

OTM Book 7 – Temporary Conditions

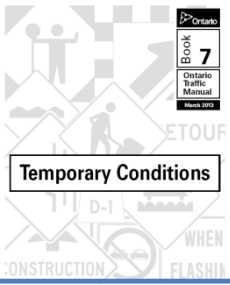
Update 2014

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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Reorganized:

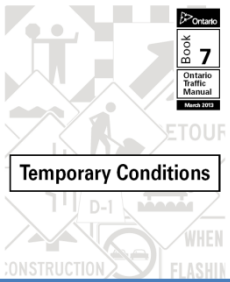
- The document was formatted to make user friendly as an electronic document.
- Text and formatting were revised to simplify
- A new structure was developed to recognize wide range of users in both the work they do and their level of knowledge
- Previous “notes to typical layouts” incorporated into the main text

Revisions to 2001 version:

- Errors, inconsistency or ambiguity in text/tables/figures corrected.
- Specification changed to reflect currently used industry standard or current best practise
- No new legislated requirements

New to the 2014 version:

- Measures added that were not included in 2001



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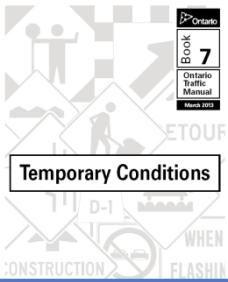
Reorganized - New Structure Summary

Section 1: Scope, application and legal authority

- Similar to 2001 version

Section 2: Basic principles for temporary traffic control.

- Defines common
- Identifies factors to consider when designing traffic control and measures used to deal with these factors



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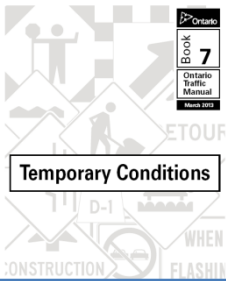
New Structure Summary

Section 3: Description of typical traffic control devices

- Includes a general description of the available traffic control devices and their appropriate use to provide the user with a tool box of devices without the detailed specifications that may be unique to a jurisdiction.

Section 4: Implementation of temporary traffic control

- This is a “how to” section. It provides tasks to be done before starting work, setup and removal processes, and tasks to be done while the traffic control is in place.



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New Structure Summary

Sections 5 and 6: Specifications

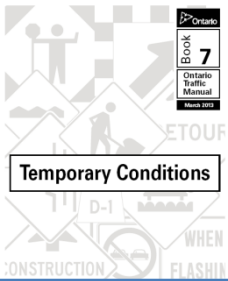
- These sections contain MTO specifications for devices and procedures which are contractually mandatory on MTO highways.
- For work on other jurisdiction highways, these specifications would be considered acceptable as a best practise if other guidance is not provided.
- Changes were made to the specifications as required to correct inconsistencies, to incorporate existing MTO policy and/or reflect current industry best practises

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

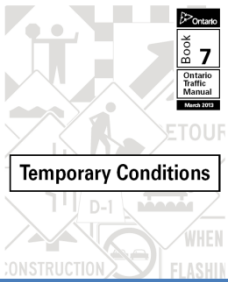


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Revised Specifications:

- 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
- Maximum weight of Crash Truck added

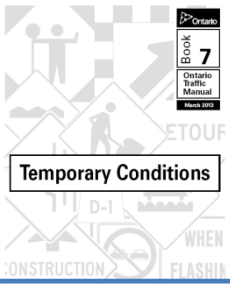


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Revised Specifications (continued):

- 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 zones on high speed highways

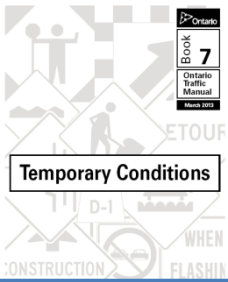


OTM Book 7 – Temporary Conditions *Update 2014*

New to the 2014 version:

Two categories of “new” content

- Existing MTO policy that was incorporated
- Material developed for Book 7 as part of the update

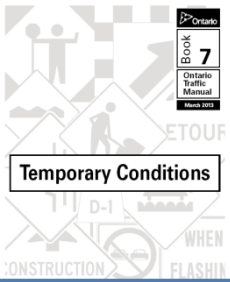


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Update 2014

Existing MTO policy incorporated:

- Speed control through a work zone
 - Various measures to increase compliance
 - If posting a speed limit reduction, guidelines for advisory vs regulatory
- Portable Temporary Traffic Control Signals
 - Book 7 defines automated flagger assistance devices vs Portable Lane Control Signals vs Portable Temporary Traffic Control Signals (PTTS)
 - MTO PTTS policy partially incorporated, however OTM Book 12 provides detail
- Portable Variable Message Signs
 - Standard PVMS messages have been removed as all messaging on MTO highways is now controlled centrally
 - MTO PVMS policy partially incorporated, however OTM Book 18 provides detail

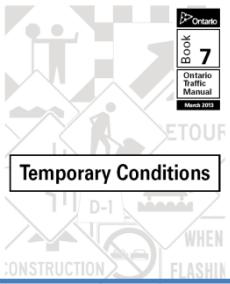


OTM Book 7 – Temporary Conditions *Update 2014*

Existing MTO policy incorporated (continued):

- Speed Display Signs
 - Guidelines for use provided
- Orange pavement markings
 - Specifications for use on MTO highways included

NOTE: The version of the policy at the time of writing was included. As with the OTM Books, these policies get updated. The user must ensure they are referencing the most current standard.

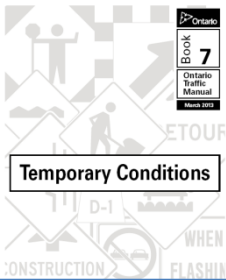


OTM Book 7 – Temporary Conditions

Update 2014

New Material:

- Typical Layouts for Roundabouts
 - Developed through a working group of ORBA members, Waterloo and Hamilton representatives and reviewed by the MTO Roundabout Implementation Team (RIT)

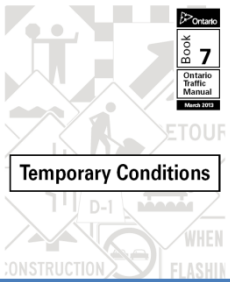


OTM Book 7 – Temporary Conditions

Update 2014

New Material:

- Typical Layouts for Roundabouts
- Traffic control for unplanned events
 - New guidelines included in OTM Book 7 as an appendix – first responders should also become familiar with the fundamental principles for planned events
 - Recognizes that for emergency response there are competing priorities and traffic control is progressive as more equipment/responders arrive on scene
 - Promotes first responders within a jurisdiction to work together to develop protocols specific to their typical incident response (i.e. who arrives first, what device available, incident command etc.)
 - Introduces the pink emergency scene ahead sign



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New Material:

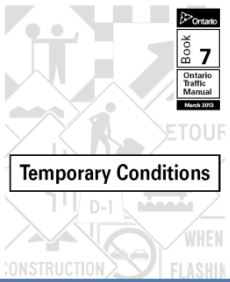
- Typical Layouts for Roundabouts
- Traffic control for unplanned events
- Use of Paid Duty Police Officers
 - Details role of Paid Duty Police Officers
 - Only Police can direct traffic in an intersection with signals active (ie override a red or green signal). A Traffic Control Person should not interfere with the operation of a signal. A guideline to not use a TCP within 30m of an intersection with active signals is provided for this purpose.



OTM Book 7 – Temporary Conditions *Update 2014*

New Material:

- Typical Layouts for Roundabouts
- Traffic control for unplanned events
- Use of Paid Duty Police Officers
- Expanded criteria/considerations for designing
 - Ingress and egress
 - Pedestrian measures
 - Cyclist measures



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The End