**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 safety  Cost: 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. |
| 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 | | | | | |