**Time Limitations with Disincentive Options**

**Compendium of Traffic Control Options**

| **Option & Objectives** | **Pros** | **Cons** | **Restrictions** | **When to Use**  | **Cost** |
| --- | --- | --- | --- | --- | --- |
| **Temporary Lane** **Closures or Restrictions****1, 2** | Prevents contractor from keeping lanes closed longer than necessary.Prevents work during specified hour. | May surprise repeat drivers. May be more expensive.More setups and take downs which can reduce construction time. | Rush hour considerations.Use only if work will allow.Give public notices. | Mainline paving on basic freeway lanes.When desired to prohibit closures during specified times. | CC↑, MTC↑, RUC↓Cheap (cone in daylight; drums at night).Possibly higher cost than permanent closure. |
| **Night Work****(Hours of day a specific phase of work is or required to be performed)****2, 3** | Good PR.Lower cost to motorist.May shorten project duration. | Costly for labor.Lower efficiency.Personnel are isolated.Possibly poorer quality work and inspection difficulty.Difficult to get some materials at night.Increased hazard potential.Difficult to access management or supervision for problem solution. | Residential areas.Work must be able to be accomplished in this time.Urban noise ordinances. | High-volume areas.When extensive backups expected to be created. | CC↑, MTC↑, RUC↓  |
| 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 |

**Time Limitations with Disincentive Options**

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

| **Option & Objectives** | **Pros** | **Cons** | **Restrictions** | **When to Use**  | **Cost** |
| --- | --- | --- | --- | --- | --- |
| **Weekend Work (Only)****2, 3, 4** | Lower cost to motorist. | Costly - needs inspection on overtime also.Impacts traveler who is less familiar with alternate routes.Difficult to get some materials on weekends. | Work must be able to be accomplished in this time. | More amenable in urban areas.High volume of commuter traffic expected to be delayed. | CC↑, RUC↓ |
| **Lane Value****(Many variations)** **(Contractor loses money for duration of specific lane closures)****1, 2, 3** | Work done in the most cost effective and timely manner.Should minimize construction time.Provides incentive to minimize use of road space. | Expect disagree-ments. | Requires careful timekeeping.Too many variables. | Paving freeways. | CC↑, RUC↓ |
| **Interim Completion Dates, By Phase****3 (possibly 4)** | A good tool for timeliness.Prevents contractor from having lanes closed or restricted when not desired. | Only works if enforced by increased disincentives. | Schools, weather, plowing, etc.Must require early consideration and follow-up.Must be updated when a sale date is established or revised. | To open roads before winter, specified events. | Cheap. |
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