

PINE RIDGE COUNTRY CLUB PAVING IMPROVEMENTS

PROJECT NUMBER 2026-010

LAKE METROPARKS

30601 RIDGE ROAD
WICKLIFFE, OH 44092

JANUARY 14, 2026

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LOCATION MAP

OWNER

LAKE METROPARKS (LMP)
11211 SPEAR ROAD, CONCORD TOWNSHIP, OHIO 44077
PH: 440.639.7275 FAX: 440.639.9126

OFFICIALS

LAKE COUNTY PROBATE JUDGE:
MARK J. BARTOLOTTA

LAKE METROPARKS BOARD OF PARK COMMISSIONERS:
GRETCHEN SKOK DISANTO
JOHN C. REDMOND
FRANK J. POLIVKA

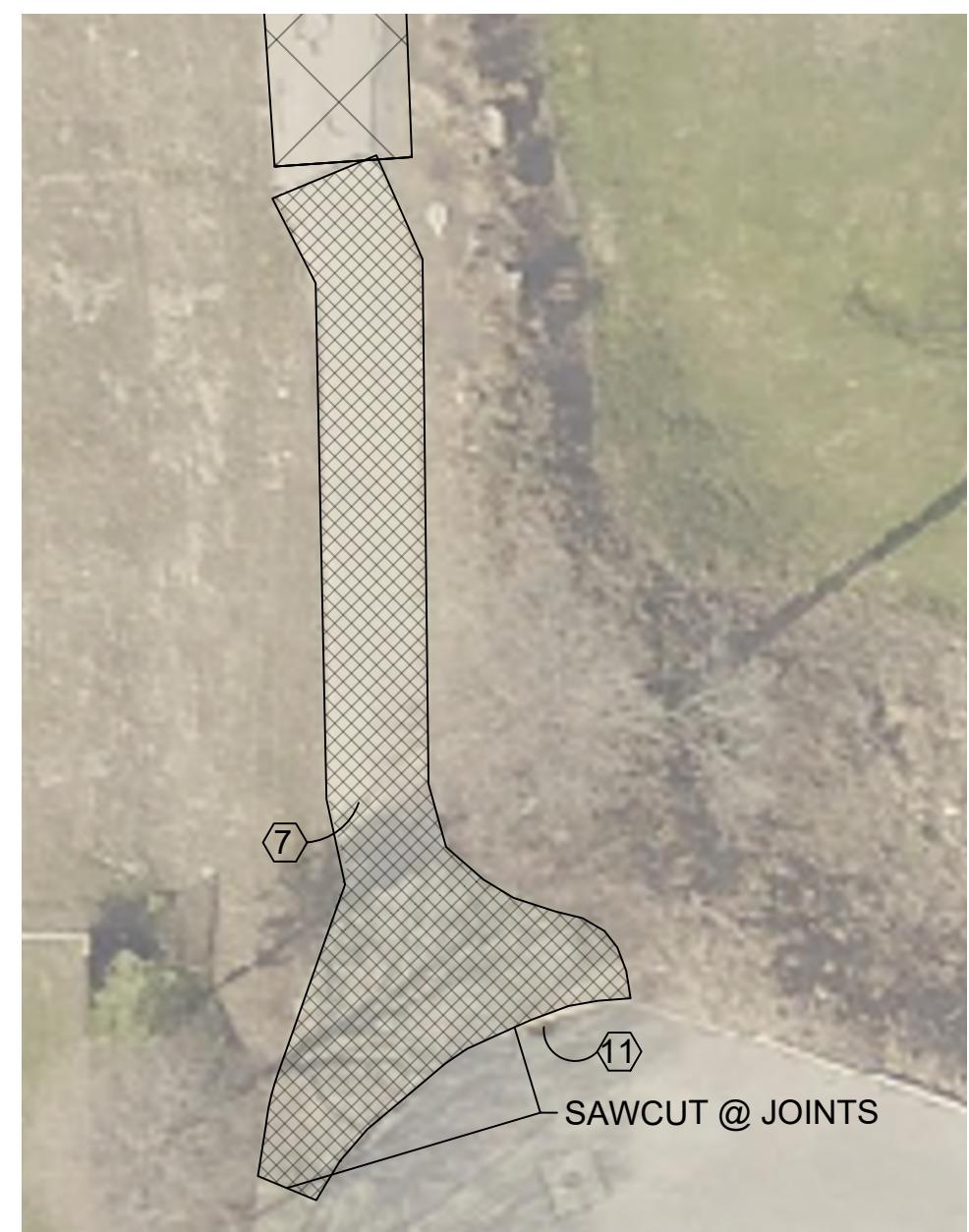
EXECUTIVE DIRECTOR:
PAUL PALAGYI

OWNER REPRESENTATIVE
SETH OLDHAM
PARK PLANNER
PH: 440.639.7275 FAX: 440.639.9126
SOLDHAM@LAKEMETROPARKS.COM
WWW.LAKEMETROPARKS.COM

PROJECT DESCRIPTION:

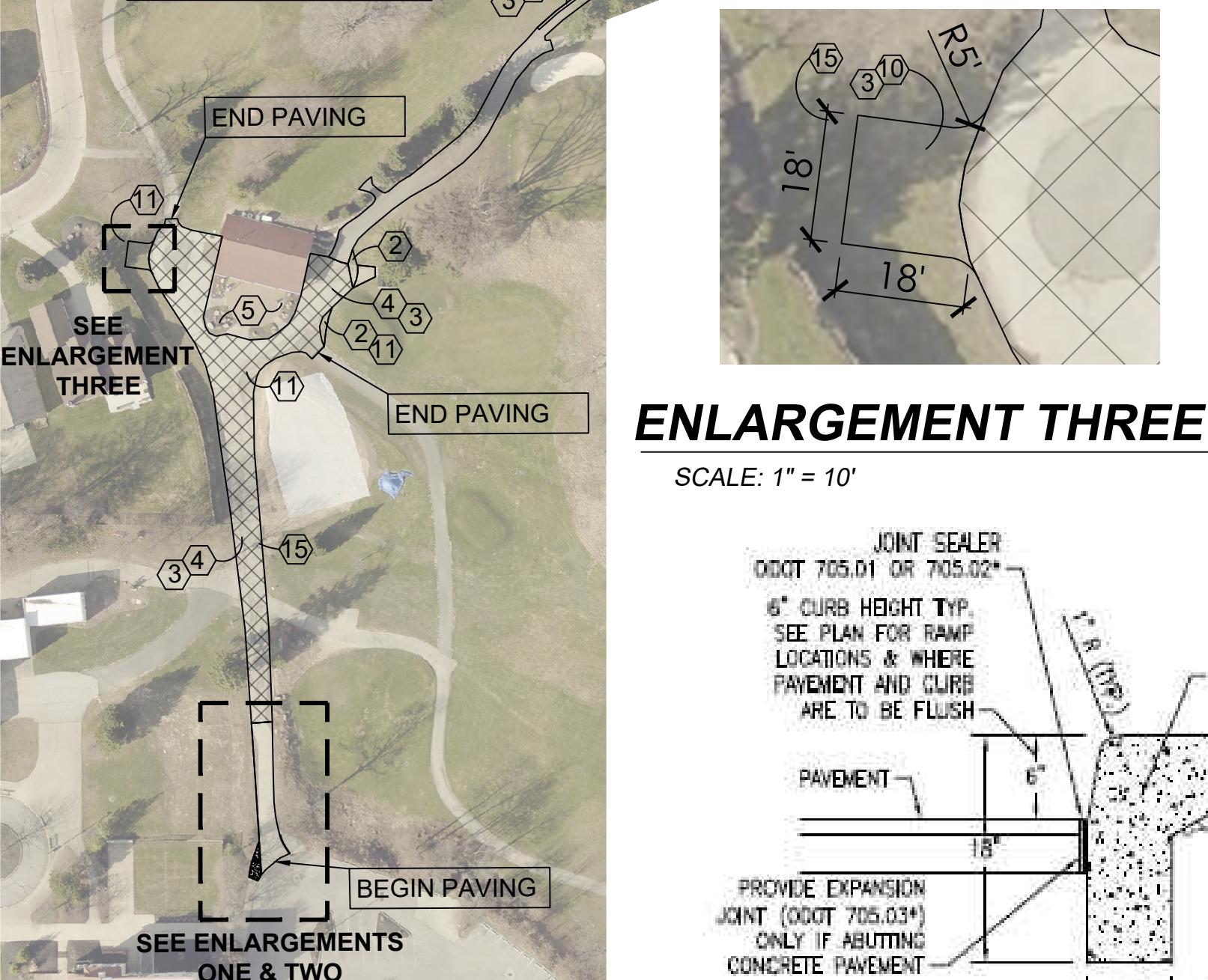
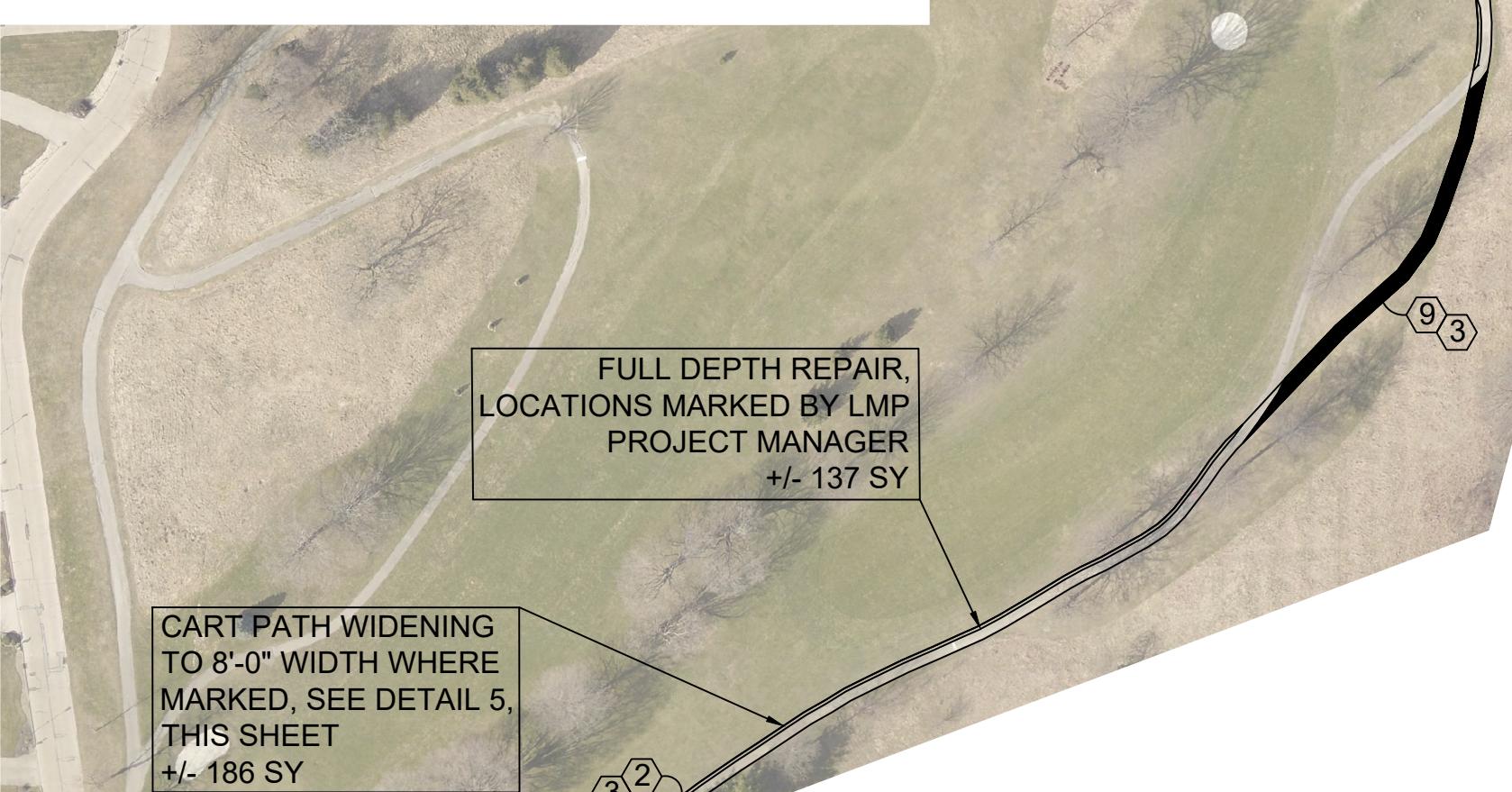
THIS PROJECT IS LOCATED AT PINE RIDGE COUNTRY CLUB IN THE CITY OF WICKLIFFE, LAKE COUNTY, OHIO. THIS PROJECT CONSISTS OF FULL DEPTH ASPHALT PAVEMENT REPAIR (AS PER PLAN), PAVEMENT PLANING, INSTALLATION OF ASPHALT PAVEMENT COURSES, INSTALLATION OF FURNISHED TOPSOIL, SEEDING & MULCHING, AND OTHER RELATED MISCELLANEOUS ITEMS OF WORK. THE CONTRACTOR IS RESPONSIBLE FOR BEING FAMILIARIZED WITH EXISTING SITE CONDITIONS AND FOR VERIFYING ALL FIELD MEASUREMENTS.

DRAWN BY: LMP-SJO	NO. SCALE:	REVISIONS	DATE	BY	DRAWING NUMBER
					1/2
Lake Metroparks Metroparks Ohio Metroparks Ohio	NORTH	TITLE Pine Ridge Country Club Paving Improvements Title Sheet			



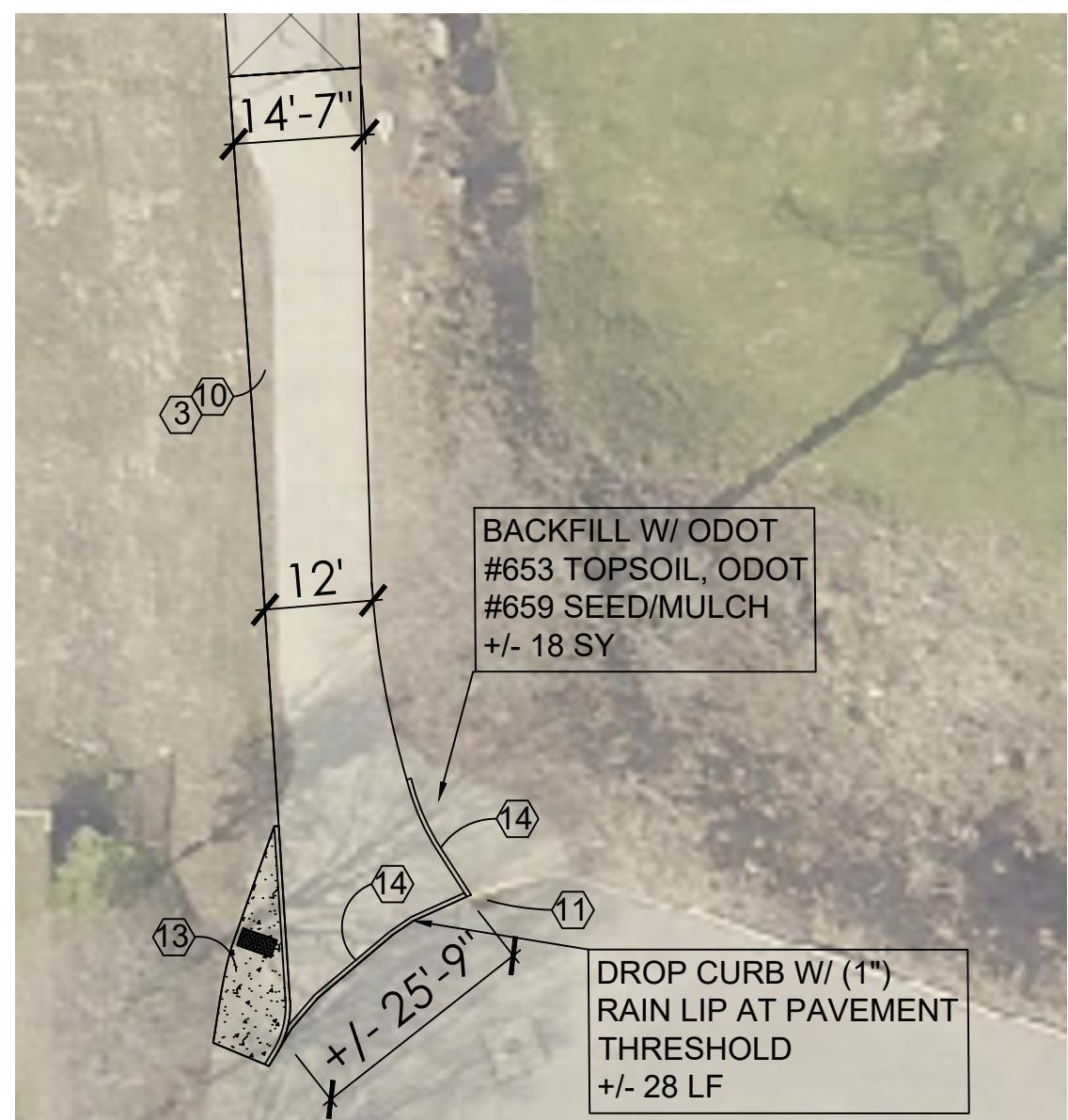
ENLARGEMENT ONE - DEMO

SCALE: 1" = 20'



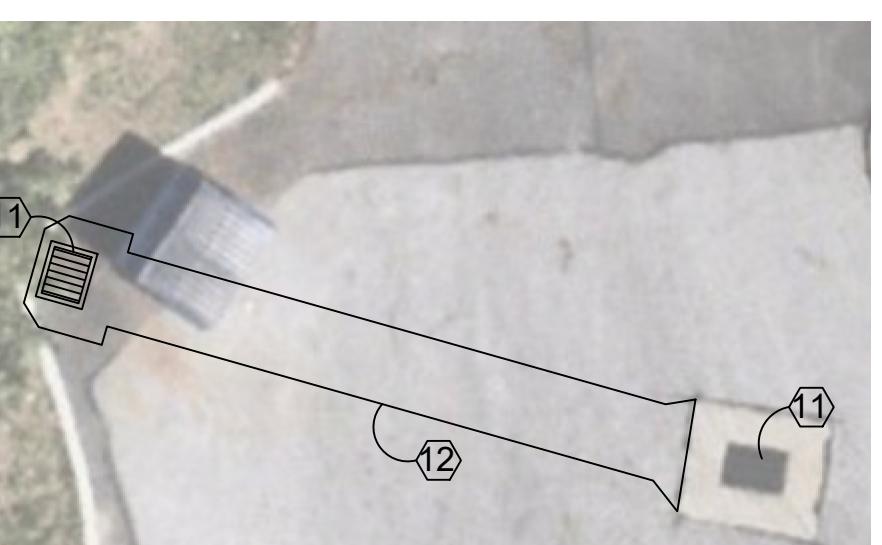
OVERALL PAVING PLAN

SCALE: 1" = 100'



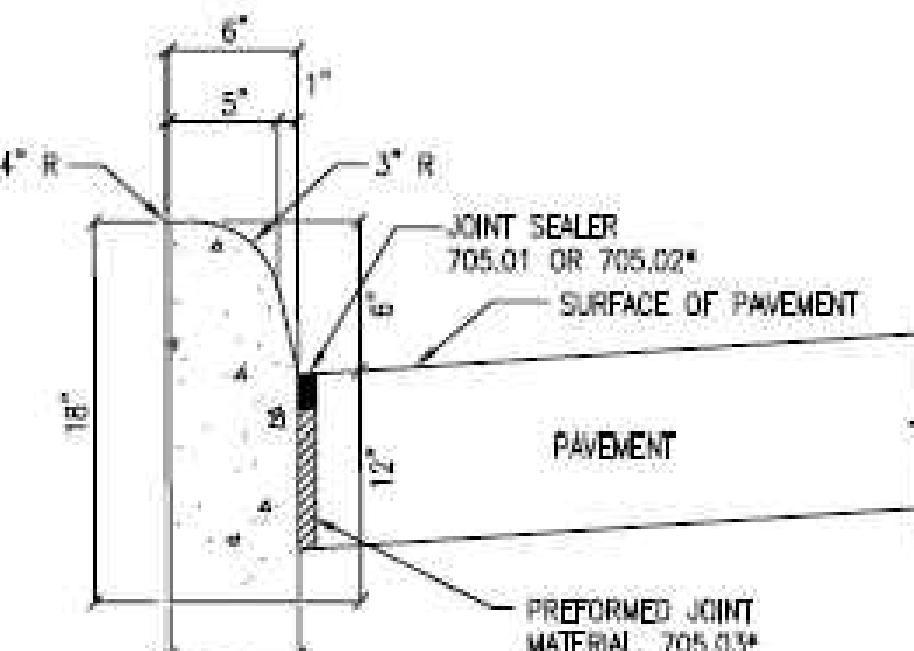
ENLARGEMENT TWO - PROPOSED

SCALE: 1" = 20'



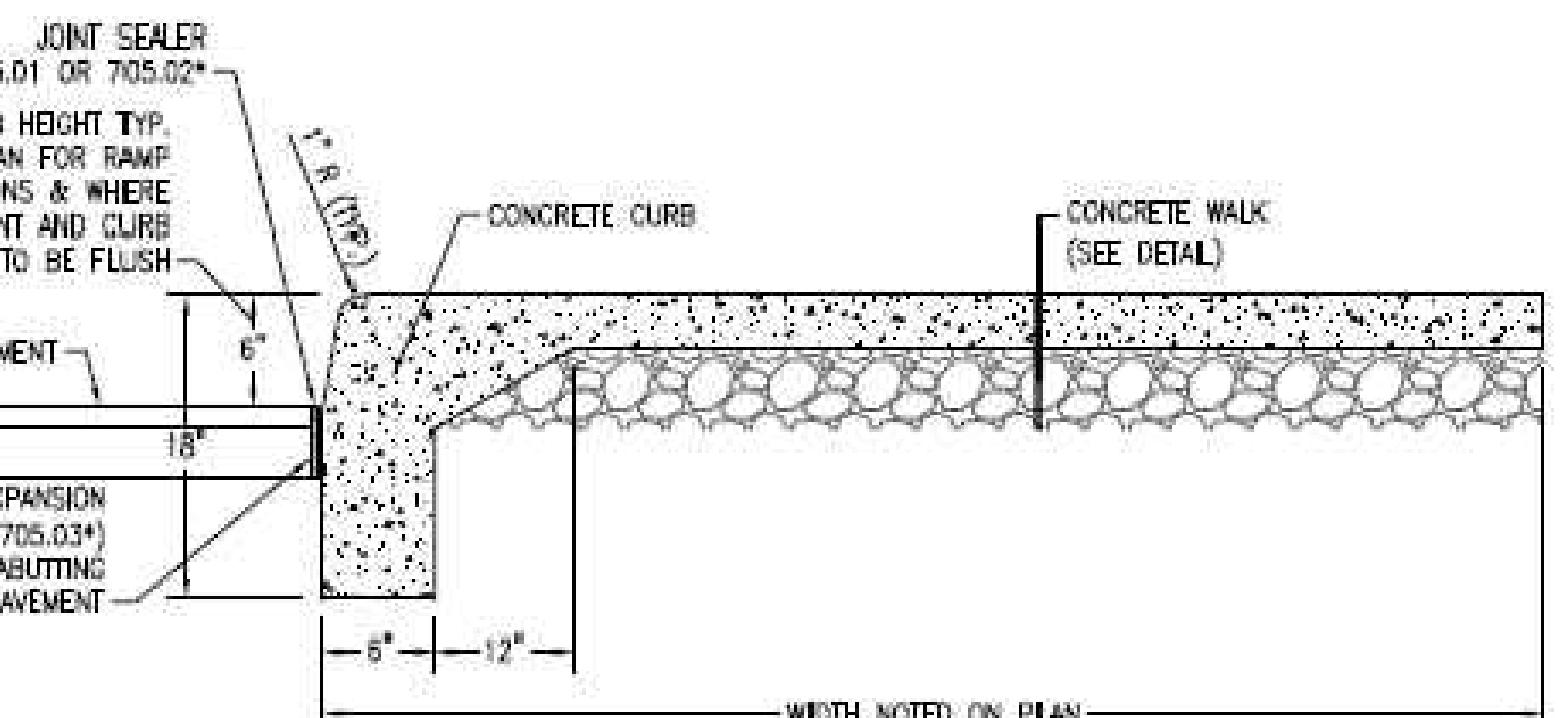
CATCH BASIN PATCH

SCALE: 1" = 10'



TYPE 6 CONCRETE CURB DETAIL

SCALE: 1" = 10'



CONCRETE INTEGRAL CURB AND WALK DETAIL

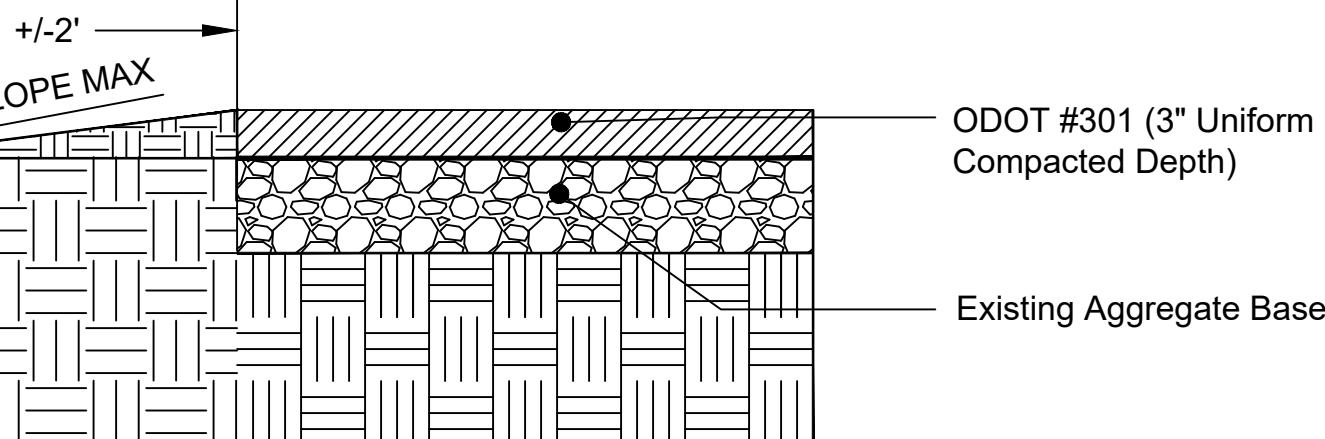
NTS

Notes:

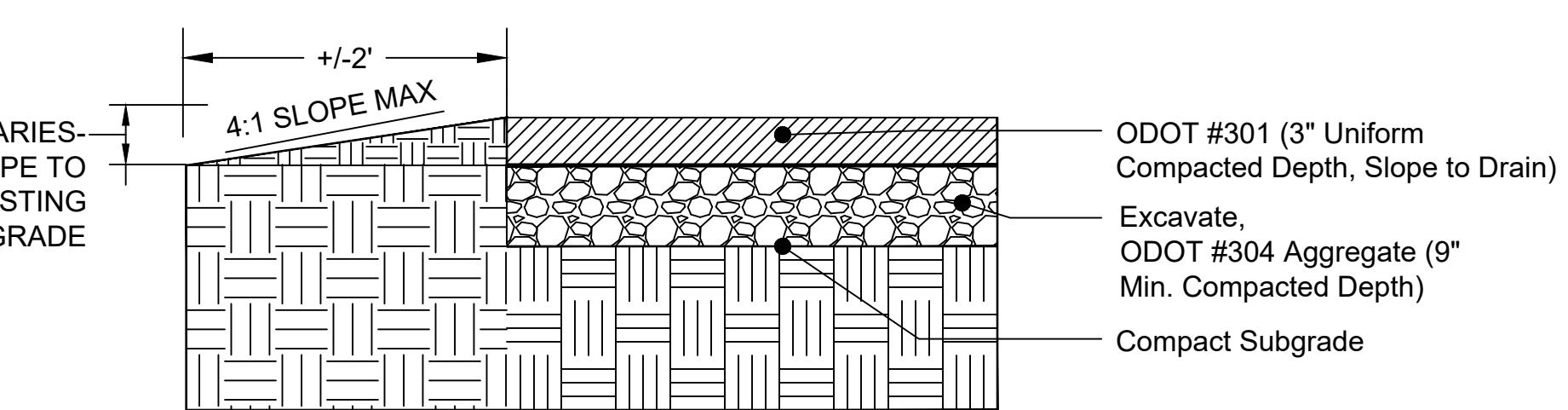
1. Contractor shall field verify all dimensions/quantities.
2. Each contractor shall notify the Owners Representative (Project Manager) immediately if a discrepancy is found between the dimension given and actual dimensions in the field, prior to construction.
3. Contractor shall provide temporary barriers at limits of construction to assure public safety during construction as necessary.
4. Contractor is to coordinate access and staging areas with Lake Metroparks.
5. Contractor must repair (topsoil and grade) all disturbed areas.
6. Any damage to the cart paths and/or surrounding areas is the Contractors responsibility to repair.
7. All site work shall conform to ODOT Construction and Material Specifications - current version.
8. Any acceptable soil materials may be stockpiled in Owner's designated stockpile area. Excess spoils, stone, and all debris are to be removed from the site and is the Contractors responsibility.
9. ODOT Item 423 Crack Sealant is to be applied at the joints/convergence of all existing pavement and new pavement.
10. All joints between proposed/existing asphalt, concrete, sidewalks etc to meet flush.
11. Berming shall take place without delay to reduce fall hazards and maintain safety.
12. All concrete shall be Class "C" Per ODOT 499 and properly consolidated (no slag).

CONSTRUCTION NOTES

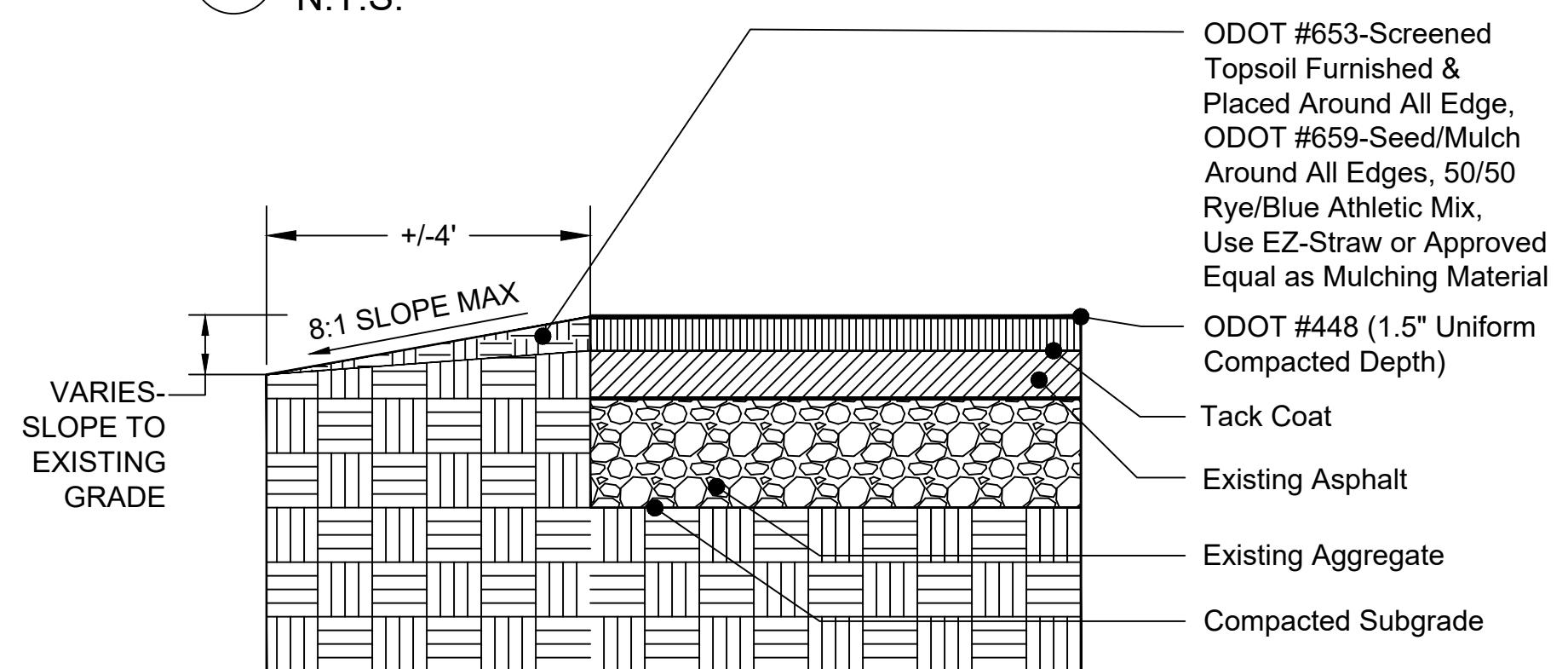
- ① PROPOSED FULL DEPTH ASPHALT PAVEMENT REPAIR. PROVIDE MINIMAL GRADING AND PROOF ROLLING AS NECESSARY. SEE DETAIL 4 ON DRAWING 2 OF 2. (APPROXIMATELY 137 SY)
- ② PROPOSED ASPHALT PAVING OVER EXISTING AGGREGATE BASE (CART PATH WIDENING). PROVIDE MINIMAL GRADING AND PROOF ROLLING AS NECESSARY. SEE DETAIL 5 ON DRAWING 2 OF 2. (APPROXIMATELY 186 SY)
- ③ PROPOSED ASPHALT PAVEMENT OVERLAY. SEE DETAIL 3 ON DRAWING 2 OF 2. (APPROXIMATELY 2,940 SY)



1 FULL DEPTH PAVING OVER EXISTING AGGREGATE N.T.S.



2 FULL DEPTH PAVING & BASE N.T.S.



3 PROPOSED ASPHALT PAVEMENT OVERLAY N.T.S.

- ④ ODOT ITEM 254 PAVEMENT PLANING TO 1.5" DEPTH, PATCH POTHOLE FLUSH WITH PLANED SURFACE WHERE NECESSARY. (APPROXIMATELY 1,207 SY)
- ⑤ EXISTING CONCRETE PATIO.

- ⑥ BUTT JOINT, TYP., WHERE OVERLAY MEETS EXISTING PAVEMENT.
- ⑦ ODOT ITEM 202 CONCRETE PAVEMENT & BASE REMOVAL. (APPROXIMATELY 167 SY)

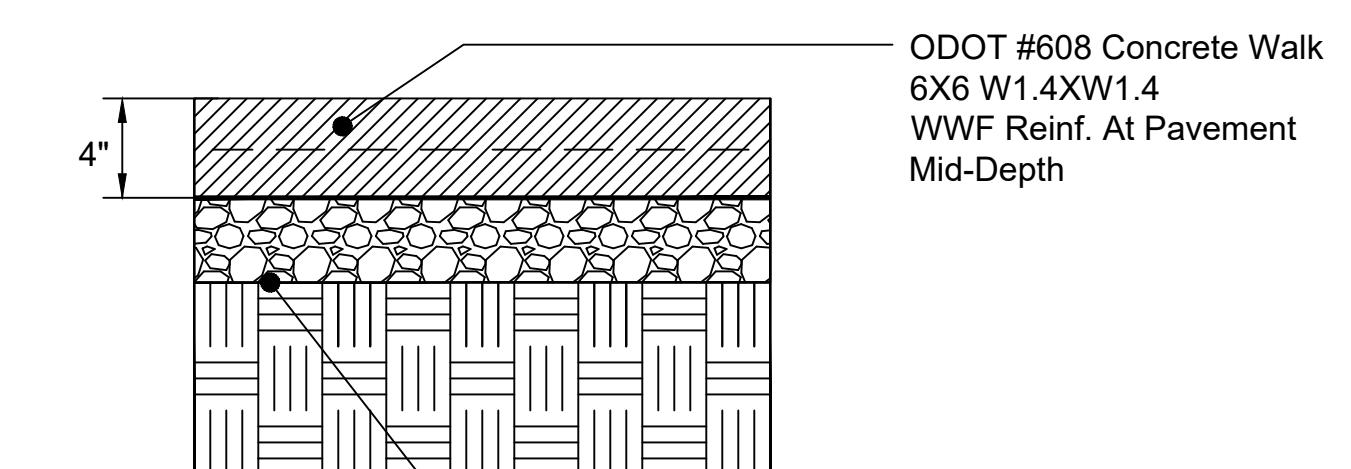
- ⑧ PROPOSED ASPHALT PAVING SCRATCH COURSE, APPLY TACK COAT BEFORE INSTALLATION. (+/- 20 CY)
- ⑨ PROPOSED FULL DEPTH PAVEMENT OVER EXISTING AGGREGATE SEE DETAIL 1 ON DRAWING 2 OF 2. (APPROXIMATELY 204 SY)

- ⑩ PROPOSED FULL DEPTH PAVEMENT & BASE SEE DETAIL 2 ON DRAWING 2 OF 2. (APPROXIMATELY 185 SY)
- ⑪ EXISTING CATCH BASIN, TO REMAIN.

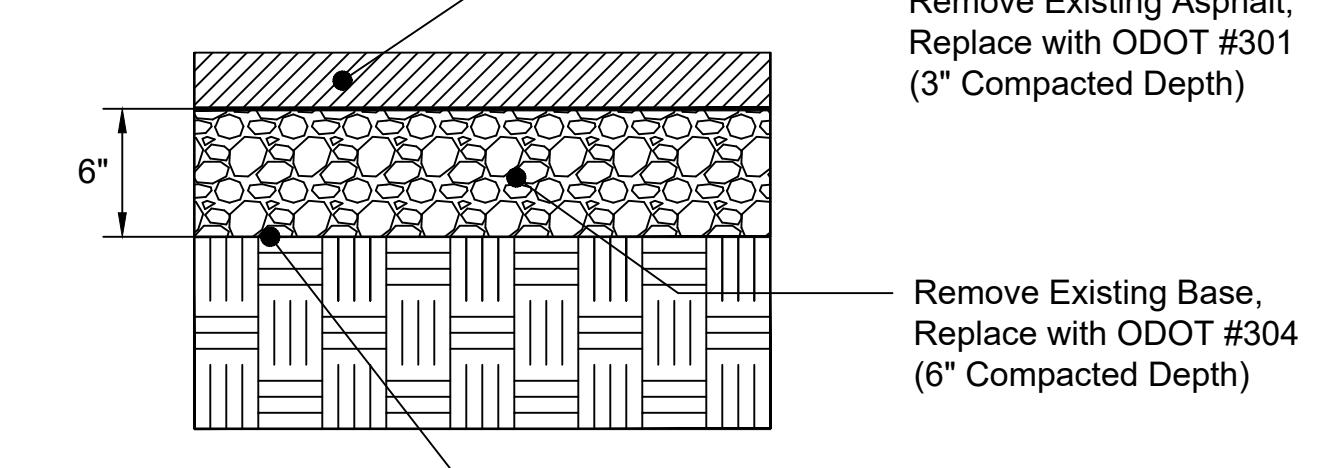
- ⑫ PROPOSED FULL DEPTH ASPHALT PAVEMENT PATCH OVER EXISTING AGGREGATE. REMOVE 4.5" OF AGGREGATE, PATCH WITH (3") ODOT #301 & (1.5") ODOT #448, SEAL JOINTS. (APPROXIMATELY 16 SY)

- ⑬ PROPOSED CONCRETE INTEGRAL WALK WITH TYPE B3 RAMP & TRUNCATED DOME. SEE DETAIL 8 ON DRAWING 2 OF 2, SEE DETAILS TYPE B3 & SECTION D (APPROXIMATELY 15 SY)
- ⑭ PROPOSED TYPE 6 CONCRETE CURB SEE DETAIL 7, SHEET 2 OF 2. (APPROXIMATELY 15 LF & 28 LF OF DROP CURB)

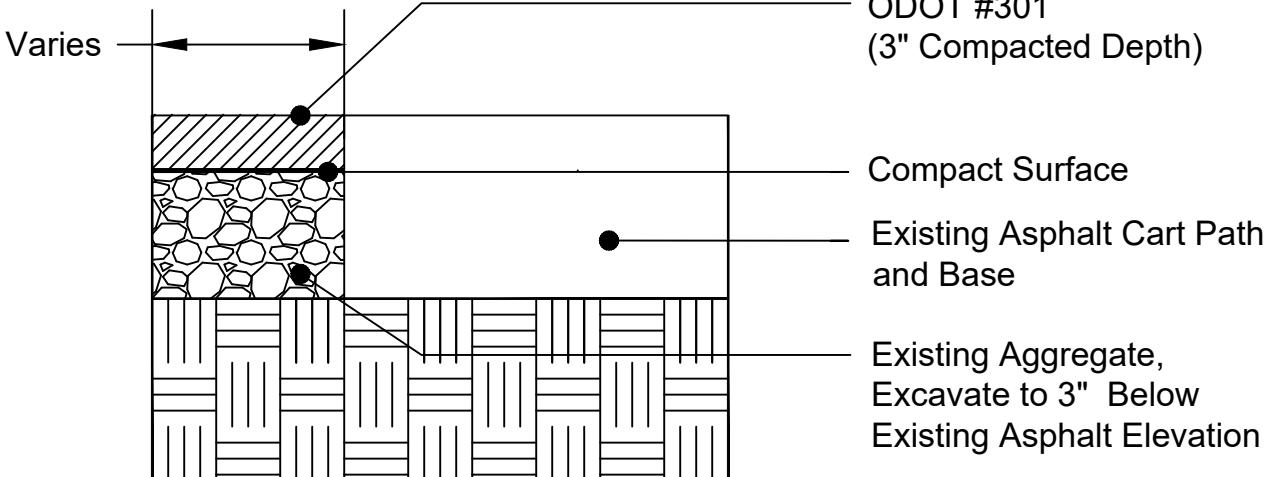
- ⑮ EXISTING WATER VALVE.



6 CONCRETE WALK DETAIL N.T.S.

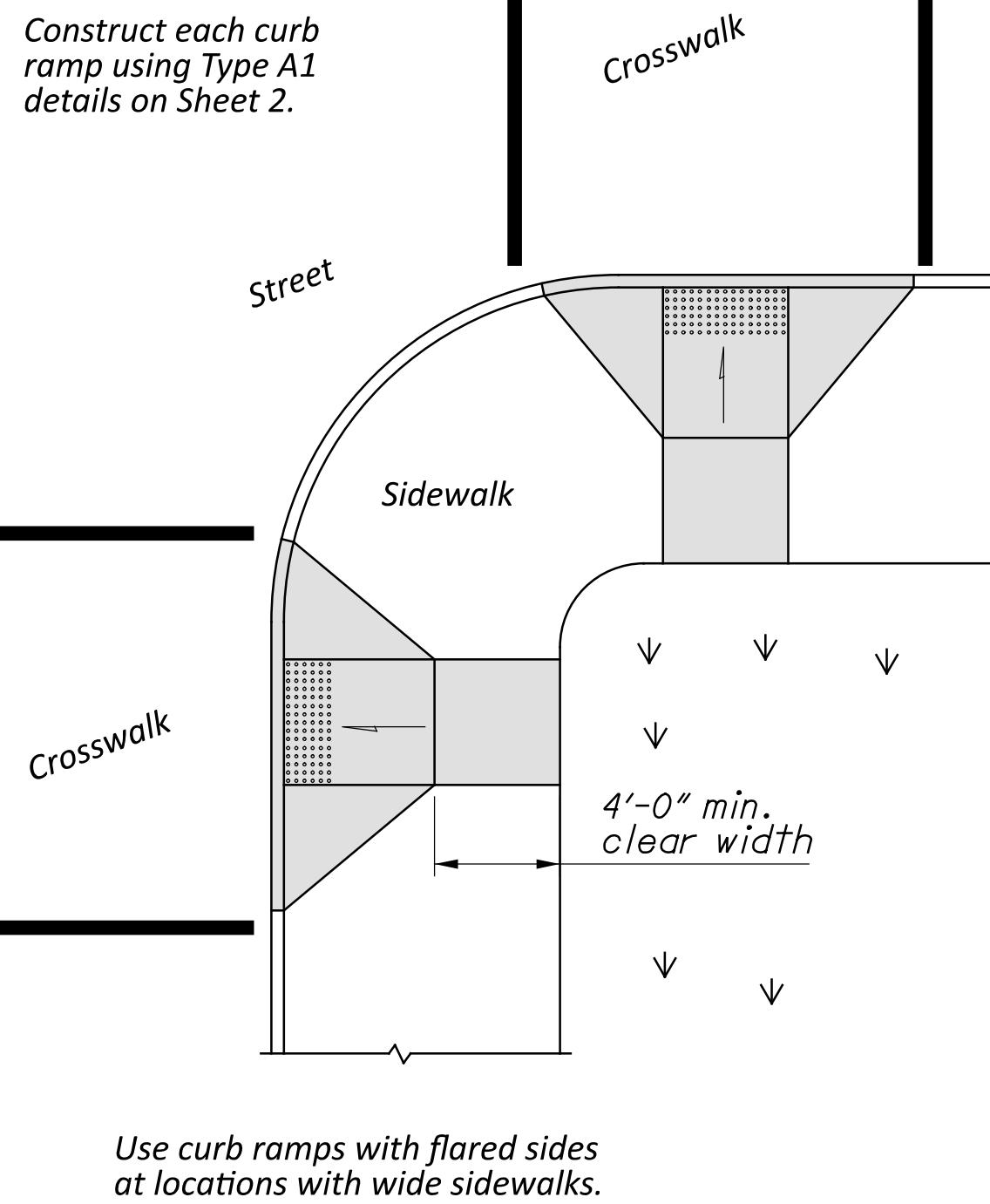


4 FULL DEPTH REPAIR, AS PER PLAN (AS MARKED) N.T.S.

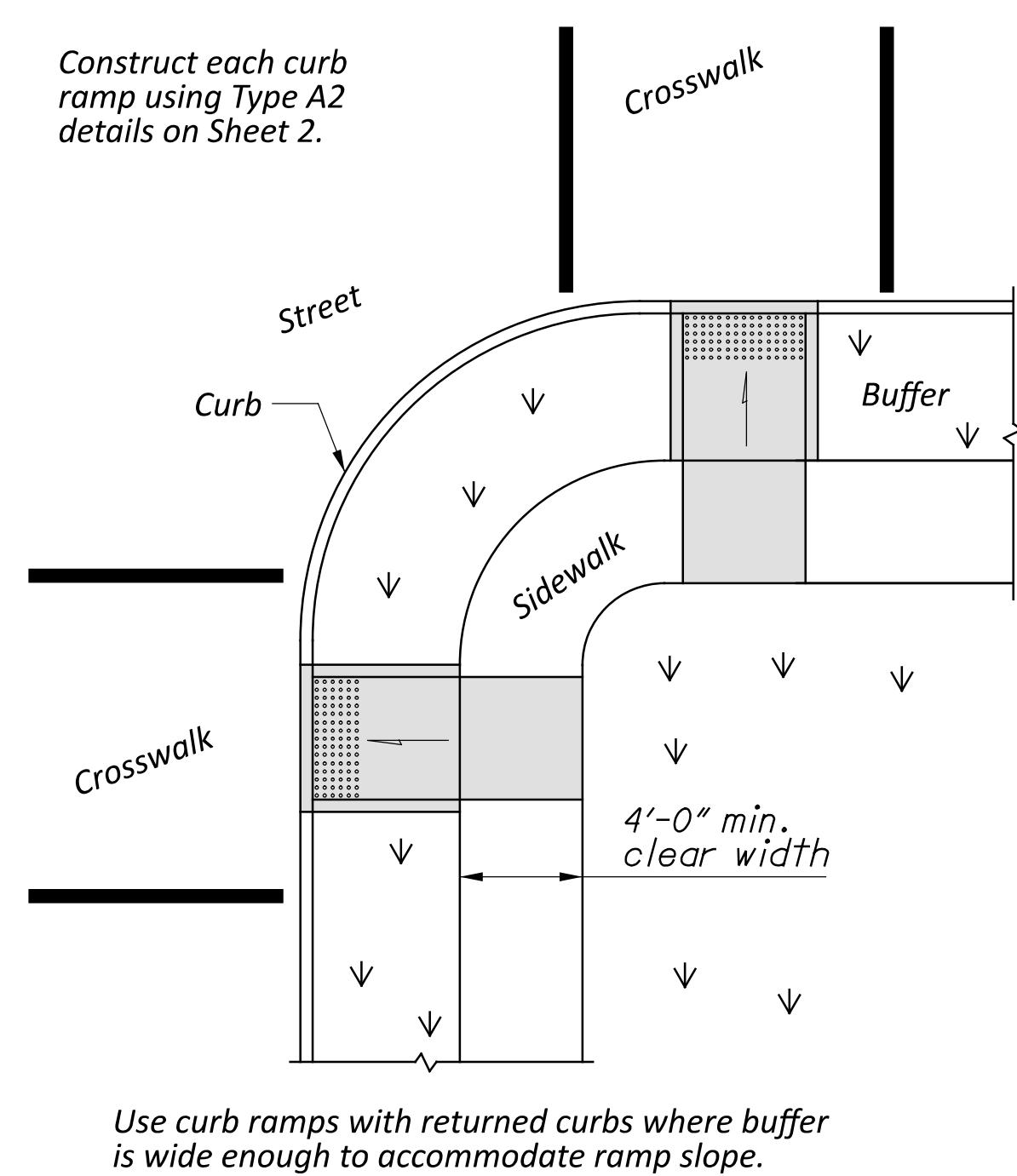


5 CART PATH WIDENING N.T.S.

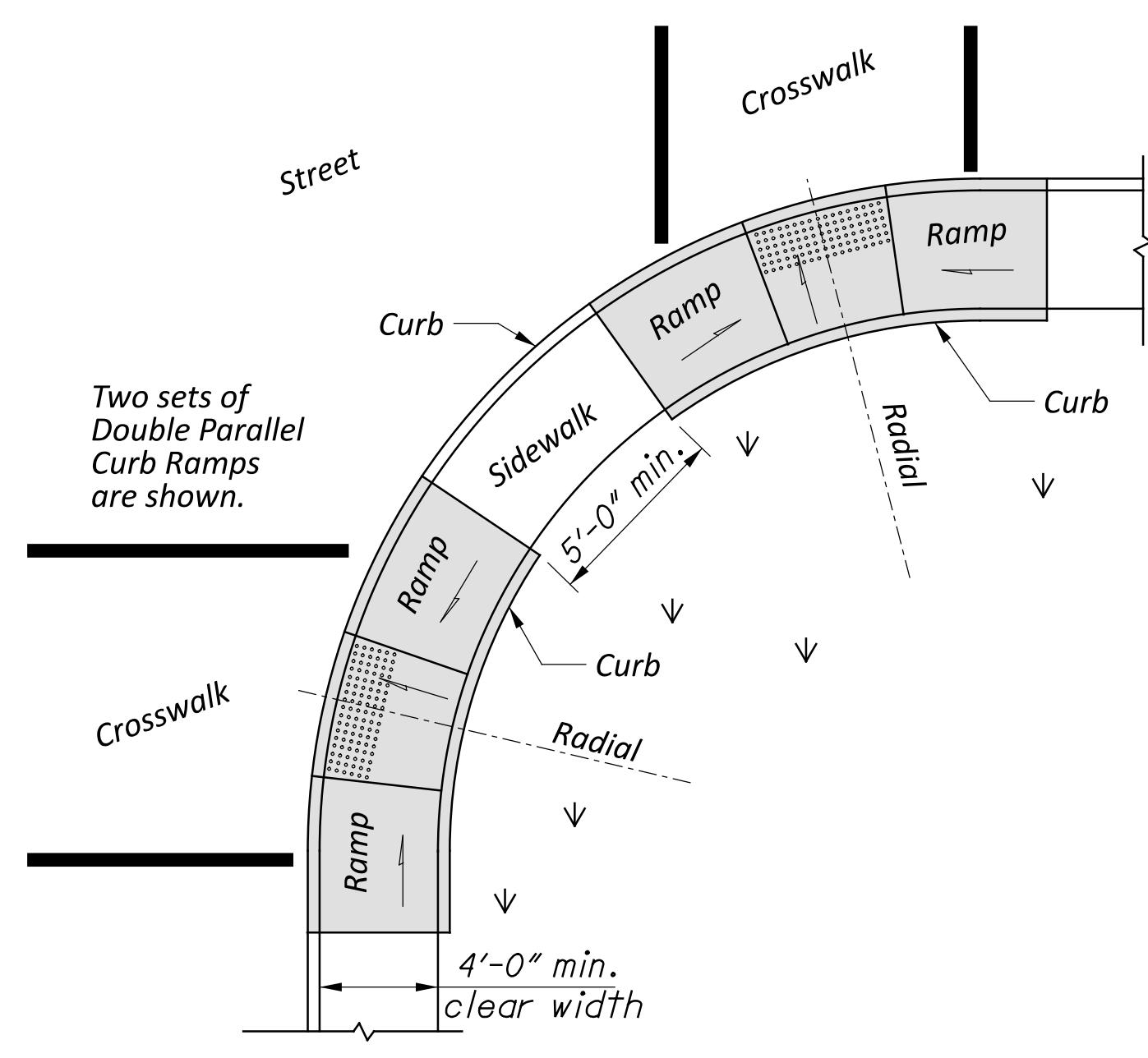
DRAWN BY: LMP-SJO	NO. REVISI	DATE BY	DRAWING NUMBER 2/2



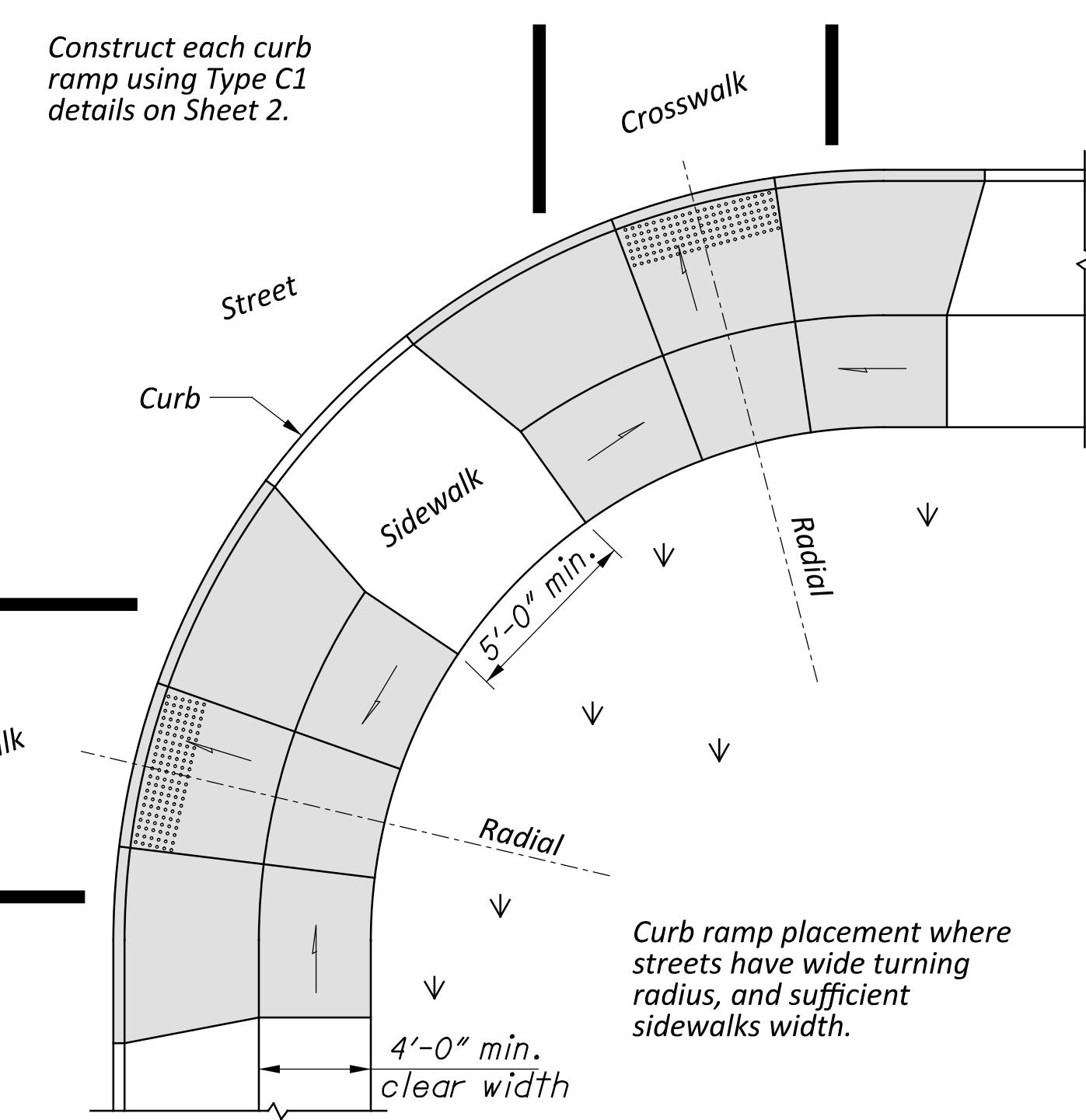
PERPENDICULAR CURB RAMPS



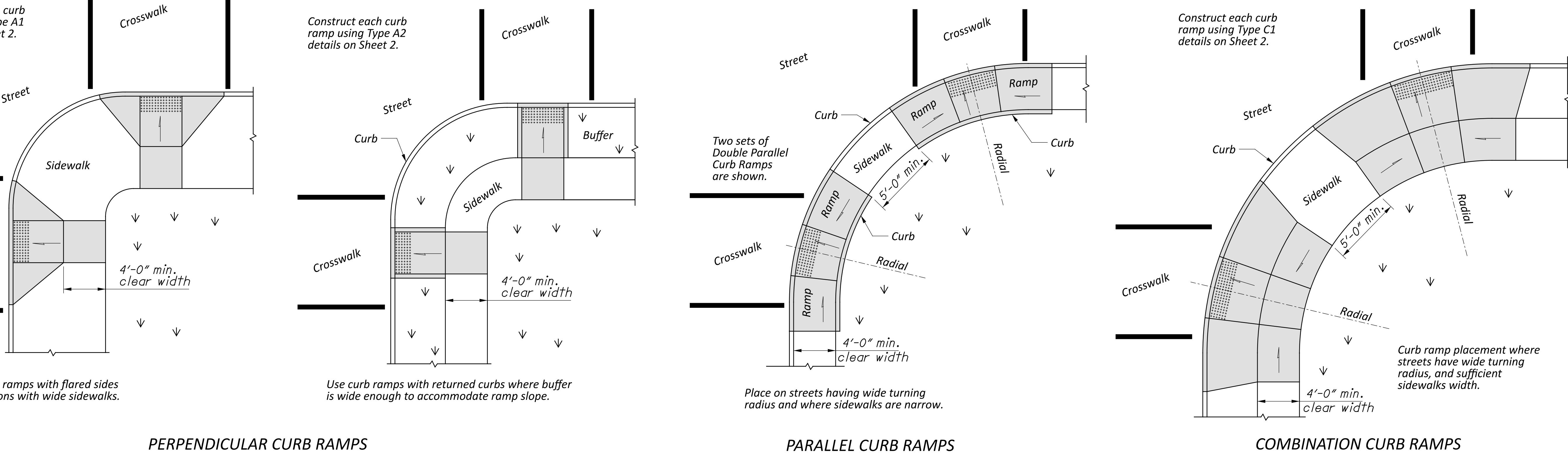
Use curb ramps with returned curbs where buffer is wide enough to accommodate ramp slope.



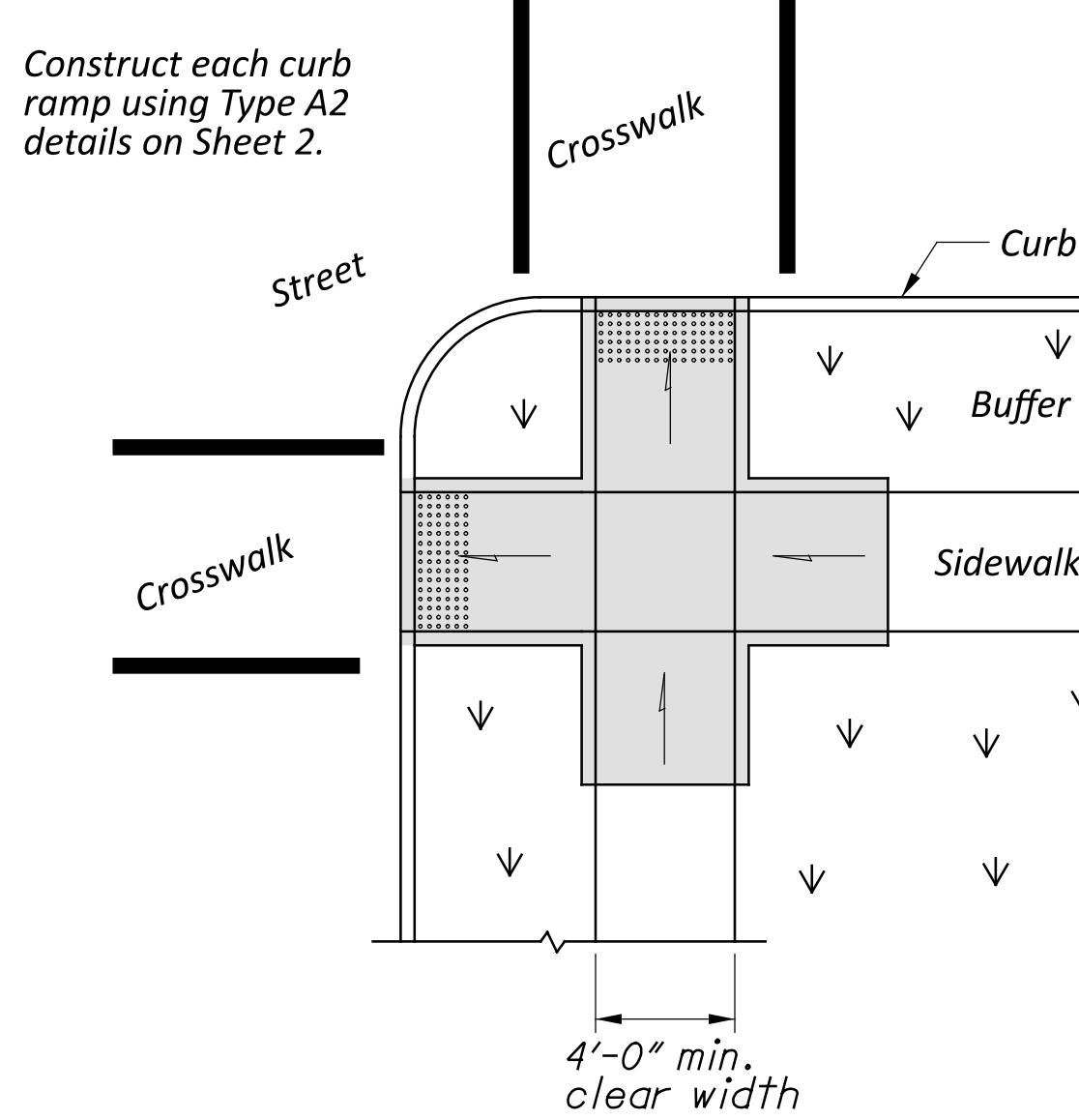
PARALLEL CURB RAMPS



COMBINATION CURB RAMPS



PREFERRED CONSTRUCTION PLACEMENT



NOTES

GENERAL: This drawing shows curb ramp types details and placement examples for curb ramp construction, including the installation of detectable warnings.

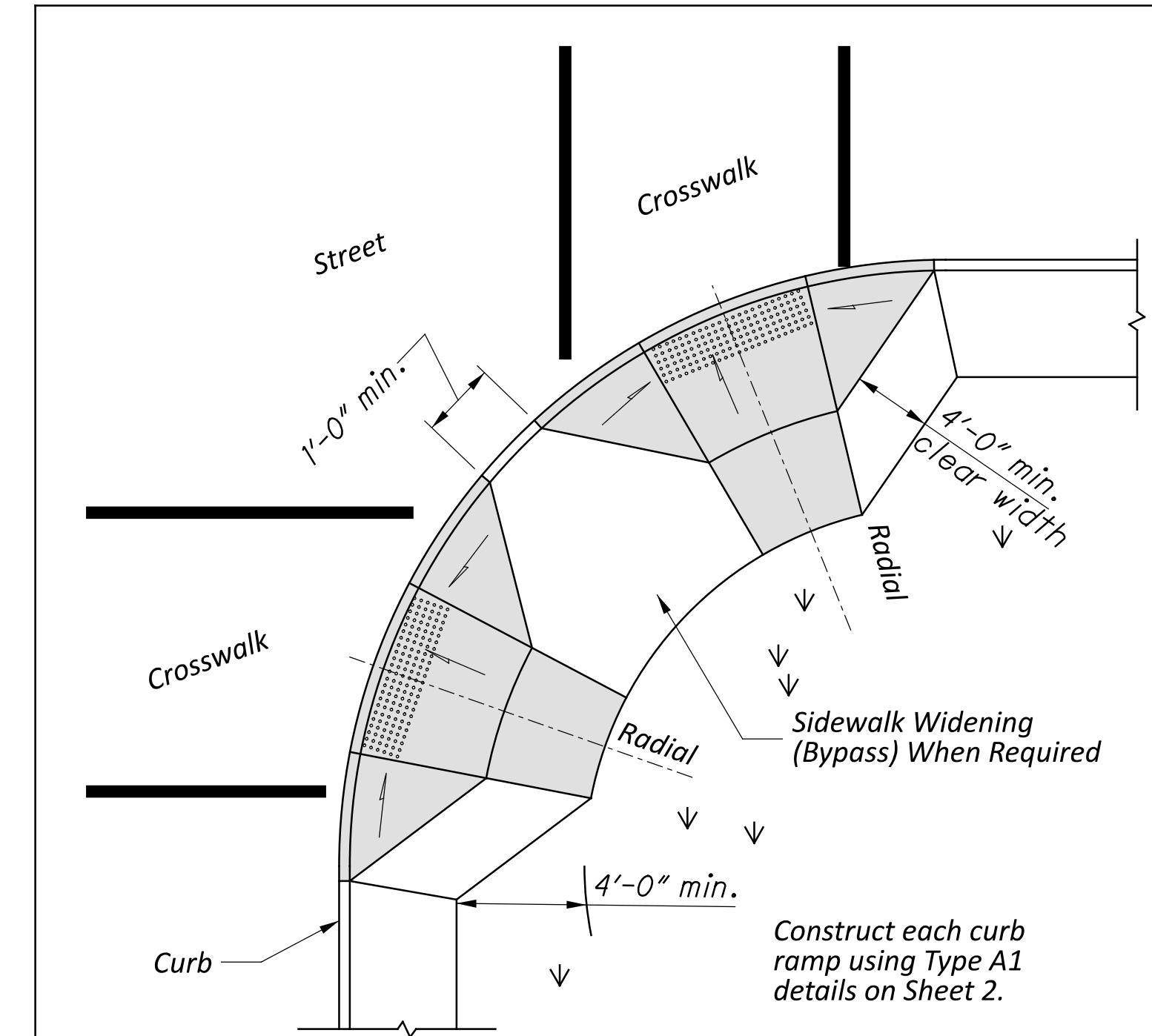
Curb ramp types are shown on Sheet 2 and include Perpendicular, Parallel, and Combined types as specified to be constructed in the locations shown on the project plans.

Curb ramps added to an existing intersection or walk should be individually detailed on the project plans to assure that the design is appropriate for site constraints and all items can be constructed to ADA standards. The contractor may adjust the placement of curb ramps if existing field conditions warrant with the approval of the Engineer.

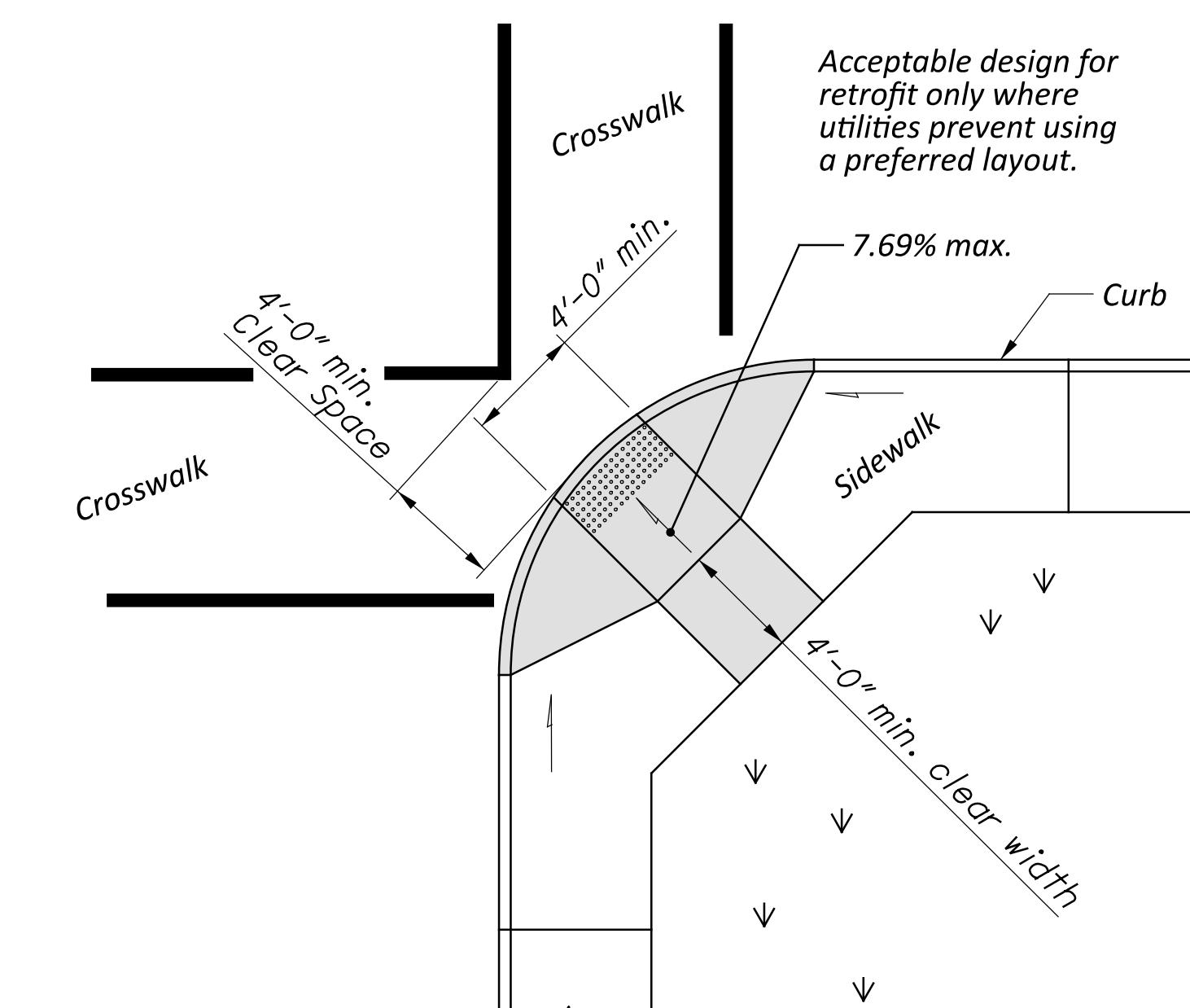
PAYMENT: Measure and pay for the ramp area within the shaded limits of this drawing as Item 608 Curb Ramp, Square Foot. This includes the cost of any curb or curb and gutter, detectable warnings, landing areas and any additional materials, installation, grading, forming, and finishing required within the shaded area.

Work beyond the shaded ramp/landing area is paid for as curb (609) and walk (608). Removal of existing curb, walk (or existing curb ramps) are paid under Item 202.

For at-grade crossing locations where only detectable warnings are required in order to achieve ADA compliance, measure and pay for the strip of detectable warnings as Item 608 Detectable Warning, Square Foot. The work to cast the tiles in place will also require removal of existing pavement (Item 202) to the nearest joint, or if no joint exists, a minimum of 4 feet.



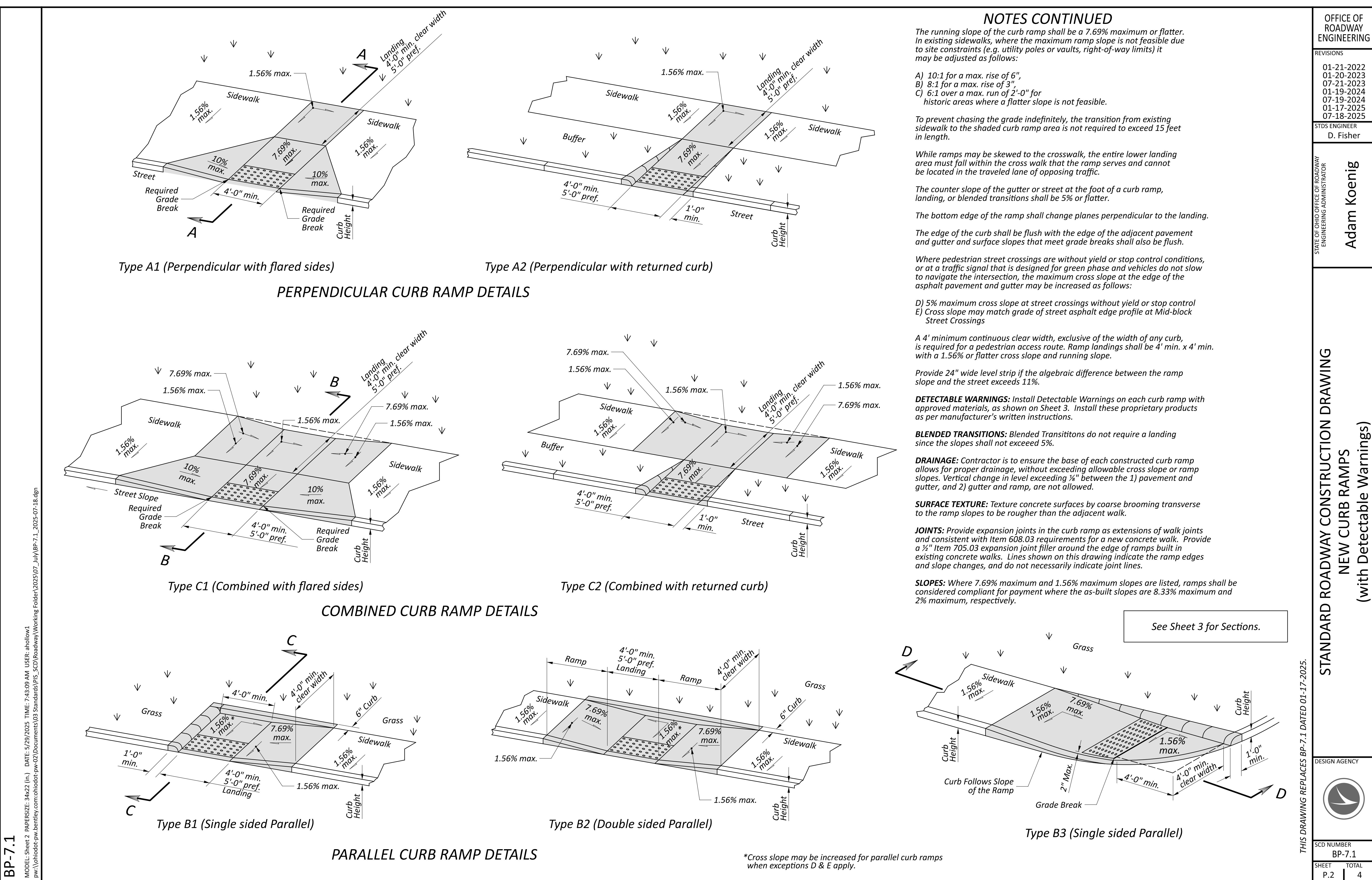
PERPENDICULAR RAMPS



DIAGONAL RAMP (Type D)

ACCEPTABLE CONSTRUCTION PLACEMENT





DETECTABLE WARNINGS NOTES

GENERAL: Detectable Warnings are a distinctive surface pattern of truncated domes which are detectable by cane or underfoot to alert people with vision impairments of their approach to streets and hazardous drop-offs.

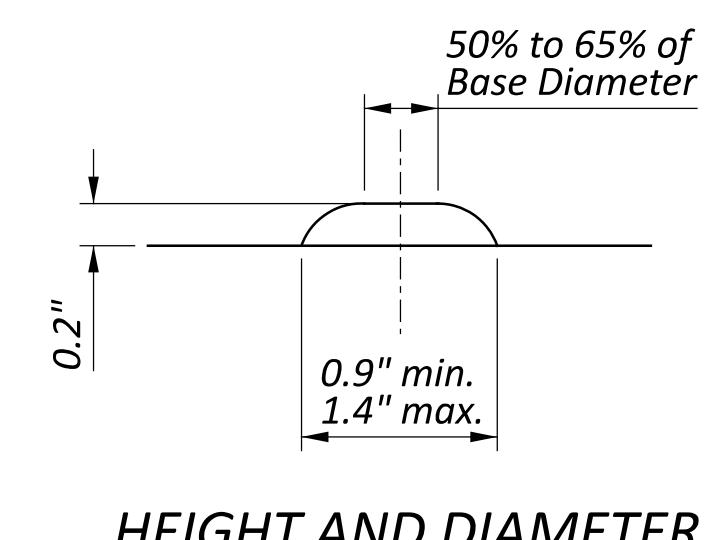
PLACEMENT: Detectable warnings are to be installed at any location where pedestrians might cross paths with vehicular traffic lanes, such as the base of curb ramps or at blended curbs. A 24" strip of domes is to be installed for the full width of the ramp or walk. Typical street corner placement locations are shown on Sheet 1.

Some detectable warning products require a concrete border for proper installation. The concrete border should not exceed 2". Where the back of curb edge is tooled to provide a radius, the border dimension should be measured from the end of the radius.

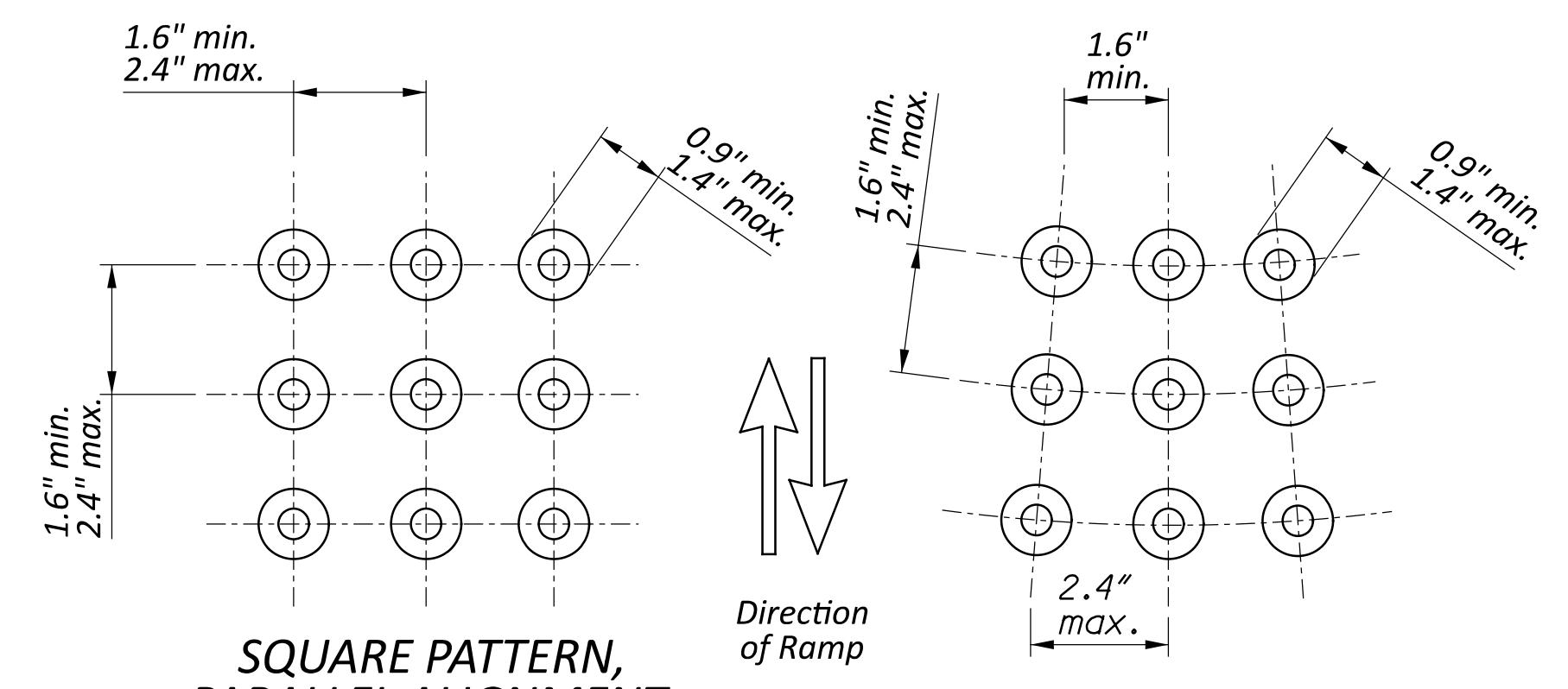
The depth of concrete underneath detectable warning products shall be a minimum of 4". See DETAIL A.

ALIGNMENT: Truncated domes should be aligned with the primary direction of the ramp as shown on the DETECTABLE WARNING ALIGNMENT Detail to direct pedestrians toward the landing. Normally the detectable warnings should be flush with the back of the curb, but for skewed conditions see DETECTABLE WARNING ALIGNMENT Detail. For non-standard layouts, detectable warning materials may have to be mitered and placed segmentally.

PRODUCTS & COLORS: Color of the detectable warnings should contrast with surrounding concrete walk and ramp. Black is not an acceptable color. Approved products and guidance on color may be found on the Office of Roadway Engineering Service's Detectable Warnings Approved List. Install products as per manufacturer's printed instructions.

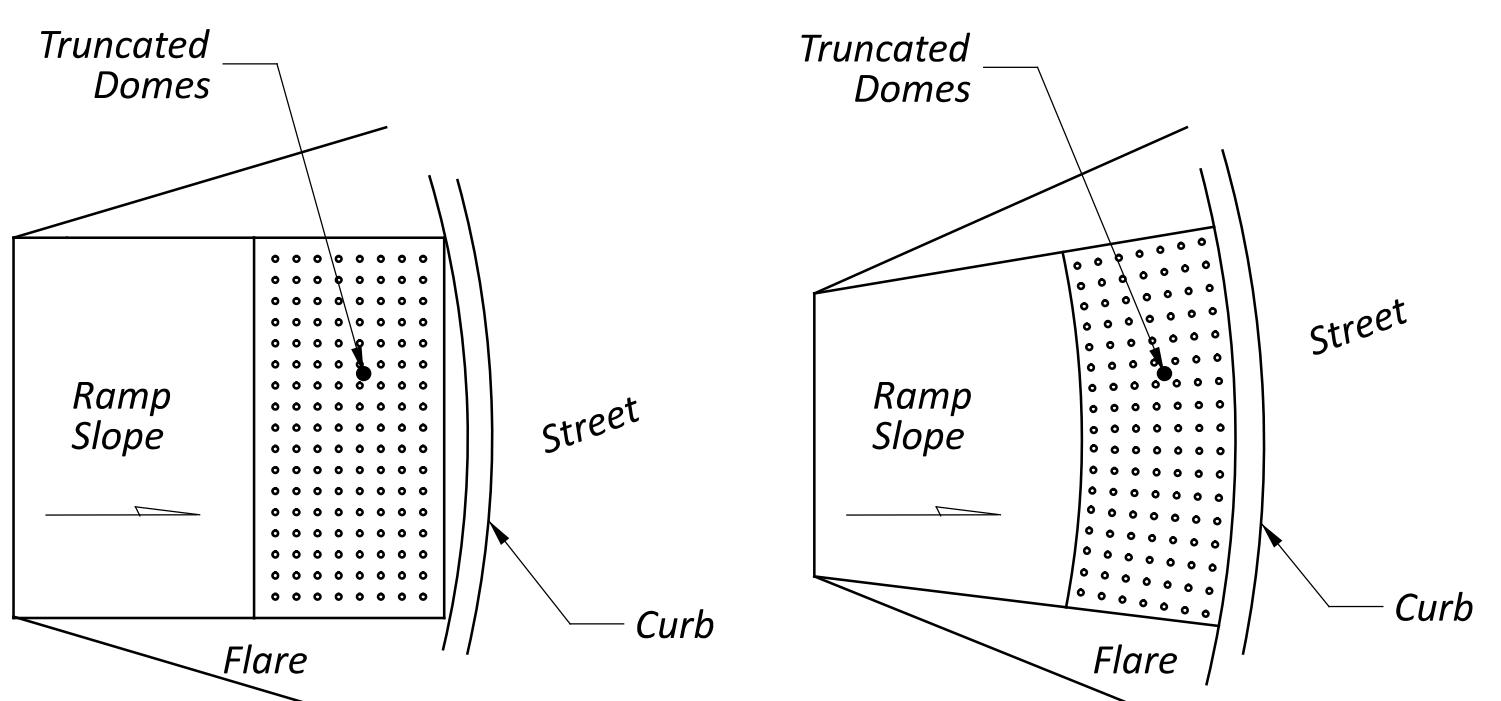


HEIGHT AND DIAMETER



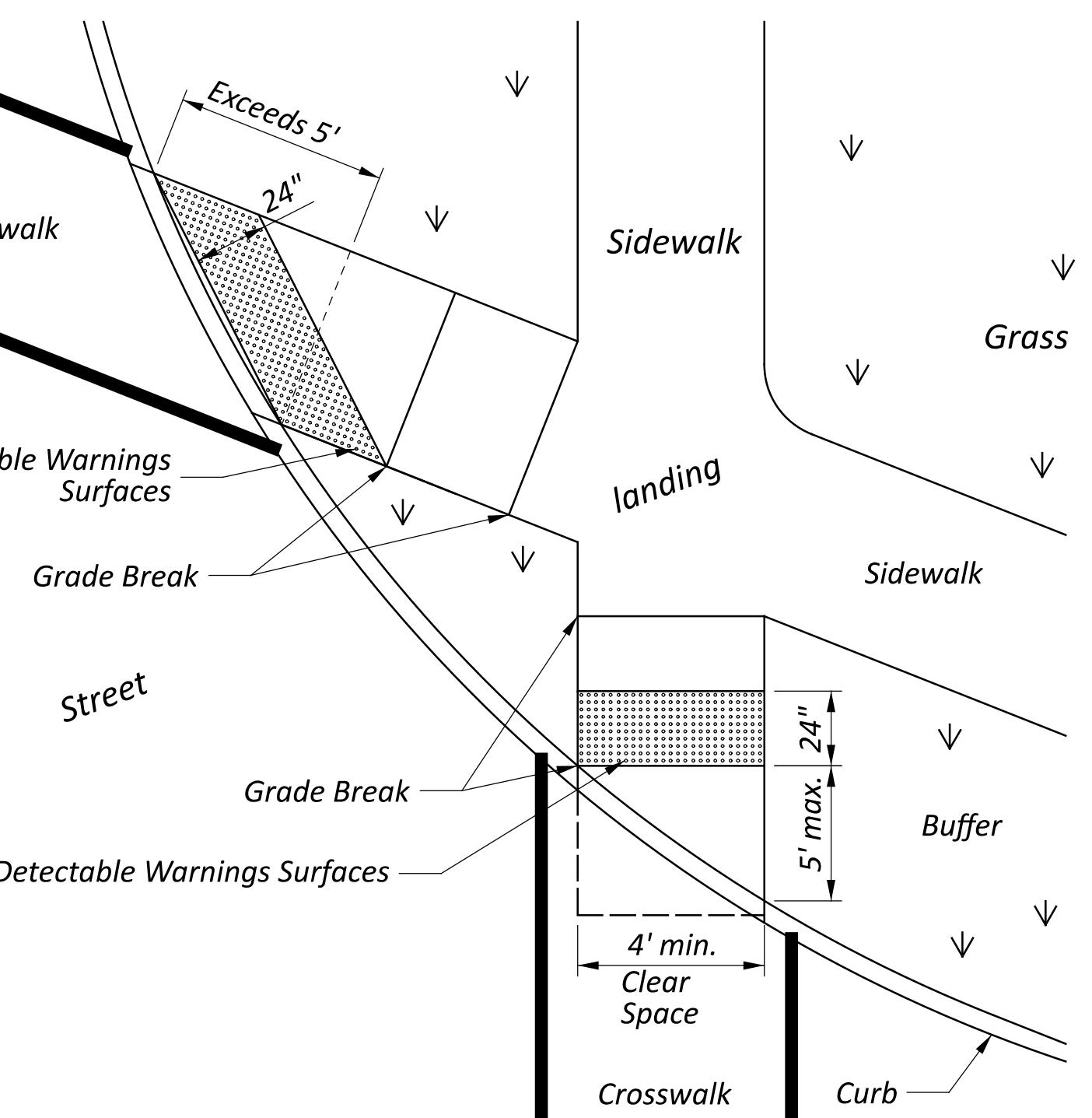
SQUARE PATTERN, PARALLEL ALIGNMENT

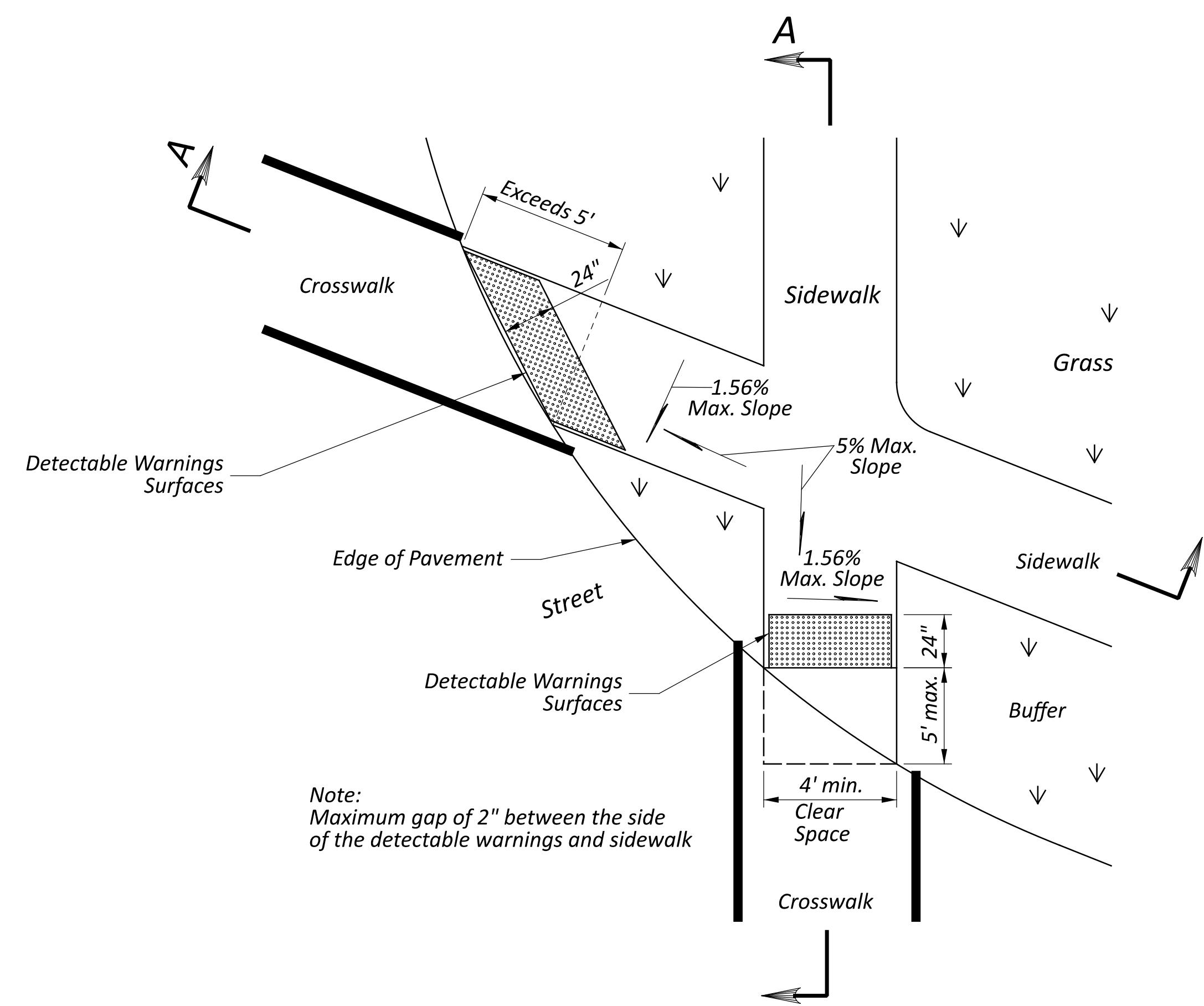
TRUNCATED DOMES DETAILS



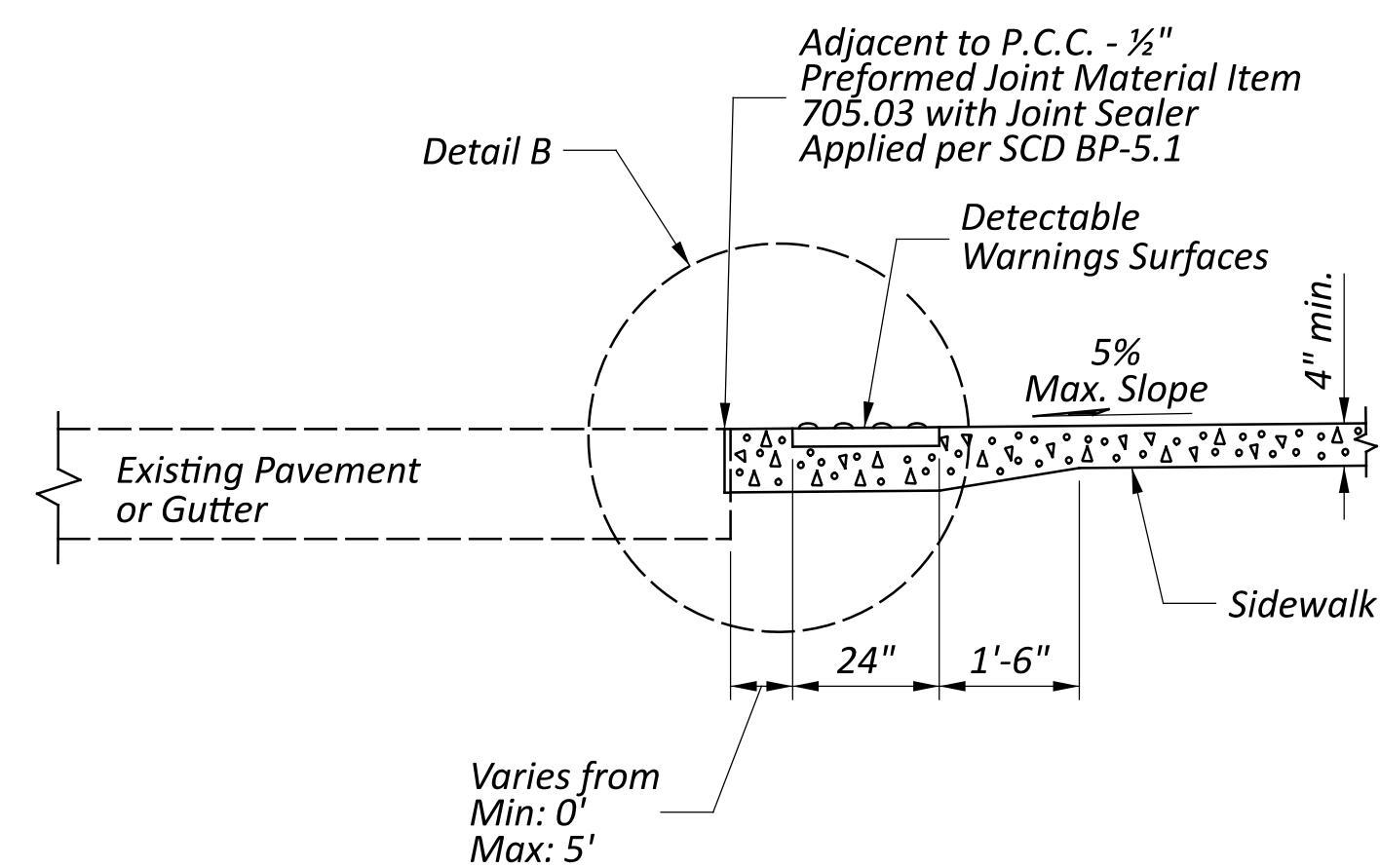
DOME ALIGNMENT ON RADIUSED CURB

DETECTABLE WARNING ALIGNMENT FOR DIRECTIONAL CURB RAMPS

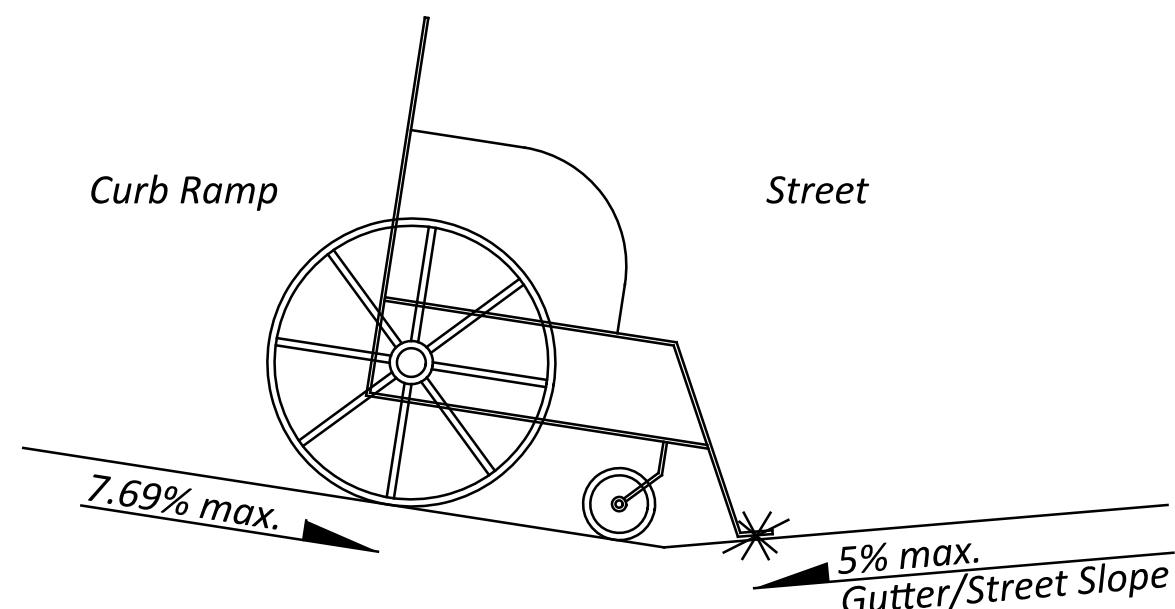




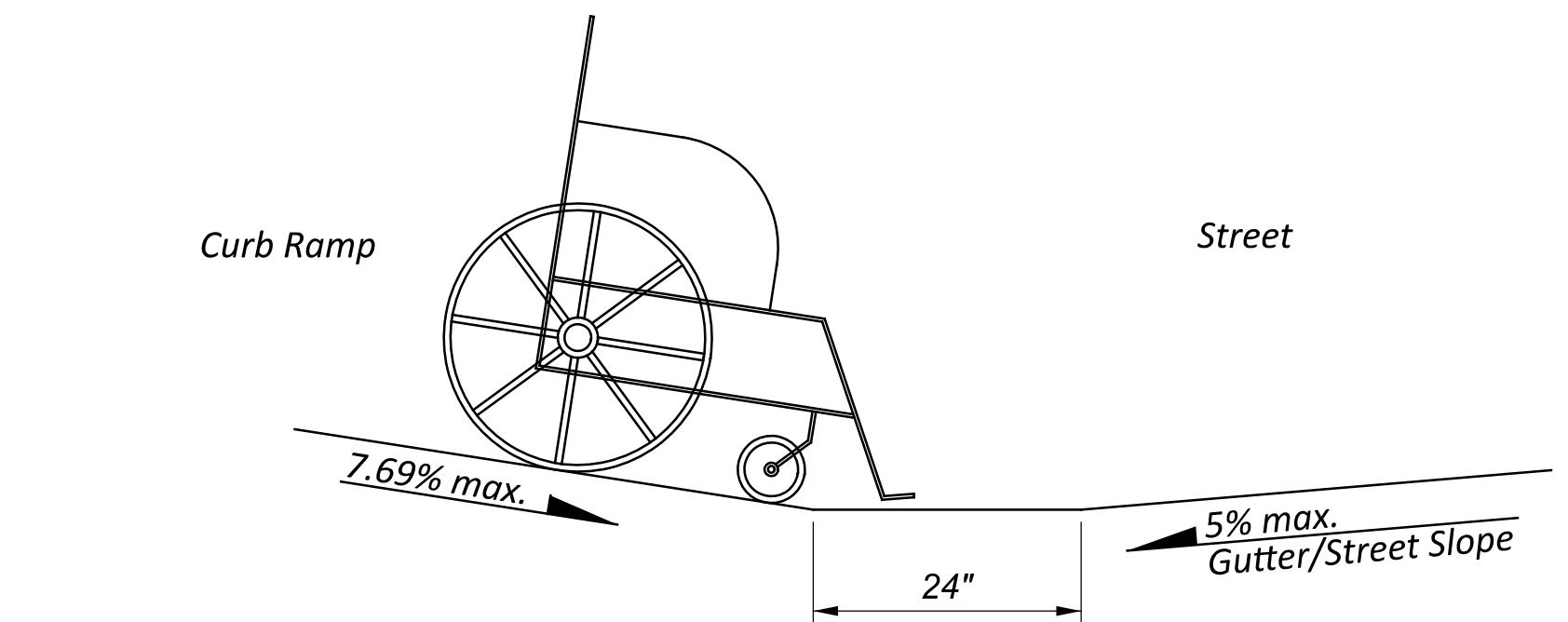
BLENDED TRANSITION



SECTION A-A

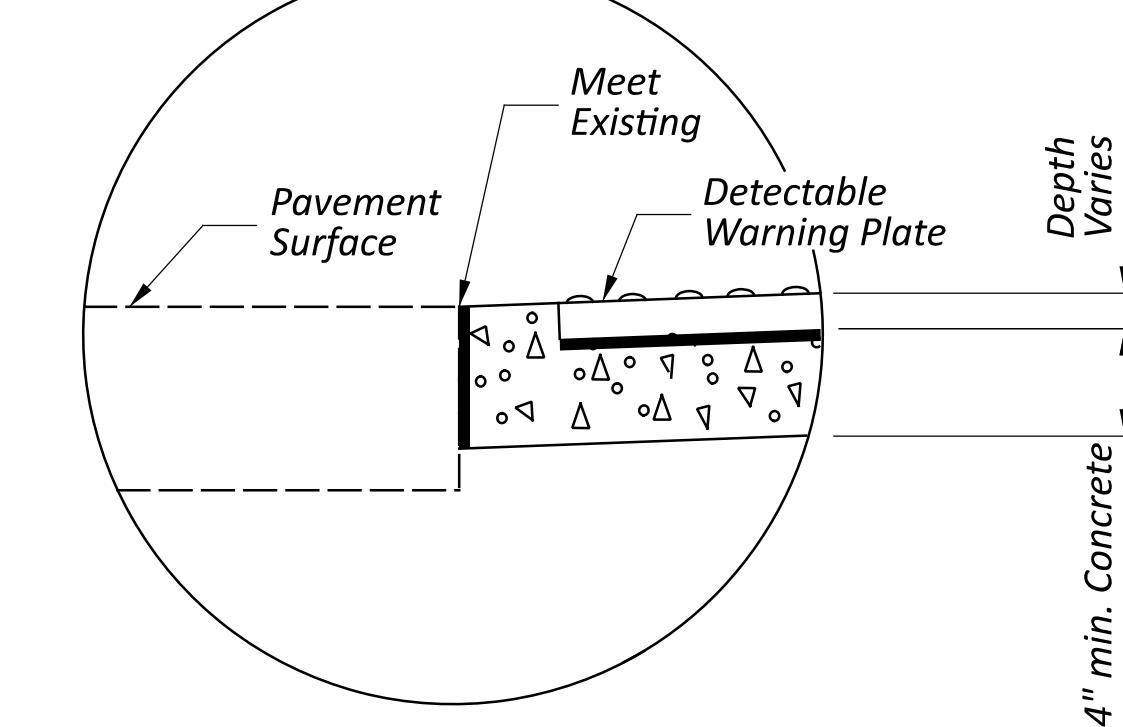


Algebraic difference greater than 11% is not permitted



Provide 24 inch level strip if algebraic difference exceeds 11%

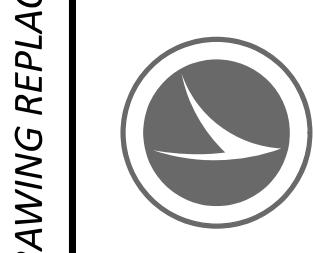
ALGEBRAIC GRADE DIFFERENCE DETAIL



DETAIL B

THIS DRAWING REPLACES BP-7.1 DATED 01-17-2025.

STANDARD ROADWAY CONSTRUCTION DRAWING
NEW CURB RAMPS
(with Detectable Warnings)

DESIGN AGENCY

 SCD NUMBER
 BP-7.1
 SHEET TOTAL
 P.4 4

OFFICE OF
ROADWAY
ENGINEERING
REVISIONS
 01-21-2022
 01-20-2023
 07-21-2023
 01-19-2024
 07-19-2024
 01-17-2025
 07-18-2025
 STD'S ENGINEER
 D. Fisher
 STATE OF OHIO OFFICE OF ROADWAY
 ENGINEERING ADMINISTRATOR
 Adam Koenig