



Documentation of Public Meeting

Project Location

Farwell, Parmer County, Texas

Texico, Curry County, New Mexico

Project Limits

FM 292 and US 70/84 in Farwell, Texas to College St. and US 60/70/84 in Texico, NM

Meeting Information

Thursday, February 15, 2024

5:30 - 7:30 p.m. (CST)

Farwell ISD Administration Building

805 Ave. G Farwell, TX 79325

Tuesday, February 22, 2024

5:30 - 7:30 p.m. (MST)

Texico ISD Cafeteria

520 N. Griffin St. Texico, NM 88135

Translation Services

The in-person public meetings were conducted in English, with the availability for persons to utilize headsets for simultaneous Spanish translation services at both in-person meetings.

Total Number of Attendees (approx.)

Thursday, February 15, 2024

46

Tuesday, February 22, 2024

41

Contents

A. Comment/response matrix

Comment Response Matrix for Farwell/ Texico Railroad Bridge Project

Comment Number	Commenter Name	Date Received	Source	Comment Topic	Response
1	Ridley Lonsdale	02/17/2024	Email	<p>Thank you very much for the time and effort that you afforded us in Farwell on Thursday Feb 15, 2024 concerning the bridge project over the state line. Everyone from TxDot and NMDot was very professional , kind, and considerate to us grumpy people.</p> <p>Watching and listening to the presentation showed how much effort was put into the planning process that a bridge project of that size requires and I very much appreciated it, thank you again.</p> <p>After viewing, my take is that this is the best way to proceed in allowing traffic to flow at a steady and safe pace over the state line without being blocked by trains traveling east and west. It is also a plus that businesses in texico are willing to relocate in order for the project to go forward. There will be resistance from people and adjustments to overcome, but in the long term it will make the communities stronger if we can persevere.</p> <p>So, I'm all for it.</p>	Both agencies appreciate the commenter’s support of the project.
2	Colby Waldrop	02/15/2024	Comment Card	Will make bus routes dangerous + increase drive times.	The proposed bridge and new frontage roads make the existing roadway facility safer for the traveling public. The changes will require new bus routes to be implemented, which will change the drive times. TxDOT is willing to sit down with FUSD to discuss the proposed

					changes and the changes to the existing bus routes. Thank you for your comment.
3	Jackson Hurst	02/23/2024	Email	I approve and support TxDOT's Farwell Railroad Bridge Project. The aspect that I love about TxDOT's Farwell Railroad Bridge Project is that the existing US-60/70/84 and BNSF Railroad Intersection will be replaced with a overpass which will improve safety and reduce congestion.	Both agencies appreciate the commenter's support of the project.
4	Brandon Embry	2/26/2024	Email	<p>I have already offered comments regarding the Texico/Farwell bridge project. But after looking at the proposed plan a few further thoughts have come to mind:</p> <ol style="list-style-type: none"> 1. The plan for traffic on the east and west ends of the project to perform u-turns seems extremely dangerous to say the least. Besides being complicated and hampering the flow of traffic. If I understand correctly, northbound traffic on FM292 wishing to go west on US84, must first go east and then perform a u-turn into oncoming traffic? Southbound traffic on NM108 must first go west then u-turn to go east? There is a tremendous amount of northbound and southbound traffic at FM 292 and NM 108, especially trucks and student traffic from Farwell Schools and Texico Schools. I have personally witnessed a dozen cars on FM292 waiting to cross US84 from north to south in the morning before school starts. I could imagine hundreds of u-turns occurring each day at both 	<p>R-CUTs- restricted left turns (u-turns) being utilized on the west end of Texico and the east end of Farwell have been shown to improve the safety of intersections by 78% when compared to the existing condition of requiring crossing and turning traffic on FM 292 and NM 108 to cross 4 to 5 lanes of traffic. As stated at the public meeting, signals could be installed at the R-CUTs if the volume warrants a signal. A roundabout is also being considered on the east end at FM 292. A roundabout is not feasible at NM 108 because the bridge and frontage roads are merging too close to the intersection.</p> <p>Local traffic will utilize local roads as necessary. Train traffic will continue to block the Garwood crossing, and during those times, locals and thru traffic can utilize the</p>

			<p>ends of the project. It will be far deadlier than the railroad crossing ever was. There must be a better plan for N-S traffic to safely cross US84 and US60. Intersections with left-turn protected traffic lights or even large traffic circles would seem safer and would allow local traffic easy access to travel north and south across US 84.</p> <p>2. With the bridge system blocking access to local streets, it will cause much heavier local traffic on south Garwood St. in Texico. Traffic from the towns will be looking for a way to easily get to the other town without a complicated u-turn process and limited access highway. I'm not sure if the BNSF railroad will always keep this crossing open or not. I can imagine myself looking to go on Garwood St. south, to go across to Farwell to access businesses on US84 instead of going all the way across town then perform a u-turn and double back. With this increased flow through that area, it may become a choke-point, and even more dangerous. The route from Garwood street in Texico to 1st street in Farwell may become much busier and would need improvement. If BNSF continues to increase rail traffic, and continues to block that crossing, traffic will still be backing up frequently.</p> <p>I hope these comments are helpful and will be considered in the final design of the project.</p>	<p>proposed bridge on US 70/84 to travel between the two communities.</p> <p>FHWA has additional information of which both agencies utilize for development of r-cut and innovative intersection designs; the link below contains supplemental information of which both departments of transportation follow. https://safety.fhwa.dot.gov/intersection/rltci/</p> <p>Both agencies appreciate the commenter's feedback to the project.</p>
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5	Dean Shover	03/01/2024	Email	<p>The project that will place a bridge in the middle of farwell and Texico is going to change the landscape of our town, I believe it will not be of benefit to either town, we have had the tracks there for all our life and we work around them. I feel that our town will fall apart and be no more. I don't not support this bridge project.</p>	The commenter's opposition to the project is noted.
6	Carla Kaltwasser	03/01/2024	Email	<p>I disagree completely with the plans that were presented !!!</p> <p>I have lived in either Texico NM and Farwell TX my 68 years of life...Waiting on trains is a part of living in two of the best communities. All I can see with building of the bridge is to bankrupt the local economy and destroy two towns.</p> <p>Emergency services will be greatly hindered in emergency situations !</p> <p>The maintenance along with snow and ice removal will be paid with WHAT ???</p> <p>Getting children to school will be difficult and timely.</p> <p>There are better plans that haven't been considered, its really strange that strangers with no ties to the community think their plans are the best??</p> <p>I do not want the current plan</p>	<p>At this time, we are in the preliminary stages of the schematic, no maintenance agreements have been made regarding snow removal. Maintenance agreements will not be in place until the final design and construction begin.</p> <p>Community impacts is a part of the environmental assessment evaluation and will be considered prior to decision for a final design.</p> <p>The commenter's opposition to the project is noted.</p>
7	Billy Scott	03/04/2024	Email	<p>This project is truly needed. The railroad crossing has been a controversy for many years. People want to travel seamlessly from state to state without issues, and this is a project that will assure that goal. This project assures safety for travelers on the highway and also access for all</p>	Both agencies appreciate the commenter's support of the project.

				<p>emergency personnel. Everyone will learn how to get around without any issues and never wait on a train again. This is a much-needed project that has been too long talked about, and no action taken. Time to move forward. Thanks for being concerned about our little corner of the world.</p>	
8	Steven Kaltwasser	03/04/2024	Email	<p>I am opposed to the proposed bridge design! I have lived in the Farwell community all my life. The railroad is an inconvenience at times but will be more inconvenient to go get to the local businesses with the proposed bridge design. So I feel it will hurt our local economy.</p> <p>I like the proposal to go south of Farwell-Texico. West of Texico the trains are below ground level and would not need to elevate a bridge to pass over the trains. I think it would open up a new area for development aiding our economy.</p> <p>Our business and infrastructure would not be interrupted. The proposed plan looks like the electrical sub station and telephone need to be relocated and some local businesses will be lost.</p> <p>Another concern is our fire, emergency and police services. These services in Farwell and Texico have expressed concerns of the time delays that the proposed bridge would cause. Tx-dot needs to listen to these concerns.</p> <p>The biggest percentage of residents are opposed to the location of the bridge after reading the comments and visiting with people in the community.</p>	<p>At this time, the previous proposal that has been evaluated with the underground tunnel, going underneath the existing tracks for BNSF, has been determined to be cost prohibited. With the concerns for emissions and the BNSF switch lines are at a point where construction would not be feasible.</p> <p>The south option has also been determined to not be feasible and require extensive new ROW to be acquired and still require a bridge over the BNSF railroad.</p> <p>Both agencies have been holding stakeholder meetings, including meetings with emergency responders. The DOTs have accommodated changes specifically for EMS in Texico with the opening of Garwood St. to accommodate some of the concerns brought up by emergency responders in the communities.</p> <p>Both agencies appreciate the additional information to further a successful bridge design.</p>

				<p>Tx-dot needs to look at what will be the best for the future of Farwell and Texas and spend the money now to make a brighter future for our community.</p>	
9	Greg Actkinson	03/04/2024	Email	<p>I would like to strongly encourage you to please reconsider your current plans for the overpass. Like a lot of small Texas towns, Farwell does not have an overabundance of commercial/retail businesses; however, the planned overpass will significantly hinder almost all the businesses that we currently have as well as occupy the exact area of town needed for any future business growth. Many of the businesses not demolished in the process reside along Ave. A/Highway 84 and the proposed overpass will negatively affect access to their businesses. We have been a part of this town since 1925 and understand how hard it is to acquire, nurture and retain vital services and commercial/retail businesses in town. Texas is littered with too many small towns that couldn't and we do not want, or intend, to be next. TX DOT should exist to help our community, not to force our hand into something we do not want and certainly do not need in its current form. I believe you will find that most people in Farwell are opposed to this project and almost no one stands to benefit from it aside from a few trucking businesses.</p> <p>Please don't hesitate to reach out if you have any questions.</p> <p>Thank you for your consideration.</p>	<p>Throughout the previous 30 years of project development and evaluation of concerns from citizens delivered to both agencies, in accumulation of over 20 different designs, the bridge spanning the Texas and New Mexico State line was revised various times to reduce impacts to global communities. Understanding that most of Farwell commercial and retail real estate is held on the south side of Avenue A/US 84 TxDOT has shifted the bridge alignment north to minimize the economic impact to Farwell. The same economic consideration was applied to Texico by shifting the bridge alignment south. Both DOTs have held stakeholder meetings with affected businesses. Part of the project development process is to limit the impact as much as possible with the project design. We do appreciate the comment and input delivered for further evaluation.</p>

10	Brent Parrish	03/04/2024	Email	I think the overpass is a great thing please proceed.	Both agencies appreciate the commenter's support of the project.
11	Carole Patrick	03/06/2024	Email	<p>To whom it may concern:</p> <p>I OPPOSE the proposed US 60/70/84 Railroad Bridge.</p> <p>In the prior survey, a route of this design was NOT favored, and I firmly believe the proposed design will be detrimental to the future of both Farwell and Texico. The only beneficiary of the project design is BNSF. Our local businesses serve primarily our local residents, but also provide services to many of those passing through. To move forward with this proposed plan does not benefit either of these towns. I also do not believe that there is sufficient data provided that shows a critical need for an overpass for emergencies. In the event of a national military emergency, the trains can always be halted with priority to the military.</p> <p>If BNSF has plans to remove the coal track, there should be sufficient right of way on the north of US 84, and the south of NM 60. A loop/overpass could be constructed so that the existing highways can remain in place with loop/overpass for through traffic.</p> <p>What is NOT shown to the citizens of Farwell and Texico is a realistic picture showing the concrete support beams and walls that will be necessary to build this project. Without</p>	<p>Apart of the environmental clearance, community impacts such as emergency vehicles and train data are continuously being gathered to present at a future public hearing.</p> <p>As a preliminary schematic is being selected and evaluated, the purpose and need presented at the public meeting are developed from concerns presented to TxDOT over the previous 30 years for this at-grade (surface) crossing. The traveling public, residents of the community are included in the representative concerns for a solution to be developed to reduce congestion and enhance the travel access when another rail line is constructed in the near future.</p> <p>BNSF has already presented to both agencies the additional track for their existing US 60 line at the Texas and New Mexico State line, they have not provided either agency of a start date, but upgrades in the vicinity are already being made. TxDOT is not aware of BNSF proposing to remove the track that transitions train traffic from the US 60 line to the US 70/84 line.</p>

				<p>these elevation projections, you do not show how the end project will look.</p> <p>I am familiar with the Sargent,TX corkscrew bridge over the Intracoastal Waterway that was recently completed. With very limited space for such a structure, the engineers managed to design and build an incredible bridge. This said, I think your engineers should explore the loop option again with the land resources available, and propose a better design.</p> <p>Best regards</p>	<p>At this time we are still in the process of developing our proposed schematic, a 3D display is not available. We are anticipating being able to show displays at a future public hearing if this alternative proceeds in development. The purpose of the public meetings is to gather concerns during the project development process, provide comments, and deliver agencies with input over the proposed design to evaluate further revisions.</p> <p>Well aware of the corkscrew bridge, this bridge was constructed as a design to find access in a small area due to a endangered species and protected habitat. This location on the Texas and New Mexico State line does not pose that same risk, or water navigation concerns for passing vessels.</p> <p>We thank you for your input and comment and will evaluate further bringing displays to life for any upcoming meetings.</p>
12	Paul Fisher	03/05/2024	Email	<p>To Whom It May Concern,</p> <p>After reviewing the video presentation of the alternative routes being suggested to create an overpass through Farwell, neither option is great. The worst of them being</p>	<p>BNSF has proposed and is preparing to install a third cross-country track on the US 60 line, both agencies have not been delivered with a</p>

				<p>alternative 1 as it will have the most significant impact on significant local businesses of our town. I do not believe an overpass going through the towns of Farwell and Texico is the right option. Many of those businesses have been established for some time and they are sources of employment and income for our town.</p> <p>Alternative 2 is perhaps the better option, but the diversion of traffic out of our towns will result in direct impact on businesses, particularly a few restaurants and gas stations. Again, these businesses provide employment and income that benefit each town.</p> <p>Both alternatives also impact our towns with the construction being done and the length of time it will take. This too, could hurt local businesses and families.</p> <p>I wish I could provide a solution, but I cannot not. As a leader of this community, I simply cannot support the endeavor taking place. Safety is necessary and traffic flow is as well, but at the expense of people's livelihood? This proposal is being done out of hypothetical situations, but comes at the cost of disrupting real lives and significantly impacting a town negatively.</p> <p>Please consider the impact of this project on both Farwell and Texico and find a better solution.</p>	<p>timeline, but this will add capacity for additional trains.</p> <p>We are still developing the presented schematic and taking all comments and feedback to evaluate any potential revisions.</p> <p>Both agencies thank you for your comment.</p>
13	Launa Waller	03/08/2024	Email	<p>This project directly impacts the central office Plateau has located in Farwell. Replacement costs are estimated to be millions of dollars. Additionally, the impact a move will have on area communications, to include disruption of 911 services, cannot be discounted. This central office serves Farwell and is a gateway to other Texas locations, as well as</p>	<p>Apart of the preliminary phases of project design, we are considering utility displacements and relocation.</p>

				<p>connects Plateau to Yucca Telecom in Texico. Plateau is also is the throes of a \$ 130M NTIA grant project, that would require duplication in Farwell, if this project proceeds. Any work done as a result of that grant at that central office would have to be completed, again, wasting taxpaper dollars that funded the grant.</p>	<p>Both agencies thank you for your comment.</p>
14	Doug Dillon	03/08/2024	Email	<p>To whom it may concern.</p> <p>Thank You for the opportunity to comment on the Farwell Bridge project. Also thank you for your meetings with the public. Your last meeting was 22, February, with a close of comment 8, March. That's a pretty small comment window.</p> <p>40 some odd years ago when I started working around Farwell, I asked some of the people I worked with about an overpass. They said New Mexico wasn't interested. That it would never happen till New Mexico said ok. That makes me wonder what changed that New Mexico is now interested. That answer also leads me to believe that the current overpass option is the only one TxDOT has seriously looked at over the years.</p> <p>With the disruption that the construction will cause the only good time to have done this would have been a long time ago. The option I would have favored would have been the bypass, followed by an over pass going north, with the current option being in last place. There have been several comments by TxDOT about the coal train. That train is fixing to disappear, as Xcel (in their infinite wisdom) said they were closing the coal plant in the 2025-2028 time frame. (Guess they needed some</p>	<p>Thank you for reaching out to provide comment and input. Our comment window began January 8 when the official notice was made, it concluded March 8th. There was an opportunity for the public to visualize the presentation online starting Feb. 15th with the schematic available for display at the start of the comment period.</p> <p>Both DOTs have looked at multiple routes and solutions for rail crossing at US 70/84. Affected stakeholders have also been met with prior to the public meeting.</p> <p>The project is in the schematic phase and the speed limits have not yet been determined for the project. Once the project schematic is finalized the project timeline and construction will be determined.</p>

			<p>ESG points for the snowflakes). The only other time I've seen a train come off the "Amarillo" track onto the "Lubbock" track was when the Amarillo-Plainview-Lubbock track was closed for a day or so several years ago.</p> <p>If the projections from BNSF are right then train length and numbers will increase. Texico will make a good parking lot. (The flip side is also true, if they bank the curve then Texico will make a good "speed way"). Either way if the overpass is as important to BNSF as they say it is then one would expect more than 5% from them.</p> <p>Some businesses and homes on the south side of the road in Texico will be gone. Hopefully they can be replaced in Texico. Some of the businesses on the north side of the road in Farwell will be gone. (Hopefully the telephone and electric moves will not impact our service and bills). Some of the businesses on the north side of the road (in Farwell) will have their property gutted to the point they may not be able to stay in business. Will the business district of Farwell (either side of the road) be able to survive the construction period?</p> <p>One projection I heard was to start construction in 2030 with construction taking 1-3 years. With the way construction projects have been going around the Farwell area I would expect construction to still be going on in the 2035-2040 time frame. Also that repair/replacement of pavement would happen before completion of the construction project.</p> <p>During the construction (and even after) there is a definite possibility of increased traffic on the city streets. Will there</p>	<p>There are pedestrian facilities shown on the schematic (sidewalk, ADA ramps, crosswalks).</p> <p>Both TxDOT and NMDOT have a pedestrian/bicycle plan that will be incorporated into a final design when an alignment has been determined to proceed to design.</p> <p>The length of the proposed overpasses are similar in length (0.25 to 0.35 mi.) to the mentioned crossing in Clovis because all overpasses over a railroad are required to be 23.5' above the tracks.</p> <p>Please leave a message if your phone call cannot be answered and you will be called back.</p> <p>There are federal requirements denoting the 5% for railroad contributions when an at-grade crossing is removed but BNSF is welcome to contribute more.</p> <p>Both agencies thank you for your comment.</p>
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			<p>be help from state agencies (Texas and New Mexico) for the increase in traffic?</p> <p>With the increase in “concrete”, where is the rain water going to go? Something was said about a pond where stripes is now. I thought part of that area was where the 4th track was going to go. Also it looks like you’re creating a safety hazard and a mosquito nursery.</p> <p>I guessed I missed it, because I haven’t seen anything about pedestrians. No, there isn’t a lot but is there a plan?</p> <p>As I understand it, traffic on 60 that wants to go south will be able go into Texico, take S. Garwood and then hit Stateline road. The other option would be to take the loop (292) to 70-84 (have to turn right) and go to the tracks and go south on 1st street and hit Stateline rd. or go back to 9th street and head south. Looks like Garwood and 1st street could see an increase in traffic (including trucks). Traffic wanting to go east of Farwell would U-turn at the tracks and head east of town. Will this bottleneck cause traffic to go south on 1731 out of Bovina and go west on the Lubbock hwy instead of going to Farwell? This would increase traffic on 1731, the crossing in Bovina is not lowboy friendly, also the 1731 and Lubbock hwy intersection is in a 75 mph speed zone.</p> <p>If you are on the east side of Farwell headed west, will you be able to turn into the businesses that are on the south side of the road or will you have to go to 9th street and make a U-turn?</p> <p>It’s been said the speed limit will be 45 mph. It’s hard enough now getting out of 9th St. or College St. with the</p>	
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			<p>speed limit at 35mph. That doesn't include vehicles trying to get to the inside lane for the R-cut.</p> <p>The overpasses on Hull St (2/10 mi by odometer) and Prince St (35/100 by odometer) in Clovis, NM cross several more tracks than just 3 or 4. The Farwell Bridge takes up what, 18 blocks not including the R-cuts. That's a lot of real estate for 3 or 4 tracks, Garwood St. and a U-turn.</p> <p>I realize some of my questions don't belong in a comment letter. For that I apologize, but nobody answered the phone when I called.</p> <p>If BNSF projections are right (even if they aren't) something needs to be done. If this is as important to BNSF as they claim then they need to kick in more than 5%. From the comments I heard at the meeting, the current option makes the most sense from an engineering and financial stand point (to TxDOT). I'm just not sure it's the best option for the towns of Farwell and Texico.</p> <p>Again thank you for the meetings and the ability to comment.</p>	
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