



LEE'S SUMMIT

MISSOURI

Unimproved Road Policy

This policy, adopted by City Council, provides direction for staff to use in consideration of proposed development. The following criteria and design standards are intended to guide development activity impacting roadways constructed to unimproved and/or interim standards. It should be noted, however, that deviations are permitted by the City Engineer at his or her discretion and each development should be judged on its own merit.

Unimproved Roads:

- Unimproved roads are those roadways which are generally defined as narrow in width (<22 feet of pavement) consistent with a rural character.
- No residential subdivision (preliminary plat or major plat), industrial or commercial developments will be permitted on unimproved roads.
- Residential development processed without a preliminary plat or major plat (i.e. minor plat) may be permitted on unimproved roads so long as two paved travel lanes are provided continuously along the roadway (i.e. more than 20 feet in road width) except where subsequent traffic volume limits have been surpassed. Narrow one-lane sections, culverts and/or bridges that reduce the roadway to one-way traffic will need to be improved to the interim road standard [as described below](#).
- Permitted development may occur until the unimproved roadway reaches approximately 50% of its capacity, or 5,000 vehicles per day, at which time the roadway requires an interim road standard for any development activity.
- The physical condition of the roadway will also be taken into consideration for development impacting unimproved roads, including pavement and drainage issues.

Examples of unimproved roads include portions of Chipman Road, Sampson Road (south of Scherer Road), Stuart Road.

Interim Roads:

- The interim standard is generally defined as a minimum of two 12-foot travel lanes with six-foot paved shoulders. The paved shoulder may have a cross slope that matches the cross slope of adjacent vehicular lanes (but no more than 2%).
- Development may be permitted on roadways improved to the interim standard until the roadway reaches approximately 80% of capacity or 11,000 vehicles per day, a theoretical level of service (LOS) D and capacity based on two-lane rural roadways with limited access consistent with the City's Access Management Code for Arterial roads. The urban standard provides a more mature community context with typical elements of curb,

sidewalk, shared-use path, street lighting, and other commonly planned infrastructure networks and systems.

- Development that is non-residential and adjacent to an interim roadway shall require improvements of the adjacent interim standard road, both sides, to an urban standard.
- Where the capacity limit of the interim road is exceeded the entire length of roadway adjacent to development and extending in both directions of travel to the nearest urban arterial street intersections where development related trips have a projected impact shall be improved to an urban standard having a capacity identified in the Thoroughfare Master Plan.
- Local Streets and Collectors shall be constructed to, or improved to, an urban standard for any development; there should be no interim standard Local or Collector associated with development activity.

Examples of interim roads include portions of Pryor Road (south of Longview Road), Hook Road, Jefferson Street (south of Scherer Road), Todd George Parkway (north of Colbern Road), and Strother Road