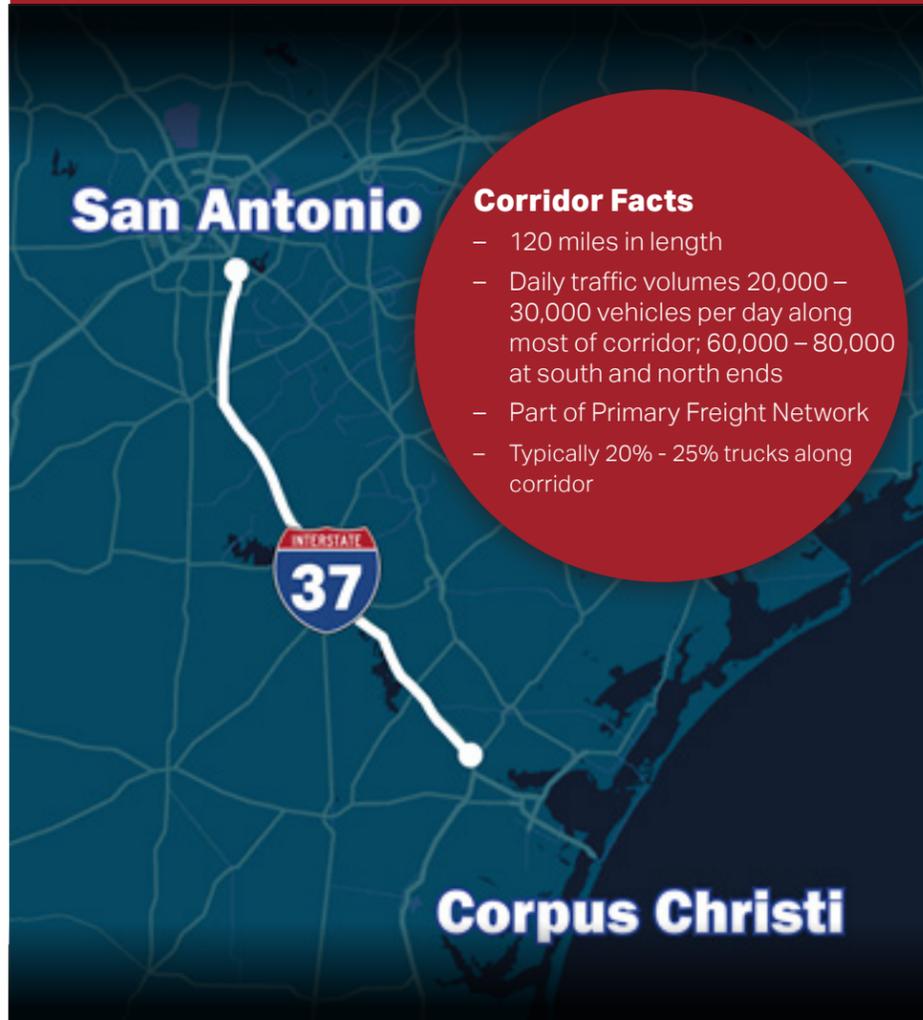


## The I-37 Corridor



### I-37 Background

I-37 provides an important connection between I-35 and the Texas Gulf Coast and is one of the few limited-access hurricane evacuation routes away from the southern Texas coast. Growth along the I-37 corridor in recent years has led to 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.

### Study Purpose

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 a list of potential solutions for the I-37 corridor that addresses deficiencies that were identified in each performance area.

## Performance-Based Planning Process

During the performance-based planning process, data is used to quantify the corridor performance and results in a transparent, repeatable process that identifies locations of needs. This approach is consistent with Federal and State requirements.

**Assess Needs for Improvement**  
Performance measures are calculated to identify corridor needs.



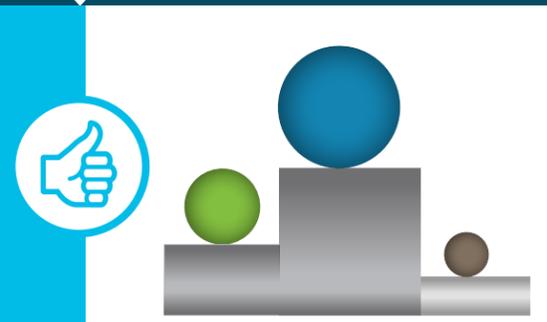
**Identify Potential Solutions**  
Various solutions are developed that address specific corridor needs



**Evaluate and Prioritize Solutions**  
Solutions are evaluated by measuring the benefit they provide to the performance

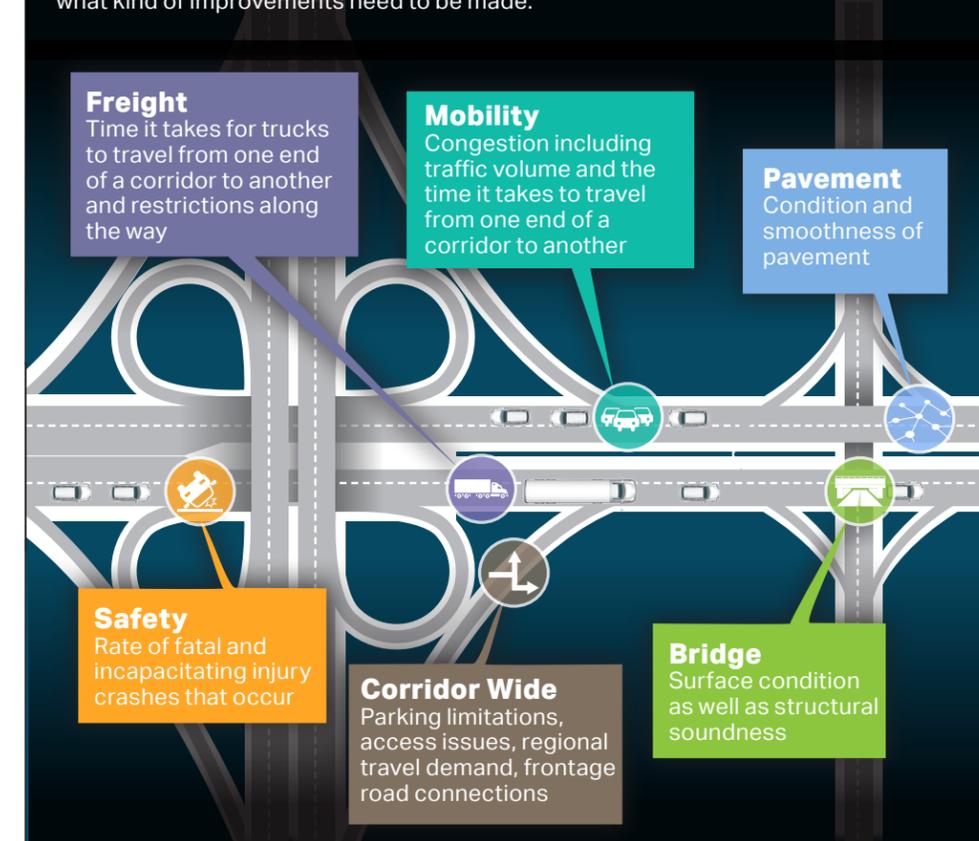


**Recommend Solutions**  
Prioritized solutions are classified as either near-term, mid-term, or long-term for consideration in future TxDOT programming



## What are Performance Measures?

Performance measures are sets of data collected by TxDOT to understand the condition of pieces of the transportation network. They help to identify where and what kind of improvements need to be made.



## What Did We Achieve?

The end result of the study was a prioritized list of potential transportation solutions at various locations along the I-37 corridor. Below are the top three priority solutions according to the study.

Rank	Project Description
1	<b>Safety Improvement:</b> Striping, delineators, rumble strips, raised pavement markers, guardrails, and lighting improvements near Campbellton. Extend acceleration/deceleration lanes at the US 281A interchange.
2	<b>Safety Improvement:</b> Mainlane and frontage road striping, delineators, rumble strips, raised pavement markers, and median cable barriers near George West, and roundabouts at ramp/frontage roads intersections at the US 59 interchange.
3	<b>Safety Improvement:</b> Striping, delineators, rumble strips, raised pavement markers and median cable barrier near Mathis. Safety improvements at SH 188 interchange.

This performance-based approach can be used to track performance over time. This same approach can be used on other corridors in Texas. The results and project rankings can be compared to each other to help determine where to make investments to the transportation network. The higher the rank, the more priority that project should have.

