LUBBOCK COUNTY

HONORABLE CURTIS PARRISH
LUBBOCK COUNTY JUDGE

TEXAS DEPARTMENT OF TRANSPORTATION
LUBBOCK DISTRICT

STEVEN P. WARREN, P.E., DISTRICT ENGINEER

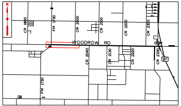
WOODROW ROAD
FROM: FM 1730
TO: US 87

FINAL DESIGN SCHEMATIC
FEBRUARY 19, 2021

CSJ: 0905-06-115 = 2.13 MILES
WOODROW RD CL STA 1048+00 TO STA 1160+59.26
CSJ: 0905-06-116 = 2.74 MILES
WOODROW RD CL STA 1160+59.26 TO STA 1305+35.52
TOTAL PROJECT LENGTH = 4.87 MILES

CONSTRUCTION OF: ROADWAY WIDENING FROM 0.2 MILES WEST OF FM 1730 TO US 87

CONSISTING OF: GRADING, CURB AND GUTTER, PAVING, STRUCTURES, DRAINAGE IMPROVEMENTS, SIGNING AND PAVEMENT MARKINGS


N
CR 1800
FM 1730
CR 2000
CR 2100
CR 2200
CR 2300
WOODROW RD
CR 2040
CR 2130
CR 2220
CR 2330
87
FM 1730

FUNCTIONAL CLASSIFICATION:	DESIGN SPEED	
WOODROW RD-URBAN PRINCIPAL ARTERIAL (MODIFIED) (COUNTY)	WOODROW RD:	45 MPH
SLIDE RD-URBAN MINOR ARTERIAL (TXDOT)	SLIDE RD:	60 MPH
QUAKER AVE-URBAN MAJOR COLLECTOR (COUNTY)	QUAKER AVE:	45 MPH
INDIANA AVE-URBAN PRINCIPAL ARTERIAL (MODIFIED) (COUNTY)	INDIANA AVE:	45 MPH
UNIVERSITY AVE-URBAN MINOR ARTERIAL (COUNTY)	UNIVERSITY AVE:	50 MPH
AVE P-URBAN COLLECTOR (COUNTY)	AVE P:	40 MPH
CR 2330-URBAN COLLECTOR (COUNTY)	CR 2330:	40 MPH
SL 493-RURAL MINOR ARTERIAL (TXDOT)	SL 493:	50 MPH

LEGEND

-·-·-·-	PROPOSED RIGHT OF WAY	🟩	PROPOSED ASPHALT
-·-·-·-	PROPOSED DRAINAGE EASEMENT	🟪	PROPOSED SIDEWALK
-··-··-	EXISTING RIGHT OF WAY	▨	PROPOSED CONCRETE/DRIVEWAY
—·—·-	EXISTING SECTIONLINE	🟦	PROPOSED CONCRETE CHANNEL
-----	EXISTING LOT LINES	🟫	PROPOSED EARTH CHANNEL
—×—×—	EXISTING FENCE	▨	PROPOSED ASPHALT REMOVAL
—▶—	DITCH FLOW LINE	▨	FUTURE IMPROVEMENTS
—OE—	OVERHEAD ELECTRIC	🟧	FUTURE DRIVEWAY
—S—	BURIED SEWER	⊟	CABLE PEDESTAL
—W—	BURIED WATER	E	ELECTRIC HANDHOLE
—C1—	AT&T (FO/DUCT)	●	ELECTRIC POLE
—C2—	FIBERLIGHT (FO/DUCT)	F	FIBER HANDHOLE
—C3—	NTS COMM. (FO/DUCT)	GM	GAS METER
—C4—	NTS COMM. (CTV)	TS	GAS TEST STATION
—C5—	SOUTHPLAINS (FO/DUCT)	⊙	GAS VENT PIPE (GAS RISER)
—C6—	SOUTHPLAINS (TELE)	⊙	GENERIC VALVE COVER
—C7—	SUDDENLINK (FO/DUCT)	▭	GENERIC JUNCTION BOX
—C8—	SUDDENLINK (CTV)	→	GUY ANCHOR
—Ⓒ2—	FIBERLIGHT (FO/DUCT)	SP	SIGNAL POLE
—Ⓒ3—	NTS COMM. (FO/DUCT)	SB	SIGNAL HANDHOLE/BOX
—Ⓒ5—	SOUTHPLAINS (FO/DUCT)	T	TELEPHONE PEDESTAL
—E2—	SOUTHPLAINS ELECTRIC	▬	TELEPHONE JUNCTION BOX
—G2—	ATMOS	≀	UTILITY CONTINUATION
—G1—	WEST TX GAS	⊗	WATER METER
—Ⓖ1—	ATMOS	⋈	WATER VALVE
—TS1—	TXDOT TRAFFIC SIGNAL	▣	WATER VAULT
—SD1—	CITY OF LUBBOCK STORM DRAIN	~→	DRAINAGE FLOW DIRECTION
		●	PROPOSED SIGNAL POLE

ROLL 1 OF 6

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SUPERELEVATION DATA
ALIGNMENT DATA
PLAN AND PROFILE BEGIN PROJECT TO STA 1125+00
ROLL 2: PLAN AND PROFILE STA 1125+00 TO STA 1229+00
ROLL 3: PLAN AND PROFILE STA 1229+00 TO END PROJECT
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ROLL 4: TYPICAL SECTIONS
ALIGNMENT DATA
PLAN AND PROFILE FOR SLIDE RD, QUAKER AVE, AND INDIANA AVE
ROLL 5: TYPICAL SECTIONS
ALIGNMENT DATA
PLAN AND PROFILE FOR UNIVERSITY AVE, AVE P, AND CR 2330
ROLL 6: TYPICAL SECTIONS
ALIGNMENT DATA
PLAN AND PROFILE FOR SL 493

Kimley»Horn

F-928

THESE PRELIMINARY DOCUMENTS ARE TO BE RELEASED FOR INFORMATIONAL PURPOSES AND ARE NOT INTENDED FOR CONSTRUCTION. THEY WERE PREPARED FOR THE TEXAS DEPARTMENT OF TRANSPORTATION UNDER THE SUPERVISION OF:

Sean Cudnoski

SEAN CUDNOSKI, P.E. DATE: FEBRUARY 19, 2021
TEXAS NUMBER: 93766

0 100' 200'
HORIZONTAL GRAPHIC SCALE:
1" = 100'

0 10' 20'
VERTICAL GRAPHIC SCALE:
1" = 10'

AERIAL IMAGERY PROVIDER: NEARMAP
AERIAL IMAGERY DATE: JULY 2020
TOPOGRAPHICAL DATA DATE: NOVEMBER, 2019

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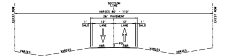
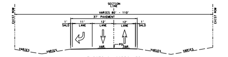
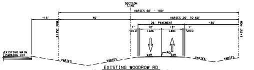
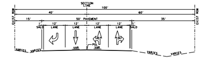
TYPICAL SECTIONS

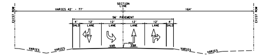
WOODROW ROAD TYPICAL SECTIONS

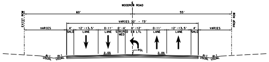

EXISTING WOODROW RD
BEGIN TO STA 1218+37.29

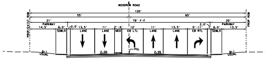

EXISTING WOODROW RD
STA 1218+37.29 TO STA 1256+60.90
1294+00.71 TO STA 1296+50.00

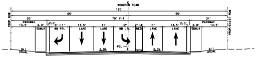

EXISTING WOODROW RD
STA 1256+60.90 TO STA 1294+00.71

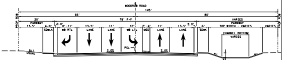

EXISTING WOODROW RD
STA 1296+50.00 TO STA 1299+39.56

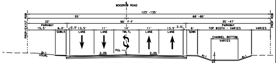

EXISTING WOODROW RD
STA 1299+39.56 TO 1305+57.07


PROPOSED WOODROW RD
STA 1048+00.00 TO STA 1052+51.50

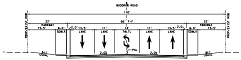

PROPOSED WOODROW RD
STA 1052+51.50 TO STA 1058+06.72

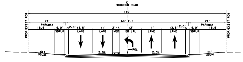

PROPOSED WOODROW RD
STA 1058+06.72 TO STA 1061+00.00
STA 1112+85.15 TO STA 1117+90.06
STA 1165+64.26 TO STA 1170+69.26
STA 1217+36.00 TO STA 1223+42.82


PROPOSED WOODROW RD
STA 1061+00.00 TO STA 1063+83.68


PROPOSED WOODROW RD
STA 1063+83.68 TO STA 1084+84.35
STA 1144+88.47 TO STA 1160+59.26
STA 1170+69.26 TO STA 1181+39.00

WOODROW ROAD TYPICAL SECTIONS CONTINUED


PROPOSED WOODROW RD
STA 1084+84.35 TO STA 1108+82.76
STA 1117+90.06 TO STA 1144+88.47
STA 1181+39.00 TO STA 1195+94.00
STA 1223+42.82 TO STA 1271+75.00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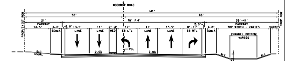
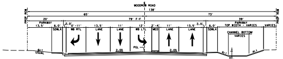
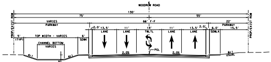
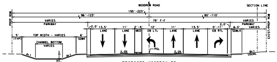
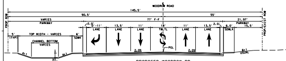
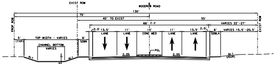

PROPOSED WOODROW RD
STA 1160+59.26 TO STA 1165+64.26

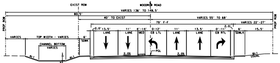

PROPOSED WOODROW RD
STA 1165+64.26 TO STA 1170+69.26

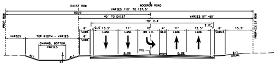

PROPOSED WOODROW RD
STA 1195+94.00 TO STA 1212+08.40
STA 1275+81.94 TO STA 1278+77.32


PROPOSED WOODROW RD
STA 1212+08.40 TO STA 1217+36.00

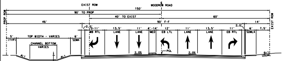

PROPOSED WOODROW RD
STA 1271+50.00 TO STA 1275+81.94

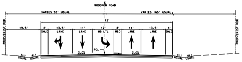

PROPOSED WOODROW RD
STA 1278+77.32 TO STA 1285+29.83

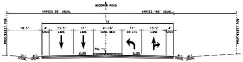

PROPOSED WOODROW RD
STA 1285+29.83 TO STA 1290+19.83


PROPOSED WOODROW RD
STA 1290+19.83 TO STA 1296+75.49

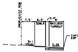
WOODROW ROAD TYPICAL SECTIONS CONTINUED

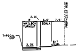

PROPOSED WOODROW RD
STA 1296+75.49 TO STA 1299+39.56

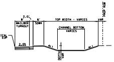

PROPOSED WOODROW RD
STA 1299+39.56 TO STA 1303+03.47


PROPOSED WOODROW RD
STA 1303+03.47 TO STA 1305+29.89

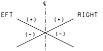
WOODROW ROAD MAILBOX TURNOUT TYPICAL


PROPOSED WB MAILBOX TURNOUT
STA 1070+47.93 TO STA 1071+61.93
STA 1122+34.64 TO STA 1123+38.64
STA 1131+23.66 TO STA 1132+37.66
STA 1161+38.52 TO STA 1162+27.52
STA 1173+08.24 TO STA 1174+22.24


PROPOSED EB MAILBOX TURNOUT
STA 1086+94.70 TO STA 1088+08.70
STA 1095+31.61 TO STA 1096+45.61
STA 1106+18.52 TO STA 1107+32.52
STA 1120+97.37 TO STA 1122+11.37
STA 1132+20.40 TO STA 1133+34.40
STA 1189+66.07 TO STA 1190+80.07
STA 1206+30.32 TO STA 1207+44.32
STA 1229+72.45 TO STA 1230+86.45
STA 1242+54.19 TO STA 1243+67.31
STA 1249+82.42 TO STA 1250+96.42
STA 1261+04.88 TO STA 1262+18.88
STA 1274+47.87 TO STA 1275+61.87
STA 1282+90.67 TO STA 1283+60.31
STA 1294+91.59 TO STA 1296+05.41


PROPOSED EB MAILBOX TURNOUT WITH CHANNEL
STA 1065+42.13 TO STA 1066+56.13
STA 1075+02.03 TO STA 1075+91.03

SUPERELEVATION DATA



WOODROW RD SUPER TABLE			
STATION	DESCRIPTION	L SIDE	R SIDE
1082+59	END NORMAL CROWN	-2.00%	-2.00%
1084+34	BEGIN SUPER	1.00%	-1.00%
1084+34	END SUPER	1.00%	-1.00%
1086+09	BEGIN NORMAL CROWN	-2.00%	-2.00%
1110+75	END NORMAL CROWN	-2.00%	-2.00%
1112+50	BEGIN SUPER	-1.00%	1.00%
1112+50	END SUPER	-1.00%	1.00%
1114+00	BEGIN NORMAL CROWN	-2.00%	-2.00%
1278+50	END NORMAL CROWN	-2.00%	-2.00%
1280+00	BEGIN SUPER	-0.50%	0.50%
1297+49	END SUPER	-0.50%	0.50%
1298+99	BEGIN INTERSECTION	-0.016%	0.38%
1300+91.95	END INTERSECTION	-0.016%	0.38%
1302+67.08	BEGIN NORMAL CROWN	-2.00%	-2.00%

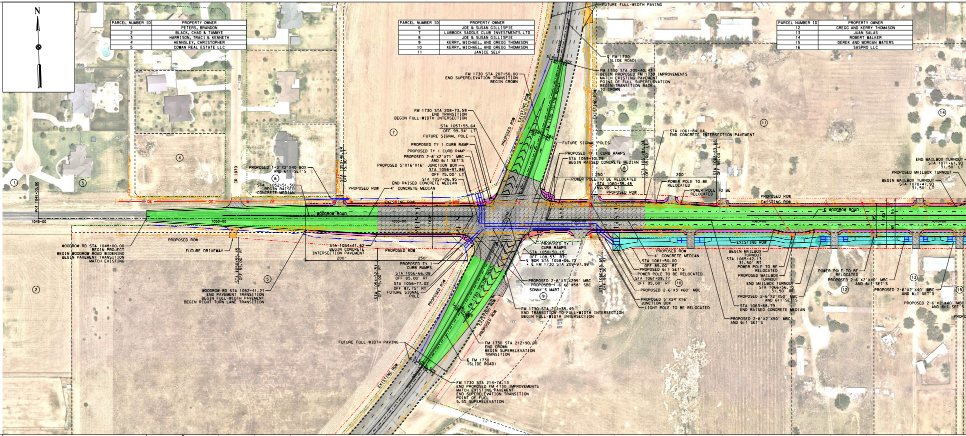
SLIDE RD SUPER TABLE			
STATION	DESCRIPTION	L SIDE	R SIDE
205+40	MATCH EXISTING	4.00%	-5.50%
207+50	BEGIN CROWN	-1.08%	-1.19%
212+90	END CROWN	-1.08%	-1.19%
214+74.3	MATCH EXISTING	5.50%	-5.50%

CR 2330 SUPER TABLE			
STATION	DESCRIPTION	L SIDE	R SIDE
705+85	END NORMAL CROWN	-2.00%	-2.00%
707+05	BEGIN SUPER	1.00%	-1.00%
720+95	END SUPER	1.00%	-1.00%
722+15	BEGIN NORMAL CROWN	-2.00%	-2.00%

SL 493 SUPER TABLE			
STATION	DESCRIPTION	L SIDE	R SIDE
807+18.28	END NORMAL CROWN	-2.00%	-2.00%
808+68.28	BEGIN SUPER	-3.00%	3.00%
814+50	END SUPER	-3.00%	3.00%
815+50	BEGIN INTERSECTION	-0.25%	-0.74%
818+07.93	END INTERSECTION	-0.25%	-0.74%
819+57.93	NORMAL CROWN	-2.00%	-2.00%

ALIGNMENT DATA

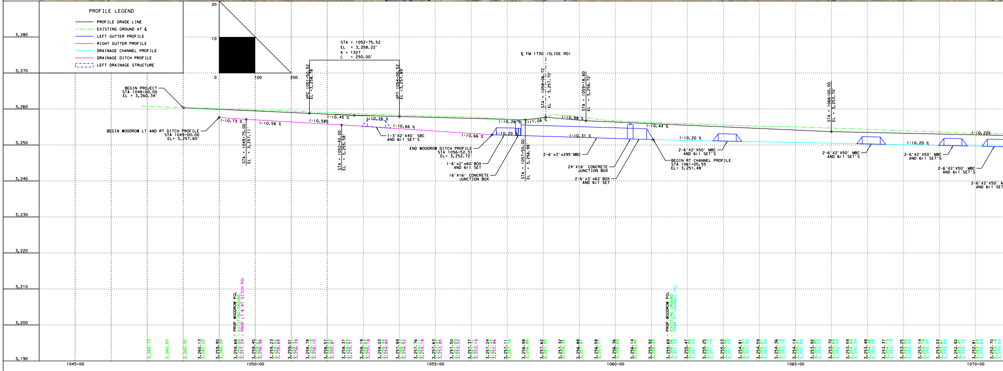
```
Beginning chain WDR_CL description
Feature: Geom_Centerline
*****************************************************************************

Point 110              N   7,228,310.9253 E     923,591.9058 Sta    1045+00.00

Course from 110 to 111 S 88° 15' 53.00" E Dist 1,500.0000

Point 111              N   7,228,265.5028 E     925,091.2179 Sta    1060+00.00

Course from 111 to 112 S 88° 12' 55.00" E Dist 5,285.1500

Point 112              N   7,228,100.9008 E     930,373.8041 Sta    1112+85.15

Course from 112 to 113 S 88° 14' 17.00" E Dist 5,279.1100

Point 113              N   7,227,938.5846 E     935,650.4182 Sta    1165+64.26

Course from 113 to PC WDR_CL_9 S 88° 14' 14.00" E Dist 4,335.7400

                                    Curve Data
                                   *----------*
Curve WDR_CL_9
P.I.  Station          1210+38.76  N      7,227,800.9426  E         940,122.8019
Delta        =      7° 56' 15.77" (LT)
Degree       =      2° 51' 53.24"
Tangent      =           138.7613
Length       =           277.0785
Radius       =         2,000.0000
External     =             4.8079
Long Chord   =           276.8570
Mid. Ord.    =             4.7964
P.C.  Station          1209+00.00  N      7,227,805.2110  E         939,984.1063
P.T.  Station          1211+77.08  N      7,227,815.8683  E         940,260.7581
C.C.                               N      7,229,804.2646  E         940,045.6291
Back         = S  88° 14' 14.00" E
Ahead        = N  83° 49' 30.23" E
Chord Bear   = N  87° 47' 38.11" E

Course from PT WDR_CL_9 to PC WDR_CL_12 N 83° 49' 30.23" E Dist 150.0000

                                    Curve Data
                                   *----------*
Curve WDR_CL_12
P.I.  Station          1214+61.77  N      7,227,846.4913  E         940,543.8005
Delta        =      7° 42' 20.77" (RT)
Degree       =      2° 51' 53.24"
Tangent      =           134.6941
Length       =           268.9821
Radius       =         2,000.0000
External     =             4.5305
Long Chord   =           268.7794
Mid. Ord.    =             4.5203
P.C.  Station          1213+27.08  N      7,227,832.0030  E         940,409.8878
P.T.  Station          1215+96.06  N      7,227,842.8930  E         940,678.4465
C.C.                               N      7,225,843.6068  E         940,625.0167
Back         = N  83° 49' 30.23" E
Ahead        = S  88° 28' 09.00" E
Chord Bear   = N  87° 40' 40.61" E

Course from PT WDR_CL_12 to 114 S 88° 28' 09.00" E Dist 1,000.5625

Point 114              N   7,227,816.1630 E     941,678.6519 Sta    1225+96.62

Course from 114 to PC WDR_CL_17 S 88° 28' 06.66" E Dist 900.0000

                                    Curve Data
                                   *----------*
Curve WDR_CL_17
P.I.  Station          1236+57.65  N      7,227,787.8057  E         942,739.3034
Delta        =      4° 36' 38.49" (RT)
Degree       =      1° 25' 56.62"
Tangent      =           161.0305
Length       =           321.8871
Radius       =         4,000.0000
External     =             3.2400
Long Chord   =           321.8002
Mid. Ord.    =             3.2374
P.C.  Station          1234+96.62  N      7,227,792.1094  E         942,578.3304
P.T.  Station          1238+18.51  N      7,227,770.5761  E         942,899.4094
C.C.                               N      7,223,793.5383  E         942,471.4255
Back         = S  88° 28' 06.66" E
Ahead        = S  83° 51' 28.17" E
Chord Bear   = S  86° 09' 47.41" E

Course from PT WDR_CL_17 to PC WDR_CL_20 S 83° 51' 28.17" E Dist 300.0000

                                    Curve Data
                                   *----------*
Curve WDR_CL_20
P.I.  Station          1242+79.54  N      7,227,721.2473  E         943,357.7966
Delta        =      4° 36' 38.83" (LT)
Degree       =      1° 25' 56.62"
Tangent      =           161.0337
Length       =           321.8937
Radius       =         4,000.0000
External     =             3.2402
Long Chord   =           321.8068
Mid. Ord.    =             3.2375
P.C.  Station          1241+18.51  N      7,227,738.4773  E         943,197.6872
P.T.  Station          1244+40.40  N      7,227,716.9437  E         943,518.7728
C.C.                               N      7,231,715.5151  E         943,625.6712
Back         = S  83° 51' 28.17" E
Ahead        = S  88° 28' 07.00" E
Chord Bear   = S  86° 09' 47.58" E

Course from PT WDR_CL_20 to PC WDR_CL_23 S 88° 28' 07.00" E Dist 2,193.2655

                                    Curve Data
                                   *----------*
Curve WDR_CL_23
P.I.  Station          1267+04.42  N      7,227,656.4387  E         945,781.9836
Delta        =      4° 03' 07.97" (RT)
Degree       =      2° 51' 53.24"
Tangent      =            70.7540
Length       =           141.4490
Radius       =         2,000.0000
External     =             1.2511
Long Chord   =           141.4195
Mid. Ord.    =             1.2504
P.C.  Station          1266+33.67  N      7,227,658.3296  E         945,711.2549
P.T.  Station          1267+75.12  N      7,227,649.5545  E         945,852.4019
C.C.                               N      7,225,659.0439  E         945,657.8057
Back         = S  88° 28' 07.00" E
Ahead        = S  84° 24' 59.03" E
Chord Bear   = S  86° 26' 33.01" E

                                    Curve Data
                                   *----------*
Curve WDR_CL_24
P.I.  Station          1268+45.87  N      7,227,642.6704  E         945,922.8186
Delta        =      4° 03' 07.63" (LT)
Degree       =      2° 51' 53.24"
Tangent      =            70.7523
Length       =           141.4457
Radius       =         2,000.0000
External     =             1.2511
Long Chord   =           141.4162
Mid. Ord.    =             1.2503
P.C.  Station          1267+75.12  N      7,227,649.5545  E         945,852.4019
P.T.  Station          1269+16.56  N      7,227,640.7795  E         945,993.5456
C.C.                               N      7,229,640.0651  E         946,046.9981
Back         = S  84° 24' 59.03" E
Ahead        = S  88° 28' 06.66" E
Chord Bear   = S  86° 26' 32.84" E

Course from PT WDR_CL_24 to 115 S 88° 28' 06.66" E Dist 160.3748

Point 115              N   7,227,636.4933 E     946,153.8632 Sta    1270+76.94

Course from 115 to PC WDR_CL_29 S 88° 12' 18.00" E Dist 2,987.9395

                                    Curve Data
                                   *----------*
Curve WDR_CL_29
P.I.  Station          1301+65.99  N      7,227,539.7334  E         949,241.3953
Delta        =      1° 28' 19.61" (LT)
Degree       =      0° 43' 40.90"
Tangent      =           101.1085
Length       =           202.2058
Radius       =         7,870.0000
External     =             0.6495
Long Chord   =           202.2002
Mid. Ord.    =             0.6494
P.C.  Station          1300+64.88  N      7,227,542.9004  E         949,140.3365
P.T.  Station          1302+67.08  N      7,227,539.1636  E         949,342.5022
C.C.                               N      7,235,409.0386  E         949,386.8528
Back         = S  88° 12' 18.00" E
Ahead        = S  89° 40' 37.61" E
Chord Bear   = S  88° 56' 27.80" E

                                    Curve Data
                                   *----------*
Curve WDR_CL_30
P.I.  Station          1303+67.63  N      7,227,538.5969  E         949,443.0483
Delta        =      1° 27' 50.22" (RT)
Degree       =      0° 43' 40.90"
Tangent      =           100.5477
Length       =           201.0844
Radius       =         7,870.0000
External     =             0.6423
Long Chord   =           201.0789
Mid. Ord.    =             0.6422
P.C.  Station          1302+67.08  N      7,227,539.1636  E         949,342.5022
P.T.  Station          1304+68.17  N      7,227,535.4617  E         949,543.5470
C.C.                               N      7,219,669.2885  E         949,298.1516
Back         = S  89° 40' 37.61" E
Ahead        = S  88° 12' 47.39" E
Chord Bear   = S  88° 56' 42.50" E

Course from PT WDR_CL_30 to 116 S 88° 12' 47.39" E Dist 809.0951

Point 116              N   7,227,510.2333 E     950,352.2487 Sta    1312+77.26

*****************************************************************************
Ending chain WDR_CL description
```

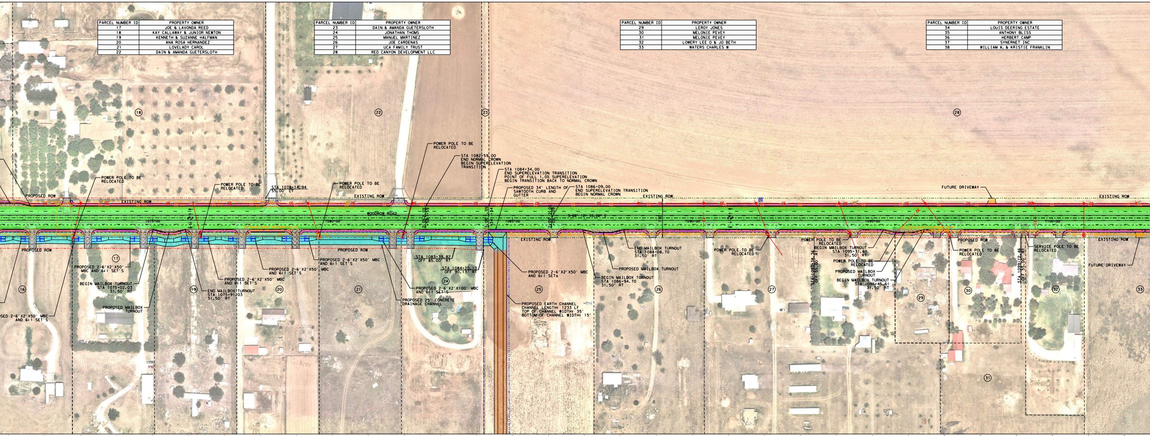

N
FUTURE FULL-WIDTH PAVING
℄ FM 1730 (SLIDE ROAD)
FM 1730 STA 205+40.43
BEGIN PROPOSED FM 1730 IMPROVEMENTS
MATCH EXISTING PAVEMENT
POINT OF FULL SUPERELEVATION
BEGIN TRANSITION BACK TO CROWN
FM 1730 STA 207+50.00
END SUPERELEVATION TRANSITION
BEGIN CROWN
FM 1730 STA 208+73.59
END TRANSITION
BEGIN FULL-WIDTH INTERSECTION
FUTURE SIGNAL POLE
FUTURE SIGNAL POLES
PROPOSED TY 1 CURB RAMP
PROPOSED TY 1 CURB RAMPS
PROPOSED 2-6'X2'X71' MBC AND 6:1 SET'S
PROPOSED 5'X16'X16' JUNCTION BOX
END RAISED CONCRETE MEDIAN
4' CONCRETE MEDIAN
BEGIN RAISED CONCRETE MEDIAN
POWER POLE TO BE RELOCATED
STA 1061+84.04
END CONCRETE INTERSECTION PAVEMENT
PROPOSED ROW
EXISTING ROW
WOODROW ROAD
℄ WOODROW ROAD
CR 1870
PROPOSED 1-3'X2'X40' BOX AND 6:1 SET'S
STA 1052+51.50
BEGIN RAISED CONCRETE MEDIAN
WOODROW STA 1048+00.00
BEGIN PROJECT
BEGIN WOODROW ROAD WIDENING
BEGIN PAVEMENT TRANSITION
MATCH EXISTING
FUTURE DRIVEWAY
STA 1054+41.62
BEGIN CONCRETE INTERSECTION PAVEMENT
WOODROW RD STA 1052+41.21
END PAVEMENT TRANSITION
BEGIN FULL-WIDTH PAVEMENT
BEGIN RIGHT TURN LANE TRANSITION
SONNY'S MART
FUTURE SIGNAL POLE
FM 1730 STA 211+35.49
END TRANSITION TO FULL-WIDTH INTERSECTION
BEGIN FULL-WIDTH INTERSECTION
FM 1730 STA 212+90.00
END CROWN
BEGIN SUPERELEVATION TRANSITION
FM 1730 STA 214+74.13
END PROPOSED FM 1730 IMPROVEMENTS
MATCH EXISTING PAVEMENT
END SUPERELEVATION TRANSITION
POINT OF FULL
5.5% SUPERELEVATION
PROPOSED 2-6'X3'X60' MBC
PROPOSED 5'X24'X16' JUNCTION BOX
LIGHT POLE TO BE RELOCATED
STA 1063+68.79
END RAISED CONCRETE MEDIAN
PROPOSED 2-6'X2'X50' MBC AND 6:1 SET'S
BEGIN MAILBOX TURNOUT
END MAILBOX TURNOUT
PROPOSED MAILBOX TURNOUT
PROPOSED 2-6'X2'X40' MBC AND 6:1 SET'S
1045+00
1050+00
1055+00
1060+00
1065+00
1070+00
1
2
3
4
5
6
7
8
9
10
11
12
13
14
15

PARCEL NUMBER ID	PROPERTY OWNER
1	PETERS, BRANDON
2	BLACK, CHAD & TAMMYE
3	HARRISON, TRACI & KENNETH
4	HENNSLEY, CHRISTOPHER
5	COWAN REAL ESTATE LLC

PARCEL NUMBER ID	PROPERTY OWNER
6	JOE & SUSAN GILLISPIE
7	LUBBOCK SADDLE CLUB INVESTMENTS LTD
8	JOE & SUSAN GILLISPIE
9	KERRY, MICHAEL, AND GREGG THOMASON
10	KERRY, MICHAEL, AND GREGG THOMASON
11	JANICE SELF

PARCEL NUMBER ID	PROPERTY OWNER
12	GREGG AND KERRY THOMASON
13	JUAN SALAS
14	ROBERT WALKER
15	DEREK AND MORGAN WATERS
16	SASPRO LLC





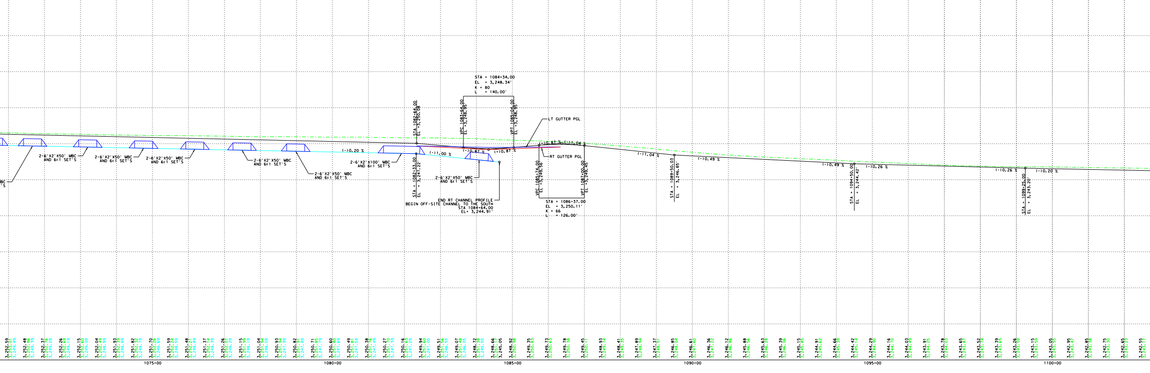
PARCEL NUMBER ID	PROPERTY OWNER
17	JOE & LAVONDA REED
18	KAY CALLAWAY & JUNIOR NEWTON
19	KENNETH & SUZANNE HALFMAN
20	ANA ROSA HERNANDEZ
21	LOVELADY CAROL
22	DAIN & AMANDA GUETERSLOTH

PARCEL NUMBER ID	PROPERTY OWNER
23	DAIN & AMANDA GUETERSLOTH
24	JONATHAN THOMS
25	MANUEL MARTINEZ
26	JOE CARDENAS
27	UCA FAMILY TRUST
28	RED CANYON DEVELOPMENT LLC

PARCEL NUMBER ID	PROPERTY OWNER
29	LEROY JONES
30	MELONIE PEVEY
31	MELONIE PEVEY
32	LOWERY LEE O & JO BETH
33	WATERS CHARLES W

PARCEL NUMBER ID	PROPERTY OWNER
34	LOUIS DEERING ESTATE
35	ANTHONY BLISS
36	HERBERT CAMP
37	SYNERNET INC
38	WILLIAM A. & KRISTIE FRANKLIN

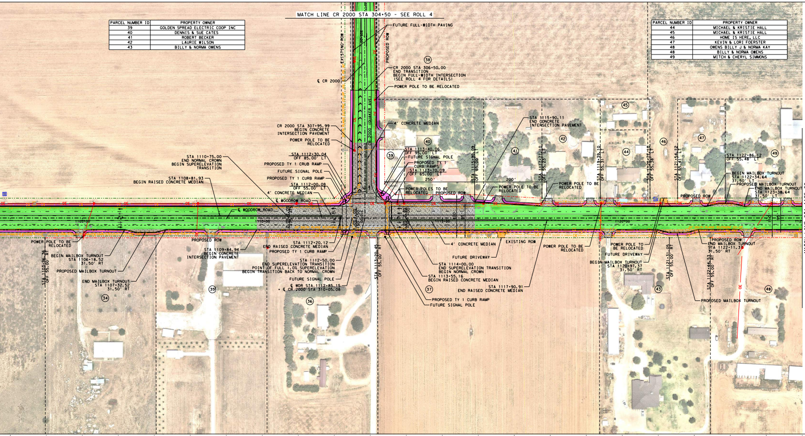
18
22
23
28
16
17
19
20
21
24
25
26
27
29
30
31
32
33
PROPOSED ROW
EXISTING ROW
POWER POLE TO BE RELOCATED
POWER POLE TO BE RELOCATED
STA 1078+14.94 55.00' LT
POWER POLE TO BE RELOCATED
POWER POLE TO BE RELOCATED
STA 1082+59.00 END NORMAL CROWN BEGIN SUPERELEVATION TRANSITION
STA 1084+34.00 END SUPERELEVATION TRANSITION POINT OF FULL 1.0% SUPERELEVATION BEGIN TRANSITION BACK TO NORMAL CROWN
PROPOSED 34' LENGTH OF SAWTOOTH CURB AND GUTTER
STA 1086+09.00 END SUPERELEVATION TRANSITION BEGIN NORMAL CROWN
WOODROW ROAD
1075+00
1080+00
1085+00
1090+00
1095+00
1100+00
S 88° 12' 55.00" E
20' SOUTH PLAINS TELEPHONE CO-OP
FUTURE DRIVEWAY
PROPOSED 2-6'X2'X50' MBC AND 6:1 SET'S
PROPOSED 2-6'X2'X50' MBC AND 6:1 SET'S
BEGIN MAILBOX TURNOUT STA 1075+02.03 31.50' RT
PROPOSED MAILBOX TURNOUT
END MAILBOX TURNOUT STA 1075+91.03 31.50' RT
PROPOSED 2-6'X2'X50' MBC AND 6:1 SET'S
PROPOSED 2-6'X2'X50' MBC AND 6:1 SET'S
PROPOSED 2-6'X2'X50' MBC AND 6:1 SET'S
PROPOSED 2-6'X2'X50' MBC AND 6:1 SET'S
STA 1083+39.82 OFF 85.00' RT
STA 1084+20.10 OFF 90.13' RT
PROPOSED 2-6'X2'X100' MBC AND 6:1 SET'S
PROPOSED 25' CONCRETE DRAINAGE CHANNEL
PROPOSED 2-6'X2'X50' MBC AND 6:1 SETs
PROPOSED EARTH CHANNEL CHANNEL LENGTH: 1233 LF TOP OF CHANNEL WIDTH: 35' BOTTOM OF CHANNEL WIDTH: 15'
BEGIN MAILBOX TURNOUT STA 1086+94.70 31.50' RT
PROPOSED MAILBOX TURNOUT
END MAILBOX TURNOUT STA 1088+08.70 31.50' RT
POWER POLE TO BE RELOCATED
STA 1093+38.36 OFF 55.00' RT
POWER POLE TO BE RELOCATED
BEGIN MAILBOX TURNOUT STA 1095+31.61 31.50' RT
POWER POLE TO BE RELOCATED
PROPOSED MAILBOX TURNOUT
BEGIN MAILBOX TURNOUT STA 1096+45.61 31.50' RT
POWER POLE TO BE RELOCATED
STA 1099+12.46 OFF 55.00' RT
SERVICE POLE TO BE RELOCATED
FUTURE DRIVEWAY



STA = 1084+34.00
EL = 3,248.34'
K = 80
L = 140.00'
STA 1082+64.00 EL = 3,250.08
VPC 1083+64.00 EL = 3,248.95
VPT 1085+04.00 EL = 3,248.95
LT GUTTER PGL
RT GUTTER PGL
(-)0.20 %
(-)1.00 %
(-)0.87 %
(+)0.87 %
(+)0.87 %
(-)1.04 %
(-)1.04 %
(-)0.49 %
(-)0.49 %
(-)0.26 %
(-)0.26 %
(-)0.20 %
2-6'X2'X50' MBC AND 6:1 SET'S
2-6'X2'X50' MBC AND 6:1 SET'S
2-6'X2'X50' MBC AND 6:1 SET'S
2-6'X2'X50' MBC AND 6:1 SET'S
2-6'X2'X50' MBC AND 6:1 SET'S
2-6'X2'X100' MBC AND 6:1 SET'S
2-6'X2'X50' MBC AND 6:1 SET'S
STA = 1082+33.00 EL = 3,247.22'
END RT CHANNEL PROFILE BEGIN OFF-SITE CHANNEL TO THE SOUTH STA 1084+64.00 EL= 3,244.91'
VPC 1085+74.00 EL = 3,249.56'
VPT 1087+00.00 EL = 3,249.45'
STA = 1086+37.00
EL = 3,250.11'
K = 66
L = 126.00'
STA = 1089+50.03 EL = 3,246.85'
STA = 1094+50.00 EL = 3,244.42'
STA = 1099+25.00 EL = 3,243.20'
1075+00
1080+00
1085+00
1090+00
1095+00
1100+00

PARCEL NUMBER ID	PROPERTY OWNER
39	GOLDEN SPREAD ELECTRIC COOP INC
40	DENNIS & SUE CATES
41	ROBERT BECKER
42	LAURIE WILSON
43	BILLY & NORMA OWENS

PARCEL NUMBER ID	PROPERTY OWNER
44	MICHAEL & KRISTIE HALL
45	MICHAEL & KRISTIE HALL
46	HOME IS HERE, LLC
47	KEVIN & LORI FOERSTER
48	OWENS BILLY J & NORMA KAY
48	BILLY & NORMA OWENS
49	MITCH & CHERYL SIMMONS


MATCH LINE CR 2000 STA 304+50 - SEE ROLL 4
FUTURE FULL-WIDTH PAVING
EXISTING ROW
PROPOSED ROW
℄ CR 2000
CR 2000 STA 306+50.00
END TRANSITION
BEGIN FULL-WIDTH INTERSECTION
(SEE ROLL 4 FOR DETAILS)
POWER POLE TO BE RELOCATED
4' CONCRETE MEDIAN
CR 2000 (QUAKER AVE)
CR 2000 STA 307+95.99
BEGIN CONCRETE
INTERSECTION PAVEMENT
POWER POLE TO BE
RELOCATED
STA 1112+30.04
OFF 85.00' LT
PROPOSED TY 1 CRUB RAMP
FUTURE SIGNAL POLE
PROPOSED TY 1 CURB RAMP
STA 1112+00.08
OFF 55.00' LT
4' CONCRETE MEDIAN
℄ WOODROW ROAD
STA 1110+75.00
END NORMAL CROWN
BEGIN SUPERELEVATION
TRANSITION
STA 1108+81.93
BEGIN RAISED CONCRETE MEDIAN
1105+00
1110+00
1115+00
1120+00
STA 1113+40.06
OFF 95.00' LT
FUTURE SIGNAL POLE
PROPOSED TY 1
CURB RAMPS
STA 1113+70.09
OFF 65.00' LT
250'
200'
POWER POLES TO BE
RELOCATED
PROPOSED ROW
STA 1115+90.09
OFF 65.00' LT
STA 1115+90.11
END CONCRETE
INTERSECTION PAVEMENT
STA 1117+77.10
OFF 55.23' LT
STA 1119+39.10
OFF 55.31' LT
STA 1120+77.16
OFF 55.38' LT
STA 1121+54.12
OFF 55.41' LT
POWER POLE TO BE
RELOCATED
STA 1122+86.12
OFF 55.48' LT
BEGIN MAILBOX TURNOUT
STA 1122+34.64
31.50' LT
PROPOSED MAILBOX TURNOUT
END MAILBOX TURNOUT
STA 1123+38.64
31.50' LT
MATCH LINE STA 1125+00
POWER POLE TO BE
RELOCATED
BEGIN MAILBOX TURNOUT
STA 1106+18.52
31.50' RT
PROPOSED MAILBOX TURNOUT
END MAILBOX TURNOUT
STA 1107+32.52
31.50' RT
STA 1103+96.36
OFF 55.00' RT
PROPOSED ROW
STA 1109+84.94
BEGIN CONCRETE
INTERSECTION PAVEMENT
STA 1112+20.12
END RAISED CONCRETE MEDIAN
PROPOSED TY 1 CURB RAMP
STA 1112+50.00
END SUPERELEVATION TRANSITION
POINT OF FULL 1.0% SUPERELEVATION
BEGIN TRANSITION BACK TO NORMAL CROWN
FUTURE SIGNAL POLE
℄ WDR STA 1112+85.15
= ℄ CR 2000 STA 310+05.08
STA 1113+20.45
OFF 55.00' RT
4' CONCRETE MEDIAN
EXISTING ROW
FUTURE DRIVEWAY
STA 1114+00.00
END SUPERELEVATION TRANSITION
BEGIN NORMAL CROWN
STA 1113+55.16
BEGIN RAISED CONCRETE MEDIAN
STA 1117+90.91
END RAISED CONCRETE MEDIAN
PROPOSED TY 1 CURB RAMP
FUTURE SIGNAL POLE
POWER POLE TO BE
RELOCATED
POWER POLE TO
BE RELOCATED
FUTURE DRIVEWAY
BEGIN MAILBOX TURNOUT
STA 1120+97.37
31.50' RT
STA 1121+31.05
OFF 55.00' RT
PROPOSED ROW
END MAILBOX TURNOUT
STA 1122+11.37
31.50' RT
STA 1122+44.53
OFF 55.00' RT
PROPOSED MAILBOX TURNOUT
OE
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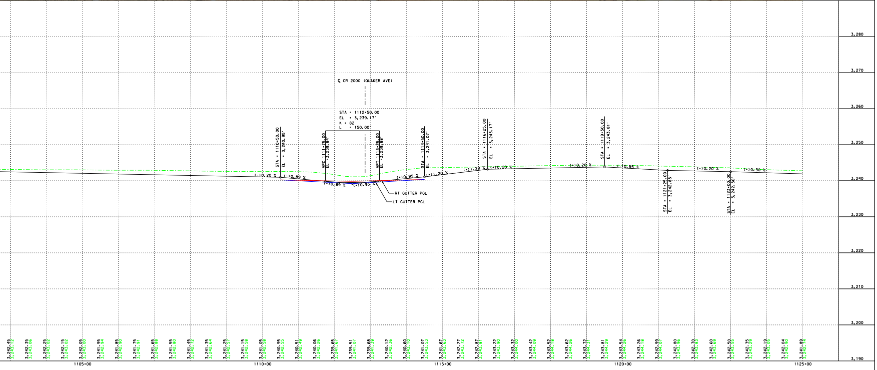


LUBBOCK COUNTY

HONORABLE CURTIS PARRISH
LUBBOCK COUNTY JUDGE

TEXAS DEPARTMENT OF TRANSPORTATION
LUBBOCK DISTRICT

STEVEN P. WARREN, P.E., DISTRICT ENGINEER

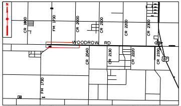
WOODROW ROAD
FROM: FM 1730
TO: US 87

FINAL DESIGN SCHEMATIC
FEBRUARY 19, 2021

CSJ: 0905-06-115 = 2.13 MILES
WOODROW RD CL STA 1048+00 TO STA 1160+59.26
CSJ: 0905-06-116 = 2.74 MILES
WOODROW RD CL STA 1160+59.26 TO STA 1305+35.52
TOTAL PROJECT LENGTH = 4.87 MILES

CONSTRUCTION OF: ROADWAY WIDENING FROM 0.2 MILES WEST OF FM 1730 TO US 87

CONSISTING OF: GRADING, CURB AND GUTTER, PAVING, STRUCTURES, DRAINAGE IMPROVEMENTS, SIGNING AND PAVEMENT MARKINGS


CR 1800
FM 1730
CR 2000
CR 2100
CR 2200
CR 2300
WOODROW RD
CR 2040
CR 2130
CR 2220
CR 2330
87
FM 1730

FUNCTIONAL CLASSIFICATION:
WOODROW RD-URBAN PRINCIPAL ARTERIAL (MODIFIED) (COUNTY)
SLIDE RD-URBAN MINOR ARTERIAL (TXDOT)
QUAKER AVE-URBAN MAJOR COLLECTOR (COUNTY)
INDIANA AVE-URBAN PRINCIPAL ARTERIAL (MODIFIED) (COUNTY)
UNIVERSITY AVE-URBAN MINOR ARTERIAL (COUNTY)
AVE P-URBAN COLLECTOR (COUNTY)
CR 2330-URBAN COLLECTOR (COUNTY)
SL 493-RURAL MINOR ARTERIAL (TXDOT)

DESIGN SPEED	
WOODROW RD:	45 MPH
SLIDE RD:	60 MPH
QUAKER AVE:	45 MPH
INDIANA AVE:	45 MPH
UNIVERSITY AVE:	50 MPH
AVE P:	40 MPH
CR 2330:	40 MPH
SL 493:	50 MPH

LEGEND

-·-·-·-	PROPOSED RIGHT OF WAY	🟩	PROPOSED ASPHALT
-·-·-·-	PROPOSED DRAINAGE EASEMENT	🟪	PROPOSED SIDEWALK
-·-·-·-	EXISTING RIGHT OF WAY	▨	PROPOSED CONCRETE/DRIVEWAY
—·—·—	EXISTING SECTIONLINE	🟦	PROPOSED CONCRETE CHANNEL
- - - - -	EXISTING LOT LINES	🟫	PROPOSED EARTH CHANNEL
—×—×—	EXISTING FENCE	▨	PROPOSED ASPHALT REMOVAL
—►—	DITCH FLOW LINE	▨	FUTURE IMPROVEMENTS
—OE—	OVERHEAD ELECTRIC	🟧	FUTURE DRIVEWAY
—S—	BURIED SEWER	⊟	CABLE PEDESTAL
—W—	BURIED WATER	E	ELECTRIC HANDHOLE
—C1—	AT&T (FO/DUCT)	●	ELECTRIC POLE
—C2—	FIBERLIGHT (FO/DUCT)	F	FIBER HANDHOLE
—C3—	NTS COMM. (FO/DUCT)	GM	GAS METER
—C4—	NTS COMM. (CTV)	TS	GAS TEST STATION
—C5—	SOUTHPLAINS (FO/DUCT)	⊙	GAS VENT PIPE (GAS RISER)
—C6—	SOUTHPLAINS (TELE)	⊙	GENERIC VALVE COVER
—C7—	SUDDENLINK (FO/DUCT)	▭	GENERIC JUNCTION BOX
—C8—	SUDDENLINK (CTV)	→	GUY ANCHOR
—Ⓒ2—	FIBERLIGHT (FO/DUCT)	SP	SIGNAL POLE
—Ⓒ3—	NTS COMM. (FO/DUCT)	SB	SIGNAL HANDHOLE/BOX
—Ⓒ5—	SOUTHPLAINS (FO/DUCT)	⊡	TELEPHONE PEDESTAL
—E2—	SOUTHPLAINS ELECTRIC	▬	TELEPHONE JUNCTION BOX
—G2—	ATMOS	≀	UTILITY CONTINUATION
—G1—	WEST TX GAS	⊗	WATER METER
—Ⓖ1—	ATMOS	⋈	WATER VALVE
—TS1—	TXDOT TRAFFIC SIGNAL	⊡	WATER VAULT
—SD1—	CITY OF LUBBOCK STORM DRAIN	⁓►	DRAINAGE FLOW DIRECTION
		●	PROPOSED SIGNAL POLE

ROLL 1 OF 6

SHEET INDEX:
ROLL 1: TYPICAL SECTIONS
SUPERELEVATION DATA
ALIGNMENT DATA
PLAN AND PROFILE BEGIN PROJECT TO STA 1125+00
ROLL 2: PLAN AND PROFILE STA 1125+00 TO STA 1229+00
ROLL 3: PLAN AND PROFILE STA 1229+00 TO END PROJECT
TRAFFIC DATA
ROLL 4: TYPICAL SECTIONS
ALIGNMENT DATA
PLAN AND PROFILE FOR SLIDE RD, QUAKER AVE, AND INDIANA AVE
ROLL 5: TYPICAL SECTIONS
ALIGNMENT DATA
PLAN AND PROFILE FOR UNIVERSITY AVE, AVE P, AND CR 2330
ROLL 6: TYPICAL SECTIONS
ALIGNMENT DATA
PLAN AND PROFILE FOR SL 493

Kimley»Horn
F-928

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Sean Cudnoski
SEAN CUDNOSKI, P.E. DATE: FEBRUARY 19, 2021
TEXAS NUMBER: 93766

0 100' 200'
HORIZONTAL GRAPHIC SCALE:
1" = 100'

0 10' 20'
VERTICAL GRAPHIC SCALE:
1" = 10'

AERIAL IMAGERY PROVIDER: NEARMAP
AERIAL IMAGERY DATE: JULY 2020
TOPOGRAPHICAL DATA DATE: NOVEMBER, 2019

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