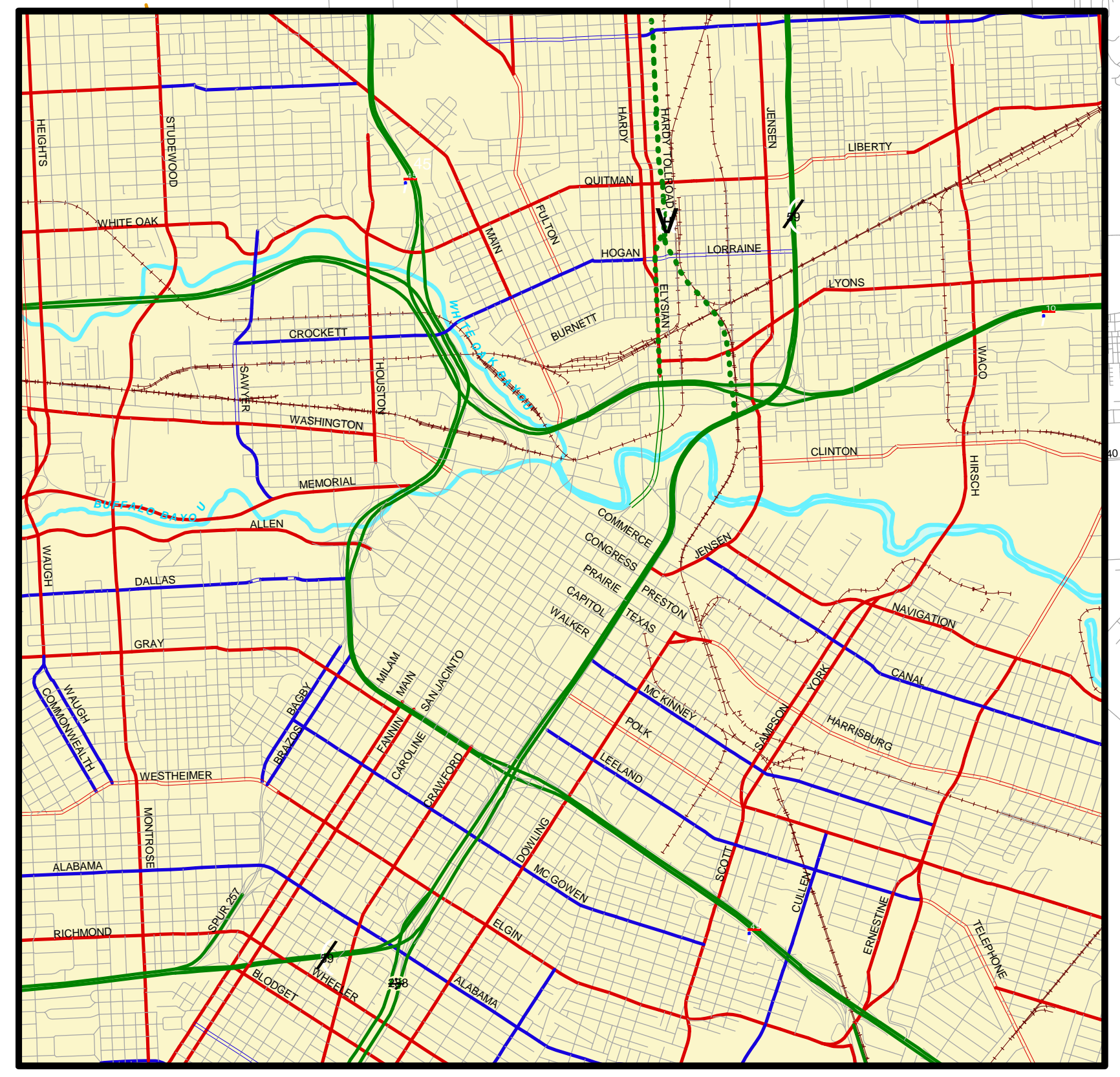


CBD INSET



- MAJOR COLLECTORS (R.O.W. ONLY)**
- SUFFICIENT WIDTH
  - TO BE WIDENED
  - TO BE ACQUIRED
- MAJOR THOROUGHFARE (R.O.W. ONLY)**
- SUFFICIENT WIDTH
  - TO BE WIDENED
  - TO BE ACQUIRED
- FREWAYS / EXPRESSWAYS (R.O.W. ONLY)**
- SUFFICIENT WIDTH
  - TO BE WIDENED
  - TO BE ACQUIRED
  - PROPOSED / SUGGESTED ALIGNMENT \*
- BOUNDARIES / OTHERS**
- CITY LIMITS
  - LIMITED PURPOSE ANNEXATION \*\*
  - HOUSTON ETJ
  - OTHER CITIES
  - COUNTY BOUNDARY
  - RAILROADS
  - WATERWAYS

# 2003 MAJOR THOROUGHFARE AND FREEWAY PLAN



HOUSTON PLANNING COMMISSION  
CHAIRMAN, M. MARVIN KATZ  
SECRETARY, ROBERT M. LITKE  
APPROVED BY HOUSTON PLANNING COMMISSION ON AUGUST 7, 2003  
APPROVED BY HOUSTON CITY COUNCIL ON SEPTEMBER 17, 2003  
COUNCIL MOTION 2003-1133

NOTE:  
EFFECTIVE APRIL 17, 1996, THE STREET HIERARCHY CLASSIFICATION SYSTEM SUPPLEMENTED THE MAJOR FREEWAY AND THOROUGHFARE PLAN (MTP) BY DEFINING THE FUNCTION, PROJECTED NUMBER OF LANES, AND MINIMUM RIGHT-OF-WAY (ROW) WIDTH REQUIREMENTS FOR STREET SEGMENTS. ON APRIL 28, 1996, CITY COUNCIL ADOPTED THE CLASSIFICATION AS FOLLOWS:  
EXAMPLE: 36' ROW  
10' TO 12' FUNCTIONAL CLASS (PRINCIPAL THOROUGHFARE, THOROUGHFARE, OR COLLECTOR)  
100' MINIMUM RIGHT-OF-WAY WIDTH  
THE MTP DOES NOT REFLECT SCHEDULED ROAD CONSTRUCTION.  
\* THE ALIGNMENT FOR SH-36 AND GRAND PARKWAY ARE AS REPRESENTED BY THE SCREEN DESIGNATION ARE CONCEPTUAL.  
\*\* SH-36: TEXAS DEPARTMENT OF TRANSPORTATION. WIDENING NECESSARY BY THE FOLLOWING:  
GRAND PARKWAY - GRAND PARKWAY ASSOCIATION.  
\*\* ALL CITY REGULATIONS DO NOT APPLY IN AREAS DESIGNATED AS LIMITED PURPOSE ANNEXATION.

ABOUT THE MTP  
THIS PLAN SHOWS GENERAL LOCATION ONLY WHICH ARE SUBJECT TO MODIFICATION TO FIT LOCAL CONDITIONS.  
THE SYMBOL REPRESENTS A 60-FOOT WIDE CORRIDOR.  
THE MTP IS A SCHEMATIC REPRESENTATION OF ROW. IT IS A TOOL FOR GROUND ROW DESIGNATIONS, BUILDING SET BACKS, AND OTHER DEVELOPMENT ACTIONS AS OUTLINED IN CHAPTER 10 OF THE CODE OF ORDINANCES. ADDITIONAL ROW MAY BE REQUIRED AT INTERSECTIONS FOR TURNING LANES AND TRANSITIONS. THESE NEEDS ARE SHOWN BY SYMBOLS.  
THE MTP DOES NOT REFLECT SCHEDULED ROAD CONSTRUCTION.  
\* THE ALIGNMENT FOR SH-36 AND GRAND PARKWAY ARE AS REPRESENTED BY THE SCREEN DESIGNATION ARE CONCEPTUAL.  
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