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 and design, environmental constraints, and right-of-way considerations. This is followed by an explanation of how to provide comments for the proposed project and the adjournment.

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Welcome

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

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.

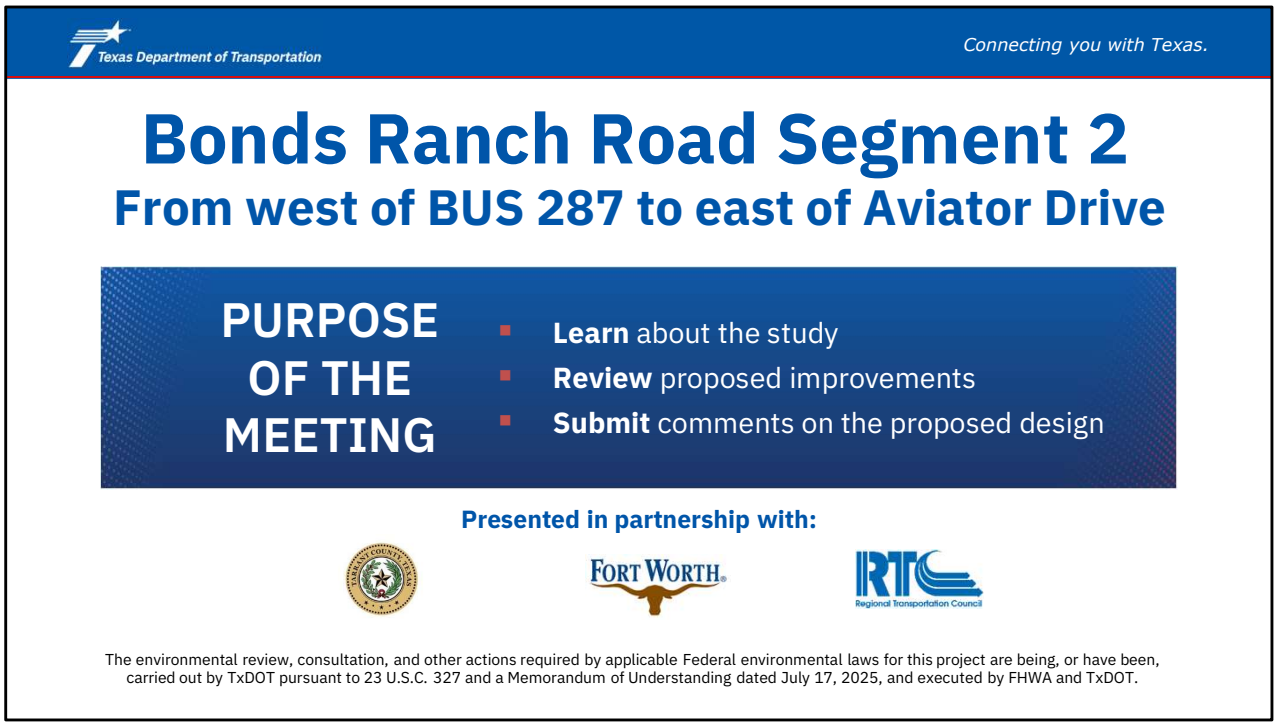
Your input on the proposed improvements is valuable and will help benefit the community and shape the final project recommendations.

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.

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.



The purpose of today's public meeting is to share information about the study and the work completed to date, present the proposed improvements being considered for the corridor, and gather your feedback, which is an important part of the decision-making process and will help inform the project's next steps.

This public meeting is being conducted in accordance with the National Environmental Policy Act, or NEPA, as well as TxDOT's agreement with the Federal Highway Administration and TxDOT's guidelines for public engagement. Throughout this process, we are committed to providing opportunities for the public to learn about the project and provide input before any final decisions are made.

Project Overview

To provide context for the proposed improvements, the discussion begins with an overview of the broader Bonds Ranch Road corridor improvement effort, followed by a closer look at the Segment 2 project area, the transportation needs identified within the corridor, the project's goals, and the anticipated timeline.

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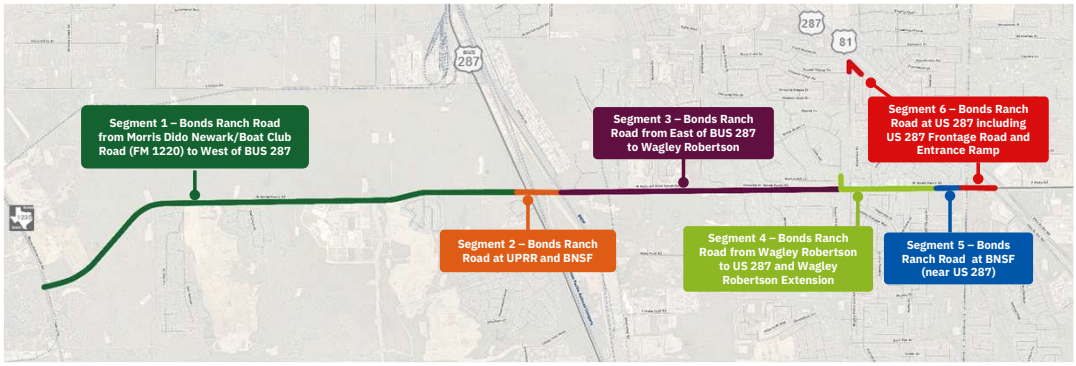
Bonds Ranch Road Corridor Improvements



- The Bonds Ranch Corridor from Boat Club Road to US 287 is being improved to reduce congestion, enhance safety, improve emergency access, and address current and future traffic volumes.
- Project delivered in partnership with the City of Fort Worth, Tarrant County, and the Regional Transportation Council.

This map illustrates the broader Bonds Ranch Road corridor improvement program extending from Boat Club Road to US 287.

The corridor is experiencing continued growth and increasing travel demand. In response, local and regional partners are working together to improve safety, reduce congestion, enhance emergency access, and accommodate both current and future traffic volumes.

The corridor has been divided into multiple segments advancing independently as funding and project development progress. The focus of today's meeting is Segment 2, located near the intersection of Bonds Ranch Road and BUS 287.

This project is a partnership between the City of Fort Worth, Tarrant County, TxDOT, and the Regional Transportation Council.

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Project Details

Bonds Ranch Road Segment 2 at BUS 287

From west of BUS 287 to east of Aviator Drive

- Widen and construct an overpass.
- Add capacity and remove ground-level railroad crossings.
- Approximately 28 acres of additional right of way currently estimated to be needed (subject to change).

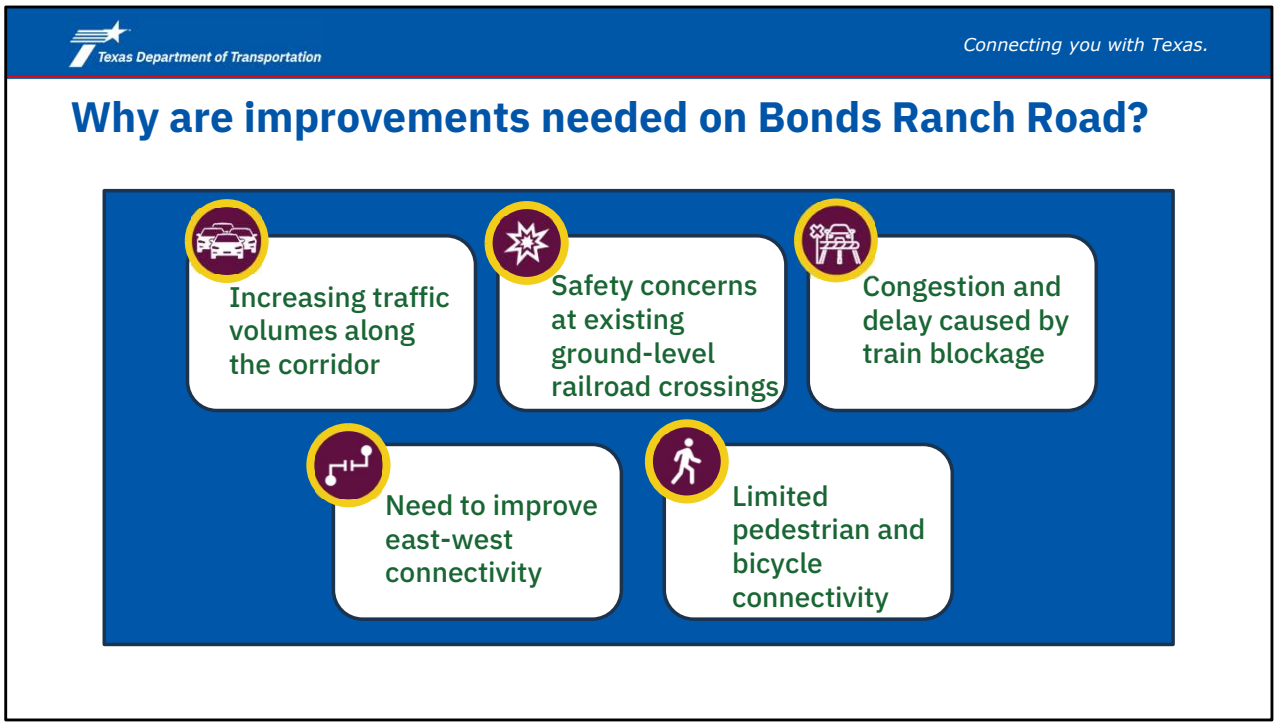
PROJECT LENGTH: Approximately 0.6 miles of Bonds Ranch Road, and 0.6 miles of BUS 287

COUNTY: Tarrant

This project focuses on approximately six-tenths of a mile of Bonds Ranch Road and approximately six-tenths of a mile of BUS 287 in Tarrant County.

The proposed improvements include widening portions of the roadway network, railroad relocation, and constructing an overpass to separate traffic from the railroad crossings. By eliminating the existing ground-level railroad crossings, the project would enhance safety and reduce delays caused by trains, while roadway widening and intersection improvements would increase overall roadway capacity.

Based on preliminary design, approximately 28 acres of additional right of way are currently estimated to be needed to construct the proposed improvements.

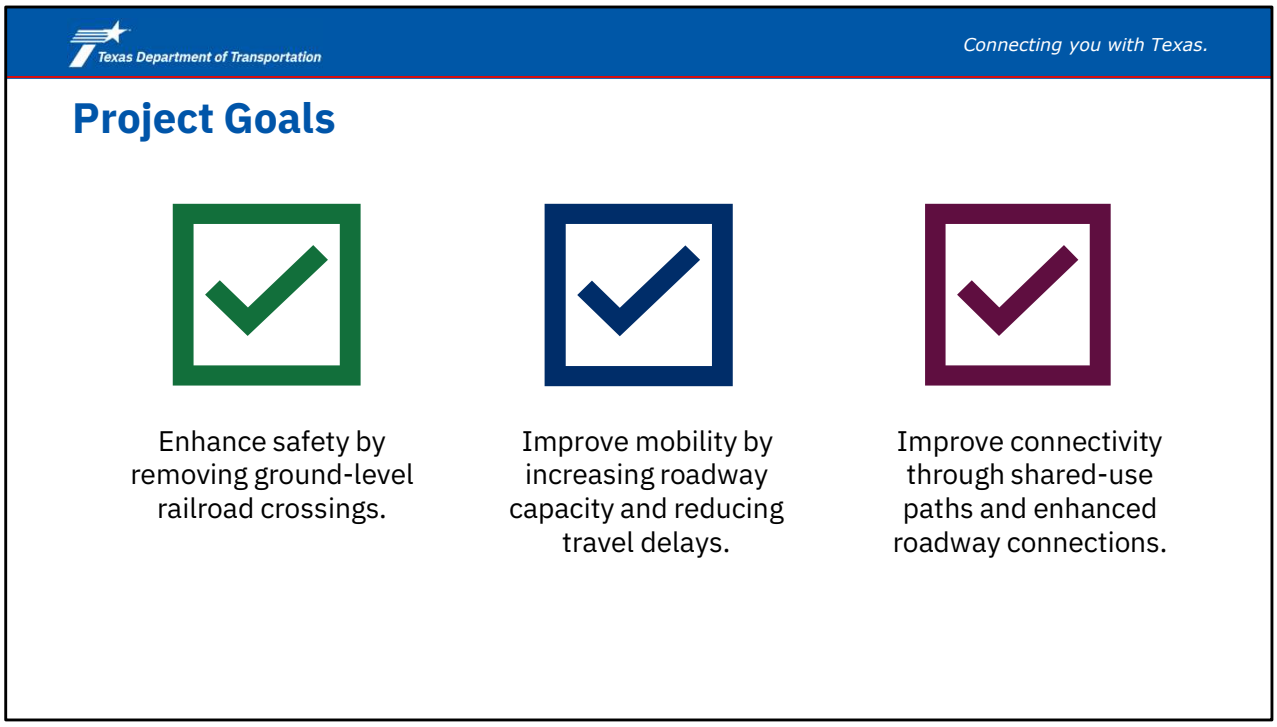


Several transportation challenges have been identified within this area.

Traffic volumes along the corridor continue to increase as development occurs throughout north Fort Worth. The existing ground-level railroad crossings create safety concerns and can result in lengthy delays when trains block the roadway. Because Bonds Ranch Road serves as a primary east-west connection and few parallel routes exist in this area, those delays can affect travel reliability beyond the immediate project corridor.

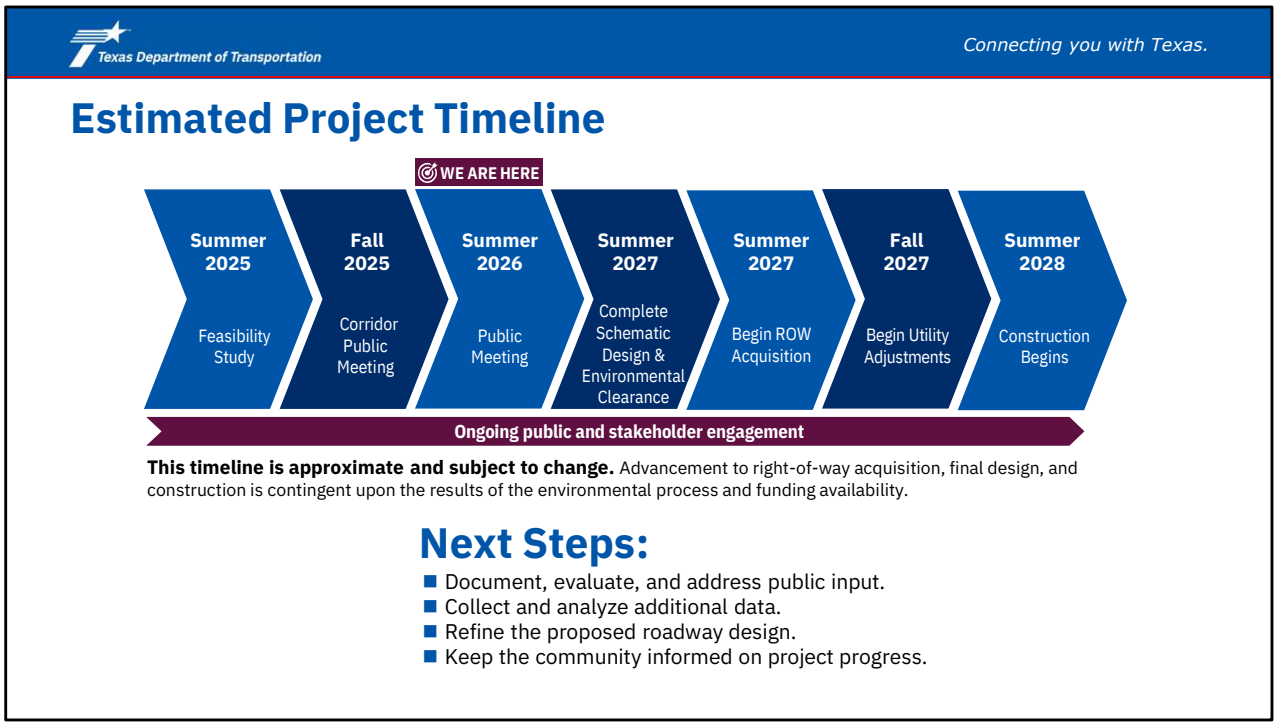
In addition, opportunities for pedestrians and bicyclists are currently limited, making it more difficult for people to safely move through the area using different modes of transportation.

Together, these issues demonstrate the need for long-term improvements that can better serve the community both today and in the future.



The project is guided by three primary goals. The first goal is to enhance safety by removing the existing ground-level railroad crossings. The second goal is to improve mobility by increasing roadway capacity and reducing travel delays throughout the corridor. And the third goal is to improve connectivity by providing shared-use paths and enhancing connections between surrounding roadways and destinations.

These goals served as the foundation for developing and evaluating project alternatives.



This timeline shows the project's progression from feasibility studies into schematic design and environmental review. Following this public meeting, public input will be considered alongside additional engineering and environmental analyses as the proposed design continues to be refined. Environmental studies will continue as the project moves toward environmental clearance, while project partners secure funding for future phases of work. Construction is currently anticipated to begin in 2028, although all timeframes remain subject to change.

Alternatives Analysis

Identifying a preferred solution began with developing and evaluating a range of alternatives. The following information explains the key constraints within the project area, the alternatives that were considered, and the screening process used to identify the preferred alternative.

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Project Constraints

As the project team began developing potential alternatives, there were several significant constraints to consider. The existing intersection between Bonds Ranch Road and BUS 287 operates at a skewed angle, which influences how improvements can be designed. The project area is also constrained by both Union Pacific and BNSF railroad facilities, nearby industrial and rail-served properties, major waterline infrastructure, existing gas wells, and the proximity of Bonds Ranch.

In addition, Hicks Airfield and its associated flight path place restrictions on how high roadway improvements can be constructed within that area.

All of these factors influenced how alternatives could be developed and evaluated.

One of the project's primary objectives is eliminating the existing ground-level railroad crossings, so the challenge was determining how best to achieve that goal while balancing the many constraints within the

corridor.

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Railroad Relocation Alternatives

Full Relocation:

- Relocates the full length of BNSF track to parallel with Union Pacific track.
- Conflicts with existing industrial operations and structures.
- Conflicts with existing gas wells.

Partial Relocation:

- Relocates a portion of BNSF track to parallel with UP track.
- Reduces impacts to existing industry operations.
- Eliminates conflict with existing gas wells.

One of the early considerations was whether relocation of the BNSF railroad tracks could improve the overall crossing configuration.

The Full Relocation Alternative would relocate the full length of the BNSF track to run parallel with the Union Pacific line. While this approach narrowed the crossing area, it created substantial conflicts with existing industrial operations and structures.

The Partial Relocation Alternative would relocate only a portion of the BNSF track, reducing some of those impacts while still improving the crossing configuration.

These concepts were evaluated because reducing the separation of the railroads could create additional flexibility for roadway design while also helping address airspace considerations associated with Hicks Airfield.

After evaluating engineering feasibility, costs, and impacts to adjacent properties and industrial operations, the Partial Relocation Alternative

was selected as the working railroad alignment for continued analysis of roadway alternatives.

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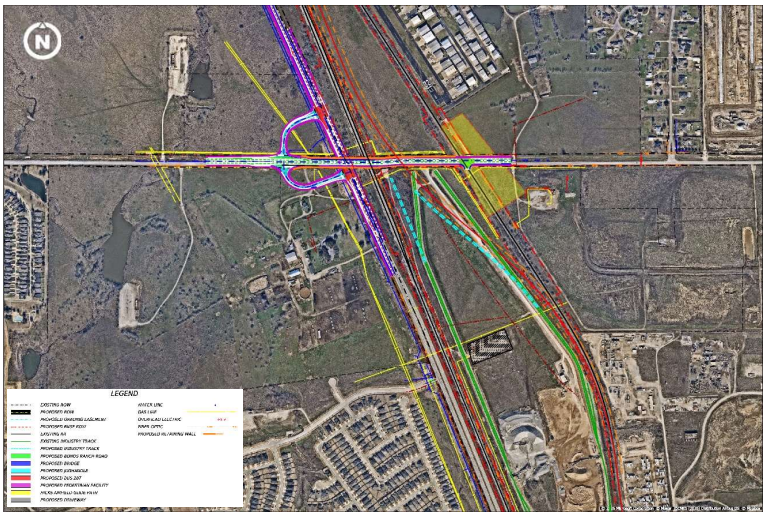
Roadway Alternatives

Alternative 1: Underpass Option

- Reconstructs Bonds Ranch Road under BUS 287 and railroad crossings.
- Connects BUS 287 to Bonds Ranch Road with jug handle ramps.
- Does not require signals at intersection of Bonds Ranch Road and BUS 287.
- Requires significant utility relocation and temporary railroad infrastructure during construction.



Alternative 1 would reconstruct Bonds Ranch Road beneath both the railroad crossings and BUS 287. The design includes jughandle ramps that connect traffic between Bonds Ranch Road and BUS 287 and would allow the intersection to operate without traffic signals. One advantage of this concept is that it removes conflicts with the rail crossings while maintaining traffic flow through the intersection. However, constructing an underpass would require significant utility relocations and temporary railroad infrastructure during construction, creating additional complexity and cost.

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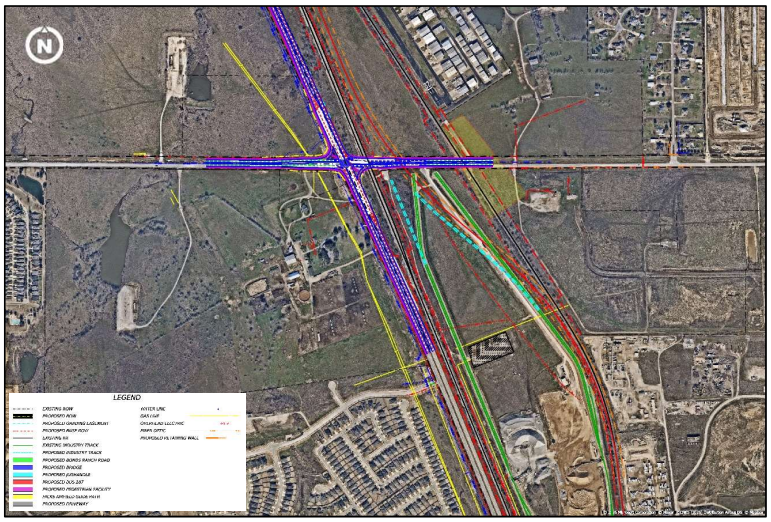
Alternative 2A: Traditional Intersection Overpass, Existing Alignment

- Reconstructs Bonds Ranch Road over railroad crossings.
- Maintains current angle of the intersection.
- Adds dual left-turn lanes and right-turn lanes at all approaches.
- Limited capacity for long-term traffic volumes.
- Requires signals at intersection.



Alternative 2A would carry Bonds Ranch Road over the railroad crossings while elevating BUS 287 to meet Bonds Ranch Road at the existing intersection angle.

This concept includes a traditional signalized intersection with dual left-turn lanes and dedicated right-turn lanes on each approach to accommodate future traffic demand. While the alternative improves safety by removing conflicts with the railroad crossings, it also creates a larger intersection footprint and remains dependent on signal operations to manage traffic movements.

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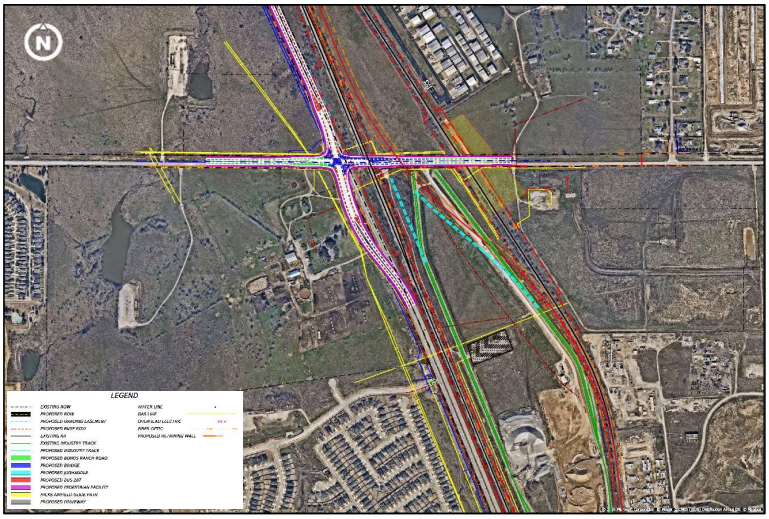
Alternative 2B: Traditional Intersection Overpass, Shifted Alignment

- Reconstructs Bonds Ranch Road over railroad crossings.
- Shifts angle of the intersection to improve alignment.
- Adds dual left-turn lanes and right-turn lanes at all approaches.
- Significantly expands intersection footprint.
- Limited capacity for long-term traffic volumes.
- Requires signals at intersection.



Alternative 2B includes many of the same features as Alternative 2A, including an overpass over the railroad crossings and elevating BUS 287 to meet Bonds Ranch Road with a traditional signalized intersection.

The primary difference is that BUS 287 would be realigned to create a more direct intersection angle with Bonds Ranch Road. While this improves intersection geometry and traffic operations, the alternative still requires traffic signals and a relatively large intersection footprint.

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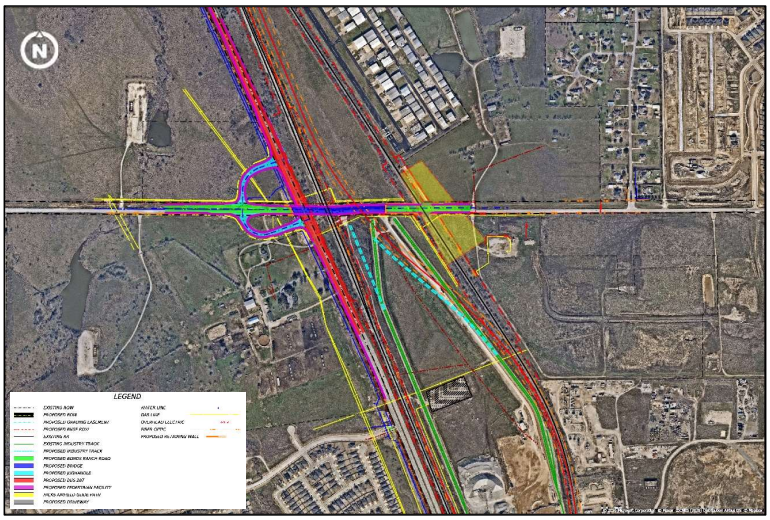
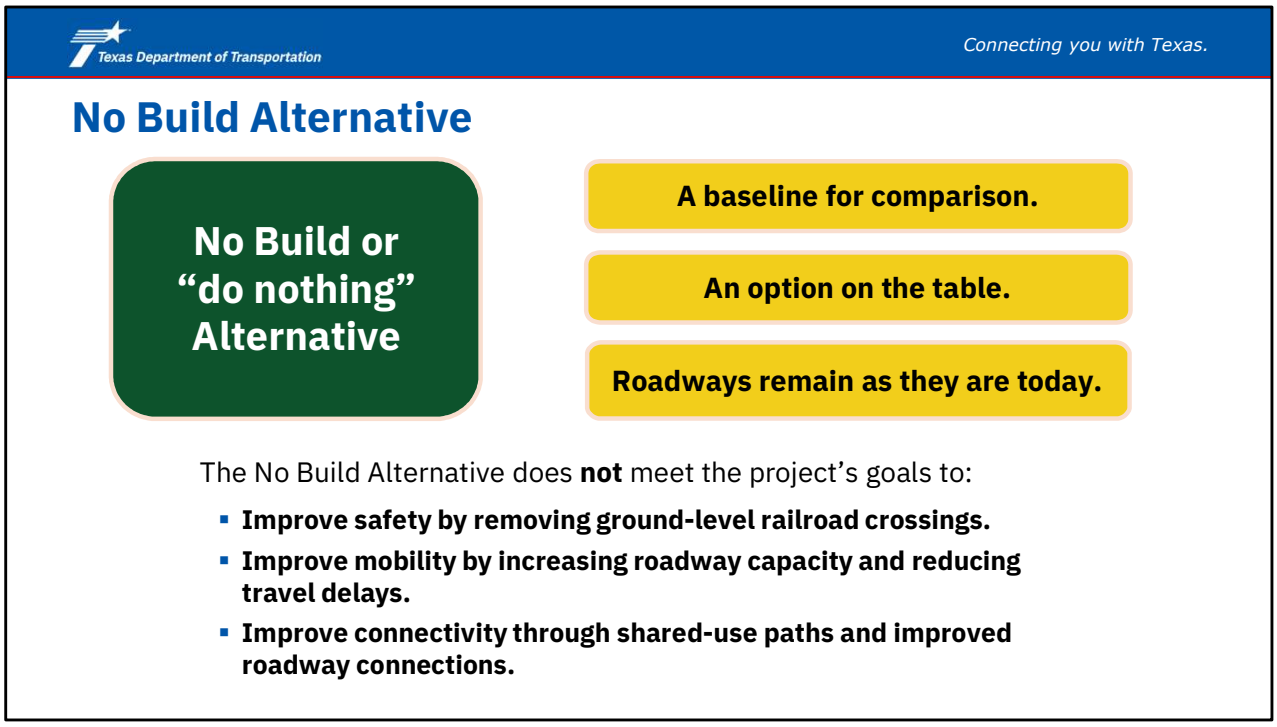
Alternative 2C: Overpass with Jug Handle Ramps

- Reconstructs Bonds Ranch Road over BUS 287 and railroad crossings.
- Maintains current angle of the intersection.
- Connects BUS 287 to Bonds Ranch Road with jug handle ramps.
- Does not require signals at intersection of Bonds Ranch Road and BUS 287.
- Improves capacity for long-term traffic volumes .



Alternative 2C would carry Bonds Ranch Road over BUS 287 and the railroad crossings while maintaining the existing roadway alignment.

Instead of a conventional signalized intersection, traffic movements between Bonds Ranch Road and BUS 287 would occur using jug handle ramps. This design eliminates the need for a traffic signal at the main intersection while still eliminating conflicts with the railroad crossings.



As part of the environmental process, a No Build Alternative is also evaluated. The No Build Alternative serves as a baseline for comparison and assumes that major improvements are not constructed. Under this scenario, the roadway network would remain substantially as it exists today. While the No Build Alternative helps us understand the benefits and impacts of the proposed improvements, it does not address the project's primary goals of enhancing safety, mobility, and connectivity.

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Alternatives Screening Matrix

Resource Category	Roadway Alternatives				Railroad Alternatives		No Build
	1	2A	2B	2C	Long	Short	
Project Goals							
Enhance Capacity for Growth	○	◑	◑	◕	--	--	○
Improve Mobility	○	◑	◑	◕	--	--	○
Enhance Safety	○	◑	◕	◕	--	--	○
Community/Environmental Impacts							
Additional Right of Way Needed (estimated)	9.2 acres	26.6 acres	29.1 acres	27.7 acres	27.6 acres	21 acres	--
Potential Residential Displacements	--	--	--	--	--	--	--
Potential Business Displacements	--	--	--	--	--	--	--
Loss of Developable Industrial Property	●	◕	◕	●	◔	◑	--
Oil & Gas Well Properties	--	--	--	--	○	●	--
Utility Impacts	○	●	◕	◕	○	◕	
Airfield Operations	●	●	●	●	●	●	--
Waters of the U.S.	●	●	●	●	●	●	●
100-Year Floodplains	--	--	--	--	--	--	--
Historic Properties	●	●	○	●	--	--	--
Traffic Noise	●	◕	◑	◔	--	--	--
Engineering							
Intersection Operations	◕	◑	◑	◕	--	--	◔
Pedestrian Safety	◔	◑	◑	◑	--	--	◔
Railroad Operations	◔	●	●	●	●	●	◔
Industrial Operations	--	--	--	--	◑	●	--
Constructability	○	◑	◑	◕	--	--	--
Estimated Construction Costs	$158M	$157M	$162M	$116M	--	--	--

○ ◔ ◑ ◕ ●

Does not meet desirable criteria -- Not applicable/no effect Does meet desirable criteria

To compare alternatives, the project team evaluated each option across a range of criteria grouped into three primary categories: project goals, community and environmental considerations, and engineering and operational factors.

Measures included safety improvements, mobility benefits, right-of-way needs, utility impacts, environmental considerations, construction complexity, and overall project performance.

The symbols shown in the matrix provide a visual representation of how each alternative performed for that criterion, ranging from less favorable to more favorable outcomes.

As shown in the matrix, each alternative includes tradeoffs. Some alternatives performed well in one category but created greater impacts in another. Through the screening process, Alternative 2C, the overpass with jug-handle ramps, consistently provided the best overall balance of

safety, mobility, constructability, and long-term operational performance.

As a result, Alternative 2C was identified as the preferred alternative to carry forward for additional refinement and study.

Project Layout

After evaluating the alternatives and identifying a preferred solution, the focus shifts to how the proposed improvements would be incorporated into the corridor. The following exhibits illustrate the proposed improvements, anticipated roadway cross sections, and right-of-way requirements associated with the project.

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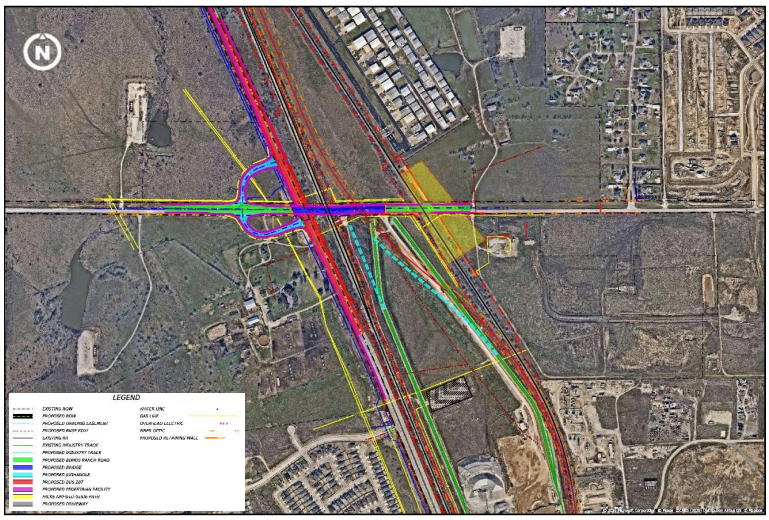
Bonds Ranch Road Segment 2 Proposed Improvements

- Widen 0.6 miles of Bonds Ranch Road to two lanes in each direction with center median.
- Construct an overpass over BUS 287 and Union Pacific and BNSF railroads.
- Widen and reconfigure Bonds Ranch Road/BUS 287 intersection with jug handle ramps.
- Widen 0.6 miles of BUS 287.
- Construct a shared-use path along Bonds Ranch Road and BUS 287.



The proposed project includes improvements to approximately six tenths of a mile of Bonds Ranch Road and approximately six tenths of a mile of BUS 287.

Along Bonds Ranch Road, the roadway would be widened to provide two lanes in each direction with a center median, dedicated turn lanes, curb and gutter drainage, and a shared-use path for pedestrians and cyclists. An overpass would be constructed carrying Bonds Ranch Road over BUS 287 and the BNSF and Union Pacific railroad crossings.

Along BUS 287, the roadway would be widened to provide two lanes in each direction with additional turn lanes and acceleration and deceleration lanes. New roadway connections would also be constructed to maintain access between BUS 287 and Bonds Ranch Road.

The proposed roadway configurations associated with these improvements are illustrated next.

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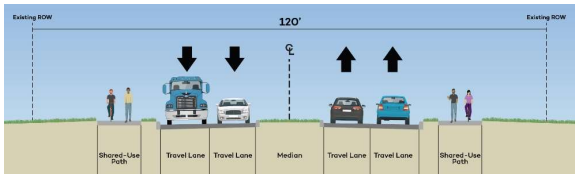
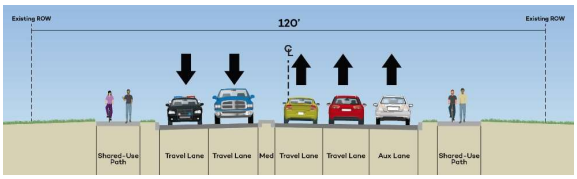
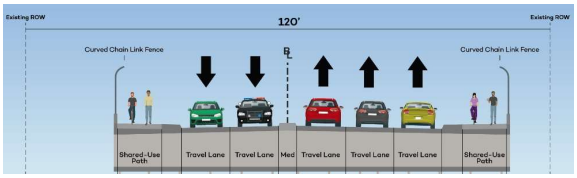
Proposed Typical Sections: Bonds Ranch Road



Bonds Ranch Road Four-Lane Configuration



Bonds Ranch Road with Auxiliary Lane Configuration



Bonds Ranch Road Bridge Configuration

These typical sections illustrate how various portions of Bonds Ranch Road are anticipated to function once constructed. While roadway features vary throughout the corridor, the sections depict the general roadway configuration, including travel lanes, medians, turn lanes, and pedestrian and bicycle accommodations.

The sections shown here represent the proposed four-lane roadway, locations where auxiliary lanes are provided, and the bridge configuration associated with the overpass.

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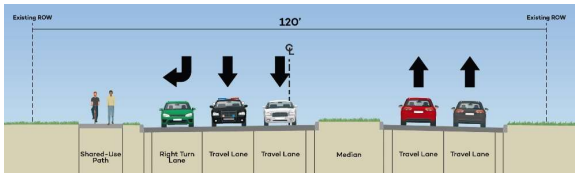
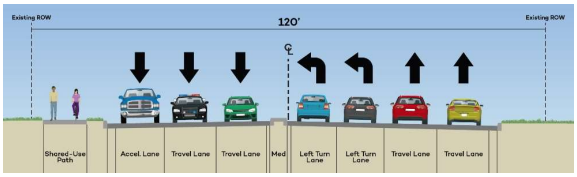
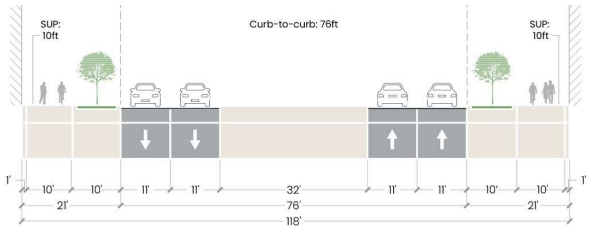
Proposed Typical Sections: BUS 287



BUS 287 Southbound Configuration



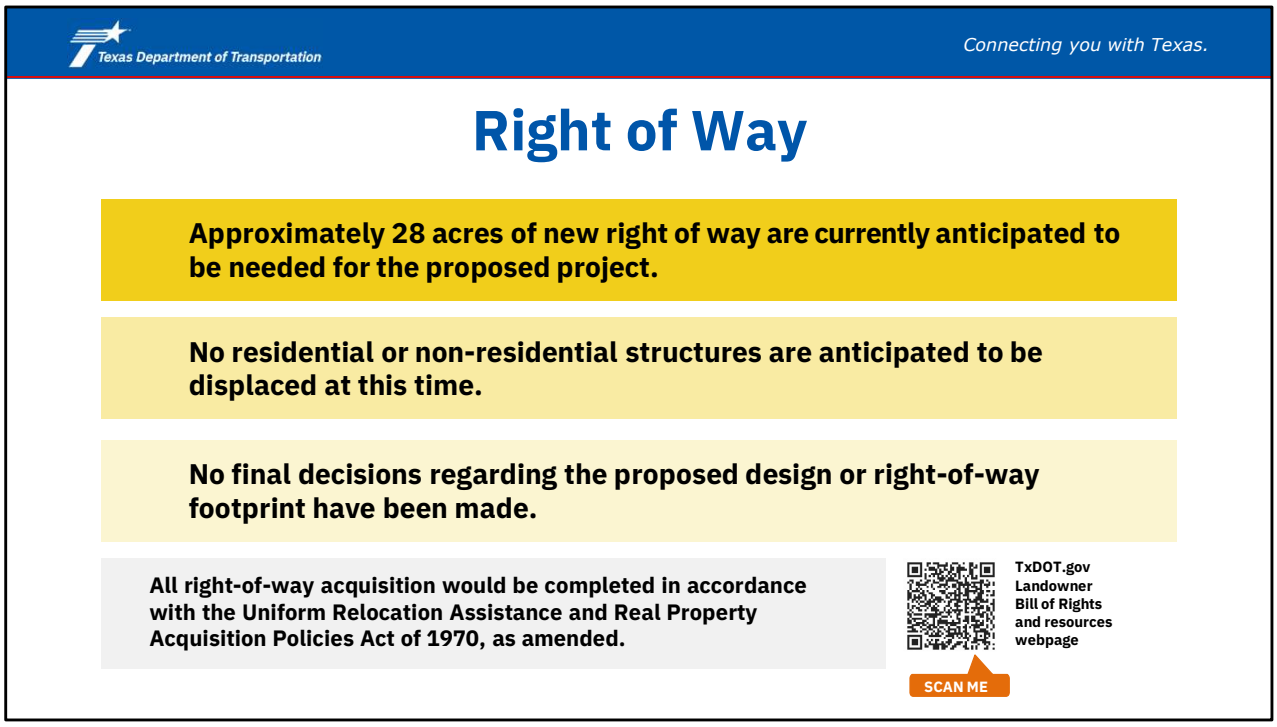
BUS 287 Northbound Configuration



City of Fort Worth Master Thoroughfare Plan BUS 287 Future Configuration

These typical sections illustrate the proposed roadway configurations along BUS 287 within the project area. The sections shown here depict the northbound and southbound roadway configurations, as well as the future cross section identified in the City of Fort Worth Master Thoroughfare Plan.

Together, these sections provide an overview of how BUS 287 is anticipated to function once the proposed improvements are constructed.

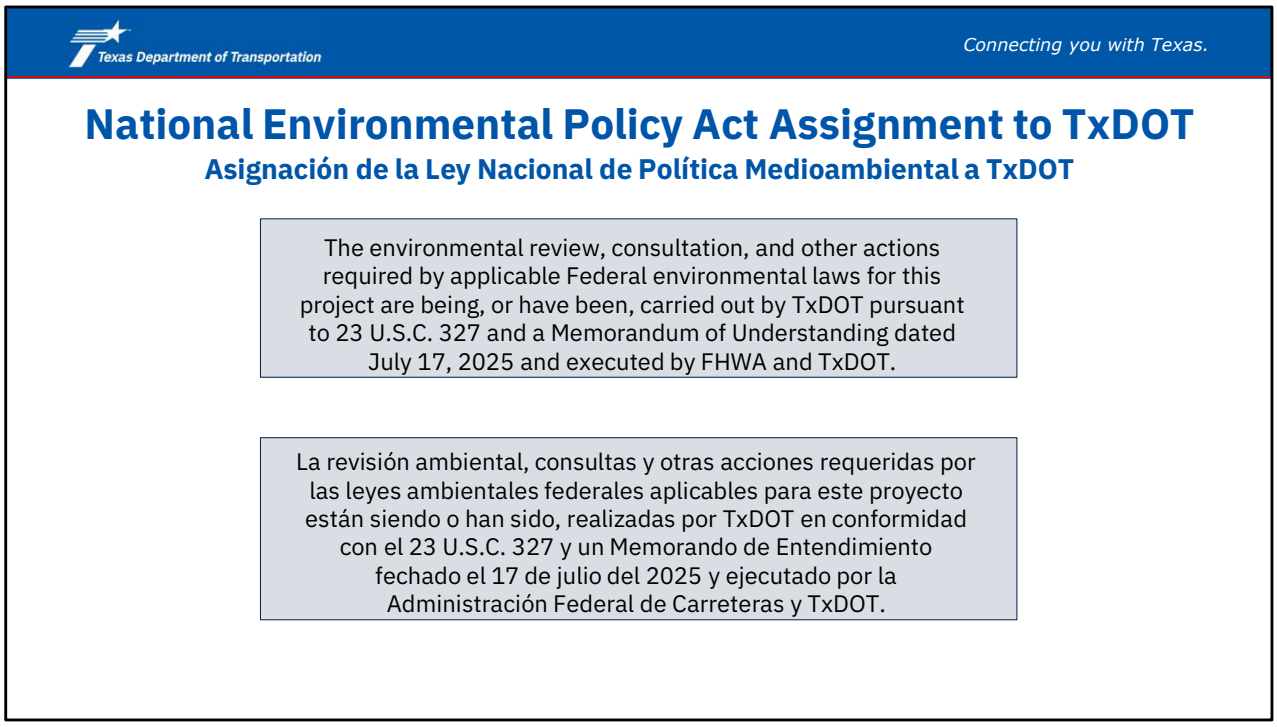


Construction of the proposed improvements is anticipated to require approximately 28 acres of new right of way. Based on the current design, no residential or non-residential structure displacements are anticipated at this time. It's important to note that no final decisions have been made regarding the proposed design or ultimate right-of-way footprint. As the project continues to develop, the design will be further refined.

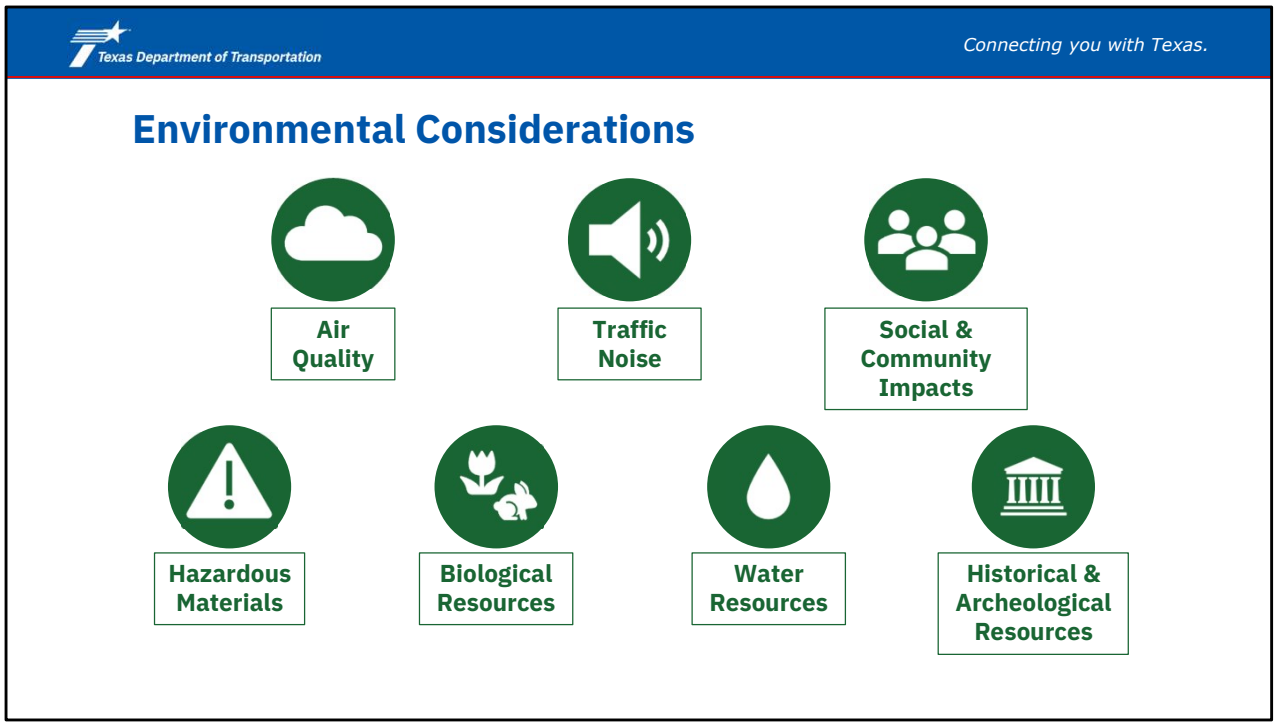
Any required property acquisition would be conducted in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act and other applicable state and federal requirements. Additional information can be found online by scanning the QR code on the screen.

Environmental Studies

Environmental review is a key component of project development and helps identify natural, cultural, and community resources that may influence design and construction decisions. The following information summarizes the environmental review process and the environmental considerations identified within the project area to date.



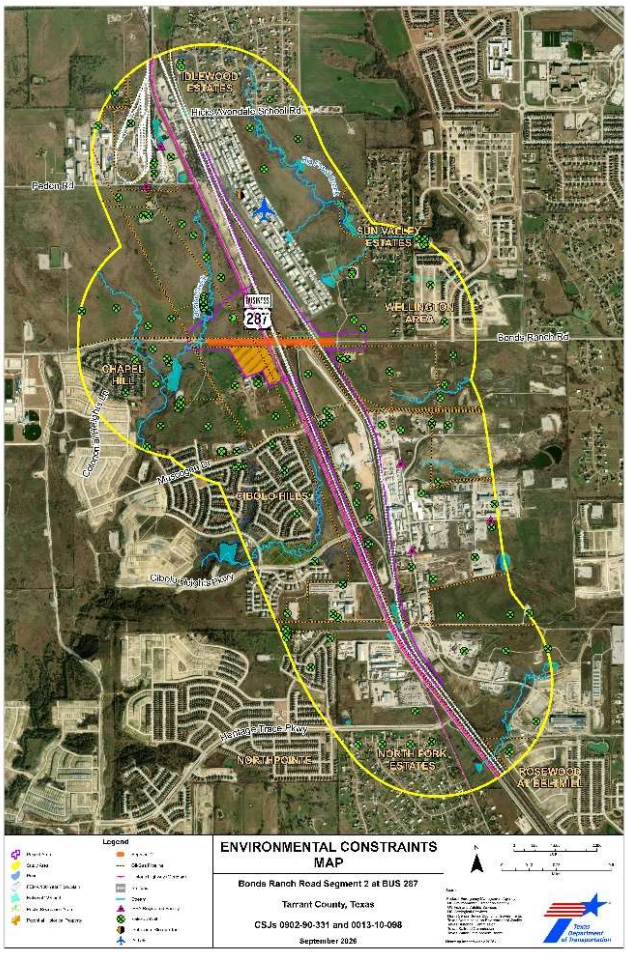
Environmental review for this project is being conducted in accordance with federal environmental requirements. Under an agreement with the Federal Highway Administration, TxDOT has been assigned responsibility for carrying out many of the environmental review, consultation, and compliance activities required under the National Environmental Policy Act, or NEPA. This allows TxDOT to lead the environmental review process while ensuring compliance with applicable federal environmental laws.



These studies would identify and assess potential impacts on the natural and human environment.

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.

Environmental Constraints



The project team has conducted initial environmental research and screening within the study area.

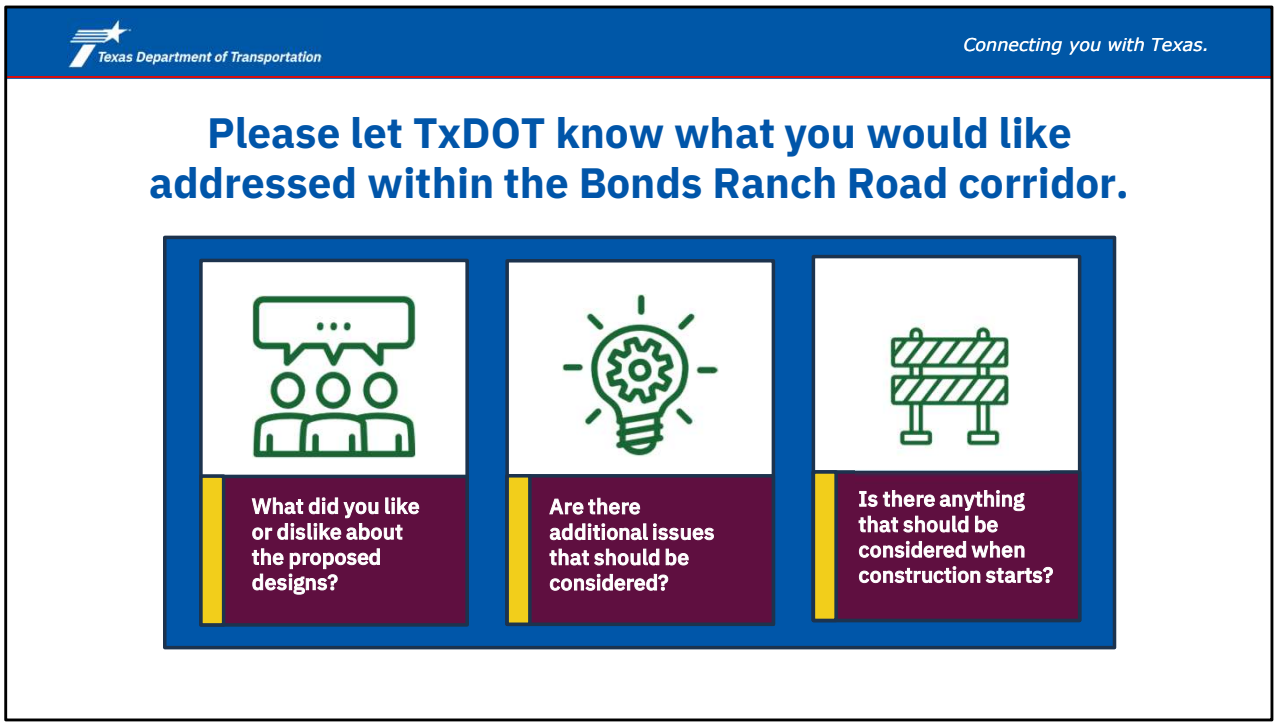
The map highlights environmental resources and other sensitive features identified to date that may influence project design and construction. Environmental constraints are important because they help determine where improvements can be located and may affect the feasibility of certain alternatives.

These considerations were part of the alternatives screening process and helped inform the identification of the preferred alternative.

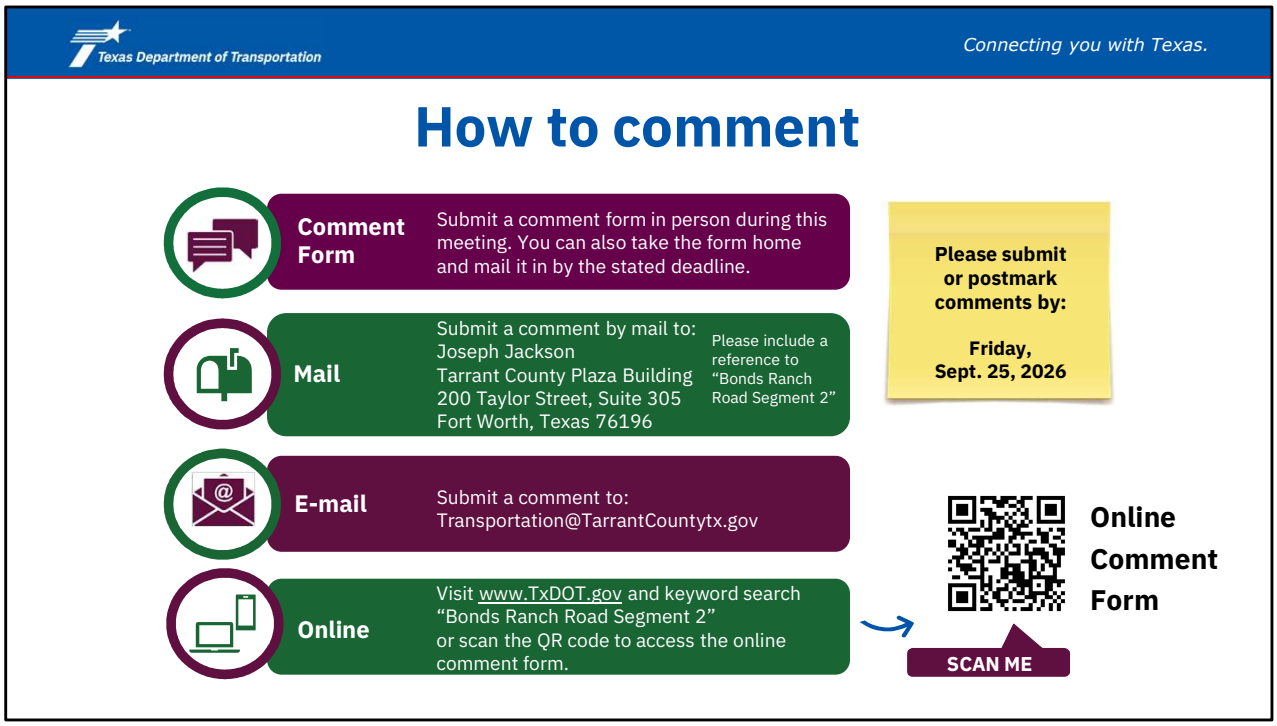
Environmental studies are ongoing and will continue throughout project development. Information gathered through these studies will help further refine the project design and identify opportunities to avoid, minimize, or mitigate potential impacts.

Public Input Opportunities

Public input is an important component of the project development process and helps inform future decisions as the proposed design continues to be refined. Community feedback provides valuable local perspective and will be considered alongside engineering, environmental, and other technical analyses as the project moves forward.



As project development continues, there may be additional factors, opportunities, or concerns that have not yet been identified through engineering and environmental studies alone. The questions shown here are intended to encourage consideration of the proposed project from a variety of perspectives and experiences within the corridor. Input on any aspect of the project is welcome.



Comments on the proposed project may be submitted using any of the methods shown here, including by comment form, mail, email, or through the online comment form. While comments and questions are welcome throughout project development, comments must be submitted or postmarked by September 25, 2026, to be included in the official public meeting record.

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Connecting you with Texas.

Connect with TxDOT Online

Project maps, handouts, and additional information are available in the **Meeting Materials** section of the project webpage.

SCAN ME

Interested in learning about other TxDOT projects?

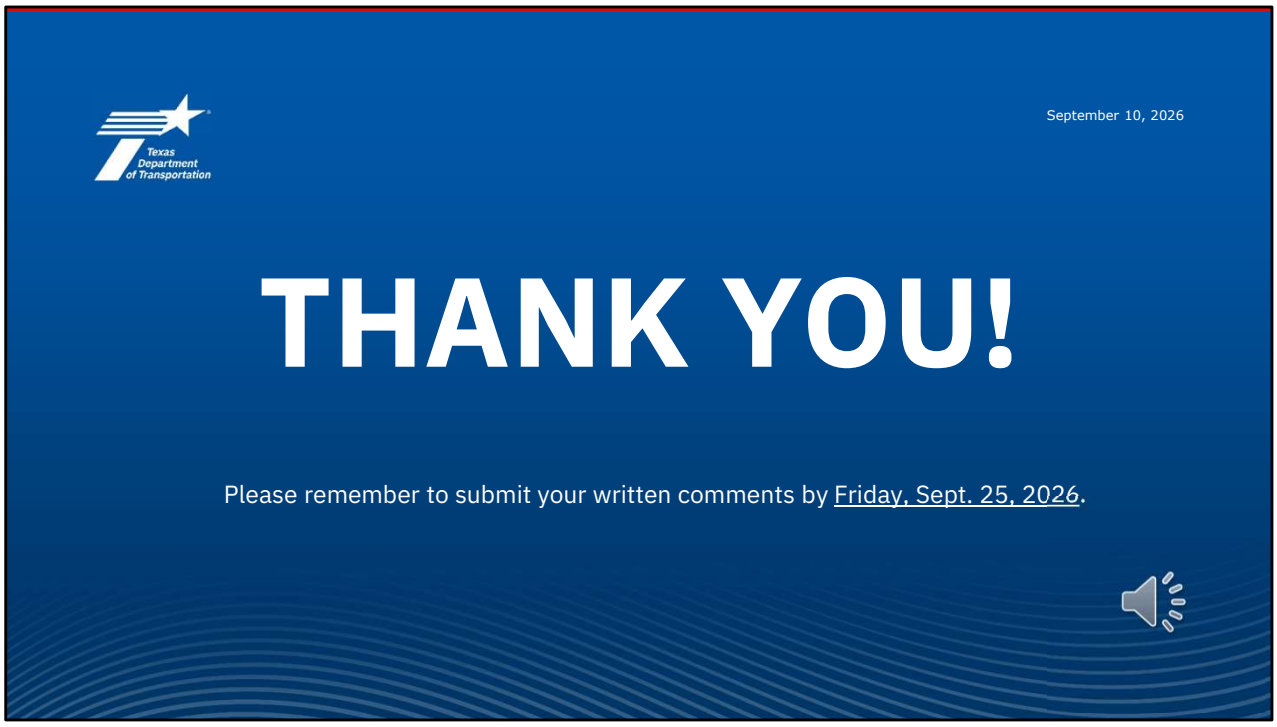
Check out our public involvement schedule page on txdot.gov!

Share with your friends, family, neighbors, and colleagues!

Visit www.txdot.gov and search the project keywords: "Bonds Ranch Road Segment 2"

Additional project information, including maps, handouts, and meeting materials, is available on the project website.

Those interested in following the progress of this project, or learning about other transportation projects in the region, are encouraged to connect with TxDOT online. You can visit TxDOT.gov to sign up for project updates, track upcoming public meetings, and learn more about transportation improvements across the region.



We sincerely thank you for joining TxDOT's public meeting for the Bonds Ranch Road Segment 2 at BUS 287 project in Tarrant County. Your questions, comments and concerns will receive careful consideration. Please take a moment to review the project materials online, and remember to submit your comments by Friday, September 25, 2026. This concludes the public meeting presentation. Thank you!