# US 69 & US 175

**BEAUMONT TO DALLAS** 

Districts: Dallas, Tyler, Lufkin, Beaumont

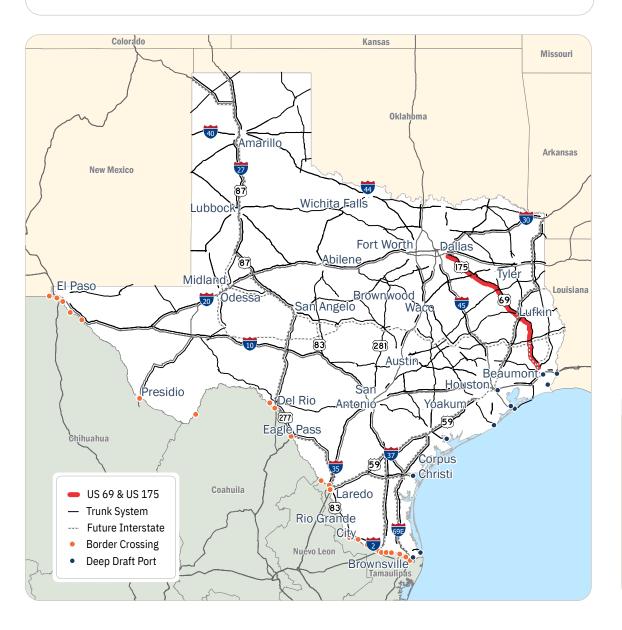
STATEWIDE AND **RURAL CONNECTIVITY** KEY CORRIDORS

**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 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 69 and US 175 from Beaumont to Dallas 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 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.

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



Socio-economic Demographics

4.6M people **2.5M** jobs



Annual Average Daily Traffic

2K - 47k



Annual Average Daily Truck Traffic 200 - 9K (~13% of all traffic)



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

\$61.3 B



Support Manufacturing Sector's Contribution to Texas GDP\*

\$47.3 B



Support Maritime Trade

\$24.8 B

## **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

**245 mi** 

To TTS Standards

4+ Lane Divided

**152 mi** 

62 mi

2 Lanes

4 Lanes

31 mi

# Not to TTS Standards

Undivided

93 mi

Total

#### highways. Rural undivided roadways account for 2 in 3 rural crashes and 3 in 4 rural fatalities.

Safety Along Corridor

In 2023, statewide rural crashes occur 1.8 times

as often on undivided highways than on divided



Between 2019-2023 Number of Number of

Crashes 5,745 **Fatal Crashes** 104



Investments Needed to Address Crash Hotspots

**\$1.8 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

41.6 mi (\$179.3 M)



(\$497.9 M)

Under

Construction 33.1 mi



Fullv Funded

5.3 mi (\$33.9 M)



(\$2128.1M)

Partial/

Unfunded

50.8 mi