

**Transportation Project Evaluation Criteria
Committee on Transportation and Infrastructure
Subcommittee on Highways and Transit**

City of College Station

1. Name and Congressional District of the primary Member of Congress sponsoring the project.

Name: Congressman John Carter
Congressional District: Texas District 31

2. Other Members supporting the project.

Name: Congressman Kevin Brady
Congressional District: Texas District 8

3. If the project is a highway project, identify the State or other qualified recipient responsible for carrying out the project.

Agency - TxDOT
125 East 11th Street
Austin, Texas 78701

4. If the project is a transit project, please identify the project sponsor (must be an eligible recipient of Federal transit funds).

This project is not a transit project.

5. Please categorize the project. (check one)

Highway or bridge _____	X	Intermodal facility (passenger) _____
Transit rail new start _____		Intermodal facility (freight) _____
Bus, bus equipment, or bus facility__		Bicycle and Pedestrian _____
Other (please identify _____)		

6. Is the project eligible for the use of Federal-aid highway or transit funds under Title 23 or Title 49 of the United States Code?

No.

7. If the project is a highway or bridge project, is it on the National Highway System?

No.

8. Briefly describe the total project.

a. Is it part of a larger system of projects?

No. The specific project is a stand-alone project. Therefore, the specific project segment discussion will define the "project" for which funding is being requested.

b. What is the total estimated cost of the project?

Not applicable.

9. Please identify the specific segment for which project funding is being sought, including terminus points.

The segment for which project funding is being requested is the section of FM 60 (University Drive East) which extends from SH. 6 (Earl Rudder Freeway) to FM 158 (Boonville Road). The existing FM highway is a two-lane rural section roadway with shoulders. Conceptual plans for this facility include a four-lane divided urban arterial cross section including sidewalks. The median for this roadway could be raised or depressed with the capacity of adding additional lanes in the future. It is anticipated no additional right of way will be required for the proposed project construction. The FM 60 highway is functionally classified as a major arterial by the City of College Station in their current Thoroughfare Plan.

10. What dollar amount are you requesting in the authorization for this project or segment of a project?

The dollar amount requested for FM 60 is \$7,100,000 based on the following estimated cost breakdown:

Construction Cost:	\$6,000,000.00
Environmental and preliminary design Cost	125,000.00
Preparation of construction plans:	425,000.00
Construction Management	550,000.00

11. Project Schedule

a. What is the proposed schedule and status of work on the project?

Because of other transportation priorities, TxDOT has been unable to fund this project, and authorization to commence preliminary engineering and preparation of construction plans has not been given by the Bryan District of TxDOT. In an attempt to expedite the construction process, the City of College Station has agreed to fund half of the preliminary engineering and design of the project and it is anticipated that the City of Bryan will fund the remaining half. With the assurance of the design work being completed, the schedule for a construction contract letting of the project,

assuming funds are available for construction, would be January 2005. Construction of the project should be completed by January 2007.

- b. What is the current stage of development of the project? (if the project is a transit new start, please specify whether the project is in alternative analysis, preliminary engineering, final design, has been issued a record of decision, under environmental review, or already has a current full funding grant agreement).

The cities of Bryan and College Station, in their cooperative effort to prepare the project for construction, anticipate beginning the design of the project by June 2003 in coordination with the TxDOT. Since no right of way is required, and utility adjustments will be very limited; the environmental clearance and preliminary design of the project should be accomplished in a relatively short period of time. The project does not present any significant design issues at the junction of the SH 6 interchange. The rolling terrain will cause longitudinal and transverse drainage of the highway to be handled without difficulty and no significant construction sequencing or handling of traffic during construction is foreseen. Based on these facts, the January 2005 construction contract letting date and completion of construction by January 2007 is an appropriate schedule for the project.

- c. Will the requested funding for the project be obligated within the next six years?

Yes.

12. Project Plan

- a. Is the project part of the State's long-range plan?

No.

- b. Is the project included in the metropolitan and /or State Transportation Improvement Program(s)?

No. The project was ranked No. 6 in Priority out of 68 projects considered in the most recent prioritization of the 2002-2025 Metropolitan Transportation Plan (MTP) developed by the Bryan-College Station Metropolitan Planning Organization (BCSMPO). This is the highest ranked project that does not have funding identified by TxDOT. The project was selected as the preferred project to forward to TxDOT for earmark consideration in the TEA-21 Reauthorization by member agencies of the BCSMPO. Because of a lack of the type of TxDOT category of funds suitable for the development of this project, it has not been included in the Transportation Improvement Program of the TxDOT.

13. Is the Project considered by the State and/or regional transportation officials as critical to their needs? Please provide a letter of support from these officials, and if you cannot, explain why not.

Yes, this project is considered critical to the needs of Brazos County, the City of Bryan, the City of College Station, the Bryan District of TxDOT, and Texas A&M University. Letters from each of these entities is included. In addition, a copy of the BCSMPO Policy Committee resolution 2003-05, supporting FM 60 from SH 6 to FM 158 as the preferred project to forward for possible funding under an earmark from the next Transportation Bill, is also attached.

14. Does the project have national or regional significance? Describe.

Yes. The widening of FM 60 to FM 158 will assist in the formation of a regional loop around the City of Bryan, thereby providing a more direct connection from SH 21 to the City of College Station, the Physician's Centre (hospital), Texas A&M University, and the George Bush Library and Conference Center. In addition to providing this important connection, it will also significantly improve mobility and access along the corridor in Bryan and College Station.

15. Has the proposed project encountered, or is it likely to encounter, any significant opposition or other obstacles based on environmental or other types of concerns? If yes, please describe.

No.

16. Describe the economic, environmental, congestion mitigation, and safety benefits associated with completion of the project.

The completion of this widening project will provide a significant amount of safety and economic benefits. On the safety side, the current cross-section of FM 60 does not provide adequate storage areas for turning vehicles. The area along this corridor has seen a significant amount of residential and commercial development increasing the amount of turning vehicles on to and off of FM 60. On most of the roadway, operating speeds are in the range of 50 to 60 miles per hour. Left-turning vehicles usually stop in the traffic lane to wait for an adequate gap, while through traffic uses the 8-foot shoulder to pass. In addition, many recreational and commuter bicyclists use this section of FM 60 further complicating the safety issue.

On the economic side, there are several projects that are currently being developed along the corridor. First, the College Station Hotel and Conference Center, located on the southeast corner of FM 60/Copperfield Parkway, is scheduled to open in the spring of 2005. North of FM 60 in the City of Bryan, the Park Hudson planned development includes several commercial offices, a significant amount of residential development, and the Physician's Centre (hospital and professional building). South of FM 60 in the City of College Station, a mixed-use development that includes commercial office space, single

family and multi-family residential development is planned. The Veterans Park and Athletic Complex, located between FM 60 and SH 30, is scheduled to open in the spring of 2003. This complex is a regional athletic park with soccer fields, baseball fields, softball fields, and the Brazos Valley Veteran's Memorial

With completion of the widening of FM 60 from the overpass at SH 6 to the west, a six-lane overpass will connect with the current two-lane FM 60 highway east of SH 6. It is anticipated that situation will result in congestion and safety issues as traffic volumes increase.

17. Has the project already received funding through the State's federal-aid highway or transit formula apportionments or from other Federal, State, Local, or private funds? If yes, how much and from what source?

No.

18. Has the project received funding in a previous authorization act?

No.

19. If the project received funding in a previous authorization act, please cite the act(s) and amount(s) authorized.

Not applicable.

20. Has the project received funding in a previous appropriations act?

No.

21. If the project has received funding in a previous appropriations act, please cite the act(s) and amount(s) appropriated.

Not applicable.