

2025

# Summer 2025 Construction Projects



TEXAS A&M UNIVERSITY  
Transportation Services

# Penberthy Boulevard Expansion



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# Penberthy Boulevard Expansion

## Overview

- **Purpose:** Mitigate everyday traffic congestion; Improve gameday traffic flow; Create safer facilities for multimodal use
- **Schedule:** Anticipated start date of 6/9/25. End Feb. 2026
- **Cost:** \$5,768,839.45 all-in cost.
- **Current Status:** Tucker Construction has been awarded the contract for this project. Awaiting official BOR approval in late May 2025



# Penberthy Boulevard Expansion

- Widens road from two lanes to four from George Bush Drive to John Kimbrough Boulevard, adding multiuse paths on both sides
- New street and pedestrian lighting
- New bike racks near Penberthy/Tom Chandler intersection
- 20' multiuse path on west side which includes designated areas separating bikes/PEV's and pedestrians
- 15' multiuse path on east side
- New RRFB crossing between Penberthy Fields and Lot 100m

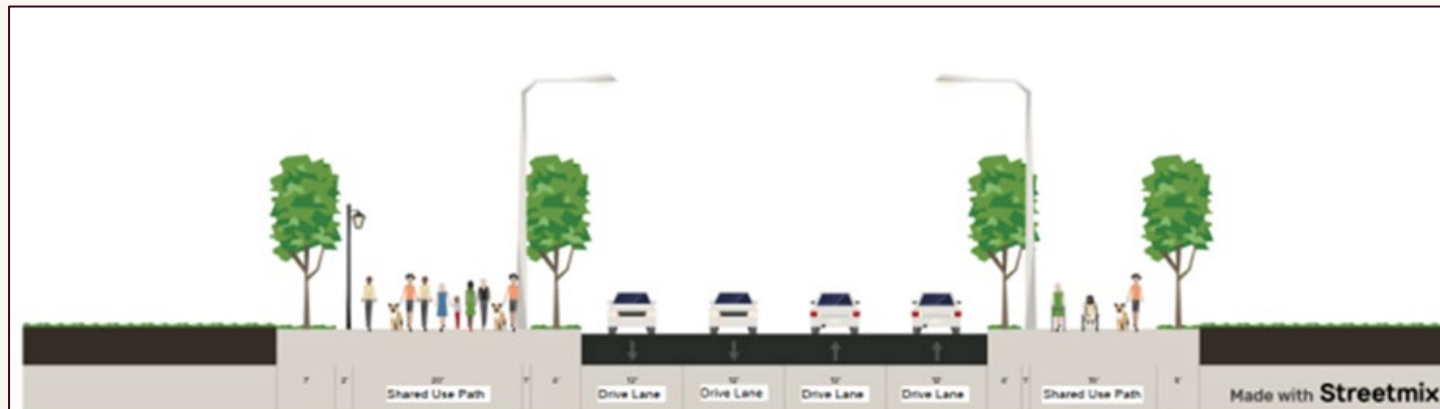


Figure 3- Typical Street Cross Section\*\*

\*\* Street cross section is for reference only. Full design will be utilized to determine lighting fixtures, planting requirements, and additional furnishing for reconstruction project. \*\*

# Penberthy Boulevard Expansion

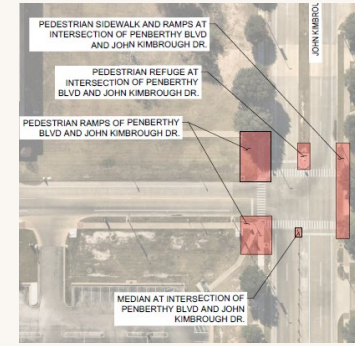
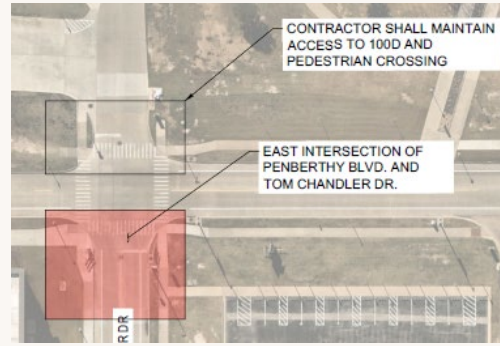
- **Mobility Master Plan**
  - **Item #44** Two-way bike path on the west side of Penberthy Boulevard from George Bush Drive to John Kimbrough Boulevard

Item	Biking Improvement Initiatives	Short-Term	Mid-Term	Long-Term
		(1-3 years)	(4-6 years)	(7-10 years)
42	Build protected two-way bike path along the north side of Enterprise Avenue (1,500 feet) to continue the bike route along the White Creek path and create a complete route from Research Park to MSC.		Medium Priority	
White Creek Community Center Connection				
43	Build a ped and bike path through Lot 122b (400 feet) to connect the White Creek Community Center with The Leach Teaching Gardens and the College of Agriculture and Life Sciences; provide direct access to WCCC from the path.	Medium Priority		
44	Build two-way bike path on west side of Penberthy Boulevard from John Kimbrough Boulevard to George Bush Drive (about 2,700 feet long).		Medium Priority	
John Kimbrough Boulevard				
45	Build a two-way bike path on the south side of Kimbrough Boulevard to connect Pickard Pass, the Fan Field and Research Park. About 5,000 feet long.		Medium Priority	
46	Connect the Kimbrough Boulevard bike path with the two-way path on Enterprise Avenue at Enterprise Avenue & Research Park Parkway to complete a bike loop through West Campus (2,900 feet).			Medium Priority
Olsen Boulevard				
47	Build two-way bike path on west side of Olsen Boulevard from Raymond Stotzer Parkway to John Kimbrough Boulevard (about 1,000 feet on each side of quad). Mark slow route through the West Campus quad (about 500 feet).		Medium Priority	
48	Continue Olsen Boulevard two-way bike path south of Kimbrough Boulevard to George Bush Drive. About 2,400 feet.		Medium Priority	

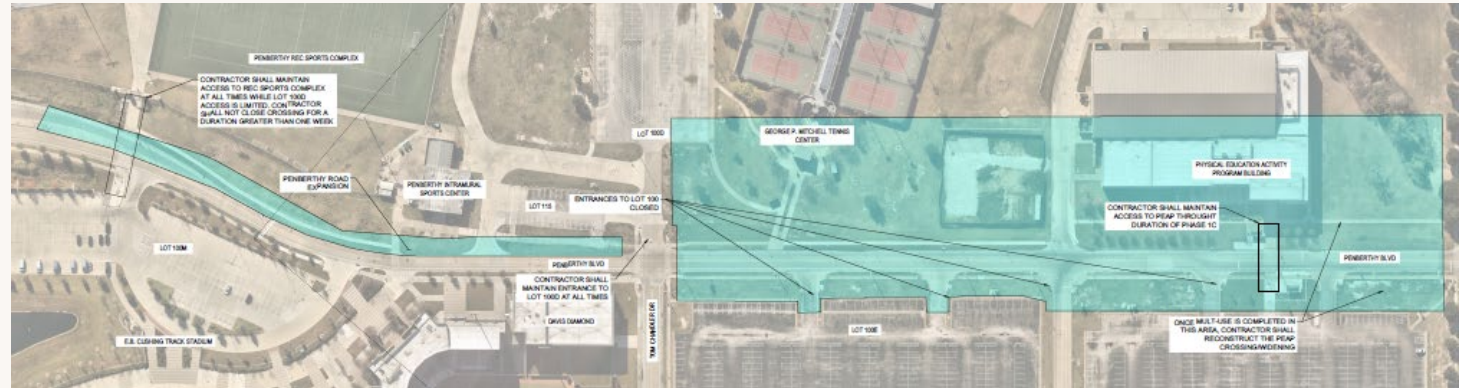
# Penberthy Boulevard Expansion

## Phasing:

Phase 1A & 1B (~2-3 Weeks)

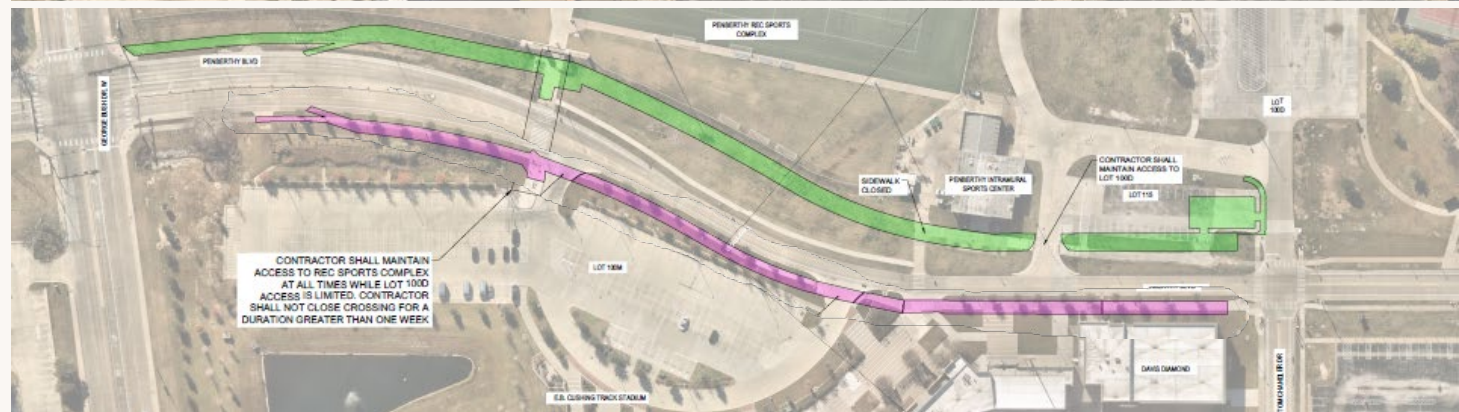


Phase 1C (~6-8 weeks)



Phase 2 (Fall 2025)

Phase 3 (Dec. 2025-Jan. 2026)



# Stallings Blvd. Parking Garage

**Traffic & Pedestrian Safety**



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# Stallings Blvd. Garage



## Overview

### Purpose:

- Improve loading of Stallings Garage
- Prevent vehicle/pedestrian conflicts at garage entry/exits (interior and exterior)
- Improve pedestrian/bike/PEV safety
- Improve connectivity for PEVs between Pickard Pass and Lamar/Houston/Old Main
- Remove vehicular access to Stallings Blvd. Garage from the north creating a protected pedestrian crossing between ILCB and MSC

**Schedule:** Anticipated start date 5/12/2025; new garage entry/street fully open by 8/15/2025

**Cost:** \$810,000 based on engineer's estimate for 100% construction drawings

**Current Status:** Awaiting bid set (due: 4/4/25). Project is shifting from CSP to JOC due to time constraints. QuadTex Construction has been selected as the JOC for this project





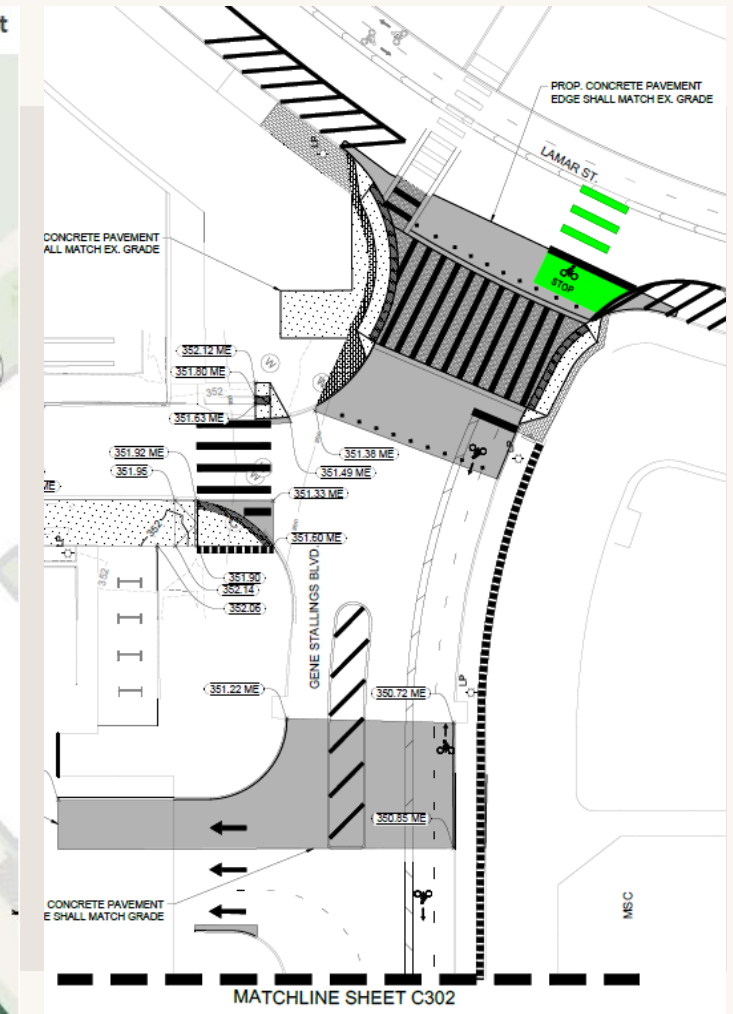
# Stallings Blvd. Garage



## Mobility Master Plan

- **Item #51:** Bike path connection from Pickard Pass to Gene Stallings Blvd.
- **Item #52** Relocate southbound bike lane on Gene Stallings Blvd. to east side of street, forming a 2-way bike path
- **Item #54** which suggests adding elements to protect bike and pedestrian crossing at the intersection of Stallings/Lamar
- **Item #55** Raise crosswalk between MSC and ILCB and eliminate right turns from Gene Stallings (at-least for non-game days)
- **Item #56** Connect Stallings Blvd. bike path with Lamar St. bike path
- **Item #59** New gate added to Stallings Blvd. Garage

Figure 106: Proposed redesign of Gene Stallings Boulevard and Lamar Street



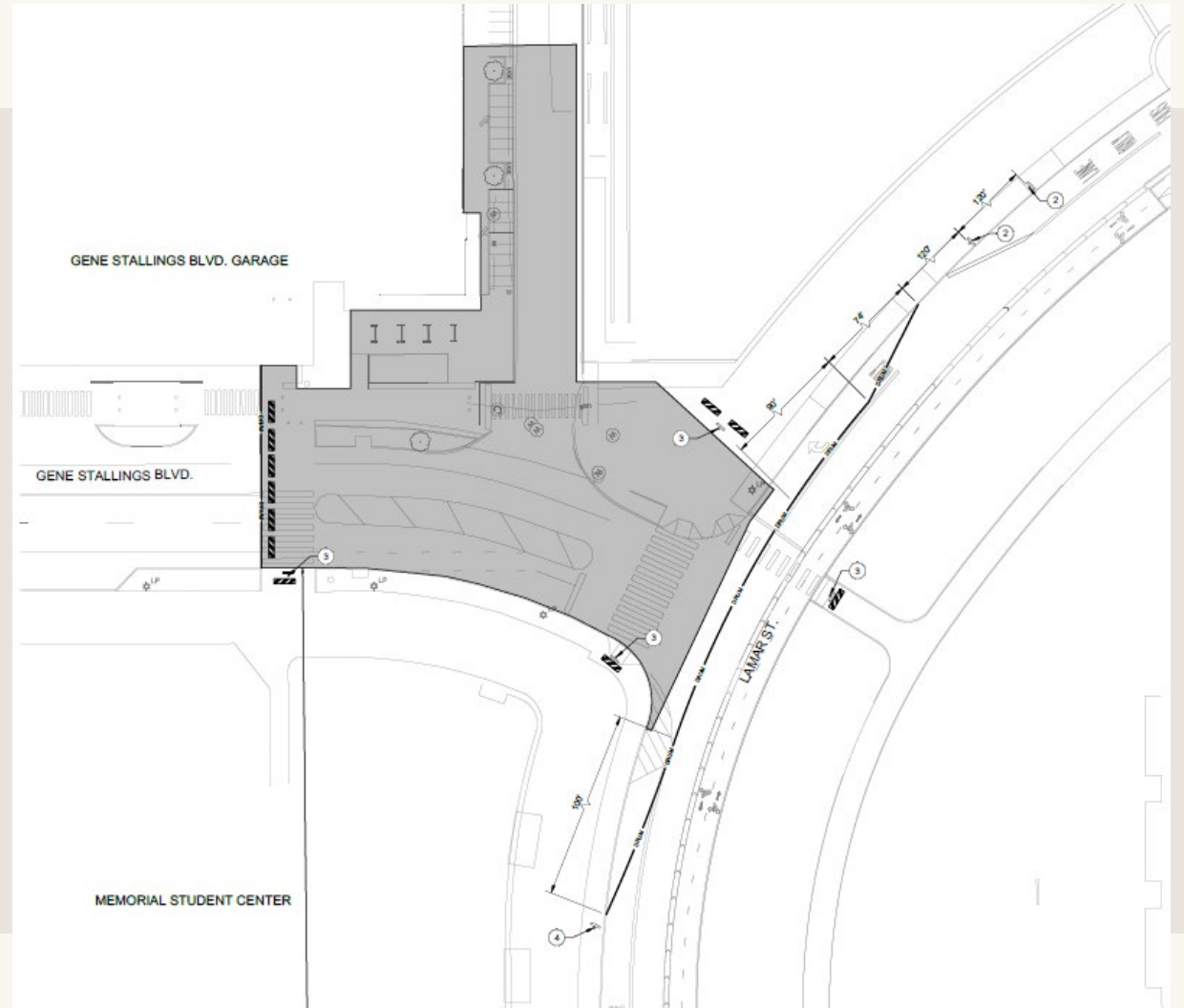
# Stallings Blvd. Garage



## Phasing

The most disruptive portions of the project are located north of the garage entry lanes. These items will be phased together with the intent to be completed first

- Pedestrian entry/exit addition on north side of garage at fire lane
- Stallings/Lamar crosswalk
- Additional vehicle entry lane
- *Note: After the Stallings/Lamar crosswalk is closed for construction, this intersection will remain closed at all times with the exception of football game-days or other large events as needed.*



# Old Main Drive Transit Hub

and multiuse path



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# Old Main Transit Hub & Multiuse Path

## Overview

### Purpose:

- Create transit hub to simplify bus routes (see next slide)
- Reduce transfer distances
- Enhance student mobility and move buses out of the highly congested Trigon area
- Serves riders more efficiently by use of west campus roads and routes not possible from Trigon
- Facilitates safe, efficient mode separation, encouraging use of multiple modes
- Creates clear connection from Academic Plaza to West Campus

**Schedule:** Anticipated start date: 6/2/2025;  
Substantially complete by 8/15/25

**Cost:** \$1,480,000 based on engineer's estimate for 100% Bid Set plans

**Current Status:** Bid Set received 3/31/25. CSP's due 5/7/2025



# MSC Bus Stops



- 01. Bonfire
- 03. Yell Practice
- 04. Gig 'Em
- 05. Bush School
- 06. 12th Man
- 08. Howdy
- 12. Reveille
- 15. Old Army
- 22. Excel
- 26. Rudder
- 27. Ring Dance
- 31. Elephant Walk
- 34. Fish Camp
- 35. Hullabaloo
- 36. Matthew Gaines
- 40. Century Tree
- 41. New Route
- 47. RELLIS



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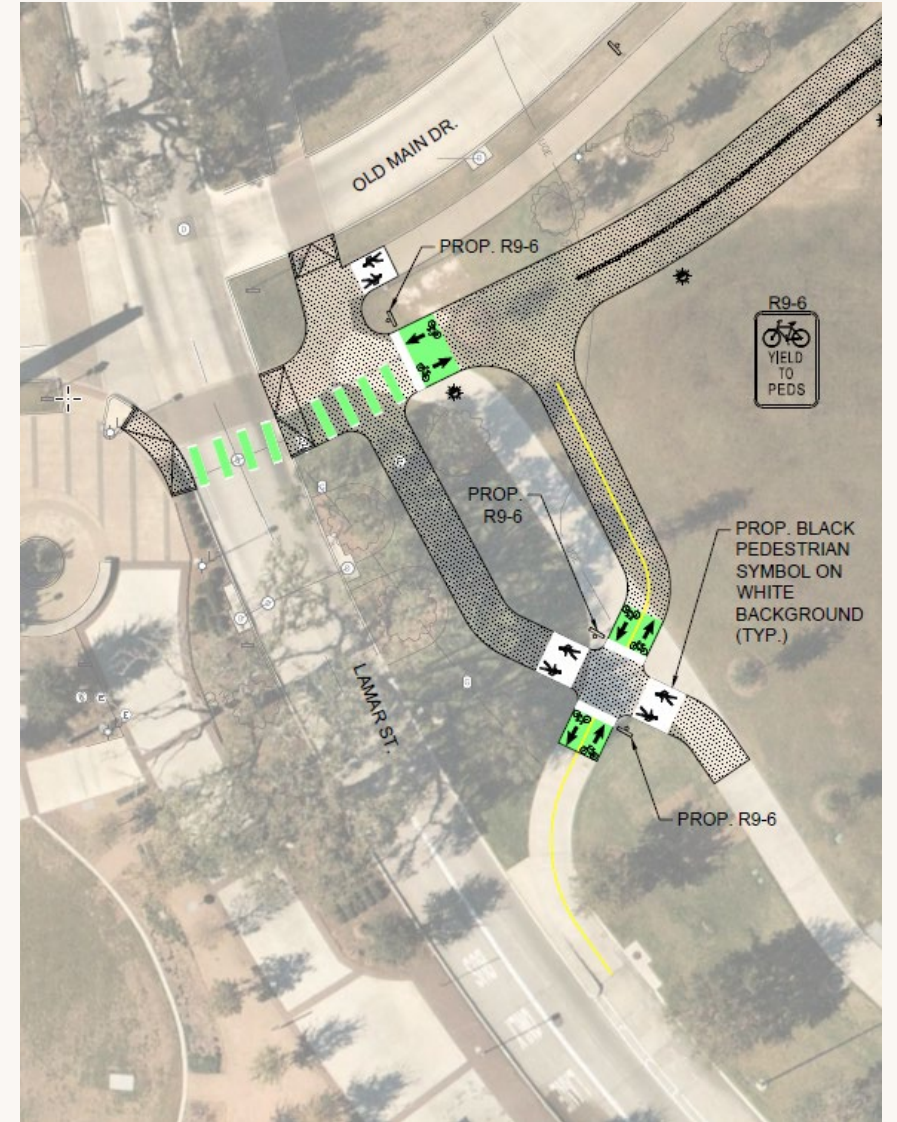
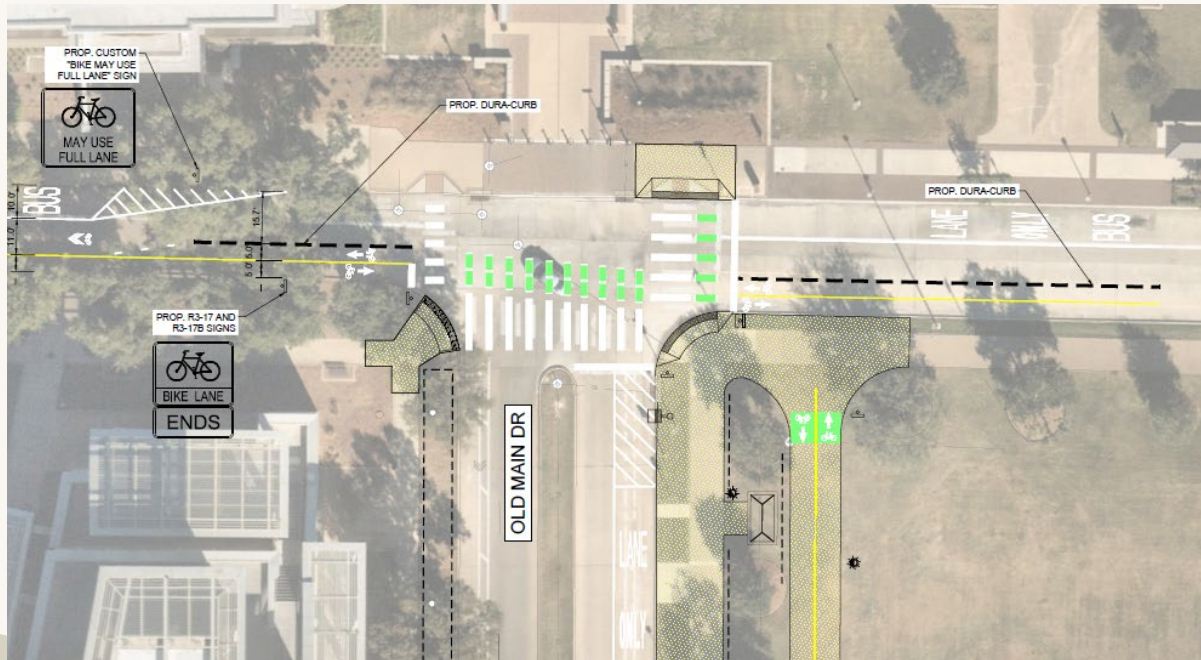
Sources: Esri, TomTom, Garmin, FAO, NOAA, USGS, © OpenStreetMap contributors, and the GIS User Community

● Bus Stop

# Old Main Transit Hub & Multiuse Path

## Concept includes:

- New bus shelter design that preserves critical sight lines and historic views
- Concrete surface from shelters to Old Main Drive curb
- Moves bike lanes from street by creating new multimodal path between bus shelters and Simpson Drill Field with pole and chain separation from drill field
- Preserves of existing trees and roadway footprint



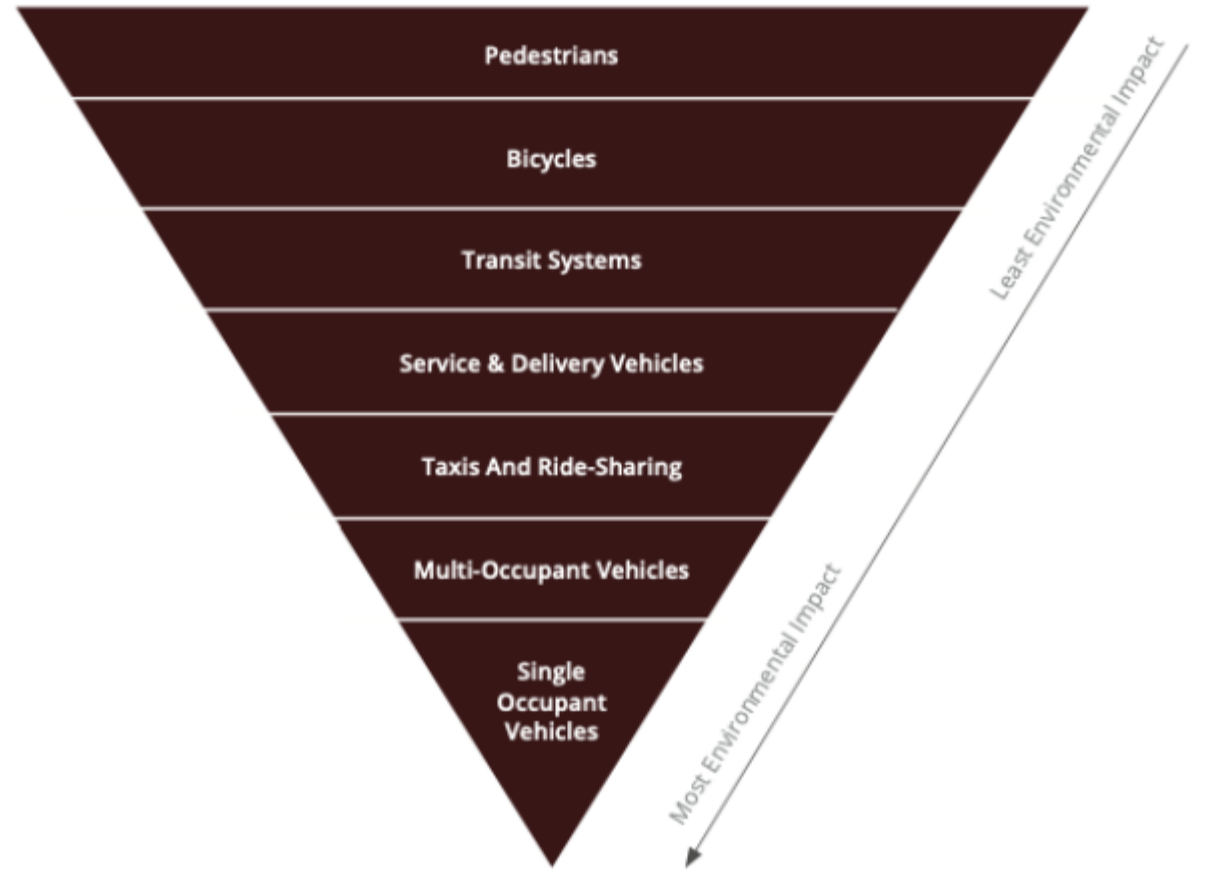
# Old Main Transit Hub & Multiuse Path

## Mobility Master Plan

**Item #1** Create bus hub.

- Old Main/MSC hub rather than Ross St./Asbury St./Ireland St.
- More centralized, less impactful to existing campus traffic patterns
- Overall design includes other concepts provided in the MMP such as separation of modes

Figure 31: Transportation Mode Hierarchy



Mobility Plan Hierarchy







# North Houston Street Multiuse Path



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# North Houston Street Multiuse Path

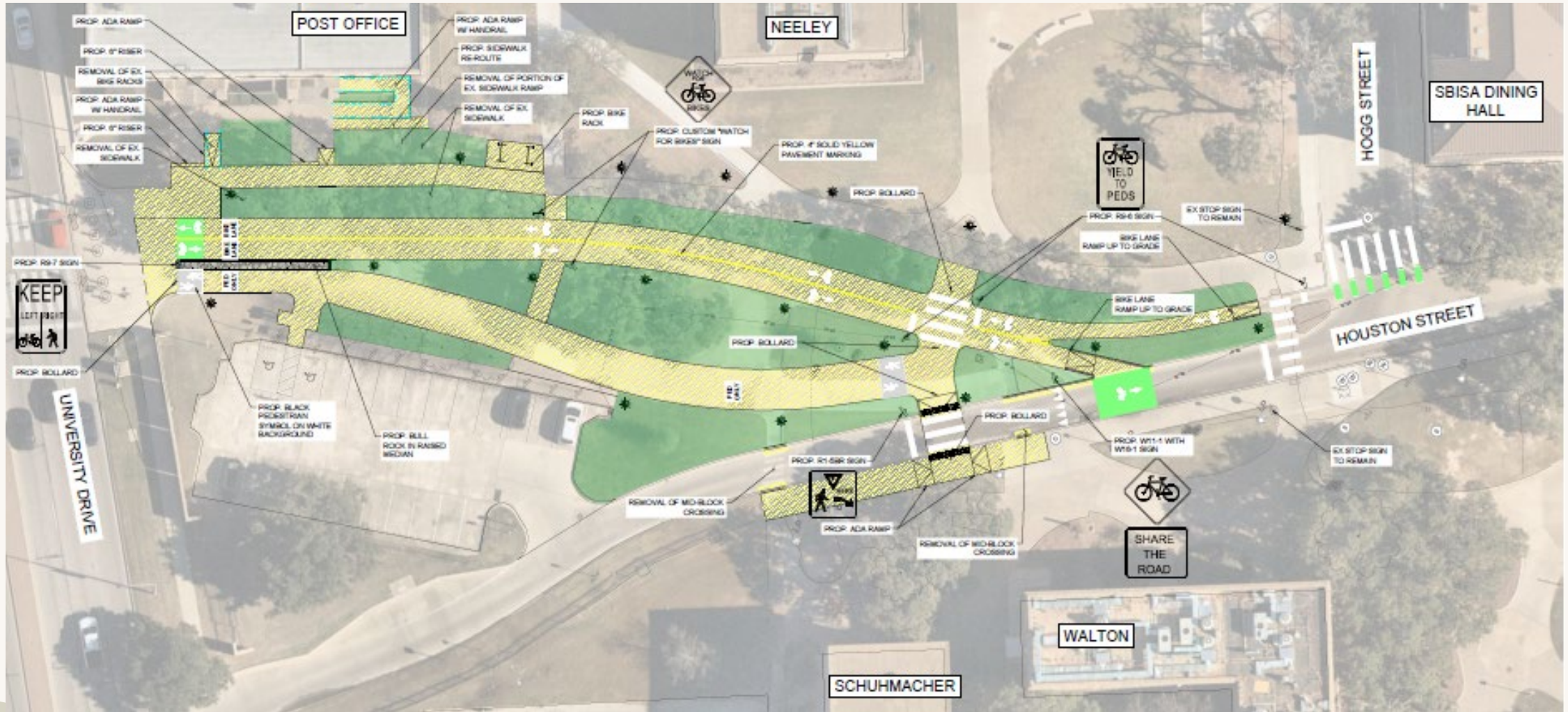
## Overview

- **Purpose:** Facilitate safe, efficient mode separation, encouraging use of multiple modes
- Provides better connection from Northgate District to Main Campus
- Improved ADA facilities for Post Office
- **Schedule:** Anticipated start date of 5/12/25. Substantially complete by 8/15/25. Landscaping likely in Fall
- **Cost: \$789,351** based on engineer's estimate for 100% Bid Set
- **Current Status:** Out for bid. CSP opening 4/10/25 @ 2:30pm

## Mobility Master Plan

- No specific action items called out in MMP, but project follows MMP mobility concepts
  - Mode prioritization
  - Protected bike facilities
  - Campus/community connection
  - Bike corridor (Houston-Old Main-Stallings-Pickard Pass)
- With current and future growth of the Northgate area, this entrance to campus will better serve the increase in pedestrian/bike/PEV traffic

# North Houston Street Multiuse Path

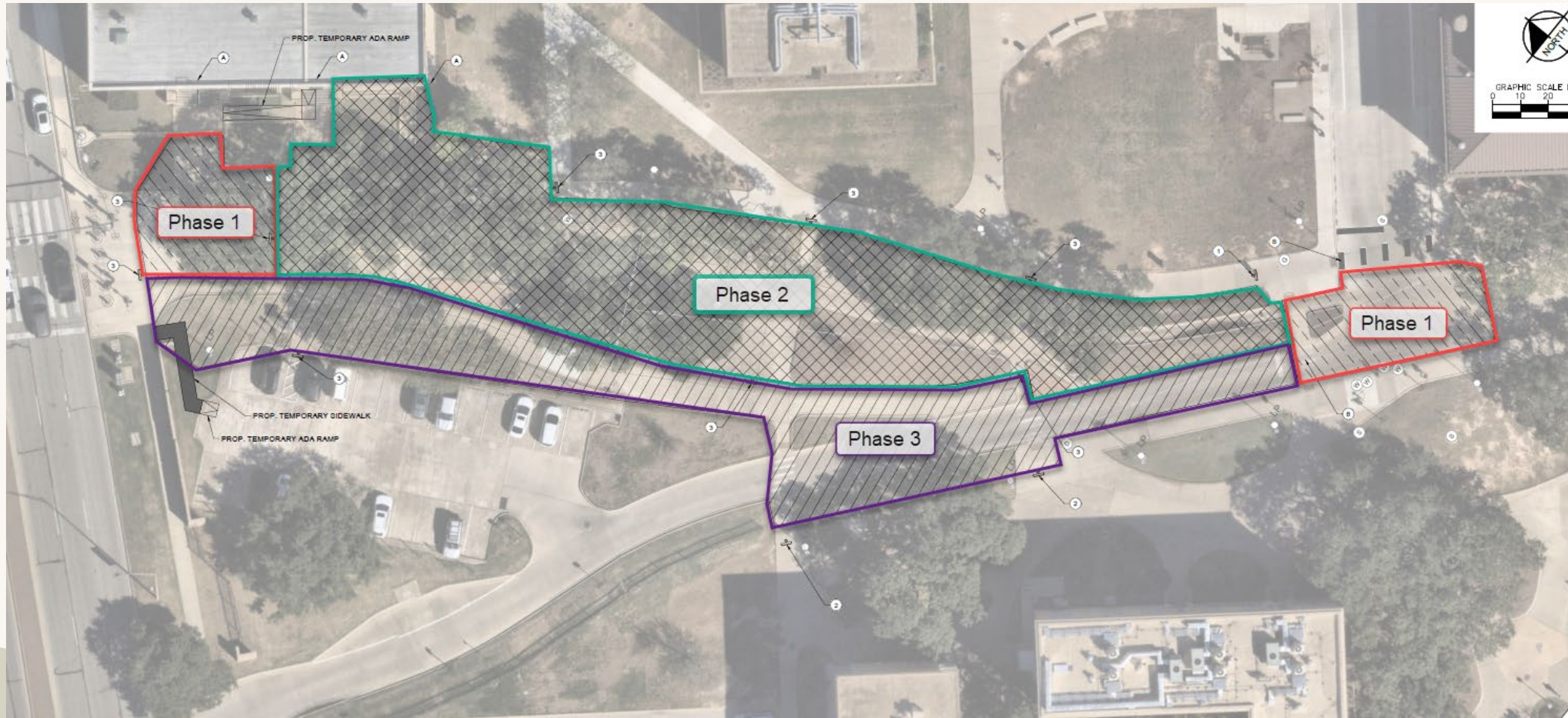


# North Houston Street Multiuse Path



## Phasing

- ADA access will be maintained between Post Office and Parking Lot for duration of project



# Ross Street Gate Movement

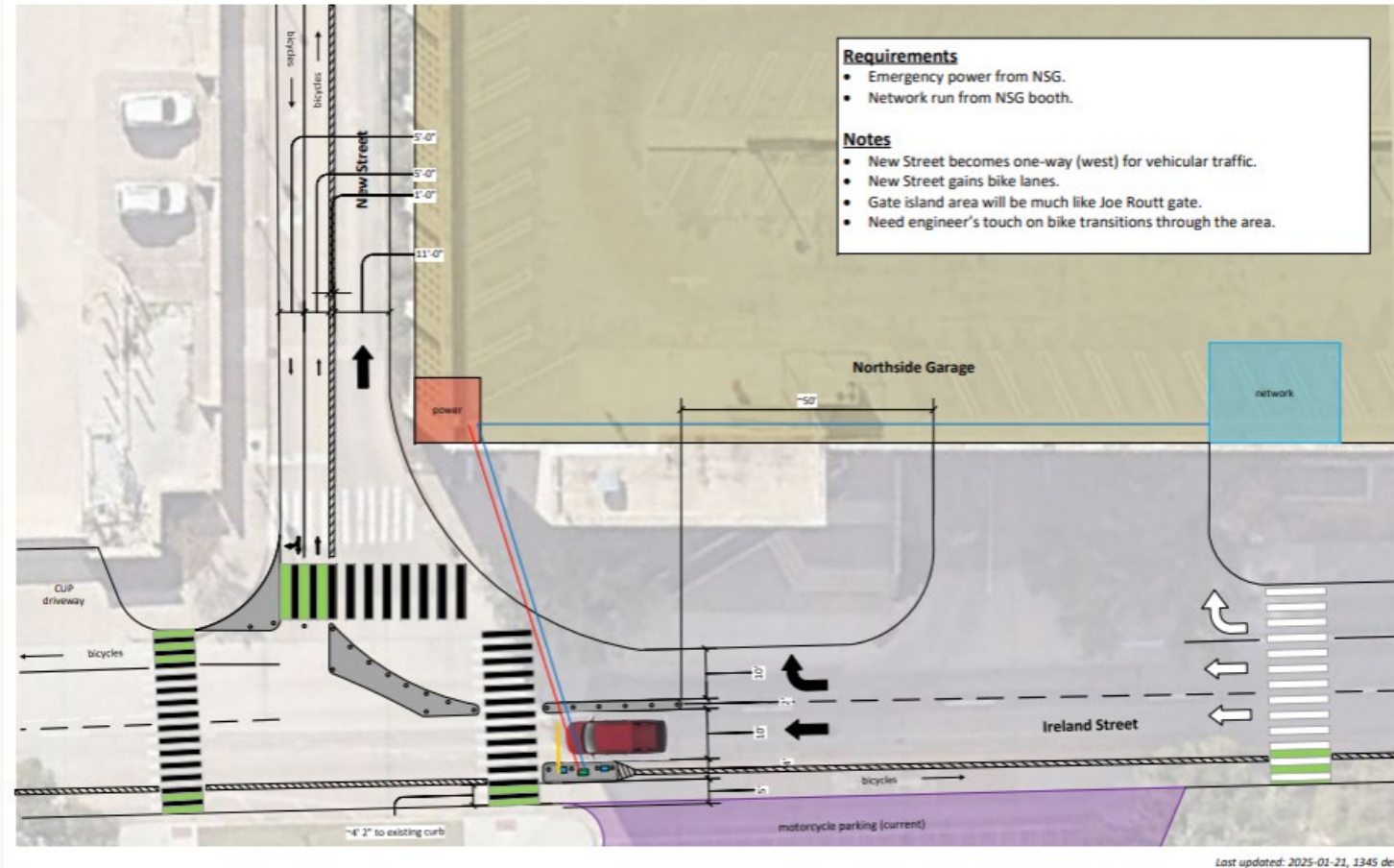


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# Ross Street Gate Movement

## Overview

- **Purpose:** Restrict public access to Ross Street. Facilitates safe, efficient mode separation, encouraging use of multiple modes. Create more efficient Transit routes by eliminating stops
- **Schedule:** Anticipated start date of 5/12/25. Substantially complete by 8/15/25
- **Cost:** \$489,945 based on engineer's estimate for 100% construction drawings
- **Current Status:** Awaiting 100% bid set. Due by 4/4/25



# Ross Street Gate Movement

## Mobility Master Plan

- **Item #8** Make New Street one-way west bound traffic for vehicles and two-way traffic for bicycles/PEVs
- **Item #19** Relocate vehicle gate at Ross/Ireland to Ireland Street
  - Removing Asbury gate entirely rather than moving to Asbury

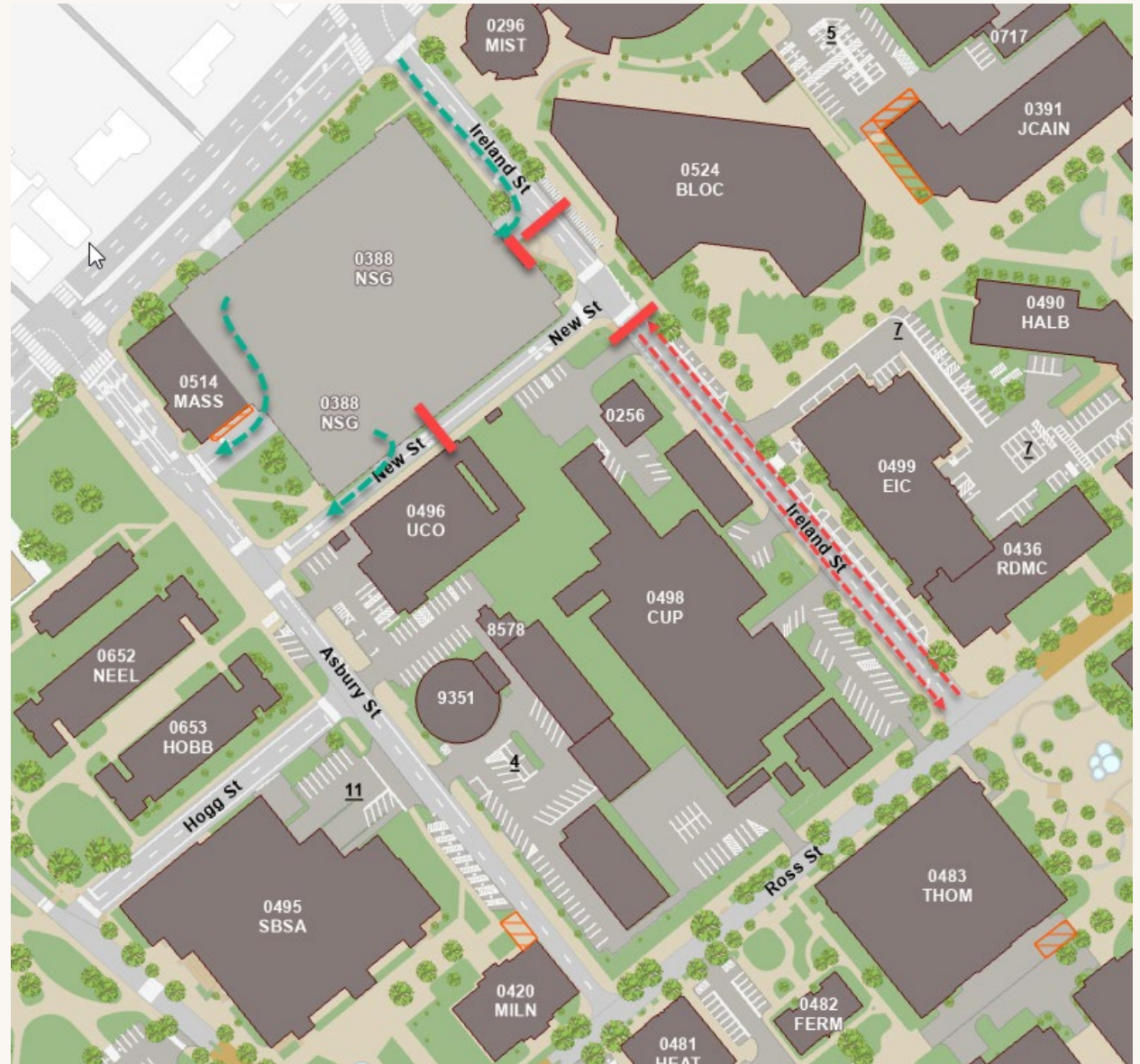
Transit Service Change Initiatives		Short-Term (1-3 years)	Mid-Term (4-6 years)	Long-Term (7-10 years)
6	Add NB bus lane to middle lane of Ireland Street (1,000 feet painted lane and stenciling).	Medium Priority		
7	Add NB bike lane to east side of street (1,000 feet painted lane and stenciling) to connect with bike lane across University Drive. No impacts to vehicle and motorcycle parking on east side of street.	Low Priority		
8	Make New Street one-way WB traffic for vehicles and two-way traffic for bicycles (500 feet restriping and stenciling).	Low Priority		
Walking Improvement Initiatives		Short-Term (1-3 years)	Mid-Term (4-6 years)	Long-Term (7-10 years)
19	Relocate vehicle gate at Ross/Asbury to Asbury Street, and vehicle gate at Ross/Ireland to Ireland Street, to control access between 7:00 a.m. and 6:00 p.m. Permit access to TAMU service vehicles and buses at all times. One-way (eastbound) traffic for buses between Houston and Ireland.	Low Priority		
20	Pedestrianize Ross Street between Sbis Hall/Fish Pond and Ireland Street—extend pavement treatment and design that is provided between Ireland and Spence Streets. 25,000 sq. ft. of new pavement (1,000 x 25 feet).		Medium Priority	
21	Use tactical urbanism elements such as planters to reduce width of carriageway on Ross Street between Ireland and Spence (about 80 planters to cover 800 – 1,000 feet). Provide a carriageway between planters of 12-16 feet and allow sidewalk traffic to overflow onto street between planters and curb (4-6 feet) to accommodate heavy pedestrian traffic during class changes. Divert all bus traffic to University Drive. Operate carriage way as one-way (westbound) for motorized vehicles and two-way for bikes and golf cart vehicles.	Low Priority		



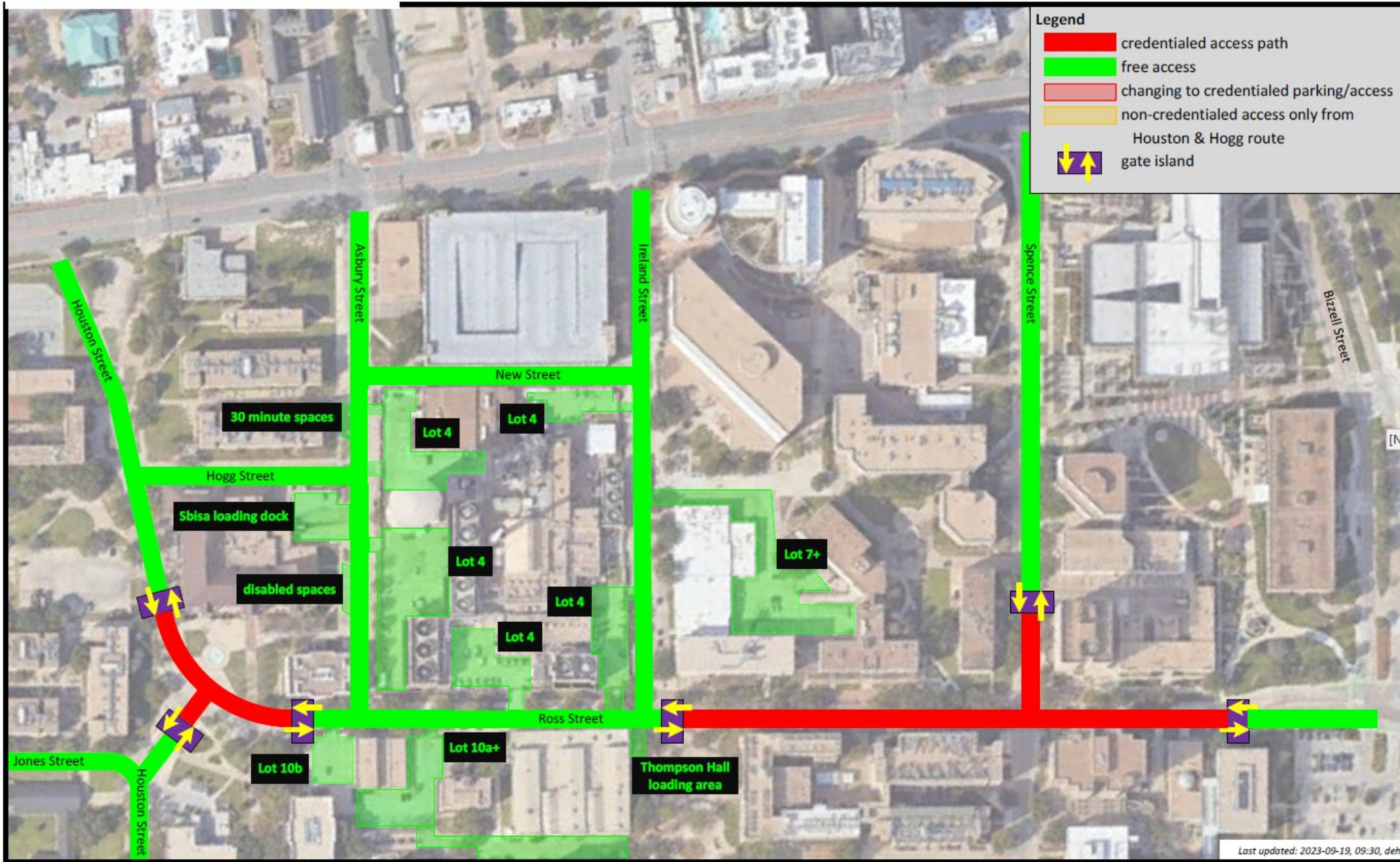
# Ross Street Gate Movement

## Phasing

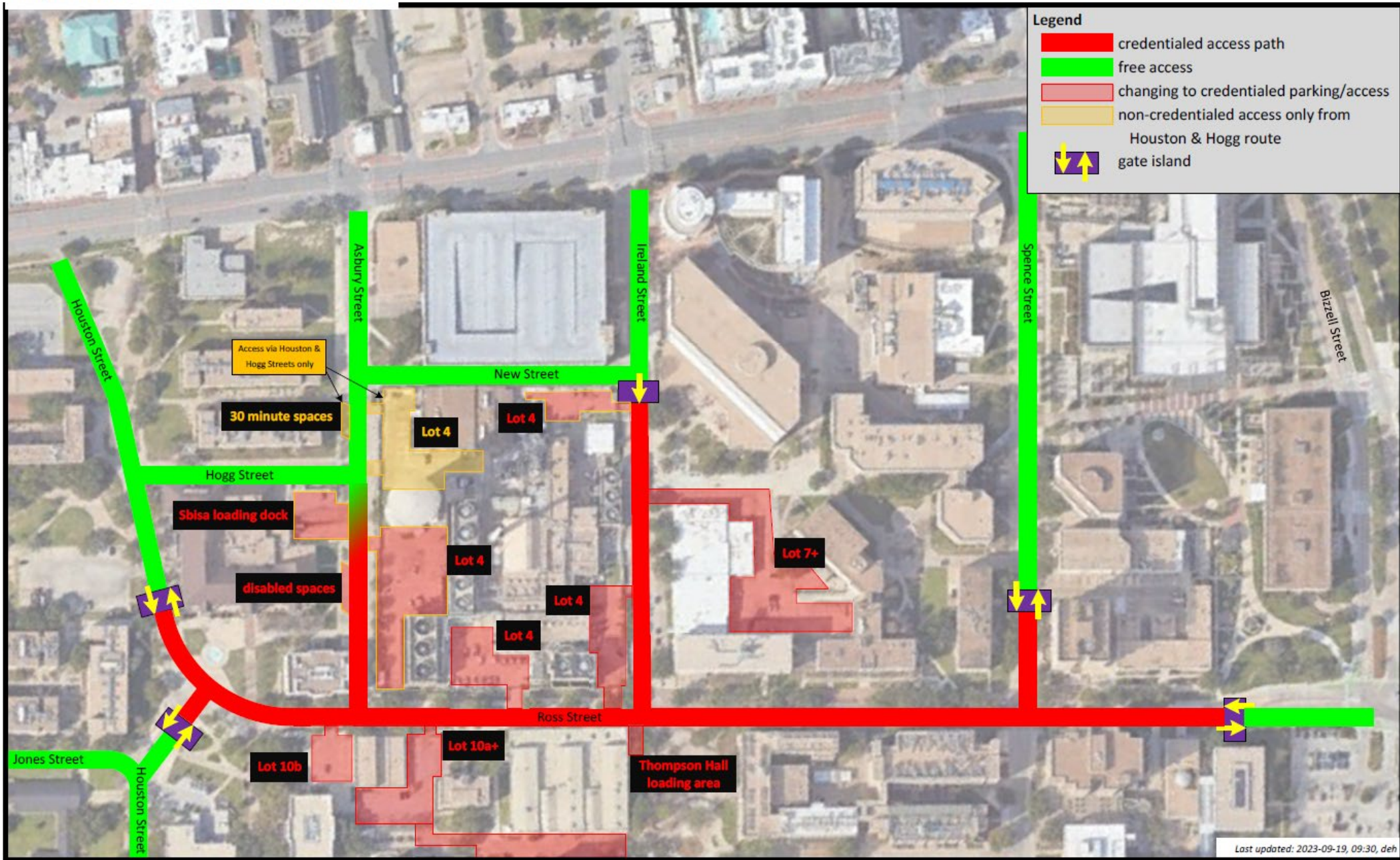
- **Option 1:** Contractor maintains 1 lane of traffic through Ireland for duration of project
- **Option 2:** Close Ireland Street/New Street intersection for duration of project and make Ireland Street 2-way from Ross Street to UES Gate/Lot 7
- Both options maintain garage entry access from Ireland St. for duration. Garage exit to Asbury St./New St. only



# Current Ross Street Area Limited Access



# Proposed Ross Street Area Limited Access



# ***Lot 13 Additions***

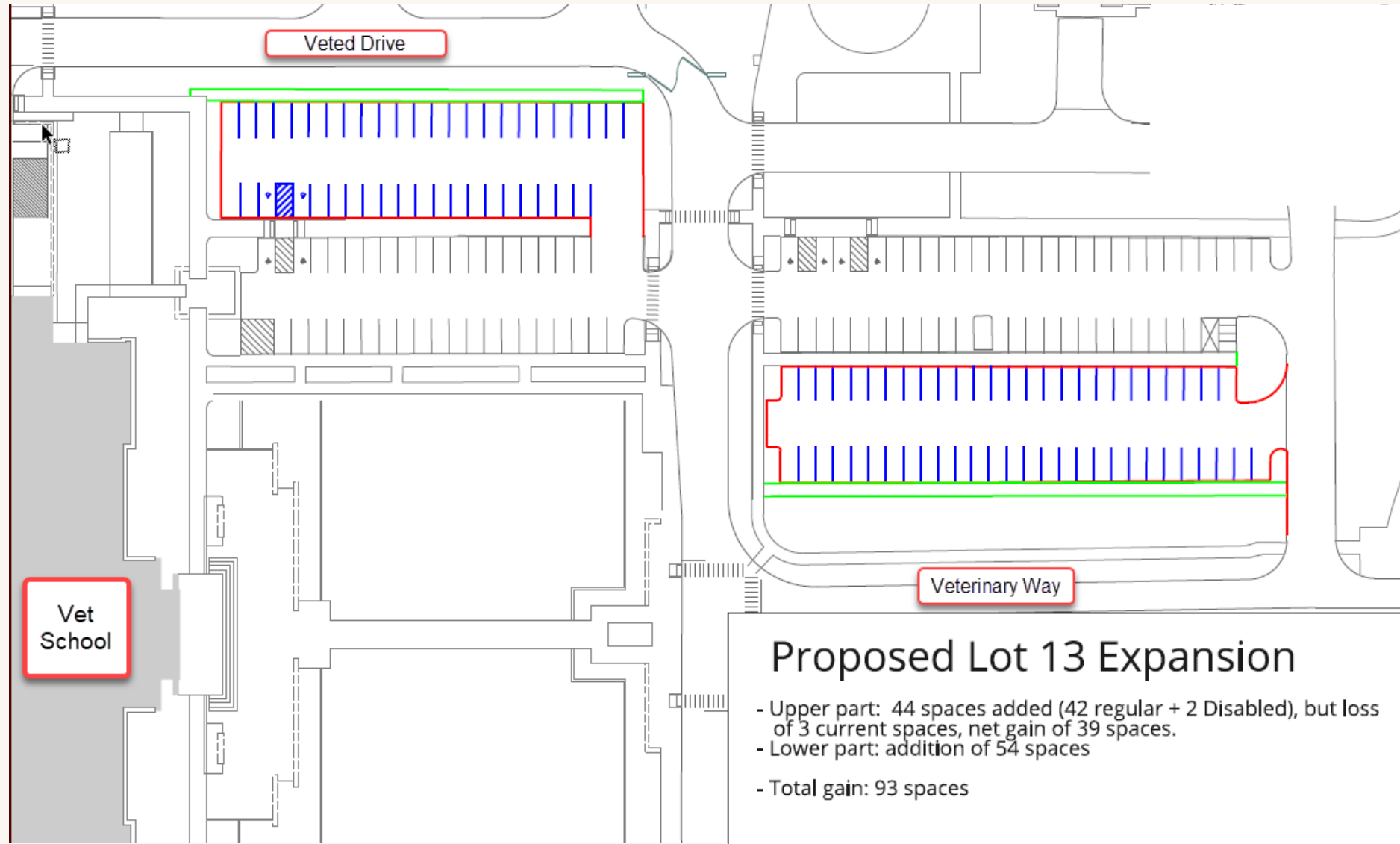


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# Lot 13 Additions

## Overview

- **Purpose:** Recouping parking lost due to CVTRC Bldg. Construction
- **Schedule:** Anticipated start date 5/26/25. Substantially complete by 8/15/25
- **Cost:** Based on engineer's estimate for 100% construction drawings
  - Asphalt: \$795,469
  - Concrete: \$849,815
- **Current Status:** Awaiting 100% bid set. Due by 4/4/25





*THANK YOU*

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