

Work Zone Management Strategies		
I. Temporary Traffic Control (TTC)		
A. Control Strategies	B. Traffic Control Devices	C. Project Coordination, Contracting, and Innovative Construction Strategies
IA1. Construction phasing/staging	IB1. Temporary signs	IC1. Project coordination
IA2. Full roadway closures	<ul style="list-style-type: none"> <li>Warning</li> <li>Regulatory</li> <li>Guide/ information</li> </ul>	<ul style="list-style-type: none"> <li>Coordination with other projects</li> <li>Utilities coordination</li> <li>Right-of-way coordination</li> <li>Coordination with other transportation infrastructure</li> </ul>
IA3. Lane shifts or closures	IB2. Changeable message signs (CMS)	IC2. Contracting strategies
<ul style="list-style-type: none"> <li>Reduced lane widths to maintain number of lanes (constriction)</li> <li>Lane closures to provide worker safety</li> <li>Reduced shoulder width to maintain number of lanes</li> <li>Shoulder closures to provide worker safety</li> <li>Lane shift to shoulder/median to maintain number of lanes</li> </ul>	IB3. Arrow panels	<ul style="list-style-type: none"> <li>Design-build</li> <li>A+B bidding</li> <li>Incentive/disincentive clauses</li> <li>Lane rental</li> </ul>
IA4. One-lane, two-way operation	IB4. Channelizing devices	IC3. Innovative construction techniques (precast members, rapid cure materials)
IA5. Two-way traffic on one side of divided facility (crossover)	IB5. Temporary pavement markings	
IA6. Reversible lanes	IB6. Flaggers and uniformed traffic control officers	
IA7. Ramp closures/relocation	IB7. Temporary traffic signals	
IA8. Freeway-to-freeway interchange closures	IB8. Lighting devices	
IA9. Night work		
IA10. Weekend work		
IA11. Work hour restrictions for peak travel		
IA12. Pedestrian/bicycle access improvements		
IA13. Business access improvements		
IA14. Off-site detours/use of alternate routes		

**Work Zone Management Strategies****II. Public Information (PI)****A. Public Awareness Strategies****B. Motorist Information Strategies**

IIA1. Brochures and mailers

IIA2. Press releases/media alerts

IIA3. Paid advertisements

IIA4. Public information center

IIA5. Telephone hotline

IIA6. Planned lane closure web site

IIA7. Project web site

IIA8. Public meetings/hearings

IIA9. Community task forces

IIA10. Coordination with media/schools/businesses/ emergency services

IIA11. Work zone education and safety campaigns

IIA12. Work zone safety highway signs

IIA13. Rideshare promotions

IIA14. Visual information (videos, slides, presentations) for meetings and web

IIB1. Traffic radio

IIB2. Changeable message signs (CMS)

IIB3. Temporary motorist information signs

IIB4. Dynamic speed message sign

IIB5. Highway advisory radio (HAR)

IIB6. Extinguishable signs

IIB7. Highway information network (web-based)

IIB8. 511 traveler information systems (wireless, handhelds)

IIB9. Freight travel information

IIB10. Transportation management center (TMC)

REFER TO FHWA DOCUMENT TITLED: *“Developing and Implementing Transportation Management Plans for Work Zones”* ([pdf](#)) Chapter 4 for an explanation of each of the strategies.

**Work Zone Management Strategies**

**III. Transportation Operations (TO)**

<b>A. Demand Management Strategies</b>	<b>B. Corridor/Network Management Strategies</b>	<b>C. Work Zone Safety Management Strategies</b>	<b>D. Traffic/Incident Management and Enforcement Strategies</b>
IIIA1. Transit service improvements	IIIB1. Signal timing/coordination improvements	IIIC1. Speed limit reduction/variable speed limits	IIID1. ITS for traffic monitoring/management
IIIA2. Transit incentives	IIIB2. Temporary traffic signals	IIIC2. Temporary traffic signals	IIID2. Transportation management center (TMC)
IIIA3. Shuttle services	IIIB3. Street/intersection improvements	IIIC3. Temporary traffic barrier	IIID3. Surveillance [Closed-Circuit Television (CCTV), loop detectors, lasers, probe vehicles]
IIIA4. Ridesharing/carpooling incentives	IIIB4. Bus turnouts	IIIC4. Movable traffic barrier systems	IIID4. Helicopter for aerial surveillance
IIIA5. Park-and-ride promotion	IIIB5. Turn restrictions	IIIC5. Crash-cushions	IIID5. Traffic screens
IIIA6. High-occupancy vehicle (HOV) lanes	IIIB6. Parking restrictions	IIIC6. Temporary rumble strips	IIID6. Call boxes
IIIA7. Toll/congestion pricing	IIIB7. Truck/heavy vehicle restrictions	IIIC7. Intrusion alarms	IIID7. Mile-post markers
IIIA8. Ramp metering	IIIB8. Separate truck lanes	IIIC8. Warning lights	IIID8. Tow/freeway service patrol
IIIA9. Parking supply management	IIIB9. Reversible lanes	IIIC9. Automated Flagger Assistance Devices (AFADs)	IIID9. Total station units
IIIA10. Variable work hours	IIIB10. Dynamic lane closure system	IIIC10. Project task force/committee	IIID10. Photogrammetry
IIIA11. Telecommuting	IIIB11. Ramp metering	IIIC11. Construction safety supervisors/inspectors	IIID11. Coordination with media
	IIIB12. Temporary suspension of ramp metering	IIIC12. Road safety audits	IIID12. Local detour routes
	IIIB13. Ramp closures	IIIC13. TMP monitor/inspection team	IIID13. Contract support for incident management
	IIIB14. Railroad crossings controls	IIIC14. Team meetings	IIID14. Incident/emergency management coordinator
	IIIB15. Coordination with adjacent construction site(s)	IIIC15. Project on-site safety training	IIID15. Incident/emergency response plan
		IIIC16. Safety awards/incentives	IIID16. Dedicated (paid) police enforcement
		IIIC17. Windshield surveys	IIID17. Cooperative police enforcement
			IIID18. Automated enforcement
			IIID19. Increased penalties for work zone violations