US 59
LAREDO TO HOUSTON

FACT SHEETS

STATEWIDE AND RURAL CONNECTIVITY
Key Corridors
TPP DIVISION

DISTRICTS: CORPUS CHRISTI, HOUSTON, LAREDO, SAN ANTONIO, YOAKUM

REVISED: FEBRUARY 18, 2025

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 59 from Laredo to Houston 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 major freight corridor that connects Laredo (the number one land border crossing in the U.S.) and the Port of Houston (the number one sea port in the U.S. in terms of tonnage), provides an alternative to the I-35 and I-10 corridors, continues development of I-69, and connects to Texas sea ports.

Key Corridor Supports Texas' Economic Prosperity and Communities

Socio-economic Demographics

7.1 M people **3.1 M jobs**

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

Annual Average Daily Traffic

1K - 55k

Source: 2023 TxDOT Roadway Inventory Annual Data

Annual Average Daily Truck Traffic

600 - 17K (~29% of all traffic)

Source: 2023 TxDOT Roadway Inventory Annual Data

Support Manufacturing Sector's Contribution to Texas GDP*

$89.1 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.

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

$106.9 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.

Support Energy Sector's Contribution to Texas GDP*

$53.8 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

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.

Summary of Corridor Progress

Total Corridor Length	To TTS Standards	Not to TTS Standards		
	4+ Lane Divided	2 Lanes	4 Lanes Undivided	Total
264 mi	**112 mi (46%)**	**136 mi**	**16 mi**	**152 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
5,056	**70**

Source: TxDOT Crash Records Information System (CRIS)

Investments Needed to Address Crash Hotspots

$665.8 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)

2.3 mi ($19.1 M)

Source: Sitemanager

Under Construction

23.9 mi ($885.6 M)

Source: 2025 UTP, Sitemanager, TxDOTCONNECT

Fully Funded

58.2 mi ($1572.1M)

Source: 2025 UTP, TxDOTCONNECT

Partial/ Unfunded

112 mi ($1522.5M)

Source: 2025 UTP, TxDOTCONNECT

Project tracking since 2019, following the identification of key corridors.
Project data verified by TxDOT Districts and TPP-UTP. Data accurate as of February 2025.
Mileage includes sum of all project lengths. Cost includes sum of Estimated Construction Cost.