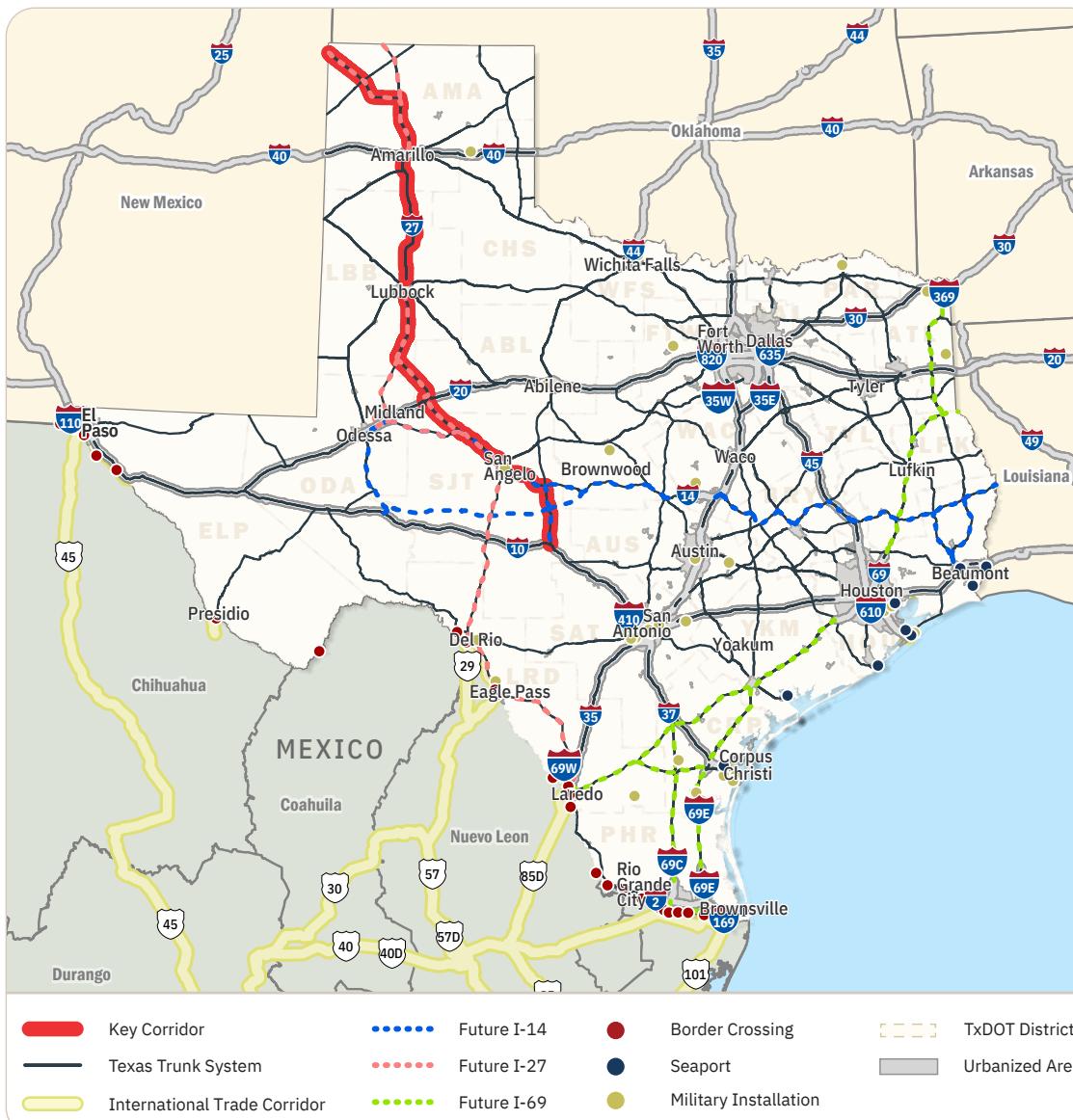


The Texas Department of Transportation's (TxDOT's) Statewide Rural Connectivity Initiative is focused on systematically upgrading rural corridors on the Texas Highway Trunk System (TTS) to four-lane divided or better highways.

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**



Annual Average Daily Traffic  
**3K - 55 K**



Annual Average Daily Truck Traffic  
**800 - 7K (~24% of all traffic)**



Support Agriculture Sector's Contribution to Texas GDP\*

**\$4.6 B**



Support Energy Sector's Contribution to Texas GDP\*

**\$72.9 B**



Support U.S./Texas truck trade with Mexico

**\$6.5 B**

Source: 2023 TxDOT Roadway Inventory Annual Data

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.

#### 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  
**4,397**

Number of Fatal Crashes  
**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.

#### Corridor Project Summary



Completed (Since 2019)  
**0 mi**

Source: Sitemanager



Under Construction  
**0.5 mi (\$6.4 M)**

Source: 2025 UTP, Sitemanager, TxDOTCONNECT



Fully Funded  
**47.0 mi (\$336.7 M)**

Source: 2025 UTP, TxDOTCONNECT



Partial/Unfunded  
**40.0 mi (\$66.0 M)**

Source: 2025 UTP, TxDOTCONNECT

#### 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

**489 mi**

To TTS Standards

**4+ Lane Divided**

**407 mi (83%)**

Not to TTS Standards

**2 Lanes**

**51 mi**

**4 Lanes Undivided**

**31 mi**

**Total**

**82 mi**

Based on the 2023 TxDOT Roadway Inventory as well as an aerial satellite image review that used 2024 imagery from TxGIO