

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

Yes

8. Briefly describe the total project.

The specific project is a stand-alone project. Therefore, the specific project segment discussion will define the "project" for which funding is being requested.

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

No.

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 a section of SH 6 at the location where Barron Road intersects the SH 6 frontage roads at grade. The proposed project is a grade separation/interchange allowing the main lanes of SH 6 to overpass the minor arterial Barron Road. The entrance and exit ramps of the proposed interchange will be constructed as part of a separate project. Based on current planning, no additional right of way is anticipated to be acquired. On the City of College Station Thoroughfare Plan, SH 6 is designated as a freeway, while the frontage roads are considered a major arterial.

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

The dollar amount requested for SH 6 @ Barron Road Interchange is \$7,000,000.00 based on the following breakdown of cost:

Estimated Construction Cost	\$5,825,000.00
Environmental and Preliminary Design Cost	\$ 150,000.00
Preparation of Construction Plans	\$ 625,000.00
Construction Management	\$ 400,000.00

11. Project Schedule

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

Since the Texas Department of Transportation has been unable to fund this project, authorization to commence preliminary engineering and preparation of construction plans has not been given by the TxDOT Bryan District. In an attempt to expedite the construction process, the City of College Station has agreed to fund the preliminary engineering and design of the project. 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 City of College Station will begin the design of the project by June 2003 in coordination with the Texas Department of Transportation. As indicated in the proposed schedule, the preliminary design and preparation of construction plans can be completed to permit a Summer 2005 construction contract letting date. The Texas Department of Transportation has not been able to designate the project for construction plan preparation due to the lack of funding for this type of 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)?

Yes

This project was ranked No. 23 in Priority out of 68 projects considered in the Bryan-College Station Metropolitan Planning Organization's (BCSMPO) developed by the most recent prioritization of the 2002-2025 Metropolitan

Transportation Plan (MTP). Because of a lack of funding of this TxDOT category type, the project is not included in the State Transportation Improvement Program for construction plan preparation.

- 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.

As previously stated, this project ranks No. 23 out of 68 needed projects in the Bryan-College Station MPO Urban Area, and is needed to continue the development of SH 6 as a controlled access freeway (Major Arterial) in the Region. A letter of support from the MPO is attached.

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

Yes.

This interchange of SH 6 @ Barron is an essential part of the effort of the Bryan-College Station Metropolitan Planning Organization and Texas Department of Transportation's efforts to improve mobility in the rapidly developing area of south College Station. In this area, the SH 6 frontage roads currently have two-way operations on either side of the mainlanes. In an effort to improve safety and operations, the Texas Department of Transportation will be converting the frontage roads to one-way operations in 2005. After this conversion is made, motorists on the west side of SH 6 will have to drive south over a mile to be able to make a U-turn and proceed north on SH 6 into College Station and to Texas A&M University.

SH 6 south of the Bryan-College Station Urban Area is the major route of travel from the Urban Area of Bryan-College Station to the Houston Metroplex. This route serves both commercial and Texas A&M University faculty and student commute activities between the two urbanized areas. This project of SH 6 @ Barron Road is one of several projects needed to facilitate this movement of traffic. Therefore, a letter of support from Texas A&M University is also attached. Also attached is a letter of support from Brazos County.

- 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.

As described above, the absence of this interchange will require motorists from the west of SH 6 to drive almost three miles to proceed north on SH 6 once the frontage roads are converted to one-way operation. This will further complicate safety and operational issues at the SH6 @ Greens Prairie Road interchange to the south, as well as adding a significant amount of unneeded vehicle miles onto the transportation system raising air-quality concerns.

- 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