



From: Van Horn,TX to Jacksonville Beach,FL

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No, I'm not going to talk about the US 90 in all its entirety, just the section in Houston. US 90 was part of the original 1925 Highway Act, and has existed on generally the same route since then, one of the few US highways that can claim this. US 90 is one of only five US highways that originally passed through Houston, now one of only four.

Historical routing: US 90 has always followed the Missouri,Kansas,Texas Railroad (MKT, which gave Katy its name), until a few years ago when the railroad was demolished. The original routing was along what is now called Old Katy Road, but was originally called just Katy Road. I-10 replaced Katy Road as the original western highway in the early 1960s, and was given the name Katy Freeway in 1965 because houses and businesses along the new freeway already had the address "Old Katy Road". US 90 followed Katy Road until it met up with US 290 (Hempstead Road) on the west side of Houston. After an interesting intersection (that didn't exist until the late 50s, and where the Highway Department was located), US 90 becomes Washington Avenue. In Downtown Houston, US 90 ran along Franklin Avenue heading westbound, and Preston Avenue heading eastbound until Navigation Blvd. where it went north to Jensen Drive. US 90 travelled along Jensen Drive (multiplexing with US 59 for a time) until Liberty Road. It followed Liberty Road to the intersection with US 90A, where it became (and actually still becomes) Beaumont Road. It followed this route until it reached its current routing on the Crosby Freeway. The current routing for US 90: Coming into the area it's a small two-lane highway from Brookshire into Katy, where it becomes Highway Blvd, on the east side of Katy, US 90 joins Interstate 10 and follows it through Downtown to Mc Carty Street, where it goes northeast. Then, somehow, it moves over at Beltway 8 to the new Crosby Freeway and eventually joins back up with the old highway at the Chambers County line.

**Northeast Freeway: The Project Old Enough To Retire**

The Northeast Freeway appeared first on the original freeway planning maps of the 1940s. When the I-10 East/I-610 interchange was built in the 1960s, space was allotted for the future construction of a Northeast Freeway interchange. The freeway remained just a line until the 1970s, when dirt was filled in at the I-10 East/I-610 interchange in eastern Houston, to accomodate for the new freeway. These "ghost ramps" are still visible today, yet the freeway was never built. In the 1980s though, a freeway was constructed from the new East Belt to the Chambers County line to bypass the old US 90 through the towns of Sheldon and Crosby. The freeway was named, the Crosby Freeway. An interchange was also constructed at the intersection of the East Belt and the new freeway, which would eventually turn into a cloverleaf interchange from the service roads. An overpass was also built over the East Belt, yet the East Belt, now overburdened, needs an overpass much more now. The Northeast Freeway was not constructed mainly because of the sparse population that exists in the northeast Houston area. However, it was recently announced that the Northeast Freeway will be built sometime between 2005 and 2008. So more than 50