Colorado State University
Alternative Transportation Fee Advisory Board
2024-2025 Project Proposal Form

Fill out and return proposal documents via email to ATFAB_CSU@colostate.edu and Aaron.Fodge@colostate.edu. ***Deadline for final submissions — Friday, January 24, 2025***.

If the project involves infrastructure construction, ***CSU Facilities must review cost estimates and proposal schedule. Facilities Deadline — Friday, December 6, 2024.*** Please email to Gargi Duttgupta at gargi.duttgupta@colostate.edu.

Note: If the proposal is accepted for funding consideration, you will be asked to give a 30-minute formal presentation to ATFAB.

Project Overview:

Project Name/Location: Aggie Trail Widening, from Plum St to Green Bike Trail

Estimated Initial Cost: Option 1: $582,140 Option2: $794,817.60

Estimated Recurring Cost (if applicable): $300/year for snow removal, per Rodney Gillespie, FM Outdoor Services. Because this addition would add more concrete to the trail, this increases the maintenance cost from the existing trail.

Funding Request from ATFAB: Option 1: full amount of $582,140 or a 20% local match of $116,428, Option 2: full amount of $794,817.60 or a 20% local match of $158,136.21.

Matching Funds (if applicable): N/A

Please Attach the Full Budget: Include total cost, amount requested from ATFAB, breakdown of all expenses, funding from other sources, etc. Please be thorough and specific.

Submitting Unit:

Name: Nate Vander Broek

Telephone: 970-491-6737

Email Address: Nathan.vanderbroek@colostate.edu

Department: Parking and Transportation Services

College or Division: Safety and Risk Services

Approvals (Signatures):

Provost/VP: Brendan Hanlon

Signature: _____ Date: _____

Department Head/Director*

Name: Dave Bradford

Signature: _David W. Bradford_____ Date: _____1/15/25_____

*Whomever oversees the areas affected by the proposed project. For example, if the proposal was to add covered bike parking near the LSC, you need to contact the Director/Department Head in charge of the LSC. Please contact ATFAB with any questions.

Facilities Management Approval of Estimated Budget/Schedule (If Applicable)

Name: Click or tap here to enter FM Reviewer's Name.

Signature: _____ Date: _____

Full Project Description:

1. **Please describe the project.**

This project will widen the multi-use Aggie Bike Trail from Plum Street to the Green Bike Trail by 6 to 9 feet (see Figure 1 below). This will create a new split trail similar to other split trails on campus such as the Green Trail and Campus Loop Trail. The new west side of the trail will be used by pedestrians and accessible devices such as wheelchairs, and the existing east side of the trail will be used by bicycles, skateboards, scooters, and other rolling devices. The new section of the trail will be made of concrete and will be separated from the existing trail by either grooved concrete or cobble stones. Additionally, new signage and thermoplastic markings will be installed to indicate the split trail. Depending on the selected option (see options 1 and 2 below), the project will require the movement and replacement of several light posts along the trail, as well as utility and storm drainage reworks.

Creating a split trail, with pedestrians on one side, and rolling devices on the other side, will create a safer environment as it will reduce the number of interactions between the modes; faster-moving rolling devices will be able to stay in their own lanes while slower-moving pedestrians stay in their own lanes.

Note: Due to the removal of the diagonal section of the Aggie Trail as proposed in the West Elizabeth Bus Rapid Transit (BRT) Plan, this project will not widen the diagonal section of the trail and will only widen the north/south alignment.

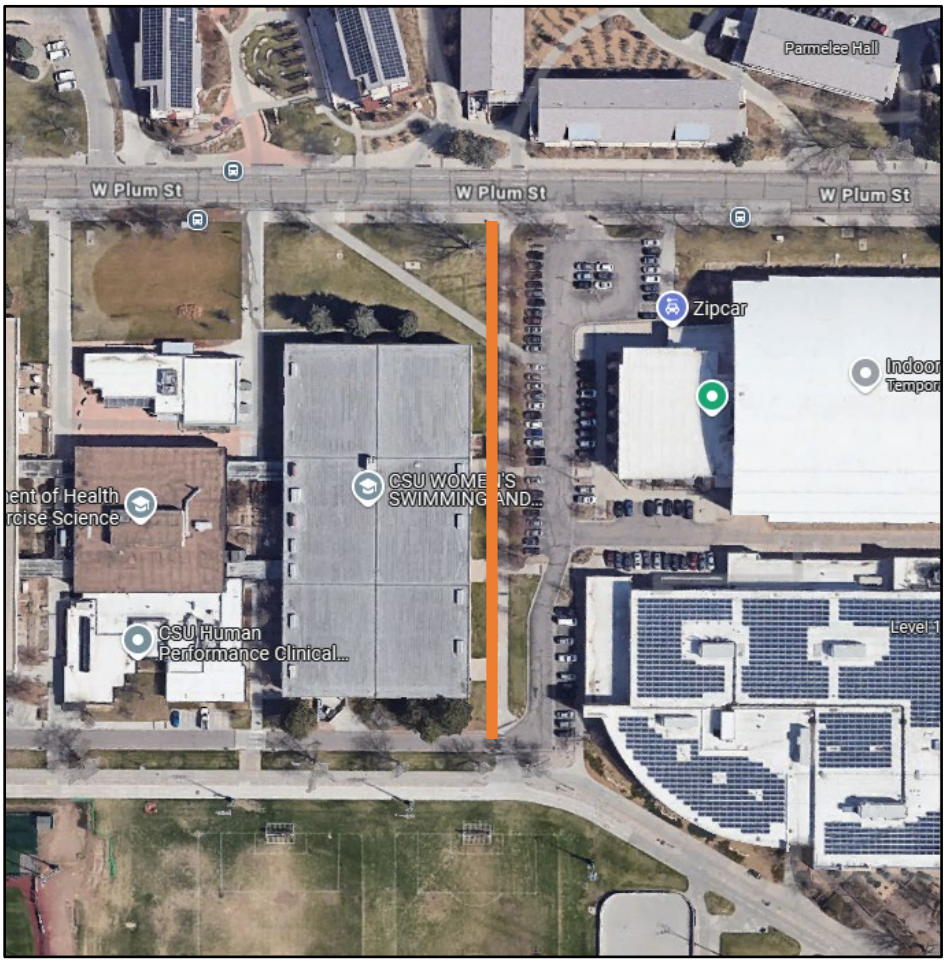

Figure 1 – Proposed location of the widening of the Aggie Trail in orange.

Figure 2 - Existing Aggie Trail from Plum Street to Green Bike Trail.

Remodel and Construction Servies (RCS) provided two quotes: one for a trail where there is separation between the new trail and the existing trail using cobble stones, and the other for trail that is flush with the existing trail. A description and cost estimate for both options are listed below.

Option 1: **Separated by Cobblestones**

Figure 3 – Rendering of the pedestrian and bike trail separated by cobble stones.

The first option is based on a split and separated bike/pedestrian path. In this option, the (6) existing light poles and (3) telecom vaults would not be modified and a new 6' wide concrete path would be installed to the west of the existing light poles. This would make for a split bike/pedestrian path with proposed cobble stones separating the two paths as seen on the Green Trail.
Estimated cost: $582,140

Option 2: **New Trail Flush to Existing Trail**

Figure 4 – Rendering of the pedestrian trail separated from a bike trail using paint.

The second option is based on a solid bike/pedestrian path, using grooved concrete (or some other related method to help delineate the trails for the visually impaired) to separate the existing trail (bikes, scooters, skateboards) from the new trail (peds and accessible devices). In this option, the (6) light poles and (3) telecom vaults would be replaced/relocated. The light poles would be relocated to the west of a new additional 9' wide concrete path (west of the existing path) and the telecom vaults would be replaced with rated vaults that are flush with new concrete path. This would make for a solid new path for the Aggie Trail between Moby Drive and Plum Street.
Estimated cost: $794,817.60

Regardless of the option, significant regrading and storm drainage work will be necessary. All the work will be to the west of the existing trees and path, and therefore shouldn't impact any trees.

Pros and Cons of Each Option

Option 1: Split and separated trail

- Pro: The (6) existing light poles and (3) telecom vaults would not be modified
- Pro: Lower cost than option 2
- Pro: Improved safety by separating bike and pedestrian trails
- Con: New bike trail on the west side will be 6' wide, while the solid bike/pedestrian trail (Option 2) will be 9' wide.

Option 2: Solid bike/pedestrian trail

- Con: The (6) existing light poles and (3) telecom vaults would be replaced/relocated with new lights
- Con: more expensive than option 1
- Con: less safety than option 1 because of the proximity between bicyclists and pedestrians
- Pro: New bike trail on the west side will be 9' wide, while the separated bike trail (Option 1) will be 6' wide.

Bicycle and Pedestrian Counts

There are two EcoCounter bicycle and pedestrian counters located near this section of the Aggie Trail. Both counters show high bicycle and pedestrian use in the vicinity.

The first counter is located on the Aggie trail, between the Green Trail and Hughes Way. On this trail, the counts are as follows:

- Aggie Trail bike/ped counts in 2023:
  - Ped: 263,303
  - Bike: 125,426

The second counter is located on Green Trail, south of the Rec Center. On this trail, the counts are as follows:

- Rec Center bike counts in 2023:
  - Bike: 397,816
  - No ped counter at Rec Center

Conflict Points

Several conflict points exist for this project:

- Intersection at Green Trail. Yield signs will need to be added where the Aggie Trail connects with the Green Trail
- Intersection at Moby Drive. Yield signs and a crosswalk will need to be added where the Aggie Trail intersects with Moby Drive. During the summer, Youth Camps drop campers off on Moby Drive near this intersection.
- Intersection at Plum St. Yield signs and a crosswalk will need to be added where the Aggie Trail intersects with Plum St. This is a busy road with heavy bus use and student personal vehicle use, especially during move-in week.

2. **Approximate timeline for the project (have you contacted Facilities for a bid and proposed schedule, if applicable?).**

The following timeline was provided by RCS:

- Account set up/funding transfer – 2 months
- Design contracting – 2 months
- Design/reviews/code compliance/permitting – 3 months
- Construction Procurement/bidding/contracting – 3 months
- Construction – 2 months

- Closeout – 2 months

3. **Describe how users will be supported by the project (limit to 250 words or less).**

   Widening the trail and separating pedestrians and mobility devices from rolling vehicles such as bicycles, skateboard and scooters will reduce the conflicts between the modes, creating a safer place to walk or ride. Pedestrians often walk two or three abreast on the trail, making it hard for people riding to pass, especially during class change when thousands of people are walking or riding to and from class. People walking or using a mobility device may not feel comfortable on a trail with bicycles, scooters, skateboards and other rolling devices sharing the same space because they are traveling at different speeds. A separated trail will provide a more comfortable experience for pedestrians and will allow riders on rolling devices to be able to ride at a more consistent speed without the need to pass pedestrians while looking out for oncoming trail users.

4. **Describe the benefits to students in accordance with ATFAB By-Laws (see Article VII Funding Rules on the Website).**

   The split trail will increase safety by eliminating the conflict points between those rolling (bicycles, skateboards, scooters) at a swift pace with those walking or using mobility devices at a much slower pace. Additionally, the signage will inform users of who they should expect to encounter on the trail and keep people on the appropriate side of the separated trail. This need for safety and pavement markings to clarify trail use was requested by students, specifically students on the ATFAB committee.

5. **Please provide any evidence that there is student support for the proposal (i.e. petitioning, letters of support, requests for proposal by students, ASCSU resolutions, college council approvals, etc.). It is highly recommended that proposers reach out to students; the level of student support for your proposal will likely affect the board's decision to fund it.**

   On October 9, 2023, ATFAB asked "Can we add pedestrian symbols in addition to the bike symbols so that everyone knows it's a shared trail?" during a presentation meeting with David Hansen, Landscape Architect at CSU. In 2024, ATFAB funded a project that will add pedestrian symbols to the bike symbols to help make trails safer and better defined. This proposal will not only add clear pedestrian and bike symbols to the trail, but it will also separate the trails to create a safer place to walk or roll.

   ATFAB has also asked for this section of the trail to be widened.

   The University is striving for clear and consistent signage and wayfinding through the lens of safety and equity, and these symbols have become part of the network infrastructure that users are familiar with and expect to see.

6. **Is your project mentioned in any of the CSU Campus Master Plan documents? Have any campus advisory committee discussed this project? It is recommended that you consult an applicable planning or advisory committee for letters of support and advice regarding your proposal. Please attach any documents if applicable.**

   The recently completed 2023 Transportation Demand Management Plan, the recommendations of which will be included in the 2024 Campus Master Plan, parallels many of the concerns and goals outlined in this proposal, such as:
   - "Despite measures such as dismount zones and dedicated modal infrastructure, conflict areas between pedestrians and other modes (particularly bikes and cars) persist." (Page 23)
   - "All people on CSU campuses become pedestrians at some point. Methods for improving the pedestrian environment on CSU campuses must acknowledge this transportation maxim. As the

most vulnerable transportation mode, walking should be a central focus of Vision Zero efforts to make streets and multi-use paths safer and more inviting." (Page 23)

- "Install additional signage and separated infrastructure for other modes where feasible to mitigate conflicts and accidents with pedestrians." (Page 24)
- "Conflict zones such as the Center Avenue Mall and key intersections and multi-use paths cause modal confrontations between cyclists and other travelers." (Page 50)
- "Focus on building out more protected and well-connected facilities, safe crossings on streets and paths, and wayfinding features/signage." (Page 50)

7. Please include anything else you would like to communicate about your project.

Instead of awarding the entire amount of funds, ATFAB could consider funding a percentage of the total cost, which could be used as a local match for another grant, such as 20%.

Please see the attached cost estimates for Option 1 and Option 2, provided by RCS. The cost estimates use a lump sum pricing based on similar work and experience. RCS consulted with Steve Kellums and Tony Rojewski (Project Managers) on the civil work cost, using current pricing on similar work. The estimates arrived through a mixture of similar lump sum costs, unit pricing, and discussions with subcontractors. The cost estimates are based on the project getting funded in the next couple months, approximately 6-8 months of design and procurement, and 1-2 months for construction.

FACILITIES MANAGEMENT
AT COLORADO STATE UNIVERSITY

REMODEL SERVICES
BUDGET OPINION

Budget Opinion's are for budgetary purposes only.
This is a rough order of magnitude estimate and ***not*** a quote.
Final costs may change after design is complete.

To: Nate Vander Broek
Parking and Transportation
970-491-6737
Aggie Trail/Exterior Improvement

Date: 11/27/24
Project #: 241115B
Customer ID# 6012
Expiration Date: 12/12/2024

P.M.	Phone #	Project title	Scope of Work
Jared Cumpsten	970-556-4672	Aggie Trail Expansion	Improvements to the Aggie Trail between Moby and Student Recreation Center that runs between Plumb Street and the Green Bike Trail. Install new sidewalk West of existing light poles to make a split bike and pedestrian path.

Quantity	Labor/Material	Description	Unit Price	Less received	Line Total
1.00	**Project**	Allowance to rework storm drain and inlets at Moby Drive and Aggie Trail. Install new man holes and relocate storm water inlets at Moby Drive, rework curb/gutter and asphalt drive as needed for new sidewalk approach to Green Bike Trail and Plum Street. Regrade between the Moby building and existing Aggie Trail. Modify landscaping and irrigation as needed. Install (3) new concrete pads and relocate existing bike racks to at each of the entrances into Moby on the East side. Install new 6' wide concrete sidewalk from Green Bike Trail to Plum Street located to the West of the existing light poles on Aggie Trail to make a separate bike and pedestrian path. Install new striping and signage for separate bike and pedestrian path.	$ 400,000.00		$ 400,000.00

Notes:

Construction Subtotal		$ 400,000.00
Contingency		$ 40,000.00
Design Fee		$ 100,000.00
Third Party Code Review Fee		$ 2,140.00
Project Management Fee		$ 40,000.00
University Overhead Fee		
Total Project Cost		**$ 582,140.00**
Less Received	$ -	$ -
	Total	**$ 582,140.00**

This Budget Opinion is for this project only and is subject to the conditions noted below:
1. Packing of book shelves or files prior to moving is not included unless otherwise noted.
2. Disconnecting and or moving any computers, monitors or technology unless otherwise noted.
3. Asbestos or Lead hazard assessment or abatement is not covered unless otherwise noted.
4. Departments are responsible for activation of phone and data lines. Contact Telecom for these costs/services.

$ 122,140.00

This is a preliminary cost evaluation and is a rough order of magnitude estimate. Estimated costs are based on currently available pricing information and historical data. It is possible that unknown conditions, a more detailed analysis, changes in scope and the bidding process could cause substantial changes in the estimate. Please do not send full payment for construction unless discussed with the Project Manager. For projects over $50k, a unique plant fund account will need to be requested before a transfer of funds can be received so inform the Project Manager if you wish to move forward with funding so a plant fund can be requested if over $50k. No work or design will start until a transfer of funds is final.

To proceed please submit a Kuali Transfer of Funds document for the amount shown in red to the right, covering Design fees, Code Review fees, and 1/2 the PM fee. Our account is *7741480 (temp suspense account) and OC 9904; your OC is 9905. For questions with this process, or for 53 funds, please call our Finance section at 970-566-1497.
*Will be updated to actual project 77 account as part of RCS TF Doc approval process.

Thank You For Your Business

FACILITIES MANAGEMENT
AT COLORADO STATE UNIVERSITY

REMODEL SERVICES
BUDGET OPINION

Budget Opinion's are for budgetary purposes only.
This is a rough order of magnitude estimate and ***not*** a quote.
Final costs may change after design is complete.

To: Nate Vander Broek
Parking and Transportation
970-491-6737
Aggie Trail/Exterior Improvement

Date: 12/04/24
Project #: 241115B
Customer ID# 6012
Expiration Date: 12/19/2024

P.M.	Phone #	Project title	Scope of Work
Jared Cumpsten	970-556-4672	Aggie Trail Expansion	Improvements to the Aggie Trail between Moby and Student Recreation Center that runs between Plumb Street and the Green Bike Trail. Widen path by relocating light poles and extending concrete to make a solid bike and pedestrian path.

Quantity	Labor/Material	Description	Unit Price	Less received	Line Total
1.00	**Project**	Allowance to rework storm drain and inlets at Moby Drive and Aggie Trail. Install new man holes and relocate storm water inlets at Moby Drive, rework curb/gutter and asphalt drive as needed for new sidewalk approach to Green Bike Trail and Plum Street. Regrade between the Moby building and existing Aggie Trail. Modify landscaping and irrigation as needed. Install (3) new concrete pads and relocate existing bike racks to at each of the entrances into Moby on the East side. Remove (6) existing light poles, rework power and install (6) new concrete bases and light poles West of the new concrete path. Replace (3) telecom vaults with rated vaults so they are flush and rated for new concrete pathway. Install a new 9' wide concrete sidewalk from Green Bike Trail to Plum Street located directly to the West of the existing Aggie Trail to make a solid pathway with grooved concrete separating paths. Install new striping and signage.	$ 576,000.00		$ 576,000.00

Notes:

Construction Subtotal		$ 576,000.00
Contingency		$ 57,600.00
Design Fee		$ 115,200.00
Third Party Code Review Fee		$ 2,817.60
Project Management Fee		$ 43,200.00
University Overhead Fee		
Total Project Cost		**$ 794,817.60**
Less Received	$ -	$ -
	Total	**$ 794,817.60**

$ 139,617.60

This Budget Opinion is for this project only and is subject to the conditions noted below:
1. Packing of book shelves or files prior to moving is not included unless otherwise noted.
2. Disconnecting and or moving any computers, monitors or technology unless otherwise noted.
3. Asbestos or Lead hazard assessment or abatement is not covered unless otherwise noted.
4. Departments are responsible for activation of phone and data lines. Contact Telecom for these costs/services.

This is a preliminary cost evaluation and is a rough order of magnitude estimate. Estimated costs are based on currently available pricing information and historical data. It is possible that unknown conditions, a more detailed analysis, changes in scope and the bidding process could cause substantial changes in the estimate. Please do not send full payment for construction unless discussed with the Project Manager. For projects over $50k, a unique plant fund account will need to be requested before a transfer of funds can be received so inform the Project Manager if you wish to move forward with funding so a plant fund can be requested if over $50k. No work or design will start until a transfer of funds is final.

To proceed please submit a Kuali Transfer of Funds document for the amount shown in red to the right, covering Design fees, Code Review fees, and 1/2 the PM fee. Our account is *7741480 (temp suspense account) and OC 9904; your OC is 9905. For questions with this process, or for 53 funds, please call our Finance section at 970-566-1497.
*Will be updated to actual project 77 account as part of RCS TF Doc approval process.

Thank You For Your Business