



ERRATA for the *Oregon Temporary Traffic Control Handbook, 2011 Edition*

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 advise 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).
 - 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

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:

Sign Spacing and Buffer Lengths (feet) Supplement

Posted Speed	Spacing Between Signs			"Buffer" Space
	A	B	C	
60	700	700	700	285
65				325
70				365
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:

Sign Spacing and Buffer Lengths (feet) Supplement

Posted Speed	Spacing Between Signs			"Buffer" Space
	A	B	C	
60	700	700	700	285
65				325
70				365

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:

Sign Spacing and Buffer Lengths (feet) Freeway Supplement

Posted Speed	Spacing Between Signs			"Buffer" Space
	A	B	C	
Freeways:				
70	1000	1500	2640	365

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