

Central Section Alternative

Spring 2014

The population and economy in Texas are booming, with much of the growth occurring in the already congested IH-35 corridor from Oklahoma City to South Texas. While the Texas Department of Transportation (TxDOT) continues to explore roadway improvements to keep us and our economy moving, TxDOT also is studying the feasibility of intercity passenger rail service. The Texas-Oklahoma Passenger Rail Study will result in a service level environmental impact statement (EIS) that will evaluate the impacts, benefits and costs of each passenger rail alternative.

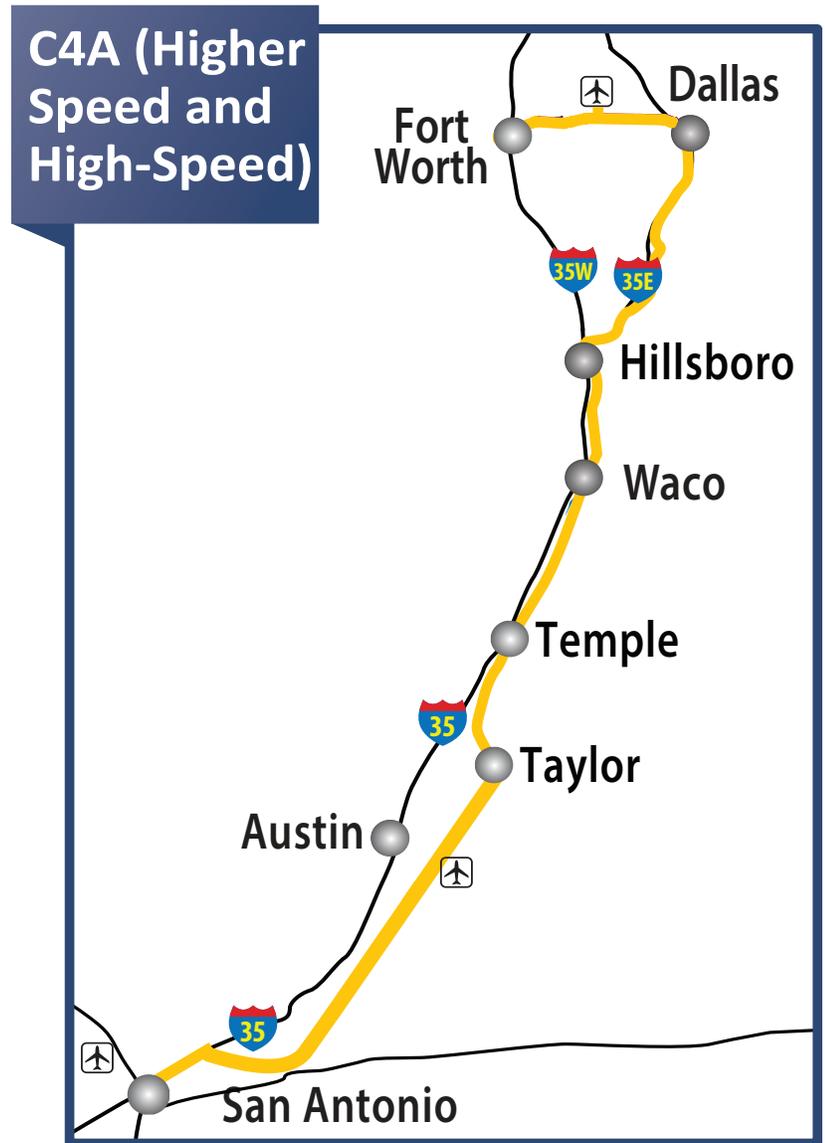
Alternative C4A (Higher Speed and High-Speed Service)

The project team has developed the alternatives described below in enough detail to compare impacts, benefits and costs. Each alternative represents a possible route. Details about the alternatives, including station locations, would be determined through future studies.

Where would this alternative go?

Alternative C4A would primarily use new tracks and either higher speed or high-speed trains would follow the same route. It would:

- Begin at the Fort Worth Intermodal Transportation Center and follow the Trinity Rail Express to Dallas Union Station with a new extension to the DFW airport terminals.
- Follow the Burlington Northern Santa Fe (BNSF) alignment south to Waxahachie and enter a new high-speed rail corridor to travel south to Hillsboro and Taylor.
- Serve Austin airport on a new rail alignment route, before heading south to San Antonio. As well as a possible alternate route to downtown Austin, coordinated with proposed Lone Star regional rail service.



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Which cities could be served?

Stations could be located in the following cities:

- Fort Worth
- Dallas
- Hillsboro
- Waco
- Temple
- Austin
- San Antonio

How fast will the trains travel?

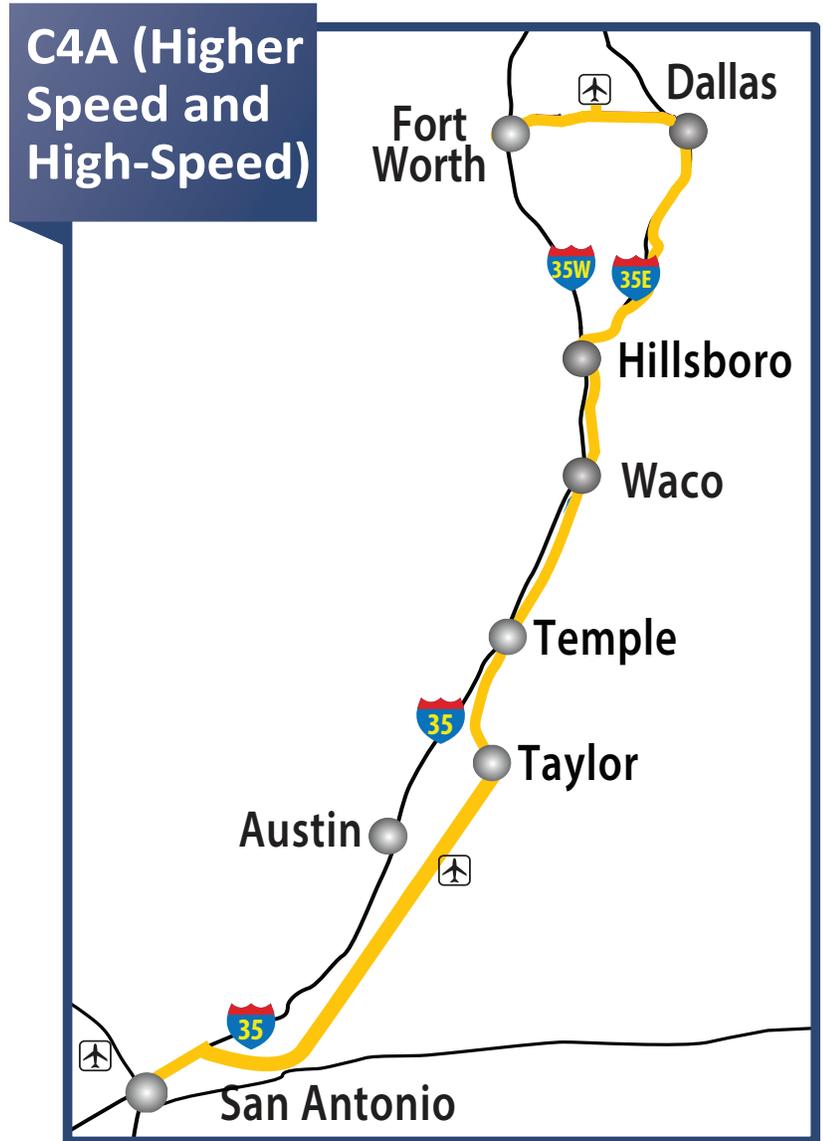
“Higher Speed” trains would run at top speeds of 110-125 miles per hour (mph) and would require tracks separate from existing freight rail, whether in a shared right-of-way or along a new route.

“High-Speed” trains would run at top speeds of 180-220 mph and would require entirely new right-of-ways, as existing railroad alignments are not designed for high speeds and are not wide enough to provide required separation between freight and high speed passenger rail.

Learn More

Once the service level EIS is drafted, the Texas-Oklahoma Passenger Rail Study team will share their findings on the website (www.TXOKrail.org) and invite the public to comment on the EIS.

Join the mailing list to stay up-to-date with the study’s progress (www.TXOKrail.org).



Legend

- Highway
- C4A, Higher and High-Speed
- City
- ✈ Airport
- Possible rail extension