**CROSSOVER & RUNAROUND WORKSHEET**

**Runaround Viability Check**

1. Is this project on non-divided highway or for isolated bridge construction on a divided highway? Yes No (if no then go to crossover viability check)
2. Is the project length short: Yes No. (Runarounds are generally only viable for “spot” type improvements like intersection or roundabout construction, bridge rehabilitation.
3. Can runaround be built within the existing right-of-way? Yes No (if yes go to 5)
4. If right of way is needed does the scope/schedule of the project allow for its acquisition: Yes No. If right-of-way is not needed go to questions 3
5. Is the runaround buildable? Yes No If no then a crossover is not viable- traffic is to be maintained adjacent to the work area. Please describe the nature of the physical conditions that make the crossover impractical or impossible to build (e.g. a wide river or ravine would need to be spanned).

If the answers to all of these questions are yes then a runaround should selected for the temporary traffic control strategy.

**Crossover Viability Check**

1. Is this project on divided highway (not isolated bridge construction)? Yes No (if no then go to runaround viability check)
2. Is the overall duration of work at least one month, e.g. will the crossover be needed for at least one month? Yes No If no then a crossover is not viable- traffic is to be maintained adjacent to the work area. The exception is where existing crossovers are in place that only require temporary traffic control device installation. In this case a crossover is not viable when the duration is less than 3 days.
3. Is the crossover buildable? Yes No If no then a crossover is not viable- traffic is to be maintained adjacent to the work area). Please describe the nature of the physical conditions that make the crossover impractical or impossible to build (e.g. significant elevation difference between the two sides of the divided highway): \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_

If the answers to all of these questions are yes then a crossover should selected for the temporary traffic control strategy.

RUNAROUND COST ESTIMATE

|  |  |
| --- | --- |
| Length of Runaround\* (ft) x Cost per Foot\*\* | \_\_\_\_\_\_\_\_\_ (ft) x $\_\_\_\_\_\_\_\_ = $\_\_\_\_\_\_\_\_ |
| Length of Temporary Bridge x $1,500 /ft, orCost of Pipe | \_\_\_\_\_\_\_\_\_ (ft) x $1,500 = $ \_\_\_\_\_\_\_\_\_\_$ \_\_\_\_\_\_\_\_\_\_ |
| Total Runaround Cost (Total Cost Option 1) | $ \_\_\_\_\_\_\_\_\_\_ |

\* Length of Runaround = Distance from time-in point minus Length of Temporary Bridge.

\*\* For average fill height ≤ 6 ft, use $ 185 /ft

For average fill height > 6 ft, increase as necessary

CROSSOVER COST ESTIMATE

|  |  |
| --- | --- |
| Length of Roadway Treatment Temporary Crossover (, ft)\* x and Estimated Cost (per Each)rFoot\* | \_\_\_\_\_\_\_\_\_ (ft) x and $\_\_\_\_\_\_\_\_ Estimated Cost = $\_\_\_\_\_\_\_\_ |
| Length of Temporary Concrete Barrier x Costper Foot | \_\_\_\_\_\_\_\_\_ (ft) x $\_\_\_\_\_\_\_\_ = $\_\_\_\_\_\_\_\_ |
| Cost of Crossover(s)  | $ \_\_\_\_\_\_\_\_\_\_ |
| Total Maintained Crossover Traffic Cost (Total Cost Option 2) | $ \_\_\_\_\_\_\_\_\_\_ |