

US 277 & US 83

I-2 TO I-10

Districts: Pharr, Laredo, San Angelo

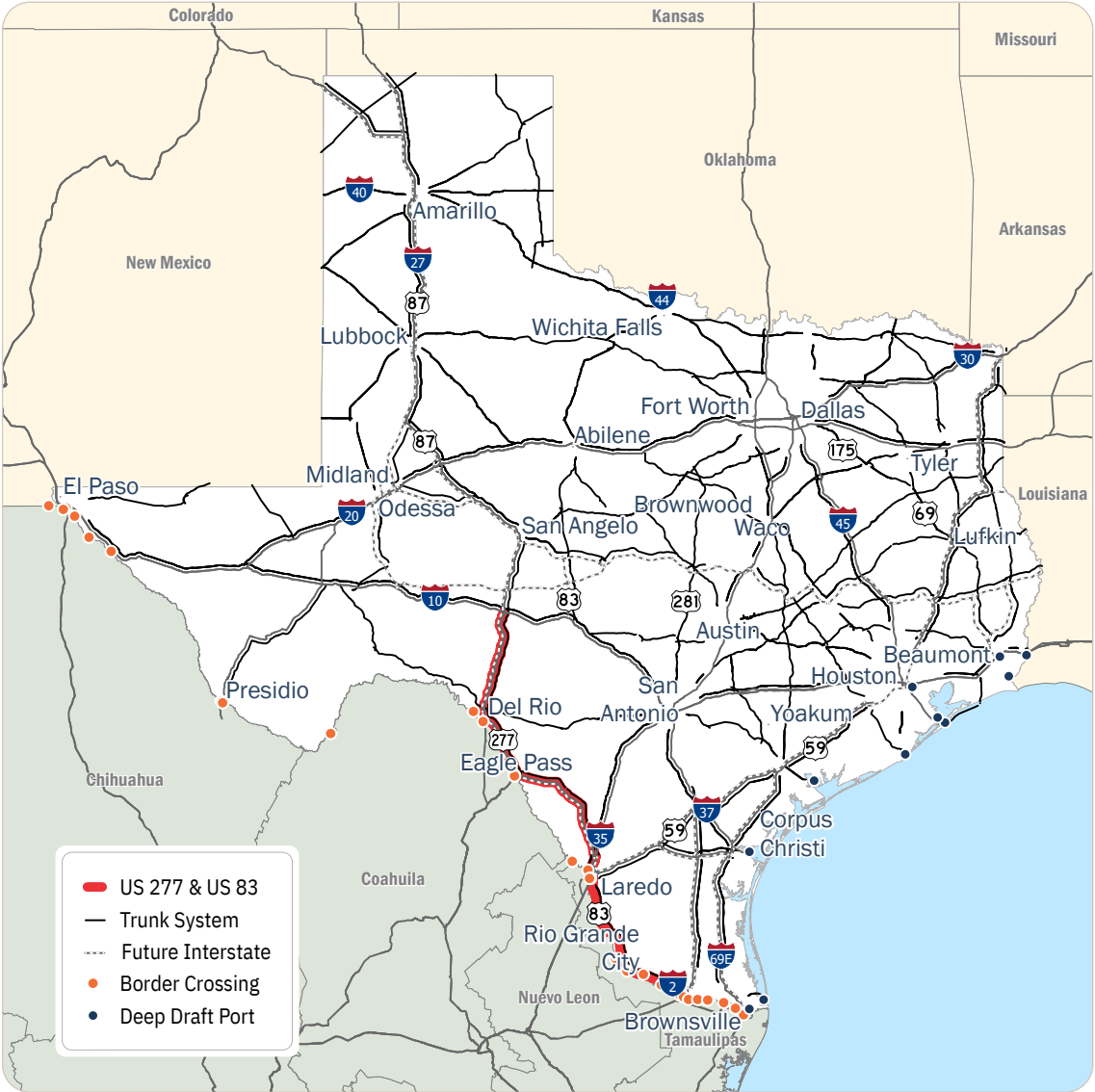
STATEWIDE AND
RURAL CONNECTIVITY
KEY CORRIDORS

TPP Division

The Texas Department of Transportation’s (TxDOT’s) Statewide Rural Connectivity Initiative is focused on systematically upgrading rural corridors on the Texas Highway Trunk System (TTS) to four-lane divided or better highways.


The TTS provides safe, reliable, high-speed travel between economic activity centers – e.g., major cities, oil and gas production areas, deep-draft sea ports, land ports of entry, and agricultural areas - in Texas while supporting the economic health of communities along the corridors. These communities along rural connectivity corridors are defined as small and medium size cities outside urbanized areas that benefit from improved access to markets throughout the state.

The Statewide and Rural Connectivity Task Force guides and provides strategic direction on the prioritization of Key Corridors on the TTS for upgrade to four lane divided or better highways.



US 277 and US 83 from I-2 and I-10 is one of the key corridors identified by the Statewide and Rural Connectivity Program for improvement to a four-lane divided corridor. This key corridor connects 22 border crossings on the Texas-Mexico border, addresses anticipated congestion and high growth along the border, provides an alternative to I-35 and I-10 to connect south to west and north Texas, and is part of the future I-27 system.


Key Corridor Supports Texas’ Economic Prosperity and Communities



Socio-economic Demographics

1.9M people 634.8 K jobs

Source: 2023, U.S. Bureau of Labor Statistics, U.S. Census Bureau
Includes county that the corridor traverse plus adjacent county



Support Energy Sector’s Contribution to Texas GDP*

\$16.6 B


Source: U.S. Bureau of Economic Analysis (2022 GDP in current dollars)
Includes establishments that extract naturally occurring mineral solids, such as coal and ores; liquid minerals, such as crude petroleum; and gases, such as natural gas.



Annual Average Daily Traffic

1K - 84K


Source: 2023 TxDOT Roadway Inventory Annual Data



Support Agriculture Sector’s Contribution to Texas GDP*

\$0.3 B

Source: U.S. Bureau of Economic Analysis (2022 GDP in current dollars)
Includes establishments primarily engaged in growing crops, raising animals, harvesting timber, harvesting fish and other animals from a farm, ranch or their natural habitats.
* Includes county that the corridor traverse plus adjacent county



Annual Average Daily Truck Traffic

11 - 19K (~18% of all traffic)

Source: 2023 TxDOT Roadway Inventory Annual Data




Support U.S./Texas truck trade with Mexico

\$12.8 B

Source: Bureau of Transportation Statistics Transborder Freight Data
Includes value of truck trade processed at Brownsville, Del Rio , Eagle Pass, Hidalgo, Laredo, Presidio, Progresso, Rio Grande City and Roma ports of entry (POE) in 2023. Includes commodities - mineral fuels, oils and waxes, ores, slag and ash, dairy products, live animals, meat and edible offal, products of animal origin.

Key Corridor Characteristics


The Texas Highway Trunk System (TTS) is a network of rural highways that aims to improve rural mobility, connect major activity centers (i.e., connections to communities over 20,000 population and connections to commerce), and provide access to ports of entry into Texas. The goal is to upgrade these highways to 4-lane or better divided highways.

|  | Total Corridor Length | To TTS Standards | | Not to TTS Standards | | Total |
|---|-----------------------|------------------|---------------|----------------------|---------------|-------|
| | | 4+ Lane Divided | 2 Lanes | 4 Lanes Undivided | | |
| | 401 mi | 67 mi | 269 mi | 65 mi | 334 mi | |

Source: 2023 TxDOT Roadway Inventory Annual Data

Safety Along Corridor


In 2023, statewide rural crashes occur 1.8 times as often on undivided highways than on divided highways. Rural undivided roadways account for 2 in 3 rural crashes and 3 in 4 rural fatalities.



Between 2019-2023

| Number of Crashes | Number of Fatal Crashes |
|-------------------|-------------------------|
| 12,547 | 78 |

Source: TxDOT Crash Records Information System (CRIS)




Investments Needed to Address Crash Hotspots

\$2.4 B (High-level Estimates)

Source: TxDOT Road Inventory and TxDOT Crash Records Information System (CRIS)
Connecting Texas 2050 Statewide Long-Range Transportation Plan

Crash hotspots are locations where crash rates are equal to or higher than 90 crashes per hundred million VMT.


Key Corridor Improvements



Completed

15.7 mi (\$183.2 M)


Source: Sitemanager



Under Construction

20.4 mi (\$206.1 M)


Source: 2025 UTP, Sitemanager, TxDOTCONNECT



Fully Funded

49.5 mi (\$1106.7M)

Source: 2025 UTP, TxDOTCONNECT



Partial/Unfunded

259.5 mi (\$4320.8M)

Source: 2025 UTP, TxDOTCONNECT

Project data verified by TxDOT Districts and TPP-UTP. Data accurate as of September 2024. Mileage includes sum of all project lengths. Cost includes sum of Estimated Construction Cost