

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 objective is to provide 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. 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 Taskforce 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.

Safety Along Corridor



Between 2018-2022

Number of
Crashes

12,364

Number of
Fatal Crashes

72

Source: TxDOT Crash Records Information System (CRIS)



Investments Needed to
Address Crash Hotspots

\$662 M (Preliminary Estimates)

Source: TxDOT Road Inventory and TxDOT Crash Records Information System (CRIS)

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

Key Corridor Supports Texas’ Economic Prosperity and Communities



Socio-economic Demographics

1.8M people 620.5 K jobs

Source: 2022, 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 - 77K

Source: 2022 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.



Annual Average Daily Truck Traffic

~<500 - 21K (~18% of all traffic)

Source: 2022 TxDOT Roadway Inventory Annual Data



Support Wholesale & Retail Trade
Sector’s Contribution to Texas GDP*

\$9.3 B

Source: U.S. Bureau of Economic Analysis (2022 GDP in current dollars)
Includes establishments engaged in wholesaling and retailing merchandise, generally without transformation and rendering services incidental to the sale of merchandise.

* Includes county that the corridor traverse plus adjacent county

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

401 mi

To TTS Standards

4+ Lane Divided

62 mi

Not to TTS Standards

2 Lanes

269 mi

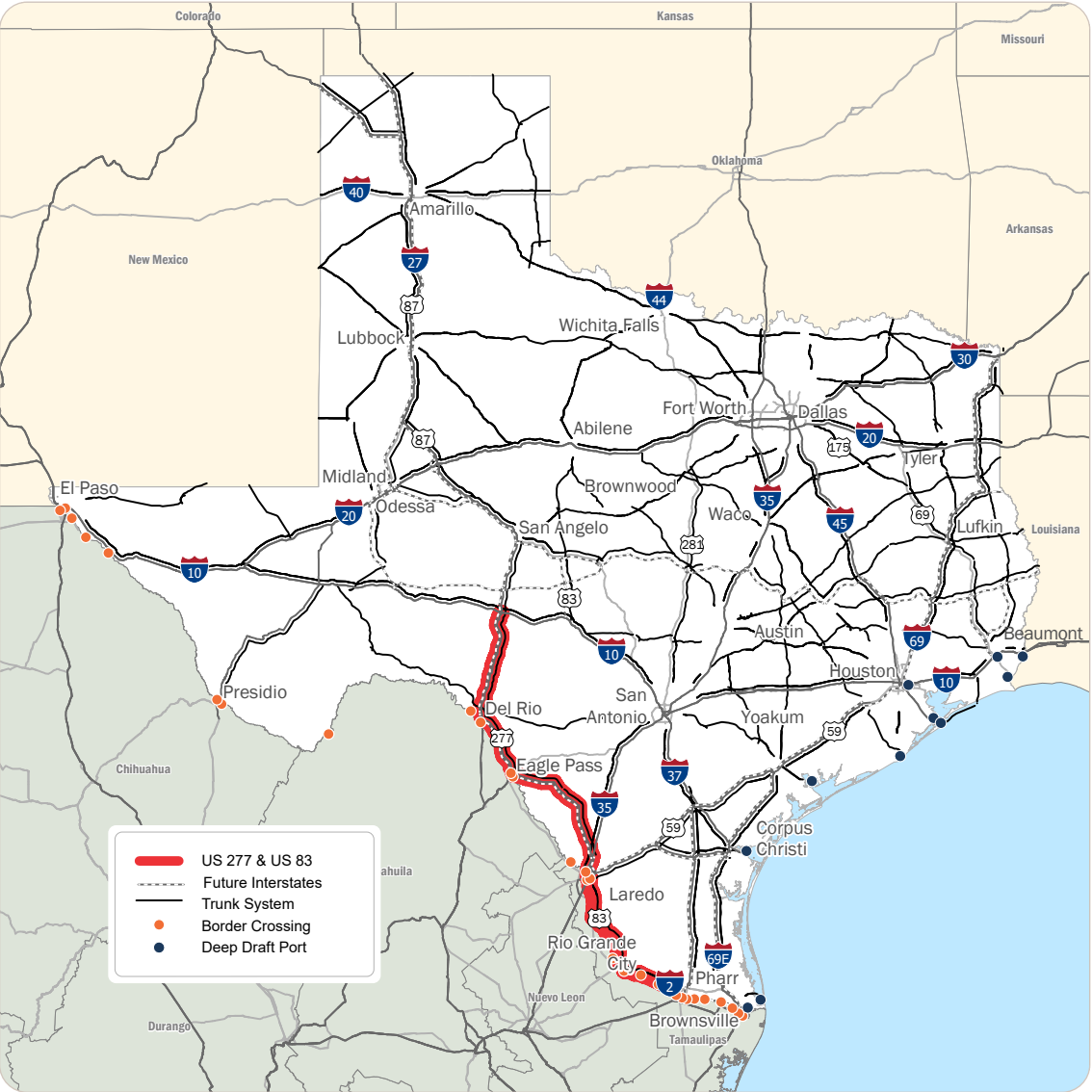
4 Lanes
Undivided

70 mi

Total

339 mi

Source: 2022 TxDOT Roadway Inventory Annual Data



Improvements since 2019 (4+ lane divided)



Completed

0 mi

Source: Sitemanager



Under
Construction

**12.5 mi
(\$58.2 M)**

Source: 2024 UTP, Sitemanager,
TxDOTCONNECT



Fully
Funded

**18.7 mi
(\$124.4 M)**

Source: 2024 UTP, TxDOTCONNECT



Partial/
Unfunded

**261.4 mi
(\$4.5 B)**

Source: 2024 UTP, TxDOTCONNECT