

## Ontario Traffic Manual Book 7 – Office Edition (OE) - ERRATA

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**Errata Date** February 2016 **Errata Edition** Office

**Errata Reference Number** Errata – 7OE/001/16

**Item Number** 1

**Page No.** 1

**Classification of the Error** Replace

### **New Material Text**

The last sentence of the first paragraph: Replace 2013 with February 2014.

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**Item Number** 2

**Page No.** 1

**Classification of the Error** Replace

### **New Material Text**

5<sup>th</sup> paragraph, replace with:

Other documents, not in the OTM series that should be referenced during design of temporary conditions are the Geometric Design Standards for Ontario Highways manual, the Roadside Safety Manual, and Ontario Provincial Standards for Roads and Public Works (OPS).

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**Item Number** 3

**Page No.** 38

**Classification of the Error** Replace

### **New Material Text**

The third sentence in Section 3.1.1, replace with: **“They are primarily used for very short or short duration operations on both freeways and non-freeways as illustrated in Table F.”**

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Errata Reference Number	Errata – 7OE/001/16		
Item Number	4		
Page No.	44		
Classification of the Error	Replace		

### New Material Text

Third paragraph under Section 3.1.8.2, replace with: **“In mobile work operations, flashing arrow boards are used in the arrow mode on the sign trucks and buffer vehicles for multi-lane roads** (to reinforce the need to keep to the side of the vehicle, where no cones can be used). **The detailed information on the use of flashing arrow boards with regard to work vehicles in mobile work operations is provided in Section 6.3.6.”**

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**Item Number** 5

**Page No.** 48

**Classification of the Error** Replace

### New Material Text

TCPs may be used: Replace contents of box with,

Conditions under which a TCP can be used	Normal Regulatory Posted Speed <u>less than 70km/h</u> , one lane or reduced to one lane.	Normal Regulatory Posted Speed of <u>70km/h</u> , one lane or reduced to one lane.	Normal Regulatory Posted Speed of <u>80-90km/h</u> , one lane or reduced to one lane.	Any speed, more than one lane in each direction
To protect workers on public way	Yes	Yes	Yes	No
To protect construction vehicles crossing roadway	Yes	Yes	No	No
To protect construction vehicles entering a roadway	Yes	Yes	No	No

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**Errata Date** February 2016 **Errata Edition** Office

**Errata Reference Number** Errata – 7OE/001/16

**Item Number** 6

**Page No.** 49

**Classification of the Error** Deletion.

### **New Material Text**

Delete last sentence of the first paragraph in Section 3.2.2.1 Automated Flagger Assistance Devices (AFADS).

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**Item Number** 7

**Page No.** 49

**Classification of the Error** Deletion.

### **New Material Text**

Delete the second bullet point in Section 3.2.2.1 Automated Flagger Assistance Devices (AFADS).

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**Item Number** 8

**Page No.** 54

**Classification of the Error** Deletion

### **New Material Text**

Delete last sentence of the 1<sup>st</sup> paragraph in Section 3.3.3. Barriers.

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**Item Number** 9

**Page No.** 55

**Classification of the Error** Replace

### **New Material Text**

Section 3.3.3.1 replace with:

TCB is a portable barrier system consisting of freestanding precast concrete segments that are positively connected together to form a continuous barrier. TCB shall be according to OPS or other standard when specified by a road authority.

TCB must not be placed perpendicular to the direction of travel and are not intended to be used across a roadway for a road closure.

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**Item Number** 10

**Page No.** 55

**Classification of the Error** Deletion

### **New Material Text**

Delete note on beside section 3.3.3.1

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**Item Number** 11

**Page No.** 56

**Classification of the Error** Replace

### **New Material Text**

Title of Section 3.3.3.4 replace Barrier End Treatments with:

Energy Attenuators

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**Item Number** 12

**Page No.** 56 and 57

**Classification of the Error** Replace

### **New Material Text**

Section 3.3.3.4 replace with:

Energy attenuators on barrier ends are needed to reduce the severity of impacts. Energy attenuators shall be according to OPS or other standard as specified by the road authority.

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**Item Number** 13

**Page No.** 74

**Classification of the Error** Replace

### **New Material Text**

The last two bullet points of Section 4.2.1.1: References to "**BV**" (Buffer Vehicle) should be replaced with "**CT**" (Crash Truck)

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**Item Number** 14

**Page No.** 81

**Classification of the Error** Replace

### **New Material Text**

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

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**Item Number** 15

**Page No.** 83

**Classification of the Error** Replace

### **New Material Text**

The first bullet point under the heading Removing the Second Lane Taper (Figure 7, Step B):

Replace ....”**upstream** end of the centre lane closure taper.” with ...”**downstream** end of the centre lane closure taper.

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**Item Number** 16

**Page No.** 96

**Classification of the Error** Replace

### **New Material Text**

The first bullet under clothing requirements of TCPs in Section 5.2.1, replace with: “a hard hat that is Canadian Standards Association CSA certified Class E – Type I or II hard hat. If used at night, **it is recommended** the hard hat have reflective tape that does not alter the dielectric properties of the safety hat and is visible from all angles (minimum of 80 cm<sup>2</sup> recommended).”

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**Item Number** 17

**Page No.** 98

**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.**

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<b>Item Number</b>	<b>18</b>
<b>Page No.</b>	<b>99</b>
<b>Classification of the Error</b>	<b>Clarification</b>

### **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.

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<b>Item Number</b>	<b>19</b>
<b>Page No.</b>	<b>100</b>
<b>Classification of the Error</b>	<b>Replace</b>

### **New Material Text**

Delete the paragraph under **NOTE.**

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**Item Number** 20

**Page No.** 100

**Classification of the Error** Replace

### **New Material Text**

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

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

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**Item Number** 21

**Page No.** 101

**Classification of the Error** Deletion/Replace

### **New Material Text**

Delete the paragraph under **NOTE**.

The fourth bullet point under section 5.3.1: Replace **A TCP** with **TCPs**

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**Item Number** 22

**Page No.** 104

**Classification of the Error** Replace

### **Existing 2014 Text**

The fourth paragraph of Section 5.3.3: Replace paragraph with, **Driver action is prescribed by Section 146 in the HTA. PTTS must be installed to meet the requirements of Regulation 626 and Section 144 in the HTA.**

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<b>Item Number</b>	<b>23</b>		
<b>Page No.</b>	<b>121</b>		
<b>Classification of the Error</b>	<b>Deletion</b>		
<b>New Material Text</b>			
Delete note beside Section 5.6			

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<b>Item Number</b>	<b>24</b>
<b>Page No.</b>	<b>121</b>
<b>Classification of the Error</b>	<b>Replace</b>
<b>New Material Text</b>	

Section 5.6 replace with:

On long-term freeway construction projects, TCB or other equivalent barrier systems should be installed to protect workers from vehicular traffic in accordance with Regulation 213/91, Section 67 of the OHSA.

They may also be used to positively separate two-way, high-speed/high volume traffic flows.

TCB shall be according to OPS or other standard when specified by a road authority. Factors to consider include:

- TCB should only be used on a solid surface, such as asphalt or concrete pavement.
- TCB can be laterally displaced when struck. On high speed roadways when TCB protection is required within 0.5m of an excavation or within 1.0m of structures not designed for impacts (eg. Scaffolding), or within 1.0m of the edge of a bridge deck, TCB restraint systems or reduced deflection TCB system should be used.

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<b>Item Number</b>	<b>25</b>		
<b>Page No.</b>	<b>122</b>		
<b>Classification of the Error</b>	<b>Replace</b>		

### **New Material Text**

Bullets #1-4 replace with:

- Lane closures are required to place a barrier. It should be constructed in the downstream direction.
- An offset distance of at least 0.5m from the edge of a lane to the barrier is desirable.
- TCB and energy attenuators should be offset and installed according to OPS or as specified by the road authority.
- TCB can impact roadway drainage. Winter sand and other debris can block drainage openings under the TCB. TCB drainage gaps should only be used when justified based on a hydraulic analysis at key drainage locations (sumps, catch basins, etc).

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<b>Item Number</b>	<b>26</b>
<b>Page No.</b>	<b>122</b>
<b>Classification of the Error</b>	<b>Deletion</b>

### **New Material Text**

Delete 5<sup>th</sup> bullet

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**Page No.** 122

**Classification of the Error** Deletion

### **New Material Text**

Delete note on the side next to the bottom paragraph

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**Item Number** 28

**Page No.** 122

**Classification of the Error** Replace

### **New Material Text**

Last sentence on page, replace flexible drums with:

TC-54s

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**Item Number** 29

**Page No.** 132

**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
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- 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

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**Item Number** 30

**Page No.** 134

**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.**

### 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.

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**Item Number** 31

**Page No.** 134

**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.**

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### 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.

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Item Number 32

Page No. 137

Classification of the Error Replace

### New Material Text

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

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Item Number 33

Page No. 143

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.

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Item Number 34

Page No. 159

Classification of the Error Replace

### New Material Text

The note regarding the minimum reflectivity for sign TC-25: Replace with “Minimum Background Reflectivity: Engineering Grade (Type I)”

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**Item Number** 35

**Page No.** 159

**Classification of the Error** Replace

The paragraph under Conditions for TC-90 sign all references to “RB-90” should be “TC-90”

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**Item Number** 36

**Page No.** 168

**Classification of the Error** Replace

### **New Material Text**

The third paragraph text under Multi-lane Roads in Section 6.3.6 on page 168: Replace with,

“In mobile work operations a TC-12 in arrow mode is used to indicate the direction in which the traffic is permitted to pass. When a sign truck/buffer vehicle is moving immediately behind a work vehicle, at a distance of LIDG, the TC-12 on the work vehicle shall be in bar mode indicating a lane closure as illustrated in TL-25, TL-27, and TL-68. When there is no sign truck/buffer vehicle moving immediately behind the work vehicle, the TC-12 on the work vehicle shall be in arrow mode as illustrated in TL-22 revised. The TC-12 on all sign truck/buffer vehicle(s) upstream of the work vehicle shall be in arrow mode for multi-lane roads mobile work operations.”...

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**Item Number** 37

**Page No.** 192

**Classification of the Error** Replace

Table F and notes: Replace with,

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

\*\*\* 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



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<b>Item Number</b>	<b>38</b>		
<b>Page No.</b>	<b>196</b>		
<b>Classification of the Error</b>	<b>Replace</b>		

### **New Material Text**

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

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<b>Item Number</b>	<b>39</b>
<b>Page No.</b>	<b>196</b>
<b>Classification of the Error</b>	<b>Replace</b>

### **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:

“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 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.**”

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<b>Item Number</b>	<b>40</b>		
<b>Page No.</b>	<b>197</b>		
<b>Classification of the Error</b>	<b>Replace</b>		

### **New Material Text**

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

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<b>Item Number</b>	<b>41</b>
<b>Page No.</b>	<b>207</b>
<b>Classification of the Error</b>	<b>Modifications to Figure</b>

### **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,
- 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.

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**Item Number** 42

**Page No.** 209

**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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**Item Number** 43

**Page No.** 209

**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).

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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** 44

**Page No.** 210

**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:

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.

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**Item Number** 45

**Page No.** 211

**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** 46

**Page No.** 213

**Classification of the Error** Replace

### **New Material Text**

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.”

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**Item Number** 47

**Page No.** 216

**Classification of the Error** Deletion

### **New Material Text**

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

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**Item Number** 48

**Page No.** 219

**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.**

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**Item Number** 49

**Page No.** 219

**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** 50

**Page No.** 220

**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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Errata Reference Number	Errata – 7OE/001/16		
Item Number	51		
Page No.	221		
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.**

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Item Number	52
Page No.	222
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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**Errata Reference Number** Errata – 7OE/001/16

**Item Number** 53

**Page No.** 224

**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).**

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**Item Number** 54

**Page No.** 226

**Classification of the Error** Replace

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

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**Item Number** 55

**Page No.** 229

**Classification of the Error** Replace

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

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Item Number	56		
Page No.	232		
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.

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Item Number	57
Page No.	233
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.”

## Ontario Traffic Manual Book 7 – Office Edition (OE) - ERRATA

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**Errata Date** February 2016 **Errata Edition** Office

**Errata Reference Number** Errata – 7OE/001/16

**Item Number** 58

**Page No.** 233

**Classification of the Error** Modification to Figure

### Existing 2014 Text

Table G on page 195 (page number missing) shows TL-66 for short and long durations. However, the actual layout on page 233 shows very short and short duration. The header on TL-66, page 233 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 195 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.

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**Item Number** 59

**Page No.** 236

**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.

## Ontario Traffic Manual Book 7 – Office Edition (OE) - ERRATA

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<b>Errata Date</b>	<b>February 2016</b>	<b>Errata Edition</b>	<b>Office</b>
<b>Errata Reference Number</b>	<b>Errata – 7OE/001/16</b>		

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.”

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<b>Item Number</b>	<b>60</b>	<b>Page No.</b>	<b>238</b>
<b>Classification of the Error</b>	<b>Replace</b>		

### **New Material Text**

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

*(See TL-86 diagram on next page)*

# Ontario Traffic Manual Book 7 – Office Edition (OE) - ERRATA

Errata Date

February 2016

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