

## INFORMATION SHEET

### Public Meeting

**PROJECT NUMBER:** S.P. 6914-19 Hwy 37 (Hwy 53 to Hwy 135)**MEETING LOCATION:** City Hall – City of Gilbert**DATE / TIME:** December 7, 2017, 5:30pm

- I. **Meeting Purpose** – Gather public input on project alternatives. MnDOT project extends through downtown Gilbert and this is the opportunity to address any safety concerns or make any changes to the roadway layout.
- II. **Programmed Project Work**
  - Highway Pavement Resurfacing, culvert replacements and Storm Sewer Repairs
  - ADA Improvements – Ramps and Spot Sidewalk Repair, Pedestrian Route extension to Alaska Avenue
  - Geometric Improvements – Right Turn Lanes at Circle drive, Deerwood Drive, West French Avenue, and Sta. 44 Road (West Connection). Construct Bypass Lane at County Road 97
  - City Utility Upgrades/Repairs – Sanitary Sewer, Water and Storm sewer
  - Schedule:
    - Bid opening November 2019 with construction starting the spring of 2020 and completed the fall of 2020
  - Current Budget: \$5.4 million
- III. **Complete Streets**
  - What is Complete Streets? Who is involved?
  - Goal was to meet with City Staff in Fall 2017 to discuss Complete Streets – vision for TH 37. Travel Lanes, Parking, Plantings, Bumpouts, Lighting, Amenities, other
  - Work Completed during Fall 2017:
    - Series of 3 meetings with City Staff and MnDOT Landscape Architect: Sept. 13, Oct. 3 and Oct. 23
    - ADA Field Walk on Oct. 25
    - Evaluation of existing condition
    - Discussion of City desires on TH 37 visioning
    - Development of project alternatives in urban section
      - Variations considered include:
        - Reducing travel lanes
        - Adding bikeway striping
        - Adding center medians
        - Construction of bumpouts at select intersections
- IV. **Layout Options** (Layouts & Typicals available on project website)
  - Concept 1 “Minimum” (Typical A & B)
    - Existing roadway lane configuration
    - Bumpouts at select locations
  - Concept 2 “Reduced Thru Lane” (Typical C & D)
    - Reduced Roadway Width from Kansas to New York
    - Existing roadway width unchanged from New York to TH 135
    - Thru lane reduced to 1
    - Remove median (Florida to New York)



- Addition of Center-Left-Turn through all of town
- Dedicated Bike Lane through town
- Added Median – Reduced access to Kansas Ave.
  - Item of Concern ‘Oversized Vehicle Passage’
- Bumpouts at select locations
- Concept 3 “Residential” (Typical E & A)
  - Kansas to Nebraska
    - Bumpouts at select locations
    - Thru lane reduced to 1
    - Raised median with dedicated left turn uphill
    - Added Median – Reduced access to Kansas Ave.
      - Item of Concern ‘Oversized Vehicle Passage’
  - Nebraska to TH 135
    - Existing roadway lane configuration
    - Bumpouts at select locations
- Concept 4 “Combo” (Typical F & A)
  - Kansas to Nebraska – Similar to concept #2
    - Reduced Roadway Width
    - Thru lane reduced to 1
    - Remove median (Florida to New York)
    - Addition of Center-Left-Turn
    - Added Median – Reduced access to Kansas Ave.
      - Item of Concern ‘Oversized Vehicle Passage’
    - No bike lane
    - Bumpouts at select locations
  - Nebraska to TH 135 – Same as concept #1
    - Bumpouts at select locations

**V. Other**

- Permitting Oversized Loads
- Cost Participation
- Right of Way – Temporary Easement

**VI. Next Steps**

- Based on input, develop construction cost estimates for each and define city contribution
- Finalize alternative selection (Goal of Jan. 2018)
- Proceed to project design

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 218-725-2745

**Project Website:** [www.dot.state.mn.us/d1/projects/hwy37-gilbert/](http://www.dot.state.mn.us/d1/projects/hwy37-gilbert/)

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# Comment Sheet

*Use this sheet to take notes or write comments on project alternatives. You can submit comment sheet to MnDOT staff at the end of the meeting, or feel free to email comments to the Project Manager – Michael Kalnbach*

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This image shows a full page of blank, lined paper. It features approximately 20 evenly spaced horizontal grey lines across its entire width, typical of notebook or legal stationery. The paper is otherwise completely empty, with no text, markings, or illustrations.

**Contact:** Michael Kalnbach – MnDOT Project Manager  
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