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Sommario/riassunto	Metered dual-branch on-ramps may feature strongly different (relative) queues or waiting times on each of their branches. Different methods are developed for balancing the queues or relative queues or waiting times on both branches. The methods are evaluated and compared based on extensive microscopic simulations. As a by-product, a waiting time estimation method for metered ramps is also developed. These methods are implemented in the ramp metering system of the Monash Freeway (Melbourne, Australia). The developed concepts are also applicable to other kinds of traffic control problems involving merging traffic streams.