

This report is paired with the US 287 Interstate Feasibility Study Report. See the US 287 Interstate Feasibility Study Report for information on interstate feasibility.

ACKNOWLEDGMENTS

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Texas Department of Transportation

HOW TO USE THIS REPORT

The purpose of this report is to provide a comprehensive review of the US 287 Texas Corridor Study, evaluate current conditions and challenges, and identify opportunities for future improvement. This report includes a summary of the significance of the corridor, current and forecasted conditions, stakeholder engagement results, and proposed improvements. The US 287 Texas Corridor Study, along with its implementation plan, presents prioritized improvements for the short-, mid-, and long-term to enhance safety, mobility, and connectivity along the corridor.

Correspondingly, the US 287 Corridor Interstate Feasibility Study evaluated the potential for US 287 to be upgraded to an interstate. If and/or when US 287 is designated an interstate by the U.S. Congress, a new interstate implementation plan will be necessary to accommodate the requirements of an interstate highway. For more detailed information on the interstate feasibility analysis and findings, please refer to the US 287 Interstate Feasibility Study Report.

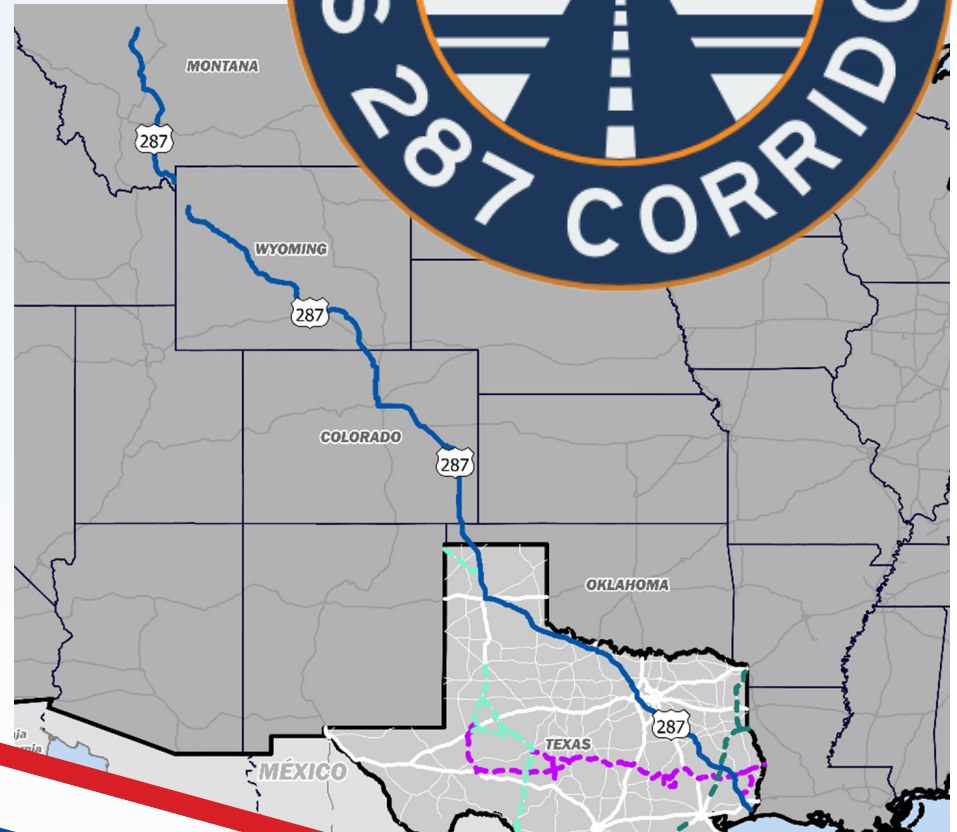




Texas Department of Transportation

CHAPTER 1

Introduction



CHAPTER 1: Introduction —

“US 287 is a **vital corridor** in facilitating economic opportunities, freight movement, and regional mobility from Southeast to Northwest Texas **and beyond**.”



The Texas Department of Transportation (TxDOT) – Transportation Planning and Programming (TPP) Division initiated the US 287 Texas Corridor Study in 2023 as a long-range, comprehensive review of this nationally significant corridor. US 287 is a vital corridor in facilitating economic opportunities, freight movement, and regional mobility from Southeast to Northwest Texas and beyond. The US 287 Texas Corridor Study is a concept-level planning effort that established a shared vision by stakeholders. It identified deficiencies and needs, determined improvements to address those needs, engaged stakeholders to prioritize improvements, and created an implementation plan. This plan will serve as a critical resource and guide to the TxDOT Districts for future planning and programming projects to enhance safety, mobility, and connectivity along US 287. This study envisions a future where the US 287 corridor seamlessly integrates into the broader transportation network, meeting the needs of the community, supporting economic vitality, and fostering both regional development and statewide progress.



Port of Beaumont Terminal



The US 287 Texas study area is home to 8.8 million or 27 percent (%) of Texas residents and serves 4 million or 30% of workers in Texas. The corridor supports the national energy sector and other key industries, such as maritime, agriculture, timber, manufacturing, and cattle. In 2021, the total Gross Domestic Product (GDP) by all industries along the corridor was over \$510 billion, or 25% of Texas' GDP. By 2050, the corridor's population is projected to reach 12 million, and its GDP will increase to \$1 trillion.

The US 287 Texas Corridor has been pivotal in connecting communities across Texas and beyond. Over the years, this corridor has witnessed the flow of travelers and goods from early pioneers to modern commuters. Since the construction of the US 287 corridor in Texas, the connections to the

Port of Beaumont and the Port of Port Arthur have contributed considerably to national and international freight and economic activity. With both Beaumont and Port Arthur being in the vicinity of two of the largest oil refineries in the United States, the transportation of energy products is a major focus along the corridor. The US 287 study area had an impressive output, with 15.7 million barrels of crude oil and 1.1 billion MCF (thousand cubic feet) of natural gas produced in 2023 alone. Timber production was considerable as well, with 5.4 million tons in 2022. Additionally, agricultural production reached a staggering \$12 billion, accounting for more than one-third of the state's total agricultural output.

The strategic importance of US 287 extends beyond just economic factors. The corridor supports the movement of Department of Defense equipment, serves as a vital link within the STRAteGic Highway NETwork (STRAHNET) from I-45 in Corsicana to Ennis and from I-35 in Fort Worth to I-40 in Amarillo, and is key for deploying military equipment and personnel. Strategic military ports like the Port of Beaumont, the largest military port in the US, and the Port of Port Arthur play crucial roles in national defense logistics. The connection that US 287 makes from these ports to major metropolitan hubs in Dallas-Fort Worth (DFW) and to agriculture-centered regions in the Northwest part of the state truly makes US 287 a lifeline for countless Texans.

Nationally, US 287 spans approximately 1,791 miles, traversing Texas, Oklahoma, Colorado, Wyoming, and Montana (see **Figure 1-1**). Its path weaves together diverse landscapes, from rolling plains to majestic mountains. The corridor is divided by the Yellowstone National Park, before reaching its northern terminus in Choteau, Montana, a town 100 miles south of the Canadian border.

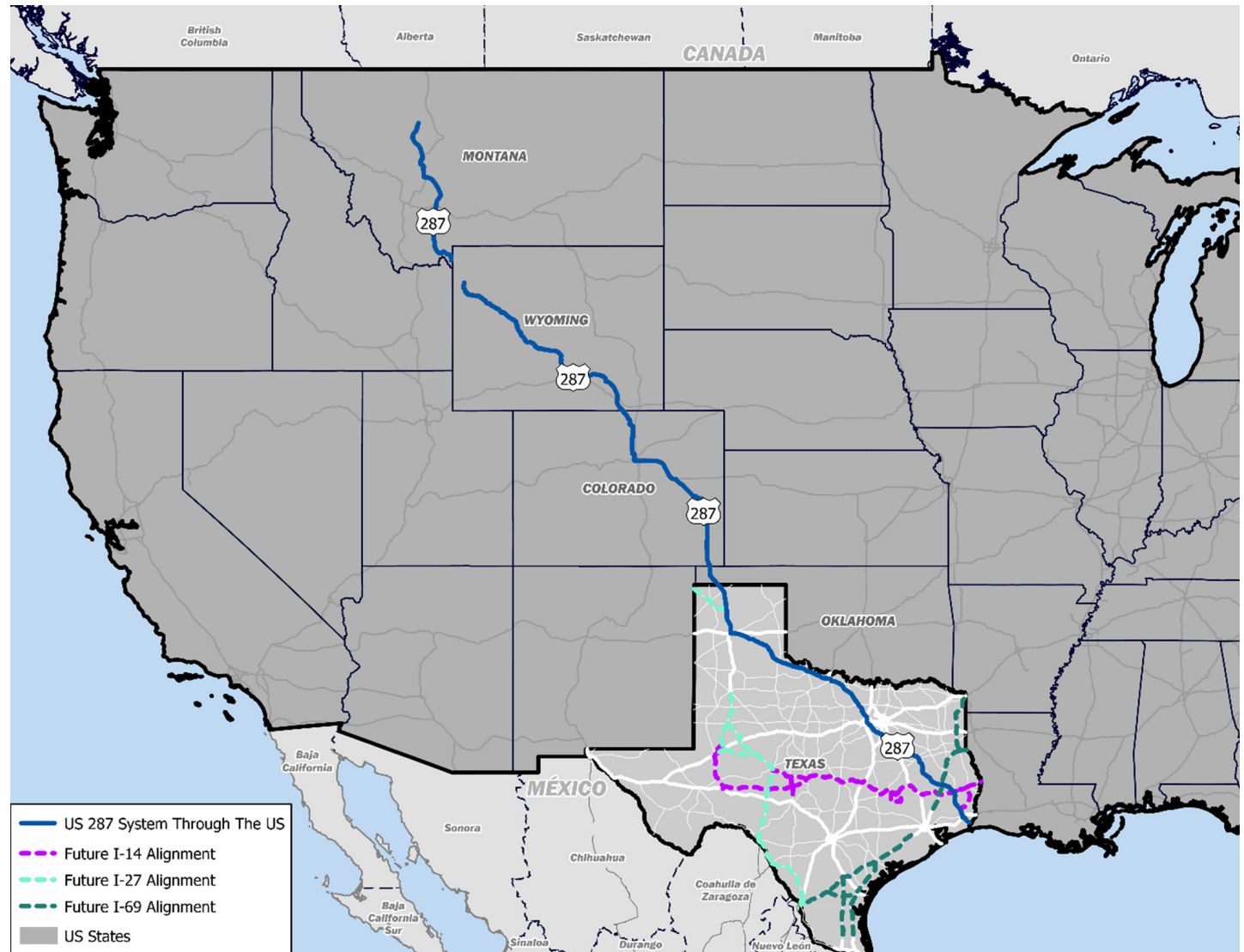


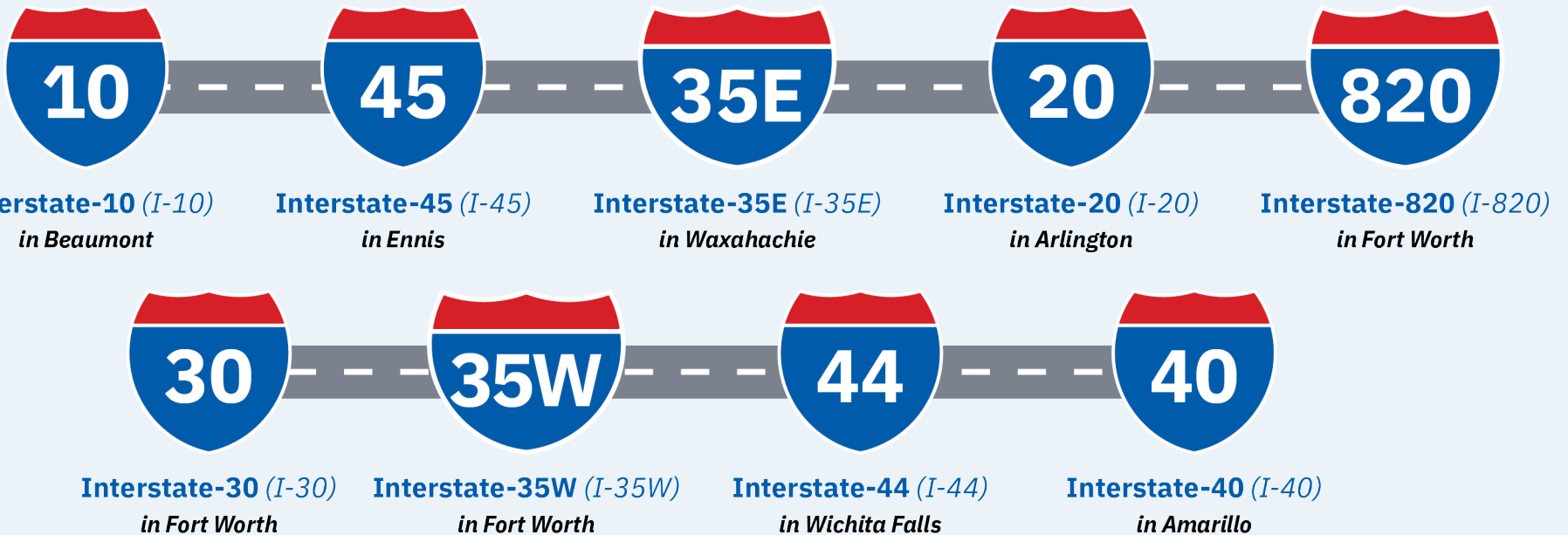
Figure 1-1: Extent of US 287 Corridor ¹

¹ TxDOT Open Data Portal, 2024

1.1 OVERVIEW OF THE US 287 TEXAS CORRIDOR

The US 287 corridor spans 671 miles in Texas, nine TxDOT Districts, 55 counties, 68 adjacent cities, six Metropolitan Planning Organizations (MPOs) or Councils of Governments (COGs) and has over eight million people living along the corridor. Major cities along US 287 include Port Arthur, Beaumont, Arlington, Fort Worth, Wichita Falls, and Amarillo.

The US 287 corridor intersects several key interstate facilities that connect Texas to neighboring states. These interstate facilities include the following:



Southeast Segment

This area is shown in blue and includes the **Beaumont, Lufkin, Tyler, and Bryan Districts** (from Port Arthur to Navarro County Line)

Central Segment

This area is shown in green and includes the **Dallas and Fort Worth Districts** (from Navarro County Line to Montague County Line)

This area is shown in orange and includes the **Wichita Falls, Childress, and Amarillo Districts** (from Montague County Line to Future I-27)

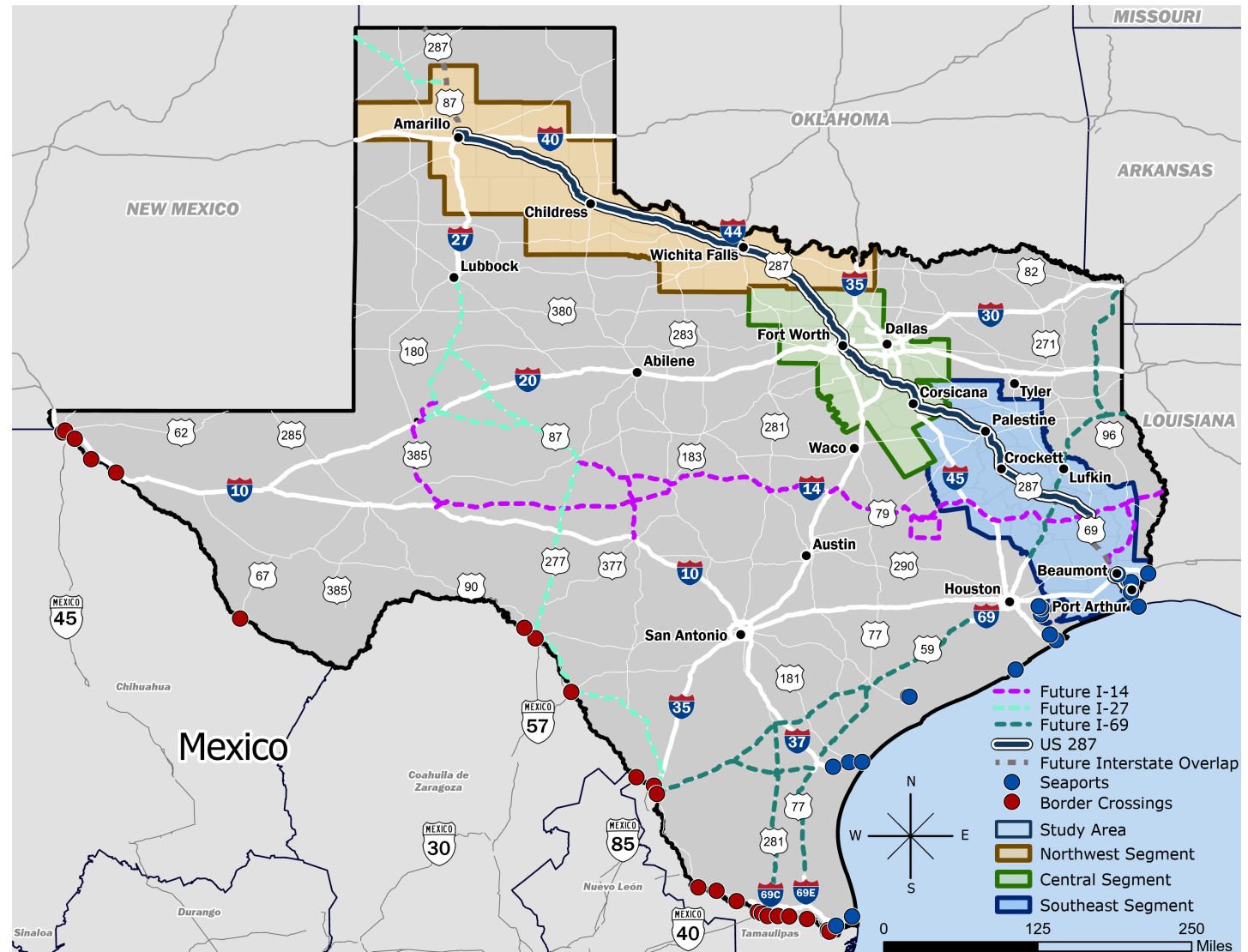


Figure 1-2: US 287 Corridor Study Area by Segment²

2 TxDOT Open Data Portal, 2024

1.2 IMPORTANCE OF THE US 287 CORRIDOR



*US 287 supports the state's **largest economic sectors**, including energy production, maritime, agriculture, cattle, and timber industries*

The US 287 Corridor is a national and state-significant transportation corridor that connects and integrates Texas' key economic engines, businesses, maritime sectors, military routes, and energy production areas. It plays a vital role in supporting and growing demographic and economic centers along the corridor.



US 287 Freight Traffic

US 287 is a diagonal route that connects southeast, central, and northwest Texas, as well as Louisiana and Oklahoma. US 287 is a freight corridor and plays a critical role in freight movement. It supports the state's largest economic sectors, including energy production, maritime, agriculture, cattle, and timber industries. US 287 also connects northwest Texas to the major urban areas of Dallas-Fort Worth to the Ports of Beaumont and Port Arthur.

Several sections of the US 287 Corridor in the Southeast and Central segments are a hurricane evacuation route. US 287 has particular importance to our state and this study directly supports **TxDOT's mission of "Connecting you with Texas."**

1.3 PURPOSE AND APPROACH

The US 287 corridor serves as a major connection route for freight traffic and intermodal travel and passes through both rural and urban areas throughout the state, connecting small towns and major metropolitan areas. This study aimed to develop prioritized safety and mobility improvements along US 287 in Texas.

The study components included reviewing existing and forecast conditions, identifying needs, performing multimodal analysis, determining improvement strategies, engaging stakeholders to prioritize improvements, and developing an implementation plan. This study involved stakeholders throughout the process and incorporated feedback from the public through an online public survey.

The study process included:

- **Reviewing existing conditions**, including currently planned projects and state-wide and national initiatives
- **Forecasting and modeling scenarios** to identify hotspots and constraints
- **Collaborating with a broad range of stakeholders** to gain insight and shape the vision for the future of US 287
- **Identifying needs and improvement areas** along the corridor
- **Determining improvement strategies**
- **Engaging stakeholders** to identify and prioritize short-, mid-, and long-term improvements along the corridor
- **Preparing an implementation plan** and a Corridor Study Report

Several key items were considered throughout the analysis and prioritization of improvements as part of the US 287 Texas Corridor Study. These key considerations included:

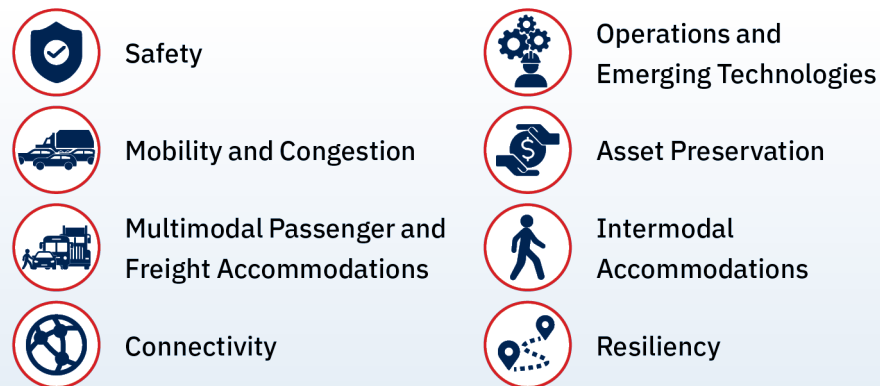
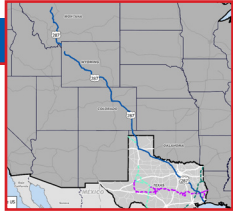


Figure 1-3: Analysis and Prioritization Considerations

The US 287 study chapters in this report are organized as follows:



Chapter 1

Introduction

Provides an overview of the US 287 corridor, this study's purpose, and its key challenges.



Chapter 2

Vision, Goals, and Objectives of the US 287 Corridor Study

Identifies the vision, goals, and objectives of the US 287 Corridor Study.



Chapter 3

Significance of the US 287 Corridor

Documents the importance of the US 287 Corridor and the study area's existing and projected demographic and socioeconomic conditions.



Chapter 4

Corridor Characteristics

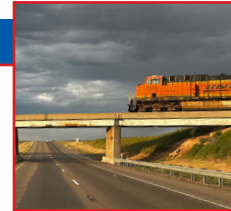
Illustrates the US 287 Corridor's existing and future characteristics and conditions through data collection and analysis.



Chapter 5

Stakeholder Engagement and Public Involvement

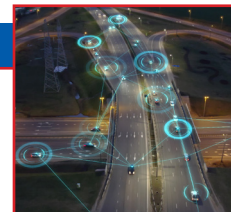
Presents the strategy, process, and interaction with stakeholders regarding the study approach, results, and recommendations for the US 287 corridor.



Chapter 6

Study Improvements and Implementation Plan

The study team's recommended improvements and implementation plan resulting from the technical analysis and stakeholder input. These include recommendations to address existing deficiencies, implement strategic, cost-effective solutions for short- and mid-term corridor improvements, and highlight potential long-term solutions for the future.



Chapter 7

Funding Opportunities and Emerging Technologies

Presents funding options for US 287 Corridor improvements, impacts and benefits of implementing emerging technologies on the movement of people and goods.

1.4 OTHER RELEVANT STUDIES

Recent studies that incorporate or pertain to US 287 were identified as part of the US 287 Corridor Study. These studies were considered, reviewed, and used as appropriate to support the US 287 Texas Corridor Study:



Southeast Segment:

- US 69 Woodville-Colmesneil Relief Route, February 2025
- US 69 Lumberton-Kountze Relief Route, April 2024
- I-14 System in Texas Implementation Strategy, March 2024
- I-10 Texas Corridor Study, July 2023
- I-10/US 69 Interchange Project, August 2020
- US 59 Corrigan Relief Route (Future I-69), January 2018



Central Segment:

- US 377 Texas Corridor Study, February 2025
- I-20 Arlington/Grand Prairie Corridor Study, May 2024
- I-20 Texas Corridor Study, July 2023
- US 81/US 287 Corridor, May 2023
- I-20 and I-820 Southeast Connector, September 2020



Northwest Segment:

- I-27 Feasibility Study from Amarillo to Dumas, December 2024
- I-27 System in Texas Implementation Plan, August 2024
- US 82 Texas Corridor Study, July 2024



Statewide:

- Federal Railroad Administration (FRA) Long-Distance Service Study, January 2025
- Texas Statewide Active Transportation Plan, October 2024
- Texas Statewide Multimodal Transit Plan, October 2024
- Connecting Texas 2050, July 2024
- Texas Pedestrian Safety Action Plan, September 2023
- 2024-2025 Texas Port Mission Plan, May 2023
- Texas Delivers 2050, March 2023
- Texas Power Projections Platform (PPP) Routes, May 2022
- Texas Freight Network Technology and Operations Plan, December 2020
- Texas Statewide Truck Parking Study, April 2020

The studies/planning efforts mentioned in the next section are particularly impactful to US 287.

1.4.1 I-27 SYSTEM IN TEXAS IMPLEMENTATION PLAN

The newly designated I-27 corridor is a 963-mile north-south corridor being upgraded to Interstate System standards. The corridor currently contains 124 miles of existing I-27 and will connect 4 interstates, 24 state highways and 17 US highways, including US 287, to enhance statewide and rural connectivity. This corridor improves freight movement and services with Mexico for all US states; supports the largest agricultural production in the country; and serves the primary source of the nation's energy independence. The US 287 Texas Corridor Study and the corresponding US 287 Interstate Feasibility Study considered the I-27 Implementation Plan recommendations and maintained consistency between the plans, especially around the future I-27 and US 287 interchange.

1.4.2 I-14 SYSTEM IN TEXAS IMPLEMENTATION STRATEGY

The I-14 system, authorized by the U.S. Congress, will improve mobility between urban and rural areas, military installations, maritime ports and economic sectors, including freight, energy, timber and agriculture. The I-14 system in Texas is projected to be over 1,000 miles long once it is designated and added to the Interstate Highway System. It is planned to be developed incrementally through a series of upgrades to interstate standards. The implementation plan serves as a guide for future project-specific planning and programming for construction. The US 287 Texas Corridor Study and the corresponding US 287 Interstate Feasibility Study considered the I-14 Implementation Strategy recommendations and maintained consistency between the studies, especially around the future I-14 and US 287 interchange.

1.5 ACTIVE HIGHWAY PROJECTS

TxDOT Districts are currently working to address deficiencies along the US 287 Corridor. These include 17 capacity/connectivity projects, 18 safety/operations/Intelligent Transportation Systems (ITS) projects, and 27 maintenance projects. Across the US 287 Corridor in Texas, projects worth over \$337.75 Million are under construction, improvements worth \$1.985 Billion are unfunded, and projects worth \$1.721 Billion are funded by the 2025 Unified Transportation Program (UTP).

Figure 1-4 highlights active highway projects, and **Figure 1-5** and **Figure 1-6** shows their funding status.



*The current US 287 Corridor has 62 planned projects worth over **\$4 Billion**.*

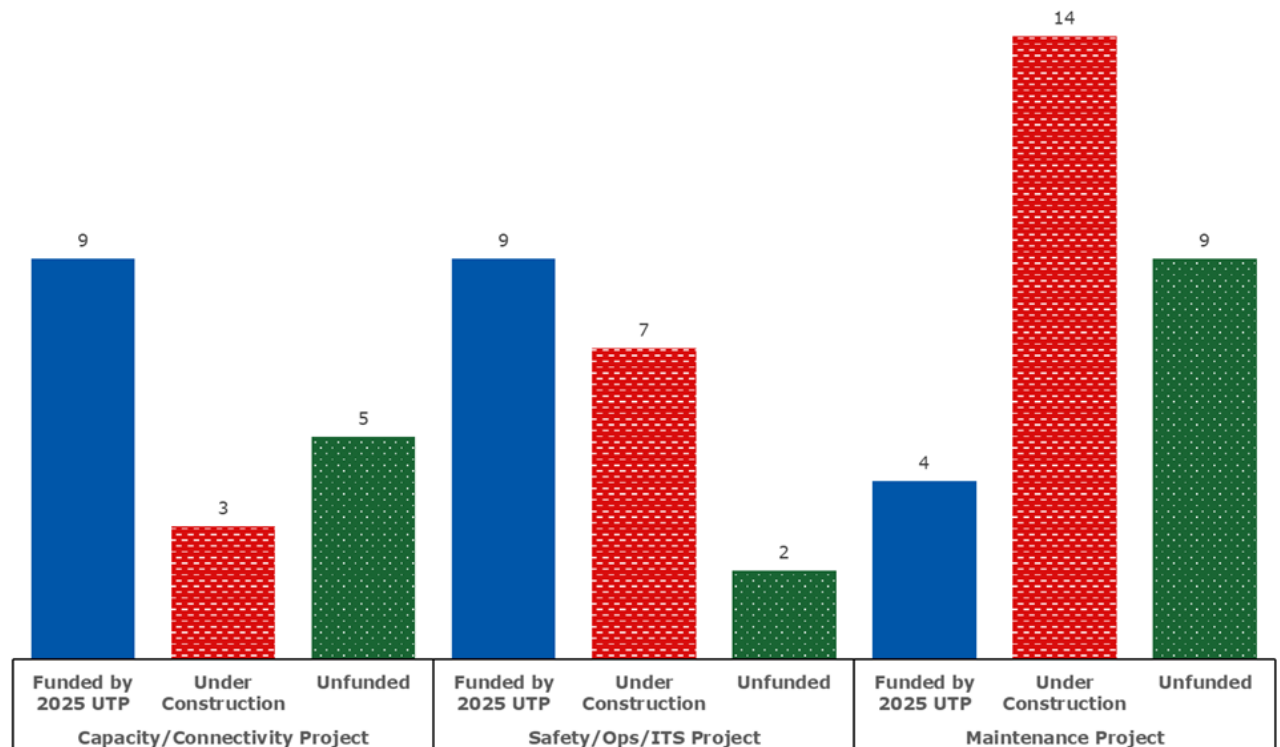


Figure 1-4: Active Highway Projects Along US 287 by Project Type

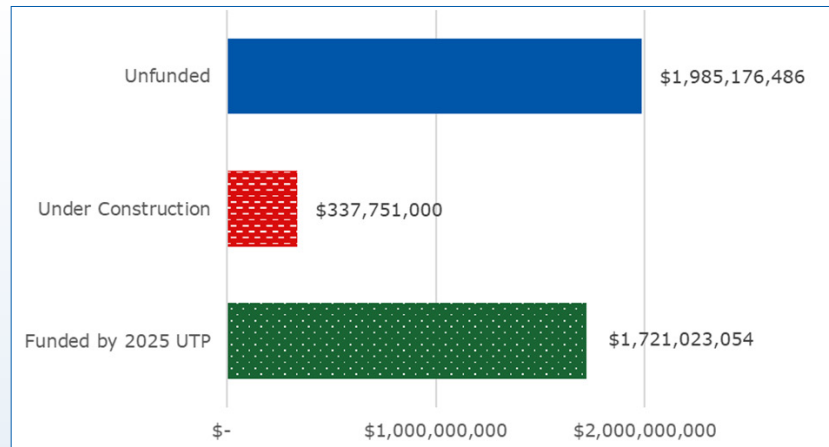


Figure 1-5: Active Highway Project Costs by Funding Type

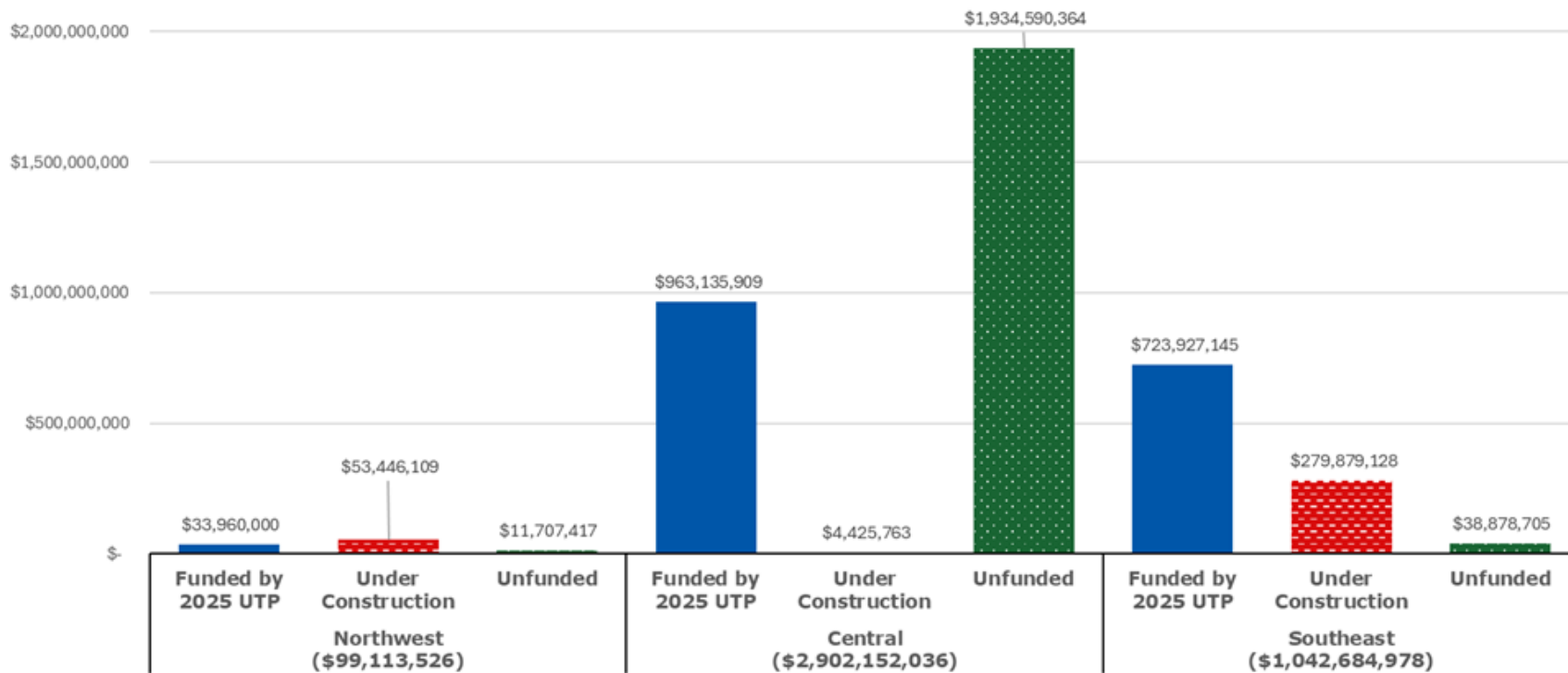


Figure 1-6: Active Highway Project Costs by Segment



Texas Department of Transportation

CHAPTER 2

Vision, Goals, and Objectives of the US 287 Corridor Study



CHAPTER 2: Vision, Goals, and Objectives of the US 287 Corridor Study —

“Five common themes were identified: **safety, mobility, multimodal connectivity, provide economic opportunities, and support national defense.**”



2.1 ESTABLISHING THE CORRIDOR VISION AND GOALS

Creating a vision for the US 287 Texas Corridor Study had two purposes: providing an end goal for the corridor and giving ownership to the stakeholders who contributed to its development. The vision statement remained at the forefront as improvements and interstate feasibility were analyzed. In addition, five goals were identified to achieve the vision and guide the proposed improvements for US 287.

US 287 Study Purpose

1. *Prioritize multimodal transportation improvements that facilitate safety and mobility on US 287*
2. *Evaluate the feasibility of upgrading the US 287 corridor to meet interstate design standards (part of the US 287 Interstate Feasibility Study Report)*

Figure 2-1: US 287 Corridor Study Purpose

2.2 STUDY VISION

The vision statement was developed early in the engagement process. The study team conducted a visioning exercise with stakeholder groups during the first round of Steering Committee and Segment Working Group meetings. They provided input on their ultimate vision for US 287 and how it fits into the future of Texas' overall transportation system. Five common themes were identified: safety, mobility, multimodal connectivity, provide economic opportunities, and support national defense.

The study team then drafted a vision statement that was shared in the stakeholder meetings. Members were encouraged to provide feedback to ensure it fully captured the overarching vision of the US 287 Corridor stakeholders, and after a few revisions, the vision was finalized.

US 287 Corridor Future Vision

“US 287 provides a safe, efficient, and connected route of travel for Texas. This corridor is crucial to facilitating economic opportunities, freight movement, and regional mobility from Southeast to Northwest Texas and beyond.”

Figure 2-2: US 287 Corridor Future Vision

2.3 US 287 TEXAS CORRIDOR STUDY GOALS AND OBJECTIVES






2.3.1 US 287 TEXAS CORRIDOR STUDY GOALS

Identifying goals provided direction toward the US 287 vision. Five project goals were identified using additional input from stakeholders and technical analysis (see **Figure 2-3.**) These goals coincide with those in the TxDOT 2025-2029 Strategic Plan, aligning with other TxDOT planning efforts.



Figure 2-3: US 287 Corridor Goals and Objectives

Based on the goals established for the study, objectives were created using data and public input to focus efforts on attaining the defined goals. The study's objectives are as follows:

- **IMPROVE SAFETY**
 - Improve safety at hotspot locations, particularly at intersections with a high number of fatal and serious injury crashes
 - Evaluate safety along two-way frontage roads
 - Identify safety concerns along curves
 - Assess widening of two-lane sections to four-lane divided sections
 - Address locations of head-on crashes at undivided sections and without median treatment
 - Address locations of high crash frequency with low night-time visibility due to lack of lighting
 - Improve pedestrian and bicycle safety in the urban areas near Fort Worth and Beaumont/Port Arthur
- **ENHANCE MOBILITY**
 - Identify and address bottlenecks
 - Identify improvements to interchanges and connections
 - Review addition of one-way frontage roads
 - Consider technology enhancements like fiber, broadband, electric vehicle, and connected automated vehicle integration
- **FACILITATE MULTIMODAL CONNECTIVITY**
 - Consider multimodal transportation options for anticipated population and economic growth
 - Collaborate with partner agencies to integrate multimodal connections with US 287
 - Consider bridge vertical clearance for freight
- **PREPARE US 287 AS A CORRIDOR FOR STRATEGIC NATIONAL DEFENSE**
 - Provide enhanced connectivity between military installations (in Texas and nationwide) and Sea Ports of Embarkation (SPOEs) at the Port of Beaumont and Port of Port Arthur
 - Support the safe, rapid, and efficient movement of Department of Defense personnel and equipment along US 287, especially along the Power Projection Platform (PPP) routes
- **SUPPORT CRUCIAL LOCAL, STATE, AND NATIONAL ECONOMIES**
 - Identify locations where widening US 287 could boost economic activity for the region
 - Enhance connectivity to interstates including future I-14, future I-27, and future I-69
 - Identify industry specific needs for energy, timber, agriculture, and maritime trade
 - Enhance connectivity between industrial locations, maritime ports (Ports of Beaumont and Port Arthur), Alliance Airport, Southern Dallas County Inland Port, and Amarillo
 - Review existing US 287 Corridor connectivity and identify improvements for future large-scale developments



Texas Department of Transportation

CHAPTER 3

Significance of the US 287 Corridor



CHAPTER 3: Significance of the US 287 Corridor —

“ The US 287 Corridor study area includes **28% of Texans** and is expected to grow from 8.8 million people to **12 million people by 2050**. ”



The US 287 Texas Corridor is critical for Texas and the United States. It supports southeast-to-northwest vehicle and freight movement for the state’s largest economic sectors, including energy, maritime, agriculture, cattle, and timber. It connects over 8.8 million people who live, work, and travel along the US 287 Corridor. This chapter assesses historical, existing, and projected socioeconomic indicators such as population, employment, median household income, gross domestic product, and the contribution of various industries along the US 287 Corridor. These economic indicators project continued growth along this corridor, creating the need to provide a safe, efficient, and connected route of travel.

3.1 POPULATION

The existing population and projected population were analyzed to gain an understanding of current demographic trends as well as anticipated shifts in population growth and distribution over time.

3.1.1 EXISTING POPULATION

Existing population records and census data were reviewed within the study area to understand the current demand and needs along the US 287 Corridor. A total of 8.8 million people live within the study area adjacent to the US 287 Corridor as of year 2021.

Figure 3-1 illustrates the population by county within the study area, and **Figure 3-2** shows population changes by segment.

Four of the five most populated counties within the study area are in the Central Segment near DFW. These include Dallas, Tarrant, Denton, and Ellis Counties.

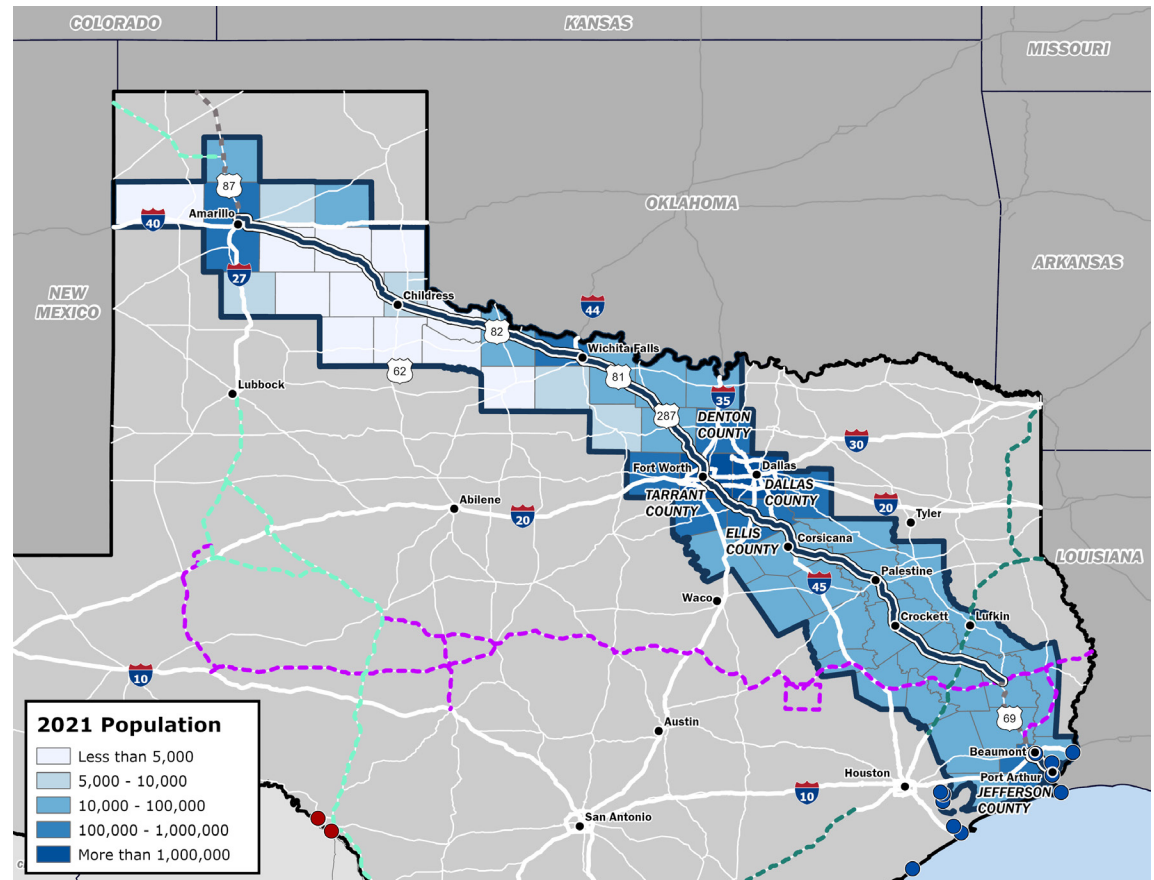


Figure 3-1: 2021 Population by County within the Study Area ³

3 SAM V-4 Model; US Census; SAM V-5 Model, 2023

Twenty-eight percent of Texans live within the US 287 study area. Dallas County is the most populated county within the study area and has a total population of over 2.5 million, followed by Tarrant County with 2.1 million. Combined, these two counties account for more than 50% of the study area's total population. Other major urban areas within the study area, each with a population exceeding 100,000, include Jefferson County (home to Beaumont and Port Arthur) and Potter and Randall Counties (which encompass the Amarillo area). The residents of these counties and the study area rely on US 287 for access to employment, shopping, and recreational activities further fueling the economic growth of Texas.

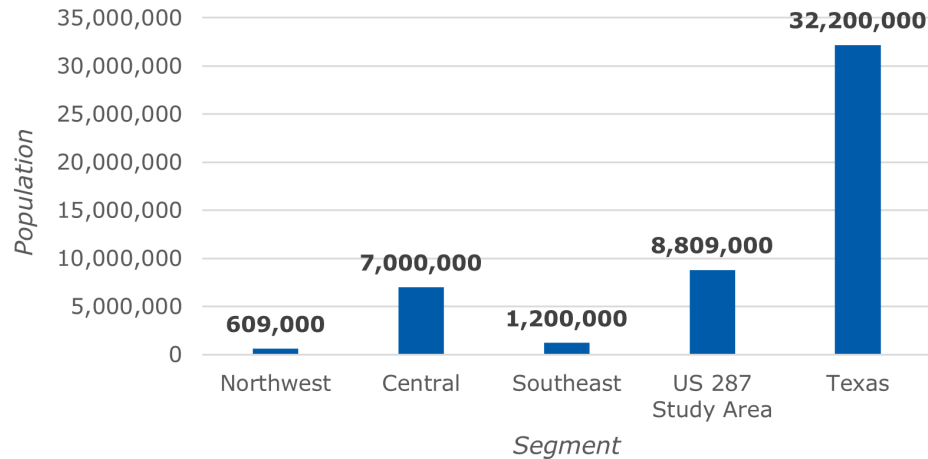


Figure 3-2: Existing Population by Segment

Figure 3-3 presents the population and growth rates by each segment along the US 287 Corridor between 1990 and 2020. The Central Segment has the highest decennial growth rates ranging from 17% to 25% between 2000-2020. The Northwest Segment and Southeast Segment population growth rates have been relatively steady.

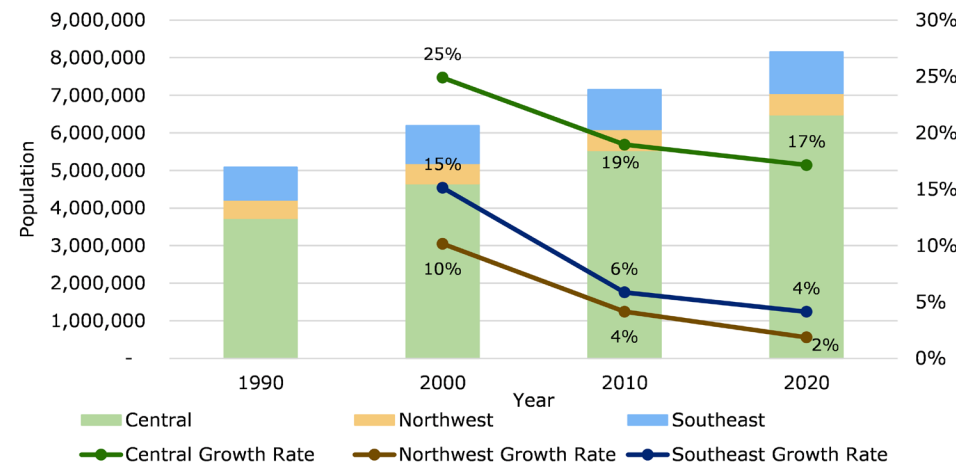


Figure 3-3: Population and Growth Rates by each Segment along the US 287 Corridor

As shown in **Figure 3-4**, the Central Segment grew 74% between 1990 and 2020, 13% higher than total US 287 Corridor growth rate of about 61% and 2% higher than the overall state growth rate of approximately 72%. The Northwest Segment and Southeast Segment population growth rates were lower at 17% and 27% respectively.

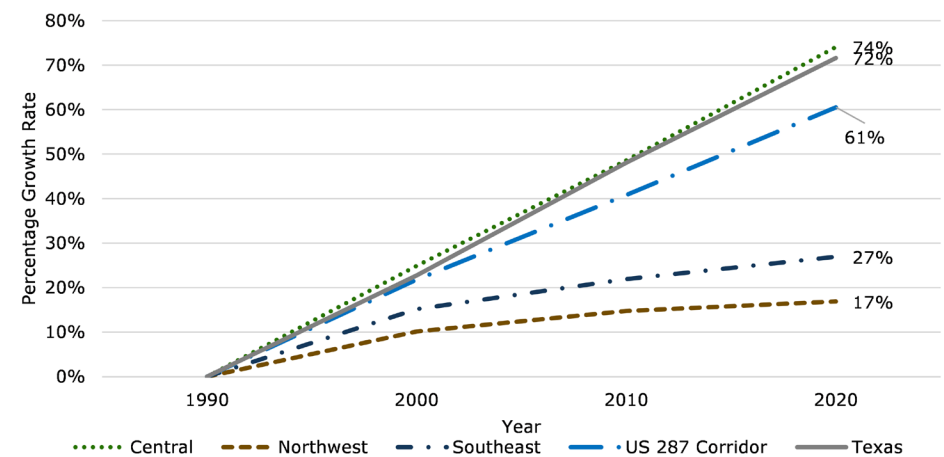


Figure 3-4: Change in Percentage of Population Growth Rate since 1990

3.1.2 FUTURE 2050 POPULATION

The future (2050) population of the 55 counties along the US 287 study area is projected to be over 12 million, accounting for 28% of the state of Texas' population. This population growth in the US 287 study area is driven by strong economic opportunities, employment growth, diverse economic sectors, and infrastructure that provides access to various land uses, including employment centers. Texas is projected to have a population of over 44 million in 2050. **Figure 3-5** presents projected population throughout the study area.

The projected population change for each segment along the US 287 corridor between 2015 and 2050 is shown in **Table 3-1**. The study area is anticipated to experience 58% population growth. Most of the population growth is expected to occur in the Central Segment near DFW, which is projected to grow 67% between 2015 and 2050, higher than the state population growth rate of 63% in the same period. The projected population growth throughout the study area indicates that the US 287 Corridor will continue to be an important corridor to Texans in 2050.

Table 3-1: Population Changes from 2015 to 2050 by Segment⁴

Population	2015	2021	2050	% Change (2015 to 2050)
Northwest	571 K	609 K	682 K	20%
Central	6.0 M	7.0 M	10.0 M	67%
Southeast	1.0 M	1.2 M	1.3 M	30%
US 287 Study Area	7.6 M	8.8 M	12.0 M	58%
Texas	27.4 M	32.2 M	44.7 M	63%

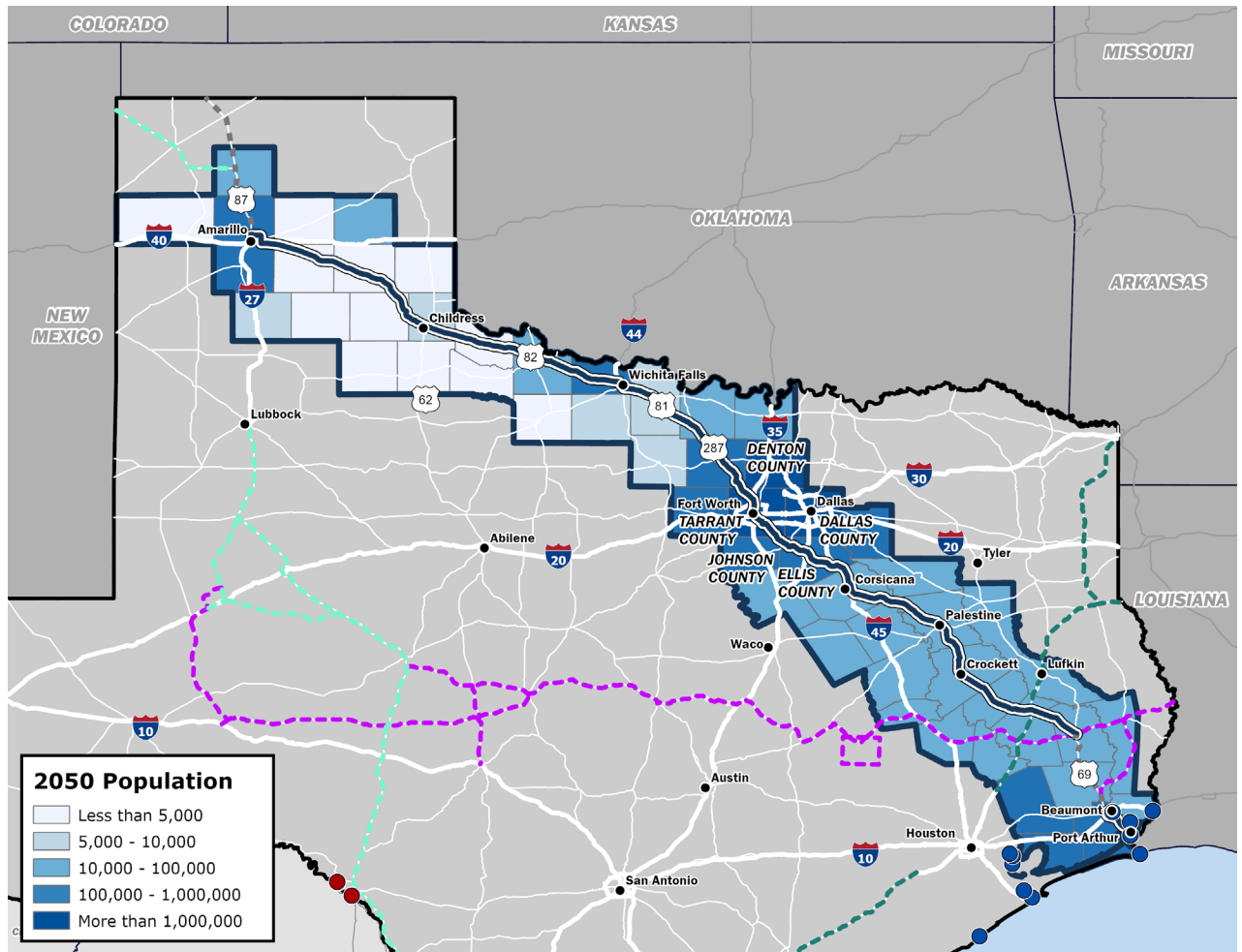


Figure 3-5: Forecasted Population of the Study Area, Year 2050⁴

⁴ SAM V-4 Model; US Census; SAM V-5 Model, 2023

3.2 EMPLOYMENT

3.2.1 EXISTING EMPLOYMENT

As of 2021, approximately 4.3 million people are employed within the study area, which accounts for 29% of the statewide employment, highlighting the profound role of the US 287 Corridor in facilitating regional employment. The Central Segment accounts for the highest concentration of employment within the study area which can also be seen in **Table 3-2**. The distribution of employment within the study area underscores the importance of the US 287 Corridor in supporting the local workforce and economic activities. **Figure 3-6** and **Figure 3-7** show 2021 employment by segment and within the study area.



Study area employment is projected to increase from 4.33 million to over 5.9 million by 2050. Stakeholders anticipate this growth due to a diverse set of planned developments along the corridor.

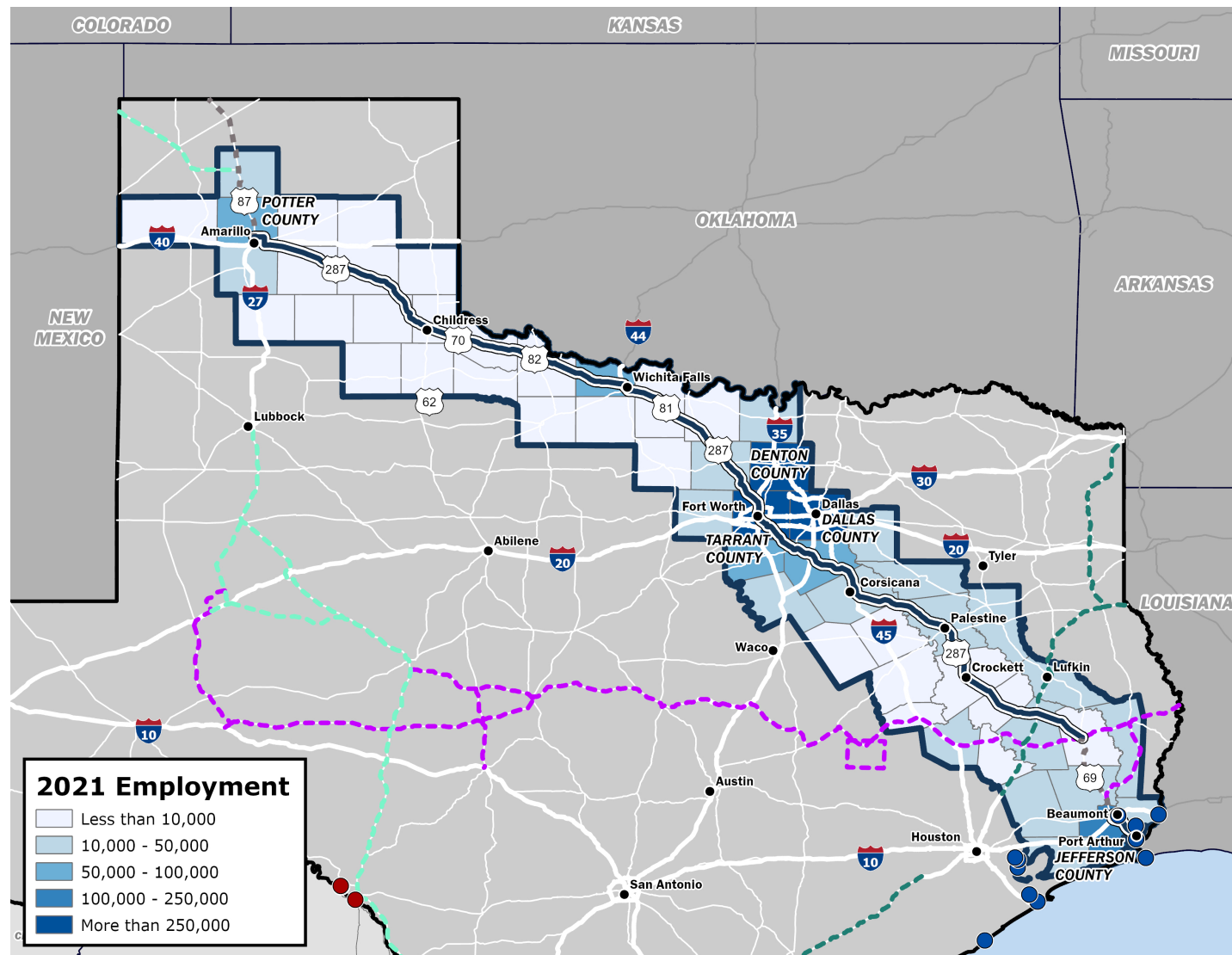


Figure 3-6: 2021 Employment by County within the Study Area ⁵

⁵ SAM V-4 Model; US Census; SAM V-5 Model, 2023

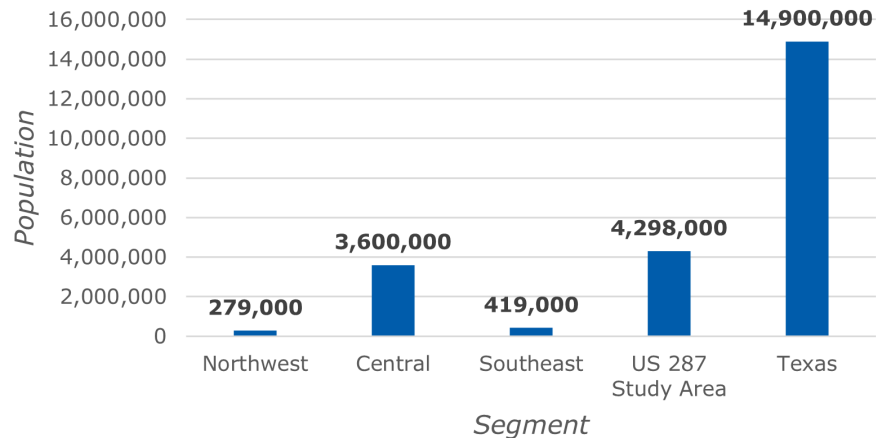


Figure 3-7: Existing Corridor Employment by Segment

Table 3-2 presents historical employment by segment, proportion of employment in the total Corridor, along with employment growth trends from 1990.

Table 3-2: Historic Employment by Segment within the US 287 Corridor Study Area

SEGMENT	1990	2000	2010	2020
Central	2,006,769 (77.5%)	2,444,869 (78.5%)	2,593,734 (79.7%)	3,077,981 (82.6%)
Northwest	224,840 (8.7%)	254,745 (8.2%)	254,557 (7.8%)	246,568 (6.6%)
Southeast	356,399 (13.8%)	415,231 (13.3%)	407,298 (12.5%)	402,170 (10.8%)
US 287 Corridor Total	2,588,007 (32.1%)	3,114,845 (31.4%)	3,255,588 (28.9%)	3,726,719 (29.0%)
Texas Total	8,061,343	9,932,973	11,255,444	13,194,928

Figure 3-8 represents the employment and growth rates by each segment along the US 287 Corridor between 1990 and 2020. The Central Segment has the highest decennial growth rates ranging from 6% to 22%, whereas the Northwest Segment and Southeast Segment employment growth rates have been relatively flat since 2000.

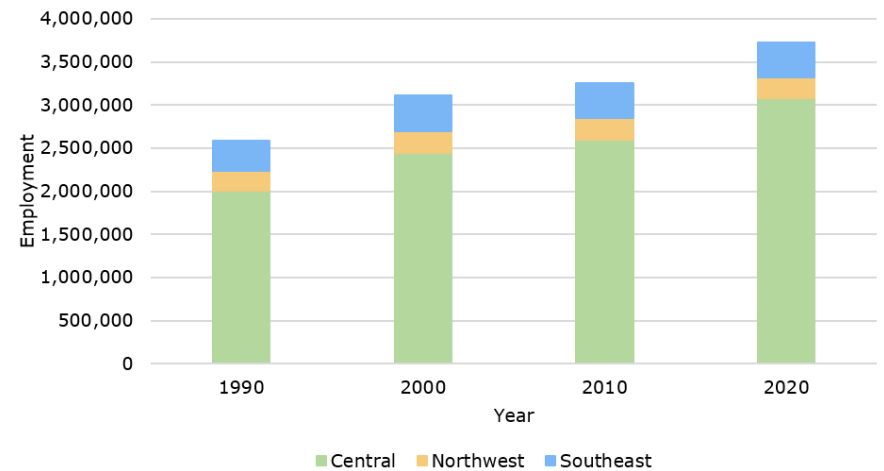


Figure 3-8: Employment and Growth Rates by each Segment along the US 287 Corridor

As shown in **Figure 3-9**, between 1990 and 2022, employment in the Central Segment grew 53%, 9% higher than the total US 287 Corridor growth rate. During the same period, employment in the Southeast and Northwest Segments grew marginally, 13% and 10%, respectively.

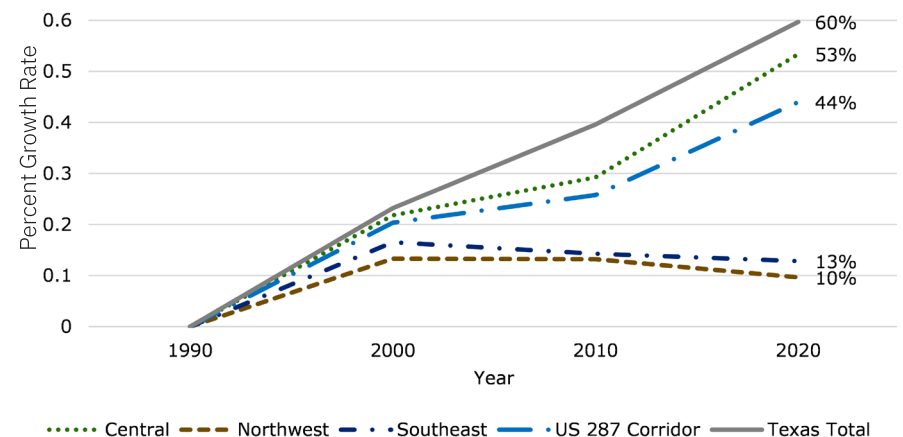


Figure 3-9: Change in Percentage of Employment Growth Rate since 1990

3.2.2 FUTURE 2050 EMPLOYMENT

It is projected that over 5.9 million people will be employed in the US 287 study area in 2050, making up 29% of the over 20 million jobs across Texas. The three counties with the highest number of total employment in 2050 include Dallas, Tarrant, and Denton Counties.

The Central Segment is anticipated to comprise 87% of employment in the study area in 2050, driven by strong economic opportunities and robust transportation infrastructure serving the DFW area. The study area is projected to experience a 64% growth in employment from 2015 to 2050, driven by the Central Segment which is projected to grow 70%, 3% higher than the Texas state-wide growth of 67%. Stakeholders have expressed that there is anticipated growth in each segment as a result of planned developments. Specific examples include the growing energy sector throughout the study area, professional, manufacturing, and industrial services in the Central Segment, maritime, tourism, and entertainment industries in the Southeast Segment, and agriculture in the Northwest Segment. These developments are anticipated to increase jobs and population in the study area. A map of total employment by county along US 287 is shown in **Figure 3-10** and the growth in employment between 2015 and 2050 is shown in **Table 3-3**. The projected 64% growth in employment will contribute to increased traffic demand along US 287 in 2050.

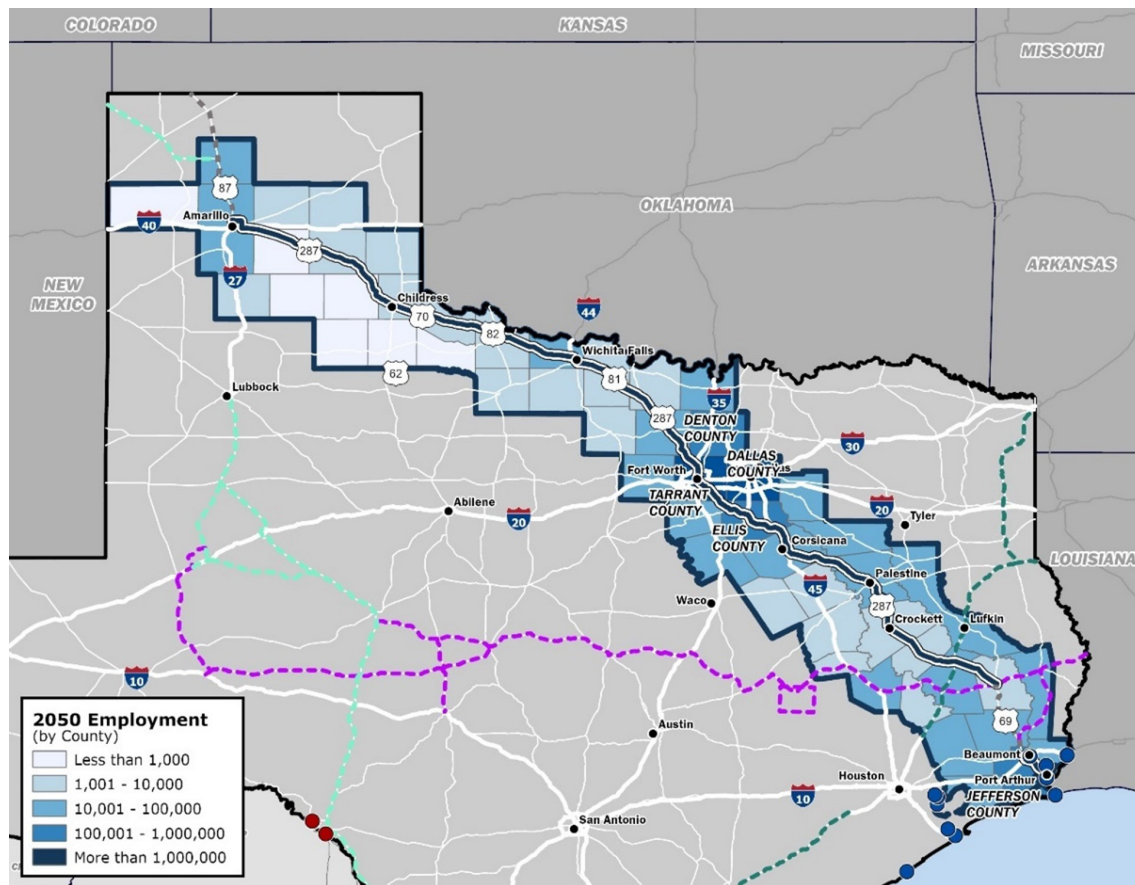


Figure 3-10: Total Employment by County (2050) ⁶

Table 3-3: Corridor Employment by Segment (2015–2050) ⁶

Employment	2015	2021	2050	% Change (2015 to 2050)
Northwest	249 K	279 K	305 K	23%
Central	3.0 M	3.6 M	5.1M	70%
Southeast	370 K	419 K	457 K	24%
US 287 Study Area	3.6 M	4.3 M	5.9 M	64%
Texas	12.3 M	14.9 M	20.5 M	67%

⁶ SAM V-4 Model; US Census; SAM V-5 Model, 2023

3.2.3 EXISTING FREIGHT-INTENSIVE EMPLOYMENT

Freight-intensive industries are those where freight costs and the ability to move freight safely and efficiently impact location decisions. The study area is home to over 205,000 freight-intensive employees, with the highest concentrations in Dallas, Tarrant, Potter, Kaufman, and Ellis counties. Freight intensive industries require robust transportation infrastructure to provide the economic benefits to the region.

A map of freight-intensive employment by county along US 287 is shown in **Figure 3-11**. US 287 is a freight corridor, which is supported by the presence of freight-intensive employment along the corridor.

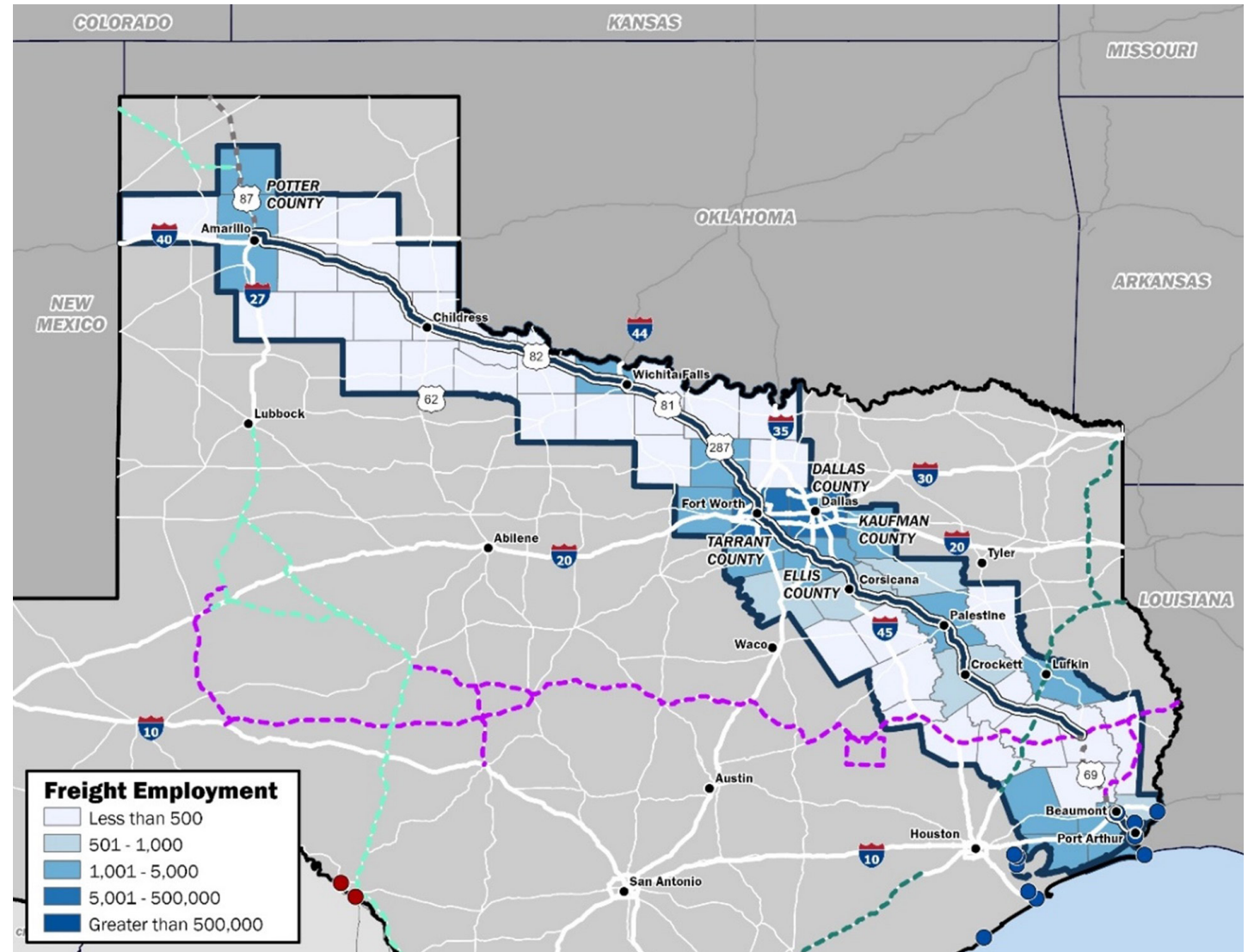


Figure 3-11: Freight-Intensive Employment by County (2023)⁷

⁷ Texas Labor Market Information, Quarterly Census of Employment and Wages (QCEW), 2023

The US 287 Corridor counties account for 28% of total tonnage in Texas, presenting an opportunity to invest in freight infrastructure to support industries and employment. **Figure 3-12** presents the top 10 counties by tonnage based on origin or destination. These 10 counties represent 86.7% of the total freight movement along the US 287 Corridor study area. The county with the highest total tonnage is Dallas (80.9 million tons) followed by Tarrant County (60.6 million tons).

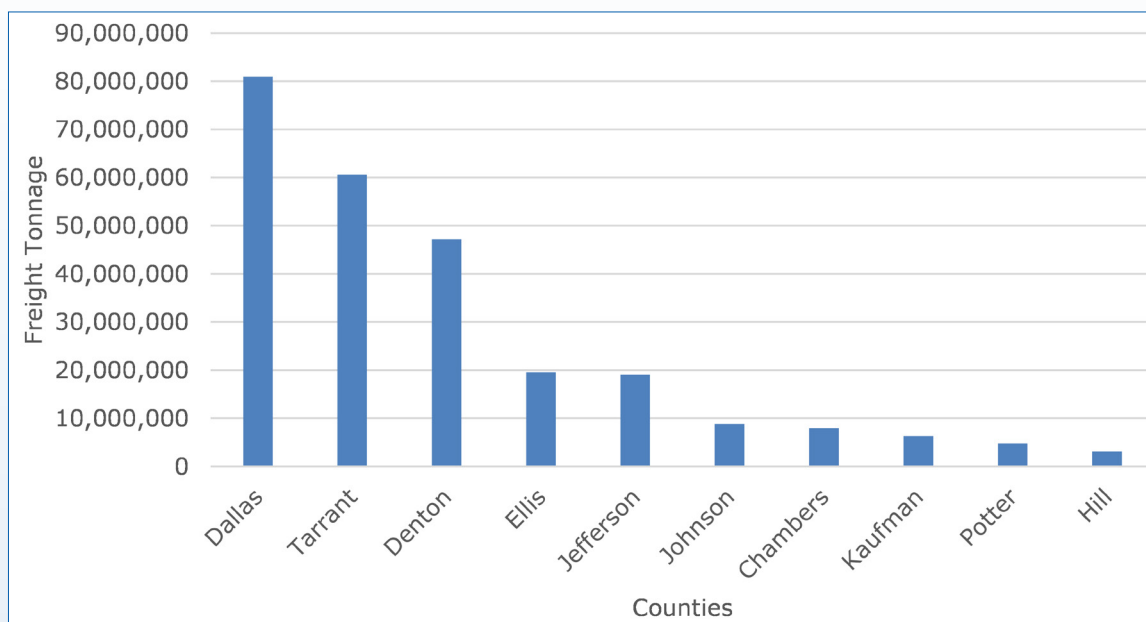


Figure 3-12: Top 10 Highest Counties by Freight Tonnage in the US 287 Corridor Study Area (2022)

3.2.4 EXISTING EMPLOYMENT IN TRANSPORTATION AND WAREHOUSING

Warehousing is a major contributor to the job market around the DFW metroplex, providing it with a competitive advantage over other counties in the state. More than 600,000 warehouse jobs exist within the study area, with over half located in Dallas County supporting major intermodal hubs like the Southern Dallas County Inland Port. These represent about 26% of warehouse jobs in the entire state. The counties with the highest warehouse employment include Dallas, Tarrant, Denton, Kaufman, and Ellis Counties.

The substantial presence of warehouse employment within the Central Segment, as shown in **Figure 3-13**, emphasizes US 287's critical role in supporting the warehousing industry.

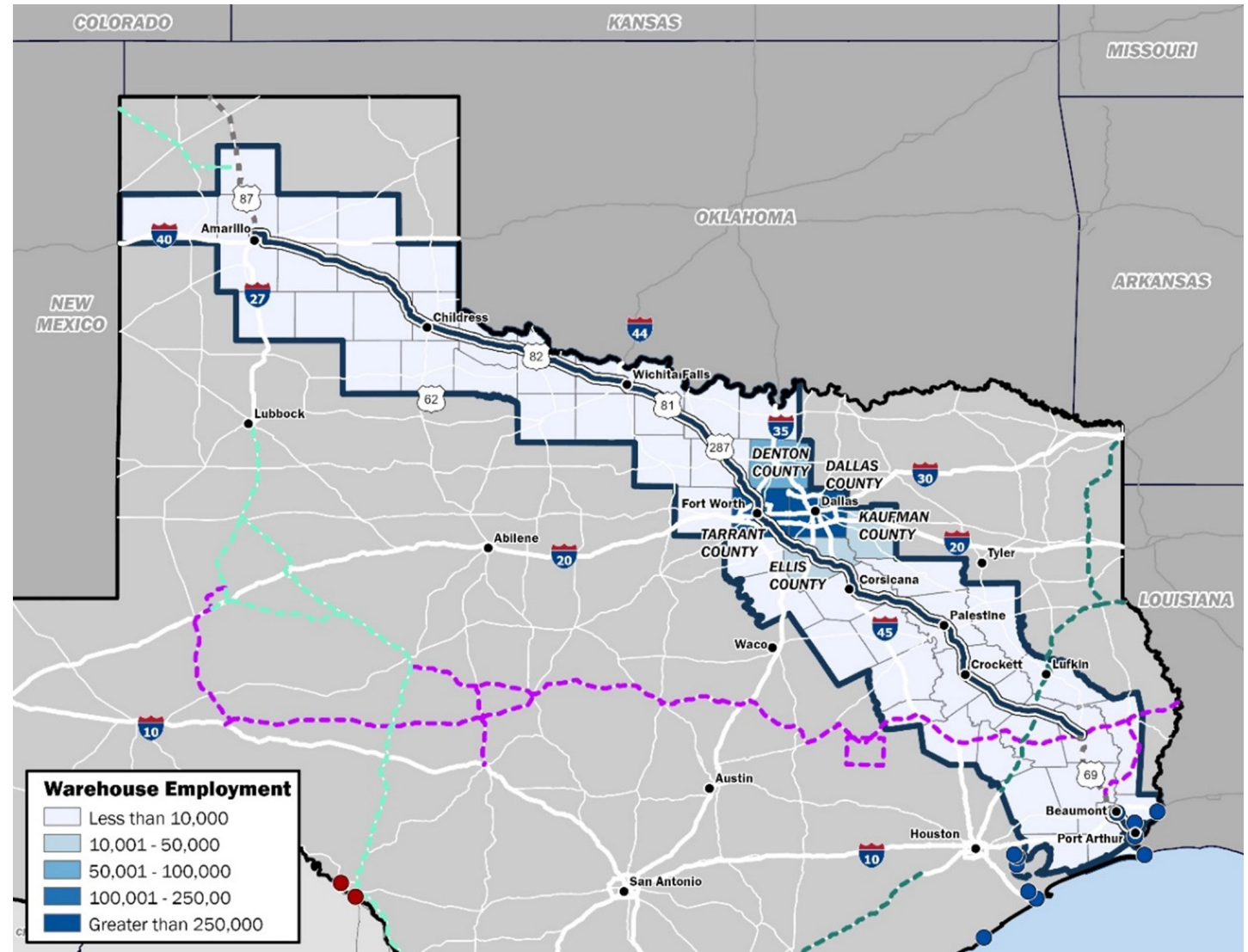


Figure 3-13: Warehouse Employment by County (2023)⁸

⁸ Texas Labor Market Information, Quarterly Census of Employment and Wages (QCEW), 2023

Figure 3-14 presents the top 10 counties by transportation and warehousing earnings for the year 2021 (in millions of 2012 dollars) within the US 287 Corridor study area. As can be seen from the figure below, Dallas County has the highest transportation and warehousing earnings, followed by Tarrant County. The top five counties by earnings contribute 90.0% of the total earnings within the study area. The Central segment contributes 91.0% of the total earnings, followed by the Southeast segment (5.4%) and the Northwest segment (3.6%).

Figure 3-15 presents the top 10 counties by transportation and warehousing employment for the year 2021 within the US 287 Corridor study area. As can be seen from the figure below, Dallas County has the highest transportation and warehousing employment, followed by Tarrant County. The top five counties by earnings contribute 95.2% of the total transportation & warehousing employment within the study area. The Central segment contributes 96.0% of the total employment, followed by the Northwest segment (3.6%) and the Southeast segment (1.8%).

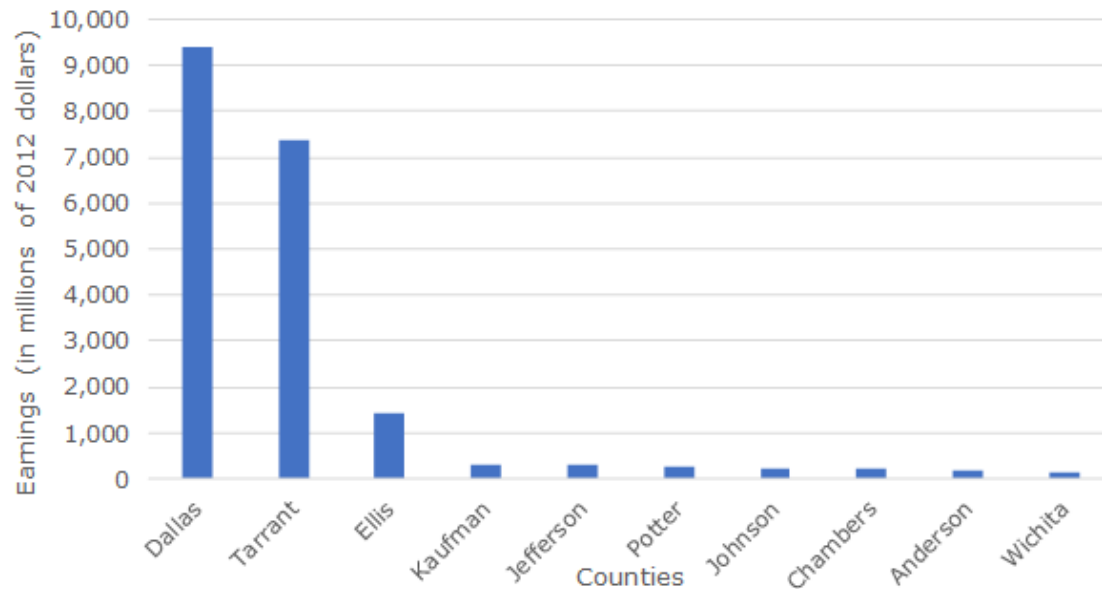


Figure 3-14: Top 10 Counties by Transportation and Warehousing Earnings in 2021

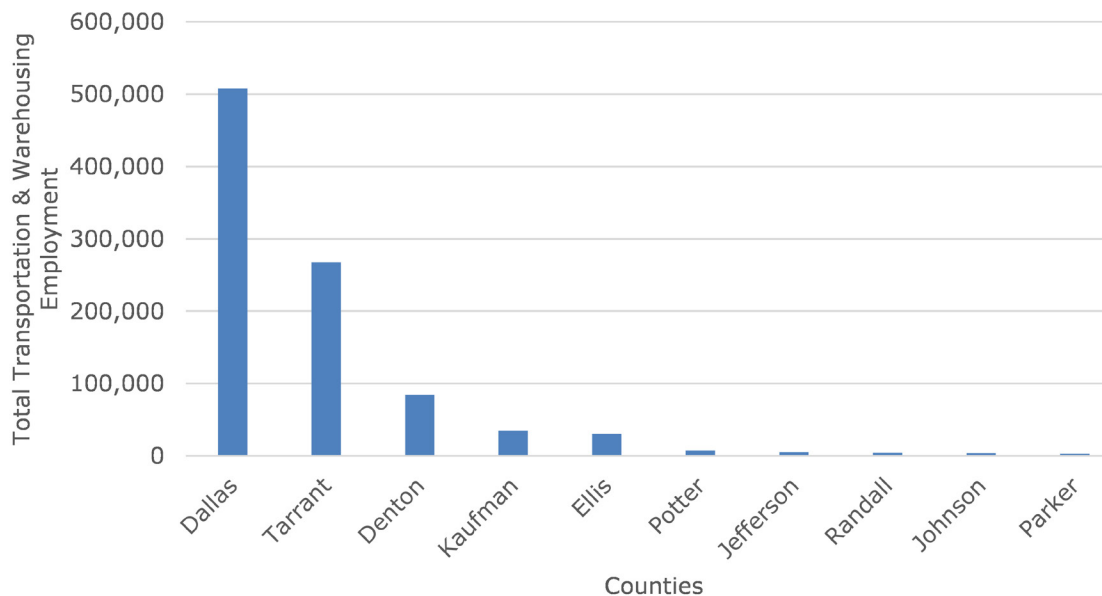


Figure 3-15: Top 10 Counties by Transportation and Warehousing Employment in 2021

3.2.5 EXISTING EMPLOYMENT IN TOURISM

Tourism is another prominent industry along the US 287 corridor. This is based on analyzed employment data for:

-  Scenic and sightseeing entities
-  Amusement parks
-  Recreation facilities
-  Leisure and hospitality venues

The three counties with the most tourism jobs are in the Central Segment, including Dallas, Tarrant, and Denton Counties. The industry is highly concentrated with 83% of tourism related employment in the study area is in the top five counties, and 90% in the top ten counties.

Jefferson (includes Beaumont and Port Arthur) and Potter (includes Amarillo) Counties also serve the tourism industry and are in the top five counties based on tourism jobs. A map of existing tourism employment by county along US 287 is shown in **Figure 3-16**. With tourism being a large industry along the corridor, US 287 facilitates the movement of employees as well as tourists.

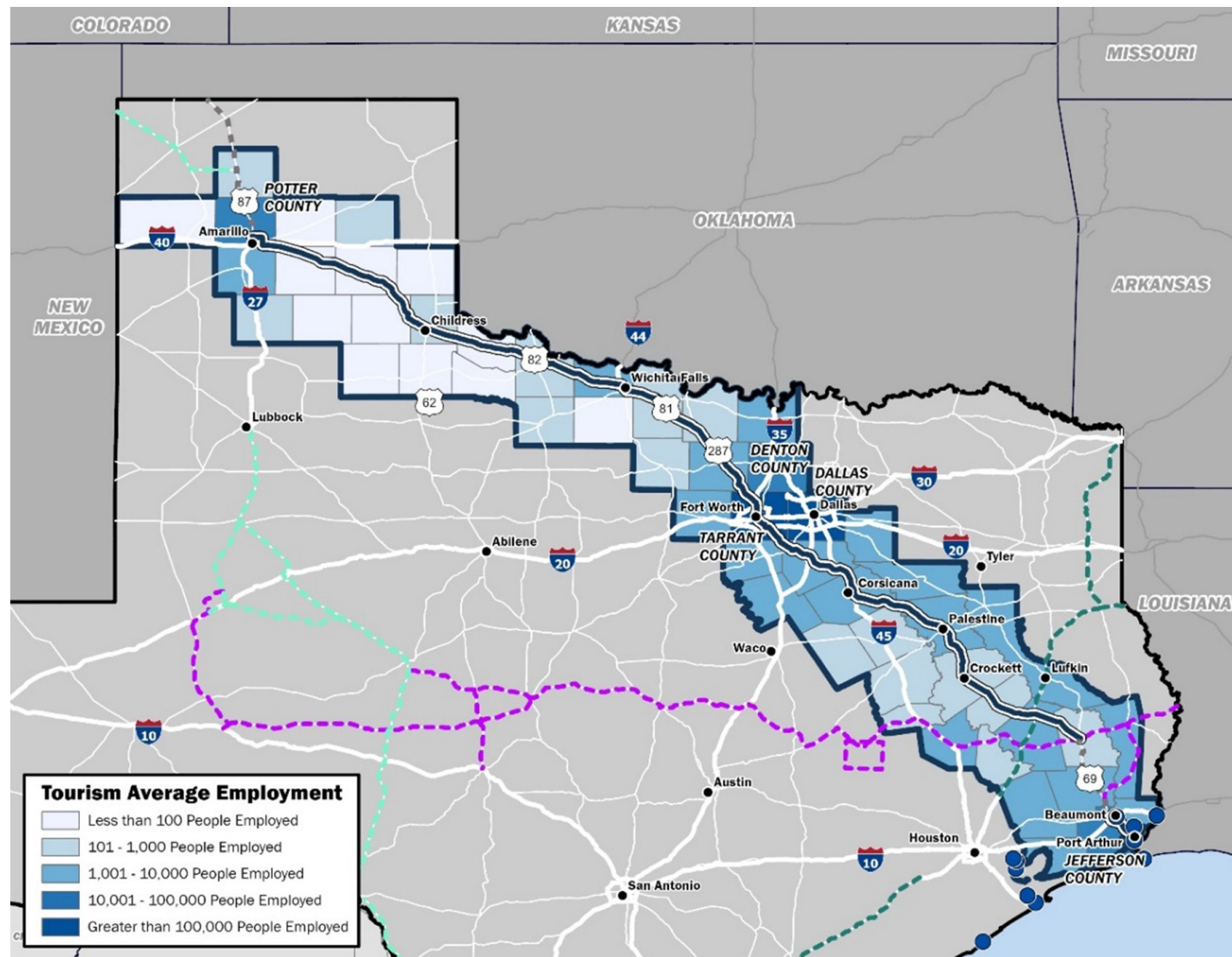


Figure 3-16: Tourism Employment by County (2023)⁹

⁹ Texas Labor Market Information, Quarterly Census of Employment and Wages (QCEW), 2023

3.3 INCOME

3.3.1 EXISTING MEDIAN HOUSEHOLD INCOME

Another socioeconomic metric to consider is the median household income by county. The average median income in the study area for the year 2021 is \$56,723, compared to the state average of \$67,404. The counties with the highest median income include Chambers, Denton, Parker, Ellis, and Carson Counties.

Additionally, the agriculture industry contributes to some of the higher median household incomes, particularly in the Northwest Segment. While the overall average of Median Household Income in the study area is less than the statewide average, 11 total counties have a median household income over the statewide average in 2021. These counties with a higher median income than the statewide average are scattered throughout the study area. This spread shows the US 287 Corridor facilitates the movement of employees in high earning industries, further contributing to the high GDP outputs seen along the corridor.

The median household incomes for the study area in 2021 are shown in **Figure 3-17**. The median household incomes for the study area by segment are shown in **Figure 3-18**.

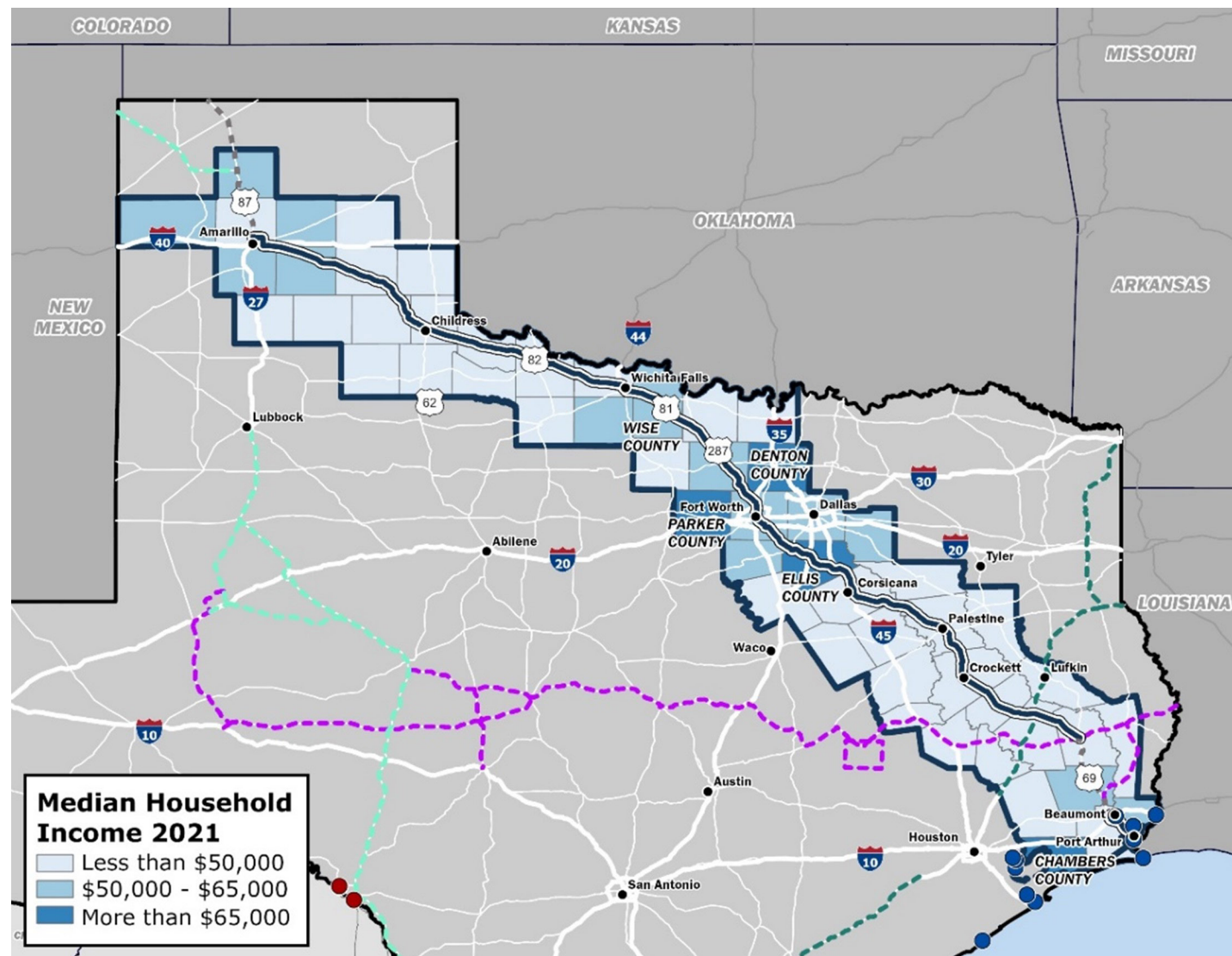


Figure 3-17: Corridor Median Household Income by County (2021)¹⁰

¹⁰ US Census Bureau, 2000, 2021



US 287 Corridor **facilitates the movement of employees in high earning industries**, further contributing to the high GDP outputs.

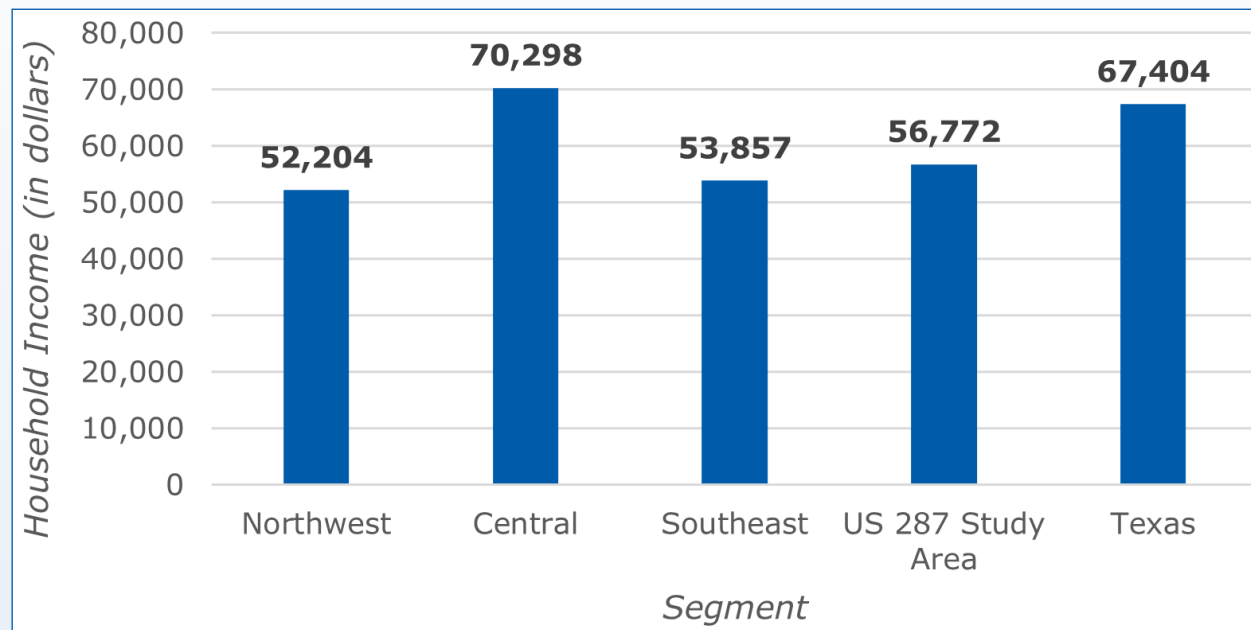


Figure 3-18: Existing Corridor Median Household Income by Segment

3.3.2 FUTURE 2050 MEDIAN INCOME

The corridor's average median household income is projected to be about \$105,000 in 2050. The counties with the projected highest median income include Chambers County in the Southeast Segment and Denton, Parker, Ellis, and Wise Counties in the Central Segment. This growth in median income is driven by the strong economy, employment growth, and high-paying industry sectors in the study area.

The forecasted median household income of the study area in 2050 is shown in **Figure 3-19**.

The median household income between 2000 and 2050 is anticipated to grow by over 200%. This anticipated increase reflects broader economic trends, including growth in employment and economic opportunities within the study area. The corridor median household income growth is shown in **Table 3-4**. The projected growth from 2000 to 2050, and from the present day to 2050 indicates that the corridor will continue to serve the economic drivers within the state for years to come.

Table 3-4: Corridor Median Household Income (2000–2050) ¹¹

Median Household Income	2000	2021	2050	% Change (2000 to 2050)
Northwest	\$ 31,420	\$ 52,204	\$ 96,636	208%
Central	\$ 41,636	\$ 70,298	\$ 132,435	218%
Southeast	\$ 32,926	\$ 53,857	\$ 98,025	198%
US 287 Study Area	\$ 34,169	\$ 56,772	\$ 104,927	207%
Texas	\$ 53,894	\$ 67,404	\$ 206,712	284%

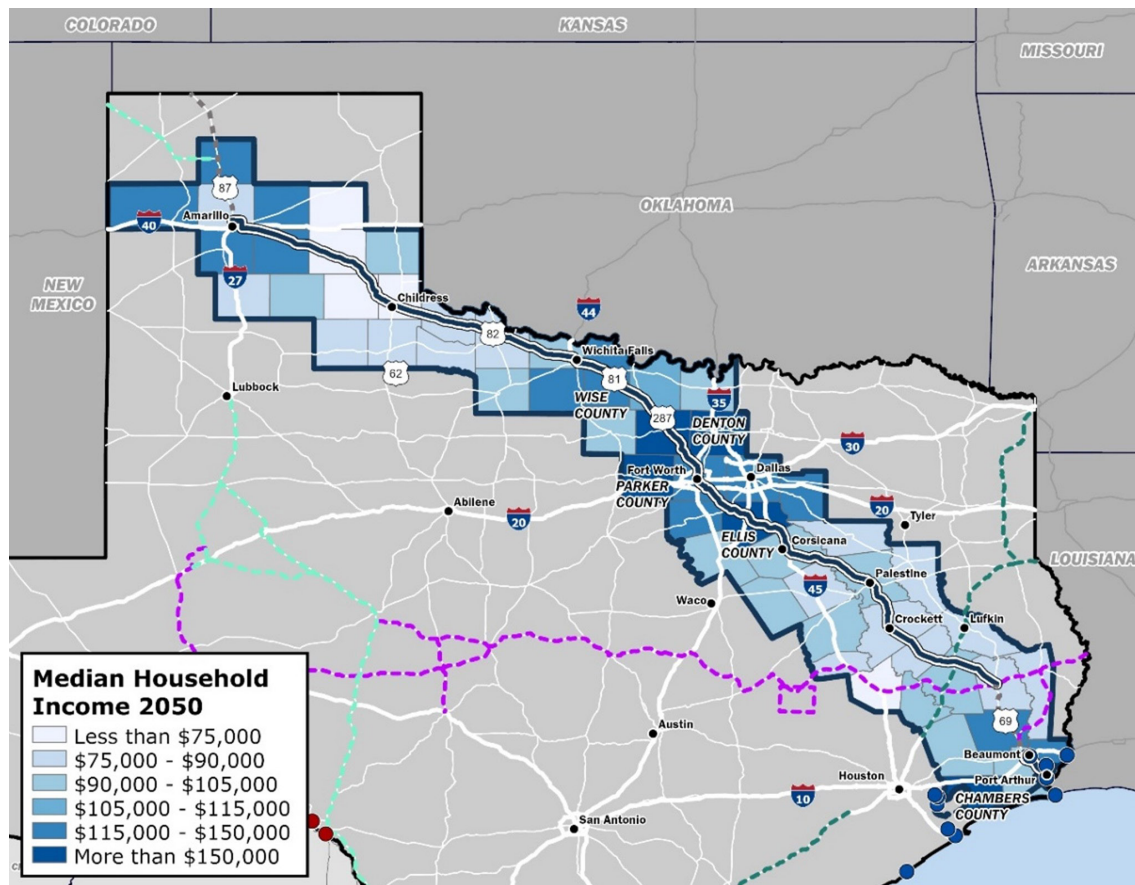


Figure 3-19: Corridor Median Household Income by County (2050) ¹¹

¹¹ US Census Bureau, 2000, 2021 ; and CAGR projected to 2050

3.4 GROSS DOMESTIC PRODUCT

3.4.1 EXISTING GROSS DOMESTIC PRODUCT (GDP)

The Bureau of Economic Analysis defines Gross Domestic Product (GDP) as the total market value of the goods and services produced in a year. GDP serves as an important metric depicting the pace of growth or decline of the nation's economy. This directly affects employment, businesses, and investments. The counties within the US 287 study area have a total 2021 GDP of over \$513 billion, accounting for 29% of the total 2021 Texas GDP. The highest GDP is in the DFW area, encompassing Dallas, Tarrant, and Denton Counties.

Additionally, Jefferson County in the Southeast segment and Potter County in the Northwest segment also contribute considerably to the GDP within the study area. This economic strength is due to the presence of different industries in these areas, facilitated by their connections to major interstates. **Figure 3-20** shows the existing GDP by segment. A map with the 2021 GDP within the study area is shown in **Figure 3-21**.

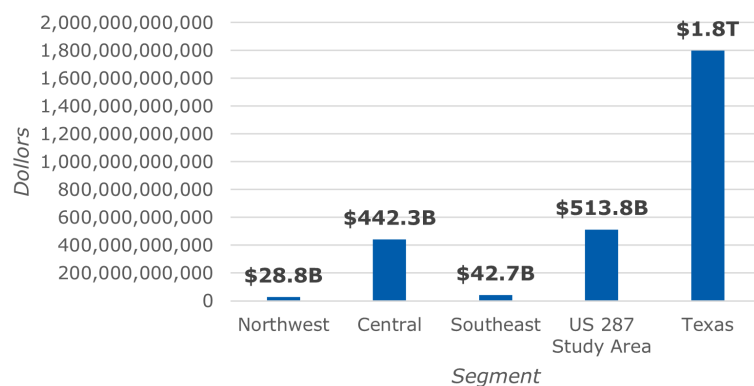


Figure 3-20: Existing Gross Domestic Product by Segment

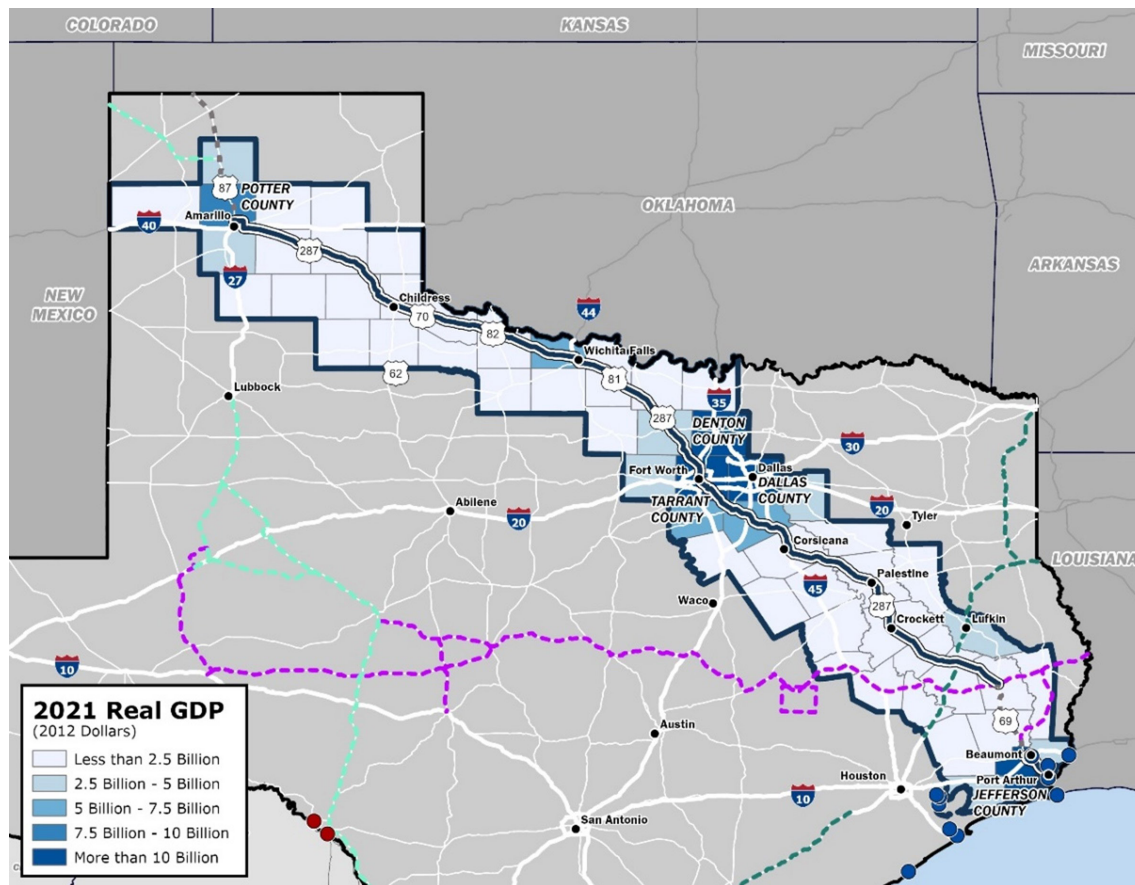




Figure 3-21: 2021 Gross Domestic Product (GDP) within the Study Area¹²



The US 287 economic strength is due to the presence of different industries in these areas, facilitated by their connections to major interstates.

¹² US Census Bureau, 2000; IHS Markit, 2021; Woods & Poole, 2023

The main economic industries contributing to the GDP within the US 287 corridor study area are:

-  Finance, Insurance, Real Estate, Rental and Leasing
-  Government and Government Enterprises
-  Professional and Business Services
-  Educational Services, Health Care, and Social Assistance
-  Manufacturing

These industries account for the highest GDP within the study area and are most common in the urban areas along the corridor, as shown in **Figure 3-22**. The top industry contributing to this GDP output is Finance, Insurance, Real Estate, Rental and Leasing with presence in all areas of the study area. The second largest industry is professional and business services, most common near Dallas and Wichita Falls. Additionally, Ellis County is a major producer of cement and construction materials. **Midlothian in Ellis County is locally referred to as “the concrete capital of Texas.”**

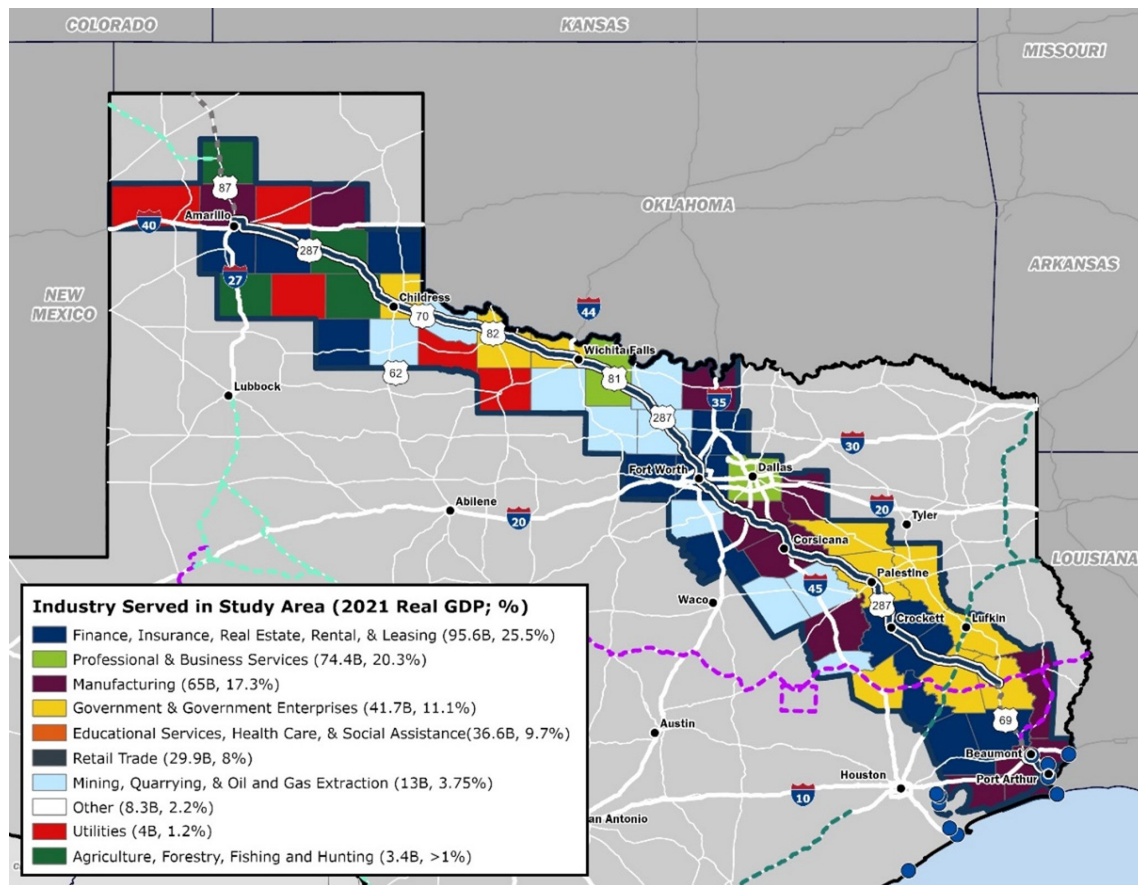


Figure 3-22: 2022 Economic Industries by County within the Study Area ¹³

US 287 provides key freight, agriculture and timber production, metropolitan area, and port connectivity. US 287 has two maritime ports near it: Port of Beaumont and Port of Port Arthur. The number one export for Port of Beaumont and Port of Arthur is petroleum oil (other than crude oil), while the number one import is petroleum oil (crude oil).

With such a mixed assortment of industries contributing to the \$513 billion GDP output within the study area, US 287 facilitates the movement of these industries to ensure this output sustains and grows in the future.

¹³ Bureau of Economic Analysis, 2021



Concrete Yard Along US 287 in Ellis County

3.4.2 POTENTIAL FUTURE DEVELOPMENT

Table 3-5 highlights notable planned future developments along the US 287 corridor identified by the Steering Committee and Segment Working Groups. These developments, such as the potential hydroplant in Deaf Smith County and the Schneider Electric data centers in Ellis County, showcase the considerable regional impact and economic growth anticipated in the Northwest, Central, and Southeast Segments. This forward-looking perspective underscores US 287's strategic importance in supporting new infrastructure and creating economic opportunities.

Table 3-5: Potential Future Development Along US 287

Segment	Potential Future Developments Along US 287
Northwest	Potential Hydroplant Construction - Deaf Smith and Gray Counties
	Planned Solar Farm - Childress County
	Planned Data Center - Childress County
	Planned Beef Processing Plant - Potter County
Central	Planned Golf Course - Childress County
	Bonds Ranch Residential Development - Tarrant County
	Alliance Airport Expansion - Tarrant County
	Schneider Electric Data Centers - Ellis County
Southeast	Master planned, mixed-use districts in Mansfield - Tarrant County
	Port of Beaumont New Dock - Jefferson County
	Port of Port Arthur Berth #6 Expansion - Jefferson County
	Alabama-Coushatta Reservation for Entertainment - Polk County



By 2050, the US 287 study area counties will have a **projected GDP of over \$1 trillion**, accounting for 26% of the state's GDP.

3.4.3 2050 FUTURE GDP PROJECTIONS

By 2050, the US 287 study area counties will have a projected GDP of over \$1 trillion, accounting for 26% of the state's GDP. The highest GDP is primarily concentrated in the DFW area; however, there are counties within the Southeast Segment of the study area that see large increases in projected GDP in 2050 from what is observed from 2021. This growth in GDP is driven by the strong economy, employment growth, population growth, and diversified economic sectors in the study area. The forecasted GDP of the study area in 2050 is shown in **Figure 3-23**.

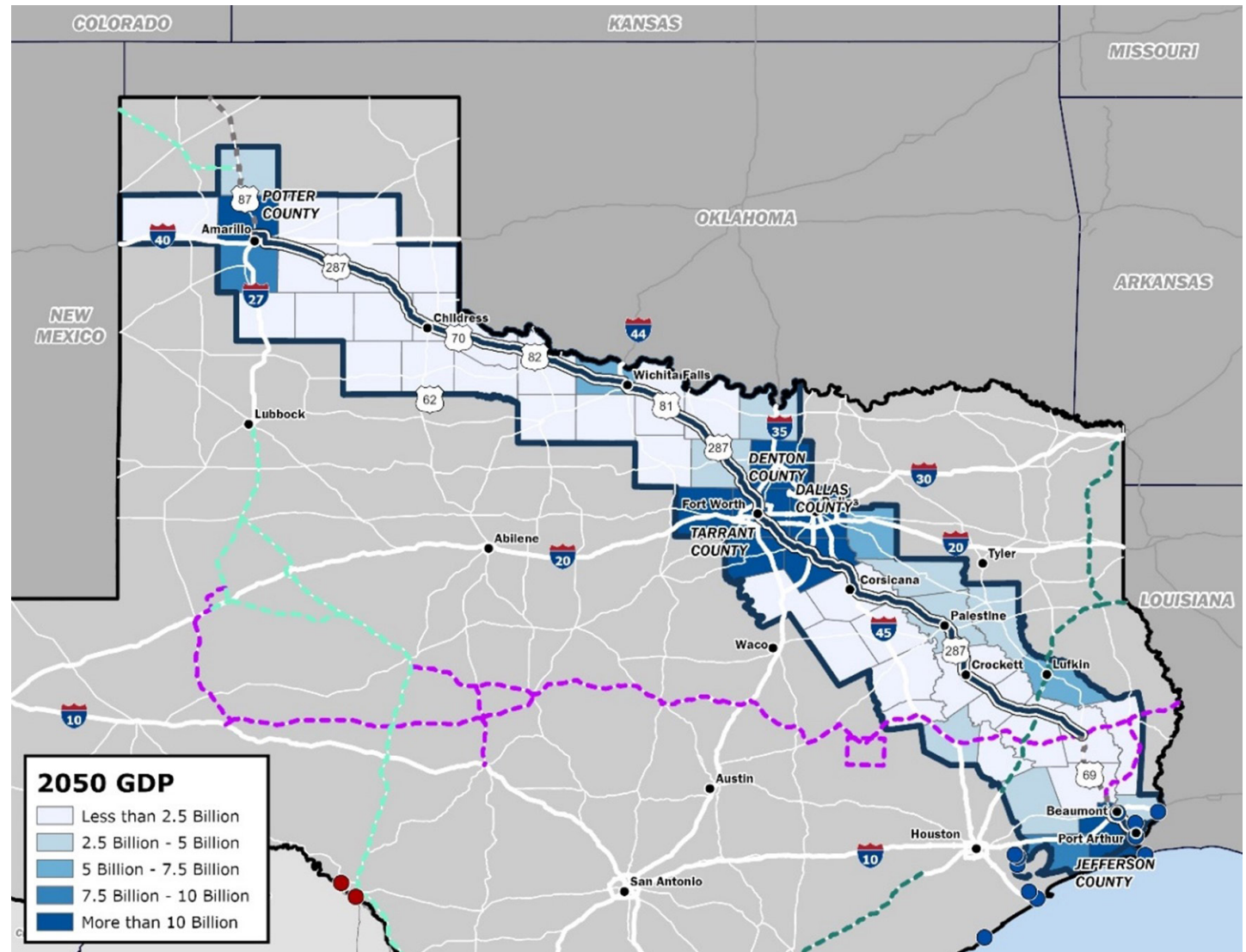


Figure 3-23: Forecasted GDP of the Study Area, Year 2050¹⁴

¹⁴ US Census Bureau, 2000; IHS Markit, 2021; Woods & Poole, 2023

The study examined which industries produced the highest wage earnings for employees within each county to assess the top-performing industries in the target year (2050). The projected top industry earnings by county for 2050 are shown in **Figure 3-24**. The map shows that, similar to existing conditions, there will continue to be diverse economic activity and industries across the corridor. Professional and business services, shown in light green, account for the highest wage earnings within the study area. These industries are most common in counties with urban areas along the corridor. Educational services, health care, and social assistance, shown in orange, and government and enterprise services, shown in yellow, are the most common industries across the corridor. The manufacturing industry, in purple, and construction, in dark blue, are also prevalent.

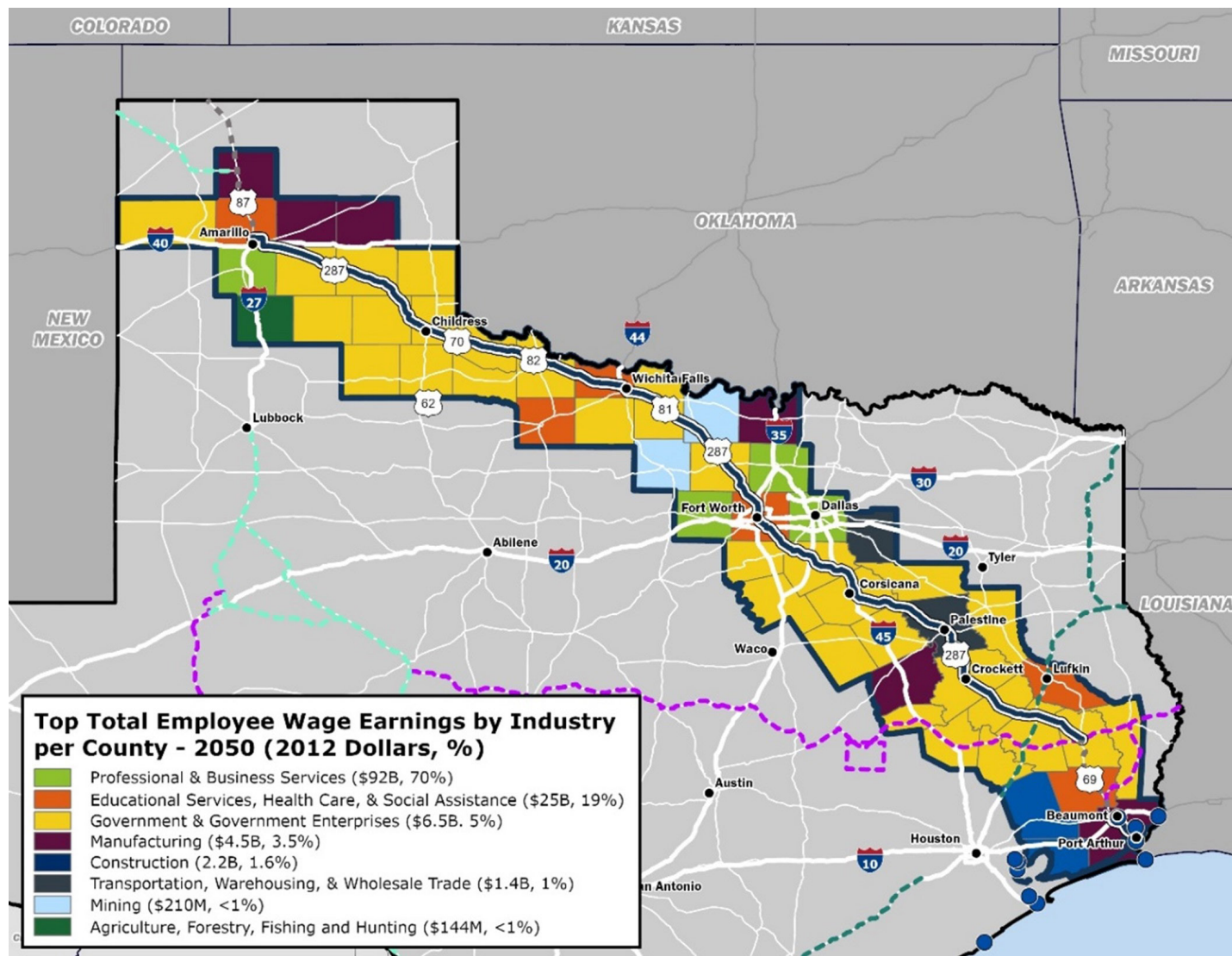


Figure 3-24: Top Total Employee Earnings by Industry by County (2050) ¹⁵

¹⁵ Woods & Poole, 2023

Table 3-6 shows the historical GDP from 2015 to the projected GDP in 2050 by segment, within the study area, and statewide. The bold numbers show that the study area is expected to grow 210% between 2015 and 2050. While the highest GDP is primarily concentrated in the DFW area, there are counties in the Southeast Segment that are expected to see sizable growth as well. Between 2021 and 2050, the following three counties are projected to see the largest growth within the study area:

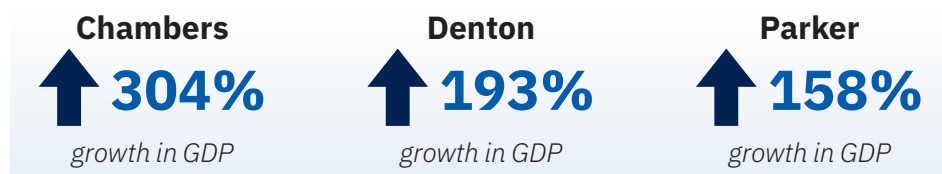


Table 3-6: Gross Domestic Product (2015–2050) ¹⁶

Population	2015	2021	2050	% Change (2015 to 2050)
Northwest	\$21.7 B	\$28.8 B	\$40.6 B	87%
Central	\$261.9 B	\$442.3 B	\$974.6 B	272%
Southeast	\$39.0 B	\$42.7 B	\$71.8 B	85%
US 287 Study Area	\$322.6 B	\$513.8 B	\$1.0 T	210%
Texas	\$742.1 B	\$1.8 T	\$3.8 T	412%

3.5 INDUSTRY TRENDS

US 287 supports the study area’s energy production, manufacturing, agriculture, cattle, and timber industries. These goods and services are key to the corridor and the entire state of Texas.

3.5.1 OIL PRODUCTION

Like the rest of the state, oil production is a major industry within the US 287 study area. The study area saw a 557% increase in oil production from 2.4 million BBL in 2000 to 15.7 million BBL in 2023. The study area includes 173 miles within the Barnett Shale oil and gas formation. The Barnett Shale formation is the fifth largest shale formation in the United States. In 2022, the Barnett Shale formation produced 165,565 barrels of crude oil (BBL).



Oil Pumpjack in Wichita Falls District



The study area saw a **557% increase in oil production** from 2.4 million BBL in 2000 to 15.7 million BBL in 2023

¹⁶ US Census Bureau, 2000; Woods & Poole, 2023

Oil production is common in the Northwest Segment (specifically in the areas between Childress and Fort Worth). Additionally, oil production is a major industry in many of the counties in the Southeast Segment. Port of Beaumont and Port of Port Arthur each import and export nearly 20 million short tons of crude oil. **Figure 3-25** shows the top 10 counties by total crude oil production within the study area. The counties with the greatest oil production include Chambers, Madison, Wichita, Gray, and Cooke Counties that collectively produced over 6.1 million BBL in 2023.

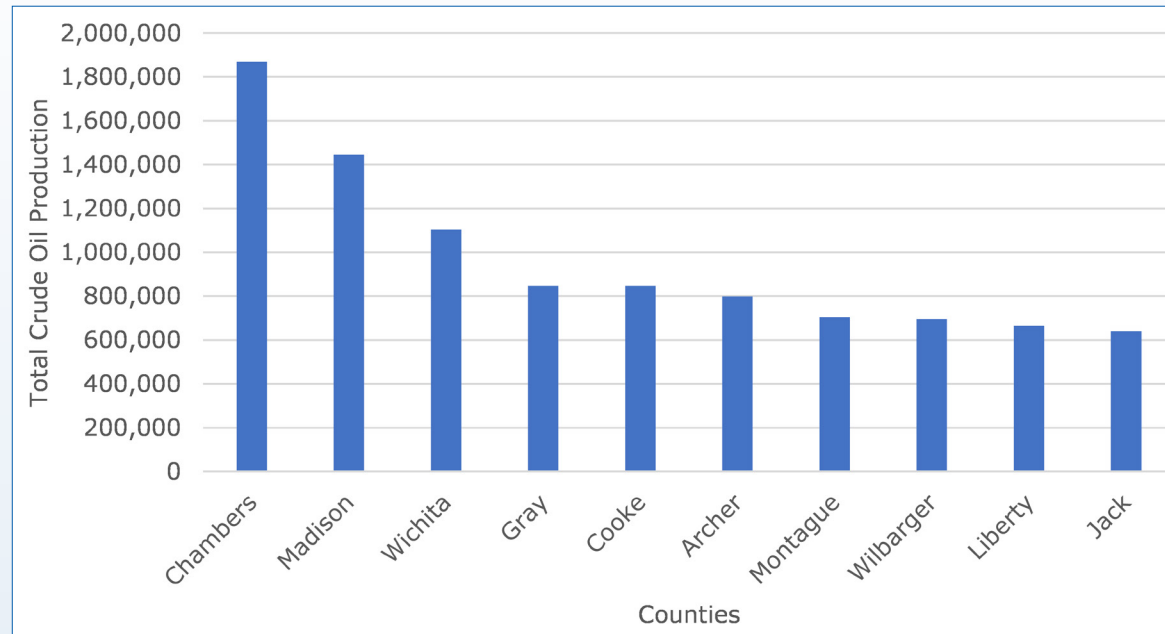


Figure 3-25: Top 10 Counties by Total Crude Oil Production within US 287 Texas Corridor Study Area

A map of oil production in Texas is shown in **Figure 3-26**. Oil production is a major player in terms of industries within the state, particularly in the US 287 study area. The corridor plays a large role in the transportation of these crude oil and processed products, contributing to the GDP produced from the industry.

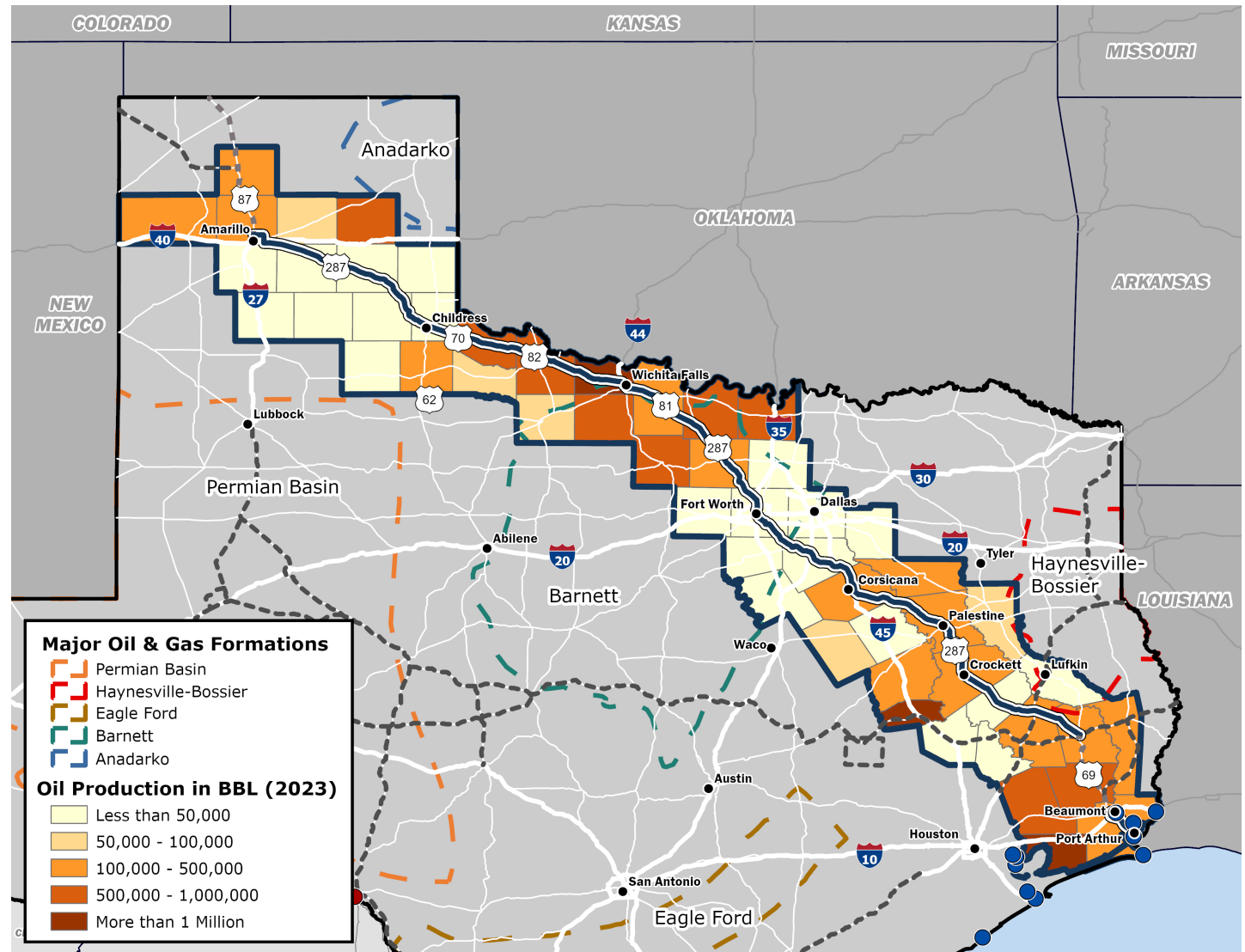


Figure 3-26: Oil Production (2023) ¹⁷

¹⁷ Texas Railroad Commission, Oil, and Gas Production Data Query, 2023

3.5.2 NATURAL GAS PRODUCTION

Natural gas production is common in the Central Segment. Counties that produce the greatest natural gas production are in the Barnett Shale formation. Natural gas production is also substantial throughout the Southeast Segment. The Southeast Segment includes the Haynesville Bossier geologic formation.



The top five counties with the greatest natural gas production include Tarrant, Wise, Denton, Johnson, and Angelina Counties.

While the largest concentration of natural gas production in the study area is within the Central Segment, Angelina County (SE), is responsible for producing over 88.8 Million thousand cubic feet (MCF) of natural gas for Texas. In 2023, over 1.1 billion MCF of condensate natural gas was produced within the study area. A map of natural gas production in Texas is shown in **Figure 3-27**. The abundance of natural gas production within the study area and along the corridor solidifies US 287's importance in transporting both the goods from production as well as people employed in this industry.



Tank Cars in Palestine

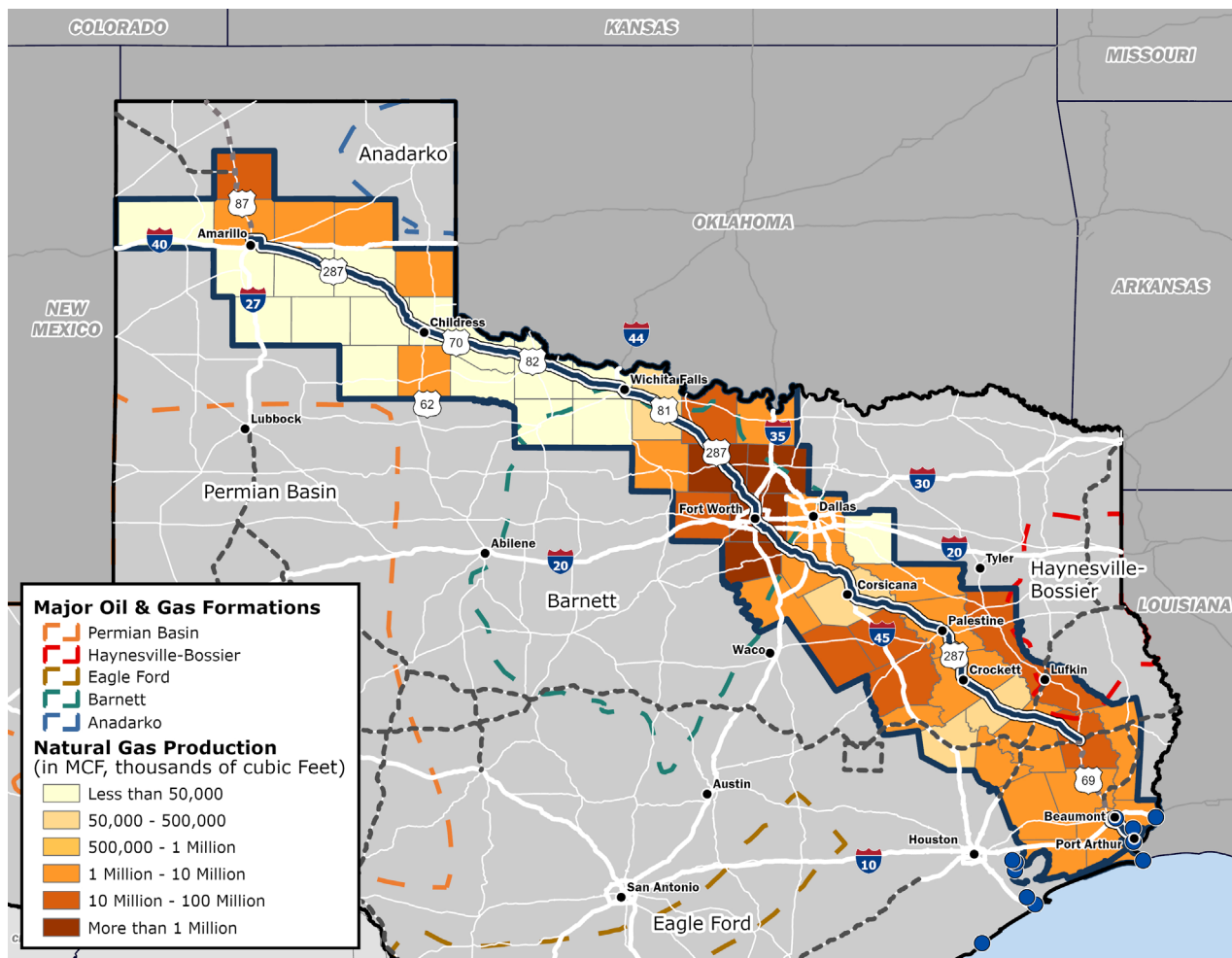


Figure 3-27: Natural Gas Production (2023) ¹⁹

18 Texas Railroad Commission, Oil, and Gas Production Data Query, 2023

3.5.3 OTHER ENERGY PRODUCTION

Wind turbines, solar power plants, and hydro-electric plants are the three other types of energy production found in the US 287 study area. Wind turbines and solar power plants are most prevalent in the Northwest Segment. The greatest wind capacity within the study area is in Amarillo, Limestone County, and between Childress and Wichita Falls. The total number of wind turbines in the study area is 3,142.

Solar power and hydroelectric plants are limited in numbers within the study area. Solar plants can be found in the Northwest Segment near Childress. Hydroelectric plants can be seen near DFW in the Central Segment. A map of energy production in Texas is shown in **Figure 3-28**. The presence of other forms of energy production reinforces that the US 287 study area produces varied energy types.



Wind Farm in Wichita Falls District

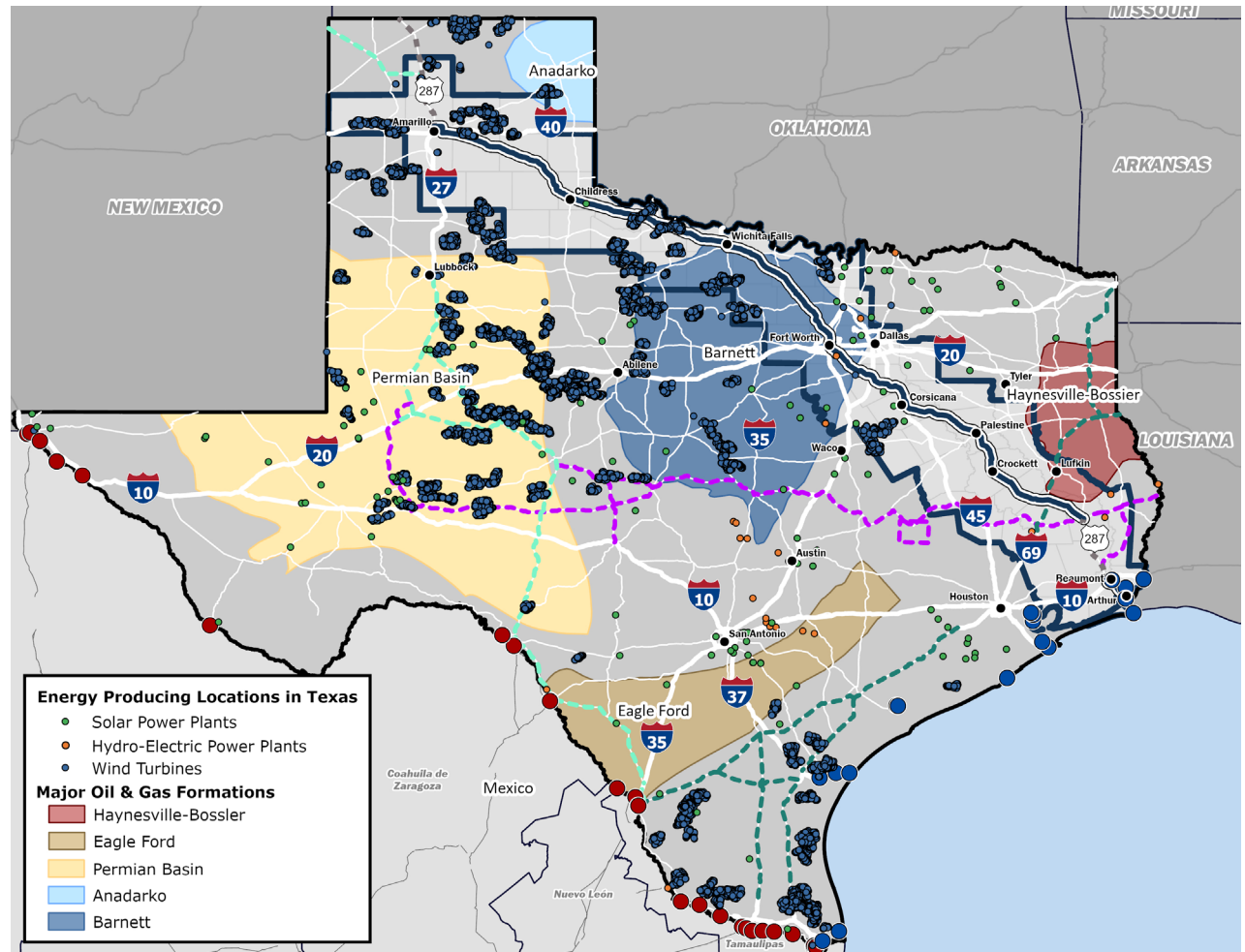


Figure 3-28: Energy Production in Texas (2022) ¹⁹

¹⁹ U.S. Energy Information Administration 2022

3.5.4 MARITIME

The US 287 study area has two major seaports:



The Port of Port Arthur



The Port of Beaumont

The Port of Port Arthur is a seaport with break-bulk capabilities. It handles cargo that is individually loaded and unloaded. The port is located on the Sabine-Neches Waterway, which connects to inland waterways, highways, railroads, and pipelines. The major exports are petroleum and wood pellets and the major imports are biopulp, aluminum, and lumber. The Port of Port Arthur handles considerable amount of freight from foreign countries, including Mexico.



Port of Port Arthur Entrance Sign

The Port of Beaumont on the Sabine Neches Waterway is the nation's top Strategic Military Port and is located near the first and second largest oil refineries in the US. The major exports are petroleum and its products, fertilizers and chemicals, food & agricultural products, crude materials, and primary manufactured goods.

Figure 3-29 shows the annual tonnage by year at the Port of Beaumont. The future year 2050 annual tonnage is projected to be 124 million tons based on information from the Port of Beaumont. It is anticipated to be higher than the historical tonnage.

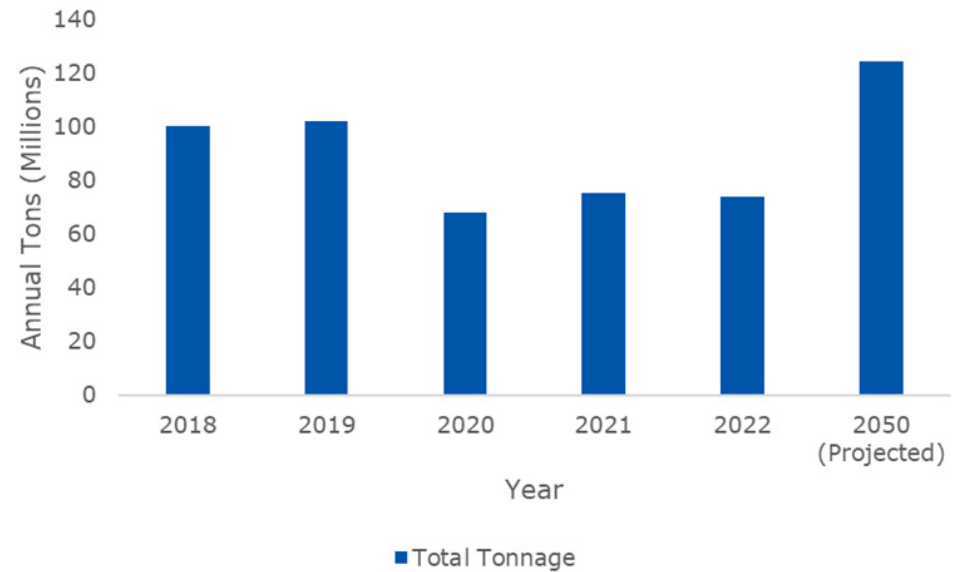


Figure 3-29: Port of Beaumont Freight Tonnage – Historical and Projected



*“Ports are a barometer to understand what will hit our roadways, **this is a good way to know where the future is headed.**”*

– Stakeholder

3.5.5 MANUFACTURING

Manufacturing production is an important industry with a large presence throughout Texas and the US 287 study area. Manufacturing is the third largest contributor to GDP output within the study area, accounting for 17.3% of its output. The counties with the greatest manufacturing production based on real GDP output include Dallas, Tarrant, Jefferson, Denton, and Potter Counties.

Because of the several major manufacturing employers located in Dallas and Tarrant Counties, these counties substantially impact the economy and generate about \$40 billion in GDP output for the manufacturing industry. A map of manufacturing production along US 287 is shown in **Figure 3-30**. US 287 allows manufacturers to transport their goods through Texas and offers key connections to transport them across state lines.

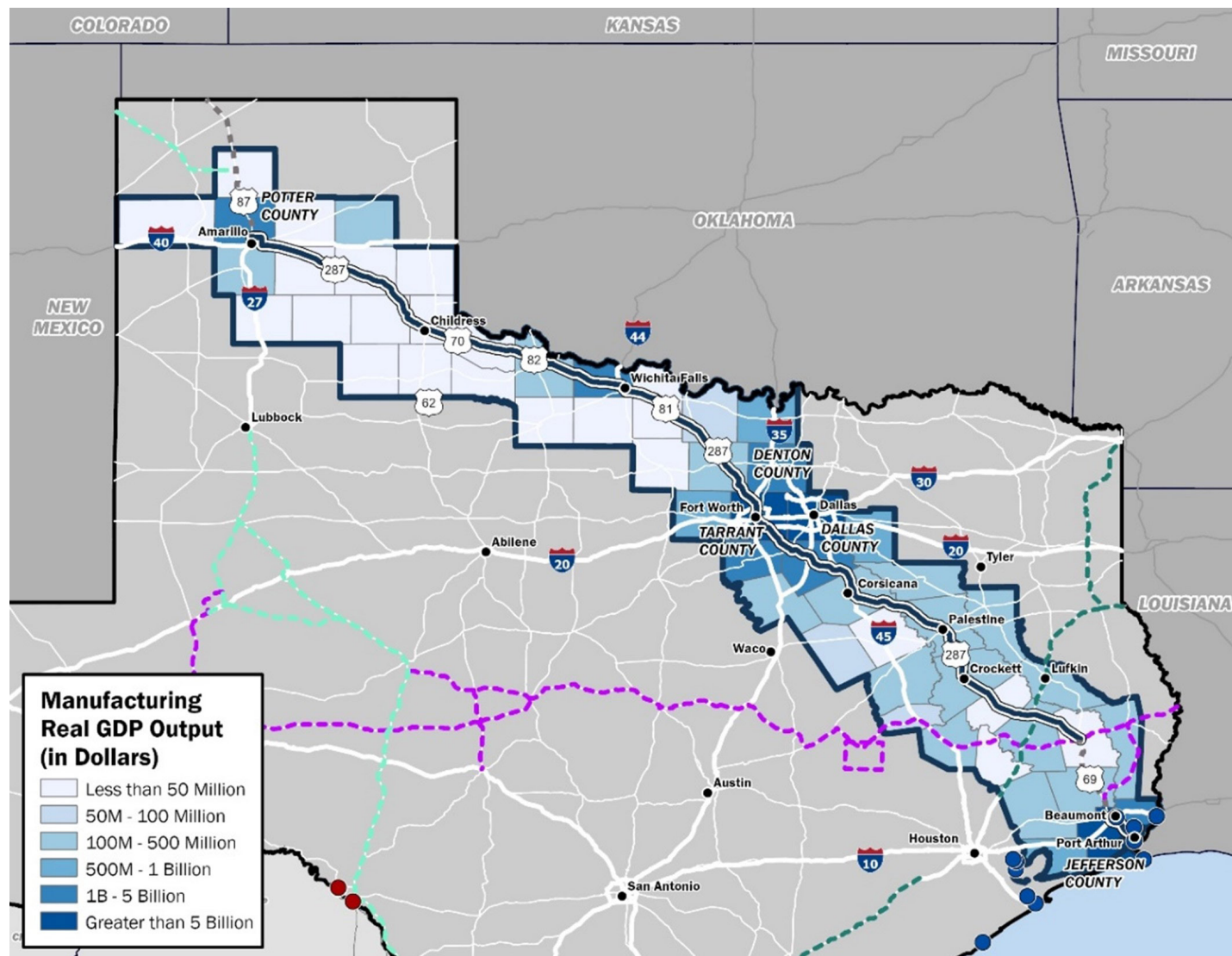


Figure 3-30: Manufacturing Production along US 287 (2022)²⁰

²⁰ Bureau of Economic Analysis, 2022

3.5.6 AGRICULTURE

There are over 126 million acres of farmland in Texas, making agriculture important to the Texas economy. There is also a sizable amount of agricultural land in the study area. The rural areas in the Northwest Segment of the corridor have the greatest agricultural production within the study area.

Figure 3-31 highlights the Top 10 Counties by Agriculture Production in 2022. The counties with the greatest agricultural production include Swisher, Randall, Moore, Leon, and Oldham Counties.



Agricultural Field Along US 287

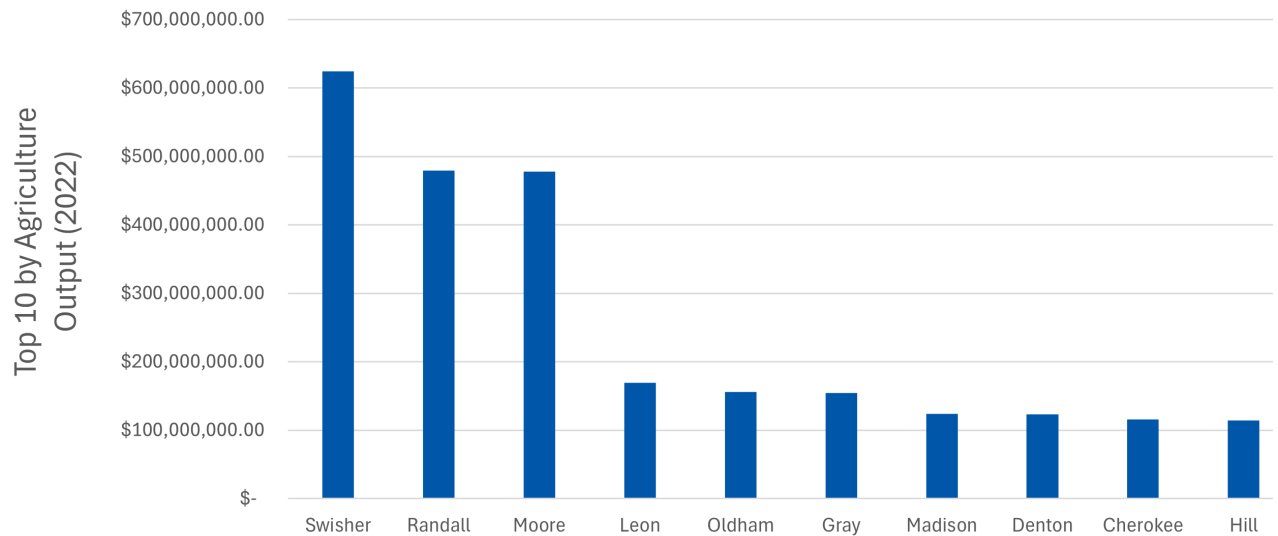


Figure 3-31: Top 10 Counties by Agriculture Production in 2022



Tractor Driving on US 287 Shoulder

US 287 is a major road network that serves these agricultural operations, allowing resources to be delivered throughout the state and country. A map of agriculture production along US 287 is shown in **Figure 3-32**. With the Northwest Segment having the greatest agricultural production, US 287 provides a widely used connection between these counties with large agricultural production and markets for the products to be sold.

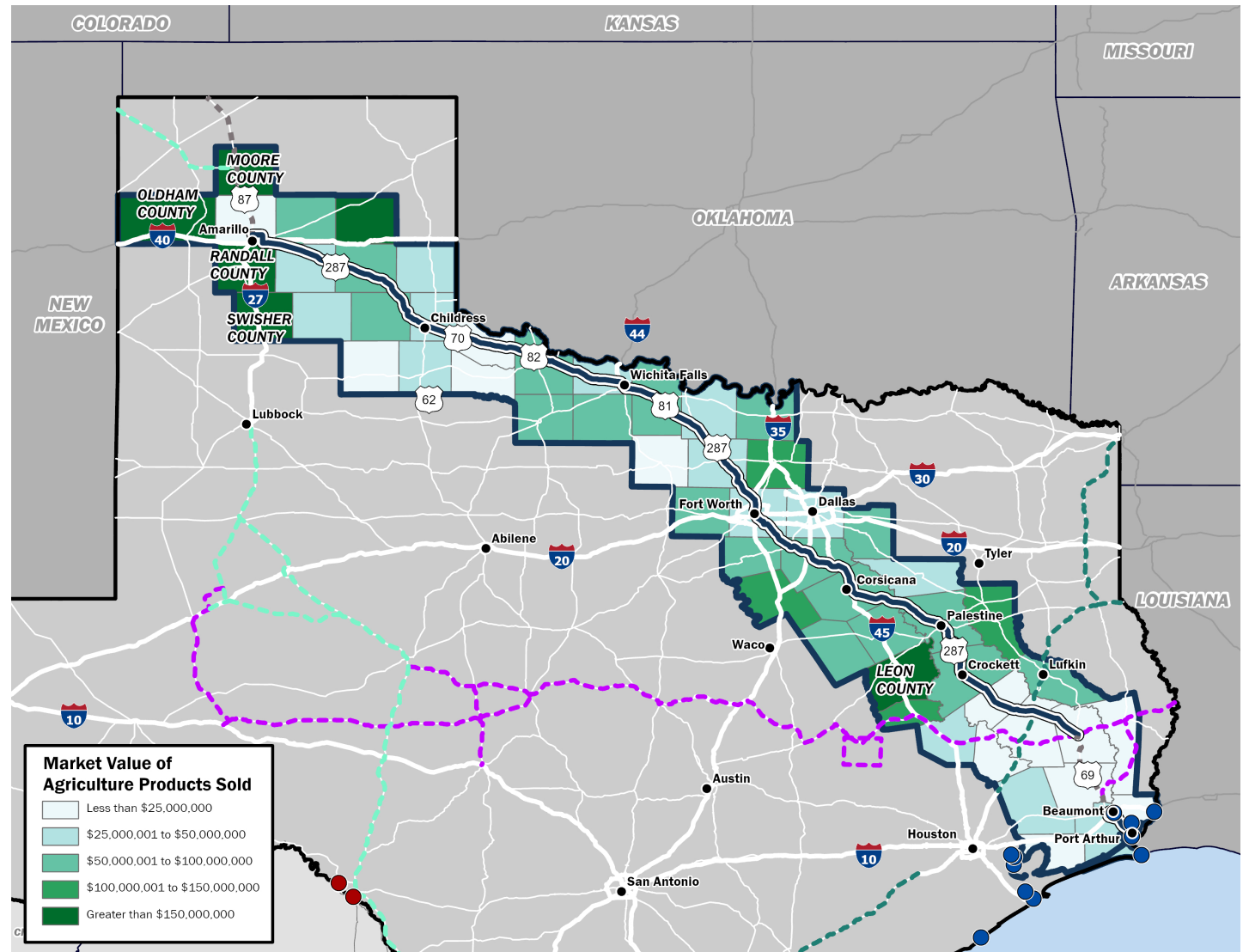


Figure 3-32: Agriculture Production along US 287 (2022) ²¹

²¹ USDA National Agricultural Statistics Service, 2022

3.5.7 CATTLE

There are approximately 17.5 million heads of cattle in Texas, with just under 3.7 million or 21% of those cattle being in the US 287 study area. Most cattle within the study area are in the Northwest Segment, totaling 1.8 million heads of cattle. The counties with the most cattle include Swisher, Randall, Moose, Wise, and Montague Counties.



Longhorn Along US 287

The Texas Panhandle region offers fertile land and a favorable climate for cattle grazing, making it a central hub for beef production and home to numerous feedlots and meat processing plants. Amarillo's strong presence in cattle ranching, meat processing, and dairy production helps meet the high national and international demand for beef products. Fort Worth hosts cattle auctions within the Fort Worth Stockyards which is simultaneously broadcasted through satellite every other Friday, making it a hub for cattle trade throughout the Southwest United States.

A map of a cattle inventory along US 287 is shown in **Figure 3-33**. With the large quantity of cattle present in Northwest Texas and the Northwest Segment of the study area, US 287 serves as a key connection taking cattle from Amarillo and the Northwest Segment to the Central and Southeast Segments to be sold. Additionally, it serves as a connection in transporting cattle from states to the north and east of Texas such as Arkansas, Oklahoma, and Louisiana.

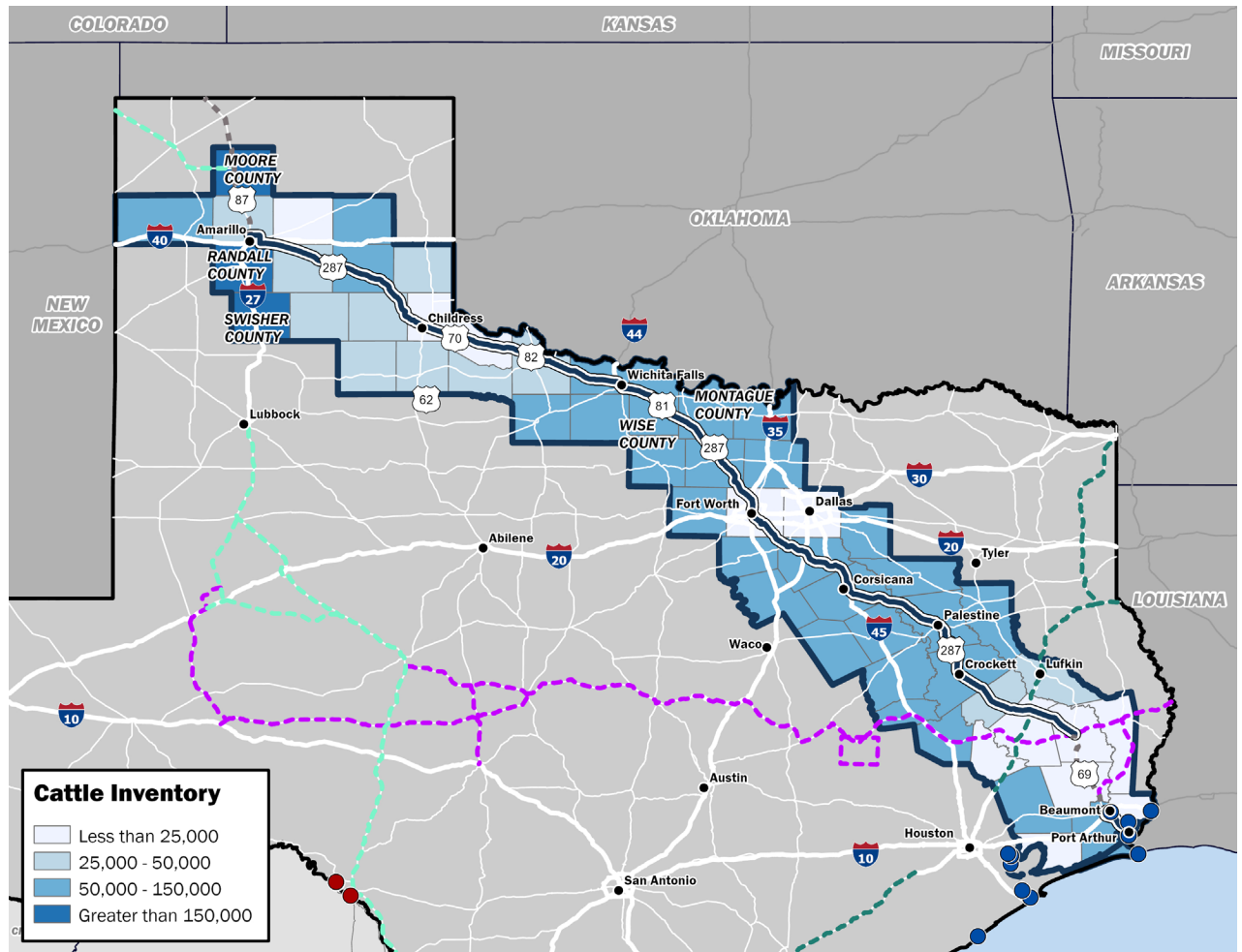


Figure 3-33: Cattle Industry Inventory along US 287 Corridor ²²

²² USDA National Agricultural Statistics Service, 2023

3.5.8 TIMBER PRODUCTION

Timber is a sizable industry within the study area. Counties in the Southeast Segment are heavily forested, and timber production is a big part of the economy. In 2022, a total of 10M tons of timber were produced within the state of Texas, with 49% (5.4M tons) of that production stemming from the Southeast Segment of the US 287 study area, and 52% coming from the entire study area. The counties with the greatest timber production are all in the Southeast Segment, and include Polk, Angelina, Jasper, Tyler, and Cherokee Counties.

A map of timber production along US 287 is shown in **Figure 3-34**. Timber production requires the use of heavy and oversized vehicles to haul the wood products created. Understanding these industry trends is key to ensuring the US 287 corridor can safely serve oversized vehicles within the study area. A large concentration of timber production within Texas occurs in the Southeast Segment of the study area. Being that Texas ranked eighth in the United States for timber production, US 287 is pivotal in the movement of timber that is produced and then brought to market from the Southeast Segment of the study area.²³



Lumber Truck in Beaumont District

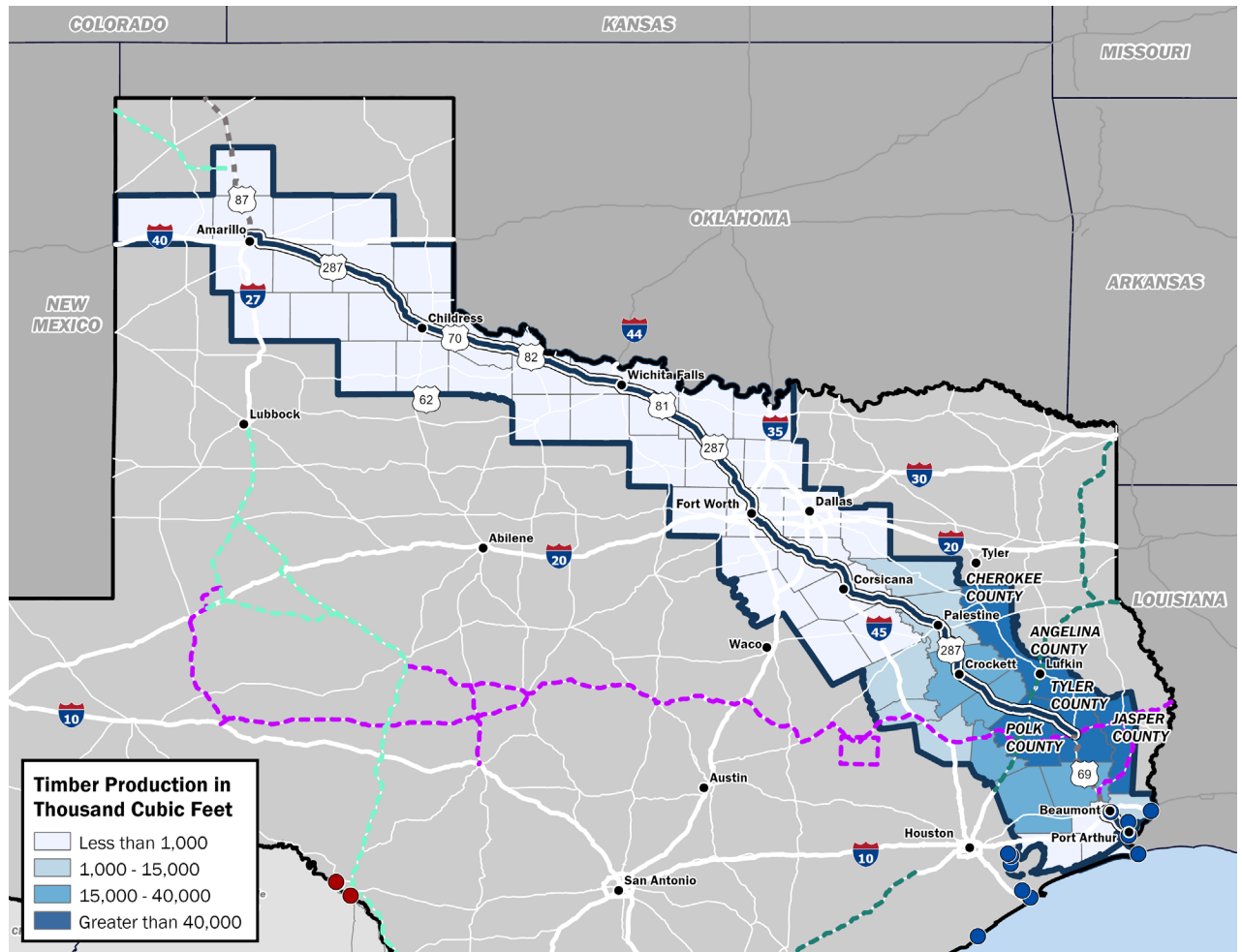


Figure 3-34: Timber Production Along the US 287 Corridor (2022)²³



52% of the states Timber production is within the study area leading US 287 to be pivotal in the movement of timber.

²³ USDA National Agricultural Statistics Service, 2023



Texas Department of Transportation

CHAPTER 4

Corridor Characteristics



CHAPTER 4: Corridor Characteristics —

“The roadway characteristics of US 287 are **important for safety, mobility, and connectivity** along the corridor.



This chapter provides a review of the existing corridor, examining key characteristics that define its current functionality. The major topics covered in the chapter include roadway features, traffic volumes, travel patterns, freight movement, safety considerations, multimodal infrastructure, environmental factors, and resiliency. The goal of this chapter is to present a thorough analysis of how the corridor operates today.

4.1 ROADWAY CHARACTERISTICS

The roadway characteristics of US 287 are important for safety, mobility, and connectivity along the corridor. This section provides an overview of the highway's: geometric design, lane configurations, major crossings, frontage roads, and key infrastructure elements such as bridges and pavement conditions. Additionally, it examines US 287's role within the Texas Highway Trunk System.



US 287 Underpass in Wichita Falls District

4.1.1 ROADWAY GEOMETRICS

The 671-mile US 287 Corridor consists of a mix of two-, four-, six-, and eight-lane highway sections. 451 miles of US 287 features four-lane highways, while 173 miles consist of two-lane roads. The Southeast Segment includes 140 miles of US 287 as a two-lane highway. The two most common sections along the US 287 corridor are four-lane and two-lane sections. A typical section of the two-lane road is shown in **Figure 4-1**. In the Central and Northwest segments, US 287 is comprised of 329 miles of four-lane highway with a grassy median, as depicted in **Figure 4-2**. Throughout the corridor, select two-lane highway sections alternate passing lanes between opposite directions, a configuration known as a 'Super 2.' These strategically placed passing lanes enhance mobility by providing safer opportunities to overtake slower-moving vehicles, particularly in areas where rolling terrain and horizontal curvature limit natural passing zones. **Figure 4-3** illustrates the distribution of travel lanes along the corridor while **Figure 4-4** breaks this distribution down further by percentage.

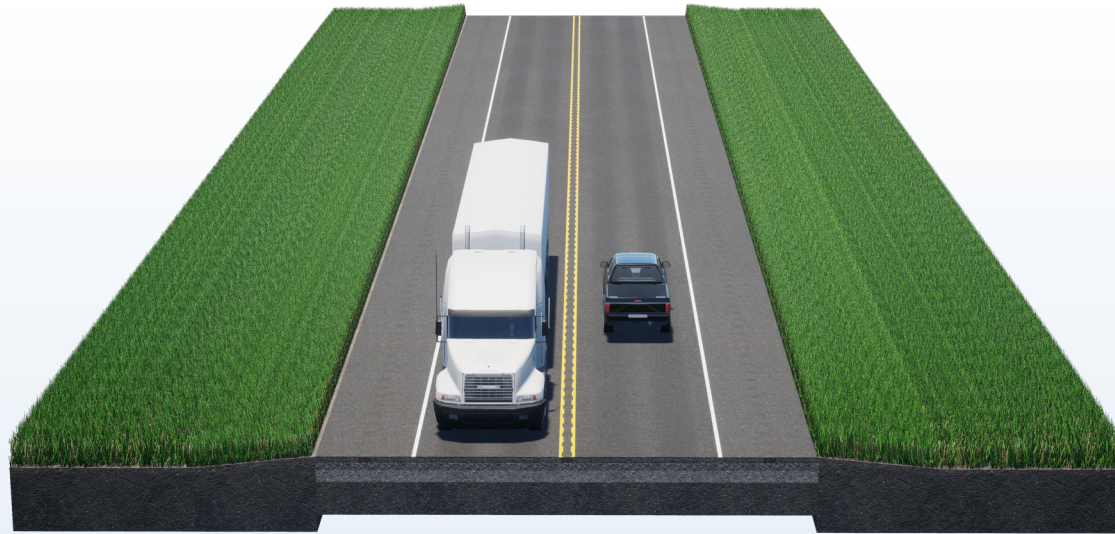


Figure 4-1: Existing Two-Lane Undivided Highway Typical Section

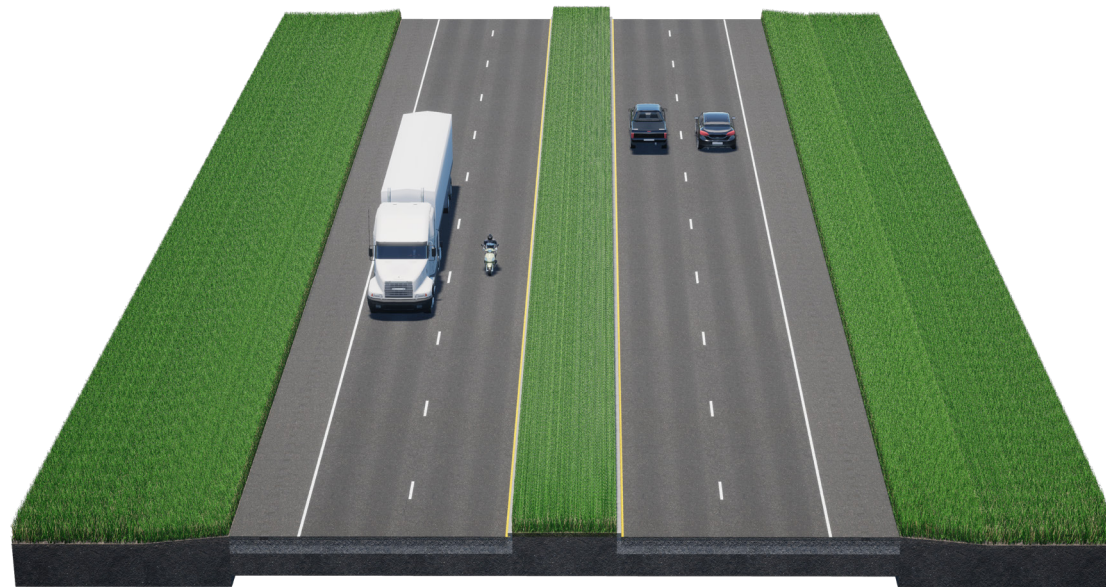


Figure 4-2: Existing Four-Lane Highway Typical Section

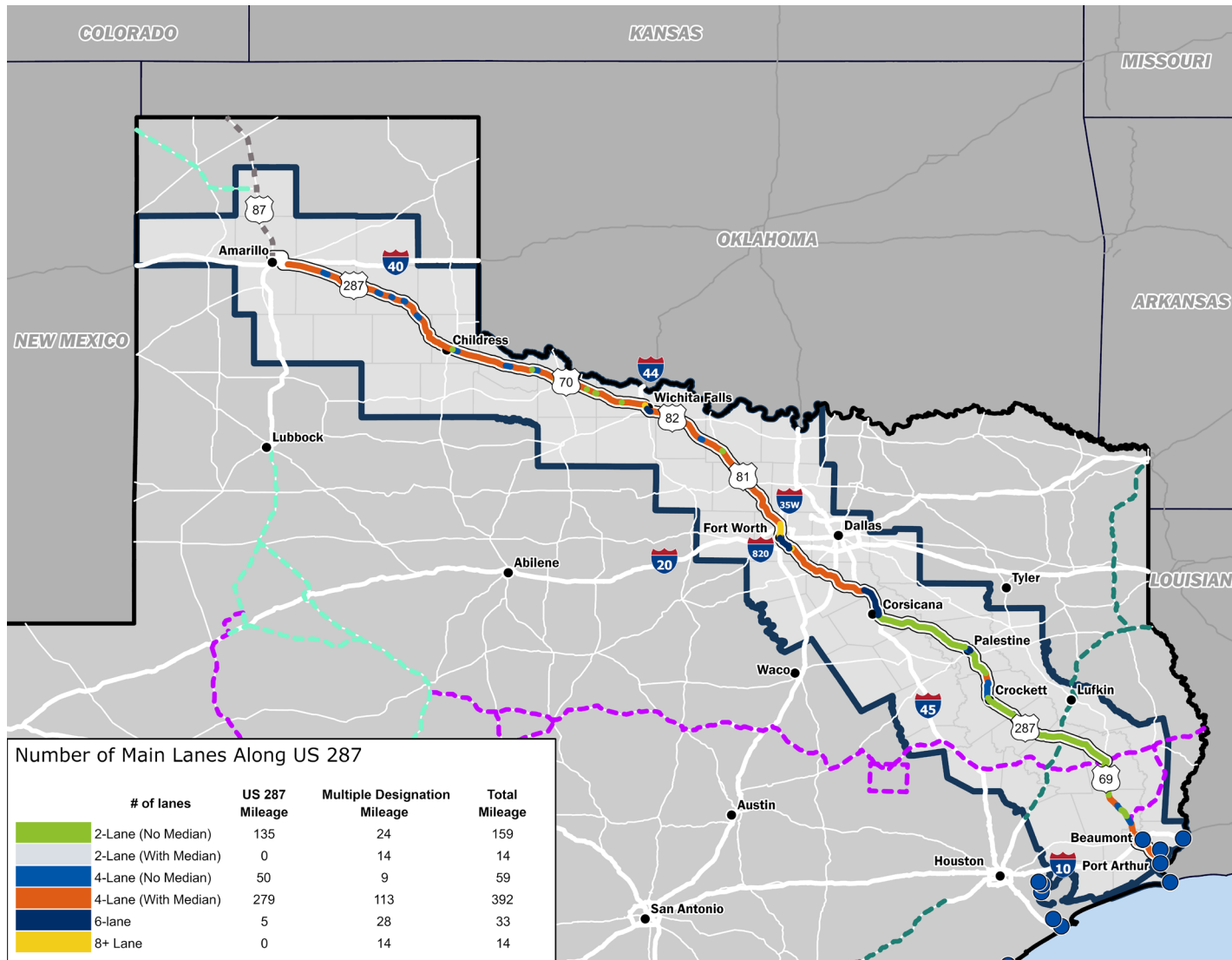


Figure 4-3: US 287 Corridor – Number of Travel Lanes²⁴

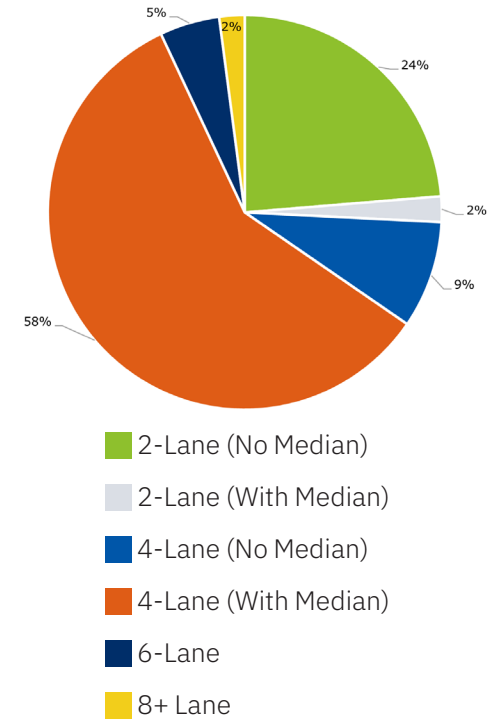


Figure 4-4: US 287 Number of Main Lanes Broken Down by Percentage²⁴

²⁴ TxDOT Roadway Inventory, 2022

4.1.2 ROADWAY CROSSINGS

In Texas, **US 287 intersects with approximately 186 major roadway crossings**, including 119 FM roads that connect rural areas to towns and city centers. Additionally, nine US 287 Business Routes link the main highway to commercial districts, while two Loop routes allow long-distance travelers and trucks to bypass downtown areas. The remaining 58 major crossings consist of State Highways, US Highways, and Interstates, ensuring efficient connectivity across the region.

4.1.3 FRONTAGE ROADS

Frontage roads are critical for providing access along the US 287 Corridor. However, only 27% of the corridor includes frontage roads, primarily located near limited-access sections in highly urbanized areas such as Beaumont, DFW, Wichita Falls, and Amarillo. These roads improve connectivity by allowing motorists to reach adjacent properties easily and serve as a backup route during incidents that disrupt traffic flow on the main highway.

Of the 27% that do have frontage roads, 24% are one-way frontage roads and 3% are two-way. While two-way frontage roads offer greater flexibility for local access, they can also present safety concerns, including an increased risk of head-on collisions, more conflict points at intersections, and challenges in managing traffic flow near highway ramps.



Service Truck on US 287 Frontage Road in Childress District

4.1.4 TEXAS HIGHWAY TRUNK SYSTEM

The Texas Highway Trunk System (Trunk System) is a network of rural highways that serve as key connectors between Texas cities, major ports, and points of entry into the state. Highways within this system are required to be at least four-lane divided facilities to support safe and efficient long-distance travel.

In 1998, select corridors were designated as Texas Highway Trunk System “Phase 1 Corridors” to prioritize mobility improvements based on factors such as total traffic volumes, the percentage of the corridor already upgraded to four lanes, connections to Mexico, and whether the route bypasses metropolitan areas.

Figure 4-5 shows the Texas Highway Trunk System along US 287. US 287 is classified within the Trunk System along the following sections:

- Where US 287 runs concurrently with US 69 between Lumberton and Woodville
- Where US 287 runs concurrently with Interstate 45 between Corsicana and Ennis
- From State Highway 114 in Rhome to I-40 in Amarillo, excluding sections around Wichita Falls and Amarillo

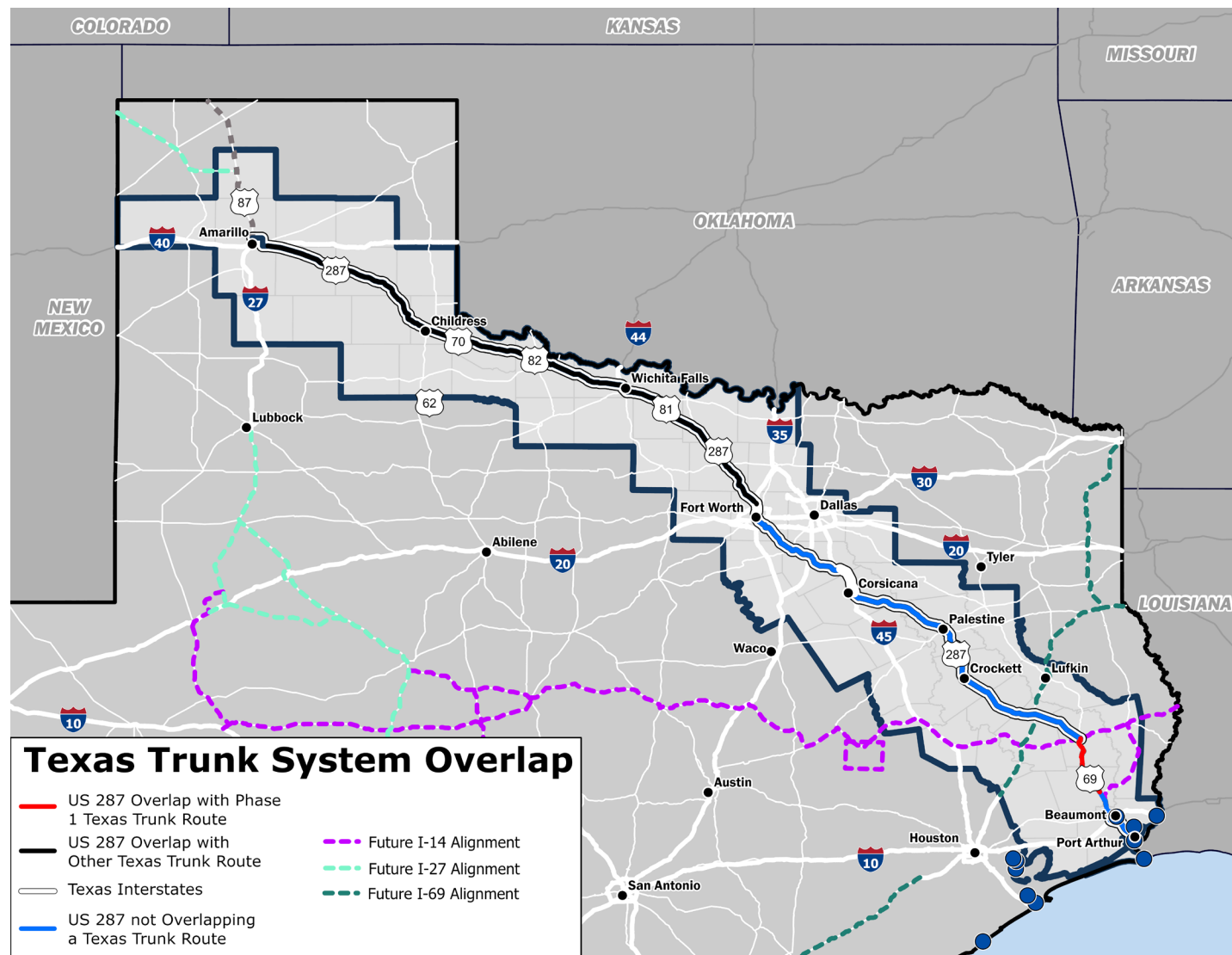


Figure 4-5: US 287 Overlap with the Texas Trunk Route System

4.1.5 PAVEMENT

Along the corridor, 85% of the pavement is rated in good or better condition. This means that majority of US 287 offers a smoother traffic flow, resulting in reduced vehicle maintenance costs. However, there are opportunities for improvement near Wichita Falls and Childress, where pavement falls into the “Poor” or “Very Poor” category. **Figure 4-6** provides a map of pavement conditions along US 287.

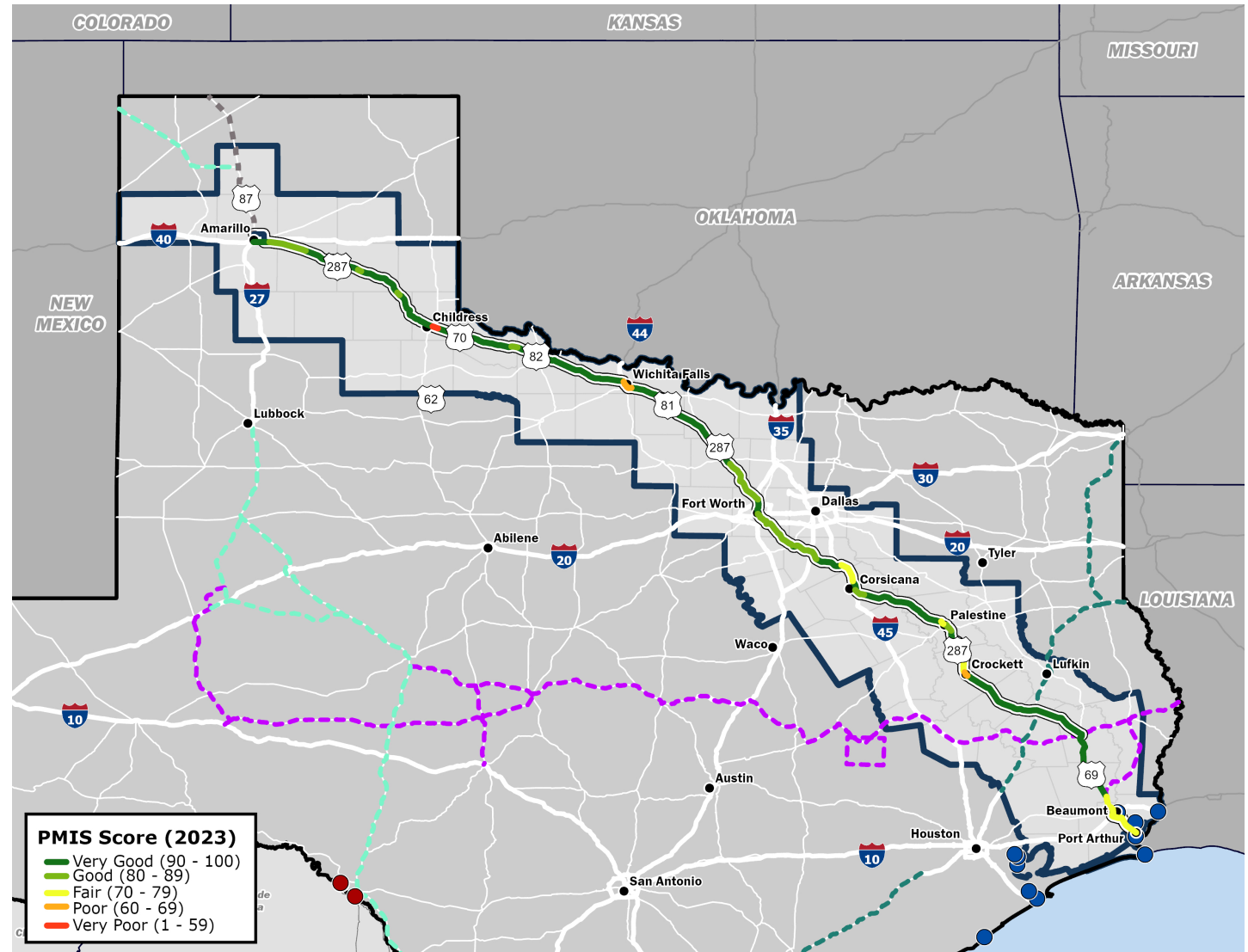


Figure 4-6: US 287 Pavement Condition (2023 PMIS) ²⁵

²⁵ Pavement Management Information System (PMIS), 2023

4.1.6 BRIDGES

According to TxDOT records, the US 287 corridor contains approximately 347 structures, primarily bridge crossings, including overpasses and underpasses.

Among these structures:

63

have a vertical clearance
greater than 18.5 feet

175

have a vertical clearance
between 16 and 18 feet

108

have a vertical clearance
between 14 and 16 feet

1

has a clearance
less than 14 feet

Figure 4-7 provides a map of vertical clearances for overpasses along the corridor.

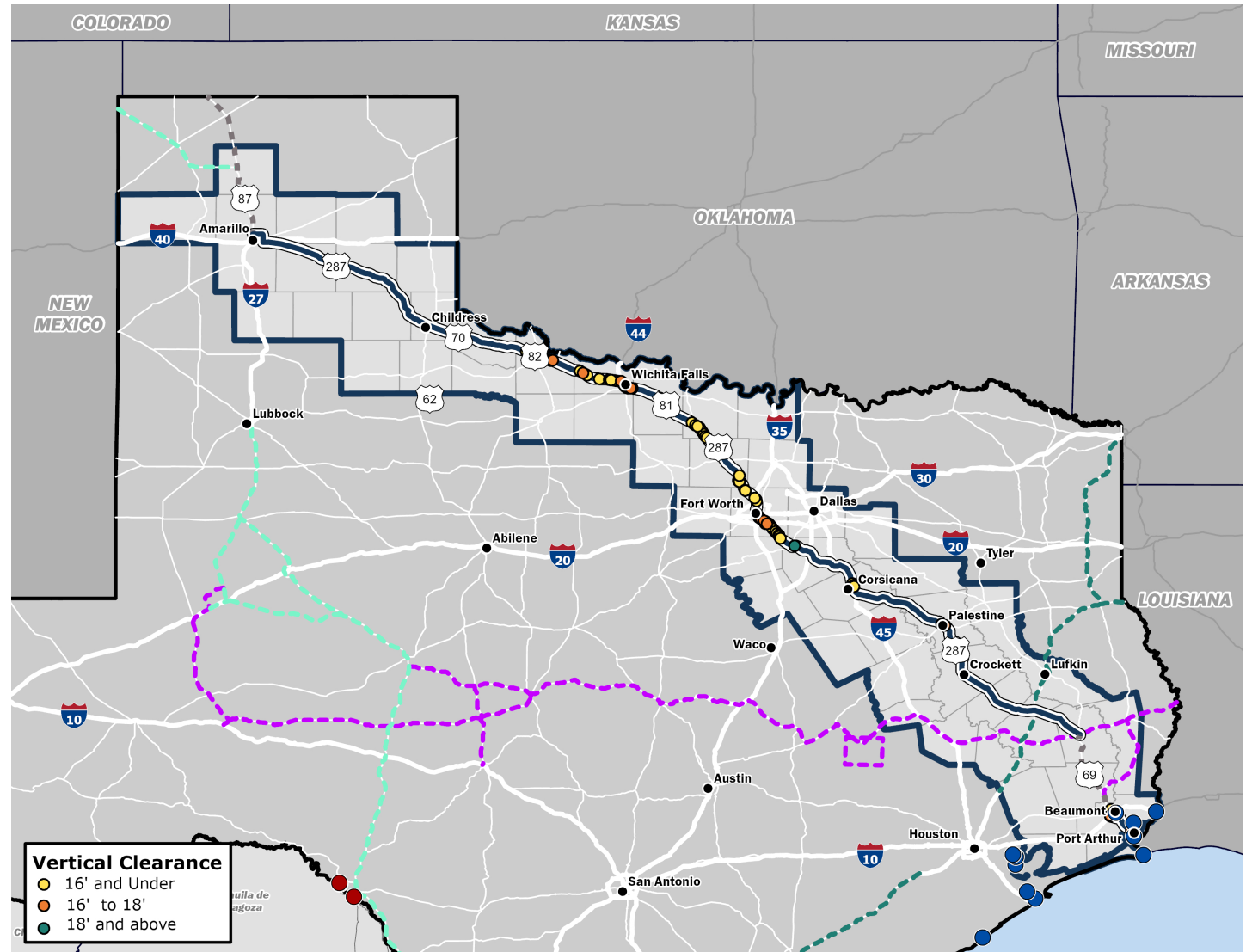
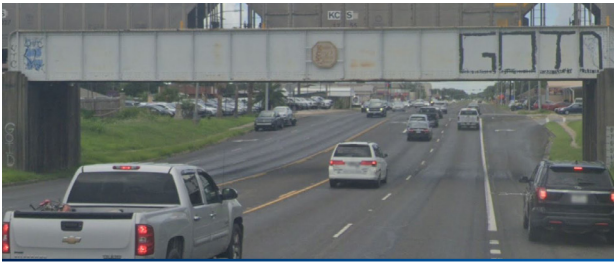


Figure 4-7: Structures Along the US 287 Corridor ²⁶

²⁶ TxDOT Statewide Planning Map, 2023

US 287 is designated as part of the Texas Highway Freight Network, which requires a minimum vertical clearance of 18.5 feet according to the TxDOT Roadway Design Manual. Additionally, the United States Department of Transportation (USDOT) Federal Highway Administration mandates a minimum clearance of 16 feet over the entire roadway width, including shoulders, for interstate sections in both rural and urban areas. A total of 54 bridges going over US 287 within the study area will need to be upgraded to meet this 18.5-foot vertical clearance requirement.



Low Rail Bridge in Beaumont District

Many of these bridge structures are aging, with 86 in place for more than 50 years. **Figure 4-8** highlights bridges that are classified as structurally deficient or functionally obsolete, with three bridges along US 287 identified as structurally deficient and 14 considered functionally obsolete.

A total of 78 total bridge strikes occurred from 2019 to 2023 where a vehicle hit either the underpass of a bridge or a pier support of a bridge. These strikes, along with natural decay overtime contribute to this degradation of bridges, causing them to be considered structurally deficient or functionally obsolete.

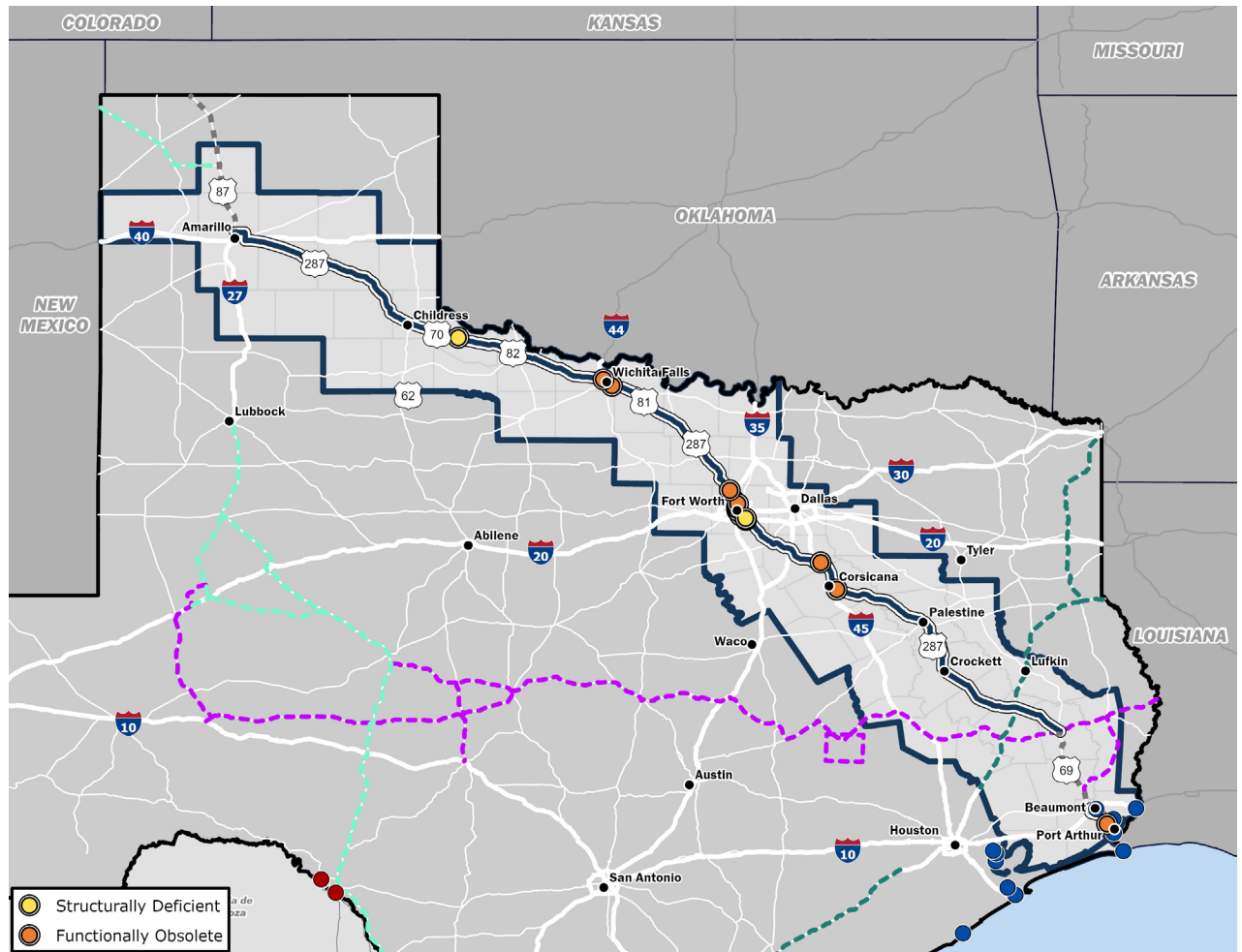


Figure 4-8: Structurally Deficient and Functionally Obsolete Bridges ²⁷



A total of **54 bridges** going over US 287 within the study area will need to be upgraded to meet the 18.5-foot vertical clearance requirement.

²⁷ TxDOT Statewide Planning Map, 2023

4.2 TRAFFIC VOLUMES, LEVEL OF SERVICE, AND TRAVEL PATTERNS

The study used TxDOT's Statewide Planning Map to understand existing and future traffic volumes along US 287. Present-day traffic volumes provide an indication of the current corridor operations. They help determine short-term improvements. Traffic projections help determine future operational bottlenecks. They help determine mid-term and long-term improvements. Data from the TxDOT Open Data Portal was used to analyze traffic volumes and determine Level of Service (LOS). LOS metrics highlight congestion hot spots along a corridor. Origin-destination data from TxDOT's Big Data vendor provided travel patterns along US 287. These identified traffic origins and destinations using the corridor. These traffic data were used to determine operational, mobility, and added capacity improvements along US 287.

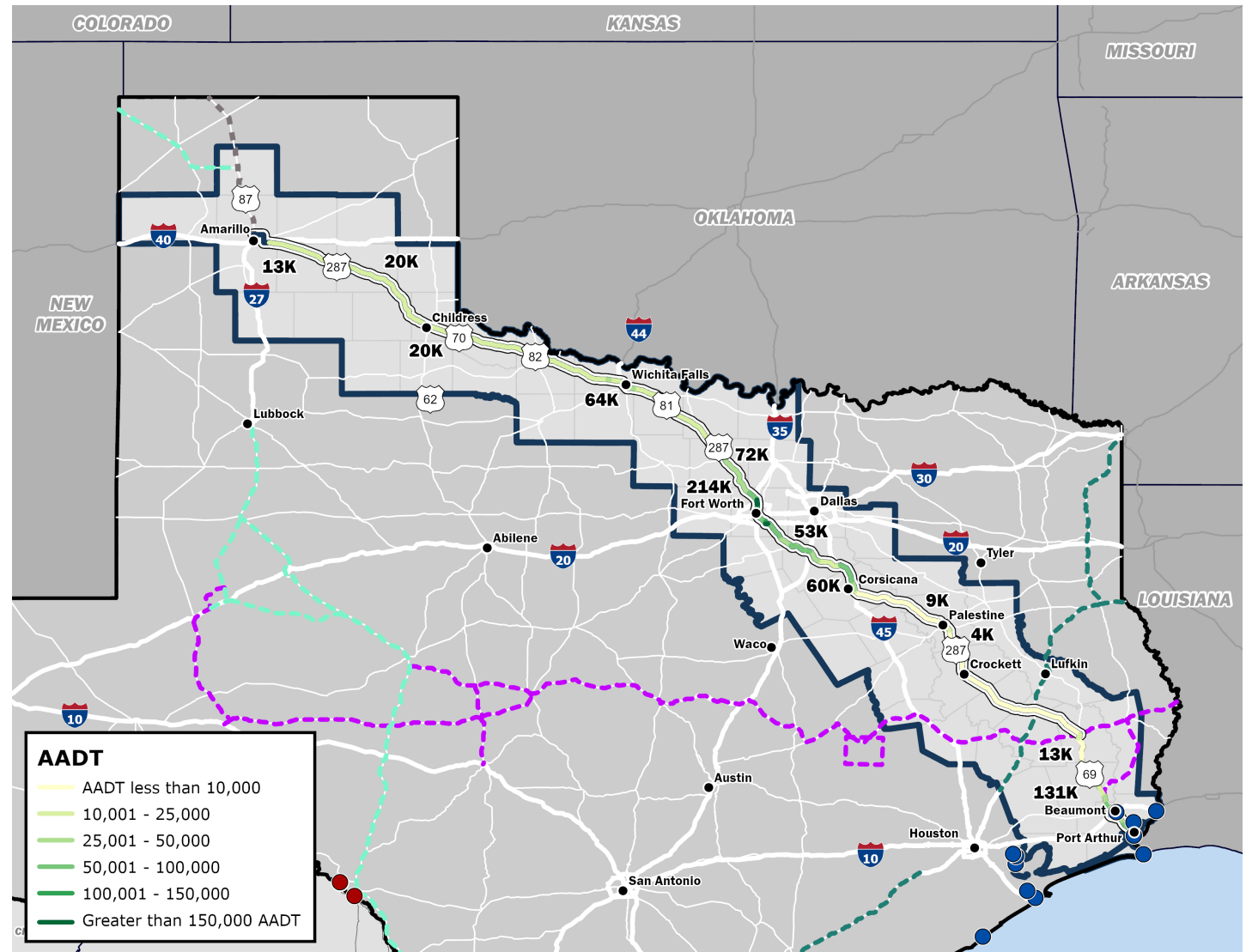


Figure 4-9: 2022 Average Daily Traffic Volumes ²⁸

²⁸ TxDOT Roadway Inventory, 2022

4.2.1 TRAFFIC VOLUMES

According to TxDOT's Statewide Planning Map, in 2022 the US 287 corridor between Texas Highway 87 in Port Arthur and the I-40 split in Amarillo accommodated 1,600 to 214,000 daily vehicles. Within the Fort Worth area, US 287 traffic increases to approximately 214,000 vehicles per day. Lower traffic volumes were observed along the two-lane section of US 287 in the Southeast Segment. Overall traffic volumes along the corridor can be seen in **Figure 4-9**. The TxDOT Roadway Inventory showed truck traffic accounting for about 16% of all traffic, overall truck percentage ranges from 2.5% to 53%, and truck traffic volume ranges from 572 to 22,472 vehicles per day. Commercial Motor Vehicle (CMV) data is shown in **Figure 4-10**.

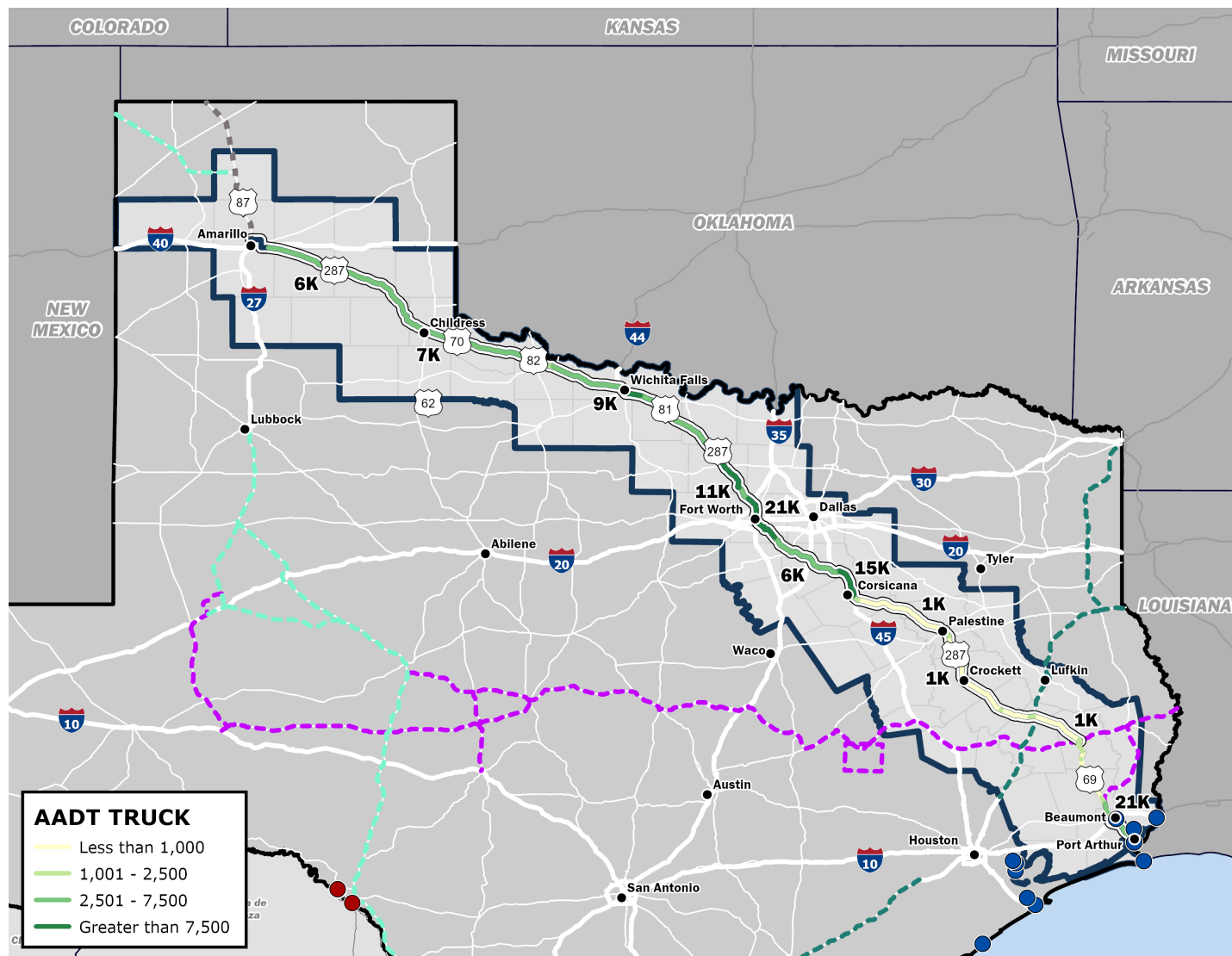


Figure 4-10: 2022 Average Daily CMV Traffic ²⁹

²⁹ TxDOT Roadway Inventory, 2022

4.2.2 FUTURE TRAFFIC VOLUMES (2050 PROJECTIONS)

For future traffic projections, Annual Average Daily Traffic (AADT) volumes were obtained for year 2042 from TxDOT's Statewide Planning Map at designated count stations. Year 2042 AADT estimates were then extrapolated to 2050 using a 2% annual growth rate.

Traffic projections along the US 287 corridor in 2050 show similar patterns to what was seen in 2022. With the growth within the study area, the daily traffic volumes are projected to increase overall. At locations where the present-day data shows volumes ranging from 1,600 to 214,000 daily vehicles, 2050 projections show volumes ranging from 2,400 at its lowest point to 344,000 at the highest point. 2050 average daily traffic volumes can be seen in **Figure 4-11**.

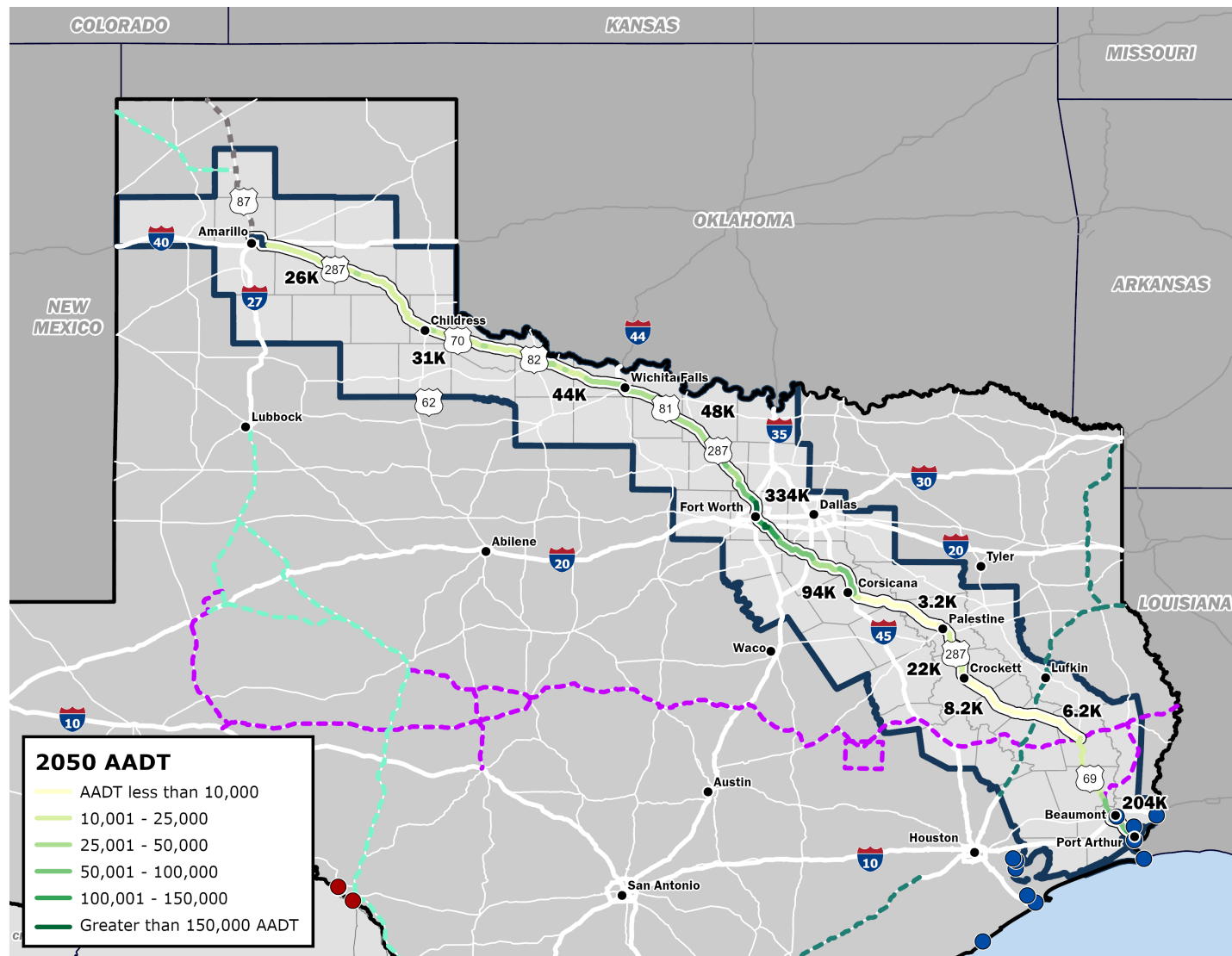


Figure 4-11: 2050 Average Daily Traffic Volume ³⁰

³⁰ TxDOT Roadway Inventory, 2022; CAGR projected to 2050

4.2.3 TRAVEL TIME

The existing 671-mile US 287 corridor provides an approximate free flow travel time of just over 9.5 hours. The average posted regulatory speed for the rural portion of US 287 is 70 mph and 50 mph in urban areas. Reduced regulatory speeds are present within city limits.

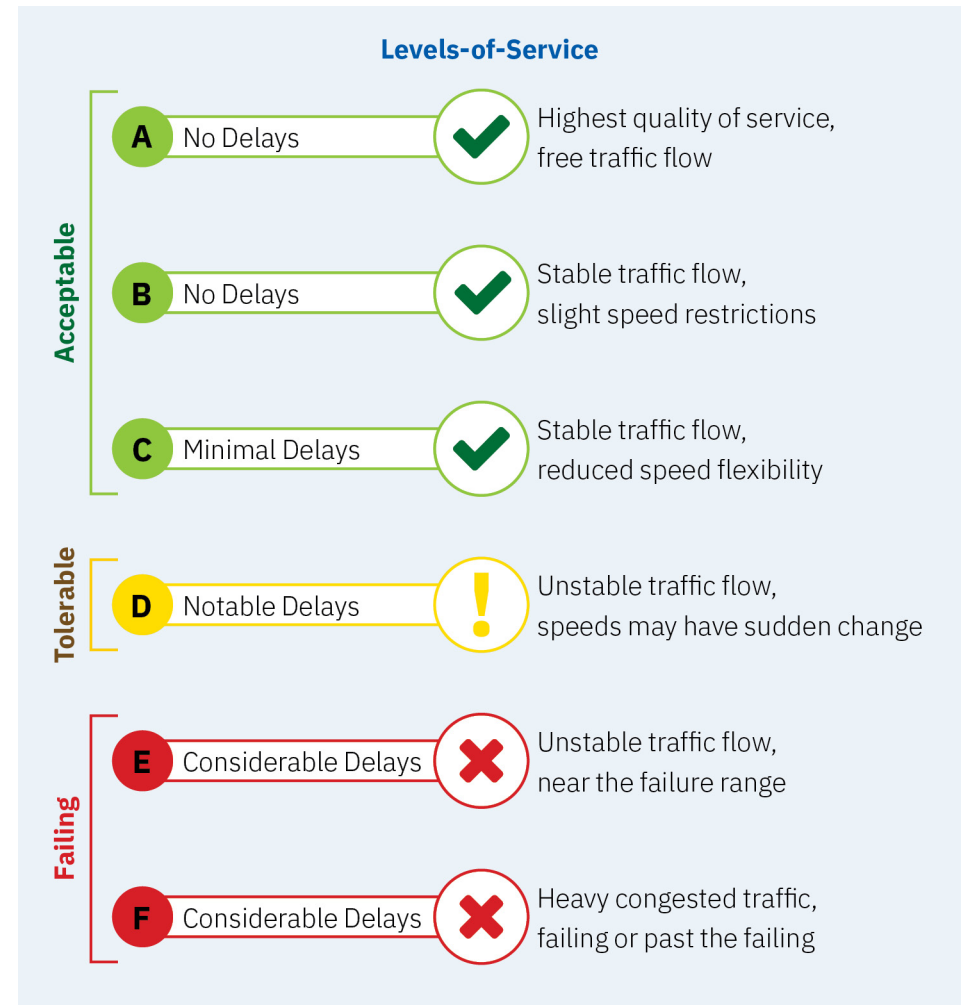
4.2.4 LEVEL-OF-SERVICE

Per the Highway Capacity Manual, Level-of-Service (LOS) is defined as “a quantitative stratification of a performance measure or measures representing quality of service.” Typically, LOS grades of A, B, C represent acceptable values, LOS D represents acceptable value while transitioning towards failure, LOS E represents near the failure range, and LOS F represents conditions which are failing or past the failing threshold. LOS were determined along the US 287 corridor using traffic volumes and data provided by TxDOT’s Statewide Traffic Analysis and Reporting System (STARS II)/Traffic Count Database System (TCDS) and the TxDOT Roadway Inventory.



Congestion in Rice

LOS was determined by calculating density along every section/segment of US 287, consistent with the Highway Capacity Manual. The sections of US 287 for the LOS analysis were determined based on changes in geometric conditions. Density was based on roadway conditions along the corridor (lane width, lateral clearance, speed) and traffic volumes (daily and peak hour volume estimates).



Almost 14% of the corridor performs at a LOS D or worse. The USDOT defines LOS D as “approaching unstable flow; drivers have little freedom to select their own speeds,” LOS E as “unstable flow; may be short stoppages,” and LOS F as “forced or flow; unacceptable congestion; stop and go.” These highly congested areas along the corridor are concentrated near urban areas around DFW, Beaumont-Port Arthur, and Wichita Falls. Existing conditions LOS along the US 287 Corridor is presented in **Figure 4-12**.

Due to increased roadway congestion, the Texas Legislature has mandated that TxDOT annually produce a ranked list of the 100 most congested road segments in the state. The following list identifies sections of US 287 that are part of the 2024 top 100 most congested road segments within the study area.³¹

- **North Fwy/I-35/US 287 (Rank 16):**
From SH 183 to I-30
- **I-20 (Rank 21):**
From I-35W to US 287
- **I-20 (Rank 51):**
From US 287 to SH 360
- **North Fwy/I-35W/US 287 (Rank 57):**
From US 81/US 287 to NE Loop
820/I-820

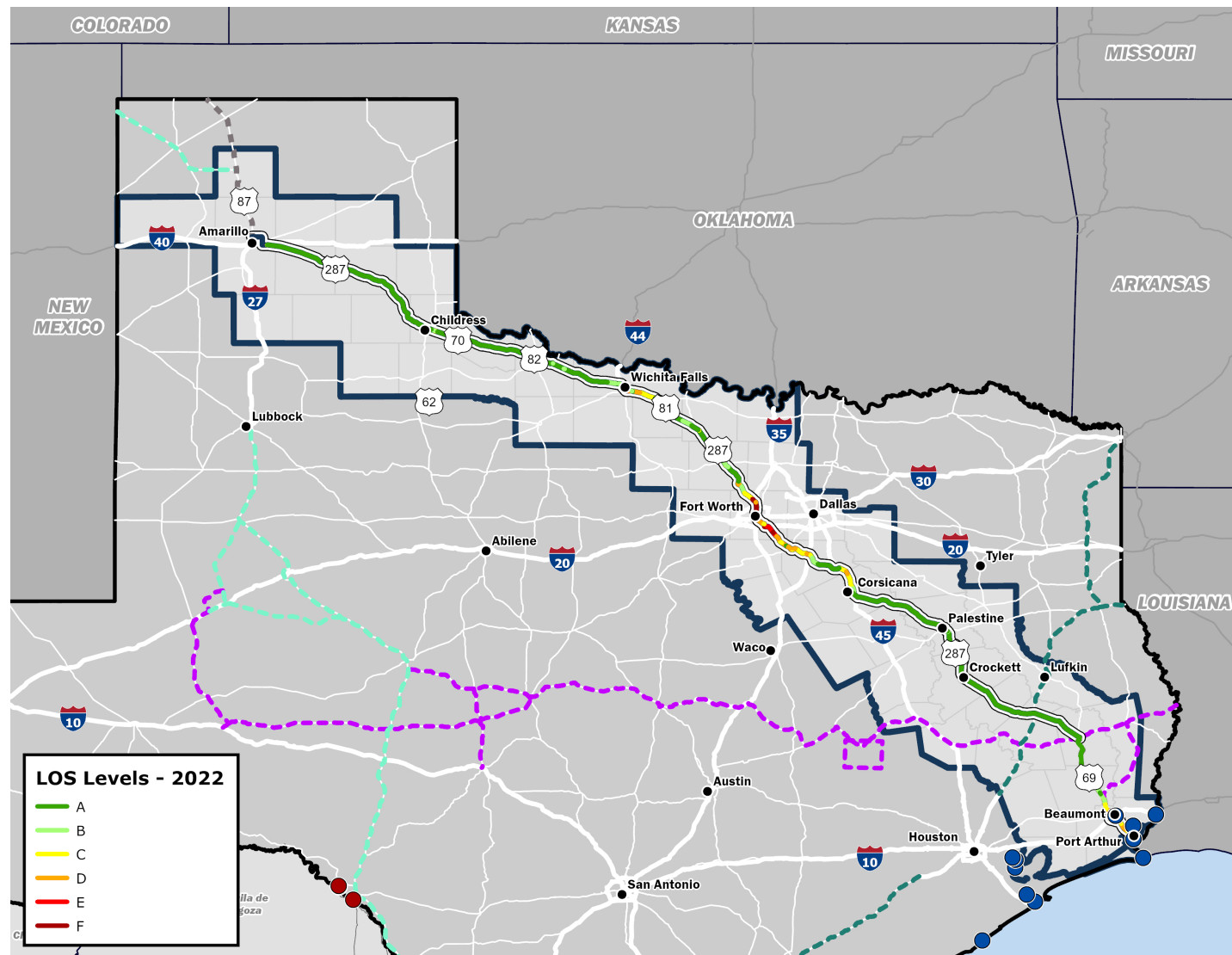


Figure 4-12: 2022 Levels of Service Along the US 287 Corridor³¹

³¹ TxDOT Roadway Inventory, 2022

4.2.5 FUTURE LEVEL-OF-SERVICE (2050)

With the anticipated population, employment, and traffic growth by 2050, the US 287 Corridor is expected to see increased congestion where not previously occurring in 2022. These areas with additional congestion are projected from the interchange at I-35E through Fort Worth, past the interchange with I-35W in north Fort Worth and south of Wichita Falls as traffic enters or exits the city. Future projected LOS levels can be seen in **Figure 4-13**.



The US 287 Corridor is expected to see **increased congestion in 2050** where not previously occurring in 2022.

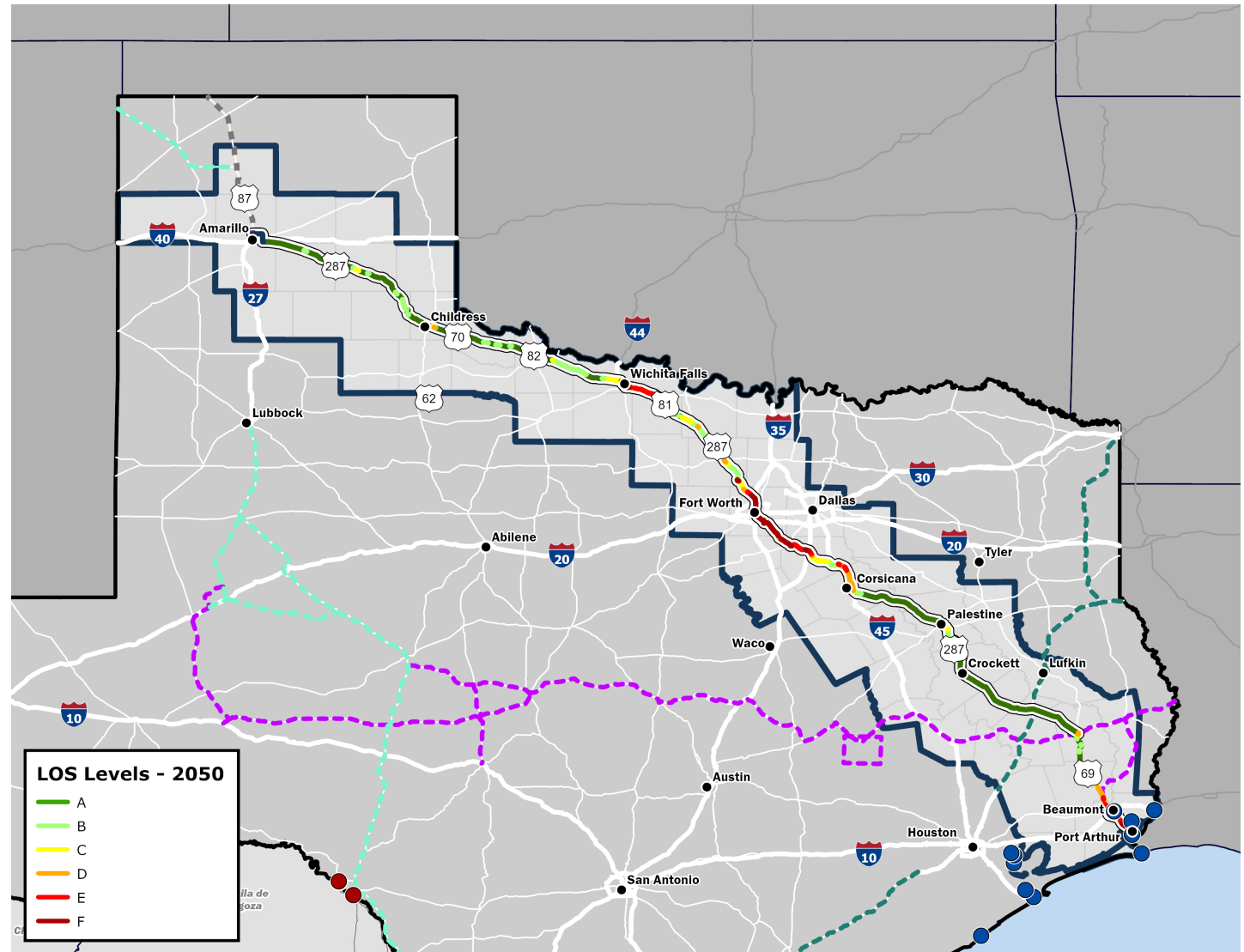


Figure 4-13: 2050 Levels of Service along the US 287 Corridor ³²

³² TxDOT Roadway Inventory, 2022; CAGR projected to 2050

4.2.6 TRAVEL PATTERNS

An origin-destination (OD) analysis is a key tool in planning used to understand travel patterns within a transportation network. It identifies where trips begin, where they end, and the routes taken in between. This information helps transportation planners and engineers assess network performance and identify areas that may need improvement.

For this study, the Replica data platform was used to analyze travel patterns along the US 287 corridor.

Big data integrates multiple data sources, including:



Mobile location data



Consumer transactions



Census Information



Built environment data



Traffic volumes



*The OD analysis highlights the importance of **US 287 as a key travel corridor**, serving both regional and long-distance trips*

The OD analysis covered the entire 671-mile stretch of US 287 corridor in Texas, from Port Arthur to future I-27 in Amarillo. Travel patterns were examined separately for northbound and southbound trips to account for directional variations. The study relied on Replica's *Southwest, Fall 2022, Thursday* dataset, which provides an average snapshot of travel on a typical Thursday during Fall 2022. Data collection involved downloading four datasets. Two captured the origins and destinations of northbound trips, while the other two captured the same information for southbound trips. The dataset includes any trip that used US 287 for some portion of its journey.

The analysis showed that on an average Thursday in Fall 2022:

1,500,000

northbound trips were made by
982,000 travelers

1,510,000

southbound trips were made by
1,000,000 travelers



The five most common trip origins and destinations were in **Tarrant, Jefferson, Potter, Wichita, and Ellis Counties.**



Most trips occurred within counties directly adjacent to US 287, but long-distance travel also connected to **Houston, San Antonio, Odessa, New Mexico, Southeastern Colorado, and Oklahoma.**



A high concentration of trips was observed at interchanges with interstates, indicating that **US 287 is key in connecting travelers to interstates and other major highways used for statewide and country-wide trips.**

This analysis highlights the importance of US 287 as a key travel corridor, serving both regional and long-distance trips. **Figure 4-14**, **Figure 4-15**, **Figure 4-16**, and **Figure 4-17** show origin-destination data for US 287.

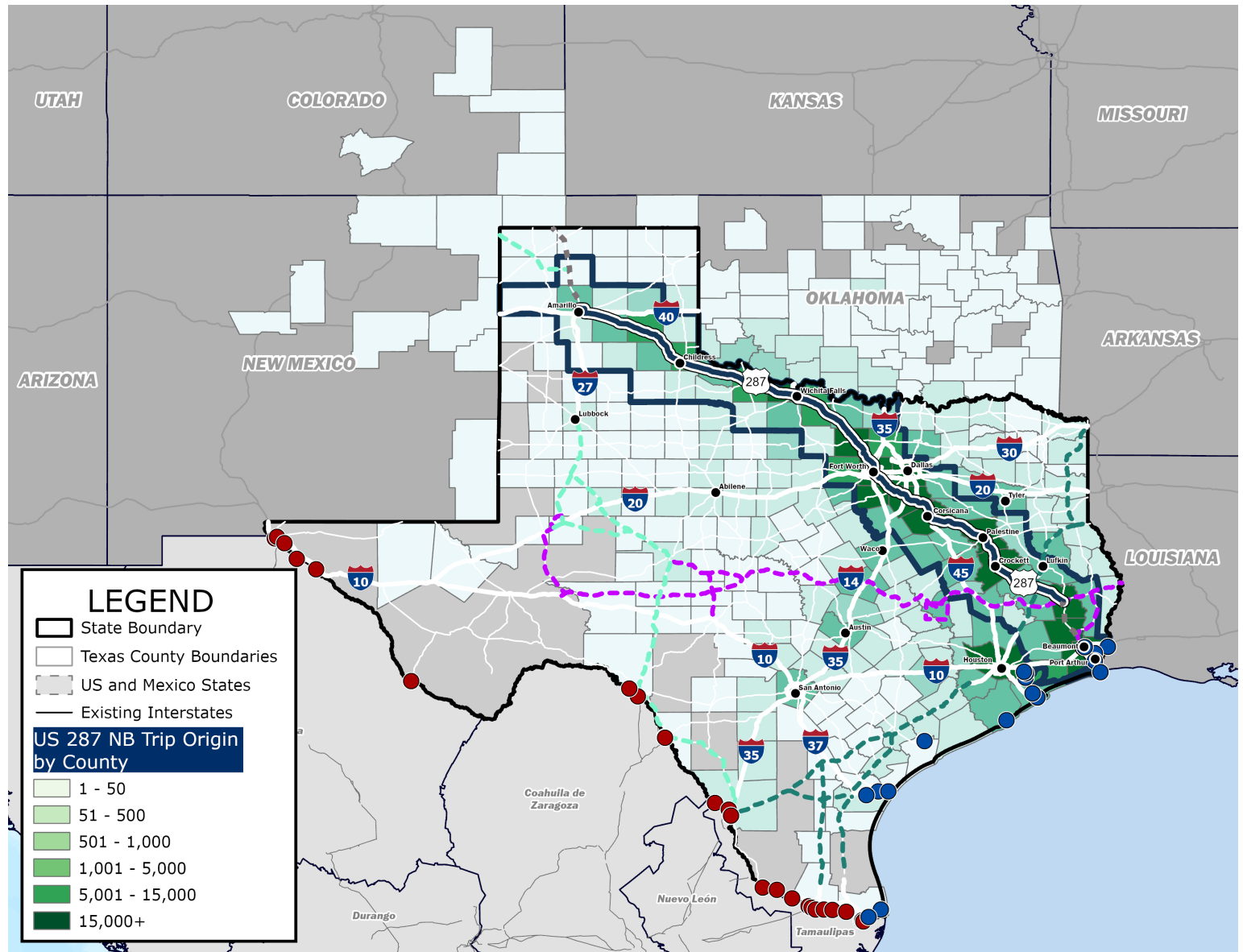


Figure 4-14: Northbound Trip Origin by County Along US 287 ³³

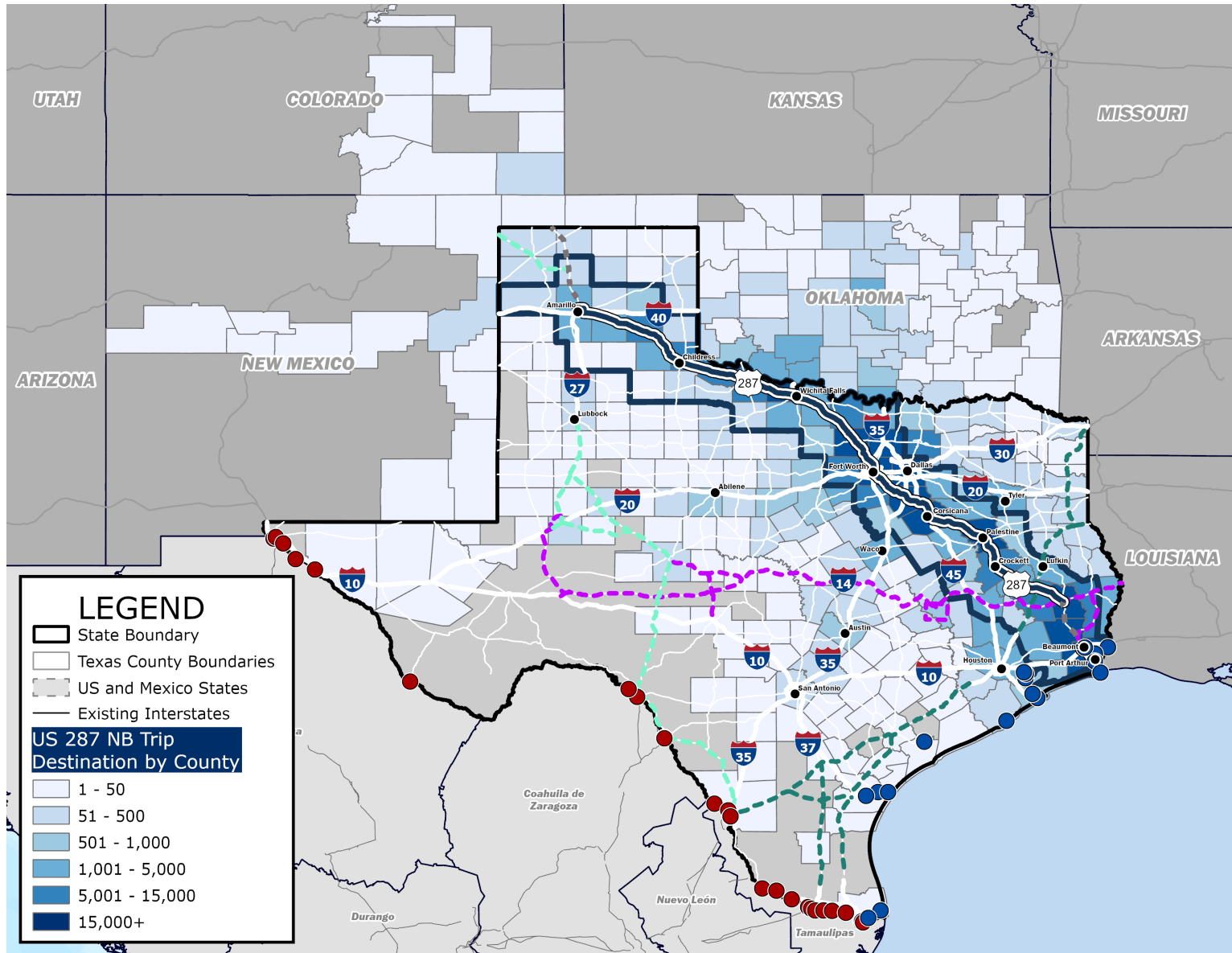


Figure 4-15: Northbound Trip Destination by County Along US 287 ³⁴

34 Replica, 2023

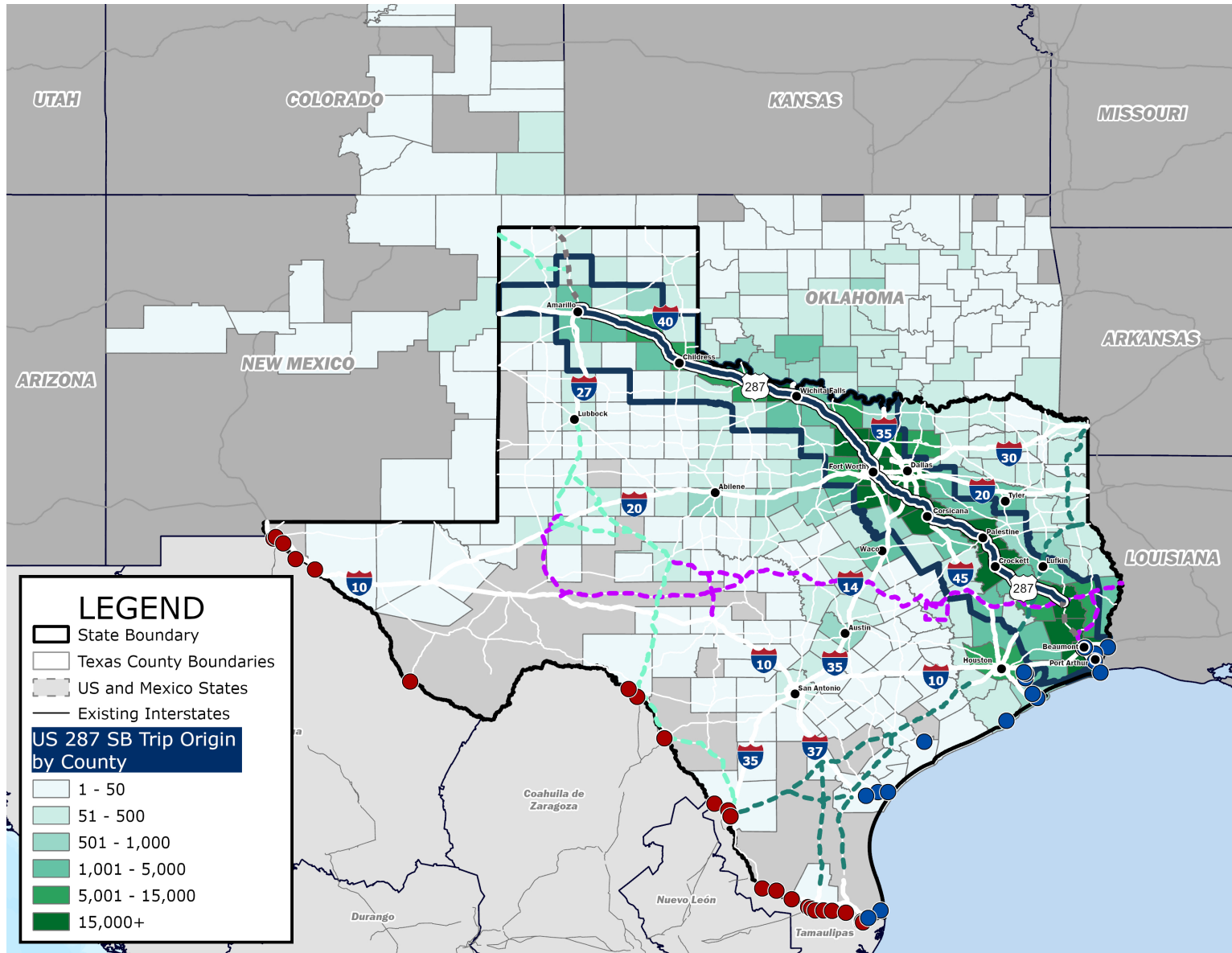


Figure 4-16: Southbound Trip Origin by County Along US 287 ³⁵

35 Replica, 2023

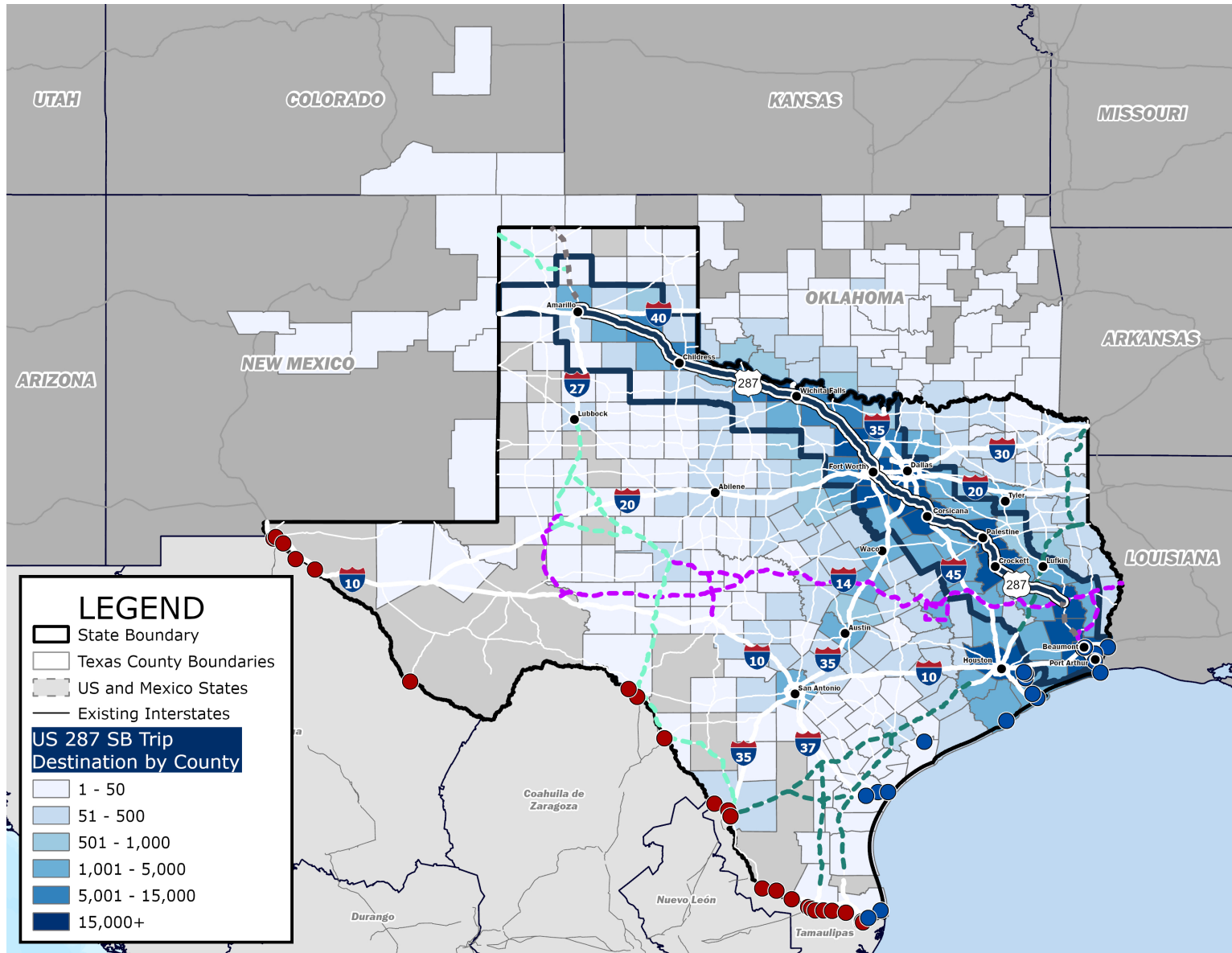


Figure 4-17: Southbound Trip Destination by County Along US 287 ³⁶

36 Replica, 2023

4.2.7 STAKEHOLDER-NOTED LOCATIONS WITH MOBILITY CHALLENGES

Through the study's meetings with stakeholders, numerous sections and intersections of US 287 were identified as areas with mobility challenges to road users. The stakeholders identified two sections in the Northwest Segment, two sections and four interchanges in the Central Segment, and five intersections in the Southeast Segment. Examples of the identified locations that are listed can be seen in **Figure 4-18**.

Southeast Segment

- US 287 at US 190 in Woodville
- US 287 at US 59 in Corrigan
- US 287 at Magee Avenue in Groveton (Pedestrian Mobility Challenges)
- US 287 at Loop 304 in Crockett (both north and south stop-controlled intersections with Loop 304)

Central Segment

- All interchanges along US 287 through Fort Worth (7 total)
- US 287 at I-20/I-820 in Arlington
- US 287 at US 380 in Decatur
- US 287 at FM 2264 in Decatur
- US 287 at SH 114 in Rhome
- US 287 between SH 360 and US 67 in Midlothian

Northwest Segment

- US 287 through Estelline
- US 287 through Oklaunion

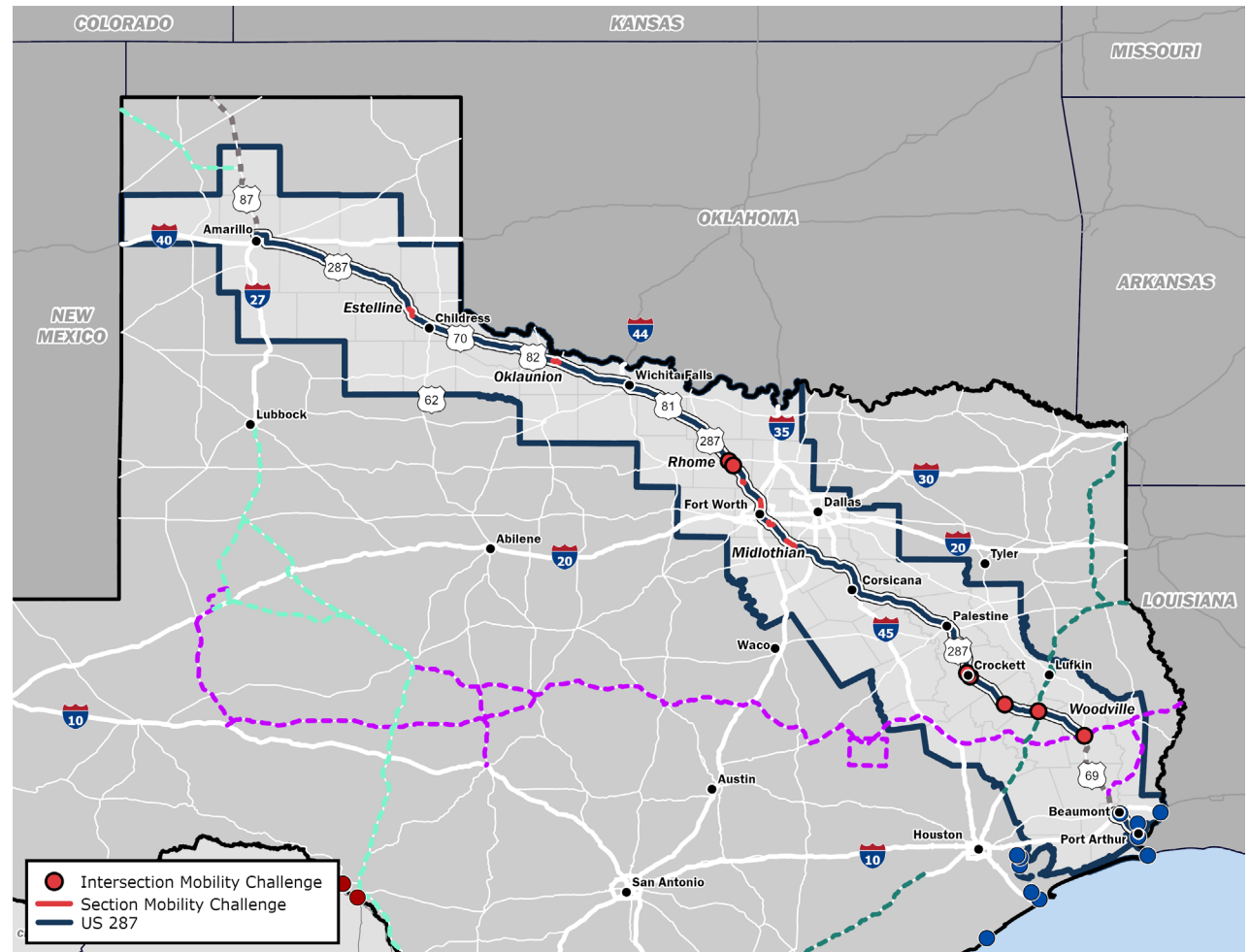


Figure 4-18: Stakeholder-Noted Locations with Mobility Challenges

4.3 FREIGHT CHARACTERISTICS

The US 287 corridor is a vital link in Texas' freight network, facilitating the movement of goods across the state and beyond. This section examines existing freight patterns, key trade routes, and the role of rail and trucking along the corridor. It also faces challenges such as congestion and truck parking shortages, as well as opportunities to enhance freight efficiency and infrastructure.

The topics in this section rely on multiple data sources to provide an understanding of freight movement in Texas. Transearch by IHS Markit was used to assess freight tonnage and flow patterns across the state, including shipments along US 287. The Texas Statewide Truck Parking Study helped evaluate truck parking availability and demand along the corridor. The Observatory of Economic Complexity (OEC) was used to determine Texas' import and export activity.

4.3.1 IMPORTS AND EXPORTS

In 2022, Texas led the nation in exports, shipping \$486 billion worth of goods, and ranked as the second-largest importer at \$384 billion, according to the OEC. Mexico was the top export destination, receiving \$144 billion in goods, including \$108 billion in petroleum oils.



Truck Hauling Hay Bales



Freight Train Running Alongside US 287



*The value of goods transported from Mexico to the US 287 study areas is expected to **increase 164%** and freight tonnage is expected to **grow to 1.33 Billion tons** by 2050.*

To assess how the US 287 Corridor factors into trade with Mexico, values of freight with a destination within a county in the US 287 study area were analyzed. Freight to and from Mexico plays a large part in the economic growth and freight movement along the US 287 corridor. This is due to the numerous connections with highways moving freight from border crossings to major market hubs, such as DFW. **Figure 4-19** shows the projected value of freight received from Mexico within the study area in 2021.

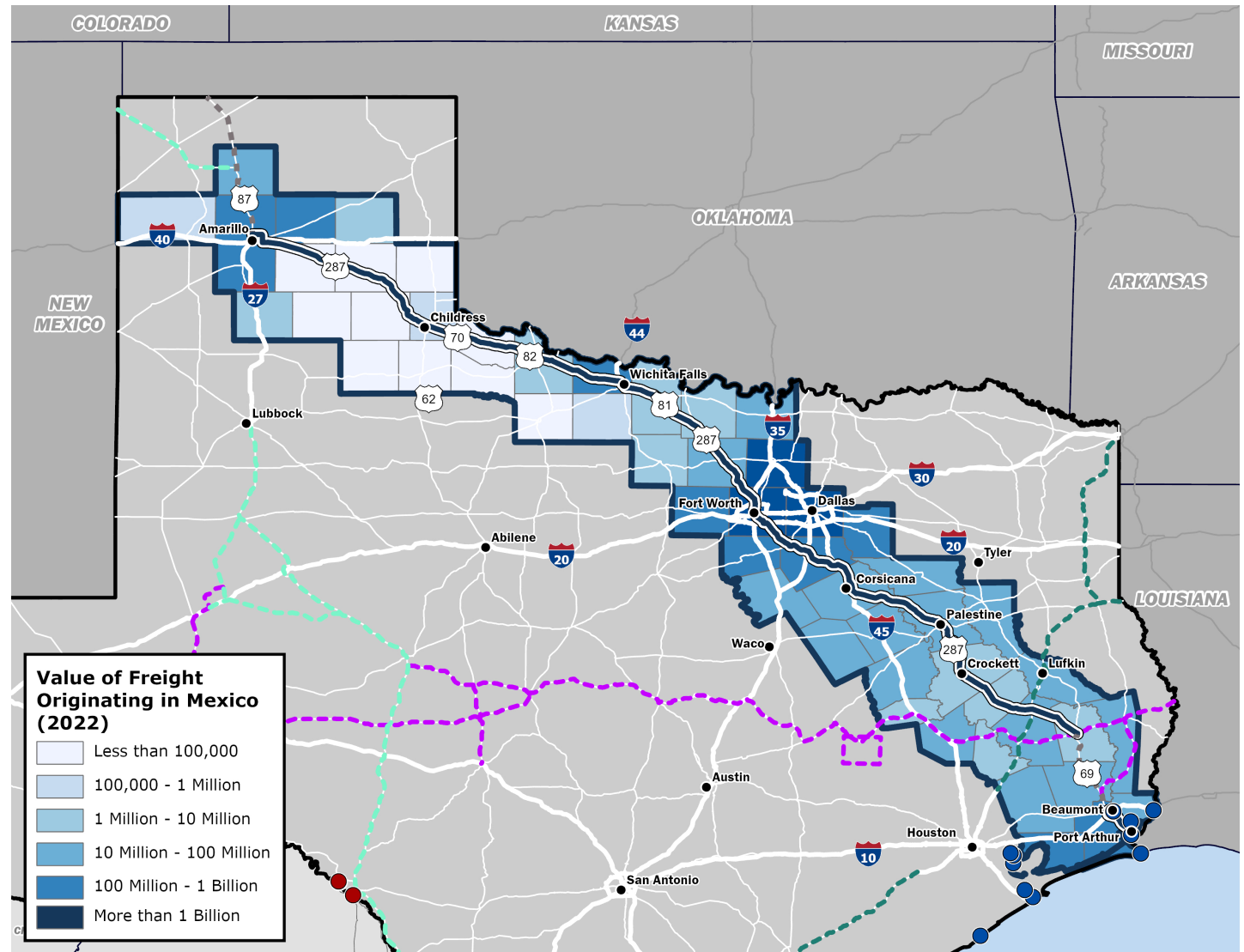


Figure 4-19: Value of Freight Entering US 287 Study Area Counties from Mexico (2022) ³⁷

³⁷ SAM V4, 2024; Transearch/IHS Markit, 2024

Projections for values of freight in 2050 see similar trends to what 2022 experienced. Counties in the Northwest Segment see increases in 2050, especially near Wichita Falls. The largest difference between the two years is observed in the overall value of freight with a destination in the US 287 study area. An increase of 164% is anticipated for the value of goods transported from Mexico to the US 287 study area, totaling to \$47B in 2050. **Figure 4-20** shows the projected value of freight received from Mexico within the study area in 2050.

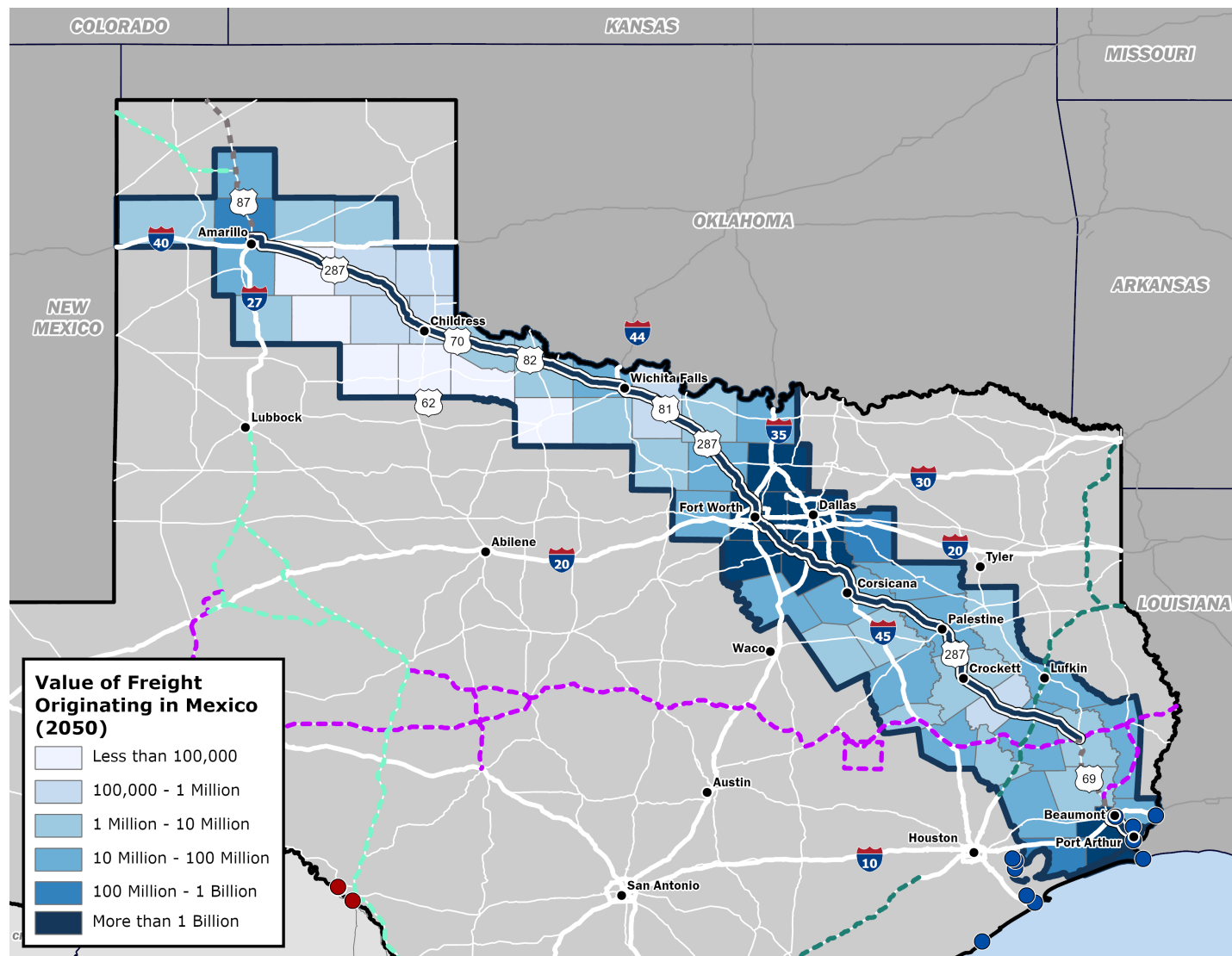


Figure 4-20: Value of Freight Entering US 287 Study Area Counties from Mexico (2050) ³⁸

³⁸ SAM V4, 2024; Transearch/IHS Markit, 2024

4.3.2 FREIGHT TONNAGE

Freight tonnage projections rely on transportation models that anticipate economic changes at global, national, and regional levels. These models predict how these changes will affect freight movement by evaluating market activity shifts, demand for goods, and the volume of freight required to transport goods from production sites to demand areas. The tonnages mentioned in this section focus specifically on truck transport, excluding other methods like rail. The data in this section reflect US 287 both in the present day and the horizon year of 2050.

A substantial portion of Texas' freight moves by truck. In 2022, Texas counties received 1.79 billion tons of freight valued at \$1.84 trillion which traveled along US 287 at some point according to Transearch. **Figure 4-21** shows the total incoming freight tonnage by county.



The highest freight volumes were recorded in:

- Tarrant (Central)
- Dallas (Central)
- Ellis (Central)
- Jefferson (Southeast)
- Denton (Central)

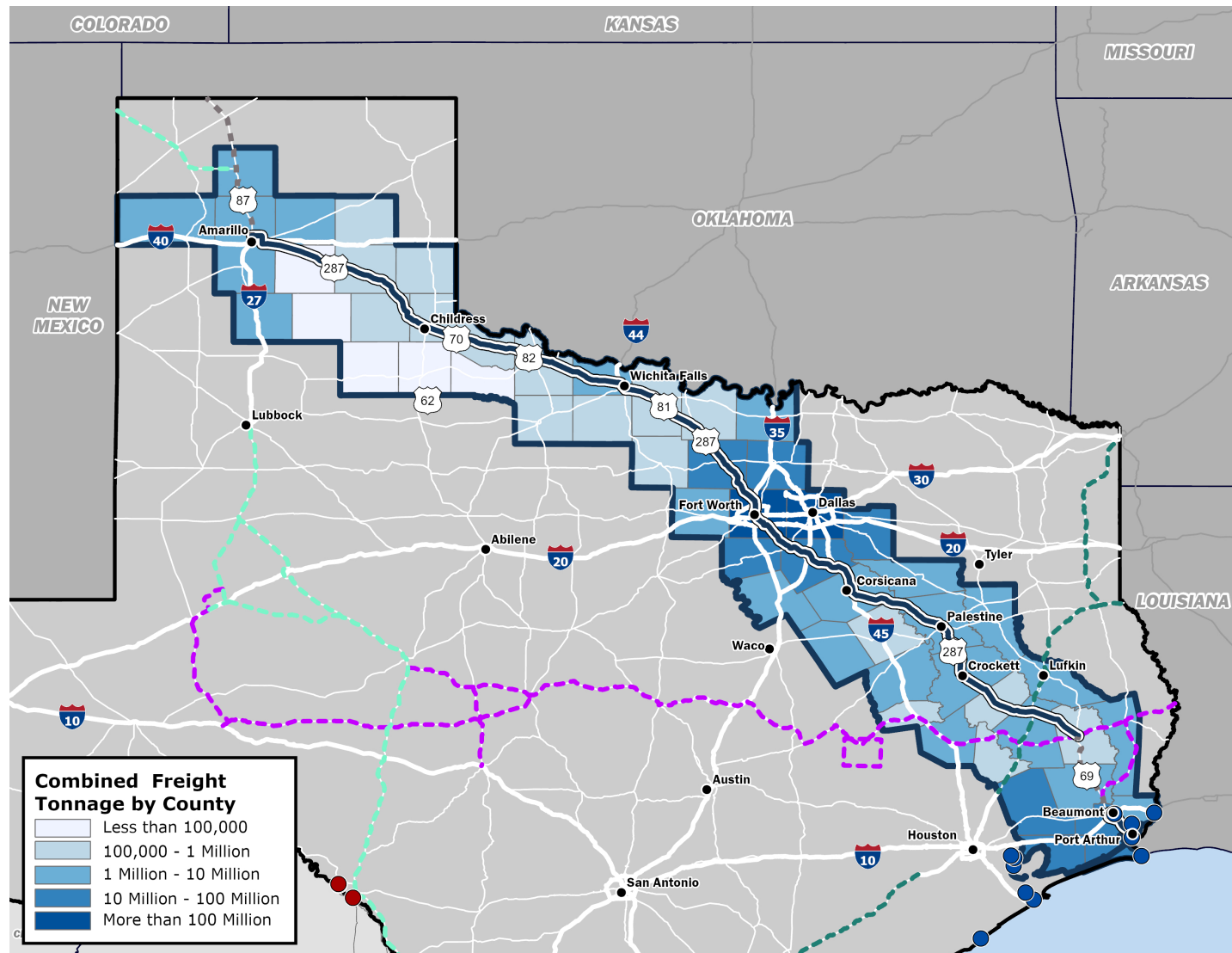


Figure 4-21: Total Incoming Freight Tonnage by County (2022) ³⁹

³⁹ SAM V4, 2024; Transearch/IHS Markit, 2024

In 2022, approximately 923.3 million tons of freight traveled along US 287, with major flows occurring between Corsicana and Ennis (I-45 overlap), Ennis and Fort Worth, and Beaumont and Port Arthur (I-10, US 96, and US 69 overlap), as shown in **Figure 4-21**.

Figure 4-22 also captures the top exported commodities for each county within the study area to gain an insight into what the freight along the corridor is carrying. Consumer products going to distribution centers to be taken to retail stores are the most common commodities to travel along the US 287 corridor, followed by finished products taken to construction sites.

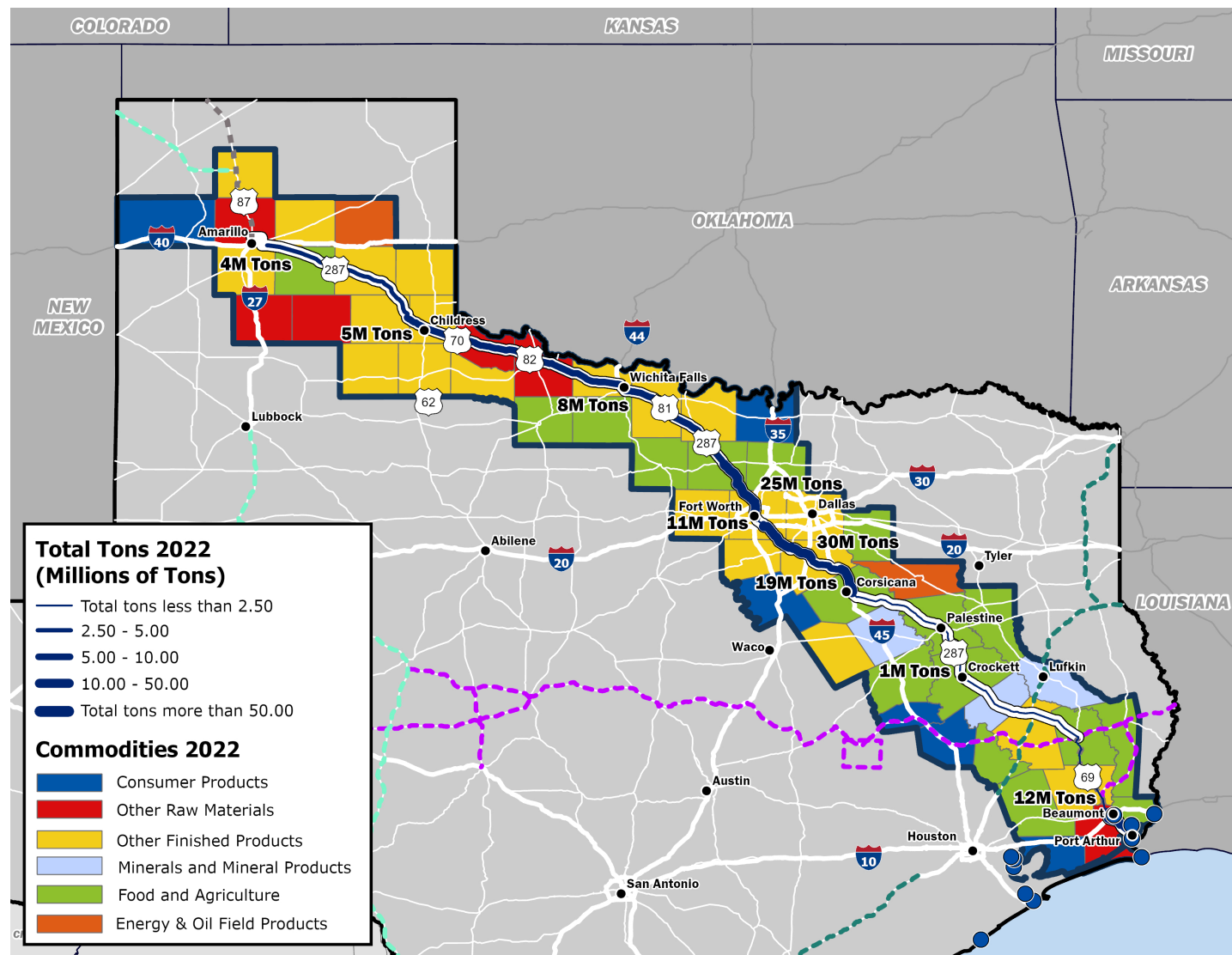


Figure 4-22: Freight Tonnage of along US 287 and Top Exported Commodity by County (2022) ⁴⁰

⁴⁰ SAM V4, 2024; Transearch/IHS Markit, 2024

4.3.3 FUTURE FREIGHT PROJECTIONS (2050)

Heavy freight movement is projected to be seen in 2050 along the US 287 corridor in terms of freight movement within the study area and on the corridor itself. Overlaps with interstates are still projected to see the largest tonnage flows while the sections in the Southeast Segment see relatively low tonnage flow in comparison to the rest of the corridor. It should be noted that this analysis is under the assumption that the US 287 corridor remains in its existing condition in 2050, along with committed projects. The top commodities projected to be carried along the corridor differ from what is seen in 2022. Food and agriculture products are projected to be the most common commodity transported along the corridor, followed by minerals and mineral products. Patterns of freight tonnage coming into the study area counties in 2050 remain close to what is seen in 2022. The gross tonnage coming into the study grows to 1.33 billion tons from 923.3 million in 2022. Projected incoming tonnage into the study area and tonnage flow with top commodities by county can be seen in **Figure 4-23** and **Figure 4-24**.

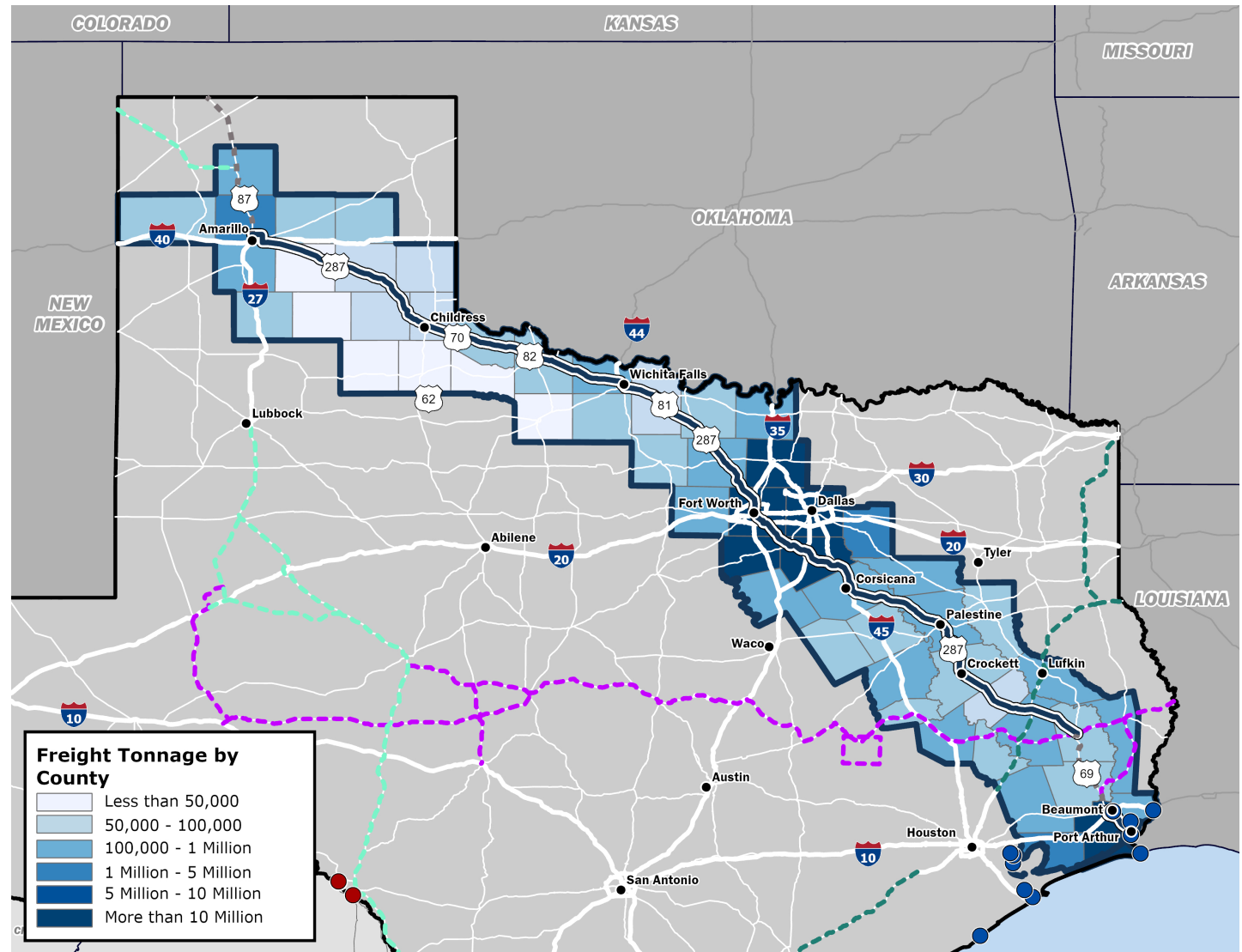


Figure 4-23: Total Incoming Freight Tonnage by County (2050) ⁴¹

⁴¹ SAM V4, 2024; Transearch/IHS Markit, 2024

Table 4-1 presents the top commodities in 2050 based on total truck tonnage to and from the US 287 Corridor counties. They include petroleum, building materials, and food.

Table 4-1: Top Five Commodities by to/from Corridor by Tonnage⁴²

Commodity Group	2050 Total Truck Tonnage to/from Corridor Counties
Non-Metallic Minerals	223,310,934
Secondary and Miscellaneous Mix	112,241,670
Clay, Concrete, and Glass	63,892,927
Petroleum	48,457,451
Chemicals	45,404,673
Food	30,416,265

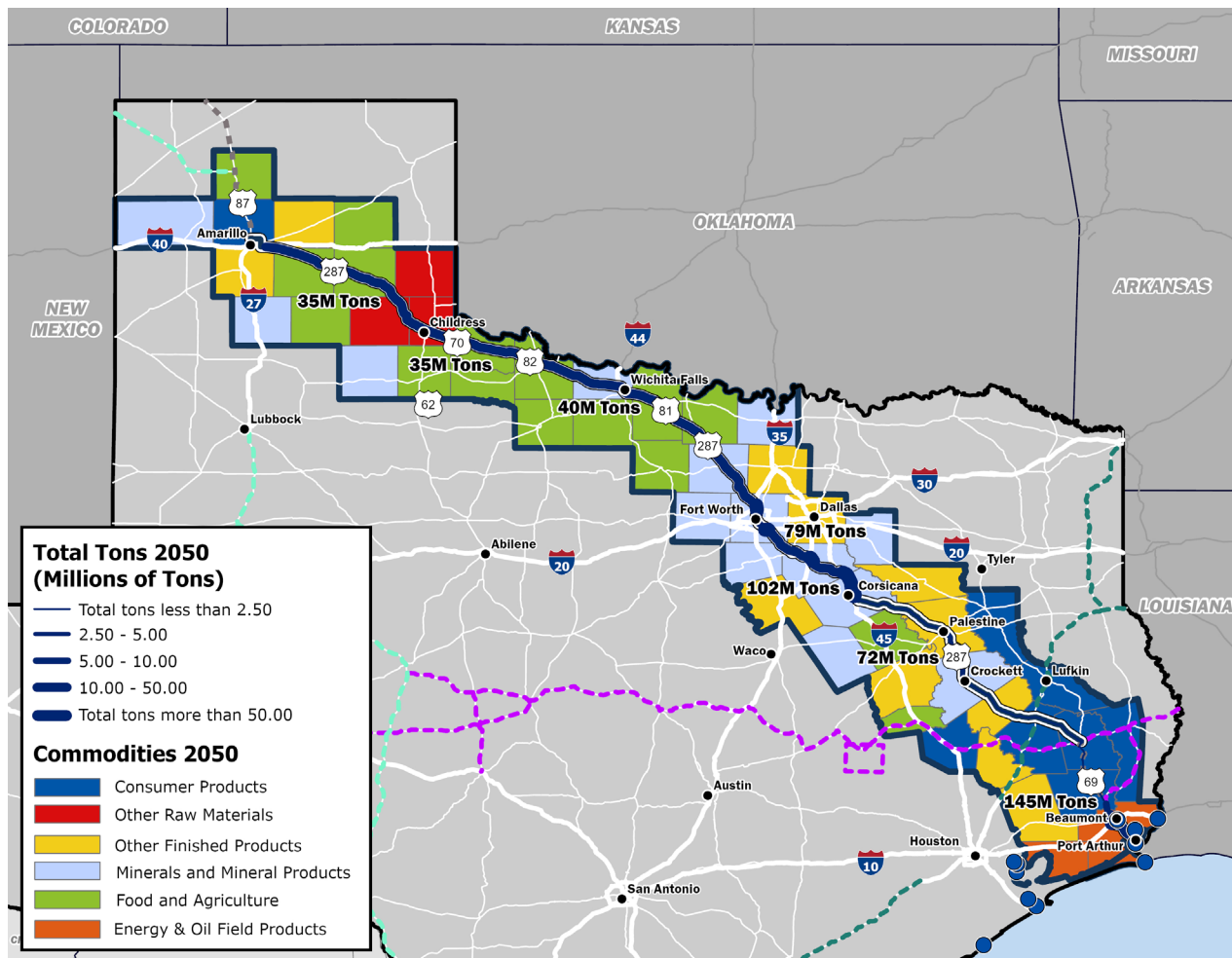


Figure 4-24: Freight Tonnage of along US 287 and Top Exported Commodity by County (2050)⁴²

⁴² SAM V4, 2024; Transearch/IHS Markit, 2024

4.3.4 FREIGHT ORIGIN AND DESTINATION DATA

The origins and destinations of freight along US 287 within the study area were analyzed using Transearch data. This helped determine the routes that connect freight to the US 287 Corridor. While major urban centers in the study area account for some of the highest tonnage, the analysis also reveals that substantial volumes of freight originate from outside Texas and other major areas within the state. This highlights the critical role of US 287 in facilitating the movement of goods throughout Texas and beyond. **Figure 4-25** shows the origins of freight that travels along US 287. **Figure 4-26** shows the destinations of freight that travels along US 287.

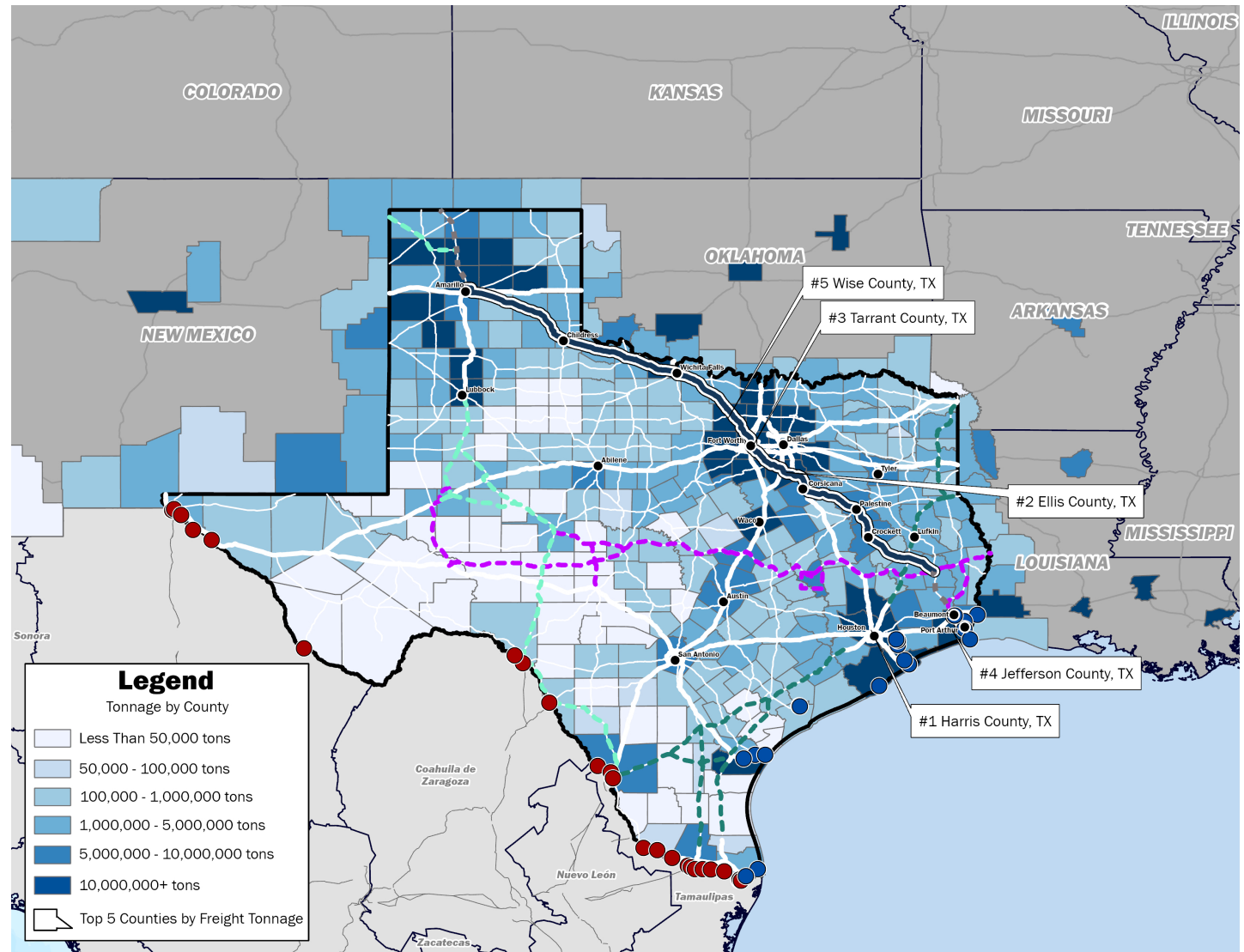


Figure 4-25: Tonnage Origin by County Along US 287 ⁴³

⁴³ SAM V4, 2024; Transearch/IHS Markit, 2024

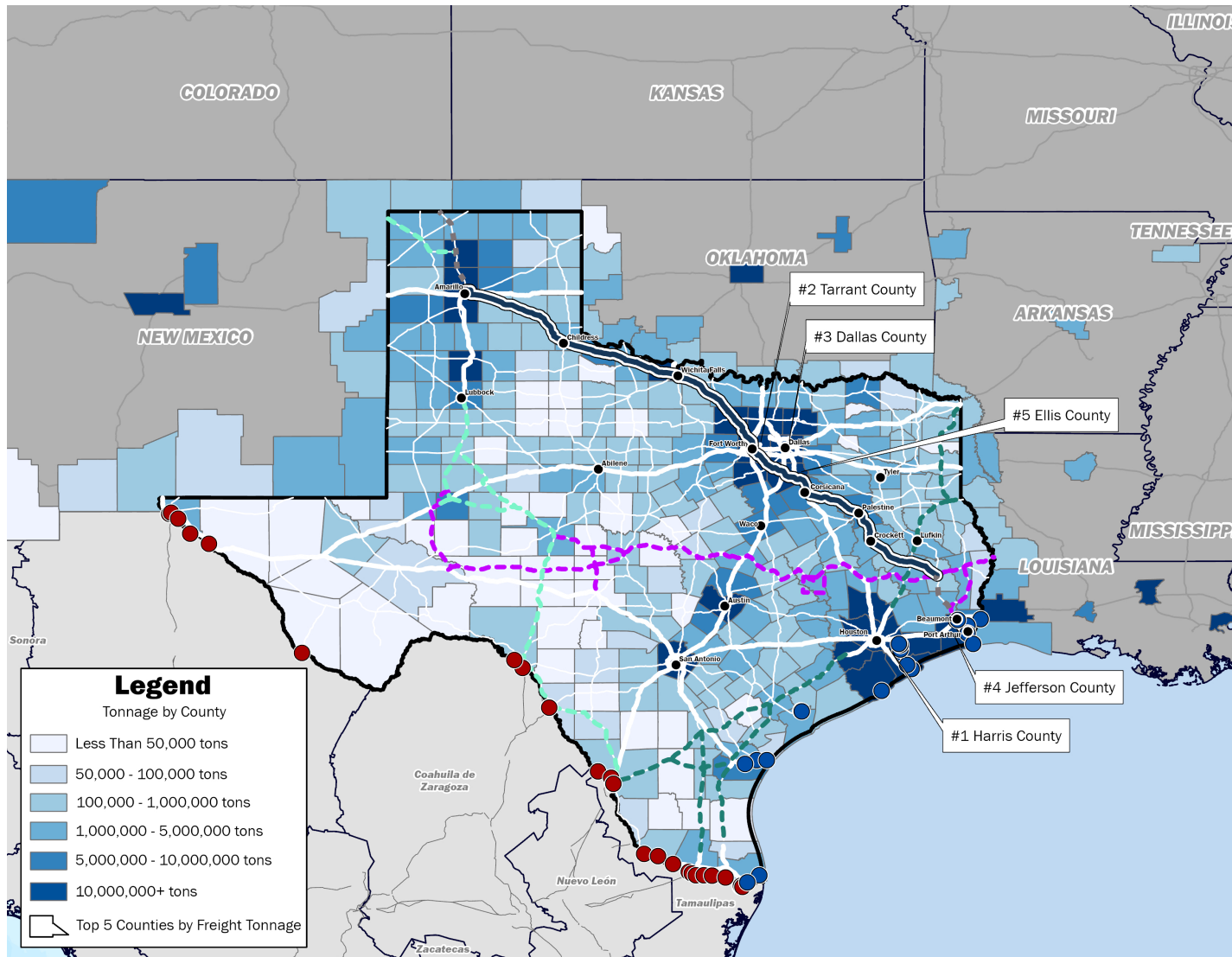


Figure 4-26: Tonnage Destination by County Along US 287 ⁴⁴

⁴⁴ SAM V4, 2024; Transearch/IHS Markit, 2024

4.3.5 TRUCK TRAVEL TIME DELAY

Truck travel time delays along the US 287 Corridor are primarily concentrated in the DFW metroplex, where heavy congestion and high traffic volumes contribute to major delays for freight movement. The urban nature of the DFW area, combined with the interaction of multiple major highways and interstates, results in frequent bottlenecks, particularly during peak travel periods.



In addition to the DFW metroplex, the following areas experience truck travel time delays:

- Beaumont/
Port Arthur
- Amarillo
- Wichita Falls

These delays are typically caused by factors such as congestion near key intersections or interchanges, freight transfer points, and road construction or maintenance projects. These delays contribute to higher operational costs, longer travel times, and increased fuel consumption for the trucking industry. These delays further highlight the importance of improving the efficiency of freight movement across the entire US 287 Corridor. Truck delay hours are shown in **Figure 4-27**.



Northbound Tank Truck along US 287

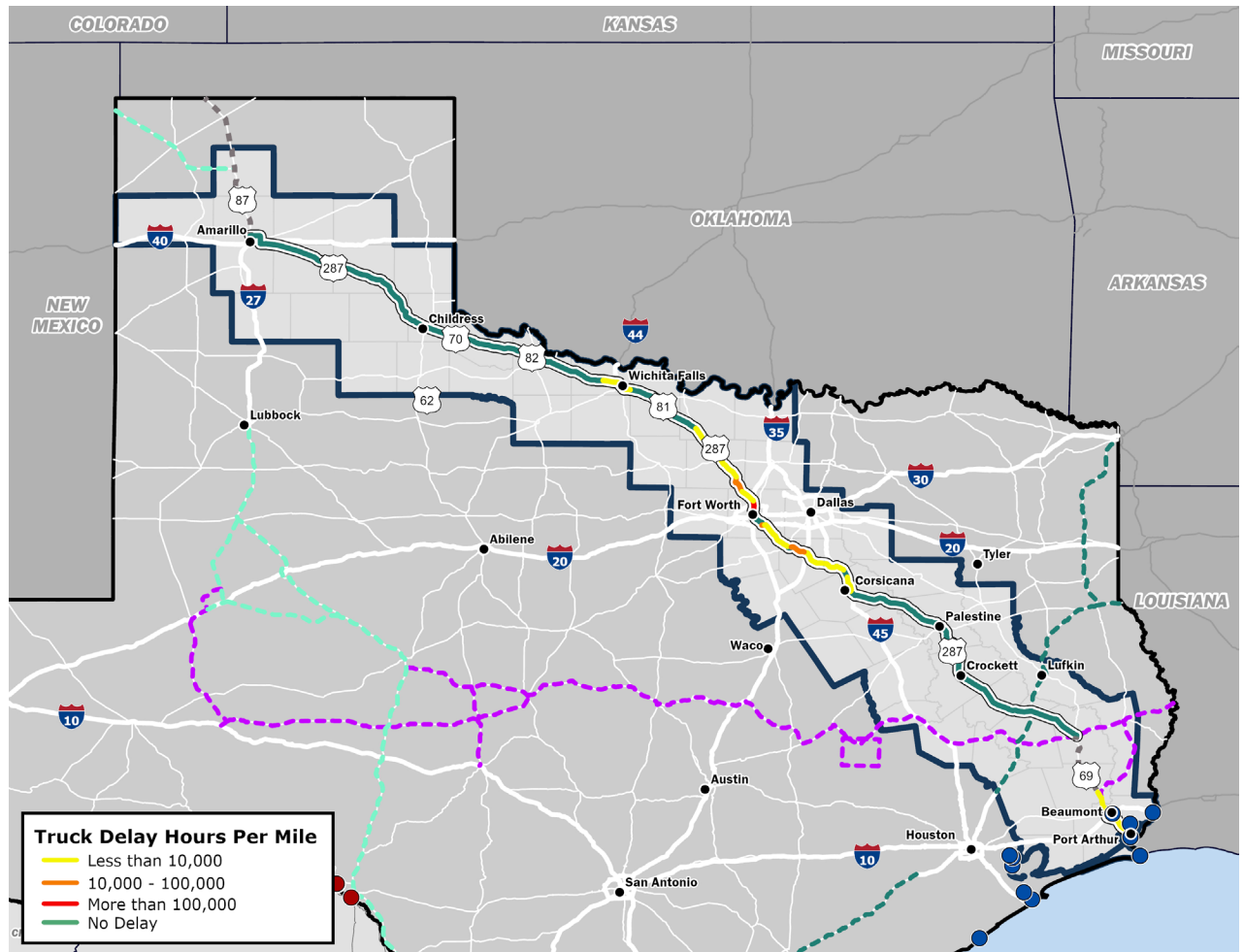


Figure 4-27: Truck Delay Hours per Mile ⁴⁵

⁴⁵ Texas A&M Transportation Institute, 2024

4.3.6 TRUCK PARKING

Providing adequate facilities for long-haul truck drivers remains a key priority for the trucking industry, local users of the roadway, stakeholders within the study area and law enforcement agencies. The inability of trucks to find safe, authorized parking when needed, leads to fatigued drivers, unsafe driving conditions, higher shipping costs, increased congestion, and lost productivity. This may result in drivers resorting to unsafe parking along highway shoulders and ramps. Truck parking is not only a logistical challenge for truck drivers but a public safety concern, affecting all road users. Drivers on long-distance trips require safe, accessible parking that allows them to maximize their driving distance, offers essential amenities, and is not overcrowded upon arrival. This concern is especially critical for independent drivers or owner-operators, who often lack company-provided parking and face restrictions on truck parking in urban areas. TxDOT's Statewide Truck Parking Study identified parking needs for the US 287 corridor, as shown in **Figure 4-28**. It highlights existing rest areas, truck parking, picnic areas, and potential opportunity locations.



Trucks Parked on Shoulder

According to the TxDOT Truck Parking Study, there are currently 14 truck parking facilities along the US 287 corridor. In addition, six potential locations have been identified for the development of new truck parking facilities. These sites have been prioritized for expansion or repurpose to include dedicated truck parking, aimed at addressing the high- and medium-capacity needs along the route.

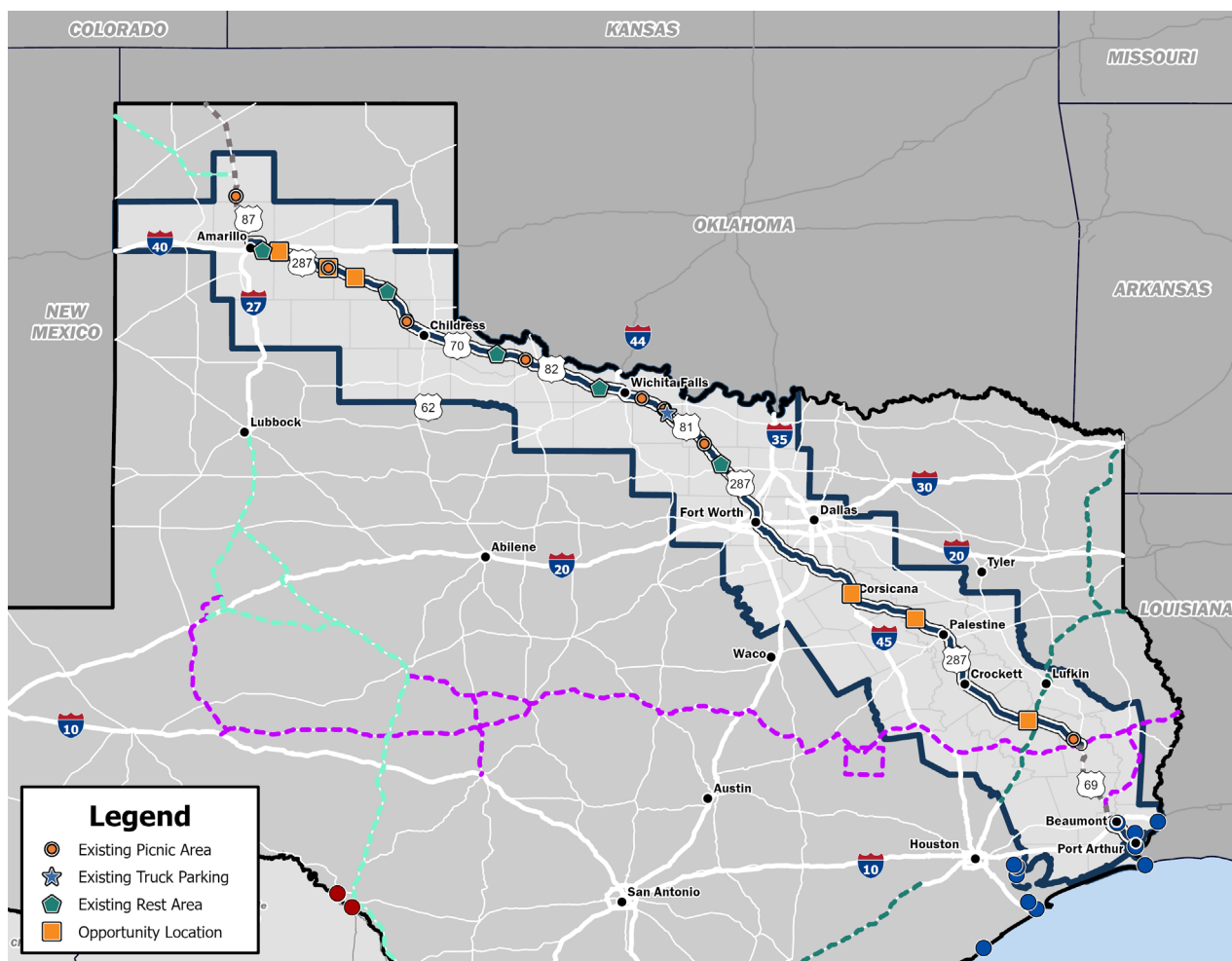


Figure 4-28: Truck Parking in Study Area ⁴⁶

⁴⁶ TxDOT Open Data Portal, 2023

4.3.7 EXISTING FREIGHT RAIL

US 287 runs parallel to and intersects several major freight rail facilities in Texas. The railroad network along the corridor spans approximately 4,000 miles of track. The presence of multiple rail lines for large scale freight along the US 287 Corridor is predominantly driven by the energy sector and industries near the corridor. The rail network includes three major freight rail lines: Union Pacific Railroad, BNSF Railway, and Canadian Pacific Kansas City Railway. The segment of US 287 between Fort Worth and I-40 has a parallel rail facility running adjacent to US 287.

Union Pacific has made investments to enhance its infrastructure, including expansions at cutting-edge intermodal facilities in the DFW Metroplex, as shown in **Figure 4-29**. Additionally, in 2023, BNSF Railway, based in Fort Worth, announced plans to complete a second main track expansion in the Fort Worth area.⁴⁷



Hopper Cars in Palestine

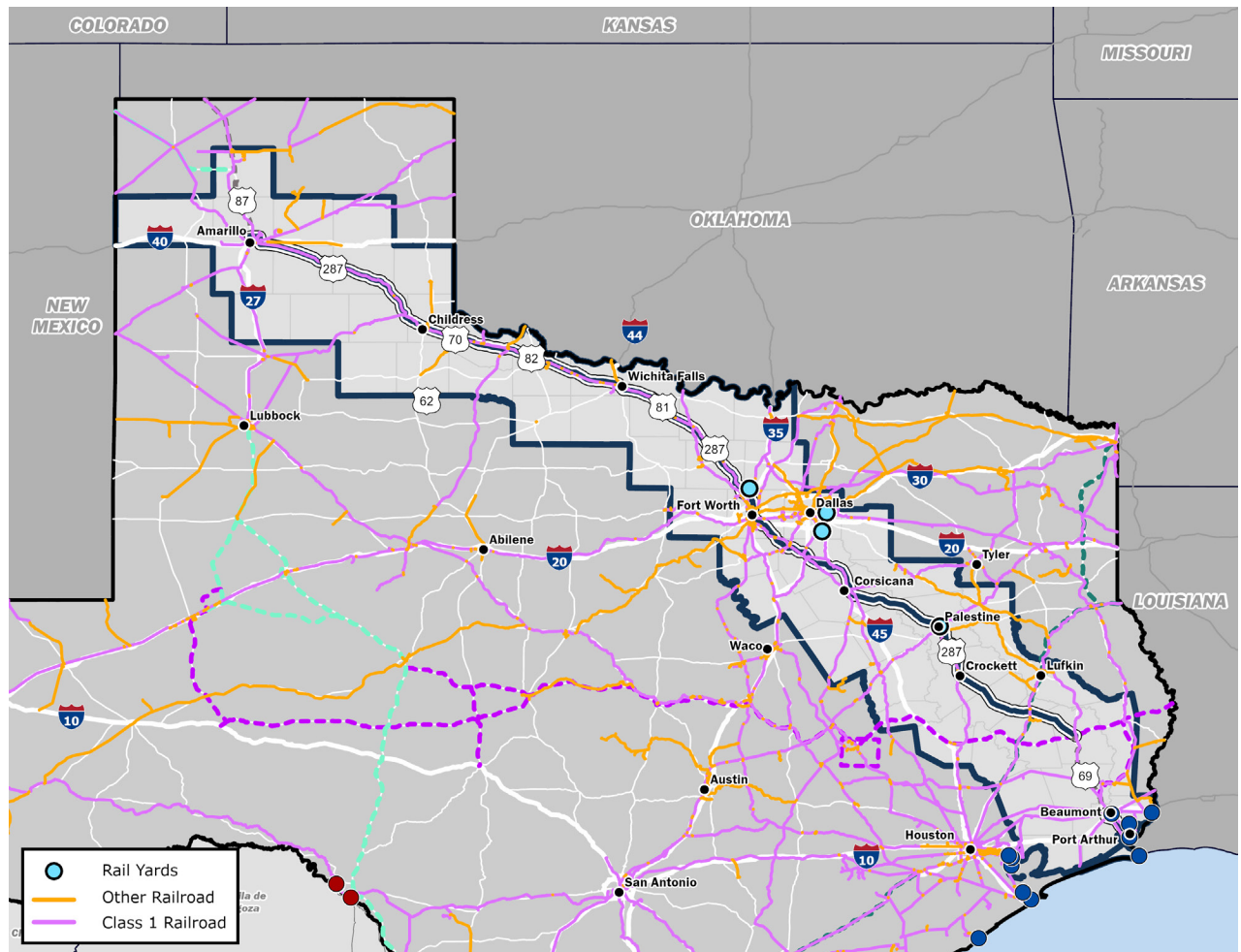


Figure 4-29: Existing Rail Network Within Study Area⁴⁸

⁴⁷ BNSF Railway Company

⁴⁸ TxDOT Open Data Portal, 2023

4.4 SAFETY CHARACTERISTICS

A data-driven safety analysis was conducted to identify measures that could reduce the likelihood and severity of crashes on US 287. The team reviewed five years of historical crash data, identifying crash hot spots, and determining targeted safety improvements to enhance overall roadway safety.

4.4.1 DATA COLLECTION

Multiple data sources were used to conduct the safety analysis along the corridor. Crash data from TxDOT's Crash Record Information System (CRIS) for the most recent five-year period (2019–2023) was used.

The crash data included detailed characteristics such as:



Time-of-day



Weather conditions



Severity of the crash



Manner of collision



Crash contributing factor

Historical traffic volumes posted speed limits, and number of lanes were collected from Texas Roadway Inventory on TxDOT's Open Data Portal and incorporated to support the safety analysis. A geographic information system (GIS) project database was created to integrate the crash data in safety analysis.

4.4.2 OVERALL SAFETY ANALYSIS

Between January 1, 2019 and December 31, 2023, US 287 experienced a total of 28,953 unique crashes. Of these incidents, 327 involved 386 fatalities, while 8,339 crashes led to injuries. **Table 4-2** provides an overview of the historical crash data for this period. **Figure 4-30** illustrates crash frequency by vehicle type, revealing that commercial motor vehicles were involved in just under 16% of all crashes. In addition, **Figure 4-31** details crash severity by year, with 2021 recording the highest number of fatal and severe injury crashes. Lastly, **Figure 4-32** shows that urban areas accounted for 84% of all crashes.

Table 4-2: US 287 Crashes by Severity⁴⁹

Crash Severity	Total	Year				
		2019	2020	2021	2022	2023
Fatality	327	56 (17%)	64 (20%)	78 (24%)	60 (18%)	69 (21%)
Incapacitating Injury	925	145 (16%)	161 (17%)	225 (24%)	191 (21%)	203 (22%)
Non-Incapacitating Injury	2,983	516 (17%)	477 (16%)	580 (19%)	678 (23%)	732 (25%)
Possible Injury	4,431	1,033 (23%)	884 (20%)	882 (20%)	817 (19%)	815 (18%)
Property Damage Only	19,858	4,278 (22%)	3,462 (17%)	4,049 (20%)	4,007 (20%)	4,062 (21%)
Unknown Severity	429	76 (18%)	81 (19%)	91 (21%)	78 (18%)	103 (24%)
Total	28,953	6,104 (21%)	5,129 (18%)	5,905 (20%)	5,831 (20%)	5,984 (21%)

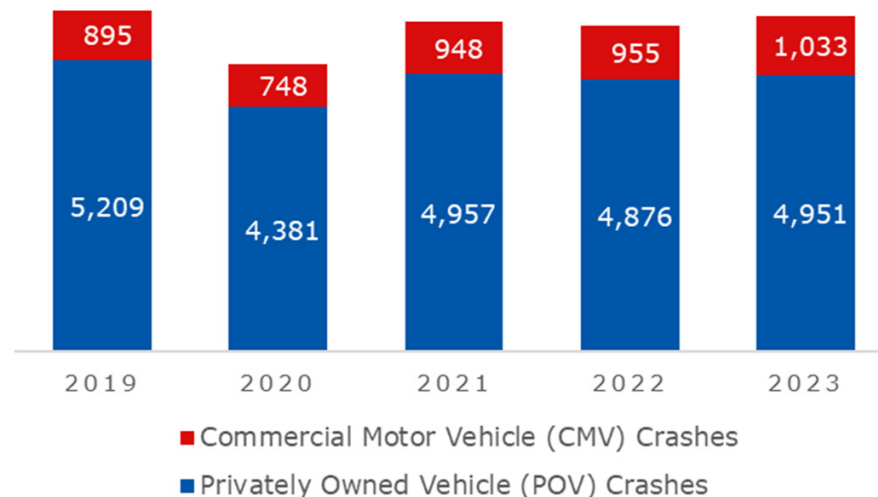


Figure 4-30: US 287 Crashes by Vehicle Type⁴⁹

49 TxDOT C.R.I.S., 2023

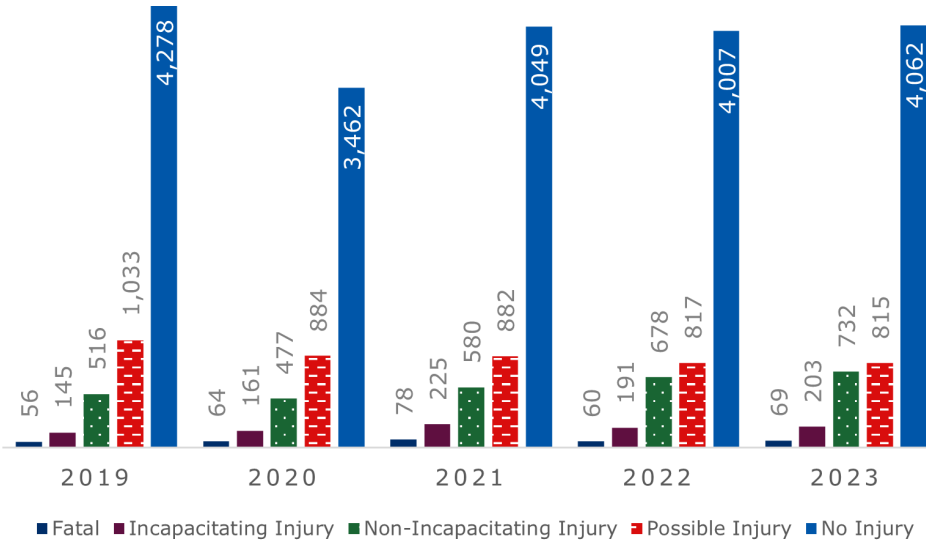


Figure 4-31: Crash Severity by Year (Not Including Unknown Severities)⁵⁰

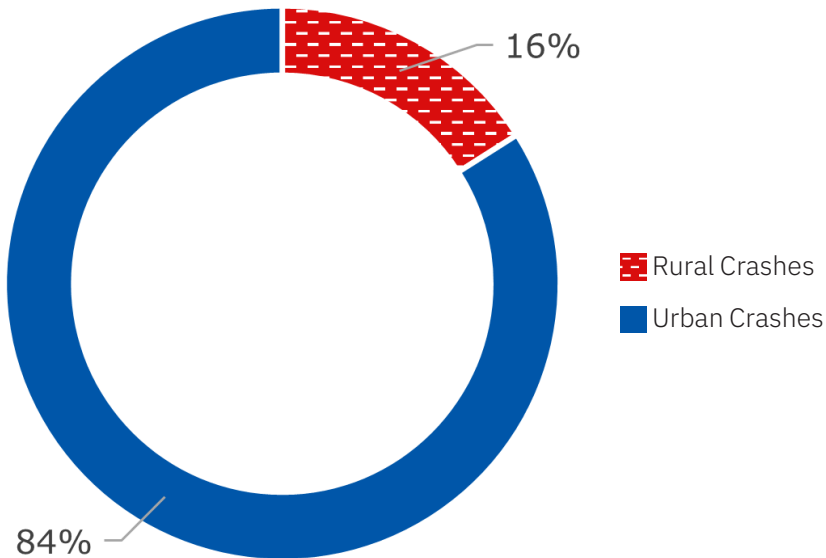


Figure 4-32: Rural and Urban Crashes⁵⁰

The US 287 Corridor spans nine TxDOT districts, with several districts recording a particularly high number of crashes along US 287. The districts with the greatest crash counts are:

Fort Worth

10,645

crashes

82% involving POV

18% involving CMV

Beaumont

9,204

crashes

92% involving POV

8% involving CMV

Dallas

3,998

crashes

84% involving POV

16% involving CMV



Disabled Truck with Firetruck Stationed Behind

⁵⁰ TxDOT C.R.I.S., 2023

Figure 4-33 shows crash counts for counties within the study area and highlights that Tarrant, Jefferson, Ellis, and Wise counties experienced the highest number of crashes. Additionally, **Figure 4-34** presents a heat map of the US 287 Corridor in Texas, illustrating that the highest crash densities are concentrated near the DFW area and Beaumont.

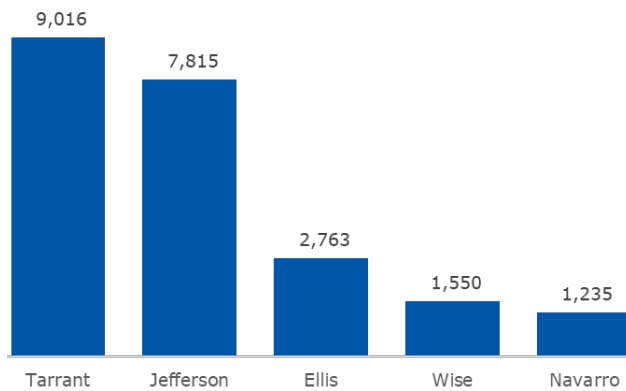


Figure 4-33: Crash Frequency by County⁵¹

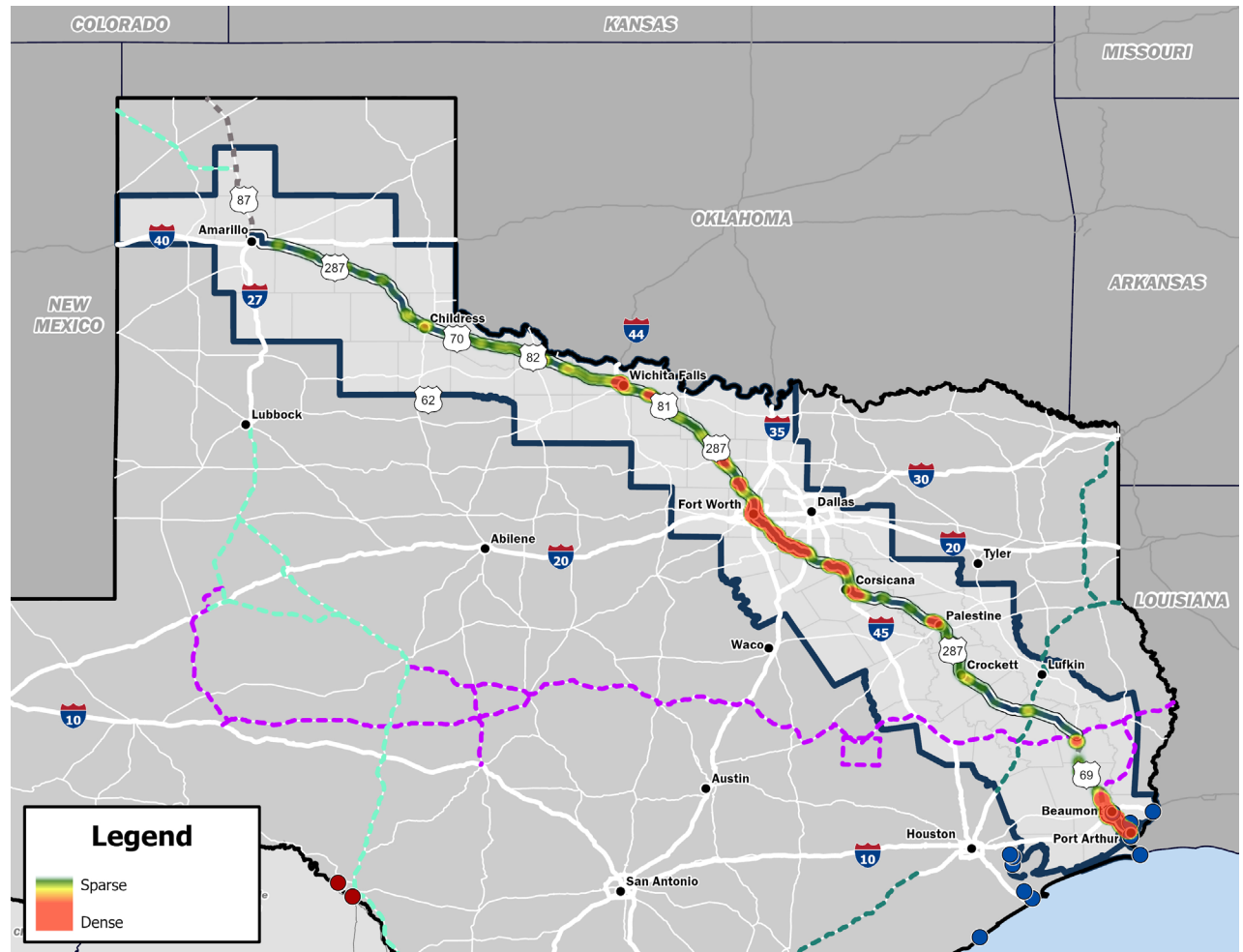


Figure 4-34: Crash Heat Map Involving All Motor Vehicles⁵¹

⁵¹ TxDOT C.R.I.S., 2023

For crashes involving CMVs, a large concentration occurred around DFW, Beaumont, and the areas near Wichita Falls, as depicted in **Figure 4-35**.

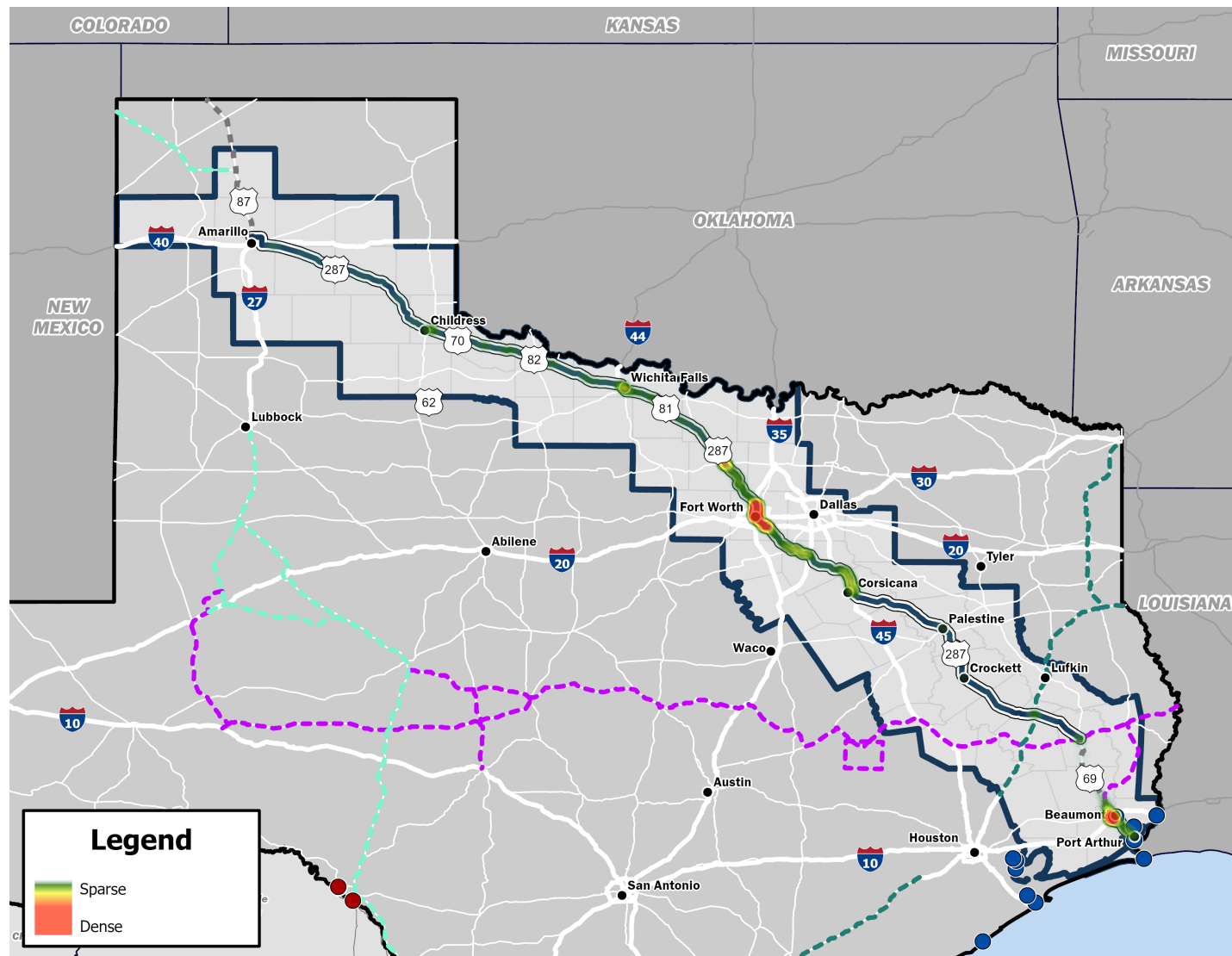


Figure 4-35: Crash Heat Map Involving Commercial Motor Vehicles ⁵²

⁵² TxDOT C.R.I.S., 2023

Most crashes along US 287 occurred under clear weather conditions without any unusual or hazardous roadway conditions. However, 12% of total crashes happened during rainy conditions with wet pavement. Moreover, several segments of US 287 have limited roadway lighting, reducing nighttime visibility for drivers. **Figure 4-36** shows that approximately 13% of all crashes occurred in dark conditions without adequate lighting.

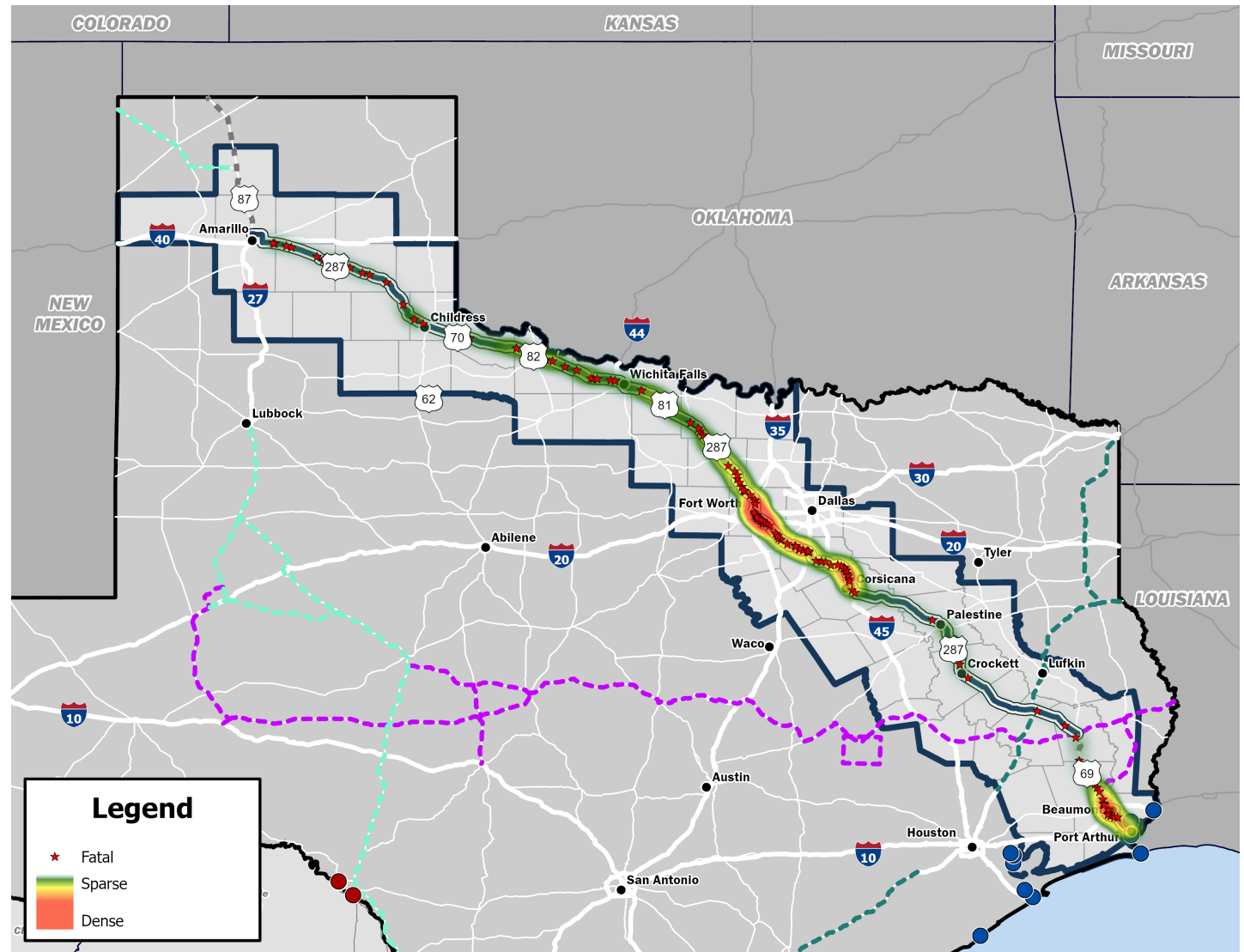


Figure 4-36: Crash Heat Map Involving Poor Lighting Conditions ⁵³

⁵³ TxDOT C.R.I.S., 2023

4.4.3 CRASH RATE COMPARISON

Crash rates along US 287 were calculated using crash data and historical traffic data from 2019 to 2023 and compared to the statewide average for U.S. highways. Crash rates were compared to the figures for rural US Highways since over 80% of the corridor is considered to be rural US highway.

Figure 4-38 identifies segments along US 287 where crash rates exceed the statewide average. Notably, several sections between Port Arthur and DFW, as well as those near Wichita Falls and Childress, show crash rates higher than the statewide average crash rate. These sections were observed primarily in areas where US 287 shares designations with interstates.

Fatal crash rates for US 287 during the same period were also analyzed and compared to statewide averages. As shown in **Figure 4-37**, US 287 recorded lower fatal crash rates than the statewide averages from 2019 to 2023, with the highest fatality rate being 1.58 deaths per 100 million vehicle miles traveled in 2021.

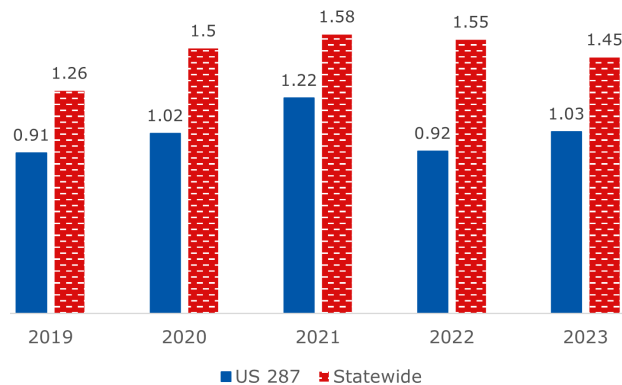


Figure 4-37: US 287 Corridor Total Crash Rate Summary⁵⁴

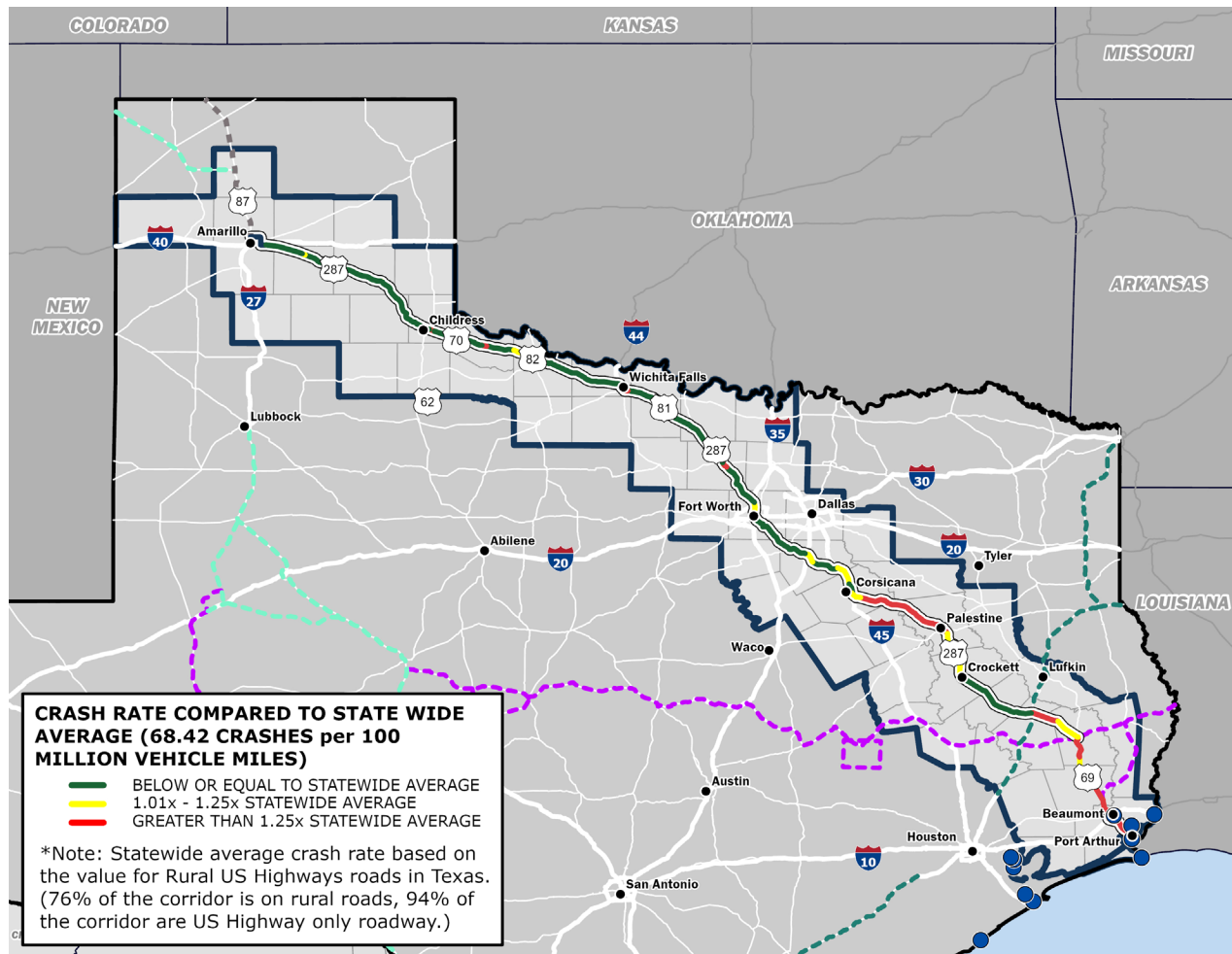


Figure 4-38: US 287 Corridor Crash Rates Compared to Statewide Average⁵⁴

54 TxDOT C.R.I.S., 2023

4.4.4 PEDESTRIAN CRASH MAP

Between 2019 and 2023, there were 181 crashes involving pedestrians or bicyclists along US 287, with the majority occurring in urban areas near Fort Worth and Beaumont/Port Arthur. Notably, 80 of these incidents occurred in dark conditions without lighting and 53 resulted in fatalities. **Figure 4-39** highlights the section of US 287 near Port Arthur that experienced the highest concentration of pedestrian collisions.

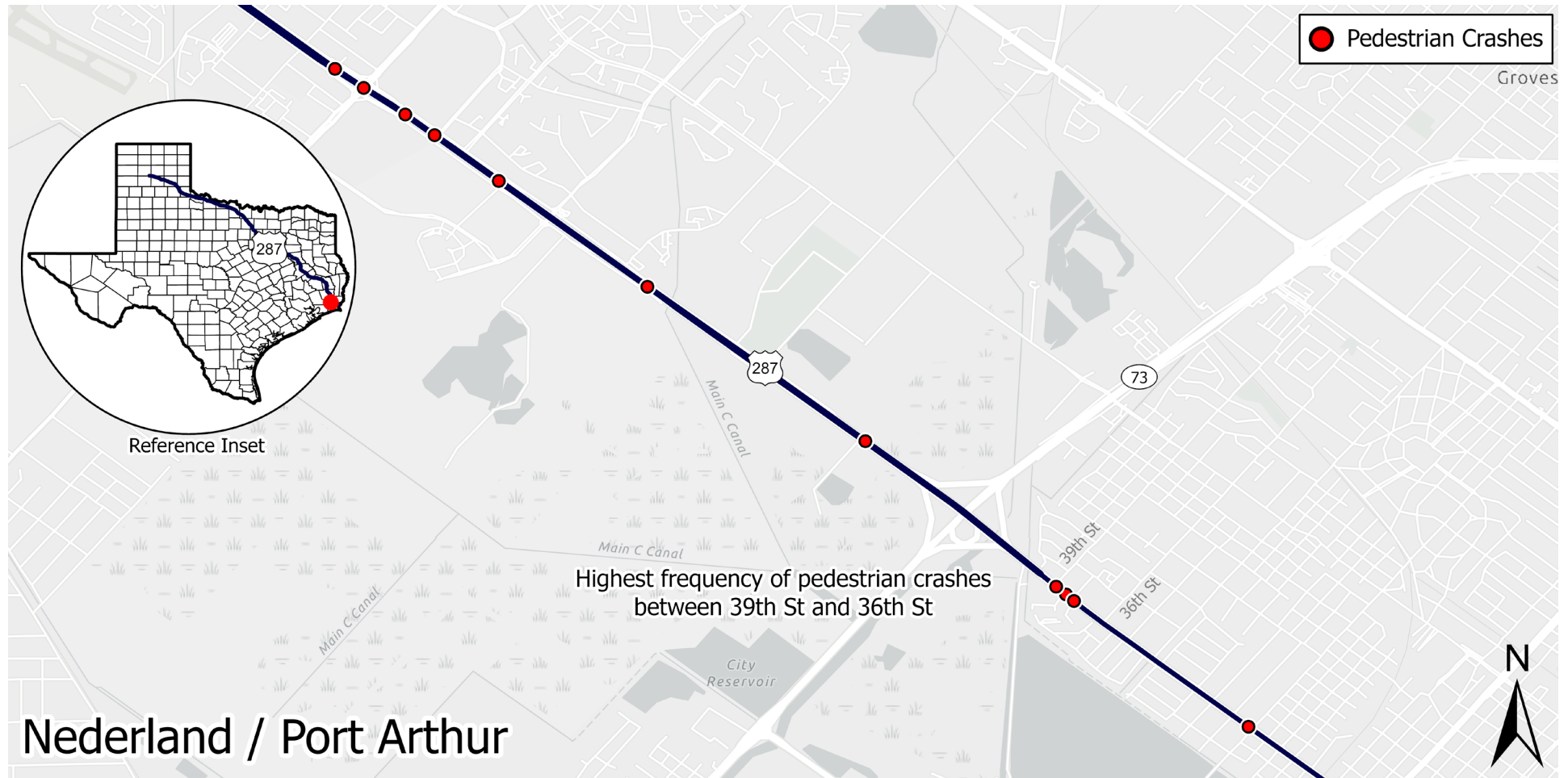


Figure 4-39: Pedestrian Crashes in Nederland/Port Arthur ⁵⁵

4.5 MULTIMODAL CHARACTERISTICS

4.5.1 ACTIVE TRANSPORTATION CONNECTIVITY

Pedestrian and bicycle patterns and safety along the US 287 Corridor were analyzed using crash data, Texas Pedestrian Safety Action Plan, Origin-Destination (OD) data, and TxDOT's Bicycle Tourism Trails Study (BTTS). Based on this data and studies, most pedestrian and bicyclist activity is concentrated in urban centers, particularly within the DFW Metroplex, while rural areas had considerably fewer trips.

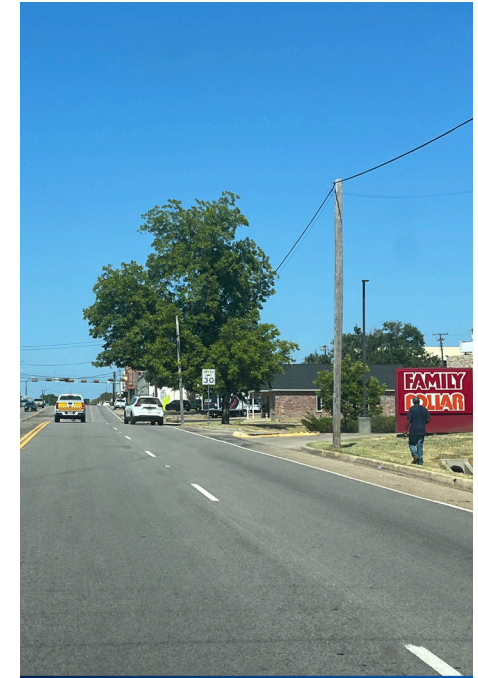
Dallas County had the highest number of crashes for both pedestrians and bicyclists along the corridor. Dallas and Tarrant Counties accounted for over 70% and 60% of pedestrian and bicycle crashes, respectively. Nearly 14% of pedestrian-involved crashes resulted in fatalities and over 25% involved serious injuries. For bicyclists, nearly 4% of crashes were fatal and over 15% resulted in serious injuries. Most crashes occurred on divided facilities with four or more lanes and speed limits between 30 and 45 miles per hour.



Pedestrian with Bicycle Crossing US 287 in Palestine

Pedestrian and bicycle trips were also examined using Replica data to determine the origins and destination of trips using this mode of travel. These trips mainly began and ended within counties and locations that are highly urban. The largest contributors being the DFW area, Beaumont and Port Arthur, and Wichita Falls. The most common purposes for pedestrian travel were to shop, travel home, or for social events; while the most common for biking were trips to home and schools, and to shop.

TxDOT's BTTS examined the potential for a statewide network of long-distance bicycle routes. The study identified routes of state and regional significance, highlighting the need for better separation between motorists and pedestrians/bicyclists. Only 37 existing facilities within the study area were on shared-use paths or had buffered bicycle lanes, while the rest had wide outside shoulders. Recommendations from the analysis include expanding pedestrian and bicycle infrastructure in urban areas, increasing safety measures, and improving separation between motorists and active transportation modes, especially on facilities with speed limits between 30 and 45 miles per hour.



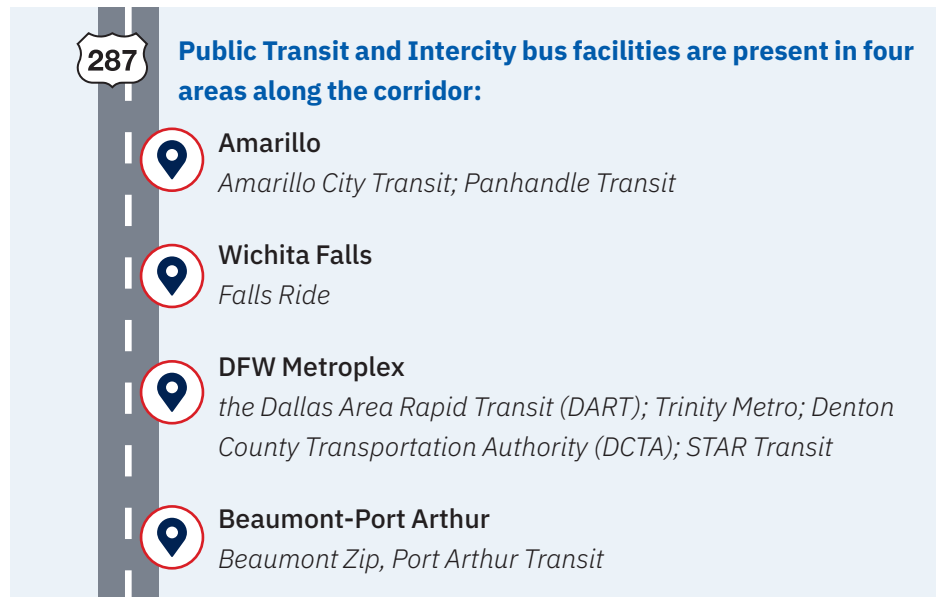
Pedestrian Walking on Grass Next to US 287 in Palestine



Multimodal improvement recommendations include **expanding pedestrian and bicycle infrastructure** in urban areas, **connecting bus transit** between Beaumont and Port Arthur, and **extending passenger rail** between DFW and Amarillo.

4.5.2 PUBLIC TRANSIT AND INTERCITY BUS

Public Transit and Intercity bus facilities along the US 287 Corridor are concentrated in areas with higher population densities.



Transit in these areas includes both fixed and request-based services. Fixed services are defined by the National Rural Transit Assistance Program as public or private transit services that provide the public with transit using numerous fixed routes and operating on a fixed schedule on a regular basis.

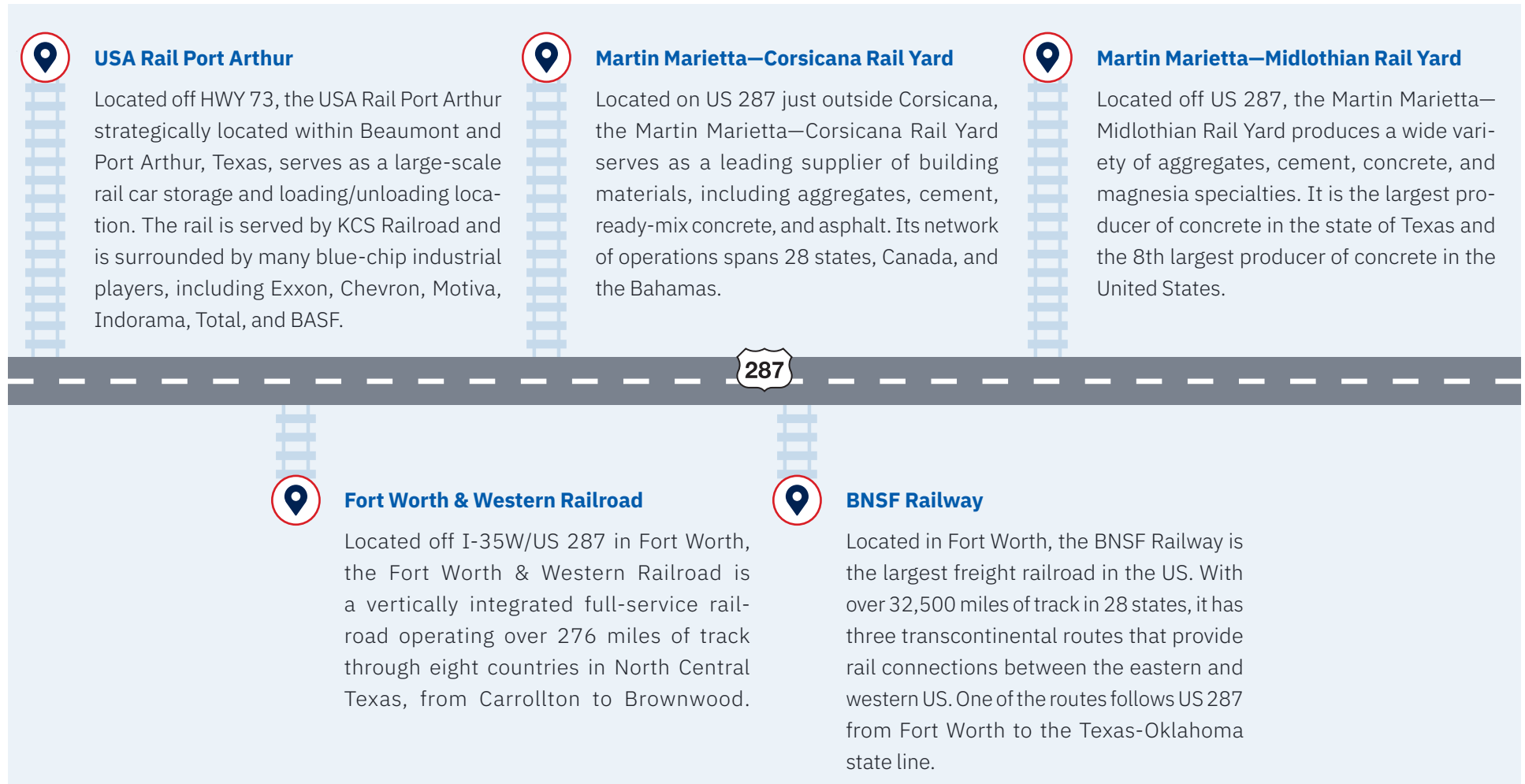
Brazos Transit District is a transit provider, providing fixed transit to areas such as Lufkin. It does not have any routes in cities along the US 287 corridor. Beaumont and Port Arthur have two separate transit systems operating within each city. Beaumont Zip connects passengers to a variety of locations across the City of Beaumont. Port Arthur Transit has fixed routes connecting passengers across Port Arthur and nearby Nederland. Currently, there is no transit system that connects Beaumont and Port Arthur to one another. With only around 27 miles between two cities which are closely intertwined, this study's implementation plan recommended to close the gap and develop transit that connects Beaumont and Port Arthur residents.

The DFW metroplex contains numerous options for public transit. Operators include the Dallas Area Rapid Transit (DART), Trinity Metro, Denton County Transportation Authority (DCTA), and STAR Transit. Each of these systems operates as a fixed transit system with regular pre-defined routes. STAR Transit can be used on a request-basis as well. Both DART and Trinity Metro include bus services and rail services to transport users. DCTA and STAR Transit use buses only for their operations. All four services connect users within Dallas, Denton, and Tarrant Counties and are crucial to many of these communities.

Wichita Falls' only fixed bus transit system, Falls Ride, has a large variety of routes, connecting residents to all areas of the municipality. Amarillo offers both fixed and request-based services. Amarillo City Transit is a fixed transit system that transports Amarillo users along numerous routes spanning across the municipality. Panhandle Transit is a request-based service, which does not provide fixed transit services.

4.5.3 RAIL

Numerous rail yards are located along the US 287 corridor, including:



The different rail networks along US 287 provide the state and the nation with various materials, from oil and gas to building and transportation materials, which help the state keep moving forward. The Federal Railroad Administration (FRA) has developed a conceptual enhanced network (see **Figure 4-40**). It includes a passenger rail connection between the DFW metroplex and Amarillo and beyond. This connection is proposed to use existing rail, which is operated by BNSF and runs alongside US 287 between these locations. This implementation would offer another mode of transportation between DFW and Amarillo, potentially mitigating vehicular traffic.



Figure 4-40: FRA's Conceptual Enhanced Network ⁵⁶

Other potential rail opportunities near the US 287 Corridor in DFW include the implementation of high-speed rail running alongside I-30 between Dallas and Fort Worth, as explored by the North Central Texas Council of Governments (NCTCOG). While the Trinity Railway Express currently runs between the cities, the high-speed rail line would use a separate track. This would include tunneling under US 287 near Interstate 30.

Existing passenger rail networks also exist within the US 287 study area. In addition to the metro transit rail systems previously mentioned in DART, Trinity Metro Transit, and DCTA, Amtrak has a notable presence within the study area. Routes that connect travelers from Louisiana to Houston passes through Beaumont and southern parts of the Southeast Segment. Further, several routes connect passengers around the DFW area taking them north towards Oklahoma, south towards Austin and San Antonio, and southeast towards Houston. No route currently exists taking travelers west from DFW towards New Mexico or Colorado. The FRA study mentioned above aims to bridge that gap. Passenger rail routes can be seen in **Figure 4-41**.



Union Pacific Locomotive in Palestine



Amtrak Passenger Rail

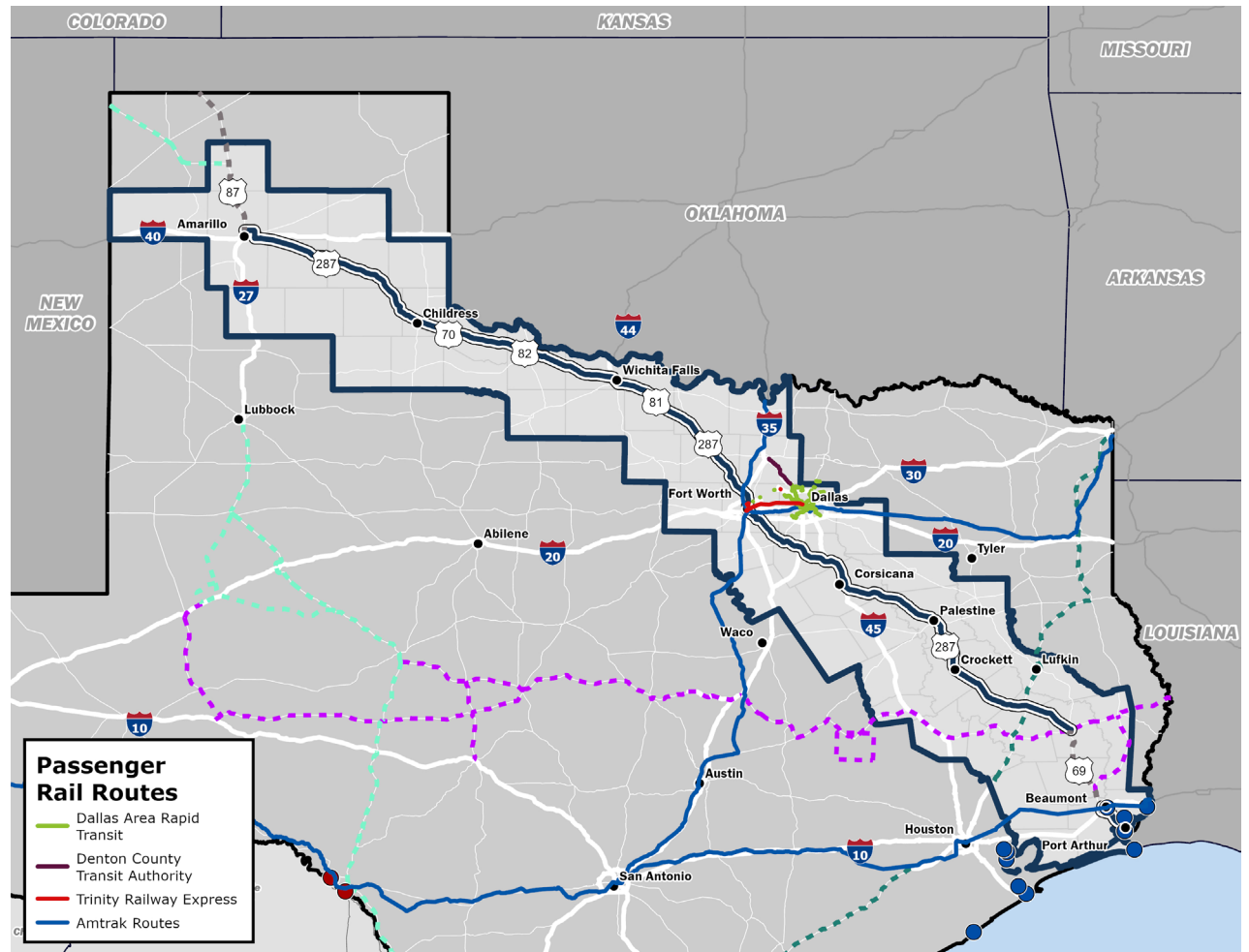


Figure 4-41: Passenger Rail Routes within Texas⁵⁷

⁵⁷ TxDOT Open Data Portal, 2023; TxDOT Statewide Long-Range Transportation Plan, 2024

4.5.4 AIRPORTS

US 287 also connects six primary airports and multiple regional airports near the corridor. The DFW International Airport in the study area is the third busiest airport in the world. The Fort Worth Alliance Airport is near the US 287 Corridor and a major airport focused on cargo operations.



The six primary airports near the US 287 corridor include:

- Jack Brooks Regional Airport in Beaumont (Southeast)
- Dallas Love Field Airport (Central)
- Dallas-Fort Worth International Airport (Central)
- Fort Worth Meacham International Airport (Central)
- Perot Field/Fort Worth Alliance Airport (Central)
- Rick Husband Amarillo International Airport (Northwest)

The locations of the six primary airports near the US 287 corridor are presented in **Figure 4-42**.

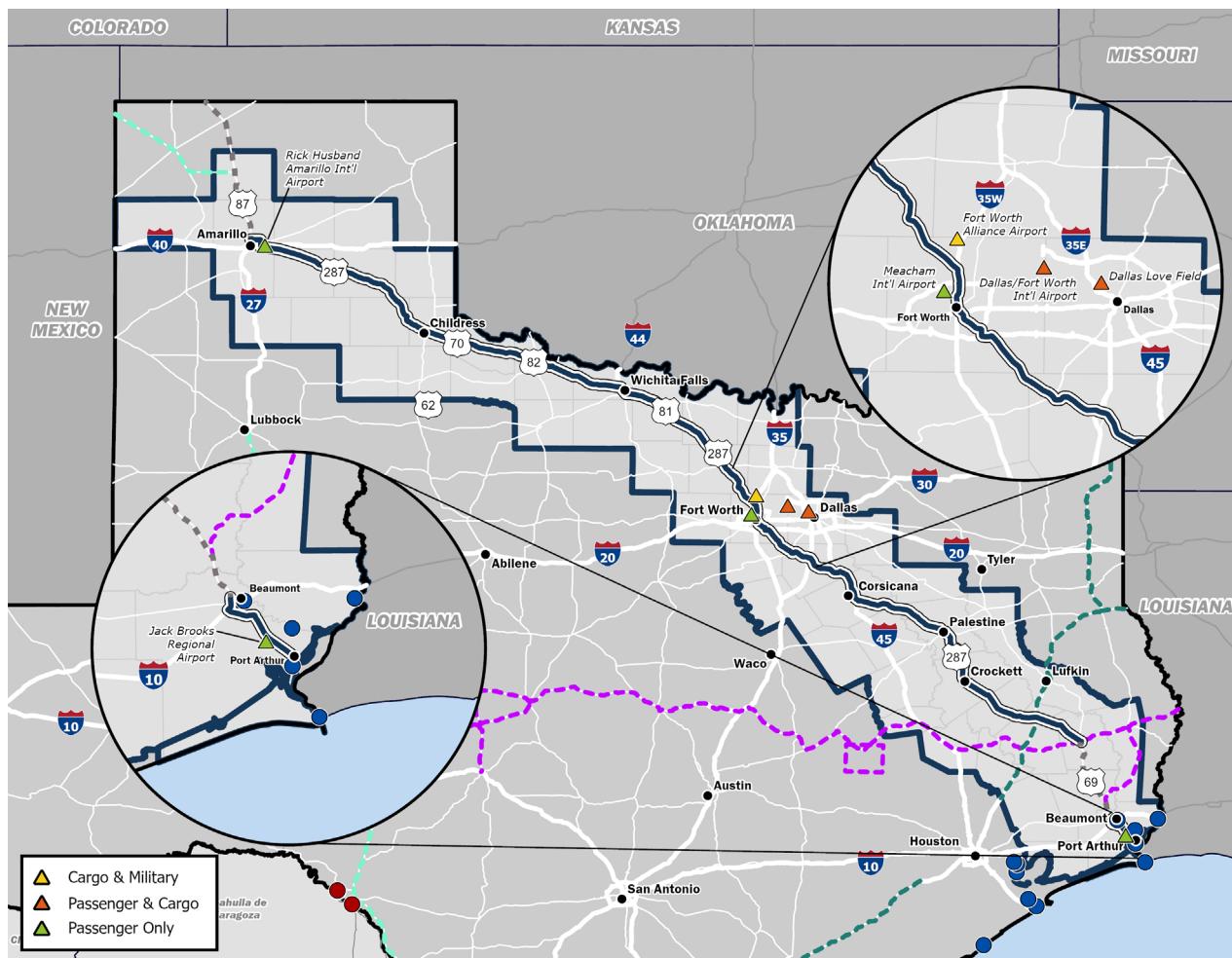


Figure 4-42: Airports and Ports Near the US 287 Corridor ⁵⁸

⁵⁸ TxDOT Open Data Portal, 2023

4.5.5 MARITIME PORTS

Seaports are a critical resource and connection for imports and exports within the state. The Texas port system collectively has an economic impact of \$410 billion on the state. The Ports of Beaumont and Port Arthur saw approximately \$40 billion worth of goods pass through them in 2023. The Port of Beaumont and Port of Port Arthur in the study area are critical in supporting military cargo and personnel movement. US 287 provides key connectivity to both these ports. The photo below shows a cargo ship at the Port of Port Arthur. A graphic of key maritime locations in the study area is shown in **Figure 4-43**.



Cargo Ship docked at the Port of Port Arthur

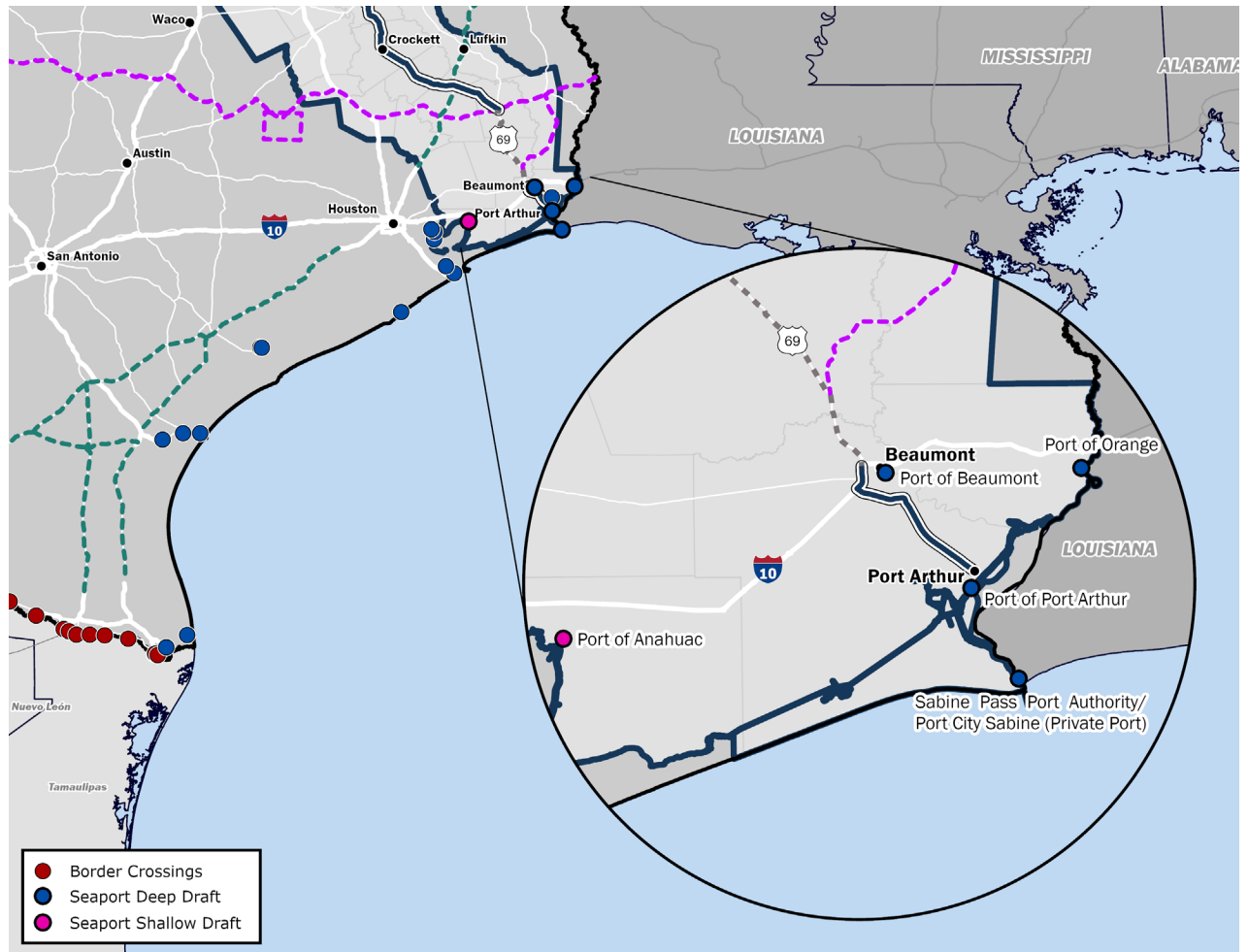


Figure 4-43: Maritime Trade Key Locations in Texas ⁵⁹



The Ports of Beaumont and Port Arthur saw approximately **\$40 billion worth of goods** pass through them in 2023.

⁵⁹ TxDOT Open Data Portal, 2023

4.5.6 MILITARY INSTALLATIONS

The US 287 Corridor is a crucial route for military installations, including the Sheppard Air Force Base in Wichita Falls and the Naval Air Station Joint Reserve Base in Fort Worth. Sheppard Air Force Base hosts over 20,000 personnel and provides specialized training for various branches of the U.S. military. The Fort Worth Naval Air Station Joint Reserve Base, the first of its kind in the country, employs over 10,000 military and civilian personnel. The Amarillo – Panhandle Training Area National Guard and Mineral Wells – Fort Wolters Training Site are in the study area.

The US 287 Corridor facilitates the movement of personnel and equipment to and from other installations, such as Fort Riley in Kansas, Fort Carson in Colorado, and Fort Sill in Oklahoma. It serves the Texas Military Department, which includes the Texas Army National Guard, Texas Air National Guard, and Texas State Guard. Additionally, the corridor supports companies like Lockheed Martin, which has been advancing aviation innovation for over 75 years. Lockheed Martin's facilities in Fort Worth, Grand Prairie, and Lufkin use the corridor for transporting goods and supporting various military programs, including the F-35 Program and several guided missile systems.



Crane in Port of Port Arthur




4.5.6.1 STRATEGIC HIGHWAY NETWORK AND POWER PROJECTIONS PLATFORM

The Strategic Highway Network (STRAHNET) is important for defense mobility and deployment of military equipment and personnel. The STRAHNET is a subset of the National Highway System (NHS). US 287 is on STRAHNET along I-45 from Corsicana to Ennis and from I-35 in Fort Worth to I-40 in Amarillo.



Power Projection Platform (PPP) routes, a subset of STRAHNET, and the STRAHNET Connectors are the most critical 5,000 miles of public roadways. They support the safe, rapid, and efficient movement of Department of Defense personnel and equipment.

Portions of US 287 across Texas support several PPP military installations en route to their designated Sea Ports of Embarkation (SPOEs) at the Port of Beaumont and the Port of Port Arthur. US 287 from I-35/US 287 to US 87/US 287/SH 152 is a PPP route.

Three military installations use sections US 287 in the Northwest and Central Segments as part of their PPP route to the two ports, covering 401 miles of the corridor in total. These installations consist of:

-  Fort Carson, CO to the Port of Beaumont/Port of Port Arthur
-  Fort Sill, OK to the Port of Beaumont/Port of Port Arthur
-  Fort Riley, KS to the Port of Beaumont/Port of Port Arthur

Other military installations have designated PPP Routes along various sections of US 287 in the Beaumont and Port Arthur area as they reach the nearby SPOEs. These installations consist of the following:

-  Fort Cavazos, TX to the Port Beaumont/Port of Port Arthur
-  Fort Johnson, LA to the Port of Beaumont/Port of Port Arthur

US 287 provides a diagonal east-west route option for numerous military installations outside of Texas and is a critical component to supporting the rapid, safe, and efficient movement of military personnel and equipment and our national defense.

Military installations within the US 287 study area and PPP routes along the corridor can be seen in **Figure 4-44**.

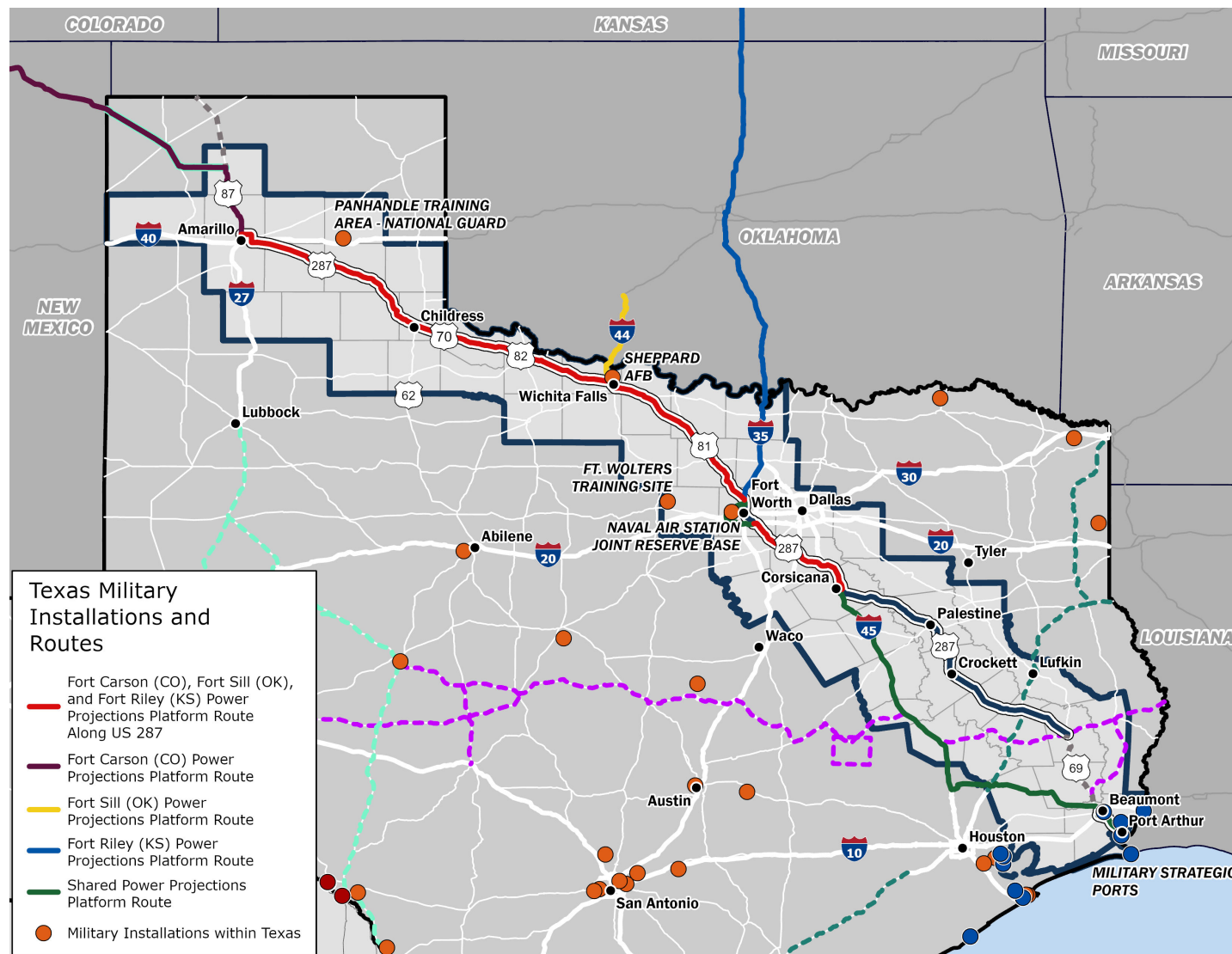


Figure 4-44: Texas Military Installations and Power Projection Platform Routes ⁶⁰

⁶⁰ TxDOT Open Data Portal, 2023; Department of Defense – Power Projection Platform, 2024

4.6 HUMAN AND NATURAL ENVIRONMENT

Human and natural environmental factors affect the planning and feasibility of improvements along US 287. These factors include sensitive cultural resources, ecological habitats, and areas with hazardous conditions, which may require specific mitigation measures and influence project timelines. Considering the local environmental context helps ensure that the study recommendations address both infrastructure needs and environmental constraints.

4.6.1 METHODOLOGY

Existing human and natural environmental considerations and constraints were identified through a spatial search using a buffer along the centerline of US 287. This search covered features such as historic markers, cemeteries, public parks, recreational facilities, national grasslands, superfund sites, and landfills. For Native American Reservations adjacent to the corridor, the search buffer was expanded to one mile. Local and neighborhood parks outside of MPOs or major cities were not included due to data limitations.

In addition to this localized assessment, a broader evaluation was performed in the counties adjacent to the corridor. While these areas may not directly affect the recommendations for US 287, they offer valuable context about the surrounding region.



*Environmental and cultural sensitivities—such as **cultural resources, ecological habitats, hazardous areas**—play a critical role in shaping the planning and feasibility of improvements along US 287.*

4.6.1.1 CULTURAL RESOURCES

Compliance with laws protecting cultural resources requires consultation with the Texas Historical Commission (THC), the Texas State Historic Preservation Office (SHPO), federally recognized tribes, and local municipalities to assess potential project impacts on these resources. Both state and federal laws mandate that cultural resources be considered and safeguarded during the project planning stage.

Section 4(f) of the Department of Transportation Act and its implementing regulations prohibit the use of publicly owned land, such as public parks, recreation areas, wildlife and waterfowl refuges, or historic sites, unless no feasible and prudent alternative exists. The project planning includes measures to minimize any harm to such properties to a de minimis level.

Because Section 4(f) regulations strongly protect historic sites, even impacting a single National Register of Historic Places (NRHP) eligible resource or a portion of a historic district can impose a noteworthy constraint. Adverse effects on historic properties must be avoided unless there is no practical alternative. Cultural resources along the US 287 Corridor have been documented as part of this evaluation.

Historic Markers

There are over 235 historically significant properties adjacent to the US 287 Corridor.

Many of these structures are recognized for their architectural significance, association with key historical events, or contributions to the region's development. Preserving these properties is an important consideration in project planning, as modifications near or within their vicinity may require adherence to historic preservation regulations, coordination with local or state heritage organizations, and specialized mitigation efforts.

Cemeteries

There are 36 cemeteries located within 500 feet of the US 287 Corridor, serving as cultural and historical landmarks. These burial sites range from small family plots to larger, established cemeteries, many of which have existed for generations. Beyond those immediately adjacent to the corridor, a total of 3,081 cemeteries are located within the counties encompassed by the US 287 study area. This high concentration of burial sites underscores the historical depth of the region and the need for careful consideration in project planning. Coordination with local historical societies, preservation agencies, and relevant authorities may be required to comply with legal protections and maintain the integrity of these burial grounds. **Table 4-3** presents a list of the 36 cemeteries within 500 feet of US 287 per the Texas Archeological Research Laboratory (TARL).

Table 4-3: Cemeteries Within 500 feet of US 287 ⁶¹

Cemeteries					
Name	County	Source	Name	County	Source
Eastview Memorial Cemetery	Wilbarger	TARL	Gilmore's Chapel Cemetery	Anderson	TARL
Highland Cemetery	Wilbarger	TARL	Jasper Cemetery	Houston	TARL
Kirkland Cemetery	Childress	TARL	Land of Memory Cemetery	Anderson	TARL
Memorial Park Cemetery	Potter	TARL	Latexo #1 Cemetery	Houston	TARL
Riverside Cemetery	Potter	TARL	Magnolia Cemetery	Tyler	TARL
Sunset Beasley Cemetery	Montague	TARL	Memory Cemetery	Jefferson	TARL
Harrold Cemetery	Wilbarger	TARL	Mount Zion Cemetery	Tyler	TARL
New Electra Cemetery	Wichita	TARL	New Bethel Cemetery	Anderson	TARL
Hawkins Cemetery	Tarrant	TARL	Olive Cemetery	Hardin	TARL
Mount Olivet Cemetery	Tarrant	TARL	Pine Grove Cemetery	Polk	TARL
St. Paul Cemetery	Ellis	TARL	Prater Cemetery	Jefferson	TARL
Campbell Cemetery	Anderson	TARL	Shady Grove Cemetery	Houston	TARL
Carmona Community Church Cemetery	Polk	TARL	Spell Cemetery	Jefferson	TARL
Douthit Cemetery	Anderson	TARL	Starr Cemetery	Anderson	TARL
Elkhart Garden of Memories Cemetery	Anderson	TARL	Trinity Valley Association	Hardin	TARL
Erickson Cemetery	Trinity	TARL	Jefferson Cemetery	Jefferson	TARL
Evergreen Memorial Park Cemetery	Houston	TARL	Houston Cemetery	Houston	TARL
Forest Road Cemetery	Hardin	TARL	Williams Cemetery	Tyler	TARL

⁶¹ Texas Archeological Research Laboratory, 2024

Public Parks, Recreational Facilities, and Park Land

There are 12 parks and recreational facilities adjacent to the US 287 Corridor, offering a range of outdoor amenities and preserved natural spaces. Among them is the Lyndon B. Johnson National Grassland, a designated National Forest Service (NFS) recreational area known for its vast open landscapes, diverse wildlife, and opportunities for hiking, camping, and other outdoor activities. These parks and recreation sites play an important role in supporting the region's ecological health and providing recreational spaces for local communities. They include community parks, hiking trails, city parks, and U.S. Army Corps of Engineers (USACE) recreational areas. Notable facilities include Caprock Canyons Trailway, Cobb Park (Mustang Creek Park), Bardwell Recreation Area, and Lake Clark Park. For a detailed list of parks and recreational facilities within the study area, refer to **Table 4-4**.

Table 4-4: Public Parks and Recreational Facilities Near US 287 ⁶²

Public Parks and Recreational Facilities			
Name	Description	County	Source
Lyndon B. Johnson National Grasslands	State Park or Forest	Decatur, Wise	NCTCOG
Caprock Canyons Trailway	Hiking Trail	Hall	TPWD
James McKnight Park East / West	Mansfield City Park	Tarrant	HFILD
Bardwell Recreation Area	USACE Recreational Area	Ellis	HFILD
Cobb Park (Mustang Creek Park)	Community Park	Ellis	NCTCOG
Lake Clark Park	Community Park	Ellis	NCTCOG
Davy Crockett Memorial Park	Crockett City Park	Houston	HFILD
TDC Park	Palestine City Park	Anderson	HFILD
Trinity County Park	County Park north of Groveton	Trinity	HFILD
Kickapoo	Picnic Site south of Groveton	Trinity	USDA

⁶² Homeland Infrastructure Foundation-Level Data (HIFLD), 2024; North Texas Council of Governments (NCTCOG), 2024; Texas; USDA, 2024

4.6.1.2 NATURAL RESOURCES

The US 287 Corridor traverses diverse natural landscapes, including national grasslands, wildlife refuges, and protected management areas that serve as critical ecological habitats.

In Gray County, the McClellan Creek National Grassland is located approximately 16 miles from the corridor, contributing to regional biodiversity and offering public access for outdoor activities.



Big Thicket National Preserve in Beaumont District

There are four wildlife refuges and management areas adjacent to the corridor, including:



Playa Lakes Wildlife Management Area (WMA) – Taylor Unit (Donley County)



Richland Creek WMA – Carl Frentress Unit (Freestone & Navarro Counties)



Davy Crockett National Forest (Houston & Trinity Counties)



Big Thicket National Preserve (Hardin & Jefferson Counties)

The Big Thicket National Preserve protects natural and cultural resources, including multiple habitats, in southeast Texas. The Big Thicket National Preserve permits hunting and oil and gas extraction. The National Park Service (NPS) manages those activities to ensure that they do not affect the natural values of the preserve.

Beyond the directly adjacent sites, a total of 17 wildlife refuges and management areas are located within counties in the US 287 Corridor study area. These areas provide habitat for diverse plant and animal species, support water conservation efforts, and contribute to regional resilience. For a list of wildlife refuges and management areas within the study region, refer to **Table 4-5**.

Table 4-5: Wildlife Refuges and Management Areas Near US 287 Human Environment ⁶³

Wildlife Refuges and Management Area			
Name	Description	County	Source
Buffalo Lake	National Wildlife Refuge	Randall	NWRS
Cibola National Forest	National Grassland	Gray	NWRS
Albates Flint Quarries	National Monument	Potter	NWRS
Lake Meredith	National Recreational Area	Moore, Potter	NWRS
Ray Roberts Wildlife Management Area	Wildlife Management Area	Denton, Cooke, Grayson	NWRS
Lyndon B. Johnson National Grassland	National Grassland	Wise	NWRS
Anahuac National Wildlife Refuge	Fish and Wildlife Service	Chambers	NWRS
Angelina National Forest	Forest Service	Lufkin, Tyler, Jasper	NWRS
Big Thicket National Preserve	National Park Service	Tyler, Hardin, Polk	NWRS
Davy Crockett National Forest	Forest Service	Trinity, Houston	NWRS
McFaddin National Wildlife Refuge	Fish and Wildlife Service	Jefferson	NWRS
Moody National Wildlife Refuge	Fish and Wildlife Service	Chambers	NWRS
Neches River National Wildlife Refuge	Fish and Wildlife Service	Anderson, Cherokee	NWRS
Sabine National Forest	Forest Service	Jasper	NWRS
Sam Houston National Forest	Forest Service	San Jacinto, Walker	NWRS
Texas Point National Wildlife Refuge	Fish and Wildlife Service	Jefferson	NWRS
Trinity River National Wildlife Refuge	Fish and Wildlife Service	Liberty	NWRS

⁶³ National Wildlife Refuge System – U.S. Fish and Wildlife Service, 2023

Native American Reservations

There are no Native American reservations directly adjacent to the US 287 Corridor. However, within the broader study area, the Alabama-Coushatta Reservation is in Polk County. This federally recognized tribal land is home to the Alabama-Coushatta Tribe of Texas, one of the oldest Native American communities in the state.

Superfund Sites

There are no Superfund sites directly adjacent to the US 287 Corridor. However, there are 19 Superfund sites located in counties along the corridor. These sites, designated by the U.S. Environmental Protection Agency (EPA), contain hazardous waste contamination requiring long-term cleanup efforts to mitigate risks to human health and the environment. For a list of superfund sites within the study area per the Texas Commission on Environmental Quality (TCEQ), refer to **Table 4-6**.

Table 4-6: Superfund Sites Within the US 287 Study Area ⁶⁴

Superfund Sites					
Name	County	Source	Name	County	Source
American Zinc	Moore	TCEQ	Melton Kelly Properties	Navarro	TCEQ
Pantex Plant - USDOE	Carson	TCEQ	Pesses Chemical	Tarrant	TCEQ
Northeast Second Street Site	Swisher	TCEQ	Poly Cycle Industries Palmer	Ellis	TCEQ
General Dynamics Air Force Plant 4	Tarrant	TCEQ	RSR	Dallas	TCEQ
Bestplate	Dallas	TCEQ	Sampson Horrice	Dallas	TCEQ
Bio-Ecology Systems	Dallas	TCEQ	Sandy Beach Road Ground Water Plume	Tarrant	TCEQ
Circle Court Ground Water Plume	Parker	TCEQ	Texas American Oil	Ellis	TCEQ
Delfasco Forge	Dallas	TCEQ	Tricon America	Tarrant	TCEQ
Hicks Field Sewer	Tarrant	TCEQ	Van Der Horst USA	Kaufman	TCEQ
Lane Plating Works	Dallas	TCEQ			



Construction Yard Along US 287

⁶⁴ Texas Commission on Environmental Quality, 2023

Landfill Sites

There are no landfill sites directly adjacent to the US 287 Corridor. However, there are 44 landfill sites located in counties along the corridor. These landfills vary in size and function, including municipal solid waste facilities, recycling and disposal sites, and regional landfills managed by the TCEQ. For a list of landfill sites within the study area, refer to **Table 4-7**.

Table 4-7: Landfill Sites within the US 287 Study Area ⁶⁵

Landfills					
Name	County	Source	Name	County	Source
City of Wichita Falls Landfill	Wichita	TCEQ	City of Grand Prairie Landfill	Dallas	TCEQ
City of Amarillo Landfill	Potter	TCEQ	City of Weatherford Landfill	Parker	TCEQ
Armstrong County Landfill	Armstrong	TCEQ	CSC Disposal and Landfill	Ellis	TCEQ
City of Matador Landfill	Motley	TCEQ	DFW Recycling and Disposal Facility	Denton	TCEQ
City of McLean Landfill	Gray	TCEQ	ECD Landfill	Ellis	TCEQ
City of Pampa Landfill	Gray	TCEQ	Hunter Ferrell Landfill	Dallas	TCEQ
City of Wellington Landfill	Collingsworth	TCEQ	IESI Fort Worth Landfill C and D	Tarrant	TCEQ
City of Tulia Municipal Solid Waste Landfill	Swisher	TCEQ	Itasca Landfill	Hill	TCEQ
City of Panhandle Municipal Solid Waste Landfill	Carson	TCEQ	Lewisville Landfill	Denton	TCEQ
City of Pampa Landfill	Gray	TCEQ	McComas Bluff Landfill	Dallas	TCEQ
City of Childress Municipal Solid Waste Landfill	Childress	TCEQ	Mexia Landfill	Limestone	TCEQ
City of Memphis Landfill	Hall	TCEQ	Skyline Landfill & Recycling Facility	Ellis	TCEQ
City of Dumas Landfill	Moore	TCEQ	Turkey Creek Landfill	Johnson	TCEQ
Buffalo Creek Landfill	Wichita	TCEQ	Angelina County Landfill	Angelina	TCEQ
Southwest Landfill TX LP	Randall	TCEQ	Baytown Landfill Facility	Chambers	TCEQ
Camelot Landfill	Denton	TCEQ	Chambers County Landfill	Chambers	TCEQ
Charles M Hinton JR Regional Landfill	Dallas	TCEQ	City of Beaumont Landfill	Jefferson	TCEQ
City of Arlington Landfill	Tarrant	TCEQ	City of Port Arthur Landfill	Jefferson	TCEQ
City of Corsicana Landfill	Navarro	TCEQ	Golden Triangle Landfill	Jefferson	TCEQ
City of Denton Landfill A	Denton	TCEQ	Harden County Landfill	Hardin	TCEQ
City of Denton Landfill B	Denton	TCEQ	Polk County Landfill	Polk	TCEQ
City of Fort Worth SE Landfill	Tarrant	TCEQ	Royal Oaks Landfill	Cherokee	TCEQ

⁶⁵ Texas Commission on Environmental Quality, 2023

Educational Institutions

The study area is home to 49 continuing education campuses, encompassing a range of junior colleges, four-year universities, and postgraduate programs. Notable institutions include the University of Texas at Dallas (UTD), Navarro College, and the University of Texas Southwestern Medical Center.



School Zone Flashers on US 287

4.6.1.3 SUMMARY

The human and natural environment plays an important role in shaping the feasibility and planning of improvements along the US 287 Corridor.

While this study provides a high-level assessment of these constraints, field investigations were not conducted to verify or supplement these findings. This review serves as an initial environmental review and does not include ground truthing or detailed analyses, which may occur for select locations during the next phases of project development.



Truck on Bridge Crossing Reservoir in Dallas District

The presence of the following historically significant items shows the need for collaboration between infrastructure development and preservation for next stages:



Sites



Cemeteries



Ecological habitats



Environmentally sensitive areas



Parks



Directly adjacent to US 287 there are **235 historically significant properties, 36 cemeteries, 12 parks and recreational facilities, 4 wildlife refuges and management areas, and numerous other cultural and natural environmental resources** within the study area.

4.7 RESILIENCY

The Federal Highway Administration (FHWA) defines resilience as “the ability to anticipate, prepare for, adapt to, withstand, respond to, or quickly recover from disruptions.” The US 287 Corridor faces several natural and human-made hazards that can damage transportation infrastructure and disrupt operations, impacting public safety, freight and supply chains, and the Texas economy. As a result, resilience is a key consideration for the US 287 Corridor planning. TxDOT is developing a Statewide Resiliency Plan to enhance the strength of the state’s multimodal transportation system against hazards, and preliminary findings have identified key risks (see **Figure 4-45**). This subchapter examines several of these hazards and others as they relate to US 287.



Four Lane Divided Segment in Beaumont District

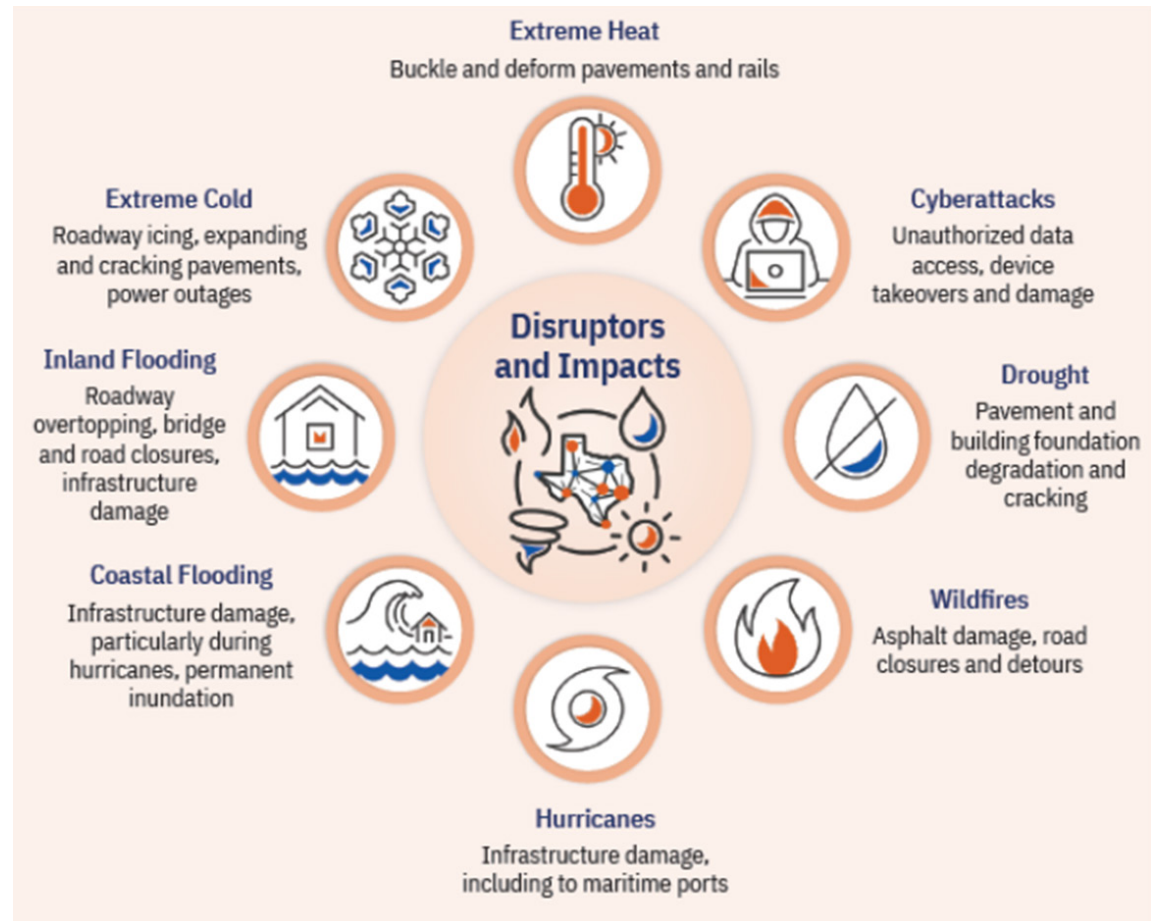


Figure 4-45: Key Hazards Along US 287 from Draft TxDOT Statewide Resiliency Plan⁶⁶

⁶⁶ TxDOT Statewide Resiliency Plan Website, Accessed 2024

4.7.1 NATIONAL RISK INDEX

The Federal Emergency Management Agency (FEMA) has developed the National Risk Index to understand natural hazard risk of US communities. This index includes consideration of 18 different natural hazard types and provides relative index scores for each US county based on data for expected annual loss due to natural hazards, social vulnerability, and community resilience. **Figure 4-46** highlights the National Risk Index within the overall US 287 study area, with counties ranging from very low risk to very high risk. In the Southeast Segment, Jefferson and Orange counties have relatively high index scores. In the Central Segment, Dallas, Denton, and Tarrant counties are similarly rated as high risk. In the Northwest Segment, although no counties are classified as high risk, several fall into the moderate risk category. Risk scores for specific hazards affecting US 287 are discussed in more detail in **Section 4.7.1.1** through **4.7.1.9**.

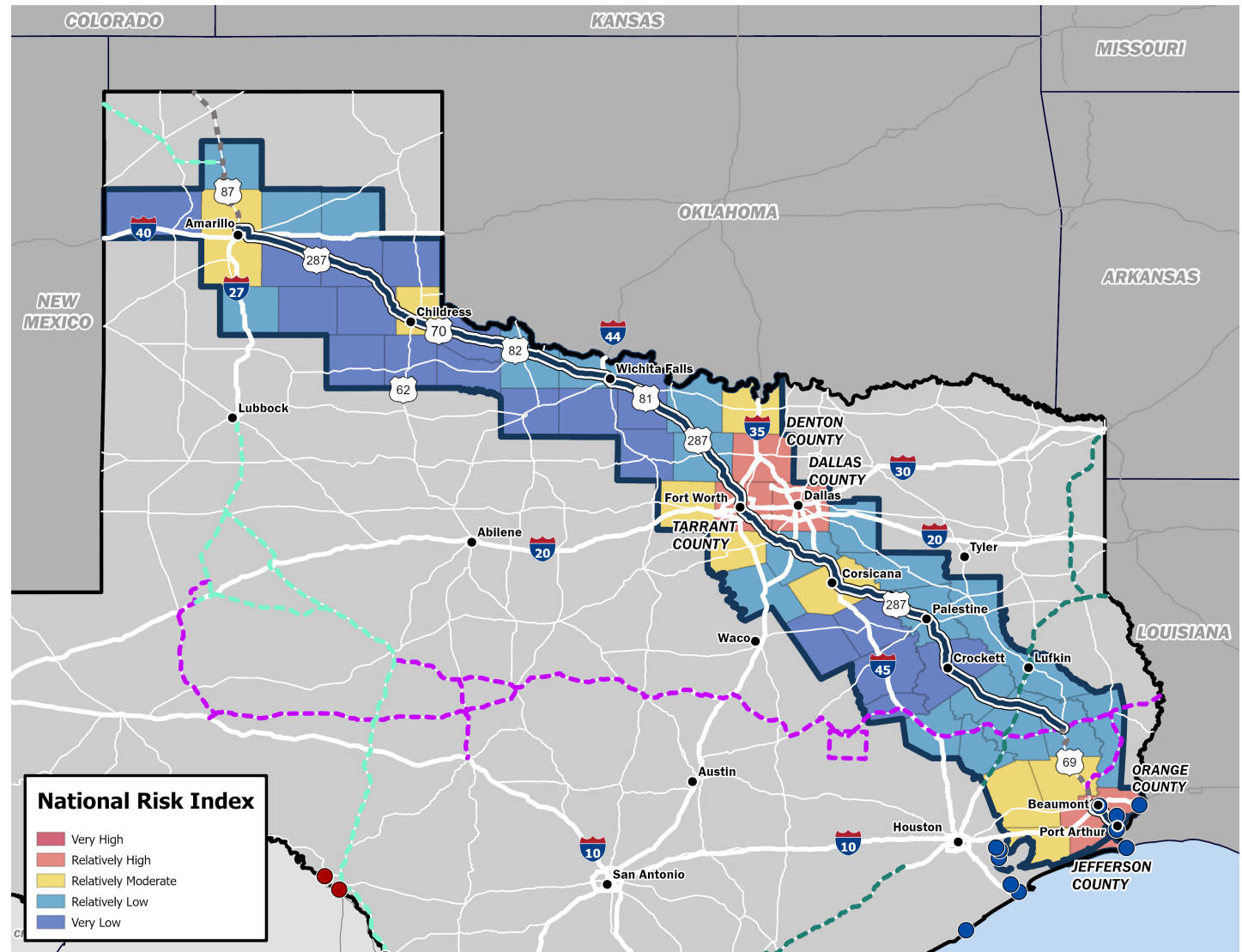


Figure 4-46: US 287 National Risk Index by County⁶⁷

⁶⁷ Federal Emergency Management Agency (FEMA) National Risk Index, 2023

4.7.1.1 EXTREME HEAT

According to FEMA, a heat wave or period of extreme heat is defined as two or more consecutive days of abnormally hot and humid weather, with temperatures that exceed historical area averages. Along US 287, these extreme heat periods can accelerate pavement and bridge deterioration and increase the risk of power outages that may affect traffic signals and intelligent transportation systems. **Figure 4-47** shows the annual number of extreme heat event-days across the study area, indicating that generally, counties in the Northwest and Southeast experience between 0 and 0.54 event-days per year and counties in the Central Segment experience between 0.54 and 1.77 event-days per year.

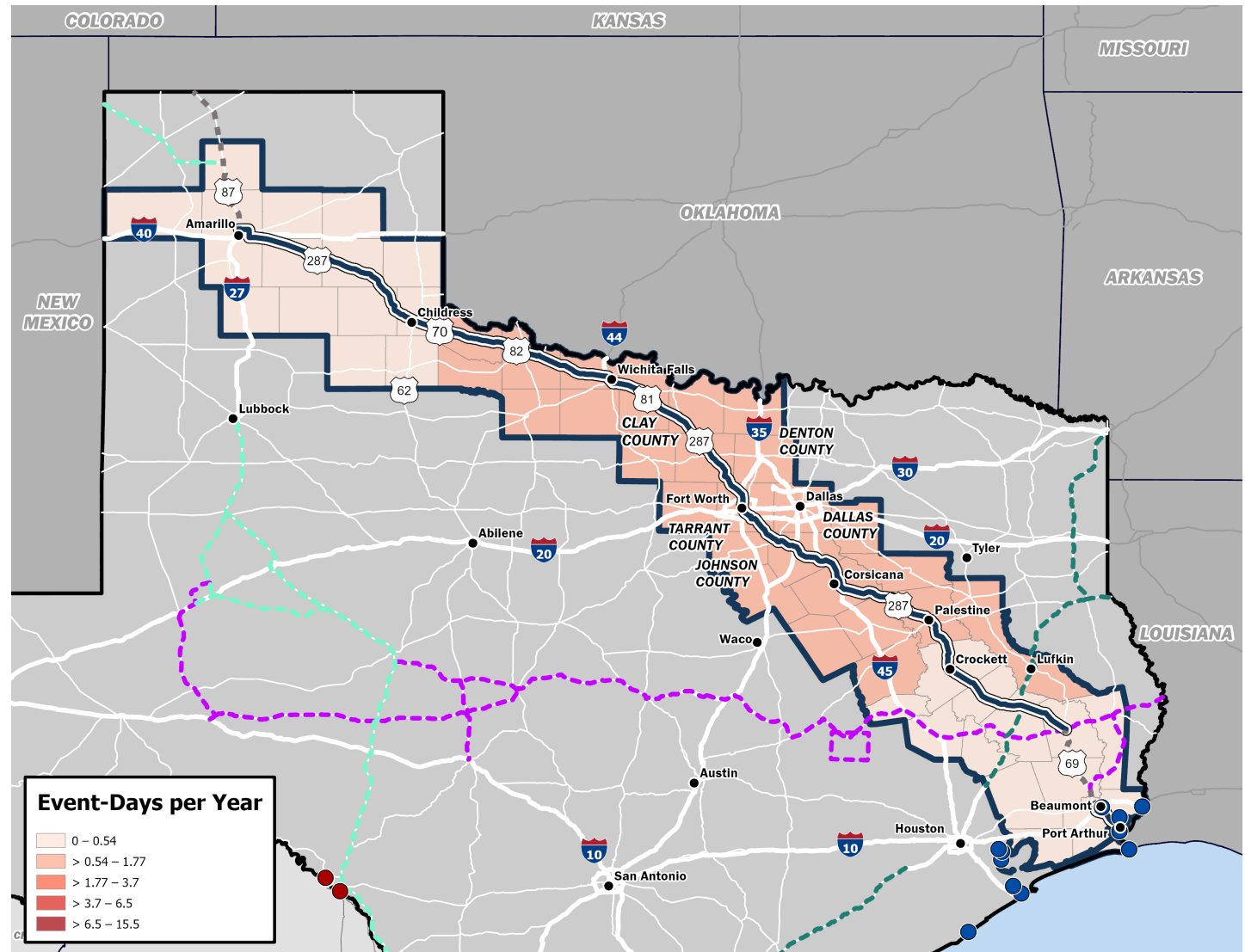


Figure 4-47: US 287 Extreme Heat Event-Days by County ⁶⁸

⁶⁸ Federal Emergency Management Agency (FEMA) National Risk Index, 2023

4.7.1.2 DROUGHT

According to FEMA, a drought is defined as an extended period of below-average precipitation that results in a water shortage. Along US 287, drought conditions can increase the risk of sinkhole formation as groundwater is depleted. They can also lead to low water levels in waterways, potentially shifting more maritime freight traffic to highways, such as US 287. **Figure 4-48** highlights the annual number of drought event-days across the study area. Event-days are generally higher in the Northwest and Central Segments compared to the Southeast Segment, with the highest numbers observed in counties near Childress in the Northwest Segment.

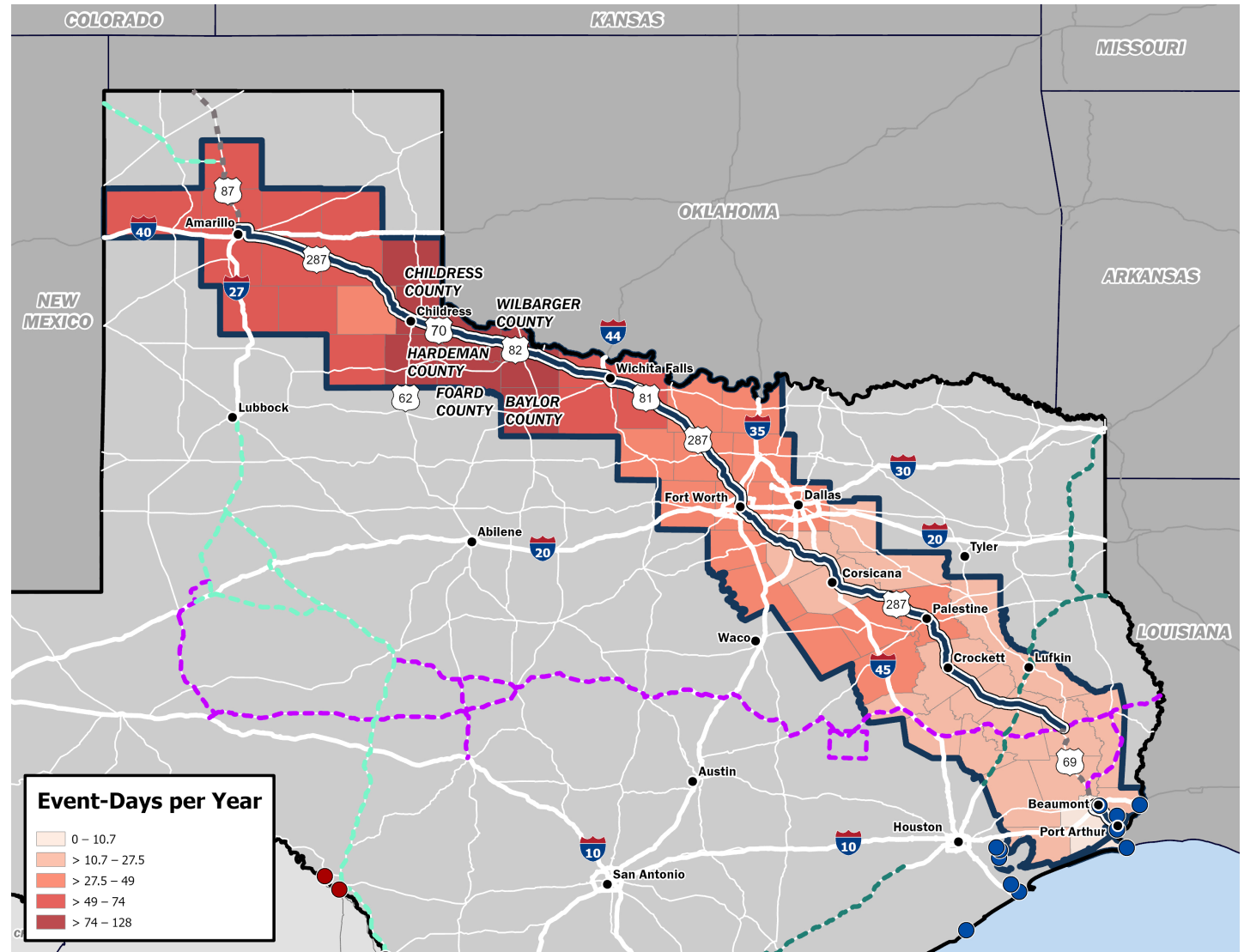


Figure 4-48: US 287 Drought Event-Days by County ⁶⁹

⁶⁹ Federal Emergency Management Agency (FEMA) National Risk Index, 2023

4.7.1.3 WILDFIRES

According to FEMA, wildfire is defined as unplanned fire burning in natural or wildland areas such as forests, shrublands, grasslands, or prairies. Along US 287, wildfires can pose major safety risks and negatively affect air quality for travelers. **Figure 4-49** displays the annual wildfire event-days across the study area. The highest numbers of event-days occur in the counties near Childress in the Northwest Segment and around Beaumont and Port Arthur in the Southeast segment.

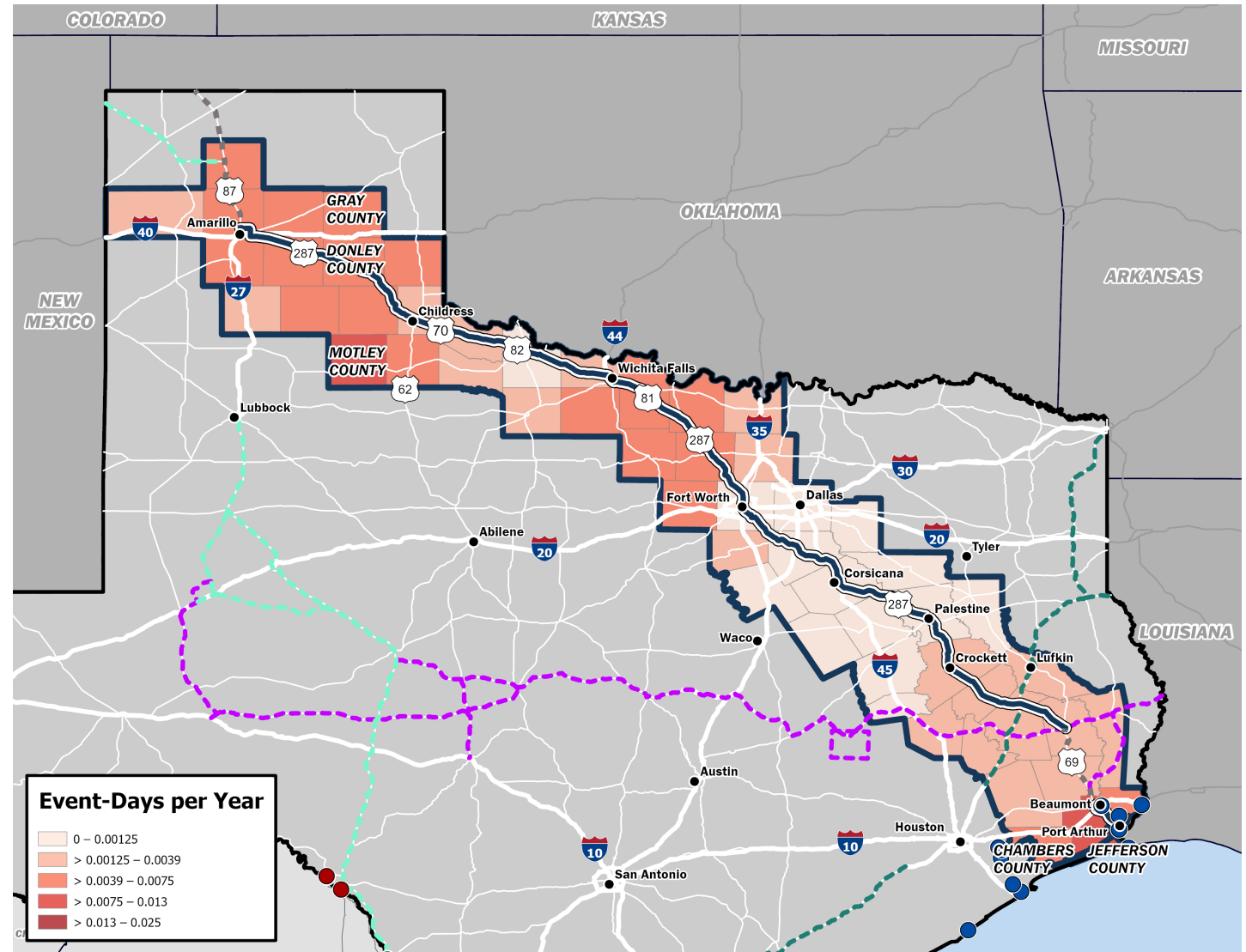


Figure 4-49: US 287 Wildfire Event-Days by County ⁷⁰

⁷⁰ Federal Emergency Management Agency (FEMA) National Risk Index, 2023

4.7.1.4 EXTREME COLD

According to FEMA, a cold wave or extreme cold is defined as a rapid temperature drop within 24 hours accompanied by prolonged periods of very low temperatures. In Texas, extreme cold has become more noticeable in recent years. The Great Texas Freeze of February 2021, triggered by winter storm Uri, led to widespread power outages, burst pipes, hazardous road conditions, and supply chain disruptions. In January 2025, the City of Beaumont experienced its first blizzard warning and record-setting snowfall, showing that even areas near the Gulf Coast can face extreme cold weather. **Figure 4-50** shows the annual number of extreme cold event-days across the US 287 study area. The highest numbers of event-days occur in the counties near Amarillo, Childress, and Wichita Falls in the Northwest Segment, and in Liberty County in the Southeast Segment.

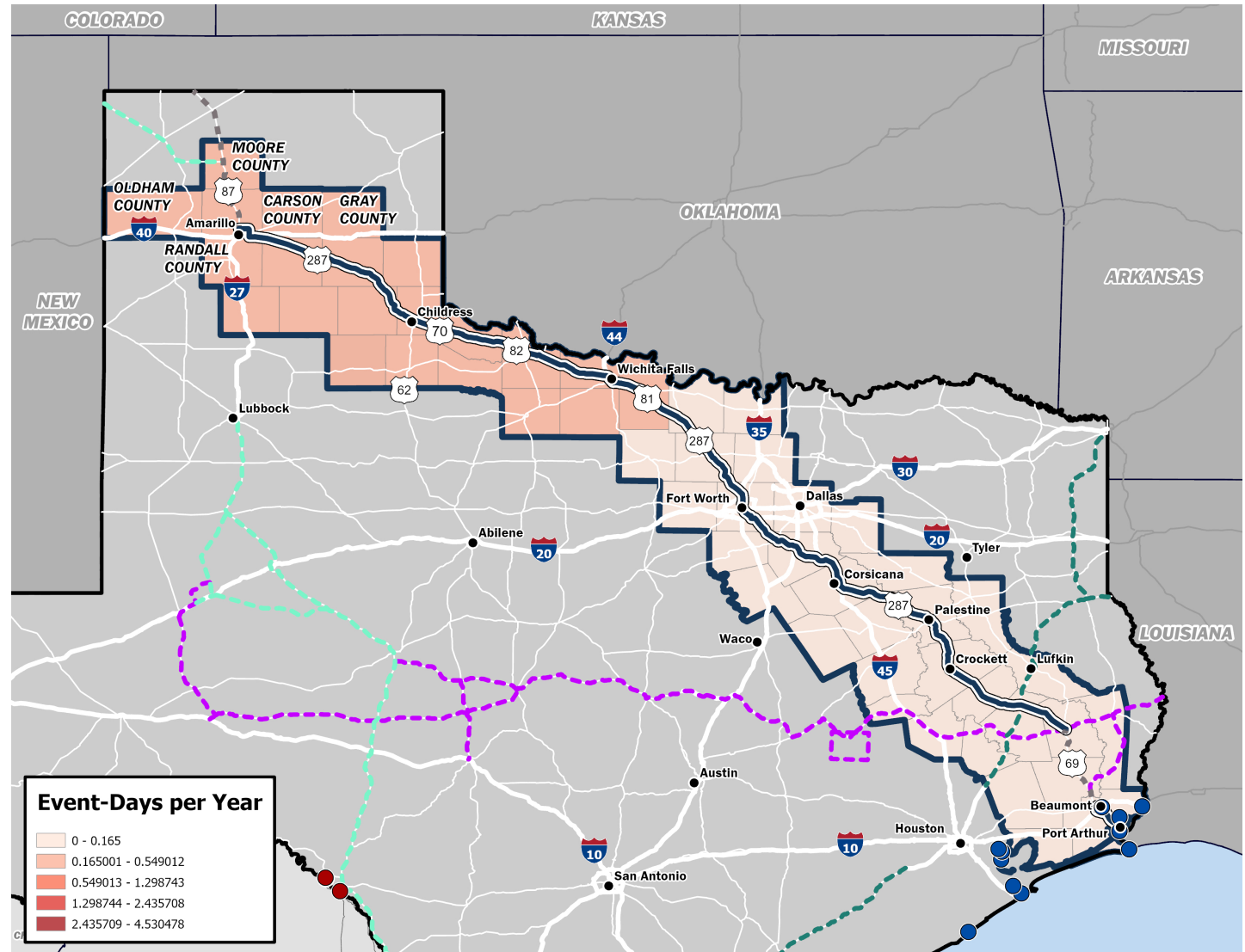


Figure 4-50: US 287 Extreme Cold Event-Days by County ⁷¹

⁷¹ Federal Emergency Management Agency (FEMA) National Risk Index, 2023

4.7.1.5 COASTAL FLOODING

According to FEMA, coastal flooding occurs when water inundates normally dry coastal land due to high or rising tides or storm surges. Along US 287, such flooding can disrupt nearby maritime port operations, create hazardous ponding conditions, and cause permanent damage to pavement structures. **Figure 4-51** shows the annual event-days for coastal flooding across the study area. Coastal flooding is confined to the Southeast Segment near the Gulf of Mexico, with Chambers, Jefferson, and Orange counties experiencing the highest event-days per year.

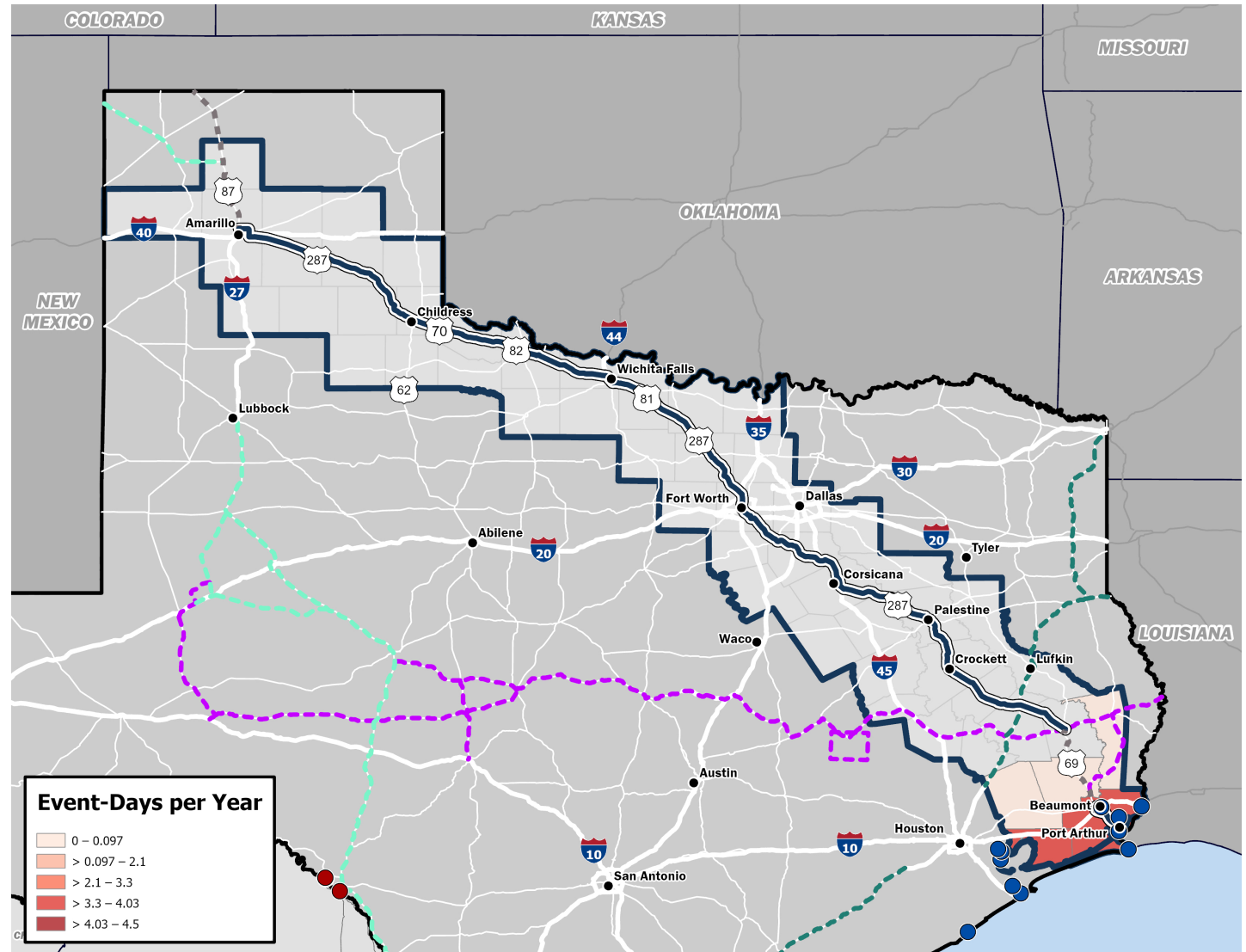


Figure 4-51: US 287 Coastal Flooding Event-Days by County ⁷²

⁷² Federal Emergency Management Agency (FEMA) National Risk Index, 2023

4.7.1.6 RIVERINE FLOODING

FEMA defines riverine flooding as an event where streams and rivers exceed their natural or engineered capacities and overflow into adjacent low-lying land. According to NOAA (National Oceanic and Atmospheric Administration), riverine flooding is one of the key contributors of inland flooding. This is also outlined in the Draft TxDOT Statewide Resiliency Plan. Along US 287, such flooding can create ponding conditions and cause permanent damage to pavement structures. **Figure 4-52** displays the annual event-days for riverine flooding across the study area. The data show that the Central Segment generally experiences more riverine flooding compared to the Northwest and Southeast Segments, with Tarrant County recording some of the highest event-day counts.

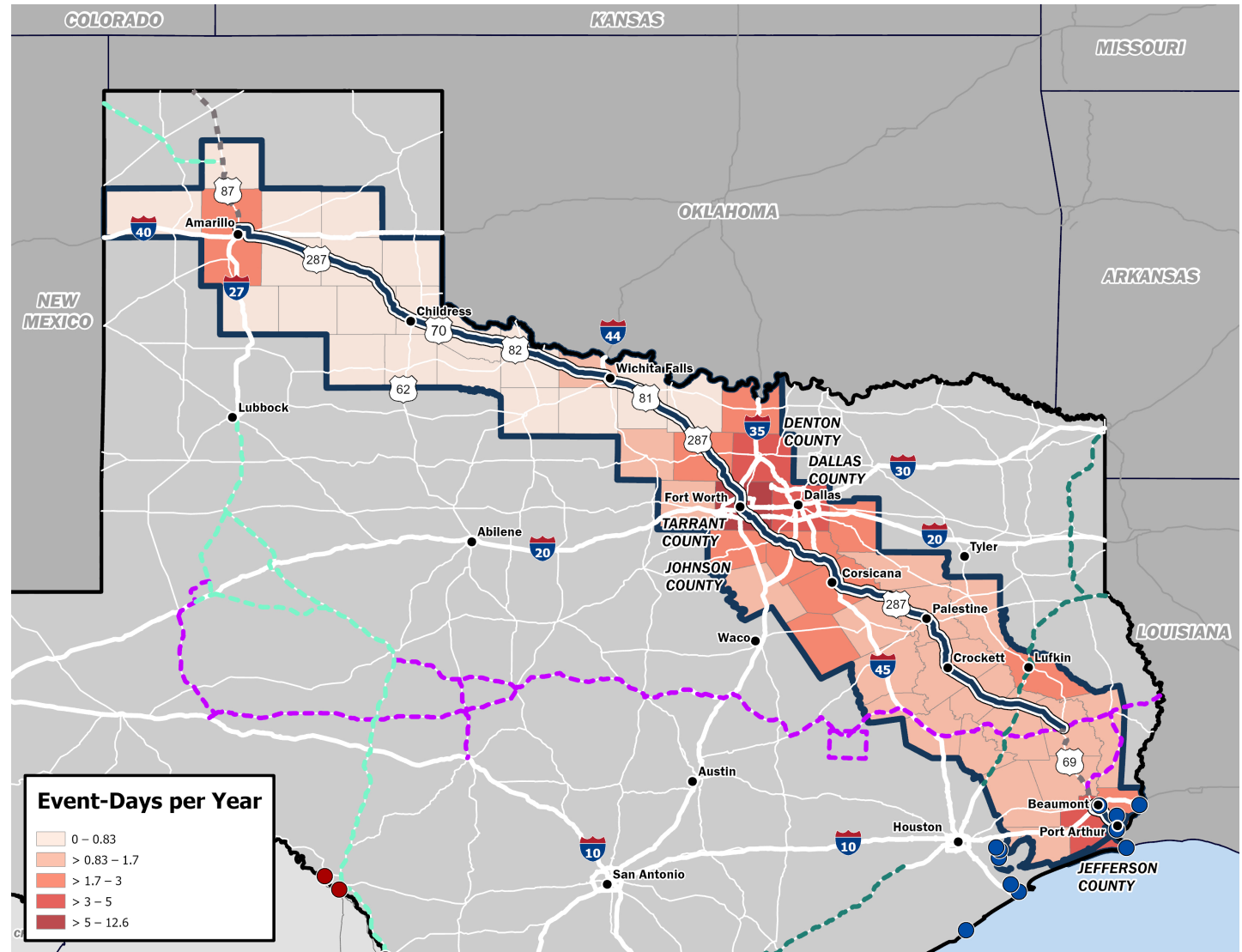


Figure 4-52: US 287 Riverine Flooding Event-Days by County ⁷³

⁷³ Federal Emergency Management Agency (FEMA) National Risk Index, 2023

4.7.1.7 HURRICANES

Per FEMA, a Hurricane is a tropical cyclone or localized, low-pressure weather system that has organized thunderstorms and maximum sustained winds of at least 74 mph. Recent events such as Hurricane Harvey (2017) and Hurricane Ike (2008) in Southeast Texas resulted in billions of dollars in damage and multiple casualties. Along US 287, hurricanes can cause severe flooding, substantial property damage, and major transportation disruptions.

Figure 4-53 shows the annual number of hurricane event-days across the study area along with key evacuation routes that intersect the corridor. US 96 from Port Arthur to Beaumont, which is co-designated with US 287 in some sections, and the corridor from US 59 in Corrigan to I-45 serve as primary hurricane evacuation routes. **Figure 4-53** also shows that the event-days per year for hurricanes are the highest in the Southeast Segment near the Gulf of Mexico. Particularly, Chambers County has the highest event-days per year for hurricanes. Stakeholder input called for future evacuation plans to include dedicated lanes and striping to accommodate non-vehicular traffic such as bicycles and e-bikes, particularly in the Southeast Segment around Beaumont and Port Arthur where bicycle volumes are high.

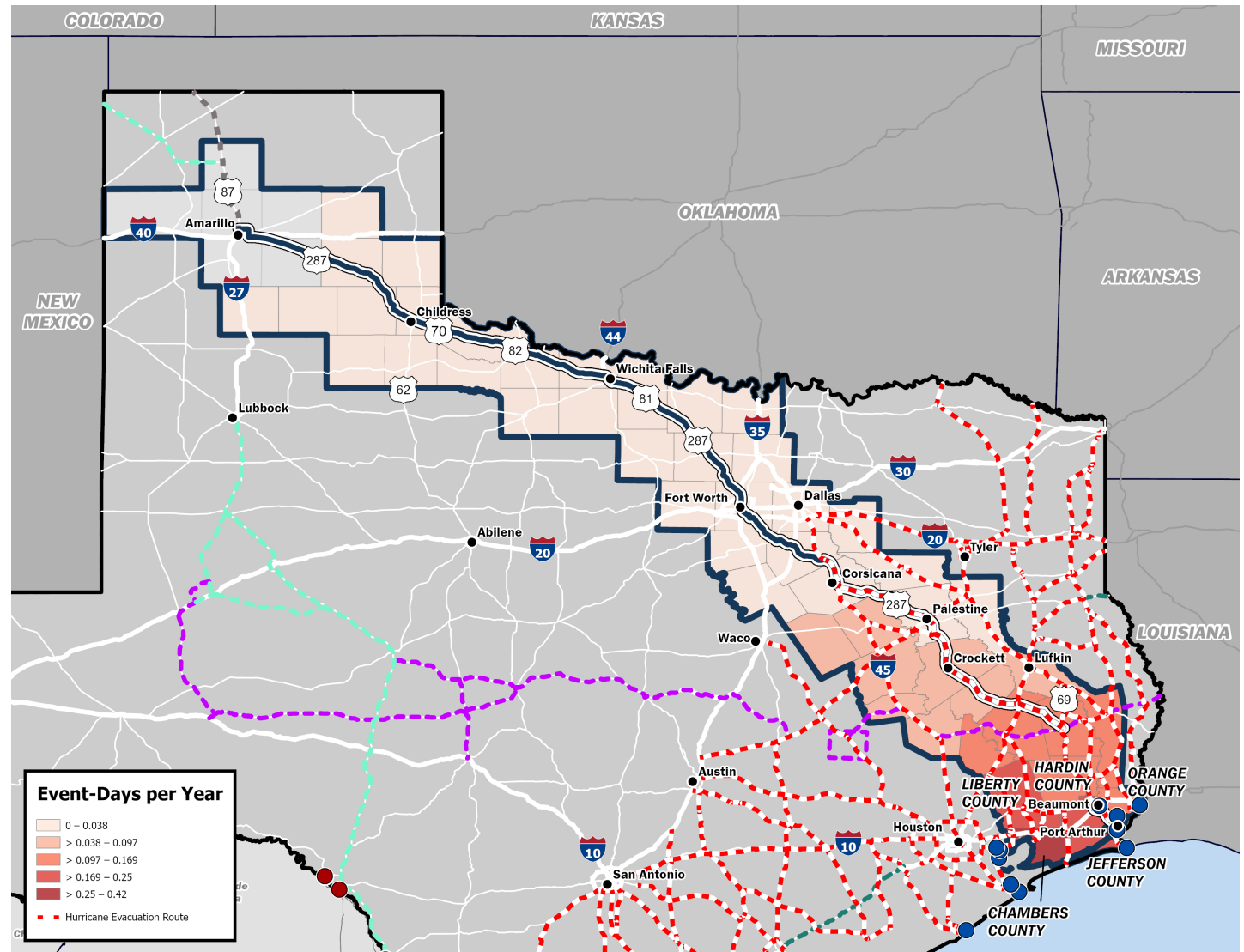


Figure 4-53: US 287 Hurricane Event-Days by County ⁷⁴

⁷⁴ Federal Emergency Management Agency (FEMA) National Risk Index, 2023

4.7.1.8 TORNADOES

According to FEMA, a tornado is a narrow, violently rotating column of air that extends from the base of a thunderstorm to the ground. Along US 287, tornadoes can create life-threatening conditions, cause severe property damage, and disrupt the transportation system. **Figure 4-54** shows the annual tornado event-days across the study area. The data indicate that the Northwest and Central Segments generally experience more tornado event-days than the Southeast, with Armstrong County in the Northwest recording some of the highest counts.

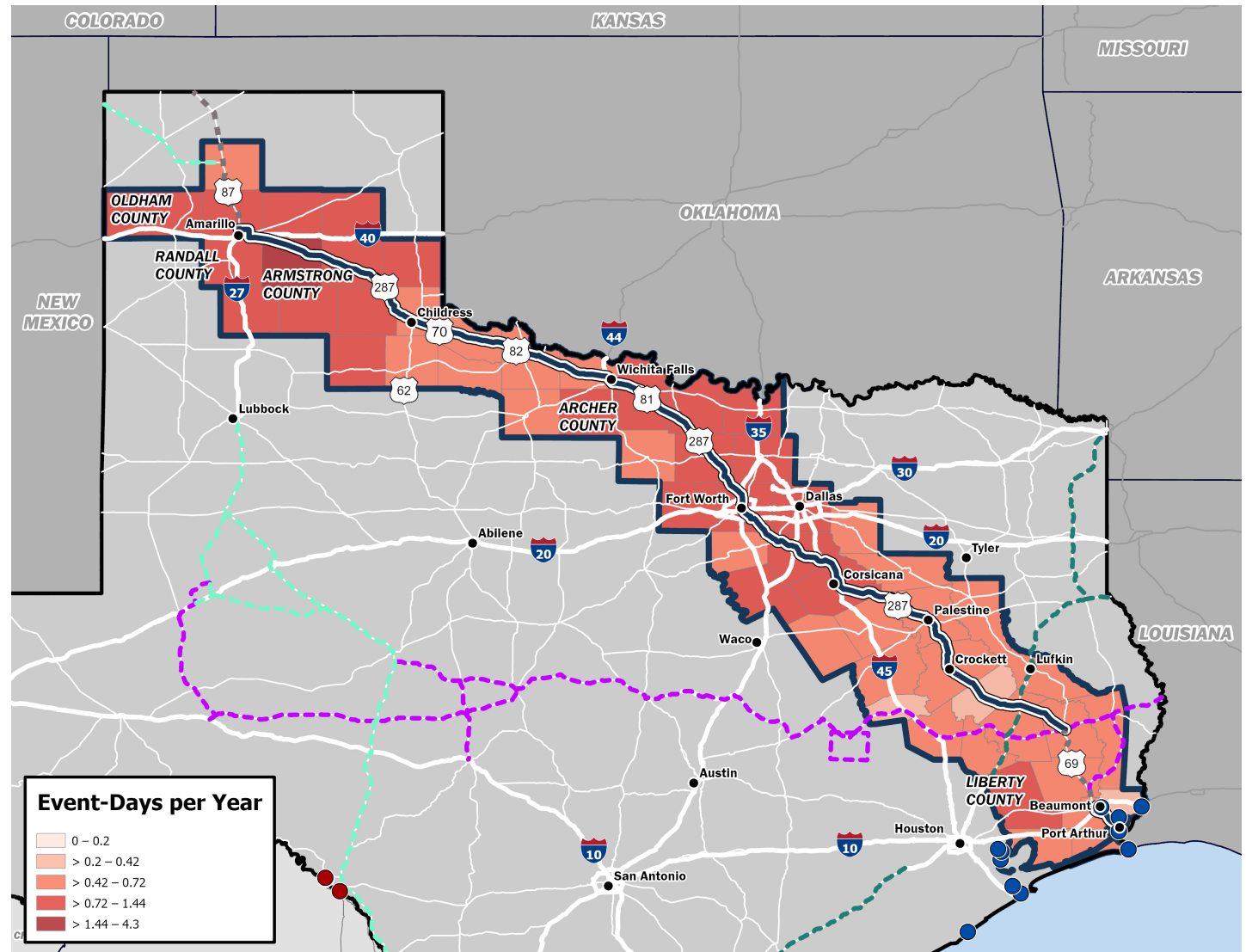


Figure 4-54: US 287 Tornado Event-Days by County ⁷⁵

⁷⁵ Federal Emergency Management Agency (FEMA) National Risk Index, 2023

4.7.1.9 HIGH WINDS

According to the National Oceanic and Atmospheric Administration, high winds are considered sustained winds speeds of 40 mph or greater lasting for an hour or longer or winds of 58 mph or greater for any duration of time. In the context of US 287, high winds can result in inclement severe conditions, property damage, and substantial disruptions to the overall transportation system.

Figure 4-55 highlights the event-days per year for damaging winds of 58 mph or greater. The event-days per year for damaging winds is greater in the Northwest Segment compared to the Southeast Segment. Particularly, Potter County has the highest event-days per year for damaging winds of 58 mph or greater.

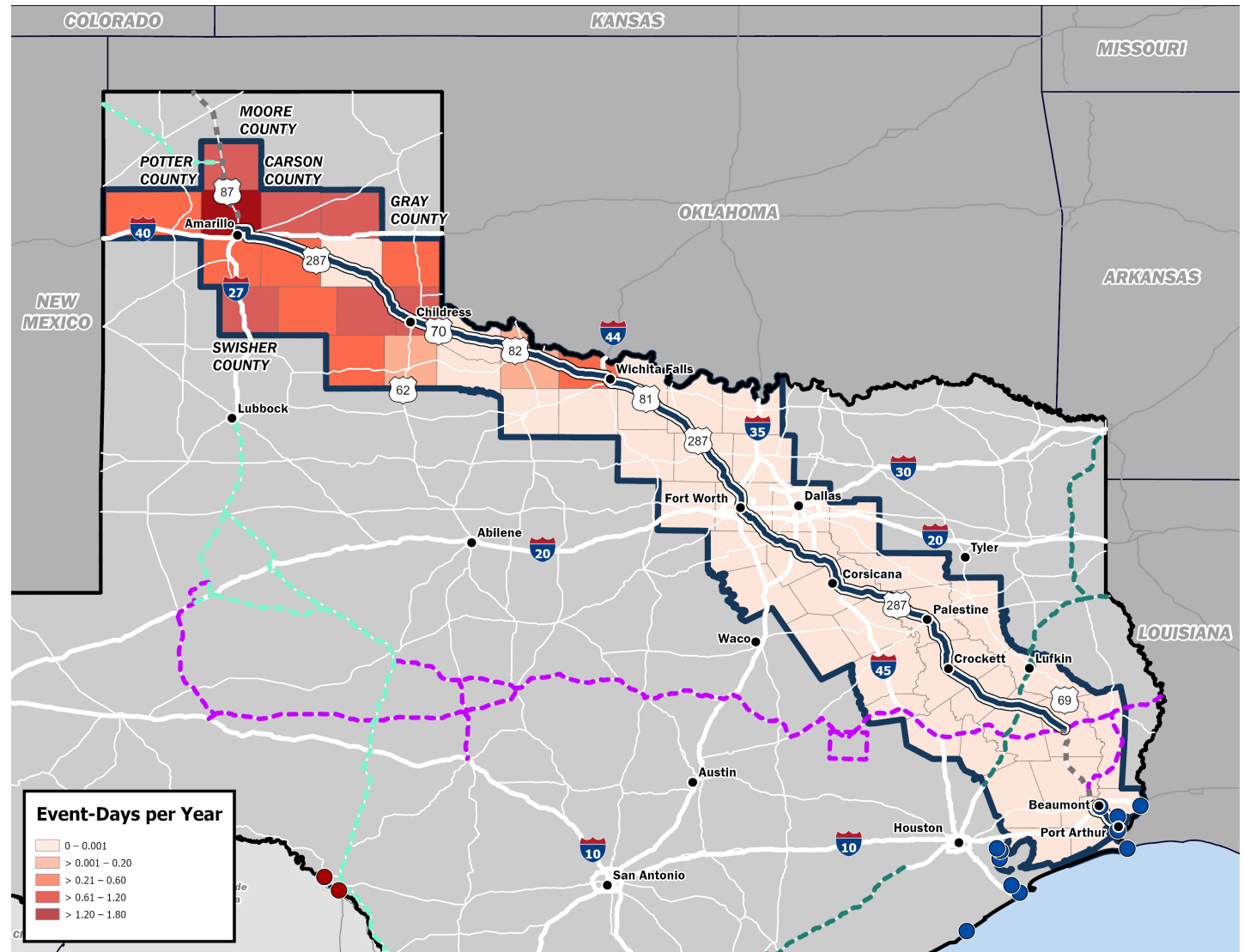


Figure 4-55: US 287 High Wind Event-Days by County ⁷⁶

⁷⁶ Federal Emergency Management Agency (FEMA) National Risk Index, 2023

CHAPTER 5

Stakeholder Engagement and Public Involvement



CHAPTER 5: Stakeholder Engagement and Public Involvement —

“Stakeholder Involvement included input from **TxDOT Districts, TxDOT Divisions, City Mayors, County Judges, MPOs, industry experts, and private sector representatives** across multiple meetings throughout the study.



5.1 STAKEHOLDER ENGAGEMENT AND ACTIVITIES

The primary goal of stakeholder engagement is to gain valuable insights into the needs, priorities, and challenges faced by communities along the corridor. For the US 287 Texas Corridor Study, stakeholders were identified based on an understanding of the community and who are and will be impacted by the corridor. The stakeholders were selected based on their proximity to the US 287 corridor and the need to represent a diverse range of community and agency sizes. The input from the stakeholders played a crucial role in shaping the study’s vision, goals, needs, and implementation strategy.

5.1.1 STAKEHOLDER ORGANIZATIONAL STRUCTURE

The US 287 Texas Corridor Study included:

Steering Committee:



A singular Steering Committee was established to act as a guiding body for stakeholders.



The committee was responsible for reviewing the localized needs identified by the Segment Working Groups and synthesizing this information for the entire corridor.



The Steering Committee included stakeholders from all segments of the study area.

Segment Working Groups:



Three Segment Working Groups were formed, each consisting of stakeholders who provide local expertise and knowledge specific to different areas of the corridor.



These groups focused on conducting a more detailed analysis of their respective segments.



These groups made recommendations at a local level and supported the steering committees to make more informed decisions at a corridor level.

STEERING COMMITTEE

THE PUBLIC

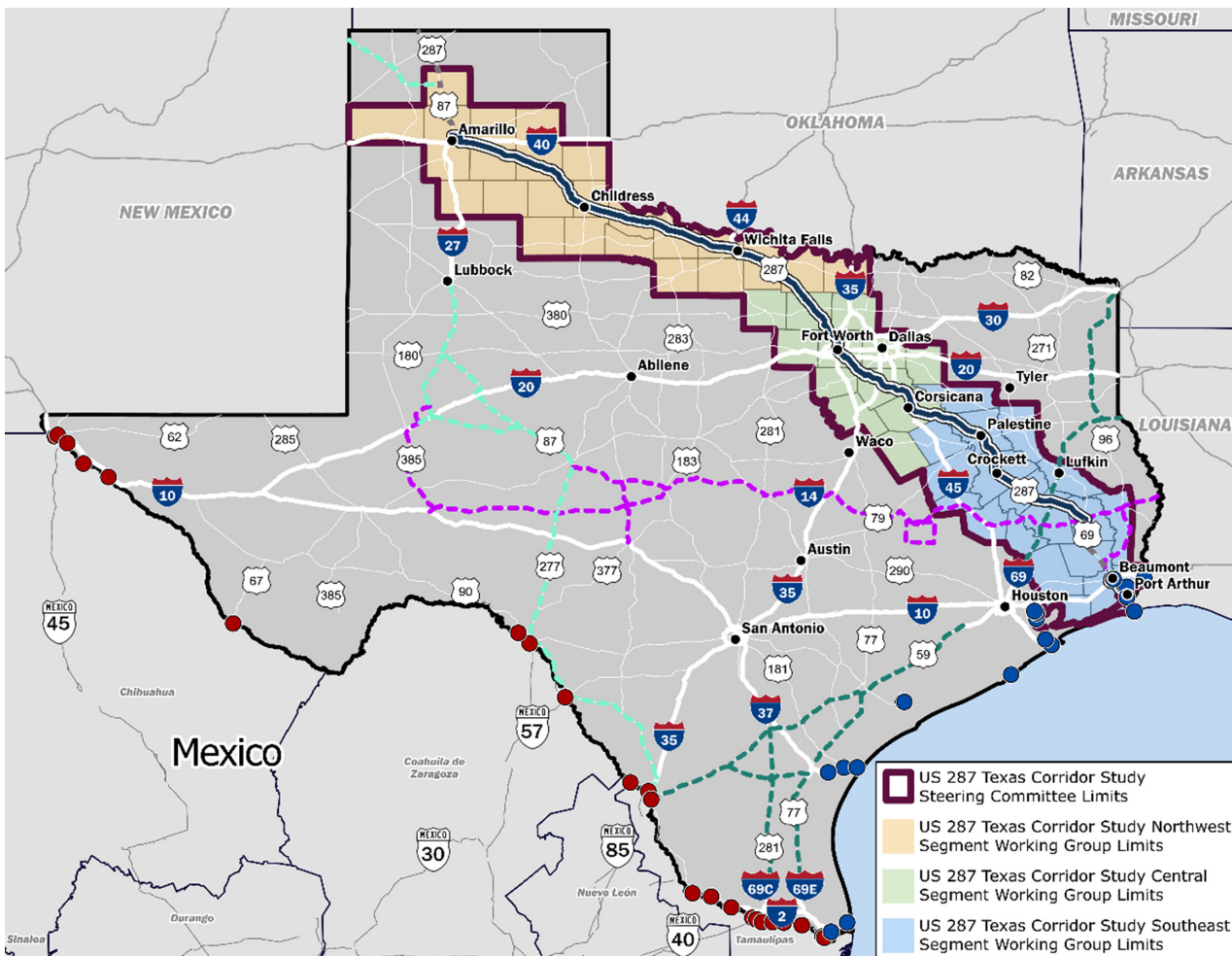
TASK FORCE PRIVATE SECTOR

SOUTHEAST WORKING GROUP

CENTRAL WORKING GROUP

NORTHWEST WORKING GROUP

Figure 5-2 illustrates the limits covered by the Steering Committee and the three Segment Working Groups, broken down by geographies.



US 287 Texas Corridor Study Report | Chapter 5: Stakeholder Engagement and Public Involvement

Participants included county judges, city mayors, MPO representatives, port and rail experts, economic development corporations, chambers of commerce, military professionals, and community advocates, each holding four meetings. These meetings were strategically scheduled throughout the project timeline to allow for both feedback collection and presentation of findings. Given the size and geographic distribution of participants, all Steering Committee meetings were conducted virtually. Three of the four rounds of Segment Working Group meetings were also held virtually. These virtual sessions were facilitated through Microsoft Teams, accessible via desktop or mobile devices, and featured detailed presentations, open-ended discussions, and interactive engagement using Mentimeter. The third Segment Working Group prioritization workshops were held in person at a strategic location for each Segment Working Group.

STEERING COMMITTEE CHAIR



Judge Jeff Branick

US 287 Steering Committee Chair

Chaired by Jefferson County Judge Jeff Branick, the Steering Committee consisted of 34 members representing regions across the entire 671-mile study corridor. These stakeholders played an important role in advancing a statewide planning approach for US 287. Beyond representing their respective jurisdictions and organizations, members analyzed existing and future conditions, identified challenges and needs, and assessed and prioritized recommendations from the Segment Working Groups. Additionally, they were encouraged to actively participate in their respective Segment Working Groups for additional collaboration and alignment.

CORRIDOR SEGMENT WORKING GROUP CHAIRS



Judge Kimberly R. Jones

Northwest Segment Working Group Chair

Led by Childress County Judge Kimberly R. Jones, the Northwest Segment Working Group had 25 members covering 292 miles from the Montague County Line to future I-27 in Amarillo. This segment spans 24 counties, connecting Texas to northern neighboring states, and supports regional mobility, freight movement, economic activity, and travel. Key cities include Amarillo, Childress, and Wichita Falls.



Judge J.D. Clark

Central Segment Working Group Chair

Led by Wise County Judge J.D. Clark, the Central Segment Working Group comprised 15 members covering 163 miles between the Navarro County Line and the Montague County Line. It connects 12 counties and includes cities such as Fort Worth, Arlington, Grand Prairie, Decatur, and Corsicana, enhancing regional transportation and economic growth with links to four airports.



Judge Sydney Murphy

Southeast Segment Working Group Chair

Led by Polk County Judge Sydney Murphy, the Southeast Segment Working Group had 24 members covering 216 miles from Port Arthur to the Navarro County Line. This segment connects 19 counties and includes Port Arthur, Beaumont, and Palestine. It supports maritime trade through one primary airport and five public seaports, and it is crucial for hurricane evacuation.

ROUND ONE MEETINGS – KICKOFF (EARLY 2024)

The first round of meetings, known as the kickoff meetings, were held virtually in May 2024 for the Steering Committee and Segment Working Groups. These sessions introduced the US 287 Texas Corridor Study, covering the corridor’s context, socioeconomic profile, key considerations, and challenges before leading into a visioning exercise.

ROUND TWO MEETINGS – EVALUATION (MID-2024)

Held virtually in July 2024 for the Segment Working Groups and August 2024 for the Steering Committee, the second round of meetings presented forecasted conditions and proposed improvement strategies. Participants provided feedback on the analysis, identified needs, and recommended improvement strategies. The draft vision for the corridor was also introduced for comments.

ROUND THREE MEETINGS – PRIORITIZATION (LATE 2024)

In-person Segment Working Group meetings took place in October 2024, with participants reviewing segment improvement options and engaging in a prioritization workshop. Members categorized proposed improvements into short-, mid-, and long-term priorities, shaping the draft implementation plan. The finalized improvement strategies for each Segment Working Group are detailed in the implementation plan located in **Appendix A**. The photos to the right show the members of the Segment Working Groups reviewing the materials associated with the proposed improvements along the corridor. The materials included maps illustrating the location of the proposed improvements and one-page fact sheets for each improvement. These were considered in the prioritization completed by the segment working groups. All materials presented to the stakeholders can be seen in **Appendix A** and **Appendix D**.

The Steering Committee’s virtual meeting in November 2024 reviewed the prioritizations of the Segment Working Groups, discussing overall costs and proposed improvements.

ROUND FOUR MEETINGS – REVIEW (EARLY 2025)

The fourth and final round of meetings for the Segment Working Groups took place virtually in February 2025. During these sessions, participants reviewed updates to the implementation plan, draft corridor study report outline, and interstate feasibility analysis. The stakeholders were encouraged to participate in other engagement activities to further enhance the study’s findings.

In April 2025, the Round 4 Steering Committee was held virtually to provide additional updates to stakeholders regarding the draft corridor study report outline and interstate feasibility analysis. Several topics were discussed with the participants including the economic impacts and the importance of improvements. Stakeholder feedback was acknowledged during the meeting to ensure a continued alignment with prior input and study vision goals.



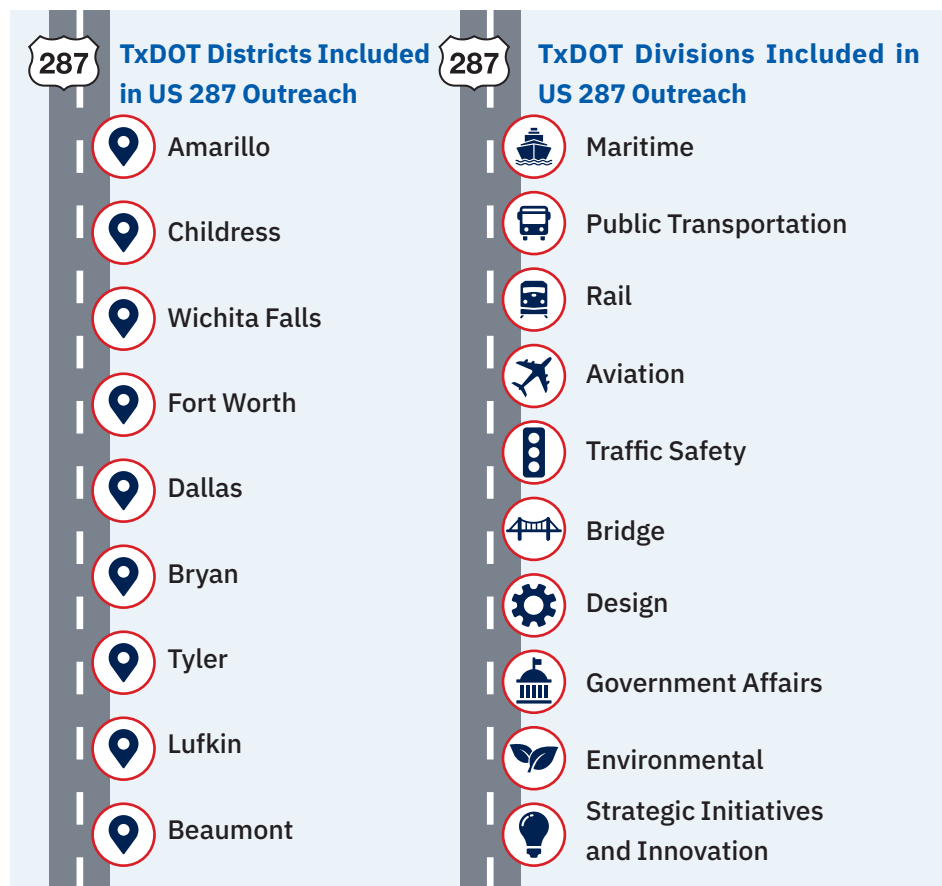
Round Three Segment Working Group Meetings – Prioritization Workshop

5.1.2 ADDITIONAL STAKEHOLDER OUTREACH

Beyond the Steering Committee and Segment Working Group meetings, TxDOT Division and District staff and private sector stakeholders contributed valuable insights regarding the US 287 Corridor.

TXDOT DIVISION AND DISTRICT ENGAGEMENT

Throughout the study, the study team conducted virtual meetings with various TxDOT Division and District staff to align across TxDOT projects and plans. These sessions allowed staff to review and provide input, coordinate ongoing and planned projects, and provide a district-level perspective to the implementation plan.



Outreach to TxDOT districts included all districts through which US 287 traverses (Beaumont, Lufkin, Tyler, Bryan, Dallas, Fort Worth, Wichita Falls, Childress, and Amarillo). Further, TxDOT Division outreach included Maritime, Public Transportation, Rail, Traffic Safety, Aviation, Bridge, Design, Government Affairs, Environmental, and Strategic Initiatives and Innovation Divisions. These divisions were included as stakeholders of the study due to US 287's impact on each of these divisions' work, showcasing the corridor's overall importance in the state. Prioritization of improvements within the implementation plan was refined based on discussions with the TxDOT Districts. Changes were primarily driven by the feasibility of project timelines and considered the project development stages.

The study team collaborated with TxDOT's Public Transportation (PTN) Division regarding the need for additional modes of transportation as the study area and state population and economy continue to grow. PTN is developing two comprehensive plans—the Statewide Multimodal Transit Plan (SMTP) and the Statewide Active Transportation Plan (SATP). The SMTP includes transit such as buses, trains, and on-demand rideshare. The SATP includes human-powered modes like cycling, walking, rolling, using mobility aids, and smaller electric options such as e-scooters and e-bikes. Coordination with PTN resulted in the US 287 Texas Corridor Study being consistent with these plans in increasing multimodal mobility and connectivity.

PRIVATE SECTOR ENGAGEMENT

The study team engaged private sector industry representatives through virtual focus groups, one-on-one meetings, and a customized survey. A targeted list of private sector businesses and associations near the corridor was developed. Representatives were invited to participate in focus group meetings in September 2024. These sessions provided an opportunity to learn about the study, review corridor data, and share firsthand experiences and feedback.

Following the focus group meetings, a private sector survey was distributed to gather additional insights from businesses and associations. A summary of the focus group discussions and survey results is presented in **Appendix C**.

5.2 PUBLIC SURVEY



4,901 completed public surveys helped guide develop improvements, gather travel data, and gain insight on how the public uses US 287.

To further capture public input, an online survey was launched in the Fall of 2024. The survey, available in English, Spanish, and Vietnamese, featured targeted questions and an interactive map, allowing participants to share valuable feedback. It was promoted through TxDOT's statewide and regional social media channels, local news stations, and newspapers, aiming to maximize outreach.

The survey and interactive map were designed to gather firsthand experiences and pinpoint areas of concern along US 287, encouraging a broad spectrum of participation and fostering a collaborative public discussion. Participants could also engage with others' feedback by "liking" or "disliking" pins and comments, fostering a more interactive and collaborative public discussion. The categories for mapped comments are shown in **Figure 5-3**.

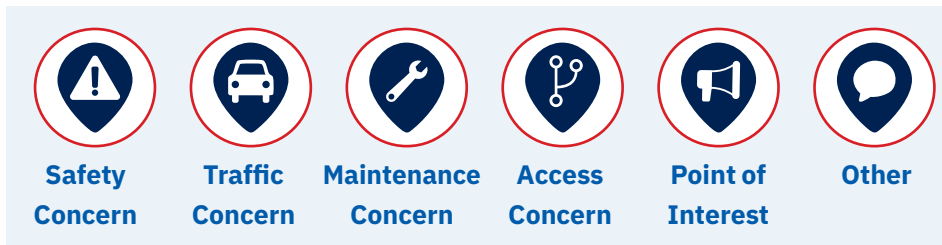


Figure 5-3: Public Survey Interactive Comment Map Themes

5.2.1 SURVEY PROMOTION

To more effectively gather public input, the study team implemented strategic and targeted promotion efforts, as shown in **Figure 5-4**. Customized materials were developed to increase engagement and reach stakeholders across the corridor.

To support outreach efforts, promotion kits were provided to TxDOT District Public Information Officers, as well as the Steering Committee and Segment Working Group members. Promotion kits included:

- A direct link to the statewide US 287 TxDOT Facebook post for easy sharing
- Eight social media graphics featuring images such as port, lumber truck, and skyline
- A document with suggested social media captions to enhance messaging consistency
- A fact sheet with key study details and a QR code linking to the survey
- All materials available in English, Spanish, and Vietnamese

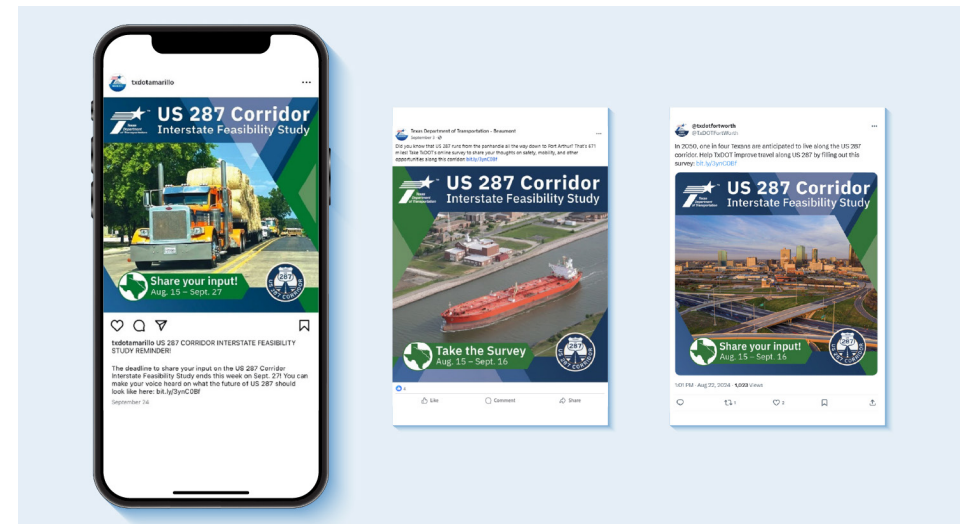


Figure 5-4: Survey Promotion Materials – Social Media Posts

By tailoring outreach materials, the study team encouraged participation from regions along the corridor, helping create more relevant information that was accessible in multiple languages.

5.2.2 SURVEY RESULTS

The survey received 4,901 responses, demonstrating the effectiveness of the outreach performed by the study team. Survey results helped the study team develop improvements, gather travel data, and gain insight into how the public uses the US 287 Corridor. The results also helped identify needs and concerns while providing basic demographic information.

Figure 5-6 on the following page highlights findings from two survey questions, while the full survey results are presented in **Appendix B**.

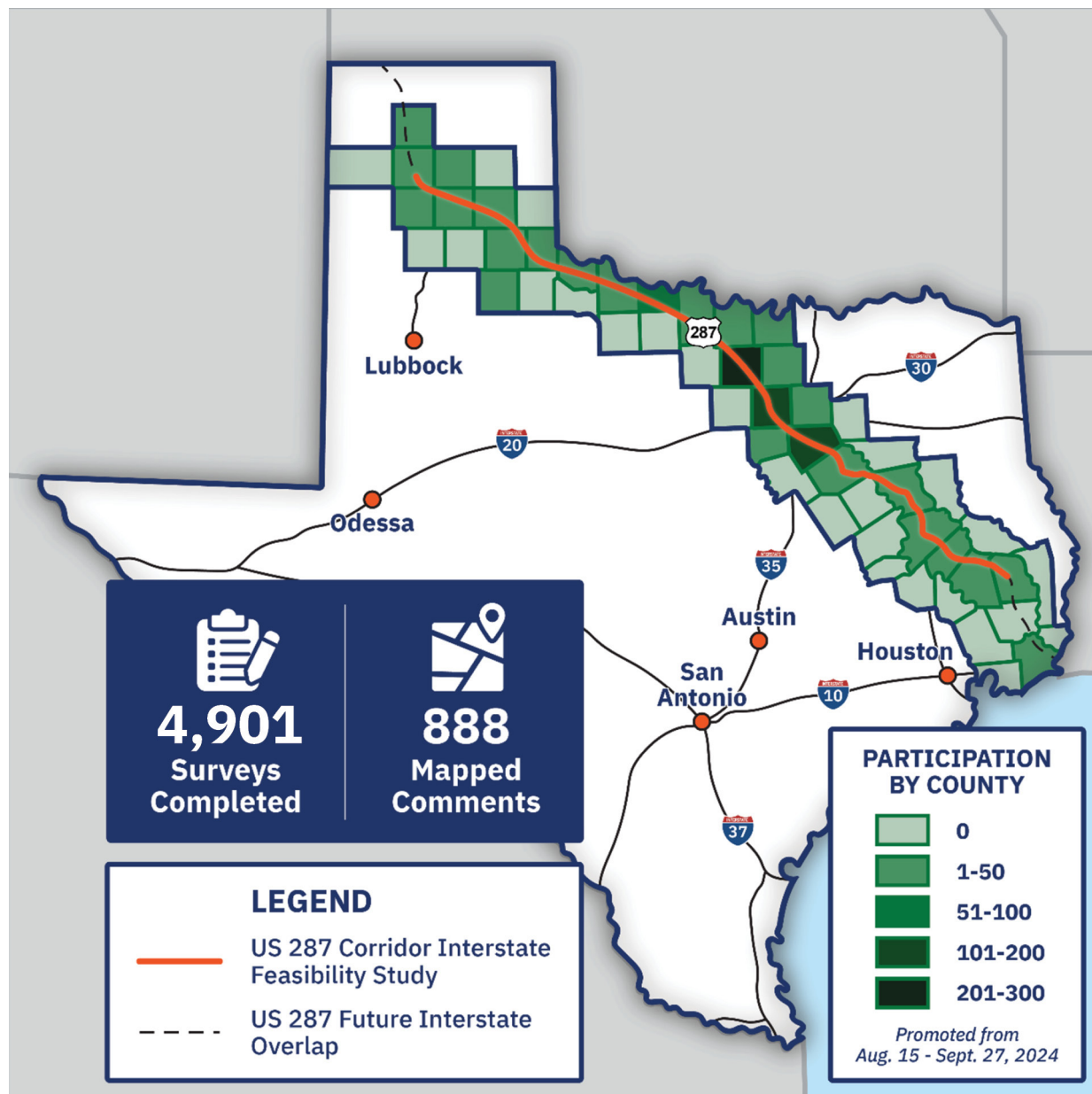
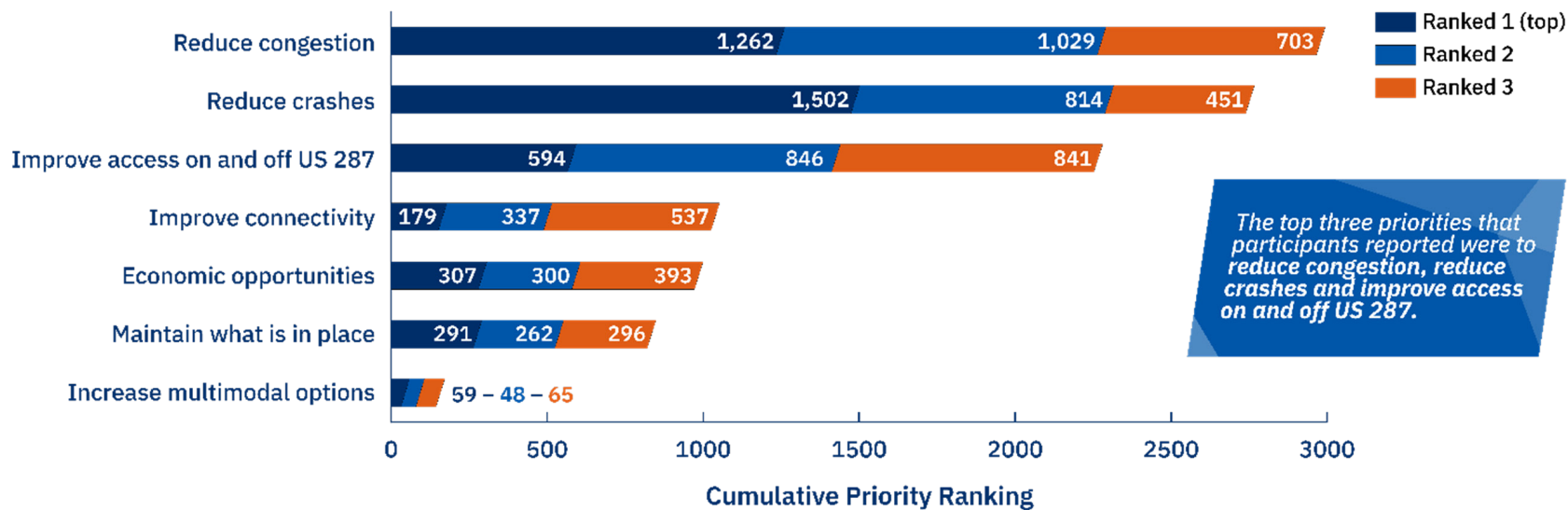


Figure 5-5: Public Survey Participation by County

What problems do you experience on US 287?



What is the most important to you? Rank your top 3 priorities.

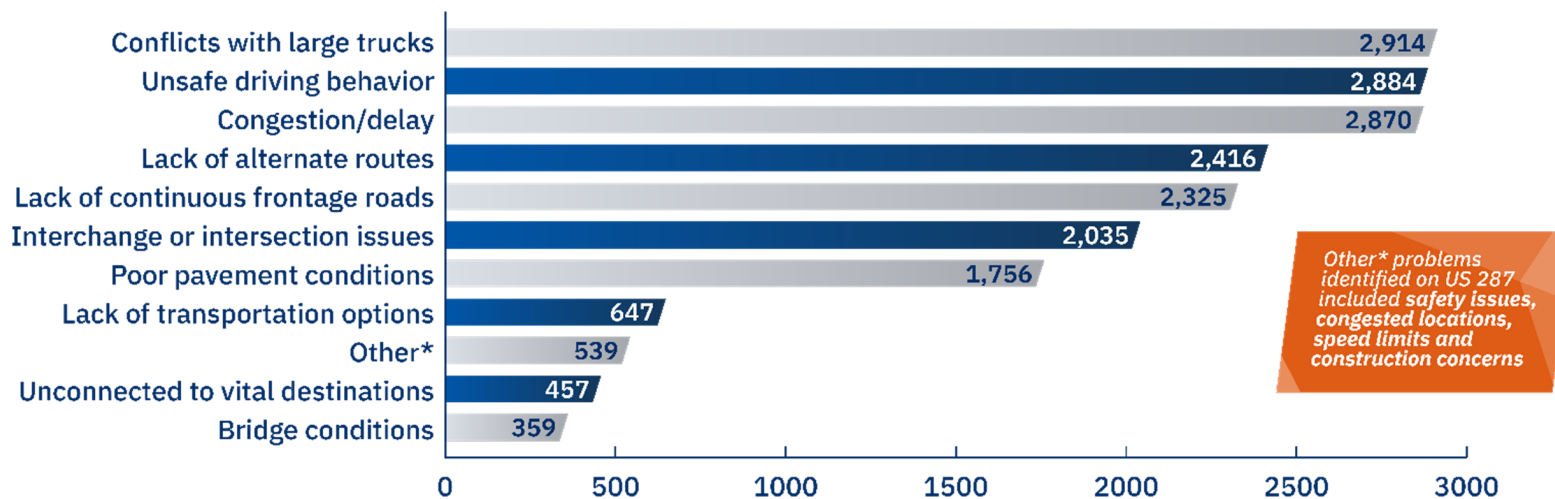


Figure 5-6: Public Survey Question Results

5.3 SUMMARY

Stakeholders and the public played a key role in shaping the US 287 Texas Corridor Study by providing input on the corridor's needs and priorities. Common themes that emerged from the feedback included the need for safety improvements, roadway widening, fiber network expansion, and support for local economic growth. The study team incorporated these insights into the study through proposed improvements, which are discussed in **Chapter 6**.

In their role as the ultimate executors of the US 287 Texas Corridor Study implementation plan, the TxDOT Districts ensure that the identified needs and priorities will be addressed effectively and efficiently. Throughout the study stakeholder engagement, the TxDOT Districts have been key collaborators and their expertise and local knowledge will bring the vision for the US 287 corridor to fruition.

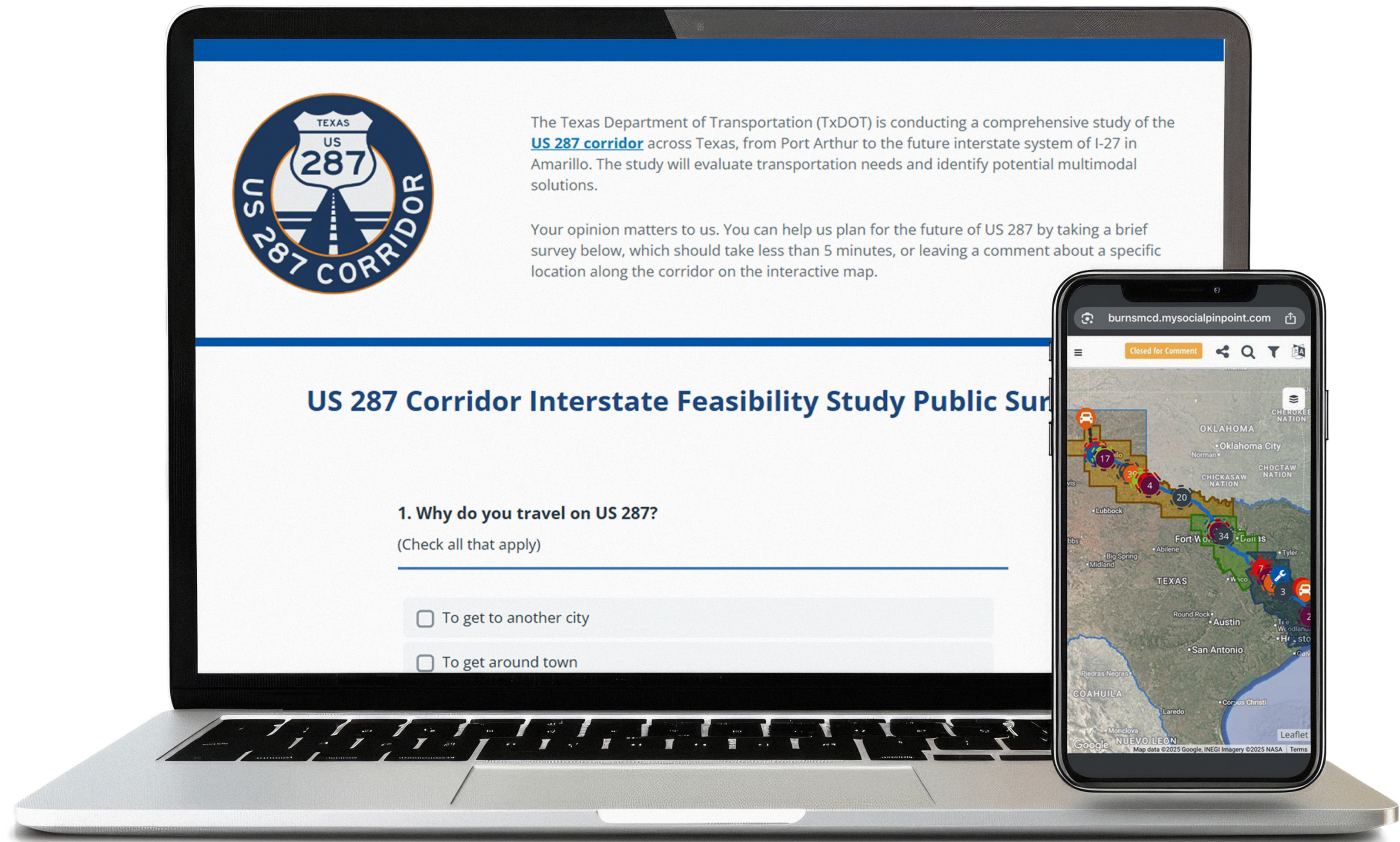


Figure 5-7: US 287 Corridor Interstate Feasibility Study Public Survey and Social Pinpoint Comment Map



“Rural Texas is critical in terms of enabling major activity centers in Texas. Mobility and connectivity enhancements bring vast economic opportunities and safety benefits to rural areas.”

– Segment Working Group Member



“It is important that we **prepare for growth** that is coming to our communities. We can manage and plan for the growth or we can let it overtake us however it wants.”

– Segment Working Group Member

CHAPTER 6

Study Improvements and Implementation Plan



CHAPTER 6: Study Improvements and Implementation Plan —

“Improvements were developed for the US 287 Corridor based on a **data-driven analysis and continued stakeholder engagement process**.”



Improvements were developed for the US 287 Corridor based on a data-driven analysis and continued stakeholder engagement process. The data-driven analysis was based on a review of previous studies, plans, a corridor drive through, and technical analysis. The stakeholder engagement was based on input from the Segment Working Groups, Steering Committee, TxDOT district and division coordination, private industry meetings and surveys, and online public survey. This chapter outlines the recommendations and implementation plan for the US 287 Corridor. It focuses on the following five improvement strategies:

Safety



Improvements to reduce the number of fatal and serious injury crashes

Mobility



Additional capacity to relieve congestion and improve operations

Multimodal



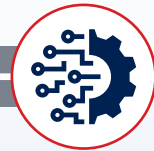
All transportation modes to move people and goods

Connectivity



Enhanced links to other roads, including frontage roads

Technology



Intelligent connected infrastructure that uses emerging and innovative concepts

Improvements were grouped based on the geographic location, ability to be implemented concurrently or sequentially, and improvements that had been identified previously by the TxDOT districts. Improvements were then evaluated and scored to help rank the needs.

6.1 IMPROVEMENTS



The stakeholder and data-driven approach to developing improvements included:

- Collect data
- Assess existing corridor conditions
- Forecast future conditions
- Identify needs and deficiencies
- Use stakeholder and public input to develop improvement strategies
- Coordinate with other planned projects
- Develop US 287-specific improvements

6.1.1 IMPROVEMENT PRIORITIZATION

The proposed improvements were evaluated quantitatively based on five categories identified by the stakeholders and used in the Unified Transportation Program (UTP) Criteria: Safety, Economy, Congestion, Connectivity, and Preservation. The description of the 19 metrics and the weights used for evaluation can be found in **Figure 6-1**. The weights and points were used to assign a 0 to 12 score to each improvement. The relative weight for each of the five categories was assigned based on the input received from the stakeholders on what metric was the most important to them. Safety was the highest priority for the stakeholders and therefore was assigned the highest weight of 30%. Subgroups were then added to each category to quantify how the proposed improvement supported the category. The higher the score, the more it represented the improvement's needs in that category. An overall score for each improvement was calculated out of the total 100 points available. These scores are presented in **Appendix D**. The improvement needs scores were presented to stakeholders during the Round 3 in-person meetings. These scores helped the stakeholders prioritize the improvements as short-, mid-, or long-term. In addition to these scores, preliminary, planning-level construction cost estimates were calculated based on conceptual typical sections, pavement design, and 2024 TxDOT average unit bid prices and presented to the stakeholders.

TEXAS US 287 CORRIDOR - IMPROVEMENT OPTION PRIORITIZATION CRITERIA

Group	Relative Weight	Sub-Group	Available Points	Total Points
Safety	30%	Property Damage Only Crash within 250' of Improvement Location	5	30
		Includes Pedestrian and/or Bicycle Involve Crash within 250' of Improvement Location	6	
		Includes Severe Injury within 250' of Improvement Location	7	
		One or more Fatality within 250' of Improvement Location	12	
Economy	25%	Population Density (county is Over/under Mean Population by segment \geq Mean Avg. = Full points; \geq to full mean value = half points, less than half the mean value = 0 points) (Segment Pop Means - NW: 23,691 ; CEN: 534,822 ; SE: 57,984)	4	25
		Employment Density (county is Over/under Mean Employment by segment \geq Mean Avg. = Full points; \geq to full mean value = half points, less than half the mean value = 0 points) (Segment Emp Means - NW: 18,493 ; CEN: 412,183 ; SE: 45,992)	4	
		Daily truck percentages at Improvement Locaiton (< 15% = 3 points; > 15% = 6 points)	6	
		GDP (county is Over/under Mean GDP by segment \geq Mean Avg. = Full points; \geq to full mean value = half points, less than half the mean value = 0 points) (Segment GDP Means - NW: \$1,227,912,875 ; CEN: \$39,888,299,750 ; SE: \$2,306,096,526)	5	
		Commodity flow - freight tonnage (Corridor Average = 23,121,565 tons - \geq Mean Avg. = Full points; \geq to full mean value = half points, less than half the mean value = 0 points)	6	
Congestion	20%	Linear Roadway capacity challenges at Improvement Location (LOS Level E-F; LOS A-B receive no points)	6	20
		Linear Roadway capacity challenges at Improvement Location (LOS Level C-D; LOS A-B receive no points)	4	
		Interchange and/or intersection challenges (reported by stakeholder/public; improvement within 100')	5	
		Truck operational concerns (truck parking within 1 mile of improvement)	5	
Connectivity	15%	Improves access to employment, education, commercial and healthcare facilities (improvement within 1 mile)	5	15
		Improves emergency evacuation route (improvement is on an emergency evacuation route)	5	
		Encourages Alternate Modes TxDOT Freight Crossings (improvement within 1 mile of TxDOT Freight Corridor)	5	
Preservation	10%	Bridges with vertical clearance less than 18.5 feet (improvement within 500')	5	10
		Structurally deficient bridge or functionally obsolete (improvement within 500')	2	
		Pavement condition at improvement location (per PMIS data and scores) - (from 0-50 = 3 Points; 50-75 = 2 points; 75-90 = 1 point; 90+ = 0 points)	3	
TOTAL	100%		100	100

Figure 6-1: Improvement Need Score – Scoring Criteria Matrix

6.1.2 RECOMMENDED IMPROVEMENTS

The study recommended 206 improvements along the corridor. The study team provided detailed data for each improvement, including description, safety data, cost estimate, and score. This helped the Segment Working Groups prioritize each improvement during the Round 3 in-person meetings in the following categories:

- **Short-term (~4 years):** Improvements with near-term needs, smaller scopes
- **Mid-term (~5-10 years):** Improvements with mid-term needs, moderate scopes
- **Long-term (~10+ years):** Improvements with future needs, bigger scopes
- **Not needed:** Improvements not needed and to be dropped from consideration

The stakeholders prioritized 98 improvements as short-term, 41 as mid-term, and 67 as long-term. **Table 6-1** presents a count of improvements by type and phasing.

Table 6-1: Count of Recommendations by Category and Phasing

Category	Short-Term	Mid-Term	Long-Term
Safety	65	16	20
Mobility	7	4	7
Multimodal	14	8	34
Technology	12	12	5
Connectivity	0	1	1

The total estimated construction cost for all recommendations is \$11.99 billion.

Table 6-2 shows the cost distribution by improvement prioritization (short-term, mid-term, and long-term) and by category (safety, mobility, multimodal, technology, and connectivity). The cost estimates for the improvements are in 2024 dollars and are subject to change. It should be noted that the cost associated with each improvement is representative of the construction costs only. The cost estimates do not consider inflation costs or project development costs. Items such as acquisition of right of way, costs to plan and design, and utility relocation were not factored into the estimated costs. Project development cost can potentially be 33.3% of the construction cost. This is based on UTP's consideration in recent years. For high-level planning purposes, a 4% per year inflation cost can be considered from the current year to the implementation year of that specific improvement, unless more specific data is available.

Table 6-2: Recommended Improvement Construction Cost Projections

Category	Short-Term	Mid-Term	Long-Term	Total
Safety	\$461,916,000	\$191,700,000	\$3,265,817,460	\$3,919,433,460
Mobility	\$60,520,000	\$19,000,000	\$6,064,000,000	\$6,143,520,000
Multimodal	\$119,900,000	\$292,752,000	\$1,143,000,000	\$1,555,652,000
Technology	\$71,360,000	\$115,216,000	\$62,288,000	\$248,864,000
Connectivity	\$0	\$30,000,000	\$90,000,000	\$120,000,000
Total	\$713,696,000	\$648,668,000	\$10,625,105,460	\$11,987,469,460

Each segment within the US 287 Corridor has unique characteristics. Improvements were tailored to the specific needs of each segment based on stakeholder feedback and technical analysis. A detailed description of each segment and its corresponding improvements is described below.



*The US 287 corridor study recommends **206 improvements** in which stakeholders **prioritized 98 of these improvements** with near-term needs.*

6.1.2.1 NORTHWEST SEGMENT

The Northwest Segment of the US 287 Corridor spans three TxDOT districts:

- Wichita Falls
- Amarillo
- Childress

In alignment with the corridor's vision of providing a safe, efficient, and connected route for Texans, recommended improvements in the Northwest Segment focused on safety, multimodal, and technology improvements.

Overall, safety remains the highest priority for corridor improvements in the Northwest Segment, followed by US 287's role in facilitating economic opportunities, freight movement, and regional mobility across Texas and beyond.

6.1.2.2 CENTRAL SEGMENT

The Central Segment of the US 287 Corridor spans two TxDOT districts:

- Dallas
- Fort Worth

Recommended improvements in this segment focused on safety and mobility enhancements. In the Fort Worth District, there is potential for breakout improvements for frontage roads, further enhancing connectivity and access. The proposed improvements align with the corridor's vision by facilitating economic opportunities, improving freight movement, and strengthening regional mobility across Texas.



Fort Worth Skyline

6.1.2.3 SOUTHEAST SEGMENT

The Southeast Segment of the US 287 Corridor spans four TxDOT districts:

- Beaumont
- Tyler
- Lufkin
- Bryan

Recommended improvements in this segment prioritize safety, multimodal, and technology.

Overall, safety and multimodal enhancements are the most critical improvement categories for the Southeast Segment, reinforcing the corridor's importance in facilitating economic opportunities, freight movement, and regional mobility across Texas.

Both the count and estimated costs for proposed improvements broken down by segment can be seen in **Figure 6-2** and **Figure 6-3**.



Downtown Crockett



All three US 287 segments **prioritize safety** as their highest priority for improvements.

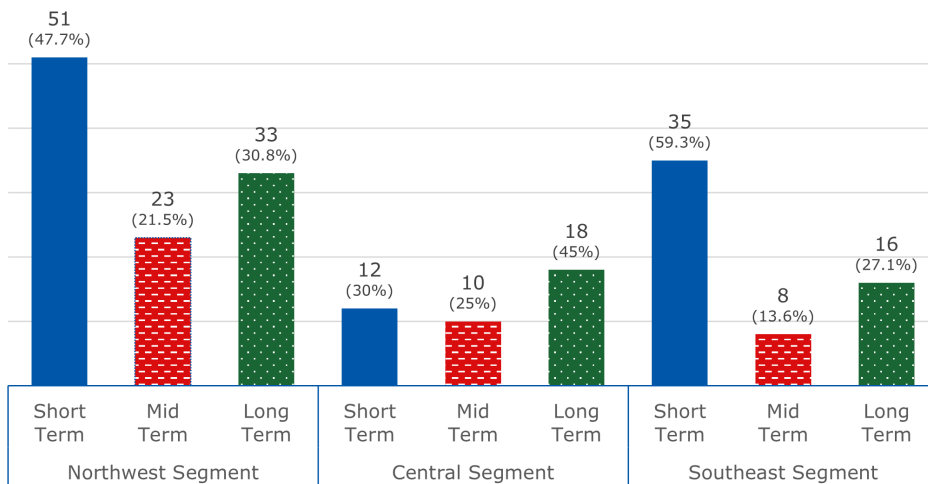


Figure 6-2: Counts of Improvements by Segment

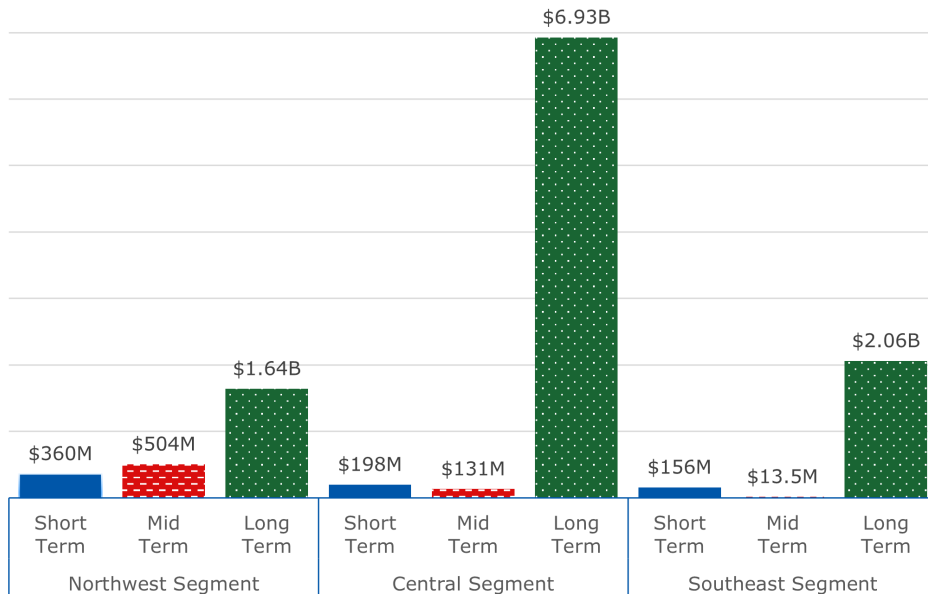


Figure 6-3: Costs of Improvements by Segment

6.1.2.4 CORRIDOR-WIDE IMPROVEMENTS

As part of the recommended improvements made through this study, several improvements are corridor-wide with a systemic approach to address needs in all segments of the corridor.

Improvements in this category are:



Coordination with TxDOT's Plans



Pavement Rehabilitation & Maintenance



Undivided sections to divided sections (e.g.: 2-lane undivided to 4-lane divided)



Multimodal:

- Freight Operations & Truck Parking
- Bridge Vertical Clearance 18' 6"
- Coordination with FRA's Long-Distance Service Study
- Coordination with TxDOT's Texas Bicycle Tourism Trails Network
- Coordination with Maritime Division on Ports connectivity to US 287



Technology:

- Automated/Connected Vehicle Infrastructure and Intelligent Transportation Systems (ITS)
- Cellular Coverage and Fiber Connectivity
- Electric Vehicle Integration, including EV facilities for autos, trucks, eBikes

6.1.3 SAFETY



The recommended safety improvements along US 287 focus on reducing crash risks, improving visibility, and enhancing roadway infrastructure to better accommodate all users.

Key improvements include the installation of median barriers at strategic locations to prevent cross-median crashes, advanced signage for curves and intersections, and safety lighting enhancements to improve nighttime visibility. Safety countermeasures recommended include traffic signal upgrades, flashing speed reduction signs, and pedestrian accommodations to enhance safety for all travelers. Additional measures include guardrail and rumble strip installations, interchange improvements, upgrade from two-lane undivided roadway to four-lane divided roadway, and the closure of select median openings to manage traffic flow more effectively. In certain rural areas, animal strike warning signs are proposed to be placed in high-risk locations, while in urban settings, upgraded pedestrian crossings and ADA-compliant curb ramps will improve accessibility. A comprehensive list of recommended safety improvements is provided in **Appendix D**.

6.1.4 MOBILITY



The mobility improvements along US 287 focus on enhancing traffic flow and adding capacity through targeted upgrades.

Key improvements include interchange improvements at major highway crossings, the addition of frontage roads in Wise County, and modifications to ramp and driveway spacing for improved mobility. Additional improvements include new grade-separated interchanges and intersection enhancements to improve efficiency at critical locations. Long-term initiatives such as redesignating Loop 335 as US 287 and major interchange reconstructions at I-45, I-35E, and SH 360 aim to support regional mobility and accommodate future growth. A full list of recommended mobility improvements is provided in **Appendix D**.

6.1.5 MULTIMODAL



The multimodal recommendations for US 287 present a holistic strategy that integrates roadway, freight, rail, aviation, maritime, pedestrian, and bicycle considerations to enhance regional connectivity and mobility.

This broad range of proposals opens opportunities for improvements to access multiple funding sources while addressing key challenges such as safety, congestion, and economic growth along the corridor. Each of the modal recommendations are discussed below.

6.1.5.1 VEHICULAR OPERATIONS

The recommendations for vehicular operations along US 287 include upgrading span-wire signals to mast arm-mounted signals and installing high-visibility backplates with retroreflective borders to enhance signal visibility and reduce crash risks. Additional recommendations include a roadway expansion study to evaluate the potential benefits of rerouting US 287 to SL-304 near Crockett and a feasibility study to assess converting an existing underpass to an overpass at the Kansas City Southern Railroad Crossing in Port Arthur. A full list of the vehicular operations recommendations is shown in **Appendix D**.

6.1.5.2 TRUCK OPERATIONS AND PARKING

The recommendations for truck operations and parking along US 287 focus on improving freight mobility and safety by identifying locations for additional truck parking in Armstrong, Donley, Montague, Clay, and Wilbarger counties. These facilities will help address truck parking shortages and support long-haul freight movement along the corridor. Additionally, an extension of the acceleration and deceleration ramps at US 287 and FM 2398 in Clay County is recommended to enhance safety and efficiency for trucks entering and exiting the roadway. A full list of truck operations and parking recommendations is shown in **Appendix D**.

6.1.5.3 BRIDGE REPLACEMENT AND VERTICAL CLEARANCE

The bridge replacement and vertical clearance recommendations for US 287 focus on enhancing freight mobility and roadway safety by increasing vertical clearance to 18.5 feet at multiple overpasses across Montague, Clay, Wichita, Wilbarger, and Jefferson counties. These improvements will accommodate larger vehicles, reduce clearance-related restrictions, and improve overall traffic flow. Additionally, bridge replacements are recommended at US 287 & Industrial Circle and US 287 & TX-328 in Childress to support long-term structural integrity and reliability. A full list of bridge replacement and vertical clearance recommendations is shown in **Appendix D**. A map showing vertical clearance of bridges along US 287 is shown in **Figure 6-4**.



Train Approaching Low Bridge in Amarillo District

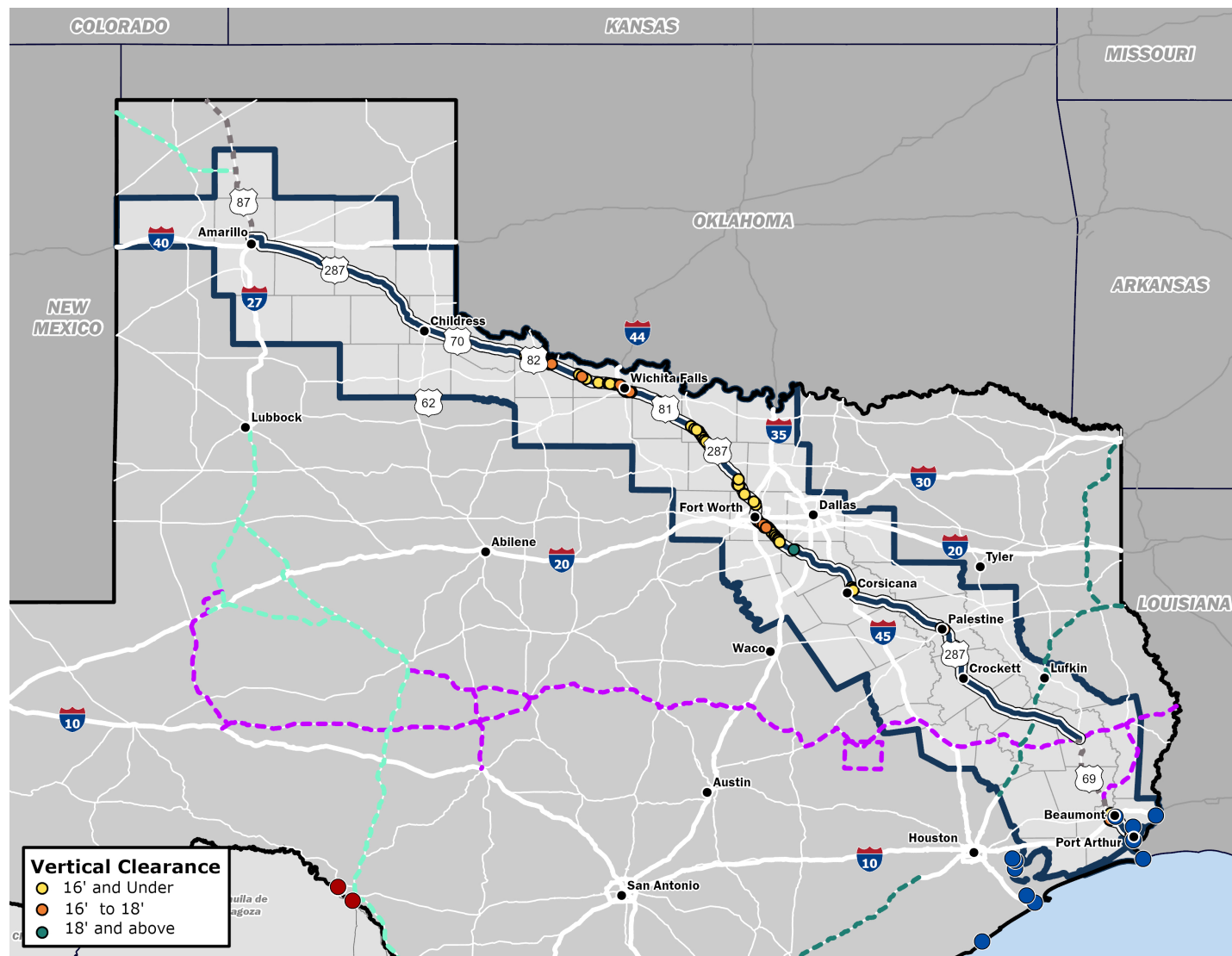


Figure 6-4: Vertical Clearances Along US 287⁷⁷

⁷⁷ TxDOT Statewide Planning Map, 2023

6.1.5.4 PEDESTRIAN AND BICYCLIST

The pedestrian and bicyclist recommendations for US 287 focus on improving safety, accessibility, and connectivity for non-motorized users. The recommendations include installing High-Intensity Activated crossWalk (HAWK) signals in Port Arthur, upgrading traffic signals and pedestrian facilities in Childress, and adding sidewalks and ADA-compliant infrastructure in Hardeman County.

Additionally, two proposed bicycle tourism routes align with TxDOT's long-term vision for a statewide bicycle tourism trail network. This initiative, developed in response to the 2005 Texas Bicycle Tourism Trails Act, focuses on connecting communities, highlighting Texas' diverse landscapes, and boosting economic opportunities by attracting cycling enthusiasts. The proposed bicycle tourism routes along US 287 include a segment from the Navarro-Freestone County Line to FM 488 in Streetman and another from FM 3154 to South Devine Avenue in Groveton. These routes are part of a broader effort to create a network of trails that provide recreational and travel opportunities for both residents and visitors. A full list of pedestrian and bicyclist recommendations is shown in **Appendix D**.

6.1.5.5 TRANSIT

This study recommended transit improvements, specifically proposing the implementation of a bus transit system along a 25-mile corridor to connect Beaumont and Port Arthur. This investment would align efforts to expand regional transit options, reduce congestion, and improve mobility for residents and commuters. The improvement would enhance access to jobs, education, and essential services while promoting sustainable transportation alternatives in the region. This transit recommendation is shown within **Appendix D**.

6.1.6 CONNECTIVITY



The recommended connectivity improvements along US 287 aim to enhance regional access and traffic flow through key infrastructure upgrades.

In Wise County, a proposed improvement is a new overpass at FM 2264 to improve local connectivity by linking the roadway to the US 287 frontage road while converting the frontage road to one-way for better traffic management. Another connectivity improvement is a major interchange improvement at US 287 and US 67 in Ellis County to facilitate seamless connections between these key corridors, reducing congestion and improving overall network efficiency. These improvements are anticipated to support long-term growth and improve connectivity for both local and regional travelers. A full list of recommended connectivity improvements is provided in **Appendix D**.



Car Driving Across Median to Avoid Congestion on Main Lanes

6.1.7 TECHNOLOGY



Technological improvements recommended on US 287 expanding fiber connectivity, installing traffic cameras, and installing Dynamic Message Signs (DMS).

Expanding fiber connectivity end-to-end will support future intelligent transportation system (ITS) applications and improve data transmission for corridor management. Deploying traffic cameras in key locations will enhance traffic monitoring and incident response, particularly in Beaumont at critical junctions. Additionally, installing new DMS boards will provide real-time traveler information to improve mobility and safety. Finally, supporting National Electric Vehicle Infrastructure (NEVI) Phase 2 by installing fast electric vehicle (EV) chargers in each county seat will provide additional charging capabilities along US 287 to fill current gaps in charging infrastructure. A map of the NEVI Phase 2 planned charger locations is shown in **Figure 6-5**. All technology-related recommendations along the US 287 corridor are shown in **Appendix D**.



DMS Outside of Fort Worth

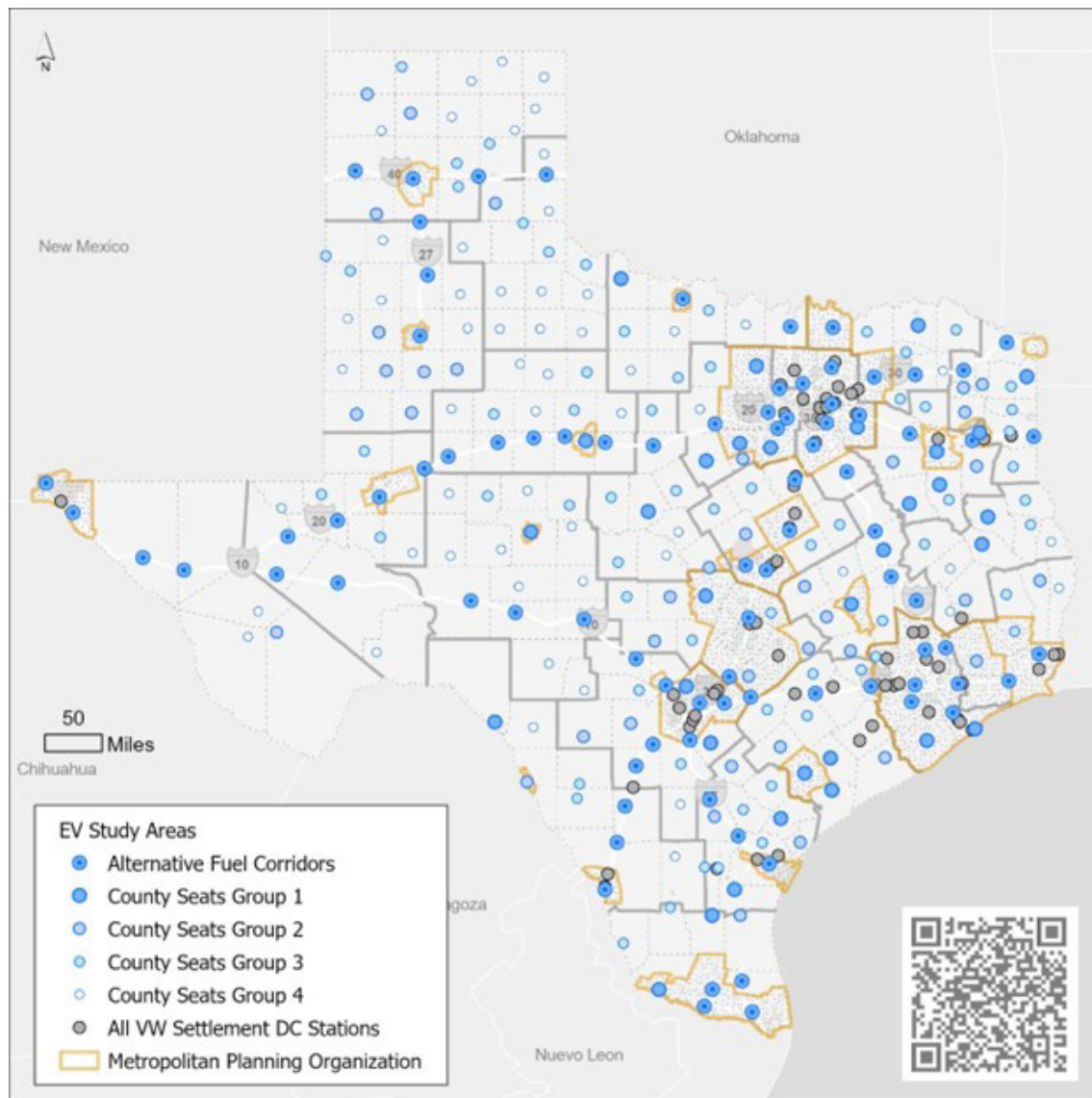


Figure 6-5: NEVI Phase 2 DC Fast Charging Locations ⁷⁸

⁷⁸ Texas Electric Vehicle Infrastructure Plan, 2024

6.1.8 PAVEMENT AND REHABILITATION AND MAINTENANCE

The existing pavement conditions along the US 287 Corridor were analyzed using the Pavement Management Information System (PMIS), an automated system that stores, retrieves, and evaluates pavement condition data. Along the corridor, 85% of the pavement scored in the “good” or “very good” categories, reflecting overall positive conditions. However, opportunities for improvement exist, particularly near Wichita Falls and Childress, where targeted rehabilitation could enhance the corridor’s pavement quality. A map of pavement conditions along US 287 is shown in **Figure 6-6**.

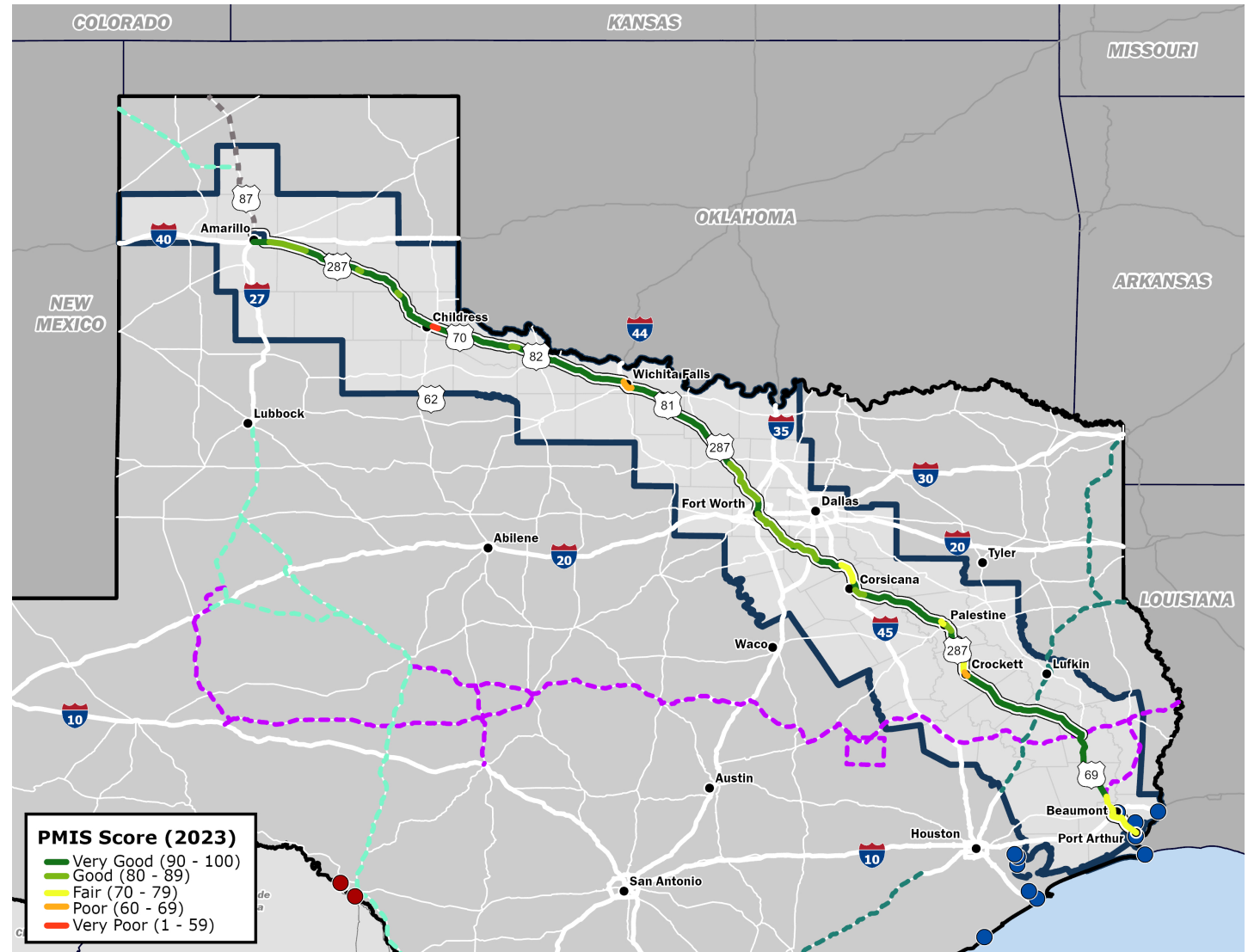
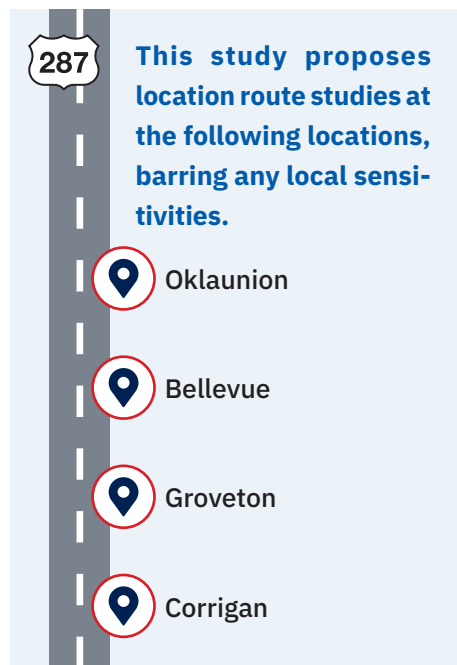


Figure 6-6: Pavement Conditions Along US 287 ⁷⁹

⁷⁹ Pavement Management Information System (PMIS), 2023

6.1.9 LOCATION ROUTE STUDY

A location route study is conducted to determine whether a suitable alternative route can be identified to improve traffic flow and safety along an existing roadway. These studies are typically initiated when an area is experiencing or is projected to experience substantial congestion or unsafe operating conditions that could be mitigated by a new alignment. The goal is to evaluate alternative alignments that enhance mobility, safety, and capacity while minimizing impacts on the community, environment, and ROW.



In Corrigan, US 287 experiences heavy congestion, leading to safety concerns and risks for motorists and pedestrians traveling along local roadways. In Groveton, US 287 runs directly through downtown, making roadway widening challenging. Identifying a new route to redirect traffic around downtown will be critical to achieving the proposed upgrade from a two-lane undivided highway to a four-lane divided highway, as outlined in the implementation plan. For Oklaunion and Bellevue, a location route study on US 287 is recommended to explore potential alternative alignments that could alleviate congestion, enhance safety, and support future growth.

6.2 IMPLEMENTATION PLAN

Improvements for the US 287 Corridor were developed based on a review of previous studies, stakeholder engagement, public input, TxDOT district and division coordination, online data collection, technical analysis by the study team, and a corridor drive through. The Segment Working Groups prioritized the improvements as short-term, mid-term, and long-term.

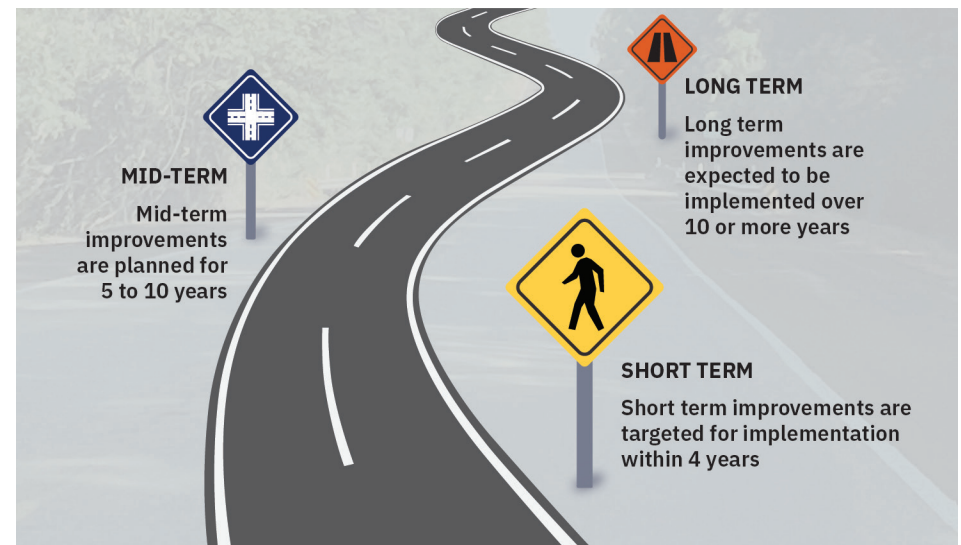


Figure 6-7: Improvement Prioritization Timelines

As seen in **Figure 6-7**, the improvement prioritization timelines can be defined as:

Short-term improvements are targeted for implementation within four years. An example of a short-term improvement is the pedestrian improvements that are proposed at the southern intersection of US 287 and SL 256 in Palestine. A rendering for what the improvement could potentially look like can be seen in **Figure 6-8**.



Figure 6-8: Rendering of Pedestrian Short-Term Improvement (US 287 & SL 256)

Mid-term improvements are planned for five to ten years. Mid-term improvements consist of improvements such as the Localized Intersection Improvements proposed in Ellis County at the intersection of Old Highway 287 and US 287 south of Waxahachie. An improvement that closes the median cut and converts the corresponding driveways to be right-in and right-out only. A rendering depicting what the improvement could potentially look like can be seen in **Figure 6-9**.



Figure 6-9: Rendering of Intersection Mid-Term Improvement (US 287 & Old US 287)

Long-term improvements are expected to be implemented over 10 or more years. Long-term improvements include improvements with large-scale changes to the roadway. An example of this is the conversion of two-lane undivided sections of US 287 to four-lane divided roadways in the Southeast Segment and parts of the Central Segment. A rendering depicting what the improvement could potentially look like can be seen in **Figure 6-10**.



Figure 6-10: Rendering of Long-Term Improvement

These timelines serve as planning guidelines. Implementation schedules may be adjusted based on funding availability, public/stakeholder input, resource allocation, and emerging opportunities. Variables within each improvement differ and will dictate the timeline based on the cost, complexity, and severity of the improvement on a case-by-case basis. A visualization of the improvement timeline can be seen in **Figure 6-11**. The improvements recommended are not exhaustive, and additional needs may exist. All proposed improvements are subject to change and are currently unfunded. Additionally, the construction cost estimates for the current plans, projects, and implementation strategies are based on 2024 data and are subject to change in the future.

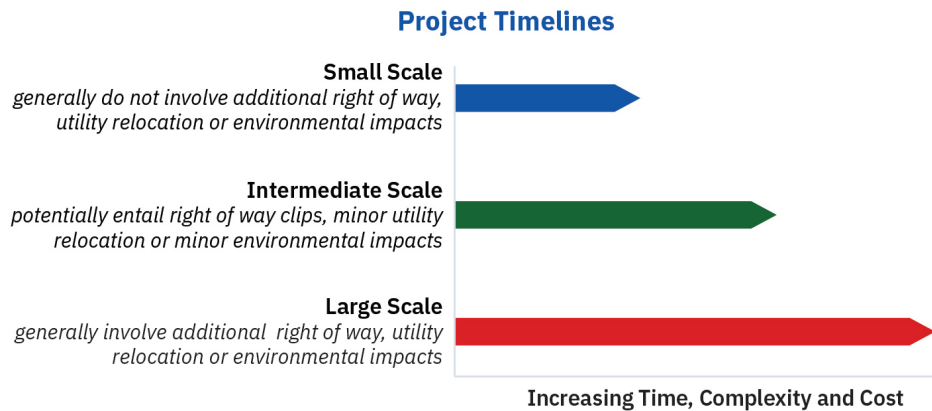


Figure 6-11: Improvement Example Timelines

6.2.1 STAKEHOLDER SUGGESTIONS FOR IMPLEMENTATION PLAN

It should be noted that stakeholder engagement efforts highlighted the importance of incorporating environmental considerations into subsequent phases of project development for the implementation plan. Stakeholders recommended using native landscaping, pausing mowing during monarch butterfly migration, and removing trash before mowing. They also stressed the need to preserve natural habitats, such as the Big Thicket National Preserve, to the greatest extent possible.

6.2.2 DIFFERENCE BETWEEN IMPLEMENTATION PLAN AND INTERSTATE FEASIBILITY

The overall US 287 study comprise two distinct components:

- ① **Prioritize multi-modal transportation improvements that facilitate safety and mobility on US 287**
- ② **Evaluate the feasibility of upgrading the US 287 corridor to meet interstate design standards**

The US 287 Texas Corridor Study, along with its implementation plan, focused on prioritizing improvements in the short, medium, and long term. Separately, the US 287 Corridor Interstate Feasibility Study aimed to evaluate the potential for interstate designation. If US 287 is eventually designated as an interstate, a new implementation plan will need to be created. **Figure 6-12** illustrates the distinct paths of the Corridor Study and the Interstate Feasibility Study. For more information on interstate feasibility, refer to the Interstate Feasibility report and executive summary.

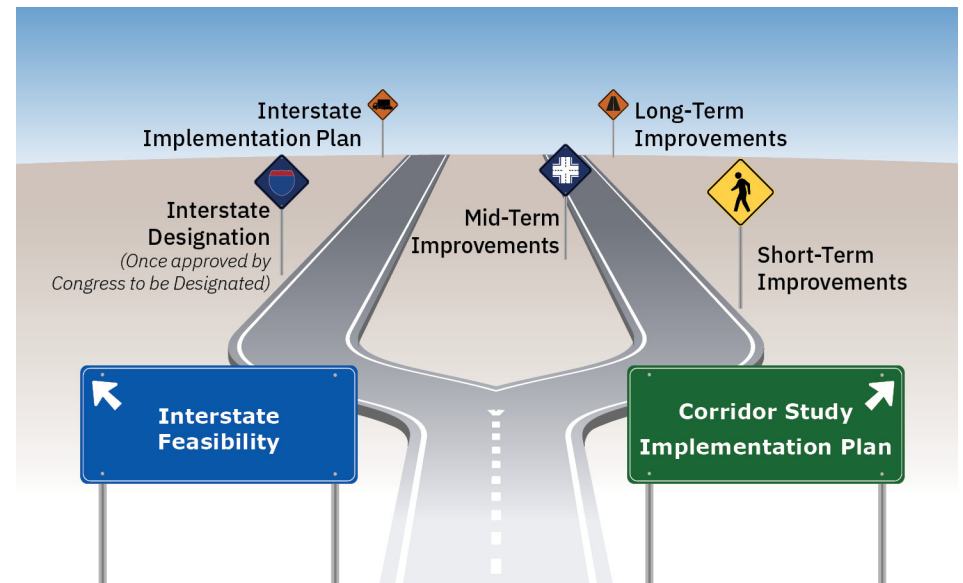


Figure 6-12: Interstate Feasibility Analysis versus Corridor Study and Implementation Plan



Texas Department of Transportation

CHAPTER 7

Funding Opportunities and Emerging Technologies



CHAPTER 7: Funding Opportunities and Emerging Technologies —

“Emerging transportation technologies are expected to **extensively impact freight movement, travel efficiency, and infrastructure needs.**”



This chapter summarizes potential funding opportunities for the recommended improvements and examines the anticipated impacts of emerging technologies. Available funding for the US 287 Corridor Study was identified based on TxDOT’s 2025 Unified Transportation Program (UTP). Estimated funding capacity from the UTP for 2025 to 2052 along US 287 is projected to be \$3.98 billion based on planning-level, extended forecasts. In addition to the UTP, alternative funding and financing tools were explored to support the implementation of the proposed improvements. Beyond funding considerations, emerging transportation technologies are expected to extensively impact freight movement, travel efficiency, and infrastructure needs along the corridor by 2050. Rather than focusing solely on roadway expansion, future strategies may prioritize integrating technology-driven solutions to enhance mobility, safety, and economic opportunities.

Key innovations include:

Freight Innovations



Advancements in logistics, automation, and smart freight corridors to improve supply chain efficiency

Broadband Expansion



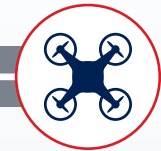
Increased connectivity to support real-time data sharing, traffic management, and rural access to transportation technologies

Connected and Autonomous Vehicles (CAVs)



Vehicle-to-vehicle (V2V) and vehicle-to-infrastructure (V2I) technologies to improve safety and traffic flow

Advanced Aerial Systems



The potential integration of drone deliveries and urban air mobility solutions

Cooperative and Automated Transportation (CAT)



Enhanced coordination between automated vehicles, roadway systems, and infrastructure

Intelligent Transportation Systems (ITS)



Smart traffic management solutions, dynamic message signs, and data-driven corridor operations

Electric Vehicle (EV) Facilities and Integration



Expansion of charging infrastructure to accommodate the growing adoption of EVs

7.1 PROPOSED IMPROVEMENT FUNDING

The study's proposed improvements currently have no funding allocated for them. Improvements will need to be funded before they are constructed, as shown in **Figure 7-1**.



Figure 7-1: Improvement Phasing Process

Funding for such improvements can be found through various resources within the state. These resources fall under four major groups:

- The State Highway Fund
- Federal Fuel Tax
- Proposition 1 – Oil and Gas Tax Revenue
- Proposition 7 – General Sales Tax, Motor Vehicle Sales Tax, and Rental Tax

The way these revenue sources contribute to the different funded expenditures can be seen in **Figure 7-2**.

TxDOT Funding Sources

REVENUE SOURCES



State Highway Fund



Federal Fuel Tax



Prop 1: (Oil & Gas Tax Revenue)



Prop 7: (General Sales Tax Motor Vehicle Sales and Rental Tax)



Mobility Fund Bonds



Grant Funding/Innovative Finance

REVENUE EXPENDITURES

Highways (Non-Tolled)

- State Highway Fund
- ▲ Federal Fuel Tax
- Prop 1
- Prop 7
- Mobility Fund Bonds
- ◆ Grant Funding/Innovative Finance

Highways (Tolled)

- State Highway Fund
- ▲ Federal Fuel Tax
- ◆ Grant Funding/Innovative Finance

Rail (Passenger)

- State Highway Fund
- Mobility Fund Bonds
- ◆ Grant Funding/Innovative Finance

Transit (Public)

- State Highway Fund
- ▲ Federal Fuel Tax
- Mobility Fund Bonds
- ◆ Grant Funding/Innovative Finance

Rail (Freight)

- State Highway Fund
- ◆ Grant Funding/Innovative Finance

Aviation

- State Highway Fund
- Mobility Fund Bonds
- ◆ Grant Funding/Innovative Finance

Ports

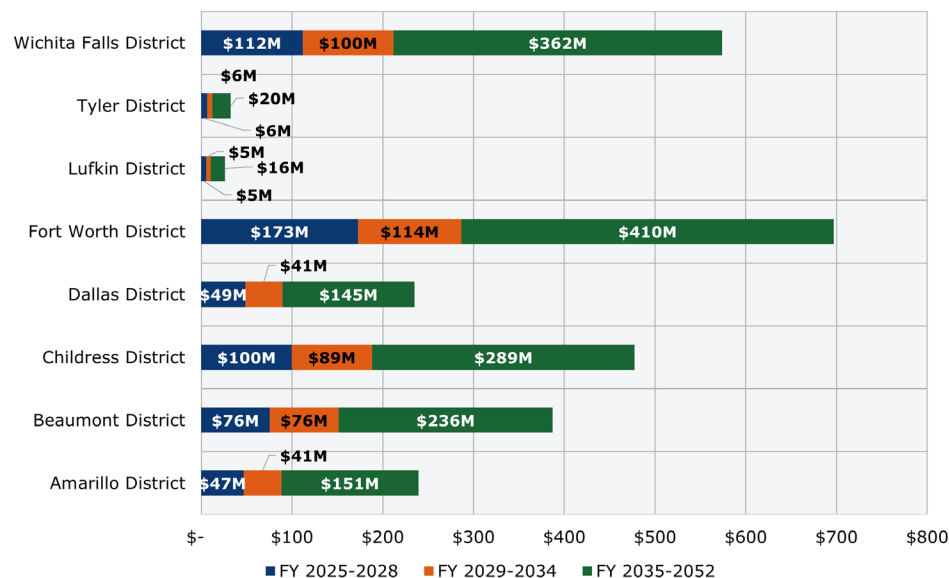
- State Highway Fund
- Mobility Fund Bonds
- ◆ Grant Funding/Innovative Finance

Figure 7-2: TxDOT Funding Sources and Expenditures⁸⁰

⁸⁰ TxDOT UTP, 2025

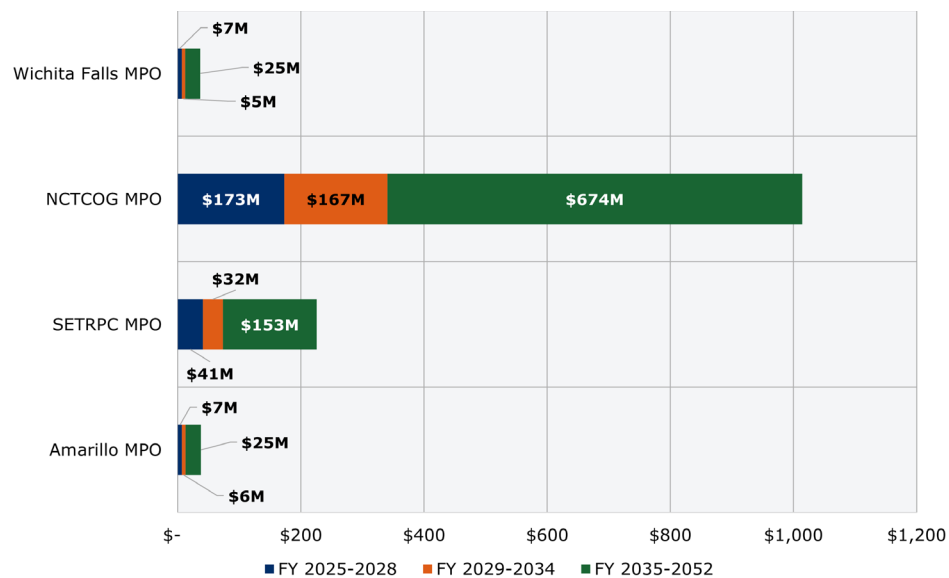
7.2 ASSESSMENT OF FUNDING OPTIONS FOR THE US 287 CORRIDOR IMPROVEMENTS

The implementation of corridor plan recommendations of the US 287 Texas Corridor Study depends on both federal and state funding. To estimate the potential funding available for the US 287 Texas Corridor Study, TxDOT's 2025 UTP projections for fiscal years (FY) 2025 through FY 2034 were extended through FY 2052, with revenue for years 2035 to 2052 increased by 2% annually. Funding allocations for each TxDOT district and local planning agency along the US 287 Corridor were determined using UTP estimates, with districtwide or MPO-wide funding distributed based on the DVMT (Daily Vehicle Miles Traveled) of the US 287 Corridor relative to the overall DVMT of the district or MPO. This methodology is an estimate of funding that may be allocated to US 287 but does not represent funding tied to specific projects along US 287. Based on these allocations, the estimated funding for TxDOT districts and local planning agencies is shown in **Figure 7-3** and **Figure 7-4**. For TxDOT districts, the projected funding is \$2.67 billion (UTP categories 1, 3, 4, 10, and 11), while funding for local planning agencies is estimated at \$1.31 billion (UTP categories 2, 5, 7, and 9), resulting in a combined total of \$3.98 billion, based on the extended forecasts from FY 2025 to FY 2052.



US 287 Districts	FY 2025-2028	FY 2029-2034	FY 2035-2052
Categories 1, 3, 4, 10, and 11	\$479.2 Million	\$478.9 Million	\$1710.4 Million

Figure 7-3: UTP Funding Summary for the US 287 Corridor by Districts (Millions of Dollars)



US 287 Local Planning Agencies	FY 2025-2028	FY 2029-2034	FY 2035-2052
Categories 2, 5, 7, and 9	\$192 Million	\$203.1 Million	\$919 Million

Figure 7-4: UTP Funding Summary for the US 287 Corridor by Local Planning Agencies (Millions of Dollars)

Funding from categories 6, 8, and 12 is not included in the estimates above, as these categories are allocated at the statewide level. Category 6, which covers bridge replacement and rehabilitation, is estimated to receive \$14.9 billion between FY 2025 and FY 2052. Category 8, which supports safety projects, is estimated to receive \$11.8 billion during the same period. Category 12, for strategic priority projects, is expected to receive \$58.3 billion between FY 2025 and FY 2052. While these funds are allocated statewide, it is possible that some of this funding could be directed toward improvements on US 287. However, even with the additional funds from these categories, the available funding will still fall short of covering all the improvements outlined in the development strategy. Therefore, it is essential to explore other funding and financing options to close the gap. For example, the Infrastructure Investment and Jobs Act (IIJA) of 2021 reauthorizes existing surface transportation programs for five years and allocates an additional \$110 billion to repair roads and bridges, as well as to support major, transformational projects.

The IIJA provides approximately \$350.8 billion for the Highway Trust Fund and General Fund for fiscal years 2022 through 2026, which will support ongoing surface transportation programs. Specifically, for Texas, the Act provides the following:



Over the five years, Texas is projected to receive approximately **\$729 million** in formula funding to improve the resilience of its transportation infrastructure, alongside about **\$641 million** to reduce transportation-related emissions.



Texas will also be eligible to compete for **\$15 billion** in federal funding dedicated to megaprojects that deliver considerable economic benefits to local communities, as well as **\$15.8 billion** through the Bridge Investment Program, which focuses on economically important bridges.

In total, Texas is expected to receive around

\$27.5 billion

in federal highway formula funding for the development and repair of highways and bridges over the next five years.

7.3 IMPACT AND BENEFITS OF THE IMPLEMENTATION OF EMERGING TECHNOLOGY

Emerging technologies have the potential to transform the US 287 corridor into a safer, more efficient, and sustainable transportation route. Electric vehicle (EV) infrastructure, such as charging stations, could support the growing adoption of EVs among passenger and freight vehicles, reducing emissions and improving air quality. Autonomous and connected vehicle technologies, including V2X (Vehicle-to-Everything) communication and smart signal systems, could enhance traffic flow, reduce congestion, and improve safety by minimizing collisions. ITS like digital message signs and real-time traffic management could provide drivers with up-to-date information, reducing delays. Additionally, advancements in freight technologies, such as automated trucks and platooning, could optimize goods movement along the corridor, addressing challenges like truck parking shortages and delivery inefficiencies. With strategic planning and investment, US 287 could serve as a model for integrating cutting-edge transportation solutions to meet future mobility demands.



Electric Vehicle Infrastructure: Charging stations to support EV adoption, reduce emissions, and improve air quality.



Autonomous and Connected Vehicle Technologies: V2X communication and smart signal systems to enhance traffic flow, reduce congestion, and improve safety.



Intelligent Transportation Systems: Digital message signs and real-time traffic management to provide up-to-date information and reduce delays.



Freight Technologies: Automated trucks and platooning to optimize goods movement, address truck parking shortages, and improve delivery efficiency.

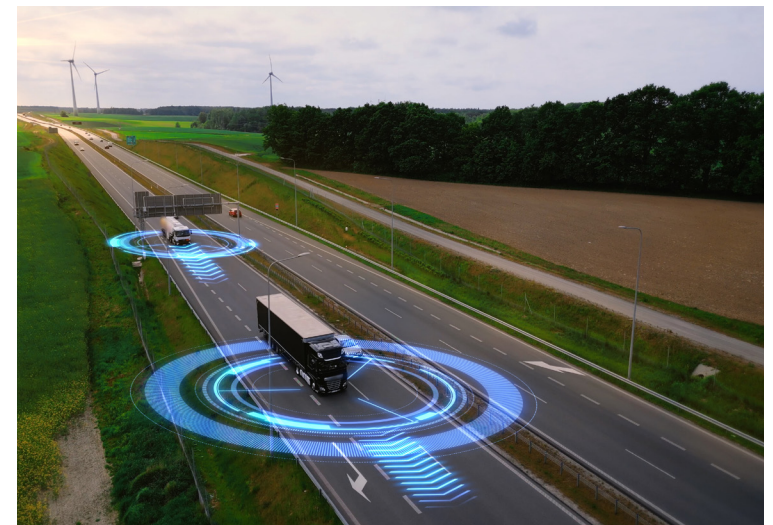


Strategic Planning and Investment: Transforming US 287 into a model for integrating advanced transportation solutions to meet future mobility demands.

Figure 7-5: Transforming the US 287 Corridor with Emerging Technologies

7.3.1 FREIGHT NETWORK TECHNOLOGY AND OPERATIONS

Based on the 2023 Texas Delivers 2050 Freight Mobility Plan, TxDOT's Statewide Freight Network and Technology Operations Plan outlines strategies that go beyond traditional freight infrastructure investments. By incorporating automated vehicle infrastructure, connected signing, and high-resolution freight traveler information systems, US 287 can become a more reliable and efficient route for freight. The plan also emphasizes the importance of technologies like safety warning detection systems and smart freight connectors, which can improve safety and reduce industry costs. Since 2023, TxDOT has been advancing these concepts, and applying them to US 287 could enhance freight mobility, optimize logistics, and improve multimodal connectivity along the corridor. These efforts will contribute to a smarter, more resilient freight network on US 287, meeting the needs of stakeholders while boosting economic competitiveness.



Rendering of Autonomous Freight Technology

7.3.2 BROADBAND DEPLOYMENT

Fiber optics, cellular connectivity, and other broadband technologies provide a considerable opportunity to enhance communication and transportation infrastructure along the US 287 corridor. Expanding broadband connectivity can support advanced traffic networks, such as signals, DMS, and cameras, while enabling the deployment of ITS to improve traffic flow and safety. Current gaps in broadband coverage along US 287 present a chance to invest in modern, scalable technologies that will support the corridor's growth and development. Senate Bill 507 (87th Regular Session, 2021) has made it easier for broadband providers to access highway ROW, creating opportunities for collaboration and cost-sharing to expand network services. TxDOT launched the Broadband program in 2023, and it is jointly administered by the Right of Way and Information Technology Divisions. It recognizes that collaboration between public and private partners is critical to deploy infrastructure and reduce costs to Texas. By addressing broadband gaps, US 287 can become a model corridor for connected infrastructure, improving mobility, freight efficiency, and the traveling experience for the public.



Rendering of Broadband Data

7.3.3 CONNECTED, AUTOMATED, AND AUTONOMOUS VEHICLES

The US 287 corridor presents a unique opportunity to integrate connected and automated vehicle (CAV) technologies, which have the potential to considerably enhance safety, traffic flow, and mobility. Connected vehicle technology allows vehicles to share real-time data with each other, roadway users, and traffic management systems, improving situational awareness and reducing collisions. In combination with automated vehicles, which can perform critical driving functions without direct human input, US 287 could see improvements in operational efficiency, freight movement, and overall road safety. As the industry advances, incorporating connected and autonomous freight trucks, passenger vehicles, and even low-speed delivery devices along the corridor could reduce congestion, optimize freight logistics, and increase safety. With driving automation levels 4 and higher, fully autonomous vehicles could play a key role in revolutionizing the corridor's transportation network. As TxDOT continues to engage in legislation and rulemaking related to CAV technologies, US 287 stands to benefit from these innovations, paving the way for a safer and more efficient future transportation system.

Another system aimed to keep traffic safer on roadways is the implementation of the CV2X or Connected Vehicles-to-Everything system along the roadways of Texas. The system broadcasts safety messages to smart phones and the vehicles' on-board units to alert drivers of upcoming incidents, slowdowns, variable speed limits, and approaching work zones ahead.



Rendering of Autonomous Vehicles on Highway

7.3.4 ADVANCED AERIAL SYSTEMS

The US 287 corridor offers a promising environment for integrating advanced aerial technologies to enhance transportation efficiency, safety, and infrastructure management. Drones and other advanced aerial systems can support various applications, including traffic incident management, construction monitoring, bridge inspections, and emergency response. By leveraging aerial technology, agencies and private industry can improve data collection quality, reduce operational costs, and enhance mobility. Additionally, as the Advanced Air Mobility (AAM) industry continues to evolve, innovations such as electric vertical takeoff and landing (VTOL) aircraft and autonomous cargo drones could play a role in improving freight logistics and passenger transportation along the corridor. With ongoing industry collaboration and legislative developments, US 287 is well-positioned to adopt aerial mobility solutions that complement its existing transportation network, paving the way for a smarter and more resilient corridor.

Advanced aerial technologies can:

- ✓ Manage traffic incident
- ✓ Monitor construction
- ✓ Inspect bridges
- ✓ Respond to emergencies
- ✓ Improve data collection quality
- ✓ Reduce operational costs
- ✓ Enhance mobility.

7.3.5 COOPERATIVE AND AUTOMATED TRANSPORTATION AND ITS

Emerging technologies like TxDOT's Cooperative and Automated Transportation Program could impact US 287 by enhancing safety, efficiency, and overall traffic management. TxDOT's focus on creating intelligent, interconnected infrastructure through V2X communication can improve US 287 into a smarter highway. This program involves strategies and pilot projects that test and deploy technologies to connect freight and passenger vehicles with the roadway and each other, thus providing real-time data to drivers and automated systems.

Similar to the initiatives seen in the I-45 Innovation Corridor, US 287 could benefit from automated vehicle test pilots, leveraging technologies such as electronic logging systems that alert drivers about congestion or sudden slowdowns ahead. This alert system has already shown success in making drivers more responsive to potential hazards, reducing the likelihood of collisions.

Furthermore, the I-35 Advancement Alliance's interoperable digital infrastructure can serve as a model for US 287. Applying best practices for digital communication and resource sharing across states and corridors can ensure that US 287 remains up-to-date with the latest technological advancements. Improved digital infrastructure will support both automated and human-driven vehicles in seamlessly navigating traffic, reducing delays, and improving safety.



*Overall, by adopting these emerging technologies, **US 287 can move towards becoming a safer and more efficient roadway**, equipped to handle the increased demands of modern transportation with reduced crashes and better traffic flow.*

7.3.6 ELECTRIC VEHICLE (EV) FACILITIES AND INTEGRATION

Within urban areas, access to EV facilities and EVs is more readily available compared to rural areas. As the use and popularity of EVs increases, there is a growing need for charging and service facilities along key travel routes like US 287. Currently, there are 4,231 EV charging locations statewide, but limited facilities exist along the US 287 corridor. This gap presents an opportunity to expand charging infrastructure, particularly for passenger and freight EVs. As part of the guidance from FHWA regarding Electric Freight Corridors, efforts are underway to identify suitable areas for charging large freight vehicles, with freight stations ideally offering at least four charging stations to accommodate heavy vehicles. The rise of electric freight trucks alongside passenger EVs also offers a chance for additional EV modes along the corridor.

By adding fast-charging stations at strategic locations such as rest areas, truck stops, and near major interchanges, US 287 can support long-distance travel for both types of vehicles. The development of EV infrastructure can also lead to new efficiencies in freight operations, lowering logistics costs while aligning with Texas' broader sustainability goals.

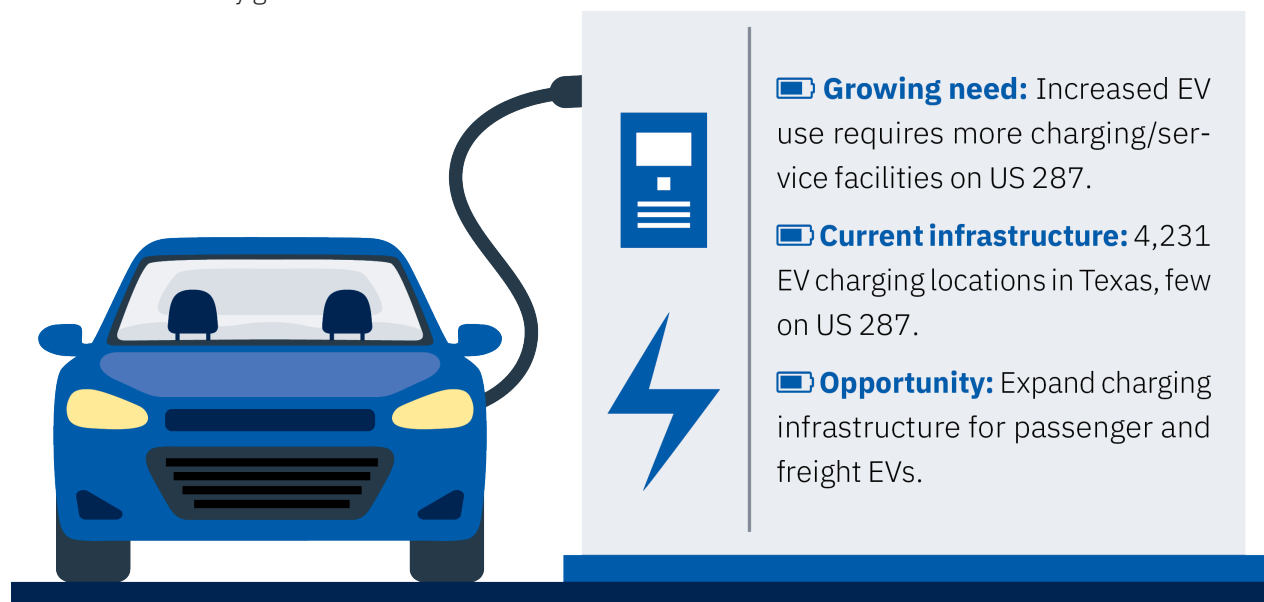


Figure 7-6: Enhancing EV Infrastructure Along the US 287 Corridor



The stakeholder driven prioritized improvements in the US 287 Corridor implementation plan, combined with technological advancements, will **form a strong roadmap to position US 287 as a safe, efficient, and connected route of travel for Texans**. US 287 will be vital in facilitating economic opportunities, freight movement, and regional mobility from Southeast to Northwest Texas and beyond.



Texas Department of Transportation



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Key Word Search: US 287 Corridor Study Report

For corridor study, see US 287 Texas Corridor Study Report

For interstate feasibility, see US 287 Interstate Feasibility Study Report



APPENDIX A

Implementation Plan



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District Implementation Plans

As part of the US 287 Texas Corridor Study stakeholder engagement, a comprehensive set of improvements was proposed to align with the study's vision of establishing "a safe and connected route of travel for Texans."

Definition and Categories:

Technical analysis of existing conditions and projected needs was used to identify needs along the US 287 Texas Corridor. These needs, along with stakeholder input, were used to develop improvements.

These improvements span five key categories that are also color-coded and symbolized:



- **Safety:** Safety improvements along US 287 focus on reducing crash risks, number of fatal and serious injury crashes, and enhancing roadway infrastructure to better accommodate all users. These include improvements such as the conversion of 2-lane undivided roadways into 4-lane divided roadways.



- **Mobility:** Mobility improvements along US 287 focus on enhancing traffic flow and adding capacity through targeted upgrades, such as construction of addition lanes.



- **Connectivity:** Connectivity improvements along US 287 aim to enhance regional access and traffic flow through key infrastructure upgrades, such as an interchange improvement at the crossing of I-35E and US 287, in Waxahachie.



- **Multimodal:** Multimodal recommendations for US 287 present a wholistic strategy that integrates roadway, freight, rail, pedestrian, bicycle, maritime, and aviation considerations to enhance regional connectivity and mobility such as identifying locations for truck parking along the corridor where none currently exist.



- **Technology:** Technology improvements for the US 287 corridor use emerging and innovative concepts to better connect users with real time information and better help motorists stay safe and up to date with conditions on the roadway. These include improvements such as the installation of Dynamic Message Signs and Traffic Cameras.

A total of 206 proposed improvements were developed based on stakeholder input and technical analysis. To ensure alignment with existing initiatives, the improvements reference current projects from the TxDOT Project Tracker and the 2025 TxDOT Unified Transportation Program (UTP), avoiding any overlap with current and ongoing TxDOT efforts. The summary of proposed improvements in the study's implementation plan by District can be seen in **Table 1**.

Table 1: US 287 Texas Corridor Study Implementation Plan – Summary of Improvements by District

District	Short Term (Within 4 Years)	Mid-Term (5-10 Years)	Long-Term (10+ Years)
Beaumont	14	3	4
Lufkin	11	0	8
Tyler	9	5	2
Bryan	1	0	2
Dallas	4	3	8
Fort Worth	8	7	10
Wichita Falls	22	8	32
Childress	23	10	0
Amarillo	6	5	1

Evaluation:

The proposed improvements were evaluated using 19 metrics categorized based on TxDOT's Unified Transportation Program (UTP) criteria: Safety, Economy, Congestion, Preservation, and Connectivity. The evaluation helped define the improvement potential to address corridor needs while advancing the UTP and study goals. The criteria weights, based on stakeholder input, were as follows: Safety 30%, Economy 25%, Congestion 20%, Connectivity 15%, and Preservation 10%. The weights and points were used to assign a 0 to 12 score to each improvement. After determining each improvement's needs, preliminary costs estimates were calculated based on conceptual typical cross sections, pavement design, and current year TxDOT average unit bid prices. Each improvement's need scores and cost estimates were presented to stakeholders for improvement prioritization.

Prioritization:

The segment working group members prioritized each improvement during the in-person prioritization workshops. Improvements were prioritized as follows:

- Short-term (~4 Years): Improvements with near-term needs, smaller scopes
- Mid-term (~5-10 Years): Improvements with mid-term needs, moderate scopes
- Long-term (~10+ Years): Improvements with future needs, bigger scopes
- Not Needed: Improvements not needed and to be dropped from consideration

The Steering Committee and TxDOT Districts reviewed and refined the prioritized improvements to maintain consistency and to reflect ongoing project development.

The study's proposed improvements currently have no funding allocated for them. Each improvement will go through a series of project development stages, depending on the scope of the improvement. Improvements will need to be funded before they are constructed.

Appendix A provides a detailed visualization of these proposed improvements across the nine TxDOT Districts within the corridor, alongside the existing current projects within each TxDOT District.

Following these nine district-specific implementation plans, corridor-wide improvements are presented by segment at the end of this appendix.

1. Beaumont District – Current Projects

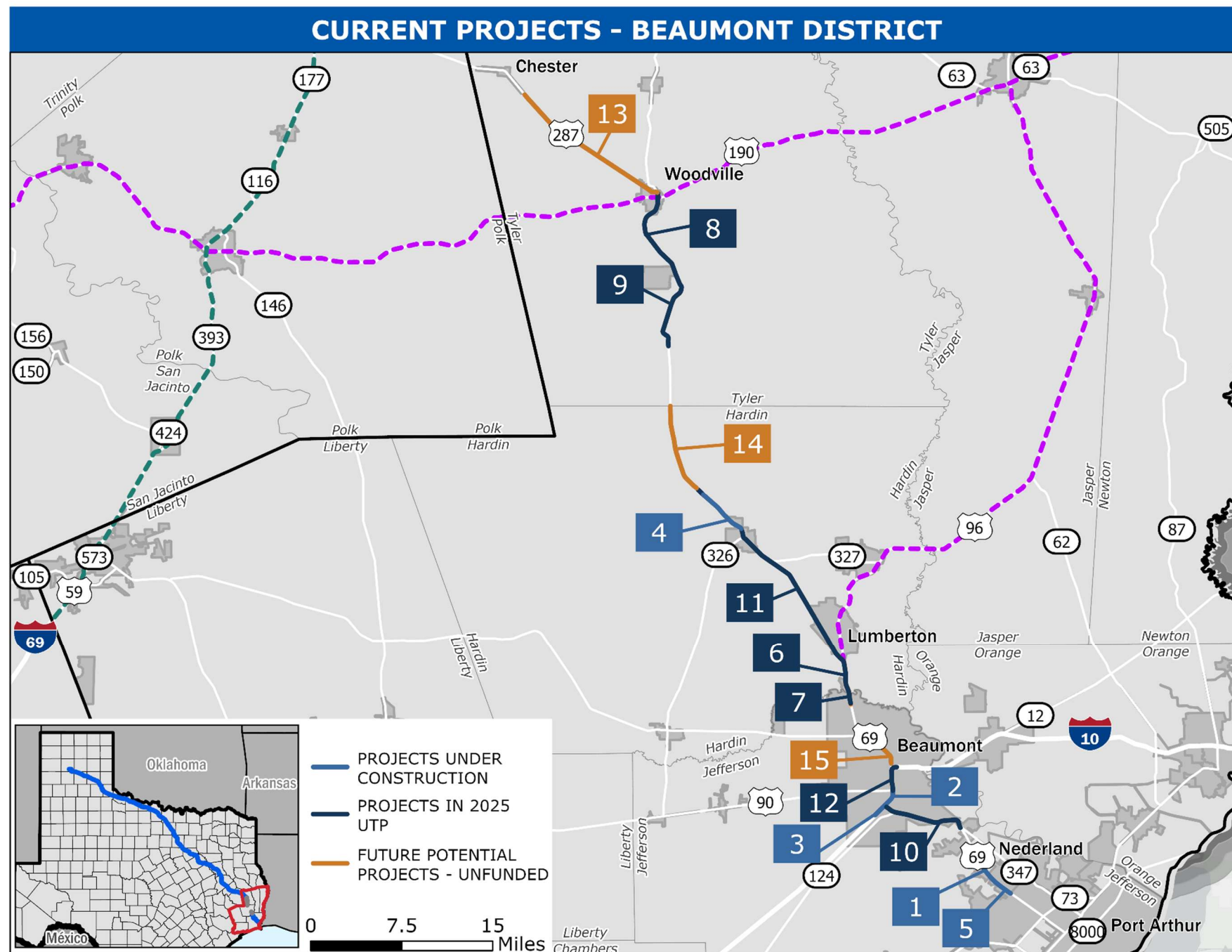


Figure 1. Beaumont District - Current Projects

PROJECTS UNDER CONSTRUCTION							
#	CSJ	County	Limits	Description	Project Stage	Let Year	Est Cst Cost
1	0200-15-021	Jefferson	0.8 MILES NORTH OF SPURLOCK RD., SOUTH TO FM 365	Overlay	CST	2021	\$2.028M
2	0739-02-178	Jefferson	COLLEGE ST, SOUTH TO WASHINGTON AVE	Seal Coat	CST	2022	\$0.083M
3	0739-02-140	Jefferson	CR 131 (WALDEN ROAD), EAST TO US 90	Widen Freeway	CST	2022	\$274.505M
4	0200-09-084	Hardin	0.75 MI SOUTH OF FM 1003, SOUTH TO VILLA ROAD	Seal Coat	CST	2024	\$0.878M
5	6390-39-001	Jefferson	SPURLOCK TO FM365	Routine Maintenance Project - Sealed	CST	2023	\$1.052M
PROJECTS IN 2025 UTP							
#	CSJ	County	Limits	Description	Project Stage	Let Year	Est Cst Cost
6	0065-06-067	Hardin	US 96, S TO JEFFERSON CL	Widen Freeway	PS&E	2025	\$58.6M
7	0065-07-065	Jefferson	HARDIN CL, S TO TRAM ROAD	Widen Freeway	PS&E	2025	\$14.72M
8	0200-07-043	Tyler	1.5 MI N OF US 190 TO FM 1013	New Location Non-Freeway	PE	2030	\$110.M
9	0200-08-050	Tyler	FM 1013 TO 1 MI OF BLACK CREEK	New Location Non-Freeway	PE	2030	\$65M
10	0200-14-060	Jefferson	IH 10, S TO SH 347	Widen Freeway	PS&E	2027	\$81.857M
11	0200-10-060	Hardin	.75 MI S OF FM 1003 TO MITCHELL RD	New Location Non-Freeway	P	2032	\$309.821M
12	0028-13-142	Jefferson	US 90, E TO UPRR	Bridge Replacement	PS&E	2028	\$83.929M
FUTURE POTENTIAL PROJECTS - UNFUNDED							
#	CSJ	County	Limits	Description	Project Stage	Let Year	Est Cst Cost
13	0341-04-074	Tyler	RUSSELL CREEK BRIDGE, SOUTH TO US 69	Rehabilitation of Existing Road	PS&E	2028	\$19M
14	0200-09-086	Hardin	TYLER COUNTY LINE, SOUTH TO FM 1003	Overlay	PS&E	2026	\$4.35M
15	0200-11-080	Jefferson	IH 10, NORTH TO PINE ISLAND BAYOU	Widen Freeway	P	2040	\$5M

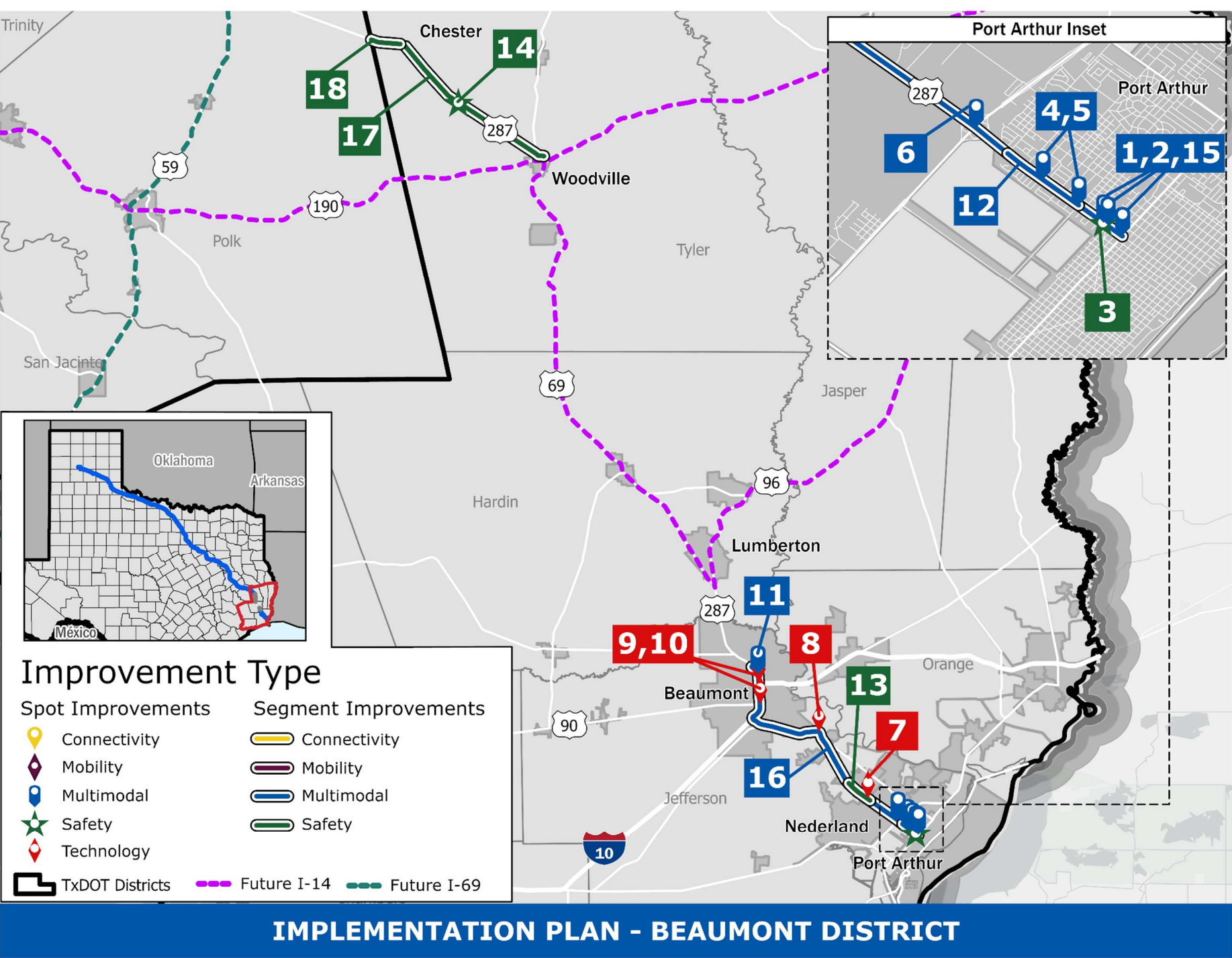
Notes:

- **CST** – Construction
- **P** – Planning
- **PE** – Preliminary Engineering
- **PS&E** – Preparation of Plans, Specifications, and Estimates

* "Unfunded Projects" are not in the 2025 UTP and have not yet been fully funded *

Source: TxDOT 2025 Unified Transportation Program

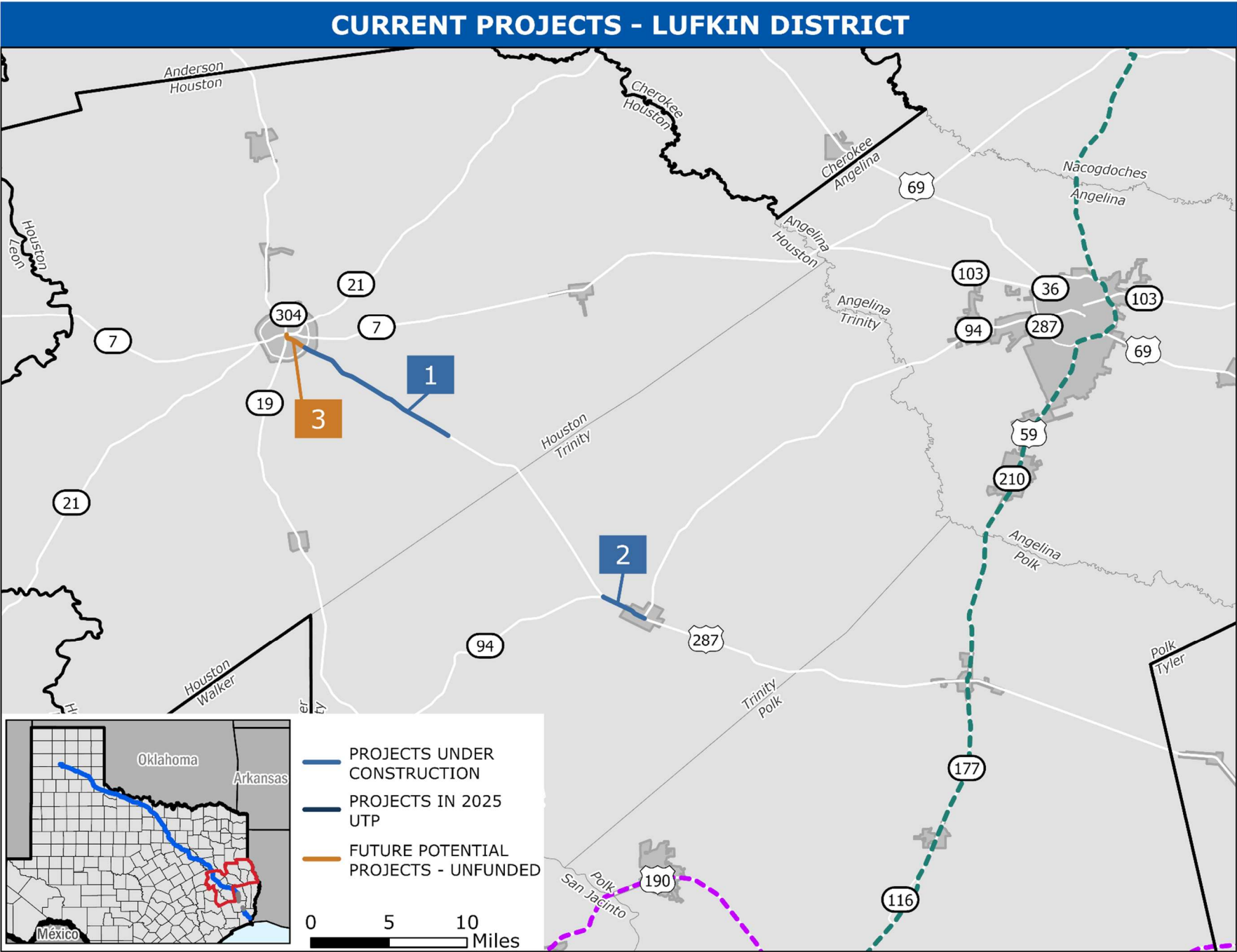
2. Beaumont District – Recommendations for Implementation Plan



Short-Term Improvements (Within 4 Years)					
Map ID	County	Location/Limits	Description	Prioritization	Est Cost
1	Jefferson	US 287 & TX-87	Convert to mast arm mounted traffic signal from span-wire	Short-Term	\$2M
2	Jefferson	US 287 & 19th St	Convert to mast arm mounted traffic signal from span-wire	Short-Term	\$2M
3	Jefferson	US 287 & 19th St	Install Signal Ahead sign with flashing beacons	Short-Term	\$0.005M
4	Jefferson	US 287 & 25th St	Convert to mast arm mounted traffic signal from span-wire	Short-Term	\$2M
5	Jefferson	US 287 & 32nd St	Convert to mast arm mounted traffic signal from span-wire	Short-Term	\$2M
6	Jefferson	US 287/TX-73 Interchange	Increase vertical clearance to 18.5'	Short-Term	\$30M
7	Jefferson	US 287 & FM 365	Install traffic cameras for traffic monitoring, incident management, and congestion response	Short-Term	\$0.25M
8	Jefferson	US 287 & S Martin Luther King Jr. Parkway Exit	Install traffic cameras for traffic monitoring, incident management, and congestion response	Short-Term	\$0.25M
9	Jefferson	US 287 & US 90	Install traffic cameras for traffic monitoring, incident management, and congestion response	Short-Term	\$0.25M
10	Jefferson	US 287 & I-10 Interchange	Install traffic cameras for traffic monitoring, incident management, and congestion response	Short-Term	\$0.25M
11	Jefferson	US 287 & N 11th St	Increase vertical clearance to 18.5'	Short-Term	\$30M
Total Cost:					\$69.005M
Mid-Term Improvements (Between 5-10 Years)					
Map ID	County	Location/Limits	Description	Prioritization	Est Cost
12	Jefferson	39th Street to 25th Street in Port Arthur	Install HAWK signals (as warranted) at locations without protected crossings	Mid-Term	\$0.25M
13	Jefferson	Canal Ave to Central Mall Dr in Nederland	Proposed Lighting Improvements	Mid-Term	\$2M
14	Tyler	US 287 & FM 256	Intersection Improvements	Mid-Term	\$1M
Total Cost:					\$3.25M
Long-Term Improvements (10+ Years)					
Map ID	County	Location/Limits	Description	Prioritization	Est Cost
15	Jefferson	Kansas City Southern Railroad Crossing in Port Arthur	Feasibility Study to convert underpass to overpass	Long-Term	\$0.5M
16	Jefferson	West Lucas Drive in Beaumont to TX-87 in Port Arthur	Proposed Bus/Transit System for approximately 25 miles connecting Beaumont to Port Arthur	Long-Term	\$240M
17	Tyler	Chester Hwy in Chester to US 69	Convert roadway from 2-lane undivided to 4-lane divided	Long-Term	\$185.304M
18	Tyler	Polk-Tyler County Line to FM 1745	Convert roadway from 2-lane undivided to 4-lane divided	Long-Term	\$28.826M
Total Cost:					\$454.63M
Total Cost for Beaumont District:					\$526.885M

Figure 2. Beaumont District Implementation Plan Summary

3. Lufkin District – Current Projects



PROJECTS UNDER CONSTRUCTION							
#	CSJ	County	Limits	Description	Project Stage	Let Year	Est Cst Cost
1	0340-01-045	Houston	SL 304 TO 1.18 MI SOUTH OF FM 232	Resurface Roadway	CST	2023	\$0.652M
2	0319-01-069	Trinity	SH 94 TO FM 355	Resurface Roadway	CST	2024	\$0.794M

FUTURE POTENTIAL PROJECTS - UNFUNDED							
#	CSJ	County	Limits	Description	Project Stage	Let Year	Est Cst Cost
3	0340-01-042	Houston	CROCKETT TOWN SQUARE TO SL 304 (S)	Highway Improvement	PS&E	2025	\$0.843M

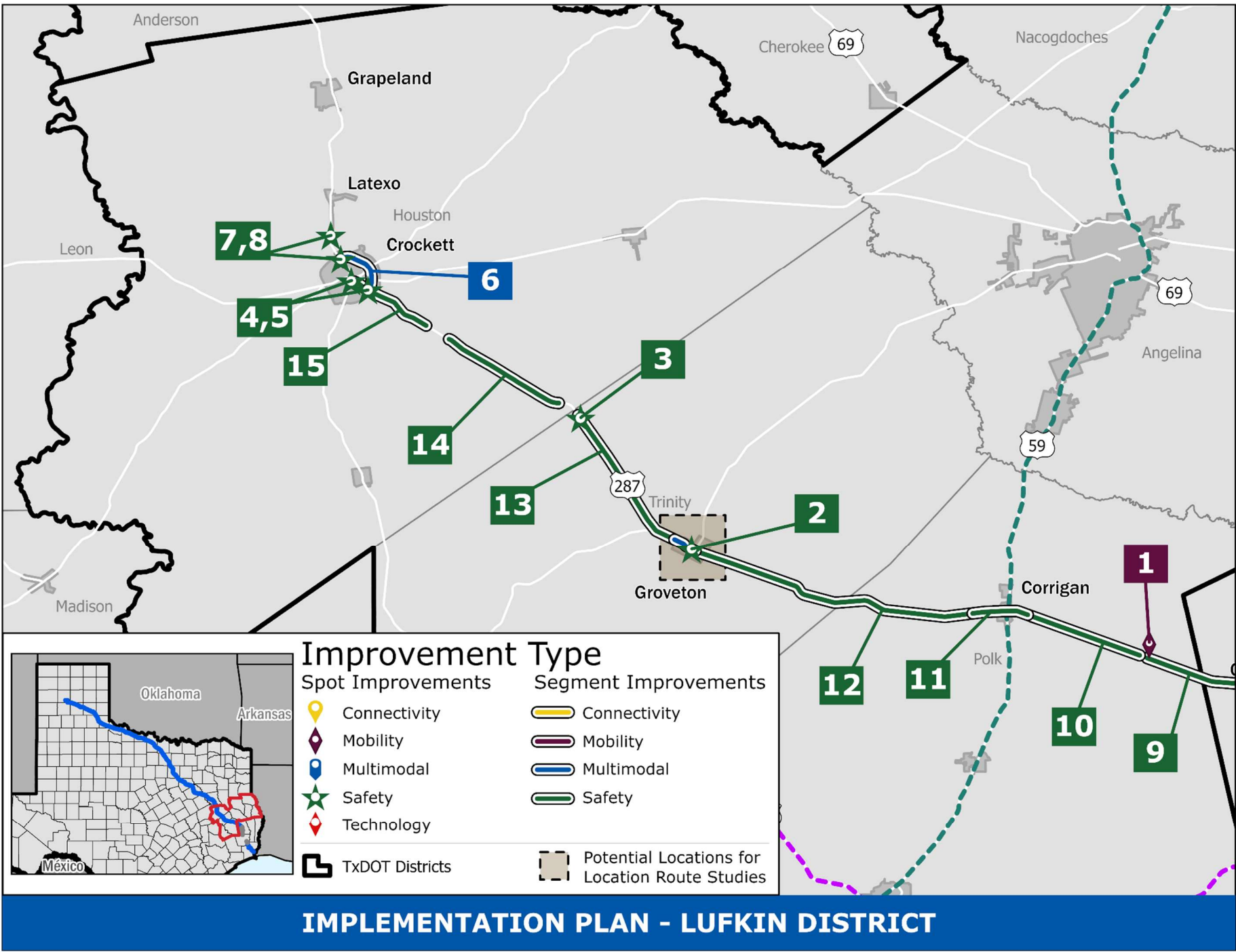
Notes:

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 - **PS&E** – Preparation of Plans, Specifications, and Estimates
- * “Unfunded Projects” are not in the 2025 UTP and have not yet been fully funded *

Source: TxDOT 2025 Unified Transportation Program

Figure 3. Lufkin District - Current Projects

4. Lufkin District – Recommendations for Implementation Plan



Short-Term Improvements (Within 4 Years)					
Map ID	County	Location/Limits	Description	Prioritization	Est Cost
1	Polk	US 287 @ FM 62	Modify striping to include exclusive SBL turn lane (FM 62 in Corrigan)	Short-Term	\$0.02M
2	Trinity	Womack Avenue in Groveton	Install sign post with mounted ped crossing warning sign and arrow plaque, Provide high visibility crosswalk at the east leg of US 287	Short-Term	\$0.02M
3	Trinity	FM 2781 Near Trinity-Houston County Line	Install northbound right-turn lane	Short-Term	\$1M
4	Houston	Loop 304 in Crockett	Install roundabout or traffic signal (if warranted)	Short-Term	\$5M
5	Houston	South 5th Street in Crockett	Propose stop sign for southbound 5th St traffic at US 287/Bowie Ave	Short-Term	\$0.002M
6	Houston	Along Loop 304 at US 287 to along South Loop 304 at US 287 in Crockett	Roadway Expansion Study to accommodate re-routing US 287 to SL-304 instead of passing through Crockett	Short-Term	\$0.4M
7	Houston	Northwest Loop 304 in Crockett	Install roundabout or traffic signal (if warranted)	Short-Term	\$5M
8	Houston	FM 2160 in Crockett	Provide exclusive SBR turn lane	Short-Term	\$0.5M
Total Cost:					\$11.942M
Long-Term Improvements (10+ Years)					
Map ID	County	Location/Limits	Description	Prioritization	Est Cost
9	Polk	South of FM 62 to Polk-Tyler County Line	Convert to 4-lane divided roadway	Long-Term	\$42.967M
10	Polk	Bryant Hubert Street to North of FM 62	Convert to 4-lane divided roadway	Long-Term	\$90.787M
11	Polk	0.6 miles east of Howell Road to 0.6 miles west of Rayburn Hills Road in Corrigan	Convert US 287 through Corrigan to be BUS-287, construct relief route for US 287 around Corrigan, connecting in the two intersections of proposed relief route of future I-69.	Long-Term	\$360M
12	Polk	Trinity-Polk County Line to S Matthews Street	Convert to 4-lane divided roadway	Long-Term	\$122.061M
13	Trinity	Houston-Trinity County Line to Trinity-Polk County Line	Convert to 4-lane divided roadway	Long-Term	\$260.783M
14	Houston	FM 4120 to CR 4565 in Crockett	Convert to 4-lane divided roadway	Long-Term	\$95.521M
15	Houston	S 8th Street to FM 4125 in Crockett	Convert to 4-lane divided roadway	Long-Term	\$64.249M
Total Cost:					\$1,036.368M
Total Cost for Lufkin District:					\$1,048.31M

Recommended Potential Location Route Studies Groveton

Potential Location Route Studies are recommended around communities or environmental features where upgrading the existing facility may not be feasible or reasonable. The Potential Location Route Studies are expected to yield recommendations, which will potentially modify the implementation plan. District should prioritize conducting Potential Location Route Studies as they see fit, barring any local sensitivities from stakeholders.

Figure 4. Lufkin District Implementation Plan Summary

5. Tyler District – Current Projects

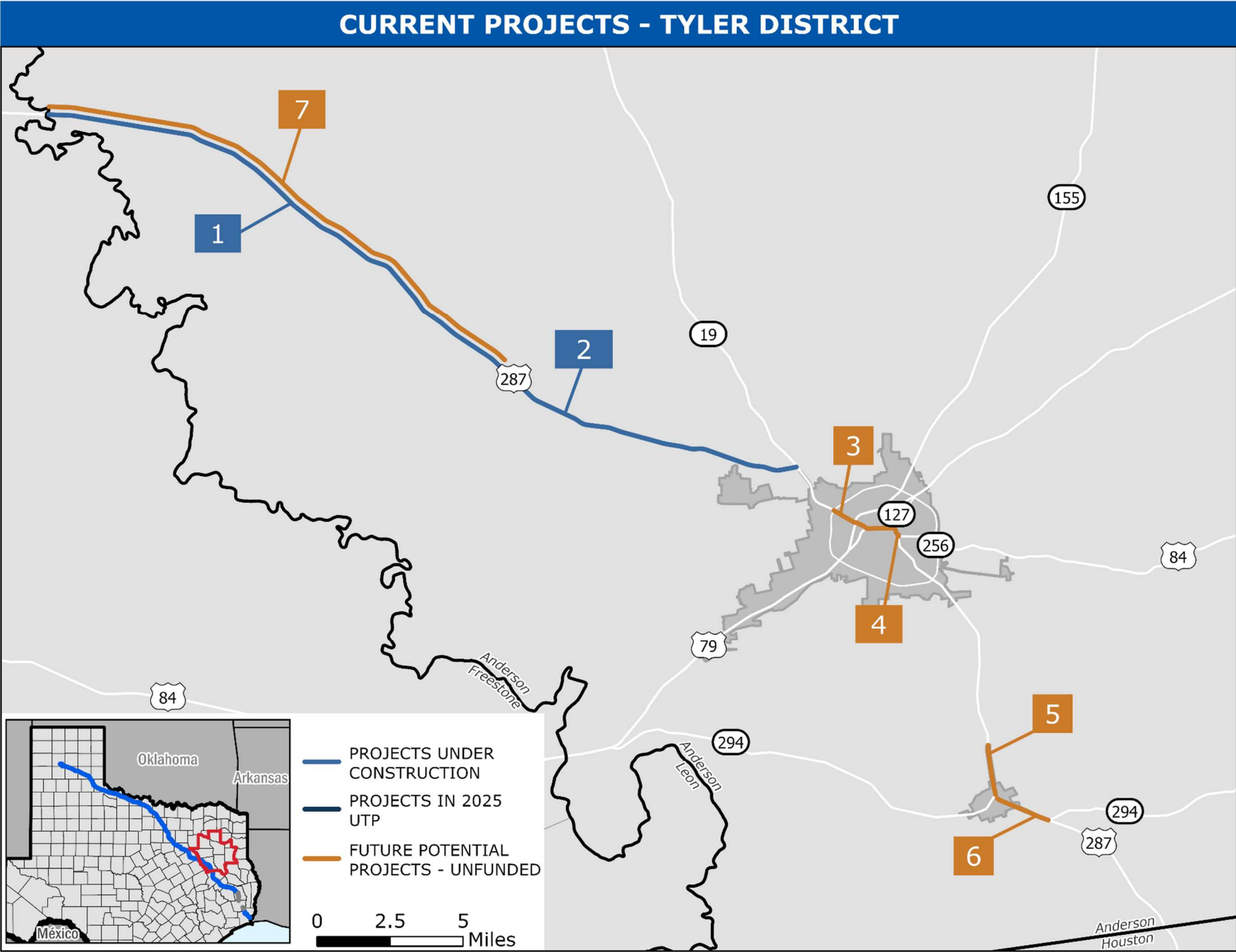


Figure 5. Tyler District - Current Projects

PROJECTS UNDER CONSTRUCTION							
#	CSJ	County	Limits	Description	Project Stage	Let Year	Est Cst Cost
1	0122-04-039	Anderson	FREESTONE/ANDERSON CL, E TO FM 321	Install Centerline & Edgeline Rumble Strips	CST	2020	\$0.178M
2	0122-05-017	Anderson	FM 321 TO SH 19/US 287 SPLIT	Safety Improvement Projects	CST	2020	\$0.107M

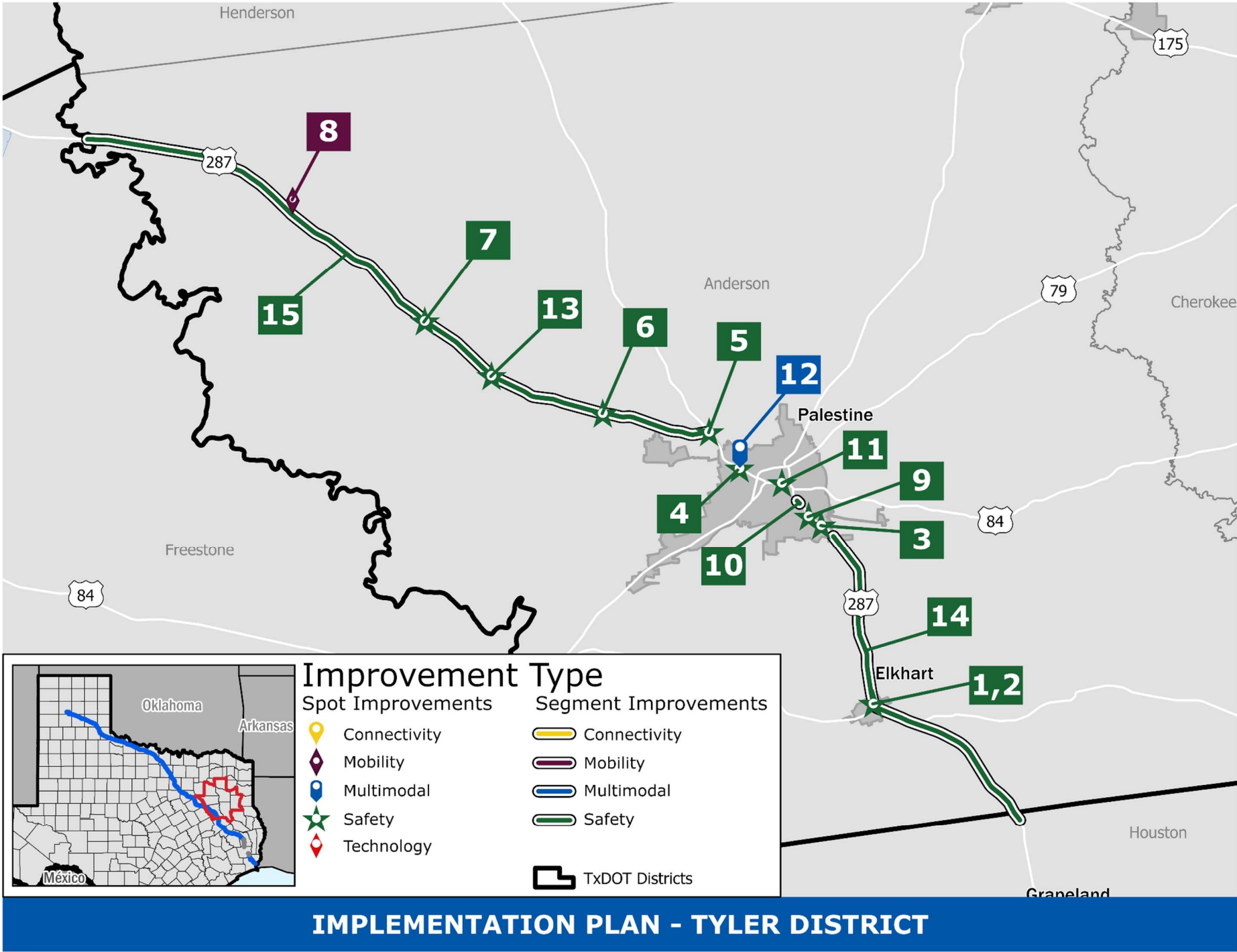
FUTURE POTENTIAL PROJECTS - UNFUNDED							
#	CSJ	County	Limits	Description	Project Stage	Let Year	Est Cst Cost
3	0108-07-040	Anderson	LP 256N to US 84	Seal Coat	PS&E	2026	\$0.184M
4	0109-01-065	Anderson	US 287 TO E. PARK AVE	Seal Coat	PS&E	2027	\$0.153M
5	0109-01-066	Anderson	SH 294 TO 1.7 MI N OF SH 294	Rehabilitation of Existing Road	PS&E	2027	\$3.8M
6	0109-02-027	Anderson	1.7 MI N OF SH 294 TO 0.2 MI S OF SH 294 E	Rehabilitation of Existing Road	PS&E	2027	\$3.25M
7	0122-04-040	Anderson	US 287 TO FM 321	Seal Coat	PS&E	2028	\$1.246M

Notes:

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- * "Unfunded Projects" are not in the 2025 UTP and have not yet been fully funded *

Source: TxDOT 2025 Unified Transportation Program

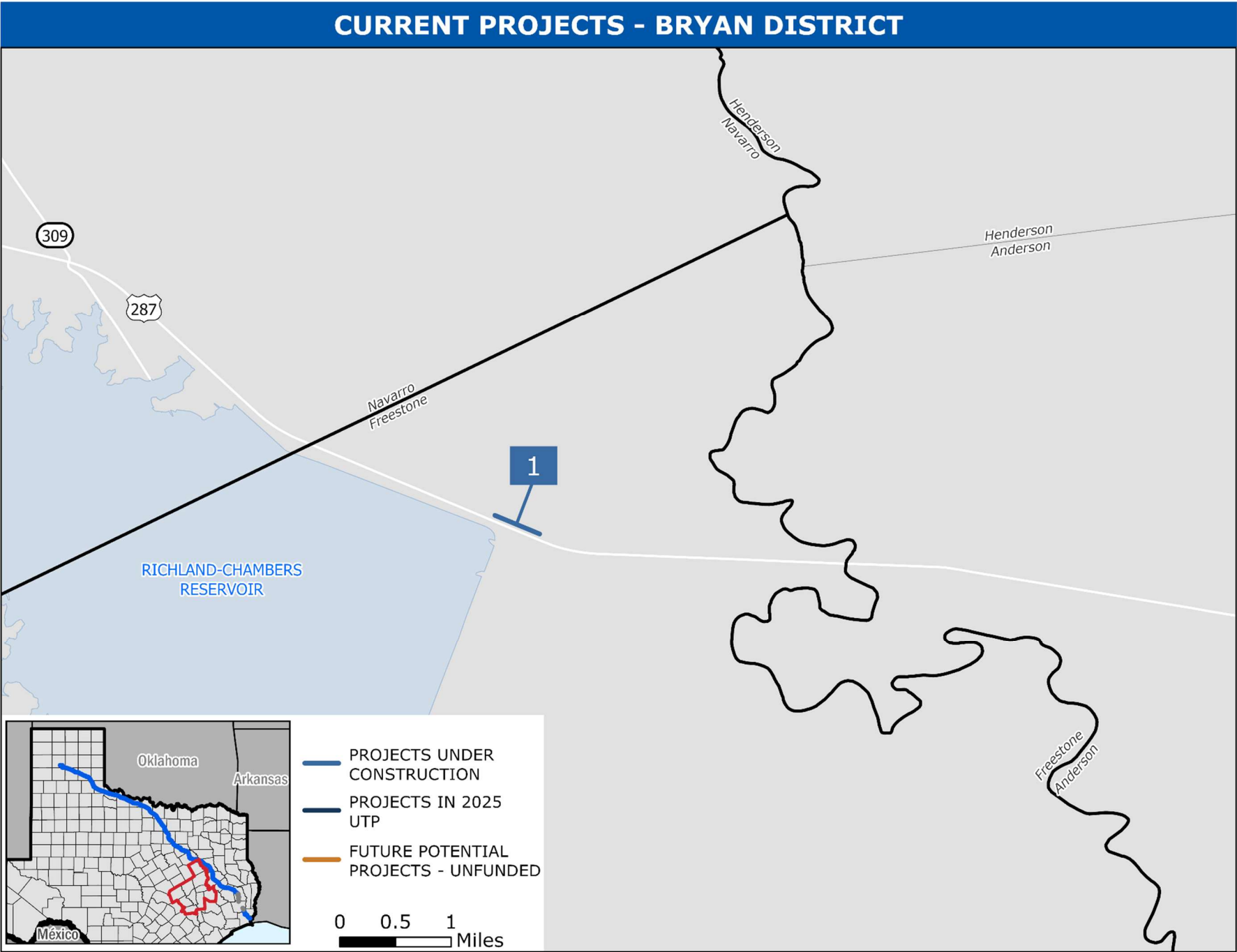
6. Tyler District – Recommendations for Implementation Plan



Short-Term Improvements (Within 4 Years)					
Map ID	County	Location/Limits	Description	Prioritization	Est Cost
1	Anderson	US 287 @ State Highway 294 in Elkhart	Install high visibility signal backplates with retroreflective borders	Short-Term	\$0.004M
2	Anderson	US 287 @ State Highway 294 in Elkhart	Remove TWLT at the SB approach and provide an exclusive left-turn lane with a median. Provide pedestrian ramps, pedestrian signals, push buttons, etc.	Short-Term	\$1M
3	Anderson	US 287 @ South Loop 256 in Palestine	Install marked crosswalks, pedestrian accommodations including pedestrian push buttons, pedestrian signal heads, and ADA compliant curb ramps, and traffic signal upgrade to poles and mast arms	Short-Term	\$0.8M
4	Anderson	US 287 @ North Loop 256 in Palestine	Perform Traffic Signal Warrant Study	Short-Term	\$0.005M
5	Anderson	US 287 @ State Highway 19 in Palestine	Perform Traffic Signal Warrant Study	Short-Term	\$0.005M
6	Anderson	US 287 @ Anderson County Road 430 in Tennessee Colony	Install "Cross traffic does not stop" plaque	Short-Term	\$0.001M
7	Anderson	US 287 @ FM 645 in Tennessee Colony	Provide deceleration lane for vehicles traveling SB on US 287 to travel onto FM 645	Short-Term	\$1.5M
8	Anderson	US 287 @ Cayuga High School Entrance in Tennessee Colony	Modify vertical curvature to provide increased visibility from the side streets. Provide exclusive right turn lanes to accommodate buses	Short-Term	\$1.5M
Total Cost:					\$4.815M
Mid-Term Improvements (Between 5-10 Years)					
Map ID	County	Location/Limits	Description	Prioritization	Est Cost
9	Anderson	US 287 @ Old Elkhart Road in Palestine	Realign side street approaches at the US 287 intersection	Mid-Term	\$1.5M
10	Anderson	East Huffsmith Street to Hilltop Drive in Palestine	Remove TWLT and provide median with storage lanes along US 287 at cross streets	Mid-Term	\$3.6M
11	Anderson	US 287 @ South Sycamore Street and Avenue A in Palestine	Reconfigure 5-leg intersection to a 4-leg intersection	Mid-Term	\$1M
12	Anderson	US 287 @ North Loop 256 in Palestine	Increase Vertical Clearance to 18.5' for overpass	Mid-Term	\$2.5M
13	Anderson	US 287 @ Spur 324 in Tennessee Colony	Realign TX-324 Spur at the US 287 intersection to improve visibility and safety	Mid-Term	\$1.6M
Total Cost:					\$10.2M
Long-Term Improvements (10+ Years)					
Map ID	County	Location/Limits	Description	Prioritization	Est Cost
14	Anderson	Shady Creek Drive in Palestine to Anderson-Houston County Line	Convert to 4-lane divided roadway	Long-Term	\$183.644M
15	Anderson	Freestone-Anderson County Line to State Highway 19 in Palestine	Convert to 4-lane divided roadway	Long-Term	\$327.339M
Total Cost:					\$510.983M
Total Cost For Tyler District:					\$525.998M

Figure 6. Tyler District Implementation Plan Summary

7. Bryan District – Current Projects



PROJECTS UNDER CONSTRUCTION							
#	CSJ	County	Limits	Description	Project Stage	Let Year	Est Cst Cost
1	0122-03-033	Freestone	0.1 Mi W of FM 488 to 0.1 Mi E of FM 488	Safety Improvement Projects	CST	2022	\$0.654M

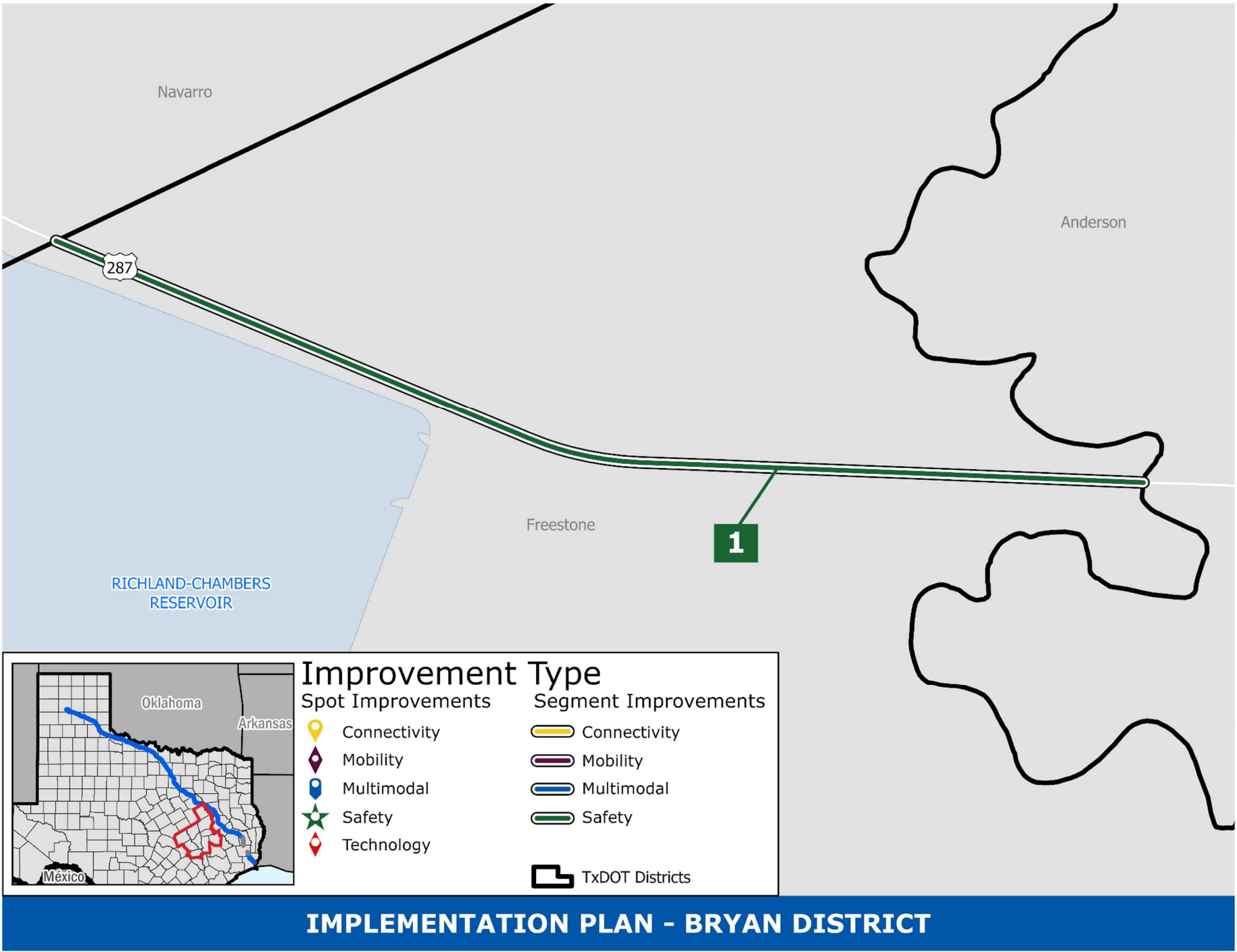
Notes:

- **CST** – Construction
- **P** – Planning
- **PE** – Preliminary Engineering
- **PS&E** – Preparation of Plans, Specifications, and Estimates

Source: TxDOT 2025 Unified Transportation Program

Figure 7. Bryan District - Current Projects

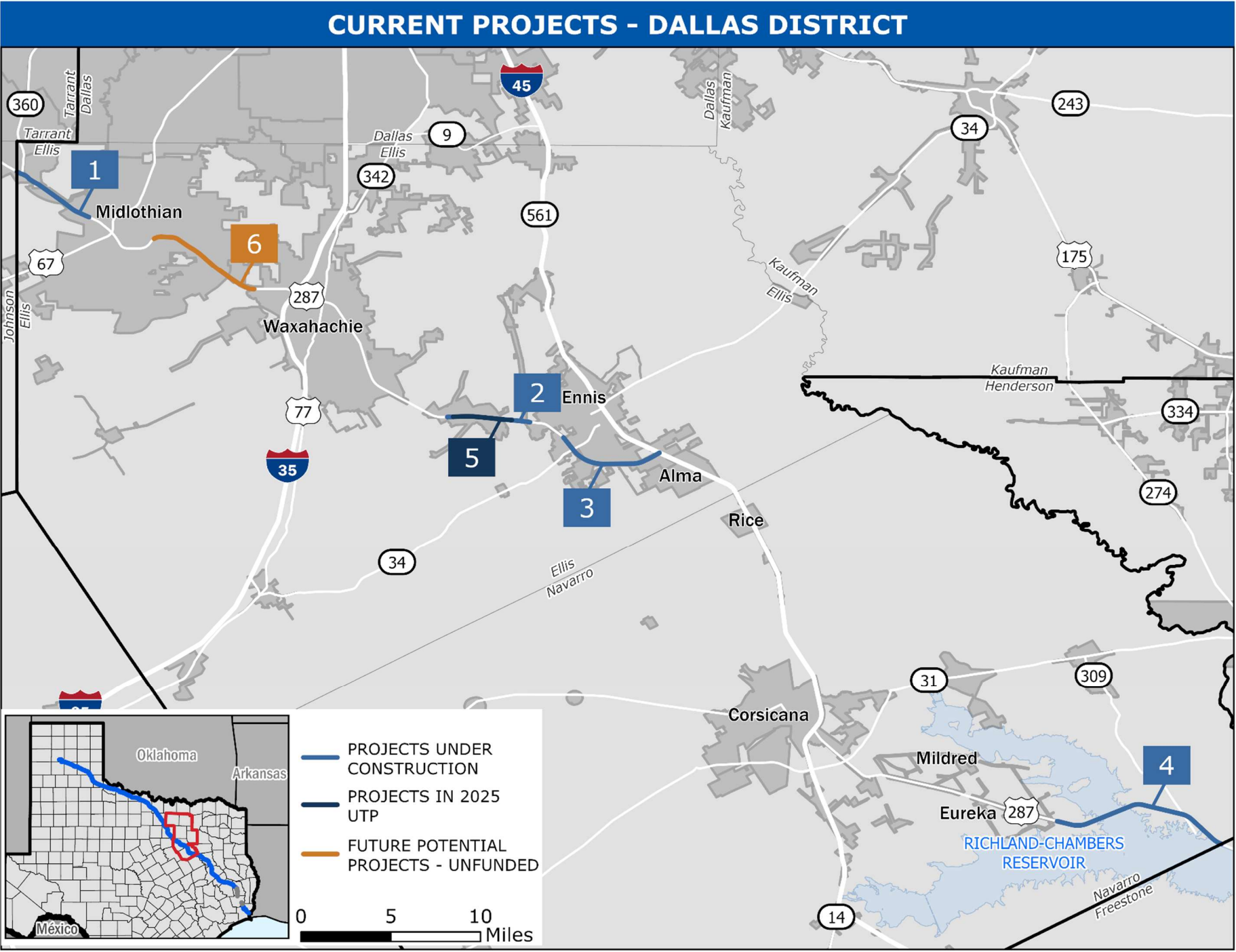
8. Bryan District – Recommendations for Implementation Plan



District Long-Term Improvements (10+ Years)					
Map ID	County	Location/Limits	Description	Prioritization	Est Cost
1	Freestone	Navarro-Frestone County Line to Freestone-Anderson County Line	Convert to 4-lane divided roadway	Long-Term	\$54.286M
Total Cost:					\$54.286M
Total Cost for Bryan District:					\$54.286M

Figure 8. Bryan District Implementation Plan Summary

9. Dallas District – Current Projects



PROJECTS UNDER CONSTRUCTION							
#	CSJ	County	Limits	Description	Project Stage	Let Year	Est Cst Cost
1	0172-04-048	Ellis	JOHNSON COUNTY LINE TO WEST OF US 287Q	Hazard Elimination & Safety	CST	2022	\$1.35M
2	0172-08-102	Ellis	SOUTH OF OLD HIGHWAY 287 TO IH 45	Safety Improvement Projects	CST	2022	\$1.44M
3	0172-08-104	Ellis	NORTH OF SH 34 TO OLD ALMA RD	Seal Coat, Pavement Mkgs, Mill & Inlay	CST	2024	\$0.799M
4	0122-02-032	Navarro	1.0 MI W OF SS 294 TO FREESTONE COUNTY LINE	Seal Coat	PS&E	2025	\$0.84M

PROJECTS IN 2025 UTP							
#	CSJ	County	Limits	Description	Project Stage	Let Year	Est Cst Cost
5	0172-08-103	Ellis	W OF BOYCE RD TO E OF COOKE RD	Interchange	PS&E	2033	\$168M

FUTURE POTENTIAL PROJECTS - UNFUNDED							
#	CSJ	County	Limits	Description	Project Stage	Let Year	Est Cst Cost
6	0172-05-127	Ellis	SOUTH MIDLOTHIAN PKWY TO BUS 287R NORTH IN WAXAHACHIE	Construct Frontage Roads	P	2045	\$329.7M

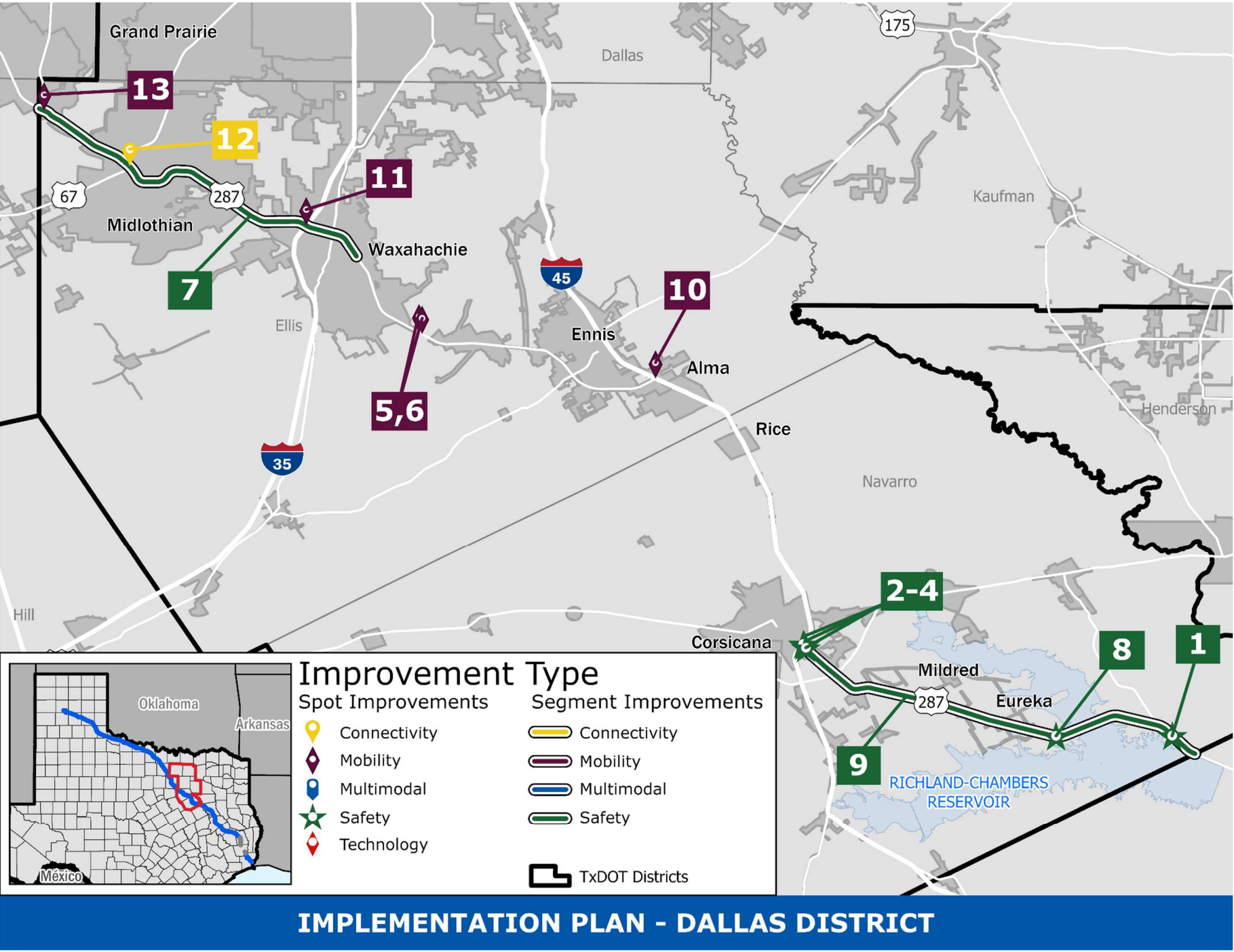
Notes:

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- * "Unfunded Projects" are not in the 2025 UTP and have not yet been fully funded *

Source: TxDOT 2025 Unified Transportation Program

Figure 9. Dallas District - Current Projects

10. Dallas District – Recommendations for Implementation Plan



Short-Term Improvements (Within 4 Years)					
Map ID	County	Location/Limits	Description	Prioritization	Est Cost
1	Navarro	0.4 miles east of CR 4270 in Kerens	Install Animal Strike Warning Sign	Short-Term	\$0.001M
2	Navarro	US 287 @ I-45 Service Road	Install high visibility traffic signal backplates with retroreflective borders	Short-Term	\$0.009M
3	Navarro	I-45 in Corsicana to Bryant's Way	Provide turn lanes, as warranted, between I-45 intersection and Bryant's Way	Short-Term	\$5M
4	Navarro	US 287 @ Corsicana Crossing Boulevard	Install high visibility traffic signal backplates with retroreflective borders	Short-Term	\$0.009M
Total Cost:					\$5.019M

Mid-Term Improvements (Between 5-10 Years)					
Map ID	County	Location/Limits	Description	Prioritization	Est Cost
5	Ellis	US 287 @ Old Highway 287	Localized Interim Intersection Improvements	Mid-Term	\$2M
6	Ellis	US 287 @ Pigg Road	Localized Interim Intersection Improvements	Mid-Term	\$2M
7	Ellis	Farley Street in Waxahachie to Johnson-Ellis County Line in Mansfield	Main lane Lighting Improvements for 19.5 miles	Mid-Term	\$35M
Total Cost:					\$39M

Long-Term Improvements (10+ Years)					
Map ID	County	Location/Limits	Description	Prioritization	Est Cost
8	Navarro	Old Highway 287 in Corsicana	Provide curve warning signs and chevrons	Long-Term	\$0.05M
9	Navarro	Navarro-Freestone County Line to Pecan Delight Road	Convert roadway from 2-lane undivided to 4-lane divided roadway with shared use path for approximately 21.5 miles	Long-Term	\$215M
10	Ellis	US 287 @ I-45	Interchange improvement	Long-Term	\$90M
11	Ellis	US 287 @ I-35E	Interchange Improvement. Reconfigure interchange with direct connectors and install corresponding signage directing traffic to the proper exit from the mainlanes	Long-Term	\$200M
12	Ellis	US 287 @ US 67	Interchange improvement at US 287 and US 67	Long-Term	\$90M
13	Ellis	US 287 @ SH 360	Interchange Improvement. Reconfigure interchange with direct connectors and install corresponding signage directing traffic to the proper exit from the mainlanes	Long-Term	\$200M
Total Cost:					\$795.05M

Total Cost for the Dallas District: \$839.069M

Figure 10: Dallas District Implementation Plan Summary

CURRENT PROJECTS - FORT WORTH DISTRICT



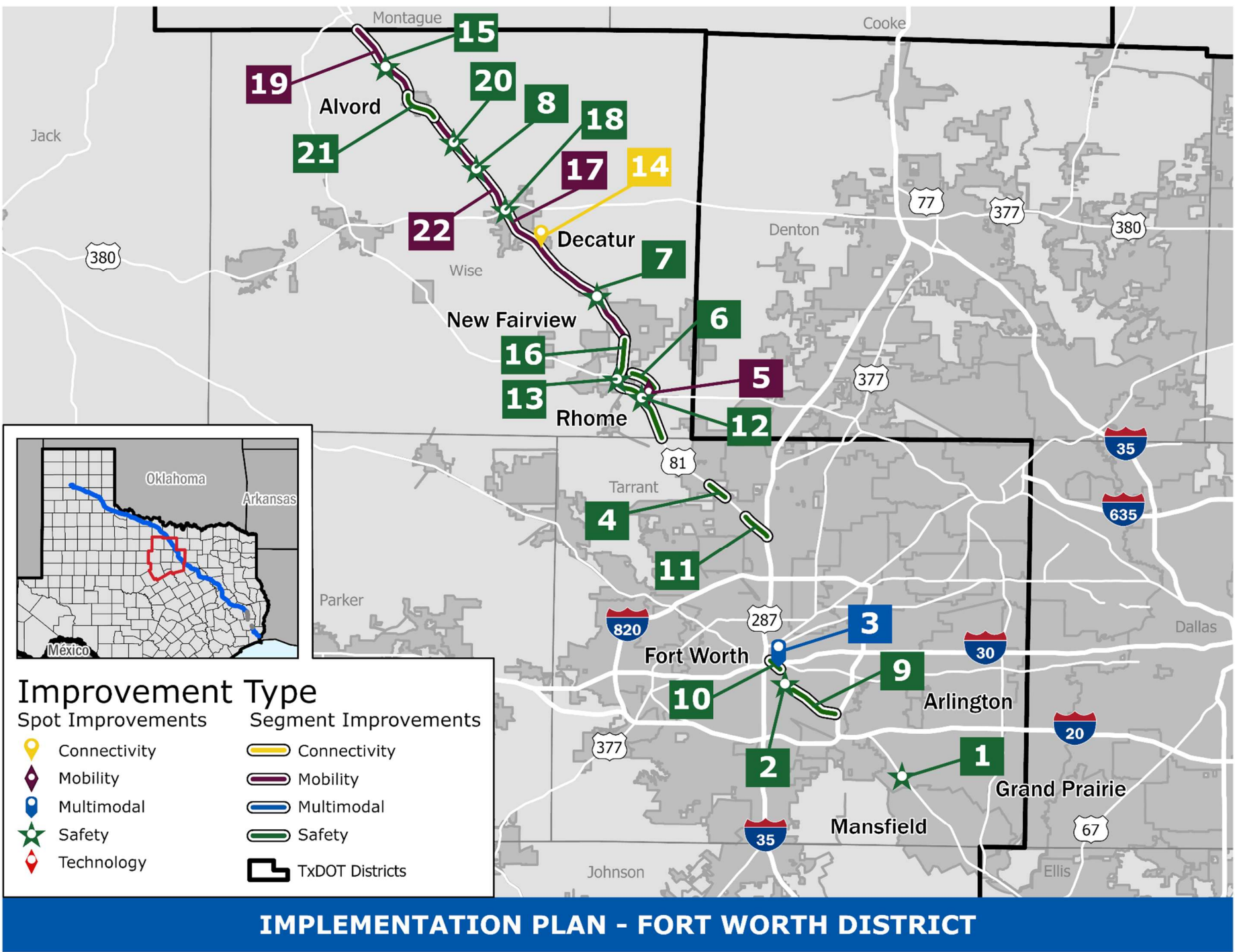
#	CSJ	County	Limits	Description	Project Stage	Let Year	Est Cst Cost
11	2374-05-089	Tarrant	LITTLE RD. TO PARK SPRINGS BLVD.	Resurface Roadway	PS&E	2028	\$4.898M
12	0014-15-077	Tarrant	WISE COUNTY LINE TO IH 35W	Resurface Roadway	PS&E	2026	-
13	0014-16-268	Tarrant	IH 30 TO IH 820	Construct New Road	P	2037	\$1,600M

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* “Unfunded Projects” are not in the 2025 UTP and have not yet been fully funded *

US 287 Texas Corridor Study| 15

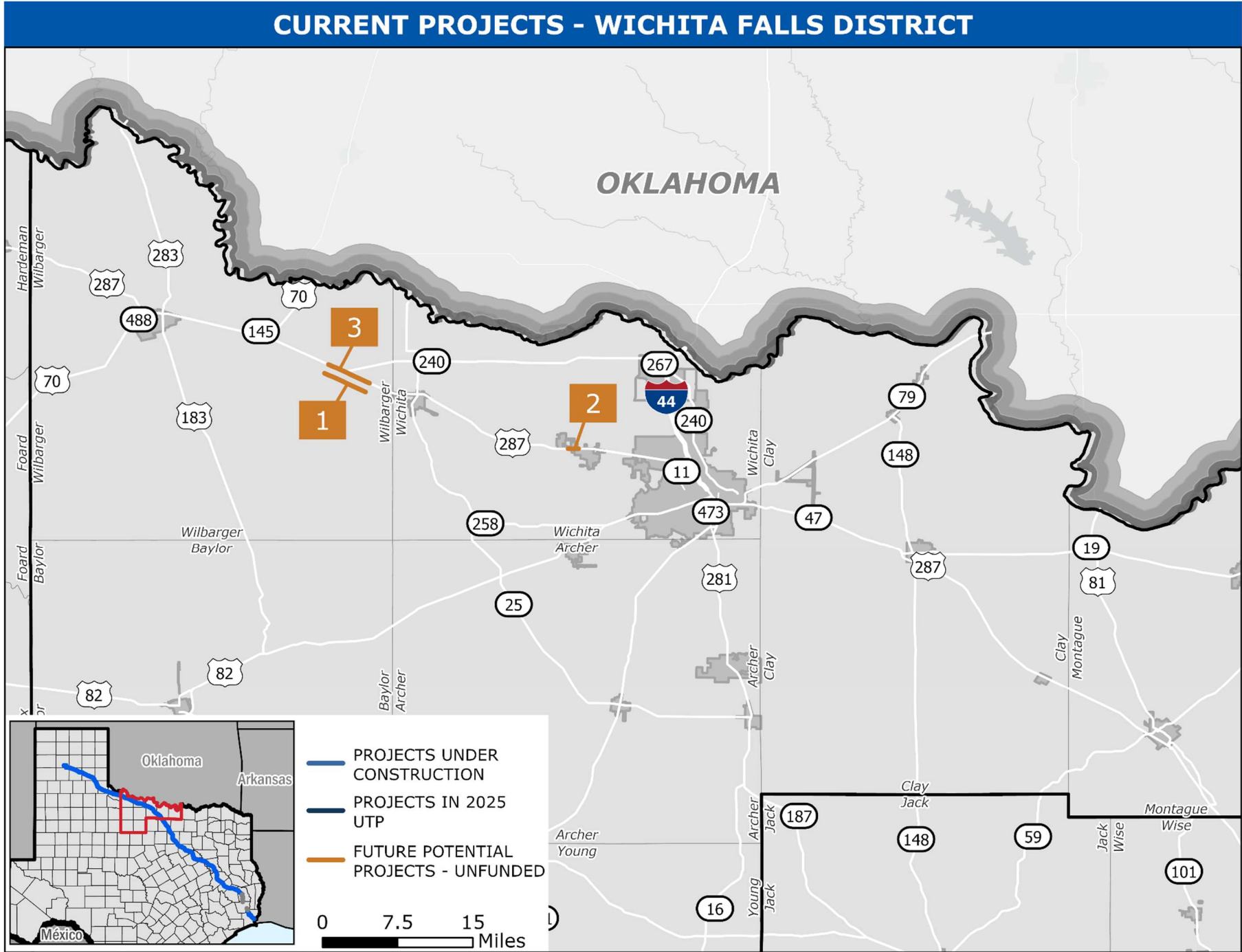
12. Fort Worth District – Recommendations for Implementation Plan



Short-Term Improvements (Within 4 Years)					
Map ID	County	Location/Limits	Description	Prioritization	Est Cost
1	Tarrant	Russell Curry Road in Arlington	Install safety lighting	Short-Term	\$2M
2	Tarrant	From Carey Street to Mitchell Boulevard	Install LED chevrons and advance curvature warning signs	Short-Term	\$0.05M
3	Tarrant	US 287 @ Railroad Crossing north of Riverside Drive	Evaluate connectivity and access impacts at the exiting railroad crossing	Short-Term	\$0.5M
4	Tarrant	Eagle Boulevard to overpass over BNSF rail line	Install frontage roads for 1.5 miles	Short-Term	\$120M
5	Wise	CR 4840/Robertson Road @ US 287	Grade separated interchange	Short-Term	\$50M
6	Wise	Rhome Avenue to CR 4838	Install warning signs, LED chevrons, and provide guardrail along horizontal curvature	Short-Term	\$0.08M
7	Wise	Curve south of CR 4421	Install guardrail near horizontal curvature and install LED chevrons along horizontal curvature	Short-Term	\$0.05M
8	Wise	CR 1180 @ US 287	Increase acceleration length, provide deceleration lane, and provide improved striping	Short-Term	\$20M
Total Cost:					\$192.68M
Mid-Term Improvements (Between 5-10 Years)					
Map ID	County	Location/Limits	Description	Prioritization	Est Cost
9	Tarrant	East Maddox Avenue in Fort Worth	Lighting Improvements	Mid-Term	\$2M
10	Tarrant	N Poly Freeway to S Riverside Drive	Lighting Improvements	Mid-Term	\$2M
11	Tarrant	FM 156 to I-35 W	Lighting Improvements	Mid-Term	\$2M
12	Wise	CR 4838/Schluter @ US 287/US 81	Grade separated interchange	Mid-Term	\$50M
13	Wise	SH 114 at US 287	Install traffic signal (if warranted)	Mid-Term	\$1M
14	Wise	FM 2264 @ US 287	Construct overpass from FM 2664 to US 287 frontage road; convert frontage road from 2-way to 1-way	Mid-Term	\$30M
15	Wise	US 287 @ Exxon West Entrance	Provide exclusive southbound right turn lane	Mid-Term	\$5M
Total Cost:					\$92M
Long-Term Improvements (10+ Years)					
Map ID	County	Location/Limits	Description	Prioritization	Est Cost
16	Wise	Illinois Street in Rhome to Wise/Tarrant County line	Convert 2-way frontage road to 1-way frontage road	Long-Term	\$700M
17	Wise	From S FM 51 to W Thompson Street	Modify driveway and ramp spacing to be safer	Long-Term	\$25M
18	Wise	US 380 @ US 287	Interchange improvement	Long-Term	\$90M
19	Wise	From West Live Oak Street to Montague/Wise County Line	Install Frontage Road in Wise County for 21 miles	Long-Term	\$2,500M
20	Wise	CR 2395 @ US 287 frontage roads	Construct grade separated interchange	Long-Term	\$30M
21	Wise	From Live Oak Street to 0.6 miles south of the southern interchange between US 287 @ BUS 81 in Alvord	Convert 2-way frontage road to 1-way frontage road for 2.5 miles	Long-Term	\$225M
22	Wise	From Illinois Street to 0.6 miles south of the southern BUS 81 interchange @ US 287	Install Frontage Road in Wide County for 6 miles	Long-Term	\$2,500M
Total Cost:					\$6,070M
Total Cost for Fort Worth District:					\$6,354.68M

Figure 12. Fort Worth District Implementation Plan Summary

13. Wichita Falls District – Current Projects



FUTURE POTENTIAL PROJECTS - UNFUNDED							
#	CSJ	County	Limits	Description	Project Stage	Let Year	Est Cst Cost
1	0043-07-118	Wilbarger	CR 138 E TO CR 127 N	Engineering Design/Study	P	2024	\$0.15M
2	0043-09-145	Wichita	NEAR QUAIL VALLEY RD TO JOHNSON RD (NB FR AND RAMPS)	Seal Coat	PS&E	2025	\$0.059M
3	0043-07-120	Wilbarger	CR 138E TO CR 127N	Highway Improvement	P	2035	\$10M

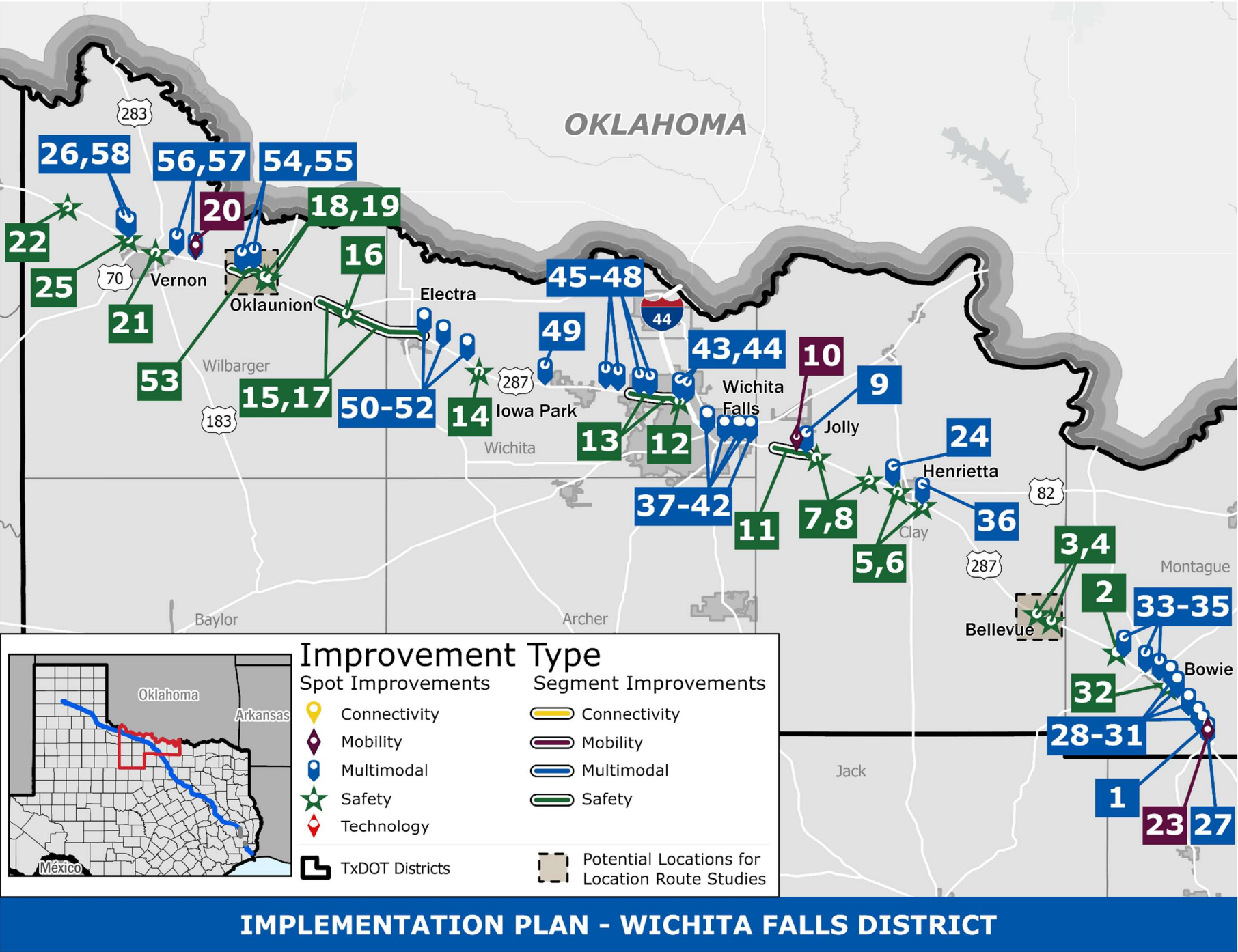
Notes:

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- * "Unfunded Projects" are not in the 2025 UTP and have not yet been fully funded *

Source: TxDOT 2025 Unified Transportation Program

Figure 13. Wichita Falls District - Current Projects

14. Wichita Falls District – Recommendations for Implementation Plan



Short-Term Improvements (Within 4 Years)					
Map ID	County	Location/Limits	Description	Prioritization	Est Cost
1	Montague	Along US 287	Identify areas to provide truck parking	Short-Term	\$30M
2	Montague	Jackson Road	Close median	Short-Term	\$0.8M
3	Clay	US 287 & Belknap Creek Rd	Extend southbound left turn lane	Short-Term	\$1M
4	Clay	US 287 & FM 1288	Intersection improvement or install dedicated right-turn lane for traffic	Short-Term	\$1M
5	Clay	US 287/Spur 510 Interchange	Interchange reconfiguration	Short-Term	\$10M
6	Clay	US 287/US 82 Interchange	Interchange improvement	Short-Term	\$90M
7	Clay	US 287 & Klein Rd	Provide turn lanes with storage and taper	Short-Term	\$1.5M
8	Clay	US 287 South of FM 2398	Install animal strike warning sign	Short-Term	\$0.001M
9	Clay	US 287 & FM 2398	Extend acceleration and deceleration ramp after truck stop	Short-Term	\$1M
10	Clay	US 287 & Dowdy Dr	Intersection improvement or close median opening	Short-Term	\$1M
11	Clay	North Butler Rd to FM 2393 in Wichita Falls	Lighting improvements (as warranted) for 2.9 miles	Short-Term	\$6M
12	Wichita	US 287/Loop 11 Interchange	Interchange improvement	Short-Term	\$50M
13	Wichita	FM 369 N to Loop 11	Lighting improvements (as warranted) for 4 miles	Short-Term	\$8M
14	Wichita	US 287/BUS-287 Interchange	Interchange improvement	Short-Term	\$20M
15	Wichita	Wilbarger/Wichita County line to FM 1739	Perform speed study, add curvature warning signs, safety lighting for 3.8 miles	Short-Term	\$3M
16	Wilbarger	US 287 & CR 125	Intersection Improvement near CR 125	Short-Term	\$1M
17	Wilbarger	CR 138 to the County Line	Lighting improvements (as warranted) for 4.6 miles	Short-Term	\$10M
18	Wilbarger	West of CR 132	Close two median openings	Short-Term	\$1.5M
19	Wilbarger	US 287 & SH 404	Install animal strike warning sign	Short-Term	\$0.001M
20	Wilbarger	US 287 & FM 1763	Interchange improvement	Short-Term	\$2M
21	Wilbarger	US 287 & US 183	Intersection improvement, pedestrian accommodations	Short-Term	\$2M
22	Wilbarger	US 287 & CR 89	Perfrom safety study to evaluate clear zone	Short-Term	\$0.2M
Total Cost:					\$240.002M

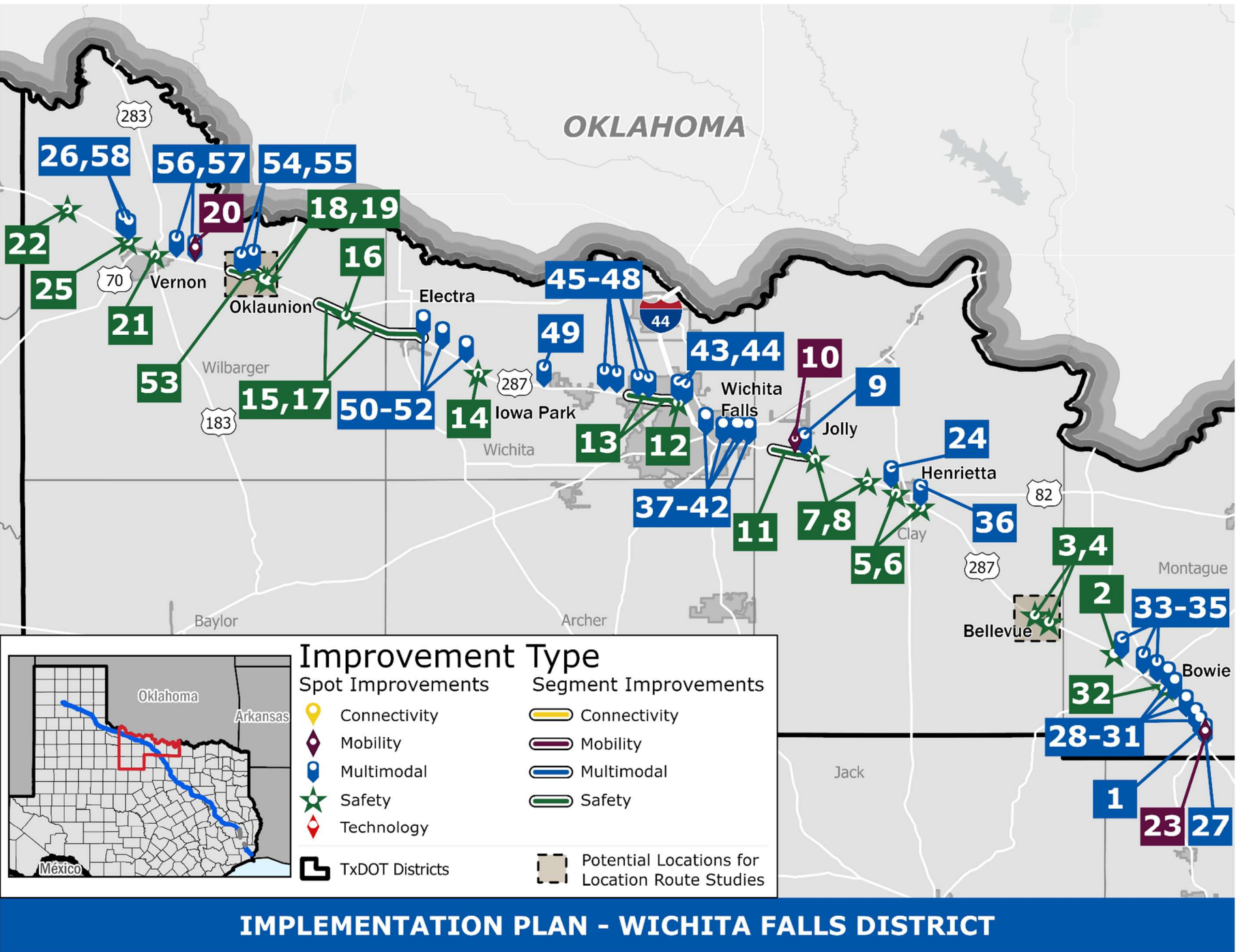
Mid-Term Improvements (Between 5-10 Years)					
Map ID	County	Location/Limits	Description	Prioritization	Est Cost
23	Montague	US 287 & TX-101	Intersection improvement	Mid-Term	\$5M
24	Clay	Along US 287	Identify areas to provide truck parking	Mid-Term	\$30M
25	Wilbarger	Pease River Crossing	Upgrade Bridges to current Standards	Mid-Term	\$80M
26	Wilbarger	Along US 287	Identify areas to provide truck parking	Mid-Term	\$30M
Total Cost:					\$145M

Recommended Potential Location Route Studies
Oklaunion and Bellevue

Potential Location Route Studies are recommended around communities or environmental features where upgrading the existing facility may not be feasible or reasonable. The Potential Location Route Studies are expected to yield recommendations, which will potentially modify the implementation plan. District should prioritize conducting Potential Location Route Studies as they see fit, barring any local sensitivities from stakeholders.

Figure 14. Wichita Falls District Implementation Plan Summary

Wichita Falls District – Recommendations for Implementation Plan (Cont.)



Long-Term Improvements (10+ Years)					
Map ID	County	Location/Limits	Description	Prioritization	Est Cost
27	Montague	Overpass @ TX-101	Increase vertical clearance To 18.5'	Long-Term	\$30M
28	Montague	Overpass @ Lawhorn Rd	Increase vertical clearance to 18.5'	Long-Term	\$30M
29	Montague	Overpass @ Fruitland Rd	Increase vertical clearance to 18.5'	Long-Term	\$30M
30	Montague	Overpass @ Wagonseller Rd	Increase vertical clearance to 18.5'	Long-Term	\$30M
31	Montague	Overpass @ Us 81	Increase vertical clearance to 18.5'	Long-Term	\$30M
32	Montague	US 287/US 81 Interchange	Interchange improvement	Long-Term	\$90M
33	Montague	Overpass @ FM 1125	Increase vertical clearance to 18.5'	Long-Term	\$30M
34	Montague	Overpass @ TX-59	Increase vertical clearance to 18.5'	Long-Term	\$30M
35	Montague	Overpass @ FM 174	Increase vertical clearance to 18.5'	Long-Term	\$30M
36	Clay	Overpass @ Spur 510	Increase vertical clearance to 18.5'	Long-Term	\$30M
37	Wichita	Overpass @ Fisher Rd	Increase vertical clearance to 18.5'	Long-Term	\$30M
38	Wichita	Overpass @ Hammon Rd	Increase vertical clearance to 18.5'	Long-Term	\$30M
39	Wichita	Overpass @ Old Windthorst Rd	Increase vertical clearance to 18.5'	Long-Term	\$30M
40	Wichita	Overpass @ Old Windthorst Rd	Increase vertical clearance to 18.5'	Long-Term	\$30M
41	Wichita	Overpass @ US 277 S	Increase vertical clearance to 18.5'	Long-Term	\$30M
42	Wichita	Overpass @ US 277 S	Increase vertical clearance to 18.5'	Long-Term	\$30M
43	Wichita	Overpass @US 277 N	Increase vertical clearance to 18.5'	Long-Term	\$30M
44	Wichita	Overpass @ Loop 11	Increase vertical clearance to 18.5'	Long-Term	\$30M
45	Wichita	Overpass @ Wellington Ln	Increase vertical clearance to 18.5'	Long-Term	\$30M
46	Wichita	Overpass @ Huntington Ln	Increase vertical clearance to 18.5'	Long-Term	\$30M
47	Wichita	Overpass @ Rifle Range Rd	Increase vertical clearance to 18.5'	Long-Term	\$30M
48	Wichita	Overpass @ Peterson Rd	Increase vertical clearance to 18.5'	Long-Term	\$30M
49	Wichita	Overpass @ Harmony Rd	Increase vertical clearance to 18.5'	Long-Term	\$30M
50	Wichita	Overpass @ FM 2384	Increase vertical clearance to 18.5'	Long-Term	\$30M
51	Wichita	Overpass @ Midway Church Rd	Increase vertical clearance to 18.5'	Long-Term	\$30M
52	Wichita	Overpass @ FM 1739	Increase vertical clearance to 18.5'	Long-Term	\$30M
53	Wilbarger	Oklaunion	Realign US 287 around Oklaunion to improve safety and reduce curvature for 3.2 miles	Long-Term	\$100M
54	Wilbarger	Overpass @ CR 113	Increase vertical clearance to 18.5'	Long-Term	\$30M
55	Wilbarger	Overpass @ FM 433	Increase vertical clearance to 18.5'	Long-Term	\$30M
56	Wilbarger	Overpass @ 1763	Increase vertical clearance to 18.5'	Long-Term	\$30M
57	Wilbarger	Overpass @ FM 1949	Increase vertical clearance to 18.5'	Long-Term	\$30M
58	Wilbarger	Overpass @ FM 925	Increase vertical clearance to 18.5'	Long-Term	\$30M

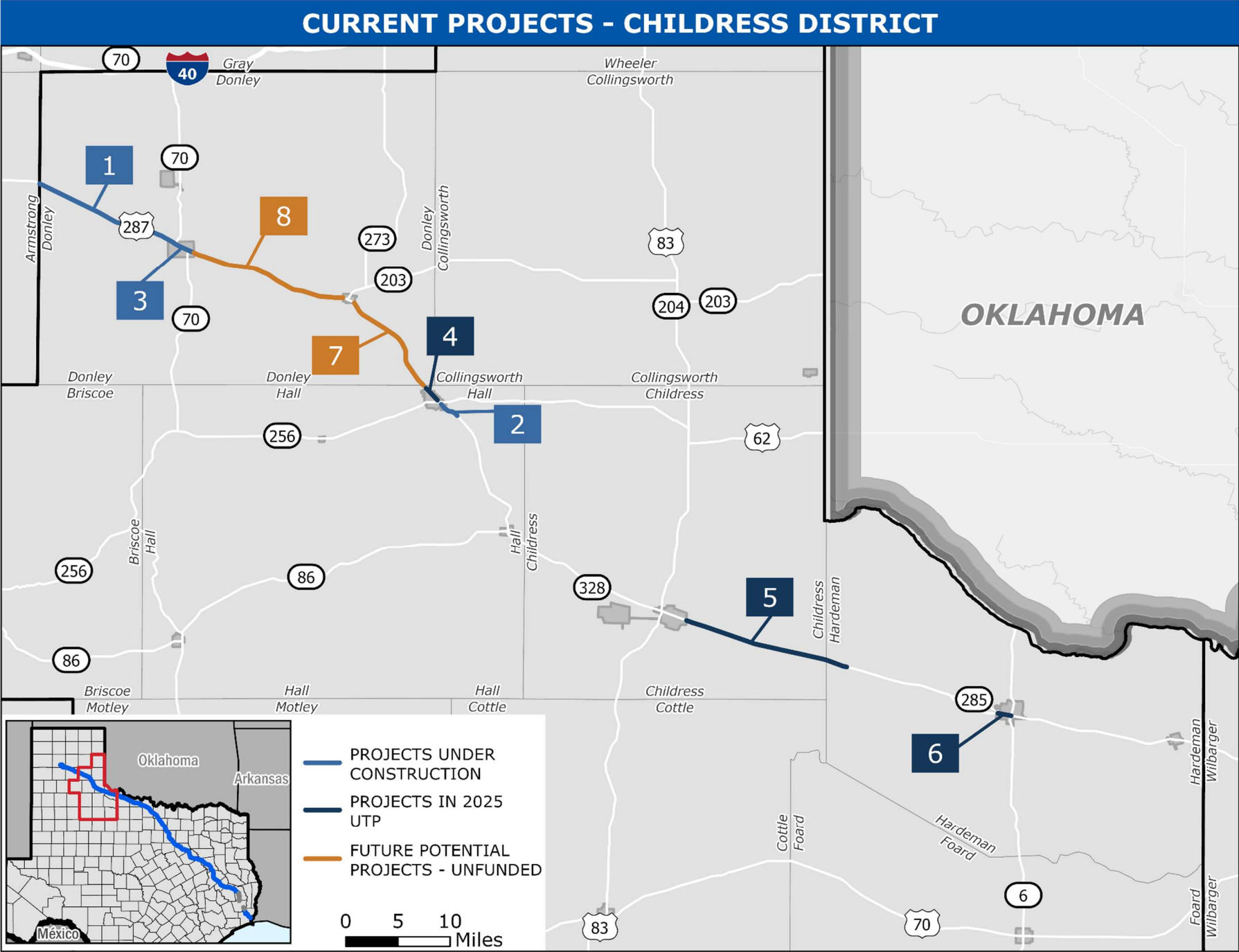
Total Cost: \$1,090M
Total Cost for Wichita Falls District: \$1,475.002M

Recommended Potential Location Route Studies
Oklaunion and Bellevue

Potential Location Route Studies are recommended around communities or environmental features where upgrading the existing facility may not be feasible or reasonable. The Potential Location Route Studies are expected to yield recommendations, which will potentially modify the implementation plan. District should prioritize conducting Potential Location Route Studies as they see fit, barring any local sensitivities from stakeholders.

Figure 14. Wichita Falls District Implementation Plan Summary

15. Childress District – Current Projects



PROJECTS UNDER CONSTRUCTION							
#	CSJ	County	Limits	Description	Project Stage	Let Year	Est Cst Cost
1	0042-06-070	Donley	ARMSTRONG C/L, EAST (SBL) TO SH 70	Seal Coat	CST	2020	\$0.386M
2	0042-09-124	Hall	348' SOUTH OF 2ND STREET, SOUTH TO 1.718 MILES	A New Location Freeway Facility	CST	2021	\$11.569M
3	0042-06-076	Donley	ARMSTRONG C/L, EAST TO CLARENDON ECL (SBL)	Highway Improvement	CST	2024	\$6.659M

PROJECTS IN 2025 UTP							
#	CSJ	County	Limits	Description	Project Stage	Let Year	Est Cst Cost
4	0042-09-128	Hall	MEDICAL DR(END OF DIV SECT), S TO FM 1547(EXISTING CONTROL SECTION)	Rehabilitation of Existing Road	PS&E	2028	\$9.36M
5	0043-01-084	Childress	CHILDRESS E CL, E TO HARDEMAN CL	Overlay	PS&E	2032	\$5.8M
6	0043-02-078	Hardeman	SL 285, E TO SH 6	Rehabilitation of Existing Road	PS&E	2032	\$18.8M

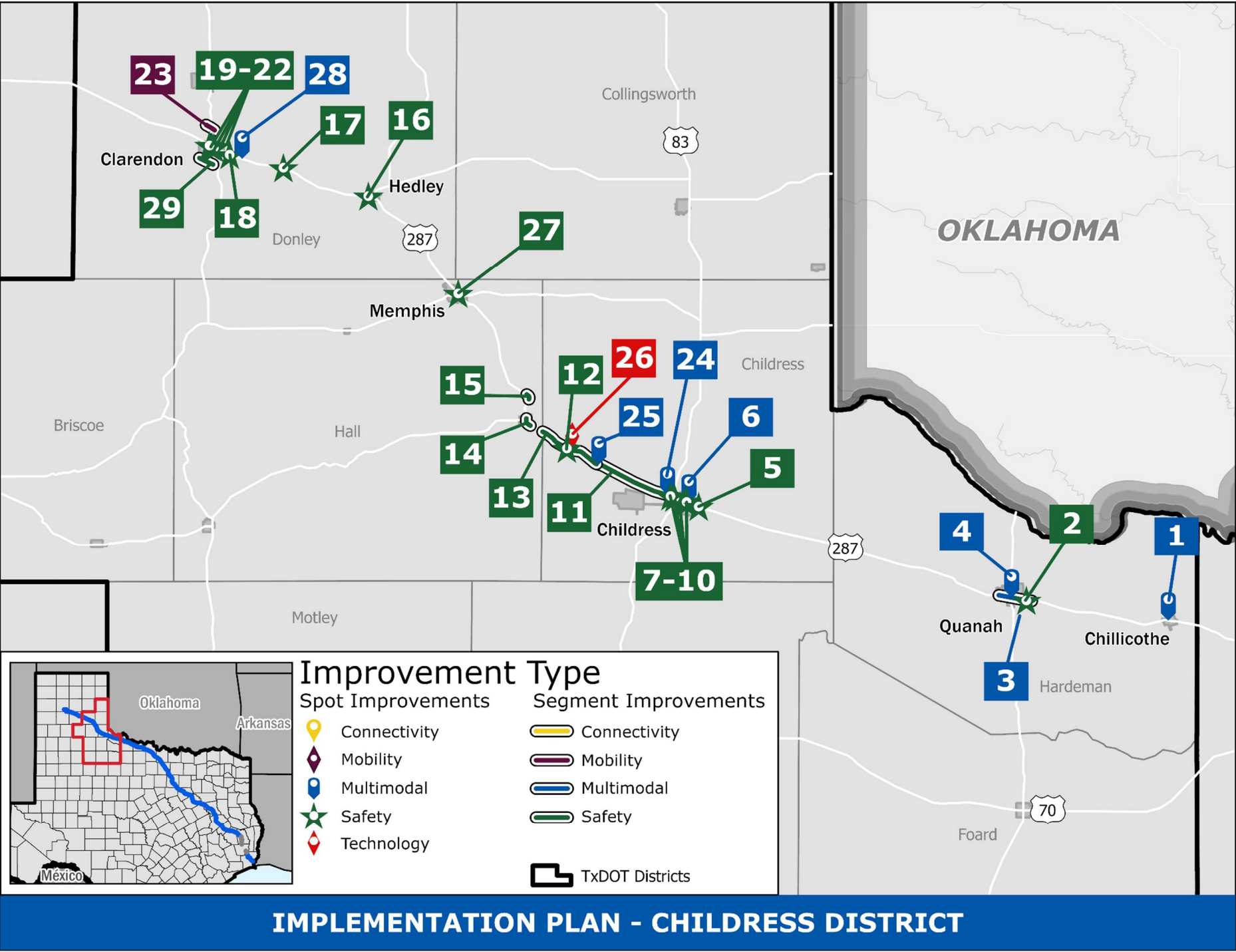
FUTURE POTENTIAL PROJECTS - UNFUNDED							
#	CSJ	County	Limits	Description	Project Stage	Let Year	Est Cst Cost
7	0042-08-059	Donley	HEDLEY ECL, SOUTH TO HALL C/L	Seal Coat	PS&E	2025	\$0.695M
8	0042-07-074	Donley	CLARENDON ECL, EAST TO HEDLEY WCL	Highway Improvement	PS&E	2029	\$9.4M

- Notes:**
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- * "Unfunded Projects" are not in the 2025 UTP and have not yet been fully funded *

Source: TxDOT 2025 Unified Transportation Program

Figure 15. Childress District - Current Projects

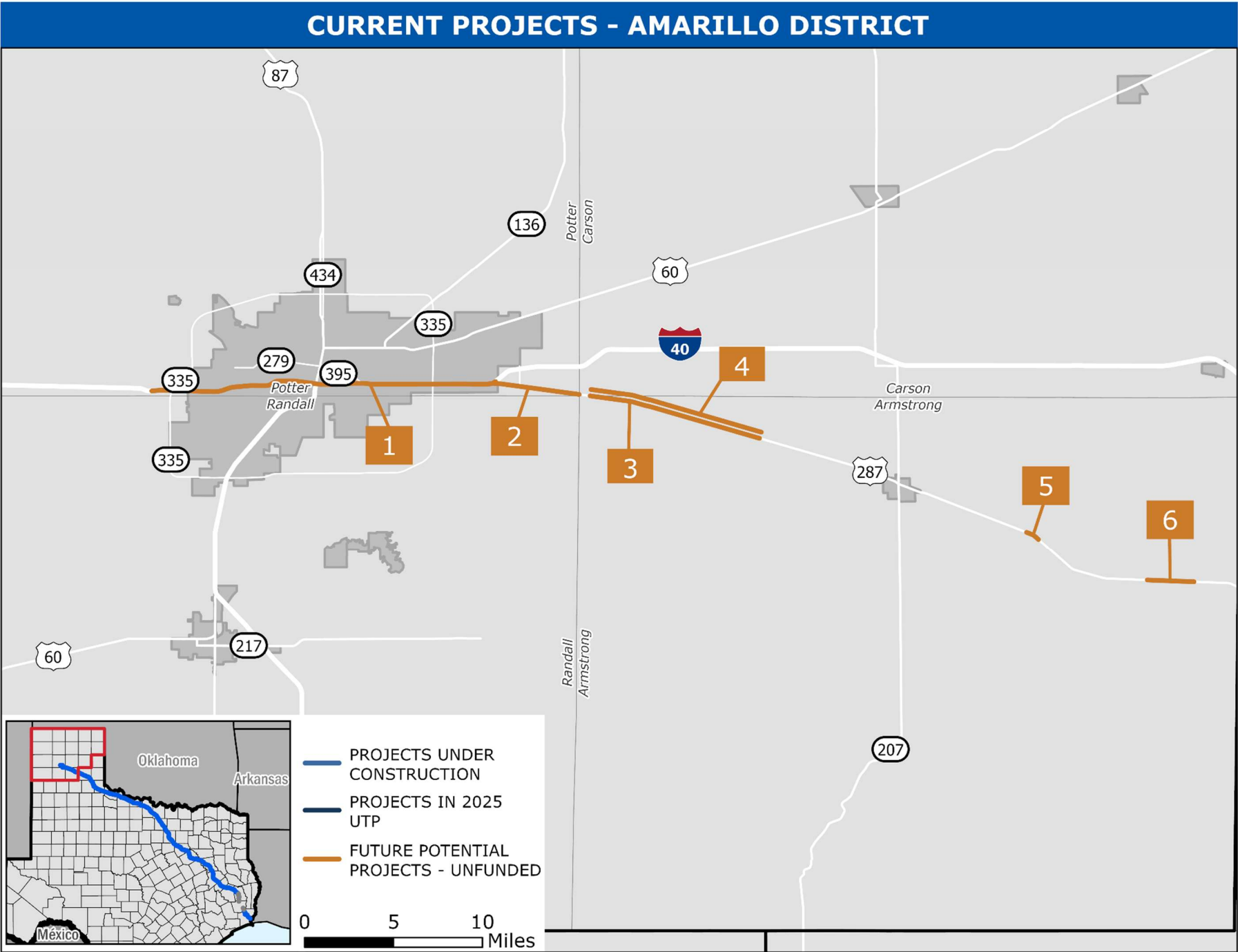
16. Childress District – Recommendations for Implementation Plan



Short-Term Improvements (Within 4 Years)					
Map ID	County	Location/Limits	Description	Prioritization	Est Cost
1	Hardeman	US 287 & Ave H	Install high visibility signal backplates with retroflective borders	Short-Term	\$1.5M
2	Hardeman	US 287 & FM 2568	Install traffic signal (if warranted)	Short-Term	\$1.5M
3	Hardeman	SH 285 to SH 6	Provide pedestrian accommodations (sidewalks, ADA accessibility) for 2.8 miles	Short-Term	\$15M
4	Hardeman	US 287 & SH 6	Install high visibility signal backplates with retroflective borders	Short-Term	\$1.5M
5	Childress	US 287 & FM 2530	Install flashing sign for speed reduction (reduction from 50 mph to 40 mph)	Short-Term	\$0.001M
6	Childress	US 287 & Commerce St NW	Retime traffic signals; Provide pedestrian push buttons, striped crosswalk, ADA compliant curb ramp, and protected pedestrian phase to allow safe crossing of the east leg of this intersection	Short-Term	\$2M
7	Childress	US 287 & 5th St NE	Retime traffic signals; provide pedestrian accommodations	Short-Term	\$1M
8	Childress	US 287 & 7th St NW	Retime traffic signals; provide pedestrian accommodations	Short-Term	\$1M
9	Childress	US 287 & US 62	Retime traffic signals; provide pedestrian accommodations	Short-Term	\$1M
10	Childress	US 287 & Madison Ave	Retime traffic signals; provide pedestrian accommodations	Short-Term	\$1M
11	Childress	CR 2 to TX-328	Install guardrail/rumble strips and install chevrons for 3.08 miles	Short-Term	\$2M
12	Childress	South of US 287 & CR 2	Install advanced roadway curve signs	Short-Term	\$0.05M
13	Childress	Childress County Line to US 62	Lighting improvements (as warranted) for 12.83 miles	Short-Term	\$26M
14	Hall	Harper St to FM 658	Lighting Improvements (as warranted) for a total of 1.4 miles	Short-Term	\$6M
15	Hall	FM 1619 to Red River Crossing	Lighting Improvements (as warranted) for a total of 1.4 miles	Short-Term	\$6M
16	Donley	US 287 & Oak St in Hedley	Warning sign or chevrons to alert motorists of curvature	Short-Term	\$0.8M
17	Donley	South of US 287 & CR 17	Warning sign to alert motorists of curvature	Short-Term	\$0.002M
18	Donley	US 287 & CR 13	Install/stripe left turn and right turn lanes	Short-Term	\$30M
19	Donley	US 287 & Parks St	Install ADA compliant curb ramps	Short-Term	\$3M
20	Donley	US 287 & Kearney St	Install high visibility signal backplates with retroflective borders	Short-Term	\$0.009M
21	Donley	US 287 & Koogle St	Install high visibility signal backplates with retroflective borders	Short-Term	\$0.009M
22	Donley	US 287 & Koogle St	Marked crosswalks, pedestrian accommodations (ped push buttons and ped signal head)	Short-Term	\$1M
23	Donley	US 287 & College Dr	Close 4 median openings to convert several full-access unsignalized intersections to a right-in/right-out for 0.7 miles	Short-Term	\$4M
Total Cost:					\$104.371M
Mid-Term Improvements (Between 5-10 Years)					
Map ID	County	Location/Limits	Description	Prioritization	Est Cost
24	Childress	US 287 & Industrial Cir	Replace bridges	Mid-Term	\$100M
25	Childress	US 287 & TX-328	Replace bridges	Mid-Term	\$100M
26	Childress	US 287 & CR 2	Proposed Dynamic Message Sign (DMS) for motorist information	Mid-Term	\$0.8M
27	Hall	US 287 & 6th St/Montgomery St	Realign minor street approaches to intersect with US 287 more orthogonal	Mid-Term	\$2M
28	Donley	Along US 287	Identify areas to provide truck parking	Mid-Term	\$0.002M
29	Donley	TX-70 N to TX-70 S	Install sidewalk for 1.2 miles	Mid-Term	\$2M
Total Cost:					\$204.802M
Total Cost for Childress District:					\$309.173M

Figure 16. Childress District Implementation Plan Summary

17. Amarillo District – Current Projects



FUTURE POTENTIAL PROJECTS - UNFUNDED							
#	CSJ	County	Limits	Description	Project Stage	Let Year	Est Cst Cost
1	0275-01-244	Potter	EAST OF HOPE ROAD TO US 287 INTERCHANGE	Install Illumination	PS&E	2024	\$12.021M
2	0042-01-031	Potter	IH 40 TO CARSON COUNTY LINE	Seal Coat	PS&E	2025	\$0.696M
3	0042-03-048	Armstrong	CARSON CO LINE TO CR 4	Safety Improvement Projects	P	2025	\$1.639M
4	0042-03-047	Armstrong	CARSON CO LINE TO 8.6 MILES EAST	Overlay	PS&E	2025	\$19.707M
5	0042-04-045	Armstrong	1.59 MI EAST OF FM 294 TO 0.9 MI EAST OF FM 2889	Hazard Elimination & Safety	PS&E	2025	\$0.582M
6	0042-05-033	Armstrong	1.4 MI EAST OF FM 294 TO 3.555 MI EAST OF FM 294	Hazard Elimination & Safety	P	2026	\$1.725M

Notes:

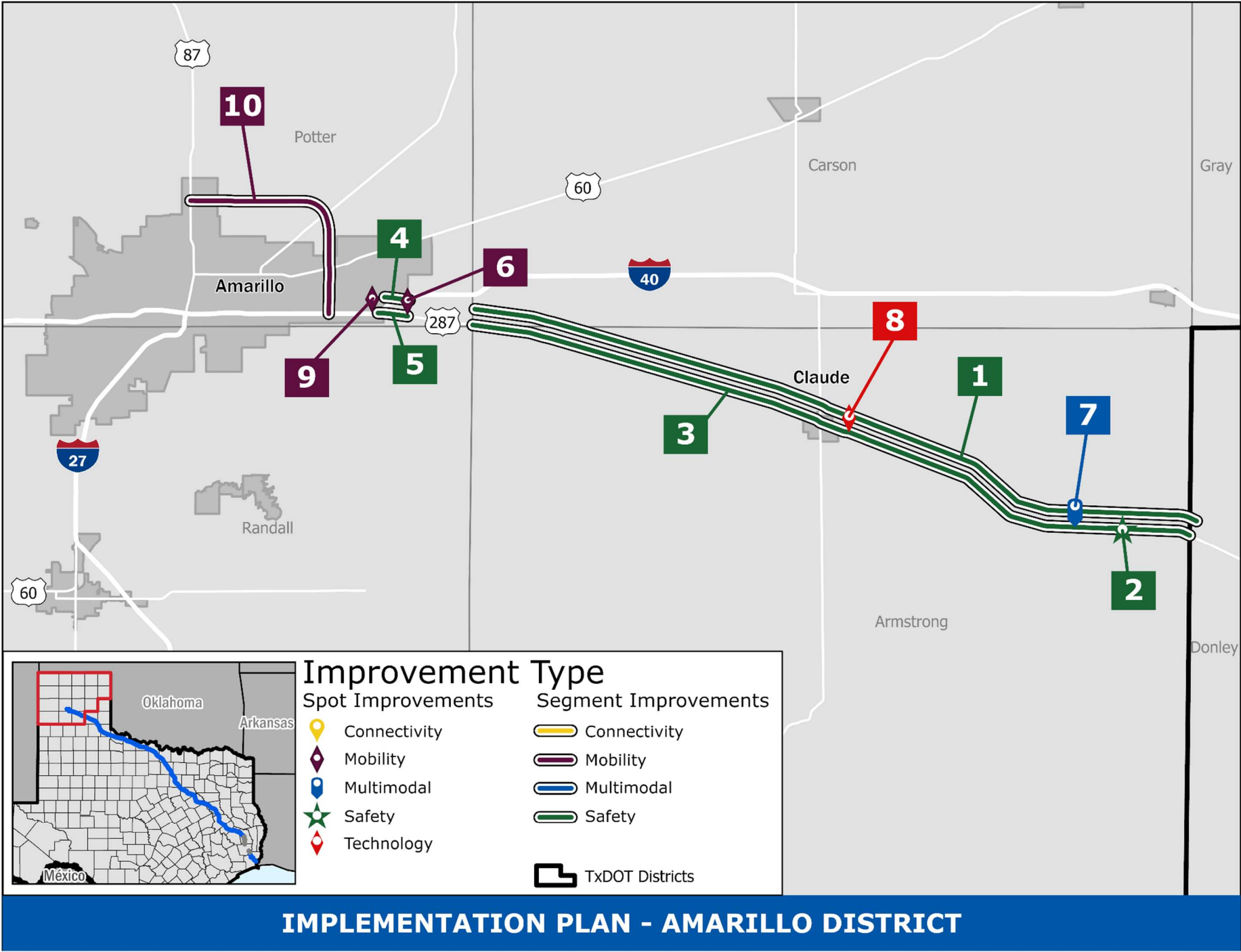
- **CST** – Construction
- **P** – Planning
- **PE** – Preliminary Engineering
- **PS&E** – Preparation of Plans, Specifications, and Estimates

* "Unfunded Projects" are not in the 2025 UTP and have not yet been fully funded *

Source: TxDOT 2025 Unified Transportation Program

Figure 17. Amarillo District - Current Projects

18. Amarillo District – Recommendations for Implementation Plan



Short-Term Improvements (Within 4 Years)					
Map ID	County	Location/Limits	Description	Prioritization	Est Cost
1	Armstrong	Carson/Armstrong County Line to Armstrong/Donley County	Install median barrier-at strategic locations	Short-Term	\$6M
2	Armstrong	IB US 287 (N of CR 29)	Install advanced signage for picnic area	Short-Term	\$0.002M
3	Armstrong	Carson/Armstrong County Line to Armstrong/Donley County	Safety lighting improvements-at strategic locations (as warranted)	Short-Term	\$4M
4	Potter/Carson	I-40 to Spur 228	Lighting improvements (as warranted)	Short-Term	\$1M
5	Potter/Carson	I-40 to FM 1912	Install median barrier for 1 mile	Short-Term	\$2.5M
6	Potter/Carson	US 287 & Spur 228	Intersection improvement	Short-Term	\$2M
Total Cost:					\$15.502M
Mid-Term Improvements (Between 5-10 Years)					
Map ID	County	Location/Limits	Description	Prioritization	Est Cost
7	Armstrong	Along 287	Identify areas to provide truck parking	Mid-Term	\$30M
8	Armstrong	US 287 & FM 1151	Proposed Dynamic Message Sign (DMS)	Mid-Term	\$0.8M
9	Potter/Carson	Along direct connector from US 287 NB to I-40 WB to stay on I-40 without being on the exit-only lane	Improvement for the outside lane	Mid-Term	\$10M
Total Cost:					\$40.8M
Long-Term Improvements (10+ Years)					
Map ID	County	Location/Limits	Description	Prioritization	Est Cost
10	Potter/Carson	I-40 to Future I-27	Redesignate Loop 335 as US 287 up to its terminus at future I-27	Long-Term	\$549M
Total Cost:					\$549M
Total Cost For Amarillo District:					\$605.302M

Figure 18. Amarillo District Implementation Plan Summary

19. Southeast Segment – Corridor-Wide Recommendations

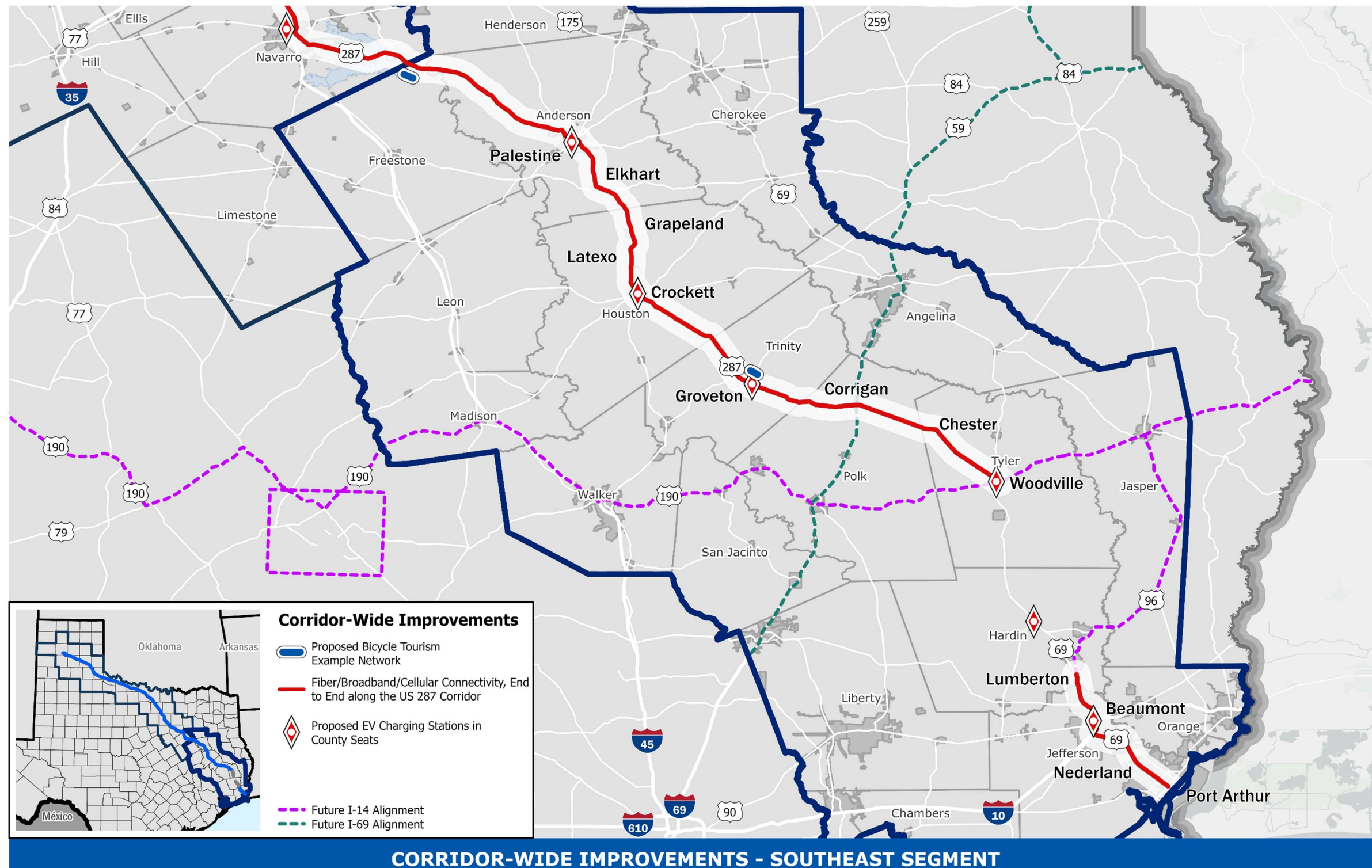


Figure 19: Southeast Segment – Corridor-Wide Improvements

20. Central Segment – Corridor-Wide Recommendations

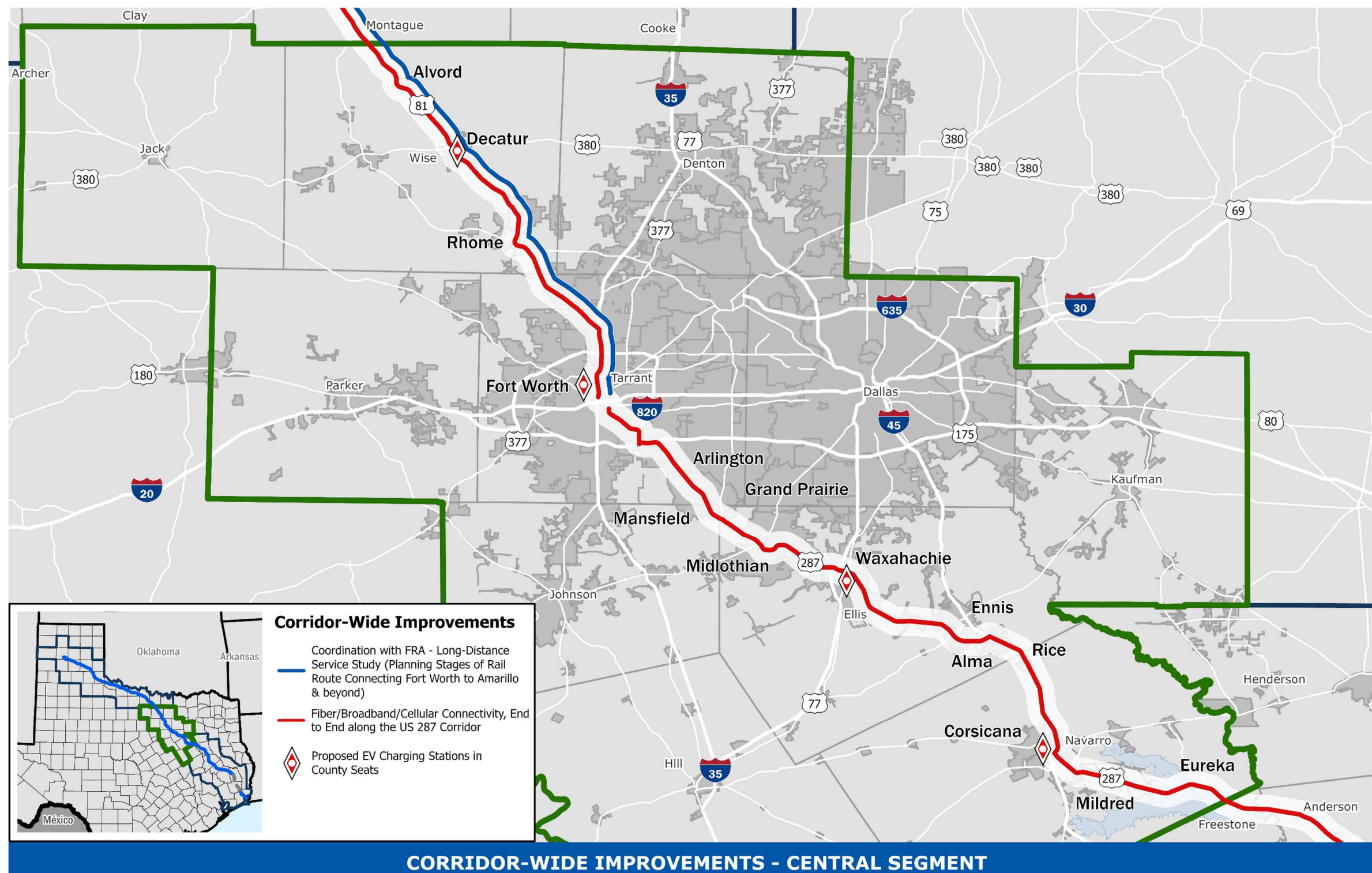


Figure 20: Central Segment – Corridor-Wide Improvements

21. Northwest Segment – Corridor-Wide Recommendations

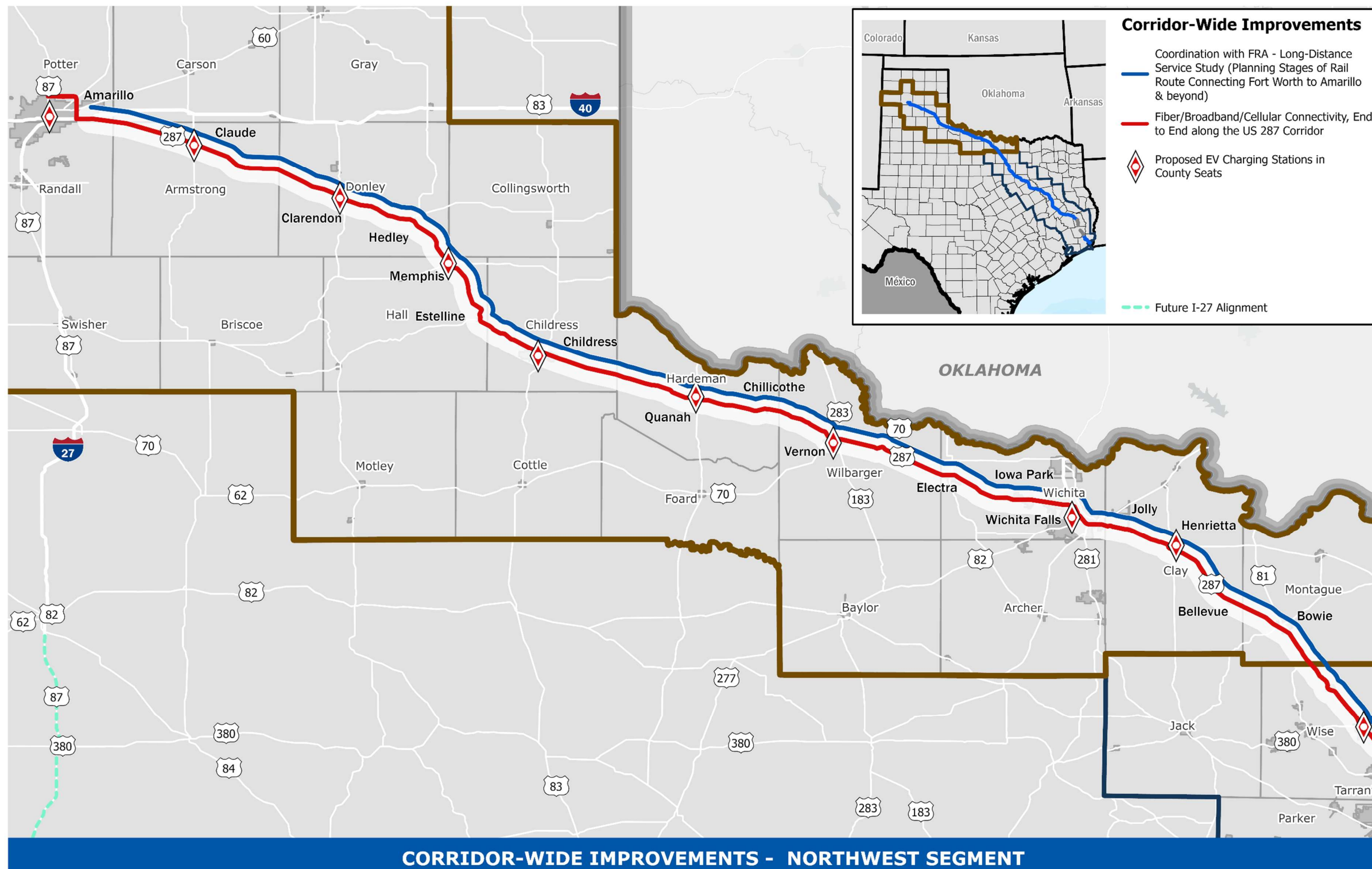


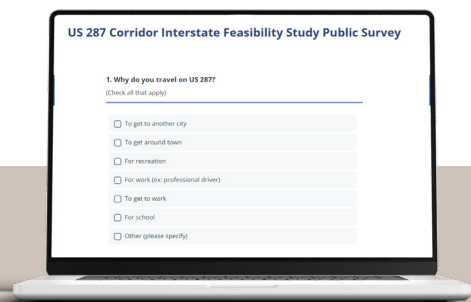
Figure 21: Northwest Segment – Corridor-Wide Improvements



APPENDIX B

Summary of Public Surveys



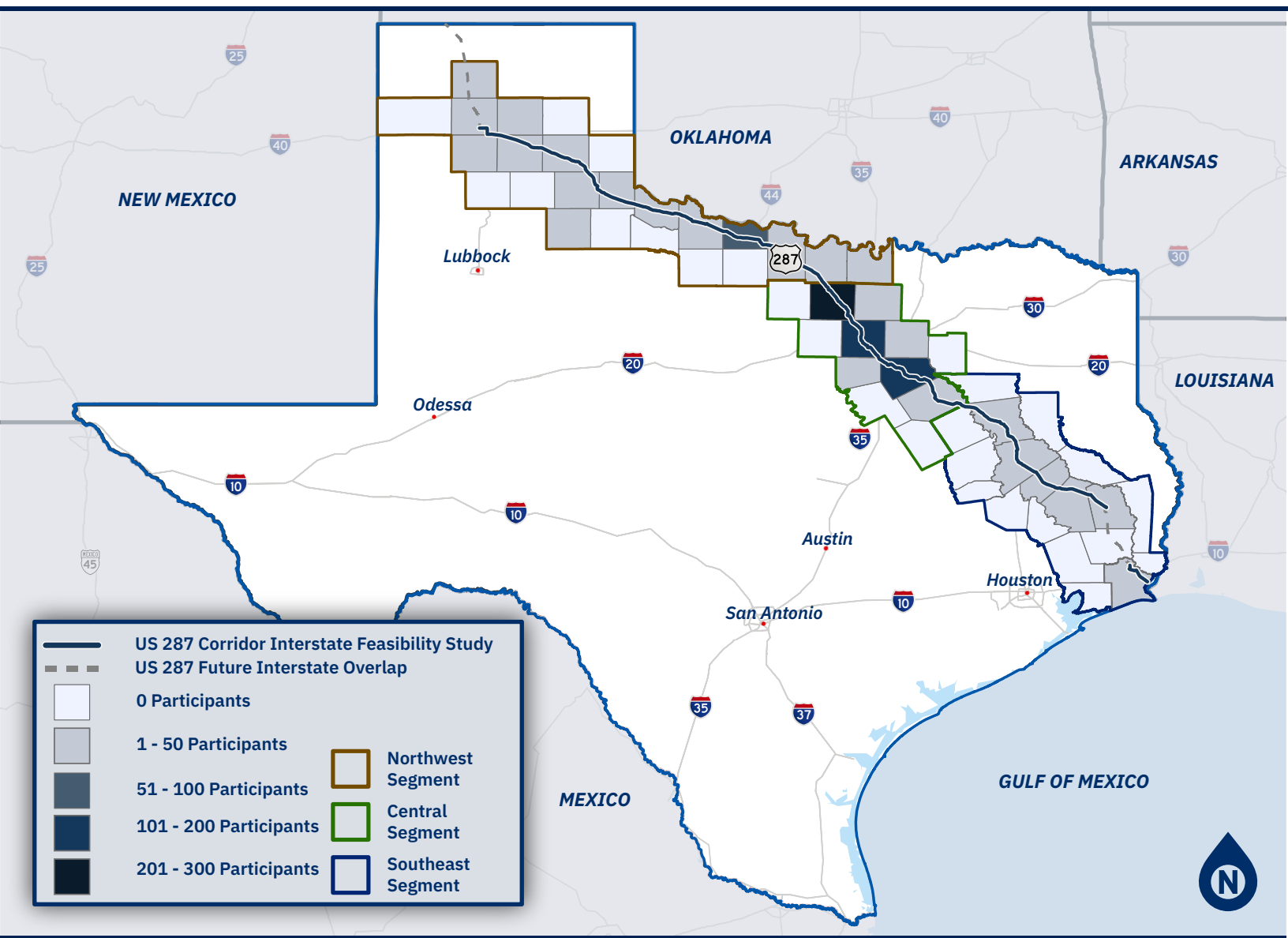


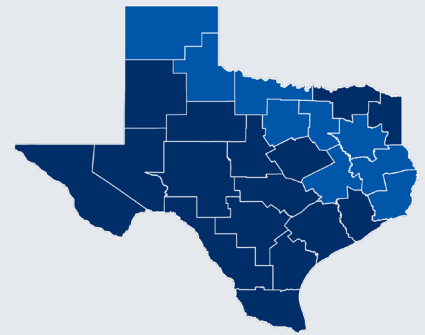
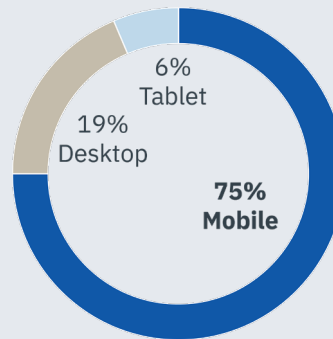
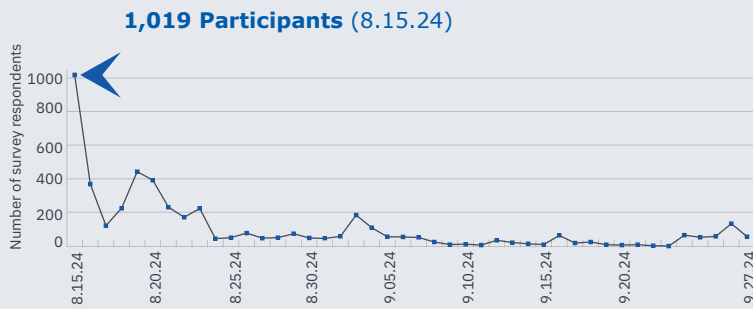
The US 287 Corridor Interstate Feasibility Study team developed an interactive survey to gather information from the public as part of the [US 287 Corridor Interstate Feasibility Study](#).

Survey Purpose: The survey was created to gather input to support the evaluation of transportation needs and identification of potential multimodal solutions for the US 287 Corridor.

PARTICIPATION SUMMARY

Participants could access the English, Spanish and Vietnamese versions of the survey via the project web page on [TxDOT.gov](#). The survey was accessible by computer, smart phone, tablet and paper copy if requested.





43 Days

The survey was available from August 15, 2024 to September 27, 2024.

4,885 People

4,884 people took the English version of the survey and 1 took the Spanish version.

75% Mobile

75% of people took the survey on a mobile device compared to 19% via a desktop computer.

9 Districts

Nine TxDOT Districts are impacted by US 287 and helped promote the survey through social media.

INTERACTIVE MAP PARTICIPATION BY SEGMENT

The public survey included an interactive map encouraging the public to place pins on specific locations where improvements are needed on the US 287 Corridor. The interactive map received **888 comment pins**. The pin types included traffic concerns, safety concerns, maintenance issues, access issues, points of interest and other.



Traffic Concerns
180
Comments



Safety Concerns
418
Comments



Maintenance Issues
24
Comments



Access Issues
118
Comments



Points of Interest
51
Comments

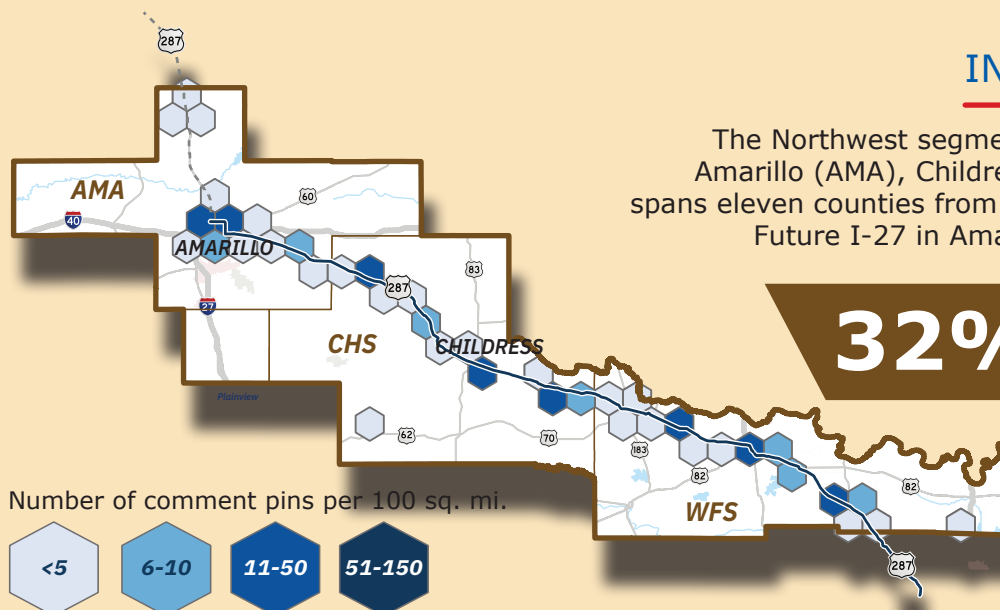


Other
97
Comments

The US 287 Corridor Interstate Feasibility Study is split into three segment areas in Texas: Northwest, Central and Southeast. The Central segment had the highest level of participation in the survey.

NORTHWEST SEGMENT INTERACTIVE MAP COMMENTS

The Northwest segment encompasses three TxDOT districts—Amarillo (AMA), Childress (CHS), and Wichita Falls (WFS)—and spans eleven counties from the Montague/Wise County line to I-40/Future I-27 in Amarillo, covering approximately 292 miles.



32%

of mapped comments in the Northwest segment identified **safety concerns** as one of the primary concerns.

Comment Pin Breakdown:

Safety Concern	32%
Other ¹	23%
Traffic Concern	20%
Access Issue	12%
Point of Interest	9%
Maintenance Issue	3%

CENTRAL SEGMENT INTERACTIVE MAP COMMENTS

The Central segment encompasses two TxDOT districts—Dallas (DAL) and Fort Worth (FTW)—and spans six counties from the Freestone/Navarro County line to the Montague/Wise County line, covering approximately 163 miles.

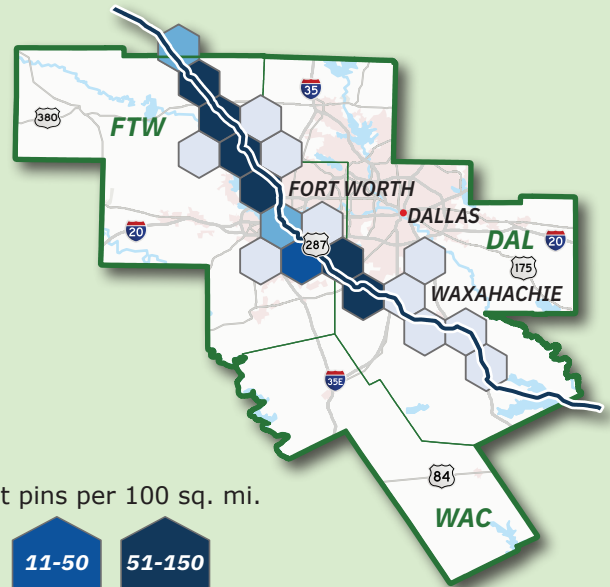
54%

of mapped comments in the Central segment identified **safety concerns** as one of the primary concerns.

Comment Pin Breakdown:

Safety Concern	54%
Traffic Concern	20%
Access Issue	14%
Other ¹	5%
Point of Interest	4%
Maintenance Issue	3%

Number of comment pins per 100 sq. mi.



SOUTHEAST SEGMENT INTERACTIVE MAP COMMENTS

The Southeast segment includes four TxDOT districts—Beaumont (BMT), Lufkin (LFK), Bryan (BRY) and Tyler (TYL)—and eight counties, spanning from Port Arthur to the Freestone/Navarro County line, covering approximately 216 miles.

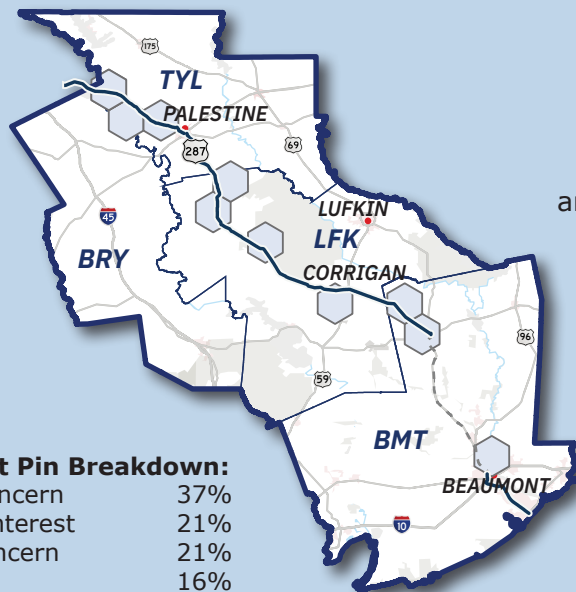
37%

of mapped comments in the Southeast segment identified **safety concerns** as one of the primary concerns.

Comment Pin Breakdown:

Safety Concern	37%
Point of Interest	21%
Traffic Concern	21%
Other ¹	16%
Maintenance Issue	5%

Number of comment pins per 100 sq. mi.



The Other¹ comment pins covered a variety of concerns tied to specific locations. One of the recurring themes within these comments was varying opinions about US 287 Corridor bypassing small towns. There were mixed perceptions about how a bypass could benefit travelers by reducing travel time, and how it could also be economically damaging to small businesses that rely heavily on US 287 Corridor to bring customers when they pass through town.

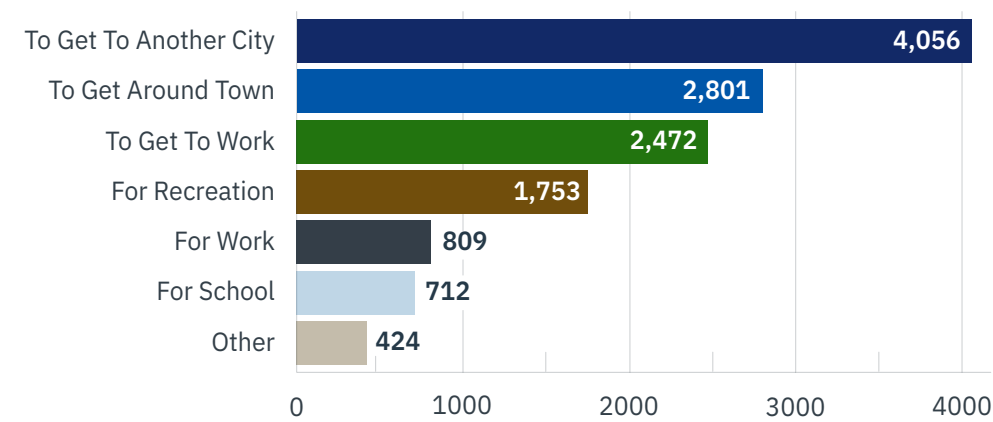
Another recurring theme for this comment pin category is congestion caused by population growth. Participants reported the US 287 Corridor roadways are not keeping up with the high volume of housing developments that have been built and are currently being built, which have brought in more residents. Due to this population growth, congested areas become more problematic cause significant delays during peak travel times.

Participants also reported concerns about intersections where high volumes of crashes occur, and specified certain factors they believe contribute to the crashes. These factors include poor visibility, high speed limits, impatient driver behavior and inadequate merging lanes.

PUBLIC SURVEY RESULTS: US 287 CORRIDOR USAGE

Survey participants were asked why, how and when they use US 287. They were also asked about the alternative routes they use if US 287 is unavailable while they are traveling.

WHY DO YOU TRAVEL ON US 287?

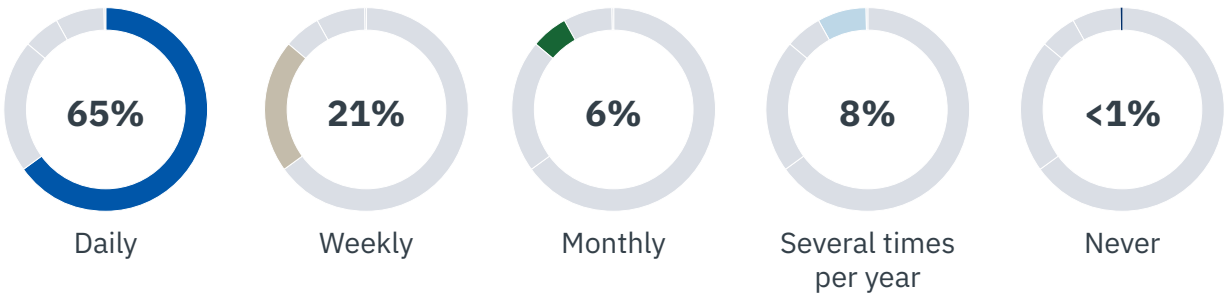


Most participants use US 287 to travel from **city to city** or to **get around town**.

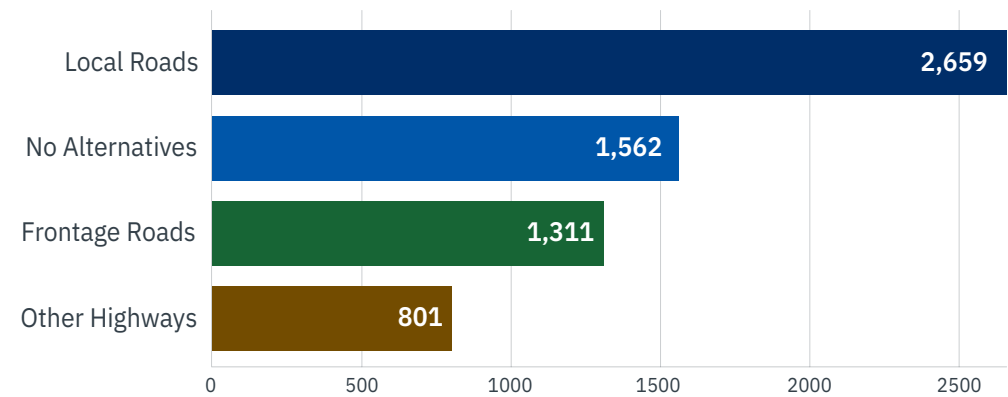
The average distance between cities on the corridor is **50 miles**.

HOW OFTEN DO YOU TRAVEL ON US 287?

86% of participants use US 287 on a daily or weekly basis.



WHEN YOU CANNOT USE US 287, WHAT **ALTERNATE ROUTES** DO YOU USE?

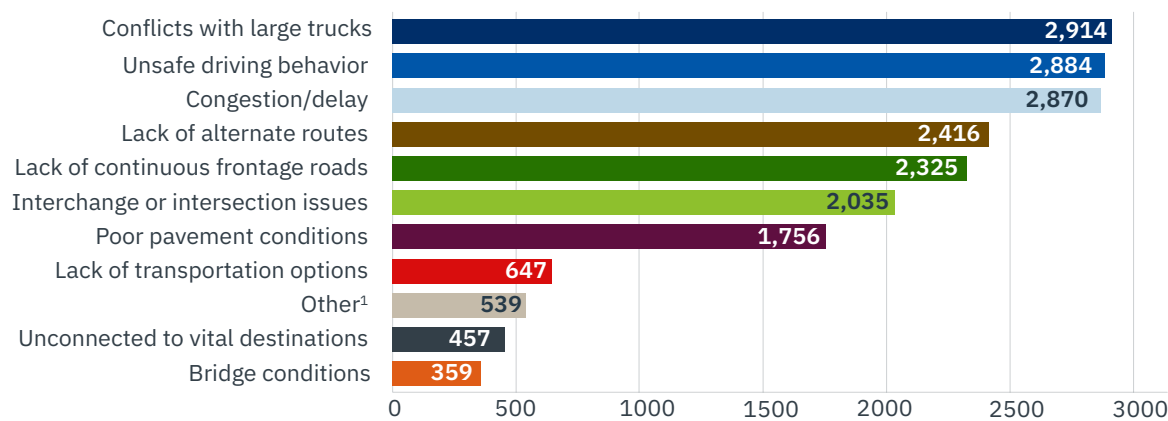


The majority of participants use **local roads** as their alternate route when US 287 is not available.

PUBLIC SURVEY RESULTS: US 287 CORRIDOR CHALLENGES

Participants were asked what problems they experience and how frequently these problems occur while traveling. They were also asked what concerns they have and what is most important for the future of the US 287 Corridor.

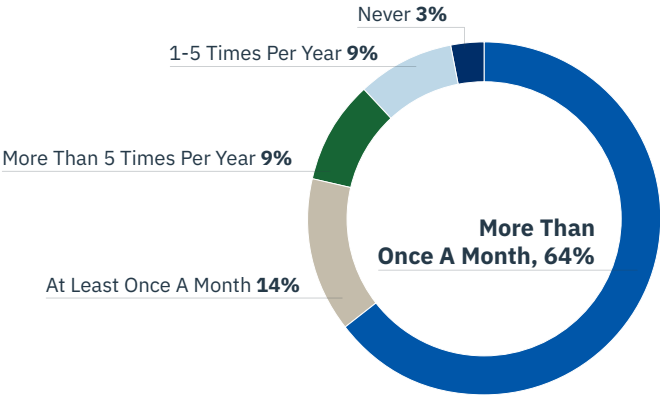
WHAT PROBLEMS DO YOU EXPERIENCE ON US 287?



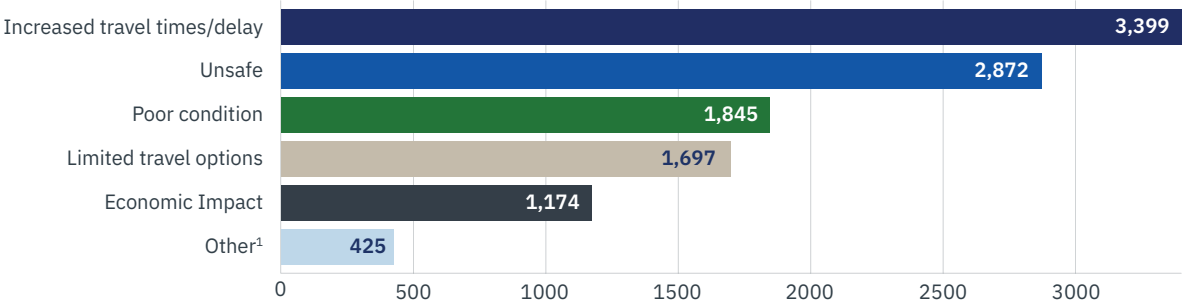
Other¹ problems identified on US 287 included **safety issues, congested locations, speed limits and construction concerns.**

HOW OFTEN DO YOU EXPERIENCE THESE PROBLEMS ON US 287?

78% of participants reported experiencing these problems **once a month or more**, while traveling on the US 287 Corridor.

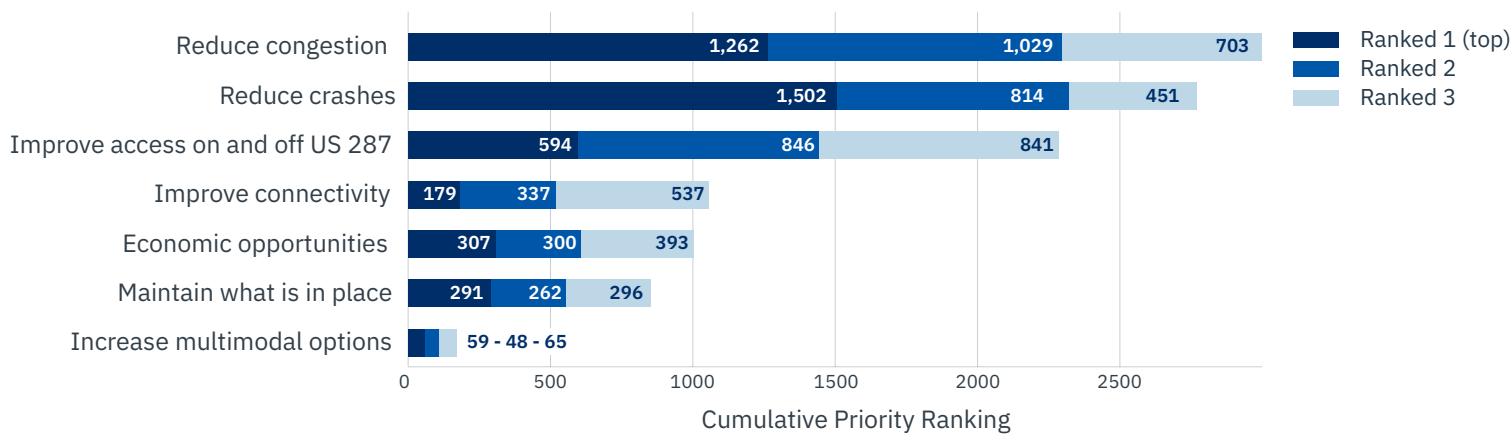


WHAT CONCERNS DO YOU HAVE FOR THE FUTURE OF US 287?



Other¹ concerns identified for the future of US 287 included **lighting issues, lack of signage and increasing freight traffic.**

WHAT IS THE **MOST IMPORTANT** TO YOU? RANK YOUR **TOP 3** PRIORITIES.



The top three priorities that participants reported were to **reduce congestion, reduce crashes and improve access on and off US 287**.

OPEN COMMENT - ANYTHING ELSE YOU WOULD LIKE TO SHARE?

The open ended responses for the US 287 public survey revealed a widespread concern about traffic safety, congestion and road conditions. Respondents highlighted frequent crashes, outdated infrastructure and narrow roads as major safety issues, with dangerous intersections and poor signage further complicating navigation. Congestion, especially during peak times, is exacerbated by inadequate lanes, poor signal timing and sudden lane reductions which contribute to accidents and delays.



APPENDIX C

Summary of Private Sector Interviews



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Northwest Segment Working Group Members	6
Central Segment Working Group Members	7
Southeast Segment Working Group Members	8

Focus Group #1 – September 17th, 2024

Attendees

Private Sector

Michael Jacobson – Greater Arlington Chamber of Commerce

Gary Graves – Lockheed Martin

Scott Royer – Walgreens Distribution Center

US 287 Interstate Feasibility Corridor Study Team

Yvette Flores – TxDOT TPP, Corridor Planning

Dhruva Lahon – Kimley-Horn

Wes Pierce – Kimley-Horn

Harris McConnell – Kimley-Horn

Sarah Bagwell Rudy – Burns & McDonnell

Ashlie Adams – Burns & McDonnell

Alexis Elio – Burns & McDonnell

Iris Lopez – CD & P

Open Discussion

1. Scott Royer shared the challenge associated with the entrance to/from their Walgreens Distribution. Scott shared the heavy use of staff exiting the Walgreen Distribution center in the afternoon peak results in heavy congestion. This impedes the ability for staff members to safely exit the distribution center.
2. Scott shared the entrance/exit is the major concern for the Walgreens Distribution Center.
3. Gary Graves shared Lockheed Martin primarily uses the US 287 corridor to transport critical loads several times a month. Inbound and outbound trips to the ports to/from the south are significant and frequently occur several times a month. Gary shared that the loads commonly include explosives. Gary shared that these loads are super loads and frequently include escort vehicles. Gary shared US 287 and I-45 are the major routes for Lockheed Martin.
4. Gary shared that there have not been any major challenges with permits or oversized loads.

5. Michael Jacobson shared that traffic congestion is a major challenge, and the connector project should help alleviate congestion. Michael Jacobson shared the demand on US 287 will be significant as growth expands.
6. Gary shared the exit ramp from EB I-30 onto SB US 287 is a single lane and there is a need to expand for additional capacity. Gary shared this facility creates a bottleneck and often requires rerouting to avoid this ramp. Gary shared that most of the freight trips are within the height requirements so vertical clearance is not a major issue.
7. Scott shared that Walgreens is working with the City of Waxahachie to relocate the entrance approximately 1200 feet to reduce congestion and improve safety.
8. Scott also shared that the total staff at the Walgreens Distribution Center is near 700 employees. The Walgreens Distribution Center runs 24 hours and includes day and night shifts. Scott shared the shift change is not the biggest challenge
9. Scott shared that the Walgreens Distribution Center has over 50 trucks per day and services the entire state of TX, parts of New Mexico, Louisiana, and Alabama and serves 1400 Walgreen stores.
10. Scott shared a traffic signal is being considered at the entrance to the Walgreens Distribution Center.
11. Gary shared the required routes for Lockheed Martin is provided by TxDOT.
12. Scott shared the transportation route is a coordinated plan that evaluates crash data, travel time, etc. in order to maximize efficiency.
13. Scott shared there is likely not a lot of alternative routes that are utilized instead of the planned route for the Walgreens Distribution Center.
14. Gary shared truck parking along the US 287 corridor and changeable message signs are effective and would be valuable for Lockheed Martin.
15. Scott shared truck parking is not an immediate need for the Walgreens Distribution Center.
16. Michael shared the focus on autonomous vehicles is more focused on the core urban areas in Arlington. Michael emphasized the importance of investing in transportation technology will be critical for the long-term opportunities. These technology investments may not be the immediate need, but it is important to plan and setup the future infrastructure.

Focus Group #2 – September 18th, 2024

Attendees

Private Sector

Mireya Zapata – Lumbermen’s Association of Texas

Robert Braden – Texas Grain and Feed Association

US 287 Interstate Feasibility Corridor Study Team

Yvette Flores – TxDOT TPP, Corridor Planning

Dhruva Lahon – Kimley-Horn

Wes Pierce – Kimley-Horn

Harris McConnell – Kimley-Horn

Sarah Bagwell Rudy – Burns & McDonnell

Ashlie Adams – Burns & McDonnell

Alexis Elio – Burns & McDonnell

Iris Lopez – CD & P

Open Discussion

1. Mireya shared she was surprised the amount of dealers for the LAT that are located along the US 287 corridor. Mireya shared that a lot of these dealers are family owned. Mireya shared that a lot of the lumber yards are transportation focused and frequently travel along US 287 and are impacted by the changes along US 287. Yvette and Dhruva emphasized that any and all information from the private sector will be important to the US 287 Corridor Study.
2. Robert shared that the US 287 Corridor is extremely important for the TGFA.
3. Mireya shared that she will provide additional input from members of the LAT.
4. Mireya shared the primary use of US 287 is customers, retail lumber yards, lumber yards, single location yards that regularly use US 287. Mireya shared that these lumber yards frequently deliver products further distances beyond adjacent cities and counties. Mireya shared that Blackland Lumber Supply in Ennis will have greater challenges collaborating with TxDOT compared to James Hardy Lumber.

5. Mireya shared that the LAT does not have available data on the volume of deliveries. Mireya shared Higginbotham and other larger organizations may have more readily available data.
6. Robert shared the section between Saginaw and WFS is a major route that likely carries up to 16 Billion pounds of grain product. Robert shared that the road network is the primary source for providing mills, farms, and other critical destinations within the study area.
7. Robert shared that the maximum weight is 84,000 pounds for interstate and the US 287 corridor is a preferred option for delivering product. Robert shared that a vehicle height clearance has never been an issue for TGFA.
8. Mireya shared that there is a large facility (Royal Martin) in Corrigan and there is a second facility that has been developed.
9. Mireya shared delivering lumber materials on time is critical and the highest priority. Mireya shared that alternative routes will be taken if US 287 is not available to travel. Robert confirmed that this is consistent with the needs of the TGFA. Robert shared that US 281 and other alternative routes will be used if needed.
10. Robert shared that there are massive agricultural fields and farms directly along the US 287 corridor.
11. Mireya shared that there are also several lumber facilities directly adjacent to the US 287 Corridor.
12. Mireya shared that TxDOT has improved the facilities at some long standing lumber yards. The lumber yards are very safety focused and the need to ensure safe ingress/egress into the site is critical. Mireya shared that in order to maximize safety, there needs to be coordination between TxDOT and the lumber facilities.
13. Mireya shared that the main question she hears is ensuring the safe ingress/egress of large trucks is considered while also providing safe access for passenger vehicles.
14. Robert shared the challenges for the TGFA facilities are traffic flow, mobility, and safety. Turn lanes, adequate shoulders, and safe facilities are critical for safety of the TGFA facilities. Robert and Mireya shared a flat and adequate shoulder is critical for safety. Robert shared that less lanes but increased shoulder is more effective and improves safety.
15. Mireya shared the challenges of shared access for different land uses along the corridor.
16. Mireya also shared the presence of rail spurs and the impact to trucks along US 287.
17. Robert and Mireya shared that truck parking is not a concern because materials are always being delivered and there is not a need to park along US 287.
18. Robert shared the travel time is the main determining factor for the TGFA members.
19. Robert shared technology in travel times and impacts to destination could be valuable. Robert also shared there are gaps in technology in the more rural areas.

20. Mireya shared the importance of collaboration from all public and private parties is extremely important.
21. Mireya shared the LAT members are likely slower to adopt major changes. Mireya shared that it is very uncommon for a lumber yard to use an electric vehicle in Texas.
22. Mireya shared the LAT members will also likely be slower adopters of autonomous vehicles.
23. Mireya shared some LAT members have been more receptive of some technology improvements that could improve safety (speed management in work vehicles, insurance related technology).
24. Robert confirmed that electric and autonomous vehicles is not common in TGFA members.
25. Mireya shared that there could be value in having technology to communicate delays and impacts to deliveries. Mireya also shared the challenge associated with resources for truck drivers as the driver population ages.

Private Sector Survey

- 1) Organization Name (Optional)
 - a) Gary Graves, Walgreens, John E. Quarles Co. Inc., Morton Lumber Company
- 2) Are you representing an association or an individual business?
 - a) Business
- 3) Which industry is your business or association in?
 - a) Manufacturing, Distribution, Retail Trade, Retail Trade
- 4) If applicable, which are the major commodities that you move along the US 287 Corridor in Texas?
 - a) Aircraft parts
 - b) 53' trailers containing Walgreens retail products (non-pharmacy)
 - c) Building materials
 - d) Lumber and building materials
- 5) What is the origin of your most common supplies or raw materials and the destination of your most common goods?
 - a) Material moving from Fort Worth to the port of Houston for export; Inbound material from the port of Houston to our production line in Fort Worth
 - b) Vendors and sending to stores throughout Texas and surrounding areas
 - c) Fort Worth, Texas
 - d) Dallas/Ft. Worth, Lubbock, Houston, Oklahoma, New Mexico, Colorado, and located in Amarillo, TX area in the Panhandle
- 6) What innovations and technology solutions do your operations or industry currently utilize or would utilize along the US 287 Corridor if available? Select all that apply.
 - a) Dynamic or changeable message signs, Truck parking availability systems
 - b) Truck parking availability systems
 - c) Dynamic or changeable message signs
 - d) Dynamic or changeable message signs, Truck parking availability systems

- 7) In your professional opinion, what are the potential impacts innovative technologies (such as those listed in the previous question) could have on your business operations?
- a) Opportunity to develop equipment for cost saving even if it's years away
- 8) What percent of your members have operations along the US 287 Corridor?
- 9) What are some of the most common issues reported by your members in relation to the US 287 Corridor?
- 10) What is the transportation mode that, if improved, would generate the most benefits to your members?
- 11) In your professional opinion, which of these improvements along the US 287 Corridor (if implemented), would improve economic competitiveness and/or operations the most for your members?
- 12) Which communication channels do you prefer when disseminating information among your members?
- 13) What roadway features or considerations are a challenge for your operations on the US 287 Corridor? Rank the following considerations in order of importance, with your top priority ranked first.
- a) (2, 6, 2) - Bridge Clearance
- b) (4, 7, 3) - Truck Parking
- c) (6, 2, 5) - Continuous frontage road
- d) (7, 5, 1) - Shoulders
- e) (5, 1, 4) - Truck-only lanes
- f) (8, 8, 6) - Rail crossings
- g) (3, 3, 7) - Entrance and exit ramps/acceleration and deceleration lanes
- h) (1, 4, 8) - Oversize/overweight permits
- 14) Regarding your top response in the previous question, please explain your concerns or experience.
- a) Most of our shipments are over-dimensional and some are shipped with dangerous goods such as explosives
- b) The Wax DC utilizes 287 for trailer traffic going North and South
- 15) Which alternative routes would you use if the US 287 Corridor main lanes were closed?

- a) I-20 to I-45
- b) Drivers do not adjust their routes



APPENDIX D

Summary of Improvement One-Pagers



TEXAS US 287 CORRIDOR - IMPROVEMENT OPTION PRIORITIZATION CRITERIA				
Group	Relative Weight	Sub-Group	Available Points	Total Points
Safety	30%	Property Damage Only	5	30
		Includes Pedestrian and/or Bicycle Involve Crash	6	
		Includes Severe Injury	7	
		One or more Fatality	12	
Economy	25%	Population Total (county is Over/under Mean Population by segment >= Mean Avg. = Full points; >= to full mean value = half points, less than half the mean value = 0 points)	4	25
		Employment Total (county is Over/under Mean Employment by segment >= Mean Avg. = Full points; >= to full mean value = half points, less than half the mean value = 0 points)	4	
		Daily truck percentages (< 15% = 3 points; > 15% = 6 points)	6	
		GDP Total (county is Over/under Mean GDP by segment >= Mean Avg. = Full points; >= to full mean value = half points, less than half the mean value = 0 points)	5	
		Commodity flow - freight tonnage	6	
Congestion	20%	Linear Roadway capacity challenges (LOS Level E-F)	6	20
		Linear Roadway capacity challenges (LOS Level C-D)	4	
		Interchange and/or intersection challenges (reported by stakeholder/public)	5	
		Truck operational concerns (truck parking within 1 mile of improvement)	5	
Connectivity	15%	Improves access to employment, education, commercial and healthcare facilities (within 1 mile)	5	15
		Improves emergency evacuation route (improvement is on an Emergency Evac Route)	5	
		Encourages Alternate Modes TxDOT Freight Crossings (within 1 mile of TxDOT Freight Corridor)	5	
Preservation	10%	Bridges with vertical clearance less than 18.5 feet (within 500')	5	10
		Structurally deficient bridge or functionally obsolete (within 500')	2	
		Pavement condition (per PMIS data and scores) - (from 0-50 = 3 Points; 50-75 = 2 points; 75-90 =1 point; 90+ = 0 points)	3	
TOTAL	100%		100	100

US 287 Improvement Option: 1 (Freestone, Anderson), 2 (Polk), 4 (Trinity), 8 (Jefferson), 11 (Houston), 13 (Hardin), 14 (Tyler)

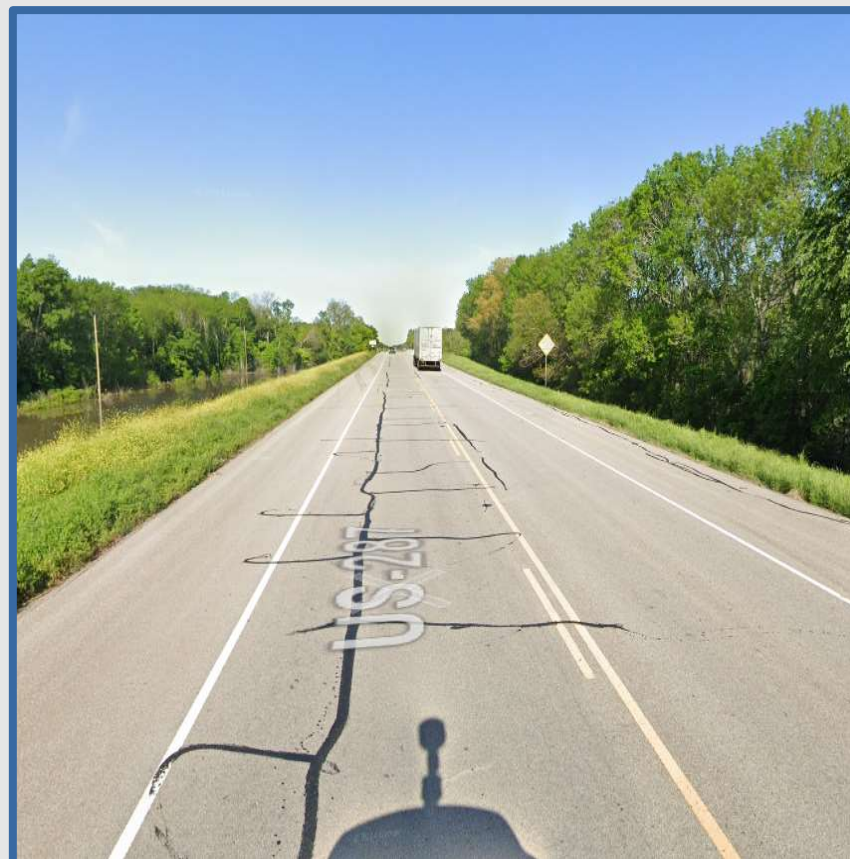
Description:

Approximately 209 miles of proposed fiber along US 287 within the SE segment.

Need:

Technology improvements for better connectivity.

Segment Working Group Round 2 input.



Other Considerations:

Key Challenges:

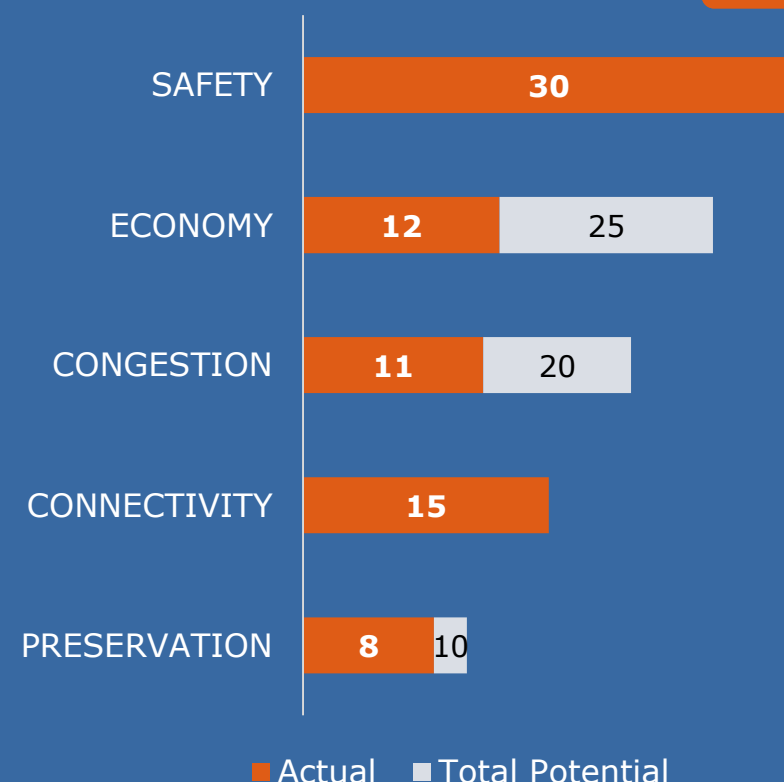
Utility impacts

Required stakeholder involvement / approval:

Coordination with utility owners.

NEED SCORE

76/100



From: Navarro-Freestone County Line in Kerens

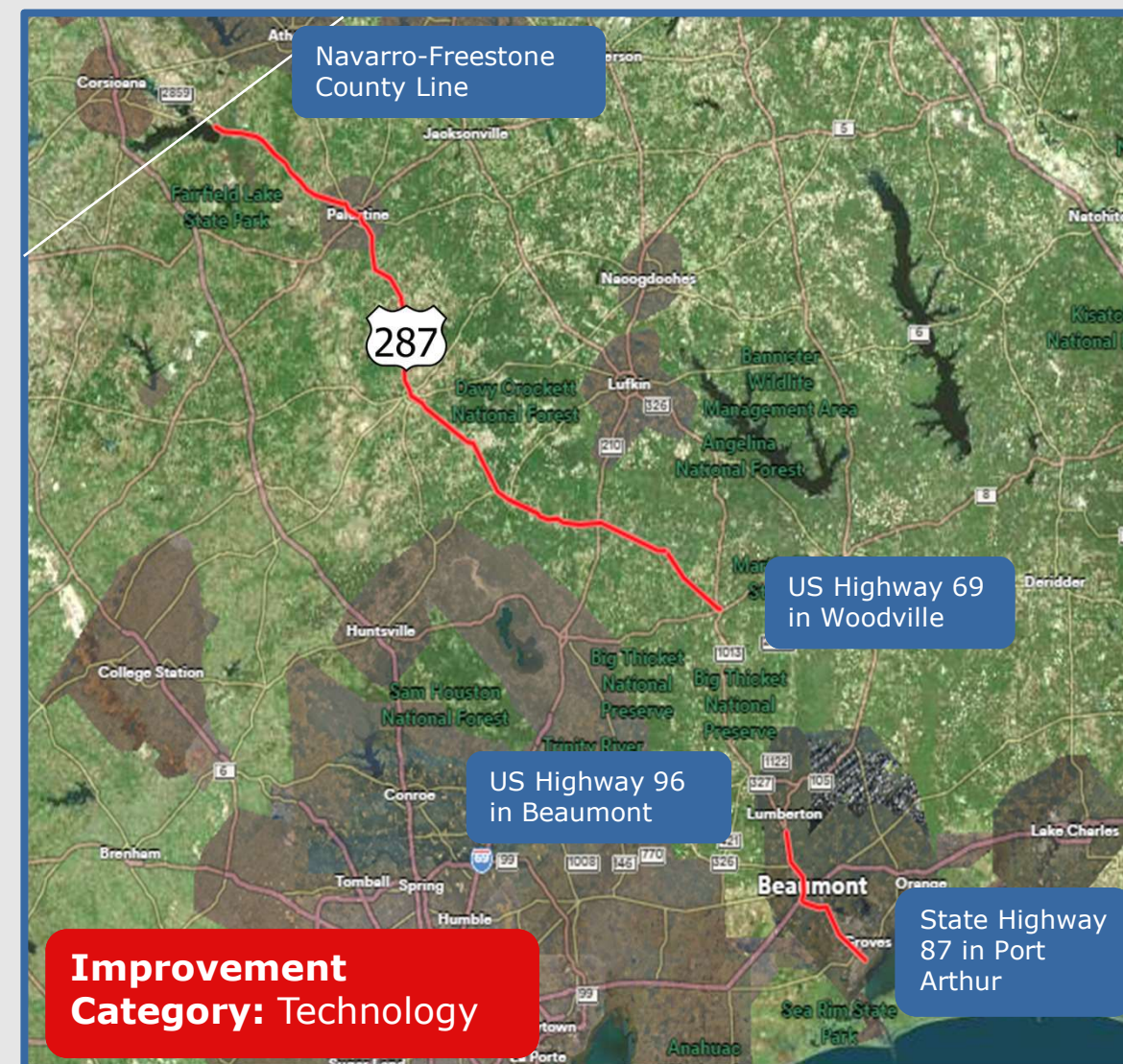
To: State Highway 87 in Port Arthur

Locality: Bryan, Tyler, Lufkin, and Beaumont Districts

ROW Required:

☐ Yes ☒ No

Estimated Cost (in \$M): 70.4



Improvement Category: Technology

US 287 Improvement Option: 1, 2, 3, 4, County: Jefferson

Description:

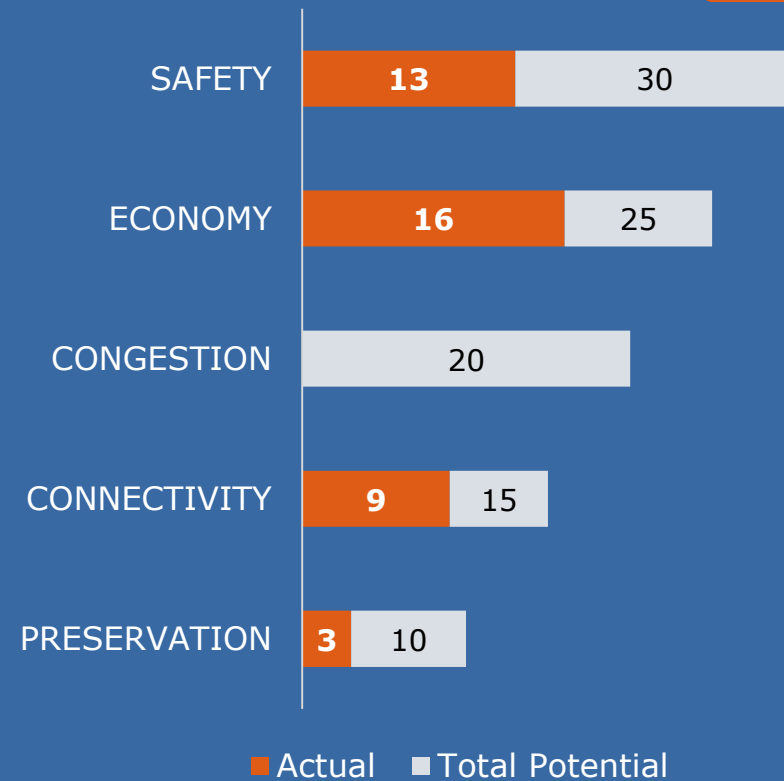
Convert to mast arm mounted traffic signal from span-wire.

Need:

197 crashes occurred at these intersections in the last 5 years, including 1 fatal crash. Provide uniform and systemic signals in Port Arthur.

NEED SCORE

41/100



From: State Highway 87, 19th Street, 25th Street, and 32nd Street in Port Arthur

To: N/A

Locality: Beaumont District

ROW Required:

☐ Yes ☒ No

Estimated Cost (in \$M): 2 (per improvement)

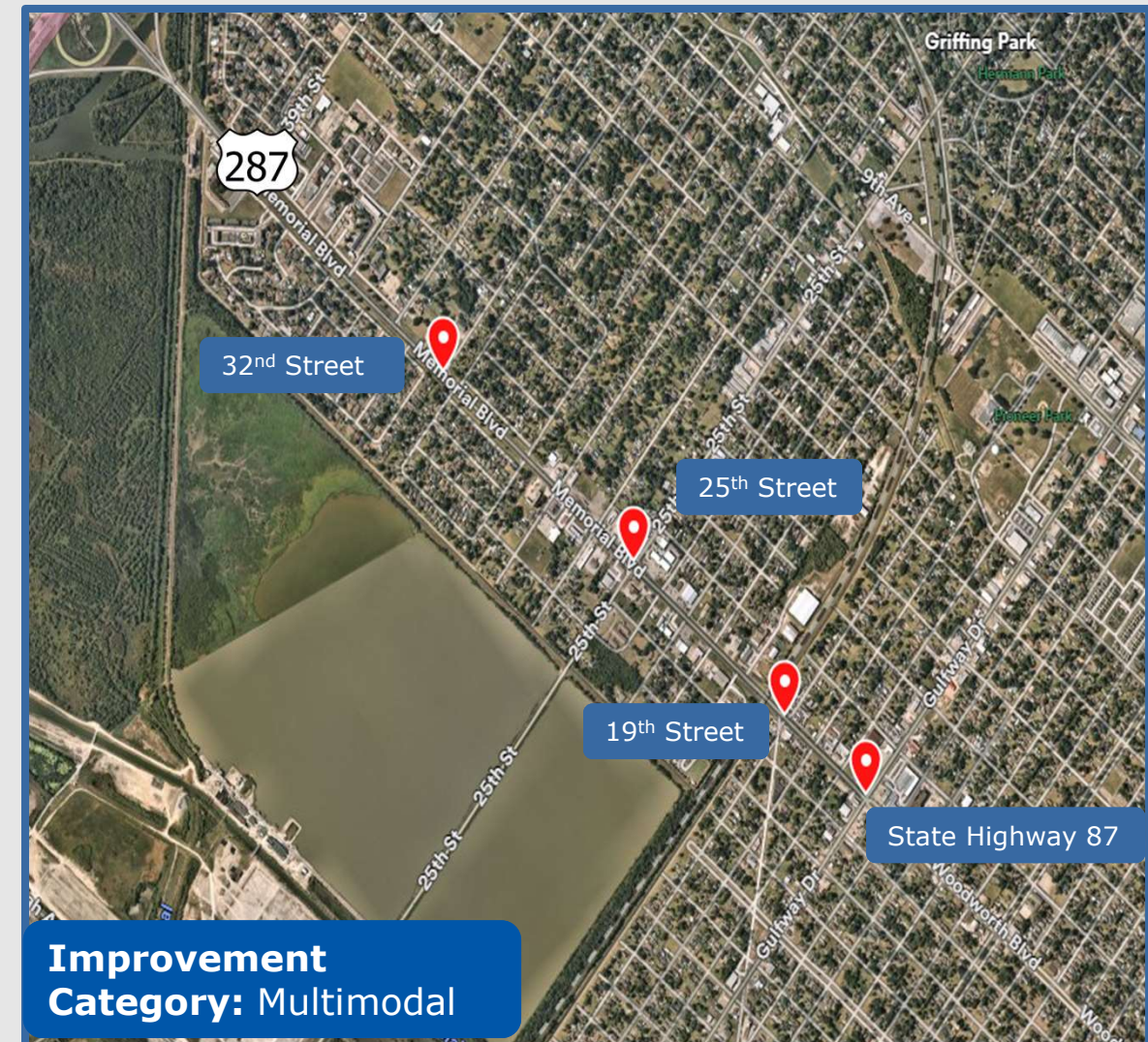
Other Considerations:

Key Challenges:

Utility impacts

Required stakeholder involvement / approval:

Coordination with utility owners



Improvement Category: Multimodal

US 287 Improvement Option: 3, County: Jefferson

Description:

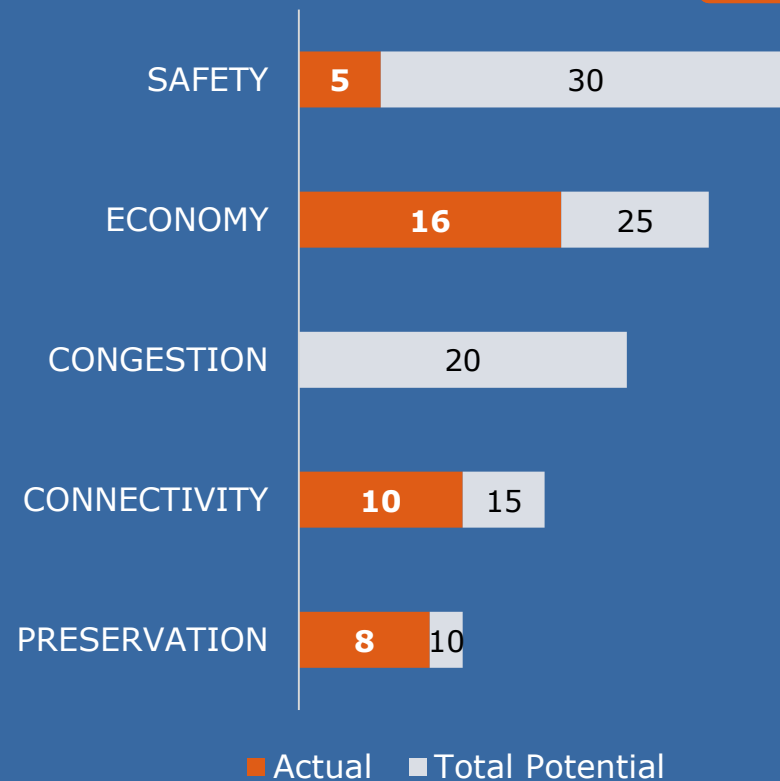
Install Signal Ahead sign with flashing beacon.

Need:

36 rear end crashes occurred at this intersection in the last 5 years.
Limited sight distance for upstream traffic signal.

NEED SCORE

39/100



From: 19th Street in Port Arthur

To: N/A

Locality: Beaumont District

ROW Required:

☐ Yes ☒ No

Estimated Cost (in \$M): 0.005

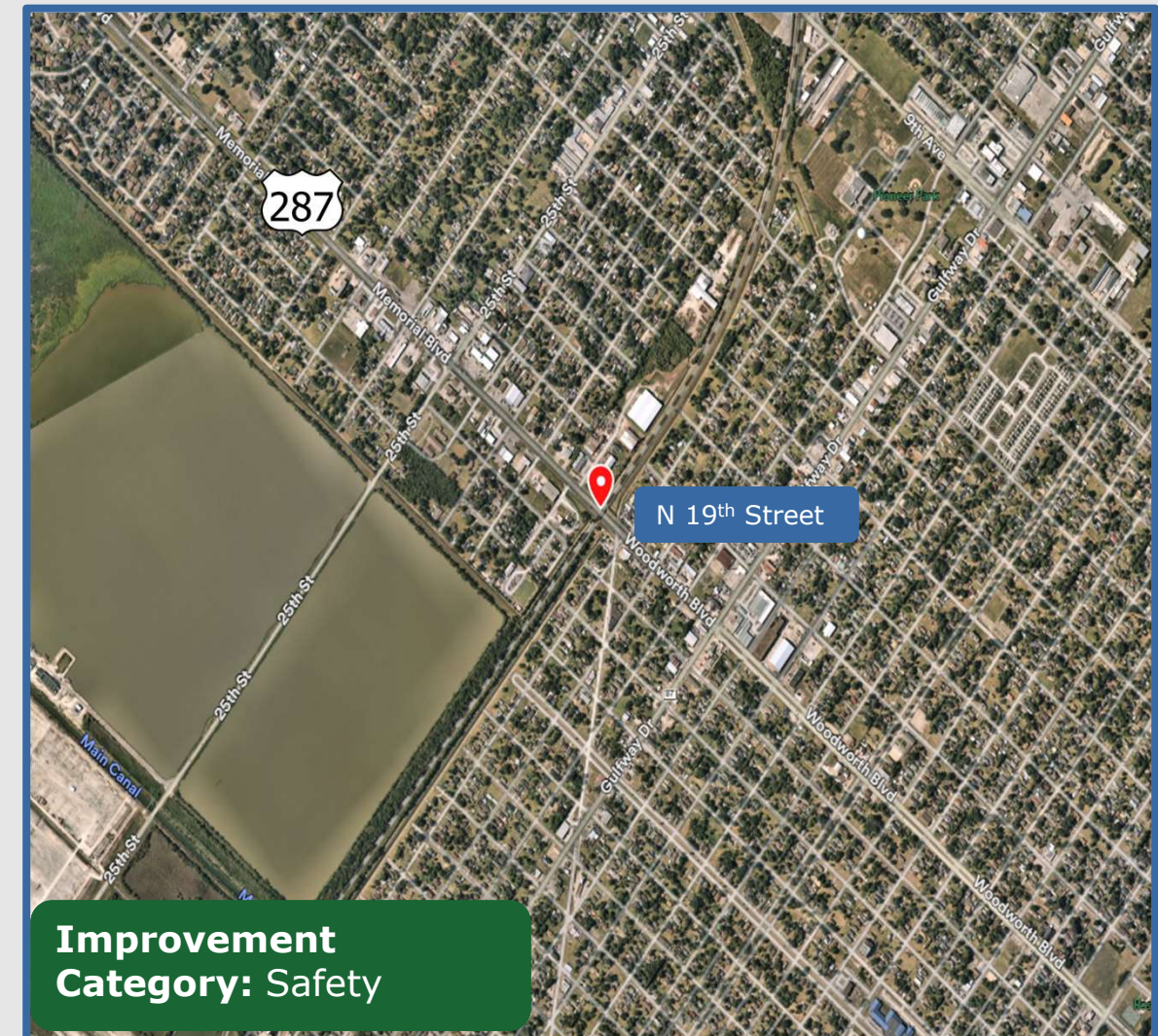
Other Considerations:

Key Challenges:

N/A

Required stakeholder involvement / approval:

N/A



Improvement Category: Safety

US 287 Improvement Option: 6, 12, County: Jefferson

Description:

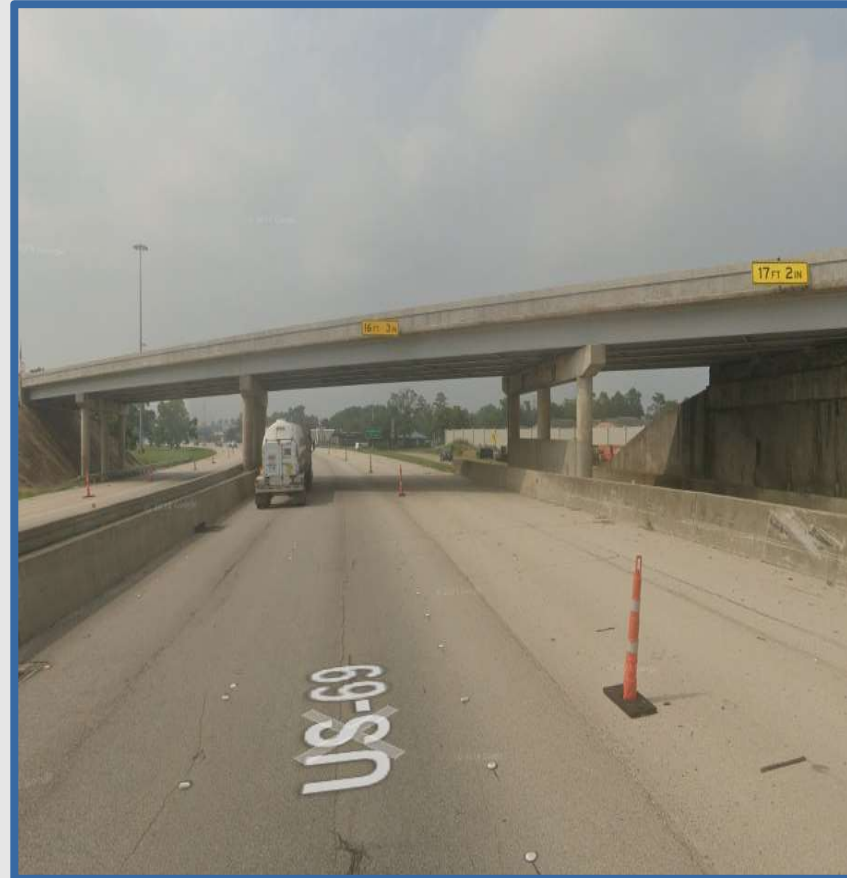
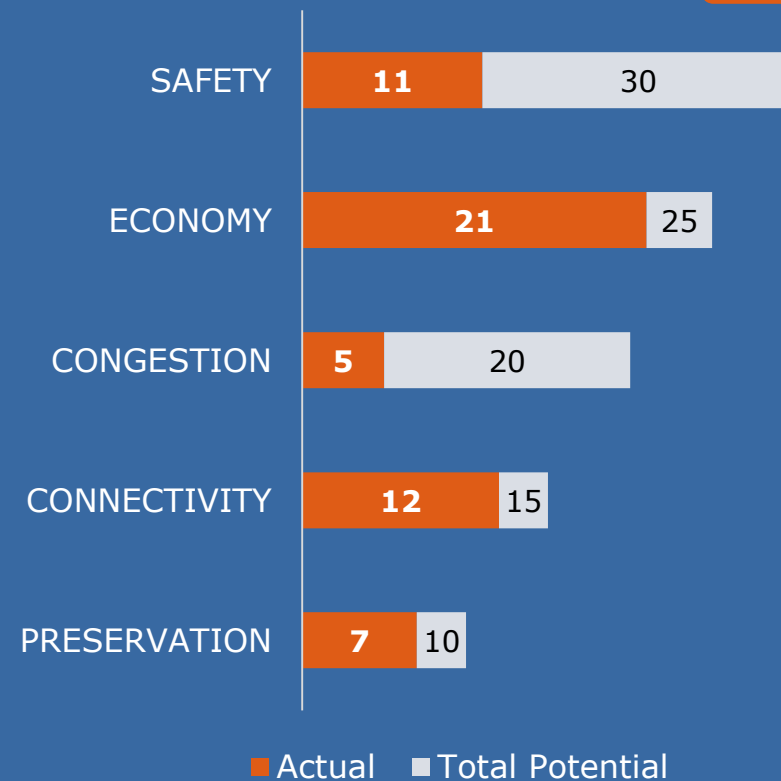
Increase vertical clearance for overpasses to 18.5 feet.

Need:

The new requirement for overpasses on a Freight Network is 18.5 feet.

NEED SCORE

56/100



From: State Highway 73 in Port Arthur and North 11th Street in Beaumont

To: N/A

Locality: Beaumont District

ROW Required:

☒ Yes ☐ No

Estimated Cost (in \$M): 30 (per improvement)

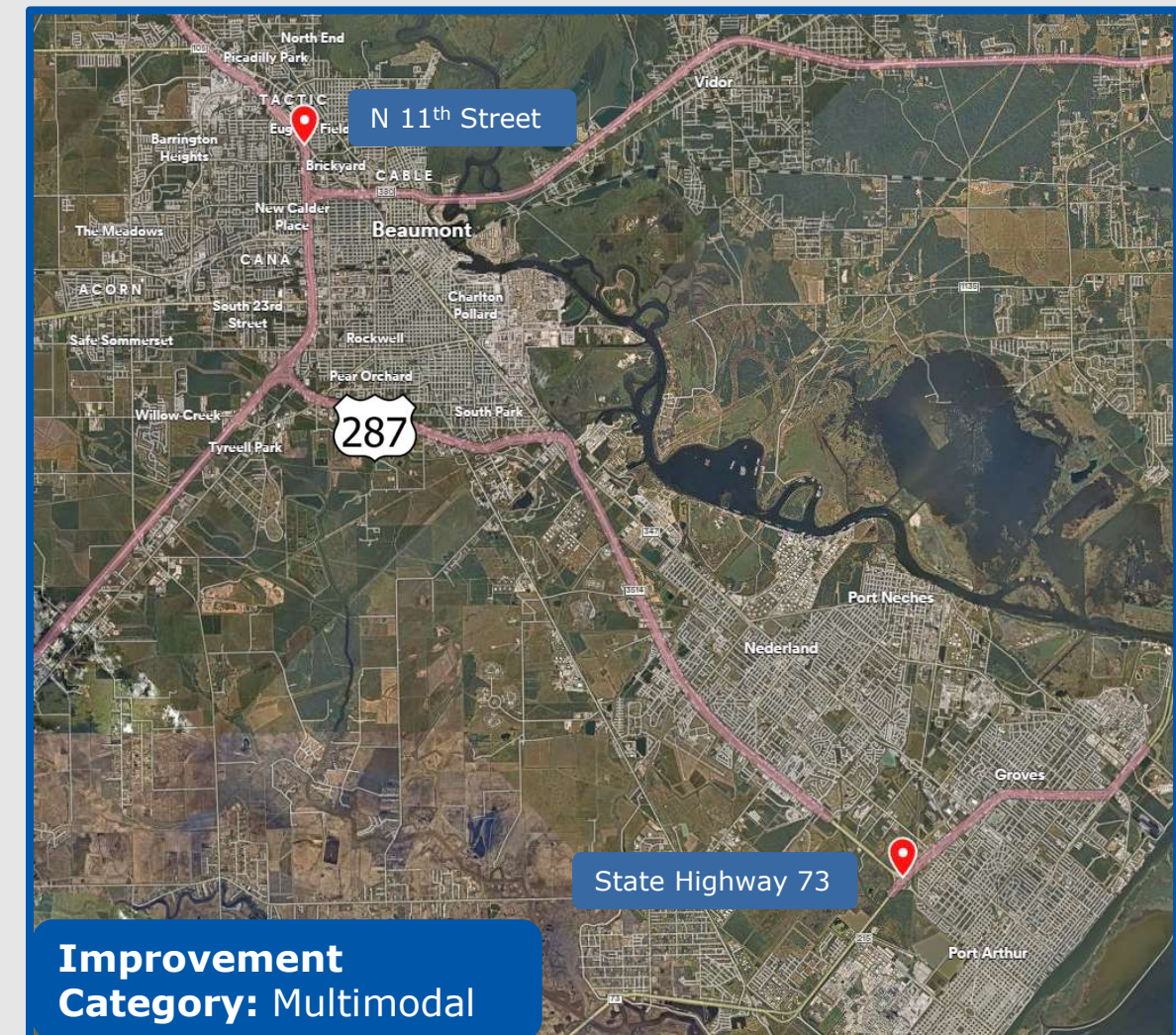
Other Considerations:

Key Challenges:

ROW and utility impacts

Required stakeholder involvement / approval:

Coordination with affected property owners and utility owners.



Improvement Category: Multimodal

US 287 Improvement Option: 7, 9, 10, 11, County: Jefferson

Description:

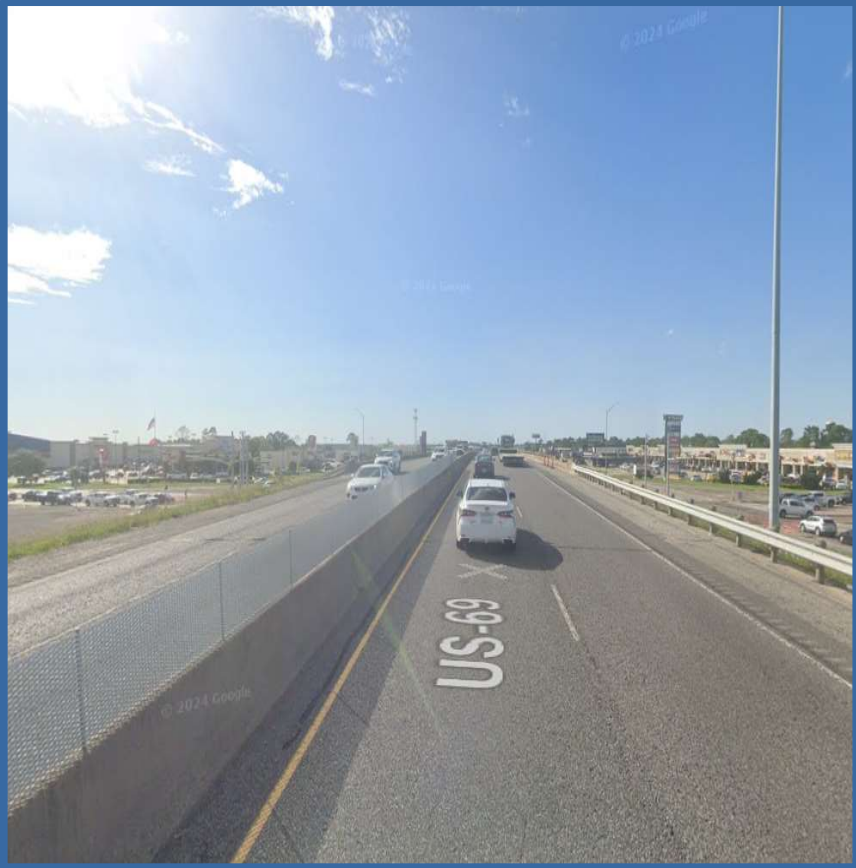
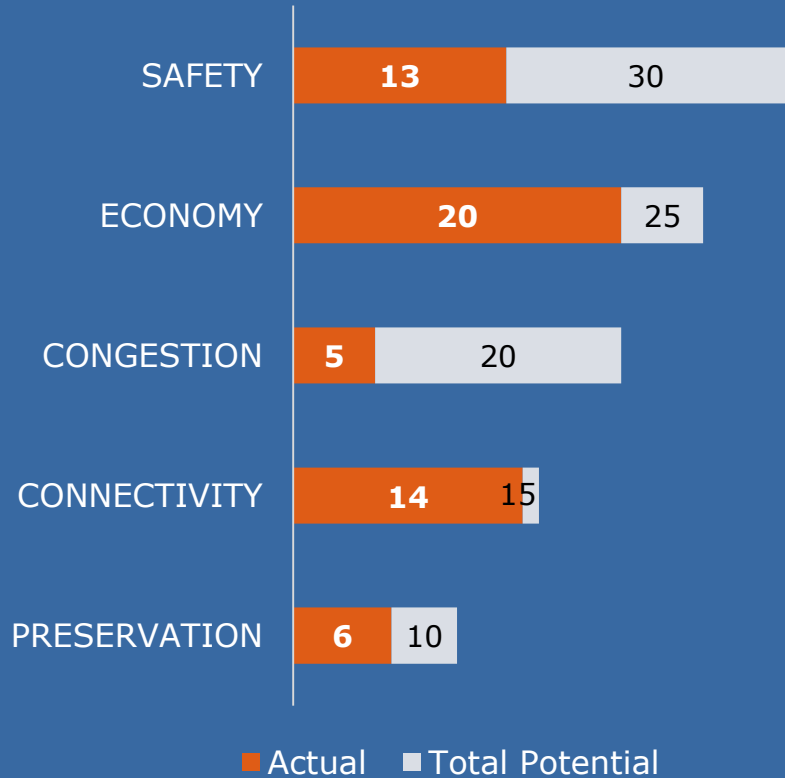
Install traffic cameras for traffic monitoring, incident management, and congestion response.

Need:

Use of technology to monitor and improve operations.

NEED SCORE

58/100



From: FM 365 in Port Arthur, US Highway 90 and Interstate 10 in Beaumont, and 0.1 miles east of S Martin Luther King Jr. Parkway Exit

To: N/A

Locality: Beaumont District

ROW Required:

☐ Yes ☒ No

Estimated Cost (in \$M): 0.25 (per improvement)

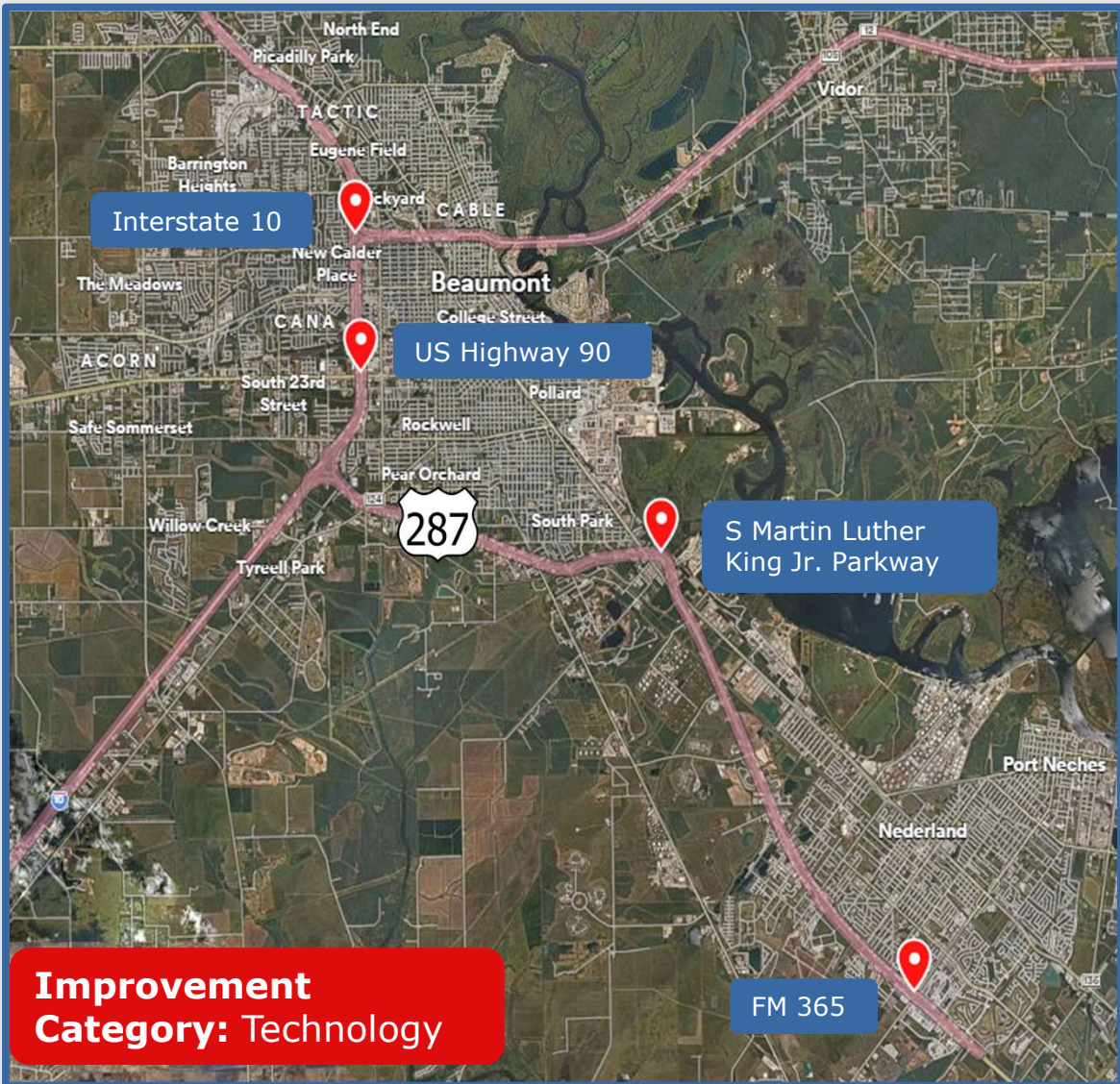
Other Considerations:

Key Challenges:

Utility impacts

Required stakeholder involvement / approval:

Coordination with utility owners.



Improvement Category: Technology

FM 365

US 287 Improvement Option: 15, County: Jefferson

Description:

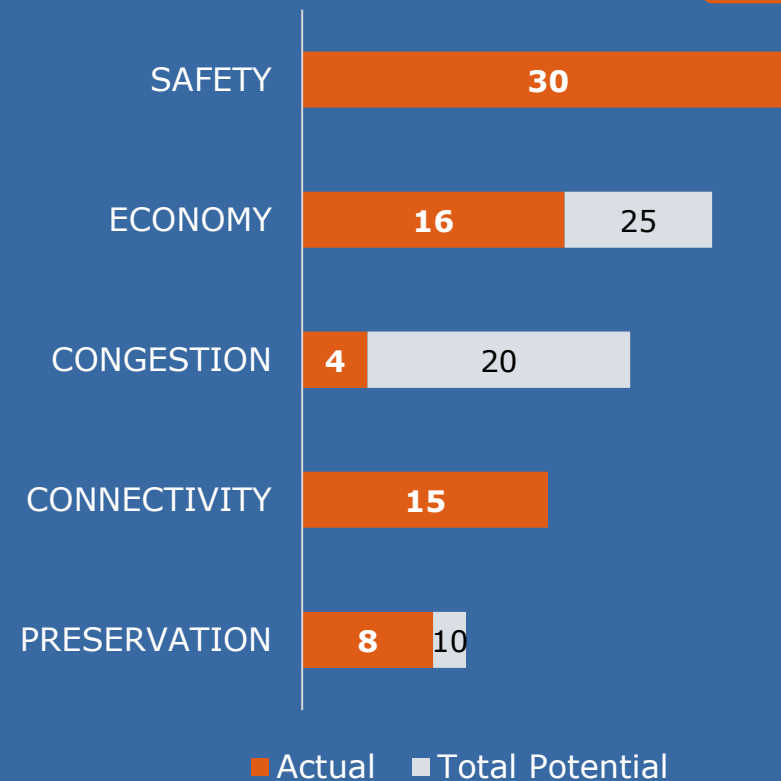
Install HAWK signals (as warranted) at locations without protected crossings.

Need:

In the last 5 years, 7 pedestrian crashes and 3 pedalcyclist crashes occurred along this segment resulting in 2 fatalities.

NEED SCORE

73/100



From: 39th Street in Port Arthur

To: 25th Street in Port Arthur

Locality: Beaumont District

ROW Required:

☐ Yes ☒ No

Estimated Cost (in \$M): 0.25 per location

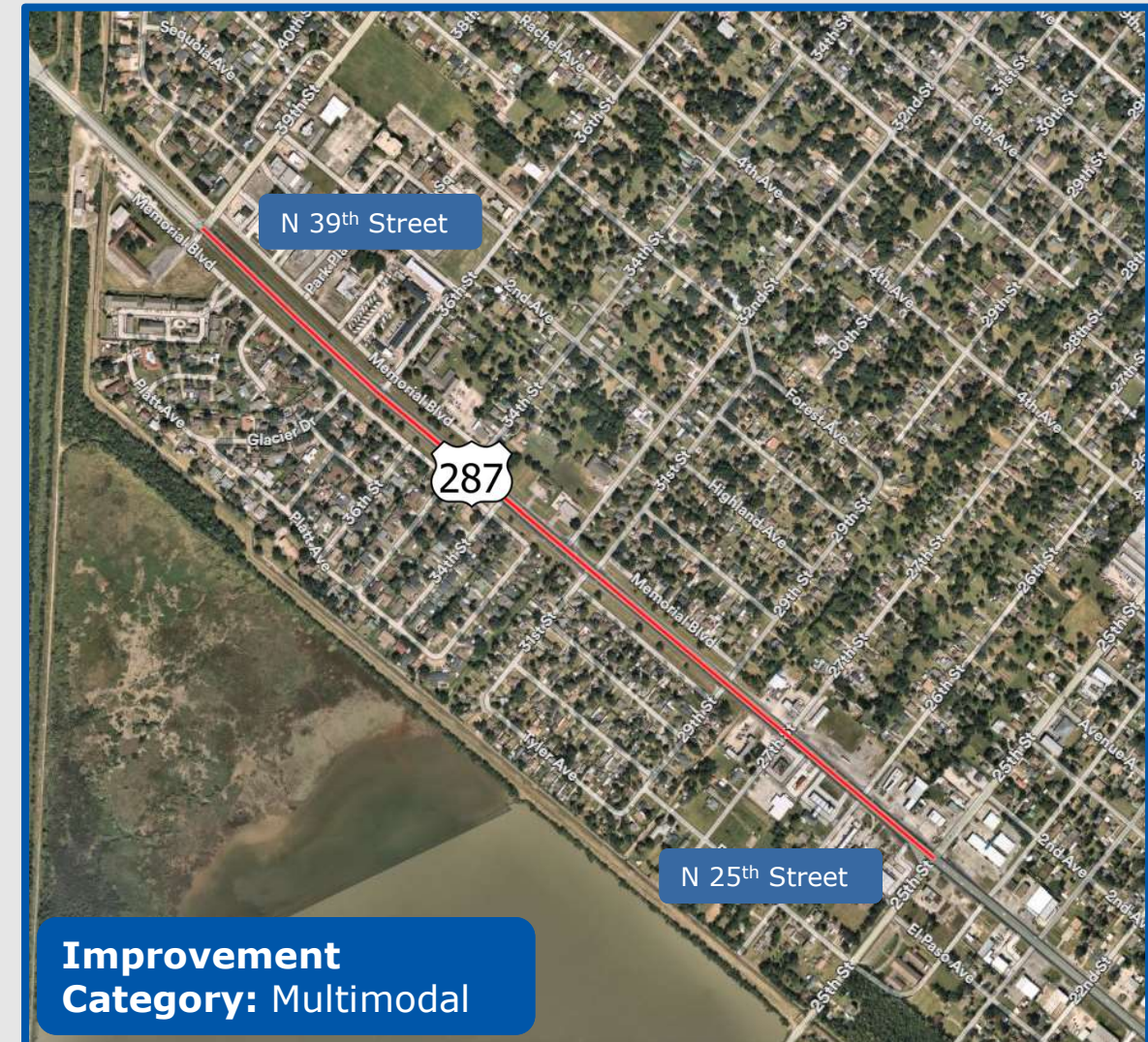
Other Considerations:

Key Challenges:

Utility impacts

Required stakeholder involvement / approval:

Coordination with utility owners.



Improvement Category: Multimodal

US 287 Improvement Option: 16, County: Jefferson

Description:

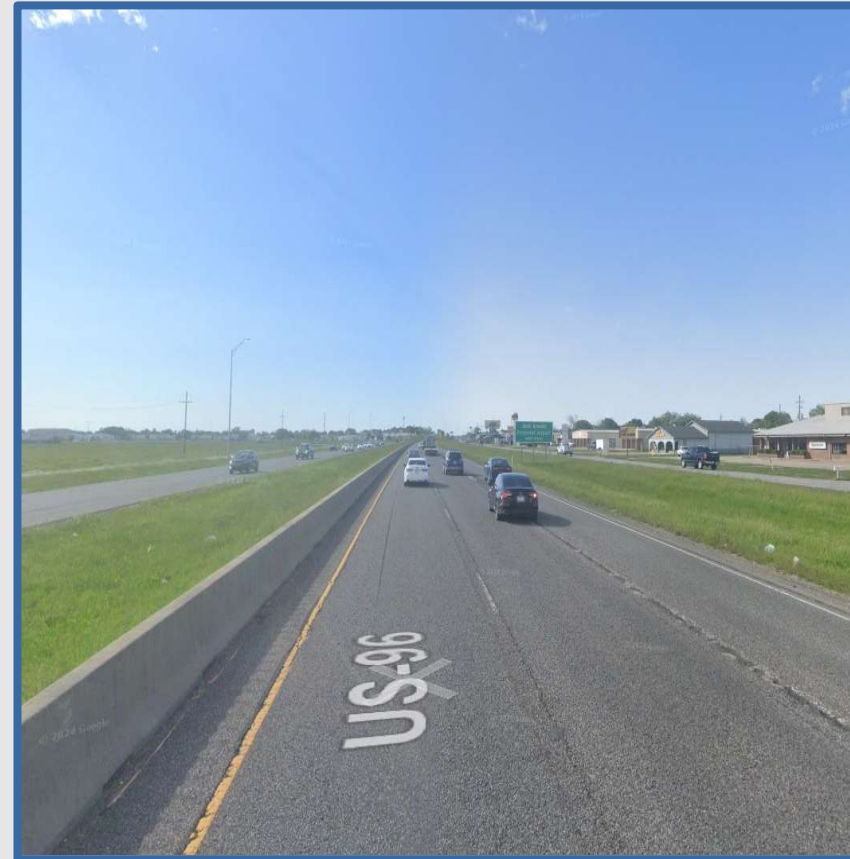
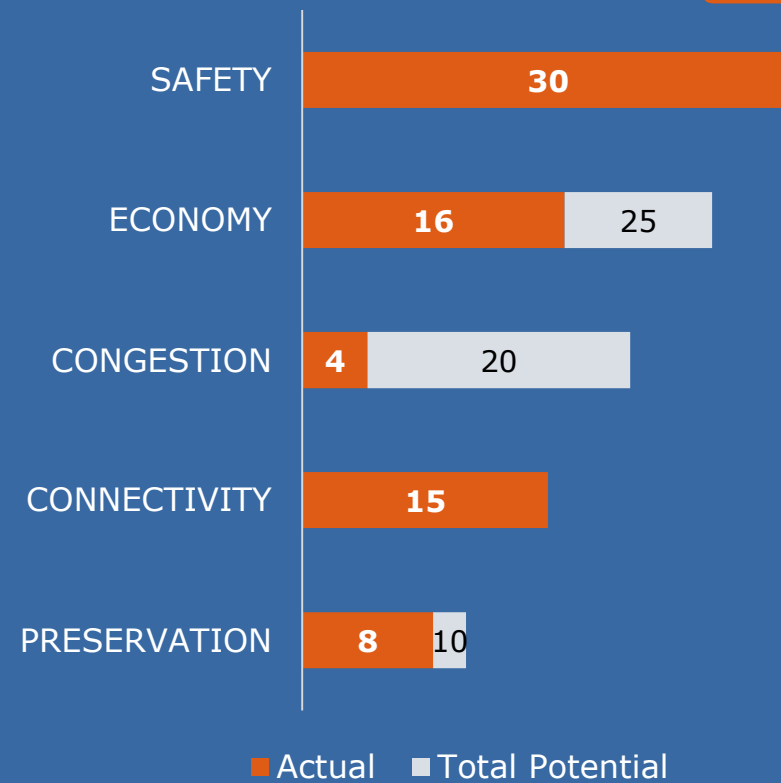
Proposed Lighting Improvements for approximately 3 miles.

Need:

Of 914 crashes that occurred along this segment in the last 5 years, 35 crashes occurred in dark - unlighted conditions and 135 occurred in dark - lighted conditions. Of the 5 fatal crashes, 3 occurred during dark conditions.

NEED SCORE

73/100



From: Canal Avenue in Port Arthur

To: Central Mall Drive in Port Arthur

Locality: Beaumont District

ROW Required:

☐ Yes ☒ No

Estimated Cost (in \$M): 2

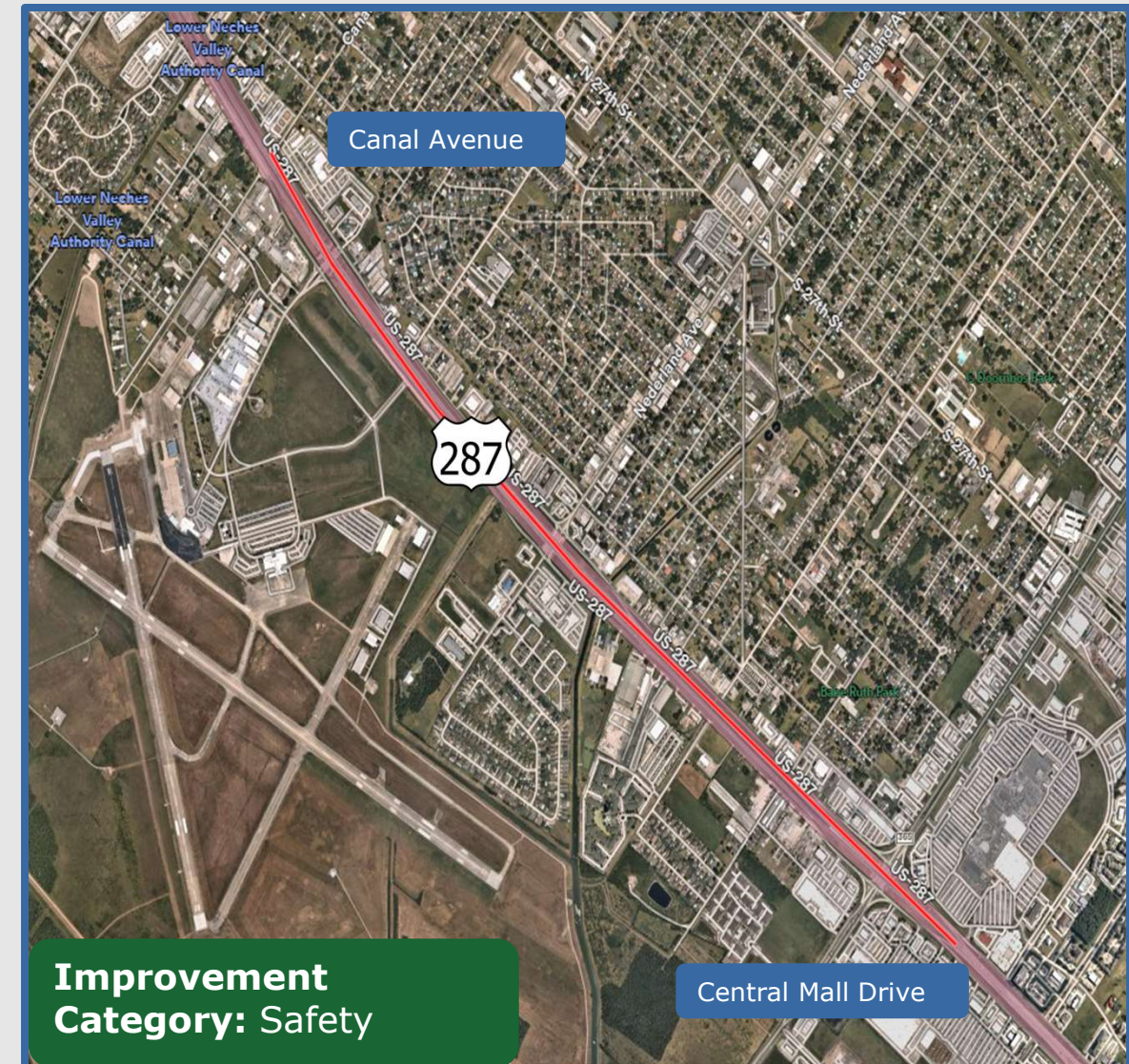
Other Considerations:

Key Challenges:

Utility impacts

Required stakeholder involvement / approval:

Coordination with utility owners.



US 287 Improvement Option: 18, County: Jefferson

Description:

Feasibility Study to convert underpass to overpass.

Need:

Address TxDOT's long-term goal to resolve mobility and safety issues associated with inadequate vertical clearances.



Other Considerations:

Key Challenges:

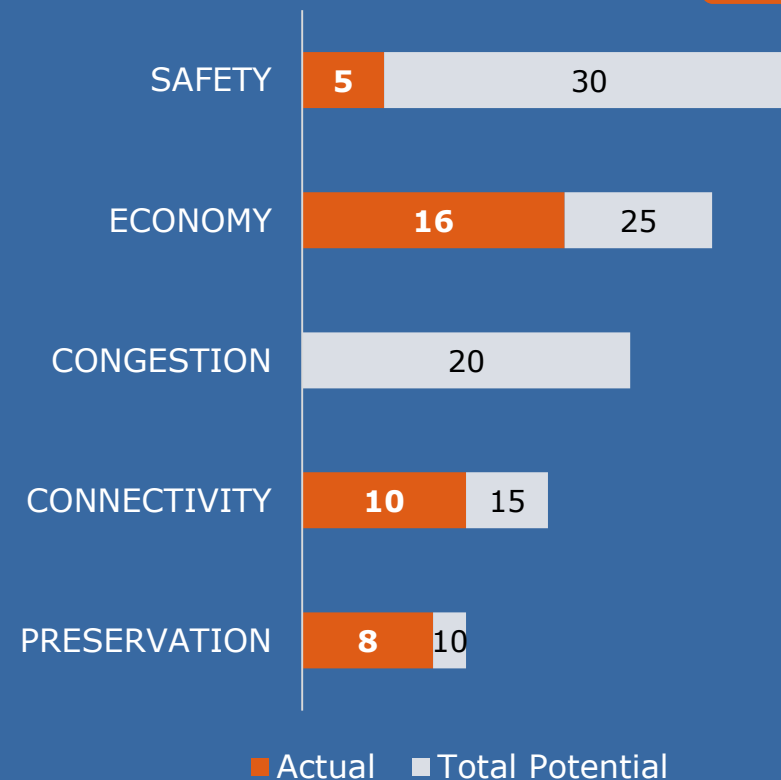
Railroad Bridge

Required stakeholder involvement / approval:

Coordination with Kansas City Southern Railroad Company.

NEED SCORE

39/100



From: Kansas City Southern Railroad Crossing in Port Arthur

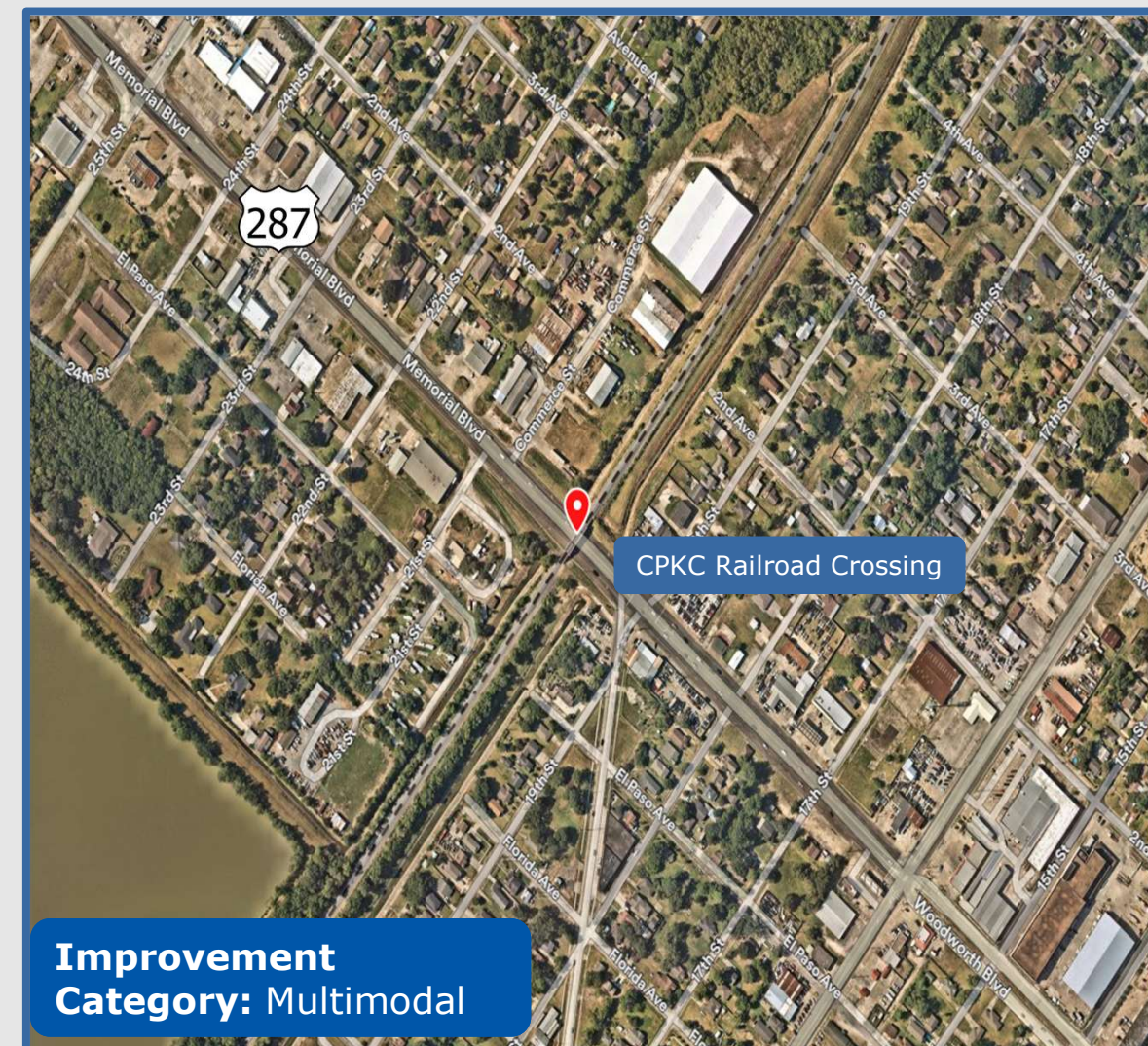
To: N/A

Locality: Beaumont District

ROW Required:

☐ Yes ☒ No

Estimated Cost (in \$M): 0.5



Improvement Category: Multimodal

US 287 Improvement Option: 19, County: Jefferson

Description:

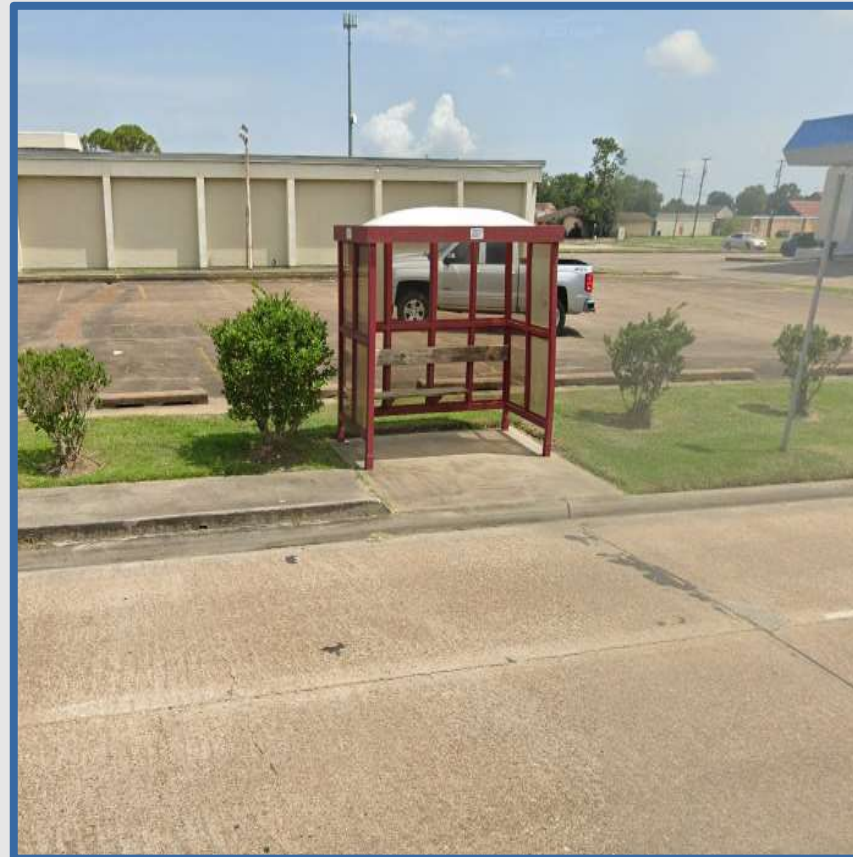
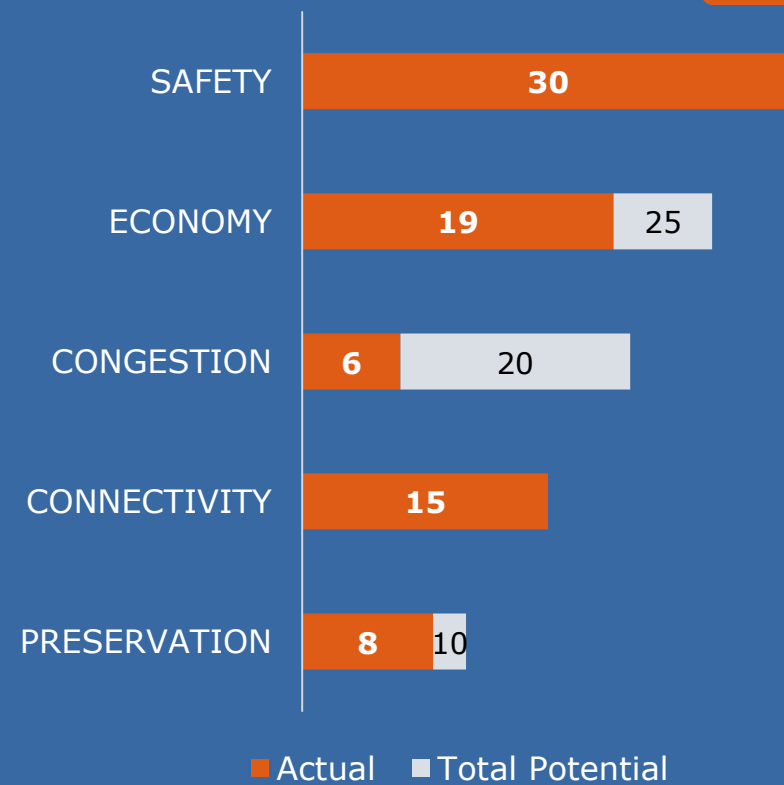
Proposed Bus/Transit System for approximately 25 miles connecting Beaumont to Port Arthur.

Need:

Bridging the gap for multimodal traffic and providing increased connectivity between the adjacent cities.

NEED SCORE

78/100



From: West Lucas Drive in Beaumont

To: State Highway 87 in Port Arthur

Locality: Beaumont District

ROW Required:

☐ Yes ☒ No

Estimated Cost (in \$M): 240

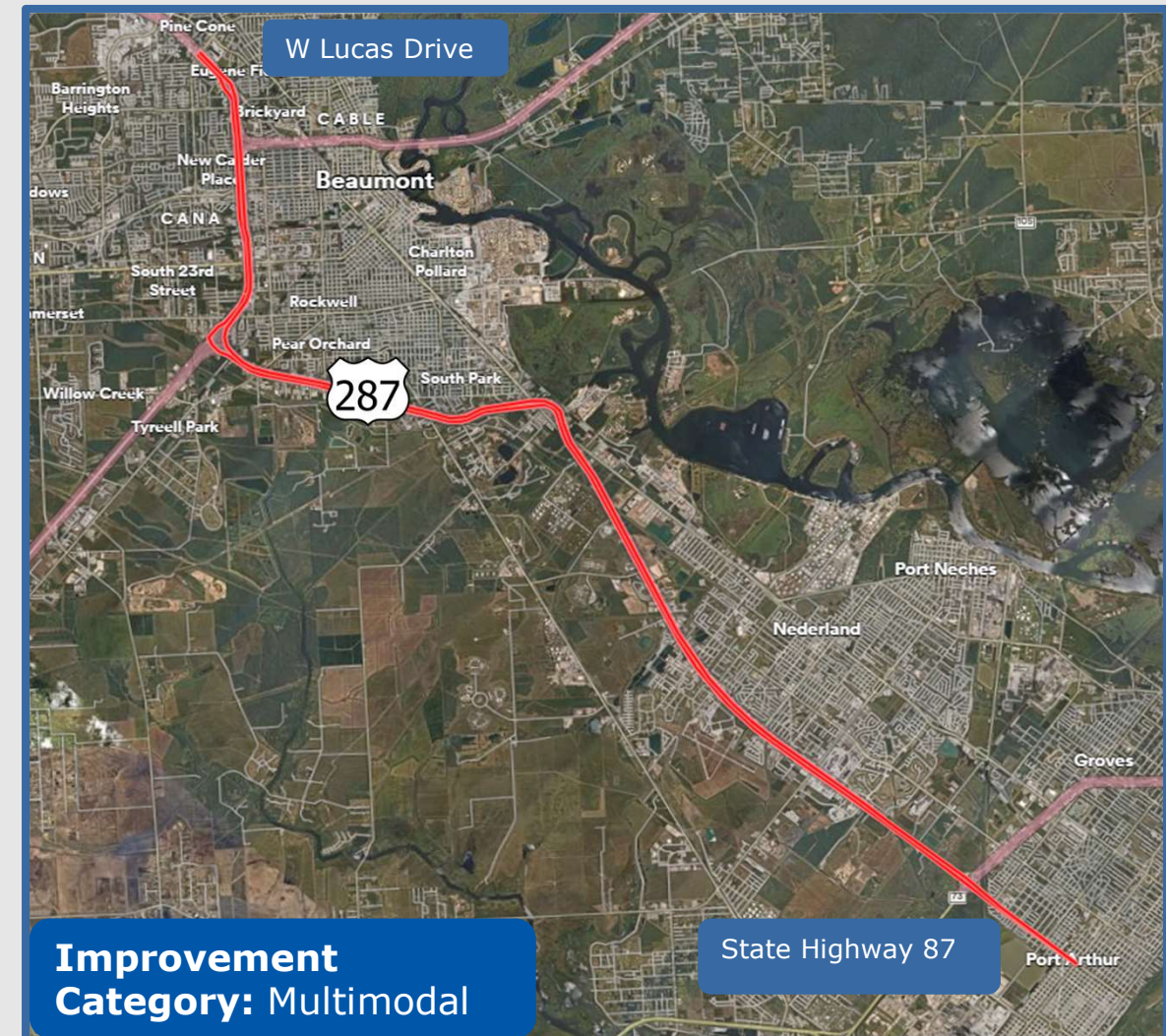
Other Considerations:

Key Challenges:

N/A

Required stakeholder involvement / approval:

Coordination with City of Beaumont and City of Port Arthur Transit.



Improvement Category: Multimodal

State Highway 87

Port Arthur

US 287 Improvement Option: 2 (Freestone), 15 (Anderson, Polk), 16 (Anderson), 17 (Trinity), 18 (Houston), 19 (Houston), 20 (Tyler), 21 (Tyler)

Description:

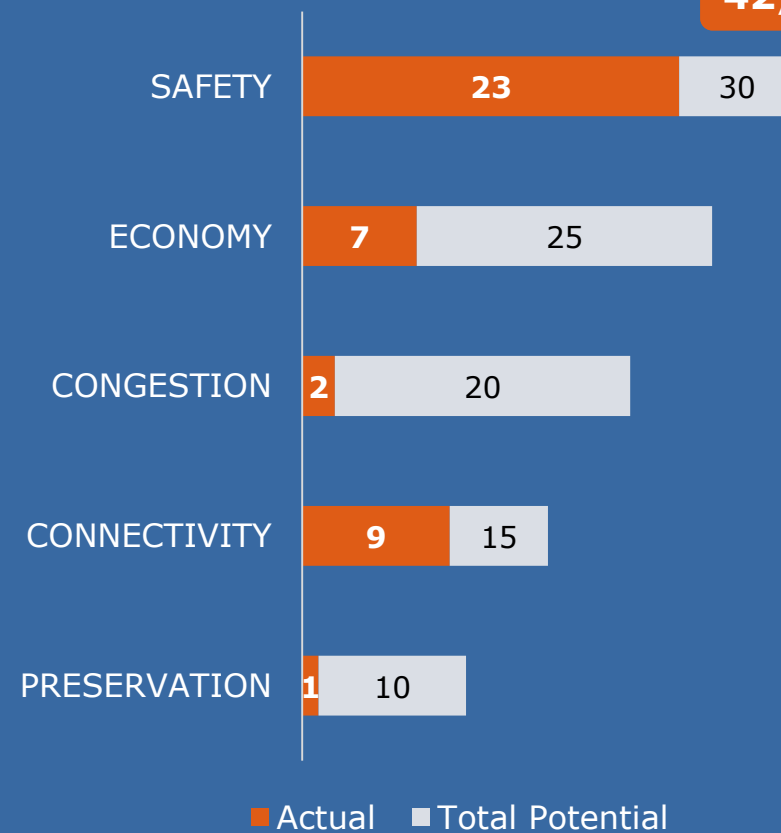
Convert roadway from 2-lane undivided to 4-lane divided roadway for approximately 113 miles.

Need:

1,031 crashes along this segment in the last 5 years including 21 fatal crashes.
Stakeholder input to improve the safety of the segment.

NEED SCORE

42/100



From: Freestone/Navarro County Line in Corsicana

To: US Highway 69 in Woodville

Locality: Bryan, Lufkin, Tyler, and Beaumont Districts

ROW Required:

☒ Yes ☐ No

Estimated Cost (in \$M): 1,456

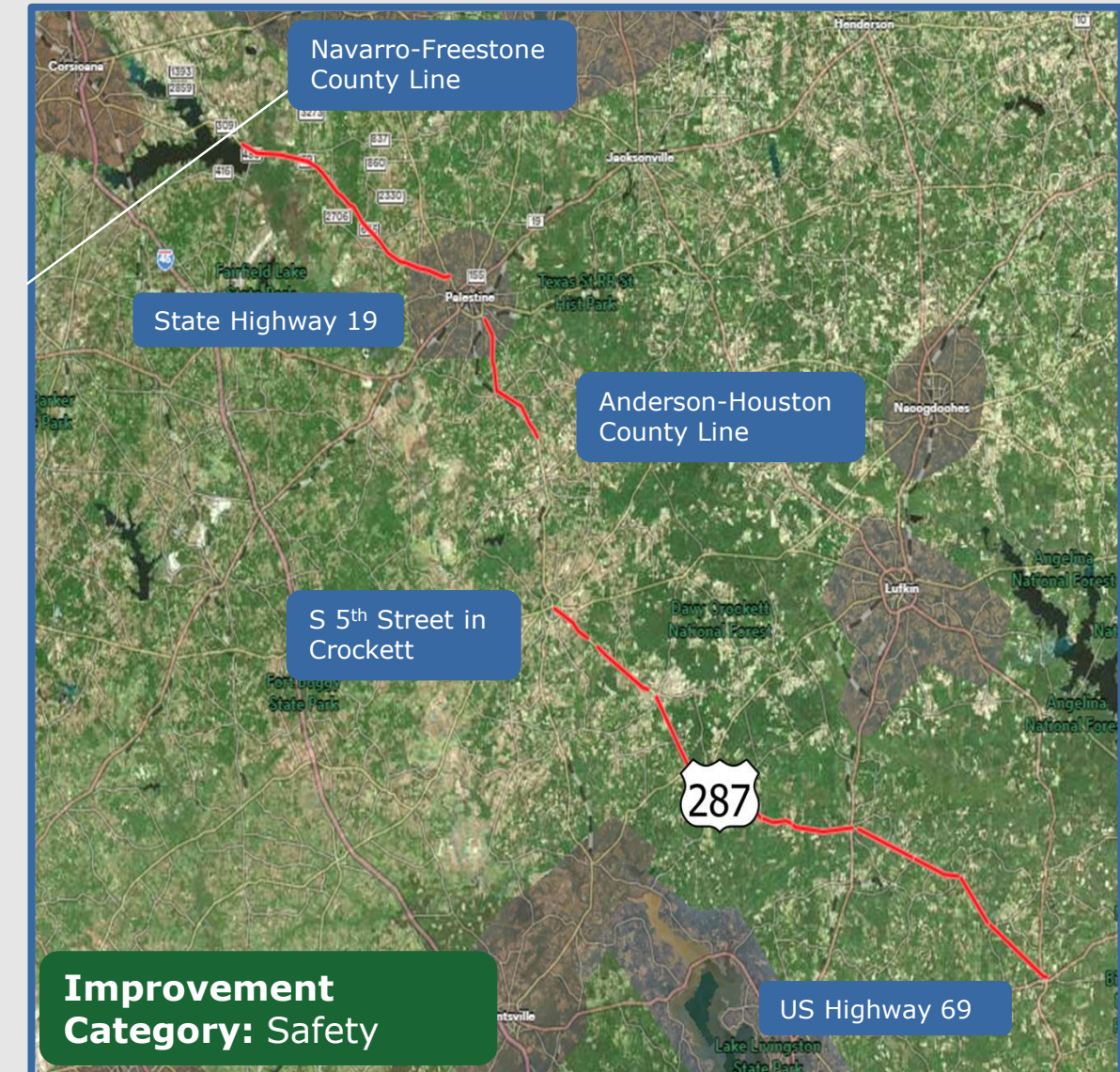
Other Considerations:

Key Challenges:

Utility and ROW impacts

Required stakeholder involvement / approval:

Coordination with affected utility owners and property owners.



US 287 Improvement Option: 17, County: Tyler

Description:

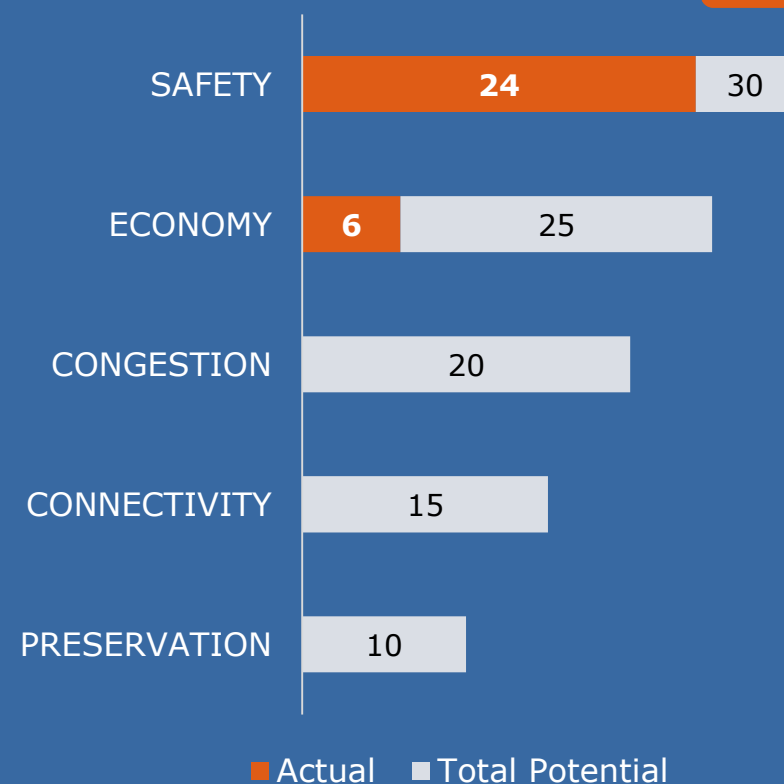
Intersection Improvements

Need:

8 crashes occurred at this intersection in the last 5 years.

NEED SCORE

30/100



From: FM 256 in Woodville

To: N/A

Locality: Beaumont District

ROW Required:

☒ Yes ☐ No

Estimated Cost (in \$M): 1

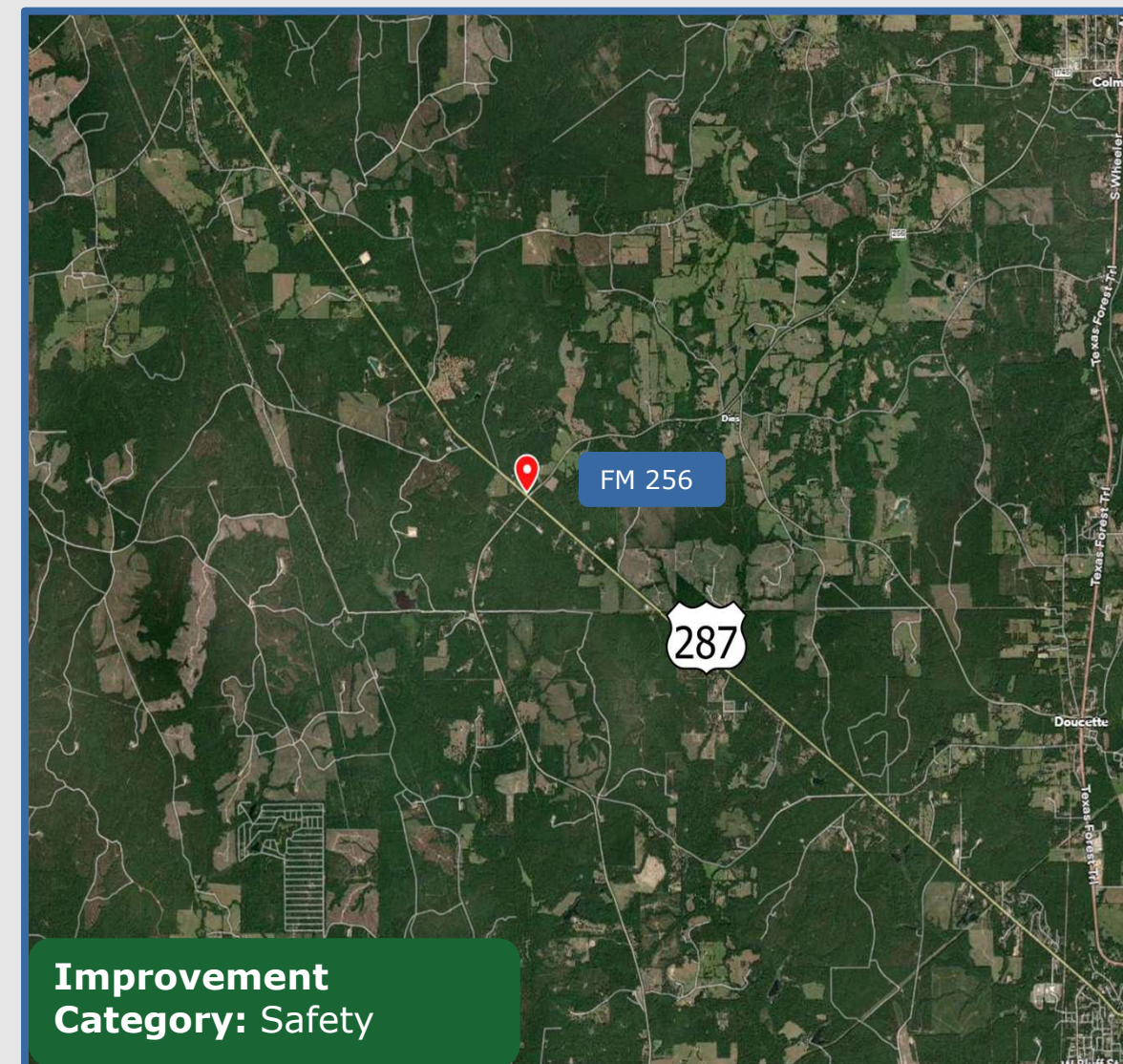
Other Considerations:

Key Challenges:

ROW impacts

Required stakeholder involvement / approval:

Coordination with affected property owners.



Improvement Category: Safety

US 287 Improvement Option: 1, County: Polk

Description:

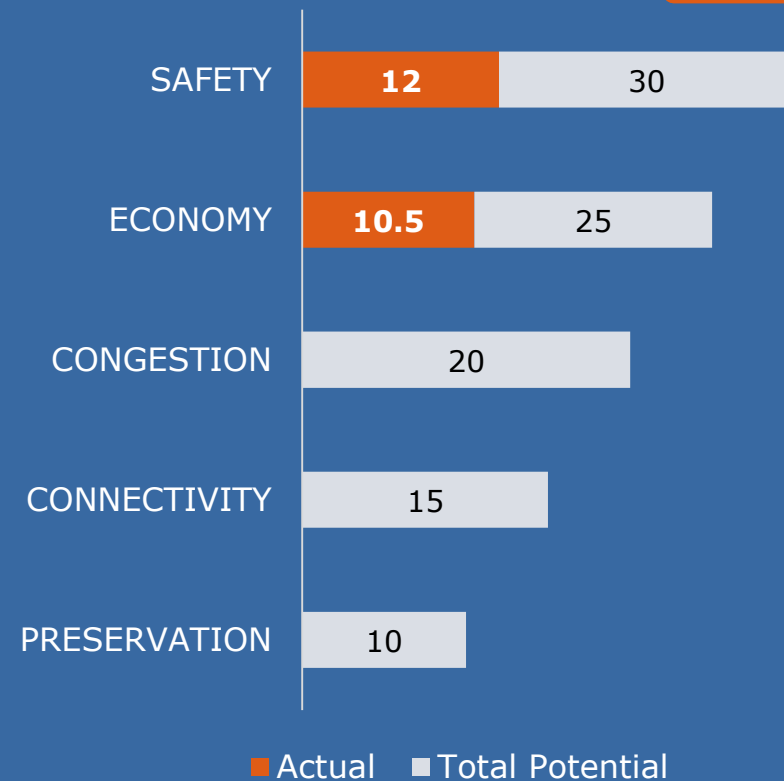
Modify striping to include exclusive southbound left-turn lane.

Need:

6 crashes occurred at this intersection in the last 5 years including 3 left-turn manner of collision crashes.

NEED SCORE

22.5/100



From: FM 62 in Corrigan

To: N/A

Locality: Lufkin District

ROW Required:

☐ Yes ☒ No

Estimated Cost (in \$M): 0.02

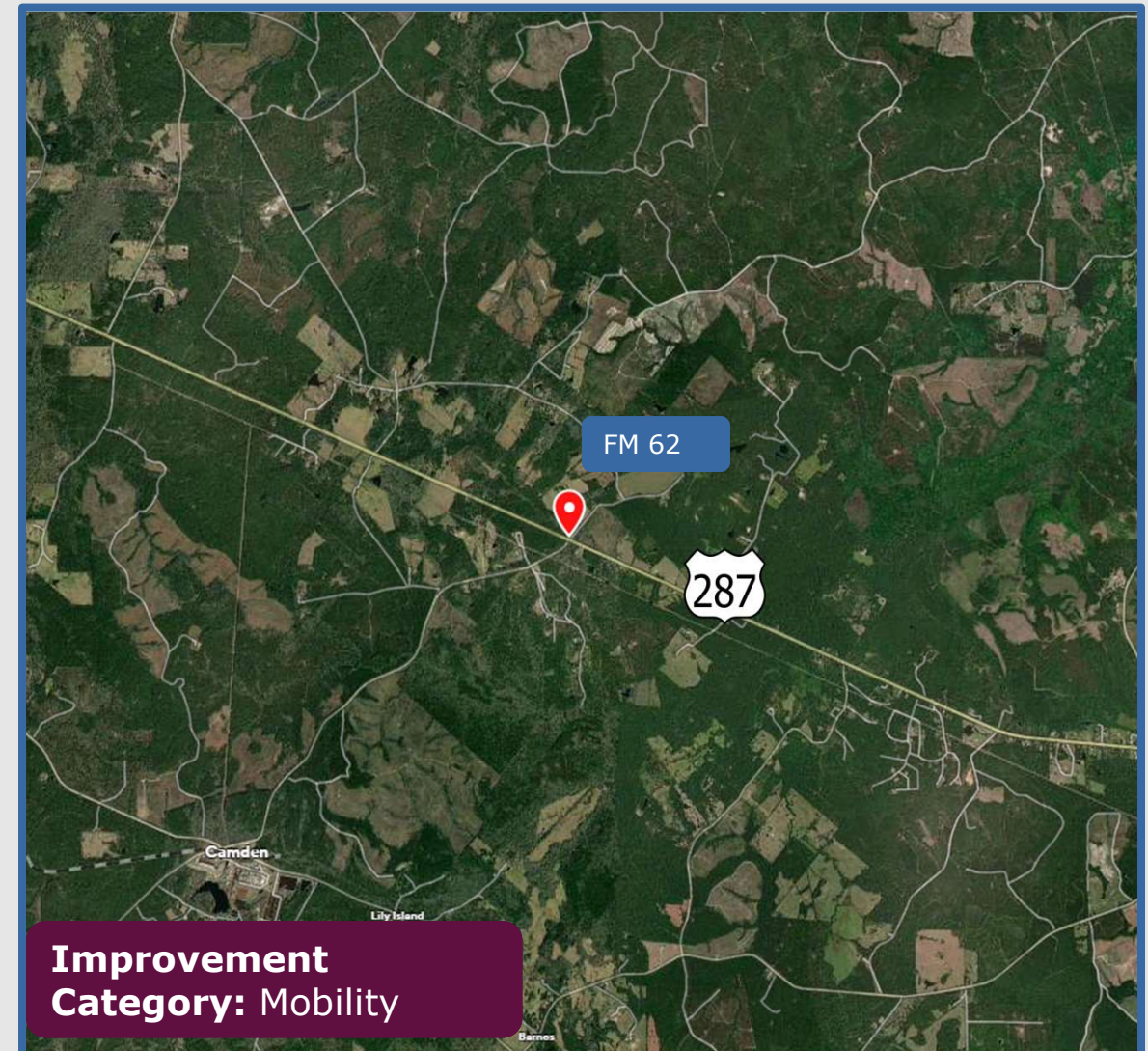
Other Considerations:

Key Challenges:

N/A

Required stakeholder involvement / approval:

N/A



Improvement Category: Mobility

US 287 Improvement Option: 14, County: Polk

Description:

Convert approximately 3 miles of US 287 through Corrigan to be BUS-287, re-route main lanes of US 287 around, connecting in the two intersections of proposed Relief Route of future I-69.

Need:

Stakeholder input.



From: 0.6 miles east of Howell Road in Corrigan

To: 0.6 miles west of Rayburn Hills Road in Corrigan

Locality: Lufkin District

ROW Required:

☒ Yes ☐ No

Estimated Cost (in \$M): 360

Other Considerations:

Key Challenges:

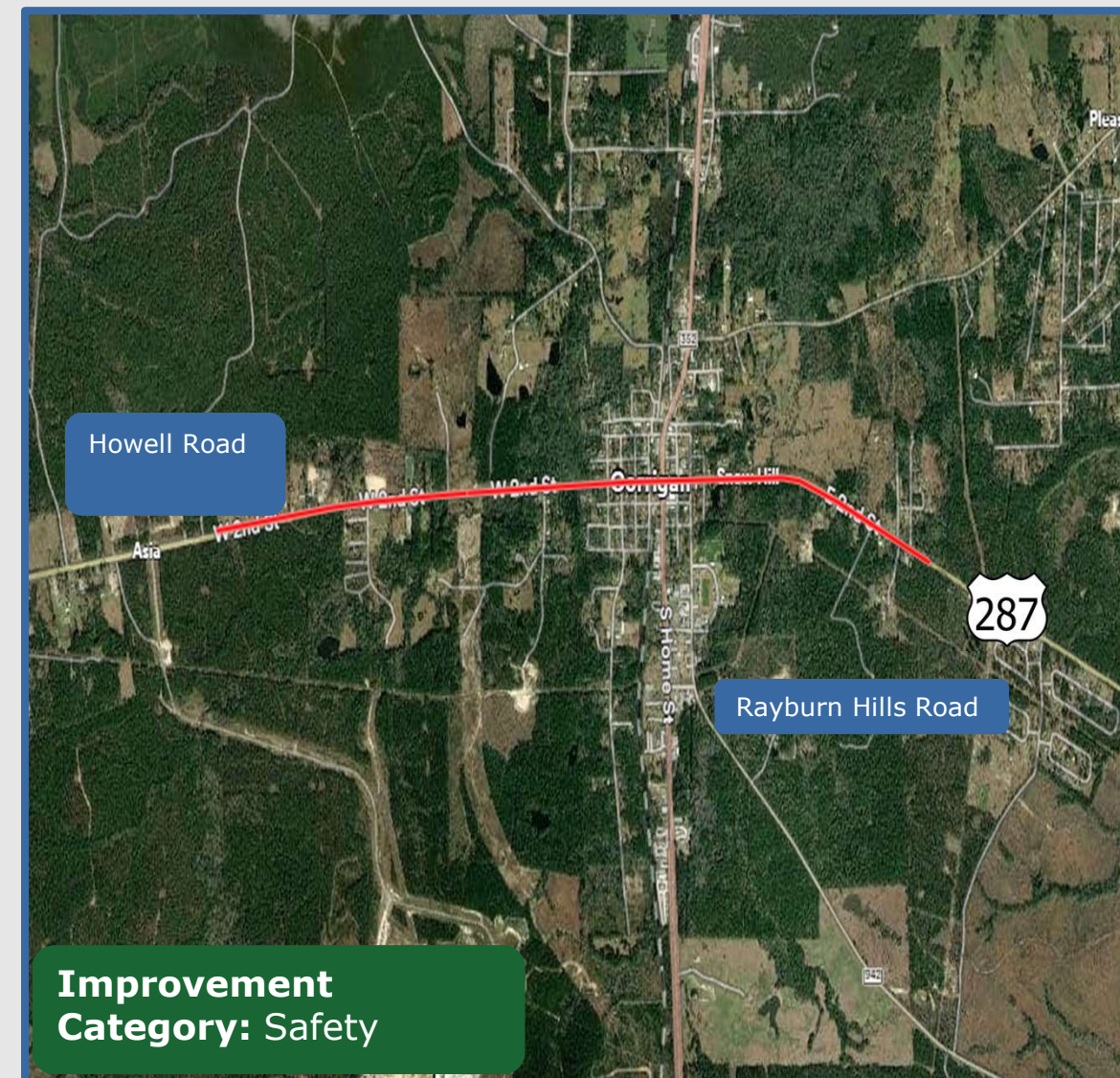
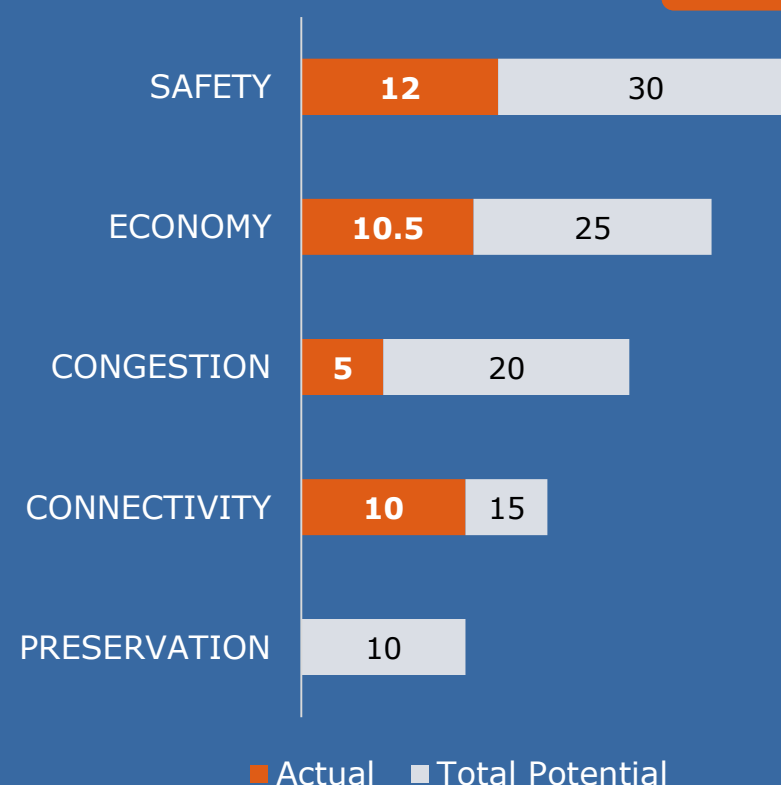
ROW and railroad impacts

Required stakeholder involvement / approval:

Coordination with Southern Pacific Railroad Company and affected property owners.

NEED SCORE

37.5/100



Improvement Category: Safety

US 287 Improvement Option: 3, County: Trinity

Description:

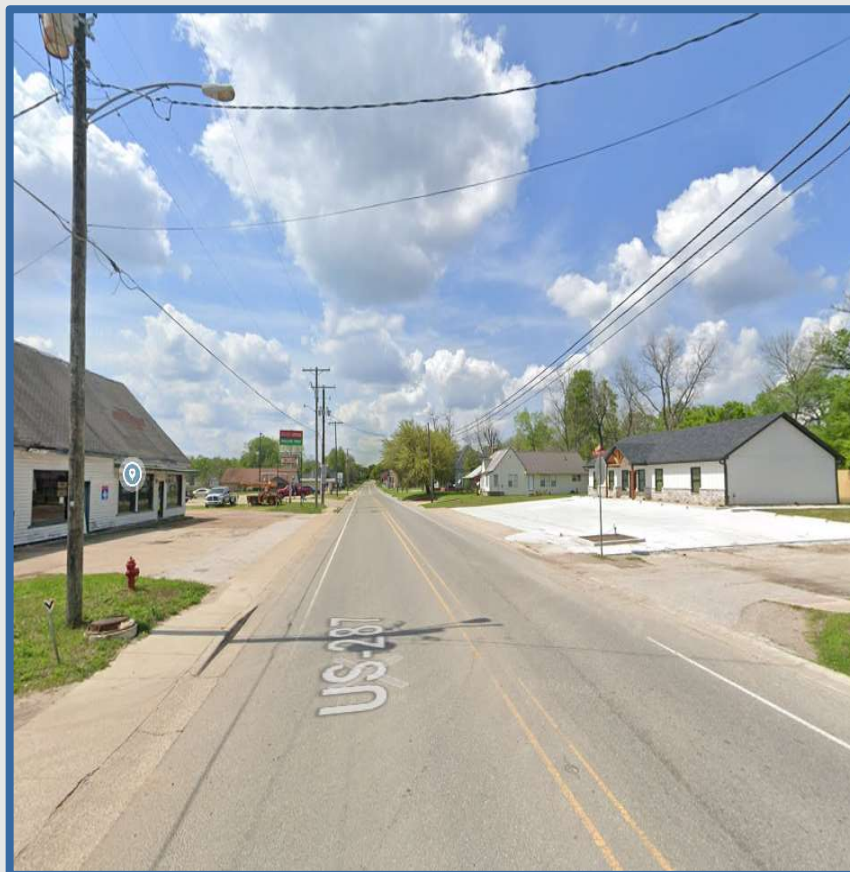
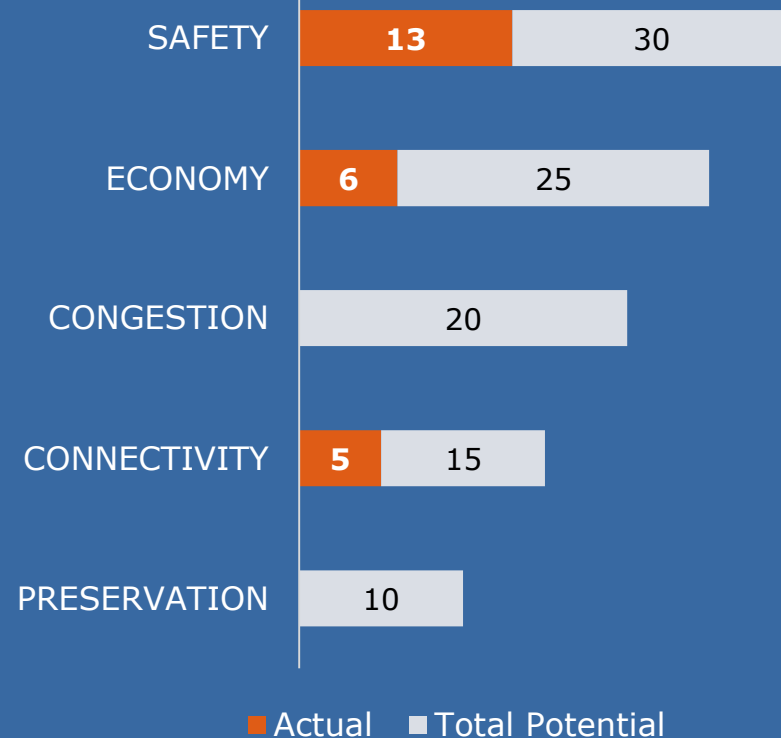
Install sign-post with mounted pedestrian crossing warning sign and arrows plaque. Provide high visibility crosswalk at the east leg of US 287 at Womack Avenue.

Need:

1 pedalcyclist crash occurred at this intersection in the last 5 years.

NEED SCORE

24/100



From: Womack Avenue in Groveton

To: N/A

Locality: Lufkin District

ROW Required:

☐ Yes ☒ No

Estimated Cost (in \$M): 0.02

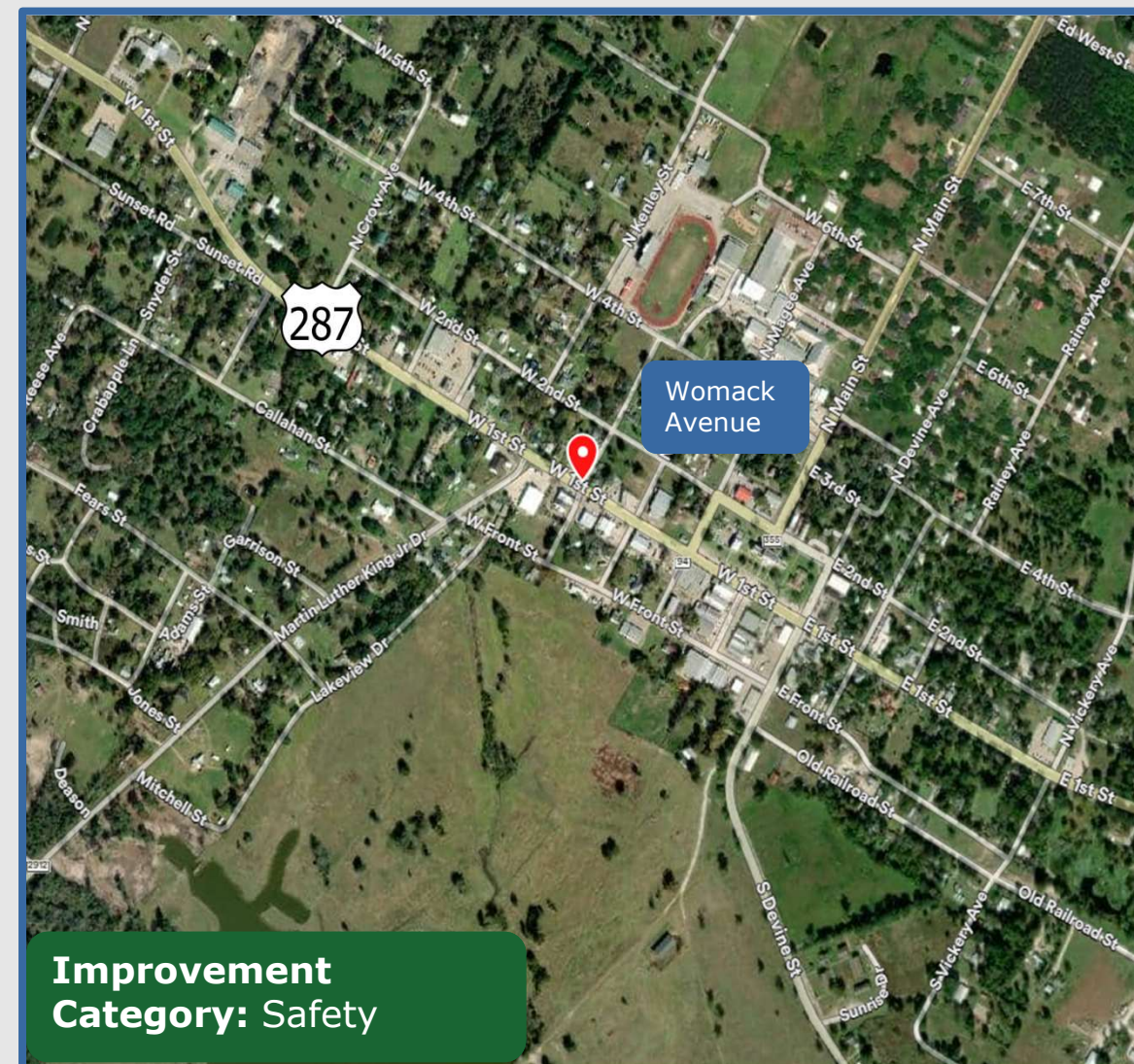
Other Considerations:

Key Challenges:

N/A

Required stakeholder involvement / approval:

N/A



US 287 Improvement Option: 5, County: Trinity

Description:

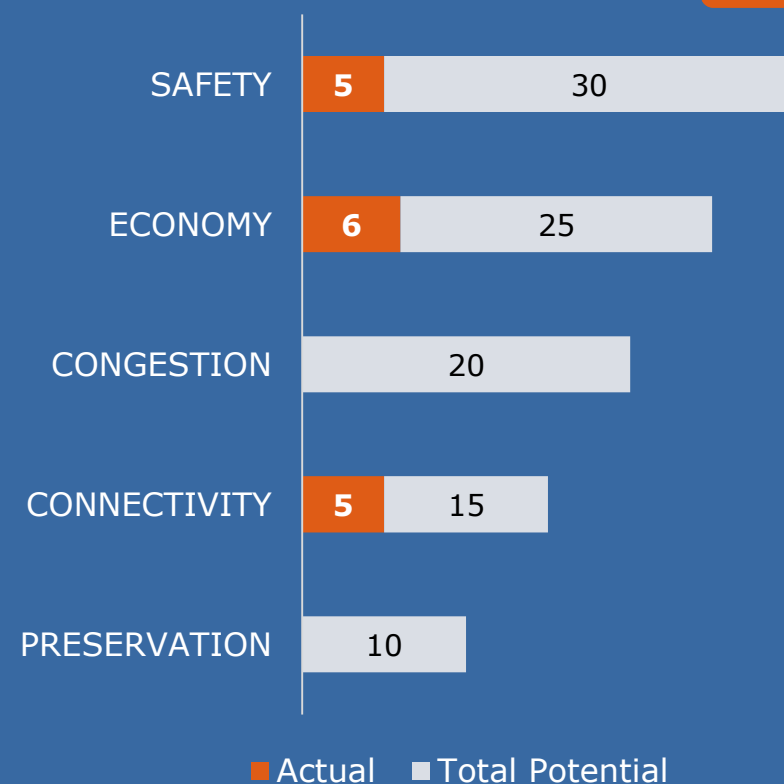
Install northbound right-turn lane.

Need:

6 crashes occurred at this intersection in the last 5 years including 1 right-turn crash.

NEED SCORE

16/100



From: FM 2781 in Groveton

To: N/A

Locality: Lufkin District

ROW Required:

☒ Yes ☐ No

Estimated Cost (in \$M): 1

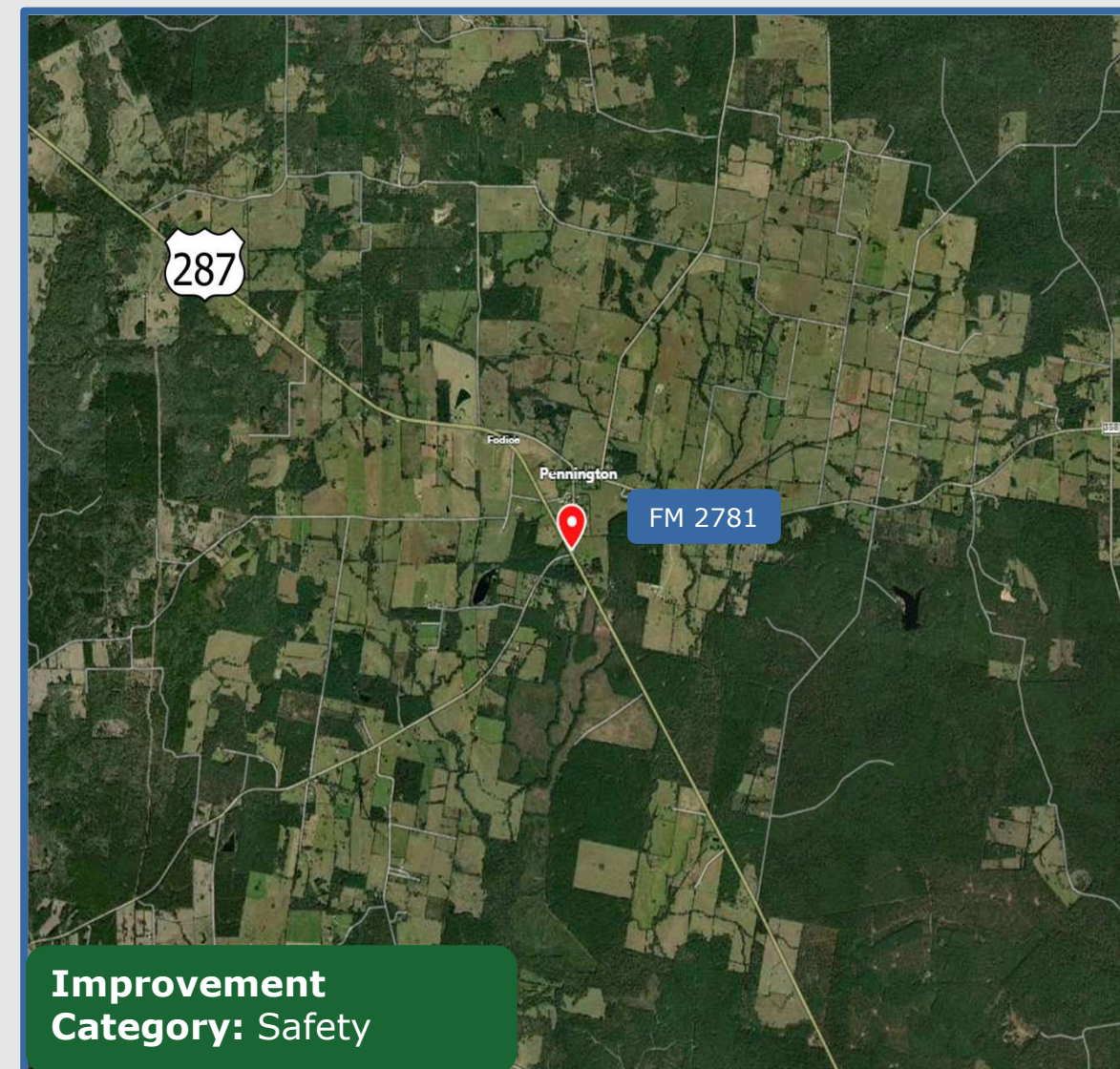
Other Considerations:

Key Challenges:

ROW impacts

Required stakeholder involvement / approval:

Coordination with affected property owners.



Improvement Category: Safety

US 287 Improvement Option: 16, County: Trinity

Description:

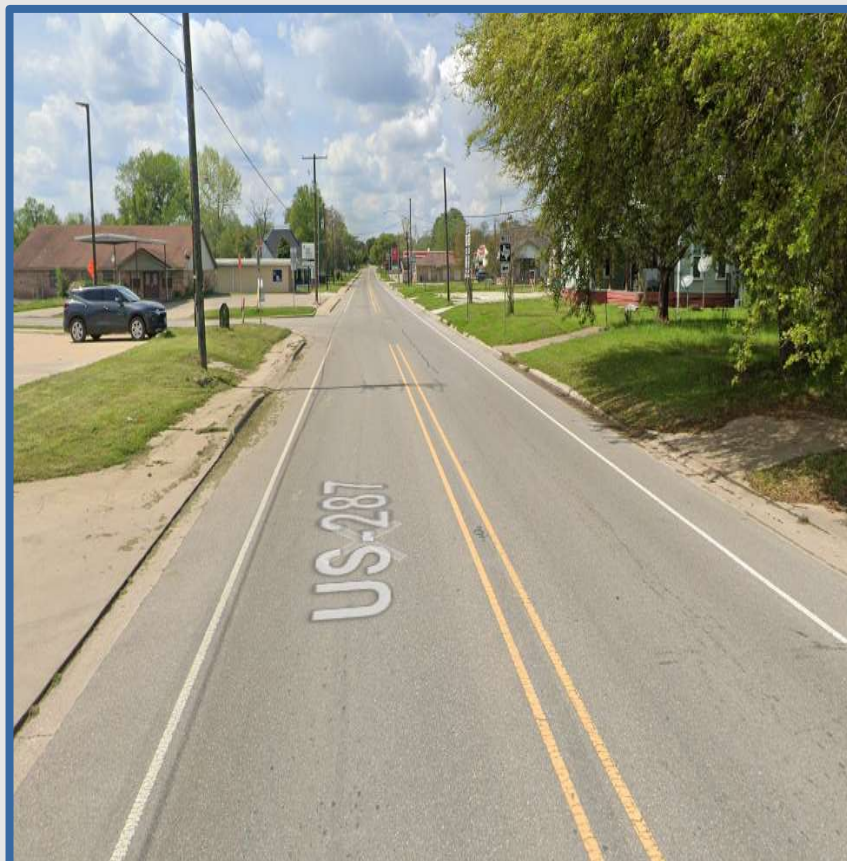
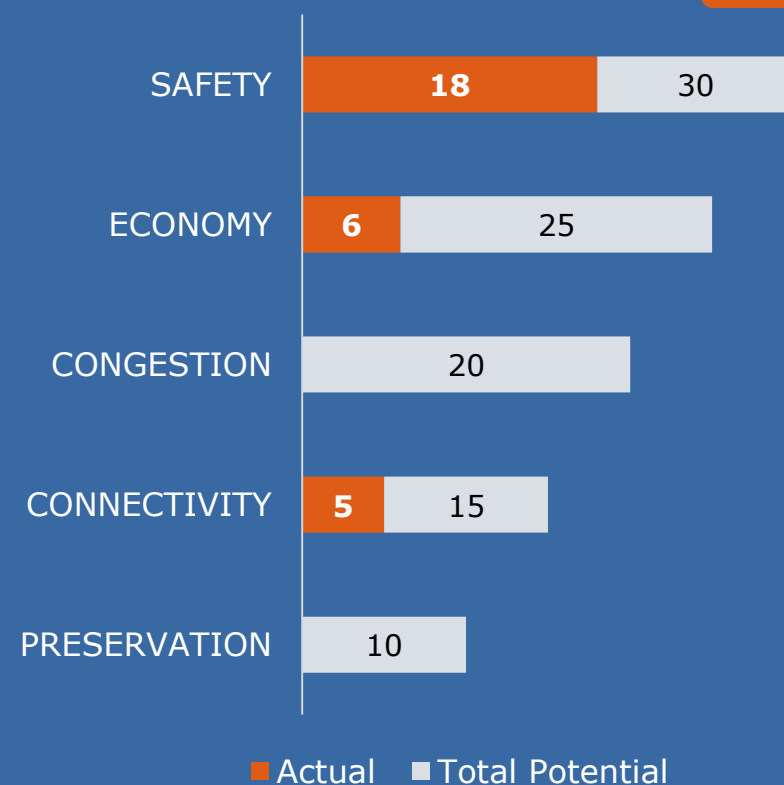
Proposed Bicycle Tourism Example Network for approximately 2 miles.

Need:

8 crashes occurred along this segment in the last 5 years including 1 pedalcyclist crash.

NEED SCORE

29/100



From: FM 3154 in Groveton

To: South Devine Avenue in Groveton

Locality: Lufkin District

ROW Required:

☐ Yes ☒ No

Estimated Cost (in \$M): 0.5

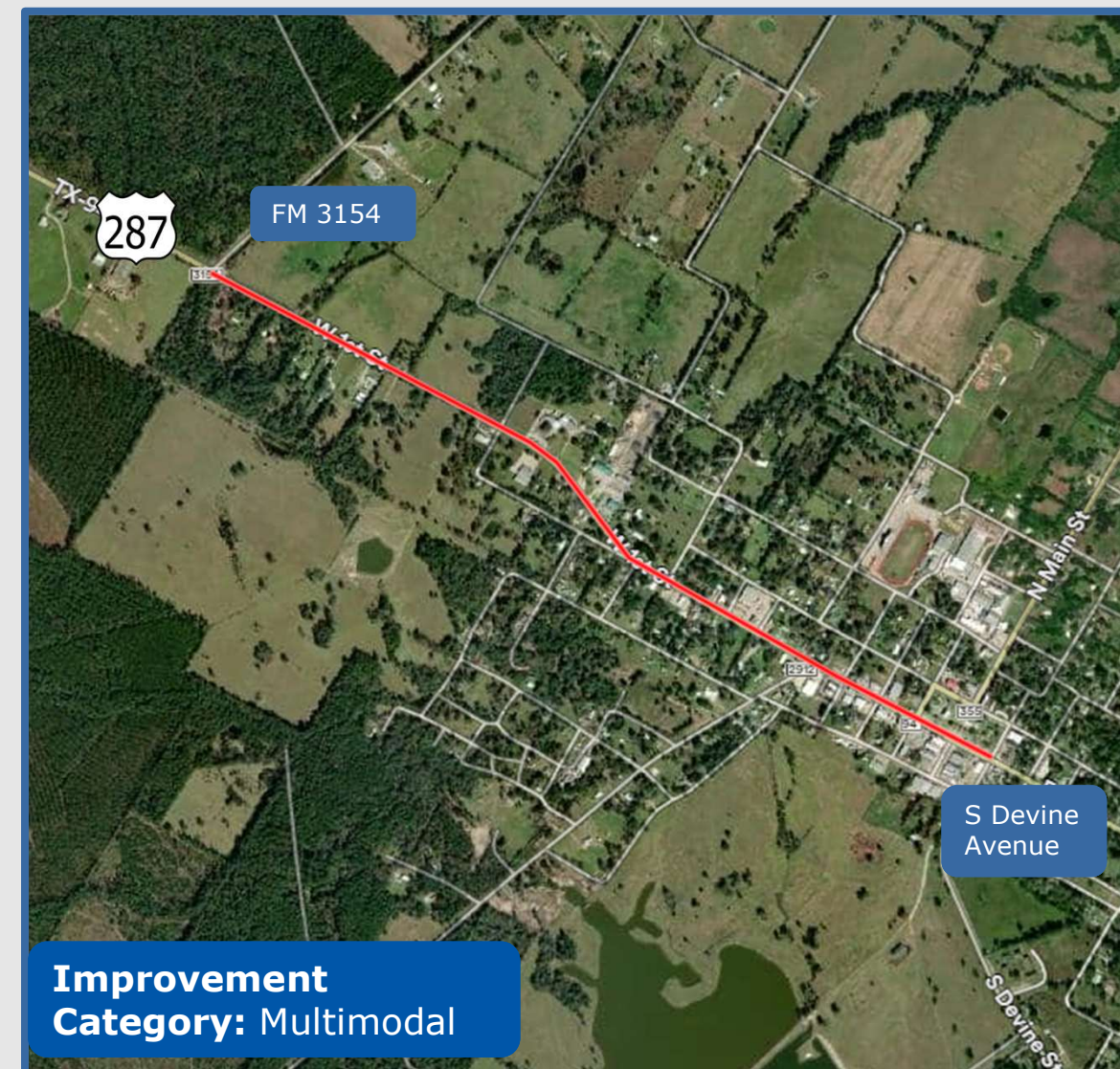
Other Considerations:

Key Challenges:

N/A

Required stakeholder involvement / approval:

N/A



Improvement Category: Multimodal

US 287 Improvement Option: 6, 9, County: Houston

Description:

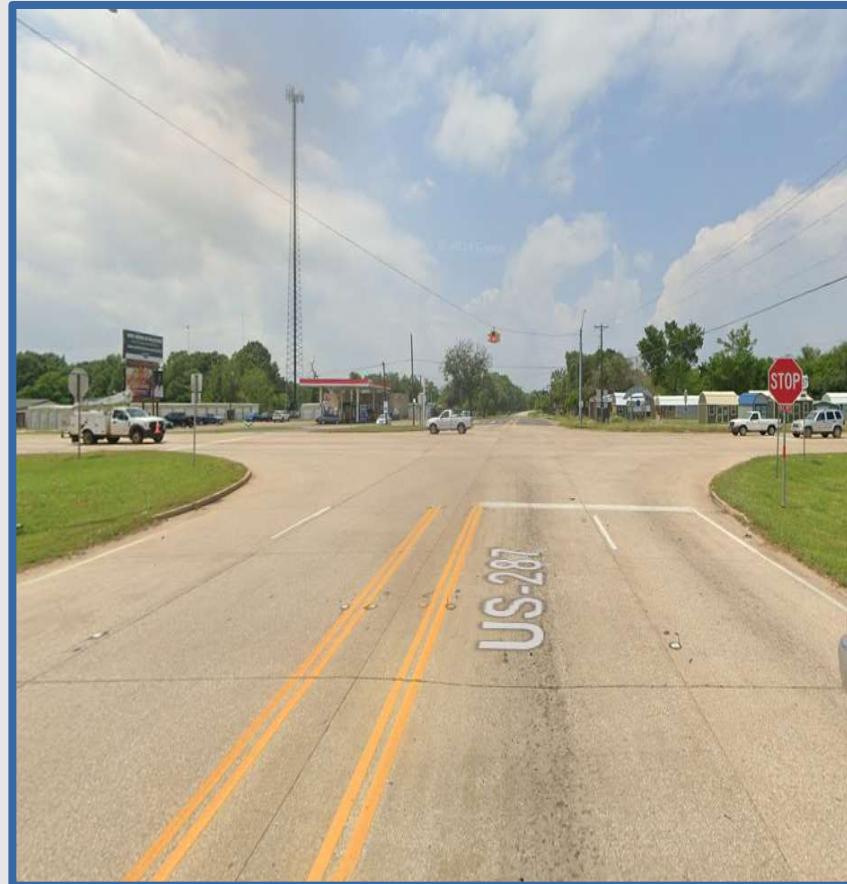
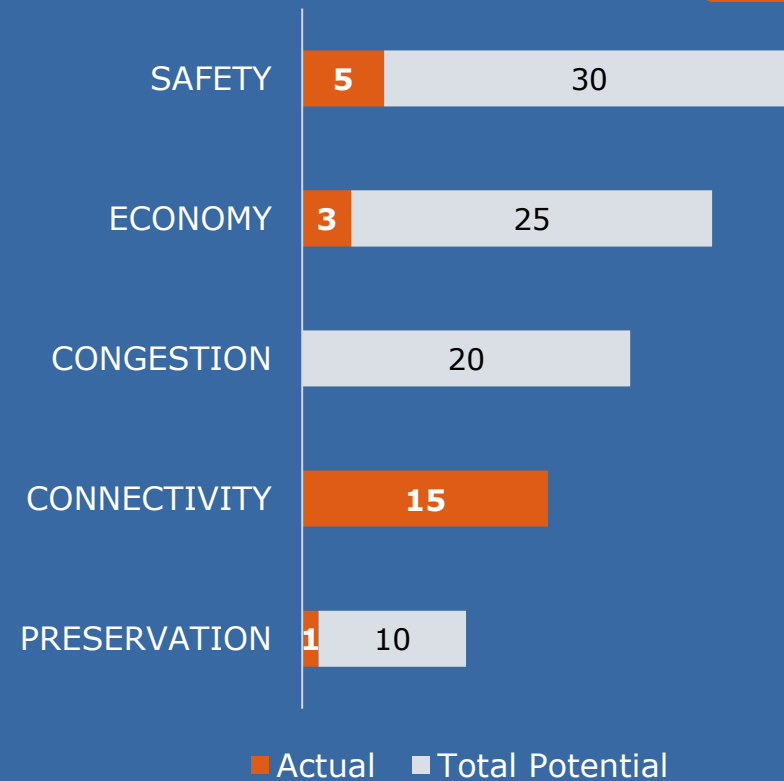
Proposed roundabout or traffic signal (if warranted)

Need:

20 preventable crash occurred at this intersection in the last 5 years.

NEED SCORE

24/100



From: East Loop 304 and Northwest Loop 304 in Crockett

To: N/A

Locality: Lufkin District

ROW Required:

☒ Yes ☐ No

Estimated Cost (in \$M): 5 (per improvement)

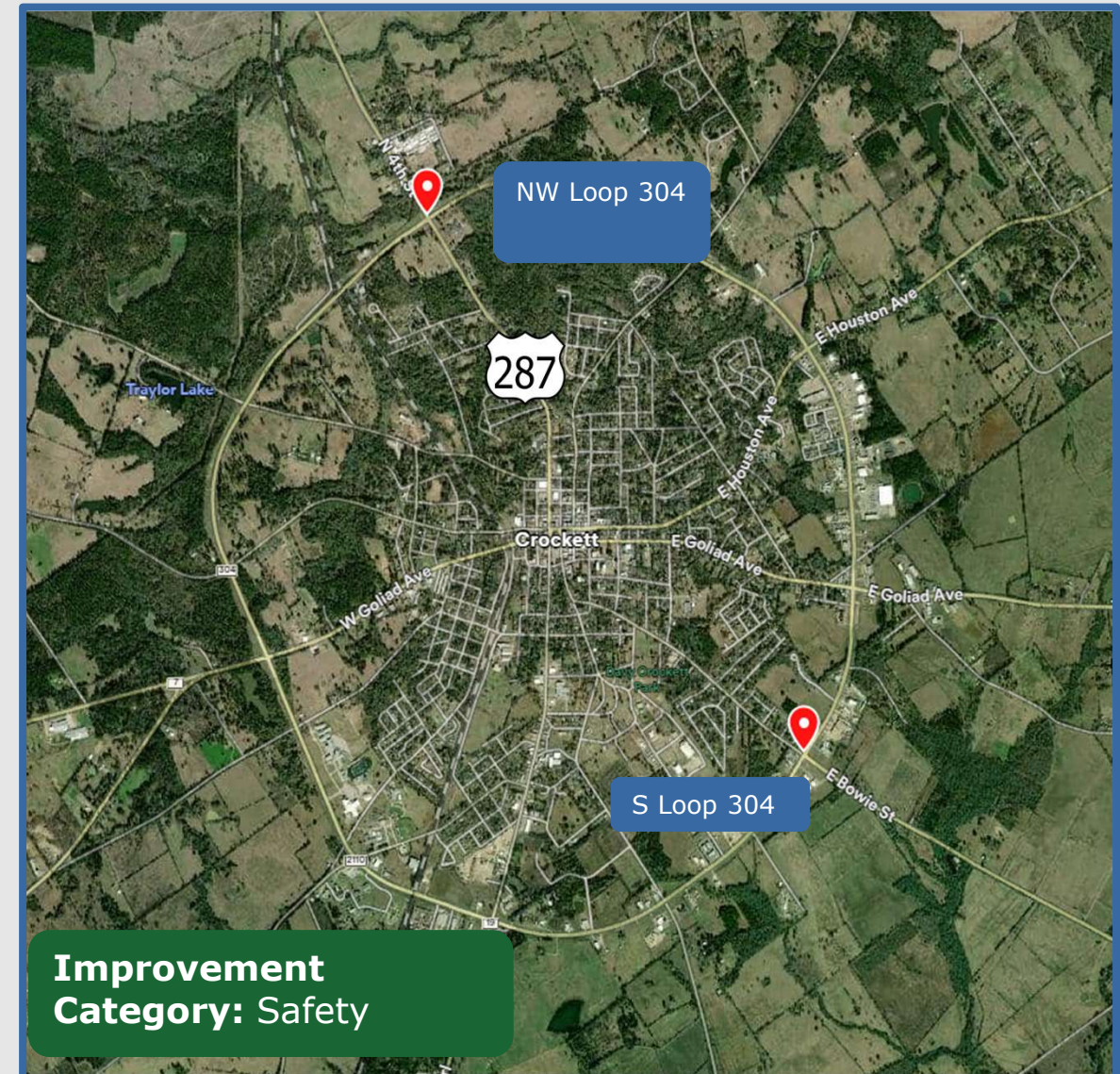
Other Considerations:

Key Challenges:

ROW impacts

Required stakeholder involvement / approval:

Coordination with affected property owners.



Improvement Category: Safety

US 287 Improvement Option: 7, County: Houston

Description:

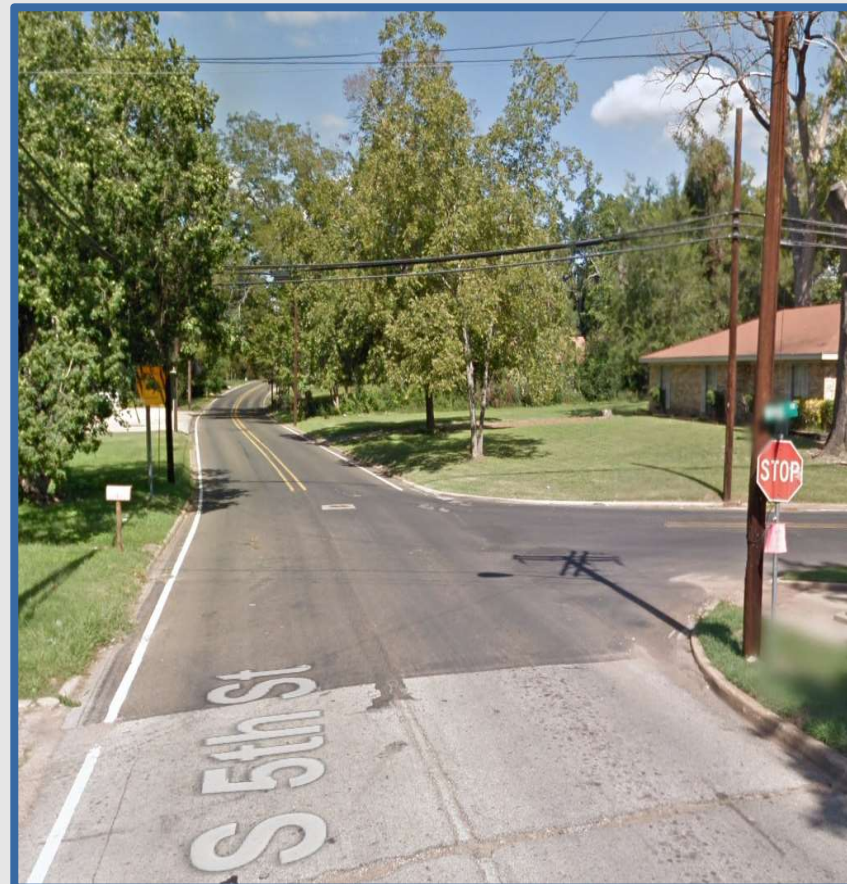
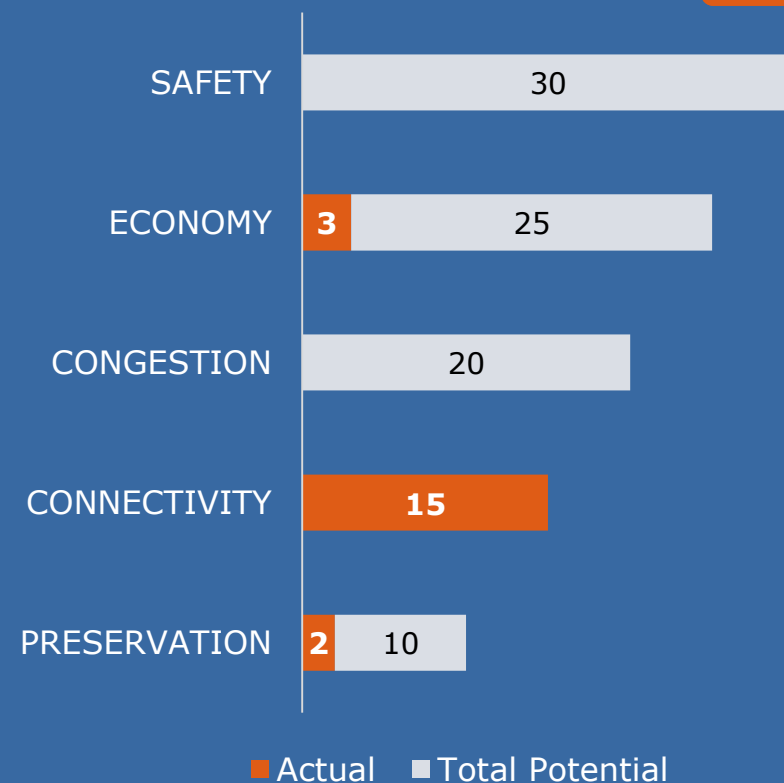
Proposed stop sign for southbound 5th Street traffic at US 287/Bowie Avenue

Need:

Unconventional intersection. 3-way intersection without all three legs having a stop sign.

NEED SCORE

20/100



From: South 5th Street in Crockett

To: N/A

Locality: Lufkin District

ROW Required:

☐ Yes ☒ No

Estimated Cost (in \$M): 0.002

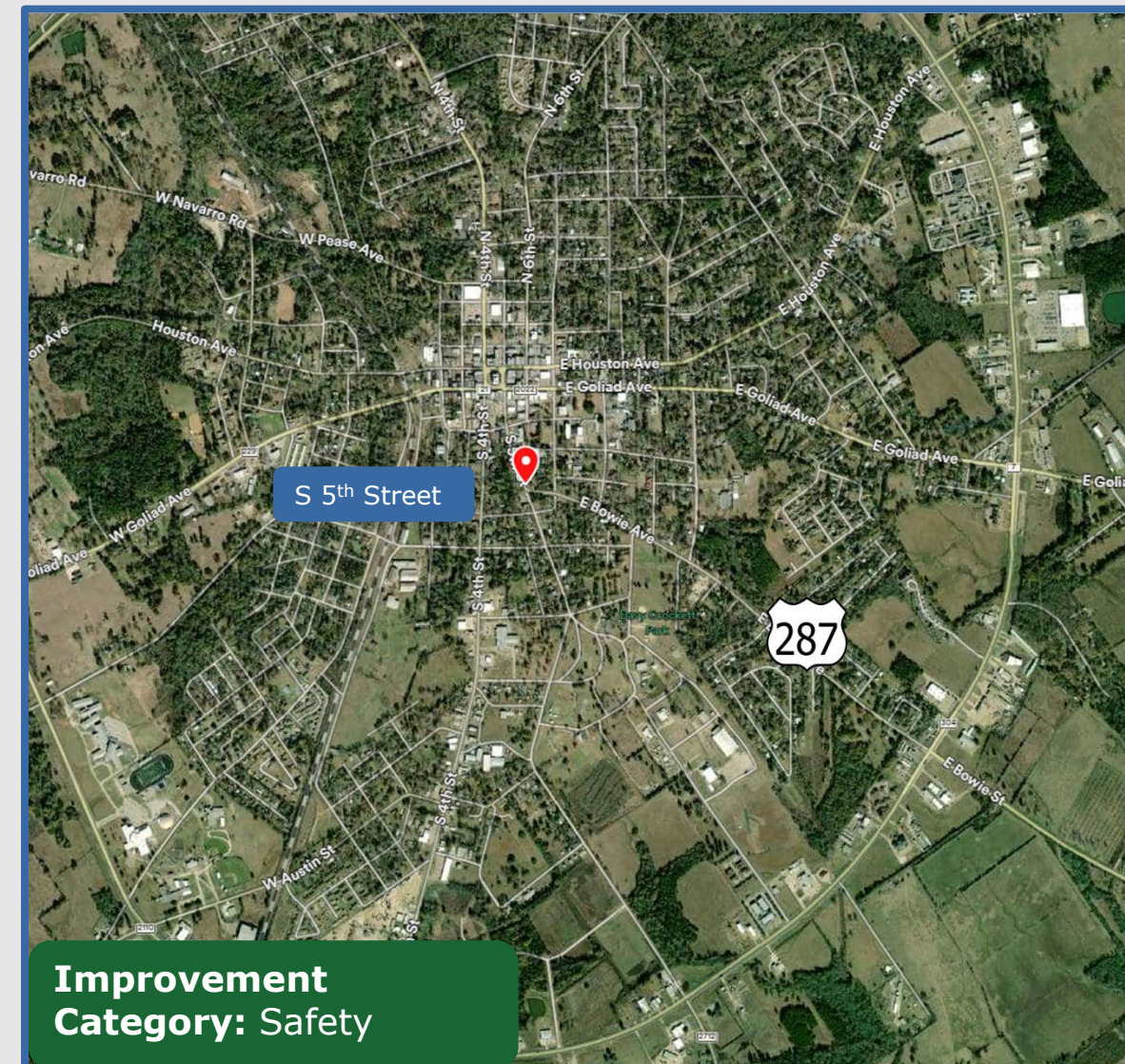
Other Considerations:

Key Challenges:

N/A

Required stakeholder involvement / approval:

N/A



Improvement Category: Safety

US 287 Improvement Option: 8, County: Houston

Description:

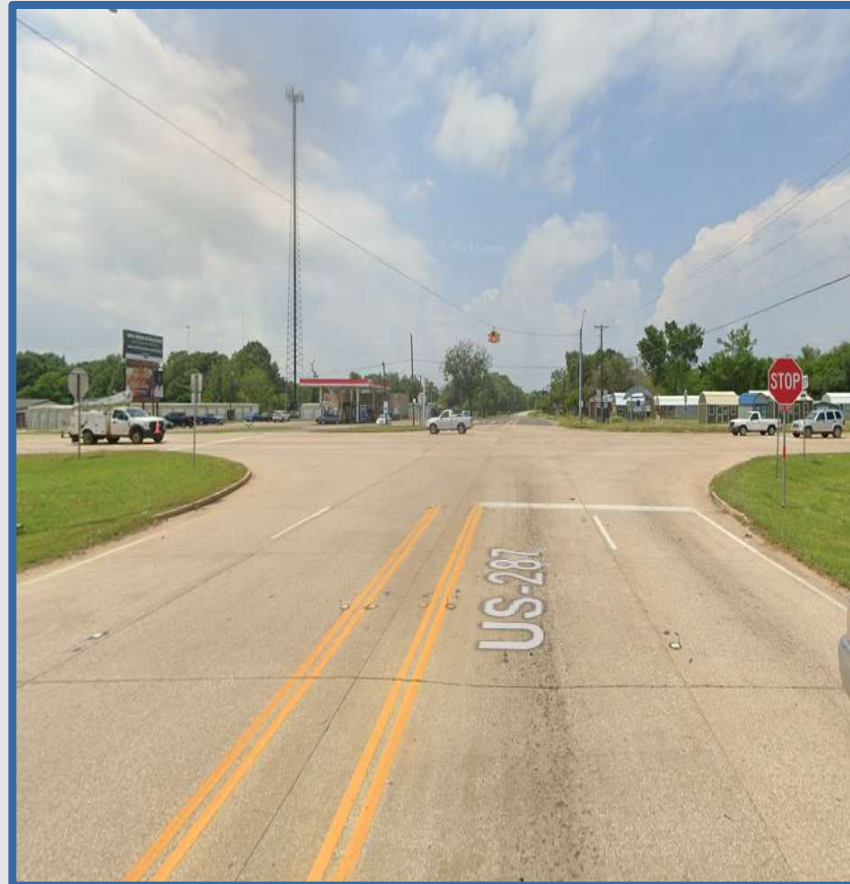
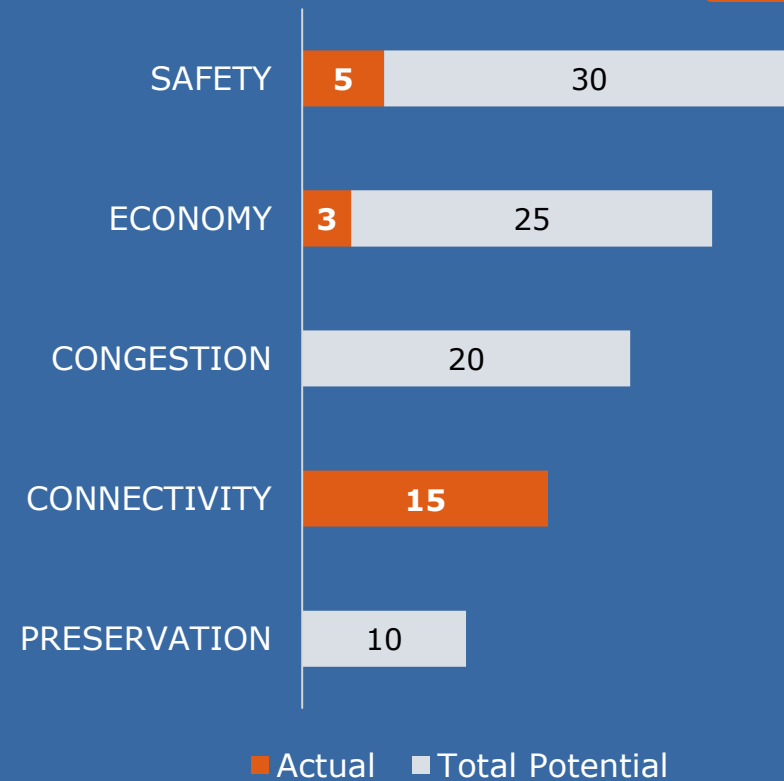
Roadway Expansion Study to accommodate a re-route of approximately 3 miles from US 287 to SL-304 instead of passing through Crockett.

Need:

Stakeholder input.

NEED SCORE

23/100



From: Along North Loop 304 at US 287 in Crockett

To: Along South Loop 304 at US 287 in Crockett

Locality: Lufkin District

ROW Required:

☐ Yes ☒ No

Estimated Cost (in \$M): 0.4

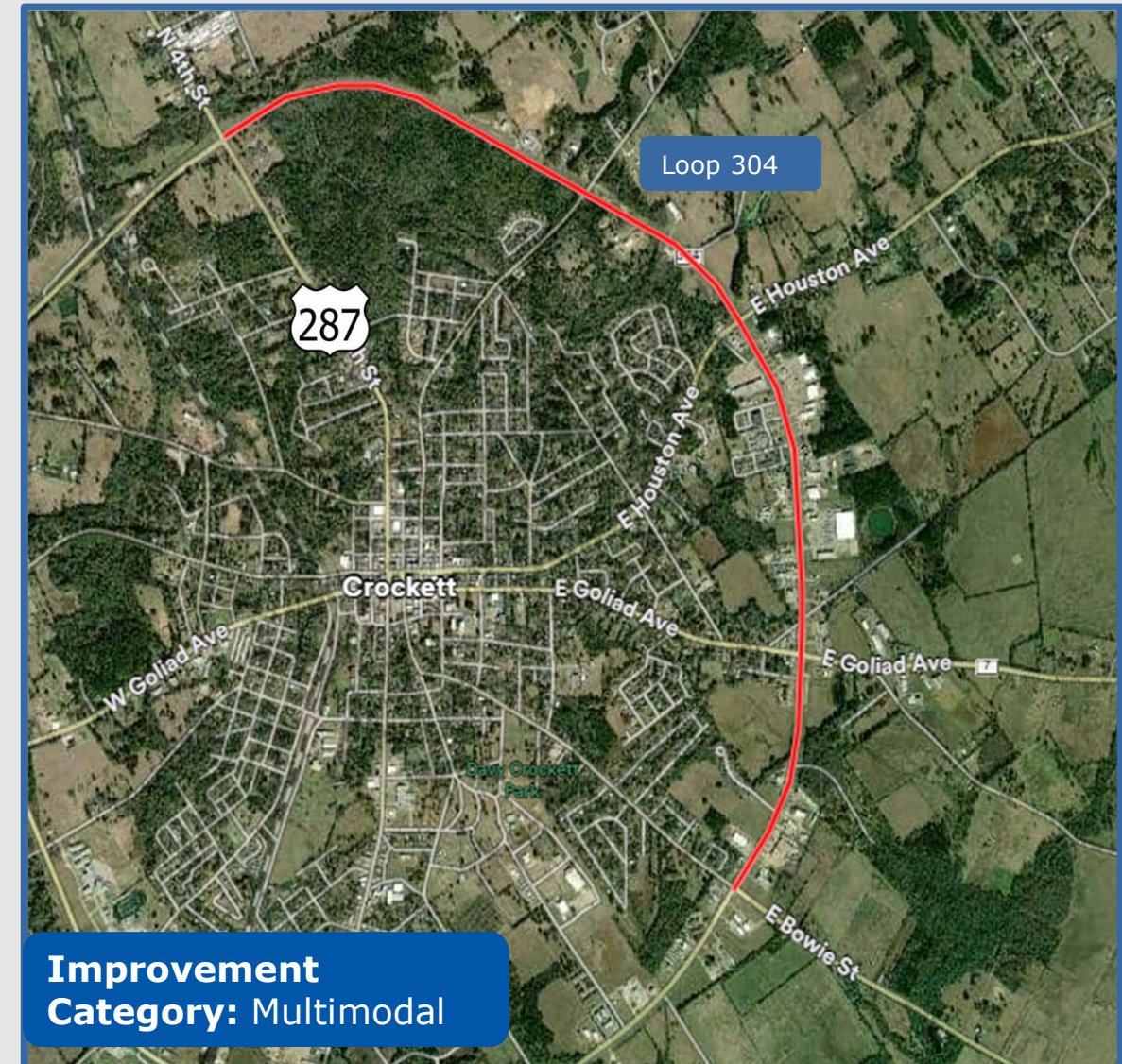
Other Considerations:

Key Challenges:

N/A

Required stakeholder involvement / approval:

Coordination with adjacent property owners.



Improvement Category: Multimodal

US 287 Improvement Option: 10, County: Houston

Description:

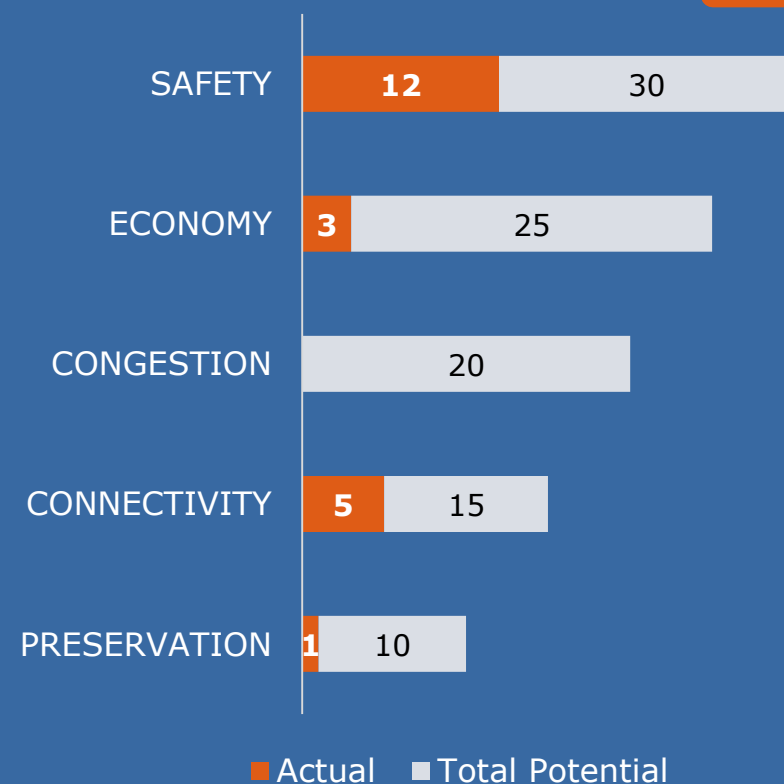
Provide exclusive southbound right-turn lane.

Need:

7 crashes occurred at this intersection in the last 5 years.

NEED SCORE

21/100



From: FM 2160 in Crockett

To: N/A

Locality: Lufkin District

ROW Required:

☐ Yes ☒ No

Estimated Cost (in \$M): 0.5

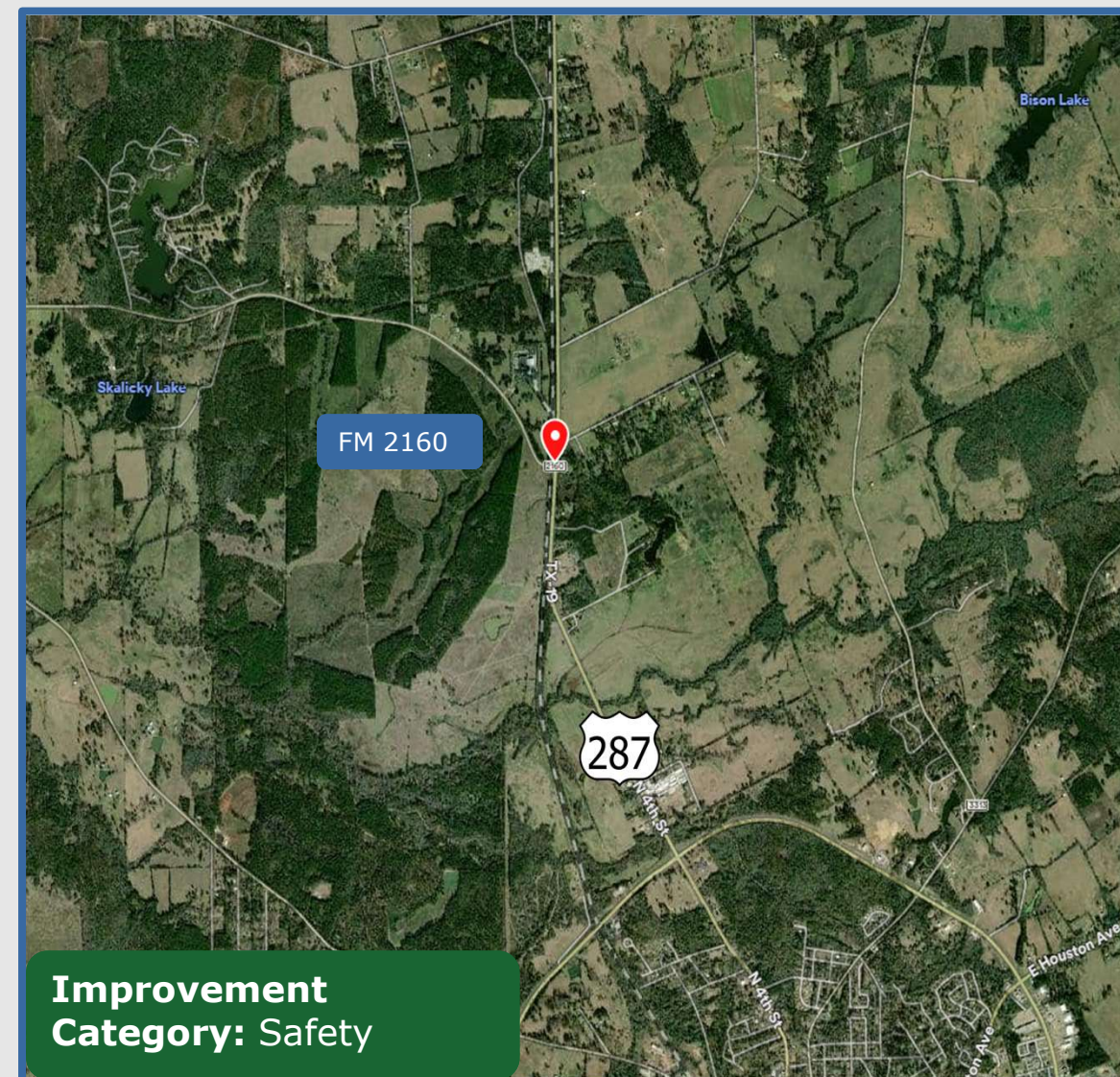
Other Considerations:

Key Challenges:

N/A

Required stakeholder involvement / approval:

N/A



Improvement Category: Safety

US 287 Improvement Option: 2, County: Anderson

Description:

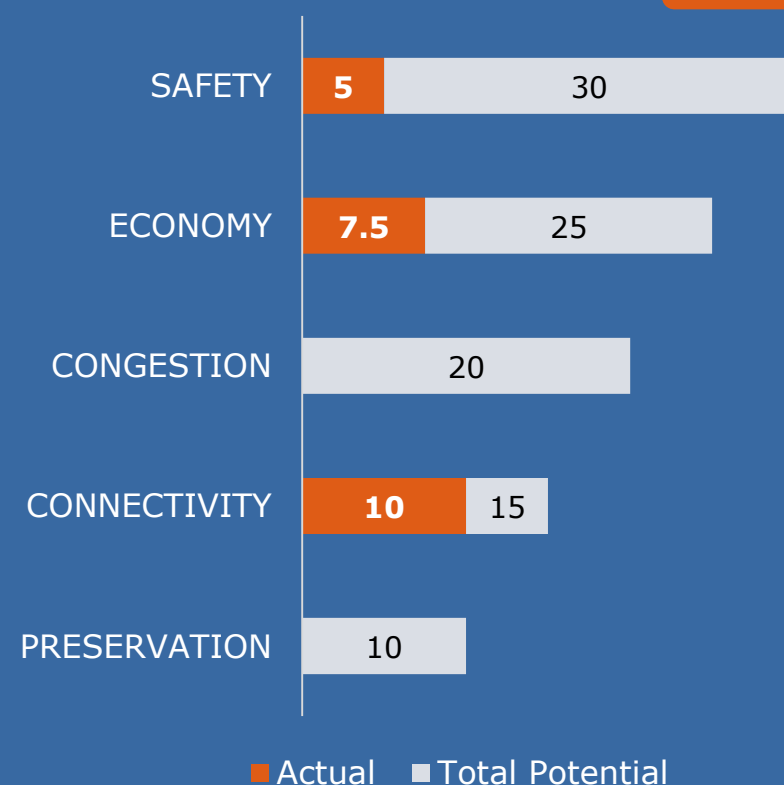
Install high visibility signal backplates with retroreflective borders.

Need:

Safety upgrades.

NEED SCORE

22.5/100



From: State Highway 294 in Elkhart

To: N/A

Locality: Tyler District

ROW Required:

☐ Yes ☒ No

Estimated Cost (in \$M): 0.004

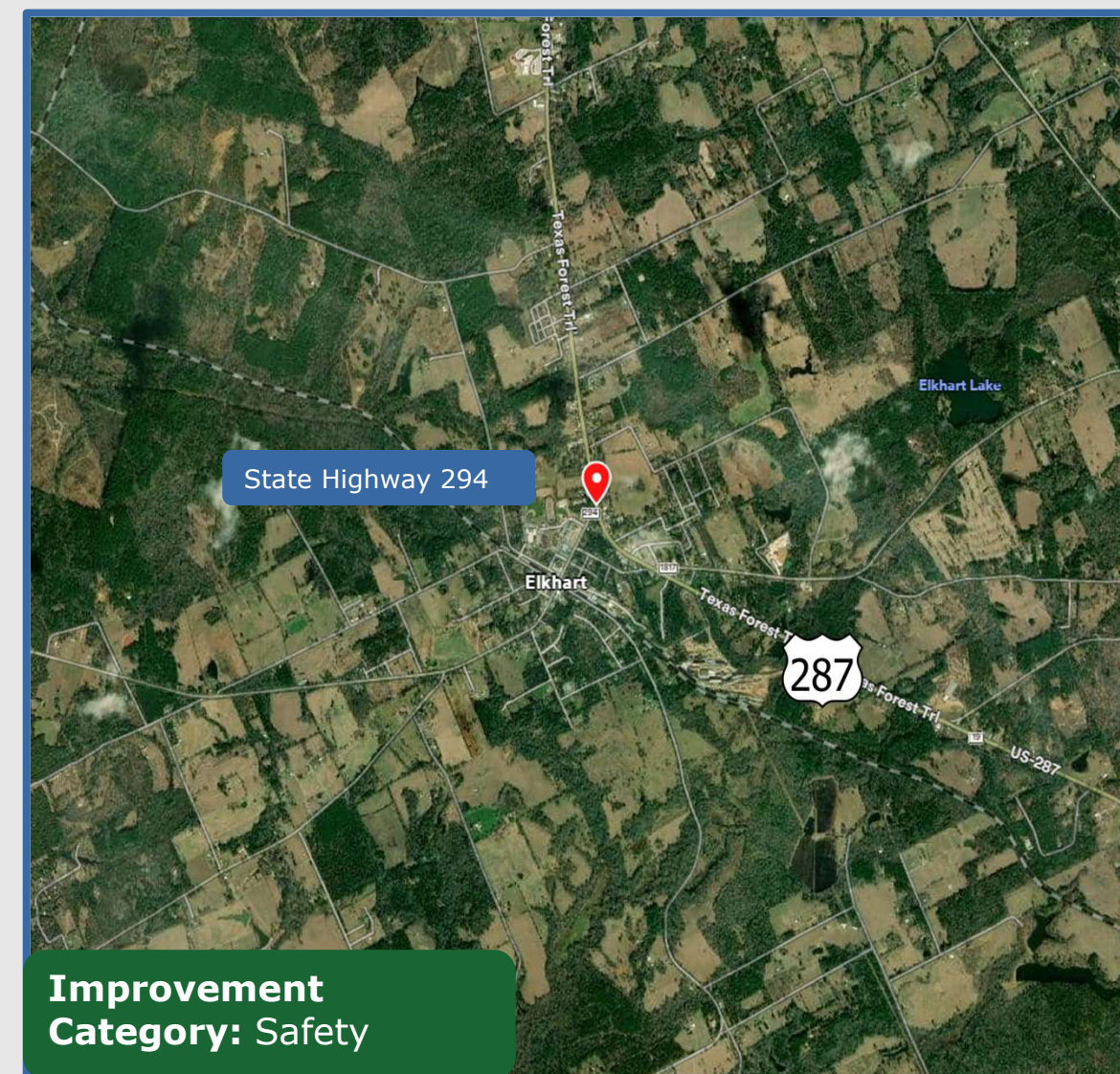
Other Considerations:

Key Challenges:

N/A

Required stakeholder involvement / approval:

N/A



Improvement Category: Safety

US 287 Improvement Option: 3, County: Anderson

Description:

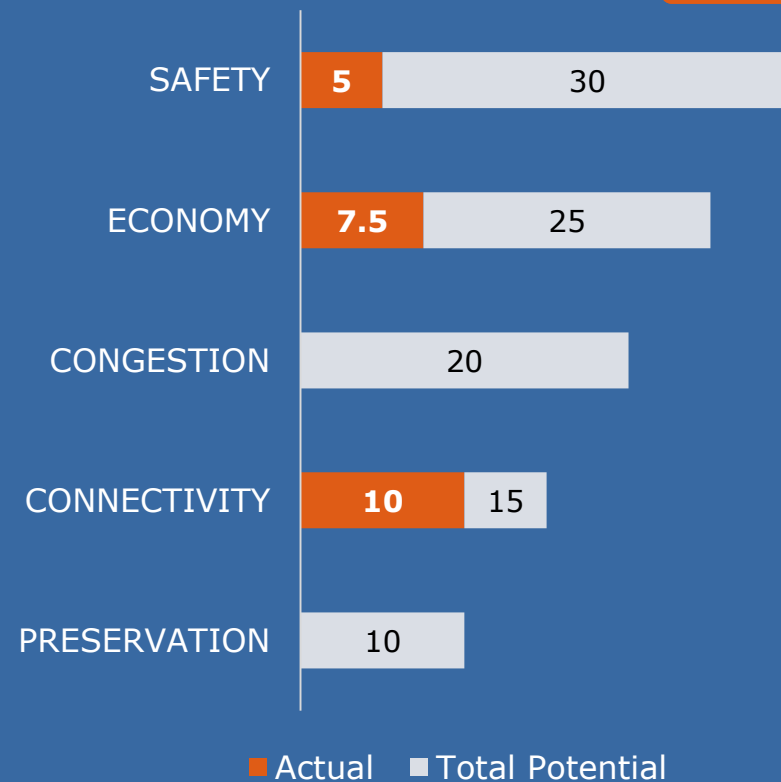
Remove TWLT at the southbound approach and provide an exclusive left-turn lane with a median. Provide pedestrian ramps, pedestrian signals, and push buttons.

Need:

11 crashes occurred at this intersection in the last 5 years including 3 left-turn related crashes.

NEED SCORE

22.5/100



From: State Highway 294 in Elkhart

To: N/A

Locality: Tyler District

ROW Required:

☐ Yes ☒ No

Estimated Cost (in \$M): 1

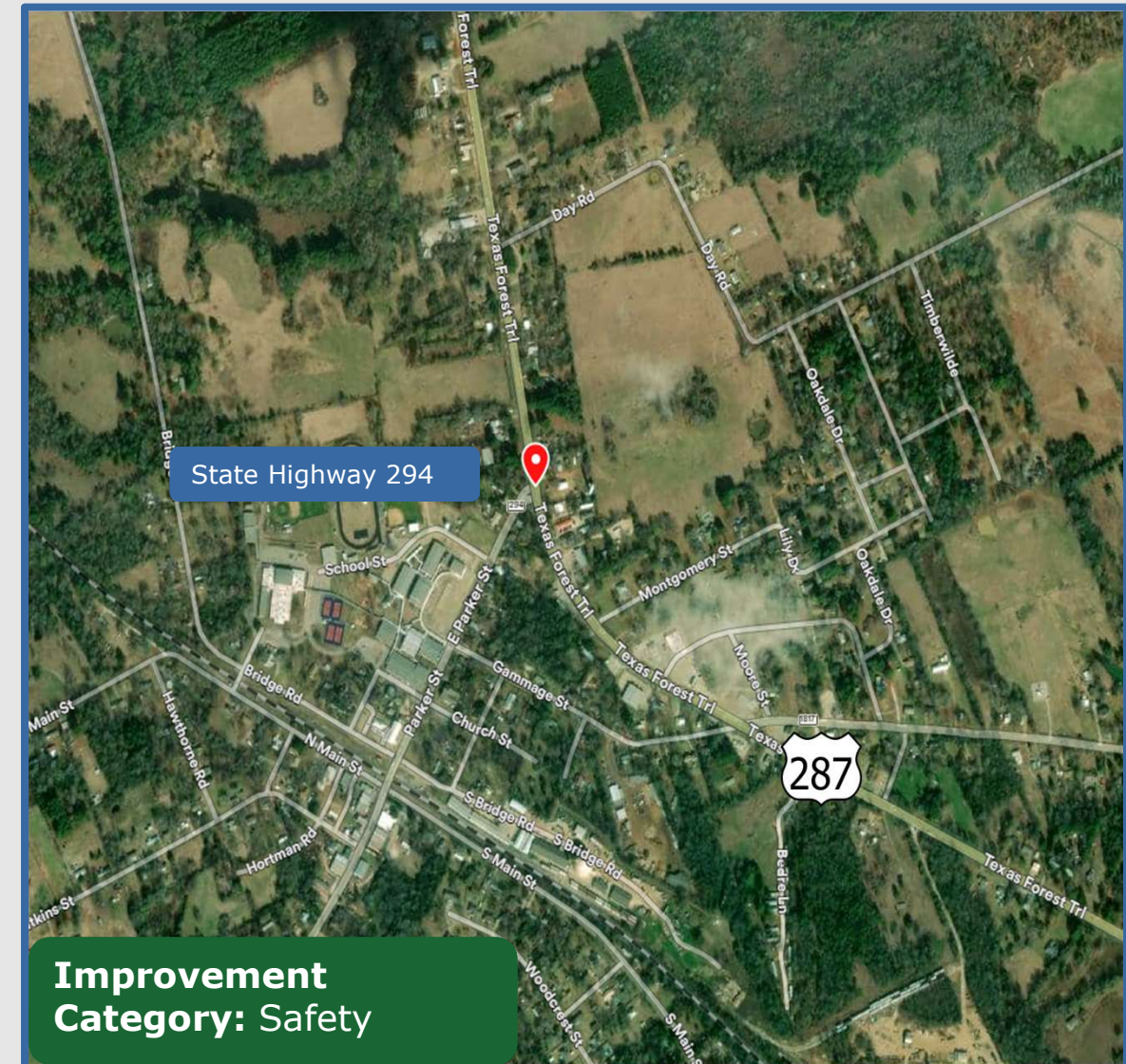
Other Considerations:

Key Challenges:

Utility impacts

Required stakeholder involvement / approval:

Coordination with utility owners.



Improvement Category: Safety

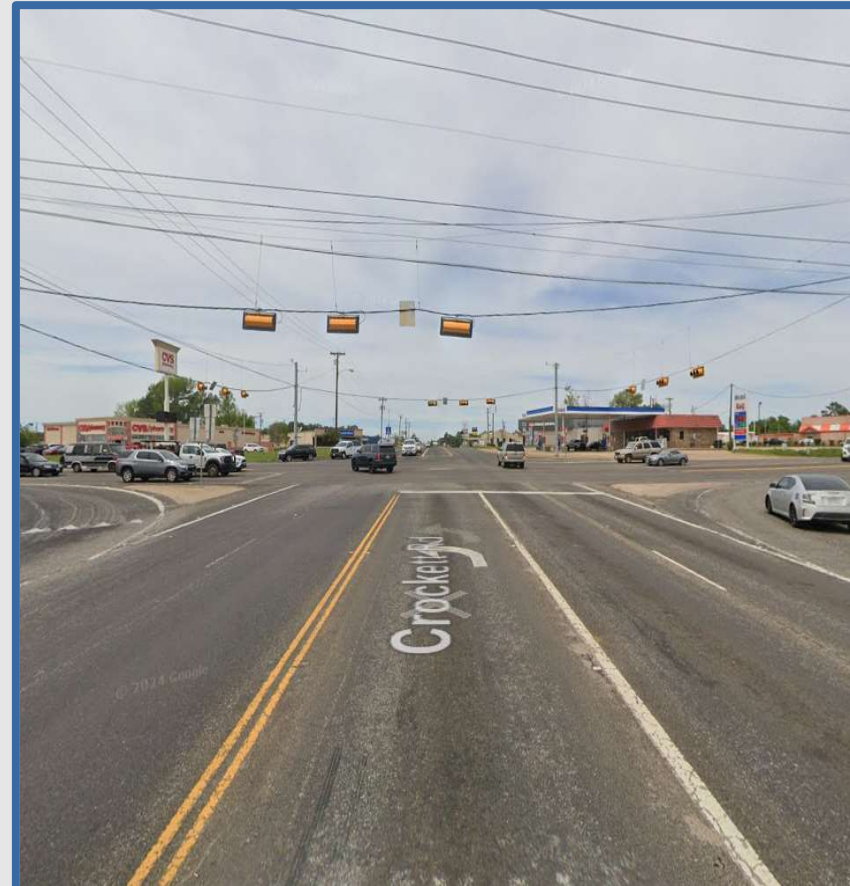
US 287 Improvement Option: 4, County: Anderson

Description:

Install marked crosswalks, pedestrian accommodations including pedestrian push buttons, pedestrian signal heads, and ADA compliant curb ramps, and traffic signal upgrade to poles and mast arms.

Need:

28 crashes occurred at this intersection in the last 5 years including 1 pedestrian crash.



From: South Loop 256 in Palestine

To: N/A

Locality: Tyler District

ROW Required:

☐ Yes ☒ No

Estimated Cost (in \$M): 0.8

Other Considerations:

Key Challenges:

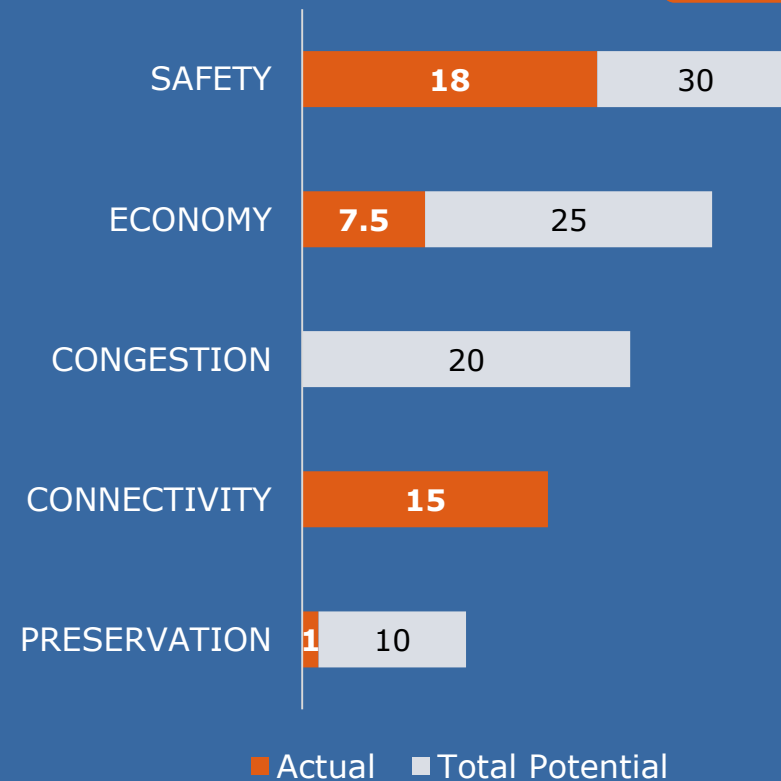
Utility impacts

Required stakeholder involvement / approval:

Coordination with utility owners.

NEED SCORE

41.5/100

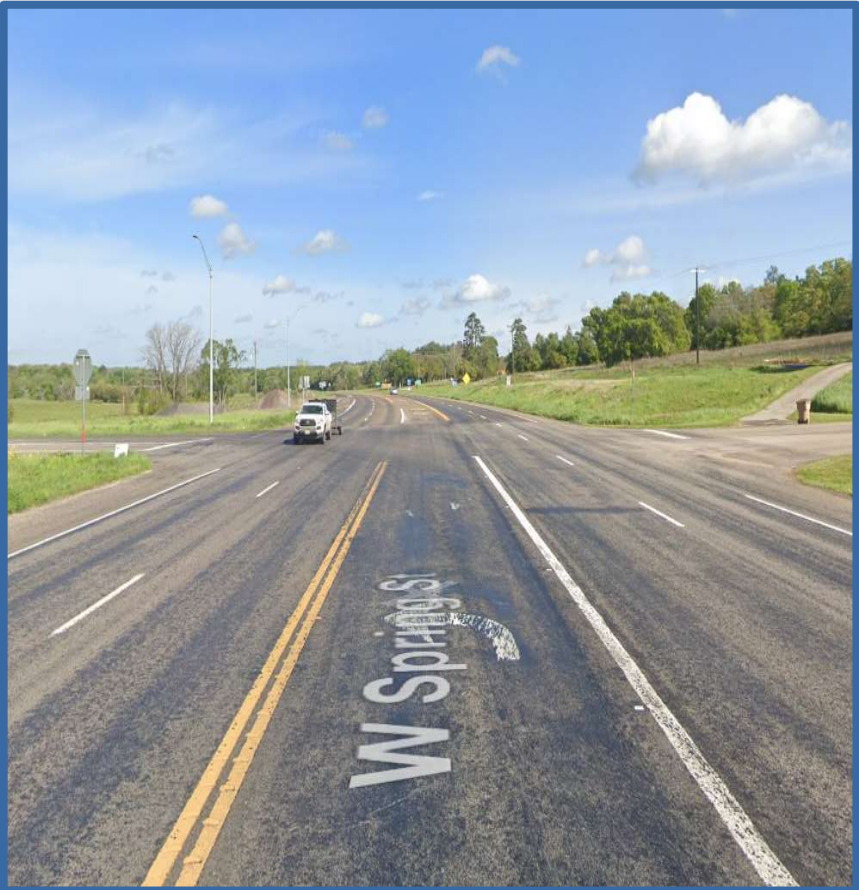
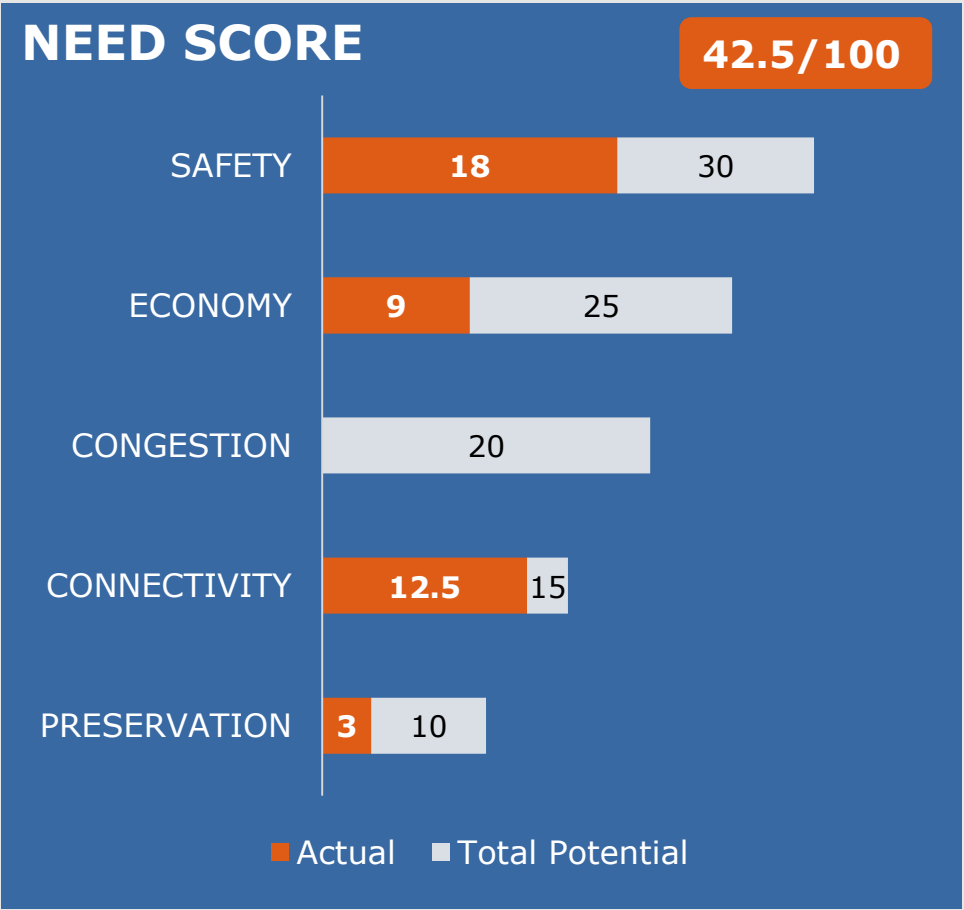


Improvement Category: Safety

US 287 Improvement Option: 5, 6, County: Anderson

Description:
Perform Traffic Signal Warrant Study.

Need:
104 crashes occurred at these intersections in the last 5 years including 3 fatal crashes and 61 preventable manner of collision crashes.



From: North Loop 256 and State Highway 19 in Palestine

To: N/A

Locality: Tyler District

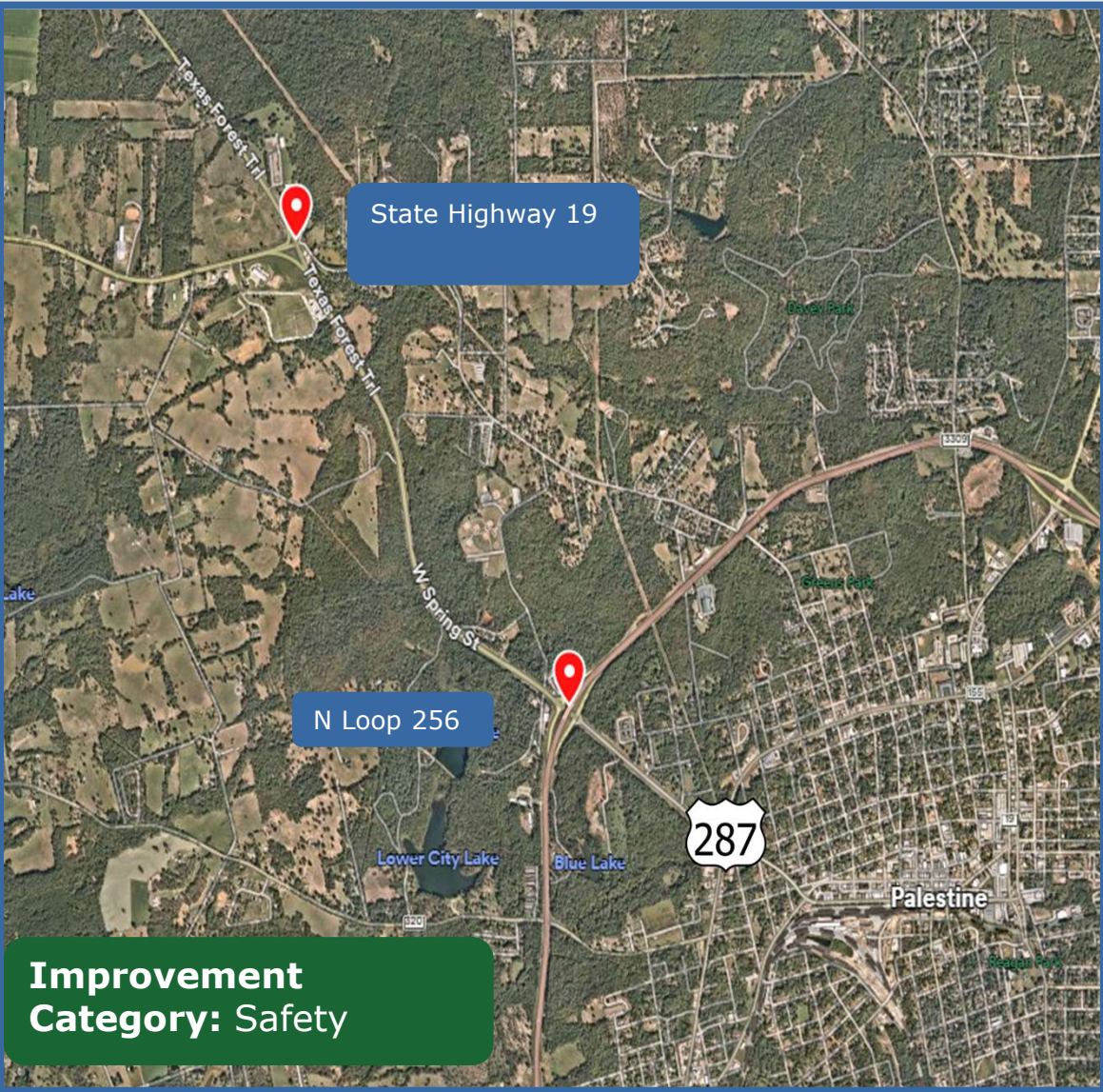
ROW Required:
☐ Yes ☒ No

Estimated Cost (in \$M): 0.005 (per improvement)

Other Considerations:

Key Challenges:
N/A

Required stakeholder involvement / approval:
N/A



US 287 Improvement Option: 7, County: Anderson

Description:

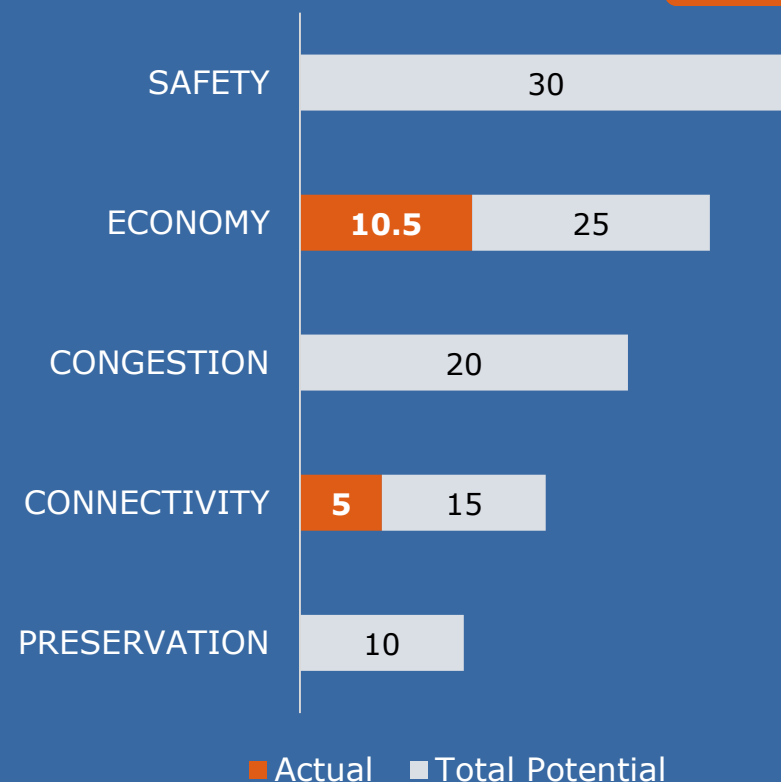
Install "Cross traffic does not stop" plaque.

Need:

No related crashes. Stakeholder input.

NEED SCORE

15.5/100



From: Anderson County Road 430 in Tennessee Colony

To: N/A

Locality: Tyler District

ROW Required:

☐ Yes ☒ No

Estimated Cost (in \$M): 0.001

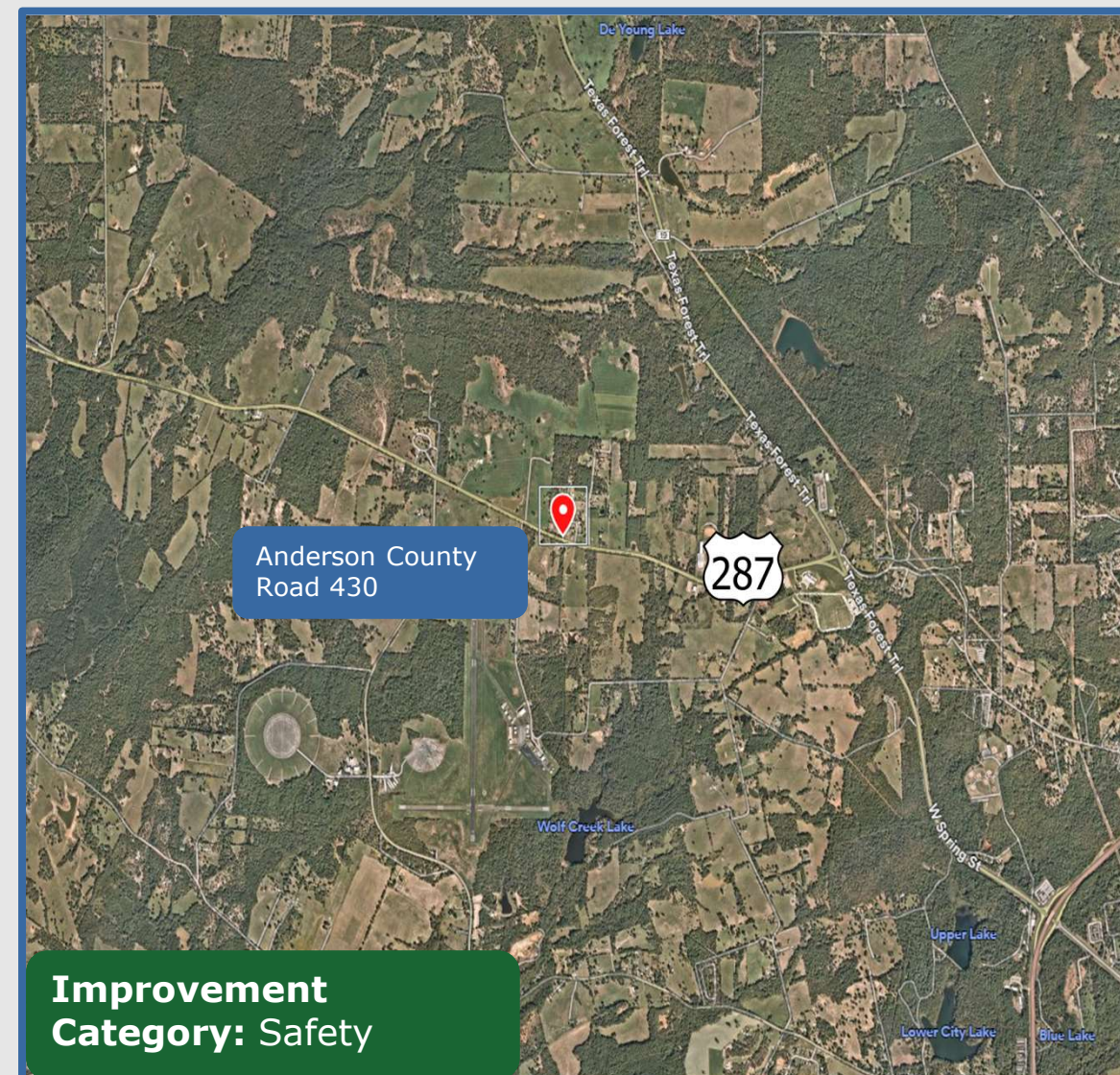
Other Considerations:

Key Challenges:

N/A

Required stakeholder involvement / approval:

No coordination needed.



Improvement Category: Safety

US 287 Improvement Option: 8, County: Anderson

Description:

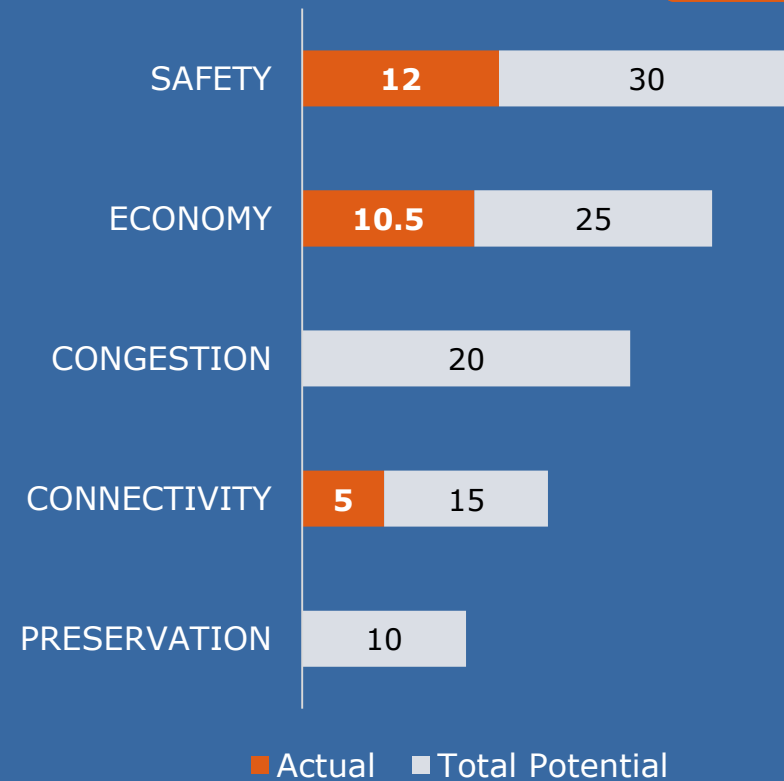
Provide deceleration lane for vehicles traveling SB on US 287 to travel onto FM 645.

Need:

5 crashes occurred at this intersection in the last 5 years.

NEED SCORE

27.5/100



From: FM 645 in Tennessee Colony

To: N/A

Locality: Tyler District

ROW Required:

☒ Yes ☐ No

Estimated Cost (in \$M): 1.5

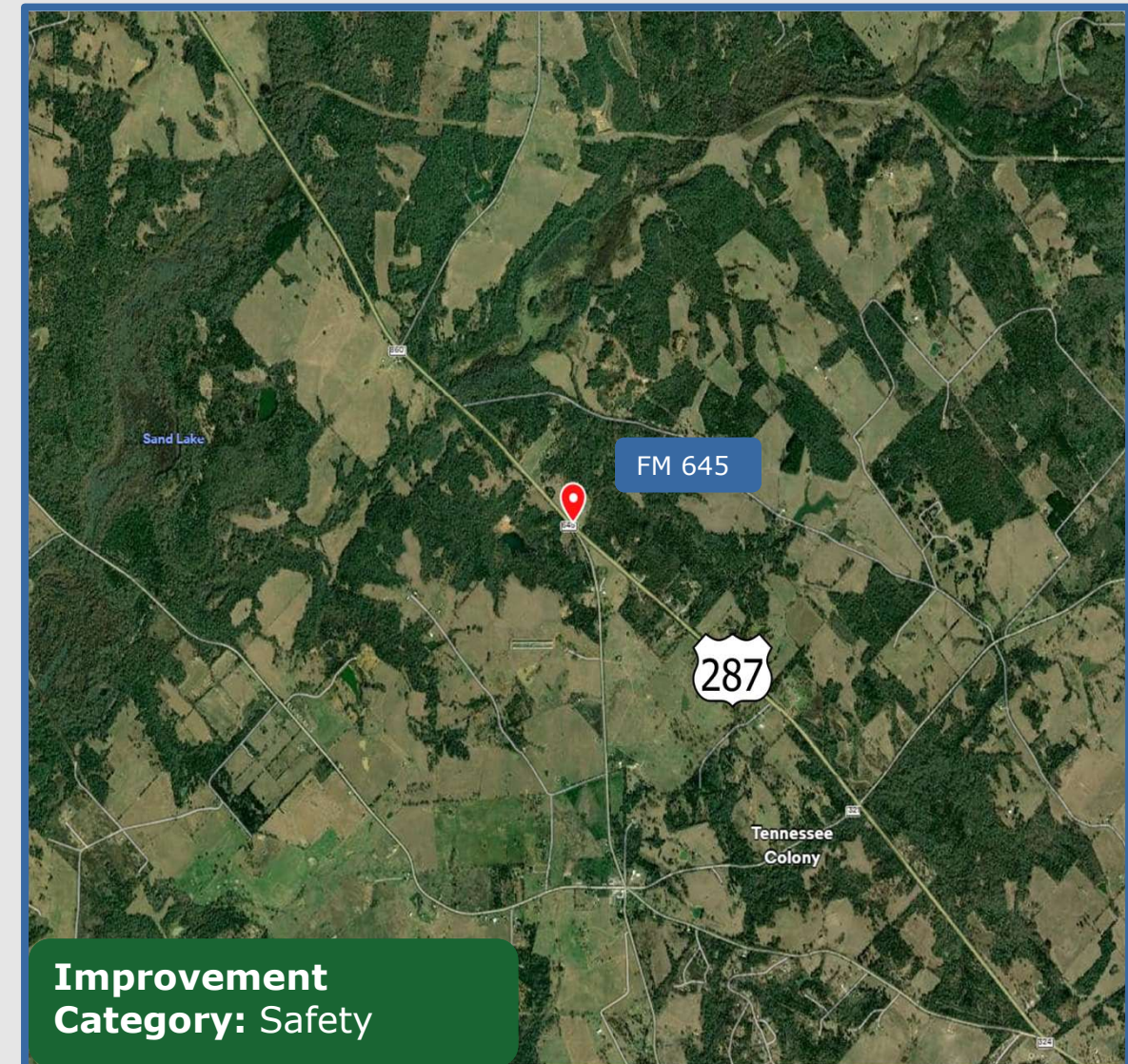
Other Considerations:

Key Challenges:

ROW impacts

Required stakeholder involvement / approval:

Coordination with affected property owners.



Improvement Category: Safety

US 287 Improvement Option: 9, County: Anderson

Description:

Modify vertical curvature to provide increased visibility from the side streets. Provide exclusive right-turn lanes to accommodate buses going into Cayuga High School.

Need:

Sightline impaired for traffic approaching US 287.



Other Considerations:

Key Challenges:

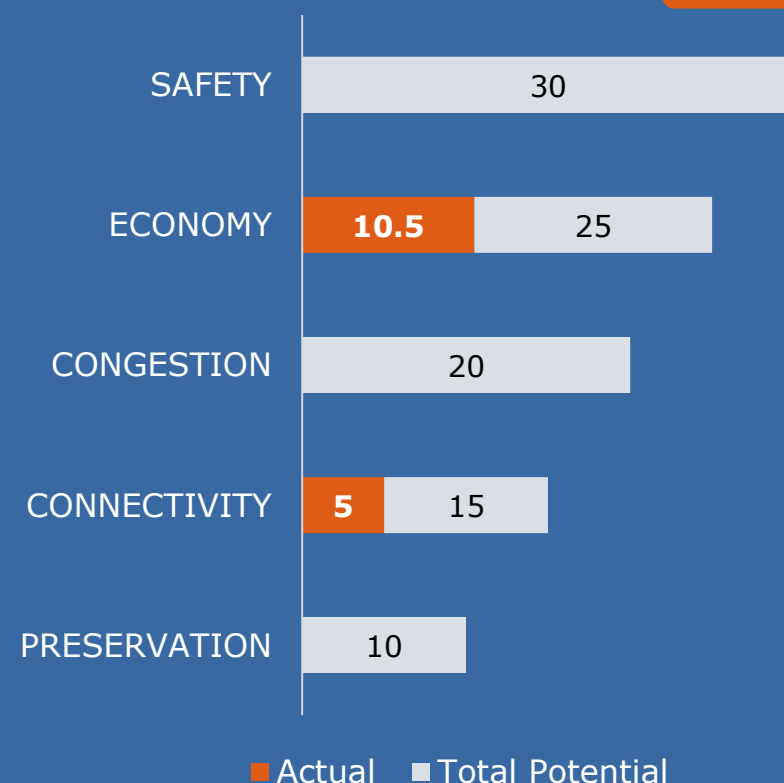
Utility impacts

Required stakeholder involvement / approval:

Coordination with Cayuga High School and utility owners.

NEED SCORE

15.5/100



From: Cayuga High School Entrance in Tennessee Colony

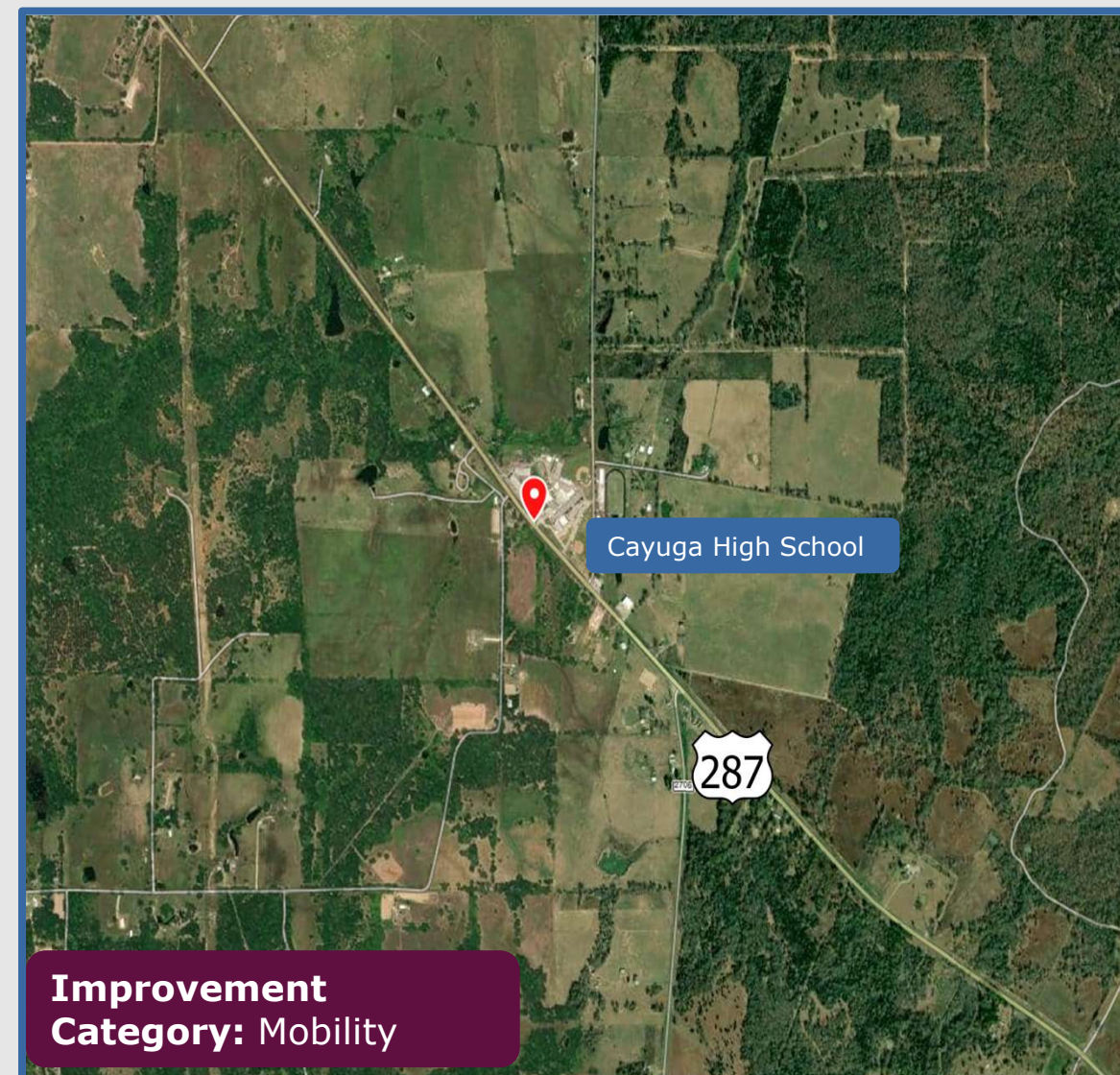
To: N/A

Locality: Tyler District

ROW Required:

☐ Yes ☒ No

Estimated Cost (in \$M): 1.5



Improvement Category: Mobility

US 287 Improvement Option: 10, County: Anderson

Description:

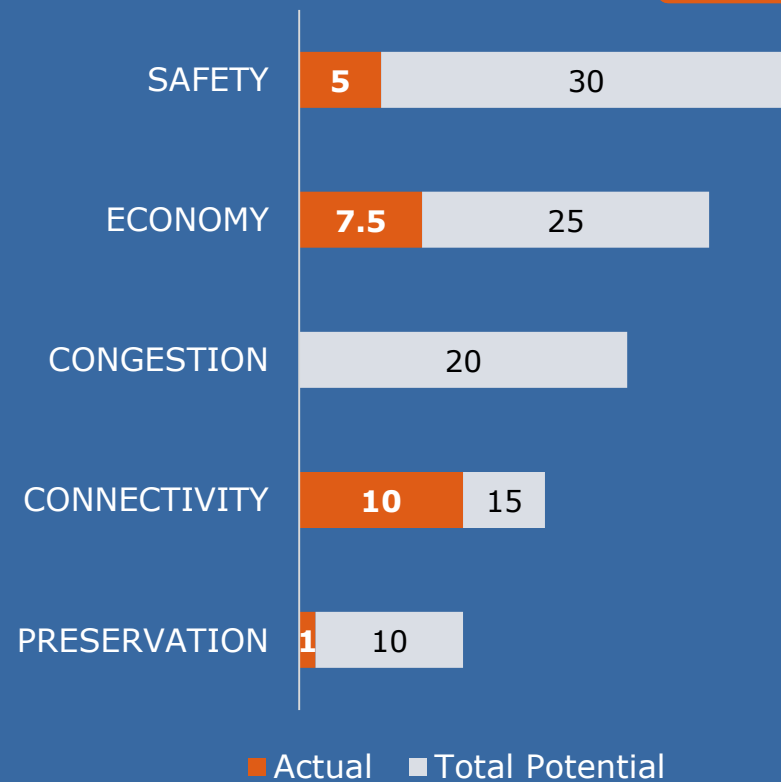
Realign side street approaches.

Need:

3 crashes occurred at this intersection in the last 5 years.

NEED SCORE

23.5/100



From: Old Elkhart Road in Palestine

To: N/A

Locality: Tyler District

ROW Required:

☒ Yes ☐ No

Estimated Cost (in \$M): 1.5

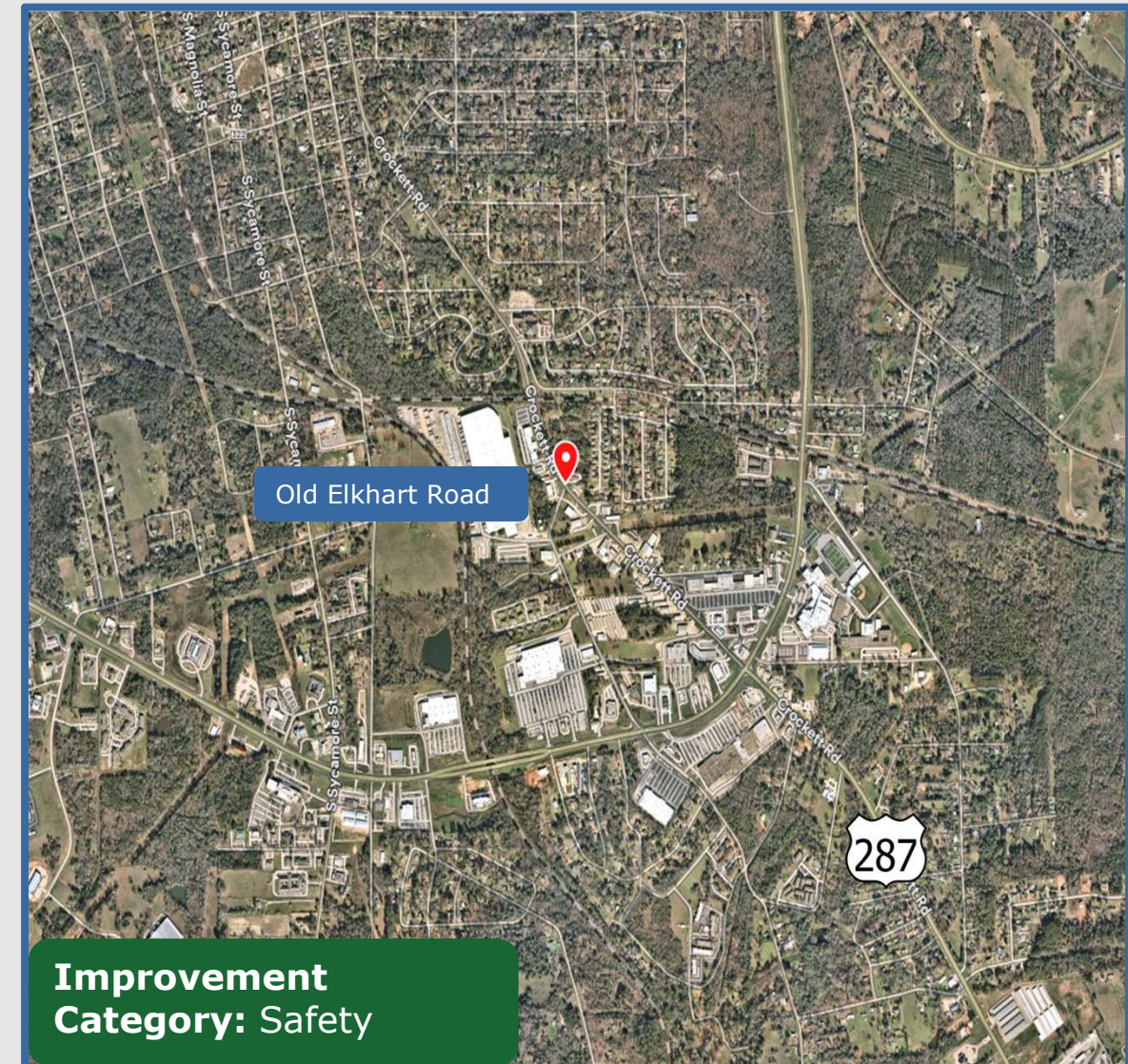
Other Considerations:

Key Challenges:

ROW impacts

Required stakeholder involvement / approval:

Coordination with affected property owners.



Improvement Category: Safety

US 287 Improvement Option: 11, County: Anderson

Description:

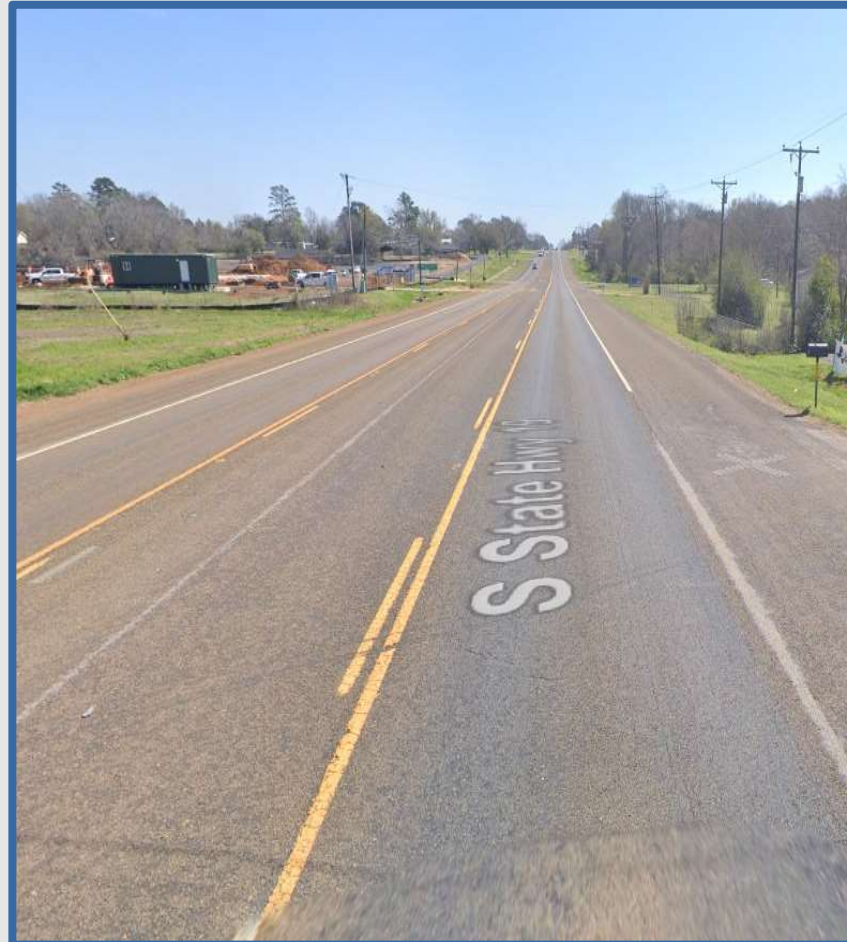
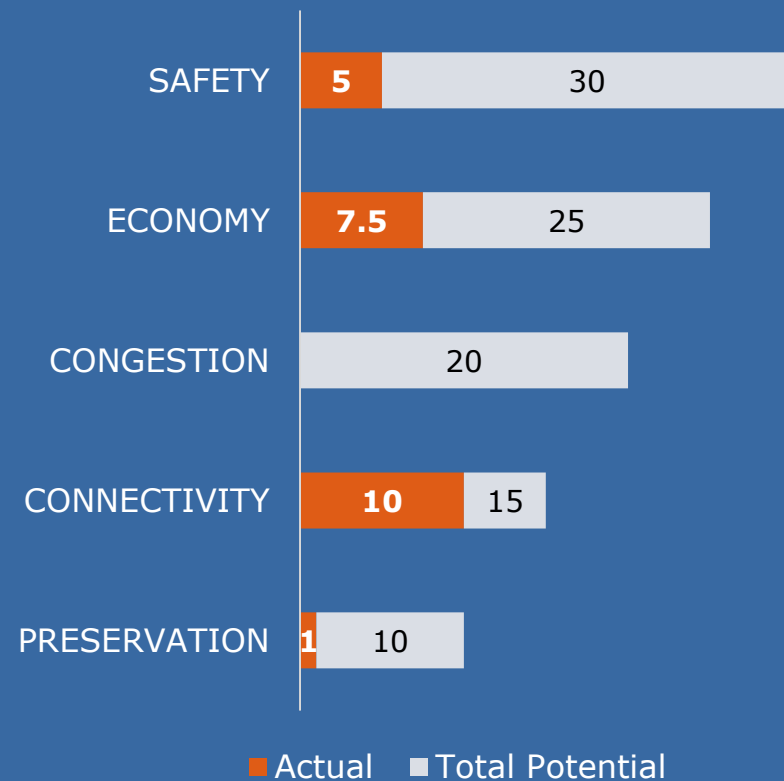
Replace TWLT Lane with divided median and hooded turn lanes.

Need:

Safety upgrades.

NEED SCORE

23.5/100



From: East Huffsmith Street in Palestine

To: Hilltop Drive in Palestine

Locality: Tyler District

ROW Required:

☐ Yes ☒ No

Estimated Cost (in \$M): 3.6

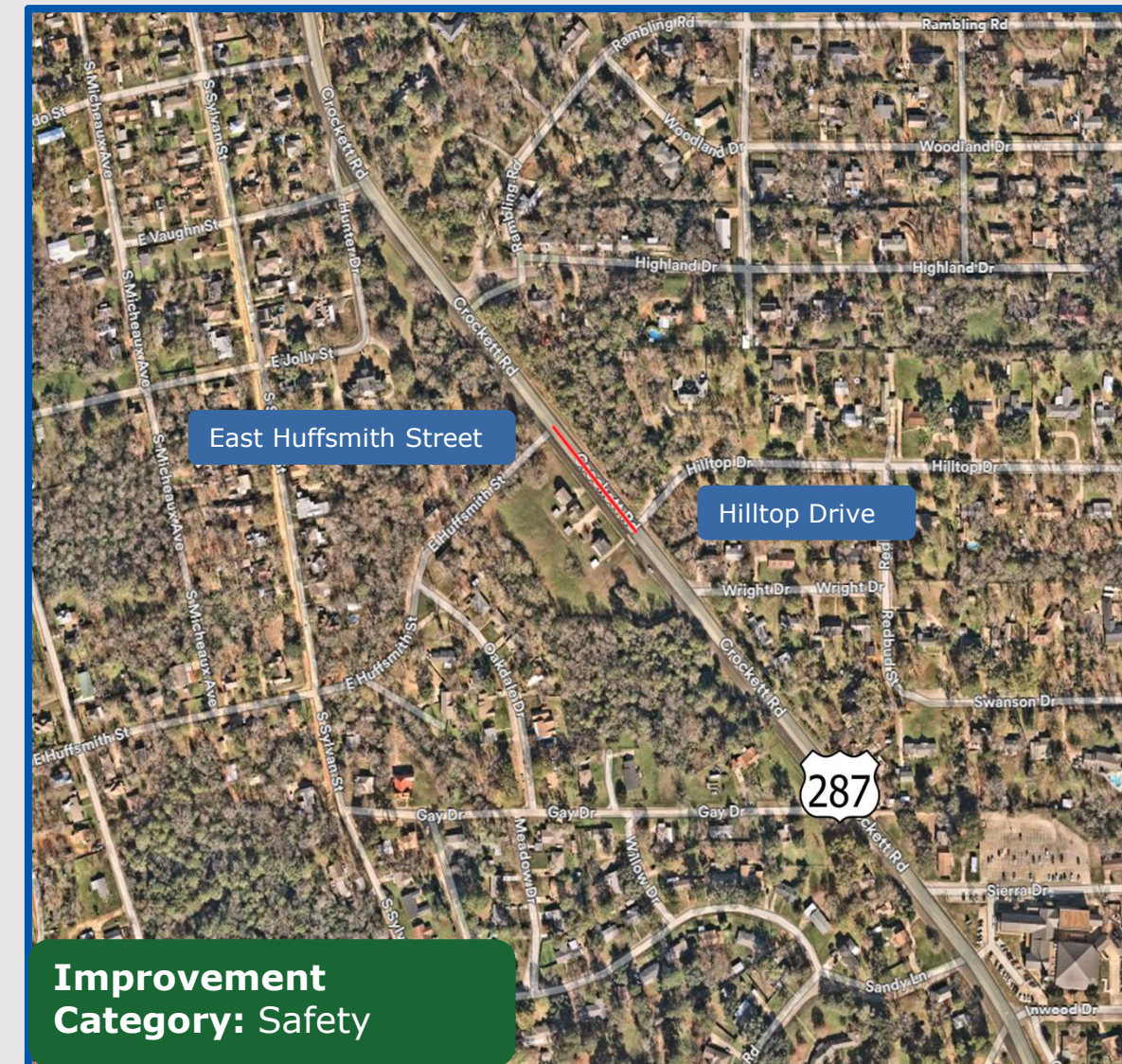
Other Considerations:

Key Challenges:

Access control and agency coordination

Required stakeholder involvement / approval:

Coordination with agencies and property owners.



Improvement Category: Safety

US 287 Improvement Option: 12, County: Anderson

Description:

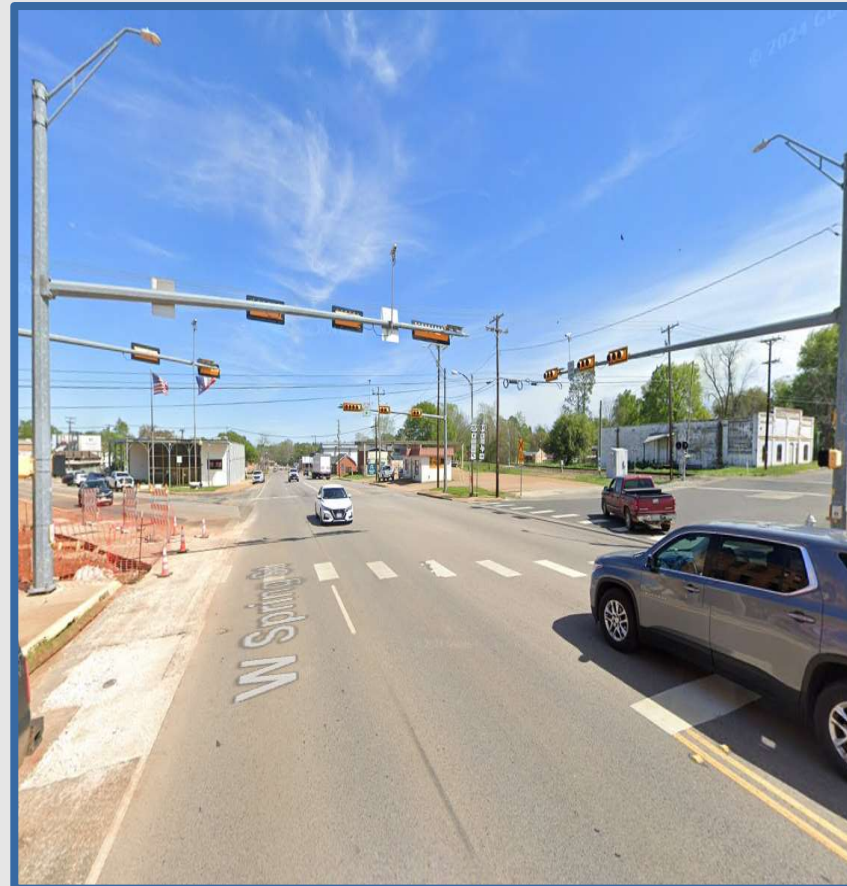
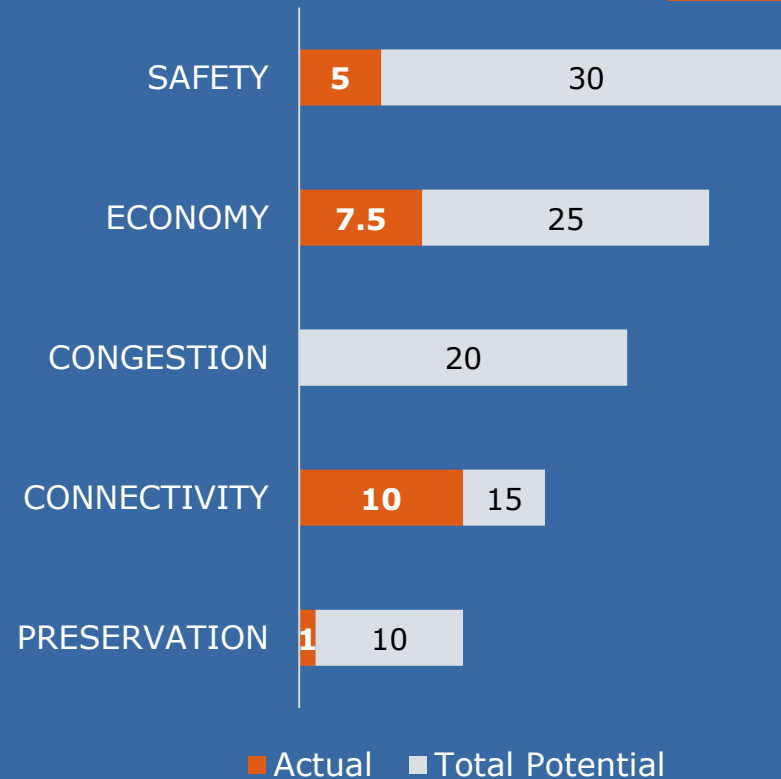
Reconfigure 5-leg intersection to a 4-leg intersection.

Need:

17 crashes occurred at this intersection in the last 5 years.

NEED SCORE

23.5/100



From: South Sycamore Street and Avenue A in Palestine

To: N/A

Locality: Tyler District

ROW Required:

☒ Yes ☐ No

Estimated Cost (in \$M): 1

Other Considerations:

Key Challenges:

ROW impacts

Required stakeholder involvement / approval:

Coordination with affected property owners.



US 287 Improvement Option: 13, County: Anderson

Description:

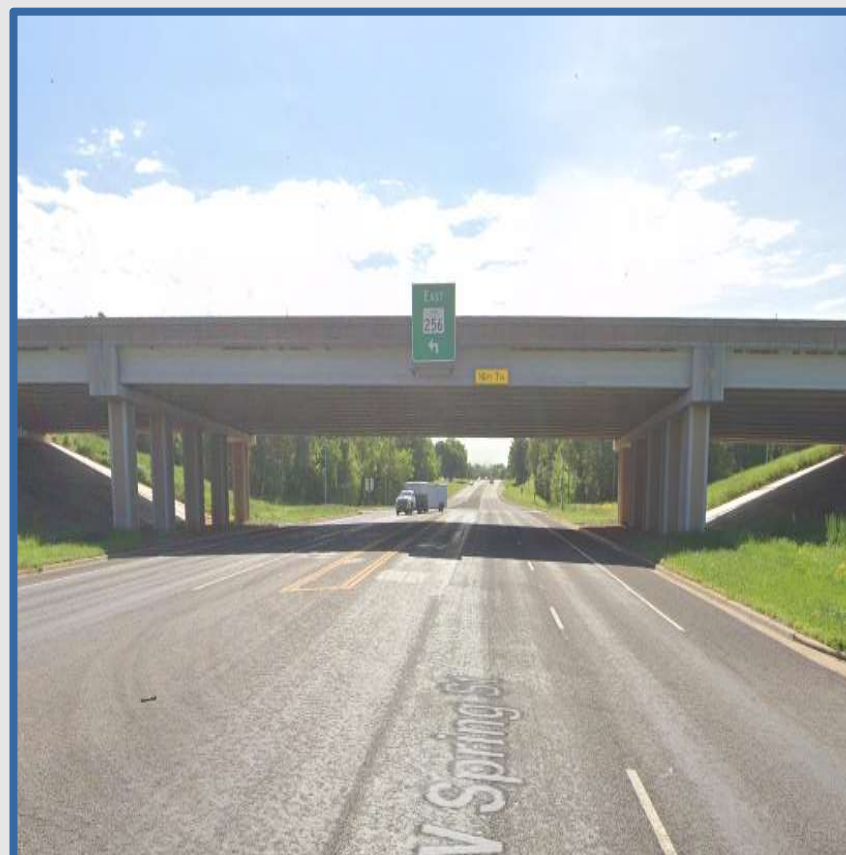
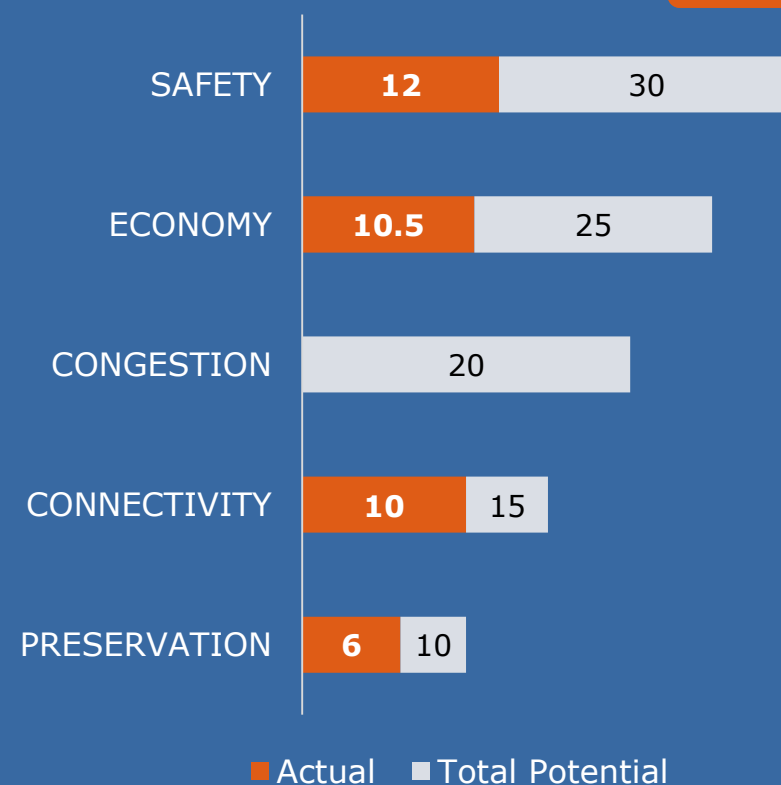
Increase Vertical clearance for overpass to 18.5 feet.

Need:

The new requirement for overpasses on a Freight Network is 18.5 feet.

NEED SCORE

38.5/100



From: Texas Loop 256 in Palestine

To: N/A

Locality: Tyler District

ROW Required:

☒ Yes ☐ No

Estimated Cost (in \$M): 2.5

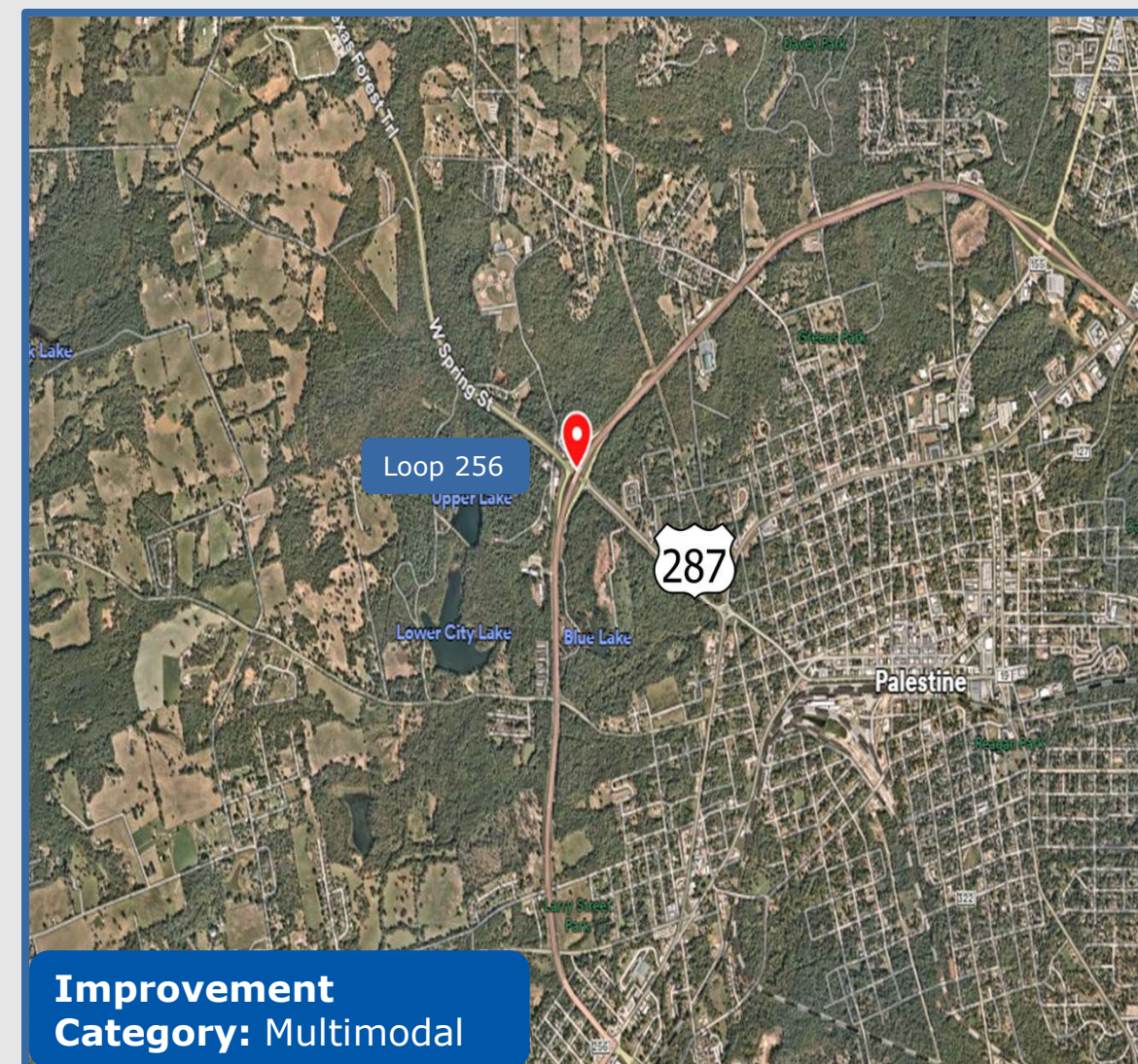
Other Considerations:

Key Challenges:

ROW impacts

Required stakeholder involvement / approval:

Coordination with affected property owners.



Improvement Category: Multimodal

US 287 Improvement Option: 14, County: Anderson

Description:

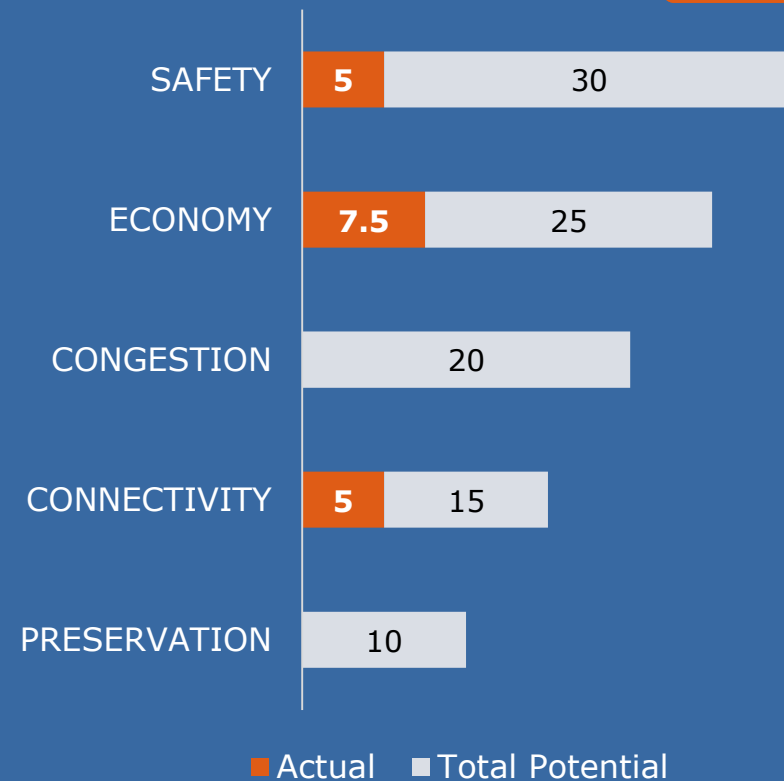
Realign TX-324 Spur at the US 287 intersection to improve visibility and safety.

Need:

8 crashes occurred at this intersection in the last 5 years.

NEED SCORE

17.5/100



From: Spur 324 in Tennessee Colony

To: N/A

Locality: Tyler District

ROW Required:

☒ Yes ☐ No

Estimated Cost (in \$M): 1.6

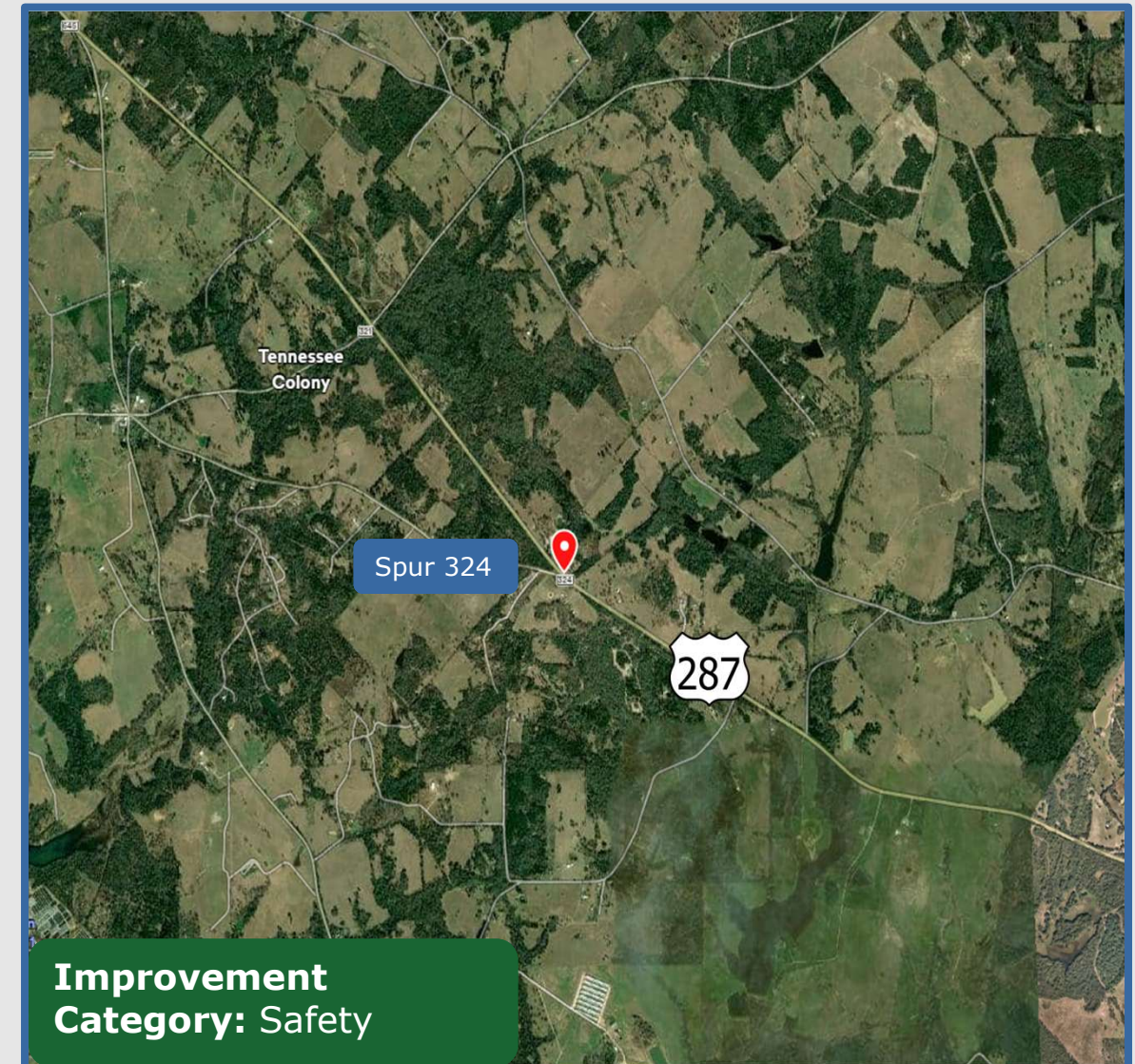
Other Considerations:

Key Challenges:

ROW impacts

Required stakeholder involvement / approval:

Coordination with affected property owners.



Improvement Category: Safety

US 287 Improvement Option: 3, County: Freestone

Description:

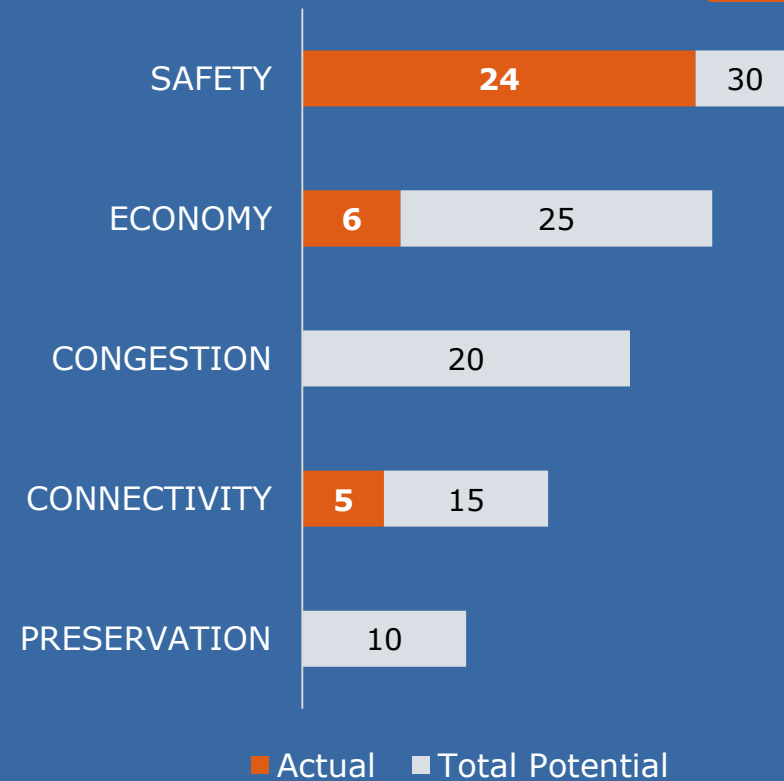
Proposed Bicycle Tourism Example Network for approximately 4 miles.

Need:

39 crashes occurred along this segment in the last 5 years including 1 fatal crash.

NEED SCORE

35/100



From: State Highway 309 in Kerens

To: FM 488 in Streetman

Locality: Bryan District

ROW Required:

☐ Yes ☒ No

Estimated Cost (in \$M): 2

Other Considerations:

Key Challenges:

N/A

Required stakeholder involvement / approval:

N/A



Improvement Category: Multimodal

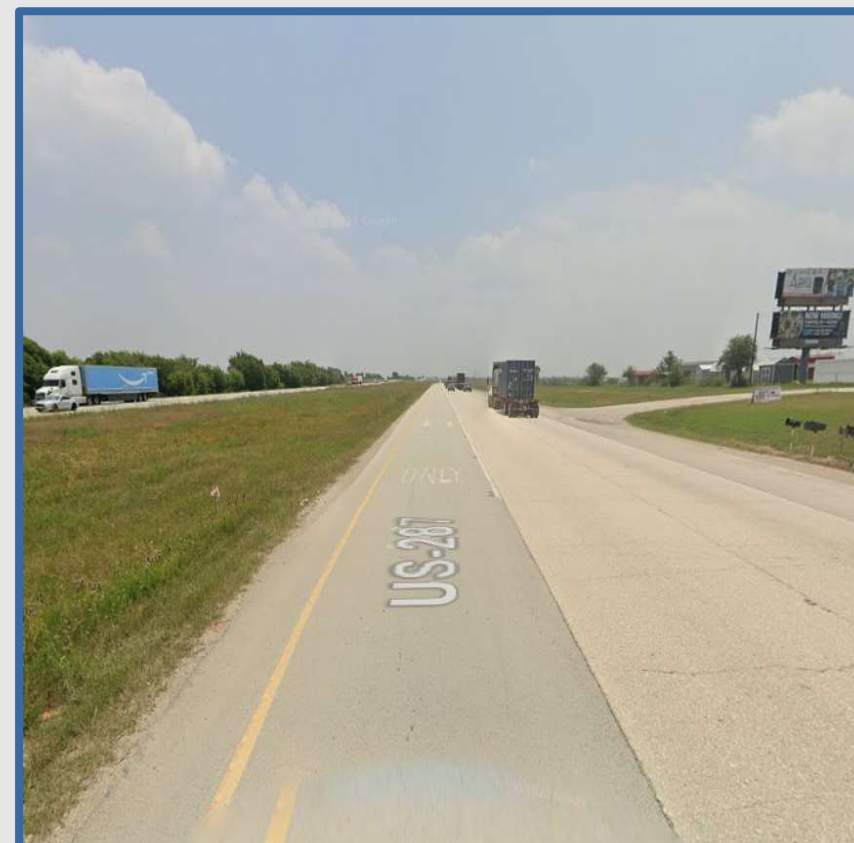
US 287 Improvement Option: 10 (Navarro), 12 (Ellis), 16 (Johnson), 17 (Tarrant), 19 (Wise)

Description:

Proposed Fiber along US 287 in any area where not currently existing.

Need:

Technology improvements for better operations.



Other Considerations:

Key Challenges:

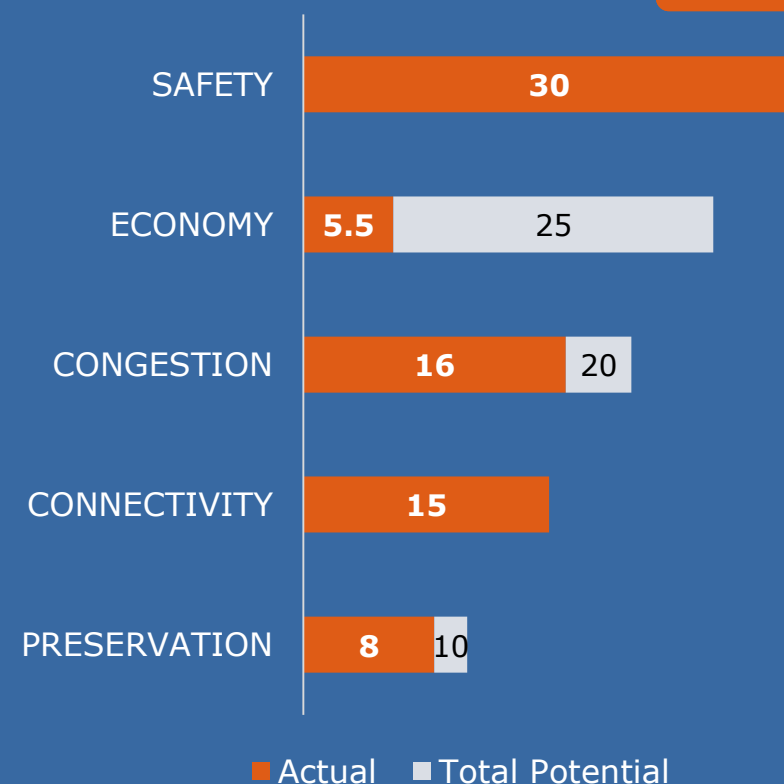
Utility impacts

Required stakeholder involvement / approval:

Coordination with utility owners.

NEED SCORE

74.5/100



From: Montague-Wise County Line in Sunset

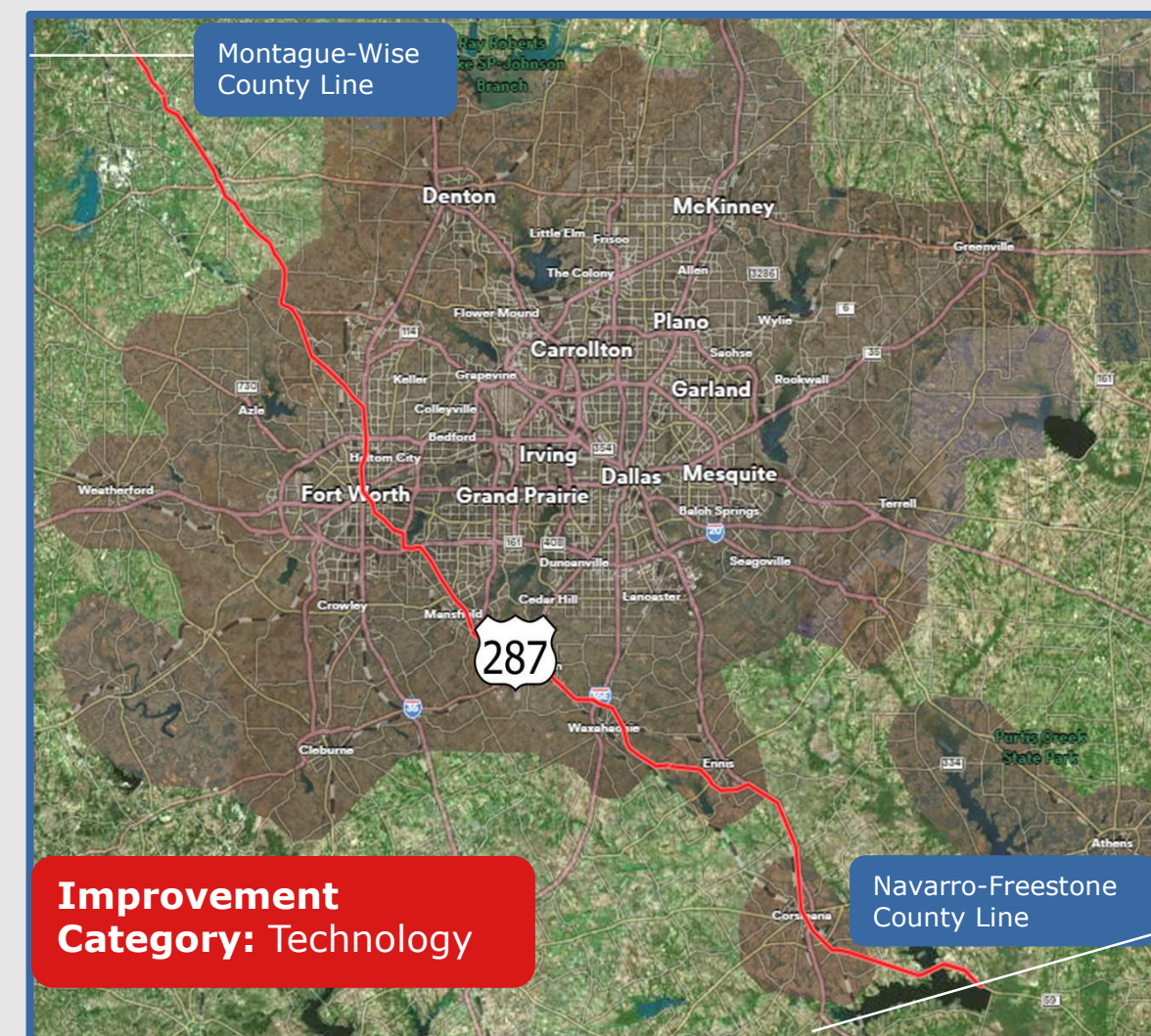
To: Navarro-Freestone County Line in Kerens

Locality: Dallas and Fort Worth Districts

ROW Required:

☐ Yes ☒ No

Estimated Cost (in \$M): 62.3



Improvement Category: Technology

Navarro-Freestone County Line

US 287 Improvement Option: 1, County: Navarro

Description:

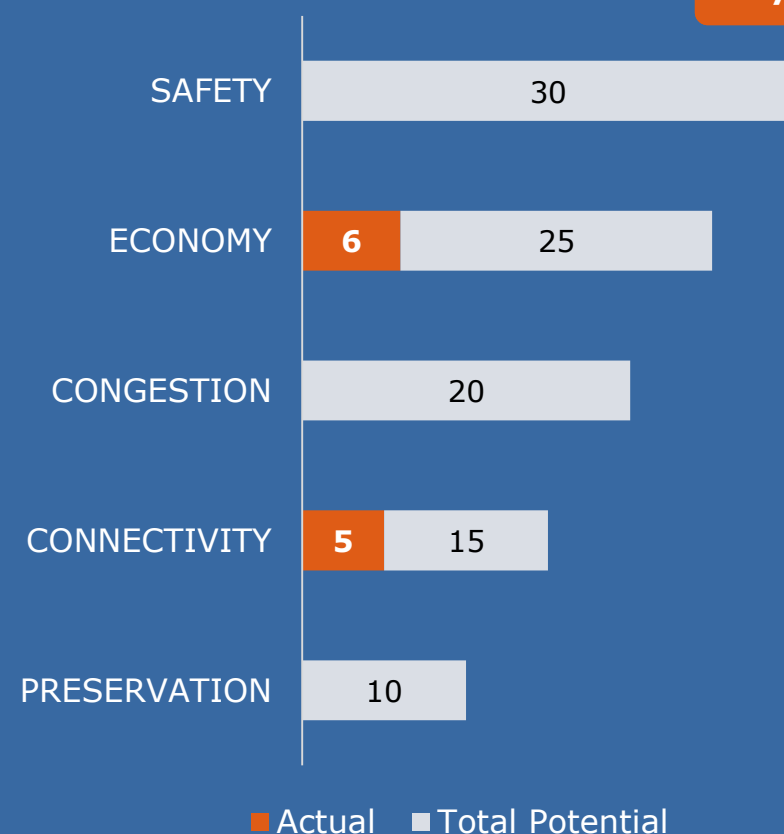
Install Animal Strike Warning Sign

Need:

3 animal related crashes occurred in this area in the last 5 years.

NEED SCORE

11/100



From: 0.4 east of CR 4270 in Kerens

To: N/A

Locality: Dallas District

ROW Required:

☐ Yes ☒ No

Estimated Cost (in \$M): 0.001

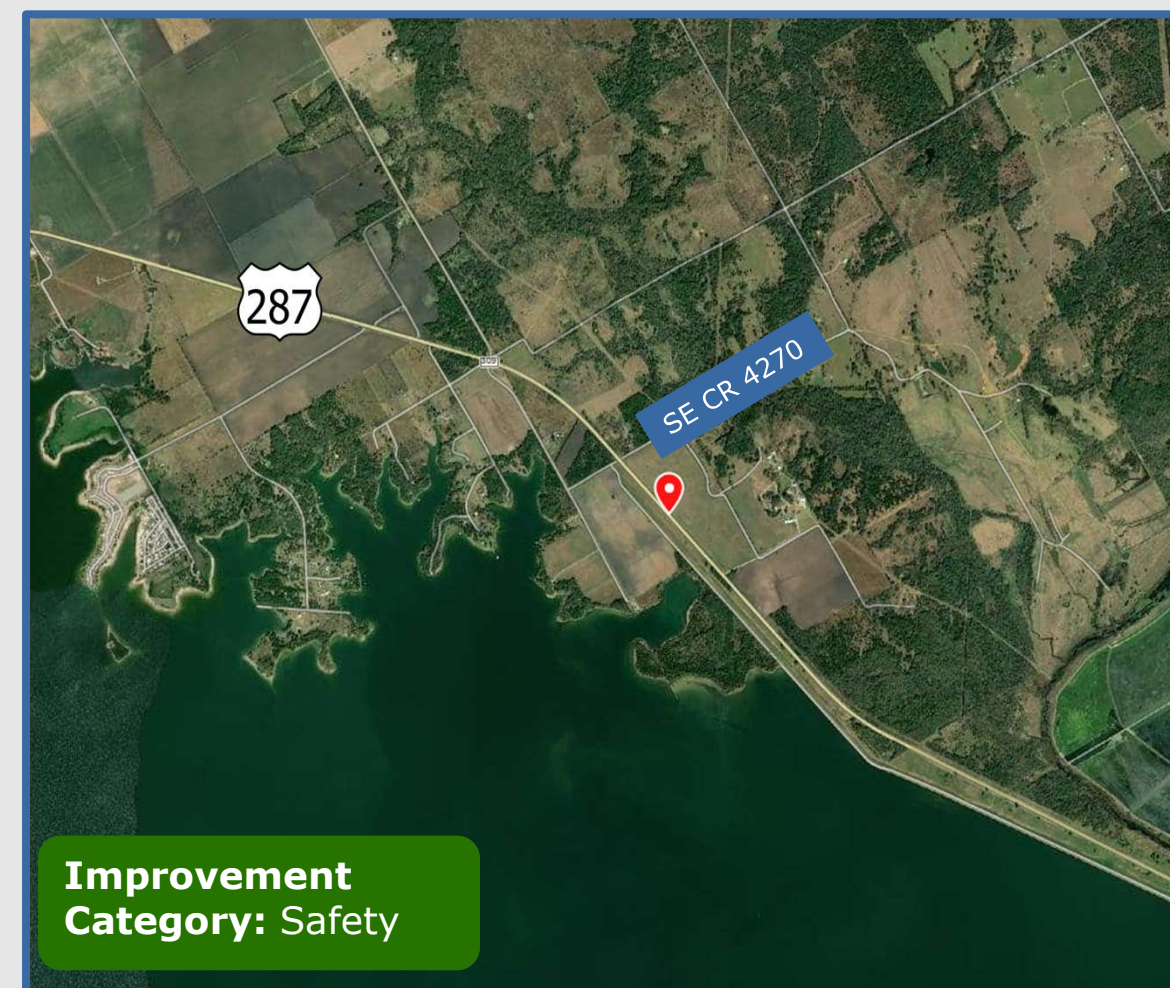
Other Considerations:

Key Challenges:

N/A

Required stakeholder involvement / approval:

N/A



US 287 Improvement Option: 2, 4 County: Navarro

Description:

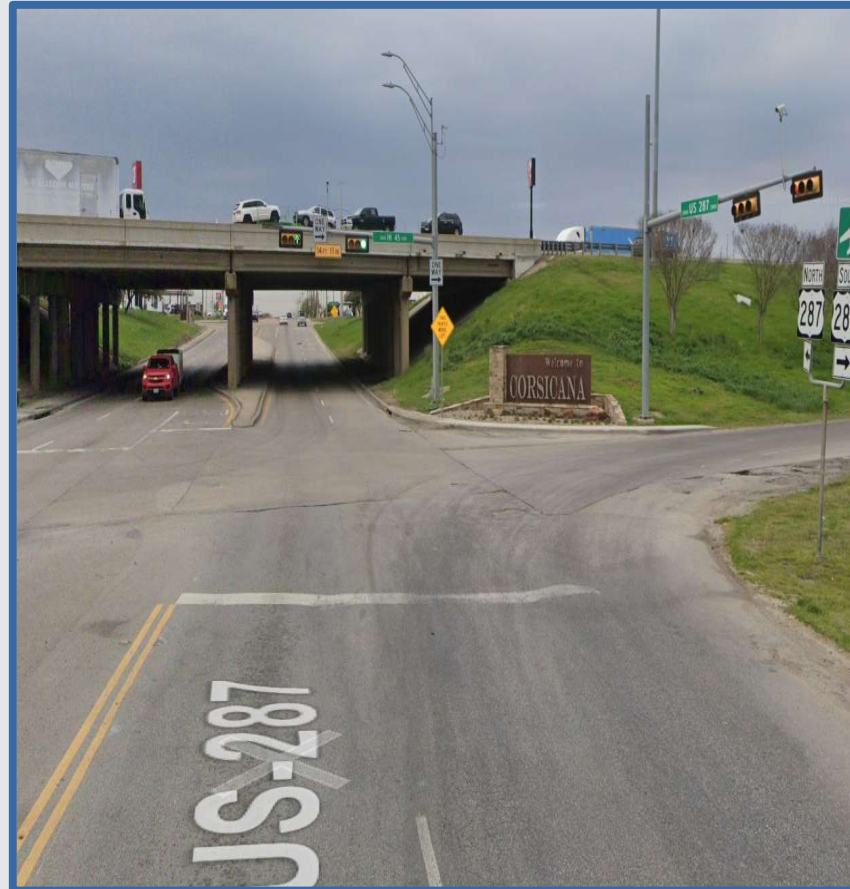
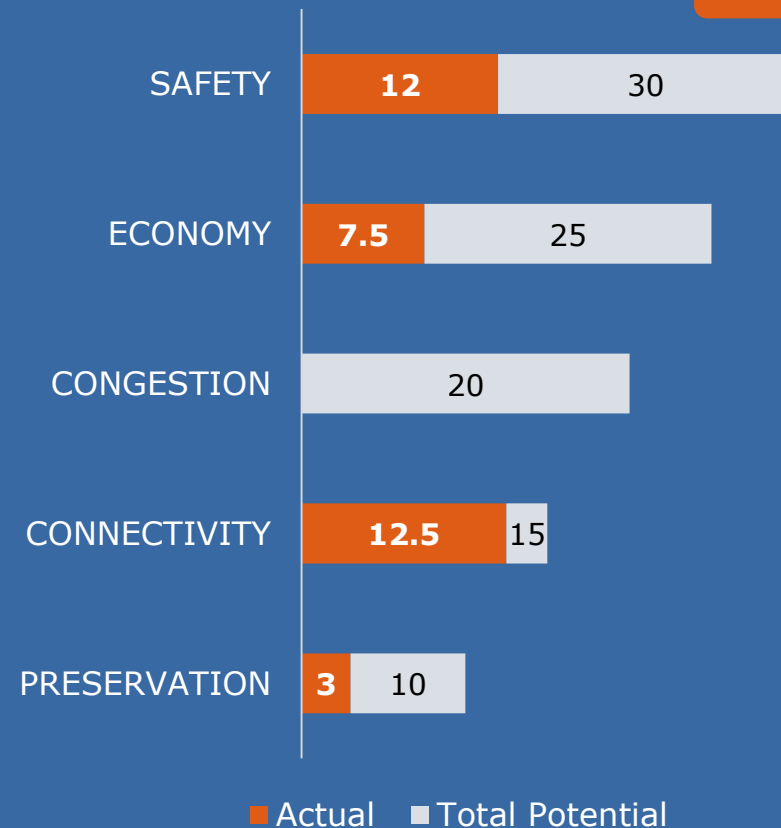
Install high visibility traffic signal backplates with retroreflective borders.

Need:

Safety Upgrades.

NEED SCORE

35/100



From: US 287 at Corsicana Crossing Boulevard in Corsicana and at Interstate 45 Service Road

To: N/A

Locality: Dallas District

ROW Required:

☐ Yes ☒ No

Estimated Cost (in \$M): .009 per location

Other Considerations:

Key Challenges:

N/A

Required stakeholder involvement / approval:

N/A



Improvement Category: Safety

US 287 Improvement Option: 3, County: Navarro

Description:

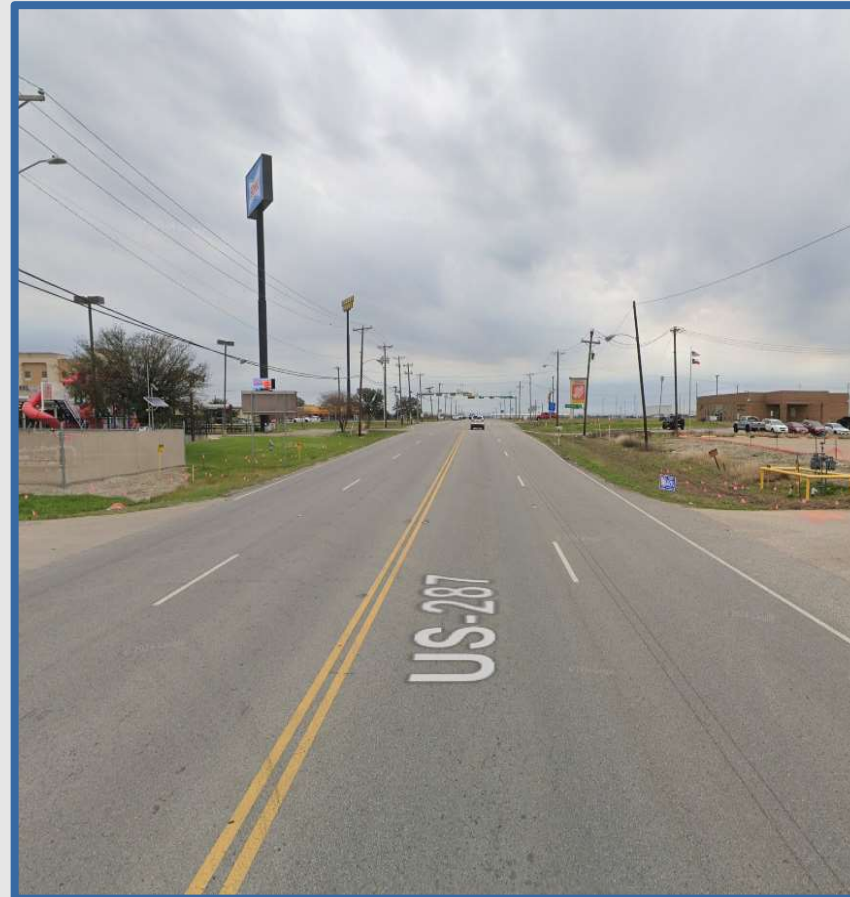
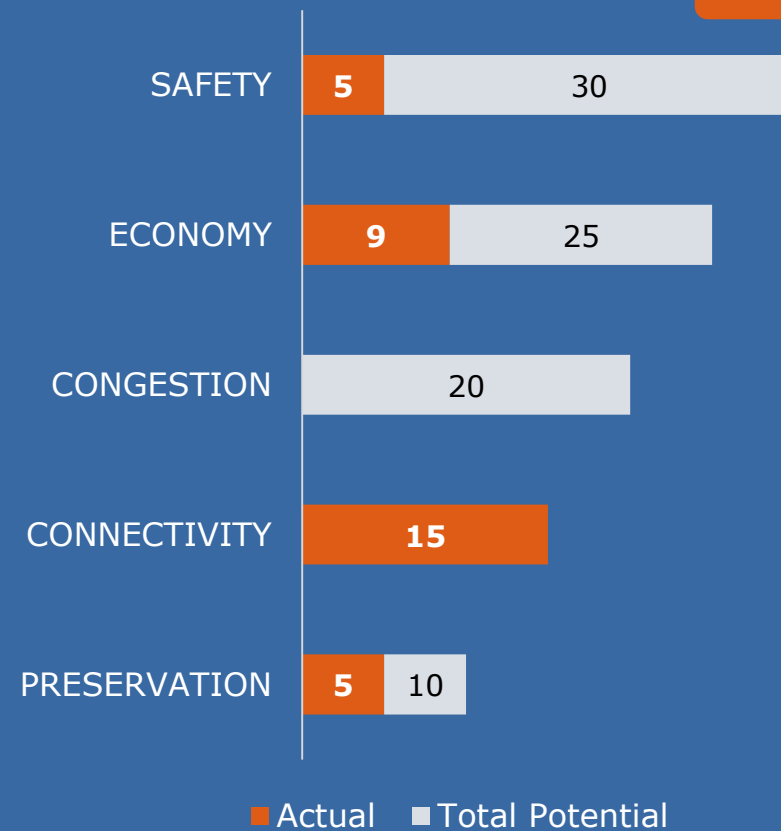
Provide turn lanes, as warranted, between I-45 intersection and Bryant's Way

Need:

35 crashes occurred along this area in the last 5 years.

NEED SCORE

34/100



From: Interstate 45 in Corsicana

To: Bryant's Way in Corsicana

Locality: Dallas District

ROW Required:

☒ Yes ☐ No

Estimated Cost (in \$M): 5

Other Considerations:

Key Challenges:

ROW impacts and utility impacts

Required stakeholder involvement / approval:

Coordination with affected property owners and utility owners.



US 287 Improvement Option: 8, County: Navarro

Description:

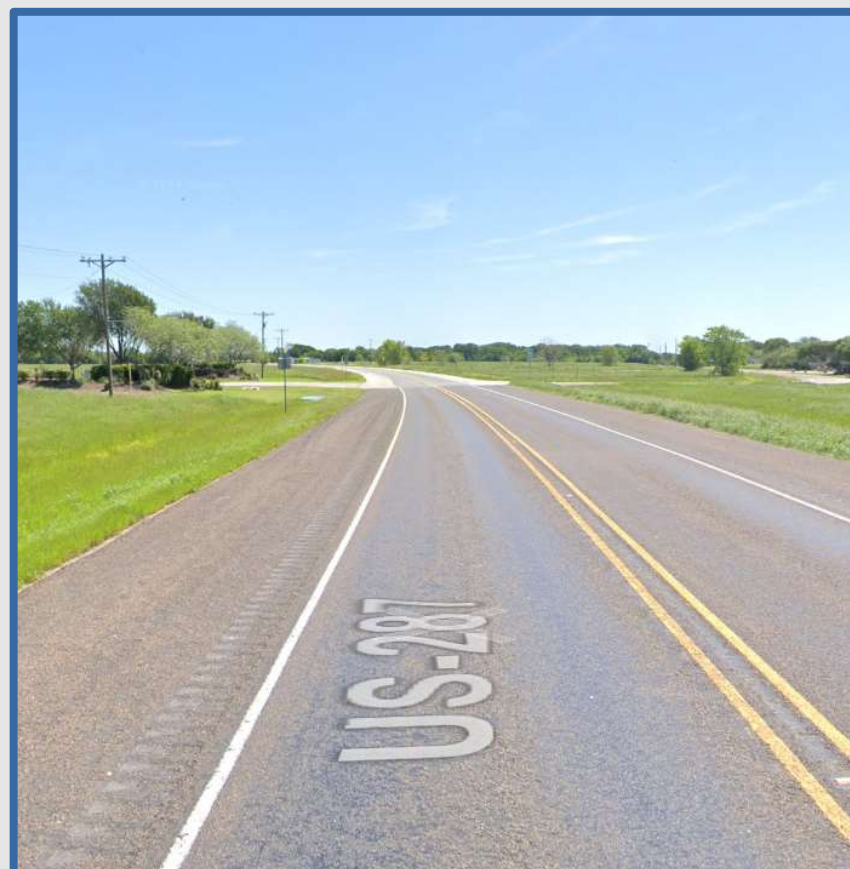
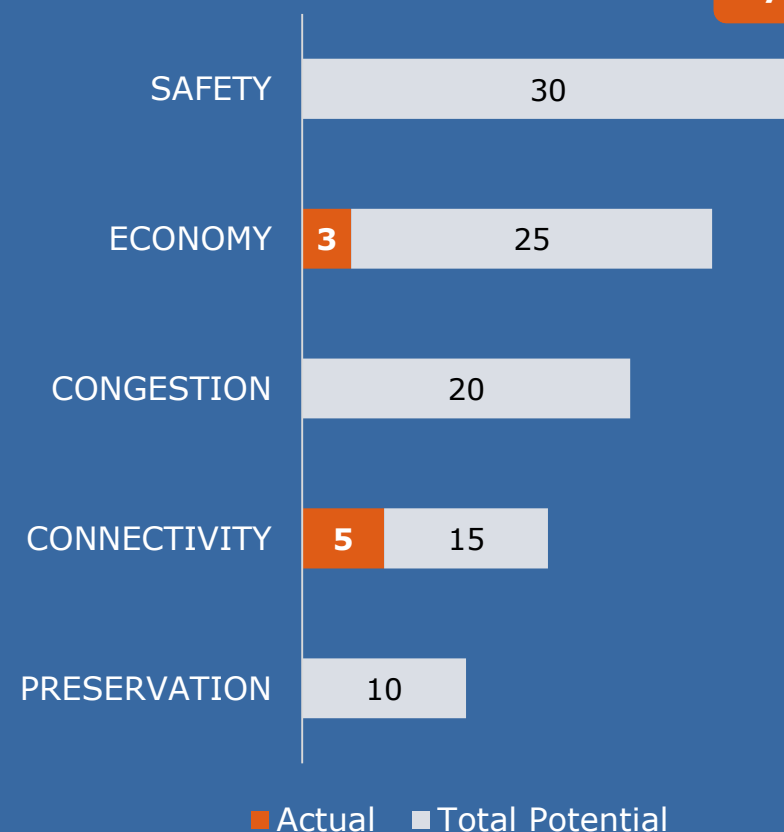
Provide curve warning signs and chevrons

Need:

3 crashes occurred at this intersection in the last 5 years including 2 overturned vehicle crashes.

NEED SCORE

8/100



From: Old Highway 287 in Corsicana

To: N/A

Locality: Dallas District

ROW Required:

☐ Yes ☒ No

Estimated Cost (in \$M): 0.05

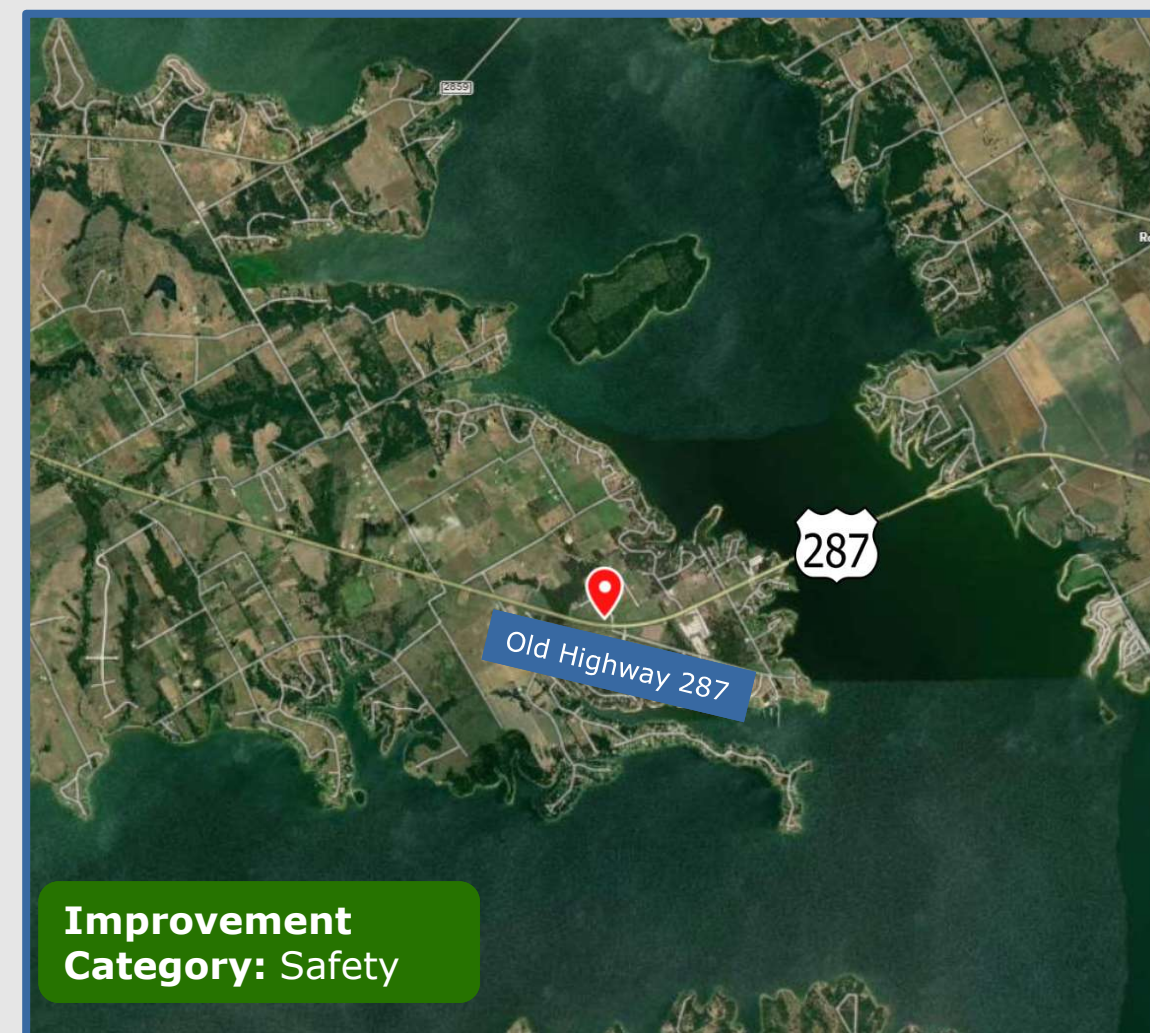
Other Considerations:

Key Challenges:

N/A

Required stakeholder involvement / approval:

N/A



Improvement Category: Safety

US 287 Improvement Option: 9, County: Navarro

Description:

Convert roadway from 2-lane undivided to 4-lane divided roadway with shared use path for approximately 21.5 miles.

Need:

Stakeholder input to improve safety of the section.



Other Considerations:

Key Challenges:

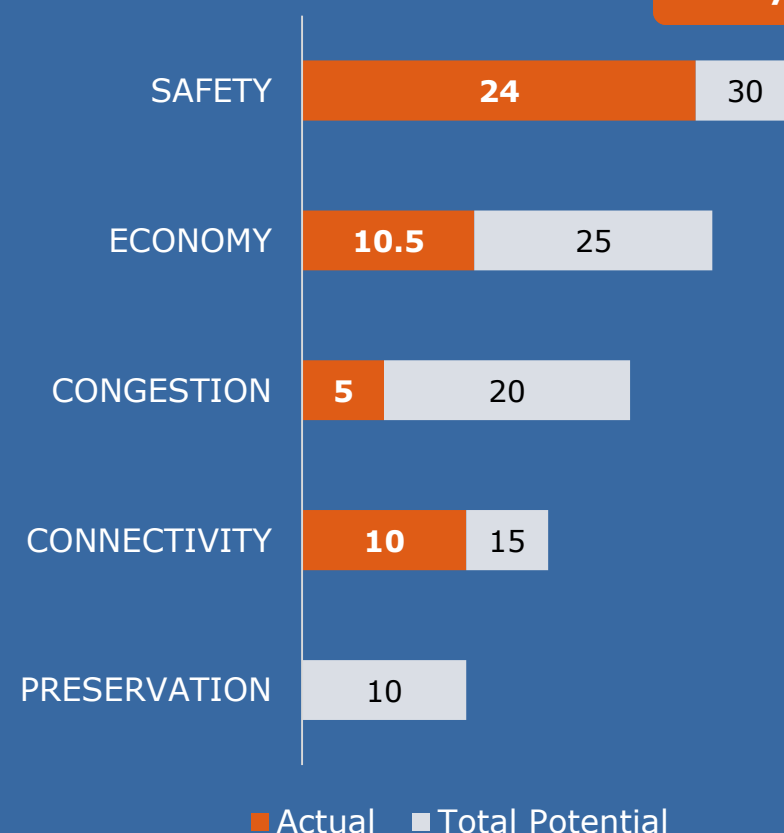
Utility and ROW impacts

Required stakeholder involvement / approval:

Coordination with affected utility owners and property owners.

NEED SCORE

49.5/100



Limits: From Freestone/Navarro County line to Pecan Delight Rd.

Locality: Dallas District

ROW Required:

☒ Yes ☐ No

Estimated Cost (in \$M): 215



US 287 Improvement Option: 5, 6, County: Ellis

Description:

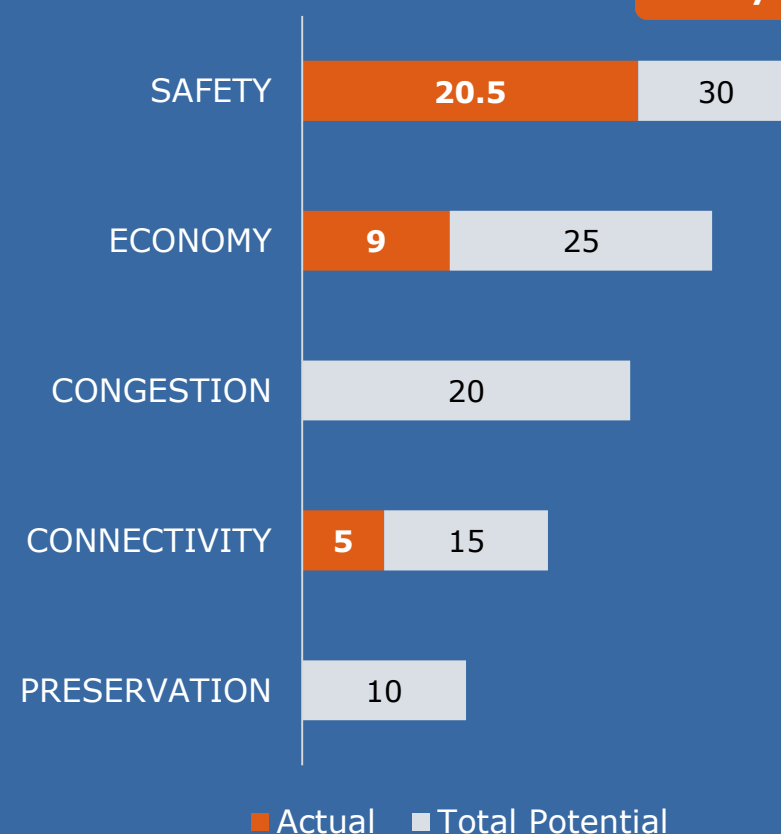
Localized Interim Intersection Improvements

Need:

27 crashes at these intersections in the last 5 years including 1 fatal crash.

NEED SCORE

34.5/100



From: Pigg Road and Old Highway 287 in Waxahachie

To: N/A

Locality: Dallas District

ROW Required:

☐ Yes ☒ No

Estimated Cost (in \$M): 2 per location

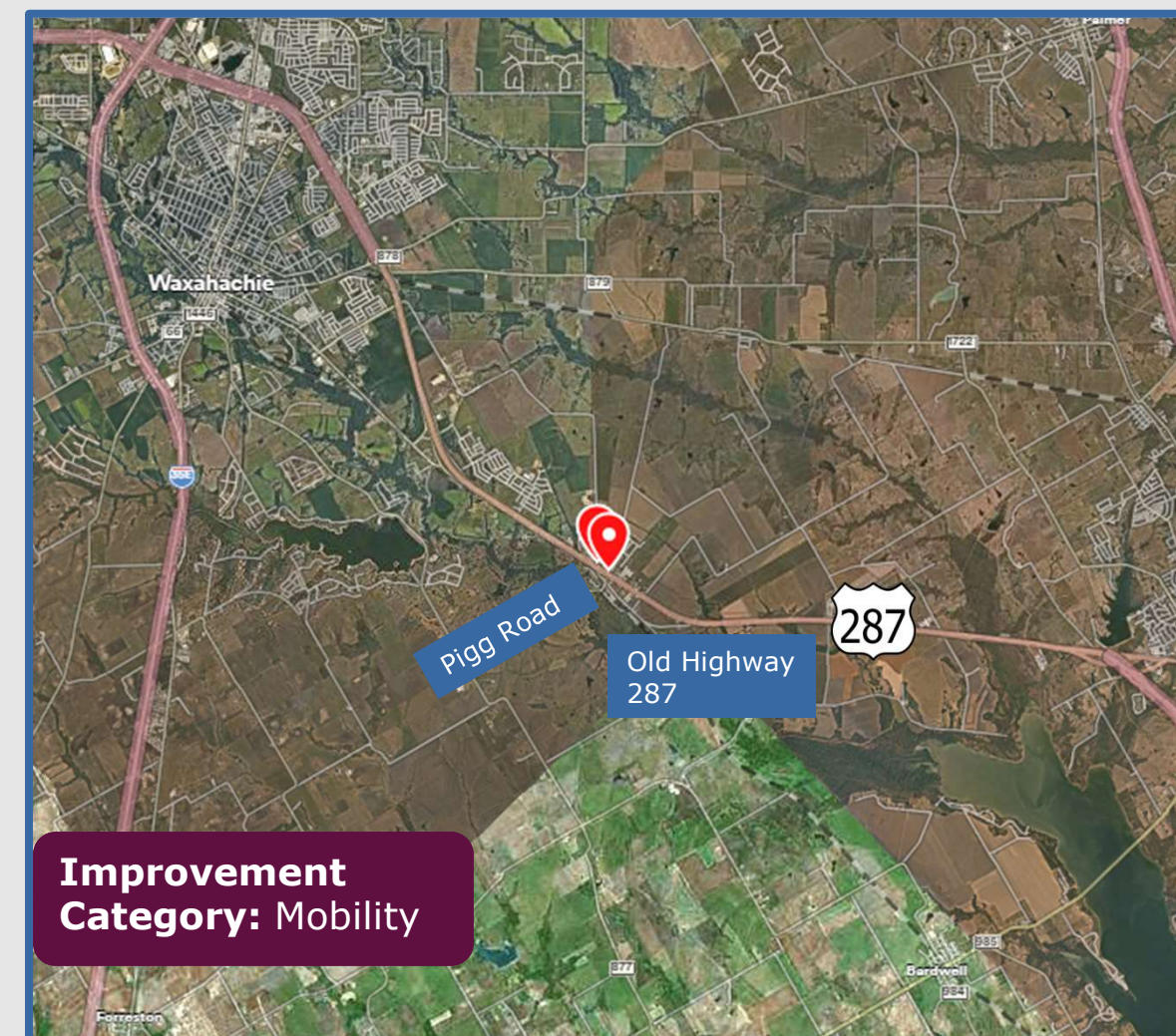
Other Considerations:

Key Challenges:

Access control

Required stakeholder involvement / approval:

Coordination with affected property owners.



Improvement Category: Mobility

US 287 Improvement Option: 7, County: Ellis

Description:

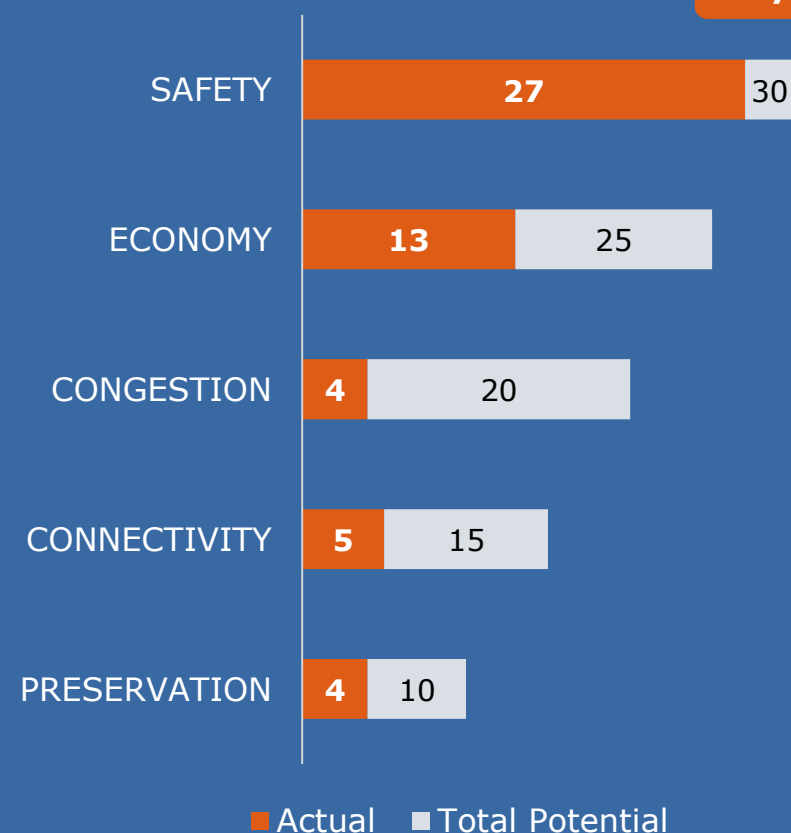
Main lane Lighting Improvements for 19.5 miles

Need:

2,080 crashes occurred along this section in the last 5 years, including 24 fatal crashes and 645 dark condition crashes.

NEED SCORE

53/100



From: Farley Street in Waxahachie

To: Johnson-Ellis County Line in Mansfield

Locality: Dallas District

ROW Required:

☐ Yes ☒ No

Estimated Cost (in \$M): 35

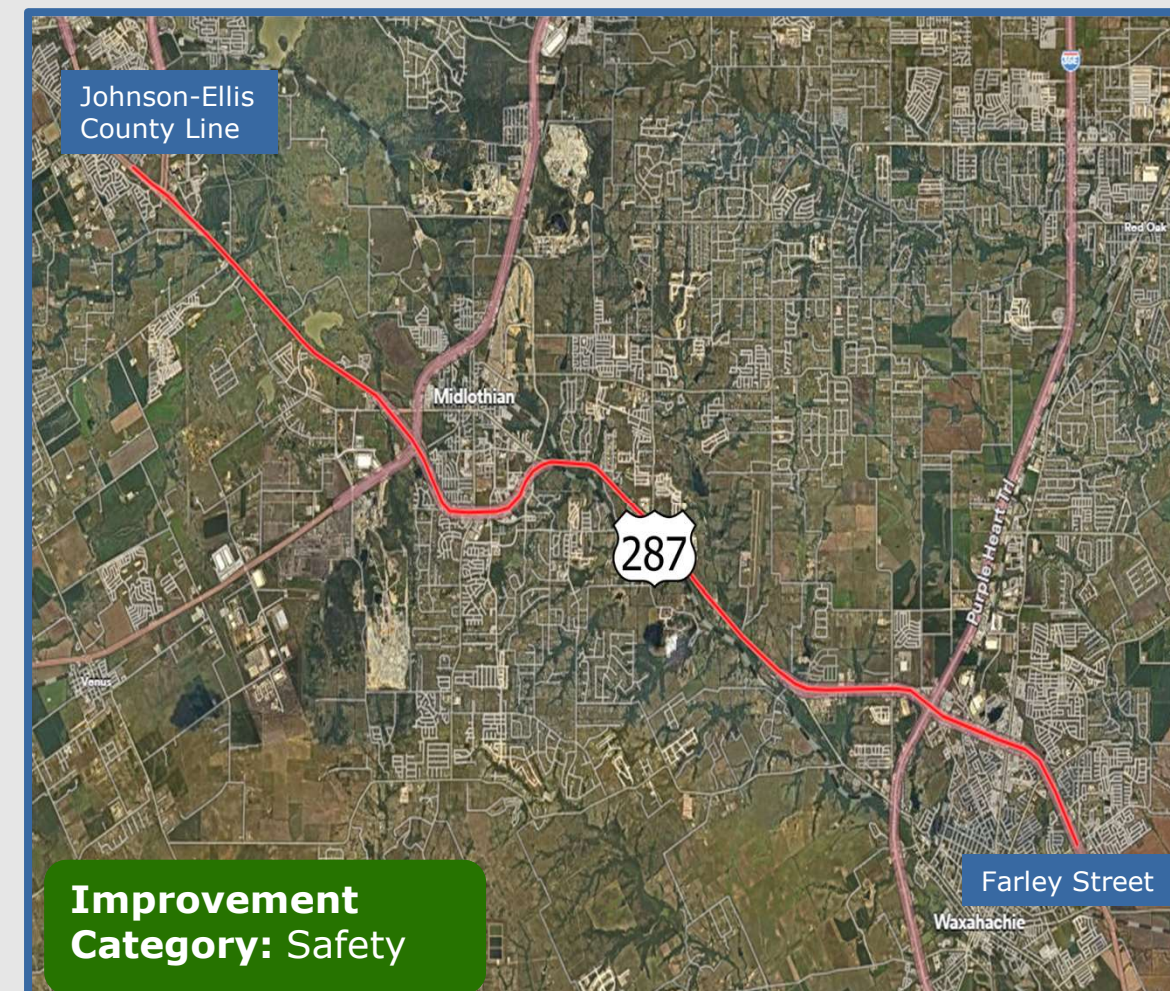
Other Considerations:

Key Challenges:

Utility impacts

Required stakeholder involvement / approval:

Coordination with affected utility owners.



US 287 Improvement Option: 11, County: Ellis

Description:

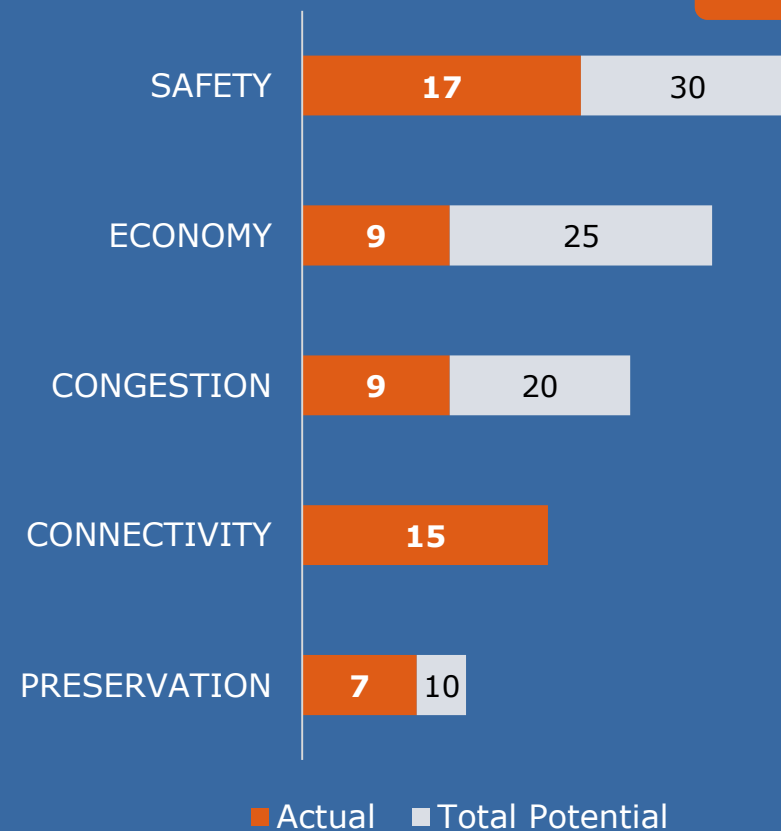
Interchange improvement

Need:

Stakeholder input

NEED SCORE

57/100



From: I-45 interchange in Ennis

To: N/A

Locality: Dallas District

ROW Required:

☒ Yes ☐ No

Estimated Cost (in \$M): 90

Other Considerations:

Key Challenges:

ROW and utility impacts

Required stakeholder involvement / approval:

Coordination with affected property owners and utility owners.



US 287 Improvement Option: 13, 15, County: Ellis

Description:

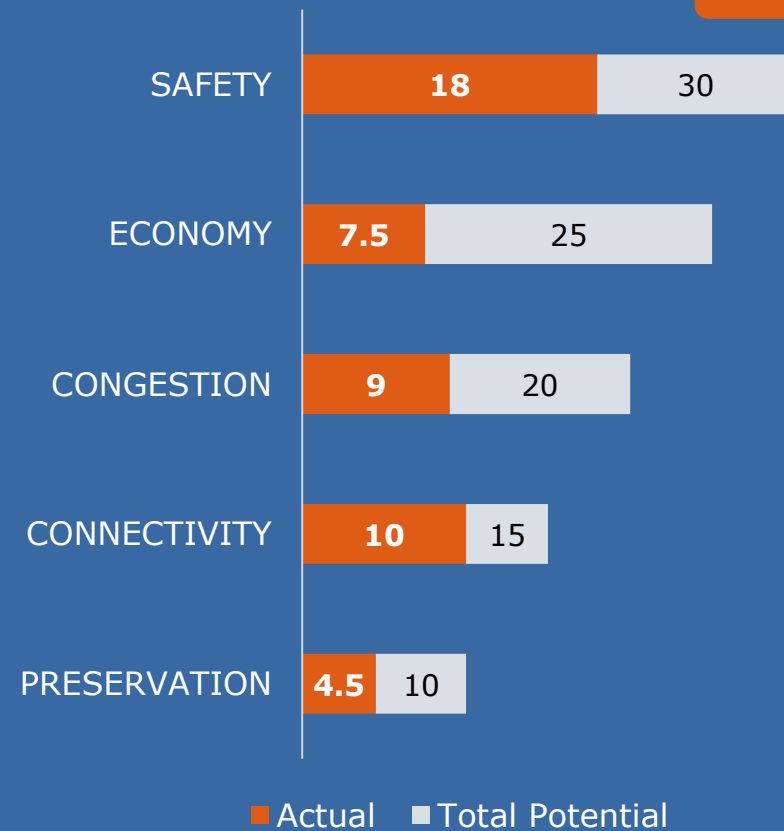
Interchange Improvement. Reconfigure interchange with direct connectors and install corresponding signage directing traffic to the proper exit from the mainlanes

Need:

154 crashes occurred at these interchanges in the last 5 years including 1 fatal crash.

NEED SCORE

49/100



From: US 287 at I-35E and US 287 at SH 360 (NTTA is studying extending SH 360)

To: N/A

Locality: Dallas District

ROW Required:

☒ Yes ☐ No

Estimated Cost (in \$M): 200 (per improvement)

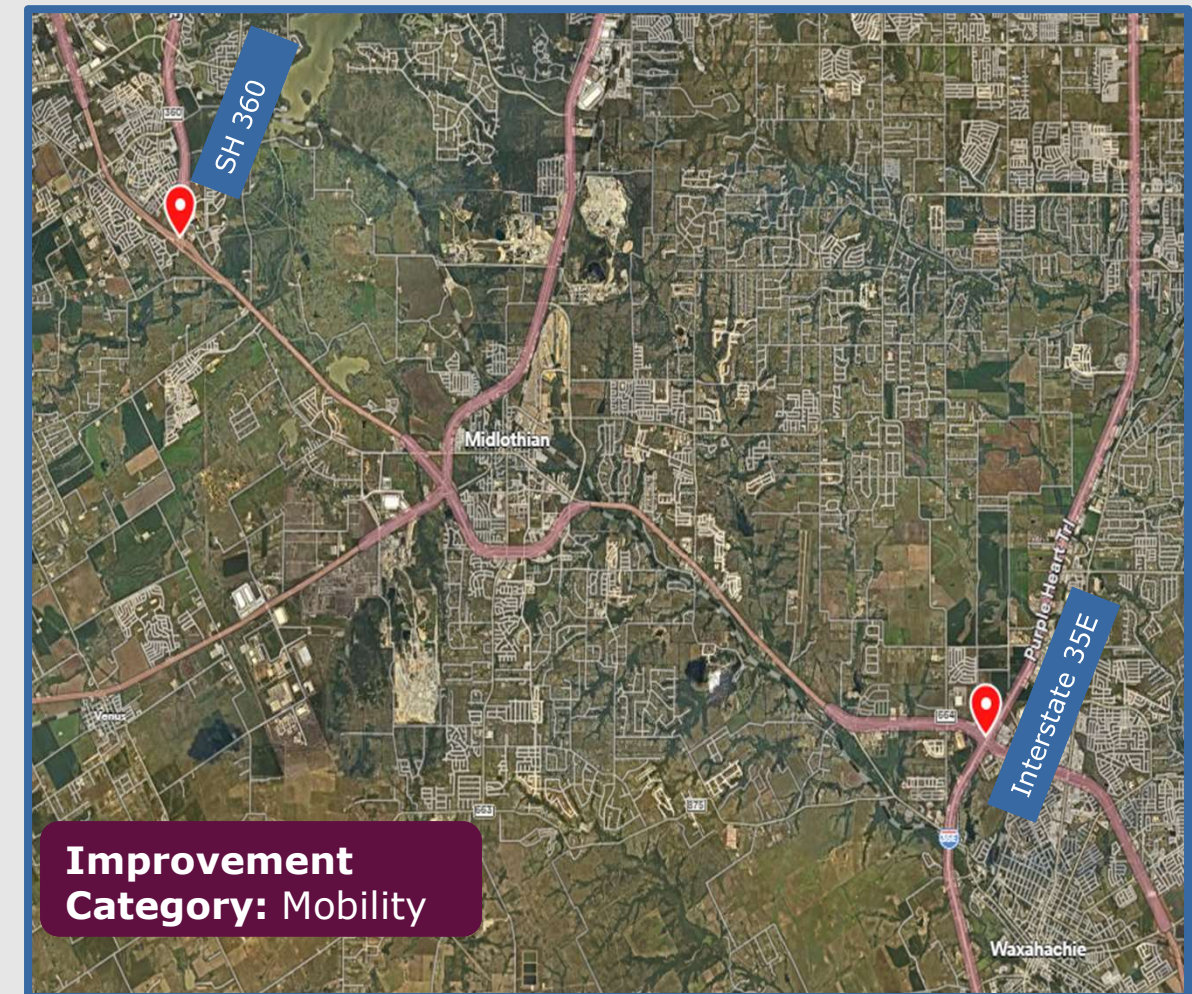
Other Considerations:

Key Challenges:

ROW and utility impacts

Required stakeholder involvement / approval:

Coordination with affected property owners and utility owners.



Improvement Category: Mobility

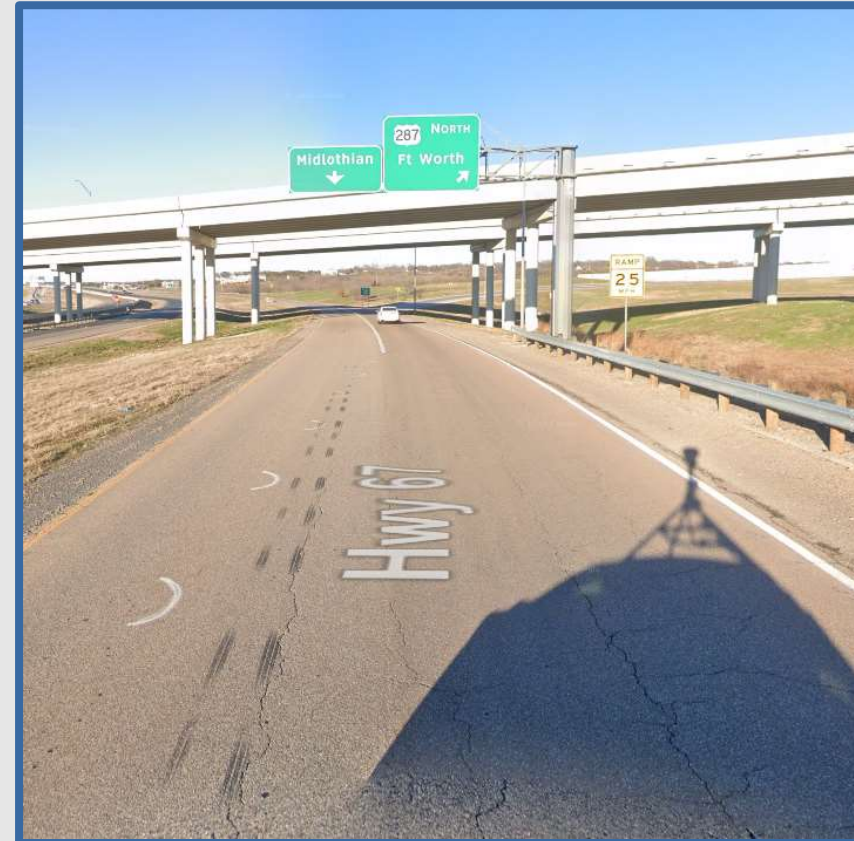
US 287 Improvement Option: 14, County: Ellis

Description:

Interchange improvement at US 287 and US 67

Need:

42 crashes have occurred at this interchange in the last 5 years.



Other Considerations:

Key Challenges:

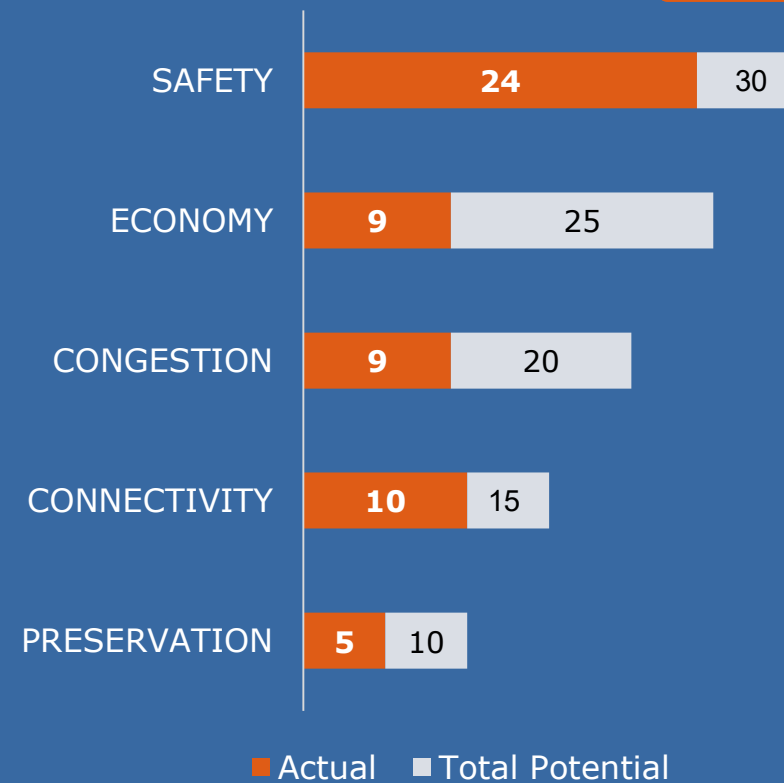
ROW and utility impacts

Required stakeholder involvement / approval:

Coordination with affected property owners and utility owners.

NEED SCORE

57/100



From: US 67 interchange in Midlothian

To: NA

Locality: Dallas District

ROW Required:

☒ Yes ☐ No

Estimated Cost (in \$M): 90



Improvement Category: Connectivity

US 287 Improvement Option: 1, County: Tarrant

Description:

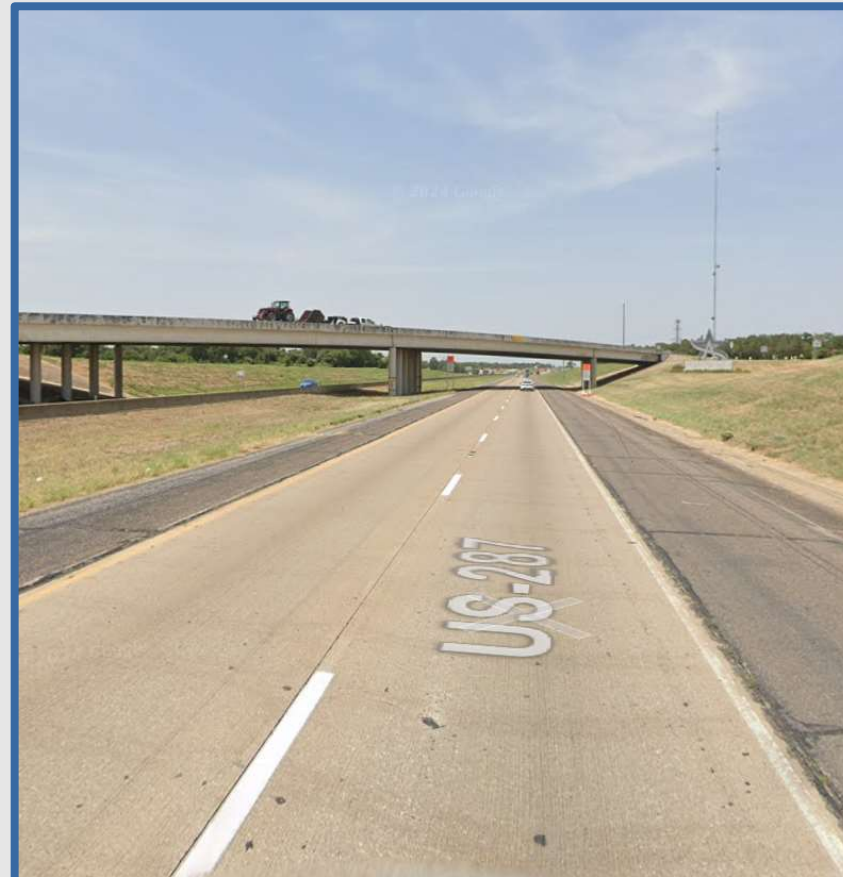
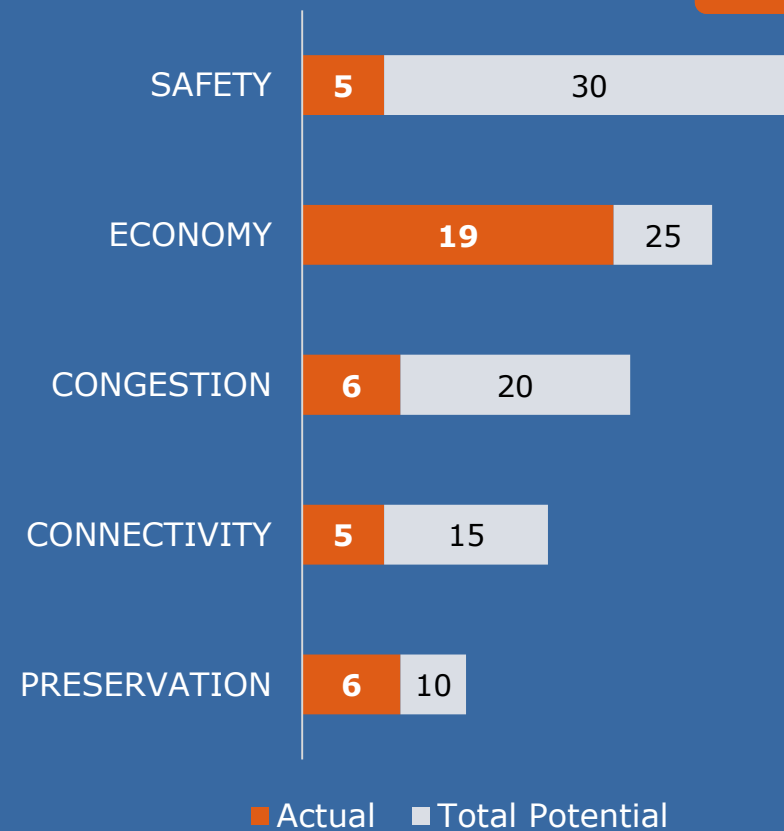
Install safety lighting.

Need:

11 crashes occurred near this intersection in the last 5 years including 3 crashes with dark conditions.

NEED SCORE

41/100



From: Russel Curry Road in Arlington.

To: N/A

Locality: Fort Worth District

ROW Required:

☐ Yes ☒ No

Estimated Cost (in \$M): 2

Other Considerations:

Key Challenges:

Utility impacts

Required stakeholder involvement / approval:

Coordination with affected utility owners.



US 287 Improvement Option: 2, County: Tarrant

Description:

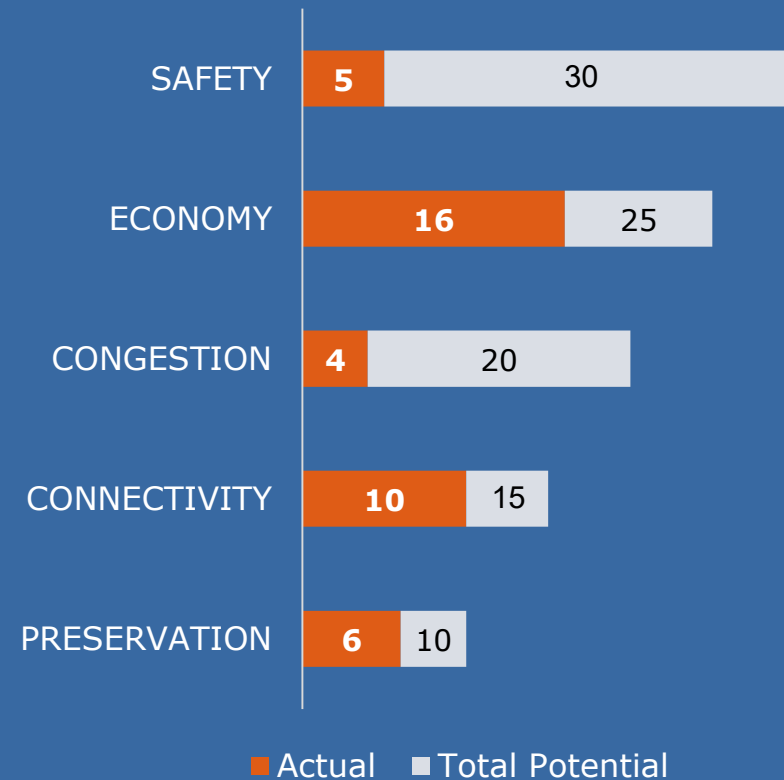
Install LED Chevrons and advanced curvature warning signs

Need:

55 crashes occurred here in the last 5 years, including 5 rear-end crashes.

NEED SCORE

41/100



From: East Maddox Avenue in Fort Worth

To: N/A

Locality: Fort Worth District

ROW Required:

☐ Yes ☒ No

Estimated Cost (in \$M): 0.05

Other Considerations:

Key Challenges:

N/A

Required stakeholder involvement / approval:

N/A



Improvement Category: Safety

US 287 Improvement Option: 3, County: Tarrant

Description:

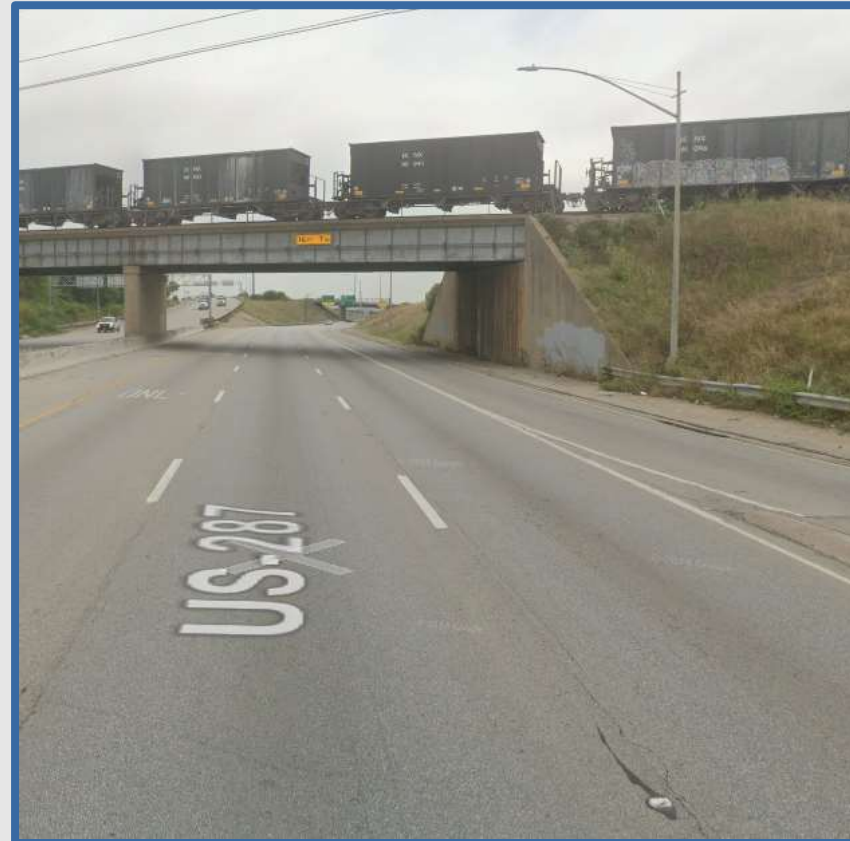
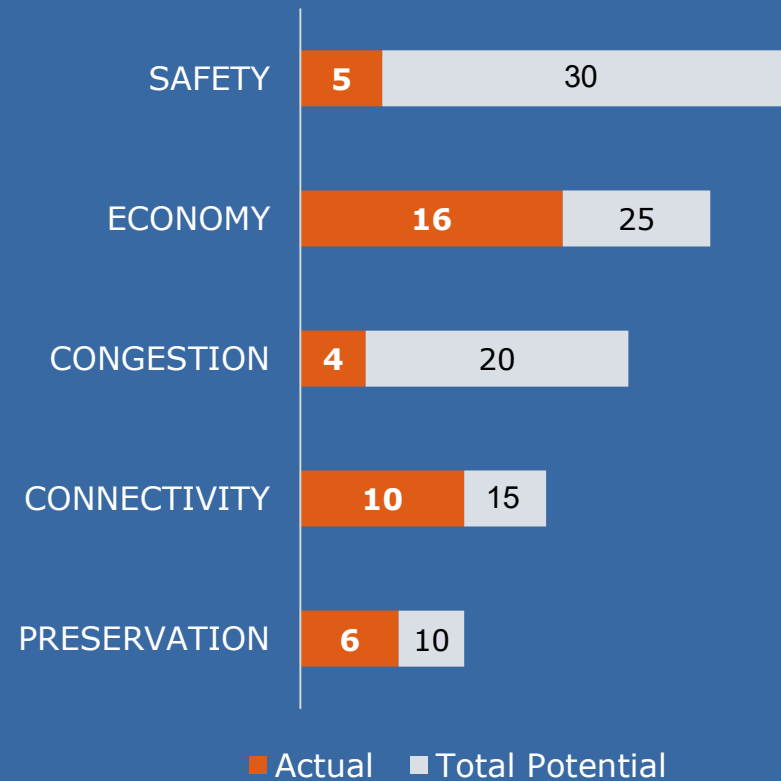
Evaluate connectivity and access impacts at the existing railroad crossing

Need:

Older railroad bridge over US 287 that does not meet the 18.5' vertical clearance

NEED SCORE

41/100



From: US 287 at Railroad Crossing North of Riverside Dr

To: N/A

Locality: Fort Worth District

ROW Required:

☐ Yes ☒ No

Estimated Cost (in \$M): 0.5

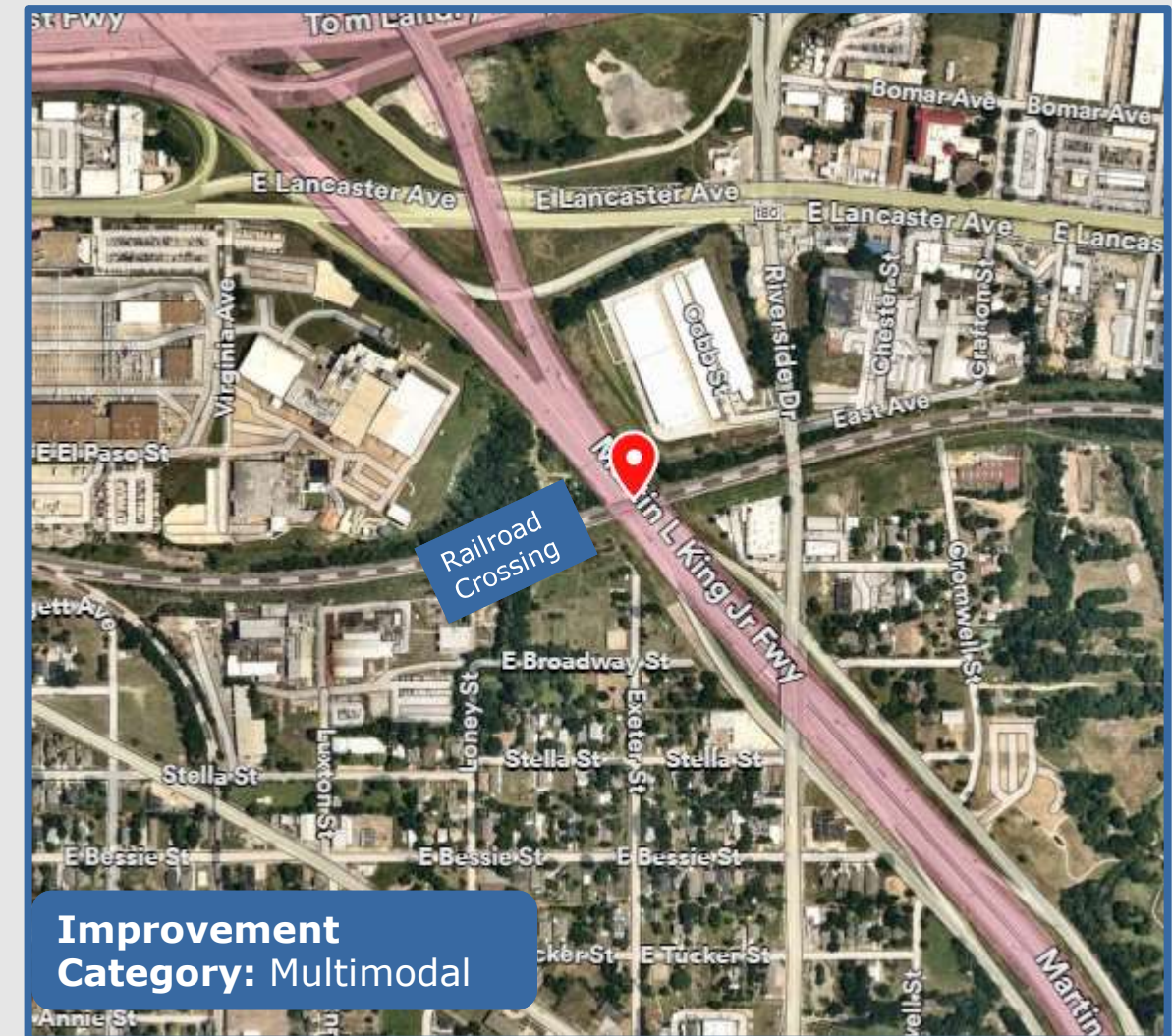
Other Considerations:

Key Challenges:

Access control

Required stakeholder involvement / approval:

Coordination with adjacent property owners.



Improvement Category: Multimodal

US 287 Improvement Option: 4, County: Tarrant

Description:

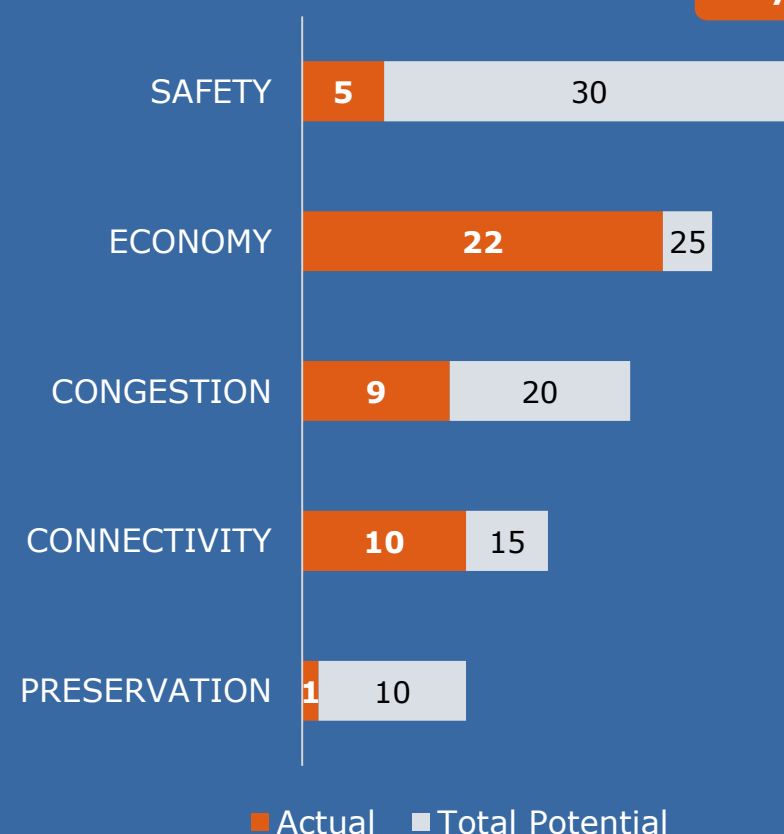
Install frontage roads for 1.5 miles

Need:

54 crashes occurred along this section in the last 5 years, including 17 single vehicle crashes.

NEED SCORE

47/100



From: Eagle Boulevard

To: Overpass over BNSF rail line

Locality: Fort Worth District

ROW Required:

☒ Yes ☐ No

Estimated Cost (in \$M): 120

Other Considerations:

Key Challenges:

ROW and utility impacts

Required stakeholder involvement / approval:

Coordination with affected property owners and utility owners.



US 287 Improvement Option: 5, County: Wise

Description:

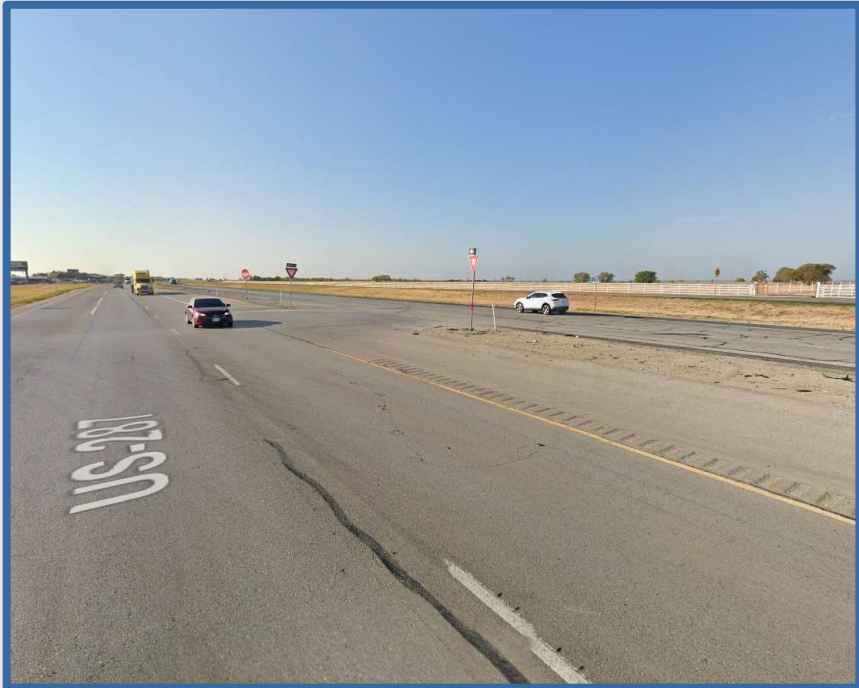
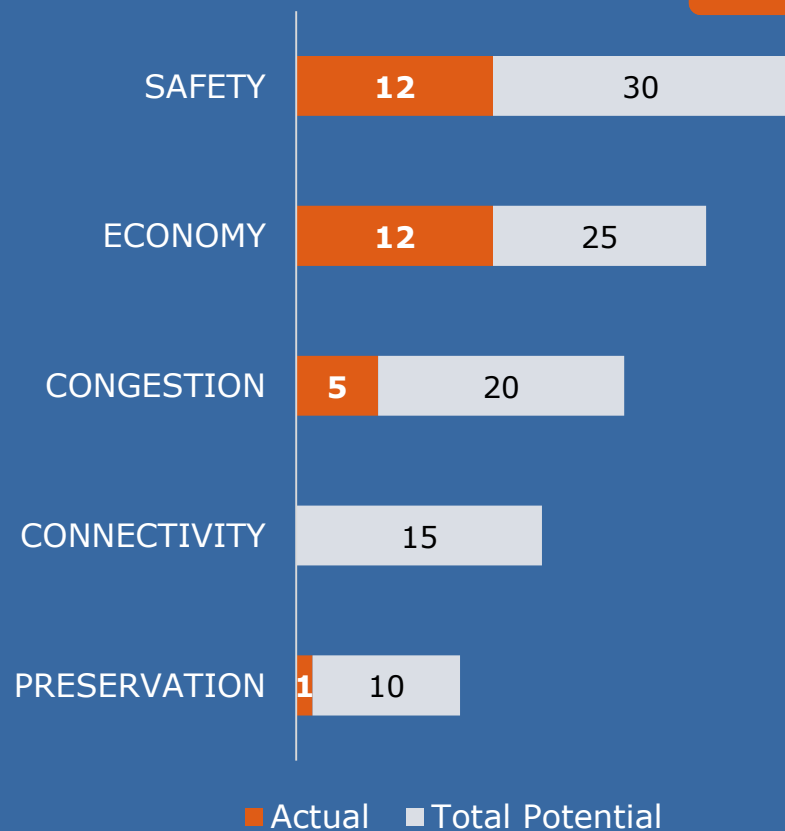
Grade separated interchange

Need:

31 crashes occurred at this intersection in the last 5 years, including 10 crashes with trains.

NEED SCORE

30/100



From: CR 4840/Robertson Road at US 287

To: N/A

Locality: Fort Worth District

ROW Required:

☒ Yes ☐ No

Estimated Cost (in \$M): 50

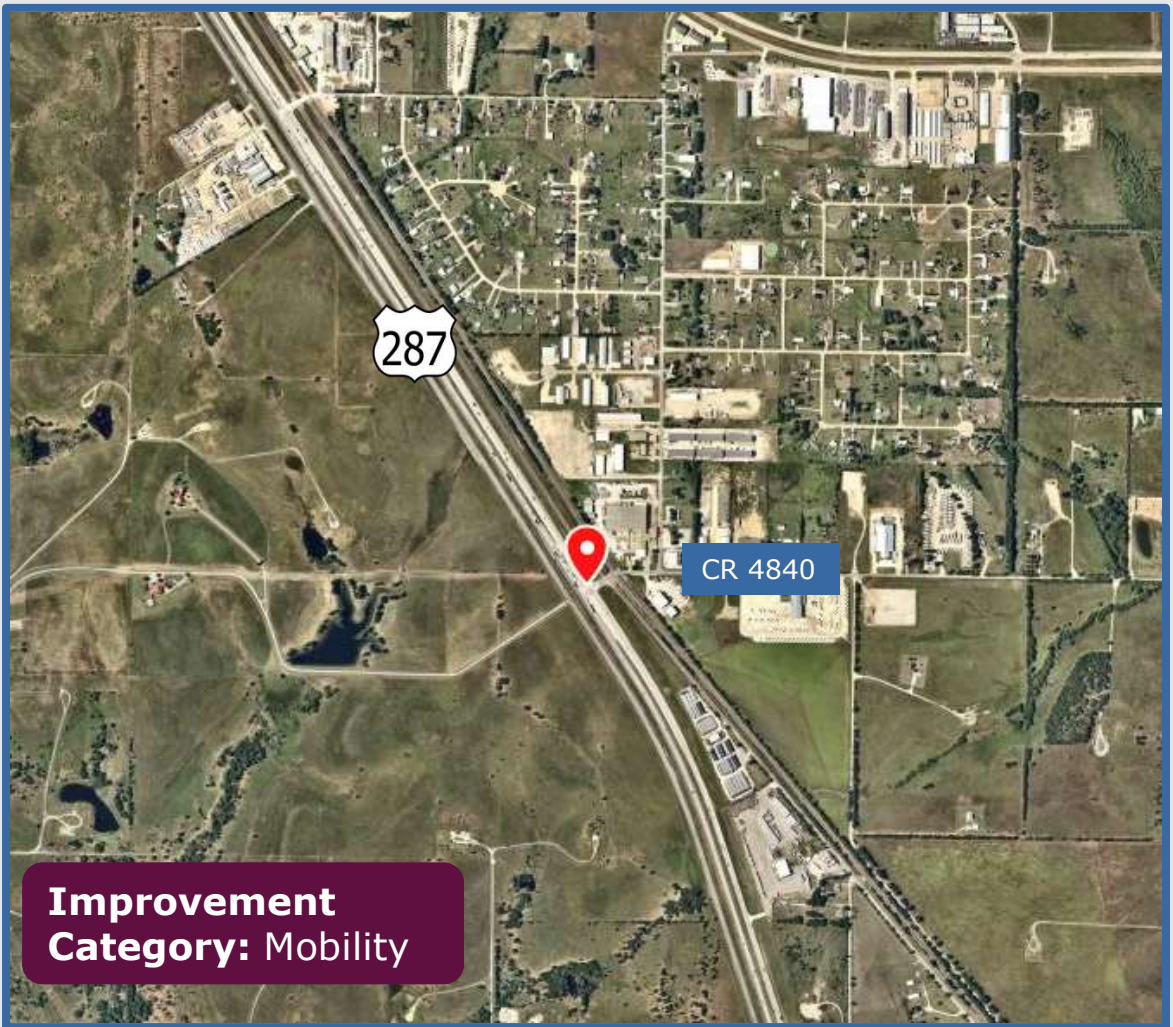
Other Considerations:

Key Challenges:

ROW and utility impacts

Required stakeholder involvement / approval:

Coordination with affected property owners and utility owners.



Improvement Category: Mobility

US 287 Improvement Option: 6, County: Wise

Description:

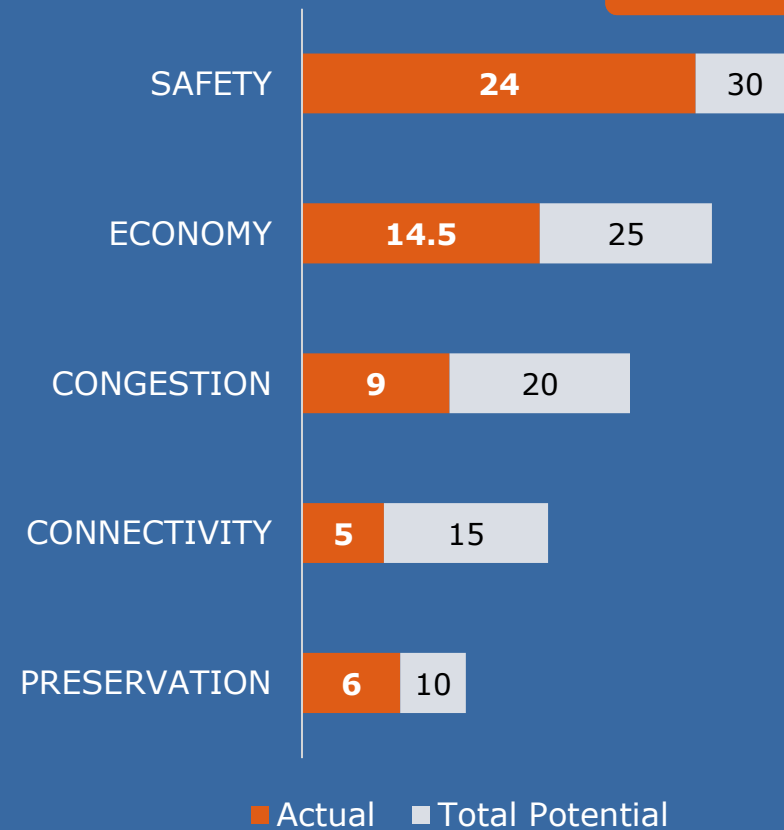
Install warning signs, provide guardrail, and LED chevrons along horizontal curvature

Need:

Safety Improvements based on technical analysis and public input.

NEED SCORE

58.5/100



From: Rhome Avenue

To: CR 4838

Locality: Fort Worth District

ROW Required:

☐ Yes ☒ No

Estimated Cost (in \$M): 0.08

Other Considerations:

Key Challenges:

N/A

Required stakeholder involvement / approval: N/A



Improvement Category: Safety

US 287 Improvement Option: 7, County: Wise

Description:

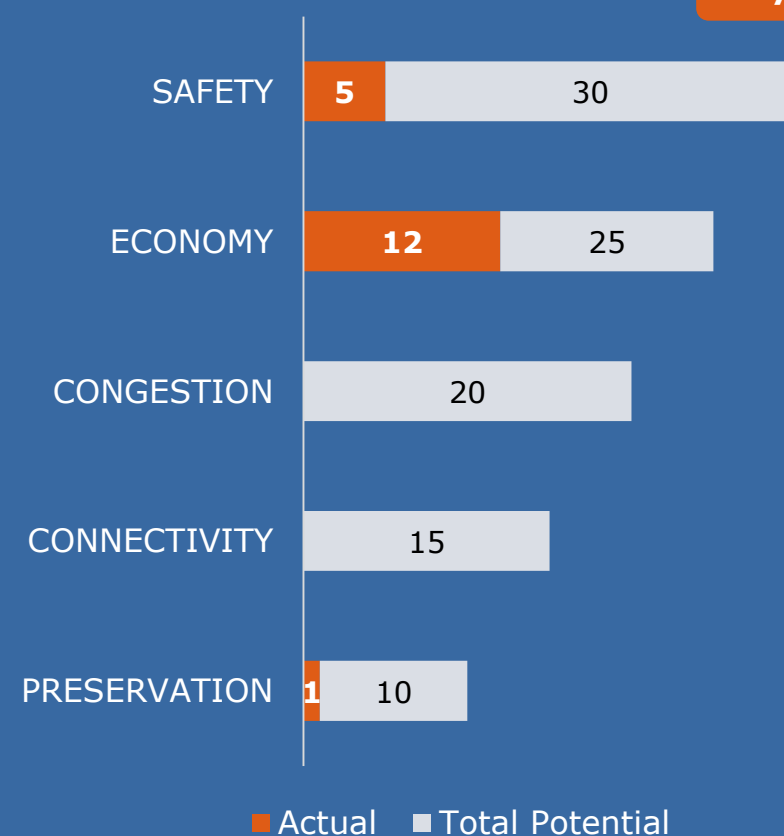
Install guardrail near horizontal curvature. Add LED chevrons along horizontal curvature

Need:

Safety Improvements based on technical analysis and public input.

NEED SCORE

18/100



From: Curve south of CR 4421

To: N/A

Locality: Fort Worth District

ROW Required:

☐ Yes ☒ No

Estimated Cost (in \$M): 0.05

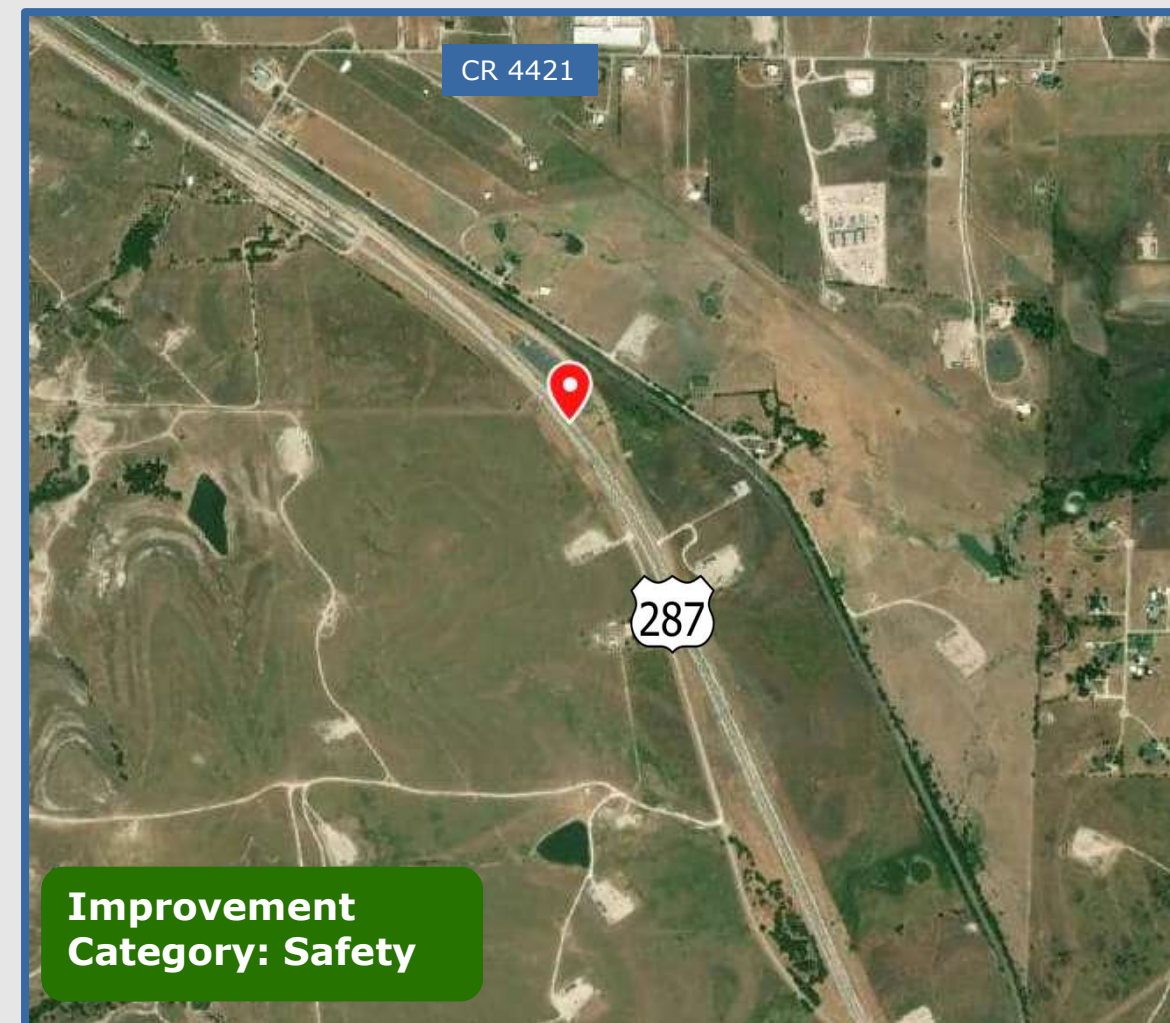
Other Considerations:

Key Challenges:

N/A

Required stakeholder involvement / approval:

N/A



Improvement Category: Safety

US 287 Improvement Option: 8, County: Wise

Description:

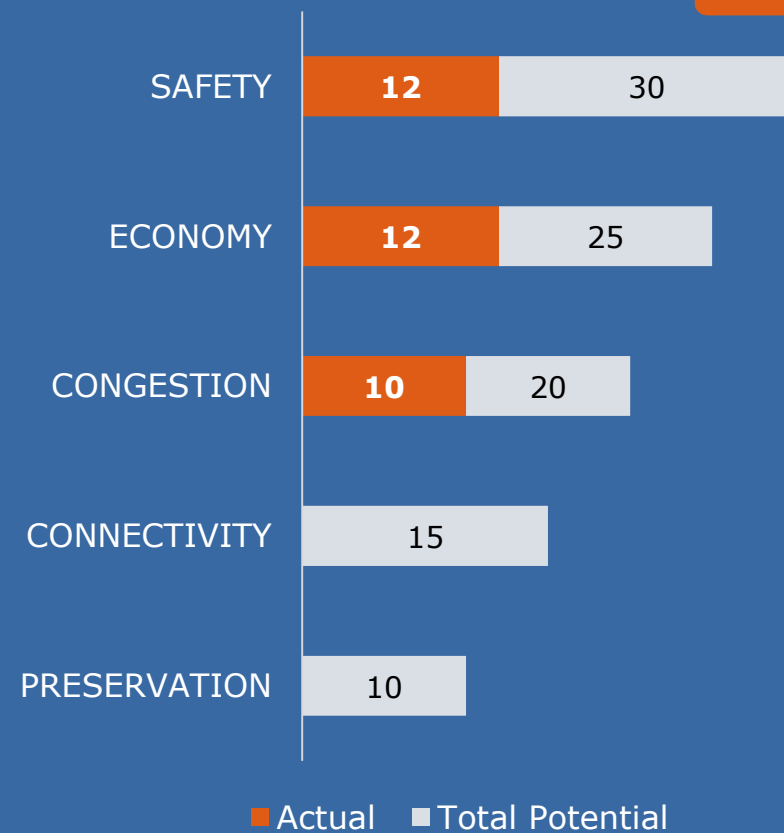
Increase acceleration length, provide deceleration lane, and provide improved striping

Need:

12 crashes occurred along this section in the last 5 years, including 9 crashes with both vehicles going straight.

NEED SCORE

34/100



From: CR 1180 at US 287 (Wise County Rest Area)

To: N/A

Locality: Fort Worth District

ROW Required:

☐ Yes ☒ No

Estimated Cost (in \$M): 20

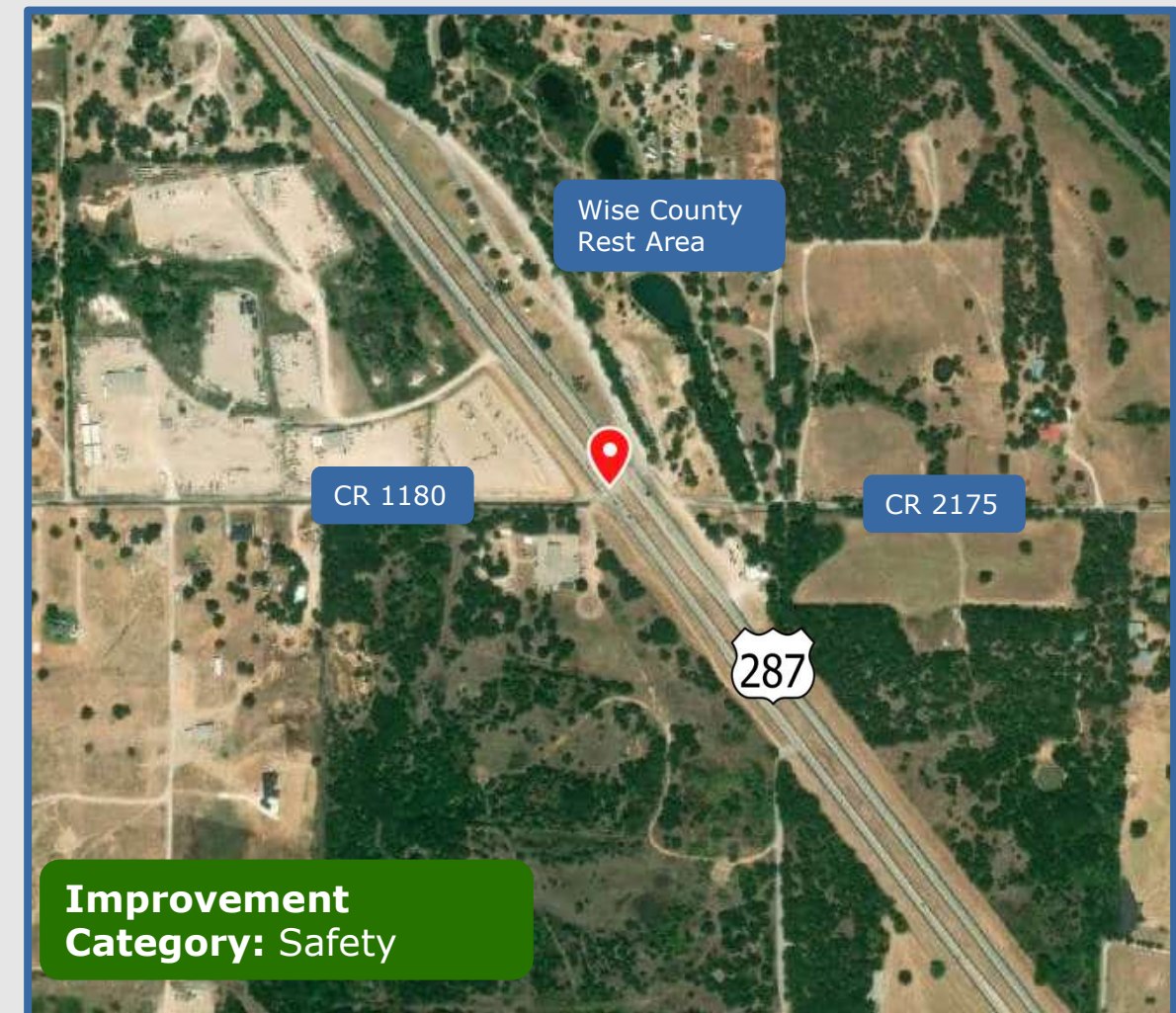
Other Considerations:

Key Challenges:

Utility impacts

Required stakeholder involvement / approval:

Coordination with utility owners.



Improvement Category: Safety

US 287 Improvement Option: 9, 10, 11 County: Tarrant

Description:

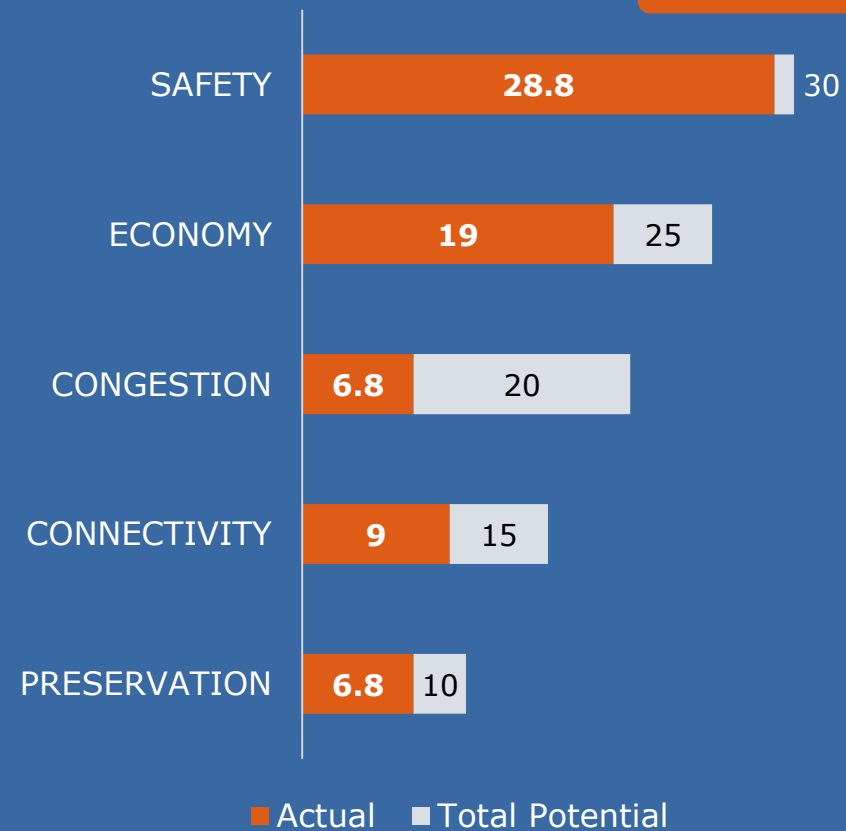
Lighting improvements.

Need:

1,507 crashes have occurred along these sections in the last 5 years, including 19 fatal crashes and 562 dark condition crashes.

NEED SCORE

70.4/100



Limits:

- From Curry Rd. to I-20
- From Bowman Springs Rd. to I-820
- From Carey St. to Mitchell Blvd.
- From N Poly Fwy to S Riverside Dr.
- From FM 156 to I-35W

Locality: Fort Worth District

ROW Required:

☐ Yes ☒ No

Estimated Cost (in \$M): 2 (per improvement)

Other Considerations:

Key Challenges:

Utility impacts

Required stakeholder involvement / approval:

Coordination with utility owners.



Improvement Category: Safety

US 287 Improvement Option: 12, County: Wise

Description:

Grade separated interchange

Need:

21 crashes occurred at this intersection in the last 5 years, including 1 fatality and 10 crashes with vehicles leaving driveways.



Other Considerations:

Key Challenges:

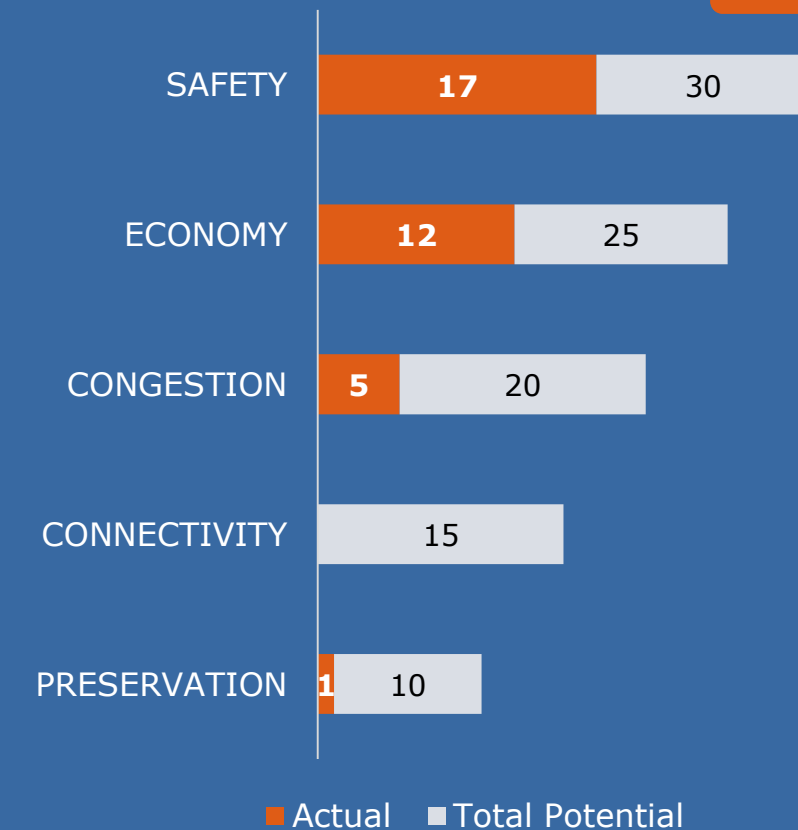
ROW and utility impacts

Required stakeholder involvement / approval:

Coordination with affected property owners and utility owners.

NEED SCORE

35/100



From: CR 4838/Schluter at US 81/US 287

To: N/A

Locality: Fort Worth District

ROW Required:

☒ Yes ☐ No

Estimated Cost (in \$M): 50



Improvement Category: Safety

US 287 Improvement Option: 13, County: Wise

Description:

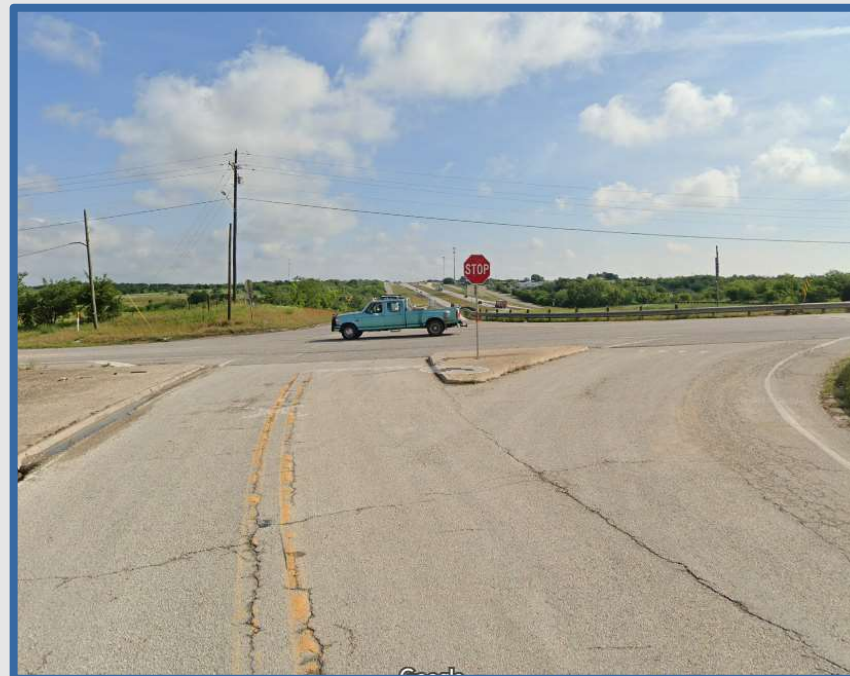
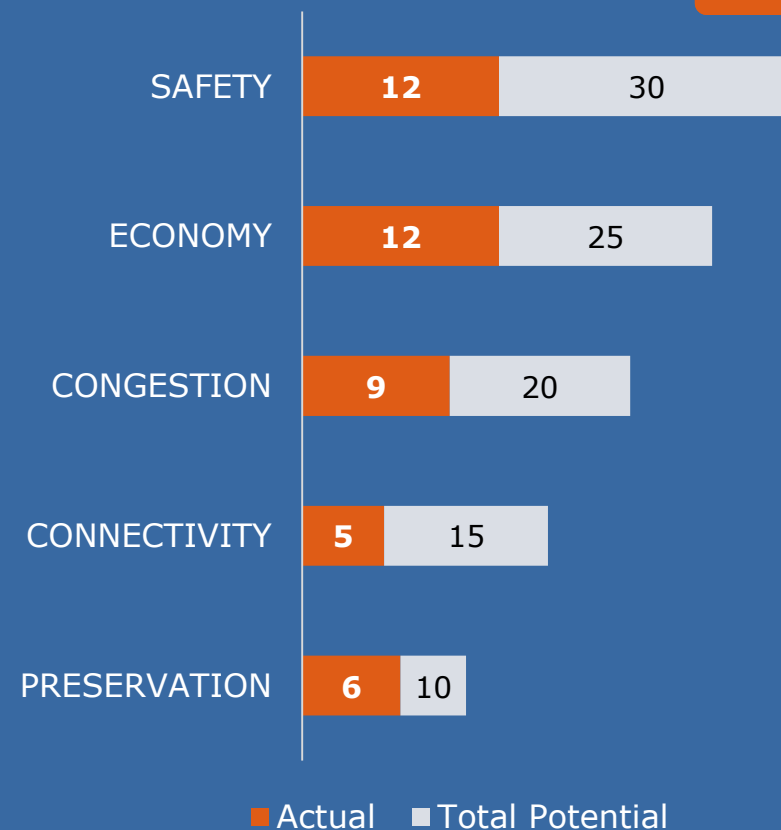
Install traffic signal (if warranted)

Need:

36 crashes occurred at this intersection in the last 5 years, including 10 vehicles being overturned.

NEED SCORE

44/100



From: SH 114 at US 287

To: N/A

Locality: Fort Worth District

ROW Required:

☐ Yes ☒ No

Estimated Cost (in \$M): 1

Other Considerations:

Key Challenges:

Utility impacts

Required stakeholder involvement / approval:

Coordination with utility owners.



US 287 Improvement Option: 14, County: Wise

Description:

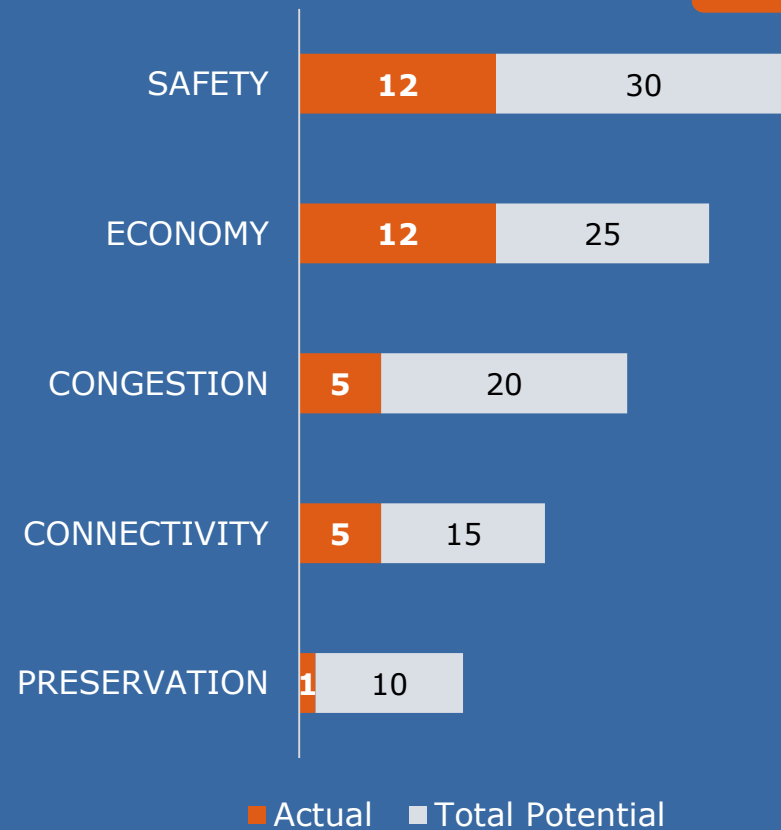
Construct overpass from FM 2264 to US 287 frontage road; convert frontage road from 2-way to 1-way

Need:

10 crashes occurred along this section in the last 5 years, including 5 crashes into a headwall.

NEED SCORE

35/100



From: FM 2264 at US 287

To: NA

Locality: Fort Worth District

ROW Required:

☒ Yes ☐ No

Estimated Cost (in \$M): 30

Other Considerations:

Key Challenges:

ROW and utility impacts

Required stakeholder involvement / approval:

Coordination with affected property owners and utility owners.



Improvement Category: Connectivity

US 287 Improvement Option: 15, County: Wise

Description:

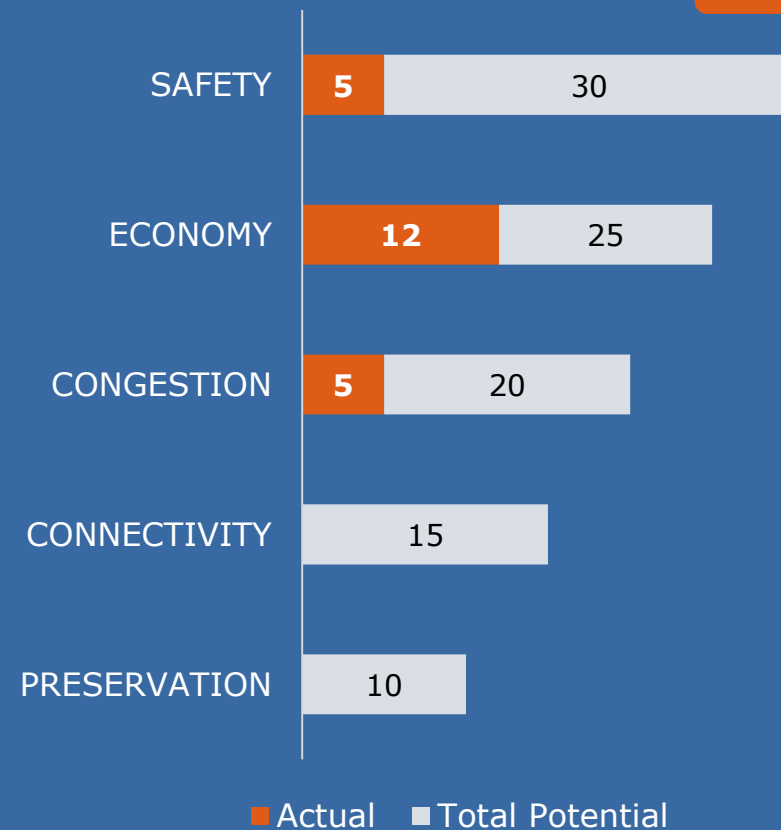
Provide exclusive southbound right turn lane

Need:

Safety improvement based on technical analysis and public input

NEED SCORE

22/100



From: US 287 at Exxon West Entrance near CR 1595

To: N/A

Locality: Fort Worth District

ROW Required:

☒ Yes ☐ No

Estimated Cost (in \$M): 5

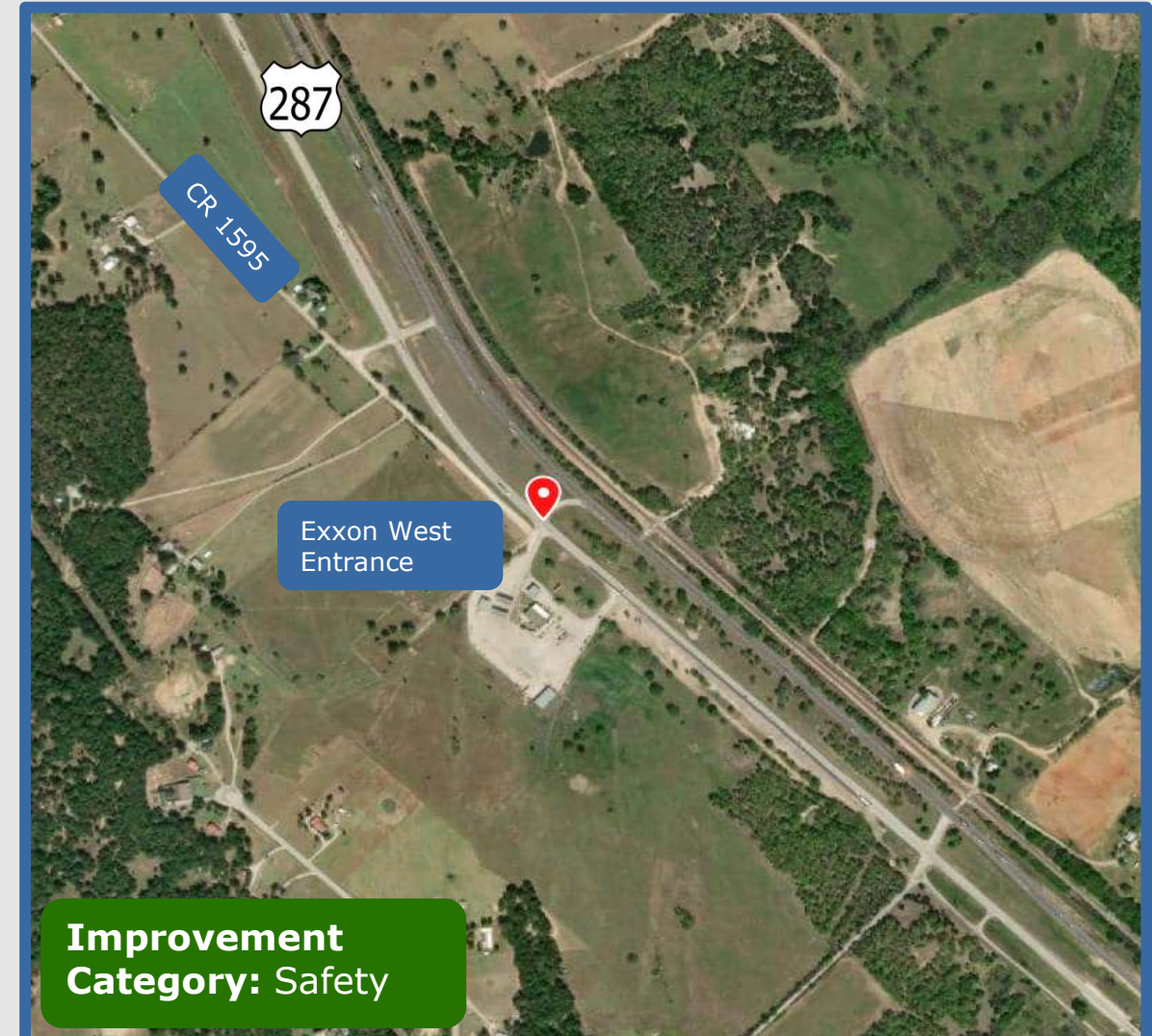
Other Considerations:

Key Challenges:

ROW and utility impacts

Required stakeholder involvement / approval:

Coordination with affected property owners and utility owners.



Improvement Category: Safety

US 287 Improvement Option: 18, County: Wise

Description:

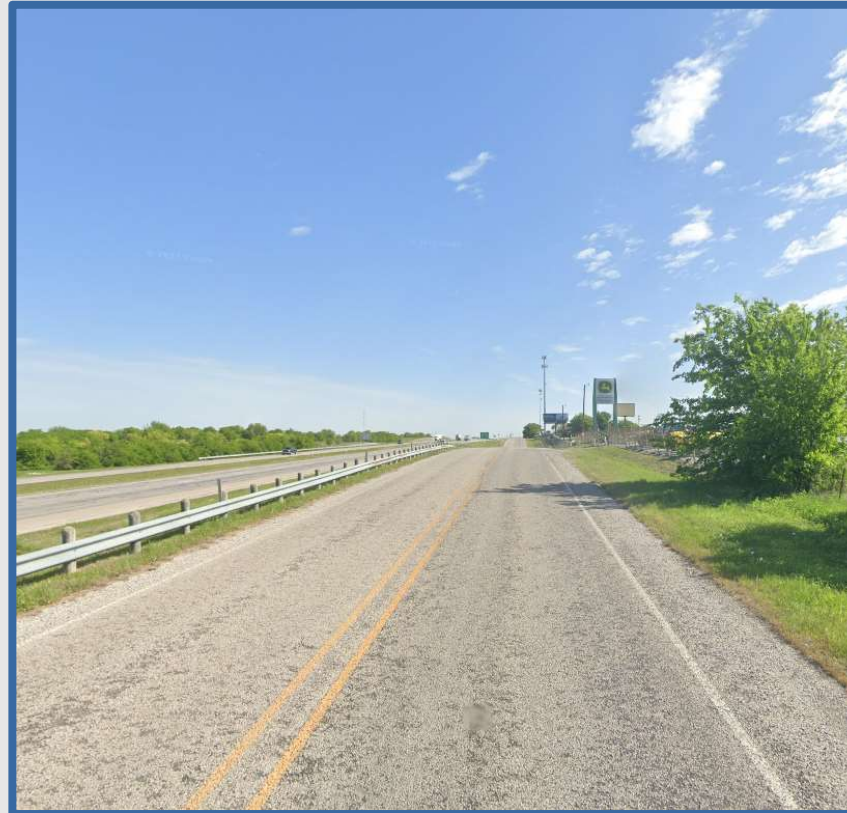
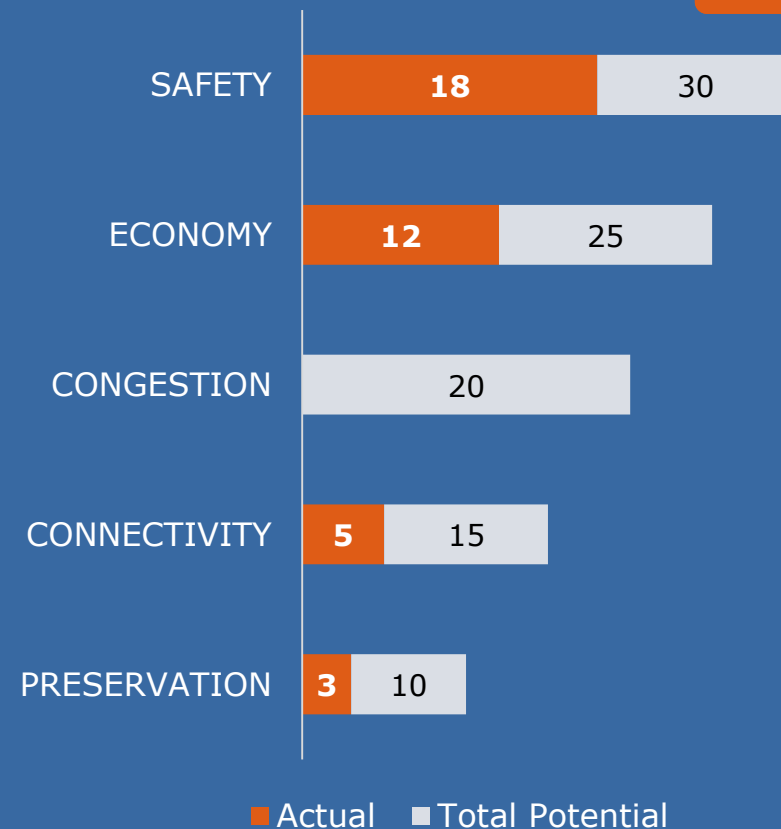
Convert 2-way frontage road to 1-way frontage road

Need:

299 crashes occurred along this section in the last 5 years, including 7 fatal crashes and 25 opposite direction manner of collision crashes.

NEED SCORE

38/100



From: Illinois Street in Rhome

To: Wise/Tarrant County Line

Locality: Fort Worth District

ROW Required:

☒ Yes ☐ No

Estimated Cost (in \$M): 700

Other Considerations:

Key Challenges:

ROW and utility impacts

Required stakeholder involvement / approval:

Coordination with affected property owners and utility owners.



US 287 Improvement Option: 20, County: Wise

Description:

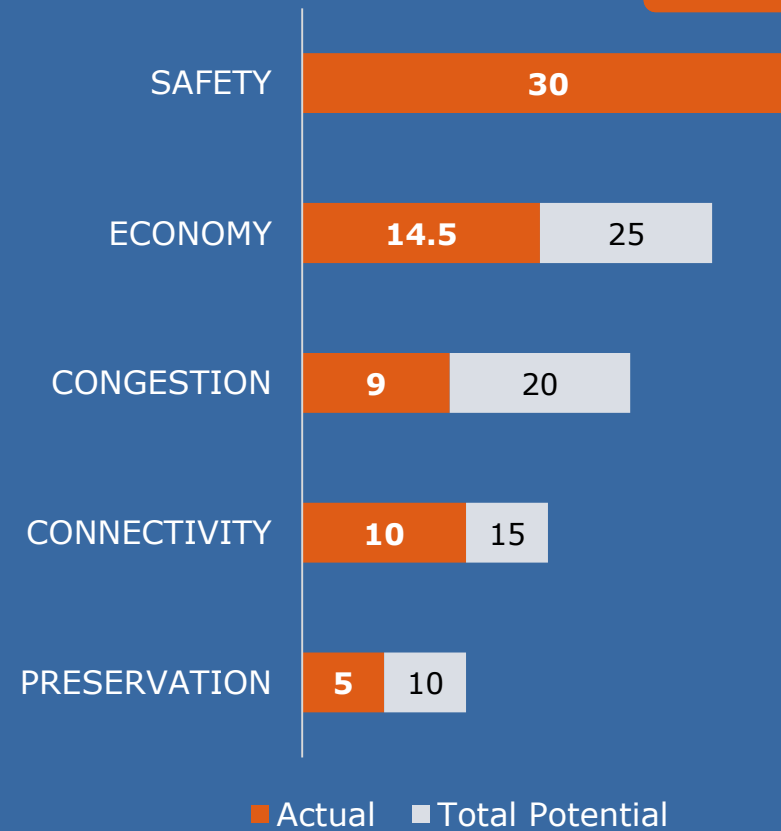
Modify driveways and ramps to have safer driveway and ramp spacing

Need:

113 crashes occurred along this section in the last 5 years, including 1 fatal crash and 35 driveway-related crashes.

NEED SCORE

68.5/100



From: S FM 51 in Decatur

To: West Thompson Street in Decatur

Locality: Fort Worth District

ROW Required:

☐ Yes ☒ No

Estimated Cost (in \$M): 25

Other Considerations:

Key Challenges:

Access control

Required stakeholder involvement / approval:

Coordination with affected property owners.



US 287 Improvement Option: 21, County: Wise

Description:

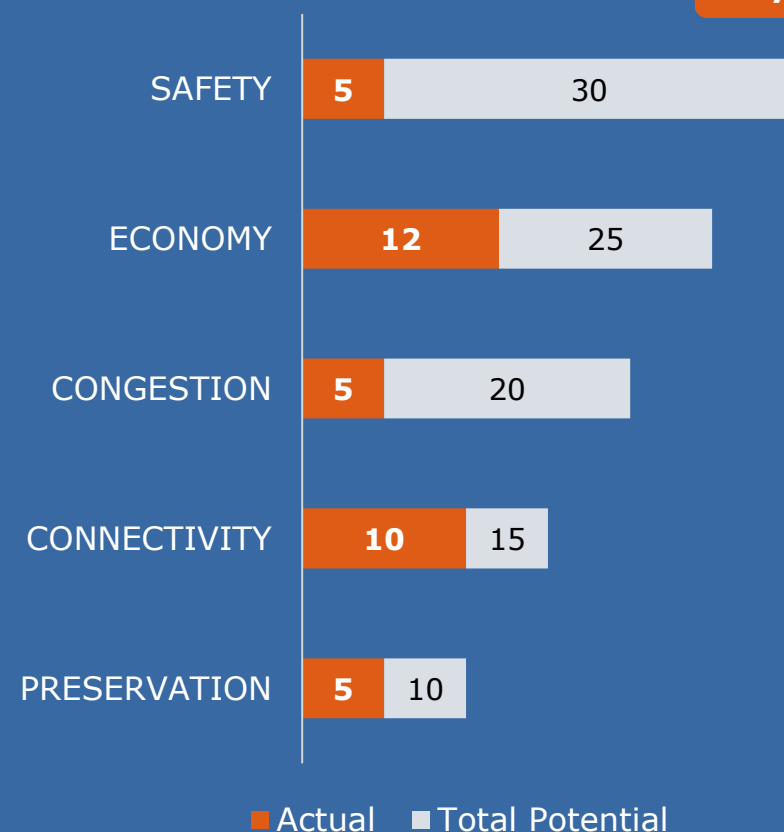
Interchange improvements

Need:

144 crashes occurred along this section in the last 5 years, including 47 crashes involving a stopped vehicle.

NEED SCORE

37/100



From: US 380 at US 287

To: N/A

Locality: Fort Worth District

ROW Required:

☒ Yes ☐ No

Estimated Cost (in \$M): 90

Other Considerations:

Key Challenges:

ROW and utility impacts

Required stakeholder involvement / approval:

Coordination with affected property owners and utility owners.



Improvement Category: Safety

US 287 Improvement Option: 22, 25, County: Wise

Description:

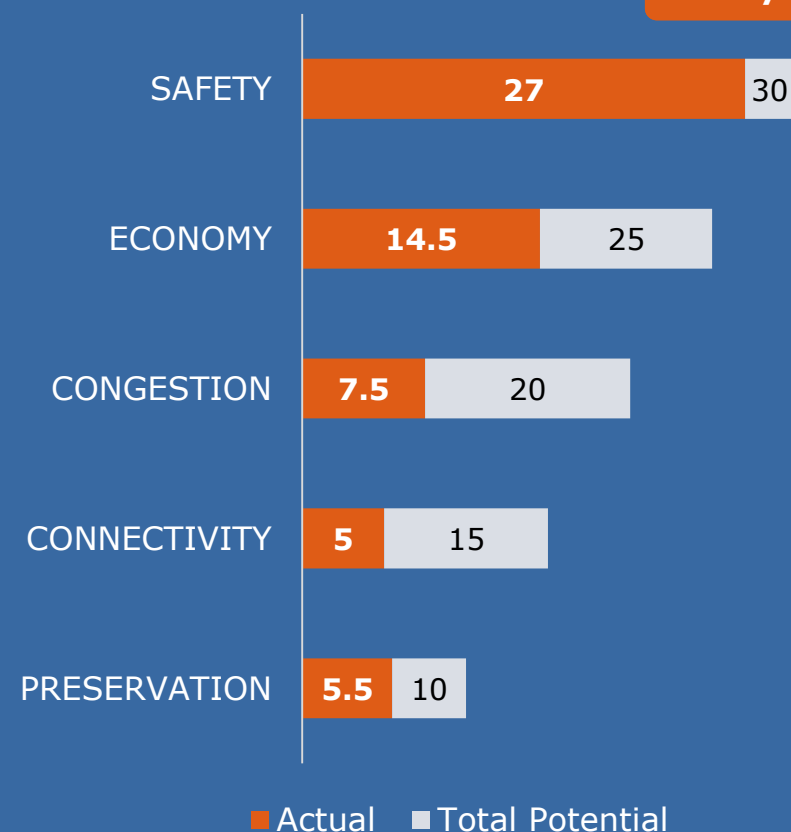
Install Frontage Road in Wise County (27 miles)

Need:

1,239 crashes occurred along this section in the last 5 years, including 11 fatal crashes and 366 single vehicle crashes.

NEED SCORE

59.5/100



Limits:

- From Illinois St to 0.6 miles south of US 81 interchange
- From West Live Oak St. to Montague/Wise County line

Locality: Fort Worth District

ROW Required:

☒ Yes ☐ No

Estimated Cost (in \$M): 2,500 (per improvement)

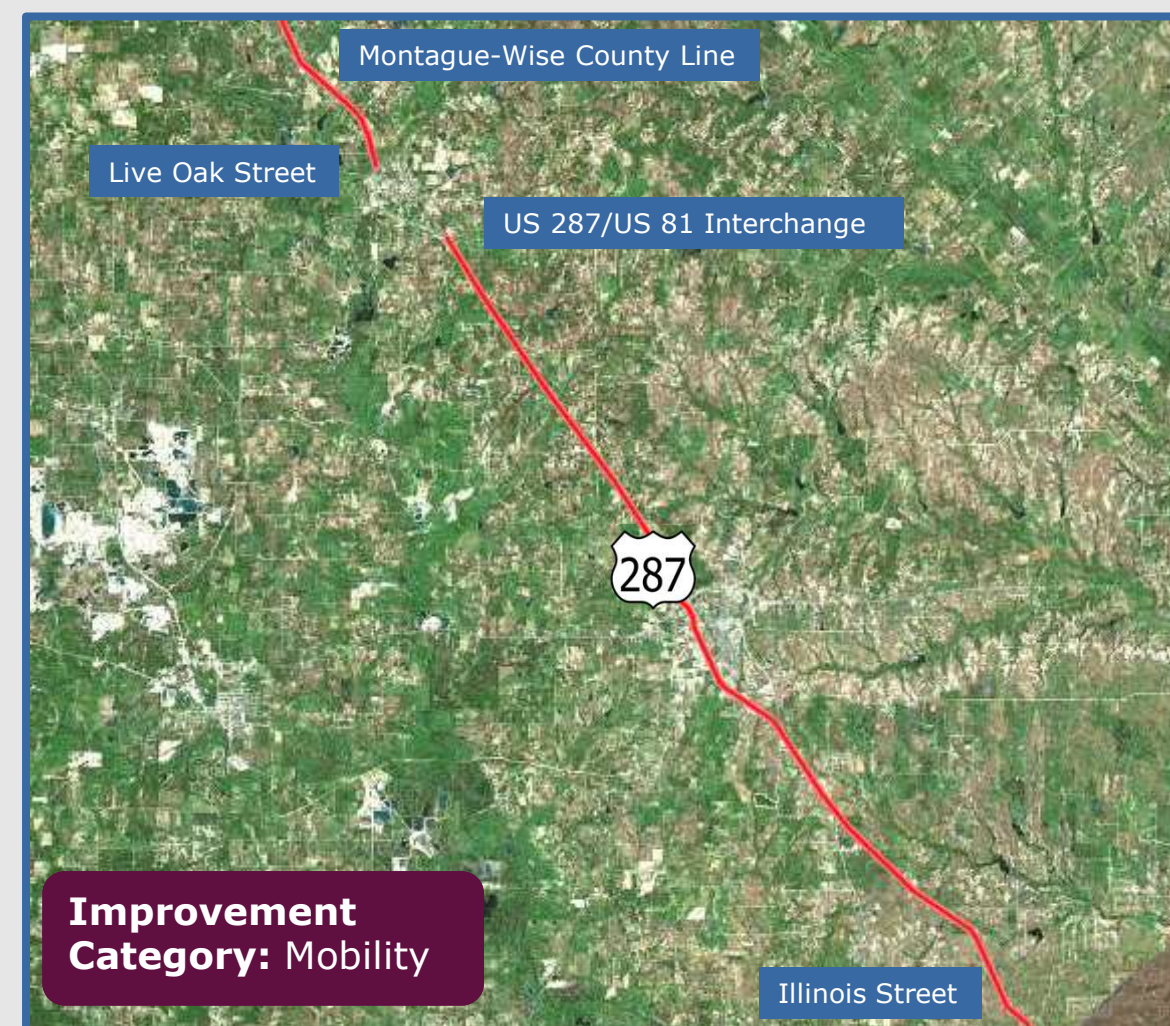
Other Considerations:

Key Challenges:

ROW and utility impacts

Required stakeholder involvement / approval:

Coordination with affected property owners and utility owners.



US 287 Improvement Option: 23, County: Wise

Description:

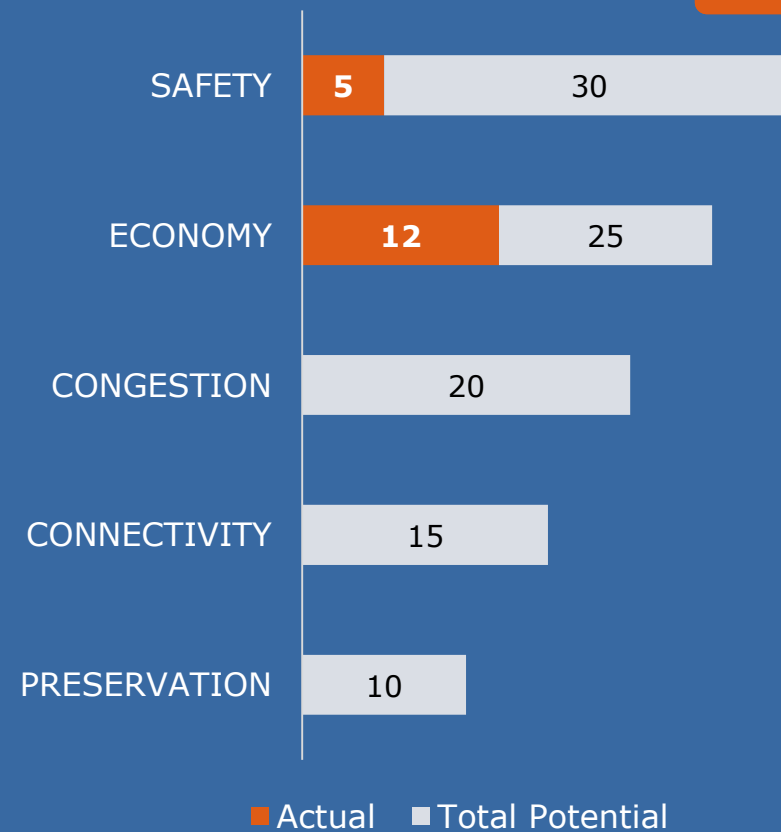
Construct grade separated interchange at CR 2395 & US 287 frontage road

Need:

Safety Improvements

NEED SCORE

17/100



From: CR 2395 at US 287

To: N/A

Locality: Fort Worth District

ROW Required:

☒ Yes ☐ No

Estimated Cost (in \$M): 30

Other Considerations:

Key Challenges:

ROW, property and utility impacts

Required stakeholder involvement / approval:

Coordination with affected property owners and utility owners.



Improvement Category: Safety

US 287 Improvement Option: 24, County: Wise

Description:

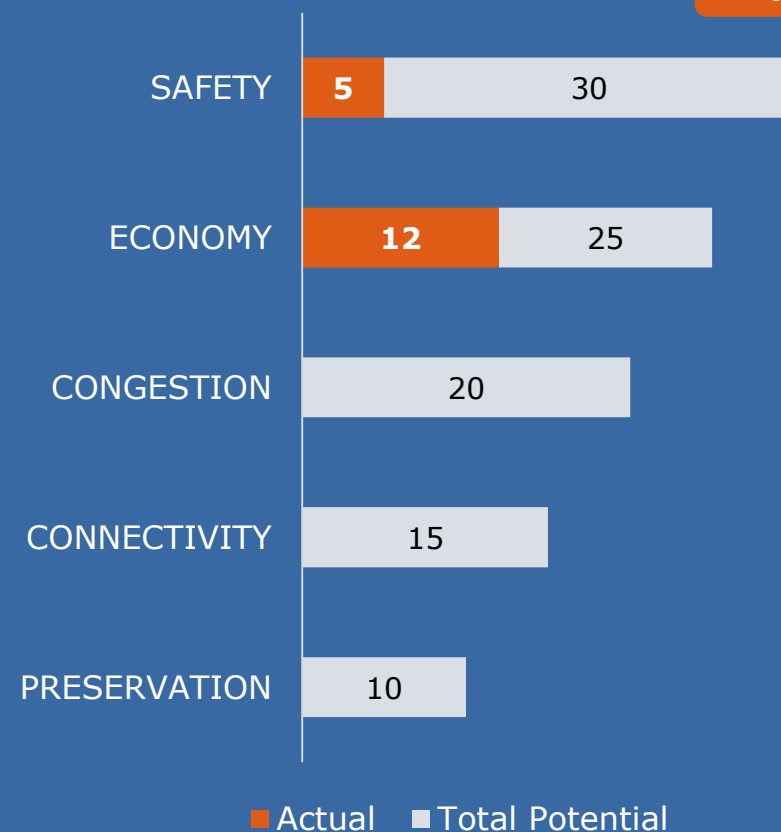
Convert 2-way frontage road to 1-way frontage road for 2.5 miles

Need:

57 crashes occurred along this section in the last 5 years including, 1 fatal crash and 4 opposite direction manner of collision crashes.

NEED SCORE

17/100



From: Live Oak Street in Alvord

To: 0.6 miles South of the interchange between US 287 & US 81

Locality: Fort Worth District

ROW Required:

☒ Yes ☐ No

Estimated Cost (in \$M): 225

Other Considerations:

Key Challenges:

ROW and utility impacts

Required stakeholder involvement / approval:

Coordination with affected property owners and utility owners.



Improvement Category: Safety

US 287 Improvement Option: 8 (Armstrong), 13 (Potter/Carson), 24 (Hardeman, Montague), 25 (Childress, Clay), 27 (Wichita), 28 (Wilbarger), 29 (Hall), 31 (Donley)

Description:

Fiber connectivity.

Need:

Technology improvements for incident management, traffic monitoring, and better operations.

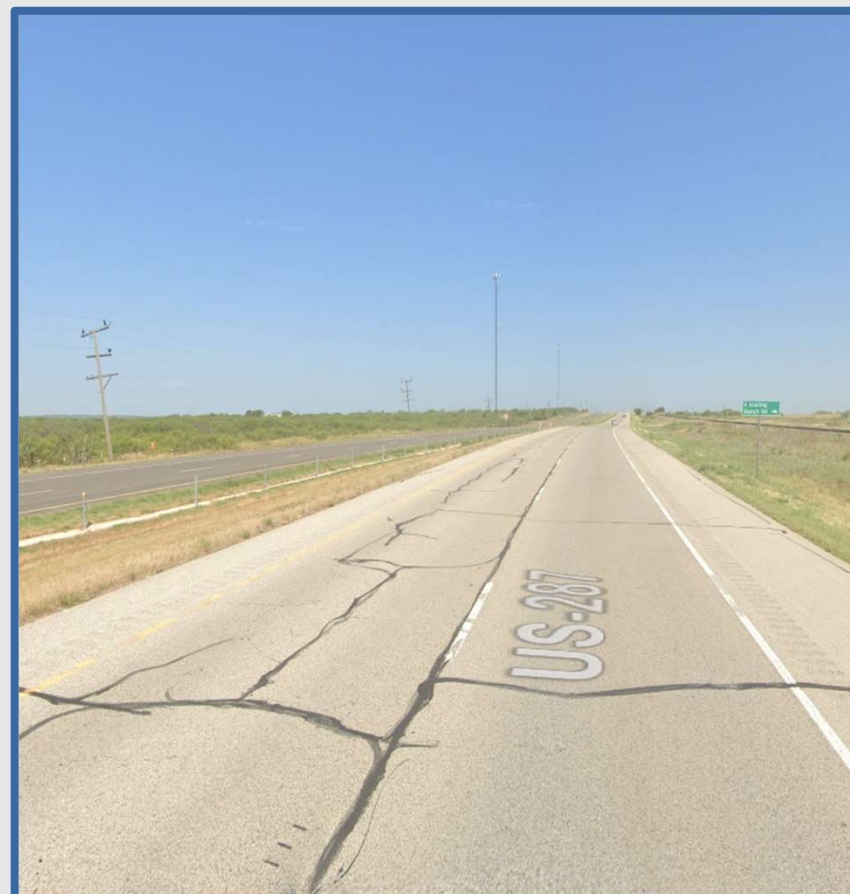
Other Considerations:

Key Challenges:

Utility impacts

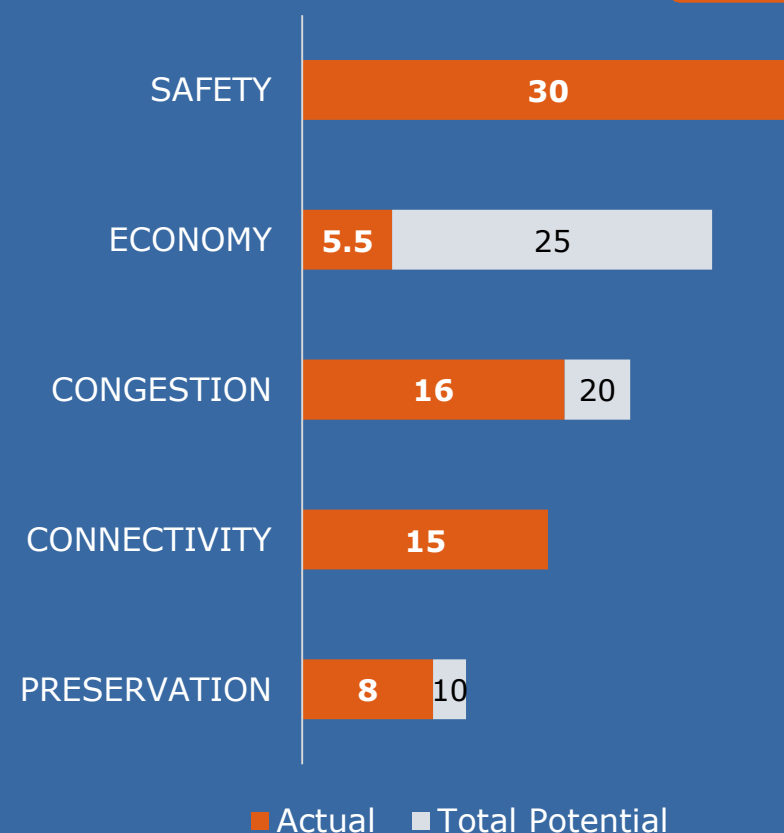
Required stakeholder involvement / approval:

Coordination with utility owners.



NEED SCORE

74.5/100



From: I-40/US 287 in Potter County

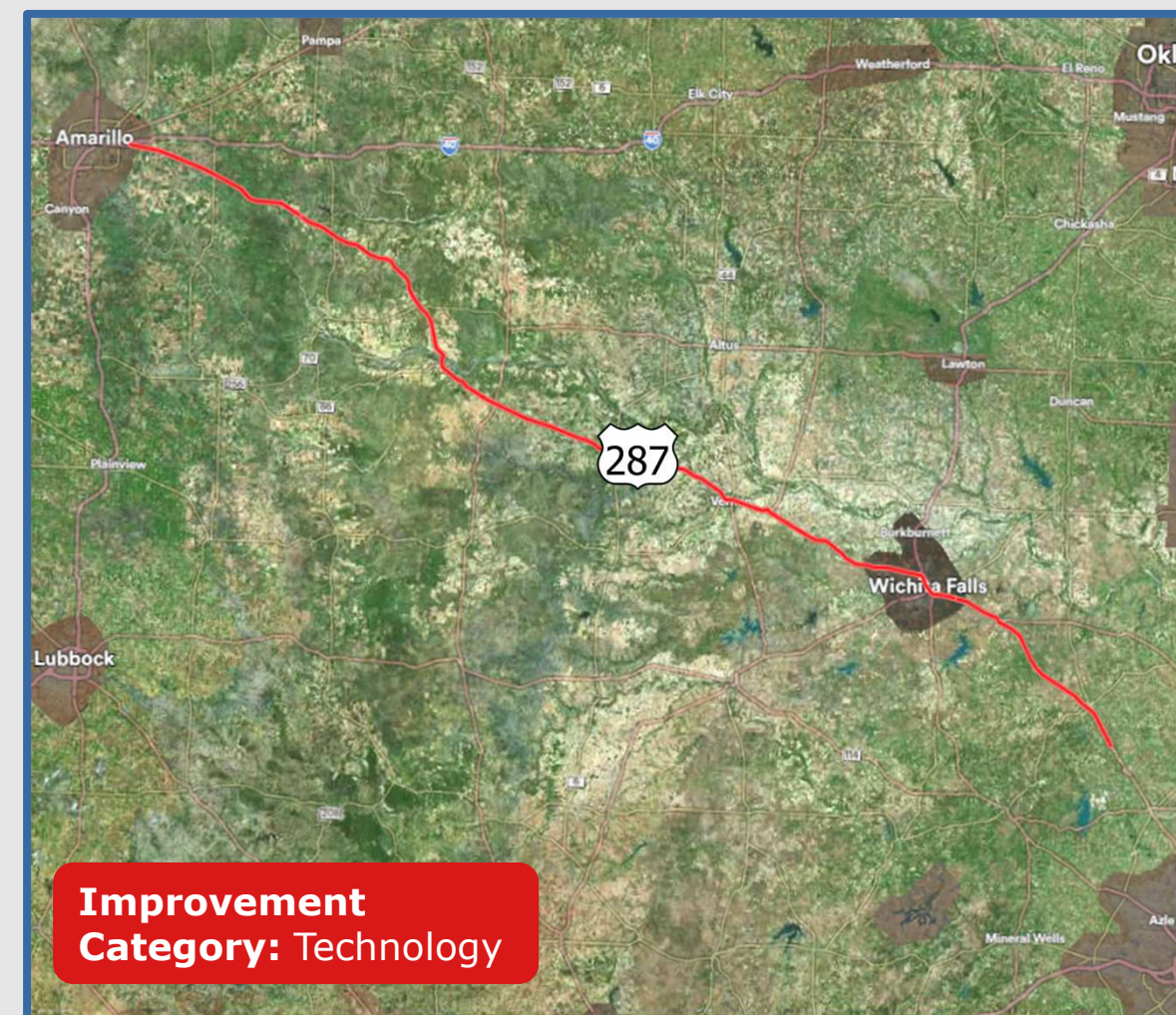
To: Montague-Wise County Line in Sunset

Locality: Amarillo, Childress, Wichita Falls, Districts

ROW Required:

☐ Yes ☒ No

Estimated Cost (in \$M): 114



Improvement Category: Technology

US 287 Improvement Option: 1, County: Montague

Description:

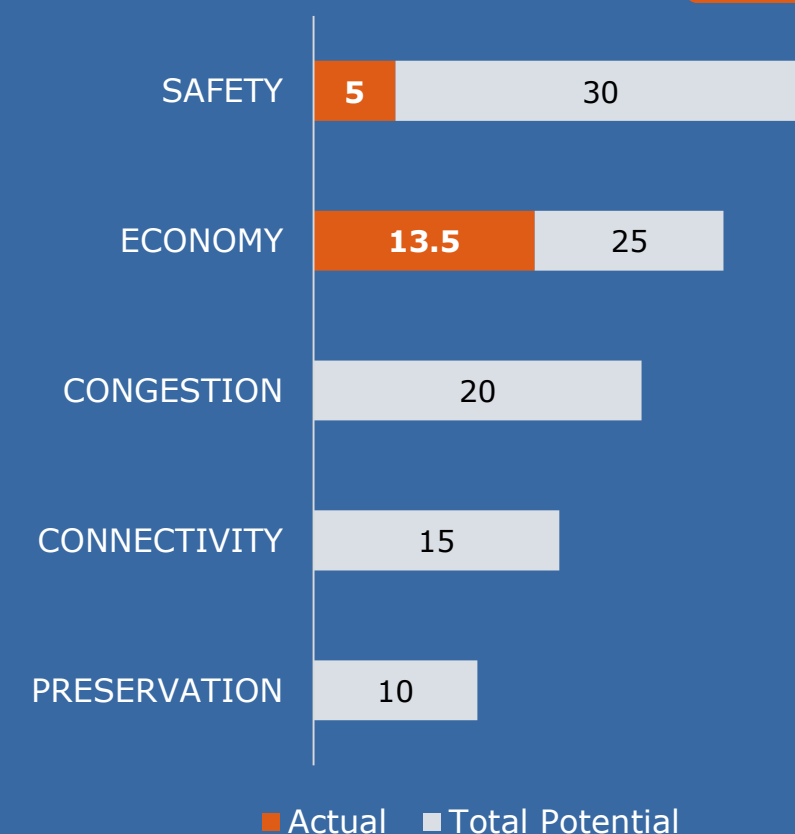
Identify areas to provide truck parking.

Need:

Stakeholder input; Multimodal improvements to address truck parking needs from stakeholders.

NEED SCORE

18.5/100



From: Along US 287

To: N/A

Locality: Wichita Falls District

ROW Required:

☒ Yes ☐ No

Estimated Cost (in \$M): 30

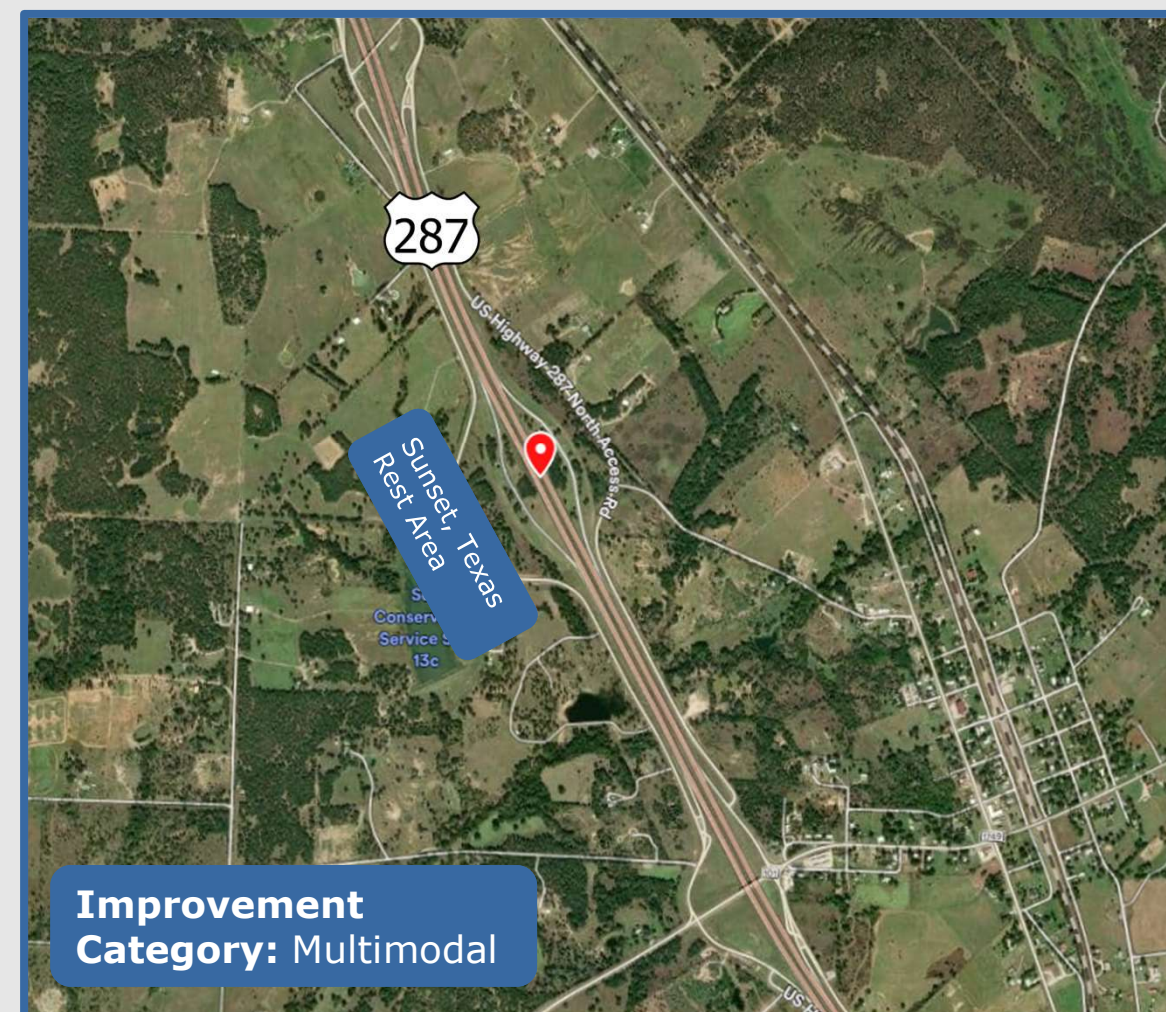
Other Considerations:

Key Challenges:

Utility and ROW impacts

Required stakeholder involvement / approval:

Coordination with affected utility and property owners.



Improvement Category: Multimodal

US 287 Improvement Option: 2, County: Montague

Description:

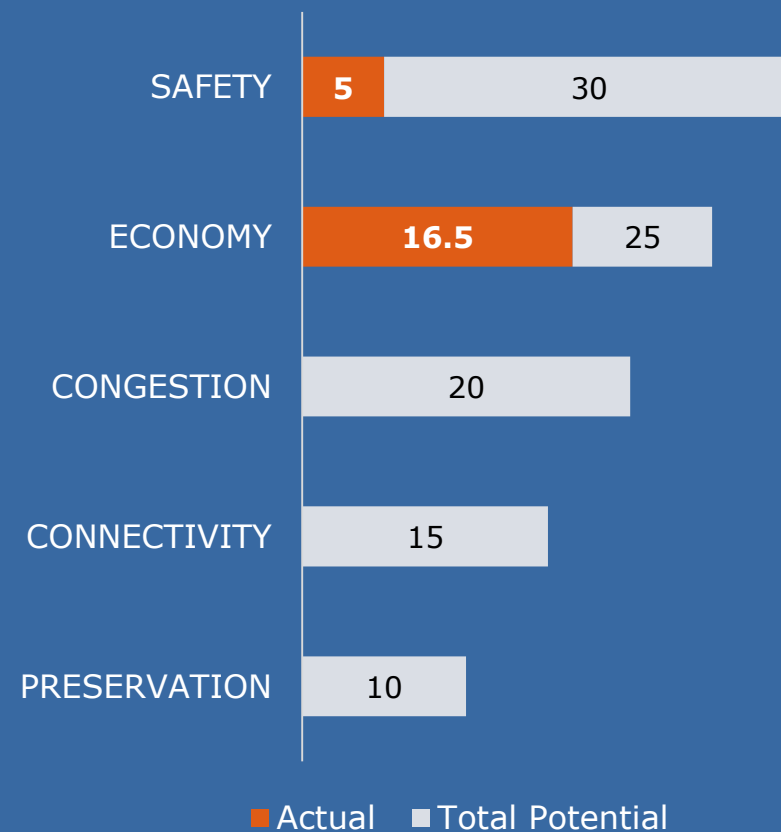
Close median.

Need:

9 crashes occurred at this intersection in the last 5 years.

NEED SCORE

21.5/100



From: Jackson Road in Bowie

To: N/A

Locality: Wichita Falls District

ROW Required:

☐ Yes ☒ No

Estimated Cost (in \$M): 0.8

Other Considerations:

Key Challenges:

Access control

Required stakeholder involvement / approval:

Coordination regarding access control.



US 287 Improvement Option: 23, County: Montague

Description:

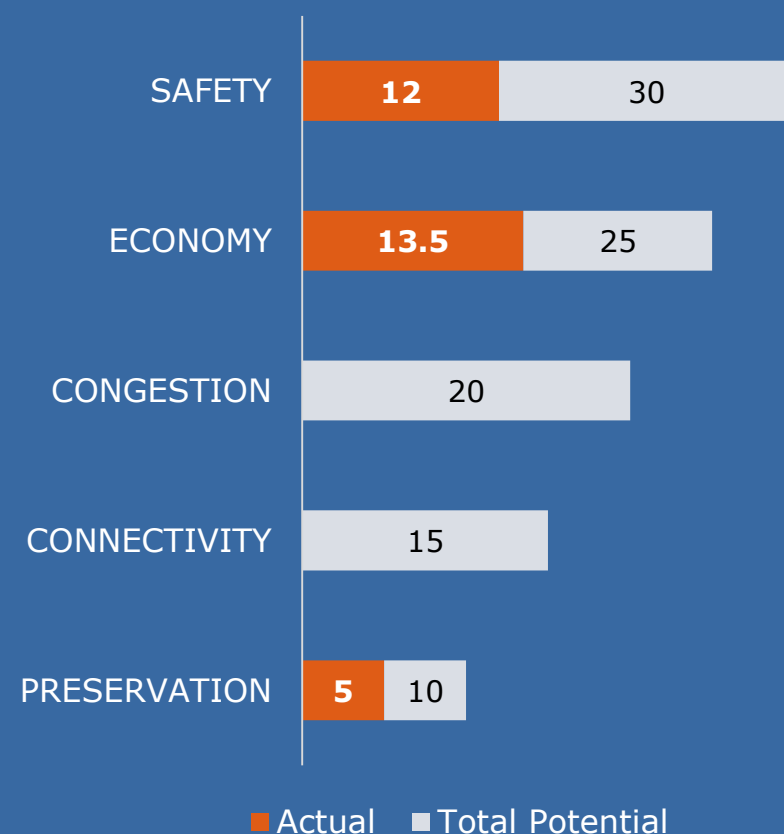
Intersection improvement.

Need:

Stakeholder input, 4 total crashes at this location in the past 5 years.

NEED SCORE

30.5/100



From: Intersection of TX 101 and US 287 north of the Montague-Wise county line

To: N/A

Locality: Wichita Falls District

ROW Required:

☒ Yes ☐ No

Estimated Cost (in \$M): 5

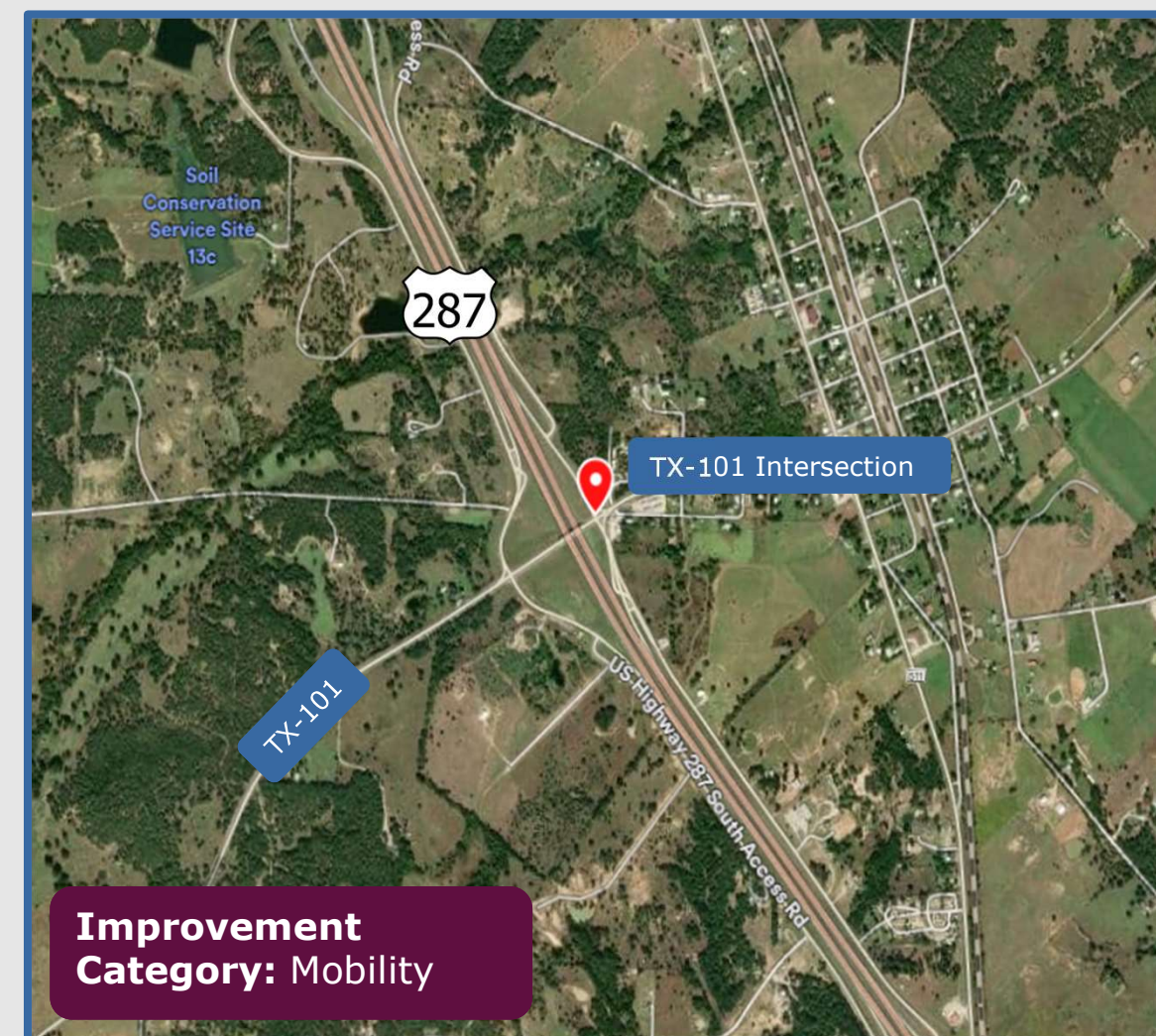
Other Considerations:

Key Challenges:

Utility and ROW impacts

Required stakeholder involvement / approval:

Coordination with affected utility and property owners.



Improvement Category: Mobility

US 287 Improvement Option: 31, 32, 33, 34, 35, 37, 38, 39, County: Montague

Description:

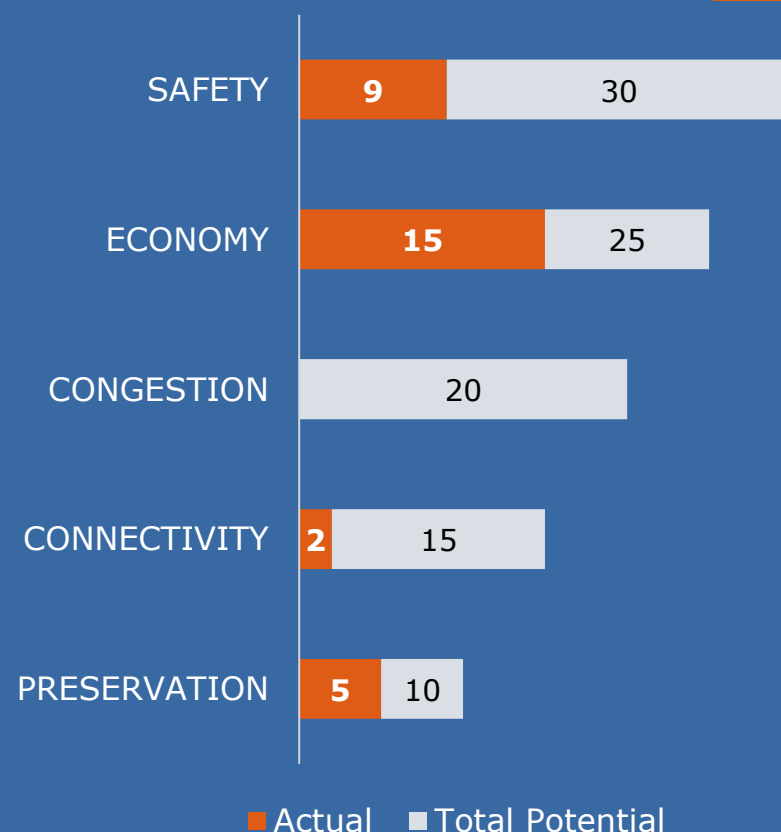
Increase vertical clearance to 18.5' for overpass.

Need:

The new requirement for overpasses on a Freight Network is 18.5 feet.

NEED SCORE

31/100



From: Various Overpass locations above US 287

To: N/A

Locality: Wichita Falls District

ROW Required:

☒ Yes ☐ No

Estimated Cost (in \$M): 30 per location

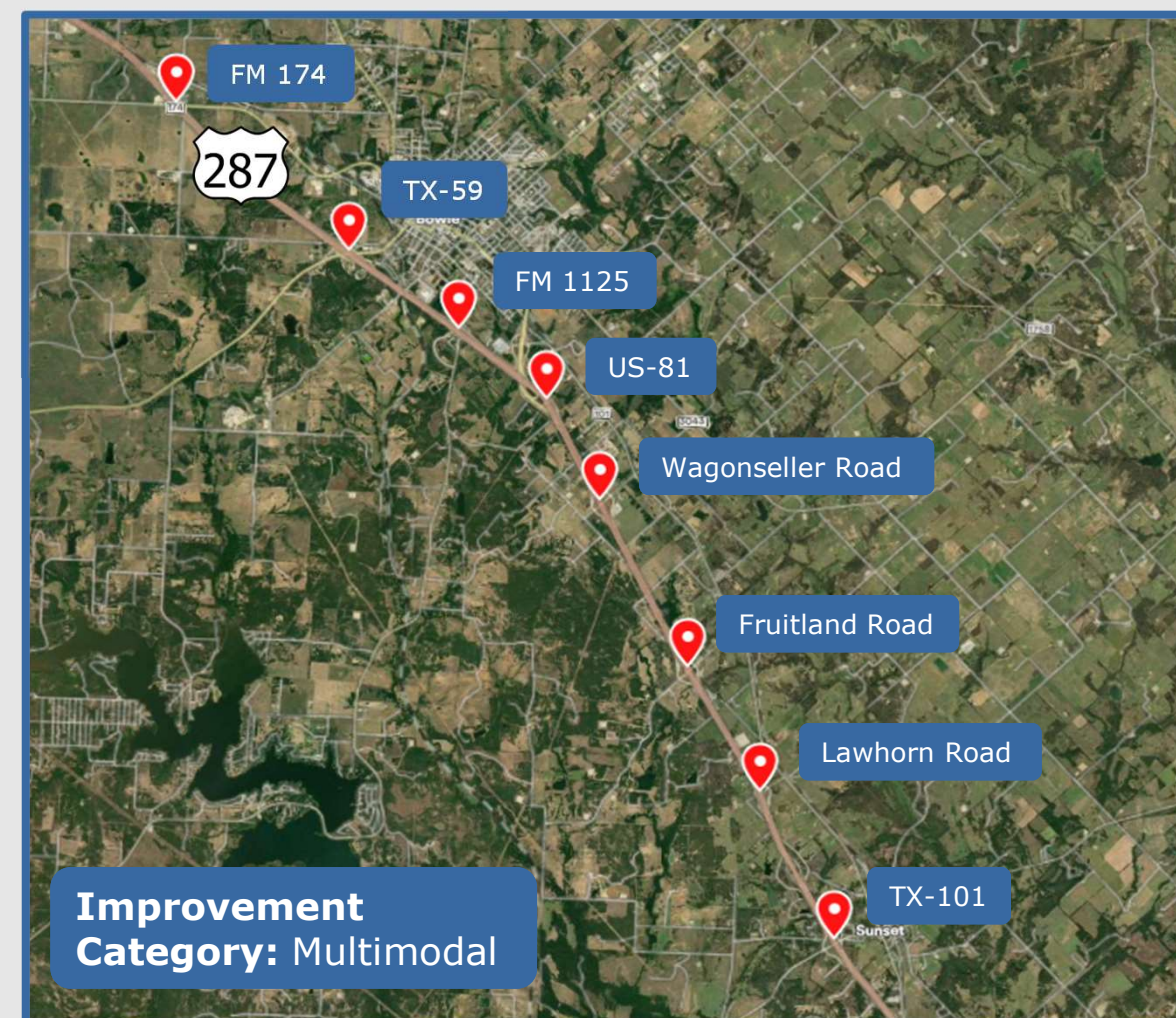
Other Considerations:

Key Challenges:

ROW and utility impacts.

Required stakeholder involvement / approval:

Coordination with affected property and utility owners



Improvement Category: Multimodal

US 287 Improvement Option: 36, County: Montague

Description:

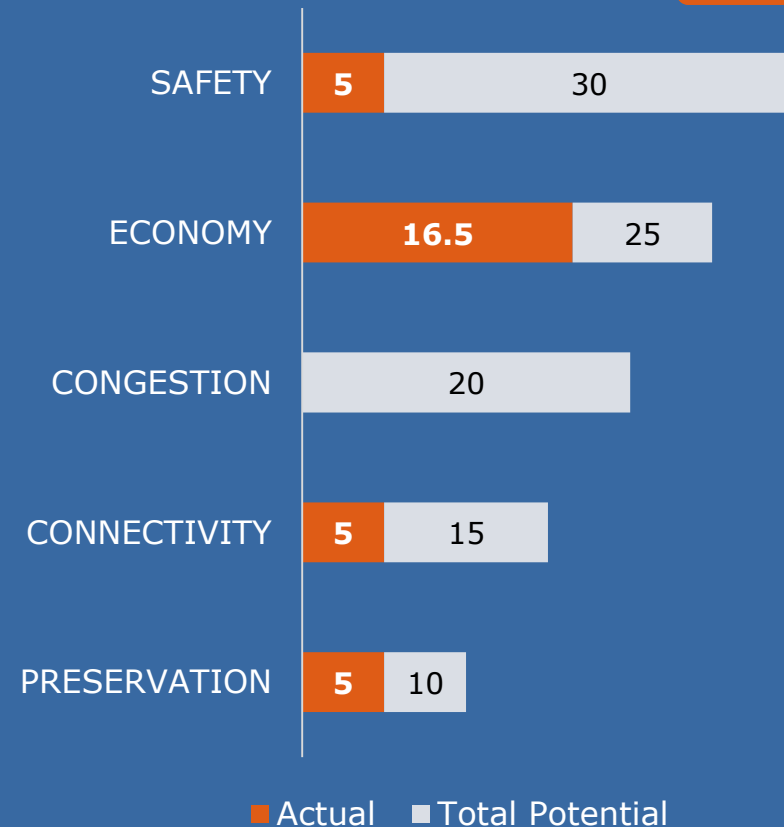
Interchange improvement.

Need:

11 total crashes in the past 5 years at this interchange.

NEED SCORE

31.5/100



From: US 287 interchange with US 81 in Bowie

To: N/A

Locality: Wichita Falls District

ROW Required:

☒ Yes ☐ No

Estimated Cost (in \$M): 90

Other Considerations:

Key Challenges:

Utility and ROW impacts

Required stakeholder involvement / approval:

Coordination with affected utility and property owners.



Improvement Category: Safety

US 287 Improvement Option: 3, County: Clay

Description:

Extend southbound left turn lane.

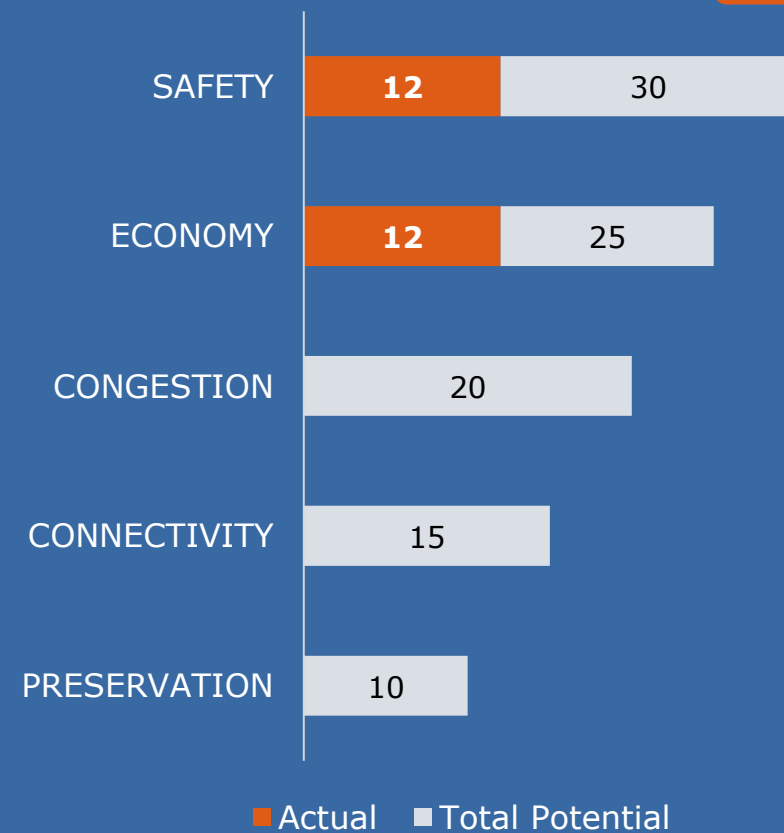
Need:

5 total crashes at this intersection in the past 5 years.

Public Input.

NEED SCORE

24/100



From: US 287 and Belknap Creek Road intersection in Bellevue

To: N/A

Locality: Wichita Falls District

ROW Required:

☐ Yes ☒ No

Estimated Cost (in \$M): 1

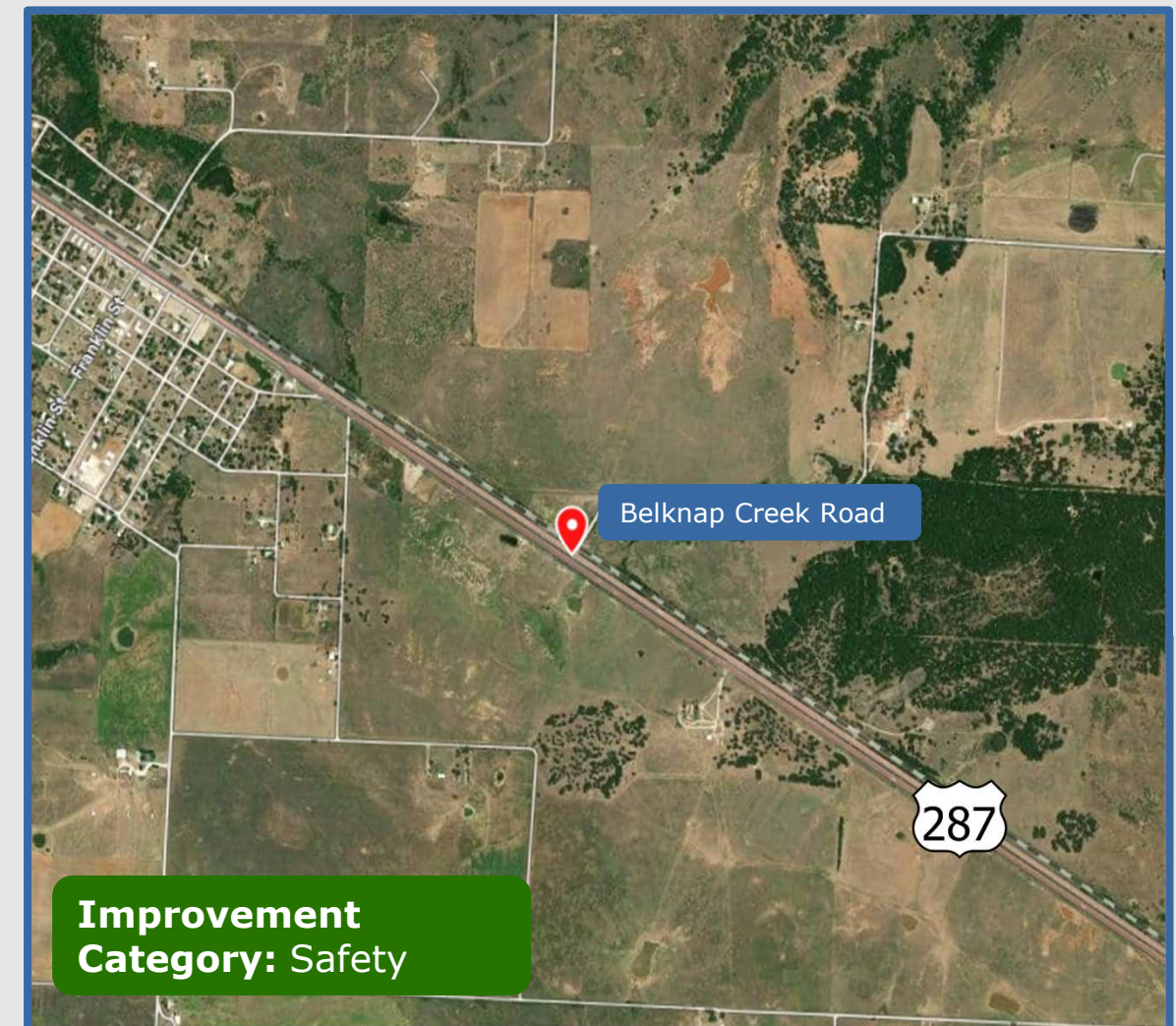
Other Considerations:

Key Challenges:

NA

Required stakeholder involvement / approval:

NA



Improvement Category: Safety

US 287 Improvement Option: 4, County: Clay

Description:

Intersection improvement or install dedicated northbound right-turn lane for traffic turning onto FM 1288.

Need:

Stakeholder input; 8 total crashes directly at this intersection, 2 crashes with suspected serious injuries.



Other Considerations:

Key Challenges:

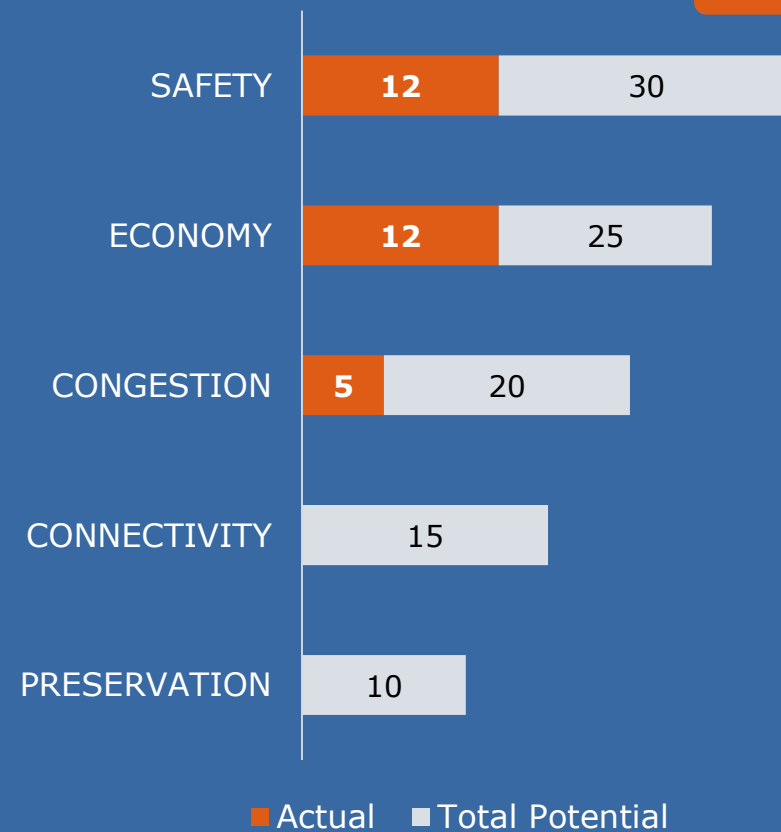
ROW and Utility impacts.

Required stakeholder involvement / approval:

Coordination with affected property owners and utility owners.

NEED SCORE

29/100



From: US 287 and FM 1288 intersection in Bellevue

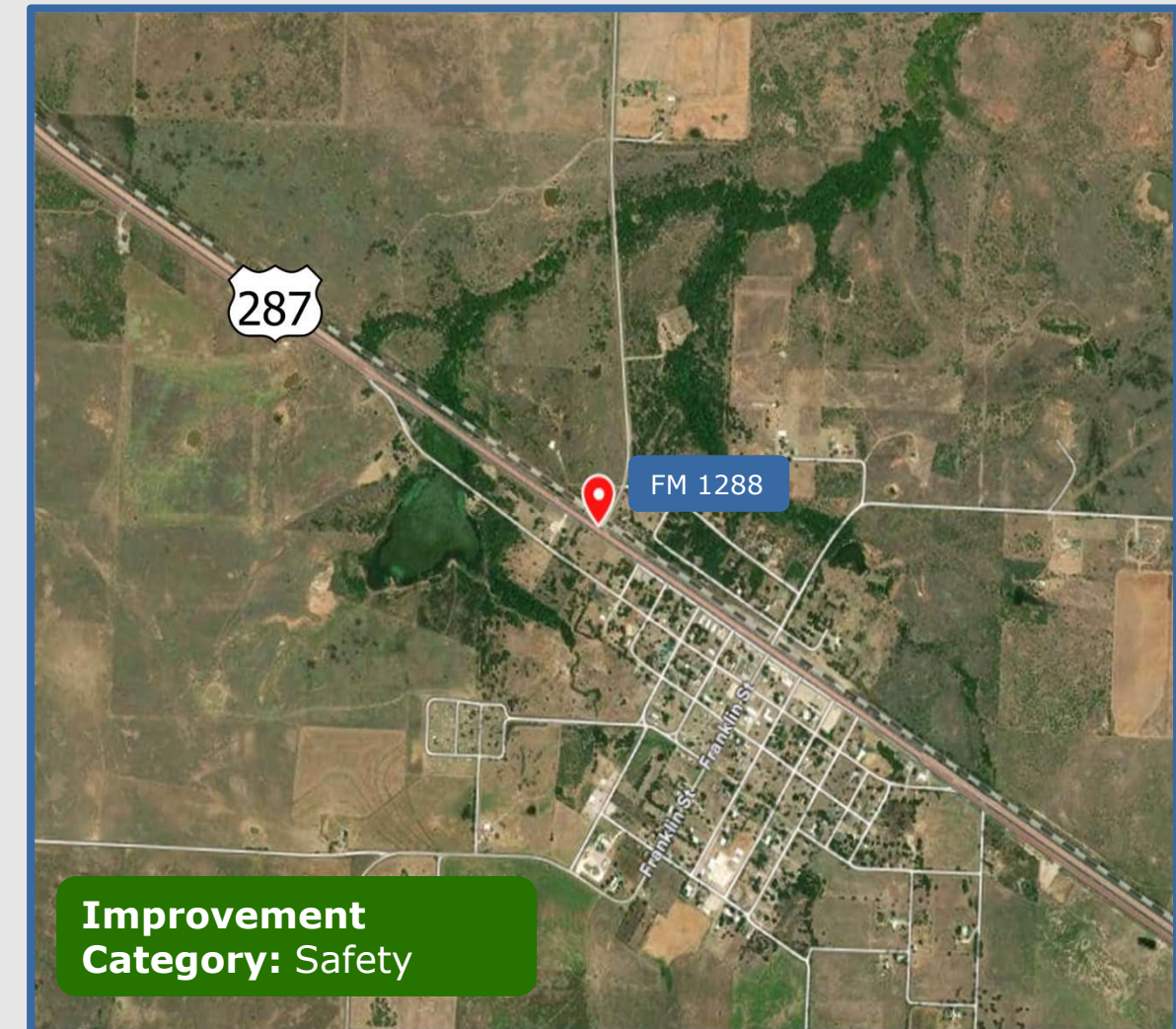
To: N/A

Locality: Wichita Falls District

ROW Required:

☒ Yes ☐ No

Estimated Cost (in \$M): 1



Improvement Category: Safety

US 287 Improvement Option: 5, County: Clay

Description:

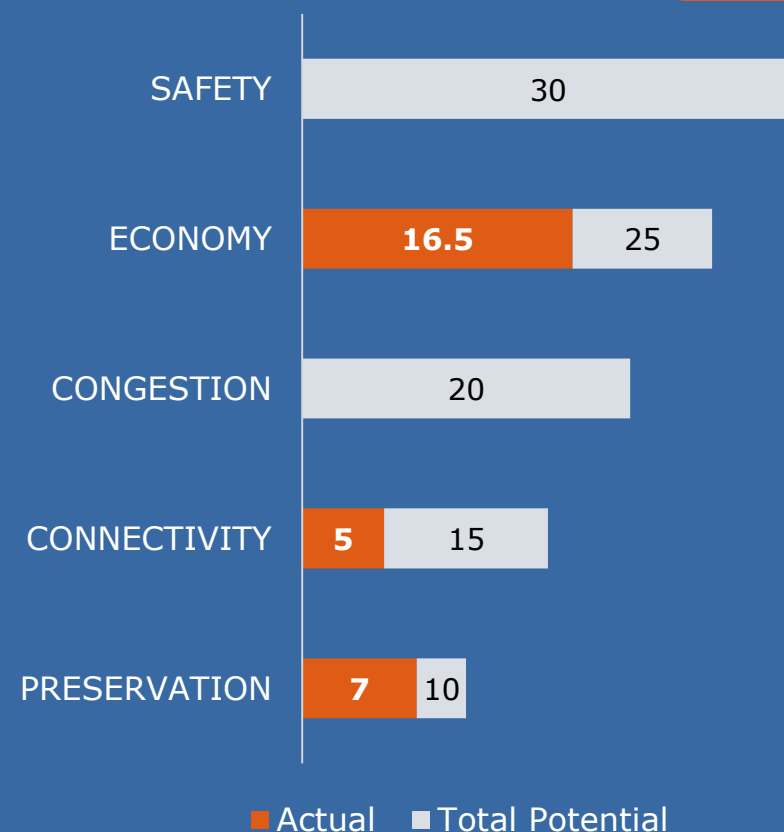
Interchange reconfiguration.

Need:

25 crashes at this intersection in the last 5 years.

NEED SCORE

28.5/100



From: Spur 510 in Henrietta

To: N/A

Locality: Wichita Falls District

ROW Required:

☒ Yes ☐ No

Estimated Cost (in \$M): 10

Other Considerations:

Key Challenges:

Utility and ROW impacts

Required stakeholder involvement / approval:

Coordination with affected utility and property owners.



Improvement Category: Multimodal

US 287 Improvement Option: 7, County: Clay

Description:

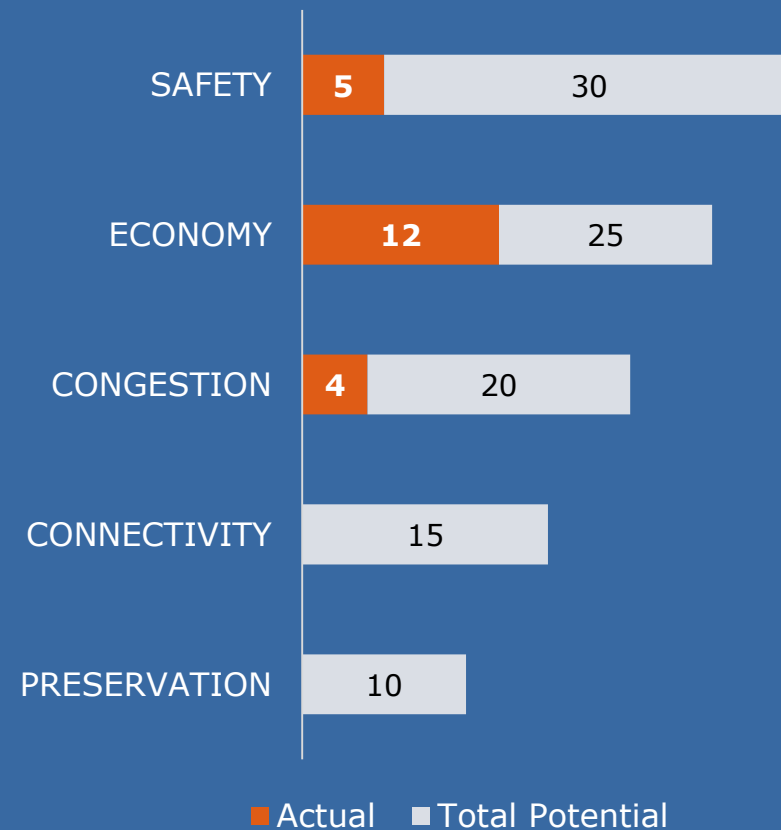
Provide turn lanes with storage and taper.

Need:

6 total crashes in this location in the past 5 years, 2 being sideswipe crashes.

NEED SCORE

21/100



From: Klein Road west of Henrietta

To: N/A

Locality: Wichita Falls District

ROW Required:

☐ Yes ☒ No

Estimated Cost (in \$M): 1.5

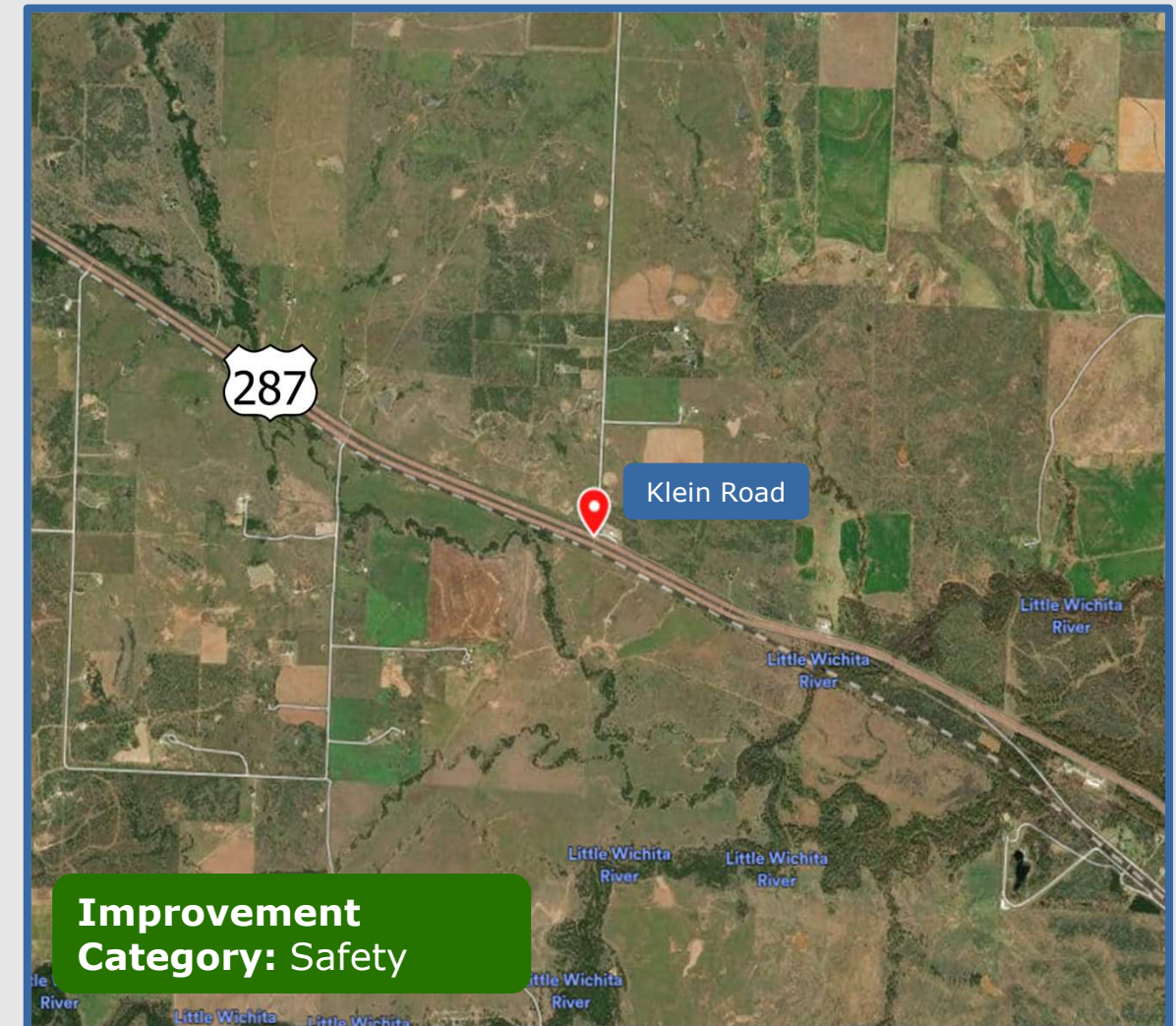
Other Considerations:

Key Challenges:

Utility impacts

Required stakeholder involvement / approval:

Coordination with utility owners.

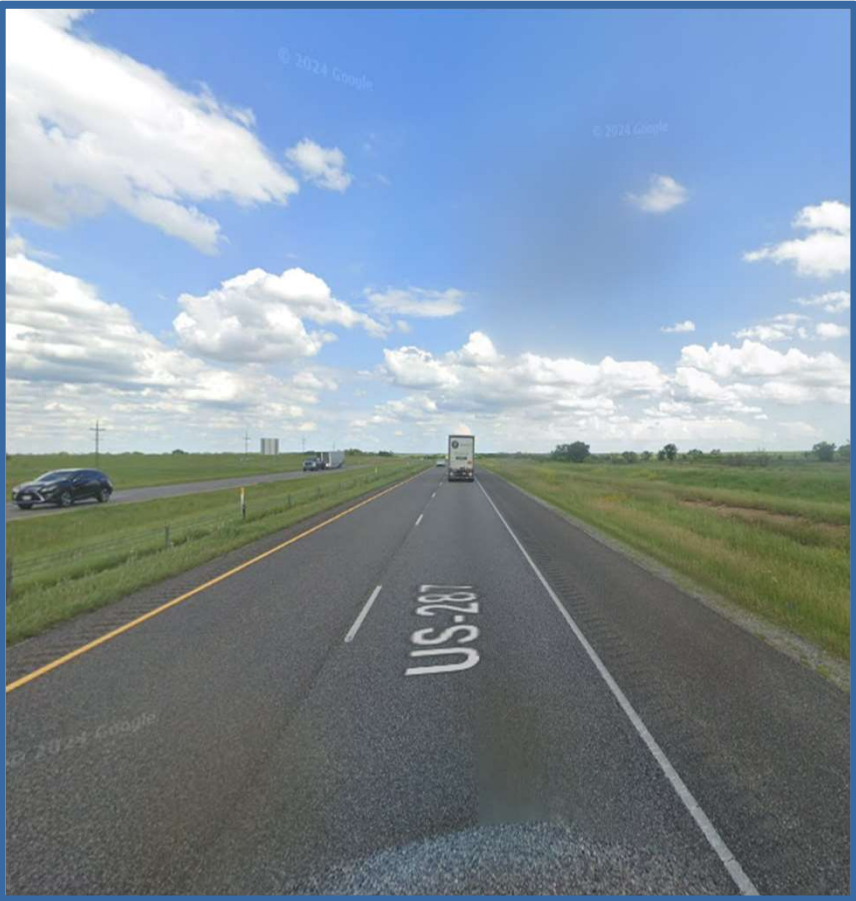


Improvement Category: Safety

US 287 Improvement Option: 8, County: Clay

Description:
 Install animal strike warning sign.

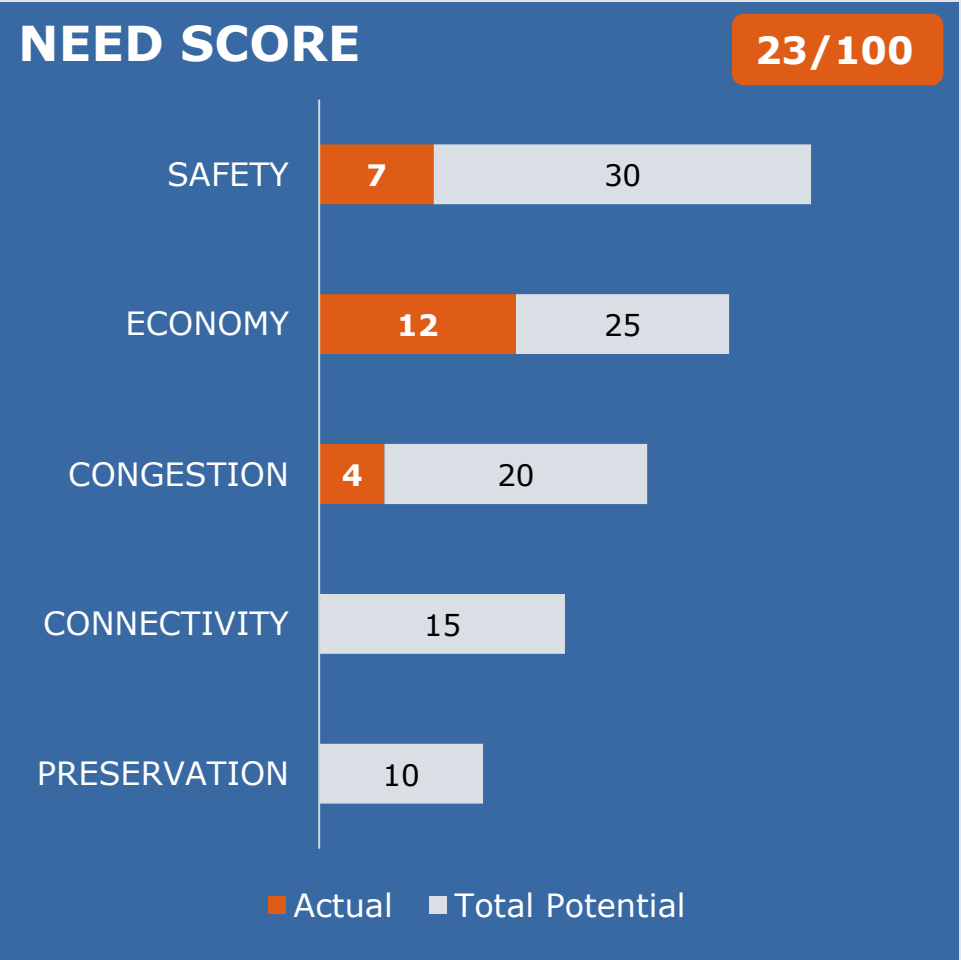
Need:
 16 animal related crashes occurred within 5 miles in either direction of this location in the last 5 years.



Other Considerations:

Key Challenges:
 NA

Required stakeholder involvement / approval:
 NA



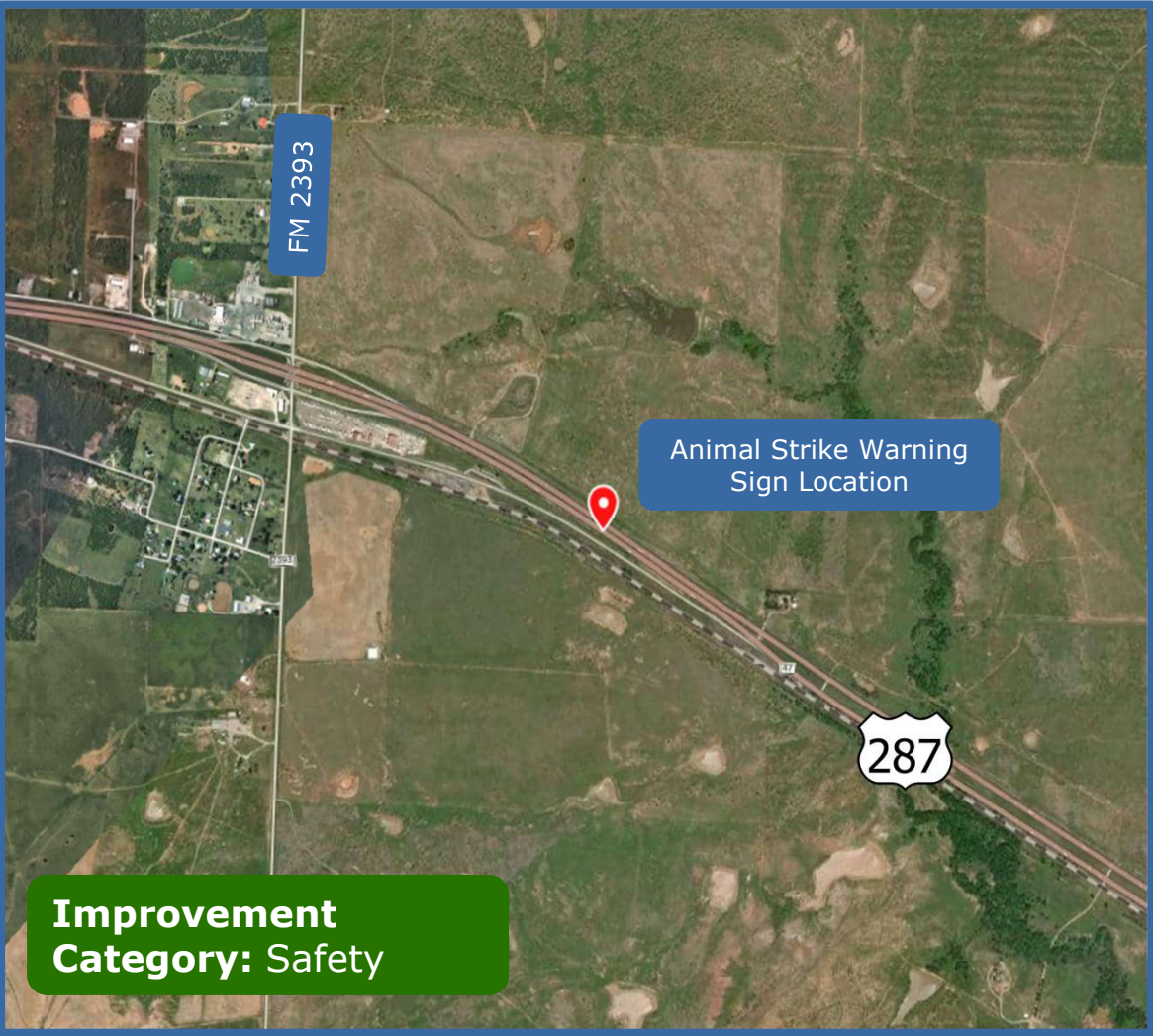
From: 0.87 miles South of FM 2393

To: N/A

Locality: Wichita Falls District

ROW Required:
☐ Yes ☒ No

Estimated Cost (in \$M): 0.001



US 287 Improvement Option: 9, County: Clay

Description:

Extend acceleration and deceleration ramp after truck stop.

Need:

3 total crashes at the merge from FM 2393 onto NB US 287.



Other Considerations:

Key Challenges:

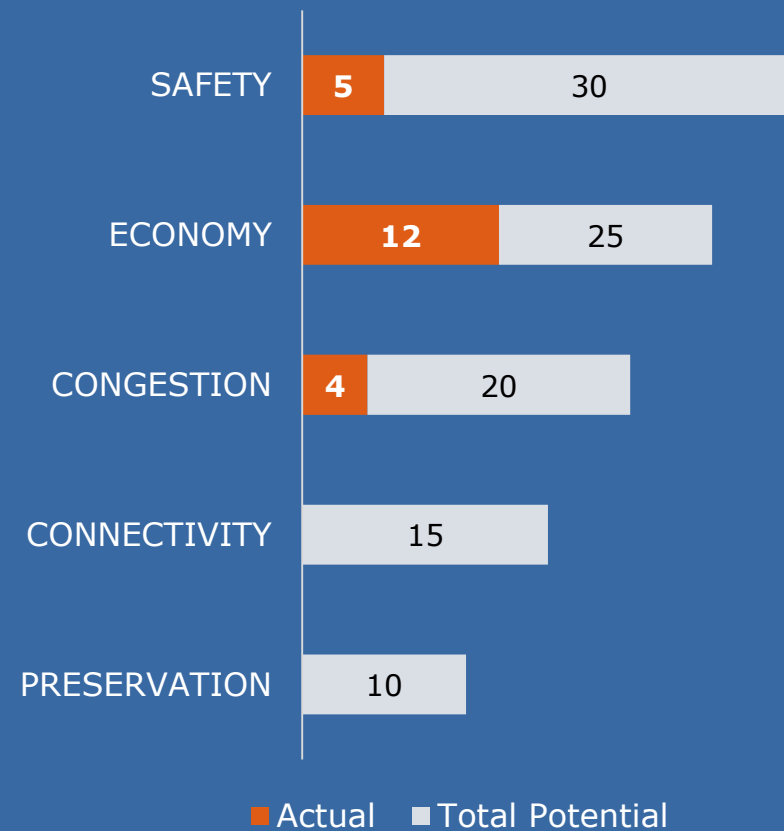
Utility impacts

Required stakeholder involvement / approval:

Coordination with utility owners.

NEED SCORE

21/100



From: FM 2393 in Jolly

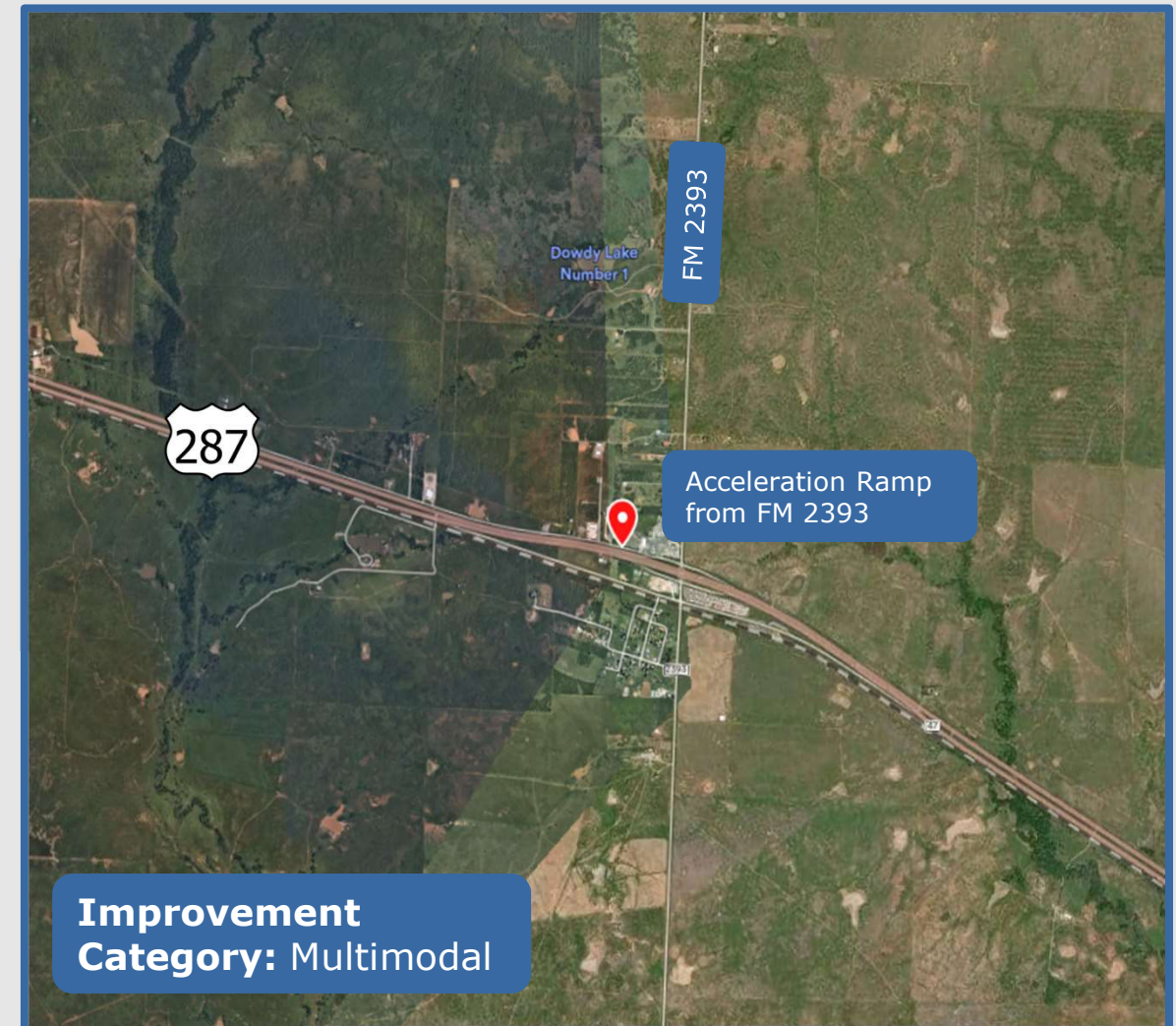
To: N/A

Locality: Wichita Falls District

ROW Required:

☐ Yes ☒ No

Estimated Cost (in \$M): 1



Improvement Category: Multimodal

US 287 Improvement Option: 10, County: Clay

Description:

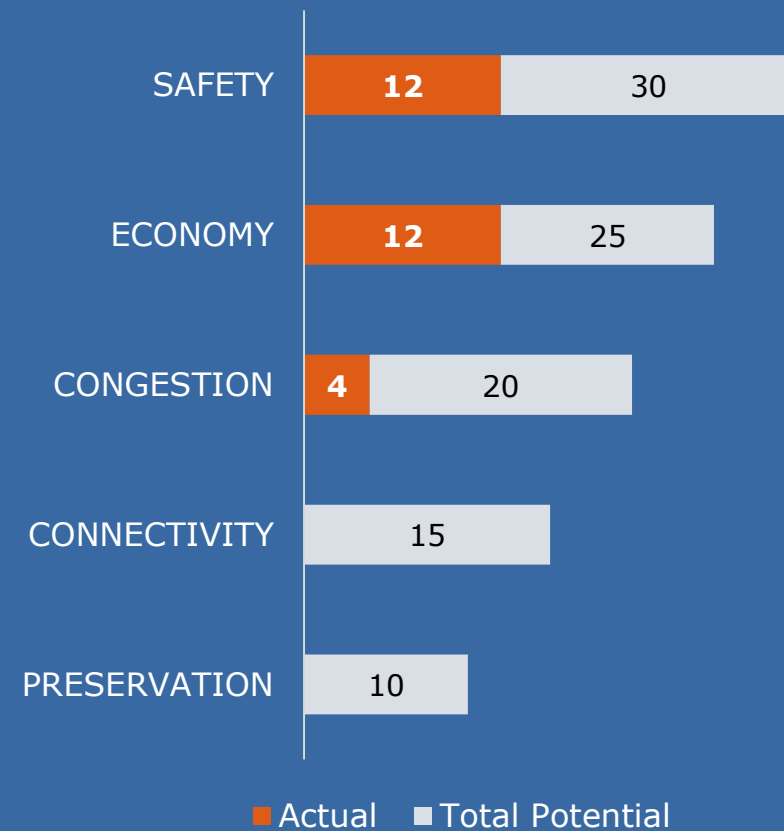
Intersection improvement or close median opening.

Need:

Total of 7 crashes in this location in the past 5 years.

NEED SCORE

28/100



From: Dowdy Dr in Jolly

To: N/A

Locality: Wichita Falls District

ROW Required:

☐ Yes ☒ No

Estimated Cost (in \$M): 1

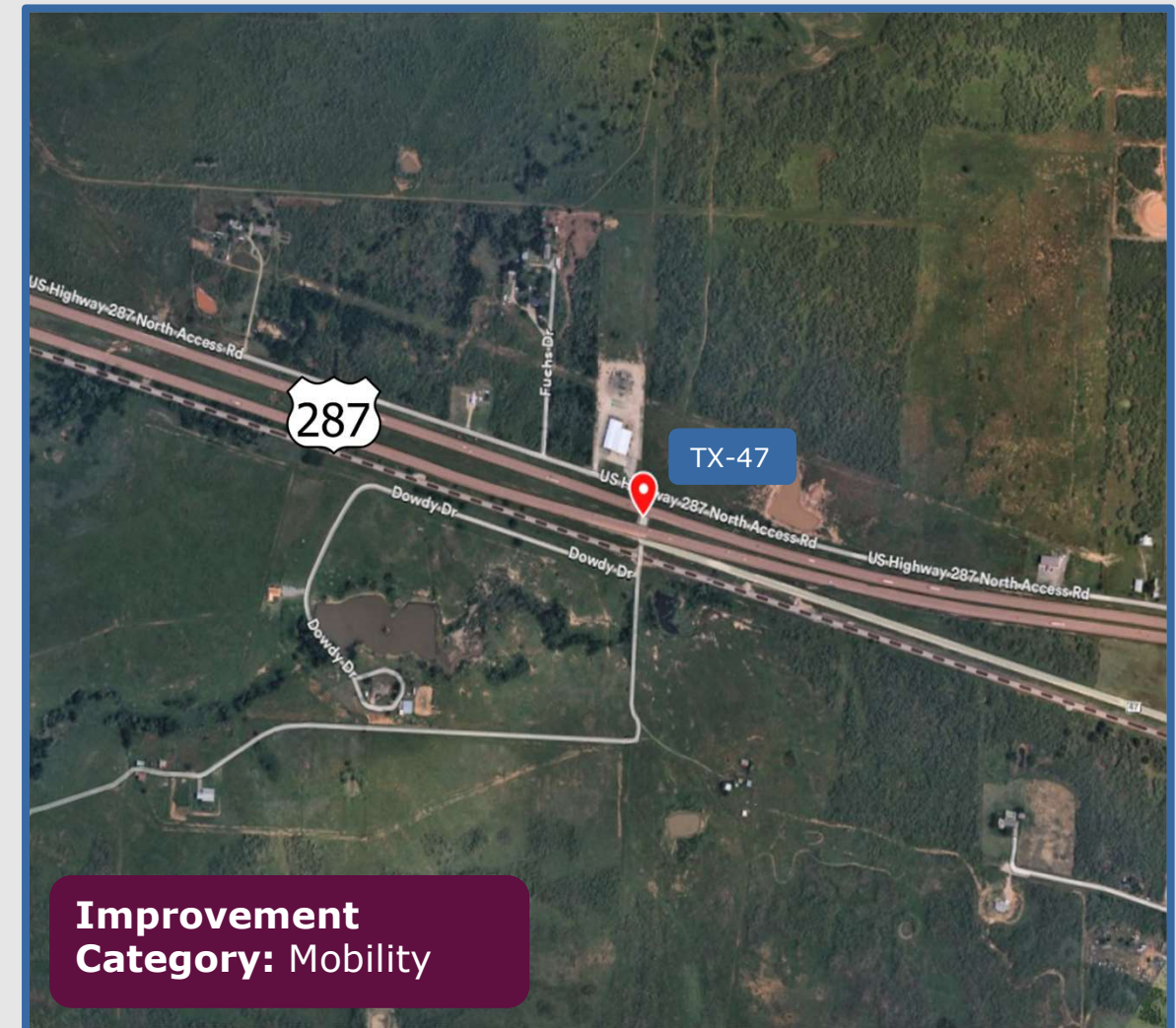
Other Considerations:

Key Challenges:

Access control

Required stakeholder involvement / approval:

Coordination regarding access control.



Improvement Category: Mobility

US 287 Improvement Option: 11, County: Clay

Description:

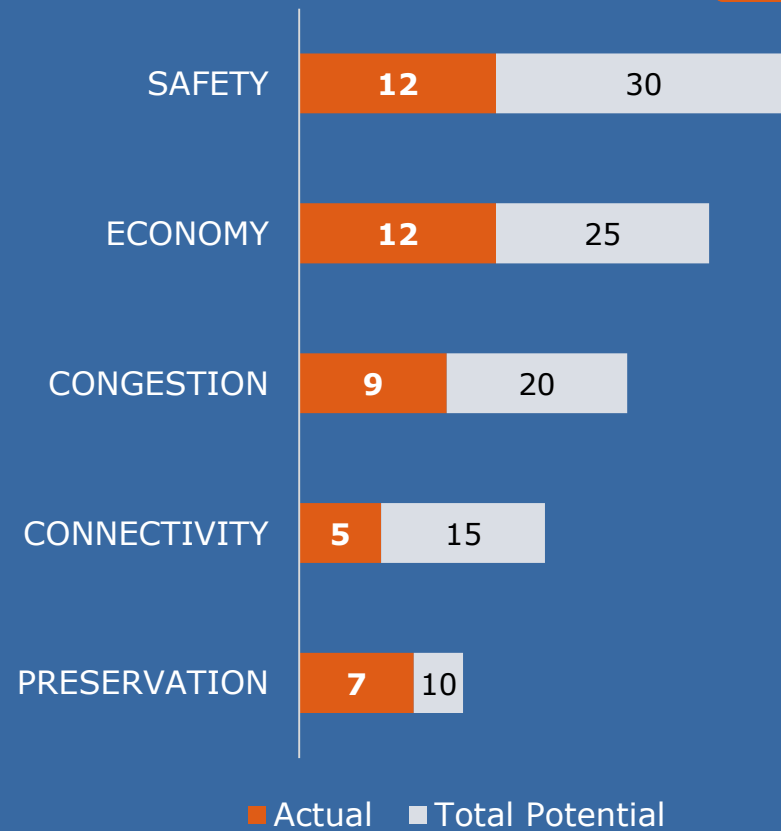
Lighting improvements (as warranted) for 2.9 miles

Need:

70 crashes occurred along this segment in the last 5 years including 25 dark condition crashes.

NEED SCORE

45/100



From: North Butler Road in Wichita Falls

To: FM 2393 in Wichita Falls

Locality: Wichita Falls District

ROW Required:

☐ Yes ☒ No

Estimated Cost (in \$M): 6

Other Considerations:

Key Challenges:

Utility impacts

Required stakeholder involvement / approval:

Coordination with utility owners.



US 287 Improvement Option: 14, County: Clay

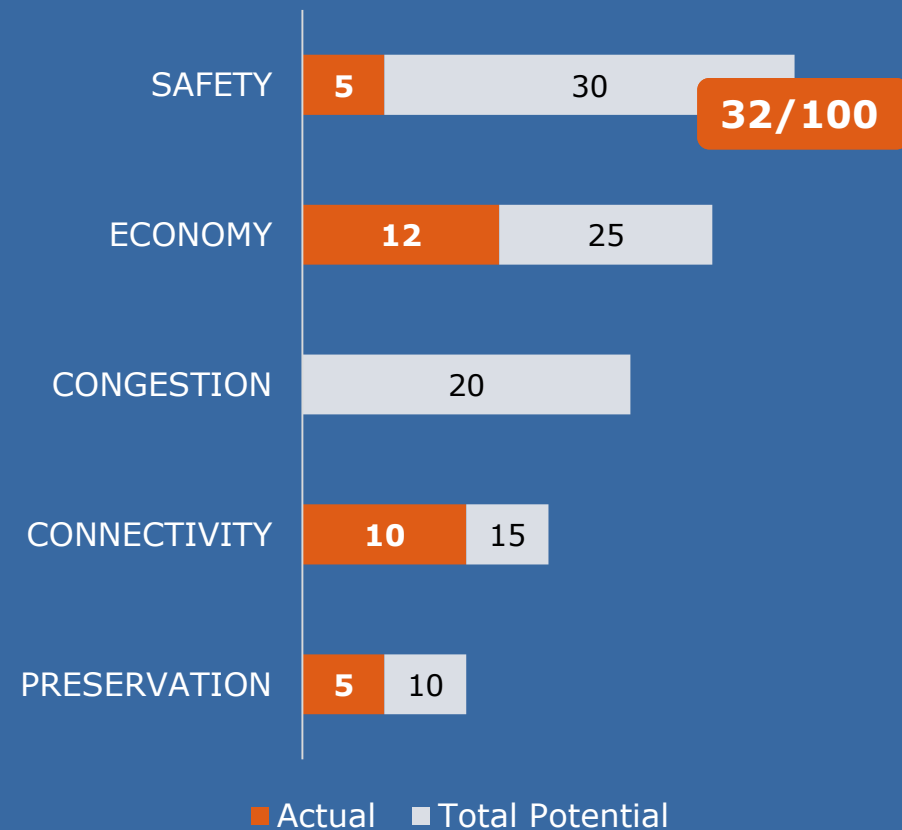
Description:

Interchange improvement.

Need:

15 total crashes at this interchange in the past 5 years.

NEED SCORE



From: US 287 and US 82 interchange in Henrietta

To: N/A

Locality: Wichita Falls District

ROW Required:

☒ Yes ☐ No

Estimated Cost (in \$M): 90

Other Considerations:

Key Challenges:

Utility and ROW impacts

Required stakeholder involvement / approval:

Coordination with affected utility and property owners.



US 287 Improvement Option: 26, County: Clay

Description:

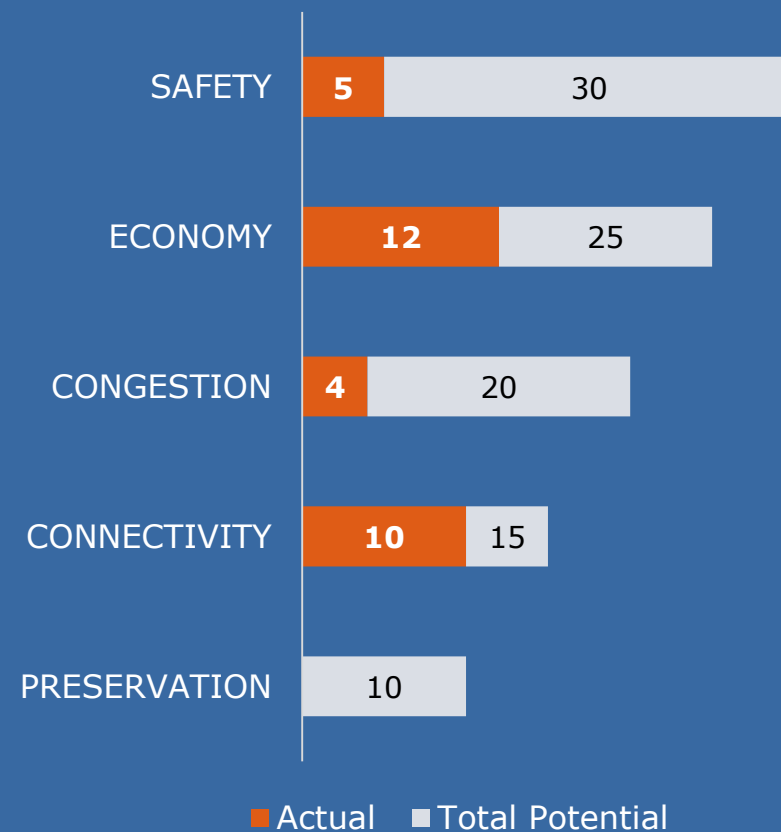
Identify areas to provide truck parking.

Need:

Multimodal improvements to address truck parking needs from stakeholders.

NEED SCORE

31/100



From: Along US 287

To: N/A

Locality: Wichita Falls District

ROW Required:

☒ Yes ☐ No

Estimated Cost (in \$M): 30

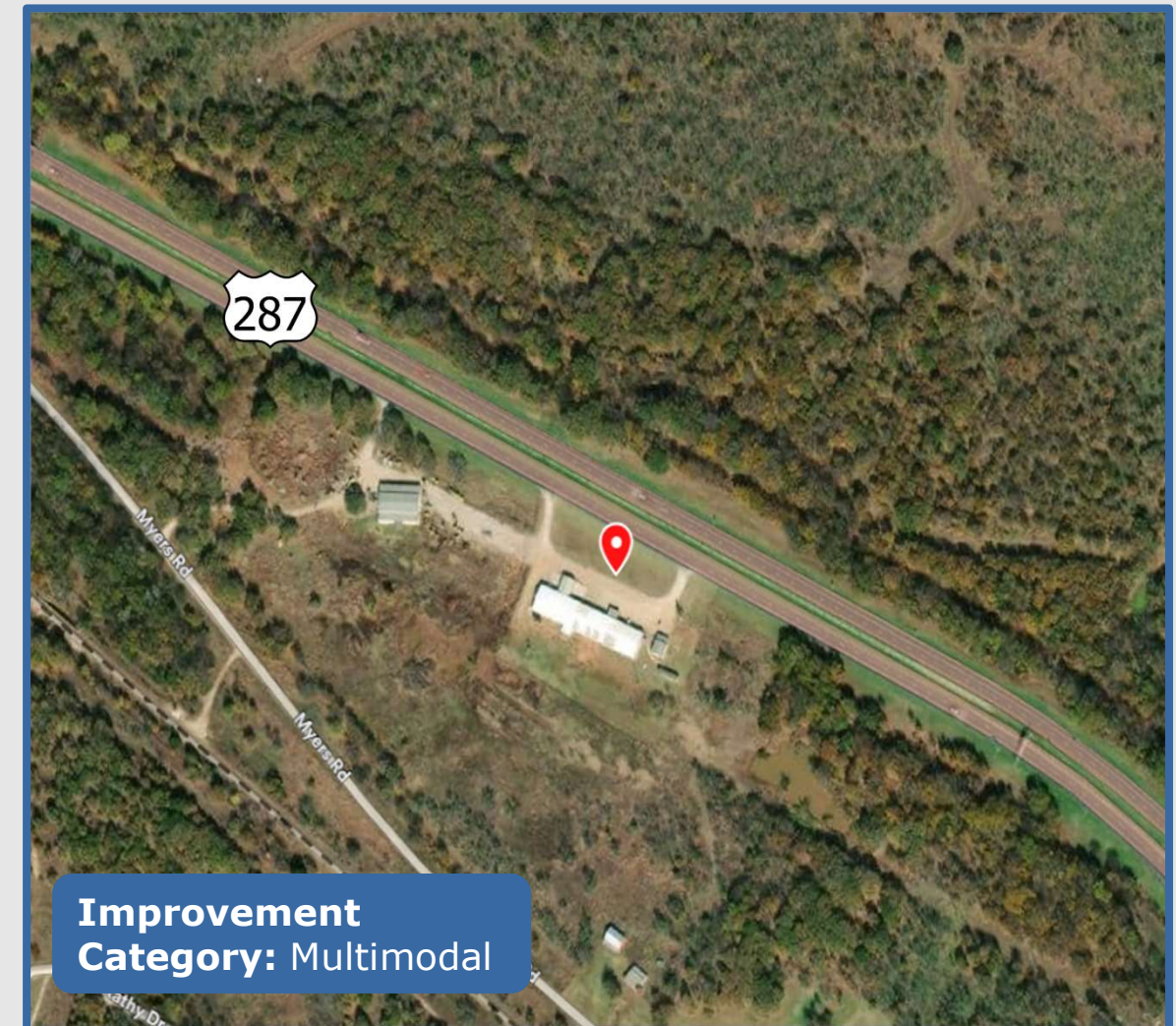
Other Considerations:

Key Challenges:

Utility and ROW impacts

Required stakeholder involvement / approval:

Coordination with affected utility and property owners.



Improvement Category: Multimodal

US 287 Improvement Option: 40, County: Clay

Description:

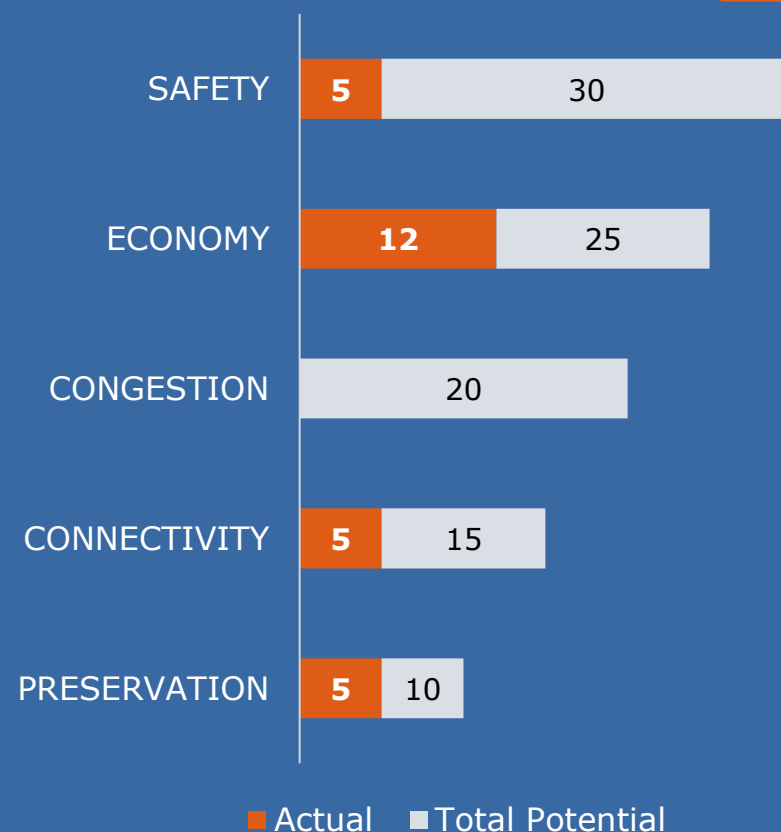
Increase vertical clearance to 18.5' for overpass.

Need:

The new requirement for overpasses on a Freight Network is 18.5 feet.

NEED SCORE

27/100



From: Spur 510 in Henrietta

To: N/A

Locality: Wichita Falls District

ROW Required:

☒ Yes ☐ No

Estimated Cost (in \$M): 30

Other Considerations:

Key Challenges:

ROW and Utility impacts

Required stakeholder involvement / approval:

Coordination with affected property owners and utility owners.



Improvement Category: Multimodal

US 287 Improvement Option: 12, County: Wichita

Description:

Interchange Improvement.

Need:

Stakeholder Input; 27 total crashes at this interchange in the past 5 years – including striking a fixed object.



Other Considerations:

Key Challenges:

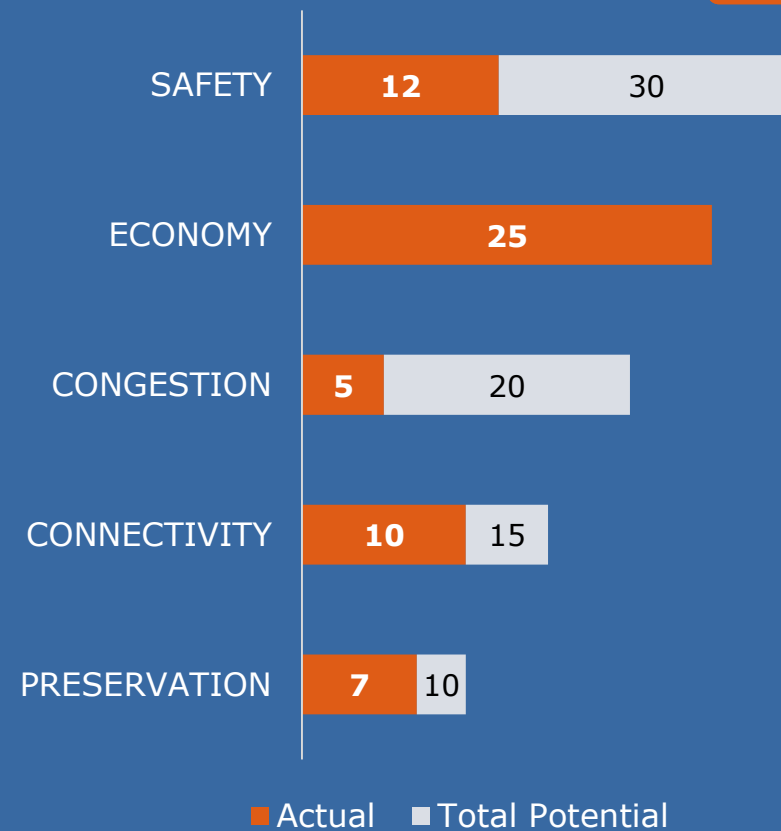
Utility and ROW impacts

Required stakeholder involvement / approval:

Coordination with affected utility and property owners.

NEED SCORE

59/100



From: Loop 11 in Wichita Falls

To: N/A

Locality: Wichita Falls District

ROW Required:

☒ Yes ☐ No

Estimated Cost (in \$M): 50



Improvement Category: Safety

US 287 Improvement Option: 13, County: Wichita

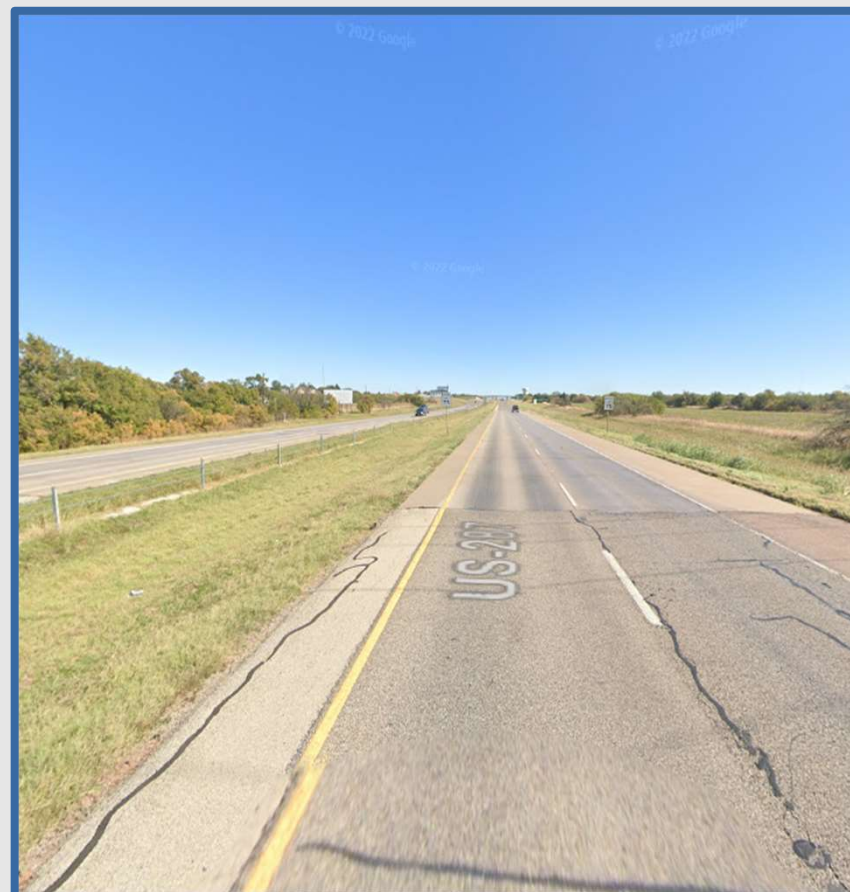
Description:

Lighting improvements (as warranted) for 4 miles

Need:

92 crashes occurred along these segments in the last 5 years, including 1 fatal crash and 34 dark condition crashes.

Public Input.



Other Considerations:

Key Challenges:

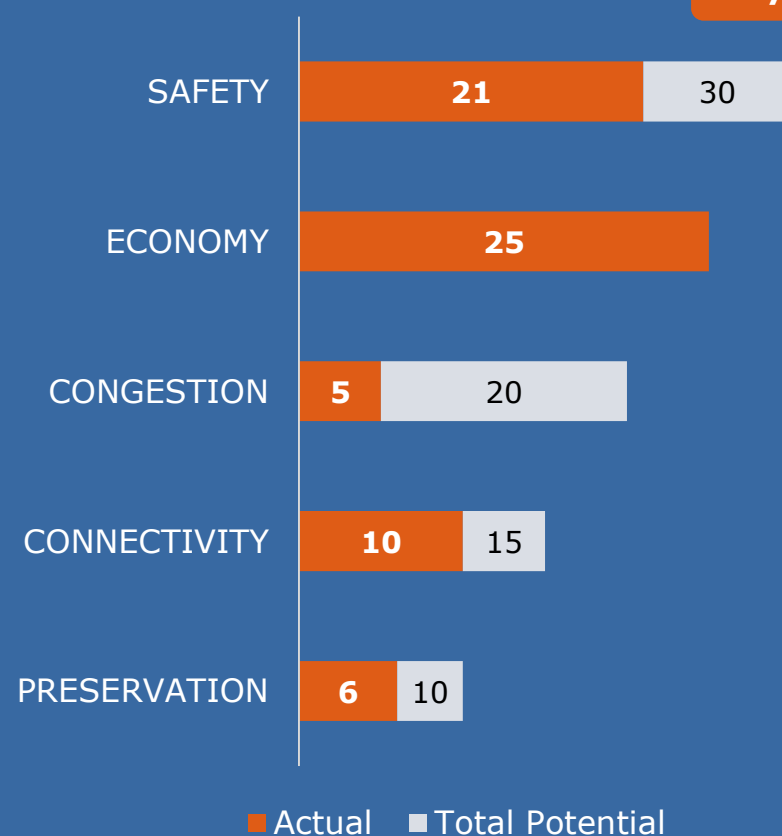
Utility impacts

Required stakeholder involvement / approval:

Coordination with utility owners.

NEED SCORE

67/100



From: FM 369 N in Wichita Falls

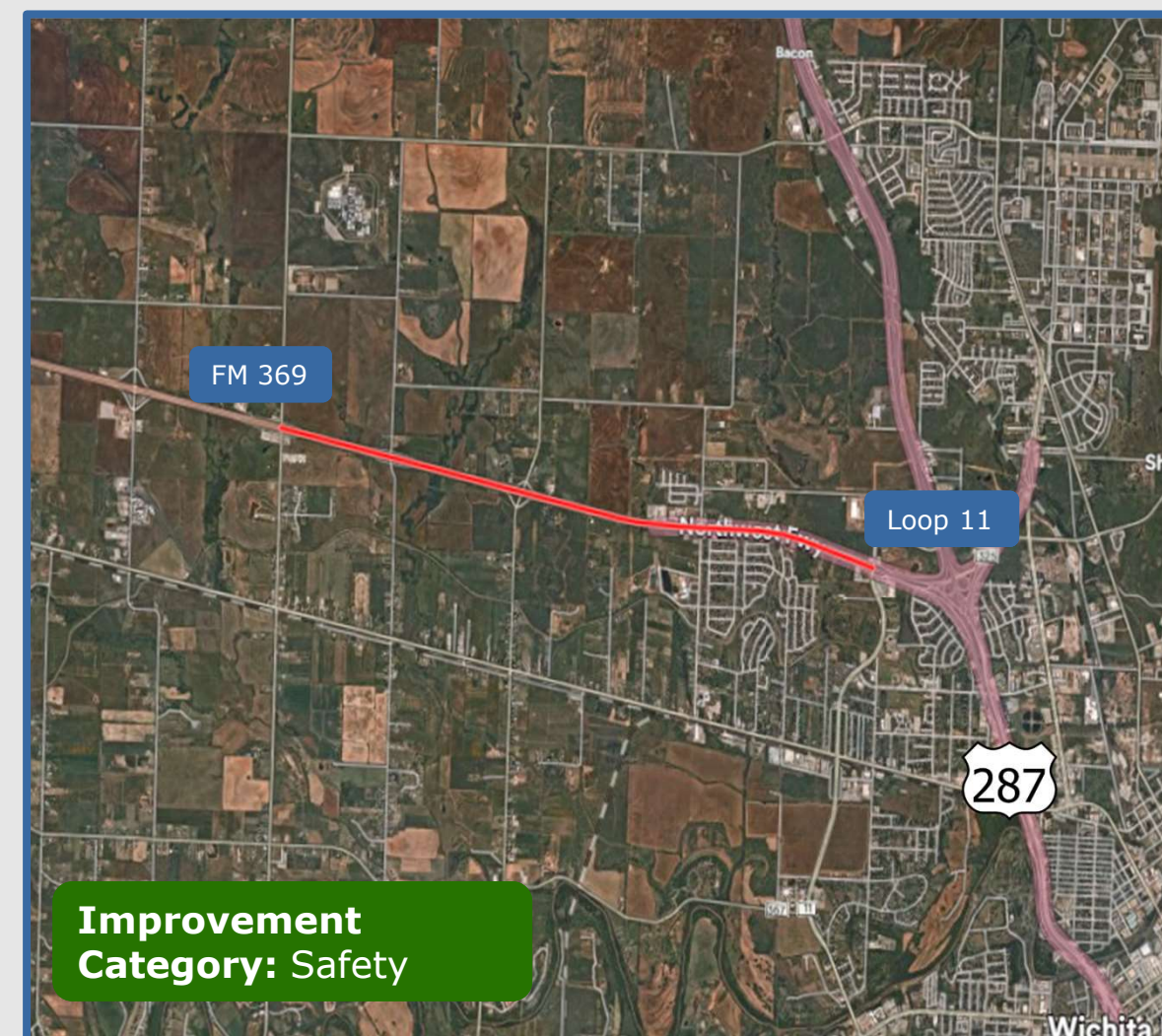
To: Loop 11 in Wichita Falls

Locality: Wichita Falls District

ROW Required:

☐ Yes ☒ No

Estimated Cost (in \$M): 8



Improvement Category: Safety

US 287 Improvement Option: 14, County: Wichita

Description:

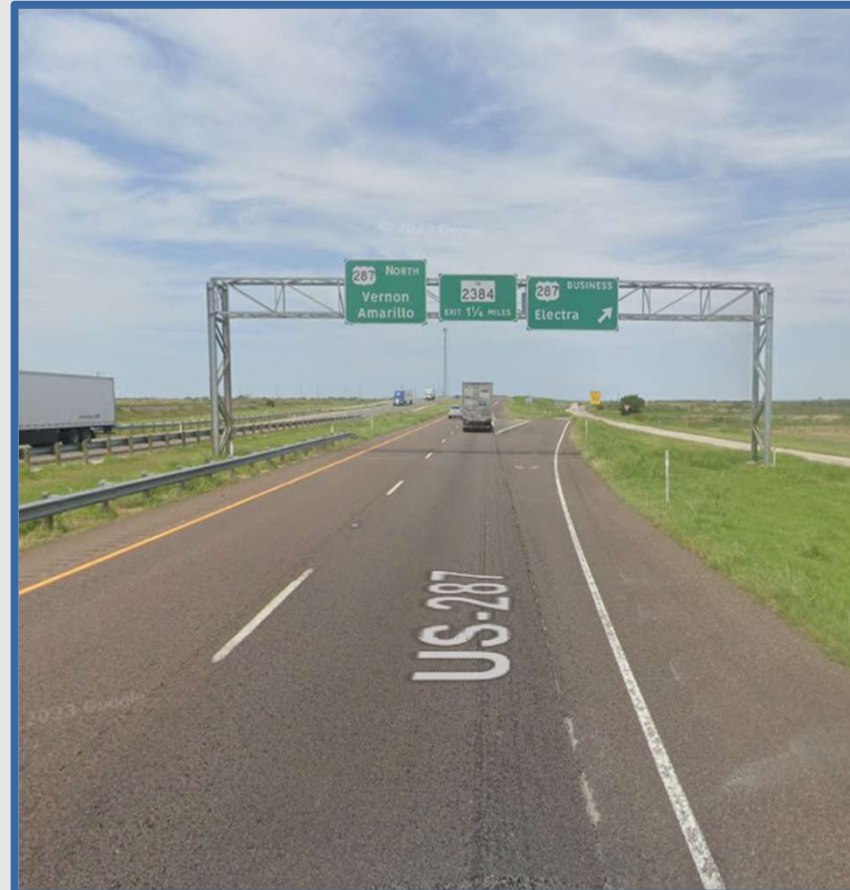
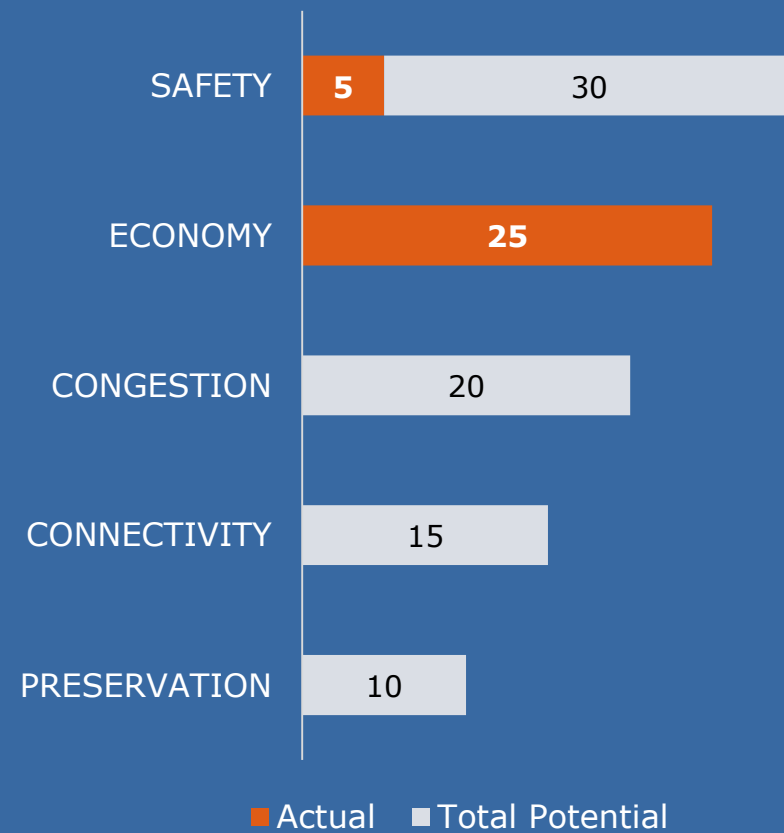
Interchange improvement.

Need:

15 crashes at this merge in the last 5 years.

NEED SCORE

30/100



From: Merge with BUS 287

To: N/A

Locality: Wichita Falls District

ROW Required:

☒ Yes ☐ No

Estimated Cost (in \$M): 20

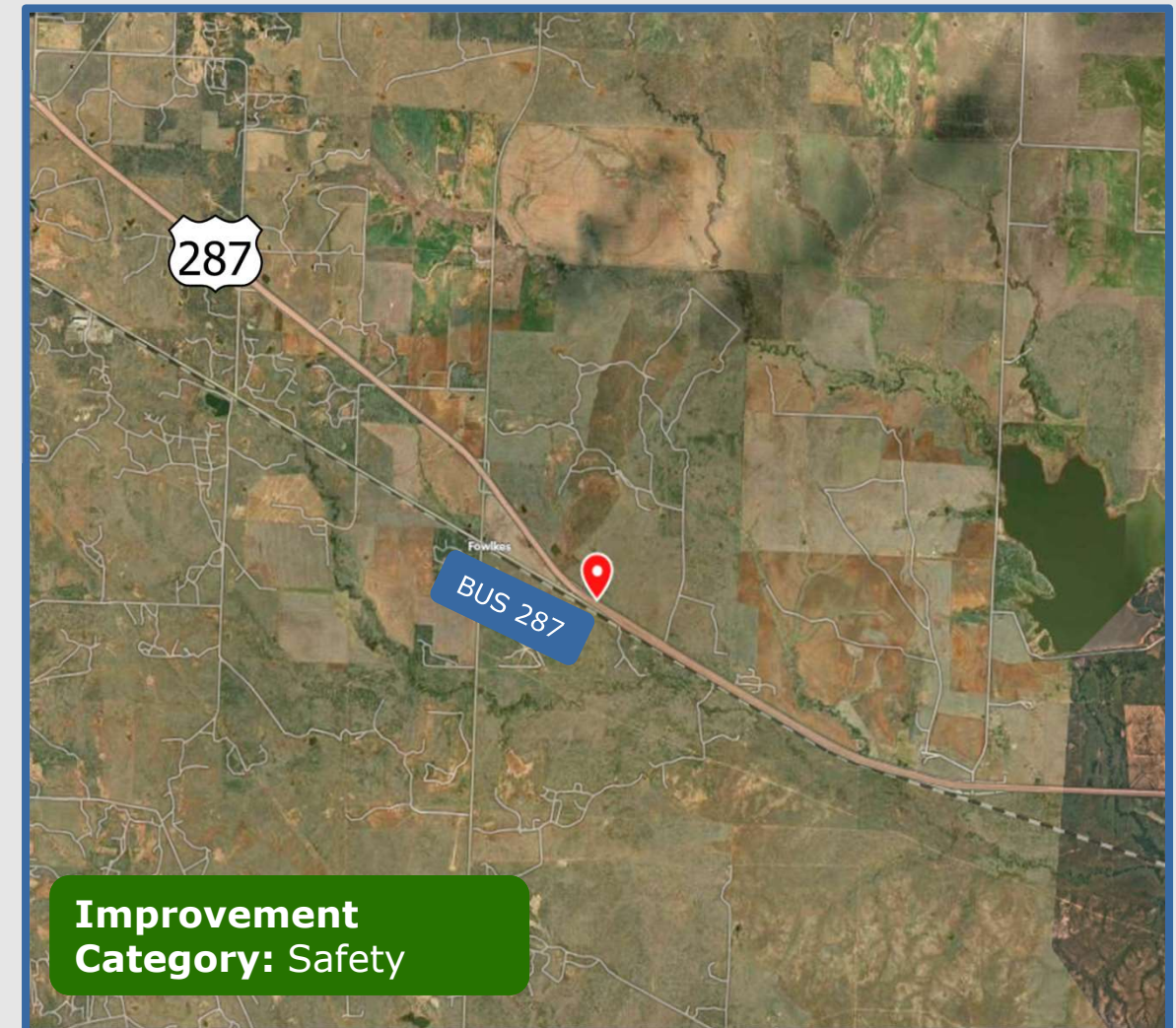
Other Considerations:

Key Challenges:

ROW and Utility impacts

Required stakeholder involvement / approval:

Coordination regarding utilities and ROW.



Improvement Category: Safety

US 287 Improvement Option: 15, County: Wichita

Description:

Perform speed study, add curvature warning signs, safety lighting for 3.8 miles.

Need:

55 crashes occurred along this segment in the last 5 years including 2 fatal crashes and 40 single vehicle crashes.



Other Considerations:

Key Challenges:

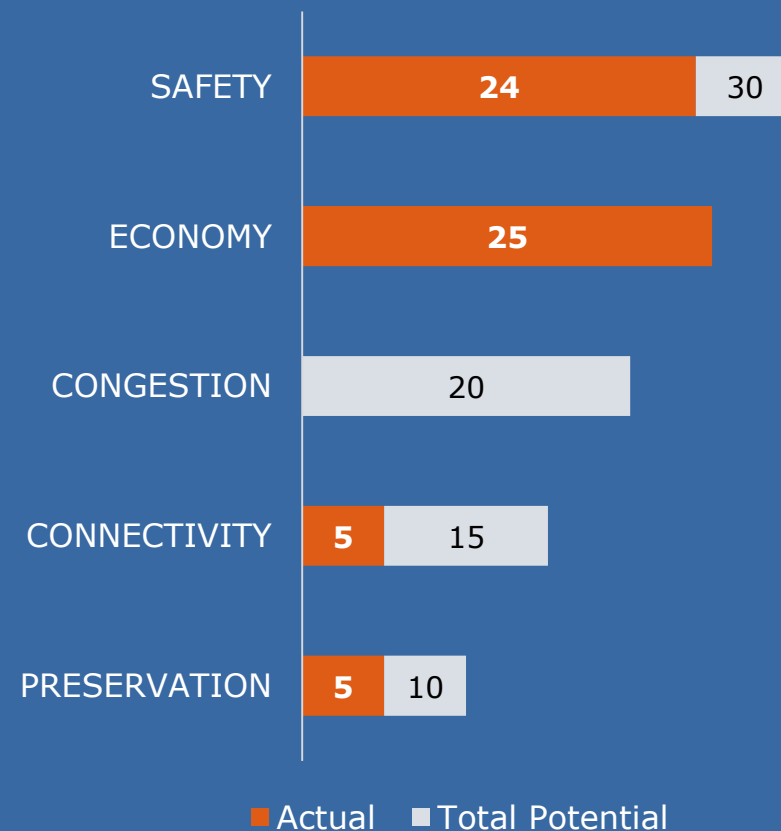
NA

Required stakeholder involvement / approval:

NA

NEED SCORE

59/100



From: Wilbarger/Wichita County Line

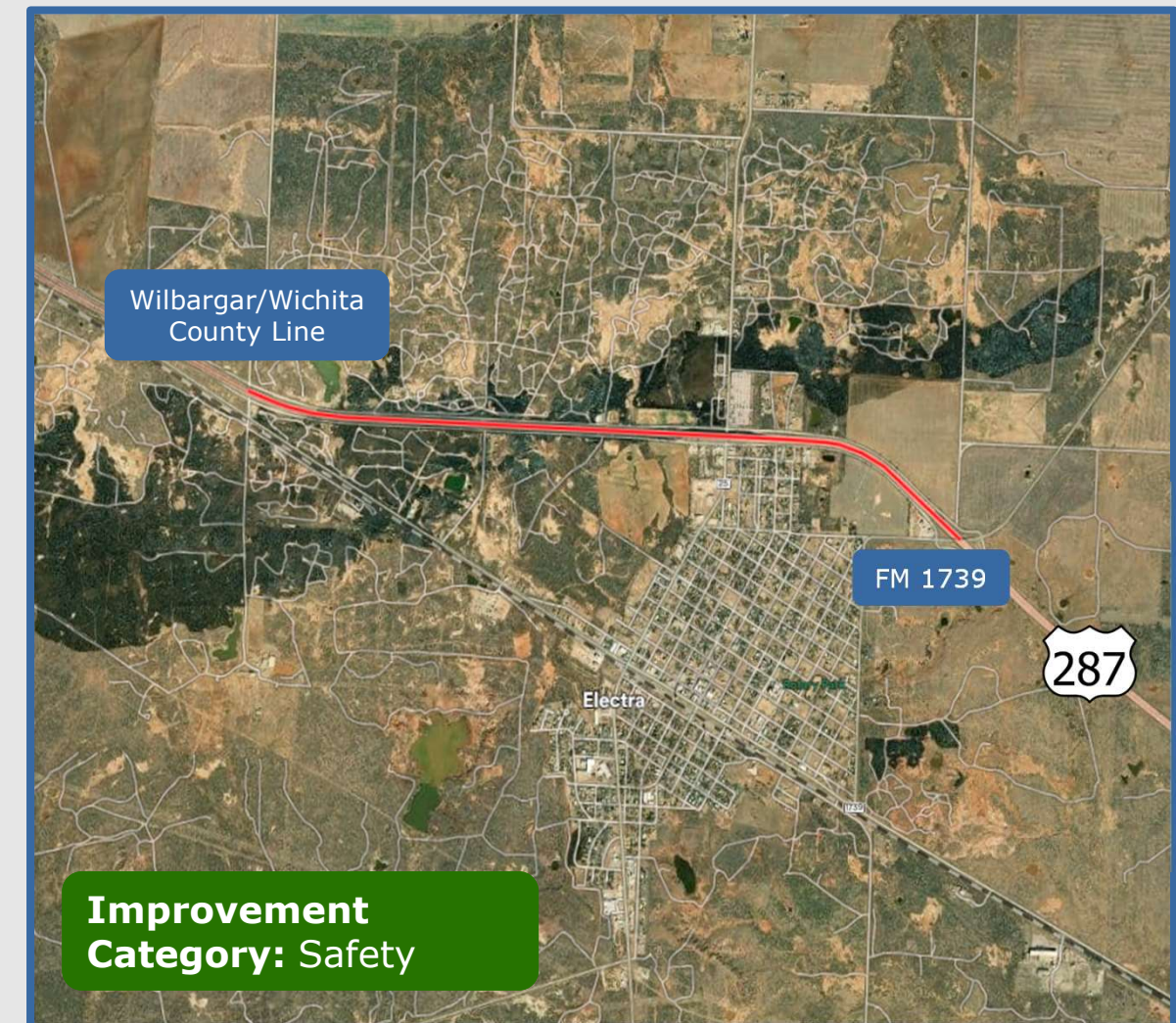
To: FM 1739 in Electra

Locality: Wichita Falls District

ROW Required:

☐ Yes ☒ No

Estimated Cost (in \$M): 3



Improvement Category: Safety

US 287 Improvement Option: 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, County: Wichita

Description:

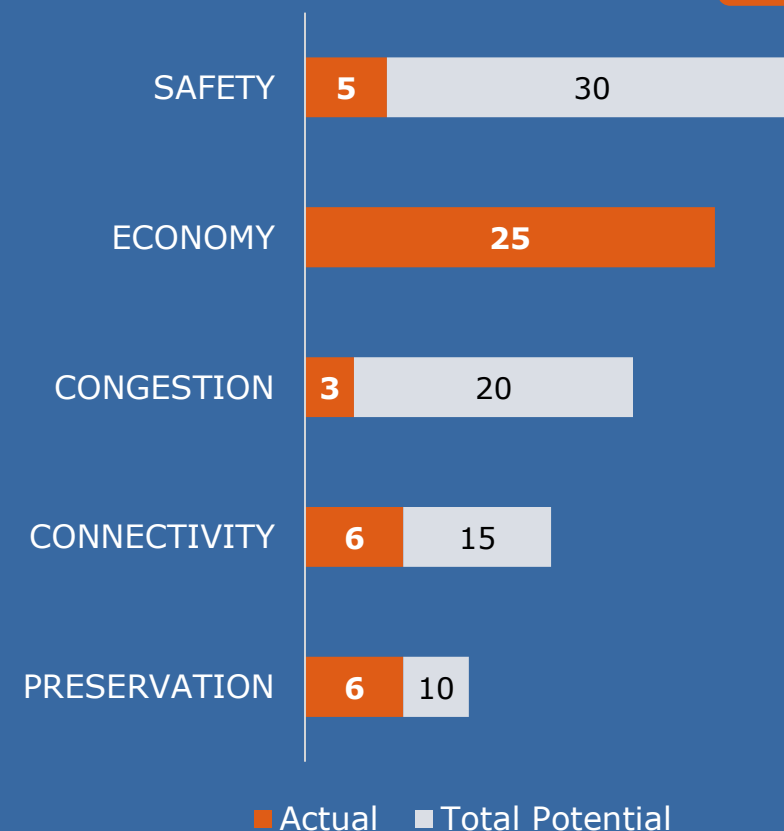
Increase vertical clearance to 18.5' for overpass. (16 total overpasses to be addressed)

Need:

The new requirement for overpasses on a Freight Network is 18.5 feet.

NEED SCORE

45/100



From: Various overpass locations above US 287

To: N/A

Locality: Wichita Falls District

ROW Required:

☒ Yes ☐ No

Estimated Cost (in \$M): 30 per location

Other Considerations:

Key Challenges:

ROW and Utility impacts

Required stakeholder involvement / approval:

Coordination with affected property owners and utility owners.



Improvement Category: Multimodal

US 287 Improvement Option: 16, County: Wilbarger

Description:

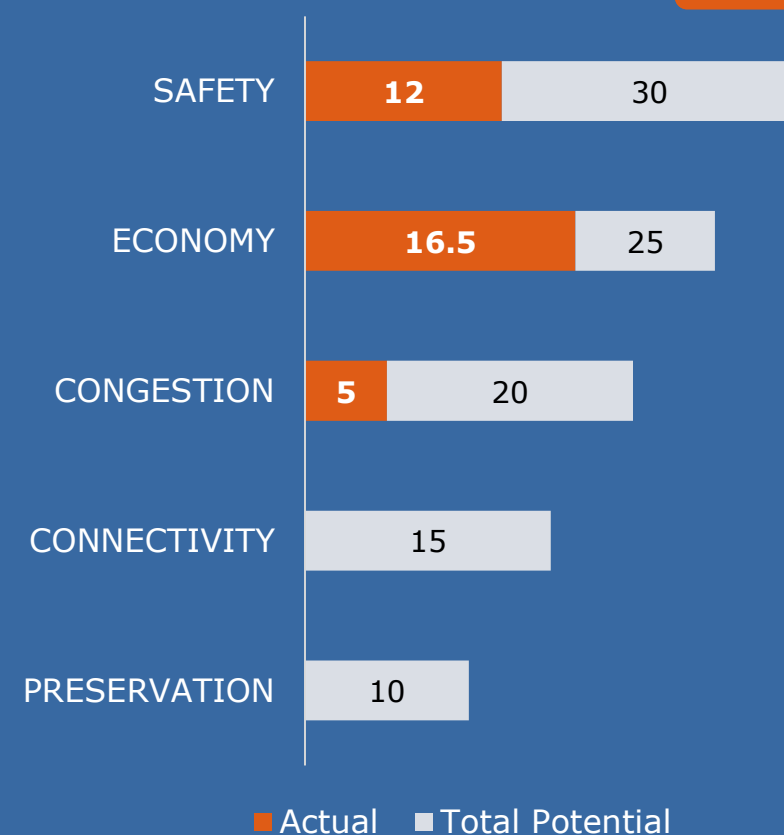
Intersection improvement.

Need:

12 crashes occurred at this intersection in the last 5 years including 8 crashes that involved entering or exiting the driveway.

NEED SCORE

33.5/100



From: 0.25 miles N of CR 125

To: N/A

Locality: Wichita Falls District

ROW Required:

☒ Yes ☐ No

Estimated Cost (in \$M): 1

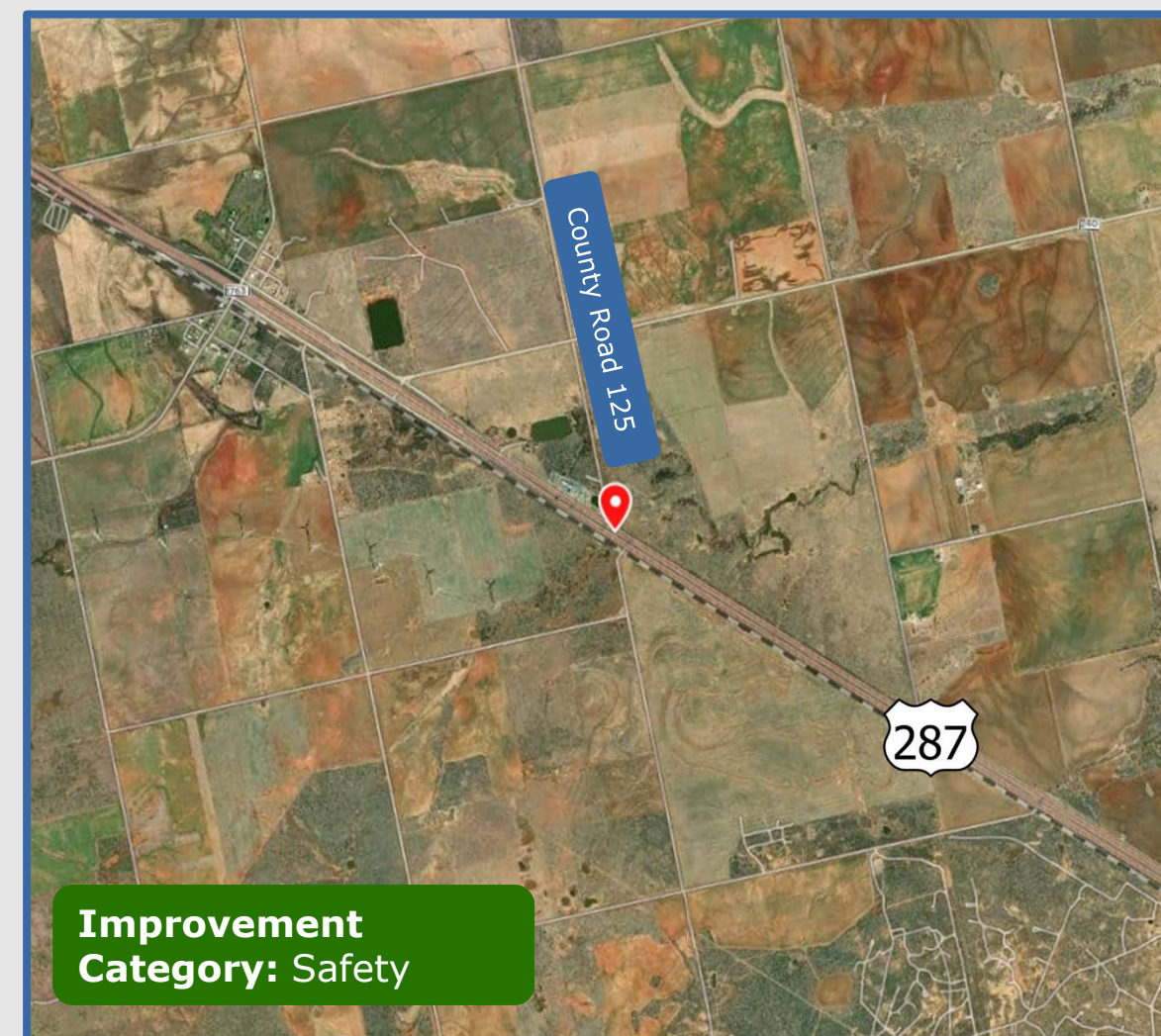
Other Considerations:

Key Challenges:

Utility and ROW impacts

Required stakeholder involvement / approval:

Coordination with affected property owners and utility owners.



Improvement Category: Safety

US 287 Improvement Option: 17, County: Wilbarger

Description:

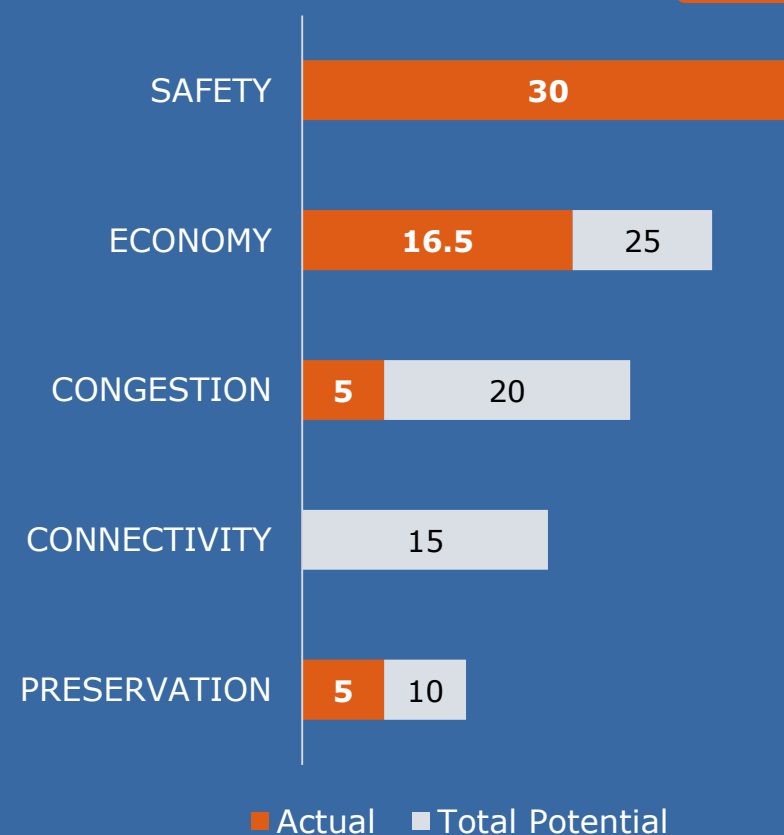
Lighting improvements (as warranted) for 4.6 miles.

Need:

54 crashes occurred along this segment in the last 5 years including 2 fatal crashes and 25 dark condition crashes.

NEED SCORE

56.5/100



From: County Road 138

To: Wilbarger/Wichita County Line

Locality: Wichita Falls District

ROW Required:

☐ Yes ☒ No

Estimated Cost (in \$M): 10

Other Considerations:

Key Challenges:

Utility impacts

Required stakeholder involvement / approval:

Coordination with affected utility owners.



US 287 Improvement Option: 18, County: Wilbarger

Description:

Close two median openings west of County Road 132.

Need:

10 crashes occurred at these intersections in the last 5 years.

Public Input.



Other Considerations:

Key Challenges:

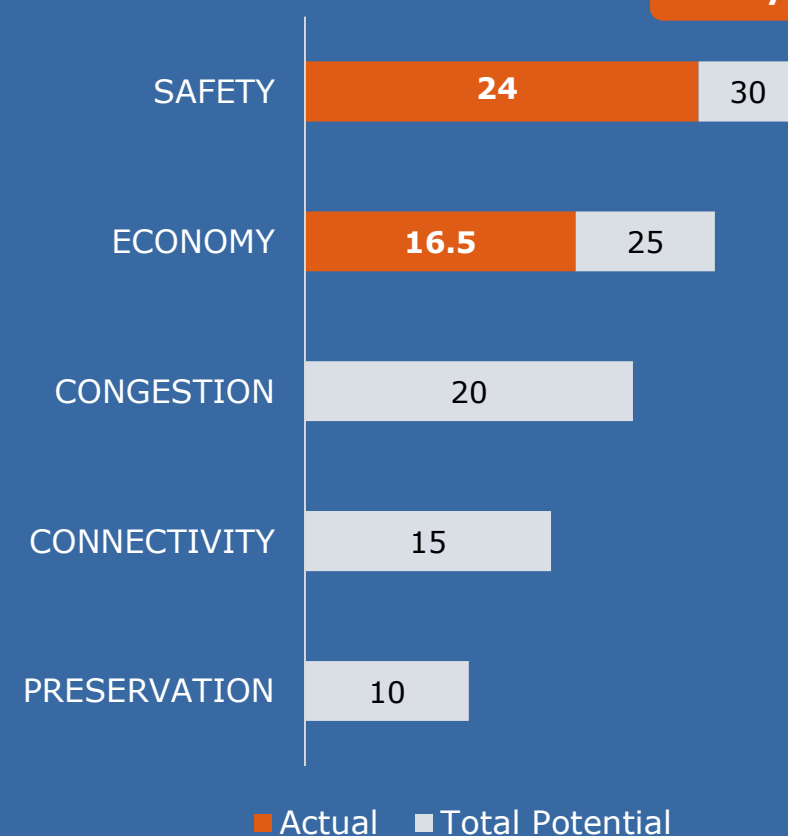
Access control

Required stakeholder involvement / approval:

Coordination regarding access control.

NEED SCORE

40.5/100



From: West of County Road 132 East near Oklaunion

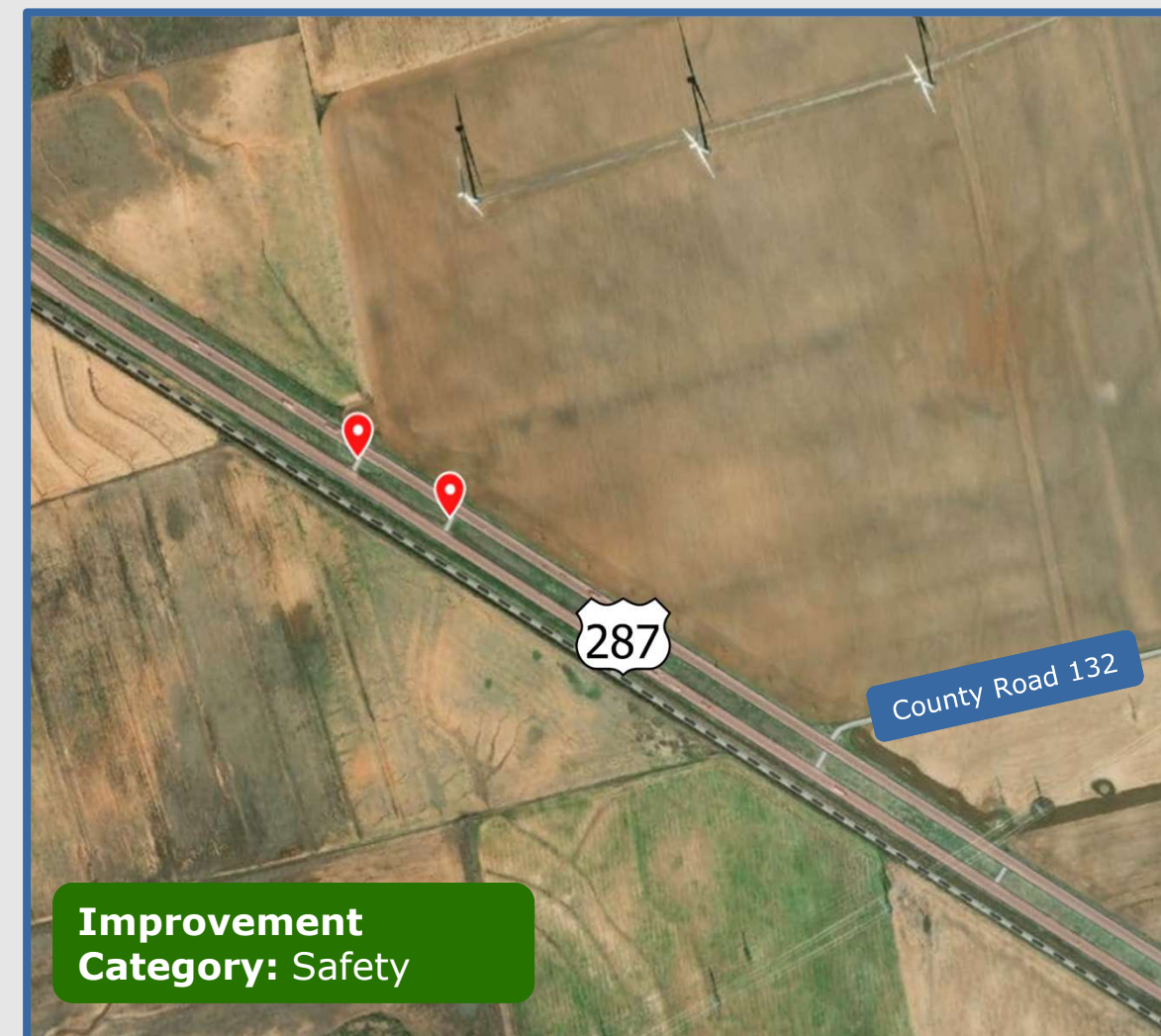
To: N/A

Locality: Wichita Falls District

ROW Required:

☐ Yes ☒ No

Estimated Cost (in \$M): 1.5



Improvement Category: Safety

US 287 Improvement Option: 19, County: Wilbarger

Description:

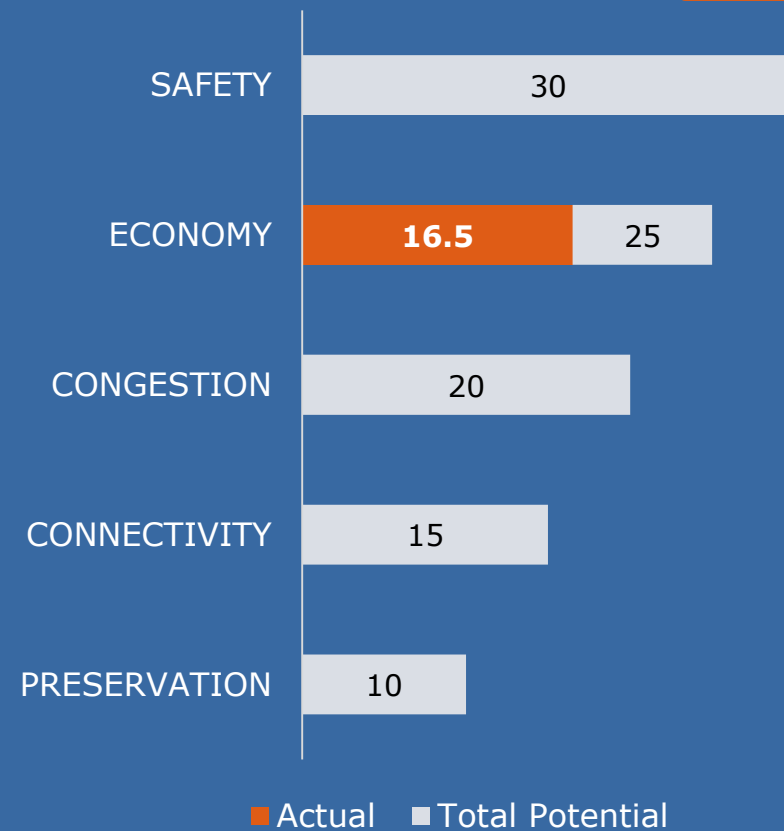
Install animal strike warning sign.

Need:

21 animal-related crashes occurred within 5 miles in either direction of this location in the last 5 years.

NEED SCORE

16.5/100



From: Merge with SH 404

To: N/A

Locality: Wichita Falls District

ROW Required:

☐ Yes ☒ No

Estimated Cost (in \$M): 0.001

Other Considerations:

Key Challenges:

NA

Required stakeholder involvement / approval:

NA



Improvement Category: Safety

US 287 Improvement Option: 20, County: Wilbarger

Description:

Interchange improvement.

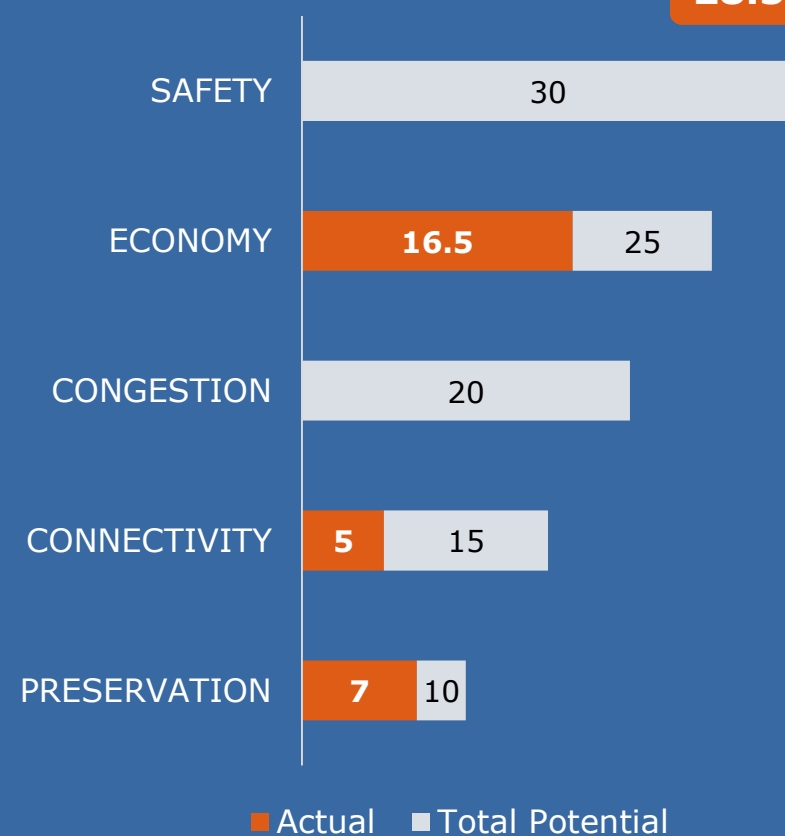
Need:

Provide acceleration lane and improved pavement markings for traffic traveling from FM 1763 onto US 287 in the southbound direction.

9 total crashes at this merge within the past 5 years.

NEED SCORE

28.5/100



From: FM 1763 in Vernon

To: N/A

Locality: Wichita Falls District

ROW Required:

☒ Yes ☐ No

Estimated Cost (in \$M): 2

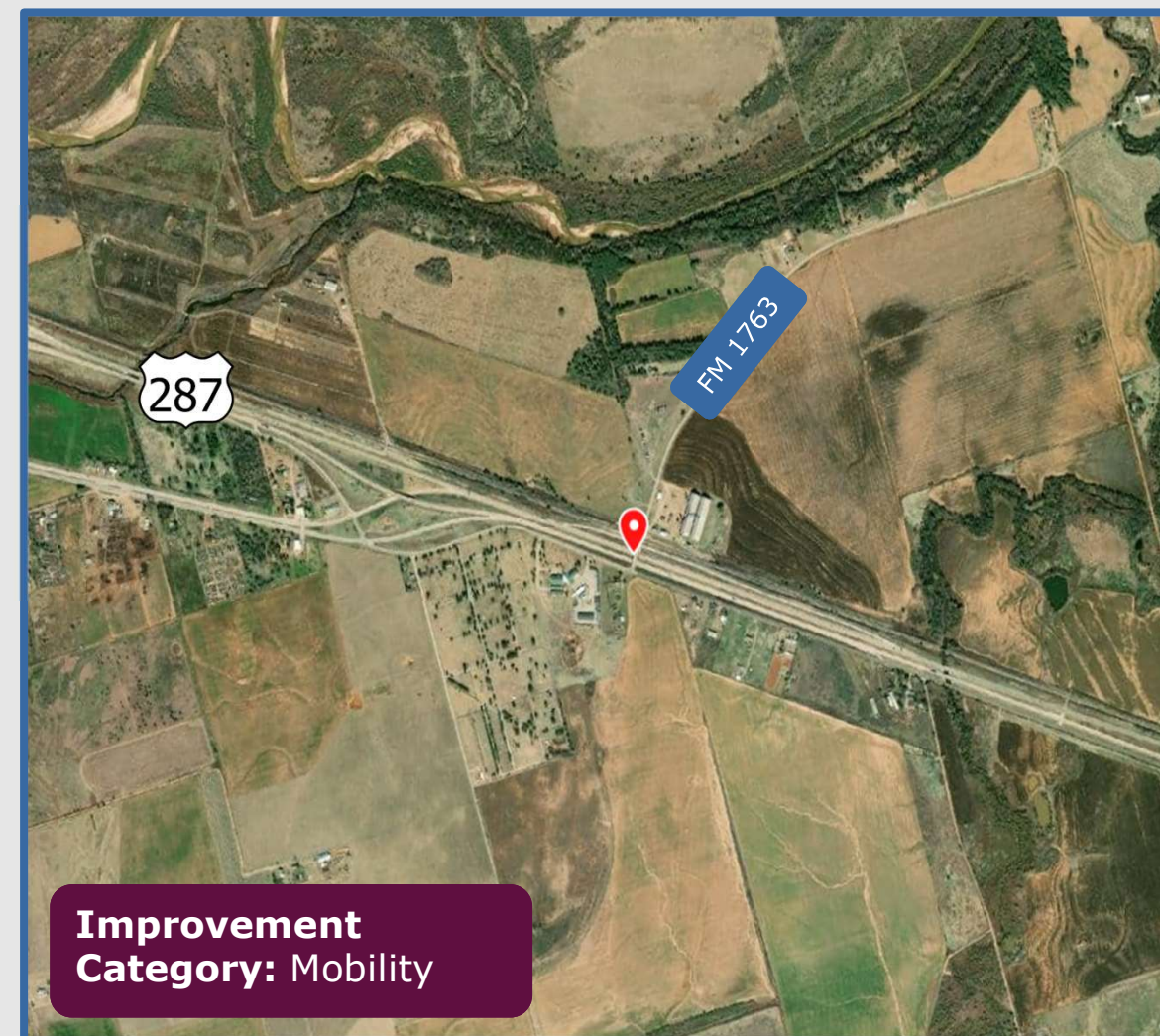
Other Considerations:

Key Challenges:

ROW and Utility impacts

Required stakeholder involvement / approval:

Coordination with affected property owners and utility owners.



Improvement Category: Mobility

US 287 Improvement Option: 21, County: Wilbarger

Description:

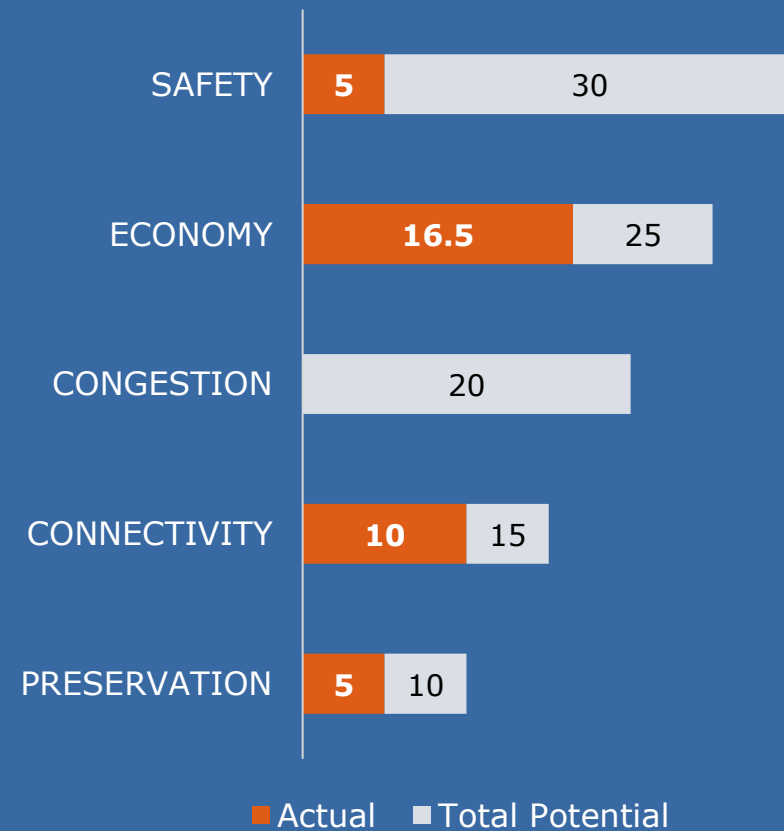
Intersection improvement, pedestrian accommodations.

Need:

Addressing the lack of Pedestrian infrastructure along US 287 frontage roads near several businesses potentially attracting foot traffic.

NEED SCORE

36.5/100



From: US 287 and US 183/283 intersection in Vernon

To: N/A

Locality: Wichita Falls District

ROW Required:

☒ Yes ☐ No

Estimated Cost (in \$M): 2

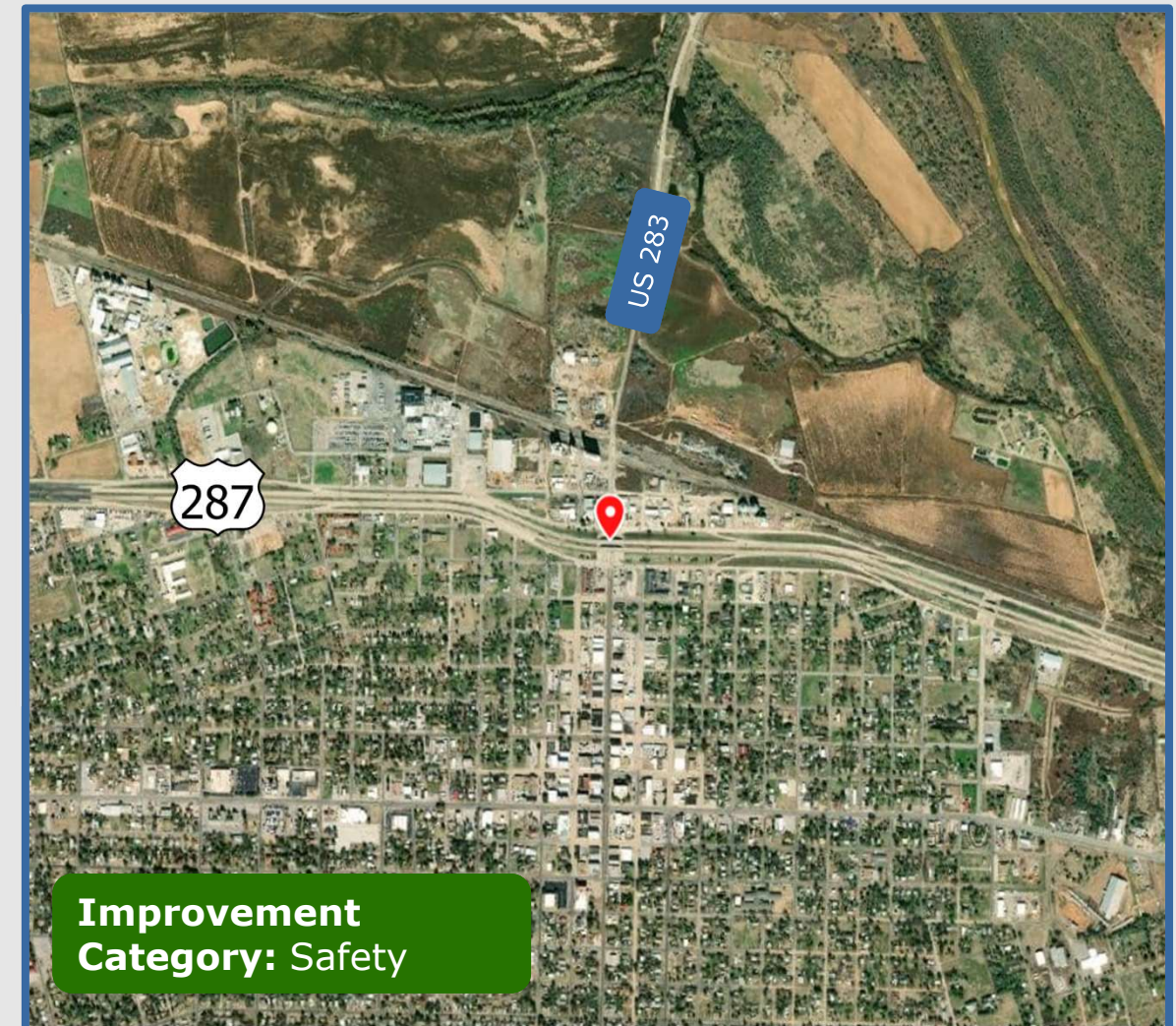
Other Considerations:

Key Challenges:

ROW and Utility impacts

Required stakeholder involvement / approval:

Coordination with affected property owners and utility owners.



Improvement Category: Safety

US 287 Improvement Option: 22, County: Wilbarger

Description:

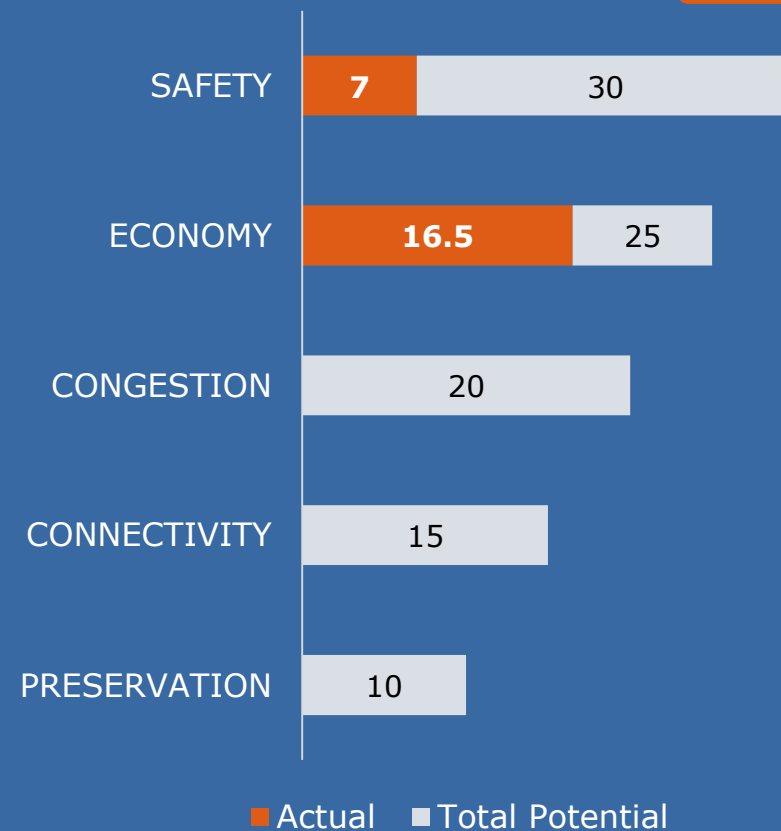
Perform safety study to evaluate the clear zone.

Need:

5 crashes around this location in the last 5 years.

NEED SCORE

23.5/100



From: 0.5 miles southeast of County Road 89 in Vernon

To: N/A

Locality: Wichita Falls District

ROW Required:

☐ Yes ☒ No

Estimated Cost (in \$M): 0.2

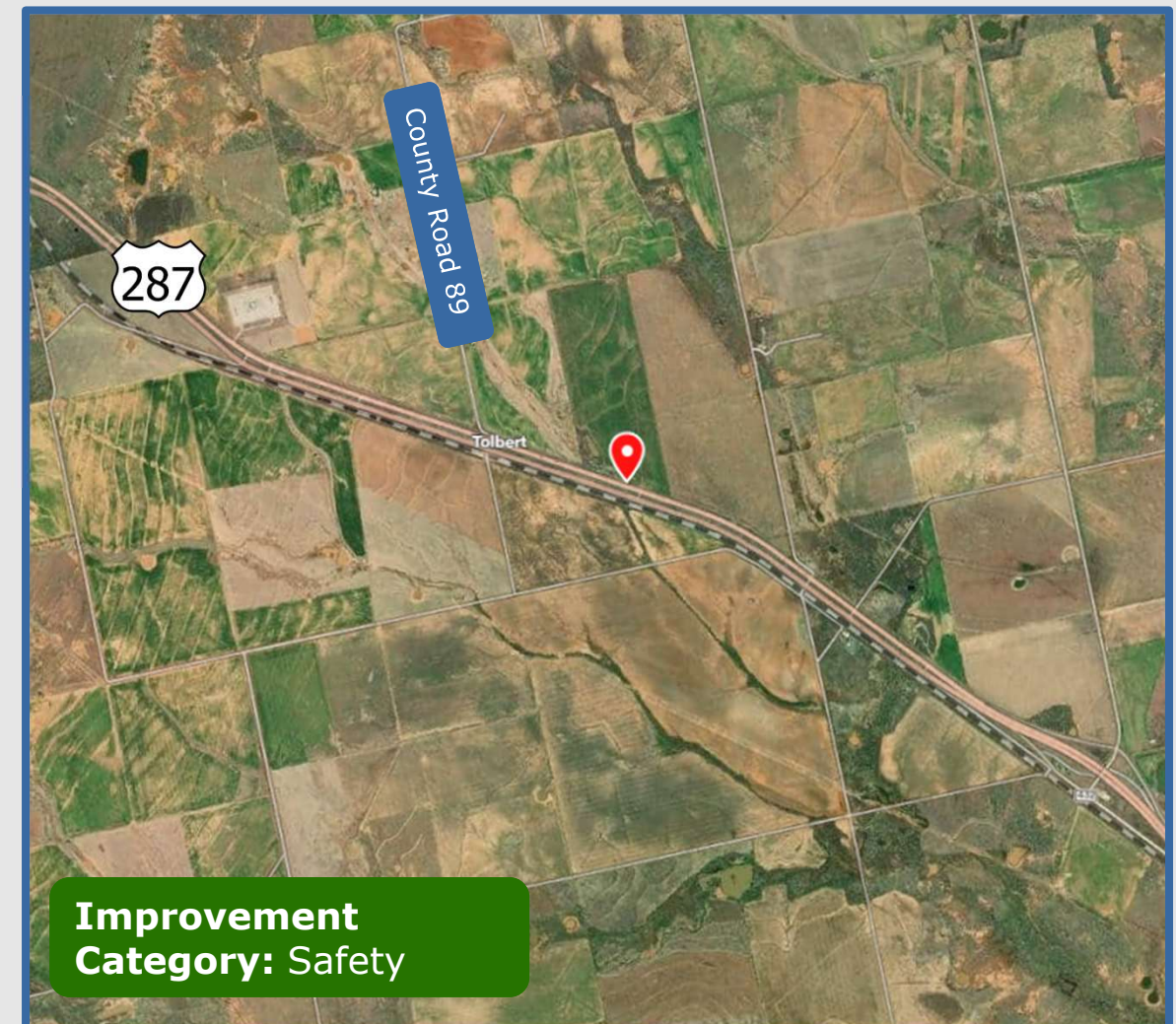
Other Considerations:

Key Challenges:

NA

Required stakeholder involvement / approval:

NA



Improvement Category: Safety

US 287 Improvement Option: 29, County: Wilbarger

Description:

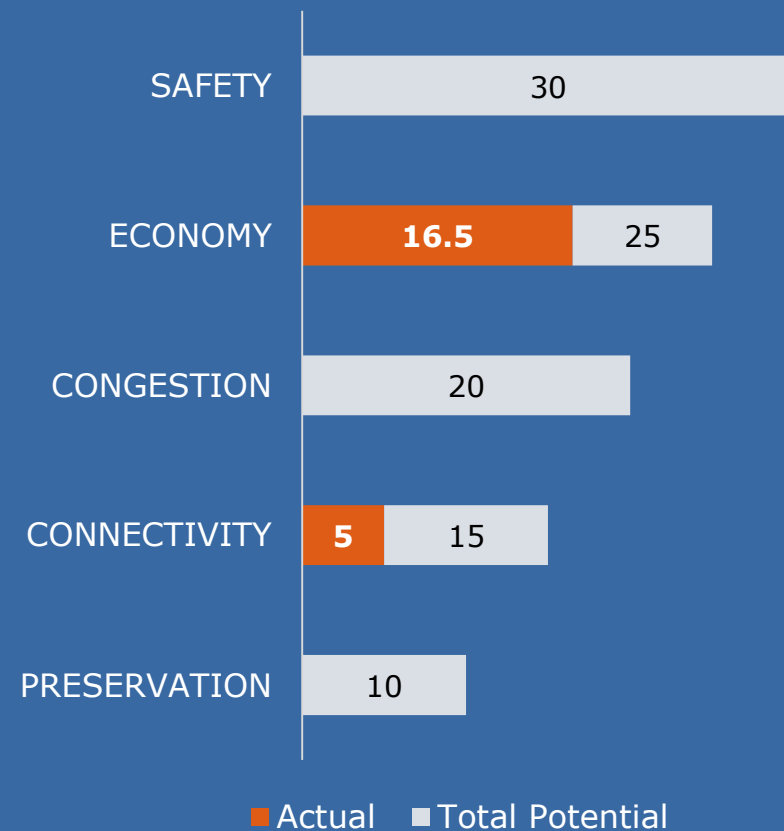
Upgrade bridges to current standards.

Need:

Stakeholder Input.

NEED SCORE

21.5/100



From: Pease River Crossing

To: N/A

Locality: Wichita Falls District

ROW Required:

☐ Yes ☒ No

Estimated Cost (in \$M): 80

Other Considerations:

Key Challenges:

Traffic Control Plan and Detours

Required stakeholder involvement / approval:

Informing motorists about construction impacts



US 287 Improvement Option: 30, County: Wilbarger

Description:

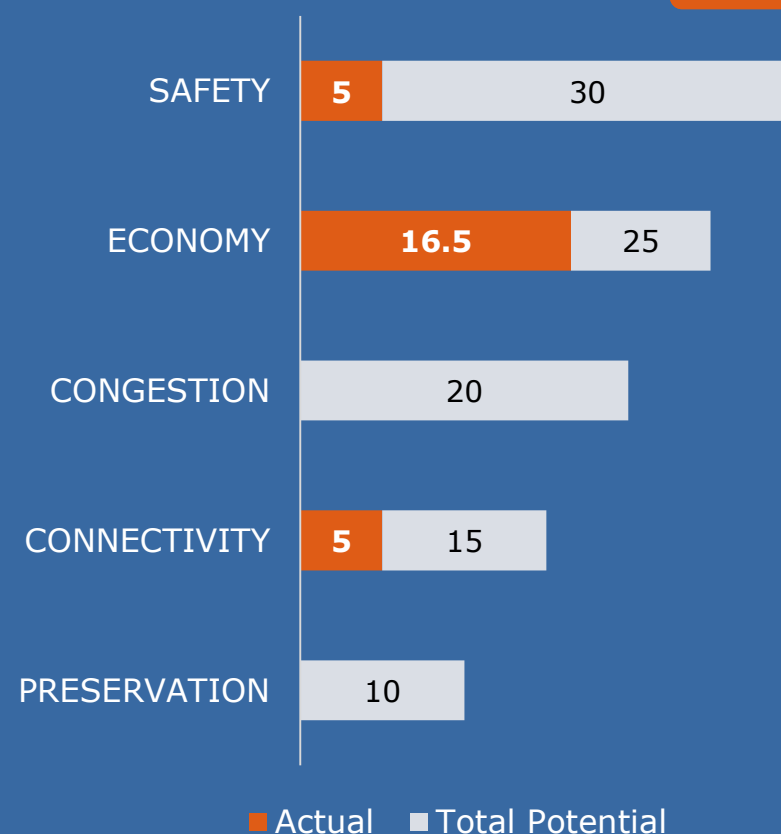
Identify areas to provide truck parking.

Need:

Multimodal improvements to address truck parking needs from stakeholders.

NEED SCORE

26.5/100



From: Along US 287

To: N/A

Locality: Wichita Falls District

ROW Required:

☒ Yes ☐ No

Estimated Cost (in \$M): 30

Other Considerations:

Key Challenges:

ROW and Utility impacts

Required stakeholder involvement / approval:

Coordination with affected property owners and utility owners.



Improvement Category: Multimodal

US 287 Improvement Option: 57, County: Wilbarger

Description:

Realign US 287 around Oklaunion to improve safety and reduce curvature for 3.2 miles

Need:

Object/animal crashes; traffic at speed struggles with the geometry of the roadway

Stakeholder input.



Other Considerations:

Key Challenges:

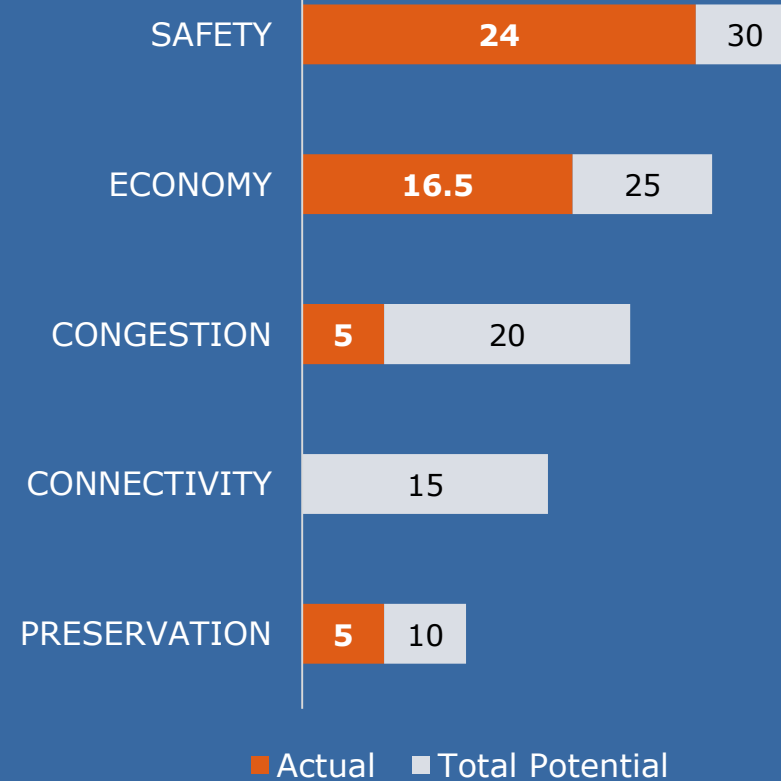
ROW and Utility impacts

Required stakeholder involvement / approval:

Coordination with affected property owners and utility owners.

NEED SCORE

50.5/100



From: Beginning of curvature of roadway on N side of Oklaunion

To: End of curvature in roadway on S side of Oklaunion

Locality: Wichita Falls District

ROW Required:

☒ Yes ☐ No

Estimated Cost (in \$M): 100



Improvement Category: Safety

US 287 Improvement Option: 58, 59, 60, 61, 62, County: Wilbarger

Description:

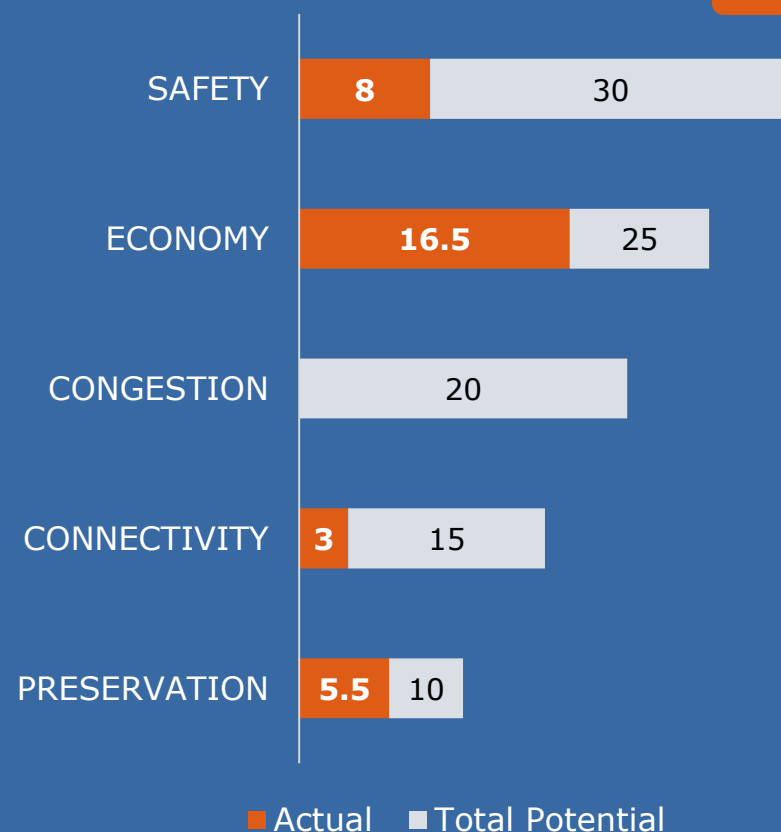
Increase vertical clearance to 18.5' for overpass.

Need:

The new requirement for overpasses on a Freight Network is 18.5 feet.

NEED SCORE

33/100



From: Various Overpass locations above US 287

To: N/A

Locality: Wichita Falls District

ROW Required:

☒ Yes ☐ No

Estimated Cost (in \$M): 30 per location

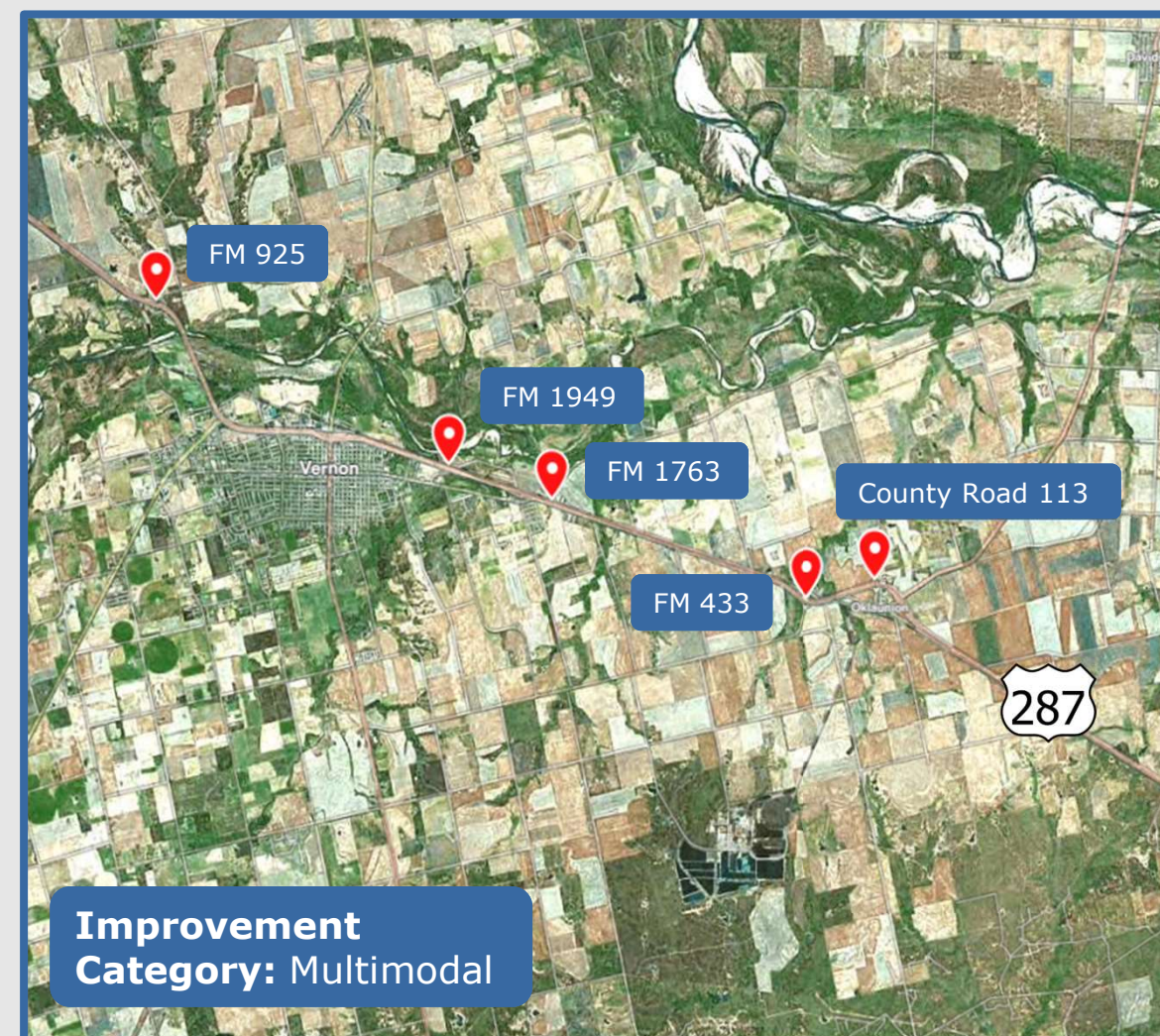
Other Considerations:

Key Challenges:

ROW and Utility impacts

Required stakeholder involvement / approval:

Coordination with affected property owners and utility owners.



Improvement Category: Multimodal

US 287 Improvement Option: 1, 4, County: Hardeman

Description:

Install high visibility signal backplates with retroreflective borders; Provide pedestrian accommodations.

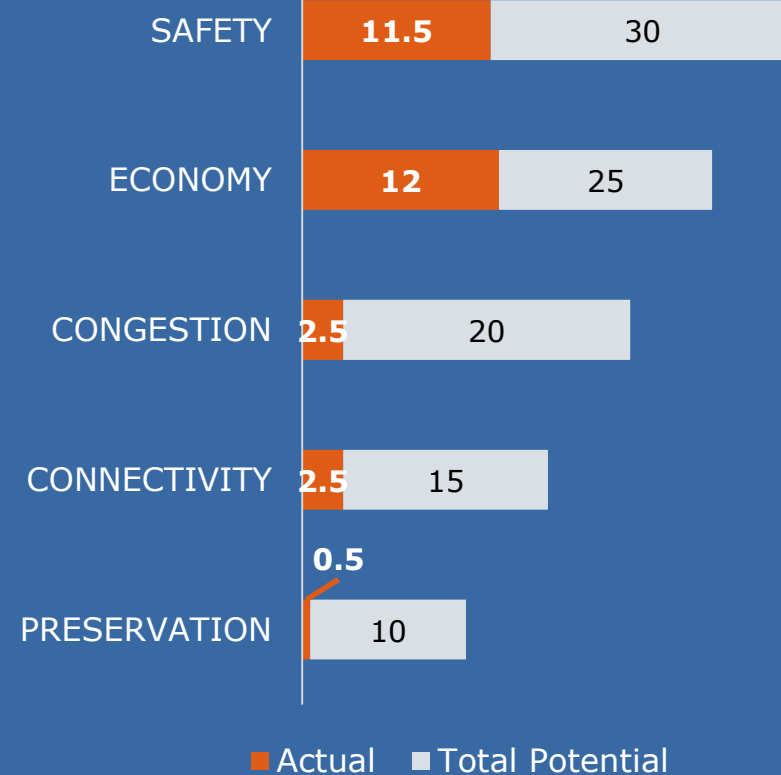
Need:

Safety upgrades.

Stakeholder Input.

NEED SCORE

29/100



Locations:

-SH 6
-Avenue H

To: N/A

Locality: Childress District

ROW Required:

☒ Yes ☐ No

Estimated Cost (in \$M): 1.5 per location

Other Considerations:

Key Challenges:

Utility and ROW impacts

Required stakeholder involvement / approval:

Coordination with affected property owners and utility owners.



Improvement Category: Multimodal

US 287 Improvement Option: 2, County: Hardeman

Description:

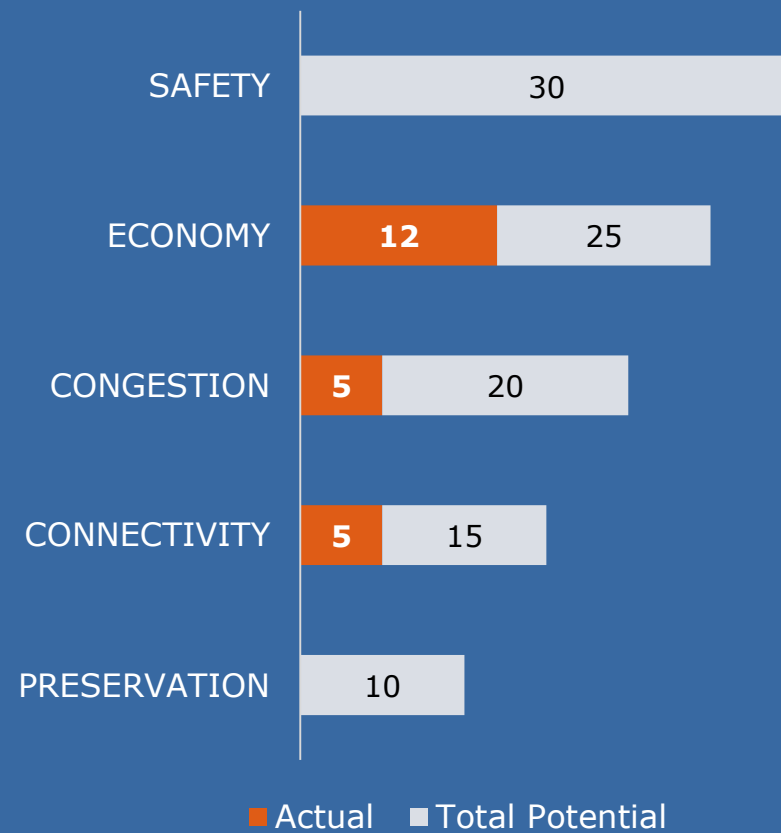
Install traffic signal (if warranted).

Need:

Stakeholder input

NEED SCORE

22/100



From: FM 2568 intersection in Quanah

To: N/A

Locality: Childress District

ROW Required:

☒ Yes ☐ No

Estimated Cost (in \$M): 1.5

Other Considerations:

Key Challenges:

Utility and ROW impacts

Required stakeholder involvement / approval:

Coordination with affected property owners and utility owners.



US 287 Improvement Option: 3, County: Hardeman

Description:

Provide pedestrian accommodations (sidewalks, ADA accessibility) for 2.8 miles.

Need:

64 crashes occurred along this segment in the last 5 years including 1 fatal pedestrian crash.



Other Considerations:

Key Challenges:

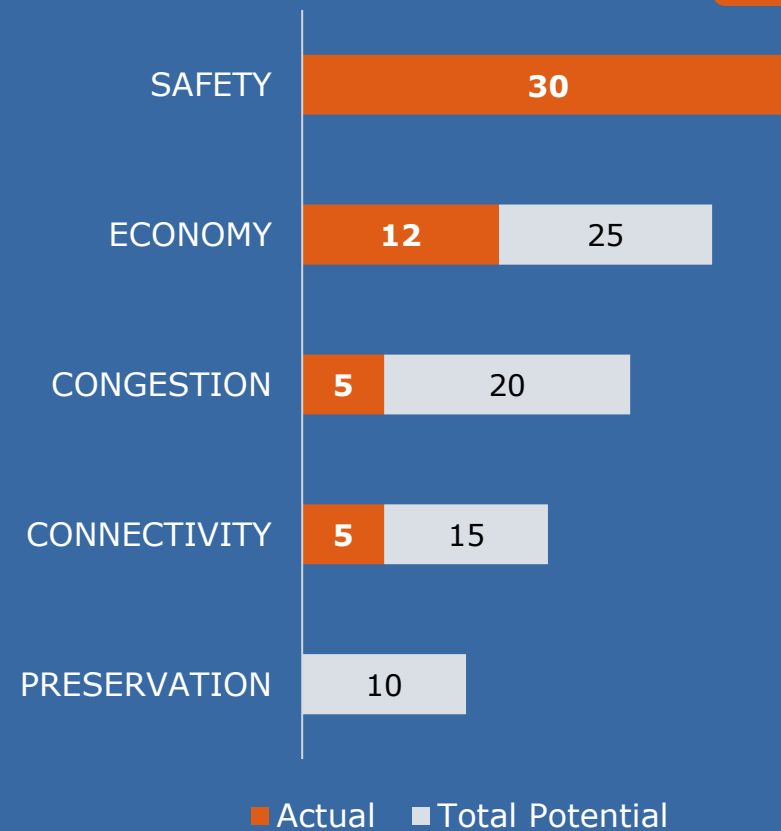
Utility and ROW impacts

Required stakeholder involvement / approval:

Coordination with affected property owners and utility owners.

NEED SCORE

52/100



From: State Highway 285

To: State Highway 6

Locality: Childress District

ROW Required:

☒ Yes ☐ No

Estimated Cost (in \$M): 15



Improvement Category: Multimodal

US 287 Improvement Option: 5, County: Childress

Description:

Install flashing sign for speed reduction (reduction from 50 mph to 40 mph).

Need:

Stakeholder input.

6 total crashes at this intersection in the past 5 years.



Other Considerations:

Key Challenges:

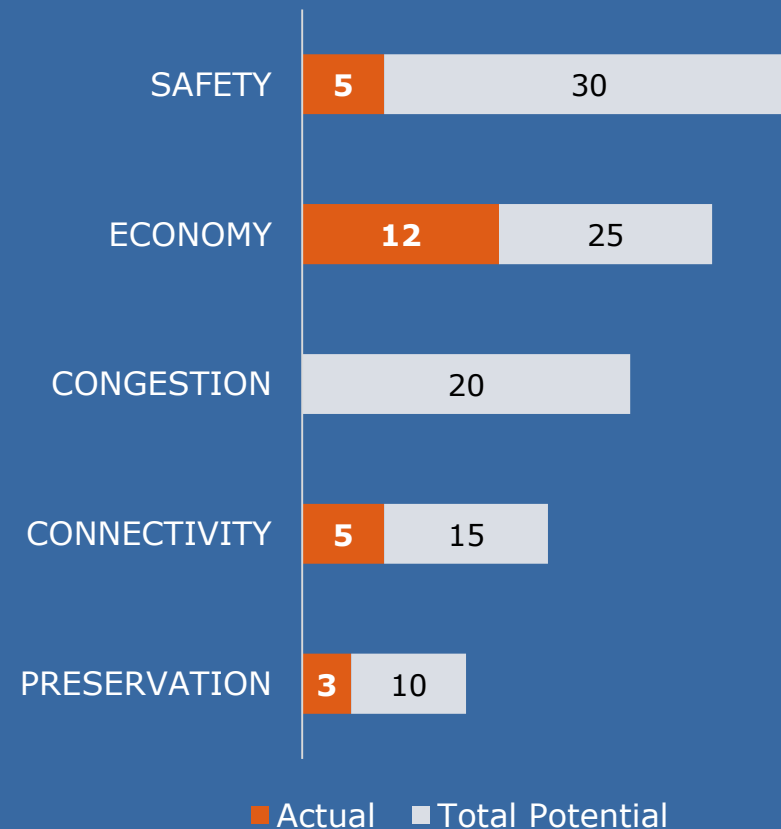
NA

Required stakeholder involvement / approval:

NA

NEED SCORE

25/100



Location: FM 2530 in Childress

To: N/A

Locality: Childress District

ROW Required:

☐ Yes ☒ No

Estimated Cost (in \$M): 0.001



Improvement Category: Safety

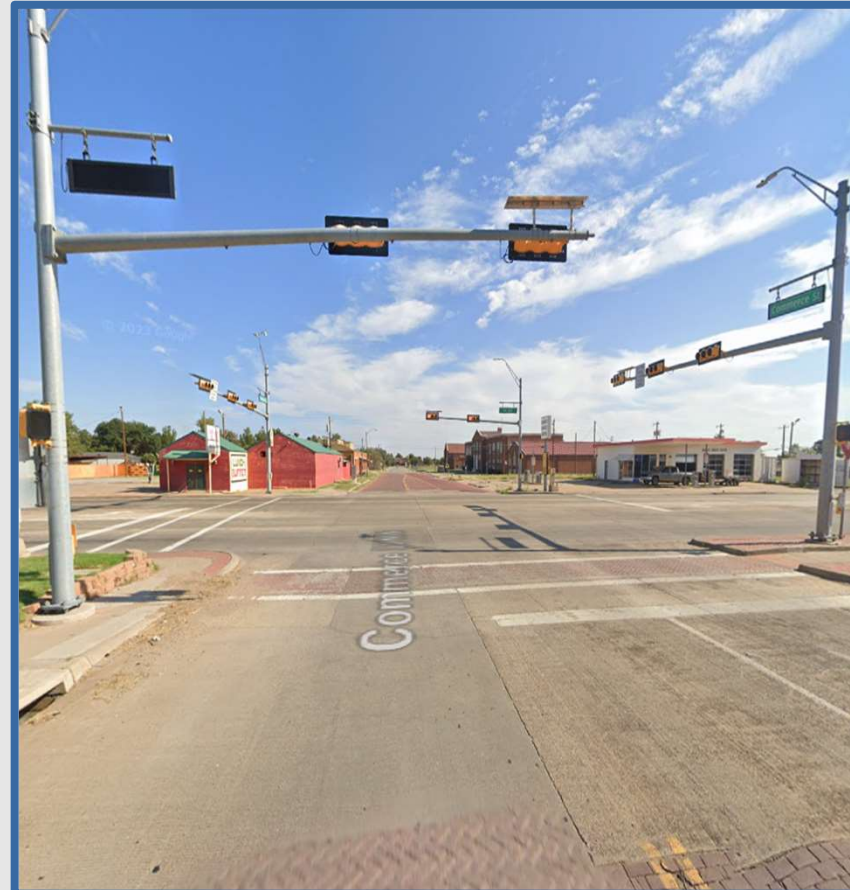
US 287 Improvement Option: 6, County: Childress

Description:

Retime traffic signals; Provide pedestrian push buttons, striped crosswalk, ADA compliant curb ramp, and protected pedestrian phase to allow safe crossing of the east leg of this intersection.

Need:

9 total crashes occurred at this intersection in the last 5 years.



Other Considerations:

Key Challenges:

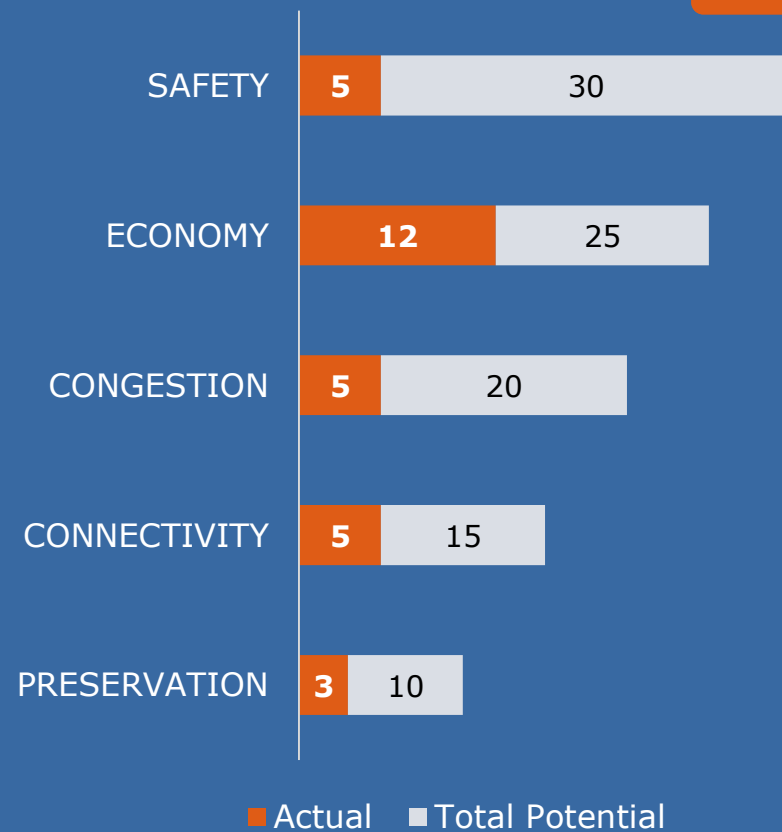
ROW and Utility impacts

Required stakeholder involvement / approval:

Coordination with affected property owners and utility owners.

NEED SCORE

30/100



Location: Commerce Street NW in Childress

To: N/A

Locality: Childress District

ROW Required:

☒ Yes ☐ No

Estimated Cost (in \$M): 2



Improvement Category: Multimodal

US 287 Improvement Option: 7, 8, 9, 10, County: Childress

Description:

Retime traffic signals; Provide pedestrian accommodations.

Need:

Safety upgrades.

75 total crashes occurred at all 4 intersections within the past 5 years. Of these 75, 2 were pedestrian or cyclist crashes.



Other Considerations:

Key Challenges:

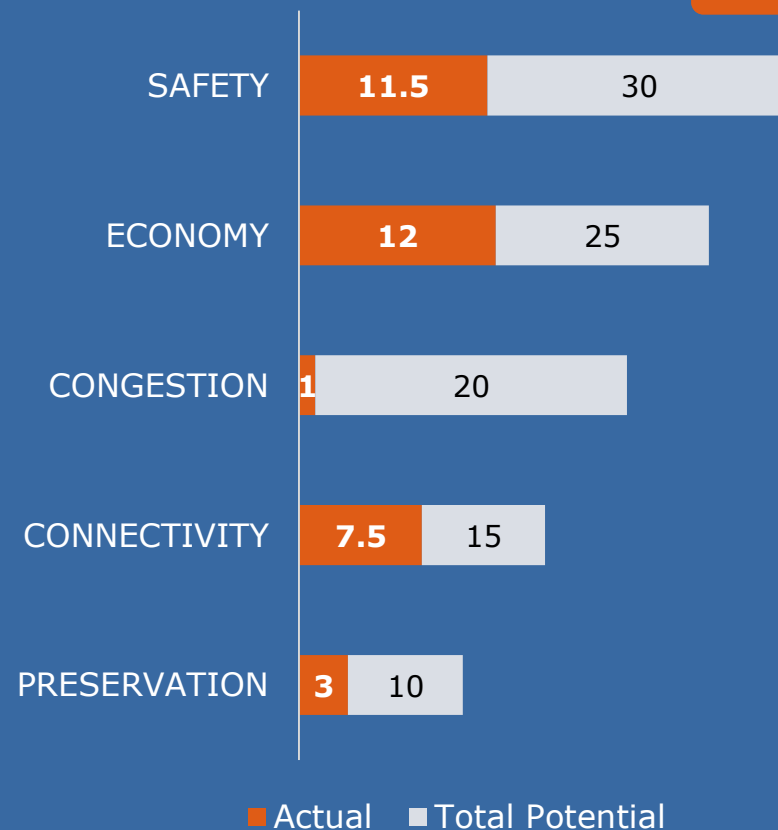
Utility and ROW impacts

Required stakeholder involvement / approval:

Coordination with affected property owners and utility owners.

NEED SCORE

35/100



Locations:

- Madison Ave
- US 62
- 7th St NW
- 5th St NE

To: N/A

Locality: Childress District

ROW Required:

☐ Yes ☒ No

Estimated Cost (in \$M): 1 per location



Improvement Category: Safety

US 287 Improvement Option: 11, County: Childress

Description:

Install guardrail/rumble strips and install chevrons for 3.08 miles.

Need:

33 crashes occurred along this segment in the last 5 years including 3 fatal crashes and 23 single vehicle crashes.



Other Considerations:

Key Challenges:

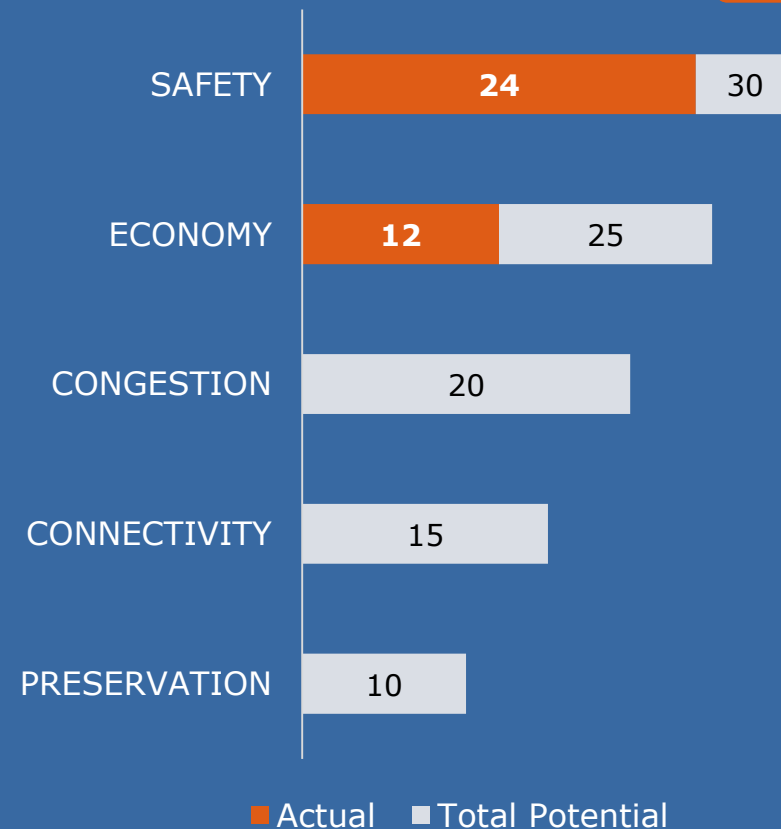
Utility impacts

Required stakeholder involvement / approval:

Coordination with affected utility owners.

NEED SCORE

36/100



From: County Road 2 in Childress

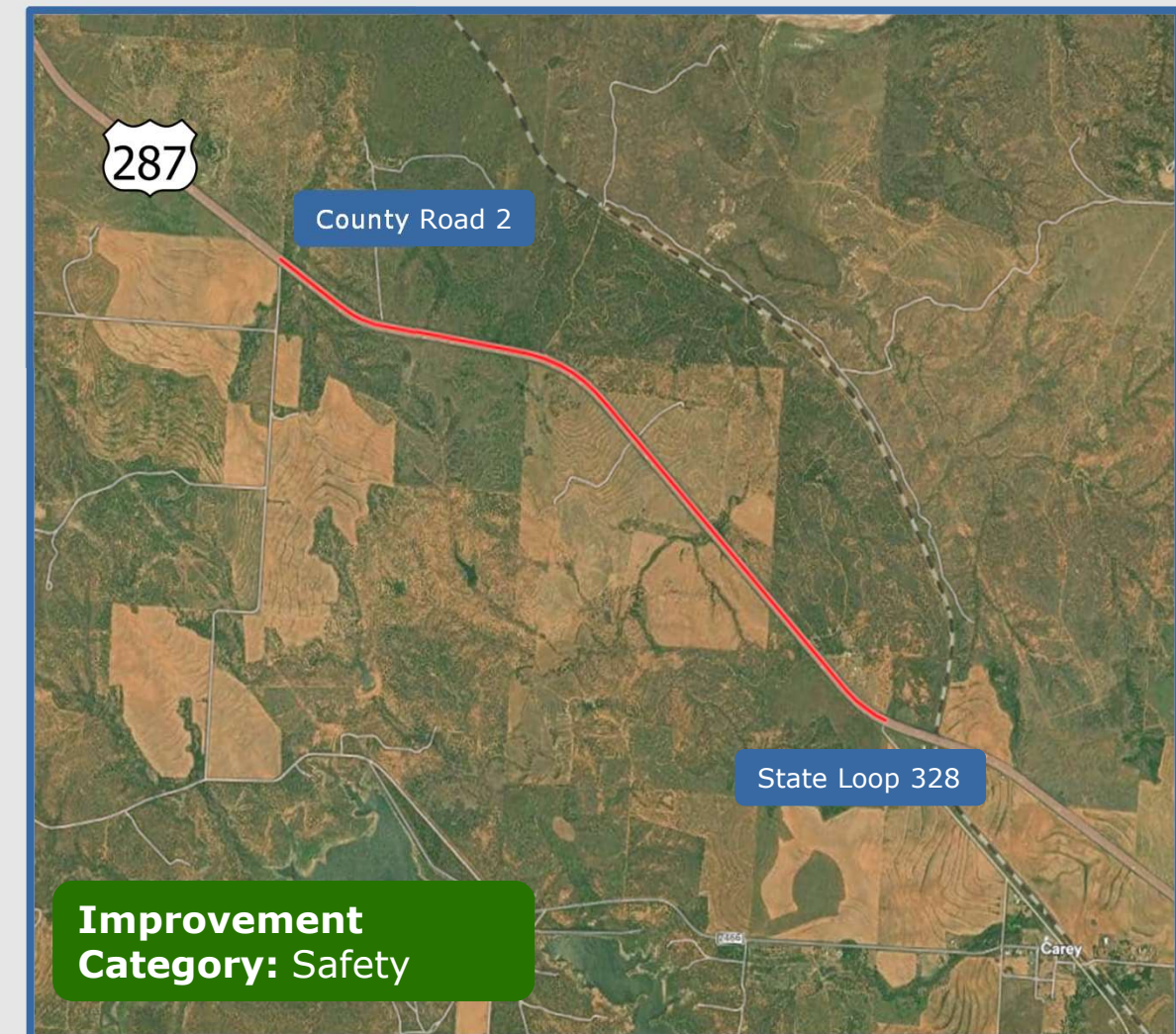
To: State Loop 328 in Childress

Locality: Childress District

ROW Required:

☐ Yes ☒ No

Estimated Cost (in \$M): 2



Improvement Category: Safety

US 287 Improvement Option: 12, County: Childress

Description:

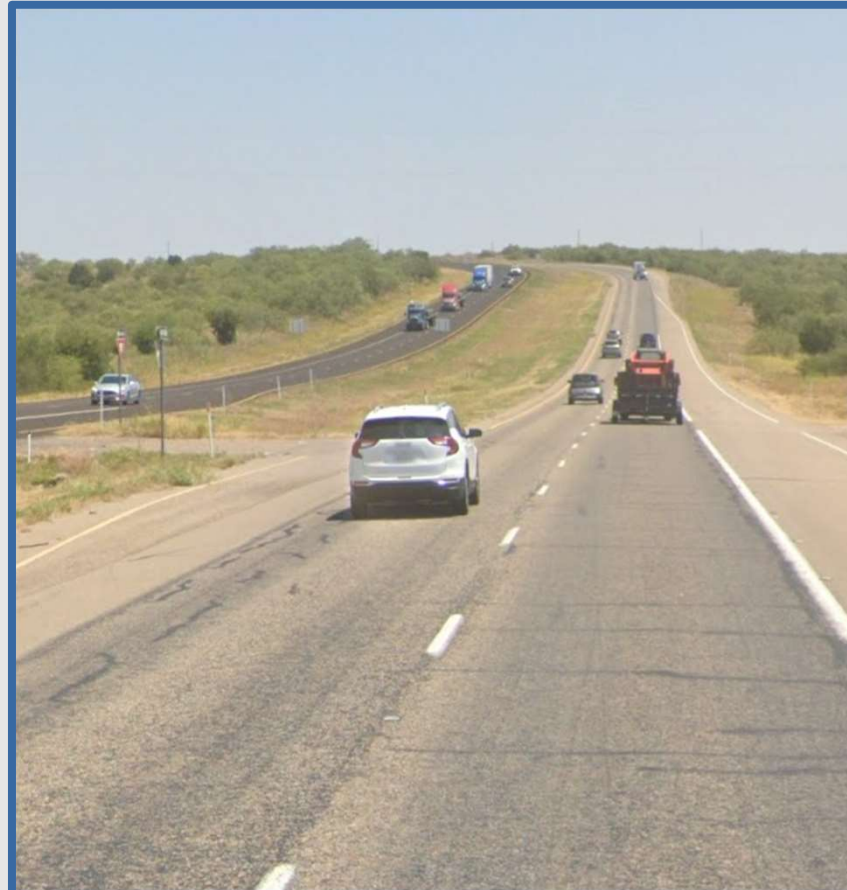
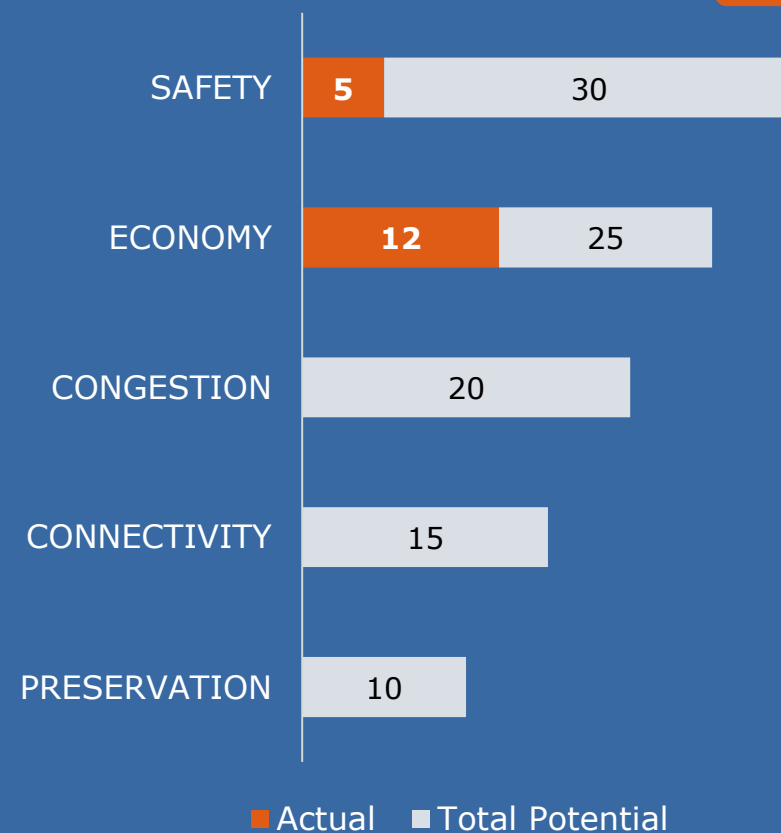
Install advanced roadway curve signs.

Need:

17 total crashes, 8 crashes along curve.

NEED SCORE

17/100



From: South of County Road 2 in Childress

To: N/A

Locality: Childress District

ROW Required:

☐ Yes ☒ No

Estimated Cost (in \$M): 0.05

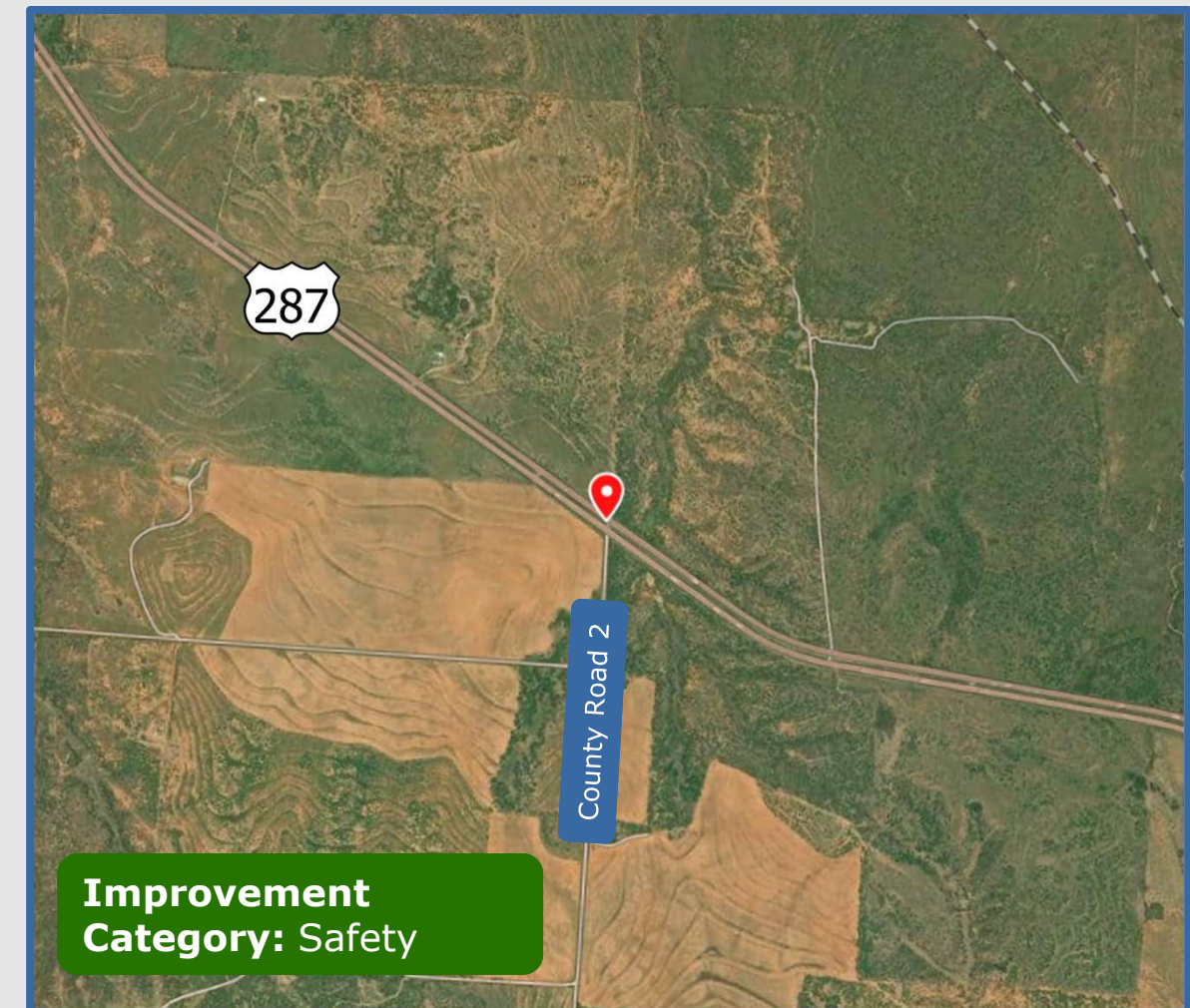
Other Considerations:

Key Challenges:

NA

Required stakeholder involvement / approval:

NA



US 287 Improvement Option: 13, County: Childress

Description:

Lighting improvements (as warranted) for 12.83 miles.

Need:

33 crashes occurred along this segment in the last 5 years including 3 fatal crashes and 23 single vehicle crashes.



Other Considerations:

Key Challenges:

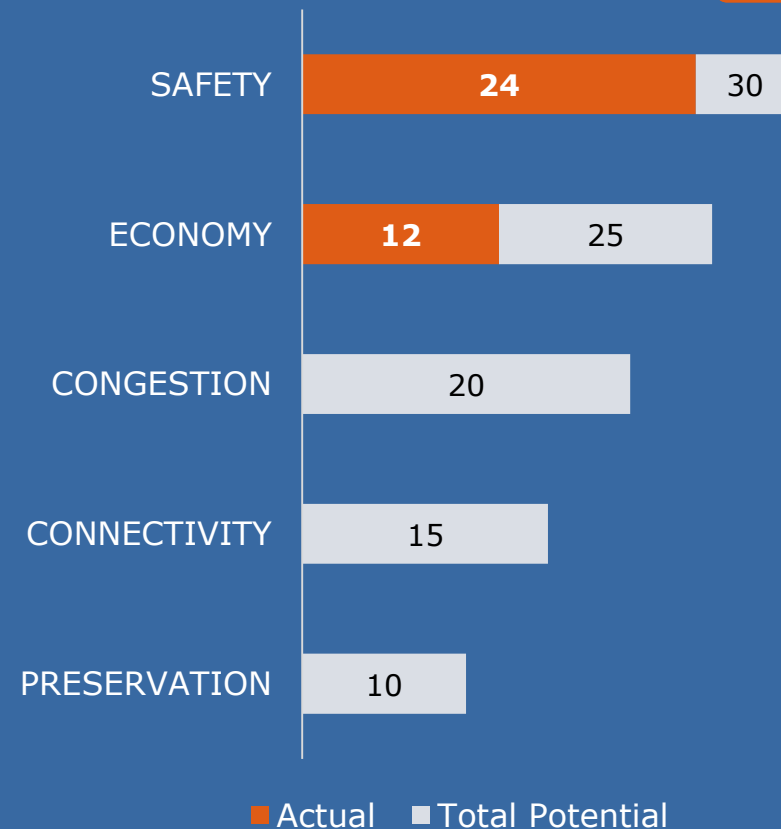
Utility impacts

Required stakeholder involvement / approval:

Coordination with affected utility owners.

NEED SCORE

36/100



From: Hall/Childress County Line

To: US 62

Locality: Childress District

ROW Required:

☐ Yes ☒ No

Estimated Cost (in \$M): 26



US 287 Improvement Option: 26, 27, County: Childress

Description:

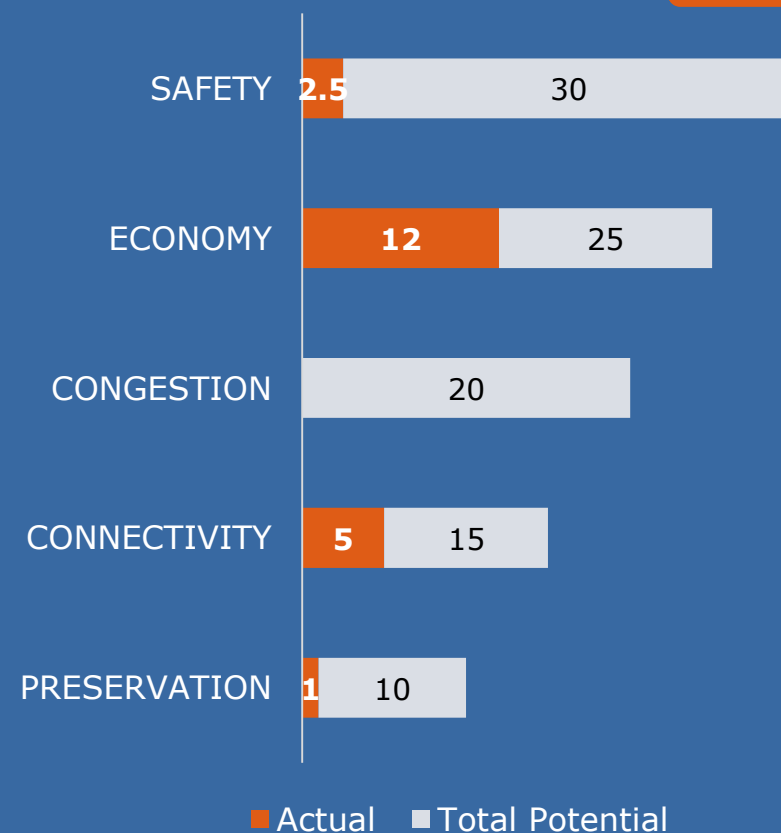
Replace bridges.

Need:

TxDOT Rail Division input

NEED SCORE

20.5/100



From:

- US 287 bridge over railroad south of TX-328
- US 287 bridge over railroad south of Industrial Cir.

To: N/A

Locality: Childress District

ROW Required:

☐ Yes ☒ No

Estimated Cost (in \$M): 100 per location

Other Considerations:

Key Challenges:

Replacing bridge over railroad

Required stakeholder involvement / approval:

Railroad coordination and approval



US 287 Improvement Option: 28, County: Childress

Description:

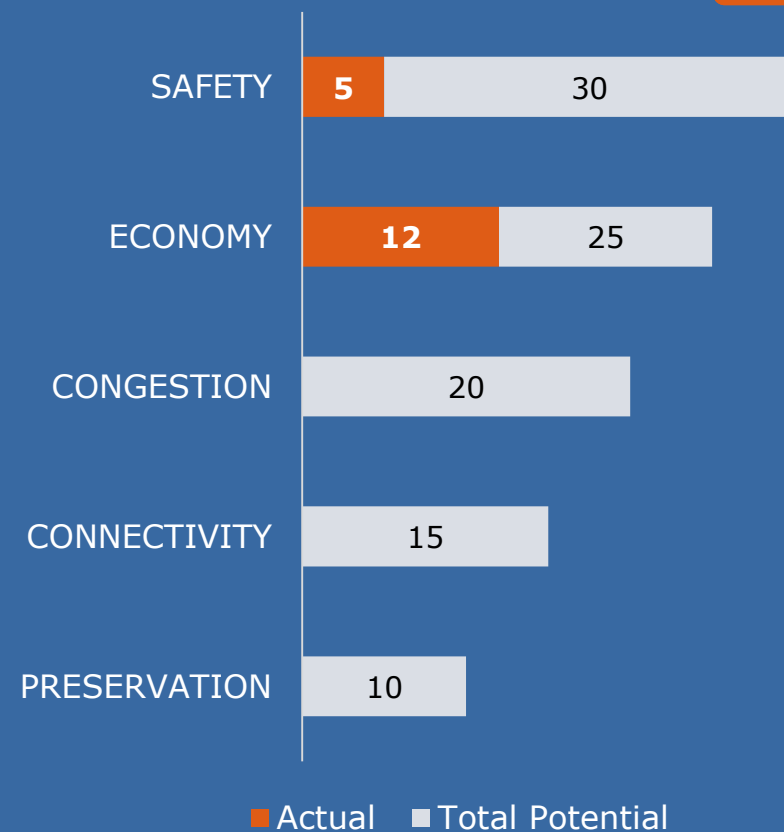
Proposed Dynamic Message Sign (DMS) for motorist information.

Need:

Stakeholder input.

NEED SCORE

17/100



From: 0.62 miles south CR 2

To: N/A

Locality: Childress District

ROW Required:

☐ Yes ☒ No

Estimated Cost (in \$M): 0.8

Other Considerations:

Key Challenges:

Utility impacts

Required stakeholder involvement / approval:

Coordination with affected utility owners.



Improvement Category: Technology

US 287 Improvement Option: 14, 15, County: Hall

Description:

Lighting Improvements (as warranted) for a total of 1.4 miles

Need:

A combined 15 crashes occurred along these segments in the last 5 years including 6 dark condition crashes.

Stakeholder input.



Other Considerations:

Key Challenges:

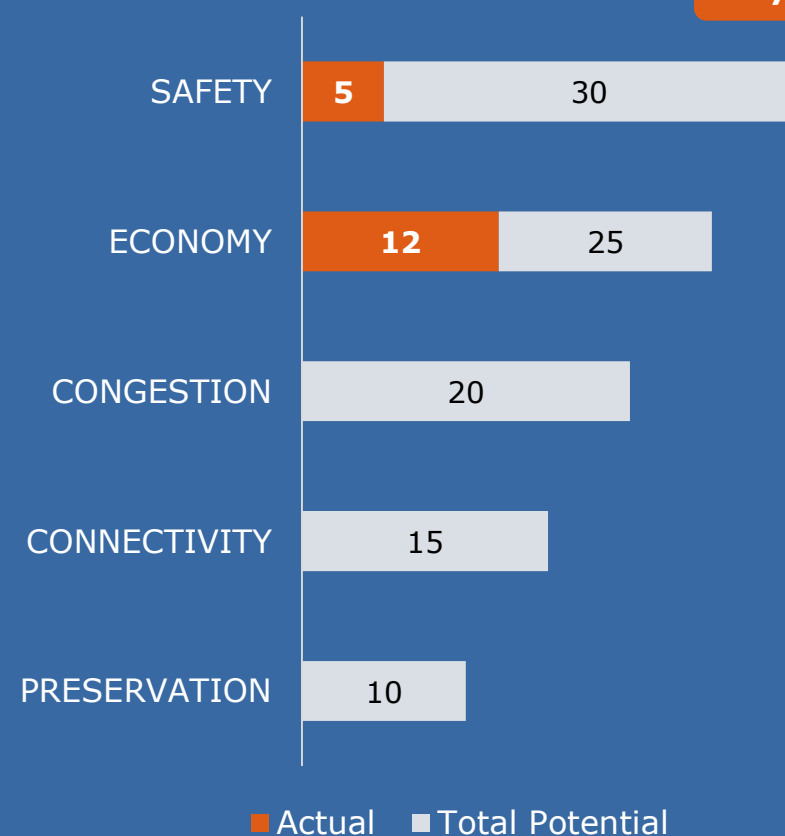
Utility impacts

Required stakeholder involvement / approval:

Coordination with affected utility owners.

NEED SCORE

17/100



Locations:

- From FM 1619 to S of Crossing over the Red River
- From Harper St in Estelline to FM 658

To: N/A

Locality: Childress District

ROW Required:

☐ Yes ☒ No

Estimated Cost (in \$M): 6



US 287 Improvement Option: 30, County: Hall

Description:

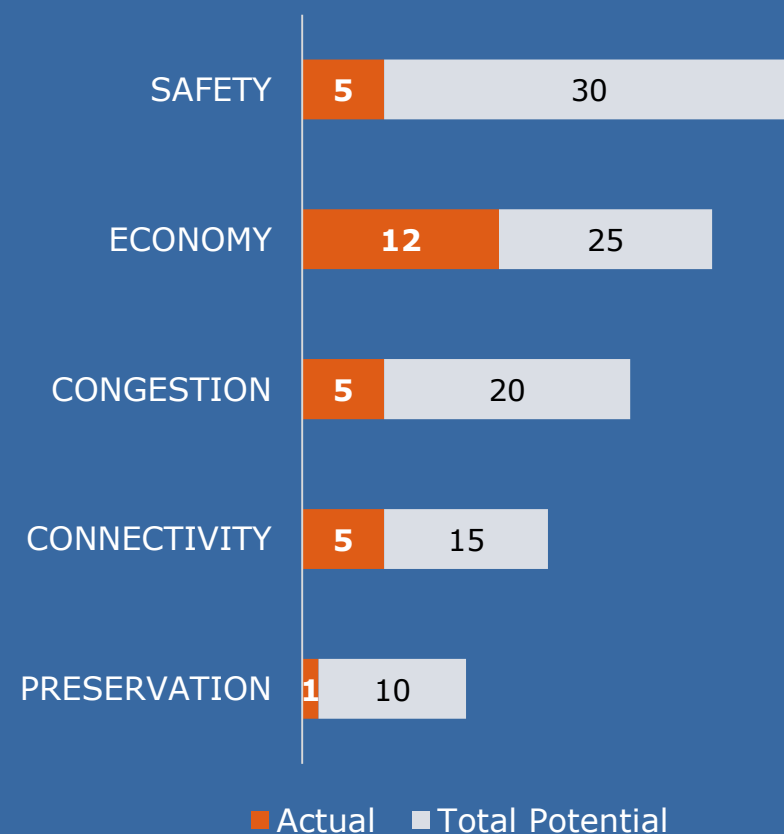
Realign minor street approaches to intersect with US 287 more orthogonal.

Need:

4 crashes occurred in the last 5 years.

NEED SCORE

28/100



From: 6th St/Montgomery St.

To: N/A

Locality: Childress District

ROW Required:

☒ Yes ☐ No

Estimated Cost (in \$M): 2

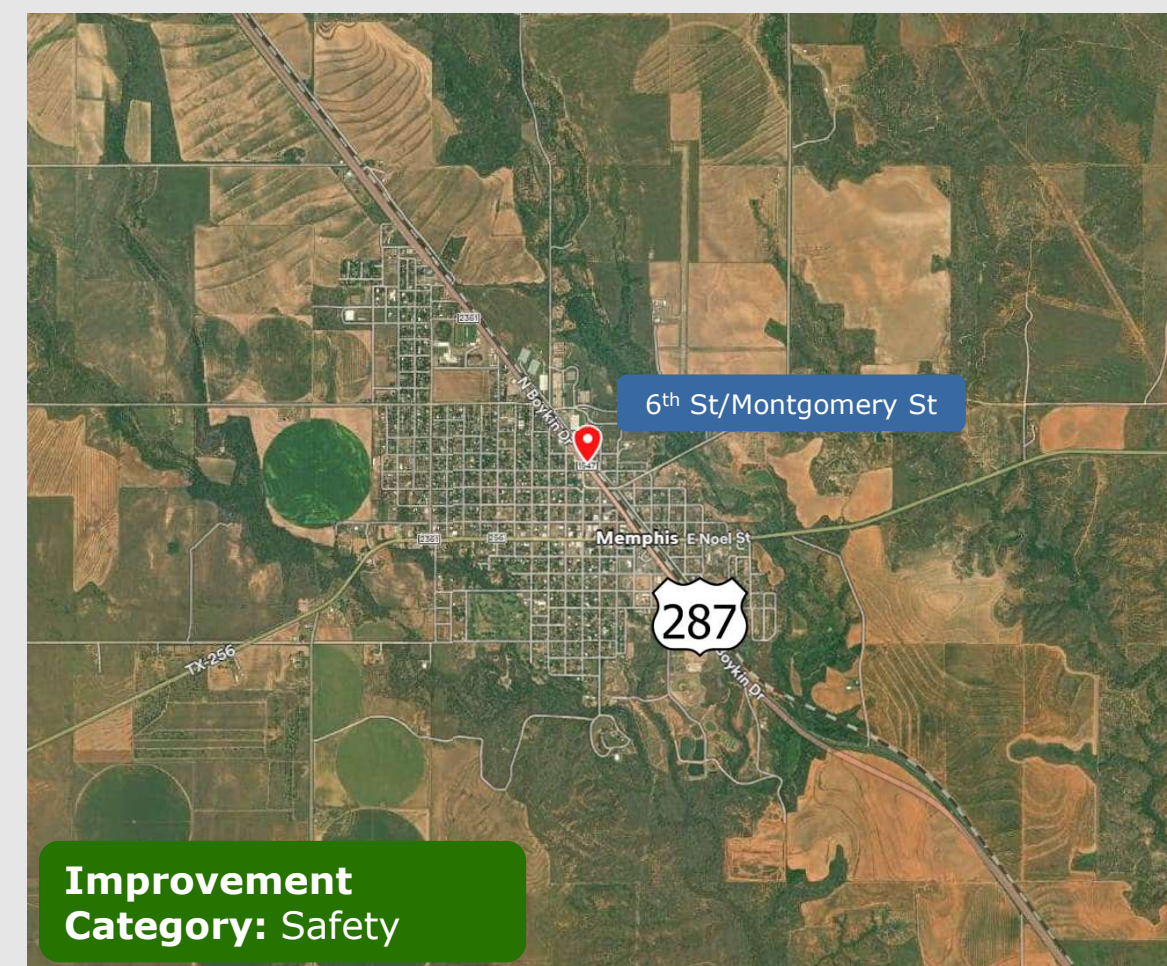
Other Considerations:

Key Challenges:

ROW, railroad, and Utility impacts

Required stakeholder involvement / approval:

Coordination with affected property owners, railroad, and utility owners.



Improvement Category: Safety

US 287 Improvement Option: 16, County: Donley

Description:

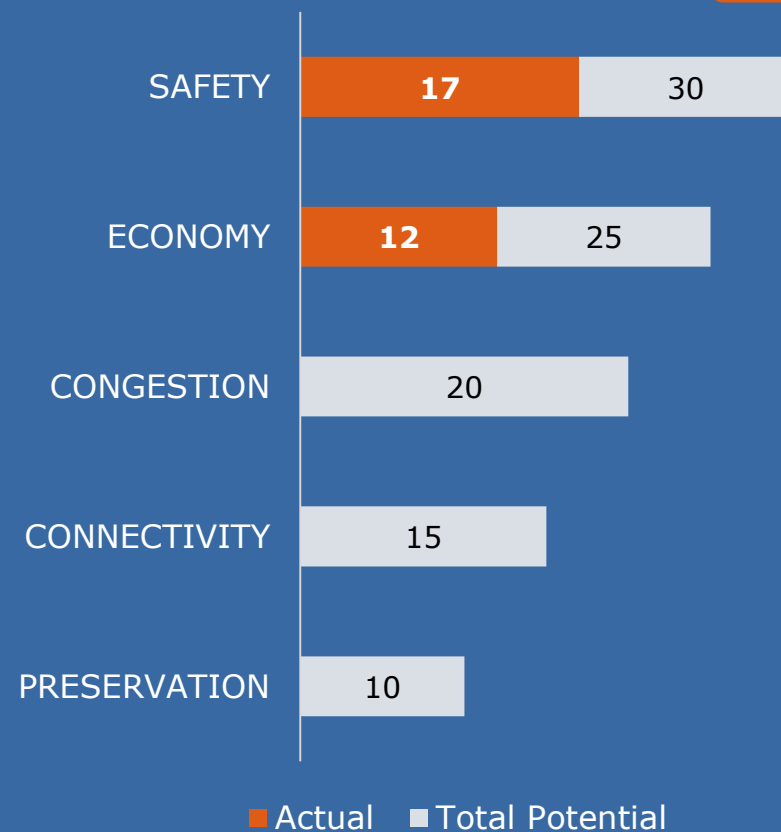
Warning sign or chevrons to alert motorists of curvature.

Need:

6 total crashes in this location within the past 5 years.

NEED SCORE

29/100



From: Oak Street in Hedley

To: N/A

Locality: Childress District

ROW Required:

☐ Yes ☒ No

Estimated Cost (in \$M): 0.8

Other Considerations:

Key Challenges:

NA

Required stakeholder involvement / approval:

NA



US 287 Improvement Option: 17, County: Donley

Description:

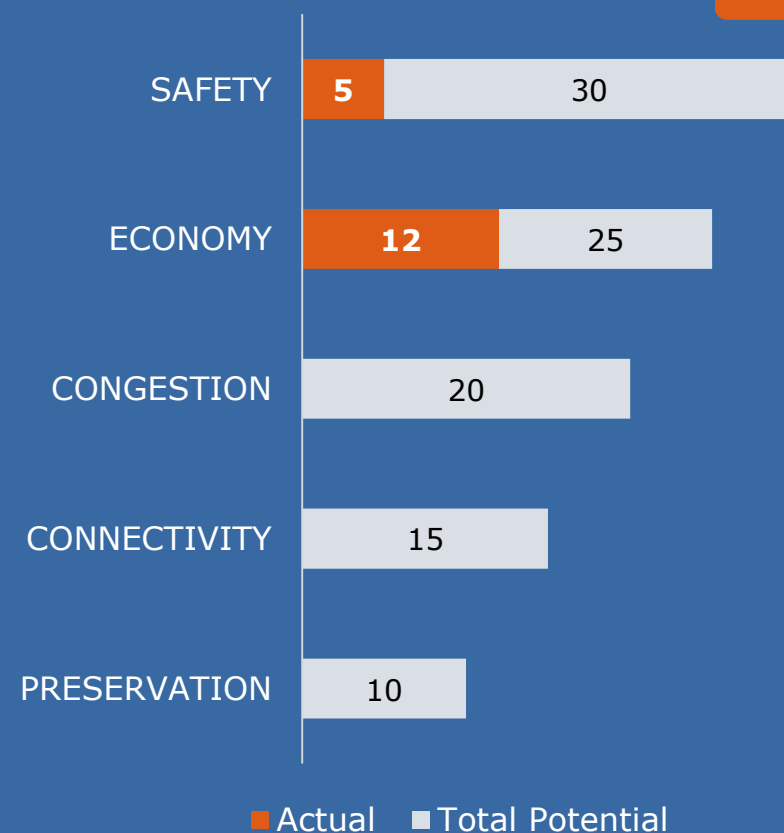
Warning sign to alert motorists of curvature.

Need:

7 total crashes along the curvature in the road at this location.

NEED SCORE

17/100



From: South of County Road 17

To: N/A

Locality: Childress District

ROW Required:

☐ Yes ☒ No

Estimated Cost (in \$M): 0.002

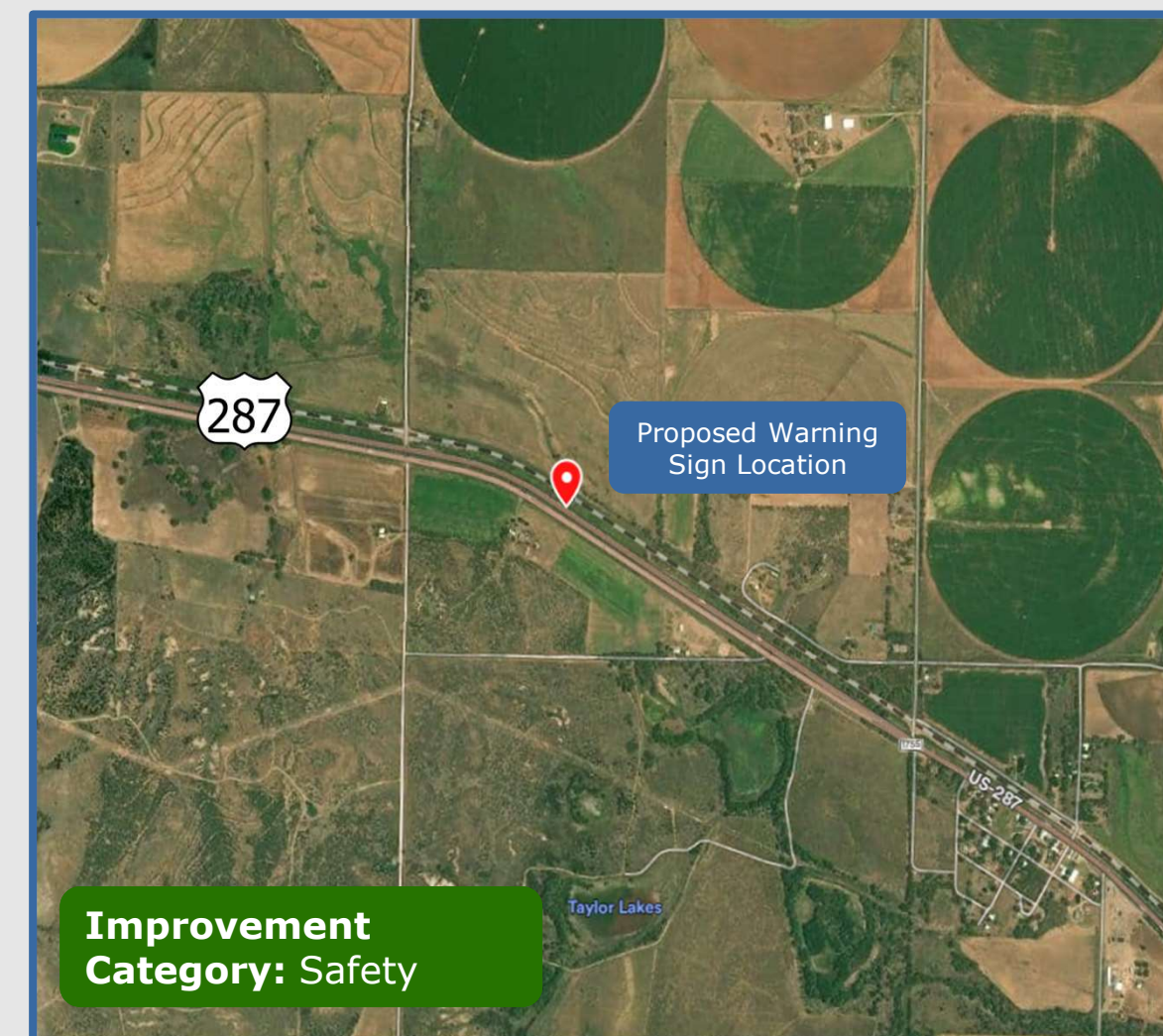
Other Considerations:

Key Challenges:

NA

Required stakeholder involvement / approval:

NA



US 287 Improvement Option: 18, County: Donley

Description:

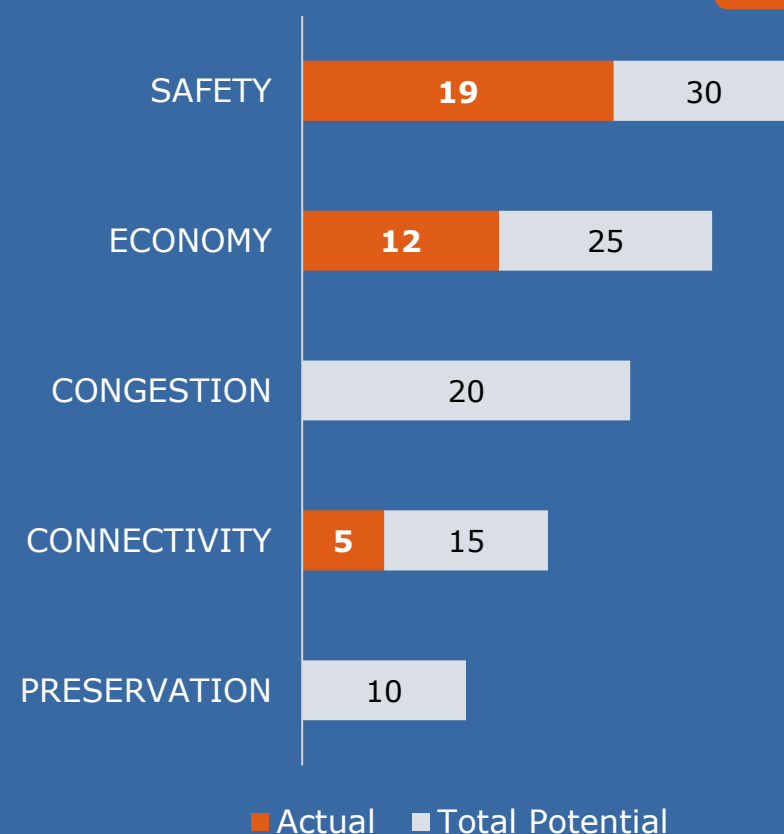
Install/stripe left turn and right turn lanes.

Need:

2 crashes occurred at this intersection in the last 5 years with 1 serious injury.

NEED SCORE

36/100



From: County Road 13 in Clarendon

To: N/A

Locality: Childress District

ROW Required:

☒ Yes ☐ No

Estimated Cost (in \$M): 30

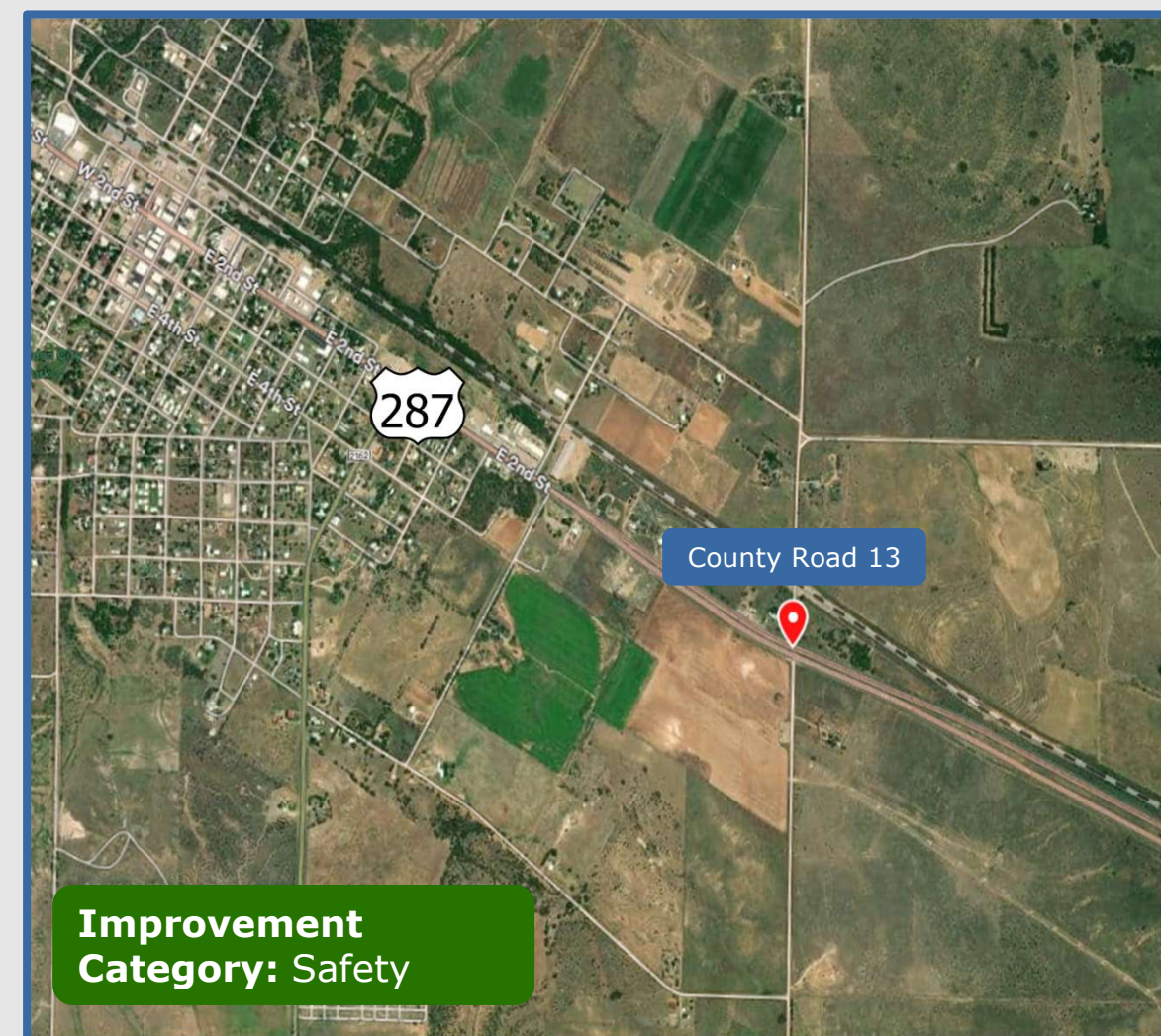
Other Considerations:

Key Challenges:

ROW and Utility impacts

Required stakeholder involvement / approval:

Coordination with affected property owners and utility owners.



Improvement Category: Safety

US 287 Improvement Option: 19, County: Donley

Description:

Install ADA compliant curb ramps.

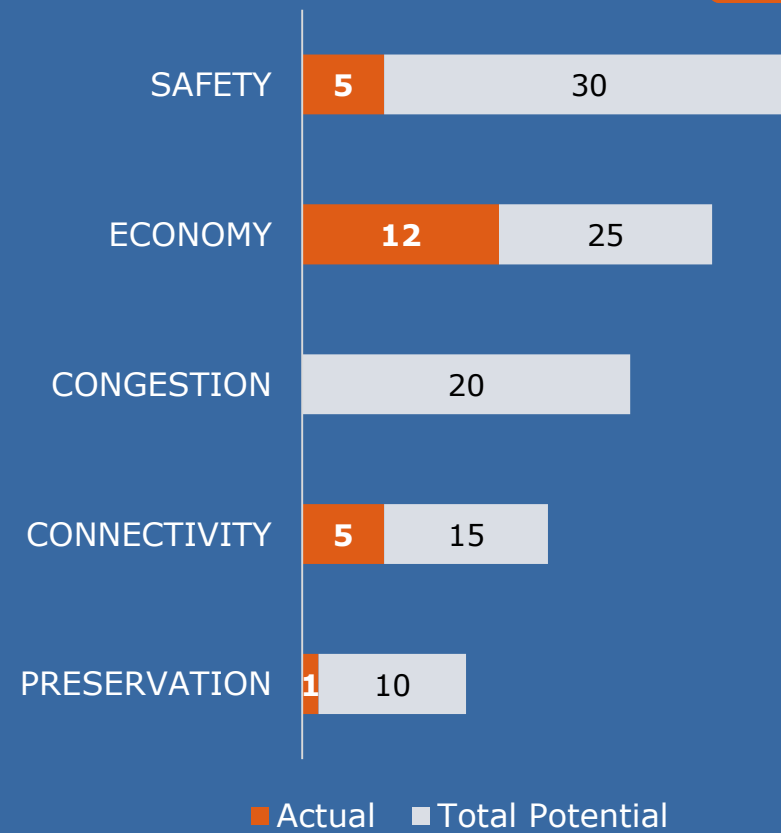
Need:

Accommodate pedestrians.

Stakeholder input.

NEED SCORE

23/100



From: Parks Street in Clarendon

To: N/A

Locality: Childress District

ROW Required:

☒ Yes ☐ No

Estimated Cost (in \$M): 3

Other Considerations:

Key Challenges:

ROW and Utility impacts

Required stakeholder involvement / approval:

Coordination with affected property owners and utility owners.



Improvement Category: Safety

114

US 287 Improvement Option: 22, County: Donley

Description:

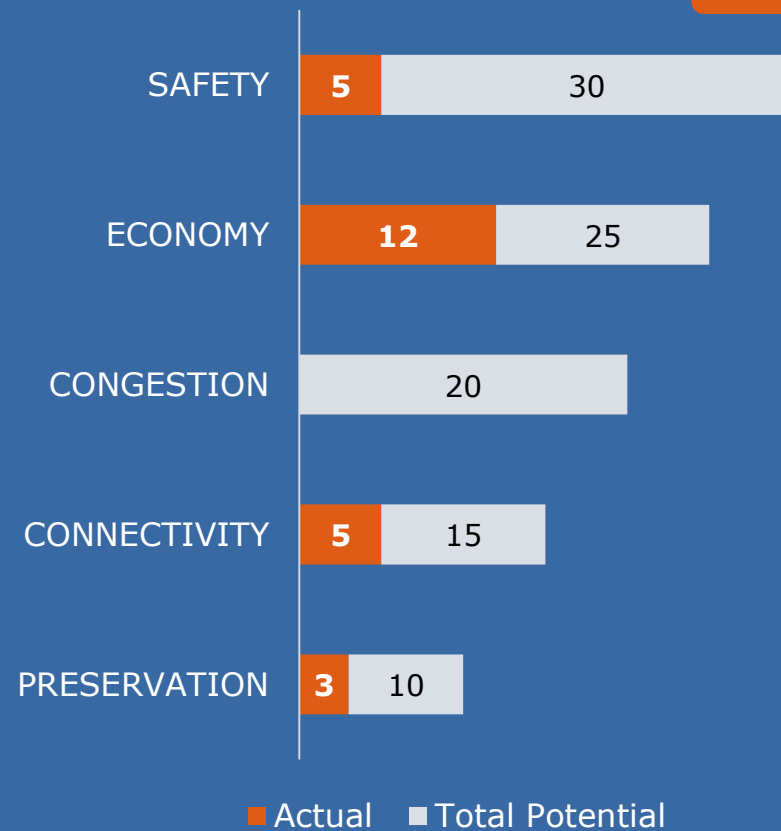
Marked crosswalks, pedestrian accommodations (ped push buttons and ped signal head).

Need:

Stakeholder input.

NEED SCORE

25/100



From: Koogle Street in Clarendon

To: N/A

Locality: Childress District

ROW Required:

☒ Yes ☐ No

Estimated Cost (in \$M): 1

Other Considerations:

Key Challenges:

ROW and Utility impacts

Required stakeholder involvement / approval:

Coordination with affected property owners and utility owners.



Improvement Category: Safety

US 287 Improvement Option: 23, County: Donley

Description:

Close 4 median openings to convert several full-access unsignalized intersections to a right-in/right-out for 0.7 miles.

Need:

4 crashes occurred along this segment in the last 5 years.

Public Input.



Other Considerations:

Key Challenges:

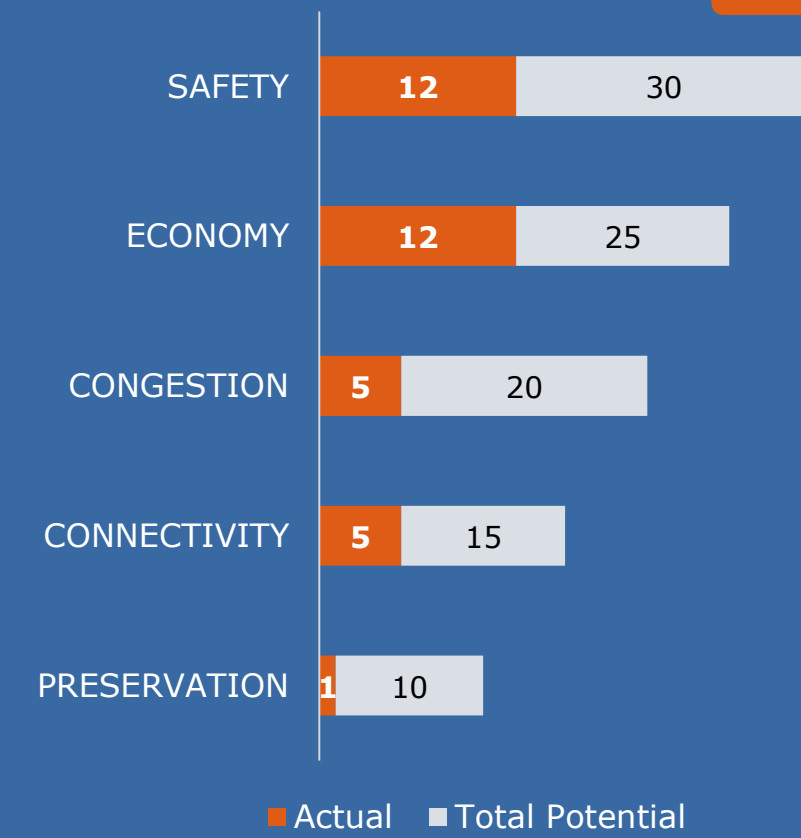
Access control

Required stakeholder involvement / approval:

Coordination regarding access control.

NEED SCORE

35/100



Location: Along US 287 around Clarendon College

To: N/A

Locality: Childress District

ROW Required:

☐ Yes ☒ No

Estimated Cost (in \$M): 4



Improvement Category: Mobility

US 287 Improvement Option: 32, County: Donley

Description:

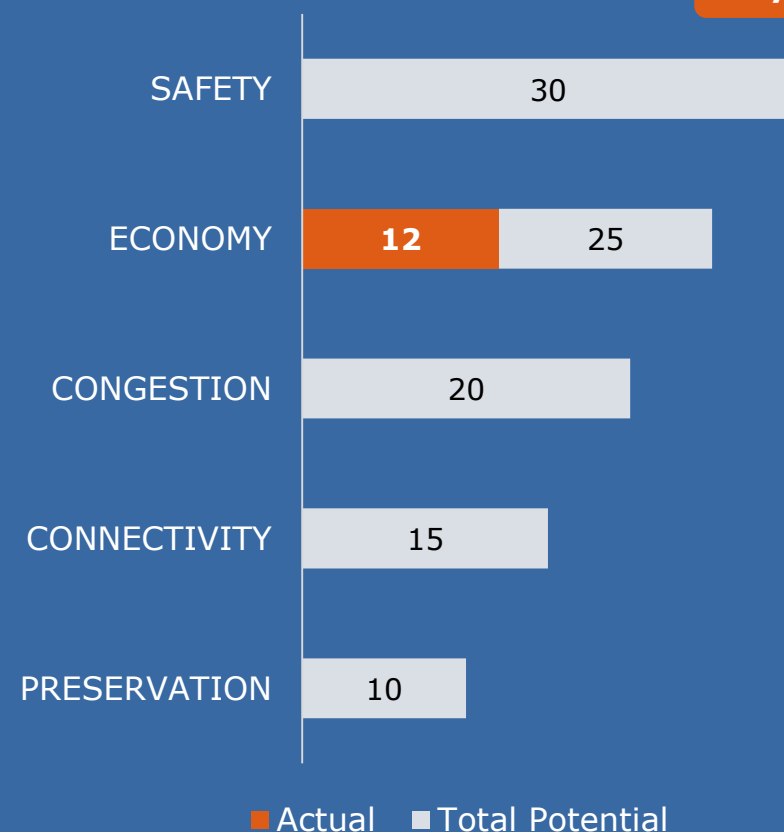
Identify areas to provide truck parking.

Need:

Multimodal improvements to address truck parking needs from stakeholders

NEED SCORE

12/100



From: Along US 287

To: N/A

Locality: Childress District

ROW Required:

☒ Yes ☐ No

Estimated Cost (in \$M): 0.002

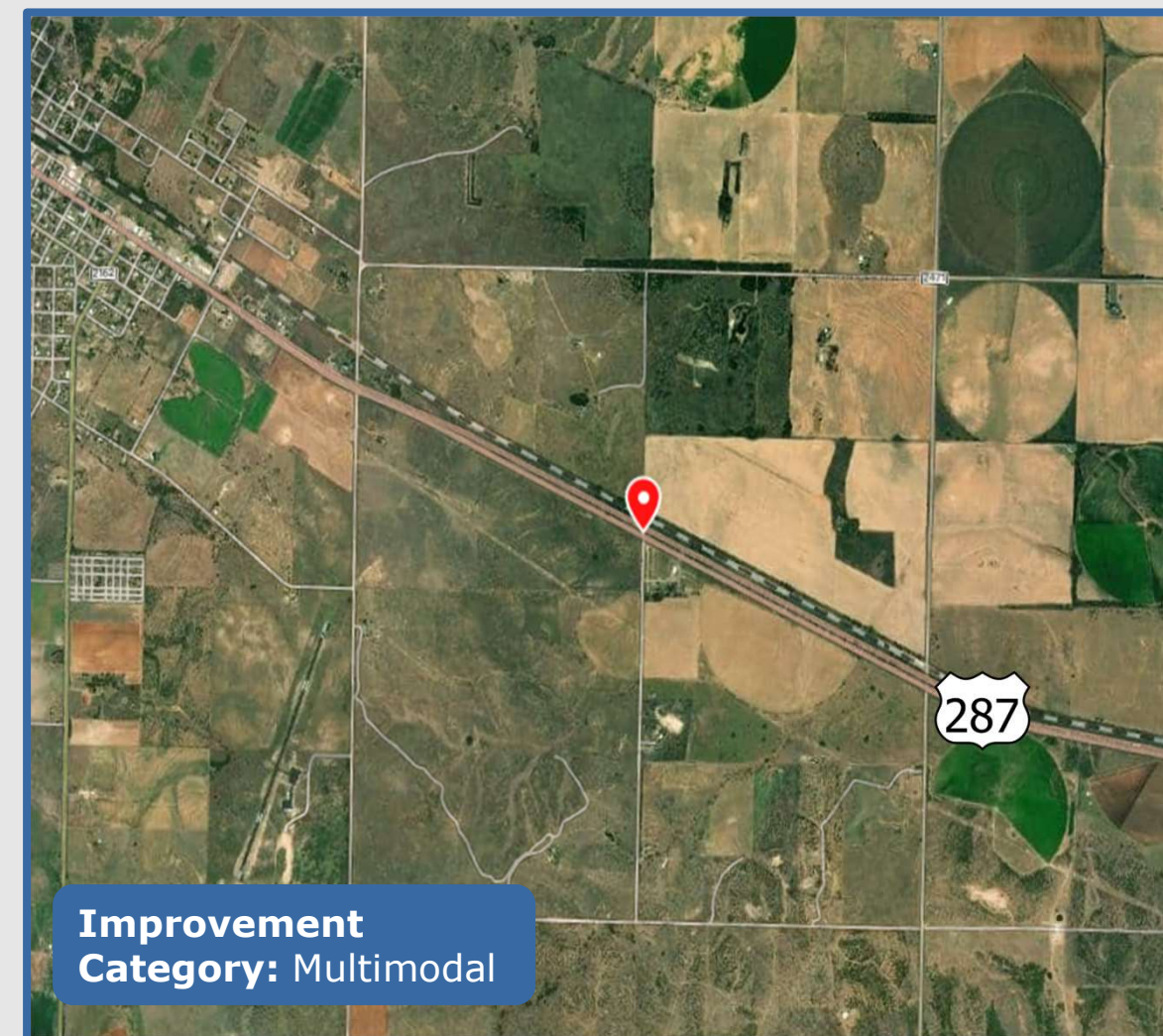
Other Considerations:

Key Challenges:

ROW and Utility impacts

Required stakeholder involvement / approval:

Coordination with affected property owners and utility owners.



Improvement Category: Multimodal

US 287 Improvement Option: 33, County: Donley

Description:

Install sidewalk for 1.2 miles.

Need:

6 crashes occurred along this segment in the last 5 years including 1 pedestrian crash.

Stakeholder input.



Other Considerations:

Key Challenges:

ROW and Utility impacts

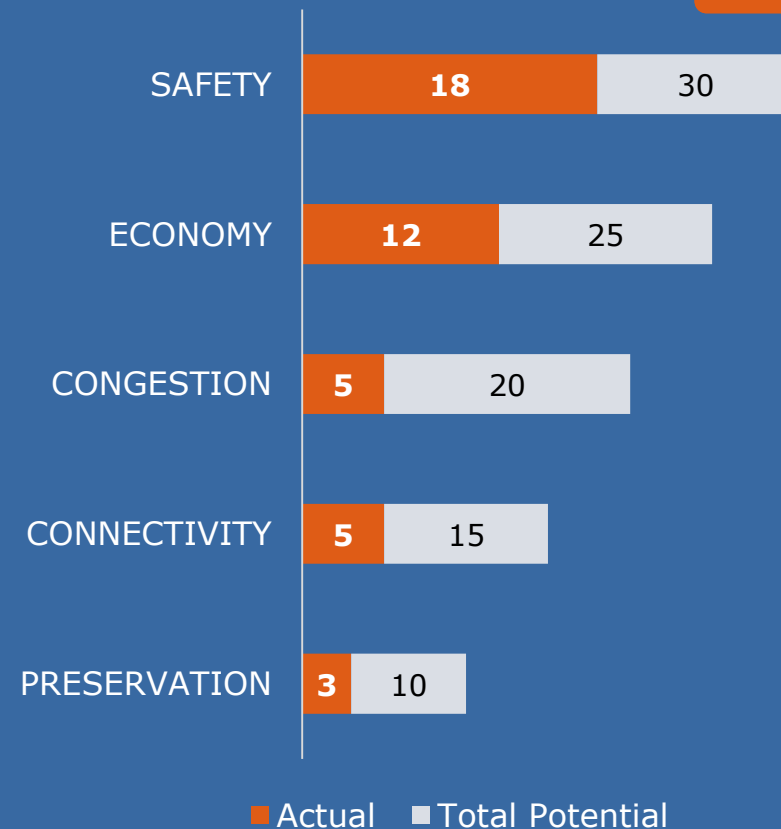
Required stakeholder involvement / approval:

Coordination with affected property owners and utility owners.



NEED SCORE

43/100



From: TX-70 N in Clarendon

To: TX-70 S in Clarendon

Locality: Childress District

ROW Required:

☒ Yes ☐ No

Estimated Cost (in \$M): 2



Improvement Category: Safety

US 287 Improvement Option: 1, County: Armstrong

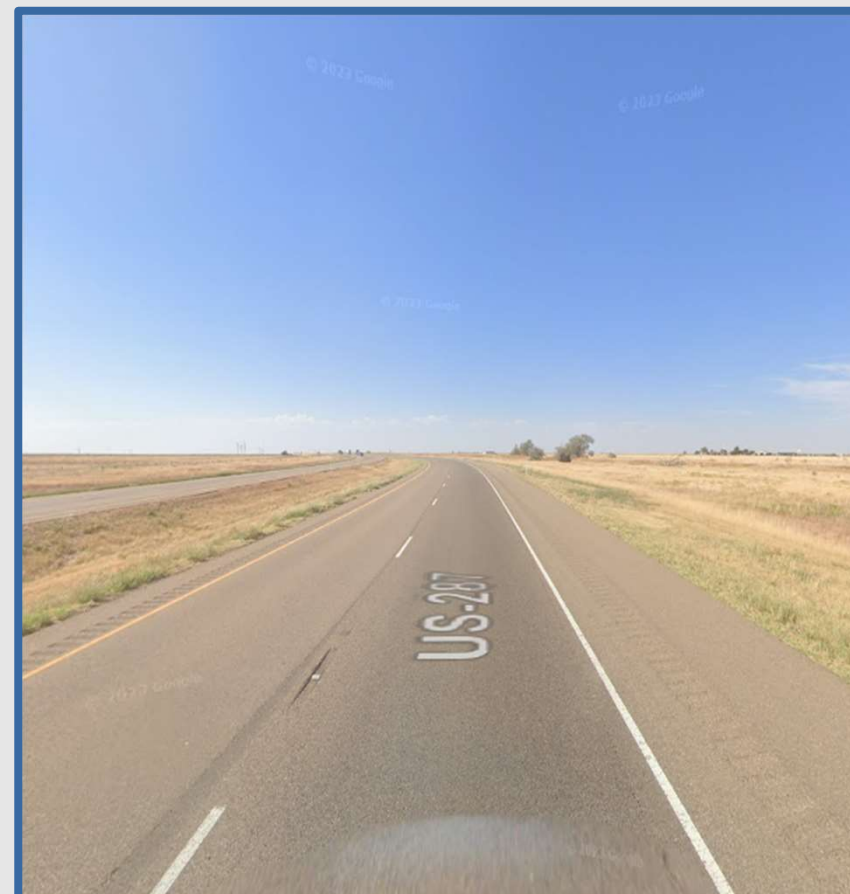
Description:

Install median barrier for a total of 4.2 miles.

Need:

Safety along curved road.

52 total crashes along these curves over the past 5 years.



Other Considerations:

Key Challenges:

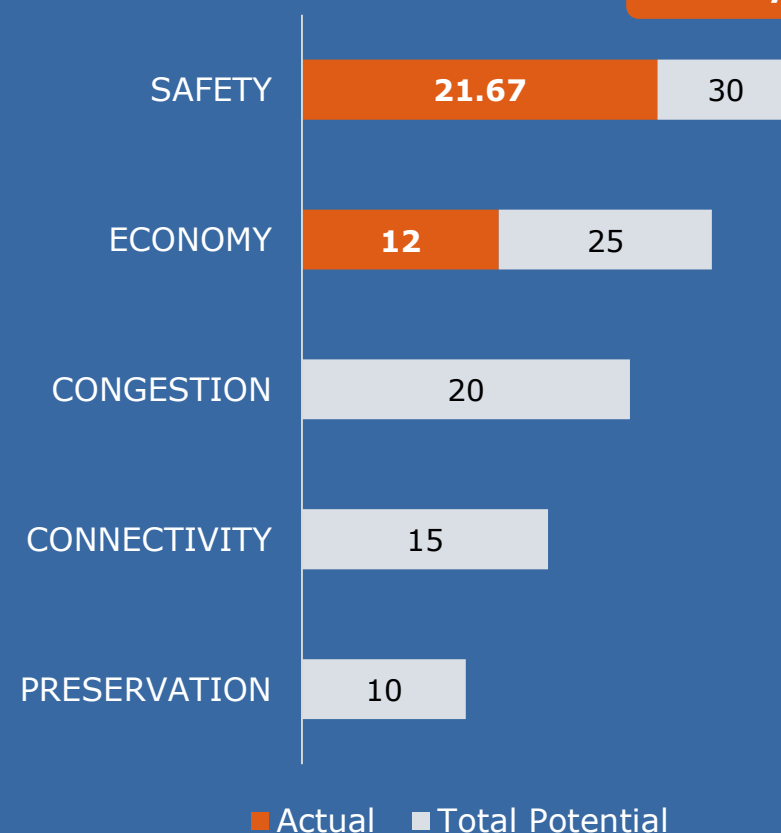
NA

Required stakeholder involvement / approval:

NA

NEED SCORE

33.67/100



Locations:

- From Hotel Road to India Road
- From Juliet Rd to FM 294
- Curvature along US 287 near CR 30

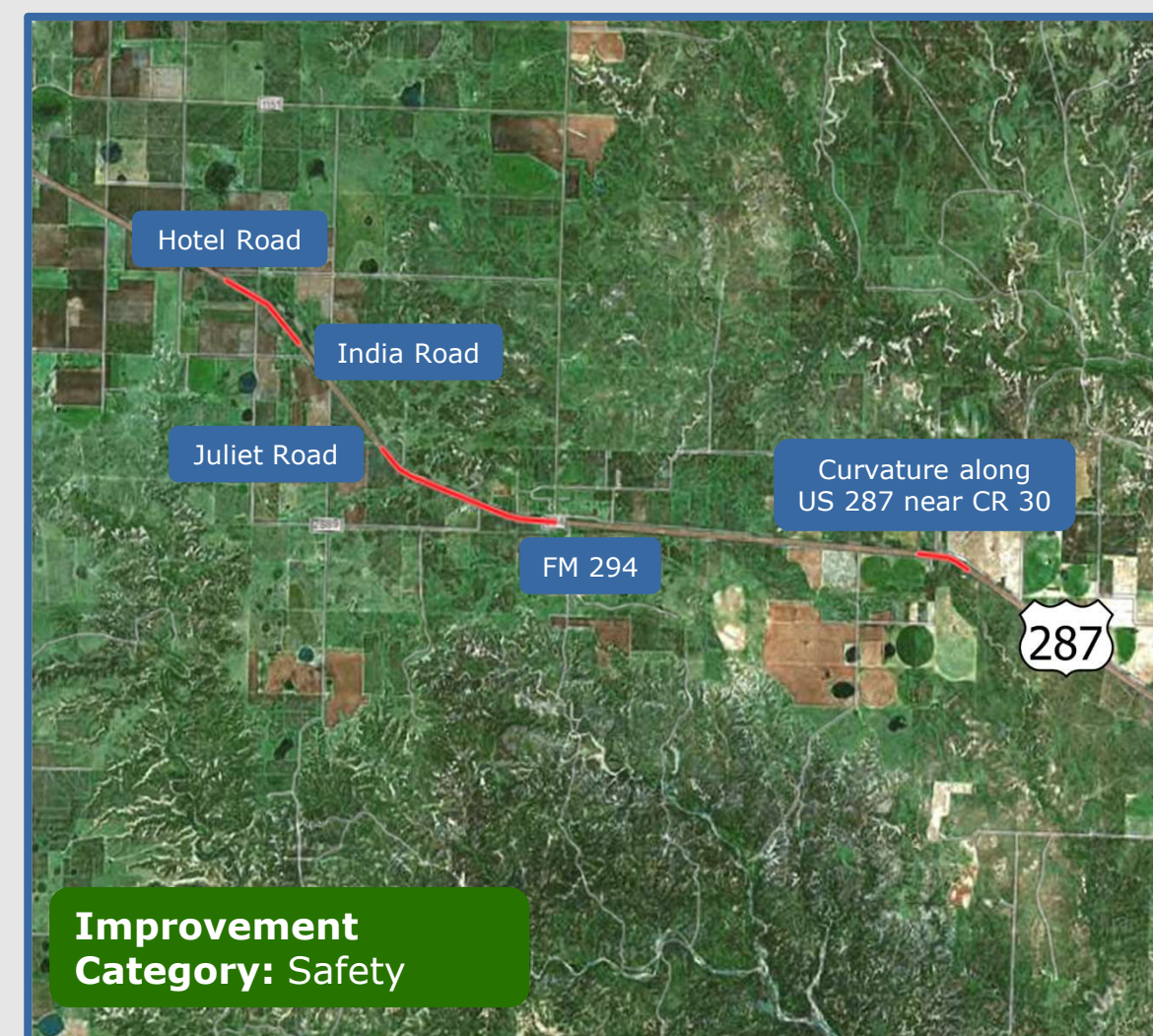
To: N/A

Locality: Amarillo District

ROW Required:

☐ Yes ☒ No

Estimated Cost (in \$M): 6



Improvement Category: Safety

US 287 Improvement Option: 2, County: Armstrong

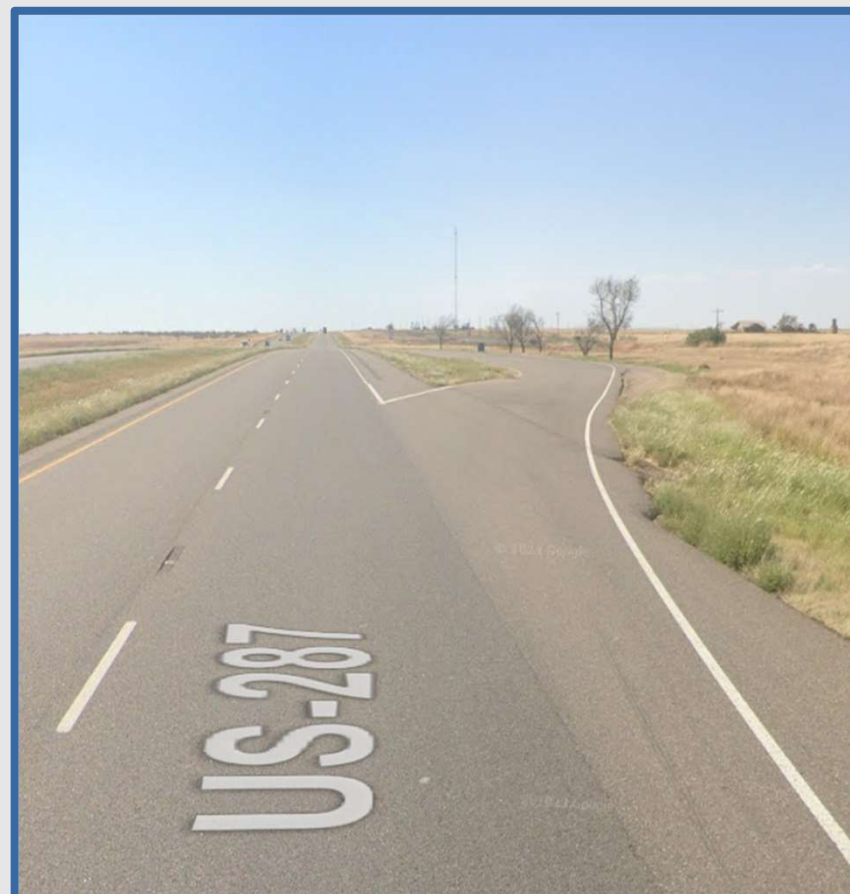
Description:

Install advanced signage for picnic area along northbound US 287.

Need:

Stakeholder input.

3 total crashes at this location in the past 5 years. 1 rear-end crash and 2 single-vehicle crashes with the vehicles running off the road.



Other Considerations:

Key Challenges:

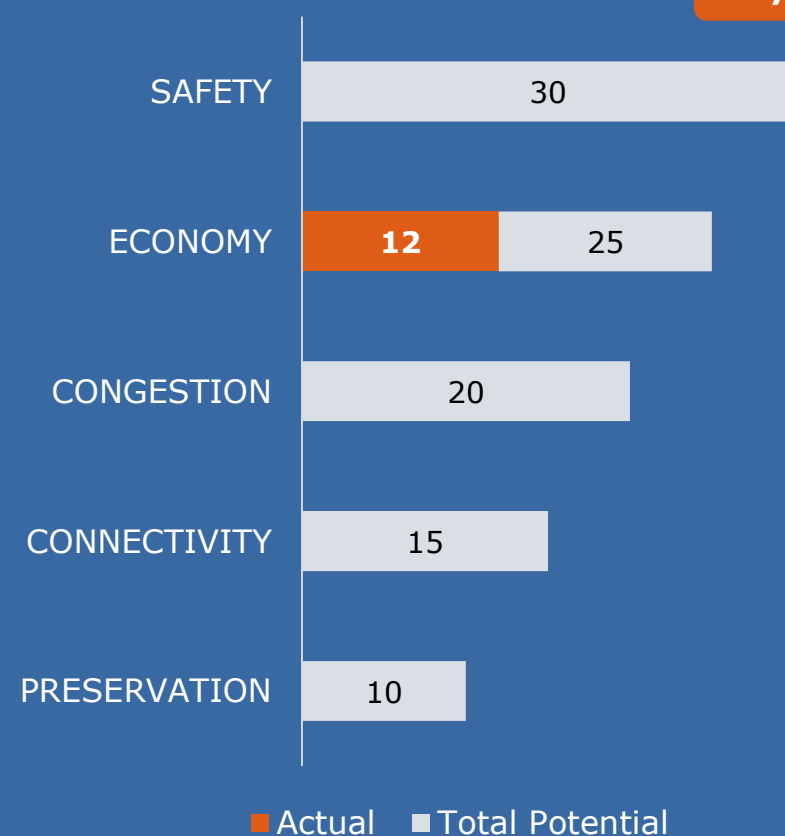
NA

Required stakeholder involvement / approval:

NA

NEED SCORE

12/100



From: North of CR 29

To: N/A

Locality: Amarillo District

ROW Required:

☐ Yes ☒ No

Estimated Cost (in \$M): 0.002



Improvement Category: Safety

US 287 Improvement Option: 3, County: Armstrong

Description:

Lighting improvements (as warranted) for about 32 miles

Need:

95 crashes occurred along this segment in the last 5 years including 8 fatal crashes and 38 dark condition crashes.



Other Considerations:

Key Challenges:

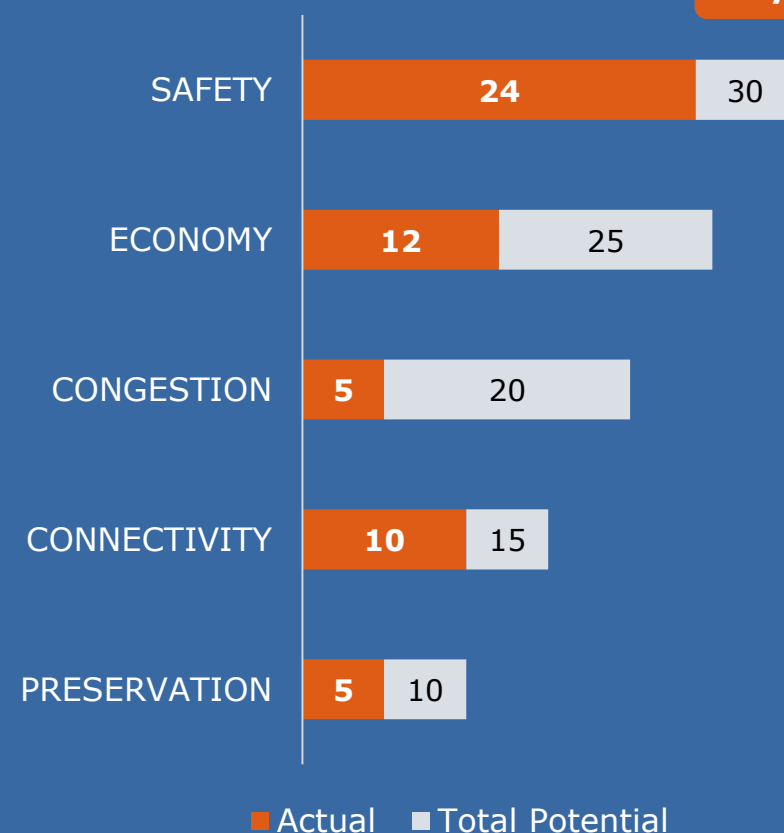
Utility impacts

Required stakeholder involvement / approval:

Coordination with affected utility owners.

NEED SCORE

56/100



From: Carson/Armstrong County Line

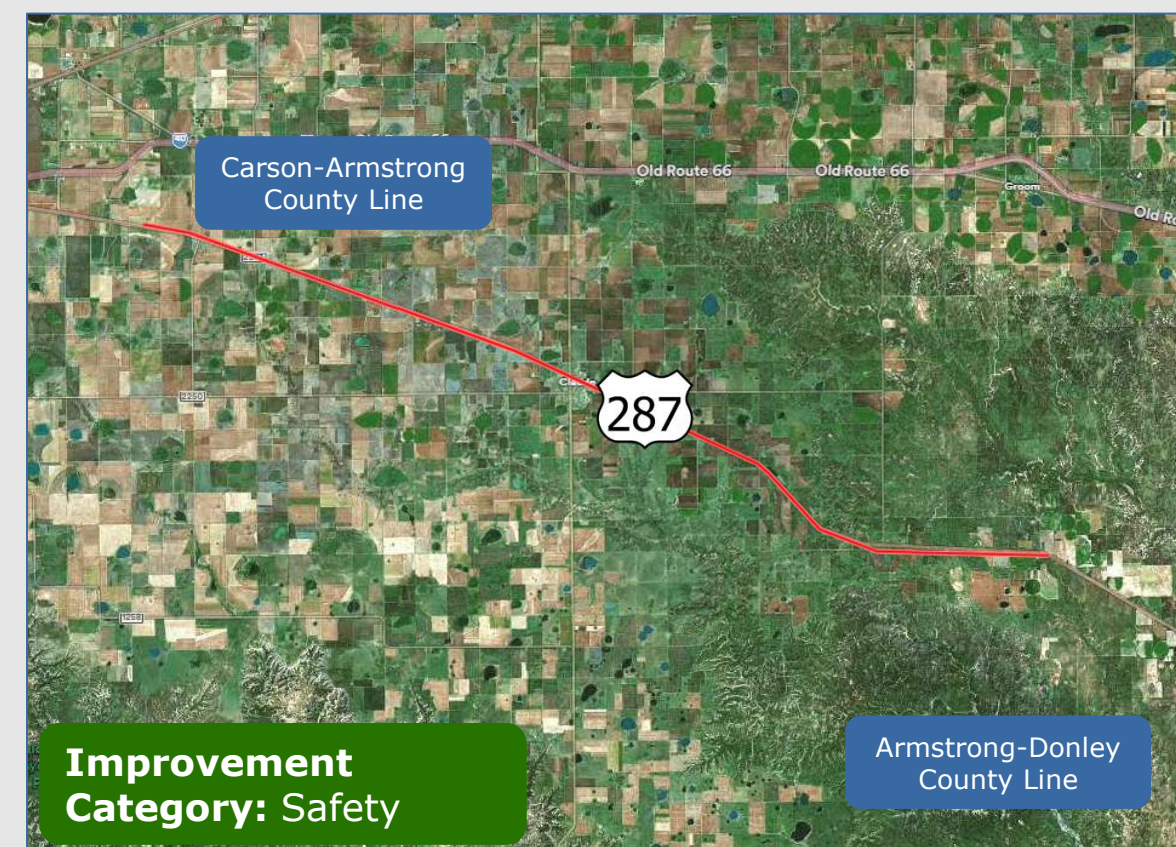
To: Armstrong-Donley County Line

Locality: Amarillo District

ROW Required:

☐ Yes ☒ No

Estimated Cost (in \$M): 4



Improvement Category: Safety

Armstrong-Donley County Line

US 287 Improvement Option: 7, County: Armstrong

Description:

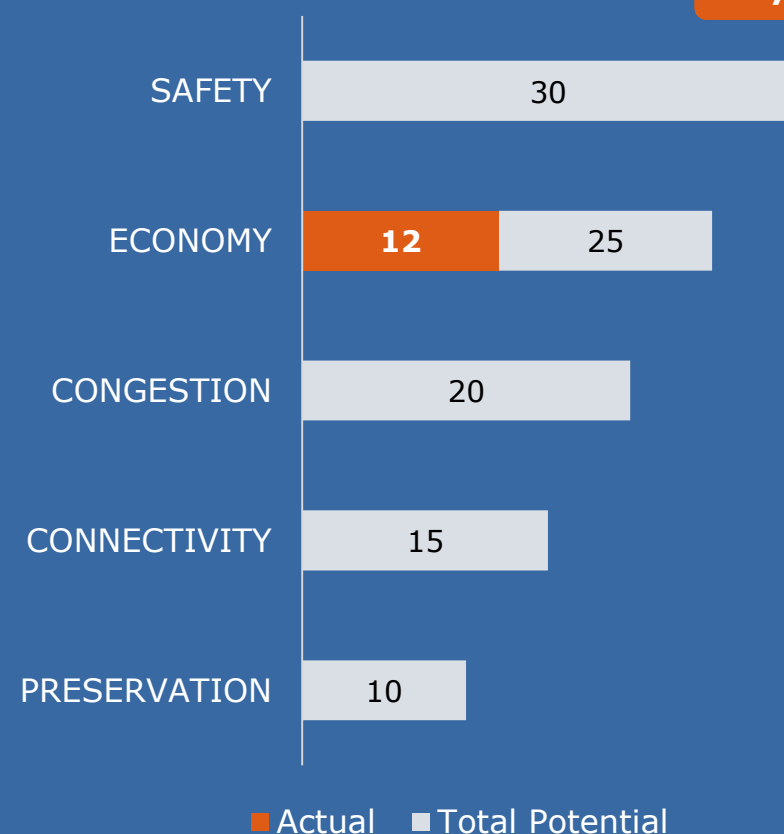
Identify areas to provide truck parking.

Need:

Multimodal improvements to address truck parking needs from stakeholders

NEED SCORE

12/100



From: Along US 287

To: N/A

Locality: Amarillo District

ROW Required:

☒ Yes ☐ No

Estimated Cost (in \$M): 30

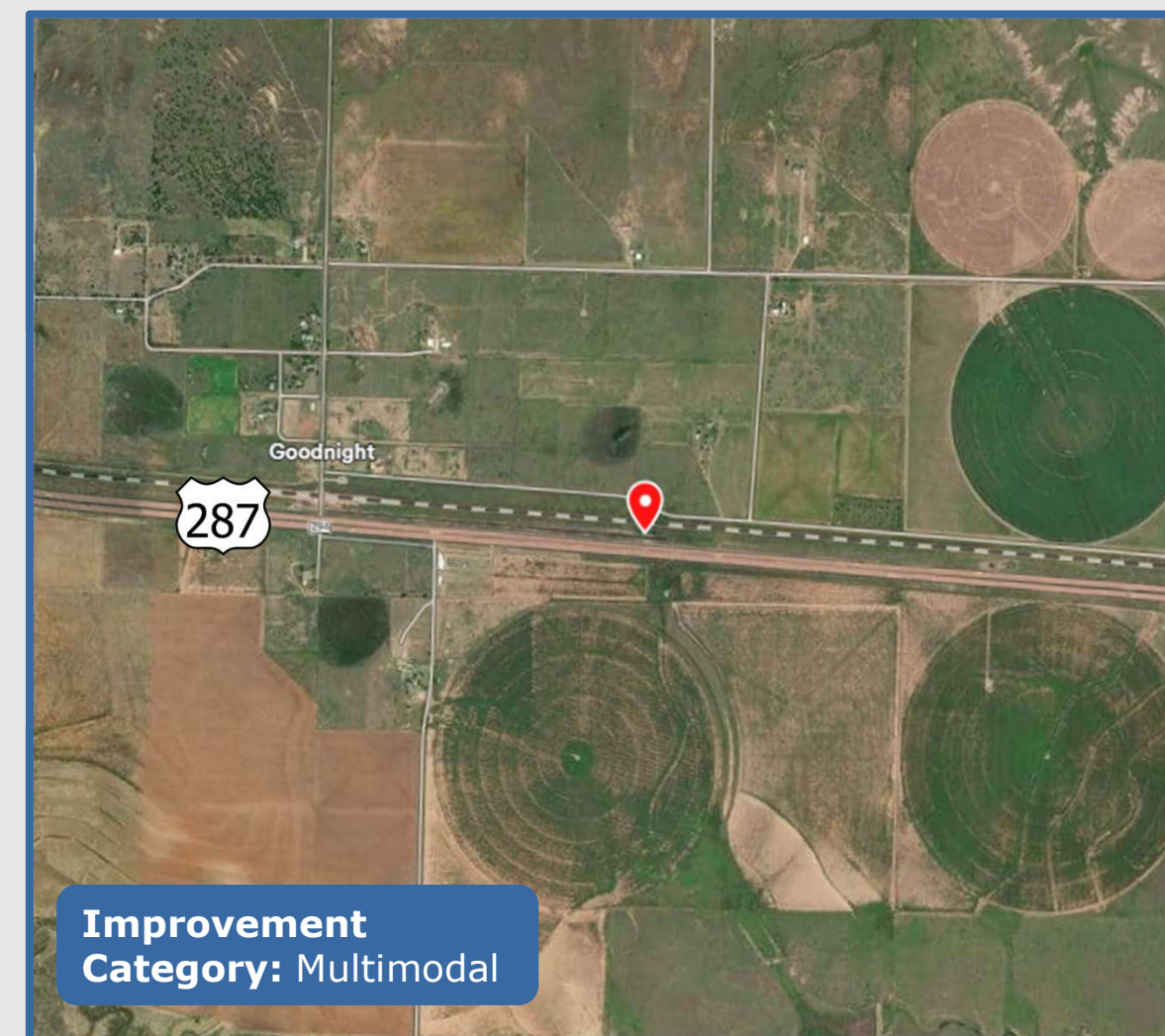
Other Considerations:

Key Challenges:

Utility and ROW impacts

Required stakeholder involvement / approval:

Coordination with affected utility and property owners.



Improvement Category: Multimodal

US 287 Improvement Option: 8, County: Armstrong

Description:

Proposed Dynamic Message Sign (DMS).

Need:

Motorist information.

Stakeholder input.



Other Considerations:

Key Challenges:

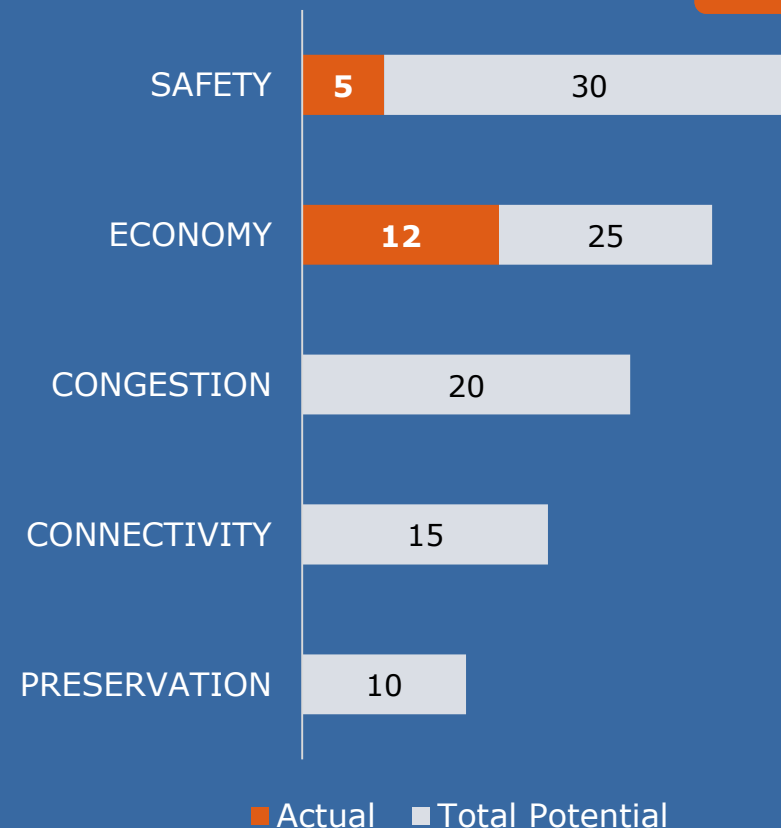
ROW and Utility impacts

Required stakeholder involvement / approval:

Coordination with affected property owners and utility owners.

NEED SCORE

17/100



From: FM 1151 in Claude

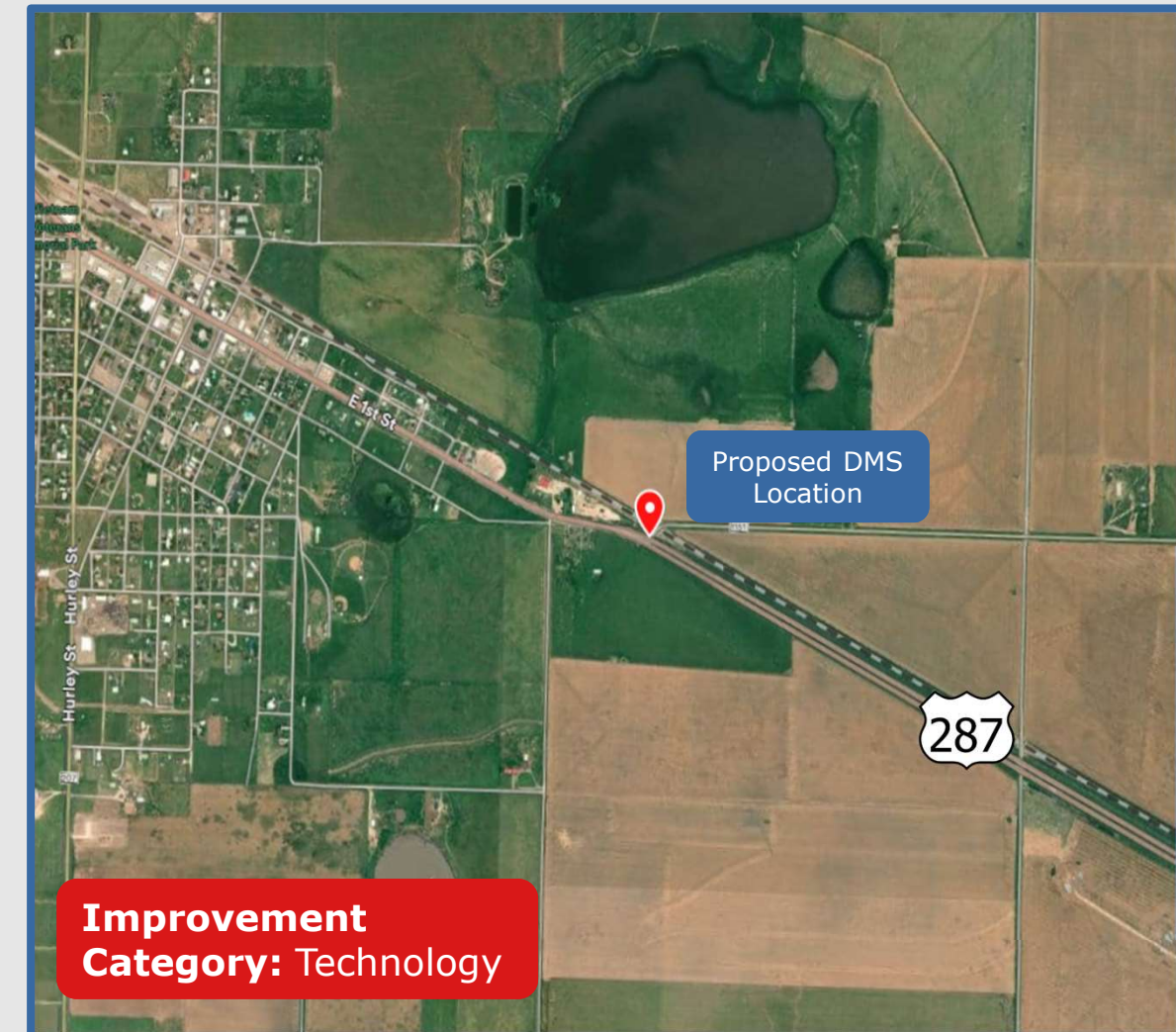
To: N/A

Locality: Amarillo District

ROW Required:

☒ Yes ☐ No

Estimated Cost (in \$M): 0.8



Improvement Category: Technology

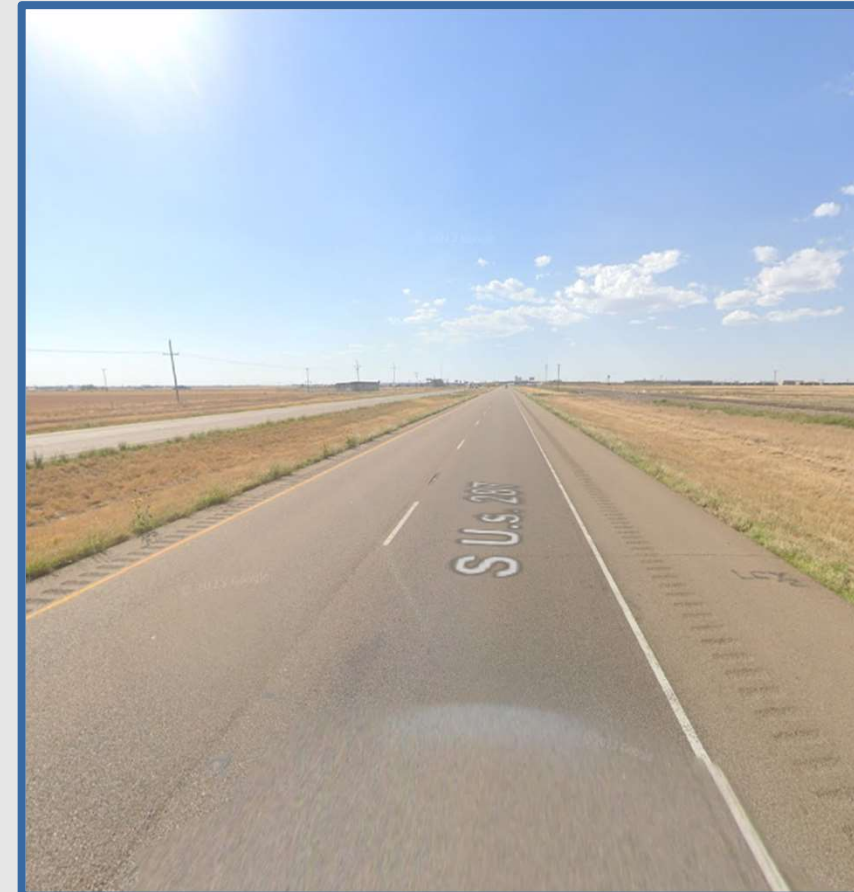
US 287 Improvement Option: 4, County: Potter

Description:

Lighting improvements (as warranted) for 4 miles.

Need:

28 crashes occurred along this segment in the last 5 years including 1 fatal crash and 12 dark condition crashes.



Other Considerations:

Key Challenges:

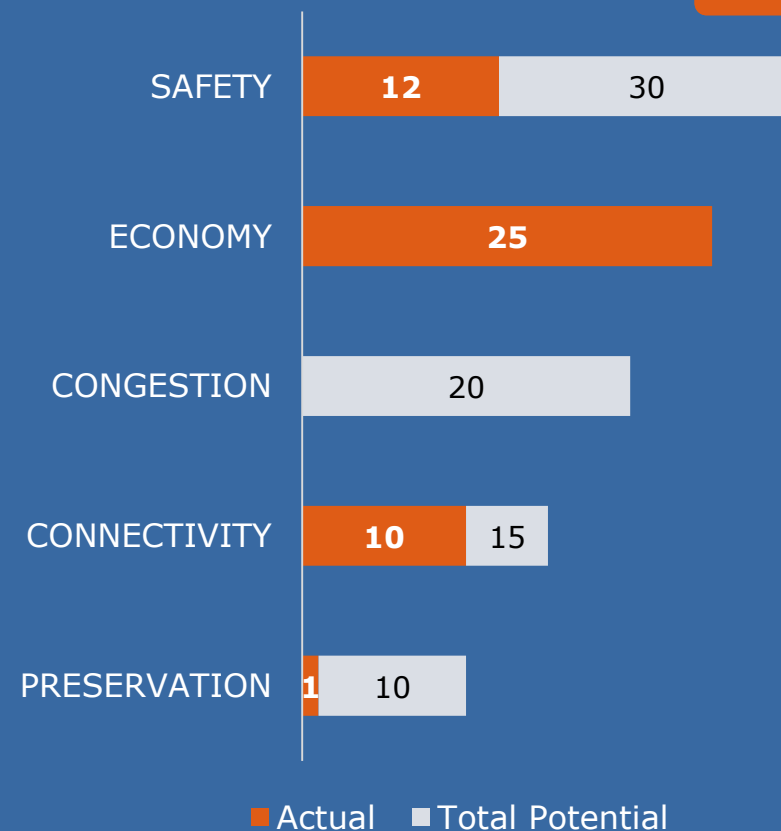
Utility impacts

Required stakeholder involvement / approval:

Coordination with utility owners.

NEED SCORE

48/100



From: Interstate 40 in Amarillo

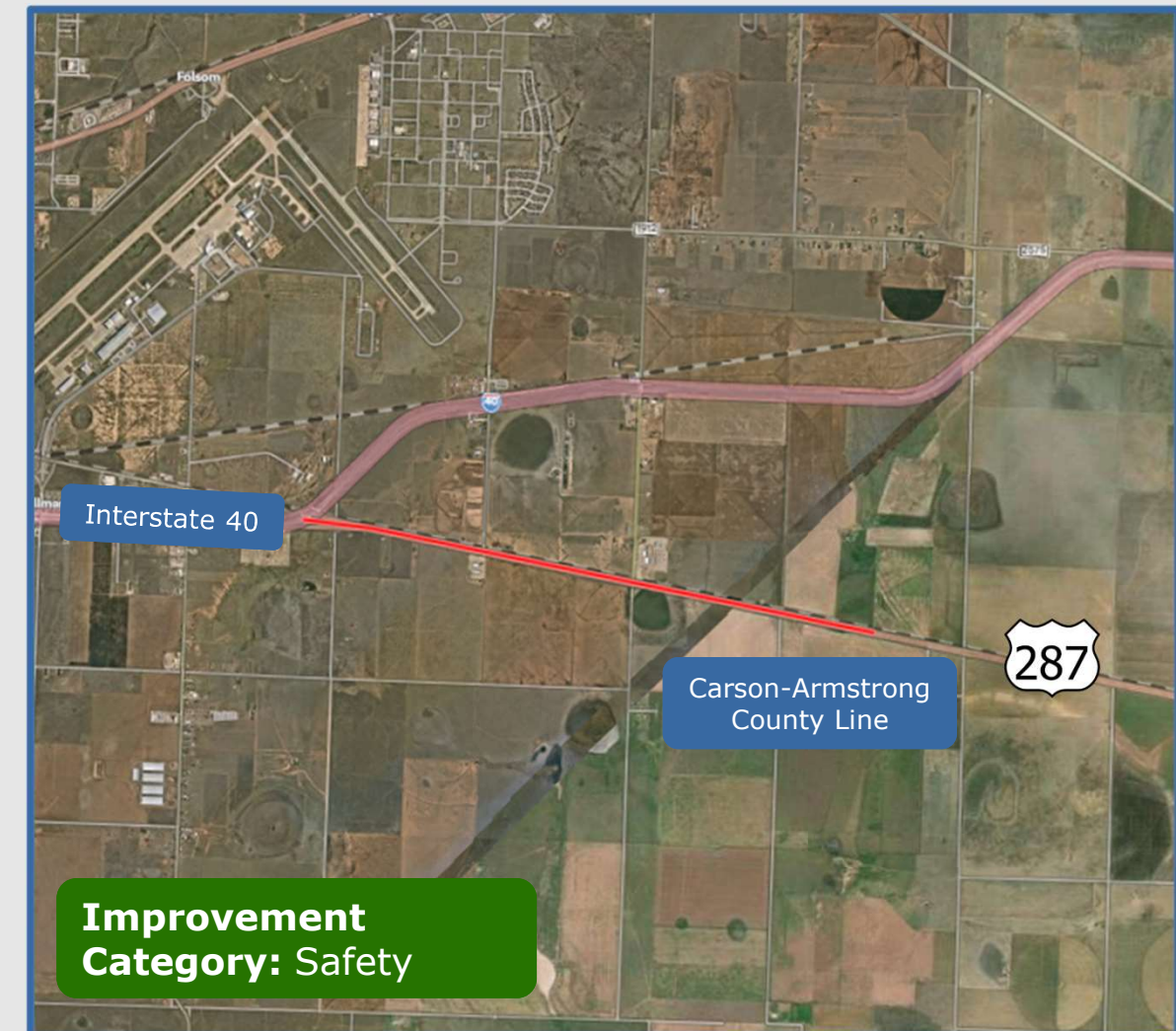
To: Carson/Armstrong County Line

Locality: Amarillo District

ROW Required:

☐ Yes ☒ No

Estimated Cost (in \$M): 91



Improvement Category: Safety

US 287 Improvement Option: 5, County: Potter

Description:

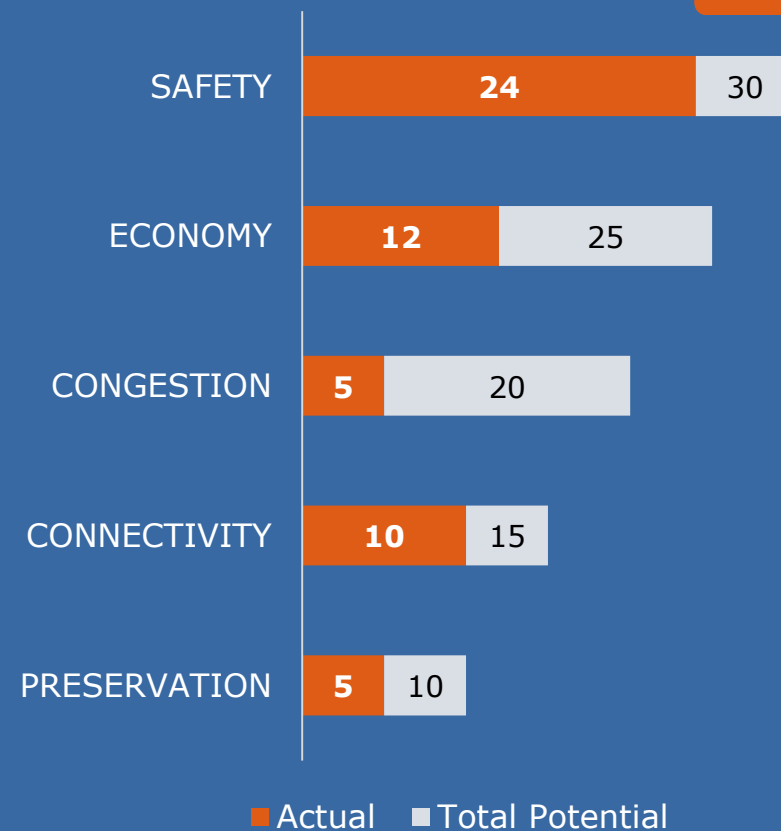
Install median barrier for 1 mile.

Need:

72 crashes occurred along this segment in the last 5 years including 4 fatal crashes, 30 single vehicle crashes, and 4 opposite direction manner of collision crashes.

NEED SCORE

56/100



From: Interstate 40 in Amarillo

To: Potter-Carson County Line in Amarillo

Locality: Amarillo District

ROW Required:

☐ Yes ☒ No

Estimated Cost (in \$M): 2.5

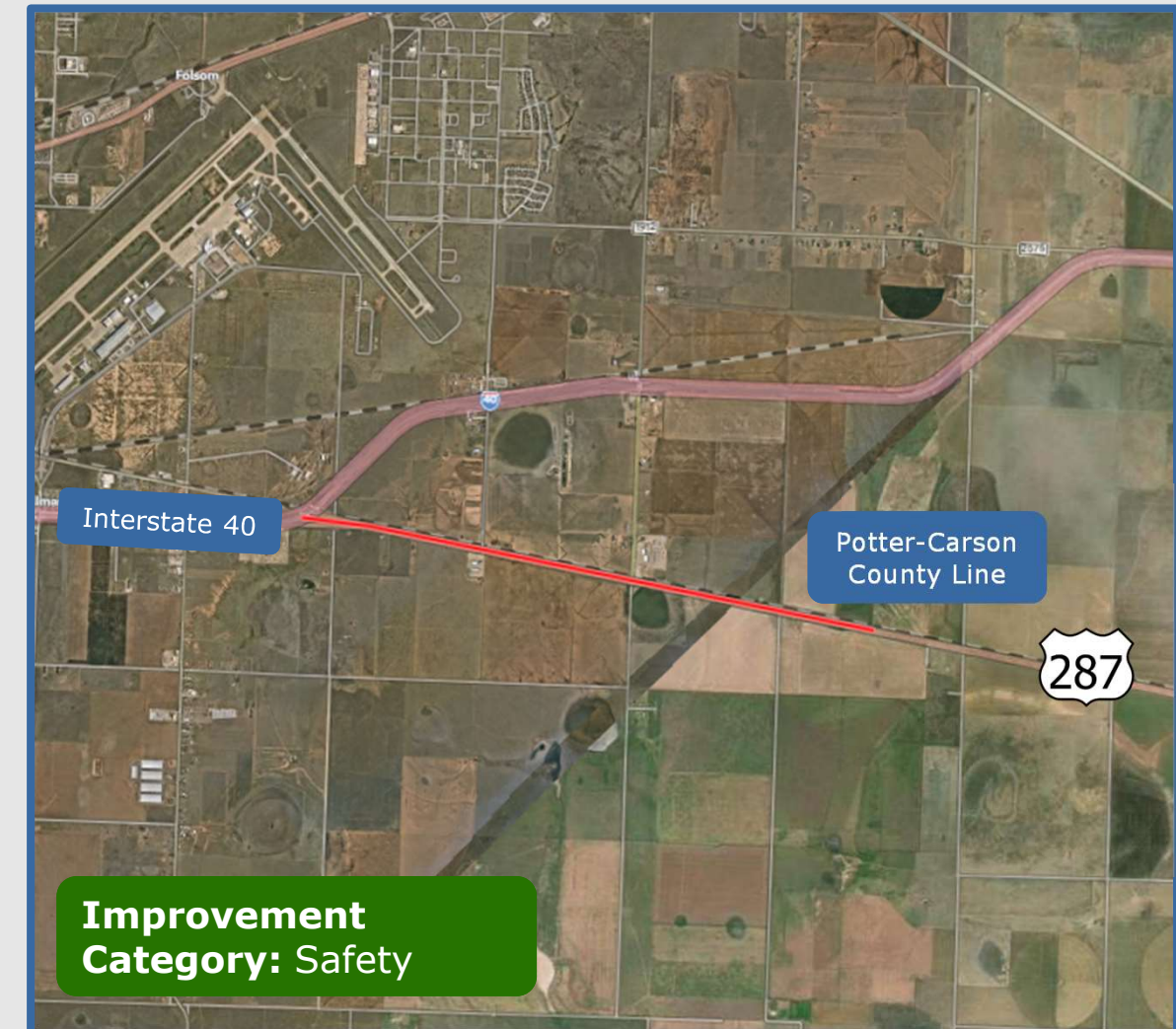
Other Considerations:

Key Challenges:

NA

Required stakeholder involvement / approval:

NA



US 287 Improvement Option: 6, County: Potter

Description:

Intersection improvement.

Need:

4 total crashes at this location in the past 5 years; preparations for a meat packing plant along Spur 228.

Stakeholder input.



Other Considerations:

Key Challenges:

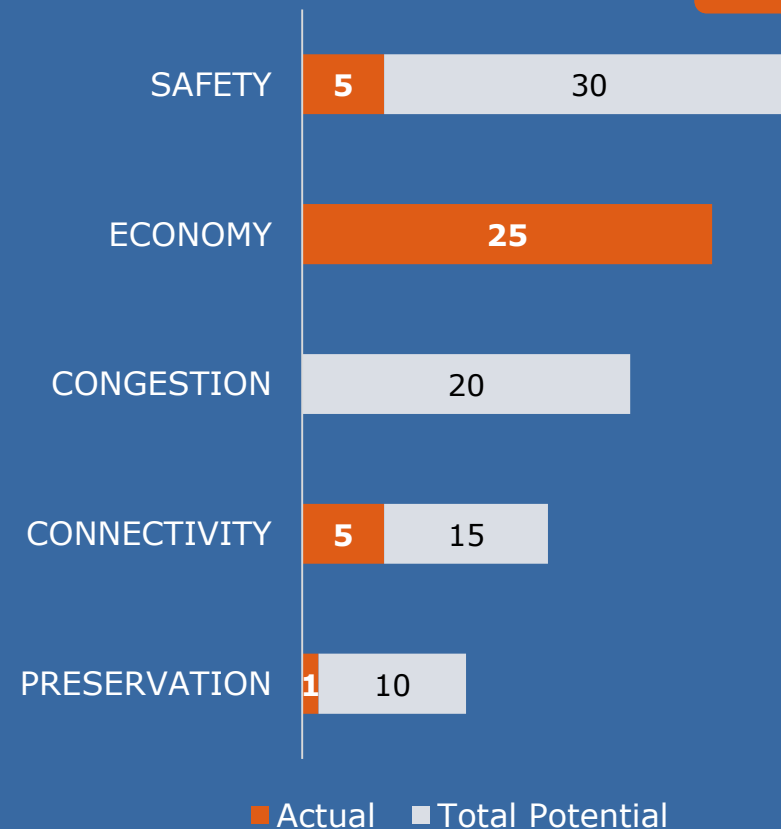
Utility impacts

Required stakeholder involvement / approval:

Coordination with utility owners.

NEED SCORE

36/100



From: Spur 228

To: N/A

Locality: Amarillo District

ROW Required:

☐ Yes ☒ No

Estimated Cost (in \$M): 2



Improvement Category: Mobility

US 287 Improvement Option: 10, County: Potter

Description:

Improvement for the outside lane along the direct connector from US 287 northbound to I-40 westbound to stay on I-40 without being on the exit only lane.

Need:

6 total crashes at this merge within the past 5 years.



Other Considerations:

Key Challenges:

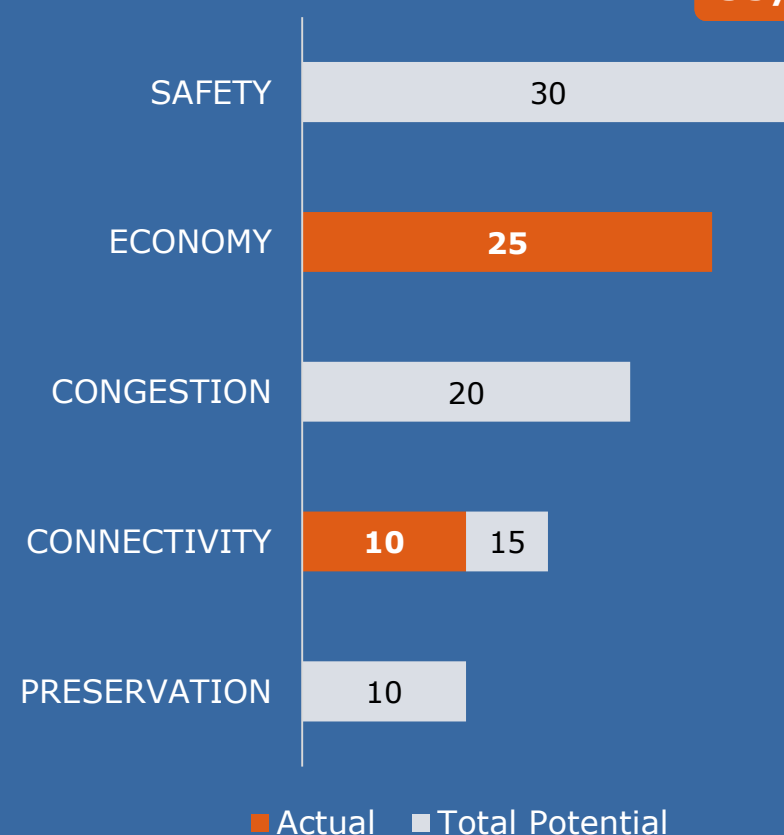
Utility impacts

Required stakeholder involvement / approval:

Coordination with affected utility owners.

NEED SCORE

35/100



From: Merge of N US 287 onto I-40 W

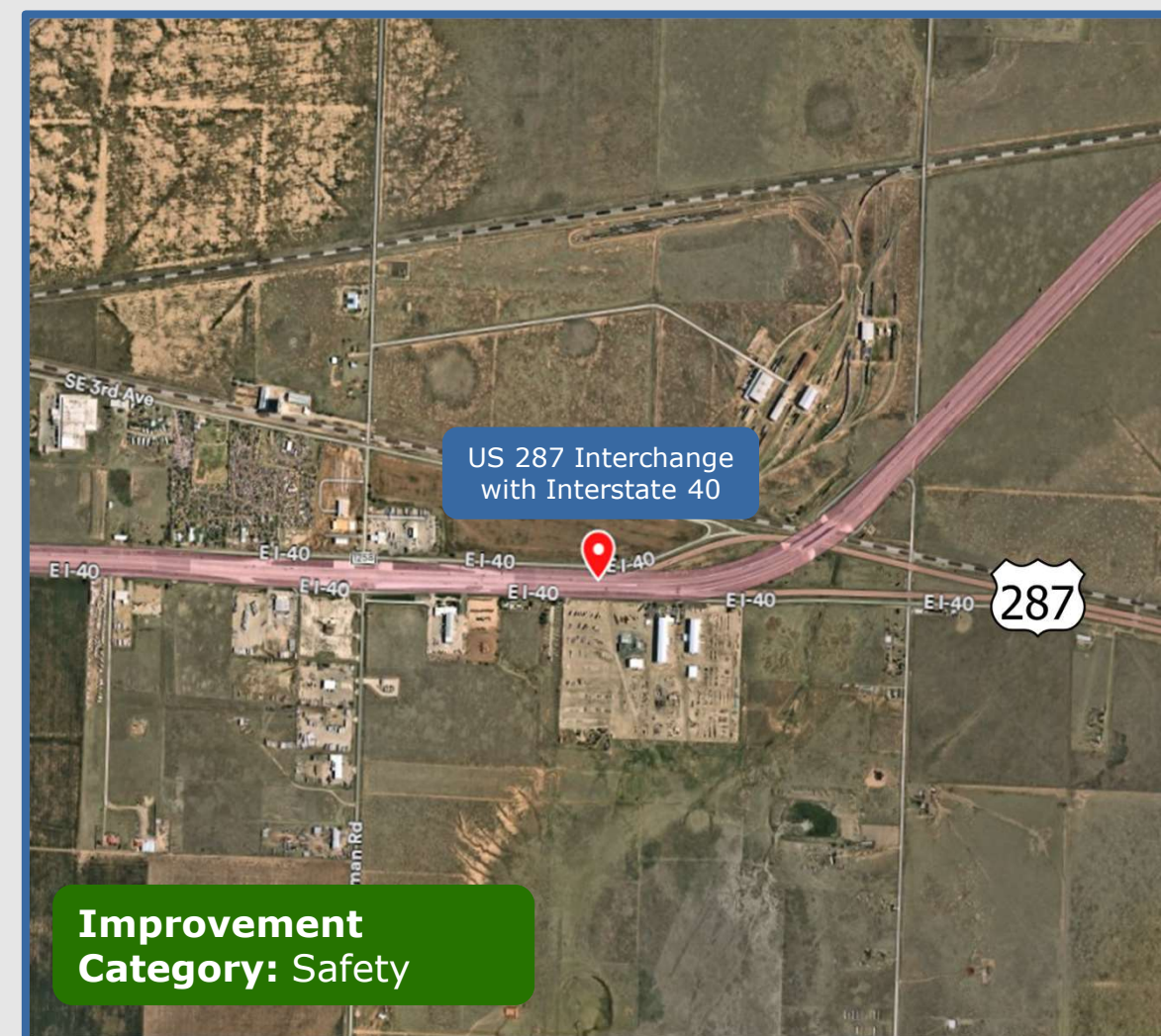
To: N/A

Locality: Amarillo District

ROW Required:

☐ Yes ☒ No

Estimated Cost (in \$M): 10



Improvement Category: Safety

US 287 Improvement Option: 12, County: Potter

Description:

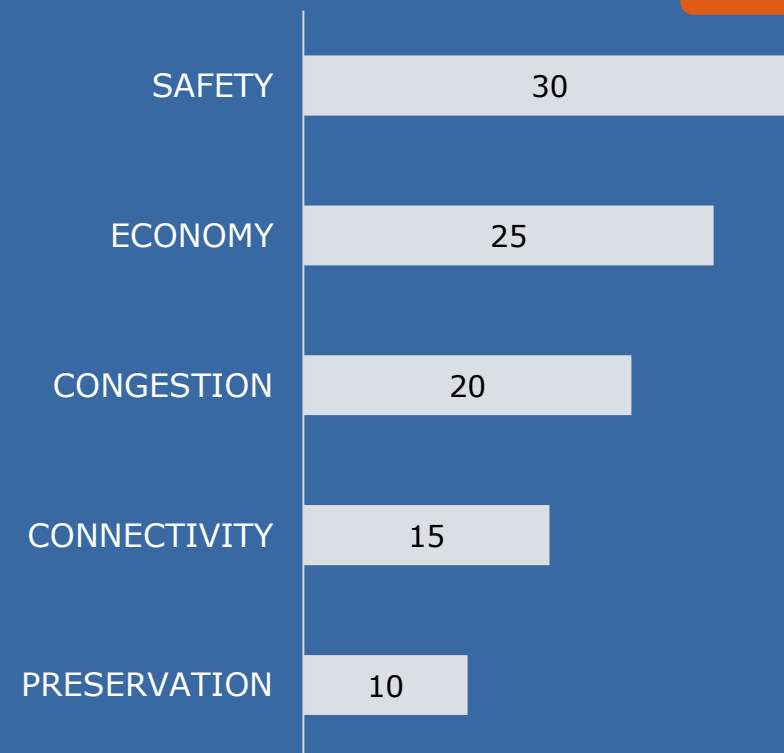
Redesignate Loop 335 as US 287 up to its terminus at future I-27.

Need:

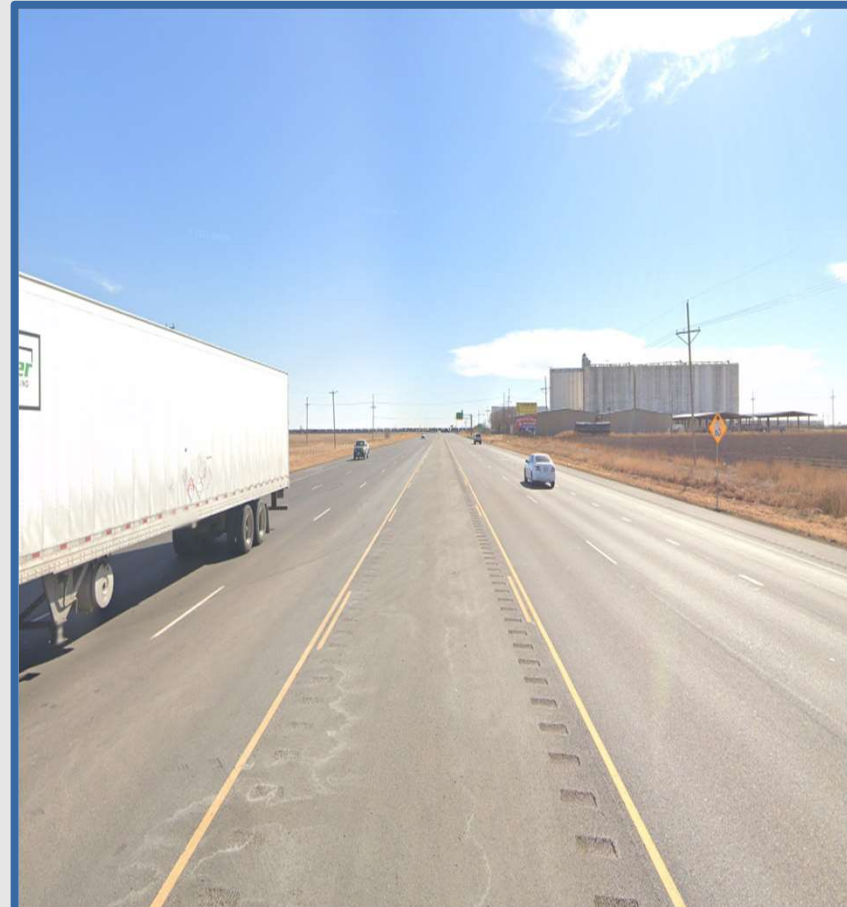
Stakeholder input.

NEED SCORE

NA/100



Actual Total Potential



From: Interstate 40 in Amarillo

To: Future Interstate 27 in Amarillo

Locality: Amarillo District

ROW Required:

☐ Yes ☒ No

Estimated Cost (in \$M): 549

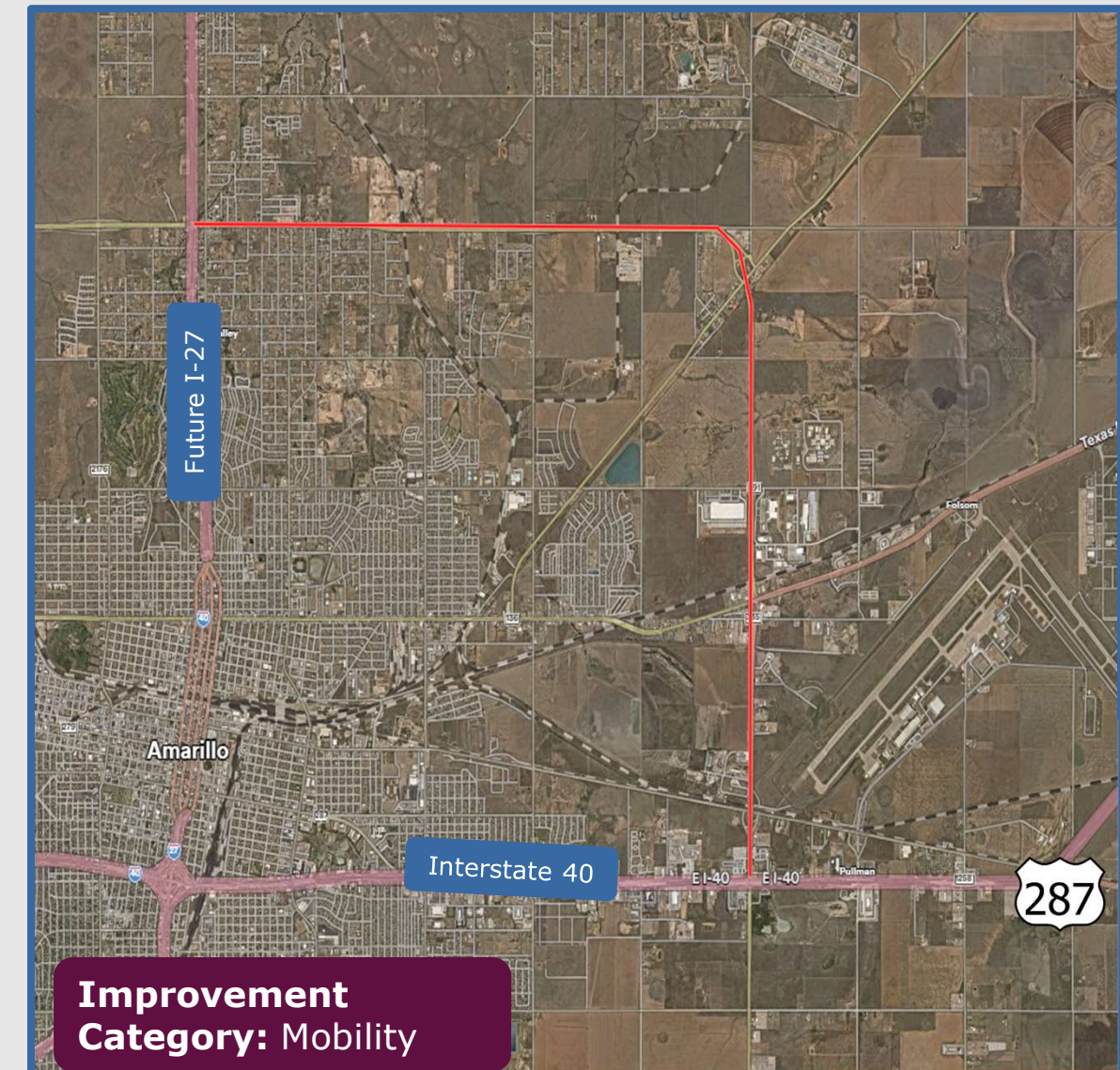
Other Considerations:

Key Challenges:

NA

Required stakeholder involvement / approval:

NA



Improvement Category: Mobility