PROJECT HISTORY

THE TRUNK HIGHWAY 3 (ROBERT STREET) PROJECT INCLUDES RECONSTRUCTING A MINOR ARTERIAL IN WEST SAINT PAUL [DAKOTA COUNTY] FROM HASKELL ST E TO ANNAPOLIS ST E AND THE CITY OF SAINT PAUL [RAMSEY COUNTY] FROM 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

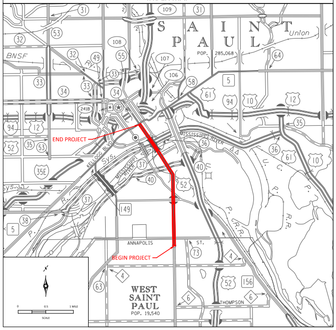
Programmed Letting Date MARCH 26, 2027
Reviewed By ____ 20__ Metro District Preliminary Design Engineer
Reviewed By ____ 20__ Metro District Maintenance Operations Engineer
Reviewed By ____ 20__ Metro District Traffic Engineer
Reviewed By ____ 20__ State Geometrics Engineer
Approved By ____ 20__ Metro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

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

KLJ

DEPARTMENT OF TRANSPORTATION

INDEX MAP


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

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

RAMSEY COUNTY

LEGEND

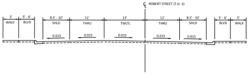
═	EXISTING ROADWAY	🟦	CITY LIMITS
←	TRAFFIC DIRECTION	🟨	ROADWAY (INCLUDING TURN LANES)
- · · -	INPLACE R/W	🟦	SHOULDER
- - -	CONSTRUCTION LIMITS	🟪	TRUCK APRON
⋀⋀⋀	RETAINING WALL	🟧	BRIDGE/BRIDGE BARRIER
•—•	GUARDRAIL	🟪	SIDEPATH/S-U PATH/ADA RAMP
XXX	ENTRANCE CLOSURE	🟥	CONCRETE BARRIER
SRTS	SAFE ROUTES TO 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:

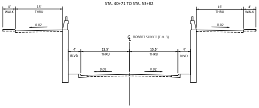
① PRIVATE RETAINING WALLS WILL BE EVALUATED IN FINAL DESIGN FOR REPLACEMENT BASED ON CONSTRUCTABILITY AND CONDITION. "TO REMAIN" AND "TO BE REPLACED" DESIGNATION ON THIS LAYOUT ARE PRELIMINARY AND SUBJECT TO CHANGE. CONSTRUCTION LIMITS ARE REFLECTIVE OF REPLACING THE RETAINING WALLS WHERE ANTICIPATED.

EXISTING TYPICAL SECTIONS

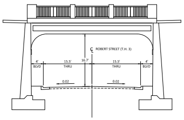
ROBERT STREET (T.H. 3)
ANNAPOLIS ST TO KING ST
STA. 10+00 TO STA. 40+71


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

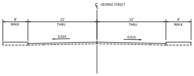
ROBERT STREET (T.H. 3)
KING ST TO CESAR CHAVEZ ST
STA. 40+71 TO STA. 53+82


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

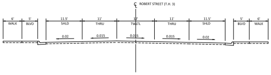
ROBERT STREET (T.H. 3)
(BR. NO. 90381)
STA. 46+91


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

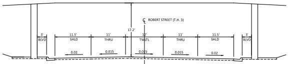
GEORGE ST
STA. 46+91


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

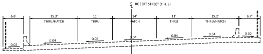
ROBERT STREET (T.H. 3)
CESAR CHAVEZ ST TO WOOD ST
STA. 53+82 TO STA. 68+58


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

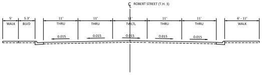
ROBERT STREET (T.H. 3)
(BR. NO. 91248)
STA. 62+61


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

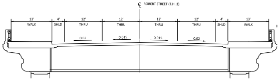
ROBERT STREET (T.H. 3)
WOOD ST TO PLATO BLVD
(BRIDGE NO. 62050)
STA. 68+58 TO STA. 79+72


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

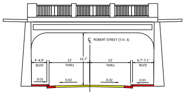
ROBERT STREET (T.H. 3)
PLATO BLVD TO FILLMORE AVE
STA. 79+72 TO STA. 92+11


ROBERT STREET (T.H. 3)
5' WALK
5.3' BLVD
11' THRU
11' THRU
12' 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

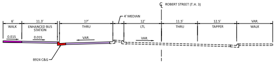

ROBERT STREET (T.H. 3)
13' WALK
4' SHLD
12' THRU
12' THRU
12' THRU
12' THRU
4' SHLD
13' WALK
0.02
0.015

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

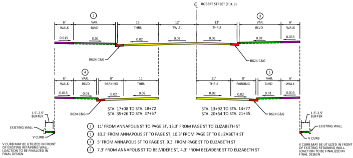

ROBERT STREET (T.H. 3)
4'-4.9' BLVD
13' THRU
16.7'
13' THRU
6.7'-7.1' BLVD
0.01
0.02

PROPOSED TYPICAL

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

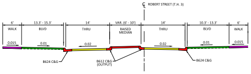

ROBERT STREET (T.H. 3)
4' MEDIAN
6' WALK
11.3' ENHANCED BUS STATION
13' THRU
12' LTL
11.5' THRU
12.5' TAPPER
VAR. WALK
0.015
VAR.
B924 C&G

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

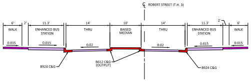

ROBERT STREET (T.H. 3)
6' WALK
VAR. BLVD
13' THRU
12' TWLTL
13' THRU
VAR. BLVD
6' WALK
0.015
0.01
0.02
B624 C&G
8' PARKING
11' THRU
STA. 17+08 TO STA. 18+72
STA. 35+26 TO STA. 37+57
STA. 13+92 TO STA. 14+77
STA. 20+54 TO STA. 21+35
1.5'-2.5' BUFFER
EXISTING WALL
V CURB
V CURB MAY BE UTILIZED IN FRONT OF EXISTING RETAINING WALL. LOACTION TO BE FINALIZED IN FINAL DESIGN

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

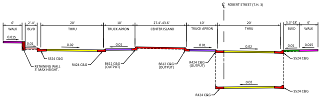
ROBERT STREET (T.H. 3)
ANNAPOLIS ST TO E ELIZABETH ST
MEDIAN LOCATIONS
E ANNAPOLIS ST - STA. 10+61 TO STA. 11+44 - RAISED MEDIAN 6'
PAGE ST E - STA. 28+62 TO STA. 29+09 - RAISED MEDIAN 10'
BELVIDERE ST E - STA. 18+84 TO STA. 19+84 - RAISED MEDIAN 10'
E MORTON ST - STA. 31+78 TO STA. 32+32 - RAISED MEDIAN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

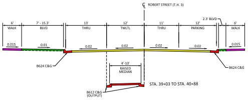
ROBERT STREET (T.H. 3)
ENHANCED BUS STATION
CURTICE ST E
STA. 23+79 TO STA. 24+61


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

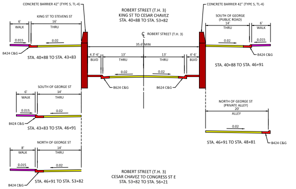
SIDNEY ST/STATE ST ROUNDABOUT
STA. 24+61 TO STA. 28+31


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
R424 C&G
B612 C&G (OUTPUT)
B424 C&G (OUTPUT)
RETAINING WALL 3' MAX HEIGHT

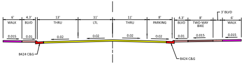
ROBERT STREET (T.H. 3)
E ELIZABETH ST TO KING ST E
STA. 37+62 TO STA. 39+03


ROBERT STREET (T.H. 3)
6' WALK
7' - 15.3' BLVD
13' THRU
12' TWLTL
11' THRU
2.3' BLVD
12' PARKING
6' WALK
0.015
0.01
0.02
B624 C&G
4'-10' RAISED MEDIAN
STA. 39+03 TO STA. 40+88
B612 C&G (OUTPUT)

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

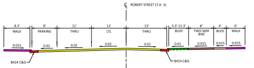

CONCRETE BARRIER 42" (TYPE S, TL-4)
KING ST TO STEVENS ST
6' WALK
16' THRU
B424 C&G
STA. 40+88 TO STA. 43+83
ROBERT STREET (T.H. 3)
35.6' MIN
3.3'-6' BLVD
13' THRU
13' THRU
4'-6' BLVD
B624 C&G
SOUTH OF GEORGE ST
(PUBLIC ROAD)
14' THRU
STA. 40+88 TO STA. 46+91
SOUTH OF GEORGE ST
6' WALK
14' THRU
STA. 43+83 TO STA. 46+91
NORTH OF GEORGE ST
(PRIVATE ALLEY)
20' ALLEY
STA. 46+91 TO STA. 48+81
NORTH OF GEORGE ST
8' WALK
14' THRU
STA. 46+91 TO STA. 53+82
0.015
0.02

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

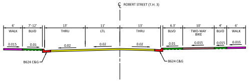

ROBERT STREET (T.H. 3)
6' WALK
4.3' BLVD
13' THRU
11' LTL
11' THRU
8' PARKING
4.3' BLVD
8' TWO-WAY BIKE
3' BLVD
6' WALK
0.015
0.01
0.02
B424 C&G

SECTIONS

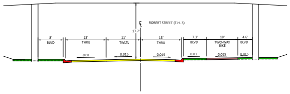
ROBERT STREET (T.H. 3)
CONGRESS ST E TO ISABEL ST
STA. 56+21 TO STA. 59+29


℄ 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
0.01
B424 C&G

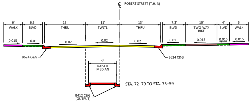
ROBERT STREET (T.H. 3)
ISABEL ST TO BRIDGE 91248
STA. 59+29 TO STA. 62+61


℄ 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
B624 C&G

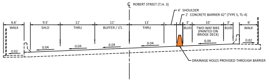
ROBERT STREET (T.H. 3)
(BR. NO. 91248)
STA. 62+61


℄ 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
0.01

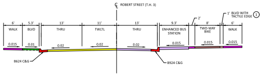
ROBERT STREET (T.H. 3)
BRIDGE NO. 91248 TO PLATO BLVD
STA. 62+61 TO STA. 68+58
STA. 75+59 TO STA. 79+72


℄ 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
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

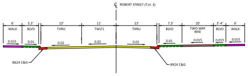

℄ ROBERT STREET (T.H. 3)
4' SHOULDER
2' CONCRETE BARRIER 42" (TYPE 5, TL-4)
6.6' WALK
9.5' SHLD
11' THRU
11' BUFFER / LTL
11' THRU
3' BLVD
10' TWO-WAY BIKE (PAINTED ON BRIDGE DECK)
3' BLVD
6' WALK
0.02
0.04
DRAINAGE HOLES PROVIDED THROUGH BARRIER

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

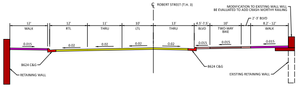

℄ ROBERT STREET (T.H. 3)
1' BLVD WITH TACTILE EDGE ①
2'
6' WALK
5.3' BLVD
13' THRU
11' TWLTL
13' THRU
9.3' ENHANCED BUS STATION
8' TWO-WAY BIKE
6' WALK
0.015
0.01
0.02
B624 C&G
B924 C&G

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

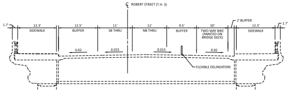
ROBERT STREET (T.H. 3)
PLATO BLVD TO FILLMORE AVE
STA. 79+72 TO STA. 92+11

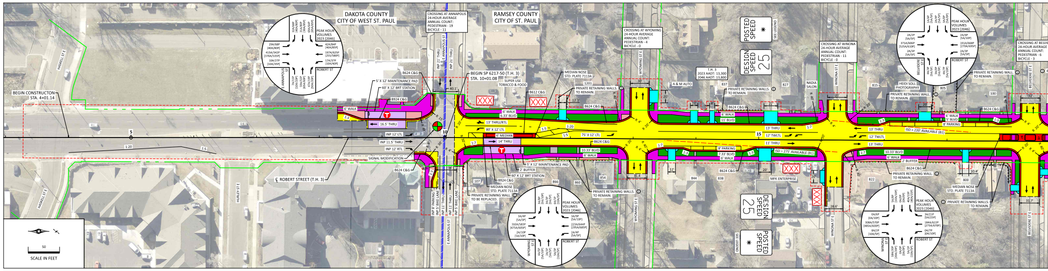

℄ ROBERT STREET (T.H. 3)
6' WALK
5.3' BLVD
13' THRU
11' TWLTL
13' THRU
7.3' BLVD
10' TWO-WAY BIKE
3'-4' BLVD
6' WALK
0.015
0.01
0.02
B624 C&G
B924 C&G

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
B624 C&G
RETAINING WALL
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)
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)
2' BUFFER
12.3' SIDEWALK
0.02
0.015
FLEXIBLE DELINEATORS


DAKOTA COUNTY
CITY OF WEST ST. PAUL
RAMSEY COUNTY
CITY OF ST. PAUL
BEGIN CONSTRUCTON STA. 4+01.14
BEGIN SP 6217-50 (T.H. 3) STA. 10+01.08
℄ ROBERT STREET (T.H. 3)
HASKELL ST E
HURLEY ST E
E ANNAPOLIS ST
WYOMING ST E
WINONA ST E
BELVIDERE ST E
PEAK HOUR VOLUMES 2023 [2046]
5' X 12' MAINTENANCE PAD
60' X 12' BRT STATION
B624 C&G
B924 C&G
B612 C&G
SIGNAL MODIFICATION
MEDIAN NOSE STD. PLATE 7113A
PRIVATE RETAINING WALLS. TO REMAIN.
PRIVATE RETAINING WALL. TO BE REPLACED.
SUPER USE TOBACCO & FOOD
A & M AUTO
NADIA SALON
HEIDI SOLL PHOTOGRAPHY
MFK ENTERPRISE
DESIGN SPEED 25
POSTED SPEED *
SEE LEGEND
ISD = 275' AVAILABLE (B1)
ISD = 220' AVAILABLE (B1)
SCALE IN FEET
50

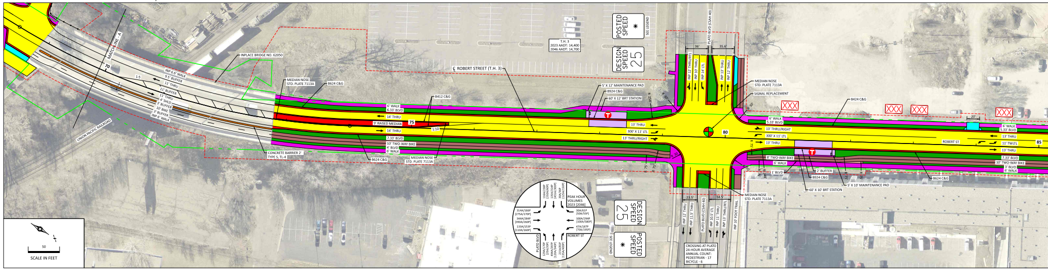
CROSSING AT ANNAPOLIS
24-HOUR AVERAGE
ANNUAL COUNT:
PEDESTRIAN - 19
BICYCLE - 11

CROSSING AT WYOMING
24-HOUR AVERAGE
ANNUAL COUNT:
PEDESTRIAN - 4
BICYCLE - 0

T.H. 3
2023 AADT: 13,300
2046 AADT: 13,800

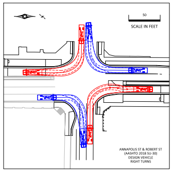
CROSSING AT WINONA
24-HOUR AVERAGE
ANNUAL COUNT:
PEDESTRIAN - 11
BICYCLE - 0

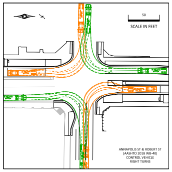
CROSSING AT BELVIDERE
24-HOUR AVERAGE
ANNUAL COUNT:
PEDESTRIAN - 6
BICYCLE - 3

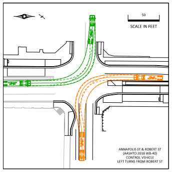

MATCHLINE - A
UNION PACIFIC RAILROAD
INPLACE BRIDGE NO. 62050
CONCRETE BARRIER 2' TYPE S, TL-4
℄ ROBERT STREET (T.H. 3)
PLATO BLVD (CSAH 40)
MEDIAN NOSE STD. PLATE 7113A
B624 C&G
B412 C&G
B924 C&G
B424 C&G
9' RAISED MEDIAN
5' X 12' MAINTENANCE PAD
60' X 12' BRT STATION
5' X 10' MAINTENANCE PAD
60' X 10' BRT STATION
SIGNAL REPLACEMENT
PEAK HOUR VOLUMES 2023 [2046]
DESIGN SPEED 25
POSTED SPEED *
SEE LEGEND
SCALE IN FEET
50

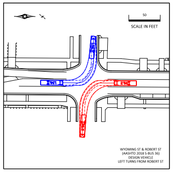
T.H. 3
2023 AADT: 14,400
2046 AADT: 14,700

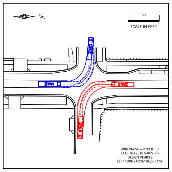
CROSSING AT PLATO
24-HOUR AVERAGE
ANNUAL COUNT:
PEDESTRIAN - 17
BICYCLE - 6

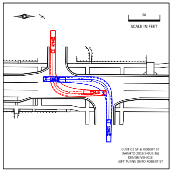

ANNAPOLIS ST & ROBERT ST
(AASHTO 2018 SU-30)
DESIGN VEHICLE
RIGHT TURNS

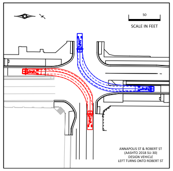

ANNAPOLIS ST & ROBERT ST
(AASHTO 2018 WB-40)
CONTROL VEHICLE
RIGHT TURNS

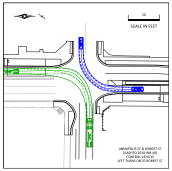

ANNAPOLIS ST & ROBERT ST
(AASHTO 2018 WB-40)
CONTROL VEHICLE
LEFT TURNS FROM ROBERT ST

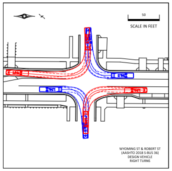

WYOMING ST & ROBERT ST
(AASHTO 2018 S-BUS 36)
DESIGN VEHICLE
LEFT TURNS FROM ROBERT ST

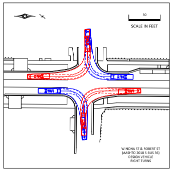

WINONA ST & ROBERT ST
(AASHTO 2018 S-BUS 36)
DESIGN VEHICLE
LEFT TURNS FROM ROBERT ST

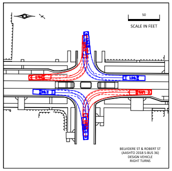

CURTICE ST & ROBERT ST
(AASHTO 2018 S-BUS 36)
DESIGN VEHICLE
LEFT TURNS ONTO ROBERT ST

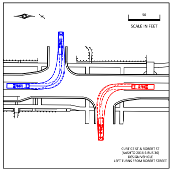

ANNAPOLIS ST & ROBERT ST
(AASHTO 2018 SU-30)
DESIGN VEHICLE
LEFT TURNS ONTO ROBERT ST

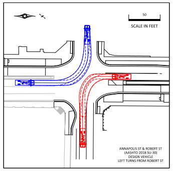

ANNAPOLIS ST & ROBERT ST
(AASHTO 2018 WB-40)
CONTROL VEHICLE
LEFT TURNS ONTO ROBERT ST

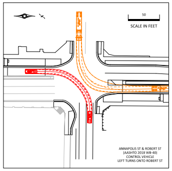

WYOMING ST & ROBERT ST
(AASHTO 2018 S-BUS 36)
DESIGN VEHICLE
RIGHT TURNS

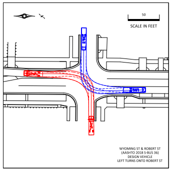

WINONA ST & ROBERT ST
(AASHTO 2018 S-BUS 36)
DESIGN VEHICLE
RIGHT TURNS

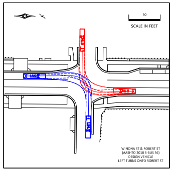

BELVIDERE ST & ROBERT ST
(AASHTO 2018 S-BUS 36)
DESIGN VEHICLE
RIGHT TURNS

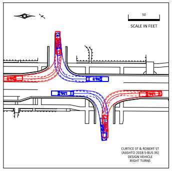

CURTICE ST & ROBERT ST
(AASHTO 2018 S-BUS 36)
DESIGN VEHICLE
LEFT TURNS FROM ROBERT STREET

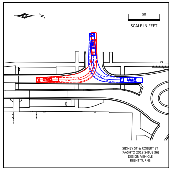

ANNAPOLIS ST & ROBERT ST
(AASHTO 2018 SU-30)
DESIGN VEHICLE
LEFT TURNS FROM ROBERT ST

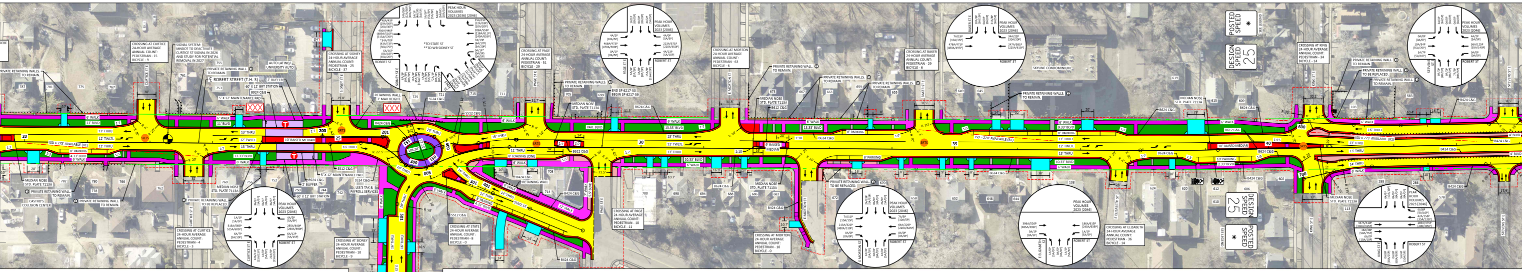

ANNAPOLIS ST & ROBERT ST
(AASHTO 2018 WB-40)
CONTROL VEHICLE
LEFT TURNS ONTO ROBERT ST

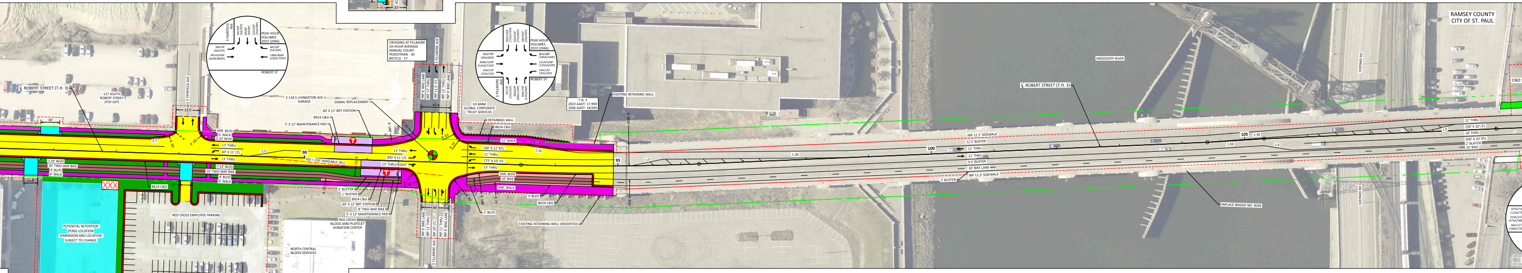

WYOMING ST & ROBERT ST
(AASHTO 2018 S-BUS 36)
DESIGN VEHICLE
LEFT TURNS ONTO ROBERT ST

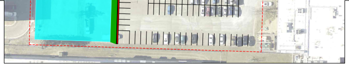

WINONA ST & ROBERT ST
(AASHTO 2018 S-BUS 36)
DESIGN VEHICLE
LEFT TURNS ONTO ROBERT ST

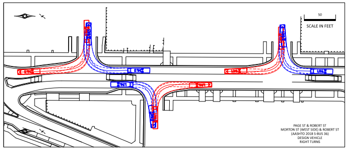

CURTICE ST & ROBERT ST
(AASHTO 2018 S-BUS 36)
DESIGN VEHICLE
RIGHT TURNS


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

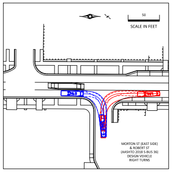

CROSSING AT CURTICE
24-HOUR AVERAGE
ANNUAL COUNT:
PEDESTRIAN - 15
BICYCLE - 9
SIGNAL SYSTEM:
MNDOT TO DEACTIVATE
CURTICE ST SIGNAL IN 2026
AND STUDY FOR POTENTIAL
REMOVAL IN 2027
PRIVATE RETAINING WALLS. TO REMAIN.
PRIVATE RETAINING WALL. TO REMAIN.
℄ ROBERT STREET (T.H. 3)
AUTO LATINO/ UNIVERSITY AUTO
2' BUFFER
60' X 12' BRT STATION
B924 C&G
5' X 12' MAINTENANCE PAD
CROSSING AT SIDNEY
24-HOUR AVERAGE
ANNUAL COUNT:
PEDESTRIAN - 25
BICYCLE - 37
RETAINING WALL. 3' MAX HEIGHT.
CURTICE ST E
SIDNEY ST E
6' WALK
11' BLVD
13' THRU
12' TWLTL
11' THRU
8' PARKING
4.33' BLVD
ISD = 275' AVAILABLE (B1)
10' RAISED MEDIAN
16' THRU
SRTS
MEDIAN NOSE STD. PLATE 7113A
CASTRO'S COLLISION CENTER
PRIVATE RETAINING WALL. TO BE REPLACED.
CROSSING AT CURTICE
24-HOUR AVERAGE
ANNUAL COUNT:
PEDESTRIAN - 4
BICYCLE - 3
PEAK HOUR VOLUMES 2023 [2046]
ROBERT ST
S512 C&G
S524 C&G
LEE'S TAX & PAYROLL SERVICES
60' X 12' BRT STATION
CROSSING AT SIDNEY
24-HOUR AVERAGE
ANNUAL COUNT:
PEDESTRIAN - 10
BICYCLE - 9
PEAK HOUR VOLUMES 2023 (2036) [2046]
*TO STATE ST
**TO WB SIDNEY ST
R424 C&G
20' THRU
15' THRU
18' THRU
16' THRU
8' WALK
8' LOADING ZONE
B424 C&G
RETAINING WALL
STATE ST
12' THRU
8' PARKING
4.33' BLVD
14' THRU
12' WALK
CROSSING AT STATE
24-HOUR AVERAGE
ANNUAL COUNT:
PEDESTRIAN - 8
BICYCLE - 0
CROSSING AT PAGE
24-HOUR AVERAGE
ANNUAL COUNT:
PEDESTRIAN - 51
BICYCLE - 29
PAGE ST E
PRIVATE RETAINING WALLS. TO REMAIN.
END SP 6217-50
BEGIN SP 6217-59
B612 C&G
B624 C&G
VAR. BLVD
13.33' BLVD
10.33' BLVD
7' WALK
5.5' BLVD
CROSSING AT PAGE
24-HOUR AVERAGE
ANNUAL COUNT:
PEDESTRIAN - 10
BICYCLE - 11
CROSSING AT MORTON
24-HOUR AVERAGE
ANNUAL COUNT:
PEDESTRIAN - 63
BICYCLE - 6
E MORTON ST
9' RAISED MEDIAN
CROSSING AT MORTON
24-HOUR AVERAGE
ANNUAL COUNT:
PEDESTRIAN - 10
BICYCLE - 0
CROSSING AT BAKER
24-HOUR AVERAGE
ANNUAL COUNT:
PEDESTRIAN - 29
BICYCLE - 6
BAKER ST E
SKYLINE CONDOMINIUM
ISD = 220' AVAILABLE (B1)
9.33' BLVD
E ELIZABETH ST
CROSSING AT ELIZABETH
24-HOUR AVERAGE
ANNUAL COUNT:
PEDESTRIAN - 36
BICYCLE - 14
POSTED SPEED *
SEE LEGEND
DESIGN SPEED 25
CROSSING AT KING
24-HOUR AVERAGE
ANNUAL COUNT:
PEDESTRIAN - 34
BICYCLE - 14
KING ST E
10' PARKING
2.33' BLVD
PRIVATE RETAINING WALL. TO BE REPLACED.
4' BLVD
14' THRU
STEVENS ST E
20
25
30
35
40
200
201
300
150
400
500
301
401
501
600
700


PEAK HOUR VOLUMES 2023 [2046]
E FAIRFIELD AVE
ROBERT ST
℄ ROBERT STREET (T.H. 3)
137 SOUTH ROBERT STREET (FOX LOT)
2-118 S LIVINGSTON AVE GARAGE
SIGNAL REPLACEMENT
60' X 12' BRT STATION
B924 C&G
5' X 12' MAINTENANCE PAD
CROSSING AT FILLMORE
24-HOUR AVERAGE
ANNUAL COUNT:
PEDESTRIAN - 30
BICYCLE - 17
E FILLMORE AVE
INP 6' BIKE LANE
INP 12' THRU
INP 11.5' LTL
US BANK GLOBAL CORPORATE TRUST SERVICES
T.H. 3
2023 AADT: 17,900
2046 AADT: 18,600
EXISTING RETAINING WALL
RETAINING WALL
VAR. BLVD
6' WALK
5.33' BLVD
13' THRU
60' X 11' LTL
7.33' BLVD
10' TWO-WAY BIKE
4' BLVD
ISD = 220' AVAILABLE (B1)
300' X 11' LTL
13' THRU/RIGHT
12' WALK
100' X 12' RTL
11' THRU
275' X 10' LTL
10' BIKE
VAR. WALK
3' BLVD
2' BUFFER
1' BUFFER
8' TWO-WAY BIKE
RED CROSS BLOOD AND PLATELET DONATION CENTER
RED CROSS EMPLOYEE PARKING
NORTH CENTRAL BLOOD SERVICES
EXISTING RETAINING WALL (MODIFIED)
2' BLVD
MISSISSIPPI RIVER
INP 12.3' SIDEWALK
12.5' BUFFER
9.5' BUFFER
10' BIKE LANE
INPLACE BRIDGE NO. 9036
SHEPARD RD
12' THRU
250' X 10' LTL
10' THRU
500' X 10' RTL
RAMSEY COUNTY
CITY OF ST. PAUL
90
95
100
105

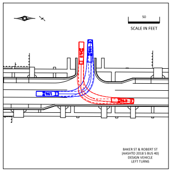

POTENTIAL RETENTION
POND LOCATION
DIMENSION AND LOCATION
SUBJECT TO CHANGE


50
SCALE IN FEET

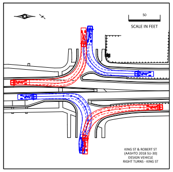
PAGE ST & ROBERT ST
MORTON ST (WEST SIDE) & ROBERT ST
(AASHTO 2018 S-BUS 36)
DESIGN VEHICLE
RIGHT TURNS


50
SCALE IN FEET

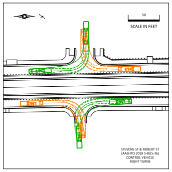
MORTON ST (EAST SIDE)
& ROBERT ST
(AASHTO 2018 S-BUS 36)
DESIGN VEHICLE
RIGHT TURNS


50
SCALE IN FEET

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


50
SCALE IN FEET

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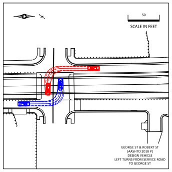
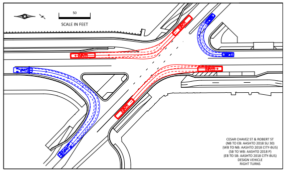
SCALE IN FEET

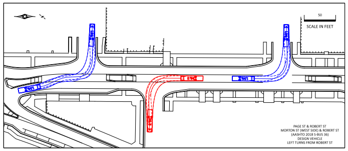
STEVENS ST & ROBERT ST
(AASHTO 2018 S-BUS-36)
CONTROL VEHICLE
RIGHT TURNS


50
SCALE IN FEET

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


50
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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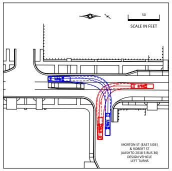
SCALE IN FEET

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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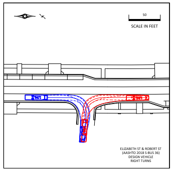
SCALE IN FEET

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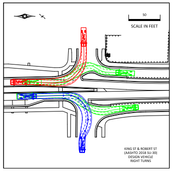
SCALE IN FEET

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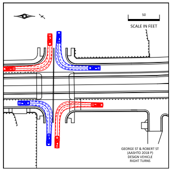
SCALE IN FEET

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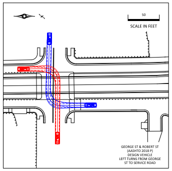
SCALE IN FEET

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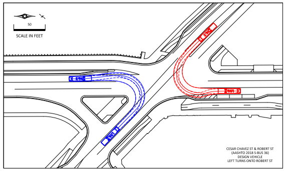
SCALE IN FEET

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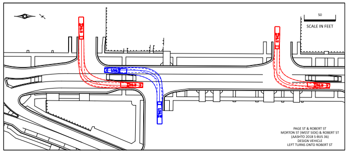
SCALE IN FEET

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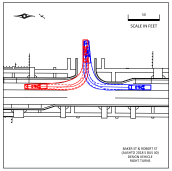
SCALE IN FEET

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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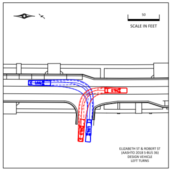
SCALE IN FEET

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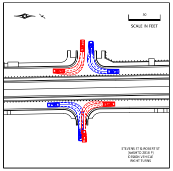
SCALE IN FEET

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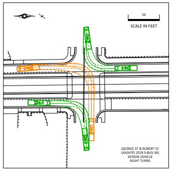
SCALE IN FEET

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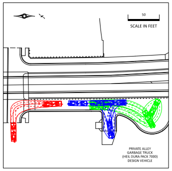
SCALE IN FEET

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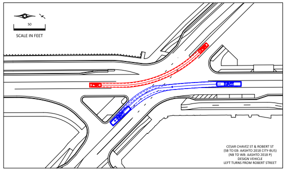
SCALE IN FEET

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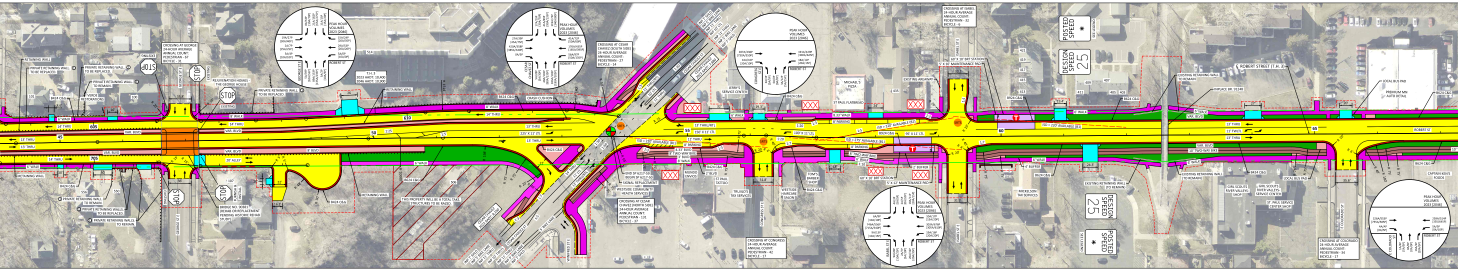
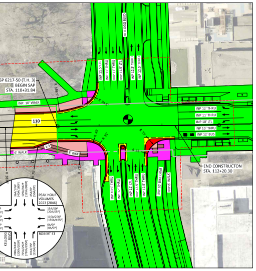
SCALE IN FEET

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


RETAINING WALL
PRIVATE RETAINING WALL TO BE REPLACED. ①
PRIVATE RETAINING WALL TO REMAIN. ①
VERDE RESTORATIONS
CROSSING AT GEORGE
24-HOUR AVERAGE
ANNUAL COUNT:
PEDESTRIAN - 67
BICYCLE - 31
STOP
EXISTING
GEORGE ST E
REJUVENATION HOMES - THE GEORGE HOUSE
PRIVATE RETAINING WALL TO BE REPLACED. ①
PEAK HOUR VOLUMES 2023 [2046]
ROBERT ST
T.H. 3
2023 AADT: 10,400
2046 AADT: 10,900
B424 C&G
CRASH CUSHION
6' WALK
8' WALK
14' THRU
13' THRU
VAR. BLVD
8' BLVD
20' ALLEY
605
705
45
50
610
BRIDGE NO. 90381 (REHAB OR REPLACEMENT PENDING HISTORIC REHAB STUDY)
FURNISH & INSTALL
PRIVATE RETAINING WALL TO REMAIN.
PRIVATE RETAINING WALLS TO BE REPLACED.
PRIVATE RETAINING WALLS TO REMAIN.
THIS PROPERTY WILL BE A TOTAL TAKE. STRUCTURES TO BE RAZED.
B624 C&G
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
INP 7' SHLD
INP 5' BIKE LANE
INP 11' THRU
INP 10' LTL
INP 10' TWLTL
5' BIKE LANE
WINIFRED ST E
SRTS
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
JERRY'S SERVICE CENTER
13' THRU/RTL
150' X 11' LTL
225' X 11' LTL
11' THRU
ISD = 220' AVAILABLE (B1)
ISD = 275' AVAILABLE (B1)
8' PARKING
4.33' BLVD
8' TWO-WAY BIKE
3' BLVD
8' WALK
2' BLVD
55
MUNDO ENVIOS
ST PAUL TATTOO
TRUJILO'S TAX SERVICES
CONGRESS ST E
CROSSING AT CONGRESS
24-HOUR AVERAGE
ANNUAL COUNT:
PEDESTRIAN - 42
BICYCLE - 17
MICHAEL'S PIZZA
ST PAUL FLATBREAD
8.33' WALK
100' X 11' LTL
95' X 11' LTL
B924 C&G
EXISTING AREAWAY
CROSSING AT ISABEL
24-HOUR AVERAGE
ANNUAL COUNT:
PEDESTRIAN - 32
BICYCLE - 6
ISABEL ST E
60' X 10' BRT STATION
5' X 10' MAINTENANCE PAD
5' X 12' MAINTENANCE PAD
2' BUFFER
4' BUFFER
TOM'S BARBER SHOP
WESTSIDE HAIRCARE SALON
60
POSTED SPEED *
SEE LEGEND
DESIGN SPEED 25
EXISTING RETAINING WALL TO REMAIN
EXISTING RETAINING WALL (TO REMAIN)
INPLACE BR. 91248
MICKELSON TAX SERVICES
℄ ROBERT STREET (T.H. 3)
13' THRU
11' TWLTL
10' TWO-WAY BIKE
65
LOCAL BUS PAD
PREMIUM MN AUTO DETAIL
GIRL SCOUTS RIVER VALLEYS SHOP
GIRL SCOUTS RIVER VALLEYS SERVICE CENTER
ST. PAUL SERVICE CENTER SHOP
E COLORADO ST
CROSSING AT COLORADO
24-HOUR AVERAGE
ANNUAL COUNT:
PEDESTRIAN - 34
BICYCLE - 17
CAPTAIN KEN'S FOODS

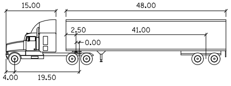

KELLOGG BLVD
SP 6217-50 (T.H. 3)
BEGIN SAP
STA. 110+31.84
INP 10' WALK
110
INP 12' THRU
INP 10' LTL
INP 12' BUS
6' WALK
8' BIKE
END CONSTRUCTION
STA. 112+20.30
PEAK HOUR VOLUMES 2023 [2046]
ROBERT ST

LEGEND

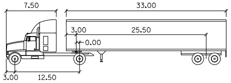
═	EXISTING ROADWAY	▨	CITY LIMITS
←	TRAFFIC DIRECTION	🟨	ROADWAY (INCLUDING TURN LANES)
─ · ─	INPLACE R/W	🟦	SHOULDER
- - -	CONSTRUCTION LIMITS	🟪	TRUCK APRON
⌃⌃⌃	RETAINING WALL	🟧	BRIDGE/BRIDGE BARRIER
●─●	GUARDRAIL	🟪	SIDEPATH/S-U PATH/ADA RAMP
XXX	ENTRANCE CLOSURE	🟥	CONCRETE BARRIER
SRTS	SAFE ROUTES TO 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:

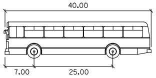
① PRIVATE RETAINING WALLS WILL BE EVALUATED IN FINAL DESIGN FOR REPLACEMENT BASED ON CONSTRUCTABILITY AND CONDITION. "TO REMAIN" AND "TO BE REPLACED DESIGNATION ON THIS LAYOUT ARE PRELIMINARY AND SUBJECT TO CHANGE. CONSTRUCTION LIMITS ARE REFLECTIVE OF REPLACING THE RETAINING WALLS WHERE ANTICIPATED.


15.00
48.00
2.50
41.00
0.00
4.00
19.50

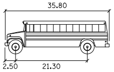
WB-62


7.50
33.00
3.00
25.50
0.00
3.00
12.50

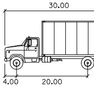
WB-40


40.00
7.00
25.00

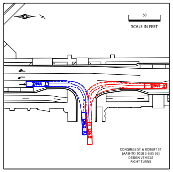
CITY-BUS


35.80
2.50
21.30

S-BUS-36


30.00
4.00
20.00

SU-30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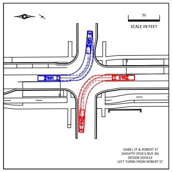
SCALE IN FEET

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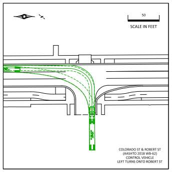
SCALE IN FEET

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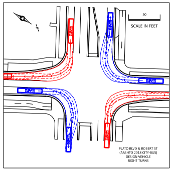
SCALE IN FEET

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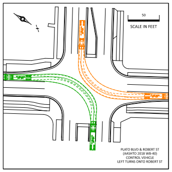
SCALE IN FEET

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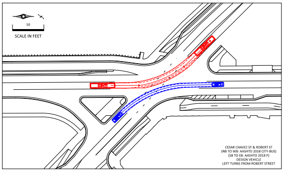
SCALE IN FEET

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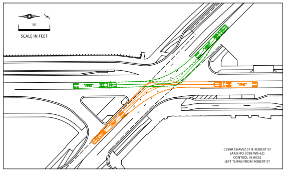
SCALE IN FEET

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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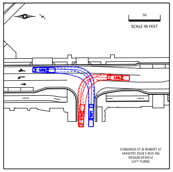
SCALE IN FEET

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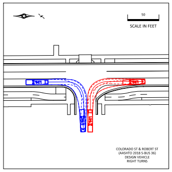
SCALE IN FEET

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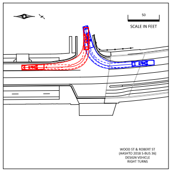
SCALE IN FEET

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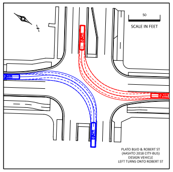
SCALE IN FEET

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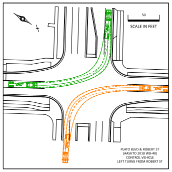
SCALE IN FEET

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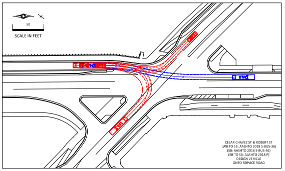
SCALE IN FEET

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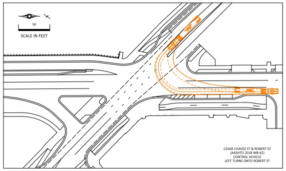
SCALE IN FEET

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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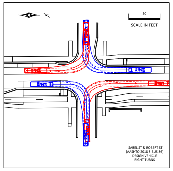
SCALE IN FEET

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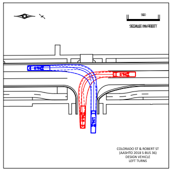
SCALE IN FEET

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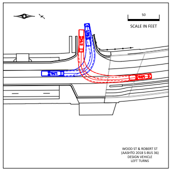
SCALE IN FEET

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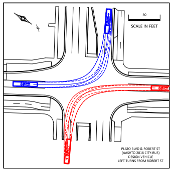
SCALE IN FEET

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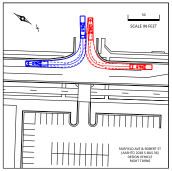
SCALE IN FEET

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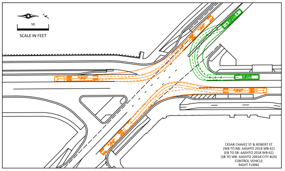
SCALE IN FEET

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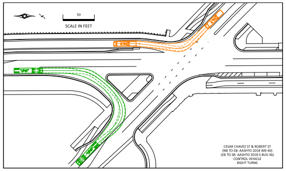
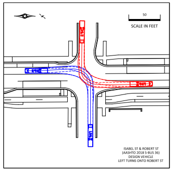
SCALE IN FEET

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


50
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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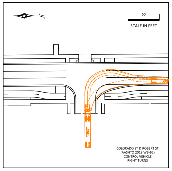
SCALE IN FEET

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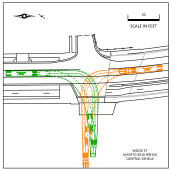
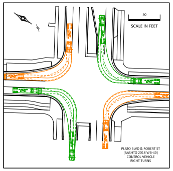
SCALE IN FEET

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


50
SCALE IN FEET

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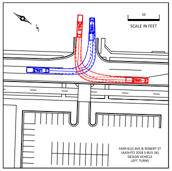
SCALE IN FEET

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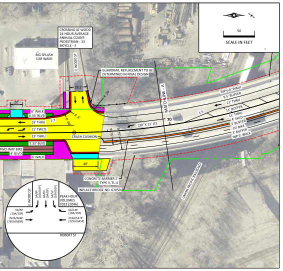
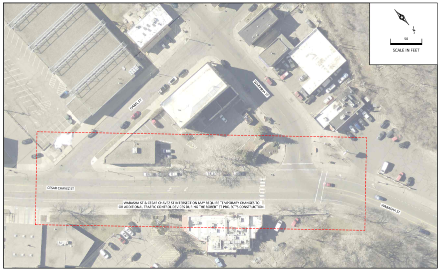
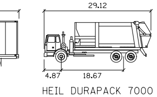
SCALE IN FEET

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

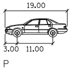

CROSSING AT WOOD
24-HOUR AVERAGE
ANNUAL COUNT:
PEDESTRIAN - 13
BICYCLE - 3
BIG SPLASH
CAR WASH
GUARDRAIL REPLACEMENT TO BE
DETERMINED IN FINAL DESIGN
MATCHLINE - A
CRASH CUSHION
CONCRETE BARRIER 2'
TYPE S, TL-4
INPLACE BRIDGE NO. 62050
SCALE IN FEET
PEAK HOUR
VOLUMES
2023 (2046)
ROBERT ST

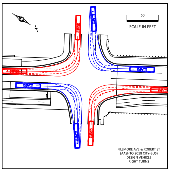

SCALE IN FEET
CESAR CHAVEZ ST
WABASHA ST
ISABEL ST

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


29.12
4.87
18.67

HEIL DURAPACK 7000


19.00
3.00
11.00
P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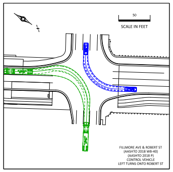
SCALE IN FEET

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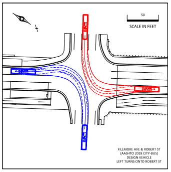
SCALE IN FEET

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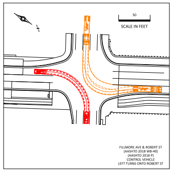
SCALE IN FEET

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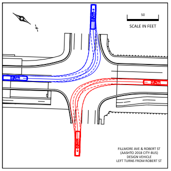
SCALE IN FEET

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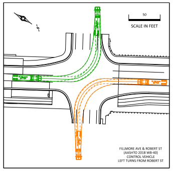
SCALE IN FEET

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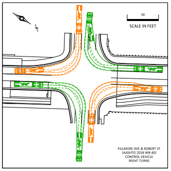
SCALE IN FEET

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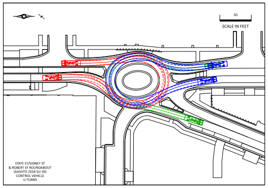
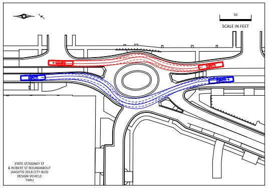
SCALE IN FEET

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


50
SCALE IN FEET

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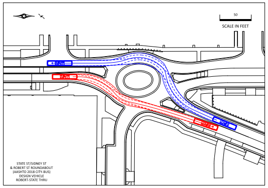
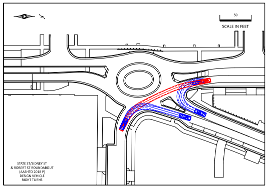
SCALE IN FEET

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


50
SCALE IN FEET

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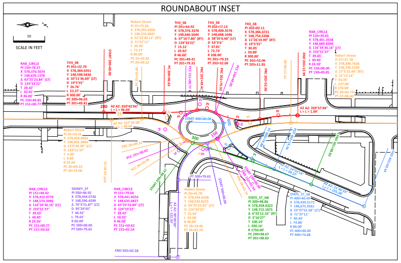
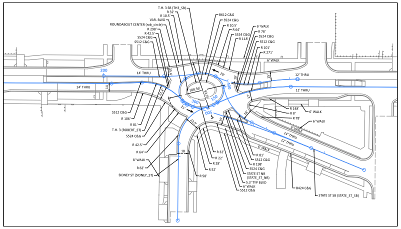
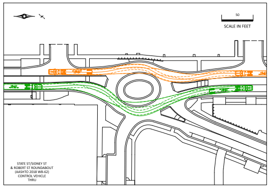
SCALE IN FEET

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

ROUNDABOUT INSET

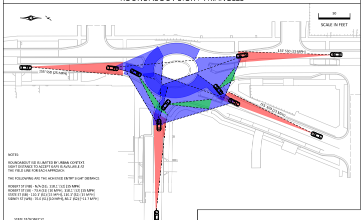

SCALE IN FEET
RAB_CIRCLE
TH3_SB
Robert Street
STATE_ST_NB
STATE_ST_SB
SIDNEY_ST
END 502+02.58


T.H. 3 SB (TH3_SB)
VAR. BLVD
ROUNDABOUT CENTER (rab_circle)
14' THRU
12' THRU
11' THRU
6' WALK
8' WALK
T.H. 3 (ROBERT_ST)
SIDNEY ST (SIDNEY_ST)
STATE ST NB (STATE_ST_NB)
STATE ST SB (STATE_ST_SB)
5.5' TYP. BLVD
B424 C&G
B612 C&G
S524 C&G
S512 C&G


50
SCALE IN FEET

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

ROUNDABOUT SIGHT TRIANGLES


50
SCALE IN FEET
155' 550 (25 MPH)
155' 550 (25 MPH)
155' 550 (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

ROUNDABOUT DESIGN SPEED SUMMARY
SP 6217-50 TH3

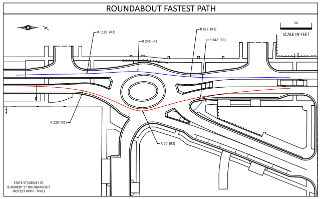
APPROACH	CURVE	RADIUS (ft)	e (ft/ft)	SPEED (mph) (3)	RELATIVE SPEED DIFFERENCE (mph) (1)	PHI Angle (2)
SB	R1	628	-0.02	36.9	24.5	23.5
	R2	245	0.02	28.8	16.4	
	R3	1185	0.02	52.9	40.5	
	R4	27.5	0.02	12.4	0	
	R5					
NB	R1	226	0.02	27.9	16.1	26.8
	R2	50	-0.02	14.6	2.8	
	R3	542	-0.02	35	23.2	
	R4	24.5	0.02	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

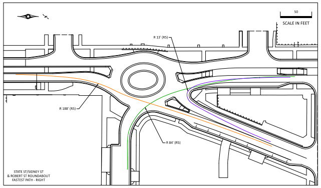
(2) MEASURED USING METHOD 1
(ACCEPTED METHOD IN EXHIBIT 6E-15 OF THE FDG)

(3) DERIVED SPEED MAY NOT REPRESENT ACTUAL DRIVING CONDITIONS

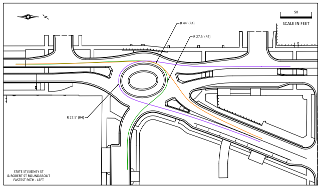
ROUNDABOUT FASTEST PATH


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


50
SCALE IN FEET
R 13' (R5)
R 188' (R5)
R 84' (R5)

STATE ST/SIDNEY ST
& ROBERT ST ROUNDABOUT
FASTEST PATH - RIGHT


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