

20: Narrow Cross Section Through Design Exceptions

Reducir la Sección Transversal con Excepciones de Diseño

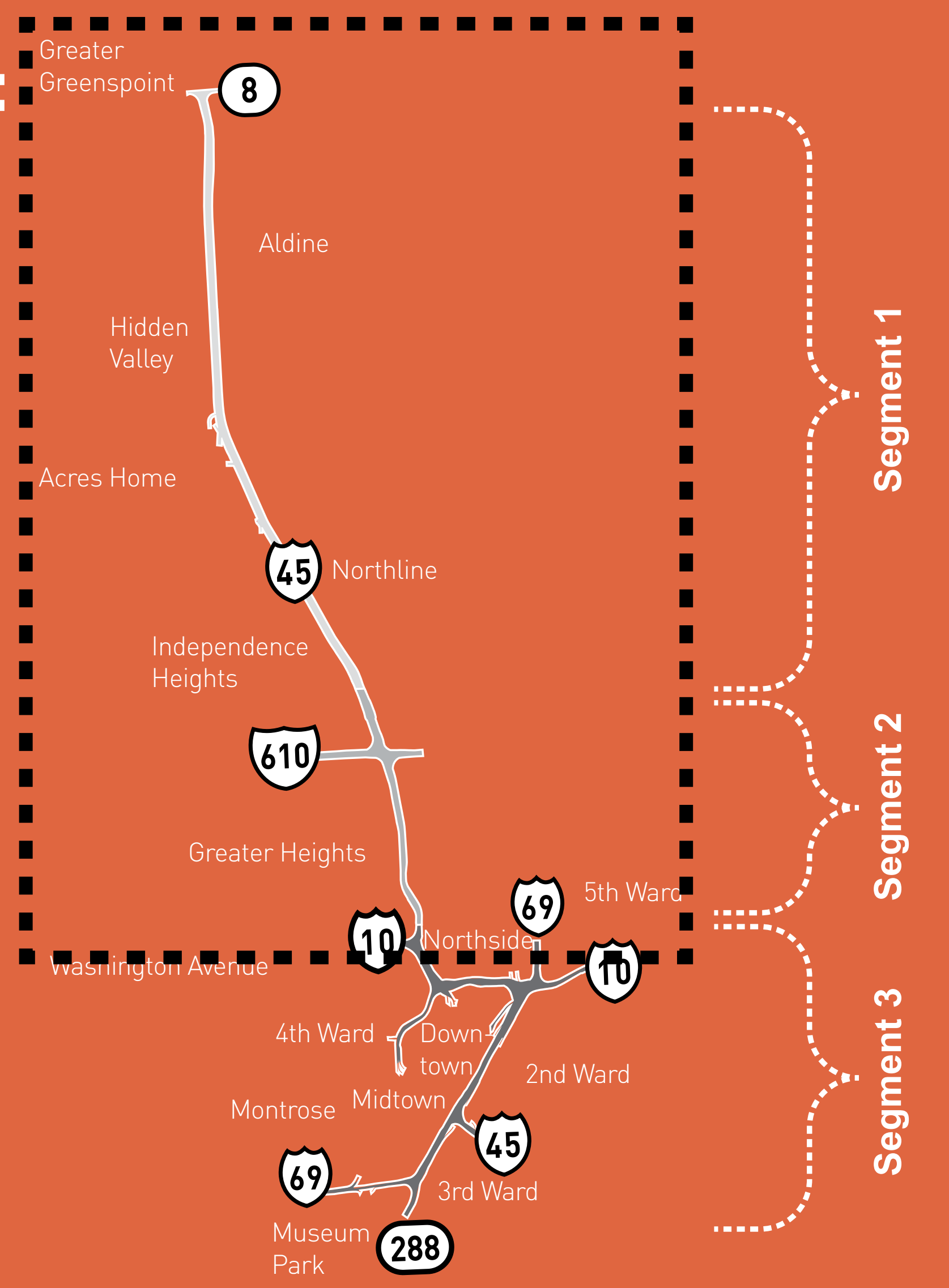
Description:

Displacement along Segments 1 and 2 of the NHHIP are due to increased capacity and implementing TxDOT's most recent design standards. Many displaced properties include single-family and multi-family residences. Some areas of the NHHIP could have design exceptions to avoid displacement.

Also Addresses:

Traffic

Key:



We Heard:

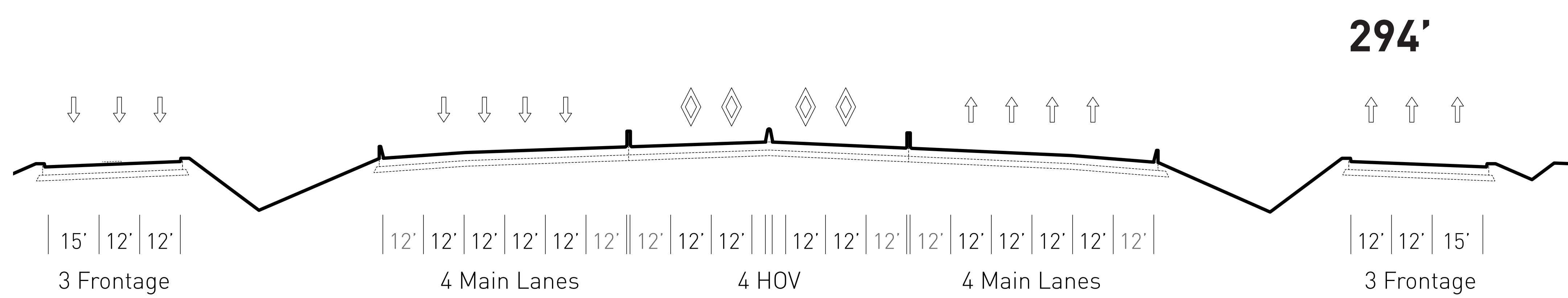
We request the project team reconsider whether the taking of our property is necessary for the expansion.

You are proposing taking our entire property, putting us out of business.

TxDOT Proposal

In the current TxDOT proposal, updated design standards are implemented, increasing lane width, shoulder width, and an added frontage road lane. A typical cross section would require a 294-foot right-of-way.

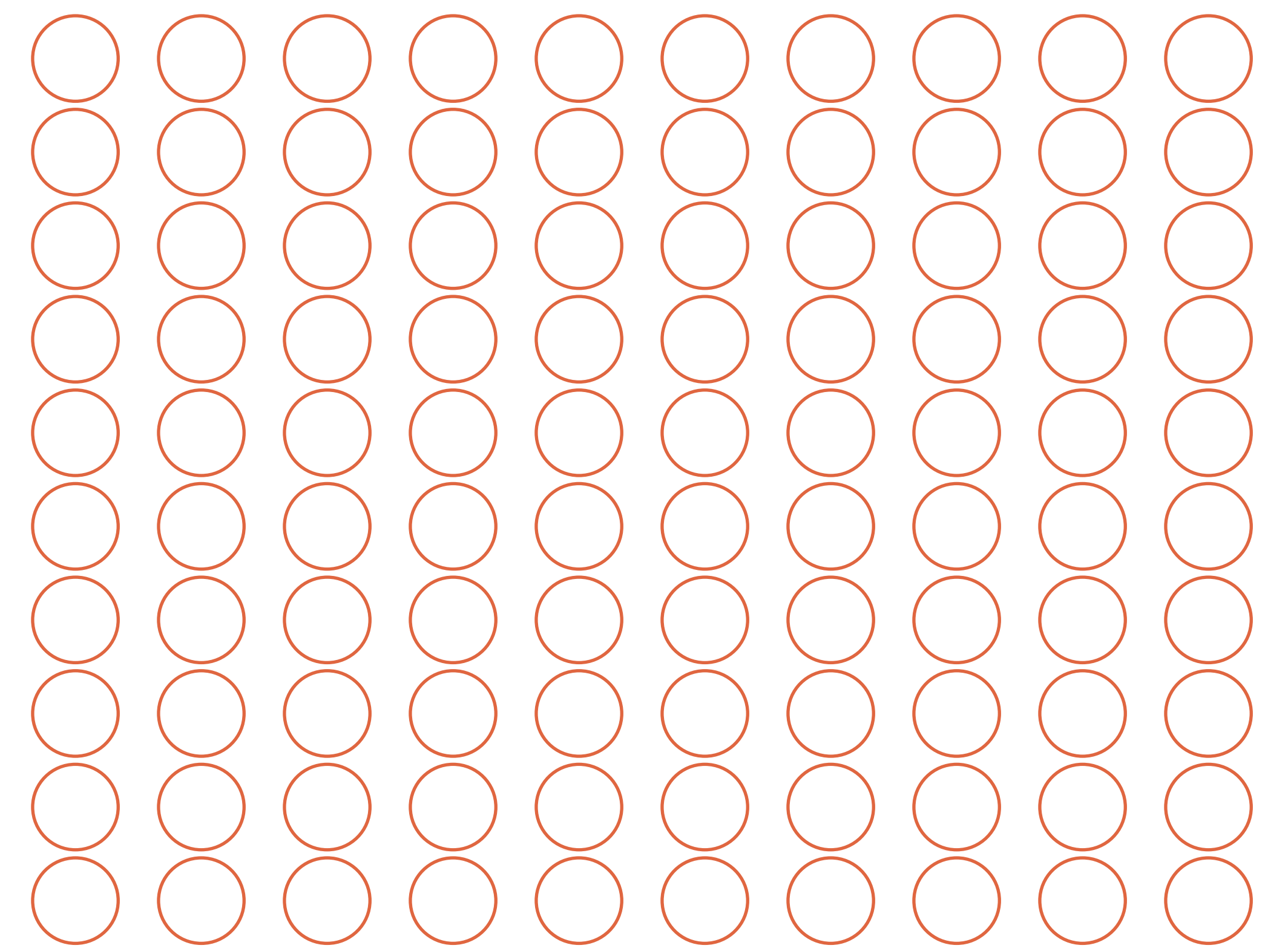
- PROS**
- Rebuilding to current TxDOT design standards would improve safety
- CONS**
- Expanded right-of-way
 - Property acquisition required along most of the length of the highway



Give us your input.

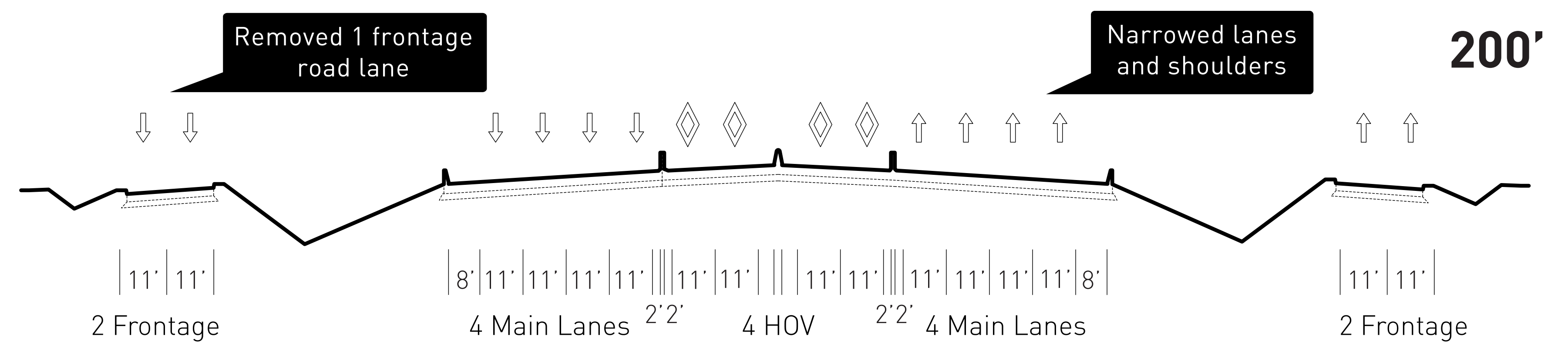
Put your #20 sticker on the alternative you prefer.

TxDOT Proposal



Alternative 20.1 - Design Exceptions

Alternative 20.1 includes design exceptions. Lane widths and shoulder width would remain as they are today, but lane count would be equal to the TxDOT proposal. Doing this, the typical cross section would require a 200-foot right-of-way. These exceptions could be applied to specific sections where residential displacements would occur otherwise, and could significantly reduce the number of people displaced. Other sections could have full lane and shoulder widths.



- PROS**
- Less displacement

- CONS**
- Reduced safety
 - Expanded right-of-way
 - Property acquisition required along most of the length of the highway

Alternative 20.1 - Design Exceptions

