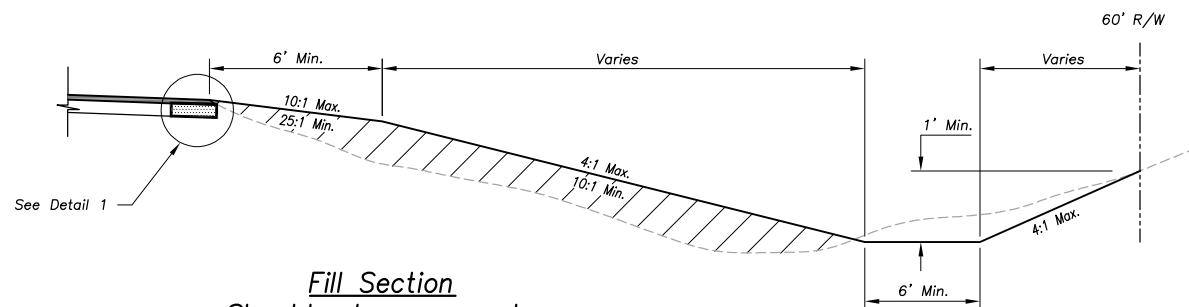
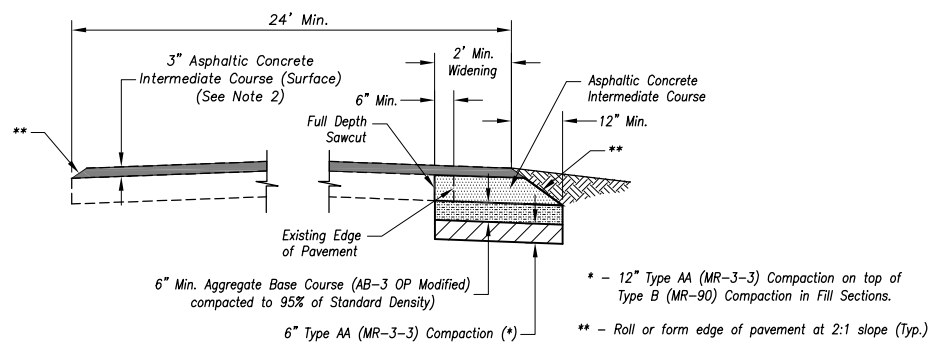


**Grading along Platted Subdivision
Adjacent to Unimproved Thoroughfare
(Cut Section)**



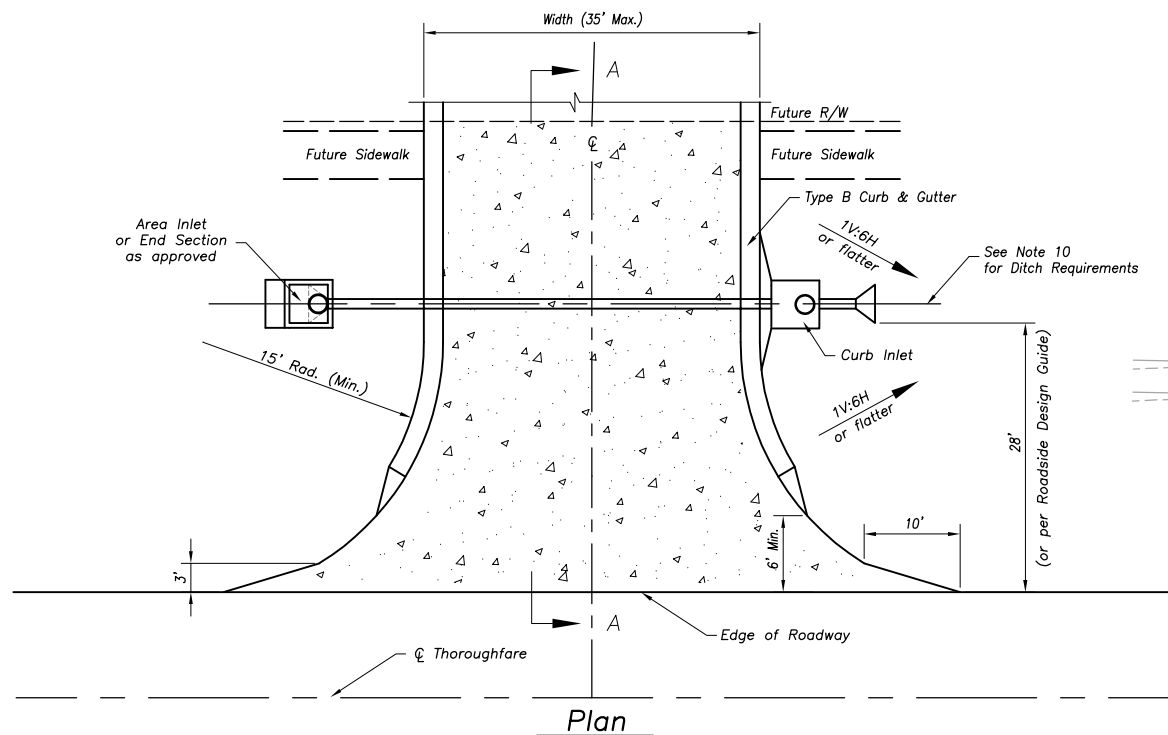
**Fill Section
Shoulder Improvements**
Not to Scale



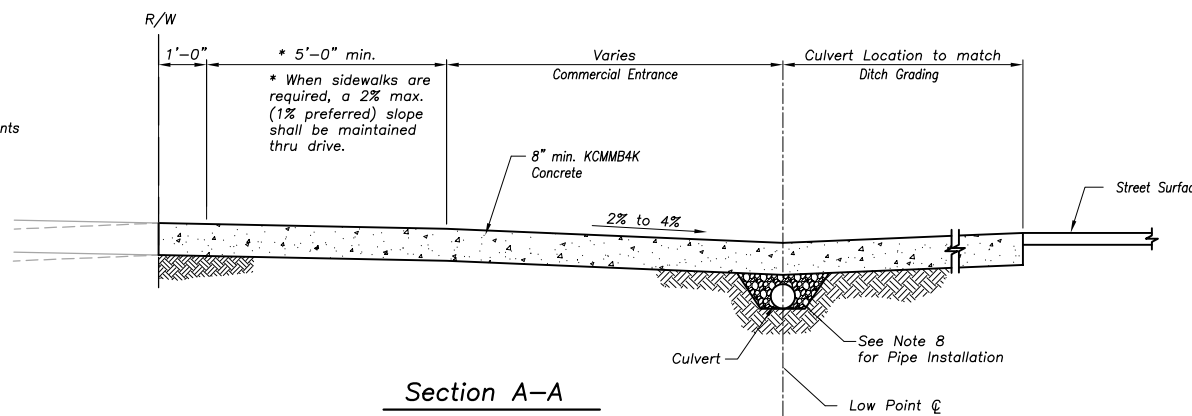
Detail 1

Not to Scale

UNIMPROVED THOROUGHFARE GRADING



Plan



Section A-A
Not to Scale

COMMERCIAL ENTRANCE ON UNIMPROVED THOROUGHFARE

Unimproved Thoroughfare Grading Notes:

1. Overland Park Municipal Code (OPMC) and Overland Park Design and Construction Standards Manual (OPDCSM) are incorporated, except as otherwise noted.
2. In accordance with OPMC Chapter 18.460.260, if the existing pavement is irregular, excessively deteriorated, constructed of material other than asphaltic concrete, or the asphalt is less than 3 inches thick, then the entire street section shall be overlaid with 3 inches of Asphaltic Concrete Intermediate Course (Surface). Overlay thickness of less than 3 inches may be installed as determined by the City Engineer.
3. If the existing pavement section is less than 22 feet in width, the pavement shall be widened to a minimum width of 24 feet. Additional thickness shall be applied as necessary to create a cross slope of 2%.
4. Any cross road pipes, driveway or street culverts, and other clear zone obstructions on the widened side of the roadway shall be modified as necessary to meet the requirements of the AASHTO Roadside Design Guide. If this is not practical, installation of guardrails may be required as determined by the City Engineer.
5. Shoulders for the widened section shall match the existing shoulder materials within the project limits.
6. Ditch sections shall be designed to carry the 10-year design flow. Minimum longitudinal ditch slope shall be 2% (2.5% preferred).
7. The contractor shall sod all disturbed areas within the public street Right-of-Way adjacent to developed property. The contractor shall sod or seed and mulch all disturbed areas within or outside of the public street Right-of-Way adjacent to undeveloped property.

Commercial Entrance on Unimproved Thoroughfare:

1. Overland Park Municipal Code (OPMC) and Overland Park Design and Construction Standards Manual (OPDCSM) are incorporated, except as otherwise noted.
2. KCMMB4K concrete shall be used throughout.
3. Culvert diameter to be approved by the City Engineer. The size of the drive culvert shall be a minimum of 12" diameter and designed for at least a 10-year storm event. The slope of the pipe shall be a minimum of 0.5%.
4. Culvert shall be RCP or HDPE, meeting the City's specifications for storm pipe. CMP pipe is not allowed.
5. Bell-and-Spigot gasketed joints or manufactured coupling bands are required with HDPE.
6. Inspection of driveway forms is required prior to pouring of concrete.
7. Compacted granular backfill is required with HDPE. The backfill material shall be ASTM Class 1 Material, KDOT PB-3, or as approved by the City Engineer. There shall be a minimum of 12" cover for HDPE pipe.
8. Refer to the City of Overland Park RCP Installation Standard Detail for guidance. There shall be a minimum of 6" cover for RCP pipe.
9. Top of concrete to be level with road surface.
10. Ditch needs to be cleaned both upstream and downstream. Obtain 2.5% minimum slope in the ditch. Refer to the City of Overland Park R.E. District Ditch Street Typical Section Standard Detail for additional requirements.
11. Driveway culverts shall be cut to match the driveway slope.
12. Depending on location the culverts may require bar grates or other end treatment when larger than 24" in diameter.
13. Refer to the current addition of the AASHTO Roadside Design Guide for additional information on the construction of the driveway and the placement of the driveway culvert to allow sufficient clear zone and flare rates.

Year 2022 Edition

REVISIONS:	
Feb. 2008	OPMC Reference
RELATED ORDINANCES:	
OPMC Title 13	
OPMC Title 18	

OVERLAND PARK
KANSAS

ABOVE AND BEYOND. BY DESIGN.

DEPARTMENT OF PUBLIC WORKS
STANDARD DETAILS

UNIMPROVED THOROUGHFARE MODIFICATION