

SAFETYSCOPE

Ontario Traffic Manual - Book 7 - Temporary Conditions - FIELD Edition - April 2022

This newest version of Book 7 through the updating process, continues to become more comprehensive and user friendly but that means important changes happened which affects all of your paperwork, including your Traffic Controls Plans and your Health and Safety Program.

References in your Traffic Control Procedures in your H&S program will no longer be accurate if they refer to definitions or specific segments in the OTM Book 7 and or the field edition, these have been added to, reordered and sections renumbered.

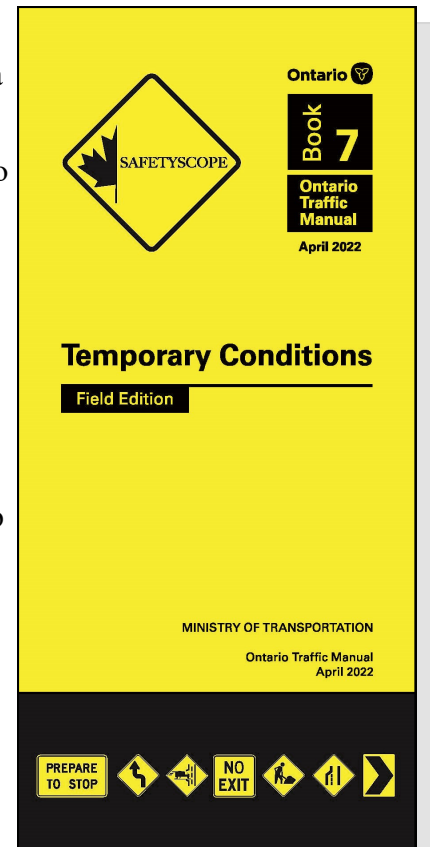
The following are key changes to note:

- To make the book more user friendly, a new numbering system was added to the layouts and the book appearance was updated to include colour coding to help navigate the topics.
- Introduction of several new layouts for roundabouts, pedestrian and cycling facilities, and High Occupancy Vehicle lanes.
- Addition of a layout table to help users determine the most appropriate table for use within their traffic management plan.
- Implementation of longer tapers to help traffic more safely maneuver the temporary work zone and improve consistency across Canadian jurisdictions.
- Updated information about the used of AFADs including the distinction of regulatory requirements vs guidelines for use.

To assist our clients, Safetyscope has printed the OTM Book 7 Field Edition.

Specifications - 4 3/4 x 9 1/2

- 282 pages colour
- Top metal coil binding
- 12pt cover coated both sides



Price - \$65.00

Version 0222

ONTARIO TRAFFIC MANUAL - BOOK 7 - APRIL 2022

Label	Description	50	60	70	80	90
B	Shoulder Taper (m)	20	30	55	90	70
D	Mainline Distance between Markers (m)	6	9	9	12	12
F	Minimum Number of Markers for Taper	4	5	5	7	8
F	Distance between Construction Signs (m)	50	90	120	140	150
H	Sight Distance (m)	150	150	200	250	250

NOTES

i) Termination Taper optional.
 ii) Work Area may or may not contain a Work Vehicle. See General Notes in layout 4K.
 Where a worker is moving within the Intermittent Work Area with only brief stationary moments, for example, portable patching:
 • Worker requires sight distance (refer to H in Table).
 • Spotters required when sight distance is not available.
 • Where clear and constant verbal communication is not possible (i.e. distance, noise), spotters and worker must use two-way communication devices.
 • Where required sight distances (refer to H in Table) are present and the worker/technician activities permit a continuous consciousness of approaching traffic, a spotter may not be required.
 • Worker must not interfere with traffic. Note: this would allow for a single worker operation (i.e. supervisor or possibly one-person pothole repair).
 For further detail on Work Zone components, see Table A (Mobile/Intermittent/Very Short, pp. 4).

TS-2 Intermittent Work

Mobile Operations Intermittent Very Short Duration Short Duration Long Duration 31

TWO-LANE, TWO-WAY

Support & Training

- ◆ Traffic Control Person
- ◆ Traffic Control Program
- ◆ JHSC Certification Training
- ◆ Workplace Inspection / Accident Investigation
- ◆ Competent Supervisor
- ◆ Lockout / Tagout Energy Hazards
- ◆ Confined Space Attendant, Entry and Rescue

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ONTARIO TRAFFIC MANUAL · BOOK 7 · APRIL 2022

Label	Description	Normal Posted Regulatory Speed (km/h)							
		50	60	70	80	90	90	90	90
B	Shoulder Taper (m)	20	30	55	90	70			
D	Minimum Distance between Markers (m)	6	9	9	12	12			
	Minimum Number of Markers for Taper	4	5	5	7	8			
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NOTES

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Where a worker is moving within the Intermittent Work Area with only brief stationary moments, for example, patching:

- Worker requires sight distance (refer to H in Table).
- Spotter(s) required when sight distance is not available.
- Where clear and constant verbal communication is not possible (i.e. distance, noise), spotter(s) and worker must use two-way communication devices.

Where required sight distances (refer to H in Table) are present and the worker/technician's activities permit a continuous consciousness of approaching traffic, a spotter may not be required.

• Worker must not interfere with traffic. Note: this would allow for a single worker operation (i.e. surveyor or possibly one-person pothole repair).

For further detail on Work Zone components, see Table A (Mobile/Intermittent/Very Short), pg. 4.

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