**Corridor Options Outside Work Zone**

**Compendium of Traffic Control Options**

| **Option & Objectives** | **Pros** | **Cons** | **Restrictions** | **When to Use** | **Cost** |
| --- | --- | --- | --- | --- | --- |
| **Temporary Signals**  **(At ramps and on expressways, includes construction vehicle crossing and ramp metering)**  **1, 2, 4** | Helps maintain ramp and detour capacity. | Change traffic patterns on cross roads. | Should be warranted. | When additional capacity is needed for the short term. | Low. |
| **Reversible Lanes**  **(May use movable barriers)**  **2** | Flexible to accommodate fluctuations in traffic peak flow direction. | Confusing to infrequent user.  Labor intensive. | Need majority commuting traffic. | Large variances in directional volumes between AM & PM; and number of lanes limited. | MTC↑, RUC↓ |
| **Movable Barrier Systems**  **2, 3, 4** | Ability to provide for peak flow capacity. | More costly than drums and fixed barriers. | Shift distance must be a constant.  Must determine appropriate end treatment. | When you have a need for repeated barrier shifts. | CC↑, RUC↓ |
| **Signed Alternate Routes**  **(Eligible for Federal money)**  **1, 2, 4** | Reduces congestion.  Lessens congestion on mainline. | Hard to get people to use.  Signing.  Not always used by public. | Must be just as quick or close.  Shouldn’t go through other construction zones.  Local officials must approve. | With good arterials (parallel).  When construction expected to backups.  Project is of long duration. | Low cost unless alternate route improve- ments are required. |
| Legend:  Objectives: 1 = Reduce Complaints; 2 = Maximize Corridor Capacity; 3 = Minimize duration of motorist inconvenience; 4 = Maximize motorist / worker safety  Cost: CC = Construction Cost; MTC = Maintenance of Traffic Cost; RUC = Road User Cost; ↑= Cost Increase;  ↓= Cost Decrease; CC + MTC = Contract Cost | | | | | |

**Corridor Options Outside Work Zone**

**Compendium of Traffic Control Options** (continued)

| **Option & Objectives** | **Pros** | **Cons** | **Restrictions** | **When to Use** | **Cost** |
| --- | --- | --- | --- | --- | --- |
| **Unsigned Alternate Routes**  **(Not eligible for Federal money)**  **(Logical unsigned alternate may be eligible for State money)**  **1, 2** | Reduces congestion.  Lessens congestion on mainline. | Difficult to get people to use. | Alternate routes shouldn’t go through other construction zones. | When construction expected to produce backups and good parallel arterials are available. |  |
| **Highway Advisory Radio**  **1** | Provides real time information to motorists. | Limited ranges.  Low usage rate by motorists due to difficulty tuning in station. | Information needs to be current.  May work best with repeat drivers.  Should be limited to project specific information. | When alternate routes are available.  Long duration of construction. | Low cost. |
| **Advanced Signing**  **(Time or Distance)**  **1, 2, 4** | A great tool for information to motorists.  Gives public advance warning to make decisions. | If project is delayed, sign is wrong. | Need to keep information up to date. | Anytime.  Advanced warning/PR is great always. | Low cost for fixed signs.  Higher cost for PCMS. |
| Legend:  Objectives: 1 = Reduce Complaints; 2 = Maximize Corridor Capacity; 3 = Minimize duration of motorist inconvenience; 4 = Maximize motorist / worker safety  Cost: CC = Construction Cost; MTC = Maintenance of Traffic Cost; RUC = Road User Cost; ↑= Cost Increase;  ↓= Cost Decrease; CC + MTC = Contract Cost | | | | | |