I-27 Feasibility Study from Amarillo to Dumas

Stakeholder Working Group Meeting #3

Texas Department of Transportation

March 6, 2025

Looking for Stakeholder Input On….

1. Concept evaluation screening process
2. Updated 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?
    c. SL 335 concepts
3. Public sentiment update
4. Confirm the Stakeholder Working Group #4 date
5. Public meeting content


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

Agenda

1 | Welcome, Introductions, and Goals of Today's Meeting

2 | Updated Concept Evaluation Matrix

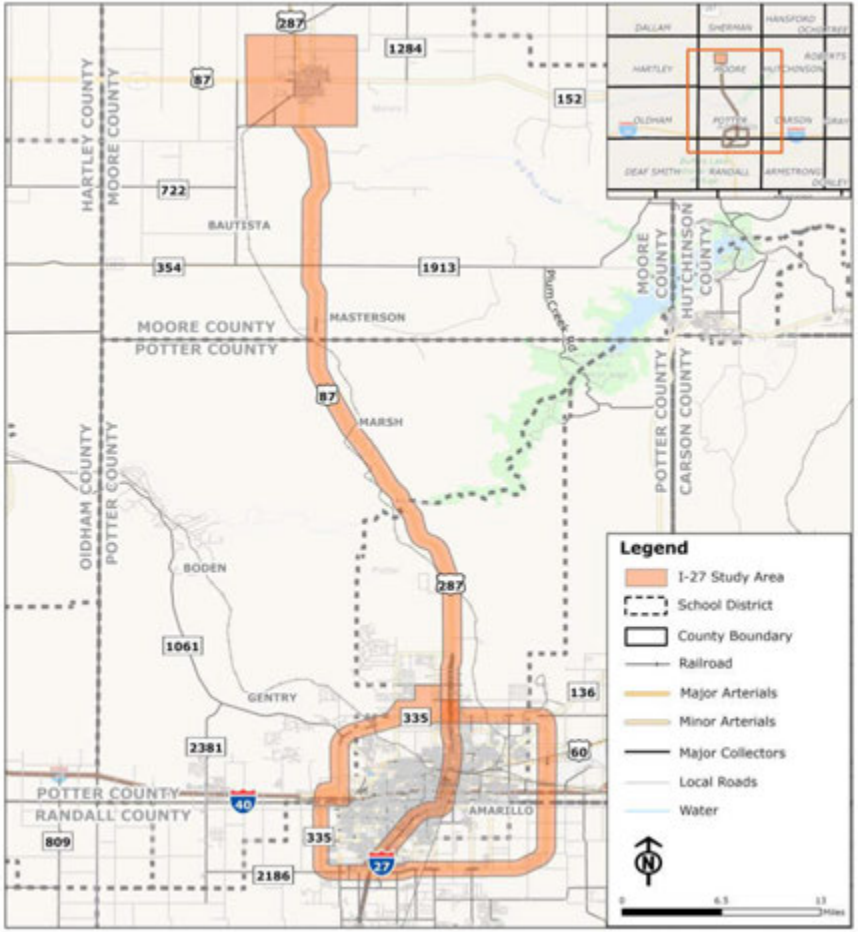
3 | Revised Concepts

4 | Next Steps, Questions, and Closing Remarks

Study Status Update

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

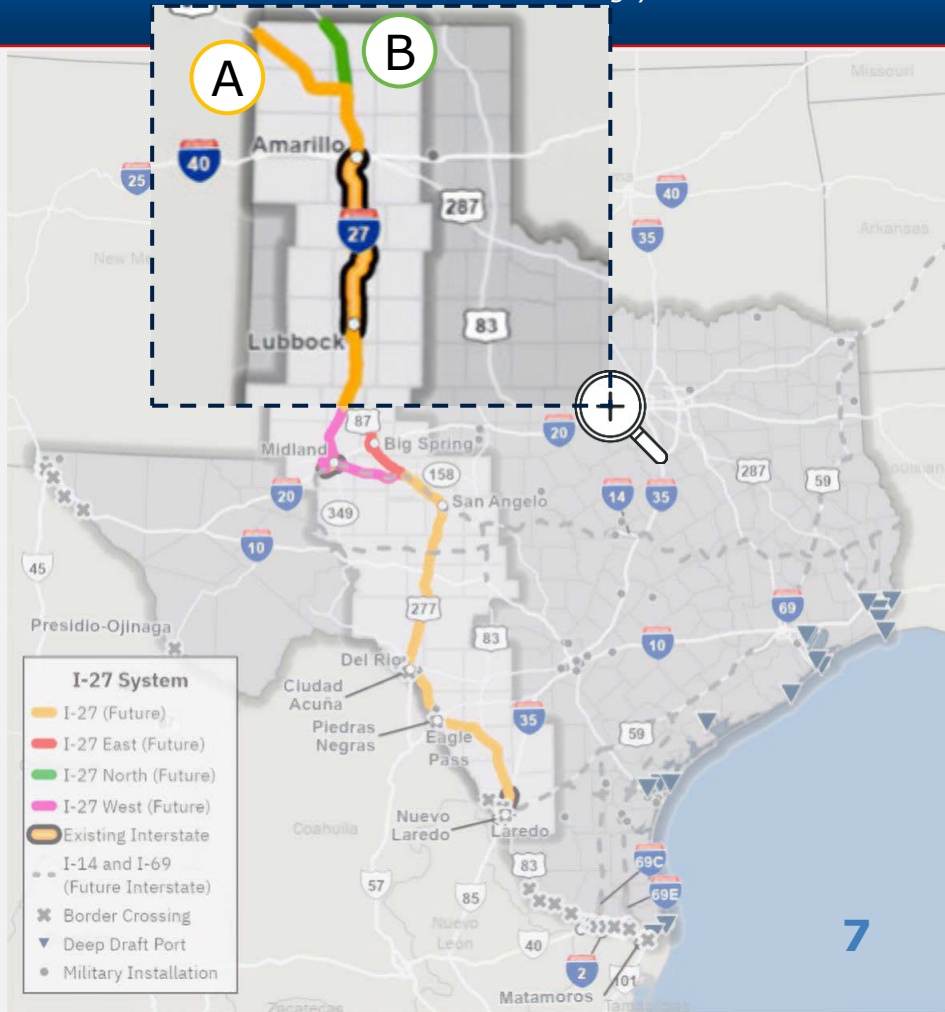
- **Counties**: Randall, Potter, and Moore
- **Limits**: SL 335; Along US 87/US 287 from State Loop (SL) 335 in Amarillo to the logical terminus north of Dumas at US 287
- **Length**: 57 miles
- **Municipalities**: Amarillo and Dumas



Federal Designation of the 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**.



Source: U.S. Congress. (2023). S.992 — 118th Congress (2023-2024): A bill to I-27 Numbering Act of 2023. Congress.gov. https://www.congress.gov/bill/118th-congress/senate-bill/992 Passed Senate (07/27/2023)

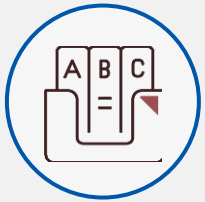
Purpose and Goals of I-27 Feasibility Study from Amarillo to Dumas

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

2024 — 2025

Milestone	Review Existing Conditions	Assess Needs and Develop Concepts	Prioritize Concepts	Develop Feasibility Study Report
Analyzed Through:	✓ Existing conditions ✓ Existing constraints ✓ Current and future traffic patterns ✓ Previous plans	✓ Develop concepts ✓ Identify goals and objectives ✓ Develop evaluation criteria	❑ Analyze concepts	❑ Recommend concepts ❑ Develop Feasibility Study Report

Stakeholder Engagement

Summer 2024
- ✓ TxDOT District/ Kick-Off

Fall 2024
- ✓ Stakeholder Working Group #1
- ✓ First Round of Public Meetings

Winter 2024/2025
- ✓ Stakeholder Working Group #2
- ✓ Meetings With Affected Property Owners
- • Stakeholder Working Group #3

Spring 2025
- • Second Round of Public Meetings
- • Public Survey
- • Stakeholder Working Group #4

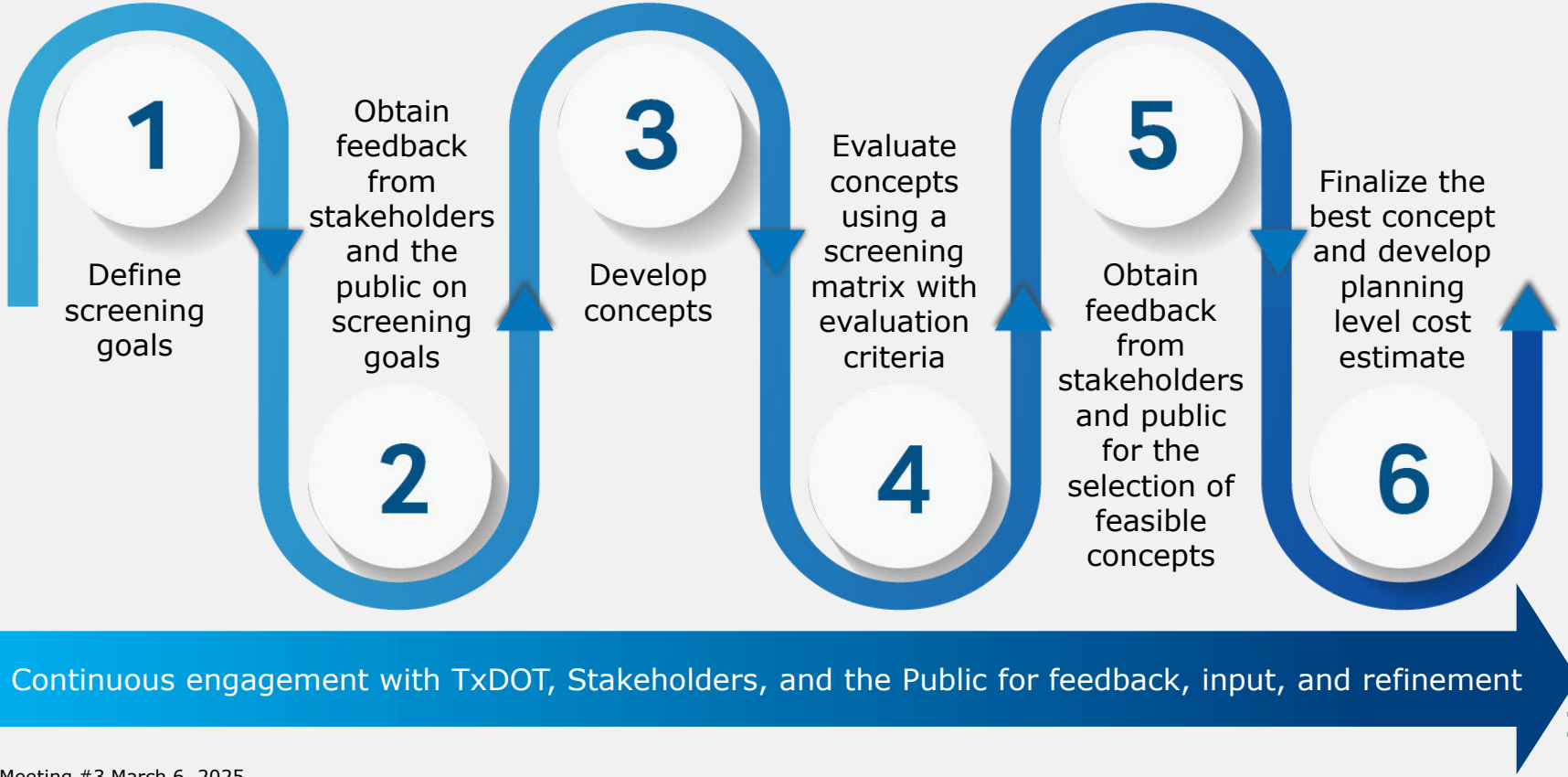
Summer 2025
- • Stakeholder Working Group #5

Stakeholder and Public Outreach Update

- **First round of Public Meetings**
  - Dumas, Wednesday, Dec. 4, 2024
    - 57 attendees
  - Amarillo, Thursday, Dec. 5, 2024
    - 38 attendees
  - Comment Period: Dec. 4 – 20, 2024
    - 39 comments in total
- **Three Stakeholder Working Groups Meetings**
  - Nov. 12, 2024
  - Jan. 23, 2025
  - March 6, 2025
- **Meetings with Affected Property Owners**
  - March 5, 2025

Concept Evaluation Screening

Proposed Concept Evaluation Screening Process



How Concepts Are 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:

Five-Level Rating System Based on Impact	
--	**Highest**
-	**Higher**
O	**High**
+	**Low**
++	**Least**

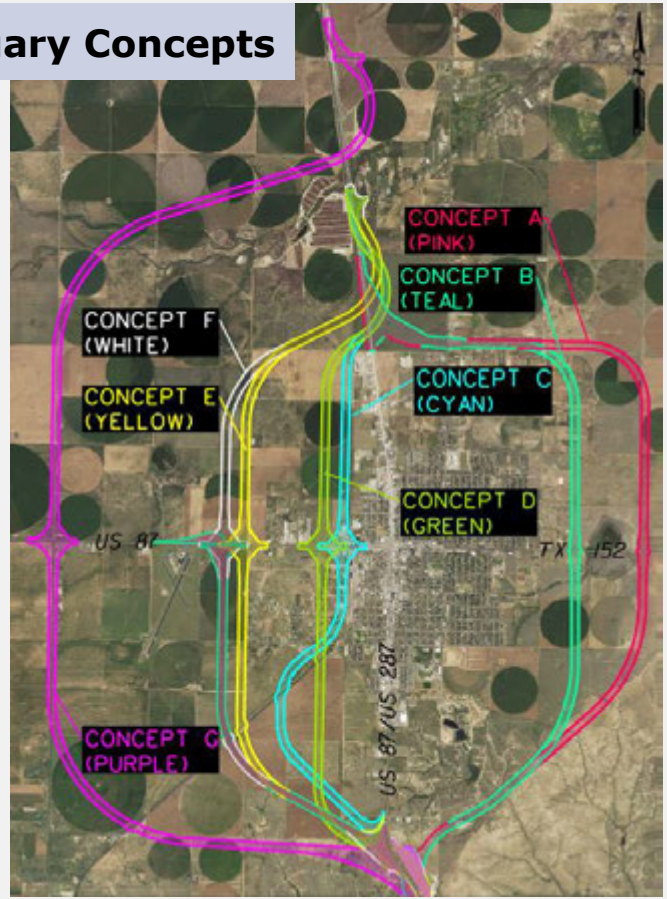
3. The qualitative rating system enables systematically comparing each concept. This comparison will provide a decision-making framework for recommending the preferred concepts for further development

Minimum Criteria for Dumas Concept Development

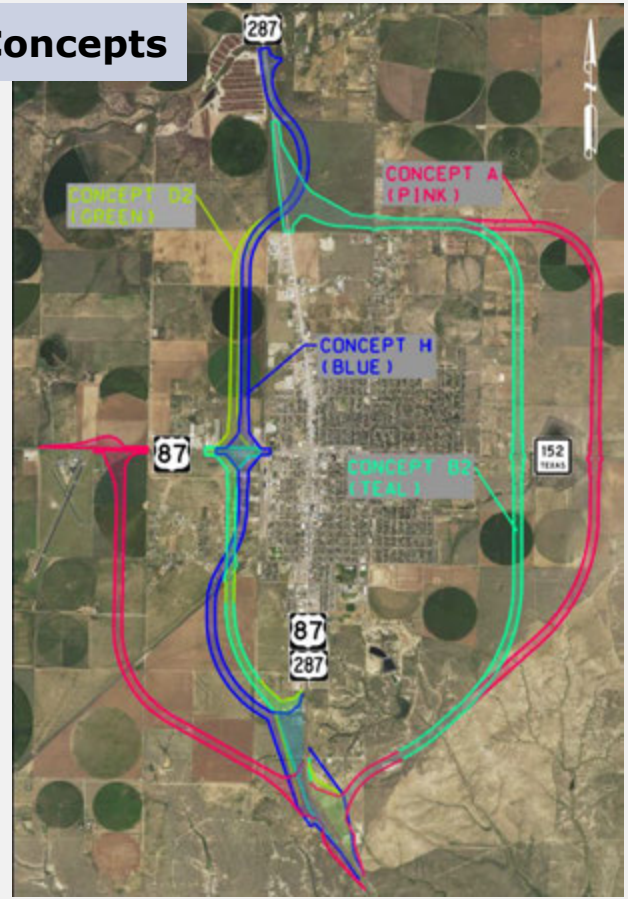
- Two connections: one at future I-27W and another at I-27N
- Informed by public and stakeholder feedback
- Accessibility and connectivity

Dumas Concepts

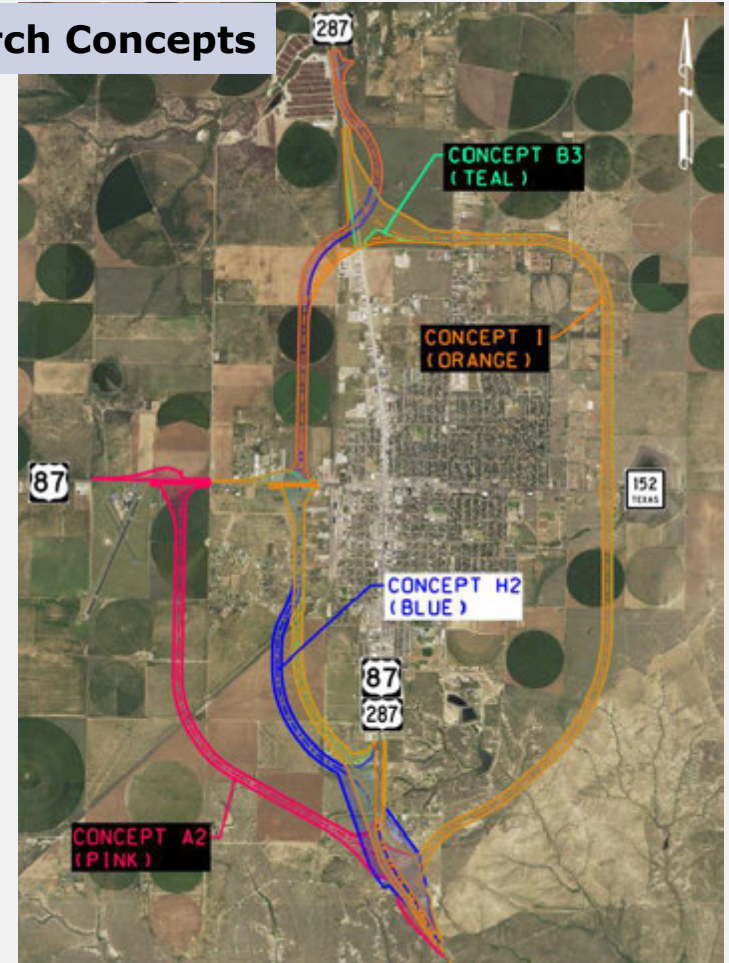
January Concepts



February Concepts



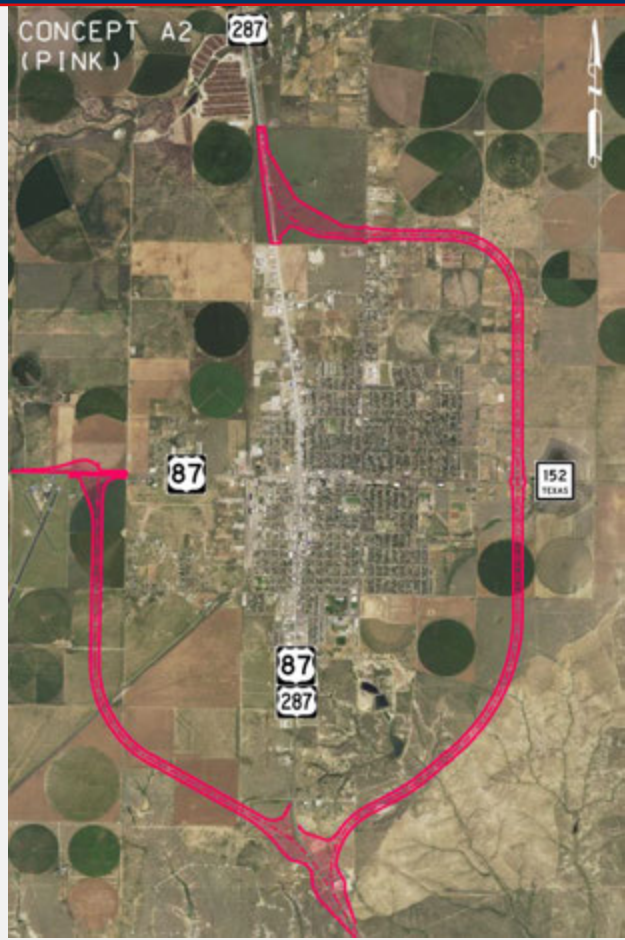
March Concepts



Concept A2 (Pink) March

- Adjusted the east leg to move closer to Dumas by 0.7 miles

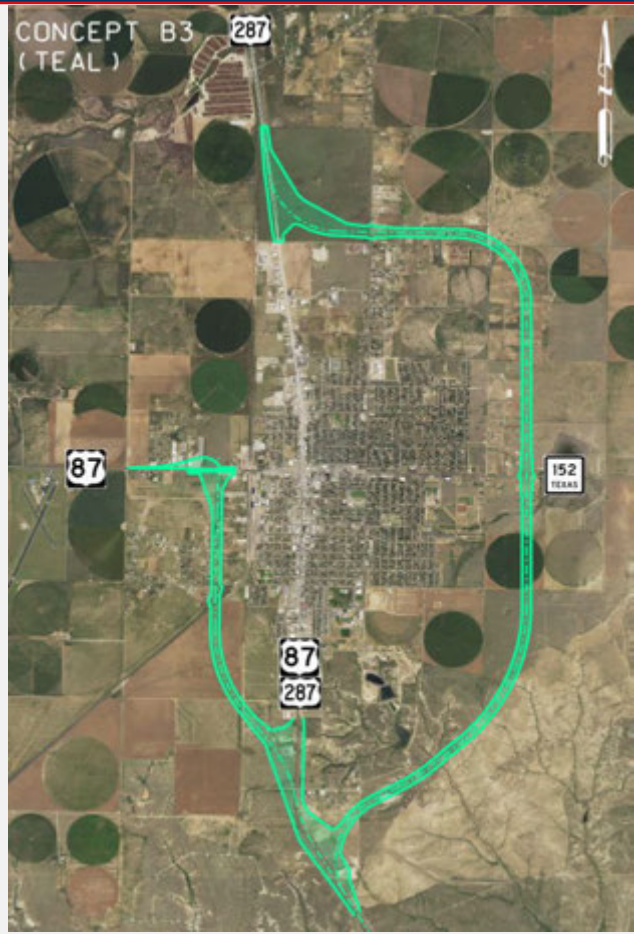
Characteristics	
Length	15 mi (Second longest route; away from the city)
Acreage	828 acres
Interchanges	1. North of Dumas at US 287 2. N. Maddox Avenue 3. East of Dumas at TX 152 4. South of Dumas at US 87/287 5. FM 762/Railroad 6. West of Dumas at US 87
Property Impacts	• Lower impacts to residential and commercial buildings • Minimal property impacts at south and north termini
Environmental Impacts	• Avoids the wetland located at TX 152 • Minor impacts to the existing creeks with a proposed bridge at multiple creek crossings • Minimal impact on irrigation wells



Concept B3 (Teal) March

- West leg shifted east 5,000 ft; closer to Dumas
- Interchange design at US 87 in Dumas, updated from directional to trumpet interchange
- Interchange at US 287 south of Dumas, shifted north 500-900 ft

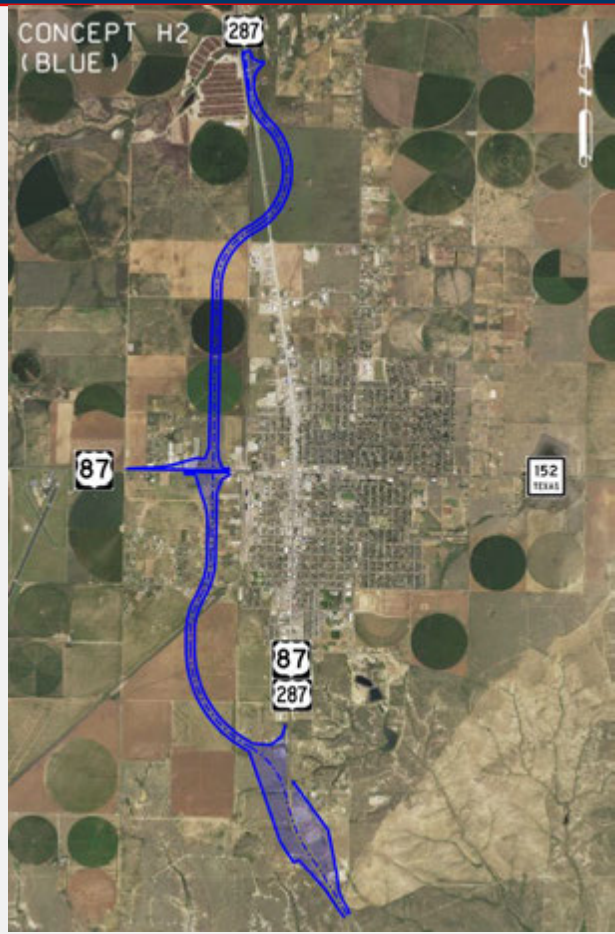
Characteristics	
Length	13.6 mi (third longest route; closer to the city and away from Airport)
Acreage	795 acres
Interchanges	1. North of Dumas at US 287 2. N. Maddox Avenue 3. East of Dumas at TX 152 4. South of Dumas at US 87/287 5. FM 762/Railroad 6. West of Dumas at US 87
Property Impacts	• Higher impacts on residential parcels and buildings • Minimal property impacts at south and north termini
Environmental Impacts	• Avoids wetland located at TX 152 • Minimizes major impacts to the existing creeks • Minimal impact on irrigation wells



Concept H2 (Blue) March

- New Concept developed by TxDOT, study team, & SWG
- Proposed minimum radii curves to avoid the cemetery
- Interchange design at US 87 in Dumas, updated from directional to trumpet interchange

Characteristics	
Length	8.3 mi (Shortest route with short curves closer to the city)
Acreage	565 acres
Interchanges	1. North of Dumas at US 287 2. Railroad crossing (north) 3. West of Dumas at US 87 4. FM 762/Railroad 5. South of Dumas at US 87/287
Property Impacts	• Parallel to the railroad and closer to the city/downtown • Higher impact on commercial parcels and buildings • Avoids impacts to the cemetery • Avoids Dumas feed yard
Environmental Impacts	• Avoids creeks • Avoids Texhoma Park • Minimal impact on irrigation wells and irrigated parcels



Concept I (Orange) March

- New Concept developed by TxDOT & study team
- Loop around Dumas
- Most of the alignment is the same as Concept B3 (Teal) and NW leg is the same as Concept H2 (Blue)

Characteristics	
Length	18 mi (Longest route; loop around & closest to the city)
Acreage	1011 acres
Interchanges	1. North of Dumas at US 287 (includes East & West) 2. N. Maddox Avenue 3. East of Dumas at TX 152 4. South of Dumas at US 87/287 5. FM 762/Railroad 6. West of Dumas at US 87
Property Impacts	• Parallel to the railroad and closer to the city/down • Avoids impacts to the cemetery • Avoids Dumas feed yard
Environmental Impacts	• Avoids wetland located at TX 152 • Minimizes major impacts to the existing creeks • Avoids Texhoma Park • Minimal impact on irrigation wells

DRAFT Dumas Concept Evaluation Matrix March

Screening Goals	Evaluation Criteria	CONCEPT A2 (PINK)	CONCEPT B3 (TEAL)	CONCEPT H2 (BLUE)	CONCEPT I (Orange)
Alignment Limits	Length (mi)	15 -	13.6 o	8.3 ++	18 --
Proposed ROW	Acreage	828 o	795 o	565 ++	1011 --
	# of Parcels	96 ++	163 -	108 +	178 --
	# Residential Parcels	40 +	58 -	26 ++	63 --
	# Residential Buildings	13 o	14 o	10 ++	18 --
	# Commercial Parcels	11 ++	24 o	24 o	31 --
	# Commercial Buildings	1 ++	10 -	12 --	11 -
	Acreage of irrigated parcels	189 --	33 ++	56 +	90 o
Utilities and Infrastructure	Transmission lines	4 --	4 --	1 ++	1 ++
	Railroad	1 ++	1 ++	3 --	2 -
Environmental Constraints	Section 4(f) - parks	0 ++	0 ++	0 ++	0 ++
	Cemeteries	0 ++	0 ++	0 ++	0 ++
	Historic sites	0 ++	0 ++	0 ++	0 ++
Compatibility	Compatibility with Other Projects	Yes ++	Yes ++	Yes ++	Yes ++
Construction Cost ($ millions) Estimate	TxDOT 2024 Unit Prices	$$$ o	$$$ o	$ ++	$$$$$ --
ROW Cost ($ millions)	Moore County Appraisal District Prices	$$ +	$$$$$ --	$$$$$ --	$$$$$ --
Stakeholder Input	Stakeholder's issues and concerns	Carry Forward	Carry Forward	Carry Forward	Carry Forward

Data as of 03/03/2025. This data is subject to change as the study progresses.

US 87/287 Concepts

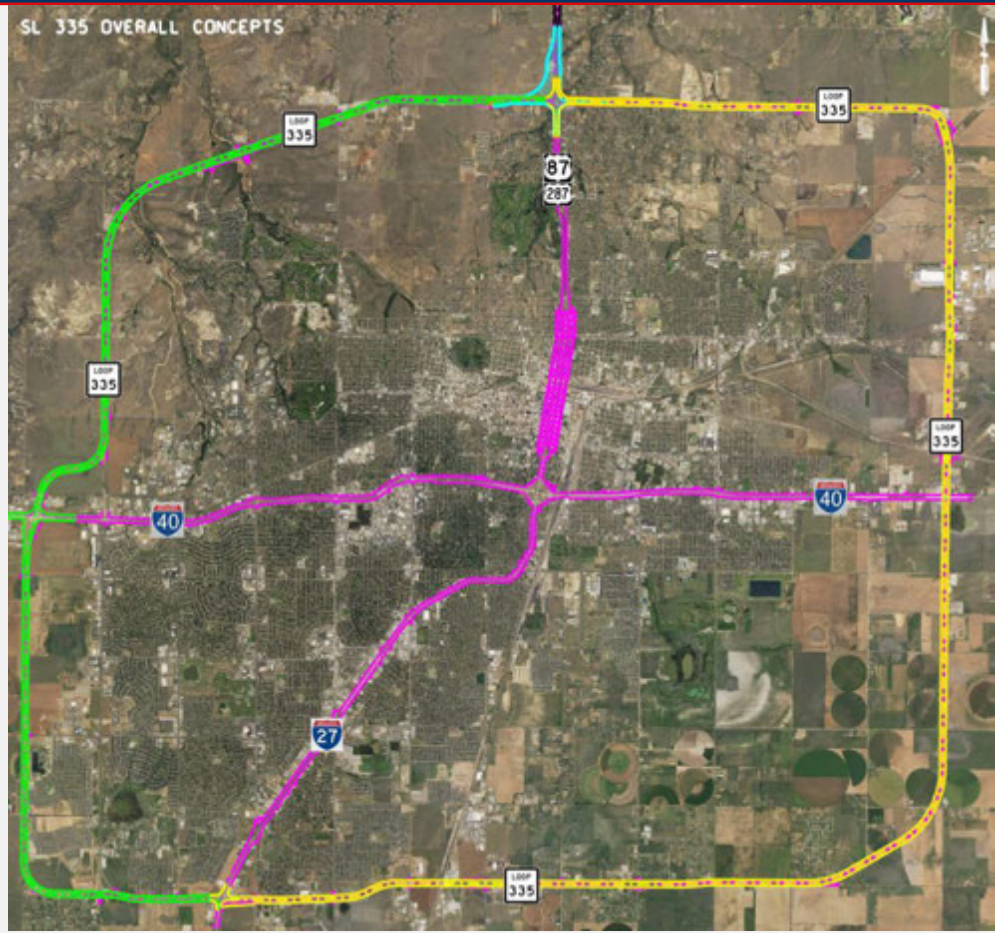
Proposed Interchange Locations

- Nine proposed interchange locations identified along US 87/US 287
- These locations would allow for access when US 87/US 287 is upgraded to interstate standards
- Meetings with affected property owners held on 3/5/2025

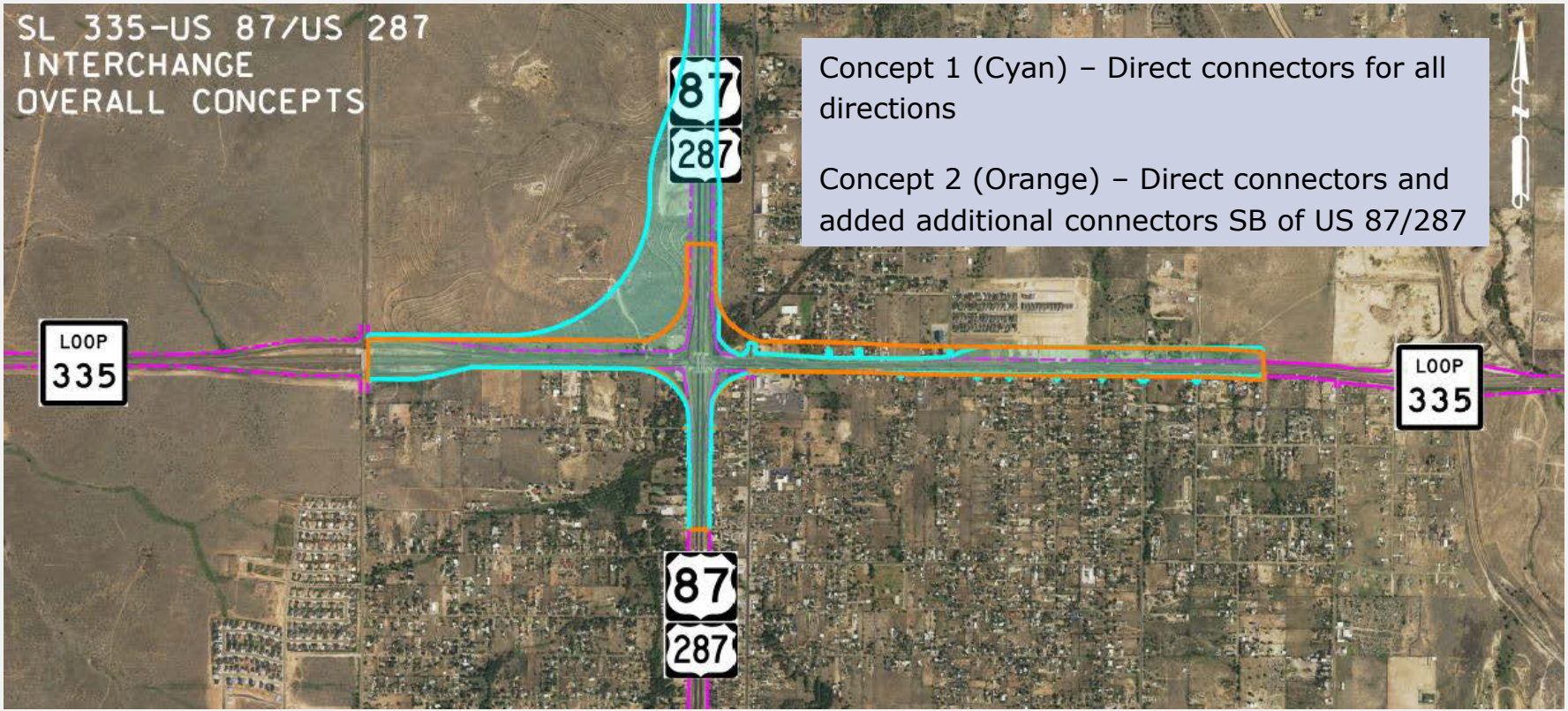
SL 335 Concepts

SL 335 February Concepts

- Two concepts: east (yellow) and west (green)
- Two proposed connection concepts for the proposed interchange at SL 335 and US 87/US 287



SL 335 February Concepts

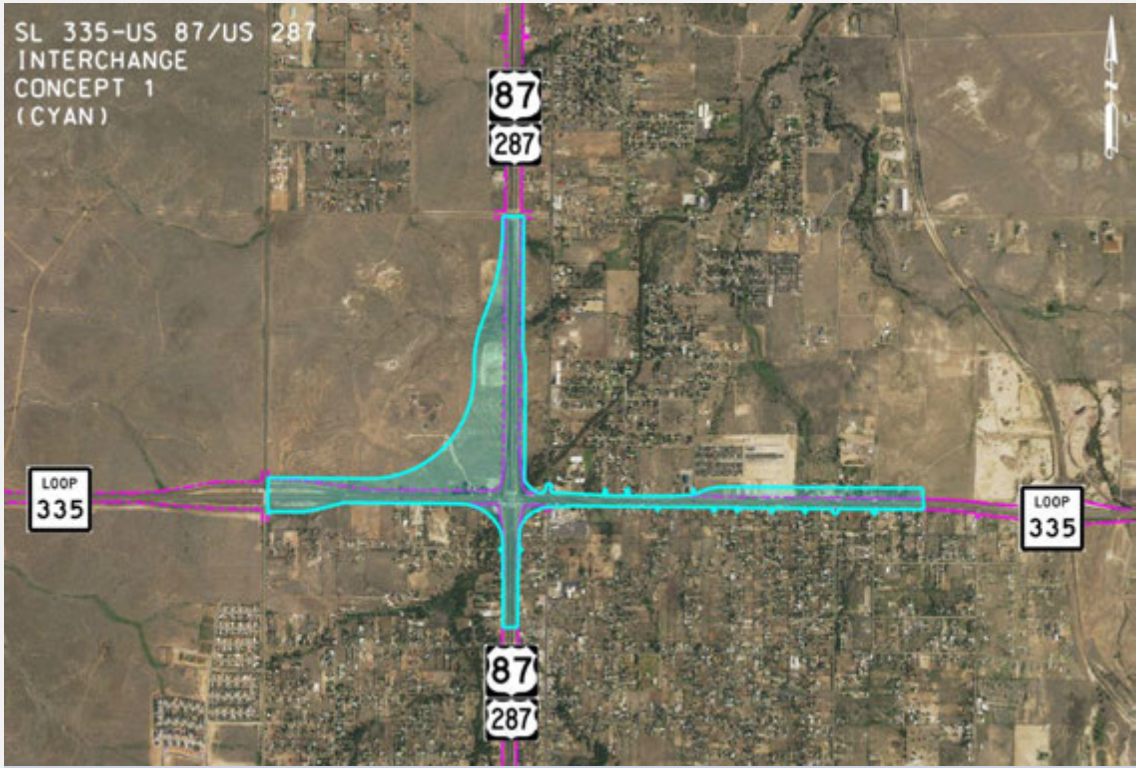


Concept 1 (Cyan) – Direct connectors for all directions

Concept 2 (Orange) – Direct connectors and added additional connectors SB of US 87/287

SL 335 Concept 1 (Cyan) February

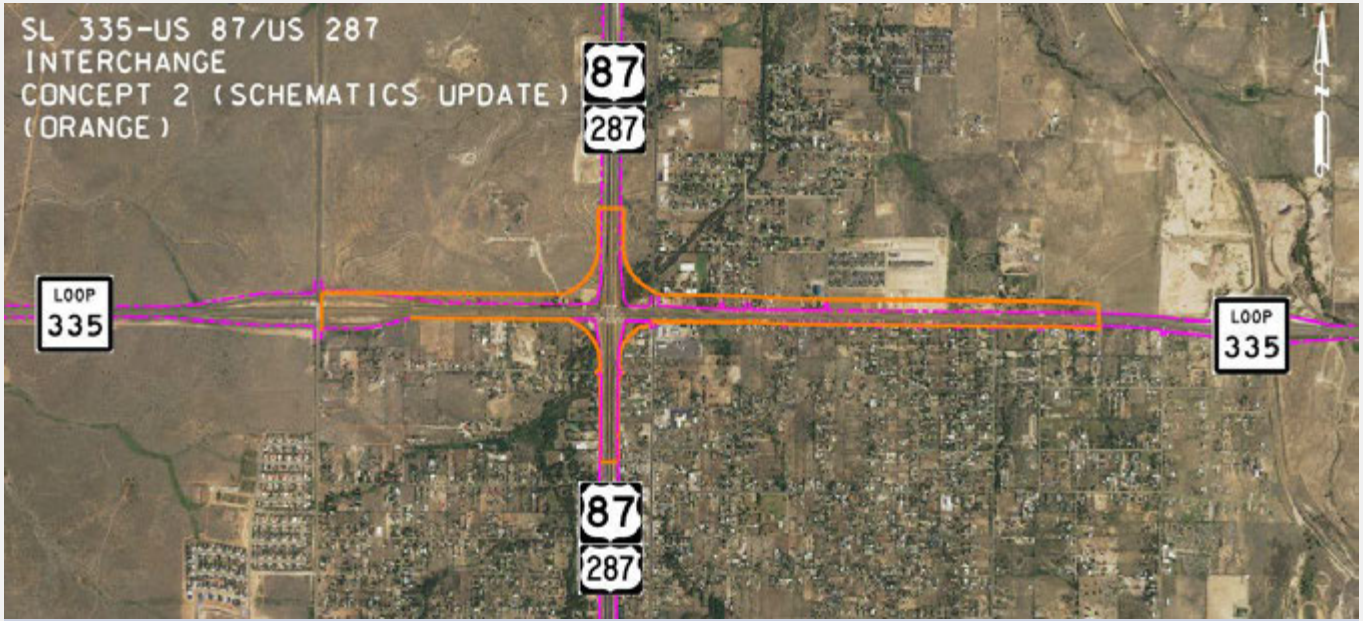
- Directional interchange (stack) at SL 335 and US 87/US 287
- Includes direct connectors for all directions
- Avoids impacts to existing properties at the NE corner
- Traverses vacant parcels in the NW quadrant of the interchange to minimize property impacts



ROW Footprint for Connection A from 1/23/2025

SL 335 Concept 2 (Orange) February

- Revision to the existing schematics for the SL 335 at the US 87/US 287 interchange
- Revisions include direct connectors from SL 335 WB to US 87/US 287 SB and SL 335 EB to US 87/US 287 SB



ROW Footprint for schematics at the intersection of SL 335 at US 87/US 287 from 1/23/2025

Next Steps, Questions, and Closing Remarks

Look Ahead and Next Steps

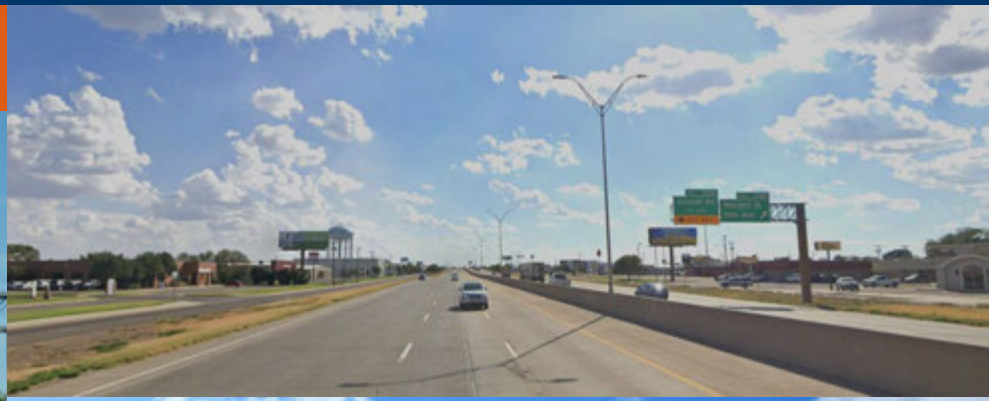
Look Ahead

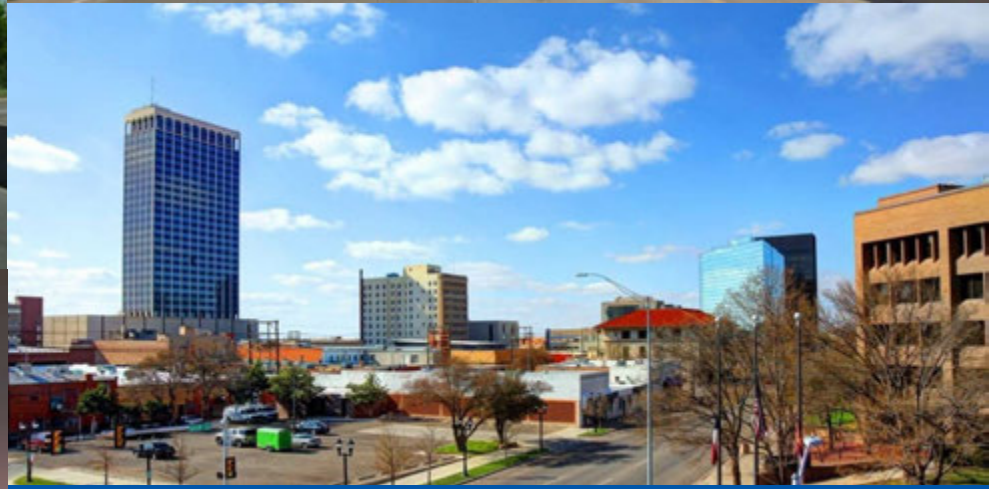
- Stakeholder Working Group #4
  - Early May 2025 – Thursday, May 1, 2025
- Public Meeting Amarillo & Dumas
  - Monday, April 7, 2025
    - Moore County Community Center
  - Tuesday, April 8, 2025
    - Diversity Church

Next Steps:

- Conduct the second round of public meetings
- Refine concepts for inclusion in the I-27 Feasibility Study from Amarillo to Dumas
- Conduct Stakeholder Working Group #4

Meeting Adjourn





Thank you!

Interstate Design Standards

Interstate Design Standards

Full control of access; no driveways connecting to mainlanes

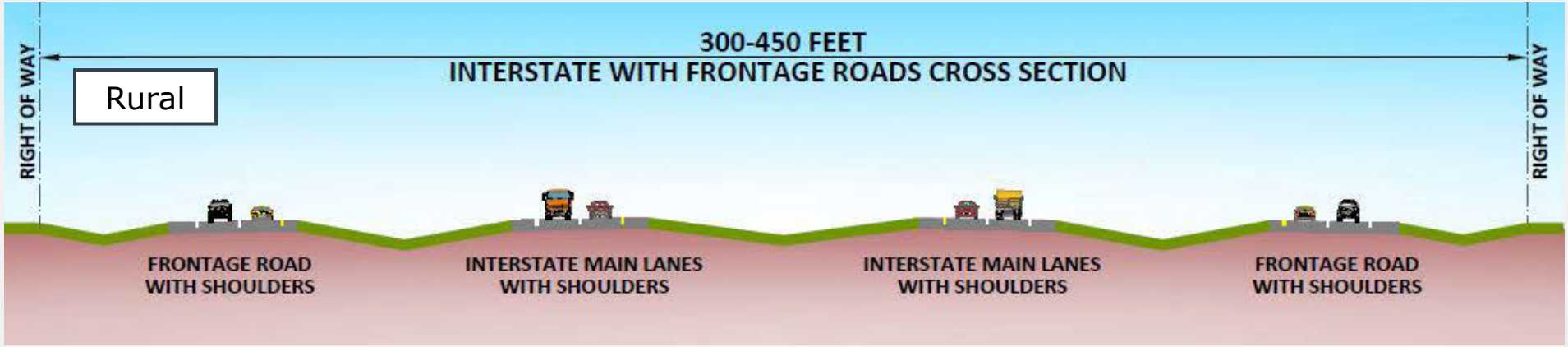
Higher design speeds

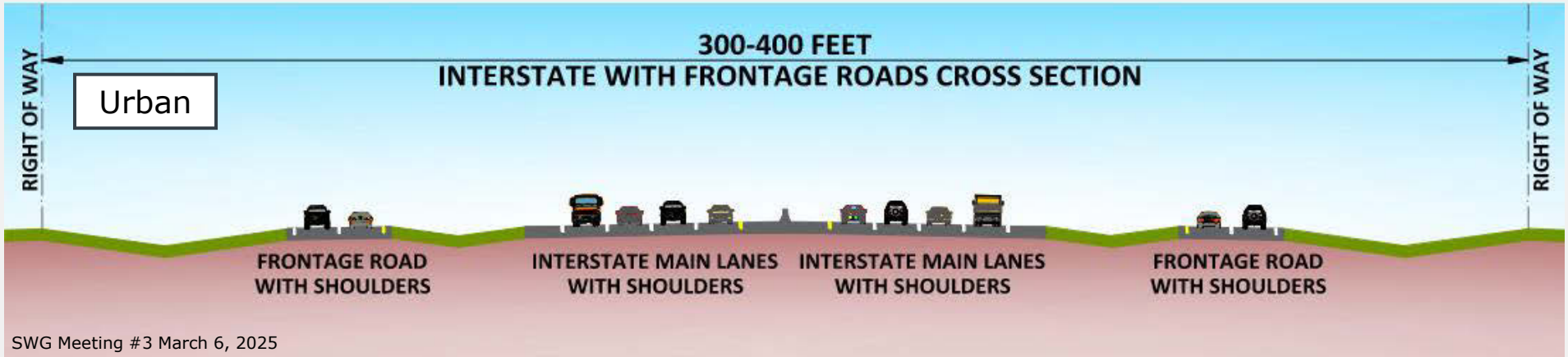
Larger right-of-way widths; min. 12 ft mainlanes and shoulder widths

Limited access points; grade separations needed

Entrance and exit ramps; decel/accel lanes

Typical Right of Way Footprint





Interchanges