Districts: Fort Worth, Waco, Brownwood, Austin, San Antonio

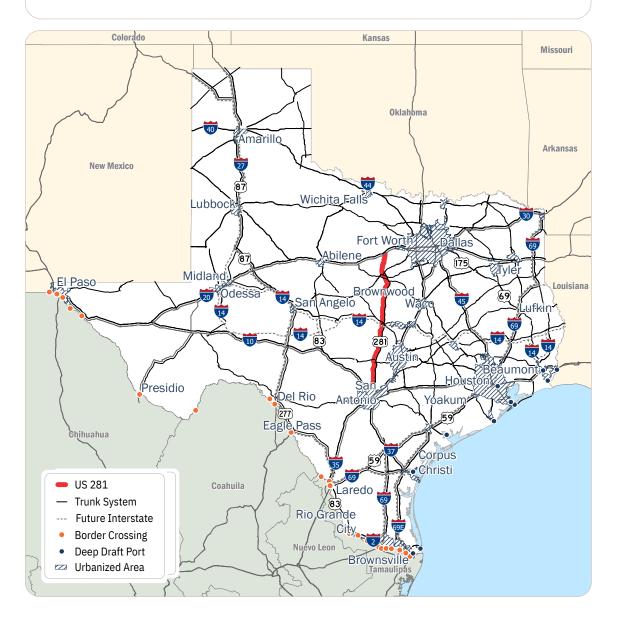
STATEWIDE AND **RURAL CONNECTIVITY** KEY CORRIDORS

**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 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



K





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

Support Military Sector's

Contribution to Texas GDP\*

\$59.3 B

\$54.2 B



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



Support Manufacturing Sector's Contribution to Texas GDP\*

\$33.1 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.



**204 mi** 

To TTS Standards

4+ Lane Divided

Not to TTS Standards

4 Lanes Undivided

133 mi

Total

6 mi

## 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 Number of **Fatal Crashes** Crashes

3,543

56



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.

## **Key Corridor Improvements**



Completed

0 mi

(\$24.7 M)

Under

Construction

**1.8** mi



Funded 86.6 mi (\$1463.2M)

Fully

108.3 mi (\$416.9 M)

Partial/

Unfunded



**Total Corridor** Length

**71** mi

**127** mi

2 Lanes