

## Summary of Changes to Chapter 7

- 7.1.1 References – included new reference documents: Activate Missoula 2045, Missoula Bicycle Facilities Master Plan, Missoula Pedestrian Facilities Mater Plan, Proposed Accessibility Guidelines for Pedestrian Facilities in the Public Right-of-Way (PROWAG)
- 7.2.2.C. added Section reference to Ch 3
- 7.2.2.C.5. – minor language changes to Accessibility
- 7.3.B.1. – added **a.** & **b.** regarding street sections being based on California Bearing Ratio tests and requiring on CBR test for every NRCS (Natural Resources Conservation Service) map unit soil type
- Added new section 7.3 Traffic Control
  - 7.3.1 defines scope of chapter
  - 7.3.2 identifies the uses and types of traffic control
  - 7.3.3 new section on uncontrolled intersections
  - 7.3.4 new section on stop signs
  - 7.3.5 new section on yield signs
  - 7.3.6 new section on speed limit signs (note: this does not determine how speed limits are set)
  - 7.3.7 new section on marked crosswalks, clarifying where, why, and marked crosswalks should be considered and prioritized
  - 7.3.8 new section on rectangular rapid flashing beacons
  - 7.3.9 new section on circular intersections
    - Neighborhood traffic calming circles
    - Hybrid urban mini roundabouts
    - Urban mini roundabouts
    - Single-lane roundabouts
    - Multi-lane roundabouts
  - 7.3.10 new section on traffic calming references AASHTO and FHWA docs
  - 7.3.11 traffic signals
  - 7.3.12 new section on accessibility
- 7.3.10.A. - Moved reference to City of Missoula Standard Drawings 709 and 710 to Section 7.3.9.A.7 and deleted redundant specifications included in drawings
- 7.3.10 B. – added reference to the FHWA Traffic Calming ePrimer in addition to AASHTO design standards
- 7.4.1.B. – added language clarifying when chip and seal is required
- 7.4.1.B.1 – new language providing options for developer to install chip and seal or have City complete chip and seal.
- Table 7-5 – added footnote 6 & 7 regarding fire access routes minimum widths
- 7.4.6.C. added language allowing installation of drainage facilities and requiring them to be designed by a Montana licensed PE
- 7.4.7.F.2.b. – added section providing maximum distance btw. Cluster mailboxes and residences within each phase of a development
- 7.4.9.B. – added language regarding timing and requirements for temporary, interim and final pavement markings to comply with MDT specifications

- 7.4.9.D. – changed language to allow use of waterborne paint vs. epoxy for all striping of asphalt surfaces
- 7.4.10.D.2. – added new subsections to consider lighting at intersection of two collectors or arterial streets and intersection of high traffic locations
- 7.4.11.D. – minor language changes
- 7.4.11.I. – added language pertaining to curb radius' at beginning and end of curb tapers
- 7.4.11.M. – deleted subsection restricting use of existing asphalt edge for front form on curb/gutter. This was clarified in STD-744, where it is permitted for short spans of curb replacement if sound and square faced w/ approval by City Engineer.
- 7.4.13.D. Parking Structures – added language to subsection 2. “Public Parking Structures and Private Parking Structures with Approach within Public Right-of-Way” must meet the entrance and exit ramp standards. Other Parking Structures just have to meet the Missoula Parking Commission Parking Structure Design Guidelines.
- 7.4.15 – New section for Construction Access, Water Supply, and Entrances
  - Allows for an unpaved access if asphalt is not available during certain months due to winter shut-down, but need an approved deviation and other conditions still apply.
  - Clarifies that certain conditions must be met prior to building permit issuance, combustible construction and arrival of combustible construction materials to a site.
  - Clarifies requirements for construction entrances into subdivisions, large projects and commercial/industrial and residential lots.