


**Westheimer and beltway**

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## Westheimer and beltway

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Texas Highway Not to be confused with Sam Rayburn Tollway or Texas State Highway 8. State Highway Beltway 8Departments in green, clear sections in redRoute informationLength 141.8 km[1]Existed1983[1] presentMain junctions Belt around HoustonCCW end SH 225 to Pasadena I-45 to Houston SH 288 / SH 288 Toll to Houston I-69 / United States 59 in Houston I-10 / United States 90 in Houston US 290 in Houston I-45 in Houston I-69 / United States 59 in Houston CW end I-10 near ChannelviewHighway system Texas Interstate United States Toll Loops FM/RM Park Recway [2] Beltway 8, a state highway, runs mostly along the roads facing the highway, using only the main lanes where they are free between Interstate 45 (I-45, North Freeway) and Interstate 69/US Highway 59 (I-69/US 59, Eastex Freeway). The main lanes are Sam Houston Tollway, a toll road owned and operated by the Harris County Toll Road Authority (HCTRA). East of Houston, the toll crosses the Houston Ship Channel on the Sam Houston Ship Channel Bridge, a toll bridge; this forms a gap on Beltway 8 between I-10 (Baytown-East Freeway) and State Highway 225 (SH 225, La Porte Freeway). The Beltway 8 is the intermediate belts in the Houston area. The inner belt à I-610 à is located primarily within Houston (except for a stretch of about two miles (3.2 km) through the city of Bellaire), and the outer belt à SSL 99 (Grand Parkway) à is currently open to traffic, with several other segments under construction, or the consolidation. Like other toll roads in the Houston area, the speed limit is 65 mph (105 km/h). An earlier route, called Loop 8, was designated on September 25, 1939, at Beaumont from 59 (US 96 after the general reissue of 1939) to Glady Street via Gulf Street, North Street, and Fourth Street at 90 US as renumbering SH 8 Loop. This was cancelled on January 18, 1944. The designation was created throughout the cycle on May 7, 1969, but as Loop 8. On July 31, 1969, the designation was changed to Beltway 8. On July 24, 1978, section I-10 to SH 225 on the east side of Houston was cancelled. Route Description The longest section of the main lanes is on the north side of Houston, which extends from Ella Boulevard East to Mesa Drive. This is maintained by the Texas Department of Transportation (TxDOT) east of about the Hardy Toll Road Exchange. [3] This particular free section has remained intolerable since its opening in 1969 due to accessibility at George Bush Intercontinental Airport. It includes exchanges with I-69/US 59 (Eastex Freeway), John F. Kennedy Boulevard, Hardy Toll Road, and I-45 (North Freeway). Three more shorts for freeexist also: North Wallisville Road to Jacinto Port Boulevard, including the I-10 interchange (Baytown-East Freeway), SH 3 (Galveston Road) at Beamer Road, including the I-45 (Gulf Freeway) interchange. West Airport Boulevard at Beechnut Street, including I-69/US 59 (Southwest Freeway). All these exist to allow federal funds to be used to build highway-freeway interchanges at the Baytown-East, Gulf and Southwest highways. Frontier roads are generally continuous, and allow a slower journey along the towed segments. There is only a break in the streets in front; there are also several places where you have to turn to stay on them: Jacinto Port Boulevard at SH 225—the streets opposite do not cross the Houston Ship Channel (and then that piece of Beltway 8 was removed in 1978). [1] Deerwood Drive to Boheme Drive—both directions are on the east side of the toll road to the Buffalo Bayou crossing. West Little York Road to US 290 (Northwest Freeway)—both directions move west, intersecting the US 290 at Senate Avenue, northwest of the tollgate. The west side passage was eliminated at the end of 2013 where the road in front was extended to 290 United States as part of the US 290 extension project - the former lanes that moved westward was redirected to the new frontage roads with a signaled passage. At Katy Freeway, some of the road lanes of frontage bypass the intersection, allowing vehicles on the frontage road to travel through the interchange without stopping at traffic lights. The bypass was incorporated into the Katy Freeway reconstruction project to relieve congestion and elevated since most intersection is below the level of degree that had a past flood history during heavy rains.[4][5] A section of the road in front of Mykawa Road shared the right road with the tollway from 1997 to 2016 (which merged into a single lane). In 1997, when the southern part of the tollway opened the motorists were forced to take a ride on Mykawa Road and head south towards Knapp Road in Pearland where it had an intermediate-level rail pass (the city of Pearland removed access to the railway crossing where a section of McHard Road during the mid-1980s to the south incorporated a flyover bridge on the existing railway right on the road). Configuration of Lane Lane count is only for mainlanes, unless otherwise indicated. Starting from the north end of the Sam Houston Ship Channel Bridge, and moving clockwise, the main accounts are as follows: Two lanes between I-10 (East Freeway) and SH 3 (Galveston Road) (including Sam HoustonChannel Bridge); Three lanes each way between SHÀ 3 (Galveston Road) and Beamer Road; Four lanes per way between Beamer Road and SHÀ 288 (South Freeway) Four lanes per way between SHÀ 288 (South Freeway) and I-69/USÀ 59 (Southwest Freeway); Four lanes per way between I-69/USÀ 59 (Southwest Freeway) and USÀ 290 (parts between I-69/USÀ 59 and Westpark Tollway); Four lanes per way between USÀ 290 and West Road; Five anticlockwise lanes and four clockwise lanes between West Road and Gessner Road; Four lanes each way between Gessner Road and I-45; Three lanes per way between I-45 and JFK Boulevard (construction started in 2012 to add more lanes to this section); Four lanes between JFK Boulevard and I-69/USÀ 59 (Eastex Freeway); and Three lanes between I-69/USÀ 59 (Eastex Freeway) and I-10 (East Freeway). Tolls Enforcement Beltway 8 (ÀY ÀÀÀÀ ÀBÀ ÀchÀ o GÀ ÀnglÀ1) in Chinatown Sign indicating proximity to the Toll Bridge of Beltway 8 Some cameras are located at the toll booths to record license plate information in a database and inv a note in the mail. Recently,[when?] this system has been updated to alert local authorities if a vehicle has been flagged for any reason, including AMBER alarms. When a reported vehicle is spotted, it informs the nearest police officer to investigate. As we speak, District 5 officers and the Harris County Sheriff's Office have been notified, but the Houston Police Department has shown interest and wishes to be informed. The total number of cameras planned for the system is 35.[6] History Houston, known for its rapidly growing population, began designing a second ring road in the 1950s (the first was the I-610 ring created between the 1950s and 1970s). Construction of the motorway has been piecemeal from the opening of the West Belt Drive and Roark Road, two shallow roads, in the mid-1970s, to the completion of the South Belt in the mid-1990s. The Jesse H. Jones Memorial Bridge, the highway crossing of the Houston Ship Channel, was built by the then Texas Turnpike Authority (TTA) and opened in 1982. The TTA, however, refused the opportunity to upgrade the entire ring road, leaving Harris County to upgrade the road to highway standards. However, Harris County could not afford to build and maintain a highway from its general fund. In September 1983, County voters approved a \$7.5 million referendum to create two toll roads, the Hardy Toll Road (basically a relief for I-45 between downtown Houston and Montgomery County) and the Sam Houston Tollway, which would be the main lanes of the Beltway. Shortly after the referendum, the Harris County Commissioners Court created the HCTRA to administer the construction and of the new road system. Judge of County Jon Lindsay is generally accredited for guiding the referendum from his childhood to him, together with the Al of the roadway plan. During the public information campaign leading up to the referendum, the county government published leaflets stating that toll roads would become free once construction costs were recovered, but tolls were not lifted after tolls were paid[7]. In 1989, the Bangles performed at the opening of the section of Beltway 8 between I-10 (Katy Freeway) and US 290.[8] On July 7, 1990, a ceremony, called Road Party II, was held for the opening of the section of Beltway 8 between I-45 (North Freeway) and US 290, was held. The final segment. The organizers had anticipated a crowd of 100,000 people. KLOL, a radio station, sponsored the event. Jerry Lightfoot and The Essential Band made the 80-minute opening set.[9] The band Huey Lewis and the News performed at the ceremony.[8] The US 290-I-45 segment was inaugurated on July 8, 1990. The project was planned and \$133 million (equivalent to \$235 million in 2019[10]) under budget.[9] Despite recent speculation that the Sam Houston Tollway might be sold by HCTRA to a private company, the Harris County Commissioners Court voted unanimously to keep the toll in the hands of the HCTRA. [11] On September 3, 2007, the toll was increased by \$0.25 system-wide, with some exceptions. On February 26, 2011, the construction of the main lanes between I-69/USÀ 59 (Eastex Freeway) and USÀ 90 (Crosby Freeway) was completed, completing the entire ring road system.[12] This section was originally scheduled to be completed between 2007 and 2009, but funding issues delayed its completion.[13]. The project cost \$400 million (equivalent to \$473 million in 2019[10]) and was completed ahead of schedule and under budget.[14] The new 13-mile (21 km) section has three lanes in each direction, and you will need an EZ Tag, TxTag or TollTag to access it. Almost 60 years had passed between the design of the Beltway 8 and the opening of the final section.[2] On August 28, 2017, Hurricane Harvey caused flooding of the Western Belt and damage near I-10.[15] Release List This section contains a missing table of telepoints, for one or more knots. Please help by adding the missing milestones. The whole route is in Harris County. All exits are unnumbered. Locationmi[1][16]kmDestinationsNotes Pasadena SHÀ 225À Deer Park, HoustonLast free anti-clockwise exit before the Jesse Jones Memorial Bridge Red Bluff Road, Pasadena BoulevardPay entry and anti-clockwise exit Spencer Highway, Vista Road, Pine StreetPay clock Entrance and exit counterclockwise Fairmont Parkway, Vista RoadAccess to Bayshore Medical Center Sam Houston East Mainlane Plaza Genoa-Red Bluff Road, Preston Road, Crenshaw clockwise is via Spencer Highway exit; last counterclockwise exit before Houston tollgate7.512.1 SHÀ 3 (Old Galveston Road) I- 45À Galveston, Houston-45 Exit 32 Sabo RoadHourly exit and counterclockwise entry Beamer Road, Sabo Road, Hughes RoadLast RoadUltimo ocita in clockwise before taking the highway toll; road sabo signed anticlockwise; access to the memorial hermann southeast blackhawk roadexit in clockwise and entrance anticlockwise pearland parkway, monroe roadexit in clockwise and entrance anticlockwise shà 35 (telephone road) à « hobby airportnessun entrance time mykawa roadexit anticlockwise and entrance clockwise south wayside driveexit to pay clockwise and entrance anti-clockwise sam houston east mainlane street road road access without toll on sh 288 (so freeway) via frontage street shà 288 tollà / brazoria expressway lake jackson, freeport, downtown houston direct ramp towards sh 288 (south freeway) through toll lanes shquaw access to fort blinlfold toll road through facade roads and hillcroft avenue fondren RoadThe exit in anti-clockwise direction is through the or 90th missouri city oà 90 alt. (south main street) tolled entrance in clockwise and anti-clockwise or south gessner RoadThe exit in anti-clockwise direction is through west airport boulevard houston downtown boulevard free I15c south to the front street beltwayà 8 (frontage road) in the anticlockwise way ocita only 32.251.8Bissonnet anticlockwise street exit and anti-clockwise entrance beechnut street last free ocita in the clockwise before it resumes the toll belire boulevard, westpark tollway exit and anti-clockwise entrance westpark tollwayocite to tollaggio (direct connectors for westpark tollway access to westpark tollway west from sam houston tollway via frontage 36.358.4 fma I10 1093 (westheimer road,) richmond avneuotelled ocita clockwise and entrance anticlockwise briar stranger drivetolled ocita west direction and entrance anticlockwise sam houston southbound mainbound plaza deerwood drive ocita solo bohem driveout west drivefIncordante in senso orario Esegui in senso antiorario Sam Houston Central Mainlane Plaza West Little York Roadclock in senso lato e ingresso in senso antiorario 46.074.0 USA 290 Àc à ~ \*Austin, Downtown Houston Àc à ~

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