

2020 MTFP LEGEND

- MAJOR THOROUGHFARE (R.O.W. ONLY)**
 - SUFFICIENT WIDTH
 - TO BE WIDENED
 - PROPOSED
- MAJOR COLLECTOR (R.O.W. ONLY)**
 - SUFFICIENT WIDTH
 - TO BE WIDENED
 - PROPOSED
- MINOR COLLECTOR (R.O.W. ONLY)**
 - SUFFICIENT WIDTH
 - TO BE WIDENED
 - PROPOSED
- FREEWAY / EXPRESSWAY (R.O.W. ONLY)**
 - SUFFICIENT WIDTH
 - TO BE WIDENED
 - PROPOSED
 - PROPOSED/SUGGESTED ALIGNMENT*
- TRANSIT CORRIDOR**
 - SUFFICIENT WIDTH
 - TO BE WIDENED
 - PROPOSED
- OTHER DESIGNATIONS**
 - COUNTY BOUNDARY
 - RAILROAD
 - HOUSTON CITY LIMITS
 - LIMITED PURPOSE ANNEXATION**
 - HOUSTON ETJ
 - RESERVOIR
 - WATERWAYS
 - SAM HOUSTON PARKWAY (BELTWAY 8)
 - HARDY TOLL ROAD
 - WESTPARK TOLL ROAD

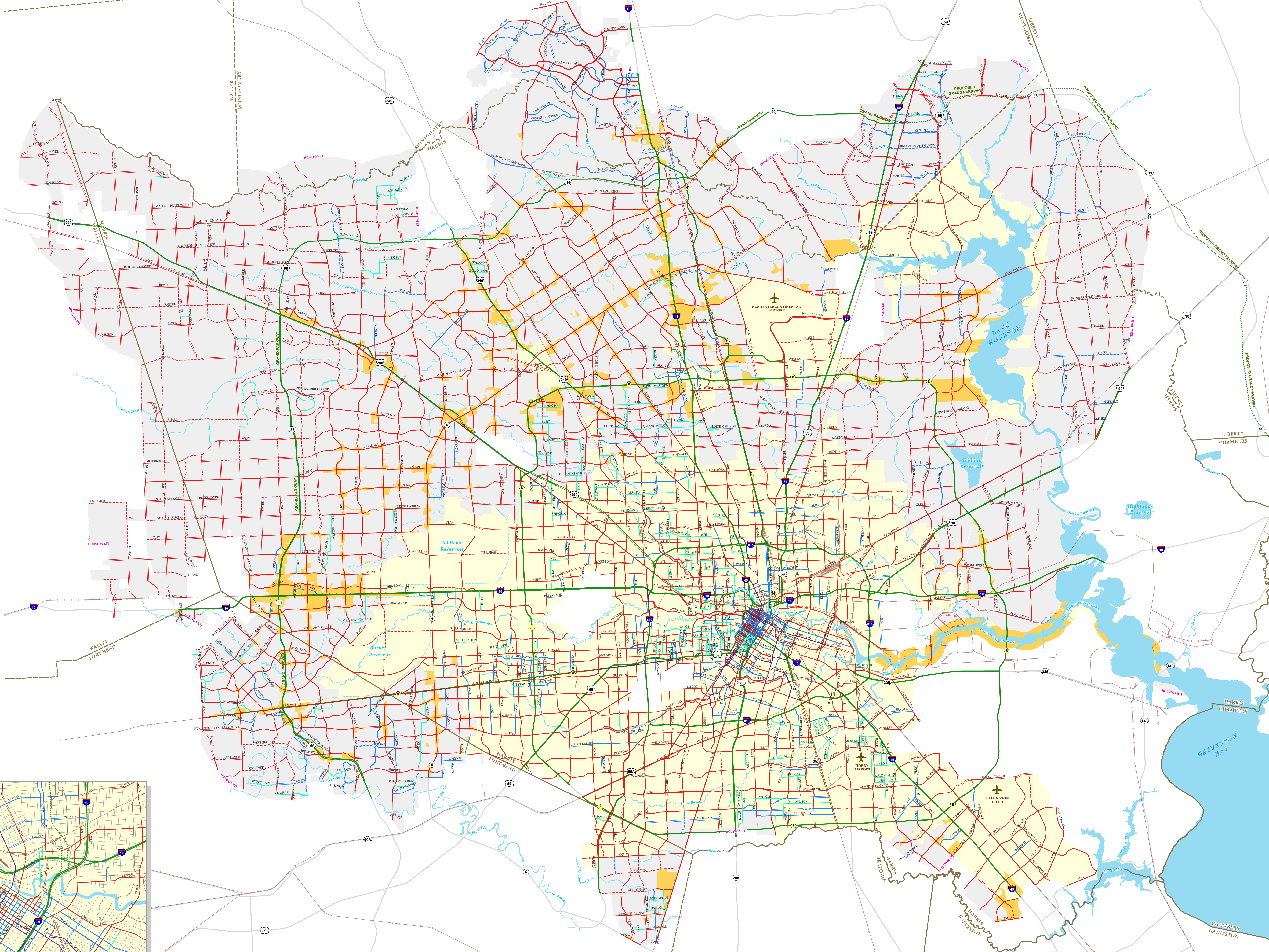
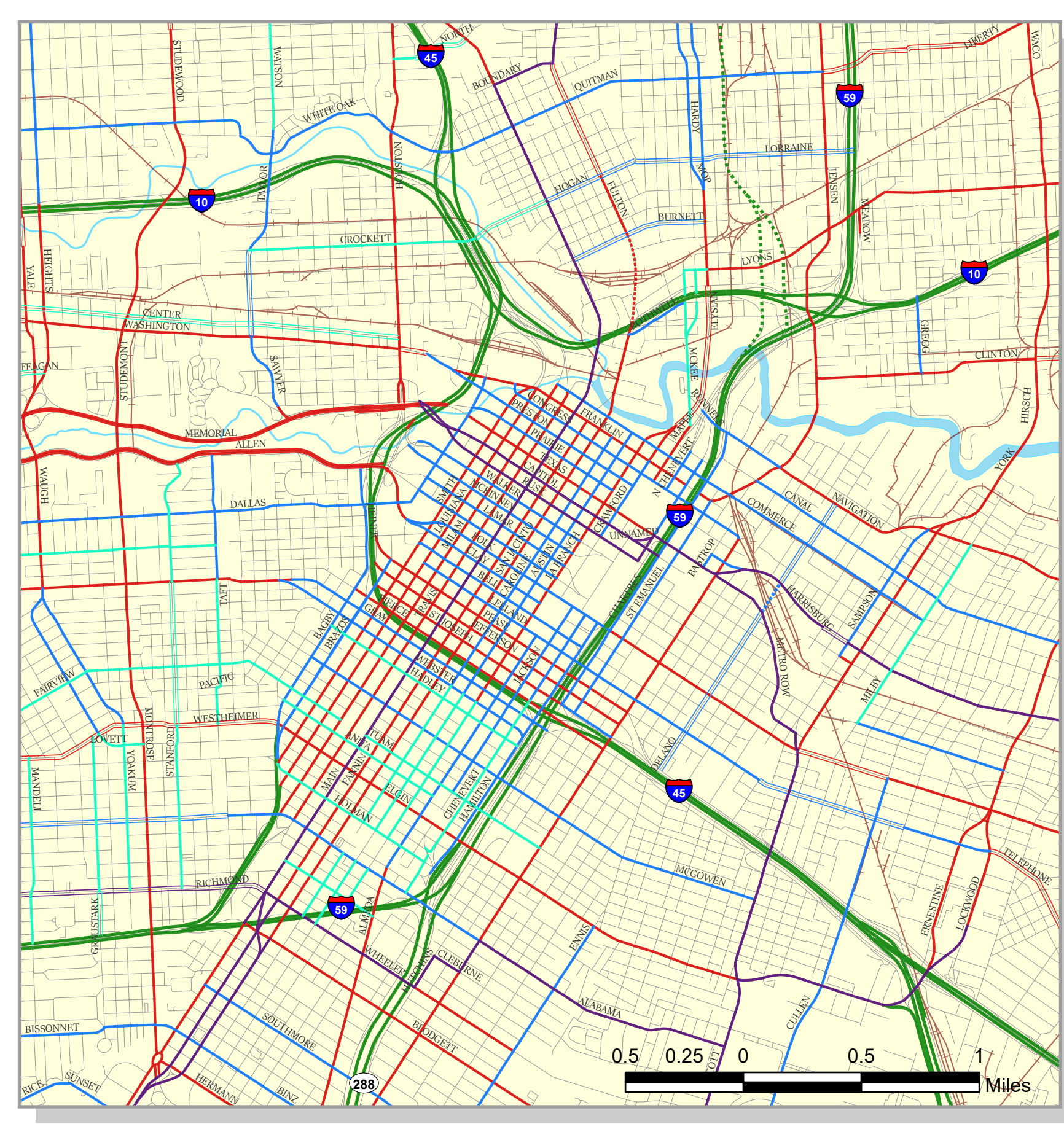
* THE ALIGNMENT FOR SH 35 AND THE GRAND PARKWAY AS REPRESENTED BY THE SCREEN DESIGNATION ARE CONCEPTUAL IN NATURE AND MAY BE SUBJECT TO MODIFICATION AS DEEMED NECESSARY BY THE FOLLOWING:
 SH 35 - TEXAS DEPARTMENT OF TRANSPORTATION GRAND PARKWAY - GRAND PARKWAY ASSOCIATION
 ** NOT ALL CITY REGULATIONS APPLY IN AREAS DESIGNATED AS LIMITED PURPOSE ANNEXATION.

NORTH HOUSTON HIGHWAY IMPROVEMENT PROJECT

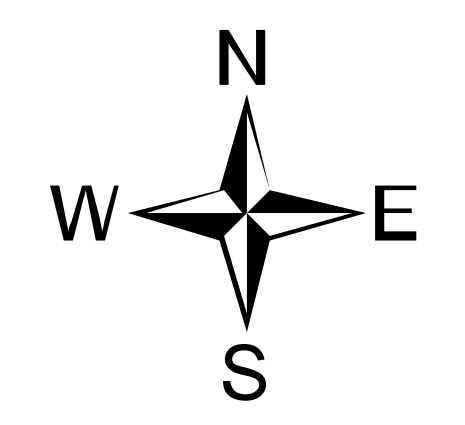
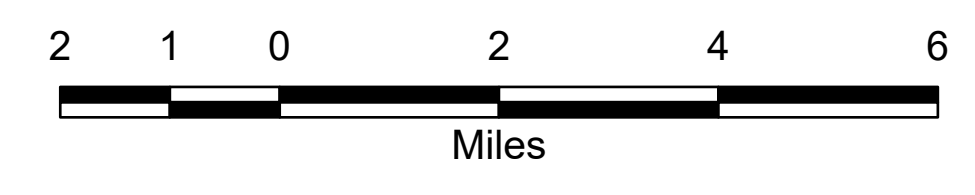


PROJECT WEBSITE: www.IH45northandmore.com

GENERAL DOWNTOWN AREA



2020 MAJOR THOROUGHFARE AND FREEWAY PLAN



ABOUT THE MTFP:

THIS PLAN SHOWS GENERAL LOCATIONS ONLY WHICH ARE SUBJECT TO MODIFICATION TO FIT LOCAL CONDITIONS. THE "TO BE ACQUIRED" SYMBOL REPRESENTS A 500 FOOT WIDE CORRIDOR. THE MTFP IS A SCHEMATIC REPRESENTATION OF ROW. IT IS A TOOL FOR GUIDING ROW DEDICATIONS, BUILDING SETBACKS, AND OTHER DEVELOPMENT ACTIONS AS OUTLINED IN CHAPTER 42 OF THE CODE OF ORDINANCES. ADDITIONAL ROW MAY BE REQUIRED AT INTERSECTIONS FOR TURNING LANES AND TRANSITIONS.
 THE GENERAL DOWNTOWN INSERT MAP IS AN ENLARGEMENT OF THE CENTRAL BUSINESS DISTRICT MAJOR ROADWAY NETWORK.

EFFECTIVE APRIL 17, 1996, THE STREET HIERARCHY CLASSIFICATION SYSTEM SUPPLEMENTED THE MAJOR FREEWAY AND THOROUGHFARE PLAN (MTFP) BY DEFINING THE FUNCTION, PROJECTED NUMBER OF LANES, AND MINIMUM ROW WIDTH REQUIREMENT FOR STREET SEGMENTS.
 THE CLASSIFICATION IS AS FOLLOWS:
 EXAMPLE - "P4-100"
 "P", "T", "M", "MN" OR "CS" - FUNCTIONAL CLASS (PRINCIPAL THOROUGHFARE, THOROUGHFARE, MAJOR COLLECTOR, MINOR COLLECTOR OR TRANSIT CORRIDOR STREET)
 "4" - PROJECTED NUMBER OF LANES
 "100" - MINIMUM ROW WIDTH
 ON APRIL 29, 1998, CITY COUNCIL ADOPTED THE COLLECTOR AS AN ADDITIONAL STREET CATEGORY.

STREET ROW WIDTH REQUIREMENTS SHALL COMPLY WITH THE STREET HIERARCHY CLASSIFICATION TABLE. STREETS DESIGNATED ON THE MAJOR THOROUGHFARE AND FREEWAY PLAN THAT ARE NOT IDENTIFIED ON THE STREET HIERARCHY TABLE SHALL COMPLY WITH THE REQUIREMENTS OF CHAPTER 42 OF THE CODE OF ORDINANCES. THE STREET HIERARCHY ROW DEFINES THE GENERAL MINIMUM WIDTH OF STREET SEGMENTS. THE CITY OR COUNTY ENGINEERING DEPARTMENT RESERVES THE RIGHT TO REQUIRE ADDITIONAL ROW AT INTERSECTIONS OR OTHER LOCATIONS AS DEEMED NECESSARY TO ENHANCE MOBILITY.

HOUSTON PLANNING COMMISSION
 MARTY STEIN, CHAIR
 MARGARET WALLACE BROWN, SECRETARY
 APPROVED BY HOUSTON PLANNING COMMISSION ON AUGUST 20, 2020
 ADOPTED BY HOUSTON CITY COUNCIL ON SEPTEMBER 30, 2020
 COUNCIL MOTION 2020-0500