Ontario

MTO Design Supplement 2026 Update (policies, standards and specifications)

Comments received by TCP:

Comment ID	Organization	Comment	Response
594		Section 3.2.2.6 Minimum Radius: Design Domain states: Using the standard circular Curve Radii is no longer necessary. Given this statement implies the table is a suggestion and not a standard. Some of the minimum curve values shown on B-3 for some horizontal curves may no longer be correct, as they are increased from the TAC manual to the nearest minimum curve. For example R-450 for Design speed of 100 could now be design as R-440.	Appendix B is intended as a quick-reference summary of minimum design criteria and not intended to replace the list of standard circular radii. The 450 m value shown for a 100 km/h design speed is a typographical error and will be corrected to 440 m.
595		Section 3.3.5.1 Vertical Alignment Principles: Application Heuristics states: Standard K vertical curves should be selected from one of the values shown in Exhibit -3RQ. These are for general guidance	Agreed. The intent is that the standard K-values shown in Exhibit 3-R are provided for guidance and consistency with historical provincial infrastructure and are not intended to be mandatory design values. The wording will be revised

		and consistency in the standards as past provincial infrastructure has been built based on these K-values. The first sentence and second sentence contradict each other. Consider revising to match wording from Section 3.2.2.6 to more clearly state using the table is not required, or revising the guidance. If the wording is changed to match Section 3.2.2.5, consider updating Appendix B tables, as many K values are rounded up from the TAC manual to match these "standard" values.	to be consistent with the guidance for horizontal curve radii in Section 3.2.2.6.

Comments received by email:

Number	Organization	Comment	Response
N/A		Consider deleting the FHWA Safety Countermeasures discussion under Appendix 1 to Chapter 1, "Proven Safety Counter Measures" subheading (pages 48-53) of the 'DS Part 1 - Frontmatter Appendix 1-2.pdf'	Content on FHWA countermeasures reduced to a high-level reference to the relevant website References to context classification removed.

		document. Several measures described are outside the scope of Ontario highway design decision-making expected from designers. In addition, the introduction of an alternative context-based classification framework may create confusion with the established MTO functional-classification policy.	
N/A		If we have a situation where the LT volume is less than 5% (say, around 3.5%) and we are using the Nomograph with 5% volume (for LT), that indicates the LT is warranted, as below. We also referred to the last published Design Supplement and the draft design supplement (attached), and noted the following two items described in the draft version: • A left-turn lane is warranted when the warrants are met per the warrant graphs in Exhibit 9A-3 to 9A-30 and the draft supplement also provides	Left turn lanes should be constructed if any one of the four bullet points are met. The third and fourth points are a reinstatement of the "accident warrant" that was in Section E.9 of the GDSOH. The second point addresses the intent of the policy statement in GDSOH E-9 that states "Where the number of left turning vehicles…reduces capacity, consideration should be given to the provision of a separate left turn lane…" With respect to the final bullet point concerning the 5% warrant graph being used when volume is less than 5, this refers to using the 5%

		additional guidance on collision and LOS. • It also says that the 5% graph applies when left-turn traffic is less than or equal to 5%, and LT is warranted based on LOS or Collisions (as per the following screenshot). It is not clear to me whether the Warrant is met based on the 5% volume independent upon the LOS and collision history. Could you please confirm the following: • Should we recommend a left-turn lane (when volume is less than 5%) only when all four criteria are met, or can the left-turn lane warrant be met based solely on one of these criteria (i.e. only based on the warrant graph but collisions are not met)?	warrant graph for the selection of storage lane length – select the equivalent storage lane length corresponding to the advancing and opposing traffic volumes from the appropriate 5% warrant graph for the design speed, or use a minimum of 15m if the volumes fell outside of what would be warranted. The intent is not to use the 5% graph to do further analysis if the LOS or collision warrants are met. Wording will be clarified to reflect this.
N/A		We have reviewed the revised Chapter 13 document and have the following comments:	We have made a number of revisions in response to previous feedback with the objective of

		Page 13-15 talks about strategies to accommodate construction activities. These strategies are listed as follows: • Use of shoulder • One lane, two-way operation • Lane constriction • Lane closure • Diversion • Median Crossover • Detour • Intermittent closure • Full closure • Innovative strategies Most of these strategies are discussed in OTM Book 7 and are redundant here. We think we should remove the info on pages 13-15 to 13-22 and just refer to OTM Book 7. Some information should be kept: Exhibit 13B is a table that lists the advantages and disadvantages of each strategy. I think that can be kept	reducing duplication with OTM Book 7 and focusing Chapter 13 on geometric design considerations that are not otherwise covered elsewhere. Please see below for a summary of the changes made: Section 13.4 - Planning and Mitigation Techniques The section has been revised to focus on the geometric design considerations associated with work zone strategies, while identifying OTM Book 7 as the primary source for operational traffic management requirements. Detailed discussions throughout Sections 13.4.1 through 13.4.9 were significantly reduced and streamlined compared to previous drafts. Exhibit 13B (Summary of Work Zone Strategies) was retained as a high-level summary of the

		so long as we refer to OTM book 7 for further details. I also think paragraph 13.4.6 Median Crossover, the associated pictures on page 13-21, and paragraph 13.4.10 Innovative Strategies should be kept in this document as there isn't much guidance for these strategies in Book 7. Paragraphs 13.5.2.1 Speed Management Techniques and 13.5.5.2 Reduction of Speed Limit as well as the Work Zone Speed-Related flow charts can also be removed from this document and replaced with "refer to OTM Book 7". Paragraph 13.7.3.4 can be removed. Refer to Book 7. Most of the information in section 13.8; Design of Work Zones can be removed from the chapter as it is all covered in Book 7. Exhibit 13E provides a table to detail what is covered OTM Book 7, but	advantages and disadvantages of various strategies. Section 13.4.6 Median Crossover, including the associated photographs, was retained as median crossover design guidance is not comprehensively addressed in OTM Book 7. Section 13.4.10 Innovative Strategies was also retained as it provides guidance not currently available in OTM Book 7. Section 13.5.2 - Speed Management Sections 13.5.2.1 Speed Management Techniques and 13.5.2.2 Reduction of Speed Limit were revised to direct designers to OTM Book 7 for the determination, application, approval, and implementation of work zone speed management measures.

		having this information in 2 locations will become laborious when updates to one of the publications takes place. It will for a change in the other publication too, which creates unnecessary work. Paragraph 13.8.5 should remain as Median Crossovers are not covered in Book 7. Paragraphs 13.8.6, 13.8.6.1, and 13.8.6.2 can all be removed as they deal with Interchange Ramps and are all covered in Book 7. Paragraph 13.9.3 Traffic Protection can be removed from the chapter. It is all covered in Book 7 except Exhibit 13T. It should remain as Clear Zone Distances for Work Zones isn't covered in Book 7. Sections 13.9.6 and 13.9.7 should both be kept in the chapter.	Exhibits 13D1 and 13D2 (Work Zone Speed-Related Flow Charts) have been removed. Section 13.7.3.4 - Pavement and Shoulder Edge Drop-Offs The detailed discussion was removed and replaced with a reference directing designers to OTM Book 7 for applicable requirements and guidance. Section 13.8 - Design of Work Zones The chapter introduction was revised to clarify that OTM Book 7 is the primary source for work zone and maintenance strategies, traffic control requirements, and operational considerations. Exhibit 13E has been identified for removal. Several sections were simplified by replacing detailed traffic control content with references to OTM Book 7 where applicable.

		There are changes that have been made to this revision of Chapter 13, but most of our original comments regarding what to refer to Book 7 have not been addressed. Most paragraphs contain information that informs the reader that this information is available in Book 7, but I don't think we should duplicate it in this chapter. We should simply refer the reader to Book 7 where it is already covered so that we don't create work in the future where we would have to update more than one publication in the event of changes being made to either one.	Geometric design guidance that is not addressed in OTM Book 7 has generally been retained. Section 13.8.5 - Median Crossover This section has been retained because OTM Book 7 does not provide specific geometric design guidance or typical layouts for median crossovers. The focus remains on geometric design elements such as alignment, cross-section, cross slopes, and associated design considerations. Sections 13.8.6, 13.8.6.1 and 13.8.6.2 - Interchange Ramps These sections currently remain in the draft as they contain geometric design guidance related to temporary entrance and exit ramp configurations, acceleration/deceleration lane lengths, and cross-sectional requirements that extend beyond the traffic control layouts contained in OTM Book 7.

			We can further review whether these sections should be reduced or whether certain content can be relocated to Book 7 in a future update. Section 13.9.3 - Traffic Protection title changed to Traffic Protection Systems The section has been substantially revised and reduced. It now primarily directs designers to the Roadside Design Manual (RDM) and OTM Book 7 for the design, selection, and application of traffic protection systems. Exhibit 13T (Clear Zone Distances for Work Zones) has been retained as this information is not provided in OTM Book 7. Sections 13.9.6 and 13.9.7 These sections have been retained as they provide work-zone-specific guidance related to roadside safety economics, drainage

			considerations, emergency shoulder stoppage areas, enforcement pull-off areas, and illumination, which are not comprehensively addressed in OTM Book 7.