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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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.
Freeway, cables, and blue sky: This view shows the deck of the Fred Hartman Bridge (SH 146). (Photo: November 2000)
A

AASHTO (formerly AASHO) 31
impact-resistant bridge design 352
Abercrombie, James 278
abutments 71–72
access rights 96
access roads 98. See also frontage roads
acronyms ix
air draft 374
air pollution and air quality 90
Akashi-Kaikyo Bridge 375
Allen brothers viii, 3
Allen Parkway Village 120
Alvin Freeway 159, 163, 265–266
ammonia truck accident 285
Anadarko Petroleum Building 223
Anderson, Clayton & Co. 309
anti-freeway coalition 33, 160
anti-freeway efforts in Houston, present-day 90
anti-freeway protest 33–34
Bellaire 280–284
Houston 34–35
Gulf Freeway 159–160
Harrisburg Freeway (La Porte Freeway Extension) 199–204
West Loop 289
outside Houston 30, 34
Apollo 11 159
Arab oil embargo 37, 38, 203
Army Corps of Engineers 319, 363
arterial streets 58, 61, 378
Astrodome 289–292
astronauts 158–159
Atlanta, Georgia 60, 90, 91, 101, 315
Auburn, Washington 77
Audubon Society 319
Austin, Texas 78
Australia, visitors from 17

B

barge-bridge collision 350, 352
Barrow, Thomas 40
Baytown 268, 355, 358, 360
Baytown-East Freeway, See East Freeway
Baytown Chamber of Commerce 355
Baytown Tunnel 195, 353–355, 359, 362
Bay City Freeway 261. See also Fort Bend Parkway Tollway
Beaumont Highway 248, 296
Belgium, freeway lighting 82
Bellaire
history of 280
property values 284
streetcars 4
West Loop 34, 280–284
Belt, Ben C. 108
Beltway 8 295–307, 316
ship channel bridge 307, 366–370
Beltway 8 Group 300
Beltway 8 ship channel bridge 366–370
junk bond refinancing 367
billboards 101–102
North Freeway 100, 217
Blackburn, Jim 90
BMW 173
BMW 600 minicar 173
Bolivar Peninsula 371–375
bomb 185
bonds 2001, city of Houston and Harris County 85
for Beltway 8 ship channel bridge 366–368
Harris County 27
1941 275
1956 14, 24, 27
1958 15, 28
1963 28, 298
1966 28–29, 188, 298
Astrodome 291
rail 331
Bourne Study 307
map showing airport locations 308
braided ramps 177, 188, 253
breakaway light pole and sign 71
bridge collapse 350, 352
Brinegar, Claude 41
Briscoe, Dolph 47
Bronx River Parkway 94
Brooklyn Bridge 353
Brown, Jerry 37
Brown, Lee 57, 91, 259, 333
Brown, Pat 37
Building lines 11, 122
Bullock, Bob 47
Burke, Billy 259
Burlington Zephyr 346
buses
city of Houston takeover of service 39
first use 4–5
patronage in Houston, 1980–1990 54
Bush, George H. W. 263, 292
Bush, George W. 79, 358
Bush, Madegeean 159
Bush Intercontinental Airport 63, 100, 217, 231, 298, 305
freeways and roads 312–313
history of 307–312
site selection 307
terminal designs considered 309
bus lanes 323
Butler, John 49, 51, 250
BW 8. See Beltway 8

C

cable-stayed bridge design 355–356, 366–367
Caesar, Jack 184–187
California 71, 103, 155, 184
effects of 1970s funding crisis 37
freeway design 63
California Division of Highways 37
Calloway, Al 190
Caltrans 37
Cameron Iron Works 278
Caravelle aircraft 307
cargo-container vessels 374
Carmithe, Wiley E. viii, 15, 17–19, 71, 206,
Carter, Jimmy 38
Century Freeway. See Los Angeles, Century Freeway
Century Properties 173
Chamber of Commerce, Houston 11, 24–29, 57, 64, 108, 275
interest in public transit 39
Chicago, Illinois 184, 205, 324
Cinco Ranch 208, 316
Clauser, Ernest 190
Clayton, William 138, 309
Clayton Homes 120, 138
Clean Air Act 18, 57, 89, 320
Clear Lake City 159, 378
Clements, Bill 51, 53
cloverleaf interchange 104
Compaq Computer 250–253
concrete box girder bridge design 367–368
longest spans 367
Condensation Bridge, Prince Edward Island, Canada 367
Cone Johnson (ferry) 372
Connally, John 366
Continental Airlines 312
contraflow lane 217–220, 326–329
Crenshaw Center, Los Angeles 156
Crosby, Texas 248
Crosby Freeway 248–249
Cross-Bronx Expressway 33
cruise ships 374
Culbertson, John 216
cutoff light fixtures 79, 81
Cutler, Lewis 309

D

dairy Ashford Road 297–298
Dallas-Fort Worth 58, 225
freeway cancellations 67
freeway planning 66–68
high mast illumination 77
rail system 91, 334
Index

J
jack-up offshore rigs 371

Jackson-Lee, Sheila 289

Jefferson (ferry) 371–372, 375
jersey barrier 77
Jersey Village 35, 296, 298, 299–300
Jesse Jones Ship Channel Bridge 367
Jetero 308–309
Jet Era Ranch Corporation 307–308
Johnson, Lyndon B. 39, 158
Johnson Space Center. See NASA Johnson Space Center
John F. Kennedy Boulevard 309, 311–312
Jones, Dexter 76–78, 202–204
Jones, Jesse 25, 152
Jones, John T. 25, 27
Jones, Roscoe 34
Jordan, Barbara 160
JPMorgan Chase Tower 125–126
junk bonds 367–368

K
Katy Corridor Coalition 215
Katy Freeway 87, 205–216, 260
dimension, high mast illumination 79
flooding 110–113
railroad crossing 207
transitway 208, 329–330, 335
West Freeway 21
Kennedy, John F. 158. See also John F. Kennedy Boulevard
Kingwood 231
King Center Twin Drive-in 280
Knipe, Al 316–317
Kultgen, J. H. 171

L
Lamar Wesleyan 173–176
Lancelin, Lorene 190
land donation
Grand Parkway 317–318, 320
Southwest Freeway 167, 171–172
lane-miles, freeway 89
lane balance 62
Lanier, Bob 21, 50–54, 57, 64, 88, 91, 190, 231, 257, 259, 269, 289, 318, 333, 358, 360
Lanier Freeway 268–269
Law Park 265
La Porte cutoff 195, 278
La Porte Freeway 194–204, 265, 378. See also Harrisburg Freeway
La Porte Freeway Extension Information Committee 201–202
Leavitt, Helen 34
Leland, Mickey 160
Letz, Carol 300
Levittown 156, 170
Lewis, Jarma 170
light pollution. See sky glow
light rail 9, 57, 91, 333–335
Lindsay, Jon 48, 50, 64, 88, 242–247, 259, 300, 305, 369
Loop 137 229, 275, 278
Loop 610 275–293. See also North Loop, South Loop, West Loop, East Loop Loop 610 ship channel bridge 361–365 loop and radial freeway system 11, 60, 378 Los Angeles 71, 91, 93, 94, 95, 101, 104, 108, 128, 156, 195, 205, 206, 324, 379 cancelled freeways, map 69 Century Freeway 37, 189 early freeway planning 11 effects of 1970s funding crisis 37 freeway planning 68 grid freeway system 60 Long Beach Freeway (IH 710) 34 population 25 streetcar system 5–6 Lowry, Emmet 21 low pressure sodium lighting 78, 83 Lyndon B. Johnson Freeway, Dallas 214

M

N

O
Oak Forest 108 Offatts Bayou 351 orphan ramp 129 Outer Belt 295–298, 315, 366. See also Beltway 8 ozone, ground level 90

P

Q
Queen Isabella Causeway (south Texas) 350, 352

R
runways
Bush Intercontinental Airport 310
Hobby Airport 307
thickness 63

S
Sam Houston Coliseum 159
Sam Houston Parkway. See Beltway 8
Sam Houston Tollway. See Beltway 8
financial success 304–305
Sam Houston Tollway Ship Channel Bridge 366–370.
Sante Fe Railroad 342, 345
San Antonio, Texas 77
San Antonio and Aransas Pass Railroad 254
San Diego, California 102, 214
San Francisco, California 33, 324, 341
scenic districts 102
Schninewolf, Jimmy 57
Schnitzer, Kenneth 173–176
Schrimpf Alley 138
Seattle, Washington 319
second generation freeway 71, 74
Serra Junipero Freeway 102
service roads 98. See also frontage roads
Sharp, Frank 167, 168–172, 300
Sharpstown 159, 168–170, 254, 378
Sharpstown Mall 156, 169
Shell refinery and petrochemical plant 197
Shivers, Allen 27
shopping malls 155–156
SH 122. See Fort Bend Parkway Tollway
SH 146 268–269
SH 146 Houston Ship Channel crossing 353–360. See also Fred Hartman Bridge, Baytown Tunnel
SH 225. See La Porte Freeway
SH 249. See Tomball Parkway
SH 288. See South Freeway
SH 35. See Alvin Freeway
SH 6 60–61, 298
SH 73 205, 235, 270
SH 87 (Galveston to Bolivar crossing) 371–375
SH 99 314–321. See also Grand Parkway, SH 99
Sidney Lanier Bridge, Brunswick, Georgia 360
Sidney Sherman 363
Sidney Sherman Bridge (Loop 610) 361–365 collisions with ocean vessels 364
Sierra Club 90, 109, 319
Sinatra, Frank 184
sky glow 78–79, 82
slip-form paving 211
Smith, Preston 38
Smith, R. E. ‘Bob’ 284, 291, 318
Smith, Vivian 318
Southdale Center, Minnesota 156
Southern Pacific Railroad 259
Southwest Freeway 167–183, 254
alignment through Sharpstown 168–169
flooding 112
transitway 331
South Freeway 184–193
dual freeway 17
flooding 114, 192
South Loop 276, 280, 289–292
South Orange County, California 58
Spring, Texas 221
Spur 330 269–270
Spur 5 266
Spur 527 119
St. Louis, Missouri 342
Sterling, Ross 11, 144, 194
Stone and Webster 144
streamliner (train) 346
Streach, Mike 79
Streetcars 2–6, 9
Street planning
arterial street network 58, 61, 378
pre-freeway 3, 6–7
Streisand, Barbara 202
Studies, freeway-related 27
Sugar Land 180–181
Sunshine Skyway Bridge, Tampa, Florida 350, 352, 360
Surface Transportation Assistance Act of 1983 47
Sylvan Beach Park 194
T
T-ramp 332, 333
taxes
motor fuels 35–37
constitutional allocation, Texas 53
efforts to increase tax in 1970s 38
increase in federal tax, 1983 47
increase in state tax, 1980s 53
wheel tax, 1955 14, 28
Taxpayers for Common Sense 319
Texas City Causeway 349
Texas City Dike 374
taxi business 71–72
Texas Department of Transportation.
See TxDOT
Texas Good Roads Association 27
Texas Legislature 52
1984 special session on transportation 52–54
Texas Parade 27
Texas Southern University 185, 266
Texas T 332
Texas Toll Bridge Authority 366
Texas Transportation Commission 27
description of viii
Houston representation 51
Texas Transportation Institute ix, 63, 71, 78, 332, 373
Urban Mobility Report 44
Texas Turnpike Authority (TTA) 48, 243, 245, 256, 366–370
third generation freeway 73, 75
Thomas, Albert 158

Tinsley, Eleanor 309
tollways and toll roads
Fort Bend Parkway 261–264
Hardy 242–247
in Houston’s future 91
proposal for Harrisburg Freeway 202–203
Sam Houston Tollway 295–307
Westpark 254–260
Tomball Parkway 250–253
Toronto, Ontario 205
traffic circle 147, 229
traffic congestion 85
floods late 1970s and early 1980s 43–45
Gulf Freeway 151–153
Northwest Freeway 241
rankings 43–44
reduction 54
Southwest Freeway 176–177
West Belt 304
West Loop 274, 288
Transco Tower. See Williams Tower
transiways 57, 58, 322–339
Gulf Freeway 160
in 1982 Regional Mobility Plan 49
Katy Freeway 208
transportation corporation 54, 318
Transportation Development Group 299
Taylor Brothers Construction 358
Trietsch, Gary viii
Tropical Storm Allison 109–115, 128, 179, 234
TTI. See Texas Transportation Institute
tunnels
Baytown 353–355, 359–360
Galveston to Bolivar Peninsula 372
Washburn 353
Turner, Collie & Braden 316
Turner, John B. 26, 48
Tutt, Paul 96
TxDOT (Texas Department of Transportation) viii, 11
1970s funding crisis, impact 37
Houston Urban Project Office 12, 38, 62, 71, 77
ame change 37
previous names viii
U
U. S. Department of Transportation 32
U. S. Fish and Wildlife Service 319
Union Pacific Railroad 212, 289
Union Station 122
University of Houston 266
Uptown Houston 273, 285–287
photo 272
Urban Mass Transit Act of 1964 40
Urban Mass Transportation Act of 1970 40
urban sprawl 107–109, 319
US 290. See Northwest Freeway
US 59 North. See Eastex Freeway
US 90. See Crosby Freeway
---

**V**
Van London, W. J. viii, 12, 15, 16, 94, 118, 152
vehicle impact attenuator 71–72
Verrazano Narrows Bridge 375
volatile organic compounds 90
Volpe, John 32, 40

**W**
wagon bridge 342–343
Ward, William (Bill) viii, 38, 42, 204, 323–324, 330
Washburn Tunnel 353, 355, 362
Washington, D.C. 30, 60, 315, 319
Webster 270

Welch, Louie 34, 39, 64, 171, 199, 203, 315, 324
Westheimer 287
Westmoreland Farms 169, 280
Westpark Tollway 254–260
West Bay Freeway 41, 42, 349
West Belt 300–301
West Houston Association 212
West Loop 276
ammonia truck accident 285
cancellation of expansion plans 35, 65
frontage roads 99
West Loop Extension 261–262, 264, 265.

*See also* Fort Bend Parkway Tollway
wheel tax 14, 28
Whitcomb, Gail 171

White, Mark 48, 51–53, 300, 367
Whitmire, Kathy 245
Wilbur Smith and Associates 243
Williamson, Ric 100
Williams Brothers Construction 55–56, 231, 358, 360
Williams Tower 272, 273, 287–288
William Marsh Rice Ranch 280
Will Clayton Parkway 313
wishbone 161, 330, 331
Woodlands, The 221–223, 378

**Z**
Z-pattern high mast illumination 78–79, 82
Zephyr (train) 346
“zoo” (Bolivar Peninsula) 373
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