



**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

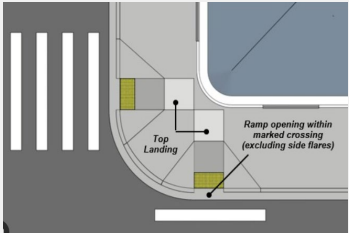


Chicane  
TC-C-1

Added new standard

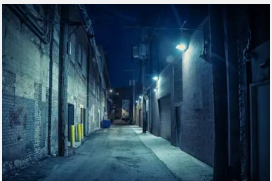
Focus Area

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



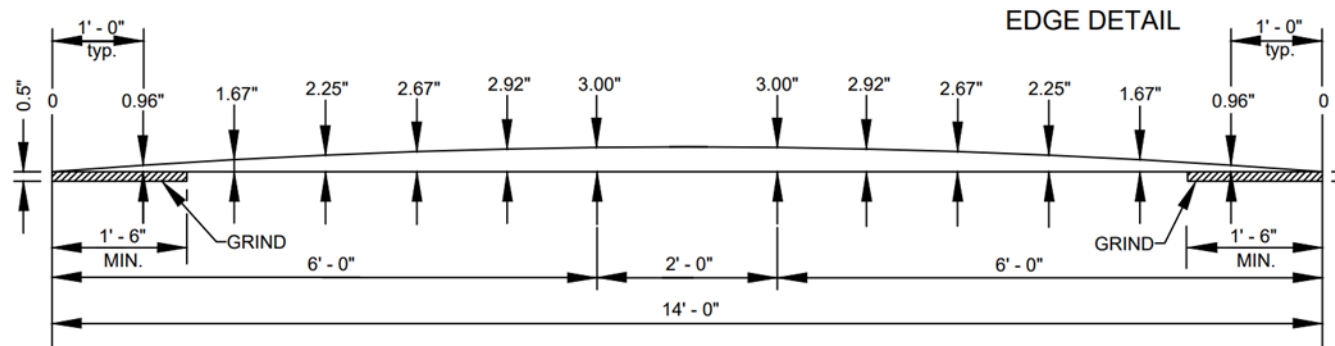
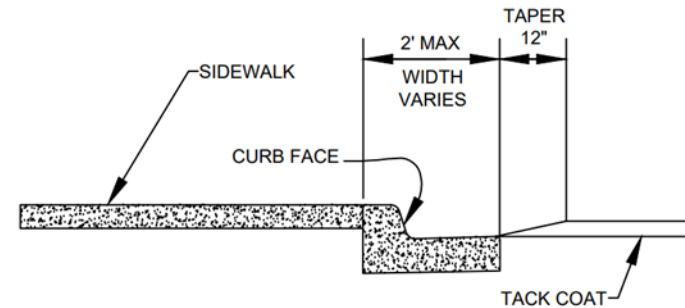
KCMO – APWA 2200  
Subgrade Roll Testing

Update subgrade roll testing from 20 tons to 25 tons  
(2201.3E)

# Speed Humps (1 of 2) – TC-SH-1

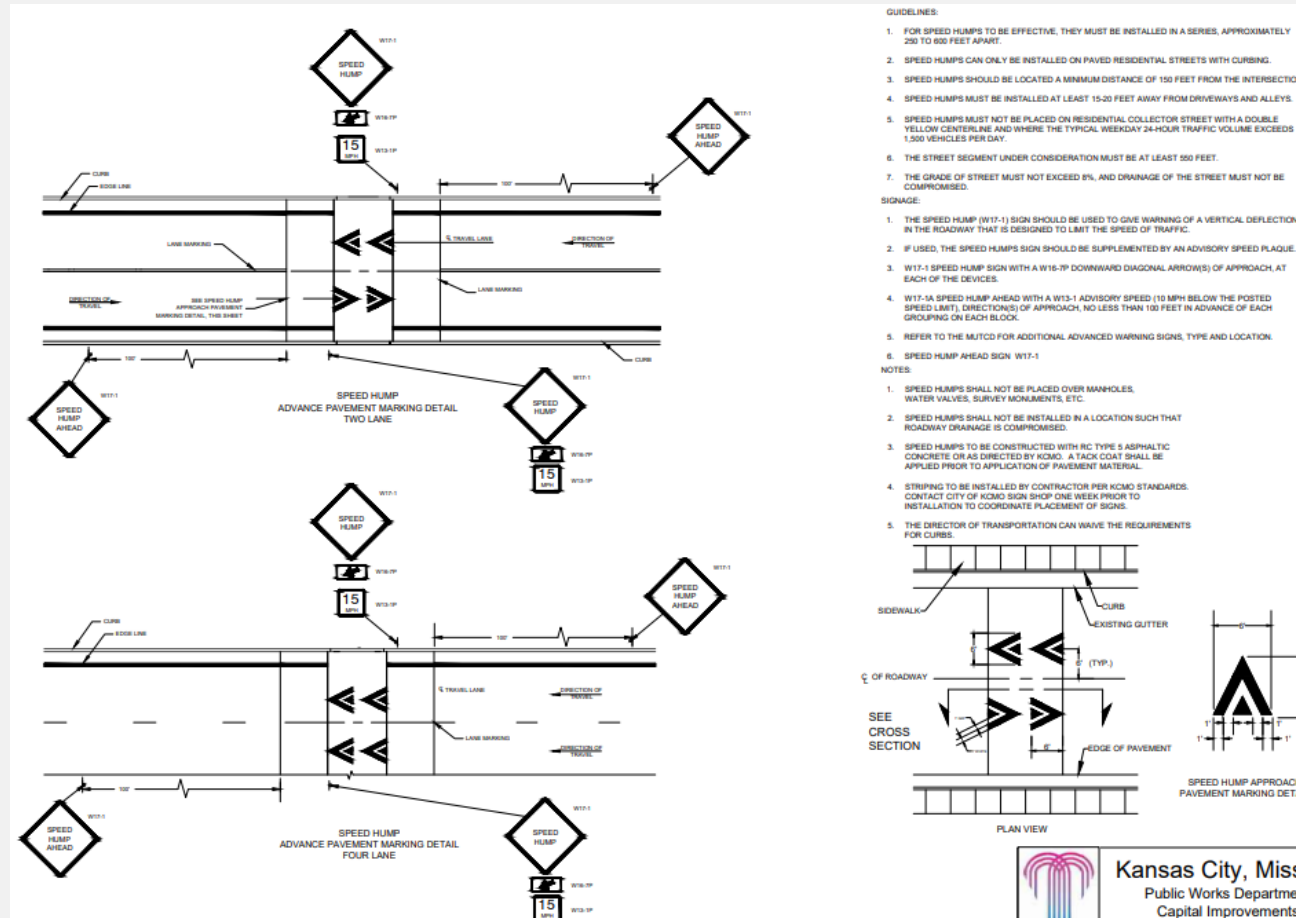
## SPEED HUMP SPECIFICATIONS

IMPORTANT: SPEED HUMPS TO BE 3" IN HEIGHT TO PROVIDE MAXIMUM EFFECTIVENESS, WHILE NOT BEING OVERLY RESTRICTIVE TO EMERGENCY, POLICE AND FIRE VEHICLES.

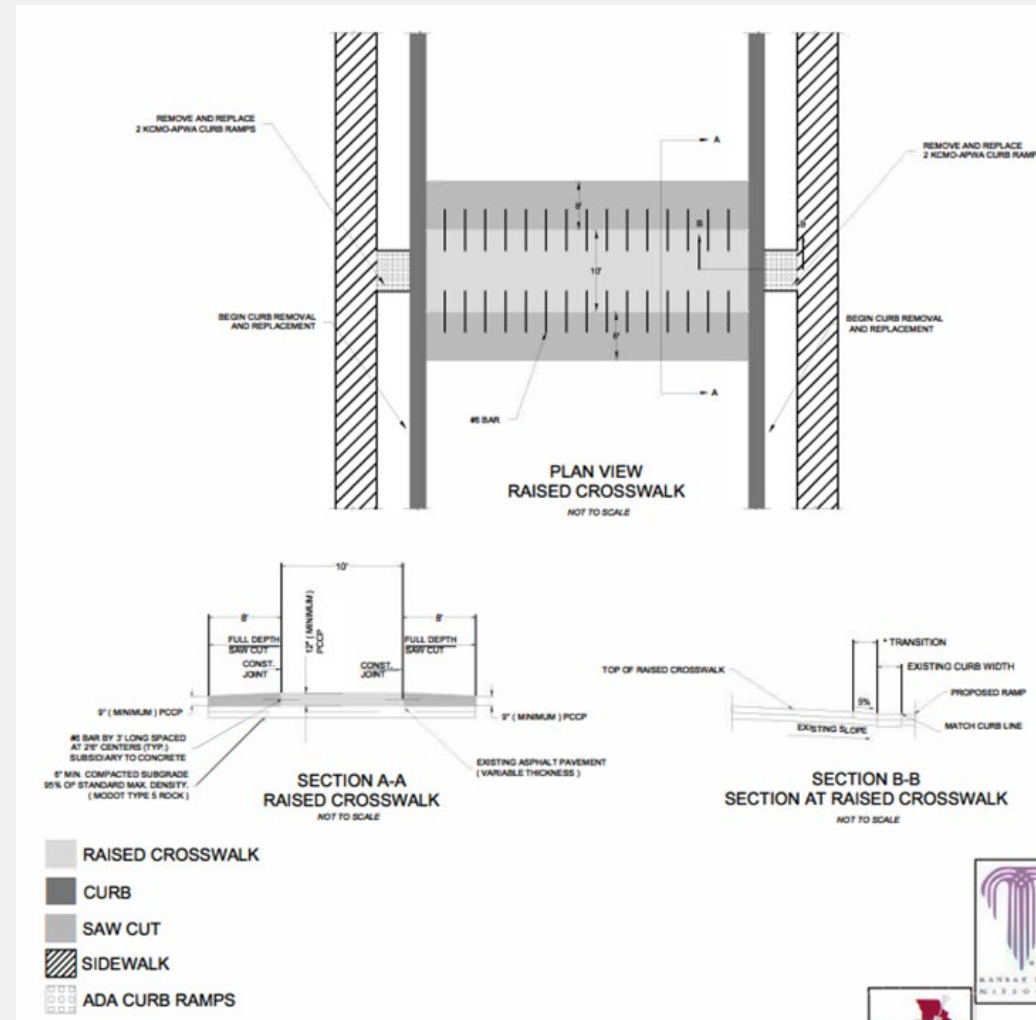


CROSS SECTION

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

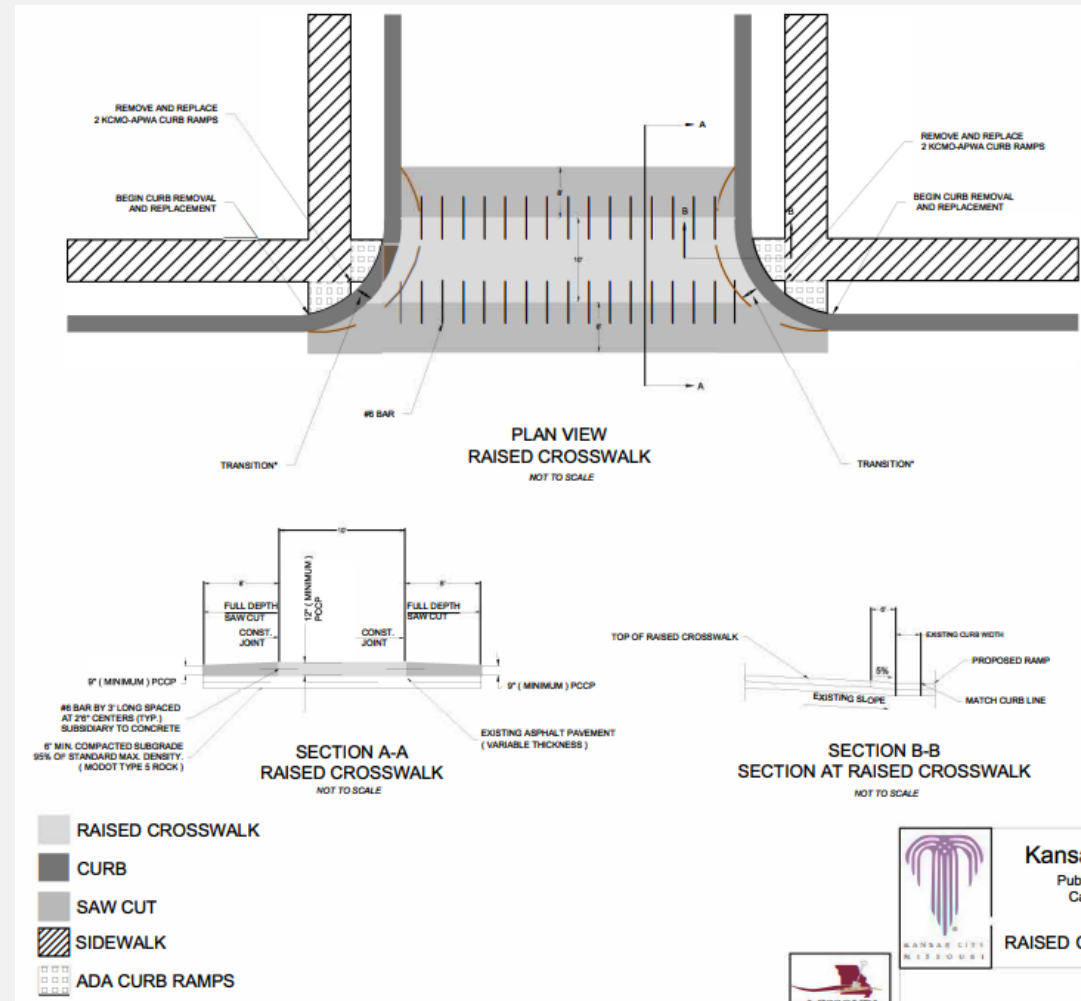


# Raised Crosswalk (1 of 7) – TC- RC-1

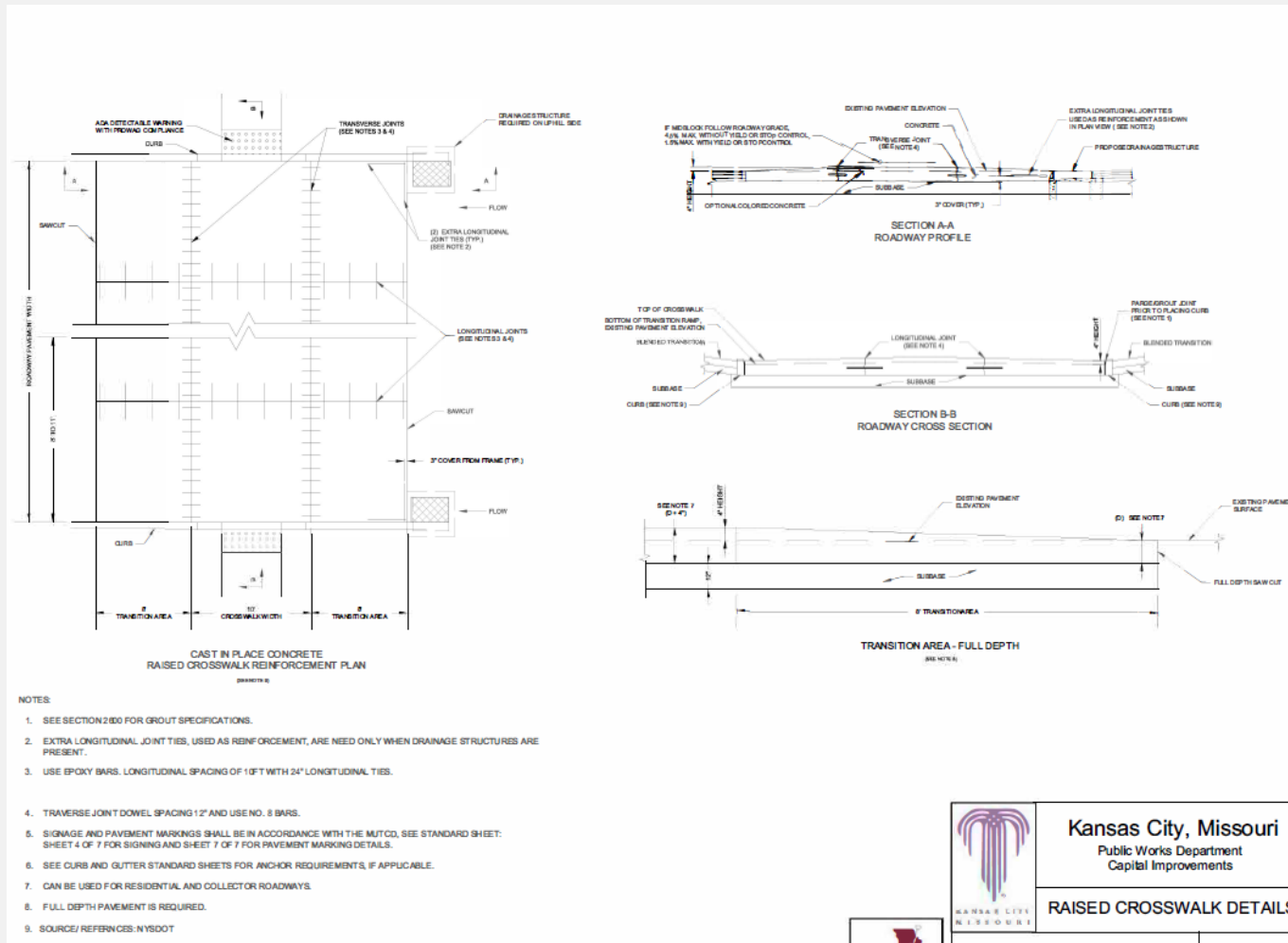




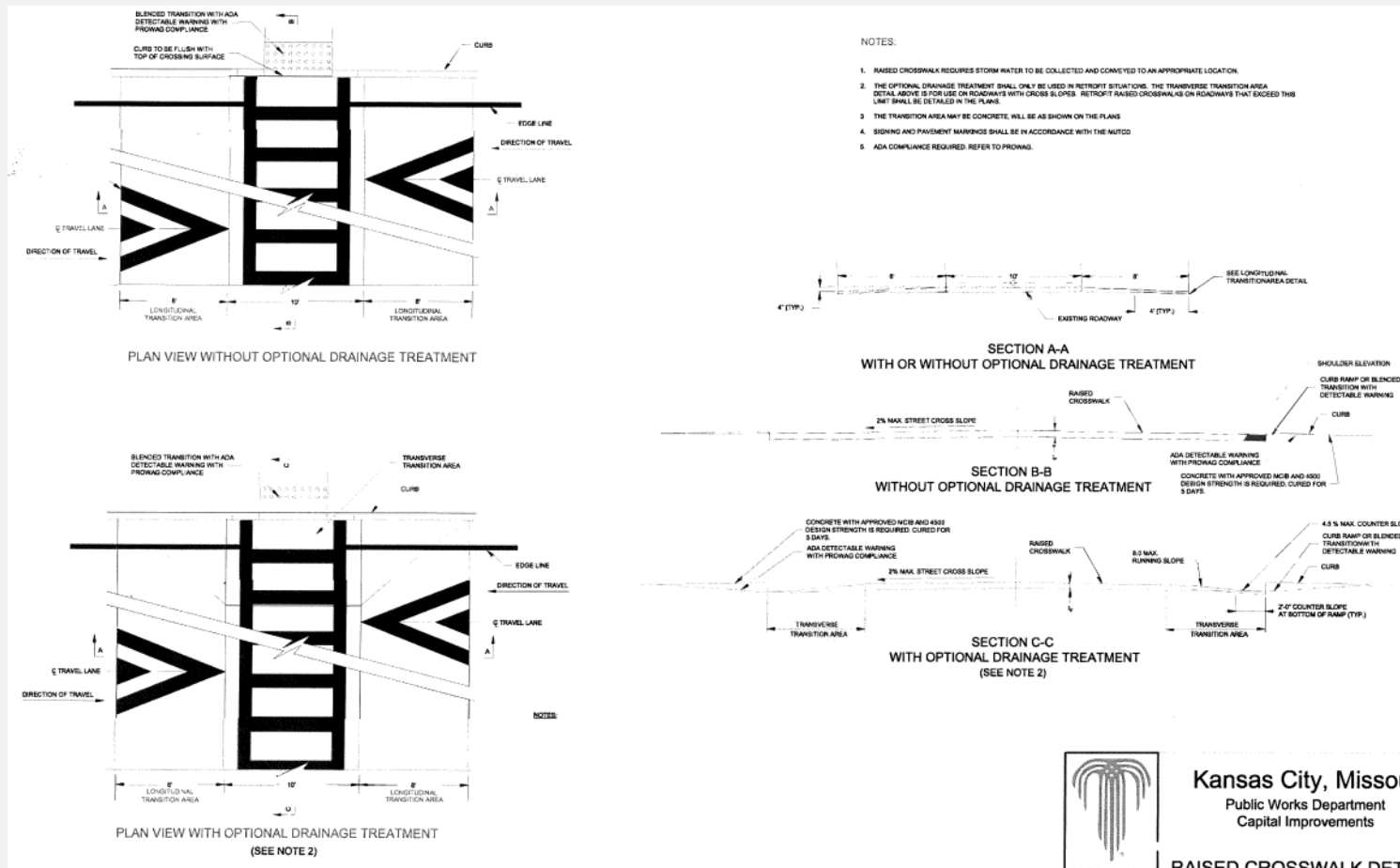
# Raised Crosswalk (2 of 7)-TC-RC-1



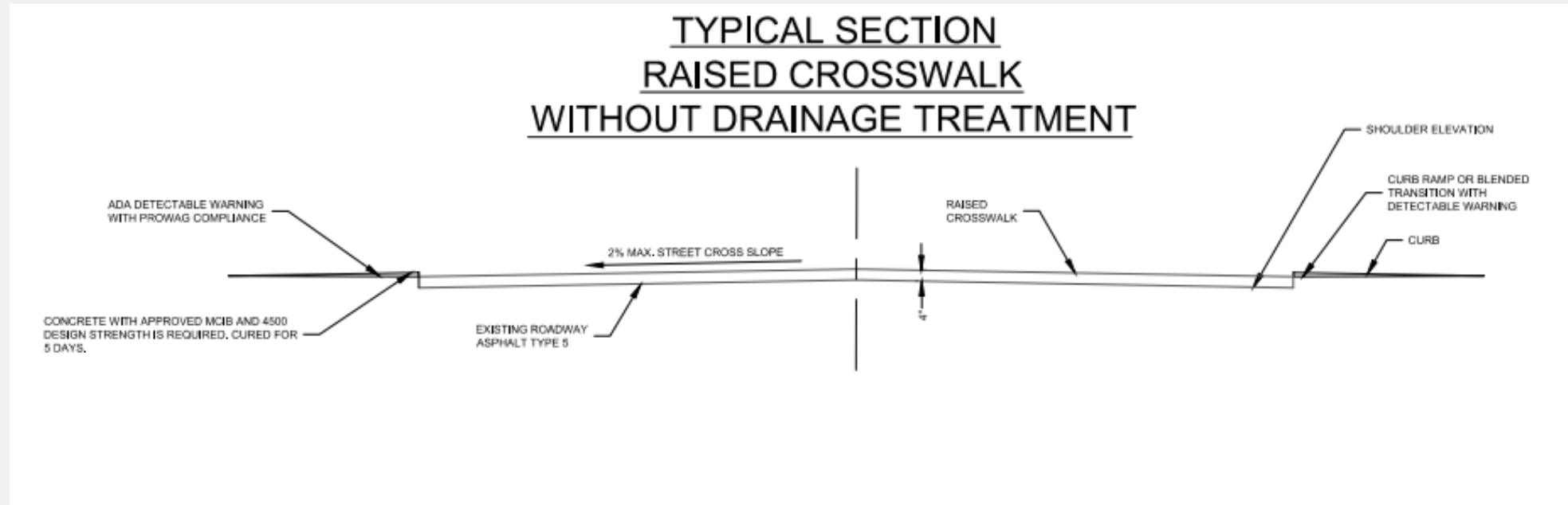
# Raised Crosswalk (3 of 7)-TC-RC-1



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

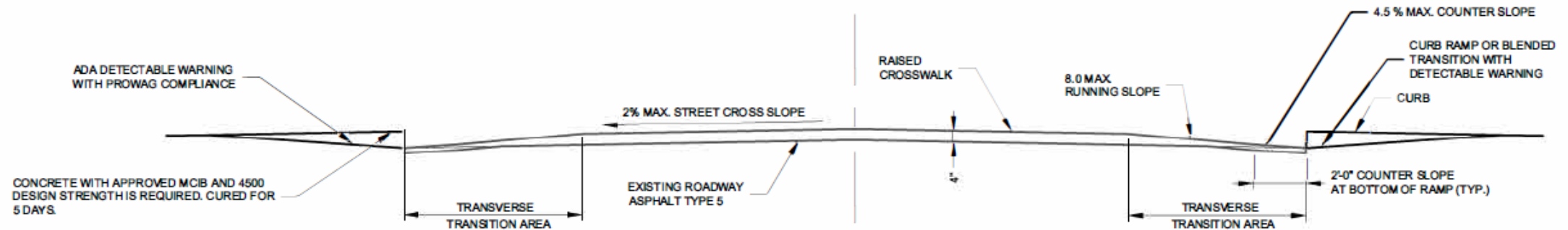


# Raised Crosswalk (5 of 7)-TC-RC-1

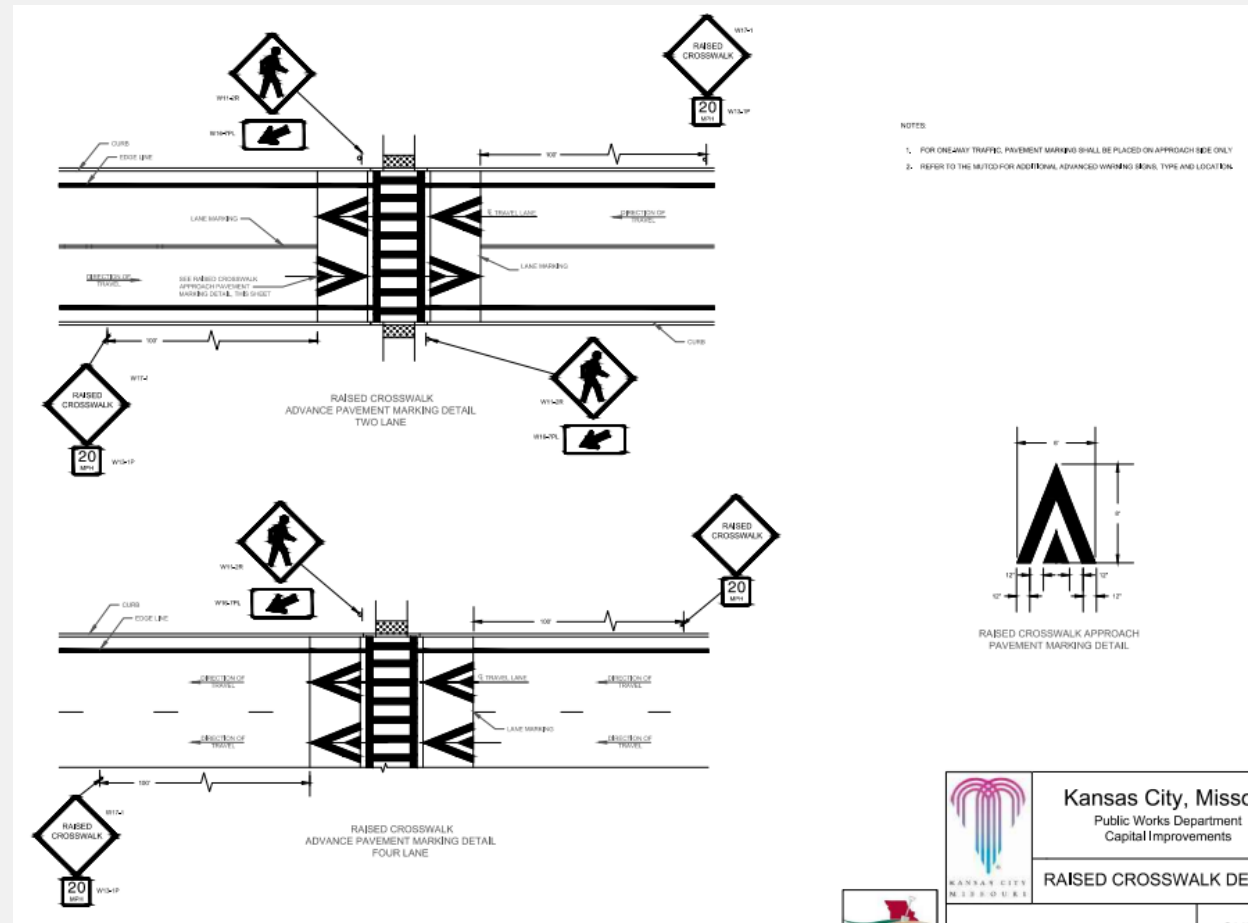


# Raised Crosswalk (6 of 7)-TC-RC-1

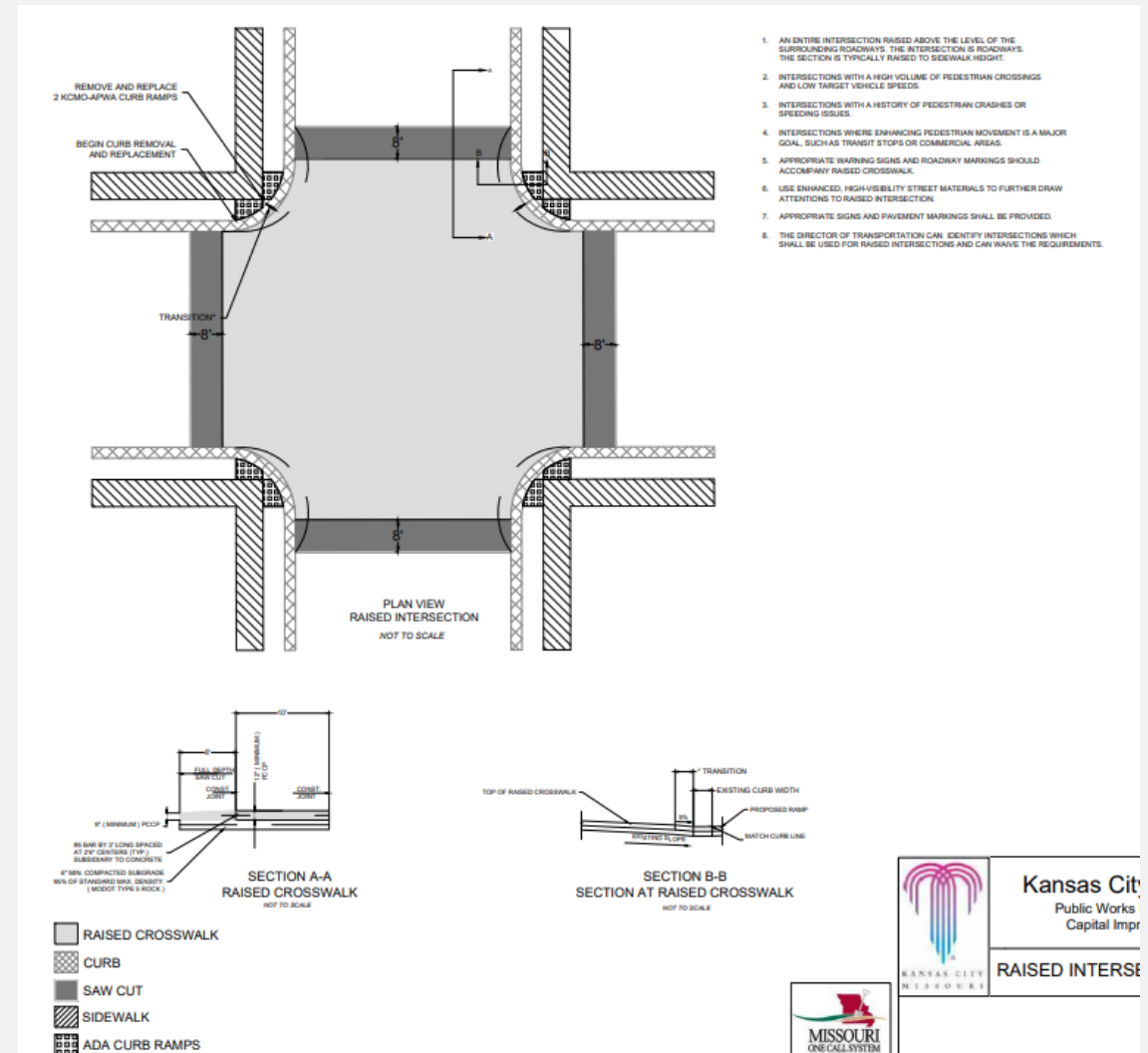
## TYPICAL SECTION RAISED CROSSWALK WITH OPTIONAL DRAINAGE TREATMENT (REFER TO SHEET 4: NOTE 2)



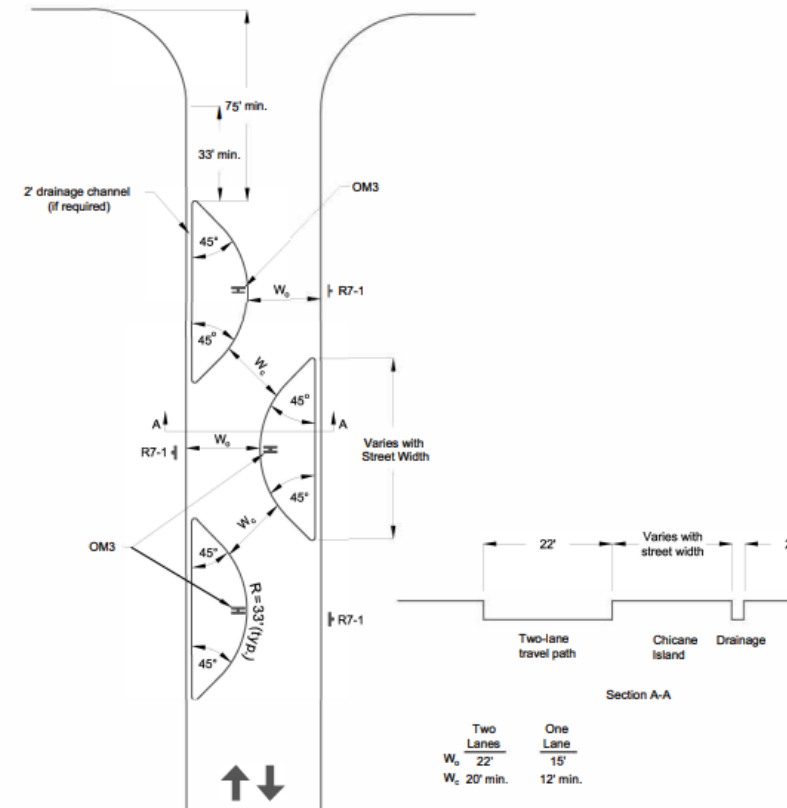
# Raised Crosswalk (7 of 7)-TC-RC-1



# Raised Intersection – TC-RI-1



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

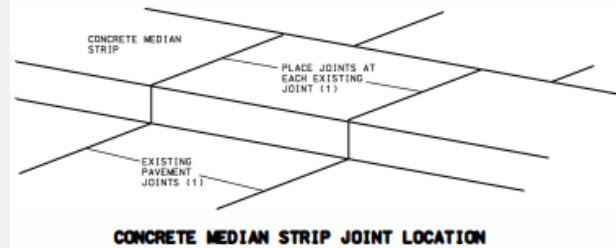
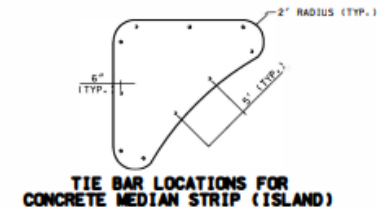
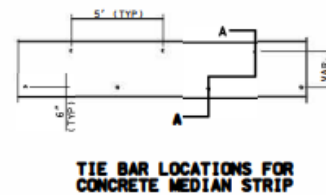
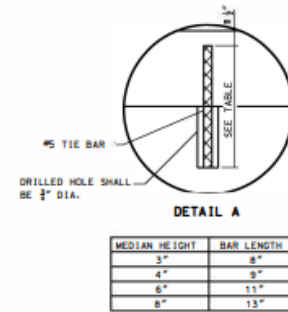
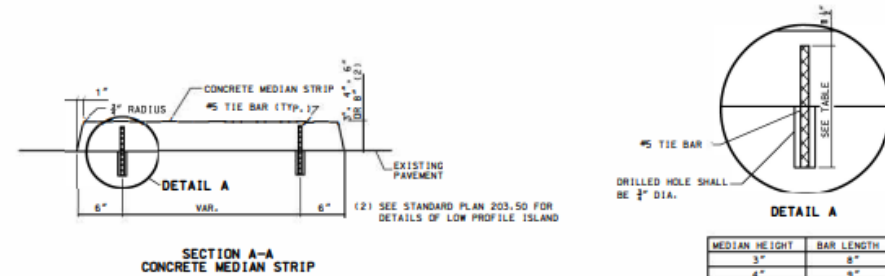


1. The travel path through the chicane can be one lane or two lanes as noted.
2. Spacing of chicane segments dependent on site considerations, e.g. driveway locations.
3. Island planting should not obscure drivers view of chicane traffic.
4. Additional R7-1 signs may be required to satisfy local convention.
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.





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



(1) WHEN THERE ARE NO VISIBLE JOINTS IN THE ADJACENT PAVEMENT, THE JOINT SPACING WILL BE EQUAL TO THE MEDIAN STRIP WIDTH, WITH A MINIMUM SPACING OF 10'.

**GENERAL NOTES:**

TIE BARS SHALL BE EPOXY COATED.

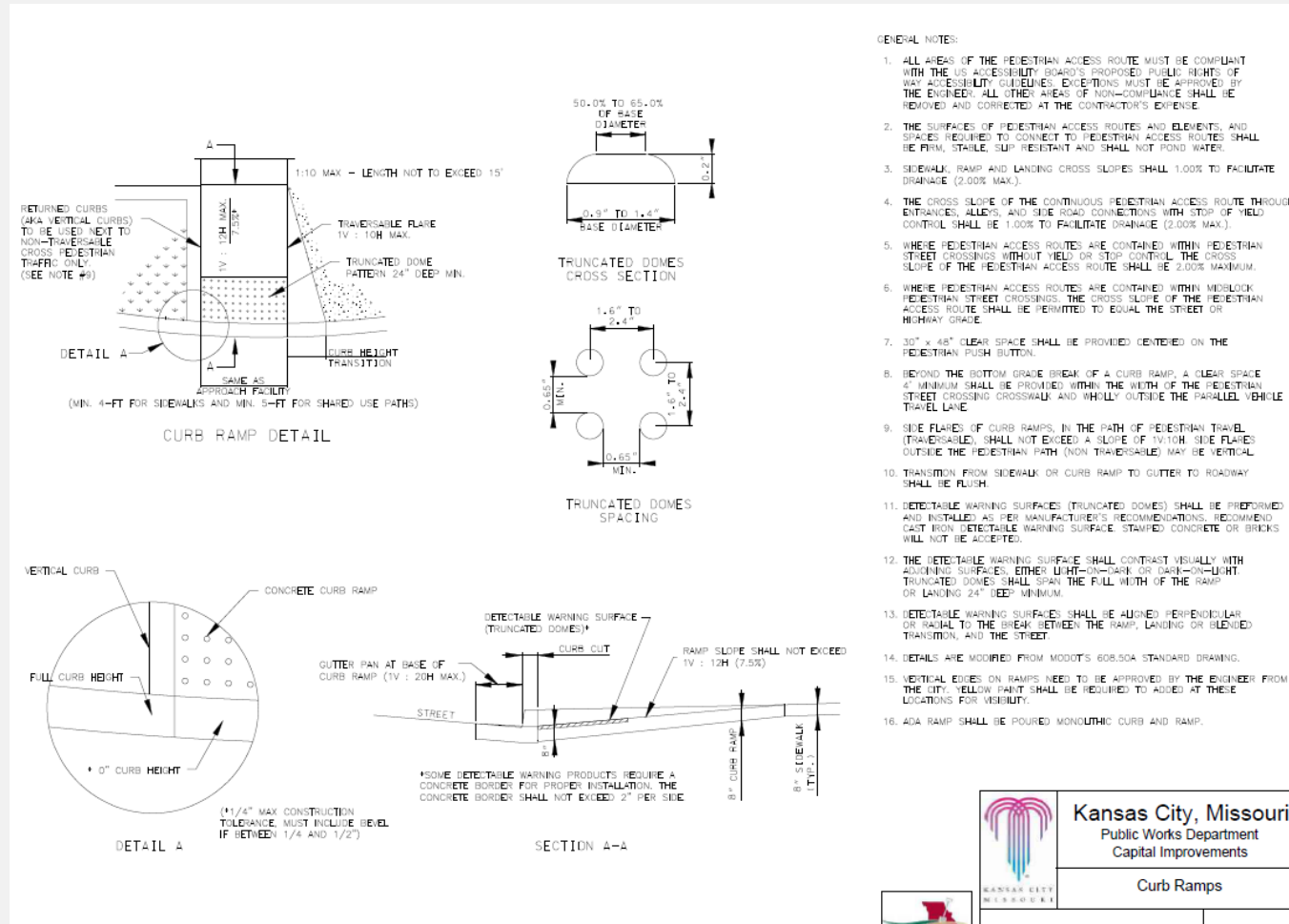
BONDING FOR TIE BARS SHALL BE EPOXY OR POLYESTER.

THE FACE OF THE MEDIAN MAY BE CONSTRUCTED WITHOUT BATTER WHEN CONSTRUCTED ON A RADIUS OF 6' OR LESS.

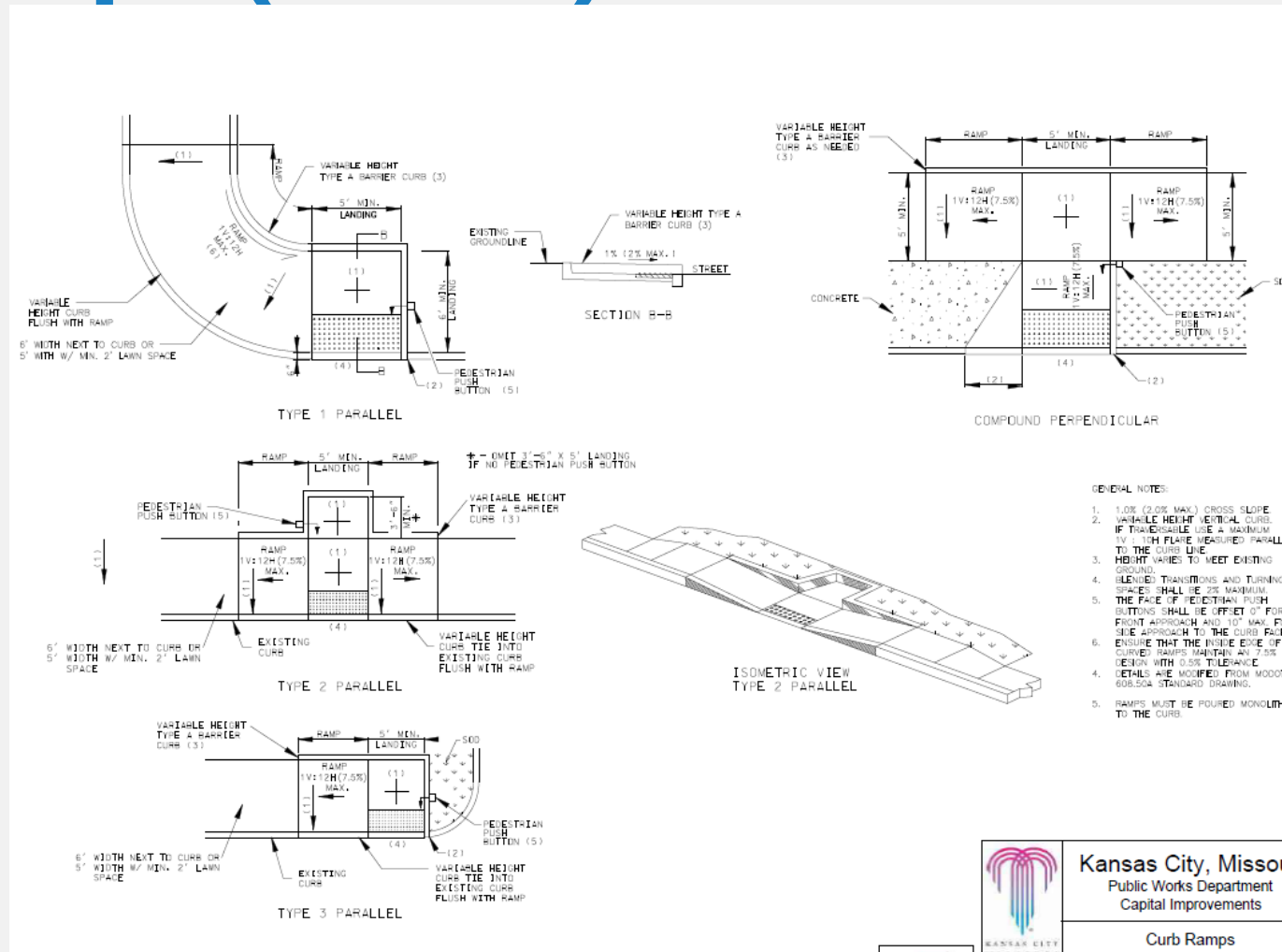
WHEN CONCRETE MEDIANS ARE CONSTRUCTED DIRECTLY BENEATH GUARDRAIL, THE MEDIAN HEIGHT WILL BE 4".

Source: MDOT EPS

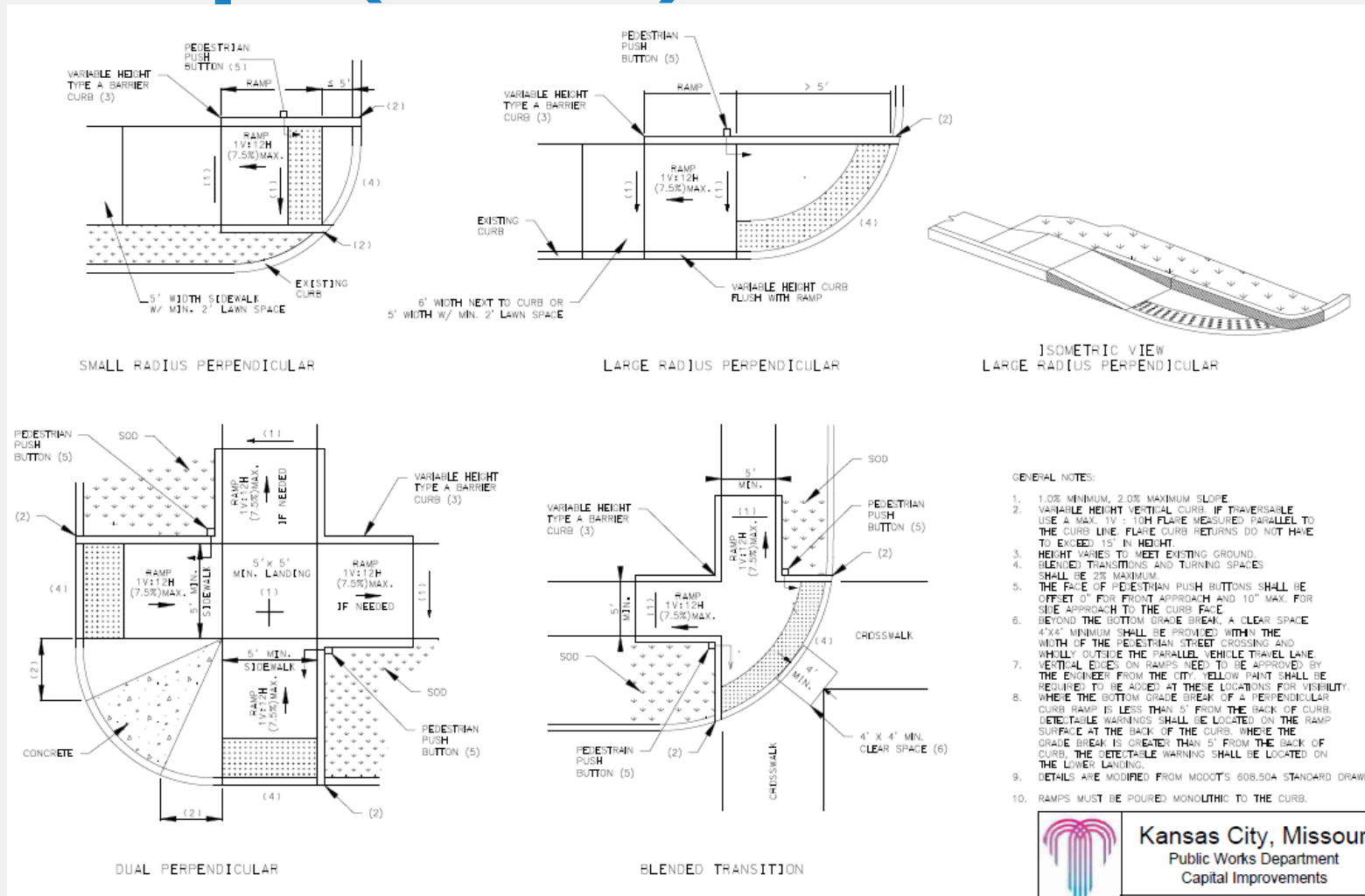
# ADA Ramps (1 of 4)-SW-1



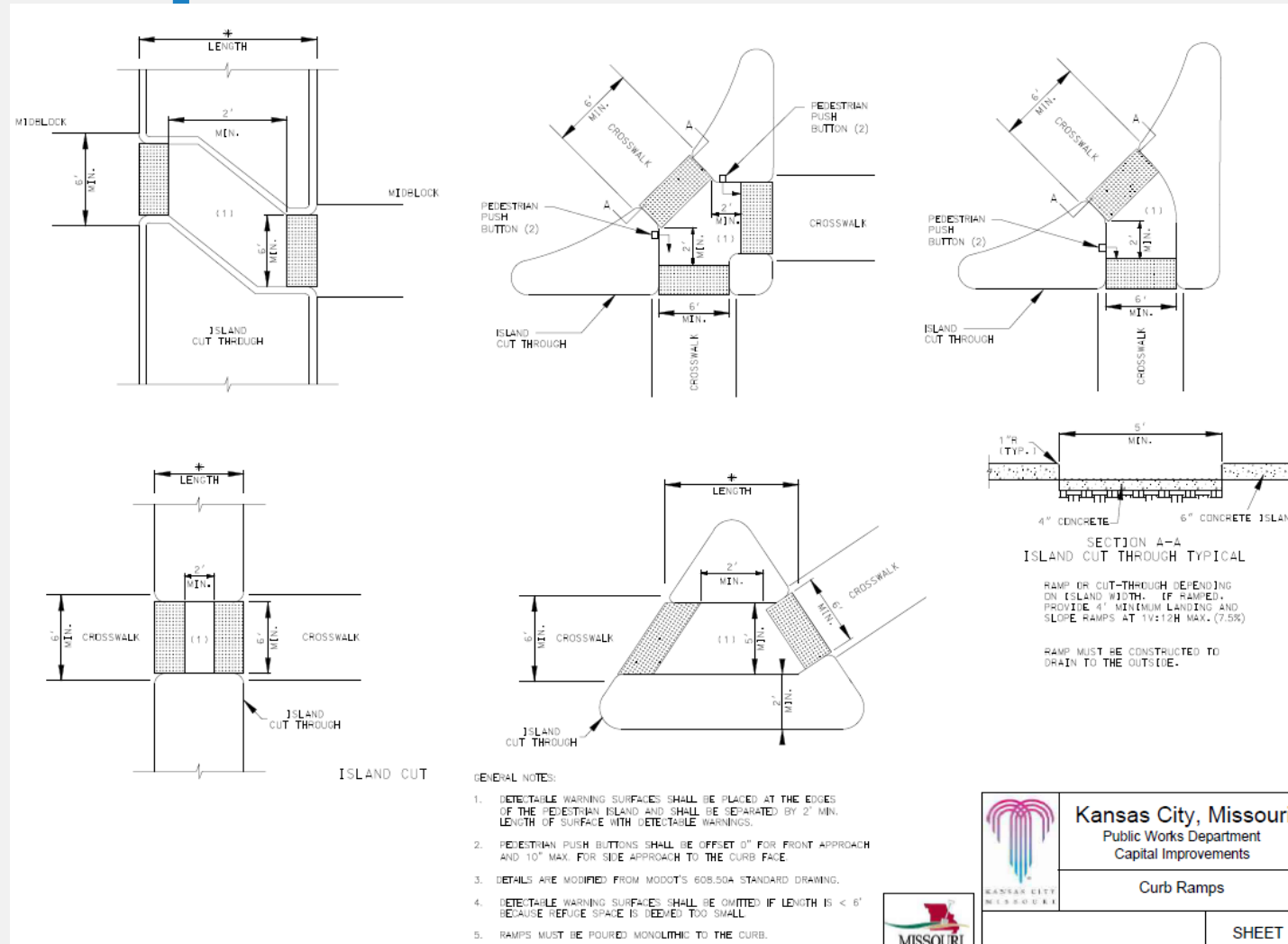
# ADA Ramps (2 of 4)-SW-1



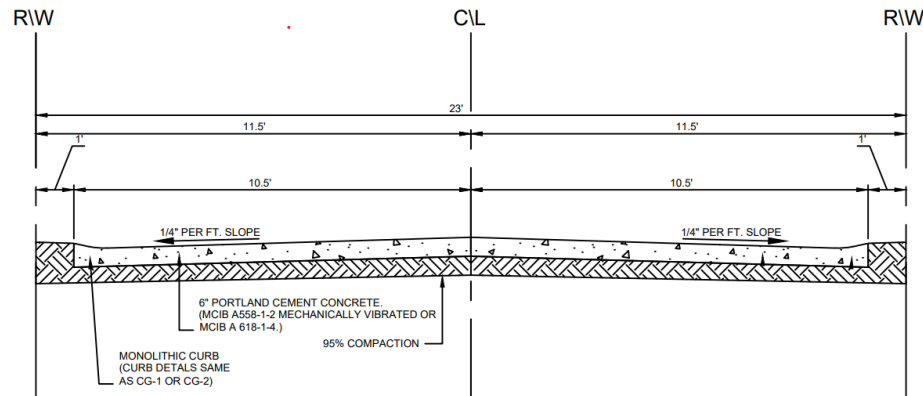
# ADA Ramps (3 of 4)-SW-1



# ADA Ramps (4 of 4)-SW-1



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

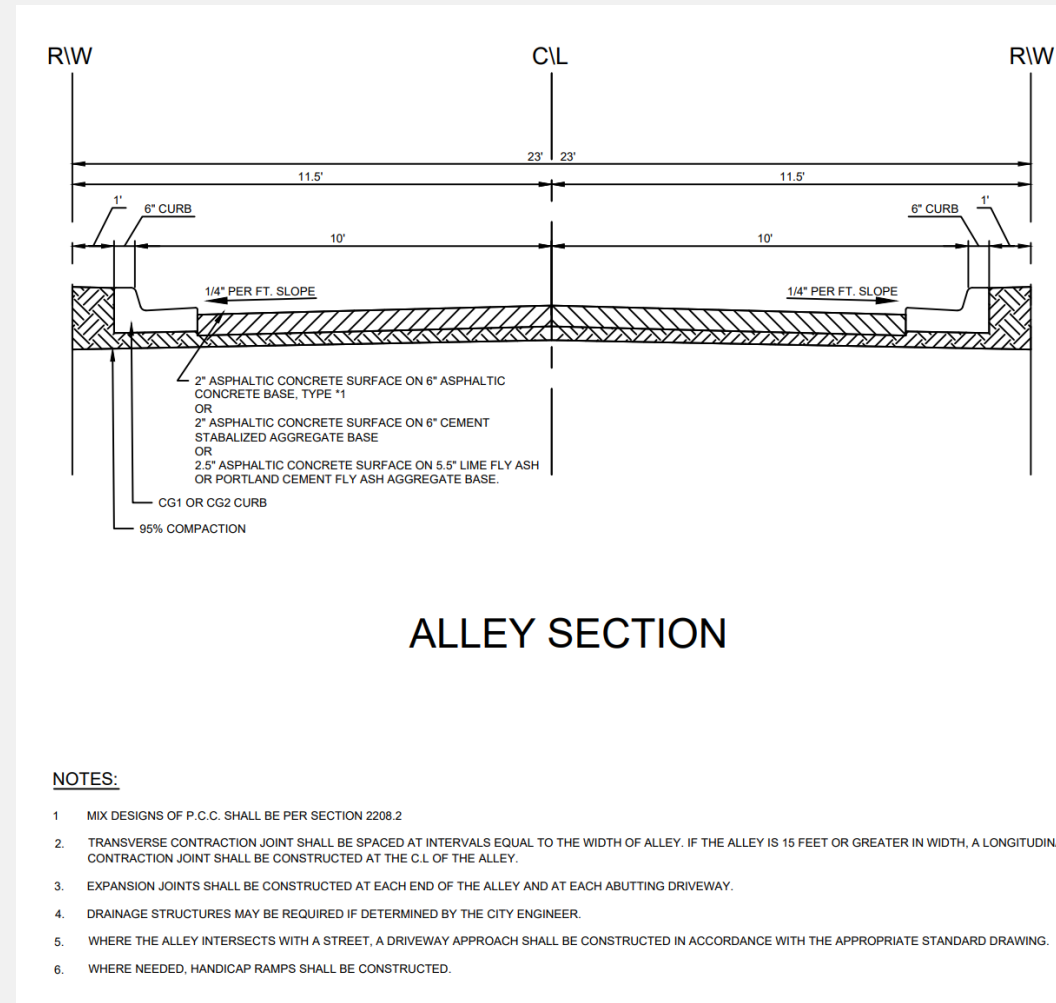


ALLEY SECTION

**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



## 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).***