

OTTCH Ch. / Subsection / Pg No.	Comment submitted by:	OFFICIAL COMMENT (Decisions/Actions/Comments by Review Subcommittee)	Follow up Action or Response
General	FHWA	Text should note that per the FHWA Final Rule on Mobility and Safety "In developing and implementing the TTC plan, existing devices shall be maintained at an equivalent or better level than existed prior to project implementation." This is a critical point that road authorities have direct control over and should be explicitly mentioned in the handbook.	E-mail for clarification from FHWA
General	DKS (Renee, Brian, Monica)	There is some good stuff in the OTTCH that ODOT may want to consider adding to the Traffic Control Plans Design Manual: Pg. 36 text on PCMS being visible from 1/2 mile away Diagram 150: Rolling Slowdown Diagram 340: Lane Closure with Pilot Car, plus text describing it Section 4.5: TMAs (Note- requirement to use TMAs on freeways is buried on a standard drawing. Anyone reading the Traffic Control Plans Design Manual would think that TMAs are for short-term protection of barrier ends.)	
i	Mary B	Date is December 2010, not 2011?	By the time it is adopted, it will be December 2011
1.1 1st paragraph	Amanda Westmoreland	"for temporary traffic control work zones" Do we need the traffic control part? Since we are now using work zone instead?	null/void
1.1 1st paragraph	Luci Moore	Your last statement in green would mean that all workzones are required to use this book and we don't use this book for our construction projects that meet the three days or less.... The danger of the shall and it contradicts the next statement of each road authority can be even more requiring. In fact. I would stick to as close to the orange book language as you can for this part. It is applicable on all public roads vs the word required --- or change to This handbook applies could be used if you don't like the word applicable.	null.void
1.1, 2nd paragraph	Rick Nys	May want to state that this manual not appropriate for 3 days or more and other sources should be sought. Also may want to mention that the standards and practices may not cover the individual situation, which may require a more comprehensive TCP.	we will add language, may need to use practices or layouts from multiple applications
1.1, 5th and 6th paragraphs	Rick Nys	Redundant	deleted 6th paragraph
1.1	Mary B	Paragraph 4...there is an extra "and" before "emergency response & personnel".	Fixed
1.1	Mary B	Paragraph 5 & 6 could be clearer by removing the first 1/2 of paragraph 6 ("This document is based on the premise that"). Paragraph 5 states the same thing. Start paragraph 6 with "Simplified traffic control is justified...."	Fixed - see Rick's comment

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1.4	Steve Brown	I was reading the proposed rewrite of the Oregon Temporary Traffic Control Handbook. It requires that hi-visibility garments be ANSI Class 2 or 3 meeting ANSI 107-2004. That follows with FHWA's rules. The question is what will ODOT's expectation be for vests and other garments that are labeled with ANSI 107-1999. I bet 1/3 to 1/2 of our garments are not labeled with ANSI 107-2004. This isn't a question about condition or adequate square inches of reflective material, it is about certifying it meets that standard. I believe we should be talking about it before it becomes "our" rule. We have people wearing vests manufactured in the late 90's and won't give them up without them kicking and screaming. The large investment in raingear ODOT made over the last couple years for the AEE folks may very well be labeled 1999! This can be a big ticket item for safety gear.	adding in sunset clause from 2009 MUTCD *December 31, 2011"
1.3, 2nd paragraph	Rick Nys	Add comma after "vary". Sorry for the lame comment.	Fixed
1.4	Donald Smith	Broad definition leaves it open to interpretation. Consider including the language from the MUTCD; "within the right of way"; this makes it clear what the expectations are.	Reworded straight from the MUTCD
1.6, #5	Rick Nys	Add "only if separated bicycle facilities already exist" or move #1 up higher so not on some hierarchy as #5 or use similar language as #6.	We modified
1.6	FHWA	While appreciative of the limited duration of the work, providing more declarative statement of intent is recommended to match the overall Standard established under MUTCD 6D.02	Get more info from FHWA about this
1.6	FHWA	Item 6 - recommend replacing "should be provided..." with "shall be provided..." to match the MUTCD Standard that if the movement of pedestrians is affected adequate pedestrian access must be provided	Changed to match 2009 MUTCD
1.7, bullet 3	Rick Nys	Add a space between in and "Acceptable".	Done
1.7, bullet 5	Rick Nys	Give last sentence its own bullet.	Done
1.9	Luci Moore	one other thing I don't think you meant to leave stated two different ways is in section 1.9 pavement markings. In one place you state all devices have to retroreflective (period) and a few lines down state those at night have to be retroreflective. These should be the same, and I believe that was heavily discussed at your committee and it was left at those at night had to be retro but not those during the day. We have crews that never do work at night and don't have tape around the cones. Those that do both are smart enough and cheap enough to use one set of cones that meets day and night requirements. Same for locals and utilities.	Took out "retroreflective in first paragraph
1.9	FHWA	Consider replacing the "or as justified" in the last sentence on temporary pavement marking to emphasize that this is "engineering judgment" This may appear a minor point but the application of pavement markings, and especially the need	We don't do engineering judgment for 3 days or less, just deleted "or as justified"
1.9, 3rd paragraph	Rick Nys	Delete space before "All".	Done
1.9, last paragraph	Rick Nys	Move last sentence to front of section.	Done
1.10, #6	Rick Nys	Remove "centerline pavement surface or"	Done
1.10, #7	Rick Nys	Remove "is" after "permit".	Done
1.10, #9	Rick Nys	Remove " 's Traffic Engineer".	Done

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1.10	Mary B	1.10, #7: "...and approval from the State Traffic Engineer is required before a permit <u>is can be</u> issued." [Either "is" or "can be" would work.	Done
1.11	Darrin Neavoll	We have loosened the requirement to just "consider: delineating of equipment that is 15 feet or closer to the edge of travel way. I think we should have this at least a "should". This has encouraged crews and utility contractors to park away from the road. We have to sign it if we are working within 15 feet why not if we leave equipment	changed to "should" from "consider"
1.11	Darrin Neavoll	We have loosened the requirement to just consider delineating of equipment that is 15 feet or closer to the edge of travel way. I think we should have this at least a "Should". This has encouraged crews and utility contractors to park away from the road. We have to sign it if we are working within 15 feet why not if we leave equipment.	same as above
1.11	Donald Smith	Equipment parked on shoulder delineating is now an option? I would suggest that we make this a requirement that equipment shall be delineated if within 15ft of the traveled roadway.	same as above
1.11	FHWA	At the end of the first paragraph could the requirement be changed from "consider" to "should" to emphasize the importance of the relatively low cost action of delineating stationary equipment.	same as above
1.12	Darrin Neavoll	Our spotter guidelines requires a written plan before using them. I did not see that in the section. We need to at least point ODOT folks to the ODOT guidelines.	get more info from Darrin about this comment
1.12	Darrin Neavoll	I believe our Spotter Guidelines require a written plan before using them. I did not see that in the section	same as above
1.12	Joel McCarroll	Joel has a concern about what "adequate gaps in traffic" means and "what type of work is to be done in an active travel lane".	Mary assured him that the maintenance guys were aware of their own safety and having a spotter was better than not having a spotter.
1.12	Donald Smith	Training and record retention for spotters? We need it defined what the training is, is this included in the work zone traffic control course or a separate stand alone course.	no certified training or standalone course for spotters, OJT thing
1.12, "Location of Spotter"	Rick Nys	Add comma after "employee".	Fixed
1.12, 3rd bullet	Rick Nys	Remove 2nd period.	Fixed
1.12, bullets 7-10	Rick Nys	Don't provide much advice if they are intended to.	We are going to keep them
2, 1st paragraph	Rick Nys	Change "incidence" to "incident".	Done
2.1 - 3) 1.	FHWA	Unclear on the intent of the "buffer space" definition as involves the area followed by the work area.	Took out "sometimes"
2.1, 1)	Rick Nys	"It and may vary from" needs to be reworked.	Fixed
2.1	Mary B	Item #1, second sentence: "It and may vary..." - remove the "and".	Fixed
2.1	Darrin Neavoll	The Termination Area should show (optional) like the Buffer Space	Change on drawing
2.4	Donald Smith	Bullets 1-5 reflect that the placement of devices are to be placed by hand on foot. This is not always a true reflection of current work practices for the bulk of our crews. With the use of cone trucks or baskets the employee places devices from this equipment and not on foot, especially on high speed highway facilities. These facilities could be two lane low volume roads or multi-lane high volume roads. We should reference the use of a traffic control equipment; i.e. cone trucks and baskets.	Still need to know principles, changed "walking" to "moving" and "pace" to "measure"

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2.5, 6th para	Rick Nys	Seems like we should do more than "encourage" symbol signs.	We can't because the feds haven't given us more guidance than this
2.5	Nancy Flye	Reword: If " Flagger" signs are in place, a flagger must be actively in use and at there station, even is only being used to warn drivers of approaching work zone activity	added "and at their station" after ACTIVE
2.5	Nancy Flye	<ul style="list-style-type: none"> • Sign spacing may be adjusted to fit field conditions, allow for proper visibility, and to avoid conflicts with existing signing, but should still meet minimum spacing requirements. 	Not true, the table is a recommended min and by engineering judgment we can decrease spacing
2.5	FHWA	Suggest adding criteria/guidance for signs on shadow and work vehicles regarding location/contrast etc. to promote visibility	Added in reference to 2A.15 MUTCD Enhance Conspicuity for Standard Signs
3.1	Mary B	3.1 Flagging - paragraph 5, Portable traffic signals must be approved by the ODOT <u>State, not Region</u> , Traffic Engineer.	Fixed
3.11	Mary B	Pilot Car Operation...."Consider using pilot cars if a clear line of sight cannot be made between flagger stations". Maybe add "or to control the speed?"	Done
3.11	Mary B	<p>Item #8 - change "FOLLOW PILOT CAR" or WAIT FOR PILOT CAR" to "WAIT FOR PILOT CAR / FOLLOW TRAFFIC". And insert the following language: Conditions where this sign may be appropriate:</p> <ul style="list-style-type: none"> · Dead-end residential neighborhoods or local side streets that meet the following: <ul style="list-style-type: none"> o No alternate access o Less than 100 ADT · No businesses located on the road/street · No access to public facilities (parks) · No access to public service generators (water treatment plant) <p>Private residential driveways are addressed through the public notification process (door hangers, fliers). And remove any conflicting language.</p>	Add #5 from 340 as #8 in 3.11
3.2	Mary B	3.2 Flagger Qualifications - "Flaggers completing formal training and have certification...." Either "completing formal training and having certification" or "complete formal training and have certification....".	Fixed
3.4	Brad Payton	Under the item 2. Using flaggers to slow traffic should be discouraged. I think using a flagger in this way is a safe way to slow traffic down especially when crews are working close to the center line of a freeway.	flaggers on freeway should be heavily discouraged, we will reword
3.5	Nancy Flye	Add 8. Flaggers shall remain at their stations to control traffic and not preform other tasks in the work zone.	We agreed this is a training piece, not for the manual

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3.5	FHWA	Under 3.5 consider changing "an intended" to "the intended" to clarify that the stopping point should be an integral part of the work zone layout and safety analysis.	Fixed
3.5	FHWA	Under 3.5 while intuitive it certainly is worth noting as a first principle that flaggers should always be facing traffic and not turn their backs to traffic	In flagging diagram
3.5	FHWA	Under 3.5 (1) recommend this be strengthened to indicate that decision sight distance should be provided to allow the oncoming driver to recognize the flagger and make the proper reaction in time - this implies just stopping sight distance must be provided.	Leaving it alone, users may not know the difference between types of sight distances
3.6	Darrin Neavoll	Bullet 3 under 3.6 says we put out extended traffic queues when traffic backs up beyond the "Road Work Ahead" Sign. I think this is too late and does not line up with the current OTTCH. The current book says once traffic backs up beyond the "Be Prepared to Stop". This allows people the chance for advance warning.	You are free to use this practice in the field but we are not going to encourage this, more constricting
3.6	Darrin Neavoll	It says we don't need to put out extended traffic queues until traffic gets to our ROAD WORK sign. It seems like that goes against our principal to provide advance warning. I think we should be putting out advance warning once traffic gets past our BE PREPARED TO STOP signs. If we wait until they get to the ROAD WORK sign it is too late.	Same as above
3.6	Nancy Flye	STOP/SLOW paddle shall be used in conjunction with a flagger and never used as a stand alone sign.	Training issue
3.6	Donald Smith	Suggest change section heading to Flagger Apparel & Equipment.	Not done
3.6	Donald Smith	References # to the MUTCD are incorrect for hand signals. 6E-3 page 574 are the correct numbers of reference for the 2009 edition.	Fixed
3.6	Donald Smith	The extended que signing bullets don't fit with the rest of the context on flagger paddles and apparel. Should also include the bullet on night time flagging and encourage the use of class 3 apparel for enhance visibility.	We're leaving it alone
3.6	Donald Smith	Should also include the bullet on moving or removing the road work sign when establishing an extended que traffic control setup. Common error of worker's is to leave the intial sign in place and set a second sign at the new extended que location, thus having to road work signs in the work zone signage.	Taken care of in new drawing
3.7	Mary B	Paragraph 5 - Page 568, Paragraph 14....is this a reference to the MUTCD? And do we really want this in here?	Fixed
3.7	Mary B	AFAD section is between Flagger Signs & Equipment and Flagging Through Intersections . It might make more sense to put it later in the section, either before or after Pilot Car Operation .	We'll do this later
3.7	Doug Bish	Add in picture of an AFAD	Add in picture of an AFAD
3.9	Donald Smith	Should also include the bullet on night time flagging and encourage the use of class 3 apparel for enhance visibility within the flagger equipment section.	In opening paragraph
3.9	Donald Smith	a. <i>Illuminate the flagger station with lighting 15-21 feet above the roadway. This bullet statement maybe the desired approach but in all reality most crews do not posses this equipment nor do they have access to this type of equipment within a reasonasonable manner. Seeing how this statement is not supported by the MUTCD, I recommend that it be omitted. There are a great many lighting systems in the field today that would meet the criteria outline with this one exception of the hieght requirement. If it illuminates the flager and does not blind the workers or the motorist have we not achieved the goal outlined in the MUTCD. 6F.82 Floodlights 05 & 06. (Pg. 614 MUTCD 2009 Ed.)</i>	Based on Oregon Research that is supported by the Feds, the MUTCD is just silent on it, we are going to leave this in here

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3.9	Donald Smith	Include lighted safety apparel into the 3.6 Flagging and Equipment .	We are not wanting to repeat things that much
4.1	Brad Payton	Highlighted paragraph needs more definition regarding "Rigid signs". How do we know what has been crash tested?	Definition added in text
4.1	Donald Smith	<i>E xisting rigid signs may only be used in emergency situations and may be used through their life cycle. When these signs are replaced, the replacement signs shall meet current standards. Rigid signs may not be used for regularly occurring flooding, slides, or similar situations that can be expected in a particular location. I recommend that we include a reference to quality and condition of devices as outlined; should be kept in "Acceptable" condition, according to the current ATSSA "Quality Guidelines for Temporary Traffic Control Devices and Features".If the rigid sign longer meets or exceeds the minium standards of acceptable it shall be removed from service and replaced with a device that meets current standards. We have to draw a line for them or they will continue to use unacceptable and substandard signs.</i>	Added in paragraph at beginning of section 4.1
5.720/730/750(3)/760	Darrin Neavoll	Could we show a diagram of what the sign set up would be if there is no room for a vehicle to park on the inside of a freeway?	Note reworded, modified in 720, 730, 750, 760
5-1	FHWA	Good example - thanks for inclusion	You're welcome
5-2	Darrin Neavoll	The Table needs to have the bullets that go with it. (just change table to 55 or less)	Bullets incorporated, will add feet bullet and 55 or less under freeways in table
5-5	Darrin Neavoll	Under Notes: This does not line up with the current OTTCH and if we wait until traffic extends beyond initial warning signs its too late. It does not provide any advance warning to the traveling public. I suggest we stick with the current language and require extended queues when traffic backs beyond the "Be Prepared to Stop" signs.	If you want to be more conservative you can
5-6	Darrin Neavoll	The Transition sign-My understanding is the transition sign does not fit in this or if it does it seems the bike on roadway sign should go before the transition sign. I thought there should not be anything between the transition sign and the taper. Also it would be nice to have something that shows where these signs go if it is a flagging operation.	Diagram calls out "example", take freeway off diagram table and take off sign examples, Scott will modify drawing
5-9	Ed Fischer	Add in how to find ODOT Rail Divisions contact list if we don't list the URL	Changed
5.100	Jon Oshel	Mobile Operation on Shoulder, "completely eliminates grading of gravel roadways".	Scott is handling this with Jon
3.4	Scott McCanna	Proposed changes for section 3.4	NEEDS futher discussion "Using a flagger to slow traffic on a freeway is discouraged" (Luci/Bob/DOJ/OTCDC?)
1.13 addition	Scott McCanna	Proposed addition to draft to address unpaved roads	Added, committee approved
700 Series	Marilyn Holt	Proposed additional drawing for appendix, as example - typical lane closure on freeway including actual signs/sign spacing on drawing	add in spacing numbers in paranthesis on 720 series instead
300 series	Marilyn Holt	Proposed additional drawing for appendix, as example - 2-lane, 2-way speed 45 and higher typical lane closure including actual signs/sign spacing on drawing	not going to do
4.3	Darrin Neavoll	Second to last bullet on page 23- Check on Dancing Diamonds.	Addressed with 3rd bullet

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4.3	Darrin Neavoll	Under PCMS- Second to last paragraph can we expand that a little to clarify if the PCMS shall be mounted a minimum of seven feet above the road includes portable PCMS on vehicles?	Addressed
4.3	Darrin Neavoll	Under PCMS boards the 4 paragraph on page 38 says that the boards need to be 7 feet above the ground. Does this include truck mounted PCMS? There have been questions about that and I think should be clarified in this location.	Addressed
4.3	Joel McCarroll	2nd paragraph, 1st bullet under Arrow Boards: add language stating "should" be used on expressways.	Addressed with new bullet
4.3	Darrin Neavoll	PCMS installation - Should we include a comment that the single type III barricade is required at 8 or more hours?	Big legal change, so we are not going to require this
4.3 page 24	Luci Moore	I believe what you are trying to say is only one arrow per lane closure vs arrow board. We use arrow boards with other flashing light configurations inside a work zone.	Replaced language with the following: " When arrow boards are used to close multiple lanes, one arrow board shall be used for each closed lane. " (MUTCD, Sec. 6F.61)
4.3 page 25	Luci Moore	under portable changeable message signs (pcms) Please add- where feasible at the end of the line that starts with - the display of a pcsms should be visible from 1/2 mile away. We have roads with geometrics that makes the ability to be read by driver two times impossible.	Sentence reworded as follows: " Choose Try to select a location such that the entire message..."
4.4/Pg 38	Mike Kuntz/Jackson County	4.4 refers to table 2-3 for shadow vehicle following distance. Table 2-3 does not clearly identify following distance.	Corrected to read, "Table 2-4". (the Sign Spacing Table) The third bullet under the table reads: " Spacing "A" may be used as suggested trailing distance for shadow vehicles "
4.4	Donald Smith	Additional shadow vehicles may be used to warn oncoming or opposing traffic. <u>These vehicles are referred to in the field as "head liner" vehicle not shadow as they do not follow the work vehicle they precede them. The use of these vehicles are primarily in striping operations and sweeping operations, generally on undivided multi-lane highways or rural two lane roads with minimal sight distance do to horizontal and vertical curves.</u>	Deleted "shadow"
4.5	Mary B	Question....can a TMA be mounted on a work vehicle in a mobile operation (say a truck carrying paint?), as long as it is the first vehicle exposed to traffic?	Rather hit a TMA than a truck without a TMA, not changing
4.5	Donald Smith	No mention of trailer mounted TMA's? Do we allow them? If yes, what guidelines should we have on them and their use.	They are allowed, TMA IS the trailer...see QPL for allowed TMA's, no change

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5.100	Darrin Neavoll	The mobile operation on shoulder diagram seems confusing showing it being a protection vehicle and a shadow vehicle. It seems like it can't be both. I believe it is a shadow vehicle by the definition in the document.	"Shadow Vehicle with TMA (both optional) See Chapter 3" instead of "protection vehicle..."
5.100/Pg 60 (2.3)	Mike Kuntz/Jackson County	Diagram 100 refers to table 2-3 for shadow vehicle following distance. Table 2-3 does not clearly identify following distance.	Corrected to read, "Table 2-4". (the Sign Spacing Table) The third bullet under the table reads: " Spacing "A" may be used as suggested trailing distance for shadow vehicles "
5.110/Pg 62 (2.3)	Mike Kuntz/Jackson County	Diagram 110 refers to table 2-3 for shadow vehicle following distance. Table 2-3 does not clearly identify following distance.	Corrected to read, "Table 2-4". (the Sign Spacing Table) The third bullet under the table reads: " Spacing "A" may be used as suggested trailing distance for shadow vehicles "
5.120	Darrin Neavoll	What does Note 3 mean in the Diagram? Also the vehicle at the bottom I believe is a Shadow vehicle not a protection vehicle.	Change diagram to say Note 4 instead of Note 3 ***Make sure drawings match headings for the 100 series, they have been reorganized for user friendliness***
5.125 (NOW 5.150)	Darrin Neavoll	Under bullet number 6 can we add language that the ramp shall be closed in accordance with the standards in this book.	Can't refer to the book itself, diagram addresses this
5.130	Darrin Neavoll	This is confusing to me but might be training for me but I don't think these are protection vehicles. Wouldn't this be a shadow vehicle?	Fixed this
5.130	FHWA	Consider strengthening the requirement that an analysis be done by changing 3(a) from "should be considered" to "shall be considered" - this does not require use but places responsibility to perform an analysis.	Clarified

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5.130 (diagram)	FHWA	The use of dual closures is a not unexpected concern - is this better established through a staged closure or considered the dynamic nature provide initial warning to motorists that both center and left lanes are closed to facilitate driver maneuvering during low speed traffic. In cases of center lane closure use of a TMA should be required.	E-mail FHWA about more details on this comment
5.130, 5.135	Mark Friesen	Is this drawing saying that the TMA option is being removed? If so I wouldn't agree that is a good move I think it should be an option in certain situations.	No it's not, we're not saying that
5.130, 5.135 (NOW 5.140)	Mark Friesen	I did find a couple of issues with the striping portion. In the diagram it shows the signage stating "Wet Paint on Centerline" and "Wet Yellow Paint. In Region 2 we have a Off-Set Striping truck. Our normal practice is to paint the center and fog lines at the same time going one way, then turn around and paint the other fog line. So we would be painting white and yellow at the same time. Also, in R2 we run a pre warning vehicle in front of the paint truck displaying a sign with just a arrow pointing them away from the wet center line. It is not in the diagram, but if it is viewed as optional would there be issues with using our good old fashioned sign with a arrow on it?	Make TMA on 140 optional on all three shadow vehicles "with optional TMA for non freeways" for part 2 - we don't have a problem with that (possibly add on 120 an arrow board for lead vehicle with "or" and change "wet paint" instead of "wet yellow paint"
5.140	Darrin Neavoll	Shouldn't the Shadow Vehicles 1, 2 and 3 be optional except on the freeway and the nit is the first vehicle exposed to traffic?	Add asterix to refer to note 6 on drawing
5.200	Darrin Neavoll	I don't feel this is the right thing to allow this diagram to be used up to 1 hour. This is different in the current OTTCH, currently we allow this only for 15 minutes. I feel it is to long to allow this type of activity with out the proper lane closure. If we feel this is practical for some roads I think we need to limit it to low volume and low speed.	We're leaving it at 15 now (MAKE SURE TO CHANGE DEFINITION OF SHORT TERM WORK THROUGHOUT BOOK)
5.200	Darrin Neavoll	I don't think we want this type of diagram allowable for up to 1 hour. It used to be 15 minutes. I think this is to long to allow this and we should be going to some type of lane closure.	We're leaving it at 15 now (MAKE SURE TO CHANGE DEFINITION OF SHORT TERM WORK THROUGHOUT BOOK)
6.2	Donald Smith	We are silent on the requirement of the MUTCD, where no turns are intended, stripes slope downward toward the center of the barricade.	ASK Don for clarification
5.200 (diagram)	FHWA	While the work may be short-term and done on a "gap available basis" additional signing seems desirable to increase awareness.	We considered but still not required
5.210 (diagram)	FHWA	Given the shoulder is closed recommend a "shoulder closed" sign be used.	Not enough sign availability
5.3/Pg 88 (350)	Mike Kuntz/Jackson County	If a public road in Oregon is a gravel road, or has an ADT below 400, you cannot get a speed study to create a posted speed. You have basic rule control in these circumstances. Delete 1.b. which requires a posted speed of 40 MPH or less, a condition which does not exist on low volume rural roads in Oregon. The 2009 MUTCD neither suggests nor requires a minimum speed limit for this situation.	Added to the end of 1b: "...speed is 40 mph or less, (<i>unless not posted and speed is governed by basic rule</i>)."
5.3/Pg 90	Mike Kuntz/Jackson County	Delete the following text from the first sentence "with a posted speed of 40 mph or less; and,". See previous comment on page 88 for reasoning.	Suggest adding the following to first sentence of Diagram 360: "...speed of 40 mph or less (<i>unless not posted and speed governed by basic rule</i>); and, when..."

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5.3	Mike Kuntz/Jackson County	Add an additional Diagram incorporating 2009 MUTCD Figure 6H-18 and associated notes.	6H-18 is very similar to the current Diagram 350 - only differing by the number and type of signs included. Feel that the additional signs are appropriate for self-regulating conditions. Criteria for use in Diagram 350 are much clearer than MUTCD language in 6H-18.
5.3	Darrin Neavoll	Second bullet from the bottom says one arrow board per lane closure. I think it should say one arrow board per lane closure except in a mobile operation.	Ask Darrin for clarification of where this is?
5.320	Craig J. Goodroad	MUTCD states the "Be Prepared To Stop" sign is optional	ODOT has a long time policy that says this is NOT optional and instead One Lane Road Ahead is optional
5.325	Darrin Neavoll	We are showing to remove the time limit on this. I think this is the wrong direction to go. This was put in the book for operations that move along the road pretty quick. This will allow a crew to set this type of operation up all day and could be up to 3/4 of a mile from the flagger next mile sign. This is going backwards where we would get a lot of complaints of flaggers being to far away from the signs and people forgetting resulting in close calls. Also the 1 mile within the diagram does not line up from flagger sign to flagger sign.	MLT and committee said ok
5.325	Keith Williams	Diagram 325	Modify flagger sign on diagram, wrong flagger sign
5.325	Luci Moore	Is this the correct drawing? Looks like a copy and paste error from Diagram 320...missing variable location & cone taper optional notes	Fixed
5.325 page 60 (Diagram)	Luci Moore	After talking to Amanda, this diagram was being modified. I would like to look at the next version. I support the dropping of the language of 3 hours from the old book.	MLT and committee said ok
5.325	Craig J. Goodroad	MUTCD states the "Be Prepared To Stop" sign is optional	ODOT has a long time policy that says this is NOT optional and instead One Lane Road Ahead is optional
5.325	FHWA	Under (7) recommend "shall" in place of "should" to ensure that approaching vehicles are aware of flagging operations from the side roads.	Leaving it alone, big deal to make it required and visibility is subjective

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5.340	Mike Kimlinger/Joel McCarroll	Essentially I disagree on the meaning of the standard in 6C.13 of the 2009 MUTCD. In addition Joel McCarroll wants the SP&G page to be less specific on use of the sign. Joel may ask for some additional language about use of the sign in the OTTCH. Maybe use "Consider using the WAIT FOR PILOT CAR (CR4-20) sign when the following conditions exist"	Add bullet #8 to 3.11 (Pilot Car Operation) and bullet #5 to diagram 340 (Lane Closure with Pilot Car) to read " Side roads and accesses should be controlled with flaggers. Consider using WAIT FOR PILOT CAR (CR4-20) signs instead of flaggers when ADT is less than 100 vehicles per day and: A) side road is a dead end residential or local street; or, B) Side road is not an access to a business or public facility (e.g. parks, hatchery, fire or ranger station). For residential driveways, residents can be individually contacted an arrangements made so that flaggers are not needed. "
5.350 (diagram)	DKS (Renee, Brian, Monica)	Consider using a STOP sign instead of a YIELD sign or provide a STOP sign as an option.	In MUTCD as Yield
5.400	Darrin Neavoll	This applies to all the passing lane diagrams. Can we re-word it to say when applicable? When we don't close the entire passing lane we shouldn't cover the signs.	don't want someone to be trapped in a partially closed lane
5.410	Darrin Neavoll	Bullet 4 should say if applicable. Some times its alright to allow this.	don't want someone to be trapped in a partially closed lane
5.420	Craig J. Goodroad	The "Center Lane Closed Ahead" sign should be changed to say "Left Turn Lane Closed Ahead" since the lane is a two-way left turn lane	TWLTL is NOT a LTL, this drawing refers to TWLTL
5.430	Craig J. Goodroad	The "Center Lane Closed Ahead" sign should be changed to say "Left Turn Lane Closed Ahead" since the lane is a two-way left turn lane	TWLTL is NOT a LTL, this drawing refers to TWLTL
5-6	FHWA	Under text for Bicycle and Pedestrian Accommodation Diagrams for item (2) the word "accommodate" is not sufficiently strong to emphasize the MUTCD requirement to provide for pedestrian and bicyclist needs in work zones. Further, this language seems to undermine the intent to meaningfully prioritize pedestrian and bicyclist needs in the work zone as shown in the text and drawings in the short-term manual.	people understand this term

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5.600	Darrin Neavoll	Bullet 3- I believe that is suppose to say " For speeds over 40 MPH AND for work in place LESS then 15 minutes". The way I read the current language we would never require the full set of signs in this drawing.	Add bullet #2 to Diagram 600 (Lane Closure-Near Side of Intersection) to read " <i>For posted speeds over 40 mph and for work in place longer than 15 minutes, install the shoulder-mounted signs as shown in the diagram. The Lane Closure sign on the work vehicle may be shown on a truck mounted PCMS.</i> " Change old bullet #2 to #3 and change to read " <i>For posted speeds less than 40 mph and for work in place for less than 15 minutes, a truck mounted arrow panel or PCMS in arrow mode may be used in place of the shoulder-mounted signs.</i> "
5.605	Darrin Neavoll	Bullet 3- I believe that is suppose to say " For speeds over 40 MPH AND for work in place LESS then 15 minutes". The way I read the current language we would never require the full set of signs in this drawing.	Add bullet #2 to Diagram 605 (Left Turn Refuge Closure) to read " <i>For posted speeds over 40 mph and for work in place longer than 15 minutes, install the ROAD WORK AHEAD sign on the shoulder as shown in the diagram. Install the LEFT TURN LANE CLOSED sign inside the cone taper or mount on the work vehicle (may be on a truck mounted PCMS).</i> " Change old bullet #2 to #3 and change to read " <i>For posted speeds less than 40 mph and for work in place for less than 15 minutes, a truck mounted arrow panel or PCMS in arrow mode may be used in place of teh shoulder-mounted signs.</i> "

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5.620 (Line 2)	Craig J. Goodroad	The sentence that begins with "For multi-lane facilities...Change the "shall" to a "should"	Not addressed as of 01/06/2011.
5.620 (Line 4)	Craig J. Goodroad	MUTCD states the "Be Prepared To Stop" sign is optional and not the "One Lane Road Ahead" sign	ODOT has a long time policy that says this is NOT optional and instead One Lane Road Ahead is optional
5.620	Craig J. Goodroad	MUTCD states the "Be Prepared To Stop" sign is optional and not the "One Lane Road Ahead" sign	ODOT has a long time policy that says this is NOT optional and instead One Lane Road Ahead is optional
5.700	Darrin Neavoll	On the second shadow vehicle sign I thought we talked about allowing a "Transition" sign	Not addressed as of 01/06/2011.
5.700	FHWA	Under (10) due to the unusual condition and as work is on the freeway suggest adding "and should consider use of a PCMS" This makes no requirement but encourages analysis.	Not addressed as of 01/06/2011.
5.710	Darrin Neavoll	Bullet 2-This is a change from the OTTCH and I think exposes our employee's to long without signs. The current language is 15 minutes and then we need to put advance warning. We have had to many incidents on the shoulder to allow us out there with out any advance warning.	Not addressed as of 01/06/2011.
5.720	Darrin Neavoll	Bullet 5- Can we show what that looks like in a diagram? If I understand this correctly if we do not have room to park a vehicle on the left and closing a right lane we have to put extra signs on right shoulder and can't install them on the left. I am wondering if this needs to be re-written to be shown as an option based on traffic volumes or we need to train on this better.	Not addressed as of 01/06/2011.
5.720	Darrin Neavoll	Bullet 10- What would the appropriate extended queues look like on the freeway. If you install more lane closure signs the traffic just moves over sooner and creates more back ups. Is Be Prepared to Stop signs appropriate?	Not addressed as of 01/06/2011.
5.720	Darrin Neavoll	The Diagram does not seem to match on the left. It shows a truck in between signs and a rough road sign in the work zone. Also PCMS message at the bottom does not match the diagram.	Not addressed as of 01/06/2011.
5.720	Craig J. Goodroad	Missing the L/3 for the shoulder taper	Not addressed as of 01/06/2011.
5.720 (diagram)	FHWA	Consider supplementing additional sign indicating distance to lane closures to aid drivers making advance decisions	Not addressed as of 01/06/2011.
5.730	Craig J. Goodroad	Missing the L/3 for the shoulder taper	Not addressed as of 01/06/2011.
5.740 (diagram)	FHWA	Distance sign here would aid drivers in clarifying closure in advance of exit	Not addressed as of 01/06/2011.
5.760 (diagram)	FHWA	Would recommend note (8) not allow option but use add-a-lane if needed to provide clarity and prevent unnecessary merge	Not addressed as of 01/06/2011.

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6.2	Donald Smith	Not entirely sure why this section is listed in a traffic control handbook (Other than it has been included in the past editions). It is more applicable to have this info in the ODOT Emergency Response Guide. It okay, if is left in the final.	Done
6.4	Donald Smith	Broad definition leaves it open to interpretation. Consider including the language from the MUTCD; "within the right of way"; this makes it clear what the expectations are.	Done
6.4	Donald Smith	Suggest listing all the requirements instead of referencing other sections located throughout the handbook. To confusing and time consuming to leaf through the book searching for specific info.	Done
Appendix A Glossary of Terms	Donald Smith	BARRICADES: <i>A portable device having from one to three rails with appropriate markings, used to control traffic by closing, restricting, delineating or channelizing all or a portion of the highway.</i> Suggest defining design specification of a barricade for all three types.	Done
Definitions	Rick Nys	Add ")" after "rear" in "Pilot Car".	Done
Definition of a work vehicle	Luci Moore	Not every piece of equipment can have a flashing light on it. This definition sets us up for liability if we have even one piece of equipment that doesn't have light on it no matter where it is placed. This needs a little nuance language inserted to cover the few times a piece of equipment doesn't have a light on it. Most should and most do, but not all.	Section 4.4, Para. 2. Language edited to read as follows: "If using shadow or protection vehicles, flashing warning lights should be installed on or attached to all vehicles, where practical."
Definitions	Rick Nys	Is "catenary" definition needed?	Not addressed as of 01/06/2011.
Definitions	Rick Nys	Drums - remove "Drums are".	Not addressed as of 01/06/2011.
Definitions	Rick Nys	Railway right of way - remove "are" after "this", add "c" in word "exclusive". Spelling of horizontal.	Not addressed as of 01/06/2011.
Definitions	Ed Fischer and Steve Brown	We need a definition of freeway in the glossary to refer to for sign spacing and buffer space table	Not addressed as of 01/06/2011.
1.1, last two paragraphs	Dave White	MUTCD does not address "shorter term" or "shorter duration" activities. Why not "short duration" in both places? The quote about "simplified" traffic control is from page 620 in the 2009 MUTCD.	Not addressed as of 01/06/2011.
1.12, last paragraph	Dave White	What does "non-retention of a plan" mean?	Not addressed as of 01/06/2011.
2.1 diagram	Dave White	All other ODOT & MUTCD diagrams show the upper buffer space as part of the termination area. See page 553, 2009 MUTCD.	Not addressed as of 01/06/2011.
Termination Area (Page 7) [2.1?]	Dave White	Consider defining "termination area" as per 2009 MUTCD, page 555.	Not addressed as of 01/06/2011.
Diagram (Page 8) [2.2?]	Dave White	2009 MUTCD, page 556 has an easier to understand diagram.	Not addressed as of 01/06/2011.
2.5	Dave White	Would the use of a flagger symbol sign being " preferred " rather than " encouraged " be appropriate?	Not addressed as of 01/06/2011.
3.4	Dave White	#3 "directed" would be more descriptive than "flagged."	Not addressed as of 01/06/2011.

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3.5	Dave White	#6 Really unsafe as written. How about moving to near the centerline after a few vehicles (4 or 5) have been stopped? A flagger should only move from the shoulder to near the centerline when visibility can be improved. We have a long history of death and injury within ODOT and the private sector when flaggers moved out to the centerline after one vehicle was stopped and that vehicle was rear-ended and the flagger was run over. Agree with note to delete from her and cover in training.	Not addressed as of 01/06/2011.
3.6	Dave White	Last line "controlling should be warning."	Not addressed as of 01/06/2011.
Page 16, b. at top of page [3.6?]	Dave White	Please quote the ODOT specs on how the stop side of the paddle should be covered.	Not addressed as of 01/06/2011.
Page 17, AFADS	Dave White	I'd like to see the Afad sign set up detail shown somewhere, also.	Not addressed as of 01/06/2011.
3.9	Dave White	#2.c. 2000 watts? Is there a minimum? The ODOT specs allow 2500 watts.	Not addressed as of 01/06/2011.
3.9	Dave White	#2.d. Is the 40' diameter still okay since it is no longer in the specs? I like it though.	Not addressed as of 01/06/2011.
3.11	Dave White	#2 The MUTCD requires that the plot car sign be on the rear. Does allowing the PCMS to substitute for the sign create any conflict with the MUTCD?	Not addressed as of 01/06/2011.
Page 25, PCMS [4.3?]	Dave White	The Guidelines for operation of variable message signs is out of date, inaccurate, and references the 1998 short tern book. In addition, the abbreviations shown it do not agree with the MUTCD. I believe it should be updated to be accurate before it is referenced in this book.	Not addressed as of 01/06/2011.
4.5	Dave White	The 2009 MUTCD page 618 says that the truck mounted attenuator should be used in accordance with the manufactures specifications. Should we say something similar here?	Not addressed as of 01/06/2011.
Page 42, Diagram [Diagram 5-9?]	Dave White	Downstream tapers are now 50-100' per the 2009 MUTCD. [MUTCD Figure 6H-46?]	Not addressed as of 01/06/2011.
Diagram 500 (Flagger Layout Detail)	Dave White	The flagger and the BPTS & flagger symbol sign should be moved in to the closed lane as shown in the 2006 OTTCHB. If left as is, no one will see the signs or the flagger. Thank you. The thousands of people I teach would really like to see 2 diagrams so they could understand it better. Diagram 500 is the most misunderstood diagram in the book for both ODOT and private flagging company employees.	Not addressed as of 01/06/2011.
Page 97 Diagram [Diagram 720?]	Dave White	Shouldn't the PCMS be placed before the Road Work Ahead as discussed in other parts of the book?	Not addressed as of 01/06/2011.
Page 112, Flagger Deffinition [Appendix A?]	Dave White	The MUTCD also defines a flagger as a person using "hand signaling" devices. The current OTTCHB definition also requires the flagger to be wearing safety apparel and use a stop/slow paddle. Or-Osha uses the MUTCD definition when they issue citations. Our OTTCHB should be at least as restrictive as the MUTCD.	Not addressed as of 01/06/2011.
Page 14, Flagger Training Outline [3.3?]	Dave White	Fundamental Principles - Should the OTTCHB have a section showing a selection of the principles from Part 6 that should be covered? I teach some of them in the flagger training courses right now.	Not addressed as of 01/06/2011.

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Diagram 125, note 4a	Justin King	PCMS message should be changed to read "SLOW TRAFFIC AHEAD/PREPARE TO SLOW." ALL LANES doesn't provide a stand alone message.	Not addressed as of 01/06/2011.