US 277 & US 83

I-2 TO I-10

Districts: Pharr, Laredo, San Angelo

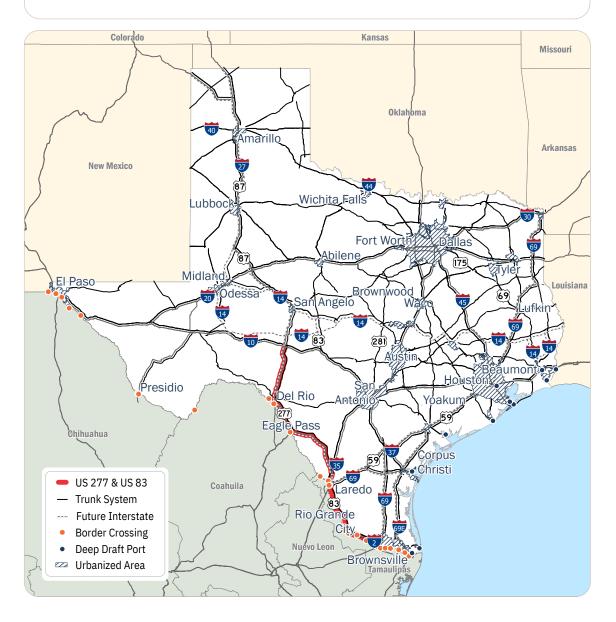
STATEWIDE AND **RURAL CONNECTIVITY** KEY CORRIDORS

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 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

and Roma ports of entry (POE) in 2023. Includes commodities -

Key Corridor Characteristics

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.



401 mi

To TTS Standards

67 mi

4+ Lane Divided

2 Lanes

Not to TTS Standards 4 Lanes

Undivided

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**

12,547

78



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.

Key Corridor Improvements



Completed (Since 2019)

19.4 mi (\$298.0 M)



(\$91.3 M)

Under

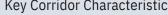
Construction

16.7 mi



Fully Funded 49.5 mi (\$1145.5M)

Partial/ Unfunded 265.5 mi (\$4435.9M)



The Texas Highway Trunk System (TTS) is a network of rural highways that aims to improve



Total Corridor Length

269 mi

65 mi

334 mi

Total