



Documentation of Public Meeting

Project Location

Parmer County, Texas

Study Area

Farwell, Texas at the existing railroad crossings located on the Texas/New Mexico Stateline of US 60/70/84 and the existing crossing at the intersection of US 60 and FM 292.

Meeting Information

Thursday, June 8, 2023

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

Farwell ISD Administration Building

805 Ave. G

Farwell, TX 79325

Tuesday, June 13, 2023

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

Texico ISD Cafeteria

520 N. Griffin St.

Texico, NM 88135

Translation Services

Spanish provided by TxDOT Lubbock District Staff

Total Number of Commenters

18

Contents

A. Comment/response matrix

Comment Response Matrix for Farwell/ Texico Route Study


Comment Number	Commenter Name	Date Received	Source	Comment Topic	Response
1	Ridley Lonsdale	06/12/2023	Email	<p>Thank you very much for the opportunity to comment on the purposed railroad bridge routes in the Farwell/Texico state line area. The DOT personnel from both Texas and New Mexico were professional and informative in presenting information concerning the alternative bridge routes on U.S 60/70/84.</p> <p>Comments on Alternative #1 US 60/70/84</p> <p>Pros-This route allows the traffic to flow at a steady, efficient, and safe pace with no delays or stops because of train traffic and crossings. This route allows emergency vehicles a straight path to the hospital of their choice.</p> <p>This route also uses frontage roads to access businesses along the highway in Farwell.</p> <p>Cons-This route will displace some businesses on the south of the highway in Texico, but the BNSF railroad may do that anyway.</p> <p>Unknown-How will the 3rd track that the BNSF railroad is going to lay effect the businesses on the south side of Texico? Are the businesses going to have to relocate already because of the railroad?</p> <p>How much business do the businesses in Farwell get from travelers passing through? Are the businesses in Farwell mostly specific to the locals and their needs?</p> <p>Comments on Alternative #2 FM 292</p> <p>Pros-This route allows traffic to gain access to highway 60 without stopping for trains at the highway 60 railroad crossing.</p> <p>Cons-Although this route does allow access to highway 60 there is a railroad crossing at the Lubbock highway, and a busy highway intersection a block away from that. Even with the lighter railroad train traffic on the Lubbock side there are coal trains and others rounding the curve from Amarillo that will delay traffic for lengthy stops. These stops could potentially cause traffic to back up considerably which could lead to driver impatience and accidents at the highway intersection.</p>	<p>TxDOT appreciates the commenter’s support of a project occurring in the communities of Farwell and Texico. We also appreciate the information provided, and questions raised. The inquiries to businesses at both towns is unknown at this time, but TxDOT does evaluate cumulative, indirect impacts, and community impacts when designing a transportation project. At this time, being that this is a preliminary study, we do not have that information and results will be determined if the project is advanced. You are free to review the Route Study in Fall of 2023 for such recommendation.</p>

				In conclusion I believe the best solution for the train crossings in Farwell/Texico would be alternative #1 because it keeps traffic moving from point A to point B without stops or detours. Traffic would flow steadily, efficiently, and safely over the overpass. The locals wouldn't be locked in by trains, travelers could access local businesses if they so desire, and emergency personnel could reach their calls without delay.	
2	Robert W Anderson	06/10/2023	Email	The five of us in Anderson family in Farwell support Option #1. That is Will, Ginger, and Claire Anderson (all adults) and Courtney and Michael Reid (both adults). It solves all the problems all the time, while in Option #2, the problem of crossing the RR tracks remains every time there's a slow train on the tracks to Lubbock. Fix it once and fix it completely. Thank you!	TxDOT appreciates the commenter's support of the project.
3	Maria Marrufo	06/05/2023	Mail	Me opongo debido a que mi negocio esta cerca de los vios de tren, y eso significaría que mi negocio desaparecería y mi familia traería un grande impacto económico a mi familia.	TxDOT le agradece su comentario, aunque este comentario se recibió antes de la reunión pública, los impactos de la alternativa número 1 no desplazan su propiedad. Podemos ver que su propiedad no sería desplazada con el diseño alternativo propuesto número uno. La estructura del puente permanecería al norte de su parcela, y el camino lateral propuesto permanecería en la US 70/84 existente. TxDOT propone buscar la adquisición del derecho de paso al norte de la US 70/84 en Farwell y al sur de la US 60/70/84 en Texico. No dude en ponerse en contacto con los contactos del proyecto para discutir cualquier inquietud adicional, así como revisar los diseños propuestos en la página web de la reunión pública.
4	Elizatbeth & Jesus Ramirez	06/05/2023	Mail	You maps are incorrect. It's about time something is being done. This problem has existed for years in this community.	TxDOT thanks you for your comment. This comment was received prior to the public meeting

					in the project area, and due to such the district ensured that all parties received updated flyers in a timely manner.
5	Elias Torres	05/22/2023	Mail	My small pottery business, known as “The Potters House” would suffer financially because the bridge would be built over it.	TxDOT thanks you for your comment, while this comment was received prior to the public meeting; we can see that your property would not be displaced with the proposed alternative design number one. The bridge structure would remain south of your business, and the proposed frontage road would remain on the existing US 60/70/84. TxDOT is proposing to seek right-of-way acquisition to the North of US 70/84 in Farwell, and to the South of US 60/70/84 in Texico. Please feel free to contact the project contacts to discuss any further concerns, as well as review the proposed designs on the public meeting webpage.
6	Esmeralda Vasquez	06/08/2023	In-person	Lunch, mass, business in Clovis/Portales. Emerg. Etx. Holds from train make it difficult to come & go to mass on a timely manner. 30 min of lunch break could easily end-up 40 min or longer. The accidents I feel that have happened as well because of people hurrying for whatever reason could also be a breaker. Many people working from TX & NM could benefit. Business would not lose out either. This would benefit by everyone not avoiding the train track. WE NEED THIS.	TxDOT appreciates the commenter’s support of a project occurring in the communities of Farwell and Texico.
7	Elipidia Solis	06/13/2023	In-person	I prefer alternative # 2. I can still cross the tracks if there is not a train. With option #1, I would have to travel further to cross the overpass and then drive past where I work and drive back. I also think it will wipe out businesses in Texico.	TxDOT thanks you for your comment.
8	Paul Stout	06/13/2023	In-person	I support alternative 1. The truck traffic needs to be able to move on through Farwell & Texico. Alternative 2 will not be of help to those taking Us 84 to Lubbock. It will be out of the way and	TxDOT appreciates the commenter’s support of a project

				cumbersome. I hope that both states will provide assistance with business impacts.	occurring in the communities of Farwell and Texico.
9	Ralph Dowden	06/01/2023	Email	<p>To Whom It May Concern:</p> <p>I am writing to voice my support for TxDOT's proposed project to build a bridge (or perhaps bridges) on United States Highways 60/84/70 to allow traffic to cross over the railroad track that crosses that road between Farwell, Texas and Texico, New Mexico.</p> <p>I am a resident of Clovis, New Mexico, and from time to time I need to travel to Amarillo or Lubbock on business. I have lived in Clovis since 2004, and every time I approach Texico from the west, I must admit that I dread the wait that I may be about to experience if a freight train happens to come along at the same time I arrive at the state line. While the speed limit on U.S. 84/60/70 is 60 miles per hour once you leave Clovis, when you approach Texico, the speed limit gets lowered to 45 mph, then to 40, and finally to 35 mph. Plus, the railroad track runs parallel to the highway all the way from Texico to Clovis, and one can see a train approaching on the track well before arriving in Texico. I always slow down when the speed limit is reduced, so that in itself reduces my chance of "beating" any train to the intersection there in Texico. I have thought many times, How nice it would be if the Highway Department would build an overpass there between Texico and Farwell, so that highway traffic could just sail right through and not have to wait on a train.</p> <p>The only thing that worries me is the possible negative impact a bridge could have on the businesses in both Farwell and Texico that are near the state line. The bridge would have to start to rise above ground level, probably, hundreds of feet to the east of the state line in Texas, and would not return to ground level until, I suppose, about halfway through the town of Texico in New Mexico. And I also know that there is not much room for off-ramps so that drivers who might want to stop, for example, at the Stripes convenience store in Texico before entering Texas could jump off and still get back on the highway and continue their trip into Texas. But, sometimes the price of progress is economic hardship on businesses that are located in "harm's way," so to speak. Also, having an overpass between Farwell and Texico, I believe would enhance</p>	<p>TxDOT appreciates the commenter's support of a project occurring in the communities of Farwell and Texico.</p>

				<p>safety, since there are drivers who, despite the barrier arm that comes down, will risk their lives and the lives of their passengers by driving around the barrier. That is a foolhardy action, especially since there are several tracks there--not just one.</p> <p>So, all in all, I favor the construction of a bridge over the railroad track at that location. I think it is a project that is long overdue.</p> <p>Thank you for allowing me to comment on this proposed highway project.</p>	
10	Rev. Dr. Brad Reeves	06/15/2023	Email	<p>TxDot,</p> <p>Thank you for listening to a NM citizen's opinion on this matter. I am in favor of option 2. It is the least disruptive to businesses on both sides of the border. Also, it is less of a leadership challenge because only one states DOT would be involved.</p>	TxDOT thanks you for your comment.
11	Brandon Embry	06/16/2023	Email	<p>To whom it may concern:</p> <p>I have been a lifelong resident of the Farwell/Texico area, and have spent many hours of my life waiting for trains and traffic at the state line. So I am eager to see a solution to this malfunction junction we have been living with for decades.</p> <p>I am not clear why the Option 1 Bridge and Option 2 Bypass were the only solutions offered. I have looked the area over for years, and I have often thought about this possible solution:</p> <ol style="list-style-type: none"> 1. Highway 84 would begin curving northwest from about 4th - 5th street in Farwell and begin to elevate over the railroad as it becomes northwesterly in direction. The westbound traffic is already slowed slowing from the east side of town and a gradual curve and inclination would not be unsafe in my opinion. The speed limit could be lowered further before the curve. 2. The new intersection at highway 84 and 60 north of the railroad could be elevated with earth and bridge as needed to make a smooth transition over the railroad. The whole intersection area could be made wider to allow large (oversized) vehicles to turn east or west towards Texico. 3. A stoplight would control this 3-way intersection. With westbound highway 60 traffic being slowed well east of the intersection. 	<p>TxDOT appreciates the commenter's support of a project occurring in the communities of Farwell and Texico. TxDOT thanks you for your comment. At this time, the preliminary route study has been narrowed down to two design alternatives. Of which were presented to the public this Summer of 2023. Additionally, various designs had been evaluated for feasibility. In narrowing down to the two designs presented to the public, funding availability, community impacts, required disturbances and right-of-way acquisition are considered. TxDOT welcomes you to review the preliminary route study on the public meeting page, which is expected to be available in Fall 2023; where you may view the previously designed alternatives.</p>

				<p>4. The west side of the intersection would be similar coming from Texico with the highway being gradually curved and elevated to meet the intersection. The speed limit is already slow, and traffic is currently turning anyway on the west side of the railroad crossing.</p> <p>5. Many of the smaller streets would not have direct access to the highway(s) obviously, but in any solution that will be necessary. I have attached a crude drawing in a PDF to illustrate what I am trying to convey. I am not an engineer by any means, but having been here my whole life and watching the flow of traffic I would be interested in knowing why this idea would not be practical. In the drawing the red is the new highway obviously and the yellow the elevated portion.</p> <p>Thanks for your time. Attached:</p>  <p>The image is a satellite view from Google Maps showing a residential area with a grid of streets. A road runs horizontally across the middle. A path is highlighted in red and yellow, starting from the left, curving upwards and then downwards to cross the horizontal road, and then continuing to the right. The red portion is the main path, and the yellow portion is a curved section that appears to be elevated or a different type of roadway. The background shows houses, trees, and some commercial buildings.</p>	
12	Paige Beard	06/20/2023	Email	<p>To whom this may concern,</p> <p>I am against the Texico/Farwell bridge construction project. How do I submit a rejection?</p>	<p>The commenter's opposition to the project is received and noted. Thank you.</p>
13	Cynthia Trower	06/21/2023	Email	<p>I am responding to the Farwell/Texico Route Study. I believe option 2 is the better solution for the Farwell Railroad Crossing Bridge.</p>	<p>TxDOT appreciates the commenter's support of a project occurring in the communities of Farwell and Texico.</p>
14	Dale Miller	06/21/2023	Email	<p>Greetings,</p> <p>I'm a business owner in Texico, NM. I support Alt #1</p>	<p>TxDOT appreciates the commenter's support of a project</p>

					occurring in the communities of Farwell and Texico.
15	J.R. Ivins	06/26/2023	Email	<p>I attended the public information meeting in Farwell regarding proposed solutions to the Santa Fe crossing problem..Option 1, the traditional overpass, would definitely solve the problem, but it would be devastating to the main street businesses of both Texico and Farwell. Protracted disruption during years of construction would likely result in the death of most affected businesses. It would also permanently damage the community culture of unity for both communities. Option 2, the cemetery relief route, would not solve the problem. To access the relief overpass would usually require as much time as simply waiting for a train to pass. I feel most community members and pass-through traffic would not use it. A third option makes much more sense to me. Constructing a bypass similar to the current successful Highway 84 bypasses in Littlefield and Shallowater would be more useful and cause much less disruption. Highway 84 could join and follow County Road Z (east of Farwell), paralleling the south loop in Farwell, crossing the state line, and curving northwest to join 60/84 west of Texico near the site of the abandoned truck stop. An overpass (over the railroad) would be needed at the west end of the bypass. The bypass would involve approximately 3.5 miles of new road construction on vacant land, but significant savings would be realized in other areas such as business, home, and utility relocation that would be required for Option 1 above. This route could likely have the following benefits: No removal or relocation of businesses or homes. Very minimal utility relocation (water, sewer, electric, fiberoptic) No changes on Main Street or Main Street businesses, preserving the tax base. Emergency vehicle response times would be faster or remain unchanged from current times. Almost no disruption during construction. There would be plenty of room for future development. Local traffic could easily access the bypass without following a circuitous route. The Santa Fe crossing problem would be solved permanently, accommodating any future increases in train or vehicular traffic. Community culture and unity between Texico and Farwell would be maintained. Signage could be placed</p>	<p>TxDOT thanks you for your comment. At this time, the preliminary route study has been narrowed down to two design alternatives. Of which were presented to the public this Summer of 2023. Additionally, various designs had been evaluated for feasibility. In narrowing down to the two designs presented to the public, funding availability, community impacts, required disturbances and right-of-way acquisition are considered. TxDOT welcomes you to review the preliminary route study on the public meeting page, which is expected to be available in Fall 2023; where you may view the previously designed alternatives.</p>

				<p>on both ends of the bypass to aid the few businesses that cater to "drive-through" traffic. Such as "FOOD and FUEL" with arrows as seen on many other highways. Long term (50 to 100 years) would see a gradual, natural relocation of some businesses to the bypass as presently seen in Littlefield and Shallowater. Thinking more of the future, I feel this bypass would benefit life in Farwell and Texico much more than the proposed Option 1 or Option 2. I respectfully request that you consider this third option while thinking of the long-term future, ease of the transition, functionality of the completed project, and the importance of community unity.</p>	
16	Jerry Monk	06/28/2023	In-person	<p>To whom it may concern-I attended the Texico, NM meeting last week and visited with several TXDOT and NMDOT folks that were very friendly and helpful with information. I was extremely surprised of the potential impact this project (alternative #1) would have on our business. Kelly Greens Seeds was established in 1963 and I started to work here in 1971 and we continue to operate on a daily basis on the original site. Obviously, we are land locked between highway 70-84 and the BNSF railroad. Alternative #1 would lessen our area to operate and basically cease our ability to operate with warehouse space, bulk storage, office, apartment, and scales. If TXDOT makes a final decision on alternative #1 would definitely expect 100% fair and adequate compensation (as agreed upon by myself) for our entire plant, property, equipment and an on-going 56 year old seed business operation.</p>	TxDOT thanks you for the comment.
17	Carole Patrick	06/30/2023	Email	<p>To whom it may concern: Regarding the proposed railroad crossing for Farwell/Texico, Alternative 2 is the most sensible alternative. This proposal would not have a negative impact on either Farwell or Texico, NM businesses. An elevated overpass at the existing RR crossing should NOT be considered as it would do great harm to both of the towns on either side of the RR. Leaving the current crossing in place for local traffic and having an alternative by-pass for through traffic that would not otherwise utilize the local businesses is the best option. My vote is Alternative 2 .</p>	TxDOT thanks you for the comment.

<p>18</p>	<p>Rob Pomper</p>	<p>06/30/2023</p>	<p>Email</p>	<p>The Farwell Chamber of Commerce would like to weigh in on the overpass options that were presented. Overall, we are in favor of Option 2, the bypass route. We feel there are simply too many issues with Option 1 right now. Specifically, we are worried about how to turn around from the frontage roads onto the highway. We also are very worried about losing businesses, especially in Texico where two of the three largest businesses in the city would be in the path. Also, we are worried about the construction time. We know it was believed to be 3 years to construct the overpass, but we've had very bad luck recently with highway projects that have taken much longer to build than originally quoted. The current resurfacing projects are well into year 4 of what seems to take less than a year in other places. In the comments of our meeting, we were asked about the County Road Z bypass as an option that would alleviate some of the problems. The only land needed would be farmland, and it could cross the tracks at Curry Road C and remove the crossing there. The second option folks were interested in was angling northwest from 3rd Street in Farwell to join Highway 60 just before the state line. But overwhelmingly, the Chamber appreciates TXDOT for taking this seriously. We know it's a big project, and one we wish had been done 70 years ago. Since we can't change the past, we'd love to change our future.</p>	<p>TxDOT thanks you for your comment. TxDOT welcomes you to review the preliminary route study on the public meeting page in which will address further design recommendations proposed on alternative number one, the route study is expected to be available in Fall 2023.</p>
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