**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 of  standby 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 safety  Cost: 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 safety  Cost: CC = Construction Cost; MTC = Maintenance of Traffic Cost; RUC = Road User Cost; ↑= Cost Increase;  ↓= Cost Decrease; CC + MTC = Contract Cost | | | | | |