



I-27 Feasibility Study from Amarillo to Dumas

Preliminary Concepts and Comments received from Public Meeting #1
Stakeholder Working Group Meeting #2 -- For Discussion Only

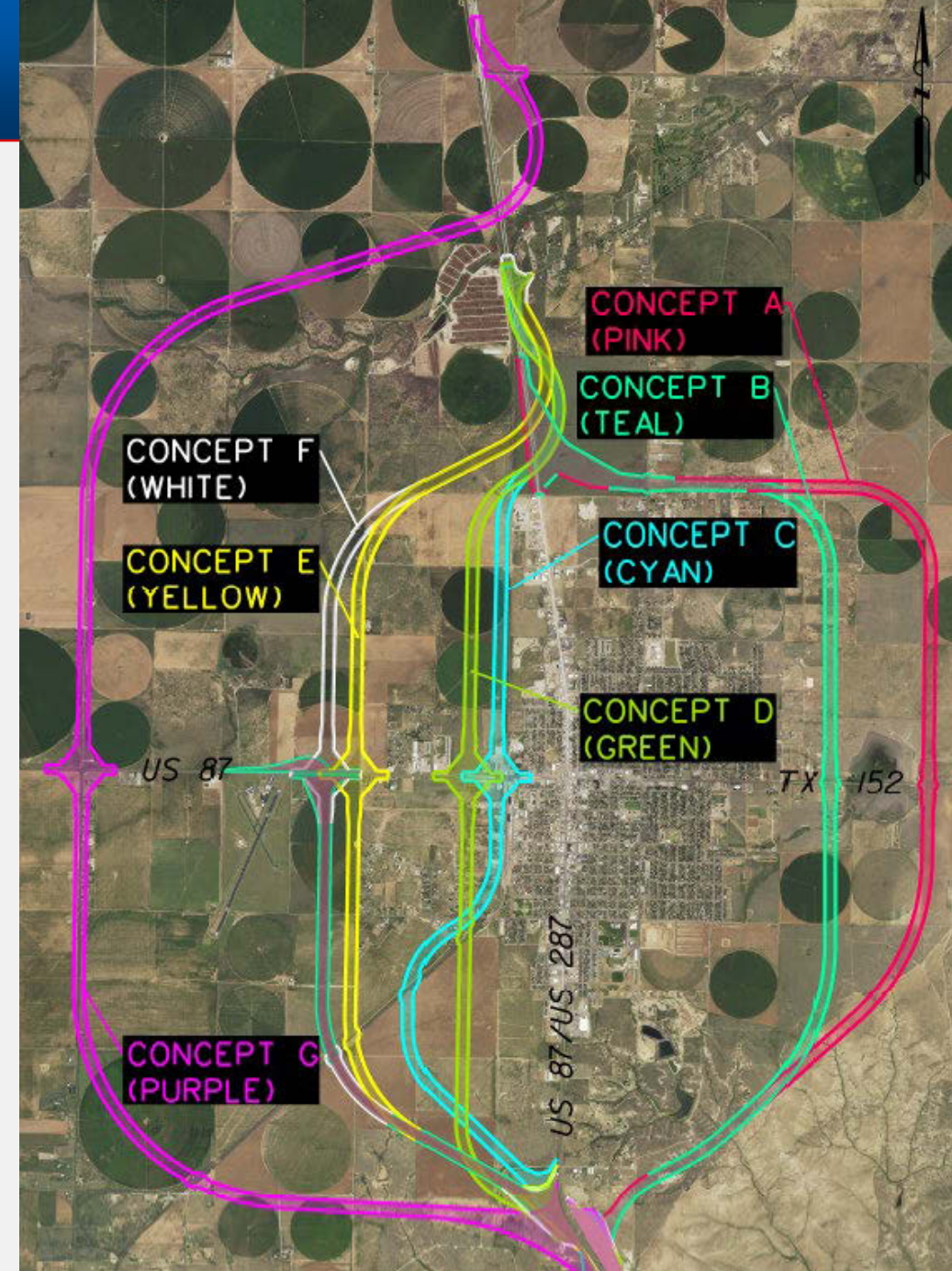


Jan. 23, 2025

Proposed Dumas Concepts

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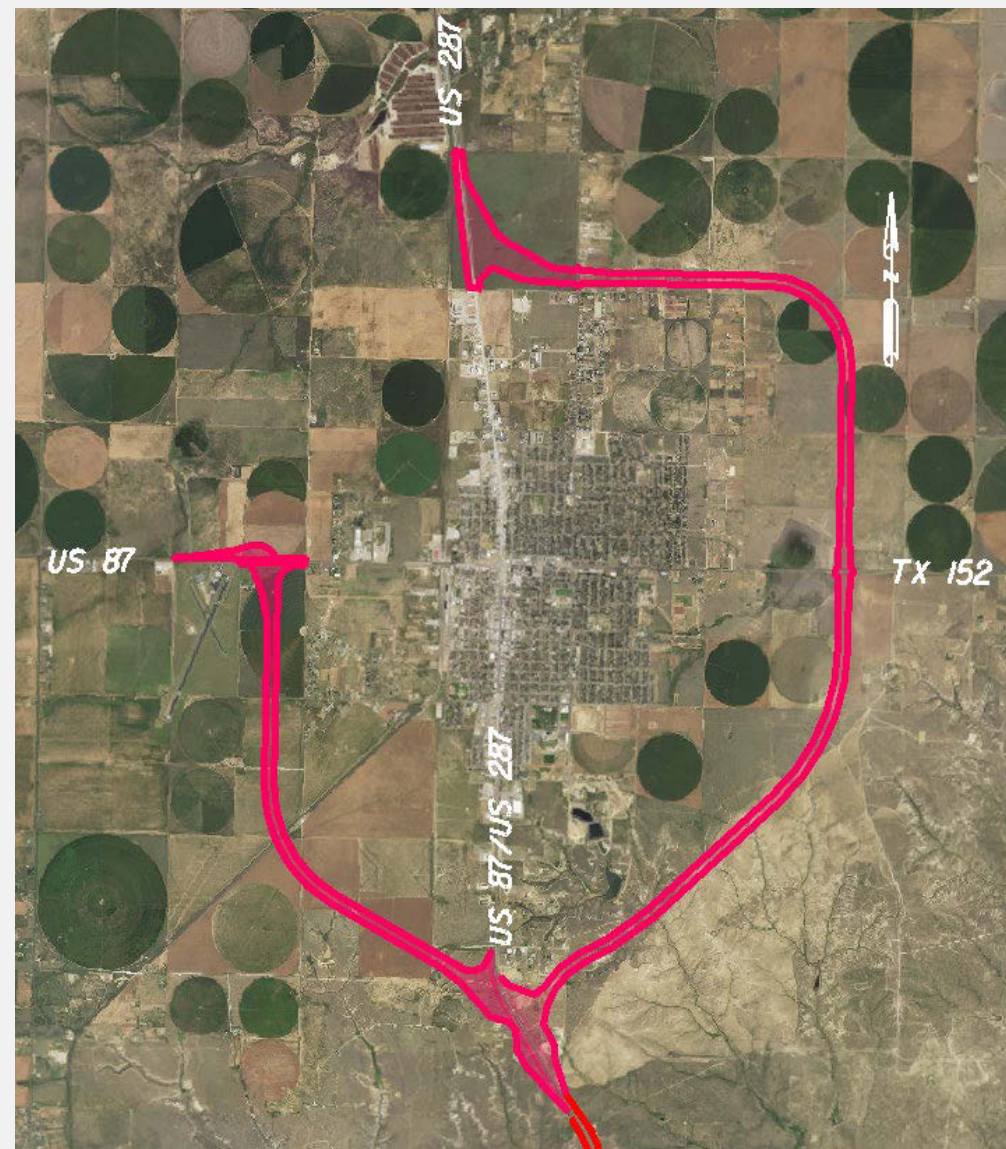
- Total of seven concepts
- Five out of seven concepts are on the west side



Concept A (Pink)

Developed by TxDOT, study team, aligns with public feedback

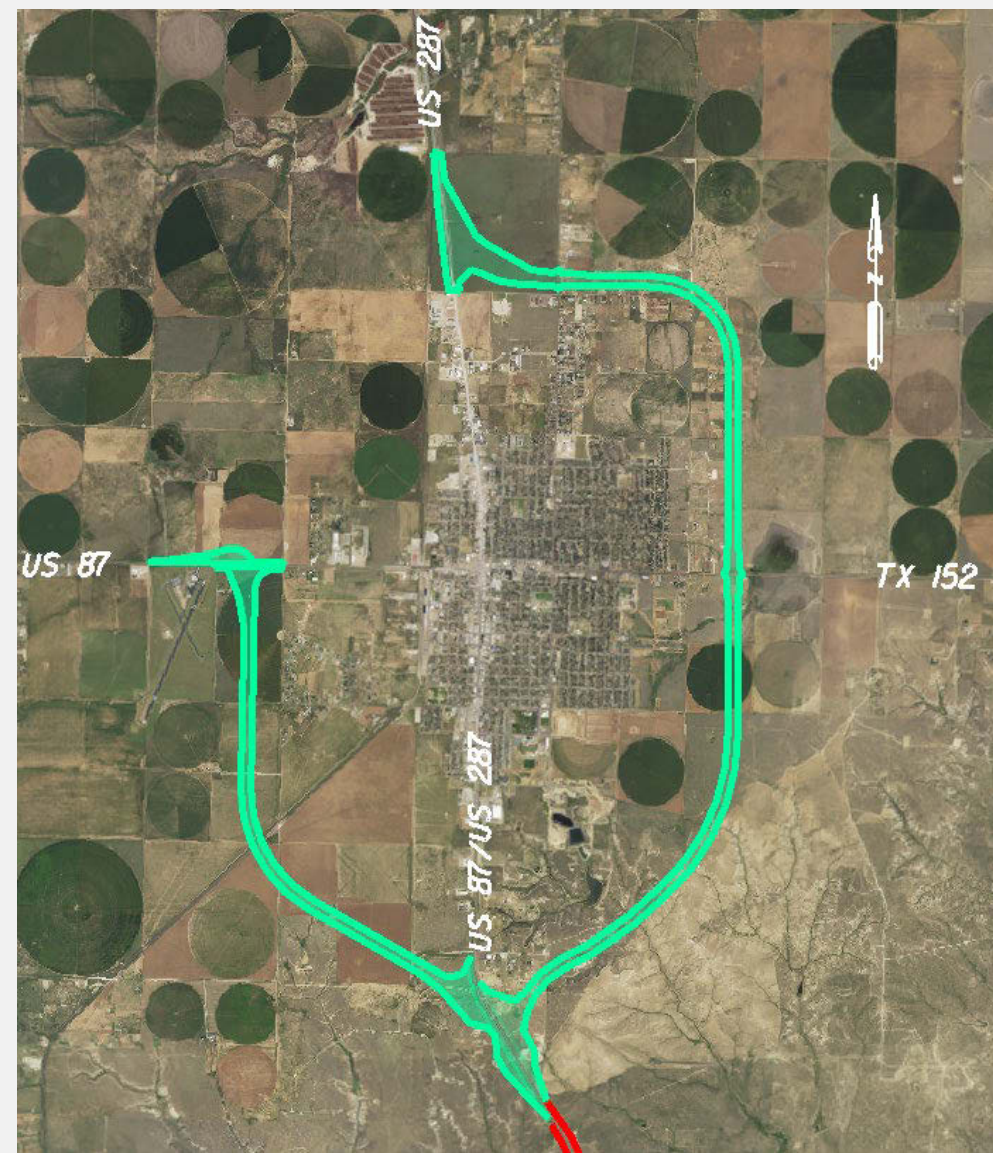
- Length: 15 mi
- Acreage: 885 acres
- Four Interchanges proposed:
 - North of Dumas at US 287
 - East of Dumas at TX 152
 - West of Dumas at US 87
 - South of Dumas at US 87/287
- Property Impacts
 - Lower impacts to residential and commercial buildings
- Environmental Impacts
 - Minimal property impacts at the south and north end
 - Avoids wetland located at TX 152
 - Minimizes major impacts on the existing creeks
 - Minimal impact on irrigation wells
- Utility Impacts:
 - Higher impact on transmission lines



Concept B (Teal)

Developed by TxDOT, study team, aligns with public feedback

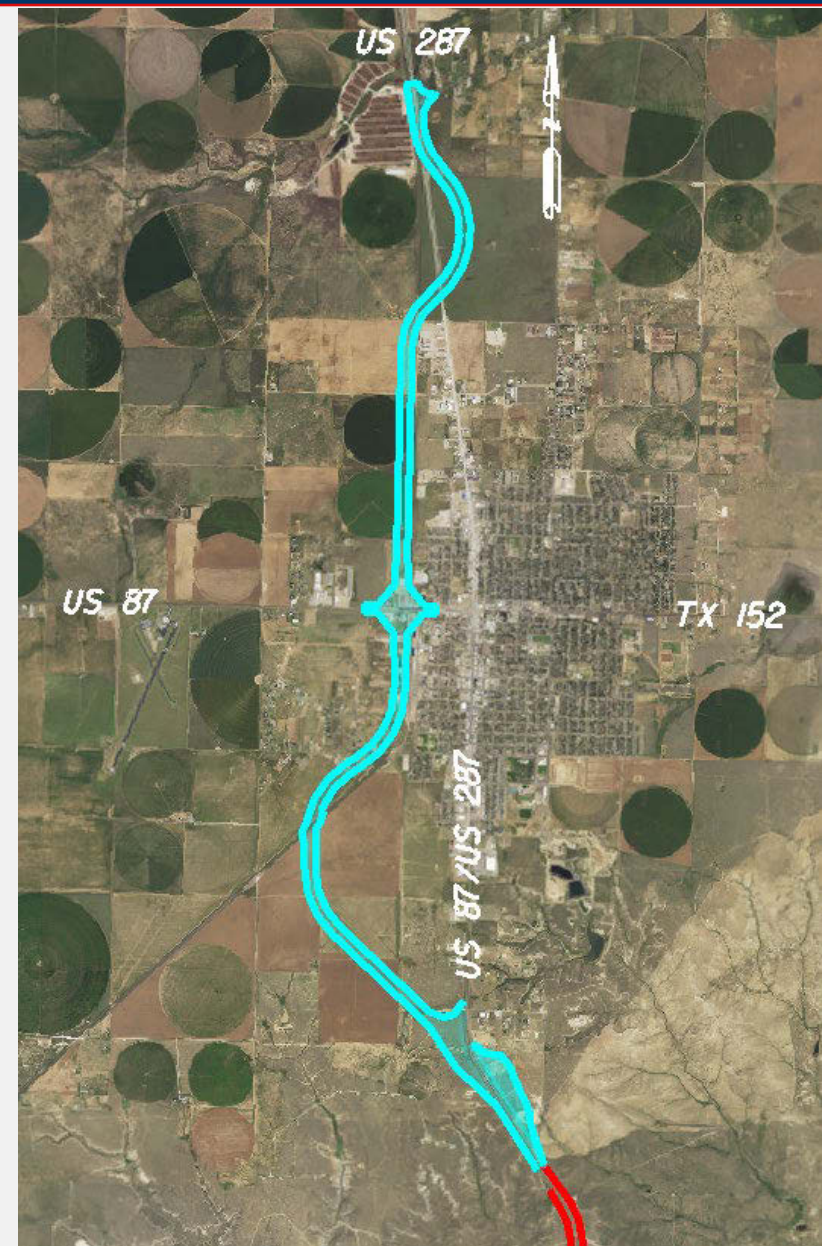
- Length: 14 mi
- Acreage: 834 acres
- Four Interchanges Proposed:
 - North of Dumas at US 287
 - East of Dumas at TX 152
 - West of Dumas at US 87
 - South of Dumas at US 87/287
- Property Impacts:
 - Higher impacts on residential parcels and buildings
 - Minimal property impacts at the south and north end
- Environmental Impacts
 - Avoids wetland located at TX 152
 - Minimizes major impacts on the existing creeks
 - Minimal impact on irrigation wells
- Utility Impacts:
 - Higher impact on transmission lines



Concept C (Cyan)

Aligns with public feedback

- Length: 9 mi
- Acreage: 436 acres
- Three Interchanges Proposed:
 - North of Dumas at US 287
 - West of Dumas at US 87
 - South of Dumas at US 87/ 287
- Environmental Impacts:
 - Avoids Dumas feed yard
 - Avoids creeks
 - Minor impacts on Texhoma Park
 - Minimal impact on irrigation wells and irrigated parcels
- Property Impacts:
 - Parallel to the railroad and closer to the city/downtown
 - Higher impact on commercial parcels and buildings
 - Avoids impacts to the cemetery
- Utility Impacts:
 - Higher impact on railroad crossings



Preliminary Concept for Discussion Purposes Only

Concept D (Green)

Developed by TxDOT, study team, aligns with public feedback

- Length: 8 mi
- Acreage: 460 acres
- Three Interchanges Proposed:
 - North of Dumas at US 287
 - West of Dumas at US 87
 - South of Dumas at US 87/ 287
- Environmental Impacts:
 - Avoids creeks
 - Minimal impact on irrigation wells and irrigated parcels
- Property Impacts
 - Parallel to the railroad and closer to the city/downtown
 - Avoids impacts to the cemetery
 - Avoids Dumas feed yard

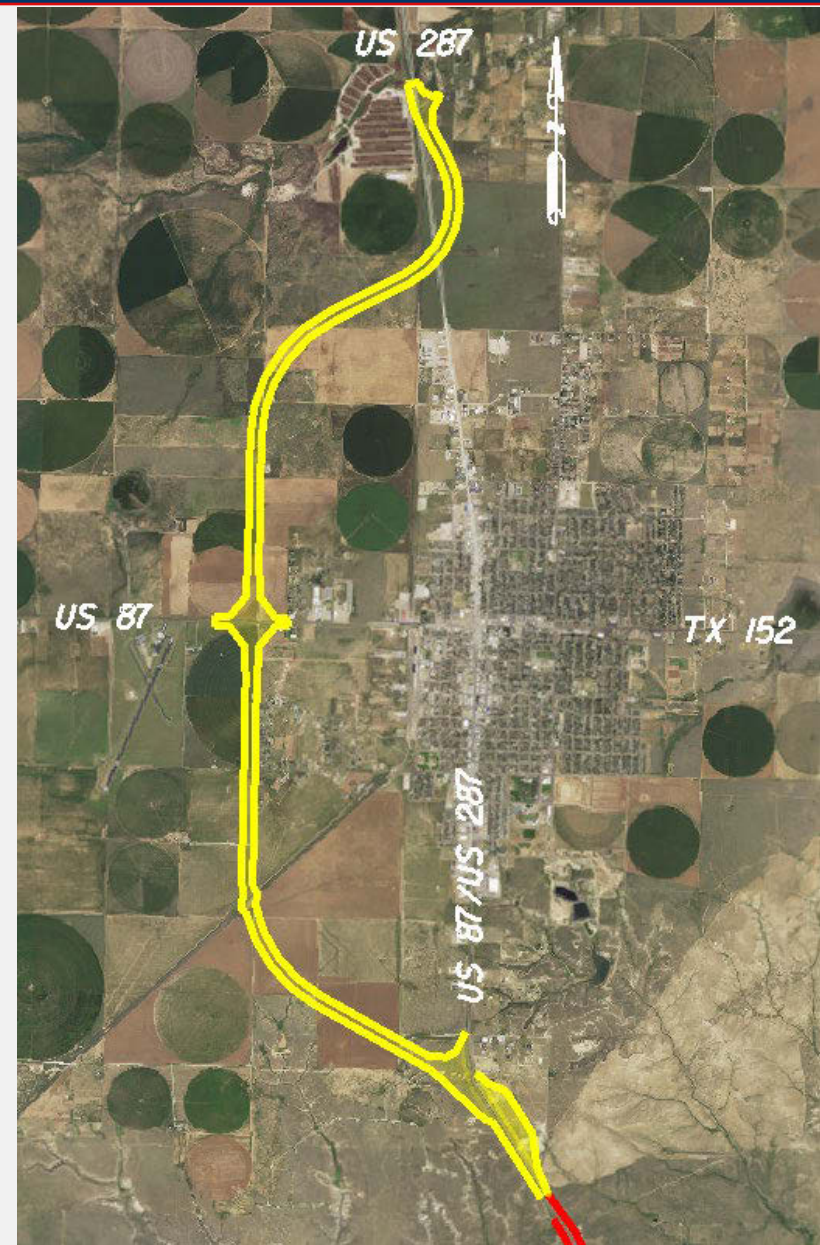


Preliminary Concept for Discussion Purposes Only

Concept E (Yellow)

Developed by TxDOT, study team, aligns with public feedback

- Length: 10 mi
- Acreage: 495 acres
- Three Interchanges Proposed:
 - North of Dumas at US 287
 - West of Dumas at US 87
 - South of Dumas at US 87/ 287
- Property Impacts:
 - Realign CR 119 with proposed alignment
 - Moderate impacts to residential and commercial buildings
- Environmental Impacts:
 - Avoids impacts to the cemetery
 - Avoids airport limits
 - Avoids Dumas feed yard
 - Avoids creeks
 - Minimal impact on the irrigation wells



Concept F (White)

Developed by TxDOT, study team, aligns with public feedback

- Length: 10 mi
- Acreage: 536 acres
- Three Interchanges Proposed:
 - North of Dumas at US 287
 - West of Dumas at US 87
 - South of Dumas at US 87/287
- Property Impacts:
 - Realign CR 119 with proposed alignment
 - Minor impacts to residential and commercial properties
- Environmental Impacts:
 - Avoids impacts to the cemetery
 - Avoids airport limits (proposed interchange will be close to the airport)
 - Avoids Dumas feed yard
 - Avoids creeks
 - Minimal impacts on irrigation wells



Concept G (Purple)

Aligns with public feedback

- Length: 14 mi
- Acreage: 789 acres
- Three Interchanges Proposed:
 - North of Dumas at US 287
 - West of Dumas at US 87
 - South of Dumas at US 87/287
- Property Impacts:
 - Far from the city/downtown
 - Longest alignment
- Higher impacts to residential buildings and commercial parcels
- No impacts on the cemetery
- No impacts on the airport limits
- Avoids the Dumas feed yard
- Environmental Impacts:
 - Higher impact on irrigation wells and irrigated parcels



DRAFT Dumas Concept Evaluation Matrix

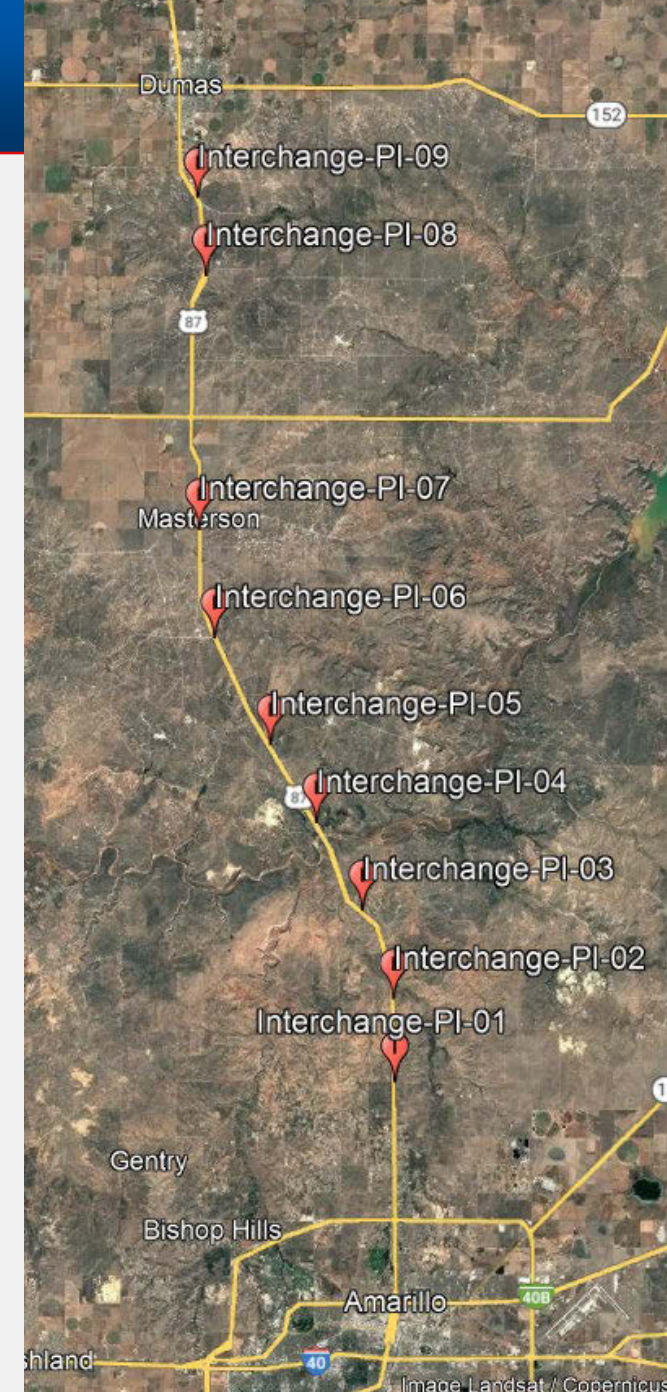
Preliminary Matrix for Discussion Purposes Only

Screening Goals	Evaluation Criteria	Measure	A	B	C	D	E	F	G
Alignment Limits	Length (mi)	Miles	15	14	9	8	10	10	14
Proposed ROW	Acreage	Number	885	834	464	461	495	536	790
	# of Parcels	Number	55	96	93	88	50	40	68
	# of Residential Parcels	Number	13	40	25	24	16	10	20
	# of Residential Budlings	Number	1	13	6	4	5	2	20
	# of Commercial Parcels	Number	17	14	32	17	17	14	30
	# of Commercial Buildings	Number	1	1	16	2	5	2	2
	Acreage of Irrigated Parcels	Number	262	191	72	83	207	243	413
Construction Cost (TBD)									
Utilities and Infrastructure	Transmission Lines	Number	4	4	1	1	1	1	1
	Railroads	Number	1	1	4	3	3	3	3
Environmental Constraints	Parks	Number	0	0	1 (Texhoma Park)	0	0	0	0
	Cemeteries	Number	0	0	0	0	0	0	0
	Historic Sites	Number	0	0	0	0	0	0	0
Compatibility	Compatibility With Other Projects	(Yes/No)	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Public Input									

Proposed US 87 / 287 Concepts

Proposed Interchange Locations

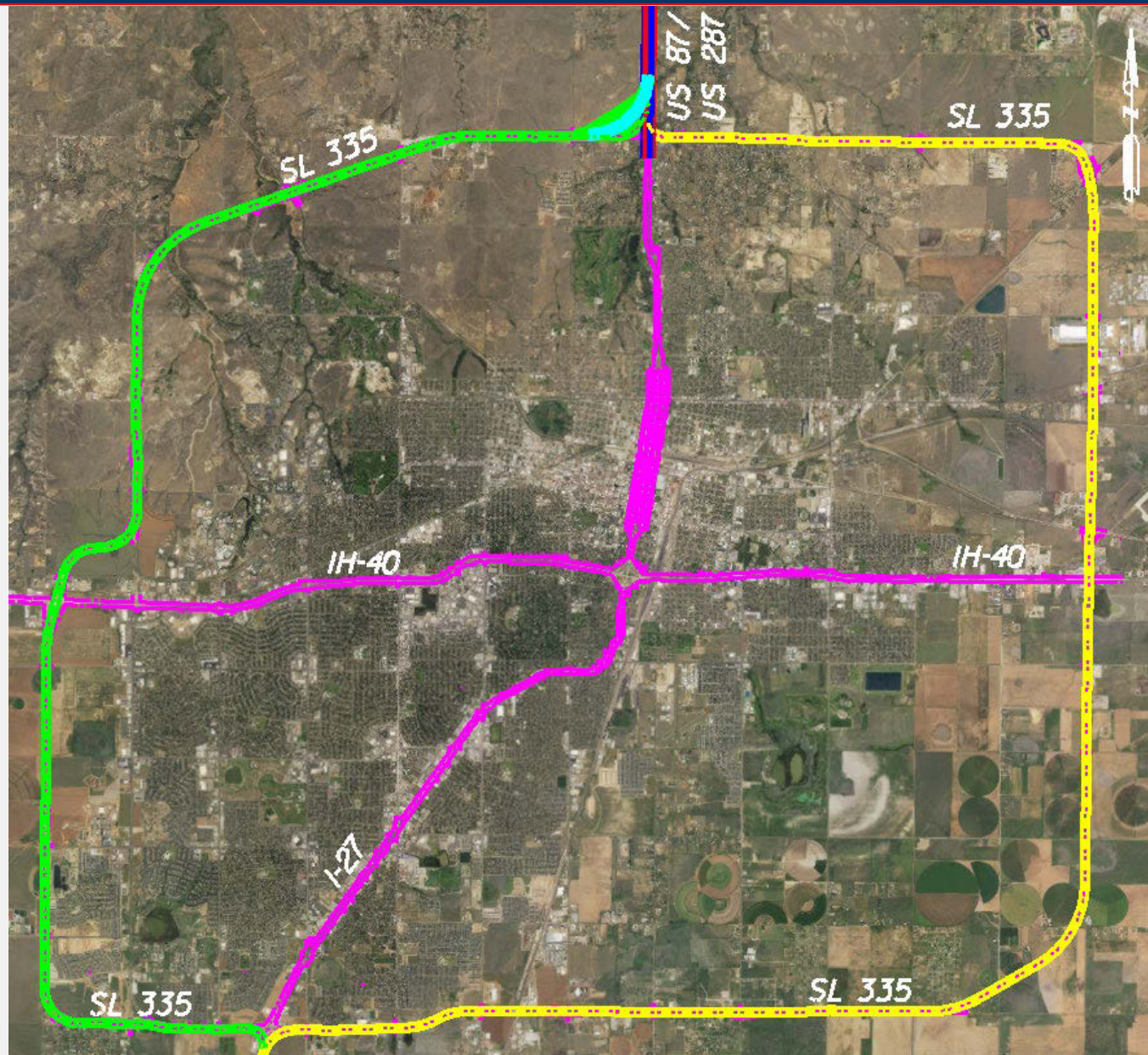
- Nine proposed interchange locations identified along US 87/US 287
- These locations would allow for access when US 87/US 287 is upgraded to interstate standards



Proposed SL 335 Concepts

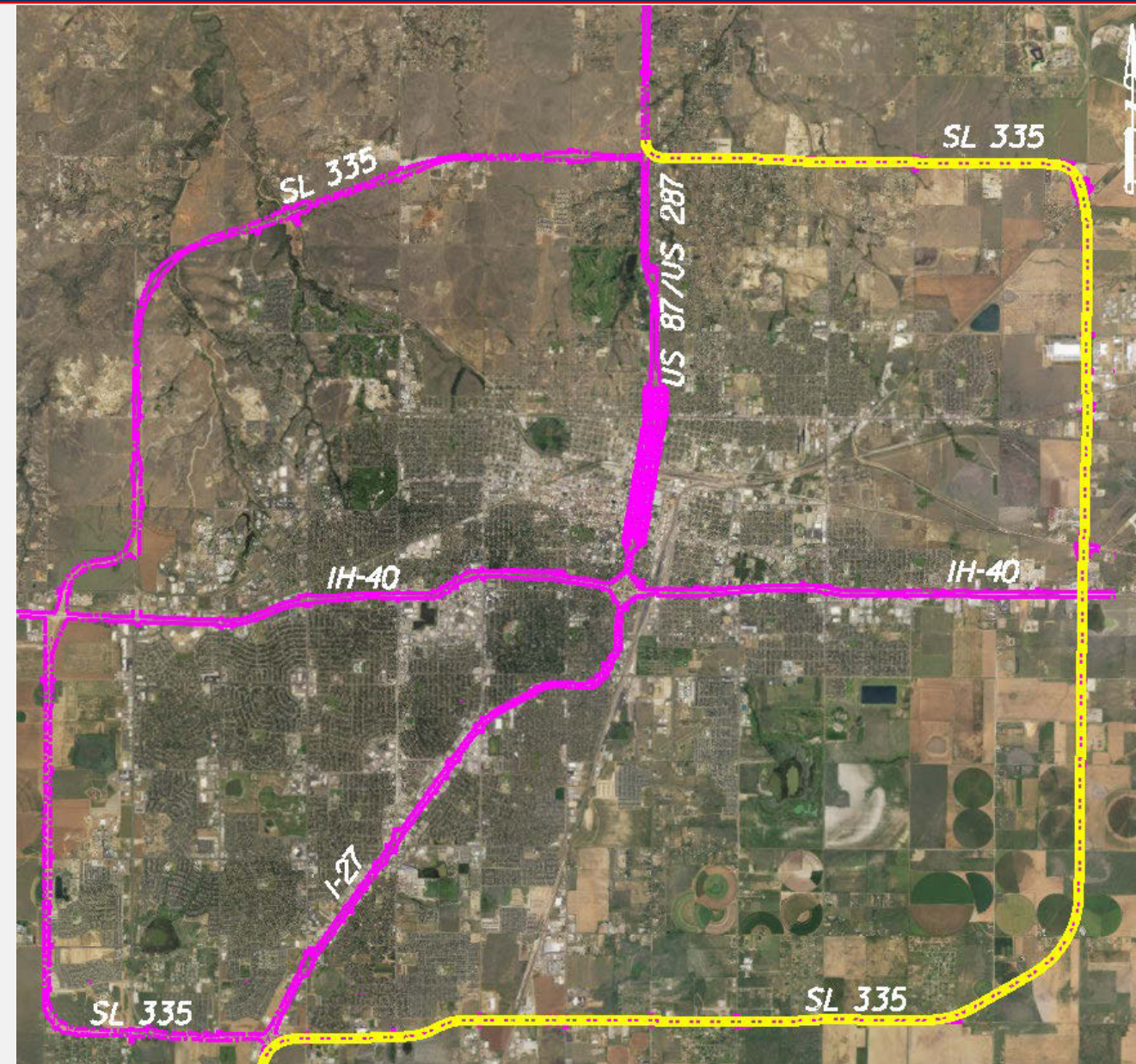
SL 335 Concepts

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



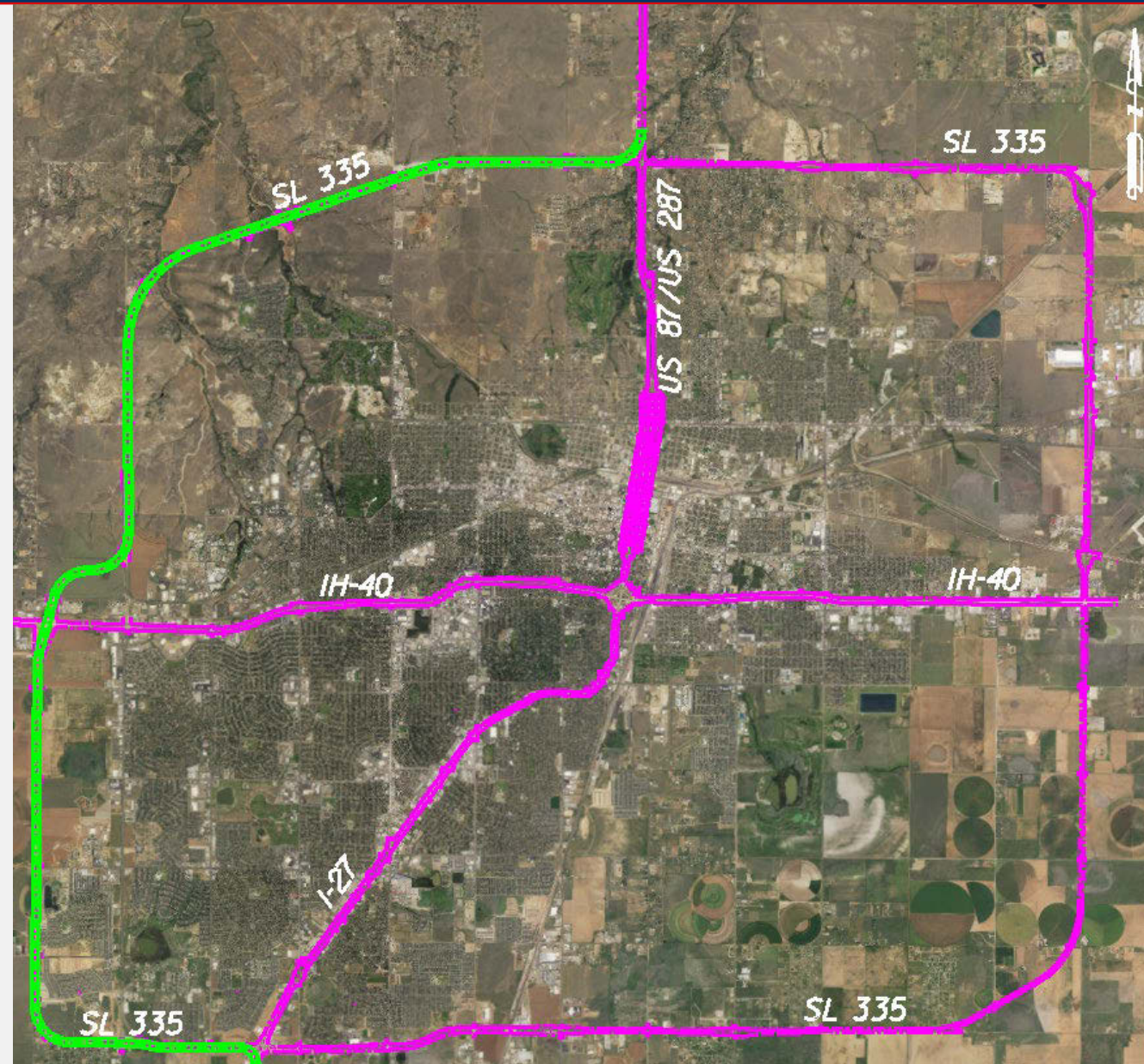
East Concept (Yellow)

- Previous studies complete
- In schematic phase
- Partial construction complete
- Impacts more properties



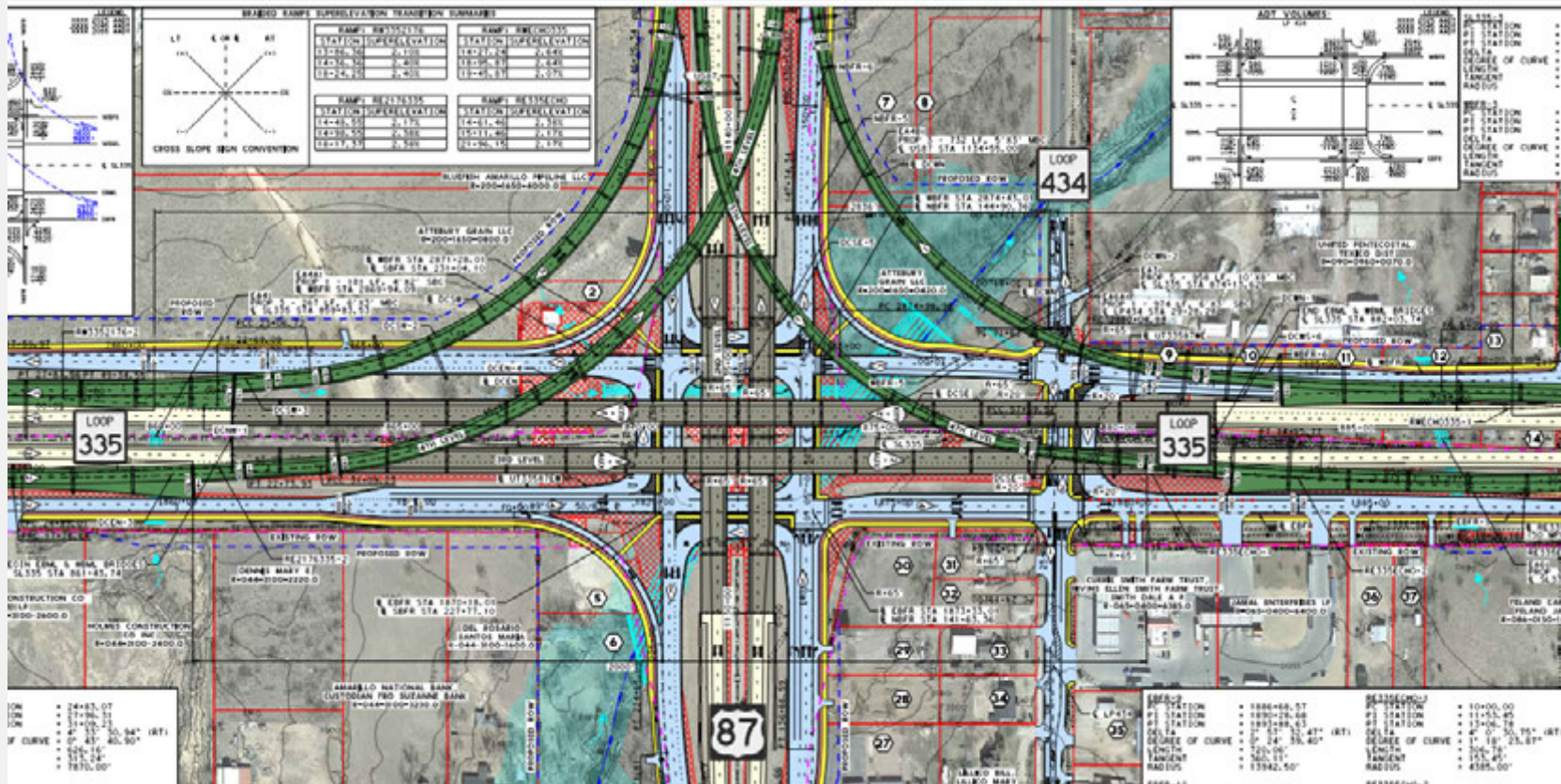
West Concept (Green)

- Previous studies complete
- Proposed right of way is acquired
- Schematics complete
- Construction underway



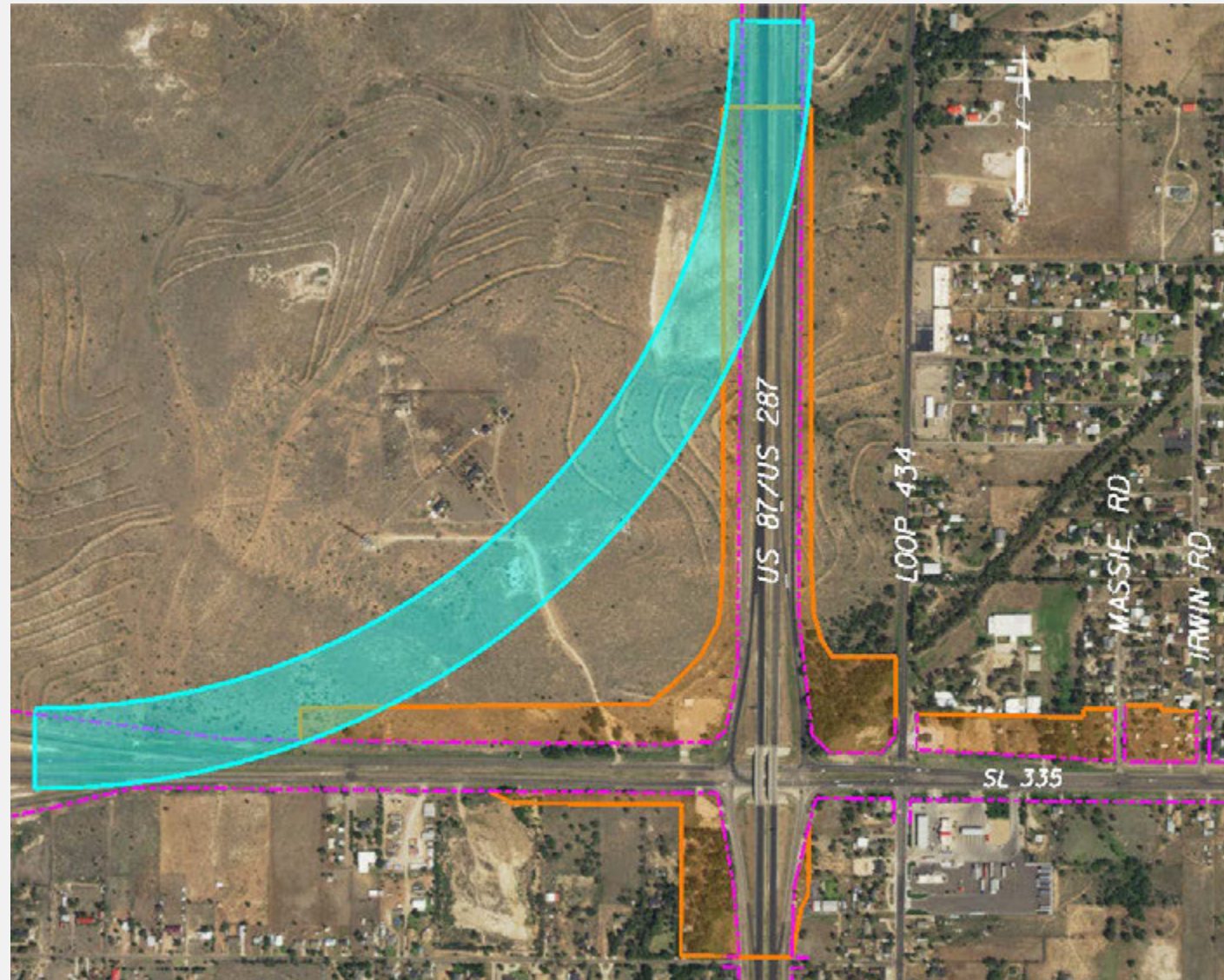
SL 335 at US 87/US 287

- SL 335 Proposed Interchange
- Schematic Phase Complete (Early 2025)



Connection A

- SL 335 new connection at the west
- Avoid impacts at the intersection of US 87 and the SL 335 loop
- Goes through a vacant parcel to minimize any property impacts



Public Comments received from Public Meetings held in December 2024

Public Comment Period Dec. 4, 2024 – Dec. 20, 2024

Amarillo Public Comments

Comment #	Comment Method	Date Received	Comment
1	Email	11/19/2024	<p>I read that the Texas Department of Transportation's (TxDOT) is conducting the feasibility study to evaluate the conversion of US 87/US 287 to interstate standards from Amarillo to Dumas, as part of the Ports-to-Plains Corridor.</p> <ol style="list-style-type: none"> 1) When will TXDOT conduct feasibility studies for the conversion of U.S. 87 (Future I-27) to the New Mexico border and for the conversion of U.S. 287 (Future I-27 North) to Stratford? 2) When will TXDOT start the feasibility study of the future interstate conversion of U.S. 287 across the rest of the state from Amarillo to Beaumont? 3) Since the state of Colorado has cancelled any plans to build Future I-27 along the Port-to-Plains Corridor, has there been any discussion by anyone in the Texas Congressional delegation to create an alternate future interstate corridor through Texas, Oklahoma, Kansas to South Dakota and the Canadian border?
2	Email	12/4/2024	<ol style="list-style-type: none"> 1) The greatest limitation that will negatively affect traffic flow onto the proposed I-27 corridor extension from Amarillo to Dumas is the bottleneck in downtown Amarillo. This project should include a future plan to allow for an elevated bypass around downtown Amarillo that connects I-27 South to the new extension. Increased businesses and entertainment venues are resulting in more traffic downtown and will have more and more trouble accommodating 18 wheelers. The proposed bypass could be located largely over railroad tracks without much disruption to existing structures. We want the I-27 extension to have maximized use for portions of it in the Amarillo city limits. 2) In addition, the corridor from South I-27 from about 45th Ave to downtown Amarillo is already substandard for interstate specifications. The narrow lanes without shoulders is just plain scary to drive on. Since this will directly flow into the newly proposed route, the long term plan to correct this should be considered at this same time. 3) It would be a mistake to have the newly proposed route to dead end into South Dumas Ave and into downtown Dumas. Plans to have a protected bypass route to get around the Dumas city center will prevent destruction of structures in the future. 4) Absence of direct interstate route from Dallas to Denver is only spot in the entire United States that does not have major cities connected. The route from Amarillo to Dumas via US287/US87 should consider long term plan to connect these major (and rapidly growing) metropolitan areas. Amarillo is the natural midpoint for a route to connect Dallas to Denver. This consideration has to be assessed for the newly proposed I-27 route.

Amarillo Public Comments

Comment #	Comment Method	Date Received	Comment
3	Comment Form	12/5/2024	Go west with the I-27 on to the west loop.
4	Comment Form	12/6/2024	I need the intersection of River Road and Sain Frances (the Loop) to access United Supermarket from my house and to leave for work in Borger.
5	Email	12/10/2024	<p>Included below is a link to the results of a City of Amarillo interactive map survey that we did for our Safe Streets for All study. I could not find a way to isolate the comments to the area this study is considering from the rest of the City comments so you will just have to navigate the map.</p> <p>West loop from I-27 to US-87 the major concern in my estimation are the intersections, and funding for an Interstate standard will address those concerns. As a highlight the intersection of Loop 335 and Arden Road had 250 to 300 public comments.</p> <p>I-27 from south Loop 335 to downtown there are less comments than the west loop mostly ramp improvements, sight distance comments with the curves and short ramps, comments about construction(temporary), and multi-modal requests. One interesting comment:</p> <p>"After the upgrades to loop 335 are complete we should look at converting I-27 into downtown to a surface boulevard like it was originally. This would allow easier access for business and improve property values (nobody wants to live right next to a highway) Besides this highway carries no more traffic than Bell or Western streets."</p> <p>Downtown comments seem dominated by pedestrian safety and comfort comments. Lots of crosswalk enhancements, request for curb extensions, and multi-modal considerations. All of these would be easier to address with Interstate travel diverted to west loop 335, easier to consider and implement with less truck traffic.</p> <p>"If anything we should look at removing the highway through downtown, Wichita Falls tried an elevated highway through downtown a few decades ago and it has only contributed to their downtown's decline and drop in property values. Through travelers should be encouraged to take the new loop 335 around Amarillo instead of driving through downtown. Downtown is supposed to be a place to drive TO not a place to drive THRU."</p> <p>Us 87 North of downtown does not seem to have many comments.</p>
6	Email	12/6/2024	I approve and support TxDOT's I-27 Feasibility Study from Amarillo to Dumas. The upgrade of US-81/287 to Future I-27 will improve safety, reduce congestion, and improve freight mobility for the oil and gas industry in the north Permian Basin.

Amarillo Public Comments

Comment #	Comment Method	Date Received	Comment
7	Email	12/5/2024	You essentially want to demolish and eradicate every business running down main street, locally owned and national chains established in a small town. Quite frankly my input is that the towns main street just got redone and cost the residents millions in tax dollars just to rip it to pieces and start over again. My vote if it was subject is a big NO!
8	Email	12/5/2024	<p>To Whom It May Concern,</p> <p>I fully encourage and embrace the extension of I-27 from Amarillo to Dumas to enhance the transportation needs along the Ports to Plains Corridor. For your consideration, I call your attention to prioritizing interchanges at:</p> <ol style="list-style-type: none"> 1) IH-40 and SL335 west of Amarillo 2) IH-40 and SL335 east of Amarillo 3) US87/287 and SL335 north of Amarillo <p>All three of these interchanges can improve traffic movements, improve safety, and be designed and implemented as funding comes available.</p> <ol style="list-style-type: none"> 1) The benefits of developing and implementing this interchange will facilitate economic growth on the north side of Amarillo. This area ready for development and affordable ROW purchases. 2) The benefits of developing and implementing this interchange will facilitate economic growth on the north side of Amarillo. This area ready for development and affordable ROW purchases. 3) The benefits of developing and implementing this interchange will facilitate economic growth on the north side of Amarillo. This area ready for development and affordable ROW purchases.
9	Social Pinpoint	12/12/2024	Keep the existing route but tunnel through town. Buchanan for north and Taylor for south
10	Social Pinpoint	12/12/2024	Keep the existing route but tunnel under the downtown. Buchanan for north and Taylor for south.
11	Social Pinpoint	12/13/2024	What is the plan in maintaining access to river park also would TxDOT consider to extend western north as additional route?

Amarillo Public Comments

Comment #	Comment Method	Date Received	Comment
12	Social Pinpoint	12/13/2024	Build overpasses/bridges so traffic will still pass through downtown.
13	Social Pinpoint	12/18/2024	Amarillo ISD is planning to close the Pleasant Vally Elementary School at the beginning of the 2025/2026 school year. The pedestrian bridge over the freeway near Colorado Avenue sees very little use and will become less relevant after the school is closed.
14	Roll Plot – Amarillo 02 of 13	12/5/2024	New developments in this area. Preliminary Development Plan for City of Amarillo. SW Corner of SL 335 and Broadway.
15	Roll Plot – Amarillo 02 of 13	12/5/2024	Are there any impacts to the properties located on the NE Corner of US 87/US 287 and SL 335 intersection (Irwin Road and Massie Road)
16	Roll Plot – Amarillo 02 of 13	12/5/2024	Are there any impacts to the properties with the Right of Way acquisition along SL 335 (East of US 87/US 287)
17	Roll Plot – Amarillo 09 of 13	12/5/2024	STA 890+00. This area is transition from urban to rural road. How does this affect the existing ROW. Will there be any impacts to the properties with the ROW acquisition?
18	Roll Plot Amarillo – 10 of 13	12/5/2024	STA 1560+00, Canadian River. The ATV Park is located at STA 1528+00.
19	Roll Plot Amarillo – 10 of 13	12/5/2024	Tell Story. Use imprinted brick, set the land back to "0"

Dumas Public Comments

Comment #	Comment Method	Date Received	Comment
20	Comment Form	12/4/2024	Colorado doesn't want to be part of I-27. Can divert to Kansas. Raton pass closes every time there is snow. Most traffic is going north. Traffic going west make small run (ag, dairy). Most of north going to Canada. World's largest dairy farm and cheese factory go as far as Kansas, not as far as Canada.
21	Comment Form	12/4/2024	I-27 would not be beneficial to my business because all the traffic that goes through the town would be bypass.
22	Comment Form	12/4/2024	At the moment the desire for I-27 ext. seems to be more of a want than a need. Improvements have already been made to 287 within Dumas to create an efficient means of handling traffic safely. Traffic flowing through Dumas is not enough of an issue that a route needs to be established around us. It will pull too much from our economy and business.
23	Comment Form	12/4/2024	Why was there no consideration for passenger rail? Improved freight rail as well.
24	Comment Form	12/4/2024	Multiple wildlife crossings along I-27
25	Comment Form	12/4/2024	Would like to have I-27 split as close to S. Dumas as possible. We need to save all the businesses that have invested in this community. Have easy access to the city on both sides of I-27.
26	Comment Form	12/4/2024	This project does not benefit me as a small owner. Most of my business is through tourist that pass by. My business is a small motel and doing this I-27 on the sides will affect my traffic because most drivers most than likely will not stop to a very small town with not much options compared to big cities. I was told it has to be built. My opinion is a above hwy will be the best option so drivers see the town below and stop. Also should say that a better social communication will be appreciated.
27	Comment Form	12/4/2024	<p>por arriba estaria mejor porque las ban crusando en el pueblo pueden parar la que la saquen por fuera del pueblo mi negocio es de Herbalife y mi Hijo tiene un taller de mecanico y pues el negocio es de todos las que pasan con su carro fallando y para en el taller para que les chequen el caro o por una llanta que les ba fallando por eso pienso que por arriba gracias.</p> <p>Above would be better because those who cross the town can stop the one who takes it out of town. My business is Herbalife and my son has a mechanic's shop and the business is for all those who pass by with their car failing and stop at the shop to have their car checked or for a tire that is failing, that's why I think above, thank you.</p>

Dumas Public Comments

Comment #	Comment Method	Date Received	Comment
28	Social Pinpoint	12/4/2024	Wildlife Crossing here at the old Tascosa Dodge Trail.
29	Social Pinpoint	12/5/2024	Start somewhere south of Dumas and veer off west to the west side of the railroad tracks. If you take a path in many grassy places just west of the tracks, behind properties like Moore County Road and Bridge, there are not a LOT of structures to deal with. Maybe curve west to Hartley and then go north to Stratford after curving back to 287 on the north end of Dumas.
30	Social Pinpoint	12/4/2024	Traffic should go this way on the west side of town. Dumas is a small town and tearing down the main street will cripple our Dumas economy. Most traffic looks like goes north south and west. The west side makes more since due to all the traffic going that way
31	Roll Plot	12/4/2024	Access to businesses/properties from Interstate
32	Roll Plot	12/4/2024	New developments are coming around Dumas City
33	Roll Plot	12/4/2024	One of the option (west) preferred is between Airport and Lerna Lane
34	Roll Plot	12/4/2024	Other option (west) to use FM 2589, west of Airport . This will be a long route to connect on north and south.
35	Roll Plot	12/4/2024	Cheese factory is coming up on west of FM 2589
36	Roll Plot	12/4/2024	Overpass (Bridge) option through Dumas downtown
37	Roll Plot	12/4/2024	Alignment drawn (green line) (west) parallel to existing Railroad
38	Roll Plot	12/4/2024	Alignments drawn (black lines) (east) of the Dumas City
39	Roll Plot	12/4/2024	Preferred alignment close to the City