



I-27 Feasibility Study from Amarillo to Dumas

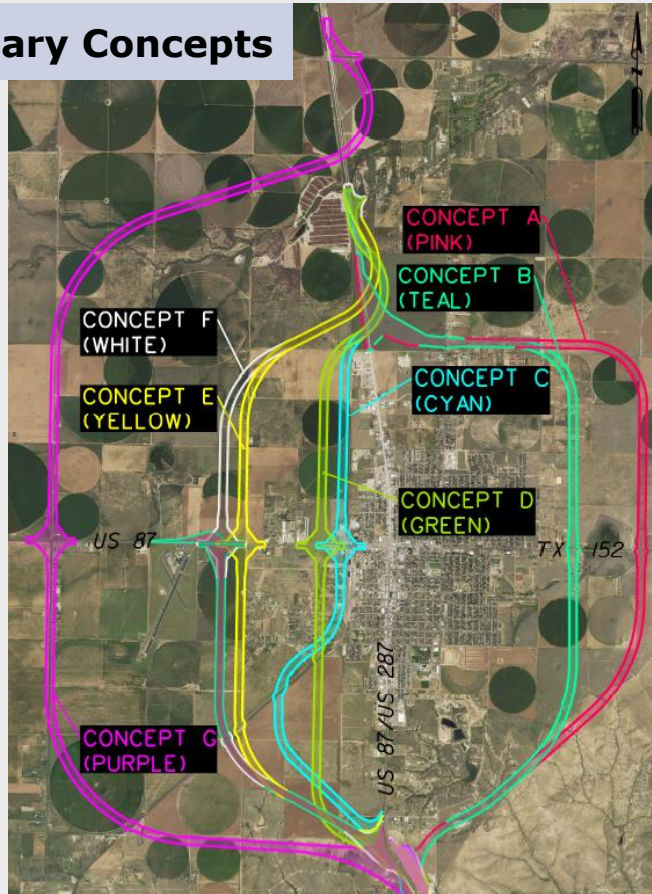
Proposed Concept Packet



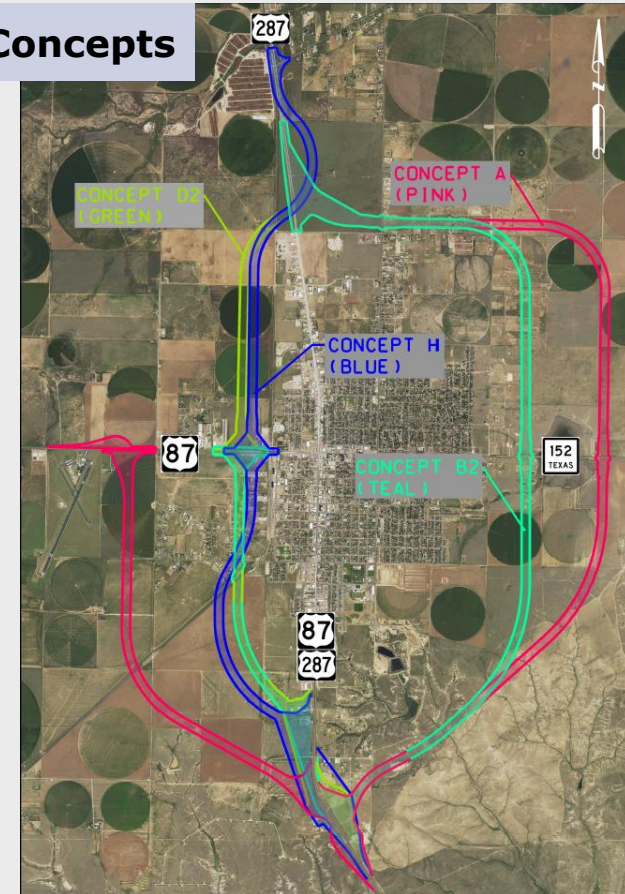
May 8, 2025

Dumas Alternatives

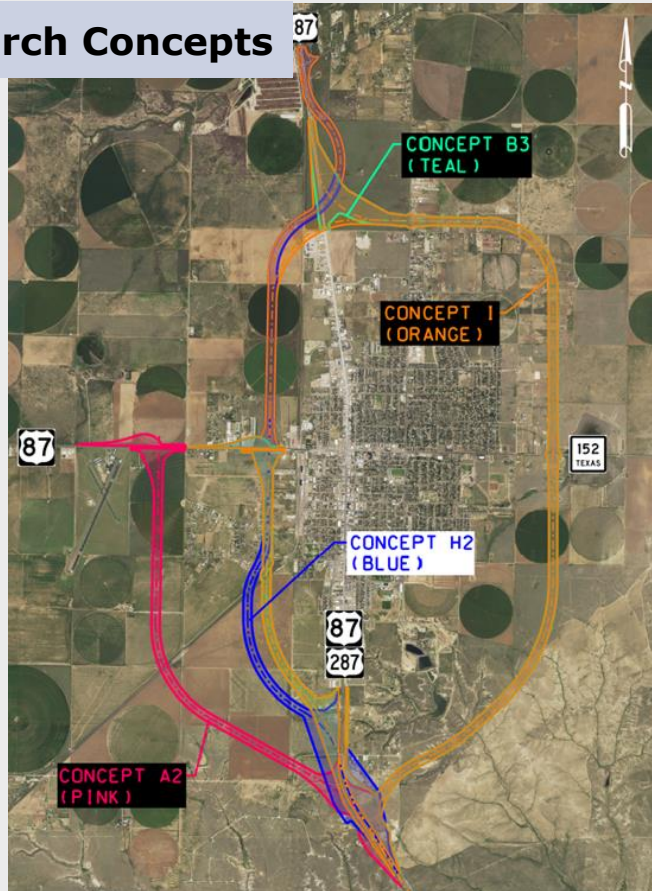
January Concepts



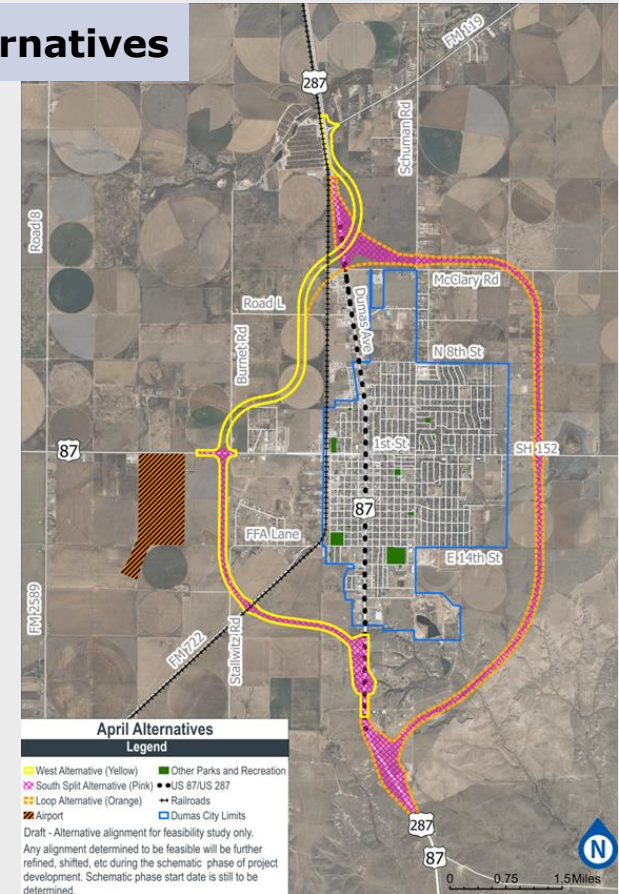
February Concepts



March Concepts



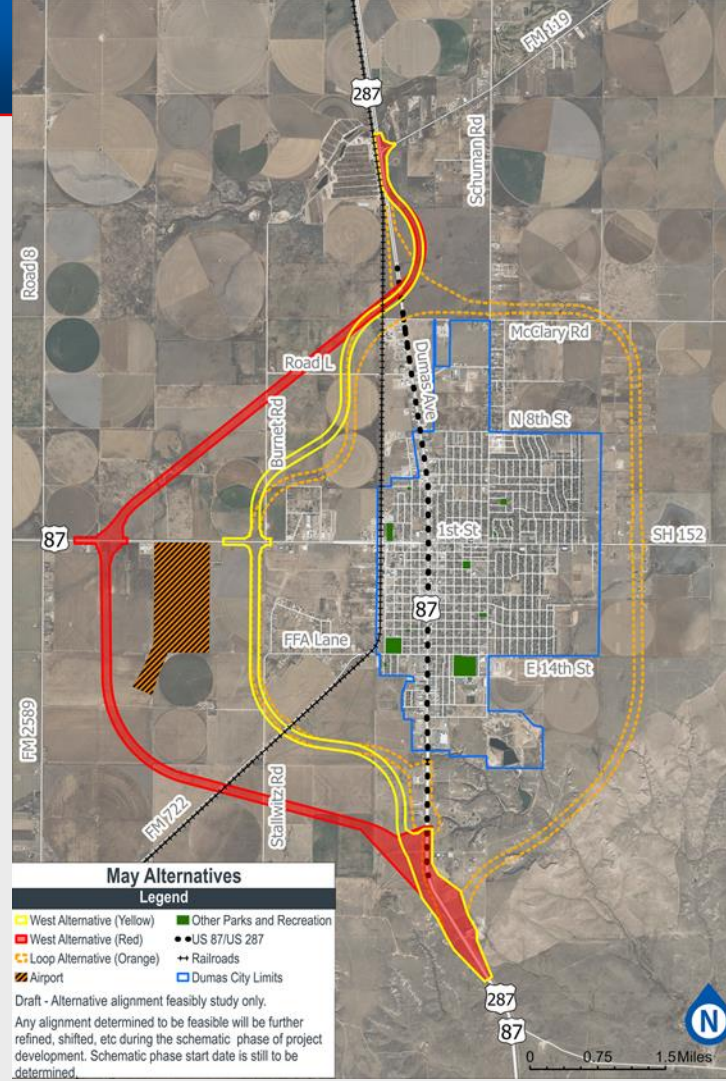
April Alternatives



May Dumas Alternatives

- Total of three alternatives:
 - West Alternative
 - Red
 - Yellow
 - Orange
 - South Split Alternative (Pink)*
 - Loop Alternative (Orange)

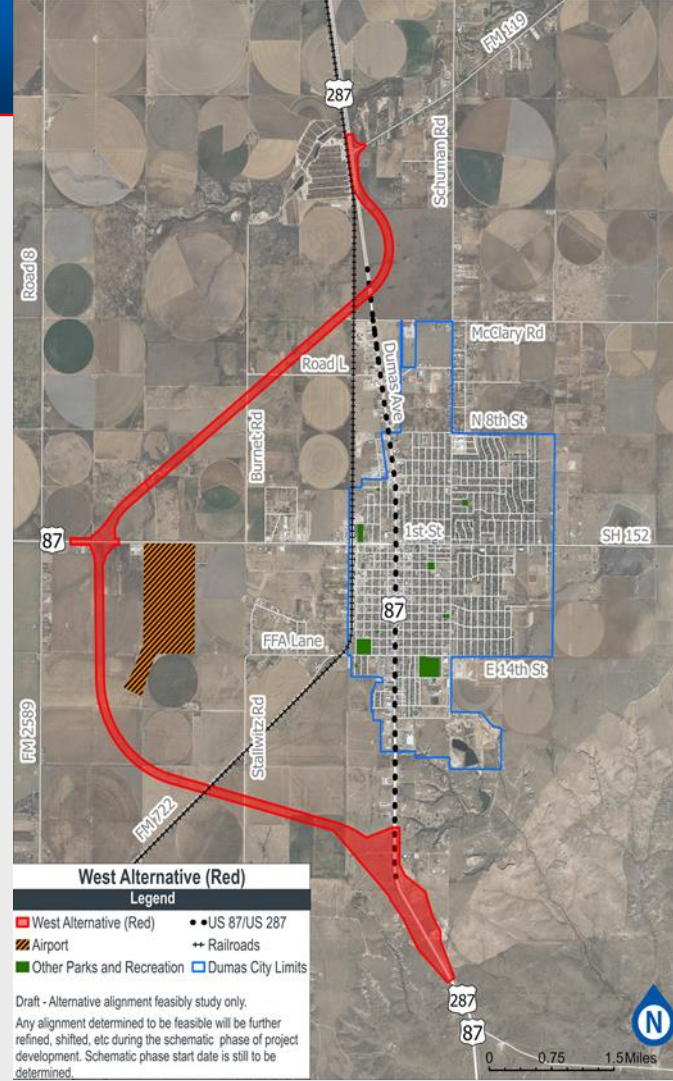
*The South Split Alternative (Pink) is not shown on this map. It will be a combination of the east leg (Orange) and the preferred western alignment to US 87.



West Alternative (Red)

- New alternative west of the airport
- Developed based on the feedback from PIM
- Avoids impacts to the church and businesses at the south end

Characteristics	
Length	11 mi
Acreage	665 acres
Interchanges	<ol style="list-style-type: none"> 1. North of Dumas at US 287 2. Road L 3. West of Dumas at US 87 4. FM 722/Railroad 5. South of Dumas at US 87/287
Property Impacts	<ul style="list-style-type: none"> • Realign CR 119 with proposed alignment • Moderate impacts to residential and commercial buildings • Avoids impacts to the cemetery • Avoids airport limits • Avoids Dumas feed yard
Environmental Impacts	<ul style="list-style-type: none"> • Away from existing cemetery • Avoids gas wells • Avoids creeks • Minimal impact on the irrigation wells

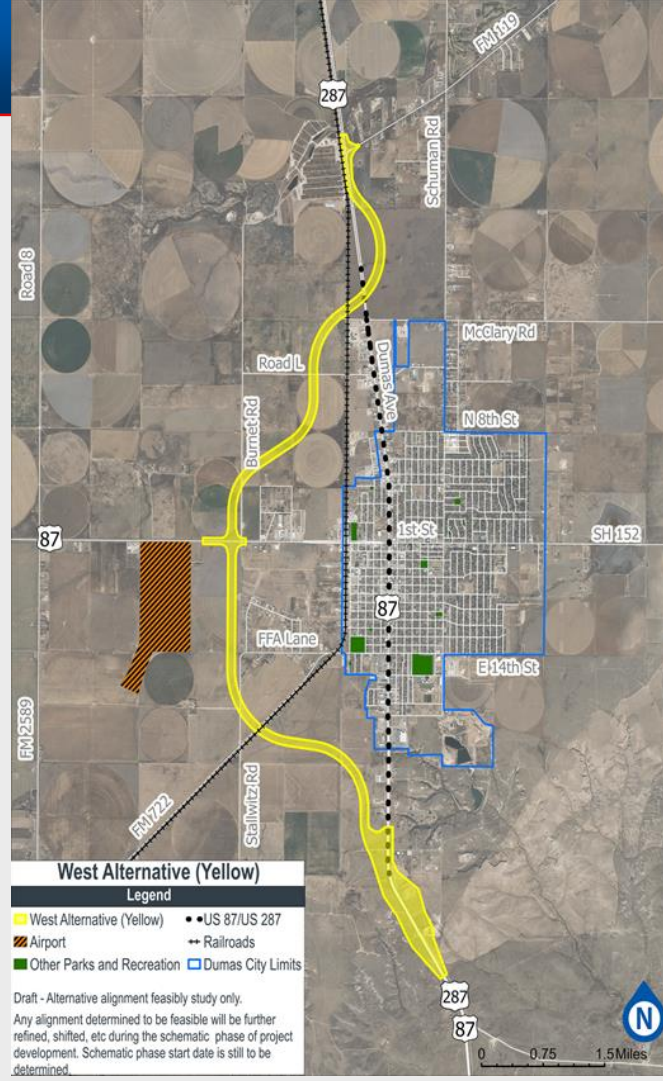


West Alternative (Yellow)

- Modified based on the feedback from PIM
- West Alternative was revised after the second round of public meetings
- Moved to avoid church and businesses
- Revised interchange footprint at US 87

Characteristics

Length	9 mi (shortest route)	
Acreage	522 acres	
Interchanges	<ol style="list-style-type: none"> 1. North of Dumas at US 287 2. Road L 3. West of Dumas at US 87 	<ol style="list-style-type: none"> 4. FAA Lane 5. FM 722/Railroad 6. South of Dumas at US 87/287
Property Impacts	<ul style="list-style-type: none"> • Realign CR 119 with proposed alignment • Moderate impacts to residential and commercial buildings • Avoids impacts to the cemetery • Avoids airport limits • Avoids Dumas feed yard • Avoids church 	
Environmental Impacts	<ul style="list-style-type: none"> • Away from existing cemetery • Avoids gas wells • Avoids creeks • Minimal impact on the irrigation wells 	



West Alternative (Yellow)

Legend

- West Alternative (Yellow)
- US 87/US 287
- Airport
- Railroads
- Other Parks and Recreation
- Dumas City Limits

Draft - Alternative alignment feasibility study only.
Any alignment determined to be feasible will be further refined, shifted, etc during the schematic phase of project development. Schematic phase start date is still to be determined.

Loop Alternative (orange)

- No revisions
- Access to US 87/US 287 NB and from US 287 SB into Dumas

Characteristics

Length	21 mi (Longest route)	
Acreage	1023 acres	
Interchanges	<ol style="list-style-type: none"> 1. North of Dumas at US 287 2. N. Maddox Avenue 3. N. 8th Street 4. East of Dumas at SH 152 5. E. 14th Street 	<ol style="list-style-type: none"> 6. South of Dumas at US 87/287 7. FM 722/Railroad 8. FAA Lane 9. West of Dumas at US 87 10. Road L
Property Impacts	<ul style="list-style-type: none"> • Parallel to the railroad and closer to the city/downtown • Avoids Dumas feed yard 	
Environmental Impacts	<ul style="list-style-type: none"> • Away from existing cemetery • Avoids Playa Lake at SH 152 • Minimizes impacts on the existing creeks • Avoids Texhoma Park • Minimal impact on irrigation wells 	



DRAFT Dumas Western Alternative Evaluation Matrix (May)

Screening Goals	Evaluation Criteria	WEST ALTERNATIVE (RED)	WEST ALTERNATIVE (YELLOW)	WEST LEG OF THE LOOP ALTERNATIVE (ORANGE)	
Alignment Limits	Length (mi)	11 --	9 ++	10.5 0	
	Acreage	665 --	522 +	519 ++	
Proposed ROW	# of Parcels	77 --	53 +	52 ++	
	# Residential Parcels	17 --	13 0	11 ++	
	# Residential Buildings	6 --	4 ++	4 ++	
	# Commercial Parcels	15 --	13 ++	15 --	
	# Commercial Buildings	2 ++	2 ++	4 --	
	Acreage of Irrigated parcels	87 ++	149 -	151 --	
	Utilities and Infrastructure	Railroad	2 0	2 0	2 0
	Environmental Constraints	Parks	0 ++	0 ++	0 ++
Cemeteries		0 ++	0 ++	0 ++	
Historic sites		0 ++	0 ++	0 ++	
Compatibility		Compatibility with Other Projects	Yes ++	Yes ++	Yes ++
Construction Cost (\$ millions) Estimate ROW Cost (\$ millions)	TxDOT 2024 Unit Prices	\$\$\$\$\$ --	\$ +	\$ ++	
	Moore County Appraisal District Prices	\$\$\$\$\$ --	\$ ++	\$ ++	
Stakeholder Input	Stakeholder's issues and concerns	Carry Forward	Carry Forward	Carry Forward	

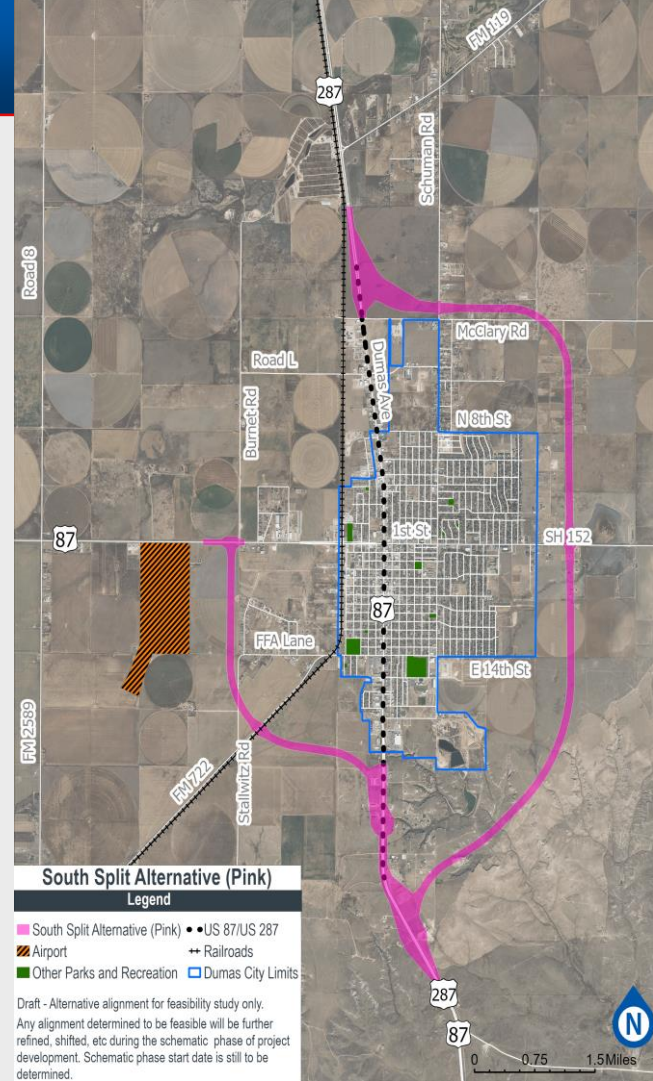
Preliminary Matrix for Discussion Purposes Only

South Split Alternative (Pink)

- Revised the interchange footprint from a trumpet to a directional interchange at US 87 to reduce the ROW footprint

Characteristics		
Length	15 mi	
Acreage	796 acres	
Interchanges	1. North of Dumas at US 287 2. N. Maddox Avenue 3. N. 8 th Street 4. East of Dumas at SH 152 5. E. 14 th Street	6. South of Dumas at US 87/287 7. FM 722/Railroad 8. FAA Lane 9. West of Dumas at US 87
Property Impacts	<ul style="list-style-type: none"> Lower impacts on residential and commercial buildings Minimal property impacts at south and north termini 	
Environmental Impacts	<ul style="list-style-type: none"> Away from existing cemetery Avoids Playa Lake at SH 152 Minor impacts on the existing creeks with a proposed bridge at multiple creek crossings Minimal impact on irrigation wells 	

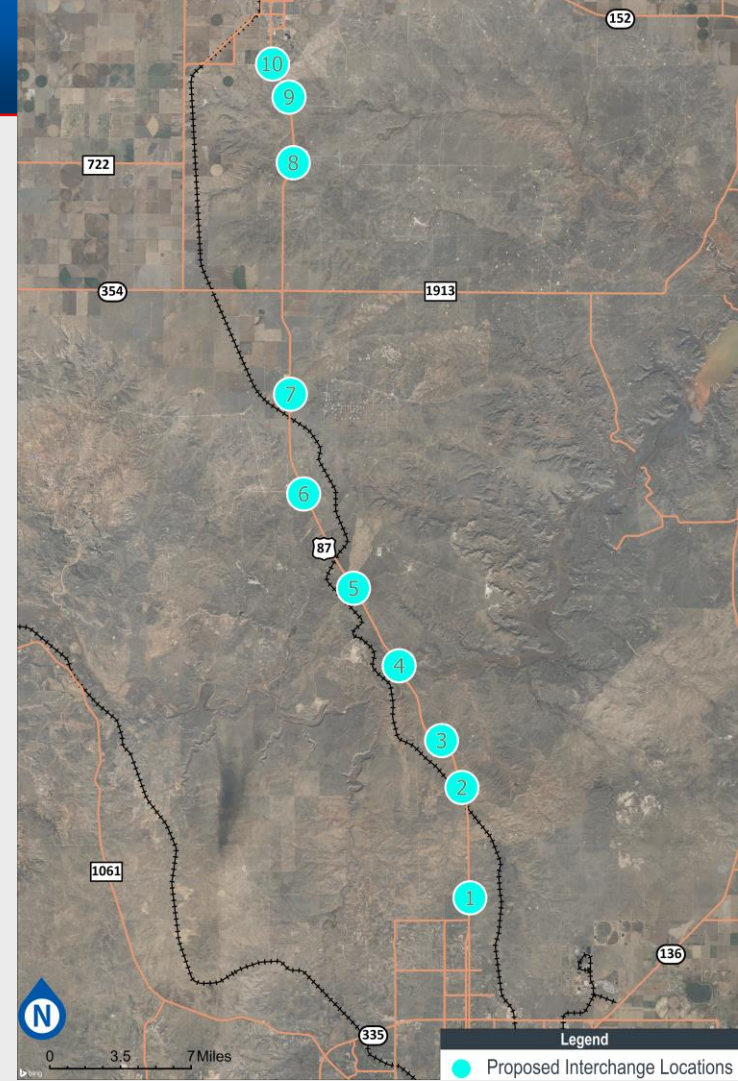
*The South Split Alternative (Pink) will be a combination of the east leg and the preferred western alternative to US 87



US 87/287 Proposed Interchange Locations

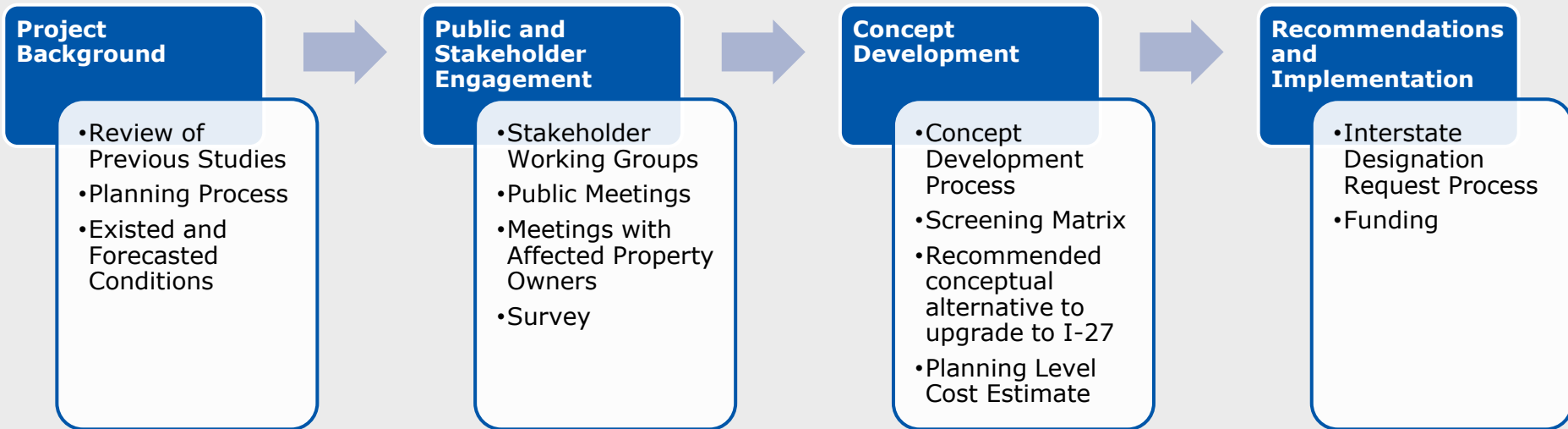
Proposed Interchange Locations

- Ten proposed interchange locations identified along US 87/US 287
- No significant variations from the existing US 87/US 287 alignment; shifts may occur to avoid utilities or cemeteries
- Received comments for proposed interchange locations during meeting with affected property owners and second public comment period:
 - Access considerations to Krister and Fain Ranches
 - Location of cultural resources
 - Location of utilities and access restrictions
 - Cattle crossing location considerations
 - Access considerations to park and recreational properties



Feasibility Report Outline

Feasibility Report Outline



Second Round of Public Meetings Public Comments

Second Round of Public Meetings: Amarillo Public Comments

Comment #	Comment Method	Date Received	Comment
1	Amarillo Comment Form	4/8/2025	I have commented on a few line segments that would greatly benefit from concrete pavement due to heavy traffic and ice/snow/rain conditions.
2	Roll Plot - Amarillo 01	4/8/2025	PCC Paving from STA 720+00 to STA 970+00 due to heavy truck traffic
3	Social Pinpoint	4/15/2025	This section of I-27 is not a good alignment for the increased volume expected from port to plains. We don't want increased freight traffic running through the center of town and clogging our roads.
4	Social Pinpoint	4/15/2025	I-27 should not be extended through downtown. It would require a long expensive bridge system that we don't want. I work downtown and would love to see us reduce traffic flowing through the current 4 roadway 287 in downtown.

Second Round of Public Meetings: Rural US 87/US 287

Public Comments

Comment #	Comment Method	Date Received	Comment
5	Roll Plot - Amarillo 02 and 03	4/8/2025	PCC Paving from STA 1480+00 to STA 1600+00 due to heavy truck traffic
6	Roll Plot - Amarillo 03	4/8/2025	Provide access at STA 1545+00 for Krister Ranch and property
7	Roll Plot - Amarillo 03	4/8/2025	Existing cemetery located at STA 1560+00, 69 feet from the fence to the west
8	Social Pinpoint	4/11/2025	Main entrance to the Fain Ranch headquarters. Need access to this entrance.
9	Social Pinpoint	4/11/2025	LX Cemetery which is an historical monument on the Fain Ranch
10	Social Pinpoint	4/11/2025	This is the main entrance to the Kritser ranch headquarters. It is directly across the highway from the Vulcan gravel road. Probably on good location for an overpass.
11	Social Pinpoint	4/11/2025	Gravel trucks going in and out of the gravel pit on my ranch to the west. This entrance is used by Vulcan Industries for its only access to their gravel pit about one mile to the west. On an average of 30-40 trucks per day.
12	Social Pinpoint	4/11/2025	Lots of slow moving traffic merging on and off here. Recommend building some kind of truck sized loading and unloading parking area here. Adding frontage roads won't be enough to handle the crazy weekend traffic generated by this 4x4 offroad area. Trailers already park along the shoulders to load and unload their 4x4 rigs and create a danger to through traffic. Also, parking area could double as a helicopter pad for emergency medical instead of landing on the highway. Recommend counting traffic during the sand drag race weekend.

Second Round of Public Meetings: Dumas Public Comments

Comment #	Comment Method	Date Received	Comment
13	Dumas Comment Form	4/7/2025	I like the west side bypass or the loop. I don't like just the easy bypass. I am concerned about the churches that would have to move and a few businesses, but at the same time, if we move the split further south we reduce our chance of folks coming into town. It is a churches and businesses vs progress. I grew up in DFW. I lived in Plano 1978 to 1993 and my daughter lives there now. I have seen fields turn to major highways. DN Toll Road, George Bush, it's progress and we need to look at the benefit of the community vs the preferences of a few. It's just buildings, if we move the businesses and the churches they would still exist. If the switch is moved too far out of town, Dumas may not survive.
14	Dumas Comment Form	4/7/2025	Any upgrade to get a loop around Dumas is much needed. I have looked at all of the maps just pick one good for all. Just pick one, much needed.
15	Dumas Comment Form	4/7/2025	Would like route at Burnett road to go more west. It is ok between Burnett and the airport. Many residents live on FFA Lane that would be affected. Also most homes out there are newly built.
16	Dumas Comment Form	4/7/2025	I own Dumas Truck Wash. 27 acres total. I would prefer the route to not cut across my business and land. I would rather be a little further out and go across the land the city owns.
17	Roll Plot - Dumas 01	4/7/2025	South Interchange - Split further south of Dumas to avoid Church, and other business
18	Roll Plot - Dumas 01	4/7/2025	South Interchange - Move away from the Church (x2)
19	Roll Plot - Dumas 01	4/7/2025	South Interchange - Like where the split is, close enough for people to still come into town
20	Roll Plot - Dumas 01	4/7/2025	Move alignment from current to west of Moore County Airport (x3)

Second Round of Public Meetings: Dumas Public Comments

Comment #	Comment Method	Date Received	Comment
21	Roll Plot - Dumas 02	4/7/2025	Connect the alignment from south curve to north curve (remove middle curve to avoid crop circles). Most of the parcels are with grass w/cattle.
22	Roll Plot - Dumas 02	4/7/2025	Well located (close to the intersection of Burnett Rd and Rd L)
23	Roll Plot - Dumas 02	4/7/2025	Move connection (South Interchange) to Road Q
24	Roll Plot - Dumas 02	4/7/2025	Go through the parcel already owned by City of Dumas. Revise the alignment to avoid curve at the south interchange.
25	Roll Plot - Dumas 04	4/7/2025	Move west of crop circle (located West of Railroad)
26	Roll Plot - Dumas 04	4/7/2025	Compression Station location
27	Roll Plot - Dumas 04	4/7/2025	Going west route, move interchange to south to avoid church
28	Roll Plot - Dumas 04	4/7/2025	Moving church would be hard, but like how close the proposed south interchange is to the town
29	Roll Plot - Dumas 04	4/7/2025	Move alignment from current to west of Moore County Airport, close to FM 2589.
30	Roll Plot - Dumas 04	4/7/2025	Move alignment to the west (west of Lena Lane), too close to existing properties
31	Roll Plot - Dumas 04	4/7/2025	Gas booster station and gas well located approximately 800 west of Lena Ln.
32	Roll Plot - Dumas 04	4/7/2025	Gas well located inside crop circle (SW of US 87/Burnett Rd)
33	Roll Plot - Dumas 04	4/7/2025	New gas lines and fiber optics along Burnett Rd