

ONTARIO TRAFFIC MANUAL BOOK 7
Field Edition - ERRATA

March 2001
Edition
Errata – 7F/001

Page	Currently in Publication	Errata (Revision to current publication)
33	<p>The appropriate equipment, dress, training requirements and duties of a TCP are outline in OHSA and its regulations, in this Manual and in the Book 7 Training Package, as well as in the Handbook for Construction Safety Association of Ontario. <i>Figure 3 (p. 20)</i> Illustrated TCP use of the STOP/SLOW Paddle. TCPs must be given written and oral instructions regarding their duties in a language they can understand. Information about publications and training courses for Traffic Control Persons can be obtained from the:</p>	<p>Paragraph 1: page number shown for Figure 3 should be p. 35 not p.20</p>
60	TL-2	<p>The advance TC-1B, TC-1A and TC-1 signs that are shown on both the median and right shoulder should</p>

		be staggered by 60m as per TL-4. The Construction Zone BEGINS and ENDS signs should not be staggered.
64	TL-6	The box showing the TC-2A sign or TC-2B sign and TC-1 sign in the lower part of the typical layout should also be shown for the upper part of the typical layout.
98	TL-38	Clarification: The TC-12 sign may replace TC-3 and TC-4 signs on the right shoulder. The TC-3 sign on the left (median) should remain.
104	TL-43	Clarification: The drawing shows a direct exit without a normal deceleration lane. If a deceleration lane is present, the normal deceleration lane is coned-off and the closed lane becomes the deceleration lane,

		as shown in TL-43
130	TL-68	Clarification: MTO uses fluorescent yellow green (rather than orange) for the additional signs shown in the box on the right for MTO vehicles.
163	A multi-lane Divided Highway with continuous dividing media, full control of access and interchanges in place of At-grade Intersections, and a posted speed of 90 km/h or greater. This term includes Toll Highways built to freeway configuration.	A multi-lane Divided Highway with continuous dividing median, full control of access and interchanges in place of At-grade Intersections, and a normal posted speed of 90 km/h or greater. This includes all freeway speed transition zones where the speed limit has been reduced approaching the end of the freeway and other areas where speed reductions are in place due to geometrics such as curves or freeway-to-

		freeway ramps. This term includes Toll highways built to a freeway configuration.
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NOTICE:

Corrections listed in this errata sheet apply to the above-mentioned Ontario Traffic Manual book ONLY and will be incorporated into future revised editions.