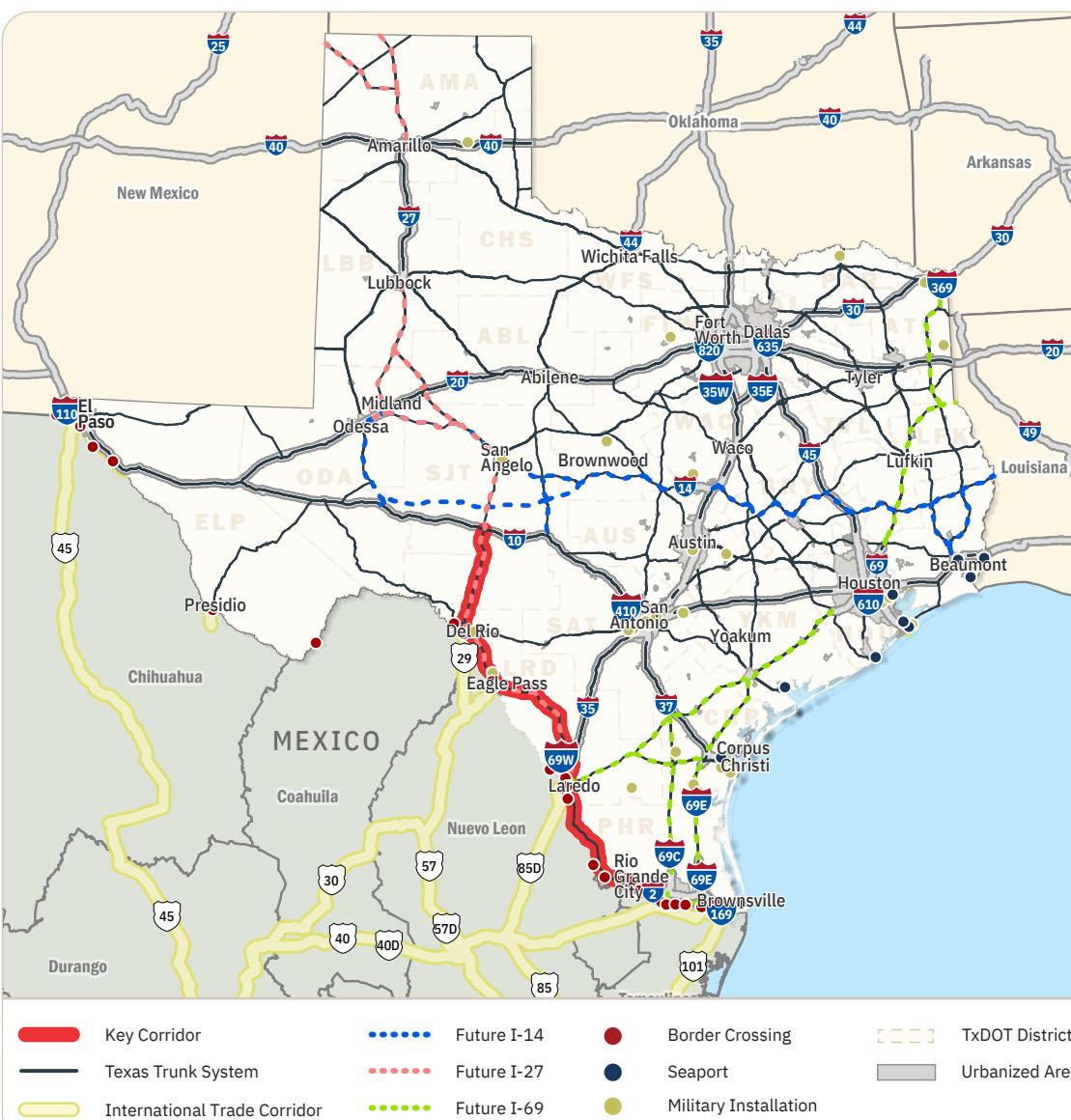


The Texas Department of Transportation's (TxDOT's) Statewide Rural Connectivity Initiative is focused on systematically upgrading rural corridors on the Texas Highway Trunk System (TTS) to four-lane divided or better highways.

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 277 and US 83 from I-2 and 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 connects 22 border crossings on the Texas-Mexico border, addresses anticipated congestion and high growth along the border, provides an alternative to I-35 and I-10 to connect south to west and north Texas, and is part of the future I-27 system.

Key Corridor Supports Texas' Economic Prosperity and Communities



Socio-economic Demographics
1.9M people 634.8 K jobs



Annual Average Daily Traffic
1K - 84K



Annual Average Daily Truck Traffic
11 - 19K (~18% of all traffic)



Support Energy Sector's Contribution to Texas GDP*
\$16.6 B

Support Agriculture Sector's Contribution to Texas GDP*
\$0.3 B

Support U.S./Texas truck trade with Mexico
\$12.8 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.



Source: U.S. Bureau of Economic Analysis (2022 GDP in current dollars)
Includes establishments primarily engaged in growing crops, raising animals, harvesting timber, harvesting fish and other animals from a farm, ranch or their natural habitats.
* Includes county that the corridor traverse plus adjacent county



Source: Bureau of Transportation Statistics Transborder Freight Data
Includes value of truck trade processed at Brownsville, Del Rio, Eagle Pass, Hidalgo, Laredo, Presidio, Progresso, Rio Grande City and Roma 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
12,547

Number of Fatal Crashes
78

Source: TxDOT Crash Records Information System (CRIS)



Investments Needed to Address Crash Hotspots
\$2.4 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.

Corridor Project Summary



Completed (Since 2019)
19.4 mi (\$298.0 M)

Source: Sitemanager



Under Construction
16.7 mi (\$91.3 M)

Source: 2025 UTP, Sitemanager, TxDOTCONNECT



Fully Funded
47.8 mi (\$1,128.0 M)

Source: 2025 UTP, TxDOTCONNECT



Partial/Unfunded
279.2 mi (\$4,420.7 M)

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 April 29, 2025.
Mileage includes sum of all project lengths. Cost includes sum of Estimated Construction Cost.

Summary of Corridor Progress

Total Corridor Length
401 mi

To TTS Standards
117 mi (29%)

Not to TTS Standards
4+ Lane Divided
2 Lanes
268 mi

4 Lanes Undivided
16 mi
284 mi

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