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 RobertSt\Pre-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

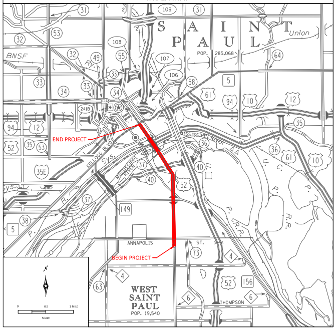
I HEREBY CERTIFY THAT THIS LAYOUT WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA.

NAME: KEVIN N NELSON LIC. NO. 53496 DATE: 05/16 2025

KLJ

DEPARTMENT OF TRANSPORTATION

INDEX MAP


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

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

RAMSEY COUNTY

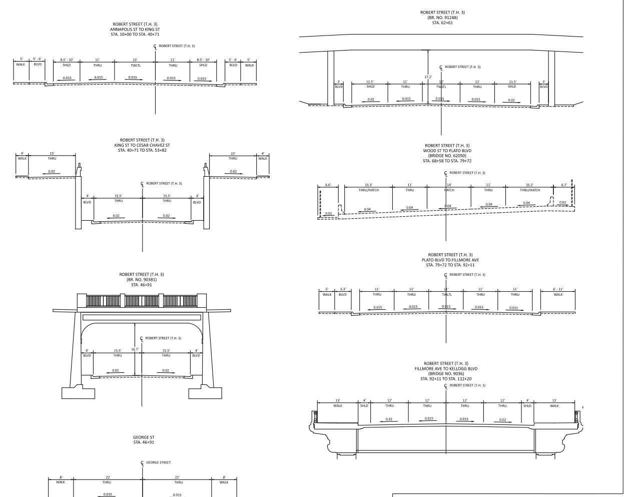
LEGEND

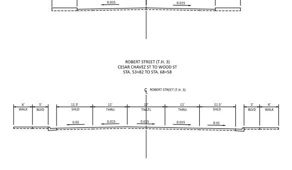
═	EXISTING ROADWAY	▨	CITY LIMITS
←	TRAFFIC DIRECTION	🟨	ROADWAY (INCLUDING TURN LANES)
‐ · · ‐	INPLACE R/W	🟦	SHOULDER
‐ ‐ ‐	CONSTRUCTION LIMITS	🟪	TRUCK APRON
⋀⋀⋀	RETAINING WALL	🟧	BRIDGE/BRIDGE BARRIER
•—•	GUARDRAIL	🟪	SIDEPATH/S-U PATH/ADA RAMP
XXX	ENTRANCE CLOSURE	🟥	CONCRETE BARRIER
		🟩	SEEDING
SRTS	SAFE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

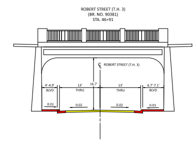
SPECIFIC NOTES:

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.

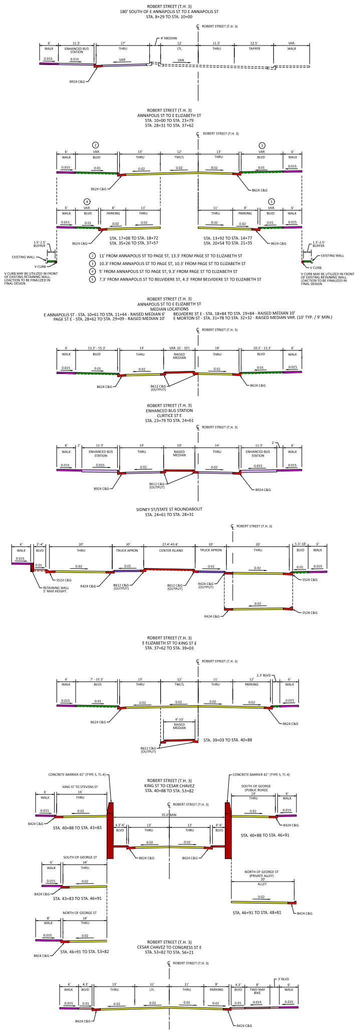
EXISTING TYPICAL SECTIONS


ROBERT STREET (T.H. 3)
ANNAPOLIS ST TO KING ST
STA. 10+00 TO STA. 40+71
ROBERT STREET (T.H. 3)
KING ST TO CESAR CHAVEZ ST
STA. 40+71 TO STA. 53+82
ROBERT STREET (T.H. 3)
(BR. NO. 90381)
STA. 46+91
ROBERT STREET (T.H. 3)
(BR. NO. 91248)
STA. 62+61
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)
PLATO BLVD TO FILLMORE AVE
STA. 79+72 TO STA. 92+11
ROBERT STREET (T.H. 3)
FILLMORE AVE TO KELLOGG BLVD
(BRIDGE NO. 9036)
STA. 92+11 TO STA. 112+20
WALK
BLVD
SHLD
THRU
TWLTL
THRU/HATCH
HATCH
17.2'
16.7'


GEORGE ST
STA. 46+91
GEORGE STREET
8'
WALK
22'
THRU
0.015
ROBERT STREET (T.H. 3)
CESAR CHAVEZ ST TO WOOD ST
STA. 53+82 TO STA. 68+58
6'
5'
11.5'
11'
12'
SHLD
THRU
TWLTL
BLVD

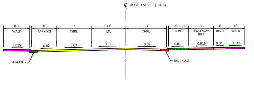

ROBERT STREET (T.H. 3)
(BR. NO. 90381)
STA. 46+91
ROBERT STREET (T.H. 3)
4'-4.9'
BLVD
13'
THRU
16.7'
6.7'-7.1'
0.01
0.02

PROPOSED TYPICAL

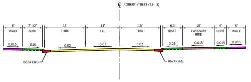

ROBERT STREET (T.H. 3)
180' SOUTH OF E ANNAPOLIS ST TO E ANNAPOLIS ST
STA. 8+29 TO STA. 10+00
4' MEDIAN
ENHANCED BUS STATION
TAPPER
B924 C&G
ROBERT STREET (T.H. 3)
ANNAPOLIS ST TO E ELIZABETH ST
STA. 10+00 TO STA. 23+79
STA. 28+31 TO STA. 37+62
B624 C&G
STA. 17+08 TO STA. 18+72
STA. 35+26 TO STA. 37+57
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.)
B612 C&G (OUTPUT)
ROBERT STREET (T.H. 3)
ENHANCED BUS STATION
CURTICE ST E
STA. 23+79 TO STA. 24+61
SIDNEY ST/STATE ST ROUNDABOUT
STA. 24+61 TO STA. 28+31
TRUCK APRON
CENTER ISLAND
S524 C&G
R424 C&G
RETAINING WALL 3' MAX HEIGHT.
ROBERT STREET (T.H. 3)
E ELIZABETH ST TO KING ST E
STA. 37+62 TO STA. 39+03
STA. 39+03 TO STA. 40+88
CONCRETE BARRIER 42" (TYPE S, TL-4)
ROBERT STREET (T.H. 3)
KING ST TO CESAR CHAVEZ
STA. 40+88 TO STA. 53+82
KING ST TO STEVENS ST
SOUTH OF GEORGE (PUBLIC ROAD)
35.6' MIN
STA. 40+88 TO STA. 43+83
STA. 40+88 TO STA. 46+91
SOUTH OF GEORGE ST
STA. 43+83 TO STA. 46+91
NORTH OF GEORGE ST (PRIVATE ALLEY)
ALLEY
STA. 46+91 TO STA. 48+81
NORTH OF GEORGE ST
STA. 46+91 TO STA. 53+82
B424 C&G
ROBERT STREET (T.H. 3)
CESAR CHAVEZ TO CONGRESS ST E
STA. 53+82 TO STA. 56+21
3' BLVD
TWO-WAY BIKE
PARKING
LTL

SECTIONS

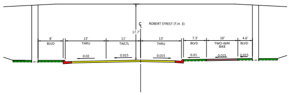
ROBERT STREET (T.H. 3)
CONGRESS ST E TO ISABEL ST
STA. 56+21 TO STA. 59+29


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

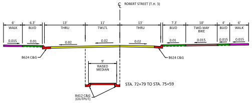
ROBERT STREET (T.H. 3)
ISABEL ST TO BRIDGE 91248
STA. 59+29 TO STA. 62+61


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

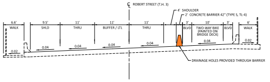
ROBERT STREET (T.H. 3)
(BR. NO. 91248)
STA. 62+61


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

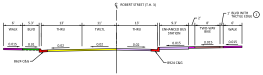
ROBERT STREET (T.H. 3)
BRIDGE NO. 91248 TO PLATO BLVD
STA. 62+61 TO STA. 68+58
STA. 75+59 TO STA. 79+72


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

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

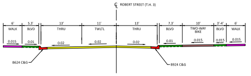

℄ ROBERT STREET (T.H. 3)
4' SHOULDER
2' CONCRETE BARRIER 42" (TYPE S, TL-4)
6.6' WALK
9.5' SHLD
11' THRU
11' BUFFER / LTL
11' THRU
3' BLVD
10' TWO-WAY BIKE (PAINTED ON BRIDGE DECK)
3' BLVD
6' WALK
0.02
0.04
0.04
0.04
0.04
0.04
0.02
DRAINAGE HOLES PROVIDED THROUGH BARRIER

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

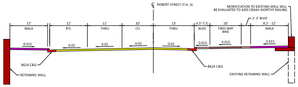

℄ ROBERT STREET (T.H. 3)
1' BLVD WITH TACTILE EDGE ①
2'
6' WALK
5.3' BLVD
13' THRU
11' TWLTL
13' THRU
9.3' ENHANCED BUS STATION
8' TWO-WAY BIKE
6' WALK
0.015
0.01
0.02
0.02
0.02
0.015
0.015
0.015
B624 C&G
B924 C&G

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

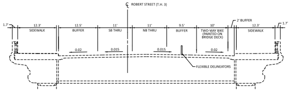
ROBERT STREET (T.H. 3)
PLATO BLVD TO FILLMORE AVE
STA. 79+72 TO STA. 92+11

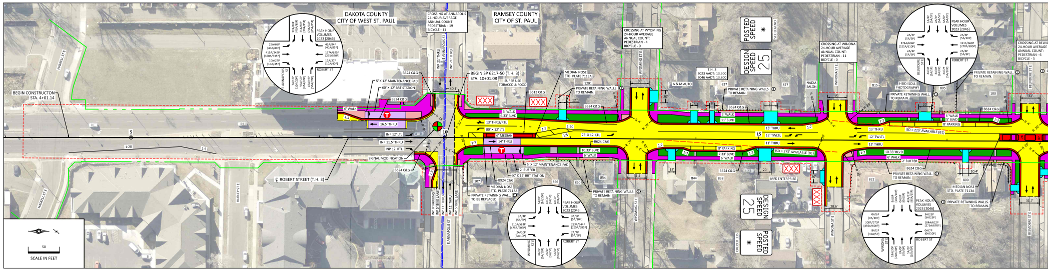

℄ ROBERT STREET (T.H. 3)
6' WALK
5.3' BLVD
13' THRU
11' TWLTL
13' THRU
7.3' BLVD
10' TWO-WAY BIKE
3'-4' BLVD
6' WALK
0.015
0.01
0.02
0.02
0.02
0.01
0.015
0.015
0.015
B624 C&G
B924 C&G

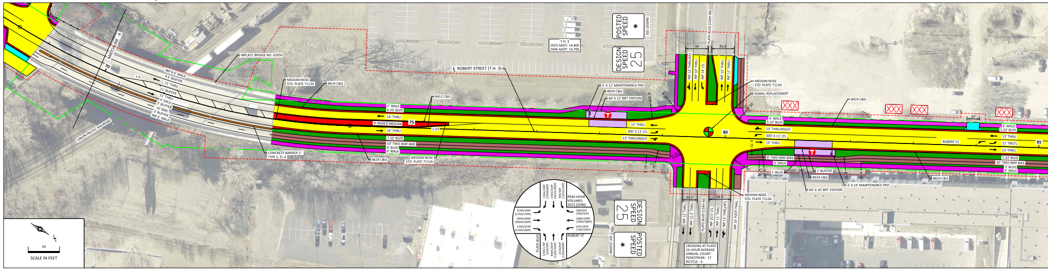
ROBERT STREET (T.H. 3)
FILLMORE AVE TO BRIDGE NO. 9036
STA. 92+11 TO STA. 94+93

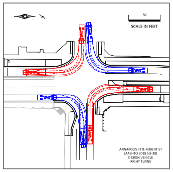

℄ ROBERT STREET (T.H. 3)
MODIFICATION TO EXISTING WALL WILL BE EVALUATED TO ADD CRASH-WORTHY RAILING
2'-3' BLVD
12' WALK
12' RTL
11' THRU
10' LTL
13' THRU
4.5'-7.5' BLVD
10' TWO-WAY BIKE
8.2' - 12' WALK
0.015
0.02
0.02
0.02
0.02
0.015
0.015
0.015
B624 C&G
B624 C&G
RETAINING WALL
EXISTING RETAINING WALL

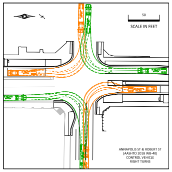
ROBERT STREET (T.H. 3)
BRIDGE NO. 9036 TO KELLOGG
STA. 94+93 TO STA. 112+20

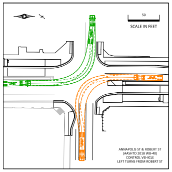

℄ ROBERT STREET (T.H. 3)
2' BUFFER
1.7'
12.3' SIDEWALK
12.5' BUFFER
11' SB THRU
11' NB THRU
9.5' BUFFER
10' TWO-WAY BIKE (PAINTED ON BRIDGE DECK)
12.3' SIDEWALK
1.7'
0.02
0.015
0.015
0.02
FLEXIBLE DELINEATORS

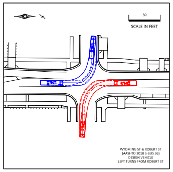

DAKOTA COUNTY
CITY OF WEST ST. PAUL
RAMSEY COUNTY
CITY OF ST. PAUL
CROSSING AT ANNAPOLIS
24-HOUR AVERAGE
ANNUAL COUNT:
PEDESTRIAN - 19
BICYCLE - 11
PEAK HOUR VOLUMES 2023 [2046]
E ANNAPOLIS ST
ROBERT ST
BEGIN CONSTRUCTON
STA. 4+01.14
HASKELL ST E
HURLEY ST E
℄ ROBERT STREET (T.H. 3)
5
10
15
1:20
2:5
6' WALK
1:3
16.5' THRU
INP 12' LTL
INP 11.5' THRU
INP 12' RTL
SIGNAL MODIFICATION
B624 C&G
B924 C&G
5' X 12' MAINTENANCE PAD
60' X 12' BRT STATION
INP 21' THRU
INP 8' PARKING
INP 5' BIKE LANE
INP 11' THRU
BEGIN SP 6217-50 (T.H. 3)
STA. 10+01.08
SUPER USE TOBACCO & FOOD
B612 C&G
6' WALK
6.33' BLVD
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.
CROSSING AT WYOMING
24-HOUR AVERAGE
ANNUAL COUNT:
PEDESTRIAN - 4
BICYCLE - 0
WYOMING ST E
T.H. 3
2023 AADT: 13,300
2046 AADT: 13,800
POSTED SPEED *
SEE LEGEND
DESIGN SPEED 25
A & M AUTO
75' X 12' LTL
13' THRU
12' TWLTL
11' THRU
11' BLVD
8' PARKING
7.33' BLVD
10.33' BLVD
ISD = 275' AVAILABLE (B1)
ISD = 220' AVAILABLE (B1)
MFK ENTERPRISE
NADIA SALON
CROSSING AT WINONA
24-HOUR AVERAGE
ANNUAL COUNT:
PEDESTRIAN - 11
BICYCLE - 0
WINONA ST E
HEIDI SOLL PHOTOGRAPHY
5' BLVD
CROSSING AT BELVIDERE
24-HOUR AVERAGE
ANNUAL COUNT:
PEDESTRIAN - 6
BICYCLE - 3
BELVIDERE ST E
SCALE IN FEET
50

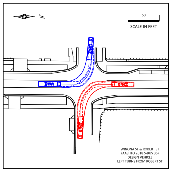

MATCHLINE - A
70
75
80
85
UNION PACIFIC RAILROAD
INPLACE BRIDGE NO. 62050
INP 6.6' WALK
9.5' BUFFER
11' THRU
11' BUFFER
4' SHLD
3' BUFFER
10' BIKE
INP 6' WALK
CONCRETE BARRIER 2' TYPE S, TL-4
MEDIAN NOSE STD. PLATE 7113A
B624 C&G
B412 C&G
6' WALK
6.33' BLVD
14' THRU
9' RAISED MEDIAN
1:10
7.33' BLVD
10' TWO-WAY BIKE
4' BLVD
℄ ROBERT STREET (T.H. 3)
T.H. 3
2023 AADT: 14,400
2046 AADT: 14,700
POSTED SPEED *
SEE LEGEND
DESIGN SPEED 25
PLATO BLVD (CSAH 40)
5' X 12' MAINTENANCE PAD
B924 C&G
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
B424 C&G
5.33' BLVD
11' TWLTL
3' BLVD
ROBERT ST
INP 10' FOOT TRAIL
CROSSING AT PLATO
24-HOUR AVERAGE
ANNUAL COUNT:
PEDESTRIAN - 17
BICYCLE - 6
PEAK HOUR VOLUMES 2023 [2046]
SCALE IN FEET
50

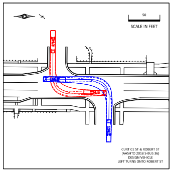

ANNAPOLIS ST & ROBERT ST
(AASHTO 2018 SU-30)
DESIGN VEHICLE
RIGHT TURNS

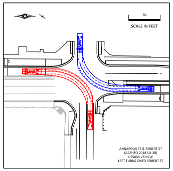

ANNAPOLIS ST & ROBERT ST
(AASHTO 2018 WB-40)
CONTROL VEHICLE
RIGHT TURNS

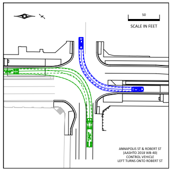

ANNAPOLIS ST & ROBERT ST
(AASHTO 2018 WB-40)
CONTROL VEHICLE
LEFT TURNS FROM ROBERT ST

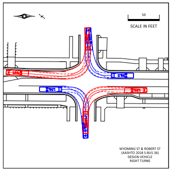

WYOMING ST & ROBERT ST
(AASHTO 2018 S-BUS 36)
DESIGN VEHICLE
LEFT TURNS FROM ROBERT ST

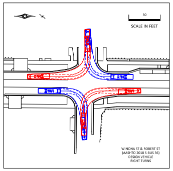

WINONA ST & ROBERT ST
(AASHTO 2018 S-BUS 36)
DESIGN VEHICLE
LEFT TURNS FROM ROBERT ST

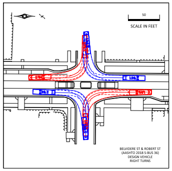

CURTICE ST & ROBERT ST
(AASHTO 2018 S-BUS 36)
DESIGN VEHICLE
LEFT TURNS ONTO ROBERT ST

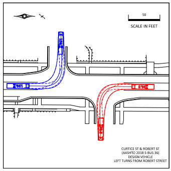

ANNAPOLIS ST & ROBERT ST
(AASHTO 2018 SU-30)
DESIGN VEHICLE
LEFT TURNS ONTO ROBERT ST

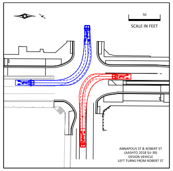

ANNAPOLIS ST & ROBERT ST
(AASHTO 2018 WB-40)
CONTROL VEHICLE
LEFT TURNS ONTO ROBERT ST

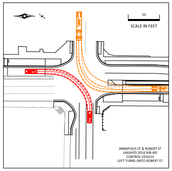

WYOMING ST & ROBERT ST
(AASHTO 2018 S-BUS 36)
DESIGN VEHICLE
RIGHT TURNS

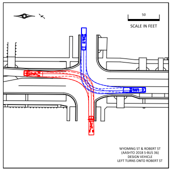

WINONA ST & ROBERT ST
(AASHTO 2018 S-BUS 36)
DESIGN VEHICLE
RIGHT TURNS

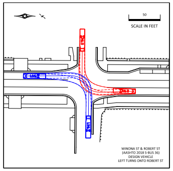

BELVIDERE ST & ROBERT ST
(AASHTO 2018 S-BUS 36)
DESIGN VEHICLE
RIGHT TURNS

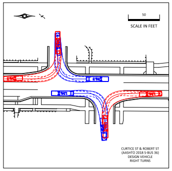

CURTICE ST & ROBERT ST
(AASHTO 2018 S-BUS 36)
DESIGN VEHICLE
LEFT TURNS FROM ROBERT STREET

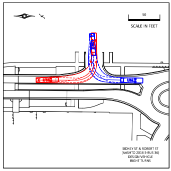

ANNAPOLIS ST & ROBERT ST
(AASHTO 2018 SU-30)
DESIGN VEHICLE
LEFT TURNS FROM ROBERT ST

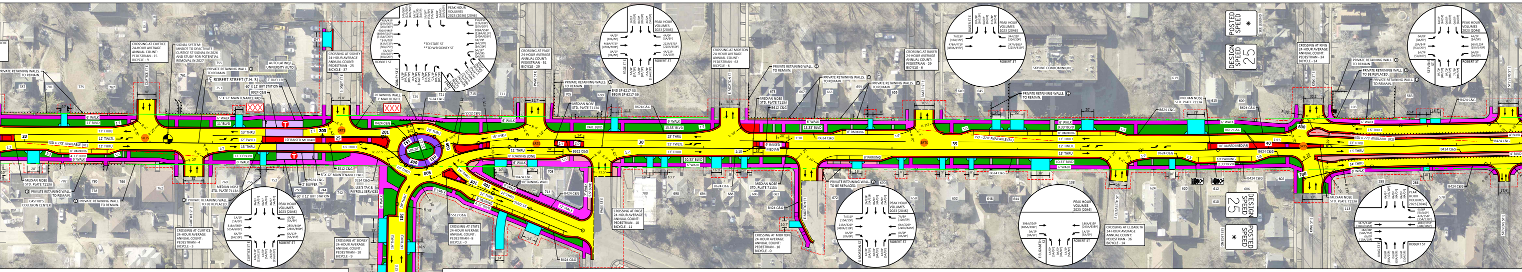

ANNAPOLIS ST & ROBERT ST
(AASHTO 2018 WB-40)
CONTROL VEHICLE
LEFT TURNS ONTO ROBERT ST

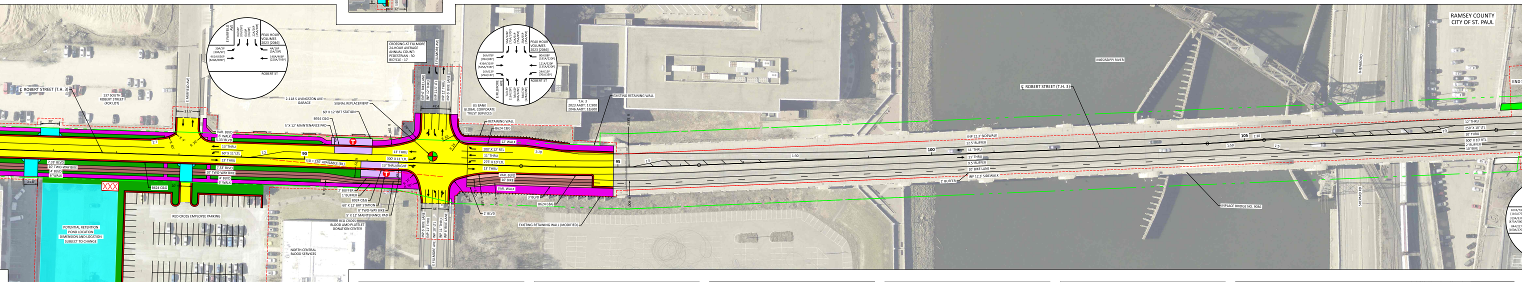

WYOMING ST & ROBERT ST
(AASHTO 2018 S-BUS 36)
DESIGN VEHICLE
LEFT TURNS ONTO ROBERT ST

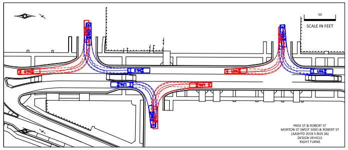

WINONA ST & ROBERT ST
(AASHTO 2018 S-BUS 36)
DESIGN VEHICLE
LEFT TURNS ONTO ROBERT ST


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

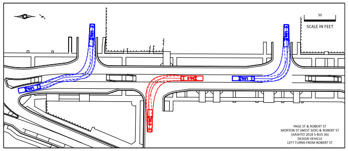

SIDNEY ST & ROBERT ST
(AASHTO 2018 S-BUS 36)
DESIGN VEHICLE
RIGHT TURNS


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
CURTICE ST E
CROSSING AT SIDNEY
24-HOUR AVERAGE
ANNUAL COUNT:
PEDESTRIAN - 25
BICYCLE - 37
SIDNEY ST E
RETAINING WALL.
3' MAX HEIGHT.
6' WALK
11' BLVD
13' THRU
12' TWLTL
11' THRU
8' PARKING
4.33' BLVD
ISD = 275' AVAILABLE (B1)
10' RAISED MEDIAN
16' THRU
13.33' BLVD
SRTS
MEDIAN NOSE
STD. PLATE 7113A
CASTRO'S
COLLISION CENTER
PRIVATE RETAINING WALL.
TO BE REPLACED.
LEE'S TAX &
PAYROLL SERVICES
PEAK HOUR
VOLUMES
2023 [2046]
ROBERT ST
CROSSING AT CURTICE
24-HOUR AVERAGE
ANNUAL COUNT:
PEDESTRIAN - 4
BICYCLE - 3
CROSSING AT SIDNEY
24-HOUR AVERAGE
ANNUAL COUNT:
PEDESTRIAN - 10
BICYCLE - 9
*TO STATE ST
**TO WB SIDNEY ST
CROSSING AT STATE
24-HOUR AVERAGE
ANNUAL COUNT:
PEDESTRIAN - 8
BICYCLE - 0
STATE ST
CROSSING AT PAGE
24-HOUR AVERAGE
ANNUAL COUNT:
PEDESTRIAN - 51
BICYCLE - 29
PAGE ST E
END SP 6217-50
BEGIN SP 6217-59
CROSSING AT MORTON
24-HOUR AVERAGE
ANNUAL COUNT:
PEDESTRIAN - 63
BICYCLE - 6
MORTON ST E
CROSSING AT BAKER
24-HOUR AVERAGE
ANNUAL COUNT:
PEDESTRIAN - 29
BICYCLE - 6
BAKER ST E
SKYLINE CONDOMINIUM
POSTED SPEED
DESIGN SPEED 25
CROSSING AT ELIZABETH
24-HOUR AVERAGE
ANNUAL COUNT:
PEDESTRIAN - 36
BICYCLE - 14
ELIZABETH ST E
CROSSING AT KING
24-HOUR AVERAGE
ANNUAL COUNT:
PEDESTRIAN - 34
BICYCLE - 14
KING ST E
STEVENS ST E

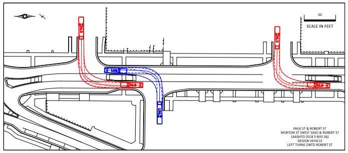

℄ ROBERT STREET (T.H. 3)
137 SOUTH
ROBERT STREET
(FOX LOT)
E FAIRFIELD AVE
PEAK HOUR
VOLUMES
2023 [2046]
ROBERT ST
2-118 S LIVINGSTON AVE
GARAGE
CROSSING AT FILLMORE
24-HOUR AVERAGE
ANNUAL COUNT:
PEDESTRIAN - 30
BICYCLE - 17
E FILLMORE AVE
SIGNAL REPLACEMENT
60' X 12' BRT STATION
5' X 12' MAINTENANCE PAD
US BANK
GLOBAL CORPORATE
TRUST SERVICES
RETAINING WALL
T.H. 3
2023 AADT: 17,900
2046 AADT: 18,600
EXISTING RETAINING WALL
EXISTING RETAINING WALL (MODIFIED)
RED CROSS EMPLOYEE PARKING
POTENTIAL RETENTION
POND LOCATION
DIMENSION AND LOCATION
SUBJECT TO CHANGE
NORTH CENTRAL
BLOOD SERVICES
RED CROSS
BLOOD AND PLATELET
DONATION CENTER
MISSISSIPPI RIVER
INPLACE BRIDGE NO. 9036
INP 12.3' SIDEWALK
12.5' BUFFER
11' THRU
5.5' BUFFER
10' BIKE LANE
RAMSEY COUNTY
CITY OF ST. PAUL


50
SCALE IN FEET

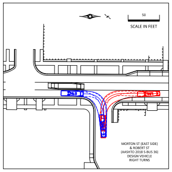
PAGE ST & ROBERT ST
MORTON ST (WEST SIDE) & ROBERT ST
(AASHTO 2018 S-BUS 36)
DESIGN VEHICLE
RIGHT TURNS


50
SCALE IN FEET

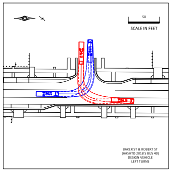
PAGE ST & ROBERT ST
MORTON ST (WEST SIDE) & ROBERT ST
(AASHTO 2018 S-BUS 36)
DESIGN VEHICLE
LEFT TURNS FROM ROBERT ST


50
SCALE IN FEET

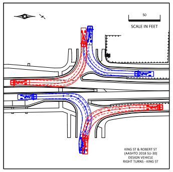
PAGE ST & ROBERT ST
MORTON ST (WEST SIDE) & ROBERT ST
(AASHTO 2018 S-BUS 36)
DESIGN VEHICLE
LEFT TURNS ONTO ROBERT ST


50
SCALE IN FEET

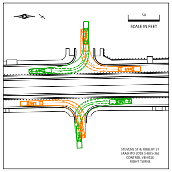
MORTON ST (EAST SIDE)
& ROBERT ST
(AASHTO 2018 S-BUS 36)
DESIGN VEHICLE
RIGHT TURNS


50
SCALE IN FEET

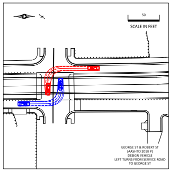
BAKER ST & ROBERT ST
(AASHTO 2018 S BUS 40)
DESIGN VEHICLE
LEFT TURNS


50
SCALE IN FEET

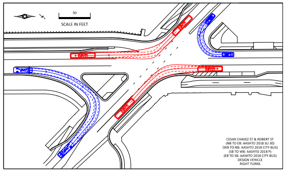
KING ST & ROBERT ST
(AASHTO 2018 SU-30)
DESIGN VEHICLE
RIGHT TURNS - KING ST


50
SCALE IN FEET

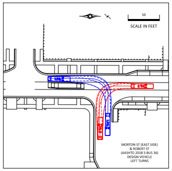
STEVENS ST & ROBERT ST
(AASHTO 2018 S-BUS-36)
CONTROL VEHICLE
RIGHT TURNS


50
SCALE IN FEET

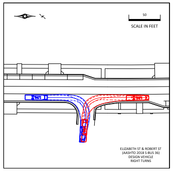
GEORGE ST & ROBERT ST
(AASHTO 2018 P)
DESIGN VEHICLE
LEFT TURNS FROM SERVICE ROAD
TO GEORGE ST


50
SCALE IN FEET

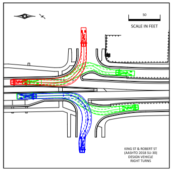
CESAR CHAVEZ ST & ROBERT ST
(NB TO EB: AASHTO 2018 SU 30)
(WB TO NB: AASHTO 2018 CITY-BUS)
(SB TO WB: AASHTO 2018 P)
(EB TO SB: AASHTO 2018 CITY-BUS)
DESIGN VEHICLE
RIGHT TURNS


50
SCALE IN FEET

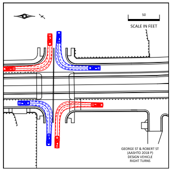
MORTON ST (EAST SIDE)
& ROBERT ST
(AASHTO 2018 S-BUS 36)
DESIGN VEHICLE
LEFT TURNS


50
SCALE IN FEET

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


50
SCALE IN FEET

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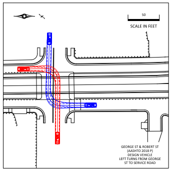
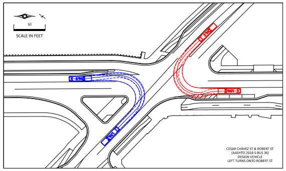
SCALE IN FEET

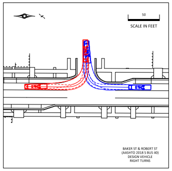
GEORGE ST & ROBERT ST
(AASHTO 2018 P)
DESIGN VEHICLE
RIGHT TURNS


50
SCALE IN FEET

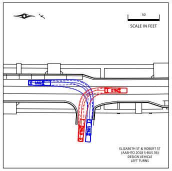
GEORGE ST & ROBERT ST
(AASHTO 2018 P)
DESIGN VEHICLE
LEFT TURNS FROM GEORGE
ST TO SERVICE ROAD


50
SCALE IN FEET

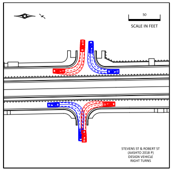
CESAR CHAVEZ ST & ROBERT ST
(AASHTO 2018 S-BUS 36)
DESIGN VEHICLE
LEFT TURNS ONTO ROBERT ST


50
SCALE IN FEET

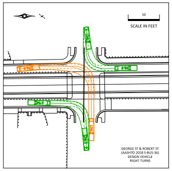
BAKER ST & ROBERT ST
(AASHTO 2018 S BUS 40)
DESIGN VEHICLE
RIGHT TURNS


50
SCALE IN FEET

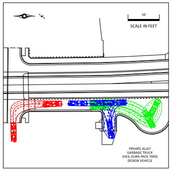
ELIZABETH ST & ROBERT ST
(AASHTO 2018 S-BUS 36)
DESIGN VEHICLE
LEFT TURNS


50
SCALE IN FEET

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


50
SCALE IN FEET

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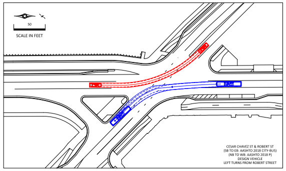
SCALE IN FEET

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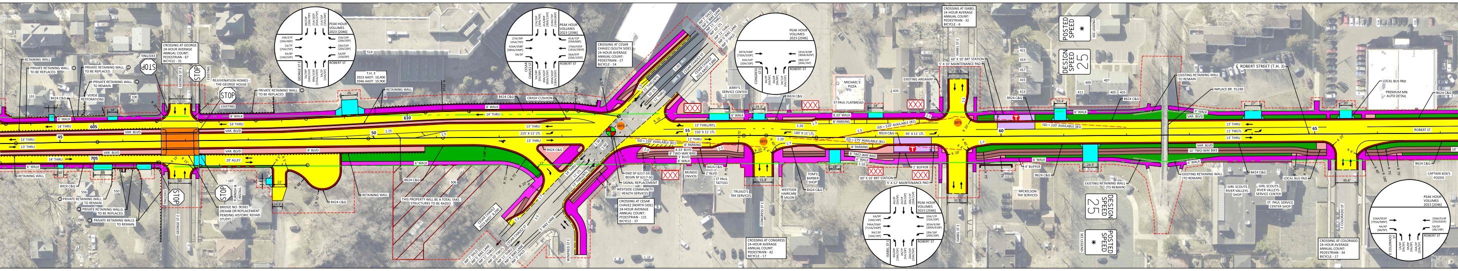
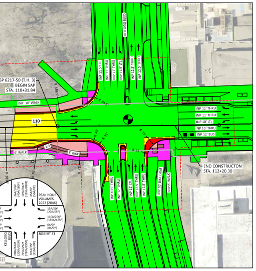
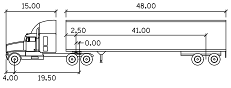
SCALE IN FEET

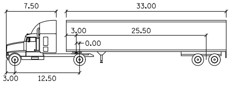
CESAR CHAVEZ ST & ROBERT ST
(SB TO EB: AASHTO 2018 CITY-BUS)
(NB TO WB: AASHTO 2018 P)
DESIGN VEHICLE
LEFT TURNS FROM ROBERT STREET


RETAINING WALL
PRIVATE RETAINING WALL. ① TO BE REPLACED.
PRIVATE RETAINING WALL. ① TO REMAIN.
VERDE RESTORATIONS
B424 C&G
101
100
CROSSING AT GEORGE
24-HOUR AVERAGE
ANNUAL COUNT:
PEDESTRIAN - 67
BICYCLE - 31
STOP
EXISTING
GEORGE ST E
REJUVENATION HOMES - THE GEORGE HOUSE
35.8'
16'
8.6'
6' WALK
14' THRU
605
VAR. BLVD
45
13' THRU
705
20' ALLEY
8' WALK
8' BLVD
PEAK HOUR VOLUMES 2023 [2046]
ROBERT ST
T.H. 3
2023 AADT: 10,400
2046 AADT: 10,900
514
26
FURNISH & INSTALL
BRIDGE NO. 90381 (REHAB OR REPLACEMENT PENDING HISTORIC REHAB STUDY)
107
556
550
① PRIVATE RETAINING WALL. TO REMAIN.
① PRIVATE RETAINING WALLS. TO BE REPLACED.
① PRIVATE RETAINING WALLS. TO REMAIN.
16.1'
22'
36'
B624 C&G
610
50
CRASH CUSHION
13' THRU
225' X 11' LTL
6' WALK
THIS PROPERTY WILL BE A TOTAL TAKE. STRUCTURES TO BE RAZED.
506
CESAR CHAVEZ ST
CESAR CHAVEZ 2023 AADT: 8,190
CESAR CHAVEZ 2023 AADT: 7,880
INP 7' SHLD
INP 5' BIKE LANE
INP 11' THRU
INP 10' LTL
INP 10' TWLTL
5' BIKE LANE
WINIFRED ST E
CROSSING AT CESAR CHAVEZ (SOUTH SIDE)
24-HOUR AVERAGE
ANNUAL COUNT:
PEDESTRIAN - 27
BICYCLE - 14
CROSSING AT CESAR CHAVEZ (NORTH SIDE)
24-HOUR AVERAGE
ANNUAL COUNT:
PEDESTRIAN - 131
BICYCLE - 37
SRTS
END SP 6217-59
BEGIN SP 6217-50
SIGNAL REPLACEMENT
WESTSIDE COMMUNITY HEALTH SERVICES
MUNDO ENVIOS
ST PAUL TATTOO
TRUJILO'S TAX SERVICES
JERRY'S SERVICE CENTER
55
13' THRU/RTL
150' X 11' LTL
11' THRU
ISD = 220' AVAILABLE (B1)
8' PARKING
4.33' BLVD
8' TWO-WAY BIKE
3' BLVD
2' BLVD
CONGRESS ST E
CROSSING AT CONGRESS
24-HOUR AVERAGE
ANNUAL COUNT:
PEDESTRIAN - 42
BICYCLE - 17
MICHAEL'S PIZZA
ST PAUL FLATBREAD
435
8.33' WALK
100' X 11' LTL
95' X 11' LTL
ISD = 275' AVAILABLE (B1)
B924 C&G
60' X 10' BRT STATION
5' X 12' MAINTENANCE PAD
5' X 10' MAINTENANCE PAD
2' BUFFER
4' BUFFER
TOM'S BARBER SHOP
WESTSIDE HAIRCARE SALON
EXISTING AREAWAY
ISABEL ST E
CROSSING AT ISABEL
24-HOUR AVERAGE
ANNUAL COUNT:
PEDESTRIAN - 32
BICYCLE - 6
60
32.1
31.7
31.8'
POSTED SPEED *
SEE LEGEND
DESIGN SPEED 25
421
419
417
415
413
411
409
407
405
403
MICKELSON TAX SERVICES
EXISTING RETAINING WALL (TO REMAIN)
EXISTING RETAINING WALL TO REMAIN
INPLACE BR. 91248
℄ ROBERT STREET (T.H. 3)
VAR. BLVD
11' TWLTL
65
10' TWO-WAY BIKE
LOCAL BUS PAD
PREMIUM MN AUTO DETAIL
GIRL SCOUTS RIVER VALLEYS-SHOP
GIRL SCOUTS RIVER VALLEYS-SERVICE CENTER
ST. PAUL SERVICE CENTER SHOP
CAPTAIN KEN'S FOODS
E COLORADO ST
CROSSING AT COLORADO
24-HOUR AVERAGE
ANNUAL COUNT:
PEDESTRIAN - 34
BICYCLE - 17
35.6'
24.3'
27'
20'
19.4'

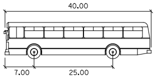

KELLOGG BLVD
SP 6217-50 (T.H. 3)
BEGIN SAP
STA. 110+31.84
INP. 10' WALK
110
6' WALK
8' BIKE
INP 11.5' LTL
INP 11' THRU
INP 12.5' THRU
INP 12' THRU
INP 10' LTL
INP 10' THRU
INP 12' BUS
INP 10.5' THRU
INP 11' LTL
INP 10' BIKE LANE
INP 8' WALK
END CONSTRUCTON
STA. 112+20.30
PEAK HOUR VOLUMES 2023 [2046]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


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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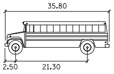
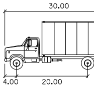
7.00
25.00

CITY-BUS


35.80
2.50
21.30

S-BUS-36


30.00
4.00
20.00

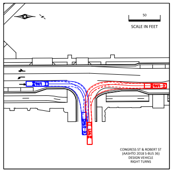
SU-30

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.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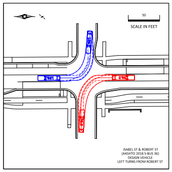
SCALE IN FEET

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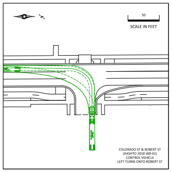
SCALE IN FEET

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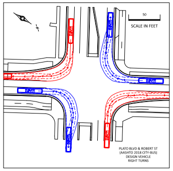
SCALE IN FEET

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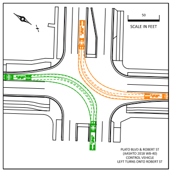
SCALE IN FEET

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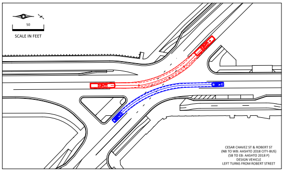
SCALE IN FEET

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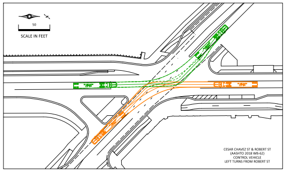
SCALE IN FEET

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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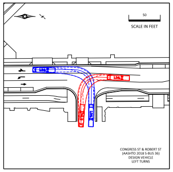
SCALE IN FEET

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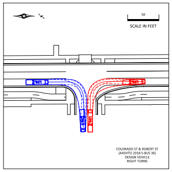
SCALE IN FEET

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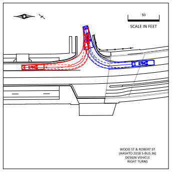
SCALE IN FEET

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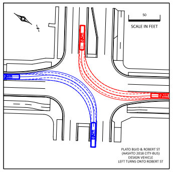
SCALE IN FEET

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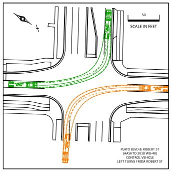
SCALE IN FEET

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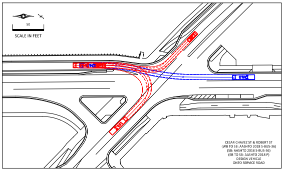
SCALE IN FEET

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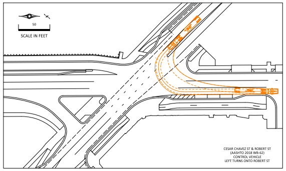
SCALE IN FEET

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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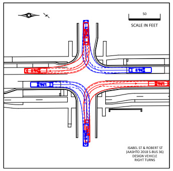
SCALE IN FEET

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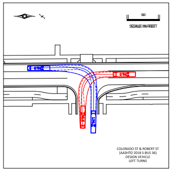
SCALE IN FEET

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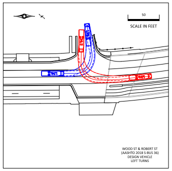
SCALE IN FEET

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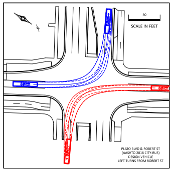
SCALE IN FEET

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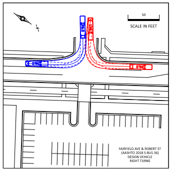
SCALE IN FEET

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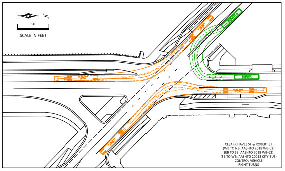
SCALE IN FEET

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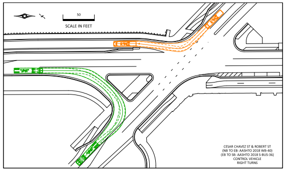
SCALE IN FEET

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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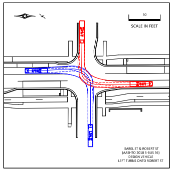
SCALE IN FEET

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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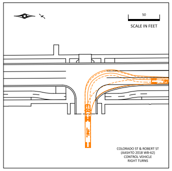
SCALE IN FEET

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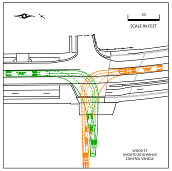
SCALE IN FEET

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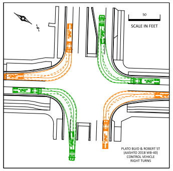
SCALE IN FEET

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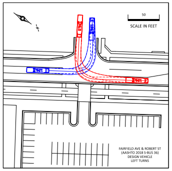
SCALE IN FEET

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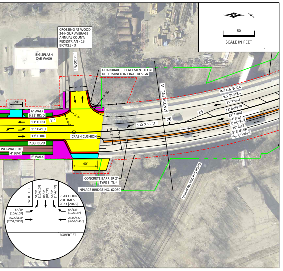
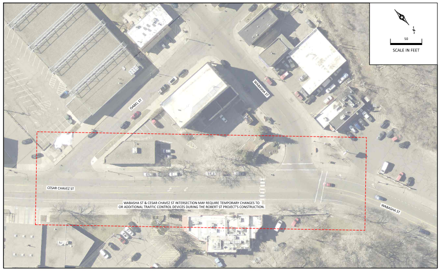
SCALE IN FEET

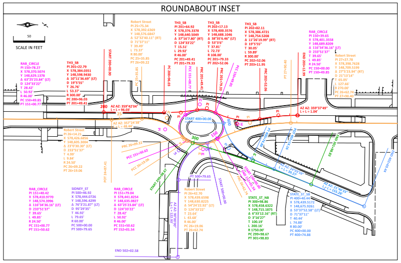
FAIRFIELD AVE & ROBERT ST
(AASHTO 2018 S-BUS 36)
DESIGN VEHICLE
LEFT TURNS


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


ISABEL ST
WABASHA ST
CESAR CHAVEZ ST
50
SCALE IN FEET

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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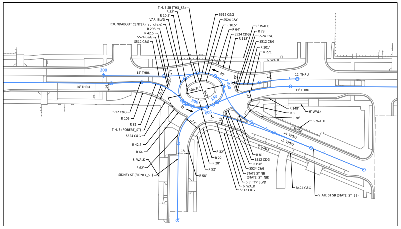
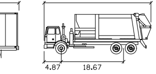
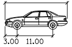
SCALE IN FEET
RAB_CIRCLE
TH3_SB
Robert Street
STATE_ST_NB
STATE_ST_SB
SIDNEY_ST

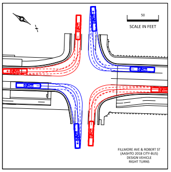

T.H. 3 SB (TH3_SB)
ROUNDABOUT CENTER (rab_circle)
T.H. 3 (ROBERT_ST)
SIDNEY ST (SIDNEY_ST)
STATE ST NB (STATE_ST_NB)
STATE ST SB (STATE_ST_SB)
14' THRU
12' THRU
11' THRU
6' WALK
8' WALK
B612 C&G
S524 C&G
S512 C&G
B424 C&G


29.12
4.87
18.67

HEIL DURAPACK 7000


19.00
3.00
11.00

P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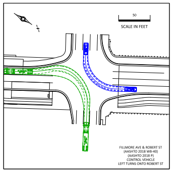
SCALE IN FEET

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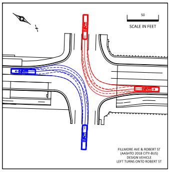
SCALE IN FEET

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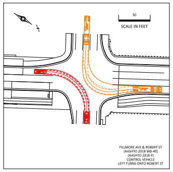
SCALE IN FEET

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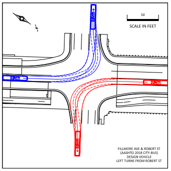
SCALE IN FEET

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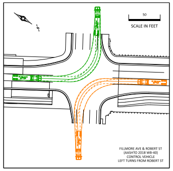
SCALE IN FEET

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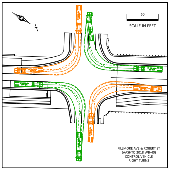
FILLMORE AVE & ROBERT ST
(AASHTO 2018 WB-40)
CONTROL VEHICLE
LEFT TURNS FROM ROBERT ST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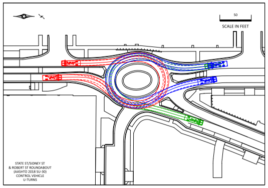
FILLMORE AVE & ROBERT ST
(AASHTO 2018 WB-40)
CONTROL VEHICLE
RIGHT TURNS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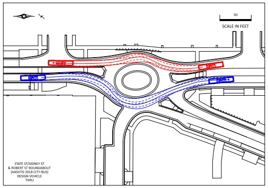
SCALE IN FEET

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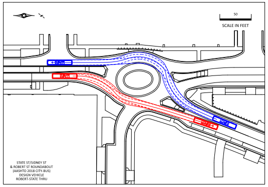
SCALE IN FEET

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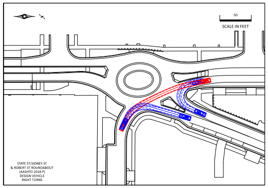
SCALE IN FEET

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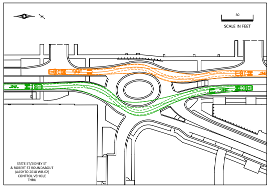
SCALE IN FEET

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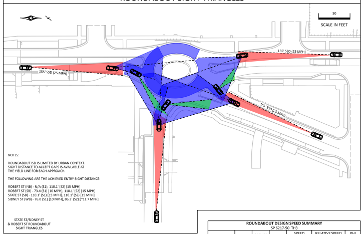
SCALE IN FEET

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)

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

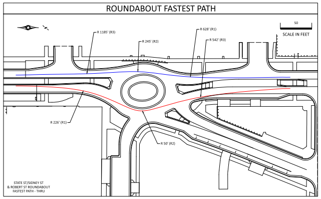
APPROACH	CURVE	RADIUS (ft)	e (ft/ft)	SPEED (mph) (3)	RELATIVE SPEED DIFFERENCE (mph) (1)	PHI Angle (2)
SB	R1	628	-0.02	36.9	24.5	23.5
	R2	245	0.02	28.8	16.4	
	R3	1185	0.02	52.9	40.5	
	R4	27.5	0.02	12.4	0	
	R5					
NB	R1	226	0.02	27.9	16.1	26.8
	R2	50	-0.02	14.6	2.8	
	R3	542	-0.02	35	23.2	
	R4	24.5	0.02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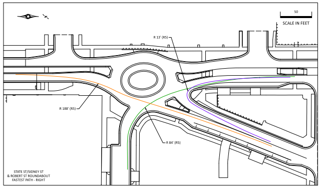
SCALE IN FEET
R 1185' (R3)
R 245' (R2)
R 628' (R1)
R 542' (R3)
R 226' (R1)
R 50' (R2)

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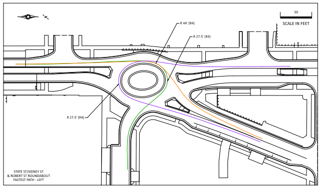
SCALE IN FEET
R 13' (R5)
R 188' (R5)
R 84' (R5)

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