

DFW HIGH-SPEED TRANSPORTATION LEVEL 2 ALIGNMENTS/MODES



● = High ◐ = Medium ○ = Low

Level 2 Alignment Evaluation Results

Criteria		IH-30 Alignments												SH 180 Alignments										
		12	13	14	15	17	18	21	22	24	25	26	28	29	30	31	32	34	35	36	37	38	40	41
Proximity to Sensitive Social, Biological, or Cultural Areas	Minimize Potential Residential Impacts	◐	●	●	●	●	●	◐	◐	○	◐	●	◐	○	◐	●	○	◐	◐	◐	◐	◐	○	○
	Minimize Potential Major Commercial/Industrial/Warehouse Impacts	◐	●	●	●	●	◐	◐	◐	○	◐	◐	○	◐	◐	●	●	◐	●	●	●	●	◐	●
	Minimize Potential Wetland, Water Body, and Floodplain Impacts	○	○	○	○	○	○	◐	◐	◐	◐	●	◐	○	○	○	◐	◐	○	○	◐	◐	◐	○
	Minimize Potential Parks Impacts	◐	◐	◐	◐	◐	◐	◐	◐	◐	◐	◐	◐	○	○	●	●	●	◐	◐	●	●	●	◐
Potential Community Impacts	Minimize Potential Community Facility Impacts	●	●	●	●	●	●	◐	◐	◐	◐	◐	◐	◐	◐	○	○	○	○	○	○	○	○	○
	Minimize Potential Community Cohesion Impacts	●	●	◐	●	◐	●	◐	◐	◐	◐	◐	◐	○	○	◐	◐	◐	◐	◐	●	●	●	◐
	Minimize Potential Environmental Justice (EJ) Impacts	●	●	●	●	●	●	●	●	●	●	●	◐	◐	◐	◐	◐	○	○	◐	◐	◐	◐	○
Level 2 Alignment Recommendations		●	●	●	●	●	●	◐	◐	○	◐	●	○	○	○	◐	○	○	○	●	●	◐	○	

= alignments carried forward for further evaluation

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Level 2 Mode Evaluation Results

Criteria		Modes			
		Higher-Speed Rail	High-Speed Rail	Maglev	Hyperloop
Technology Maturity, Regulatory Approval	Technology Maturity (Guideway Infrastructure)	●	●	●	◐
	Technology Maturity (Wayside Infrastructure)	●	●	●	◐
	Available Design Criteria	●	●	●	○
	Regulatory Approval Complexity	●	◐	○	○
Operational Considerations	Business Plan to move goods in addition to passengers	○	○	●	●
	Ability to Interline with connections to Dallas	○	●	○	○
	Ability to Interline with connections to Fort Worth	○	●	●	●
	System Capacity	◐	●	●	●
	Travel Demand	○	◐	◐	●
	Ease of adding infill stations	◐	○	◐	●
	Travel Time	○	◐	●	●
Level 2 Mode Recommendations		○	●	●	●

= modes carried forward for further evaluation