



CITY OF LEE'S SUMMIT

PUBLIC WORKS DEPARTMENT ENGINEERING DIVISION

Unimproved Road Policy

On September 8, 2005, City Council provided direction to staff on the interpretation of adequate infrastructure, in particular how it relates to unimproved roads and proposed developments. The following guidelines were developed for staff to use in discussions with the development community. It should be pointed out, however, that these are guidelines only and that each development should be judged on its own merit.

- Unimproved roads are those roadways which are generally defined as narrow in width (18-20 feet), with drainage ditches adjacent to the roadway.
- Residential development may be permitted on unimproved roads so long as two lanes are provided continuously along the roadway. Narrow culverts and/or bridges that reduce the roadway to one-way (16 feet or less in width) will need to be improved to accommodate two-way traffic. Development may occur until the roadway reaches approximately 50% of the capacity, or 5,000 vehicles per day.
- No industrial or commercial developments will be permitted on unimproved roads.
- All development may be permitted on roadways improved to the interim standard until the roadway reaches approximately 80% or capacity, or 8,000 vehicles per day. The interim standard is generally defined as a minimum of two 12-foot lanes with six-foot grass shoulders.
- The physical condition of the roadway will also be taken into consideration with developments on unimproved roads, including pavement conditions and drainage issues.
- Staff will continue to evaluate each project on an individual basis.

Examples of unimproved roads include portions of Chipman Road, Sampson Road, Pryor Road, Hamblen Road, Scherer Road, Ranson Road, Hook Road, Jefferson Street, Stuart Road, and Ward Road.



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