

OTM Book 7 – Temporary Conditions

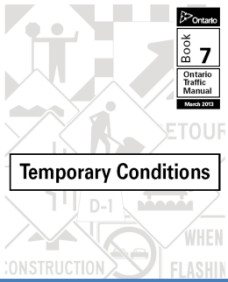
Update 2014

Summary of Changes from the 2001 edition:

- There are a great number of page / item # changes plus additional content so “cross walk” of changes is not practicable
- The fundamental principles, although reorganized/rewritten, are basically the same. Existing ambiguities or inconsistencies were clarified so, depending on individuals previous interpretation, may represent a change
- The Typical Layouts were redrawn and modified as required to have a consistent approach and provide a current best practise. No major revisions of existing layouts, however minor changes throughout.
- Advised to study & treat this document as a new edition and search out the procedures you most commonly use to compare & update your procedures as required.

The changes are further summarized in this presentation as:

- Reorganization
- Revision
- New



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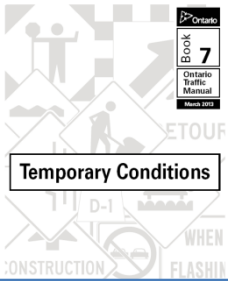
New Structure Summary

Section 1: Scope, application and legal authority

- Similar to 2001 version

Section 2: Basic principles for temporary traffic control.

- Defines common terms (component area, duration of work, type of highway, possible configurations)
- Identifies factors to consider when designing traffic control and measures used to deal with these factors (vulnerable road users, speed control, urban/rural, high volume/low volume, ingress/egress).
- This section will be used by those new to traffic to learn the terminology, and designers who are creating or modifying a typical layout.



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New Structure Summary

Sections 5 and 6: Specifications

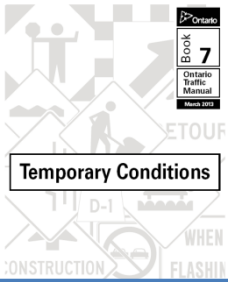
- These sections contain MTO specifications for devices and procedures which are contractually mandatory on MTO highways.
- For work on other jurisdiction highways, these specifications would be considered acceptable as a best practise if other guidance is not provided.
- The specifications are provided in these separate sections to allow for other jurisdiction to either adopt or revise/expand to their needs while maintaining the applicability of the rest of the manual.

Section 7: Quality control guidelines

- Similar to 2001 version with expanded graphics/text

Section 8: Typical layouts

- Similar to 2001 version with new layouts for roundabouts. The typical layouts were redrawn with new header and colour to aid interpretation. The TL #'s were not changed however some were combined. Additional notes were added. Changes were made to the device layouts as required to correct inconsistencies and/or reflect current best practises

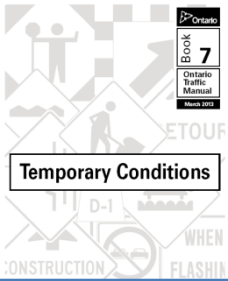


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Revised Specifications:

- TC-12 (freeway) specification revised to 15-19 LED or halogen lamps to reflect currently used industry standard
- Increased use of TC-12s on roadways with normal posted regulatory speed on 70km/h or greater
- TC-54 specification revised to detail size of reflective bands and dimensions. Ensures better compliance and matches currently used industry standard
- Minimum reflectivity on TC-3 and TC-16 series increased to high reflectivity micro-prismatic by January 1, 2016
- All signs only have one number reference independent of size (ie TC-1 and TC-101 now TC-1, TC-12 and TC-12striper now TC-12).
- No road authority approval required for the use of portable lane control signals on 60km/hr or less highways for short duration work when contractor present

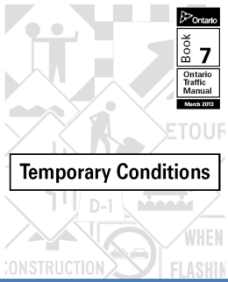


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Revised Specifications (continued):

- Standard PVMS messages have been removed as all messaging on MTO highways is now controlled centrally
- Maximum weight of Crash Truck added
- TC-2 application revised. The TC-2 now means “workers may be present”. It is to be in place for short and long duration, with a TC-1 in advance for long duration. It is used to indicate the start of the approach area to clarify typical sign placements and designated construction zone signing. It does not need to be turned down if workers intermittently leave the site when other traffic control/equipment is still in place.
- Basic lane closure taper simplified for better compliance. Fewer substitution options allowed.
- TCP placement referenced to first cone of taper instead of work area to clarify taper length which was not previously dimensioned. Ambiguity led to either shortening of taper or increasing distance from work zone. Marginal difference for highways 60km/hr or less. Portable temporary traffic control signals should be considered as a preferred option for long work zone on high speed highways



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New to the 2014 version:

- Typical Layouts for Roundabouts
- Traffic control for unplanned events
- Speed control through a work zone
- Use of Paid Duty Police Officers
- Ingress and egress considerations
- Pedestrian measures
- Cyclist measures
- Orange pavement markings