

Public Meeting Comment Response Matrix – Woodrow Road Lubbock County (0905-06-115; 0905-06-116)

Committer Number	Committer Name	Date Received	Source	Comment Topic	Response
1	D.F. Roberts	8/27/2020	Phone	Hi Sean, my name is DF Roberts and I live at 4615 Woodrow Road and I just had a quick question about the widening coming up. I may not be able to make the virtual meeting tonight. The ROW, the 110' ROW... is that from center of existing highway or how far on either side would that take up is my only question. You can call me back at [REDACTED] or just shoot me an email to [REDACTED] I would appreciate it. Thank you!	Typically, the 110' of needed right of way (ROW) is balanced with 55' to the north and south of the existing roadway centerline. There are exceptions where extra width is need for drainage channels and alignment shifts. Through the section in front of 4615 Woodrow Road, the 110' of ROW is balanced about the existing centerline. The existing ROW in this location is 50'. Therefore, five feet of ROW will be needed to achieve this 55 feet on the south side.
2	Bill McCay	8/27/2020	Voicemail	I just want to say thank you to Kimley Horn, TxDOT and Lubbock County, for all the folks that have worked hard on this project. The preliminary design looks outstanding and to build this wider, safer road without displacing homes or businesses is just commendable. So outstanding work.	Thank you for your comment.
3	Kellie Kennedy	8/28/2020	Phone	Hey Sean, this is Kellie Kennedy and I live on Woodrow Road 3833, 3833 Woodrow Road and I just got my mail and inside of it was the notice of the virtual meeting. I don't know I got it late apparently and so we missed the meeting. Anyway, I have some questions, so if you could call me back at [REDACTED] would appreciate it. Thank you Question: Will we still have access to the road from our existing driveways?	The information for the virtual public meeting is posted on the two web sites and will be available for the public to view past the date of the advertised virtual public meeting. The goal for this project is a design that will maintain existing access to the extent possible with a maximum of two driveways per parcel/lot.
4	Johnny Arroyos	8/28/2020	Phone	Hello Sean, this is Johnny Arroyos, 2203 Woodrow Road, #1 Lubbock Texas about this Woodrow Road Corridor. I just spoke with Mr. Allen and he believes there's not going to be any land used out of my land (any right of way out of my land). Anyway, I had a question. Are you going to work on our driveways or no? He said there's going to be central mailboxes. I've got an RV Park with 28 hookups. Would that mean I would get a central mailbox put in my place or what? Call me back at your convenience. Thank you.	Currently, the schematic indicates there is no ROW needed from your property. This property currently has four driveways. The schematic shows two driveways to be reconstructed to this property and a mailbox turnout between the proposed driveways. This turnout allows the existing mail delivery location to be maintained.

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5	Keith Bryant	8/28/2020	Phone	Will Woodrow at Quaker be completed by the time the new School opens? Will Quaker Avenue be Signalized?	Lubbock County is coordinating with LCISD on the proposed roadway improvements and the new school construction and will be working to coordinate the opening of both facilities. The Design team will evaluate the feasibility for a traffic signal at Quaker Avenue.
6	Terry Stokes	8/28/2020	Voicemail	Hello, my name is Terry and I work up at Lubbock Cooper and I know how traffic is during school hours but I also live down Woodrow Rd East, on Woodrow Rd and... My concern is with the road being widened a lot of that traffic goes east to hit the highway. The overpass is not a very good overpass. It's a two lane turn but it's a sharp turn and if you get next to a truck that's turning, you could get hit. Do you guys plan on re-doing that over pass? I really would like ya'll to think about redoing it because it is a danger. We've had some accidents even this year with people trying to turn left. Which it is a two way turn but it's a tight two way turn. So that is just my own concern, so I hope to hear from you and you have my number. Thanks bye.	Thank you for your comment. Modifications to the US 87 Overpass at Woodrow Road are not within the scope of this project.
7	Robert Rogers	8/28/2020	Email	My name is Robert Rogers and my wife and I own "Art Canyon" which is a reclaimed Caliche Pit close to Woodrow Road and Indiana. A lot of the Caliche for the outer loop came from our pit. We would be open to talking about the possibility of providing the Caliche for the Woodrow Road expansion. The property is located at 16716 CR 2040	Thank you for your comment. We recommend for you to follow the project progress and prior to the project bidding, contact potential bidders for consideration of using caliche material from your property.
8	John Bednarz	8/29/2020	Comment form, email	The proposed mailbox turnout that is on the east side of parcel 161; will end up blocking a driveway that leads to the back of my property. This is how we get access to a shop, efficiency appt, and livestock that we use the road to unload and load. This is the case for many of the houses that are on the east and west of us. We use the side of the house for access from the road to get to the back of our property. On the west side of our home, we cannot use this side	The Design Team will consider this information and will evaluate the possibility of moving this turnout and will also evaluate access to your property at this location.

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				<p>due to this is where the septic tank is located. This section does not need any type of curb because it would block the access point to the back of the property. We have a retaining wall that is on this side so access from our current drive is not available. Also it will eliminate any possibility for us to improve the driveway to allow for a safe exit from our home, our hopes were to install a circle drive that would give a safe exit in and out of our property.</p> <p>If you have any questions, please feel free to contact me or my wife. Jordan [REDACTED] Jennifer [REDACTED]</p>	
9	Johnny Pack	8/29/2020	Voicemail	<p>Hello, my name is Johnny Pack. My address is 1501 Woodrow Rd and on your map I'm number 157 and my daughter to the West of me is 1511 Woodrow Rd. Her number is 156. Your proposed mailbox turn out is right in the middle of my utility easement track which is 20 feet wide. The County clerk's file number is 2010034849. You will need to move that or the Utility won't be able to get down to the transformer at the back of my lot.</p>	The Design Team will consider this information and will evaluate the possibility of moving this turnout.
10	Brad Patrick	8/31/2020	Voicemail	<p>Yes, Good afternoon. My name is Brad Patrick, I am the GIS address in coordinator with Lubbock Emergency Communication District, we're the entity that oversees 911 for Lubbock County. I was calling in reference to the Woodrow Rd virtual public meeting presentation. Really and truly, I didn't have any specific comments about the project itself, but I did want to commend Lubbock County and Kimley Horn for their work on this presentation. I thought it was transparent. It was simple to understand the fly through was phenomenal and I think overall for lack of a better term. The elementary nature of the graphics were ideal for individuals that might not necessarily be involved on a day-to-day basis with these types of infrastructure projects. So it was certainly beneficial from that standpoint. And speaking on behalf of Lubbock Emergency</p>	Thank you for your comment

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				Communication District, I applaud the recognition of this project. Identifying the Accessibility for emergency services. Because you know so often in what we do, this element can be overlooked in planning efforts. This this notion of navigating to and from the scene of an emergency. It's a life and death matter, literally. So the fact that that was pinpointed in the project benefits, I think, is critical and much appreciated. Nevertheless, job well done to all involved. Thank you.	
11	Ray Buffington	8/31/2020	Comment Form, email	Yes sir, my name is Ray Buffington and I own the land at 2615 Woodrow RD. This lot has been split into two separate properties. On your map it is shown as 102 and 103. The issue is the proposed mailbox turnout completely blocks any access to 102. I ask the surveyor when they were here to show that as a separate entrance. Currently we are access 102 through 103 driveway. Now that we know what the plans are for Woodrow road, I will be installing a fence around 103. 102 still needs access from Woodrow road. Can the Mailbox turnout be moved east 25 feet to allow an access into 102?	Thank you for providing this information. Yes, this mailbox turnout can be moved to the east to allow future access to 102.
12	Dan Guetersloh	8/31/2020	Phone call	Dain Guetersloh would like to meet in person to discuss the impact to his particular property. He believes that the roadway impacts his fence and wells by 2-4 feet.	Mr Guetersloh, JDavidson and SCudnoski met at the KH office on 9/8. It was pointed out that the existing fence and stone mailbox are encroaching into the existing ROW. It was agreed that any required relocations of these encroachments would be part of future discussions. There was also a discussion about mail delivery and that he does not want to have his mail delivered at a centralized location. We suggested he contact the Postmaster to coordinate his mail delivery during and after construction.
13	Jackson Hurst	9/1/2020	Email	I love how Woodrow Road will be widened from 2 lanes to 4 lanes with a center turn lane because widening the road will reduce congestion on Woodrow Road from FM 1730 (Slide Road) to State Loop 493.	Thank you for your comment

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14	Johnny Pack	9/1/2020	Voicemail	<p>Hello again, this is Johnny Pack at 1501 Woodrow Road or parcel ID number 157. I called the other day about the proposed mailbox turn out location if you had that mailbox centered in the middle of that. If you would please move this mailbox turnout, position that 8 feet west if you would please and that would allow for my utility easement for the trucks to be able to get on my property. 'cause I only have a 12 foot gate there.</p> <p>Also, at partial ID number 149, the utility trucks and Justin. Quick reference R 164594 with LCAD. They use that area for an entrance and exit for going to the back of my lot, for an easement back there to get to their utility poles. They also use the entrance and exit down on County Road 2330. Ya'll have allowed for access down there but not on Woodrow Rd. I'd greatly appreciate it if you could just relocate the mailbox 8 feet further West and the rest of it could stay the same. Thank you, have a good day.</p>	The Design Team will consider this information and will evaluate the possibility of moving this turnout and will evaluate access to Parcel 149.
15	Bryan Leonard	9/2/2020	Phone call	<p>I regularly enter my western driveway from the west pulling a trailer, can the concrete median be shortened approx. 80' so that the east end of it lines up with my west property line? Will the all additional ROW shown on the map be needed? What will happen to my fence? What will happen to my stone entry wall that is shown to be severed by the ROW? Will the relocated utilities be positioned between the sidewalk and the ROW?</p>	<p>The Design Team will coordinate with the County to evaluate access needs and safety concerns. The final length of the raised concrete medians will be determined during final design.</p> <p>The proposed ROW shown is needed for proposed roadway improvements.</p> <p>The existing fence and stone entry wall appear to be encroaching in the proposed ROW. Any required relocations of these encroachments would be part of future discussions with our property acquisition team.</p> <p>Utilities will likely be relocated to the area between the sidewalk and proposed ROW.</p>
16	Lindell Forbes	9/3/2020	Voicemail	<p>I do have some concerns about the Woodrow Rd deal actually more questions. I am more... I'm concerned as to whether or not there's going to be a shoulder. I am a cyclist and I use 1585 quite a bit with the 1585 project going on to turning that into a loop we've lost that shoulder there. A lot of cyclists are being pushed on to Woodrow</p>	The typical section for this project is an urban principal arterial with curb and gutter, which will not include a shoulder but will include a wider outside lane in keeping with the City of Lubbock Master thoroughfare plan update in 2018.

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				Rd, which has no shoulder and is also picking up extra traffic from people trying to get away from 1585. Uh I am curious as to whether or not this expansion is going to have a shoulder on it to allow cyclists to have an East West object option of going to Ropesville to Slide on or from Ropesville to Slaton on. Anyway that's my comment. I'm would like to see a shoulder on there and have some usability for cyclist since we're losing the existing Rd that already is there. thank you.	We do not anticipate on-street bike facilities to be a part of this corridor due to ROW constraints but to the extent possible, this project will provide pedestrian/bike facilities to comply with current guidelines
17	Ronnie McCann	9/4/2020	Email with attachment	<p>Questions from Ronnie McCann, property parcel number ID's 188 and 189 on the project schematic. Property(s) located at the northwest corner of Woodrow Road and Loop 493</p> <ol style="list-style-type: none"> 1. Plus sign with the number 104 marking on northwest corner of Woodrow Road and Loop 493. What does this signify? 2. Will there be a curb along Loop 493 in front of the buildings located there? If so, we would like to request driveways to each of the buildings or one large driveway from end to end. 3. Will there be a driveway access on Woodrow Road to the garage door in the building on the corner? 4. Will there be angled concrete or retaining wall to prevent flooding and erosion along the drainage channel/ on the south, west and north side of both corner properties? 5. Are there plans to manage and expand the storm water runoff area east of Loop 493? 6. Why is our property marked as an area of concern on the constraints map? 7. Would it be possible to have stakes and markings to see exact impact of new ROW and drainage channel? 8. Would it be possible to move the drainage channel north to the edge of our property line to prevent that triangle of our property to be split by the ROW? 9. What is the impact of natural gas lines and meter located on north side of property? 	<p>Thank you for your comments</p> <ol style="list-style-type: none"> 1. The "plus sign" on the print indicates the proposed station (location) of the cross slope of the proposed pavement. 2. No curb is proposed on SL 493. Driveways will be provided to each parcel so that access can be maintained. 3. The Design Team will evaluate rebuilding the driveway at this location in order to allow existing access to be maintained. 4. The existing drainage channel will be removed and replaced with a new concrete lined drainage channel. The new channel will be designed to accommodate flows for local and regional drainage needs. 5. The project scope does not include proposed stormwater improvements east of SL 493. 6. The constraints map indicates this property as an area of concern because according to the HazMat Initial Site Assessment this is the previous location of a leaking petroleum storage tank (LPST ID: 99858). "Leak was discovered in 1991 and the Final Concurrence was issued in 2002. Sole-source domestic water supply well/line/storm water intake was impacted. This site is currently a commercial building adjacent to the ROW. No file records for this site are available online. Additional research is needed to determine the extent of contamination and remediation."

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				<p>10. What is the impact on fiber optic connected to building located on south corner? Additional discussion items:</p> <ul style="list-style-type: none"> • Due to new lane angles, install barriers to prevent vehicles from driving through the existing buildings • Due to amount of storm water flowing to the corner of Woodrow Road and Loop 493 addition of a retaining wall to prevent erosion and flooding of property • Dirt work to back fill along drainage channel and tree removal • Unfairly targeted for a second time-existing ROW was increased by 20ft during the 2013 Overpass Project. We had to shorten the corner building at that time and were told no more would be asked of us on future projects. Also, we were told part of the Overpass Project would be to clean area east of Loop 493 so storm water could move quickly without obstruction and the project would create additional storage for storm water preventing it from backing up in the drainage channel. This was never done. 	<p>7. Once the roadway and drainage designs are finalized, the needed ROW can be finalized, and then the proposed ROW can be staked.</p> <p>8. The drainage channel west of SL 493 is aligned with the existing drainage culvert under SL 493 which carries flows to the playa lake east of SL 493. The proposed culverts are planned to be placed where the existing culverts are located in order to maintain existing drainage patterns.</p> <p>9. Utility impacts are not completely known at this time. If it is determined that the proposed roadway improvements are in conflict with existing utilities, the existing utilities will be relocated.</p> <p>10. All utility services will be maintained by the service providers.</p> <p>Additional discussion Items:</p> <ul style="list-style-type: none"> • There are no plans to construct concrete median barriers along the ROW. Also, this project will be lining up the lanes across SL 493 east to west which will clear up any existing lane choice confusion in the east to west traffic movements. • According to the current design, a retaining wall will not be necessary, but the proposed concrete lined channel will be sized appropriately to handle runoff and prevent localized erosion. • The proposed channel will be backfilled appropriately during construction. Trees that are determined to be in conflict with the proposed drainage channel will be removed during construction. • To the extent possible, this project will limit Right of Way impacts while providing a safe corridor for motorists and pedestrians. • Drainage work east of SL 493 off the roadway is outside the scope of this project.
18	Justin Houser	9/5/2020	Email	I have spent a bit of time looking over the proposed material and Public Meeting Information. Overall, I think this would be a good	The typical section for this project is an urban principal arterial with curb and gutter, which will not include a separate bike lane but will include a

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				<p>idea, however, as a cyclists and officer of the local cycling club there is one large issue I have found.</p> <p>There does not appear to be any space designated for cyclists in this design. Woodrow Road is a popular cycling road and creating an opportunity for cyclists to use this road more safely could really improve the available options to the community.</p> <p>The Walk and Bike Lubbock Project from 2018 presented a significant amount of good options for making roads that are better suited for a variety of transportation options, especially considering the school located on Woodrow Road. All this being taken into account, a few questions I have are:</p> <p>Are there any plans to create designated or separated bike lanes as part of this expansion? Will signage be utilized to designate lanes for cyclists if there are not bike lanes? Would adding bike lanes be part of a later change to the road?</p>	<p>wider outside lane in keeping with the City of Lubbock Master thoroughfare plan update in 2018.</p> <p>We do not anticipate on-street bike facilities to be a part of this corridor due to ROW constraints but to the extent possible, this project will provide pedestrian/bike facilities to comply with current guidelines.</p> <p>Future on-street bike facilities are unlikely since the proposed roadway improvements are intended to operate into the foreseeable future without any future widening.</p>
19	David Andrews	9/9/2020	Email	<p>It all sounds and looks good, but I feel that Lubbock County has forgotten about South Indiana between 1585 and Woodrow Row. I believe that South Indiana needs to be widened before Woodrow Road is. If residents that use South Indiana would complain more and if we could get an honest answer from Lubbock County Commissioners would be appropriate.</p>	<p>Thank you for your comment. Lubbock County has partnered with the City of Lubbock on proposed improvements to South Indiana Avenue from FM 1585 to Woodrow Road. This two miles of roadway reconstruction/widening is currently in the design phase, and this project will go to construction as soon as design is complete.</p>
20	Haley Buske	9/10/2020	Email	<p>Good afternoon. My name is Haley Buske and I live at 1203 Woodrow Road. Let me start by saying that I have been in full support of this project. I will soon have a 16 year old driver and I know the importance of the changes being made for safety of all of the students. However, I have questions/concerns about the project after reviewing the information given during the virtual; public meeting.</p>	<p>The Design Team will coordinate with the County to evaluate access needs and safety concerns. The final length of the raised concrete medians will be determined during final design.</p> <p>These medians, specifically in front of the school, are intended to increase safety by reducing conflict points in/out of the school parking lot and directing traffic crossing Woodrow Road to controlled intersections.</p>

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				<p>From what I am seeing, there will be a concrete median placed in from of my driveway entrance. I am concerned about being able to get in my driveway from the East and leaving my resident when I am needing to go West. Can you please reply with my options?</p> <ul style="list-style-type: none"> I am also curious what the reasoning for the median starting so far away from the traffic light and/or any entrance to the school. 	<p>These medians are also intended to serve as a refuge area for students crossing the street on foot during busy times because not all students will use the crosswalks at all times.</p>
21	Cory Mortensen	9/11/2020	Voicemail	<p>Hey this is Cory Mortensen, I live at 3420 Woodrow Road and had a couple of questions about the Woodrow Rd project. If you could answer them, possibly. Mainly it's about...there's a center curb they have proposed on Woodrow Rd there. Anyway, if you can give me a call back whenever you get a chance at [REDACTED]. I'd appreciate it. Thank you</p>	<p>Thank you for your comment. Please see responses to the follow up email comment (#24 below).</p>
22	Glen Goldwater	9/13/2020	Email	<p>At 4022 Woodrow Rd, there are two garages (one on the southeast side of front of the house and one on the east side) and there are two circular drives. One circular drive on the south side of the house, and one that circles the entire house. Therefore, there needs to be a second driveway cut on the southeast corner of the property. Thank you for your consideration, Glenn Goldwater, property owner [REDACTED]</p>	<p>Thank you for providing this information. The Design Team will consider this information and will evaluate access to your property at this location.</p>
23	Orlando Barrientes	9/14/2020	Email	<p>I live at 1209 Woodrow Rd, are y'all installing drainage for the South side bar ditches with the sidewalk. We've lived here for about year and a half. When it rains the bar ditch hasn't been maintained, so the drainage isn't draining to the east. So the bar ditch fills up and the drain water over follows to our driveway into our garage.</p> <p>Will there be any restrictions on dumpster pick up where current bar ditch is? If you have any more question you can contact me at [REDACTED]</p>	<p>Yes, existing bar ditches will be replaced with concrete curb and gutter which will accept runoff into the roadway and carry it to specific outlet points through the corridor.</p> <p>Trash pick-up will have to take place outside of the ROW and that will have to be coordinated with the disposal services on an individual basis.</p>

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24	Cory Mortensen	9/15/2020	Email	<p>We live at 3420 Woodrow Rd, which is located on the north side of Woodrow Rd just west of Indiana. According to the schematic for the Woodrow Rd improvement, there will be a 4' concrete median in front of our property. This median will prevent us from turning into our home when coming from the west, as well as prevent us from pulling out of our home to head east. This median will cause an everyday problem for us leaving and arriving home on a daily basis.</p> <p>The only way around the median is to circle around in Saddle Club, the neighbourhood across Woodrow Road. This detour would cause an extra mile each time we needed to leave or arrive home, causing more traffic in a neighbourhood and at the light. Our daughter attends Cooper High School, which is east, causing us to take this detour. Also, my wife arrives home from work from the west causing us to need to take the detour as well. My job requires me to travel 400' - 500' from our warehouse west of my house multiple times a day. With this median in place I will either have to drive into oncoming traffic or a mile out of the way numerous times every day.</p> <p>I am a Volunteer Firefighter for the Woodrow Fire Department. It will not be feasible nor safe for me to not have the option of turning left from our driveway to respond to one of the hundreds of calls I respond to each year. I am usually a minute or two ahead of others arriving to the station and I am usually one of the first to get a truck en route. This will defiantly reduce our response times for the citizens in the Woodrow area when seconds already count. Your presentation specifically points out that it will be easier for emergency responders, however a first responder lives in a property blocked by this concrete median. As it is already dangerous enough to respond to emergency calls, now this median would add another dangerous U-turn, navigate the wrong side of the street to the</p>	<p>Thank you for your comment and for your service to the community.</p> <p>The Design Team will coordinate with the County to evaluate access needs and safety concerns at each location. The final length of the raised concrete medians will be determined during final design.</p>

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