

2001 MAJOR THOROUGHFARE AND FREEWAY PLAN

HOUSTON PLANNING COMMISSION
CHAIRMAN: M. MARVIN KATZ SECRETARY: ROBERT M. LITKE

APPROVED BY HOUSTON PLANNING COMMISSION ON NOVEMBER 29, 2001
ADOPTED BY HOUSTON CITY COUNCIL ON DECEMBER 19, 2001 COUNCIL MOTION 2001-1361

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)

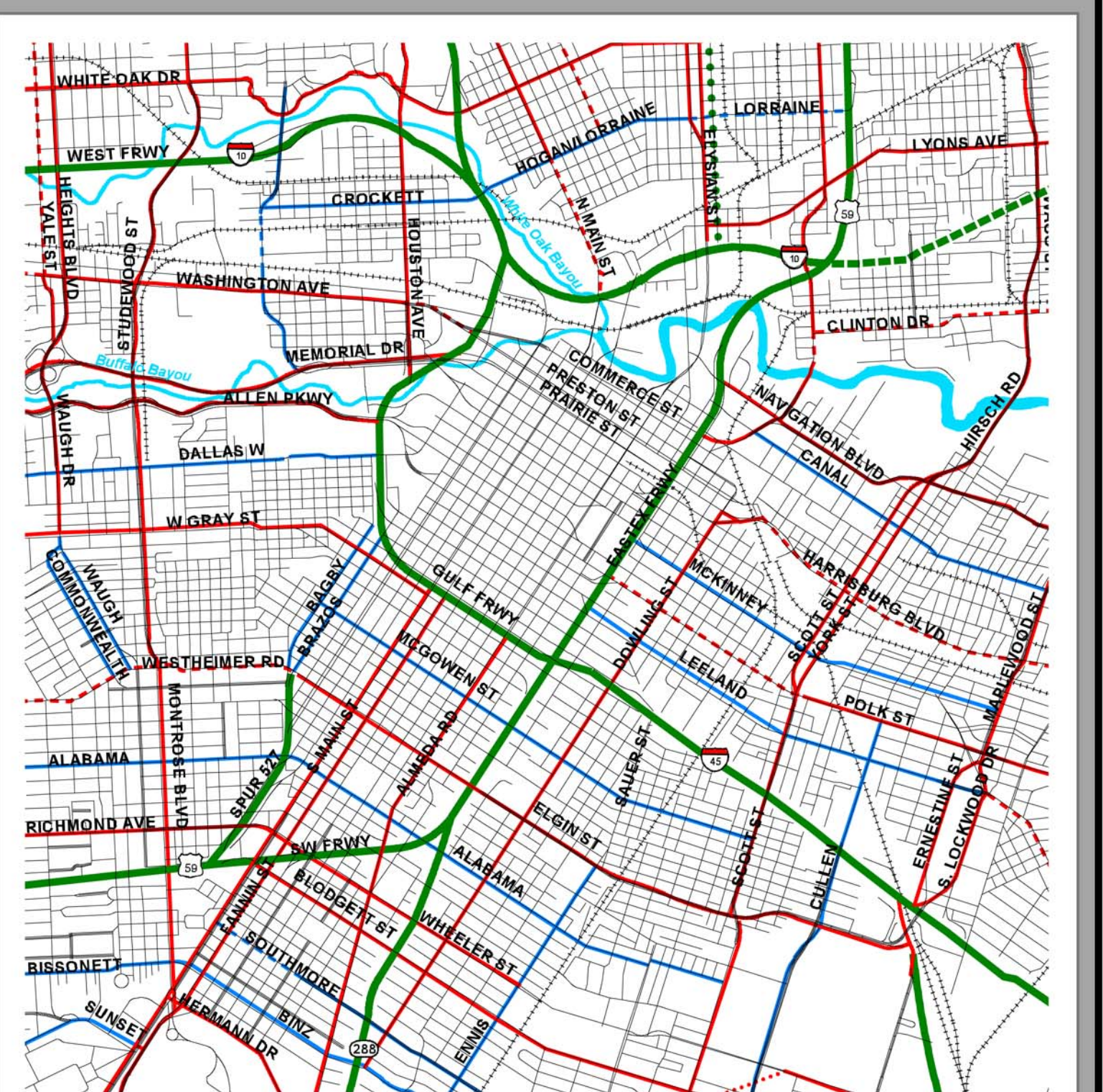
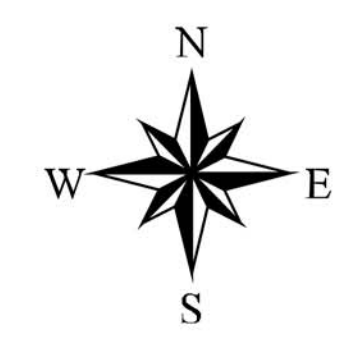
- SUFFICIENT WIDTH
- TO BE WIDENED
- TO BE ACQUIRED
- FREEWAYS CROSSING OTHER JURISDICTIONS

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

BOUNDARIES

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

NOTE:
EFFECTIVE APRIL 11, 1986, THE STREET HIERARCHY CLASSIFICATION SYSTEM SUPPLEMENTED THE MAJOR THOROUGHFARE AND FREEWAY PLAN BY DEFINING THE FUNCTION, PROJECTED NUMBER OF LANES, AND MINIMUM RIGHT-OF-WAY WIDTH REQUIREMENT OF STREET SEGMENTS. ON APRIL 29, 1986, CITY COUNCIL ADOPTED THE COLLECTOR AS AN ADDITIONAL STREET CATEGORY.
THE CLASSIFICATION SYSTEM IS AS FOLLOWS:
EXAMPLE: "P-4-100"
"P" - FUNCTIONAL CLASS (PRINCIPAL THOROUGHFARE)
"4" - THOROUGHFARE OR COLLECTOR
"100" - 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 45 OF THE CODE OF ORDINANCES. THE STREET HIERARCHY RIGHT-OF-WAY DEFINES THE GENERAL MINIMUM WIDTH OF THE STREET SEGMENT. THE CITY OR COUNTY ENGINEERING DEPARTMENTS 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 500 FOOT WIDE 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 45 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.



CBD INSET