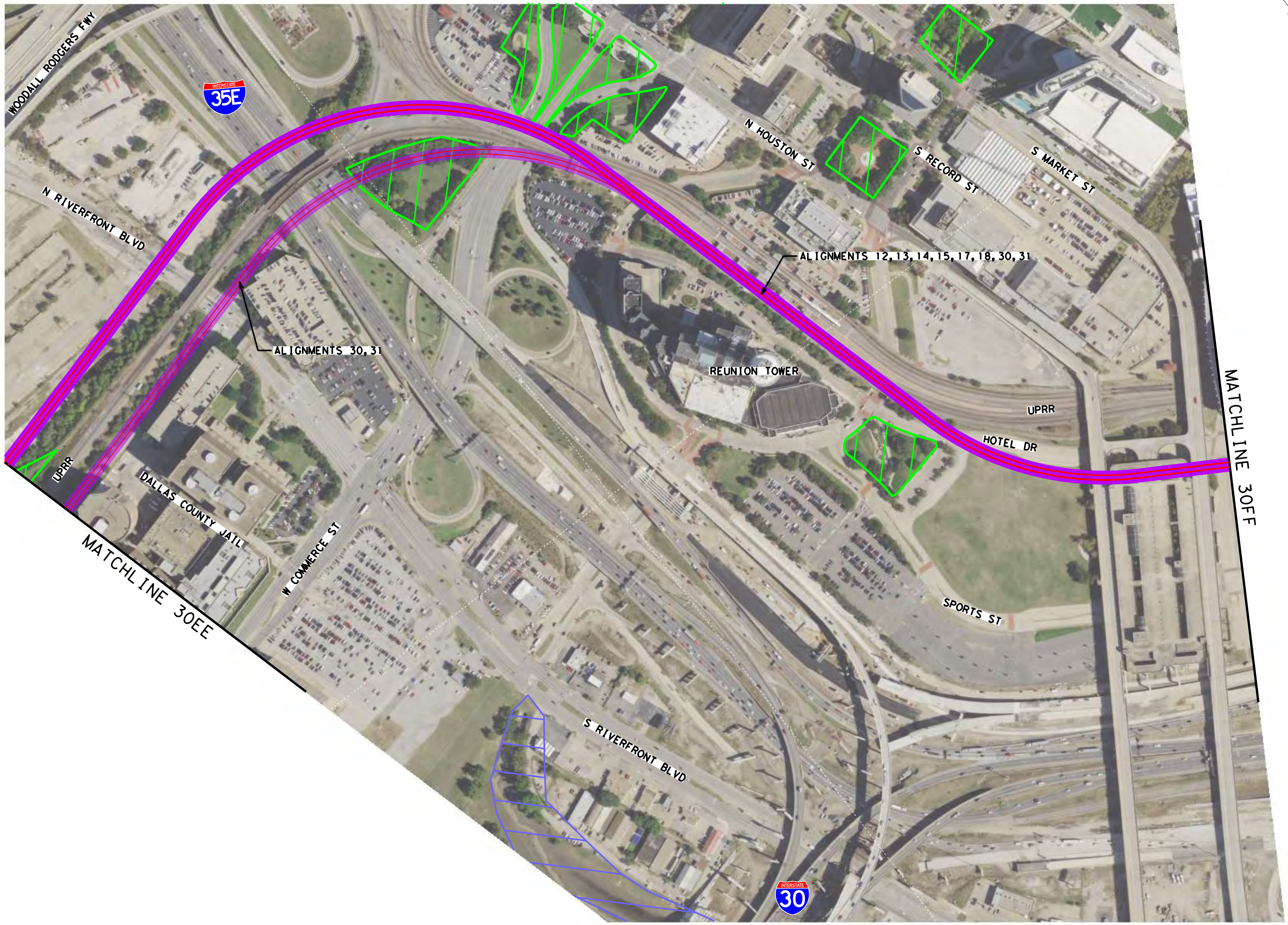

LEGEND

- PROPOSED HIGH-SPEED TRANSPORTATION
- POTENTIAL STATION
- FLOODPLAIN
- WETLANDS
- PARKS

5% DESIGN SUBMITTAL

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

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SHEET NO.
43

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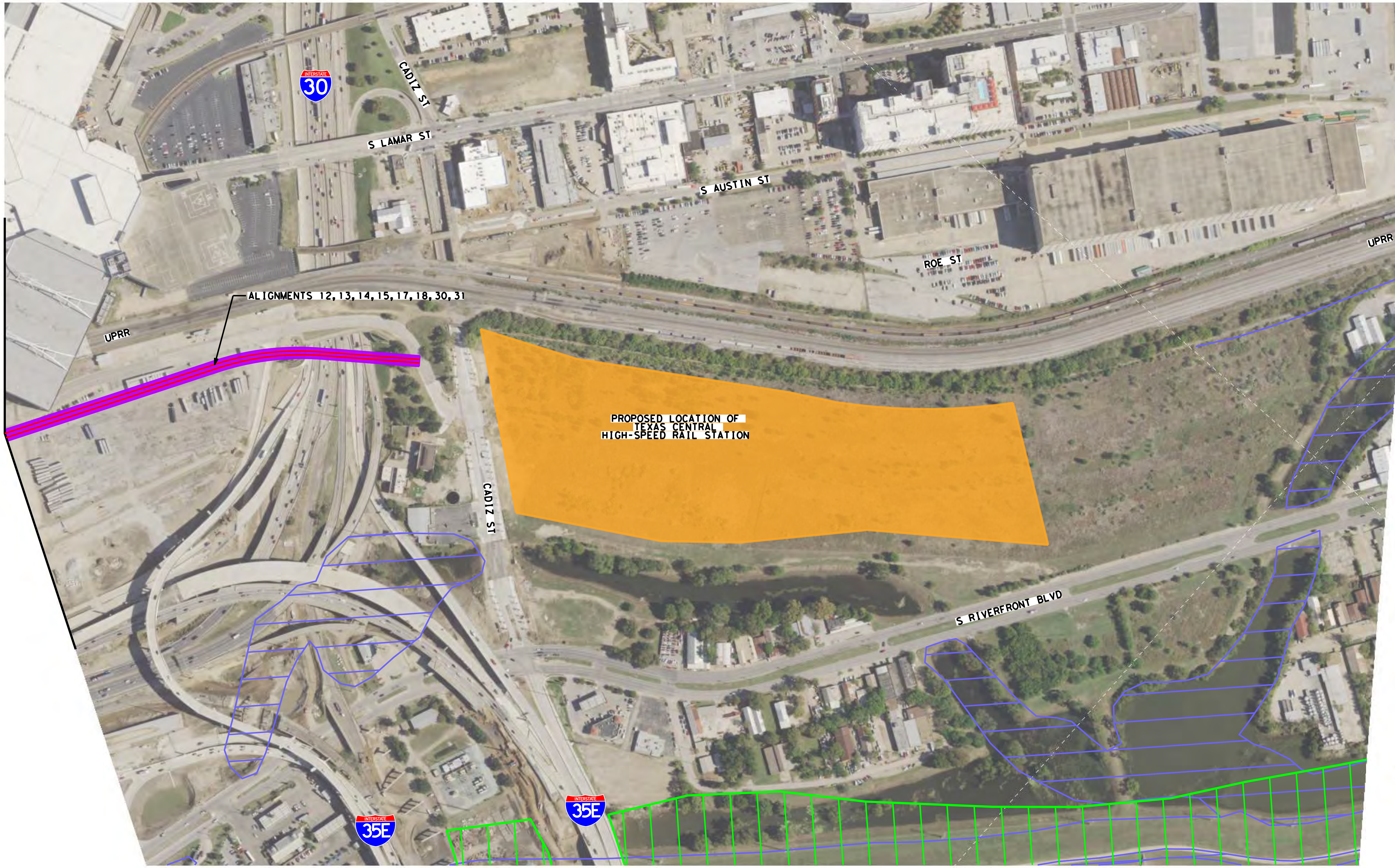

LEGEND

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

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SHEET NO.
44

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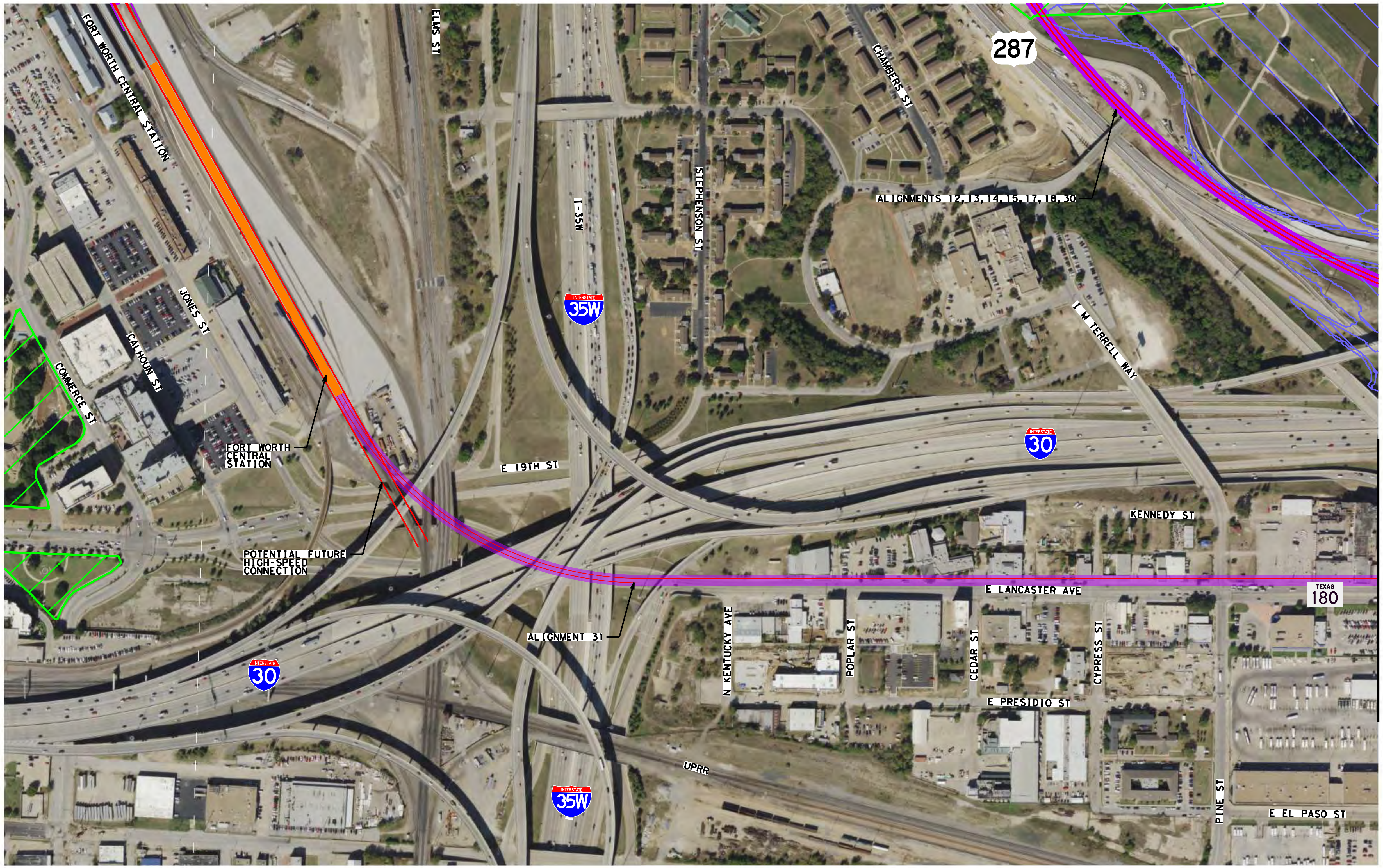

MATCHLINE 180A

LEGEND

- PROPOSED HIGH-SPEED TRANSPORTATION
- POTENTIAL STATION
- FLOODPLAIN
- WETLANDS
- PARKS

5% DESIGN SUBMITTAL

By: BRENT A. KYLER
P.E.# 77841
Date: 8/16/2021

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DALLAS-FORT WORTH
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TRANSPORTATION CONNECTIONS
SH180 CORRIDOR ALTERNATIVES

SHEET 1 OF 33

SHEET NO.

45

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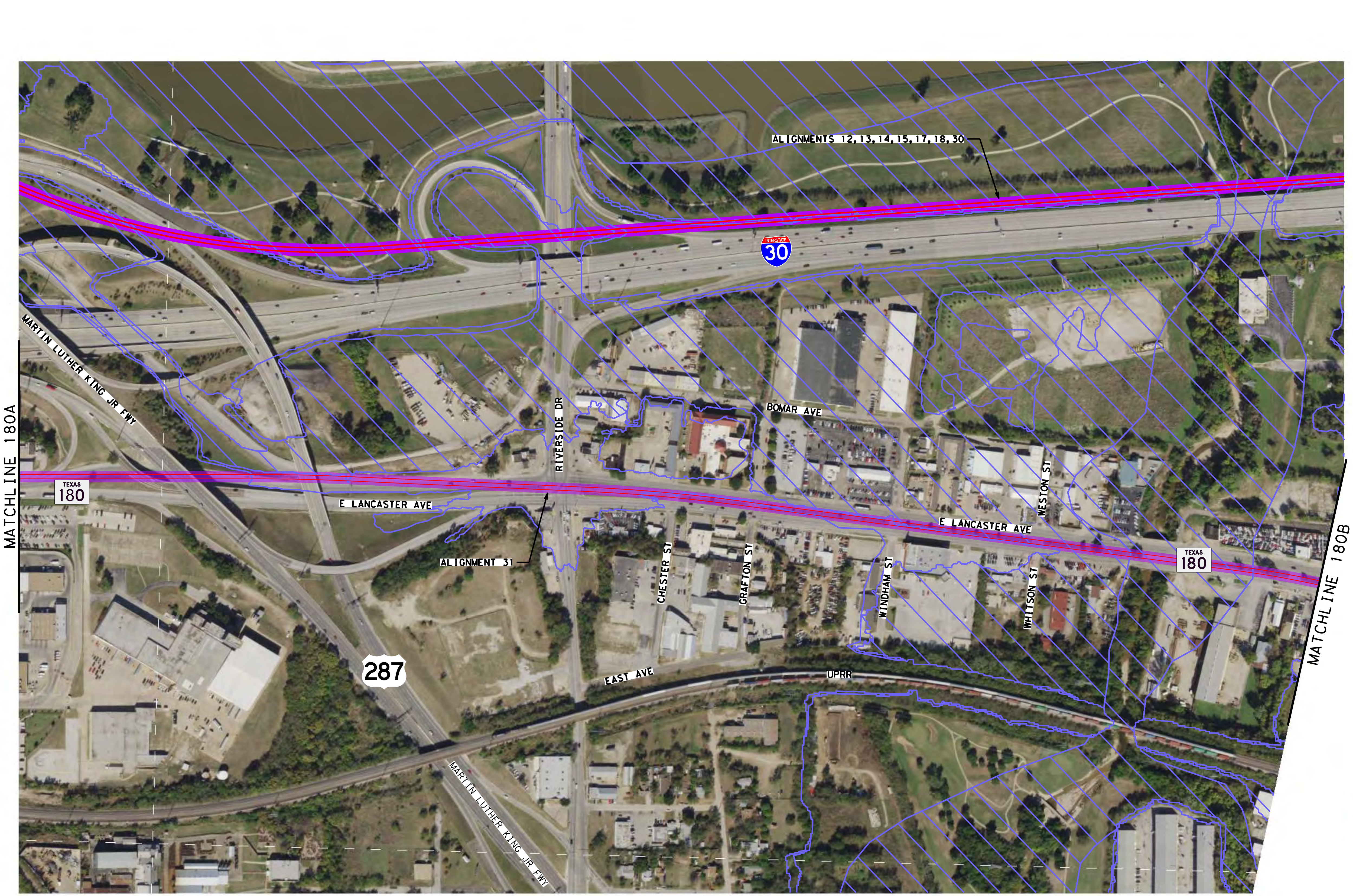

LEGEND

- PROPOSED HIGH-SPEED TRANSPORTATION
- POTENTIAL STATION
- FLOODPLAIN
- WETLANDS
- PARKS

5% DESIGN SUBMITTAL

By: BRENT A. KYLER
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DALLAS-FORT WORTH
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TRANSPORTATION CONNECTIONS
SH180 CORRIDOR ALTERNATIVES

SHEET 2 OF 33

SHEET NO.
46

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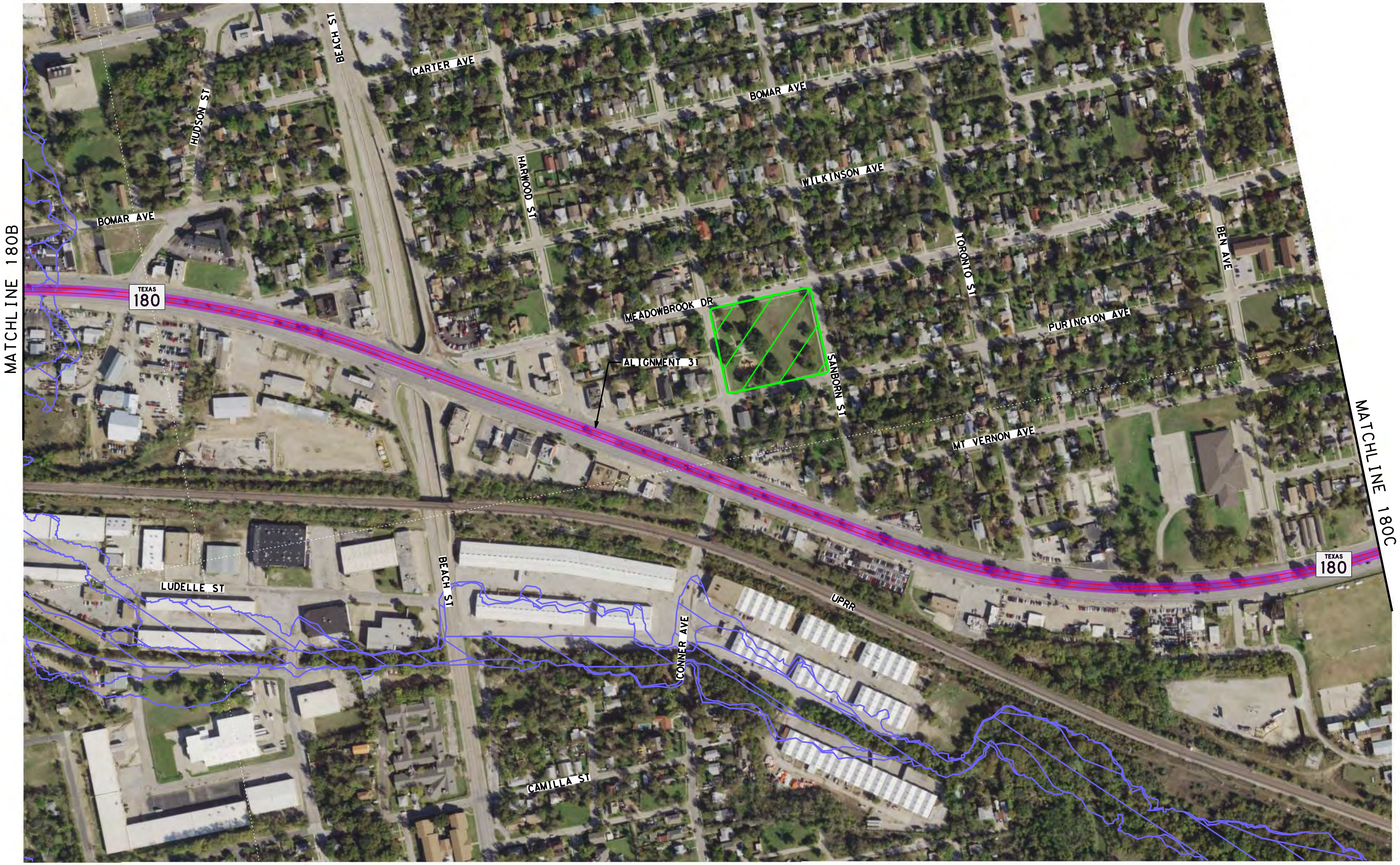

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LEGEND

- PROPOSED HIGH-SPEED TRANSPORTATION
- POTENTIAL STATION
- FLOODPLAIN
- WETLANDS
- PARKS

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P.E.# 77841
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DALLAS-FORT WORTH
HIGH-SPEED
TRANSPORTATION CONNECTIONS
SH180 CORRIDOR ALTERNATIVES

SHEET 3 OF 33

SHEET NO.
47

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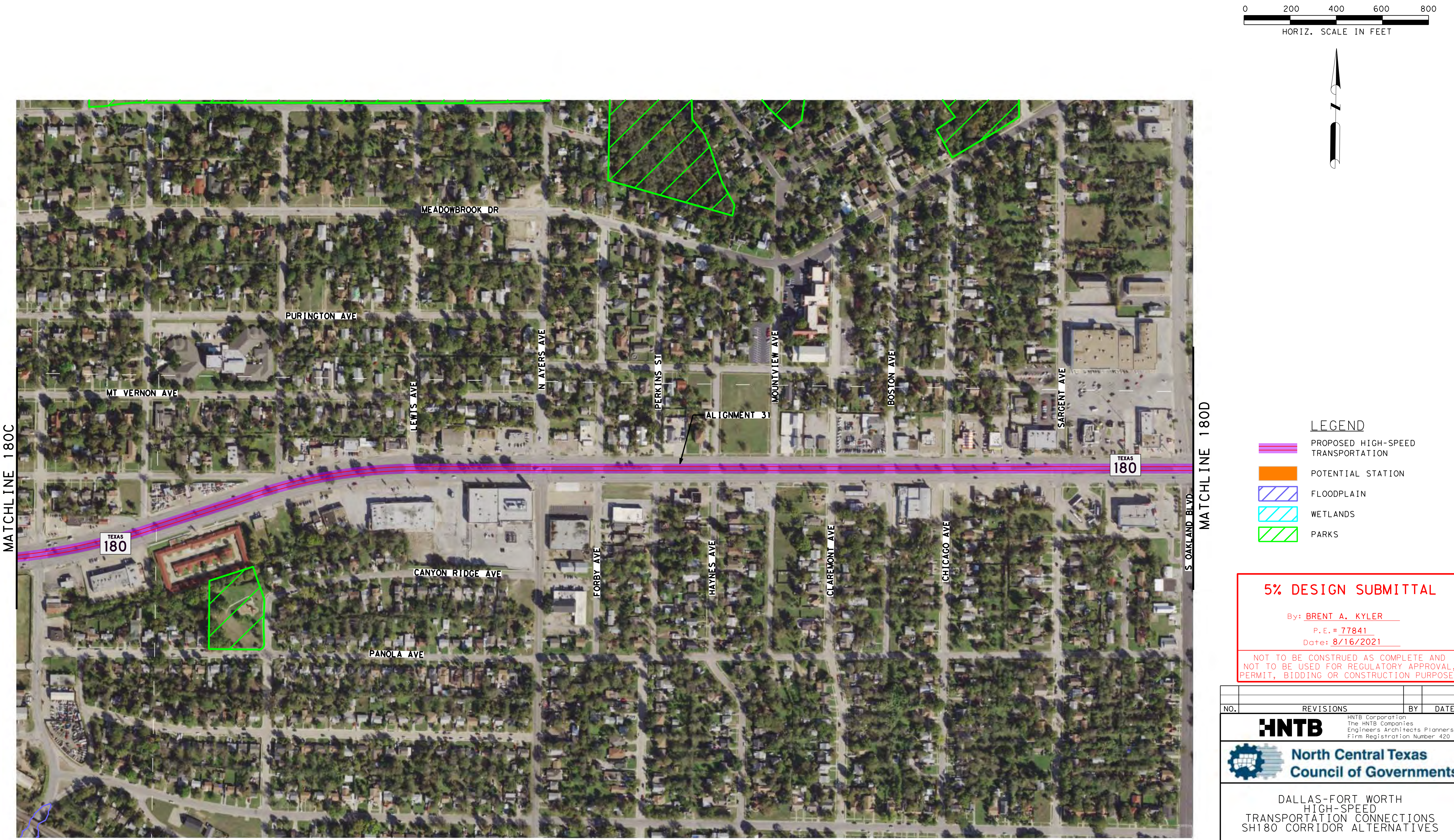

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DALLAS-FORT WORTH HIGH-SPEED TRANSPORTATION CONNECTIONS SH180 CORRIDOR ALTERNATIVES

SHEET 4 OF 33

SHEET NO. 48

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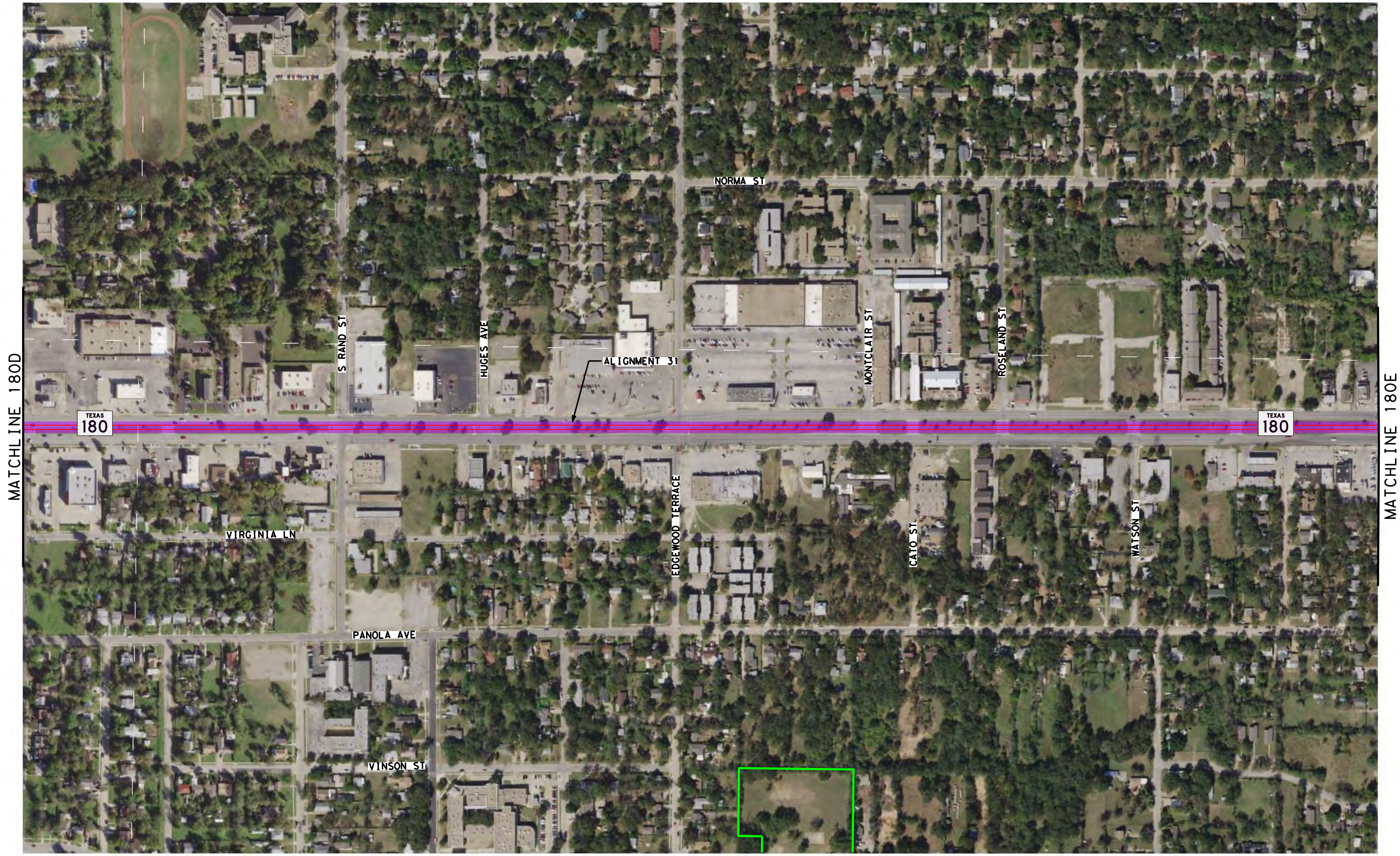

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HORIZ. SCALE IN FEET

LEGEND

- PROPOSED HIGH-SPEED TRANSPORTATION
- POTENTIAL STATION
- FLOODPLAIN
- WETLANDS
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SHEET 5 OF 33

SHEET NO. 49

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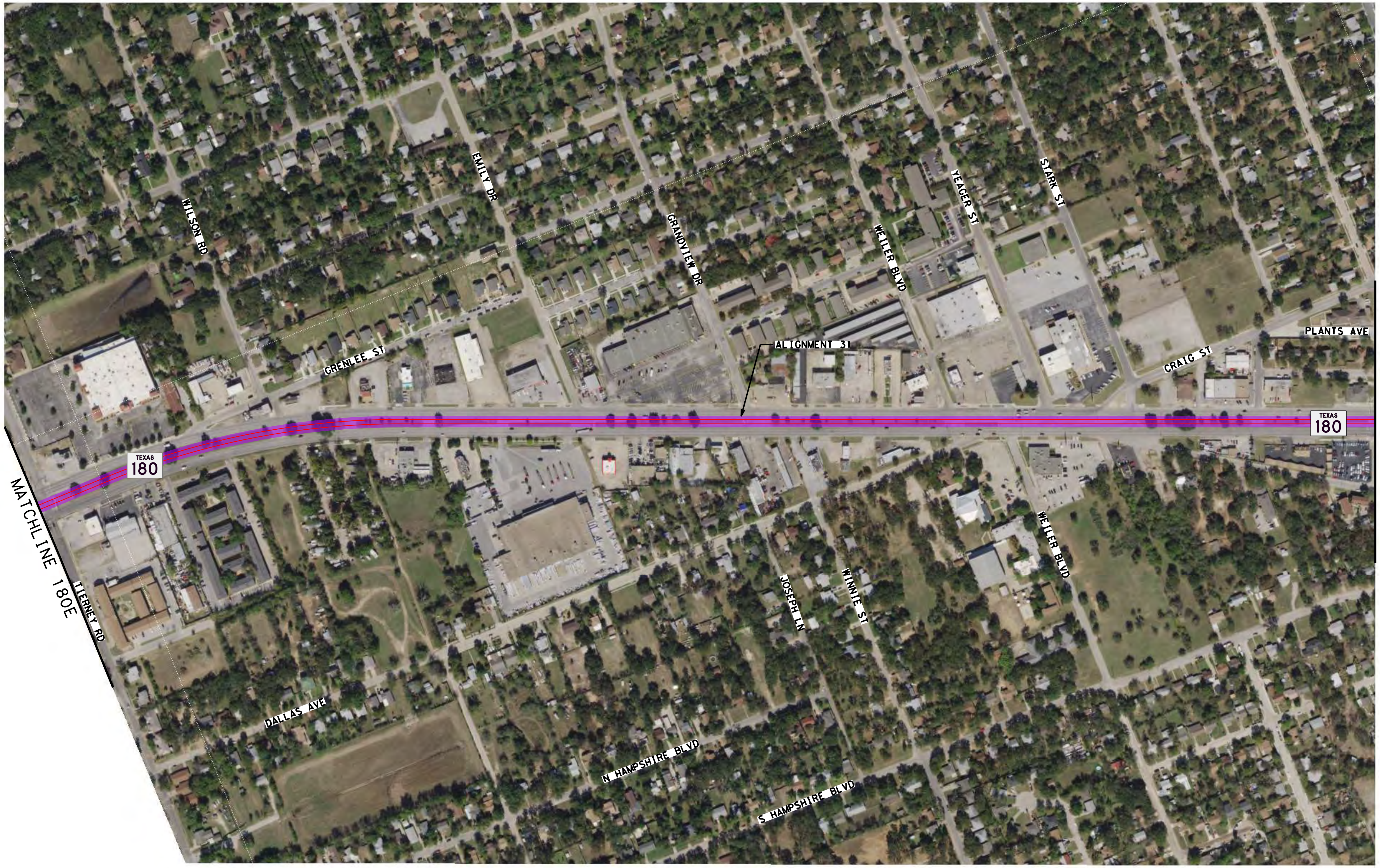

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HORIZ. SCALE IN FEET

LEGEND

PROPOSED HIGH-SPEED TRANSPORTATION

POTENTIAL STATION

FLOODPLAIN

WETLANDS

PARKS

5% DESIGN SUBMITTAL

By: BRENT A. KYLER

P.E.# 77841

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DALLAS-FORT WORTH HIGH-SPEED TRANSPORTATION CONNECTIONS SH180 CORRIDOR ALTERNATIVES

SHEET 6 OF 33

SHEET NO.

50

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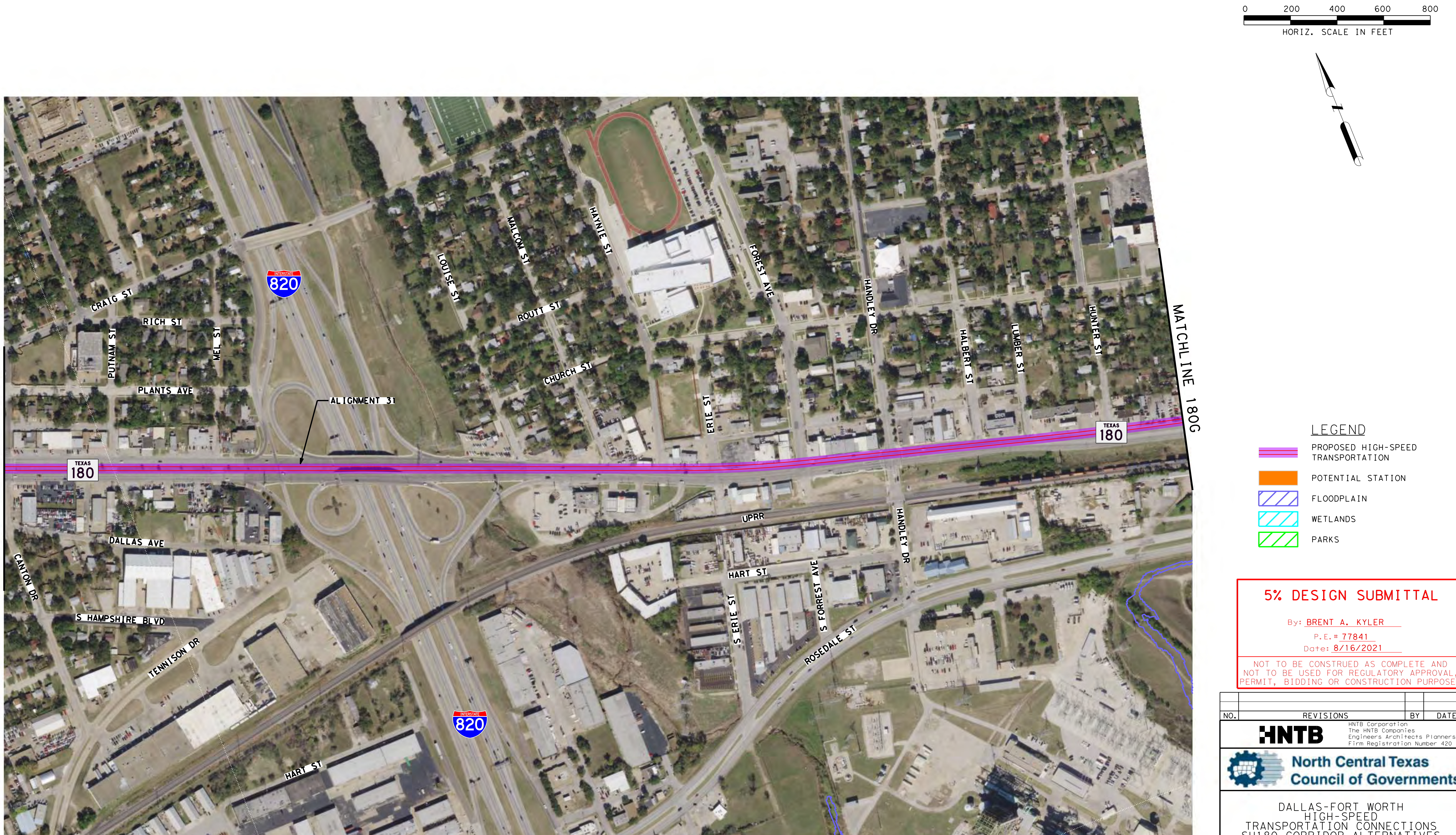

LEGEND

- PROPOSED HIGH-SPEED TRANSPORTATION
- POTENTIAL STATION
- FLOODPLAIN
- WETLANDS
- PARKS

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HIGH-SPEED
TRANSPORTATION CONNECTIONS
SH180 CORRIDOR ALTERNATIVES

SHEET 7 OF 33

SHEET NO.

51

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LEGEND

- PROPOSED HIGH-SPEED TRANSPORTATION
- POTENTIAL STATION
- FLOODPLAIN
- WETLANDS
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P.E.# 77841

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DALLAS-FORT WORTH
HIGH-SPEED
TRANSPORTATION CONNECTIONS
SH180 CORRIDOR ALTERNATIVES

SHEET 8 OF 33

SHEET NO.

52

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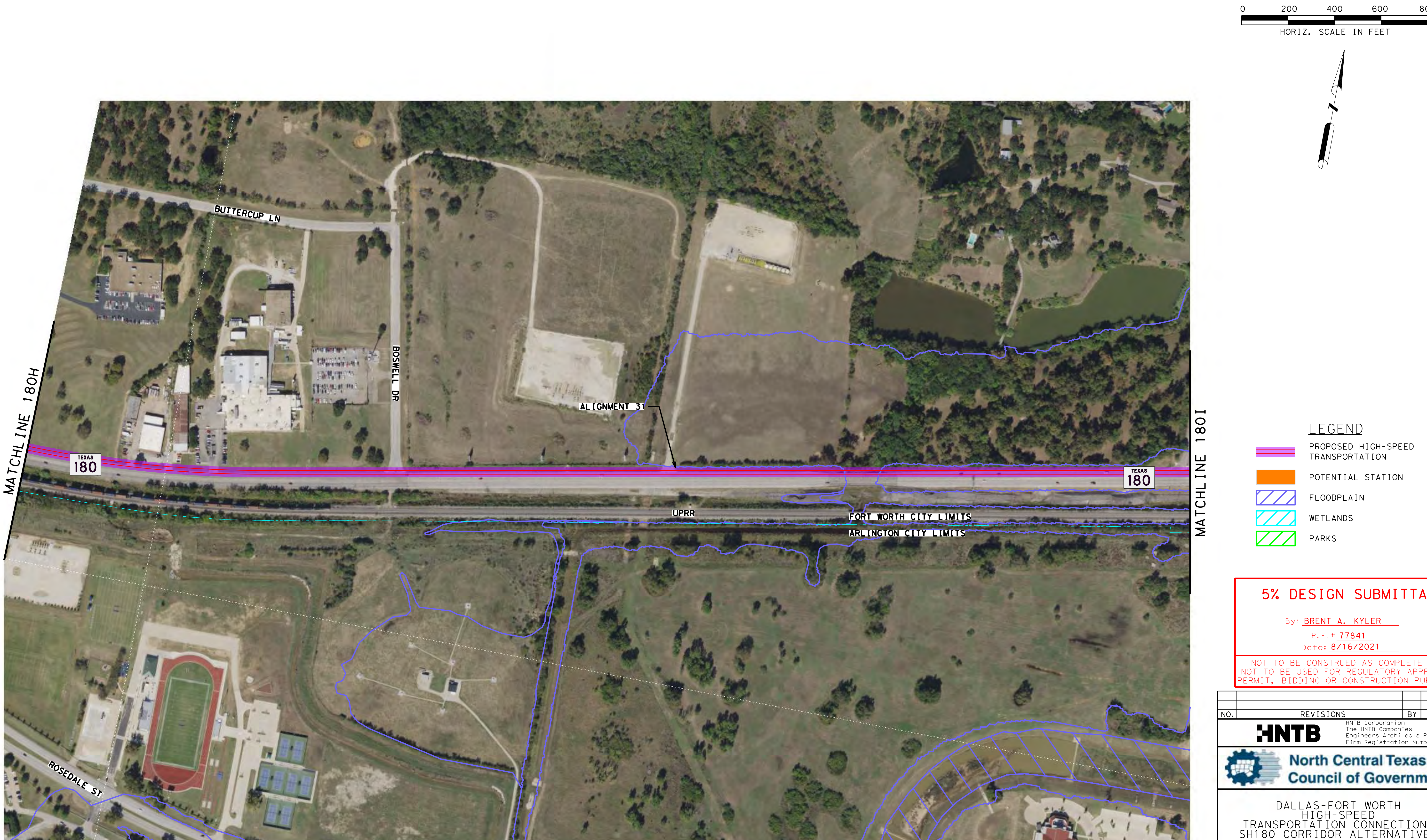

LEGEND

PROPOSED HIGH-SPEED TRANSPORTATION

POTENTIAL STATION

FLOODPLAIN

WETLANDS

PARKS

5% DESIGN SUBMITTAL

By: BRENT A. KYLER

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DALLAS-FORT WORTH HIGH-SPEED TRANSPORTATION CONNECTIONS SH180 CORRIDOR ALTERNATIVES

SHEET 9 OF 33

SHEET NO.

53

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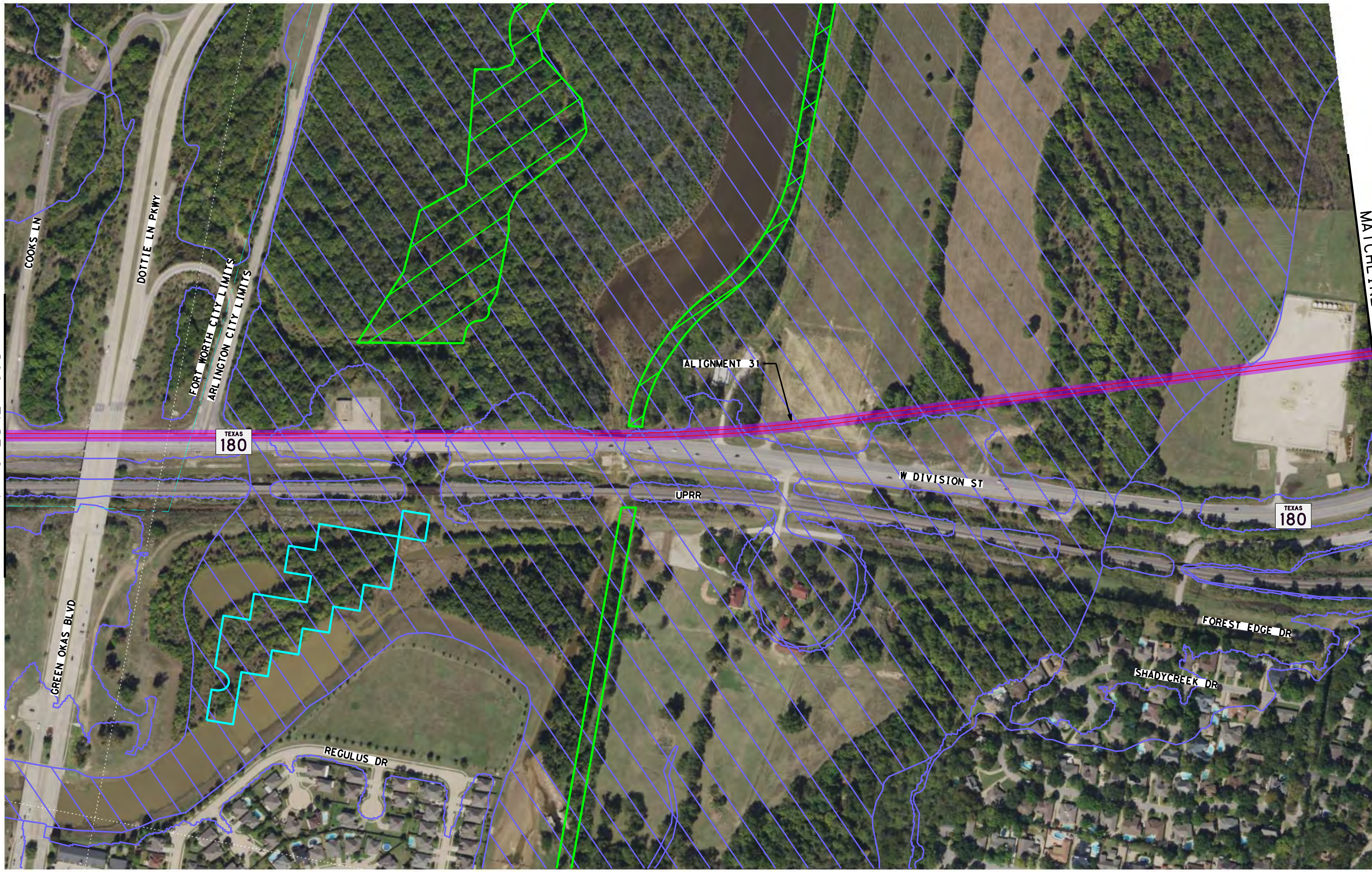

LEGEND

- PROPOSED HIGH-SPEED TRANSPORTATION
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- FLOODPLAIN
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DALLAS-FORT WORTH HIGH-SPEED TRANSPORTATION CONNECTIONS SH180 CORRIDOR ALTERNATIVES

SHEET 10 OF 33

SHEET NO. 54

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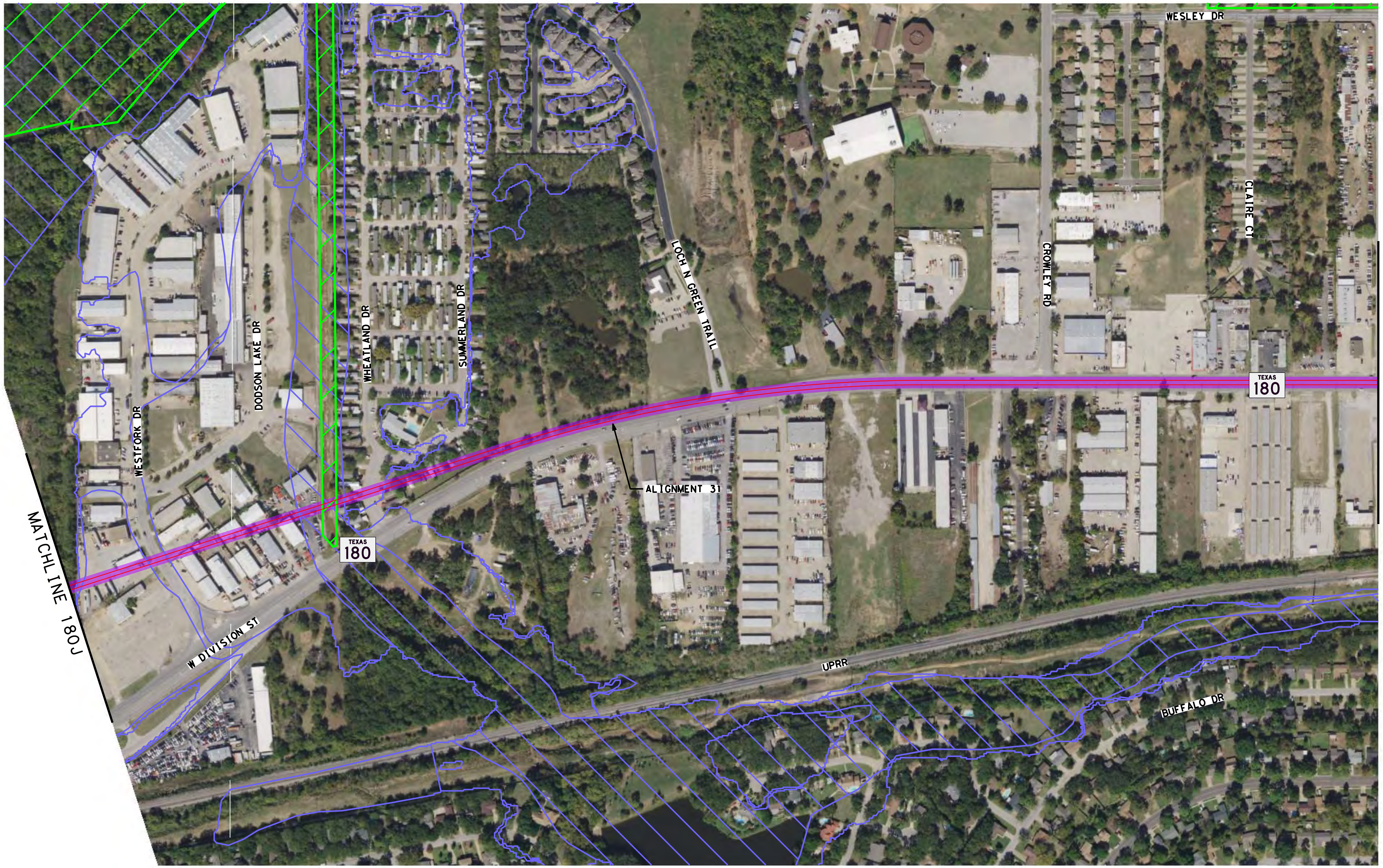

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HORIZ. SCALE IN FEET

LEGEND

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DALLAS-FORT WORTH
HIGH-SPEED
TRANSPORTATION CONNECTIONS
SH180 CORRIDOR ALTERNATIVES

SHEET 11 OF 33

SHEET NO.
55

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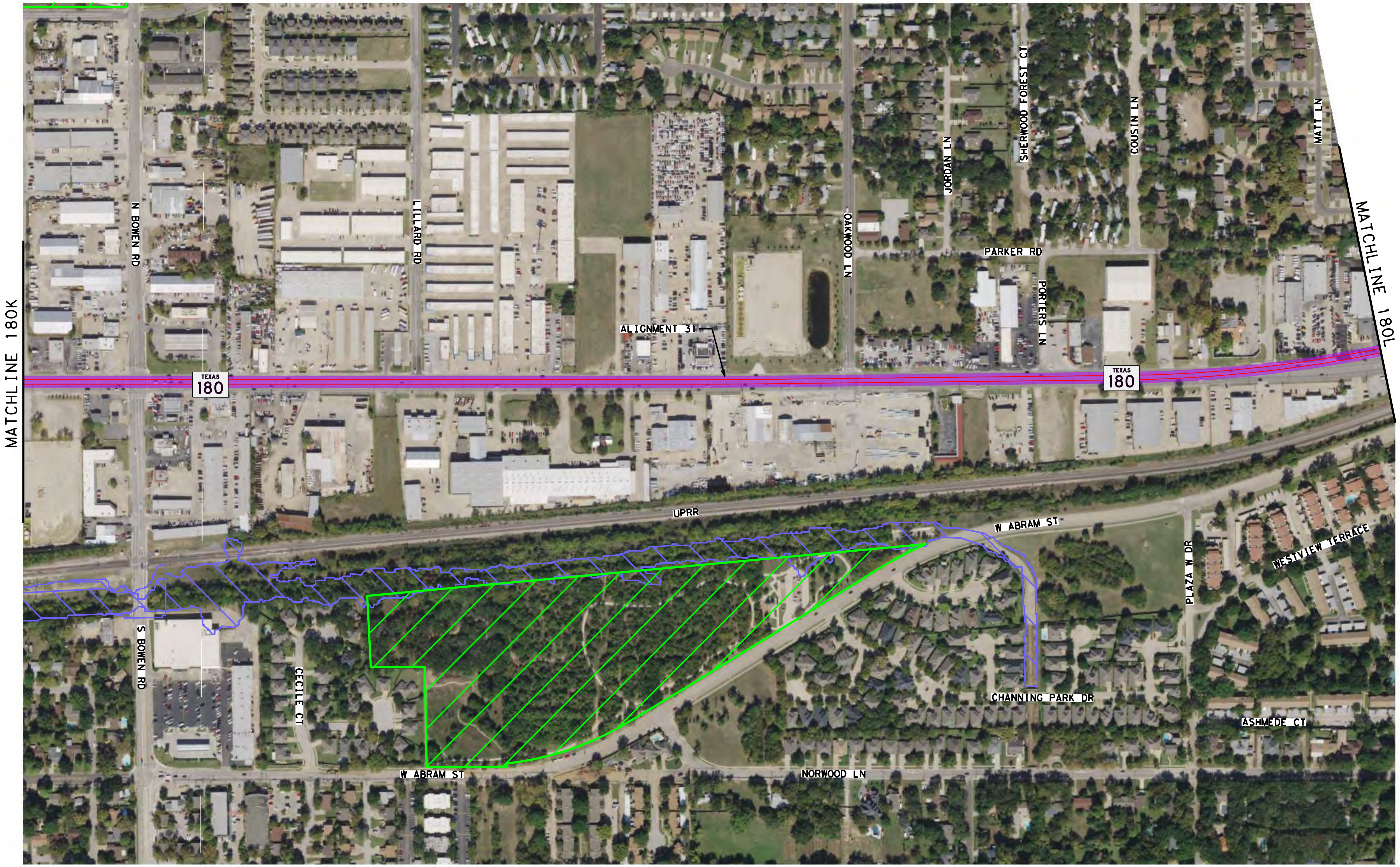

LEGEND

- PROPOSED HIGH-SPEED TRANSPORTATION
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DALLAS-FORT WORTH
HIGH-SPEED
TRANSPORTATION CONNECTIONS
SH180 CORRIDOR ALTERNATIVES

SHEET 12 OF 33

SHEET NO.
56

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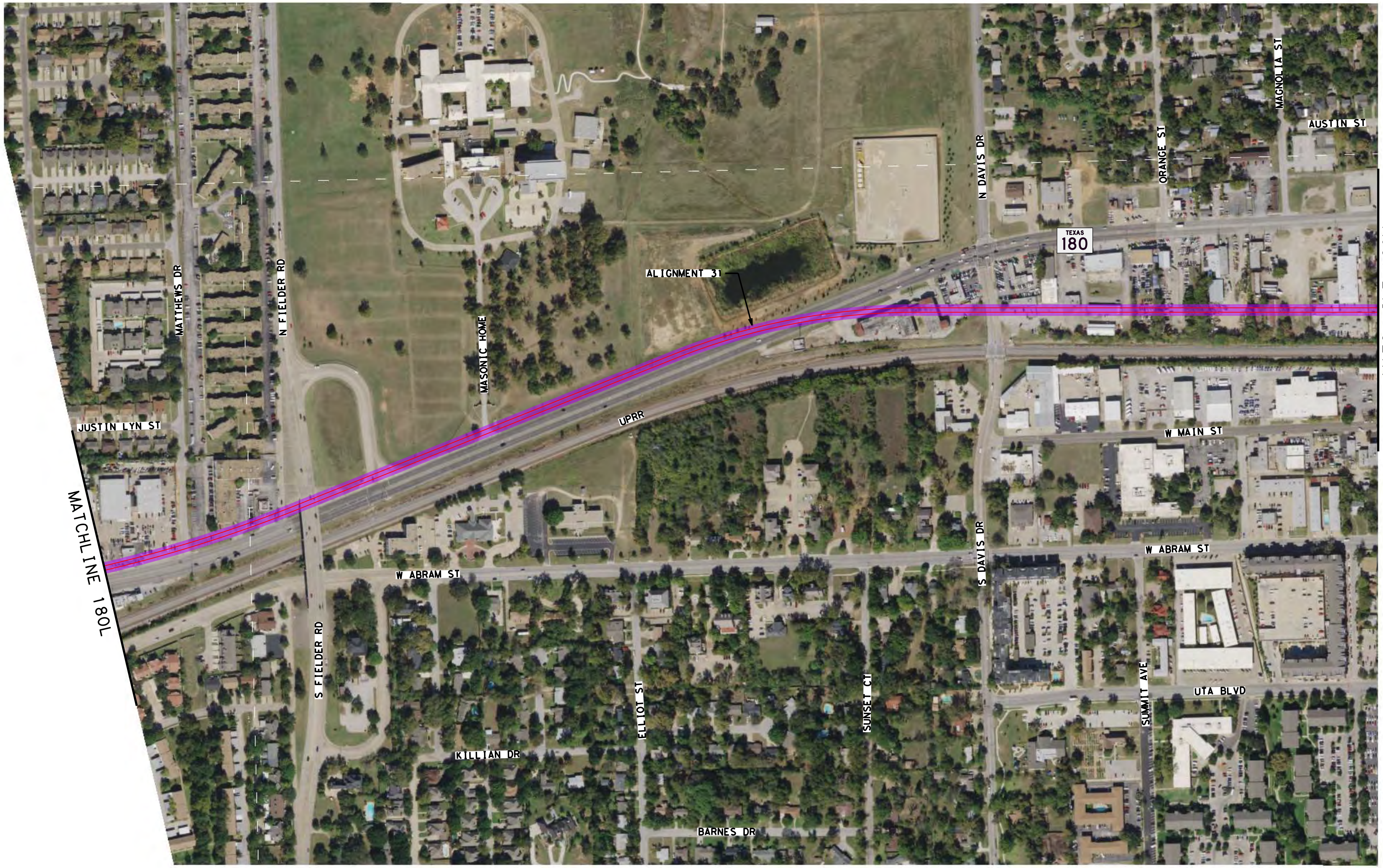

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HORIZ. SCALE IN FEET

LEGEND

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TRANSPORTATION CONNECTIONS
SH180 CORRIDOR ALTERNATIVES

SHEET 13 OF 33

SHEET NO.
57

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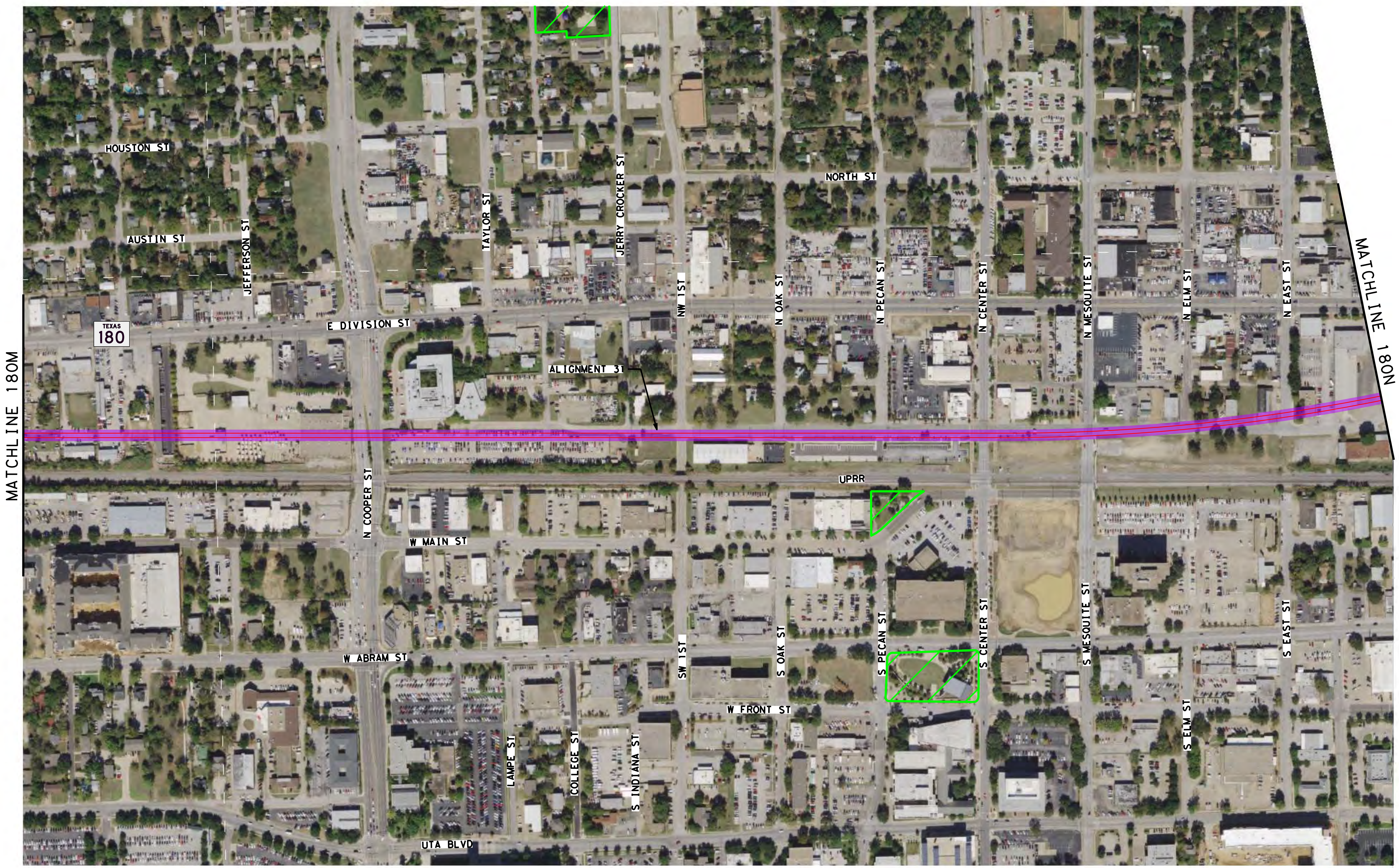

LEGEND

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SHEET 14 OF 33

SHEET NO.
58

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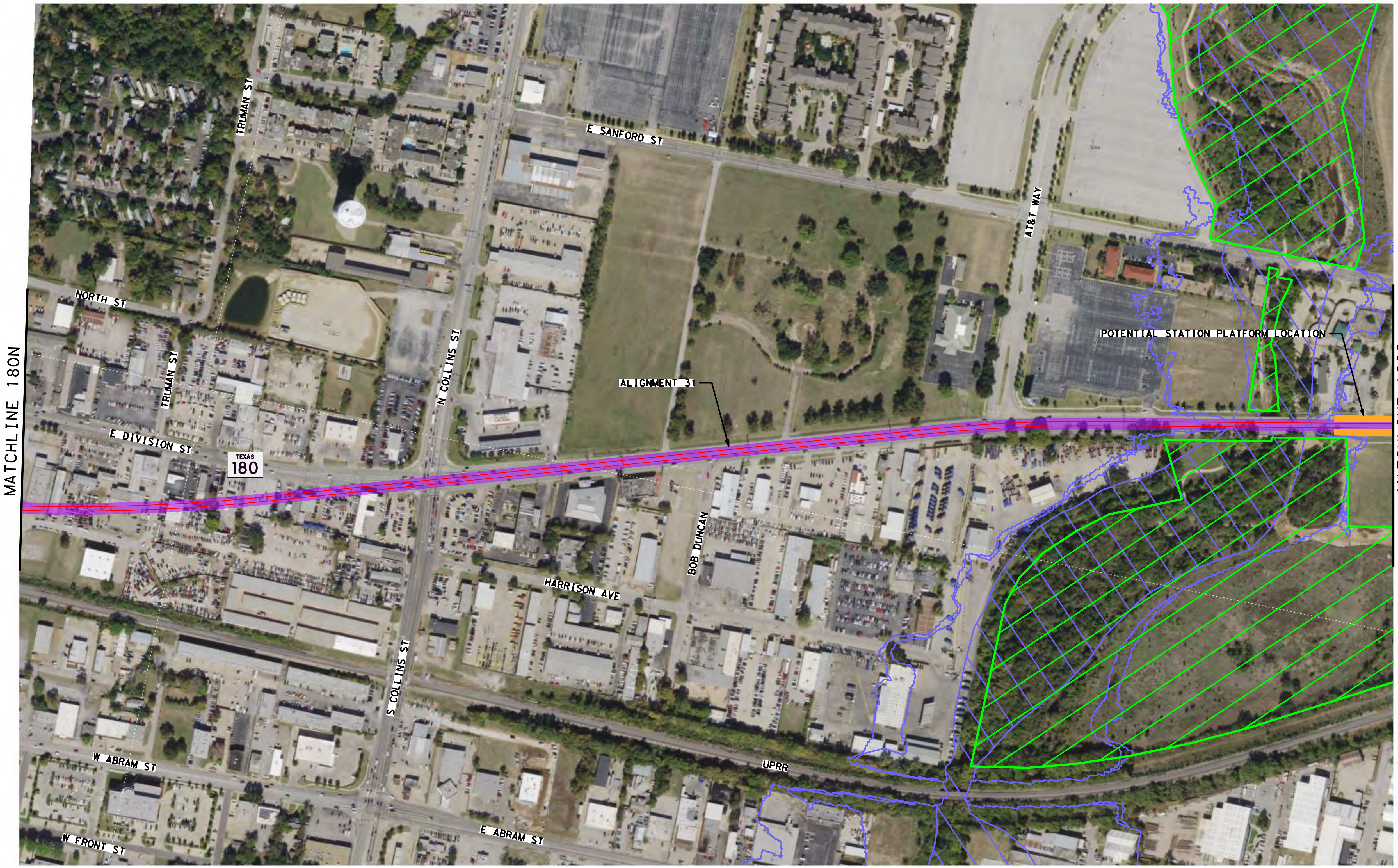

LEGEND

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SHEET 15 OF 33

SHEET NO.
59

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HORIZ. SCALE IN FEET

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MATCHLINE 180P

LEGEND

- PROPOSED HIGH-SPEED TRANSPORTATION
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SHEET NO.

60

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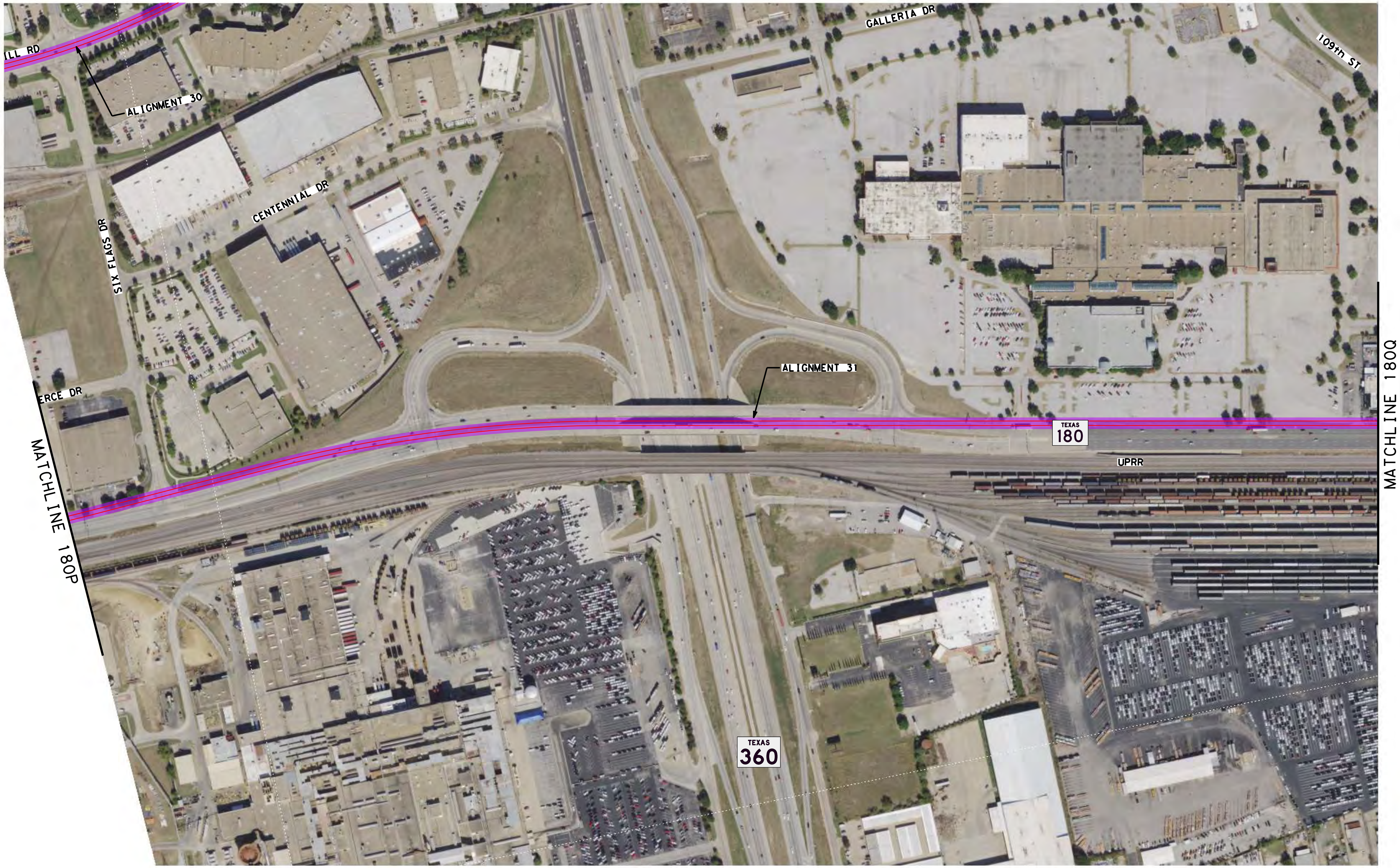

LEGEND

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- PARKS

5% DESIGN SUBMITTAL

By: BRENT A. KYLER
P.E.# 77841
Date: 8/16/2021

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DALLAS-FORT WORTH
HIGH-SPEED
TRANSPORTATION CONNECTIONS
SH180 CORRIDOR ALTERNATIVES

SHEET 17 OF 33

SHEET NO.
61

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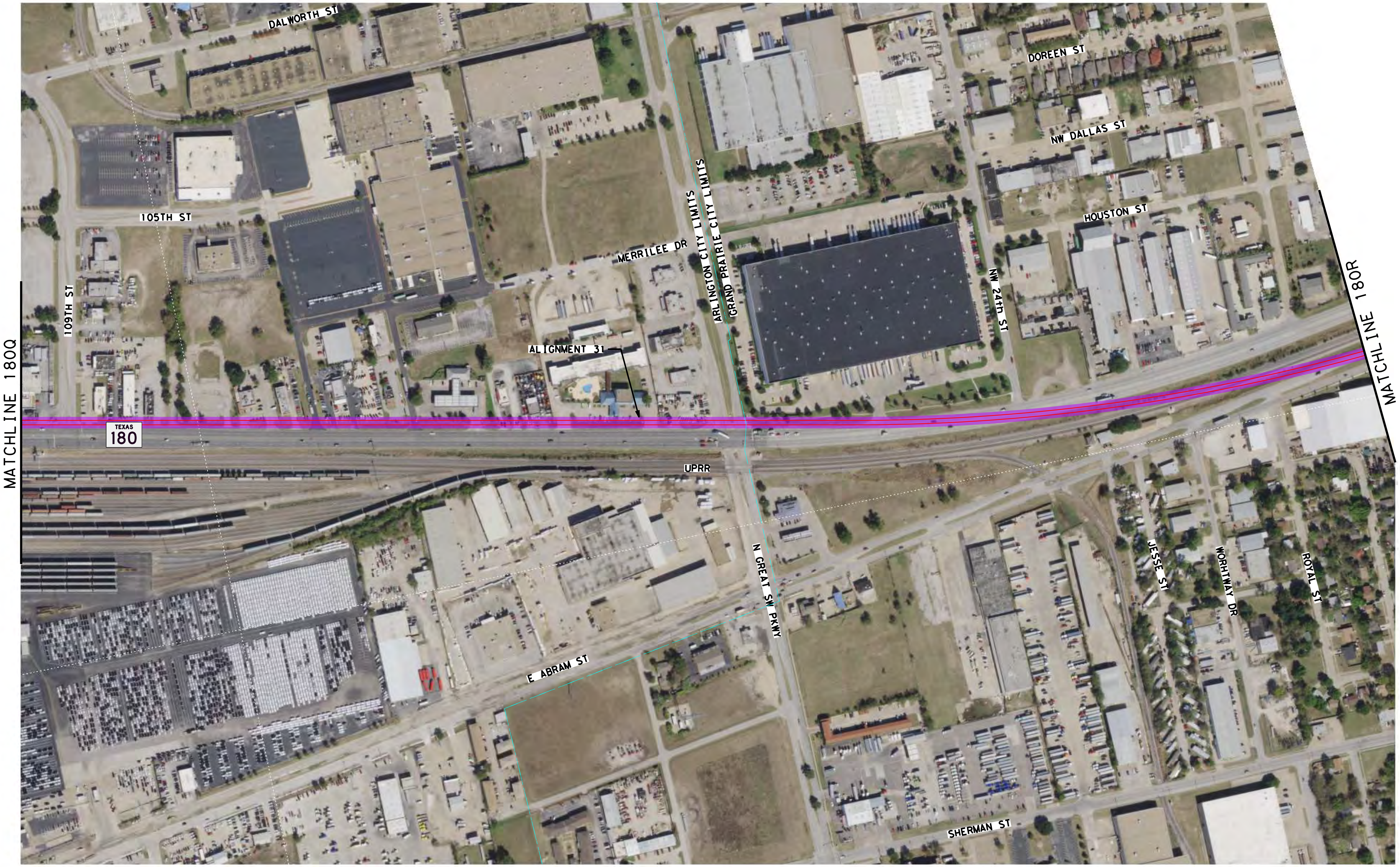
HORIZ. SCALE IN FEET



LEGEND

PROPOSED HIGH-SPEED TRANSPORTATION

POTENTIAL STATION

FLOODPLAIN

WETLANDS

PARKS

5% DESIGN SUBMITTAL

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DALLAS-FORT WORTH HIGH-SPEED TRANSPORTATION CONNECTIONS SH180 CORRIDOR ALTERNATIVES

SHEET 18 OF 33

SHEET NO.

62

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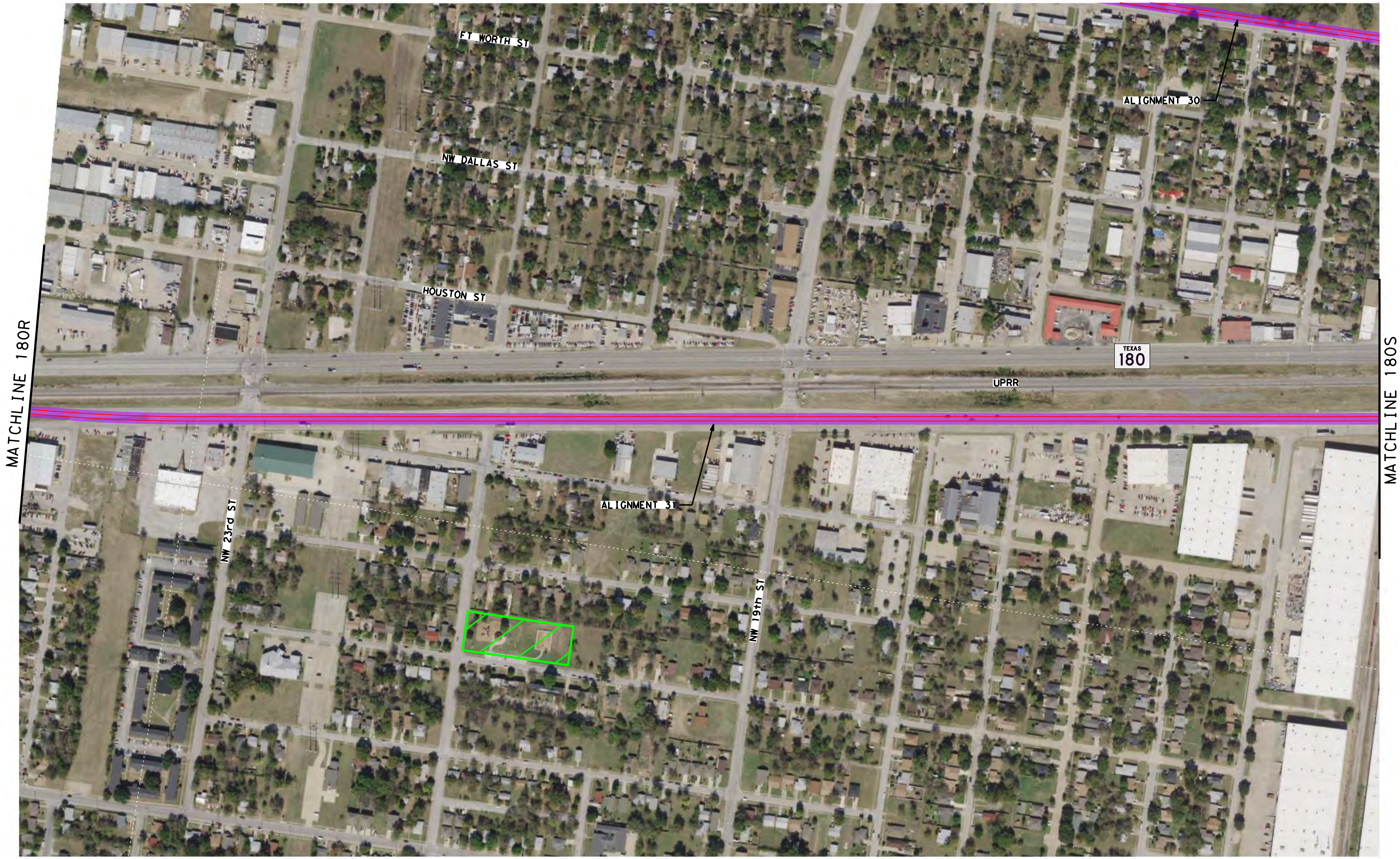

LEGEND

PROPOSED HIGH-SPEED TRANSPORTATION
POTENTIAL STATION
FLOODPLAIN
WETLANDS
PARKS

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HIGH-SPEED
TRANSPORTATION CONNECTIONS
SH180 CORRIDOR ALTERNATIVES

SHEET 19 OF 33

SHEET NO.
63

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LEGEND

PROPOSED HIGH-SPEED TRANSPORTATION
POTENTIAL STATION
FLOODPLAIN
WETLANDS
PARKS

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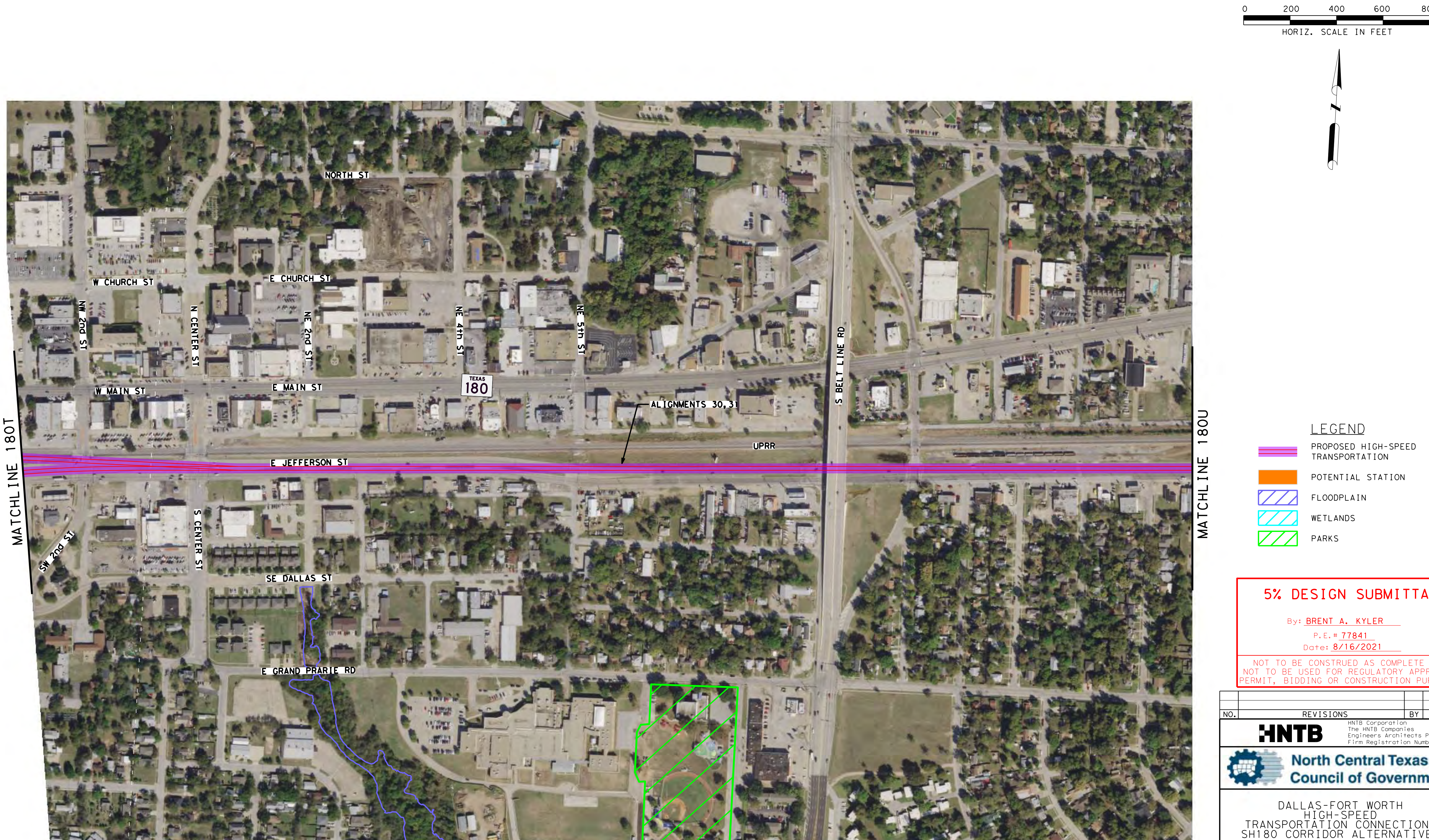
DALLAS-FORT WORTH
HIGH-SPEED
TRANSPORTATION CONNECTIONS
SH180 CORRIDOR ALTERNATIVES

SHEET 20 OF 33

SHEET NO.
64



LEGEND

- PROPOSED HIGH-SPEED TRANSPORTATION
- POTENTIAL STATION
- FLOODPLAIN
- WETLANDS
- PARKS

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DALLAS-FORT WORTH HIGH-SPEED TRANSPORTATION CONNECTIONS SH180 CORRIDOR ALTERNATIVES

SHEET 21 OF 33

SHEET NO.
65

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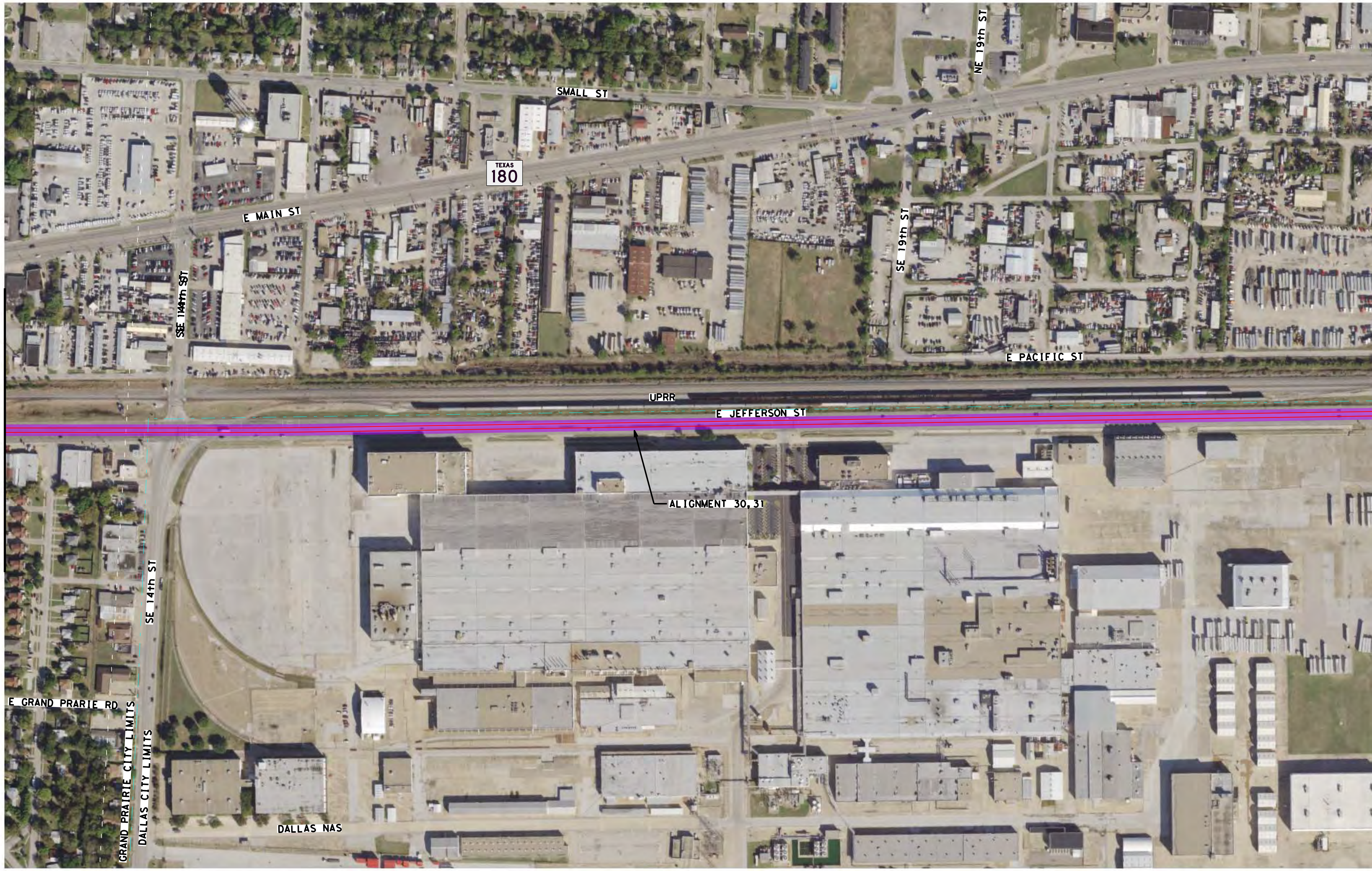
MATCHLINE 180U



MATCHLINE 180V

LEGEND

- PROPOSED HIGH-SPEED TRANSPORTATION
- POTENTIAL STATION
- FLOODPLAIN
- WETLANDS
- PARKS

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TRANSPORTATION CONNECTIONS
SH180 CORRIDOR ALTERNATIVES

SHEET 22 OF 33

SHEET NO.
66

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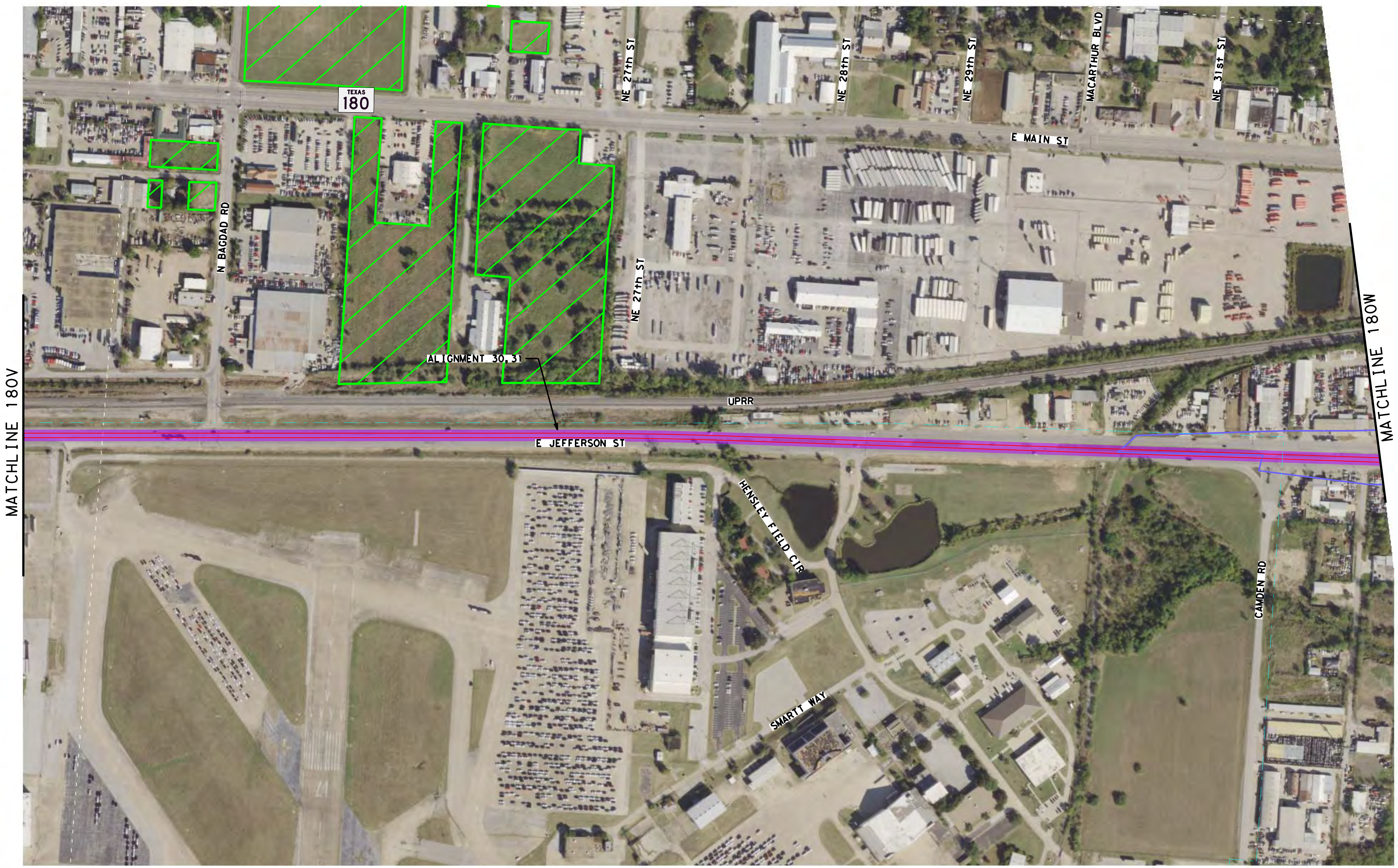

LEGEND

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- POTENTIAL STATION
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TRANSPORTATION CONNECTIONS
SH180 CORRIDOR ALTERNATIVES

SHEET 23 OF 33

SHEET NO.
67

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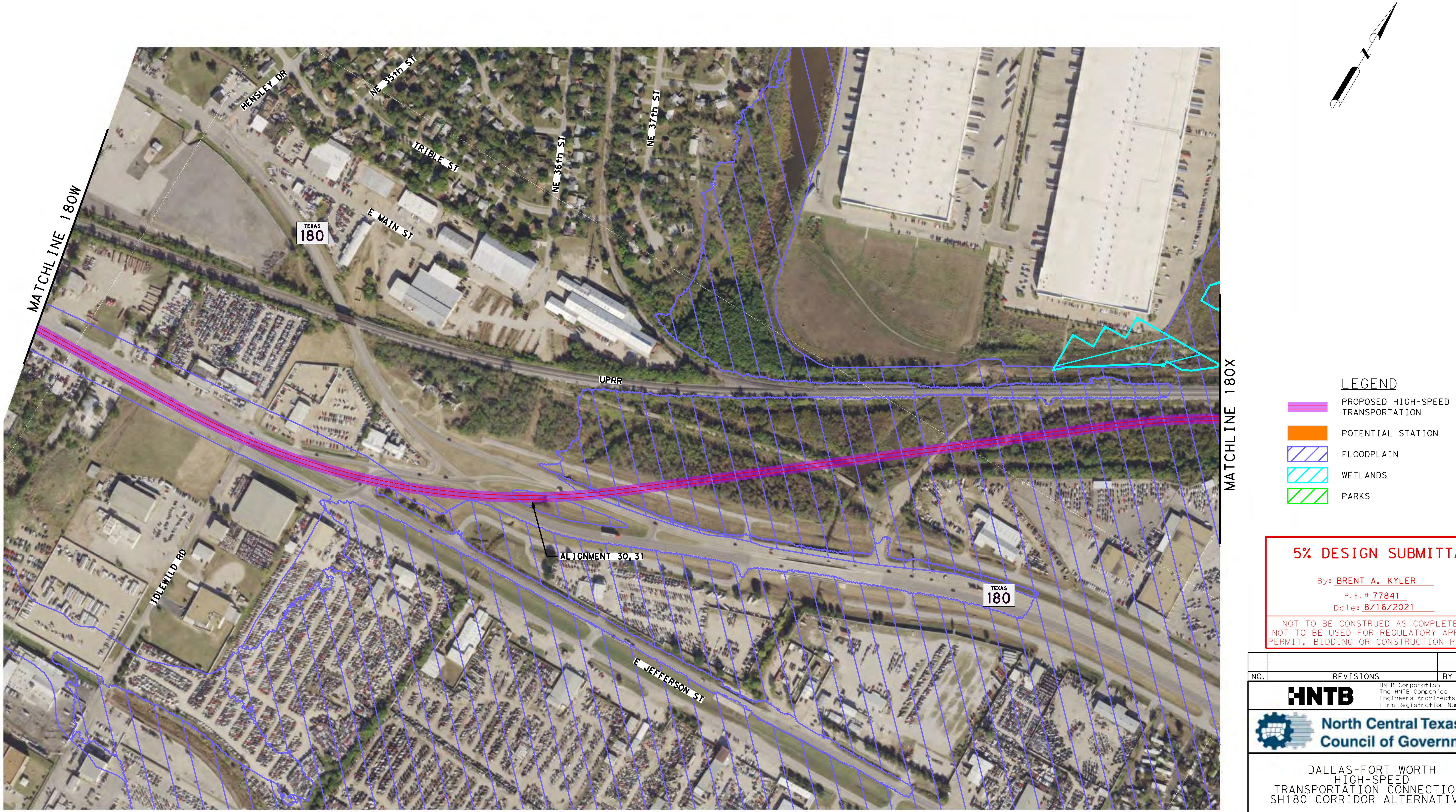

LEGEND

- PROPOSED HIGH-SPEED TRANSPORTATION
- POTENTIAL STATION
- FLOODPLAIN
- WETLANDS
- PARKS

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DALLAS-FORT WORTH
HIGH-SPEED
TRANSPORTATION CONNECTIONS
SH180 CORRIDOR ALTERNATIVES

SHEET 24 OF 33

SHEET NO.
68

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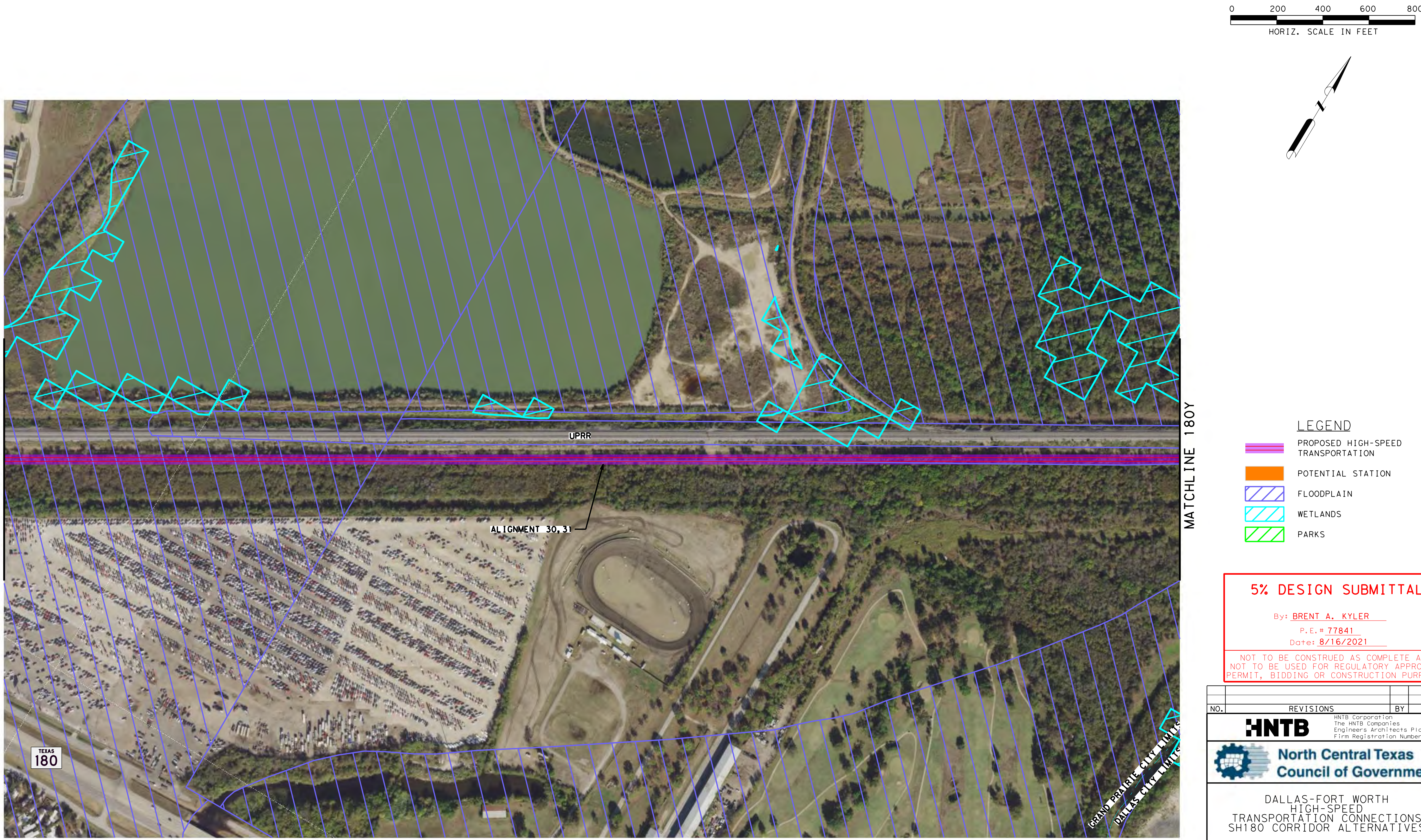

LEGEND

PROPOSED HIGH-SPEED TRANSPORTATION

POTENTIAL STATION

FLOODPLAIN

WETLANDS

PARKS

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TRANSPORTATION CONNECTIONS
SH180 CORRIDOR ALTERNATIVES

SHEET 25 OF 33

SHEET NO.

69

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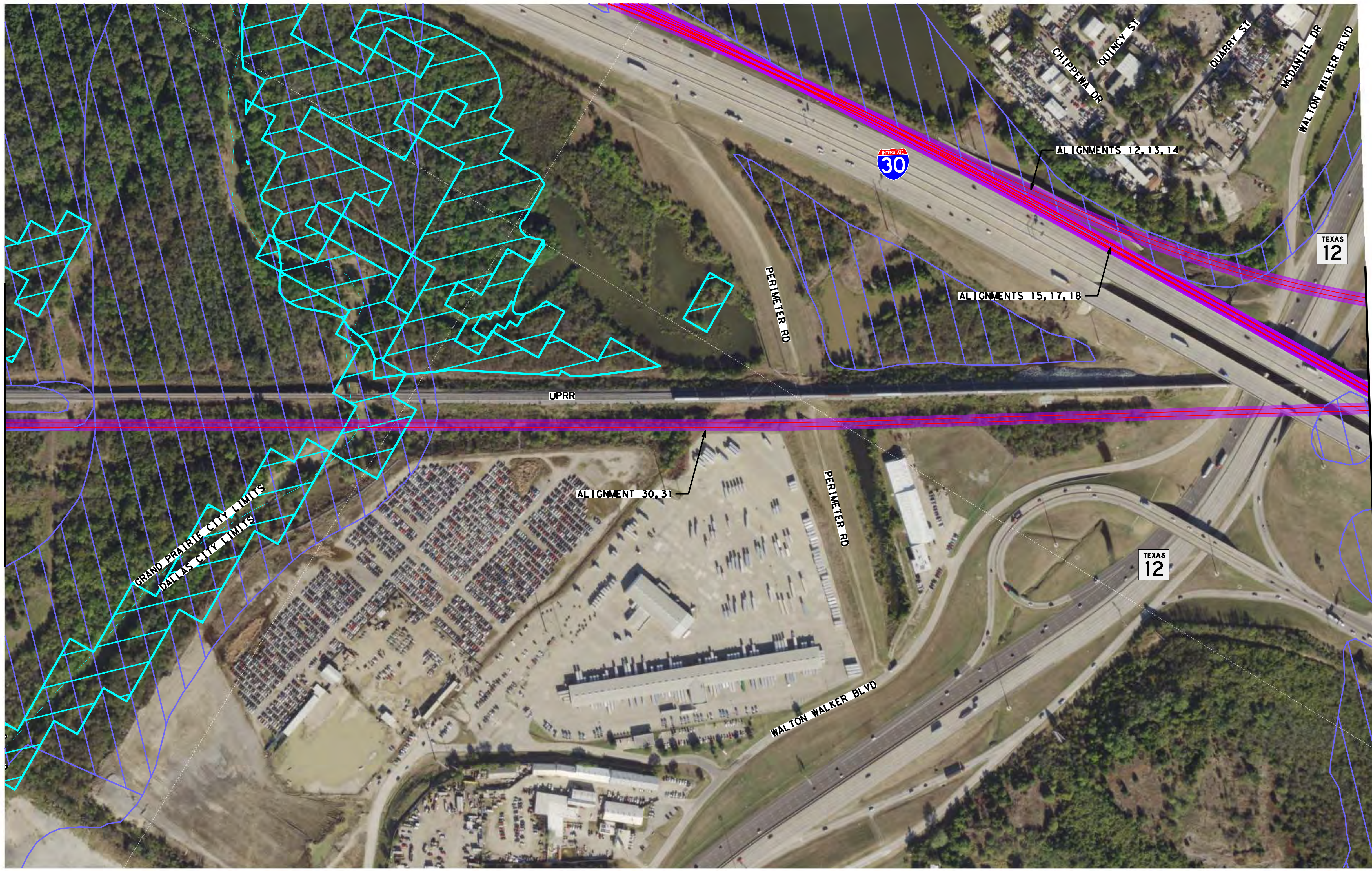
MATCHLINE 180Y



MATCHLINE 180Z

LEGEND

- PROPOSED HIGH-SPEED TRANSPORTATION
- POTENTIAL STATION
- FLOODPLAIN
- WETLANDS
- PARKS

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HIGH-SPEED
TRANSPORTATION CONNECTIONS
SH180 CORRIDOR ALTERNATIVES

SHEET 26 OF 33

SHEET NO.
70

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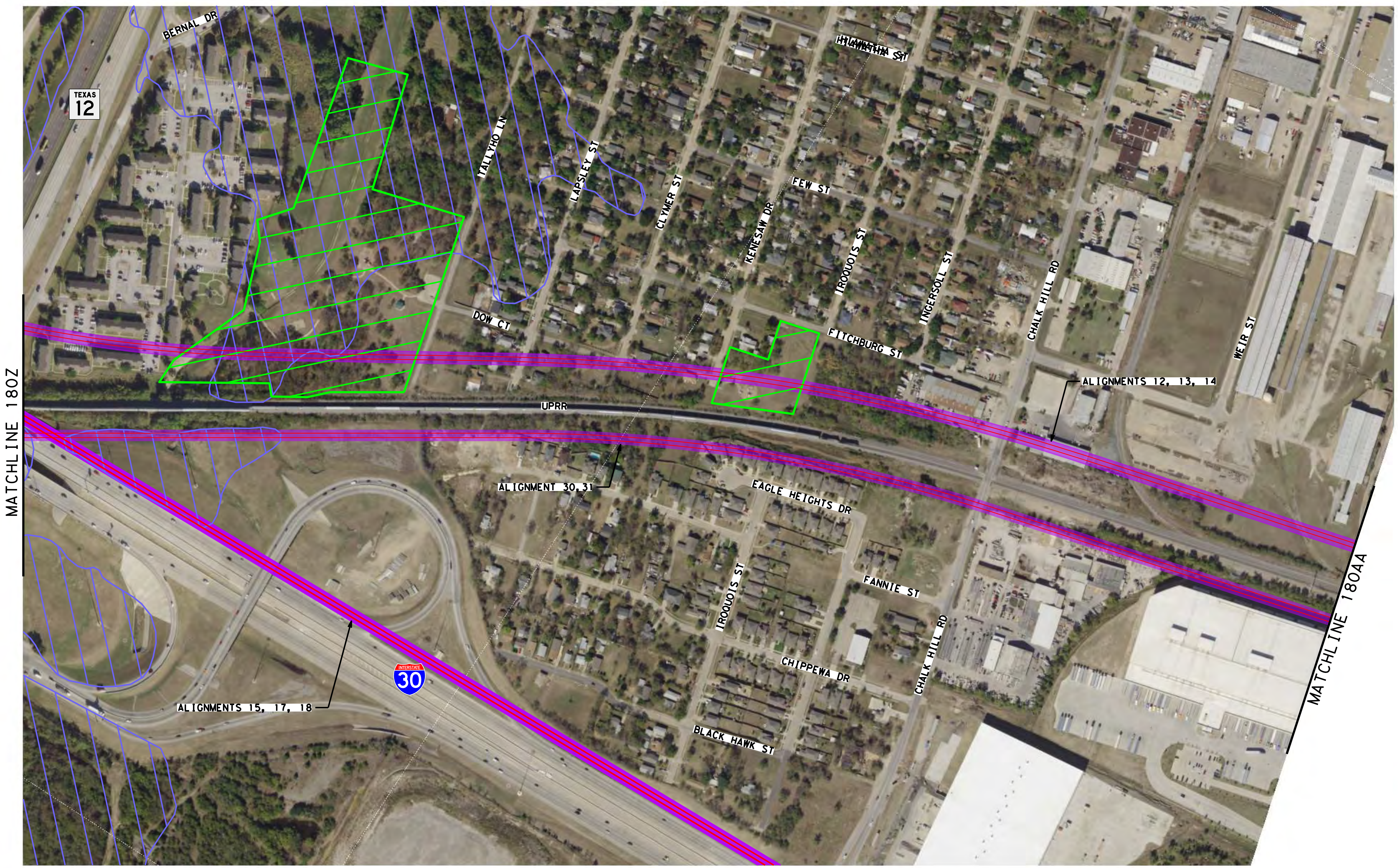

LEGEND

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- POTENTIAL STATION
- FLOODPLAIN
- WETLANDS
- PARKS

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DALLAS-FORT WORTH
HIGH-SPEED
TRANSPORTATION CONNECTIONS
SH180 CORRIDOR ALTERNATIVES

SHEET 27 OF 33

SHEET NO.
71

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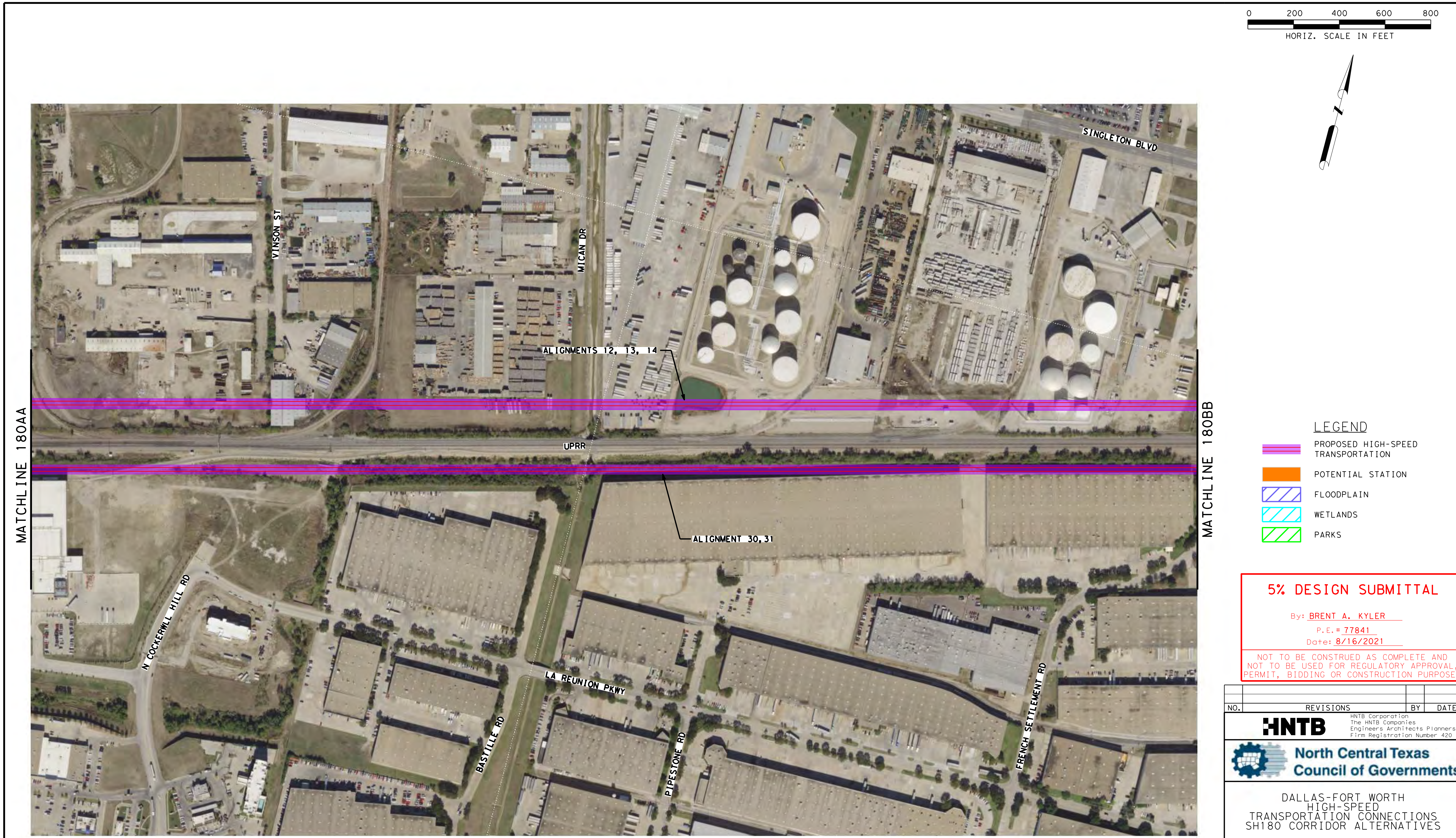

LEGEND

	PROPOSED HIGH-SPEED TRANSPORTATION
	POTENTIAL STATION
	FLOODPLAIN
	WETLANDS
	PARKS

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HIGH-SPEED
TRANSPORTATION CONNECTIONS
SH180 CORRIDOR ALTERNATIVES

SHEET 28 OF 33

SHEET NO. 72

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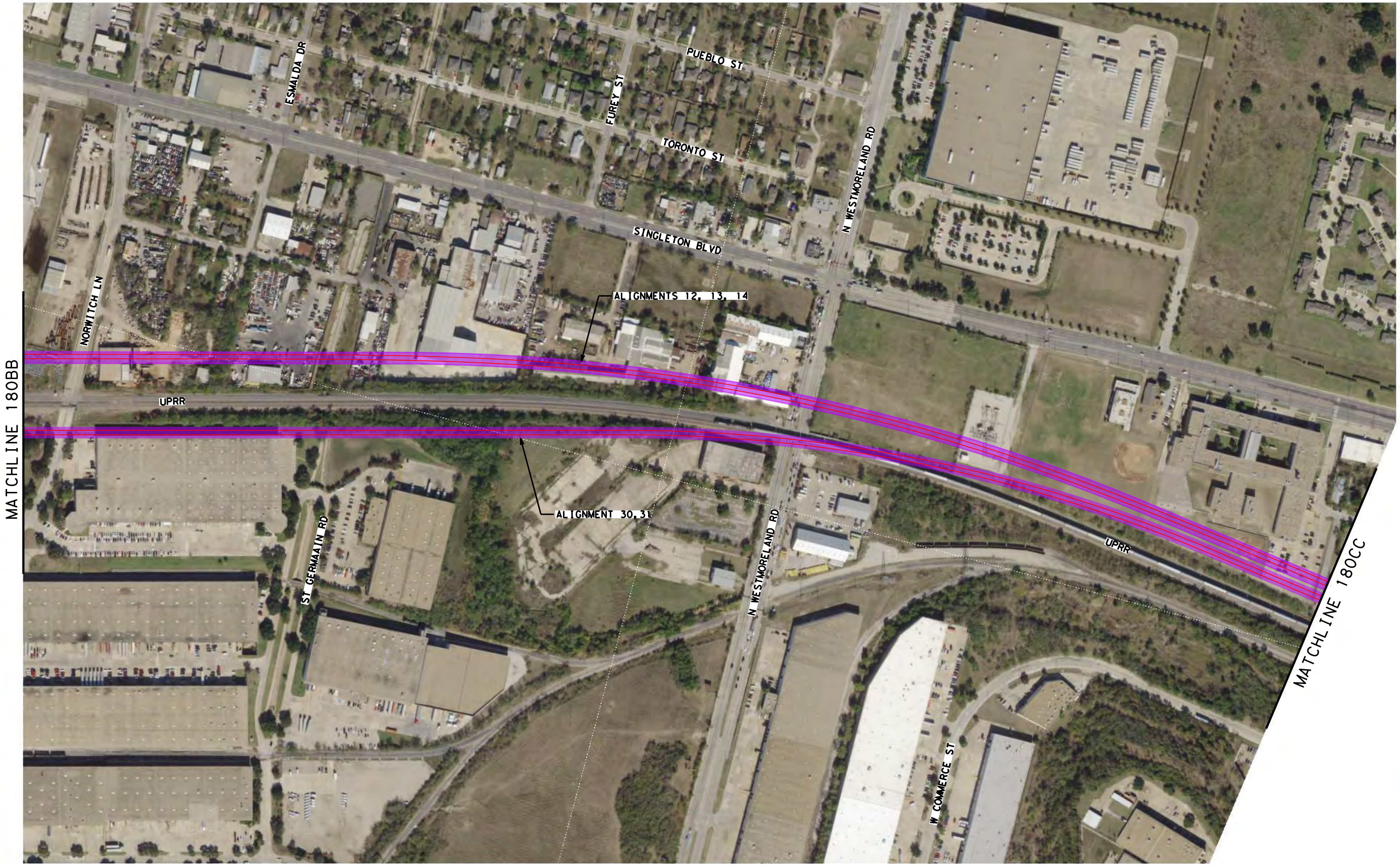

LEGEND

- PROPOSED HIGH-SPEED TRANSPORTATION
- POTENTIAL STATION
- FLOODPLAIN
- WETLANDS
- PARKS

5% DESIGN SUBMITTAL

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DALLAS-FORT WORTH
HIGH-SPEED
TRANSPORTATION CONNECTIONS
SH180 CORRIDOR ALTERNATIVES

SHEET 29 OF 33

SHEET NO.
73

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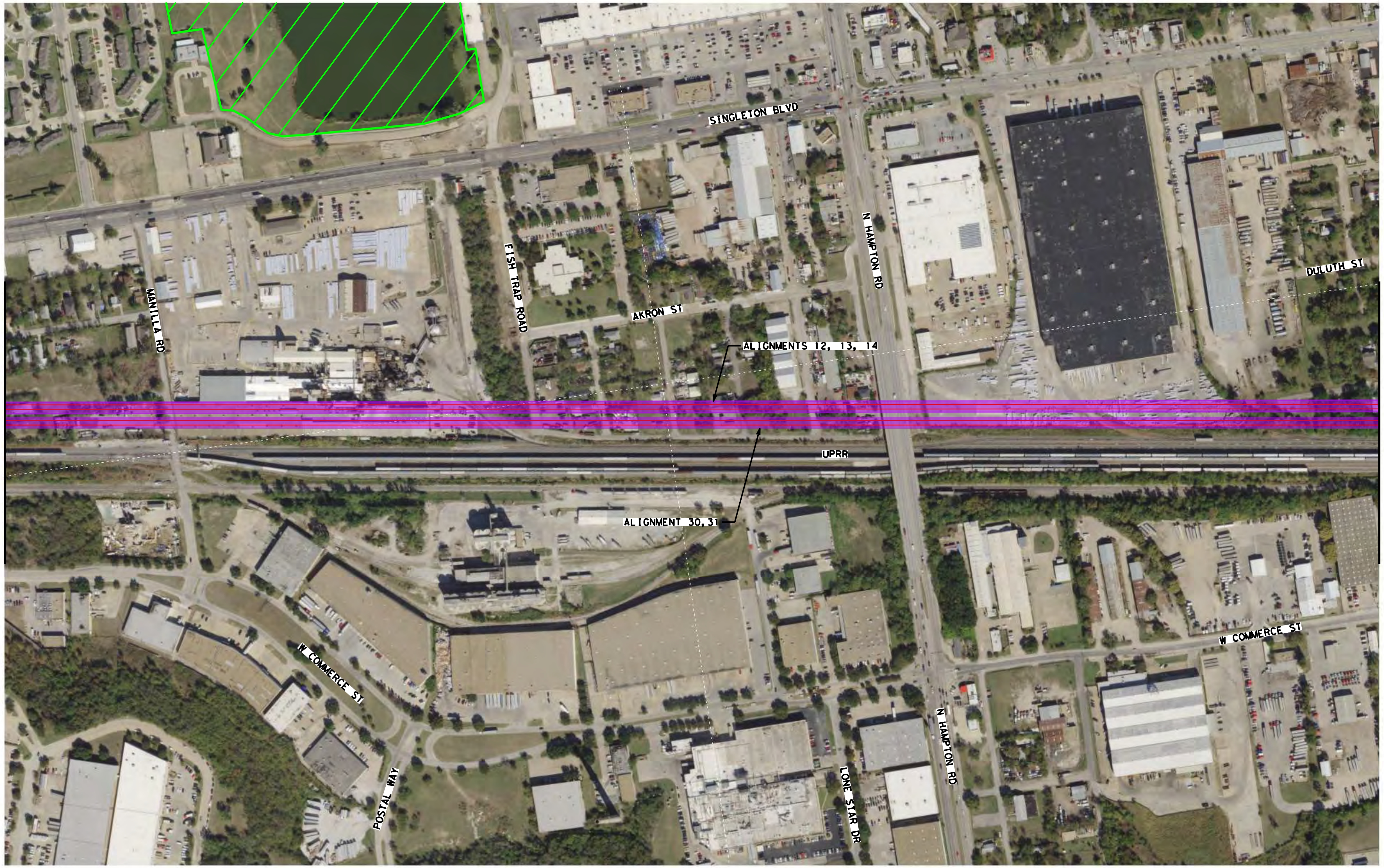
HORIZ. SCALE IN FEET

MATCHLINE 180CC



MATCHLINE 180DD

LEGEND

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- POTENTIAL STATION
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- WETLANDS
- PARKS

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DALLAS-FORT WORTH
HIGH-SPEED
TRANSPORTATION CONNECTIONS
SH180 CORRIDOR ALTERNATIVES

SHEET 30 OF 33

SHEET NO.

74

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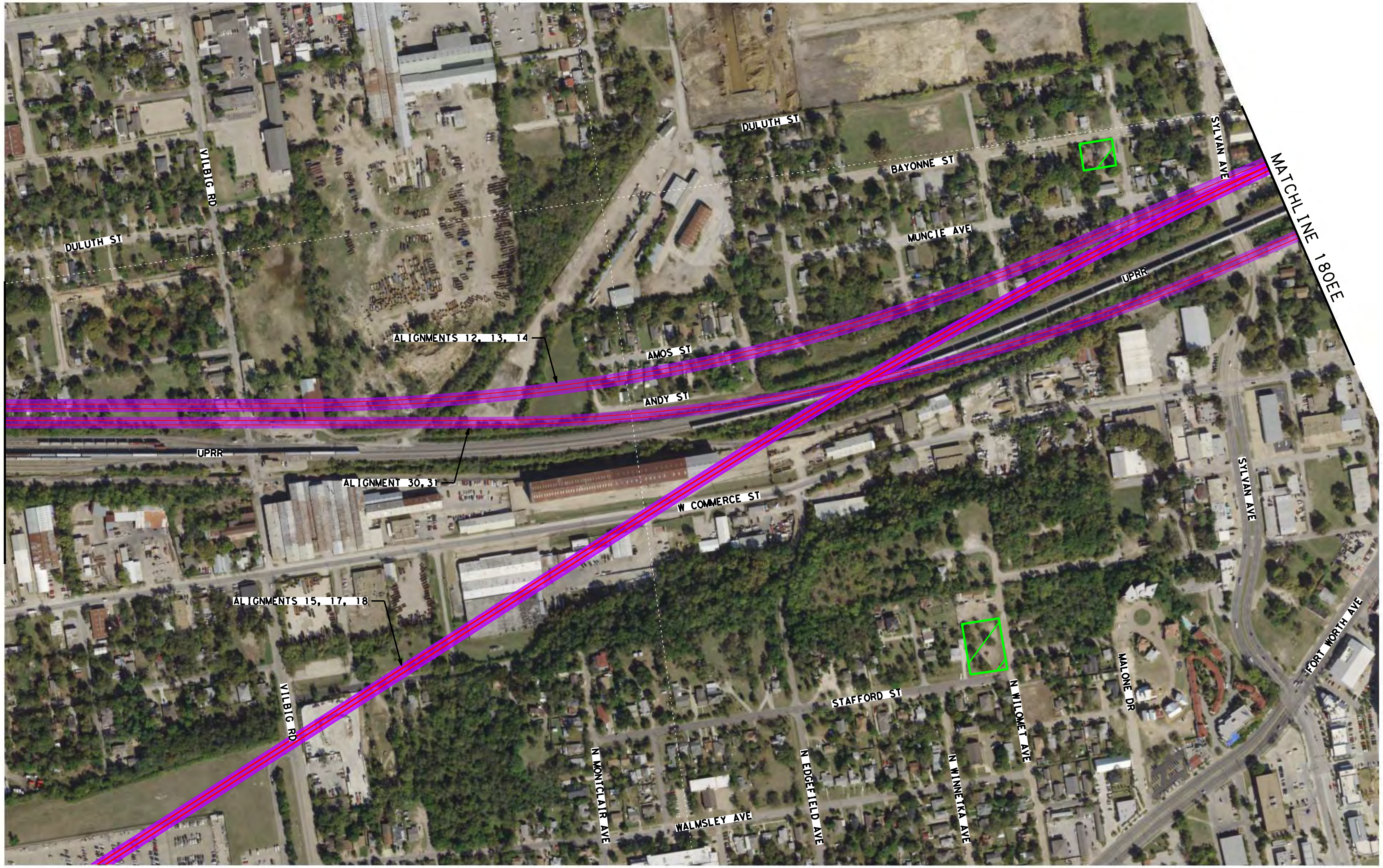

LEGEND

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- POTENTIAL STATION
- FLOODPLAIN
- WETLANDS
- PARKS

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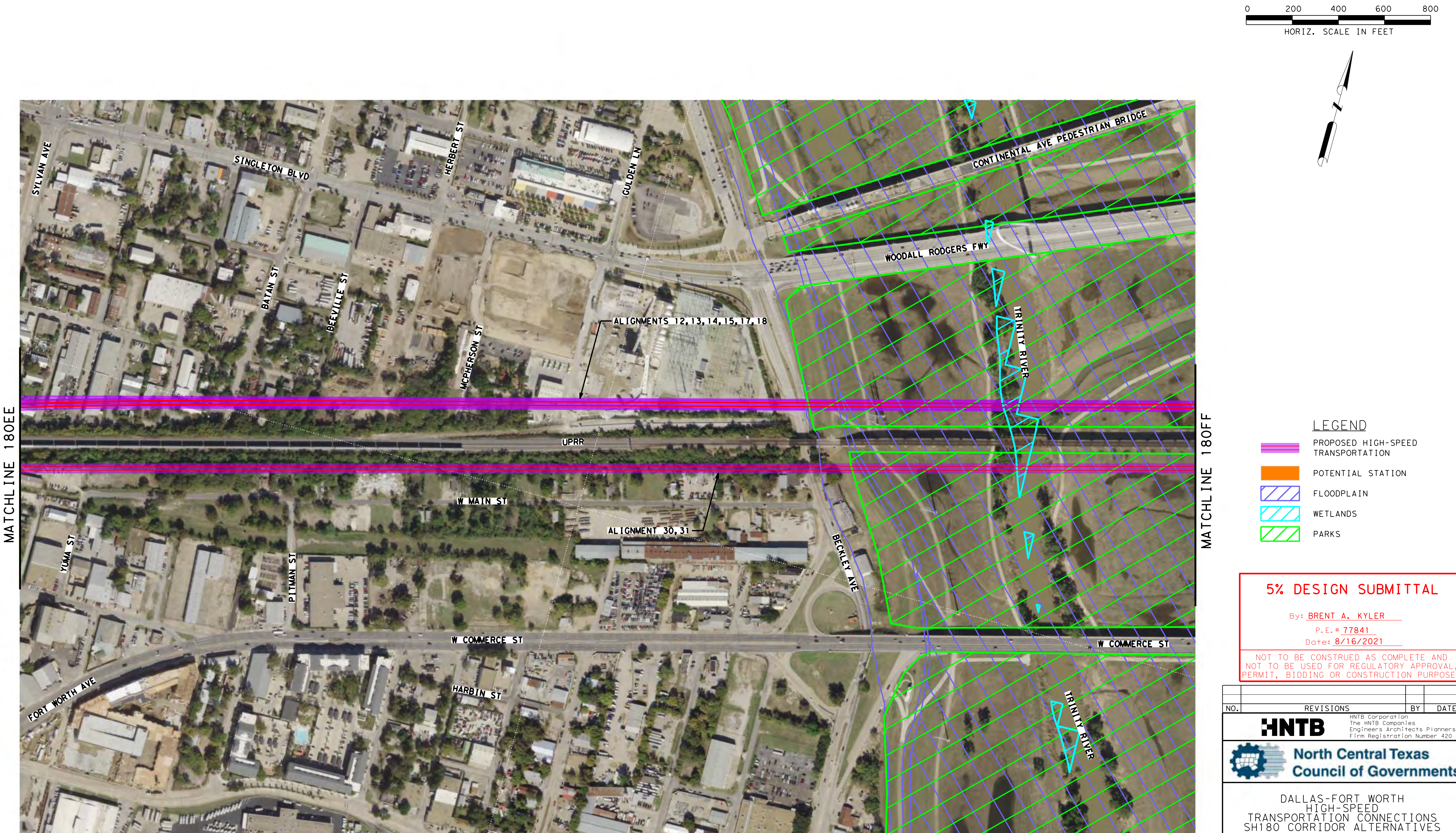
DALLAS-FORT WORTH
HIGH-SPEED
TRANSPORTATION CONNECTIONS
SH180 CORRIDOR ALTERNATIVES

SHEET 31 OF 33

SHEET NO.
75



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HIGH-SPEED
TRANSPORTATION CONNECTIONS
SH180 CORRIDOR ALTERNATIVES

SHEET 32 OF 33

SHEET NO.

76

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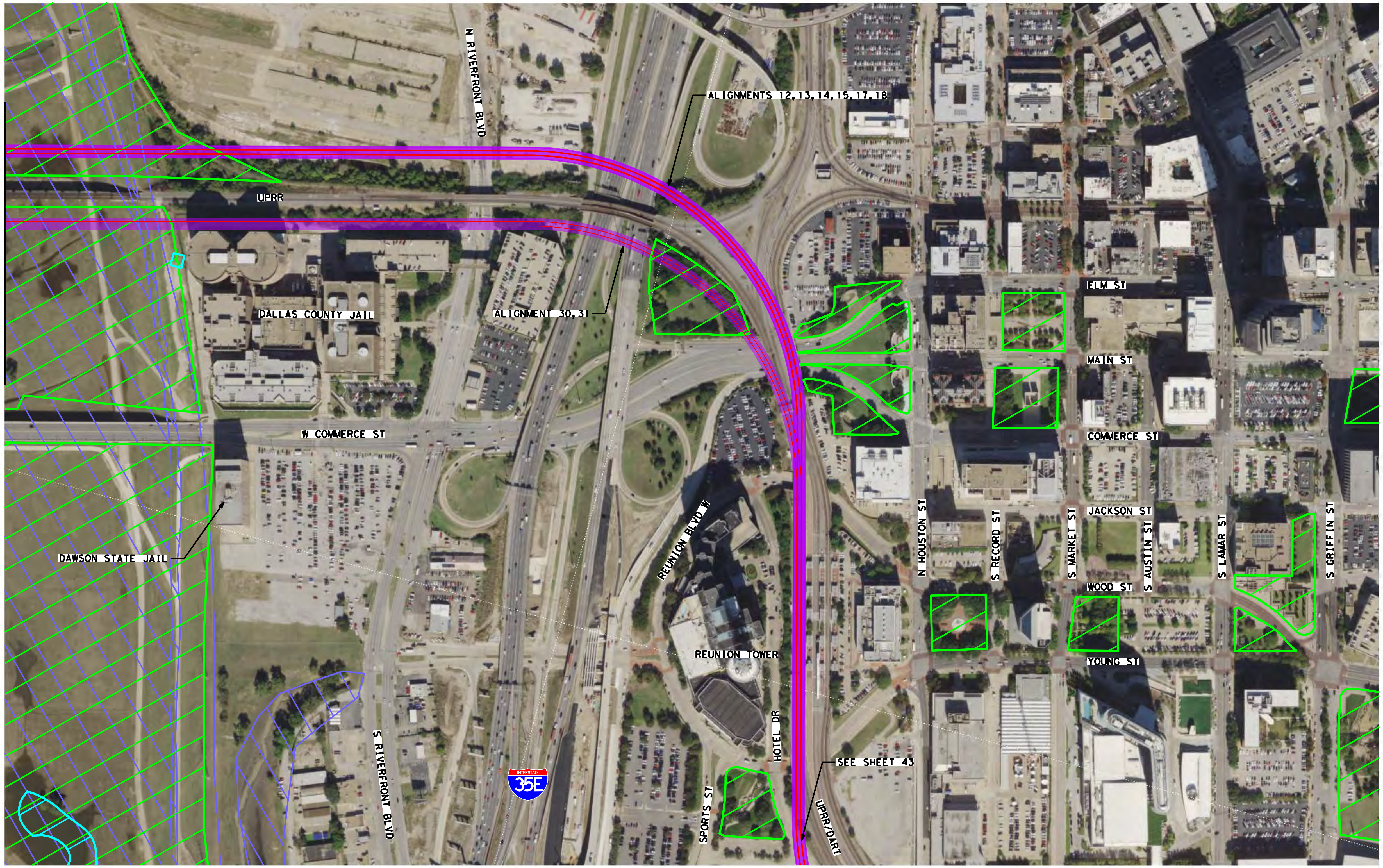

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LEGEND

- PROPOSED HIGH-SPEED TRANSPORTATION
- POTENTIAL STATION
- FLOODPLAIN
- WETLANDS
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DALLAS-FORT WORTH HIGH-SPEED TRANSPORTATION CONNECTIONS SH180 CORRIDOR ALTERNATIVES

SHEET 33 OF 33

SHEET NO.

77

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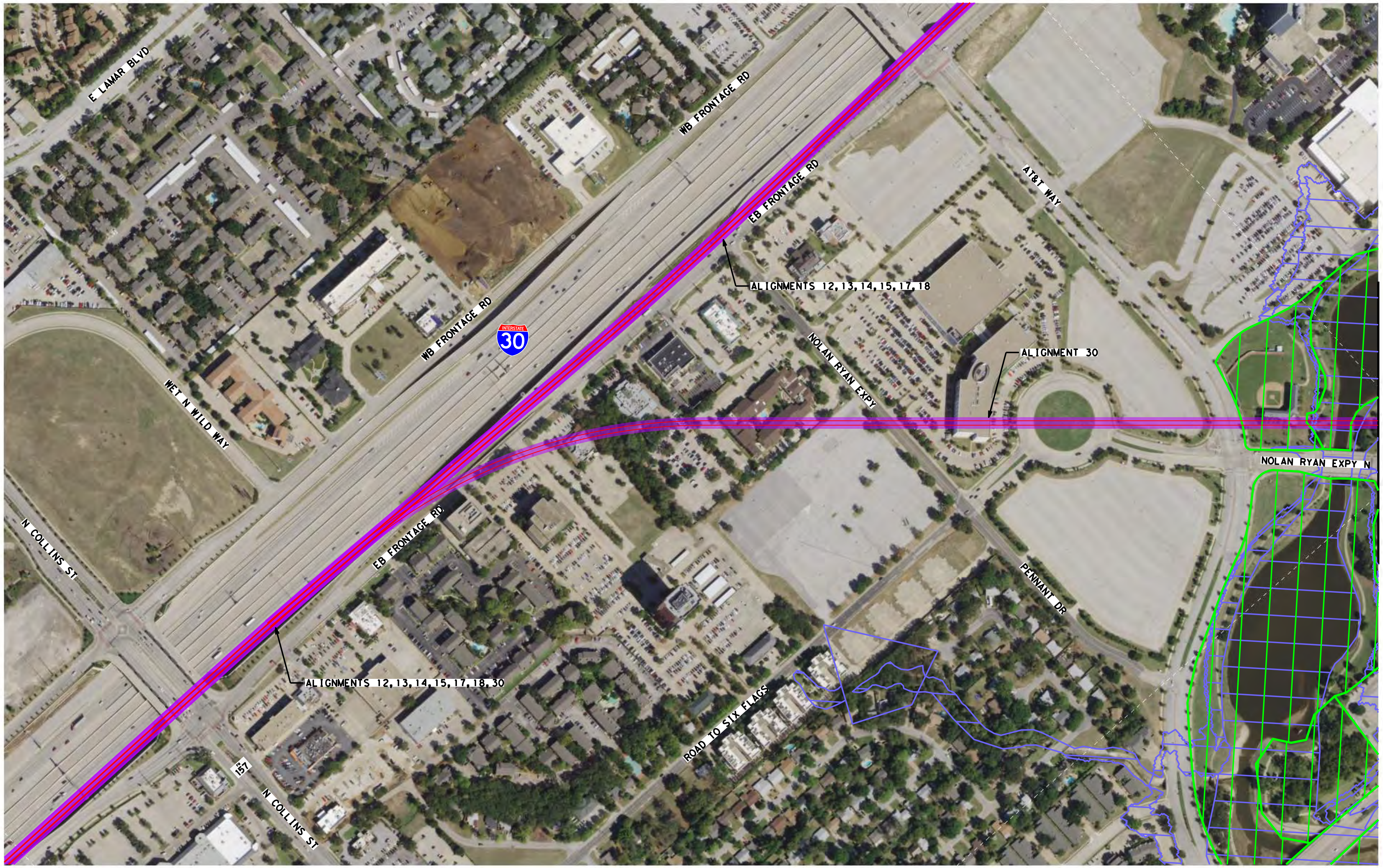

MATCHLINE 180JJ

LEGEND

- PROPOSED HIGH-SPEED TRANSPORTATION
- POTENTIAL STATION
- FLOODPLAIN
- WETLANDS
- PARKS

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DALLAS-FORT WORTH HIGH-SPEED TRANSPORTATION CONNECTIONS
I-30/SH180 CONNECTION ALTERNATIVE

SHEET 1 OF 7

SHEET NO.

78

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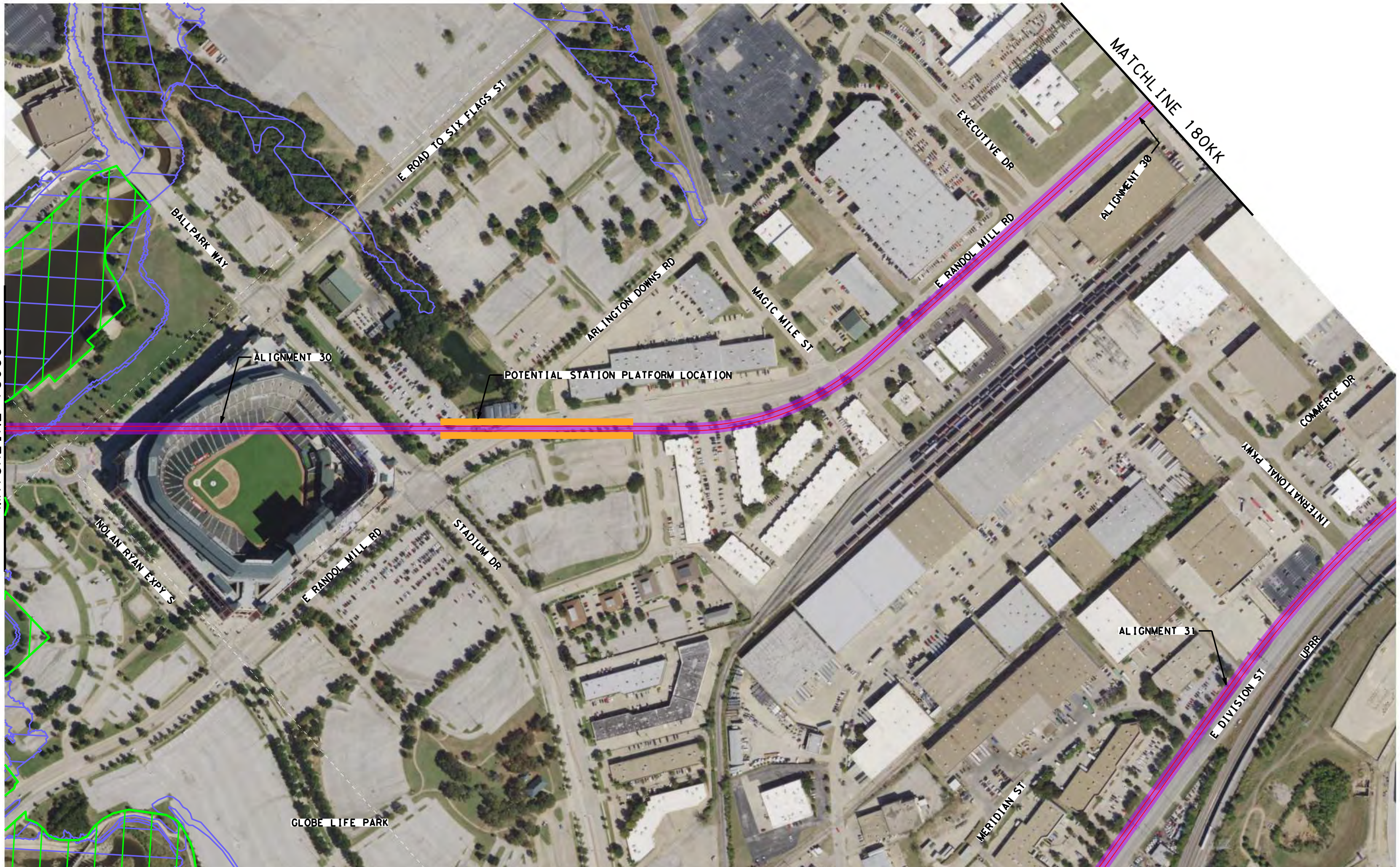

LEGEND

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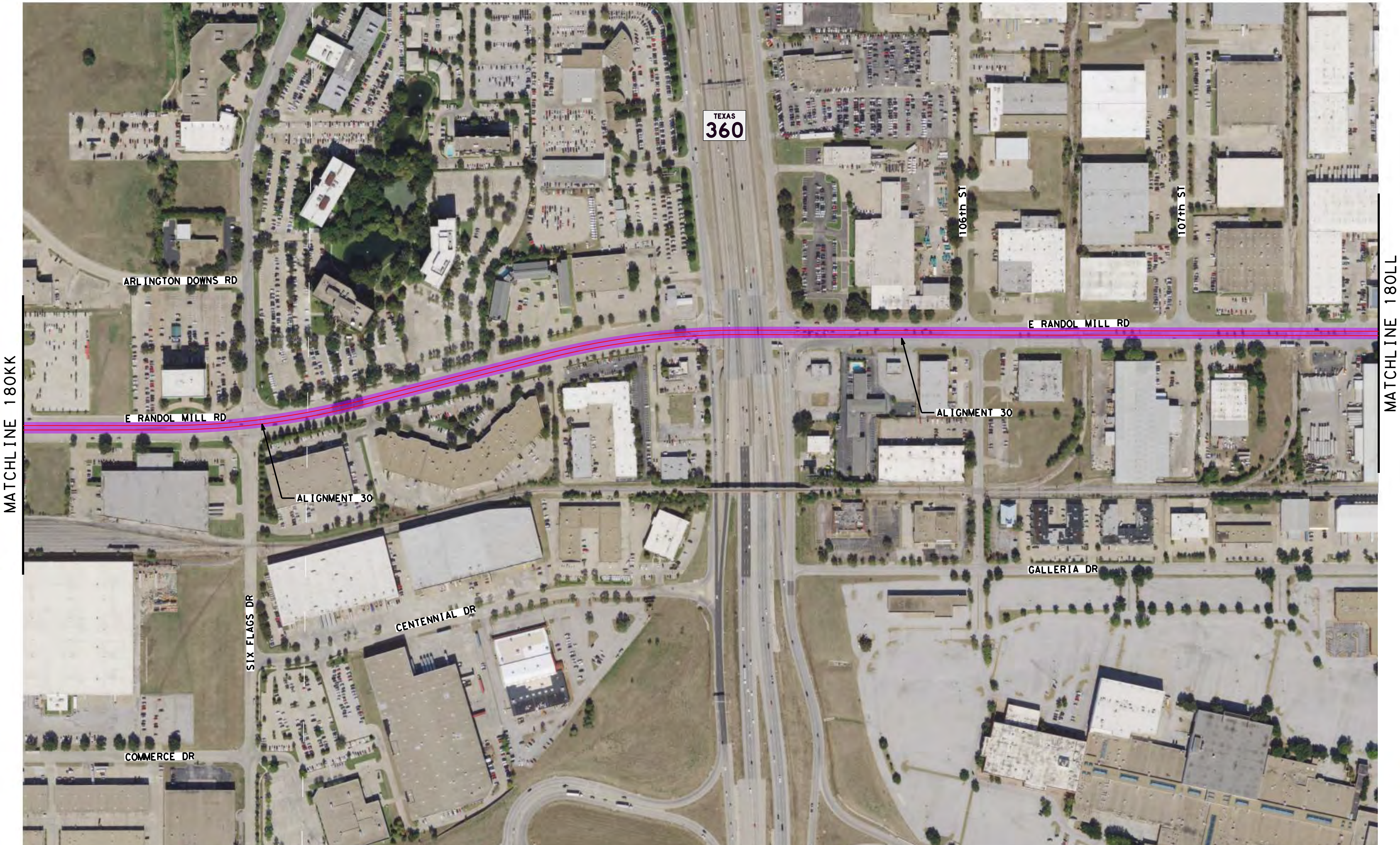
DALLAS-FORT WORTH HIGH-SPEED TRANSPORTATION CONNECTIONS
I-30/SH180 CONNECTION ALTERNATIVE

SHEET 2 OF 7

SHEET NO. 79

0 200 400 600 800
HORIZ. SCALE IN FEET



LEGEND

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- POTENTIAL STATION
- FLOODPLAIN
- WETLANDS
- PARKS

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TRANSPORTATION CONNECTIONS
I-30/SH180 CONNECTION ALTERNATIVE

SHEET 3 OF 7

SHEET NO.
80

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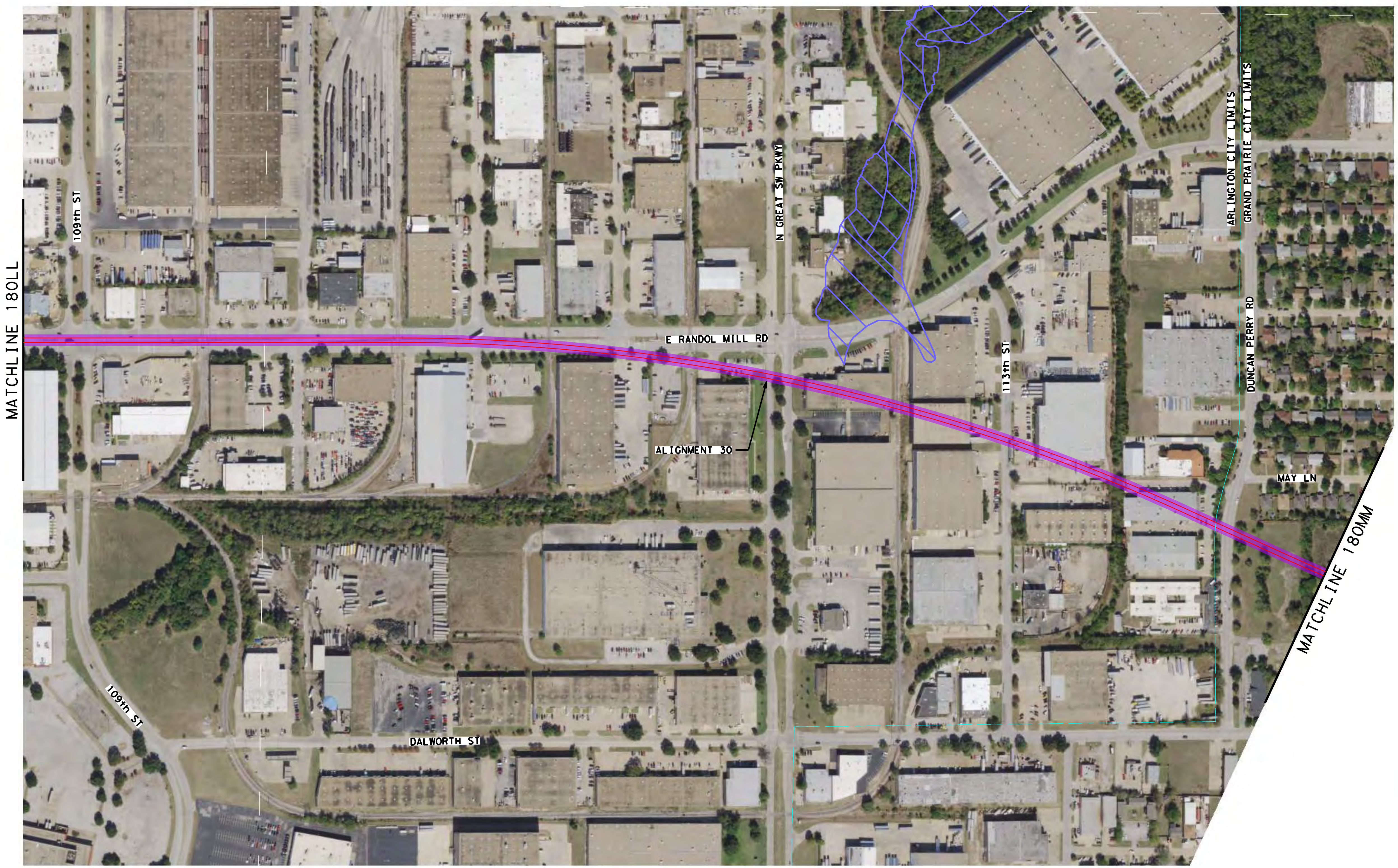

LEGEND

	PROPOSED HIGH-SPEED TRANSPORTATION
	POTENTIAL STATION
	FLOODPLAIN
	WETLANDS
	PARKS

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P.E.# 77841

Date: 8/16/2021

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NO.	REVISIONS	BY	DATE

HNTB

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/SH180 CONNECTION ALTERNATIVE

SHEET 4 OF 7

SHEET NO.

81

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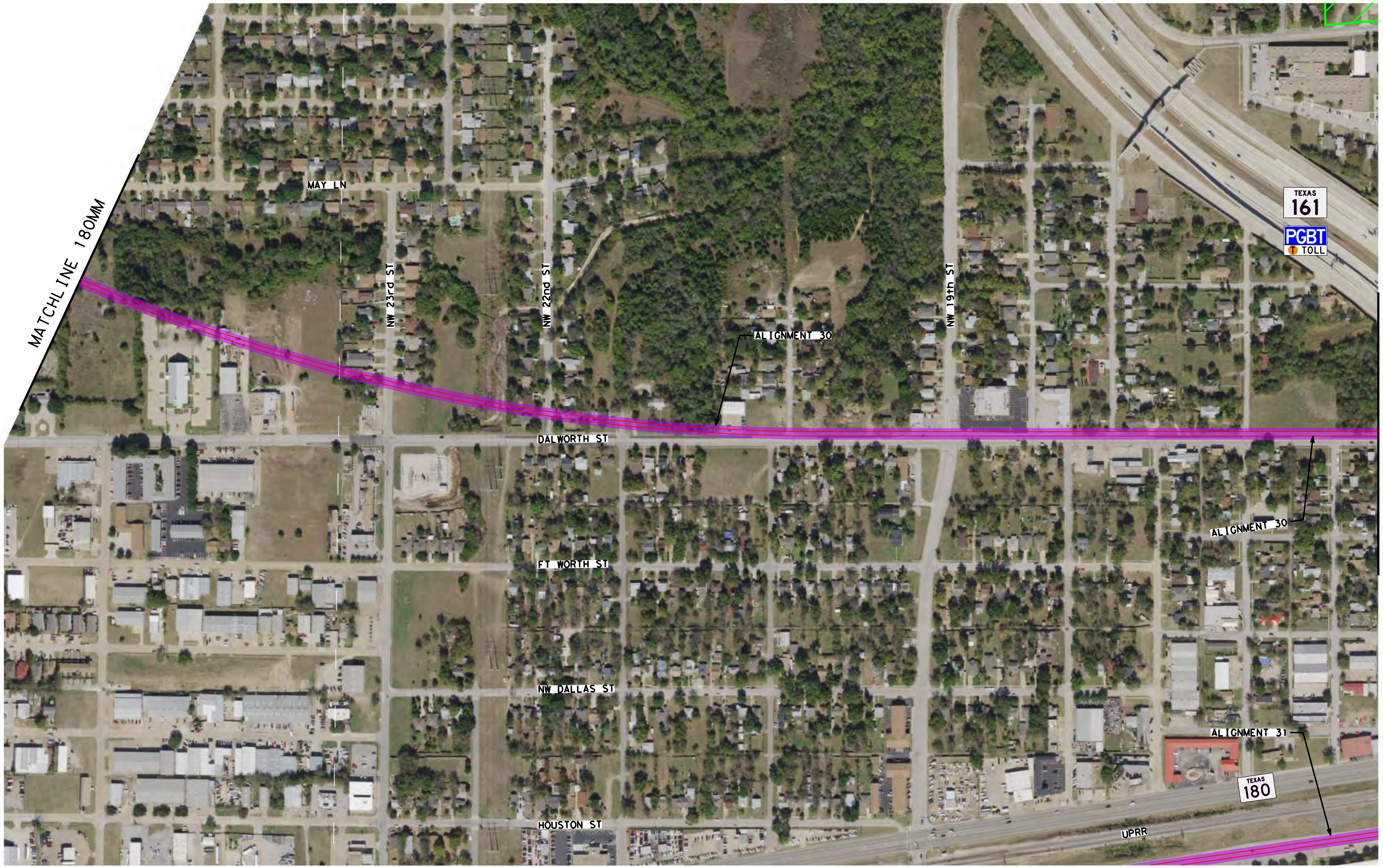

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HORIZ. SCALE IN FEET

LEGEND

- PROPOSED HIGH-SPEED TRANSPORTATION
- POTENTIAL STATION
- FLOODPLAIN
- WETLANDS
- PARKS

5% DESIGN SUBMITTAL

By: BRENT A. KYLER
P.E.# 77841
Date: 8/16/2021

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NO.	REVISIONS	BY	DATE

HNTB — 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/SH180 CONNECTION ALTERNATIVE

SHEET 5 OF 7

SHEET NO. 82

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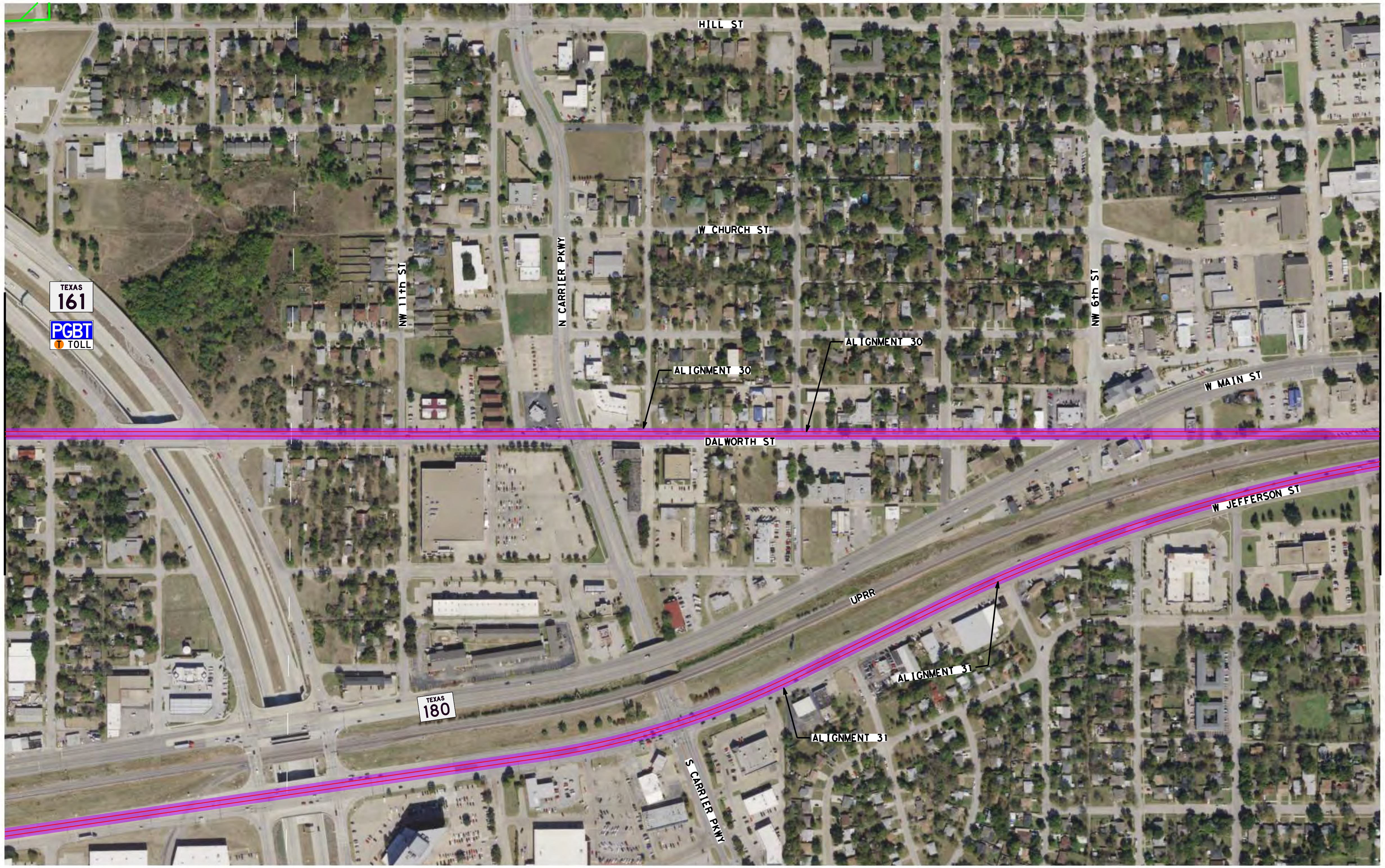

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HORIZ. SCALE IN FEET

LEGEND

PROPOSED HIGH-SPEED TRANSPORTATION

POTENTIAL STATION

FLOODPLAIN

WETLANDS

PARKS

5% DESIGN SUBMITTAL

By: BRENT A. KYLER

P.E.# 77841

Date: 8/16/2021

NOT TO BE CONSTRUED AS COMPLETE AND NOT TO BE USED FOR REGULATORY APPROVAL, PERMIT, BIDDING OR CONSTRUCTION PURPOSES

NO.	REVISIONS	BY	DATE

HNTB

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/SH180 CONNECTION ALTERNATIVE

SHEET 6 OF 7

SHEET NO.

83

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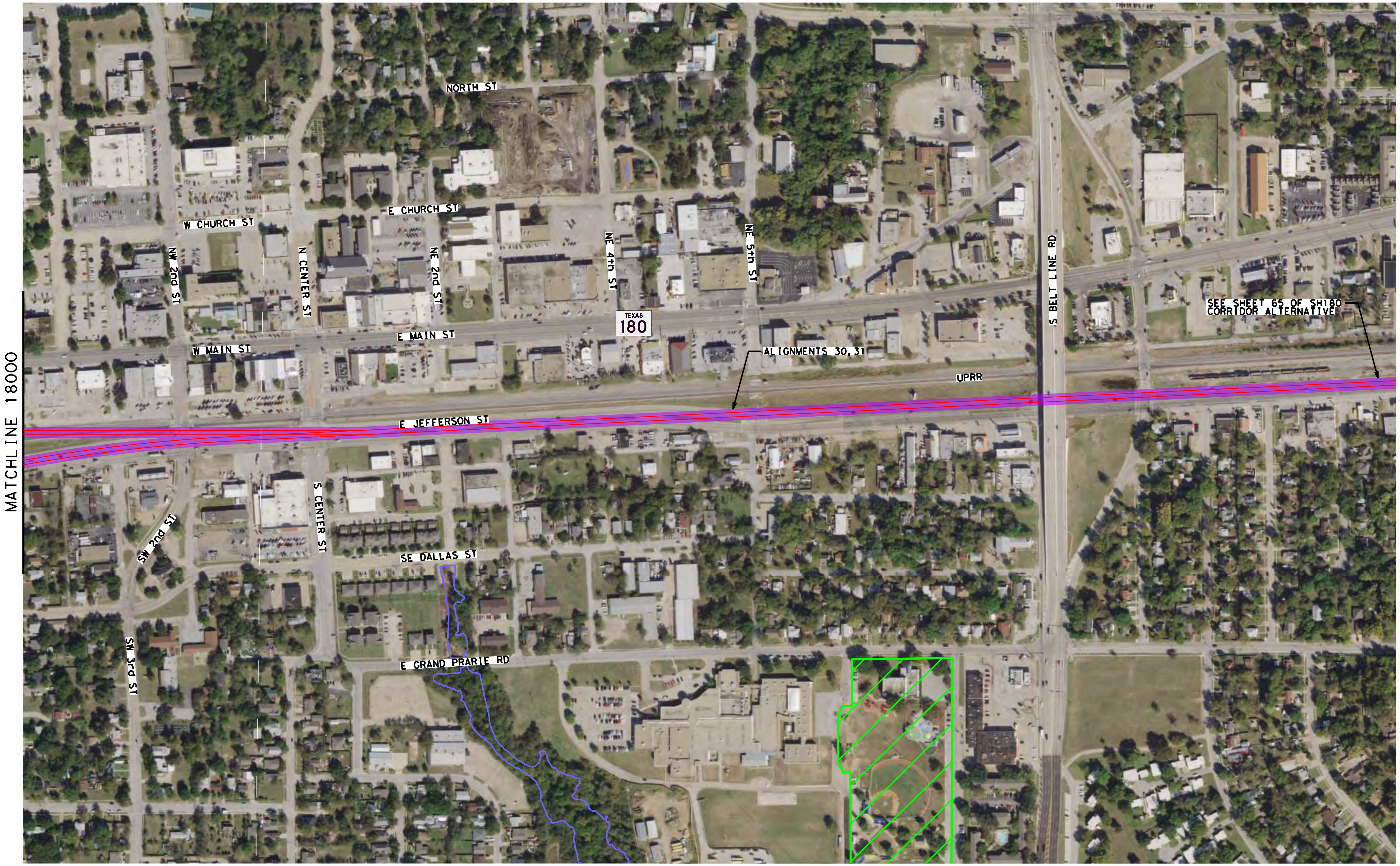
HORIZ. SCALE IN FEET



LEGEND

- PROPOSED HIGH-SPEED TRANSPORTATION
- POTENTIAL STATION
- FLOODPLAIN
- WETLANDS
- PARKS

5% DESIGN SUBMITTAL

By: BRENT A. KYLER
P.E.# 77841
Date: 8/16/2021

NOT TO BE CONSTRUED AS COMPLETE AND NOT TO BE USED FOR REGULATORY APPROVAL, PERMIT, BIDDING OR CONSTRUCTION PURPOSES

NO.	REVISIONS	BY	DATE

HNTB
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/SH180 CONNECTION ALTERNATIVE

SHEET 7 OF 7

SHEET NO. 84

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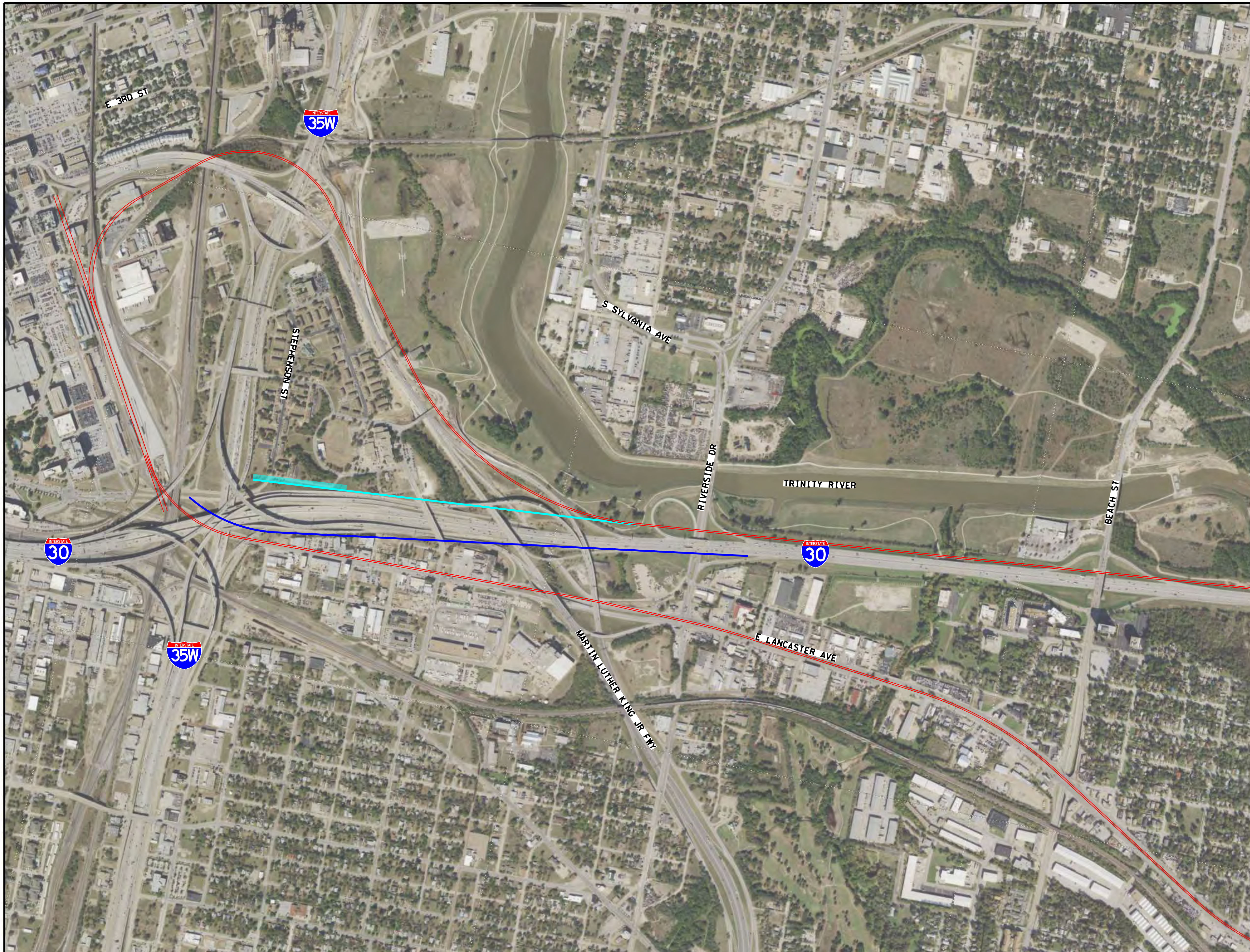

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HORIZ. SCALE IN FEET

NOTES:

1. FINAL ALIGNMENT IS INTENDED TO OCCUPY EXISTING TRANSPORTATION RIGHT OF WAY WHEN RELEVANT.
2. MULTIPLE STATION AND MAINTENANCE FACILITY LOCATIONS ARE SHOWN, THESE ARE OPTIONS ONLY.

LEGEND

- PROPOSED HIGH-SPEED TRANSPORTATION
- POTENTIAL STATION
- FLOODPLAIN
- WETLANDS
- PARKS

5% DESIGN SUBMITTAL

By: ISRAEL M. W. CROWE
P.E.# 89251
Date: 8/16/2021

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NO.	REVISIONS	BY	DATE

HNTB
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
DOWNTOWN FORT WORTH ALTERNATIVES
SHEET 1 OF 1

SHEET NO.
85

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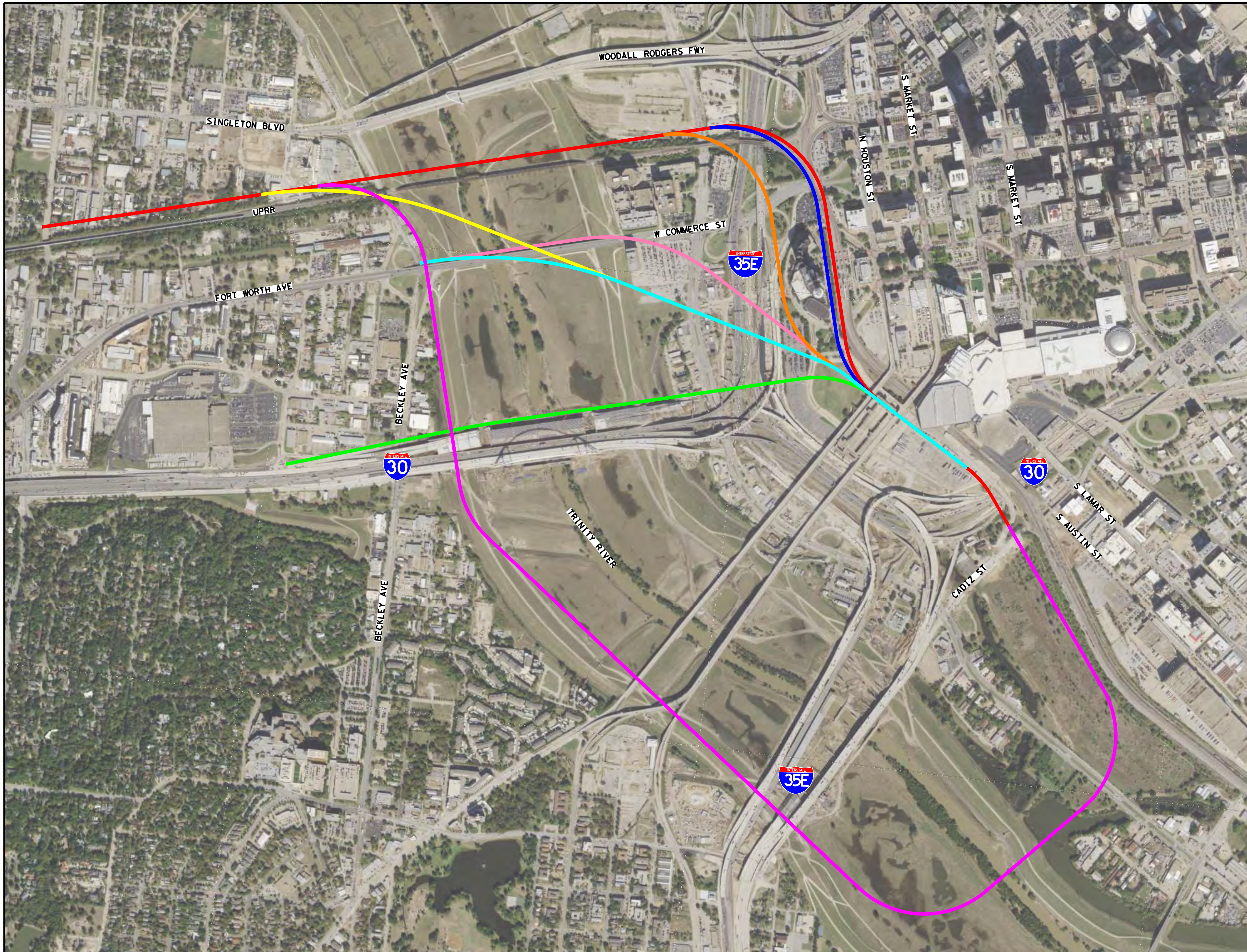

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HORIZ. SCALE IN FEET

NOTES:

1. FINAL ALIGNMENT IS INTENDED TO OCCUPY EXISTING TRANSPORTATION RIGHT OF WAY WHEN RELEVANT.
2. MULTIPLE STATION AND MAINTENANCE FACILITY LOCATIONS ARE SHOWN, THESE ARE OPTIONS ONLY.

LEGEND

- PROPOSED HIGH-SPEED TRANSPORTATION
- POTENTIAL STATION
- FLOODPLAIN
- WETLANDS
- PARKS

5% DESIGN SUBMITTAL

By: ISRAEL M. W. CROWE

P.E.# 89251

Date: 8/16/2021

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NO.	REVISIONS	BY	DATE

HNTB

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 DOWNTOWN DALLAS ALTERNATIVES

SHEET 1 OF 1

SHEET NO.

86

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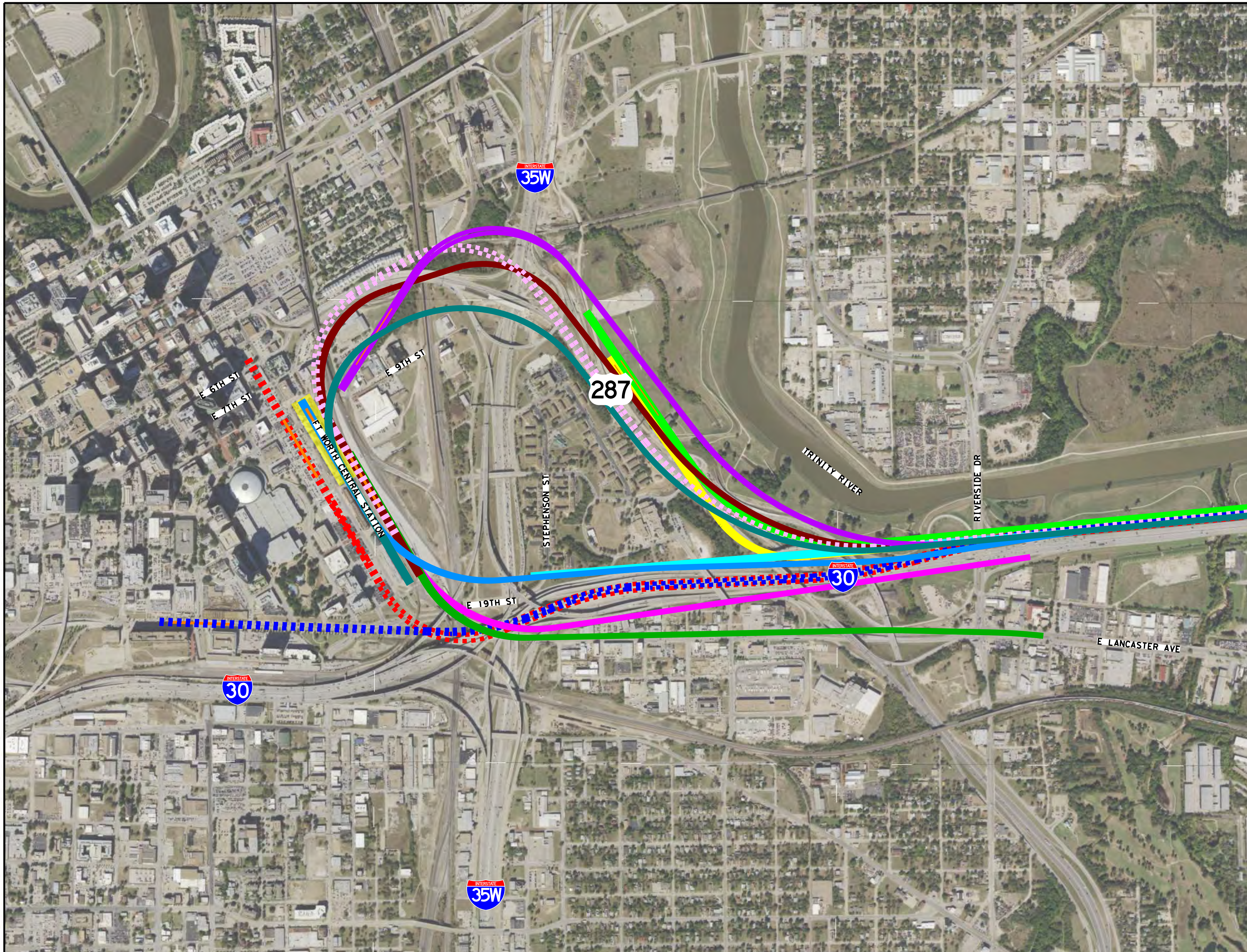
Appendix II-F
Fort Worth Station Connection Concepts



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HORIZ. SCALE IN FEET

LEGEND

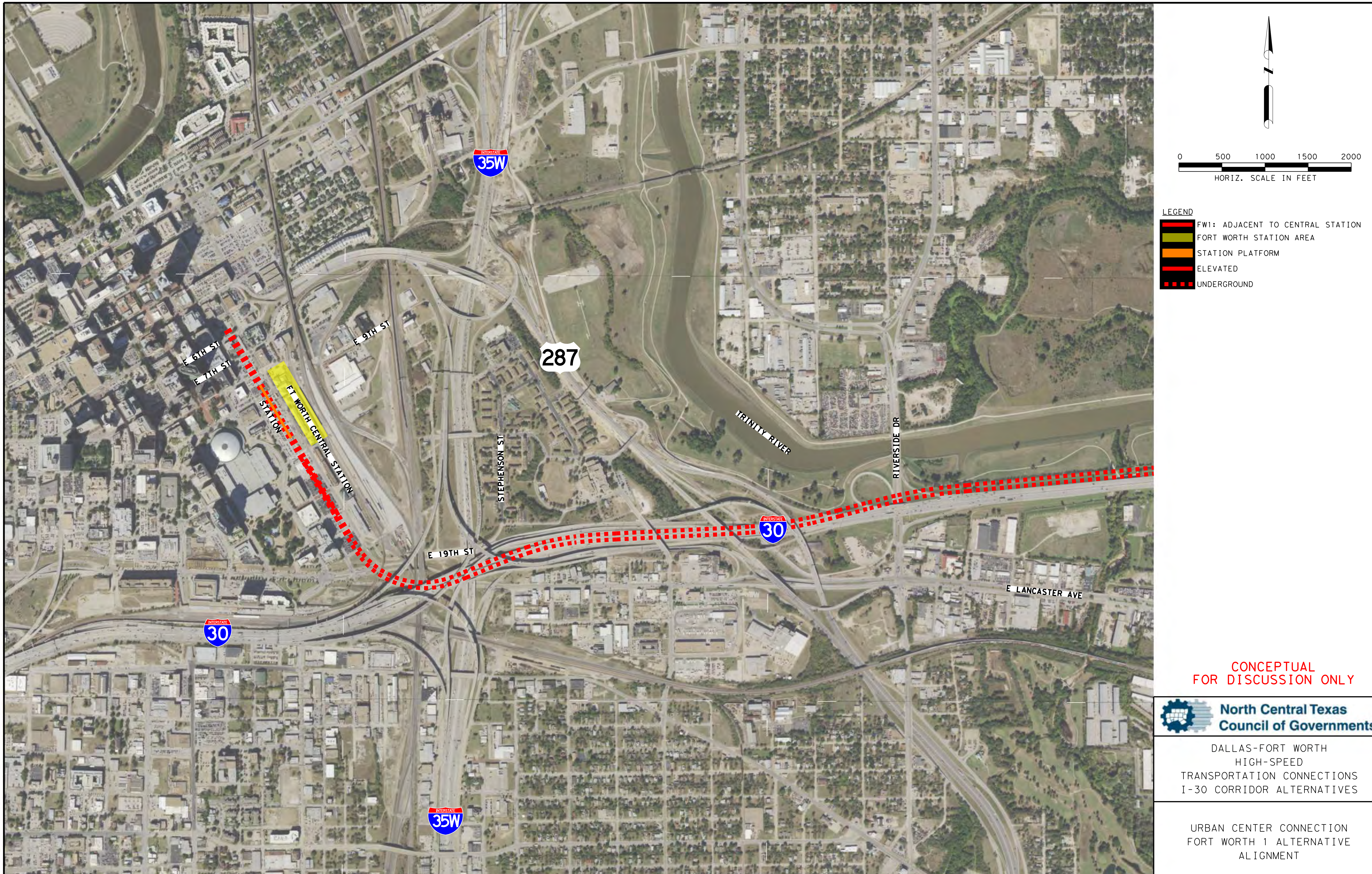
- FW1
- FW2
- FW3
- FW4
- FW5
- FW6
- FW6A
- FW7
- FW8
- FW9
- FW9A
- FW10
- FW11
- FORT WORTH STATION AREA
- STATION PLATFORM
- ELEVATED
- UNDERGROUND

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

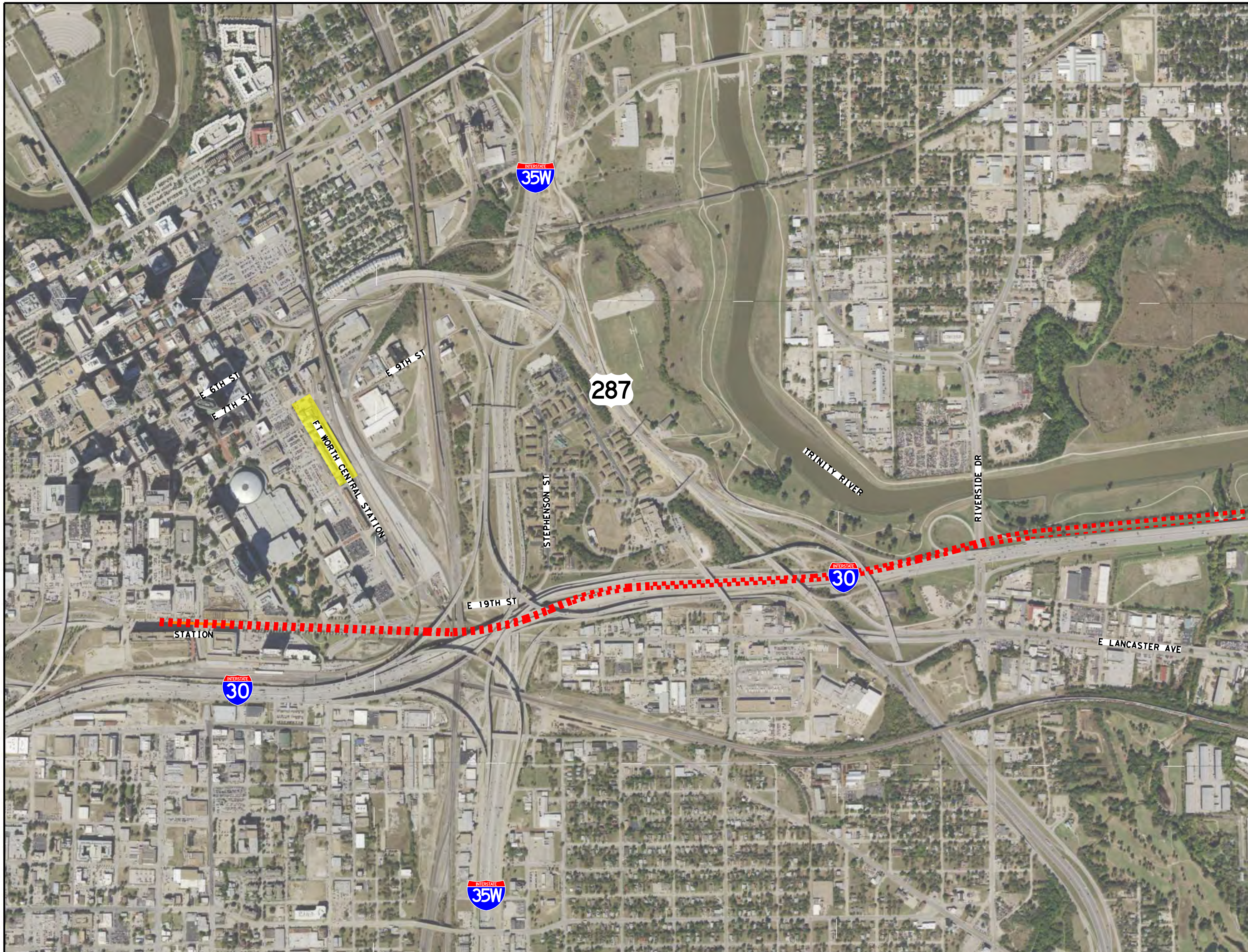


CONCEPTUAL
FOR DISCUSSION ONLY

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



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HORIZ. SCALE IN FEET

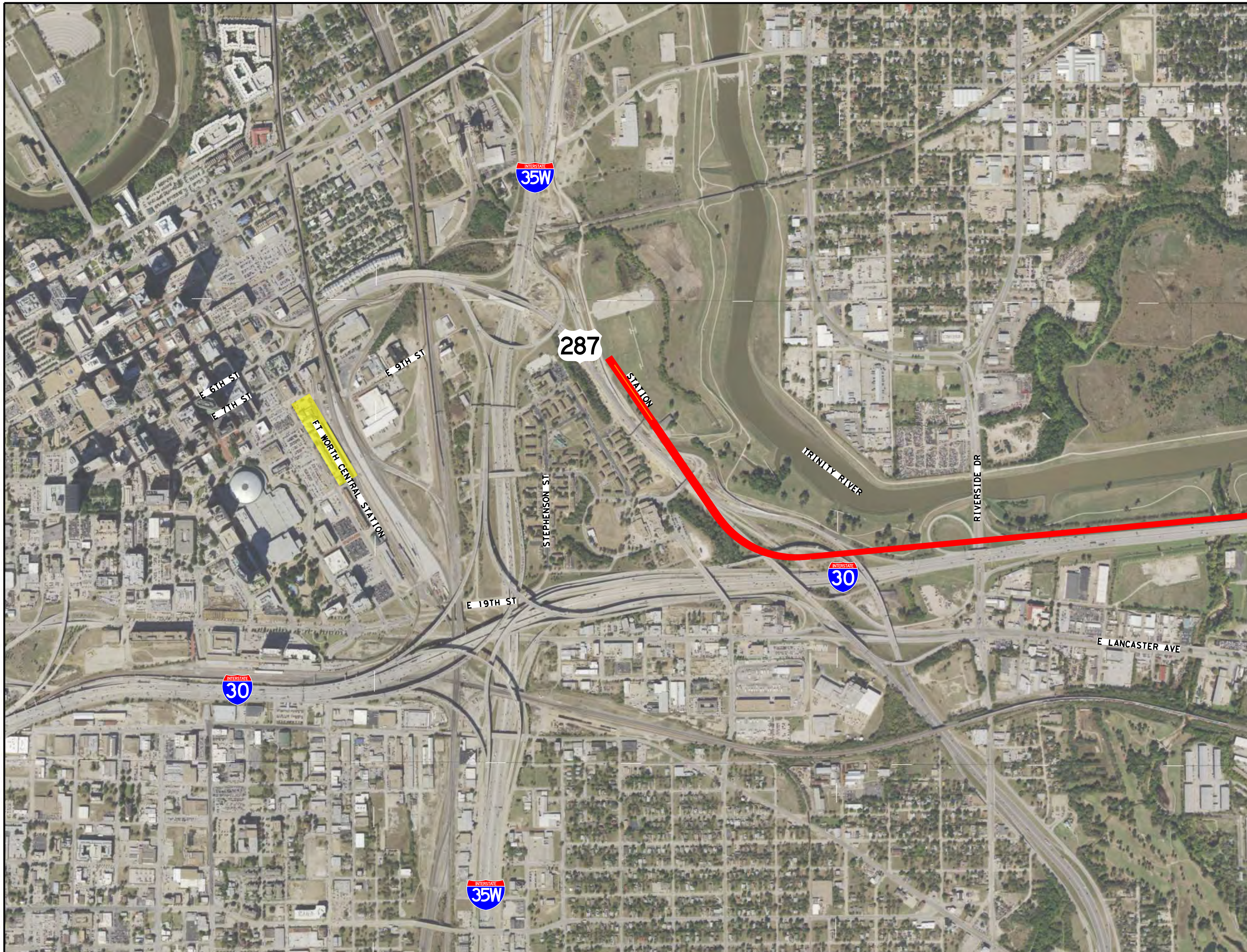
LEGEND
FW2: W LANCASTER AVE
FORT WORTH STATION AREA
STATION PLATFORM
ELEVATED
UNDERGROUND

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 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

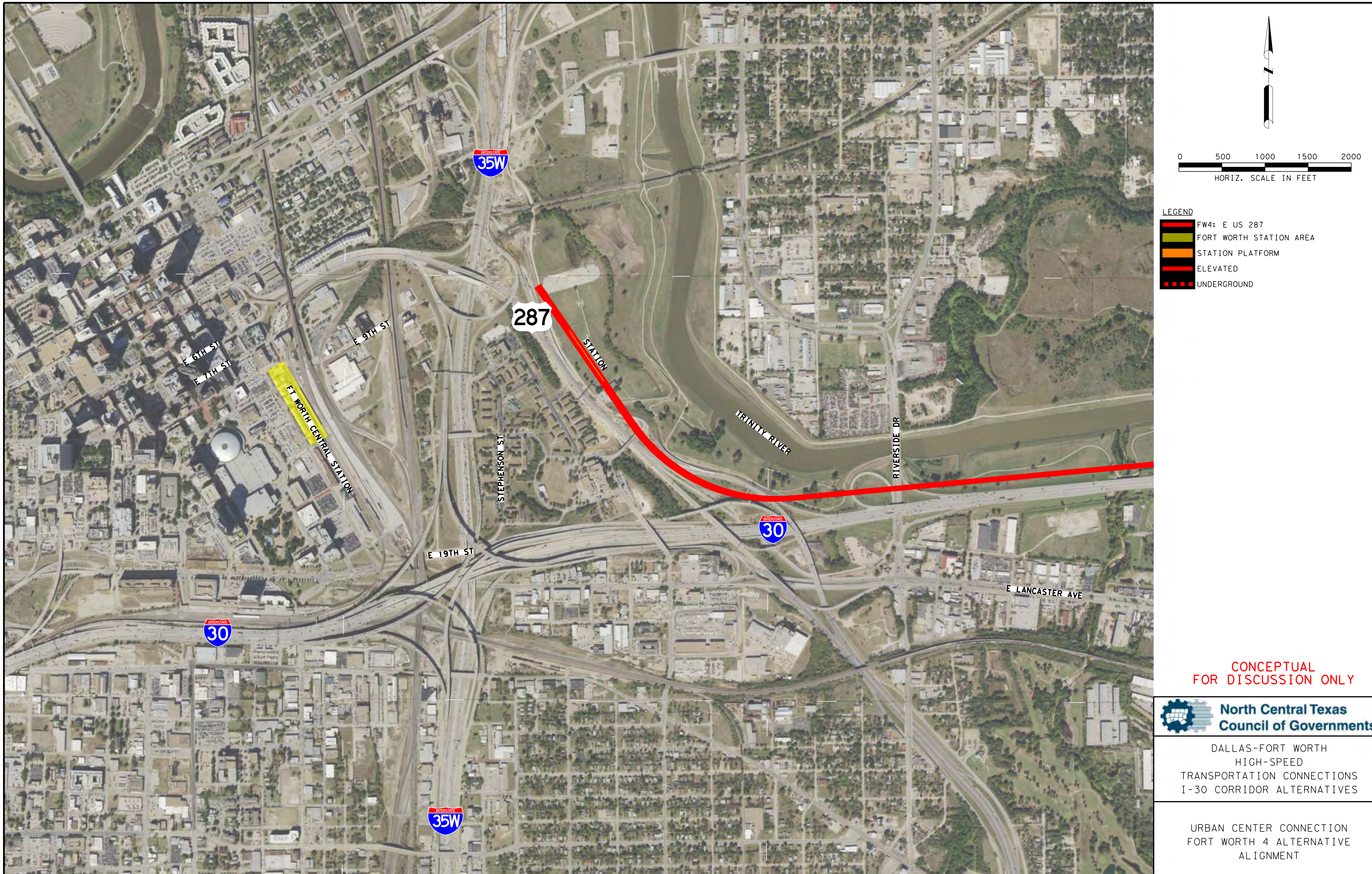
UNDERGROUND

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

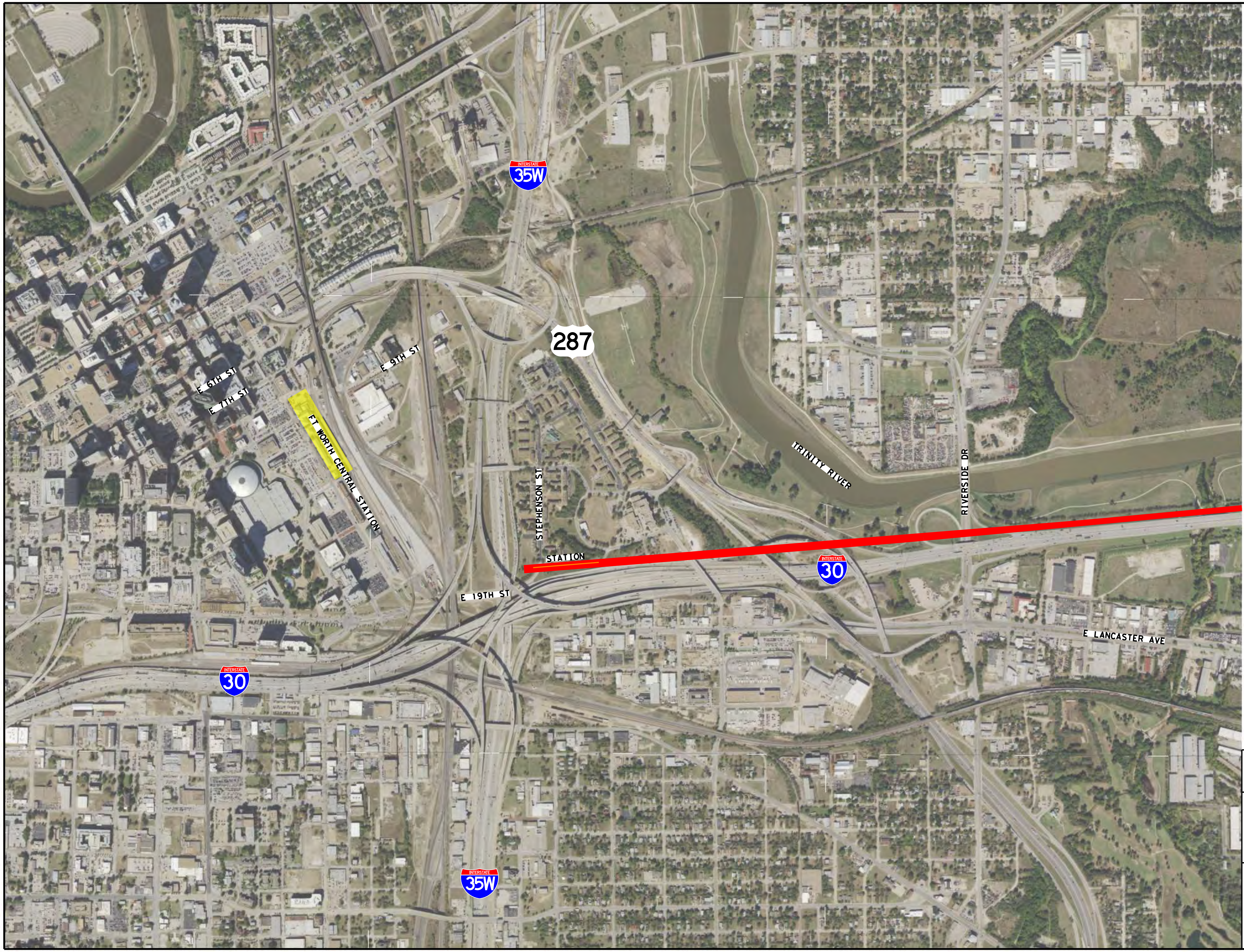


CONCEPTUAL
FOR DISCUSSION ONLY

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

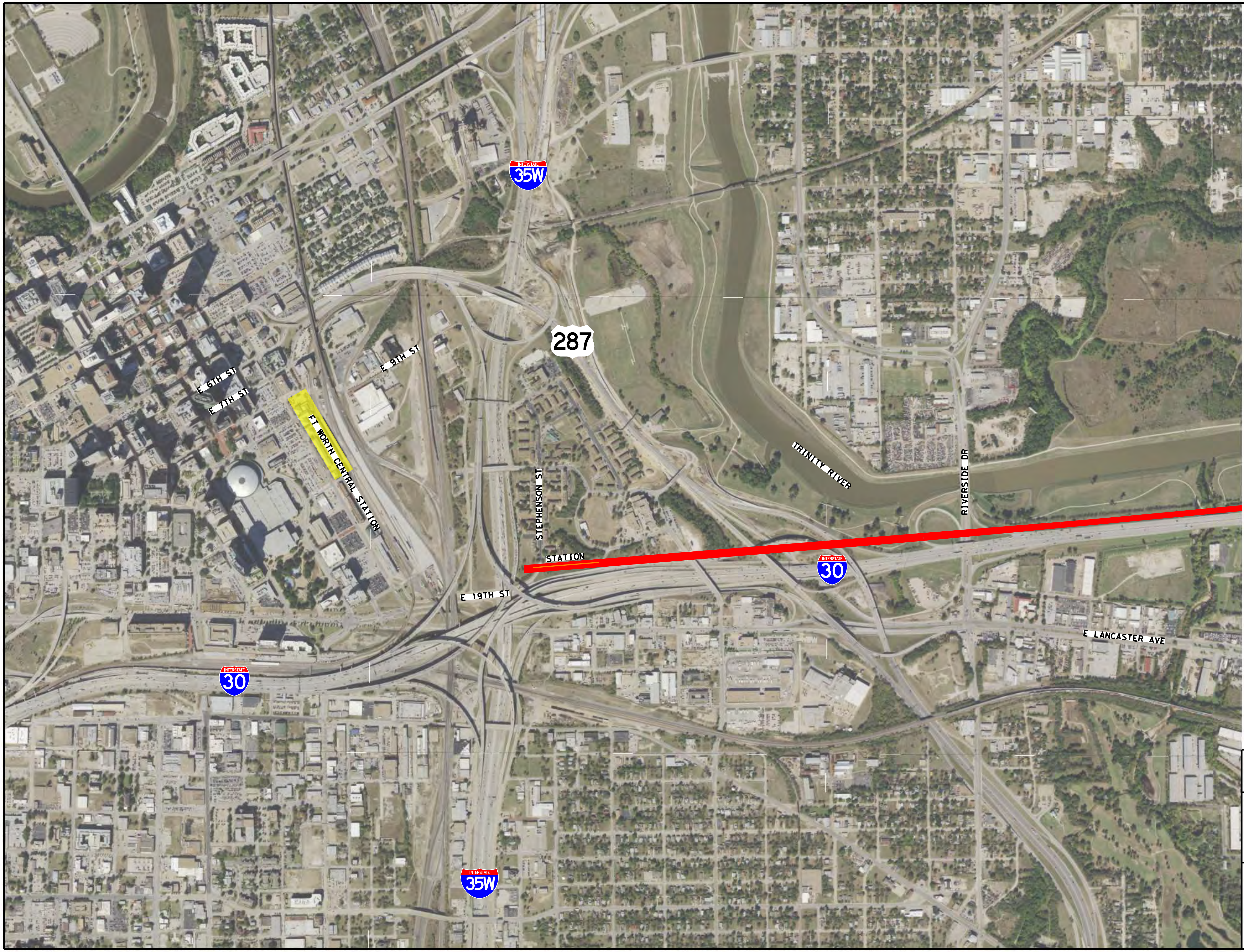
- FW5: E US 287 - SPLIT PLATFORM 2
- FORT WORTH STATION AREA
- STATION PLATFORM
- ELEVATED
- UNDERGROUND

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

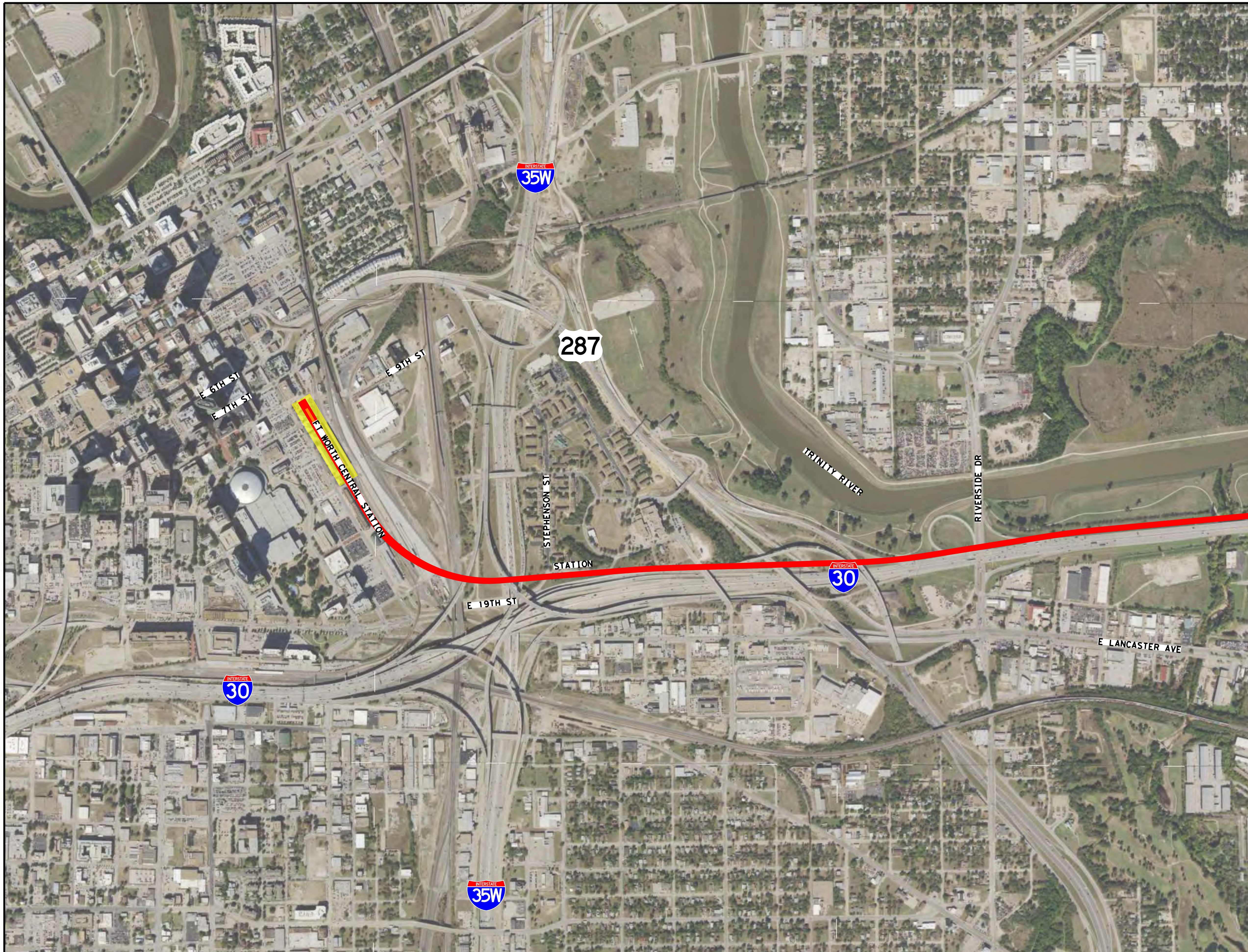
- FW6: BUTLER PLACE PARALLEL TO I-30
- FORT WORTH STATION AREA
- STATION PLATFORM
- ELEVATED
- UNDERGROUND

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



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HORIZ. SCALE IN FEET

LEGEND

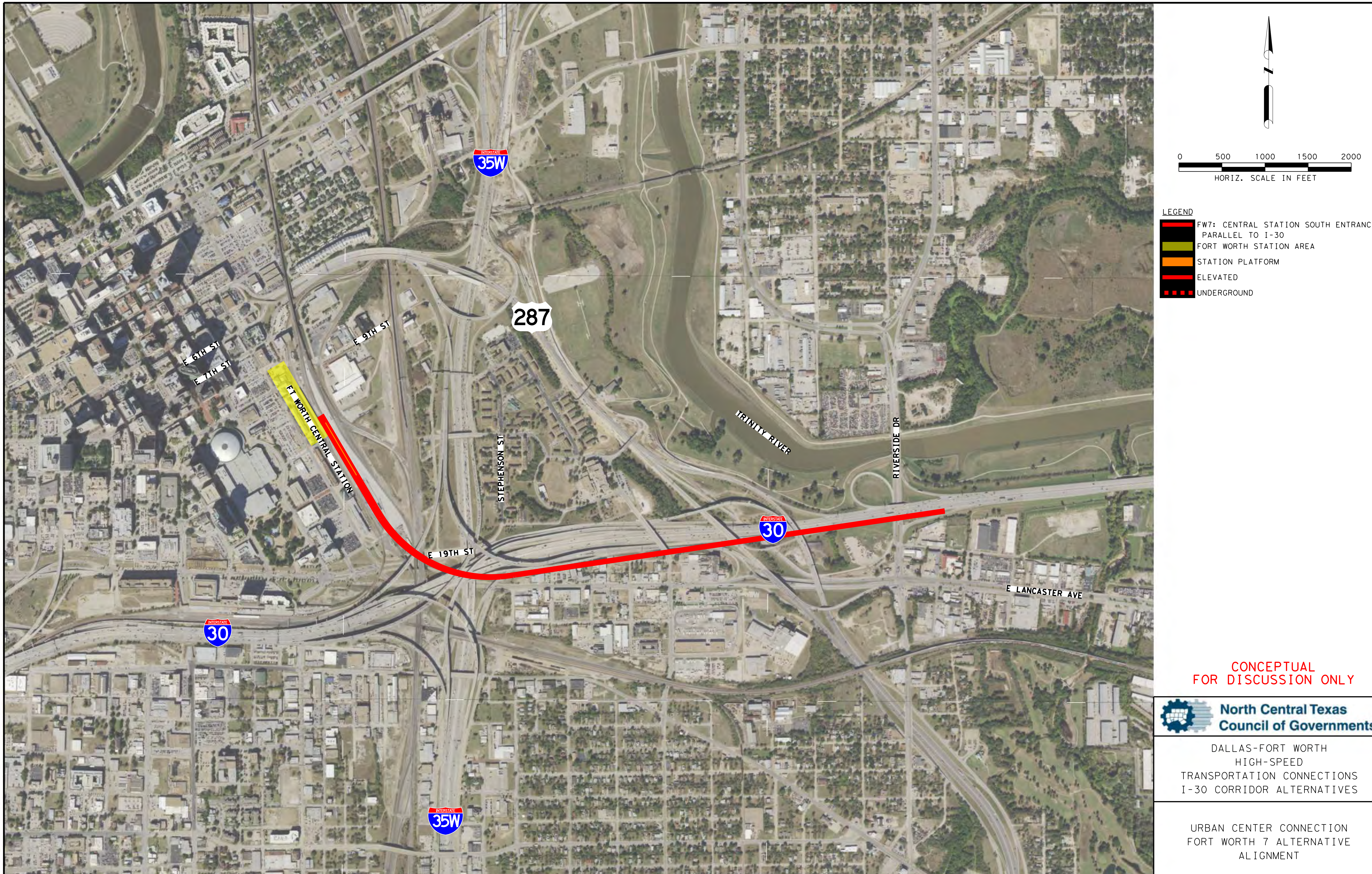
- FW6A: CENTRAL STATION PARALLEL TO I-30 NORTH
- FORT WORTH STATION AREA
- STATION PLATFORM
- ELEVATED
- UNDERGROUND

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 6A ALTERNATIVE
ALIGNMENT

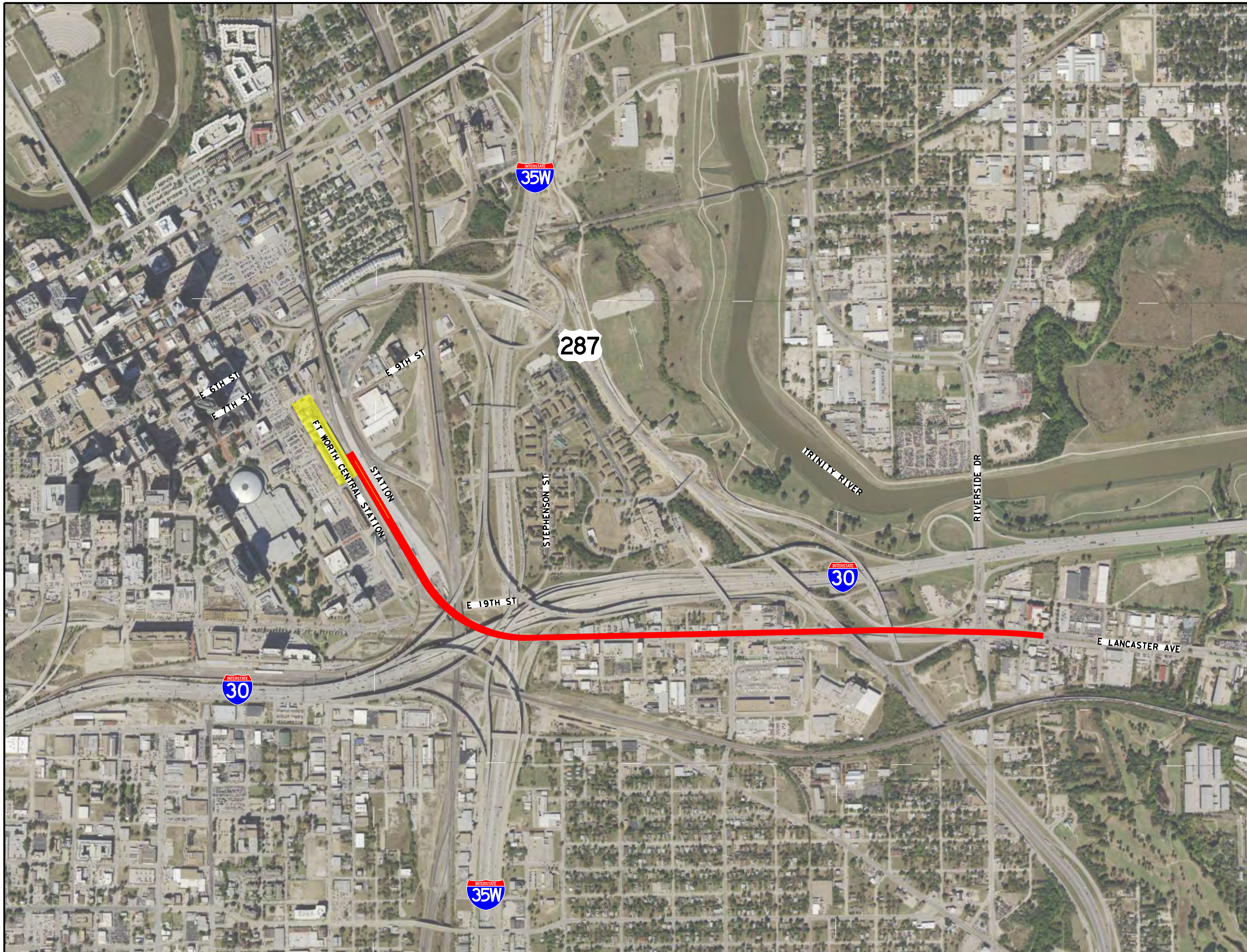


CONCEPTUAL
FOR DISCUSSION ONLY

North Central Texas Council of Governments

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

URBAN CENTER CONNECTION
FORT WORTH 7 ALTERNATIVE
ALIGNMENT



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HORIZ. SCALE IN FEET

LEGEND

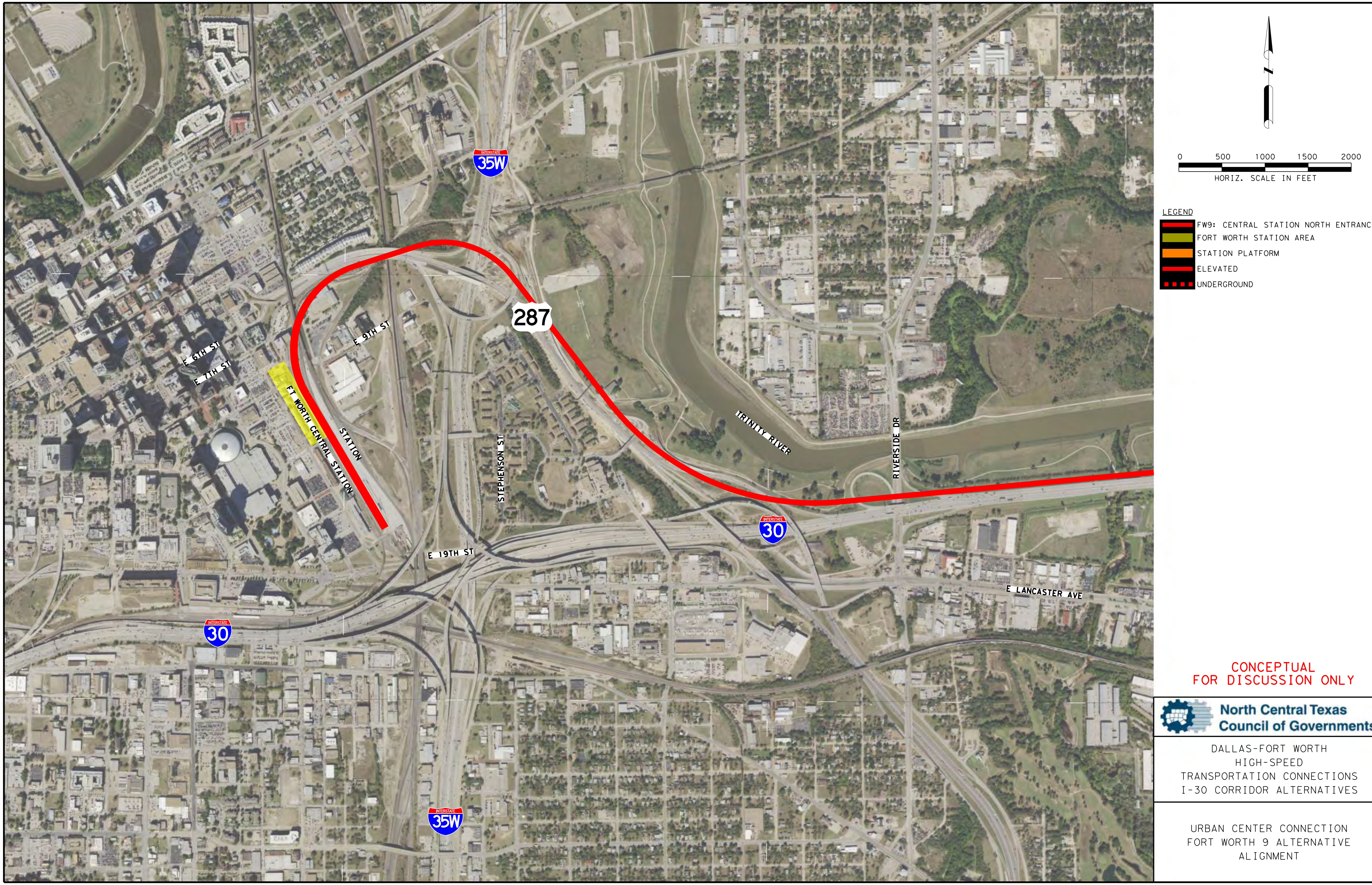
- FW8: CENTRAL STATION SOUTH ENTRANCE LANCASTER
- FORT WORTH STATION AREA
- STATION PLATFORM
- ELEVATED
- UNDERGROUND

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

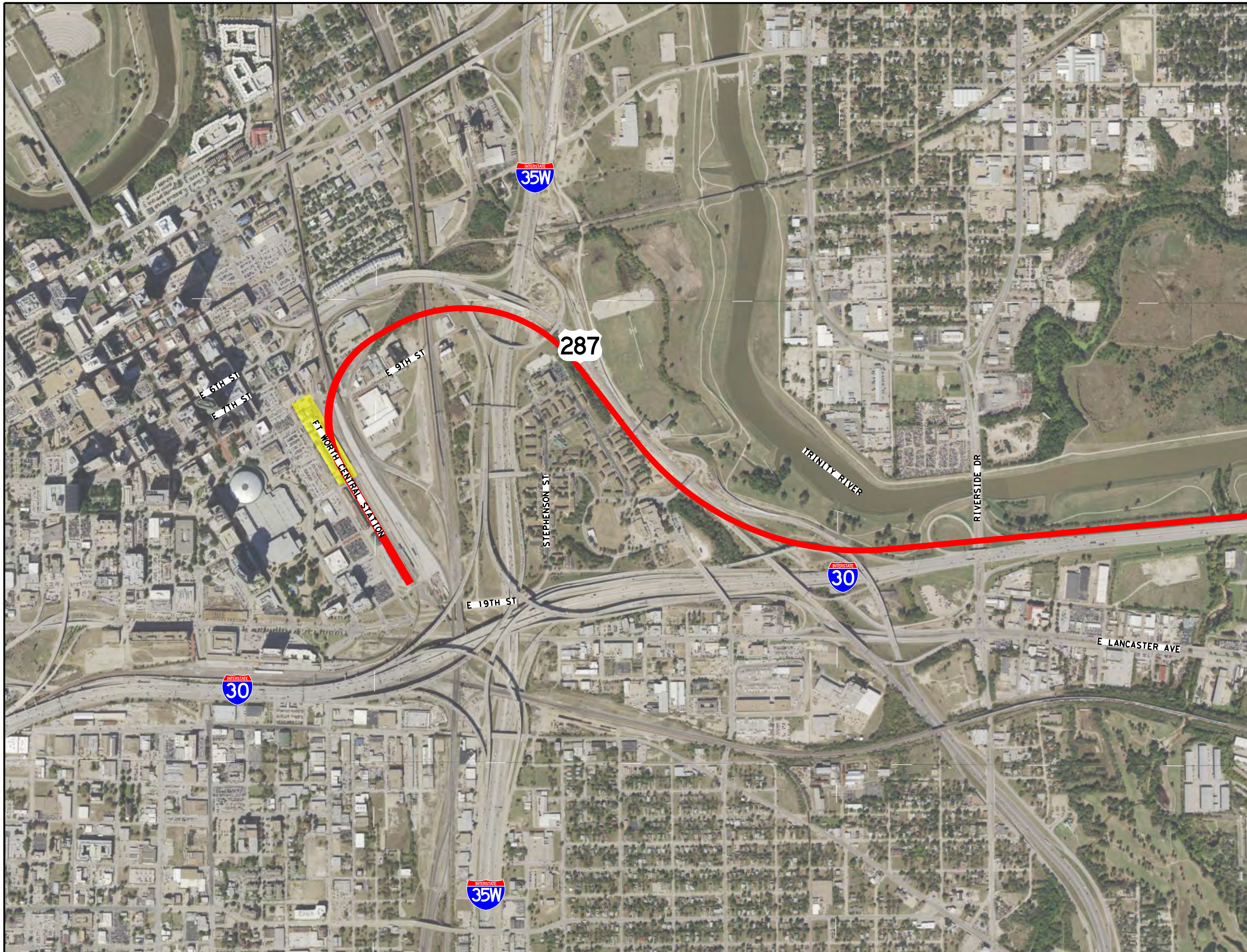


CONCEPTUAL
FOR DISCUSSION ONLY

North Central Texas Council of Governments

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

URBAN CENTER CONNECTION
FORT WORTH 9 ALTERNATIVE
ALIGNMENT



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HORIZ. SCALE IN FEET

LEGEND

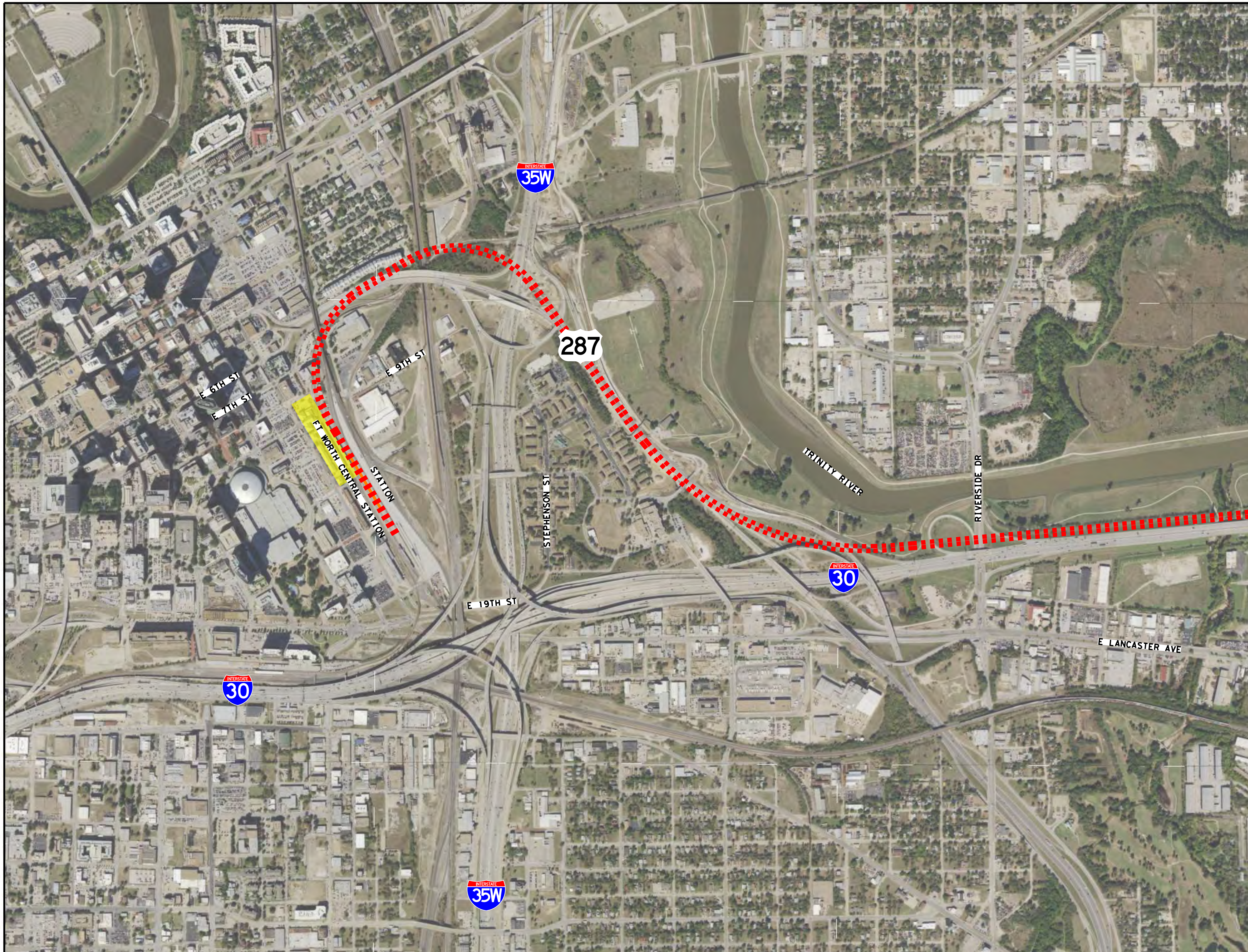
- FW9A: CENTRAL STATION NORTH ENTRANCE REFINEMENT
- FORT WORTH STATION AREA
- STATION PLATFORM
- ELEVATED
- UNDERGROUND

CONCEPTUAL
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 9A ALTERNATIVE
ALIGNMENT



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HORIZ. SCALE IN FEET

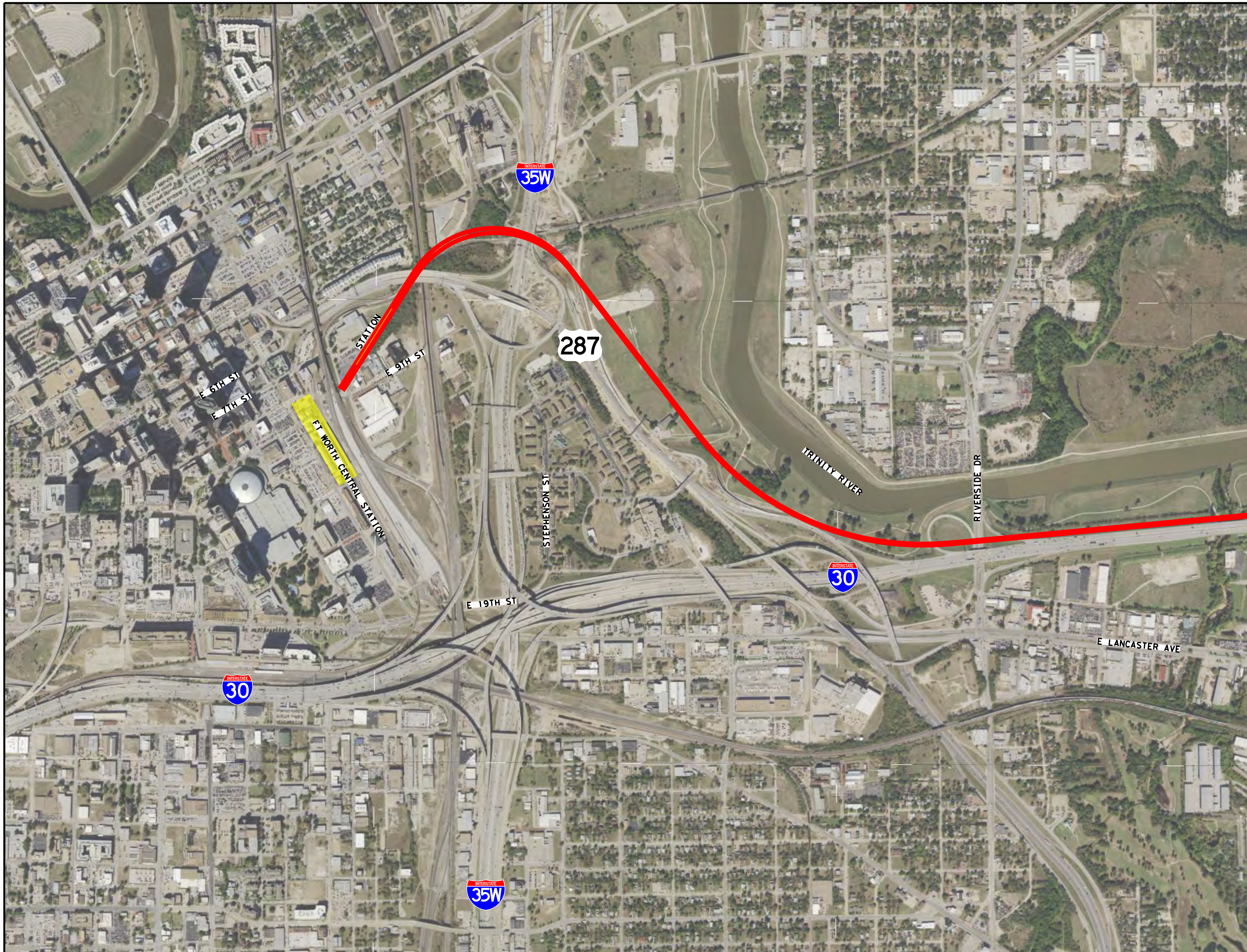
LEGEND
FW10: CENTRAL STATION NORTH ENTRANCE
FORT WORTH STATION AREA
STATION PLATFORM
ELEVATED
UNDERGROUND

CONCEPTUAL
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 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

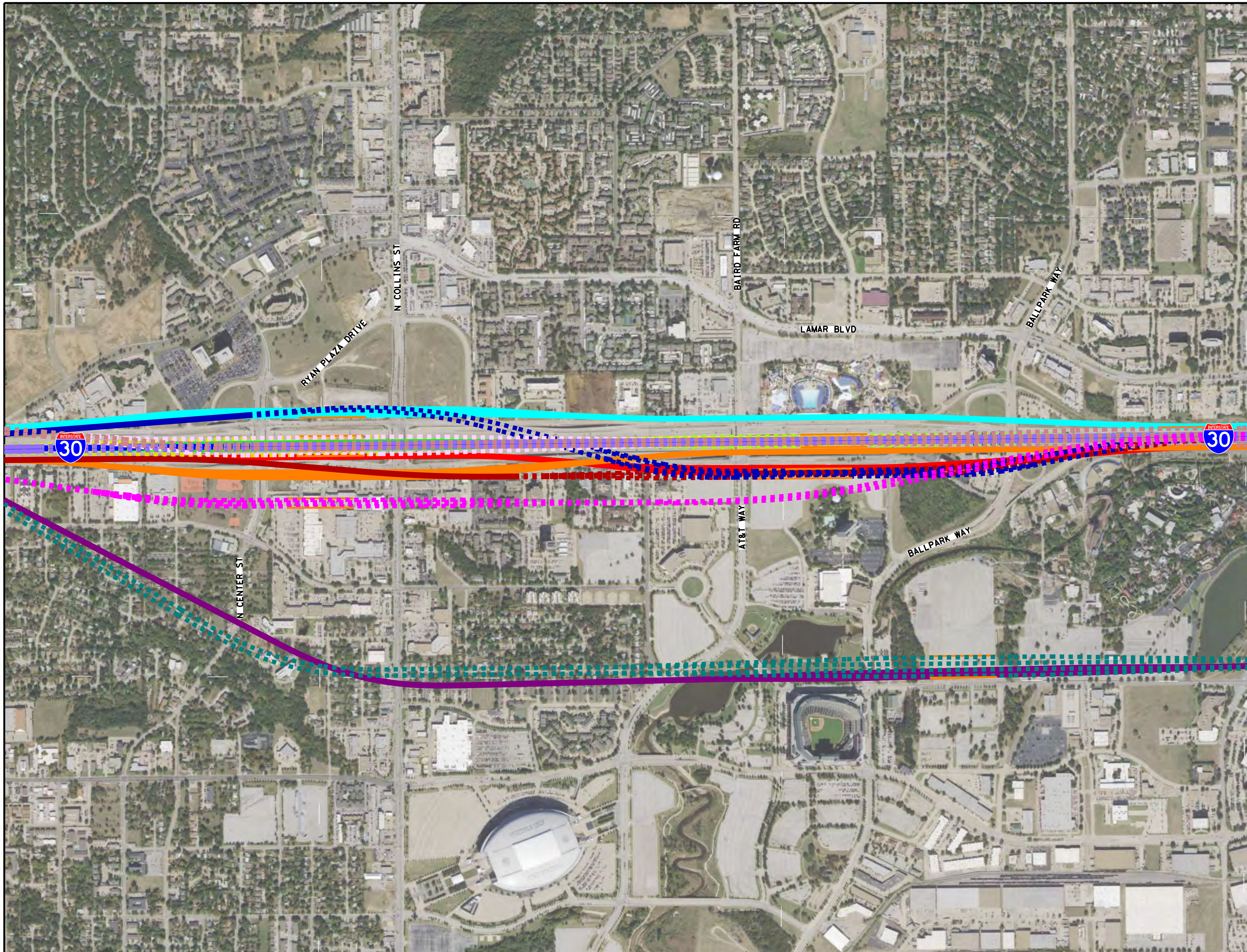
CONCEPTUAL
FOR DISCUSSION ONLY

North Central Texas
Council of Governments

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

URBAN CENTER CONNECTION
FORT WORTH 11 ALTERNATIVE
ALIGNMENT

Appendix II-G
Arlington Station Connection Concepts



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HORIZ. SCALE IN FEET

LEGEND

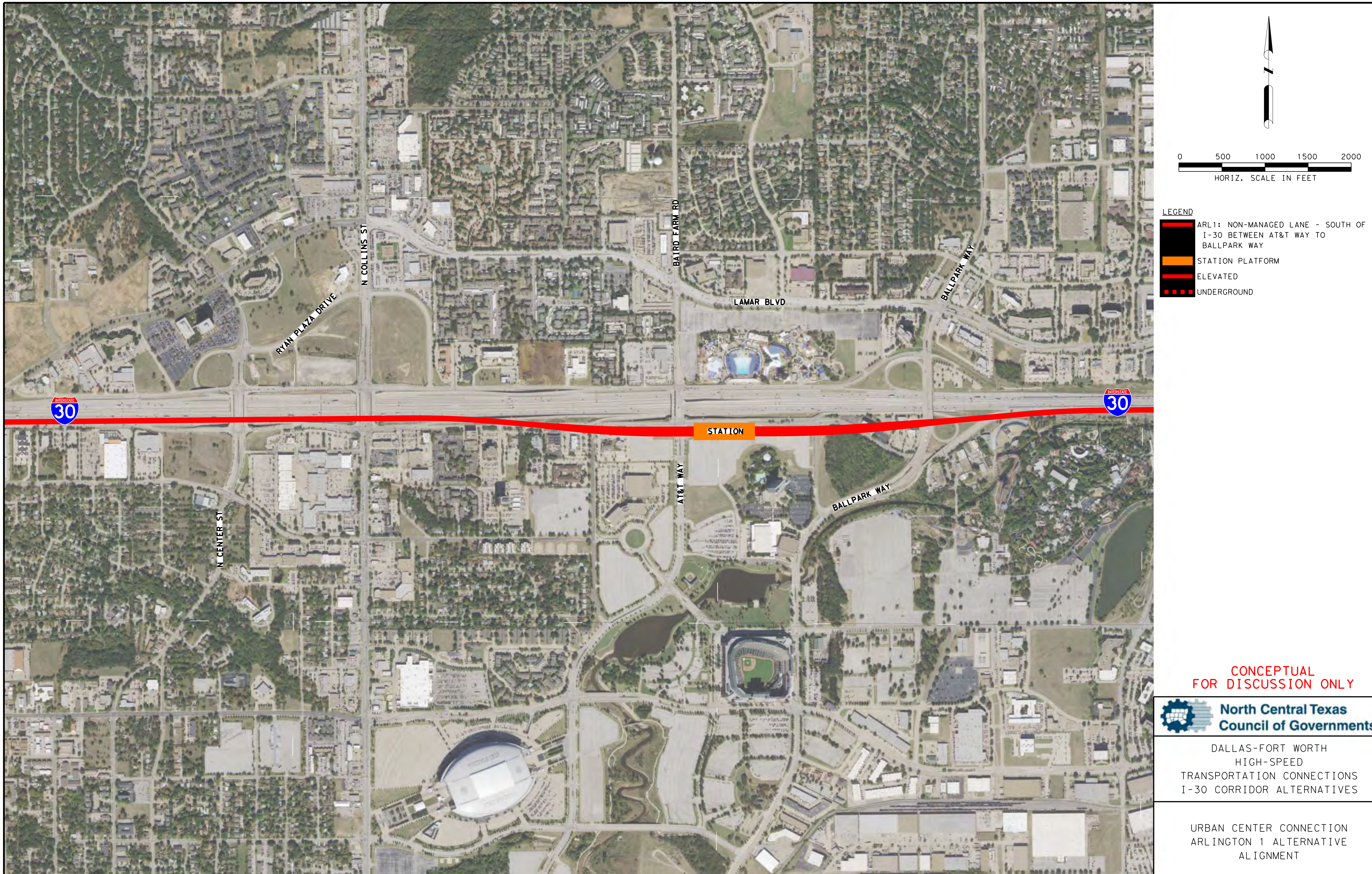
- ARL1
- ARL2
- ARL2A
- ARL3
- ARL4
- ARL5
- ARL7
- ARL8
- ARL8A
- ARL9
- ARL9A
- ARL9B
- ARL9B1
- ARL9C
- ARL9C1
- ARL10
- ARL11
- STATION PLATFORM
- ELEVATED
- UNDERGROUND

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

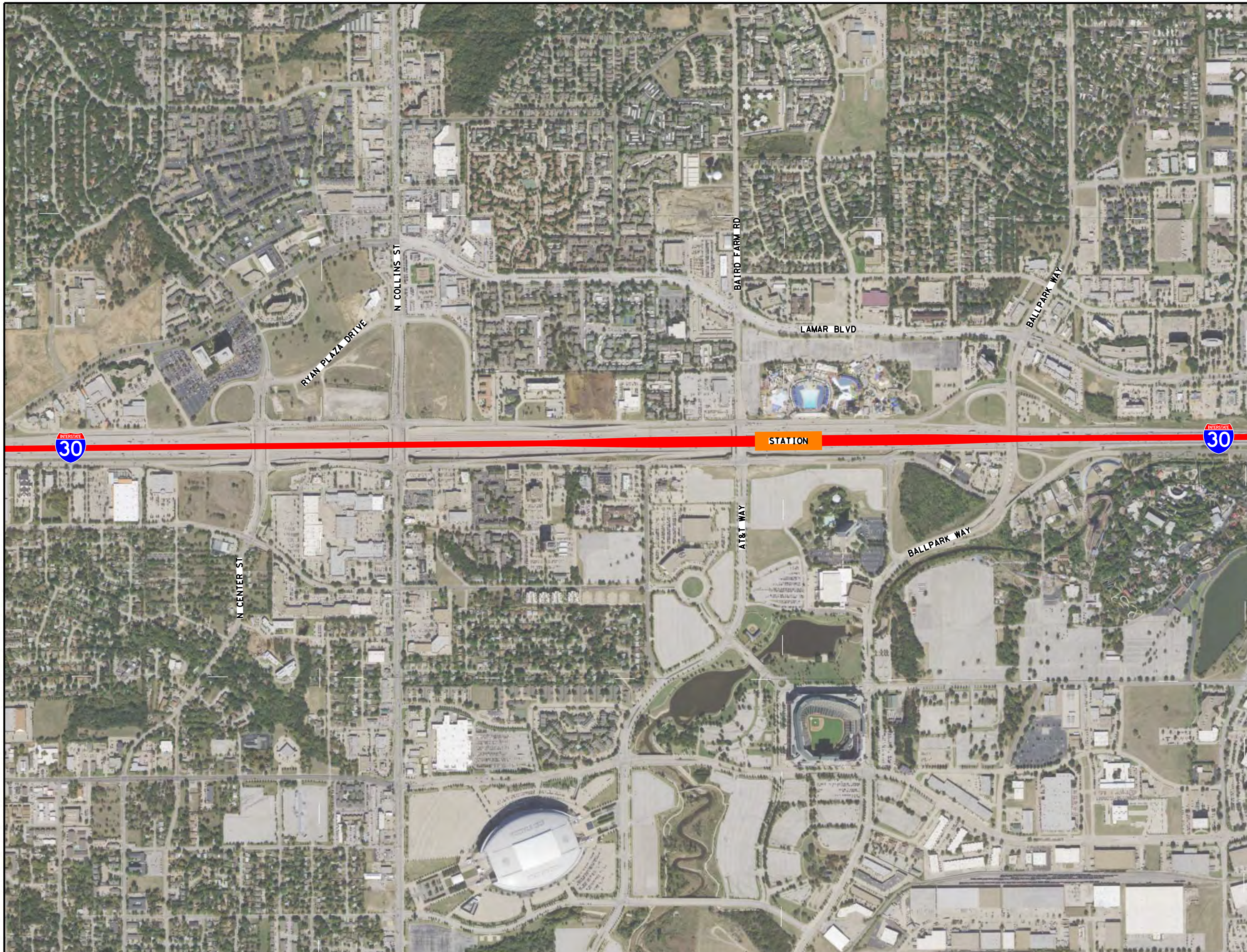


CONCEPTUAL
FOR DISCUSSION ONLY

North Central Texas Council of Governments

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

URBAN CENTER CONNECTION
ARLINGTON 1 ALTERNATIVE
ALIGNMENT



0 500 1000 1500 2000
HORIZ. SCALE IN FEET

LEGEND

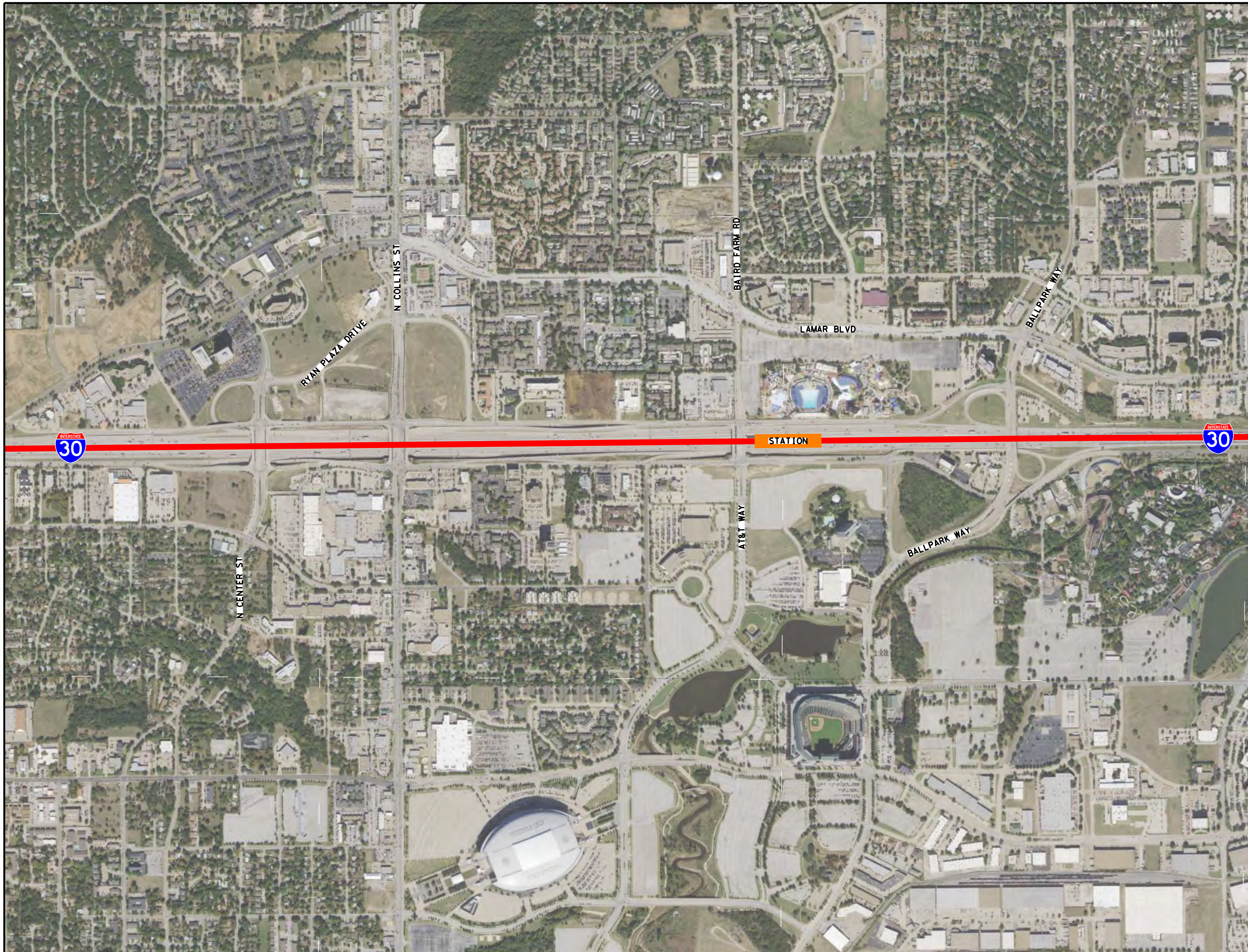
- ARL2: MANAGED LANE - BETWEEN AT&T WAY TO BALLPARK WAY
- STATION PLATFORM
- ELEVATED
- UNDERGROUND

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

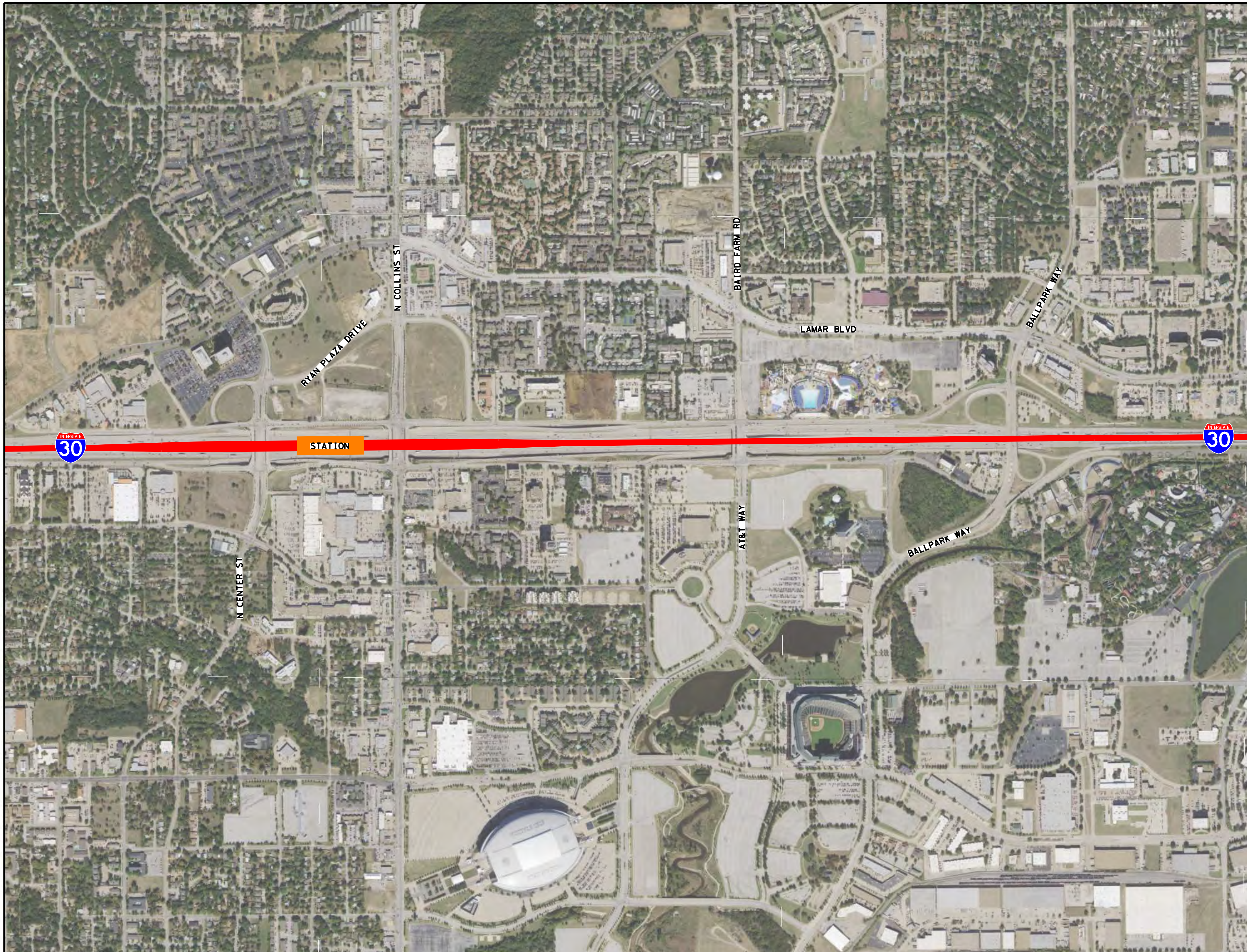
UNDERGROUND

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



0 500 1000 1500 2000

HORIZ. SCALE IN FEET

LEGEND

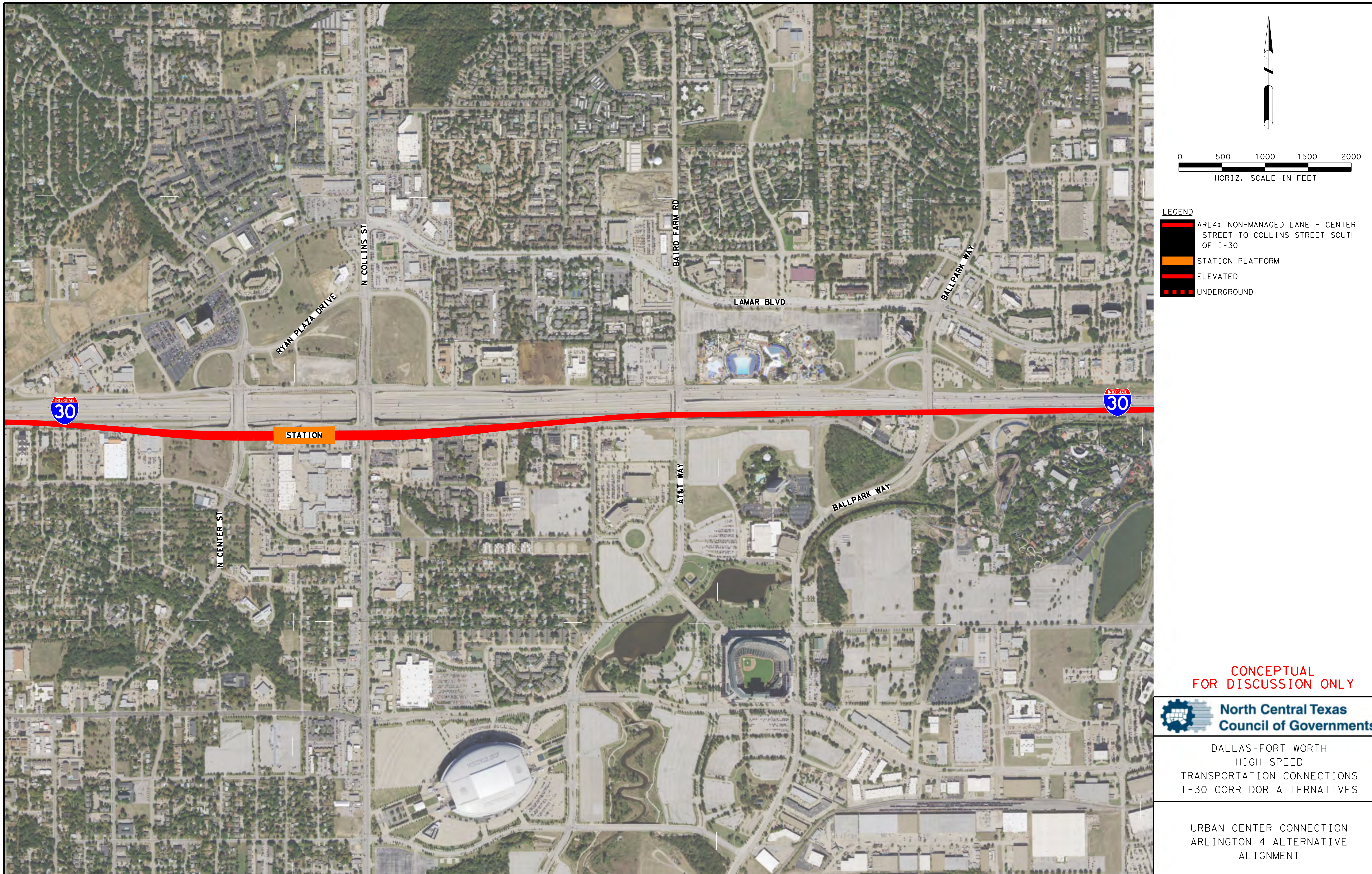
- ARL3: MANAGED LANE - CENTER STREET TO COLLINS STREET
- STATION PLATFORM
- ELEVATED
- UNDERGROUND

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

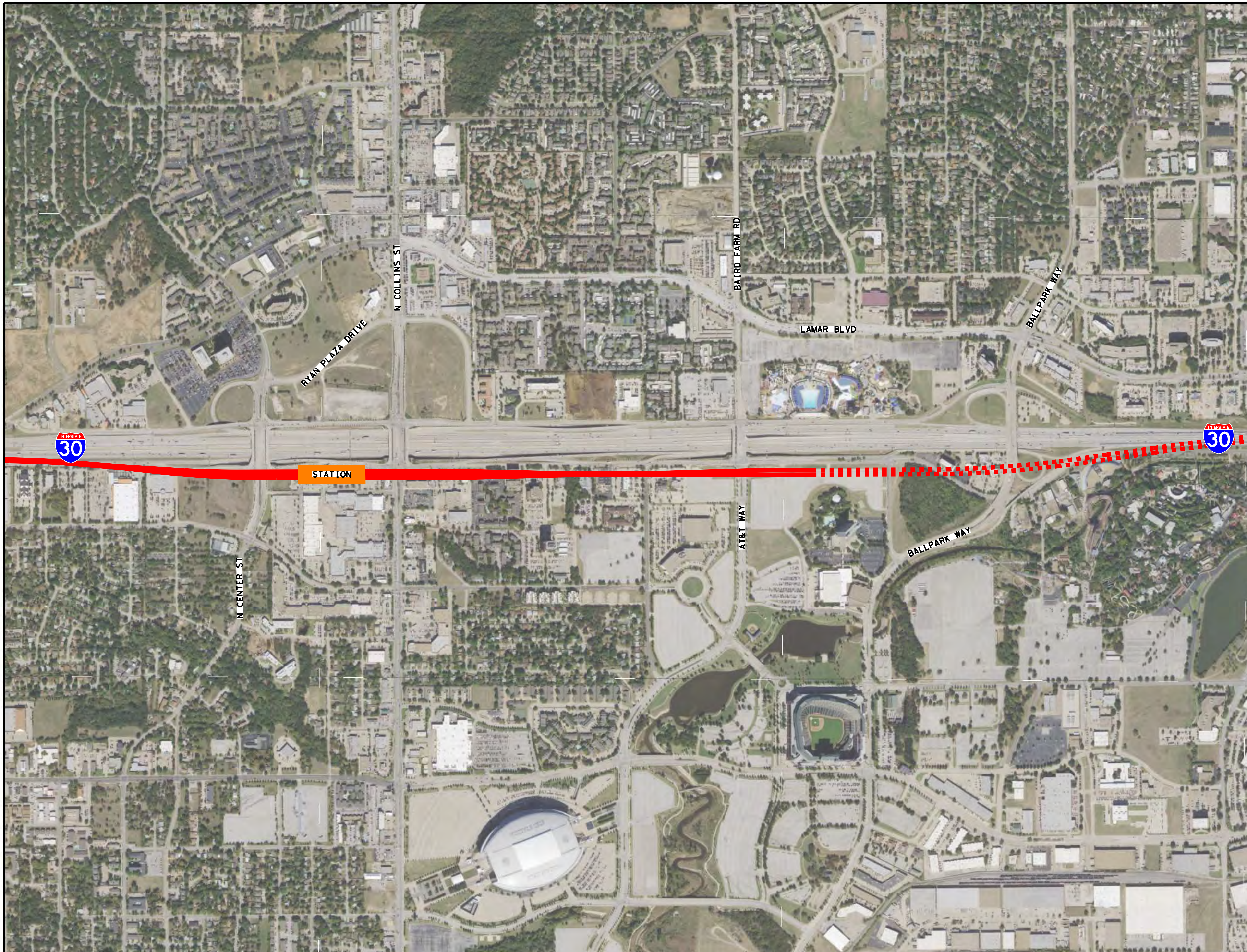


CONCEPTUAL
FOR DISCUSSION ONLY

North Central Texas Council of Governments

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

URBAN CENTER CONNECTION
ARLINGTON 4 ALTERNATIVE
ALIGNMENT



0 500 1000 1500 2000
HORIZ. SCALE IN FEET

LEGEND

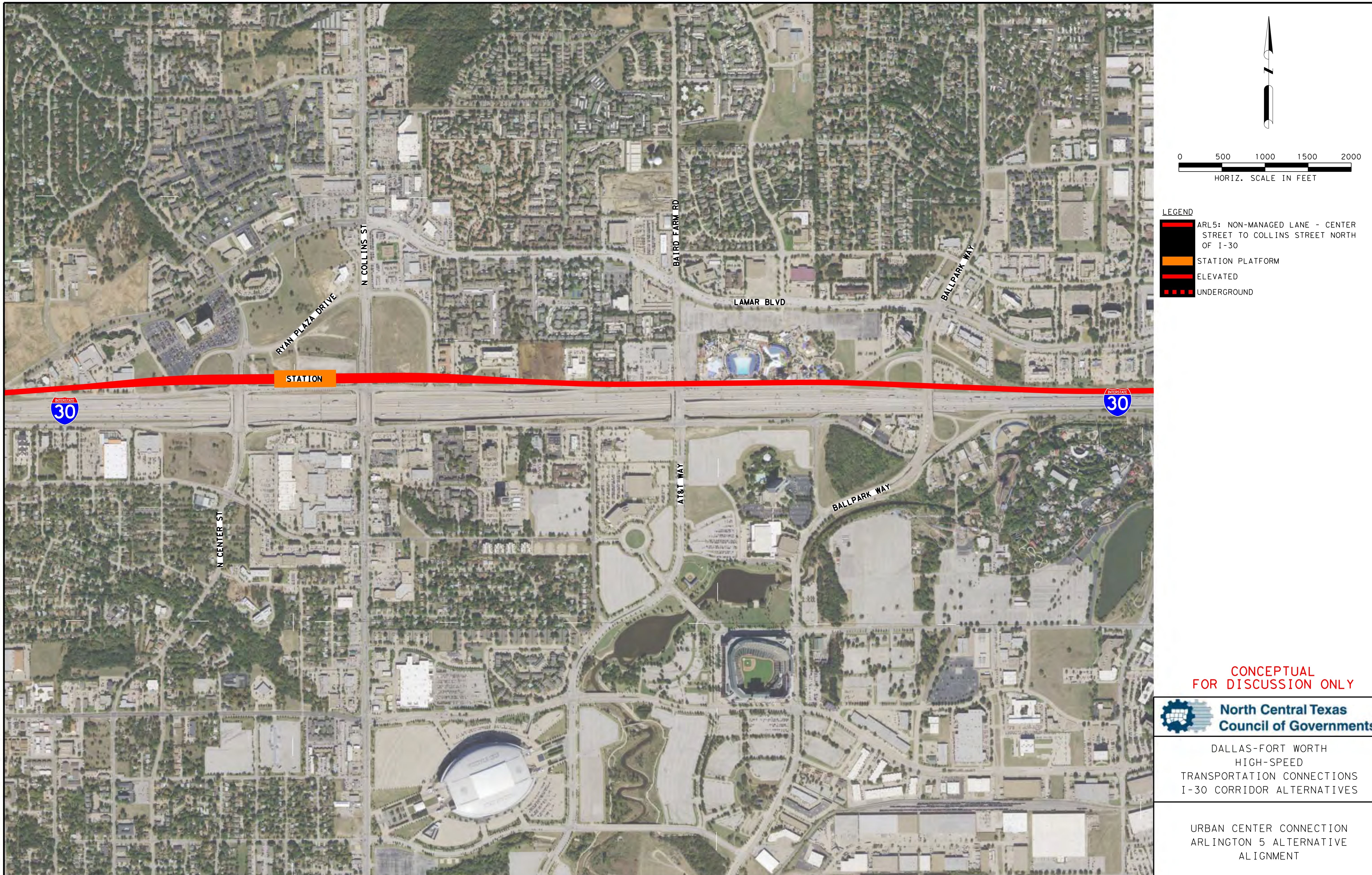
ARL4A: NON-MANAGED LANE - CENTER STREET TO COLLINS STREET SOUTH OF I-30 UNDER SH 360
STATION PLATFORM
ELEVATED
UNDERGROUND

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

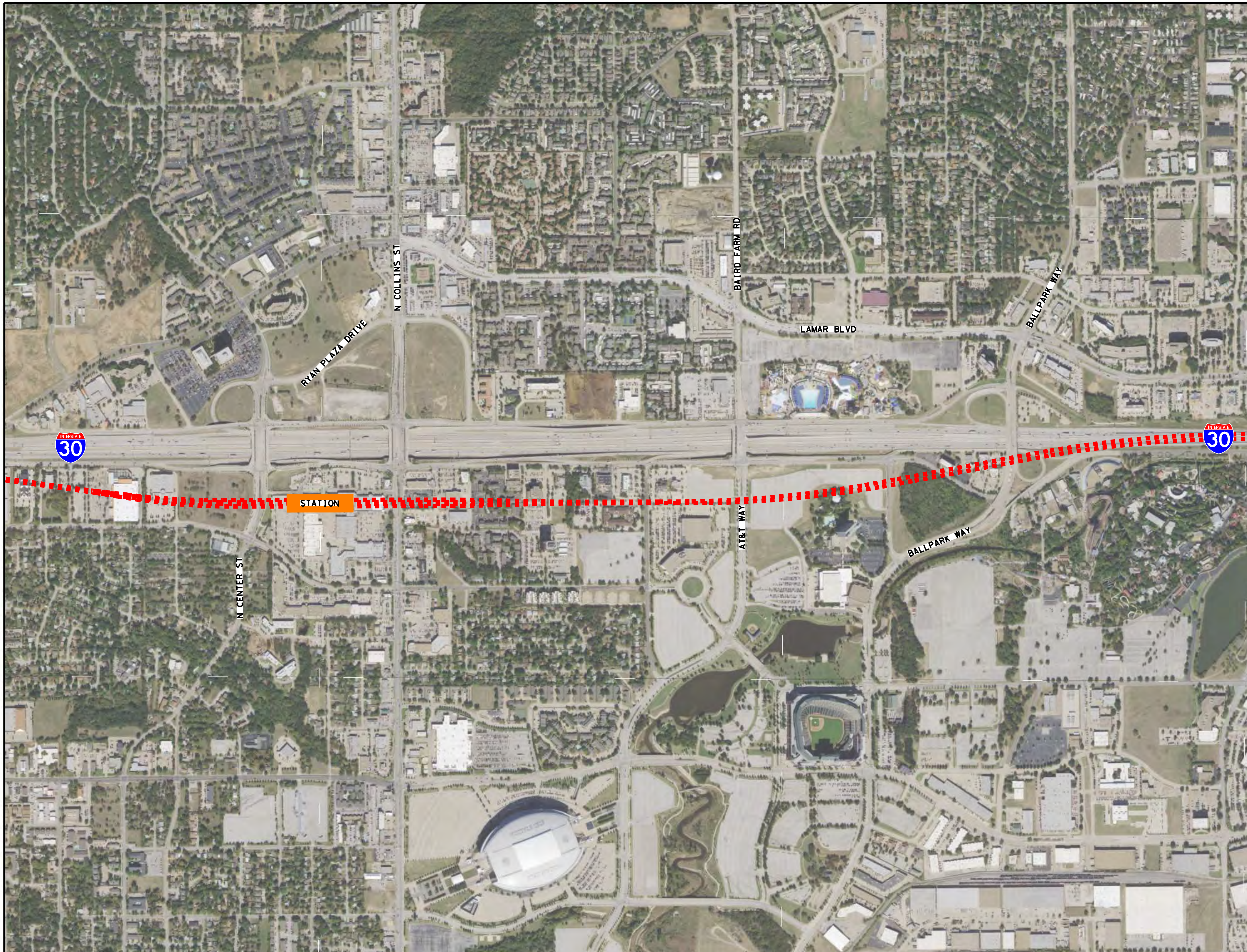


CONCEPTUAL
FOR DISCUSSION ONLY

North Central Texas Council of Governments

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

URBAN CENTER CONNECTION
ARLINGTON 5 ALTERNATIVE
ALIGNMENT



0 500 1000 1500 2000
HORIZ. SCALE IN FEET

LEGEND

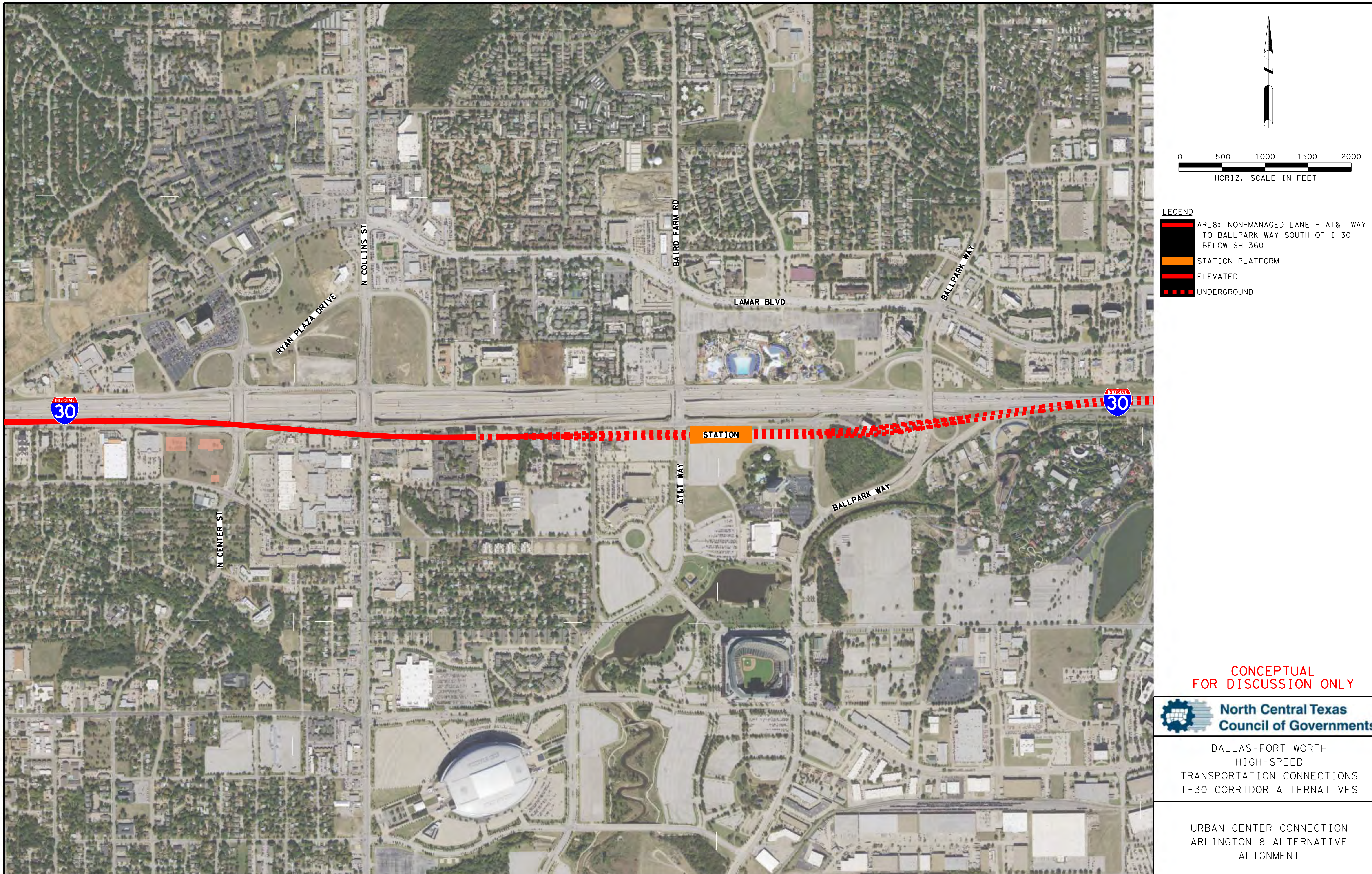
ARL7: NON-MANAGED LANE - CENTER STREET TO COLLINS STREET SOUTH OF I-30 BELOW GRADE
STATION PLATFORM
ELEVATED
UNDERGROUND

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

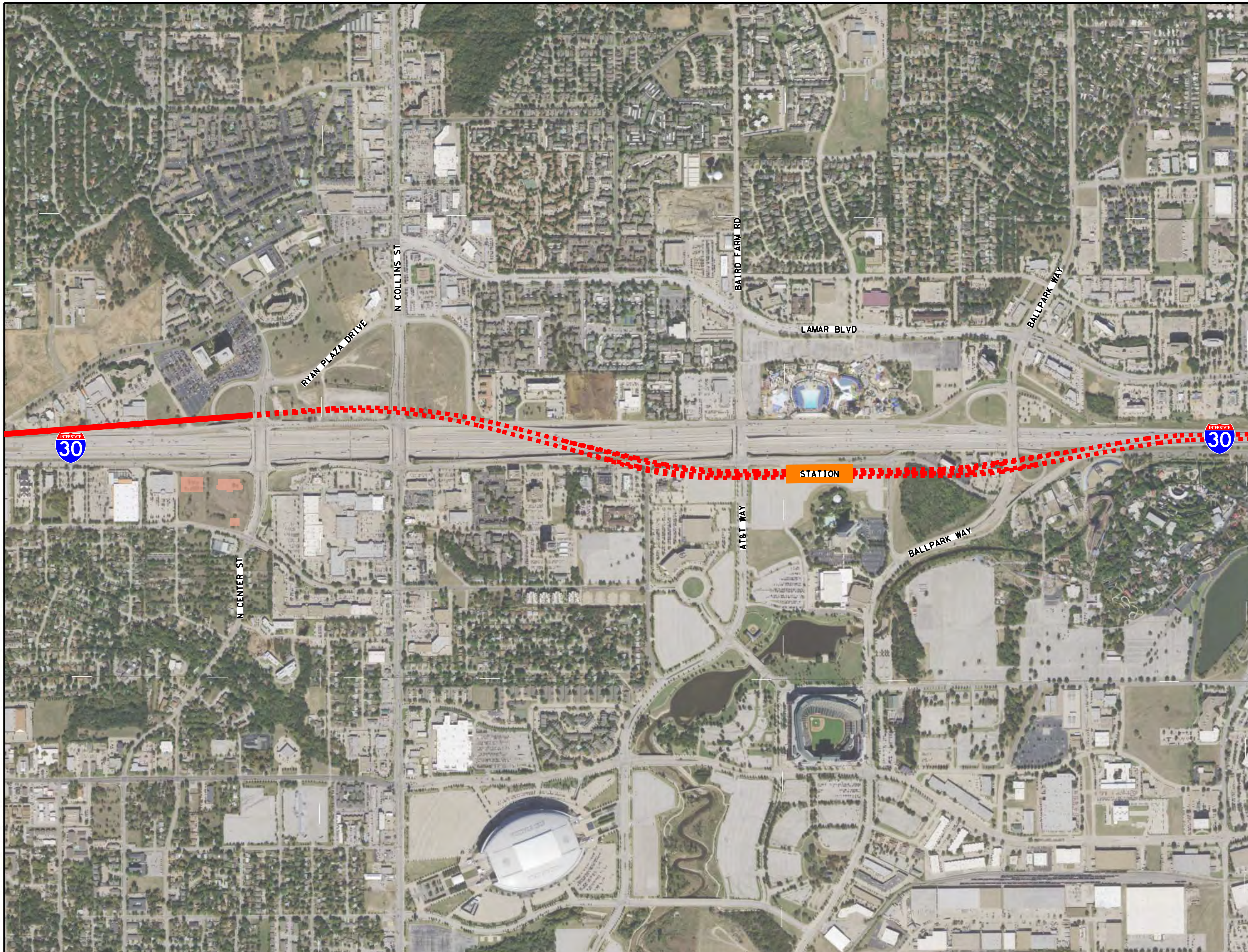


CONCEPTUAL
FOR DISCUSSION ONLY

North Central Texas Council of Governments

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

URBAN CENTER CONNECTION
ARLINGTON 8 ALTERNATIVE
ALIGNMENT



0 500 1000 1500 2000
HORIZ. SCALE IN FEET

LEGEND

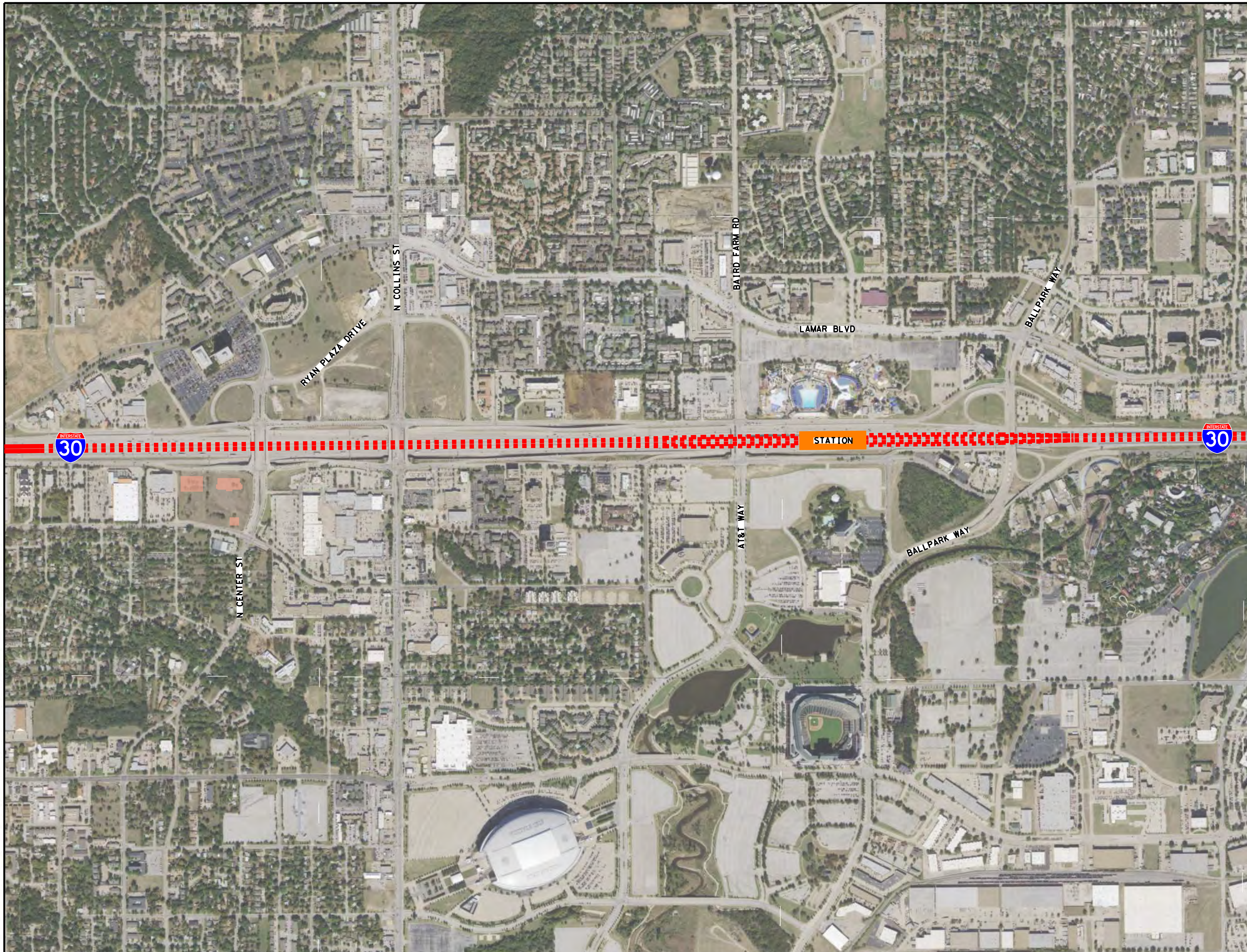
- ARL8A: NON-MANAGED LANE - AT&T WAY TO BALLPARK WAY NORTH OF I-30 PORTAL
- STATION PLATFORM
- ELEVATED
- UNDERGROUND

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



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

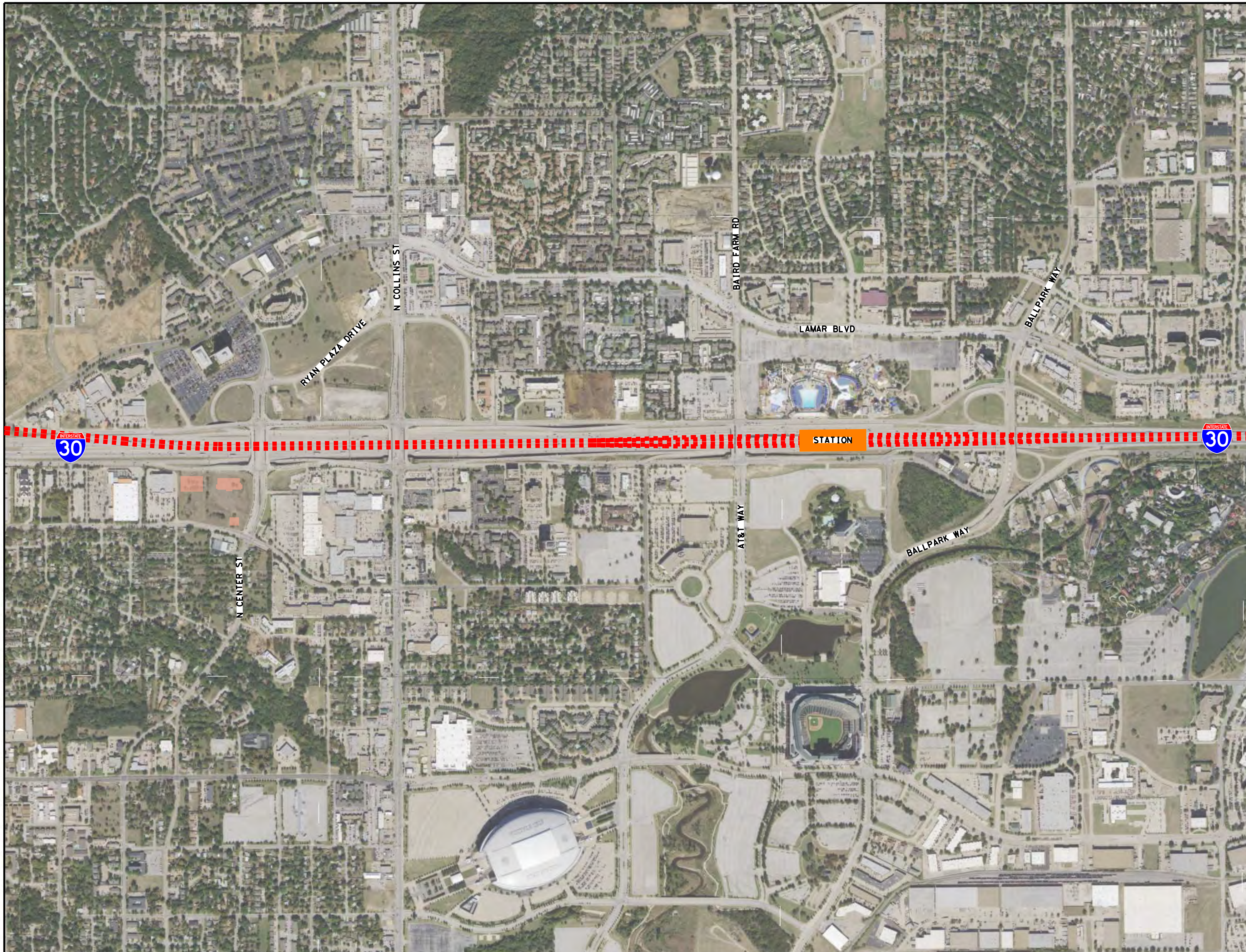
UNDERGROUND

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



LEGEND

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

STATION PLATFORM

ELEVATED

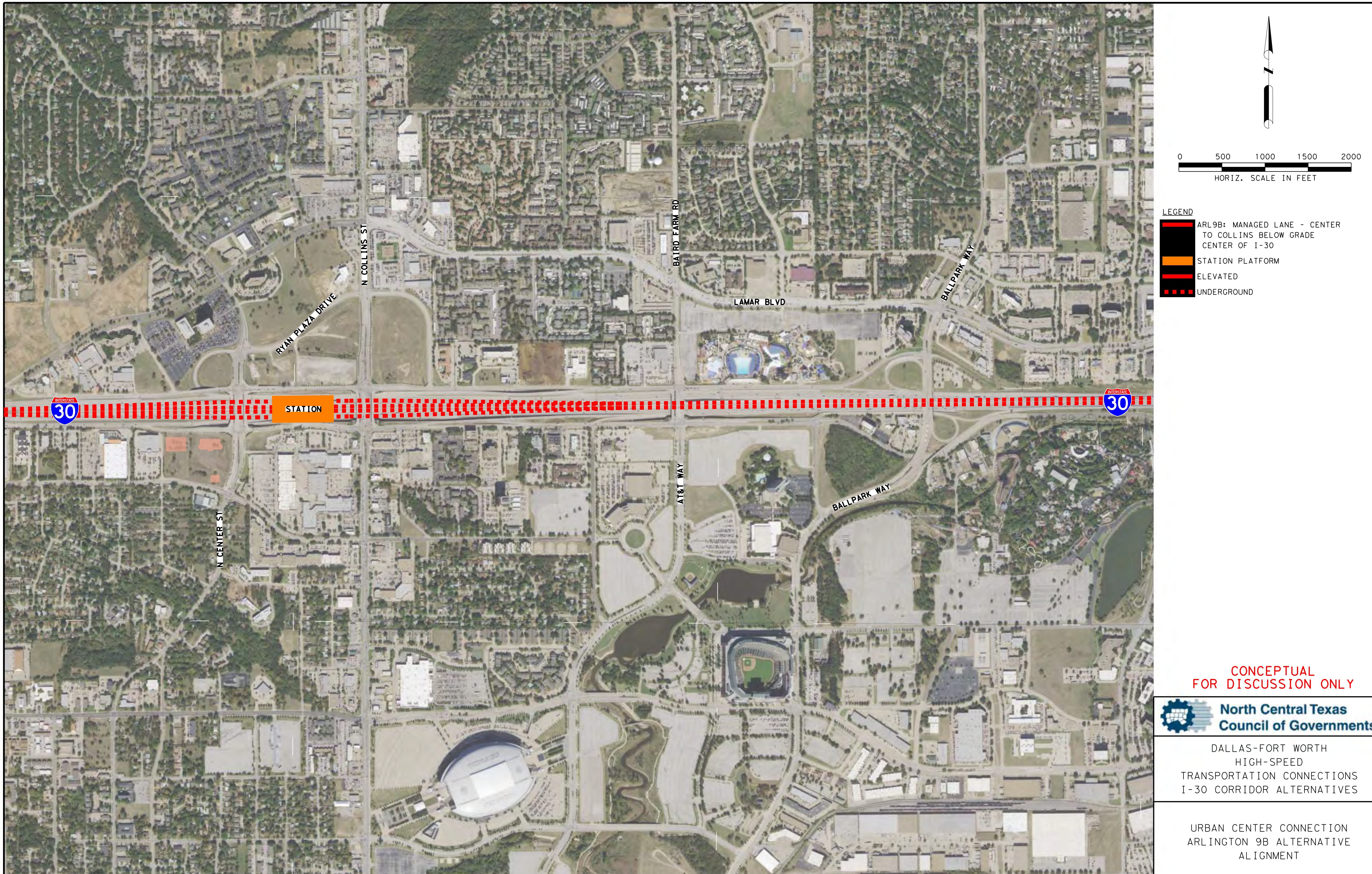
UNDERGROUND

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

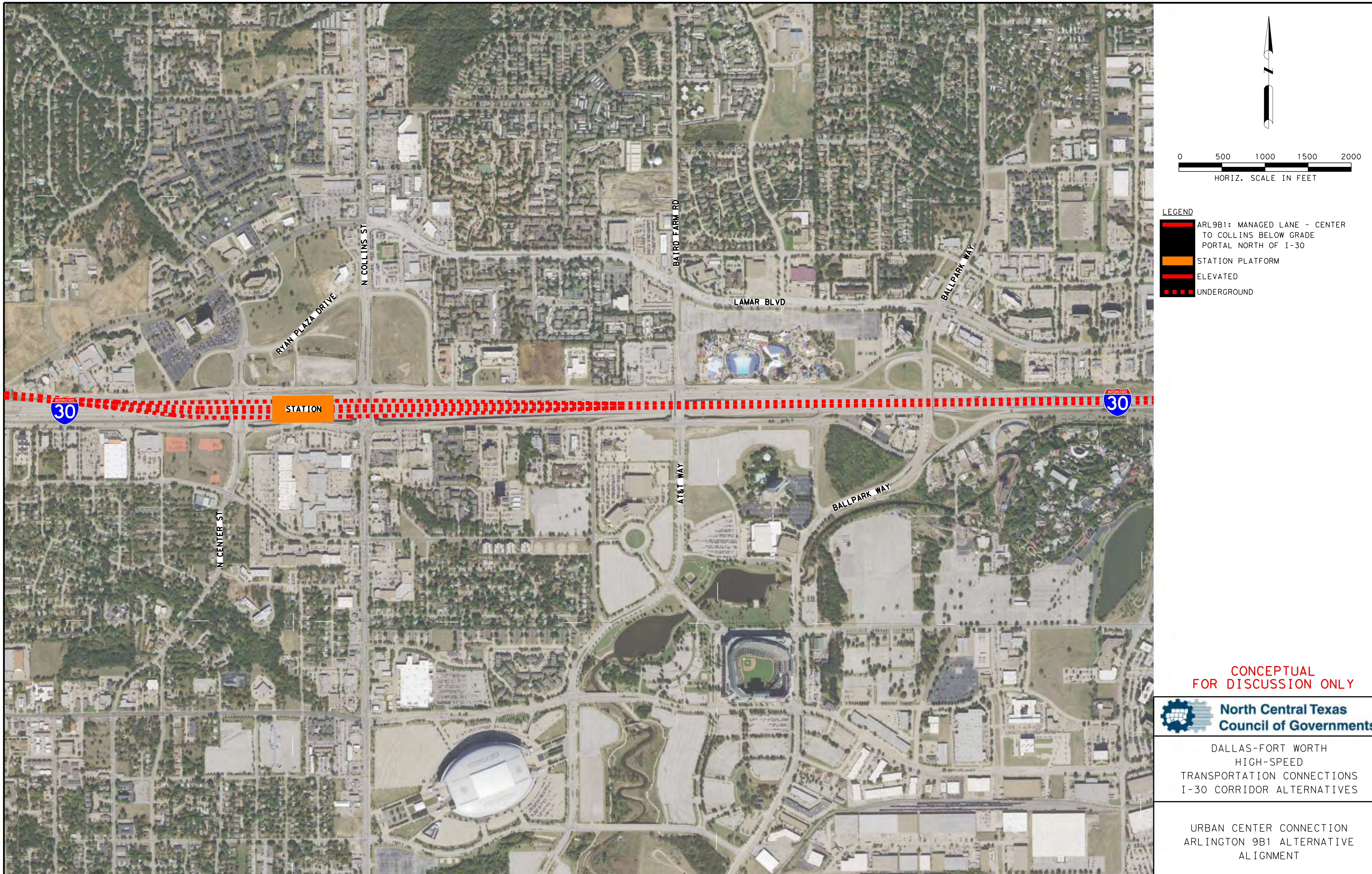


CONCEPTUAL
FOR DISCUSSION ONLY

North Central Texas Council of Governments

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

URBAN CENTER CONNECTION
ARLINGTON 9B ALTERNATIVE
ALIGNMENT

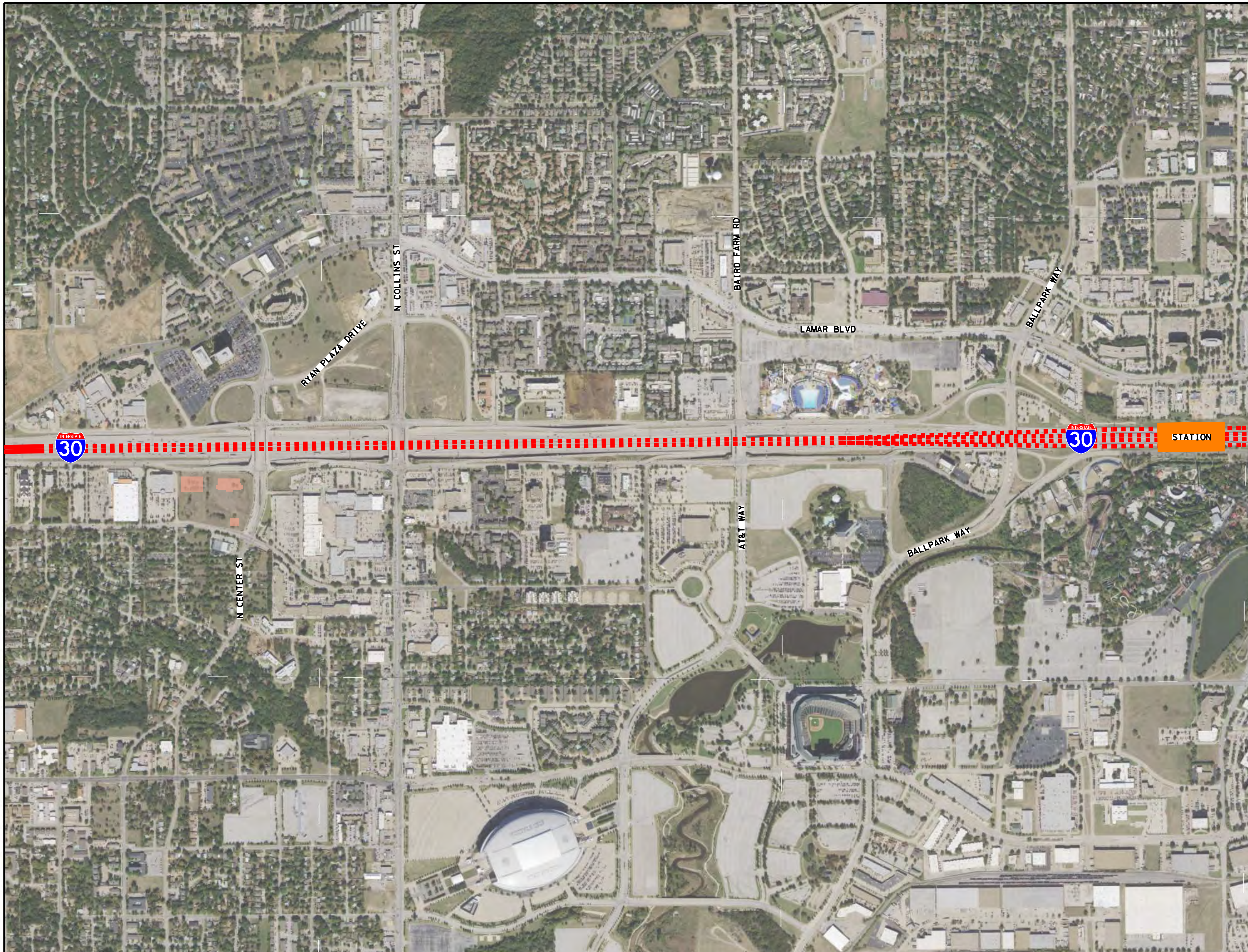


CONCEPTUAL
FOR DISCUSSION ONLY

North Central Texas Council of Governments

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

URBAN CENTER CONNECTION
ARLINGTON 9B1 ALTERNATIVE
ALIGNMENT



0 500 1000 1500 2000

HORIZ. SCALE IN FEET

LEGEND

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

STATION PLATFORM

ELEVATED

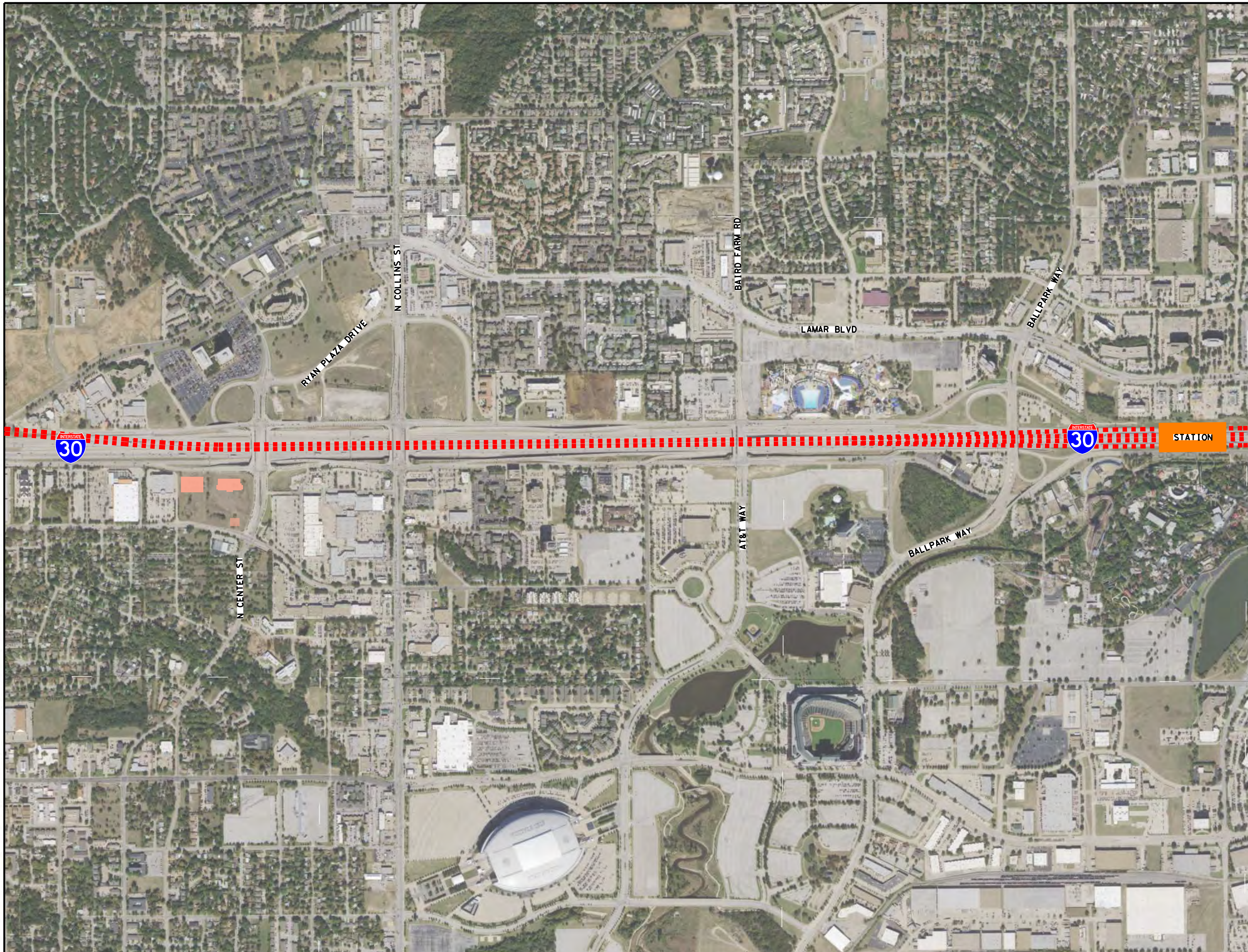
UNDERGROUND

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



0 500 1000 1500 2000

HORIZ. SCALE IN FEET

LEGEND

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

STATION PLATFORM

ELEVATED

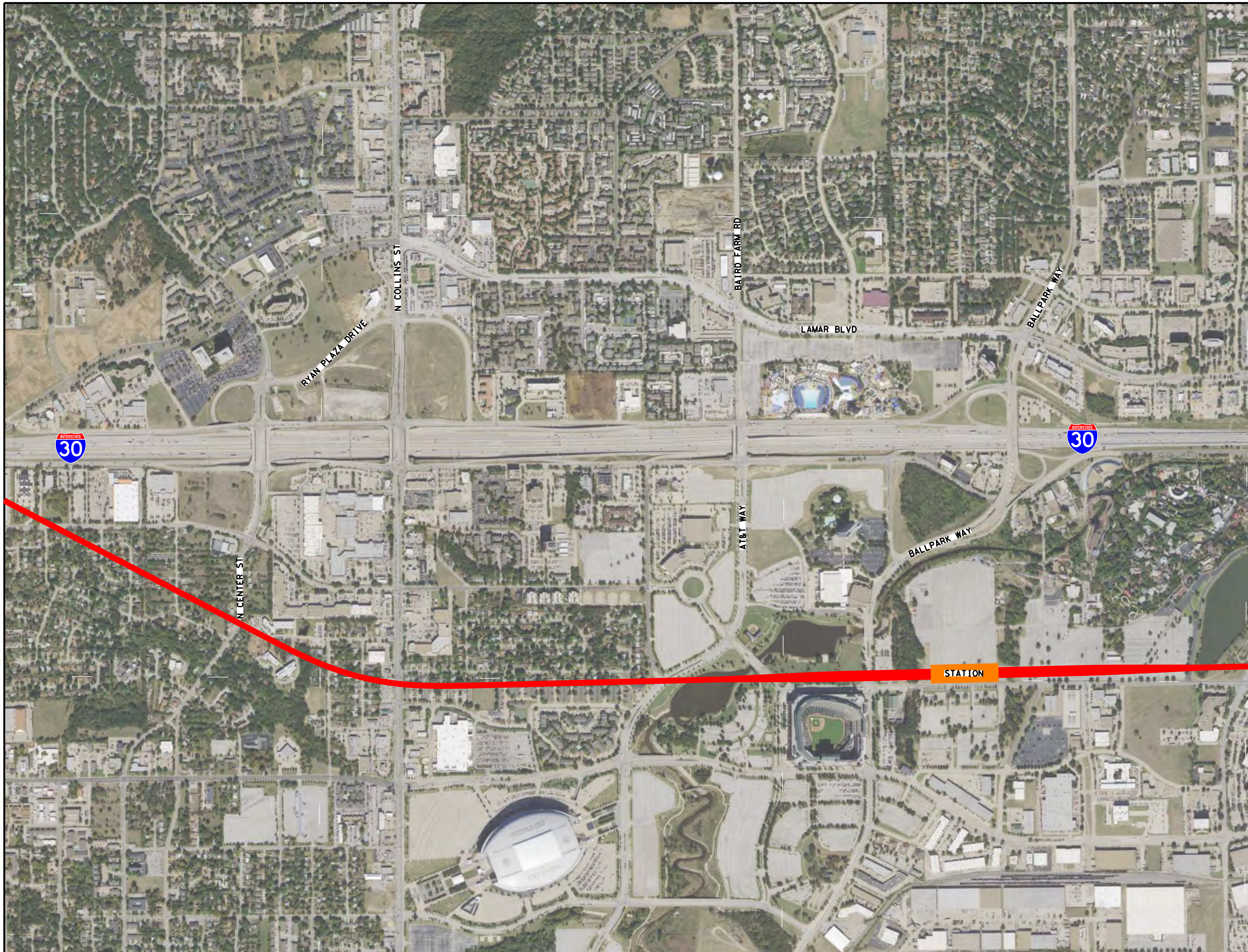
UNDERGROUND

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



0 500 1000 1500 2000
HORIZ. SCALE IN FEET

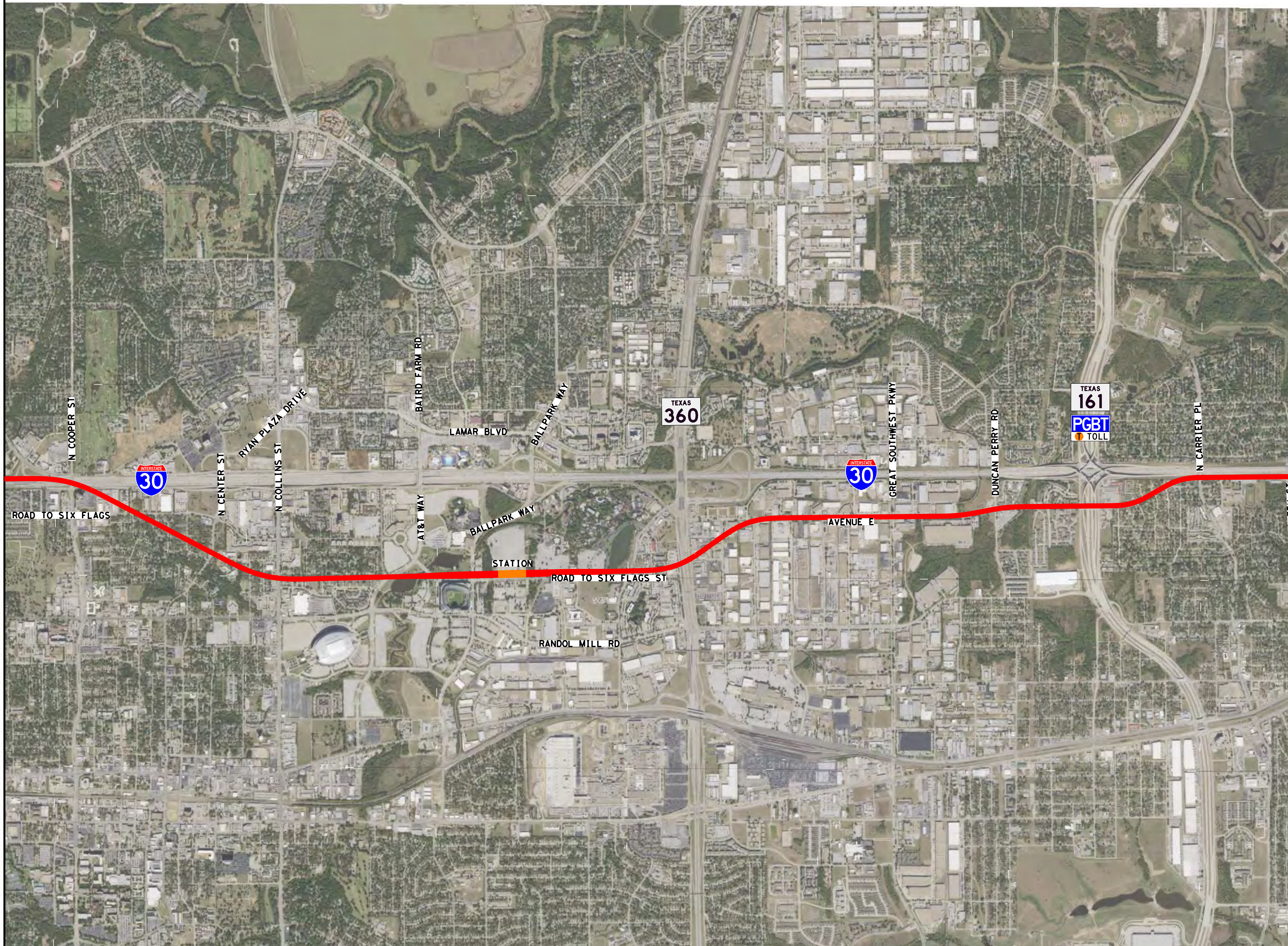
LEGEND
ARL10: STADIUM AREA STATION
STATION PLATFORM
ELEVATED
UNDERGROUND

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



0 1250 2500 3750 5000

HORIZ. SCALE IN FEET

LEGEND

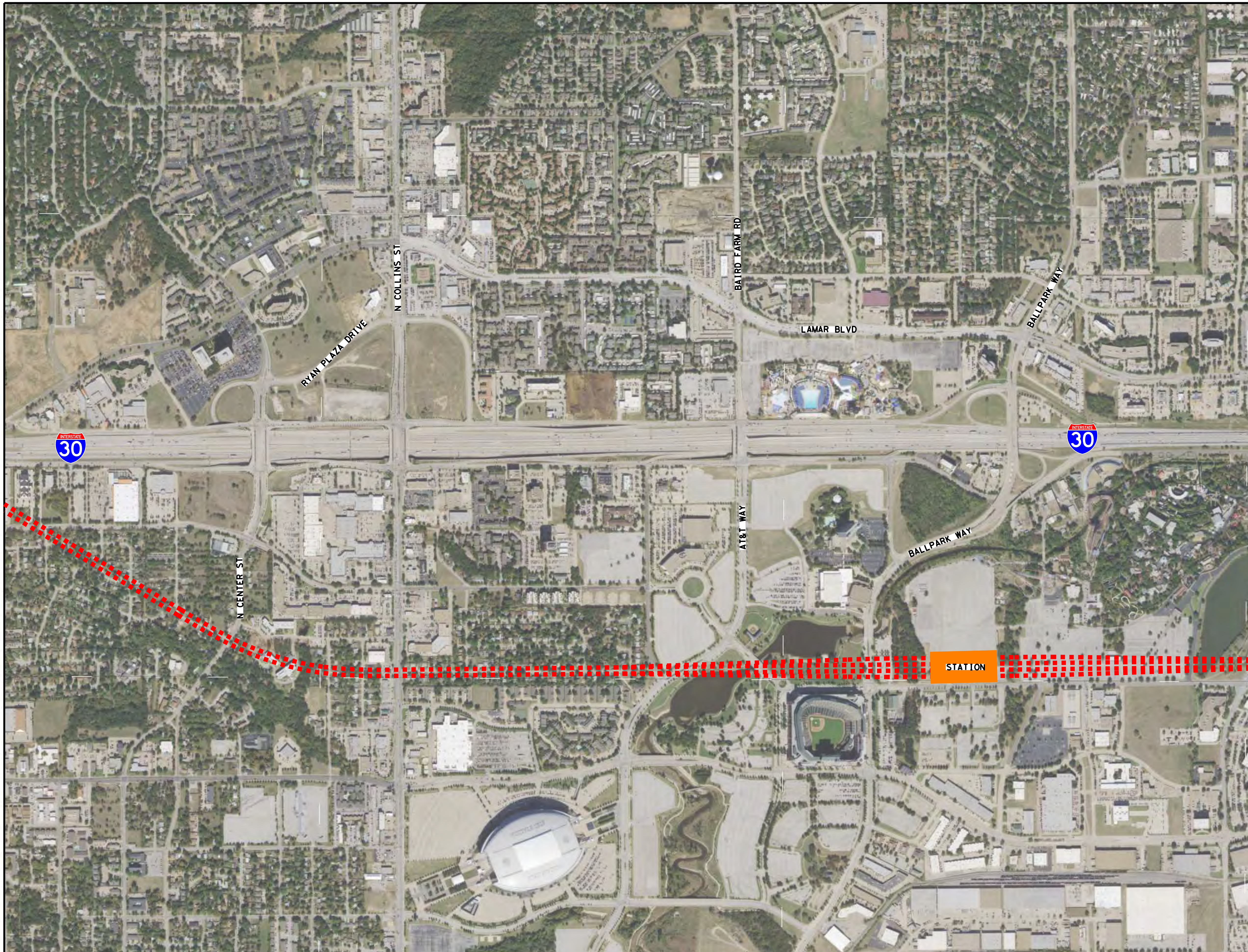
- ARL10: STADIUM AREA STATION
- STATION PLATFORM
- ELEVATED
- UNDERGROUND

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



0 500 1000 1500 2000

HORIZ. SCALE IN FEET

LEGEND

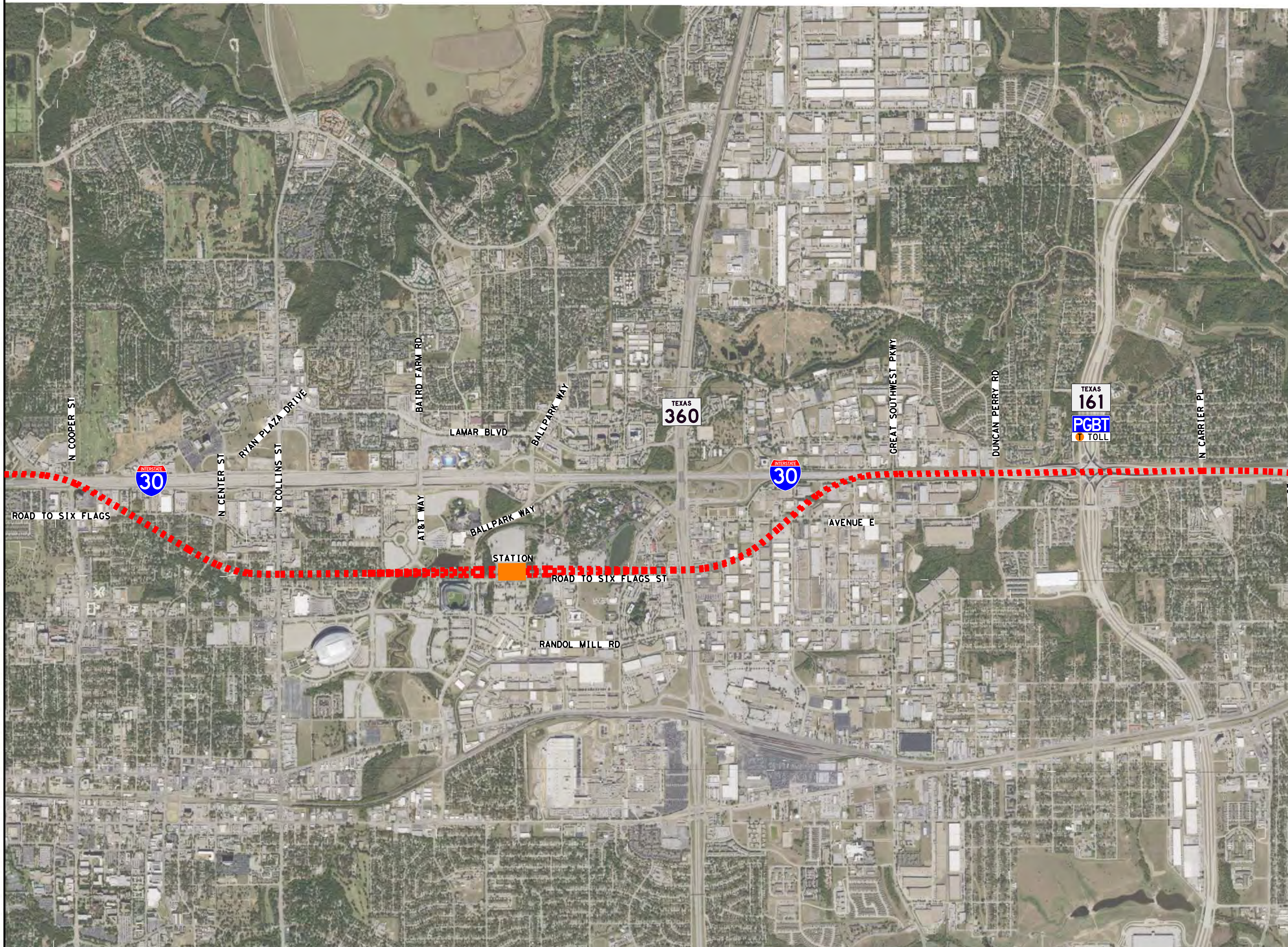
- ARL11: STADIUM AREA STATION BELOW GRADE
- STATION PLATFORM
- ELEVATED
- UNDERGROUND

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



0 1250 2500 3750 5000

HORIZ. SCALE IN FEET

LEGEND

ARL11: STADIUM AREA STATION BELOW GRADE

STATION PLATFORM

ELEVATED

UNDERGROUND

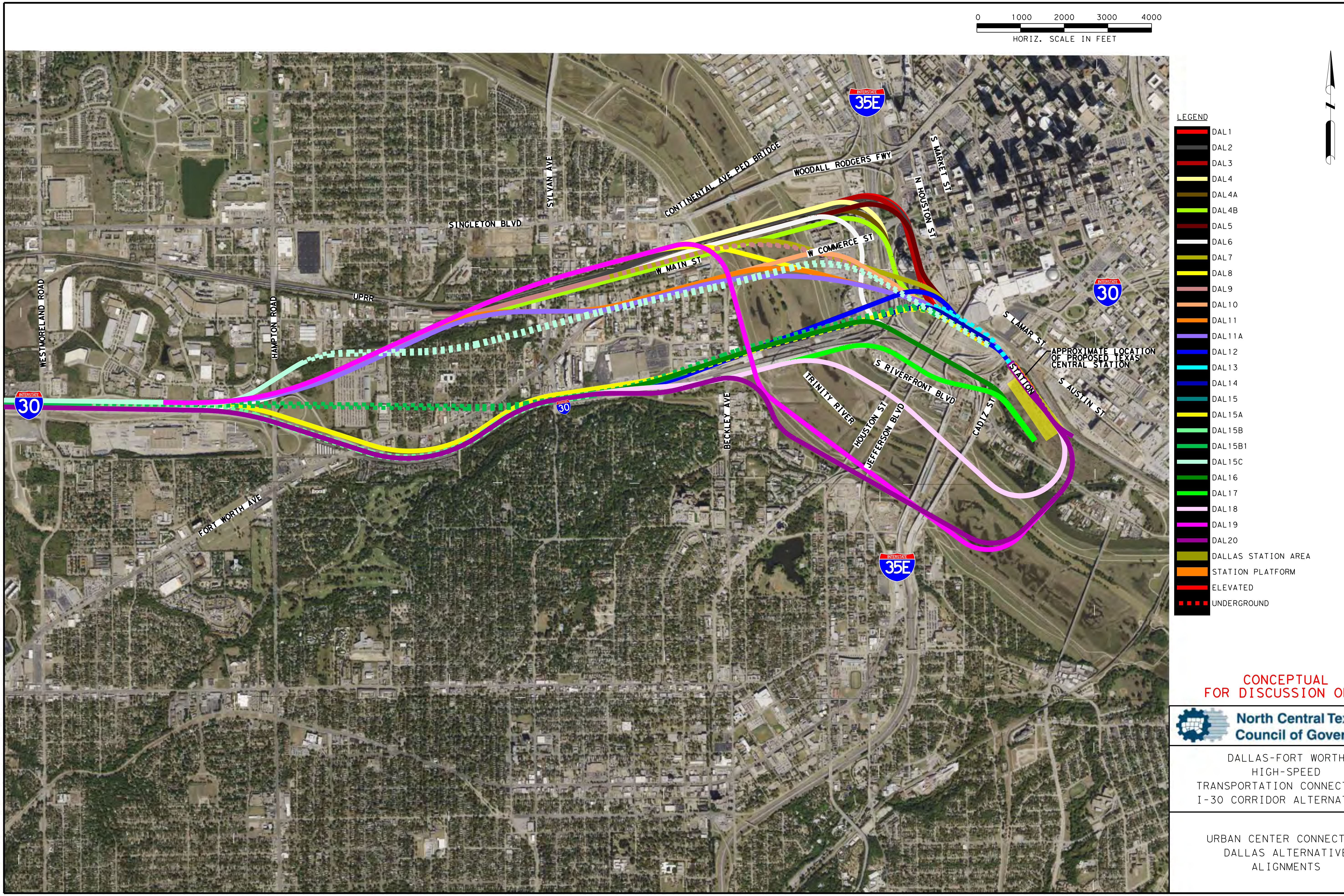
CONCEPTUAL
FOR DISCUSSION ONLY

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

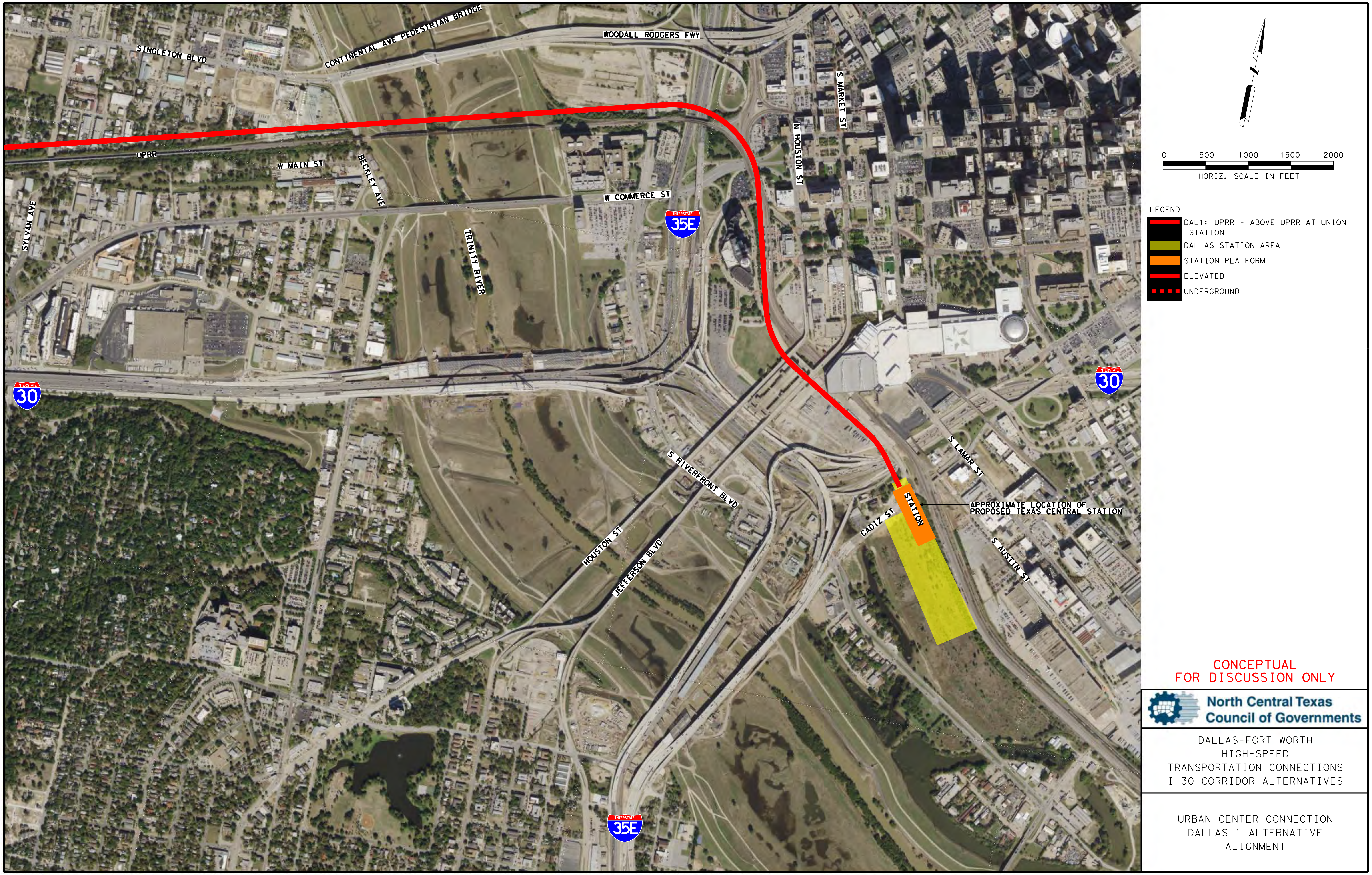


CONCEPTUAL
FOR DISCUSSION ONLY

North Central Texas Council of Governments

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

URBAN CENTER CONNECTION
DALLAS ALTERNATIVE
ALIGNMENTS



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

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

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

0 500 1000 1500 2000

HORIZ. SCALE IN FEET

LEGEND

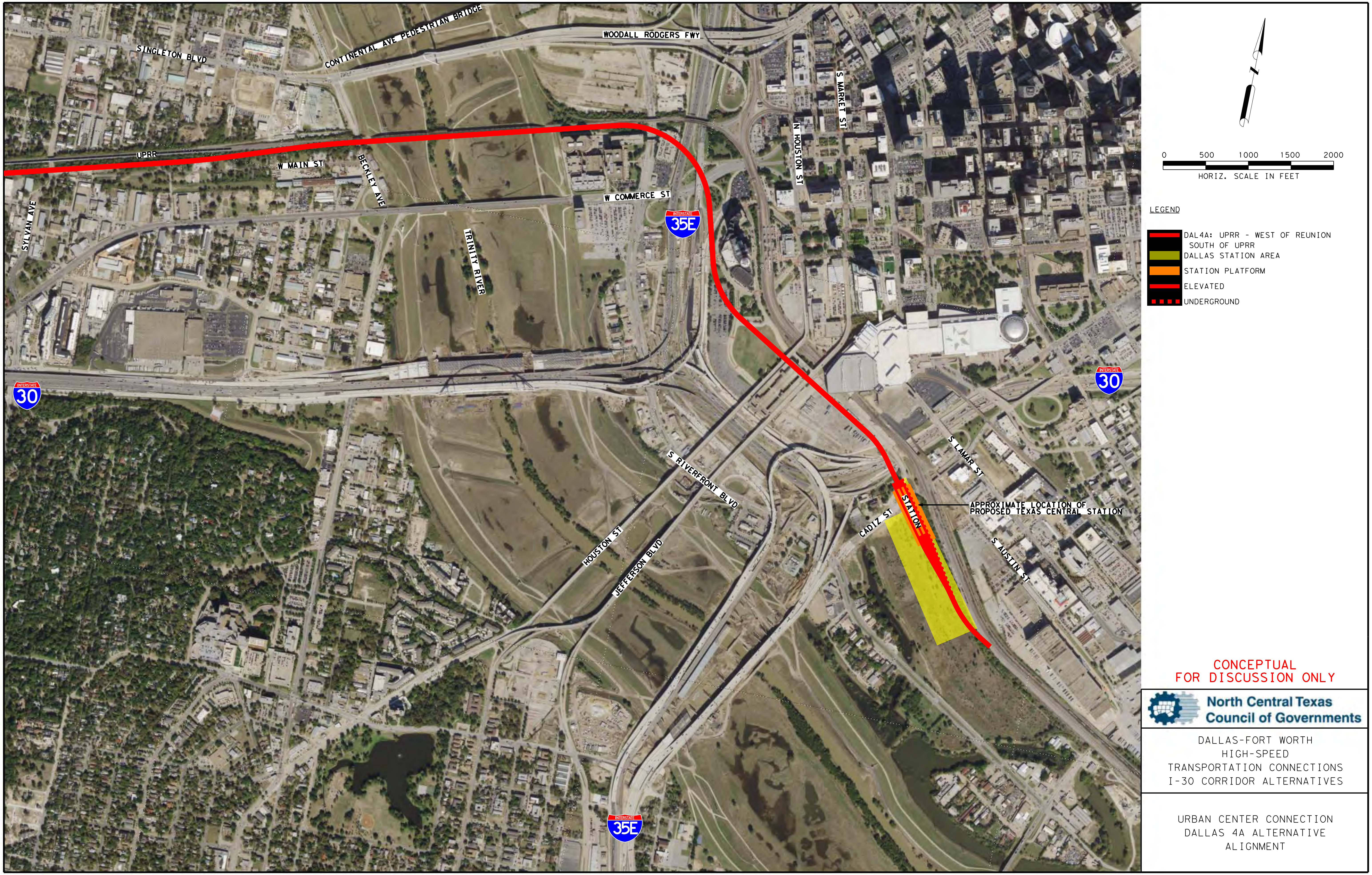
- DAL4: UPRR - WEST OF REUNION
- DALLAS STATION AREA
- STATION PLATFORM
- ELEVATED
- UNDERGROUND

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

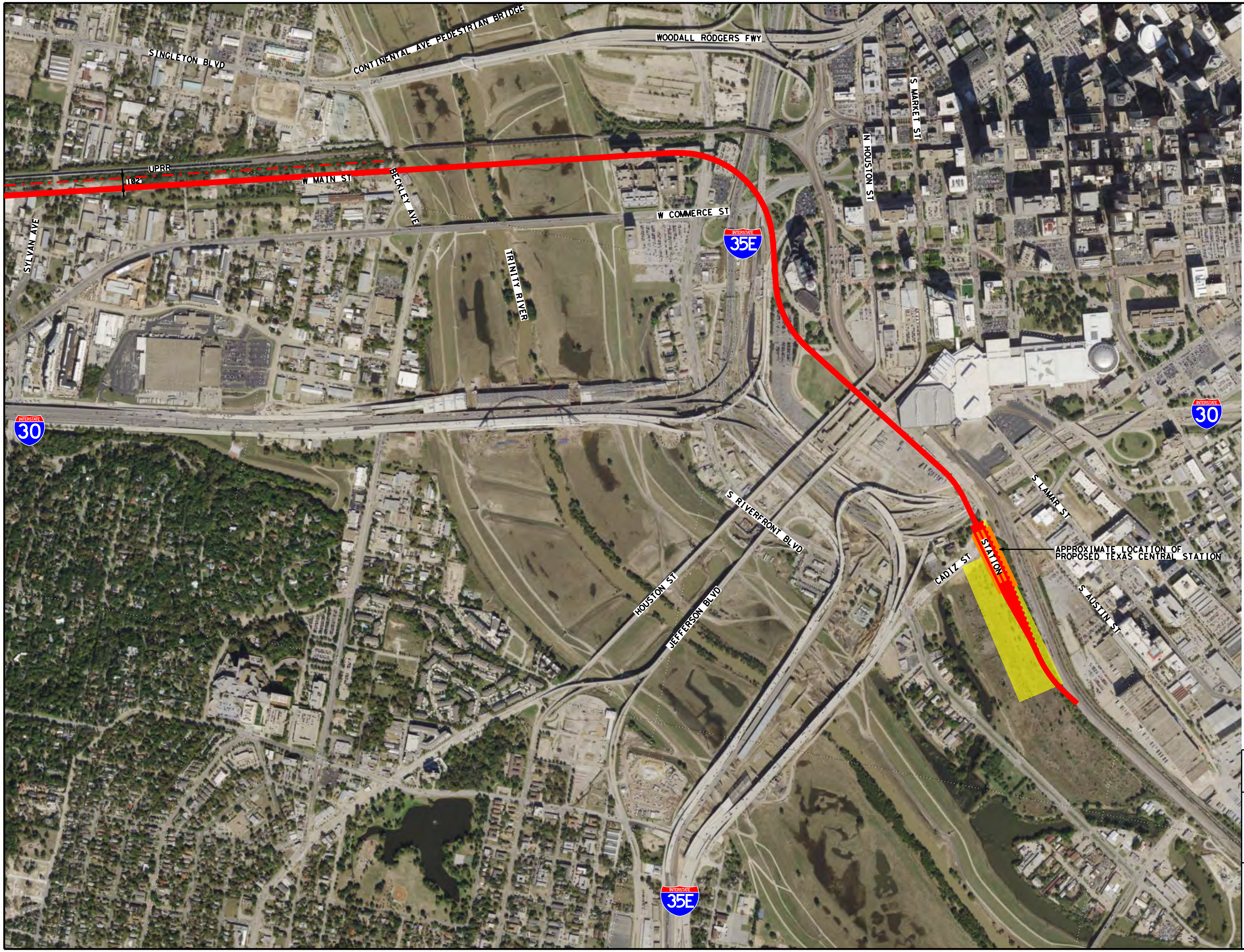


CONCEPTUAL
FOR DISCUSSION ONLY

North Central Texas Council of Governments

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

URBAN CENTER CONNECTION
DALLAS 4A ALTERNATIVE
ALIGNMENT

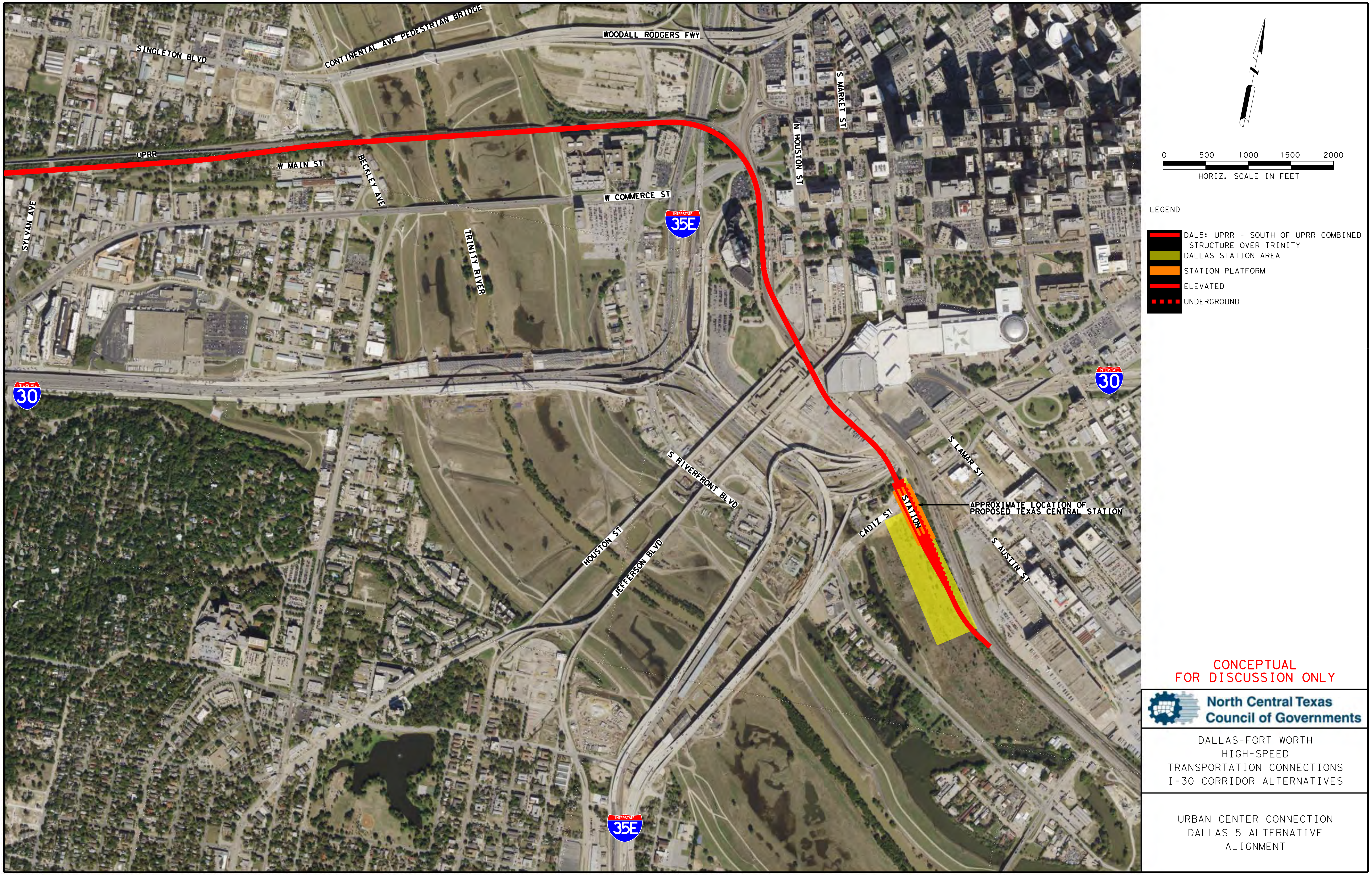


CONCEPTUAL
FOR DISCUSSION ONLY

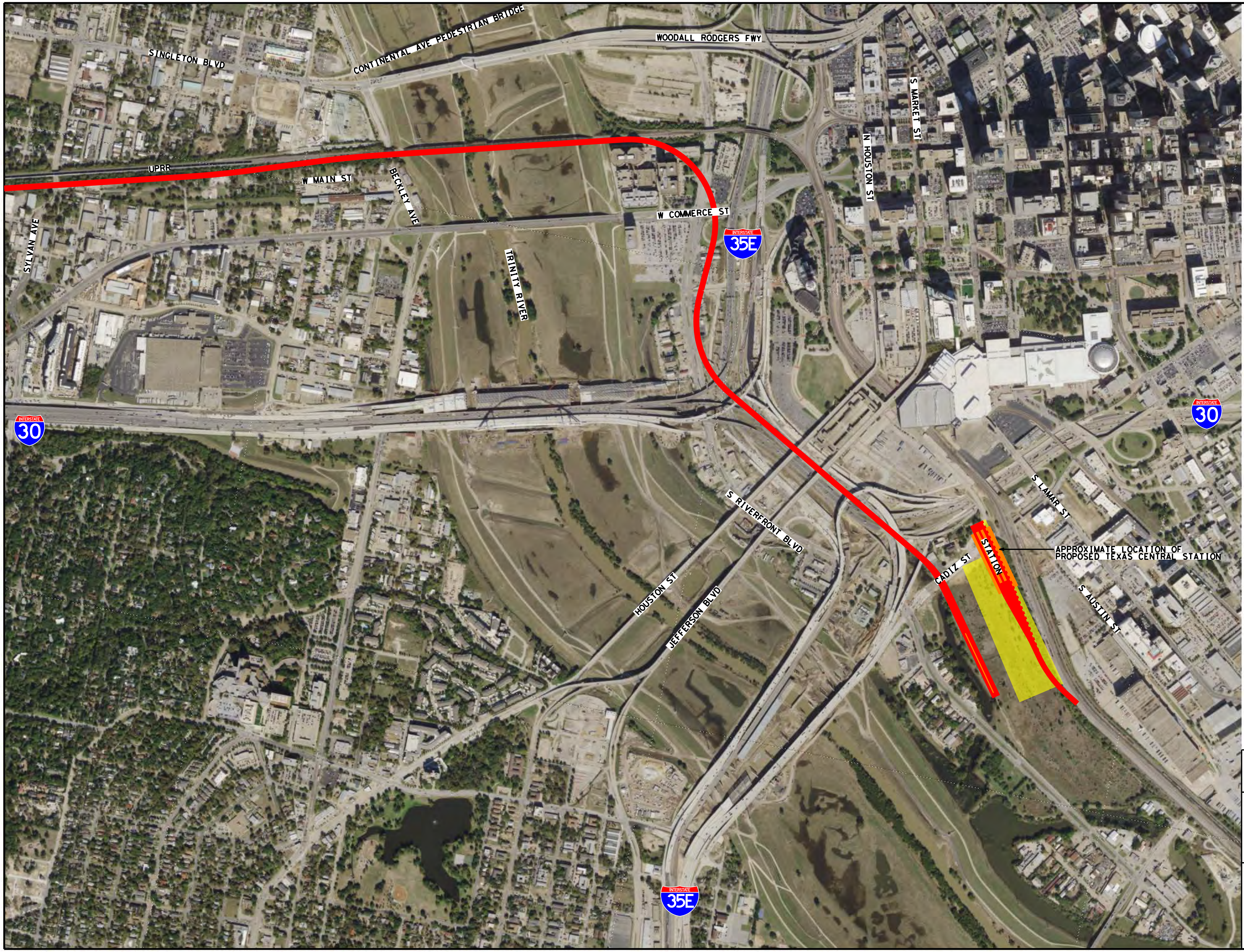
North Central Texas Council of Governments

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

URBAN CENTER CONNECTION
DALLAS 4B ALTERNATIVE
ALIGNMENT



SINGLETON BLVD
CONTINENTAL AVE PEDESTRIAN BRIDGE
WOODALL RODGERS FWY
S MARKET ST
N HOUSTON ST
UPRR
W MAIN ST
BECKLEY AVE
W COMMERCE ST
SYLVAN AVE
TRINITY RIVER
35E
30
S RIVERFRONT BLVD
S LAMAR ST
STATION
APPROXIMATE LOCATION OF PROPOSED TEXAS CENTRAL STATION
CADIZ ST
S AUSTIN ST
HOUSTON ST
JEFFERSON BLVD
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



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

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

0 500 1000 1500 2000

HORIZ. SCALE IN FEET

LEGEND

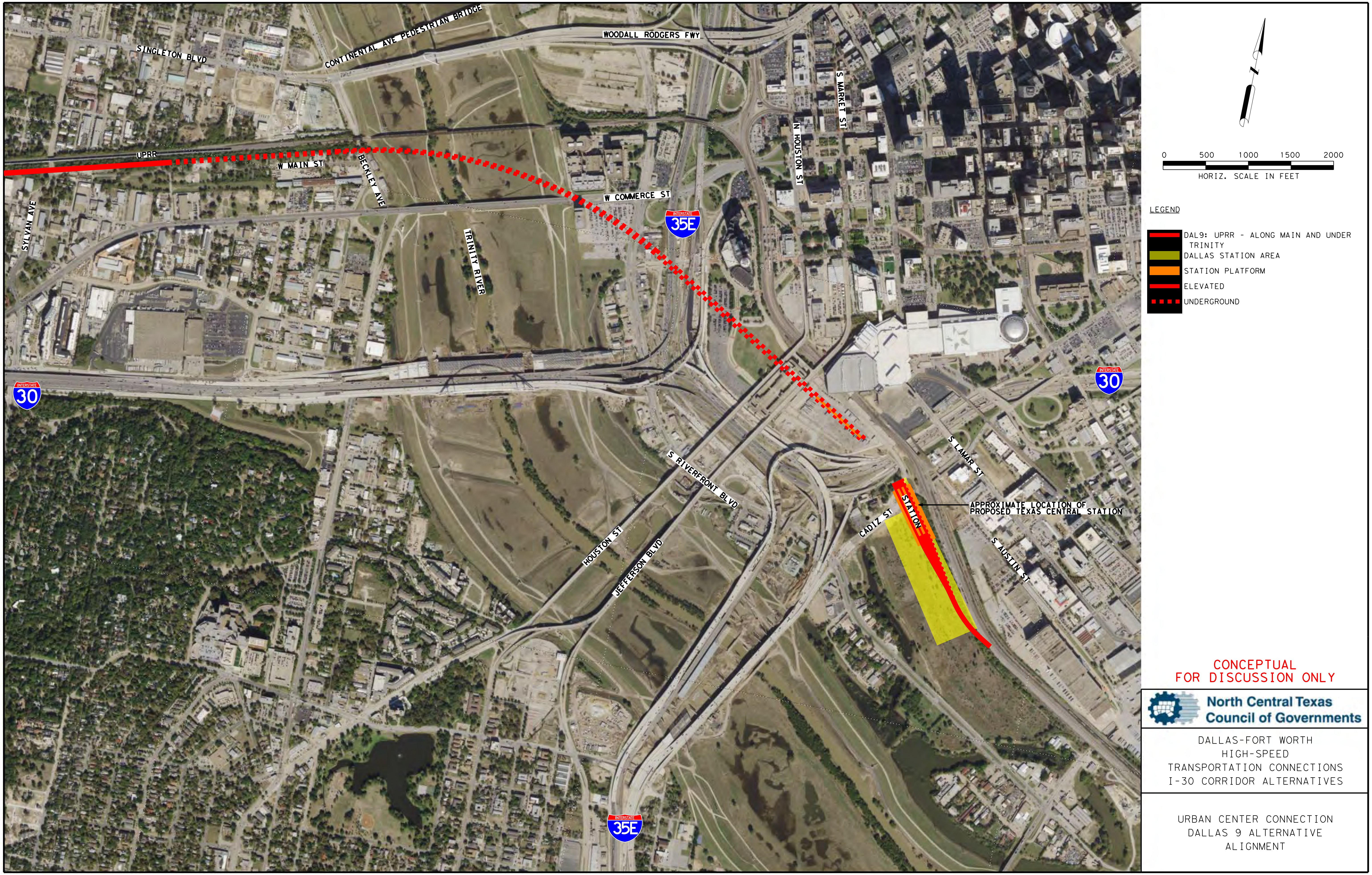
- DAL8: UPRR - AVOID DOWNTOWN CONSTRAINTS DIAGONAL ACROSS TRINITY
- DALLAS STATION AREA
- STATION PLATFORM
- ELEVATED
- UNDERGROUND

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



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

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

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

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

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

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

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

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

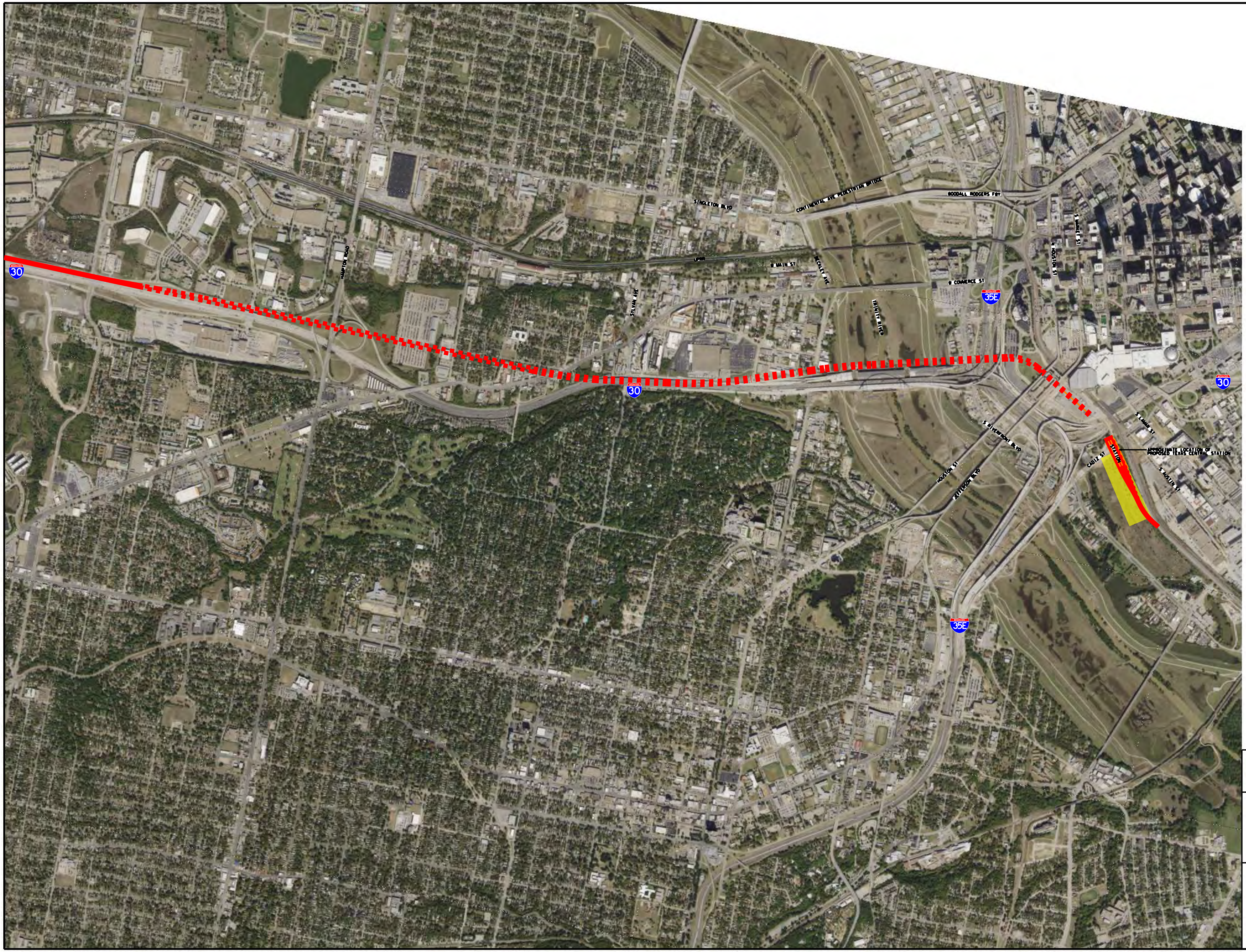
- DAL15B: NORTH OF I-30 - PLATFORM NORTH OF I-30 EXTENDED UNDERGROUND
- DALLAS STATION AREA
- STATION PLATFORM
- ELEVATED
- UNDERGROUND

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

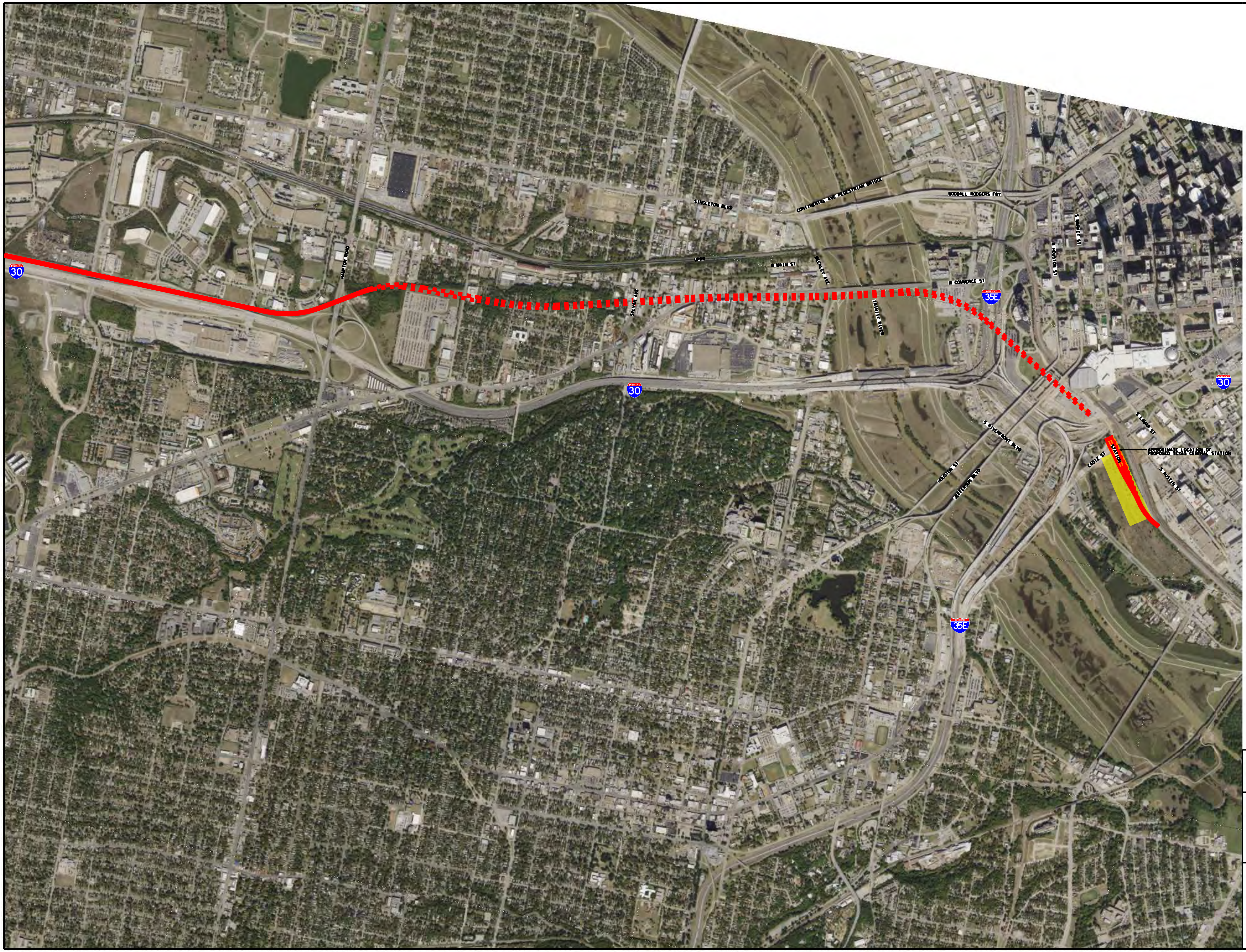
- DAL15B1: NORTH OF I-30 - PLATFORM NORTH OF I-30 EXTENDED UNDERGROUND
- DALLAS STATION AREA
- STATION PLATFORM
- ELEVATED
- UNDERGROUND

CONCEPTUAL
FOR DISCUSSION ONLY

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

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 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

North Central Texas Council of Governments

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

North Central Texas
Council of Governments

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

URBAN CENTER CONNECTION
DALLAS 20 ALTERNATIVE
ALIGNMENT