**Administrative Options**

**Compendium of Traffic Control Options**

| **Option & Objectives** | **Pros** | **Cons** | **Restrictions** | **When to Use**  | **Cost** |
| --- | --- | --- | --- | --- | --- |
| **Traffic Management Program****(Area, corridor or project)****(May include enforcement, demand management, public information, public perception adjustment)****1, 2, 4** | Keeps checks on conflicts.Helps with consistency.Coordinates all projects, develops a forum for discussion of construction problems. | Not welcomed by some.Takes extra time and planning.Tends to be expensive.Additional funding required from Districts and Locals.Project outside area boundaries may cause public relation problems. Requires more staff time. | Takes extra time and planning.Area must be large enough to make worthwhile. | Anytime.Most often used in larger urban areas and particularly (eight MPO’s) with large projects. | CC↑, MTC↑, RUC↓Personnel only (mainly).Typical program is $500,000 to $1 million per year. |
| **Enforcement****1, 2, 4** | Expedited, orderly traffic flow, incident support. | Cost. |  | When incident support is required, or enforcement presence is desired. | Medium high. |
| **Incident Management****1, 2, 3, 4** | Minimizes effect incidents have on traffic flow. | Cost ofstandby incident response personnel and vehicles; administrative cost. |  | Freeway sections with high v/c ratio and high likelihood of incidents. | High. |
| 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 |

**Administrative Options**

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

| **Option & Objectives** | **Pros** | **Cons** | **Restrictions** | **When to Use**  | **Cost** |
| --- | --- | --- | --- | --- | --- |
| **Demand Management****1, 2, 3, 4** | Shifts some demand from highway under construction.Good PR. | Requires advance planning and coordination.Cost. | Alternative routes and modes must be available. | Large urban and suburban projects in congested corridor. | High. |
| **Contractor Proposed Options****3** | May result in shorter construction duration. | Contractor may not be as familiar with recommended procedure as claimed.Usually requires rush reviews by ODOT. | Requires adequate lead time for PR and permits. |  | CC↓ |
| 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 |