

# DFW HIGH-SPEED TRANSPORTATION LEVEL 3 ALIGNMENTS/MODES



● = High   ◐ = Medium   ○ = Low

Level 3 Alignment Evaluation Results

Criteria		IH-30 Alignments						SH 180	
		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 Considerations	Vertical Profile (Able to accommodate all modes)	●	●	●	●	●	●	●	●
<b>Level 3 Alignment Recommendations</b>		◐	◐	◐	●	●	●	◐	○

= alignments carried forward for further evaluation

# DFW HIGH-SPEED TRANSPORTATION LEVEL 3 ALIGNMENTS/MODES



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## Level 3 Mode Evaluation Results

Criteria		Modes		
		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	○	◐	●
<b>Level 3 Mode Recommendations</b>		●	○	●

= modes carried forward for further evaluation