
August 30, 2016

Handbook Users:

There are revisions that need to be applied to the 2011 Edition of the Oregon Temporary Traffic Control Handbook for Operations of Three Days or Less.

Please replace the existing text with the corrected text to ensure that your edition is both accurate and current. Corrections made to the online PDF copy are in red.

1. Survey Safety Manual Reference

Page: 4

Change: Delete Section 1.5 – Surveying and Similar Work in its entirety.

Justification: The ODOT Survey Safety Manual is not recognized by the Oregon Traffic Control Devices Committee as an official reference for temporary traffic control. Section 1.5 was placed in the OTTCH by error. Therefore, the reference to the ODOT Survey Safety Manual and the Surveying and Similar Work section in the OTTCH are removed.

Date: June 15, 2012

Issued By: ODOT Traffic-Roadway Section
2. Diagram 400 Arrow Board

Page: 101

Change: Add “(Optional)” to the arrow board shown in Diagram 400 – Work in the Single-Lane Direction.

Justification: Section 6F.61 paragraph 02 of the 2009 MUTCD states:

“An arrow board in the arrow or chevron mode should be used to advice approaching traffic of a lane closure along major multi-lane roadways in situations involving heavy traffic volumes, high speeds, and/or limited sight distances, or at other locations and under other conditions where road users are less likely to expect such lane closures.”

Since Diagram 400 is written for use on low and high speed roads, and the conditions described in Section 6F.61 may not all be present at all work sites on all roads matching the description in Diagram 400, the arrow board should say “Optional.”

However, when implementing any Diagram from the OTTCH where the arrow board is labeled as “optional,” the arrow board should be included in the traffic control plan on multi-lane roadways meeting the conditions described in Section 6F.61 of the 2009 MUTCD.

Date: June 15, 2012

Issued By: ODOT Traffic-Roadway Section
3. Figure 3-2: Use of Hand-Signaling Devices by Flaggers

Page: 28

Change: Correct two (2) errors in Figure 3-2 as follows (delete red text with strikethrough, add blue text):

1. Edit the first sentence under the figure heading:
   Flagging Procedures as described in the MUTCD, Section 6E.03 6E.07 and shown in MUTCD Figure 6E-3:

2. Edit the last sentence on page 28:
   The flagger shall keep the free hand down. To further alert or slow traffic, the flagger may motion up and down with the free hand, palm down.

Justification:

1. The content for Figure 3-2 came from Section 6E.07 (Flagger Procedures), not Section 6E.03 (Hand-Signaling Devices).

2. The sentence that says “The flagger shall keep the free hand down” is intended for flagging methods with a flag (not a paddle), as discussed in Section 6E.07 paragraph 05 of the 2009 MUTCD. Since Figure 3-2 is intended for flagging with a paddle, and since flags are not used to control traffic (unless in an emergency), replace the sentence with content in Section 6E.07 paragraph 04 of the 2009 MUTCD describing the procedure to further alert or slow traffic.

Date: October 1, 2012

Issued By: ODOT Traffic-Roadway Section
4. Pilot Car Operations – Wait for Pilot Car Sign

Page: 31

Change: Edit requirement number 8 as follows (delete red text with strikethrough, add blue text):

8. Side roads and accesses should be controlled with flaggers. Consider using “WAIT FOR PILOT CAR” (CR4-20) signs instead of flaggers when the 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 and arrangements made so that flaggers are not needed.

8. Instead of flaggers, the “WAIT FOR PILOT CAR” (CR4-20) sign may be posted on side roads or accesses intersecting state highways when pilot cars are being used to control traffic on the mainline through the work zone, provided:
   a. Accesses or side road traffic is being stopped for no more than 20 minutes (per Section 00220 of the Oregon Standard Specifications for Construction, and Chapter 3 of the Oregon Temporary Traffic Control Handbook).
   b. Access or side road is a dead-end facility or has no immediate alternate access, has an ADT of 100 vehicles per day or less, and does not access public service facilities (e.g. parks, rest stops, waysides, ranger stations, landfills, utility hubs, treatment plants, etc.).

For private residential driveways, see sign CR4-20a.

Intersections or accesses using the WAIT FOR PILOT CAR sign should be checked regularly to ensure safe and effective traffic operations.

For a facility with an ADT greater than 100 vpd, but not exceeding 400 vpd, the sign may be used only if closely monitored and frequently checked for traffic compliance, operation and safety. If operational issues are observed at these or any other location using the WAIT FOR PILOT CAR sign, the sign should be replaced by Flagging or other traffic control measures as quickly as practical.

Justification: The criteria for use of the WAIT FOR PILOT CAR (CR4-20) sign were updated in the January 2014 update to the ODOT Sign Policy and Guidelines. In order to be consistent with language in the ODOT Sign Policy and Guidelines, criteria for use of CR4-20 in the OTTCH has been updated via this erratum.

Date: January 22, 2014

Issued By: ODOT Traffic-Roadway Section
5. Diagram 340 – Wait for Pilot Car Sign

Page: 90

Change: Edit note number 5 as follows (delete red text with strikethrough, add blue text):

5. Side roads and accesses should be controlled with flaggers. Consider using “WAIT FOR PILOT CAR” (CR4-20) signs instead of flaggers when the ADT is less than 100 vehicles per day and:
   e. Side road is a dead end residential or local street; or,
   d. 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 and arrangements made so that flaggers are not needed.

5. Instead of flaggers, the “WAIT FOR PILOT CAR” (CR4-20) sign may be posted on side roads or accesses intersecting state highways when pilot cars are being used to control traffic on the mainline through the work zone, provided:
   a. Accesses or side road traffic is being stopped for no more than 20 minutes (per Section 00220 of the Oregon Standard Specifications for Construction, and Chapter 3 of the Oregon Temporary Traffic Control Handbook).
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For private residential driveways, see sign CR4-20a.

Intersections or accesses using the WAIT FOR PILOT CAR sign should be checked regularly to ensure safe and effective traffic operations.

For a facility with an ADT greater than 100 vpd, but not exceeding 400 vpd, the sign may be used only if closely monitored and frequently checked for traffic compliance, operation and safety. If operational issues are observed at these or any other location using the WAIT FOR PILOT CAR sign, the sign should be replaced by Flagging or other traffic control measures as quickly as practical.

Justification: The criteria for use of the WAIT FOR PILOT CAR (CR4-20) sign were updated in the January 2014 update to the ODOT Sign Policy and Guidelines. In order to be consistent with language in the ODOT Sign Policy and Guidelines, criteria for use of CR4-20 in the OTTCH has been updated via this erratum.

Date: January 22, 2014

Issued By: ODOT Traffic-Roadway Section
6. HB 3402, regarding increased Speed Limits and Standards for sign spacings and buffer lengths.

Page: Multiple

Change:

Supplement

Table 2-4: Sign Spacing and Buffer Lengths(feet), page 20
Diagram 5-2: Sign Spacing and Buffer Lengths, page 46
Chapter 6.5: Emergency Response Example, page 144

With the following:

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Freeways:

| 70           | 1000                  | 1500           | 2640 | 365 |
Supplement:

Diagram 5-4: Extended Traffic Queues, page 48
Diagram 5-5: Advance Flagger for Extended Queues, page 50
Diagram 5-6: Bicycle Accommodation, page 52
Diagram 210: Work on Shoulder, page 78
Diagram 300: Shoulder Work w/ Minor Encroachment, page 80
Diagram 310: Two-Lane Traffic Diversion Using Shoulder, page 82
Diagram 320: Stationary Lane Closure with Flagging, page 85
Diagram 325: Operations with Moving Flagger Station, page 87
Diagram 330: Lane Closure with Portable Traffic Signal, page 88
Diagram 340: Lane Closure with Pilot Car, page 91
Diagram 345: Oiling and Chip Seal Operations, page 92
Diagram 350: Self-Regulating Lane Closure, page 94
Diagram 360: Work in Center of Low-Speed Road, page 96
Diagram 370: Work with In-Street Running Transit Tracks, page 98
Diagram 400: Work in the Single-Lane Direction, page 100
Diagram 410: Work in the Two-Lane Direction, page 103
Diagram 420: Work in a Continuous Left Turn Lane, page 104
Diagram 430: Diversion into a Continuous Left Turn Lane, page 106
Diagram 500: Right Lane Closure, Multi-Lane Non-Freeway, page 108
Diagram 510: Interior Lane Closure, Multi-Lane Non-Freeway, page 110
Diagram 600: Lane Closure – Near Side of Intersection, page 112
Diagram 605: Left Turn Refuge Closure, page 114
Diagram 610: Lane Closure – Far Side of Intersection, page 116
Diagram 620: Lane Closure at Intersection with Flagging, page 118
Diagram 630: Work in the Center of an Intersection, page 120
Diagram 640: Work in a Roundabout, page 123

With the following:

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Supplement:

Diagram 710: Freeway Shoulder Work, page 128
Diagram 720: Freeway Lane Closures, page 130
Diagram 730: Work Near an Exit Ramp, page 132
Diagram 740: Work On a Exit Ramp, page 134
Diagram 750: Exit Ramp Closure, page 136
Diagram 760: Work Near an Entrance Ramp, page 138

With the following:

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**Justification:** HB3402 raised speed limits on select highways, the guidance in the table needs to be updated to incorporate additional increased speed limits.

**Date:** February 12, 2016

**Issued By:** ODOT Traffic-Roadway Section
7. Chapter 4-1: Signs, Sign Flags

Page: 36

Change: Modify the requirements for use of sign flags on roll-up signs. Sign flags are no longer required for roll-up signs, they are optional. (delete red text with strikethrough, add blue text):

Modify Chapter 4-1, paragraph 7 as follows:

Signs on portable supports **shall** may have two fluorescent orange or orange-red flags at least 16 inches square mounted at the top of the sign. **When used**, flags shall be mounted so that the entire sign legend is visible.

Justification:

Sign flags are no longer required for roll-up signs. See Oregon Traffic Control Devices Committee meeting minutes from 5/20/2016.

Date: August 30, 2016

Issued By: ODOT Traffic-Roadway Section