



I-27 Feasibility Study from Amarillo to Dumas

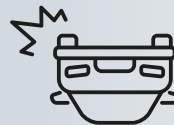
Stakeholder Working Group #1



Nov. 12, 2024

HELP
#EndTheStreakTX
End the streak of daily deaths on Texas roadways.

Top Contributing Factors of Fatal Crashes in the Study Area



Single Vehicle
Crashes

45%



Head-on
Crashes

17%

There were a total of 5,288 crashes between **2019-2023** in the study area

Agenda

1 | Welcome and Introductions

2 | Study Overview

3 | What is a Feasibility Study?

4 | Public Involvement

5 | Interstate Design Standards

6 | Existing Conditions

7 | Look Ahead and Next Steps

8 | Meeting Adjournment

Welcome and Introductions

I-27 Feasibility Study from Amarillo to Dumas: Team



- **Blair Johnson, PE**
Amarillo District Engineer
- **Kit Black, PE**
Director of Transportation Planning and Development
- **Brandon Vinson, PE**
Advanced Planning Engineer
- **Russell Washer**
Project Manager
- **Aaron Johnson**
Deputy Project Manager



- **Karen Hadley, AICP, PMP**
Project Manager
- **Vishal Sarikonda, PE, PTOE, RSP1**
Project Technical Lead
- **Ramakanth Soudari, PE, PMP**
Engineering and Design Lead
- **Aleah Qureshi, AICP**
Public Involvement Lead



Stakeholder Working Group Introductions



Name



Entity



City

Goals of Today's Meeting

- Establish the role of the stakeholder working group
- Introduce the feasibility study
- Present study purpose, goals and schedule
- Provide an overview of the public involvement process
- Explain the interstate design standards
- Provide an overview of the existing conditions of the corridor

Stakeholder Working Group Role and Responsibilities



Stakeholder: Members from counties, municipalities, or industries (trucking, cattle, agriculture, etc.) along the corridor that have a vested interest in the study



Roles and Responsibilities

- Actively participate in and support stakeholder engagement activities
- Review and provide input on planning data analysis, needs assessments and potential improvements
- Inform the Feasibility Study by providing insight from representing county/municipality perspective

Stakeholder Working Group Desired Outcomes



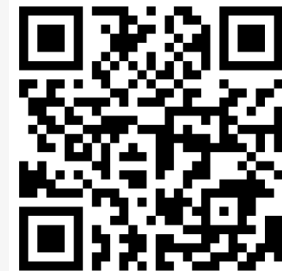
Desired Outcomes

- Coordinate regarding ongoing and planned projects
- Provide feedback on existing conditions
- Gather perspective to inform future public involvement activities
- Determine Technical Working Group members
- Provide input for the development of alternatives

How to Join Mentimeter



Sample Mentimeter Question



What is your favorite college football team?



What is your favorite college football team?

14 responses



Study Overview

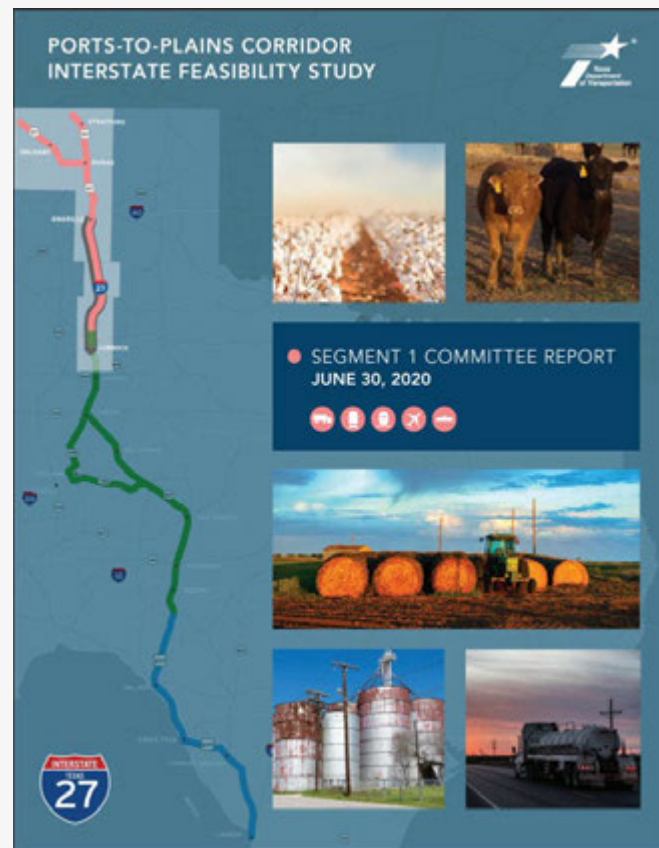
I-27 Feasibility Study from Amarillo to Dumas: Study Area

- **Counties:** Randall, Potter and Moore
- **Limits:** SL 335; Along US 87/US 287 from State Loop (SL) 335 in Amarillo to the logical terminus north of Dumas at US 287
- **Length:** 57 miles
- **Municipalities:** Amarillo and Dumas

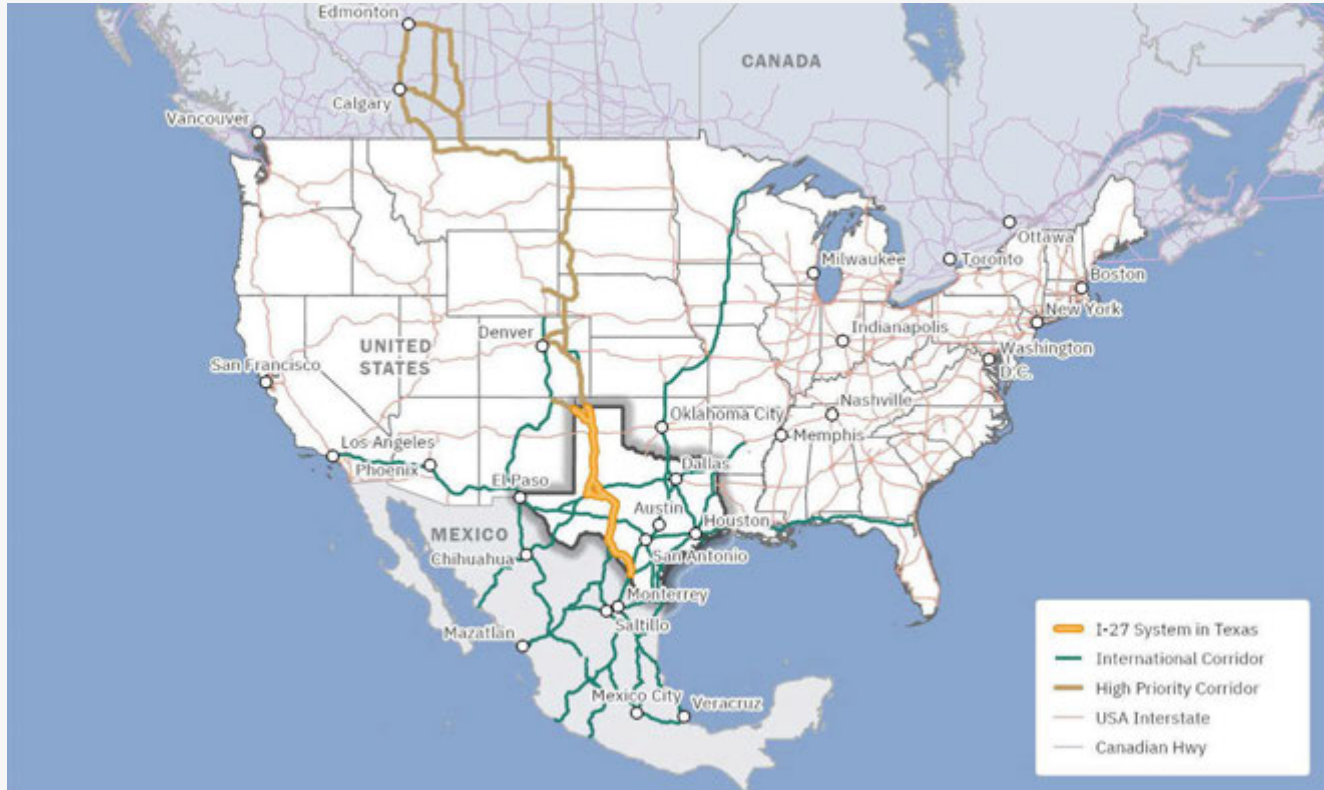


Plans and Studies Reviewed for I-27 Feasibility Study from Amarillo to Dumas

- Ports-to-Plains Corridor Interstate Feasibility Study (2020)
- Ports-to-Plains Corridor Interstate Feasibility Study Segment 1 Committee Report (2020)
- I-27 Amarillo to North of Canyon Study (2020)
- I-27 (Ports-to-Plains) Implementation Plan (2021)
- Amarillo Area in Motion Multimodal Plan (2021)
- US 67/US 87 Relief Route Study (2021)
- TxDOT Unified Transportation Program 2025 (2024)
- Amarillo MPO Metropolitan Transportation Plan 2025-2050 (2024)
- I-27 System in Texas Implementation Plan (2024)
- I-27 Advisory Committee Meeting (9/19/2024)
- SL 335 Corridor Development Study (Ongoing)



Ports-to-Plains to Plains Corridor and International Connections



Ports-to-Plains Corridor and I-27



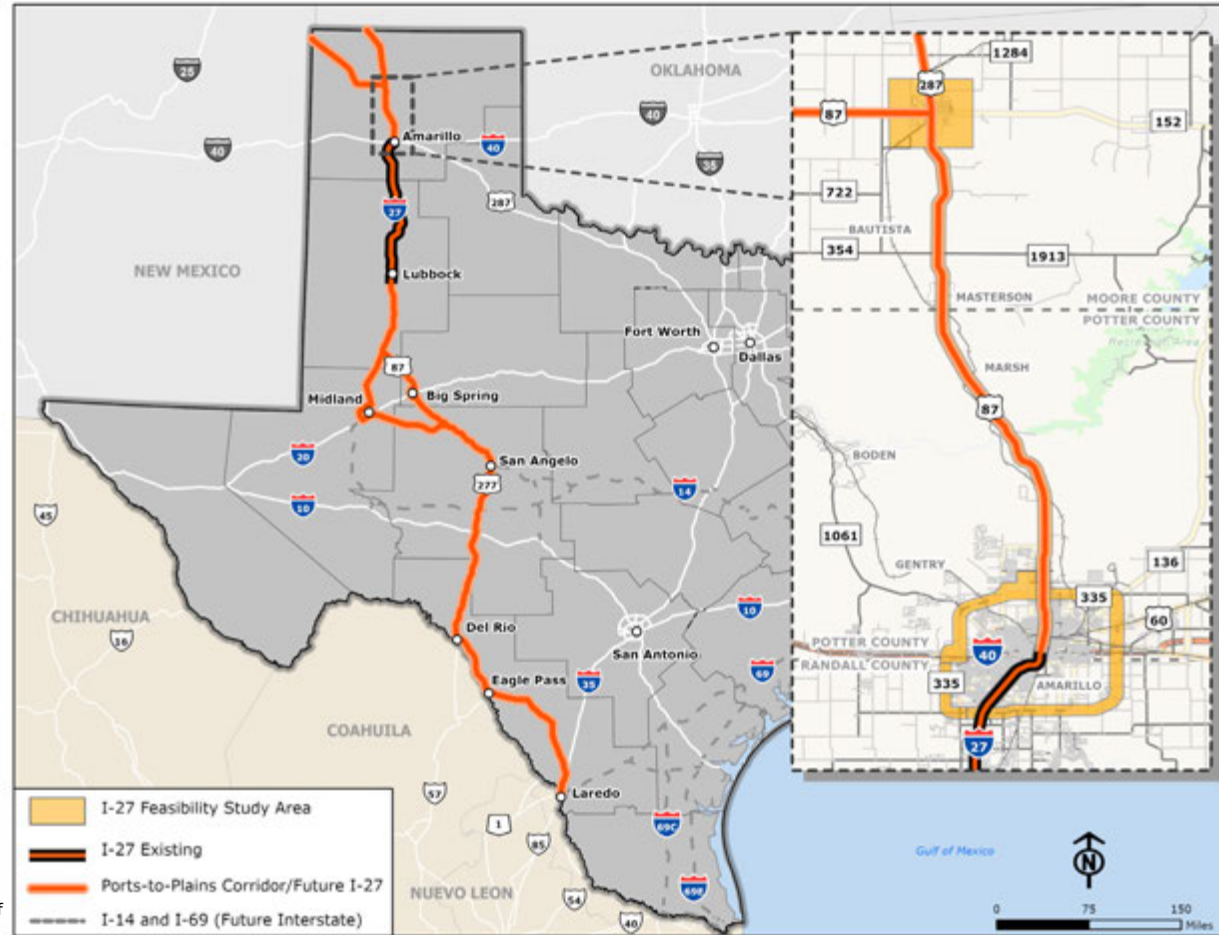
Provides the movement of goods and people from Mexico across the West and Pacific Northwest to Canada

Would serve as the only North to South Interstate serving South and West Texas



Nearly 80% of trade moving across these border crossings is moved by trucks

Freight volumes expected to grow by 78 percent between 2018 and 2050



The Future I-27 and Texas' Key Economic Sectors

Agricultural Production

- Supports the largest agricultural production in the country
- In 2021, the I-27 system was responsible for 99% of Texas beef sales, 96% of Texas hog sales and 95% of Texas peanut sales

Energy Production

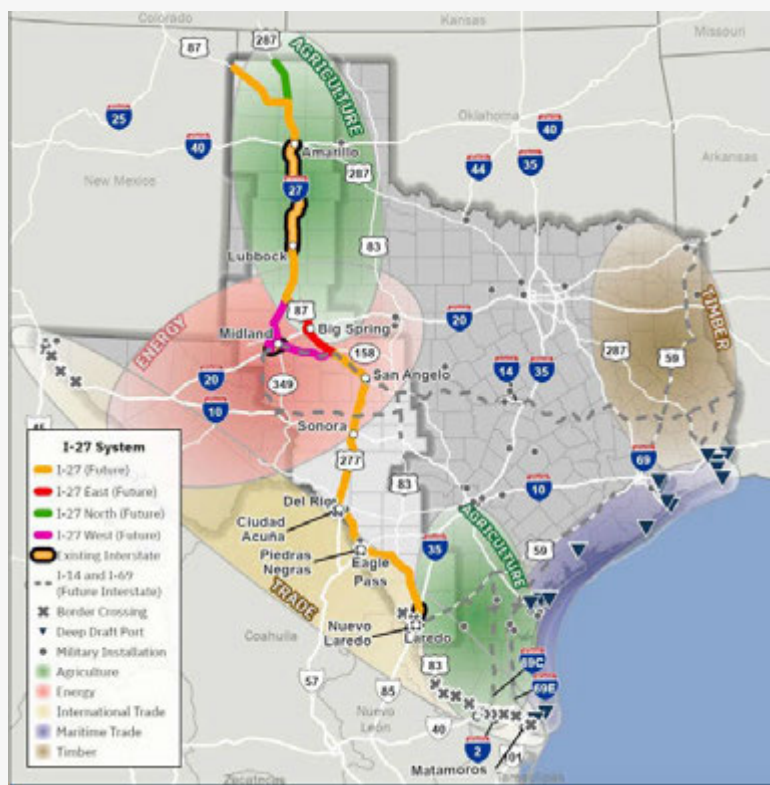
- The primary source of the nation's energy independence is located along the I-27 system in Texas
- In 2022, the Permian Basin produced \$129 billion in gross product and supported 508,000 jobs in Texas

International Trade

- The I-27 system connects to the nation's international trade gateways of Laredo, Eagle Pass and Del Rio
- 45% of the total U.S. world trade transits through Texas ports of entry and 63% between the United States and Mexico

National Defense and Security

- Provides a critical connection between four national defense and security assets



Source: I-27 System Implementation Plan and Report, 08.07.24
<https://ftp.txdot.gov/pub/txdot/get-involved/statewide/ports-plains/080724-i27-system-in-texas.pdf>

Purpose and Goals of I-27 Feasibility Study from Amarillo to Dumas

Purpose: Evaluate the feasibility, costs, and logistics related to updating the corridor to interstate standards, including extending I-27 from SL 335 to north of Dumas along US 287



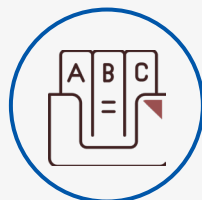
Identifying Feasible Routes for I-27 Interstate Designation



Improving Connectivity



Fostering Public and Stakeholder Engagement



Aligning With Ports-to-Plains Corridor Interstate Feasibility Study Goals:

- ① Improving Freight Movement
- ② Enhancing Economic Development
- ③ Enhancing Safety
- ④ Increasing Mobility

Mentimeter Discussion Question

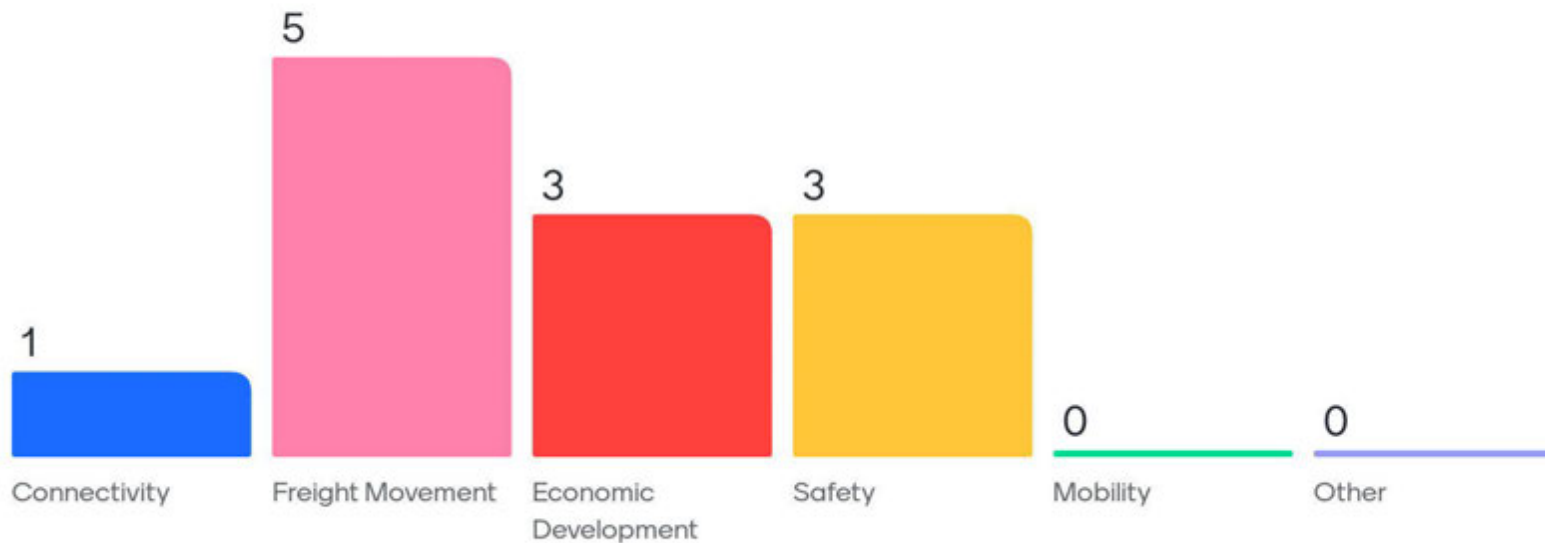


What is the greatest current need for upgrading US 87/US 287 to interstate standards?



- Connectivity
- Freight Movement
- Economic Development
- Safety
- Mobility
- Other

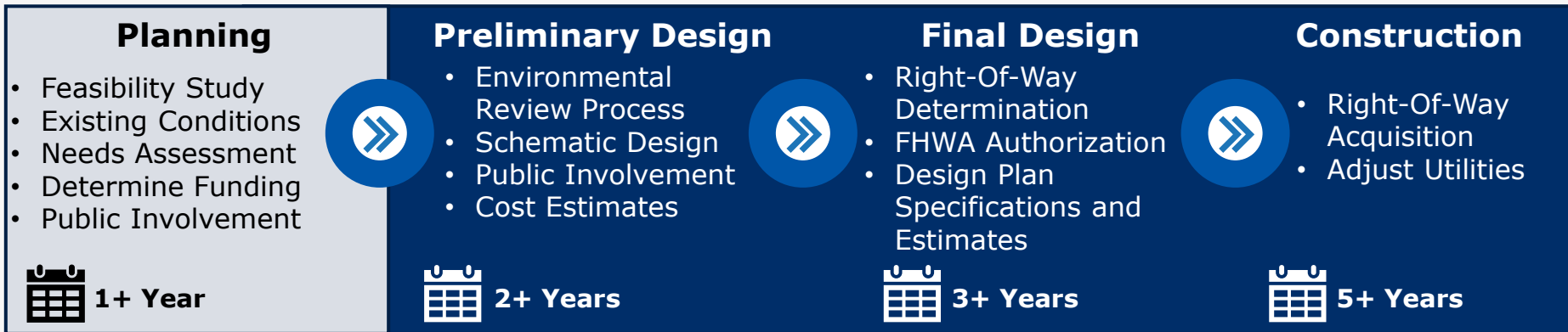
What is the greatest **need** for upgrading US 87 / US 287 to interstate standards?



What is a Feasibility Study?

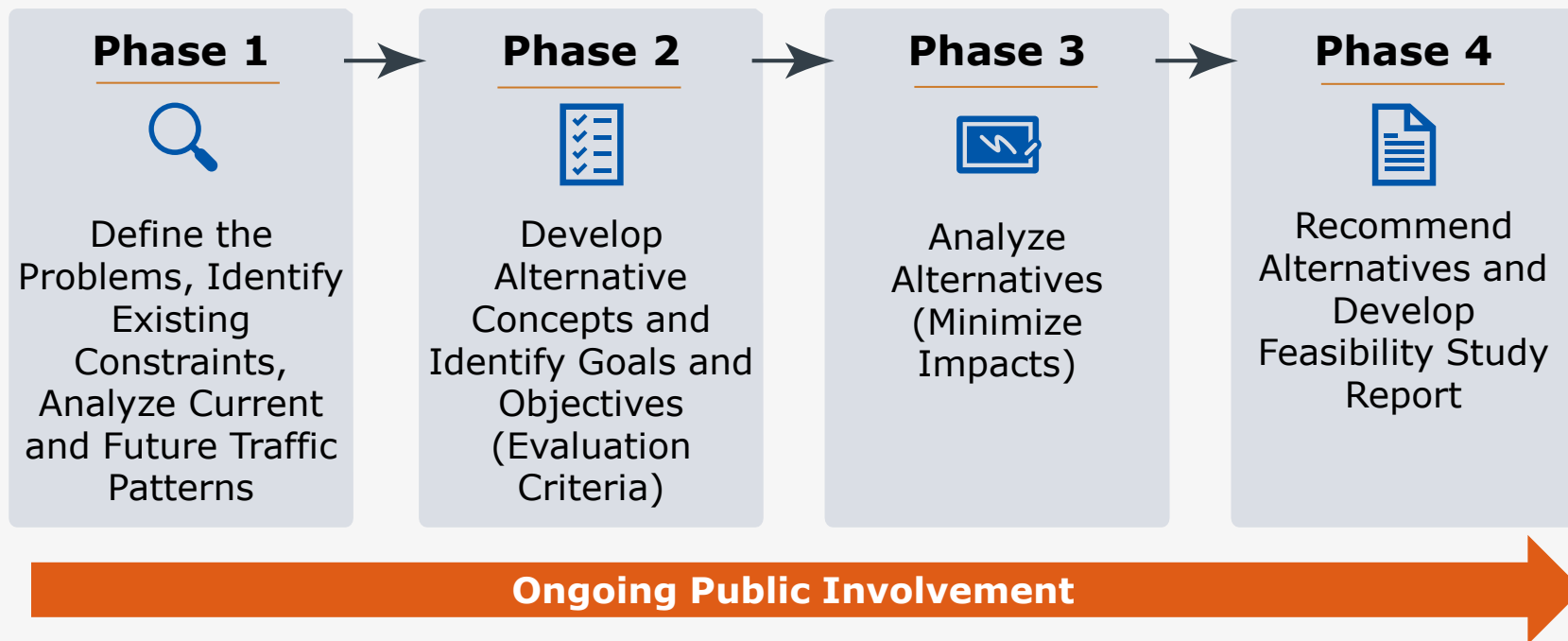
Typical Project Development Process

 **We are here**



Advancement from step to step is contingent upon the outcome of the previous step and the availability of funding.

Typical Feasibility Study Phases



I-27 Feasibility Study from Amarillo to Dumas: Schedule

Key Tasks	2024		2025		
	Summer	Fall	Winter	Spring	Summer
Introductory Meetings, Evaluate Existing Conditions and Needs Assessment		★ ◆			
Develop Strategies and Evaluation Considerations		★	● ●		
Analyze Alternatives				★ ■ ◆	
Develop Feasibility Study					★ ⊙

We are here

Schedule is subject to change

★ Stakeholder Working Group

● Technical Working Group

⊙ Feasibility Study Report

◆ Public Meeting

■ Survey

Public Involvement

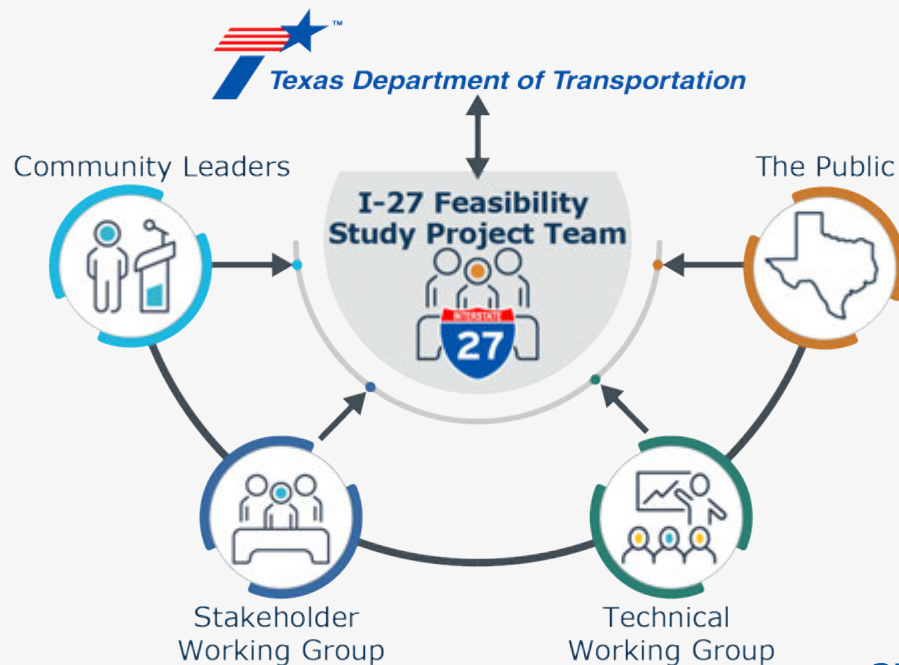
I-27 Feasibility Study from Amarillo to Dumas: Public Involvement Overview

Key Partner Outreach

- Stakeholder Working Group
- Technical Working Group
- Public Meetings
- Public Survey

Key Stakeholders

- Randall, Potter and Moore County Judges
- Amarillo and Dumas City Mayors
- Amarillo and Dumas Economic Development Staff
- Amarillo Metropolitan Planning Organization and Panhandle Rural Planning Organization representatives
- Advocacy Groups



Role of the Stakeholder Working Group



Champion

**Champion the
I-27 Feasibility
Study from
Amarillo to
Dumas**



Represent

**Represent the
study for
your respective
jurisdiction or
organization**



Participate

**Provide input and
encourage
engagement
from a
local and regional
perspective**

Previous Public Involvement on the Future I-27 Corridor in the Amarillo District

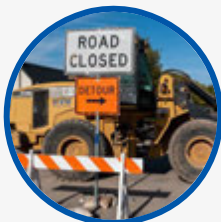
Previous public involvement for the following studies has been reviewed and incorporated:

I-27 in Amarillo District, including:

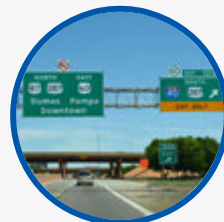
- SL 335 from I-27 to FM 2590 Project (2014)
- SL 335 from FM 2590 to SW 9th Avenue Environmental Assessment (2015)
- Dumas Relief Route US 87/US 287 (2017)
- I-27 from Western Street to the US 60/US 87 Interchange (2020)
- SL 335 Feasibility Study (2023)



Previous Studies on Future I-27 Corridor: Public Involvement Common Themes



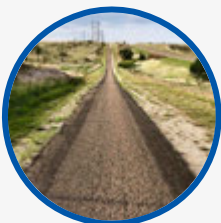
Agreement on Need for Improvements



General Support for Study Proposals



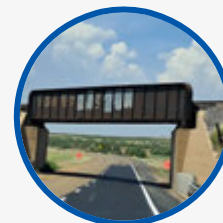
Lack of Consensus on Route and Alignment Preferences



Requests to Maintain Local Infrastructure



Concerns on Property Impacts



Safety Concerns

Mentimeter Discussion Question



We would like to learn more about your previous involvement along the corridor. Did you participate in any other studies? If so, which ones?





We would like to learn more about your previous involvement along the corridor. Did you participate in any other studies? If so, which ones?

No

Dumas relief route 2017

Dumas relief route 2017

Dumas relief route work
study group.

Yes, Dumas bypass

Yes 2017

The last two studies. First
time I was Mayor of Dumas,
the one in 2017 as Judge

I was involved in the 2019
study ports to plains



We would like to learn more about your previous involvement along the corridor. Did you participate in any other studies? If so, which ones?

Ports to plains feasibility
study Power projection
platform

Corridor Development and
Management Study PTP
Feasibility Study 127 Advisory
Committee - 27
Implementation Plan

Interstate Design Standards

Interstate Safety Design Standards



Full control of access;
no driveways
connecting to
mainlanes



Higher design speeds



Larger right-of-way
widths; min. 12 ft
mainlanes and
shoulder widths



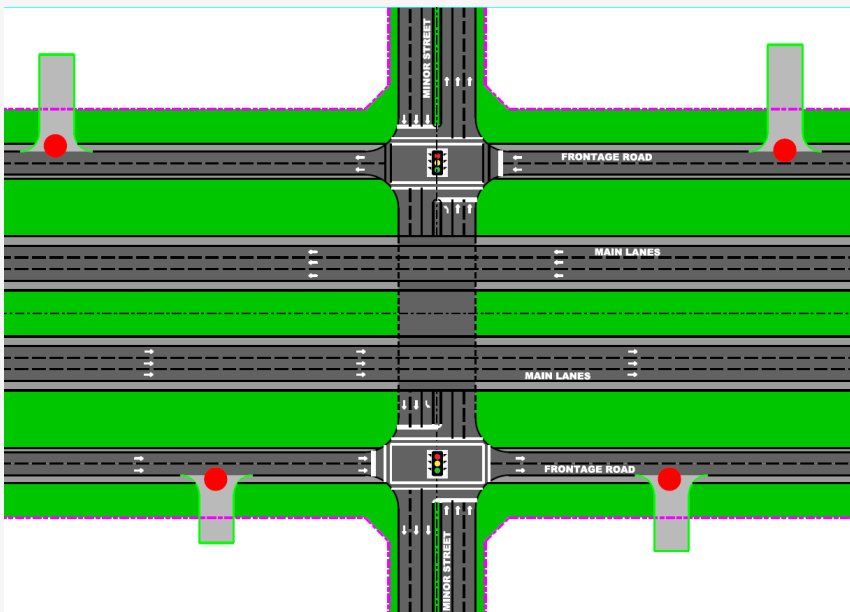
Limited access points;
grade separations
needed



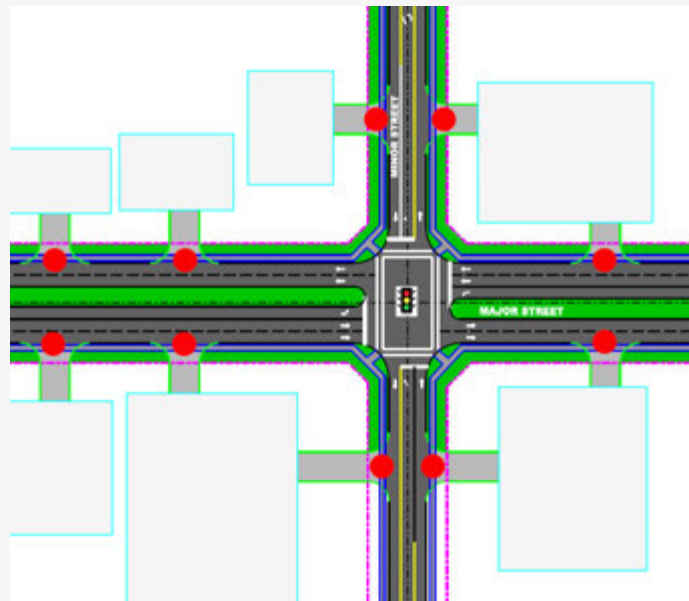
Entrance and exit
ramps; decel/accl
lanes

Controlled Access and Non-Controlled Access

A controlled-access highway is a type of highway designed to allow vehicles to travel at higher speeds and with greater safety by limiting access points and interactions with other roadways



Controlled Access



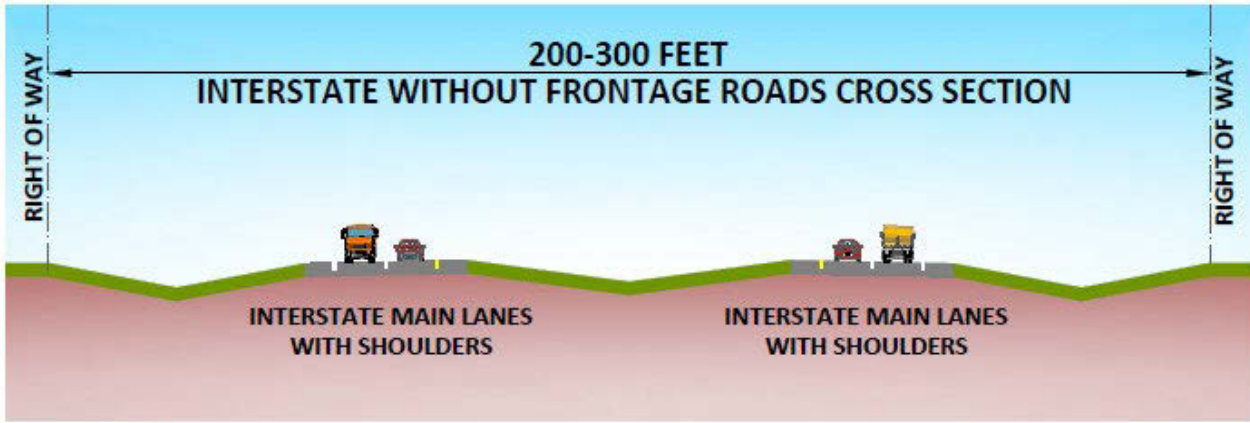
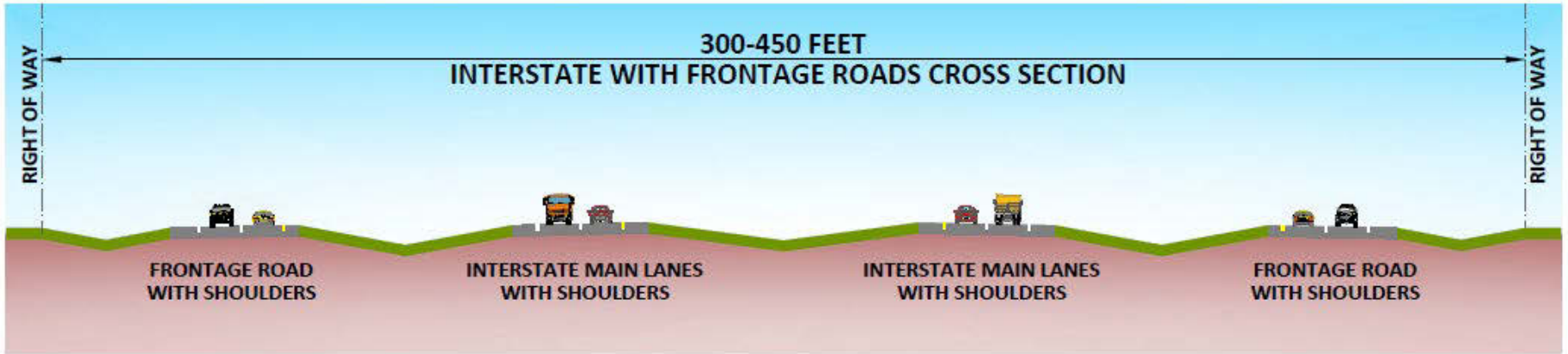
Non-Controlled Access

Design Speed

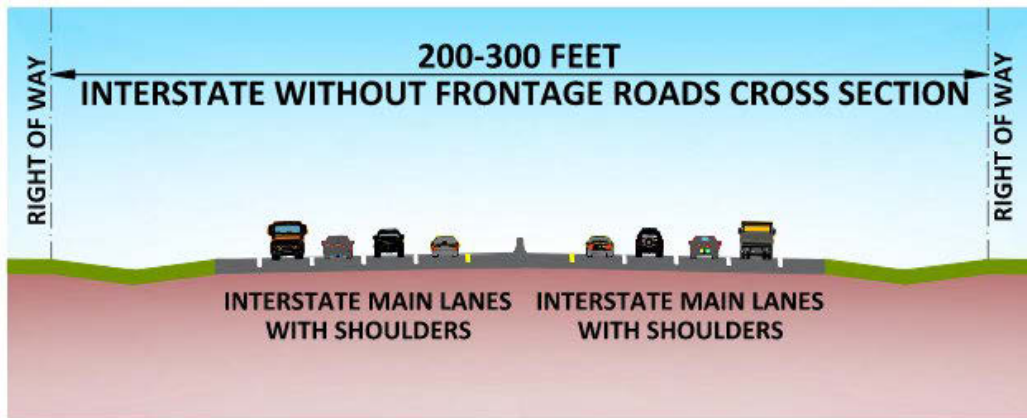
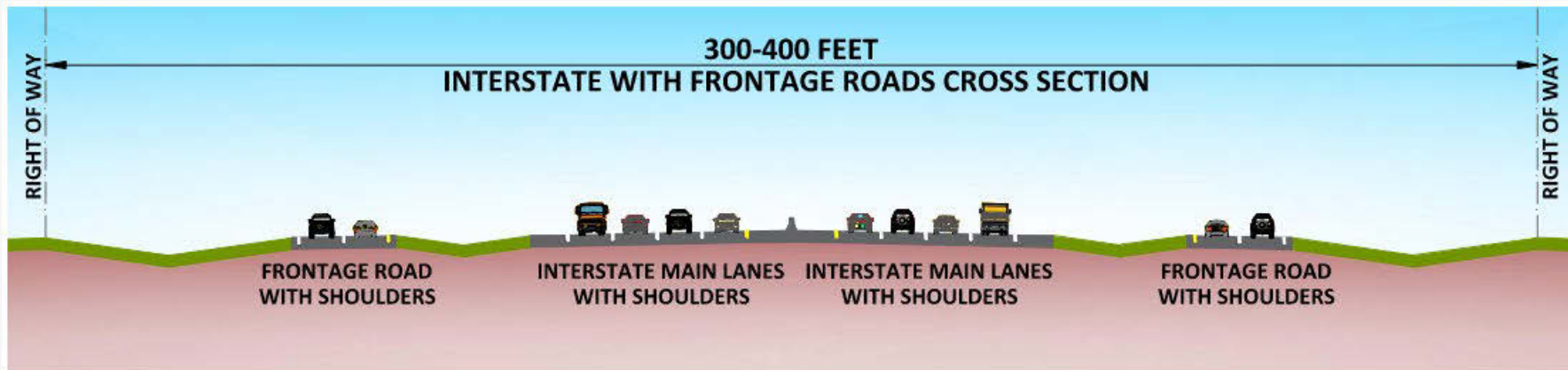
- The maximum safe speed at which vehicles can travel on a specific section of the road under ideal conditions
- It is used to guide the geometric design of various elements of the roadway, such as curves, grades, sight distances and lane widths



Typical Right of Way (ROW) Footprint (Rural)



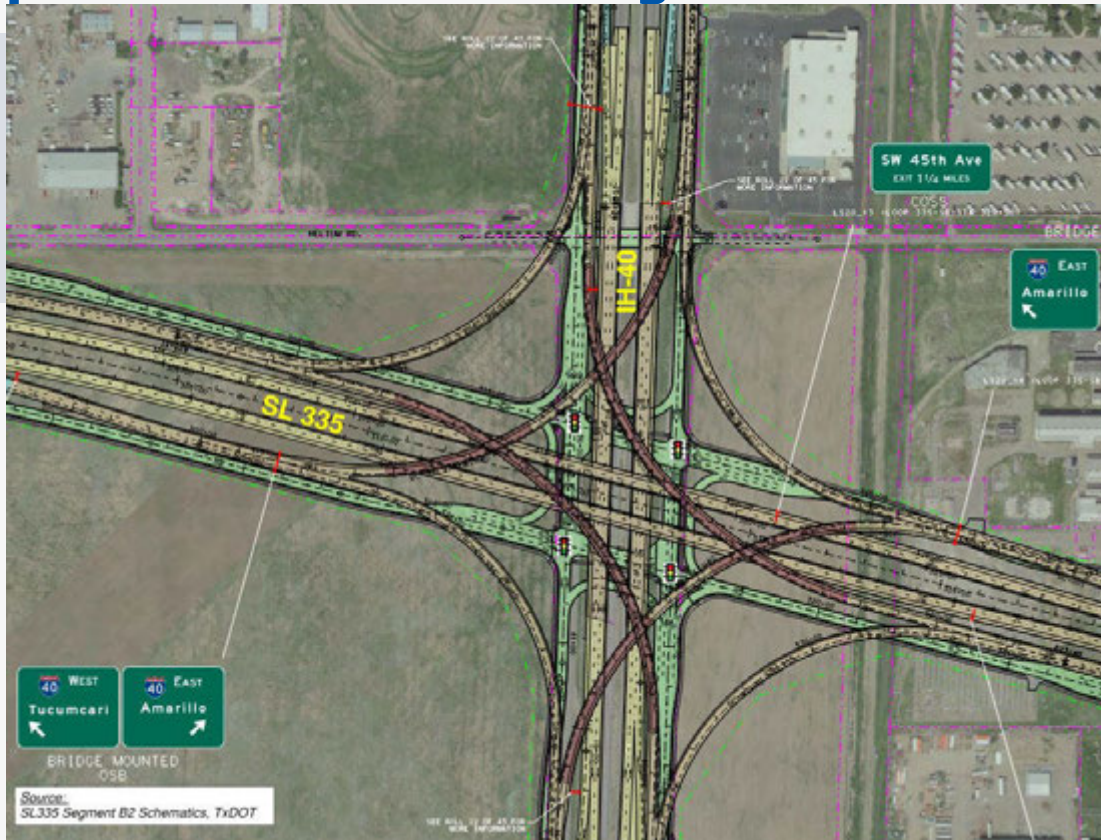
Typical ROW Footprint (Urban)



Typical ROW Footprint at an Interchange

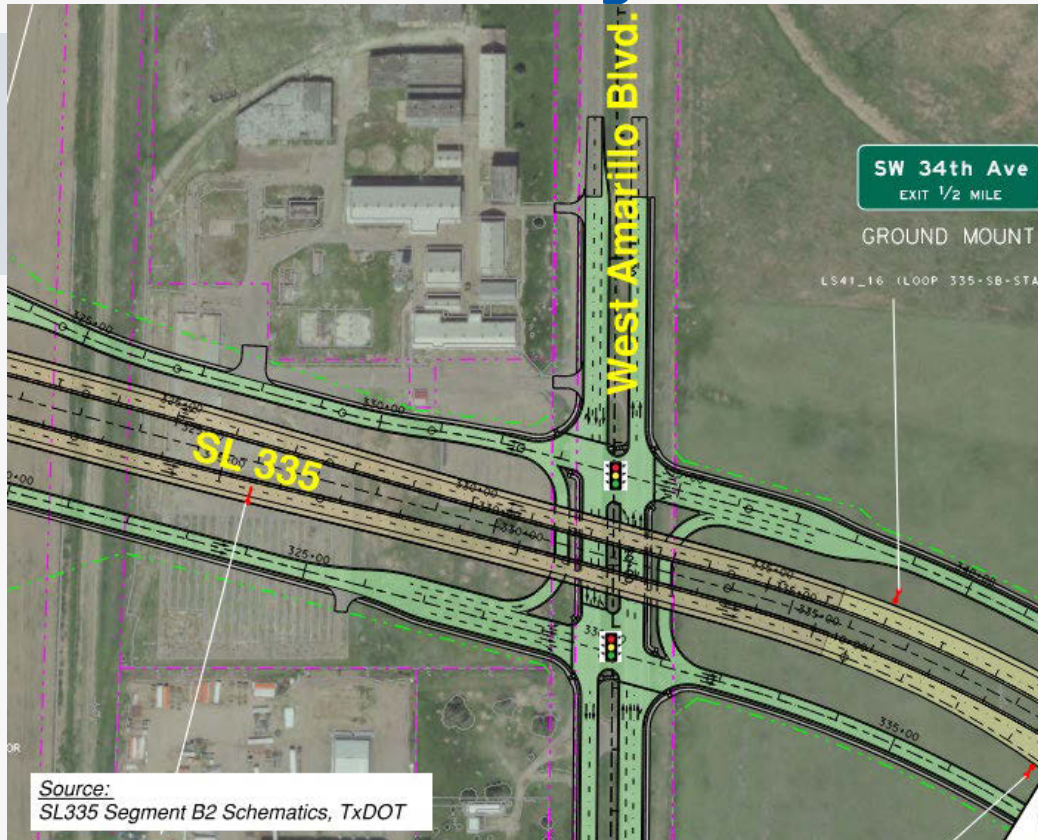
Interstate to Interstate

(Frontage Roads, Ramps and Direct Connectors)



Typical ROW Footprint at an Interchange

Interstate to
Arterial (Frontage
Roads)



Mentimeter Discussion Question

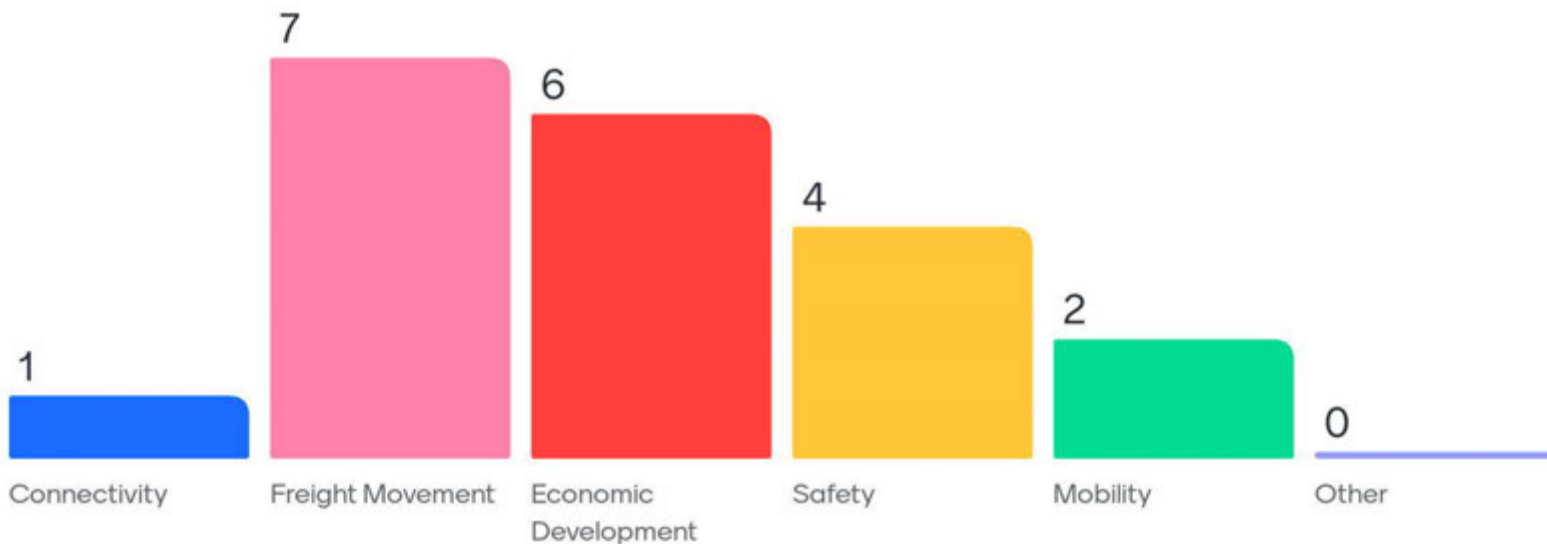


What are the top two benefits of having an interstate highway in your region?



- Connectivity
- Safety
- Freight Movement
- Mobility
- Economic Development
- Other

What are the **top two benefits** of having an interstate highway in your region?



Mentimeter Discussion Question



What are some challenges of having an interstate highway in your region?





What are some challenges of having an interstate highway in your region?

Budget

Right of way

ROW, Cost

Right of way

Economic growth, terrain,

Right of way

Becoming a service
community, growth costs.

Right of way Keeping
close to city. Economic
development





What are some challenges of having an interstate highway in your region?

Access, Funding, ROW,
Utilities

Cost land growth

Preserving local
commerce. Local
business survivability

Increased area traffic
making it a challenge for
locals.

Right of way
acquisitionStifle city
growth

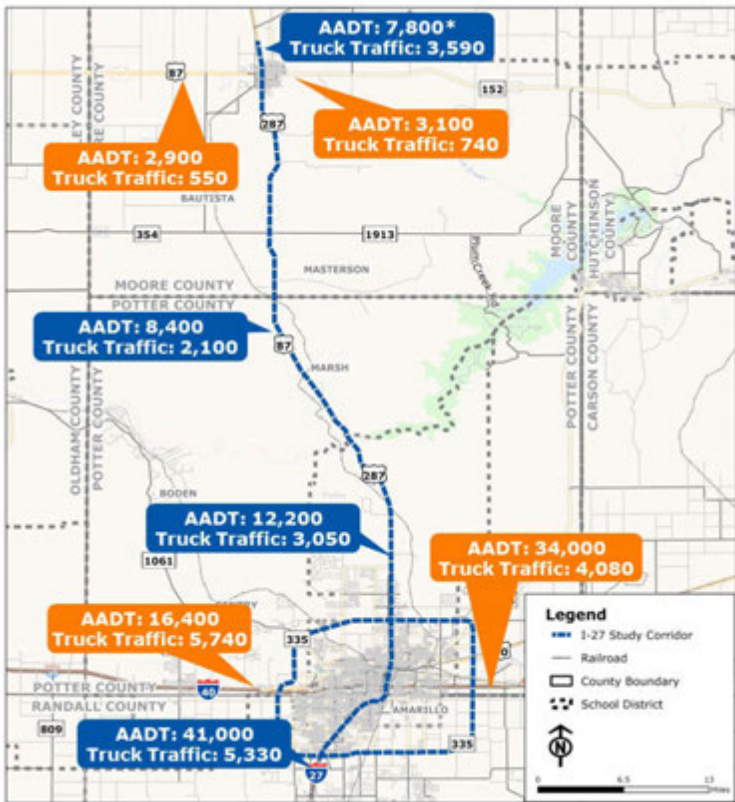


Existing Conditions

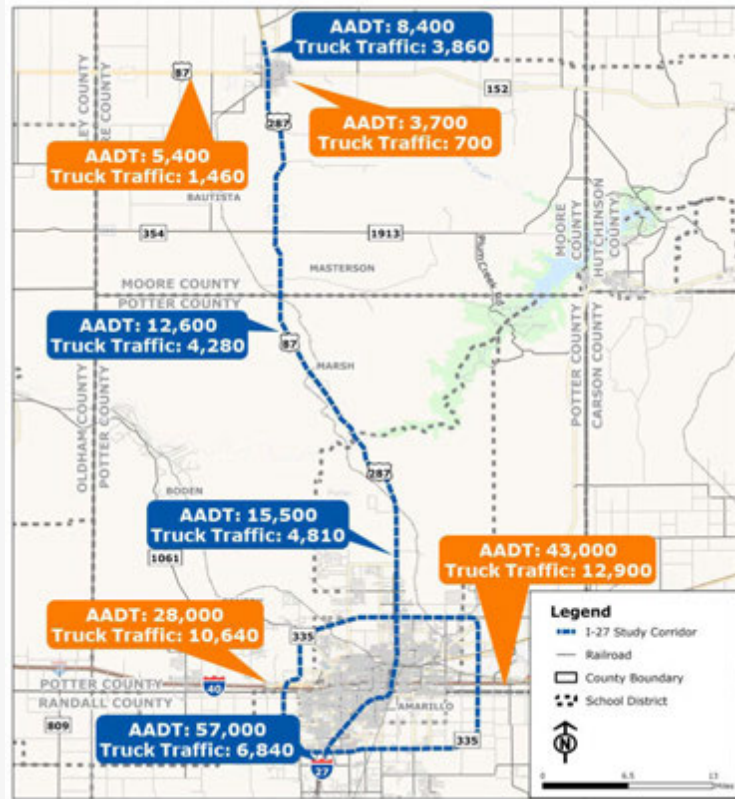
Traffic Volumes for US 87/287 (2014 and 2023)

2014

2023



**Up to
3x
Growth
in Truck
Traffic**



Traffic Volumes for US 87/287 (2014 and 2023)

Location	All Vehicle Traffic			Truck Traffic		
	2014	2023	Percent Change	2014	2023	Percent Change
South of Amarillo	41,000	57,000	39%	5,330	6,840	28%
North of Amarillo	12,200	15,500	27%	3,050	4,810	58%
Between Amarillo and Dumas	8,400	12,600	50%	2,100	4,280	104%
North of Dumas	7,800	8,400	8%	3,590	3,860	8%
West of Amarillo	16,400	28,000	71%	5,740	10,640	85%
East of Amarillo	34,000	43,000	26%	4,080	12,900	216%
West of Dumas	2,900	5,400	86%	550	1,460	165%
East of Dumas	3,100	3,700	19%	740	700	-5%

Freight at the Texas-Mexico Border



Laredo, Texas is America's #1 gateway for international freight by shipment value

US Freight Gateways by Shipment Value (Billion USD)		
1	Laredo, TX	324
2	Detroit, MI	155
3	Port Huron, MI	109
10	Eagle Pass, TX	41

2010 **4.7**

2022 **7.3**

Freight Volume Crossing Border (in Millions)

55% Increase in Freight Volume from 2010-2022

2023 **54**

2050 **74**

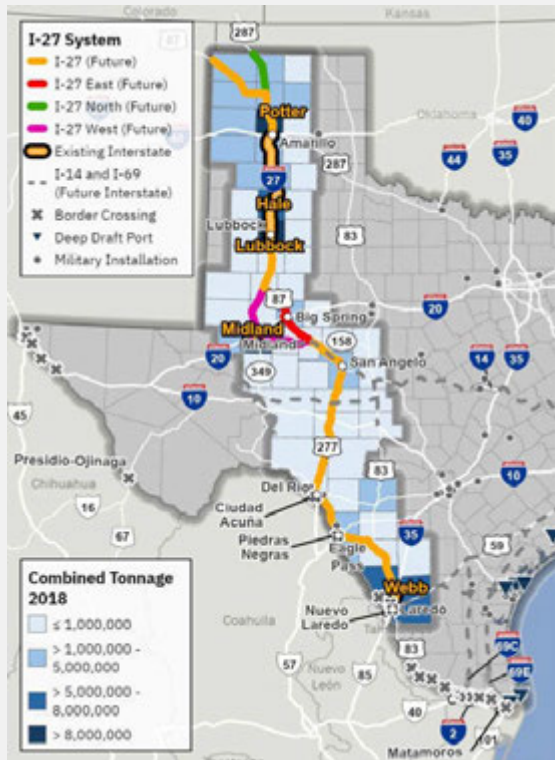
Freight Tonnage Crossing Border (in Millions)

Projected 37% Increase in Freight Tonnage from 2023-2050

50

Combined Freight Tonnage on I-27 System in Texas

2018



42%
Growth in
Combined
Freight
Tonnage
along
I-27
system

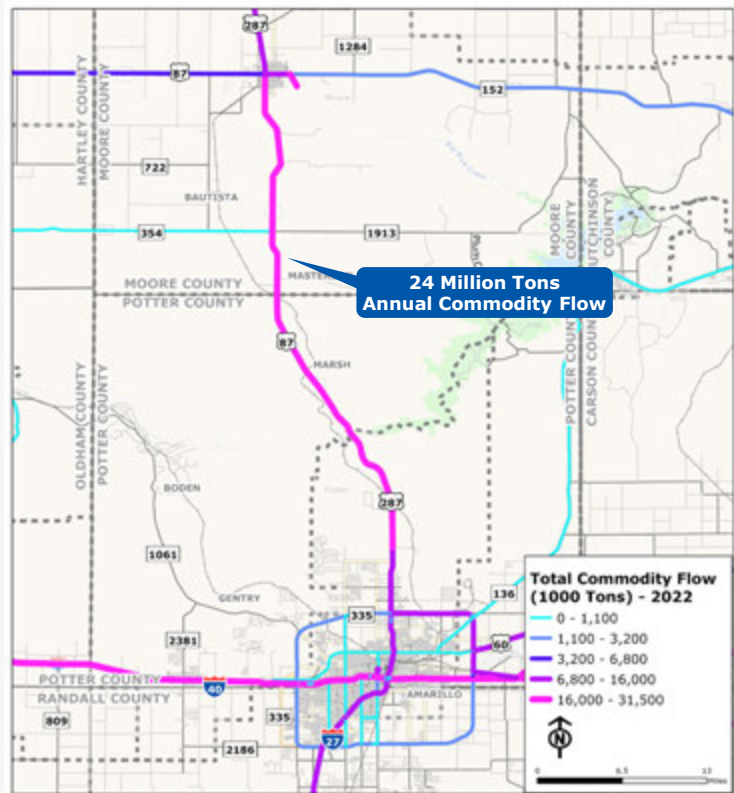
2050



Freight Flow in the Study Area (2022 and 2050)

2022

2050



40%
Growth in Annual Commodity Flow in the study area



I-27 Study Area Historical Crash Summary (2019 – 2023)

Total Crashes

5,288

Under the Influence

243 (5%)



669 CMV Crashes

13%

Fatal Crashes

47 (1%)

Under the Influence

8 (17%)



1,473 Nighttime Crashes

28%

Incapacitating Crashes

172 (3%)

Under the Influence

27 (16%)



1,160 Single Vehicle Crashes

22%

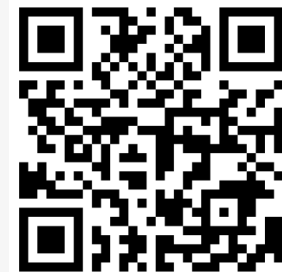
Injury Crashes

1,308 (25%)

Under the Influence

93 (7%)

Mentimeter Discussion Question

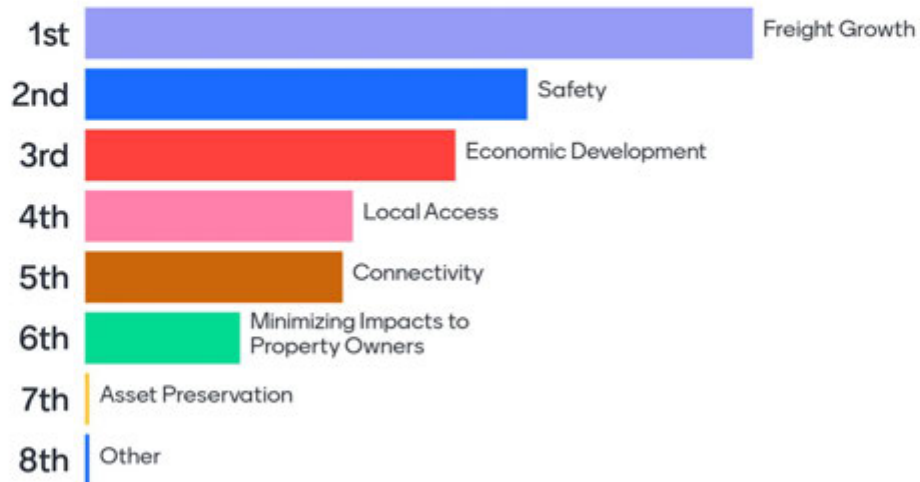


Please rank the top 3 factors to consider when upgrading US 87/287 with 1 being the highest priority:



- Safety
- Local Access
- Economic Development
- Asset Preservation
- Minimizing Impacts to Property Owners
- Freight Growth
- Connectivity
- Other

Please rank the **top 3 factors** to consider when upgrading US 87/287 with 1 being the highest priority.



Look Ahead and Next Steps

Is there any additional information you would like us to consider as a part of the Feasibility Study?



Technical Working Group Role and Responsibilities



Roles and Responsibilities

- What would the meeting cadence for the Technical Working Group be?
- What is the nature of the Technical Working Group meetings? Virtual or in person?
- What is the expected level of effort for being a Technical Working Group member?
- What are the roles of the Technical Working Group members?
 - Reviewing comments and materials
 - Providing location-specific advice
 - Providing Technical Expertise
- Who will make up the Technical Working Group?

Look Ahead and Next Steps



Look Ahead

- Develop Technical Working Group
- Public meetings in Dumas and Amarillo
- Technical Working Group #1 and #2
- Stakeholder Working Group #2
 - Early 2025



Next Steps:

- Prepare and conduct public meetings
- Finalize existing conditions analysis and no-build scenarios
- Develop conceptual alternatives for inclusion in the I-27 Feasibility Study from Amarillo to Dumas

Upcoming Public Meetings



Dumas

Wednesday, Dec. 4, 2024

2:00 – 4:00 pm and 6:00 – 8:00 pm CT

Moore County Community Building

E 16th St & S Maddox Ave, Dumas, TX 79029

**alternate date in case of inclement weather Wednesday, Dec. 11, 2024*



Amarillo

Thursday, Dec. 5, 2024

2:00 – 4:00 pm and 6:00 – 8:00 pm CT

Diversity Church

5631 Pavillard Dr, Amarillo, TX 79108

**alternate date in case of inclement weather Wednesday, Dec. 12, 2024*

Goals and Objectives for Public Meeting #1

- Introduce the feasibility study
- Present study purpose, goals and schedule
- Provide an overview of the public involvement process
- Provide an overview of the existing conditions of the corridor
- Obtain feedback from the public on the study

Interactive Comment Map

Instructions:

- Click on the “Share Feedback” icon
- Select specific locations on US 87/US 287 and SL 335
- Provide feedback or suggestions
- Refer to the legend for various comment points

I-27 Feasibility Study from Amarillo to Dumas Online Map



[I-27 Feasibility Study
from Amarillo to Dumas
\(txdot.gov\)](https://www.txdot.gov/i-27-feasibility-study)

I-27 Feasibility Study from Amarillo to Dumas: Team Contact Information



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Aaron Johnson

Deputy Project Manager
TxDOT – Amarillo District
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aaron.johnson@txdot.gov

Study Email and Website



AMA_project_input@txdot.gov

*Please provide additional considerations
or information regarding the study*



[TxDOT.gov](https://www.txdot.gov); keywords **I-27 Feasibility**

Or scan the QR Code



Meeting Adjourn



Thank you!