

US 69 & US 175

BEAUMONT TO DALLAS

DISTRICTS: BEAUMONT, DALLAS, LUFKIN, TYLER

FACT SHEETS

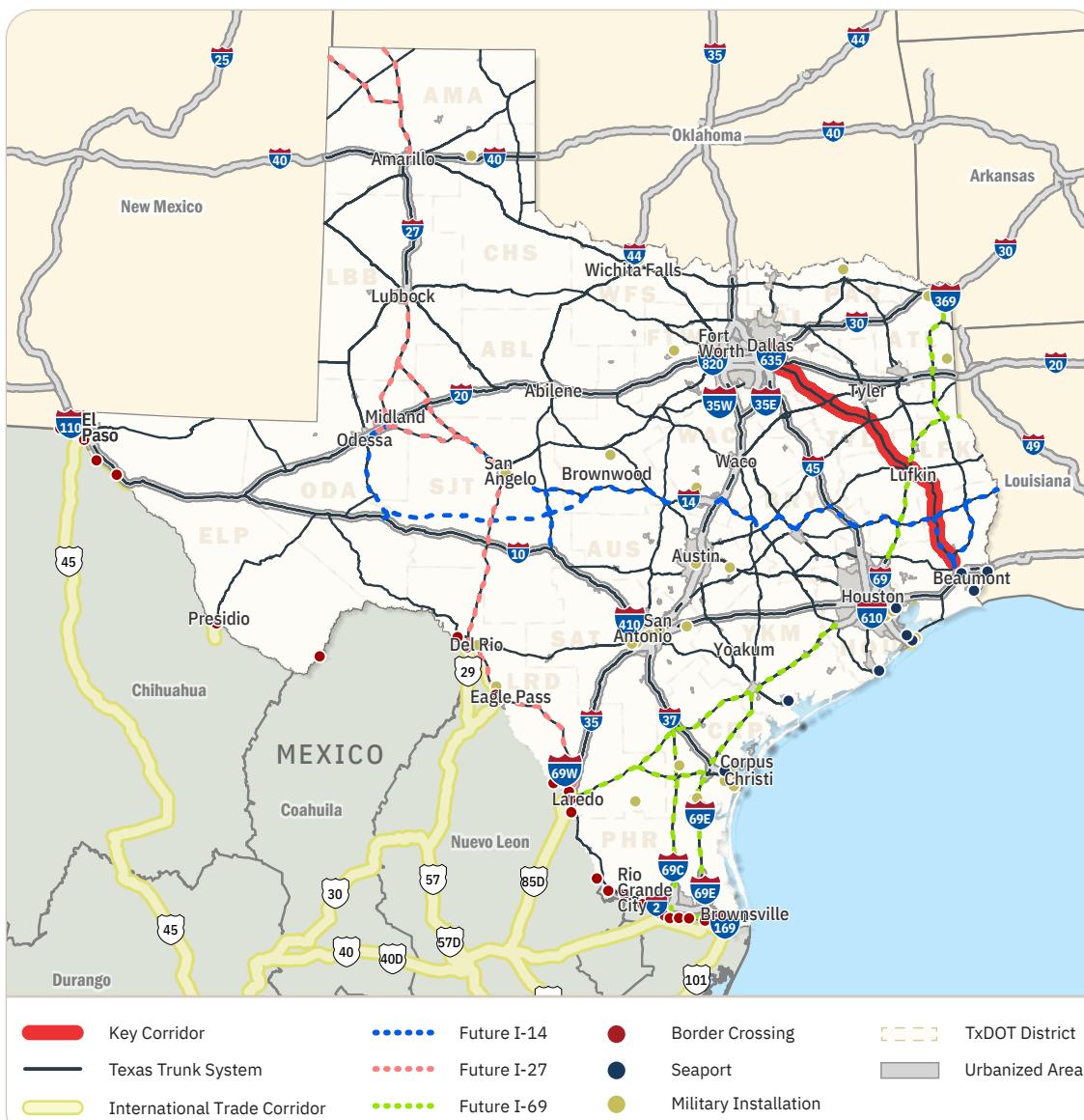
STATEWIDE AND RURAL CONNECTIVITY
Key Corridors
TPP DIVISION

REVISED: APRIL 24, 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 69 and US 175 from Beaumont to Dallas 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 potential alternative to I-45, provides freight economic opportunities for communities along the corridor, serves as a Hurricane Evacuation Route, is part of the future I-14 system, and serves as a strategic connection to the Port of Beaumont.

Key Corridor Supports Texas' Economic Prosperity and Communities

Socio-economic Demographics

4.6M people **2.5M jobs**

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

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

\$61.3 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.

Annual Average Daily Traffic

2K - 47k

Source: 2023 TxDOT Roadway Inventory Annual Data

Support Manufacturing Sector's Contribution to Texas GDP*

\$47.3 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.

Annual Average Daily Truck Traffic

200 - 9K (~13% of all traffic)

Source: 2023 TxDOT Roadway Inventory Annual Data

Support Maritime Trade

\$24.8 B

Source: U.S. Census Bureau: Economic Indicators Division USA Trade Online
Total world trade through Port of Beaumont in 2023

* 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
245 mi	180 mi (73%)	59 mi	6 mi	65 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
5,745	104

Source: TxDOT Crash Records Information System (CRIS)

Investments Needed to Address Crash Hotspots
\$1.8 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)
41.6 mi (\$179.3 M)

Source: Sitemanager

Under Construction
33.1 mi (\$497.9 M)

Source: 2025 UTP, Sitemanager, TxDOTCONNECT

Fully Funded
16.2 mi (\$159.4 M)

Source: 2025 UTP, TxDOTCONNECT

Partial/Unfunded
39.9 mi (\$740.6 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 February 2025.
Mileage includes sum of all project lengths. Cost includes sum of Estimated Construction Cost.