



CBD INSET

1999 MAJOR THOROUGHFARE AND FREEWAY PLAN

HOUSTON PLANNING COMMISSION
CHAIRMAN, M. MARVIN KATZ SECRETARY, ROBERT M. LITKE
APPROVED BY HOUSTON PLANNING COMMISSION ON OCTOBER 28, 1999
ADOPTED BY HOUSTON CITY COUNCIL ON NOVEMBER 23, 1999 COUNCIL MOTION 99-2020

- 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



NOTE: EFFECTIVE APRIL 17, 1996, THE STREET HIERARCHY CLASSIFICATION SYSTEM SUPERSEDED THE MAJOR THOROUGHFARE AND FREEWAY PLAN BY DESIGNATING THE FUNCTION, INCLUDING THE NUMBER OF LANES AND MINIMUM RIGHT-OF-WAY WIDTH REQUIREMENT OF STREET SEGMENTS. ON APRIL 26, 1996, CITY COUNCIL ADOPTED THE COLLECTOR AS AN ADDITIONAL STREET CATEGORY.

THE CLASSIFICATION SYSTEM IS AS FOLLOWS:
EXAMPLE - "75-100"
"75" - "F" OR "C" - FUNCTIONAL CLASS: PRINCIPAL THOROUGHFARE, THOROUGHFARE, OR COLLECTOR
"100" - PROJECTED NUMBER OF LANES
"75" - MINIMUM RIGHT-OF-WAY WIDTH

STREET RIGHT-OF-WAY WIDTH REQUIREMENTS SHALL COMPLY WITH THE STREET HIERARCHY CLASSIFICATION AS ATTACHED (SEE REVENUE PLAN). STREETS DESIGNATED ON THE MAJOR THOROUGHFARE AND FREEWAY PLAN THAT DO NOT HAVE A STREET HIERARCHY CLASSIFICATION SHALL COMPLY WITH THE REQUIREMENTS OF CHAPTER 42 OF THE CODE OF ORDINANCES. THE STREET HIERARCHY RIGHT-OF-WAY DEFERS 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 MTPP
THIS PLAN SHOWS GENERAL LOCATIONS ONLY WHICH ARE SUBJECT TO MODIFICATION TO FIT LOCAL CONDITIONS.

THE SYMBOLS REPRESENT DO NOT FOOT CORRIDORS.

THE MAJOR THOROUGHFARE AND FREEWAY PLAN IS A SCHEMATIC REPRESENTATION OF RIGHTS-OF-WAY. IT IS A TOOL FOR GUIDING RIGHT-OF-WAY ACQUISITIONS, BUILDING SET BACKS, 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 RIGHTS ARE NOT SHOWN BY SYMBOLS.

THIS MAP DOES NOT REFLECT SCHEDULED ROAD CONSTRUCTION.

THE ALIGNMENTS OF THE MYKAWA FREEWAY AND GRAND PARKWAY AS REPRESENTED BY THIS SYMBOL DESIGNATION ARE CONCEPTUAL IN NATURE AND MAY BE SUBJECT TO MODIFICATION AS DEEMED NECESSARY BY THE FOLLOWING:
MYKAWA FREEWAY - TEXAS DEPARTMENT OF TRANSPORTATION
GRAND PARKWAY - GRAND PARKWAY ASSOCIATION