

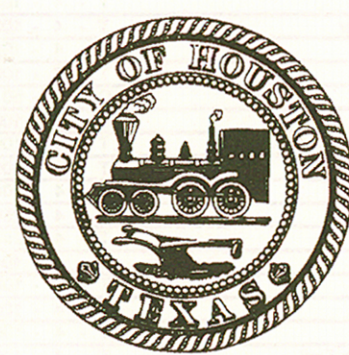
CBD INSET

1997  
MTFP

# 1997 MAJOR THOROUGHFARE AND FREEWAY PLAN

HOUSTON PLANNING COMMISSION  
CHAIRMAN, M. MARVIN KATZ SECRETARY, ROBERT M. LITKE  
ADOPTED BY HOUSTON CITY COUNCIL ON APRIL 29, 1998 (ORD. 98-334)  
APPROVED BY HOUSTON PLANNING COMMISSION ON NOVEMBER 13, 1997

- MAJOR COLLECTORS (R.O.W. ONLY)**
- SUFFICIENT WIDTH
  - TO BE WIDENED
  - TO BE ACQUIRED
- MAJOR THOROUGHFARES (R.O.W. ONLY)**
- SUFFICIENT WIDTH
  - TO BE WIDENED
  - TO BE ACQUIRED
- FREEWAYS / EXPRESSWAYS (R.O.W. ONLY)**
- SUFFICIENT WIDTH
  - TO BE WIDENED
  - TO BE ACQUIRED
- BOUNDARIES**
- CITY LIMIT LINES
  - HOUSTON ETJ BOUNDARY
  - COUNTY LINES
- OTHER JURISDICTIONS**
- MYKAWA FREEWAY - TEXAS DEPARTMENT OF TRANSPORTATION
  - GRAND PARKWAY - GRAND PARKWAY ASSOCIATION



NOTE: EFFECTIVE APRIL 17, 1998, THE STREET HIERARCHY CLASSIFICATION SYSTEM SUPPLEMENTED THE MAJOR THOROUGHFARE AND FREEWAY PLAN BY CARRYING THE FUNCTION, PROJECTED NUMBER OF LANES, AND MINIMUM RIGHT-OF-WAY WIDTH REQUIREMENT OF STREET SEGMENTS, ON APRIL 29, 1998, CITY COUNCIL ADOPTED THE COLLECTOR AS AN ADDITIONAL STREET CATEGORY.

THE CLASSIFICATION SYSTEM IS AS FOLLOWS:  
EXAMPLE: "P-10-100"  
"P" - "P" OR "C" - FUNCTIONAL CLASS (PRINCIPAL THOROUGHFARE, THOROUGHFARE, OR COLLECTOR)  
"10" - PROJECTED NUMBER OF LANES  
"100" - MINIMUM RIGHT-OF-WAY WIDTH

STREET RIGHT-OF-WAY WIDTH REQUIREMENTS SHALL COMPLY WITH THE STREET HIERARCHY CLASSIFICATION AS SHOWN ON THE MAJOR THOROUGHFARE AND FREEWAY PLAN AS OUTLINED IN CHAPTER 42 OF THE CODE OF ORDINANCES. THE STREET HIERARCHY RIGHT-OF-WAY DETERMINES THE GENERAL MINIMUM WIDTH OF THE STREET SEGMENT. THE CITY OR COUNTY ENGINEERING DEPARTMENT RESERVE THE RIGHT TO REQUIRE ADDITIONAL RIGHT-OF-WAY AT INTERSECTIONS OR OTHER LOCATIONS AS DEEMED NECESSARY TO ENHANCE MOBILITY.

ABOUT THE MTFP:  
THIS PLAN SHOWS GENERAL LOCATIONS ONLY WHICH ARE SUBJECT TO MODIFICATION TO FIT LOCAL CONDITIONS.  
THE SYMBOLS REPRESENT 600 FOOT WIDE CORRIDORS.  
THE MAJOR THOROUGHFARE AND FREEWAY PLAN IS A SCHEMATIC REPRESENTATION OF RIGHT-OF-WAY. IT IS A TOOL FOR GUIDING RIGHT-OF-WAY DEDICATIONS, BUILDING SETBACKS, AND OTHER DEVELOPMENT ACTIONS AS OUTLINED IN CHAPTER 42 OF THE CODE OF ORDINANCES. ADDITIONAL RIGHTS-OF-WAY MAY BE REQUIRED AT INTERSECTIONS FOR TURNING LANES AND TRANSITIONS. THESE NEEDS ARE NOT SHOWN BY SYMBOLS.  
THIS MAP DOES NOT REFLECT SCHEDULED ROAD CONSTRUCTION.