

Robinson Branch Ranch

667± Acres | US Highway 67 | Johnson County, Texas

Few parcels come to market with this combination of scale, location, and momentum. Sitting directly on US Highway 67 just west of Cleburne, Texas, Robinson Branch Ranch is 667 acres positioned at the leading edge of one of the most active development corridors in the Dallas-Fort Worth region. With significant frontage on a major state highway, a limestone creek winding through the interior, and the full weight of the DFW growth machine pushing southwest along this corridor, the property offers the kind of scale, visibility, and timing that serious developers and investors spend years looking for.

Johnson County is no longer on the periphery of the metroplex. It is the next chapter of it. Cleburne has emerged as one of the most watched cities in the region, attracting major employers, national homebuilders, mixed-use investment, and hundreds of millions of dollars in infrastructure commitment. This tract sits ahead of that wave, with the highway frontage to capture it and the acreage to absorb it. At 667 acres, Robinson Branch Ranch is large enough to accommodate a master-planned vision while remaining singular and irreplaceable as a land position this close to an active, growing city center.

The property is everything a developer wants to underwrite: size, frontage, water, topography, and a location that does not require a leap of faith. The growth is documented, the infrastructure is funded, and the market is moving.

Location

The property sits just over 2.5 miles west of Cleburne on US Highway 67, placing it squarely in the path of westward growth while maintaining the open agricultural character that large-tract developers are actively seeking. Cleburne proper, with its expanding retail, employment base, and municipal infrastructure, is minutes away, while the broader regional picture is equally compelling. Fort Worth is 32 miles to the north, Dallas 55 miles to the northeast, and Glen Rose 24 miles to the southwest. Situated in central Johnson County, the tract benefits from a central position within one of the fastest-growing counties in the DFW area, with direct US 67 frontage connecting it to every major population center in the region.

Land & Water

The property carries approximately 80 feet of elevation change, dropping from 840 feet at its high points down to 760 feet along the creek drainage, giving the land a gently varied character without compromising its open, workable nature. The majority of the tract is open ground, with

eleven fields currently in corn production and a hardwood timber corridor lining the creek drainage, mixing mature timber, open pockets, mesquite, and cedar along the water's edge.

The creek is a standout feature. Crystal clear and rock-lined, it moves through sections of fast-moving rapids before opening into deep, still pools with a well-established bass fishery. A concrete low water crossing provides practical access across the drainage, and six stock tanks are distributed across the property. Internal roads are in fair condition and accessible by truck in dry conditions.

Nearby Development & Regional Growth

Robinson Branch Ranch sits at the leading edge of a development corridor that is actively being built out on multiple fronts. The infrastructure investment alone tells the story. The North Texas Tollway Authority is in the midst of a \$250 million project to widen the Chisholm Trail Parkway from two to four lanes along a 13-mile stretch terminating at US Highway 67 in Johnson County, with construction expected to be complete by late 2028. That expansion reaches this property's doorstep. TxDOT has separately proposed widening US 67 itself between Glen Rose and Cleburne from two lanes to a four-lane divided roadway, further cementing the corridor's long-term accessibility and traffic capacity.

The employment anchor driving residential demand is already in the ground. Amazon is constructing a 1.7 million-square-foot operations facility in Cleburne, representing a \$200 million capital investment expected to generate between 800 and 1,000 new jobs. That scale of employment creates sustained workforce housing demand, and the building community has already responded. There are currently 62 builders active across 195 new communities in the Cleburne area, with homes ranging from the \$190s to over \$1 million.

The mixed-use picture is equally active. Cleburne Station, a 75-acre public-private development at the junction of Highway 67 and Chisholm Trail Parkway, is under construction and will include 400,000 square feet of retail, restaurant pad sites, commercial office, a movie theater, and a hotel. The Railhead Addition, a master-planned mixed-use development adjacent to La Moderna Field, is among the most ambitious projects in Cleburne's history, ultimately planned to include townhomes, build-to-rent homes, retail, restaurants, a hotel, and a medical center.

Infrastructure is following the growth. The Johnson County Special Utility District is actively expanding water capacity throughout the corridor with several major projects underway. A \$1.1 million improvement along CR 1229 and CR 1126A is installing roughly 8,300 linear feet of new 8-inch waterline to address regional pressure issues. Along FM 917, near the Silo Mills development, JCSUD has acquired land to construct a new 2-million-gallon ground storage tank, booster pump station, and supporting transmission lines. Most directly relevant to this tract, a TxDOT-reimbursed waterline relocation at the US 67 and CR 805 intersection was completed in early 2026, clearing the way for new service road construction along the highway corridor. Taken

together, these projects represent a deliberate and funded buildout of the water infrastructure backbone that large-scale residential and commercial development requires.

A new data center is proposed 5 miles to the west of the property.

Conclusion

At 667 acres on US Highway 67 in central Johnson County, this property represents a rare opportunity to acquire meaningful scale in a market where large, well-located tracts are increasingly difficult to find. The corridor is established, the infrastructure is funded, and the demand drivers are in place. Ground like this, with the frontage, the acreage, and the location to absorb what is coming, does not come available often in a market moving this fast.