



I-27 Feasibility Study from Amarillo to Dumas

Stakeholder Working Group Meeting #2



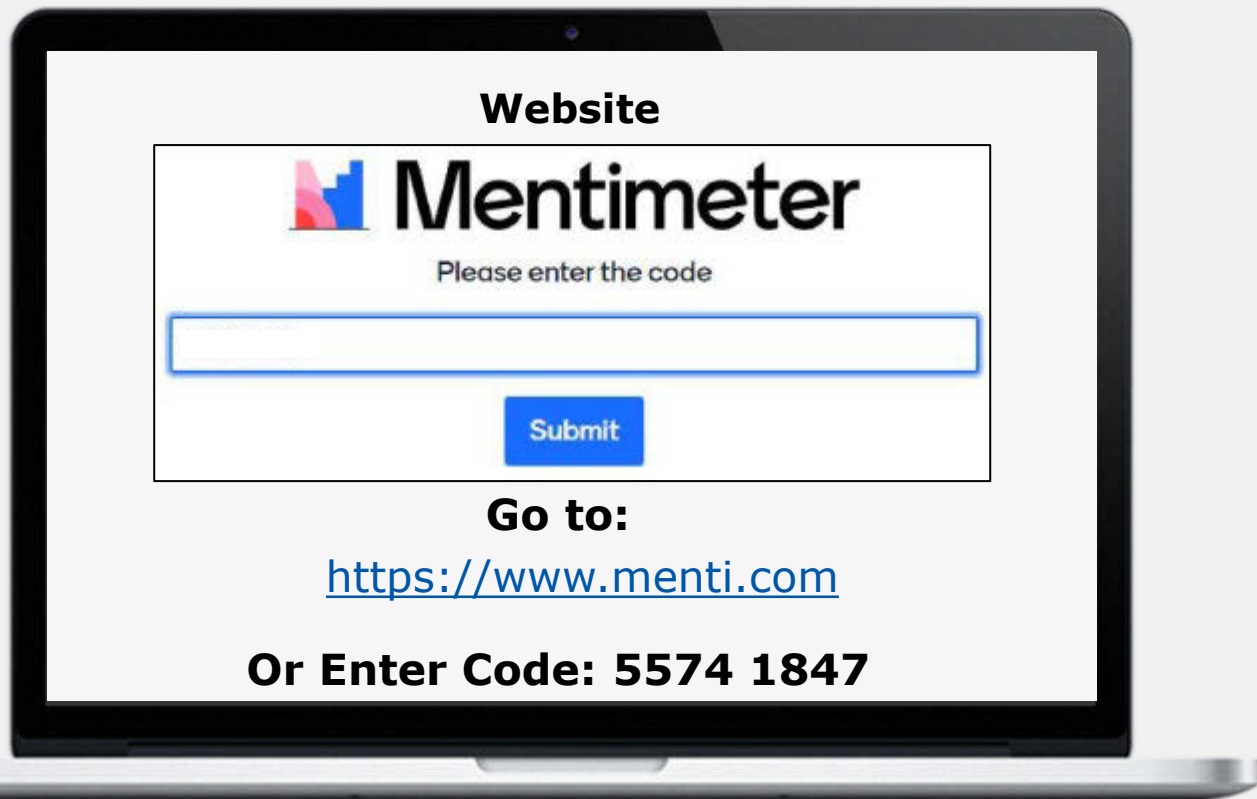
Jan. 23, 2025

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

Agenda

- 1** | Welcome, Introductions, and Goals of Today's Meeting
- 2** | Study Status Update
- 3** | Public Meeting #1 Summary
- 4** | Proposed Concept Evaluation and Screening Process
- 5** | Interstate Design Standards
- 6** | Proposed Concepts
- 7** | Next Steps, Questions, and Closing Remarks

How to Join Mentimeter



Sample Mentimeter Question

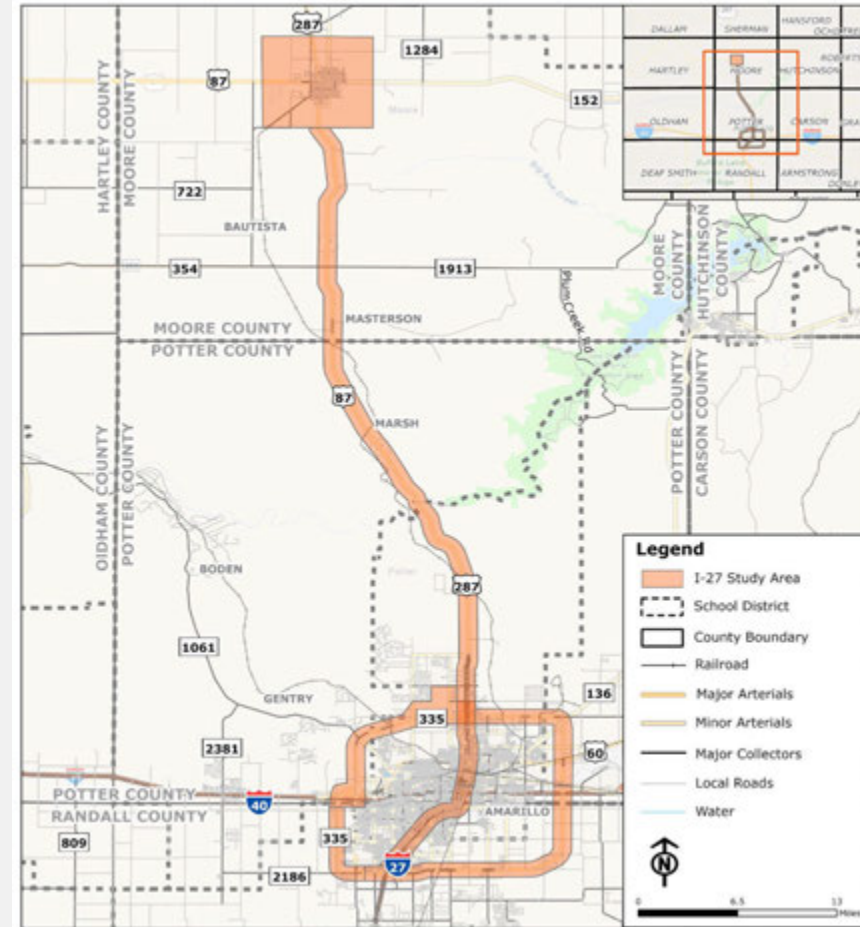
Which team is the top contender for the 2025 College Football National Championship?



Study Status Update

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



Ports-to-Plains Corridor and I-27



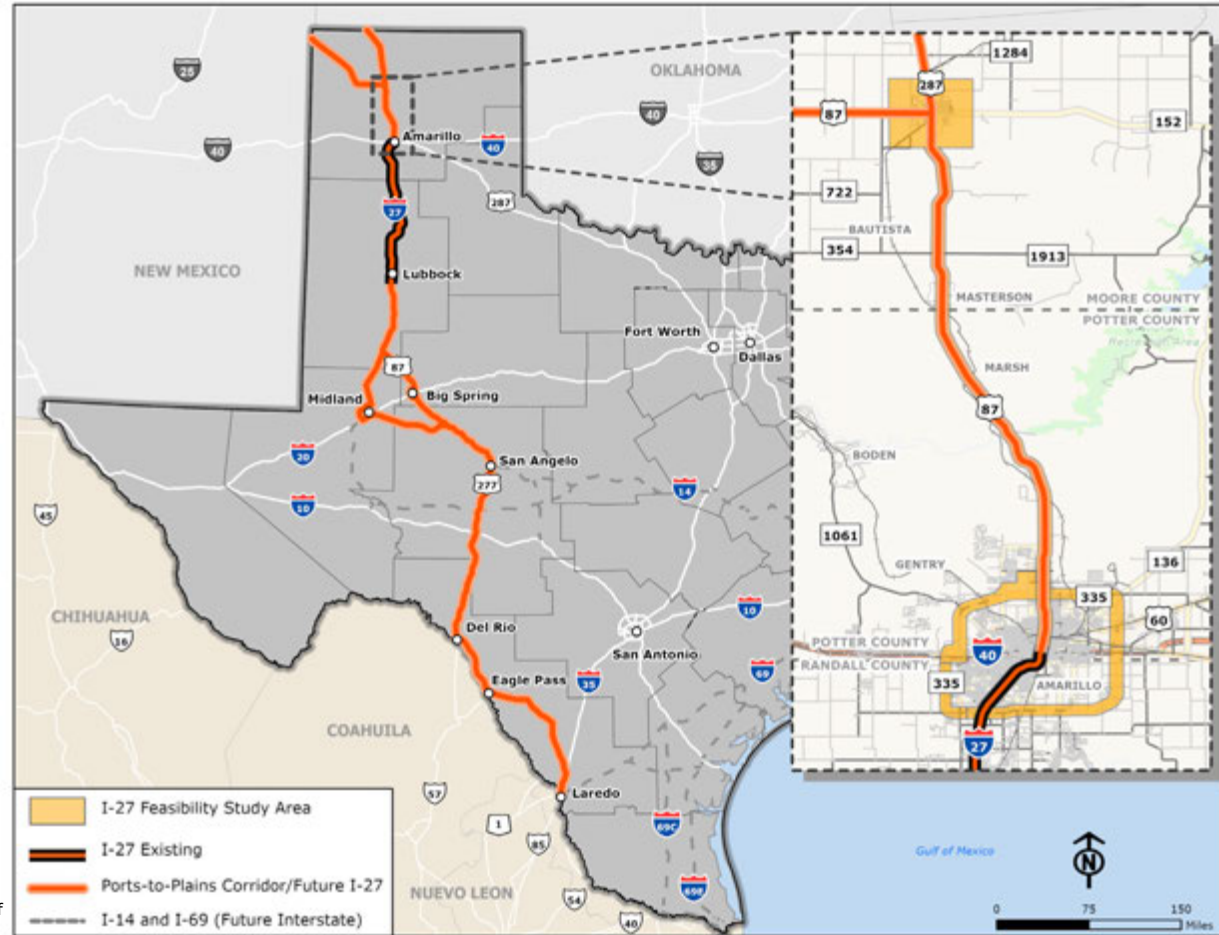
Provides the movement of goods and people from Mexico across the West and Pacific Northwest to Canada

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



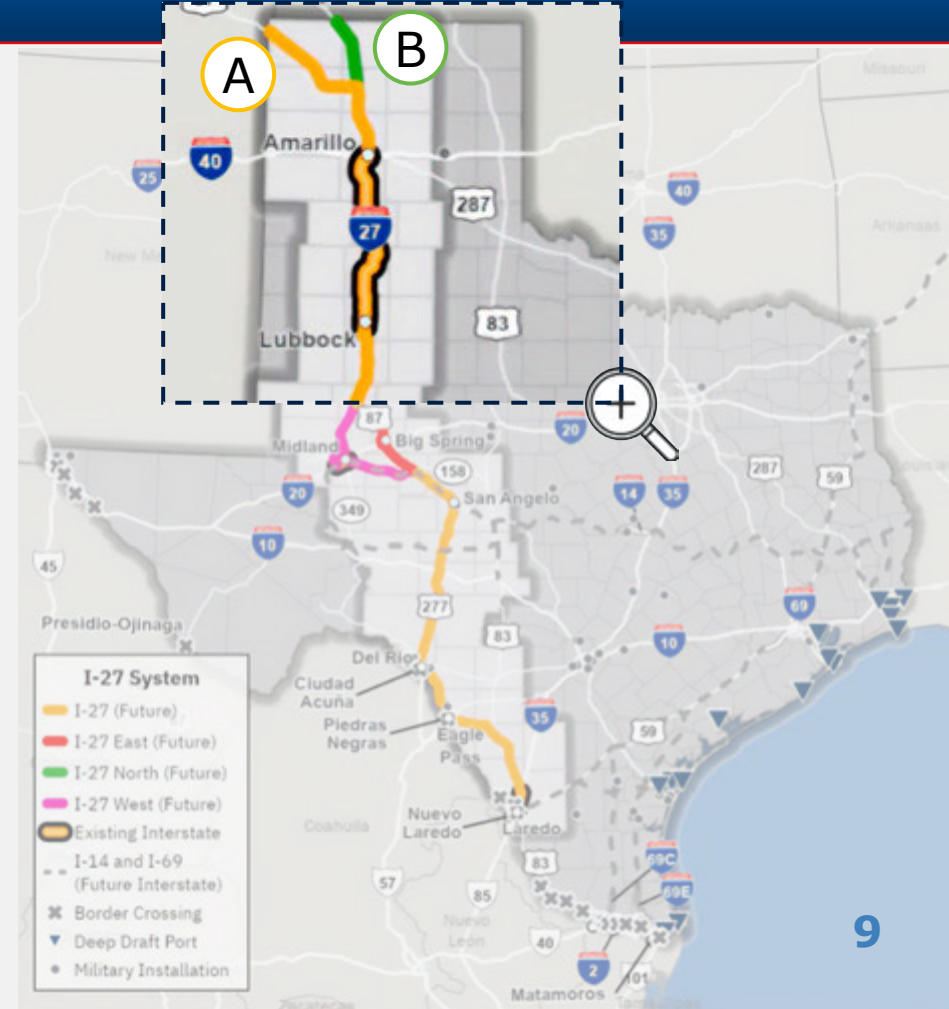
Nearly 80% of trade moving across these border crossings is moved by trucks

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



Federal Designation of I-27 Corridor

- A** The I-27 Numbering Act of 2023 designates the future interstate highway system portions of the Ports-to-Plains Corridor **within the states of Texas and New Mexico as Interstate Route I-27.**
- B** In Texas, from Sterling City to Lamesa, U.S. Route 87 is designated as Interstate Route I-27E and Texas Routes 158 and 349 via I-20 are designated as Interstate Route I-27W. **U.S. Route 287 from Dumas, Texas to the border between Texas and Oklahoma is designated as Interstate Route I-27N.**



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



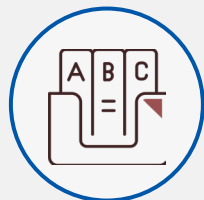
Identifying Feasible Routes for I-27 Interstate Designation



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

I-27 Study Process and Development Timeline



Milestone	Review Existing Conditions	Assess Needs and Develop Concepts	Prioritize Concepts	Develop Feasibility Study Report
Analyzed Through:	<ul style="list-style-type: none"> ✓ Existing conditions ✓ Existing constraints ✓ Current and future traffic patterns ✓ Previous plans 	<ul style="list-style-type: none"> ✓ Develop concepts ✓ Identify goals and objectives ✓ Develop evaluation criteria 	<ul style="list-style-type: none"> ☐ Analyze concepts 	<ul style="list-style-type: none"> ☐ Recommend concepts ☐ Develop Feasibility Study Report



Summer 2024

- ✓ TxDOT District/ Kick-Off

Fall 2024

- ✓ Stakeholder Working Group #1
- ✓ First round of Public Meetings

Winter 2024/2025

- **Stakeholder Working Group #2**
- MAPO
- Stakeholder Working Group #3

Spring 2025

- Round two of Public Meetings
- Public Survey
- Stakeholder Working Group #4

Summer 2025

- Stakeholder Working Group #5

Looking for Stakeholder Input On....

1. Concept evaluation screening process
2. Proposed Concepts
 - a. Dumas concepts
 - b. Future I-27 between Amarillo and Dumas
 - i. Interchange locations - Where is it important to have access along the I-27 corridor?
 - ii. Frontage road locations
 - c. SL 335 concepts
3. New developments that should be included
4. Public sentiment update
5. Best outreach options for meetings with affected property owners (MAPOs)
6. Confirm the Stakeholder Working Group date in Mar. & Public Meeting #2 in Apr.

Public Meeting # 1 Summary

Attendance Overview



Dumas

Moore County Community Building

Wednesday, Dec. 4, 2024

2:00 – 4:00 pm - 26 attendees

6:00 – 8:00 pm – 31 attendees

57 total attendees



Amarillo

Diversity Church

Thursday, Dec. 5, 2024

2:00 – 4:00 pm – 12 attendees

6:00 – 8:00 pm – 26 attendees

38 total attendees

14



Public Meeting #1 Notification Materials

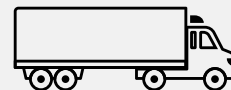
- TxDOT Website Notice – 11/15/2024
- Social Media Posts (Facebook, X, & Nextdoor) – 11/18, 11/26, 12/4/ & 12/6/2024 (~91k followers)
- Amarillo Globe-News – 11/20/2024
- Moore County News-Press – 11/22/2024
- El Mensajero – 11/26/2024
- TxDOT E-Blast – 11/21/2024 (89 recipients)
- Postcards – 11/21/2024 (10.9k postcards mailed out)
- Elected Officials Letter – 11/25/2024 (43 recipients)
- News Release – 12/2/2024 (50 news outlets)



What We Heard



S A F E T Y



Impacts to Homes and Businesses

Connectivity **Access**

Dumas



Close to City



Impacts to Homes and Businesses



**Comment Period:
Dec. 4-20, 2024**

39 Comments in Total:



6

Emails



8

Social Pinpoint



10

Written



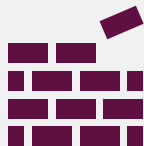
15

Roll Plot

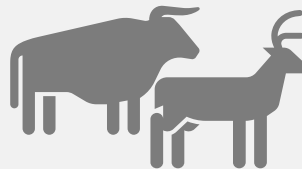
Feedback on Dumas Concepts



General opposition
from business
owners



Concerns over
new developments
around the city



Concerns over the
wildlife crossing at
multiple locations



Support for concepts
that are close to
downtown

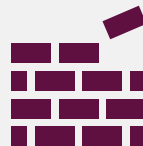
Feedback on Amarillo Concepts



Overall general support



Concerns on property impacts and potential right of way acquisition



Concerns over new developments



Concerns about access to existing streets/properties

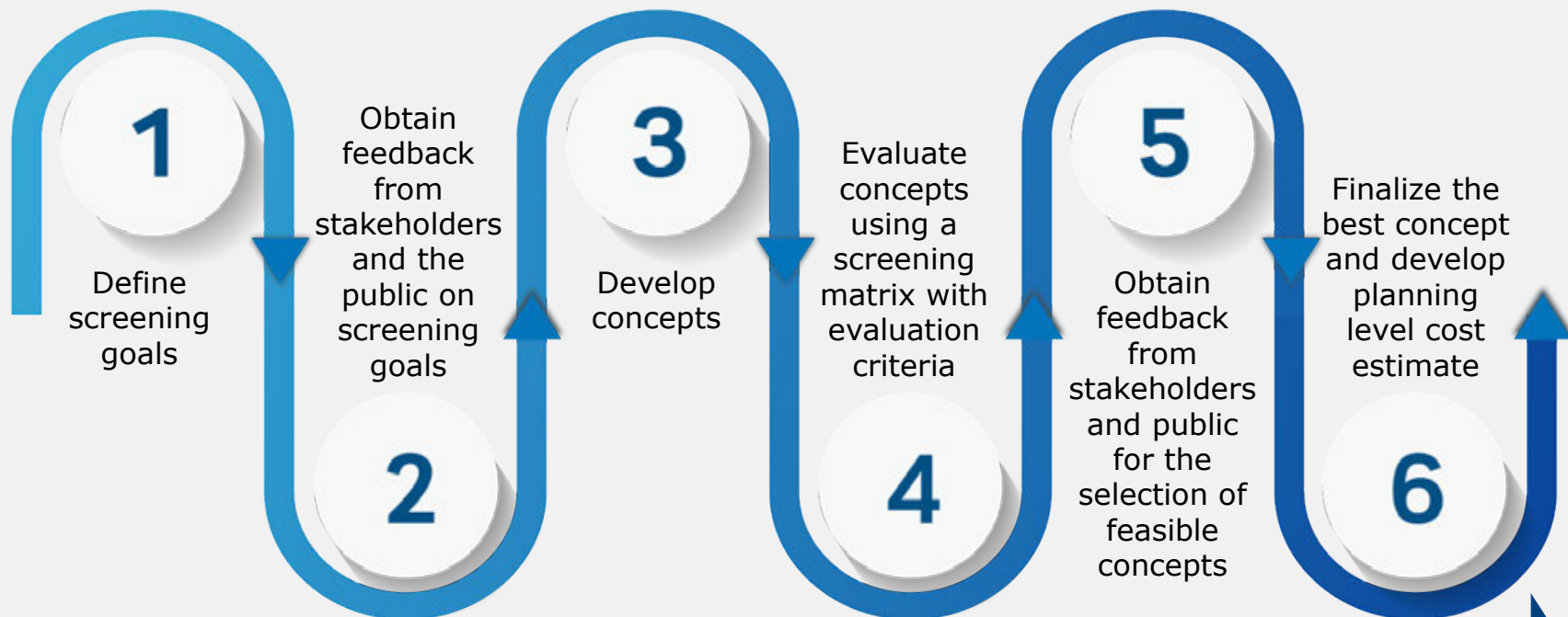
Mentimeter Discussion Question

What feedback have you heard from the public?



Proposed Concept Evaluation Screening Process

Proposed Concept Evaluation Screening Process



Continuous engagement with TxDOT, Stakeholders, and the Public for feedback, input, and refinement

How Proposed Concepts Are Evaluated

- 1. Overall** – Does it meet **project goals**?
- 2. Engineering** – Is it **reasonable and feasible** from a design and construction standpoint?
- 3. Environmental** – Avoid and **minimize impacts** on the human and natural environment
- 4. Community and Stakeholder Support** – Is the concept **supported by the community**?

Minimum Criteria for Concept Development



- Two connections: one at future I-27W and another at I-27N
- Informed by public and stakeholder feedback
- Accessibility and connectivity

Evaluation Criteria for Concept Screening

Proposed Right of Way



- Acreage
- # of Parcels
- # of Residential Parcels
- # of Residential Buildings
- # Commercial Parcels
- # Commercial Buildings
- Acreage of Irrigated Parcels

Construction Cost



- Engineering
- Design

Utilities & Infrastructure



- Railroad
- Water
- Transmission Lines

Environmental Constraints



- Parks
- Cultural Features – Cemeteries and Historic Sites

Compatibility With Other Projects



- Alignment With Previous Studies

Public Input



- Public Sentiment

How Could Proposed Concepts Be Screened

1. The proposed concepts will be assessed in three sections:
 - a. Dumas, US 87/287 Corridor, and SL 335
2. Each concept will be evaluated using a five-level rating system:
 - a. ++ **Substantial Positive Effects**
 - b. + **Some Positive Effects**
 - c. 0 **No Effect, Neutral**
 - d. - **Some Negative Effects**
 - e. - - **Substantial Negative Effects**
3. The qualitative rating system enables systematically comparing the advantages and disadvantages of each concept alignment. This comparison will provide a decision-making framework for recommending the preferred concepts for further development.

Concept Evaluation Matrix – Screening Goals

Screening Goals	Evaluation Criteria	Description	Measure	Source
Alignment Limits	Length (mi)	Total length of each concept	Miles	Google Earth, GIS files, & TxDOT portal
Proposed ROW	Acreage	No.of acres within the corridor footprint	Number	County parcel datasets, manual parcel classification and building footprint creation, google maps
	# of Parcels	No. of affected parcels	Number	
	# of Residential Parcels		Number	
	# of Residential Budlings		Number	
	# of Commercial Parcels		Number	
	# of Commercial Buildings		Number	
	Acreage of Irrigated Parcels	No.of acres of affected irrigated parcels	Number	
Construction Cost (TBD)				
Utilities and Infrastructure	Transmission Lines	Examines the impact on identified existing utilities	Number	Local Municipality Files
	Railroads	Identifies number of railroad crossings	Number	Railroad commission maps, Online GIS Files, & Google Earth
Environmental Constraints	Parks	Identifies parks located within the corridor footprint	Number	Environmental constraints map
	Cemeteries	Identifies cemeteries located within the corridor footprint	Number	Texas Historic Sties Atlas
	Historic Sites	Assesses the potential impact to historic sites	Number	National register of Historic Places, Historic Markers, Historic Highways, Historic Districts and potentially Historic Resources noted by the Texas Historical Commission Atlas
Compatibility	Compatibility With Other Projects	Consistency with Regional Goals; Compatibility with other projects and developments	(yes/no)	Previous studies review
Public Input				

Are there additional screening goals that should be considered? Are there additional evaluation criteria that should be considered?

Screening Goals	Evaluation Criteria
Alignment Limits	Length (mi)
Proposed ROW	Acreage
	# of Parcels
	# of Residential Parcels
	# of Residential Budlings
	# of Commercial Parcels
	# of Commercial Buildings
	Acreage of Irrigated Parcels
Construction Cost	\$ Estimate
Utilities and Infrastructure	Transmission Lines
	Railroads
Environmental Constraints	Parks
	Cemeteries
	Historic Sites
Compatibility With Other Projects	Consistency With Regional Goals and Compatibility With Other Projects and Developments
Public Input	



How should public input be incorporated into the evaluation of the concepts?

Screening Goals	Evaluation Criteria
Alignment Limits	Length (mi)
Proposed ROW	Acreage
	# of Parcels
	# of Residential Parcels
	# of Residential Budlings
	# of Commercial Parcels
	# of Commercial Buildings
	Acreage of Irrigated Parcels
Construction Cost	\$ Estimate
Utilities and Infrastructure	Transmission Lines
	Railroads
Environmental Constraints	Parks
	Cemeteries
	Historic Sites
Compatibility With Other Projects	Consistency With Regional Goals and Compatibility With Other Projects and Developments
Public Input	



Interstate Design Standards

Interstate 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

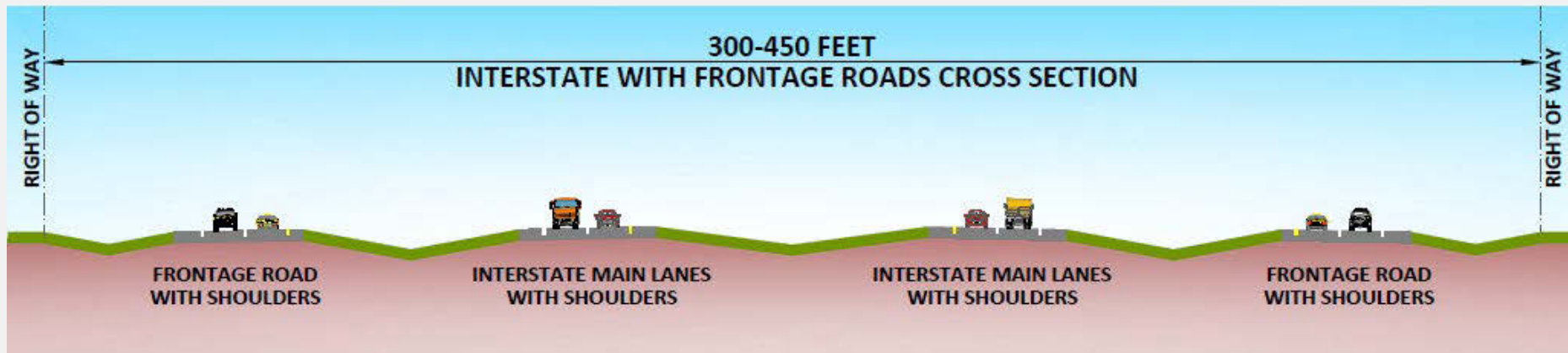


Limited access points;
grade separations
needed

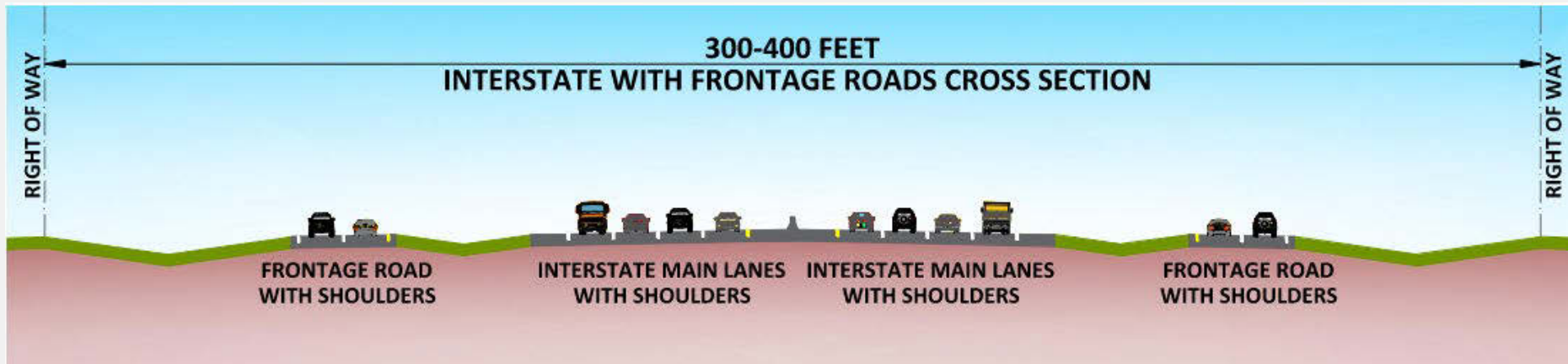


Entrance and exit
ramps; decel/accel
lanes

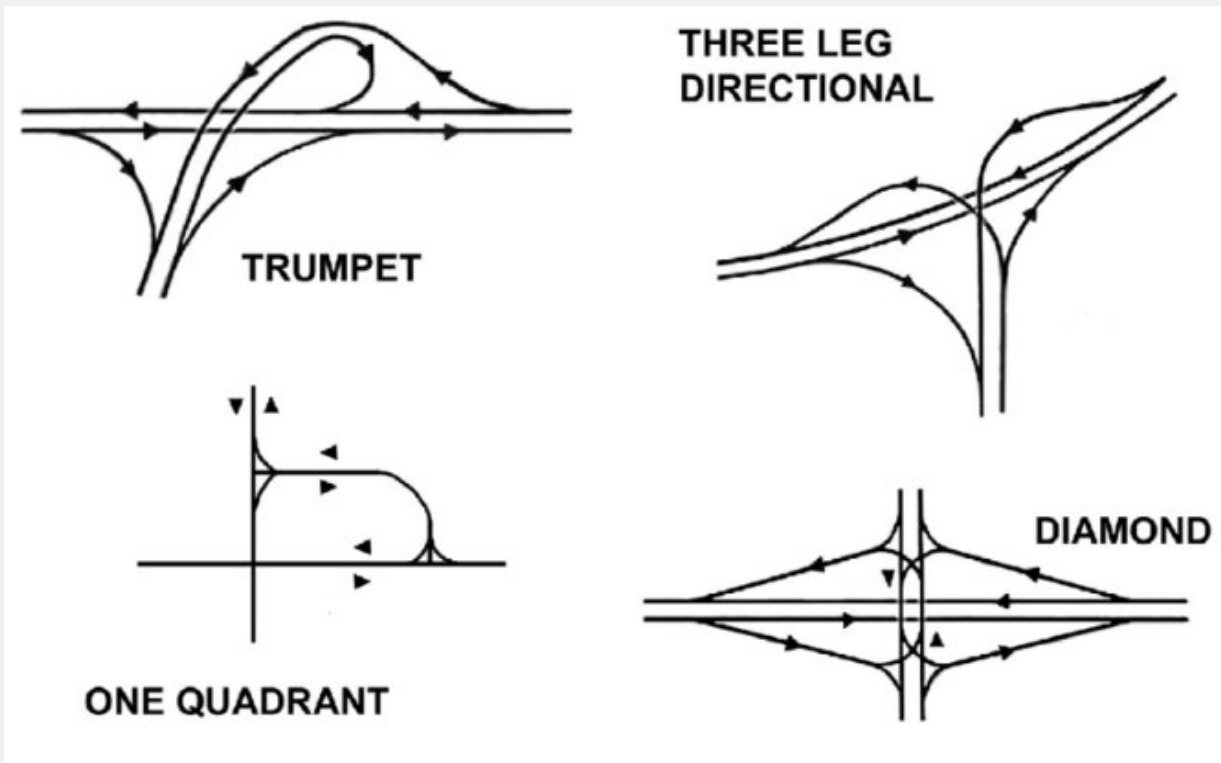
Typical Right of Way Footprint (Rural)



Typical Right of Way Footprint (Urban)



Rural Interchanges

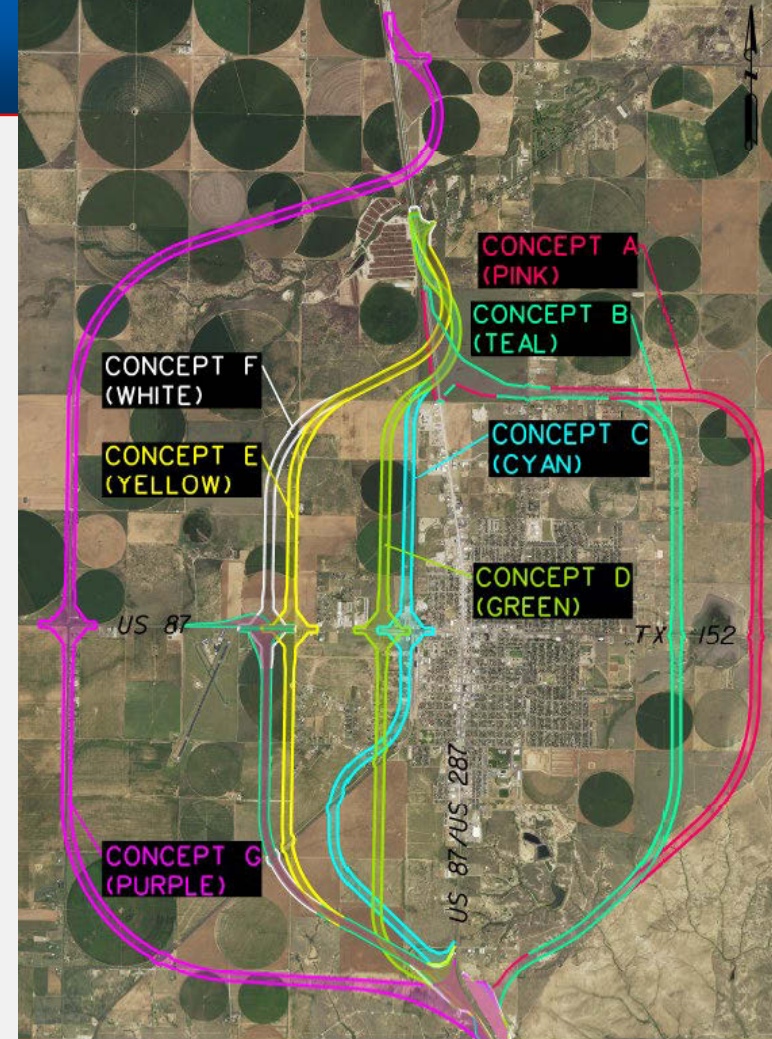


Digital Roll Plot Review

Proposed Dumas Concepts

Dumas Concepts

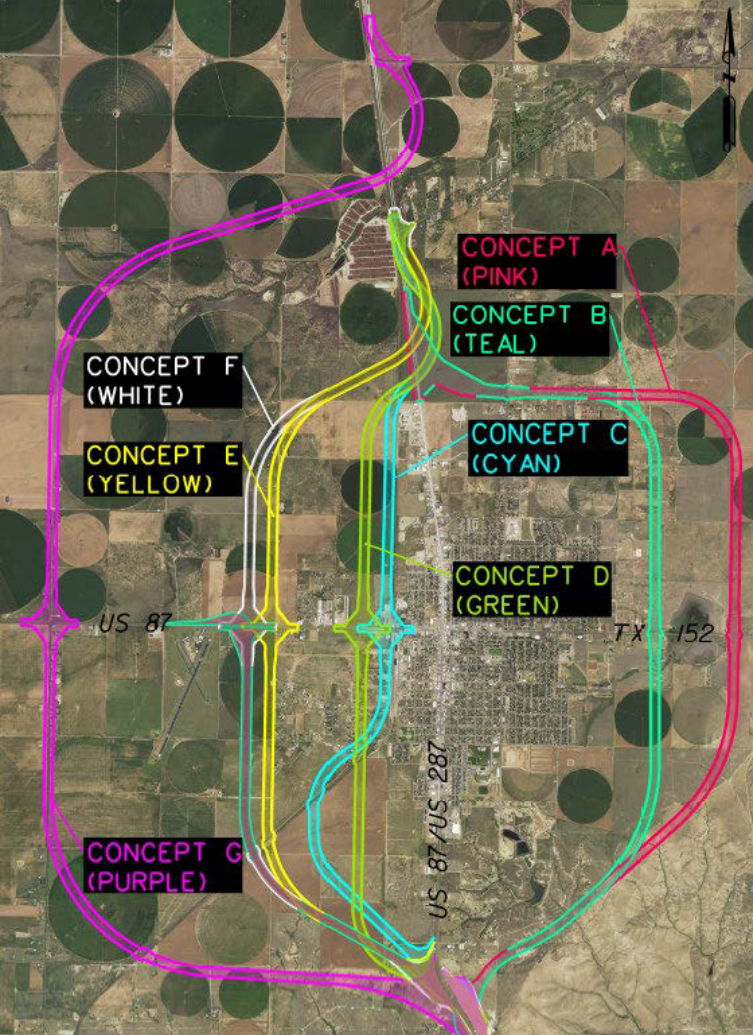
- Total of seven concepts
- Five out of seven concepts are on the west side



Which concepts do you prefer?



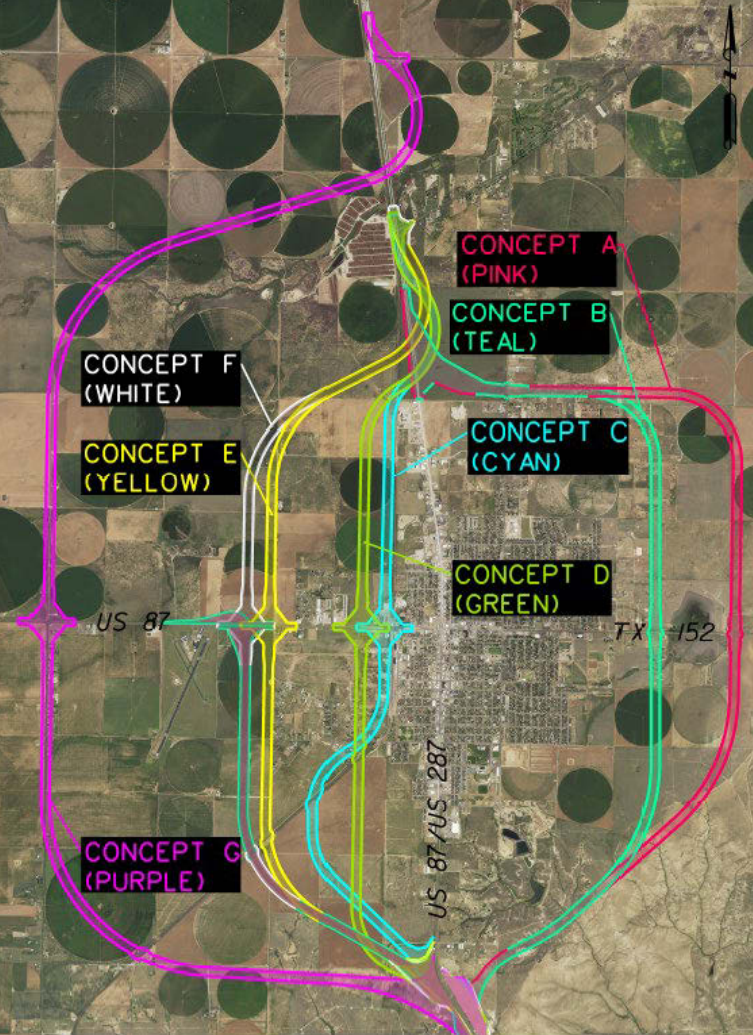
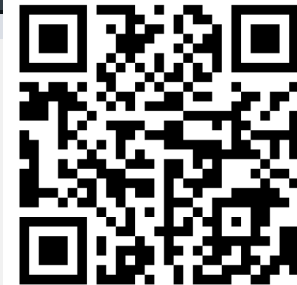
- Concept A (Pink)
- Concept B (Teal)
- Concept C (Cyan)
- Concept D (Green)
- Concept E (Yellow)
- Concept F (White)
- Concept G (Purple)

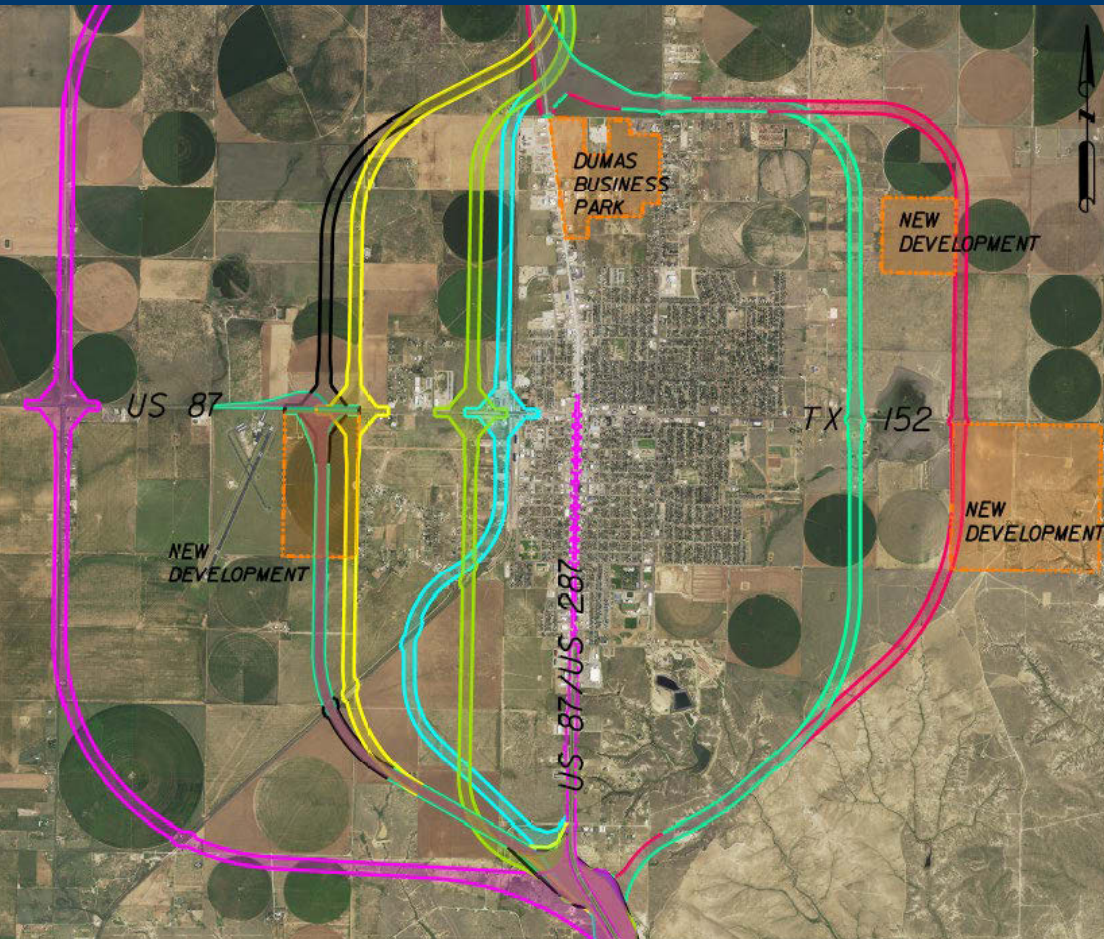


Are there any concepts you oppose? If so, why?

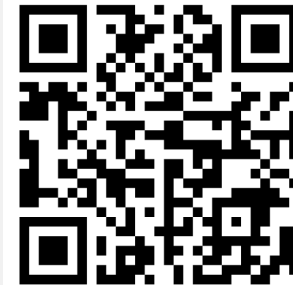


- Concept A (Pink)
- Concept B (Teal)
- Concept C (Cyan)
- Concept D (Green)
- Concept E (Yellow)
- Concept F (White)
- Concept G (Purple)





Are there any additional new developments that should be included?



Proposed US 87/US 287 Concepts

US 87/US 287 Concepts

- Nine proposed interchange locations along US 87/US 287 from the North of Amarillo to the South of Dumas



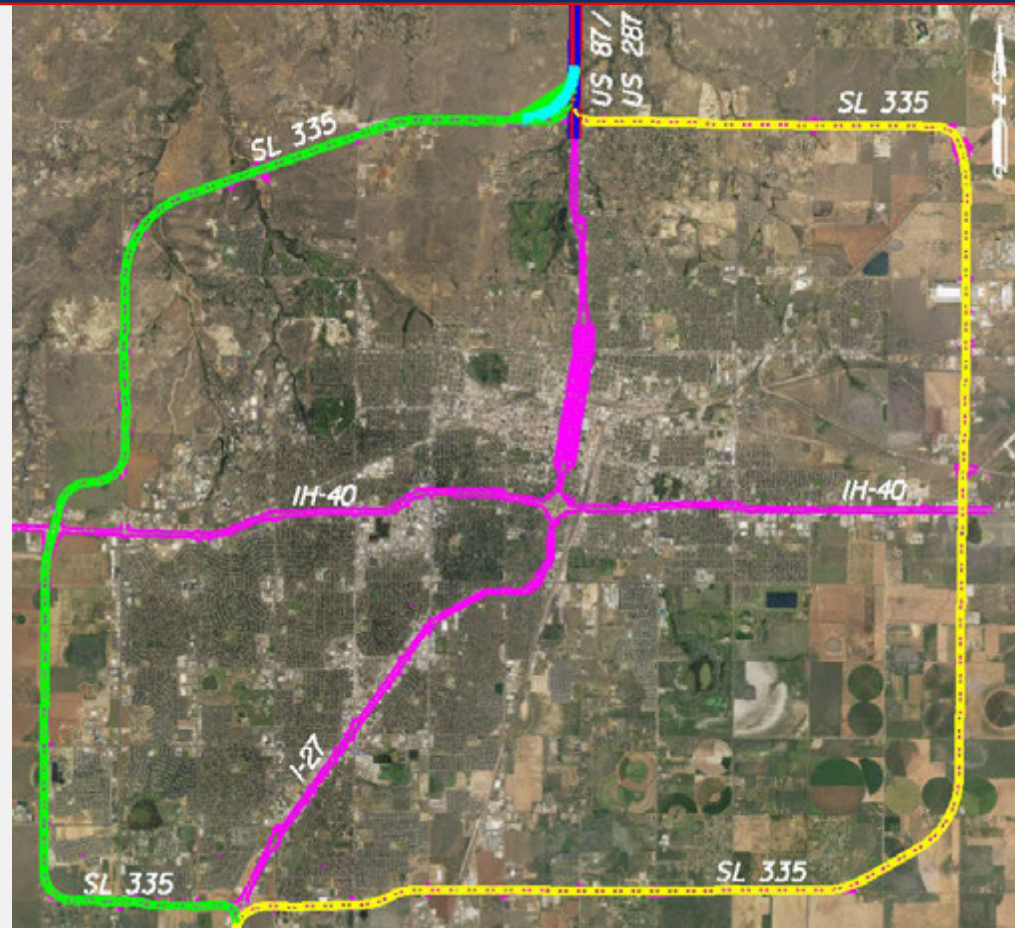
Are these good locations for interchanges? Any suggestions are welcome.

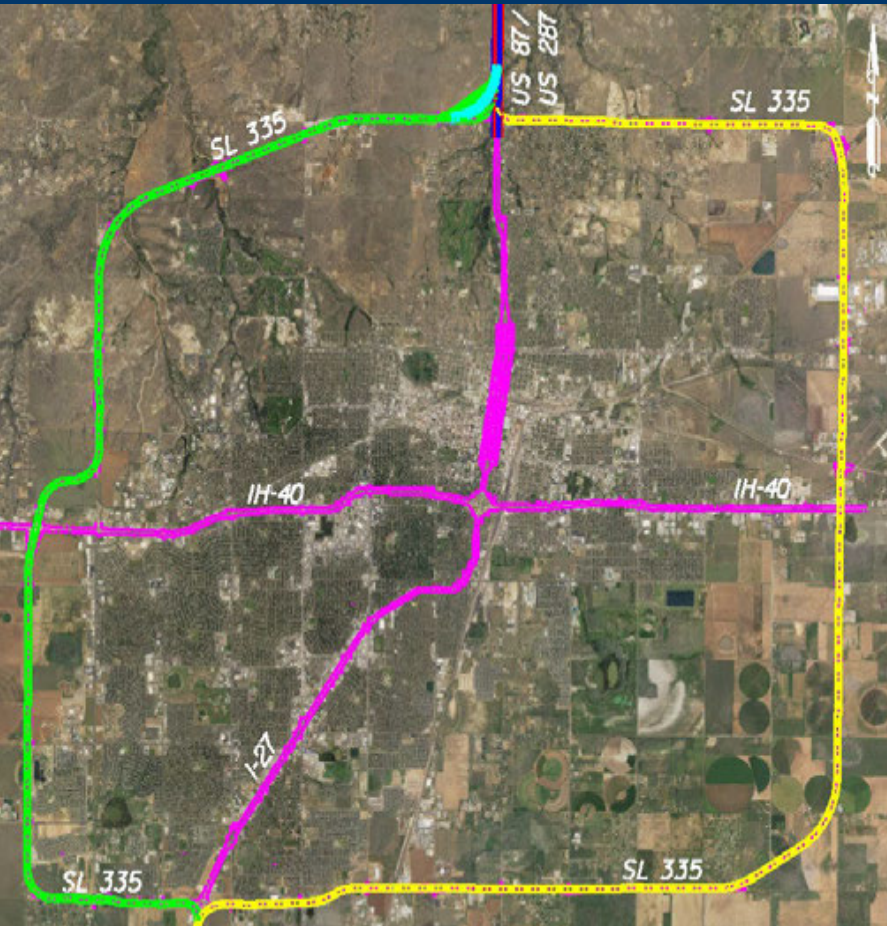


Proposed SL 335 Concepts

SL 335 Concepts

- Total of two concepts – one on the east (yellow) and one on the west (green)
- Two proposed connections for the west concept





Do you prefer to designate the future I-27 along SL 335 **East** or **West** ?



Mentimeter Discussion Question


Are there any concepts you oppose? If so, why?





What is your opinion on evaluating a concept going through Downtown Dumas?



 This exhibit illustrates a typical interstate right-of-way footprint on the existing alignment of US 287 through Dumas. The intent of this exhibit is to depict that this concept is not reasonable or feasible.

This concept is not recommended or proposed by TxDOT as a viable option.

Next Steps, Questions, and Closing Remarks

Look Ahead and Next Steps



Look Ahead

- MAPOs
 - Proposed Wednesday Mar. 5, 2025
- Stakeholder Working Group #3
 - Proposed Thursday Mar. 6, 2025
- Public Meeting Amarillo & Dumas
 - Proposed Wednesday Apr. 2 and Thursday Apr. 3, 2025



Next Steps:

- Conduct MAPOs
- Obtain input from business owners in Dumas
- Refine concepts for inclusion in the I-27 Feasibility Study from Amarillo to Dumas

Mentimeter Discussion Question

Do you have any suggestions for coordinating with property owners regarding the MAPOs?



Share Your Feedback



Meeting Adjourn



Thank you!