WELCOME!

I-27 Feasibility Study from Amarillo to Dumas

Potential upgrade of US 87/US 287 in Randall, Potter and Moore counties from State Loop (SL) 335 in Amarillo to a logical terminus north of Dumas at US 287

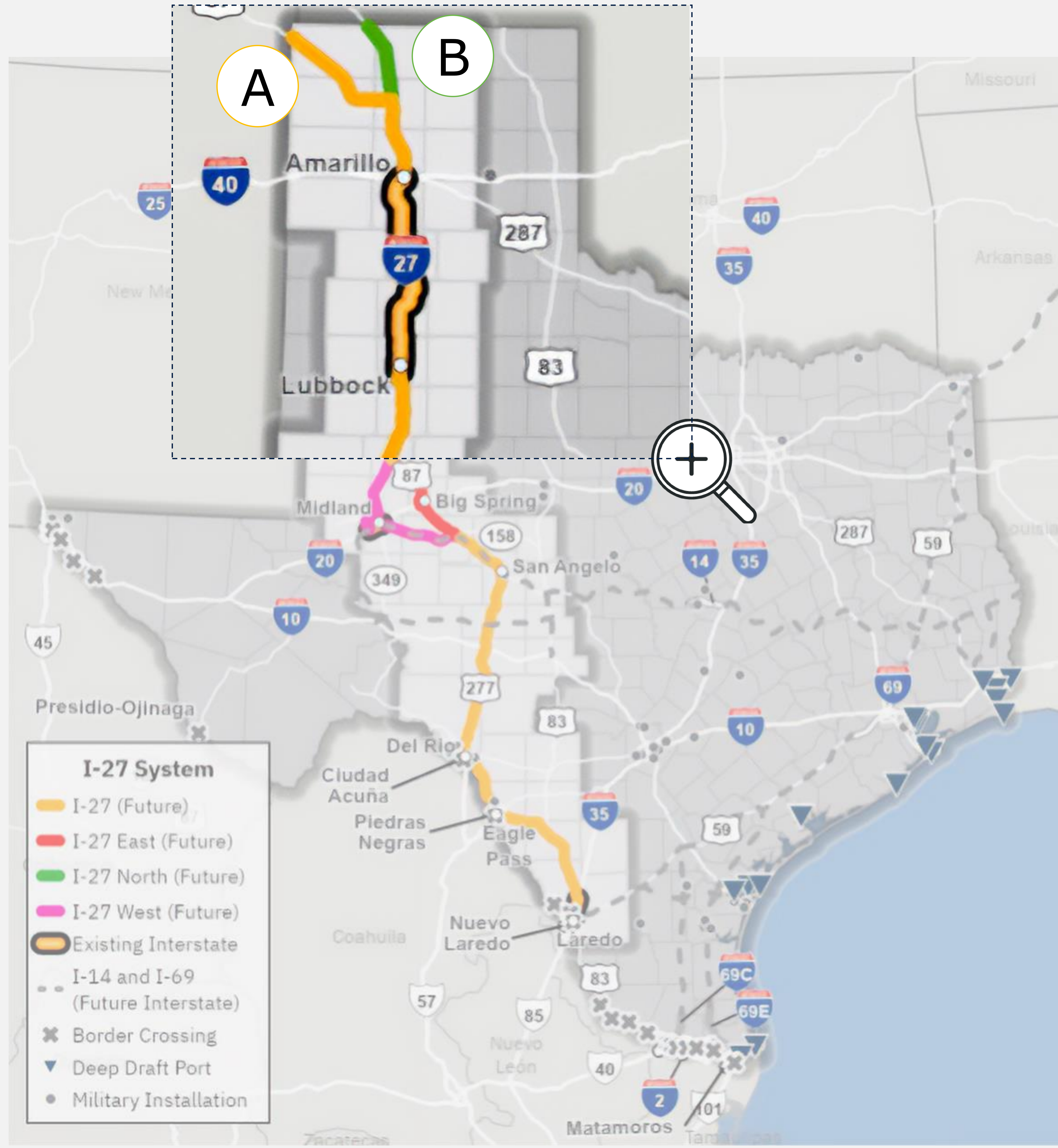
Why Am I Here?

- **Share** your knowledge and feedback
- **Learn** about corridor characteristics
- **Ask** questions about the study

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**.

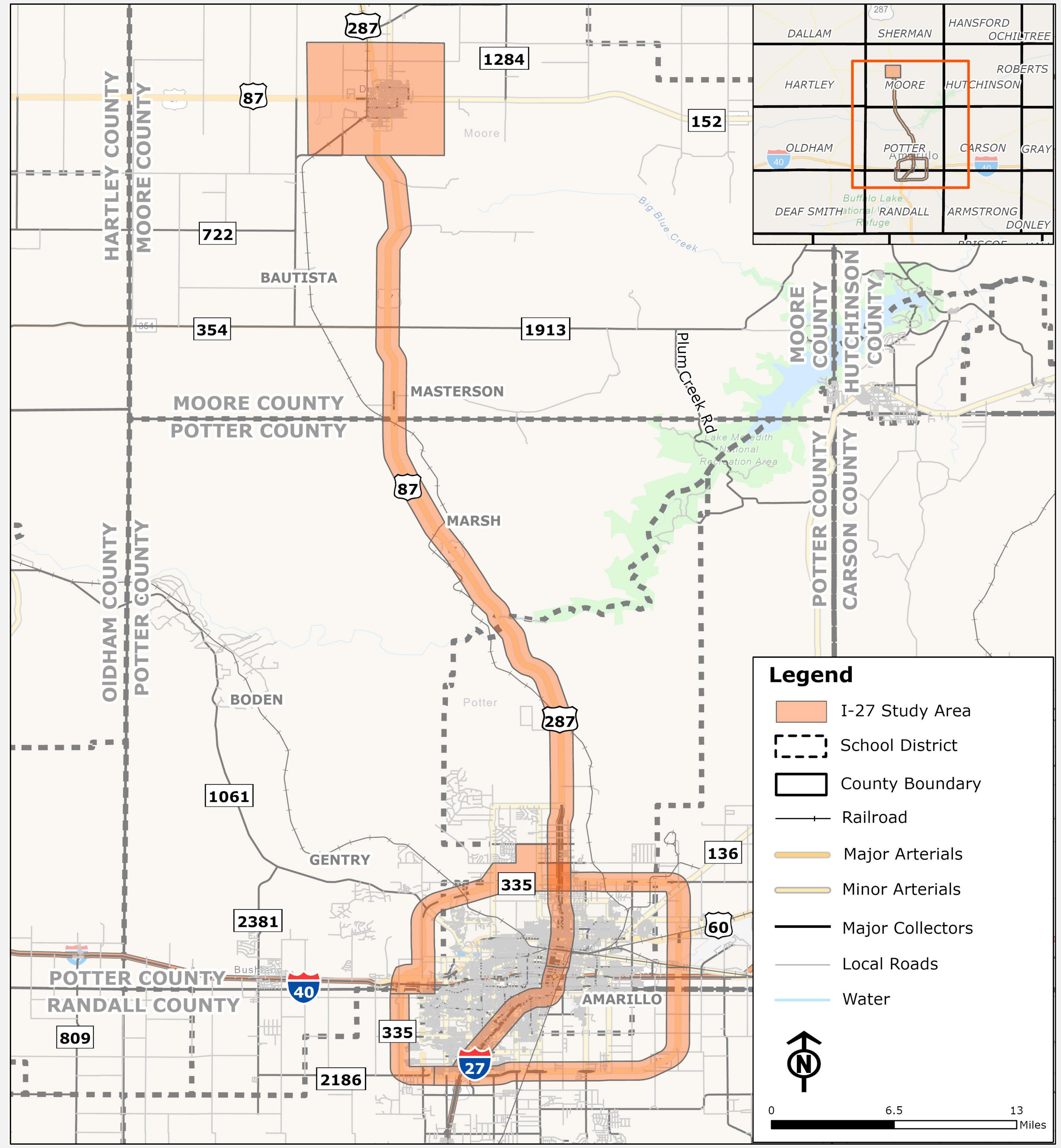
B In Texas, from Sterling City to Lamesa, U.S. Route 87 is designated as Interstate Route I–27E and Texas Routes 158 and 349 via I–20 are designated as Interstate Route I–27W. **U.S. Route 287 from Dumas, Texas to the border between Texas and Oklahoma is designated as Interstate Route I–27N**.



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)

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



Texas Department of Transportation

Connecting you with Texas.

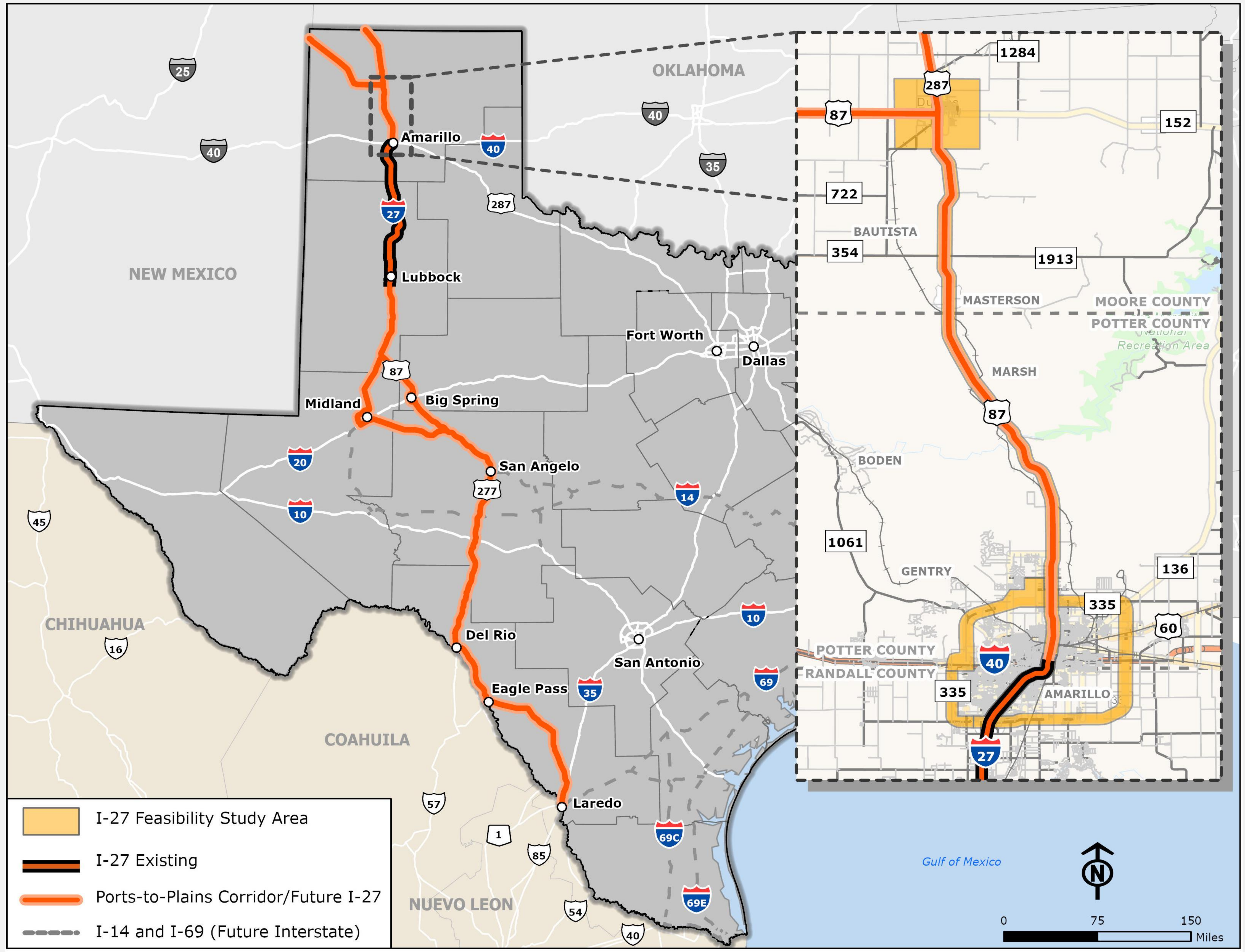
Ports-to-Plains Corridor and I-27

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

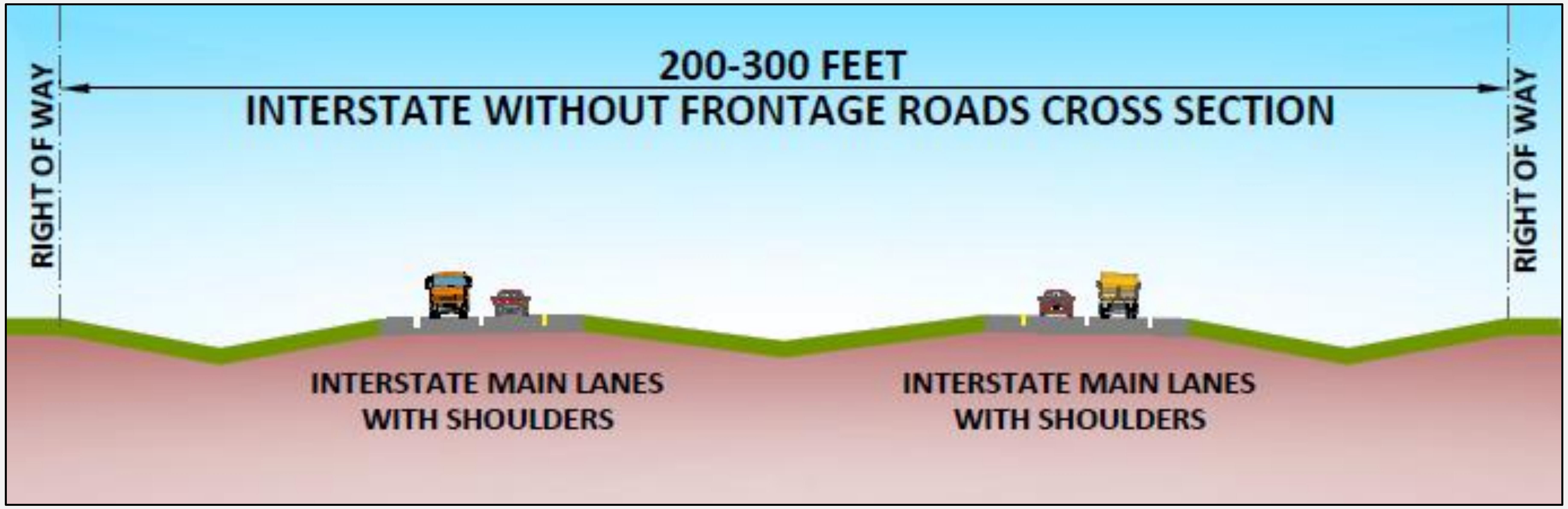


Source: Ports to Plains Alliance, 10.18.2024
https://www.portstoplains.com/wp-content/uploads/2021/03/3_Paving-the_Way_with_an_Interstate_John_Osborne_PTP_Update_Annual_Conference.pdf

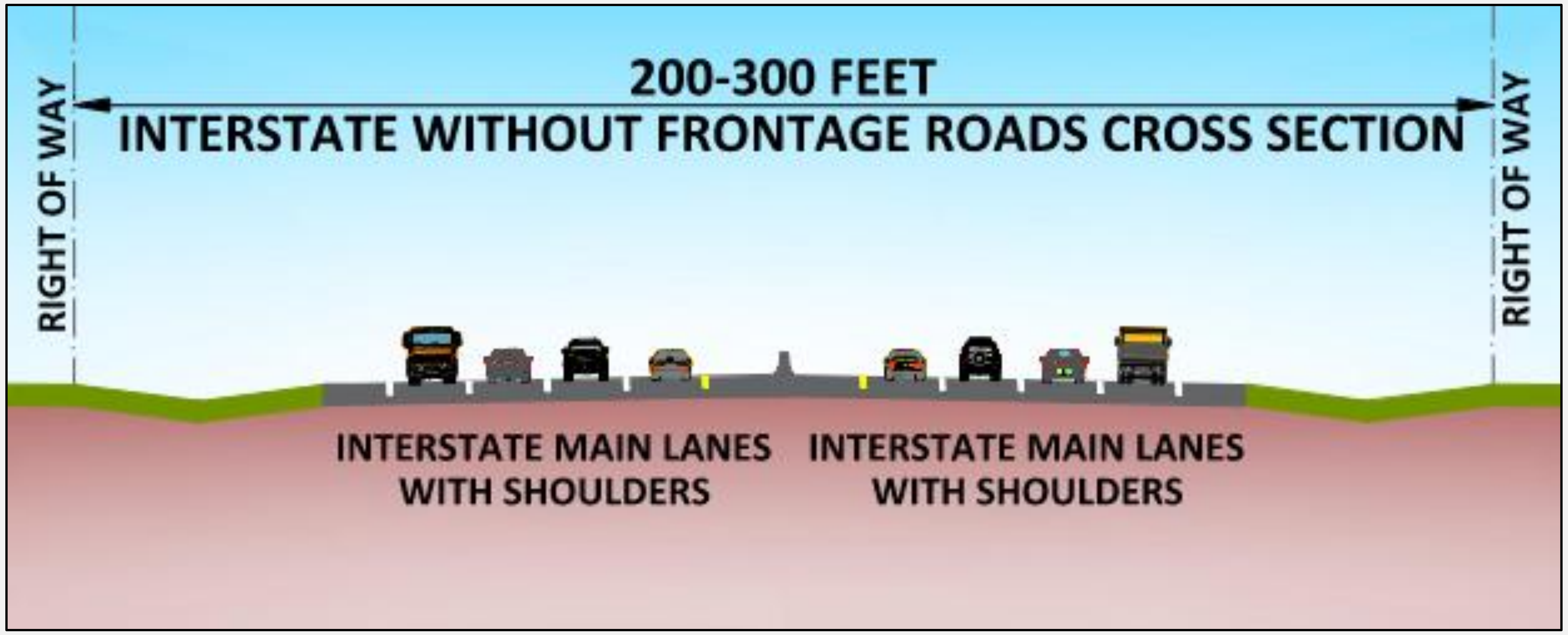
Interstate Design Standards

- 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; deceleration /acceleration lanes

Typical Right of Way Footprint (Rural)

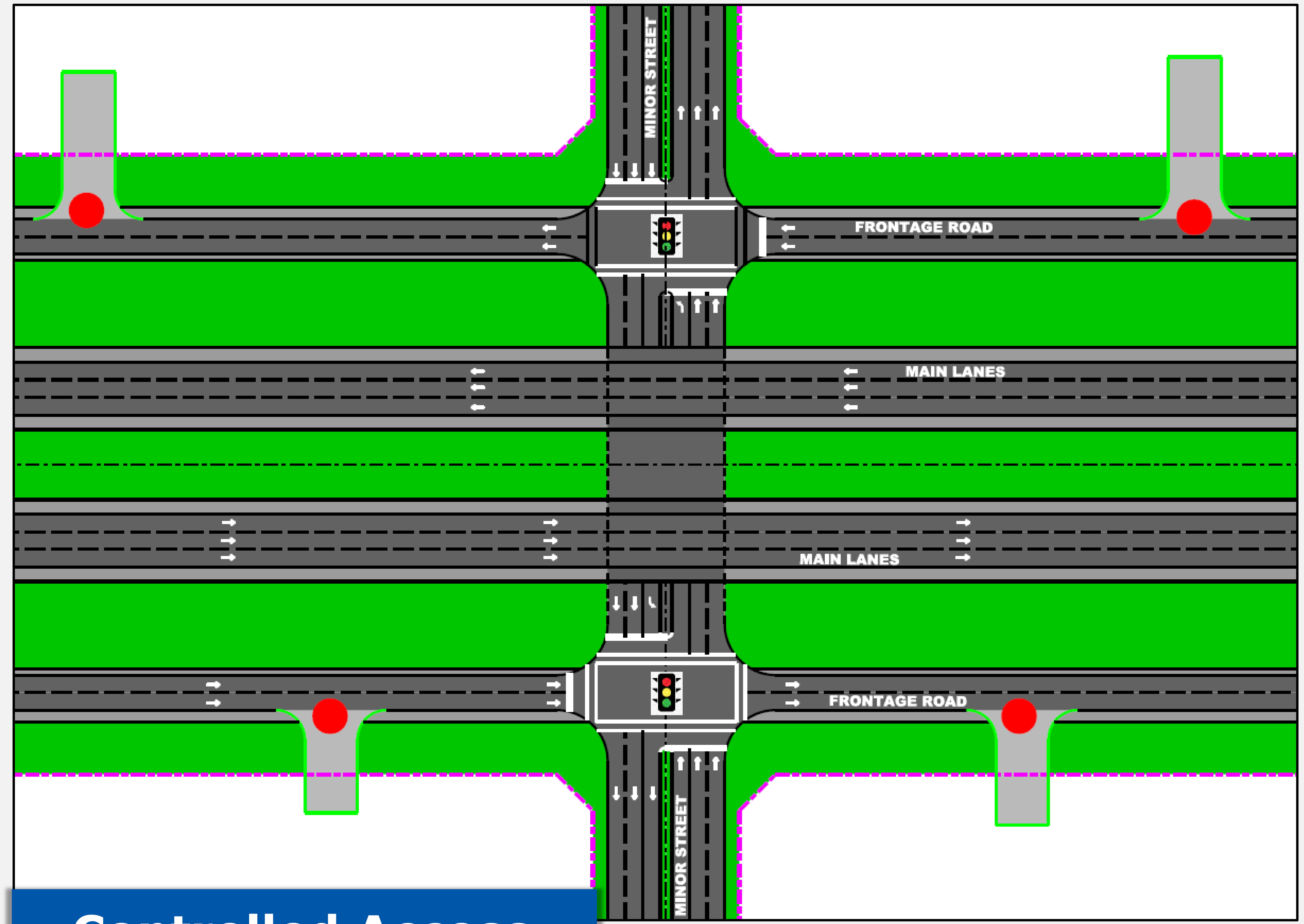


Typical Right of Way Footprint (Urban)

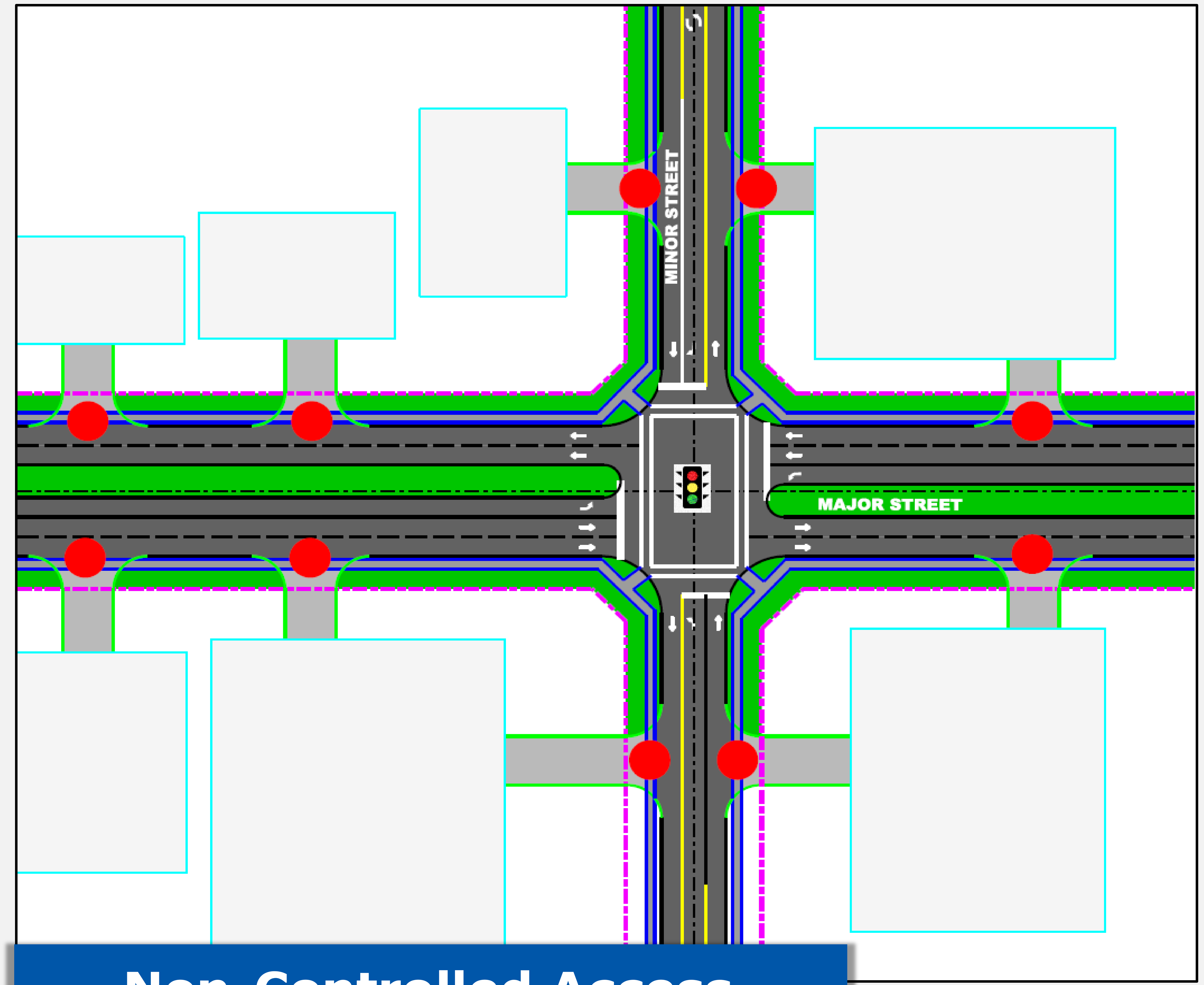


Controlled Access and Non-Controlled Access

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

Typical Project Development Process

We are here

Planning	Preliminary Design	Final Design	Construction
• Feasibility Study • Existing Conditions • Needs Assessment • Determine Funding • Public Involvement	• Environmental Review Process • Schematic Design • Public Involvement • Cost Estimates	• Right-Of-Way Determination • FHWA Authorization • Design Plan Specifications and Estimates	• Right-Of-Way Acquisition • Adjust Utilities
1+ Year	2+ Years	3+ Years	5+ Years

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

I-27 Feasibility Study from Amarillo to Dumas: Schedule

	2024		2025		
Key Tasks	**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

★ Stakeholder Working Group ■ Survey ◆ Public Meeting ☆ Feasibility Study Report

Schedule is subject to change

How to Make Comments

- **In Person:** Comment Form at Public Meeting
- **Email:** AMA_Project_Input@txdot.gov
- **Mail:** I-27 Feasibility Study Team, TxDOT Amarillo District, 5715 Canyon Dr., Amarillo, TX 79110

Interactive Comment Map

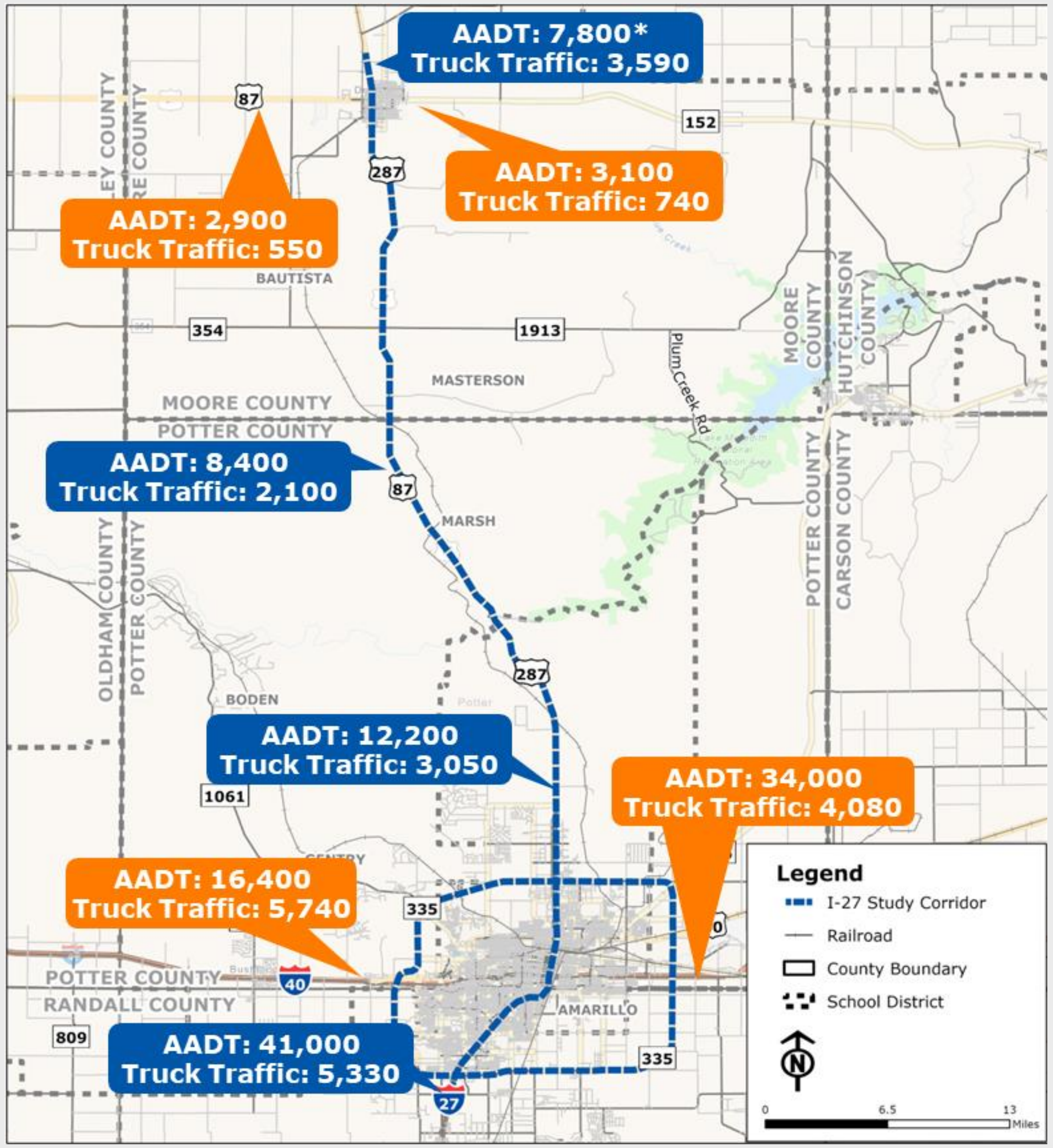
Instructions:

- Click on the "Public Engagement" icon
- Select specific locations on US 87/US 287 and SL 335
- Provide feedback or suggestions
- Refer to the legend for comment points

TxDOT.gov keyword search **I-27 Feasibility**

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

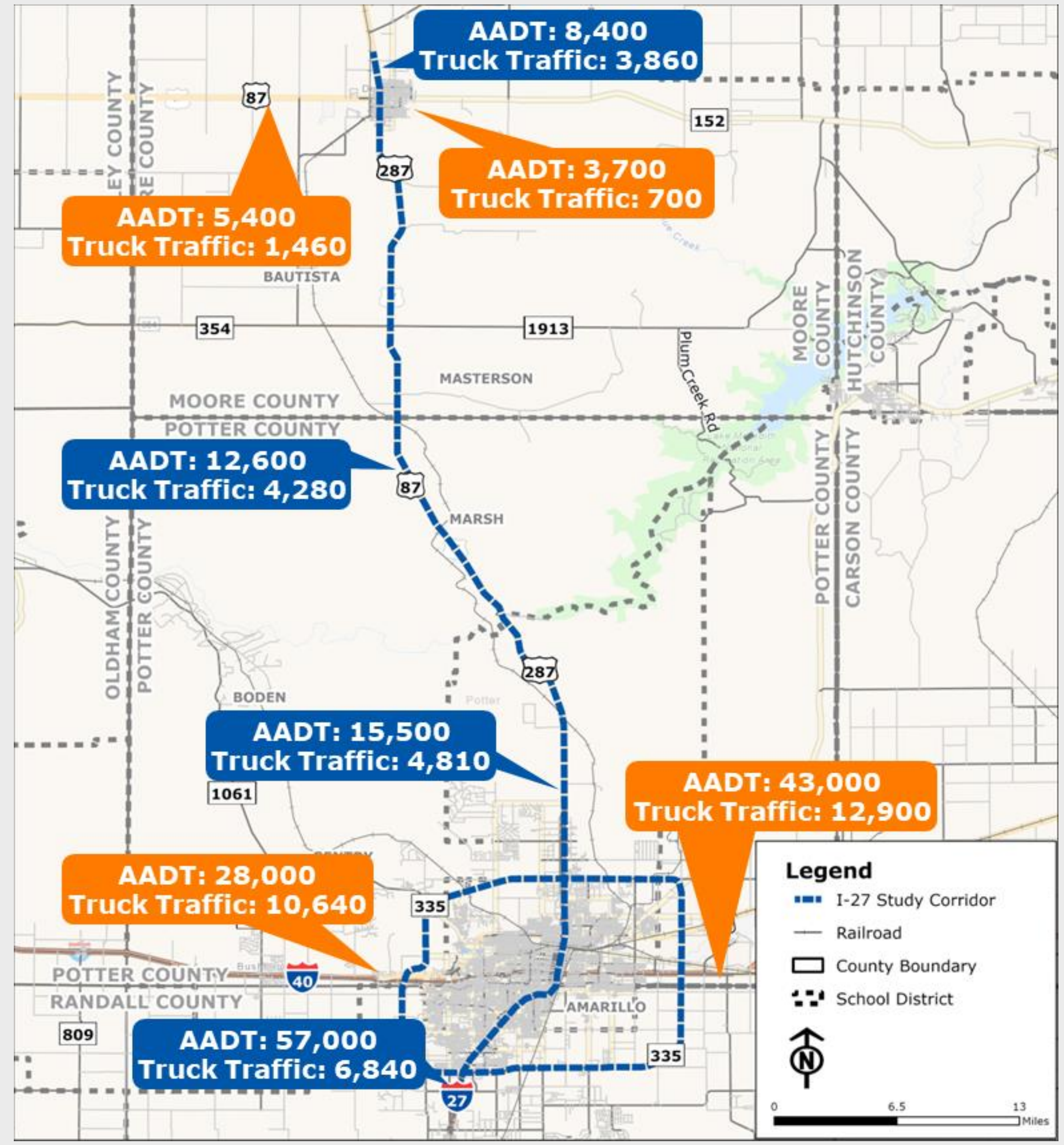
2014



*Traffic count from 2015

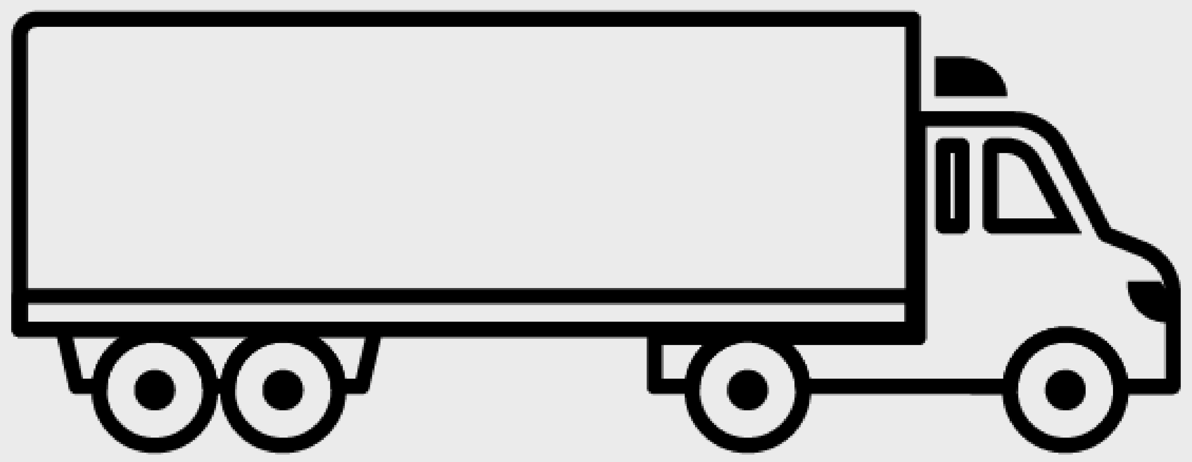
Up to 3x Growth in Truck Traffic

2023



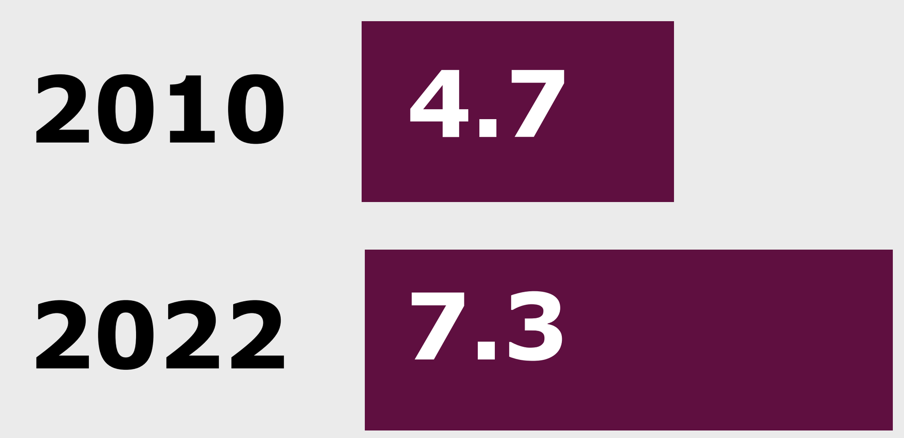
Source: TxDOT TCDS, 2024

Freight at the Texas-Mexico Border

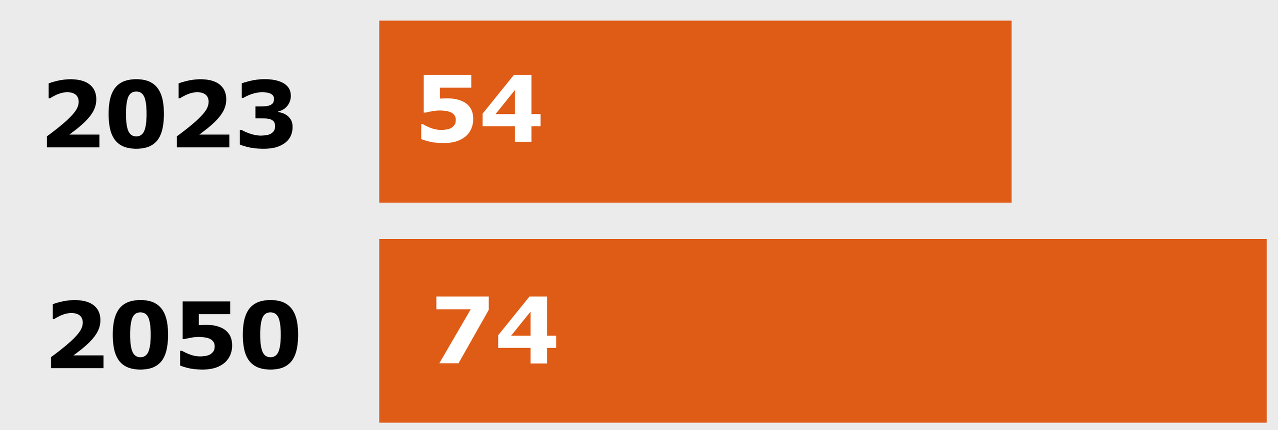


Laredo, Texas is **America's #1 gateway** for international freight by shipment value

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**



Freight Volume Crossing Border
(in Millions)



Freight Tonnage Crossing Border
(in Millions)

55%

Increase in Freight Volume from 2010-2022

37%

Projected Increase in Freight Tonnage from 2023-2050

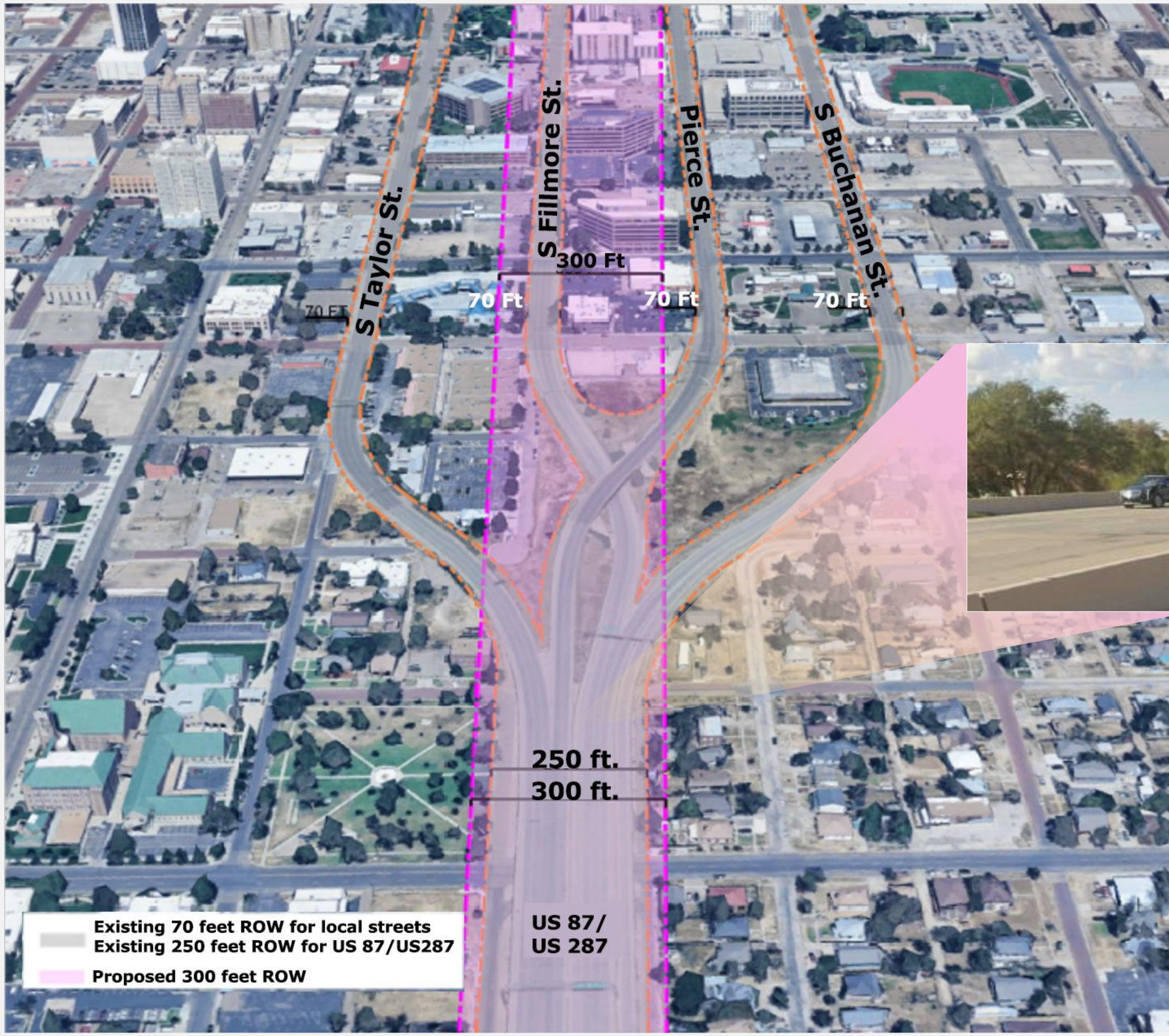
Source: USDOT Bureau of Transportation Statistics, 2024

Plan View of Interstate Right of Way Footprint Through 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 alternative is not reasonable or feasible.

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

Plan View of Interstate Right of Way Footprint Through Downtown Amarillo



This exhibit illustrates a typical interstate right-of-way footprint on the existing alignment of US 87/US 287 through Amarillo. The intent of this exhibit is to depict that this alternative is not reasonable or feasible.

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

Right-of-Way (ROW) Process

PUBLIC INVOLVEMENT & DESIGN

Public Involvement: Informative public meetings are held to gain feedback from the community.

Land Survey: TxDOT defines the exact boundaries of land to be acquired.

Affected Properties: Identify property owners of the affected land parcel.

ENVIRONMENTAL CLEARANCE

Authorization: The project must gain environmental clearance before the ROW may proceed. This process evaluates the potential environmental impacts of a project to ensure compliance with federal and state environmental regulations.

APPRAISALS

Property Appraisal: Certified appraisers determine the fair market value of each parcel of land/building.

Appraisal Report: The value of the property and any damages or impacts are outlined.

NEGOTIATION & ACQUISITION

Mutual Agreement: If both parties agree on the terms, the ROW is acquired and the agreement is signed.

Negotiation: If the property owner disagrees, negotiations will proceed to reach an agreement.

Eminent Domain: If no agreement is reached, TxDOT may initiate eminent domain proceedings to acquire the property.

RELOCATION

Assistance for Displaced Individuals: Relocation assistance and compensation is offered if the project displaces businesses or residents.

CLOSING, TRANSFER OF TITLE & PAYMENT

Legal Transfer: Final legal transfer of ROW from the landowner to TxDOT. The property is recorded with the county clerk.

Title Review: Ensure there are no legal disputes or claims against the title.

Right-of-Way Process

1. Public Involvement
2. Design
3. Environmental Clearance
4. Appraisals
5. Negotiation & Acquisition
6. Relocation
7. Closing, Transfer of Title & Payment