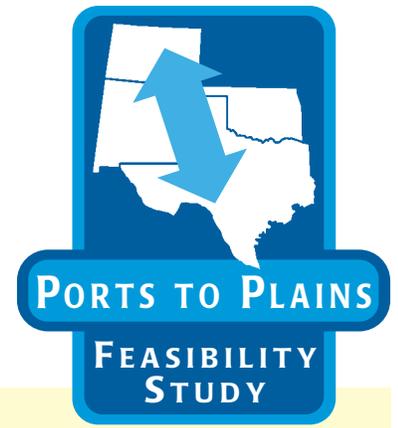


PORTS TO PLAINS

The Public Responds...



The final series of public meetings were held in February 2001 to present the preliminary results of the study and to solicit public comments. The meetings were held in Amarillo, Big Spring, and Eagle Pass, Texas; Limon and Colorado Springs, Colorado; and Boise City, Oklahoma. An additional meeting was sponsored by the New Mexico Highway and Transportation Department in Raton, New Mexico.



Public Opinion

Approximately 5,400 public comments were received through a variety of channels including public meetings, e-mail, a telephone information line, and the Ports to Plains post office box. There was significant public support for Alternatives N1 and N4 in the north, and Alternative S7 (Option B) in the south.



Final Report Completed

The Final Report for the *Ports to Plains Feasibility Study* has been submitted to the Project Steering Committee consisting of the Departments of Transportation in Colorado, New Mexico, Oklahoma and Texas. The report, prepared by the Wilbur Smith Associates Team, is a compilation of technical information and public input collected and extensively analyzed over an 16-month period. A summary of this report is available online at www.wilbursmith.com/portstoplains.

Findings

The purpose of this study was to compile and document detailed technical information regarding the impacts and feasibility of alternative highway alignments that can be used by the State Departments of Transportation and their respective Transportation Commissions in selecting a preferred alternative and identifying other needed improvements. Based on the study, a continuous four-lane highway was not found to be feasible along the entire corridor limits between the Texas/Mexico border and Denver, Colorado. Accordingly, the study identifies other potential highway improvements that should be considered for improving traffic operations, safety, and accommodating future traffic volumes along the Ports to Plains corridor.

Potential Highway Improvements Include:

- Additional truck climbing lanes
- Intersection improvements
- Intelligent Transportation System (ITS) measures
- Consideration of relief routes in corridor towns/cities

Next Steps

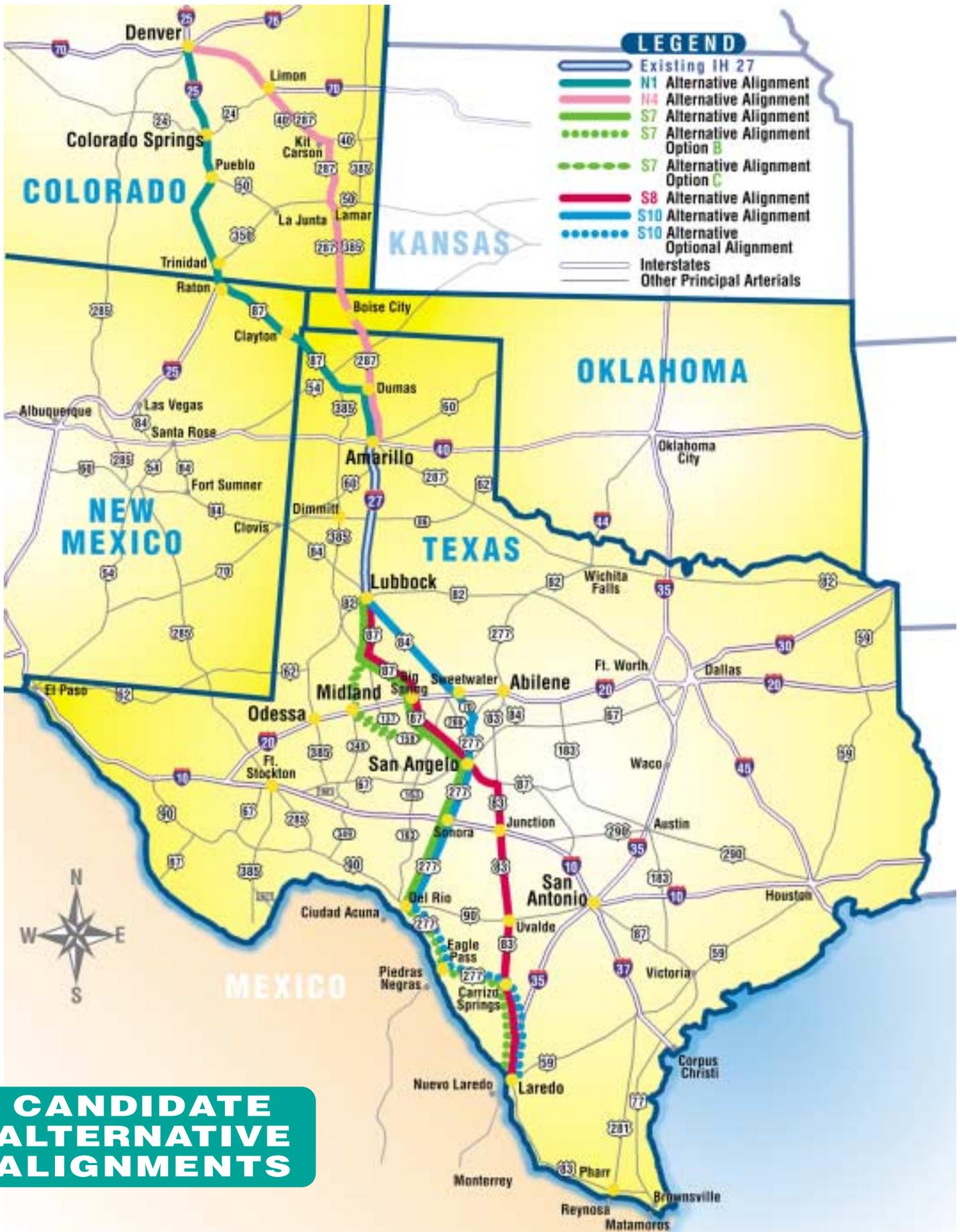
The *Ports to Plains Feasibility Study* provides a wealth of technical information regarding the impacts and feasibility of alternative highway alignments. The study findings will be used to select a preferred alternative and to identify other needed improvements. The Departments of Transportation and Transportation Commissions within each state will supplement the detailed evaluation results of this study with other statewide policies and issues to determine the preferred alternative.

The Omnibus Appropriations Act was signed in December 2000. This federal Act stipulates that the preferred alternative in the southern Ports to Plains corridor (*between Lubbock and the Texas/Mexico border*) be designated by June 30, 2001, with the preferred alternative in the north (*between Dumas, Texas and Denver, Colorado*) designated by September 30, 2001.

Project Development & Implementation Process

- Selection of preferred alternative
- Adoption of preferred alternative in the appropriate regional and statewide plans
- Environmental clearances
- Preliminary and final design
- Right-of-way acquisition
- Construction of recommended improvements

These future project development/implementation phases will be dependent upon the success of securing the required federal and/or state funds.



**CANDIDATE
ALTERNATIVE
ALIGNMENTS**



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Contacts

The Ports to Plains Feasibility Study is now complete and the post office box and telephone information line for the project will be discontinued. Future communication should be directed to the Department of Transportation office within your state.

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