**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 safetyCost: 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. |
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