US 87 & US 83

NEW MEXICO TO I-10

Districts: San Angelo, Abilene, Odessa, Lubbock, Amarillo

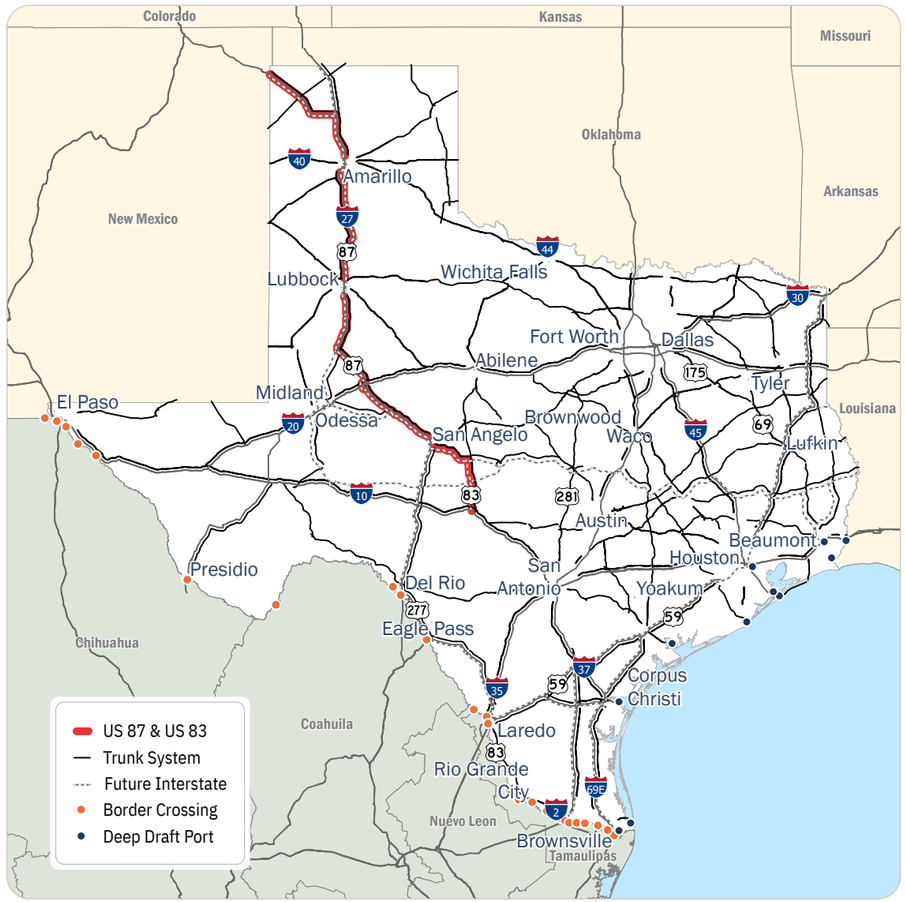
STATEWIDE AND RURAL CONNECTIVITY
KEY CORRIDORS

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 87 and US 83 from the New Mexico State Line to 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 serves international freight movement, links agriculture and energy production areas with major markets, connects to tourism areas, shares designation with the National Highway System (NHS), the Energy Sector, the Strategic Highway Network (STRAHNET) and the Freight Network, and is part of the future I-27 and I-14 systems.

Key Corridor Supports Texas' Economic Prosperity and Communities

Socio-economic Demographics

1.3 M people **595.6 K jobs**

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

Support Agriculture Sector's Contribution to Texas GDP*

$4.6 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 Traffic

3K - 55 K

Source: 2023 TxDOT Roadway Inventory Annual Data

Support Energy Sector's Contribution to Texas GDP*

$72.9 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.

* Includes county that the corridor traverse plus adjacent county

Annual Average Daily Truck Traffic

800 - 7K (~24% of all traffic)

Source: 2023 TxDOT Roadway Inventory Annual Data

Support U.S./Texas truck trade with Mexico

$6.5 B

Source: Bureau of Transportation Statistics Transborder Freight Data.
Includes value of truck trade processed at Laredo, Eagle Pass, and Del Rio 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		
	4+ Lane Divided	2 Lanes	4 Lanes Undivided	Total
489 mi	**407 mi**	**59 mi**	**23 mi**	**82 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
4,397	**70**

Source: TxDOT Crash Records Information System (CRIS)

Investments Needed to Address Crash Hotspots

$341.7 M (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

0 mi

Source: Sitemanager

Under Construction

0 mi

Source: 2025 UTP, Sitemanager, TxDOTCONNECT

Fully Funded

47.5 mi ($293.7 M)

Source: 2025 UTP, TxDOTCONNECT

Partial/ Unfunded

13.7 mi ($66.0 M)

Source: 2025 UTP, TxDOTCONNECT

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