

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

#### 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.



**Number of Crashes**  
**5,056**

**Number of Fatal Crashes**  
**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 (\$1,572.1 M)**

Source: 2025 UTP, TxDOTCONNECT



**Partial/Unfunded**  
**112.0 mi (\$1,522.5 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.

Total Corridor Length	To TTS Standards	Not to TTS Standards	Total	
	4+ Lane Divided	2 Lanes		
<b>263 mi</b>	<b>122 mi (46%)</b>	<b>136 mi</b>	<b>5 mi</b>	<b>141 mi</b>

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