

STREETS, ALLEYS, RIGHT of WAY, & OTHER ASSOCIATED CONSTRUCTION

The following criteria provides uniform procedures for designing and checking the design of streets. The following information is not to be construed as all-inclusive, but rather a summarized version for an efficient guideline. It is still the responsibility of the owner of the proposed construction to obtain a competent, licensed engineer for the design and preparation of construction specifications and drawings along with other required State and Federal permits. Also included are supplemental specifications that the City requires. Modifications may be made, as conditions warrant, therefore always check with City Hall for the most current version, before beginning any project

On January 18, 2005 revisions to the city's Municipal Code, concerning Access Management became effective. **Municipal Code: Chapter 7, Article IX: Access Management.**

On August 17, 2004 revisions to the city's Municipal Code, concerning Private Driveways, Private Alleys, and Alley Paving Requirements became effective. **Municipal Code: Chapter 10, Article IV: Subdivisions, Private Driveways, Private Alleys, and Alley Paving.**

The entire municipal ordinance and documents may be downloaded from:
<http://www.municode.com/Resources/gateway.asp?pid=12023&sid=25>

The City of Cameron has adopted the, Standard Specification and Design Criteria, Volume I, Division II, Section 2200, Paving, Standard Specification and Design Criteria, Volume II, Division V, Section 5200, Streets, as published by the Kansas City Metropolitan Chapter of the American Public Works Association (KC-APWA), except as amended in the following sections. The entire APWA 2600 Document may be downloaded from <http://www.kcapwa.net/docs/specs/APWA2200.pdf> and <http://www.kcapwa.net/docs/specs/APWA5200.pdf>

The city has also adopted the Division III, Standard Drawings Volume III, Drawing Numbers C-1, ST-1, ST-2, SW-1, UD-1, and JB-1, as published by the Kansas City Metropolitan Chapter of the American Public Works Association (KC-APWA), except as amended in the following sections. The entire APWA Standard Drawings may be downloaded from <http://www.kcapwa.net/docs/specs/APWAStdDwgs.pdf>.

The following amendments and additions shall apply to the APWA sections pertaining to streets.

ADDITIONS

- The owner of proposed construction shall be responsible for all costs associated with testing to insure a quality product, throughout the design phase to final construction testing.
- Any trench excavation under a proposed roadway shall also be compacted to 95% of the standard proctor maximum density of the material used.
- The city will provide and install all applicable street signs for development and owner shall reimburse City for costs of signs and installation.

CHANGES

- Section 2202.2: Delete this entire section and use MoDot specifications for a Type V stone aggregate.
- Section 2205: The asphalt surface mix shall conform to MoDot specifications for a BP-1.
- Section 2206 & 2208: For Asphalt: Or an approved equal emulsified crack sealant composed of a petroleum oils and asphalts uniformly emulsified with water, conforming to the requirements below:

Table 1 Emulsified Crack Sealer Requirements

Property	Test Method	Requirements
Viscosity, 25°C, SFS	ASTM D244	25-150
Sieve Test, w%	ASTM D244 (Mod)¹	0.1 Max.
Particle Charge	ASTM D244	Positive
1-day Settlement, w%	ASTM D244	1.0 Max.
Residue, w%	ASTM D244 (Mod)²	64.0 Min.
Tests on the Residue:		
Viscosity, 60°C, cSt	ASTM D2170	2000-8000
Maltene Distribution Ratio (Polar Compounds) + (First Acidaffins) (Saturates) + (Second Acidaffins)	ASTM D2006-70	0.7-1.1
Polar Compounds/Saturates Ratio	ASTM D2006-70	0.5 Min.
Asphaltenes, w%	ASTM D2006-70	11.0 Max.
<p>¹Test procedure identical with ASTM D244 except that distilled water shall be used in place of two percent sodium oleate solution.</p> <p>²ASTM D244 Evaporation Test for percent residue is modified by heating a 50 gram sample to 149°C (300°F) until foaming ceases, then cooling immediately and calculating results.</p>		

- Section 2206.3-2206.4: Does not apply and should not be used. If a pavement treatment is required to prevent the intrusion of surface water, a CRF® Restorative Seal, or equal shall be used.
- Section 2209.3: No integral curb and guttering.
- Section 5202:
The lowest classification of street in Cameron shall be the Residential Local.
Residential Local Streets shall have a R/W width of 50 ft
Residential Collector Streets shall have a R/W width of 70 ft
Residential Local streets shall use a CG-2 curb and gutter, and majority of the Residential Collector Streets and above shall use a CG-1 curb and gutter, (for final determination on which type, contact the Public Works Director).
Minimum radii for Residential Local shall be twenty-five feet (25')

Approved: 11-21-06