

escalation made it too difficult to

McCandless said if President Mil-

ler and the Board of Regents decided

to go ahead with the idea, they would

probably have to request a special appropriation from the state legisla-

To some extent, whatever is done

with Wellborn Road is tied to the

railroad tracks.

The Metropolitan Planning Authority has funded a \$90,000 study to

determine what could be done with

the railroad, Williamson said. The

MPA is made up of the cities of Bryan

and College Station, Brazos County and Texas A&M University McCandless said any relocation of

the railroad tracks would require

Vestal said the least expensive re-location would cost about \$10 mil-lion. This route would start just

south of College Station and run parallel to the West Bypass (FM

2818) and back into the existing route

carry out since the University owns

improve traffic flow," said D.D. Williamson, a state highway de-

most of the land and obtaining an easement for the track would be no

Another alternative would be to

route the tracks to the west of Eas-

terwood Airport, he said.
As with Wellborn Road, the de-

termining factor over what is done

partment official.

problem, Vestal said.

This route would be the easiest to

"I feel that elevation of Wellborn Road is the best way to

ture to finance the project.

the intersection of Wellborn Road and Old ain Drive poses problems for both pedestians and vehicles. As a major entrance to the

west campus, University officials have considered the possibility of relocating the railroad tracks or elevating Wellborn Road.

ellborn Road elevated?

# ampus traffic flow studied

By HARVEY LAAS

esity Drive past Jersey Street. d to an area that is beyond rsity property.

se two proposals are stated as in Texas A&M University's ear master plan. e University officials who serve

bers of the Steering Commitof the Master Plan said these are needed to promote safety revent a divided campus.

Master Plan was released in dapproved in principle by the of Regents. The plan serves as line for the Texas A&M Uni-System's growth over a five-

niversity officials said orn Road presented the est problem by dividing the us and threatening safety.

eriod. It provides a timetable ost estimates for construction enovation of facilities.

epreface of the plan states that es as a guideline and is not a

Steering Committee, which losen by President Jarvis E. is made up of five University is: Howard L. Vestal, vice ent for business affairs; Dr. es E. McCandless, director of nic planning and services; Dr. Prescott, vice president for emic affairs; Dr. T.R. ouse, associate dean for adtrative affairs, College of Agre; and Heston Cherry, assislirector, Engineering Experi-

andless said Wellborn Road nted the biggest problem by mg the campus and threatening He said cars use the road conisly, whereas trains pass th only several times daily. of the problem is people do both e the elevated crosswalk, he

By HARVEY LAAS
Battalion Reporter
wate Wellborn Road from would not help, he said.

said. Because of this, construction of another crosswalk at Old Main Drive would not help, he said.

road would be considerable, Williamson declined to give any kind of estimate on the cost, saying price

Vestal said, "We want a one-campus university." He said the Steering Committee believed elevation of the road was the best way to accomplish this.

D.D. Williamson, district engineer for the Texas Highway Department in Bryan, has made some preliminary drawings of an elevation plan. The road would be built on pedestals allowing traffic and pedestrians to pass under it.

Williamson said projections show Wellborn Road eventually must handle 40,000 cars a day. He said the highway department thinks access to Wellborn Road at University Drive is dangerous and needs improve-

"I feel that elevation of Wellborn Road is the best way to improve traffic flow," Williamson said.

"The ideal situation would be to have the railroad moved. That way there would be room for a diamond interchange at Wellborn and University," he said.

He said if the railroad tracks were not moved, then a partial cloverleaf could be built at the intersection. Williamson said there were two

alternatives to elevating Wellborn One would be to raise the road grade enough to create an underpass

with a low clearance for pedestrians and smaller vehicles. He said another method would be to lower Wellborn Road and the railroad tracks so traffic could pass over the road. This presented a problem

since it would cost approximately the same as the elevation.

Williamson said if Wellborn Road were elevated, the state would retain

Welliamson said if Wellborn Road be to extend that route around Bryan. This would cost \$16-18 mil-

an easement to the area under lion, Vestal said. Wellborn Road, but the University would be allowed to develop it as it

McCandless said the space could be used for parking, landscaping or

Although the cost of elevating the will probably be financing.

SALT talks start soon in Geneva

United Press International
WASHINGTON— The United
States and the Soviet Union will resume the Strategic Arms Limitation Talks in Geneva next week, a State Department spokesman announced

"It has been agreed that Secretary of State Cyrus Vance and Soviet Foreign Minster Andrei Gromyko will meet in Geneva Dec. 21-22 to continue discussions on SALT," said spokesman Hodding Carter.

"It is felt that this meeting can be productive," the spokesman said, but he declined to say what the two sides hoped to accomplish from this

Earlier, President Carter told a

press conference, "We have made good progress on SALT, but I can't say that we have reached agreement. If the Soviets are adequately forthcoming, we will have an agreement without delay. If they are not forth-coming, then we will continue to

The president also confirmed that an agreement on a SALT-II accord will be followed by a summit meeting between the United States and the Soviet Union.

"At that summit meeting we will not only discuss concluding the SALT agreement officially, but we will also have a broad agenda of other items that are of mutual interest to us and the Soviet Union," Carter said.



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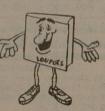
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