



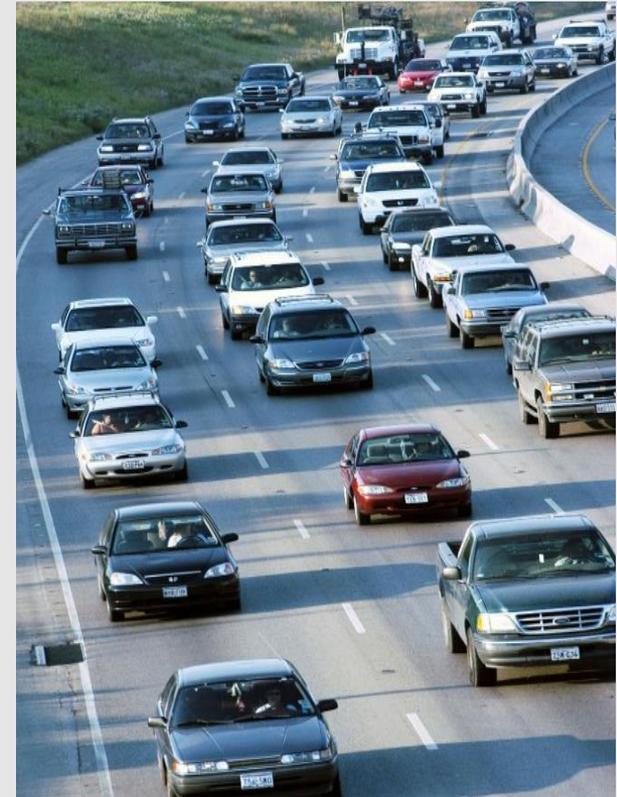
Webinar Instructions

- All participants are muted.
- To maximize your screen, use the full-screen icon on the top right.
- To ask a question, select the “Q&A” function at the top of the screen and type in a question.
- We will read all questions and answer them at the end of the presentation.



INTERSTATE 37: I-410 TO I-69E

I-37 Corridor Planning Study



AGENDA

- Safety Moment
- Introductions
- Overview of I-37 Corridor
- Performance-Based Process
- Stakeholder Feedback
- I-37 Corridor Solutions
- Next Steps
- How to provide additional feedback

I-37 Corridor Overview

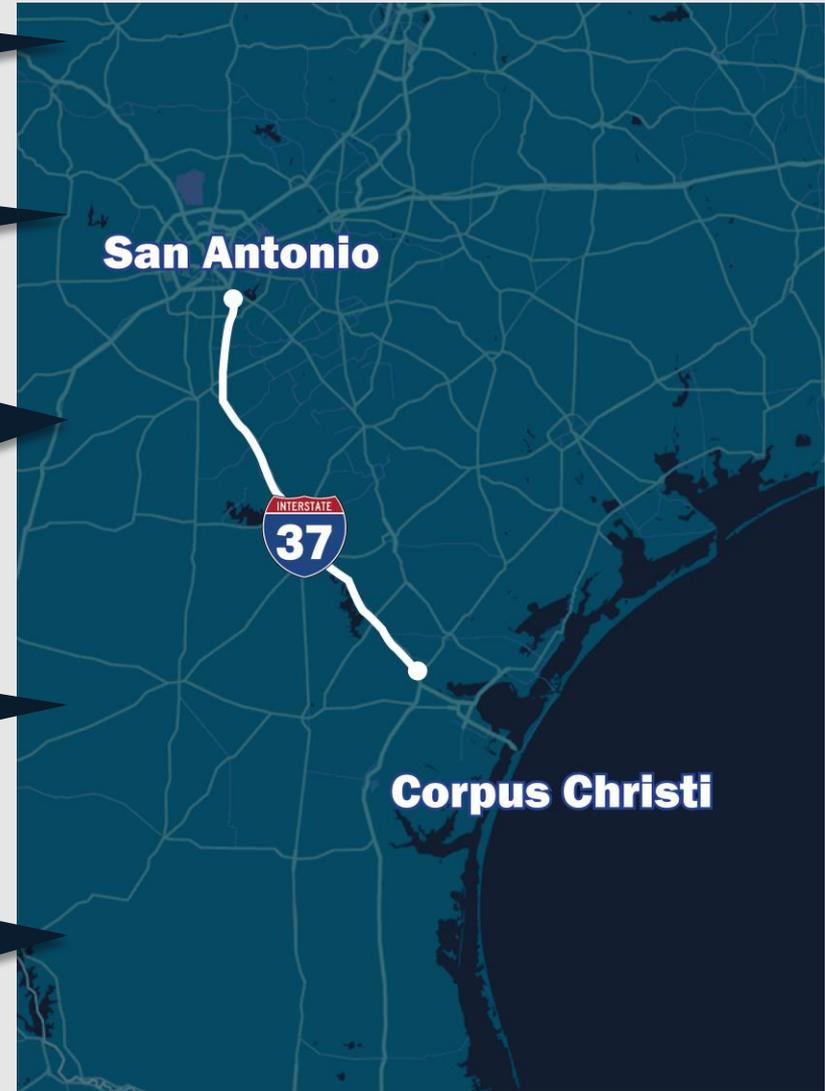
Generally 2 lanes in each direction

Part of Primary Freight Network

Daily traffic volumes 20,000 – 30,000 vehicles per day along most of corridor; 60,000 – 80,000 at south and north ends

Typically 20% - 25% trucks along corridor

Corridor broken into 14 segments for evaluation



Corridor Evaluation Overview



- Previous webinar reviewed performance and needs assessments
- Gathered stakeholder input
- Recent work includes development of solutions and prioritization
- **End result:** Prioritized list of improvement projects at various locations on the I-37 corridor

How are We Measuring the Performance of the I-37 Corridor?



Performance Area	What is being measured?
Pavement	Condition and smoothness of pavement
Bridge	Surface condition as well as structural soundness
Mobility	Congestion including traffic volume and the time it takes to travel from one end to another
Safety	Rate of crashes that occur
Freight	Time it takes for trucks to travel from one end to another and restrictions along the way
Corridor Wide	Parking limitations, access issues, regional travel demand, frontage road connections

Key Take-Aways from I-37 Corridor Evaluation

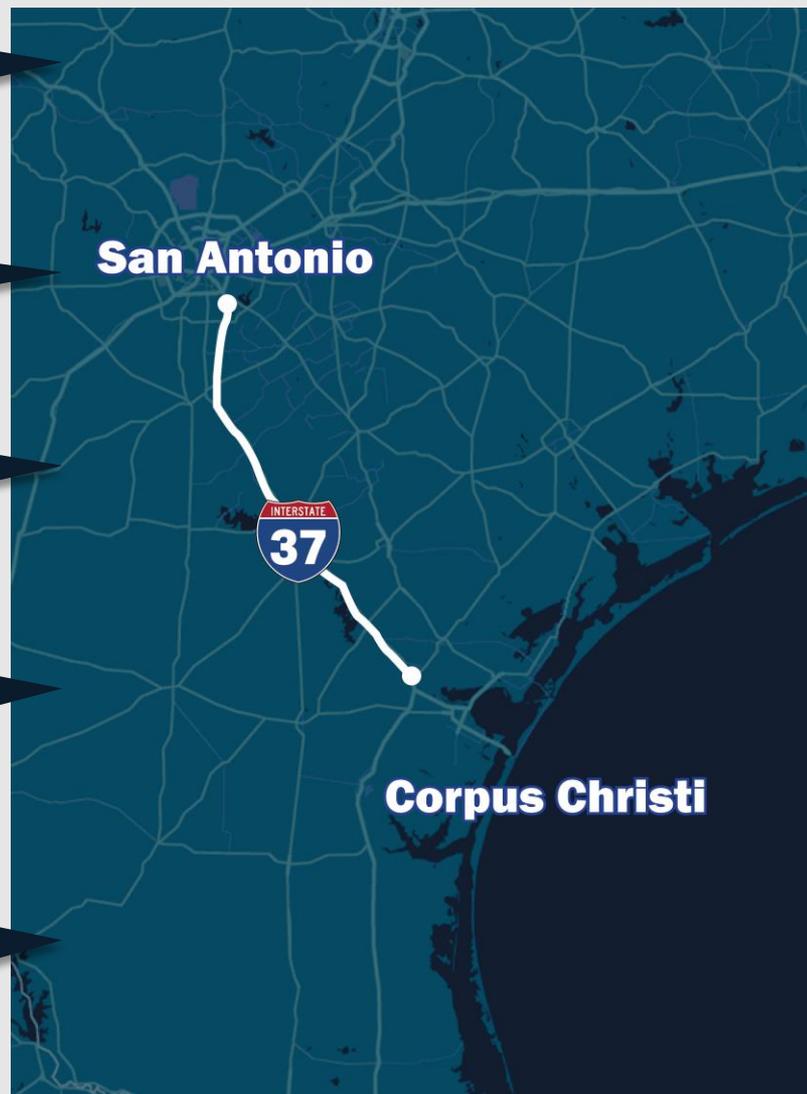
Bridges and pavement generally in “fair” or “good” condition

Traffic congestion at north and south ends of corridor

No significant freight restrictions

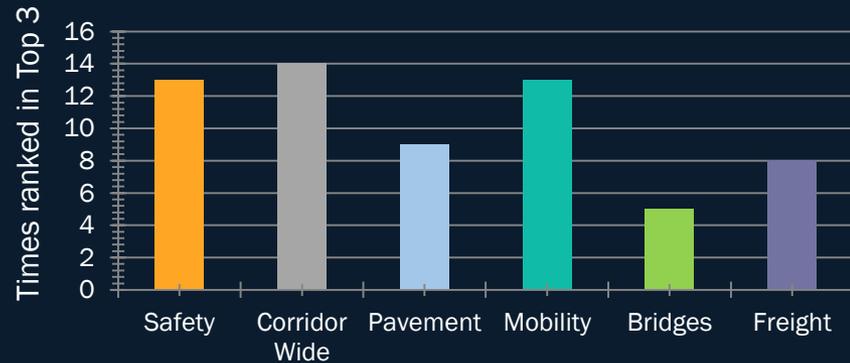
Crash rates above statewide average in a few locations

Man-made ramps and frontage road connections may be concerns



Ranking of Performance Areas

- Safety, Mobility, and Corridor-Wide ranked high priority
- Bridge and Freight ranked low priority



Locations Identified

- 50% of locations identified were related to Mobility or Safety
- 15% of locations were related to Pavement or Bridges

Feedback will be documented in Final Report

I-37 Corridor Proposed Solutions Identified

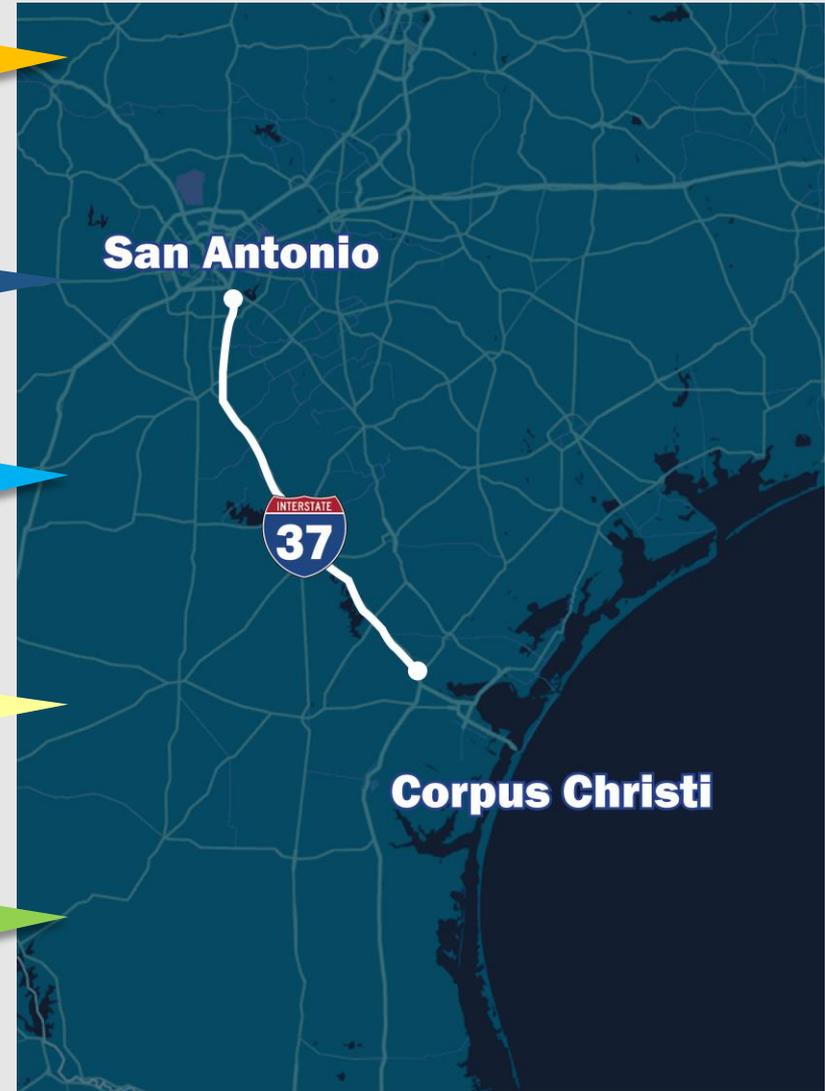
Five safety projects

Eight interchange projects

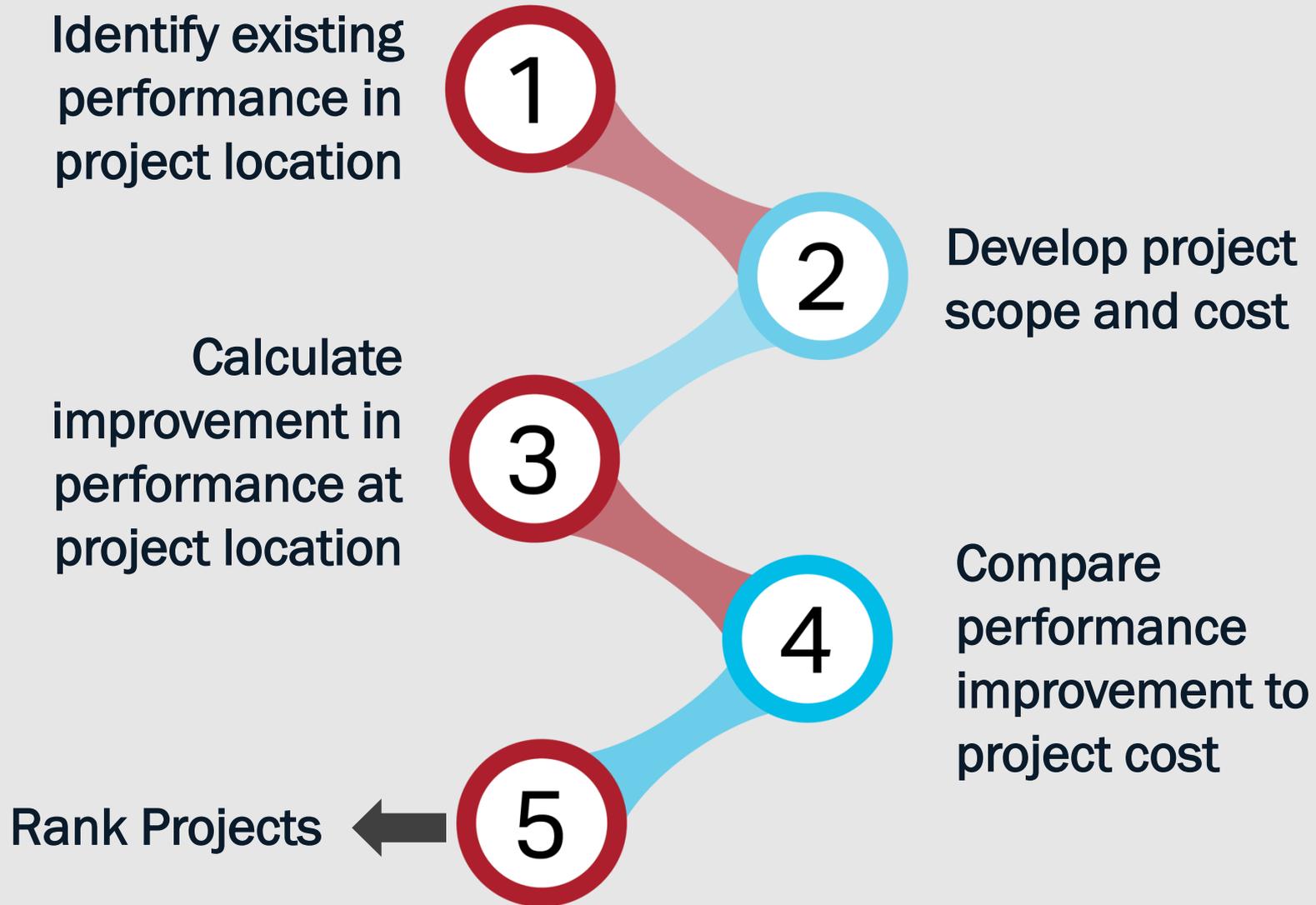
Four mainlane widening projects

Three bridge replacement projects

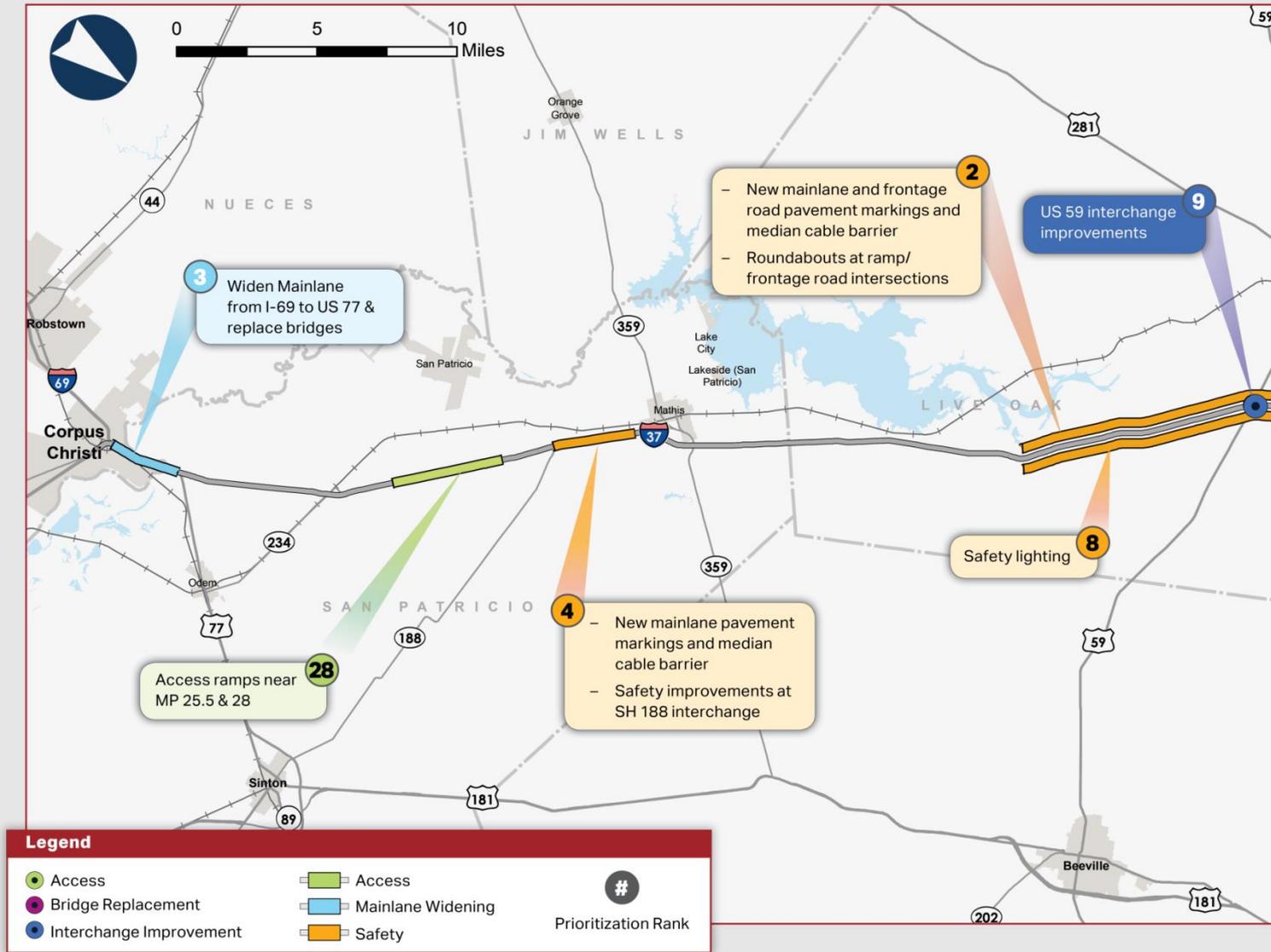
Nine ramp or frontage road projects



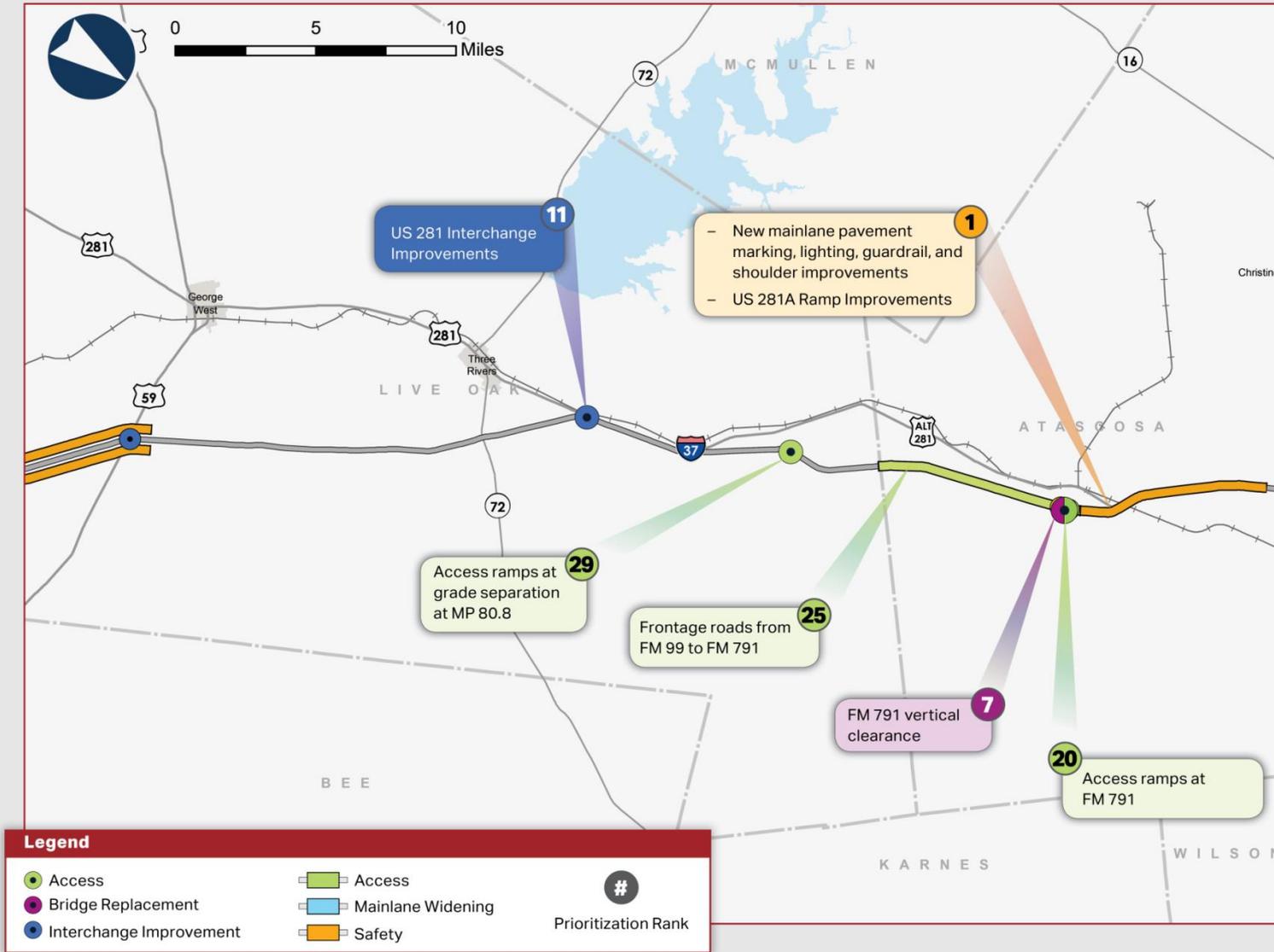
How We Evaluated and Ranked Project Solutions



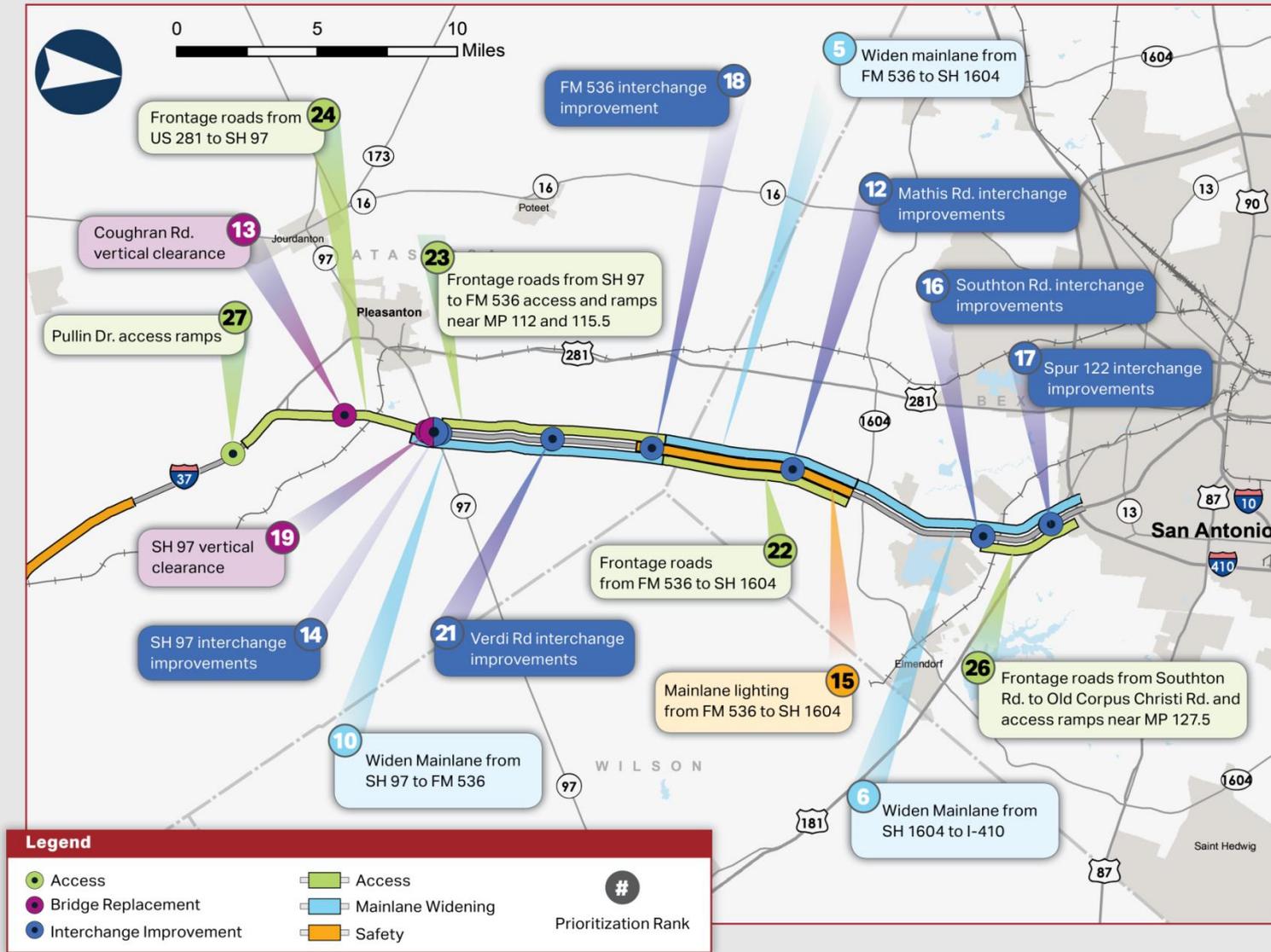
I-37 Corridor Proposed Solutions - South Section (I-69 to US 59)



I-37 Corridor Proposed Solutions – Middle Section (US 59 to US 281A)



I-37 Corridor Proposed Solutions - North Section (US 281A to I-410)



I-37 Corridor – Top Ten Ranked Proposed Solutions

Rank	Category	County	Description	Estimated Cost (millions)
1	Safety	Atascosa	<ul style="list-style-type: none"> Install new mainlane striping, delineators, rumble strips, raised pavement markers, and install lighting from MP 91-98 Install/construct guardrail, shoulder rehabilitation, and roadside grading from MP 91-92 Extend acceleration/deceleration length for ramps from US 281A interchange 	\$9.6
2	Safety	Live Oak	<ul style="list-style-type: none"> Install new mainlane and frontage road striping, delineators, rumble strips, and raised pavement markers, and install median cable barrier from MP 48-57 Construct roundabouts at ramp/frontage roads intersections 	\$16.2
3	Widen Mainlane	Nueces	<ul style="list-style-type: none"> Widen mainlane from I-69 to US 77 & replace bridges 	\$132.0
4	Safety	San Patricio	<ul style="list-style-type: none"> Install new mainlane striping, delineators, rumble strips, and raised pavement markers & median cable barrier from MP 31-34 Construct safety improvements at SH 188 interchange 	\$11.5
5	Widen Mainlane	Bexar	<ul style="list-style-type: none"> Widen mainlane from FM 536 to SH 1604 	\$32.8
6	Widen Mainlane	Bexar	<ul style="list-style-type: none"> Widen mainlane from SH 1604 to I-410 	\$69.4
7	Bridge Replacement	Atascosa	<ul style="list-style-type: none"> Replace FM 791 bridge to provide additional clearance 	\$2.2
8	Safety	Live Oak	<ul style="list-style-type: none"> Install safety lighting from MP 48-49, 51-52, and 55-57 	\$2.3
9	Interchange Improvement	Live Oak	<ul style="list-style-type: none"> Construct interchange capacity improvements at US 59 interchange 	\$1.5
10	Widen Mainlane	Atascosa	<ul style="list-style-type: none"> Widen mainlane from SH 97 to FM 536 	\$40.6

- October/November:
 - Gather stakeholder input through November 7, 2017
 - Incorporate comments
 - Finalize list of proposed solutions
 - Publish final report



Projects

[Project Tracker](#)

[100 Congested Roadways](#)

[Prop 12](#) ⋮

[Planned Projects \(Rider 14J\)](#)

[Status Reports \(Rider 19\)](#)

[Stimulus Funding](#) ⋮

[Projects & Studies](#) ⋮

[Project Websites](#)

[Transportation Expenditure Reporting System](#)

I-37 Corridor

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Background

I-37 provides an important connection between I-35 and the Texas Gulf Coast and it is one of the few limited-access hurricane evacuation routes away from the southern Texas coast. In the 1960s, construction of I-37 began in the urban areas of Corpus Christi and San Antonio and the segments in rural areas were completed by the 1980s. Growth along the I-37 corridor in recent years have been associated with various issues, including the lack of frontage roads, mobility and operational issues and heavy truck activities. To begin identifying solutions to these issues, TxDOT initiated a corridor study to investigate existing and future conditions and needs along the I-37 corridor.

Description

TxDOT is conducting the I-37 Corridor Study along I-37 from the interchange of I-410 south of San Antonio to I-69E in Corpus Christi, a distance of approximately 119 miles. The study area includes the immediate area along the corridor including Bexar, Atascosa, Live Oak, San Patricio and Nueces counties, and the cities of San Antonio and Corpus Christi. The purpose of this study is to establish performance measures to determine how well the corridor is performing in areas such as safety, pavement, bridges, mobility and freight movement and then to develop improvement programs for the I-37 corridor.

- **Submit all comments by Nov 7, 2017**
- **Email comments to:**
Cary.Karnstadt@txdot.gov
- **For today's presentation, visit**
www.txdot.gov
 - Search keywords "I-37 Corridor"