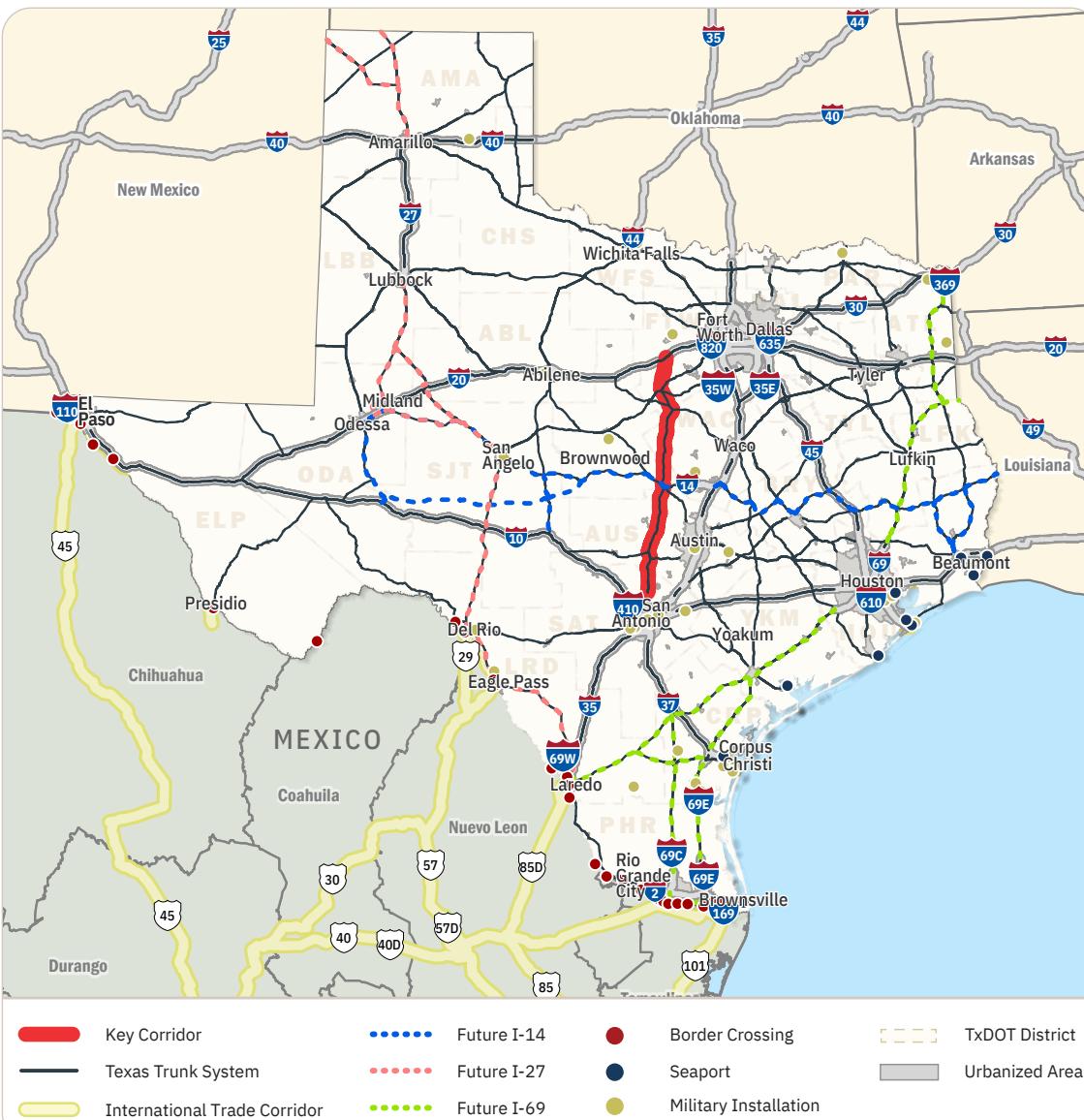


The Texas Department of Transportation's (TxDOT's) Statewide Rural Connectivity Initiative is focused on systematically upgrading rural corridors on the Texas Highway Trunk System (TTS) to four-lane divided or better highways.

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 281 from San Antonio to I-20** 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 connects north and central Texas communities and cities, addresses anticipated congestion and high growth along the corridor, is a potential truck diversion route for I-35, and shares designation with the National Highway System (NHS) and the energy sector.

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



Socio-economic Demographics  
**5.9 M people    2.6 M jobs**



Annual Average Daily Traffic  
**2K - 47K**



Annual Average Daily Truck Traffic  
**200 - 4K (~11% of all traffic)**



Support Military Sector's Contribution to Texas GDP\*  
**\$59.3 B**



Support Wholesale & Retail Trade Sector's Contribution to Texas GDP\*  
**\$54.2 B**



Support Manufacturing Sector's Contribution to Texas GDP\*  
**\$33.1 B**

Source: 2023 U.S. Bureau of Labor Statistics, U.S. Census Bureau

Includes county that the corridor traverse plus adjacent county

Source: 2023 TxDOT Roadway Inventory Annual Data

Source: 2023 TxDOT Roadway Inventory Annual Data

Includes county that the corridor traverse plus adjacent county



Source: Texas Comptroller of Public Accounts (2023 GDP in current dollars)

Includes military establishments.



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.



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.

\* Includes county that the corridor traverse plus adjacent county

#### 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  
**3,543**

Number of Fatal Crashes  
**56**

Source: TxDOT Crash Records Information System (CRIS)



Investments Needed to Address Crash Hotspots  
**\$757.8 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)  
**0 mi**

Under Construction  
**1.8 mi (\$24.7 M)**

Source: Sitemanager



Fully Funded  
**86.6 mi (\$1,463.2 M)**

Partial/Unfunded  
**108.3 mi (\$416.9 M)**

Source: 2025 UTP, TxDOTCONNECT

Project tracking since 2019, following the identification of key corridors.

Project data verified by TxDOT Districts and TPP-UTP. Mileage includes sum of all project lengths. Cost includes sum of Estimated Construction Cost.

#### 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

**204 mi**

To TTS Standards

**55 mi (27%)**

4+ Lane Divided

**2 Lanes**

Not to TTS Standards

**120 mi**

4 Lanes Undivided

**29 mi**

Total

**149 mi**

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