

SECTION 7. TRAFFIC CONTROL

The use of all traffic control devices is based on standards from the most recent edition of the following publications:

Manual on Uniform Traffic Control Devices (MUTCD);
AASHTO Roadside Design Guide;
AASHTO A Policy on Geometric Designs of Highways and Streets;
AASHTO Standard Specifications for Structural Supports for Highway Signs,
Luminaires, and Traffic Signals; and
American Traffic Safety Services Association (ATSSA) guidelines.

Before installing any sign posts, the Underground Utility Locating Center (One Call Concepts) shall be contacted at 1-800-424-5555 at least two (2) working days before the work is to be performed.

7.1 Temporary Traffic Control

Any work proposed within a County right-of-way that requires a Traffic Control Plan (TCP) will not be approved until the Traffic Control Plan has been approved by the County. Any TCP that is submitted is subject to the following conditions:

1. The plan may be represented and referenced appropriately as a Typical Application defined in the most recent edition of the MUTCD or as a Typical Application developed by Missoula County as shown in Appendix B of these standards.
2. The Contractor is responsible for the set-up, maintenance and removal of the signage or devices.
3. The Contractor shall use signs and devices that are clear in meaning, are located appropriately and are clean and legible.
4. When the work is complete, the Contractor shall remove all traffic control signs and devices within forty-eight (48) hours. If the signs and devices are not removed within forty-eight (48) hours, the County will remove them and the permittee will be responsible for reimbursing the County for costs incurred.
5. No work may begin until all traffic control devices are in place. If work is being conducted without appropriate signage in place, the County will suspend the work and/or any appropriate permits until the proper traffic control devices are in place.

7.2 Permanent Traffic Control

1. When a proposed project involves removing, relocating, or replacing existing traffic control devices, or when installing new traffic control devices, a signage plan is required as part of the construction plan submittal. The Contractor has the option of installing the sign(s) or paying the County to complete the work.
2. In any subdivision that creates new roads, either public or private, that approach an existing public right-of-way, the developer has the option of installing the sign(s) or

paying the County to complete the work. If the subdivision is accessed from an existing private right-of-way, the County cannot complete any installations.

3. If the internal streets of a new subdivision are private and the subdivision abuts a public right-of-way, the County will install all signs at the request of the Developer or the Developer's representative.
4. The County will install signs for new private roads if the private road approaches a public right-of-way, whether the public road is maintained or not.
5. If a Contractor or Developer requests that the County install permanent signage, payment shall be received prior to the work being completed.
6. If a Contractor or Developer installs signage, the signs shall be installed according to the following regulations (see Standard Drawings MCSD-405 through MCSD-406 in Appendix A).
 - (a) All proposed signage must be approved by the County prior to any installations. If the signage is not installed in compliance with the plans, the Developer or Contractor shall be required to reinstall, relocate or replace any deficient signage.
 - (b) The letter style for street signs shall be in all capital block letters with a minimum letter height of four (4) inches. For roads with a posted speed limit of 35 MPH or greater, a minimum letter height of six (6) inches is required. The designation of the road (drive, lane, court, etc.) may be abbreviated appropriately with a minimum letter height of two and one half (2 ½) inches. The acceptable abbreviations are:

Avenue	AVE	Loop	LP
Boulevard	BLVD	Place	PL
Court	CT	Road	RD
Drive	DR	Street	ST
Highway	HWY	Trail	TRL
Lane	LN	Way	WY

Other abbreviations may be considered as necessary but are subject to review and approval by the County.

- (c) Private street signs shall be designed with a black background and white retro-reflective letters. A white retro-reflective one half (½) inch border placed at the edge of the sign is optional but highly recommended.
- (d) Public rights-of-way with a County maintained roadway shall have a street sign designed with a green background and white retro-reflective letters. A white retro-reflective one half (½) inch border placed at the edge of the sign is required.
- (e) Public rights-of-way with non-maintained roadways shall have a street sign designed with a white retro-reflective background with black letters. A black one half (½) inch border placed at the edge of the sign is required.
- (f) Street signs shall be visible from both directions, either with a double-sided sign mounted on top of the post or two single-sided signs mounted on each side of the post.
- (g) Streets with a dead end or no outlet shall be provided with a street sign mounted on the post perpendicular to the direction of travel of the road from which the dead end or no outlet street departs in a location approved by MCPW.

- (h) Streets that provide through access or connections to other streets shall be provided with street signs indicating the name of each of the intersecting streets in at least one quadrant of the intersection.
- (i) All signs in rural areas shall be located horizontally between six (6) and twelve (12) feet from the edges of the traveled way (edge of asphalt or edge of gravel surfacing). In the case of conflicts with underground utilities or other obstacles, the sign shall be placed further from the edge of the traveled way rather than nearer.
- (j) All signs installed adjacent to curb-and-gutter shall be located horizontally a minimum of two (2) feet from the back of the curb. Where curbside sidewalks block this location, the horizontal offset may be measured from the back edge of the sidewalk. In the case of conflicts with underground utilities or other obstacles, the sign shall be placed further from the edge of the traveled way rather than nearer.
- (k) Street signs shall be located vertically a minimum of nine (9) feet from the edge of the traveled way to the bottom edge of the sign.
- (l) In a rural area where no parking or pedestrian facilities exist or are planned, all regulatory and warning signs shall be located vertically a minimum of five (5) feet from the edge of the traveled way to the bottom edge of the sign.
- (m) In an urban area or in a rural area where parking or pedestrian facilities exist or are planned, all regulatory and warning signs shall be located vertically a minimum of seven (7) feet from the edge of the traveled way to the bottom edge of the sign.
- (n) Approved sign posts are: 4" – 5" round wood; 4" x 4" square wood; 2 3/8" round schedule 40 steel; 3 lb/ft steel U-channel; Telespar (or equivalent) square steel post systems.
- (o) Any permanent base (such as concrete) shall not extend above the ground surface more than two (2) inches. Where permanent bases are used, an approved break-away system shall be installed.

7.3 Pavement Marking

Applications of all pavement markings are based on standards from the most recent edition of the Manual on Uniform Traffic Control Devices (MUTCD). Prior to the application of any pavement marking, construction plans must be submitted to the County for approval. Materials applied to paved road surfaces shall be readily available, durable commercial products designed for use on road surfaces. Application methods and equipment shall be those recommended by the product's manufacturer.