

US 69 & US 175

BEAUMONT TO DALLAS

DISTRICTS: BEAUMONT, DALLAS, LUFKIN, TYLER

FACT SHEETS

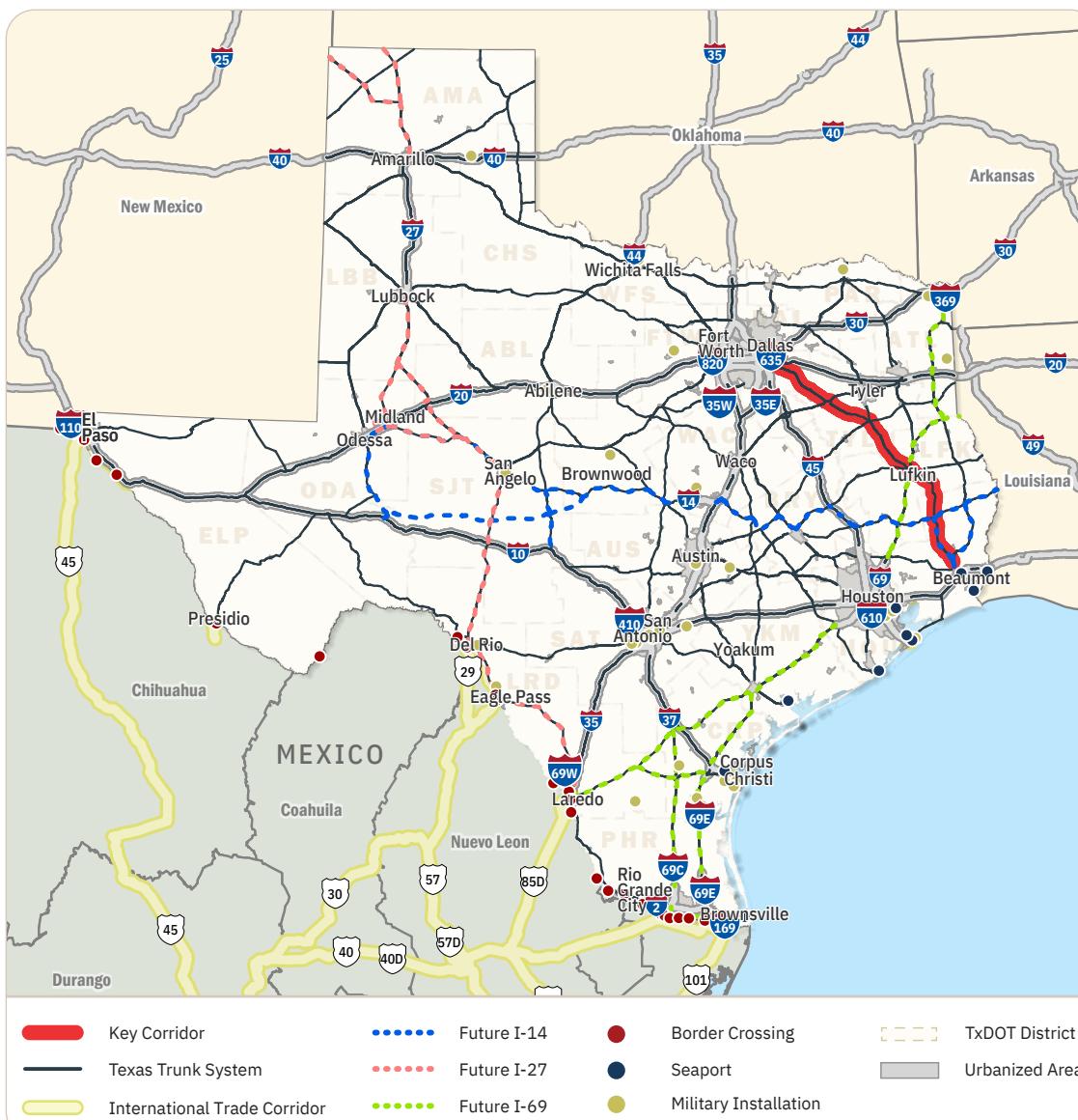
STATEWIDE AND RURAL CONNECTIVITY
Key Corridors
TPP DIVISION

REVISED: MAY 2, 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



Annual Average Daily Traffic
2K - 47k



Annual Average Daily Truck Traffic
200 - 9K (~13% of all traffic)



Support Wholesale & Retail Trade Sector's Contribution to Texas GDP*
\$61.3 B

Support Manufacturing Sector's Contribution to Texas GDP*
\$47.3 B

Support Maritime Trade
\$24.8 B

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
5,745

Number of Fatal Crashes
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)
48.6 mi (\$216.7 M)



Under Construction
26.1 mi (\$460.5 M)

Source: 2025 UTP, Sitemanager, TxDOTCONNECT



Fully Funded
16.2 mi (\$159.4 M)



Partial/Unfunded
54.7 mi (\$2,275.9 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.

Summary of Corridor Progress



Total Corridor Length

245 mi

To TTS Standards

4+ Lane Divided

180 mi (73%)

Not to TTS Standards

2 Lanes

59 mi

4 Lanes Undivided

6 mi

Total

65 mi

Source: 2023 TxDOT Roadway Inventory Annual Data