



Rural and Statewide Connectivity Update

Texas Transportation Commission



December 11, 2019



Connecting You With Texas

What is Statewide Connectivity?



Upgrade major corridors statewide to provide safe, reliable, efficient travel between economic activity centers in Texas while supporting the economic health of all communities along the corridors

Economic Activity Centers

- *Major Cities*
- *Oil and Gas Production Areas*
- *Deep-Draft Ports*
- *Ports of Entry*
- *Agricultural Areas*

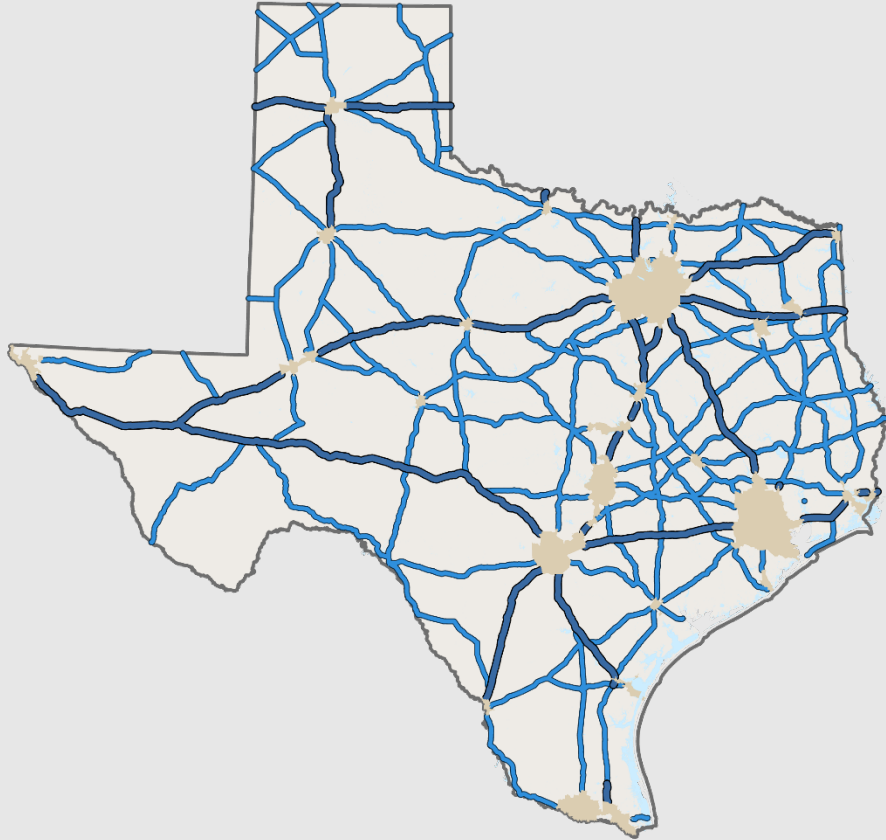
Communities Along Rural Connectivity Corridors

Small and medium-size cities outside urbanized areas that benefit from improved access to markets throughout the state



INTERSTATES

Network of controlled-access highways that forms part of the National Highway System.

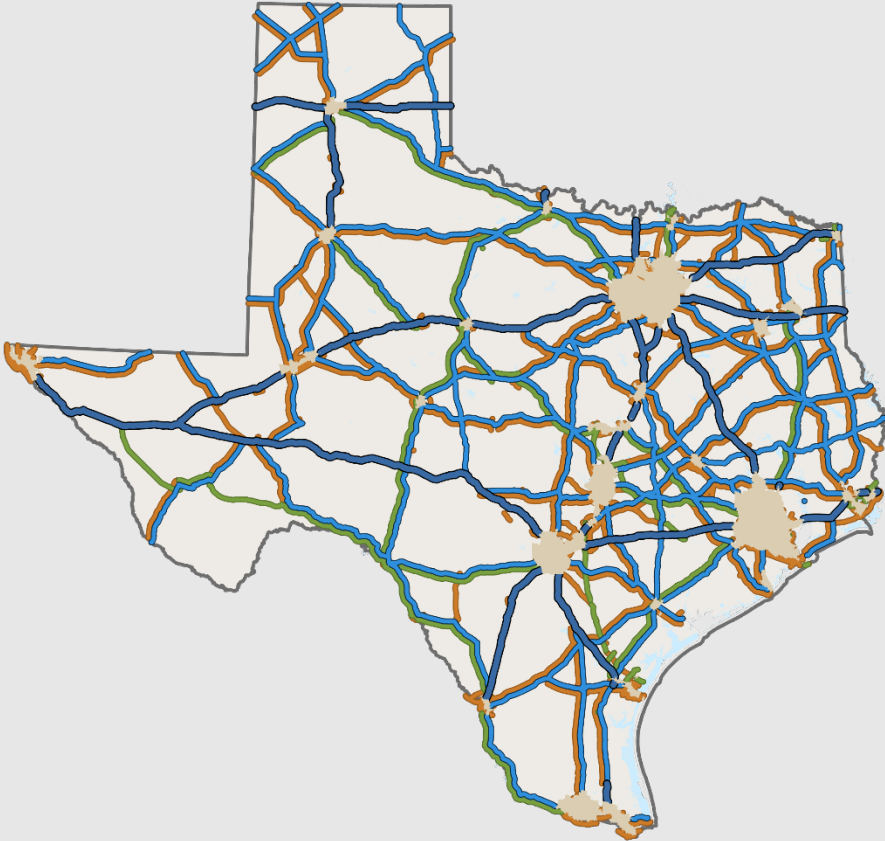


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TEXAS TRUNK SYSTEM

Network of rural highways to improve rural mobility, connect major activity centers, and provide access to ports of entry into Texas.



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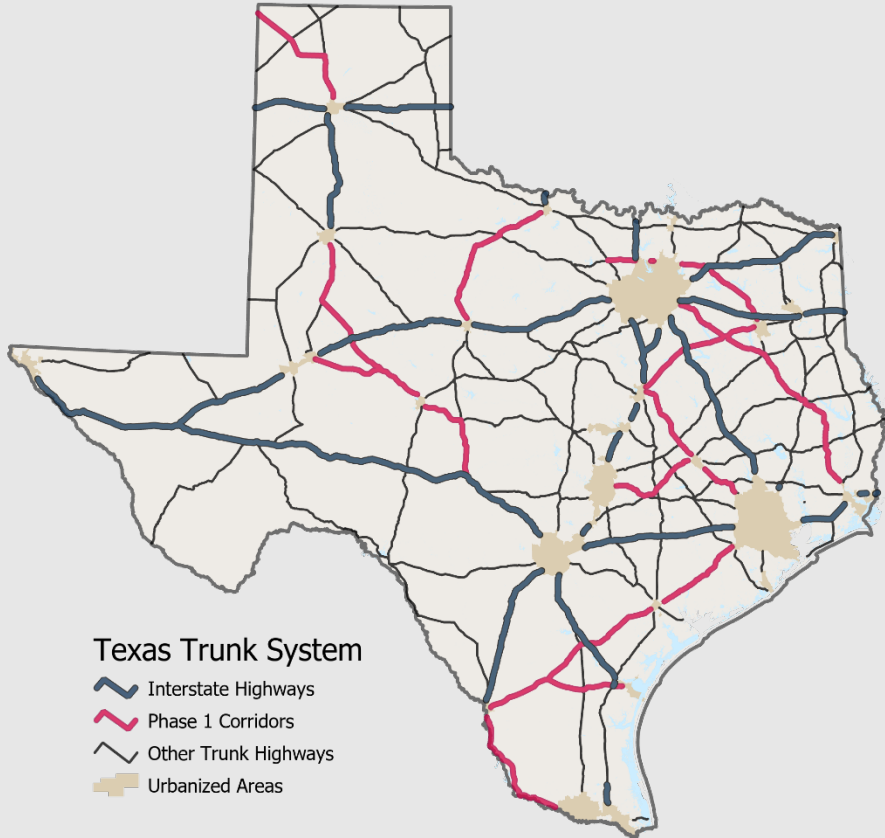
National Highway System (NHS)

National network of roadways important to the nation's economy, defense, and mobility.

Strategic Highway Network (STRAHNET)

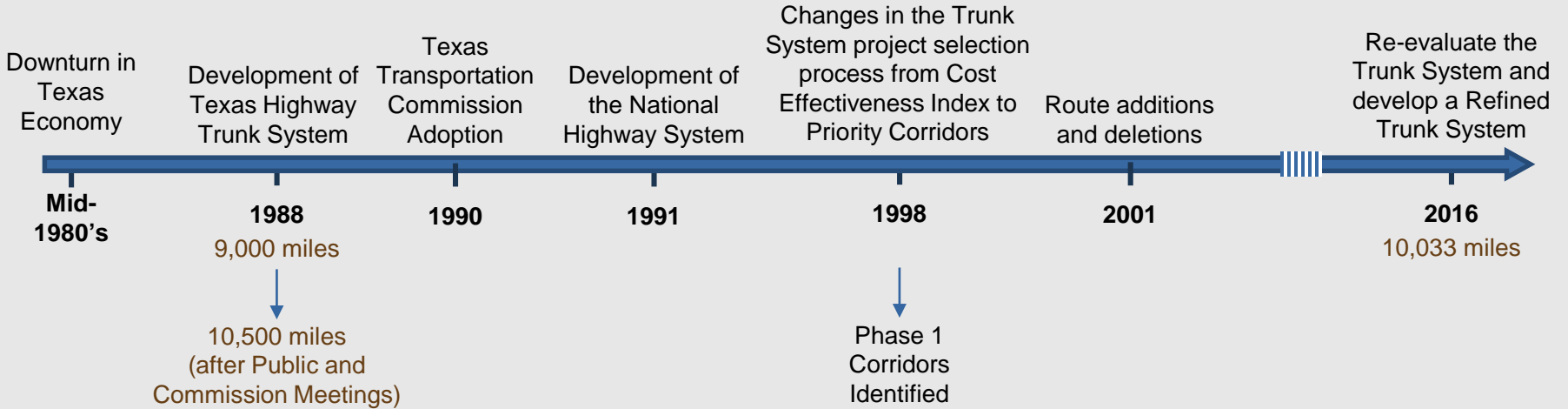
Network of roads deemed necessary for emergency mobilization and peacetime movement of heavy armor, fuel, ammunition, repair parts, food, and other commodities to support U.S. military operations.

Texas Highway Trunk System (Trunk System)



- Includes the Interstate System
- Goes beyond the IH System with the purpose of improving:
 - Rural mobility
 - Connections to communities over 20,000 in population
 - Connections to commerce
- Goal to have four-lane or better divided roadways

Need for Re-evaluation



Refined Trunk System



Current Trunk System

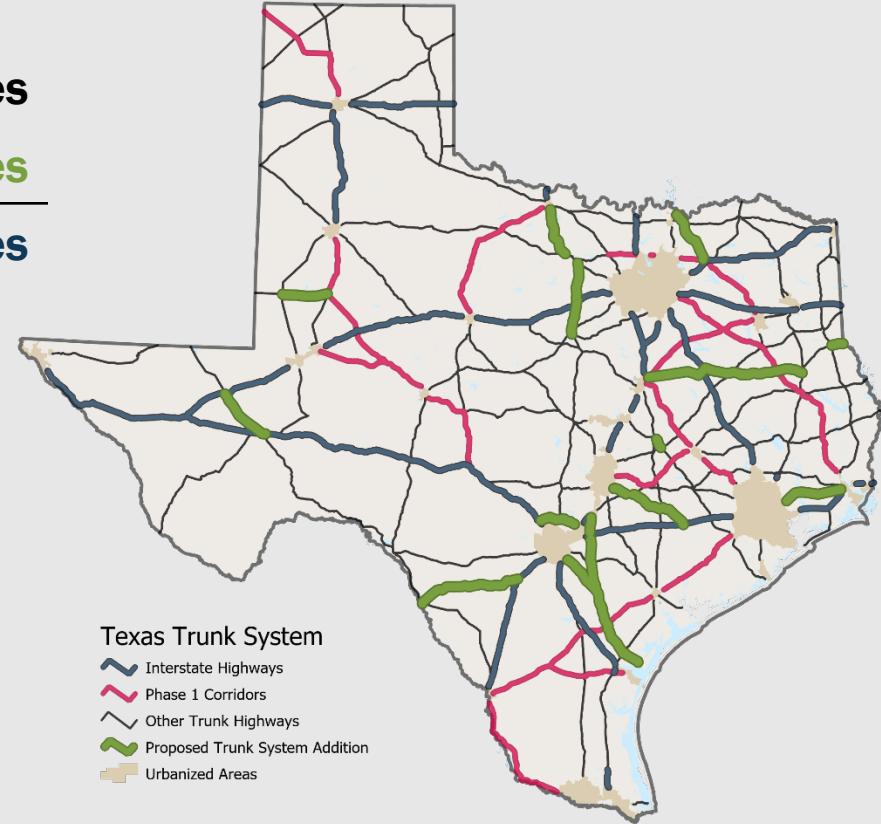
10,033 miles

Recommended Additions*

846 miles

Refined Trunk System

10,879 miles



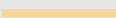



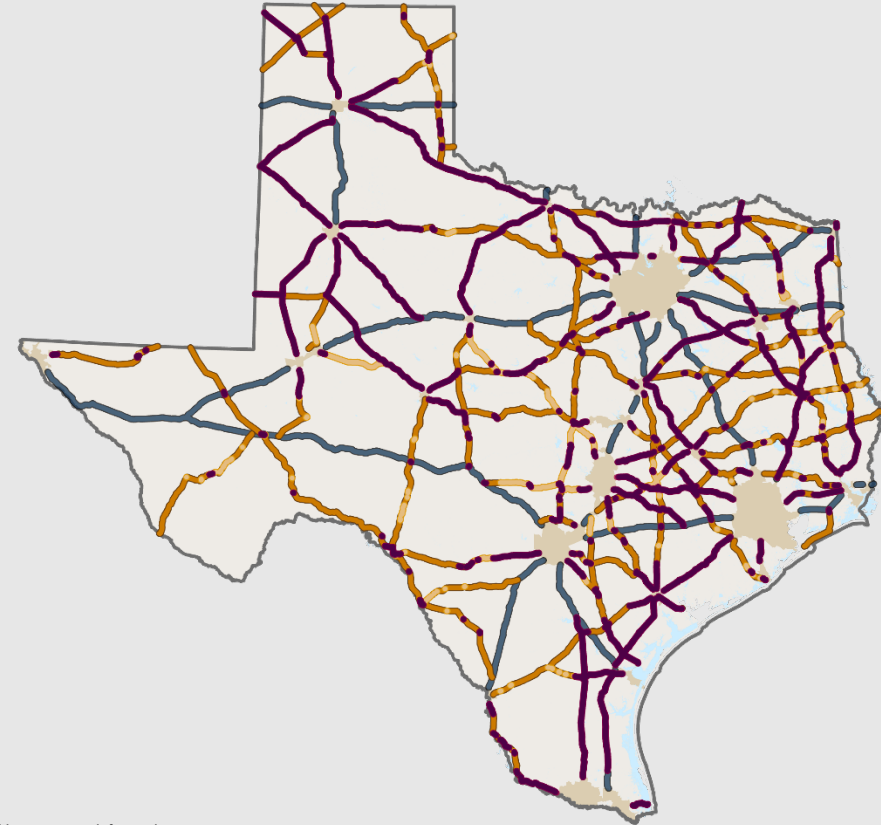
**Identified through Trunk System Re-evaluation Study*

Trunk System - Current Status



Current Cross Section

	<i>Interstates</i>	2,179 mi
	<i>Four-Lane Divided +</i>	3,824 mi
	<i>Four-Lane Undivided</i>	695 mi
	<i>Two Lane/Super 2</i>	4,181 mi



Note: Miles include Proposed Trunk System Additions. Four-Lane Divided + includes Four- and Six-Lane Divided highways and highways with a two-way left turn lane.

2020 UTP Investment in the Texas Trunk System



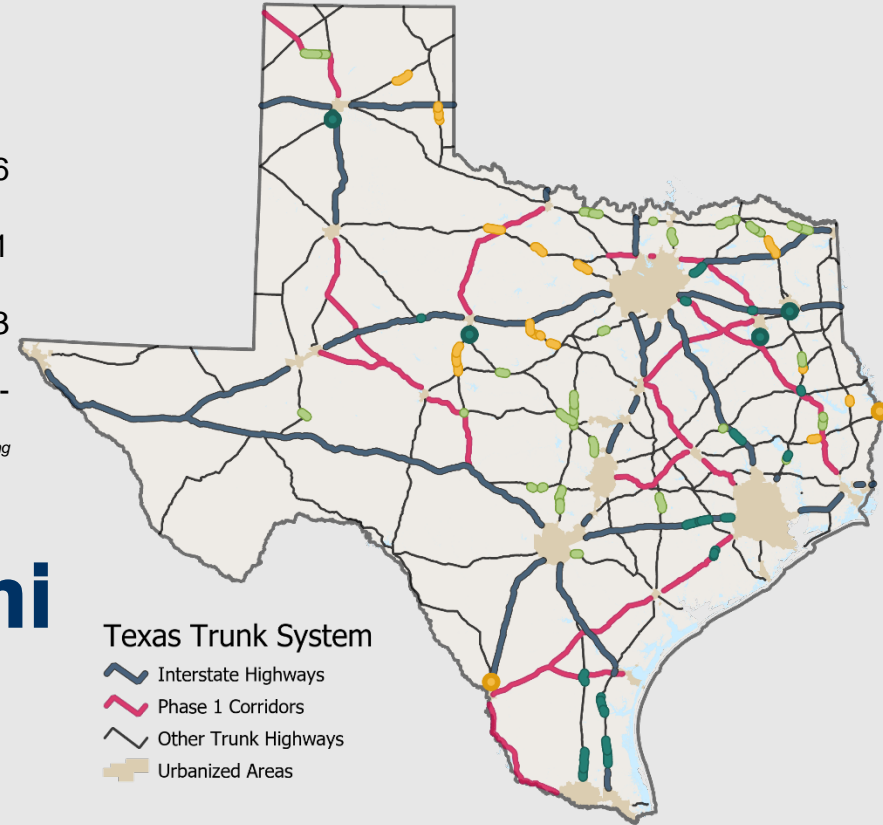
	Funding (\$m)	Length (mi.)
Freeway or Interstate Upgrades	\$2,350	136
Upgrades to Trunk Standards (4 Lane Divided)	\$1,043	221
Other Capacity Improvements	\$221	133
Interchange Improvements	\$317	-

Includes only projects receiving Cat. 2, 4, and 12 funding

\$ 3,931m
Total Funded
Improvements



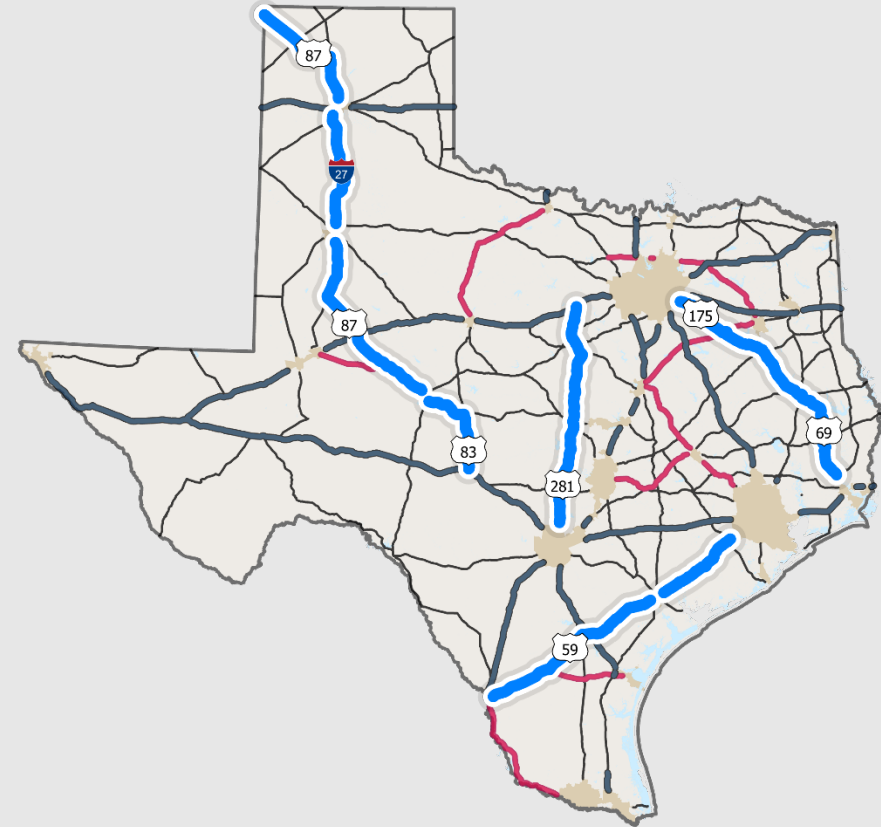
490 mi
Total Length of
Improvements



Trunk System – Key Corridors



- Part of Proposed Trunk System
- Adding capacity to parallel corridors will relieve congestion on Interstate system
- Promote Connectivity and Economic Development throughout Texas
- Strengthen International Trade Routes
- Address Safety Concerns with modern/enhanced designs
- Strategic roadway improvements connecting diverse parts of the state (N,S,E,W) are essential



Trunk System – Key Corridors



	US 87 & US 83 <i>TX/NM State Line to I-10</i>	US 69 & US 175 <i>Beaumont to Dallas</i>	US 59 <i>Laredo to Houston</i>	US 281 <i>San Antonio to I-20</i>
Trunk System	✓	✓	✓	✓*
Texas Highway Freight Network	✓	✓	✓	✓
Critical Rural Freight Corridors	✓	✓		✓
Texas Trade Corridors	✓		✓	
Evacuation Routes		✓	✓	

*US 281 is not on the current Trunk System from US 377 to I-20

US 87 & US 83 Key Corridor

TX/NM Border to I-10



Corridor Benefits

- Serves international freight movement
- Links agriculture and oil & gas with major markets
- Connectivity to tourism areas
- Shares designation with NHS, Energy Sector & STRAHNET

Current Status



396
miles complete

Currently completed to Trunk Standards



20
miles funded

Funded improvements to meet Trunk System Standards



39
miles remaining

Unfunded improvements through rural portions of the corridor*

*Portions of the corridor passing through communities were not considered for improvements.



US 87 & US 83 Key Corridor - 2020 UTP Investment & Remaining Needs

TX/NM Border to I-10

2020 UTP Projects

Upgrades to Trunk Standards
(4-Lane Divided)



Funding (\$m) Length (mi.)

\$101 20

Includes only projects receiving Cat. 2, 4, and 12 funding

Remaining Unfunded Needs

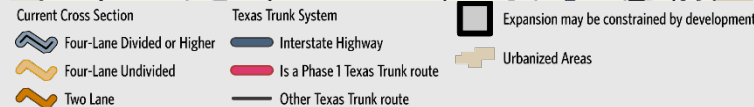
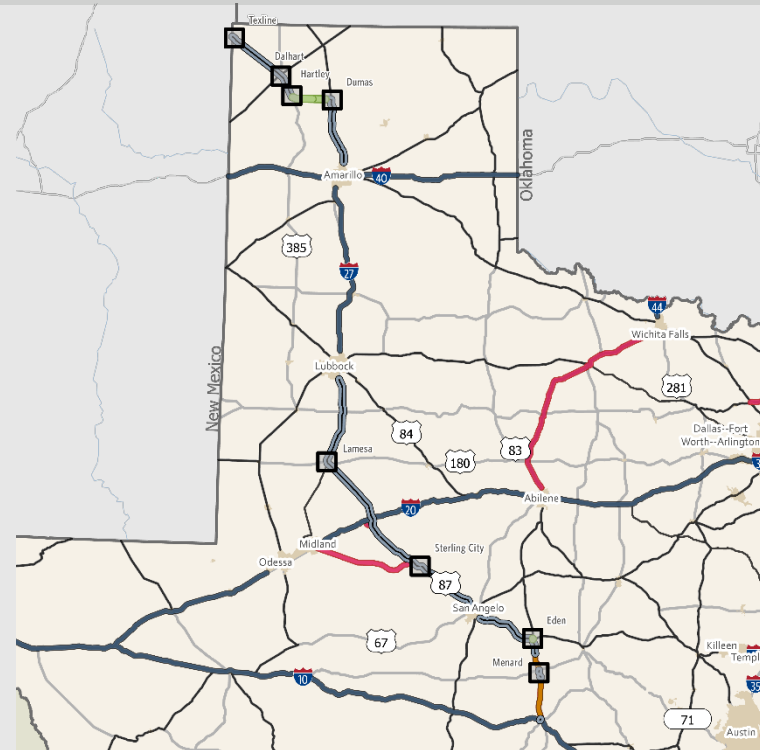
\$ 198m
Total Cost of Unfunded Needs*

39 mi
Total Length of Unfunded Needs

Community Upgrade Options



Upgrade options for **8 communities** along the corridor would cost **\$306-\$756 million.****



*Rural segments only, unless specified in District plans.

**Ranges based on a review of construction costs of planned and constructed projects through similar communities.

Note: All costs in 2019 \$. Costs include estimated construction cost increased by 20% to account for ROW, utility relocation, and engineering costs.

US 69 & US 175 Key Corridor

Dallas to Beaumont



Corridor Benefits

- Potential alternative to I-45
- Freight economic opportunities for communities along corridor
- Overlaps with Hurricane Evacuation Routes

Current Status



129
miles complete

Currently completed to Trunk Standards



66
miles funded

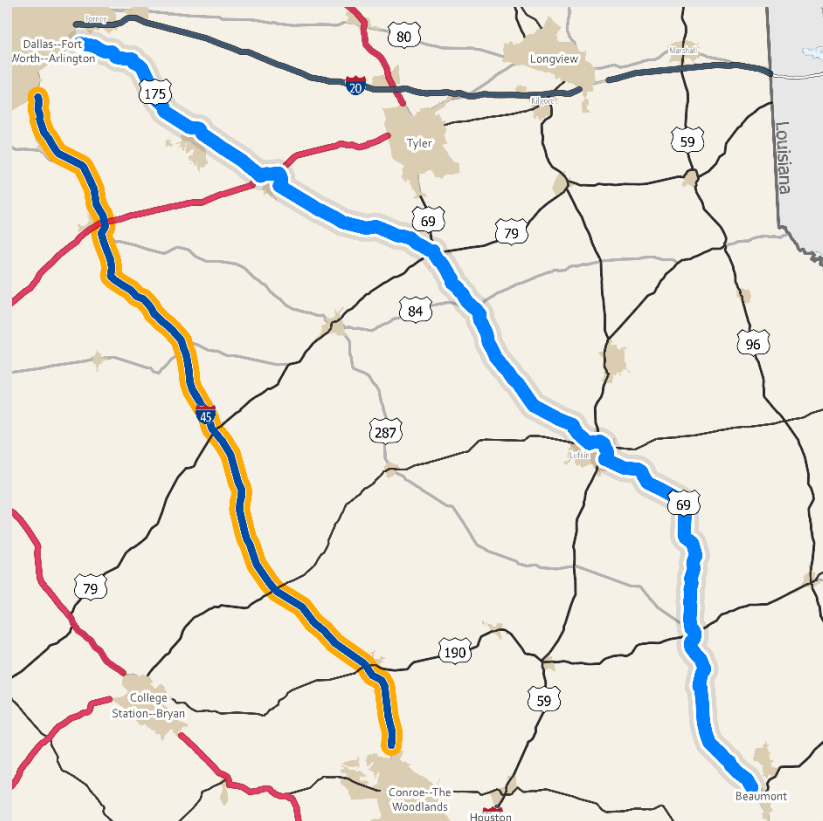
Funded improvements to meet Trunk System Standards



38
miles remaining

Unfunded improvements through rural portions of the corridor*

*Portions of the corridor passing through communities were not considered for improvements.



US 69 & US 175 Key Corridor - 2020 UTP Investment & Remaining Needs

Dallas to Beaumont

2020 UTP Projects

	Funding (\$m)	Length (mi.)
Upgrades to Trunk Standards (4-Lane Divided)	\$108	9
Freeway or Interstate Upgrades	\$13	3
Total	\$121	12

Includes only projects receiving Cat. 2, 4, and 12 funding

Remaining Unfunded Needs

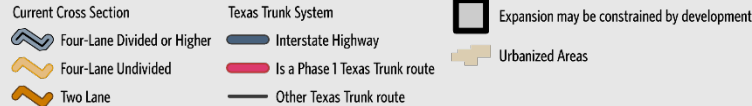
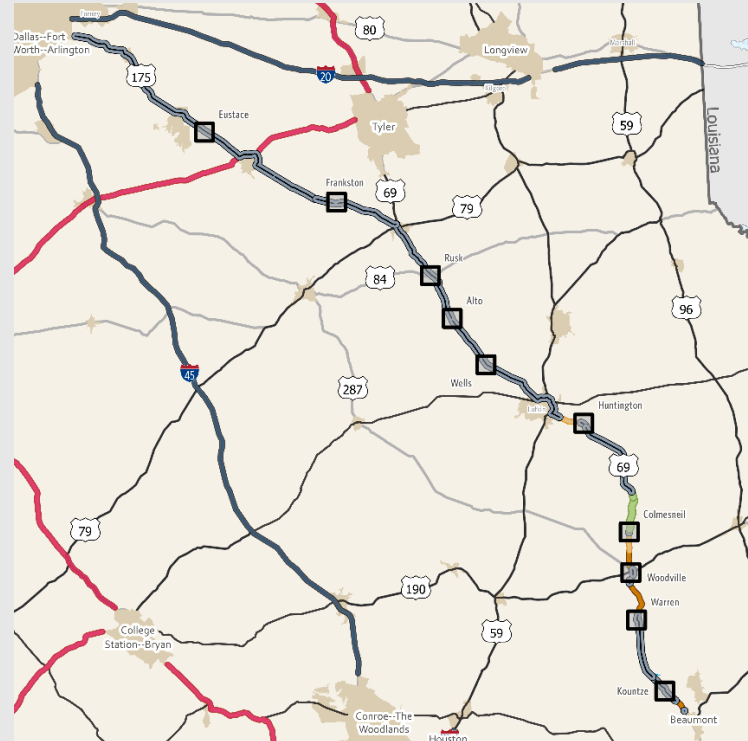
\$ 988m
Total Cost of Unfunded Needs*

38 mi
Total Length of Unfunded Needs

Community Upgrade Options



Upgrade options for **10 communities** along the corridor would cost **\$366-\$780 million.****



*Rural segments only, unless specified in District plans.

**Ranges based on a review of construction costs of planned and constructed projects through similar communities.

Note: All costs in 2019 \$. Costs include estimated construction cost increased by 20% to account for ROW, utility relocation, and engineering costs.

US 59 Key Corridor

Laredo to Houston



Corridor Benefits

- Major freight corridor
- Direct connection between Laredo POE and Gulf Coast
- Provides alternative to I-35 and I-10 corridors
- Continues development of I-69

Current Status



96
miles complete

Currently completed to Trunk Standards



0
miles funded

Funded improvements to meet Trunk System Standards



136
miles remaining

Unfunded improvements through rural portions of the corridor*



*Portions of the corridor passing through communities were not considered for improvements.

US 59 Key Corridor - 2020 UTP Investment & Remaining Needs

Laredo to Houston



UTP 2020 Projects

	Funding (\$m)	Length (mi.)
Freeway or Interstate Upgrades 	\$225	6

Includes only projects receiving Cat. 2, 4, and 12 funding

Remaining Unfunded Needs

\$ 1.053b
Total Cost of Unfunded Needs*









136 mi
Total Length of Unfunded Needs

Community Upgrade Options



Upgrade options for **4 communities** along the corridor would cost **\$1.15 billion.****



 Four-Lane Divided or Higher	 Interstate Highway	 Expansion may be constrained by development
 Four-Lane Undivided	 Is a Phase 1 Texas Trunk route	 Urbanized Areas
 Two Lane	 Other Texas Trunk route	

*Rural segments only, unless specified in District plans.

**Based on relief routes proposed in the I-69 Implementation Strategy

Note: All costs in 2019 \$. Costs include estimated construction cost increased by 20% to account for ROW, utility relocation, and engineering costs.

US 281 Key Corridor

San Antonio to I-20



Corridor Benefits

- Links North and Central Texas communities and cities
- Opportunity to address anticipated congestion & high growth
- Potential truck diversion route for I-35
- Shares designation with NHS & Energy Sector

Current Status



19
miles complete

Currently completed to Trunk Standards



45
miles funded

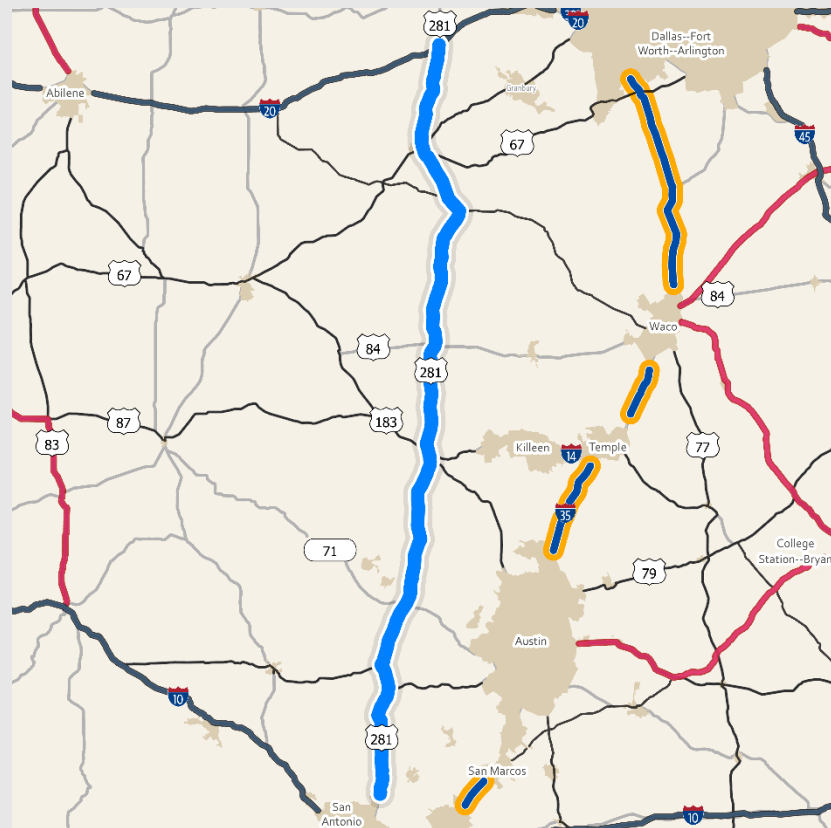
Funded improvements to meet Trunk System Standards



122
miles remaining

Unfunded improvements through rural portions of the corridor*

*Portions of the corridor passing through communities were not considered for improvements.



US 281 Key Corridor - 2020 UTP Investment & Remaining Needs

San Antonio to I-20



2020 UTP Projects

	Funding (\$m)	Length (mi.)
Upgrades to Trunk Standards (4-Lane Divided)	\$162	41

Includes only projects receiving Cat. 2, 4, and 12 funding

Remaining Unfunded Needs

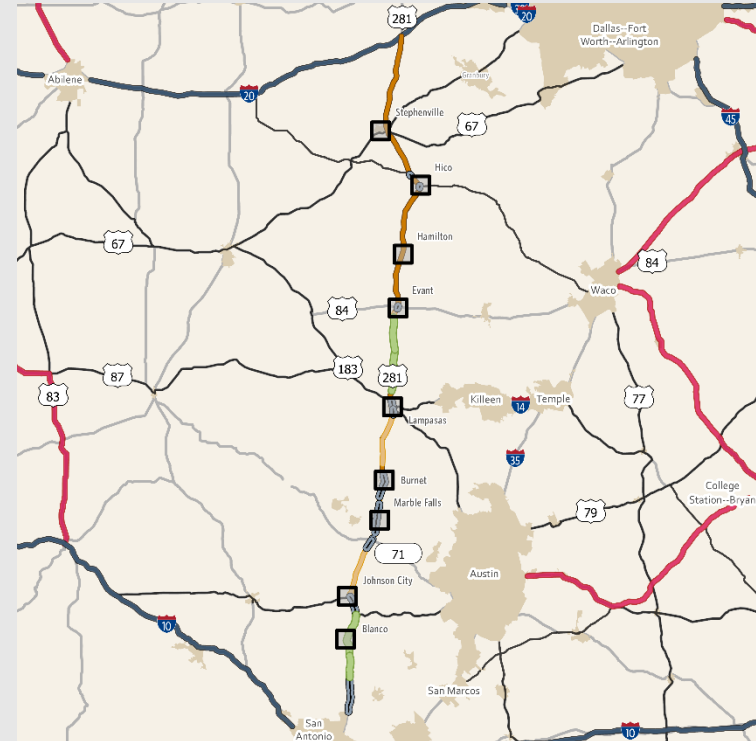
\$ 989m
Total Cost of Unfunded Needs*

122 mi
Total Length of Unfunded Needs

Community Upgrade Options



Upgrade options for **9 communities** along the corridor would cost **\$348-\$888 million.****



- Current Cross Section**
 - Four-Lane Divided or Higher
 - Four-Lane Undivided
 - Two Lane
- Texas Trunk System**
 - Interstate Highway
 - Is a Phase 1 Texas Trunk route
 - Other Texas Trunk route
- Expansion may be constrained by development**
 - Urbanized Areas

*Rural segments only, unless specified in District plans.

**Ranges based on a review of construction costs of planned and constructed projects through similar communities.

Note: All costs in 2019 \$. Costs include estimated construction cost increased by 20% to account for ROW, utility relocation, and engineering costs.

Trunk System Key Corridors – Unfunded Upgrades



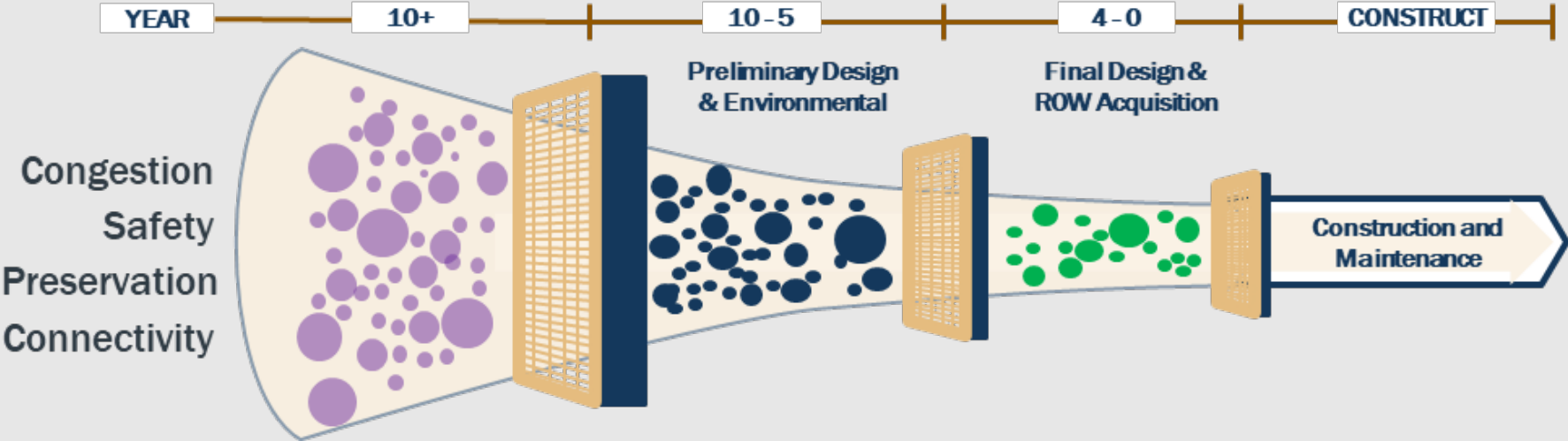
	Corridor Length (miles)	Unfunded Upgrades to Trunk System Standards*	
		(miles)	(millions)
US 87 & US 83 TX/NM State Line to I-10	485	39	\$198
US 69 & US 175 Beaumont to Dallas	239	38	\$988
US 59 Laredo to Houston	253	136	\$1,053
US 281 San Antonio to I-20	205	122	\$989
Total	1,182	335	\$3,228**

*Total costs include improvements to rural segments and those specified in District plans.

**Costs to upgrade portions of the corridors within communities not included.

Note: All costs in 2019 \$. Costs include estimated construction cost plus 20% to account for ROW, utility relocation, and engineering costs.

Feeding the Funnel





DISCUSSION
