

years after its original planning, the new freeway will be built.

The US 90 Gap

The Northeast Freeway was supposed to bypass the old US 90 from the I-10/610 interchange all the way to the Chambers County Line. This never happened, but officials determined that a bypass of the section of US 90 that is distant from I-10 (east from Beltway 8) needed a bypass, since some of the road was just two lanes. The Crosby Freeway (as it was called) was completed in the early 1990s from Beltway 8 to the Chambers County line. It offers 70mph interstate-standard bypass of the small 50 and 40mph US 90. However, the section from Beltway 8 to I-610 remains unbuilt, and this provides a problem for the routing of US 90. US 90 is currently along its old route (Beaumont Highway), but switches over at Beltway 8 to the new Crosby Freeway. This creates the US 90 Gap. Until December of 1999, there were no signs directing travellers, perhaps unfamiliar with the confusing routing, how to get back to US 90. Signs used to direct cars to "US 90 West" as straight along the freeway, which ends at a T-intersection with Uvalde Road. Signs along the old US 90, Beaumont Highway, made no mention of US 90 East. At the Beltway 8 intersection, the signs read "Beltway 8 South, Beltway 8 North, and Business US 90 East". This however was corrected shortly after the millenium, with a sign along Beaumont Highway directing people towards "US 90 East", several signs along Beltway 8 directing people towards the seperated 90's, and a sign on US 90 Eastbound directing people to turn onto Beltway 8 south. There was also a "Future US 90" sign added in place of the former "US 90 East" sign at the Beltway 8 intersection with Crosby Freeway. This is intriguing as it's rare for US highways to have a "Future".

Crosby Freeway

The Crosby Freeway is a section of a freeway originally planned in the 1940's. It was built in the early 1990's, and gave people a reason to move to the Crosby area, which was previously hard to access. In addition to this, the old US 90 (now Business US 90) was small, and had low speeds. A freeway bypass was a good idea.

US 90's Child Routes



This is a picture of the junction of Business US 90 and Beltway 8 in northeast Harris County. The quirk here is that the Business US 90 sign is supposed to be shaped like a US Highway sign, but it is shaped like a state highway sign. There are correct signs up the road though. This is the beginning of the only child route of US 90 in the Houston area (despite Alternate US 90, which I don't consider a child route but a separate highway). Business routes spring up when a bypass of the main route is needed, this is what