



# US 287 TEXAS CORRIDOR STUDY

## EXECUTIVE SUMMARY



**TRANSPORTATION PLANNING  
AND PROGRAMMING DIVISION**

JULY 2025

*This Executive Summary is paired with the US 287 Interstate Feasibility Study Executive Summary. See the US 287 Interstate Feasibility Study Executive Summary for information on the corridor study.*



## US 287 TEXAS CORRIDOR STUDY

The US 287 Corridor has been pivotal in connecting communities across Texas and beyond. Its influence extends beyond state lines, serving as a vital artery for transportation and commerce. Over the years, this corridor has witnessed the flow of travelers and goods from early pioneers to modern commuters. It has been a lifeline for countless Texans.

The Texas Department of Transportation (TxDOT) conducted a study of the US 287 Corridor from Port Arthur to Future I-27 in Amarillo, a span of 671 miles. 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. The study aimed to develop prioritized safety, connectivity, and mobility improvements along US 287 in Texas.

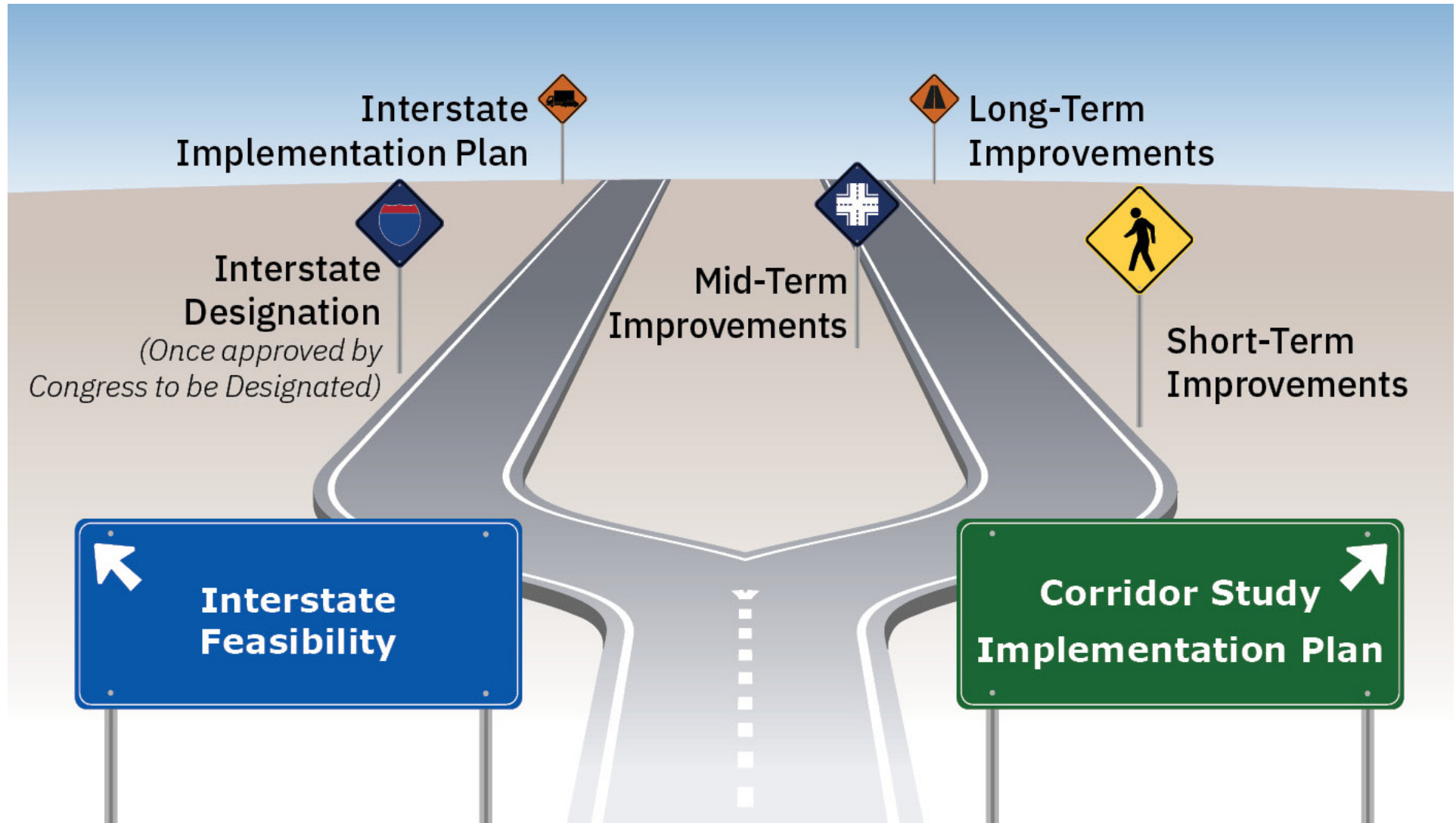
### US 287 Study Purpose

- 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)*

### 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.”*

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 and/or when US 287 is eventually designated as an interstate, a new implementation plan will need to be created. The graphic below illustrates the distinct paths of the Corridor Study and the Interstate Feasibility Study. For more information on interstate feasibility, refer to the US 287 Interstate Feasibility report and executive summary.



## GOALS FOR THE US 287 TEXAS CORRIDOR

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

The study process included reviewing existing and forecasted conditions, identifying needs, developing improvement strategies, prioritizing improvements, and developing an implementation plan. This study involved stakeholders throughout the process and incorporated feedback from the public through an online public survey.



**Improve Safety**



**Invest in the US 287 Corridor  
to support crucial local, state,  
and national economies**



**Enhance mobility**



**Facilitate Multimodal  
Connectivity**



**Prepare US 287 as a  
corridor for strategic  
national defense**



## STUDY SEGMENTS

The US 287 Corridor spans 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 in Texas along US 287 include Port Arthur, Beaumont, Arlington, Fort Worth, Wichita Falls and Amarillo.

### Northwest Segment

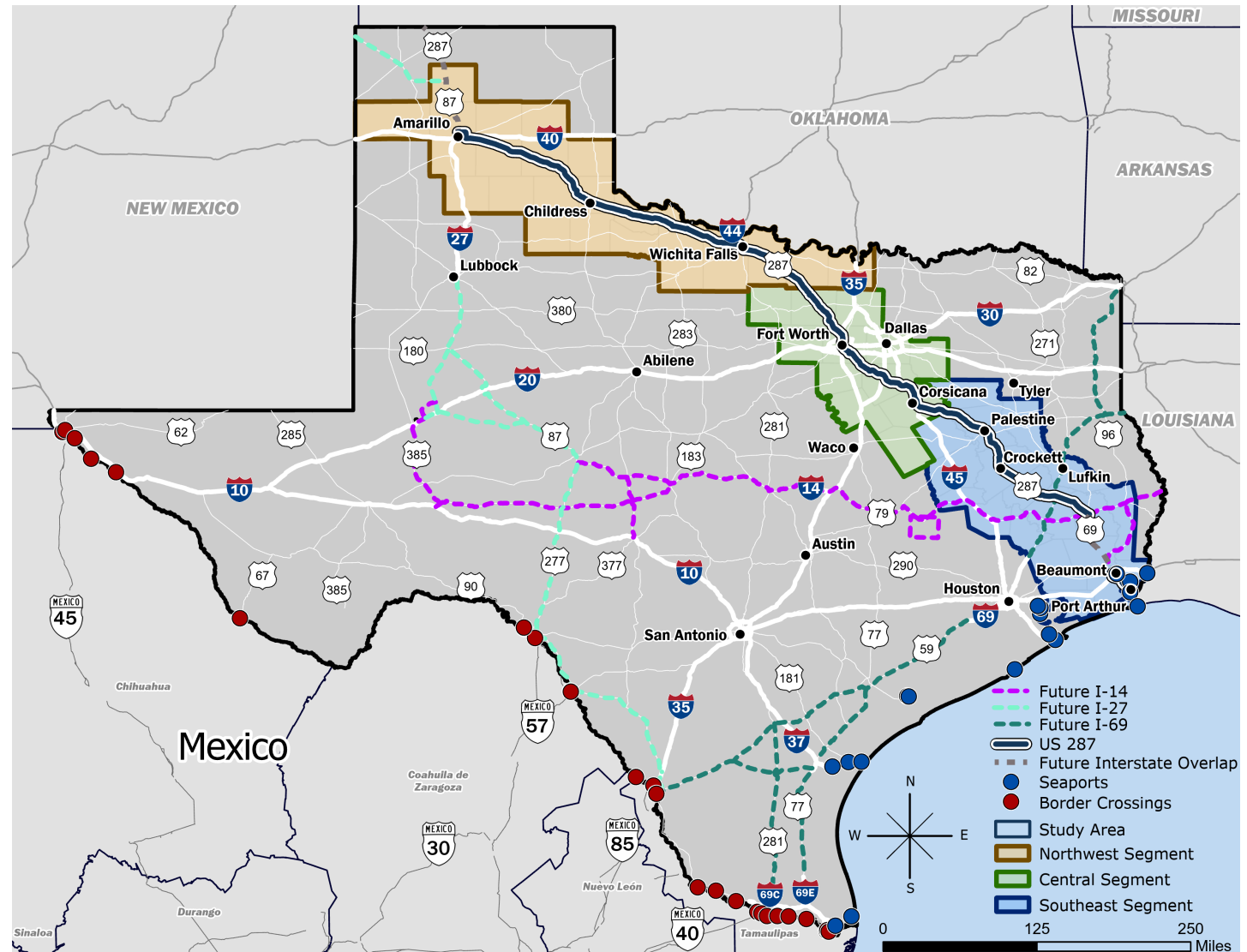
This area is shown in orange and includes the **Wichita Falls, Childress, and Amarillo Districts** (from Montague County Line to Future I-27)

### 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)



Source: TxDOT Open Data Portal, 2024

## US 287'S ROLE IN TEXAS

### CONNECTING TEXANS

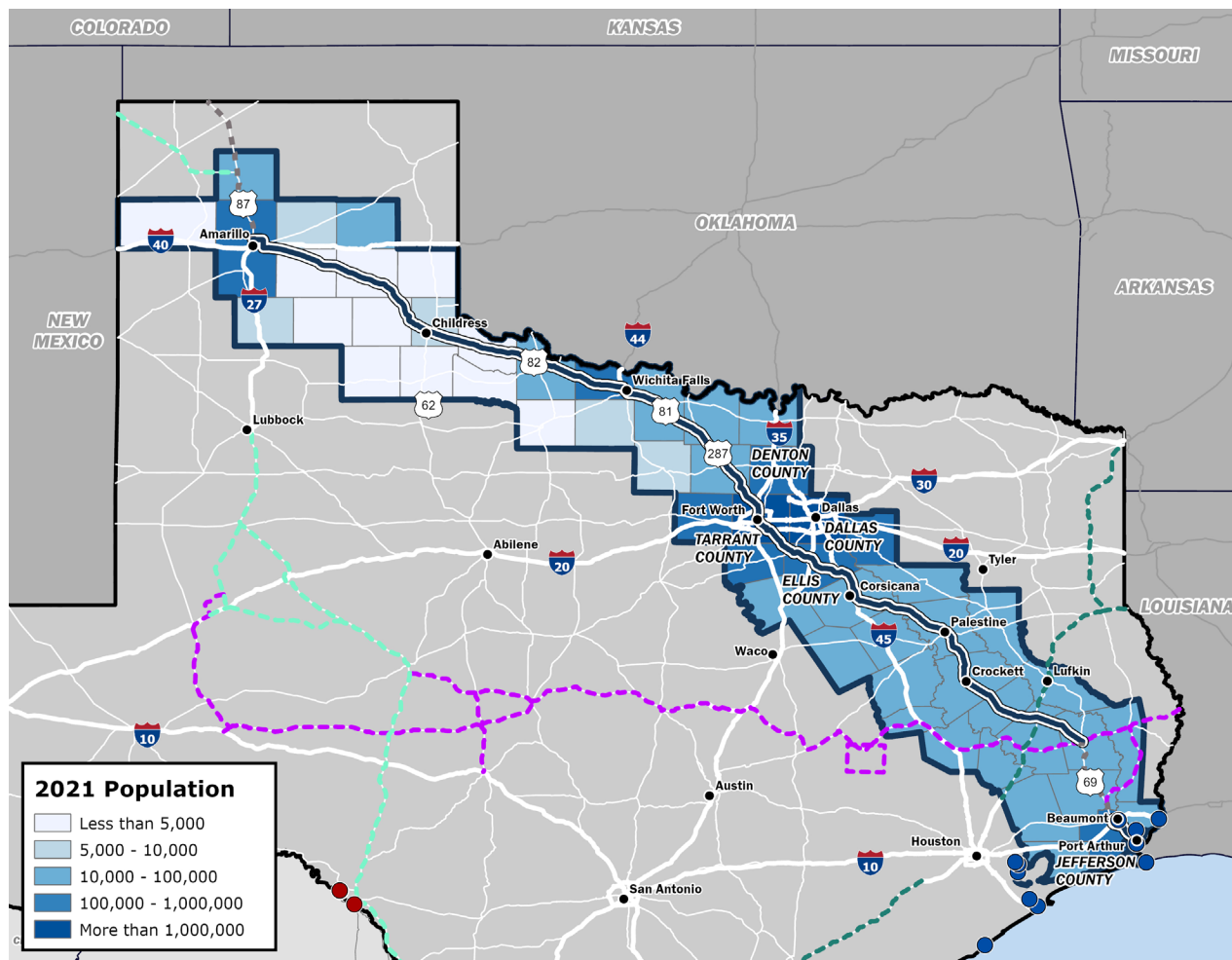
The US 287 Study reviewed the existing and projected demographic and economic conditions within the study area. The figure below illustrates the population by county within the study area. Four of the five most populated counties within the study area are in the Central Segment in the Dallas-Fort Worth metropolitan area. These counties include Dallas, Tarrant, Denton, and Ellis. Dallas County is the most populated county within the study area and has a total population of just over 2.8 million, making up 33% of the study area population. As of 2021, Dallas County was the second largest county in Texas by population. Counties near Beaumont and Amarillo are also major urban areas with a total population exceeding 100,000 people.

### POPULATION BY 2050

The future (2050) population of the 55 counties along the US 287 alignment is projected to be over 12 million, accounting for 25 percent of the state of Texas's population. Texas is projected to have a population of over 44 million in 2050.

SEGMENT	% INCREASE (2015 TO 2050)
Northwest	20%
Central	67%
Southeast	30%
Overall US 287 Study Area	58%
Texas	63%

### 2021 POPULATION BY COUNTY WITHIN THE STUDY AREA



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

### Top Fastest-Growing Counties by population from 2015 to 2021

↑ Denton: 28%    ↑ Parker: 26%    ↑ Ellis: 22%    ↑ Kaufman: 22%    ↑ Randall: 20%

## CONNECTING NATIONAL DEFENSE AND SECURITY

US 287 is of strategic importance for national defense and security. Portions of US 287 are on the Power Projections Platform (PPP) to support the movement of military and equipment. US 287 is also on the STRategic Highway NETwork (STRAHNET) to support defense deployment needs. US 287 serves four military installations and two strategic seaports, the Port of Beaumont and the Port of Port Arthur, solidifying its position as a corridor of critical significance.

## CONNECTING OPPORTUNITIES

As of 2022, approximately 4 million people are employed within the study area, according to the US Bureau of Labor Statistics. It is projected that over 5.9 million people will be employed in the US 287 study area in 2050, making up 29 percent of the over 20 million jobs across Texas. Dallas, Tarrant, and Denton Counties are anticipated to comprise 87 percent of employment in the study area. By 2050, the US 287 study area counties will have a projected GDP of \$1 trillion, accounting for 27% of the state's GDP. The highest GDP is primarily concentrated in the Dallas-Fort Worth area.



### Population Growth within the US 287 Study Area

8.8 Million in 2021

12 Million in 2050

**↑36%**

Percent change



### Employment Growth within the US 287 Study Area

4.3 Million in 2021

5.9 Million in 2050

**↑37%**

Percent change



### Gross Domestic Product within the US 287 Study Area

\$513.8 Billion in 2021

\$1 Trillion in 2050

**↑95%**

Percent change



### Traffic Growth along the US 287 Corridor

5.4 Billion VMT in 2021

8.3 Billion VMT in 2050

**↑54%**

Percent change

## US 287 TEXAS CORRIDOR INDUSTRIES

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

### **US 287 Texas Corridor Industries:**



#### **Energy**

The study area includes 173 miles of US 287 within the Barnett Shale oil and gas formation. Wind turbines and solar power plants are most common in the Northwest Segment. The study area has seen a 557 percent increase in oil production since 2000, compared to a 190 percent increase statewide. The counties with the greatest natural gas production include Tarrant, Wise, Denton, and Johnson in the Central Segment.



#### **Maritime**

The Port of Port Arthur and the Port of Beaumont are two major maritime ports located near the beginning of US 287 in the Southeast Segment. They are both strategic military ports and serve as embarkation and debarkation points for the military when transporting equipment and materials.



#### **Agriculture**

In 2022, the US 287 study area produced \$12 Billion in agriculture sales. This is more than one-third of the state's total agriculture sales.



#### **Timber**

Timber is a major industry in the Southeast Segment. In 2022, the US 287 study area produced 5.4 Million tons of timber.



#### **Manufacturing**

The study area includes several major manufacturing employers that profoundly impact the economy. Dallas and Tarrant counties alone generate about \$40 billion in GDP output within the manufacturing industry.



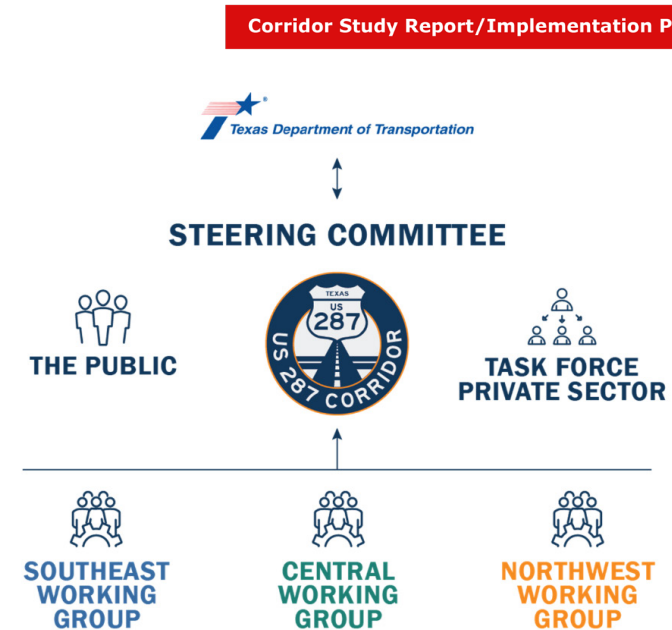
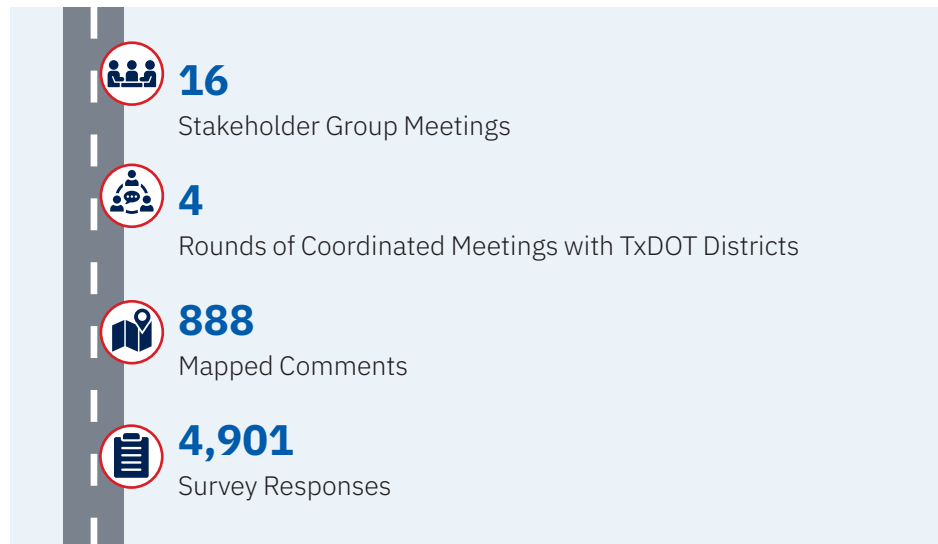
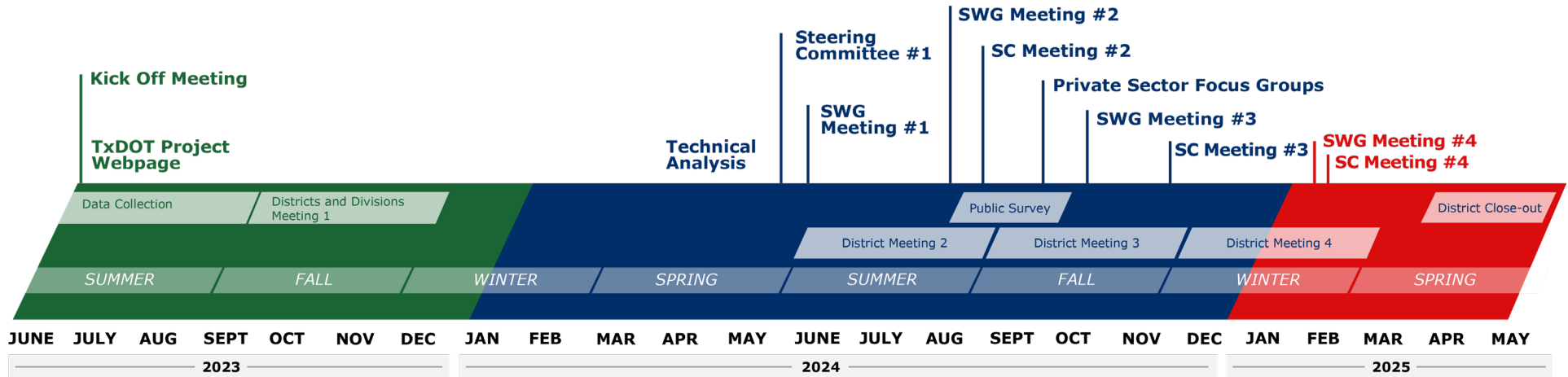
#### **Cattle**

There are approximately 3.7 million heads of cattle in the US 287 study area. US 287 serves as a key connection taking cattle from the Northwest Segment to the rest of Texas.



## STAKEHOLDER ENGAGEMENT AND PUBLIC INVOLVEMENT

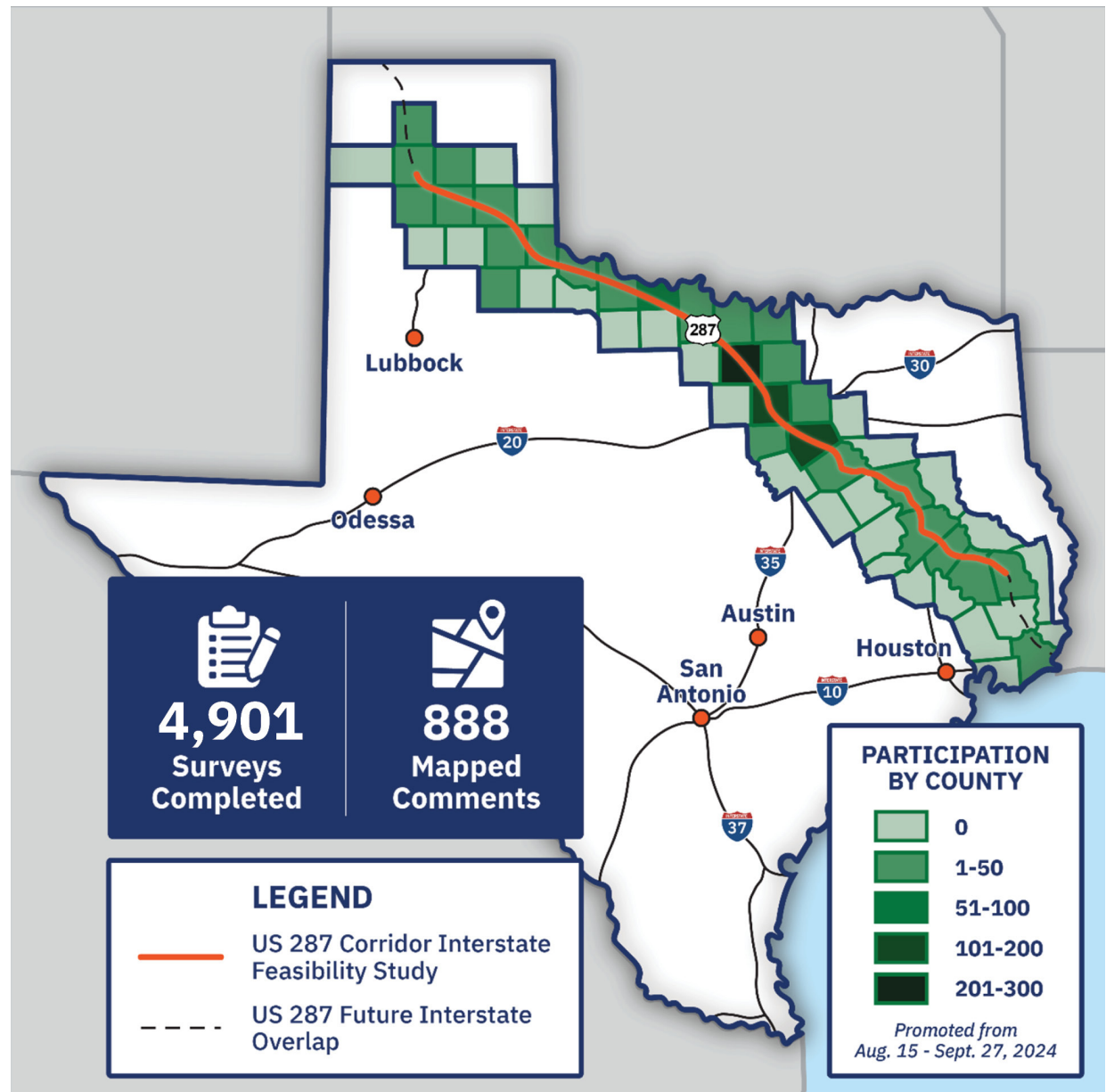
Stakeholder engagement and public involvement were crucial to the US 287 Texas Corridor Study. The Steering Committee, three Segment Working Groups, and TxDOT Districts offered local and relevant feedback throughout the study. Using a stakeholder-centric approach, the study team captured valuable input from people living, working, and traveling on US 287.



The figure to the right shows demographic data from survey responses. As Texas continues to grow in population and economic opportunity, the US 287 stakeholders played a pivotal role in the direction of the US 287 Texas Corridor Study. Common themes heard from their input included a need for safety improvements, roadway widening, fiber network expansion, and providing local economic opportunity. The study team captured these needs and developed suggested improvements along US 287, shaping the future of the corridor.

To supplement feedback heard from stakeholders, an online survey was developed for public input in the fall of 2024. With survey questions and an interactive map, participants could provide feedback on their experience on US 287. In addition to statewide and regional TxDOT social media promotion, local news stations and newspapers shared the survey on their platforms. Additionally, focus group meetings were held to capture input from the private sector, including the freight and trucking industry. Overall, over 4,900 survey responses were received that helped shape this study.

## PUBLIC SURVEY PARTICIPATION BY COUNTY



## US 287 TEXAS CORRIDOR NEEDS

In addition to the ongoing and planned improvements along the US 287 Corridor, rural and urban needs and concerns were identified by stakeholders, the traveling public, and private sector representatives.



### Rural Concerns

#### Growth

- Maintaining rural nature of small towns

#### Mobility / Freight

- Limited capacity of 2-lane roads



US 287 Rural Two Lane Cross Section



### Urban Concerns

#### Safety

- Safety concerns with increasing traffic

#### Congestion

- Traffic on US 287 connections to and from other major routes
- Traffic stemming from new developments near DFW

#### Connectivity

- Discontinuous frontage roads
- Lack of frontage roads
- 2-way frontage roads
- Intersection and interchange connections

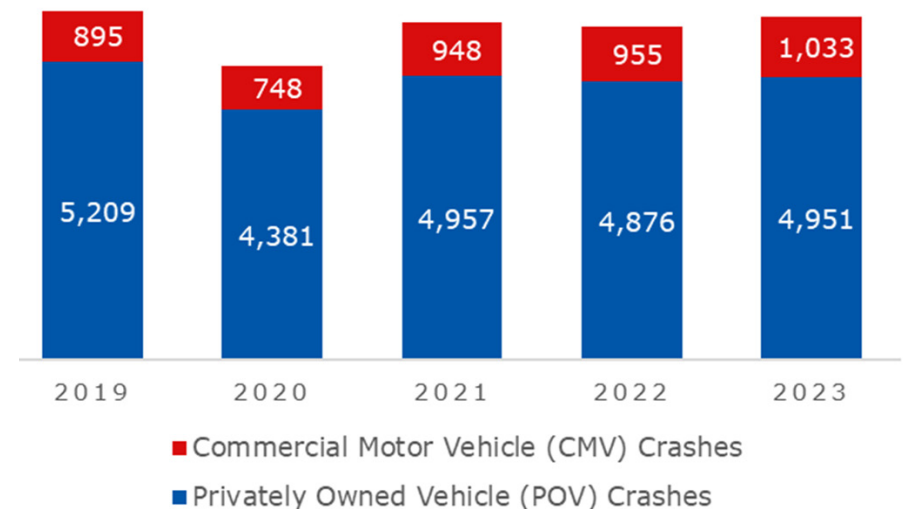
## SAFETY NEEDS

A comprehensive safety analysis was completed using a data-driven approach. Mitigation measures were developed to reduce the likelihood and potential severity of crashes along US 287. The US 287 safety analysis involved reviewing historical crash data, identifying hot spot segments, and developing safety improvements along US 287. TxDOT's Crash Records Information System (CRIS) was sourced to study the number, location, and severity of crashes along the US 287 Corridor between January 1, 2019 and December 31, 2023.

### CORRIDOR CRASH COUNTS (JAN 2019 – DEC 2023)

In total, the US 287 corridor experienced 28,953 crashes during the 2019-2023 time period.

- 77% of crashes along the US 287 Corridor occurred in Urban areas.
- 16% of crashes on the US 287 Corridor involved Commercial Motor Vehicles (CMV).
- 63% of crashes involving Commercial Motor Vehicles occurred in Urban areas.
- Privately Owned Vehicles (POV) were involved in 84% of crashes on the US 287 corridor.

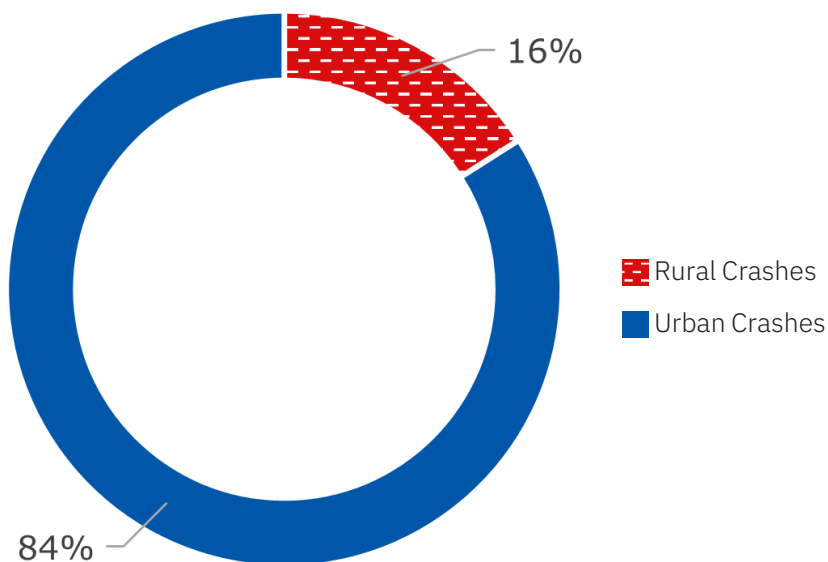


Source: TxDOT C.R.I.S., 2023

## CRASH COUNTS BY TXDOT DISTRICT (JAN 2019 – DEC 2023)

The US 287 corridor spans nine TxDOT districts. The following districts were noted to have the greatest number of crashes:

<b>Fort Worth</b> <b>10,645</b> crashes 82% involving POV 18% involving CMV	<b>Beaumont</b> <b>9,204</b> crashes 92% involving POV 8% involving CMV	<b>Dallas</b> <b>3,998</b> crashes 84% involving POV 16% involving CMV
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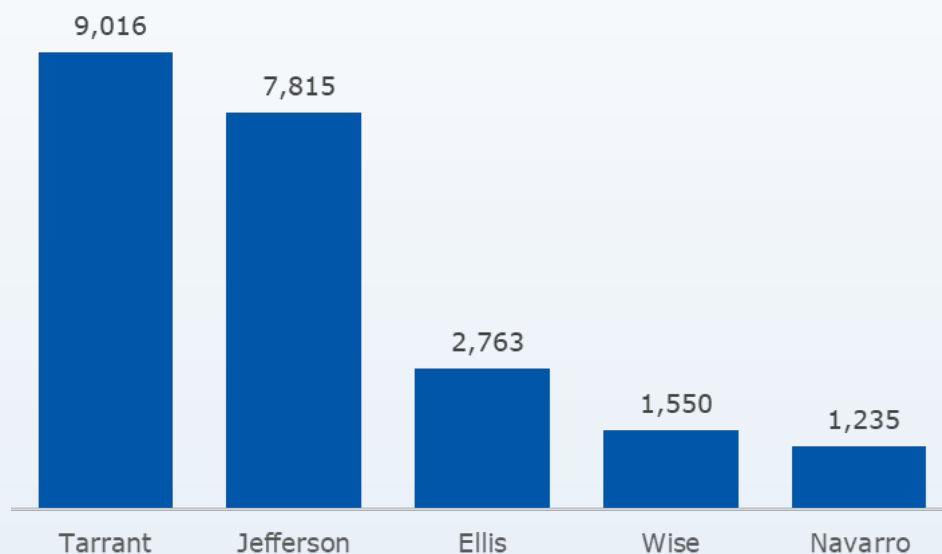


Source: TxDOT C.R.I.S., 2023

## CRASH COUNTS BY COUNTY (JAN 2019 – DEC 2023)

The following counties were noted to have the greatest number of crashes:

<b>Tarrant County</b> <b>9,016</b> crashes	<b>Ellis County</b> <b>2,763</b> crashes	<b>Navarro County</b> <b>1,235</b> crashes
<b>Jefferson County</b> <b>7,815</b> crashes	<b>Wise County</b> <b>1,550</b> crashes	<b>All other Counties</b> <b>6,574</b> crashes



Source: TxDOT C.R.I.S., 2023



## CORRIDOR CRASH COUNTS BY INJURY TYPE (JAN 2019 – DEC 2023)

Of the 28,953 total crashes over the crash data period (2019-2023), 327 crashes resulted in a total of 386 fatalities. The majority (65%) of fatal crashes occurred along sections of US 287 with a posted speed limit of 65 miles per hour or greater.

**327** Fatalities

**925** Incapacitating Injuries

**2,983** Non-Incapacitating Injuries

## CONTRIBUTING FACTORS FOR CRASHES (JAN 2019 – DEC 2023)

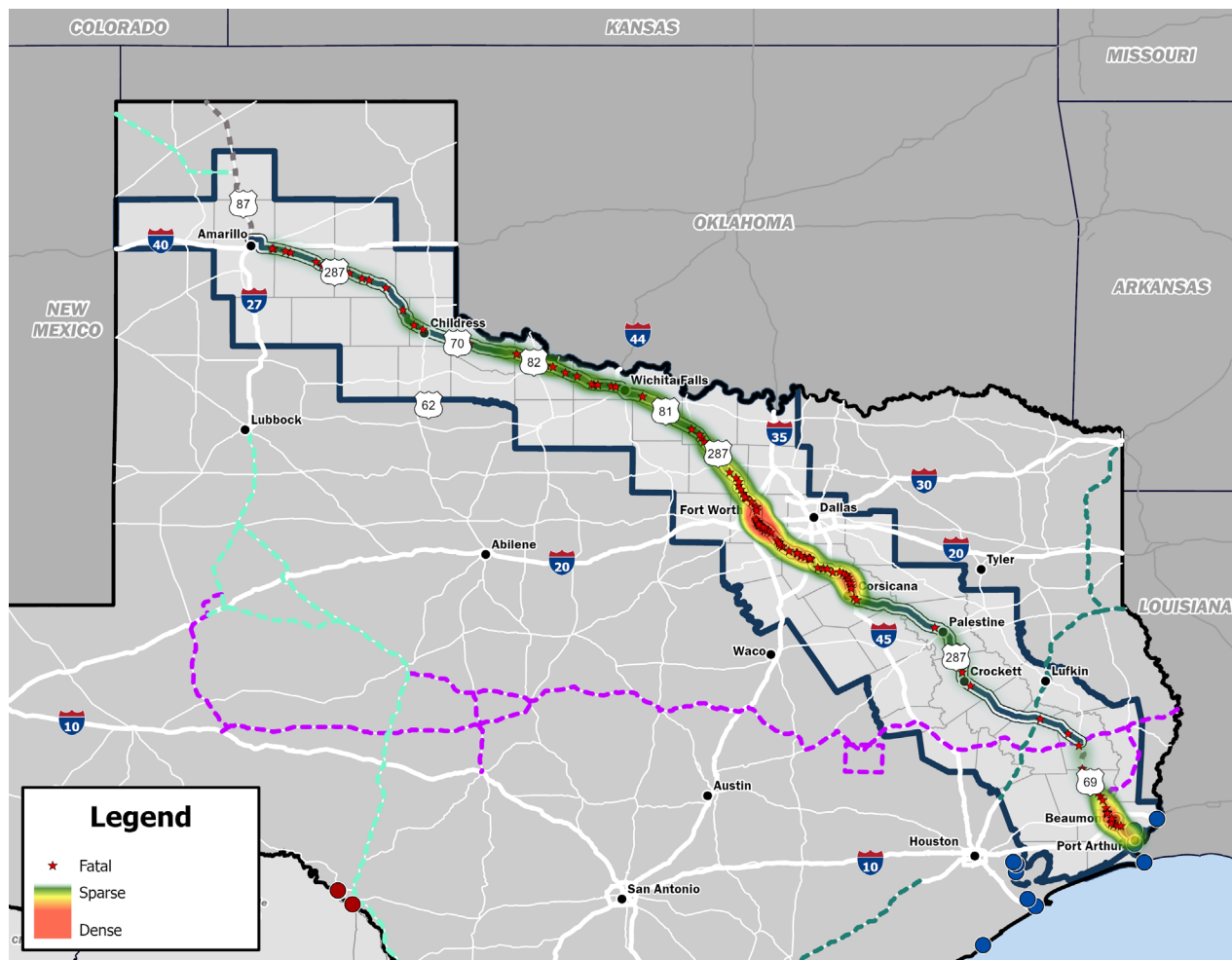
COMMERCIAL MOTOR VEHICLES	PERCENT OF CRASHES
Speed*	22%
Failed to Drive in a Single Lane	17%
Wrong Way Travel	6%
Driver Inattention	3%
Changed Lane When Unsafe	2%

PASSENGER VEHICLES	PERCENT OF CRASHES
Speed*	19%
Failed to Drive in a Single Lane	11%
Wrong Way Travel	10%
Changed Lane when Unsafe	4%
Failed to Yield ROW	3%

\*Includes failed to control speed, unsafe speed; speeding over the limit

## DENSITY OF FATAL AND SERIOUS INJURY CRASHES (JAN 2019 – DEC 2023)



Source: TxDOT C.R.I.S., 2023

## IMPLEMENTATION PLAN

Technical findings were combined with stakeholder and public input to develop a range of improvement concepts. They were then further developed into proposed improvements, including planning-level cost estimates. Stakeholders prioritized the proposed improvements into short, mid, and long term during the in-person prioritization workshops.

### US 287 PROPOSED IMPLEMENTATION PLAN SUMMARY

**Short-term improvements** have a timeframe of 0 to 4 years; **mid-term improvements** have a timeframe of 5 to 10 years.; **long-term improvements** have a timeframe of 10+ years. Below summarizes the Implementation Plan for the entire US 287 Corridor.

#### COUNT TOTALS BY IMPROVEMENT TYPE AND TIMEFRAME

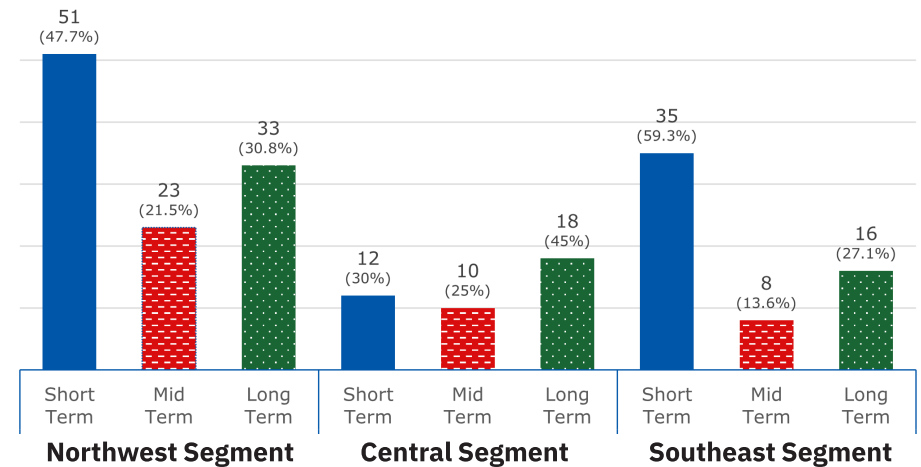
IMPROVEMENT TYPE	SHORT TERM (0-4 YEARS)	MID TERM (5-10 YEARS)	LONG TERM (10+ YEARS)	TOTAL
Safety	65	16	20	101
Mobility	7	4	7	18
Multi-modal	14	8	34	56
Technology	12	12	5	29
Connectivity	0	1	1	2
<b>Total</b>	<b>98</b>	<b>41</b>	<b>67</b>	<b>206</b>

#### COST TOTALS BY IMPROVEMENT TYPE AND TIMEFRAME

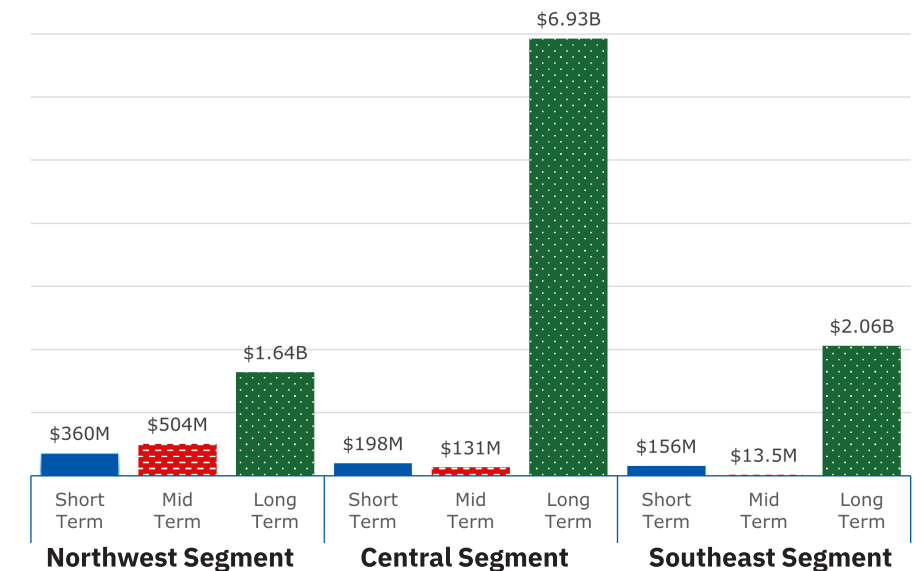
IMPROVEMENT TYPE	SHORT TERM	MID TERM	LONG TERM	TOTAL
Safety	\$461,916,000	\$191,700,000	\$3,265,817,460	\$3,919,433,460
Mobility	\$60,520,000	\$19,000,000	\$6,064,000,000	\$6,143,520,000
Multi-modal	\$119,900,000	\$292,752,000	\$1,143,000,000	\$1,555,652,000
Technology	\$71,360,000	\$115,216,000	\$62,288,000	\$248,864,000
Connectivity	–	\$30,000,000	\$90,000,000	\$120,000,000
<b>Total</b>	<b>\$713,696,000</b>	<b>\$648,668,000</b>	<b>\$10,625,105,460</b>	<b>\$11,987,469,460</b>

## US 287 PROPOSED IMPLEMENTATION PLAN BY SEGMENT

### COUNTS OF IMPROVEMENTS BY SEGMENT



### COSTS OF IMPROVEMENTS BY SEGMENT



## FUNDING

This study's proposed improvements are currently not funded. Improvements will need to be funded before they are constructed. The implementation of the US 287 Texas Corridor Study improvements depends on federal, state, and local funding. The graphic below presents potential revenue sources that contribute to the different expenditures.



To estimate the potential funding available for the US 287 Texas Corridor Study, TxDOT's 2025 Unified Transportation Program (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 district-wide 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. 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.

## UTP FUNDING OPTIONS

UTP FUNDING CATEGORIES	FY 2025–2028	FY 2029–2034	FY 2035–2052
<b>Subtotal US 287 Districts (Categories 1, 3, 4, 10 and 11)</b>	\$479.2 Million	\$478.9 Million	\$1,710.4 Million
<b>Subtotal Local Planning Agencies (Categories 2, 5, 7 and 9)</b>	\$192 Million	\$203.1 Million	\$919 Million
<b>Total</b>	<b>\$671.2 Million</b>	<b>\$682 Million</b>	<b>\$2.63 Billion</b>



*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 continue to 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