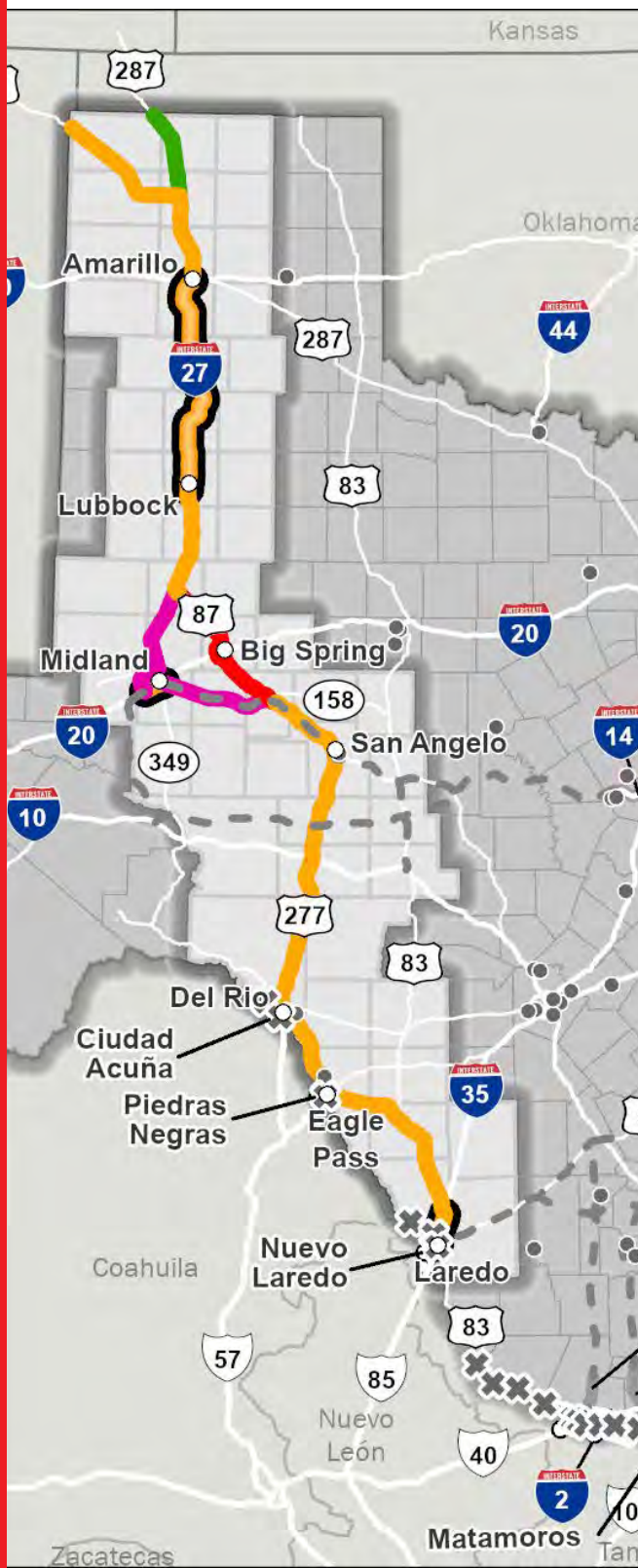
I-27 System in Texas Implementation Plan

Texas Department of Transportation



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List of Acronyms

TERM	DEFINITION
AADT	Average Annual Daily Traffic
AASHTO	American Association of State Highway and Officials
AID	Accelerated Innovation Deployment
ATRI	American Transportation Research Institute
ATTAIN	Advanced Transportation Technology and Innovation
BNSF	Burlington Northern Santa Fe
CAT	Cooperative Automated Transportation
CET	Corridor Evaluation Tool
CLS	City Location Study
CMV	Commercial Motor Vehicles
CRFC	Critical Rural Freight Corridor (CRFC)
CRIS	Crash Records Information System
CSJ	Control Section Job
CST	Construction
CPI	Consumer Price Index
ENV	Environmental
EV	Electric Vehicle
FHWA	Federal Highway Administration
FIS	Future Interstate Section
FY	Fiscal Year
GDP	Gross Domestic Product
GIS	Geographic Information Systems

TERM	DEFINITION
I-10	Interstate 10
I-14	Interstate 14
I-20	Interstate 20
I-27	Interstate 27
I-35	Interstate 35
INFRA	Infrastructure for Rebuilding America
ITS	Intelligent Transportation Systems
KCS	Kansas City Southern Railway
LBWR	Lubbock Western Railway
MAP-21	Moving Ahead for Progress in the 21st Century Act
MPH	Miles per Hour
MPO	Metropolitan Planning Organization
MTP	Metropolitan Transportation Plan
N/A	Not Applicable
NHFN	National Highway Freight Network
NPMRDS	National Performance Measure Research Data Set
PHFS	Primary Highway Freight System
POV	Privately Owned Vehicles
PS&E	Plans, Specification & Estimate
RID	Roadway Inventory Database
ROW	Right-of-Way
RPO	Rural Planning Organization
SAM	Statewide Analysis Model

TERM	DEFINITION
SCH	Schematic
SH	State Highway
SCR	Statewide Connectivity Ranking
STARS2	Statewide Traffic Analysis and Reporting System II
STIP	Statewide Transportation Improvement Plan
STRAHNET	Strategic Highway Network
TPAS	Truck Parking Availability System
TXPF	Texas Pacifico
TSMO	Transportation System Management and Operations
TxDOT	Texas Department of Transportation
THFN	Texas Highway Freight Network
TXNW	Texas North Western Railway
USCB	U.S. Census Bureau
UP	Union Pacific
UTP	Unified Transportation Program
UTL	Utilities

CHAPTER 1

Introduction

1 Introduction

This Interstate 27 (I-27) System in Texas future interstate Implementation Plan and Report summarizes existing and forecasted conditions within the roadway network and presents the stakeholder engagement and public involvement activities that occurred in developing the Implementation Plan. In addition, this document discusses the future interstate implementation strategy, and identifies near-term (0 to 4 years), mid-term (5 to 10 years), and long-term (10+ years) improvements that upgrade the corridor to interstate standards. This Implementation Plan will provide the Texas Department of Transportation (TxDOT) with a comprehensive corridor-wide strategy that will guide the agency, particularly TxDOT districts, on the series of improvements needed over time to ultimately achieve interstate standards. It is a planning tool for decision makers on how to logically plan, design, fund, and construct new highways or upgrade existing roadways to interstate standards. Constructing a completely new interstate highway or upgrading existing roadways to interstate highway standards is a long-term proposition and can take multiple years or even decades to upgrade the entire 963-miles of the I-27 System to an interstate.

1.1 Ports-to-Plains Interstate System Overview and History

The Interstate Highway is a network of controlled-access highways that are part of the National Highway System. The Ports-to-Plains Corridor was designated by Congress as a High Priority Corridor in 1998 because of its national and international significance. Connection to the Ports-to-Plains Corridor is provided across the United States from Mexico to Canada. The corridor functions as the only north-south corridor facilitating the movement of people and goods in South and West Texas and beyond. The entire Ports-to-Plains Corridor from Mexico to Canada is shown in **Figure 1**.

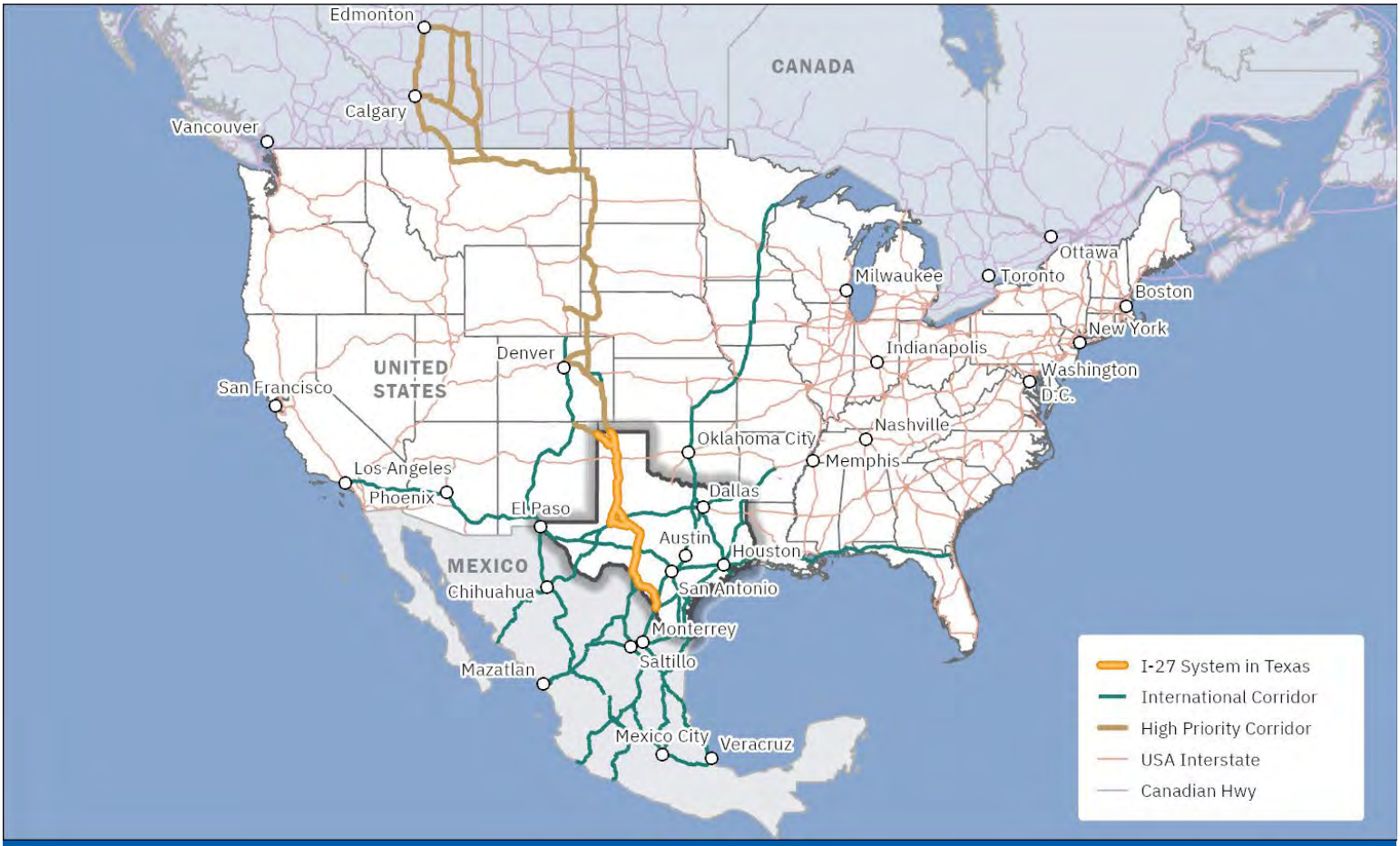


Figure 1. The Ports-to-Plains Corridor and International Connection

Texas House Bill 1079 was signed into law by Governor Abbott on June 10, 2019, charging the TxDOT with conducting an interstate feasibility study of the Ports-to-Plains Corridor, including an extension of I-27. The feasibility study concluded that an interstate highway would be feasible along the Ports-to-Plains Corridor. The Fiscal Year (FY) 2022 Omnibus Appropriations Bill designated the Ports-to-Plains Corridor from the Texas-Mexico border to Raton, New Mexico as a future interstate. The Ports-to-Plains Corridor future interstate was numbered I-27 in the I-27 Numbering Act of 2023. The I-27 Numbering Act (S.992) delineates the route numbers for the future interstate highway, encompassing a vast expanse spanning Texas and into New

Mexico. The allocated numbers for specific sections will facilitate streamlined navigation and development:

- Laredo to Sterling City as I-27
- Sterling City through Midland to Lamesa as I-27W
- Sterling City to Lamesa as I-27E
- Lamesa northbound through Lubbock to Amarillo passing through Dumas to Raton, New Mexico as I-27
- The corridor north of Dumas as I-27N

The I-27 System in Texas is shown in **Figure 2.**

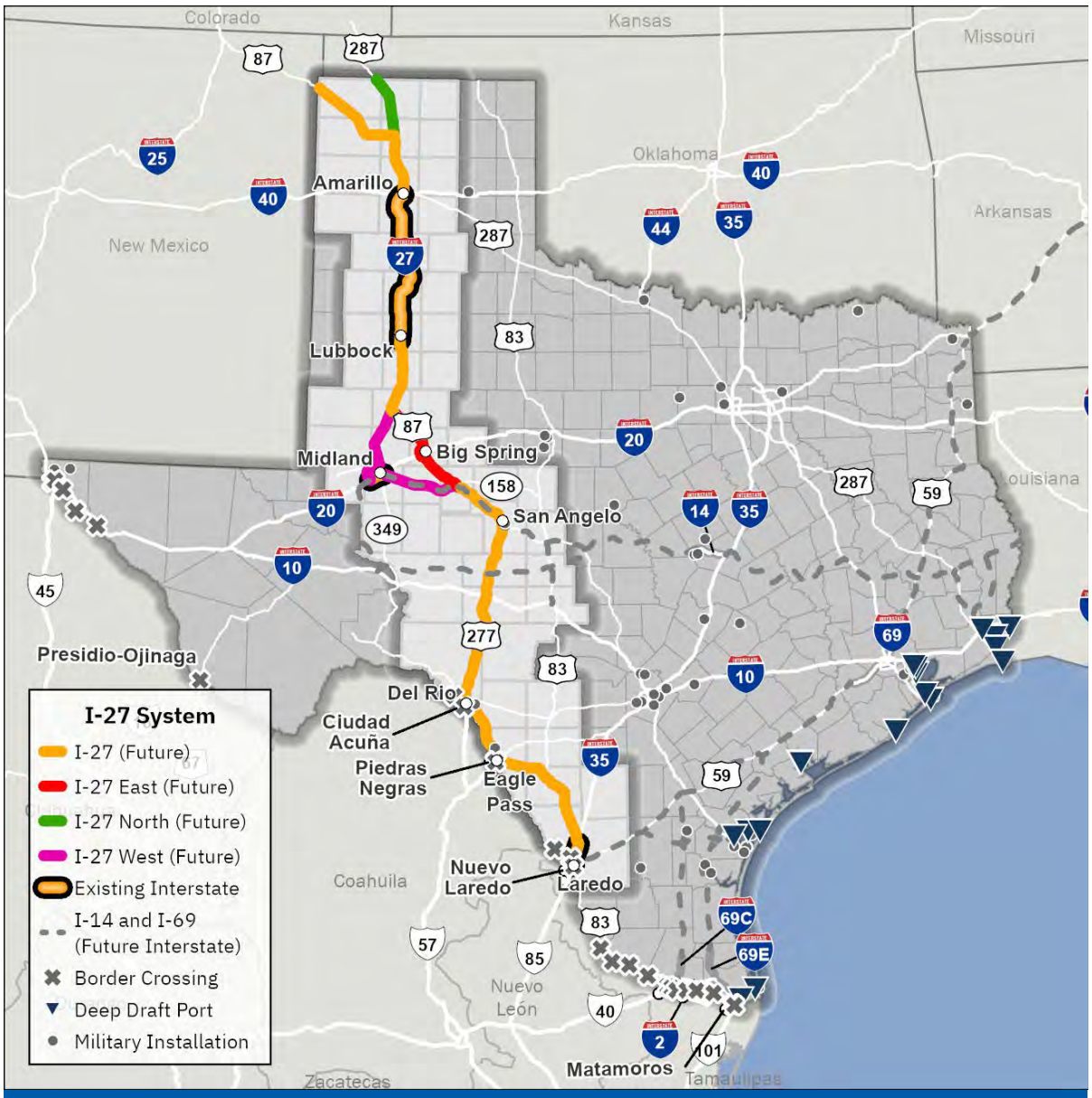


Figure 2. I-27 System in Texas

The *Ports-to-Plains Corridor Interstate Feasibility Study* was completed in 2020. TxDOT submitted the feasibility study to the Texas legislature and Governor Abbott on December 30, 2020. **Figure 3** shows the boundaries for the five MPOs as well as the 54 counties that comprise the I-27 System Region. The I-27 System crosses six TxDOT districts including Amarillo, Lubbock, Abilene, Odessa, San Angelo, and Laredo. The I-27 System is within the planning area boundaries of the Amarillo, Lubbock, Permian Basin, San Angelo, and Laredo Metropolitan Planning Organizations (MPOs)[1], and the Panhandle and South Plains Rural Planning Organizations (RPOs). Approximately 135 miles of the 963 miles of future interstate are located within MPO boundaries.

I-27 System in Texas Includes

6 TxDOT Districts

Amarillo, Lubbock, Abilene, Odessa, San Angelo, and Lared

5 MPOS

Amarillo MPO, Lubbock MPO, Permian Basin MPO, San Angelo MPO, and Laredo MPO

2 RPOS

Panhandle RPO and South Plains RPO

30 CITIES

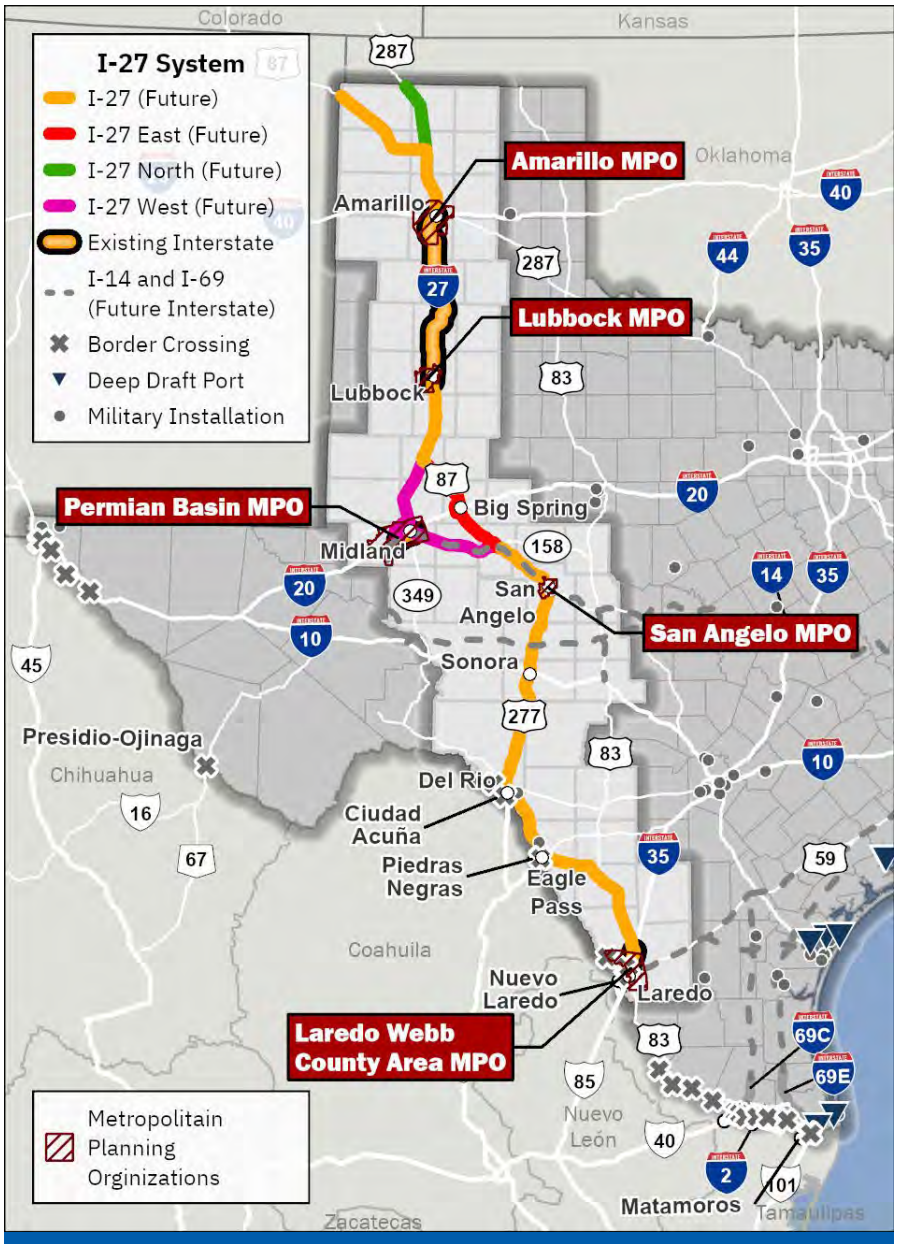


Figure 3. I-27 System in Texas MPO Boundary Map

[1] The I-27 Systems also pass through Eagle Pass, which is in the process of forming an MPO.

1.2 Why is the I-27 System in Texas Important?

The I-27 System in Texas is significant from a national and international standpoint as it connects the nation's and Texas' most strategic economic sectors of agriculture production, energy production, and trade through the international trade gateways of Laredo, Eagle Pass, and Del Rio to destinations north, west, east and ultimately to Canada, as shown in **Figure 4**. As population, employment, international trade, energy production, and agricultural production in the I-27 System in Texas continues to grow, it will become increasingly important to develop an interstate facility in South and West Texas that supports the efficient and safe movement of people and goods in the future.

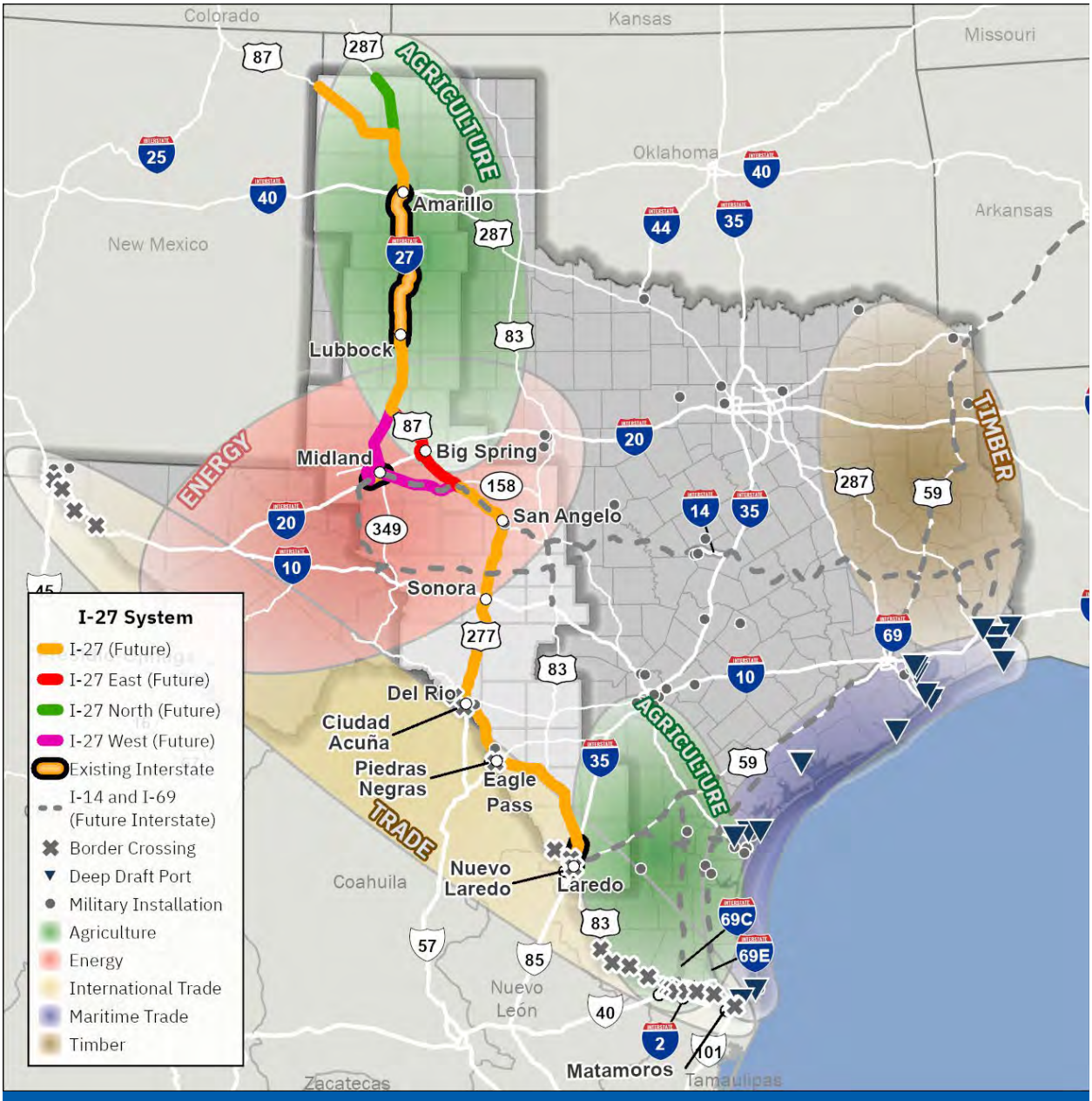


Figure 4. I-27 System in Texas Key Economic Sectors

SUPPORTING THE LARGEST AGRICULTURAL PRODUCTION IN THE COUNTRY

The I-27 System in Texas supports the largest agricultural production in the country and supports the production and export of agricultural products. The I-27 System in Texas was responsible for 98.7 percent of Texas produced beef sales, 96.3 percent of Texas produced hog sales, and 95.2 percent of Texas produced peanut sales in 2021. The production and export of quality agricultural products generates billions of dollars and relies directly on highway networks for transport of products to national and global markets through Texas seaports and border crossings.

FACILITATING ENERGY PRODUCTS TO REFINERIES

The I-27 System in Texas facilitates the transportation of supplies for development of energy products to refineries in the Texas Gulf and to border crossings and seaports for exports to global markets. **The primary source of the nation's energy independence is located along the I-27 System in Texas.** In 2022, The Permian Basin produced $129 billion in gross product and supported 508,000 jobs in Texas. Texas accounted for 42 percent of the nation's crude oil production and 27 percent of its marketed natural gas production in 2022. Additionally, Texas installed the most wind capacity of any state with 4,028 megawatts added in 2022 with a majority located along the I-27 System in Texas.

CONNECTING THE NATION'S INTERNATIONAL TRADE GATEWAYS

The I-27 System in Texas connects to the state and the nation's international trade gateways of Laredo, Eagle Pass, and Del Rio to destinations north, west, and east. The Port of Laredo is ranked number 1 in the nation with $320 billion in total trade with the world in 2023. **Forty-five percent of the total U.S. world trade transits through Texas ports of entry and 63 percent between the United States and Mexico.** Northbound truck crossings are forecast to increase from 3.1 million in 2022 to 7.1 million in 2050. Today, I-35 is the only interstate connection to and from Laredo and it does not efficiently serve trips headed to northwest Texas.

SUPPORTING NATIONAL DEFENSE AND SECURITY

The I-27 System in Texas also plays a key role in the nation's defense and security with several military installations and border enforcement facilities located along the corridor including Laughlin Air Force Base, Goodfellow Air Force Base, Pantex, the United States, Bureau of Land Management Federal Helium Reserve, and Bell Helicopter. **The I-27 System provides a critical connection between four national defense and security assets.**

The STRAHNET is a network of highways, including the Interstate System that provides connecting routes to military installations, industries and resources. It is a subset of the National Highway System and is important to the United States' strategic defense policy by providing defense access, continuity and emergency capabilities for defense purposes. Approximately 50 percent of the I-27 System is on the Strategic Highway Network (STRAHNET).

As an interstate, the I-27 System would result in relatively higher speeds throughout the System, and reduce congestion on other facilities, as well as result in regional, statewide, national, and bi-national traffic diversions from other corridors. The benefits of the I-27 System are summarized in **Figure 5**.

EXTENDING I-27 ESSENTIAL TO:

- Improve connectivity, safety, and mobility
- Improve Travel Time and Reduce Travel Time Cost
- Improve Freight Movement
- Increase Access to Markets for Energy and Agricultural Products
- Alleviate Congestion and Improve Reliability
- Facilitate the Flow of Goods and International Trade
- Create Jobs and Economic Growth
- Increase and Expand the Local Tax Base and State Sales Tax Revenues

Figure 5. Benefits of Extending I-27 in Texas

1.3 Why an Implementation Plan?

The 2022 Appropriations Omnibus Bill states the type of interstate highway to be developed. The I-27 Implementation Plan provides a strategic approach for TxDOT to develop the I-27 System in Texas. TxDOT will develop the system through a series of incremental upgrades over near-term (0 to 4 years), mid-term (5 to 10 years), and long-term (10+ years) planning timeframes that will span decades. Currently, there is no dedicated funding to develop the I-27 System. Each project will need to compete with other statewide projects for funding in the state's annual project selection process in the Unified Transportation Program (UTP).

This planning document serves the following purposes:

- Provides context for the planned upgrades by summarizing existing and forecast conditions and trends in the region that will inform local decision-makers about project related opportunities and challenges.
- Evaluates the feedback from the I-27 Advisory Committee. Established in 2021 by Senate Bill 1474, the I-27 Advisory Committee provides the department with information about the I-27 System and advises the department on transportation improvements impacting the I-27 System.
- Reviews the efforts TxDOT took to engage with stakeholders, including the communities who live, work, and travel along the proposed I-27 System in Texas to better understand their needs and priorities.
- Displays the I-27 Implementation Plan for constructing completely new highways and upgrading existing roadways to interstate standards that will become the I-27 System in Texas.

1.4 Interstate Standards and Typical Sections

Interstate highways are subject to a uniform set of geometric and safety design standards throughout the country established by the Federal Highway Administration (FHWA) and the American Association of State Highway and Transportation Officials (AASHTO). These interstate design standards generally include:

- Full control of access, requiring the need for frontage roads in urban and rural areas
- No driveways connecting to main lanes
- No stop signs or traffic signals on main lanes
- Design speed: 50+ miles per hour (MPH) for urban; 70+ MPH for rural
- Limited access points, with grade separations as needed
- Wider right-of-way widths: 200 to 250 feet
- Vertical clearance: 18.5 feet or greater
- Lane width: 12 feet or wider
- Outside shoulder width: 10 feet or wider
- Entrance and exit ramps with deceleration and acceleration lanes

Figure 6 illustrates interstate highway typical sections with and without frontage roads.

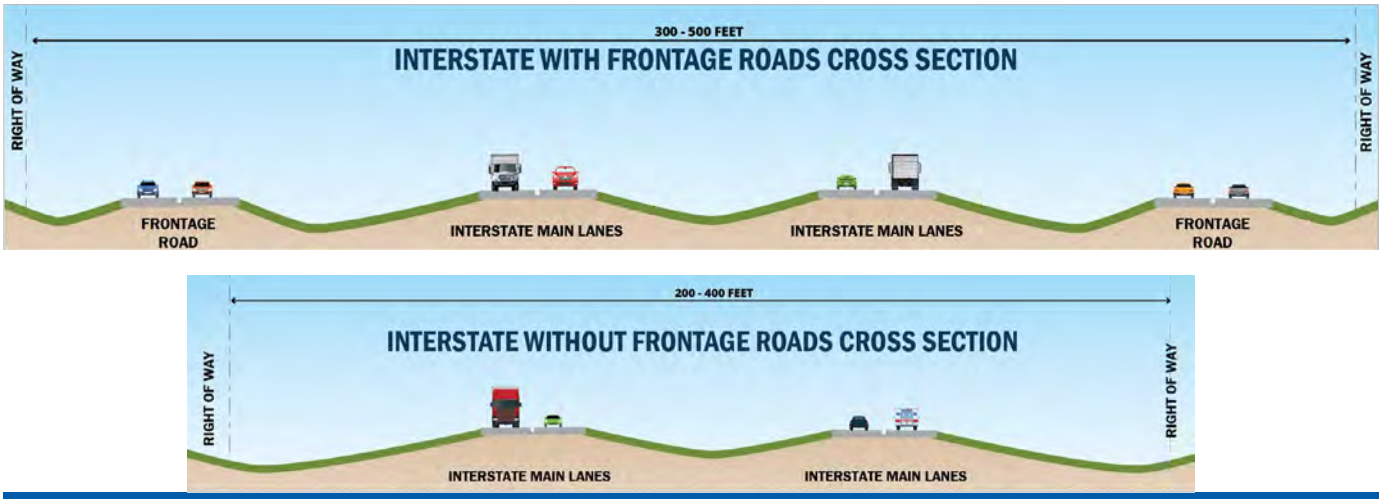


Figure 6. Interstate Typical Sections

A majority (84 percent) of the overall future I-27 System in Texas is non-interstate, with only a small portion (16 percent) currently designated as interstate. The Ports-to-Plains Corridor was designated as a Future Interstate in FY 2022 Omnibus Appropriations Bill and the I-27 Number Act of 2023 assigned I-27 as the interstate number for the new interstate facility. The designation allows the Ports-to-Plains Corridor to be added to the Interstate Highway System when it has been developed, designed, and constructed to meet interstate standards.

ORGANIZATION OF THE IMPLEMENTATION PLAN AND REPORT

This implementation plan and report is divided into seven chapters:

Chapter 1 introduces the I-27 System in Texas and the future interstate implementation process.

Chapter 2 summarizes the existing and future conditions that impact the I-27 System in Texas, including infrastructure, population, employment, traffic and safety, and freight movement.

Chapter 3 describes the stakeholder engagement and public outreach that occurred during the I-27 Implementation Strategy process and key takeaways from input provided during this process.

Chapter 4 describes the I-27 System in Texas Implementation Strategy approach.

Chapter 5 presents the I-27 Implementation Plan, which is a blueprint for upgrading the Ports-to-Plains Corridor to an interstate facility.

Chapter 6 provides conclusions and key takeaways from the Implementation Plan and Report.

Chapter 7 presents a list of references.

CHAPTER 2

Existing and Forecasted Conditions

2 Existing and Forecasted Conditions

This Chapter provides an overview of existing and forecasted conditions within the I-27 System Region including an evaluation of current infrastructure conditions along the I-27 System. In addition, it includes a discussion of the key factors influencing travel demand along the I-27 System in Texas, now and in the future.

Opportunities and the constraints for infrastructure conditions, emerging technologies, environmental conditions, socio-economic conditions, freight flows, and safety and traffic conditions are described. The forecasted conditions analysis presents the No Build condition, which includes the existing roadways in the system as well as any planned or programmed projects by TxDOT or MPOs along the System. The forecasted traffic analysis also examines the Build condition, which includes upgrading the I-27 System network in Texas to interstate standards.

2.1 Infrastructure Conditions

The I-27 System is comprised of 963 miles of multiple rural and urban highways that vary in existing number of lanes and control of access. Information from TxDOT's Roadway Inventory Data (RID) was obtained to examine current lane configuration and access control within the I-27 System. As listed in **Table 1**, 35 percent of the I-27 System or 333 miles is less than four lanes and another two percent, or 19 miles, is four-lane undivided. Sixty-three percent, or 611 miles, of the System is 4+ lanes divided. **Figure 7** shows the number of lanes on the highways that comprise the I-27 System.

Table 1. Lane Configuration in the I-27 System in Texas

LANE CONFIGURATION	PERCENTAGE OF I-27 SYSTEM	TOTAL LENGTH (MILES)
Less than 4-lanes	35%	333
4-Lane Undivided	2%	19
4+ Lanes Divided	63%	611

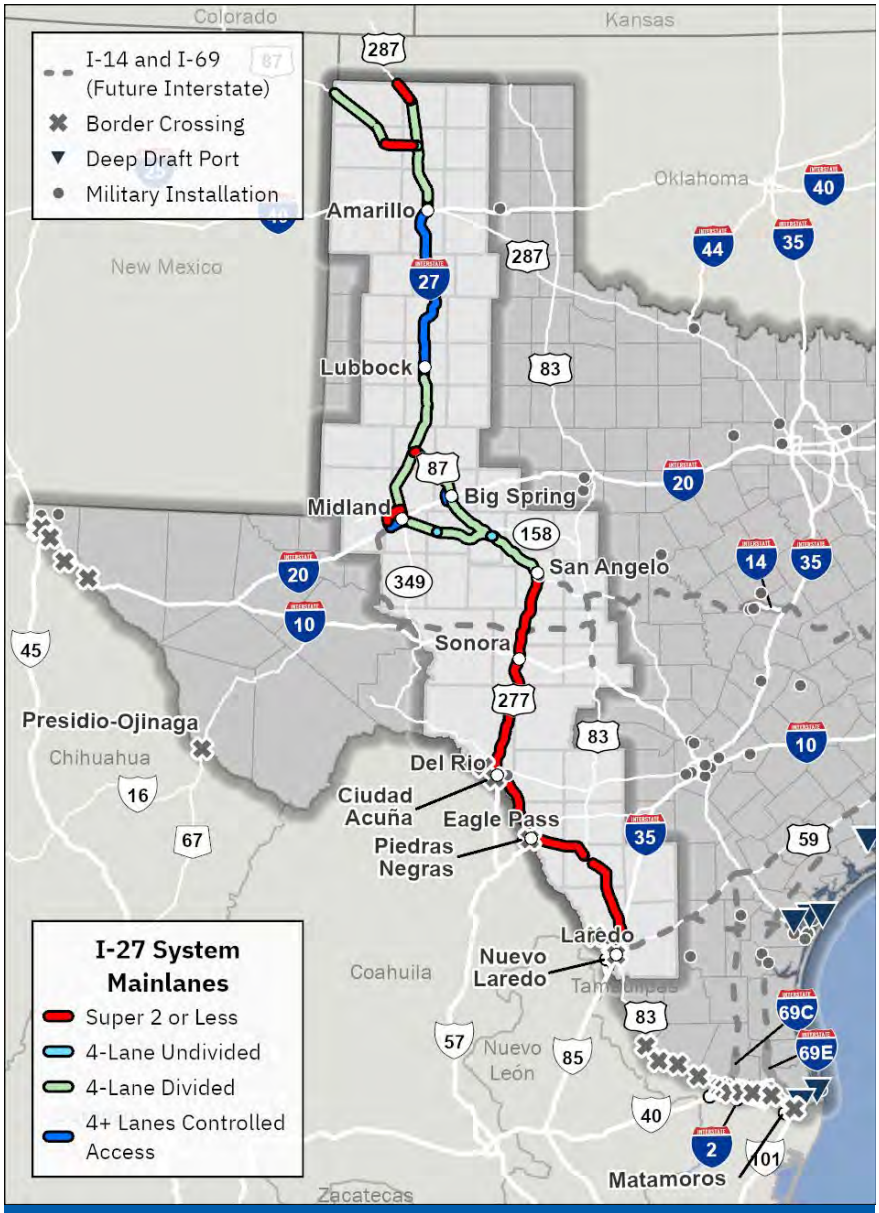


Figure 7. I-27 System Lane Configuration

Frontage roads for the I-27 System are along existing I-27, I-35, and I-20. **Table 2** shows the total miles of frontage roads in the I-27 System.

Table 2. Existing Frontage Road Mileage in the I-27 System in Texas

FRONTAGE ROADS	I-27 (MILES)	I-35 (MILES)	I-20 (MILES)	OTHER ROUTE DESIGNATIONS (MILES)	TOTAL (MILES)
One-way	55.7	23.4	0	28.4	107.5
Two-way	188.8	11.5	29.4	17.2	246.9

2.1.1 Access Control

Access control refers to the level of access allowed by each category of roadway. Three categories are generally used to differentiate the level of access management provided: full, partial, and no access control. Access management data from the RID was obtained to assess the current access control along the I-27 System. The data shows 734 miles (76.5 percent) of the I-27 System has no access control, 169 miles (17.3 percent) have full access control, and another 60 miles (6.2 percent) have partial access control. Most of the length with full access control is part of I-20, I-27, or I-35.

Seventy-four percent meets geometric readiness for designation as a high-speed facility. Other factors analyzed include pavement conditions, bridge sufficiency, and bridge clearances to determine a complete understanding of the needs for each section. Detailed data along the System for geometric readiness, right of way (ROW), pavement conditions, bridge sufficiency and bridge clearances can be found in the *I-27 System in Texas Existing Infrastructure Report*.

Transportation projects may involve local, state, or federal funds for the purchase of ROW and may be subject to the Title I and Title III requirements of the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970.

The Moving Ahead for Progress in the 21st Century Act (MAP-21) includes provisions for federally funded ROW purchased by the local government in advance of final environmental approval. The law is specific and if used inappropriately, could jeopardize federal funding of a project.

2.1.2 Existing Texas Highway Freight Infrastructure

All 963 miles of the I-27 System are on the National Highway Freight Network (NHFN), designated by FHWA, and the Texas Highway Freight Network (THFN). The NHFN is the nationally prioritized network for freight movements while the THFN is the freight highway network prioritized by the state for freight movement. In addition, approximately 80 miles of the I-27 System, between US 87 and SH 349, are designated as a Critical Rural Freight Corridor (CRFC) by the state for critical freight on rural corridors on the NHFN. Approximately 168 miles of the I-27 System are designated on the Primary Highway Freight System (PHFS) (I-27, I-35, a section of existing I-20, and sections of US 87). The PHFS is the network of highways within the NHFN most critical to U.S. freight movements. PHFS network roadways intersect the corridor: at I-40 in Amarillo; I-20 in Midland and Big Spring; I-10 in Sonora; and I-35 in Laredo.

Based on TxDOT's Roadway Design Manual, a minimum of 18.5 feet vertical clearance is required for new or reconstructed bridges located on roads within the freight network. According to the TxDOT Bridge Inventory Geographic Information Systems (GIS) data, only 15 percent of the grade separated structures on the I-27 System in Texas meet the minimum 18.5 feet vertical clearance requirement. Existing grade-separated structures with vertical clearances of less than 18.5 feet should be considered for posting appropriate warning signage as part of the I-27 System in Texas implementation or consider for improvements during project development. In addition, bridges that are identified as deficient should be considered for funding opportunities when pursuing the implementation of the I-27 System. Shoulder width is also outlined in the

TxDOT Roadway Design Manual. The minimum shoulder width requirement to meet the freight design criteria is 10 feet. Currently, 81 percent of the I-27 System has a 10-foot or wider shoulder width.

2.1.3 Truck Parking Sites and Safety Rest Areas

TxDOT published the *Truck Parking Recommendations and Action Plan* as part of the *Texas Statewide Truck Parking Plan* in 2020 which identified the need for truck parking sites for all TxDOT districts. The plan identified where locations of existing truck parking sites and their current and expected future capacity. The plan included recommendations on where to expand/upgrade or not based on the current and expected capacity at each location. The information and recommendations gained from this document will be taken into consideration during the I-27 project implementation. Coordination with public and private stakeholders will further assess the current need for truck parking along the I-27 System and potential solutions during implementation.

TxDOT's Maintenance Division is responsible for the planning and development of TxDOT's safety rest areas under the Safety Rest Area Program. The division works to continuously update the state's safety rest areas by reconstructing and renovating existing facilities and constructing new ones. Three public safety rest areas along the I-27 System are located at US 87 in Coke County north of Water Valley, at I-27 south of Hale Center, and on I-35 and US 83 in Laredo with approximately 200 miles between Hale Center and Water Valley and approximately 350 miles between Water Valley and Laredo. When planning and developing projects for creating the I-27 System, districts should engage TxDOT's Maintenance Division-Safety Rest Area Program to discuss whether a safety rest area should be considered as part of the project development.

2.1.4 Texas Trunk System

Established in 1990, the Texas Trunk System is a network of highways outside urbanized areas that aims at connecting major activity centers, marine ports and ports of entry through rural Texas. The objective of the Trunk System is:

- To create a network of rural divided highways that complements the Interstate Highway System.
- To improve safety and mobility in rural Texas by upgrading each highway on the network to at least a 4-lane median divided facility.
- Serve as a principal connector for major marine ports and ports of entry.

Route selection criteria is specified in the Texas Administrative Code and includes:

- maximizing the use of existing four-lane divided highways
- minimizing indirect routing
- connecting with major roadways from adjacent states, deepwater ports and Mexican ports of entry

A corridor could also qualify as part of the Texas Trunk System if it served major military or national security installations, tourism, and recreational areas, or if it was a major truck route. As shown in **Figure 8**, the entirety of the I-27 System is within the Texas Trunk System.

2.1.5 Energy Sector Corridor Network

A portion of the I-27 System in Texas is located within the Energy Sector Corridor Network. Energy development activities have a significant impact on the state's transportation infrastructure. The Energy Sector Corridor Improvement Program was created to strengthen pavements and provide safety enhancements on key roadways in energy sector regions. Roadways in the I-27 System that are located in the Energy Sector Corridor Network include I-35, US 277, US 83, US 87, SH 158, and SH 349 and can be found in **Figure 9**.

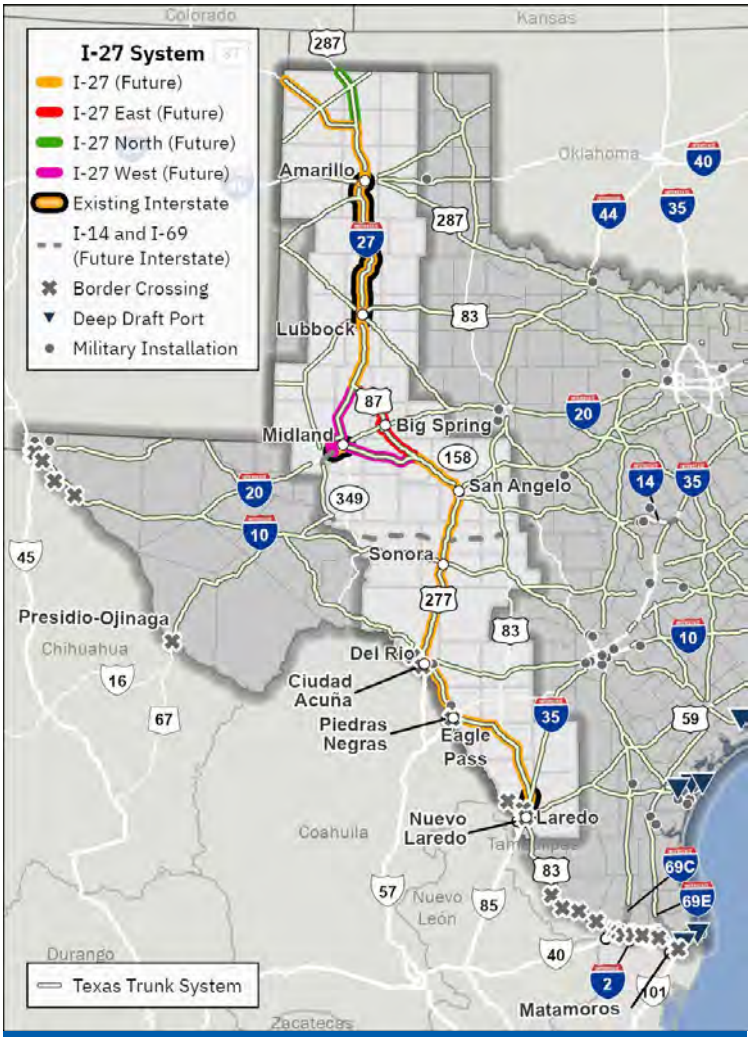


Figure 8. Texas Trunk System

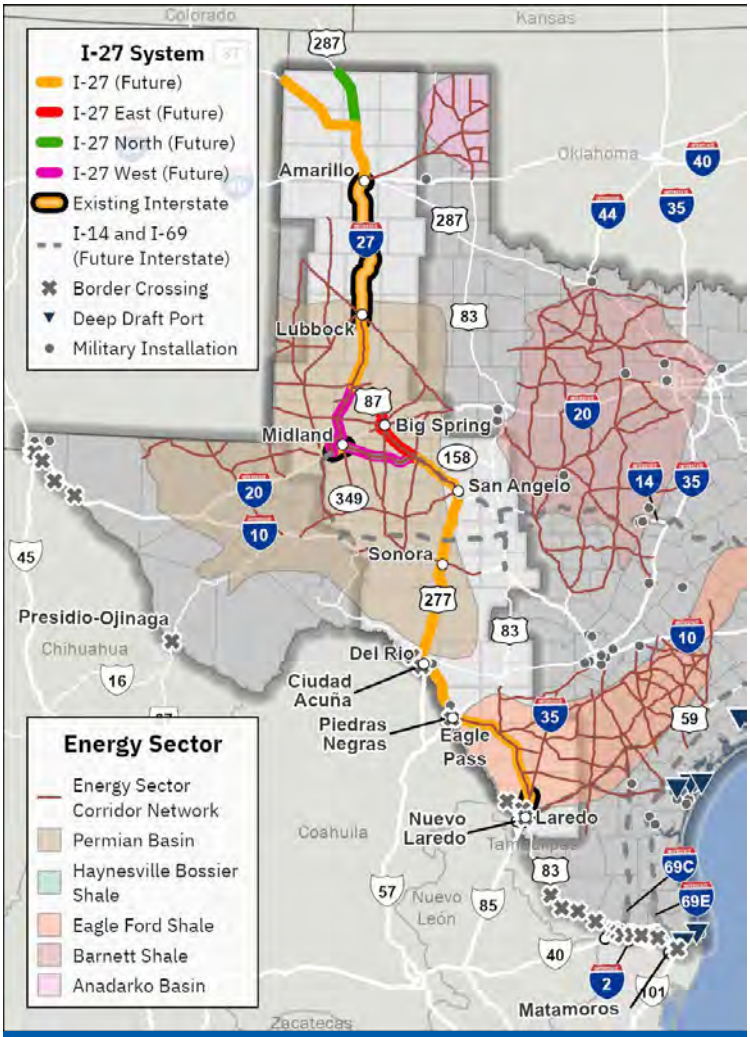


Figure 9. Energy Sector Corridor Network

2.1.6 Multimodal Characteristics

The I-27 System provides important multimodal connectivity to the following transportation facilities:

- **Six commercial airports:** International and regional services
- **Two cargo airports:** Lubbock Preston Smith International Airport and Laredo International Airport
- **Freight Rail:** Kansas City Southern Railway (KCS), Burlington Northern Santa Fe (BNSF) Railway, Texas Pacifico, and Union Pacific (UP)
- **Interstate highways:** I-10, I-14, I-20, and I-40

Figure 10 shows the multimodal transportation facilities in the vicinity of the I-27 Sysem.

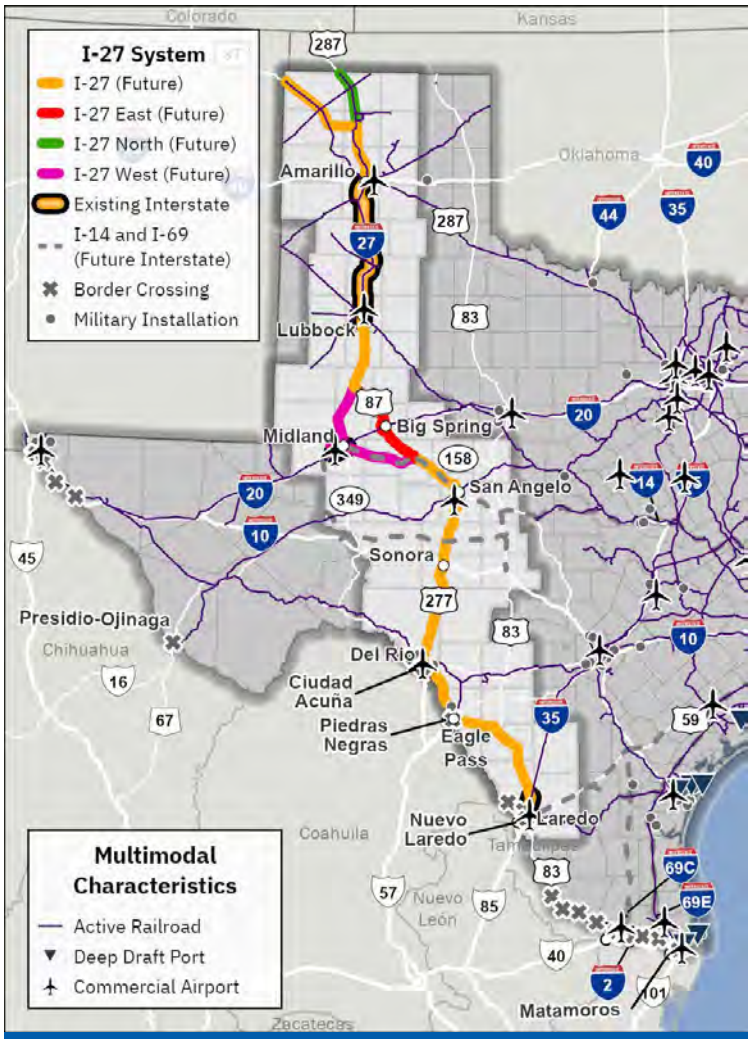


Figure 10. I-27 System in Texas Multimodal Transportation Facilities

HIGHWAY CONNECTIVITY

The 963-mile I-27 System spans 26 Texas counties and is comprised of existing state highways, US highways, and interstates as designed by the FY 2022 Omnibus Appropriations Bill including:

- **Interstates:** I-20, I-27, I-35
- **US Highway:** US 83, US 87, US 277, US 287
- **State Highways:** SH 158, and SH 349

The I-27 System is proposed to connect to the future I-14 as well as international trade corridors and port-of-entries to Mexico.

AIRPORTS

There are several airports along the I-27 System in Texas. The TxDOT Texas Airport System Plan and the Texas Aviation Advisory Committee identifies airports and heliports that perform an essential role in the economic and social development of Texas. The commercial airports that provide passenger service include Rick Husband Amarillo International Airport, Lubbock Preston Smith International Airport, Midland International Air & Space Port, San Angelo Regional Airport, and the Laredo International Airport. In addition, there are smaller community and general aviation airports serving the local aviation community. Air

cargo relies on connections to other modes to get time-sensitive goods to their destinations. Efficient access to highways and interstates is important for airports that handle large volumes of air cargo. Two of the top 10 Cargo Airports in Texas, the Lubbock Preston Smith International and the Laredo International are located along the I-27 System.

RAILROAD

The I-27 System connects to important railways in Texas. The TxDOT Texas Rail Plan is a federally specified document detailing the state of the rail system in Texas and opportunities for improvement. Three Class I railroads operate in the I-27 System including KCS, BNSF, and UP. These Class I railroads transport goods from Oklahoma/ New Mexico to Texas maritime ports and International Border Crossings. In addition, short-line railroads along the Lubbock and Western Railway (LBWR), Texas Pacifico (TXPF), and Texas North Western Railway (TXNW) operate within the I-27 System. These short-line railroads provide critical first and last-mile connections for shippers and are crucial links in the supply chain.

INTERNATIONAL TRADE

Border Trade

The I-27 System connects to the port of entries of Laredo, Del Rio, and Eagle Pass. The I-27 System will provide improved access to the trade gateways as I-35 is the only interstate connection to and from Laredo, and it does not efficiently serve trips headed to northwest Texas. TxDOT's *Texas-Mexico Border Transportation Master Plan* (2021) evaluated the transportation infrastructure necessary to meet current and future challenges and opportunities along the Texas-Mexico border and serves as a blueprint to prepare for the future. In addition, The Border Trade Advisory Committee provides the exchange of communication between the Texas Transportation Commission, TxDOT, the governor, and committee members representing border trade interests. Recommendations addressing high priority trade transportation challenges from the Border Trade Advisory Committee are included in border reports that are presented to officers of the state House and state Senate. In November 2023, the study team presented the I-27 Implementation Plan to the Border Trade Advisory Committee. The Committee was asked for feedback about the plan and how border activity could be impacted.

Maritime Trade

Texas handled more waterborne tonnage than any other state, with more than 590 million tons of foreign and domestic cargo in 2019, which is transported by truck, rail, or pipeline. TxDOT's *2022-2023 Texas Port Mission Plan* was developed to maintain Texas' position as a maritime trade leader and to remain competitive in the future. The Port Authority Advisory Committee advises the Texas Transportation Commission on port and maritime issues and makes recommendations for TxDOT to consider in formulating policies concerning the Texas port system. Commodities from North and West Texas travel along the I-27 System before connecting to other parts of the TMFN to maritime ports for export, or from maritime ports inland for imported goods.

PUBLIC TRANSPORTATION

The I-27 System connects with passenger rail at the Amtrak system in Del Rio (one train a day), which connects passengers at the border to major urban areas across the state and nation. In addition, the future System could facilitate rural transit or highway bus rapid transit. The City of Amarillo Transit and the Pan Handle Transportation provide rural transit services to the Amarillo/panhandle area. SPARTAN Public Transportation provides public transportation in the South Plains Rural Transit District. The district includes the surrounding counties of Lubbock and east of Big Spring. Midland Odessa Urban Transit District (EZ-Rider) and Permian Basin Rural Transit both provide rural transportation in the Midland-Odessa region. Concho Valley Transit District provides rural transit service in the San Angelo area. TxDOT has developed the *Statewide Multimodal Transit Plan* in order to identify needs, gaps, and actions that increase mobility and connectivity options for Texans, support economic development, and address congestion. The plan is inclusive of all current and emerging forms of public transportation. TxDOT has conducted a statewide public engagement program to gather more information.

ACTIVE TRANSPORTATION

Pedestrians and bicyclists are typically not allowed to use interstate highways for travel. Upgrading the existing roads to interstate standards may require the relocation of bike routes and sidewalks to alternative facilities, such as frontage roads. Coordination with state, regional, and local partners, as well as the active transportation community will be imperative to safety and mobility.

The TxDOT *Statewide Active Transportation Plan* provides recommendation for improving conditions for bicycling, walking, rolling, or other modes that are typically non-motorized transportation. The plan was developed in collaboration with the TxDOT Bicycle and Pedestrian Advisory Committee. The existing I-27 from Amarillo to Lubbock is located along the Bicycle Tourism Trails Example Network, as shown in **Figure 11.** In addition, trail sections near Del Rio, San Angelo, and Laredo could potentially intersect the I-27 System in Texas. Early planning by TxDOT along the System will allow for incorporating the best practice bicycle and pedestrian design guidance and standards into future

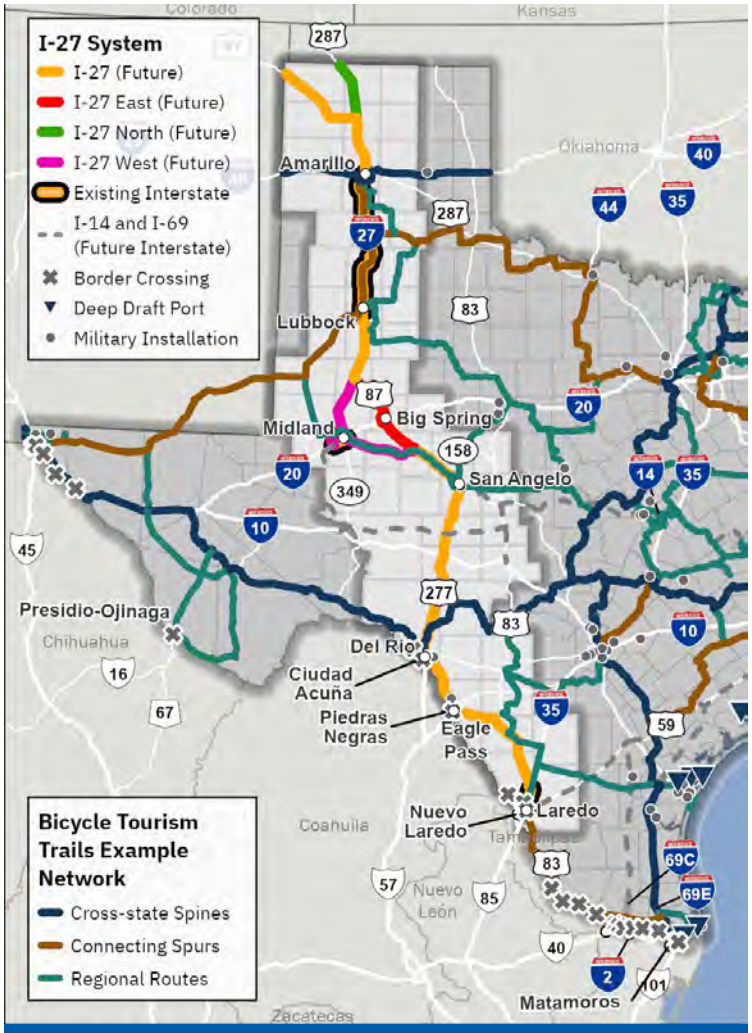


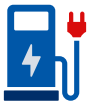
Figure 11. Bicycle Tourism Trails Network

I-27 projects. In July 2023, the study team presented the I-27 System to the Bicycle and Pedestrian Advisory Committee. The Advisory Committee provided feedback about current plans for trails along the I-27 System, pedestrian, and bicycle accommodations they would like to see along the I-27 System for both urban and rural areas, and if there are areas for refinement of the Bicycle Tourism Trails along the I-27 System.

PIPELINES

Texas is the leading producer of oil and natural gas in the U.S. The primary source of oil and gas within Texas is located along the I-27 System in the Permian Basin. There are over 8,260 miles of crude oil pipelines and 32,217 miles of natural gas pipelines in the I-27 System Region (TX Railroad Commission).

2.1.7 Electric Vehicle (EV) Infrastructure



The FHWA approved the *Texas Electric Vehicle Infrastructure Plan* in September 2022. TxDOT also received FHWA approval for the scoring and selection process for Phase 1 of the Texas EV Infrastructure Program in June 2023. TxDOT has begun planning 50 new EV charging sites across Texas. As the I-27 System is developed, EV charging needs must be considered to ensure the corridor meets the network goals regarding distance between charging stations and future charging demand. Direct Current (DC) fast charging stations will be 50 miles apart on the Electric Alternative Fuel Corridors and usually 70 miles apart anywhere else in the state. I-27 from Amarillo to Lubbock is shown as a "Pending" Alternative Fuel Corridor, and several EV Stations are shown along the I-27 System.

2.1.8 Broadband Program

The TxDOT Broadband Program was created to advance broadband infrastructure across Texas to bridge the digital divide. The program goals are to provide access to ROW which ensures no single company has preferred access, maximize resource sharing, assist statewide broadband initiatives, and foster TxDOT broadband capacity to facilitate broadband infrastructure.

2.2 Emerging Transportation Technologies

This section presents a summary of emerging transportation technological innovations that are available today. As the I-27 System is upgraded and the existing roadway network is redesigned to interstate standards, changes to land use and population demographics may influence the role of emerging technologies. TxDOT will evaluate whether to incorporate emerging technologies into the design during project development.

The *I-27 System in Texas Emerging Transportation Technology Studies Report* considered elements from the TxDOT Strategic Plan and other TxDOT plans and policies to provide context on emerging transportation technologies. There will likely be other technologies not listed in this section that TxDOT may consider during project implementation. Furthermore, TxDOT is developing the House Bill 4422 Study which evaluates enhancing border security outcomes including technological improvements near the Texas/Mexico border crossings.

Recommendations from the House Bill 4422 Study will be included into the I-27 System in Texas. In addition, future projects along the I-27 System in Texas would be coordinated with the TxDOT Strategic Initiatives and Innovation Division to determine any emerging technologies to incorporate into the project.

2.2.1 Safety Warning Detection Systems

Safety warning detection systems provide real-time notifications of safety hazards relating to over-height, overweight, and over-speeding vehicles to prevent incidents and preserve infrastructure. These systems are installed at locations with a high incidence of crashes or mission-critical infrastructure (for example, bridges). TxDOT will consider safety warning detection systems along the I-27 System during project implementation.

2.2.2 Truck Parking Availability System

Truck Parking Availability System (TPAS) is an Intelligent Transportation System (ITS) application to assist truck drivers find available truck parking spaces in real time along I-10 from the Texas-Louisiana border to Santa Monica, California so they can make informed decisions about their parking needs. TPAS monitors real-time parking availability at specific statewide public truck parking areas and publishes parking availability data for the trucking industry to use. TxDOT will consider incorporating a TPAS along the I-27 System periodically as the technology progresses and the I-10 TPAS project is implemented and evaluated.

2.2.3 Cooperative Automated Transportation

The *Cooperative Automated Transportation Strategic Plan* was completed in 2022 and provides 35 strategies to prepare TxDOT for Cooperative Automated Transportation (CAT) technologies such as connected vehicles and automated vehicles, maximize the benefits of these technologies, and position TxDOT as a national leader in CAT and innovation. The emergence of technologies has the potential to fundamentally change the landscape of transportation: improving safety, mobility, multimodal connections, and the environmental impact of transportation systems.

Some key CAT benefits that relate to the I-27 System include:

- Mitigate roadway crashes, 90 percent of which result from human error, including reducing rear end collisions and fatalities.
- Numerous connected vehicle and automated vehicle applications target improving traffic flow management and stability.
- Congestion reduction with CAT can save the freight industry $9 billion per year across the nation.
- CAT offers broad potential benefits to the economy and workforce with enhanced transportation access.

2.2.4 Transportation System Management and Operations

Transportation System Management and Operations (TSMO) is a strategic approach to proactively improve mobility for all modes of transportation by integrating planning and design with operations maintenance to holistically manage the transportation network and optimize existing infrastructure. Examples of strategies for the I-27 System may include developing organizational structures and workforce strategies to better support TSMO activities. Various TSMO district-wide initiatives/activities are located within respective districts where the I-27 System in Texas is planned. As the I-27 System in Texas project moves forward, coordination with each district would occur for changes to the identified TSMO initiatives, additional initiatives, or for implementation along the entire I-27 System.

2.2.5 Weigh-in-Motion and Vehicle Classification

As the I-27 System develops, TxDOT will consider locations for future weigh-in-motion and vehicle classification stations to improve the ability to monitor and manage vehicle weights and types on the highway network. These weight-in-motion sites help TxDOT to improve planning related to pavement quality and capacity. The highest need areas previously identified along the I-27 System were in rural regions with significant heavy load traffic including oil and gas producing regions of the Permian Basin and Eagle Ford Shale and agriculture-producing regions of West Texas and the Panhandle.

2.3 Environmental Features and Constraints

Environmental resources data sets were reviewed for the I-27 System from publicly available sources. Major features identified included rivers and reservoirs, possible habitat for endangered species, hazardous materials sites, and historic sites along the I-27 System. Major environmental features in proximity to the I-27 System include the following:

- Amistad International Reservoir
- 303(d) listed Canadian River
- Devil's River Minnow critical habitat
- Two superfund sites; seven brownfield sites
- Seven National Register of Historic Places

For more detailed information about environmental constraints along with constrains maps, see the *Ports-to-Plains Segment 1 Committee Report, Segment 2 Committee Report*, and *Segment 3 Committee Report* from the 2020 *Ports-to-Plains Interstate Corridor Feasibility Study*.

2.4 Existing and Future Socio-Economic Conditions

This section summarizes the existing and forecasted socioeconomic conditions including population, employment, major industries, gross domestic product (GDP) for the 56-county area, which included the 26 corridor counties and their adjacent counties to the east and west. The socioeconomic conditions analysis is based on information from the U.S. Census Bureau (USCB), Texas Demographic Data Center, and Moody's Data Analytics. The *I-27 System in Texas Existing & Future Conditions Report* contains more detailed information on socioeconomic conditions in the I-27 System Region.

2.4.1 Population

In 2020, 1.9 million people lived within the 56-counties in the I-27 System Region. The counties of Lubbock, Webb, Midland, Ector, and Randall had the highest populations. While the I-27 System Region has experienced steady population growth over the last 30 years, its population has not grown as quickly as the overall state population, and the increases occurred in only a handful of counties: Midland, Lubbock, Randall, Ector, Tom Green, and Webb. Twenty-seven counties have lost population. Population in the I-27 System Region is forecasted to increase by 61 percent between 2020 and 2050, from approximately 1.9 million to 3.2 million, as shown in **Figures 12 and 13**. The highest population growth is forecasted primarily in counties where oil and natural gas production are the predominant industries.

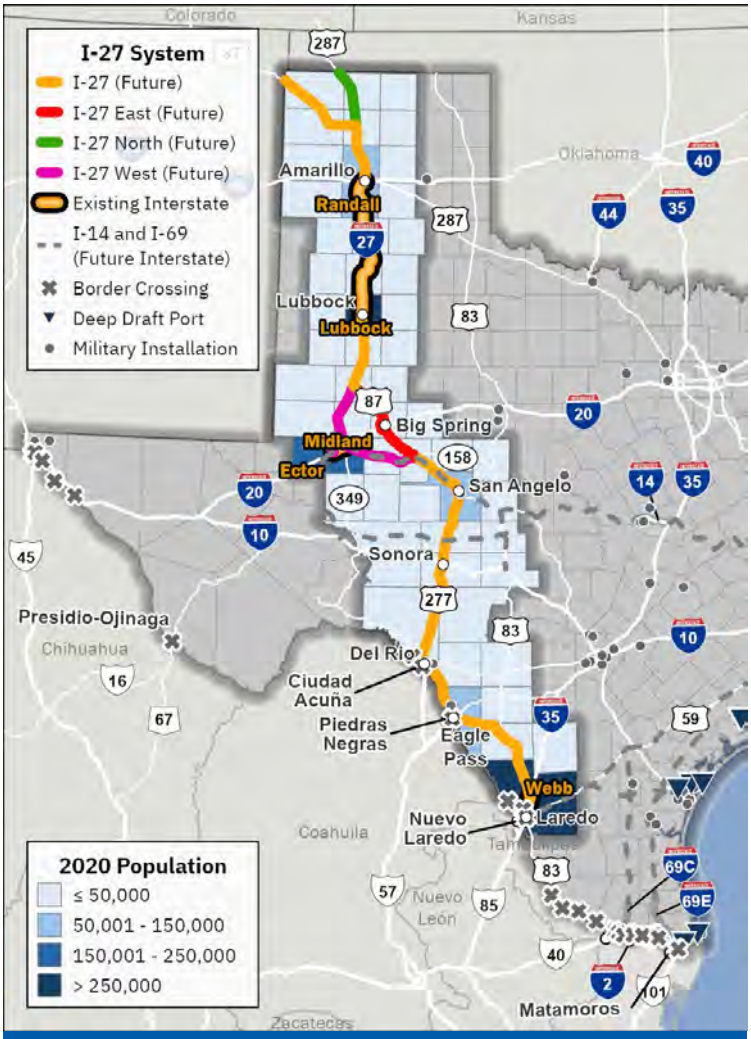


Figure 12. I-27 System in Texas 2020 Population

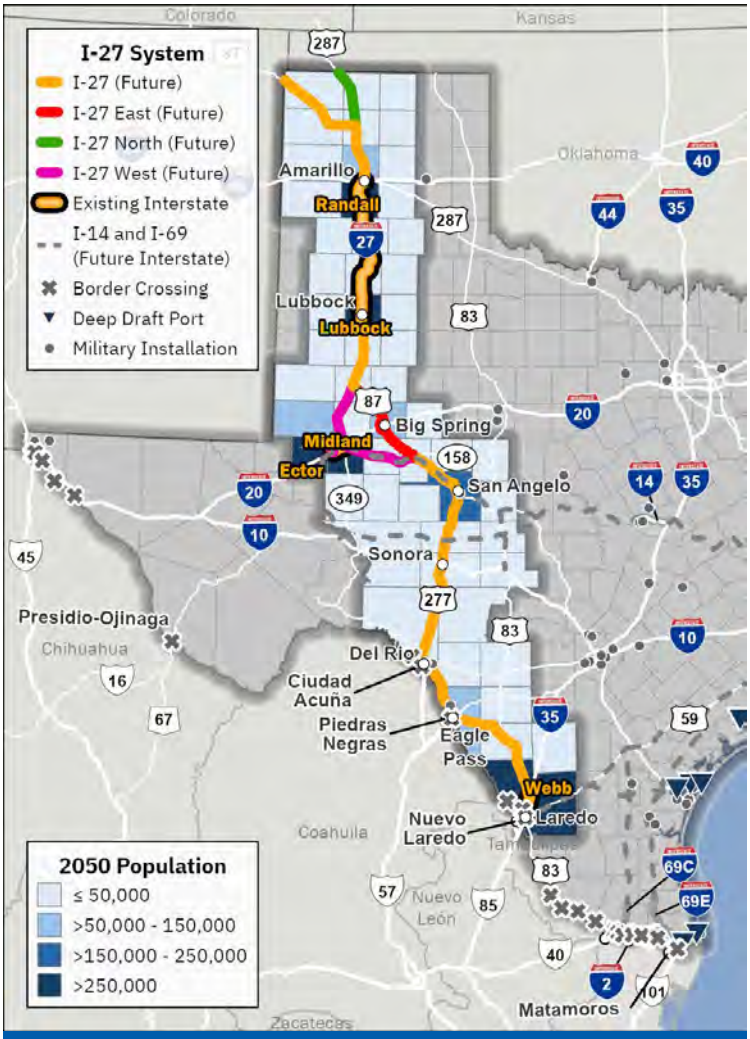


Figure 13. I-27 System in Texas 2050 Population

2.4.2 Gross Domestic Product

In 2020, the GDP, a monetary measure of the final market value of goods and services produced, totaled $155 billion for counties in the I-27 System in Texas. Gross domestic product in the I-27 System region is forecasted to increase 69 percent between 2020 and 2050, from approximately $155 billion to $263 billion. This projected growth is concentrated around the same urban areas as population and job growth, with the fastest and largest absolute growth in Midland and Lubbock Counties, as shown in **Figures 14 and 15**.

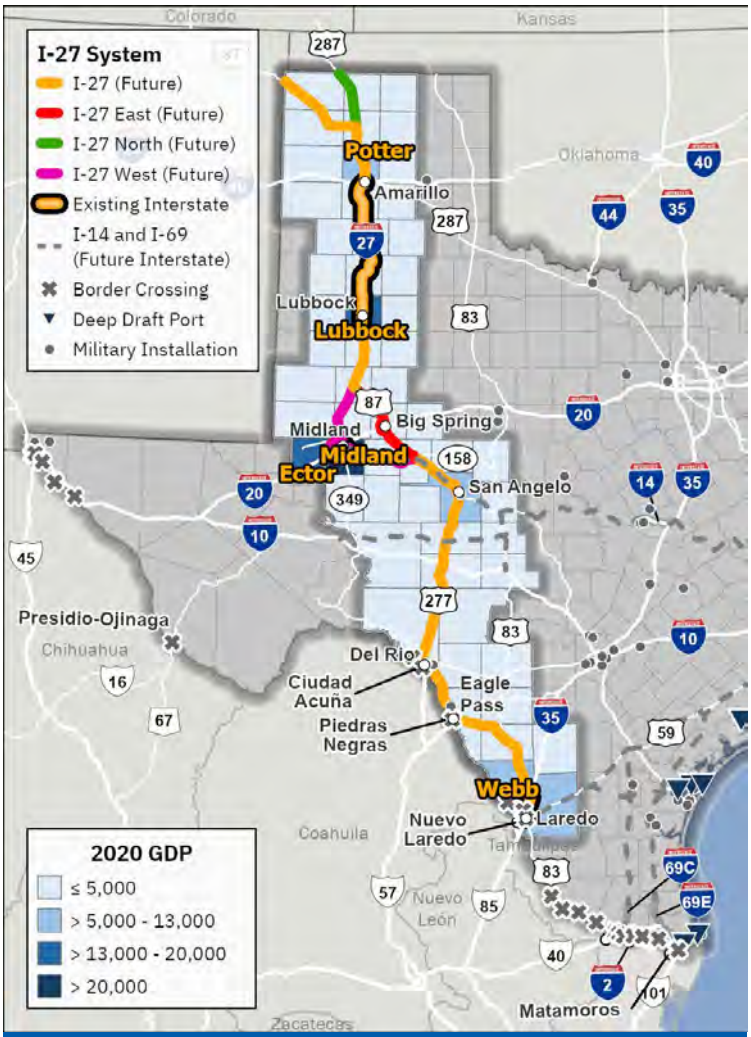


Figure 14. I-27 System in Texas 2020 GDP

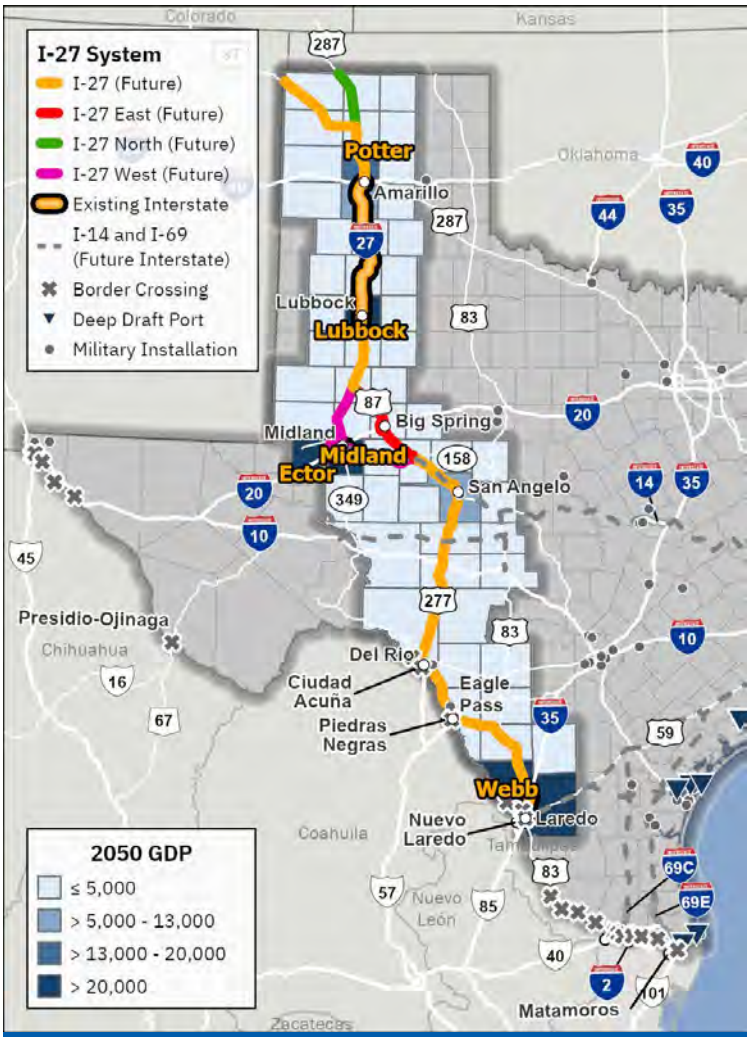


Figure 15. I-27 System in Texas 2050 GDP

2.4.3 Employment

There were 895,000 jobs in 2020 in the 56-counties within the I-27 System Region, with the highest numbers found in Lubbock, Webb, Midland, Ector, and Randall counties. Employment in the I-27 System Region has exhibited steady growth over the last 30 years, with growth primarily located in the main population centers, while many of the rural counties lost jobs over the last three decades.

Economic activity in the I-27 System Region is focused in three primary areas: agriculture, energy, and cross-border trade. In addition to these three main industries, robust health care, retail, and food/accommodation service employment exists through the I-27 System Region. Major employers include school districts, hospitals, manufacturing, energy and agricultural producers, and support industries. There are also large government and military employers, including Laughlin Air Force Base, Goodfellow Air Force Base, and the Texas Department of Criminal Justice. Total employment in the I-27 System Region is forecasted to increase by 17 percent between 2020 and 2050, from approximately 895,000 to 1 million, as shown in **Figure 16 and 17**.

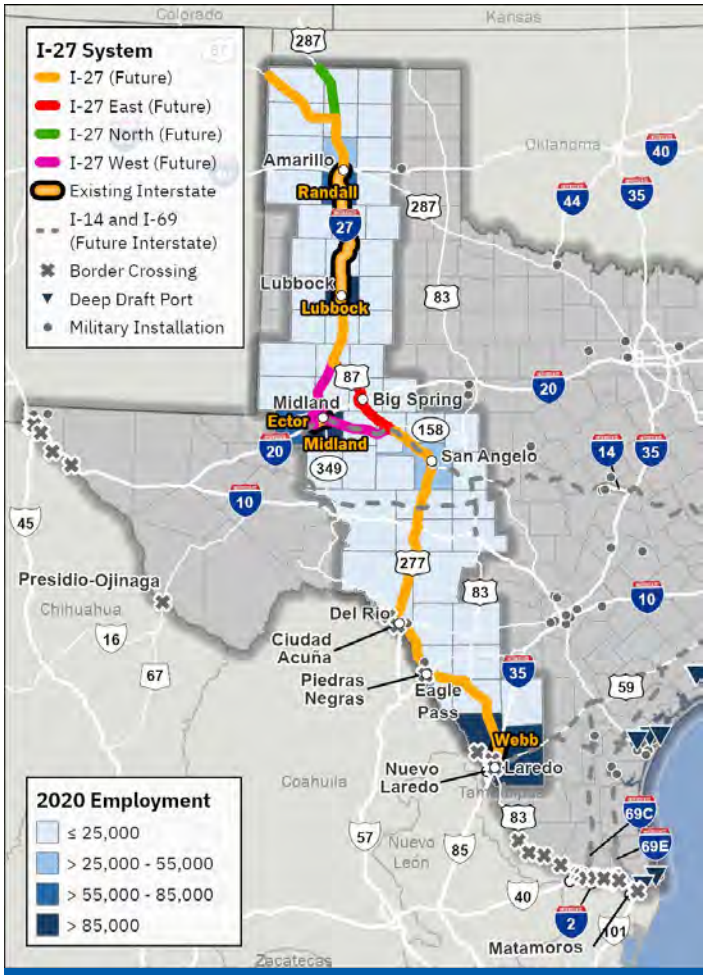


Figure 16. I-27 System in Texas 2020 Employment by County

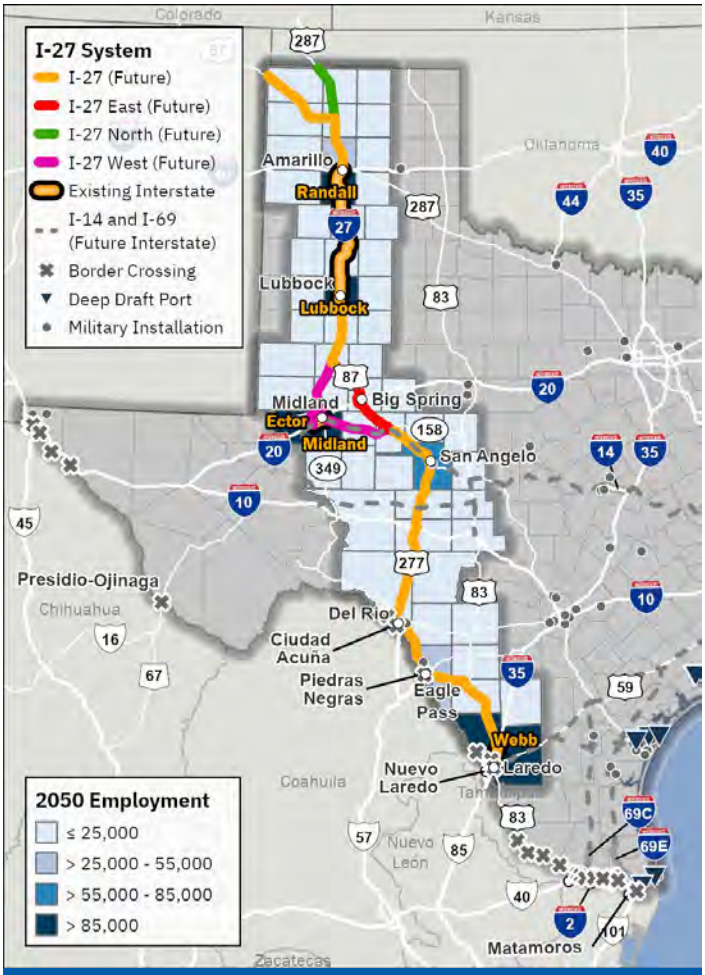


Figure 17. I-27 System in Texas 2050 Employment by County

2.4.4 Major Industries

The major industries in the I-27 System Region are agriculture, energy production, and international trade. Industry within the northern portion of the Region is centered primarily around agriculture, agriculture processing, and the transportation of natural resources, as well as manufacturing. Animal production is the highest concentrated industry in this area, comprising 35 percent of the state's jobs in this industry. Industry within the middle of the Region, which includes the Permian Basin, an active oil and gas production area, is centered around the extraction and transportation of natural resources, including minerals, oil, and natural gas. Industry and employment in this region are some of the fastest growing in the state. Industry in the southern part of the Region centers around transportation and public administration, with a concentration on public health, justice, public order, and safety, and the extraction and transportation of natural resources. All areas of the I-27 System Region have strong retail, health care, education, food, and accommodation economies.

Forecasted major industries are projected to continue to be similar to existing conditions, which is dominated by government and trade, transportation, and utilities, followed by resources and mining, manufacturing, professional and business services, and leisure and hospitality. Employment by industry from 2020 to 2050 can be seen in **Figures 18 and 19**.

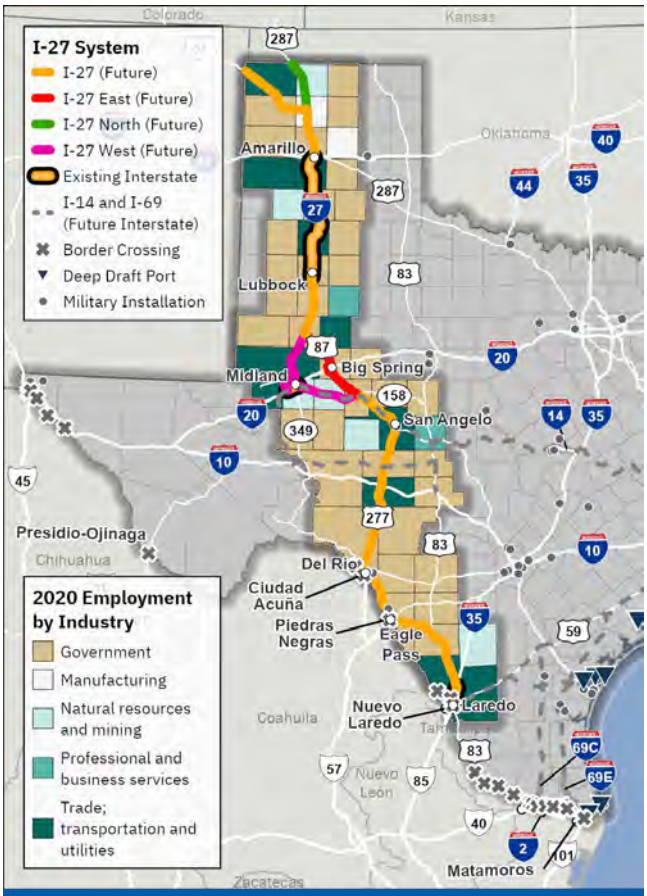


Figure 18. I-27 System in Texas 2020 Employment by Industry

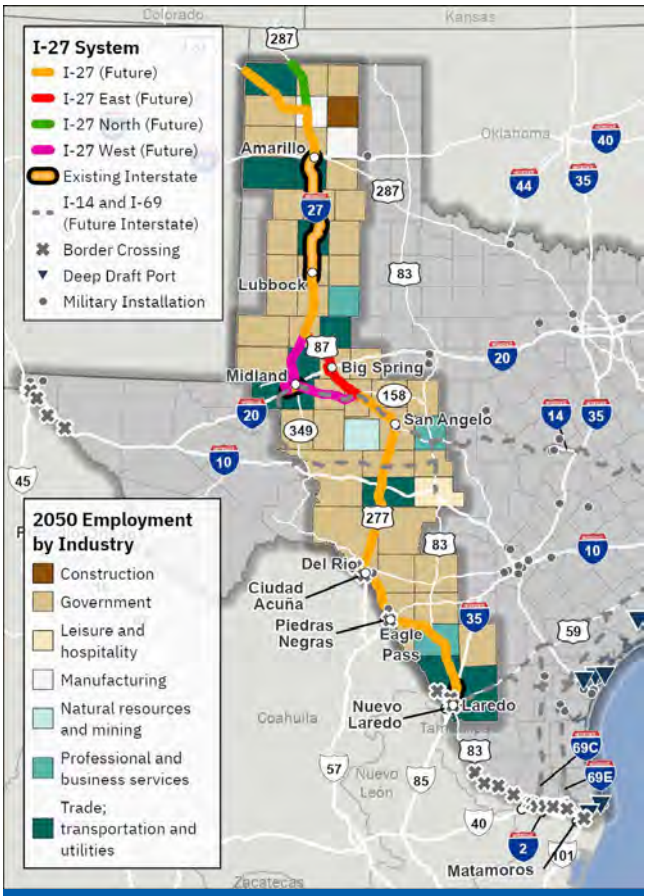


Figure 19. I-27 System in Texas 2050 Employment by Industry

2.5 Existing (2018) and Forecasted (2050) Freight Trends

Freight is made up of products created in factories, cultivated in fields, extracted from the ground, or exchanged in foreign trade. The business sectors of energy, agriculture and cross-border trade are critical components of the regional economy and are active throughout the I-27 System Region, with concentrations in different segments. Freight data for the I-27 System Region was obtained from the Transearch and American Transportation Research Institute (ATRI) databases.

There were 41.9 million tons of freight moved within the 56-county region in 2018, as shown in **Figure 20**. Freight movement along the I-27 System is projected to nearly double by 2050 and grow to 74 million tons of freight moved, shown in **Figure 21**. Counties in the I-27 System Region ship out more freight than they receive, and freight between counties within the System is the highest amount by tonnage. The counties with the highest tonnage of originating or terminating freight tend to be those that include urban areas (Potter, Lubbock, Midland, and Webb Counties) and along the existing I-27 System. Freight tonnages are also higher in the counties that border Mexico. While rural counties along the System have lower tonnage volumes, the I-27 System is key for connecting these counties to other markets.

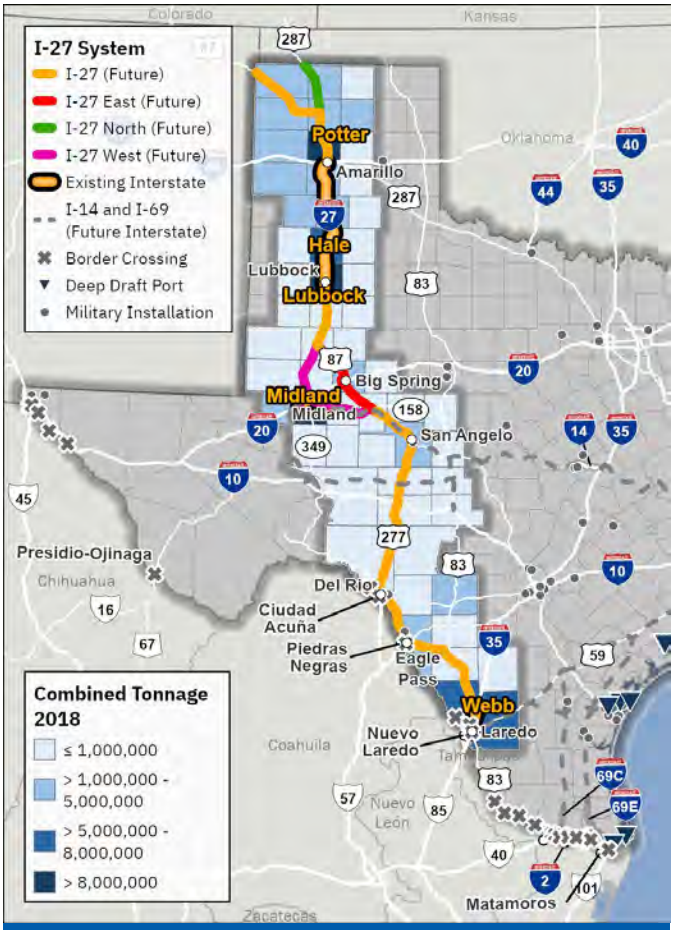


Figure 20. I-27 System in Texas 2018 Combined Freight Tonnage

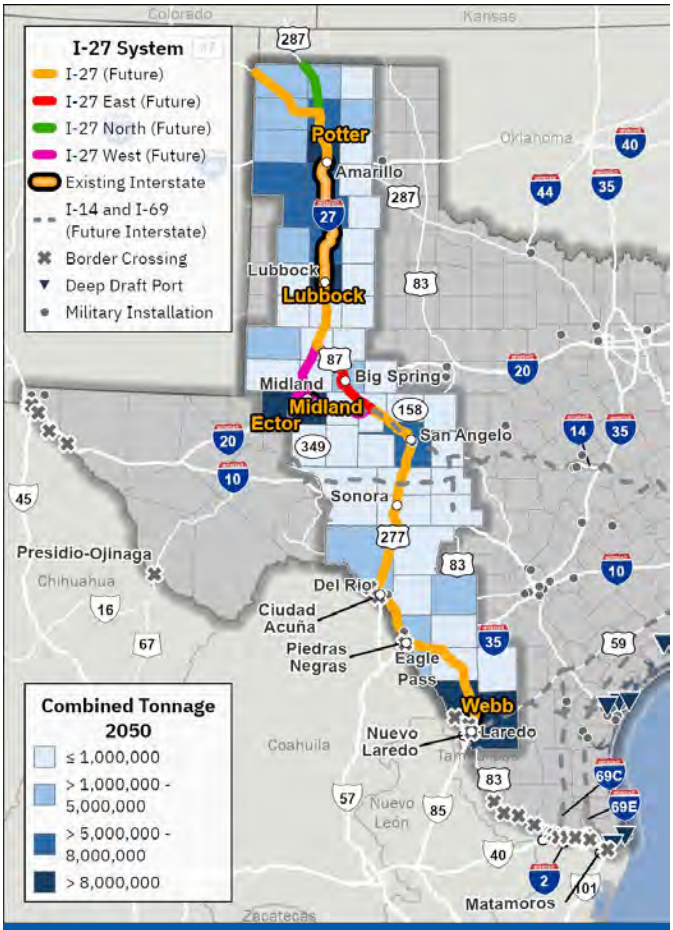


Figure 21. I-27 System in Texas 2050 Combined Freight Tonnage

2.6 Existing Safety Conditions

This section discusses the results of the safety analysis for crash data obtained from TxDOT's Crash Records Information System (CRIS). There were 29,724 total crashes along the I-27 System between 2014 and 2021. Sixty-six percent were urban crashes and 34 percent were rural crashes. Recorded crashes were primarily privately owned vehicles (POV) (84 percent), while commercial motor vehicles (CMV) accounted for 16 percent of the total number of crashes. This is higher than the 6.5 percent statewide average percentage for CMV collisions within the state of Texas. Total crash data for I-27 System is shown in **Figure 22**.

29,724 TOTAL CRASHES

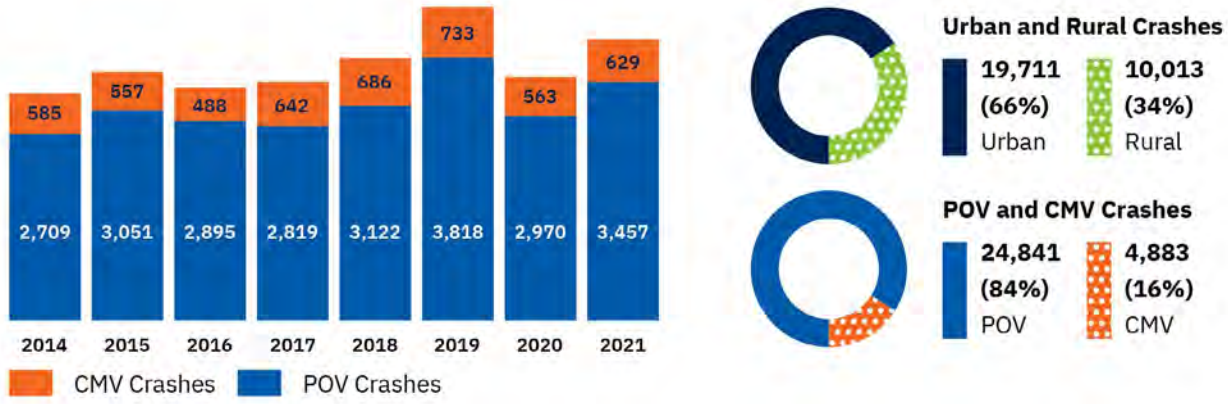


Figure 22. I-27 System in Texas Crash Rate Data from 2014-2021

Statewide traffic crash rates for various types of roadway facilities for 2021 are shown in **Table 3**.

Table 3. TxDOT Statewide Traffic Crash Rates 2021

HIGHWAY SYSTEM	US HIGHWAYS	
	Rural	Urban
Interstate	57.38	158.85
U.S. Highway	69.83	194.80
State Highway	88.30	226.87
Farm-to-Market	115.91	244.01
ROAD TYPE	**TRAFFIC CRASHES PER 100 MILLION VEHICLE MILES**	
Two-Lane, Two-Way	96.14	208.50
Four or more lanes – Divided	60.36	167.97
Four or more lanes - Undivided	99.56	316.62

There were 383 fatal crashes along the I-27 System between 2014 and 2021. 246 involved POVs and 137 involved CMVs. Eighty-four percent of CMV fatal crashes occurred in rural areas while 16 percent occurred in urban areas. **Figure 23** shows densities for all crashes along the I-27 System between 2014 and 2021. **Figure 24** shows crash densities for all fatal crashes during that same time period. Three major hotspots were identified on the I-27 System, in the Midland/Odessa area, Lubbock, San Angelo, Laredo, and Amarillo. The *I-27 System in Texas Existing & Future Conditions Report* presents more information on the safety conditions along the I-27 System in Texas.

Figure 23. I-27 System in Texas Crash Density 2014-2021

Figure 24. I-27 System in Texas Fatal Crash Density 2014-2021

2.7 Existing (2018) and Forecasted (2050) Traffic Conditions

This section presents the key findings from the analysis of the existing traffic conditions and the forecasted scenario for the year 2050 along the I-27 System. The analysis was based on the RID, the TxDOT Statewide Analysis Model (SAM), Statewide Traffic Analysis and Reporting

System II (STARS2), and the National Performance Measure Research Data Set (NPMRDS). The findings presented in this section are summarized from the *I-27 System in Texas Existing & Future Conditions Report*. More detailed analysis and information can be found in that report.

2.7.1 Existing and Forecasted Total Traffic Volumes

Along the I-27 System routes overlap other routes either within cities or along sections between cities. This network configuration has important implications to the levels of traffic carried on sections of the System. Wherever overlapping routes occur, traffic volumes will be higher than adjacent sections where one route stands alone. Also, multiple routes often overlap within cities and towns. Thus, urban traffic volumes, even in small urban areas, are substantially higher than adjacent rural areas due to the combined effect of overlapping rural routes and local urban traffic. Some cities and towns divert some through traffic to an alternate route, thus separating urban traffic from through traffic. As shown in **Figure 25**, the I-27 System carried an average of 10,600 vehicles per day in 2018. Average Annual Daily Traffic (AADT) is anticipated to grow approximately 67 percent across the System from 2018 to the year 2050. **Figure 26** shows the highest percentage of traffic growth is projected to occur in the southern portion of the I-27 System in Laredo.

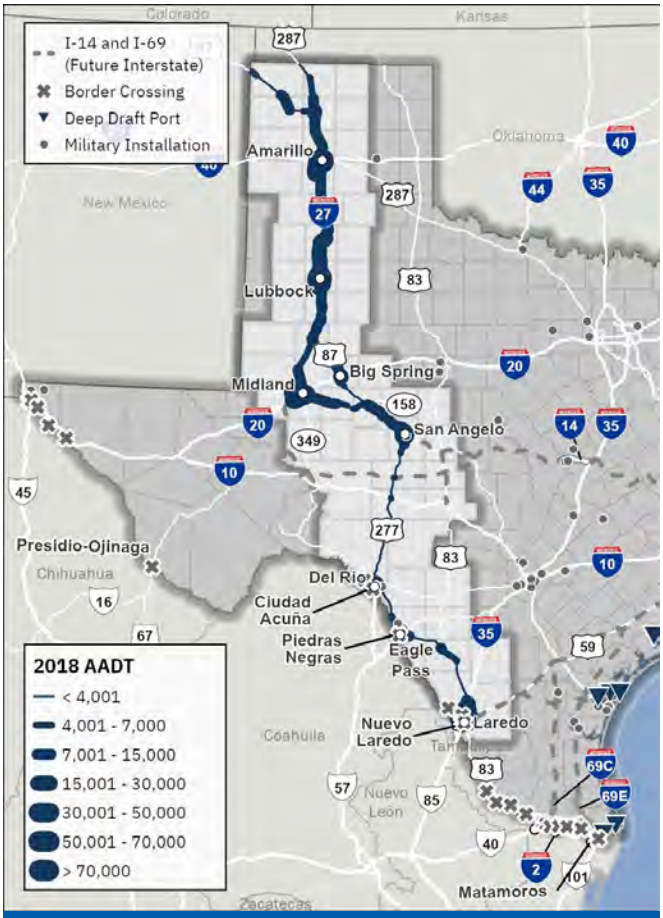


Figure 25. I-27 System in Texas 2018 Average Annual Daily Traffic

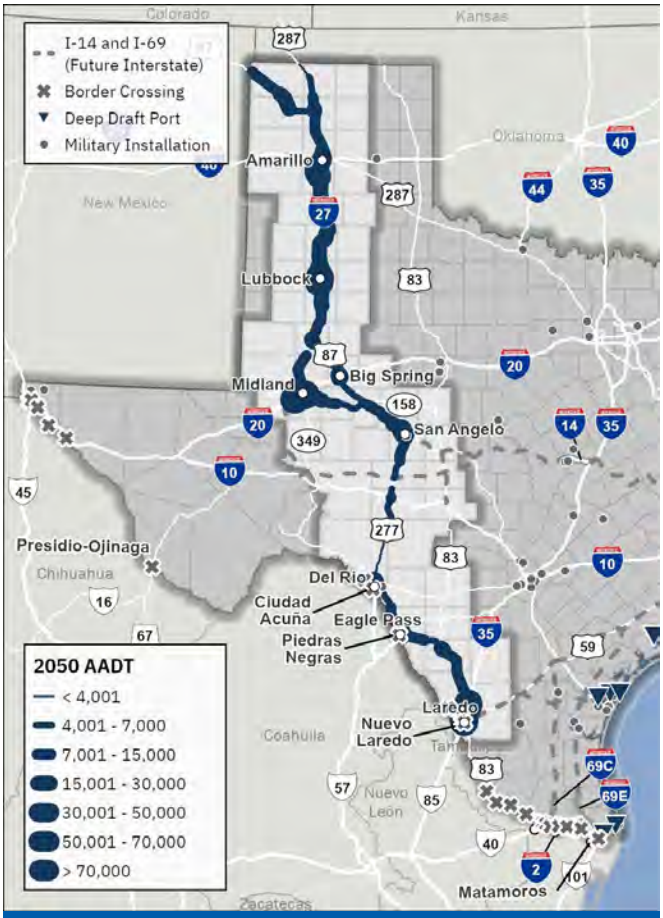


Figure 26. I-27 System in Texas 2050 Average Annual Daily Traffic

2.7.2 Existing (2018) and Forecasted (2050) Truck Traffic Volumes

Figure 27 shows the truck volumes along the I-27 System in 2018. Truck vehicle counts vary across the I-27 System. In general, populated areas with more economic activity have more truck freight. Truck traffic is higher north of San Angelo than in the southern half of the System. Truck traffic also spikes near Lubbock. **Figure 28** shows truck volumes forecasted for 2050. Average daily truck traffic is anticipated to grow approximately 73 percent across the overall System from 2018 to 2050.

The percentage of trucks also varies along the I-27 System, with areas of high industrial and/or commercial activity generating higher percentages of trucks. Notable spikes in truck traffic percentages are located north of Amarillo, between Sterling City and Midland and Big Spring, between Sonora and Del Rio, and Eagle Pass and Laredo. These areas of high truck percentages and count may relate to locations of international trade, agricultural transportation, and supplies to the energy sector. The top segment for truck traffic is along US 287 where for 7.83 miles, 73.4 percent of the traffic is trucks.

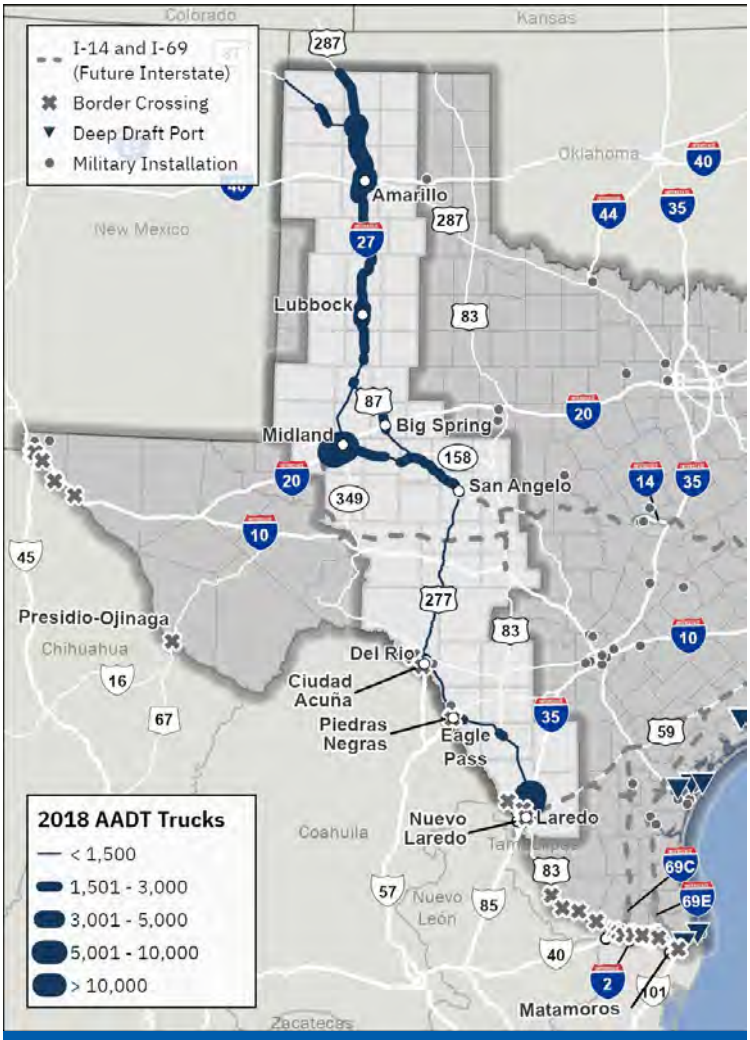


Figure 27. I-27 System in Texas 2018 Truck Volumes

Figure 28. I-27 System in Texas 2050 Truck Volumes

CHAPTER 3

Stakeholder Engagement and Public Outreach

3 Stakeholder Engagement and Public Outreach

Stakeholder engagement and public outreach is the cornerstone of TxDOT's development of the I-27 System in Texas Implementation Plan. It was critical for TxDOT to effectively communicate, coordinate, and engage a wide variety of participants, including potentially impacted stakeholders and the public through this planning initiative.

3.1 Stakeholder Groups

TxDOT engaged stakeholders, elected officials, local planning organizations, and advisory boards to provide progress updates and gather input on the implementation plan. Outreach included listening sessions with stakeholders, workshops with Metropolitan planning organizations (MPOs), RPOs, and the I-27 Advisory Committee; Coordination with the Border Trade Advisory Committee, TxDOT Bicycle/Pedestrian Advisory Committee, and The Texas Freight Advisory Committee, binational coordination with stakeholders in Mexico; and public presentations, interactive maps, and online surveys.

Stakeholders representing various industries, local governments, and regional planning organizations along the I-27 System in Texas included the following:

- Agricultural industry (3)
- Chambers of commerce (23)
- Counties (54)
- Economic development corporations (19)
- Municipalities (30)
- MPOs (5)
- Oil and gas industry (28)
- Ports (6)
- Regional councils (6)
- Rural planning organizations (2)
- Transit services (18)
- Trucking industry (32)
- Bike/Pedestrian Organization (2)

3.2 Stakeholder Listening Sessions

In May 2023, TxDOT conducted six virtual listening sessions with stakeholders via Microsoft Teams to inform them about the project and gather input. Listening sessions were offered for the north, central, and southern regions of the I-27 System. The delineation of the regions used for the listening sessions is shown in **Figure 29**. The presentation included an overview of the existing and future conditions, infrastructure, demographic and economic data, freight, safety and traffic conditions in the I-27 System Region. The study team explained the key steps for developing an implementation strategy and the general project approach. The team incorporated targeted questions throughout the presentation to gather stakeholder input using Mentimeter and ended the session with an open discussion.

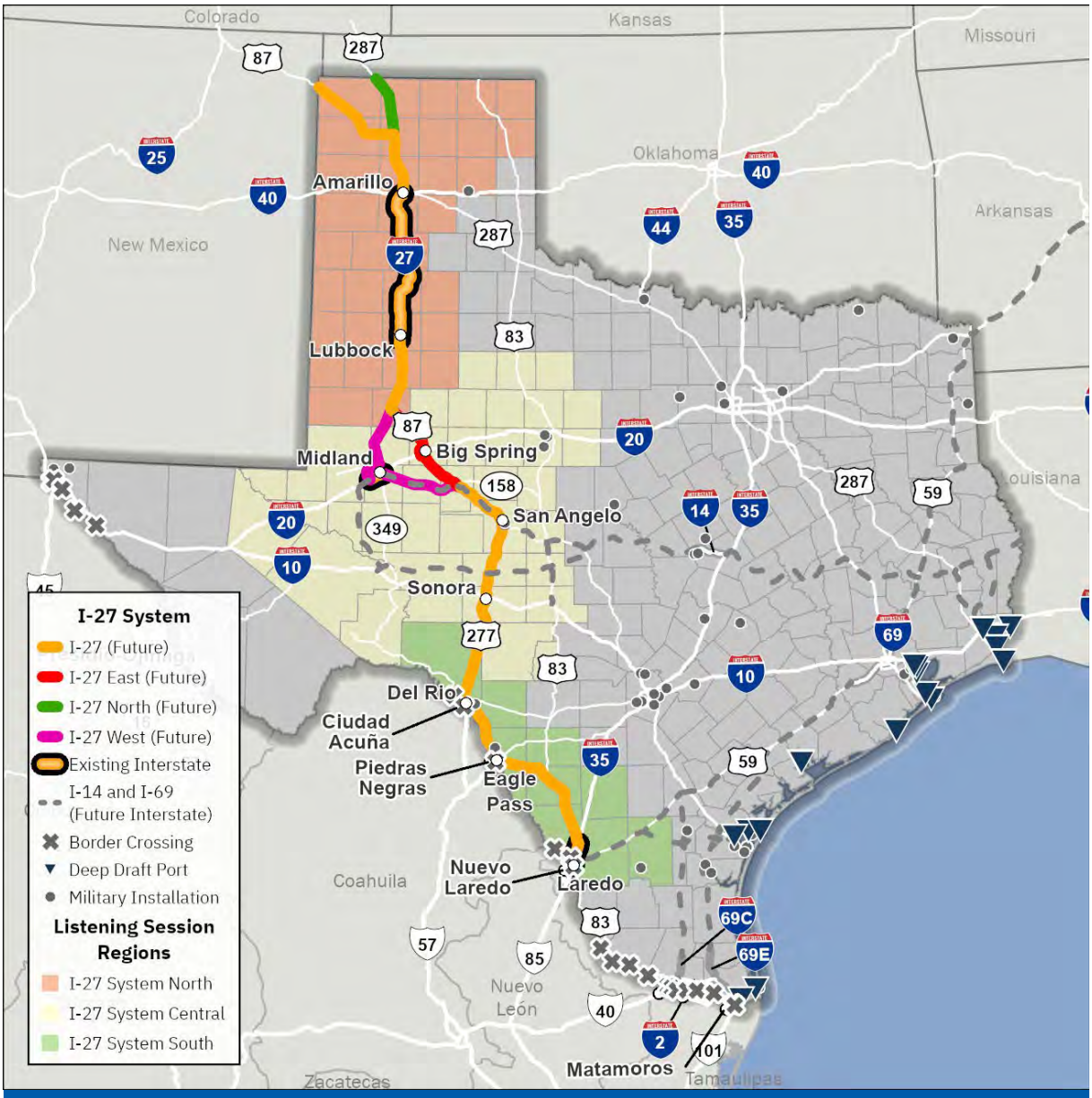


Figure 29. I-27 System in Texas Listening Session Regions

Table 4 shows the questions asked at each section and summarizes the most common feedback stakeholders provided in answering the questions asked during the listening sessions.

Table 4. Questions and Answers from I-27 System in Texas Listening Sessions

LISTENING SESSION QUESTION	MOST COMMON ANSWERS
Question 1 What are some benefits of having an interstate highway system in your region?	• Safety • Economic development • Connectivity • Enhanced supply chain and logistics access to and from major trade markets • It helps with commerce, safety, and energy security • Development of interconnecting road
Question 2 What are some challenges in having an interstate highway system in your region?	• Enhanced access for supply chain and logistics operations supporting industry • Converting our roads into interstate standards while allowing our traffic still to be mobile • Acquiring ROW • Funding • Environmental impact
Question 3 Where are key industries that you expect the Ports-to-Plains system to serve in the near- and long-term?	• Trade • Agriculture • Oil & gas • Trucking • Education • Construction
Question 4 How do you anticipate the Ports-to-Plains system will impact freight movement?	• Improved travel times • Improved safety • Increase efficiency • Increase movement • Cost savings
Question 5 What safety and operational enhancements do you believe are needed along the Ports-to-Plains system of roadways?	• Safety improvements • Bypassing populated cities, keeping heavy truck traffic out of populated areas • Wide medians • Controlled access • No 2-way frontage roads

3.3 Metropolitan and Rural Planning Organizations

Coordination with MPOs and RPOs occurred throughout the study. MPO and RPO representatives were invited to the listening sessions. In addition, TxDOT presented the overall implementation strategy and plan to each MPO and RPO during their respective Policy Committee meetings in September and October 2023. The presentation included information about the I-27 System, planned and programmed projects, stakeholder outreach, prioritization schedule, multi-modal considerations, and funding. MPOs and RPOs were encouraged to provide feedback about the strategy and implementation plan. Each MPO and RPO was also invited to the workshops that were held in December 2023 with the TxDOT districts to provide their feedback on the implementation timeframes of the Future Interstate Sections (FIS) and City Location Studies (CLS).

South Plains RPO Meeting in Lubbock on August 18, 2023

3.4 I-27 Advisory Committee

A policy recommendation of the 2020 *Ports-to-Plains Corridor Interstate Feasibility Study* was the formation of an the I-27 Advisory Committee. Texas Senate Bill 1474, which was signed by Governor Abbott on June 15, 2021, created the I-27 Advisory Committee. The purpose of the I-27 Advisory Committee is to provide TxDOT with information on concerns and interests along the Ports-to-Plains Corridor and to advise TxDOT on transportation improvements impacting the Corridor.

Throughout the preparation of the I-27 System in Texas Implementation Plan, TxDOT updated the I-27 Advisory Committee on the Plan's progress. TxDOT provided a presentation on the implementation plan at I-27 Advisory Committee meetings held in April and November 2023. TxDOT conducted a workshop at the I-27 Advisory Committee meeting on April 11, 2024. The workshop gave I-27 Advisory Committee members the opportunity to provide input on each FIS and CLS. The I-27 Advisory Committee's feedback and suggestions were included in the final prioritization of projects for this Implementation Plan.

On June 15, 2021, the Governor signed Texas Senate Bill 1474 to establish the I-27 Advisory Committee to provide TxDOT with information on concerns and interest along the Ports-to-Plains Corridor and to advise TxDOT on transportation improvements impacting the Corridor.

I-27 Advisory Committee Meeting in Lubbock on April 11. 2024

3.5 Binational Coordination

Due to the I-27 System in Texas' importance to international trade with Mexico, TxDOT engaged the stakeholders in Mexico for input and feedback on the I-27 System in Texas Implementation Plan. State and Local officials from the state of Coahuila and officials from Del Rio and Eagle Pass met with TxDOT in December 2023. TxDOT presented the I-27 System in Texas and provided data on the trade impacts at the Texas/Mexico border. As shown in **Figure 30**, between Laredo and Acuña, the United States corridor parallels with Mexico for 178 miles. This includes three ports of entry, three international corridors, and three Mexican seaports. Throughout the presentation, attendees were invited to collaboratively mark-up roll plots and map boards that were set up throughout the meeting site to identify existing infrastructure characteristics, areas of need, and future planned improvements in Mexico. Strong support of the collaboration between TxDOT and Mexico was received from the delegates representing the Mexican states.

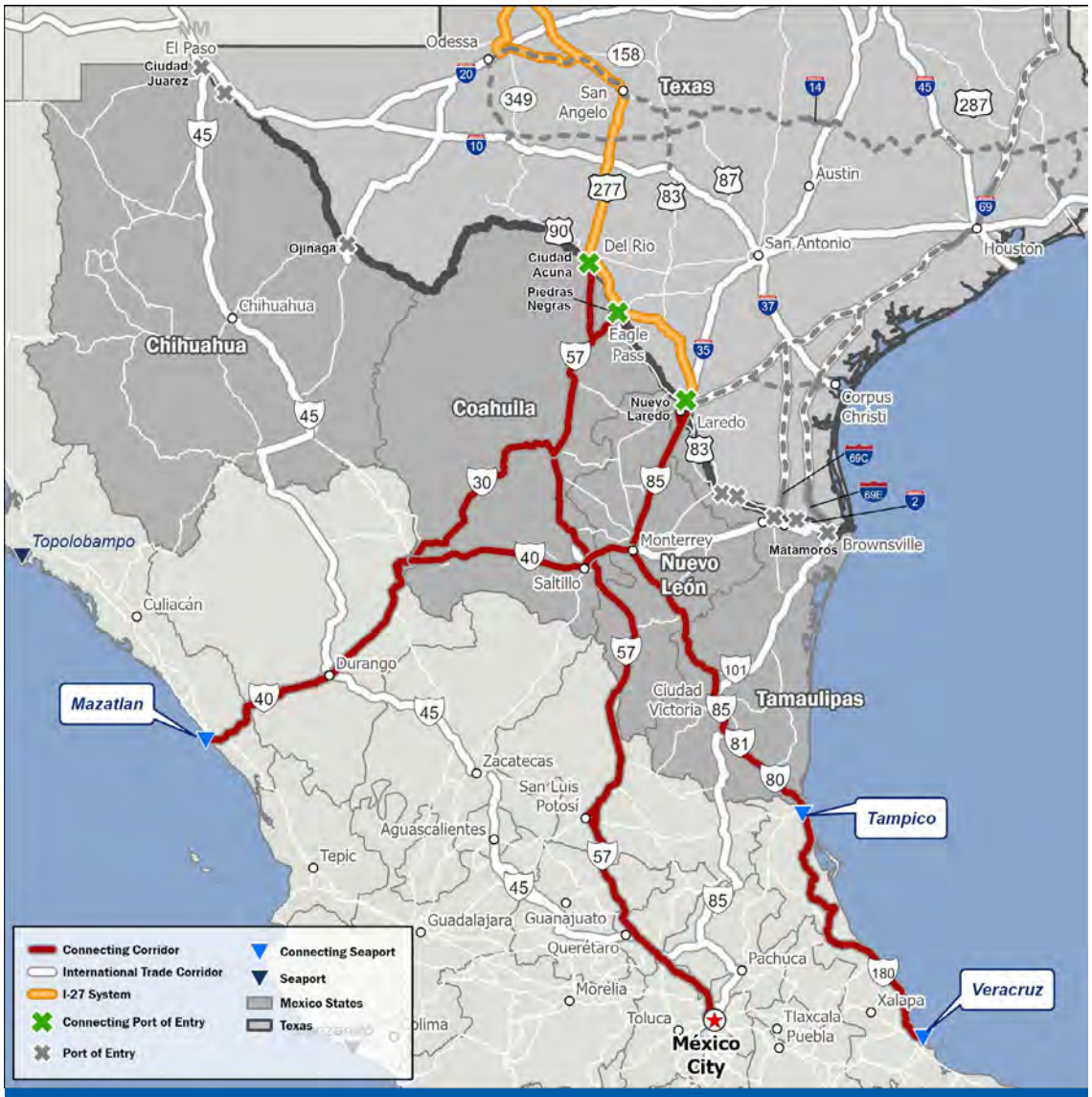
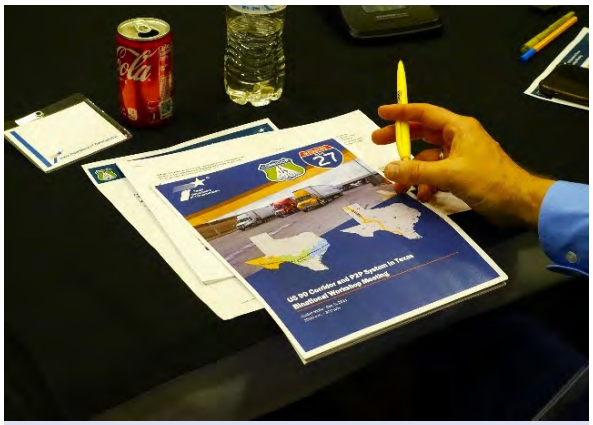
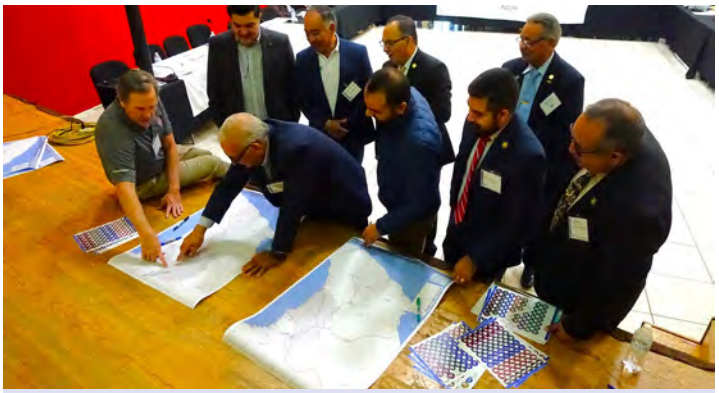


Figure 30. I-27 System in Texas Connecting Corridors with Mexico



Meeting Materials at the Binational Meeting



Receiving Stakeholder Feedback at the Binational Meeting in Ciudad Acuna on December 5, 2023.

3.6 Public Outreach

An online interactive website was developed to engage the public and provide information about the I-27 System in Texas. In August 2023, TxDOT solicited feedback from residents, businesses, agencies, commuters, and organizations through an interactive corridor map where feedback and input along and near the corridor could be provided. An online public survey was also used to gather public experience along the I-27 System and receive their suggestions for improvements.

TxDOT advertised the website through TxDOT.gov, emails to stakeholders, and through social media. A total of 348 map-based comments and 304 survey responses were received through the website. Comment responses from the interactive map were compiled into categories to display what the most common feedback was for the I-27 System. **Figure 31** shows the breakdown of the categories with connectivity and access being the most mentioned comment.

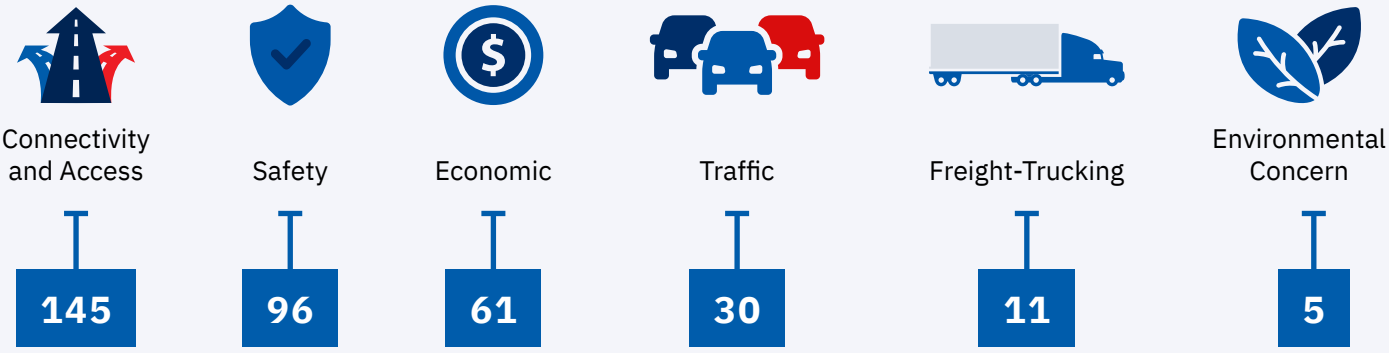


Figure 31. Most Common Map Responses for I-27 Needs

In addition to public experience along the I-27 System in Texas, the public was asked to indicate the benefits of having an interstate system. The results can be seen in **Figure 32**, with improvements to connectivity, safety, and mobility being the top response with improvement of travel time and reducing travel time cost being a close second.

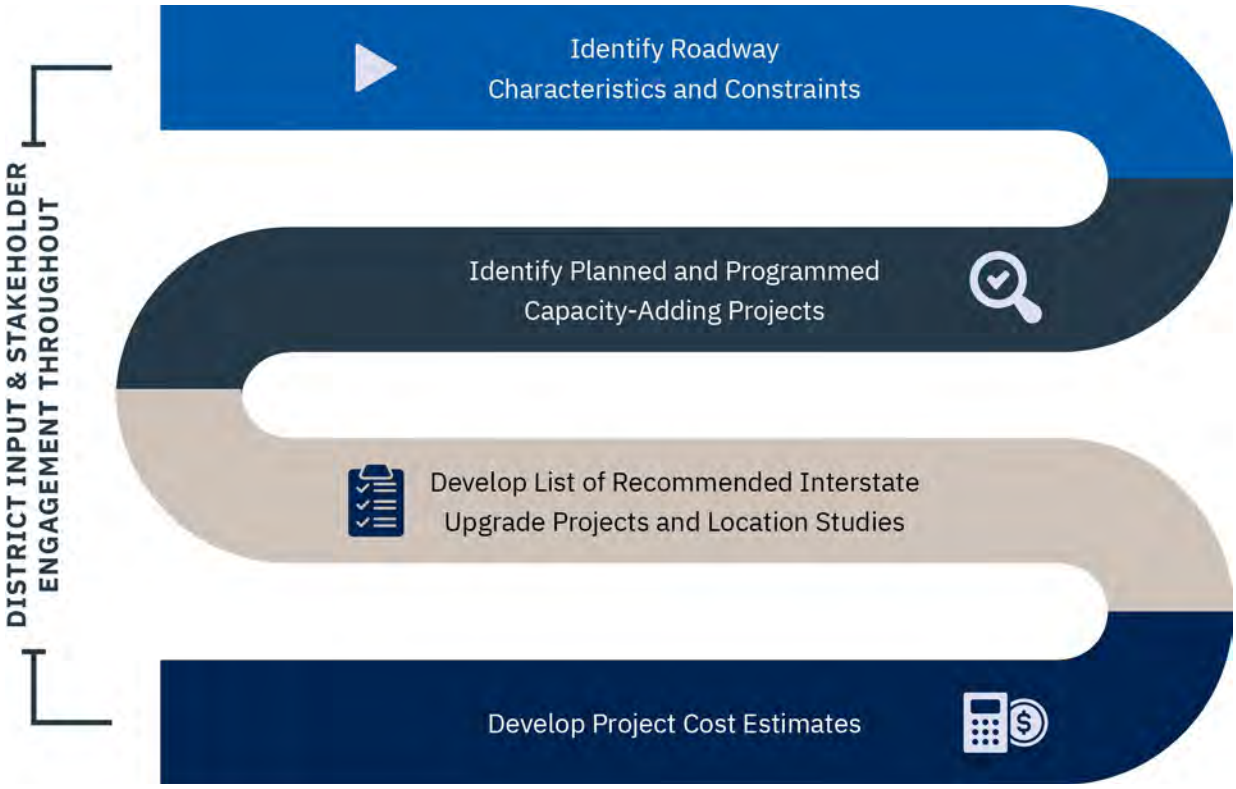
Figure 32. Benefits of Having an Interstate Highway System Survey Results

CHAPTER 4

Implementation Strategy

4 Implementation Strategy Approach

This Chapter summarizes the overall approach and steps used to develop the I-27 System in Texas Implementation Plan.



TxDOT evaluated data from the existing and forecasted conditions as the first step in developing the Implementation Plan. Then, a thorough review was conducted of existing TxDOT and MPO plans and studies to determine any projects, programs, or initiatives that could factor into the planning and project development of the I-27 System.

Planned and programmed added capacity projects were identified along the I-27 System. These projects were listed in TxDOT's Project Tracker, the 2024 UTP, the MPO Metropolitan Transportation Plans (MTP), and the RPO Transportation Plans. The projects were reviewed with each TxDOT district who provided feedback about areas along the I-27 System where anticipated improvements were likely and where issues might occur, such as with topography constraints. The MTPs and RPO Transportation Plans reviewed are listed in **Table 5**.

Table 5. Metropolitan and Rural Transportation Plans Reviewed

PLANNING ORGANIZATION	TRANSPORTATION PLAN
Amarillo MPO	Amarillo Metropolitan Transportation Plan 2020-2045
Laredo MPO	Laredo Metropolitan Transportation Plan 2020-2045 Update. 2024
Lubbock MPO	Lubbock Metropolitan Transportation Plan 2024-2050
Panhandle Regional Planning Commission	Panhandle Regional Planning Commission Title IV Plan. 2017
Permian Basin MPO	Forward 45 Metropolitan Transportation Plan (2045 MTP)
San Angelo MPO	Moving People and Things Through and Within San Angelo 2045
South Plains Regional Planning Commission	The South Plains: 5-Year Regionally Coordinated Transportation Plan

To evaluate and prioritize sections of the future interstate, the corridor was divided into 13 FISs. Each section was identified with logical end points to meet federal requirements for advancing through environmental clearance. CLSs were identified in areas where further study is necessary to determine the route of the future interstate as it approaches a city. Districts provided feedback on the FISs and CLSs through workshops conducted in the fall of 2023.

The following tenets were utilized when planning the I-27 System in Texas:

- **Obtain** interstate designations as quickly as possible – inventory and evaluation of existing infrastructure to see if there are sections that already meet interstate standards.
- **Build** from existing interstate highways (I-20, I-35), not just radiate from existing I-27.
- **Prioritize** project planning to interstate standards in areas that connect to an existing interstate – avoid project planning that may create an island of a project with the inability to add to the system.
- **Identify** 4-lane highway sections (undivided and divided) that are also adjacent to existing interstate highways for initial phase of planning and development.
- **Identify** areas warranting a CLS.
- **Avoid** federal and tribal lands.

Coordination with other concurrent TxDOT planning studies occurred throughout the planning process. The *I-14 System in Texas implementation Plan* was developed concurrently with the *I-27 System in Texas Implementation Plan*. Sections of I-20, SH 158, and US 87 within the Odessa and San Angelo districts are shared by both the I-14 and I-27 Systems. Additionally, the US 90 corridor intersects the I-27 System at US 377 in Laredo District, so coordination occurred with the *US 90 Texas Corridor Study* planning process. The I-27 System also intersects with I-10, I-20, and US 82. Corridor Studies for those corridors were also being developed by TxDOT concurrently with the I-27 System in Texas Implementation Plan so coordination occurred with those planning efforts as well. To keep consistency with projects located within these areas, meetings with each of these teams were conducted. Goals, plans, and stakeholder engagement were also discussed with each team to ensure consistency across planning efforts.

TxDOT determined the timeframe when each phase of project development would begin for each FIS and CLS. The project implementation phases were prioritized into near-term (0 to 4 years), mid-term (5 to 10 years), and long-term (10+ years). The project implementation phases for each future interstate section included schematic/environmental; planning, specification, and estimates; right-of-way/utility relocation; and construction. In addition, for the CLS, TxDOT established a timeframe for when feasibility or route studies would occur, if such as study had not already been completed for that location.

TxDOT developed cost estimates and determined the Statewide Connectivity Ranking (SCR) for each FIS as well. Project implementation phasing of the FISs and CLSs and the SCR of the FISs was based on TxDOT district feedback, stakeholder input, evaluation using the Corridor Evaluation Tool (CET), interstate and intermodal compatibility, project readiness, and alignment with current projects. The *I-27 System in Texas Recommendations Report* details the ranking methodology.

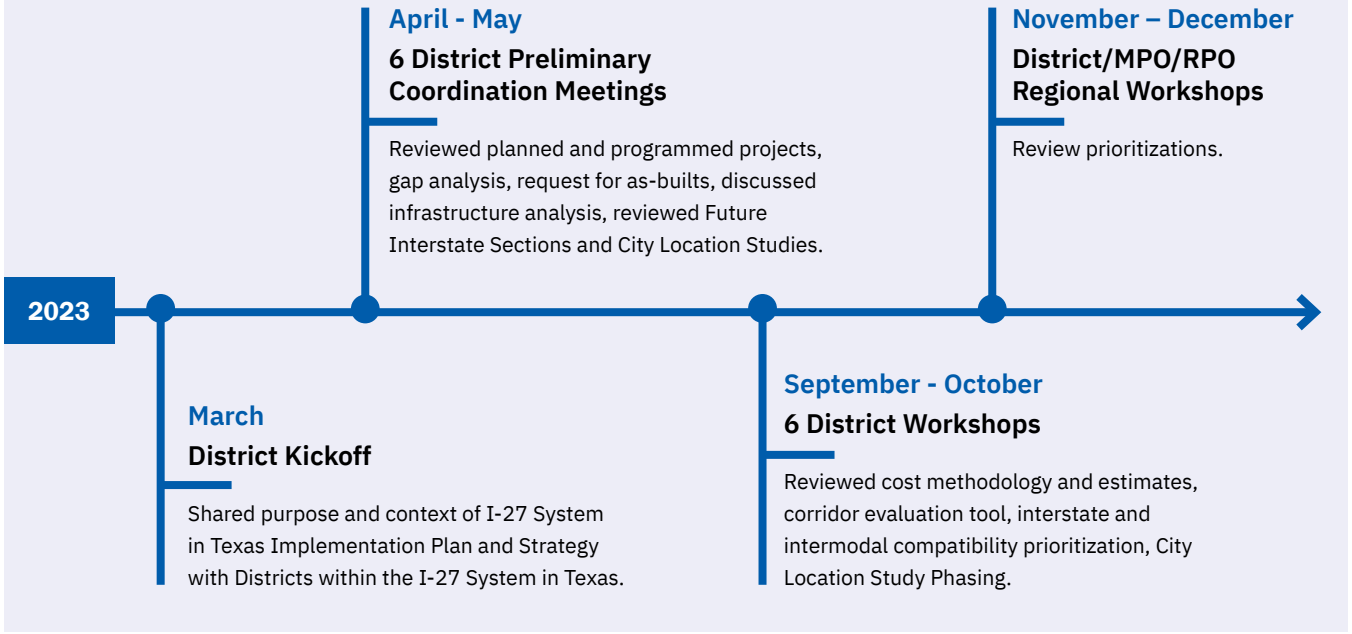
4.1 TxDOT District Engagement

TxDOT Districts along the I-27 System include Amarillo, Lubbock, Abilene, Odessa, San Angelo, and Laredo. District coordination was conducted throughout the study. Meetings with these districts were held in October 2022, March 2023, April 2023, May 2023, and September/October 2023. Districts were provided information about the overall implementation study, planned and programmed projects, gap analysis, evaluation methods to determine FISs and CLSs, and stakeholder input. Feedback from the districts was incorporated into the FIS and CLS project development phasing timelines and FIS rankings discussed in this Implementation Plan.

Once the FISs were determined, the results of the interstate and intermodal compatibility analysis were reviewed with each district. Districts provided valuable information for the study, including naming conventions, information about plans along the future interstate sections, district specific data that would influence timeframes and costs, and recommendations for statewide ranking.

In addition to the other district meetings mentioned previously, workshops with the districts, MPOs, and RPOs were held in November and December 2023. The focus of the workshops was to determine timeframes for FIS, CLSs in their areas of the I-27 System. The feedback received from the districts, MPOs, and RPOs guided the implementation timeframes for each FIS and CLS. **Figure 33** outlines the district, MPO, and RPO engagement timeline.

Figure 33. Engagement Timeline for Districts, MPOs, and RPOs



TxDOT provided information about the I-27 System in Texas Implementation Plan to the following TxDOT Advisory Committees:

- I-27 Advisory Committee
- Freight Advisory Committee
- Border-Trade Advisory Committee
- Bicycle and Pedestrian Advisory Committee

4.2 Existing Plans and Studies

Completed and ongoing statewide TxDOT plans and studies were reviewed to ascertain any projects, programs, or initiatives that could factor into the planning and implementation of the I-27 System. **Table 6** provides the list of the studies and plans reviewed.

Table 6. Studies and Plans

PLAN OR STUDY NAME	COMPLETION DATE
2050 Statewide Transportation Report	2024
TxDOT 2023-2027 Strategic Plan	2022
Weigh-in-Motion and Vehicle Classification Strategic Plan	TBD
Texas Delivers 2050 (Texas Freight Mobility Plan)	2022
Freight Infrastructure Design Considerations	2021
Economic Role of Freight in Texas	2021
Permian Basin Freight and Trade Transportation Plan	2020
Texas Rail Plan	2019
Texas Electric Vehicle Infrastructure Plan	2022
Cooperative Automated Transportation Strategic Plan	2022
Statewide Truck Parking Study	2020
Truck Parking Recommendations Action Plan	2020
Bicycle Tourism Trails Study	2018
Texas-Mexico Border Master Plan	2021
Ports-to-Plains Corridor Interstate Feasibility Study	2020
US 67/US 87 Relief Route Study	2020
US 277 Sonora Safety Route Study	2020

The *I-27 System in Texas Review of Previous Plans and Studies Report* provides more details on the elements of these plans that were used to inform the development of the I-27 System in Texas Implementation Plan.

4.3 Review Planned and Programmed Projects

Planned and programmed added capacity projects within the I-27 System provide potential opportunities to facilitate the implementation of the interstate upgrade along the existing roadway network. Therefore, data was compiled on planned projects along the I-27 System by TxDOT and the five MPOs by reviewing the UTP and the MTP for the Amarillo, Lubbock, Permian Basin, San Angelo, and Laredo MPOs.

4.4 Gap Analysis

The existing mainlane configuration was evaluated to identify mainlanes that currently meet the interstate criteria. Sixteen percent of the I-27 System currently meets the interstate criteria where the corridor overlaps with existing interstates including existing I-27, I-35, and I-20.

Next, TxDOT conducted a gap analysis by using GIS layers through ArcGIS to gather details on the roadway configuration of the network that makes up the I-27 System, including:

- Proposed I-27 roadway network
- Existing interstate facilities
- Planned or programmed projects
- Less than four lane facilities
- Four-lanes or more undivided facilities
- 4+ lane divided facilities

For the purposes of the analysis, a gap was defined as a location where the existing roadway is not an interstate (I-20, I-27, and I-35) or where there are no planned or programmed projects that will upgrade the existing roadway to the interstate standard. The results of the gap analysis are shown in **Figure 34**.

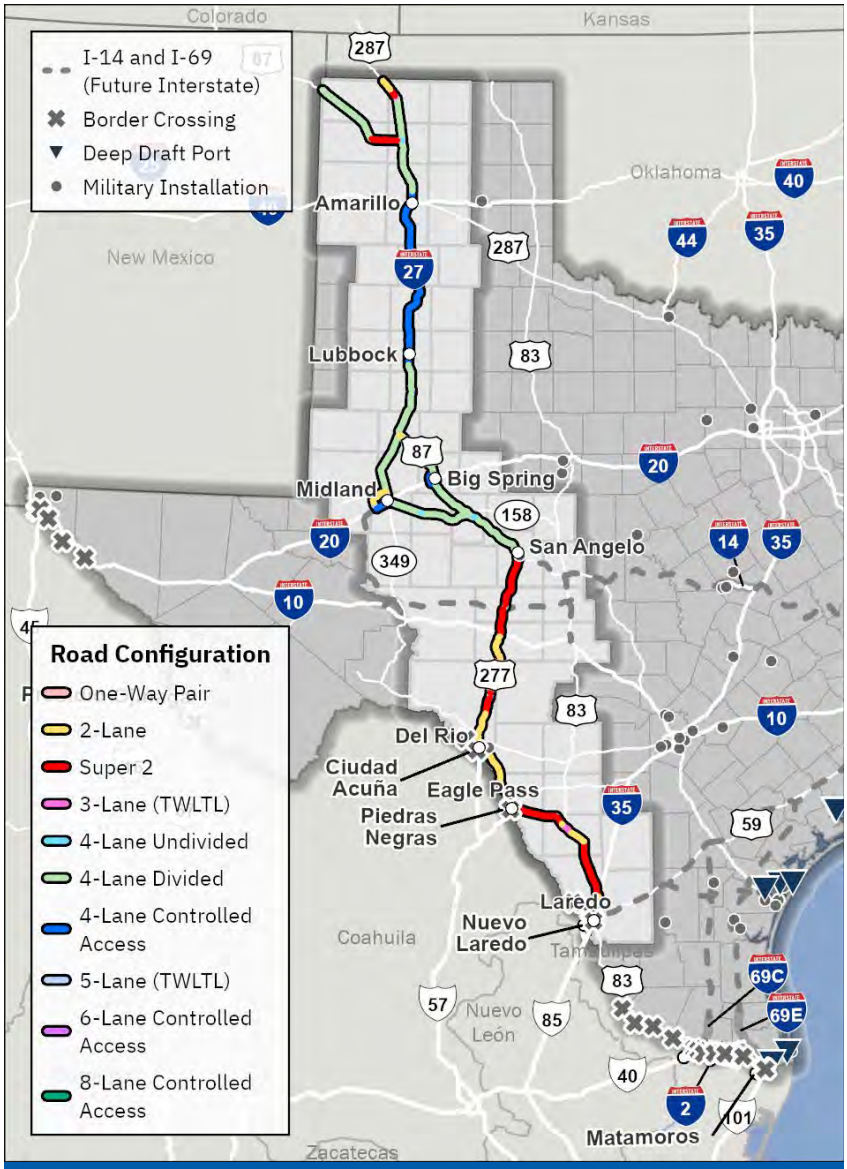


Figure 34. I-27 System in Texas Gap Analysis and Roadway Configuration

4.5 Delineation of Future Interstate Sections (FIS)

Thirteen FISs were defined based on termini that represent logical endpoints that are "stand alone" projects serving a distinct purpose. The FHWA defines logical termini for development as 1) as rational end for a transportation improvement, and 2) rational end points for a review of the environmental impacts. It is important to note that the limits of each FIS were not determined by district or by county limits meaning that coordination between districts for prioritization was required when an FIS traversed more than one district. **Figure 35** shows the thirteen FISs.

The naming convention for each FIS was based on the Control Section Jobs (CSJ) downloaded from TxDOT Open Data Portal. The lowest CSJ within the geographic limits of each FIS was used as the identifier for each FIS in the format as XXXX-XX. An FIS spanning multiple districts may be labeled with a CSJ number outside the district it passes through, if that was the lowest CSJ number in the sequence within the FIS.

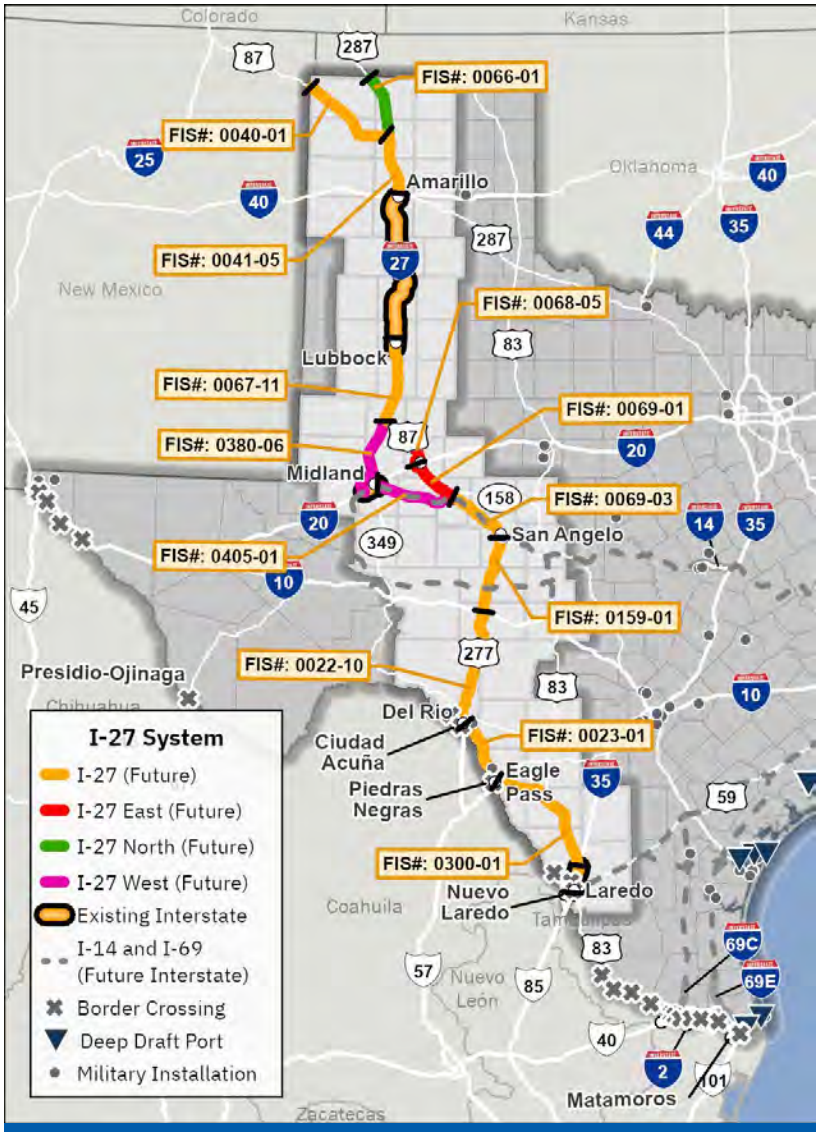


Figure 35. I-27 System in Texas Future Interstate Sections

4.6 Identification of City Location Studies (CLS)

Multiple cities exist along the I-27 System where the current highway traverses. As a result, the Ports-to-Plains Advisory Committee in the 2020 *Ports-to-Plains Interstate Corridor Feasibility Study* recommended TxDOT study the best location for the interstate route in these locations by evaluating the environmental impacts and working with the local stakeholders. Based on the recommendations of the Ports-to-Plains Advisory Committee and through coordination with the districts, it was determined where to recommend CLSs in this I-27 System Implementation Plan. **Figure 36** geographically depicts the areas where CLSs were determined to be necessary along the I-27 System.

The timing to initiate these location studies would be dependent on district prioritization, proximity of an area to a highway that is interstate or being upgraded to interstate standards, and local interest and support for a study. The location studies in this plan could also change over time. Districts should prioritize conduction of location studies in the near-term, barring any local sensitivities. The implementation phases for each CLS can be found in **Chapter 5** and **Appendix A**.

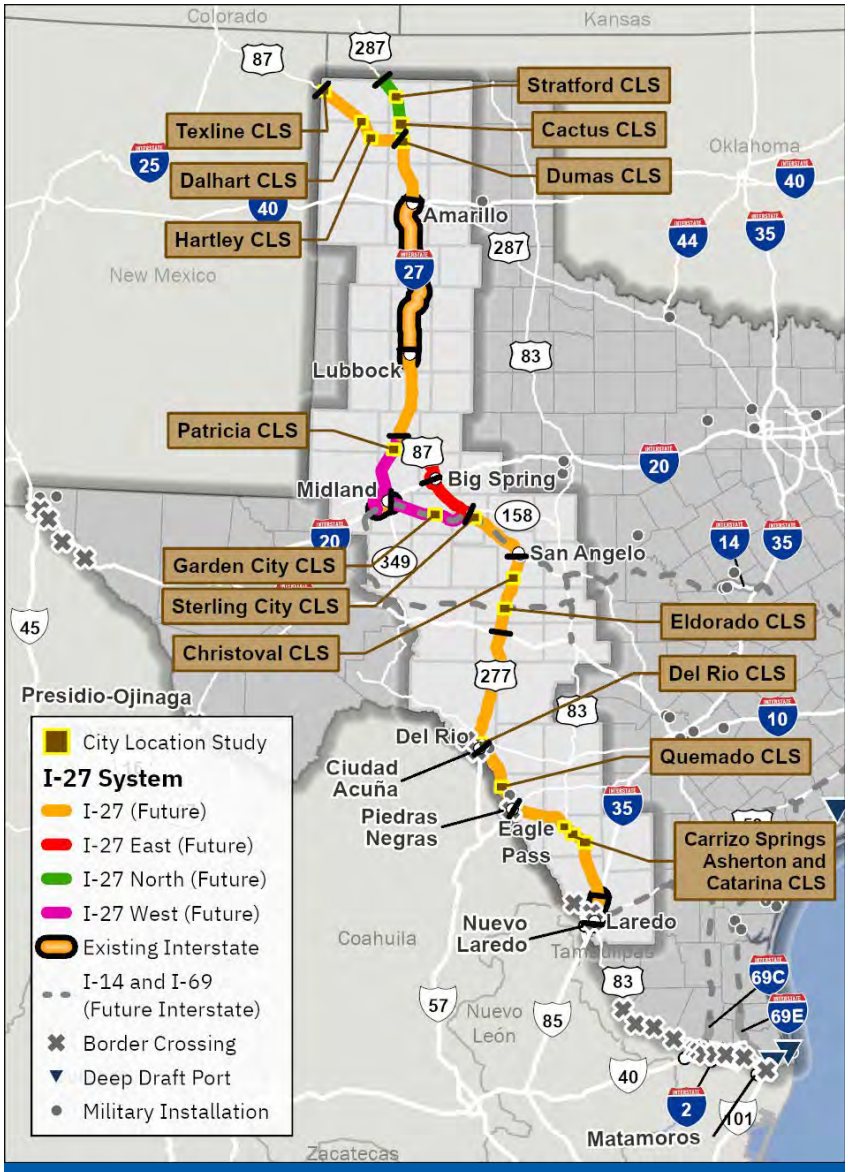


Figure 36. I-27 System in Texas City Location Studies

4.7 Interstate Connectivity (IC) and Multimodal Compatibility

A major component of determining the ranking of each FIS is its capacity to feasibly integrate into the existing Interstate Highway system with multimodal compatibility. The criteria considered to establish priorities for interstate shielding included the analysis of connections provided by each FIS between termini points and major access points including ports of entry, interstate highways, military facilities, and large urban cities. The intermodal compatibility was determined by analyzing the connections provided by each segment to either railway or airport facilities.

Once the major connections had been identified, the ranking of each FIS was systematically determined. Each FIS received a score of 1.0 point for providing connection at least at one endpoint of the FIS according to criteria for interstate shielding and intermodal criteria. If

an FIS provided a second qualifying connection at its endpoint, an additional 0.5 points was added to its ranking. For every additional qualifying connection according to the interstate or intermodal criteria, the FIS was awarded an additional 0.25 points to its ranking. This total score was used to determine an FIS's comparative ranking across the entire I-27 System. In some cases, multiple FISs obtained the same total score based on the qualifying criteria and thus resulted in equal priority in its ranking. The overall interstate connectivity (IC) ranking is shown in **Figure 37**.

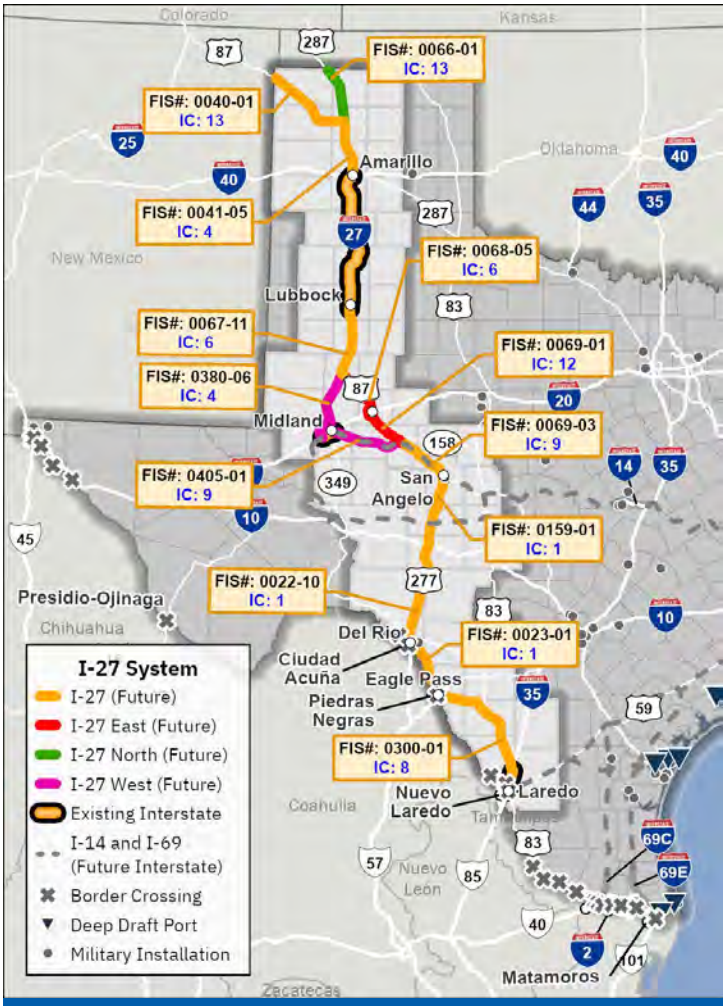


Figure 37. I-27 System in Texas IC Rankings

4.8 Corridor Evaluation Tool (CET)

TxDOT developed the Corridor Evaluation Tool (CET) to help streamline the corridor evaluation process by automating and normalizing readily available data. The CET uses a performance-based process with a series of 25 performance measures to evaluate and score discrete segments of a highway corridor. The CET identifies a "Level of Need" for each segment analyzed which allows for a comparison to determine the highest needs along a study corridor. The Level of Need is generated based on five performance areas, including pavement, bridge,

mobility, safety, and freight. The CET provides methodology on how to utilize, score, and rank the segments within the tool. It is recommended that three of the five performance areas be identified as "Emphasis Areas" for the corridor, relating to the highest priorities for the specific corridor being analyzed by the tool. Mobility, safety, and freight were identified as the Emphasis Areas on the I-27 System. The CET Results or overall performance needs ranking of each FIS is shown in **Figure 38**. **Figure 39** shows the overall combined results from the CET and the IC rankings for each FIS.

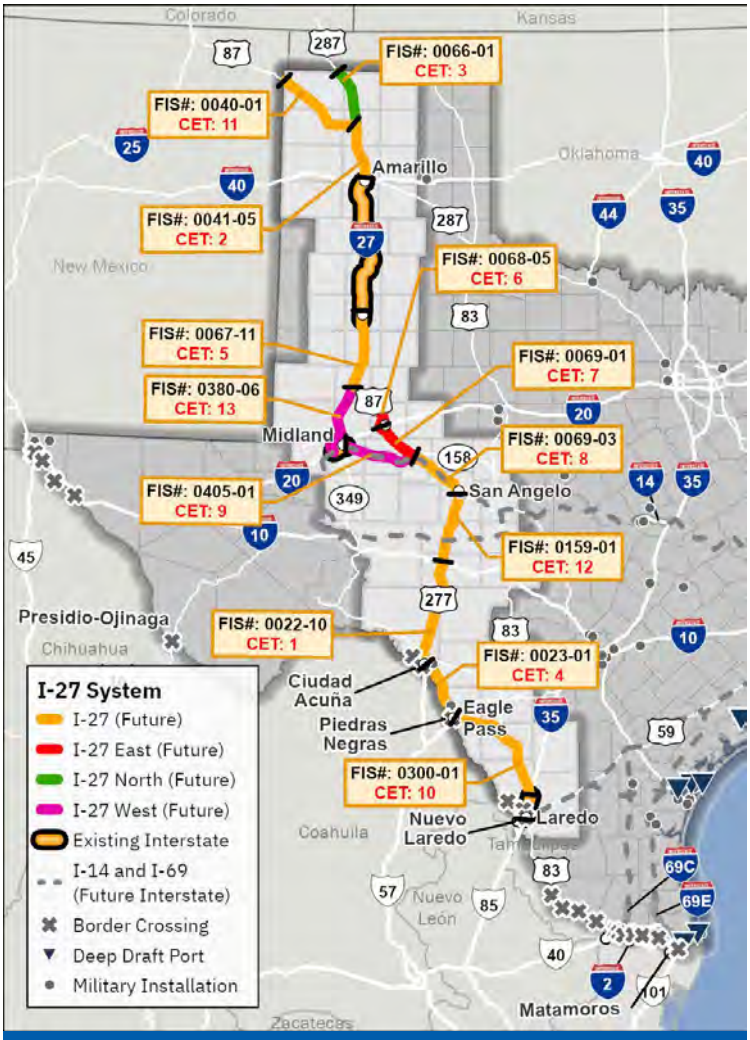


Figure 38. I-27 System in Texas CET Rankings

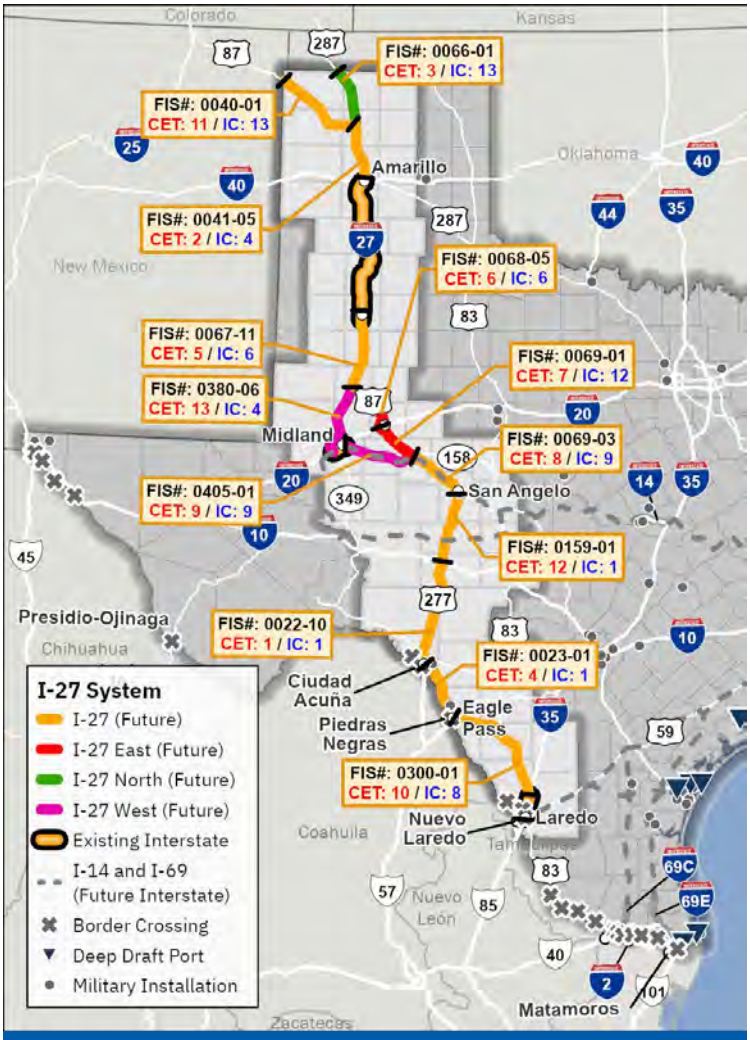


Figure 39. I-27 System in Texas CET and IC Rankings

4.9 Cost Estimate and Methodology

Pre-planning construction cost estimates were developed for the I-27 System in Texas. 2023 TxDOT district bid tabs, as well as recently completed projects within the districts were used to determine the cost estimates. The *I-27 System in Texas Cost Estimate Methodology Report* provides a detailed methodology including level of design, quantities and construction costs for the I-27 System.

The various topographic and geotechnical changes along the I-27 System, in addition to various population densities, cause significant price variations for labor and materials costs. Due to this variation, using a standard "per mile" costs would not be sufficient in capturing these changes. Instead, a sketch-level design was developed using Bentley ConceptStation software to roughly calculate the major quantities for the project and calculate the major quantities for the project to develop appropriate costs. ConceptStation is planning-grade software developed to assist engineers and planners in developing planning level designs and estimates.

The pre-planning-level cost estimates provided in this implementation plan for interstate upgrade projects are based on 2023 dollars, therefore cost estimates will need to be escalated at a reasonable inflation rate moving forward. This rate can range from the average increase shown by the Consumer Price Index (CPI) Inflation Calculator (3.85%), the FHWA Construction Cost Index (6.05% average over the last 10 years), or TxDOT's Highway Cost Index (6.25% average over the last 10 years).

It is assumed that a mainline interstate facility should be designed and built at a minimum of four mainlanes, as shown in **Figure 40**. As these existing roadways are evaluated for implementation upgrades to interstate design standards, their footprint will increase to meet those standards. The I-27 System total cost estimate for construction is $32.4 billion, the ROW cost estimate is $260 million, and the utilities cost estimate is $1.95 billion. The construction cost estimates for each FIS are located in **Appendix A**.

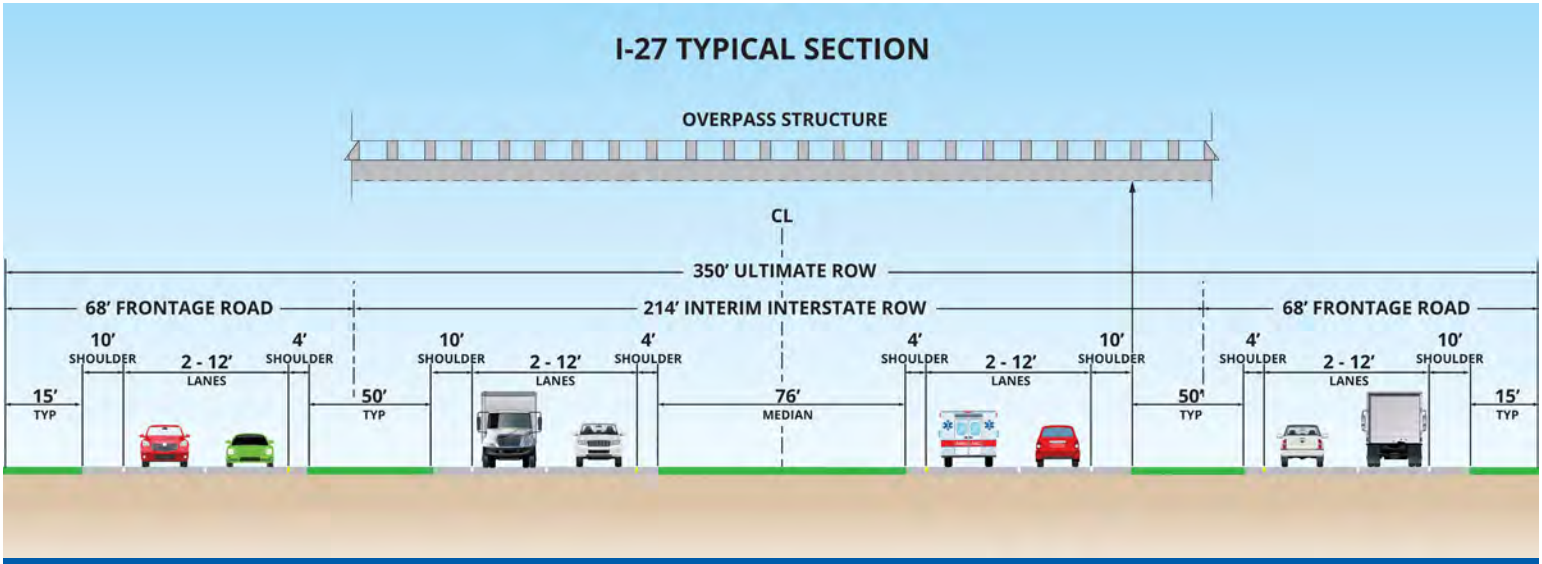


Figure 40. I-27 System in Texas Typical Section

CHAPTER 5

Implementation Plan

5 Implementation Plan

It will take decades to implement the I-27 System in Texas and to upgrade the highways comprising the I-27 System to interstate standards and sign with the interstate shield. However, through the steps taken as part of the implementation strategy described in **Chapter 4**, and in considering the input received from stakeholders and the public through this planning initiative, an implementation plan has been developed for the six districts within the I-27 System in Texas. **Appendix A** provides a map of the Statewide Connectivity Ranking (SCR) for each FIS and the implementation phasing for each FIS and CLS. This Implementation Plan also assigns each project development phase (schematic/environmental; planning, specification, and estimates; right-of-way/utility relocation; and construction) to the near-term (0 to 4 years), mid-term (5 to 10 years), and long-term (10+ years) for implementation. It assigns phases and timeframes for each CLS.

5.1 Project Development Process

TxDOT must engage in a series of development steps before construction can begin. These steps include planning/feasibility studies, environmental clearance/schematic design, final design, utility adjustments, and right-of-way acquisition as shown in **Figure 41**. Public involvement will include multiple opportunities for the public to review and provide input into specific project plans and studies to develop the I-27 System in Texas.

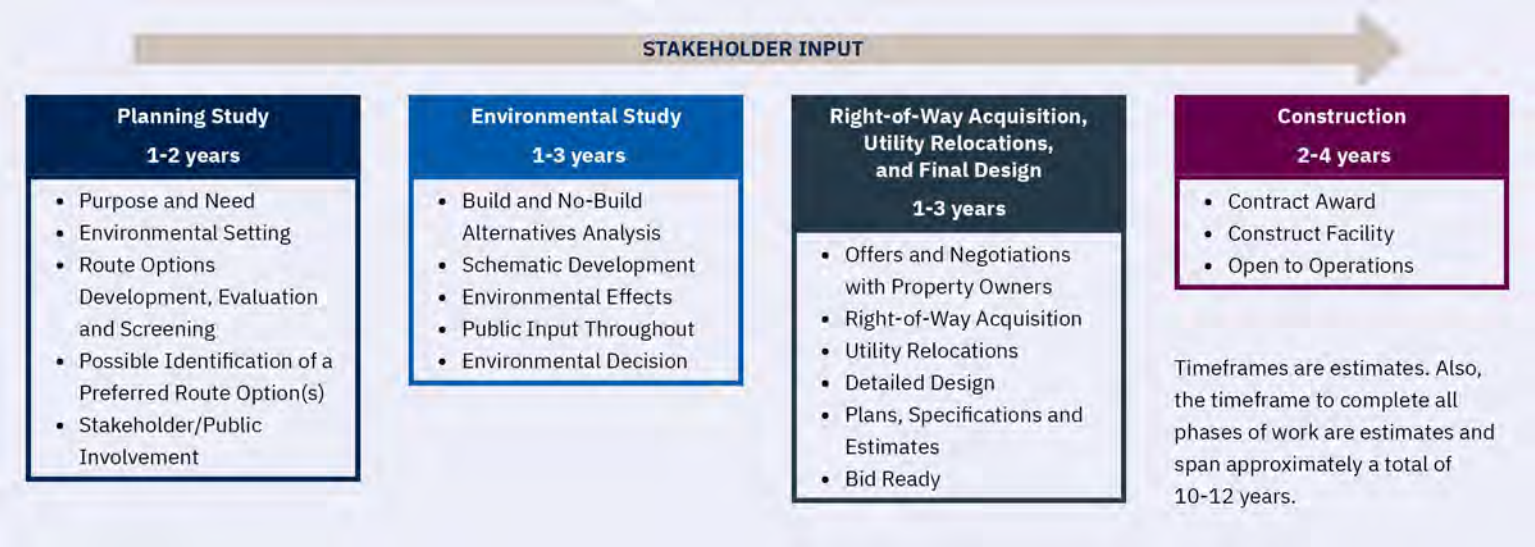


Figure 41. Project Development Process

Once highways within the I-27 System are constructed and upgraded to interstate standards, TxDOT will collaborate with the FHWA and the AASHTO Special Committee on United States Route Numbering to request that the highway be added to the Interstate Highway System. This process can take up to a year to be complete for each highway[1].

[1] Source: https://ftp.txdot.gov/pub/txdot/sla/education-series/interstate-highway-designation.pdf

5.2 Funding

Currently, no specific federal or state funding has been identified to build future interstate highway projects along the I-27 System. In order to advance through the implementation process, MPOs would need to amend their MTPs to include the I-27 System projects. MTPs, along with other long-term planning documents, provide a foundation for TxDOT to develop the UTP, which covers a 10-year planning horizon and guides the development of thousands of transportation projects across the state. The UTP is approved by the Texas Transportation Commission and projects in the UTP have Commission authorization for preliminary engineering work, environmental analysis, right of way acquisition, and design. Projects compete with all other Texas highway improvement projects for funding. There is a continual balance of competing interests throughout the state for new construction and maintenance and preservation. The annual project scoring system evaluates all projects prior to developing the UTP each year. Each project competes for funding during the annual project selection process in the UTP. Appendix A provides the list of projects in each district along the I-27 System with identified funding in the 2024 UTP.

The UTP is categorized by type of funding. The I-27 System UTP funding would come predominantly through Category 2, Category 4, and Category 12. Category 2 (Metropolitan and Urban Area Corridor Projects) addresses mobility and added capacity projects on urban corridors to mitigate traffic congestion, as well as traffic safety and roadway maintenance or rehabilitation. Projects must be located on the State Highway System. Category 4 (Statewide Connectivity Corridor Projects) include mobility and added capacity projects on major state highway system corridors which provide statewide connectivity between urban areas and corridors to create a highway connectivity network composed of the Texas Highway Trunk System, National Highway System, National Freight Network, and connections from those two systems to major ports of entry on international borders and Texas water ports. Category 12 (Strategic Priority) addresses projects with specific importance to the state, including those that improve: congestion and connectivity, economic opportunity, energy sector access, border and port connectivity, efficiency of military deployment routes or retention of military asses, and the ability to respond to both man-made and natural emergencies.

Projects outside the UTP (years 11-20+) have *Plan Authority*, which includes corridor or route studies, preliminary engineering, preliminary environmental review, and preliminary ROW and utility investigations. Projects in years 5-10 of the UTP have *Develop Authority*, which includes preliminary engineering, environmental clearance, ROW/utility clearance, and initial Plans, Specifications, and Estimate (PS&E) development. Projects in years 1-4 of the UTP have *Construct Authority*, which include final PS&E, environmental clearance, and ROW/utility clearance. Years 1-4 are closely aligned with the Statewide Transportation Improvement Program (STIP). Once a project is listed in an approved STIP, TxDOT's two-year letting schedule authorizes and administers its construction.

TxDOT districts, MPOs and local partners can also consider applying for various grant funding opportunities under the Bipartisan Infrastructure Law, to support the implementation of emerging technologies, bridge, and highway improvements, including and not limited to:

- Advanced Transportation Technologies and Innovative Mobility Deployment (also known as Advanced Transportation Technology and Innovation (ATTAIN) program)
- Accelerated Innovation Deployment Demonstration Program (AID)
- Bridge Investment Program
- Charging and Fueling Infrastructure Grants Program
- Infrastructure for Rebuilding America (INFRA) Grant funding for Nationally Significant Multimodal Freight and Highway Projects on the National Highway Freight Network
- Rural Surface Transportation Grant Program

5.3 Interstate Designation Request Process

Once a highway section is constructed to interstate standards, the process to request interstate designation from FHWA and AASHTO can begin. This process can take upwards of a year as there are many steps to be taken:

- Final acceptance of the construction projects by TxDOT
- Review applicable law, regulations and criteria
- Apply appropriate criteria and procedures
- Meet with FHWA officials to confirm design standards and the process to request interstate designation
- Data collection including design plans, traffic information, and crash data
- Perform interstate design criteria evaluation
- Documents results in a technical report for FHWA review
- Prepare AASHTO Route Numbering Application
- Await approvals from FHWA and AASHTO
- Prepare Minute Order for Texas Transportation Commission to add highway section as interstate to the State Highway System

5.4 Prioritization Process

A summary of the overall prioritization process for the FISs is shown in **Figure 42**. The SCR and the implementation summary for each phase of project development for each FIS and CLS is listed in **Table 7**. **Appendix A** contains a map of the I-27 System in Texas. The map shows the implementation timeframe for each phase of project development for each FIS and the SCR for each FIS as well as the implementation timeframe for each phase of project development for each CLS. **Figure 43** shows the Statewide Corridor Ranking for the FISs in the I-27 System in Texas.

Figure 42. I-27 System in Texas Overall Ranking

Table 7. Future Interstate Section Statewide Corridor Ranking and Implementation Timeframes

PROJECT PHASE	NEAR-TERM BEGINS WITHIN 4 YEARS	MID-TERM BEGINS IN 5 TO 10 YEARS	LONG-TERM BEGINS IN 10+ YEARS
Schematic (SCH)/Environmental (ENV)	5	7	3
PS&E	3	5	7
ROW/Utilities (UTL)	1	9	5
Construction (CST)	1	5	9
CLS	7	7	-
Total[1]	17	33	24

[1] FIS 0300-1 (Laredo District) is broken into 3 segments; one near-term, one mid-term, and one long-term (all phases performed in that term)

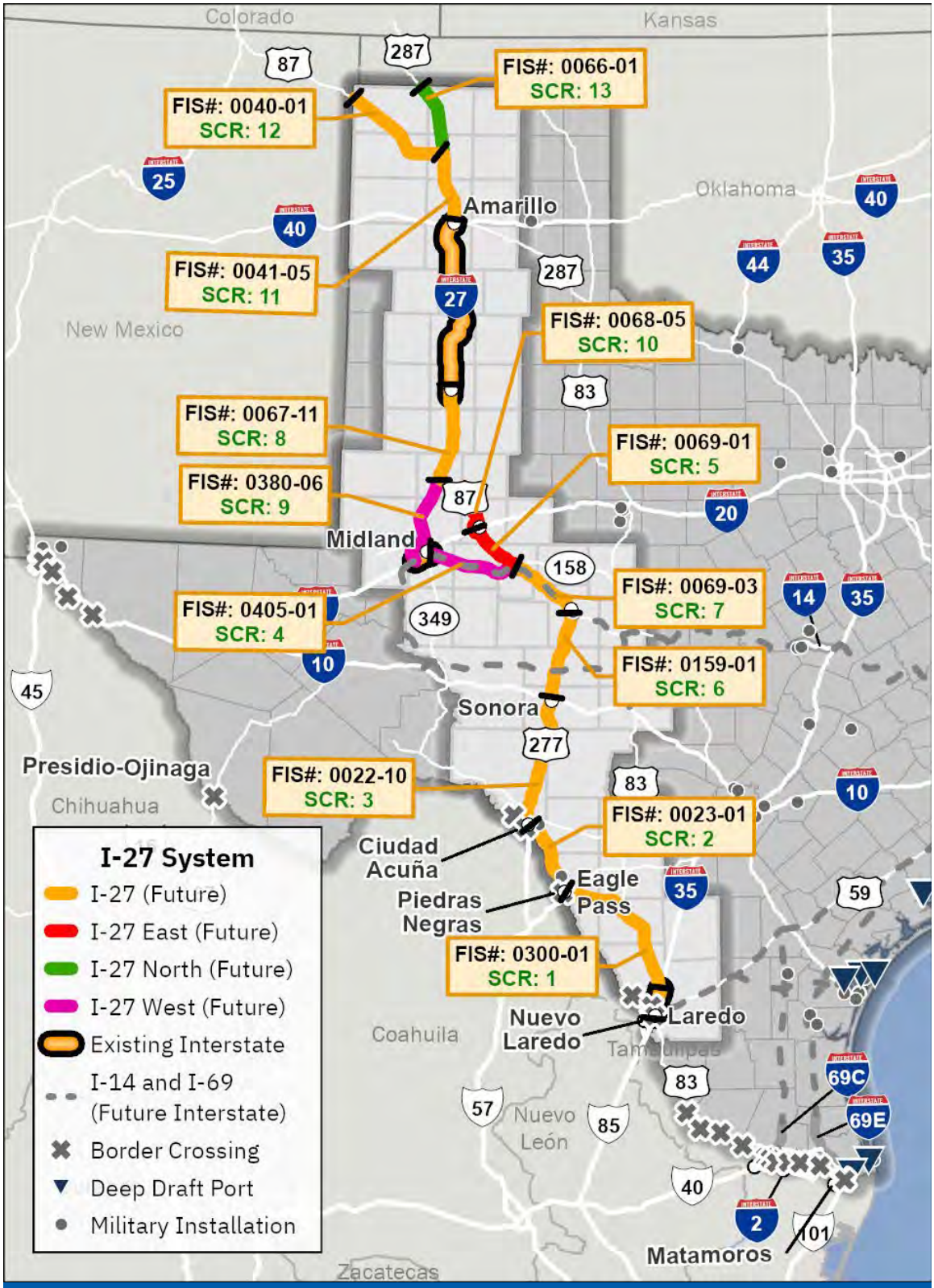


Figure 43. I-27 System in Texas Statewide Corridor Ranking

CHAPTER 6

Conclusion

6 Conclusion

This I-27 System in Texas Implementation Plan provides important information to TxDOT Administration, Divisions and Districts involved with the I-27 development. The project information and spatial data will be maintained and routinely updated to reflect the latest status of the remaining I-27 System projects in TxDOT's planning and programming systems, including changes in legislation, project limits and scope, cost estimates, program and project development status, funding, evaluation criteria, project completion schedules and letting dates, as well as citizen input to project prioritization.

The implementation plan included in **Appendix A** serves as a tool to guide TxDOT, particularly the involved six districts, in for planning, designing, funding, and construction of the I-27 System in Texas. Recommended project limits and city location studies that are documented on the implementation plans may be adjusted over time based on TxDOT District and Department priorities, funding availability and other considerations. The cost estimates in this implementation plan are in 2023 dollars. Therefore, the cost estimates will need to be escalated at a reasonable inflation rate moving forward. This rate can range from the average increase by the Consumer Price Index Inflation Calculator (3.85%), the FHWA Construction Cost Index (6.05% average over the last 10 years), or the TxDOT's Highway Cost index (6.25% average over the last 10 years). Individual districts should meet internally periodically and coordinate with each other, as well as the MPOs and RPOs to discuss updates to their respective I-27 implementation plan and collaborate with other stakeholders as appropriate.

Early coordination with stakeholders and the public was conducted through a series of virtual listening sessions, an informational survey and interactive map, and a project page on txdot.gov. The feedback that was shared provides TxDOT with the early awareness of issues and concerns to be considered in future project planning and development. Understanding public perceptions about I-27 System needs, challenges, and benefits will be key to public engagement as the I-27 System is implemented in Texas. Future outreach can communicate that I-27 System upgrades will help address needs like improved pavement, safe rest areas, and better lighting, and create conditions to address challenges like unsafe driving behavior and traffic congestion. Finally, future engagement can focus on benefits the public has shown as most valued, like improved connectivity and safety, improved travel time, and economic benefit.

The construction of projects to interstate standards will be completed incrementally through a series of small local-level projects as funding becomes available.

- The district implementation plans described in this report break down the process into near-term (0-4 years), mid-term (5-10 years), and long-term (10+ years) milestones.
- Districts should prioritize conducting location studies in the near-term, barring any local sensitivities.
- TxDOT intends to develop the I-27 System by prioritizing interstate upgrade projects that tie into the existing Interstate Highway System.
- A project that ties into an Interstate Highway positions TxDOT well to request interstate designation from FHWA and route number from AASHTO.

Implementing the I-27 system in Texas will be a decades-long initiative. Of the approximate 963 miles of roadway that would comprise the I-27 System in Texas, excluding approximately 152 miles of existing interstate highways (I-27, I-20, and I-35) that would be part of the system, approximately 811 miles remain to be constructed to interstate standards and shielded with the interstate shield[1]. As there is no dedicated funding to develop the I-27 System, each project will have to compete with other statewide projects for construction funding. TxDOT and the Texas Transportation Commission must continually balance competing interests throughout the state, while making the best use of the funding TxDOT receives from federal, state, and local sources.

The I-27 System in Texas is an international, national, and state significant transportation route connecting and integrating Texas' and the nation's key economic engines, ranked #1 international trade, #1 for energy production and #1 for agriculture production. It is the only north-south corridor facilitating the movement of people and goods in South and West Texas and plays a vital role in supporting the growing population and expanding economic centers of the region and the state. We will work closely with communities on interstate upgrade projects and city location studies. We will address routing questions and other priorities that arise through the project development process.

Table 8 provides a summary of recommended projects and city location studies by district needed to be completed in the near, mid, and long-term to upgrade to interstate standards.

Table 8. I-27 System Implementation Plan – Summary of Recommendations to Upgrade to Interstate Standards

DISTRICT	Near-term (0 to 4 years)	Mid-term (5 to 10 years)	Long-term (10+ years)	CITY LOCATION STUDIES
Amarillo	2	4	6	6
Lubbock	1	6	5	1
Abilene	-	6	2	0
Odessa	2	2	4	0
San Angelo	3	6	7	4
Laredo	4	11	5	3

[1] Four miles south of Lubbock, along US 87, have been upgraded to interstate standard and are under FHWA review for approval of the I-27 shield


Ports-to-Plains System in Texas
Future Interstate Sections and
Laredo District Prioritization

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Appendix A

Appendix A: District Implementation Plans

The district Tabloid maps include a categorization of I-27 projects or future interstate sections (FIS) according to their development status or current planning and programming status (with an eye toward near-term, mid-term, and long-term implementation). These projects or FISs are depicted in the Tabloid maps, as follows:

- **Under Construction:** Dark purple-colored projects with CSJ numbers, project limits, and estimated construction costs and funding, which will help the highway meet interstate standards when construction is completed.
- **Capacity-adding projects in the 2024 UTP:** dark green-colored projects with CSJ numbers, project limits, and estimated construction costs and funding.
- **Future potential roadway improvement projects unfunded or partially funded:** orange-colored projects with CSJ numbers, project limits, estimated construction costs, and funding gaps.
- **Interstate project recommendations:** navy-colored recommended projects with FIS numbers, project limits, estimated construction costs, and implementation timeline: near-term (0-4 years), mid-term (5-10 years), and long-term (10+ years).
- **City Location Study:** brown box with location name.

Table A-1 provides a summary of recommended projects and location studies by district needed to be completed in the near-term, mid-term, or long-term to upgrade to interstate standards.

Table A-1. I-27 System in Texas Implementation Plan – Summary of Recommendations to Upgrade to Interstate Standards

DISTRICT	Near-term (0 to 4 years)	Mid-term (5 to 10 years)	Long-term (10+ years)	CITY LOCATION STUDIES*
Amarillo	2	4	6	6
Lubbock	1	6	5	1
Abilene	-	6	2	0
Odessa	2	2	4	0
San Angelo	3	6	7	4
Laredo	4	11	5	3

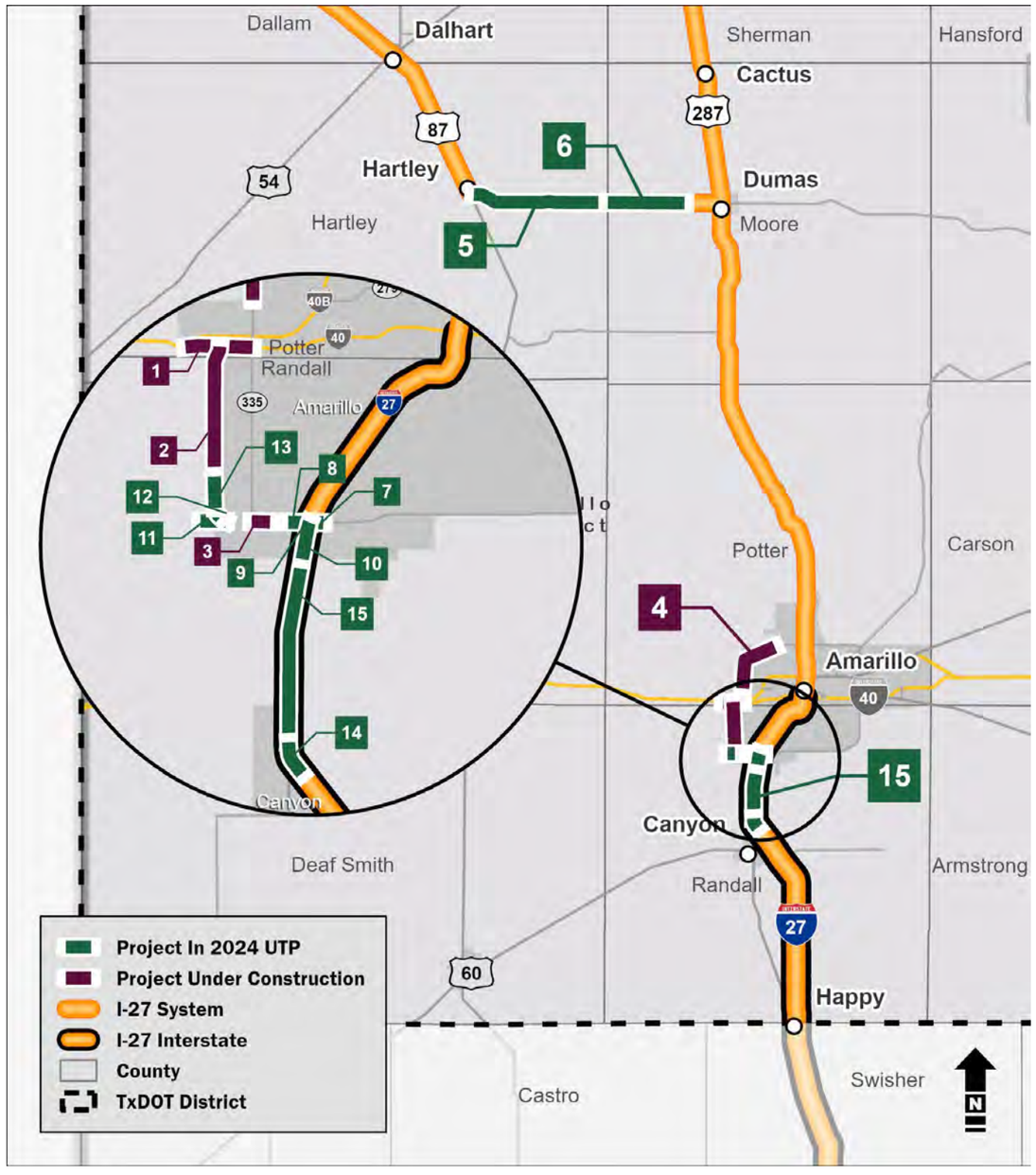
*Districts should prioritize conducting City Location Studies in the near-term (0-4 years), barring any local sensitivities.

The implementation timelines for each FIS and CLS can be found on the statewide map following the district tabloids.

TxDOT must engage in a series of project development steps before construction can begin. These steps include planning, public involvement, environmental clearance, utility adjustments, and right-of-way acquisition. City Location Studies are expected to result in a recommended option (upgrade existing alignment to interstate standards, construct on new alignment, or combination of the two). The recommended option would likely be implemented through multiple construction projects, depending on project length and funding availability. The public will have multiple opportunities to review and provide input into specific project plans and studies to develop the I-27 System in Texas.

I-27 System in Texas

AMARILLO DISTRICT - CURRENT AND PLANNED PROJECTS



PROJECTS UNDER CONSTRUCTION

#	CSJ	Highway	Project Limits	Project Description	Project Stage	Let Year	ECD	Est Cst Cost	CAT Funding
1	0275-01-199	IH 40/SL 335	BI 40-D to FM 2590	SL 33/I-40 West Interchange Phase I: Construct Frontage Roads for Future Freeway	CST	2020	TBD	$50.03 M	$50.03 M
2	2635-05-001	SL 335	FM 2590 to IH 40	Segment B-2 phase I: construct frontage roads for future freeway	CST	2019	TBD	$45.8 M	$45.8 M
3	2635-03-024	SL 335	FM 2590 to West of Coulter	Convert Non-Freeway to Freeway	CST	2021	TBD	$26.0 M	$26.0 M
4	2635-04-031	SL 335	SW 9th to FM 1719	C-1 Phase I: Upgrade to 4-Lane Divided from SW 9th to RM 1061, Upgrade to Freeway from RM 1061 to FM 1719	CST	2022	TBD	$133.9 M	$133.9 M
						Total	**-**	**$255.73 M**	**$255.73 M**

PROJECTS IN 2024 UTP

#	CSJ	Highway	Project Limits	Project Description	Project Stage	Let Year	Est Cst Cost	CAT Funding	Funding Status	Funding Gap
5	0425-01-021	US 87	East of US 385/ US 87 Interchange to Moore County Line	Widen Non-Freeway - Dumas (Hartley County)	PS&E	2025	$104.0 M	$104.0 M	Full	-
6	0425-02-037	US 87	Hartley County Line to FM 2589 West of Dumas	Widen Non-Freeway - Dumas (Moore County)	PS&E	2025	$49.4 M	$49.4 M	Full	-
7	2635-02-034	SL 335	IH 27 to Bell Street	SL 335/IH 27 Interchange - Phase II	PS&E	2028-2033	$29.1 M	$29.1 M	Full	-
8	2635-03-028	SL 335	IH 27 to Coulter	SL 335/IH 27 Interchange - Phase II	PS&E	2028-2033	$163.1 M	$163.1 M	Full	-
9	2635-03-023	SL 335	East of Coulter to IH 27	SL 335/IH 27 Interchange - Phase II	PS&E	2028-2033	$27.5 M	$27.5 M	Full	-
10	0168-09-186	IH 27	Sundown Lane to SL 335	SL 335/IH 27 Interchange - Phase II	PS&E	2028-2033	$18.6 M	$18.6 M	Partial	11.2
11	2494-02-011	SL 335	West of FM 2590 (South) to FM 2186	Upgrade to Freeway-Amarillo	PS&E	2028-2033	$27.1 M	$5.5 M	Partial	21.6
12	2635-05-004	SL 335	FM 2186 to North of FM 2186	Upgrade to Freeway-Amarillo	PS&E	2028-2033	$26.8 M	$10.5 M	Partial	16.3
13	2635-05-005	SL 335	North of FM 2186 to North of Arden Road	Upgrade to Freeway-Amarillo	PS&E	2028-2033	$53.5 M	$21.1 M	Partial	$32.4 M
14	0067-17-032	IH 27	North of US 60 / US 87 Interchange to South of US 60 / US 87 Interchange	Widen Freeway - Amarillo to Canyon	PS&E	2024	$46.1 M	$46.1 M	Full	-
15	0168-09-083	IH 27	SL 335 to North of US 60/US 87 Interchange	Widen Freeway - Amarillo to Canyon	PS&E	2024	$264.8 M	$264.8 M	Full	-
						Total	**$743.8 M**	**$743.8 M**	**-**	**-**

See next page for Unfunded Needs

NOTES:

- **CST** - Construction
- **P** - Planning
- **PE** - Preliminary Engineering
- **PS&E** - Preparation of Plans, Specifications, and Estimates
- Map 1 of 3 projects in place for development, not yet to interstate standards
- The project ID is a Control Section Job

SOURCES: TxDOT 2024 Unified Transportation Program and TxDOT Project Tracker (April 2024)

I-27 System in Texas

AMARILLO DISTRICT - CURRENT AND PLANNED PROJECTS

FUTURE POTENTIAL PROJECTS UNFUNDED

#	CSJ	Highway	Project Limits	Project Description	Project Stage	Let Year	Est Cst Cost	CAT Funding	Funding Status	Funding Gap
16	2635-04-040, Etc	SL 335	FM 1719 (Western St) to Echo St	Segment C-2: Convert Non-Freeway to Freeway	PE	2035	$212.2 M	N/A	None	$212.2 M
17	2635-06-003, Etc	SL 335	N of 34th to N of BI 40-D	SL 335/IH 40 Interchange Phase II: Construct SL 335 Mainlanes	PS&E	2028	$121.7 M	N/A	None	$121.7 M
18	2635-04-038, Etc	SL 335	FM 2590 (Soncy Rd) to SW 9th	Segment B-2 Mainlanes: Phase II Construct Freeway Mainlanes	PS&E	2032	$245.8 M	N/A	None	$245.8 M
19		IH 27	Amarillo to Dumas	Convert to Interstate Highway	Feasibility Study	-	$1.6 B	N/A	None	N/A
						Total	**$2.55 B**	-	-	**$579.7 M**

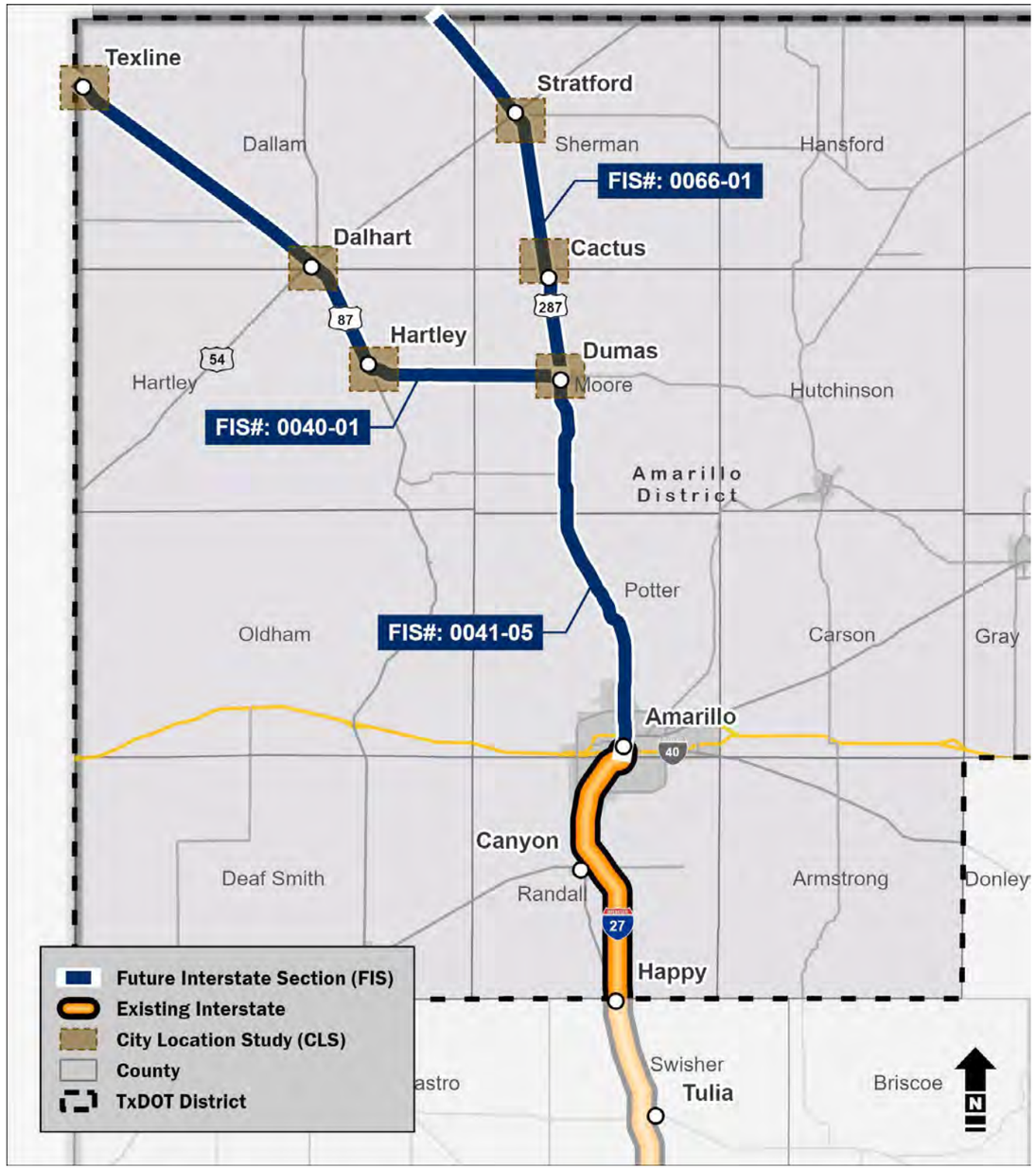
NOTES:

- **CST** - Construction
- **P** - Planning
- **PE** - Preliminary Engineering
- **PS&E** - Preparation of Plans, Specifications, and Estimates
- Map 2 of 3 projects in place for development, not yet to interstate standards
- The project ID is a Control Section Job
- SL 335 is being constructed to interstate standards from existing I-27 to US 87

SOURCES: TxDOT 2024 Unified Transportation Program and TxDOT Project Tracker (April 2024)

I-27 System in Texas

AMARILLO DISTRICT - INTERSTATE UPGRADE RECOMMENDATIONS



INTERSTATE UPGRADE RECOMMENDATIONS

#	Route	County	FIS #	Limits	Project Length (miles)	Estimated Construction Cost ($2023)	Implementation
1	US 87	Dallam/ Hartley/ Moore	0040-01	NM Sate Line to US 87 & US 287 Interchange	75.7	$2,300,000,000	**Mid-term:** SCH/ENV/PS&E **Long-term:** ROW/UTL/CST
2	US 287	Dallam/ Sherman/ Moore	0066-01	OK State Line to US 87 & US 287 Interchange	48.2	$1,520,000,000	**Long-term:** SCH/ENV/PS&E/ROW/UTL/CST
3	US 287	Moore/ Potter	0041-05	US 87 & US 287 Interchange to I-27 & I-40 Interchange	49	$2,300,000,000	**Near-term:** SCH/ENV/PS&E **Mid-term:** ROW/UTL/CST
				Total	**172.9**	**$6,120,000,000**	

RECOMMENDED CITY LOCATION STUDIES

Texline, Dalhart, Hartley, Stratford, Cactus, and Dumas

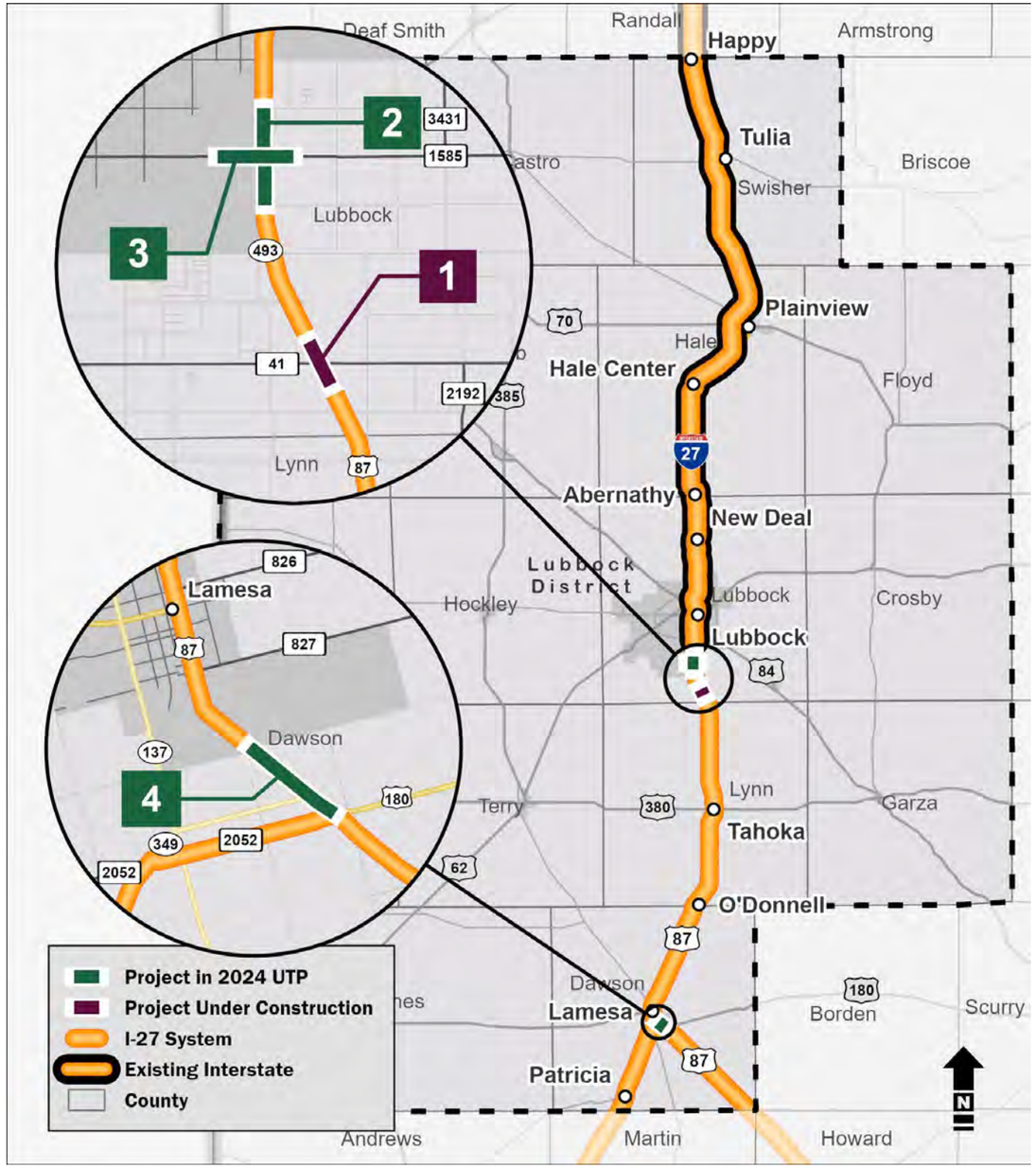
City Location Studies are recommended around communities or environmental features where upgrading the existing facility to interstate standards may not be feasible or reasonable. The City Location Studies are expected to yield project recommendations, which will potentially modify the future implementation of the interstate upgrade projects. District should prioritize conducting City Location Studies in the near-term (0-4 years), barring any local sensitivities.

NOTES:

- Map 3 of 3 displays projects to meet interstate standards
- The Project ID for Interstate Upgrade Recommendations are based on control sections
- The numbering of projects is arbitrary and does not represent an order of priorities
- Implementation terms: Near-term 0-4 years, Mid-term 5-10 years, and Long-term 10+ years
- Construction costs to not include ROW or utility costs

I-27 System in Texas

LUBBOCK DISTRICT - CURRENT AND PLANNED PROJECTS



PROJECTS UNDER CONSTRUCTION

#	CSJ	Highway	Project Limits	Project Description	Project Stage	Let Year	ECD	Est Cst Cost	CAT Funding
1	0068-01-074	US 87	0.5 mi North of FM 41 to 0.5 mi South of FM 41	New Interchange	CST	2021	10/28/24	$21.7 M	$21.7 M
						Total	-	**$21.7 M**	**$21.7 M**

PROJECTS IN 2024 UTP

#	CSJ	Highway	Project Limits	Project Description	Project Stage	Let Year	Est Cst Cost	CAT Funding	Funding Status	Funding Gap
2	0068-01-073	US 87	114th Street to 146th Street	Lubbock Outer Loop	-	2024-2027	$137.1 M	$137.1 M	Full	-
3	1502-01-031	FM 1585	CR 2240 (Ave U) to 0.5 Miles East of US 87	Lubbock Outer Loop	-	2024-2027	$148.0 M	$148.0 M	Full	-
4	0068-05-040	US 87	CR 1026 to US 180	Widen Non-Freeway - Dawson County	-	2024-2027	$7.0 M	$7.0 M	Full	-
						Total	**$295.1 M**	**$295.1 M**	-	-

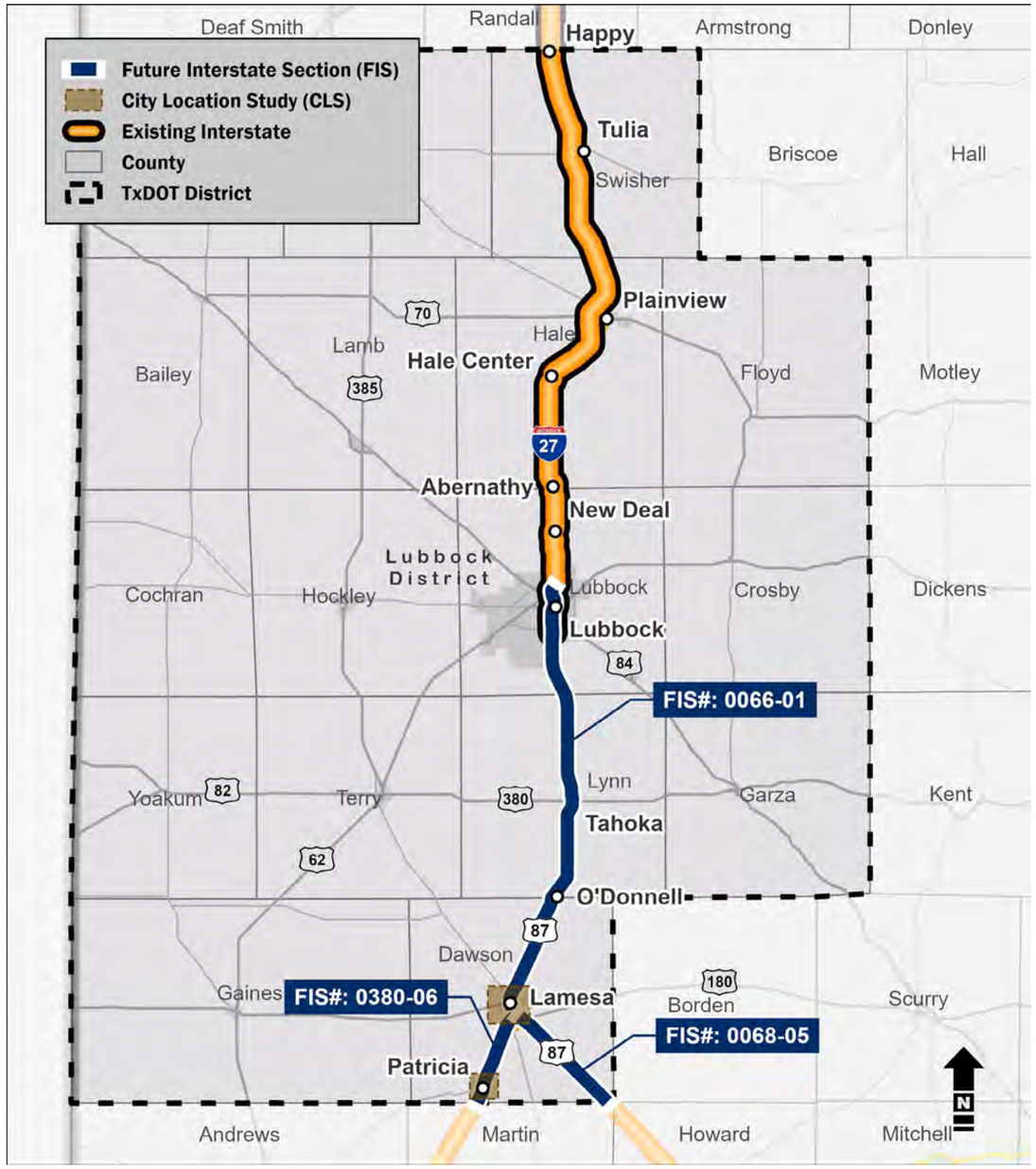
NOTES:

- **CST** - Construction
- **P** - Planning
- **PE** - Preliminary Engineering
- **PS&E** - Preparation of Plans, Specifications, and Estimates
- Map 1 of 2 projects in place for development, not yet to interstate standards
- The project ID is a Control Section Job

SOURCES: TxDOT 2024 Unified Transportation Program and TxDOT Project Tracker (April 2024)

I-27 System in Texas

LUBBOCK DISTRICT - INTERSTATE UPGRADE RECOMMENDATIONS



INTERSTATE UPGRADE RECOMMENDATIONS

#	Route	County	FIS #	Limits	Project Length (miles)	Estimated Construction Cost ($2023)	Implementation
1	US 87	Lubbock/ Lynn	0067-11	I-27 & SH 289 Interchange to US 87 & SH 349 Interchange	66.3	$2,070,000,000	**Mid-term:** SCH/ENV **Long-term:** PS&E/ROW/UTL/CST
2	US 87	Dawson/ Howard	0068-05	US 87 & SH 349 Interchange to I-20 & US 87 Interchange	45	$1,600,000,000	**Mid-term:** SCH/ENV/PS&E/ROW/UTL/CST
3	SH 349	Dawson/ Martin/ Midland	0380-06	US 87 & SH 349 Interchange to I-20 & SH 349 Interchange	66.4	$2,740,000,000	**Near-term:** SCH/ENV **Mid-term:** ROW/UTL **Long-term:** PS&E/CST
				Total	**177.7**	**$6,410,000,000**	

RECOMMENDED CITY LOCATION STUDIES

Patricia

City Location Studies are recommended around communities or environmental features where upgrading the existing facility to interstate standards may not be feasible or reasonable. The City Location Studies are expected to yield project recommendations, which will potentially modify the future implementation of the interstate upgrade projects. District should prioritize conducting City Location Studies in the near-term (0-4 years), barring any local sensitivities.

A Lamesa Route Study is being conducted by the City of Lamesa. TxDOT will evaluate the need for a CLS based on their findings.

NOTES:

- Map 2 of 2 displays projects to meet interstate standards
- The Project ID for Interstate Upgrade Recommendations are based on control sections
- The numbering of projects is arbitrary and does not represent an order of priorities
- Implementation terms: Near-term 0-4 years, Mid-term 5-10 years, and Long-term 10+ years
- Construction costs to not include ROW or utility costs

I-27 System in Texas

ABILENE DISTRICT - CURRENT AND PLANNED PROJECTS

PROJECTS IN 2024 UTP

#	CSJ	Highway	Project Limits	Project Description	Project Stage	Let Year	Est Cst Cost	CAT Funding	Funding Status	Funding Gap
1	0069-01-061	US 87	2 Miles North of Glasscock Co to Glasscock Co Line	Widen Non-Freeway - Big Spring (Howard County)	PS&E	2024-2027	$16.2 M	$16.2 M	Full	-
						Total	**$16.2 M**	**$16.2 M**	**-**	**-**

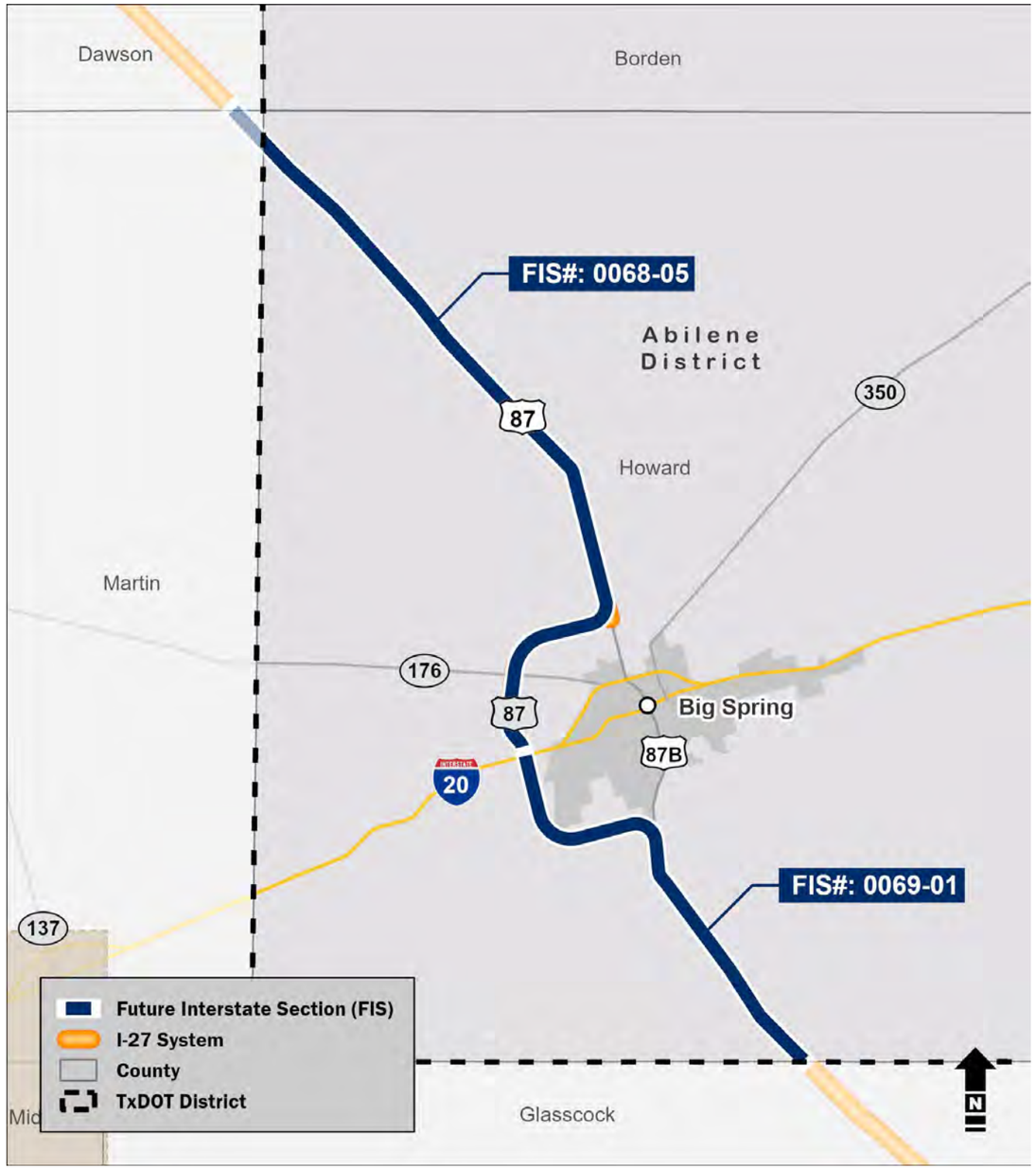
NOTES:

- **CST** - Construction
- **P** - Planning
- **PE** - Preliminary Engineering
- **PS&E** - Preparation of Plans, Specifications, and Estimates
- Map 1 of 2 projects in place for development, not yet to interstate standards
- The project ID is a Control Section Job

SOURCES: TxDOT 2024 Unified Transportation Program and TxDOT Project Tracker (April 2024)

I-27 System in Texas

ABILENE DISTRICT - INTERSTATE UPGRADE RECOMMENDATIONS



INTERSTATE UPGRADE RECOMMENDATIONS

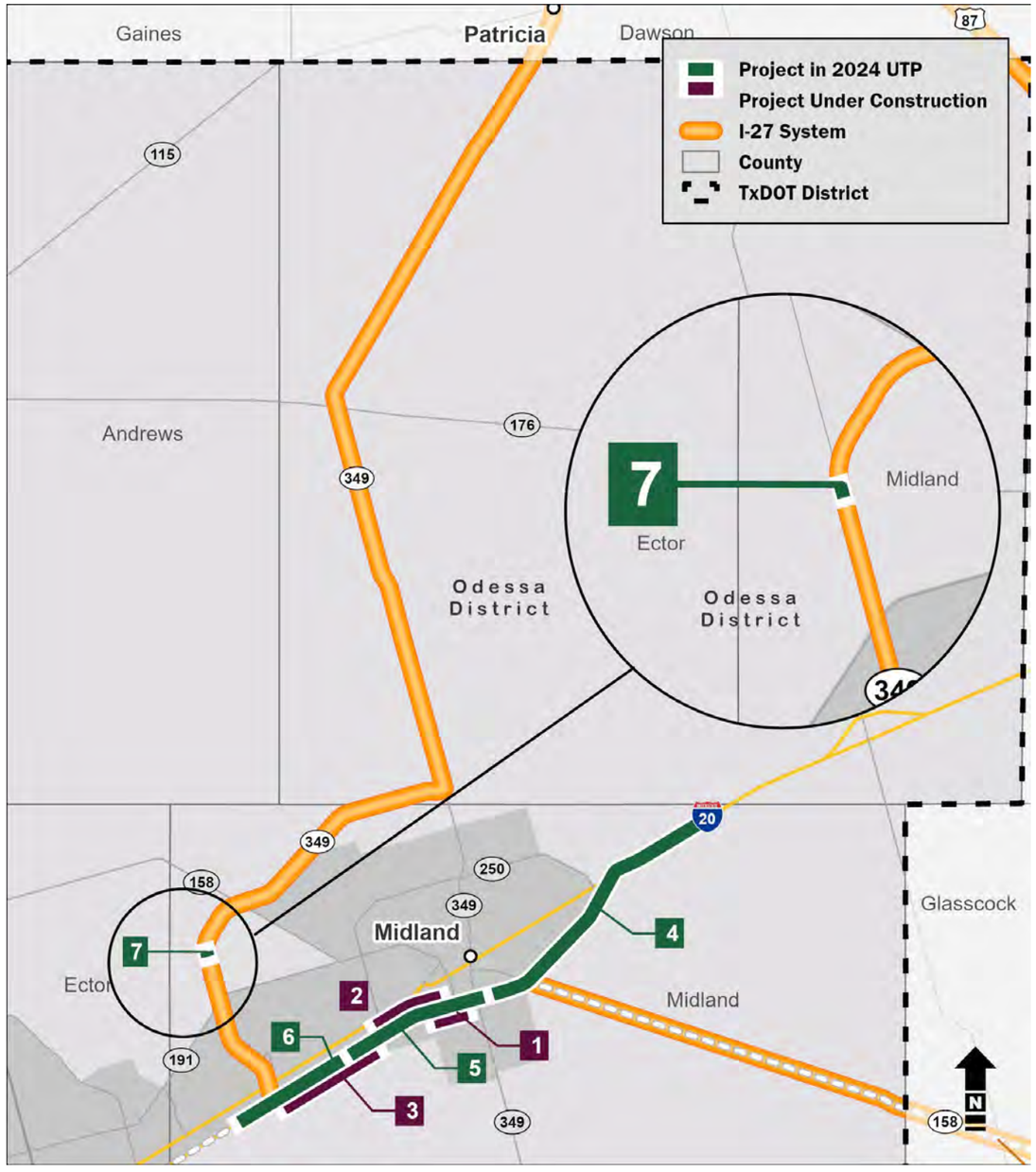
#	Route	County	FIS #	Limits	Project Length (miles)	Estimated Construction Cost ($2023)	Implementation
1	US 87	Dawson/ Howard	0068-05	US 87 & SH 349 Interchange to I-20 & US 87 Interchange	45	$1,600,000,000	**Mid-term:** SCH/ENV/PS&E/ROW/UTL/CST
2	US 87	Howard/ Glasscock/ Sterling	0069-01	I-20 & US 87 Interchange to US 87 & SH 158 Interchange	42	$1, 470,000,000	**Mid-term:** SCH/ENV/ROW/UTL **Long-term:** PS&E/CST
				Total	**87**	**$3,070,000,000**	

NOTES:

- Map 2 of 2 displays projects to meet interstate standards
- The Project ID for Interstate Upgrade Recommendations are based on control sections
- The numbering of projects is arbitrary and does not represent an order of priorities
- Implementation terms: Near-term 0-4 years, Mid-term 5-10 years, and Long-term 10+ years
- Construction costs to not include ROW or utility costs

I-27 System in Texas

ODESSA DISTRICT - CURRENT AND PLANNED PROJECTS



PROJECTS UNDER CONSTRUCTION

#	CSJ	Highway	Project Limits	Project Description	Project Stage	Let Year	ECD	Est Cst Cost	CAT Funding
1	0005-14-100	IH 20	At Cotton Flat Rd	Reconstruction of Frontage Roads, Ramps, U-Turns and Interchange	CST	2022	2/13/25	$68.5 M	$68.5 M
2	0005-14-067	IH 20	SL 250 to 0.5 Miles East of Midkiff Rd	Replace Existing Underpass with a 4-Lane Wide Overpass Structure, Urban Median, Y-Ramps Configuration	CST	2021	12/2/24	$36.3 M	$36.3 M
3	0005-14-084	IH 20	At CR 1250	Construct New Interchange	CST	2021	3/29/24	$59.1 M	$59.1 M
						Total	**-**	**$163.9 M**	**$163.9 M**

PROJECTS IN 2024 UTP

#	CSJ	Highway	Project Limits	Project Description	Project Stage	Let Year	Est Cst Cost	CAT Funding	Funding Status	Funding Gap
4	0005-15-093	IH 20	East of SH 349 to East of FM 1208	I-20 Project 5 -Widen Freeway	PS&E	2028-2033	$577.9 M	$577.9 M	Full	-
5	0005-14-092	IH 20	East of CR 1250 to East of SH 349	I-20 Project 3b -Widen Freeway	PS&E	2024-2027	$222.5 M	$222.5 M	Full	-
6	0005-14-094	IH 20	East of CR 1300 to East of CR 1250	I-20 Project 3d -Widen Freeway	PS&E	2024-2027	$174.1 M	$174.1 M	Full	-
7	1718-07-047	SH 349	At FM 1788	Intersection & Operational Imprv - Midland County	P	2028-2033	$5.0 M	$5.0 M	Full	-
						Total	**$972.7 M**	**$972.7 M**	**-**	**-**

See next page for Unfunded Needs

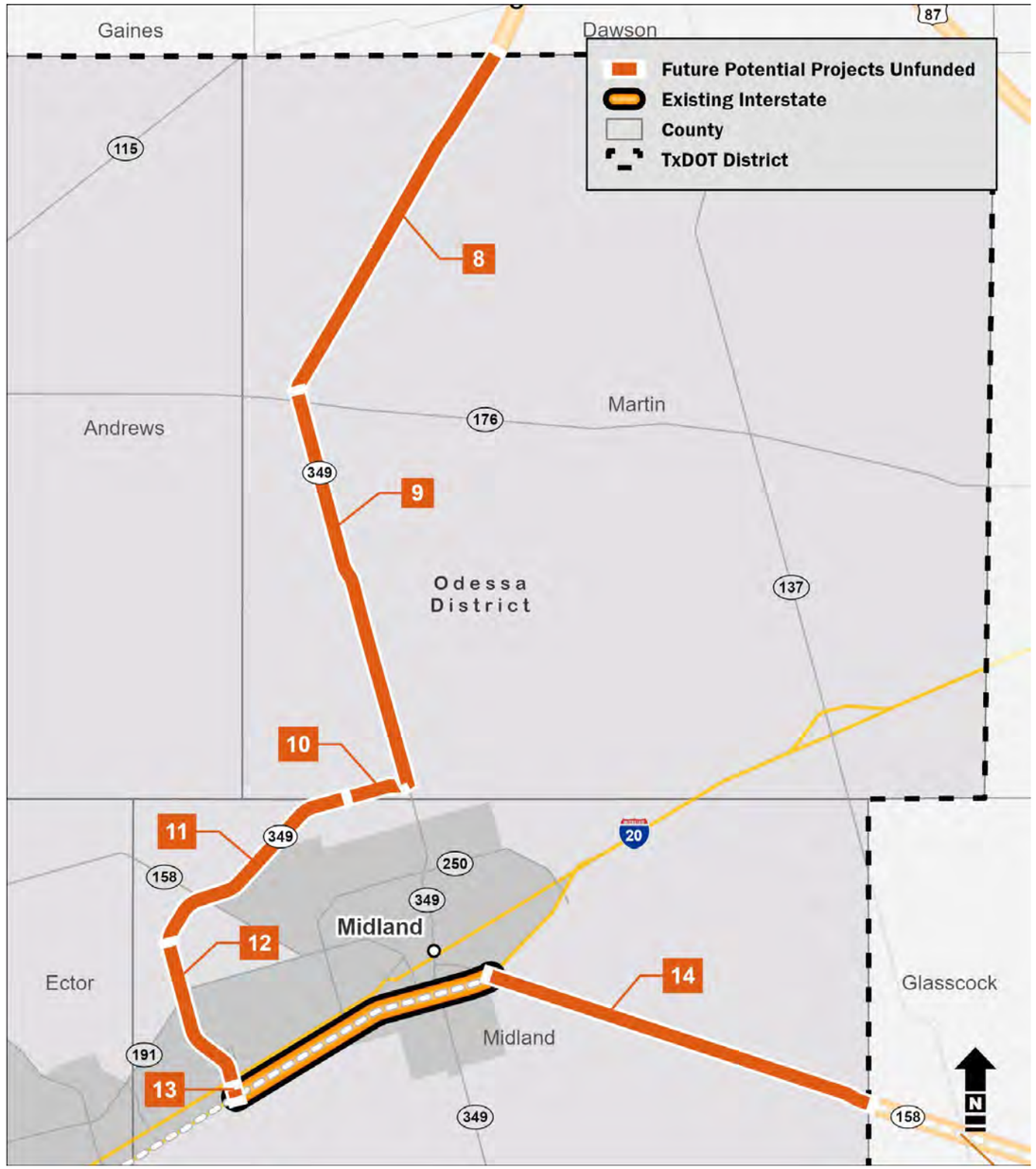
NOTES:

- **CST** - Construction
- **P** - Planning
- **PE** - Preliminary Engineering
- **PS&E** - Preparation of Plans, Specifications, and Estimates
- Map 1 of 3 projects in place for development, not yet to interstate standards
- The project ID is a Control Section Job

SOURCES: TxDOT 2024 Unified Transportation Program and TxDOT Project Tracker (April 2024)

I-27 System in Texas

ODESSA DISTRICT - CURRENT AND PLANNED PROJECTS



FUTURE POTENTIAL PROJECTS UNFUNDED

#	CSJ	Highway	Project Limits	Project Description	Project Stage	Let Year	Est Cst Cost	CAT Funding	Funding Status	Funding Gap
8	0380-07-028	SH 349	DAWSON C/L to 0.2 MI N of SH 176	Convert Non-Freeway to Freeway	P	2043	$159.9 M	-	None	$159.9 M
9	0380-08-030	SH 349	0.2 MI N of SH 176 to SH 349-C	Convert Non-Freeway to Freeway	P	2043	$162.4 M	-	None	$162.4 M
10	0380-17-009	SH 349	SH 349-C to MIDLAND C/L	Convert Non-Freeway to Freeway	P	2043	$27.4 M	-	None	$27.4 M
11	0380-18-011	SH 349	MARTIN C/L to FM 1788	Convert Non-Freeway to Freeway	P	2043	$97.2 M		None	$97.2 M
12	1718-07-049	SH 349	FM 1788 to 0.5 MI S OF BI20	Convert Non-Freeway to Freeway	P	2043	$62.1 M		None	$62.1 M
13	1718-01-039	SH 349	BI 20 to IH 20	Convert Non-Freeway to Freeway	P	2043	$6.8 M		None	$6.8 M
14	0463-03-057	SH 349	IH 20 to MIDLAND GLASSCOCK C/L	Convert Non-Freeway to Freeway	P	2043	$162.5 M		None	$162.5 M
						Total	**$679.3 M**	**-**	**-**	**$679.3 M**

NOTES:

- **CST** - Construction
- **P** - Planning
- **PE** - Preliminary Engineering
- **PS&E** - Preparation of Plans, Specifications, and Estimates
- Map 2 of 3 projects in place for development, not yet to interstate standards
- The project ID is a Control Section Job

SOURCES: TxDOT 2024 Unified Transportation Program and TxDOT Project Tracker (April 2024)

I-27 System in Texas

ODESSA DISTRICT - INTERSTATE UPGRADE RECOMMENDATIONS

INTERSTATE UPGRADE RECOMMENDATIONS

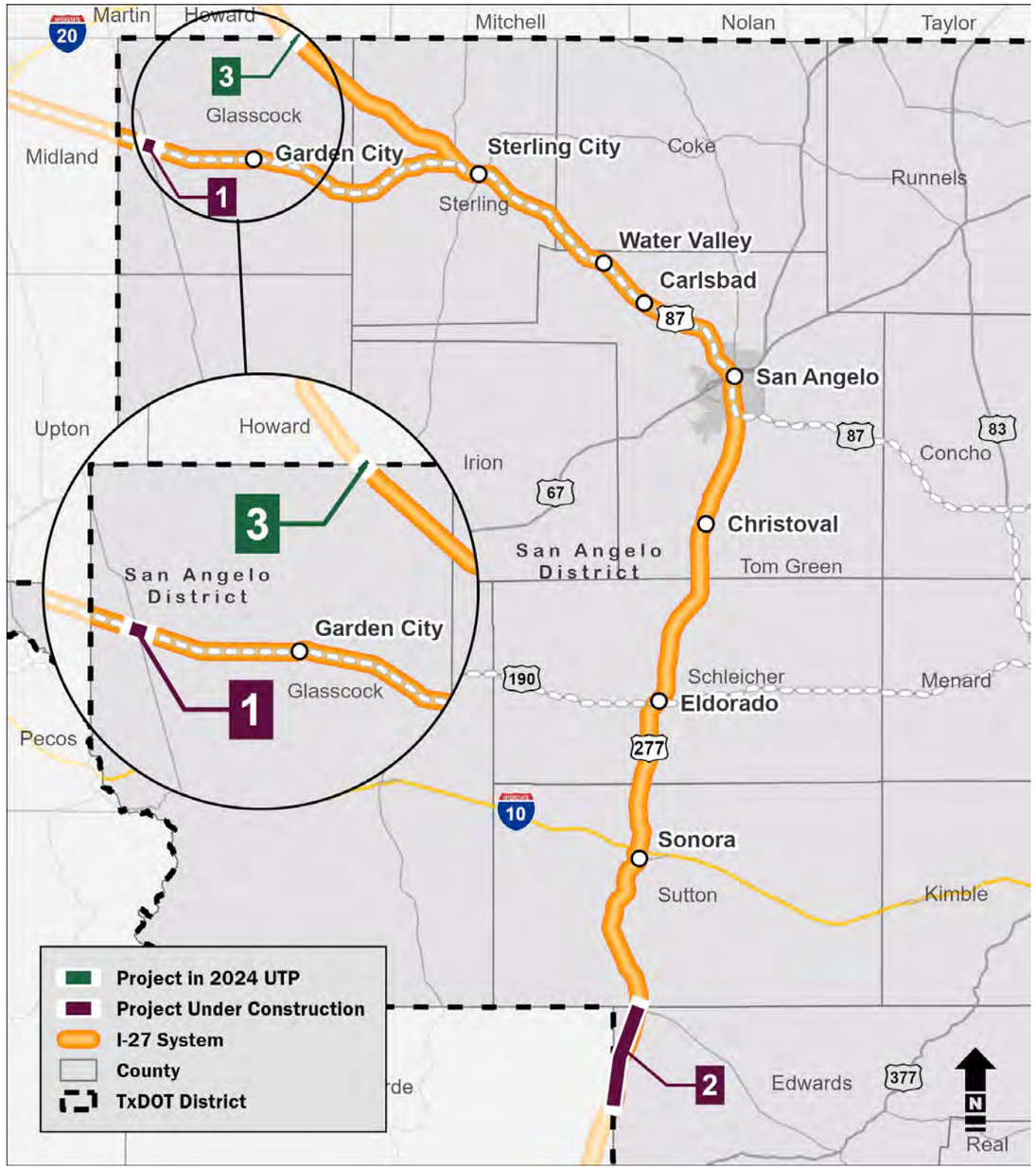
#	Route	County	FIS #	Limits	Project Length (miles)	Estimated Construction Cost ($2023)	Implementation
1	SH 349	Dawson/Martin/ Midland	0380-06	US 87 & SH 349 Interchange to I-20 & SH 349 Interchange	66.4	$2,740,000,000	**Near-term:** SCH/ENV **Mid-term:** ROW/UTL **Long-term:** PS&E/CST
2	SH 158	Midland/ Glasscock/Sterling	0405-01	I-20 & US 87 Interchange to US 87 & SH 158 Interchange	62.8	$1, 830,000,000	**Near-term:** SCH/ENV **Mid-term:** ROW/UTL **Long-term:** PS&E/CST
				Total	**129.2**	**$4,570,000,000**	

NOTES:

- Map 3 of 3 displays projects to meet interstate standards
- The Project ID for Interstate Upgrade Recommendations are based on control sections
- The numbering of projects is arbitrary and does not represent an order of priorities
- Implementation terms: Near-term 0-4 years, Mid-term 5-10 years, and Long-term 10+ years
- Construction costs to not include ROW or utility costs

I-27 System in Texas

SAN ANGELO DISTRICT - CURRENT AND PLANNED PROJECTS



PROJECTS UNDER CONSTRUCTION

#	CSJ	Highway	Project Limits	Project Description	Project Stage	Let Year	ECD	Est Cst Cost	CAT Funding
1	0463-04-024	SH 158	At SH 137	Construct overpass	CST	2021	4/22/24	$26.9 M	$26.9M
2	0160-03-024	US 277	Sutton County Line to Val Verde County Line	Add passing lanes	CST	2021	TBD	$8 M	$8 M
						Total	-	**$53.2 M**	**$53.2 M**

PROJECTS IN 2024 UTP

#	CSJ	Highway	Project Limits	Project Description	Project Stage	Let Year	Est Cst Cost	CAT Funding	Funding Status	Funding Gap
3	0069-02-030	US 87	Howard County Line to 0.45 Miles South of Howard County Line	Widen Non-Freeway - Big Spring (Glasscock County)	-	2024-2027	$3.6 M	$3.6 M	Full	-
						Total	**$49.4 M**	**$49.4 M**	-	-

See next page for Unfunded Needs

NOTES:

- **CST** - Construction
- **P** - Planning
- **PE** - Preliminary Engineering
- **PS&E** - Preparation of Plans, Specifications, and Estimates
- Map 1 of 3 projects in place for development, not yet to interstate standards
- The project ID is a Control Section Job

SOURCES: TxDOT 2024 Unified Transportation Program and TxDOT Project Tracker (April 2024)

I-27 System in Texas

SAN ANGELO DISTRICT - CURRENT AND PLANNED PROJECTS

FUTURE POTENTIAL PROJECTS UNFUNDED

#	CSJ	Highway	Project Limits	Project Description	Project Stage	Let Year	Est Cst Cost	CAT Funding	Funding Status	Funding Gap
4	-	New	Around East side of San Angelo (study underway)	Route Study	P	TBD	TBD	N/A	None	N/A
5	-	New	Around City of Sonora	Route Study	P	TBD	TBD	N/A	None	N/A
6		US 87/ US277/SL 306	Interchange at US 87/US277/ SL 306	Freeway Interchange	P	TBD	TBD	N/A	None	N/A
						Total	-	-	-	-

NOTES:

- **CST** - Construction
- **P** - Planning
- **PE** - Preliminary Engineering
- **PS&E** - Preparation of Plans, Specifications, and Estimates
- Map 2 of 3 projects in place for development, not yet to interstate standards
- The project ID is a Control Section Job
- Feasibility Studies done for relief routes in Sonora and San Angelo were studied with an interstate as the ultimate design

SOURCES: TxDOT 2024 Unified Transportation Program and TxDOT Project Tracker (April 2024)

I-27 System in Texas

SAN ANGELO DISTRICT - INTERSTATE UPGRADE RECOMMENDATIONS

INTERSTATE UPGRADE RECOMMENDATIONS

#	Route	County	FIS #	Limits	Project Length (miles)	Estimated Construction Cost ($2023)	Implementation
1	SH 158	Midland/ Glasscock/ Sterling	0405-01	I-20 & US 87 Interchange to US 87 & SH 158 Interchange	62.8	$1, 830,000,000	**Near-term:** SCH/ENV **Mid-term:** ROW/UTL **Long-term:** PS&E/CST
2	US 87	Howard/ Glasscock/ Sterling	0069-01	I-20 & US 87 Interchange to US 87 & SH 158 Interchange	42	$1, 470,000,000	**Mid-term:** SCH/ENV/ROW/UTL **Long-term:** PS&E/CST
3	US 87	Sterling/ Coke/Tom Green	0069-03	US 87 & SH 158 Interchange to US 87 & US 277 Interchange	50.7	$1,950,000,000	**Long-term:** SCH/ENV/PS&E/ROW/UTL/CST
4	US 277	Tom Green/ Schleicher/ Sutton	0159-01	US 87 & US 277 Interchange to I-10 & US 277 Interchange	59.8	$2,520,000,000	**Near-term:** SCH/ENV/PS&E **Mid-term:** ROW/UTL/CST
5	US 277	Sutton/ Edwards/ Val Verde	0022-10	I-10 & US 277 Interchange to US 277 & US 90 Interchange	91.8	$4,870,000,000	**Mid-term:** SCH/ENV/ROW/UTL/PS&E **Long-term:** CST
				Total	**307.1**	**$9,340,000,000**	

RECOMMENDED CITY LOCATION STUDIES

Garden City, Sterling City, Christoval, Eldorado

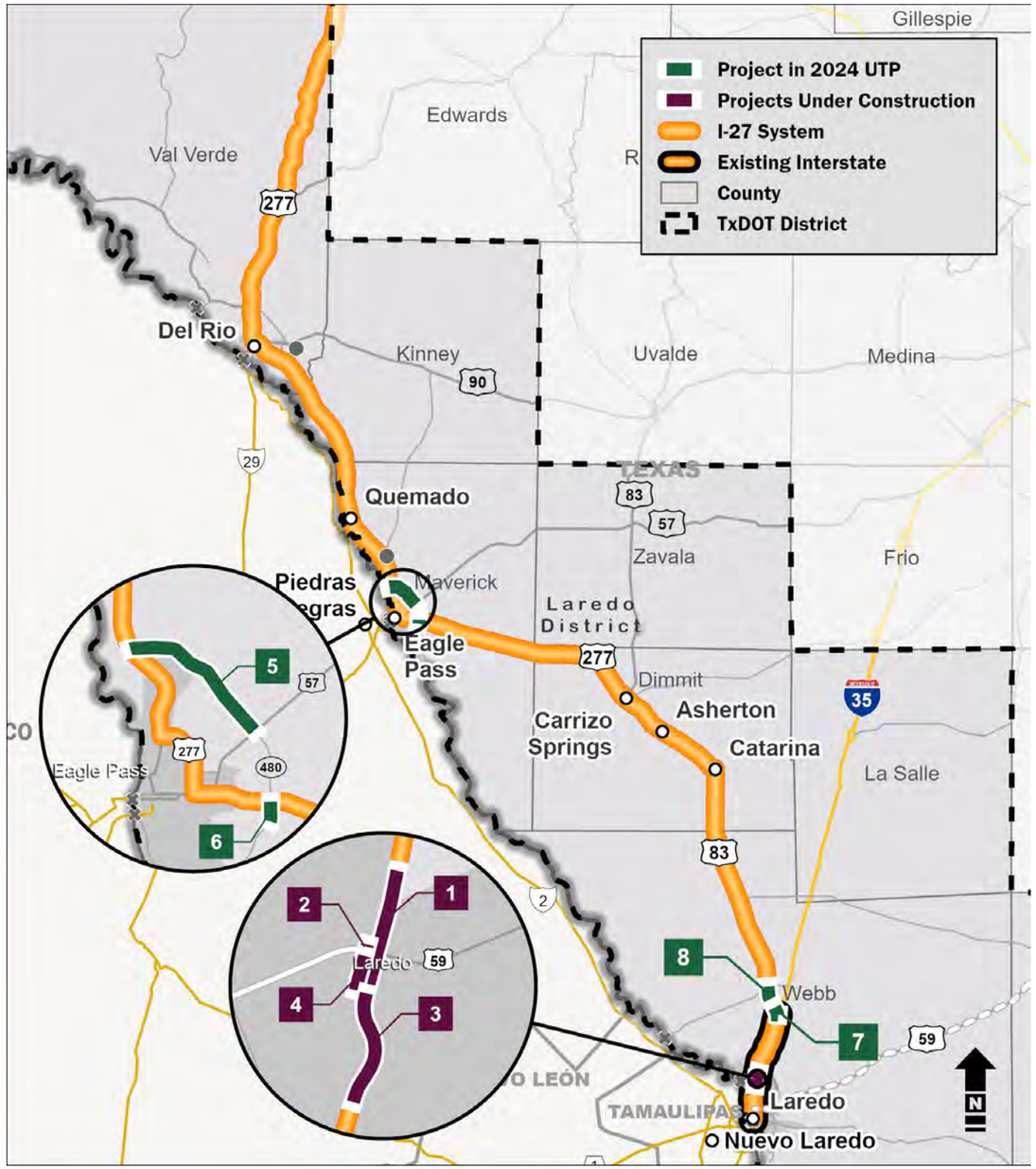
City Location Studies are recommended around communities or environmental features where upgrading the existing facility to interstate standards may not be feasible or reasonable. The City Location Studies are expected to yield project recommendations, which will potentially modify the future implementation of the interstate upgrade projects. District should prioritize conducting City Location Studies in the near-term (0-4 years), barring any local sensitivities.

NOTES:

- Map 3 of 3 displays projects to meet interstate standards
- The Project ID for Interstate Upgrade Recommendations are based on control sections
- The numbering of projects is arbitrary and does not represent an order of priorities
- Implementation terms: Near-term 0-4 years, Mid-term 5-10 years, and Long-term 10+ years
- Construction costs to not include ROW or utility costs

I-27 System in Texas

LAREDO DISTRICT - CURRENT AND PLANNED PROJECTS



PROJECTS UNDER CONSTRUCTION

#	CSJ	Highway	Project Limits	Project Description	Project Stage	Let Year	ECD	Est Cst Cost	CAT Funding
1	0018-06-198	IH 35	0.38 mi South of US 59/ IH 35 Interchange to 0.80 Miles North of US 59/IH 35 Interchange	Widen interstate to 6-lane	CST	2020	11/8/23	$6.1 M	$6.1 M
2	0018-06-184	IH 35	0.207 mi West of US 59-SL20/ IH 35 Interchange to 0.197 mi South of IH 35/US 59-SL 20 Interchange	New direct connector (#8) east I-69W to south IH 35	CST	2020	11/8/23	$21.9 M	$21.9 M
3	0018-06-183	IH 35	0.454 mi South of IH 35/US 59-SL 20 Interchange to 0.732 mi East of US 59-SL 20/IH 35 Interchange	New direct connector (#5) west I-69W to south IH 35	CST	2020	11/8/23	$29.2 M	$29.2 M
4	0018-06-136	IH 35	Shiloh Drive to 0.38 mi South of US 59/IH 35 Interchange	Widen of Interstate to 6-Lane and RR Grade Separation	CST	2020	11/8/23	$57.7 M	$57.7 M
						Total	-	**$120.4 M**	**$120.4 M**

PROJECTS IN 2024 UTP

#	CSJ	Highway	Project Limits	Project Description	Project Stage	Let Year	Est Cst Cost	CAT Funding	Funding Status	Funding Gap
5	0299-14-010	SL 480	US 57 to US 277 N	New Location Non-Freeway - Eagle Pass	PE	2028-2033	$68.7 M	$68.7 M	Full	-
6	0299-14-028	SL 480	0.699 Miles South of US 277 to US 277	Interchange at SL 480 - Eagle Pass	PE	2028-2033	$50.9 M	$50.9 M	Full	-
7	0037-10-041	US 83	Los Botines Ln to US 83 / IH 35 Underpass	Widen Non-Freeway - Webb County	PE	2024-2027	$25.6 M	$25.6 M	Full	-
8	0037-10-040	US 83	1 Miles North of SH 255 to Los Botines Ln	Widen Non-Freeway - Laredo	PE	2028-2033	$50.4 M	$50.4 M	Full	-
						Total	**$218.8 M**	**$218.8 M**	-	-

See next page for Unfunded Needs

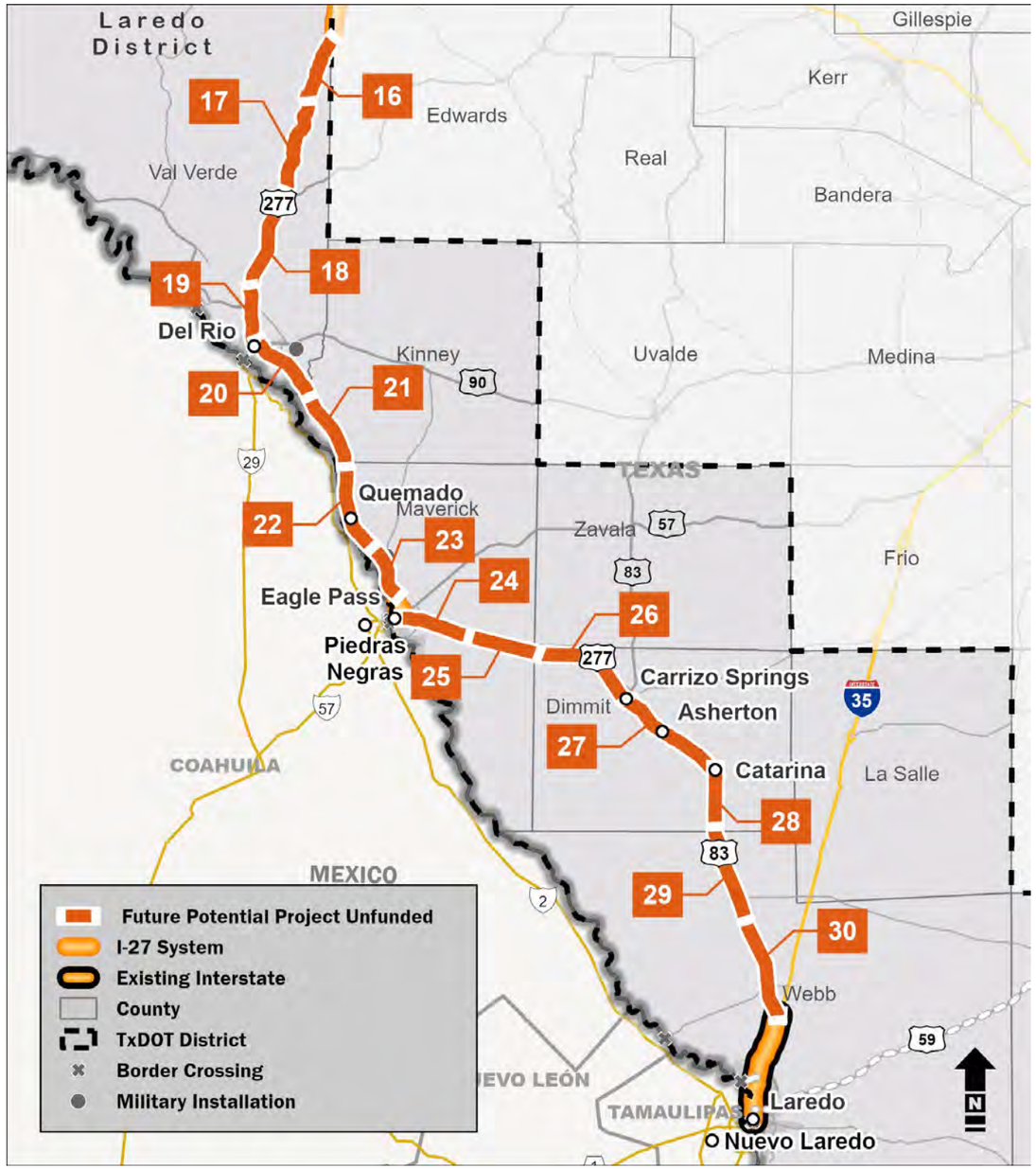
NOTES:

- **CST** - Construction
- **P** - Planning
- **PE** - Preliminary Engineering
- **PS&E** - Preparation of Plans, Specifications, and Estimates
- Map 1 of 3 projects in place for development, not yet to interstate standards
- The project ID is a Control Section Job
- SL 480 is planned as a relief route around the City of Eagle Pass. Eventually, I-27 will use SL 480 for the ultimate route

SOURCES: TxDOT 2024 Unified Transportation Program and TxDOT Project Tracker (April 2024)

I-27 System in Texas

LAREDO DISTRICT - CURRENT AND PLANNED PROJECTS



FUTURE POTENTIAL PROJECTS UNFUNDED

#	CSJ	Highway	Project Limits	Project Description	Project Stage	Let Year	Est Cst Cost	CAT Funding	Funding Status	Funding Gap
16	0160-04-052	US 277	16.1 mi North of US 377 to Val Verde/Edwards County Line	Reconstruction of existing roadway to freeway standards	P	2034	$206.8 M	N/A	None	$206.8 M
17	0160-05-051	US 277	US 377 to 16.1 mi North of US 377	Reconstruction of existing roadway to freeway standards	P	2034	$266.4 M	N/A	None	$266.4 M
18	0160-06-036	US 277	9.3 mi North of US 90 South Intersection to US 377	Reconstruction of existing roadway to freeway standards	P	2034	$210.1 M	N/A	None	$210.1 M
19	0160-07-035	US 277	Del Rio to 9.3 mi North of US 90 South Intersection	Reconstruction of existing roadway to freeway standards	P	2034	$153.9 M	N/A	None	$153.9 M
20	0029-01-077	US 277	13.6 mi North of the Maverick County Line to Del Rio	Reconstruction of existing roadway to freeway standards	P	2034	$191.9 M	N/A	None	$191.9 M
21	0299-02-038	US 277	Maverick/Val Verde County Line to 13.6 mi North of the Maverick County Line	Reconstruction of existing roadway to freeway standards	P	2034	$225 M	N/A	None	$225 M
22	0299-03-075	US 277	0.6 mi North of SH 131 to the Maverick/Val Verde County Line	Reconstruction of existing roadway to freeway standards	P	2034	$274.6 M	N/A	None	$274.6 M
23	0299-04-041	US 277	0.3 mi S of FM 1665 (South) to 0.45 mi N of FM 1588	Reconstruct & widen to 4-lane divided	P	2035	$36.2 M	N/A	None	$36.2 M
	0299-04-084	US 277	Eagle Pass to 0.6 mi North of SH 131	Reconstruction of existing roadway to freeway standards	P	2034	$216.7 M	N/A	None	$216.7 M
24	0300-01-110	US 277	11.8 mi West of the Dimmit County Line to Eagle Pass	Reconstruction of existing roadway to freeway standards	P	2034	$170.4 M	N/A	None	$170.4 M
25	0300-02-044	US 277	Dimmit/Maverick County Line to 11.8 mi West of the Dimmit County Line	Reconstruction of existing roadway to freeway standards	P	2034	$195.2 M	N/A	None	$195.2 M
26	0300-03-080	US 83	Carrizo Springs to Dimmit/ Maverick County Line	Reconstruction of existing roadway to freeway standards	P	2034	$319.3 M	N/A	None	$319.3 M
27	0037-06-109	US 83	10 mi North of County Line to Carrizo Springs	Reconstruction of existing roadway to freeway standards	P	2033	$314.3 M	N/A	None	$314.3 M
28	0037-08-045	US 83	Webb/Dimmit County Line to 10 mi North of the County Line	Reconstruction of existing roadway to freeway standards	P	2033	$176.4 M	N/A	None	$176.4 M
29	0037-09-035	US 83	16 mi North of IH 35 to Webb/ Dimmit County Line	Reconstruction of existing roadway to freeway standards	P	2033	$273 M	N/A	None	$273 M
30	0037-10-044	US 83	US 83/IH 35 Underpass to 16 mi North of IH 35 Underpass	Reconstruction of existing roadway to freeway standards	P	2034	$268 M	N/A	None	$268 M
						Total	**$3,498.2 M**	**-**	**-**	**$3,498.2 M**

NOTES:

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- **P** - Planning
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- **PS&E** - Preparation of Plans, Specifications, and Estimates
- Map 2 of 3 projects in place for development, not yet to interstate standards
- The project ID is a Control Section Job

SOURCES: TxDOT 2024 Unified Transportation Program and TxDOT Project Tracker (April 2024)

I-27 System in Texas

LAREDO DISTRICT - INTERSTATE UPGRADE RECOMMENDATIONS

INTERSTATE UPGRADE RECOMMENDATIONS

#	Route	County	FIS #	Limits	Project Length (miles)	Estimated Construction Cost ($2023)	Implementation
1	US 277	Sutton/ Edwards/ Val Verde	0022-10	I-10 & US 277 Interchange to US 277 & US 90 Interchange	91.8	$4,870,000,000	**Mid-term:** SCH/ENV/PS&E/ROW/UTL **Long-term:** CST
2	US 277	Val Verde/ Kinney/ Maverick	0023-01	US 277 & US 90 Interchange to US 277 & SH 480 Interchange	56.6	$2,420,000,000	**Mid-term:** SCH/ENV/PS&E/ROW/UTL/CST
3	US 277	Maverick/ Dimmit/ Webb	0300-01	US 277 & SH 480 Interchange to I-35 and US 83 Interchange	105	$3,570,000,000	**Near-term:** US 83/I-35 to SH 255 (all phases) **Mid-term:** US 83, from SH 255 to Carrizo Springs (all phases) **Long-term:** US 83, from Carrizo Springs to Eagle Pass (all phases)
				Total	**253.4**	**$10,860,000,000**	

RECOMMENDED CITY LOCATION STUDIES

Del Rio, Quemado, Carrizo Springs/Asherton/Catarina

City Location Studies are recommended around communities or environmental features where upgrading the existing facility to interstate standards may not be feasible or reasonable. The City Location Studies are expected to yield project recommendations, which will potentially modify the future implementation of the interstate upgrade projects. District should prioritize conducting City Location Studies in the near-term (0-4 years), barring any local sensitivities.

NOTES:

- Map 3 of 3 displays projects to meet interstate standards
- The Project ID for Interstate Upgrade Recommendations are based on control sections
- The numbering of projects is arbitrary and does not represent an order of priorities
- Implementation terms: Near-term 0-4 years, Mid-term 5-10 years, and Long-term 10+ years
- Construction costs to not include ROW or utility costs

I-27 System in Texas

Implementation Strategy and Plan
Future Interstate Sections (FIS) and City Location Studies (CLS)

Texas Department of Transportation

Texline City Location Study
Near-term: N/A
Mid-term: CLS
Long-term: SCH/ENV/PS&E/ROW/UTL/CST

FIS#: 0066-01
Near-term: N/A
Mid-term: N/A
Long-term: SCH/ENV/PS&E/ROW/UTL/CST

Stratford City Location Study
Near-term: N/A
Mid-term: CLS
Long-term: SCH/ENV/PS&E/ROW/UTL/CST

FIS#: 0040-01
Near-term: N/A
Mid-term: SCH/ENV/PS&E
Long-term: ROW/UTL/CST

Cactus City Location Study
Near-term: N/A
Mid-term: CLS
Long-term: SCH/ENV/PS&E/ROW/UTL/CST

Dumas City Location Study
Near-term: CLS/SCH/ENV
Mid-term: N/A
Long-term: PS&E/ROW/UTL/CST

Dalhart City Location Study
Near-term: N/A
Mid-term: CLS
Long-term: SCH/ENV/PS&E/ROW/UTL/CST

Hartley City Location Study
Near-term: CLS
Mid-term: N/A
Long-term: SCH/ENV/PS&E/ROW/UTL/CST

FIS 0041-05
Near-term: SCH/ENV/PS&E
Mid-term: ROW/UTL/CST
Long-term: N/A

FIS 0067-11
Near-term: N/A
Mid-term: SCH/ENV
Long-term: PS&E/ROW/UTL/CST

Lamesa Relief Route
(previously completed)

Patricia City Location Study
Near-term: CLS/SCH/ENV
Mid-term: PS&E/ROW/UTL
Long-term: CST

FIS 0380-06
Near-term:SCH/ENV
Mid-term: ROW/UTL
Long-term: PS&E/CST

FIS 0068-05
Near-term: N/A
Mid-term: SCH/ENV/PS&E/ROW/UTL/CST
Long-term: N/A

FIS 0069-01
Near-term: N/A
Mid-term: SCH/ENV/ROW/UTL
Long-term: PS&E/CST

Sterling City City Location Study
Near-term: N/A
Mid-term: CLS
Long-term: SCH/ENV/PS&E/ROW/UTL/CST

San Angelo Relief Route

Garden City City Location Study
Near-term: N/A
Mid-term: CLS
Long-term: SCH/ENV/PS&E/ROW/UTL/CST

Christoval City Location Study
Near-term: CLS
Mid-term: SCH/ENV/PS&E
Long-term: ROW/UTL/CST

FIS 0405-01
Near-term: SCH/ENV
Mid-term: ROW/UTL
Long-term: PS&E/CST

Eldorado City Location Study
Near-term: CLS
Mid-term: SCH/ENV/PS&E
Long-term: ROW/UTL/CST

FIS 0069-03
Near-term: N/A
Mid-term: N/A
Long-term: SCH/ENV/PS&E/ROW/UTL/CST

Sonora Relief Route

FIS 0159-01
Near-term: SCH/ENV/PS&E
Mid-term: ROW/UTL/CST
Long-term: N/A

FIS 0022-10
Near-term: N/A
Mid-term: SCH/ENV/PS&E/ROW/UTL
Long-term: CST

Del Rio (Acuna-Del Rio II Connector) City Location Study
Near-term: N/A
Mid-term: CLS/SCH/ENV/PS&E/ROW/UTL
Long-term: CST

FIS 0023-01
Near-term: N/A
Mid-term: SCH/ENV/PS&E/ROW/UTL/CST
Long-term: N/A

FIS 0300-01
Near-term: From US-83/IH-35 to SH-255 (letting in 2028)
Mid-term: US-83, From SH-255 to Carrizo Springs (letting in 2033)
Long-term: US-83, From Carrizo Springs to Eagle Pass (letting 2035+)

Quemado City Location Study
Near-term: CLS
Mid-term: SCH/ENV/PS&E/ROW/UTL
Long-term: CST

State Loop 480

Carrizo Springs, Asherton, Catarina Combined City Location Study
Near-term: CLS
Mid-term: SCH/ENV/PS&E/ROW/UTL
Long-term: CST

State Loop 335

Texline, Stratford, Dalhart, Cactus, Hartley, Dumas, Amarillo, Canyon, Happy, Tulia, Plainview, Hale Center, Abernathy, New Deal, Lubbock, Tahoka, O'Donnell, Lamesa, Patricia, Big Spring, Midland, Odessa, Garden City, Sterling City, San Angelo, Christoval, Eldorado, Sonora, Del Rio, Quemado, Eagle Pass, Carrizo Springs, Asherton, Catarina, Laredo

Anadarko Basin; Barnett Shale; Eagle Ford; Permian Basin

TERMS

CLS: City Location Study
SCH/ENV: Schematic/Environmental
PS&E: Plans, Specifications, and Estimates
ROW/UTL: Right-of-Way/Utility
CST: Construction

Existing Interstate
Future Interstate Section (FIS)
I-27 System
Locally Preferred Route
City Location Study (CLS)
State Boundary
County Boundary
Permian Basin
Eagle Ford Shale
Barnett Shale
Anadarko Basin
Border Crossing
Military Installation

50 Miles

N W E S

I-27 System in Texas Implementation Plan

FOR MORE INFORMATION

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