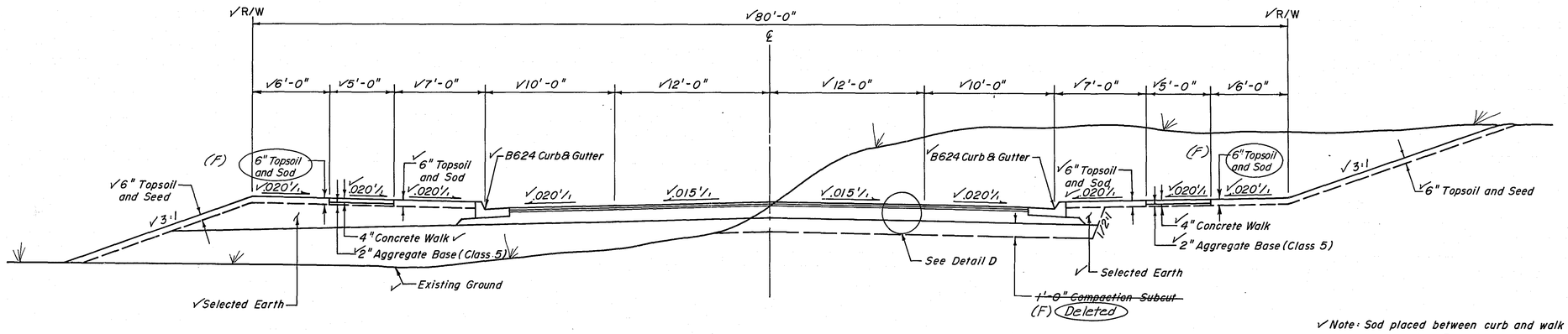
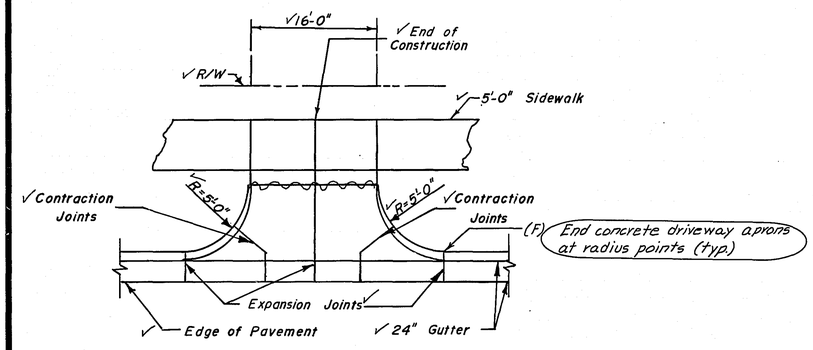


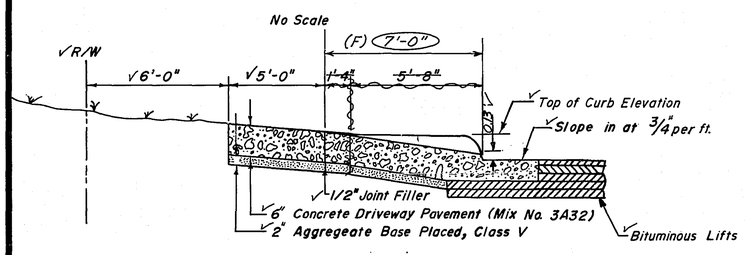
✓Note: Sod placed between curb and walk and on slopes steeper than 3:1. Seed all other disturbed areas.

(F) Sod placed between R/W line and walk.

TYPICAL SECTION LYDIA AVENUE

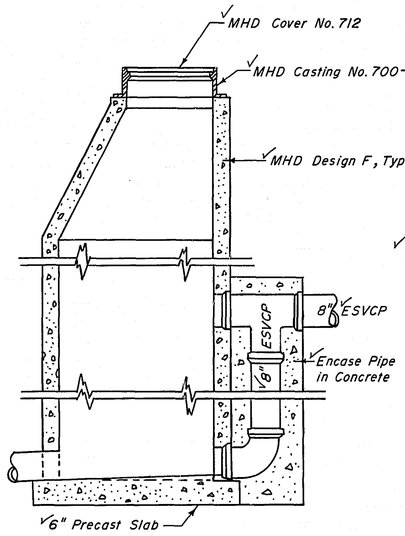
✓ STA. 51+20 TO STA. 75+~~64~~
(F) 84



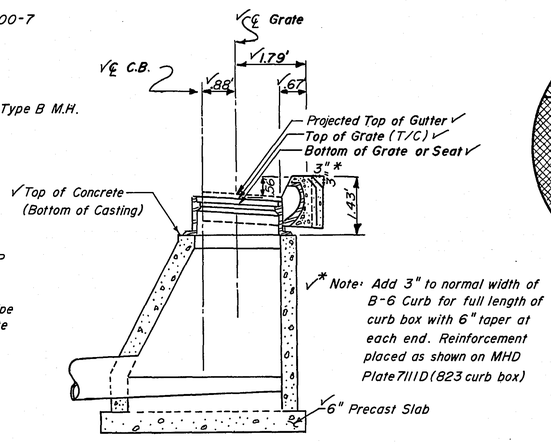


DETAIL A
PRIVATE DRIVEWAY

~~Note:~~
~~Concrete driveway aprons to end at radius points~~



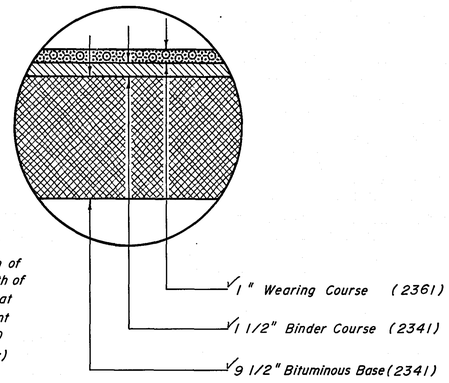
DETAIL B
DROP MANHOLE
SANITARY SEWER MANHOLE
✓STA. 58+23.73



✓* Note: Add 3" to normal width of B-6 Curb for full length of curb box with 6" taper at each end. Reinforcement placed as shown on MHD Plate 7111D (823 curb box)

DETAIL C
TYPICAL SECTION
CATCH BASIN IN GUTTER

✓MHD Grate Frame Casting No. ~~810~~ (F) 801
✓MHD Grate No. 810
✓City of St. Paul Dep't. of Pub. Wks Curb Box Casting 'M'



DETAIL D
PAVEMENT SECTION

FINAL CONSTRUCTION CHANGES COMPLETED
Larry J. Anderson
PROJECT OR RESIDENT ENGINEER
DATE 1-24-75

REVISIONS			
DATE	BY	DESCRIPTION	APPROVED

DRAWN BY R.E.O.
CHECKED BY H.P.E.
BACK-CHK'D BY M.A.J.
APPROVED BY J.O.M. 6-13-73

HNTB
HOWARD NEEDLES TAMMEN & BERGENDOFF
MINNEAPOLIS, MINNESOTA

VILLAGE OF MAPLEWOOD
MINNESOTA
LYDIA AVENUE
ENGINEERING DEPARTMENT

VILLAGE PROJ. NO. 72-17
M.S.A.S. PROJ. NO. 138-116-05
27-111 3365

TYPICAL SECTION

SHEET 3 OF 28 SHEETS

Note:
✓1. All radius dimensions are measured to back of curb.
~~2. B6 Bituminous Curb to be painted white.~~ (F) Deleted
✓3. All 30' radius curb returns shall be ~~transitioned from B624 section to B618 section.~~

ROBERT S. TILSEN | NORTHWESTERN STATE BANK OF WISCONSIN | HARRY E. CASSIDY | ROBERT S. TILSEN | ROBERT S. TILSEN | CLYDE & DARLENE JONES | UNITED POWER AND LAND COMPANY

✓Saw existing bituminous before abutting new pavement.

33' 33' 42' ROAD

(F) Edge Bit. Pavement
(F) End 5' Conc. Sidewalk Beg. 5' Bit. Sidewalk Sta. 57+90
(F) Grading Completed for Apron
✓℄ LYDIA AVENUE STA. 58+23.73
✓℄ FUTURE STREET STA. 0+00.00

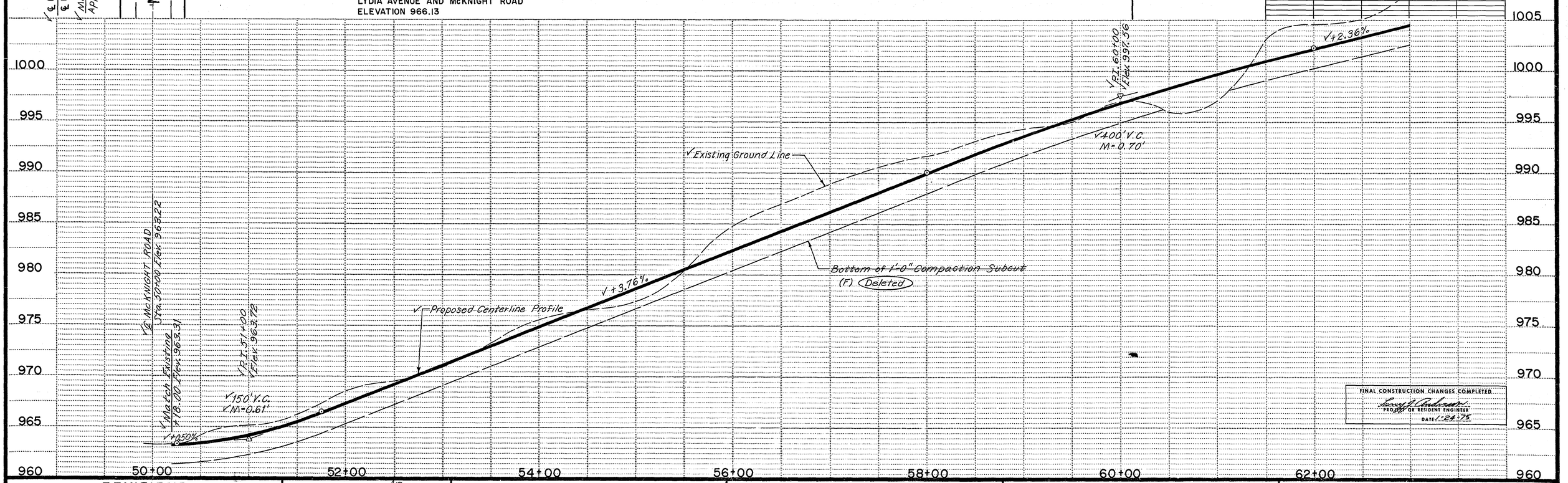
(F) 30' 311.76' ✓Construction Easement
~~50' Rad. (72.67' left)~~
~~Sta. 50+68.96~~
(F) 52.67
(F) 48.96 ✓Right of Way
25' 25'
155.87' 155.88' 152.22' 176.04' 159.24' 170.00'
✓40' ✓60' ✓60' ✓60' ✓40'
(F) Bituminous Pavement
~~End Construction~~
(52.67' Left)
(F) ~~Sta. 57+77.06~~
~~30' Radius (52.67' Left)~~
(F) End 5' Bit. Sidewalk Beg. 5' Conc. Sidewalk Sta. 58+55
~~30' Radius (52.67' Left)~~
~~Sta. 58+70.40~~
(F) 30' Radius deleted.
✓Back of Curb

Right of Way ✓Saw existing bituminous before abutting new pavement. 40' ROAD
✓89°46'20" 89°40'00"
✓40' ✓40' ✓40' ✓40'
LYDIA AVENUE 50 ℄ LYDIA 55 60 AVENUE
✓End B6 Bit. Curb Begin B624 C.C.&G Sta. 51+20
(F) End B624 C.&G. Beg. B6 Bit. Curb Sta. 57+79
(F) End B6 Bit. Curb Beg. B624 C.&G. Sta. 58+72
✓Toe of Gutter
✓Right of Way ✓5' Concrete Walk ✓Back of Curb ✓Right of Way
✓Limits of possible simultaneous grading (Sta. 60+00 to Sta. 74+50)
✓50' 300.01'
MATCH LINE SHEET NO. 7
(F) 30' (F) 52.67'
~~50' Rad. (72.67' Right)~~
~~Sta. 50+68.25~~
25' 25'
(F) 48.25
980.01' ✓80'
✓Construction Easement
CHARLES L. WATTERSON et al.

✓℄ LYDIA AVENUE STA. 50+00.00 = ℄ McKNIGHT ROAD STA. 39+51.20
✓Match Existing Roadway Approximate Sta. 50+18
✓Right of Way
McKNIGHT 38 ROAD
✓Right of Way
✓Begin B6 Bituminous Curb (~~72.67'~~ Right) Sta. 50+17.58
(F) 52.67
INDEPENDENT SCHOOL DISTRICT NO. 622

✓BENCH MARK
TOP OF HYDRANT, S.W. CORNER
LYDIA AVENUE AND McKNIGHT ROAD
ELEVATION 966.13

Scale: 50'



FINAL CONSTRUCTION CHANGES COMPLETED
Project or Resident Engineer
DATE 1-24-75

REVISIONS			
DATE	BY	DESCRIPTION	APPROVED

DRAWN BY R.E.O.
CHECKED BY H.P.E.
BACK-CHK'D BY M.A.J.
APPROVED BY J.O.M. 6-13-73

HNTB
HOWARD NEEDLES TAMMEN & BERGENDOFF
MINNEAPOLIS, MINNESOTA

VILLAGE OF MAPLEWOOD
MINNESOTA
LYDIA AVENUE
ENGINEERING DEPARTMENT

VILLAGE PROJ. NO. 72-17
M.S.A.S. PROJ. NO. 138-116-05
27-111 3368

PLANNED CONSTRUCTION
✓STA. 50+18 TO STA. 63+00
SHEET 6 OF 28 SHEETS

Note:
1. All radius dimensions are measured to back of curb.
2. All 30' radius curb returns shall be ~~transitioned from B624 section to B618 section~~.
3. See Sheet 3 for Private Driveway Details.
4. Saw existing pavement before abutting new pavement.

ALBERT RECKOW - DeCOSTER COMPANY

ALBERT RECKOW

MATCH LINE SHEET NO. 6

℄ LYDIA AVENUE STA.67+~~67.48~~
℄ BARTELMY LANE STA.13+19.27

℄ LYDIA AVENUE STA.72+~~84.03~~
℄ MARY STREET STA.0+00.00

℄ LYDIA AVENUE STA. 76+27.03 = ℄ BELLAIRE AVENUE STA.10+00.00

Scale: 50'

ROBERT S. TILSEN

ROBERT TILSEN'S MAPLEWOOD HEIGHTS NO.8

CHARLES L. WATTERSON et al.

BENCH MARK
SPIKE IN TREE
STA. 63+13, 160' Lt.
ELEVATION 1007.~~23~~ (F) (14)

BENCH MARK
IRON PIN
℄-℄ BELLAIRE AVENUE AND LYDIA AVENUE
ELEVATION 1029.~~85~~
(F) (94)

LYDIA AVENUE

BELLAIRE AVENUE

BARTELMY LANE

MARY STREET

Construction Easement
5' Concrete Walk
Right of Way
Back of Curb
Toe of Gutter
Edge of Pavement
Saw existing bituminous before abutting new pavement.
Match Existing Roadway
Approximate Sta. 76+15
Limits of possible simultaneous grading (Sta. 60+00 to Sta. 74+50)
End Construction (52.67' Right)
Place Curb End Sections
12" split face block wall from Sta. 74+49, 53.67' Rt. to 40' Rt., from Sta. 74+49, 40' Rt. to Sta. 75+69, 40' Rt.
I-S-F
1060.02'
220'
289.94'
329.45'
515.63'
145'
1060.02'
89°14'20"

(F) 66.55
(F) Edge Bit. Paving
(F) Grading Completed for Apron End Construction (52.67' Left) (F) 21.67
(F) End 5' Conc. Walk Beg. 5' Bit. Walk Sta. 67+36
(F) Deleted 30' Rad. (52.67' Left) Sta. 67+20.81
(F) End 5' Bit. Walk Beg. 5' Conc. Walk Sta. 68+07
(F) Deleted 30' Rad. (52.67' Left) Sta. 68+14.15
(F) End B624 C1G Beg. B6 Bit. Curb Sta. 67+19
(F) 5.0'
(F) End B6 Bit. Curb Beg. B624 C1G Sta. 68+12
(F) 83.75
(F) End 5' Conc. Walk Beg. 5' Bit. Walk Sta. 72+46
(F) Deleted 30' Rad. (52.67' Left) Sta. 72+37.36
(F) End B624 C1G Beg. B6 Bit. Curb Sta. 72+37
(F) End 5' Bit. Walk Beg. 5' Conc. Walk Sta. 73+13
(F) Deleted 30' Radius (52.67' Left) Sta. 73+30.70
(F) 5.0'
(F) End B6 Bit. Curb Beg. B624 C1G Sta. 73+30
(F) 84.36
(F) 30' Rad. Sta. 75+86.00, 52.67' Lt.
~~50' Rad. (72.67' Left) Sta. 75+66.00~~
End C.C.&G (B624) Sta. 75+64.00
~~50' Rad. (72.67' Right) Sta. 75+64.06~~
(F) 30' Rad. Sta. 75+84.36, 52.67' Rt.
(F) 19.78
(F) End B624 C1G Beg. D5 C1G 52.67' Rt.
(F) 13.22
(F) .08
(F) .42
(F) End B624 C1G Beg. D5 C1G 52.67' Rt.
(F) Design Special D5

30' Rad. (52.67' Right) Sta. 67+20.81
30' Rad. (52.67' Right) Sta. 68+14.15
30' Rad. (52.67' Right) Sta. 72+37.36
30' Rad. (52.67' Right) Sta. 73+30.70

11 BARTELMY LANE B618 Curb & Gutter (By Others) Design Special D5
8 BELLAIRE B618 Curb & Gutter (By Others) Design Special D5
2 MARY STREET B618 Curb & Gutter (By Others) Design Special D5

60' 84.48 16' Private Dr. 61.48 16' Private Dr. (F) Deleted 68.48 38.48 16' Private Dr.

BARTELMY LANE

(F) Grading Only Completed for Apron End Construction
℄ Bartelmy Ave. Sta. 13+19.27 Elev. 1005.67 (F) 65
-1.50%
+1.50% VC
VM=0.141'
-0.75%
VPI 12+61.49 Elev. 1014.80
1.89
1.36
1020
1015
1010
1005
13+00
12+00

Profile

Existing Ground Line
Proposed Centerline Profile
Bottom of 1'-0" Compaction Subcut (F) Deleted
+2.36%
1.75
400' V.C. M=0.53'
+1.30%
1.75
50' V.C. M=0.05'
1.50
VPT 70+15 Elev. 1022.93
VPT 75+51.75 Elev. 1029.13
+0.50%
℄ Bellaire Avenue Sta. 76+27.03 (F) 94
Match Existing Sta. 76+15
℄ Bartelmy Lane = ℄ Lydia Ave. Sta. 67+67.48 Elev. 1015.67 (F) 66.55 (F) 65
℄ Mary Street = ℄ Lydia Ave. Sta. 72+84.03 Elev. 1025.67 (F) 83.75 (F) 64
1035
1030
1025
1020
1015
1000
995
74+00
76+00
64+00
66+00
68+00
70+00
72+00

FINAL CONSTRUCTION CHANGES COMPLETED
Larry K. Johnson
PROJECT OR RESIDENT ENGINEER
DATE 1-24-75

MARY STREET

(F) Grading Only Completed for Apron End Construction
℄ Lydia Ave. Sta. 0+00 Elev. 1025.67 (F) 64
+1.50%
+0.50%
50' V.C. VM=0.125'
1.21
1.11
VPT 0+46.0 Elev. 1024.96
1030
1025
1020
1015
0+00
1+00

REVISIONS			
DATE	BY	DESCRIPTION	APPROVED

DRAWN BY R.E.O. REO
CHECKED BY H.P.E. HE
BACK-CHK'D BY M.A.J. MAJ
APPROVED BY J.O.M. JOM 6-13-73

HNTB
HOWARD NEEDLES TAMMEN & BERGENDOFF
MINNEAPOLIS, MINNESOTA

VILLAGE OF MAPLEWOOD
MINNESOTA
LYDIA AVENUE
ENGINEERING DEPARTMENT

VILLAGE PROJ. NO. 72-17
M.S.A.S. PROJ. NO. 138-116-05
27-111 3369

PLANNED CONSTRUCTION
STA. 63+00 TO STA. 76+15

SHEET 7 OF 28 SHEETS