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Errata Date February 2016 **Errata Edition** Field

Errata Reference Number Errata – 7FE/001/16

Item Number 100

Page No. 39

Classification of the Error Replace

New Material Text

The first bullet point under the heading Step B (Figure 6) Removing the Taper: Replace ... **upstream** end of the lane closure taper... with ...**downstream** end of the lane closure taper...

Item Number 101

Page No. 43

Classification of the Error Replace

New Material Text

The first bullet point under the heading Step B (Figure 7) Removing the Second Lane Taper: Replace”**upstream** end of the centre lane closure taper.” with ...”**downstream** end of the centre lane closure taper.

Item Number 102

Page No. 53

Classification of the Error Replace

New Material Text

The fifth bullet under section 5.2.2, replace with:

“stand from 5 to 30m in advance of the first cone of the transition taper **in the direction of the closed lane (or 5 to 30m in advance of the last cone of the termination taper of the closed**

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lane in the opposite direction), so as to be able to protect workers and equipment (see Table 2 Traffic control Person placement (TCP Table)). **For situations, where there is no taper (e.g. TL-48), the TCP distance should be considered from the work area.**

Item Number 103

Page No. 70

Classification of the Error Clarification

Existing 2014 Text

The dimension for the distance of the position of TCP from the work area for open lanes (the dimension provided on top right of each of the three types of roadway sections, i.e., straight road, curve, and hill) in Figure 10 Positioning of Traffic Control Persons reads:

“5-30m + Taper See TCP Table”

New Material Text

The taper in open lanes within the above dimension will be considered as the termination taper, the length of which is considered as half of the taper length of the full lane closure (1a*) according to Tables A and B. The position of the TCP for an open lane should be consistent with TL-20A.

Item Number 104

Page No. 70

Classification of the Error Replace

New Material Text

See Table 2 in the foldout.

The third row of the first column of Table 2 on page 100, replace heading with:

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“Distance of TCP from First Cone of Transition Taper (or From Last Cone of Termination Taper for Opposing Direction).”

Item Number 105

Page No. 58

Classification of the Error Addition

Existing 2014 Text

Table 7 Minimum Reflectivity Requirements.

New Material Text

The following notes should be considered with Table 7:

- 1) Minimum reflectivity of TC-3 signs - High Intensity (Type III) before February 1, 2016 and becomes High Reflectivity Micro-Prismatic Fluorescent (Type VII) after February 1, 2016
 - 2) Minimum reflectivity of TC-16AL, TC-16BL, TC-16CL, and TC-16DL signs - Engineering Grade (Type I) before February 1, 2016 and becomes High Reflectivity Micro-Prismatic Fluorescent (Type VII) after February 1, 2016
-

Item Number 106

Page No. 70

Classification of the Error Modification to Figure

Existing 2014 Text

In Figure 14 Typical Sign Placement, the horizontal dimension (2.0 to 4.0m) for 1200 x 1200 mm or less sign extends from the edge of the roadway to some intermediate point left of the sign.

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New Material Text

The dimension should extend from the edge of the roadway to the nearer edge of the sign, consistent with the wording of the third bullet under Ground mounted signs on page 135.

Item Number 107

Page No. 70

Classification of the Error Clarification

Existing 2014 Text

In Figure 14 Typical Sign Placement, the horizontal dimension (2.0 to 4.0m) for larger than 1200 x 1200 mm sign extends from the edge of the roadway to some intermediate point left of the sign and the vertical dimension shows above the travelled portion of the roadway to an intermediate point below the sign.

New Material Text

The horizontal dimension should extend from the edge of the roadway to the nearer edge of the sign and the vertical dimension should be from the bottom edge of the sign to the top of travelled portion of the roadway.

Item Number 108

Page No. 81

Classification of the Error Replace

New Material Text

TC-1 1200 mm x 1200 mm (oversized) description; Replace with See Table 6

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Item Number 109

Page No. 82

Classification of the Error Replace

New Material Text

The label of the signs in the left most column of the sign table reads **TC-9:** Replace with **TC-9R.**

Item Number 110

Page No. 72

Classification of the Error Replace

Table F and notes: Replace with,

	Device					
	Cones** TC-51A (450 mm)	Cones** TC-51B (700 mm) and TC-51C (1000 mm)	Marker TC-52 (1200 mm)	Barrel TC-54 (1000 mm)	Barricades TC-53A TC-53B	Temporary Concrete Barrier (TCB)
Zone Painting/Symbols	VSD, SD	SD	No	No	Not required	Not required
Two-lane Roads	No	VSD, SD	SD, LD	SD, LD	LD*	Not required
Multi-lane Roads (Non-freeways)	No	VSD*, SD*	SD*, LD*	SD, LD	LD*	Not required
Freeways	No	No	No	VSD, SD, LD***	No	LD (more than 5 days)

* for NPRS 70 km/h and lower

** all cones require white reflective collars.

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*** less than 5 days or where it is not practical to install barrier.

VSD = Very Short Duration

SD = Short Duration

LD = Long Duration

No = Must not be used

Item Number 111

Page No. 79

Classification of the Error Replace

New Material Text

Table G on page 196 (page number missing) shows **TL-74** against Intersections (eleventh row);
Replace with **TL-75**

Item Number 112

Page No. 80

Classification of the Error Replace

Existing 2014 Text

The note below Table G on page 196 reads: “When a technician is intermittently and MOMENTARILY (NOT CONTINUOUSLY) on the travelled lanes of the roadway the typical layouts TL-73B, TL-74, TL-76 can only be used if sight lines in both directions **exceed 250 m where NPRS is greater than 80km/h, 200m where the NPRS is between 60km/h and 80km/h or 150m where the NPRS is 60km/h or less.**”

New Material Text

The note should read as follows:

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“When a technician is intermittently and MOMENTARLY (NOT CONTINUOUSLY) on the travelled lanes of the roadway, the typical layouts TL-73B, TL-74, TL-76 can only be used if sight lines in both directions:

- exceed 250m where NPRS is greater than 80km/h,
- 200m where the NPRS is greater than 60km/h and less than or equal to 80km/h, or
- 150m where the NPRS is 60km/h or less.”

Item Number 113

Page No. 68

Classification of the Error Replace

New Material Text

Note 7 should read: Lane encroachments on freeways are not recommended.

Item Number 114

Page No. 101

Classification of the Error Modifications to Figure

Existing 2014 Text

Related to modifications to Figure TL-16 Parking Lane Closed.

New Material Text

TL-16 should be updated as follows:

- The TC-4 sign should be shown at or just beyond the beginning of a lane closure taper similar to TL-10 and consistent with the guidelines provided on page 140,

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- TC-2B or TC-2A are only required for short and long duration works and not for very short duration works. Therefore, a note in brackets showing short and long duration should be considered under these sign names within the layout,
- The box showing WORK VEHICLE with Beacon plus 4WF OR TC-12 is only applicable for short and long duration works similar to TL-10. Therefore, a note in brackets showing short and long duration should be considered under these sign names within the layout.

Item Number 115

Page No. 104

Classification of the Error Modification to Figure

Existing 2014 Text

Related to modifications to Figure TL-19 Lane Closed (Yield to Oncoming Traffic)

New Material Text

The layout should be modified as follows:

- The Yield to Oncoming Traffic (Rb-91) Sign should be installed in the direction of the closed lane and located at a distance in advance of the lane closure specified in the appropriate table (Table A or B:5*). Therefore, in the layout Rb-91 will be at a distance of 5* from the work area
- The position of other signs should be adjusted relative to the new position of Rb-91

Therefore, the new sequence of signs in the direction of closure will be read as: Rb-91 at 5* from the start of the work area, Wb-1A at 5* from Rb-91, TC-2B or TC-2A at 5* from Wb-1A, TC-1 at 5* from TC-2B or TC-2A, and TC-1A at 1.0 km from TC-2B or TC-2A. Other dimensions within the layout stays the same.

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Classification of the Error	Modification to Figure		

Existing 2014 Text

Related to modifications to Figure TL-20A Lane Closed (Traffic Control Persons)

New Material Text

Delete existing Note i).

Replace existing Note iii) with:

On high speed (70km/h or greater) or where lane keeping/compliance is an issue use, consider using TL-20B Lane Closed (Traffic Control Persons). For Short Duration projects on MTO highways it is recommended to use TL-20B.

Item Number	117
Page No.	106
Classification of the Error	Modification to Figure

Existing 2014 Text

Related to modifications to Figure TL-20B Lane Closed (Traffic Control Persons)

New Material Text

In addition to being used for Long Duration TL-20B also applies for Short Duration.

Delete existing Note i).

Replace existing Note iii) with:

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Centreline cones between the RB-25 signs are optional and may be used in one or both directions if lane keeping becomes an issue. For projects on MTO highways it is recommended cones be used in both directions.

Item Number 118

Page No. 109

Classification of the Error Replace

New Material Text

The box within the top part of Figure TL-22 shows **Beacon plus 4WF OR TC-12 (in bar mode)**: Replace with **Beacon plus 4WF AND TC-12 (in left arrow mode)**.

Item Number 119

Page No. 113

Classification of the Error Replace

New Material Text

On TL-27 Note ii): Replace with, “Left Lane Closed: mirror image of Right Lane Closed, where shoulder exists. Where no shoulder or narrow shoulder will be modified by replacing the sign truck with a crash truck with a TC-12 in arrow mode moving behind the first crash truck.”

Item Number 120

Page No. 118

Classification of the Error Deletion

New Material Text

Delete note **i)** on TL-32.

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Item Number 121

Page No. 124

New Material Text Replace

Figure TL-40 shows a TC-7 sign in the southbound direction. The arrow shown in this sign is pointing towards right for southbound traffic. **The arrow should be pointing towards left for southbound traffic.**

Item Number 122

Page No. 125

Classification of the Error Modification to Figure

TL-41 should be considered with the following modifications:

- A TC-12 on the crash truck should be shown in bar mode,
 - The location of the truck should be at an LBA distance from the end of the transition taper (2* from Table C), similar to Figure 38,
 - The TC-16ER(2) sign across from the work area should be replaced by a TC-16EL(2) sign.
-

Item Number 123

Page No. 126

Classification of the Error Replace

Figure TL-42(i) **should apply to both short and long duration works**, similar to Figure TL-42(ii).

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Page No.	129		
Classification of the Error	Replace		

New Material Text

Figure TL-44 shows a TC-12 sign in bar mode. The **TC-12 sign should be in left arrow mode.**

Item Number	125
Page No.	131
Classification of the Error	Modification to Figure

New Material Text

The position of the TCP in TL-46 **should be consistent with other similar layouts (e.g.TL-20A). The TCP should be placed at a distance specified in the TCP table on page 100 from the first cone of transition taper. The length of the transition taper should be equal to 1a* (Table A and Table B).**

The note ii) should read: **“When traffic volumes are high or when the intersection is signalized, consult the road authority to determine whether police assistance is required. Care should be taken by the TCP to coordinate with intersection control such as traffic signals or stop sign.”**

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Item Number	126		
Page No.	135		
Classification of the Error	Modification to Figure		

New Material Text

The position of the TCP for south and east approaches of the intersection in TL-50 should be consistent with other TCP layouts (e.g.TL-20A). The TCP should be placed at a distance specified in the TCP table on page 100 from the first cone of transition taper. The length of the transition taper should be equal to 1a* (Table A and Table B).

Item Number	127
Page No.	138
Classification of the Error	Replace

Note ii) of Figure TL-53 should read: **“It may be necessary to prohibit left turns.”**

Item Number	128
Page No.	144
Classification of the Error	Replace

On TL-59. The TC-7 sign in the westbound direction should be considered having an arrow pointing towards right.

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Item Number	129		
Page No.	151		
Classification of the Error	Modification to Figure		

Existing 2014 Text

Figure TL-65 shows a box with a TC-4 OR TC-12 in bar mode. The box reads as if it applies to the northbound traffic, whereas it is intended to apply to the eastbound traffic. The TC-4 in the box shows the arrow pointing up and to the right.

New Material Text

The box should be considered as oriented in a way so that it applies to eastbound traffic. The TC-4 sign should be considered pointing up and to the left.

Item Number	130
Page No.	153
Classification of the Error	Replace

New Material Text

Figure TL-67, the wording on the right side of the shown buffer vehicle should read:

BUFFER VEHICLE:

CRASH TRUCK (NPRS 80 km/h or greater)

BLOCKER TRUCK (NPRS less than 80 km/h)

Note i) of the layout should read:

“A CRASH TRUCK must be used on High Volume roads and/or where the NPRS is 80 km/h or higher. Road Authorities, other than MTO, may not require a BUFFER VEHICLE on Low Volume roads with NPRS less than 80 km/h.”

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Item Number	131		
Page No.	152		
Classification of the Error	Modification to Figure		

Existing 2014 Text

Table G on page 78 shows TL-66 for short and long durations. However, the actual layout on page 152 shows very short and short duration. The header on TL-66, page 152 should identify Short Duration and Long Duration and should not be used for Very Short Duration.

New Material Text

The usage of TL-66 as shown in Table G on page 78 should be considered as correct. TL-66 should be considered for short and long duration with the following modifications:

- Additional TC-1 sign should be considered for long duration works in advance of and at a distance of 5* from TC-2B or TC-2A sign for both directions
- TC-2B or TC-2A should be installed as required. The notes in bracket showing “(short duration)” under TC-2B or TC-2A for both directions in the layout should be omitted.

Item Number	132
Page No.	159, 160 and 161
Classification of the Error	Replace

New Material Text

The boxed explanation in Figures TL-73B, 75 and 76: Replace with, “This layout is applicable where a worker/technician is moving throughout the work area intermittently with only brief stationary moments, for example a survey technician.

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A technician may intermittently and **MOMENTARLY** (NOT CONTINUOUSLY) enter the travelled lanes of the roadway **ONLY** if sight lines in both directions:

- **exceed 250m where NPRS is greater than 80km/h,**
- **200m where the NPRS is greater than 60km/h and less than or equal to 80km/h, or**
- **150m where the NPRS is 60km/h or less.”**

Any worker/technician/equipment that occupies the live lane continuously, whether moving or stationary is considered very short or short duration and the appropriate typical layouts must be used. The duration of the work equals total time between setup and removal of traffic control devices to complete the work within the intermittent work area.”

Item Number	133	Page No.	163
Classification of the Error	Replace		

New Material Text

Replace Figure TL-86 Roundabout Closed (Traffic Control Persons) with the following:

(See TL-86 diagram on next page)

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