Southwest Freeway: This view looks west along the Southwest Freeway (US 59) toward the Loop 610 interchange. In 2003 work is in progress to improve and modernize the interchange, originally constructed in 1962. (Photo: May 2003)
Interpretation of lane counts:
Main lanes shown first, with transit or toll lanes shown after the dash.
Main lanes are continuous lanes and exclude temporary merging and auxiliary lanes.

H = barrier-separated HOV transitway
D = diamond lane (non-barrier-separated)
B = two-way dedicated HOV transitway
T = toll lanes
(P) = pending; pavement in place for transit lane, but not yet operational
(A) = pavement available, but not in use

6 = 6 main lanes
10-1H = 10 main lanes with 1 barrier-separated HOV transitway
2008: 10-4T = 10 main lanes with 4 toll lanes scheduled for opening in 2008

Indicates lane count transition point
Downtown’s newest addition: The new Eastex Freeway downtown distribution complex is nearing completion in 2003.

(Photo: ©Scott Teven/www.HoustonPhoto.com, May 2003)
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About the Author

Erik Slotboom was born and raised in Sharpstown, Houston’s prototypical freeway suburbia of the 1950s and 1960s. After graduating from Sharpstown High School in 1985, Erik received a B.S. in mechanical engineering from Texas A&M University and an M.S. in mechanical engineering from the University of Texas at Austin. He worked as a project engineer in Houston’s energy industry for seven years and in 1998 joined the high-tech boom and became a software developer in Austin. Erik started the web site TexasFreeway.com in 2000 and was surprised by the widespread interest in Texas’ freeways, prompting him to consider expanding the web site into a book. The high-tech bust in 2001 gave Erik the opportunity to fulfill his long-contemplated goal of writing a book about Houston’s freeways.
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