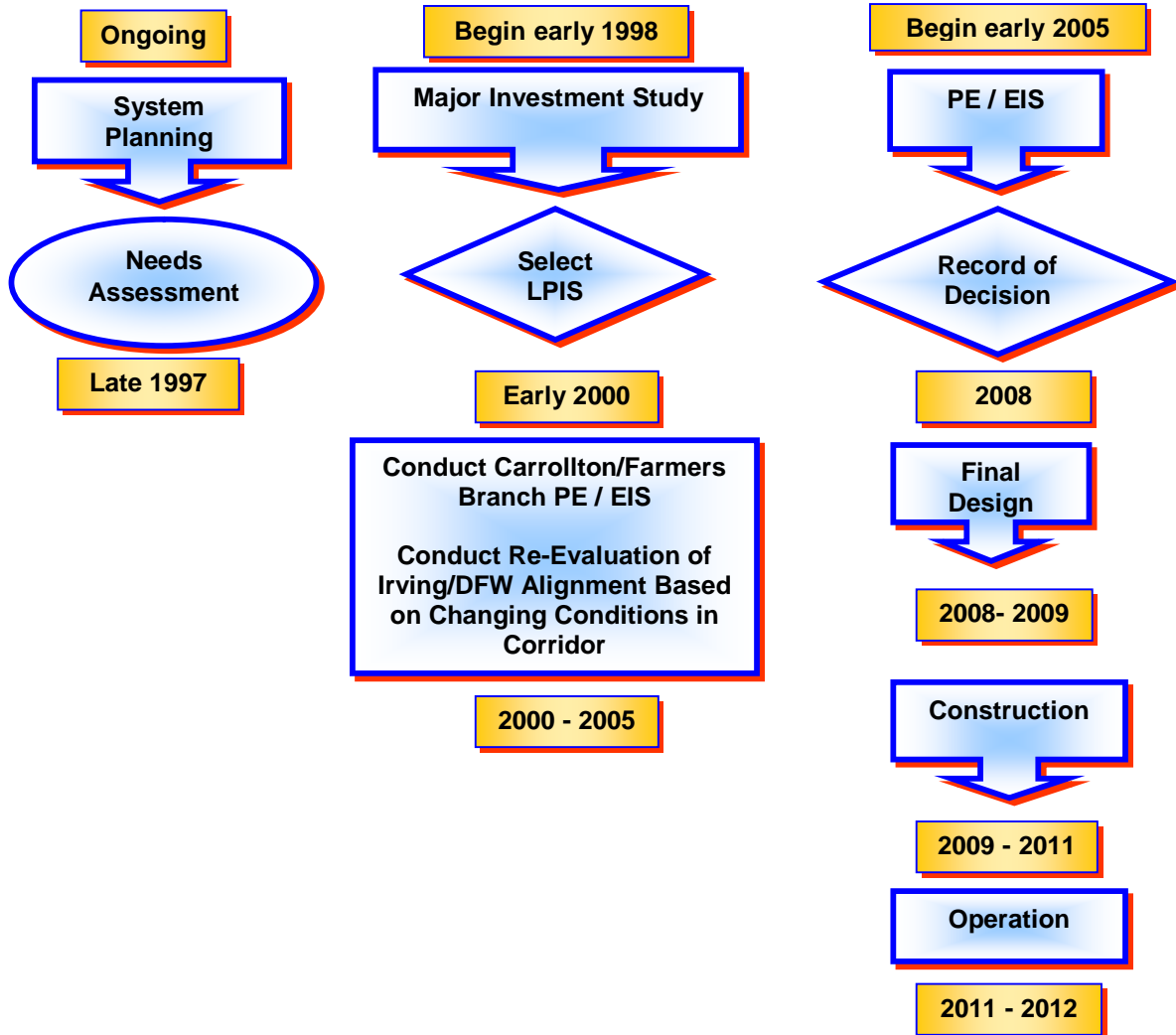




Figure 1-4
Project Development Process



Since completion of the MIS in 2000, several factors have contributed to revising the alignment of the Irving/DFW LRT Line. The construction of SH 161 and plans to expand SH 114 has constrained available right-of-way. Significant new development within the corridor has become an impediment to the MIS alignment. This development has also prompted the City of Irving to reconsider how well the proposed project would serve growing activity centers. DART has worked with the City of Irving, property owners, and other stakeholders to revise the original MIS LPIS alignment so as to address these concerns and better serve the activities in the corridor.

Starting in 2001, the **DFW International Airport Rail Planning and Implementation Study** was conducted to determine the feasibility and possible routes for providing LRT and commuter rail to the Central Terminal Area of the airport. The study was completed in February 2002, and identified three options for the DART Irving/DFW LRT Line to enter the airport from the north, south, or central. No preference for any the three alignments was made nor recommended; the study noted that DART would determine the preferred alignment during the Irving/DFW PE/EIS. The three airport access options prompted consideration of alternative LRT options through north