

# Northern 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.

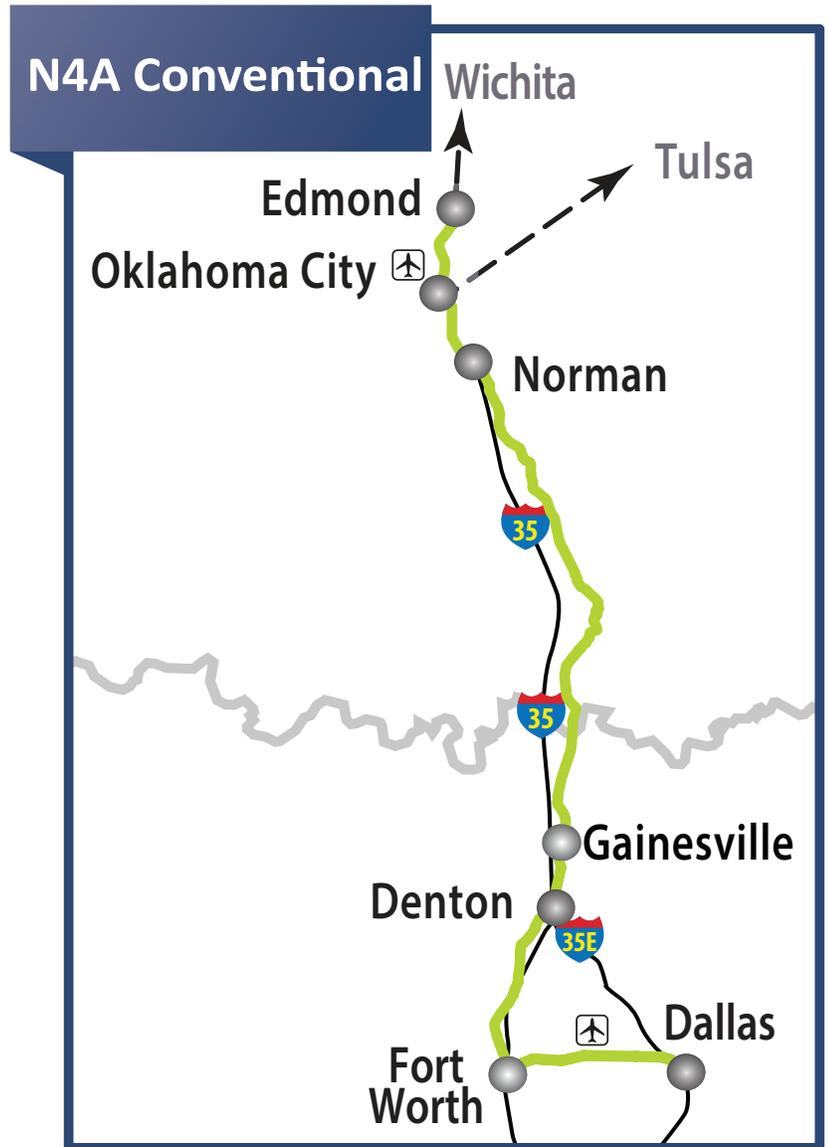
## Alternative N4A Conventional Service

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 N4A would primarily share existing tracks. It would:

- Begin in Edmond, Oklahoma following the existing rail alignment owned by the Burlington Northern Santa Fe (BNSF) railroad to just north of Krum, Texas.
- It would continue to the Fort Worth Intermodal Transportation Center on the BNSF tracks (like the existing Amtrak Heartland Flyer) and then on to Dallas Union Station via the existing Trinity Railway Express tracks.



### Legend

- Highway
- N4A, Conventional Speed
- City
- ✈ Airport
- Possible rail extension

*Continued on back*

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## Which cities could be served?

Stations could be located in the following cities:

- Edmond, Oklahoma
- Oklahoma City, Oklahoma
- Norman, Oklahoma
- Gainesville, Texas
- Fort Worth, Texas
- Dallas, Texas

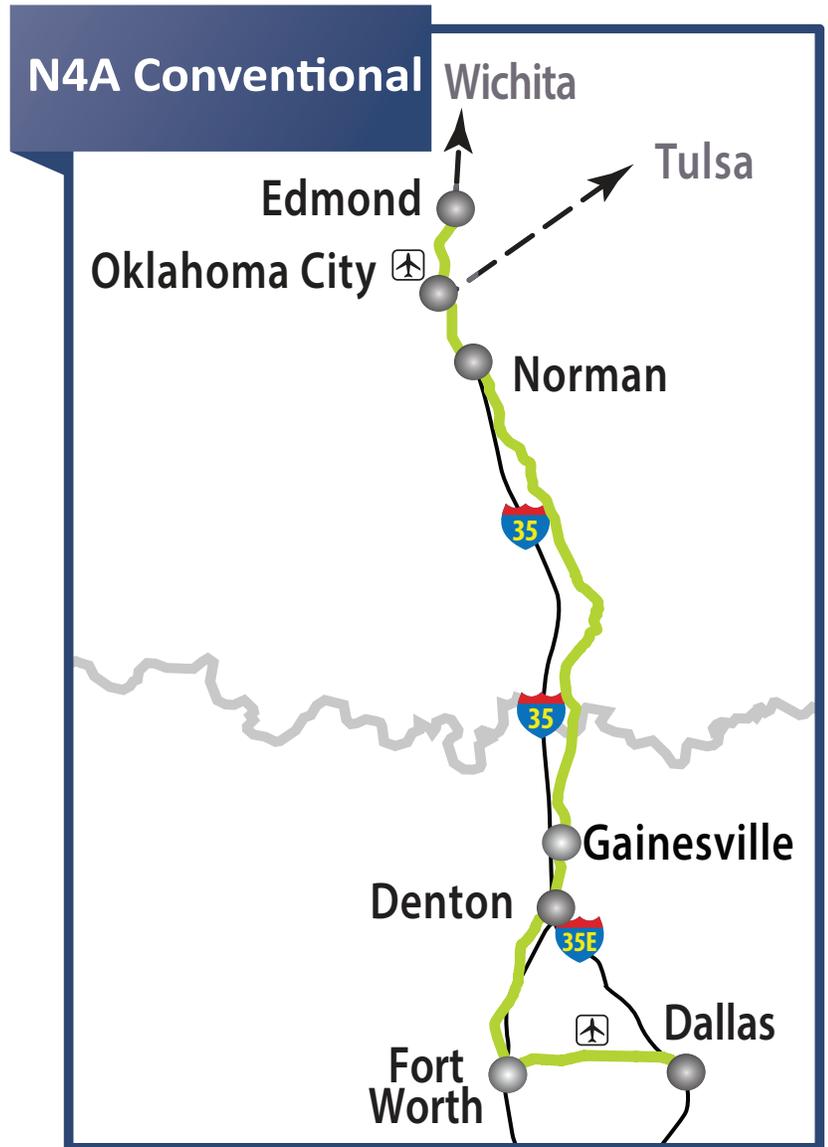
## How fast will the trains travel?

“Conventional” trains would run at top speeds of 70-90 miles per hour (mph). Conventional passenger service can share tracks with freight rail. In some cases, tracks could be improved to accommodate more frequent passenger rail service.

## 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](http://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](http://www.TXOKrail.org)).



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