

# US 69 & US 175

## BEAUMONT TO DALLAS

Districts: Dallas, Tyler, Lufkin, Beaumont

### 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 69 and US 175 from Beaumont to Dallas 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 is a potential alternative to I-45, provides freight economic opportunities for communities along the corridor, serves as a Hurricane Evacuation Route, is part of the future I-14 system, and serves as a strategic connection to the Port of Beaumont.

#### Safety Along Corridor



Between 2018-2022	
Number of Crashes	Number of Fatal Crashes
5,597	97
Source: TxDOT Crash Records Information System (CRIS)	



Investments Needed to Address Crash Hotspots  
**\$172 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.

#### Improvements since 2019 (4+ lane divided)



Completed  
**13.9 mi (\$55.2 M)**

Source: Sitemanager



Under Construction  
**43.3 mi (\$526.3 M)**

Source: 2024 UTP, Sitemanager, TxDOTCONNECT



Fully Funded  
**26.8 mi (\$317.0 M)**

Source: 2024 UTP, TxDOTCONNECT



Partial/Unfunded  
**24 mi (\$534.6 M)**

Source: 2024 UTP, TxDOTCONNECT

#### Key Corridor Supports Texas’ Economic Prosperity and Communities



Socio-economic Demographics  
**4.6M people 2.4M jobs**

Source: 2022, U.S. Bureau of Labor Statistics, U.S. Census Bureau  
Includes county that the corridor traverse plus adjacent county



Support Wholesale & Retail Trade Sector’s Contribution to Texas GDP  
**\$61.3 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.



Annual Average Daily Traffic  
**3K - 45k**

Source: 2022 TxDOT Roadway Inventory Annual Data



Support Manufacturing Sector’s Contribution to Texas GDP\*  
**\$47.3 B**

Source: U.S. Bureau of Economic Analysis (2022 GDP in current dollars)  
Includes establishments engaged in the mechanical, physical, or chemical transformation of materials, substances, or components into new products.



Annual Average Daily Truck Traffic  
**~<500 - 9K (~13% of all traffic)**

Source: 2022 TxDOT Roadway Inventory Annual Data



Support Agriculture Sector’s Contribution to Texas GDP\*  
**\$1.0 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

#### 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  
**246 mi**

Source: 2022 TxDOT Roadway Inventory Annual Data

To TTS Standards  
4+ Lane Divided  
**114 mi**

2 Lanes  
**81 mi**

Not to TTS Standards  
4 Lanes Undivided  
**51 mi**

Total  
**132 mi**

