DFW HIGH-SPEED TRANSPORTATION
LEVEL 3 ALIGNMENTS/MODES

HIGH-SPEED TRANSPORTATION
DALLAS-FORT WORTH

● = High ◒ = Medium ○ = Low

Level 3 Alignment Evaluation Results

		IH-30 Alignments							SH 180
Criteria		12	13	14	15	17	18	26	37
Potential Impacts to Sensitive Social, Biological, or Cultural Areas	Minimize Potential Water Body and Floodplain Impacts	○	○	○	○	○	○	●	●
	Minimize Potential Wetland Impacts	●	●	●	●	●	●	●	●
	Minimize existing structures that could be impacted by the potential ROW	◒	◒	○	●	◒	●	○	○
	Minimize Potential Parks/Public Recreational Area Impacts	○	○	●	●	●	◒	◒	◒
	Potential Historic Resources Impacts	●	●	●	●	●	●	●	○
Potential Community Impacts	Minimize Noise/Vibration Impacts	◒	◒	◒	●	●	◒	○	◒
	Minimize Visual/Aesthetic Impacts	◒	◒	◒	◒	●	◒	●	◒
Constructability	Minimize Required Non-Public ROW	◒	◒	◒	●	●	●	○	○
	Minimize Potential Adverse Impacts to Transportation Systems During Construction	◒	◒	◒	●	●	◒	◒	○
	Potential Opportunity to improve Transportation Systems	●	●	●	●	●	●	●	◒
Design Consider-ations	Vertical Profile (Able to accommodate all modes)	●	●	●	●	●	●	●	●
Level 3 Alignment Recommendations		◒	◒	◒	●	●	●	◒	○

▭ = alignments carried forward for further evaluation

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Level 3 Mode Evaluation Results

		Modes		
Criteria		High-Speed Rail	Maglev	Hyperloop
Construction/Operability	Technology Maturity (Safety Systems)	●	●	◒
	Technology Maturity (Operations Systems)	●	●	◒
	Technology Maturity (Revenue Operation)	●	◒	○
	Potential to serve as an extension to planned high-speed systems	●	○	○
	Minimize Potential Adverse Impacts to Transportation Systems	◒	●	●
Cost	Lowest Capital (Construction) Cost	◒	○	◒
Operations and Maintenance	Fastest Travel Time	◒	◒	●
	Vertical Profile (accommodates higher grades)	◒	◒	●
	Maximum Curve Speed	○	◒	●
Level 3 Mode Recommendations		●	○	●

▭ = modes carried forward for further evaluation