KANSAS CITY
MISSOURI

Ordinance 240335

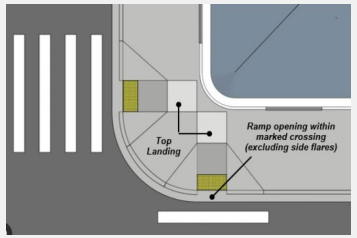
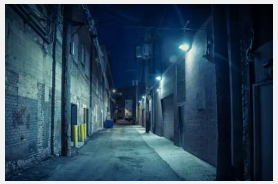
TI & O Committee

April 10, 2024

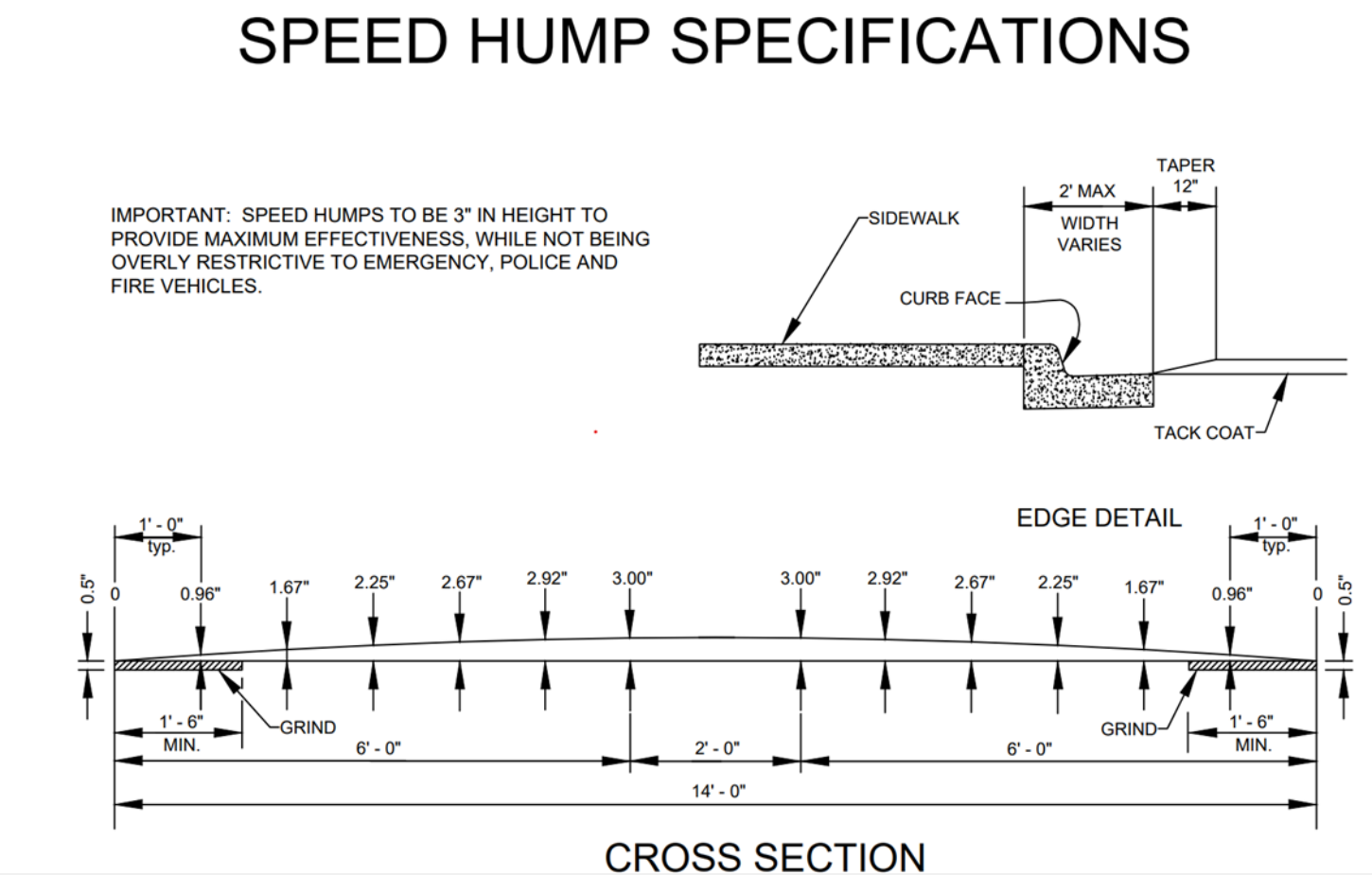
Standards Change Process

1. Public Works Standards Committee reviews proposed changes
2. Public meeting is held to receive public input on proposed changes
3. Public comments are received for 30 days immediately following the public meeting
4. Standards Committee may then recommend that the changes be approved, approved with modifications, denied, or continued for further consideration
5. City Council must make final approval of changes

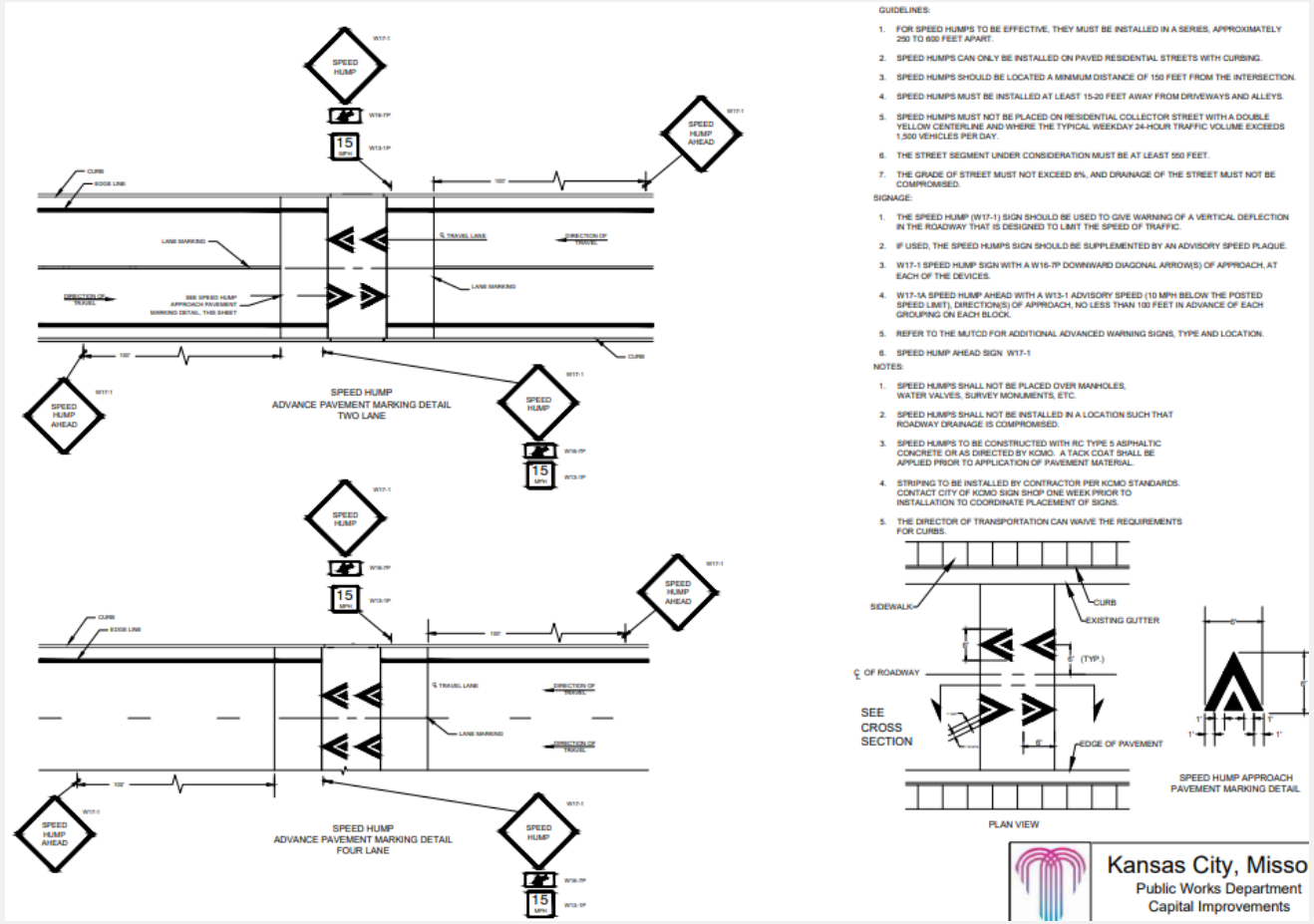
	Focus Area	Summary of Changes
	Speed Humps TC-SH-1	• Updated intersection spacing from 150ft to 125ft • Added signage details for standard drawings • Updated use of Type 5 asphalt instead of Type 3 • Added waiver requirements for curbs
	Raised Crosswalks TC-RC-1	Added new standard with various scenarios for drainage treatment
	Raised Intersections TC-RI-1	Added new standard
	Chicane TC-C-1	Added new standard

Focus Area	Summary of Changes
 ADA Ramps SW-1	• Consolidated the previous ADA Ramps to be aligned with PROWAG and MoDOT • Added flares as preferred approach than vertical curb ramps • Vertical curb ramps exception to be approved by an Engineer from the City • Added standards for construction to be poured monolithic to the curb • Added standards for island for pedestrian crossing
 Alley (Concrete/Asphalt) AS-2-C AS-2-A	Added new standard
 KCMO – APWA 2200 Subgrade Roll Testing	Update subgrade roll testing from 20 tons to 25 tons (2201.3E)

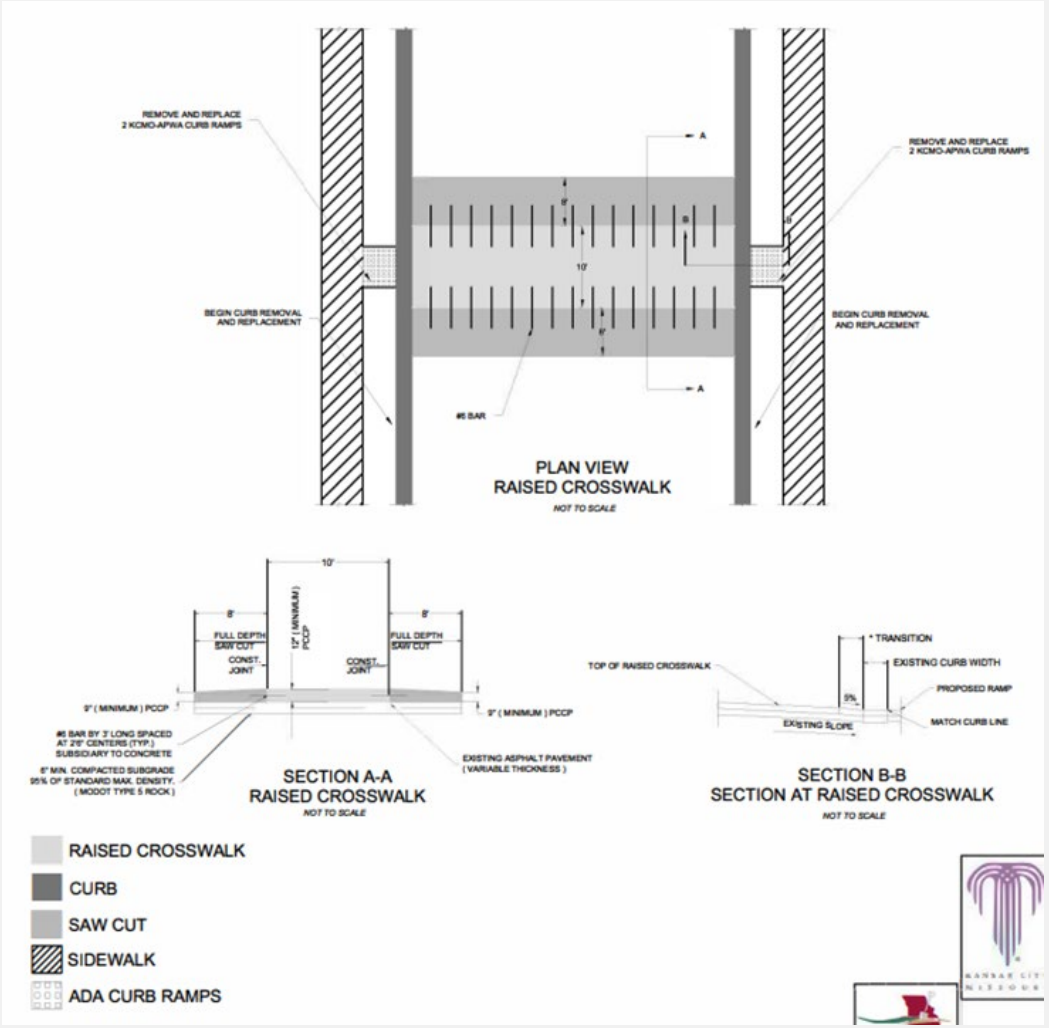
Speed Humps (1 of 2) – TC-SH-1



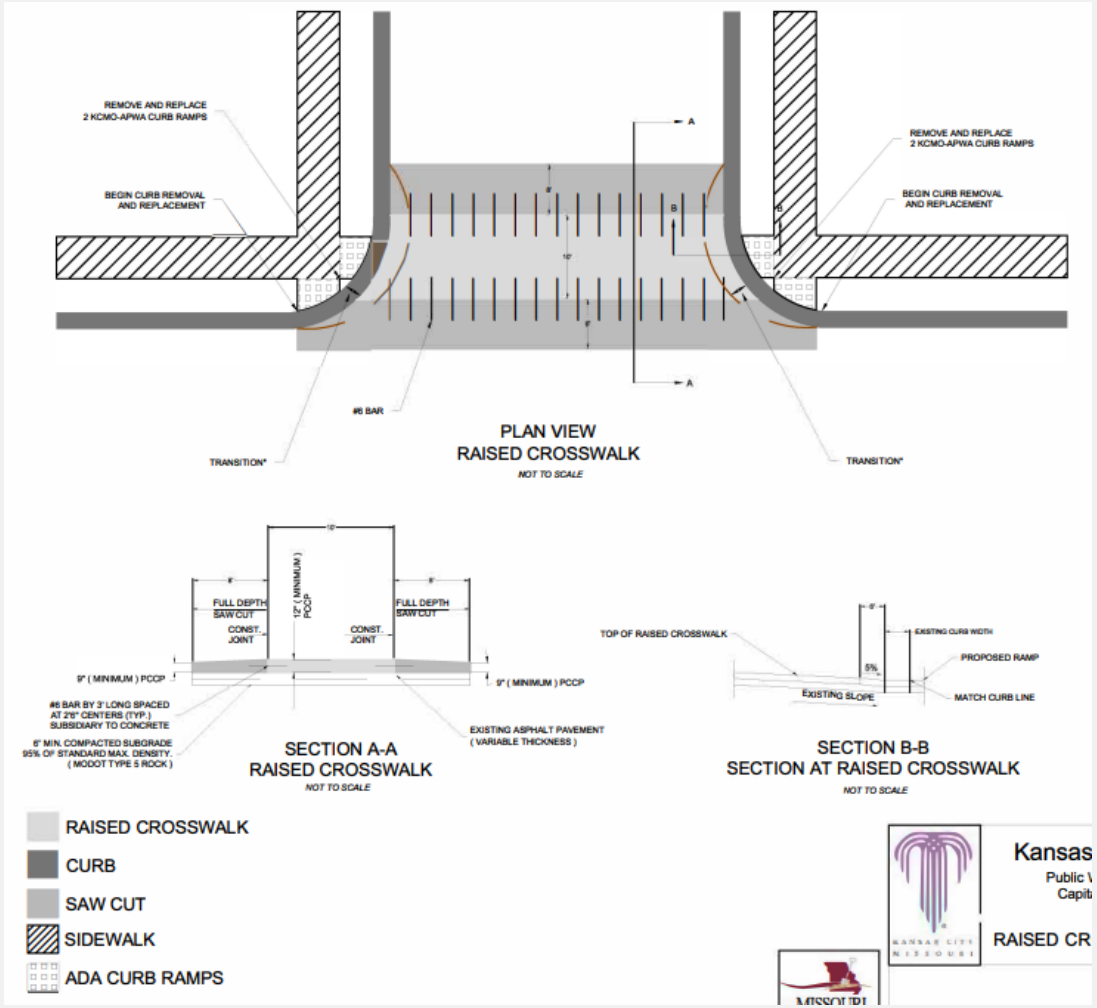
Speed Humps (2 of 2)- TC-SH-1



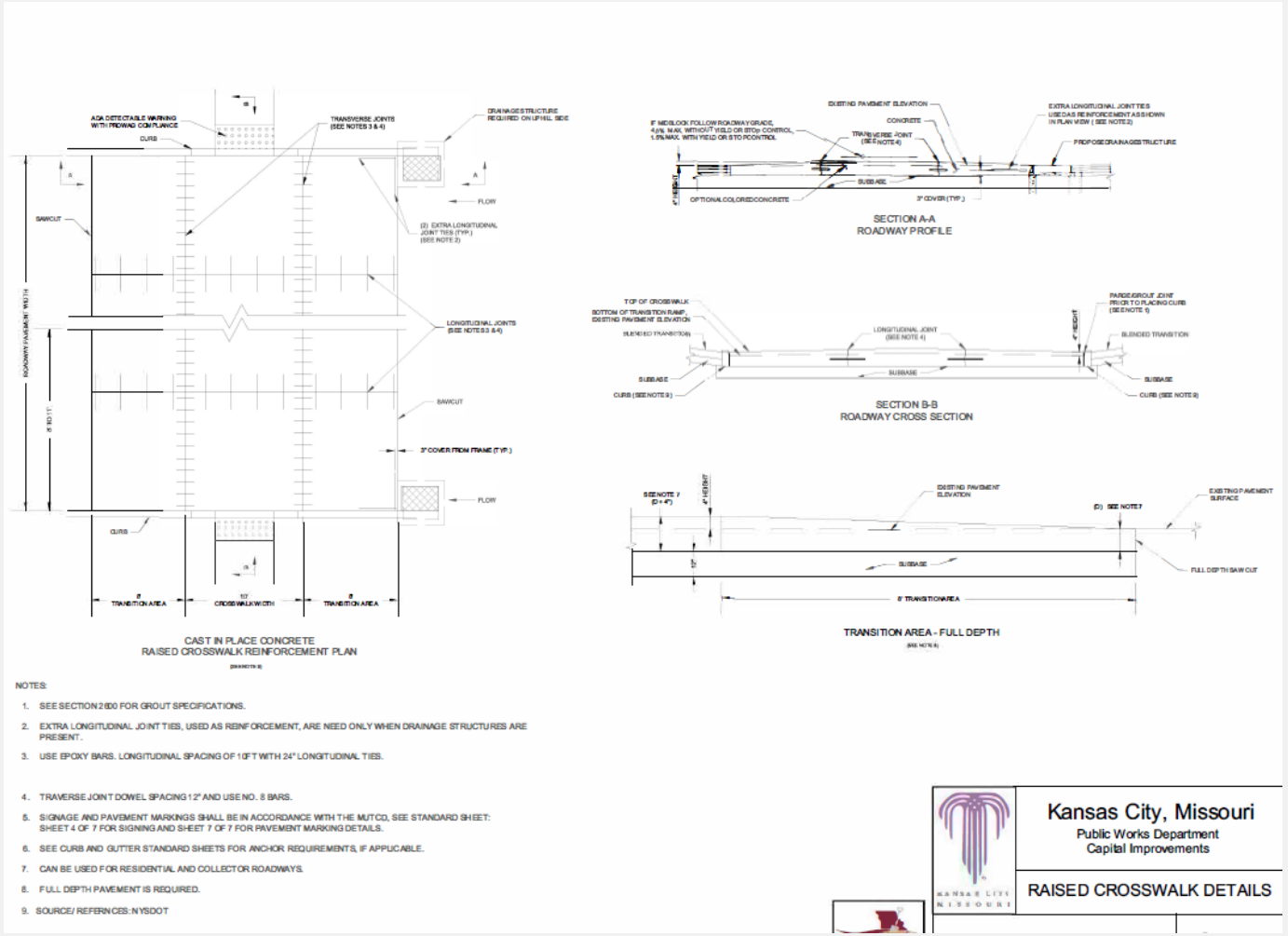
Raised Crosswalk (1 of 7) – TC- RC-1



Raised Crosswalk (2 of 7)-TC-RC-1



Raised Crosswalk (3 of 7)-TC-RC-1



NOTES:

1. SEE SECTION 2600 FOR GROUT SPECIFICATIONS.
2. EXTRA LONGITUDINAL JOINT TIES, USED AS REINFORCEMENT, ARE NEED ONLY WHEN DRAINAGE STRUCTURES ARE PRESENT.
3. USE EPOXY BARS. LONGITUDINAL SPACING OF 10FT WITH 24" LONGITUDINAL TIES.
4. TRAVERSE JOINT DOWEL SPACING 12" AND USE NO. 8 BARS.
5. SIGNAGE AND PAVEMENT MARKINGS SHALL BE IN ACCORDANCE WITH THE MUTCD, SEE STANDARD SHEET: SHEET 4 OF 7 FOR SIGNING AND SHEET 7 OF 7 FOR PAVEMENT MARKING DETAILS.
6. SEE CURB AND GUTTER STANDARD SHEETS FOR ANCHOR REQUIREMENTS, IF APPLICABLE.
7. CAN BE USED FOR RESIDENTIAL AND COLLECTOR ROADWAYS.
8. FULL DEPTH PAVEMENT IS REQUIRED.
9. SOURCE/ REFERNCES: NYSDOT

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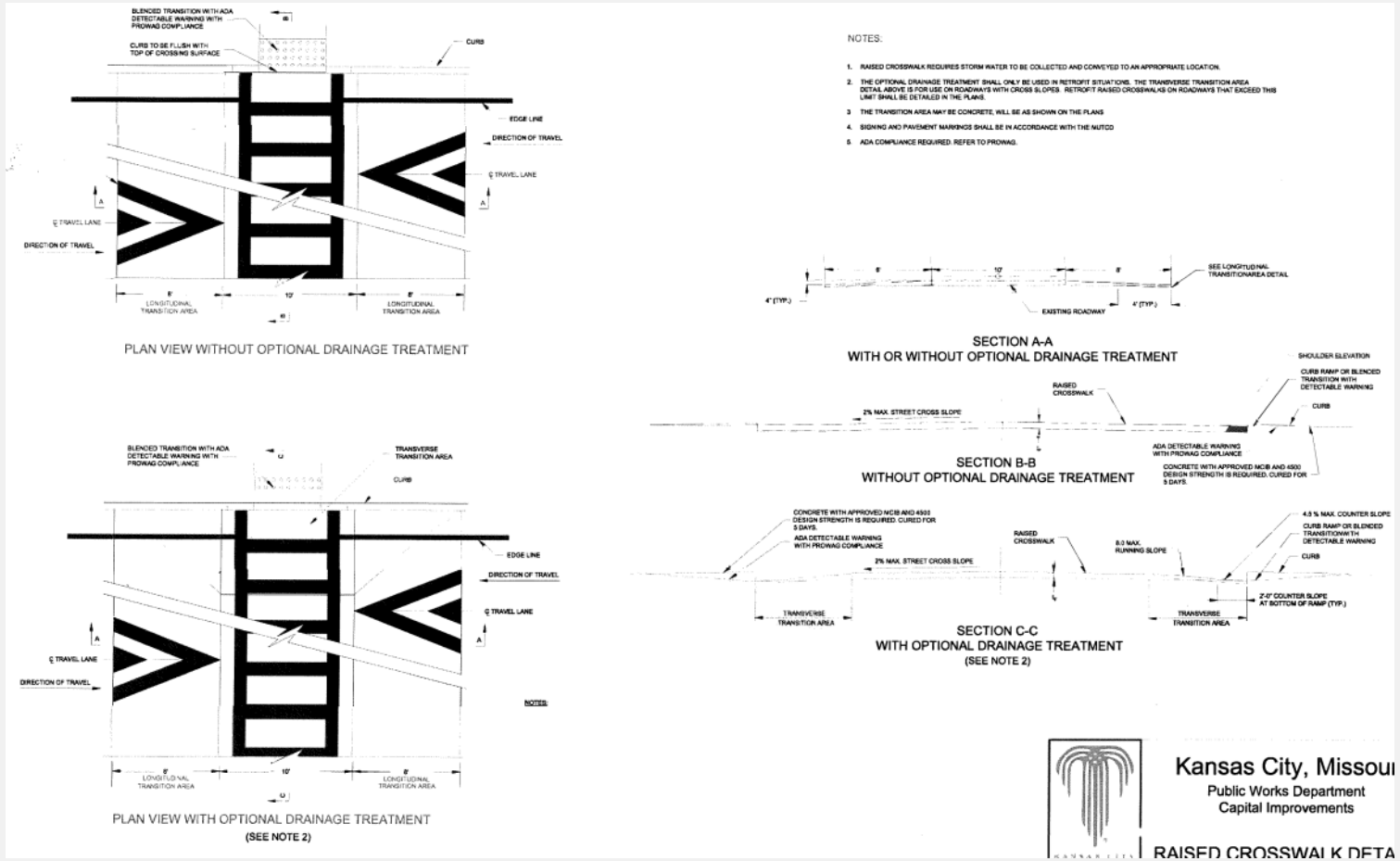
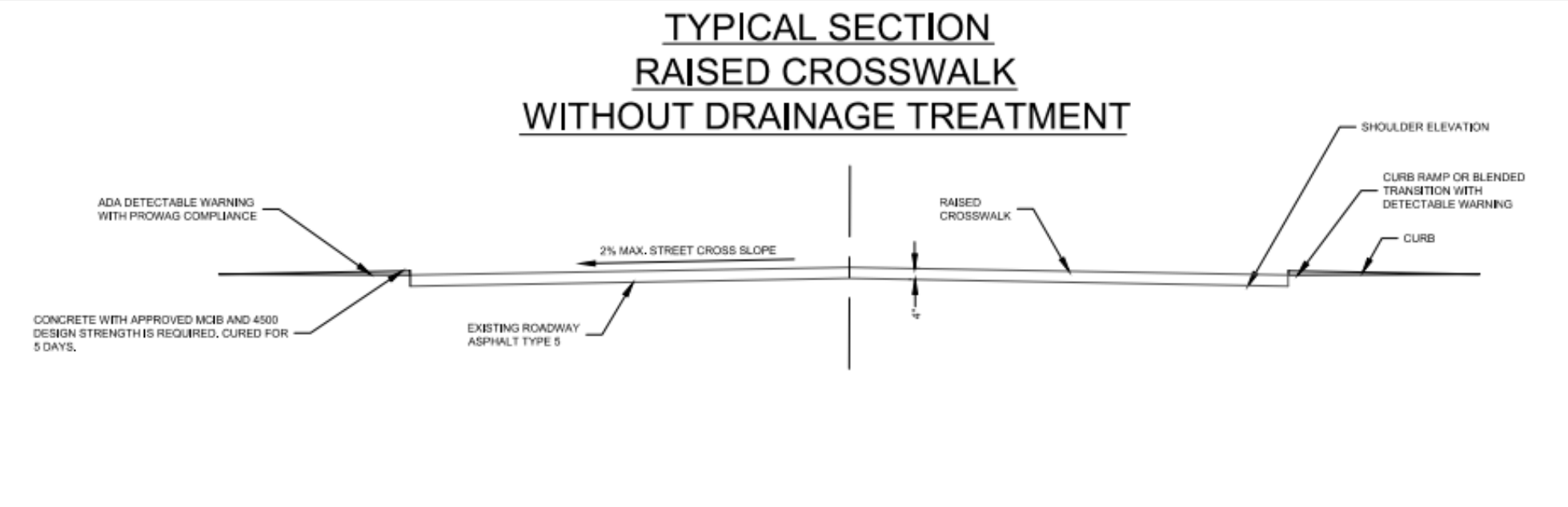
RAISED CROSSWALK DETAILS

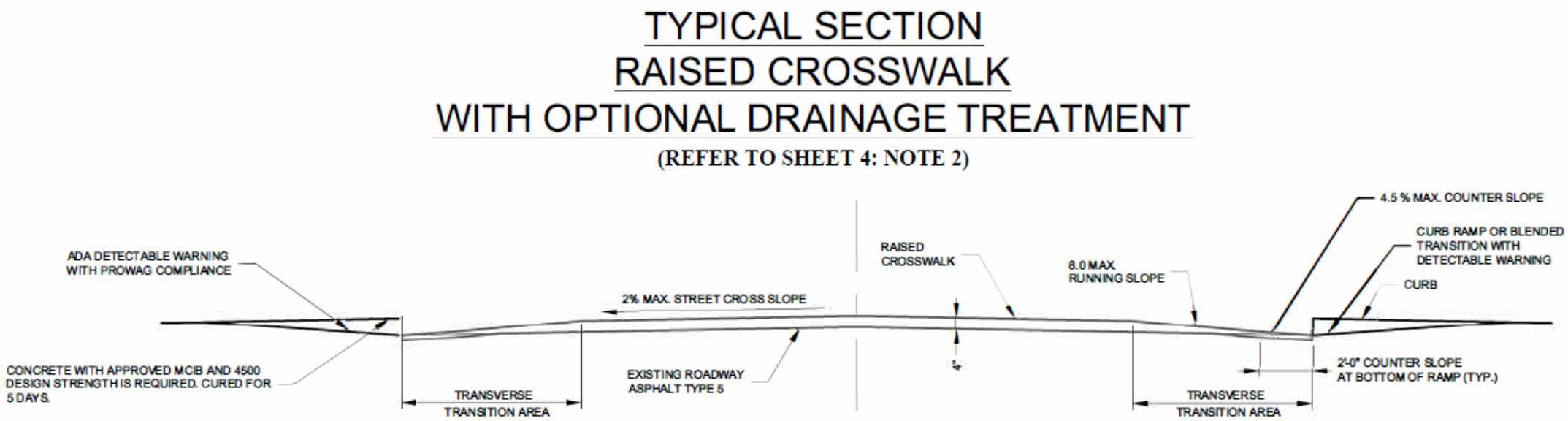
Raised Crosswalk (4 of 7)-TC-RC-1



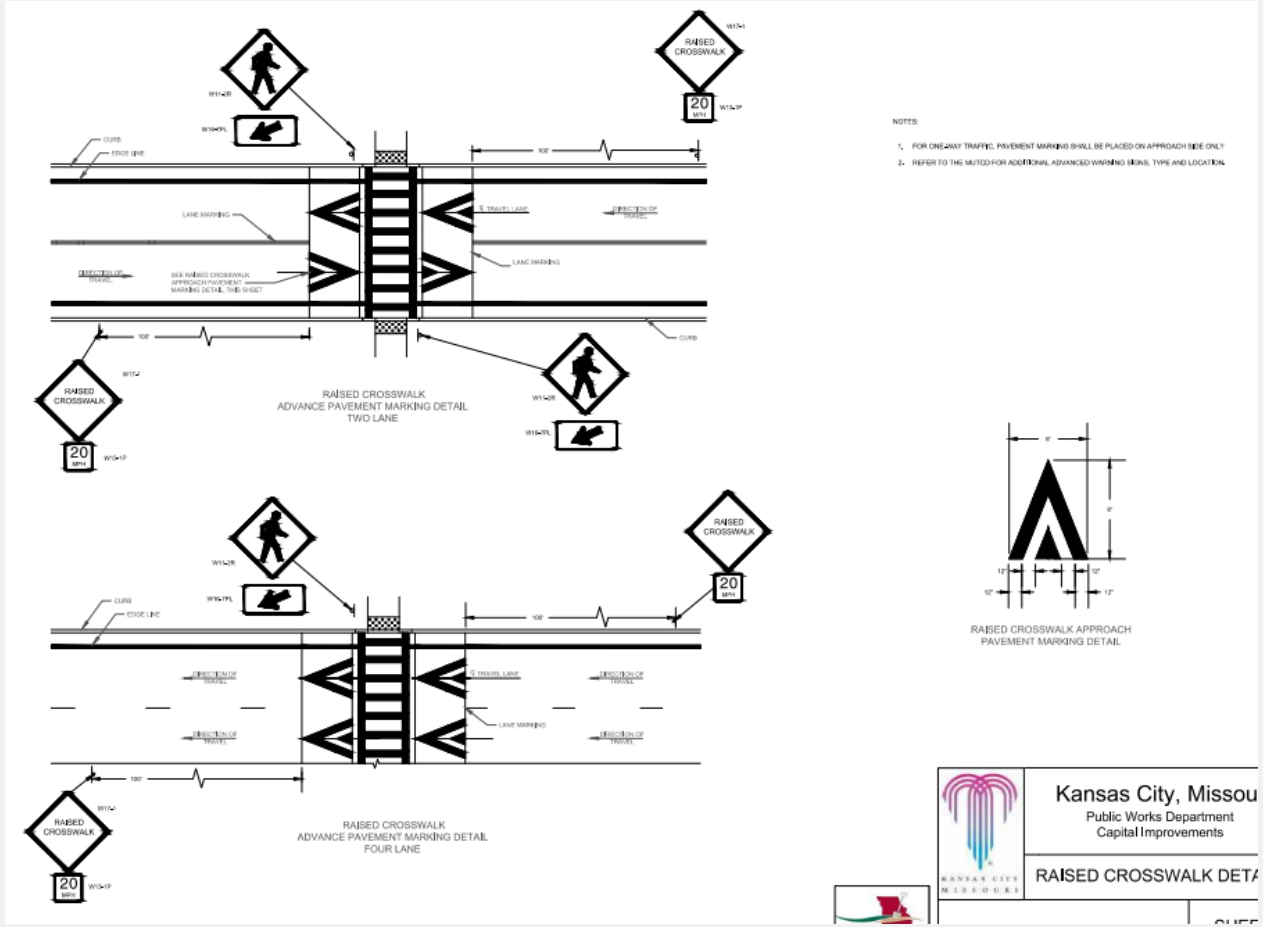
Raised Crosswalk (5 of 7)-TC-RC-1



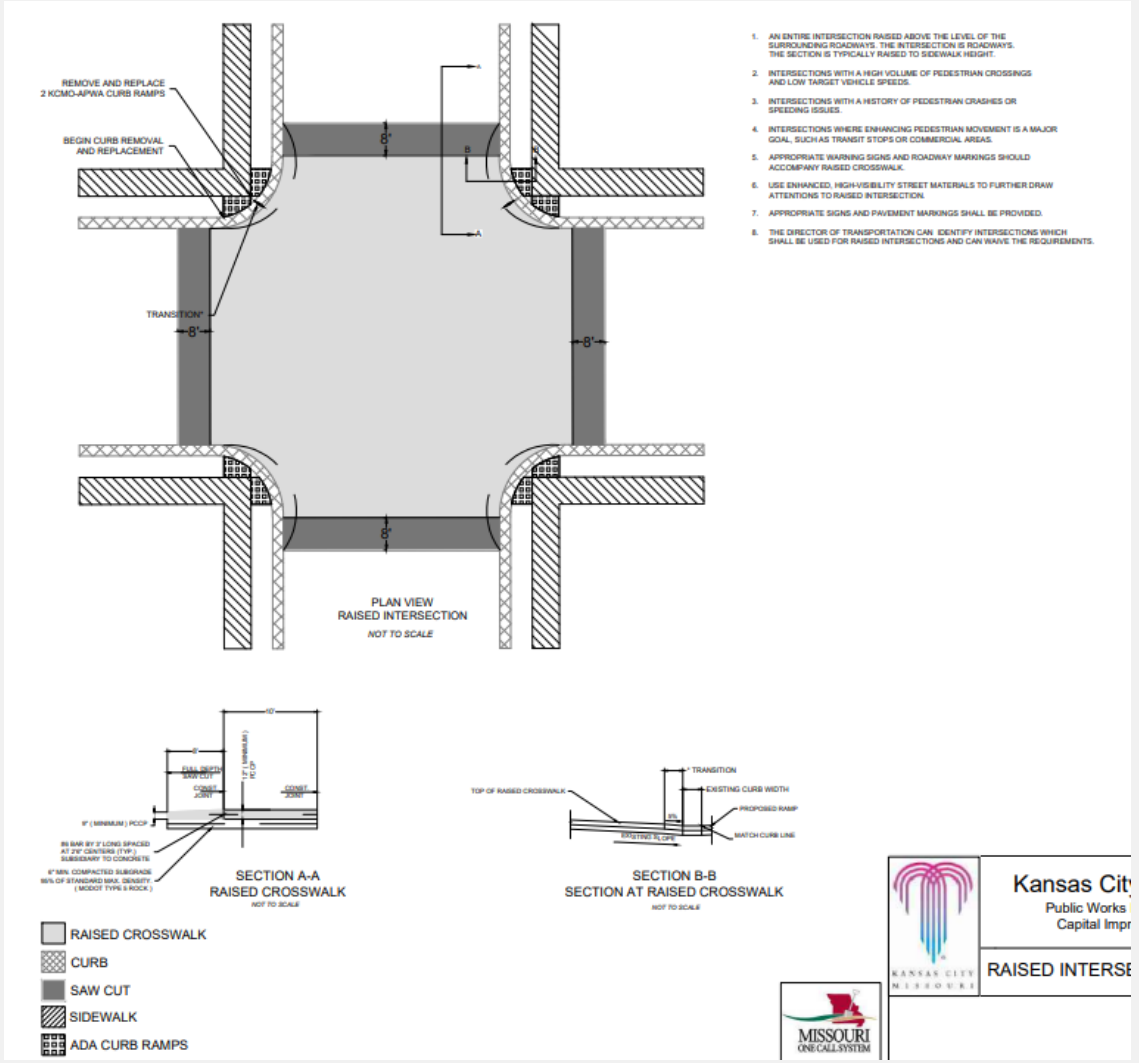
Raised Crosswalk (6 of 7)-TC-RC-1



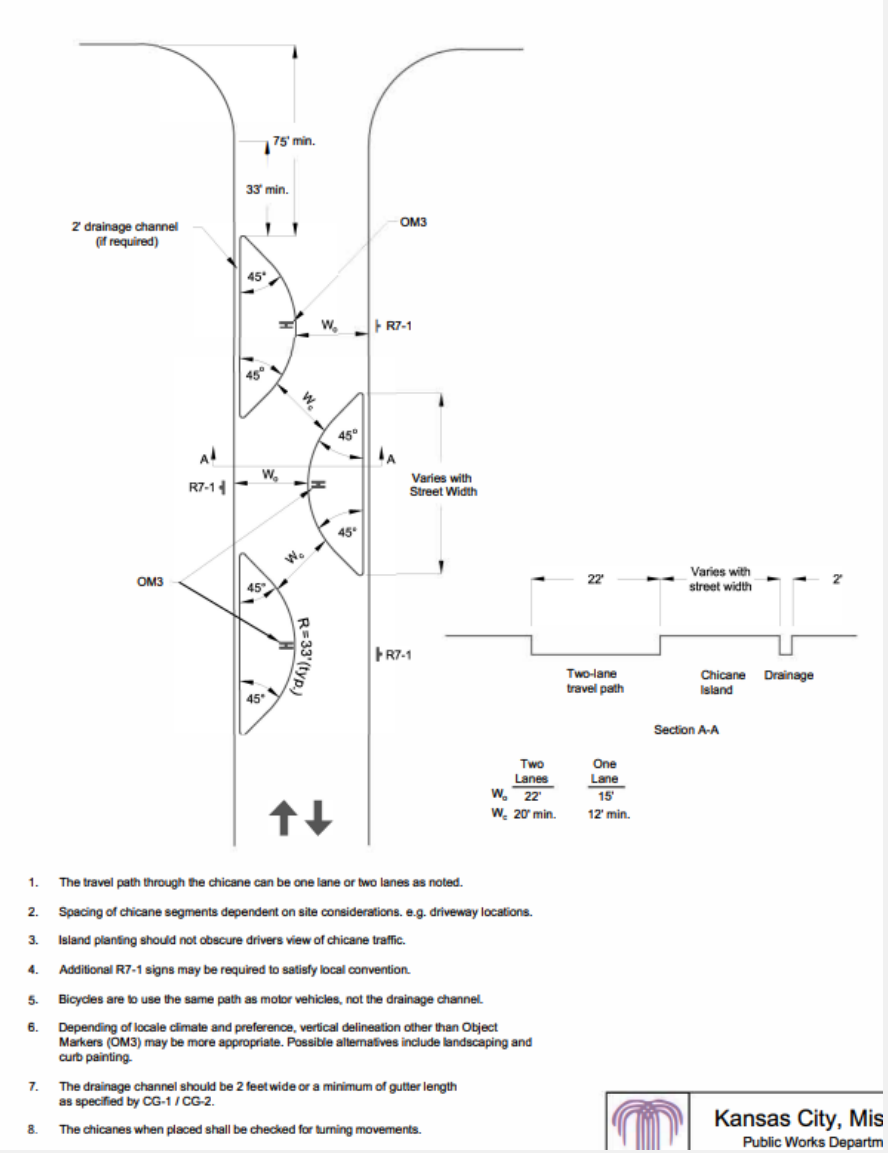
Raised Crosswalk (7 of 7)-TC-RC-1



Raised Intersection – TC-RI-1



Chicane (1 of 2)- TC-C-1



1. The travel path through the chicane can be one lane or two lanes as noted.
2. Spacing of chicane segments dependent on site considerations. e.g. driveway locations.
3. Island planting should not obscure drivers view of chicane traffic.
4. Additional R7-1 signs may be required to satisfy local convention.
5. Bicycles are to use the same path as motor vehicles, not the drainage channel.
6. Depending of locale climate and preference, vertical delineation other than Object Markers (OM3) may be more appropriate. Possible alternatives include landscaping and curb painting.
7. The drainage channel should be 2 feet wide or a minimum of gutter length as specified by CG-1 / CG-2.
8. The chicanes when placed shall be checked for turning movements.

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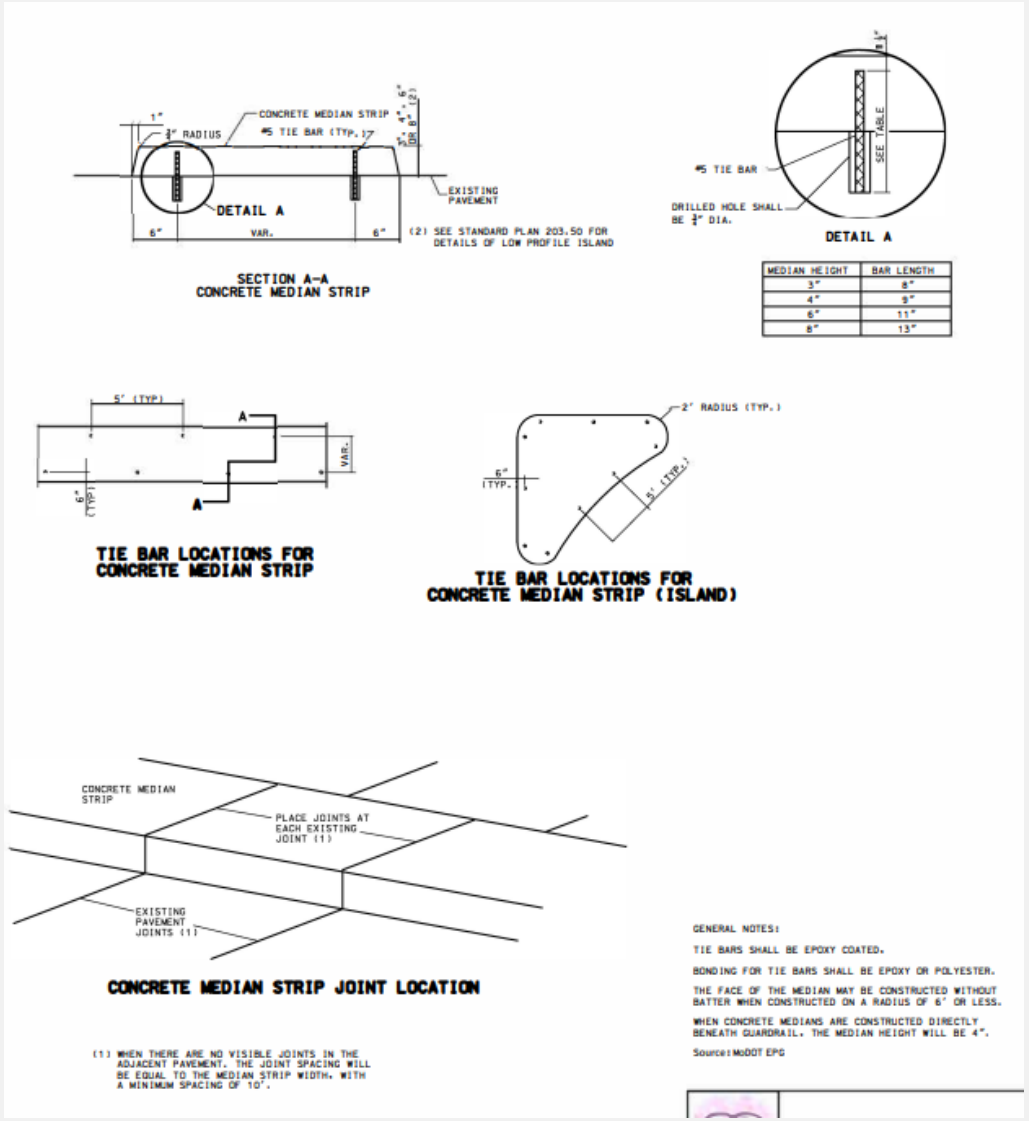
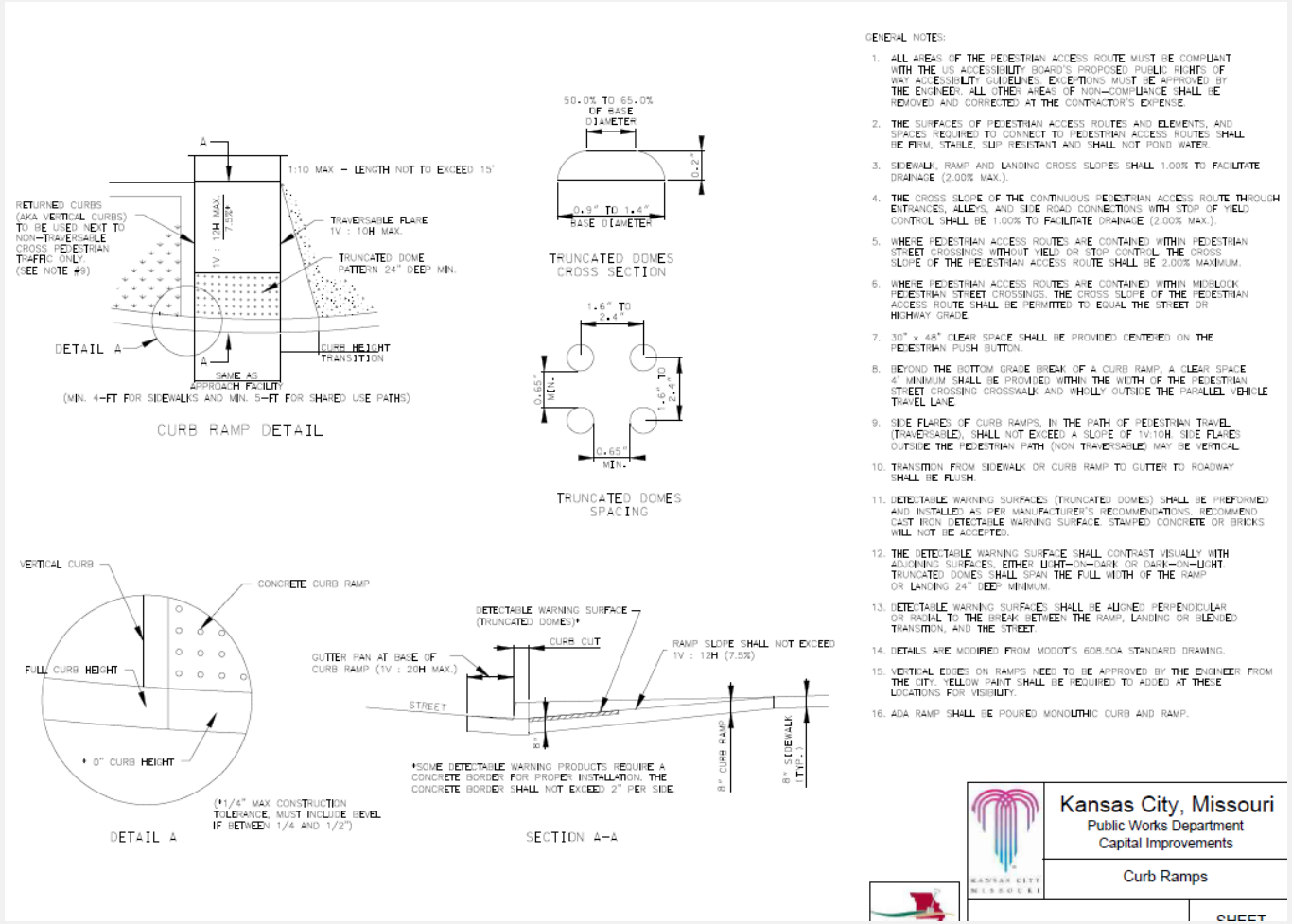
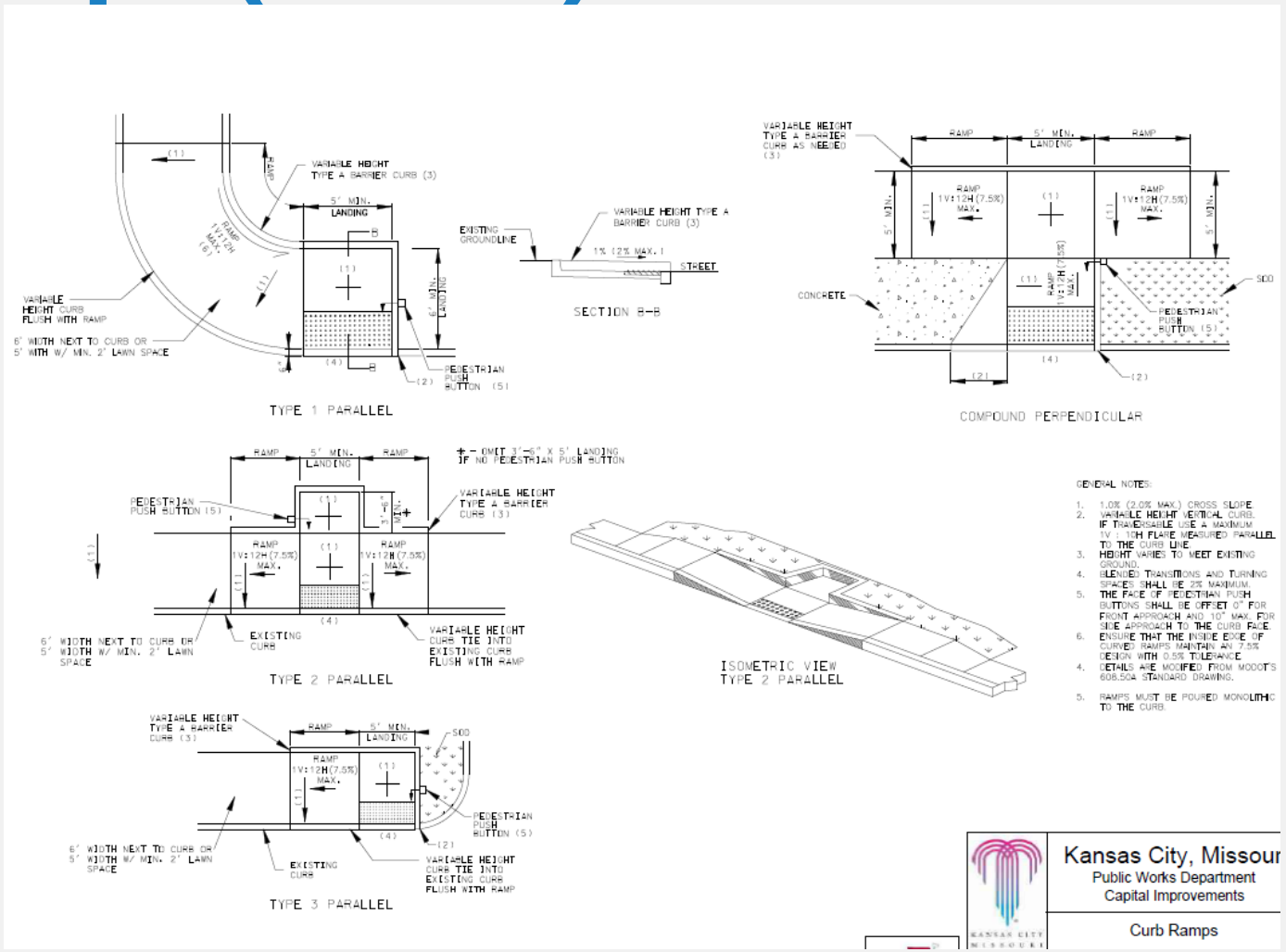
Chicane (2 of 2)- TC-C-1



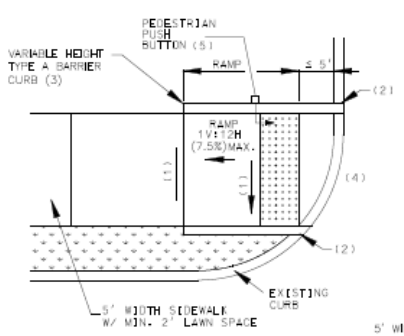
ADA Ramps (1 of 4)-SW-1



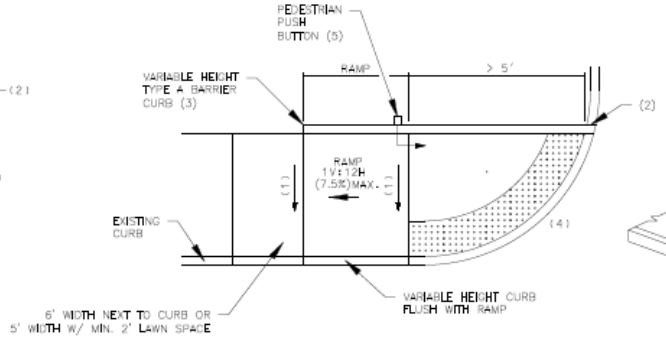
ADA Ramps (2 of 4)-SW-1



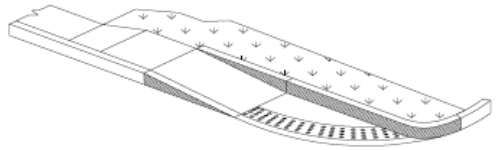
ADA Ramps (3 of 4)-SW-1



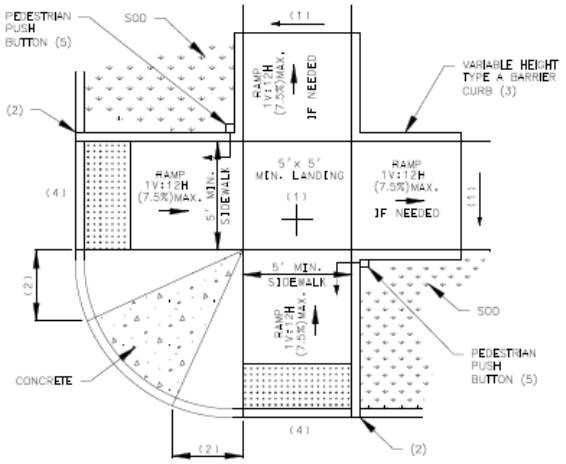
SMALL RADIUS PERPENDICULAR



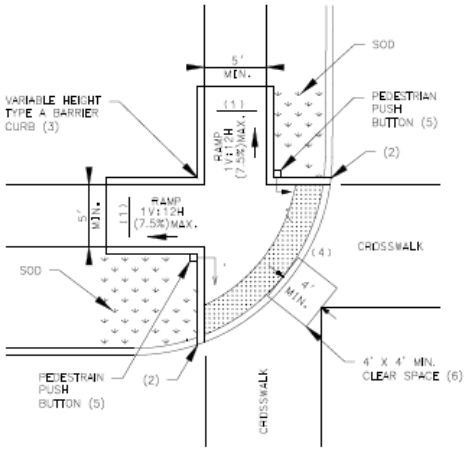
LARGE RADIUS PERPENDICULAR



ISOMETRIC VIEW
LARGE RADIUS PERPENDICULAR



DUAL PERPENDICULAR



BLENDED TRANSITION

GENERAL NOTES:

1. 1.0% MINIMUM, 2.0% MAXIMUM SLOPE.
2. VARIABLE HEIGHT VERTICAL CURB. IF TRAVERSABLE USE A MAX. 1V : 10H FLARE MEASURED PARALLEL TO THE CURB LINE. FLARE CURB RETURNS DO NOT HAVE TO EXCEED 15" IN HEIGHT.
3. HEIGHT VARIES TO MEET EXISTING GROUND.
4. BLENDED TRANSITIONS AND TURNING SPACES SHALL BE 2% MAXIMUM.
5. THE FACE OF PEDESTRIAN PUSH BUTTONS SHALL BE OFFSET 0" FOR FRONT APPROACH AND 10" MAX. FOR SIDE APPROACH TO THE CURB FACE.
6. BEYOND THE BOTTOM GRADE BREAK, A CLEAR SPACE 4'X4' MINIMUM SHALL BE PROVIDED WITHIN THE WIDTH OF THE PEDESTRIAN STREET CROSSING AND WHOLLY OUTSIDE THE PARALLEL VEHICLE TRAVEL LANE.
7. VERTICAL EDGES ON RAMPS NEED TO BE APPROVED BY THE ENGINEER FROM THE CITY. YELLOW PAINT SHALL BE REQUIRED TO BE ADDED AT THESE LOCATIONS FOR VISIBILITY.
8. WHERE THE BOTTOM GRADE BREAK OF A PERPENDICULAR CURB RAMP IS LESS THAN 5' FROM THE BACK OF CURB, DETECTABLE WARNINGS SHALL BE LOCATED ON THE RAMP SURFACE AT THE BACK OF THE CURB. WHERE THE GRADE BREAK IS GREATER THAN 5' FROM THE BACK OF CURB, THE DETECTABLE WARNING SHALL BE LOCATED ON THE LOWER LANDING.
9. DETAILS ARE MODIFIED FROM MODOT'S 608.50A STANDARD DRAWING.
10. RAMPS MUST BE POURED MONOLITHIC TO THE CURB.

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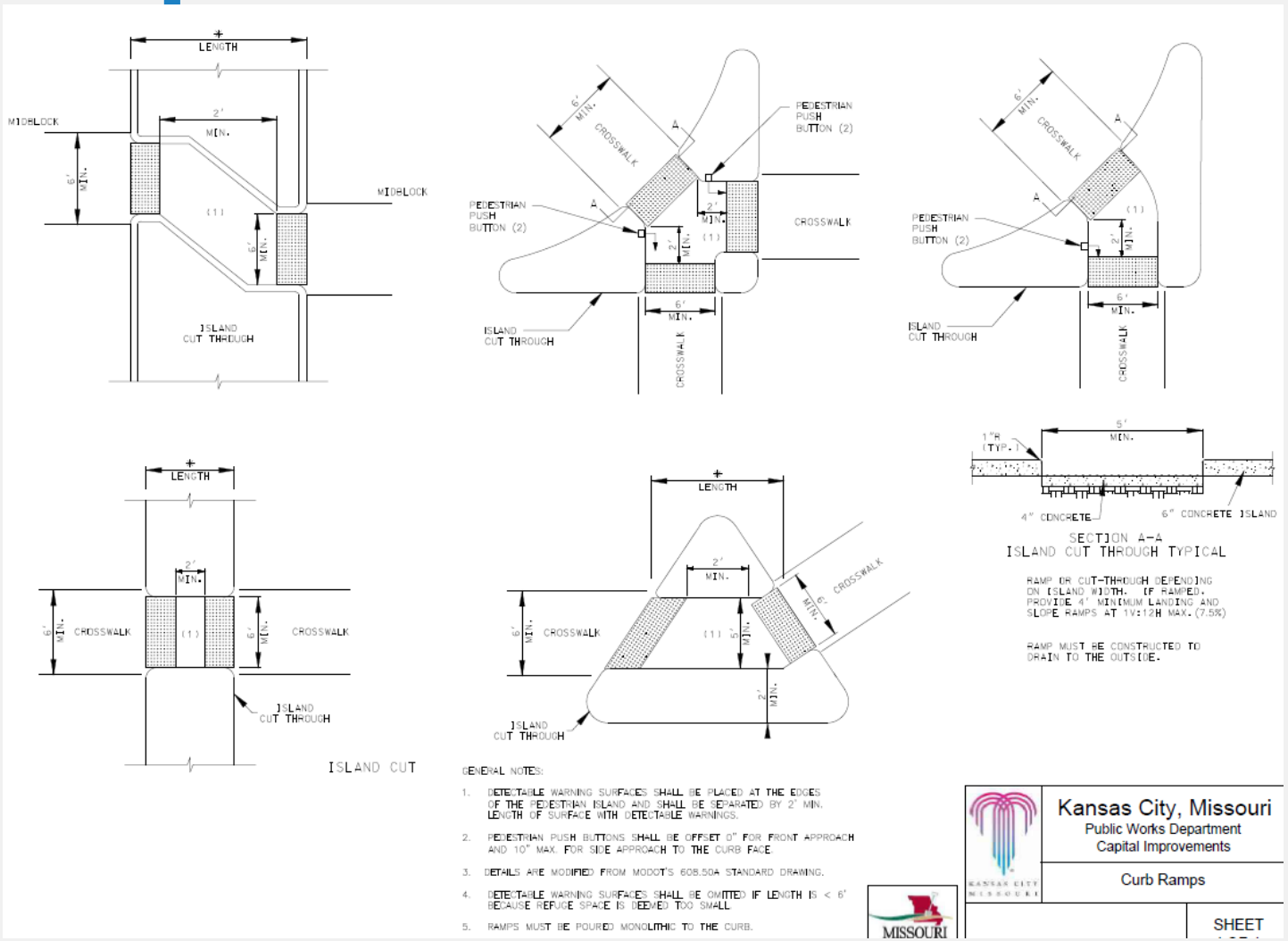
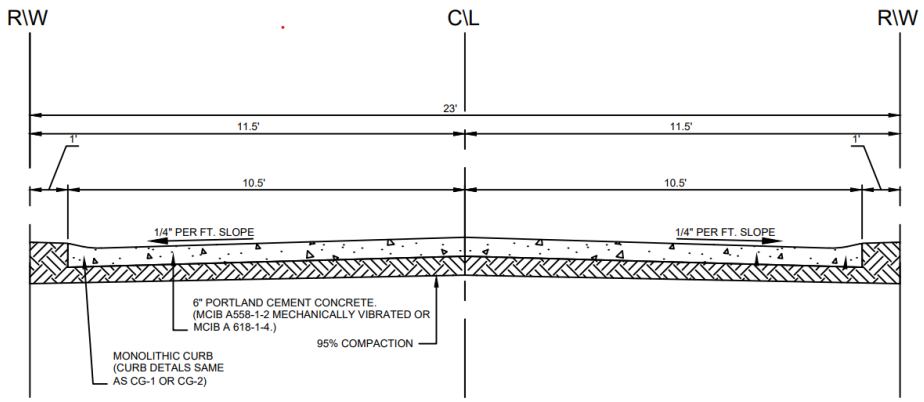
ADA Ramps (4 of 4)-SW-1



Alley Typical Detail (Concrete)-AS-2-C

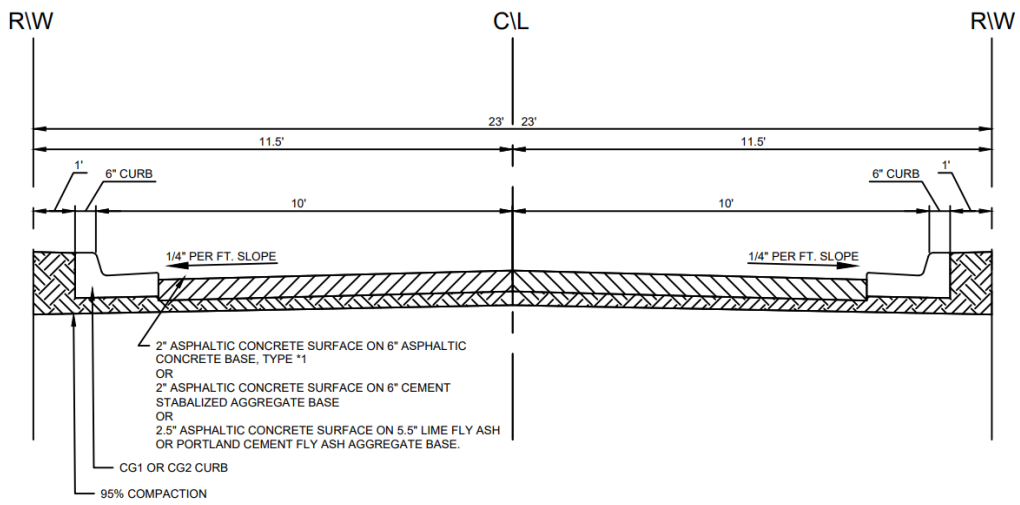


ALLEY SECTION

NOTES:

1. MIX DESIGNS OF P.C.C. SHALL BE PER SECTION 2208.2
2. TRANSVERSE CONTRACTION JOINT SHALL BE SPACED AT INTERVALS EQUAL TO THE WIDTH OF ALLEY. IF THE ALLEY IS 15 FEET OR GREATER IN WIDTH, A LONGITUDINAL CONTRACTION JOINT SHALL BE CONSTRUCTED AT THE C.L OF THE ALLEY.
3. EXPANSION JOINTS SHALL BE CONSTRUCTED AT EACH END OF THE ALLEY AND AT EACH ABUTTING DRIVEWAY.
4. DRAINAGE STRUCTURES MAY BE REQUIRED IF DETERMINED BY THE CITY ENGINEER.
5. WHERE THE ALLEY INTERSECTS WITH A STREET, A DRIVEWAY APPROACH SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE APPROPRIATE STANDARD DRAWING.
6. WHERE NEEDED, HANDICAP RAMPS SHALL BE CONSTRUCTED.

Alley Typical Detail (Asphalt)-AS-2-A



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KCMO APWA 2200 (2201.3E)

- E. **Roll Testing:** Once the subgrade has been brought to the final plan elevation, but prior to approval of the subgrade for paving, all lanes shall be roll tested in their entire length. The subgrade will not be acceptable if rutting, pumping, or deformation of the subgrade results from the roll test. This testing will be done by the contractor, and will be in addition to the applicable moisture and density testing.
- Equipment for roll testing shall be a tandem dump truck (one front and two rear axles) ***carrying a twenty ton load. (Increasing this twenty ton load to twenty five ton load).***