2020 MTFP LEGEND

MAJOR THOROUGHFARE (R.O.W. ONLY)

- SUFFICIENT WIDTH
- TO BE WIDENED
- PROPOSED

MAJOR COLLECTOR (R.O.W. ONLY)

- SUFFICIENT WIDTH
- TO BE WIDENED
- PROPOSED

MINOR COLLECTOR (R.O.W. ONLY)

- SUFFICIENT WIDTH
- TO BE WIDENED
- PROPOSED

FREEWAY / EXPRESSWAY (R.O.W. ONLY)

- SUFFICIENT WIDTH
- TO BE WIDENED
- PROPOSED
- PROPOSED/SUGGESTED ALIGNMENT *

TRANSIT CORRIDOR

- SUFFICIENT WIDTH
- TO BE WIDENED
- PROPOSED

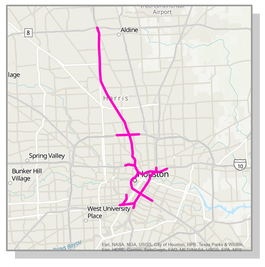
OTHER DESIGNATIONS

- COUNTY BOUNDARY
- RAILROAD
- HOUSTON CITY LIMITS
- LIMITED PURPOSE ANNEXATION **
- HOUSTON ETJ
- RESERVOIR
- WATERWAYS
- SAM HOUSTON PARKWAY (BELTWAY 8)
- HARDY TOLL ROAD
- WESTPARK TOLL ROAD

* THE ALIGNMENT FOR SH 35 AND THE GRAND PARKWAY AS REPRESENTED BY THE SCREEN DESIGNATION ARE CONCEPTUAL IN NATURE AND MAY BE SUBJECT TO MODIFICATION AS DEEMED NECESSARY BY THE FOLLOWING:
SH 35 -- TEXAS DEPARTMENT OF TRANSPORTATION
GRAND PARKWAY -- GRAND PARKWAY ASSOCIATION

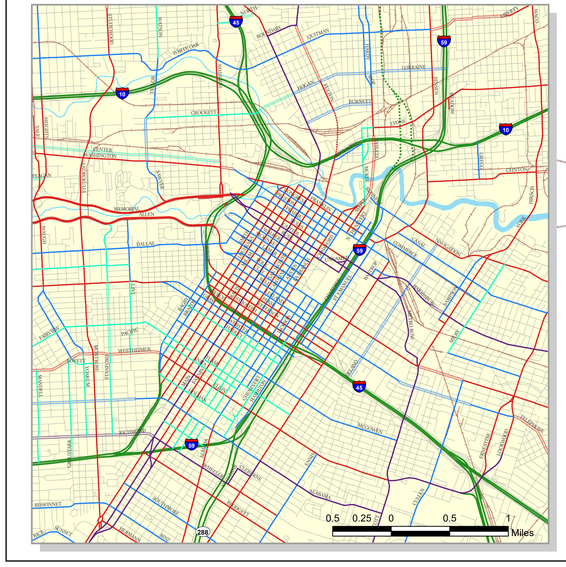
** NOT ALL CITY REGULATIONS APPLY IN AREAS DESIGNATED AS LIMITED PURPOSE ANNEXATION.

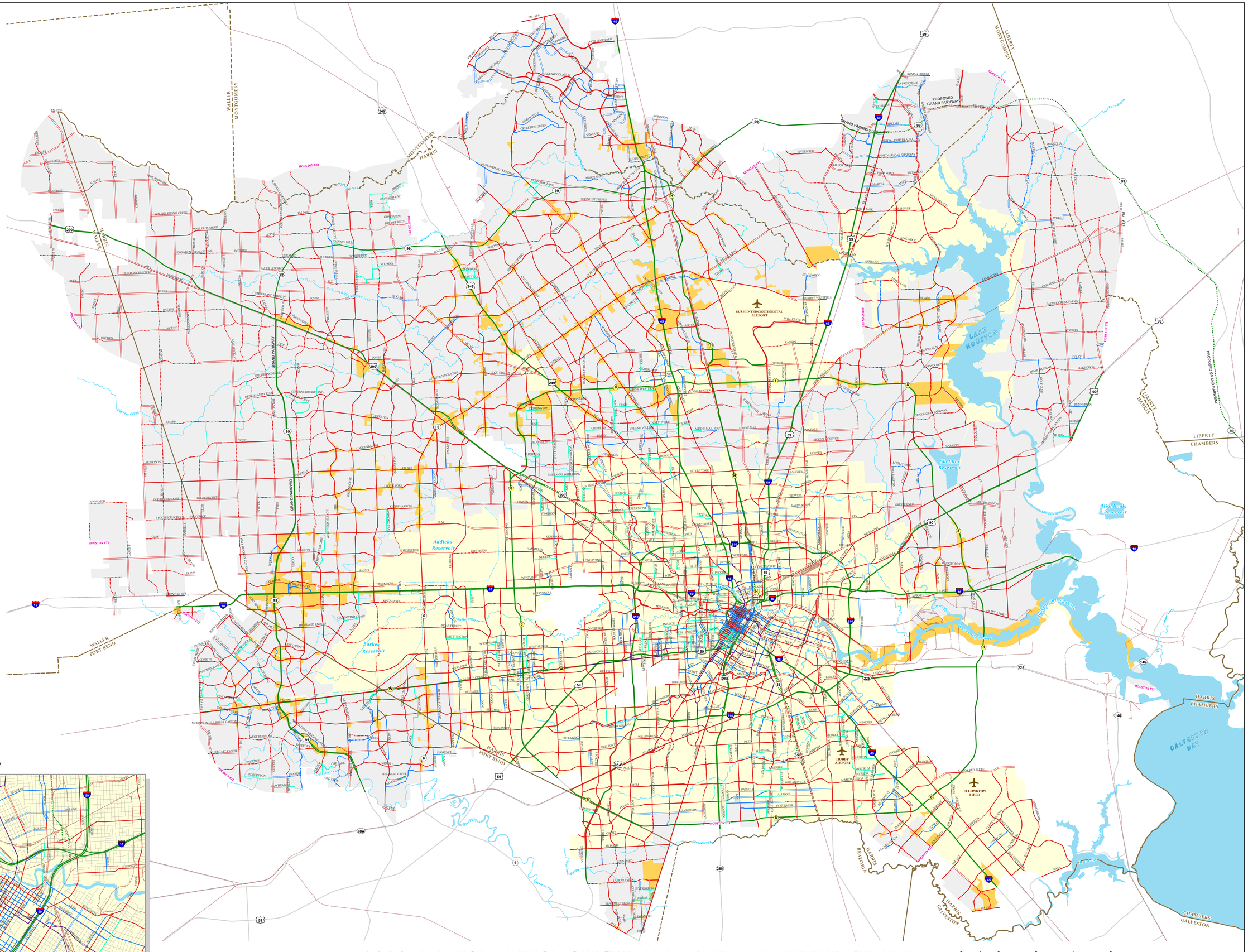
NORTH HOUSTON HIGHWAY IMPROVEMENT PROJECT



PROJECT WEBSITE: www.ih45northandmore.com

GENERAL DOWNTOWN AREA





2020 MAJOR THOROUGHFARE AND FREEWAY PLAN

2 1 0 2 4 6
Miles

ABOUT THE MTFP:

THIS PLAN SHOWS GENERAL LOCATIONS ONLY WHICH ARE SUBJECT TO MODIFICATION TO FIT LOCAL CONDITIONS. THE "TO BE ACQUIRED" SYMBOL REPRESENTS A 500 FOOT WIDE CORRIDOR. THE MTFP IS A SCHEMATIC REPRESENTATION OF ROW. IT IS A TOOL FOR GUIDING ROW DEDICATIONS,

BUILDING SETBACKS, AND OTHER DEVELOPMENT ACTIONS AS OUTLINED IN CHAPTER 42 OF THE CODE OF ORDINANCES. ADDITIONAL ROW MAY BE REQUIRED AT INTERSECTIONS FOR TURNING LANES AND TRANSITIONS.

THE GENERAL DOWNTOWN INSERT MAP IS AN ENLARGEMENT OF THE CENTRAL BUSINESS DISTRICT MAJOR ROADWAY NETWORK.

EFFECTIVE APRIL 17, 1996, THE STREET HIERARCHY CLASSIFICATION SYSTEM SUPPLEMENTED THE MAJOR FREEWAY AND THOROUGHFARE PLAN (MTFP) BY DEFINING THE FUNCTION, PROJECTED NUMBER OF LANES, AND MINIMUM ROW WIDTH REQUIREMENT FOR STREET SEGMENTS.

THE CLASSIFICATION IS AS FOLLOWS:
EXAMPLE -- "P-6-100"
"P", "T", "MJ", "MN" OR "TCS" -- FUNCTIONAL CLASS (PRINCIPAL THOROUGHFARE, THOROUGHFARE, MAJOR COLLECTOR, MINOR COLLECTOR OR TRANSIT CORRIDOR STREET)
"6" -- PROJECTED NUMBER OF LANES
"100" -- MINIMUM ROW WIDTH

ON APRIL 29, 1998, CITY COUNCIL ADOPTED THE COLLECTOR AS AN ADDITIONAL STREET CATEGORY.

STREET ROW WIDTH REQUIREMENTS SHALL COMPLY WITH THE STREET HIERARCHY CLASSIFICATION TABLE. STREETS DESIGNATED ON THE MAJOR THOROUGHFARE AND FREEWAY PLAN THAT ARE NOT IDENTIFIED ON THE STREET HIERARCHY TABLE SHALL COMPLY WITH THE REQUIREMENTS OF CHAPTER 42 OF THE CODE OF ORDINANCES. THE STREET HIERARCHY ROW DEFINES THE GENERAL MINIMUM WIDTH OF STREET SEGMENTS. THE CITY OR COUNTY ENGINEERING DEPARTMENT RESERVES THE RIGHT TO REQUIRE ADDITIONAL ROW AT INTERSECTIONS OR OTHER LOCATIONS AS DEEMED NECESSARY TO ENHANCE MOBILITY.

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HOUSTON PLANNING COMMISSION

MARTY STEIN, CHAIR
MARGARET WALLACE BROWN, SECRETARY

APPROVED BY HOUSTON PLANNING COMMISSION ON AUGUST 20, 2020

ADOPTED BY HOUSTON CITY COUNCIL ON SEPTEMBER 30, 2020

COUNCIL MOTION 2020-0500