### New Material Text

#### 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*
Ontario Traffic Manual Book 7 – Field Edition (FE) - ERRATA

<table>
<thead>
<tr>
<th>Errata Date</th>
<th>February 2016</th>
<th>Errata Edition</th>
<th>Field</th>
</tr>
</thead>
<tbody>
<tr>
<td>Errata Reference Number</td>
<td>Errata – 7FE/001/16</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**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.**

<table>
<thead>
<tr>
<th>Item Number</th>
<th>103</th>
</tr>
</thead>
<tbody>
<tr>
<td>Page No.</td>
<td>70</td>
</tr>
<tr>
<td>Classification of the Error</td>
<td>Clarification</td>
</tr>
</tbody>
</table>

**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.

<table>
<thead>
<tr>
<th>Item Number</th>
<th>104</th>
</tr>
</thead>
<tbody>
<tr>
<td>Page No.</td>
<td>70</td>
</tr>
<tr>
<td>Classification of the Error</td>
<td>Replace</td>
</tr>
</tbody>
</table>

**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:
<table>
<thead>
<tr>
<th>Item Number</th>
<th>Page No.</th>
<th>Classification of the Error</th>
<th>Existing 2014 Text</th>
<th>New Material Text</th>
</tr>
</thead>
<tbody>
<tr>
<td>Item Number</td>
<td>105</td>
<td>Addition</td>
<td>Table 7 Minimum Reflectivity Requirements.</td>
<td>The following notes should be considered with Table 7:</td>
</tr>
<tr>
<td>Page No.</td>
<td>58</td>
<td></td>
<td></td>
<td>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</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>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</td>
</tr>
<tr>
<td>Item Number</td>
<td>106</td>
<td>Modification to Figure</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Page No.</td>
<td>70</td>
<td></td>
<td></td>
<td>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.</td>
</tr>
</tbody>
</table>
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.

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.

New Material Text

TC-1 1200 mm x 1200 mm (oversized) description; Replace with See Table 6
The label of the signs in the left most column of the sign table reads **TC-9**: Replace with **TC-9R**.

Table F and notes: Replace with:

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

* for NPRS 70 km/h and lower
** all cones require white reflective collars.
Ontario Traffic Manual Book 7 – Field Edition (FE) - ERRATA

<table>
<thead>
<tr>
<th>Errata Date</th>
<th>February 2016</th>
<th>Errata Edition</th>
<th>Field</th>
</tr>
</thead>
<tbody>
<tr>
<td>Errata Reference Number</td>
<td>Errata – 7FE/001/16</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

*** 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

<table>
<thead>
<tr>
<th>Item Number</th>
<th>111</th>
</tr>
</thead>
<tbody>
<tr>
<td>Page No.</td>
<td>79</td>
</tr>
<tr>
<td>Classification of the Error</td>
<td>Replace</td>
</tr>
</tbody>
</table>

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

<table>
<thead>
<tr>
<th>Item Number</th>
<th>112</th>
</tr>
</thead>
<tbody>
<tr>
<td>Page No.</td>
<td>80</td>
</tr>
<tr>
<td>Classification of the Error</td>
<td>Replace</td>
</tr>
</tbody>
</table>

**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 s 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 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,
Errata Date: February 2016

Errata Reference Number: Errata – 7FE/001/16

- 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.
Errata Date: February 2016  
Errata Edition: Field  
Errata Reference Number: Errata – 7FE/001/16  

Item Number: 116  
Page No.: 105  
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:
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.
### Errata Date
February 2016

### Field

#### Errata Reference Number
Errata – 7FE/001/16

#### 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).
<table>
<thead>
<tr>
<th>Item Number</th>
<th>124</th>
</tr>
</thead>
<tbody>
<tr>
<td>Page No.</td>
<td>129</td>
</tr>
<tr>
<td>Classification of the Error</td>
<td>Replace</td>
</tr>
</tbody>
</table>

**New Material Text**

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

<table>
<thead>
<tr>
<th>Item Number</th>
<th>125</th>
</tr>
</thead>
<tbody>
<tr>
<td>Page No.</td>
<td>131</td>
</tr>
<tr>
<td>Classification of the Error</td>
<td>Modification to Figure</td>
</tr>
</tbody>
</table>

**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.”**
<table>
<thead>
<tr>
<th>Errata Date</th>
<th>February 2016</th>
<th>Errata Edition</th>
<th>Field</th>
</tr>
</thead>
<tbody>
<tr>
<td>Errata Reference Number</td>
<td>Errata – 7FE/001/16</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Item Number</td>
<td>126</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Page No.</td>
<td>135</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Classification of the Error</td>
<td>Modification to Figure</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**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).

<table>
<thead>
<tr>
<th>Item Number</th>
<th>127</th>
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</thead>
<tbody>
<tr>
<td>Page No.</td>
<td>138</td>
</tr>
<tr>
<td>Classification of the Error</td>
<td>Replace</td>
</tr>
</tbody>
</table>

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

<table>
<thead>
<tr>
<th>Item Number</th>
<th>128</th>
</tr>
</thead>
<tbody>
<tr>
<td>Page No.</td>
<td>144</td>
</tr>
<tr>
<td>Classification of the Error</td>
<td>Replace</td>
</tr>
</tbody>
</table>

On TL-59. The TC-7 sign in the westbound direction should be considered having an arrow pointing towards right.
Errata Reference Number: Errata – 7FE/001/16

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.”
Errata Reference Number

Errata Date
February 2016

Errata Edition
Field

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.”
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."

<table>
<thead>
<tr>
<th>Item Number</th>
<th>Page No.</th>
</tr>
</thead>
<tbody>
<tr>
<td>133</td>
<td>163</td>
</tr>
</tbody>
</table>

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)
Errata Date: February 2016  
Errata Edition: Field  
Errata Reference Number: 7FE/001/16

Figure TL-86: Roundabout: Quadrant Closed (Traffic Control Persons)

- Single-Lane
- Multi-Lane
- Undivided Non-freeway
- Divided Non-freeway
- Freeway
- Mobile Operations
- Very Short Duration
- Short Duration
- Long Duration

NOTES:

- For Short Duration, see Table A. For Long Duration, see Table B.

i) TCP’s must be in communication with each other to ensure only one entrance has a TC-22 showing SLOW at any time. TCP’s must be present at all times.

ii) Roundabout must be cleared before next entrance has SLOW indication.

iii) For Long Duration a TC-1 is required 5° in advance of the TC-2A or TC-2B on each approach and for Long Duration with a NPRS 70 km/h or greater and/or Rural a TC-1A is also required.

iv) Use of AFADS or PLCS NOT permitted.

v) Permanent signs (such as RB-21, RB-19, RB-20, RB-25 and overhead guide signs) that may conflict with the direction of travel the motorist is being directed must be bagged. Permanent signing must be restored once contractor leaves site.