PROJECT HISTORY

THE TRUNK HIGHWAY 3 (ROBERT STREET) PROJECT INCLUDES RECONSTRUCTING A MINOR ARTERIAL IN WEST SAINT PAUL (DAKOTA COUNTY) AND THE CITY OF SAINT PAUL (RAMSEY COUNTY) FROM HASKELL ST E AND ANNAPOLIS ST E TO THE NORTHERN LIMITS OF ROBERT STREET BRIDGE OVER THE MISSISSIPPI RIVER (KELLOGG BOULEVARD). THE ROADWAY IS IDENTIFIED ON THE CITY OF SAINT PAUL TRANSPORTATION SAFETY ACTION PLAN AND WEST SIDE NEIGHBORHOOD SAFE ROUTES TO SCHOOL PLAN AS NEEDING SAFETY IMPROVEMENTS FOR PEDESTRIANS AND OVERLAPS WITH AN EQUITY PRIORITY AREA. SEVERAL SAFETY ISSUES AND RISK FACTORS ARE PRESENT ALONG THE CORRIDOR THAT CONTRIBUTE TO LESS-THAN-IDEAL SAFETY RESULTS INCLUDING VOLUME, SPEED, AND CROSSING DISTANCES.

LAYOUT HISTORY

SEPTEMBER 6, 2024 - DRAFT LAYOUT SUBMITTED FOR COMMENT.
JANUARY 15, 2025 - LAYOUT SUBMITTED TO GDSU AND LAC FOR COMMENT.
FEBRUARY/MARCH 2025 - LAYOUT REVISED BASED ON GDSU AND LAC SUBMITTAL FOR COMMENT.
APRIL 3, 2025 - LAYOUT SUBMITTED TO GDSU AND LAC FOR FORMAL REVIEW.
APRIL, 2025 - LAYOUT REVISED BASED ON FORMAL REVIEW.
MAY 16, 2025 - LAYOUT SUBMITTED FOR SIGNATURE.

LAYOUT NOTES

1. MNDOT WILL ACQUIRE ALL R/W NEEDED FOR THIS PROJECT.
2. POTENTIAL IMPACTS DUE TO THE PUBLIC & PRIVATE UTILITY WORK ARE NOT REPRESENTED ON THIS LAYOUT.
3. A DESIGN SPEED OF 25 MPH WAS USED FOR T.H. 3.
4. A DESIGN SPEED OF 20 MPH WAS USED FOR THE TWO-WAY BIKE.
5. T.H. 3 IS NOT A "CURRENT AND BEST" OSOW ROUTE
6. T.H. 3 IS NOT A HOUSE MOVING ROUTE.
7. PEDESTRIAN ACCOMMODATIONS WILL MEET ADA/PROWAG REQUIREMENTS.
8. ACCESS REVISIONS ARE IN COORDINATION WITH LANDOWNERS AND HAVE NOT BEEN FINALIZED.
9. CARRIAGE WALK LOCATIONS WERE BASED ON EXISTNG WALKS AND PUBLIC ENGAGEMENT WITH HOME OWNERS.

DESIGN EXCEPTIONS

NONE

DESIGN VARIANCES

INTERSECTION SIGHT DISTANCE WAS COMPUTED USING A MODIFIED CALCULATION METHOD REFLECTING THE URBAN ROADWAY CONTEXT AND USED THE FOLLOWING CRITERIA: DESIGN DECISION SET A MINIMUM OF 8 FEET FROM THE TRAVEL LANE, 20 MPH DESIGN SPEED, AND SIGHT LINES DRAWN TO THE FAR EDGE OF VEHICLE (2 FOOT OFFSET FROM LANE LINE). AT SOME INTERSECTIONS, WHEN POSSIBLE, DESIGN DECISION DISTANCE FROM TRAVEL LANE WAS INCREASED AND/OR A DESIGN SPEED OF 25 MPH WAS USED.

LAYOUT No. 1B COPY No. 1
T.H. 3 (ROBERT STREET)
FROM HURLEY ST E TO KELLOGG BLVD
IN ST. PAUL & WEST ST. PAUL
Prepared 5/16/2025 Scale: HOR. 1 INCH = 50 FT
By KLJ

The alignment and grades shown on this map are tentative and subject to change without notice.	Staff Approval Date:	The traffic volumes shown are estimated for year 2023,2036,2046 MnDOT TRAFFIC,KLJ Prepared SEPTEMBER 2023

S.P. 6217-50 T.H. 3 T9AC116 PPMS Activity 6233
S.P. 6217-59 T.H. 3 PPMS Activity
S.P. T.H. PPMS Activity
Copy To: For:

DESIGN FILE: K:\Projects\State\MN\DOT\2202-00914_TH 3 RobertStPre-Design\CAD\Layout\d621750_100lo.dgn
DATE: 5/16/2025

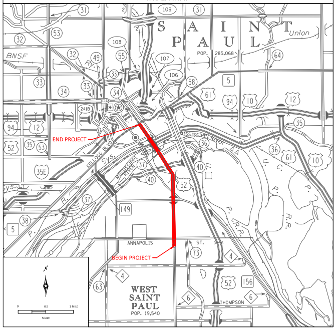
Level 1 LAYOUT APPROVAL

Programmed Letting Date MARCH 26, 2027
Reviewed By ______ Metro District Preliminary Design Engineer 20__
Reviewed By ______ Metro District Maintenance Operations Engineer 20__
Reviewed By ______ Metro District Traffic Engineer 20__
Reviewed By ______ State Geometrics Engineer 20__
Approved By ______ Metro District Engineer 20__
Approved By ______ State Design Engineer 20__

I HEREBY CERTIFY THAT THIS LAYOUT WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA.
NAME: KEVIN N NELSON LIC. NO. 53496 DATE: 05/16 2025

DEPARTMENT OF TRANSPORTATION

INDEX MAP


SAINT PAUL
POP. 285,068
Union
BNSF
END PROJECT
BEGIN PROJECT
KELLOGG BLVD
MISSISSIPPI RIVER
ANNAPOLIS
THOMPSON
WEST SAINT PAUL
POP. 19,540
SCALE
0 0.5 1 MILE

Outline Map of Minnesota showing location of the County within the State.

RAMSEY COUNTY

LEGEND

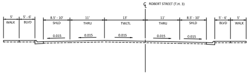
═	EXISTING ROADWAY	▨	CITY LIMITS
←	TRAFFIC DIRECTION	🟨	ROADWAY (INCLUDING TURN LANES)
	INPLACE R/W	🟦	SHOULDER
	CONSTRUCTION LIMITS	🟪	TRUCK APRON
	RETAINING WALL	🟧	BRIDGE/BRIDGE BARRIER
	GUARDRAIL		SIDEPATH/S-U PATH/ADA RAMP
XXX	ENTRANCE CLOSURE		CONCRETE BARRIER
		🟩	SEEDING
SRTS	SAFE ROUTES TO SCHOOL INTERSECTION		DRIVEWAY
			CONCRETE BLVD
T	BRT STATION		BIKE LANE
	EXISTING SIGNAL		CONCRETE CARRIAGE WALKS
			ENHANCED BUS STATION
	PROPOSED SIGNAL	🟥	CONCRETE WALK (MEDIAN) AND CURB & GUTTER
*	WILL BE DETERMINED POST PROJECT VIA SPEED STUDY	🟩	CONSTRUCTED BY OTHERS

SPECIFIC NOTES:

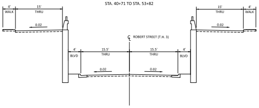
① PRIVATE RETAINING WALLS WILL BE EVALUATED IN FINAL DESIGN FOR REPLACEMENT BASED ON CONSTRUCTABILITY AND CONDITION. "TO REMAIN" AND "TO BE REPLACED" DESIGNATION ON THIS LAYOUT ARE PRELIMINARY AND SUBJECT TO CHANGE. CONSTRUCTION LIMITS ARE REFLECTIVE OF REPLACING THE RETAINING WALLS WHERE ANTICIPATED.

EXISTING TYPICAL SECTIONS

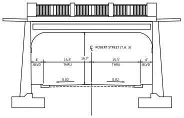
ROBERT STREET (T.H. 3)
ANNAPOLIS ST TO KING ST
STA. 10+00 TO STA. 40+71


ROBERT STREET (T.H. 3)
5' WALK
5' - 6' BLVD
8.5' - 10' SHLD
11' THRU
13' TWLTL
11' THRU
8.5' - 10' SHLD
5' - 6' BLVD
5' WALK
0.015

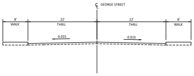
ROBERT STREET (T.H. 3)
KING ST TO CESAR CHAVEZ ST
STA. 40+71 TO STA. 53+82


4' WALK
15' THRU
0.02
ROBERT STREET (T.H. 3)
4' BLVD
15.5' THRU
15.5' THRU
4' BLVD
15' THRU
4' WALK

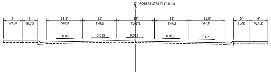
ROBERT STREET (T.H. 3)
(BR. NO. 90381)
STA. 46+91


ROBERT STREET (T.H. 3)
4' BLVD
15.5' THRU
16.7'
15.5' THRU
4' BLVD
0.02

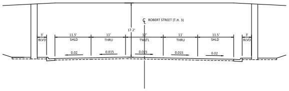
GEORGE ST
STA. 46+91


GEORGE STREET
8' WALK
22' THRU
22' THRU
8' WALK
0.015

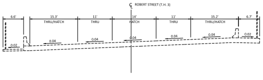
ROBERT STREET (T.H. 3)
CESAR CHAVEZ ST TO WOOD ST
STA. 53+82 TO STA. 68+58


ROBERT STREET (T.H. 3)
6' WALK
5' BLVD
11.5' SHLD
11' THRU
12' TWLTL
11' THRU
11.5' SHLD
5' BLVD
6' WALK
0.02
0.015

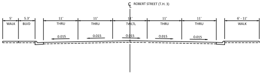
ROBERT STREET (T.H. 3)
(BR. NO. 91248)
STA. 62+61


ROBERT STREET (T.H. 3)
17.2'
3' BLVD
11.5' SHLD
11' THRU
12' TWLTL
11' THRU
11.5' SHLD
3' BLVD
0.02
0.015

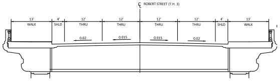
ROBERT STREET (T.H. 3)
WOOD ST TO PLATO BLVD
(BRIDGE NO. 62050)
STA. 68+58 TO STA. 79+72


ROBERT STREET (T.H. 3)
6.6'
15.3' THRU/HATCH
11' THRU
14' HATCH
11' THRU
15.2' THRU/HATCH
6.7'
0.02
0.04

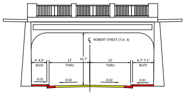
ROBERT STREET (T.H. 3)
PLATO BLVD TO FILLMORE AVE
STA. 79+72 TO STA. 92+11


ROBERT STREET (T.H. 3)
5' WALK
5.3' BLVD
11' THRU
11' THRU
11' TWLTL
11' THRU
11' THRU
6' - 11' WALK
0.015

ROBERT STREET (T.H. 3)
FILLMORE AVE TO KELLOGG BLVD
(BRIDGE NO. 9036)
STA. 92+11 TO STA. 112+20

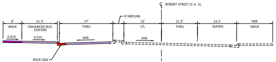

ROBERT STREET (T.H. 3)
13' WALK
4' SHLD
12' THRU
12' THRU
12' THRU
12' THRU
4' SHLD
13' WALK
0.02
0.015

ROBERT STREET (T.H. 3)
(BR. NO. 90381)
STA. 46+91

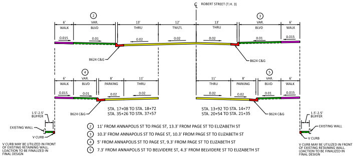

ROBERT STREET (T.H. 3)
4'-4.9' BLVD
13' THRU
16.7'
13' THRU
6.7'-7.1' BLVD
0.01
0.02

PROPOSED TYPICAL

ROBERT STREET (T.H. 3)
180' SOUTH OF E ANNAPOLIS ST TO E ANNAPOLIS ST
STA. 8+29 TO STA. 10+00


ROBERT STREET (T.H. 3)
4' MEDIAN
6' WALK
11.3' ENHANCED BUS STATION
17' THRU
12' LTL
11.5' THRU
12.5' TAPPER
VAR. WALK
0.015
VAR.
B924 C&G

ROBERT STREET (T.H. 3)
ANNAPOLIS ST TO E ELIZABETH ST
STA. 10+00 TO STA. 23+79
STA. 28+31 TO STA. 37+62

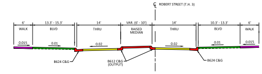

ROBERT STREET (T.H. 3)
②
6' WALK
VAR. BLVD
13' THRU
12' TWLTL
13' THRU
③
VAR. BLVD
6' WALK
0.015
0.01
0.02
B624 C&G
④
6' WALK
VAR. BLVD
8' PARKING
11' THRU
11' THRU
8' PARKING
⑤
VAR. BLVD
6' WALK
1.5'-2.5' BUFFER
EXISTING WALL
V CURB
V CURB MAY BE UTILIZED IN FRONT OF EXISTING RETAINING WALL. LOACTION TO BE FINALIZED IN FINAL DESIGN

STA. 17+08 TO STA. 18+72
STA. 35+26 TO STA. 37+57

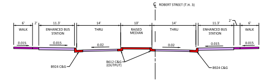
STA. 13+92 TO STA. 14+77
STA. 20+54 TO STA. 21+35

② 11' FROM ANNAPOLIS ST TO PAGE ST, 13.3' FROM PAGE ST TO ELIZABETH ST
③ 10.3' FROM ANNAPOLIS ST TO PAGE ST, 10.3' FROM PAGE ST TO ELIZABETH ST
④ 5' FROM ANNAPOLIS ST TO PAGE ST, 9.3' FROM PAGE ST TO ELIZABETH ST
⑤ 7.3' FROM ANNAPOLIS ST TO BELVIDERE ST, 4.3' FROM BELVIDERE ST TO ELIZABETH ST

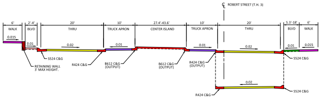
ROBERT STREET (T.H. 3)
ANNAPOLIS ST TO E ELIZABETH ST
MEDIAN LOCATIONS
E ANNAPOLIS ST - STA. 10+61 TO STA. 11+44 - RAISED MEDIAN 6'
PAGE ST E - STA. 28+62 TO STA. 29+09 - RAISED MEDIAN 10'
BELVIDERE ST E - STA. 18+84 TO STA. 19+84 - RAISED MEDIAN 10'
E MORTON ST - STA. 31+78 TO STA. 32+32 - RAISED MEDIAN VAR. (10' TYP. / 9' MIN.)


ROBERT STREET (T.H. 3)
6' WALK
13.3' - 15.3' BLVD
14' THRU
VAR. (6' - 10') RAISED MEDIAN
14' THRU
10.3' - 13.3' BLVD
6' WALK
0.015
0.01
0.02
B624 C&G
B612 C&G (OUTPUT)

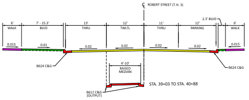
ROBERT STREET (T.H. 3)
ENHANCED BUS STATION
CURTICE ST E
STA. 23+79 TO STA. 24+61


ROBERT STREET (T.H. 3)
6' WALK
2'
11.3' ENHANCED BUS STATION
14' THRU
10' RAISED MEDIAN
14' THRU
11.3' ENHANCED BUS STATION
2'
6' WALK
0.015
0.02
B924 C&G
B612 C&G (OUTPUT)

SIDNEY ST/STATE ST ROUNDABOUT
STA. 24+61 TO STA. 28+31

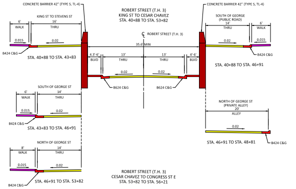

ROBERT STREET (T.H. 3)
6' WALK
2'-4' BLVD
20' THRU
10' TRUCK APRON
27.4'-43.6' CENTER ISLAND
10' TRUCK APRON
20' THRU
5.3'-18' BLVD
6' WALK
0.015
0.01
0.02
S524 C&G
RETAINING WALL 3' MAX HEIGHT.
R424 C&G
B612 C&G (OUTPUT)
R424 C&G (OUTPUT)

ROBERT STREET (T.H. 3)
E ELIZABETH ST TO KING ST E
STA. 37+62 TO STA. 39+03

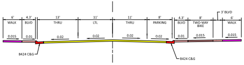

ROBERT STREET (T.H. 3)
2.3' BLVD
6' WALK
7' - 15.3' BLVD
13' THRU
12' TWLTL
11' THRU
12' PARKING
6' WALK
0.015
0.01
0.02
B624 C&G
4'-10' RAISED MEDIAN
B612 C&G (OUTPUT)

STA. 39+03 TO STA. 40+88

ROBERT STREET (T.H. 3)
KING ST TO CESAR CHAVEZ
STA. 40+88 TO STA. 53+82

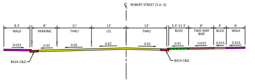

CONCRETE BARRIER 42" (TYPE S, TL-4)
KING ST TO STEVENS ST
6' WALK
16' THRU
0.015
0.02
B424 C&G
STA. 40+88 TO STA. 43+83
SOUTH OF GEORGE (PUBLIC ROAD)
14' THRU
6' WALK
STA. 40+88 TO STA. 46+91
ROBERT STREET (T.H. 3)
35.6' MIN
4.3'-6' BLVD
13' THRU
13' THRU
4'-6' BLVD
B624 C&G
SOUTH OF GEORGE ST
6' WALK
14' THRU
STA. 43+83 TO STA. 46+91
NORTH OF GEORGE ST
8' WALK
14' THRU
STA. 46+91 TO STA. 53+82
NORTH OF GEORGE ST (PRIVATE ALLEY)
20' ALLEY
STA. 46+91 TO STA. 48+81

ROBERT STREET (T.H. 3)
CESAR CHAVEZ TO CONGRESS ST E
STA. 53+82 TO STA. 56+21

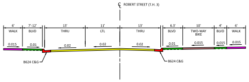

ROBERT STREET (T.H. 3)
3' BLVD
6' WALK
4.3' BLVD
13' THRU
11' LTL
11' THRU
8' PARKING
4.3' BLVD
8' TWO-WAY BIKE
6' WALK
0.015
0.01
0.02
B424 C&G

SECTIONS

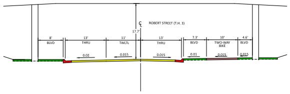
ROBERT STREET (T.H. 3)
CONGRESS ST E TO ISABEL ST
STA. 56+21 TO STA. 59+29


℄ ROBERT STREET (T.H. 3)
8.3' WALK
8' PARKING
11' THRU
11' LTL
13' THRU
5.3'-11.3' BLVD
8' TWO-WAY BIKE
4' BLVD
6' WALK
0.015
0.02
0.02
0.02
0.02
0.01
0.015
0.015
0.015
B424 C&G
B424 C&G

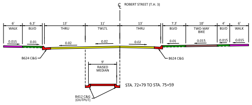
ROBERT STREET (T.H. 3)
ISABEL ST TO BRIDGE 91248
STA. 59+29 TO STA. 62+61


℄ ROBERT STREET (T.H. 3)
6' WALK
7'-12' BLVD
13' THRU
11' LTL
13' THRU
6.3' BLVD
10' TWO-WAY BIKE
4' BLVD
6' WALK
0.015
0.01
0.02
0.02
0.02
0.01
0.015
0.015
0.015
B624 C&G
B624 C&G

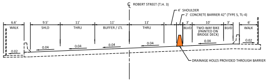
ROBERT STREET (T.H. 3)
(BR. NO. 91248)
STA. 62+61


℄ ROBERT STREET (T.H. 3)
17.7'
8' BLVD
13' THRU
11' TWLTL
13' THRU
7.3' BLVD
10' TWO-WAY BIKE
4.6' BLVD
0.02
0.015
0.015
0.01
0.015
0.015

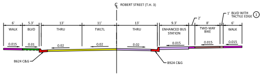
ROBERT STREET (T.H. 3)
BRIDGE NO. 91248 TO PLATO BLVD
STA. 62+61 TO STA. 68+58
STA. 75+59 TO STA. 79+72


℄ ROBERT STREET (T.H. 3)
6' WALK
6.3' BLVD
13' THRU
11' TWLTL
13' THRU
7.3' BLVD
10' TWO-WAY BIKE
4' BLVD
6' WALK
0.015
0.01
0.02
0.02
0.02
0.01
0.015
0.015
0.015
B624 C&G
B624 C&G
9' RAISED MEDIAN
STA. 72+79 TO STA. 75+59
B412 C&G (OUTPUT)

ROBERT STREET (T.H. 3)
(BRIDGE NO. 62050)
STA. 68+58 TO STA. 72+79

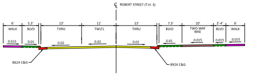

℄ ROBERT STREET (T.H. 3)
4' SHOULDER
2' CONCRETE BARRIER 42" (TYPE S, TL-4)
6.6' WALK
9.5' SHLD
11' THRU
11' BUFFER / LTL
11' THRU
3' BLVD
10' TWO-WAY BIKE (PAINTED ON BRIDGE DECK)
3' BLVD
6' WALK
0.02
0.04
0.04
0.04
0.04
0.04
0.02
DRAINAGE HOLES PROVIDED THROUGH BARRIER

ROBERT STREET (T.H. 3)
PLATO BLVD BUS STOP
STA. 81+41

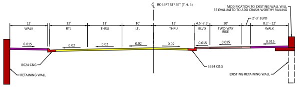

℄ ROBERT STREET (T.H. 3)
1' BLVD WITH TACTILE EDGE ①
2'
6' WALK
5.3' BLVD
13' THRU
11' TWLTL
13' THRU
9.3' ENHANCED BUS STATION
8' TWO-WAY BIKE
6' WALK
0.015
0.01
0.02
0.02
0.02
0.015
0.015
0.015
B624 C&G
B924 C&G

① PLACE 1' TACTILE EDGE IN 1' BLVD BETWEEN BIKE AND WALK. FOR DETAILS, SEE:
https://www.minneapolismn.gov/media/-www-content-assets/documents/Tactile-Edge-Evaluation-Summary.pdf

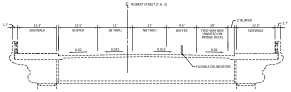
ROBERT STREET (T.H. 3)
PLATO BLVD TO FILLMORE AVE
STA. 79+72 TO STA. 92+11

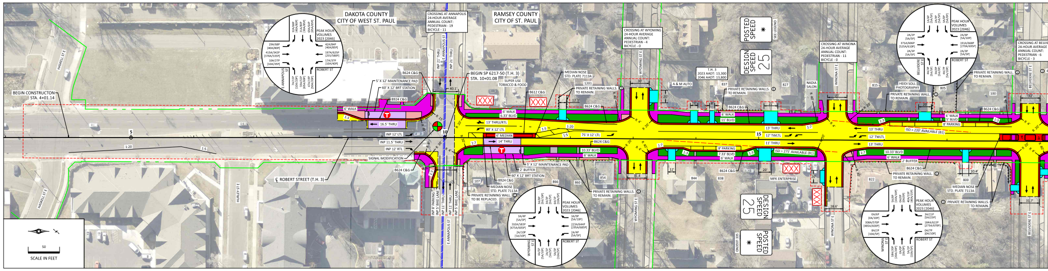

℄ ROBERT STREET (T.H. 3)
6' WALK
5.3' BLVD
13' THRU
11' TWLTL
13' THRU
7.3' BLVD
10' TWO-WAY BIKE
3'-4' BLVD
6' WALK
0.015
0.01
0.02
0.02
0.02
0.01
0.015
0.015
0.015
B624 C&G
B924 C&G

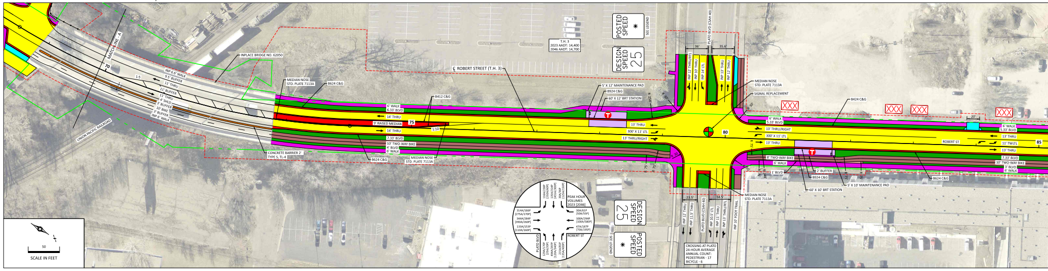
ROBERT STREET (T.H. 3)
FILLMORE AVE TO BRIDGE NO. 9036
STA. 92+11 TO STA. 94+93

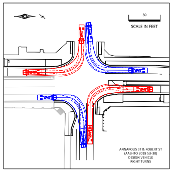

℄ ROBERT STREET (T.H. 3)
MODIFICATION TO EXISTING WALL WILL BE EVALUATED TO ADD CRASH-WORTHY RAILING
2'-3' BLVD
12' WALK
12' RTL
11' THRU
10' LTL
13' THRU
4.5'-7.5' BLVD
10' TWO-WAY BIKE
8.2' - 12' WALK
0.015
0.02
0.02
0.02
0.02
0.015
0.015
0.015
B624 C&G
RETAINING WALL
B624 C&G
EXISTING RETAINING WALL

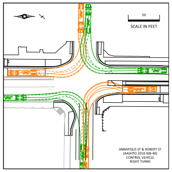
ROBERT STREET (T.H. 3)
BRIDGE NO. 9036 TO KELLOGG
STA. 94+93 TO STA. 112+20

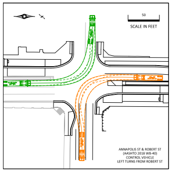

℄ ROBERT STREET (T.H. 3)
2' BUFFER
1.7'
12.3' SIDEWALK
12.5' BUFFER
11' SB THRU
11' NB THRU
9.5' BUFFER
10' TWO-WAY BIKE (PAINTED ON BRIDGE DECK)
12.3' SIDEWALK
1.7'
0.02
0.015
0.015
0.02
FLEXIBLE DELINEATORS

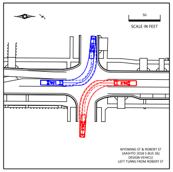

DAKOTA COUNTY
CITY OF WEST ST. PAUL
RAMSEY COUNTY
CITY OF ST. PAUL
CROSSING AT ANNAPOLIS 24-HOUR AVERAGE ANNUAL COUNT: PEDESTRIAN - 19 BICYCLE - 11
CROSSING AT WYOMING 24-HOUR AVERAGE ANNUAL COUNT: PEDESTRIAN - 4 BICYCLE - 0
CROSSING AT WINONA 24-HOUR AVERAGE ANNUAL COUNT: PEDESTRIAN - 11 BICYCLE - 0
CROSSING AT BELVIDERE 24-HOUR AVERAGE ANNUAL COUNT: PEDESTRIAN - 6 BICYCLE - 3
PEAK HOUR VOLUMES 2023 [2046]
E ANNAPOLIS ST
ROBERT ST
32A/68P [40A/80P]
31A/80P [30A/85P]
69A/64P [65A/65P]
29A/68P [40A/80P]
415A/342P [370A/535P]
10A/27P [10A/35P]
42A/84P [40A/85P]
197A/625P [255/580P]
17A/37P [10A/40P]
7A/15P [10A/20P]
59A/55P [65A/60P]
47A/19P [50A/20P]
WYOMING ST E
3A/8P [5A/10P]
3A/3P [5A/5P]
6A/1P [10A/5P]
3A/4P [5A/5P]
310A/583P [475A/605P]
2A/10P [5A/10P]
3A/9P [5A/10P]
223A/644P [295A/685P]
2A/4P [5A/5P]
4A/5P [5A/10P]
2A/1P [5A/5P]
5A/7P [10A/5P]
BELVIDERE ST E
1A/6P [5A/5P]
2A/4P [5A/5P]
3A/0P [5A/0P]
2A/2P [5A/5P]
371A/600P [525A/610P]
2A/3P [5A/5P]
2A/6P [5A/10P]
191A/668P [270A/695P]
2A/3P [5A/5P]
4A/3P [5A/5P]
3A/0P [5A/0P]
4A/7P [5A/10P]
WINONA ST E
5A/8P [10A/10P]
0A/0P [0A/0P]
40A/21P [40A/15P]
0A/6P [0A/10P]
308A/570P [485A/600P]
8A/2P [10A/5P]
3A/21P [5A/25P]
184A/622P [275A/670P]
0A/7P [0A/10P]
18A/20P [20A/20P]
0A/0P [0A/0P]
5A/2P [10A/5P]
BEGIN CONSTRUCTON STA. 4+01.14
BEGIN SP 6217-50 (T.H. 3) STA. 10+01.08
HASKELL ST E
HURLEY ST E
WYOMING ST E
WINONA ST E
BELVIDERE ST E
℄ ROBERT STREET (T.H. 3)
T.H. 3 2023 AADT: 13,300 2046 AADT: 13,800
POSTED SPEED *
SEE LEGEND
DESIGN SPEED 25
5' X 12' MAINTENANCE PAD
60' X 12' BRT STATION
B624 C&G
B924 C&G
B612 C&G
6' WALK
16.5' THRU
INP 12' LTL
INP 11.5' THRU
INP 12' RTL
SIGNAL MODIFICATION
INP 21' THRU
INP 8' PARKING
INP 5' BIKE LANE
INP 11' THRU
40.1'
34'
1:20
1:5
1:3
1:7
R 15'
R 20'
R 30'
R 40'
R 4'
R 8'
5
10
15
SUPER USE TOBACCO & FOOD
A & M AUTO
MFK ENTERPRISE
NADIA SALON
HEIDI SOLL PHOTOGRAPHY
1201
837
827
815
805
100
107
866
860
854
844
838
822
800
MEDIAN NOSE STD. PLATE 7113A
PRIVATE RETAINING WALLS. TO REMAIN. ①
PRIVATE RETAINING WALL. TO REMAIN. ①
PRIVATE RETAINING WALL. TO BE REPLACED. ①
6.33' BLVD
13' THRU/RTL
80' X 12' LTL
6' MEDIAN
14' THRU
75' X 12' LTL
10.33' BLVD
2' BUFFER
13' THRU
12' TWLTL
11' THRU
11' BLVD
8' PARKING
7.33' BLVD
5' BLVD
ISD = 275' AVAILABLE (B1)
ISD = 220' AVAILABLE (B1)
12.1'
30'
31.4'
20'
12'
8'
22'
28.6'
31'
31.7'
10.4'
XXX
50
SCALE IN FEET

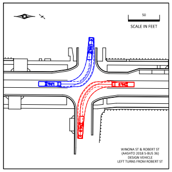

MATCHLINE - A
70
75
80
85
INPLACE BRIDGE NO. 62050
UNION PACIFIC RAILROAD
INP 6.6' WALK
9.5' BUFFER
11' THRU
11' BUFFER
11' THRU
4' SHLD
3' BUFFER
10' BIKE
3' BUFFER
INP 6' WALK
1:5
1:10
MEDIAN NOSE STD. PLATE 7113A
B624 C&G
B412 C&G
B424 C&G
B924 C&G
CONCRETE BARRIER 2' TYPE S, TL-4
6' WALK
6.33' BLVD
14' THRU
9' RAISED MEDIAN
7.33' BLVD
10' TWO-WAY BIKE
4' BLVD
℄ ROBERT STREET (T.H. 3)
T.H. 3 2023 AADT: 14,400 2046 AADT: 14,700
POSTED SPEED *
SEE LEGEND
DESIGN SPEED 25
5' X 12' MAINTENANCE PAD
60' X 12' BRT STATION
SIGNAL REPLACEMENT
PLATO BLVD (CSAH 40)
INP 12' THRU/RTL
INP 10' THRU
INP 14' LTL
INP 13' THRU
INP 12' THRU
INP 11.5' THRU
INP 10.5' LTL
INP 11' THRU
INP 13' THRU/RTL
INP 10' FOOT TRAIL
36'
35.6'
23.5'
34.5'
13' THRU
300' X 11' LTL
13' THRU/RIGHT
ROBERT ST
5.33' BLVD
11' TWLTL
8' TWO-WAY BIKE
1' BLVD
2' BUFFER
60' X 10' BRT STATION
5' X 10' MAINTENANCE PAD
3' BLVD
R 30'
R 75'
R 258'
20'
XXX
CROSSING AT PLATO 24-HOUR AVERAGE ANNUAL COUNT: PEDESTRIAN - 17 BICYCLE - 6
PEAK HOUR VOLUMES 2023 [2046]
PLATO BLVD
116A/238P [210A/60P]
135A/314P [455A/300P]
30A/36P [125A/150P]
314A/166P [275A/170P]
344A/284P [390A/260P]
133A/153P [110A/160P]
30A/61P [50A/55P]
100A/294P [100A/580P]
47A/187P [70A/195P]
129A/170P [25A/20P]
494A/297P [120A/340P]
215A/81P [135A/400P]
50
SCALE IN FEET

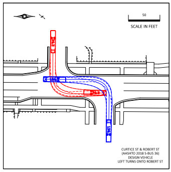

ANNAPOLIS ST & ROBERT ST
(AASHTO 2018 SU-30)
DESIGN VEHICLE
RIGHT TURNS

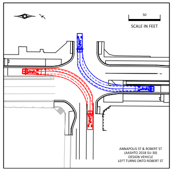

ANNAPOLIS ST & ROBERT ST
(AASHTO 2018 WB-40)
CONTROL VEHICLE
RIGHT TURNS

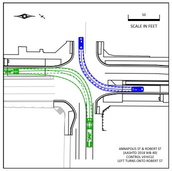

ANNAPOLIS ST & ROBERT ST
(AASHTO 2018 WB-40)
CONTROL VEHICLE
LEFT TURNS FROM ROBERT ST

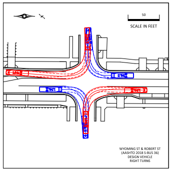

WYOMING ST & ROBERT ST
(AASHTO 2018 S-BUS 36)
DESIGN VEHICLE
LEFT TURNS FROM ROBERT ST

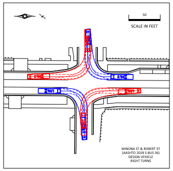

WINONA ST & ROBERT ST
(AASHTO 2018 S-BUS 36)
DESIGN VEHICLE
LEFT TURNS FROM ROBERT ST

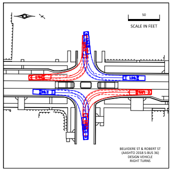

CURTICE ST & ROBERT ST
(AASHTO 2018 S-BUS 36)
DESIGN VEHICLE
LEFT TURNS ONTO ROBERT ST

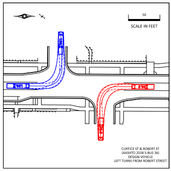

ANNAPOLIS ST & ROBERT ST
(AASHTO 2018 SU-30)
DESIGN VEHICLE
LEFT TURNS ONTO ROBERT ST

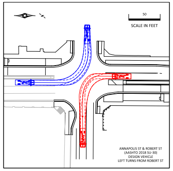

ANNAPOLIS ST & ROBERT ST
(AASHTO 2018 WB-40)
CONTROL VEHICLE
LEFT TURNS ONTO ROBERT ST

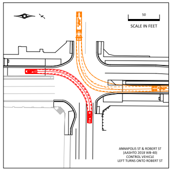

WYOMING ST & ROBERT ST
(AASHTO 2018 S-BUS 36)
DESIGN VEHICLE
RIGHT TURNS

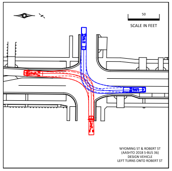

WINONA ST & ROBERT ST
(AASHTO 2018 S-BUS 36)
DESIGN VEHICLE
RIGHT TURNS

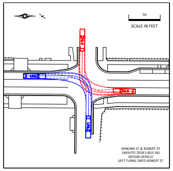

BELVIDERE ST & ROBERT ST
(AASHTO 2018 S-BUS 36)
DESIGN VEHICLE
RIGHT TURNS

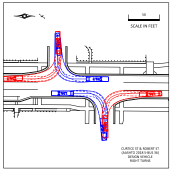

CURTICE ST & ROBERT ST
(AASHTO 2018 S-BUS 36)
DESIGN VEHICLE
LEFT TURNS FROM ROBERT STREET

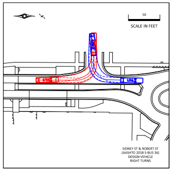

ANNAPOLIS ST & ROBERT ST
(AASHTO 2018 SU-30)
DESIGN VEHICLE
LEFT TURNS FROM ROBERT ST

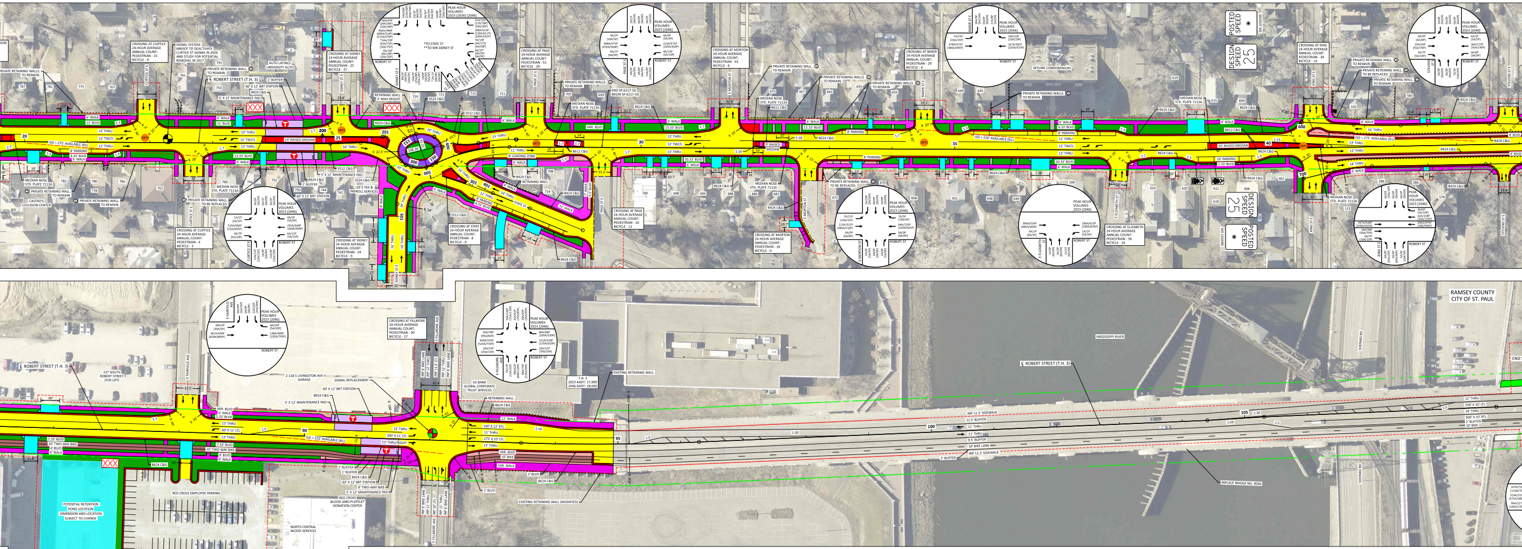

ANNAPOLIS ST & ROBERT ST
(AASHTO 2018 WB-40)
CONTROL VEHICLE
LEFT TURNS ONTO ROBERT ST


WYOMING ST & ROBERT ST
(AASHTO 2018 S-BUS 36)
DESIGN VEHICLE
LEFT TURNS ONTO ROBERT ST


WINONA ST & ROBERT ST
(AASHTO 2018 S-BUS 36)
DESIGN VEHICLE
LEFT TURNS ONTO ROBERT ST


CURTICE ST & ROBERT ST
(AASHTO 2018 S-BUS 36)
DESIGN VEHICLE
RIGHT TURNS


SIDNEY ST & ROBERT ST
(AASHTO 2018 S-BUS 36)
DESIGN VEHICLE
RIGHT TURNS



RAMSEY COUNTY
CITY OF ST. PAUL
℄ ROBERT STREET (T.H. 3)
MISSISSIPPI RIVER
INPLACE BRIDGE NO. 9036
SHEPARD RD
CURTICE ST E
SIDNEY ST E
STATE ST
PAGE ST E
E MORTON ST
BAKER ST E
E ELIZABETH ST
KING ST E
STEVENS ST E
E FAIRFIELD AVE
E FILLMORE AVE
ROBERT ST
PEAK HOUR VOLUMES 2023 [2046]
PEAK HOUR VOLUMES 2023 (2036) [2046]
*TO STATE ST
**TO WB SIDNEY ST
SIGNAL SYSTEM: MNDOT TO DEACTIVATE CURTICE ST SIGNAL IN 2026 AND STUDY FOR POTENTIAL REMOVAL IN 2027
PRIVATE RETAINING WALLS. TO REMAIN.
PRIVATE RETAINING WALL. TO REMAIN.
PRIVATE RETAINING WALL. TO BE REPLACED.
RETAINING WALL. 3' MAX HEIGHT.
AUTO LATINO/ UNIVERSITY AUTO
CASTRO'S COLLISION CENTER
LEE'S TAX & PAYROLL SERVICES
SKYLINE CONDOMINIUM
MEDIAN NOSE STD. PLATE 7113A
END SP 6217-50 BEGIN SP 6217-59
60' X 12' BRT STATION
5' X 12' MAINTENANCE PAD
B924 C&G
B624 C&G
B612 C&G
B424 C&G
S512 C&G
S524 C&G
2' BUFFER
6' WALK
11' BLVD
13.33' BLVD
10.33' BLVD
9.33' BLVD
4.33' BLVD
8' PARKING
10' PARKING
8' LOADING ZONE
13' THRU
12' TWLTL
11' THRU
15' THRU
16' THRU
20' THRU
10' RAISED MEDIAN
9' RAISED MEDIAN
ISD = 275' AVAILABLE (B1)
ISD = 220' AVAILABLE (B1)
SRTS
XXX
DESIGN SPEED 25
POSTED SPEED *
SEE LEGEND
137 SOUTH ROBERT STREET (FOX LOT)
2-118 S LIVINGSTON AVE GARAGE
SIGNAL REPLACEMENT
US BANK GLOBAL CORPORATE TRUST SERVICES
T.H. 3 2023 AADT: 17,900 2046 AADT: 18,600
EXISTING RETAINING WALL
EXISTING RETAINING WALL (MODIFIED)
RETAINING WALL
RED CROSS EMPLOYEE PARKING
RED CROSS BLOOD AMD PLATELET DONATION CENTER
NORTH CENTRAL BLOOD SERVICES
POTENTIAL RETENTION POND LOCATION DIMENSION AND LOCATION SUBJECT TO CHANGE
VAR. BLVD
5.33' BLVD
7.33' BLVD
10' TWO-WAY BIKE
8' TWO-WAY BIKE
4' BLVD
60' X 11' LTL
300' X 11' LTL
275' X 10' LTL
100' X 12' RTL
13' THRU/RIGHT
12' WALK
VAR. WALK
10' BIKE
3' BLVD
2' BLVD
1' BUFFER
INP 6' BIKE LANE
INP 12' THRU
INP 11.5' LTL
INP 11' THRU
INP 10' LTL
INP 12.3' SIDEWALK
12.5' BUFFER
9.5' BUFFER
10' BIKE LANE
250' X 10' LTL
500' X 10' RTL
END
20
25
30
35
40
90
95
100
105
200
201
300
400
500
600
700

CROSSING AT CURTICE
24-HOUR AVERAGE
ANNUAL COUNT:
PEDESTRIAN - 15
BICYCLE - 9

CROSSING AT CURTICE
24-HOUR AVERAGE
ANNUAL COUNT:
PEDESTRIAN - 4
BICYCLE - 3

CROSSING AT SIDNEY
24-HOUR AVERAGE
ANNUAL COUNT:
PEDESTRIAN - 25
BICYCLE - 37

CROSSING AT SIDNEY
24-HOUR AVERAGE
ANNUAL COUNT:
PEDESTRIAN - 10
BICYCLE - 9

CROSSING AT STATE
24-HOUR AVERAGE
ANNUAL COUNT:
PEDESTRIAN - 8
BICYCLE - 0

CROSSING AT PAGE
24-HOUR AVERAGE
ANNUAL COUNT:
PEDESTRIAN - 51
BICYCLE - 29

CROSSING AT PAGE
24-HOUR AVERAGE
ANNUAL COUNT:
PEDESTRIAN - 10
BICYCLE - 11

CROSSING AT MORTON
24-HOUR AVERAGE
ANNUAL COUNT:
PEDESTRIAN - 63
BICYCLE - 6

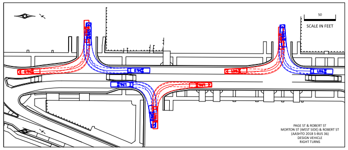
CROSSING AT MORTON
24-HOUR AVERAGE
ANNUAL COUNT:
PEDESTRIAN - 10
BICYCLE - 0

CROSSING AT BAKER
24-HOUR AVERAGE
ANNUAL COUNT:
PEDESTRIAN - 29
BICYCLE - 6

CROSSING AT ELIZABETH
24-HOUR AVERAGE
ANNUAL COUNT:
PEDESTRIAN - 36
BICYCLE - 14

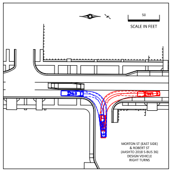
CROSSING AT KING
24-HOUR AVERAGE
ANNUAL COUNT:
PEDESTRIAN - 34
BICYCLE - 14

CROSSING AT FILLMORE
24-HOUR AVERAGE
ANNUAL COUNT:
PEDESTRIAN - 30
BICYCLE - 17



50
SCALE IN FEET

PAGE ST & ROBERT ST
MORTON ST (WEST SIDE) & ROBERT ST
(AASHTO 2018 S-BUS 36)
DESIGN VEHICLE
RIGHT TURNS



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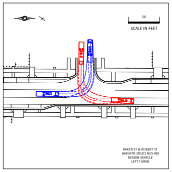
SCALE IN FEET

MORTON ST (EAST SIDE)
& ROBERT ST
(AASHTO 2018 S-BUS 36)
DESIGN VEHICLE
RIGHT TURNS



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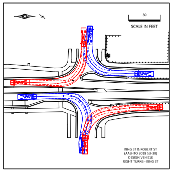
SCALE IN FEET

BAKER ST & ROBERT ST
(AASHTO 2018 S BUS 40)
DESIGN VEHICLE
LEFT TURNS



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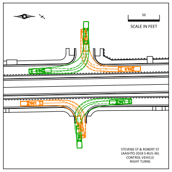
SCALE IN FEET

KING ST & ROBERT ST
(AASHTO 2018 SU-30)
DESIGN VEHICLE
RIGHT TURNS - KING ST



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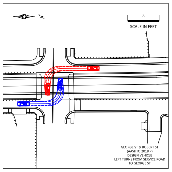
SCALE IN FEET

STEVENS ST & ROBERT ST
(AASHTO 2018 S-BUS-36)
CONTROL VEHICLE
RIGHT TURNS



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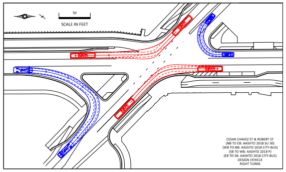
SCALE IN FEET

GEORGE ST & ROBERT ST
(AASHTO 2018 P)
DESIGN VEHICLE
LEFT TURNS FROM SERVICE ROAD
TO GEORGE ST



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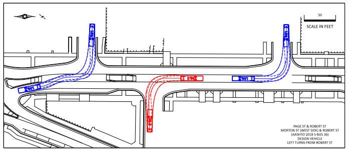
SCALE IN FEET

CESAR CHAVEZ ST & ROBERT ST
(NB TO EB: AASHTO 2018 SU 30)
(WB TO NB: AASHTO 2018 CITY-BUS)
(SB TO WB: AASHTO 2018 P)
(EB TO SB: AASHTO 2018 CITY-BUS)
DESIGN VEHICLE
RIGHT TURNS



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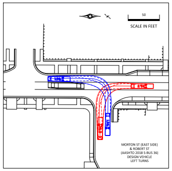
SCALE IN FEET

PAGE ST & ROBERT ST
MORTON ST (WEST SIDE) & ROBERT ST
(AASHTO 2018 S-BUS 36)
DESIGN VEHICLE
LEFT TURNS FROM ROBERT ST



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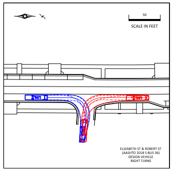
SCALE IN FEET

MORTON ST (EAST SIDE)
& ROBERT ST
(AASHTO 2018 S-BUS 36)
DESIGN VEHICLE
LEFT TURNS



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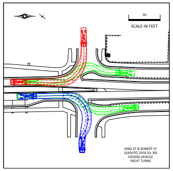
SCALE IN FEET

ELIZABETH ST & ROBERT ST
(AASHTO 2018 S-BUS 36)
DESIGN VEHICLE
RIGHT TURNS



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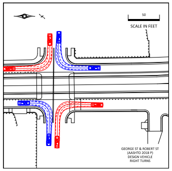
SCALE IN FEET

KING ST & ROBERT ST
(AASHTO 2018 SU-30)
DESIGN VEHICLE
RIGHT TURNS



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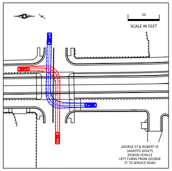
SCALE IN FEET

GEORGE ST & ROBERT ST
(AASHTO 2018 P)
DESIGN VEHICLE
RIGHT TURNS



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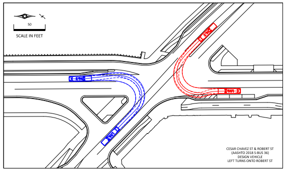
SCALE IN FEET

GEORGE ST & ROBERT ST
(AASHTO 2018 P)
DESIGN VEHICLE
LEFT TURNS FROM GEORGE
ST TO SERVICE ROAD



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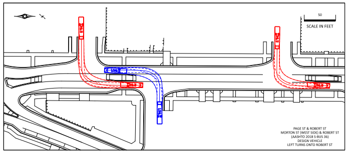
SCALE IN FEET

CESAR CHAVEZ ST & ROBERT ST
(AASHTO 2018 S-BUS 36)
DESIGN VEHICLE
LEFT TURNS ONTO ROBERT ST



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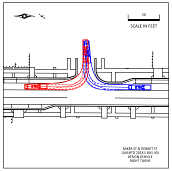
SCALE IN FEET

PAGE ST & ROBERT ST
MORTON ST (WEST SIDE) & ROBERT ST
(AASHTO 2018 S-BUS 36)
DESIGN VEHICLE
LEFT TURNS ONTO ROBERT ST



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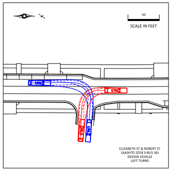
SCALE IN FEET

BAKER ST & ROBERT ST
(AASHTO 2018 S BUS 40)
DESIGN VEHICLE
RIGHT TURNS



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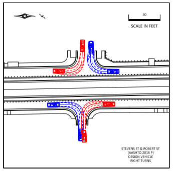
SCALE IN FEET

ELIZABETH ST & ROBERT ST
(AASHTO 2018 S-BUS 36)
DESIGN VEHICLE
LEFT TURNS



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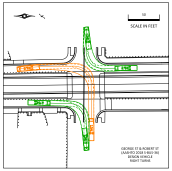
SCALE IN FEET

STEVENS ST & ROBERT ST
(AASHTO 2018 P)
DESIGN VEHICLE
RIGHT TURNS



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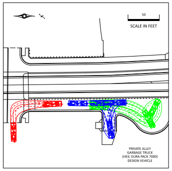
SCALE IN FEET

GEORGE ST & ROBERT ST
(AASHTO 2018 S-BUS-36)
DESIGN VEHICLE
RIGHT TURNS



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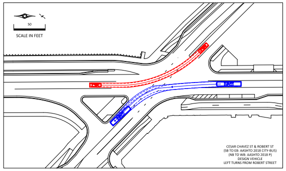
SCALE IN FEET

PRIVATE ALLEY
GARBAGE TRUCK
(HEIL DURA PACK 7000)
DESIGN VEHICLE



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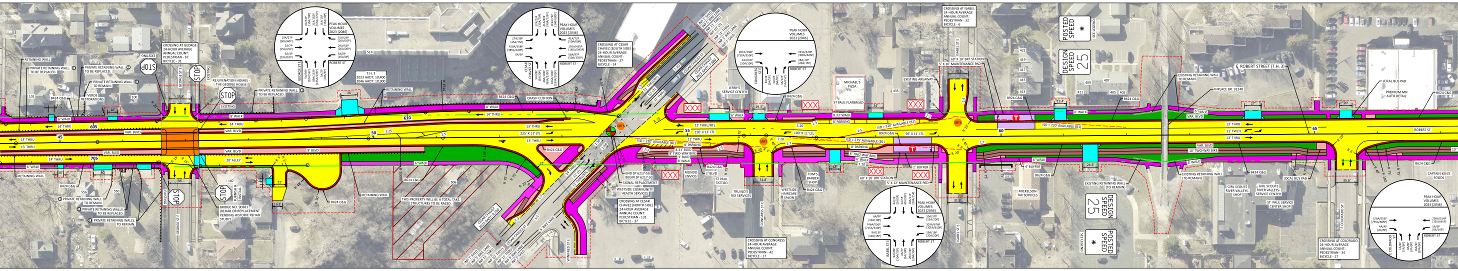
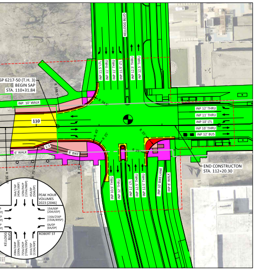
SCALE IN FEET

CESAR CHAVEZ ST & ROBERT ST
(SB TO EB: AASHTO 2018 CITY-BUS)
(NB TO WB: AASHTO 2018 P)
DESIGN VEHICLE
LEFT TURNS FROM ROBERT STREET


CROSSING AT GEORGE
24-HOUR AVERAGE
ANNUAL COUNT:
PEDESTRIAN - 67
BICYCLE - 31
STOP
EXISTING
GEORGE ST E
REJUVENATION HOMES -
THE GEORGE HOUSE
PEAK HOUR
VOLUMES
2023 [2046]
ROBERT ST
T.H. 3
2023 AADT: 10,400
2046 AADT: 10,900
RETAINING WALL
PRIVATE RETAINING WALL. ① TO BE REPLACED.
PRIVATE RETAINING WALL. ① TO REMAIN.
VERDE RESTORATIONS
B424 C&G
6' WALK
14' THRU
13' THRU
VAR. BLVD
8' BLVD
20' ALLEY
8' WALK
BRIDGE NO. 90381
(REHAB OR REPLACEMENT
PENDING HISTORIC REHAB
STUDY)
FURNISH & INSTALL
① PRIVATE RETAINING WALLS. TO BE REPLACED.
① PRIVATE RETAINING WALLS. TO REMAIN.
CRASH CUSHION
THIS PROPERTY WILL BE A TOTAL TAKE.
STRUCTURES TO BE RAZED.
CROSSING AT CESAR
CHAVEZ (SOUTH SIDE)
24-HOUR AVERAGE
ANNUAL COUNT:
PEDESTRIAN - 27
BICYCLE - 14
CESAR CHAVEZ ST
CESAR CHAVEZ
2023 AADT: 7,880
CESAR CHAVEZ
2023 AADT: 8,190
225' X 11' LTL
150' X 11' LTL
13' THRU/RTL
ISD = 220' AVAILABLE (B1)
END SP 6217-59
BEGIN SP 6217-50
SIGNAL REPLACEMENT
WESTSIDE COMMUNITY
HEALTH SERVICES
CROSSING AT CESAR
CHAVEZ (NORTH SIDE)
24-HOUR AVERAGE
ANNUAL COUNT:
PEDESTRIAN - 131
BICYCLE - 37
WINIFRED ST E
JERRY'S SERVICE CENTER
CONGRESS ST E
MUNDO ENVIOS
ST PAUL TATTOO
TRUJILO'S TAX SERVICES
CROSSING AT CONGRESS
24-HOUR AVERAGE
ANNUAL COUNT:
PEDESTRIAN - 42
BICYCLE - 17
TOM'S BARBER SHOP
WESTSIDE HAIRCARE SALON
MICHAEL'S PIZZA
ST PAUL FLATBREAD
8.33' WALK
8' PARKING
8' TWO-WAY BIKE
ISD = 275' AVAILABLE (B1)
100' X 11' LTL
95' X 11' LTL
60' X 10' BRT STATION
5' X 10' MAINTENANCE PAD
5' X 12' MAINTENANCE PAD
2' BUFFER
4' BUFFER
CROSSING AT ISABEL
24-HOUR AVERAGE
ANNUAL COUNT:
PEDESTRIAN - 32
BICYCLE - 6
ISABEL ST E
EXISTING AREAWAY
POSTED SPEED *
SEE LEGEND
DESIGN SPEED 25
MICKELSON TAX SERVICES
EXISTING RETAINING WALL (TO REMAIN)
℄ ROBERT STREET (T.H. 3)
INPLACE BR. 91248
11' TWLTL
10' TWO-WAY BIKE
LOCAL BUS PAD
PREMIUM MN AUTO DETAIL
GIRL SCOUTS RIVER VALLEYS- SHOP
GIRL SCOUTS RIVER VALLEYS- SERVICE CENTER
ST. PAUL SERVICE CENTER SHOP
CAPTAIN KEN'S FOODS
E COLORADO ST
CROSSING AT COLORADO
24-HOUR AVERAGE
ANNUAL COUNT:
PEDESTRIAN - 34
BICYCLE - 17
B624 C&G
B924 C&G

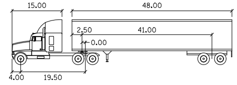

KELLOGG BLVD
SP 6217-50 (T.H. 3)
BEGIN SAP
STA. 110+31.84
INP. 10' WALK
110
6' WALK
8' BIKE
INP 11.5' LTL
INP 11' THRU
INP 12.5' THRU
INP 12' THRU
INP 10' LTL
INP 10' THRU
INP 12' BUS
INP 10.5' THRU
INP 11' LTL
INP 10' BIKE LANE
INP 8' WALK
END CONSTRUCTON
STA. 112+20.30
PEAK HOUR
VOLUMES
2023 [2046]
ROBERT ST

LEGEND

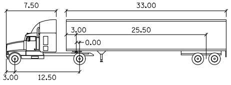
	EXISTING ROADWAY		CITY LIMITS
←	TRAFFIC DIRECTION	🟨	ROADWAY (INCLUDING TURN LANES)
	INPLACE R/W	🟦	SHOULDER
	CONSTRUCTION LIMITS	🟪	TRUCK APRON
	RETAINING WALL	🟧	BRIDGE/BRIDGE BARRIER
	GUARDRAIL	🟪	SIDEPATH/S-U PATH/ADA RAMP
XXX	ENTRANCE CLOSURE	🟥	CONCRETE BARRIER
SRTS	SAFE ROUTES TO SCHOOL INTERSECTION	🟩	SEEDING
T	BRT STATION	🟦	DRIVEWAY
◐	EXISTING SIGNAL	🟥	CONCRETE BLVD
◐	PROPOSED SIGNAL	🟫	BIKE LANE
*	WILL BE DETERMINED POST PROJECT VIA SPEED STUDY	⬜	CONCRETE CARRIAGE WALKS
		🟪	ENHANCED BUS STATION
		🟥	CONCRETE WALK (MEDIAN) AND CURB & GUTTER
		🟩	CONSTRUCTED BY OTHERS

SPECIFIC NOTES:

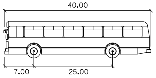
① PRIVATE RETAINING WALLS WILL BE EVALUATED IN FINAL DESIGN FOR REPLACEMENT BASED ON CONSTRUCTABILITY AND CONDITION. "TO REMAIN" AND "TO BE REPLACED DESIGNATION ON THIS LAYOUT ARE PRELIMINARY AND SUBJECT TO CHANGE. CONSTRUCTION LIMITS ARE REFLECTIVE OF REPLACING THE RETAINING WALLS WHERE ANTICIPATED.


15.00
48.00
2.50
41.00
0.00
4.00
19.50

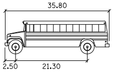
WB-62


7.50
33.00
3.00
25.50
0.00
3.00
12.50

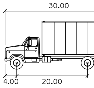
WB-40


40.00
7.00
25.00

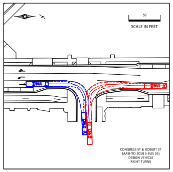
CITY-BUS


35.80
2.50
21.30

S-BUS-36


30.00
4.00
20.00

SU-30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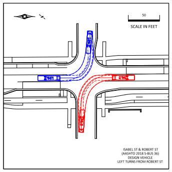
SCALE IN FEET

CONGRESS ST & ROBERT ST
(AASHTO 2018 S-BUS 36)
DESIGN VEHICLE
RIGHT TURNS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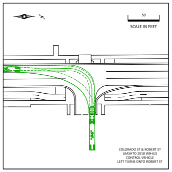
SCALE IN FEET

ISABEL ST & ROBERT ST
(AASHTO 2018 S-BUS 36)
DESIGN VEHICLE
LEFT TURNS FROM ROBERT ST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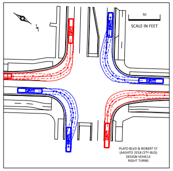
SCALE IN FEET

COLORADO ST & ROBERT ST
(AASHTO 2018 WB-62)
CONTROL VEHICLE
LEFT TURNS ONTO ROBERT ST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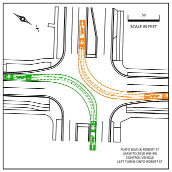
SCALE IN FEET

PLATO BLVD & ROBERT ST
(AASHTO 2018 CITY-BUS)
DESIGN VEHICLE
RIGHT TURNS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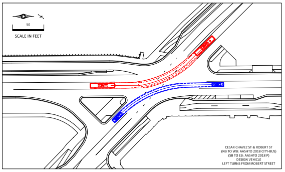
SCALE IN FEET

PLATO BLVD & ROBERT ST
(AASHTO 2018 WB-40)
CONTROL VEHICLE
LEFT TURNS ONTO ROBERT ST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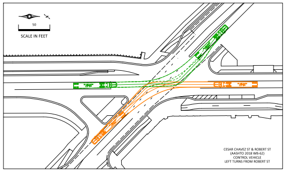
SCALE IN FEET

CESAR CHAVEZ ST & ROBERT ST
(NB TO WB: AASHTO 2018 CITY-BUS)
(SB TO EB: AASHTO 2018 P)
DESIGN VEHICLE
LEFT TURNS FROM ROBERT STREET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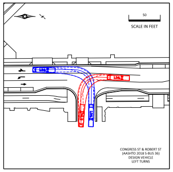
SCALE IN FEET

CESAR CHAVEZ ST & ROBERT ST
(AASHTO 2018 WB-62)
CONTROL VEHICLE
LEFT TURNS FROM ROBERT ST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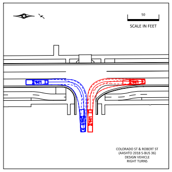
SCALE IN FEET

CONGRESS ST & ROBERT ST
(AASHTO 2018 S-BUS 36)
DESIGN VEHICLE
LEFT TURNS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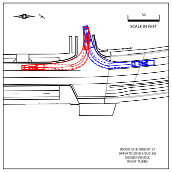
SCALE IN FEET

COLORADO ST & ROBERT ST
(AASHTO 2018 S-BUS 36)
DESIGN VEHICLE
RIGHT TURNS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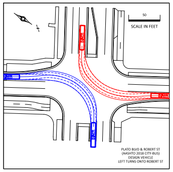
SCALE IN FEET

WOOD ST & ROBERT ST
(AASHTO 2018 S-BUS 36)
DESIGN VEHICLE
RIGHT TURNS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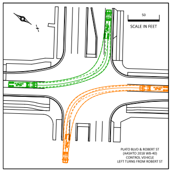
SCALE IN FEET

PLATO BLVD & ROBERT ST
(AASHTO 2018 CITY-BUS)
DESIGN VEHICLE
LEFT TURNS ONTO ROBERT ST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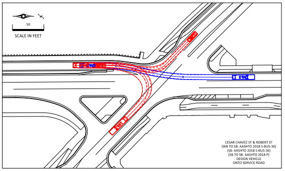
SCALE IN FEET

PLATO BLVD & ROBERT ST
(AASHTO 2018 WB-40)
CONTROL VEHICLE
LEFT TURNS FROM ROBERT ST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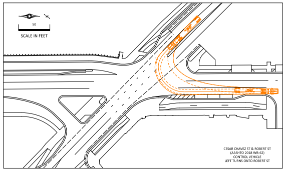
SCALE IN FEET

CESAR CHAVEZ ST & ROBERT ST
(WB TO SB: AASHTO 2018 S-BUS-36)
(SB: AASHTO 2018 S-BUS-36)
(EB TO SB: AASHTO 2018 P)
DESIGN VEHICLE
ONTO SERVICE ROAD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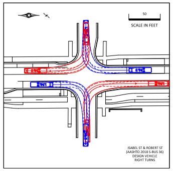
SCALE IN FEET

CESAR CHAVEZ ST & ROBERT ST
(AASHTO 2018 WB-62)
CONTROL VEHICLE
LEFT TURNS ONTO ROBERT ST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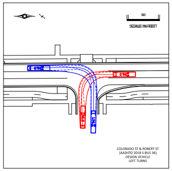
SCALE IN FEET

ISABEL ST & ROBERT ST
(AASHTO 2018 S-BUS 36)
DESIGN VEHICLE
RIGHT TURNS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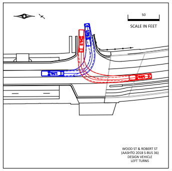
SCALE IN FEET

COLORADO ST & ROBERT ST
(AASHTO 2018 S-BUS 36)
DESIGN VEHICLE
LEFT TURNS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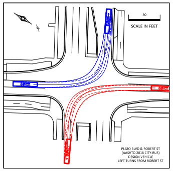
SCALE IN FEET

WOOD ST & ROBERT ST
(AASHTO 2018 S-BUS 36)
DESIGN VEHICLE
LEFT TURNS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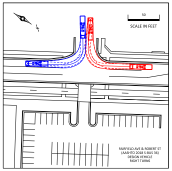
SCALE IN FEET

PLATO BLVD & ROBERT ST
(AASHTO 2018 CITY-BUS)
DESIGN VEHICLE
LEFT TURNS FROM ROBERT ST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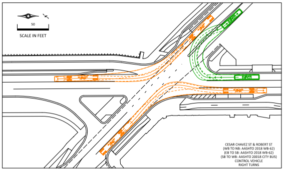
SCALE IN FEET

FAIRFIELD AVE & ROBERT ST
(AASHTO 2018 S-BUS 36)
DESIGN VEHICLE
RIGHT TURNS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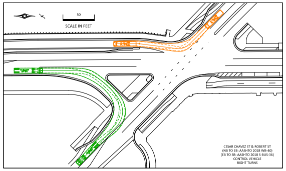
SCALE IN FEET

CESAR CHAVEZ ST & ROBERT ST
(WB TO NB: AASHTO 2018 WB-62)
(EB TO SB: AASHTO 2018 WB-62)
(SB TO WB: AASHTO 20018 CITY BUS)
CONTROL VEHICLE
RIGHT TURNS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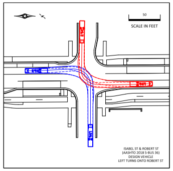
SCALE IN FEET

CESAR CHAVEZ ST & ROBERT ST
(NB TO EB: AASHTO 2018 WB-40)
(EB TO SB: AASHTO 2018 S-BUS-36)
CONTROL VEHICLE
RIGHT TURNS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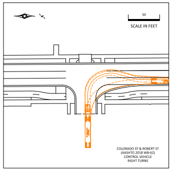
SCALE IN FEET

ISABEL ST & ROBERT ST
(AASHTO 2018 S-BUS 36)
DESIGN VEHICLE
LEFT TURNS ONTO ROBERT ST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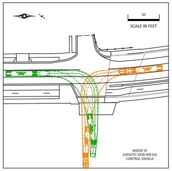
SCALE IN FEET

COLORADO ST & ROBERT ST
(AASHTO 2018 WB-62)
CONTROL VEHICLE
RIGHT TURNS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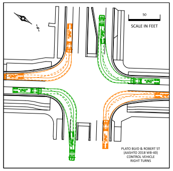
SCALE IN FEET

WOOD ST
(AASHTO 2018 WB-62)
CONTROL VEHICLE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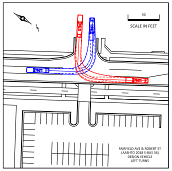
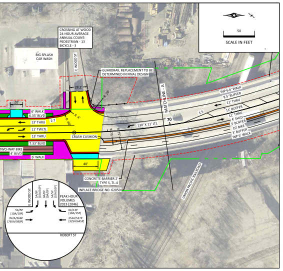
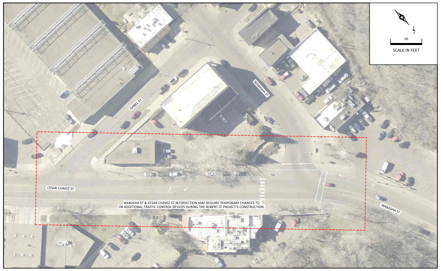
SCALE IN FEET

PLATO BLVD & ROBERT ST
(AASHTO 2018 WB-40)
CONTROL VEHICLE
RIGHT TURNS


50
SCALE IN FEET

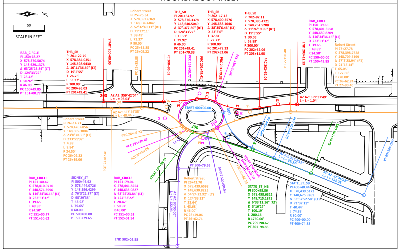
FAIRFIELD AVE & ROBERT ST
(AASHTO 2018 S-BUS 36)
DESIGN VEHICLE
LEFT TURNS

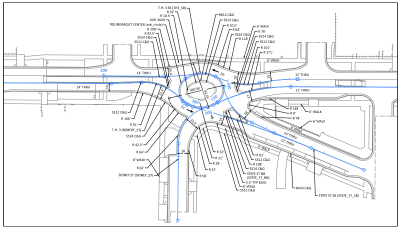

CROSSING AT WOOD
24 HOUR AVERAGE ANNUAL COUNT:
PEDESTRIAN - 13
BICYCLE - 3
BIG SPLASH CAR WASH
WOOD ST
GUARDRAIL REPLACEMENT TO BE DETERMINED IN FINAL DESIGN
MATCHLINE - A
50
SCALE IN FEET
CRASH CUSHION
CONCRETE BARRIER 2' TYPE S, TL-4
INPLACE BRIDGE NO. 62050
PEAK HOUR VOLUMES 2023 (2046)
ROBERT ST

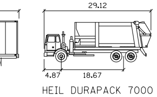

50
SCALE IN FEET
CESAR CHAVEZ ST
WABASHA ST
ISABEL ST

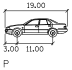
WABASHA ST & CESAR CHAVEZ ST INTERSECTION MAY REQUIRE TEMPORARY CHANGES TO OR ADDITIONAL TRAFFIC CONTROL DEVICES DURING THE ROBERT ST PROJECT'S CONSTRUCTION.

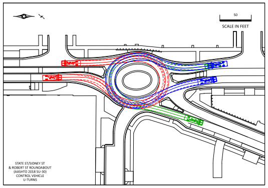
ROUNDABOUT INSET

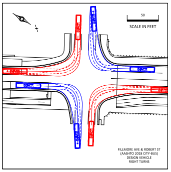

50
SCALE IN FEET
RAB_CIRCLE
TH3_SB
Robert Street
STATE_ST_NB
SIDNEY_ST
END 502+02.58

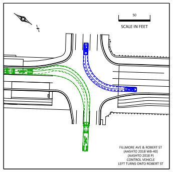

T.H. 3 SB (TH3_SB)
ROUNDABOUT CENTER (rab_circle)
T.H. 3 (ROBERT_ST)
SIDNEY ST (SIDNEY_ST)
STATE ST NB (STATE_ST_NB)
STATE ST SB (STATE_ST_SB)
14' THRU
12' THRU
6' WALK
5.3' TWO WAY BIKE

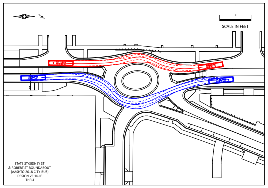

29.12
4.87
18.67
HEIL DURAPACK 7000

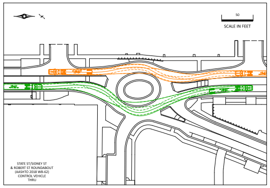

19.00
3.00
11.00
P


STATE ST/SIDNEY ST
& ROBERT ST ROUNDABOUT
(AASHTO 2018 SU-30)
CONTROL VEHICLE
U-TURNS

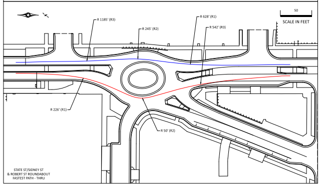

FILLMORE AVE & ROBERT ST
(AASHTO 2018 CITY-BUS)
DESIGN VEHICLE
RIGHT TURNS

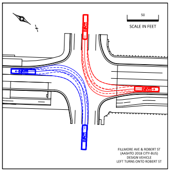

FILLMORE AVE & ROBERT ST
(AASHTO 2018 WB-40)
(AASHTO 2018 P)
CONTROL VEHICLE
LEFT TURNS ONTO ROBERT ST

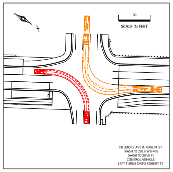

STATE ST/SIDNEY ST
& ROBERT ST ROUNDABOUT
(AASHTO 2018 CITY-BUS)
DESIGN VEHICLE
THRU

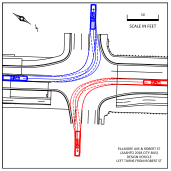

STATE ST/SIDNEY ST
& ROBERT ST ROUNDABOUT
(AASHTO 2018 WB-62)
CONTROL VEHICLE
THRU

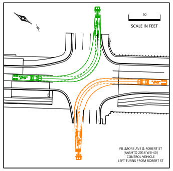
ROUNDABOUT FASTEST PATH

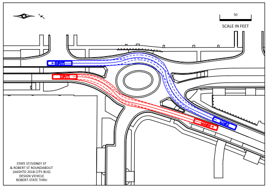

50
SCALE IN FEET
R 1185' (R3)
R 245' (R2)
R 628' (R1)
R 542' (R3)
R 226' (R1)
R 50' (R2)
STATE ST/SIDNEY ST
& ROBERT ST ROUNDABOUT
FASTEST PATH - THRU


FILLMORE AVE & ROBERT ST
(AASHTO 2018 CITY-BUS)
DESIGN VEHICLE
LEFT TURNS ONTO ROBERT ST

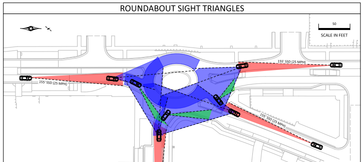

FILLMORE AVE & ROBERT ST
(AASHTO 2018 WB-40)
(AASHTO 2018 P)
CONTROL VEHICLE
LEFT TURNS ONTO ROBERT ST


FILLMORE AVE & ROBERT ST
(AASHTO 2018 CITY-BUS)
DESIGN VEHICLE
LEFT TURNS FROM ROBERT ST


FILLMORE AVE & ROBERT ST
(AASHTO 2018 WB-40)
CONTROL VEHICLE
LEFT TURNS FROM ROBERT ST


STATE ST/SIDNEY ST
& ROBERT ST ROUNDABOUT
(AASHTO 2018 CITY-BUS)
DESIGN VEHICLE
ROBERT-STATE THRU

ROUNDABOUT SIGHT TRIANGLES


50
SCALE IN FEET
155' SSD (25 MPH)
155' SSD (25 MPH)
155' SSD (25 MPH)

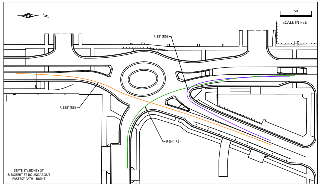
NOTES:

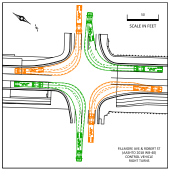
ROUNDABOUT ISD IS LIMITED BY URBAN CONTEXT.
SIGHT DISTANCE TO ACCEPT GAPS IS AVAILABLE AT
THE YIELD LINE FOR EACH APPROACH.

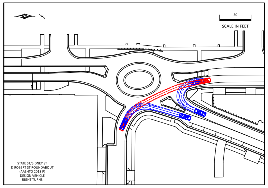
THE FOLLOWING ARE THE ACHIEVED ENTRY SIGHT DISTANCE:

ROBERT ST (NB) - N/A (S1), 110.1' (S2) [15 MPH]
ROBERT ST (SB) - 73.4 (S1) [10 MPH], 110.1' (S2) [15 MPH]
STATE ST (SB) - 110.1' (S1) [15 MPH], 110.1' (S2) [15 MPH]
SIDNEY ST (WB) - 76.0 (S1) [10 MPH], 86.2' (S2) [~11.7 MPH]

STATE ST/SIDNEY ST
& ROBERT ST ROUNDABOUT
SIGHT TRIANGLES


50
SCALE IN FEET
R 13' (R5)
R 188' (R5)
R 84' (R5)
STATE ST/SIDNEY ST
& ROBERT ST ROUNDABOUT
FASTEST PATH - RIGHT


FILLMORE AVE & ROBERT ST
(AASHTO 2018 WB-40)
CONTROL VEHICLE
RIGHT TURNS


STATE ST/SIDNEY ST
& ROBERT ST ROUNDABOUT
(AASHTO 2018 P)
DESIGN VEHICLE
RIGHT TURNS

ROUNDABOUT DESIGN SPEED SUMMARY

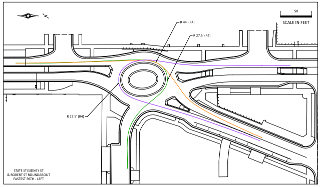
SP 6217-50 TH3

APPROACH	CURVE	RADIUS (ft)	e (ft/ft)	SPEED (mph) (3)	RELATIVE SPEED DIFFERENCE (mph) (1)	PHI Angle (2)
SB	R1	628	-0.02	36.9	24.5	23.5
	R2	245	0.02	28.8	16.4	
	R3	1185	0.02	52.9	40.5	
	R4	27.5	0.02	12.4	0	
	R5					
NB	R1	226	0.02	27.9	16.1	26.8
	R2	50	-0.02	14.6	2.8	
	R3	542	-0.02	35	23.2	
	R4	24.5	0.02	11.8	0	
	R5	188	0.02	26	14.2	
WB (State St)	R1					26.3
	R2					
	R3					
	R4	44	-0.02	13.9	4.6	
	R5	13	0.02	9.3	0	
WB (Sidney St)	R1					33.6
	R2					
	R3					
	R4	27.5	-0.02	11.7	0	
	R5	84	0.02	19	7.3	

(1) RELATIVE SPEED DIFFERENCE IS FROM THE MINIMUM SPEED IN THE ROUNDABOUT, USUALLY R4

(2) MEASURED USING METHOD 1 (ACCEPTED METHOD IN EXHIBIT 6E-15 OF THE FDG)

(3) DERIVED SPEED MAY NOT REPRESENT ACTUAL DRIVING CONDITIONS


50
SCALE IN FEET
R 44' (R4)
R 27.5' (R4)
R 27.5' (R4)
STATE ST/SIDNEY ST
& ROBERT ST ROUNDABOUT
FASTEST PATH - LEFT