



## 2000 MAJOR THOROUGHFARE AND FREEWAY PLAN

HOUSTON PLANNING COMMISSION  
CHAIRMAN, M. MARVIN KATZ SECRETARY, ROBERT M. LITKE  
APPROVED BY HOUSTON PLANNING COMMISSION ON DECEMBER 28, 2000  
ADOPTED BY HOUSTON CITY COUNCIL ON FEBRUARY 7, 2001 COUNCIL MOTION 2001-0137

### 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

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

### BOUNDARIES

- CITY LIMITS
- HOUSTON ETJ BOUNDARY
- COUNTY LINES
- WATERWAYS

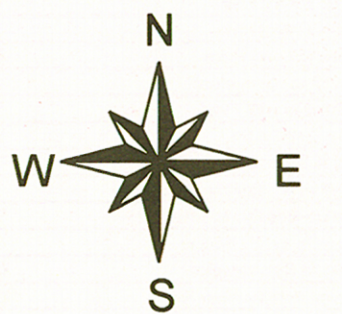
NOTE:  
EFFECTIVE APRIL 17, 1996, THE STREET HIERARCHY CLASSIFICATION SYSTEM REDESIGNED THE MAJOR THOROUGHFARE AND FREEWAY PLAN BY DEFINING THE FUNCTION, PROJECTED NUMBER OF LANES, AND MINIMUM RIGHT-OF-WAY WIDTH REQUIREMENT OF STREET CATEGORIES. ON APRIL 29, 1996, CITY COUNCIL ADOPTED THE COLLECTOR AS AN ADDITIONAL STREET CATEGORY.  
THE CLASSIFICATION SYSTEM IS AS FOLLOWS:  
EXAMPLE - "R-4-100"  
"R" - FUNCTIONAL CLASS (PRINCIPAL THOROUGHFARE, THOROUGHFARE, OR COLLECTOR)  
"4" - PROJECTED NUMBER OF LANES  
"100" - MINIMUM RIGHT-OF-WAY WIDTH

STREET RIGHT-OF-WAY WIDTH REQUIREMENTS SHALL COMPLY WITH THE STREET HIERARCHY CLASSIFICATION AS ATTACHED (SEE REVERSE SIDE). STREETS DESIGNATED ON THE MAJOR THOROUGHFARE AND FREEWAY PLAN THAT DO NOT HAVE A STREET HIERARCHY CLASSIFICATION SHALL COMPLY WITH THE REQUIREMENTS OF CHAPTER 62 OF THE CODE OF ORDINANCES. THE STREET HIERARCHY RIGHT-OF-WAY WIDTHS ARE THE GENERAL MINIMUM WIDTHS FOR THE STREET DESIGN. THE CITY OR COUNTY ENGINEER SHALL DETERMINE THE RIGHT-OF-WAY WIDTHS REQUIRED AT INTERSECTIONS OR OTHER LOCATIONS AS DEEMED NECESSARY TO ENHANCE MOBILITY.

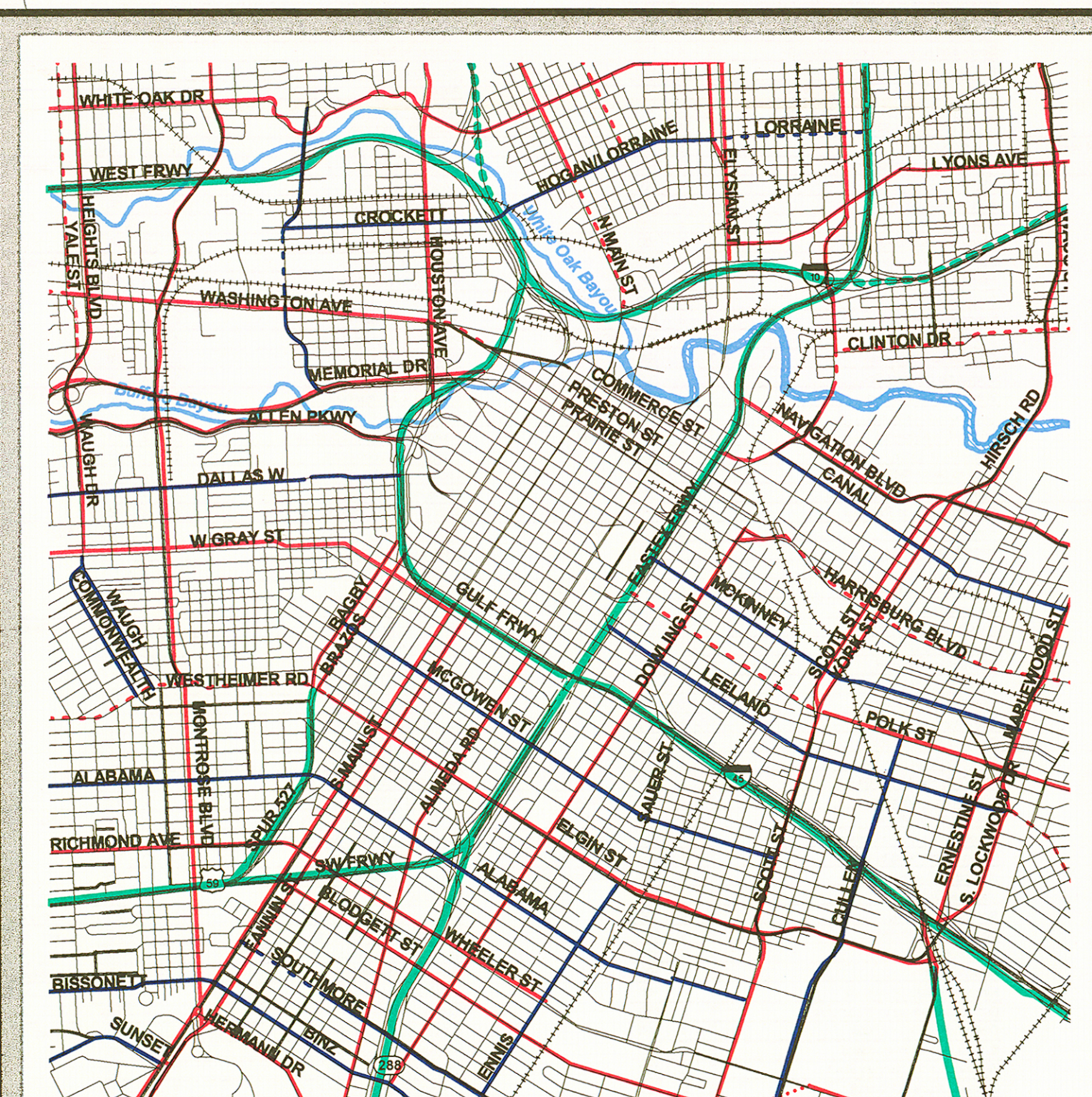
ABOUT THE MTFP:  
THIS PLAN SHOWS GENERAL LOCATIONS ONLY WHICH ARE SUBJECT TO MODIFICATION TO FIT LOCAL CONDITIONS.

THE SYMBOLS REPRESENT 500 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 DESIGNATIONS, BUILDING SET BACKS, AND OTHER DEVELOPMENT ACTIONS AS OUTLINED IN CHAPTER 62 OF THE CODE OF ORDINANCES. ADDITIONAL RIGHTS-OF-WAY MAY BE REQUIRED AT INTERSECTIONS FOR TRAVEL LANES AND TRANSITIONS. THERE NEEDS ARE NOT SHOWN BY SYMBOLS.

THIS MAP DOES NOT REFLECT SCHEDULED ROAD CONSTRUCTION.



1 0 1 2 3 4 5 6 Miles



CBD INSET