



US 83 Regional Corridor Study

Corridor Development Plan

US 83 from the Interstate Highway 2 Terminus
West of Palmview to Mangena-Hein Road in Laredo &
State Loop 20 from Mangena-Hein Road to US 59 in Laredo

July 2023

Table of Contents

	Page
List of Figures.....	iii
List of Tables	iii
Acronyms and Abbreviations.....	iv
1. INTRODUCTION	5
2. CORRIDOR DEVELOPMENT PLAN	8
2.1 Program of Projects	8
2.1.1 Purpose and Need	8
2.1.2 Roadway Improvement Typical Sections.....	10
2.1.3 Logical Endpoints and Independent Utility.....	12
2.2 Program of Short-, Mid-, and Long-Term Projects.....	12
2.2.1 Short-Term Projects	12
2.2.2 Mid-Term Projects	13
2.2.3 Long-Term Projects	13
3. CONCLUSION	14
4. REFERENCES	25

List of Figures

	Page
Figure 1: Study Corridor.....	5
Figure 2: Study Corridor Phase 1 Texas Trunk Route.....	7
Figure 3: Study Corridor Existing Number of Lanes.....	10
Figure 4: Roadway Improvement Typical Sections.....	11
Figure 5: Recommended Short-term Program of Projects – Southern Section.....	15
Figure 6: Recommended Short-term Program of Projects – Northern Section.....	16
Figure 7: Recommended Mid-term Program of Projects – Southern Section.....	19
Figure 8: Recommended Mid-term Program of Projects – Northern Section.....	20
Figure 9: Recommended Long-term Program of Projects – Southern Section.....	22
Figure 10: Recommended Long-term Program of Projects – Northern Section.....	23

List of Tables

	Page
Table 1: Recommended Short-term Program of Projects.....	17
Table 2: Recommended Low-Cost Transportation Safety Solution Projects (Short-term).....	18
Table 3: Recommended Mid-term Program of Projects.....	21
Table 4: Recommended Long-term Program of Projects.....	24

Acronyms and Abbreviations

CDP	Corridor Development Plan
CRIS	Crash Records Information System
I-2	Interstate Highway 2
LWCAMPO	Laredo and Webb County Area Metropolitan Planning Organization
RGV	Rio Grande Valley
RGVMPO	Rio Grande Valley Metropolitan Planning Organization
SL 20	State Loop 20
TTC	Texas Transportation Commission
TxDOT	Texas Department of Transportation
US 83	United States Highway 83
U.S. Census	United States Census Bureau

1. INTRODUCTION

As a recommendation of the 2021 Texas-Mexico Border Transportation Master Plan, the Texas Department of Transportation (TxDOT) is conducting a US 83 Regional Corridor Study as part of the initial planning efforts to improve east-west connectivity along the approximately 130-mile study corridor between the Rio Grande Valley (RGV) and Laredo (TxDOT, 2021a). As depicted on **Figure 1**, the study corridor extends along United States Highway 83 (US 83) from the Interstate Highway 2 (I-2) terminus west of Palmview, Texas, to the vicinity of Mangana-Hein Road in south Laredo. The study corridor then continues generally north along State Loop 20 (SL 20) to its intersection with US 59 in east Laredo. US 59 is a highway legislatively authorized by Congress to be upgraded to interstate standards and ultimately designated as I-69W. The study corridor extends through Hidalgo, Starr, Zapata, and Webb counties. A study area that encompasses these four counties was defined by TxDOT to capture the area of influence and potential benefits that a program of improvements along the study corridor may have in South Texas.

The study corridor is located within the TxDOT Pharr and Laredo districts. The portion of the study corridor from I-2 to just west of Roma is located within the Rio Grande Valley Metropolitan Planning Organization (RGVMPO). The portion of the study corridor within the City of Laredo is located within the Laredo and Webb County Area Metropolitan Planning Organization (LWCAMPO). Both organizations are responsible for continuous, comprehensive, and coordinated transportation planning in the RGV and the greater Laredo area, respectively.

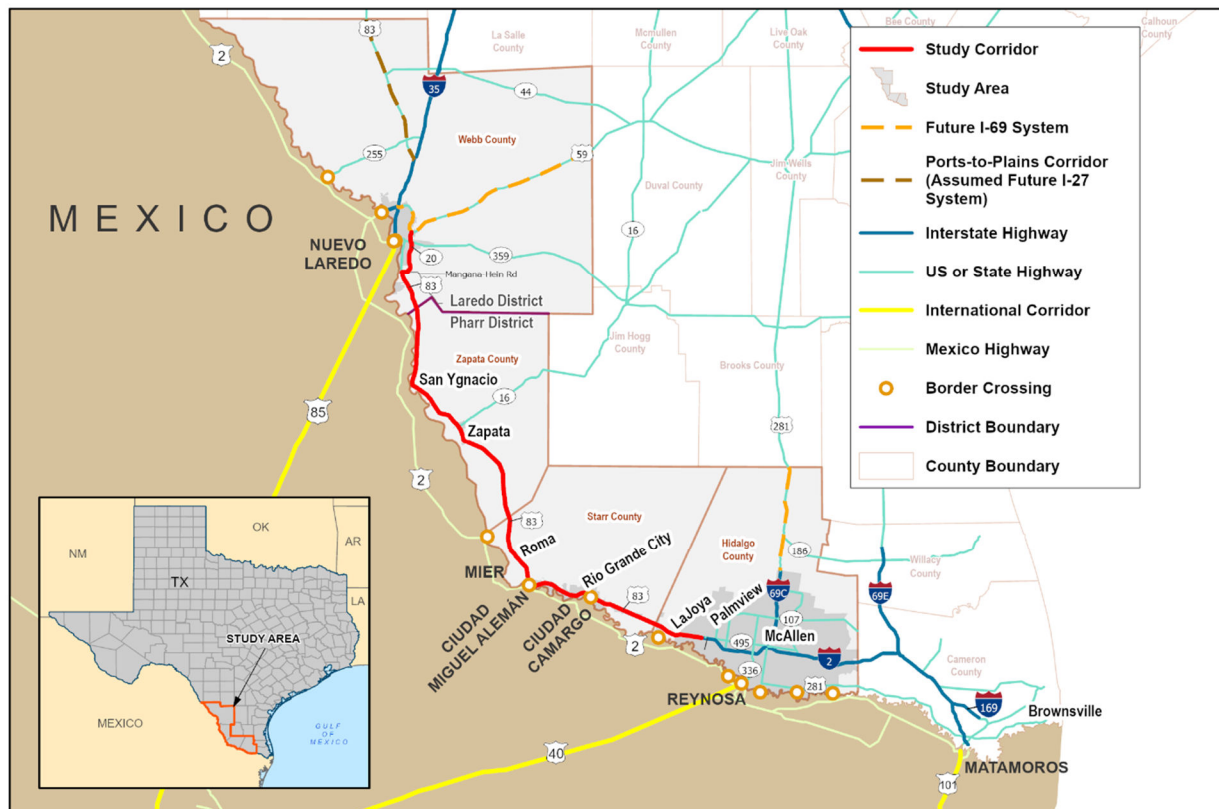


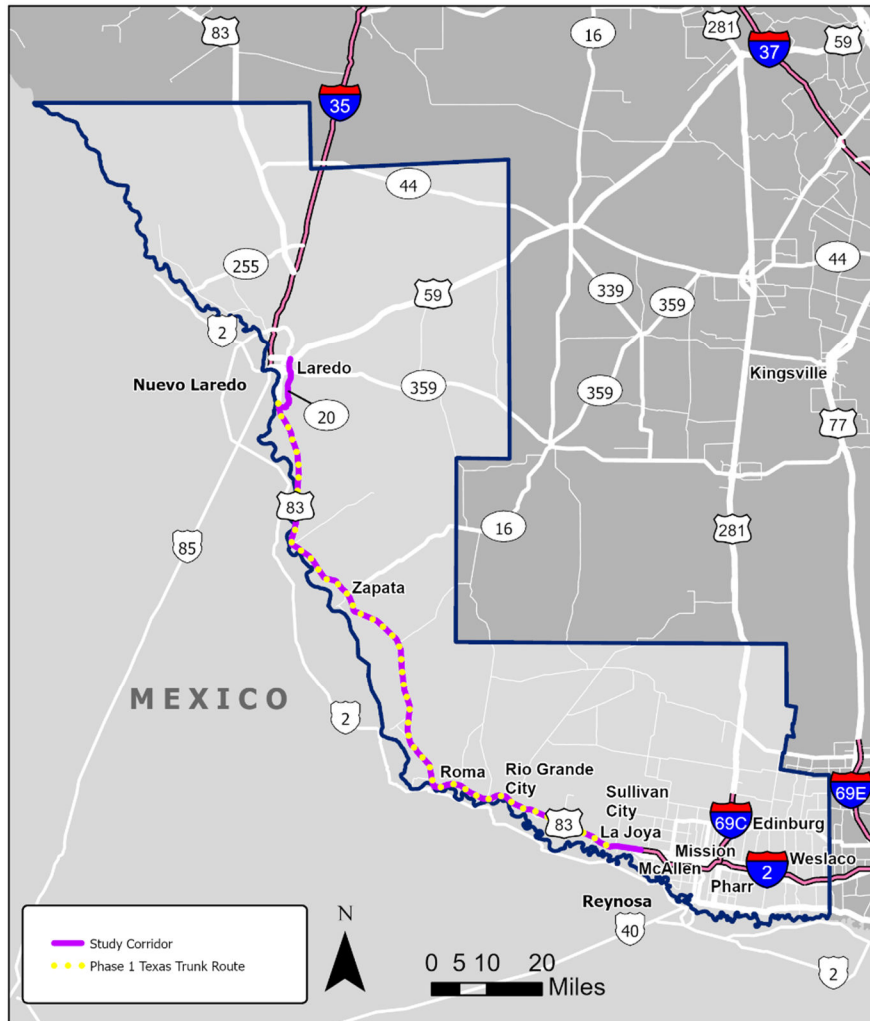
Figure 1: Study Corridor

The study corridor connects with existing transportation infrastructure present within the RGV, Laredo, and throughout South Texas. The linkages between the study corridor, other interstate and U.S. routes, international border crossings, and marine ports provide important connectivity regionally, nationally, and internationally. As an important link along the Texas-Mexico border, which is North America's busiest gateway for the movement of people and goods, the study corridor serves as the "Main Street" for goods and services in many towns and communities along the border.

As depicted on **Figure 2**, The US 83 portion of the study corridor from the western terminus of the US 83 La Joya Relief Route, presently under construction in the RGV, to the southern city limit of Laredo is a Phase 1 Texas Trunk Route on the Texas Highway Trunk System. The Texas Highway Trunk System is a planned network of rural divided highways with at least four lanes that complements and includes elements of the interstate highway system. The Trunk System is intended to serve as a principal connector for all Texas cities with populations of over 20,000 as well as major ports and points of entry to the state. The Texas Transportation Commission (TTC) in 1998 identified Phase 1 Corridors, including this portion of US 83, for prioritizing construction funds for expanding two-lane Trunk System highways to four-lane divided highways (TxDOT, 2022a). The specific criteria used to select the Phase 1 Corridors included:

- Truck and total traffic volumes
- Gap or percentage of the corridor that is a four-lane highway
- Mexico Connector
- Bypass of metro areas

This Corridor Development Plan (CDP) guides TxDOT as it plans and develops projects to meet the study corridor's purpose and needs, as defined in the *US 83 Regional Corridor Study Purpose and Need Technical Memorandum*. The ongoing, reasonably foreseeable planned, and recommended potential future projects presented in this plan are intended to improve safety, mobility (including freight), rural connectivity, system continuity, and emergency evacuation along the study corridor.



Source: TxDOT, 2023a

Figure 2: Study Corridor Phase 1 Texas Trunk Route

2. CORRIDOR DEVELOPMENT PLAN

TxDOT has established a comprehensive CDP, as part of the US 83 Regional Corridor Study, which identifies and locates ongoing, reasonably foreseeable planned, and recommended potential future transportation improvement projects along and connecting to the study corridor. The projects are of different types and scale, including short-term (1-4 years to opening), mid-term (5-10 years to opening), and long-term (greater than 10 years to opening) projects. This plan is intended to assist TxDOT in identifying, planning, prioritizing, coordinating, managing, and tracking a program of transportation projects to improve the study corridor. The types of projects presented in the plan may be scalable and build upon one another based on available funding and TxDOT priorities, which may evolve over time.

The foundation of the CDP centers on addressing the identified purpose and need to develop safety solutions and upgrade the US 83 portion of the study corridor to a four-lane divided highway, as a Phase 1 Corridor on the Texas Highway Trunk System, augmented with access-controlled relief routes.

2.1 Program of Projects

When identifying and locating the short-, mid-, and long-term program of projects, consideration was given to meeting the purpose and need for improving the study corridor, applying the roadway improvement typical sections that were developed by the Pharr and Laredo districts for construction cost estimating purposes, and ensuring the individual projects met the requirement for having logical endpoints and independent utility.

2.1.1 Purpose and Need

The recommended projects were identified to achieve the following purpose individually and collectively, as applicable:

- Improve traffic safety along the study corridor for the traveling public, including motorists, bicyclists, and pedestrians.
- Eliminate the traffic bottlenecks and lack of system continuity along the study corridor to improve through traffic and local mobility for freight, emergency responders, and other motorists as well as to enhance the efficiency of this major hurricane evacuation route and support economic development in the region.
- Optimize network connectivity and travel time reliability along the study corridor, as part of the Texas Highway Freight Network, to enhance accessibility to the border crossings in the RGV and Laredo areas and to meet the expectations of freight carriers.
- As a Phase 1 Corridor on the Texas Highway Trunk System, upgrade the US 83 portion of the study corridor to a four-lane divided highway.

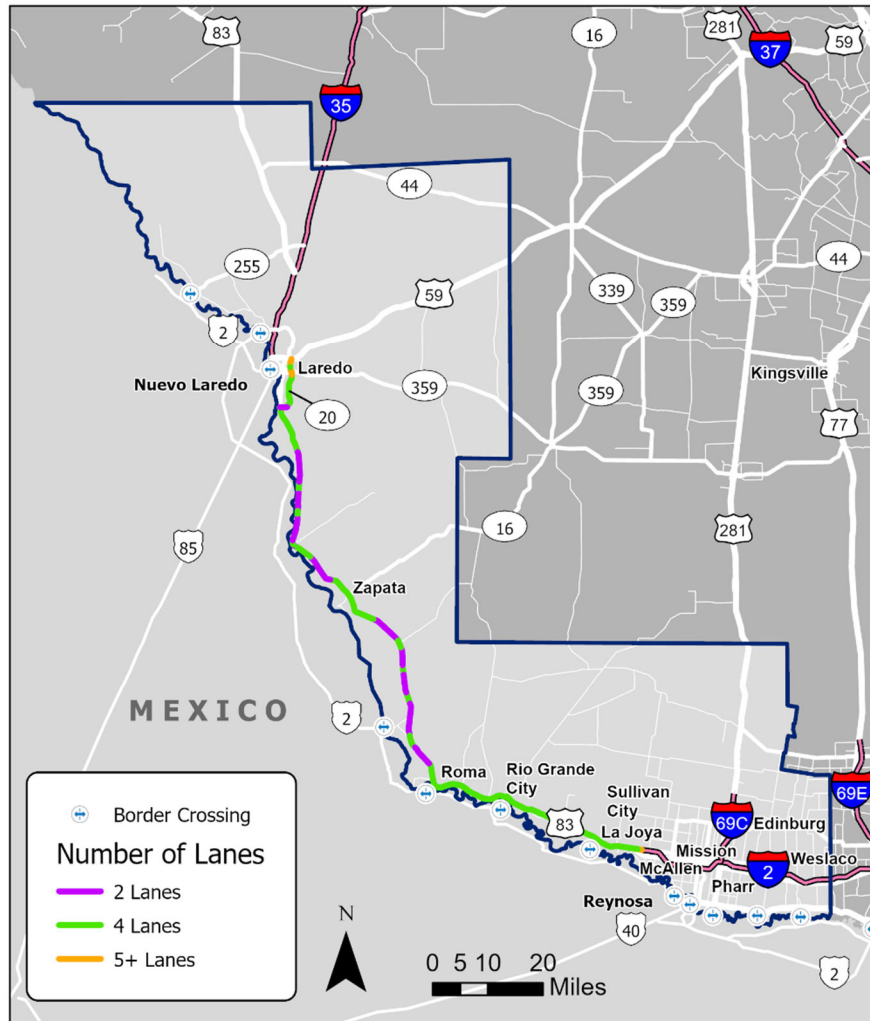
The development of each project would address the following transportation needs along the study corridor:

- **Safety Needs:** Based on the review of historic crash data between 2015 and 2021, there are widespread safety-related issues and concerns that exist along the study corridor, which are concentrated in the urbanized areas of western Hidalgo County and Starr and Webb counties. According to the TxDOT-maintained Crash Records Information System (CRIS) data, 6,354 crashes occurred along the study corridor between 2015 and 2021, of which 93 percent occurred along urban corridor sections. The highest total crash densities were concentrated in La Joya, Sullivan City, Rio Grande City, Roma, Zapata, Laredo, and surrounding communities.

The fatal and incapacitating injury severe crashes that occurred along the study corridor were dispersed across both urbanized and rural sections, indicating that safety concerns are not limited to a localized area. Overall, rear-end crashes constituted the primary crash type along both urban and rural sections of the study corridor. Rear-end crashes are typically associated with stop-and-go conditions, speed differentials of traffic entering/exiting driveways and median crossovers, and construction zones (TxDOT, 2021b). These safety issues are forecasted to continue to occur in the future. TxDOT recognizes that all crashes are of concern as they have a physical, monetary, and emotional impact on people's lives.

- **Mobility and Rural Connectivity Needs:** The study corridor encounters numerous traffic bottlenecks that have reduced speed limits, signalized and non-signalized intersections, and school zones that impede mobility and rural connectivity along this otherwise high-speed corridor (INRIX, 2022). These traffic bottlenecks, which are concentrated in La Joya, Rio Grande City, Roma, Zapata, and Laredo, hinder through-traffic mobility, freight movement, border crossing connectivity, emergency responders, and emergency evacuation. Furthermore, heavy truck traffic caught within these bottlenecks can negatively impact the quality of life of city residents because of increased emissions, noise, and interference with local mobility. These conditions along this typically high-speed corridor can contribute to local and through-traffic speed differentials, which increase the potential for driver error and lead to an increase in crash frequency. Furthermore, the reduction in speed through these bottlenecks impede high-speed mobility and rural connectivity between the RGV, Laredo, and the border crossings in proximity to the study corridor. The conditions within these bottlenecks are expected to worsen because of the forecasted future increase of study corridor traffic volumes.
- **System Continuity Needs:** Currently, there is a lack of roadway system continuity along the study corridor, which does not meet driver expectations. These conditions can impact driver reaction time and accentuate the likelihood for driver error, a primary contributing factor for crashes along the study corridor. Furthermore, as depicted on **Figure 3**, the discontinuity in the number of lanes, posted speed limits, available outside shoulders, and other roadway design features that exist along the US 83 portion of the study corridor is inconsistent with being a Phase 1 Corridor on the Texas Highway Trunk System. As previously described, US 83 from the western terminus of the La Joya Relief Route, presently under construction, to Laredo is a Phase 1 Trunk System Corridor. As such, this is a priority corridor for the allocation of construction funds by the TTC for expanding two-lane Trunk System highways to four-lane divided highways.
- **Emergency Evacuation Needs:** US 83 between the RGV and Laredo is the most direct westward Major Hurricane Evacuation Route that is intended to facilitate travel inland away from the Gulf Coast. It can provide safe and timely evacuation for over 1.3 million residents and tourists along the Gulf Coast and in the RGV (U.S. Census Bureau [U.S. Census], 2020). However, as previously described, the cities encountered along US 83 within the RGV are traffic bottlenecks, which impede essential, efficient mobility along this evacuation route. Also, the lack of system continuity along US 83 is inconsistent with TxDOT's design standards for major hurricane evacuation routes.

Further detailed information on the purpose and need can be found in the *US 83 Regional Corridor Study Purpose and Need Technical Memorandum*.



Source: TxDOT, 2020

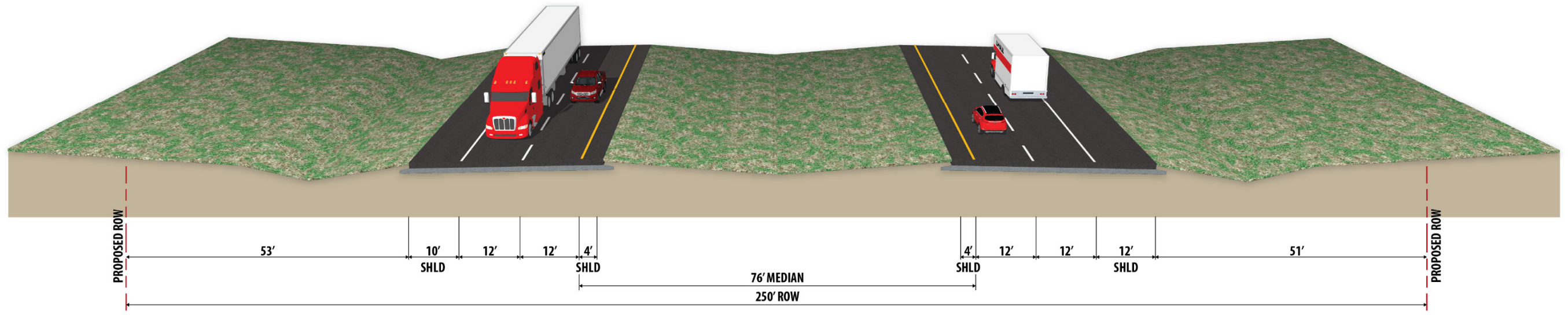
Figure 3: Study Corridor Existing Number of Lanes

2.1.2 Roadway Improvement Typical Sections

Roadway improvement typical sections were developed by the Pharr and Laredo districts to accurately describe and generate planning-level construction cost estimates for a four-lane divided highway upgrade and widening project as part of the Texas Highway Trunk System.

Figure 4 presents the typical sections and associated roadway dimensions that were used to describe and generate the construction cost estimates, recognizing that adjacent frontage roads were not to be assumed along rural portions of the study corridor in Zapata County.

Four-lane Divided Highway Trunk System Typical Section



Access-Controlled Relief Route and Upgrade Typical Section

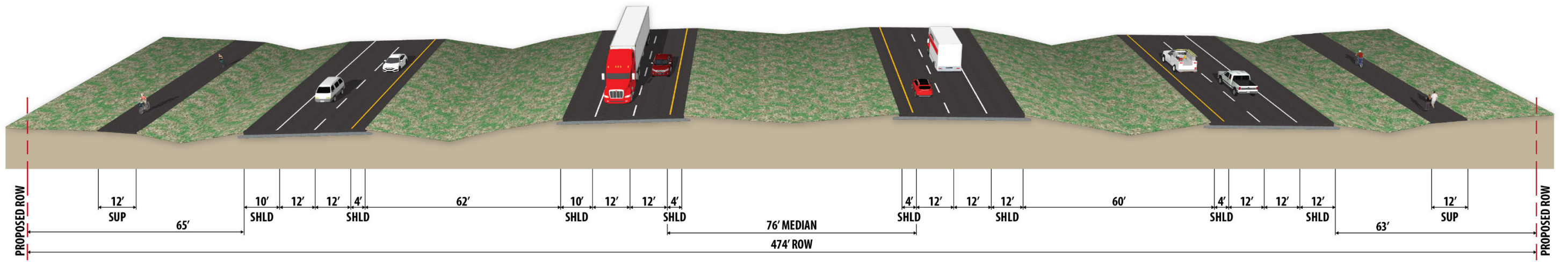


Figure 4: Roadway Improvement Typical Sections

2.1.3 Logical Endpoints and Independent Utility

The type, location, and limits of each project to be included in the CDP were evaluated to confirm whether the program of projects have logical endpoints and independent utility. TxDOT has confirmed that each identified US 83 upgrade project and new location relief route project has logical endpoints because they are of sufficient length and connect to either of the following:

- US 83
- A principal arterial cross-route
- A minor arterial cross-route that interconnects with a principal arterial within a short distance (i.e., US 83)
- A planned border crossing

US 83 would function as a logical project endpoint because it continues north and south as a high-capacity principal arterial beyond the limits of any future short-, mid-, or long-term project that connects to it, thereby ensuring that traffic is efficiently distributed beyond the limits of the connecting future project. The other major connecting cross-routes along the corridor could also serve as logical project endpoints because they would provide regional connectivity to US 83 or other principal arterials, thereby also ensuring that traffic is efficiently distributed beyond the limits of a future connecting project.

Each identified project has independent utility because it would serve a significant purpose by itself, have independent useable functionality, and be a reasonable expenditure even if no adjacent transportation improvements were to be implemented. Furthermore, each project comprising the program of projects would not individually or collectively constitute segmentation or “piecemealing,” which would restrict the consideration of alternatives or force major unforeseen improvements beyond the proposed project endpoints.

2.2 Program of Short-, Mid-, and Long-Term Projects

This section presents the recommended CDP’s program of short-term (1-4 years to opening), mid-term (5-10 years to opening), and long-term (greater than 10 years to opening) projects. The program of projects is divided along a southern section (from I-2 to north of Roma) and a northern section (from north of Roma to Laredo). The figures and tables referenced in the following sections are presented sequentially at the end of **Section 2.2**.

2.2.1 Short-Term Projects

Figure 5, Figure 6, Table 1, and Table 2 present the recommended short-term program of projects that involve:

- Widening US 83 to a four-lane divided highway, as part of the Texas Highway Trunk System.
- Developing the initial two sections of SL 195, a planned non-access-controlled relief route, eventually extending from Rio Grande City to north of Roma.
- Improving a SL 20 interchange.
- Implementing several categories of low-cost safety improvements, including but not limited to roadway lighting, signing and signals, and pavement markings.

The total estimated costs of these short-term projects in the southern and northern sections are approximately \$128 million and approximately \$135 million, respectively, for a total cost of nearly \$264 million.

In addition to these short-term projects, several comprehensive, safety-related studies are recommended to ensure a well-rounded approach to further enhance safety along the study corridor. They include the following:

- Conducting access management studies at the two recommended locations east of Rio Grande City and near Sullivan City to possibly consolidate driveway and cross-route access to US 83.
- Conducting detailed community safety improvement studies for the following cities:
 - La Joya
 - Sullivan City
 - Rio Grande City
 - Roma
 - Zapata
 - San Ygnacio
- Conducting a detailed safety improvement feasibility study of US 83 north of the study corridor to I-35.
- Conducting a Road Safety Audit/Assessment, which is a formal, systematic assessment of the potential road safety risks associated with a new road project or road improvement project involving an independent, qualified team that ensures impartial and objective insights.
- Conducting a robust systemic rural safety improvement feasibility study to understand the risk factors associated with severe crash occurrences along the rural sections of the study corridor using a systemic approach.

2.2.2 Mid-Term Projects

Figure 7, **Figure 8**, and **Table 3** present the recommended mid-term program of projects that involve:

- Completing the last section of the planned SL 195 non-access-controlled relief route between Rio Grande City and Roma.
- Widening US 83 to a four-lane divided highway, as part of the Texas Highway Trunk System.
- Developing the first section of the multi-section Laredo Outer Loop that will connect to the proposed privately-owned Laredo Bridge Five.
- Developing the SL 20 Extension that will connect to the Laredo Outer Loop.
- Developing a new two-lane undivided highway that will connect the Rio Bravo community to the planned Outer Loop.

The total estimated construction costs of the mid-term projects in the southern and northern sections are approximately \$75 million and \$341 million, respectively, for a total cost of \$416 million.

2.2.3 Long-Term Projects

Figure 9, **Figure 10**, and **Table 4** present the recommended long-term program of projects that involve:

- Completing the four-lane divided highway system along sections of US 83 between RGV and South Laredo, as part of the Texas Highway Trunk System.
- Upgrading the planned SL 195 Relief Route to an access-controlled four-lane divided highway north of Rio Grande City and Roma.
- Extending the planned SL 195 access-controlled four-lane divided highway east of Rio Grande City.

- Developing access-controlled four-lane divided relief routes at Sullivan City, the Salineno community north of Roma, Zapata, and San Ygnacio.
- Completing the access-controlled six-lane divided Laredo Outer Loop between proposed privately-owned Laredo Bridge Five and I-35.

The total estimated construction costs of the long-term projects in the southern and northern sections are approximately \$1.148 billion and \$1.968 billion, respectively, for a total cost of approximately \$3.116 billion.

3. CONCLUSION

The US 83 Regional Corridor Study's CDP presents ongoing, reasonably foreseeable planned, and recommended potential future transportation improvement projects of different types, estimated costs, priorities, and timeframes. Construction of the entire program of projects is estimated to be \$3.796 billion, based on 2023 dollars. The program of projects may be scalable and build upon one another over the short-term (1-4 years to opening), mid-term (5-10 years to opening), and long-term (greater than 10 years to opening) based on available funding, TxDOT priorities, and desired strategic transportation goals to be achieved.

The foundation of the CDP centers on addressing the identified purpose and need to develop safety solutions and upgrade the US 83 portion of the study corridor to a four-lane divided highway, as a Phase 1 Corridor on the Texas Highway Trunk System, augmented with access-controlled relief routes.

Finally, this plan provides valuable information to TxDOT in performing the following:

- Prioritizing, phasing, and sequencing the program of projects, as appropriate, based upon existing and future transportation funding and strategic corridor goals.
- Updating statewide and district planning systems and project tracking tools.
- Establishing planning and programming status for the identified projects, as appropriate.
- Monitoring and forecasting year of expenditure project cost estimates based on anticipated letting dates to formulate fiscal year program funding needs.



US 83 Regional Corridor Study - Corridor Development Plan

Recommended Short-Term Program - Southern Section from I-2 to North of Roma (Pharr District)

Project Type

New Location
Non-Freeway

XXXX-XX-XXX Project ID (Correlates with Table 1)

Safety Solution Type

- Add Acceleration/Deceleration Lanes
- Add Right Turn Lane
- Intersection Conflict Warning System (ICWS)
- Green-T Intersection
- School Zone Overhead Flashing Beacon
- Add Lane Ending or Lanes Merging Sign
- Increase Intersection Radii to 90
- State Maintained Roads Signing Template
- Pedestrian Improvement (Crosswalk)

Safety Solution Type

- Widen to Full Shoulders
- Enhanced Delineation for Curves
- Add Accel Lanes on the Inside Lanes
- Convert Undivided to Divided
- High Friction Surface Treatment
- Access Management Study



0 2 4 Miles



SHORT-TERM PROJECTS

1 -4
YEARS

		STARR	HIDALGO	TOTAL \$
	<div style="border: 1px solid black; padding: 2px; display: inline-block;">3632-01-002 \$50.1 M</div> <div style="border: 1px solid black; padding: 2px; display: inline-block; margin-left: 20px;">3632-01-001 \$49.8 M</div>			\$128.4 M
Total Estimated Construction Cost of Low-Cost Safety Solution Projects in the Southern Section: Approximately \$28.5 Million				

TxDOT has not yet committed to these projects

Figure 5: Recommended Short-term Program of Projects – Southern Section



US 83 Regional Corridor Study - Corridor Development Plan

Recommended Short-Term Program - Northern Section from North of Roma to Laredo (Pharr and Laredo Districts)

Project Type

- Interchange Improvement
- Widen to Four-Lane Divided Highway

XXXX-XX-XXX Project ID (Correlates with Table 1)

Safety Solution Type

- Add Acceleration/Deceleration Lanes
- Add Right Turn Lane
- Intersection Conflict Warning System (ICWS)
- Green-T Intersection
- School Zone Overhead Flashing Beacon
- Add Lane Ending or Lanes Merging Sign
- Increase Intersection Radii to 90
- State Maintained Roads Signing Template
- Pedestrian Improvement (Crosswalk)

Safety Solution Type

- Widen to Full Shoulders
- Enhanced Delineation for Curves
- Add Acceleration/Deceleration Lanes
- Convert Undivided to Divided
- High Friction Surface Treatment
- Access Management Study

Miles: 0, 4.5, 9



SHORT-TERM PROJECTS

	WEBB	ZAPATA	STARR	TOTAL \$
1 -4 YEARS	<p>0086-16-008 \$42.0 M</p>	<p>0038-05-040 \$34.5 M</p>	<p>0038-06-047 \$30.4 M</p>	<p>\$135.4 M</p>
<p>Total Estimated Construction Cost of Low-Cost Safety Solution Projects in the Northern Section: Approximately \$28.5 Million</p>				

TxDOT has not yet committed to these projects

Figure 6: Recommended Short-term Program of Projects – Northern Section

Table 1. Recommended Short-term Program of Projects

Route	District	County	Project ID	From	To	Project Length (miles)	Description of Work	Project Status	Estimated Let Date (Note 1)	Estimated Construction Cost (2023 Dollars) (Note 2)
SL 195	Pharr	Starr	3632-01-001	FM 755	NEW LOCATION, FM 3167	4.36	NEW LOCATION NON-FREEWAY - NEW ARTERIAL - Four-lane Divided	Construction begins within 4 years	8/1/2027	\$50,000,000
SL 195	Pharr	Starr	3632-01-002	FM 3167	NEW LOCATION, FM 649	5.09	NEW LOCATION NON-FREEWAY - NEW ARTERIAL - Four-lane Divided with Mainlanes at FM 3167	Construction begins within 4 years	8/1/2027	\$50,000,000
US 83	Pharr	Starr	0038-06-047	0.31 MI S OF PLACIDO RD.	0.09 MI N OF LOMA BLANCA RD.	4.17	WIDEN NON-FREEWAY - ADD LANES - Four-lane Divided	Construction begins within 4 years	4/1/2024	\$30,000,000
US 83	Pharr	Zapata	0038-05-040	0.22 MI S OF LASSO LN	0.28 MI N OF FM 2687	6.38	WIDEN NON-FREEWAY - ADD LANES - Four-lane Divided	Construction underway or begins soon	5/4/2023	\$35,000,000
SL 20	Laredo	Webb	0086-16-008	0.10 MILES SOUTH OF LOMAS DEL SUR BLVD	0.10 MILES NORTH OF LOMAS DEL SUR BLVD	0.10	INTERCHANGE IMPROVEMENT (NEW OR RECONSTRUCTED) - Four-lane Divided with Mainlanes at Lomas Del Sur	Construction begins within 4 years	9/1/2024	\$42,000,000
									Total Estimated Construction Cost*	\$207,000,000

Notes:

1. Estimated let date is subject to change as funding becomes available.
2. Estimated construction cost only and escalated 4.0% per year from original estimate to year 2023. Does not include costs associated with project development services, mitigation, ROW acquisition, utility relocations, and construction phase services.

Source: TxDOT, 2021c; 2022a; 2022b; 2022d; 2023b; 2023c; 2023d.

*Estimated construction costs are rounded to the nearest million based on a planning-level of detail.

Table 2. Recommended Low-cost Transportation Safety Solution Projects (Short-term)

Categories	Unit (Note 1)	Project Quantity	Unit Cost	Estimated Construction Cost (2023 Dollars) (Note 2)
Signing and Signals				
Add Lane Ending or Lanes Merging Sign	EA	3	\$4,000	\$12,000
State maintained roads signing template	EA	3	\$4,000	\$12,000
School zone overhead flashing beacon	EA	5	\$26,500	\$133,000
Intersection Conflict Warning System (ICWS)	EA	7	\$16,000	\$112,000
Enhanced delineation for curves	EA	2	\$30,000	\$60,000
Roadside Obstacles and Barriers				
Convert undivided to divided	LF	8,250	\$130	\$1,000,000
Resurfacing and Roadway Lighting				
High friction surface treatment (HFST)	SY	150,127	\$30	\$5,000,000
Pavement Markings				
Install wider edgelines (4 in to 6 in)	LF	686,400	\$18	\$12,000,000
Install edgeline profiled thermoplastic pavement markings	LF	686,400	\$18	\$12,000,000
Pedestrian improvements (Crosswalk)	EA	3	\$3,600	\$11,000
Roadway Improvements				
Add Right Turn Lane	SY	467	\$225	\$106,000
Add acceleration/deceleration lanes	SY	51,334	\$225	\$12,000,000
Widen to full shoulders	SY	21,378	\$225	\$5,000,000
Increase intersection radii to 90	SY	4,278	\$225	\$963,000
Green-T intersection	EA	1	\$1,150,000	\$1,000,000
Safety Edge	LF	686,400	\$12	\$8,000,000
Total Estimated Construction Cost*				\$57,000,000

Notes:

1. Unit of Measure: each project [EA], linear foot [LF], square yard [SY]

2. Estimated construction cost only and escalated 4.0% per year from original estimate to year 2023. Does not include costs associated with project development services, mitigation, ROW acquisition, utility relocations, and construction phase services.

Sources: TxDOT, 2021d; Transportation Research Board, 2017; Systematic Improvements.

*Estimated construction costs are rounded to the nearest million based on a planning-level of detail.



Recommended Mid-Term Program - Southern Section from I-2 to North of Roma (Pharr District)

Project Type

Widen to Four-Lane Divided Highway

XXXX-XX-XXX Project ID (Correlates with Table 3)



MID-TERM PROJECTS

5 -10 YEARS

3632-01-003
\$74.6 M

STARR

HIDALGO

TOTAL \$

\$74.6 M

TxDOT has not yet committed to these projects

Figure 7: Recommended Mid-term Program of Projects – Southern Section



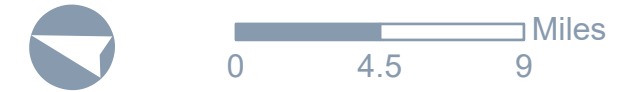
US 83 Regional Corridor Study - Corridor Development Plan

Recommended Mid-Term Program - Northern Section from North of Roma to Laredo (Pharr and Laredo Districts)

Project Type

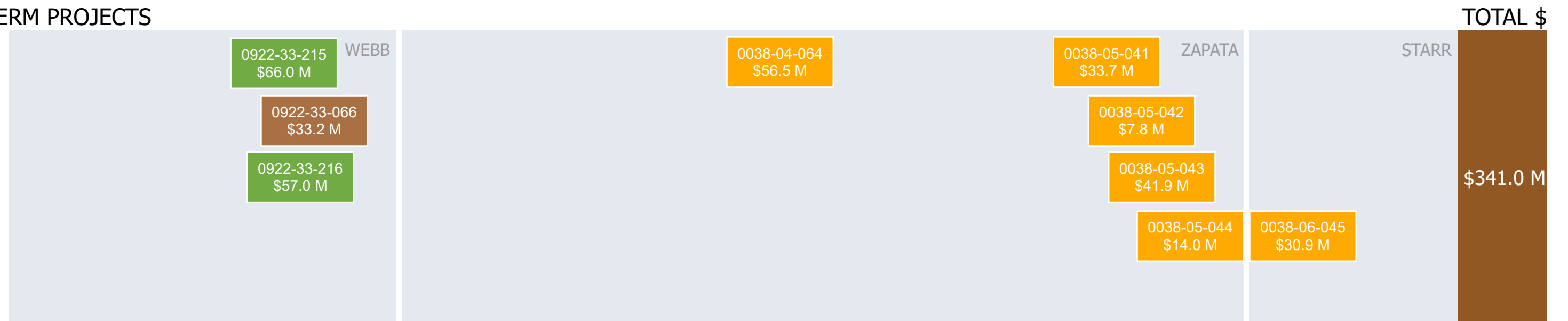
New Two-Lane Undivided Highway
New Location Non-Freeway
Widen to Four-Lane Divided Highway

XXXX-XX-XXX Project ID (Correlates with Table 3)



MID-TERM PROJECTS

5 -10 YEARS



TxDOT has not yet committed to these projects

Figure 8: Recommended Mid-term Program of Projects - Northern Section

Table 3. Recommended Mid-term Program of Projects

Route	District	County	Project ID	From	To	Project Length (miles)	Description of Work	Project Status	Estimated Let Date (Note 1)	Estimated Construction Cost (2023 Dollars) (Note 2)
SL 195	Pharr	Starr	3632-01-003	FM 649	NEW LOCATION, US 83 (@ LOMA BLANCA)	7.80	NEW LOCATION NON-FREEWAY - NEW ARTERIAL - Four-lane Divided with Mainlanes at Loma Blanca	Construction begins in 5 to 10 years	1/1/2032	\$74,600,000
US 83	Pharr	Starr	0038-06-045	0.26 MI N OF STARR/ZAPATA CL	0.31 MI N OF FM 2098 (SOUTH LEG)	6.35	WIDEN NON-FREEWAY - ADD LANES - Four-lane Divided	Construction begins in 5 to 10 years	1/1/2032	\$30,900,000
US 83	Pharr	Zapata	0038-05-044	1.96 MI N OF STARR/ZAPATA CL	0.26 MI N OF STARR/ZAPATA CL	1.70	WIDEN NON-FREEWAY - ADD LANES - Four-lane Divided	Construction begins in 5 to 10 years	1/1/2032	\$14,000,000
US 83	Pharr	Zapata	0038-05-043	0.77 MI S OF LOPENO AVE.	1.96 MI N OF STARR/ZAPATA CL	3.63	WIDEN NON-FREEWAY - ADD LANES - Four-lane Divided	Construction begins in 5 to 10 years	1/1/2032	\$41,900,000
US 83	Pharr	Zapata	0038-05-042	0.05 MI N OF LOPENO AVE	0.77 MI S OF LOPENO AVE.	0.82	WIDEN NON-FREEWAY - ADD LANES - Four-lane Divided	Construction begins in 5 to 10 years	1/1/2032	\$7,800,000
US 83	Pharr	Zapata	0038-05-041	0.70 MI S OF FM 2687	0.05 MI N OF LOPENO AVE	4.06	WIDEN NON-FREEWAY - ADD LANES - Four-lane Divided	Construction begins in 5 to 10 years	1/1/2032	\$33,700,000
US 83	Pharr	Zapata	0038-04-064	9.72 MI S OF FM 3169	3.69 MI S OF FM 3169	6.04	WIDEN NON-FREEWAY - ADD LANES - Four-lane Divided	Construction begins in 5 to 10 years	8/1/2033	\$57,000,000
Rio Bravo Connector	Laredo	Webb	0922-33-066	OUTER LOOP	US 83 AT ESPEJO MOLINA	1.98	NEW LOCATION HIGHWAY: RIO BRAVO EXTENSION - Two-lane Undivided	Undetermined	9/1/2032	\$33,000,000
Outer Loop	Laredo	Webb	0922-33-216	US 83	NEW BRIDGE #5	3.89	NEW LOCATION HIGHWAY: INCLUDES OVERPASS AT US83 - Four-lane Divided with Mainlanes at US 83	Undetermined	9/1/2032	\$57,000,000
Outer Loop and SL 20 Extension	Laredo	Webb	0922-33-215	SL 20	US 83	5.03	NEW LOCATION HIGHWAY: INCLUDES OVERPASS AT SL20 - Four-lane Divided with Mainlanes at SL 20	Undetermined	9/1/2032	\$66,000,000
Total Estimated Construction Cost*										\$416,000,000

Notes:

1. Estimated let date is subject to change as funding becomes available.
2. Estimated construction cost only and escalated 4.0% per year from original estimate to year 2023. Does not include costs associated with project development services, mitigation, ROW acquisition, utility relocations, and construction phase services.

Sources: TxDOT, 2021c; 2022a; 2022b; 2022d; 2023b; 2023c; 2023d.

*Estimated construction costs are rounded to the nearest million based on a planning-level of detail.



US 83 Regional Corridor Study - Corridor Development Plan

Recommended Long-Term Program - Southern Section from I-2 to North of Roma (Pharr District)

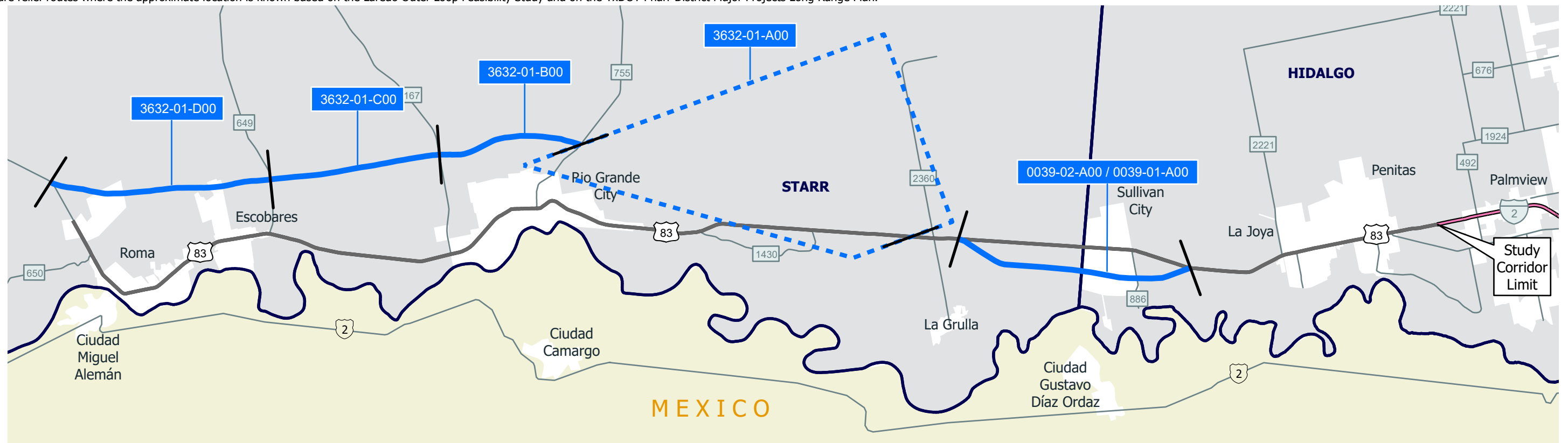
Project Type

Access-Controlled 4-Lane Divided Highway Relief Route (Approx. Location Known*)

Access-Controlled 4-Lane Divided Highway Relief Route (Location To Be Determined)

XXXX-XX-XXX Project ID (Correlates with Table 4)

* Future relief routes where the approximate location is known based on the Laredo Outer Loop Feasibility Study and on the TxDOT Pharr District Major Projects Long Range Plan.



LONG-TERM PROJECTS

GREATER THAN 10 YEARS

3632-01-D00
\$210.1 M

3632-01-C00
\$144.6 M

3632-01-B00
\$122.7 M

3632-01-A00
\$436.3 M

STARR

0039-02-A00
0039-01-A00
\$233.9 M

HIDALGO

TOTAL \$

\$1.148 B

TxDOT has not yet committed to these projects

Figure 9: Recommended Long-term Program of Projects - Southern Section



US 83 Regional Corridor Study - Corridor Development Plan

Recommended Long-Term Program - Northern Section from North of Roma to Laredo (Pharr and Laredo Districts)

Project Type

Access-Controlled 4-Lane Divided Highway Relief Route (Approx. Location Known*)

Access-Controlled 4-Lane Divided Highway Relief Route (Location To Be Determined)

Widen to Four-Lane Divided Highway

XXXX-XX-XXX Project ID (Correlates with Table 4)

* Future relief routes where the approximate location is known based on the Laredo Outer Loop Feasibility Study and on the TxDOT Pharr District Major Projects Long Range Plan.



LONG-TERM PROJECTS

GREATER THAN 10 YEARS

Project ID	Amount	County	Project Type
0922-33-E00	\$600.2 M	WEBB	Access-Controlled 4-Lane Divided Highway Relief Route (Approx. Location Known*)
0922-33-D00	\$178.6 M		Access-Controlled 4-Lane Divided Highway Relief Route (Location To Be Determined)
0922-33-C00	\$262.9 M		Access-Controlled 4-Lane Divided Highway Relief Route (Approx. Location Known*)
0922-33-B00	\$304.1 M		Access-Controlled 4-Lane Divided Highway Relief Route (Approx. Location Known*)
0038-02-033	\$52.8 M	ZAPATA	Widen to Four-Lane Divided Highway
0038-03-038	\$33.4 M		Widen to Four-Lane Divided Highway
0038-03-039	\$11.9 M		Widen to Four-Lane Divided Highway
0038-03-A00	\$83.3 M	ZAPATA	Access-Controlled 4-Lane Divided Highway Relief Route (Approx. Location Known*)
0038-04-A00	\$327.7 M		Access-Controlled 4-Lane Divided Highway Relief Route (Location To Be Determined)
0038-05-A00	\$14.7 M		Widen to Four-Lane Divided Highway
0038-06-A00	\$98.2 M	STARR	Access-Controlled 4-Lane Divided Highway Relief Route (Location To Be Determined)
TOTAL	\$1.968 B		

TxDOT has not yet committed to these projects

Figure 10: Recommended Long-term Program of Projects – Northern Section

Table 4. Recommended Long-term Program of Projects

Route	District	County	Project ID	From	To	Project Length (miles)	Description of Work	Estimated Let Date (Note 1)	Estimated Construction Cost (2023 Dollars) (Note 2)
US 83 Sullivan City Relief Route	Pharr	Hidalgo Starr	0039-02-A00 0039-01-A00	VANDERPOOL RD.	EAST OF FM 2360	7.19	NEW LOCATION FREEWAY - RELIEF ROUTE AT SULLIVAN CITY - Four-lane Divided Mainlanes with Grade Separations and Frontage Roads	TBD	\$234,000,000
SL 195 East Extension	Pharr	Starr	3632-01-A00	US 83 WEST OF FM 2360	FM 755	13.90	NEW LOCATION FREEWAY - Four-lane Divided Mainlanes with Grade Separations and Frontage Roads	TBD	\$436,000,000
SL 195	Pharr	Starr	3632-01-B00	FM 755	FM 3167	4.36	CONSTRUCT FULL RELIEF ROUTE AT RIO GRANDE CITY/ROMA - Four-lane Divided Mainlanes with Grade Separations and Frontage Roads	TBD	\$123,000,000
SL 195	Pharr	Starr	3632-01-C00	FM 3167	FM 649	5.09	CONSTRUCT FULL RELIEF ROUTE AT RIO GRANDE CITY/ROMA - Four-lane Divided Mainlanes with Grade Separations and Frontage Roads	TBD	\$145,000,000
SL 195	Pharr	Starr	3632-01-D00	FM 649	US 83 @ LOMA BLANCA	7.80	CONSTRUCT FULL RELIEF ROUTE AT RIO GRANDE CITY/ROMA - Four-lane Divided Mainlanes with Grade Separations and Frontage Roads	TBD	\$210,000,000
US 83 North Roma Relief Route	Pharr	Starr	0038-06-A00	OLD 83 RD.	FM 2098	3.42	NEW LOCATION FREEWAY - RELIEF ROUTE AT NORTH ROMA - Four-lane Divided Mainlanes with Grade Separations and Frontage Roads	TBD	\$98,000,000
US 83	Pharr	Zapata	0038-05-A00	0.28 MI N OF FM 2687	0.70 MI S OF FM 2687	0.97	WIDEN NON-FREEWAY - ADD LANES - Four-lane Divided	TBD	\$15,000,000
US 83 Zapata Relief Route	Pharr	Zapata	0038-04-A00	0.48 MI S OF LASSO LN	9.72 MI S OF FM 3169	12.90	NEW LOCATION FREEWAY - RELIEF ROUTE AT ZAPATA - Four-lane Divided Mainlanes with Grade Separations and Frontage Roads	TBD	\$328,000,000
US 83 San Ygnacio Relief Route	Pharr	Zapata	0038-03-A00	1.35 MI S OF FM 3169	1.75 MI N OF FM 3169	2.77	NEW LOCATION FREEWAY - RELIEF ROUTE AT SAN YGNACIO - Four-lane Divided Mainlanes with Grade Separations and Frontage Roads	TBD	\$83,000,000
US 83	Pharr	Zapata	0038-03-039	0.98 MI S OF FM 3169	1.48 MI N OF FM 3169	2.45	WIDEN NON-FREEWAY - ADD LANES - Four-lane Divided Urban	1/1/2035	\$12,000,000
US 83	Pharr	Zapata	0038-03-038	1.48 MI N OF FM 3169	9.41 MI S of WEBB/ZAPATA CL	5.94	WIDEN NON-FREEWAY - ADD LANES - Four-lane Divided	1/1/2035	\$33,000,000
US 83	Pharr	Zapata	0038-02-033	9.41 MI S of WEBB/ZAPATA CL	WEBB/ZAPATA CL	9.41	WIDEN NON-FREEWAY - ADD LANES - Four-lane Divided	1/1/2035	\$53,000,000
Outer Loop and SL 20 Extension	Laredo	Webb	0922-33-B00	NEW BRIDGE #5	SL 20	8.92	WIDEN FREEWAY: INCLUDES OVERPASS AT US83 & SL20 - Six-lane Divided Mainlanes with Grade Separations and Frontage Roads	TBD	\$304,000,000
Outer Loop	Laredo	Webb	0922-33-C00	SL 20	SH 359	11.70	NEW LOCATION FREEWAY: INCLUDES OVERPASS AT MANGANA-HEIN & SH359 - Six-lane Divided Mainlanes with Grade Separations and Frontage Roads	TBD	\$263,000,000
Outer Loop	Laredo	Webb	0922-33-D00	SH 359	US 59	6.30	NEW LOCATION FREEWAY: INCLUDES OVERPASS AT US59 - Six-lane Divided Mainlanes with Grade Separations and Frontage Roads	TBD	\$179,000,000
Outer Loop	Laredo	Webb	0922-33-E00	US 59	IH 35	21.20	NEW LOCATION FREEWAY: INCLUDES OVERPASS AT IH35 - Six-lane Divided Mainlanes with Grade Separations and Frontage Roads	TBD	\$600,000,000
Total Estimated Construction Cost*									\$3,116,000,000

Notes:

1. Estimated let date is subject to change as funding becomes available.
2. Estimated construction cost only and does not include costs associated with project development services, mitigation, ROW acquisition, utility relocations, and construction phase services.

Sources: TxDOT 2021c; 2022a; 2022b; 2022d; 2023b; 2023c.

*Estimated construction costs are rounded to the nearest million based on a planning-level of detail.

4. REFERENCES

- INRIX. 2022. Peak Period Travel Time Index, Congestion, and Travel Speed – TMC Segments Data Output. Retrieved from <https://inrix.com/>.
- Texas Department of Transportation (TxDOT). 2020. Roadway Inventory. Retrieved from <https://www.txdot.gov/data-maps/roadway-inventory.html>.
- , 2021a. Texas-Mexico Border Transportation Master Plan. Retrieved from <https://ftp.txdot.gov/pub/txdot/tpp/btmp/btmp-final-report.pdf>.
- , 2021b. Crash Records Information System (CRIS). Statewide Average Crash Rates. Retrieved from <https://www.txdot.gov/data-maps/crash-reports-records/motor-vehicle-crash-statistics.html>.
- , 2021c. TxDOT Pharr District Major Projects Long Range Plan.
- , 2022a. Transportation Planning and Programming Manual. Retrieved from <http://onlinemanuals.txdot.gov/txdotmanuals/tpp/tpp.pdf>.
- , 2022b. TxDOT Project Tracker. Retrieved from https://apps3.txdot.gov/apps-cq/project_tracker/.
- , 2022c. South Laredo - Planned Mobility Projects Map.
- , 2023a. TxDOT Statewide Planning Map. Retrieved from https://www.txdot.gov/apps/statewide_mapping/StatewidePlanningMap.html.
- , 2023b. TxDOT Open Data Portal TxDOT Projects. Retrieved from <https://gis.txdot.opendata.arcgis.com/datasets/9b5266d3abd14625a48b800a4c2d4e5d/explore>.
- , 2023c. TxDOTCONNECT.
- , 2023d. Draft 2024 Unified Transportation Program – Laredo and Pharr Districts. Retrieved from <https://ftp.txdot.gov/pub/txdot/get-involved/tpp/utp/070723-draft-2024utp.pdf>.
- Transportation Research Board. 2017. National Cooperative Highway Research Program Report 650. Retrieved from <https://www.trb.org/Publications/Blurbs/163452.aspx>.
- United States Census Bureau (U.S. Census). 2020. 2020 Decennial, Table P1 Total Population. Retrieved from <https://data.census.gov>.