

**MAYHILL ROAD WIDENING AND IMPROVEMENTS
PROJECT - PUBLIC MEETING
December 15, 2010**

COMMENT CARD QUESTIONS AND ANSWERS

The following questions and comments were received in written and spoken form at a public meeting intended to present various routes for the improvement of Mayhill Road and to garner public feedback. Responses are provided from the project team, including Freese and Nichols, Inc. and the City of Denton.

Comments from Riki Young

1. "How are you going to address noise and light pollution?"

The project does not include noise walls. The street lights will be designed to direct light downward onto the roadway.

2. "How does the City justify higher taxes (annex) without water and sewer?"

Property taxes imposed on annexed properties are for the provision of tax based services, such as fire, Police, EMS, etc. The extension of utilities is separate and apart from the annexation process and is supported through impact fees, meter/tap fees and utility bills. This project is separate from the annexation process.

3. "What about the endangered species?"

The environmental study for the project will research and identify any endangered species within the project limits.

4. "Will mail service be safe?"

Mail service will be maintained during and after the project.

Comments from Robert Donnelly

5. "Why is the damage to the property owners property not a factor in this road design?"

Right-of-way acquisition and "damages" to property owners are a major factor in the roadway design. Specific impacts to individual properties will be discussed with the various property owners as the design is developed. The design team is working to create an alignment that is safe to all users, and is as cost-effective as possible to the taxpayers of Denton.

Comments from John F. Duncan

6. “My concern is that all right-of-way in front of our property (1000 S. Mayhill) is coming off of our side of road – west side.”

The proposed alignment of Mayhill Road takes ROW acquisition from all properties into consideration. The alignment of the road aims to avoid as many structures as possible on both sides of the road, with the overall intent of providing the safest, most cost-effective design for the City of Denton.

Comments from Jerry Kelsoe

7. “It looks as if you will be ruining my property which is a used Auto Sales. I don’t like what I see so far.”

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Comments from Anonymous

8. “What happens if they take only part of your property and there is no access left?”

Specific impacts to individual properties will be discussed with the various property owners as the design is developed.

Comments from Marilyn Elliott

9. “Was the widening of Mayhill planned before or after the widening and reconstruction of Loop 288?”

The widening and improvement of Mayhill Road has been on the City’s Mobility Plan for many years. This specific project configuration has come about after the widening and reconstruction of Loop 288.

10. “Why two major roadways less than a mile from each other from 380 to 35E?”

The projected future development along and east of Mayhill Road indicates that the road capacity should be increased to avoid traffic congestion in the future.

11. “We have heard conflict information about access to our property. What is the truth about providing/allowing access to the remainder of our property?”

Access to properties will be maintained. Specific impacts to individual properties will be discussed with the various property owners as the design is developed. This

project will involve the development of a raised median, so some of the existing access may change.

Comments from Pat Powell

12. “Are driveways and field entrances to remain as currently located?”

It depends on the final roadway alignment, structures, and the suitability of the existing access. Generally, if a driveway currently exists, it will be replaced. However, tracts with multiple driveways or driveways that are improperly located based on the City’s adopted standards will be looked at on a case-by-case basis to verify that the driveway spacing and sizing conforms to current City requirements.

13. “Are overhead utilities going to be placed underground?”

Overhead utilities that are in conflict with the widening of Mayhill Road will be relocated by the utility owners (Oncor, etc.). The specific relocation of overhead utilities to below ground is not a part of the scope of this project.

14. “Are water and sewer service going to be extended across road before or during construction?”

Properties currently connected to the City’s utilities will remain connected during and after construction.

15. “Will medians have turn lanes only at intersections?”

Median breaks and turn lanes will be provided beginning with existing City street intersections. Additional median breaks may be provided, and their locations will be determined in accordance with City design standards.

16. “What provisions for current fences and large trees?”

Fences will be replaced or relocated as necessary or required by the construction of the project. All trees within the proposed right-of-way will be removed.

17. “How close must right-of-way be to home/house (buildings) before house is taken/condemned?”

This determination is more appropriately made by an independent appraiser, and a definitive answer cannot be provided at this time. Specific impacts to individual properties will be discussed with the various property owners as the design is developed.

Comments from Nick Moon

18. “How is the decision made to accommodate commercial buildings and save rental property to the east and take away all from the west. You will be taking a residence of 53 years. What a shame.”

The alignment of Mayhill shifts to both sides of the road in various locations to preserve as many structures as possible. Unfortunately, in some areas the only feasible option will require the acquisition of structures. Specific impacts to individual properties will be discussed with the various property owners as the design is developed.

Comments from Don Halsey

19. “Why not leave 4 lane Mayhill in front of McKinney to Mills as is?”

Mayhill Road is planned as a six-lane divided roadway for its entire length from Colorado to US 380. The existing section was not designed for the anticipated traffic volumes and is not adaptable to the new design.

20. “Are not public property available in front of service center where the road can go thru with = donation from both sides?”

The alignment of Mayhill shifts to both sides of the road in various locations to preserve as many structures as possible. The acquisition of property from DISD is handled in the same way as any private property acquisition. It is a separate taxing entity, not affiliated with the City of Denton.

21. “How are 18-wheel 40’ trucks suppose to enter and exit my business?”

The final design will take into consideration accessibility along Mayhill Road. Specific impacts to individual properties will be discussed with the various property owners as the design is developed.

Comments from Jack and Linda Bridges

22. “Why does Mayhill Lane have to be expanded to the size of Loop 288? Mayhill needs to be improved but why 6 lanes?”

This project will widen Mayhill Road to 4 lanes with a median. Right-of-way will be acquired to accommodate an additional 2 lanes in the future, in accordance with the City’s Mobility Plan. The projected future development along and east of Mayhill Road indicates that the road capacity should be increased to avoid traffic congestion in the future.

Written and Spoken Comments from Jim Terry

23. “Concerned with access to City water. Currently on well system that may be affected. Currently 6 houses are supplied by a single water well.” The 6 houses and water well are located just south of Cooper Creek crossing on the east side of Mayhill Road. The current alignment appears to be taking in the resident’s house that owns the water well. Will the remaining 5 houses be given access to the waterline that is located on the west side of Mayhill Road? Mr. Terry also stated that the 5 properties that currently use the existing water well cannot drill their own well because they are in a flood zone.

This project does not include funding for extension of City water and sewer lines. However, if the project impacts a well which currently serves structures, accommodations will be made to provide water to those structures.

Written and Spoken Comments from Jerry Cooper

24. “Why does the projected path curve to the east instead of going straight? If your answer is because of houses west and north of my property, then why are you taking houses north of Blagg Road and east of Mayhill?”

The proposed alignment of Mayhill Road adjusts to the east and west in various locations to reduce the impact to structures where possible. Unfortunately, in some areas the only feasible option will require the acquisition of residences. Specific impacts to individual properties will be discussed with the various property owners as the design is developed.

25. Mr. Cooper wants the City and Engineer to go back to the previous alignment that didn’t take his property. He says that he knows that certain high profile people that are not losing any of their land surely don’t have any impact on the alignment. Mr. Cooper has recently placed a pipe and cable fence across the front of his property and if the alignment goes through this area he is concerned about his new fence. He is also upset because this project is taking his land which is not even within the City limits. He is upset FNI is changing their story.

Any alignments that were released prior to the public meeting were preliminary and intended to be used for feasibility studies only. Once all aspects of the project were taken into consideration, the alignment was revised to the current design. The design has been developed and is being implemented without regard for which specific property owners reside in any particular place.

Spoken Comments from Ken Stout

26. Mr. Stout wants turn lanes at every property so that businesses can get full benefit from the Mayhill Widening project. He wants the new road alignment to be centered up on the existing Mayhill Road and a continuous turn lane instead of a median.

Median breaks and turn lanes will be provided beginning with existing City street intersections. Additional median breaks may be provided, and their locations will be determined in accordance with City design standards. Divided roadways with medians provide a higher level of safety for the traveling public, and the design of this roadway is consistent with adopted City standards.

Comments from David Nelson

27. “In our meeting you showed a proposed routing of the Mayhill Road widening taking a turn to the west just south of the DISD Service Center. This routing takes the proposed right-of-way into about 85 feet of our property and places the R.O.W. too close to our house for safe habitation. It also runs almost through the center of the house of my neighbor to the north, George Calhoun. I would like the city to consider taking the curve out of the road and let the R.O.W. fall further to the east. If the existing center line of Mayhill Road is used as the center line for the new widened road, (125’ R.O.W.) that puts the east edge of the R.O.W. just inside the existing fire lane of the DISD building. This routing would put the west edge of the R.O.W. far enough from my house to be able to live there safely.”

Under this scenario, it is believed that the impacts to the DISD facility (which are not fully known at this point) would render the overall project cost-prohibitive. The design team has chosen an alignment which reduces the cost of the project to the taxpayers of Denton.

28. “I understand there would be a cost involved in relocating some structures at DISD. I would like to see the City make a reasonable consideration of these costs and weigh them against a costly relocation of my home and my neighbor’s home. I would also like the City to share with me a detailed assessment of these costs when they are arrived at.”

Independent appraisers will provide costs for each scenario, and the City will share the results with landowners on an individual basis. The alignment of Mayhill shifts to both sides of the road in various locations to preserve as many structures as possible. Unfortunately, in some areas the only feasible option will require the acquisition of structures. Specific impacts to individual properties will be discussed with the various property owners as the design is developed

Spoken Comments from George Calhoun

29. Mr. Calhoun would like the City to consider an alignment that takes parking spaces from the school located across from his residence. He would also like the City and Engineer to consider redesigning and reconstructing some of the parking lot to make this possible. Mr. Calhoun stated that converting parking to parallel parking in front of the school will help to make this possible.

The project team has and continues to discuss this issue with Mr. Calhoun. The alignment of Mayhill shifts to both sides of the road in various locations to preserve as many structures as possible. Unfortunately, in some areas the only feasible option

will require the acquisition of structures. Specific impacts to individual properties will be discussed with the various property owners as the design is developed. The City cannot “redesign and reconstruct” the parking lot on a property that does not belong to the City. As previously explained, if that property were to be impacted in this manner, it would be up to DISD to determine how their parking/structure would be redesigned or reconstructed, not the City of Denton.

Spoken Comments from Jannet Calhoun

30. Mrs. Calhoun says she has been a Denton resident for 23 years and it took her 12 years to find the right house. She says no one is responding to her questions. She says that she has been told to start looking for a new house but has not been given any clue as to how much money she can expect to get when the City purchases her house. This makes it impossible for her to know what her budget is when looking for a new house. She has paid for her current residence and does not want to have a mortgage payment in the future.

An independent appraiser will evaluate the property. Once this value is provided to the City, it will be shared with landowners on an individual basis.