



KENNEDALE CITY COUNCIL AGENDA

REGULAR MEETING | JUNE 15, 2026 AT 5:30 PM
CITY HALL COUNCIL CHAMBERS | 405 MUNICIPAL DRIVE, KENNEDALE, TX 76060

I. CALL TO ORDER

- A. ROLL CALL
- B. INVOCATION AND PLEDGES OF ALLEGIANCE TO THE U.S. AND TEXAS FLAGS

I pledge Allegiance to the Flag, of the United States of America, and to the Republic, for which it stands, One Nation, Under God, Indivisible, with Liberty and Justice for all.”

“Honor the Texas Flag; I Pledge Allegiance to Thee, Texas, One State under God; One and Indivisible.”

II. WORK SESSION

- A. Discussion regarding Bond Issuance for the 26-27 FY
- B. Little School Road Project

III. EXECUTIVE SESSION

IN ACCORDANCE WITH CHAPTER 551 OF THE TEXAS GOVERNMENT CODE. If, during the course of the meeting and discussion of any items covered by this notice, the Kennedale City Council determines that a Closed or Executive session of the Board is required, then such closed meeting will be held as authorized by Texas Government Code, Chapter 551, Section 551.071 consultation with counsel on legal matters; Section 551.074 personnel matters (1) to deliberate the appointment, employment, evaluation, reassignment, duties, discipline, or dismissal of a public officer or employee; or (2) to hear a complaint or charge against an officer or employee. (b) Subsection (a) does not apply if the officer or employee who is the subject of the deliberation or hearing requests a public hearing. Section 551.072 - deliberation regarding purchase, exchange, lease or value of real property; Section 551.073 - deliberation regarding a prospective gift; Section 551.087 - deliberation regarding economic development negotiation; Section 551.089 - deliberation regarding security devices or security audits, and/or other matters as authorized under the Texas Government Code. If a Closed or Executive Session is held in accordance with the Texas Government Code as set out above, the Kennedale City Council will reconvene in Open Session in order to take action, if necessary, on the items addressed during Executive Session.

IV. RECONVENE INTO OPEN SESSION, AND TAKE ANY ACTION NECESSARY PURSUANT TO EXECUTIVE SESSION

V. ADJOURNMENT



CERTIFICATION: I DO HEREBY CERTIFY THAT THE JUNE 15, 2026 KENNEDALE CITY COUNCIL AGENDA WAS POSTED INSIDE THE MAIN ENTRANCE OF CITY HALL (405 MUNICIPAL DRIVE), IN A PLACE CONVENIENT AND READILY ACCESSIBLE TO THE GENERAL PUBLIC AT ALL TIMES; AND THAT SAID AGENDA WAS POSTED AT LEAST THREE (3) BUSINESS DAYS PRECEDING THE SCHEDULED TIME OF SAID MEETING, IN ACCORDANCE WITH CHAPTER 551 OF THE TEXAS GOVERNMENT CODE.

IN COMPLIANCE WITH THE AMERICANS WITH DISABILITIES ACT (ADA), THE CITY OF KENNEDALE WILL PROVIDE FOR REASONABLE ACCOMMODATIONS FOR PERSONS ATTENDING MEETINGS. THIS FACILITY IS WHEELCHAIR ACCESSIBLE AND ACCESSIBLE PARKING SPACES ARE AVAILABLE. REQUESTS FOR SIGN INTERPRETER SERVICES MUST BE MADE FORTY-EIGHT (48) HOURS PRIOR TO THE MEETING BY CALLING 817-985-2104 OR (TTY) 1-800-735-2989.

A QUORUM OF THE KENNEDALE CITY COUNCIL, KENNEDALE EDC, THE KENNEDALE PLANNING AND ZONING COMMISSION, BOARD OF ADJUSTMENT, KEEP KENNEDALE BEAUTIFUL COMMISSION, PARKS AND RECREATION BOARD, BUILDING BOARD OF APPEALS, TOWNCENTER DEVELOPMENT DISTRICT, OR TAX INCREMENT REINVESTMENT DISTRICT MAY BE PRESENT. NO ACTION WILL BE TAKEN BY THE ABOVE-LISTED BOARDS.

2026 Bond Projects**Funding from Other Sources**

		Amount	Source	Project Total
Equipment				
Ladder Truck/Quint	2,300,000			2,300,000
Road Projects				
Little School Rd Ext	1,205,000	1,095,000	Series 2024 CO	2,300,000
Eden Road Bridge	560,000			560,000
Oak Ridge Trail Overlay	250,000			250,000
Peggy Lane	130,000			130,000
Shady Creek Rd	275,000			275,000
Swiney Hiatt Rd	115,000			115,000
Grapevine Trl				
Valley Lane				
Trent St				
Mansfield Ave				
Pine Meadows				
Water/Sewer Projects				
S/S @ 614 Dick Price	90,000			90,000
Bloxom Park Area Loop	75,000			75,000
	<u>5,000,000</u>			<u>6,095,000</u>

Anticipated Reimbursement	
@50% for LS Ext	1,500,000
Total Reimburement	<u>1,500,000</u>

Projects Funded by Reimbursement
TBD

June 4, 2026

Kristian Sugrim
Director of Public Works
City of Kennedale
150 N. Little School Road
Kennedale, TX 76060

Re: N Little School Extension (Project History, Current Status, and Path Forward)

Project Overview

The Little School Road Extension is one of the City of Kennedale's most significant long-term transportation initiatives and is intended to improve mobility, safety, connectivity, and economic development throughout the community. The ultimate vision for the corridor is to provide a continuous north-south roadway connection between Kennedale Parkway (Business U.S. 287) and Dick Price Road while eliminating conflicts with Union Pacific Railroad (UPRR) operations through construction of a grade-separated railroad crossing.

To facilitate project development, the corridor has been divided into two phases:

- **Phase 1:** Kennedale Parkway (Business U.S. 287) to S New Hope Road
- **Phase 2:** S New Hope Road to Dick Price Road

The overall goal of the project is to create a reliable transportation corridor that improves local and regional mobility, enhances emergency response access, supports future development, and eliminates delays associated with railroad operations.

Project History

2021 Tarrant County Bond Program

In 2021, Freese and Nichols assisted the City of Kennedale in preparing and submitting an application to the Tarrant County 2021 Bond Program for Phase 1 of the Little School Road Extension.

The project submitted for funding consisted of a new roadway extending from Kennedale Parkway (Business U.S. 287) to South New Hope Road. At the time of application, the estimated project cost was approximately \$13 million.

The project was selected for funding through the Tarrant County Bond Program, with Tarrant County committing approximately \$6.5 million toward the project through a 50/50 cost-sharing partnership with the City. This represented the first major funding commitment toward implementation of the

project and established the financial foundation necessary to begin advancing the corridor through engineering and environmental development.

Corridor Alignment Study and Alternative Evaluation

Following bond program selection, the City authorized Freese and Nichols to conduct a comprehensive alignment study to determine the preferred long-term corridor location for both Phase 1 and Phase 2 of the Little School Road Extension.

The study evaluated multiple alignment alternatives extending from Kennedale Parkway westward to Dick Price Road. The primary purpose of the study was to identify an alignment that balanced transportation benefits with community impacts, environmental considerations, and long-term constructability.

Key evaluation criteria included:

- Right-of-way acquisition requirements
- Number of impacted properties
- Environmental and floodplain impacts
- Construction costs
- Traffic operations and connectivity
- Feasibility of providing a grade-separated crossing of the Union Pacific Railroad

Several alignment alternatives were initially considered. Following screening and refinement, three primary alternatives were advanced and presented to City Council for consideration.

A central objective throughout the study was preserving the ability to construct a future grade-separated crossing over the Union Pacific Railroad. The City recognized that a grade-separated crossing would provide long-term safety and mobility benefits while eliminating delays caused by train operations at the existing New Hope Road crossing.

After reviewing the alternatives and associated impacts, the Kennedale City Council selected a preferred alignment in 2023, establishing the foundation for future engineering development.

Project Cost Reevaluation

As the preferred alignment advanced and additional engineering analysis was completed, it became apparent that the original bond program estimate significantly underestimated the ultimate project cost.

The primary driver of increased cost was the need to accommodate a grade-separated crossing that satisfied Union Pacific Railroad clearance requirements. Meeting the required vertical clearances necessitated a substantially longer bridge structure, larger approach embankments, retaining walls, and more extensive roadway improvements than originally anticipated.

Subsequent conceptual engineering efforts produced revised cost estimates indicating that construction costs alone would likely exceed \$30 million, with total project costs approaching or exceeding \$40 million when engineering, right-of-way acquisition, utility coordination, construction administration, escalation, and related project expenses are considered. A December 2023 conceptual opinion of probable cost estimated a total project cost of approximately \$28.8 million for Phase 1, including

engineering, right-of-way, escalation, and construction costs, while recognizing that future refinements could further increase costs.

Despite these increases, Tarrant County's participation remained fixed at approximately \$6.5 million, creating a significant funding gap between available funding and anticipated project costs.

The City and Freese and Nichols subsequently explored opportunities to secure additional funding through discretionary transportation programs and other funding sources; however, those efforts were ultimately unsuccessful.

Preliminary Development Activities

Following selection of the preferred alignment, several technical studies were completed to support future project development.

Environmental Site Assessment

A Phase I Environmental Site Assessment was completed in December 2023 for the Phase 1 corridor. The study evaluated historical land uses, regulatory databases, and existing site conditions.

The assessment concluded that the project area has remained largely undeveloped throughout its history and identified no recognized environmental conditions (RECs) requiring additional environmental investigation. The report recommended no additional environmental assessment activities at that time.

Cultural Resources Coordination

Freese and Nichols coordinated with the Texas Historical Commission to evaluate potential cultural resource impacts associated with the proposed corridor.

The review found no previously recorded archaeological sites within the project area and identified no significant cultural resource constraints that would prevent future project advancement. The evaluation also determined that no known historic resources would be adversely affected by the proposed alignment.

Drainage / Floodplain Analysis

Freese and Nichols completed a detailed drainage and floodplain evaluation of the preferred alignment. The purpose of the analysis was to assess existing drainage patterns, evaluate floodplain impacts, identify potential crossing locations, and determine the hydraulic feasibility of the proposed roadway.

The study included development of drainage basin mapping, hydrologic calculations, and hydraulic modeling for the primary drainage features located within the project corridor. Particular attention was given to the large drainage feature and associated FEMA floodplain located between Kennedale Parkway and S New Hope Road.

The drainage analysis was used to compare alignment alternatives, evaluate potential environmental impacts, and establish preliminary bridge, culvert, and roadway grading requirements. Results of the analysis confirmed that the preferred alignment could be constructed while maintaining acceptable hydraulic performance and minimizing impacts to adjacent properties and floodplain functions.

Conceptual Corridor Layout

Conceptual engineering efforts established the preliminary roadway, bridge, drainage, and right-of-way requirements associated with the preferred alignment. The current concept includes:

- Four-lane divided roadway
- Shared-use pedestrian facilities and sidewalks
- Grade-separated railroad crossing
- Signalized intersection at Kennedale Parkway
- Roundabout or signalized intersection at S New Hope Road

These improvements establish the framework for the project's long-term implementation strategy and provide the basis for future design development.

Texas Rail Grade Separation Funding Effort

As the project's funding gap became more apparent, the City pursued additional funding opportunities focused on railroad safety improvements.

Freese and Nichols assisted the City in preparing and submitting an application to TxDOT's Texas Off-System Rail Grade Separation Program. The application emphasized the mobility, safety, and economic benefits associated with eliminating delays caused by train operations and constructing a new grade-separated crossing.

The application documented:

- Frequent railroad crossing blockages
- Delays to emergency responders
- Safety concerns associated with at-grade crossings
- Traffic congestion and detour impacts
- Economic development opportunities
- Improved regional connectivity
- Closure of the existing New Hope Road railroad crossing

The project proposed construction of a new grade-separated crossing over the Union Pacific Railroad while permanently closing the existing New Hope Road crossing.

Union Pacific Railroad Coordination and Support

A significant milestone achieved during the grant application process was direct coordination with Union Pacific Railroad.

As part of that effort, Union Pacific Railroad provided a formal letter of support for the Little School Road Extension project. In its support letter, UPRR acknowledged the benefits associated with constructing a new grade-separated crossing and closing the existing New Hope Road crossing. UPRR further expressed support for the City's efforts to secure grant funding and confirmed its willingness to continue coordinating through design and implementation.

The support of Union Pacific Railroad represents a major advancement for the project. As the owner and operator of the railroad corridor, UPRR's participation demonstrates alignment among key project stakeholders and provides confidence to future funding agencies regarding project feasibility and implementation.

Additionally, under federal railroad grade separation funding policies, UPRR is anticipated to participate financially in construction of the grade-separated crossing. This participation represents an important supplemental funding contribution and further strengthens the project's competitiveness for future grant opportunities.

Grant Program Outcome

Despite strong stakeholder support and a competitive application, the project was not selected for funding through the Texas Off-System Rail Grade Separation Program.

TxDOT indicated that approximately \$2.5 billion in funding requests were submitted statewide, substantially exceeding available funding resources. The project was not advanced beyond the preliminary application stage.

Although unsuccessful, the application process provided valuable insight into project readiness requirements and reinforced the need to advance engineering design and project development before pursuing future grant opportunities.

Current Project Phase – Conceptual Design (30%)

Recognizing the importance of improving project readiness, the City authorized Freese and Nichols in late 2025 to proceed with conceptual design services for Phase 1 of the Little School Road Extension.

The current agreement was intentionally structured to advance the project to approximately 30% design while remaining within available funding resources. The conceptual design contract totals approximately \$1.18 million and includes both engineering design services and supporting technical investigations.

The current scope includes:

- Topographic and boundary survey
- Subsurface Utility Engineering (SUE)
- Traffic analysis
- Geotechnical investigation
- Hydrologic and hydraulic analysis
- Preliminary permitting coordination
- Conceptual roadway design
- Conceptual bridge design
- Conceptual drainage design
- Retaining wall design development

The purpose of this effort is to:

1. Refine project scope and cost.
2. Improve project readiness.

3. Strengthen future grant applications.
4. Demonstrate the City's commitment to implementation.
5. Position the project for future state and federal funding opportunities.

The current agreement is limited to conceptual (30%) design. Future phases including 60%, 90%, final design, bid phase services, and construction phase services were intentionally excluded to allow the City to advance the project within currently available funding while preserving flexibility for future funding opportunities.

Coordination with TxDOT

As part of the conceptual design effort, Freese and Nichols has initiated coordination with the Texas Department of Transportation regarding opportunities for future project participation and funding support.

One immediate opportunity involves the proposed traffic signal at the intersection of Little School Road and Kennedale Parkway (Business U.S. 287). Because the intersection lies on the state highway system, the City and project team intend to coordinate with TxDOT regarding establishment of an Advance Funding Agreement (AFA) and assignment of a Control-Section-Job (CSJ) number for the proposed signal improvements.

While funding participation has not yet been finalized, this coordination represents a positive step toward identifying supplemental funding sources beyond the existing Tarrant County Bond Program allocation and local City funding. It also strengthens project readiness and demonstrates continued advancement toward implementation.

Path Forward

The Little School Road Extension remains one of Kennedale's highest-priority transportation projects and a critical component of the City's long-term transportation vision.

Current efforts are focused on completing the conceptual design phase and positioning the project for future funding opportunities. Following completion of the 30% design effort, additional engineering services will be required to advance the project through final design, right-of-way acquisition, bidding, and construction.

Future implementation efforts are anticipated to include:

- Completion of conceptual design
- Continued coordination with Union Pacific Railroad
- Continued coordination with TxDOT
- Development of right-of-way acquisition strategies
- Advancement of permitting activities
- Pursuit of state, federal, regional, and discretionary transportation funding opportunities
- Completion of final design and project development
- Construction of the Phase 1 corridor and grade-separated railroad crossing

Mr. Kristian Sugrim

June 4, 2026

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Completion of the conceptual design effort will place the City in a significantly stronger position to compete for future funding opportunities. Upon completion, the project will have an approved corridor alignment, conceptual engineering plans, environmental documentation, preliminary permitting coordination, active railroad participation, and ongoing TxDOT coordination. Collectively, these efforts demonstrate the City's commitment to advancing the project and substantially improve its competitiveness for future transportation funding programs.

Ultimately, the Little School Road Extension will provide a critical grade-separated transportation corridor that improves safety, enhances mobility, supports economic growth, and strengthens connectivity throughout the City of Kennedale and the surrounding region.

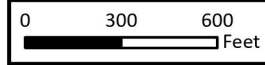
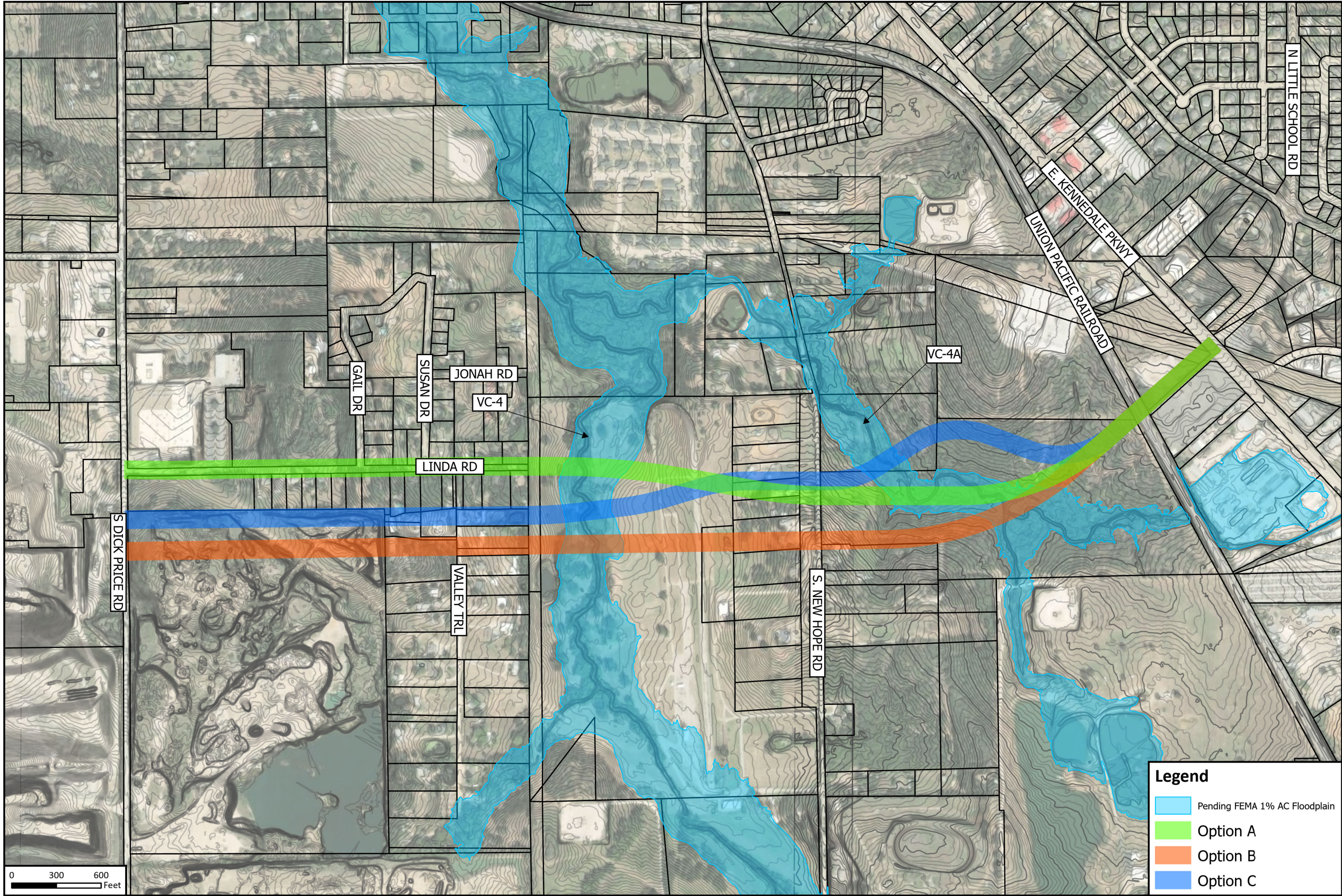
Sincerely,

FREESE AND NICHOLS, INC.

Sidney Green Jr., PE, ENV SP
Project Manager

Attachments:

- Little School Road Alignment Options
- N Little School Rd (Ph 1) - Conceptual Exhibit



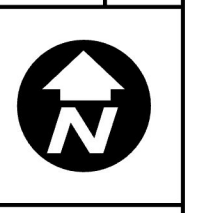
Legend

- Pending FEMA 1% AC Floodplain
- Option A
- Option B
- Option C

FN JOB NO	KEN23311	EXHIBIT
FILE	Exhibits	1
DATE	10/27/2023	
SCALE	1:7,200	
DRAFTED	08353	

Little School Road Alignment Options

Kennedale, Texas



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