

Installation Approaches: Construction Delivery Methods

Approach	Description	Opportunities	Constraints	Cost Impacts
Resurfacing	Bike projects are installed at the time of street resurfacing; usually involves tactical or interim solution installation approach	<ul style="list-style-type: none"> Reduces construction disruption 	<ul style="list-style-type: none"> Requires City Council approved design Requires funding from separate programs to be aligned for the same funding cycle Requires coordinated priorities (road reconstruction may be completed ahead of schedule or AT facility construction may be postponed until road reconstruction is scheduled) 	Minimal opportunity for cost reduction opportunities as work is different (resurfacing work is separate from painting/post installation) and typically completed by different work groups
Reconstruction	Bike projects are installed at the time of street reconstruction	<ul style="list-style-type: none"> Reduces construction disruption 	<ul style="list-style-type: none"> Requires City Council approved design Requires funding from separate programs to be aligned for the same funding cycle Requires coordinated priorities (road reconstruction may be completed ahead of schedule or AT facility construction may be postponed until road reconstruction is scheduled) 	Maximum opportunity for cost reduction due to alignment of similar work activities (curb replacement, road reconstruction, regrading)
Capital Project	Bike project is the impetus for the construction activities	<ul style="list-style-type: none"> Most needed bike routes are addressed first Allows for coordinated delivery approach of an AT corridor 	<ul style="list-style-type: none"> Requires City Council approved design 	No opportunity for cost reduction due to no alignment with other construction work.

The Administration has had success with the installation of sidewalks, pedestrian accessibility curb ramps, and raised cycle track through leveraging existing construction and preservation project contracts at the time of reconstruction. For example, Phase 1 of Victoria Avenue, between the Traffic Bridge and 8th Street, was a combined effort that took advantage of installing cycling infrastructure at the same time as major reconstruction work to maximize project efficiencies and minimize impacts to residents. If Phase 2 of Victoria Avenue, between 8th Street and Taylor Street, can be coordinated with other work, cost savings may be realized through combined reconstruction efforts.

In recent years, the Pedestrian Accessibility Curb Ramp Program has taken advantage of leveraging existing construction projects to install missing curb ramps while other preservation work along the sidewalk in the immediate vicinity is being completed.