

WELCOME!

52nd & Bennington Improvement Project

CONCEPTUAL DESIGN MEETING

This meeting is an “open house” allowing you to move at your own pace between stations and ask questions of city staff and their consultants.



ABOUT THE PROJECT

PROJECT PURPOSE AND NEED

The NE 52nd St. and N Bennington Ave. Roadway Improvement Project aims to enhance safety and accessibility in the area while addressing existing challenges. Three design options have been proposed, each with a focus on the city's right-of-way constraints and ensuring compliance with safety standards. For NE 52nd St., the options range from maintaining full city standards with wider lanes and sidewalks on both sides, to more practical designs that adjust lane widths and reduce sidewalks to fit better within the available space. Similarly, for N Bennington Ave., the options explore variations in lane widths, sidewalk placements, and slope adjustments to minimize impact on existing structures and land use. Each design prioritizes safety, particularly in areas with steep grades and tight curves, while balancing the need for minimal disruption to the surrounding community.

NORTH BENNINGTON AVENUE OPTIONS

Option 1

Meets KCMO standards with 12-foot lanes but exceeds right-of-way and requires significant cut/fill.

Option 2

Uses 11-foot lanes and one sidewalk, fitting some areas but still needing extra right-of-way.

Option 3

Narrows lanes to 9 feet, removes new sidewalks, and retains key aspects of Option 2 for safety.

NE 52ND STREET OPTIONS

Option 1

Meets full city standards with two sidewalks but requires significant modifications due to steep curves and width constraints.

Option 2

Minimizes impact by using narrower lanes and a single sidewalk, fitting within the city's right-of-way.

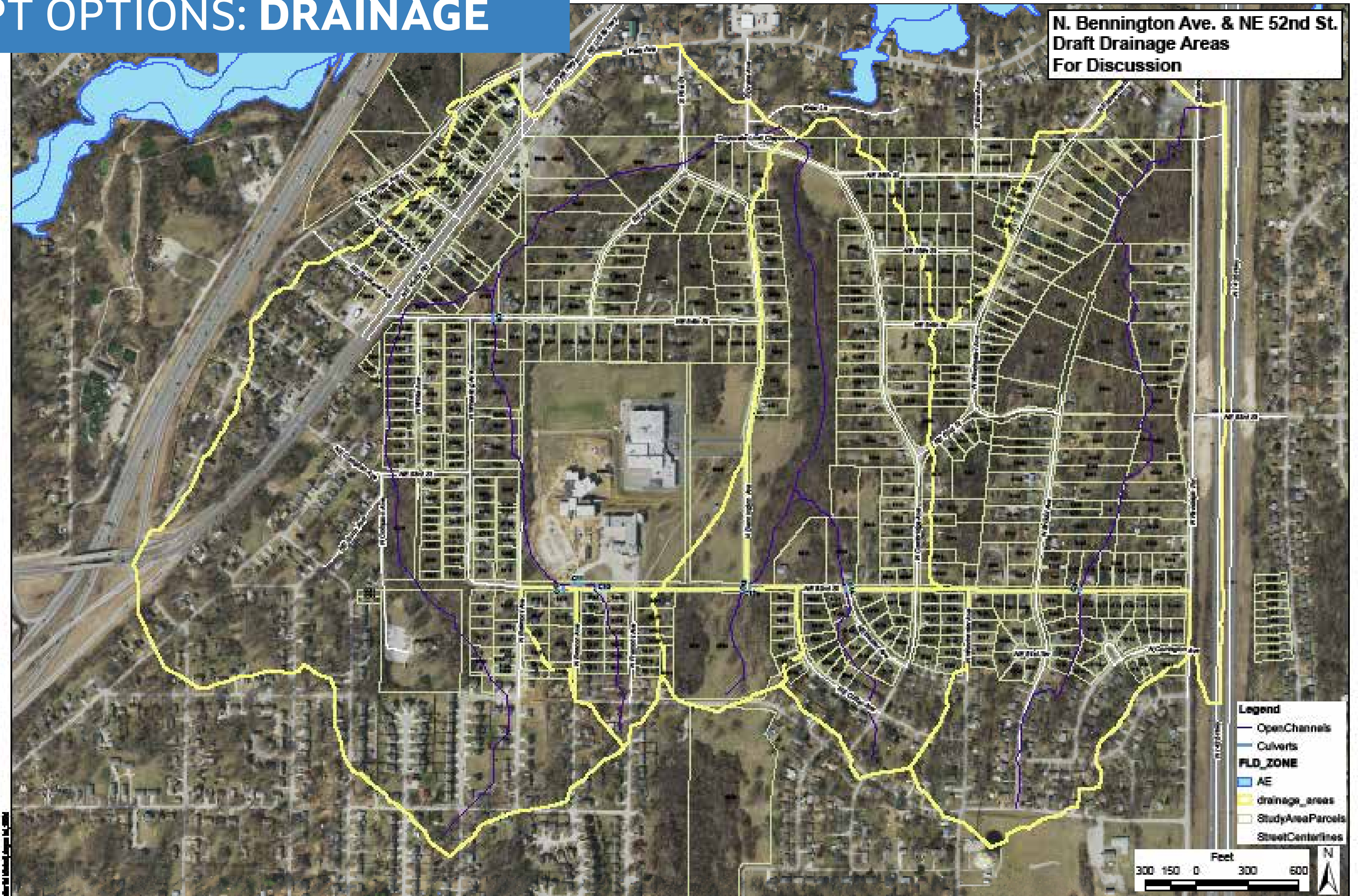
Option 3

Similar to Option 2 with an adjusted grade near N Bristol Ave. to reduce construction impact on driveways.

PROJECT STATUS

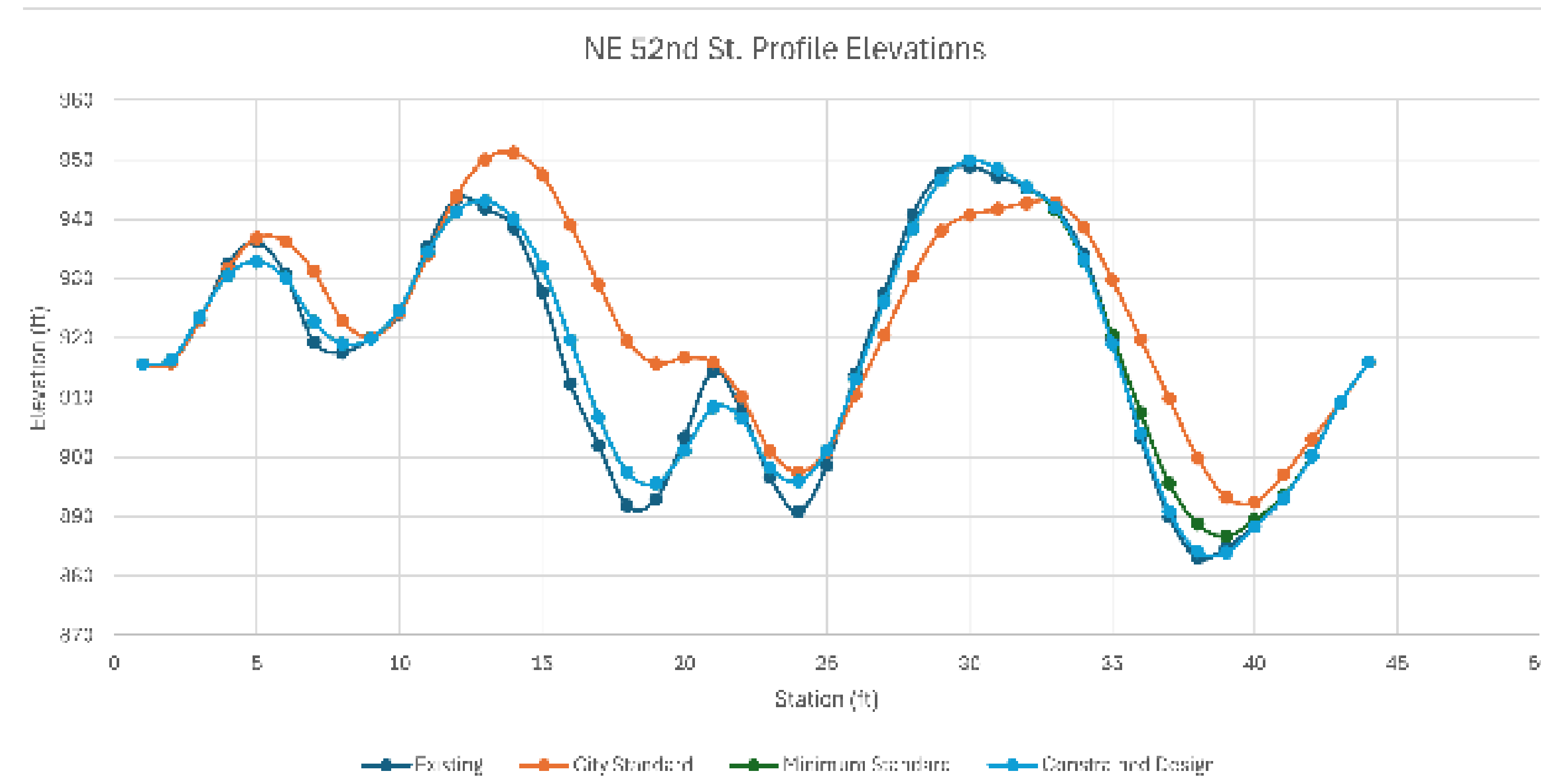
This preliminary study will wrap up following public input in the fall of 2024. The information from this study will be utilized by the city to determine how to proceed with the ultimate design and construction. As of this time, there is no funding identified for construction.

CONCEPT OPTIONS: DRAINAGE



CONCEPT OPTIONS: NE 52ND STREET

ELEVATION



OPTION A: TWO LANE ROAD WITH SIDEWALK

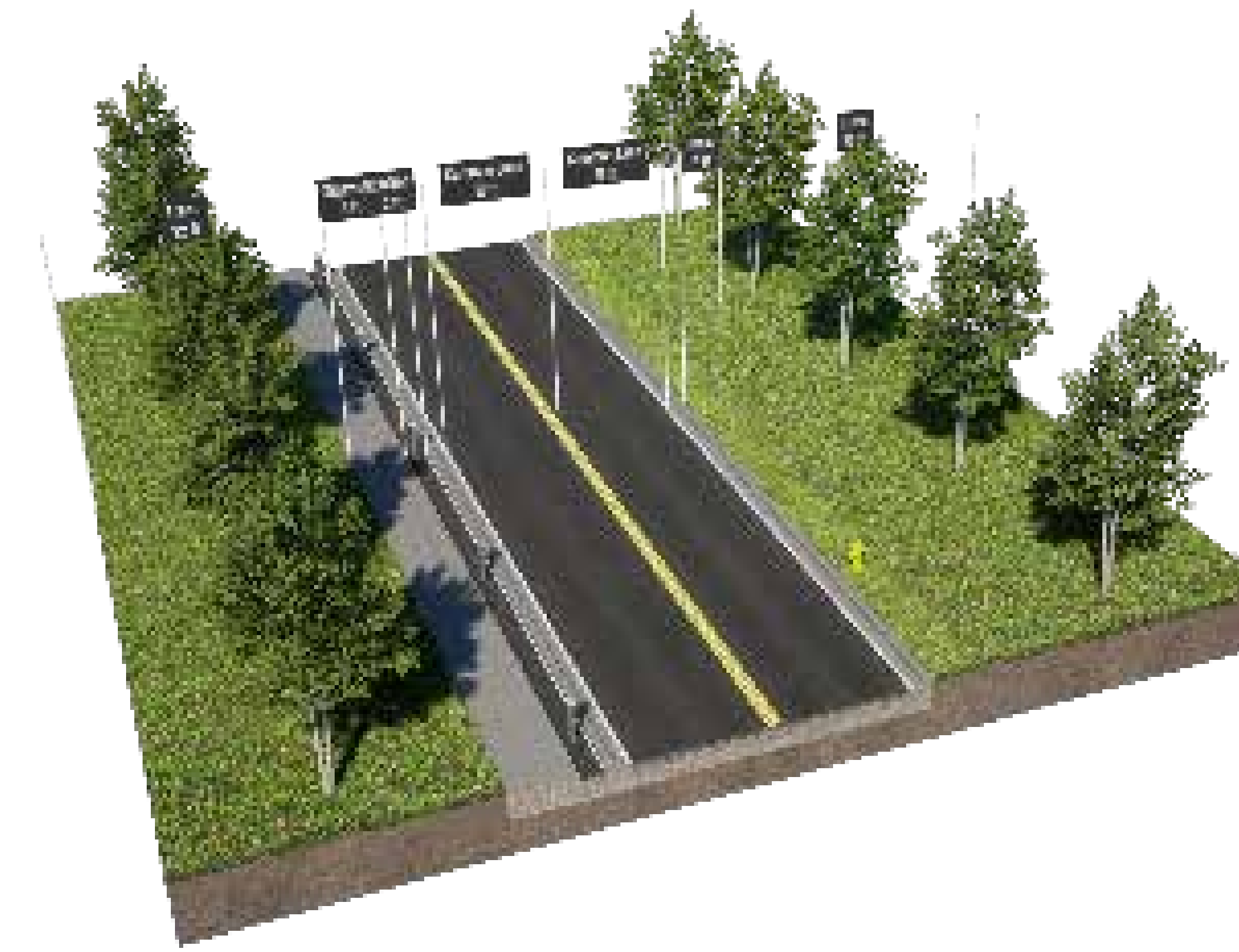


CITY STANDARD



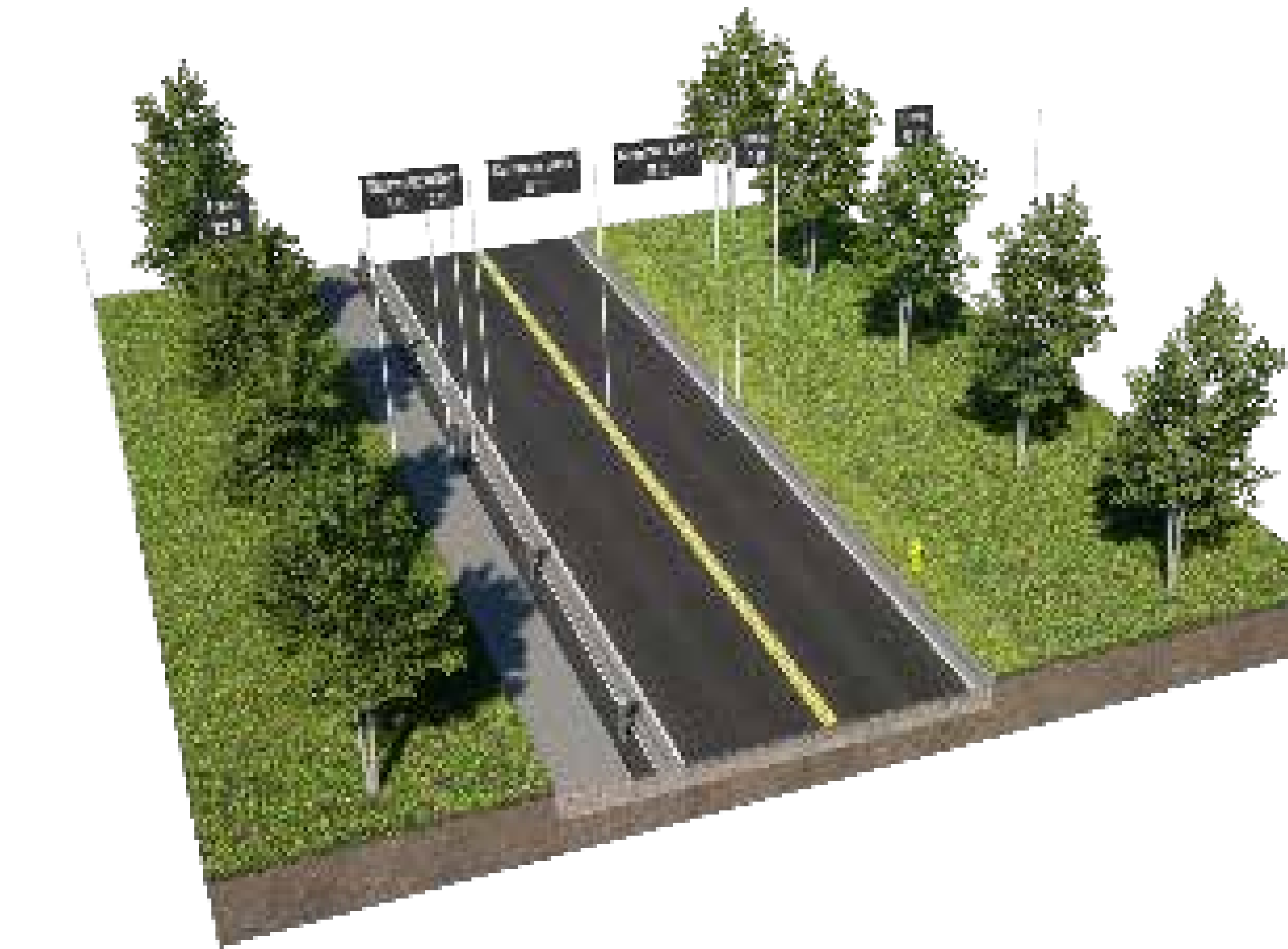
- Meets Kansas City residential street standards with two 12-foot lanes, curbs, gutters, and 5-foot sidewalks on both sides.
- Maintains existing sidewalks between N Wheeling Ave. and N Bennington Ave.
- Slopes are within safe limits; curve design adjusted for enhanced safety using national guidelines.
- Requires significant changes in elevation at some driveways and intersections.
- Proposed width exceeds the available city right-of-way, making it less feasible.

CITY MINIMUM



- Uses narrower 11-foot lanes and includes a sidewalk on the north side with a curb buffer.
- Preserves existing sidewalks between N Wheeling Ave. and N Bennington Ave.
- Total width reduced to 31 feet, fitting within the city's 40-60 foot right-of-way.
- Road slope adjusted to match the city's maximum limit of 13%.
- Smaller cut and fill areas (around 7 feet) mostly near N Bennington Ave., NE Cotter Ave., NE Baxter Ave., and N Bristol Ave.
- Ensures safe stopping distances using national guidelines.

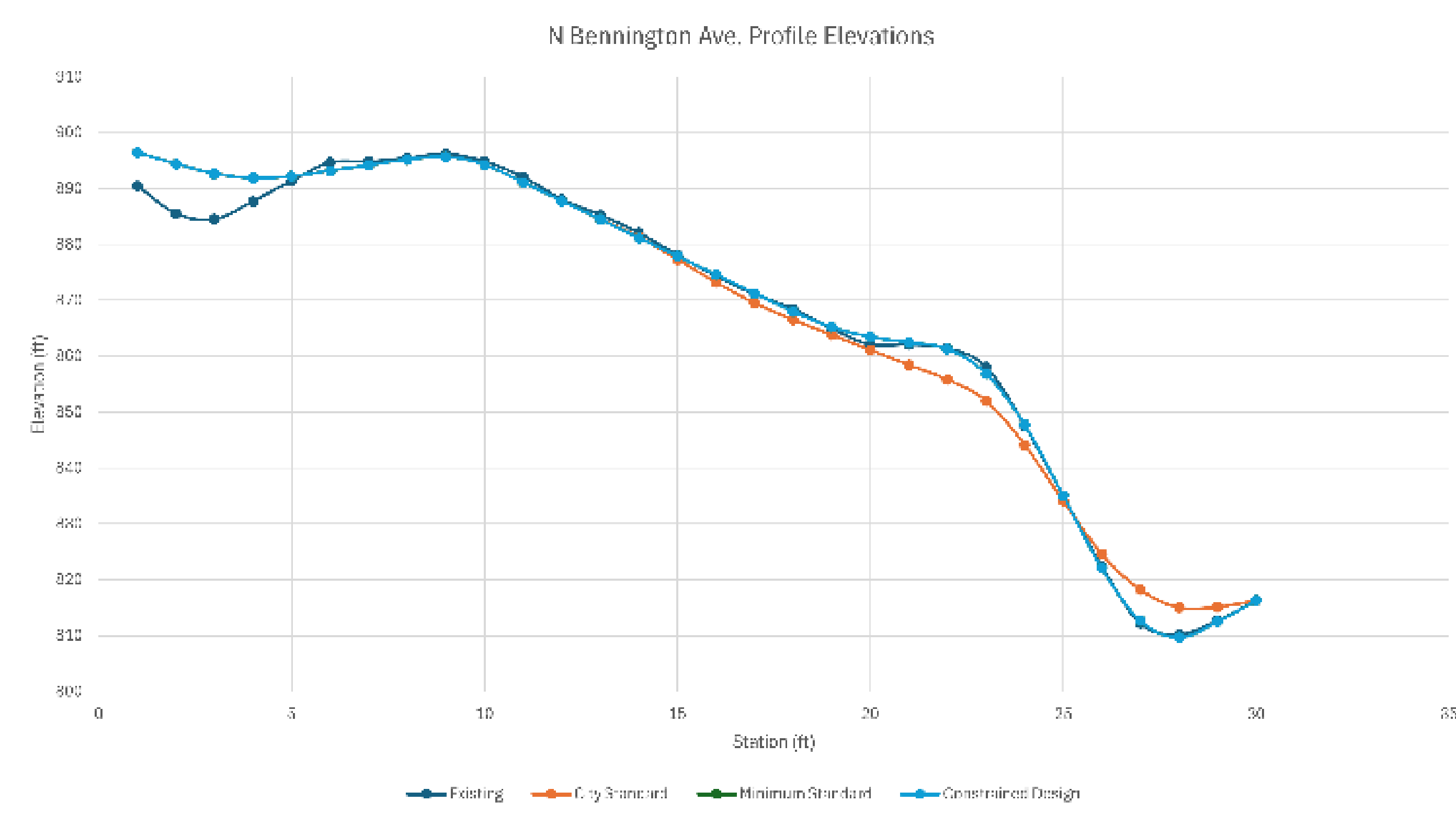
CONSTRAINED DESIGN



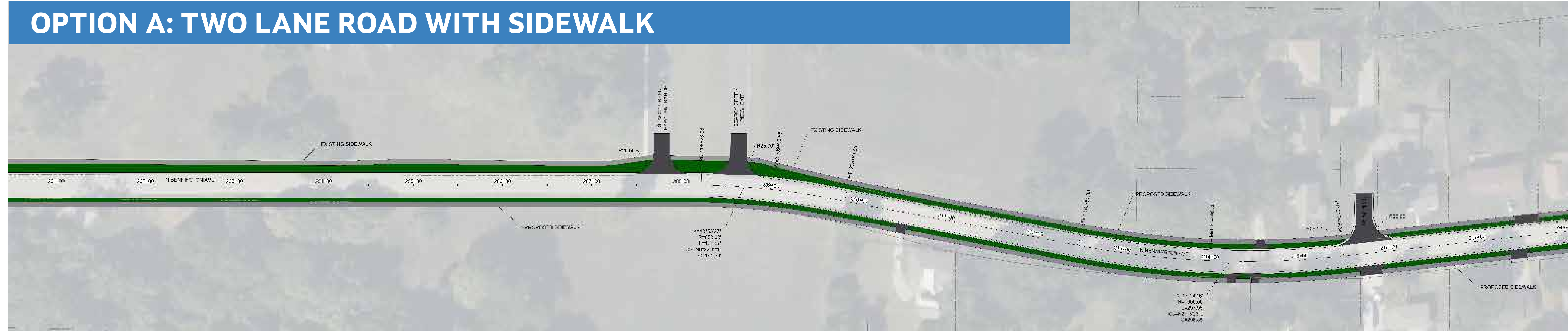
- Increases grade from 13% to 15% near NE 52nd St. and N Bristol Ave. for reduced impact to adjacent properties.
- More closely matches the proposed profile to the existing ground, reducing fill from seven feet to two feet.
- Reduces reconstruction needed for five driveways in this area.
- All other aspects remain the same as Option 2.

CONCEPT OPTIONS: NORTH BENNINGTON AVENUE

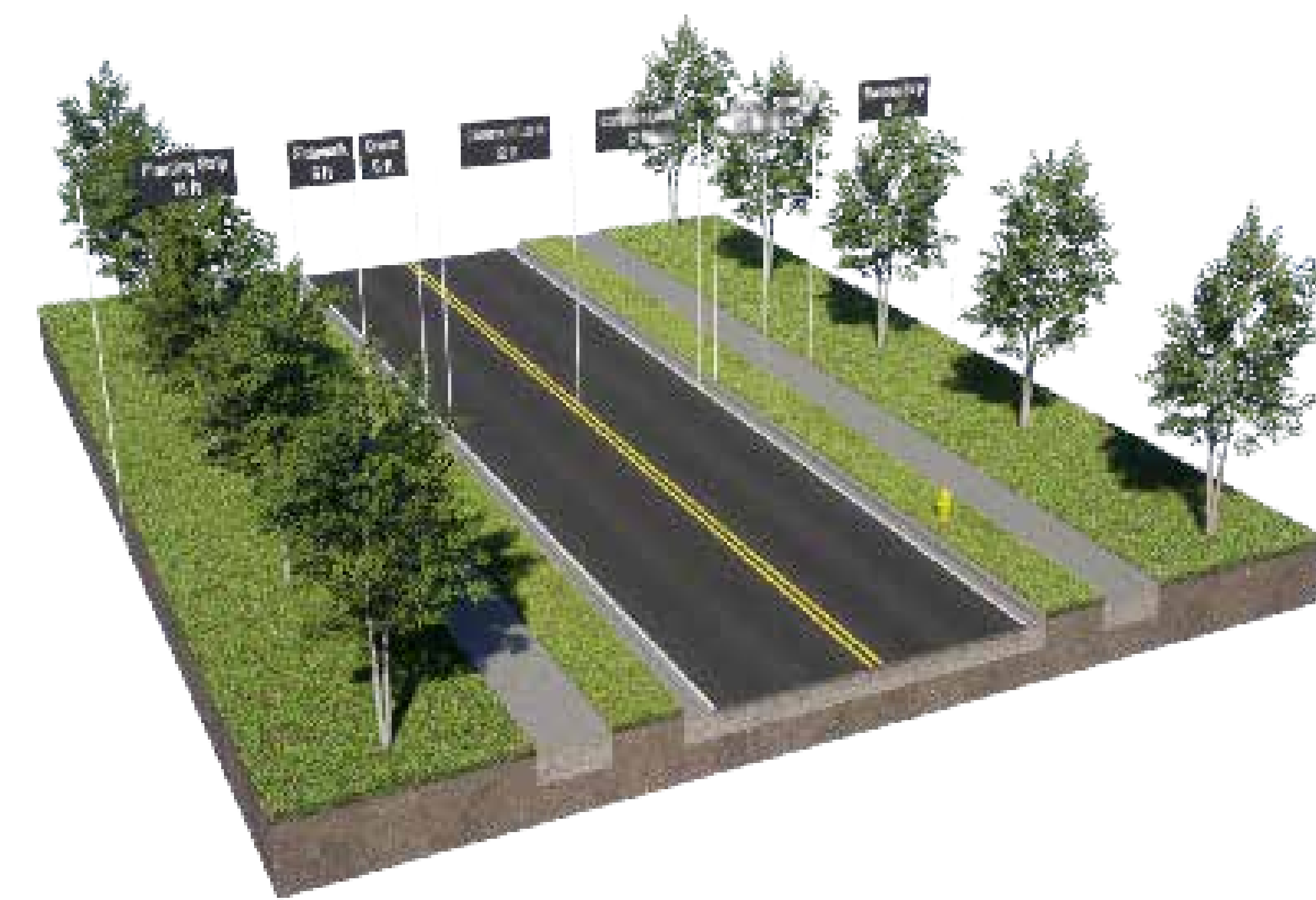
ELEVATION



OPTION A: TWO LANE ROAD WITH SIDEWALK

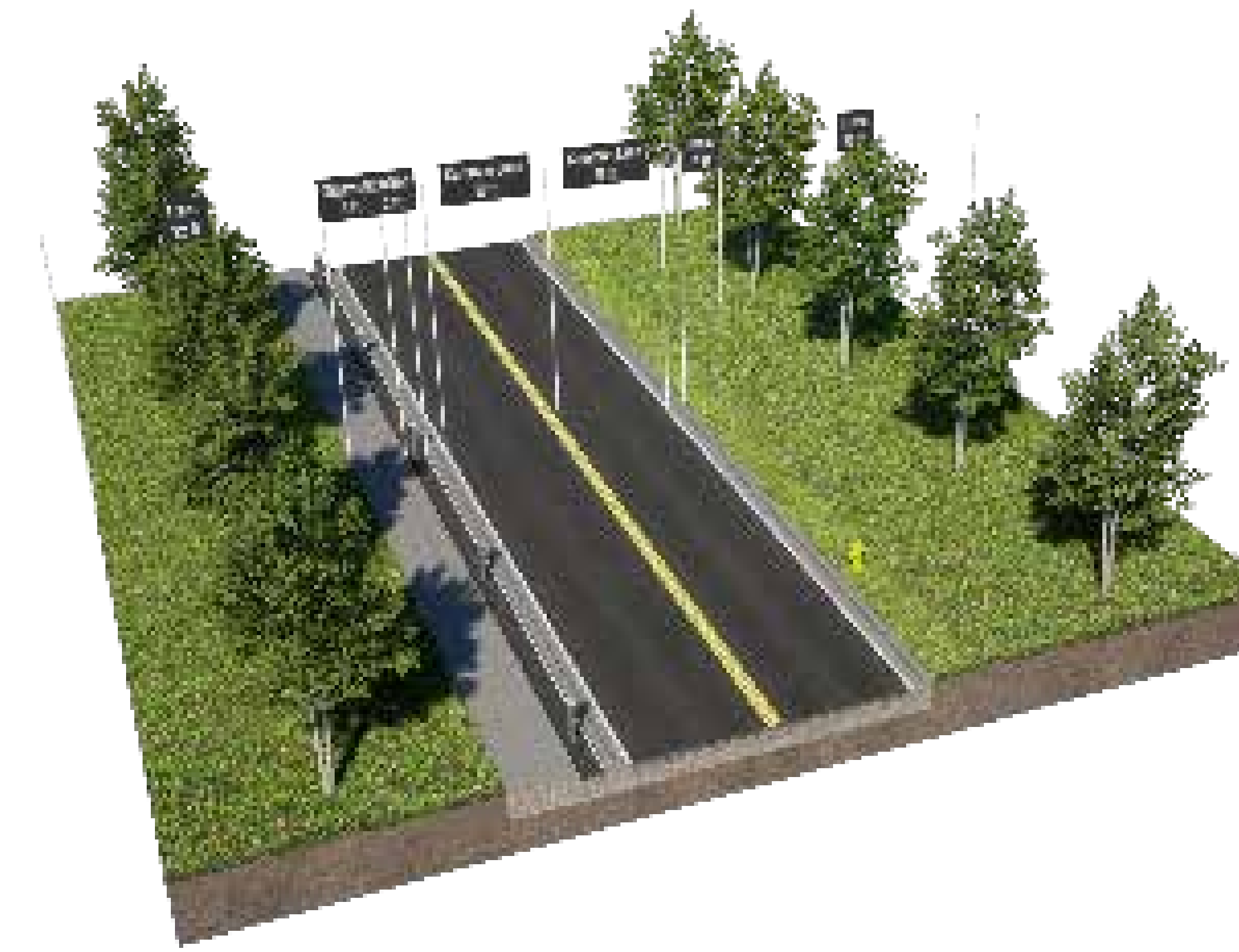


CITY STANDARD



- Meets Kansas City standards with two 12-foot lanes, curbs, and 5-foot sidewalks on both sides.
- Existing sidewalks between NE 52nd St. and NE 54th St. will remain unchanged.
- Road slope stays within the 10% limit.
- Requires cutting or filling about six feet near the end, affecting some driveways and the intersection at N Poe St.
- Total width of 48 feet exceeds the city's right-of-way, which is only 25-40 feet wide.
- Intersection with NE 52nd St. would be raised by about six feet, creating a large fill area on N Bennington Ave.

CITY MINIMUM



- Uses narrower 11-foot lanes with a sidewalk only on the west side.
- Existing sidewalks between NE 52nd St. and NE 54th St. remain unchanged.
- Road width is 31 feet, fitting better within the city's 25-40 foot right-of-way, but some land acquisition may be needed.
- Slope adjusted to stay within the 13% limit, with minimal cut or fill (up to two feet) required.
- Intersection with NE 52nd St. would be raised by about six feet, creating a large fill area.
- Design meets safety standards, with an adjusted curve near N Poe St. to ensure safe stopping distances.

CONSTRAINED DESIGN



- No new sidewalk added; existing sidewalk between NE 52nd St. and NE 54th St. remains.
- Reduces lane width to nine feet in both directions north of NE 54th St.
- All other aspects remain the same as Option 2.