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

DEPARTMENT OF TRANSPORTATION

KLJ

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

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.

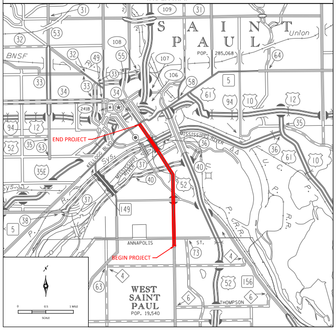
DESIGN EXCEPTIONS

NONE

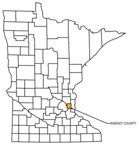
DESIGN VARIANCES

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.

INDEX MAP


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

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


RAMSEY COUNTY

LEGEND

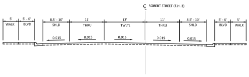
═	EXISTING ROADWAY	▨	CITY LIMITS
←	TRAFFIC DIRECTION	🟨	ROADWAY (INCLUDING TURN LANES)
‐·‐	INPLACE R/W	🟦	SHOULDER
‐ ‐ ‐	CONSTRUCTION LIMITS	🟪	TRUCK APRON
⌃⌃⌃	RETAINING WALL	🟧	BRIDGE/BRIDGE BARRIER
●─●	GUARDRAIL	▬	SIDEPATH/S-U PATH/ADA RAMP
XXX	ENTRANCE CLOSURE	▬	CONCRETE BARRIER
		🟩	SEEDING
SRTS	SAFE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

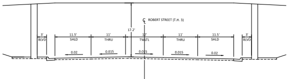
① PRIVATE RETAINING WALLS WILL BE EVALUATED IN FINAL DESIGN FOR REPLACEMENT BASED ON CONSTRUCTABILITY AND CONDITION. "TO REMAIN" AND "TO BE REPLACED" DESIGNATION ON THIS LAYOUT ARE PRELIMINARY AND SUBJECT TO CHANGE. CONSTRUCTION LIMITS ARE REFLECTIVE OF REPLACING THE RETAINING WALLS WHERE ANTICIPATED.

EXISTING TYPICAL SECTIONS

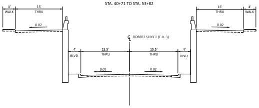
ROBERT STREET (T.H. 3)
ANNAPOLIS ST TO KING ST
STA. 10+00 TO STA. 40+71


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

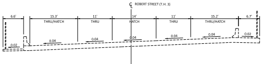
ROBERT STREET (T.H. 3)
(BR. NO. 91248)
STA. 62+61


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

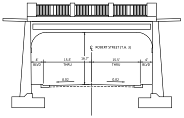
ROBERT STREET (T.H. 3)
KING ST TO CESAR CHAVEZ ST
STA. 40+71 TO STA. 53+82


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

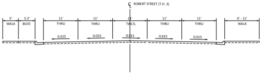
ROBERT STREET (T.H. 3)
WOOD ST TO PLATO BLVD
(BRIDGE NO. 62050)
STA. 68+58 TO STA. 79+72


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

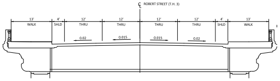
ROBERT STREET (T.H. 3)
(BR. NO. 90381)
STA. 46+91


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

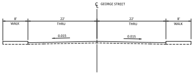
ROBERT STREET (T.H. 3)
PLATO BLVD TO FILLMORE AVE
STA. 79+72 TO STA. 92+11


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

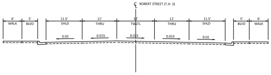
ROBERT STREET (T.H. 3)
FILLMORE AVE TO KELLOGG BLVD
(BRIDGE NO. 9036)
STA. 92+11 TO STA. 112+20


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

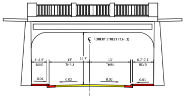
GEORGE ST
STA. 46+91


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

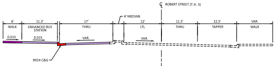

ROBERT STREET (T.H. 3)
6' WALK
5' BLVD
11.5' SHLD
11' THRU
12' TWLTL
11' THRU
11.5' SHLD
5' BLVD
6' WALK
0.02
0.015

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

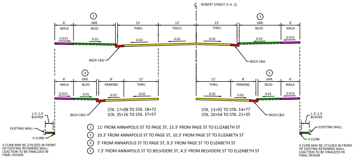

ROBERT STREET (T.H. 3)
16.7'
4'-4.9' BLVD
13' THRU
13' THRU
6.7'-7.1' BLVD
0.01
0.02

PROPOSED TYPICAL

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

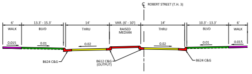

ROBERT STREET (T.H. 3)
4' MEDIAN
6' WALK
11.3' ENHANCED BUS STATION
17' THRU
12' LTL
11.5' THRU
12.5' TAPPER
VAR. WALK
0.015
VAR.
B924 C&G

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

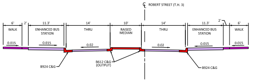

ROBERT STREET (T.H. 3)
②
③
6' WALK
VAR. BLVD
13' THRU
12' TWLTL
13' THRU
VAR. BLVD
6' WALK
0.015
0.01
0.02
B624 C&G
④
⑤
6' WALK
VAR. BLVD
8' PARKING
11' THRU
11' THRU
8' PARKING
VAR. BLVD
6' WALK
STA. 17+08 TO STA. 18+72
STA. 35+26 TO STA. 37+57
STA. 13+92 TO STA. 14+77
STA. 20+54 TO STA. 21+35
1.5'-2.5' 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

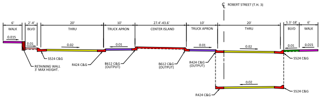
ROBERT STREET (T.H. 3)
ANNAPOLIS ST TO E ELIZABETH ST
MEDIAN LOCATIONS
E ANNAPOLIS ST - STA. 10+61 TO STA. 11+44 - RAISED MEDIAN 6'
PAGE ST E - STA. 28+62 TO STA. 29+09 - RAISED MEDIAN 10'
BELVIDERE ST E - STA. 18+84 TO STA. 19+84 - RAISED MEDIAN 10'
E MORTON ST - STA. 31+78 TO STA. 32+32 - RAISED MEDIAN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

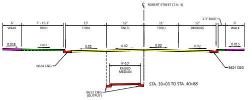
ROBERT STREET (T.H. 3)
ENHANCED BUS STATION
CURTICE ST E
STA. 23+79 TO STA. 24+61


ROBERT STREET (T.H. 3)
6' WALK
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)

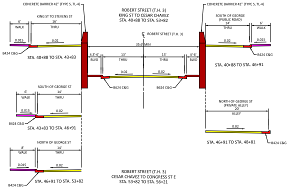
SIDNEY ST/STATE ST ROUNDABOUT
STA. 24+61 TO STA. 28+31


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

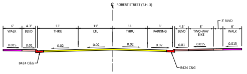
ROBERT STREET (T.H. 3)
E ELIZABETH ST TO KING ST E
STA. 37+62 TO STA. 39+03


ROBERT STREET (T.H. 3)
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

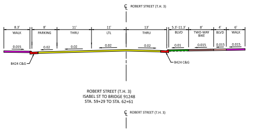

CONCRETE BARRIER 42" (TYPE S, TL-4)
KING ST TO STEVENS ST
6' WALK
16' THRU
B424 C&G
STA. 40+88 TO STA. 43+83
SOUTH OF GEORGE ST
6' WALK
14' THRU
STA. 43+83 TO STA. 46+91
NORTH OF GEORGE ST
8' WALK
14' THRU
STA. 46+91 TO STA. 53+82
ROBERT STREET (T.H. 3)
35.6' MIN
4.3'-6' BLVD
13' THRU
13' THRU
4'-6'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

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

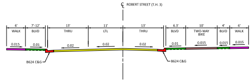

ROBERT STREET (T.H. 3)
3' BLVD
6' WALK
4.3' BLVD
13' THRU
11' LTL
11' THRU
8' PARKING
4.3' BLVD
8' TWO-WAY BIKE
6' WALK
0.015
0.01
0.02
B424 C&G

SECTIONS

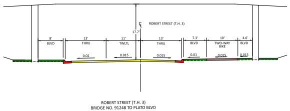
ROBERT STREET (T.H. 3)
CONGRESS ST E TO ISABEL ST
STA. 56+21 TO STA. 59+29


℄ 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
0.01
B424 C&G

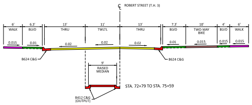
ROBERT STREET (T.H. 3)
ISABEL ST TO BRIDGE 91248
STA. 59+29 TO STA. 62+61


℄ 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

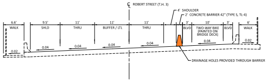
ROBERT STREET (T.H. 3)
(BR. NO. 91248)
STA. 62+61


℄ 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

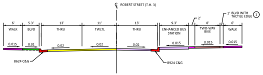
ROBERT STREET (T.H. 3)
BRIDGE NO. 91248 TO PLATO BLVD
STA. 62+61 TO STA. 68+58
STA. 75+59 TO STA. 79+72


℄ 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

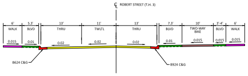

℄ ROBERT STREET (T.H. 3)
4' SHOULDER
2' CONCRETE BARRIER 42" (TYPE S, TL-4)
6.6' WALK
9.5' SHLD
11' THRU
11' BUFFER / LTL
11' THRU
3' BLVD
10' TWO-WAY BIKE (PAINTED ON BRIDGE DECK)
3' BLVD
6' WALK
0.02
0.04
DRAINAGE HOLES PROVIDED THROUGH BARRIER

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

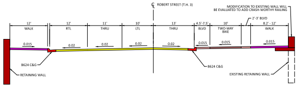

℄ ROBERT STREET (T.H. 3)
1' BLVD WITH TACTILE EDGE ①
2'
6' WALK
5.3' BLVD
13' THRU
11' TWLTL
13' THRU
9.3' ENHANCED BUS STATION
8' TWO-WAY BIKE
6' WALK
0.015
0.01
0.02
B624 C&G
B924 C&G

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

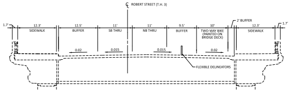
ROBERT STREET (T.H. 3)
PLATO BLVD TO FILLMORE AVE
STA. 79+72 TO STA. 92+11

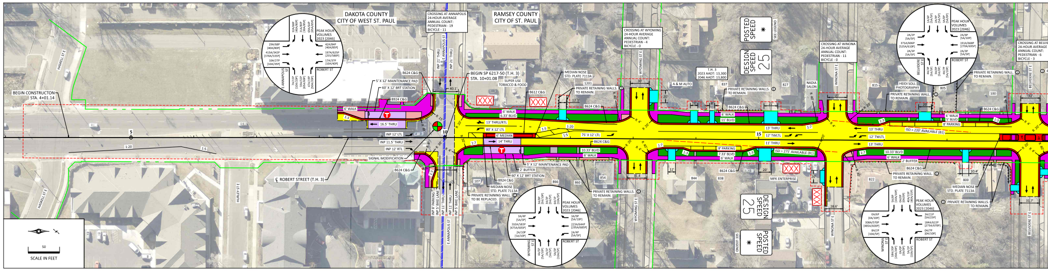

℄ ROBERT STREET (T.H. 3)
6' WALK
5.3' BLVD
13' THRU
11' TWLTL
13' THRU
7.3' BLVD
10' TWO-WAY BIKE
3'-4' BLVD
6' WALK
0.015
0.01
0.02
B624 C&G
B924 C&G

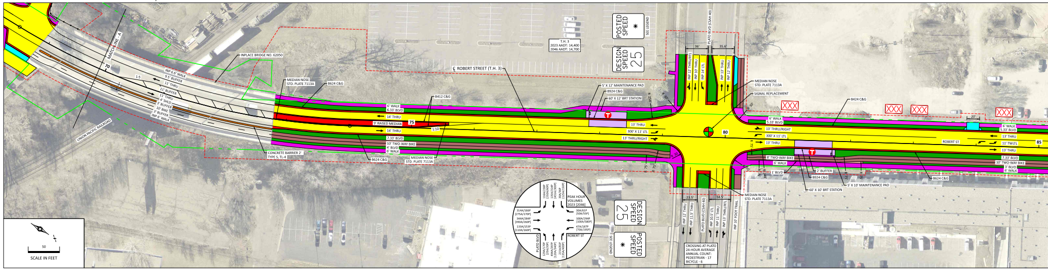
ROBERT STREET (T.H. 3)
FILLMORE AVE TO BRIDGE NO. 9036
STA. 92+11 TO STA. 94+93

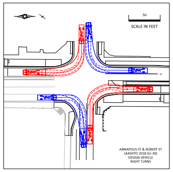

℄ ROBERT STREET (T.H. 3)
MODIFICATION TO EXISTING WALL WILL BE EVALUATED TO ADD CRASH-WORTHY RAILING
2'-3' BLVD
12' WALK
12' RTL
11' THRU
10' LTL
13' THRU
4.5'-7.5' BLVD
10' TWO-WAY BIKE
8.2' - 12' WALK
0.015
0.02
B624 C&G
RETAINING WALL
EXISTING RETAINING WALL

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


℄ ROBERT STREET (T.H. 3)
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
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
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
T.H. 3 2023 AADT: 13,300 2046 AADT: 13,800
PEAK HOUR VOLUMES 2023 [2046]
POSTED SPEED *
DESIGN SPEED 25
SEE LEGEND
5' X 12' MAINTENANCE PAD
60' X 12' BRT STATION
B624 C&G
B924 C&G
B612 C&G
6' WALK
6.33' BLVD
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
13' THRU/RTL
80' X 12' LTL
6' MEDIAN
14' THRU
2' BUFFER
MEDIAN NOSE STD. PLATE 7113A
PRIVATE RETAINING WALL TO BE REPLACED.
PRIVATE RETAINING WALLS TO REMAIN.
PRIVATE RETAINING WALL TO REMAIN.
SUPER USE TOBACCO & FOOD
A & M AUTO
NADIA SALON
HEIDI SOLL PHOTOGRAPHY
MFK ENTERPRISE
75' X 12' LTL
10.33' BLVD
8' PARKING
7.33' BLVD
11' BLVD
13' THRU
12' TWLTL
11' THRU
5' BLVD
ISD = 275' AVAILABLE (B1)
ISD = 220' AVAILABLE (B1)
10
15
50
SCALE IN FEET


MATCHLINE - A
70
75
80
85
UNION PACIFIC RAILROAD
INPLACE BRIDGE NO. 62050
INP 6.6' WALK
9.5' BUFFER
11' THRU
11' BUFFER
11' THRU
4' SHLD
3' BUFFER
10' BIKE
3' BUFFER
INP 6' WALK
CONCRETE BARRIER 2' TYPE S, TL-4
MEDIAN NOSE STD. PLATE 7113A
B624 C&G
B412 C&G
B924 C&G
B424 C&G
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 *
DESIGN SPEED 25
SEE LEGEND
PLATO BLVD (CSAH 40)
5' X 12' MAINTENANCE PAD
60' X 12' BRT STATION
SIGNAL REPLACEMENT
13' THRU
300' X 11' LTL
13' THRU/RIGHT
8' TWO-WAY BIKE
1' BLVD
2' BUFFER
60' X 10' BRT STATION
5' X 10' MAINTENANCE PAD
ROBERT ST
11' TWLTL
3' BLVD
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
CROSSING AT PLATO 24-HOUR AVERAGE ANNUAL COUNT: PEDESTRIAN - 17 BICYCLE - 6
PEAK HOUR VOLUMES 2023 [2046]
50
SCALE IN FEET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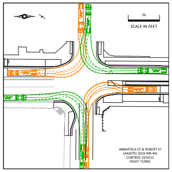
SCALE IN FEET

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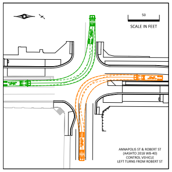
SCALE IN FEET

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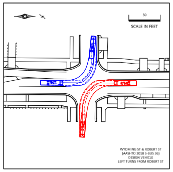
SCALE IN FEET

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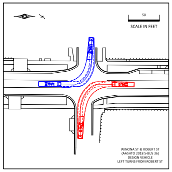
SCALE IN FEET

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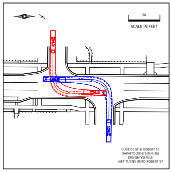
SCALE IN FEET

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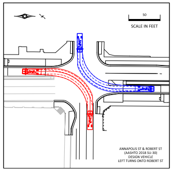
SCALE IN FEET

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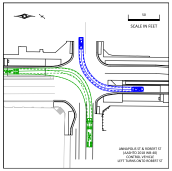
SCALE IN FEET

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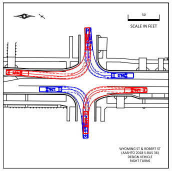
SCALE IN FEET

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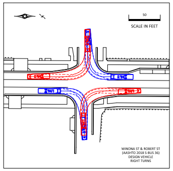
SCALE IN FEET

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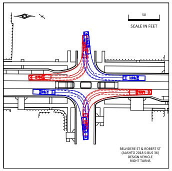
SCALE IN FEET

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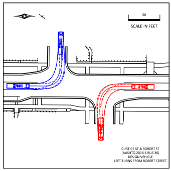
SCALE IN FEET

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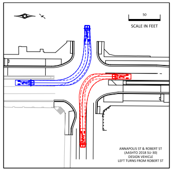
SCALE IN FEET

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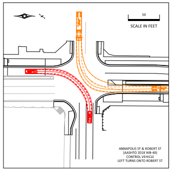
SCALE IN FEET

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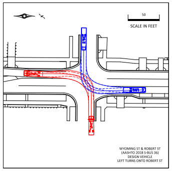
SCALE IN FEET

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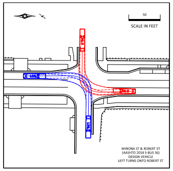
SCALE IN FEET

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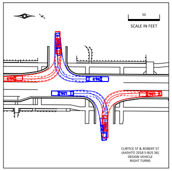
SCALE IN FEET

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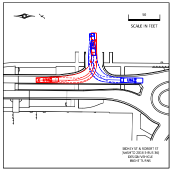
SCALE IN FEET

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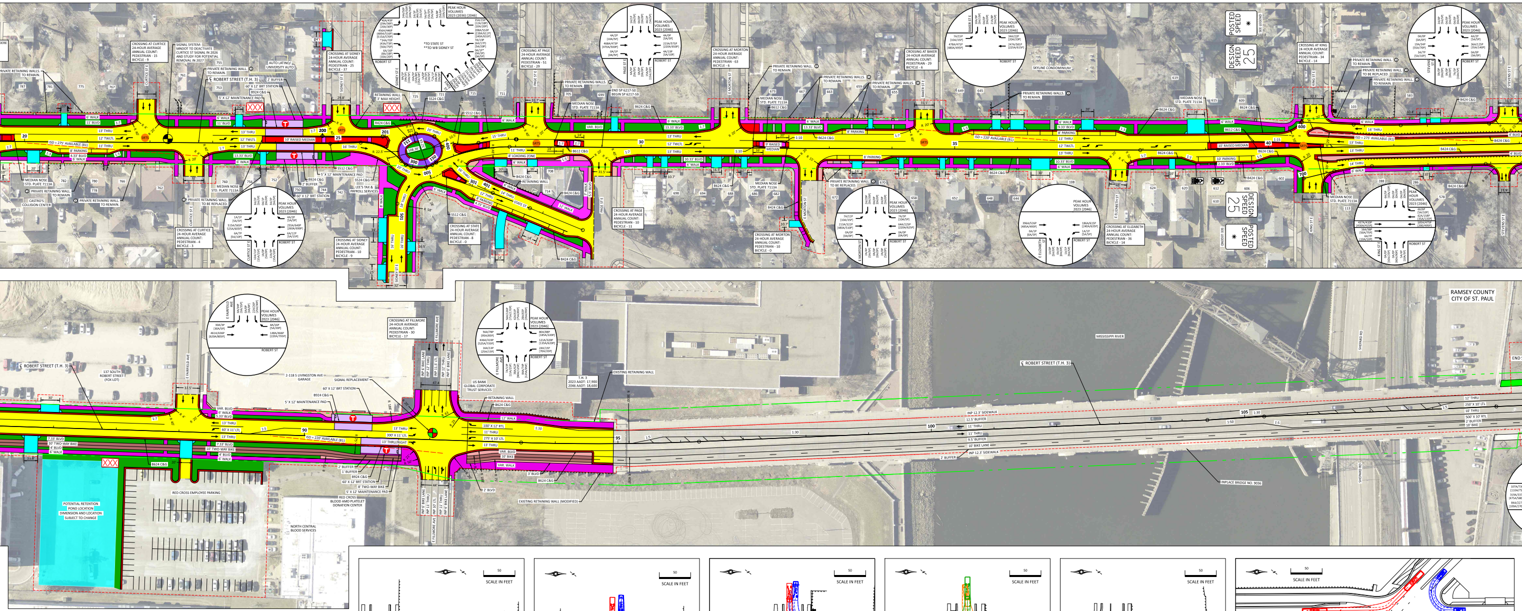
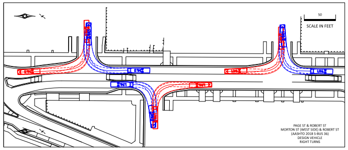
SCALE IN FEET

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


ROBERT STREET (T.H. 3)
RAMSEY COUNTY
CITY OF ST. PAUL
MISSISSIPPI RIVER
POSTED SPEED
DESIGN SPEED 25
PEAK HOUR VOLUMES 2023 (2046)
ROBERT ST
POTENTIAL RETENTION POND LOCATION (DIMENSION AND LOCATION SUBJECT TO CHANGE)
RED CROSS EMPLOYEE PARKING
NORTH CENTRAL BLOOD SERVICES
US BANK GLOBAL CORPORATE TRUST SERVICES
EXISTING RETAINING WALL
INPLACE BRIDGE NO. 9036
SKYLINE CONDOMINIUM
CASTRO'S COLLISION CENTER
137 SOUTH ROBERT STREET (FOX LOT)
2-118 S LIVINGSTON AVE GARAGE
RED CROSS BLOOD AND PLATELET DONATION CENTER
PRIVATE RETAINING WALL TO REMAIN
MEDIAN NOSE STD. PLATE 7113A
SIGNAL REPLACEMENT
END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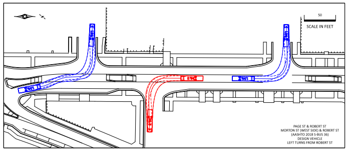
SCALE IN FEET
PAGE ST & ROBERT ST
MORTON ST (WEST SIDE) & ROBERT ST
(AASHTO 2018 S-BUS 36)
DESIGN VEHICLE
RIGHT TURNS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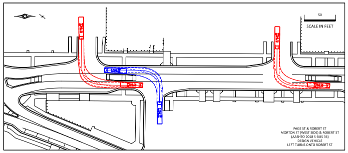
SCALE IN FEET
PAGE ST & ROBERT ST
MORTON ST (WEST SIDE) & ROBERT ST
(AASHTO 2018 S-BUS 36)
DESIGN VEHICLE
LEFT TURNS FROM ROBERT ST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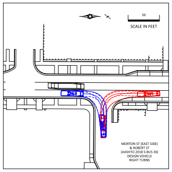
SCALE IN FEET
PAGE ST & ROBERT ST
MORTON ST (WEST SIDE) & ROBERT ST
(AASHTO 2018 S-BUS 36)
DESIGN VEHICLE
LEFT TURNS ONTO ROBERT ST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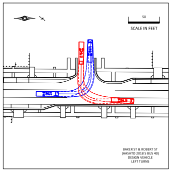
SCALE IN FEET
MORTON ST (EAST SIDE)
& ROBERT ST
(AASHTO 2018 S-BUS 36)
DESIGN VEHICLE
RIGHT TURNS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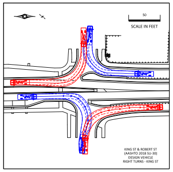
SCALE IN FEET
BAKER ST & ROBERT ST
(AASHTO 2018 S BUS 40)
DESIGN VEHICLE
LEFT TURNS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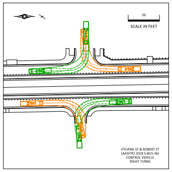
SCALE IN FEET
KING ST & ROBERT ST
(AASHTO 2018 SU-30)
DESIGN VEHICLE
RIGHT TURNS - KING ST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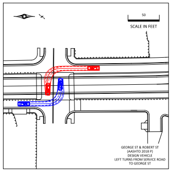
SCALE IN FEET
STEVENS ST & ROBERT ST
(AASHTO 2018 S-BUS-36)
CONTROL VEHICLE
RIGHT TURNS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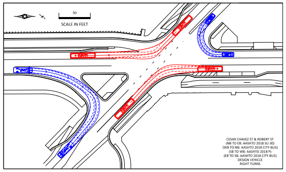
SCALE IN FEET
GEORGE ST & ROBERT ST
(AASHTO 2018 P)
DESIGN VEHICLE
LEFT TURNS FROM SERVICE ROAD
TO GEORGE ST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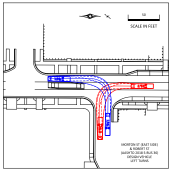
SCALE IN FEET
CESAR CHAVEZ ST & ROBERT ST
(NB TO EB: AASHTO 2018 SU 30)
(WB TO NB: AASHTO 2018 CITY-BUS)
(SB TO WB: AASHTO 2018 P)
(EB TO SB: AASHTO 2018 CITY-BUS)
DESIGN VEHICLE
RIGHT TURNS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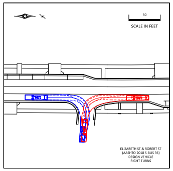
SCALE IN FEET
MORTON ST (EAST SIDE)
& ROBERT ST
(AASHTO 2018 S-BUS 36)
DESIGN VEHICLE
LEFT TURNS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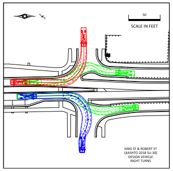
SCALE IN FEET
ELIZABETH ST & ROBERT ST
(AASHTO 2018 S-BUS 36)
DESIGN VEHICLE
RIGHT TURNS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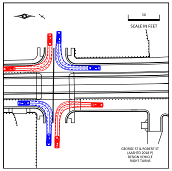
SCALE IN FEET
KING ST & ROBERT ST
(AASHTO 2018 SU-30)
DESIGN VEHICLE
RIGHT TURNS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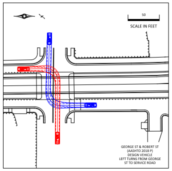
SCALE IN FEET
GEORGE ST & ROBERT ST
(AASHTO 2018 P)
DESIGN VEHICLE
RIGHT TURNS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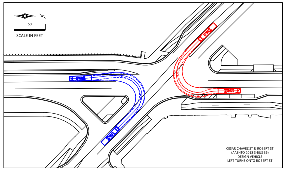
SCALE IN FEET
GEORGE ST & ROBERT ST
(AASHTO 2018 P)
DESIGN VEHICLE
LEFT TURNS FROM GEORGE
ST TO SERVICE ROAD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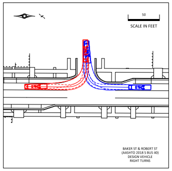
SCALE IN FEET
CESAR CHAVEZ ST & ROBERT ST
(AASHTO 2018 S-BUS 36)
DESIGN VEHICLE
LEFT TURNS ONTO ROBERT ST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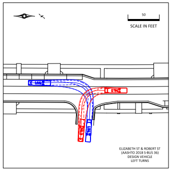
SCALE IN FEET
BAKER ST & ROBERT ST
(AASHTO 2018 S BUS 40)
DESIGN VEHICLE
RIGHT TURNS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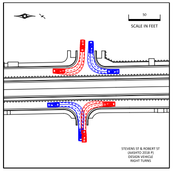
SCALE IN FEET
ELIZABETH ST & ROBERT ST
(AASHTO 2018 S-BUS 36)
DESIGN VEHICLE
LEFT TURNS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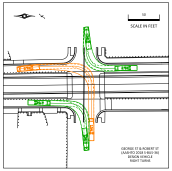
SCALE IN FEET
STEVENS ST & ROBERT ST
(AASHTO 2018 P)
DESIGN VEHICLE
RIGHT TURNS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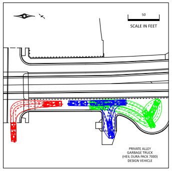
SCALE IN FEET
GEORGE ST & ROBERT ST
(AASHTO 2018 S-BUS-36)
DESIGN VEHICLE
RIGHT TURNS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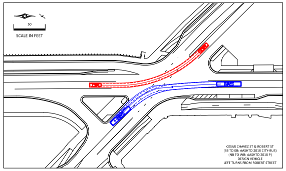
SCALE IN FEET
PRIVATE ALLEY
GARBAGE TRUCK
(HEIL DURA PACK 7000)
DESIGN VEHICLE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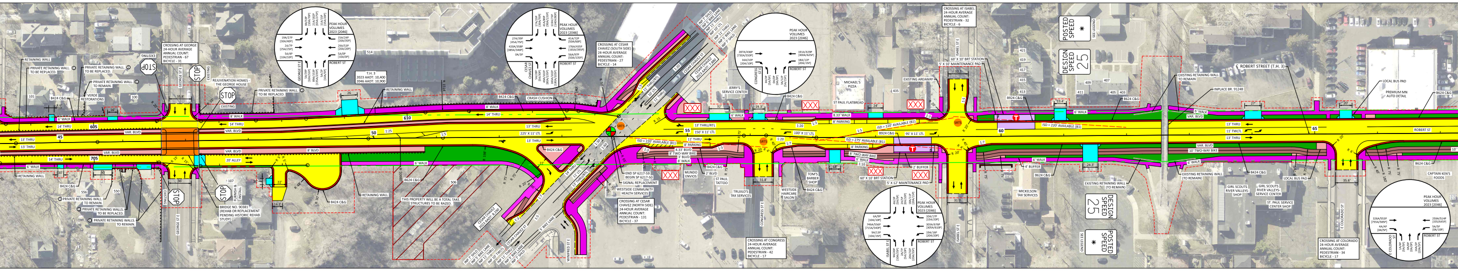
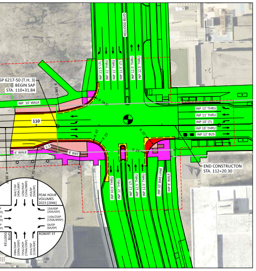
SCALE IN FEET
CESAR CHAVEZ ST & ROBERT ST
(SB TO EB: AASHTO 2018 CITY-BUS)
(NB TO WB: AASHTO 2018 P)
DESIGN VEHICLE
LEFT TURNS FROM ROBERT STREET


ROBERT STREET (T.H. 3)
CROSSING AT GEORGE 24-HOUR AVERAGE ANNUAL COUNT: PEDESTRIAN - 67 BICYCLE - 31
PEAK HOUR VOLUMES 2023 (2046)
CROSSING AT CESAR CHAVEZ (SOUTH SIDE) 24-HOUR AVERAGE ANNUAL COUNT: PEDESTRIAN - 27 BICYCLE - 14
CROSSING AT ISABEL 24-HOUR AVERAGE ANNUAL COUNT: PEDESTRIAN - 32 BICYCLE - 6
CROSSING AT CONGRESS 24-HOUR AVERAGE ANNUAL COUNT: PEDESTRIAN - 42 BICYCLE - 17
CROSSING AT COLORADO 24-HOUR AVERAGE ANNUAL COUNT: PEDESTRIAN - 34 BICYCLE - 13
POSTED SPEED
DESIGN SPEED 25
STOP
BRIDGE NO. 90381
THIS PROPERTY WILL BE A TOTAL TAKE. STRUCTURES TO BE RAZED.
PRIVATE RETAINING WALL TO BE REPLACED
PRIVATE RETAINING WALL TO REMAIN
EXISTING RETAINING WALL TO REMAIN
60' X 10' BRT STATION
5' X 12' MAINTENANCE PAD
LOCAL BUS PAD
SRTS
B624 C&G

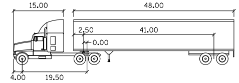

SP 6217-50 (T.H. 3)
BEGIN SAP
STA. 110+31.84
END CONSTRUCTION
STA. 112+20.30
PEAK HOUR VOLUMES 2023 (2046)
KELLOGG BLVD
ROBERT ST

LEGEND

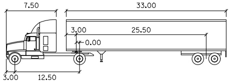
═	EXISTING ROADWAY	▨	CITY LIMITS
←	TRAFFIC DIRECTION	🟨	ROADWAY (INCLUDING TURN LANES)
─·─	INPLACE R/W	🟦	SHOULDER
- - -	CONSTRUCTION LIMITS	🟪	TRUCK APRON
┴┴┴	RETAINING WALL	🟧	BRIDGE/BRIDGE BARRIER
●─●	GUARDRAIL	■	SIDEPATH/S-U PATH/ADA RAMP
XXX	ENTRANCE CLOSURE	■	CONCRETE BARRIER
		🟩	SEEDING
SRTS	SAFE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

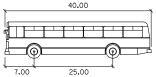
① PRIVATE RETAINING WALLS WILL BE EVALUATED IN FINAL DESIGN FOR REPLACEMENT BASED ON CONSTRUCTABILITY AND CONDITION. "TO REMAIN" AND "TO BE REPLACED DESIGNATION ON THIS LAYOUT ARE PRELIMINARY AND SUBJECT TO CHANGE. CONSTRUCTION LIMITS ARE REFLECTIVE OF REPLACING THE RETAINING WALLS WHERE ANTICIPATED.


15.00
48.00
2.50
41.00
0.00
4.00
19.50

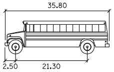
WB-62


7.50
33.00
3.00
25.50
0.00
3.00
12.50

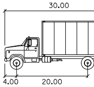
WB-40


40.00
7.00
25.00

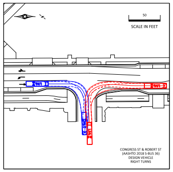
CITY-BUS


35.80
2.50
21.30

S-BUS-36


30.00
4.00
20.00

SU-30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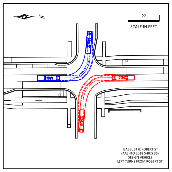
SCALE IN FEET

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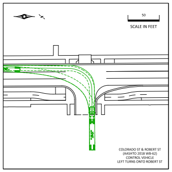
SCALE IN FEET

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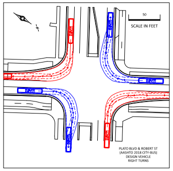
SCALE IN FEET

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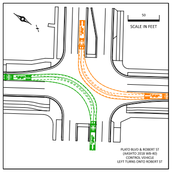
SCALE IN FEET

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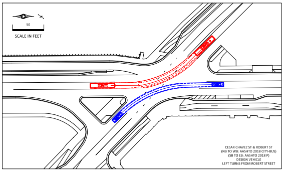
SCALE IN FEET

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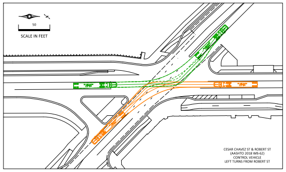
SCALE IN FEET

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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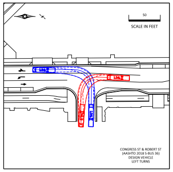
SCALE IN FEET

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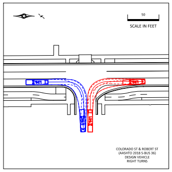
SCALE IN FEET

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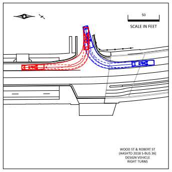
SCALE IN FEET

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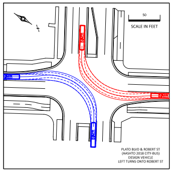
SCALE IN FEET

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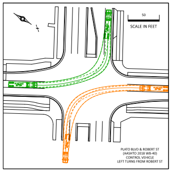
SCALE IN FEET

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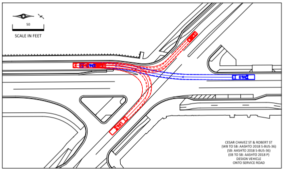
SCALE IN FEET

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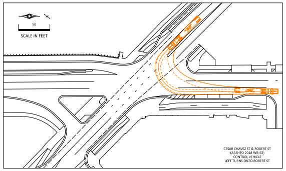
SCALE IN FEET

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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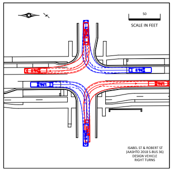
SCALE IN FEET

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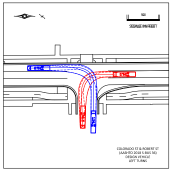
SCALE IN FEET

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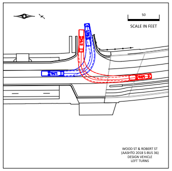
SCALE IN FEET

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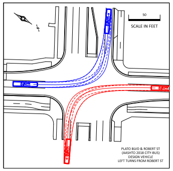
SCALE IN FEET

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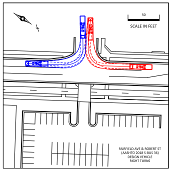
SCALE IN FEET

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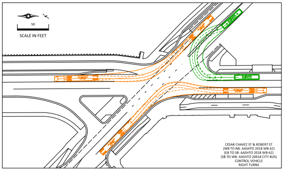
SCALE IN FEET

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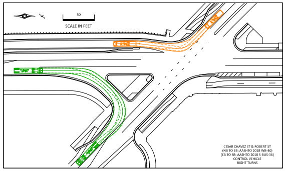
SCALE IN FEET

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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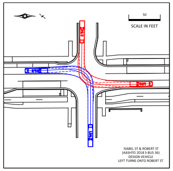
SCALE IN FEET

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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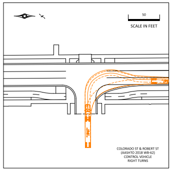
SCALE IN FEET

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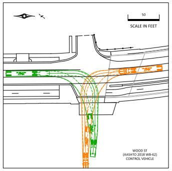
SCALE IN FEET

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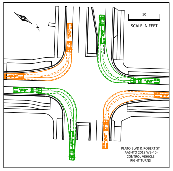
SCALE IN FEET

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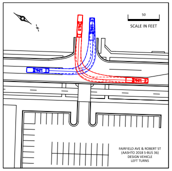
SCALE IN FEET

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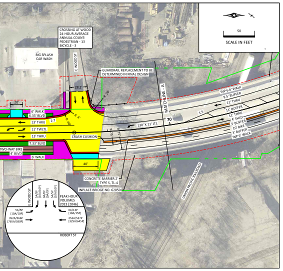
SCALE IN FEET

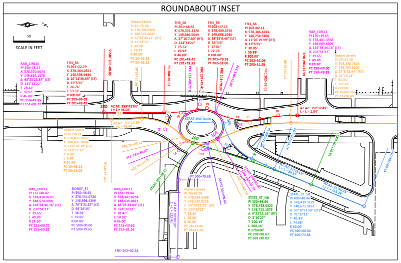
FAIRFIELD AVE & ROBERT ST
(AASHTO 2018 S-BUS 36)
DESIGN VEHICLE
LEFT TURNS

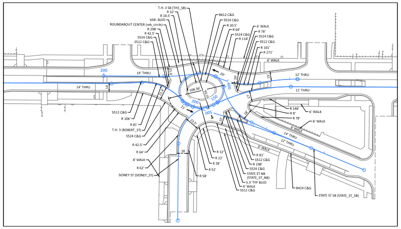

CROSSING AT WOOD
24-HOUR AVERAGE
ANNUAL COUNT:
PEDESTRIAN - 13
BICYCLE - 3
BIG SPLASH CAR WASH
E WOOD ST
GUARDRAIL REPLACEMENT TO BE DETERMINED IN FINAL DESIGN
28.2'
20'
R 20'
R 4'
R 40'
6' WALK
6.33' BLVD
13' THRU
11' TWLTL
13' THRU
7.33' BLVD
TWO-WAY BIKE
4' BLVD
6' WALK
1:7
CRASH CUSHION
40'
MATCHLINE - A
70
130' X 11' LTL
1:5
R 75'
R 75'
INP 6.6' WALK
9.5' BUFFER
11' THRU
11' BUFFER
11' THRU
4' SHLD
3' BUFFER
10' BIKE
3' BUFFER
INP 6' WALK
CONCRETE BARRIER 2' TYPE S, TL-4
INPLACE BRIDGE NO. 62050
UNION PACIFIC RAILROAD
50
SCALE IN FEET
E WOOD ST
5A/8P [10A/10P]
0A/0P [0A/0P]
5A/5P [10A/10P]
PEAK HOUR VOLUMES 2023 [2046]
5A/5P [10A/10P]
352A/566P [765A/580P]
6A/13P [10A/15P]
253A/527P [325A/645P]
ROBERT ST

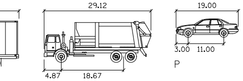
50
SCALE IN FEET
ISABEL ST
WABASHA ST
CESAR CHAVEZ ST
WABASHA ST

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

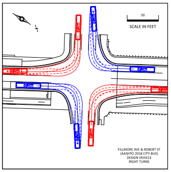
ROUNDABOUT INSET


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


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


29.12
4.87
18.67
19.00
3.00
11.00
P

HEIL DURAPACK 7000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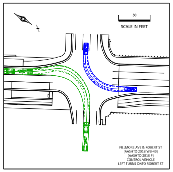
SCALE IN FEET

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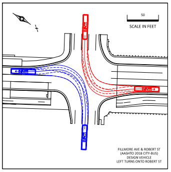
SCALE IN FEET

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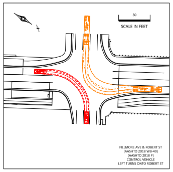
SCALE IN FEET

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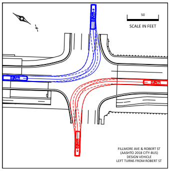
SCALE IN FEET

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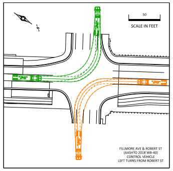
SCALE IN FEET

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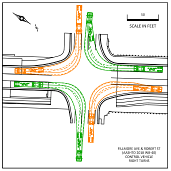
SCALE IN FEET

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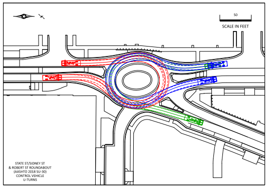
SCALE IN FEET

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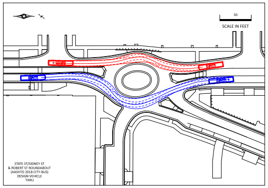
SCALE IN FEET

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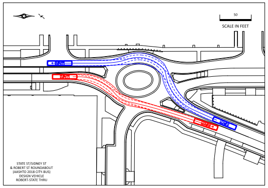
SCALE IN FEET

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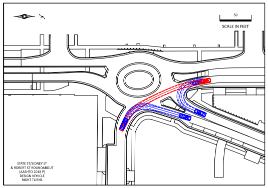
SCALE IN FEET

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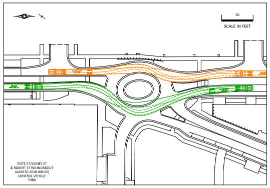
SCALE IN FEET

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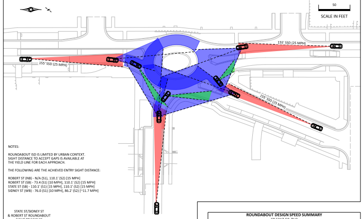
SCALE IN FEET

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

ROUNDABOUT SIGHT TRIANGLES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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

ROUNDABOUT DESIGN SPEED SUMMARY

SP 6217-50 TH3

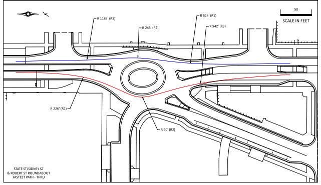
APPROACH	CURVE	RADIUS (ft)	e (ft/ft)	SPEED (mph) (3)	RELATIVE SPEED DIFFERENCE (mph) (1)	PHI Angle (2)
SB	R1	628	-0.02	36.9	24.5	23.5
	R2	245	0.02	28.8	16.4	
	R3	1185	0.02	52.9	40.5	
	R4	27.5	0.02	12.4	0	
	R5					
NB	R1	226	0.02	27.9	16.1	26.8
	R2	50	-0.02	14.6	2.8	
	R3	542	-0.02	35	23.2	
	R4	24.5	0.02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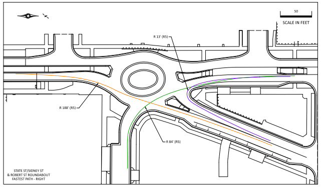
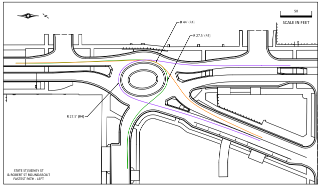
SCALE IN FEET
R 1185' (R3)
R 245' (R2)
R 628' (R1)
R 542' (R3)
R 226' (R1)
R 50' (R2)

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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SCALE IN FEET
R 44' (R4)
R 27.5' (R4)
R 27.5' (R4)

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