

= Interstate 37 =

Interstate 37 (I @-@ 37) is a 143 @.@ 0 @-@ mile (230 @.@ 1 km) Interstate Highway located within the U.S. state of Texas . The highway was first designated in 1959 as a route between Corpus Christi and San Antonio . Construction in the urban areas of Corpus Christi and San Antonio began in the 1960s and the segments of the Interstate Highway in rural areas were completed by the 1980s . Prior to I @-@ 37 , the route between Corpus Christi and San Antonio was served by a combination of State Highway 9 (SH 9) from Corpus Christi to Three Rivers and U.S. Route 281 (US 281) from Three Rivers to San Antonio . As a result of the construction of I @-@ 37 , SH 9 was removed from the State Highway System .

The highway begins in Corpus Christi at US 181 and SH 35 and heads north to San Antonio , where it ends at I @-@ 35 . Beyond I @-@ 35 , the freeway continues as US 281 to northern San Antonio as a major freeway . In Corpus Christi , the highway provides access to the downtown area , the Port of Corpus Christi , and the Corpus Christi International Airport . In San Antonio , it provides access to Downtown , Brooks City @-@ Base , the Alamodome , the Tower of the Americas , the River Walk , the Alamo , and by extension via US 281 , the San Antonio International Airport . The route provides an important connection between I @-@ 35 and the Texas Gulf Coast as well as one of the few limited @-@ access hurricane evacuation routes away from the southern Texas coast .

= = Route description = =

Interstate 37 starts near the Gulf Coast in Corpus Christi and heads northwest toward San Antonio . It links South Texas to the northern parts of the state via I @-@ 69E , US 77 , and US 281 . The highway functions as one of the few freeway hurricane evacuation routes for the southern Texas coast . It roughly parallels US 181 , which both begins and ends at I @-@ 37 , and US 281 .

Unofficially , I @-@ 37 begins at an intersection with Shoreline Boulevard on the edge of Corpus Christi Bay . It then heads west as a surface street for three blocks where it becomes entrance and exit ramps which connect to the freeway . I @-@ 37 begins officially at the gore point for these ramps , which is part of an interchange complex that also represents the southern ends of US 181 and SH 35 .

It heads west from US 181 through Corpus Christi and intersects two freeways , SH 286 (the Crosstown Expressway) and SH 358 (Padre Island Drive) . The highway turns towards the northwest after the SH 358 interchange roughly parallel to the south of the Nueces River . Just prior to leaving the Corpus Christi city limits , it intersects and has a short concurrency with US 77 (future I @-@ 69E) . US 77 (future I @-@ 69E) merges with I @-@ 37 as a freeway from the south ; the two continue to the north and split after crossing the Nueces River . The Interstate continues to the northwest as US 77 (future I @-@ 69E) continues to the northeast .

I @-@ 37 transitions to a rural setting once outside of the Corpus Christi city limits on its way to Mathis and Lake Corpus Christi . It continues on to the northwest and intersects US 59 (future I @-@ 69W) east of George West . It begins paralleling US 281 to the east before the two intersect and have a concurrency north of Three Rivers near Choke Canyon Reservoir . U.S. Highway 281 Alternate (US 281 Alt) splits off from I @-@ 37 near Sunniland and parallels I @-@ 37 before rejoining north of Campbellton . The two routes remain concurrent until US 281 splits off to head to Pleasanton , while I @-@ 37 bypasses the city to the east . After US 281 leaves towards the northwest , I @-@ 37 turns to the north towards San Antonio .

As I @-@ 37 enters the San Antonio city limits , it intersects the northern terminus of US 181 . Continuing to the north , it intersects I @-@ 410 , the inner loop around San Antonio , at a stack interchange . At this junction , the Interstate once again runs concurrently with US 281 which had been concurrent with I @-@ 410 . Heading north through the south side of San Antonio , I @-@ 37 provides access to Brooks City @-@ Base (formerly Brooks AFB) . After a cloverleaf interchange at Loop 13 , the freeway turns towards the northwest . The highway intersects I @-@ 10 , which is concurrent with US 90 and US 87 , at a stack interchange on the southeastern corner of Downtown . After the interchange , it once again heads north on the east side of Downtown . It passes near the

Alamodome , the Tower of the Americas , the River Walk and the Alamo . I @-@ 37 ends at the northeastern corner of Downtown at a junction with I @-@ 35 . US 281 continues to the north as a freeway and provides access to the San Antonio International Airport and later far north central Texas .

From I @-@ 410 to I @-@ 10 in San Antonio , I @-@ 37 is designated the Lucian Adams Freeway , after the World War II veteran . Adams is a native of Port Arthur , and received the Medal of Honor for his service in France , along with the Bronze Star and Purple Heart for his gallantry during the Cassino Campaign . From I @-@ 10 to its northern terminus at I @-@ 35 , it is designated the Staff Sergeant William J. Bordelon Freeway . Bordelon was the first San Antonio native to receive the Medal of Honor after being killed in action during World War II .

= = History = =

Prior to I @-@ 37 , the routing between Corpus Christi and San Antonio was covered by SH 9 from Corpus Christi to Three Rivers and US 281 from Three Rivers to San Antonio . Beginning in 1971 , sections of SH 9 were officially removed from the State Highway System as I @-@ 37 was completed . No sections of US 281 were removed from the State Highway System as a result of the construction of I @-@ 37 , but the two do share the same alignment at two different points between San Antonio and Three Rivers . Also , US 281 was rerouted onto I @-@ 37 in San Antonio in 1978 .

I @-@ 37 was first designated in 1959 to provide a route between San Antonio and Corpus Christi . Construction began in the 1960s and the route was completed by the 1980s . The first sections of the freeway completed were in Corpus Christi . The freeway was completed from its southern terminus to 1 @.@ 2 miles (1 @.@ 9 km) to the west at the Port Avenue overpass to include the SH 286 interchange in 1963 . In 1964 , the freeway was extended another 1 @.@ 1 miles (1 @.@ 8 km) westward with the completion of the overpasses at Nueces Bay Boulevard and Buddy Lawrence Boulevard . By 1965 , the freeway had been extended west 1 @.@ 4 miles (2 @.@ 3 km) to Navigation Boulevard . In 1966 , the interchange at SH 358 was complete , as were the mainlanes to Corn Products Road , 1 @.@ 0 mile (1 @.@ 6 km) west of the SH 358 interchange . By 1968 , the freeway had been completed an additional 8 @.@ 1 miles (13 @.@ 0 km) further west to Callicoatte Road . The southbound I @-@ 37 bridge over the Nueces River was built in 1933 for US 77 (future I @-@ 69E) when it was first routed through Corpus Christi . The northbound bridge was built in 1958 with the expansion of US 77 (future I @-@ 69E) to four lanes .

Construction in San Antonio also began in the 1960s and was completed in 1972 . The first sections were completed in 1967 to include the portion just south of I @-@ 410 at the US 181 interchange . The section from Steves Avenue north to Florida Street to include the I @-@ 10 interchange was also complete in 1967 . In 1968 , the section south of I @-@ 410 was extended south to Loop 1604 . In 1969 , the two sections were connected with the completion of overpasses at Goliad Road , Pecan Valley Drive , Fair Avenue and Hackberry Street as well as the completion of the interchanges at I @-@ 410 and Loop 13 . The last sections left were on the east side of downtown . The downtown overpasses at Durango Boulevard , Commerce Street and the overpass stretching from Houston Street to Jones Avenue were all completed in 1972 . The last portion completed in San Antonio was the stack interchange at I @-@ 35 (also known as the San Antonio " Downtown Mixer ") , near the Pearl Brewery . With the completion of the interchange in 1972 , the city had a complete freeway loop in conjunction with I @-@ 10 and I @-@ 35 around the central business district of the city . At the time construction began in July 1969 , the I @-@ 35 interchange was the largest highway construction project in state history at \$ 11 million (\$ 65 million in 2007) .

The rural sections of the freeway were completed later than those in the urban areas . Construction of the highway in Corpus Christi and Nueces County continued north over the Nueces River into San Patricio County . The interchange at US 77 (future I @-@ 69E) was completed in 1969 . The road that was already in existence along this stretch , SH 9 , would be utilized as a frontage road as many of the bridges along this stretch were from when SH 9 was built in the 1930s . The main lanes were extended northward to SH 234 in 1969 . By 1970 , the freeway had been extended as far north as SH 188 . In 1971 , I @-@ 37 reached FM 888 and service to the city of Mathis . During the mid

@-@ 1970s , the southern section and northern section were both being extended . The southern section was extended northward in Live Oak County to US 59 (future I @-@ 69W) in 1975 and FM 799 in 1976 . The northern section saw completion in Atascosa County to FM 541 in 1975 and FM 1099 in 1976 . By the early 1980s , the freeway was nearly complete . In 1980 , the interchange at US 281 southeast of Pleasanton was complete . With the completion of the interchange at SH 72 and other bridges in the Pleasanton area in 1981 , I @-@ 37 was complete .

= = Exit list = =