Slide 1 of 29

Slide Visual Description

SH 170, Virtual Public Meeting with In-Person Option, in Fort Worth, Texas. Slide shows the Texas Department of Transportation (TxDOT) logo.

Slide Presentation Script

Welcome to the Texas Department of Transportation's pre-recorded virtual public involvement presentation. We appreciate your interest in the project and welcome each of you.

Please note that you may pause this presentation at any point to allow more time to view the slides, and you may also pause the presentation and navigate forward or backward as needed.

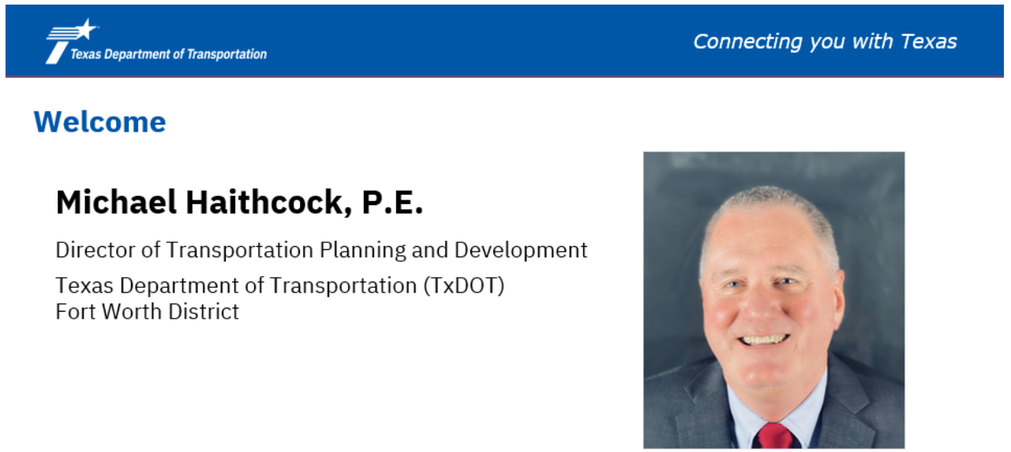
In this presentation, we will cover the public involvement purpose, project overview, environmental, and right of way considerations. This is followed by an explanation of how to provide comments for the proposed project and adjournment.

Texas Department of Transportation

Slide 2 of 29

Slide Visual Description

Slide shows Michael Haithcock, P.E., Director of Transportation Planning and Development for the Texas Department of Transportation (TxDOT) Fort Worth District



Slide Presentation Script

My name is Michael Haithcock, and I serve as the Director of Transportation, planning and development for the Fort Worth District of the Texas Department of Transportation, better known as TxDOT. Your input on the proposed improvements is valuable and will help benefit the community and shape the final project recommendations. The virtual public materials and project information can be found on www.txdot.gov by typing the project keyword in the search box in the upper right-hand corner. After the project information is presented, we would appreciate your feedback.

Slide 3 of 29

Slide Visual Description

Slide shows the TxDOT ‘Drive Like a Texan’ campaign logo and slogan, ‘Help make Texas safer for everyone. Kind. Courteous. Safe.’ Image shows an empty Texas road headed toward a mountainous landscape along with a QR Code linking to www.DriveLikeATexan.com.

Slide Presentation Script

For too long, drivers have been inundated with safety campaigns that focus almost exclusively on the negative aspects of unsafe driving, from punitive measures to tragic consequences. Unfortunately, drivers see so many of these types of campaigns that they no longer cut through the clutter, limiting the impact of the messaging. It’s time to change how we communicate with Texas drivers. Drive like a Texan is all about communicating a positive message. This campaign exemplifies the pride, camaraderie, and responsibility of being a Texan. It doesn’t matter how long you’ve lived here or where you’re from. All that really matters is that you embrace those values that represent the best of Texas. Kindness. Courtesy. Respect. By reminding every Texan to practice those values every day – especially when they’re behind the wheel – we can make Texas roads safer for everyone.

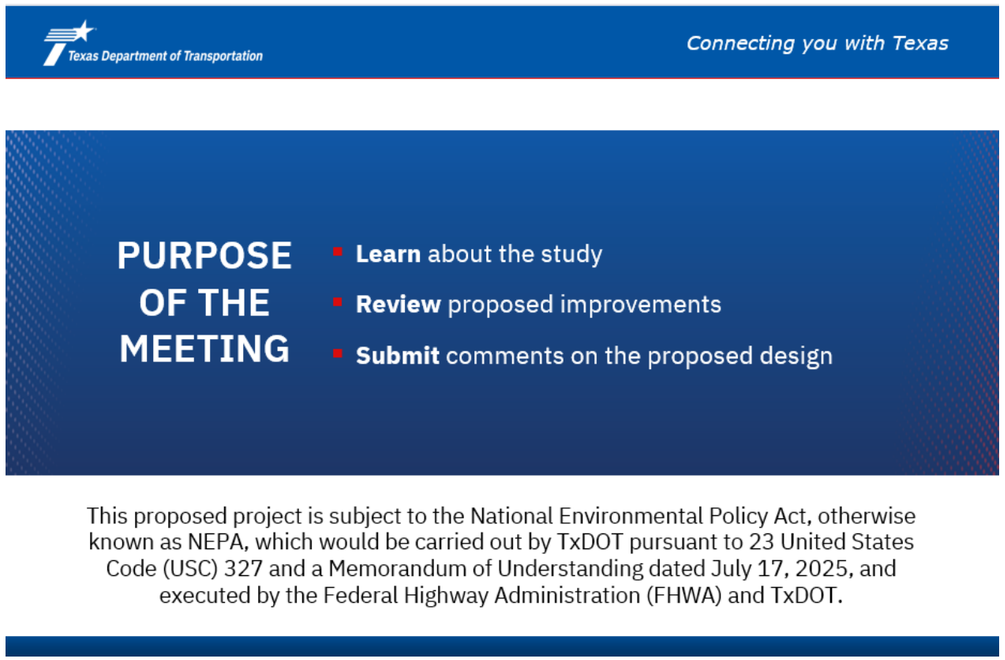
Texas Department of Transportation

Slide 4 of 29

Slide Visual Description

Slide shows the purpose of the meeting.

This proposed project is subject to the National Environmental Policy Act, otherwise known as NEPA, which would be carried out by TxDOT pursuant to 23 United States Code (USC) 327 and a Memorandum of Understanding dated July 17, 2025, and executed by the Federal Highway Administration (FHWA) and TxDOT.



Slide Presentation Script

Hello! I am the consultant assisting TxDOT with this project. The purpose of this meeting is to learn about the project, review the proposed improvements and submit comments on the proposed design.

This public meeting is being conducted in accordance with the National Environmental Policy Act (or NEPA) requirements, TxDOT's Memorandum of Understanding with the Federal Highway Administration and TxDOT guidelines and procedures for public engagement.

Texas Department of Transportation

Slide 5 of 29

Slide Visual Description

Slide title shows the project overview.

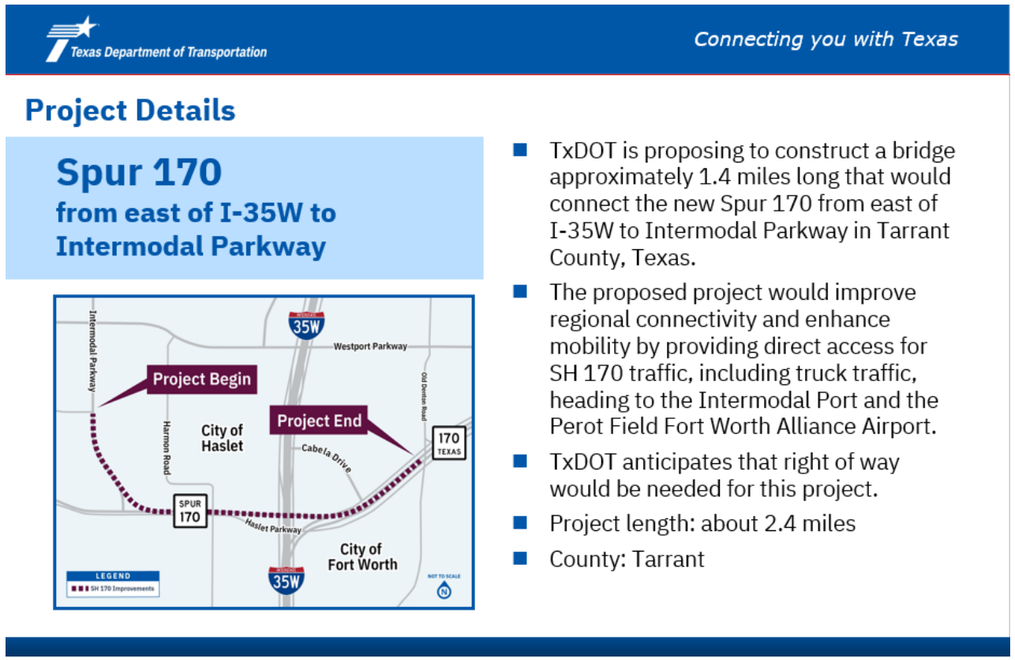
Slide Presentation Script

The following slides will identify the project overview, including project details, the project need, information supporting the project need, as well as project goals.

Slide 6 of 29

Slide Visual Description

Slide header is ‘Project details’. Slide also shows Spur 170 area map. Nearby highways and roads include Haslet Parkway, Intermodal Parkway, Harmon Road, Cabela Drive and Old Denton Road. A north arrow and a note indicate the map is not to scale.



Slide Presentation Script

The proposed project would connect the new Spur 170 from east of I-35W to Intermodal Parkway within the City of Fort Worth and Haslet in Tarrant County. It is about 2.4 miles in length.

It would construct a bridge approximately 1.4 miles long beginning on the SH 170 main lanes east of I-35W that would improve connectivity and provide direct access for SH 170 traffic, including truck traffic, heading to the Intermodal Port and the Perot Field Fort Worth Alliance Airport.

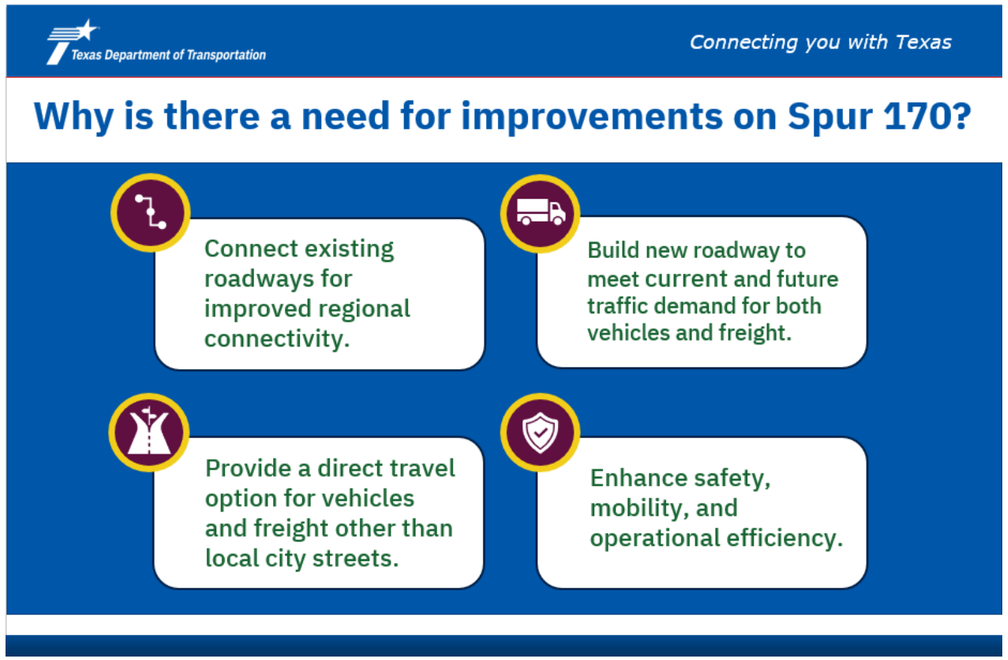
Subject to final design, the proposed project would require nearly 10 acres of additional right of way. No residential or non-residential structures are anticipated to be displaced at this time. Please contact TxDOT’s right-of-way staff, as outlined later in the presentation, if there are any questions regarding the right-of-way acquisition process.

Texas Department of Transportation

Slide 7 of 29

Slide Visual Description

Slide header is ‘Why is there a need for improvements on Spur 170’.



Slide Presentation Script

TxDOT is proposing to build the new Spur 170 to address the following needs:

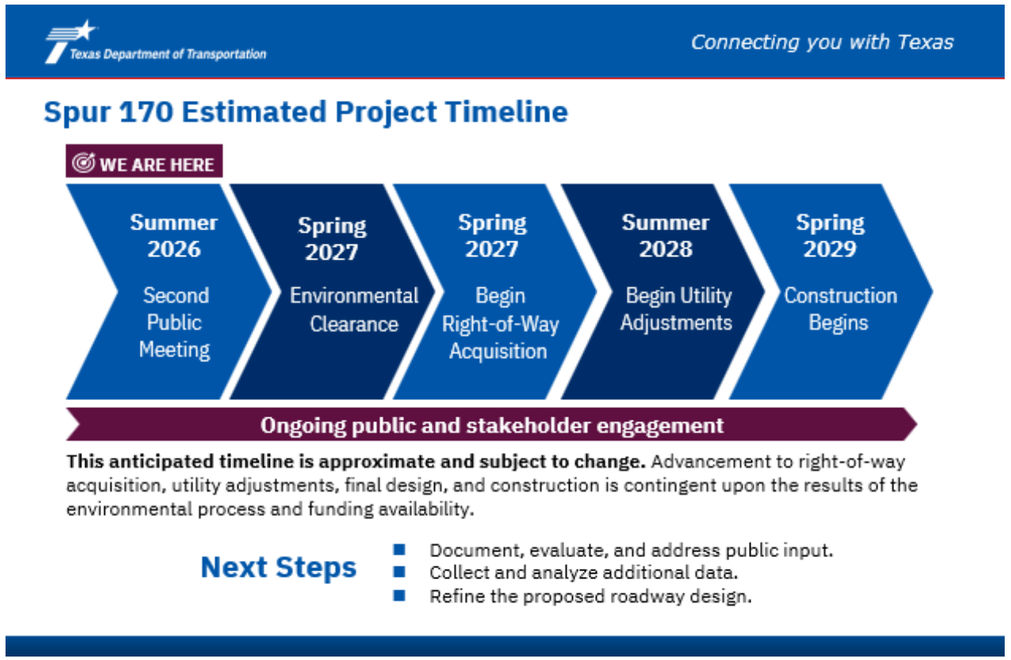
- To connect existing roadways for improved regional connectivity,
- To build new roadway to meet current and future traffic demand for both vehicles and freight.
- To provide a direct travel option for vehicles and freight other than local city streets, and
- To enhance safety and mobility, and operational efficiency.

Texas Department of Transportation

Slide 8 of 29

Slide Visual Description

Slide header is ‘Spur 170 Estimated Project Timeline’.



Slide Presentation Script

This slide presents the estimated project timeline. We are currently at the July 2026 Public Meeting stage being conducted for the proposed project. Environmental Clearance is anticipated in Spring 2027. The right-of-way acquisition process is expected to start in Spring 2027, then utility adjustments in Summer 2028. The start of construction is estimated to begin in Spring of 2029.

This timeline is approximate and subject to change. Advancement to right-of-way acquisition, utility adjustments, final design, and construction is contingent upon the results of the environmental process and funding availability.

The next steps would involve documenting, evaluating, and addressing public input; collecting and analyzing any additional data; and refining the proposed roadway design (as appropriate).

The next slide will discuss how to connect with TxDOT online during this process.

Texas Department of Transportation

Slide 9 of 29

Slide Visual Description

Slide header is ‘Previous public engagement and feedback’. Slide includes images from the first public meeting.

Slide Presentation Script

Previous engagement included a virtual public meeting with in-person option in July 2024. TxDOT visited with 14 in-person attendees at that in-person option, and 177 attendees participated online. TxDOT received comments from seven of the attendees and participants.

Some of the concerns we heard focused on traffic noise and visual impacts, as well as questions about why the project is needed based on current traffic.

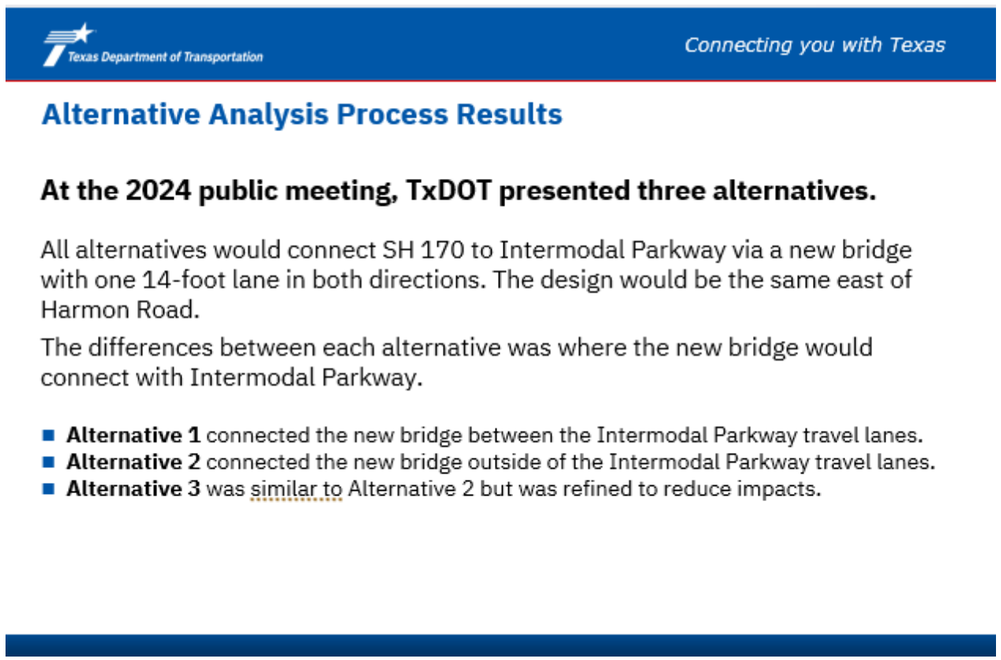
The images on this slide are from the 2024 public meeting.

Texas Department of Transportation

Slide 10 of 29

Slide Visual Description

Slide header is ‘Alternative Analysis Process Results’.



Slide Presentation Script

At the 2024 public meeting, TxDOT presented three alternatives.

All alternatives would connect SH 170 to Intermodal Parkway via a new bridge with one 14-foot lane in both directions. The design would be the same east of Harmon Road.

The differences between each alternative was where the new bridge would connect with Intermodal Parkway.

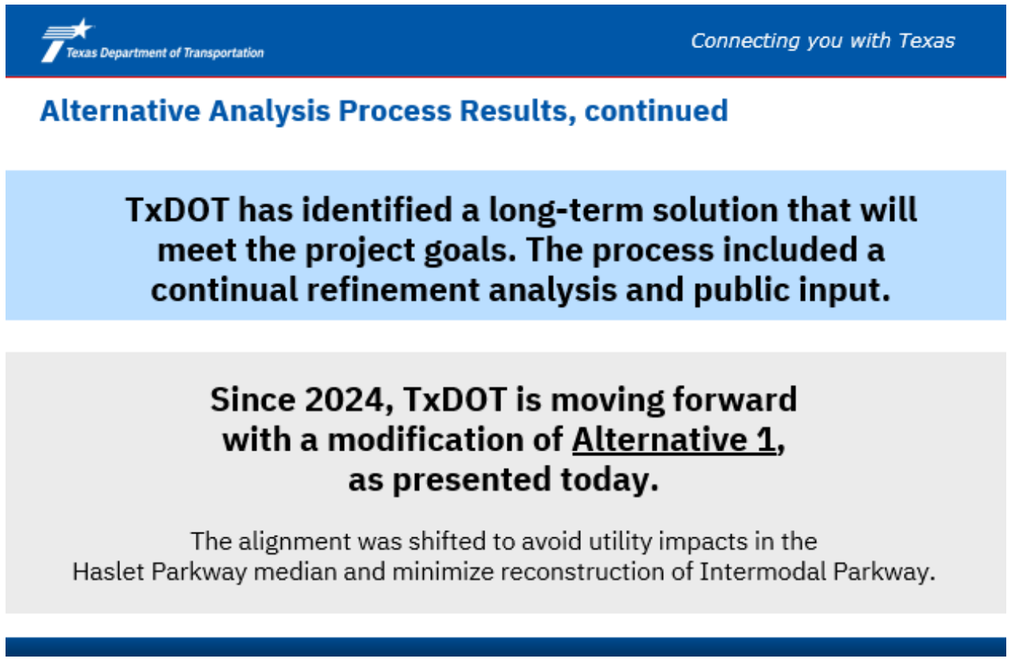
- Alternative 1 connected the new bridge between the Intermodal Parkway travel lanes
- Alternative 2 connected the new bridge outside of the Intermodal Parkway travel lanes
- Alternative 3 was similar to Alternative 2 but was refined to reduce impacts

Texas Department of Transportation

Slide 11 of 29

Slide Visual Description

Slide header is ‘Alternative Analysis Process Results continued’.



Slide Presentation Script

TxDOT has identified a long-term solution that will meet the project goals. The process included a continual refinement alternatives analysis and public input.

Since 2024, TxDOT is moving forward with a modification of Alterative 1, as presented today.

The alignment was shifted to avoid utility impacts in the Haslet Parkway median and minimize reconstruction of Intermodal Parkway.

Texas Department of Transportation

Slide 12 of 29

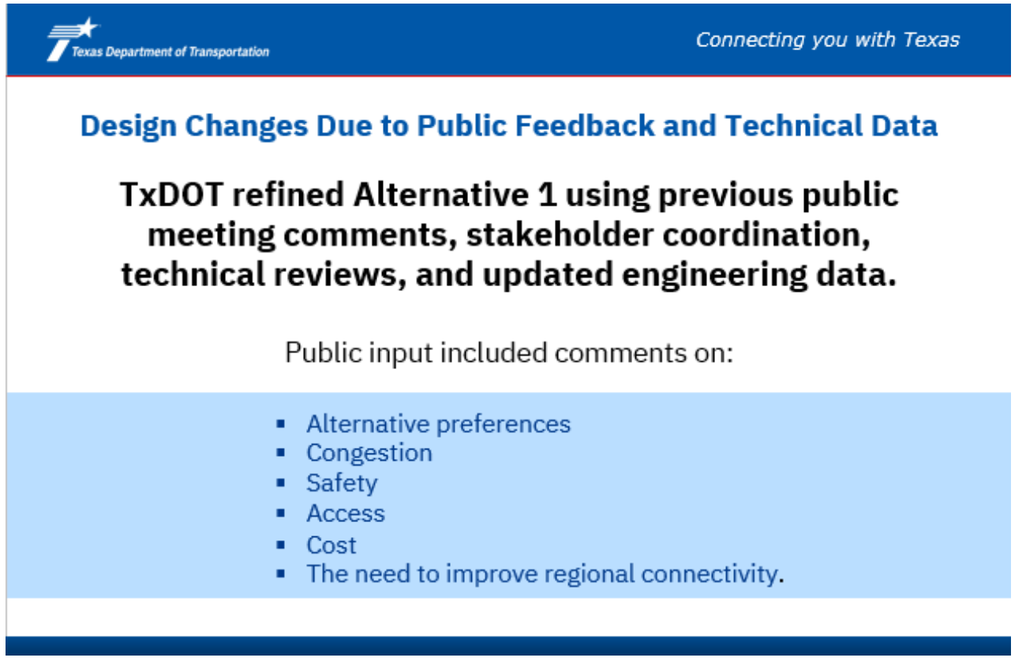
Slide Visual Description

Slide header is ‘Design Changes Due to Public Feedback and Technical Data’.

Slide Presentation Script

TxDOT refined Alternative 1 using previous public meeting comments, stakeholder coordination, technical reviews, and updated engineering data.

Public input included comments on alternative preferences, congestion, safety, access, cost, and the need to improve regional connectivity.

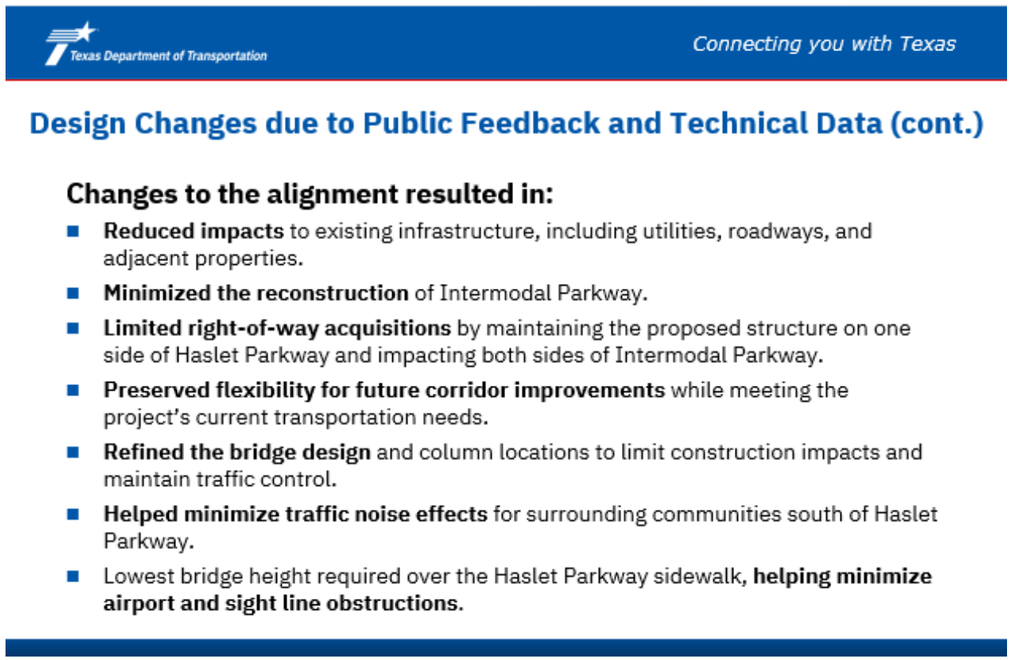


Texas Department of Transportation

Slide 13 of 29

Slide Visual Description

Slide header is ‘Design Changes Due to Public Feedback and Technical Data continued’.



Slide Presentation Script

Changes to the alignment resulted in:

- Reduced impacts to existing infrastructure, including utilities, roadways, and adjacent properties.
- Minimized the reconstruction of Intermodal Parkway.
- Limited right-of-way acquisitions by maintaining the proposed structure on one side of Haslet Parkway and impacting both sides of Intermodal Parkway.
- Preserved flexibility for future corridor improvements while meeting the project’s current transportation needs.
- Refined the bridge design and column locations to limit construction impacts and maintain traffic control.
- Helped minimize traffic noise effects for surrounding communities south of Haslet Parkway.
- Lowest bridge height required over the Haslet Parkway sidewalk, helping minimize airport and sight line obstructions.

Texas Department of Transportation

Slide 14 of 29

Slide Visual Description

Slide header is ‘Connect with TxDOT Online’. Slide shows a QR code linking to the www.TxDOT.gov Hearing and Meetings webpage for Spur 170 from east of I-35W to Intermodal Parkway.

Slide Presentation Script

We value your input and encourage your involvement in the public engagement process for this project. You can connect with us online in different ways for this project. You can view this pre-recorded presentation at your convenience, learn more about the public meeting, send input, and sign up to receive project updates.

We encourage your participation by sharing this information with your friends, family, neighbors, and colleagues.

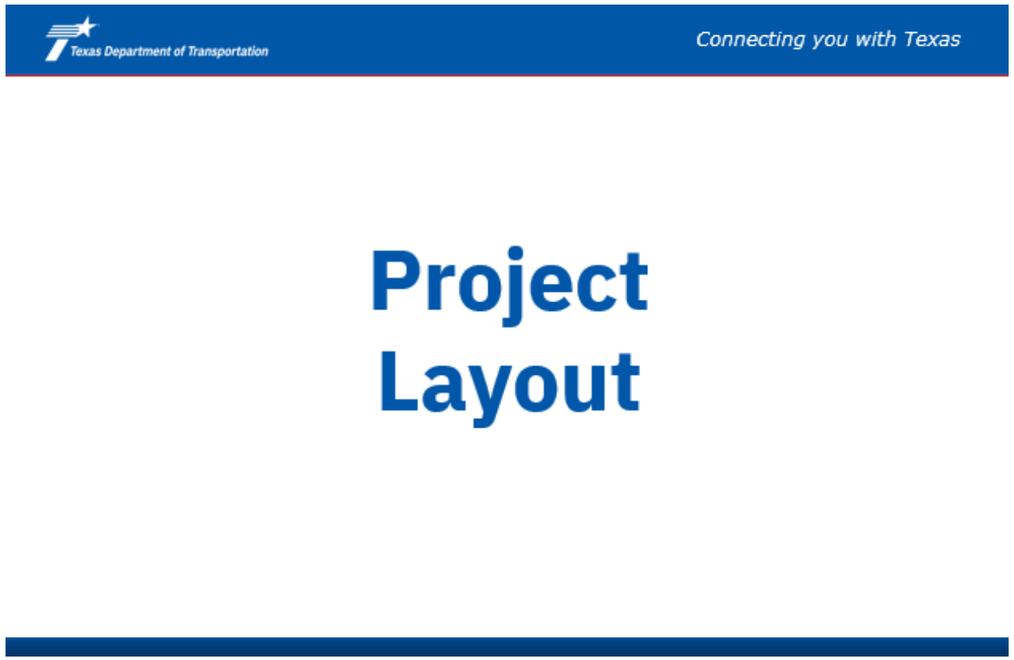
TxDOT has established a project public meeting web page. You can access the website by scanning the QR code shown on this slide, or by visiting www.txdot.gov and searching for the project keywords “Spur 170 from east of I-35W to Intermodal Parkway.”

Texas Department of Transportation

Slide 15 of 29

Slide Visual Description

Slide title is ‘Project Layout’.



Slide Presentation Script

The next slides provide an overview of the project layout.

The project layout consists of the existing roadway and proposed typical sections.

More information about these typical sections can be found by reviewing the project schematic design, which is available at either this in-person or virtual public meeting.

Slide 16 of 29

Slide Visual Description

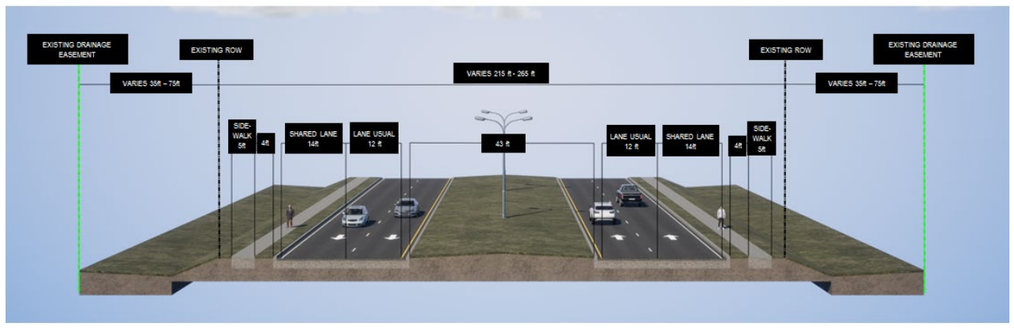
Slide header is ‘Existing Typical Section 1 Haslet Parkway’. Image shows the existing right of way is 215-to 265-feet and varies. There are two lanes in each direction with an outside lane for shared use and sidewalks on booth sides.

Haslet Parkway has a wide grassy median and 215-to 265-foot existing ROW width.

Slide Presentation Script

Currently, Haslet Parkway has two lanes in each direction with an outside lane for shared use and sidewalks on both sides.

Haslet Parkway has a wide grassy median and 215-to 265-foot existing ROW width.



Texas Department of Transportation

Slide 17 of 29

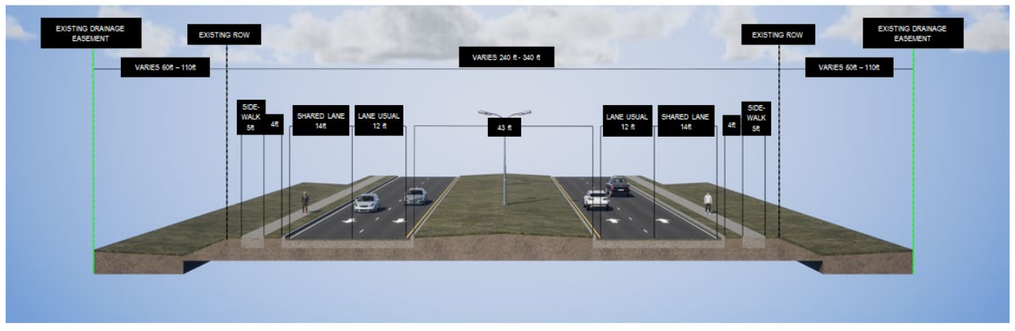
Slide Visual Description

Slide header is ‘Existing Typical Section 2 Intermodal Parkway’. Image shows the existing right of way is 240-to 340-feet and varies. There are two lanes in each direction with an outside lane for shared use and five-foot sidewalks on booth sides. Haslet Parkway has a wide grassy median.

Slide Presentation Script

Intermodal Parkway currently has two lanes in each direction with an outside lane for shared use and sidewalks on both sides.

Intermodal Parkway has a wide grassy median and 240-to 340-foot existing ROW width.

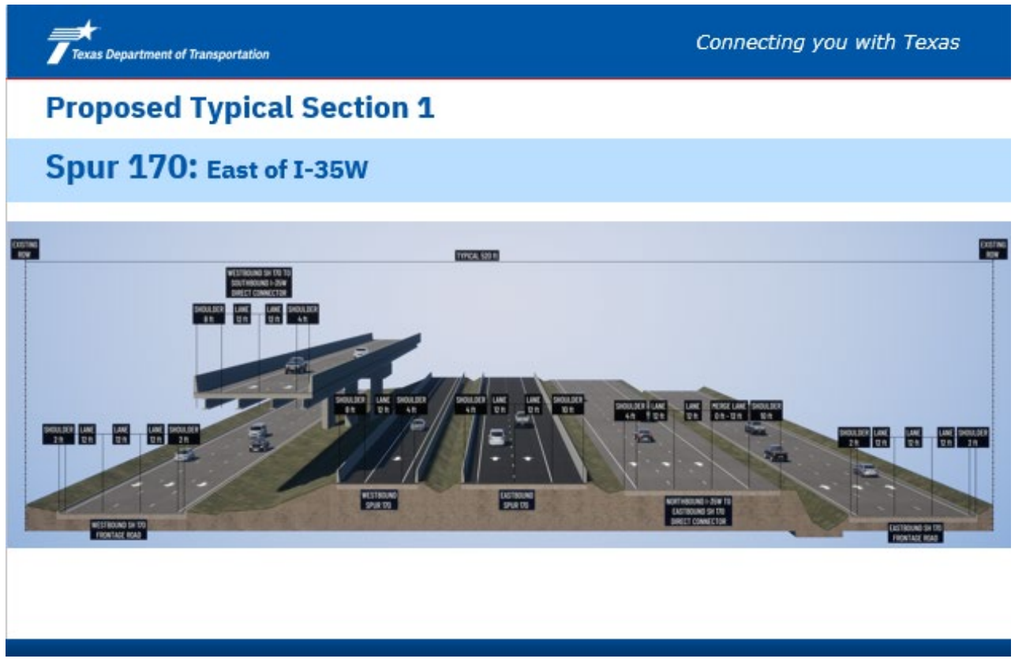


Texas Department of Transportation

Slide 18 of 29

Slide Visual Description

Slide header is ‘Proposed Typical Section 1 Spur 170: East of I-35W’. Image shows two eastbound lanes and one westbound lane in the SH 170 median. Spur 170 east of I-35W has a grassy median with variable width and a 520-foot ROW width.



Slide Presentation Script

The proposed project would construct a bridge beginning on the SH 170 main lanes east of I-35W that would connect to Intermodal Parkway. The proposed bridge would be approximately 1.4 miles long with associated roadway on either side, a total project length of approximately 2.4 miles.

The proposed Spur 170 connects Intermodal Parkway to SH 170 via a new elevated bridge. The Spur 170 bridges would consist of one 14-foot lane with shoulders in both directions. Spur 170 would begin in the median of existing SH 170 near Old Denton Road, cross over I-35W, and continue between the existing SH 170 frontage roads to Harmon Road. West of Harmon Road, Spur 170 would continue along the north side of Haslet Parkway to connect to Intermodal Parkway south of Transport Drive.

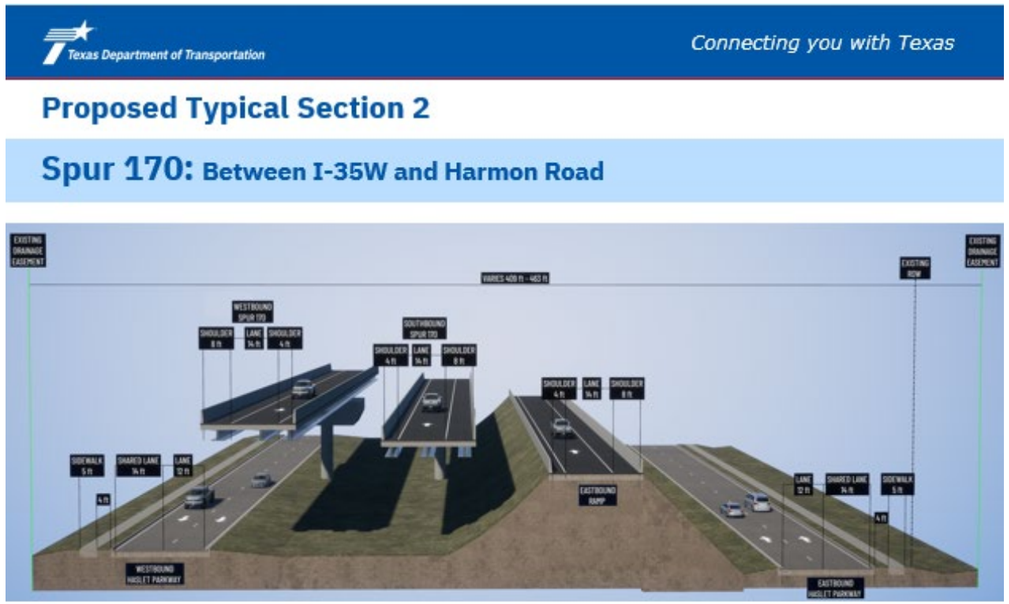
This typical section shows Spur 170 at east of I-35W. The proposed Spur 170 would have two eastbound lanes and one westbound lane in the SH 170 median. There would be a grassy median with variable width and the overall right-of-way width is 520 feet.

Texas Department of Transportation

Slide 19 of 29

Slide Visual Description

Slide header is ‘Proposed Typical Section 2 Spur 170: Between I-35W and Harmon Road’. Image shows one lane in each direction in the Haslet Parkway median with separate elevated structures and an eastbound entrance ramp from Haslet Parkway. Spur 170 between I-35W and Harmon Road has a 409-foot to 463-foot existing ROW width and a 37-foot proposed additional ROW width.



Slide Presentation Script

This typical section shows Spur 170 between I-35W and Harmon Road.

The proposed Spur 170 would have one lane in each direction in the Haslet Parkway median. There would be separate elevated structures and an eastbound entrance ramp from Haslet Parkway. The existing right-of-way width is 409-foot to 463-foot, and there is a 37-foot proposed additional right-of-way width.

Texas Department of Transportation

Slide 20 of 29

Slide Visual Description

Slide header is ‘Proposed Typical Section 3 Spur 170: Between Harmon Road and Intermodal Parkway’. Image shows one lane in each direction north of Haslet Parkway with a single elevated barrier-separated structure. Spur 170 between Harmon Road and Intermodal Parkway has 120-foot existing ROW width and 71.5-foot proposed additional ROW width.

Slide Presentation Script

This typical section shows Spur 170 between Harmon Road and Intermodal Parkway.

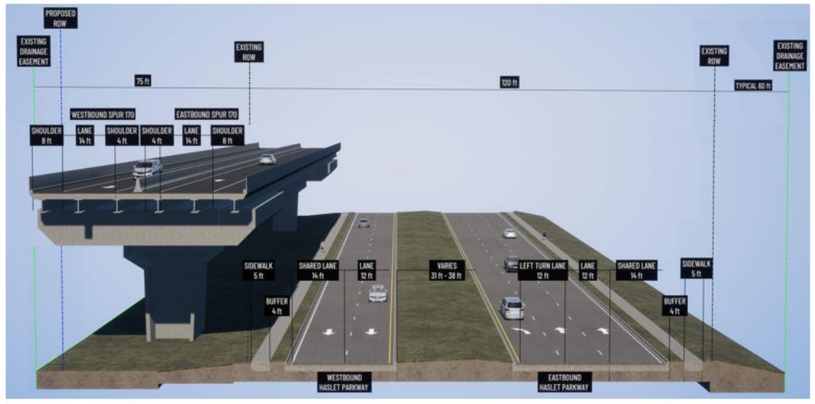
The proposed Spur 170 would have one lane in each direction north of Haslet Parkway. There would be a single elevated barrier-separated structure. The existing right-of-way width is 120-foot, and there is a 71.5-foot proposed additional right-of-way width.

Texas Department of Transportation

Connecting you with Texas

Proposed Typical Section 3

Spur 170: Between Harmon Road and Intermodal Parkway



Texas Department of Transportation

Slide 21 of 29

Slide Visual Description

Slide header is ‘Proposed Typical Section 4 Spur 170: At Intermodal Parkway’. Image shows one lane in each direction in the Intermodal Parkway median and the reconstructed Intermodal Parkway southbound lanes. Spur 170 at Intermodal Parkway has a 120-foot existing ROW width and a 45-foot to 55-foot proposed additional ROW width.

Slide Presentation Script

This typical section shows Spur 170 at Intermodal Parkway.

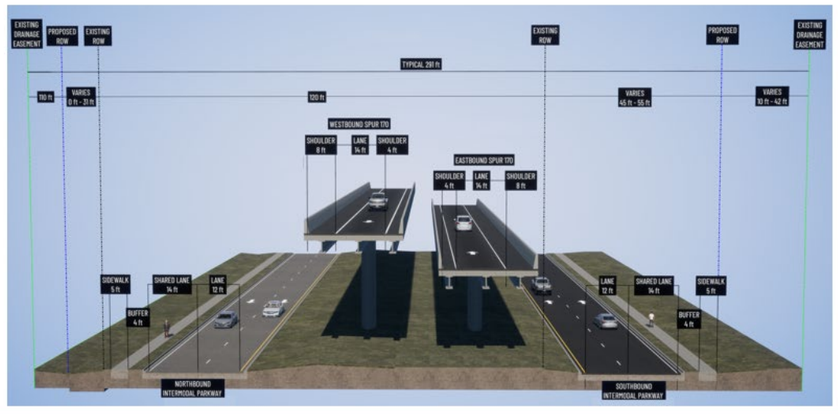
The proposed Spur 170 would have one lane in each direction in the Intermodal Parkway median. There would be a reconstructed Intermodal Parkway southbound lanes. The existing right-of-way width is 120-foot, and there is a 45-foot to 55-foot proposed additional right-of-way width.

Texas Department of Transportation

Connecting you with Texas

Proposed Typical Section 4

Spur 170: At Intermodal Parkway



Texas Department of Transportation

Slide 22 of 29

Slide Visual Description

Slide header is ‘Right of Way’. Slide shows a QR code that is linked to the www.TxDOT.gov Landowner Bill of Rights and resources webpage.

Slide Presentation Script

The proposed project is anticipated to need approximately 10 acres of new right of way.
No residential or non-residential structures are anticipated to be displaced at this time.
No final decisions regarding the proposed design or right-of-way footprint have been made.

More information about TxDOT’s Landowner Bill of Rights and their right-of-way acquisition process can be found by scanning the QR code in this presentation and is also available on the project web page.

All right of way acquisition would be completed in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended.

Texas Department of Transportation

Slide 23 of 29

Slide Visual Description

Slide title is ‘Environmental’.

Slide Presentation Script

The next slides cover the environmental process and studies conducted for this project.

Texas Department of Transportation

Slide 24 of 29

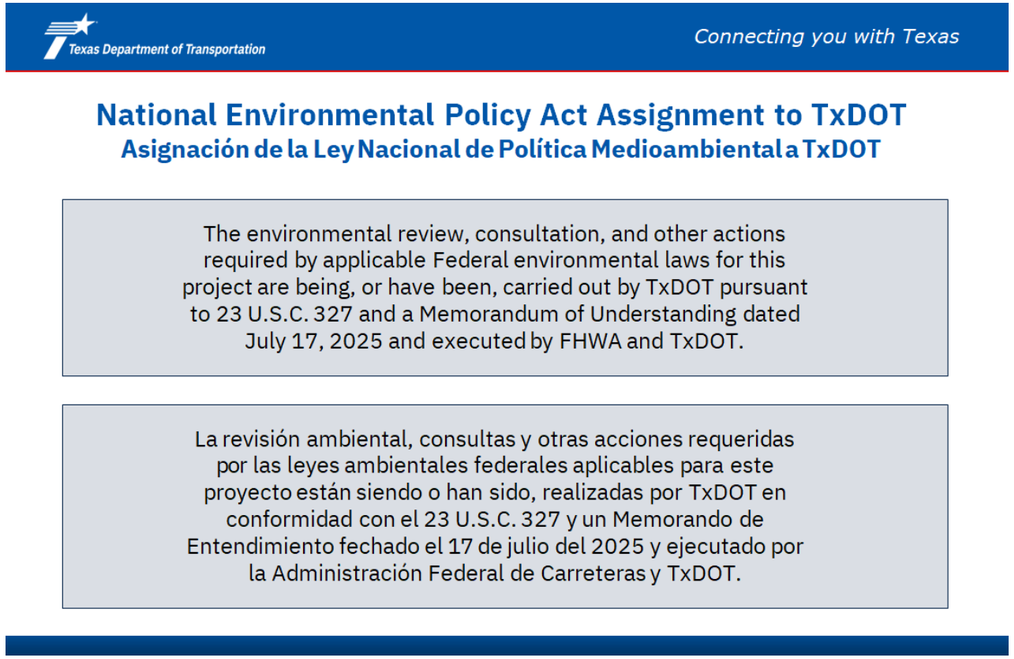
Slide Visual Description

Slide header is ‘National Environmental Policy Act Assignment to TxDOT - Asignación de la Ley Nacional de Política Medioambiental a TxDOT’.

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated July 17, 2025 and executed by FHWA and TxDOT.

Slide Presentation Script

Projects that include federal funding or are anticipated to use federal funding are required to comply with the National Environmental Policy Act, or NEPA. TxDOT has an assignment to perform the NEPA analysis through a Memorandum of Understanding with the Federal Highway Administration, as outlined above. The proposed project cannot proceed to construction without NEPA clearance.

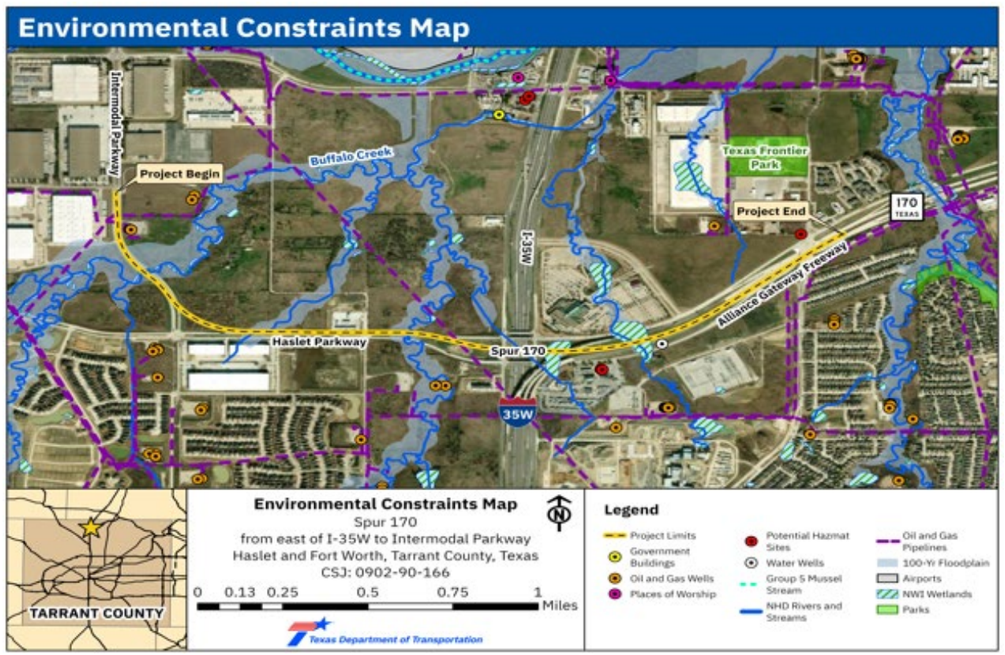


Texas Department of Transportation

Slide 25 of 29

Slide Visual Description

Slide header is ‘Environmental Constraints Map’.



Slide Presentation Script

Environmental constraints were identified along the project area that would be taken into consideration during the project development. The environmental constraints map panels show existing conditions within the environmental constraints study area based on various sources of information. This boundary indicates a study area and is not a proposed roadway right of way.

As you can see on the maps, different color coding is used to detail land cover and markers to identify wells and other features. These details will help shape the development of the project with the goal of avoiding and minimizing impacts to the human and natural environments. They would also assist with determining which detailed environmental studies and investigations would be conducted for the project.

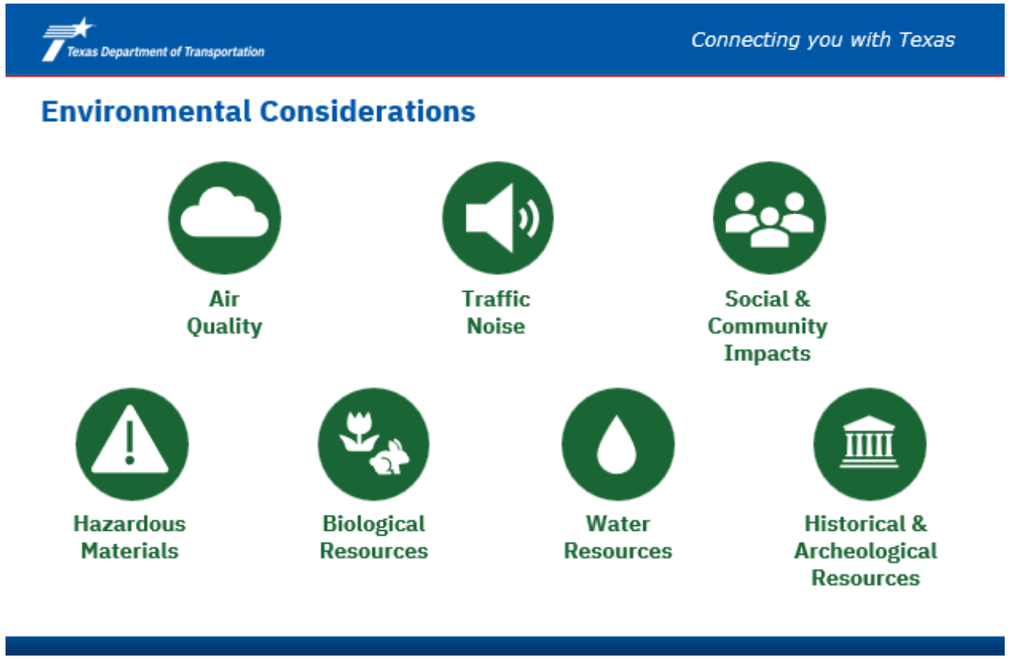
A more detailed environmental constraints map can be found online at the project website and is also available for viewing at the in person public meeting.

Texas Department of Transportation

Slide 26 of 29

Slide Visual Description

Slide header is ‘Environmental Considerations’.



Slide Presentation Script

The environmental studies conducted for this project are underway and would comply with the NEPA process. These studies would identify and assess potential impacts on the natural and human environment, including the resources listed on this slide.

This process would help TxDOT make an informed decision on whether to proceed with the project. Some of the resources and issues that would be assessed include air quality, traffic noise, social and community impacts, potential hazardous materials sites, biological resources such as threatened and endangered species, water resources, and historic and archeological resources.

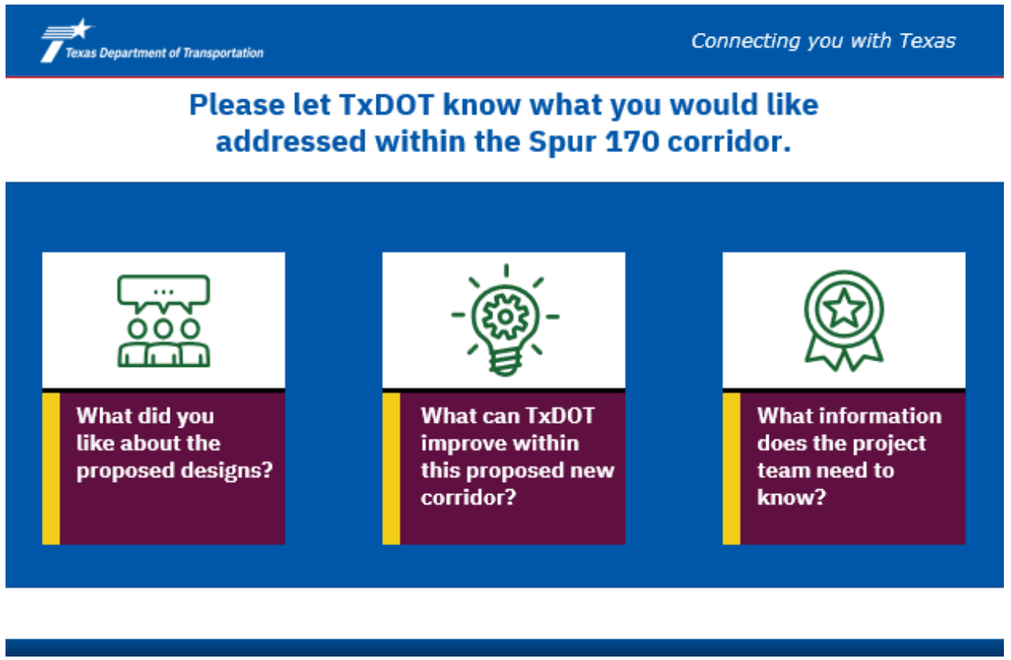
The studies are not yet complete. Copies of these studies will be made available from TxDOT upon request.

Texas Department of Transportation

Slide 27 of 29

Slide Visual Description

Slide header is ‘Please let TxDOT know what you would like addressed within the Spur 170 corridor’.



Slide Presentation Script

Now that you have a better understanding of the project, we’d love to hear from you.

Please share your feedback and let us know what you would like to be addressed along the Spur 170 corridor.

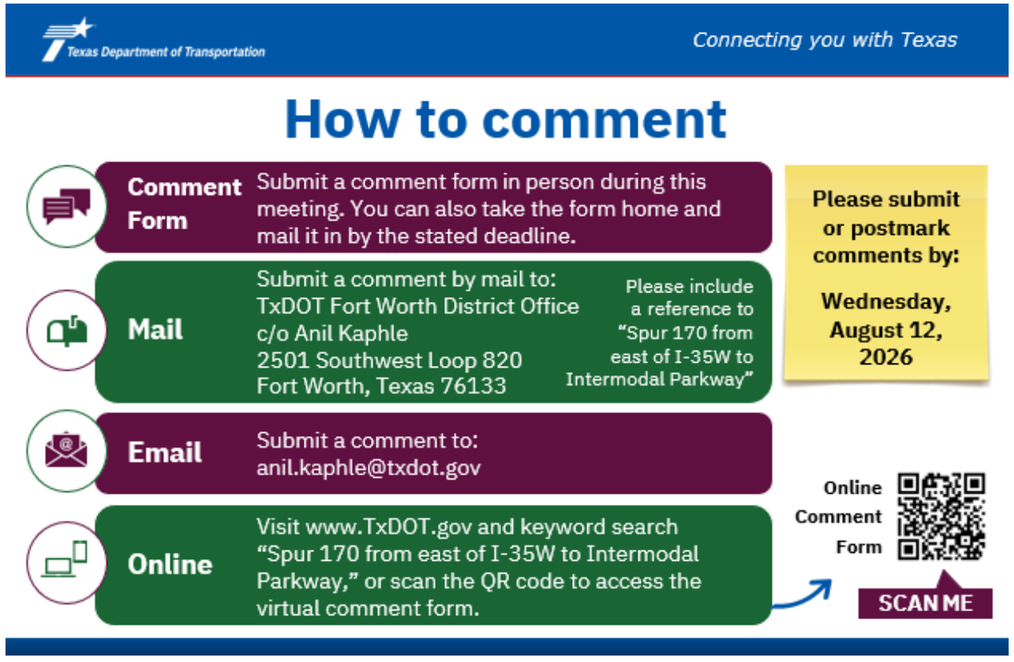
- What did you like about the proposed designs?
- What can TxDOT improve within this proposed new corridor?
- What information does the project team need to know?

Texas Department of Transportation

Slide 28 of 29

Slide Visual Description

Slide header is ‘How to comment’. Slide shows a QR code linking to the online comment form for Spur 170 from east of I-35W to Intermodal Parkway.



Slide Presentation Script

Comments can be submitted by the following methods:

Via a comment form. Please fill one out during the in-person meeting or take the form home and mail it in by the stated deadline.

Mail your comments to the TxDOT Fort Worth District Office at 2501 Southwest Loop 820, Fort Worth, Texas, 76133. Please reference “Spur 170 from east of I-35W to Intermodal Parkway” in your mailed comment.

Email your comments to the TxDOT project manager at anil.kaphle@txdot.gov, making sure to reference the project.

Or access the comment form online using the TxDOT website or by scanning the QR code on this slide and emailing or mailing the comment form as mentioned earlier.

While comments are always welcome, they must be received or postmarked by Wednesday, Aug. 12, 2026, to be included in the official meeting documentation.

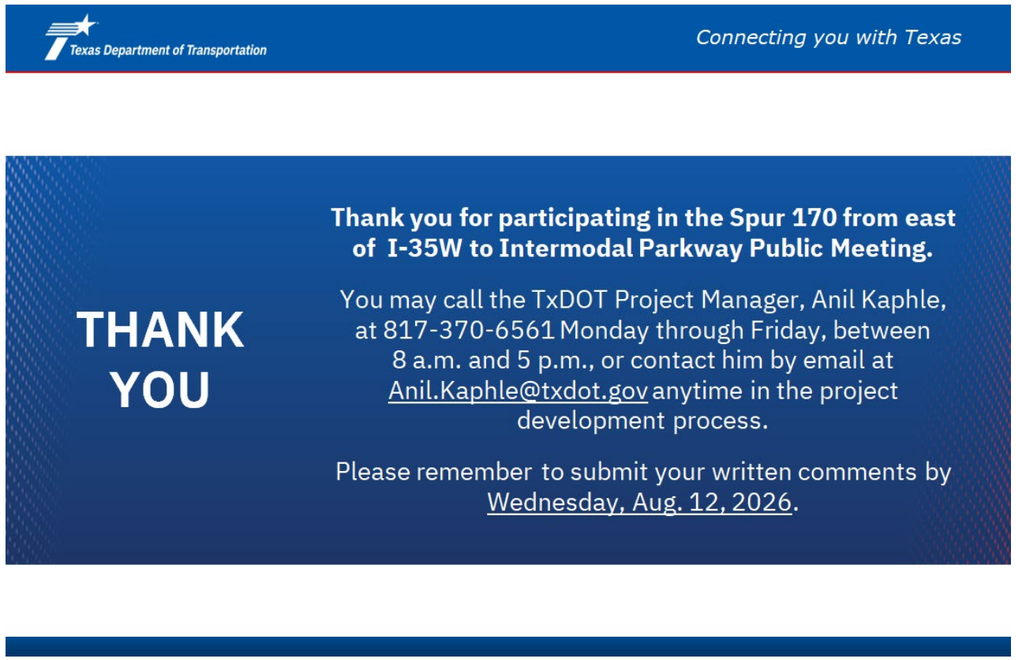
Responses to written comments received during the comment period will be included in the Public Meeting Summary Documentation that will be posted on the meeting webpage when completed.

Texas Department of Transportation

Slide 29 of 29

Slide Visual Description

Slide header is ‘Thank you’.



Slide Presentation Script

Thank you for participating in the Spur 170 from east of I-35W to Intermodal Parkway Public Meeting.

You may call the TxDOT Project Manager, Anil Kaphle, at 817-370-6561 Monday through Friday, between 8 a.m. and 5 p.m., or contact him by email at Anil.Kaphle@txdot.gov anytime in the project development process.

Please remember to submit your written comments by Wednesday, Aug. 12, 2026.

Texas Department of Transportation