

# PINE RIDGE COUNTRY CLUB PAVING IMPROVEMENTS

**PROJECT NUMBER 2026-010**

# LAKE METROPARKS

**30601 RIDGE ROAD  
WICKLIFFE, OH 44092**

**JANUARY 14, 2026**

## SHEET INDEX

TITLE SHEET	1
SITE PLAN	2



## 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.

**UNDERGROUND UTILITIES**

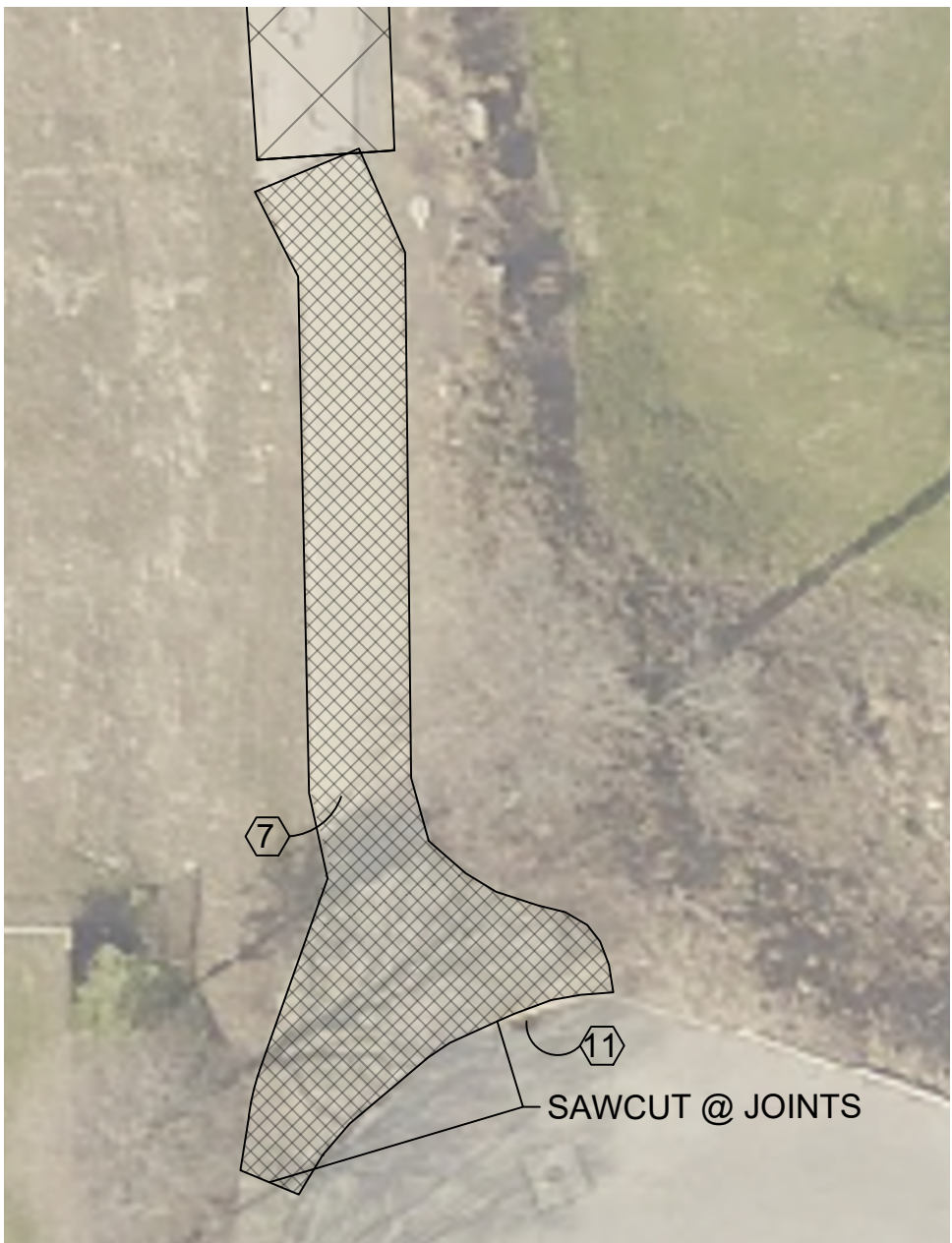
CONTACT BOTH SERVICES  
CALL TWO WORKING DAYS  
**BEFORE YOU DIG**

CALL  
**1-800-362-2764**  
(TOLL FREE)

OHIO UTILITIES PROTECTION SERVICE  
NON-MEMBERS  
MUST BE CALLED DIRECTLY

OIL & GAS PRODUCERS PROTECTIVE  
SERVICE CALL: **1-800-925-0988**



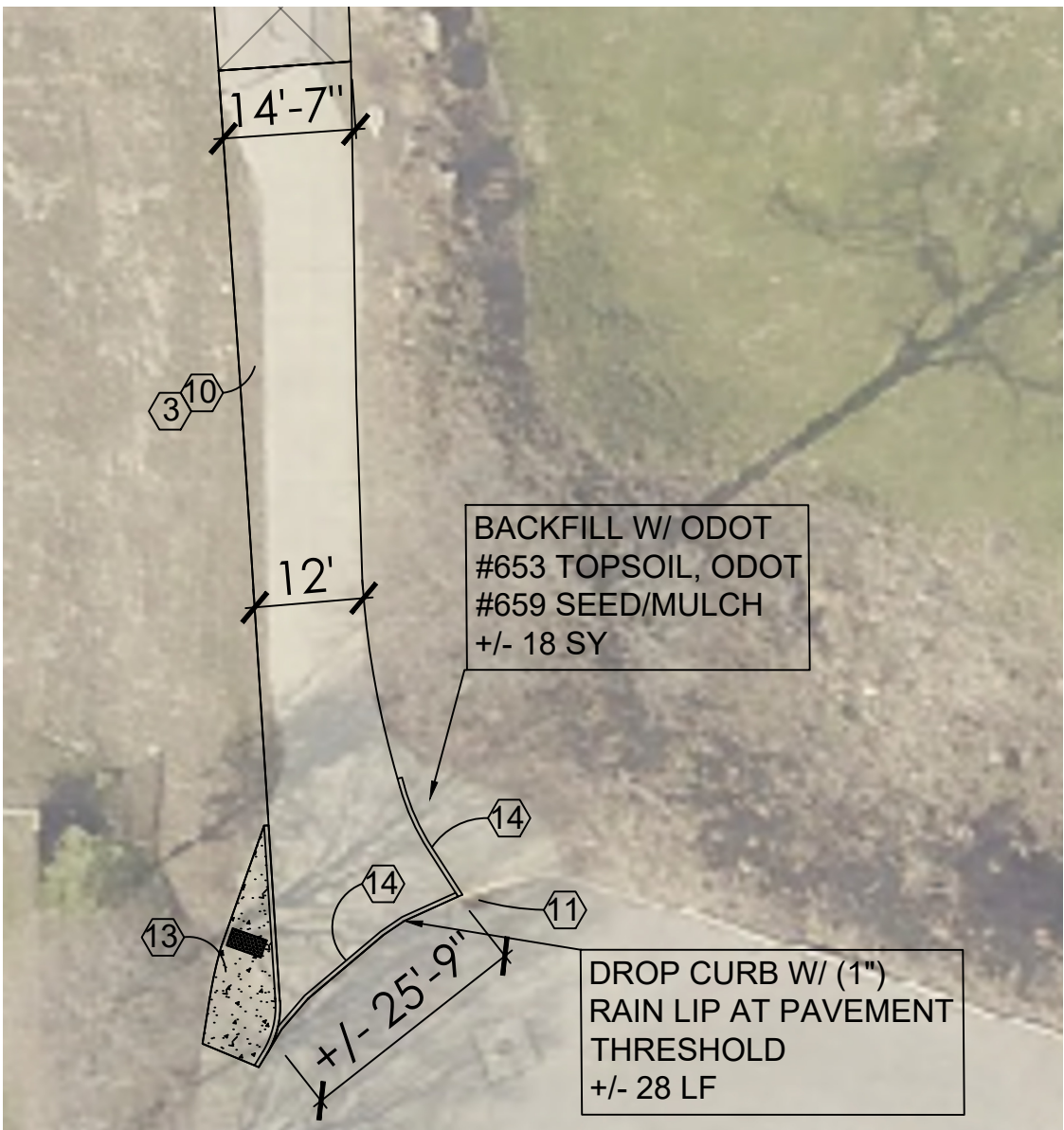


ENLARGEMENT ONE - DEMO

SCALE: 1" = 20'

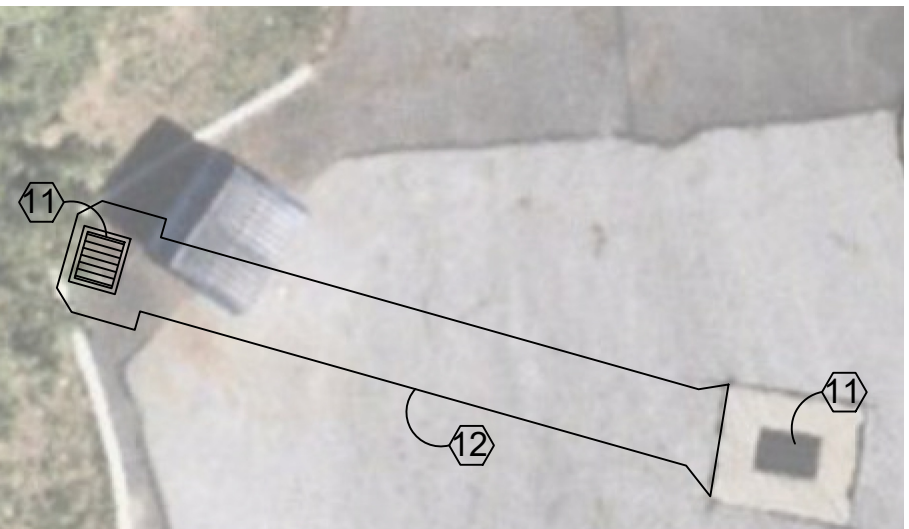


ASPHALT OVERLAY  
SEE DETAIL 2, THIS  
SHEET.  
+/- 2,940 SY



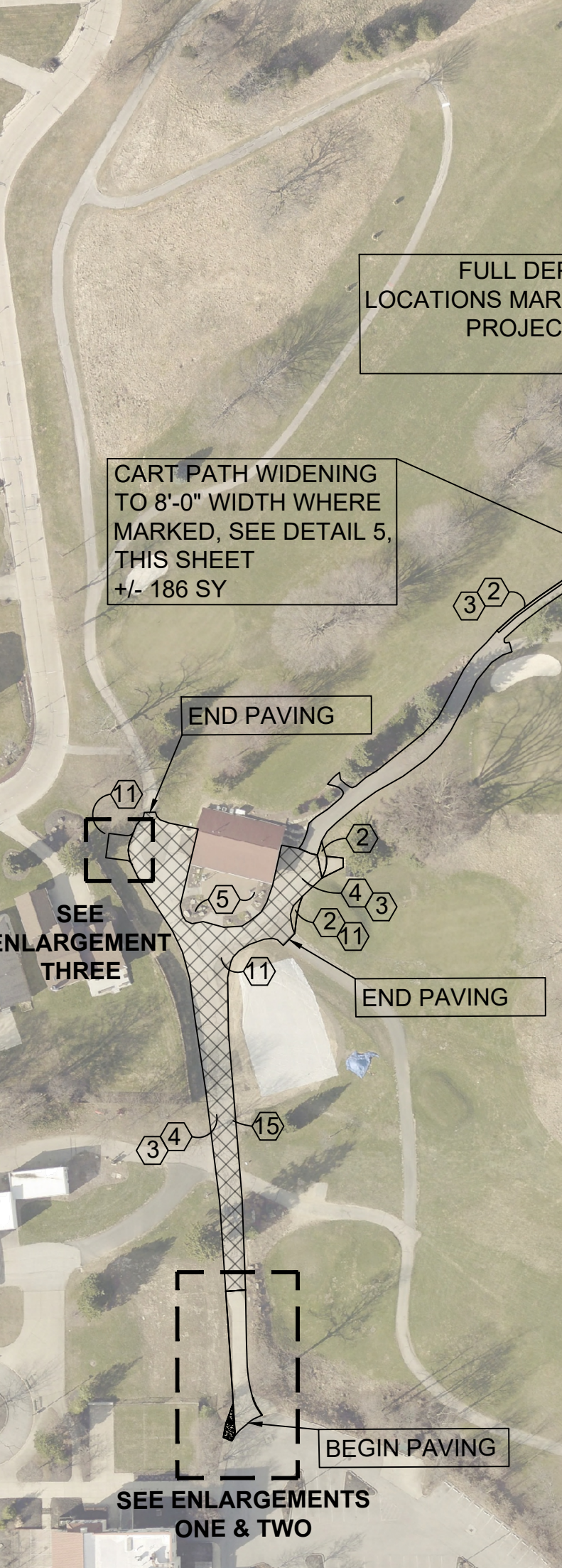
ENLARGEMENT TWO - PROPOSED

SCALE: 1" = 20'



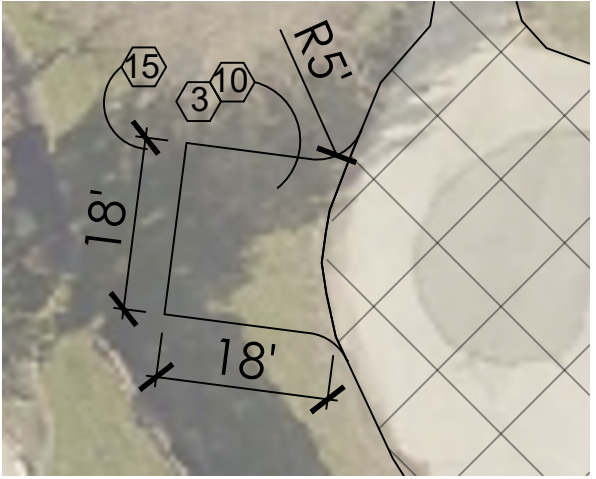
CATCH BASIN PATCH

SCALE: 1" = 10'



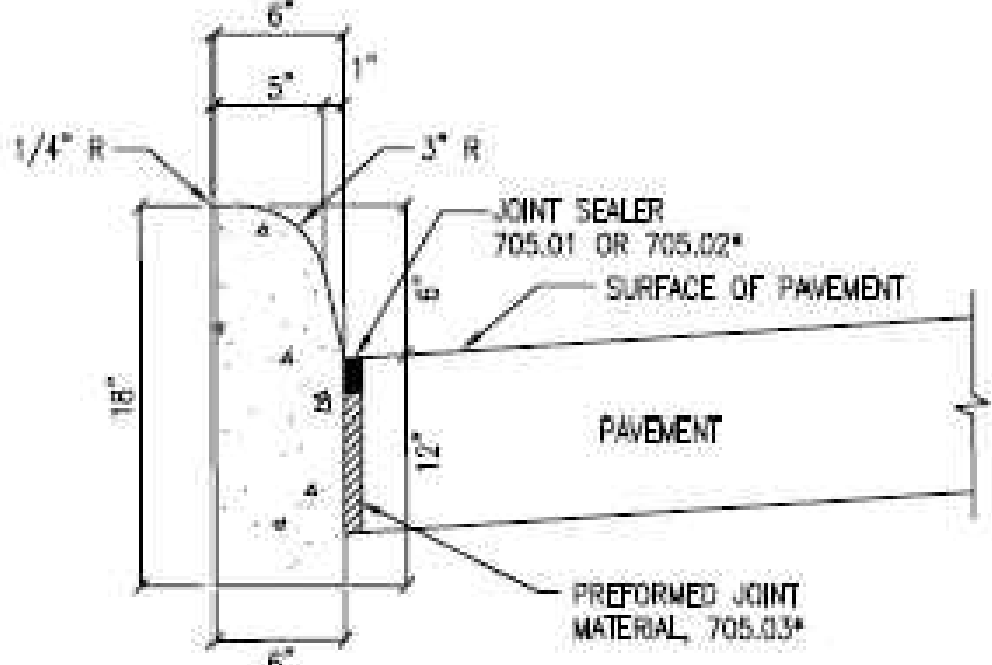
OVERALL PAVING PLAN

SCALE: 1" = 100'

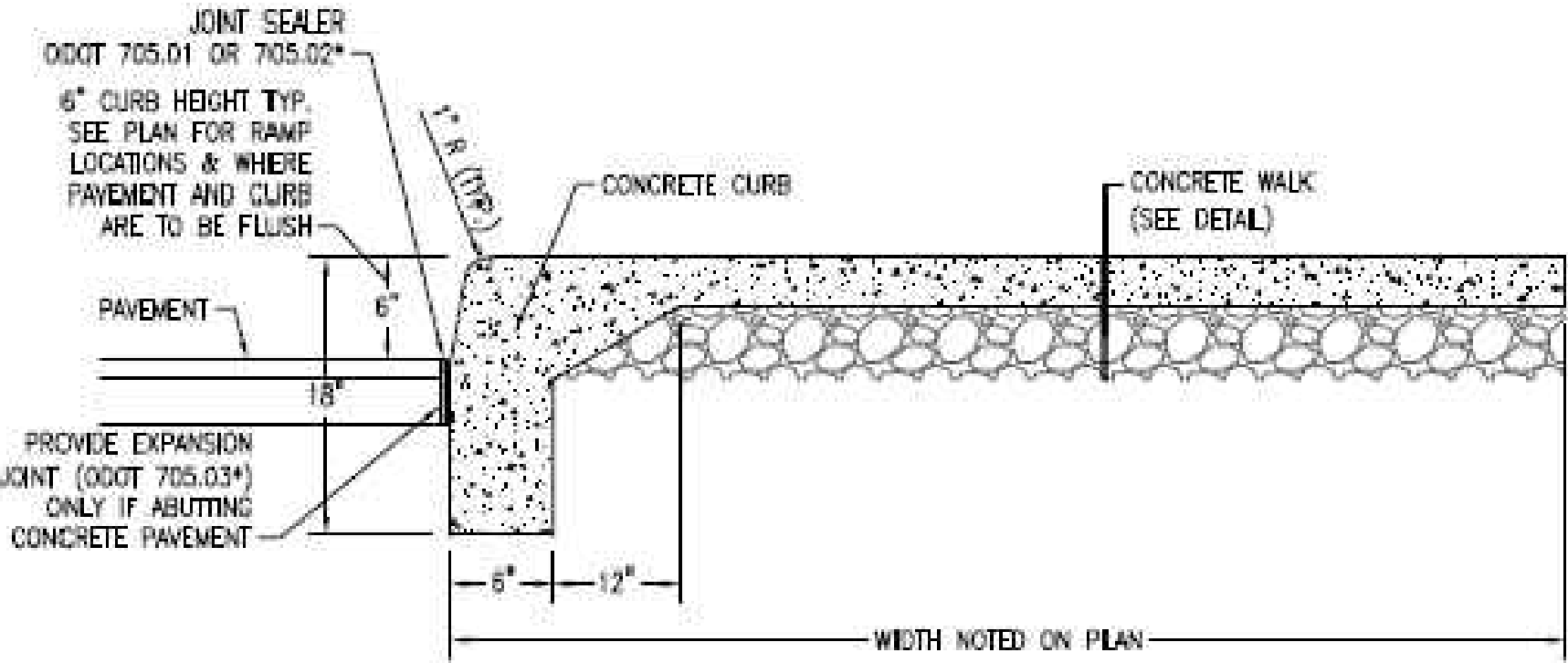


ENLARGEMENT THREE

SCALE: 1" = 10'



TYPE 6 CONCRETE CURB DETAIL



CONCRETE INTEGRAL CURB AND WALK DETAIL

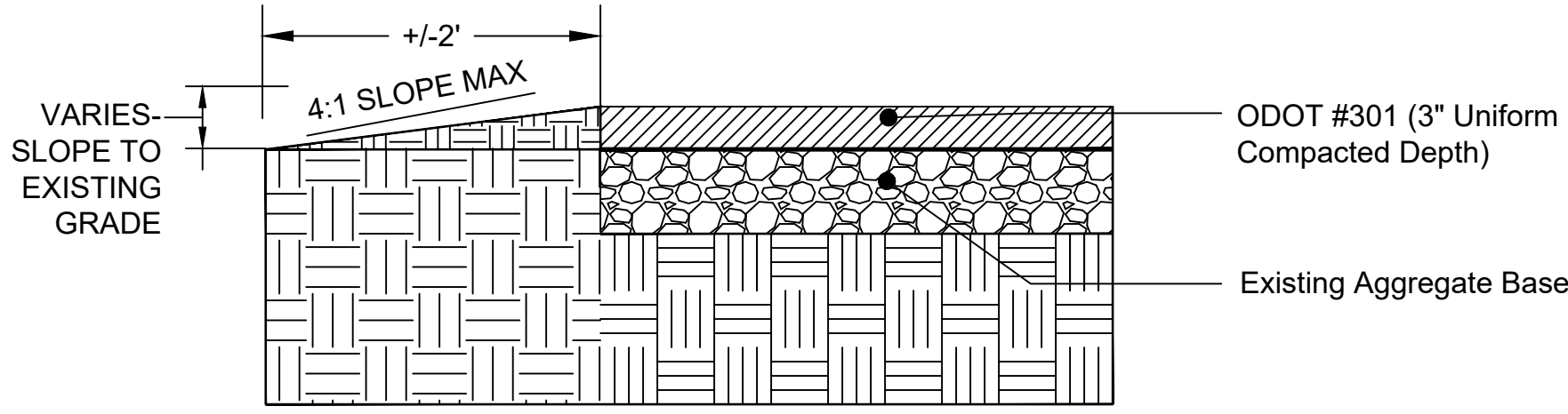
N.T.S.

Notes:

- Contractor shall field verify all dimensions/quantities.
- 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.
- Contractor shall provide temporary barriers at limits of construction to assure public safety during construction as necessary.
- Contractor is to coordinate access and staging areas with Lake Metroparks.
- Contractor must repair (topsoil and grade) all disturbed areas.
- Any damage to the cart paths and/or surrounding areas is the Contractors responsibility to repair.
- All site work shall conform to ODOT Construction and Material Specifications - current version.
- 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.
- ODOT Item 423 Crack Sealant is to be applied at the joints/convergence of all existing pavement and new pavement.
- All joints between proposed/existing asphalt, concrete, sidewalks etc to meet flush.
- Berming shall take place without delay to reduce fall hazards and maintain safety.
- All concrete shall be Class "C" Per ODOT 499 and properly consolidated (no slag).

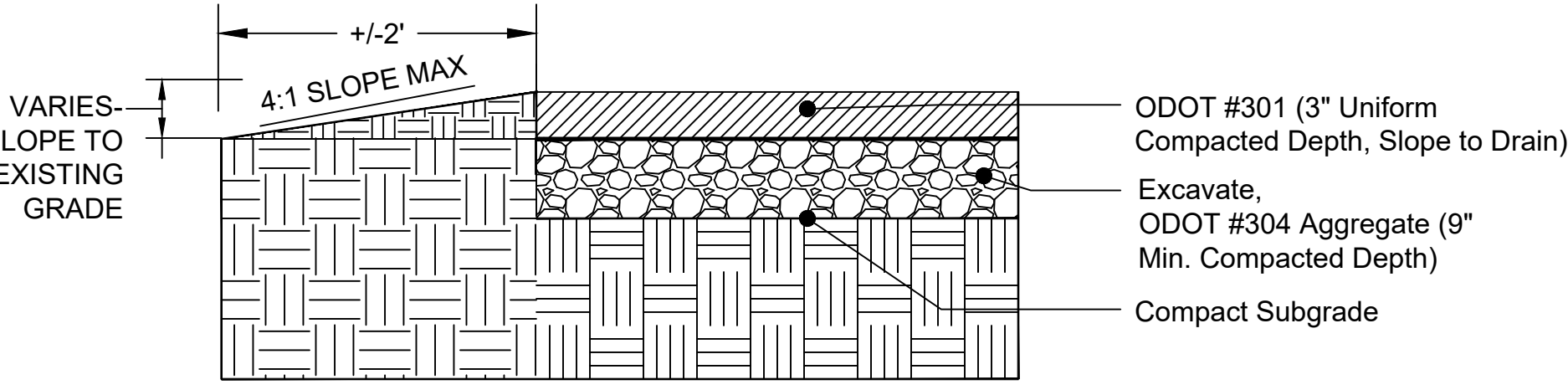
CONSTRUCTION NOTES

- 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)
- 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)
- PROPOSED ASPHALT PAVEMENT OVERLAY. SEE DETAIL 3 ON DRAWING 2 OF 2. (APPROXIMATELY 2,940 SY)



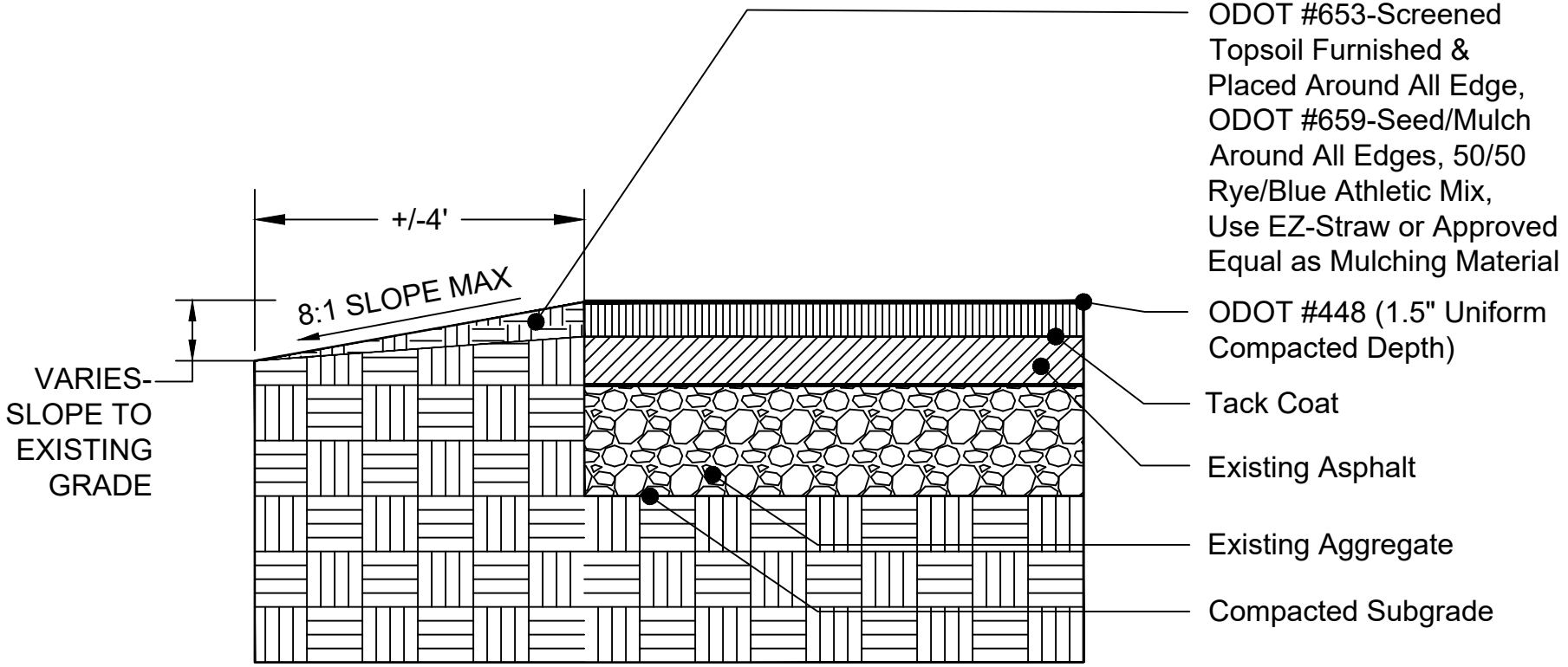
1 FULL DEPTH PAVING OVER EXISTING AGGREGATE

N.T.S.



2 FULL DEPTH PAVEMENT & BASE

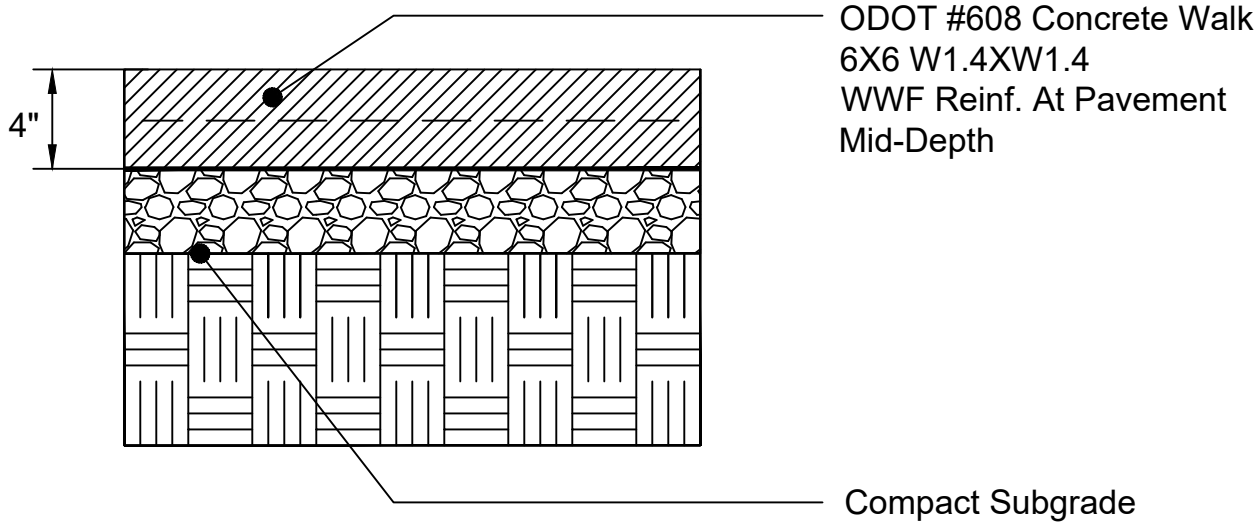
N.T.S.



3 PROPOSED ASPHALT PAVEMENT OVERLAY

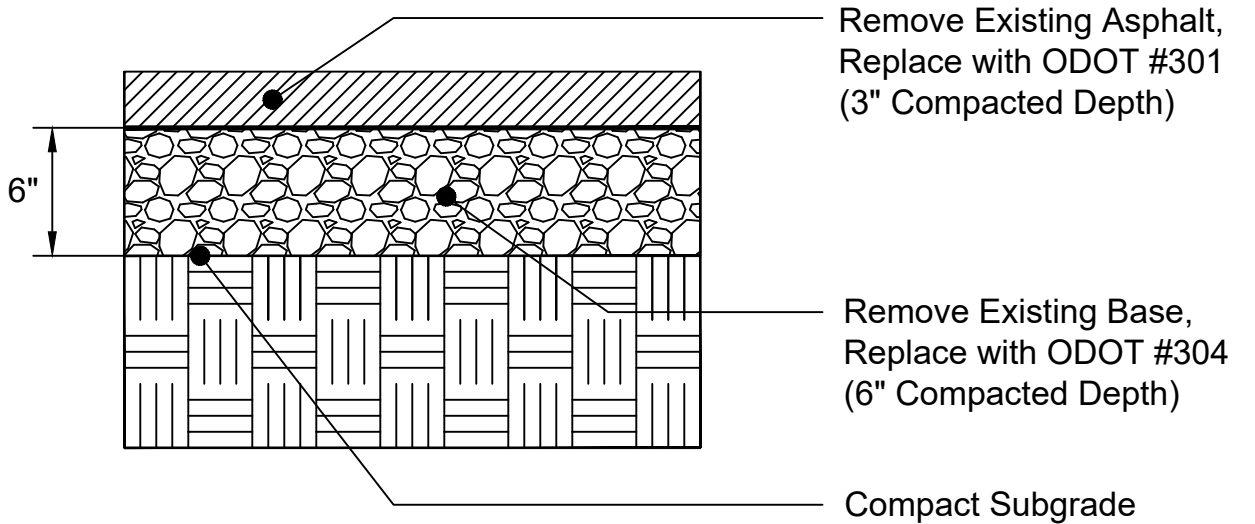
N.T.S.

- ODOT ITEM 254 PAVEMENT PLANING TO 1.5" DEPTH, PATCH POTHOLES FLUSH WITH PLANED SURFACE WHERE NECESSARY. (APPROXIMATELY 1,207 SY)
- EXISTING CONCRETE PATIO.
- BUTT JOINT, TYP., WHERE OVERLAY MEETS EXISTING PAVEMENT.
- ODOT ITEM 202 CONCRETE PAVEMENT & BASE REMOVAL. (APPROXIMATELY 167 SY)
- PROPOSED ASPHALT PAVING SCRATCH COURSE, APPLY TACK COAT BEFORE INSTALLATION. (+/- 20 CY)
- PROPOSED FULL DEPTH PAVEMENT OVER EXISTING AGGREGATE SEE DETAIL 1 ON DRAWING 2 OF 2. (APPROXIMATELY 204 SY)
- PROPOSED FULL DEPTH PAVEMENT & BASE SEE DETAIL 2 ON DRAWING 2 OF 2. (APPROXIMATELY 185 SY)
- EXISTING CATCH BASIN, TO REMAIN.
- 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)
- PROPOSED CONCRETE INTEGRAL WALK WITH TYPE B3 RAMP & TRUNCATED DOME. SEE DETAIL 8 ON DRAWING 2 OF 2, SEE DETAILS TYPE B3 & SECTION D ON BP 7.1 ATTACHMENT DRAWINGS. (APPROXIMATELY 15 SY)
- PROPOSED TYPE 6 CONCRETE CURB SEE DETAIL 7, SHEET 2 OF 2. (APPROXIMATELY 15 LF & 28 LF OF DROP CURB)
- EXISTING WATER VALVE.



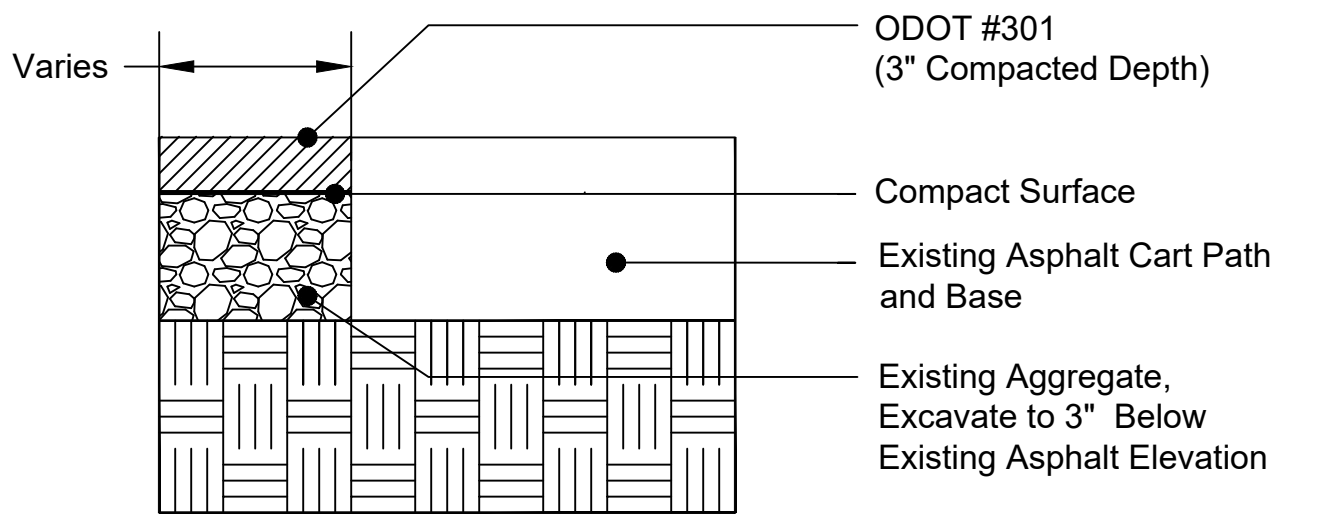
6 CONCRETE WALK DETAIL

N.T.S.



4 FULL DEPTH REPAIR, AS PER PLAN (AS MARKED)

N.T.S.



5 CART PATH WIDENING

N.T.S.

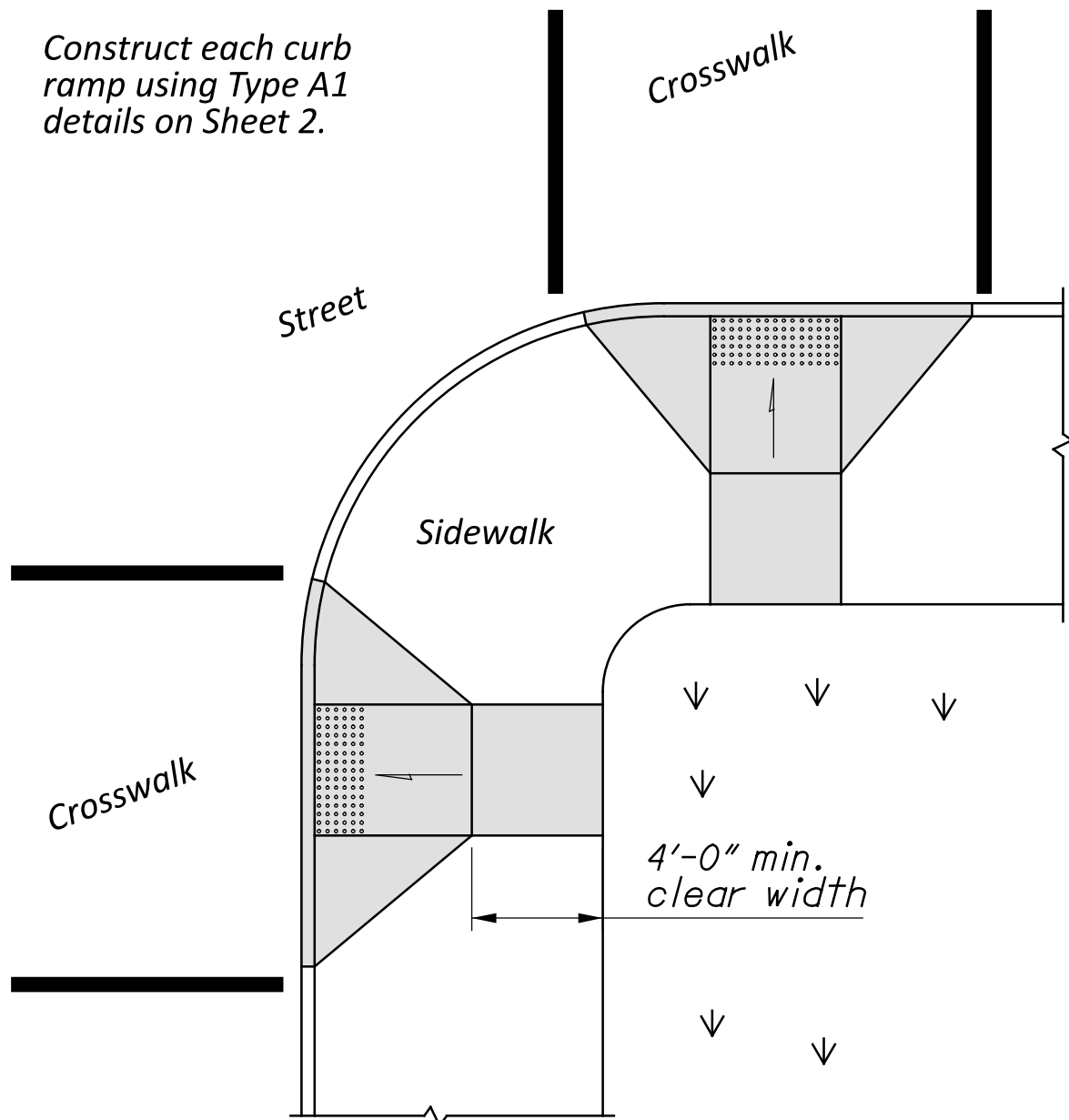


DRAWING NUMBER	2/2
BY	
DATE	
REVISIONS	
NO.	

DRAWN BY:	
LMP-SJO	
SCALE:	VARIES

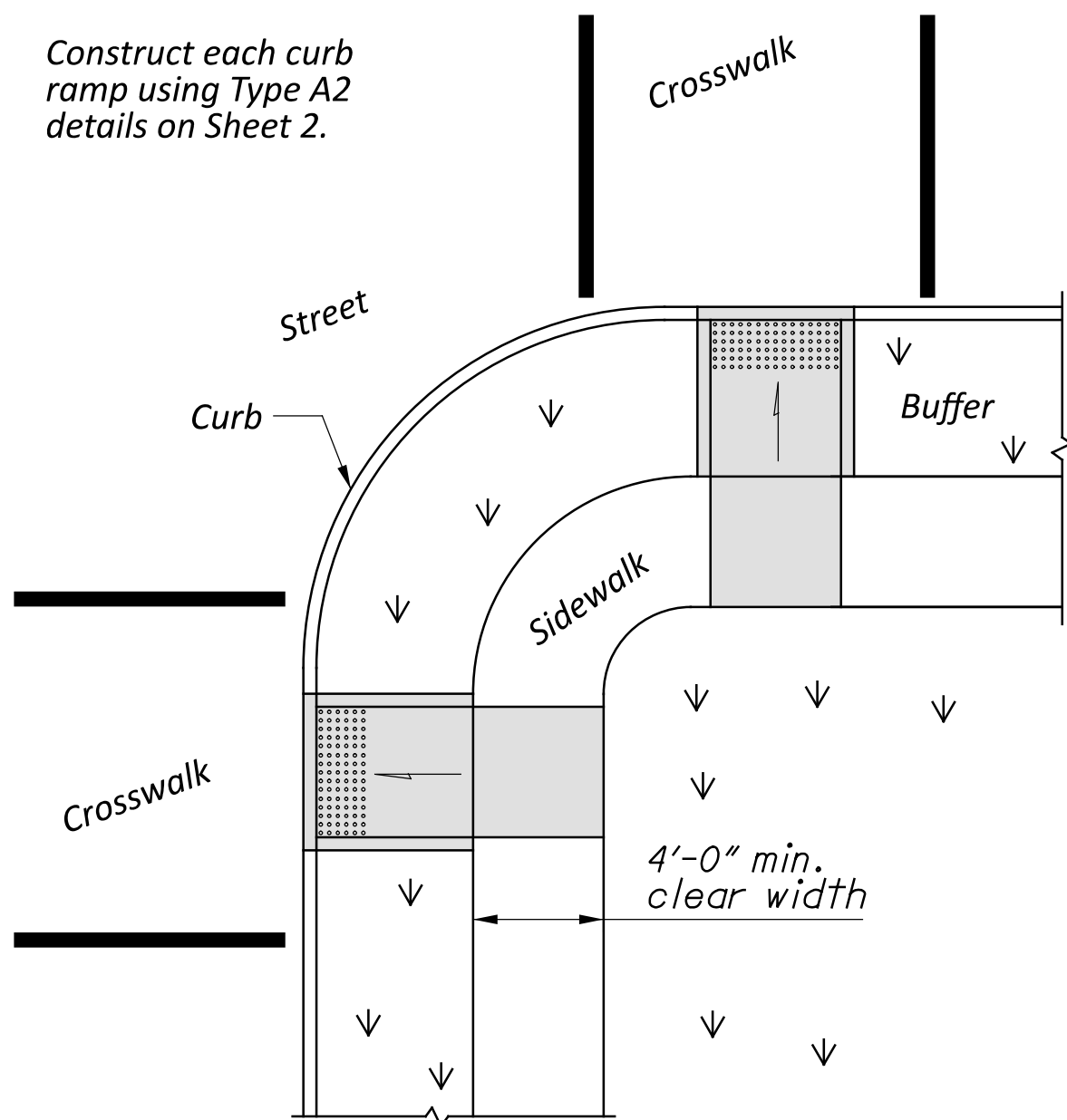


Construct each curb ramp using Type A1 details on Sheet 2.



Use curb ramps with flared sides at locations with wide sidewalks.

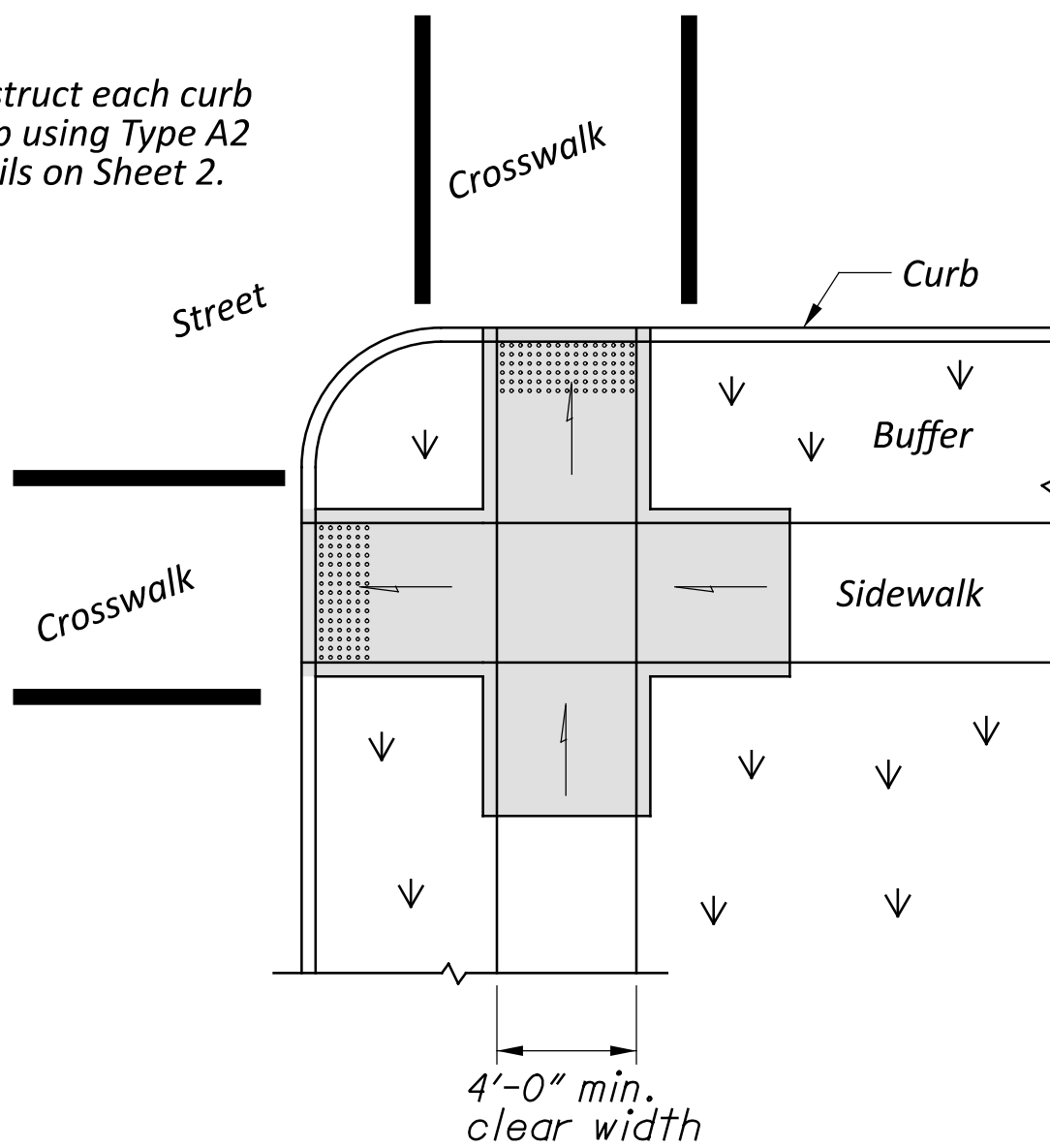
Construct each curb ramp using Type A2 details on Sheet 2.



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

PERPENDICULAR CURB RAMPS

Construct each curb ramp using Type A2 details on Sheet 2.



NOTES

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

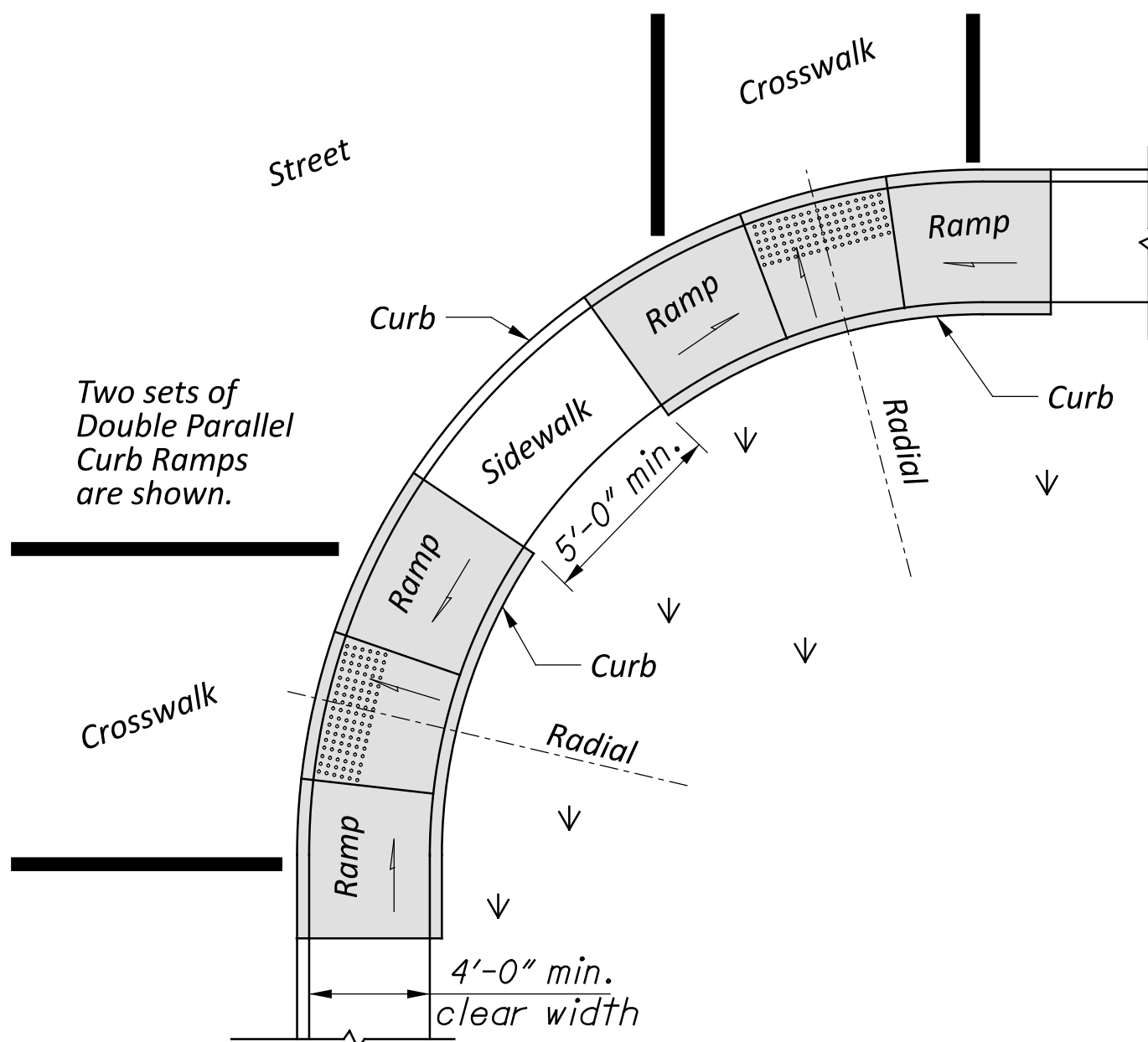
Curb ramp types are shown on Sheet 2 and include Perpendicular, Parallel, and Combined types as specified to be constructed in the locations shown on the project plans.

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.

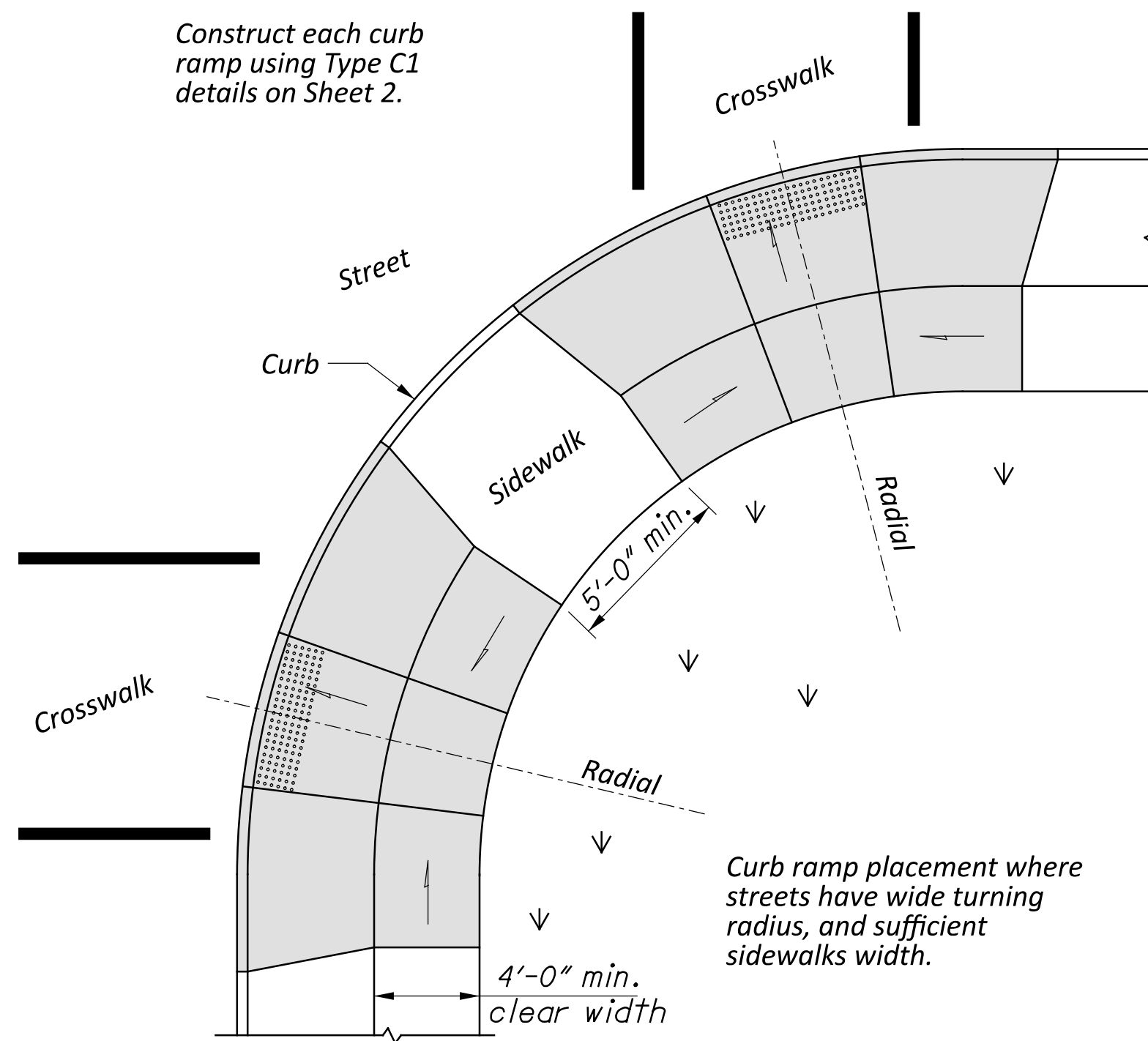
For at-grade crossing locations where only detectable warnings are required in order to achieve ADA compliance, measure and pay for the strip of detectable warnings as Item 608 Detectable Warning, Square Foot. The work to cast the tiles in place will also require removal of existing pavement (Item 202)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



Place on streets having wide turning radius and where sidewalks are narrow.

PARALLEL CURB RAMPS

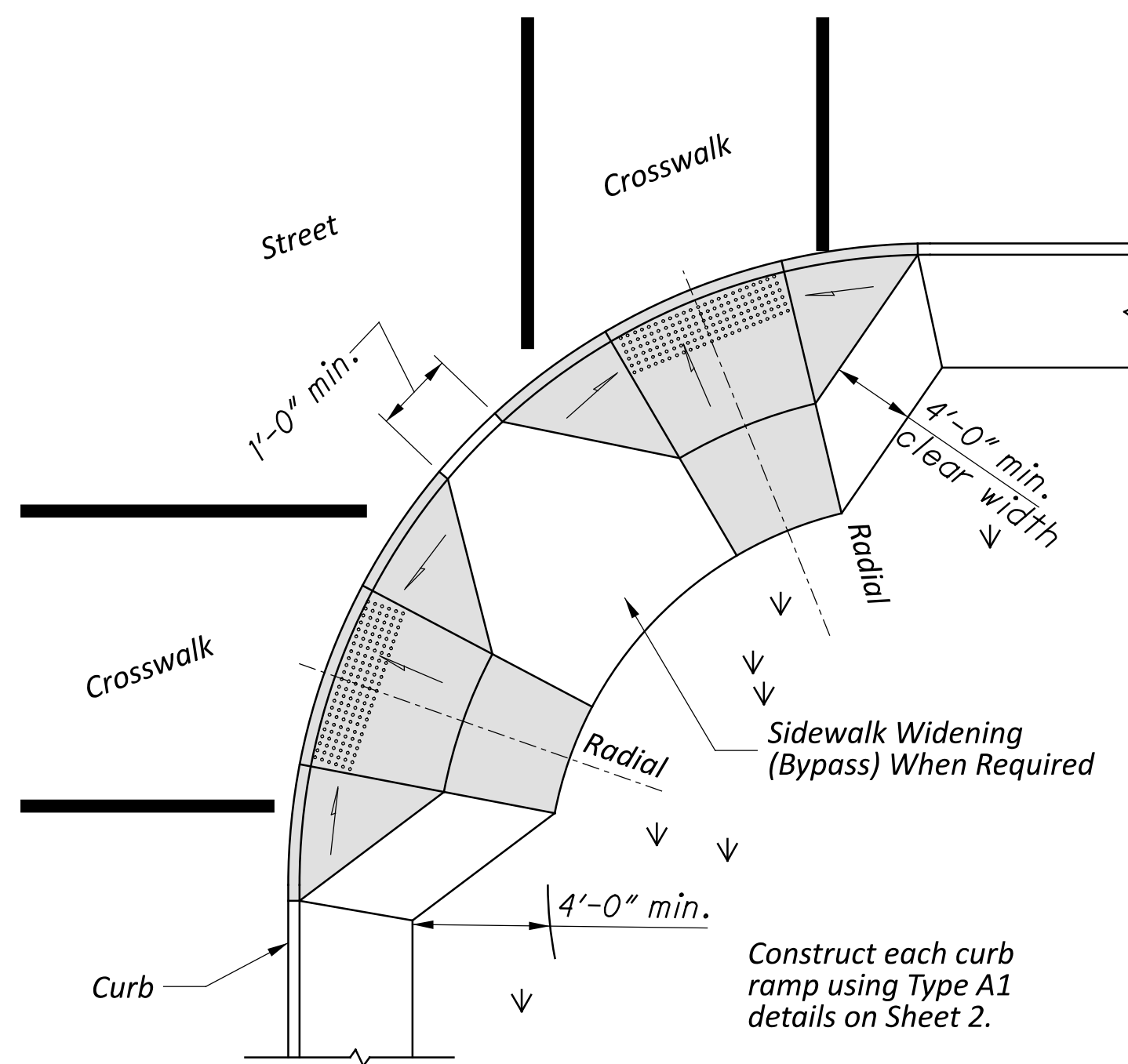
Construct each curb ramp using Type C1 details on Sheet 2.



Curb ramp placement where streets have wide turning radius, and sufficient sidewalks width.

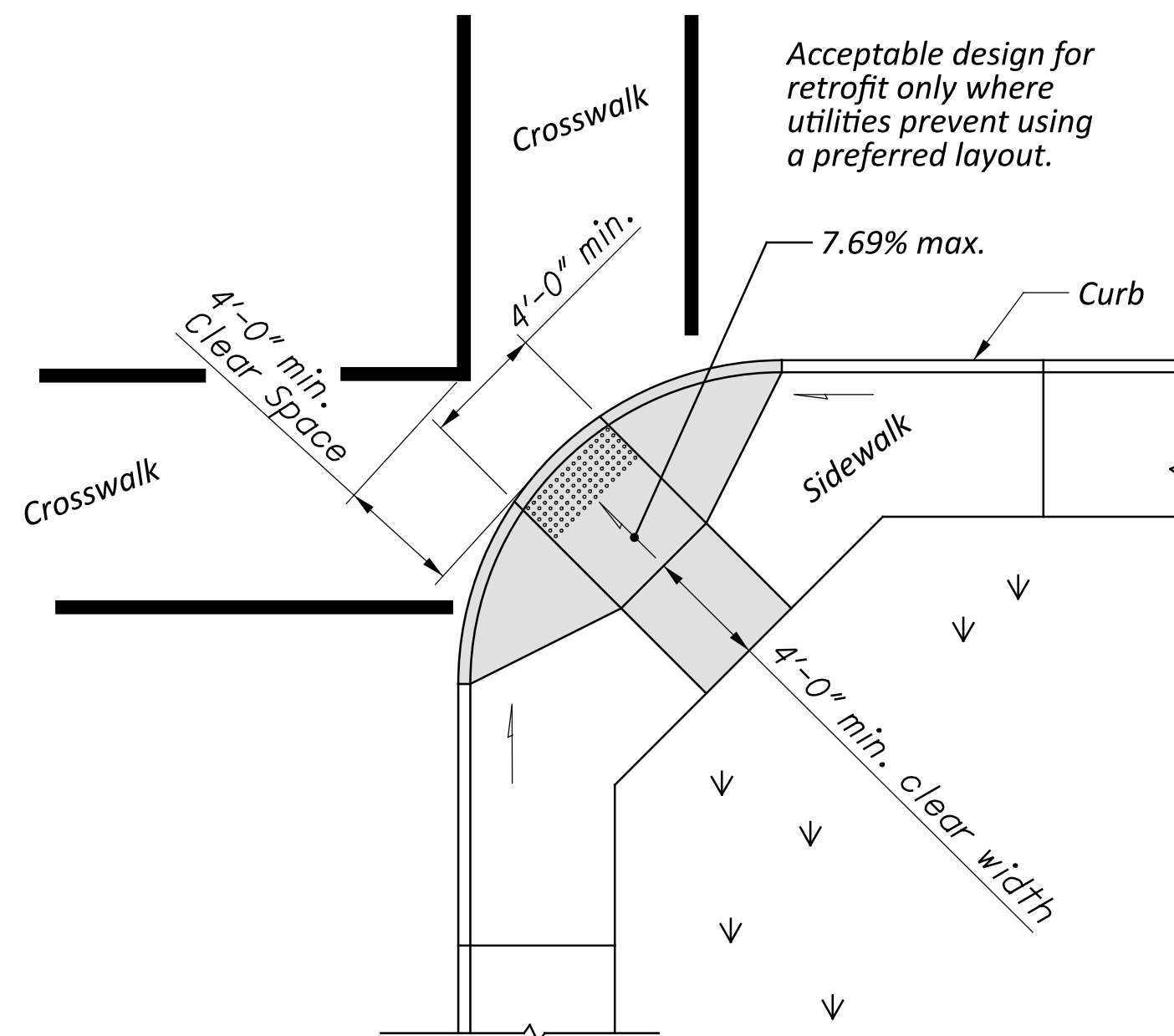
COMBINATION CURB RAMPS

PREFERRED CONSTRUCTION PLACEMENT



Acceptable design on corners with wide turning radius where user is able to maneuver within crosswalk limits so as not to encroach into adjacent traveled lanes.

PERPENDICULAR RAMPS



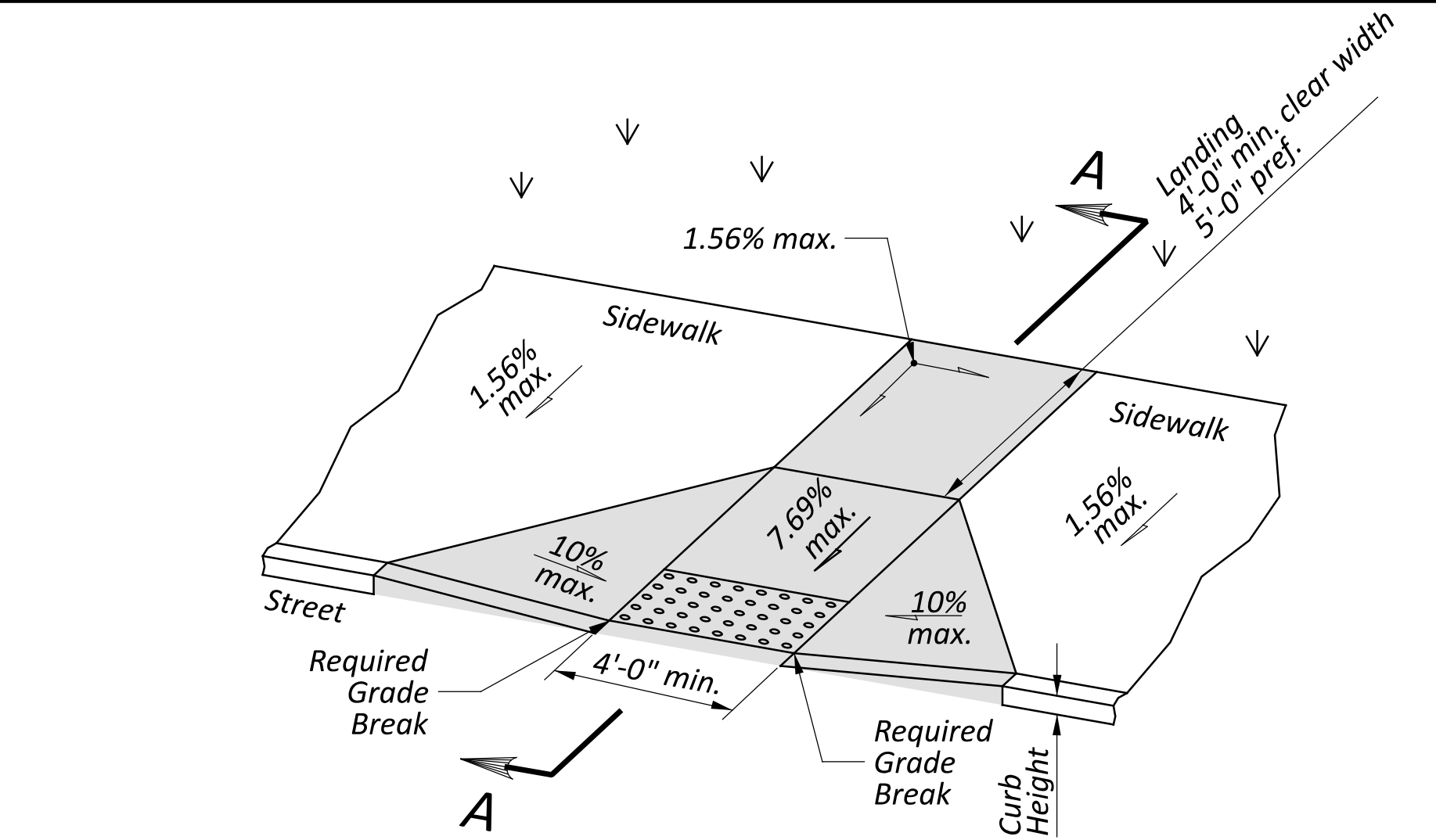
Use this design only for existing walks, and when site constraints prohibit other designs. The diagonal Type D ramp may be constructed as either a Perpendicular, Parallel or Combination curb ramp type. Avoid using where curb radii are less than 20'-0".

DIAGONAL RAMP (Type D)

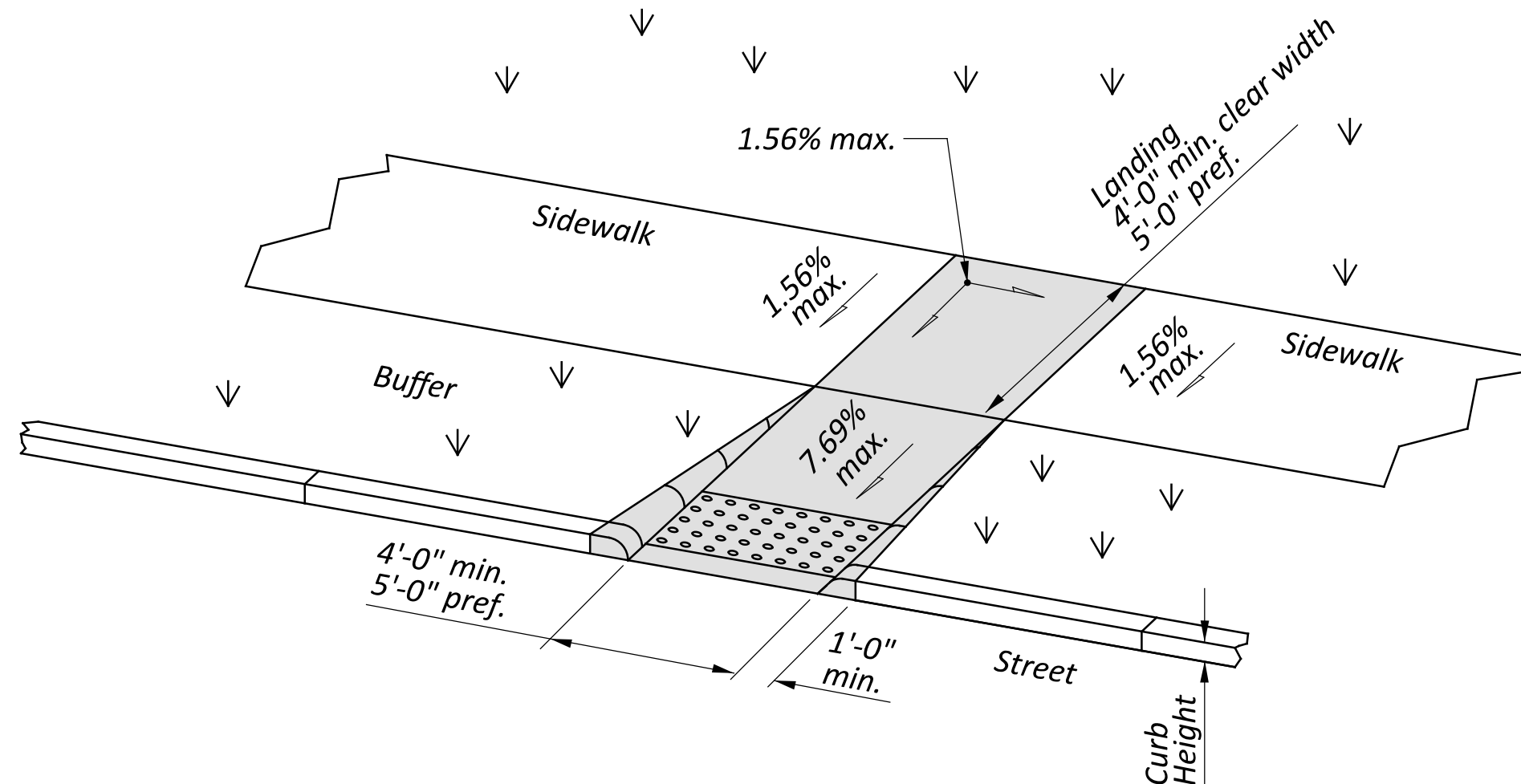
ACCEPTABLE CONSTRUCTION PLACEMENT

01-21-2022
01-20-2023
07-21-2023
01-19-2024
07-19-2024
01-17-2025
07-18-2025



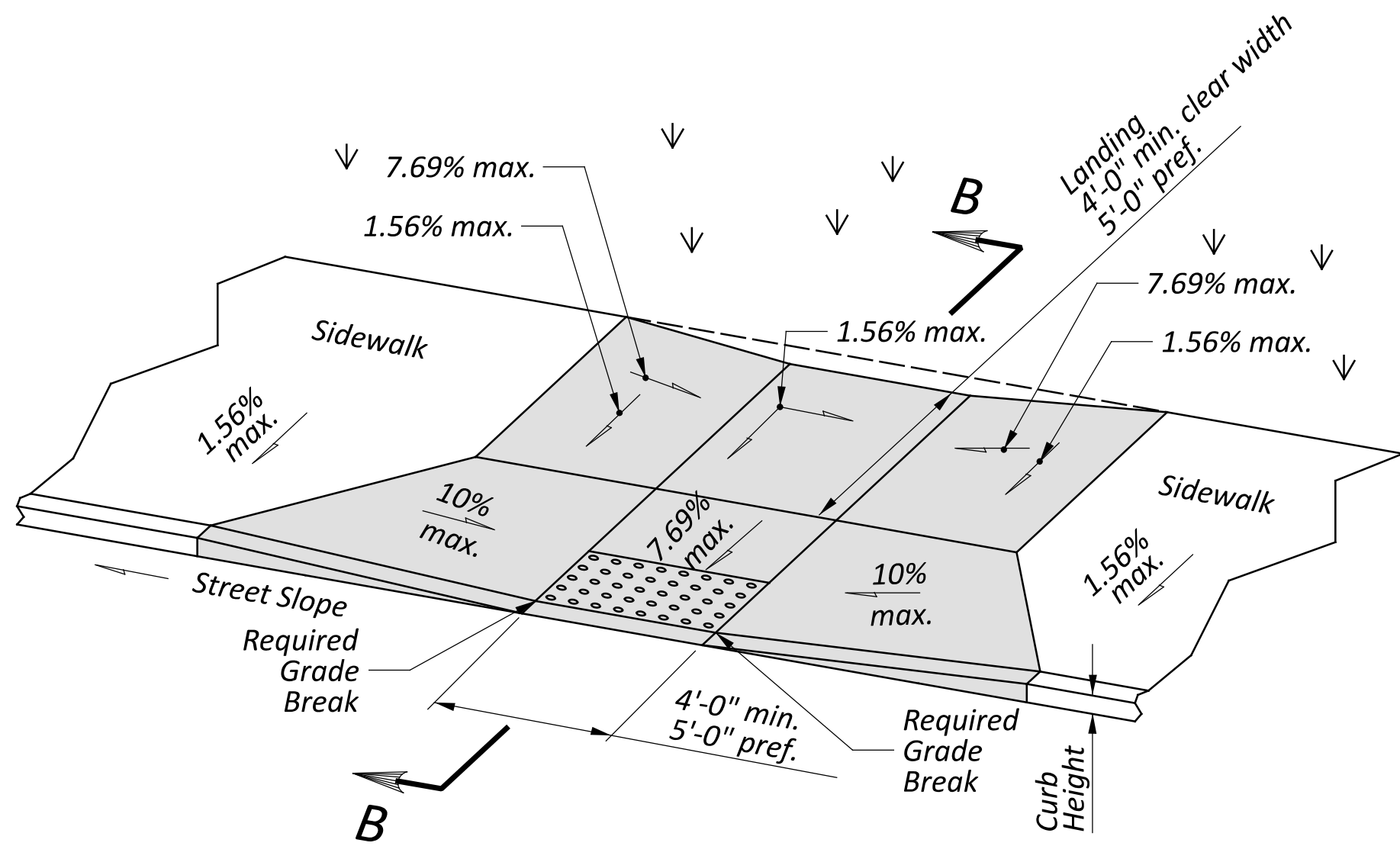


Type A1 (Perpendicular with flared sides)

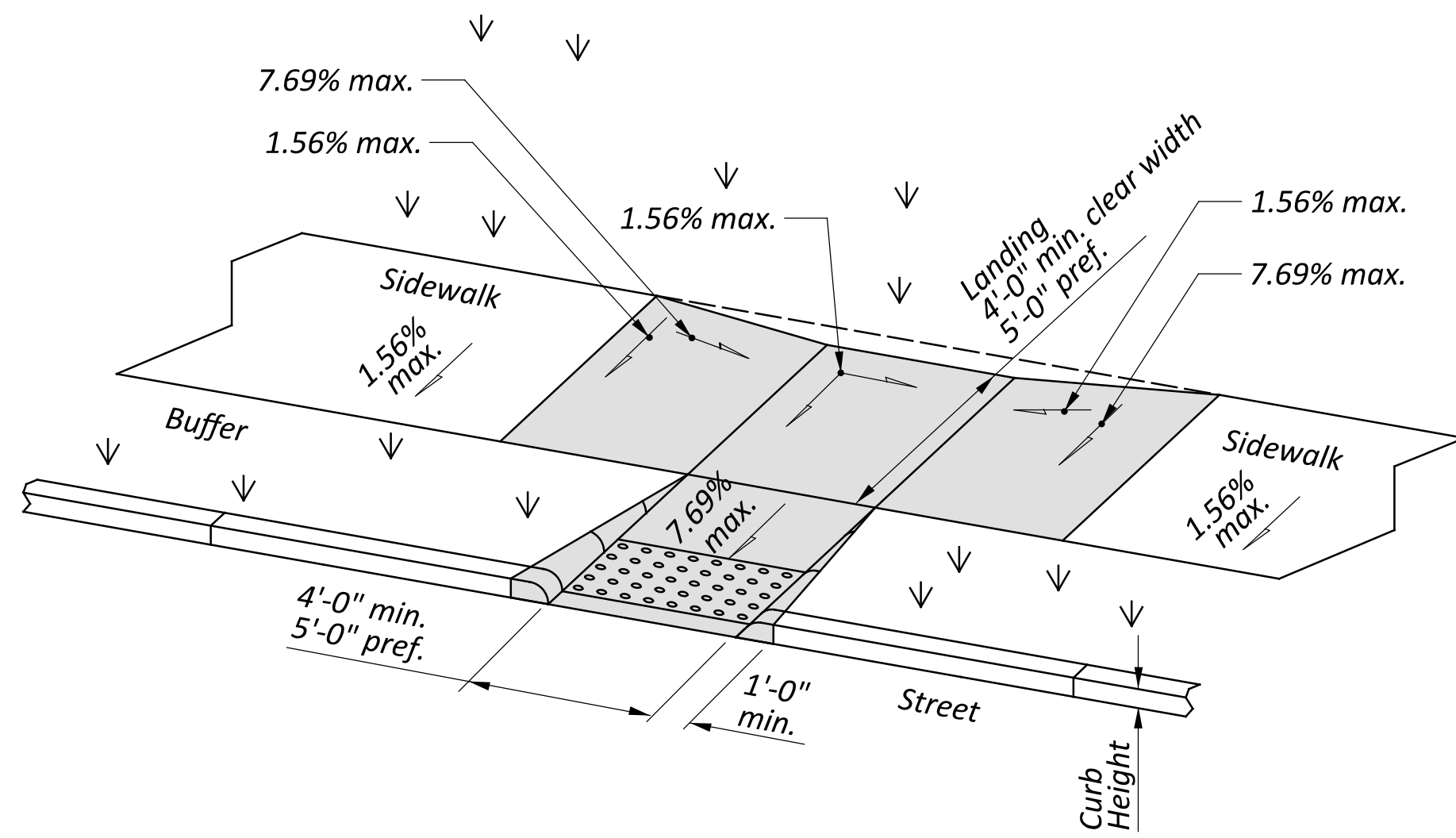


Type A2 (Perpendicular with returned curb)

PERPENDICULAR CURB RAMP DETAILS

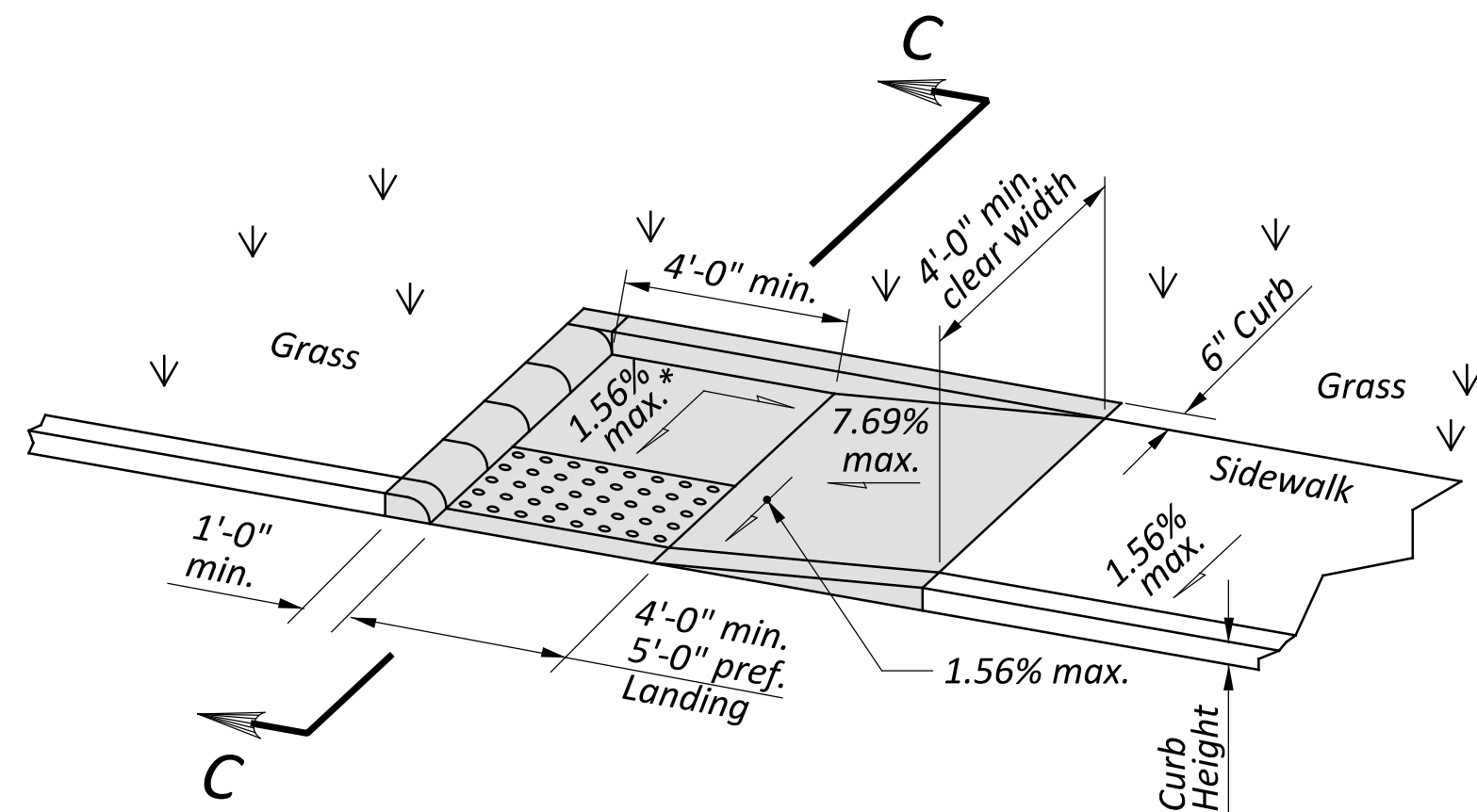


Type C1 (Combined with flared sides)

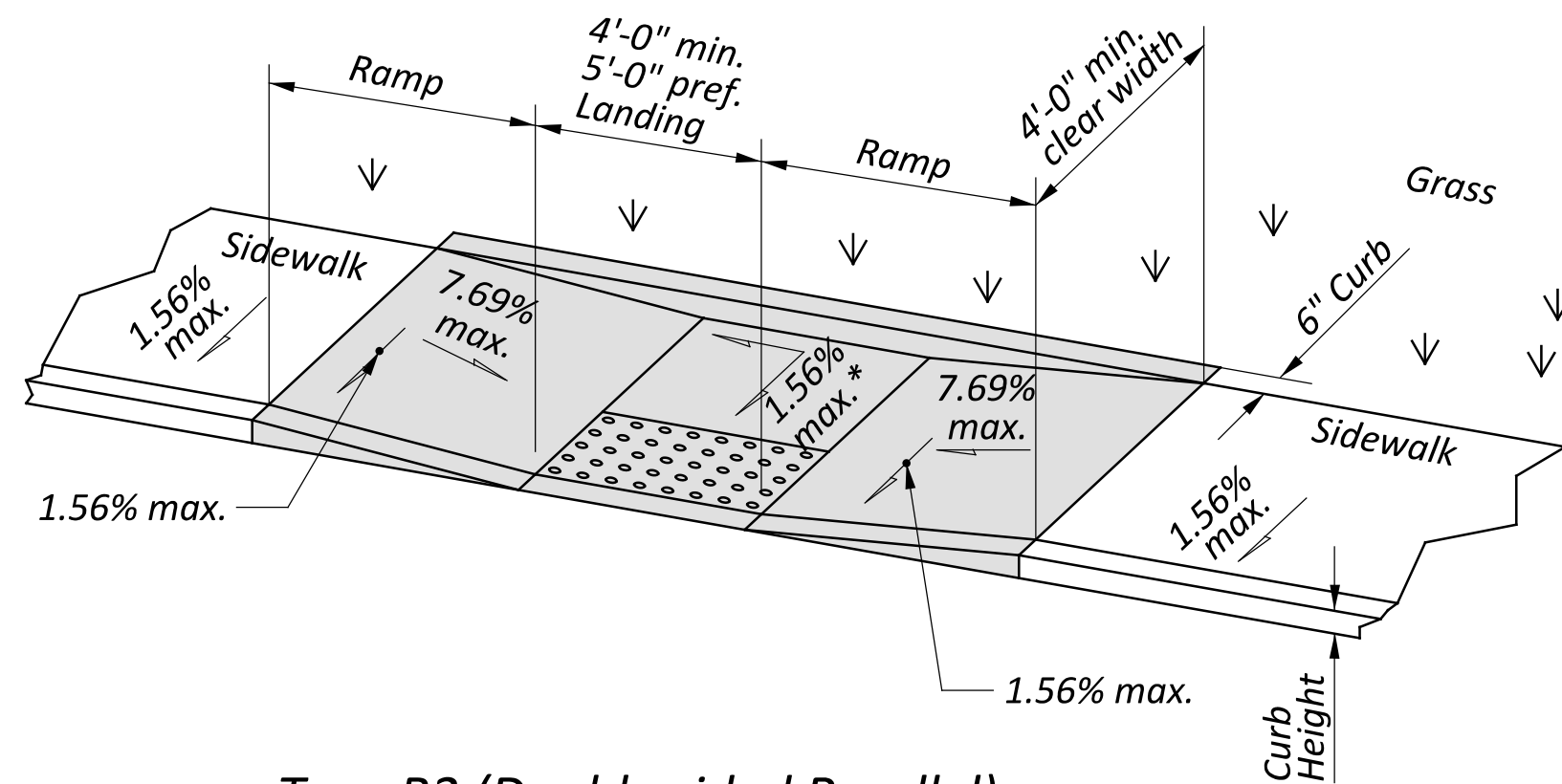


Type C2 (Combined with returned curb)

COMBINED CURB RAMP DETAILS

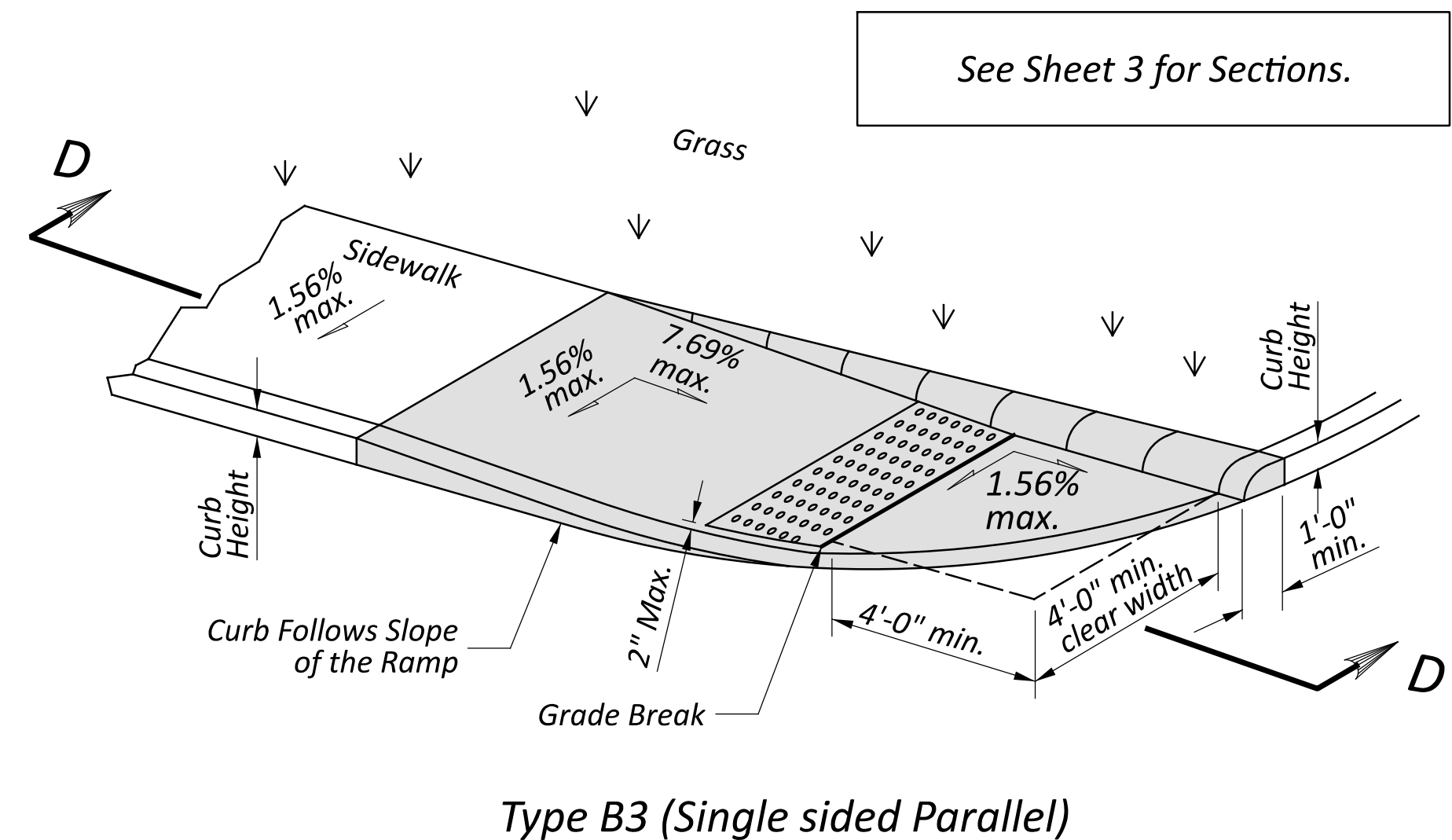


Type B1 (Single sided Parallel)



Type B2 (Double sided Parallel)

PARALLEL CURB RAMP DETAILS



Type B3 (Single sided Parallel)

\*Cross slope may be increased for parallel curb ramps when exceptions D & E apply.

NOTES CONTINUED

The running slope of the curb ramp shall be a 7.69% maximum or flatter. In existing sidewalks, where the maximum ramp slope is not feasible due to site constraints (e.g. utility poles or vaults, right-of-way limits) it may be adjusted as follows:

- A) 10:1 for a max. rise of 6",
- B) 8:1 for a max. rise of 3",
- C) 6:1 over a max. run of 2'-0" for historic areas where a flatter slope is not feasible.

To prevent chasing the grade indefinitely, the transition from existing sidewalk to the shaded curb ramp area is not required to exceed 15 feet in length.

While ramps may be skewed to the crosswalk, the entire lower landing area must fall within the cross walk that the ramp serves and cannot be located in the traveled lane of opposing traffic.

The counter slope of the gutter or street at the foot of a curb ramp, landing, or blended transitions shall be 5% or flatter.

The bottom edge of the ramp shall change planes perpendicular to the landing.

The edge of the curb shall be flush with the edge of the adjacent pavement and gutter and surface slopes that meet grade breaks shall also be flush.

Where pedestrian street crossings are without yield or stop control conditions, or at a traffic signal that is designed for green phase and vehicles do not slow to navigate the intersection, the maximum cross slope at the edge of the asphalt pavement and gutter may be increased as follows:

- D) 5% maximum cross slope at street crossings without yield or stop control
- E) Cross slope may match grade of street asphalt edge profile at Mid-block Street Crossings

A 4' minimum continuous clear width, exclusive of the width of any curb, is required for a pedestrian access route. Ramp landings shall be 4' min. x 4' min. with a 1.56% or flatter cross slope and running slope.

Provide 24" wide level strip if the algebraic difference between the ramp slope and the street exceeds 11%.

**DETECTABLE WARNINGS:** Install Detectable Warnings on each curb ramp with approved materials, as shown on Sheet 3. Install these proprietary products as per manufacturer's written instructions.

**BLENDED TRANSITIONS:** Blended Transitions do not require a landing since the slopes shall not exceed 5%.

**DRAINAGE:** Contractor is to ensure the base of each constructed curb ramp allows for proper drainage, without exceeding allowable cross slope or ramp slopes. Vertical change in level exceeding 1/4" between the 1) pavement and gutter, and 2) gutter and ramp, are not allowed.

**SURFACE TEXTURE:** Texture concrete surfaces by coarse brooming transverse to the ramp slopes to be rougher than the adjacent walk.

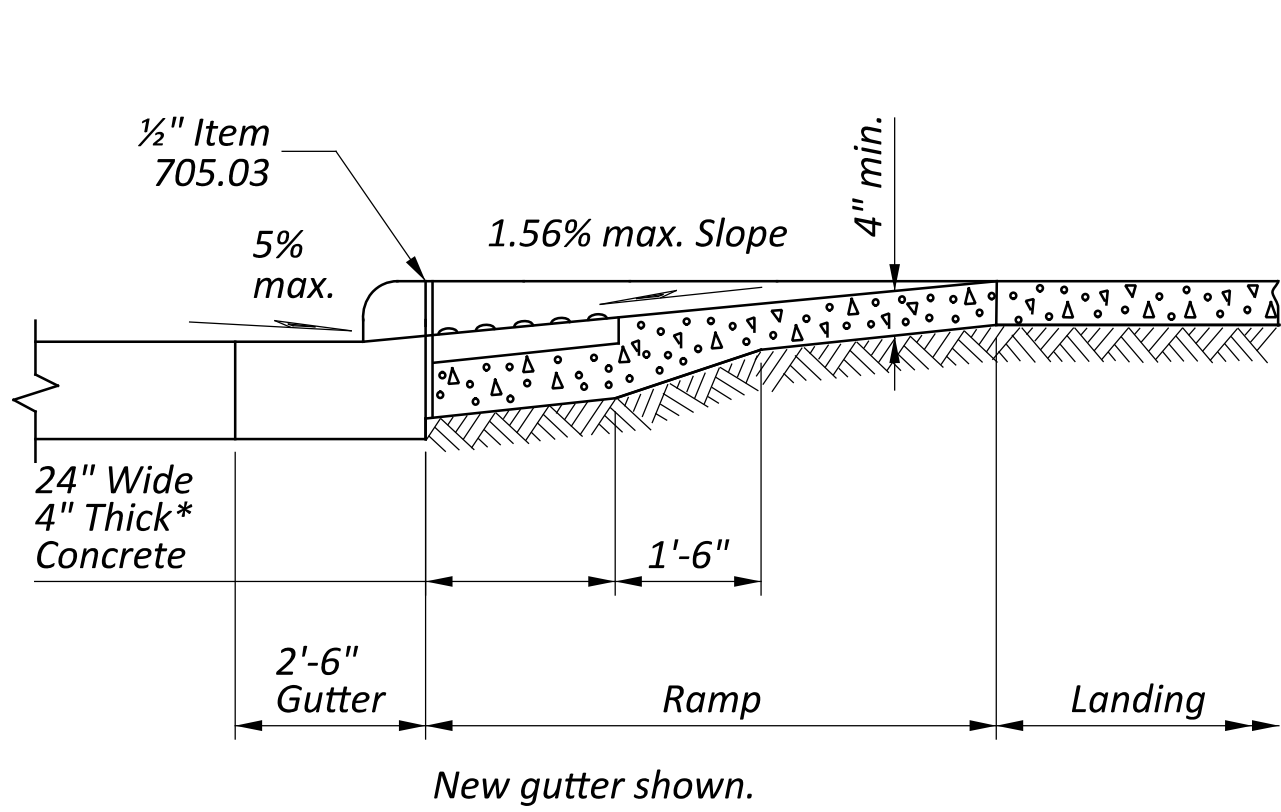
**JOINTS:** Provide expansion joints in the curb ramp as extensions of walk joints and consistent with Item 608.03 requirements for a new concrete walk. Provide a 1/2" Item 705.03 expansion joint filler around the edge of ramps built in existing concrete walks. Lines shown on this drawing indicate the ramp edges and slope changes, and do not necessarily indicate joint lines.

**SLOPES:** Where 7.69% maximum and 1.56% maximum slopes are listed, ramps shall be considered compliant for payment where the as-built slopes are 8.33% maximum and 2% maximum, respectively.

01-21-2022
01-20-2023
07-21-2023
01-19-2024
07-19-2024
01-17-2025
07-18-2025

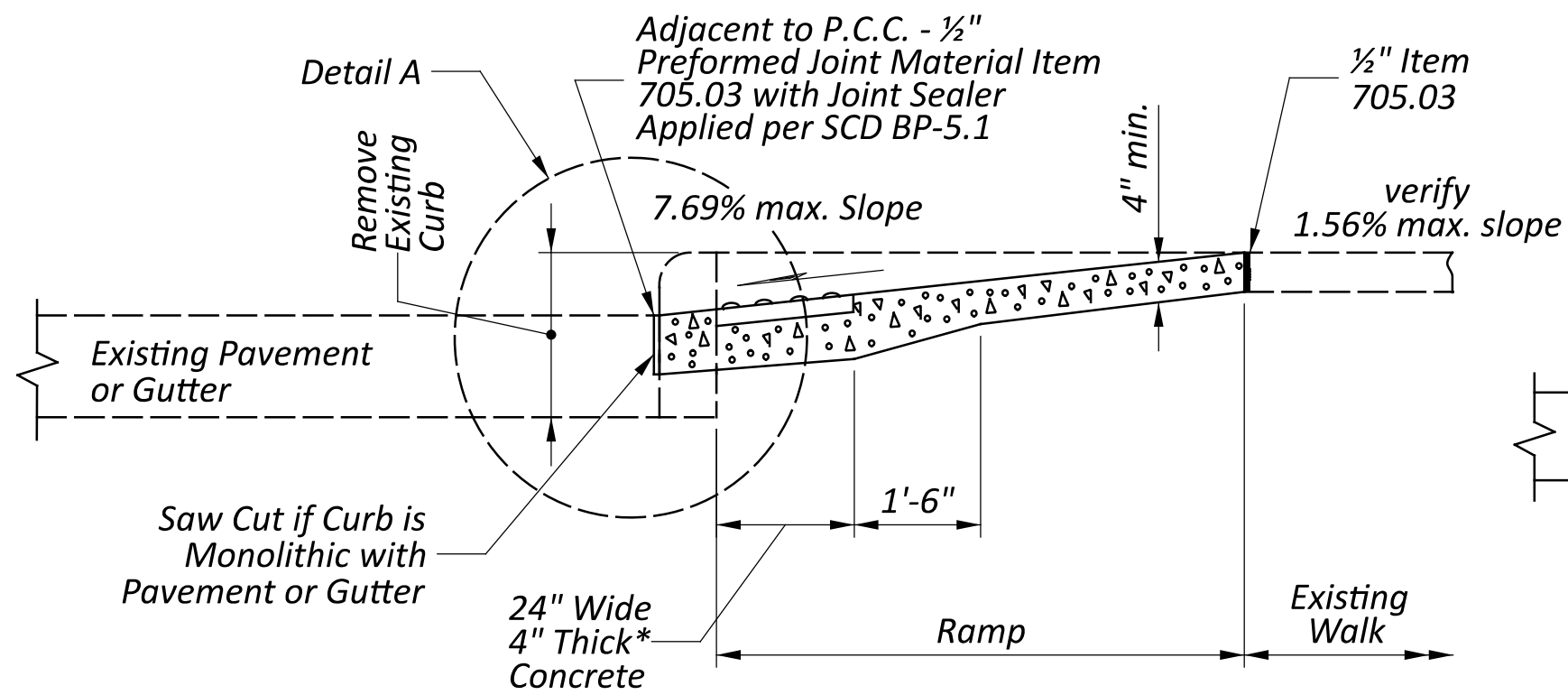






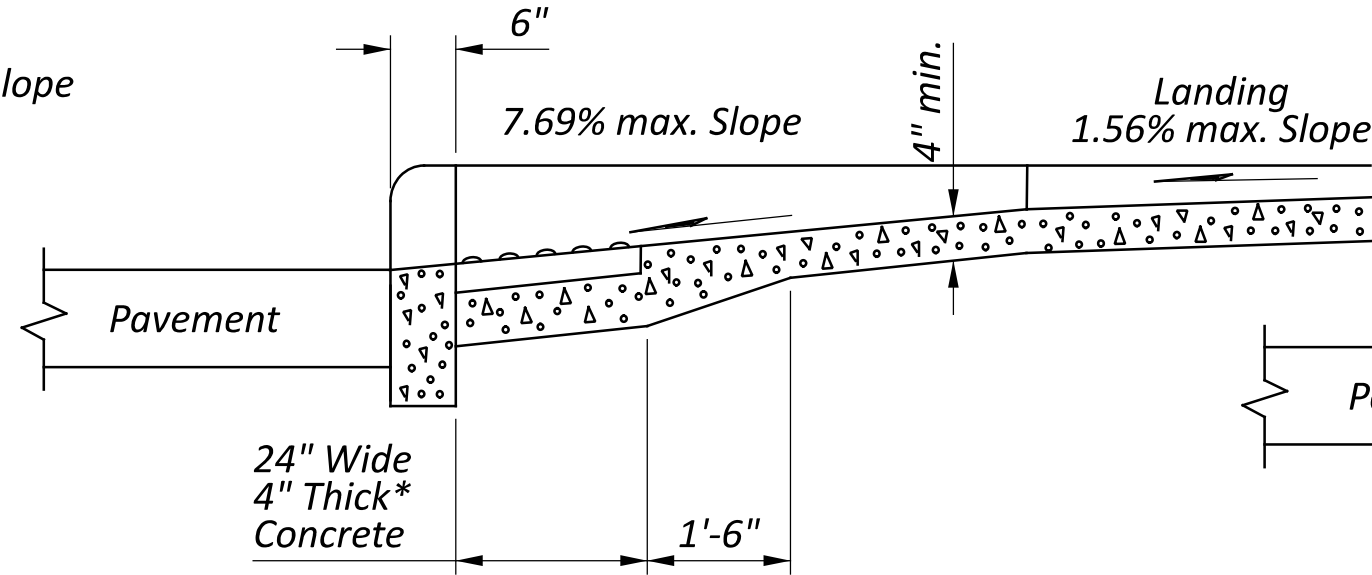
SECTION A-A  
NORMAL DETAIL

See Sheet 2.



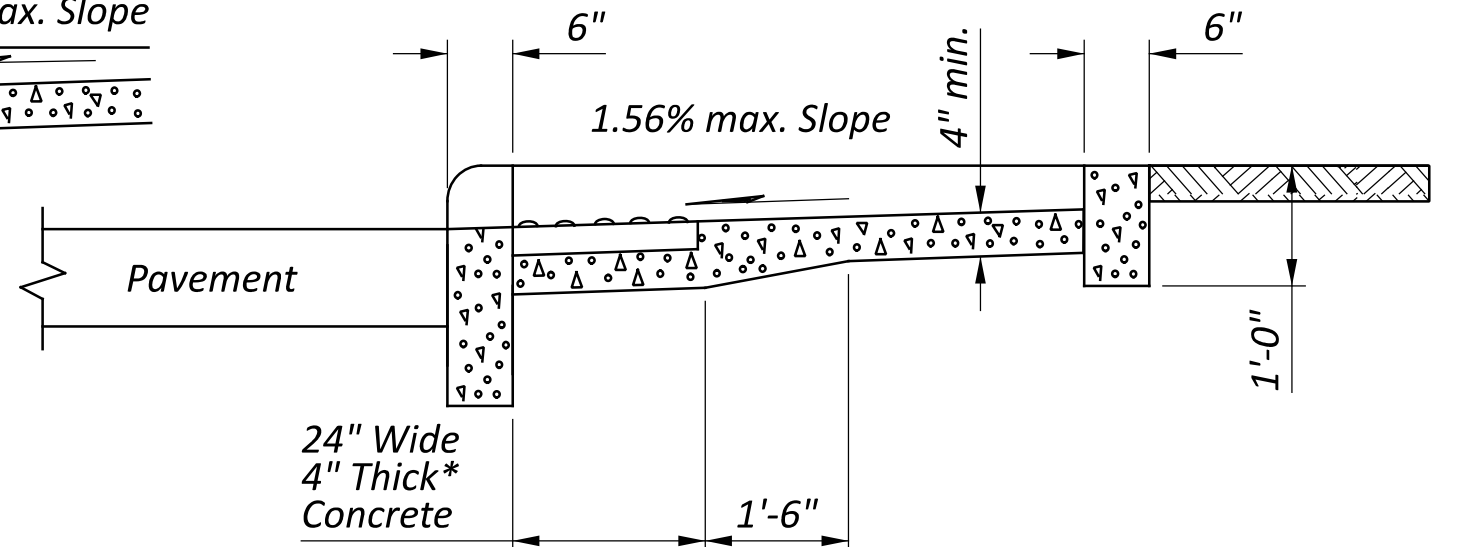
SECTION A-A  
EXISTING WALK DETAIL

See Sheet 2.



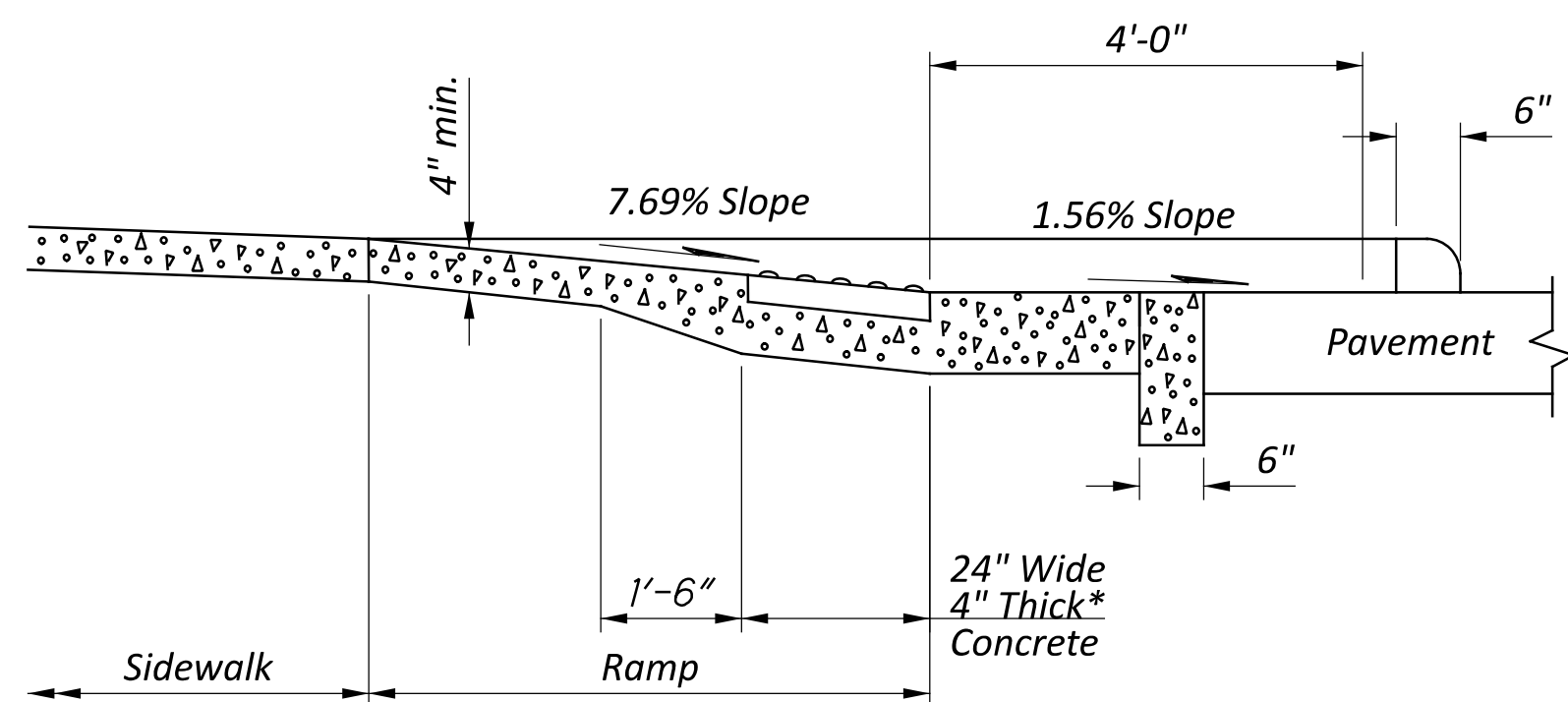
SECTION B-B

See Sheet 2.



SECTION C-C

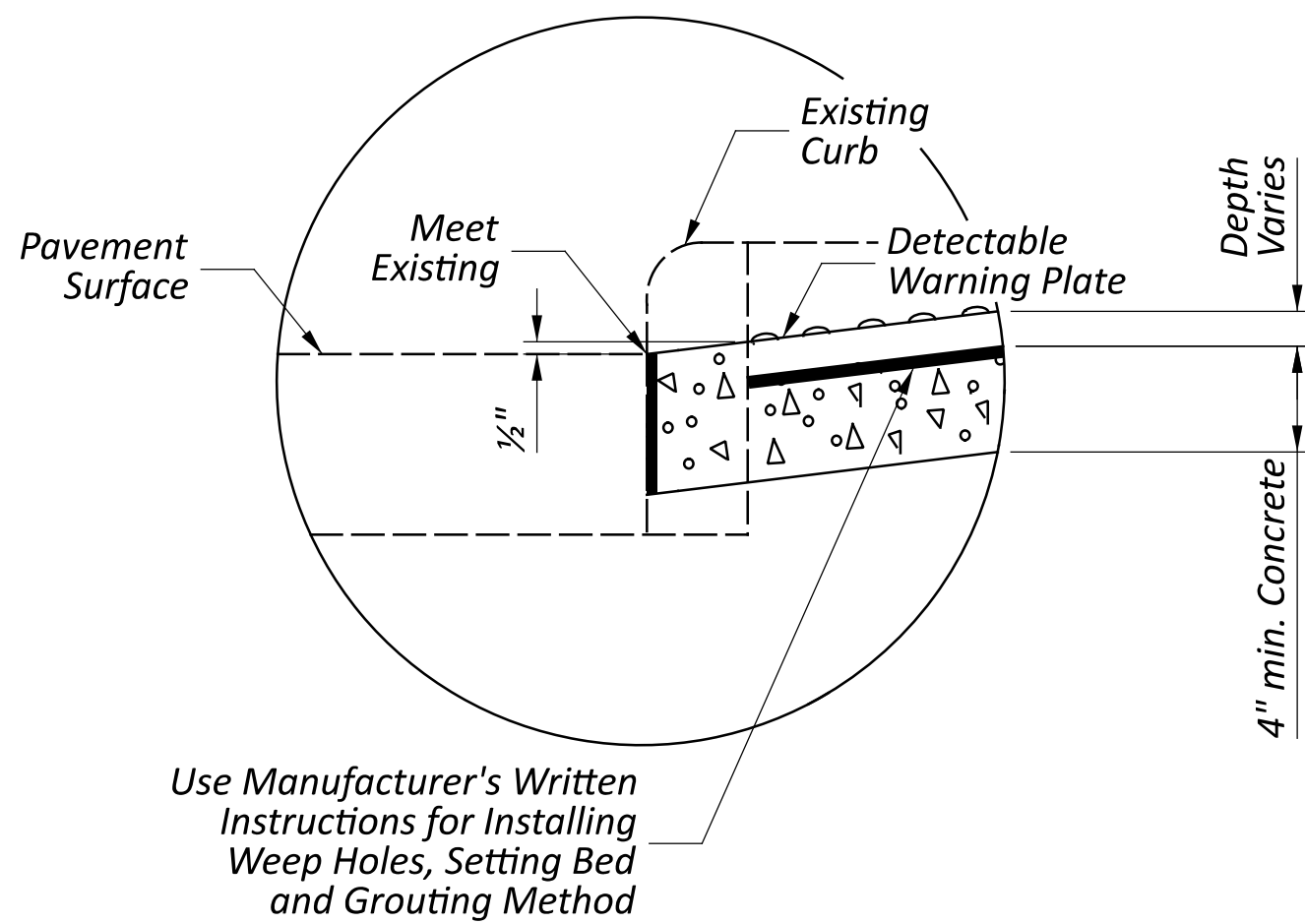
See Sheet 2.



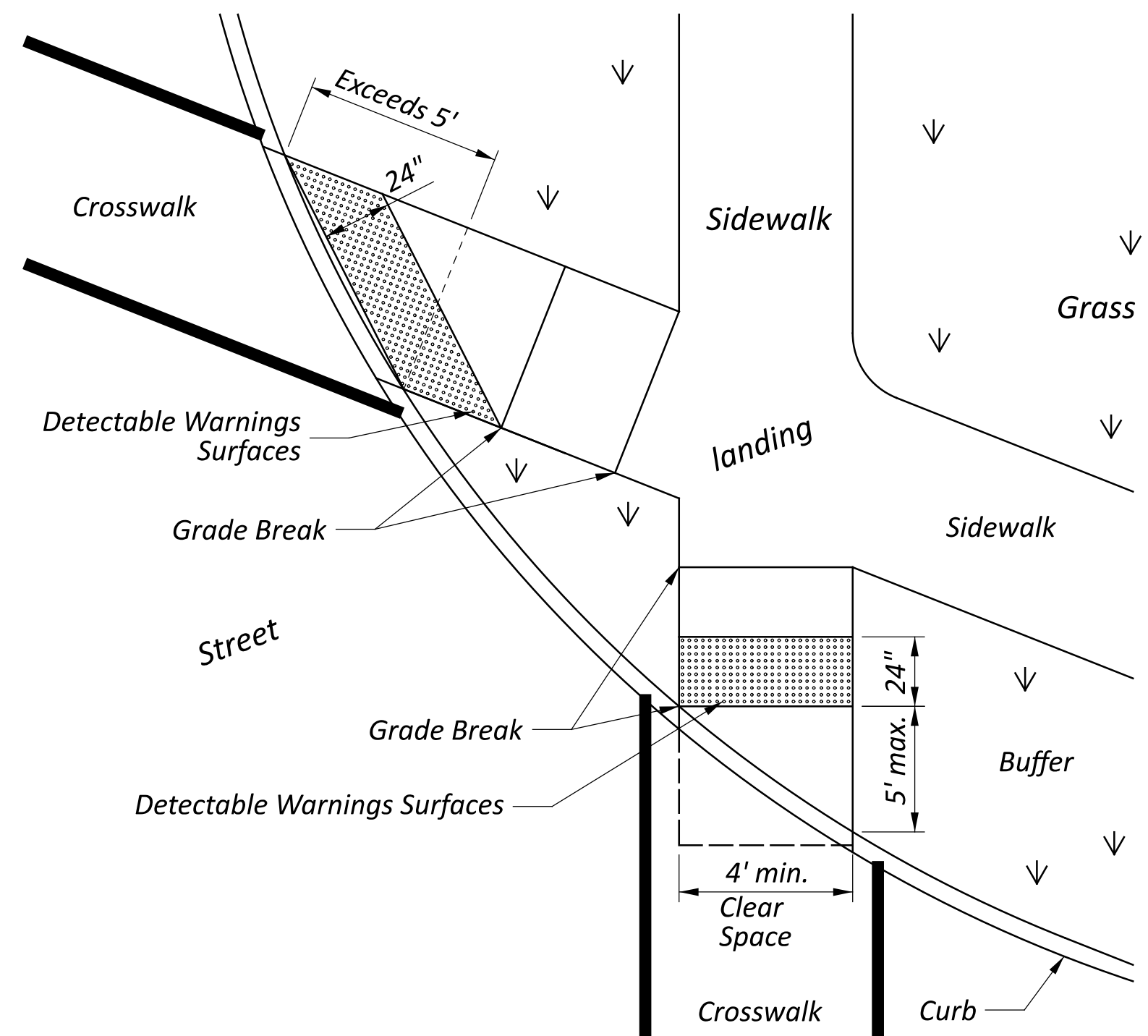
SECTION D-D

See Sheet 2.

\*Where possible, pour ramp area integral with the curb, otherwise use 6" thick walk.



DETAIL A



DETECTABLE WARNING ALIGNMENT  
FOR DIRECTIONAL CURB RAMPS

## 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.

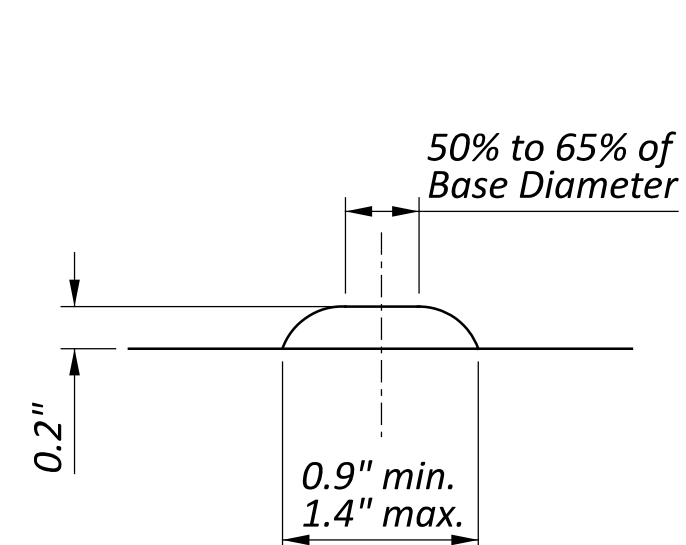
**PLACEMENT:** Detectable warnings are to be installed at any location where pedestrians might cross paths with vehicular traffic lanes, such as the base of curb ramps or at blended curbs. A 24" strip of domes is to be installed for the full width of the ramp or walk. Typical street corner placement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

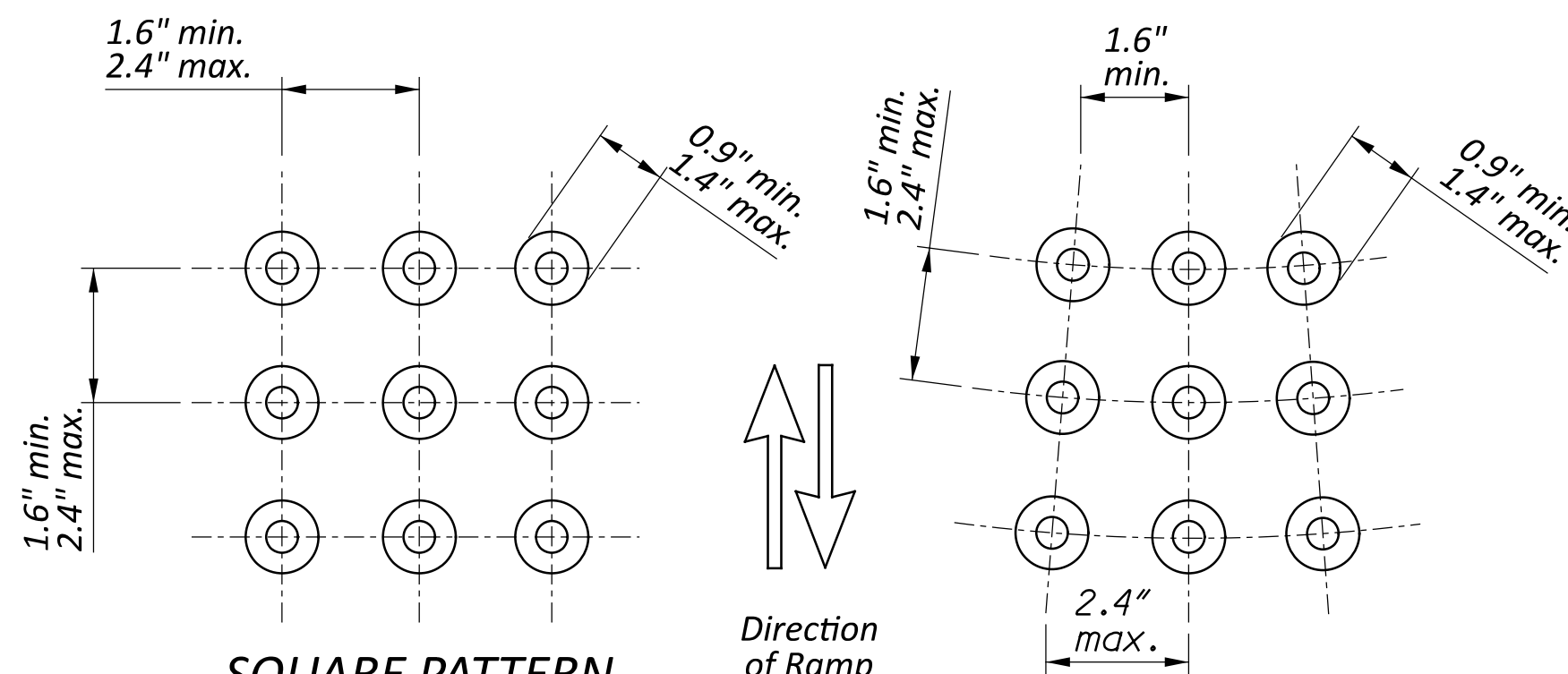
The depth of concrete underneath detectable warning products shall be a minimum of 4". See DETAIL A.

**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.



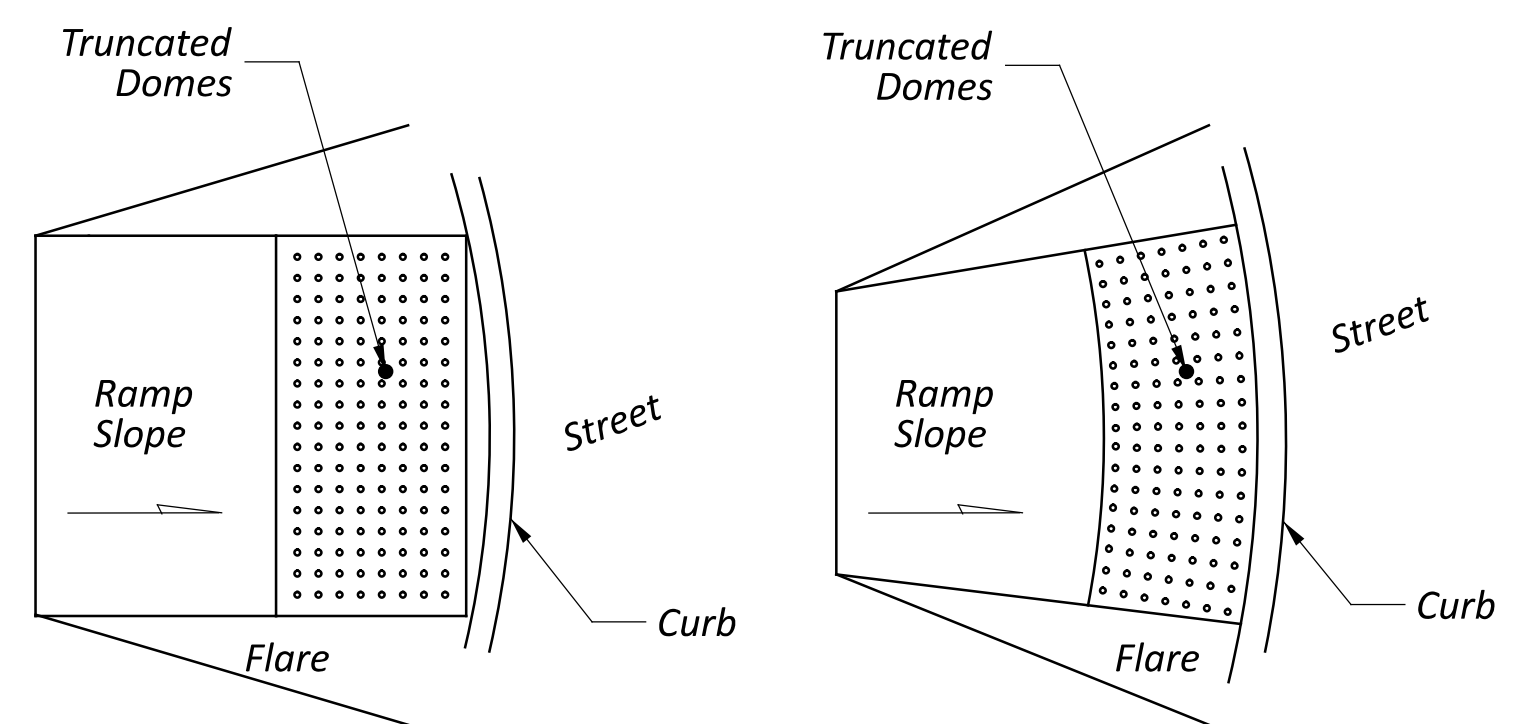
HEIGHT AND DIAMETER



SQUARE PATTERN,  
PARALLEL ALIGNMENT

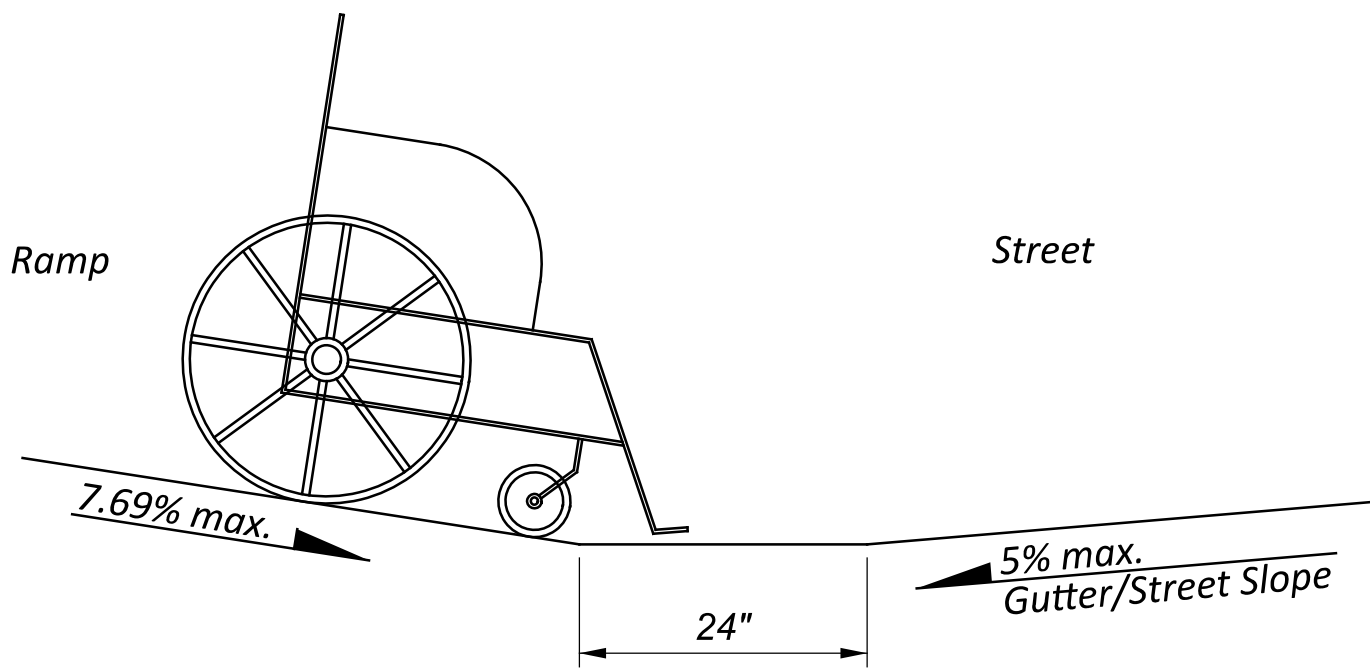
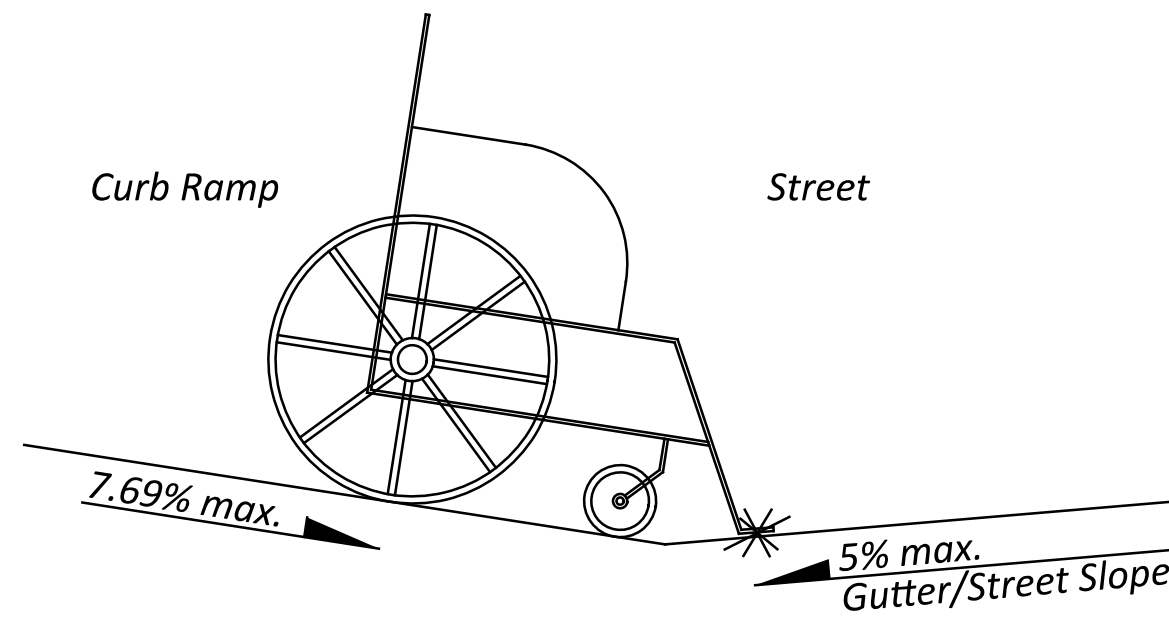
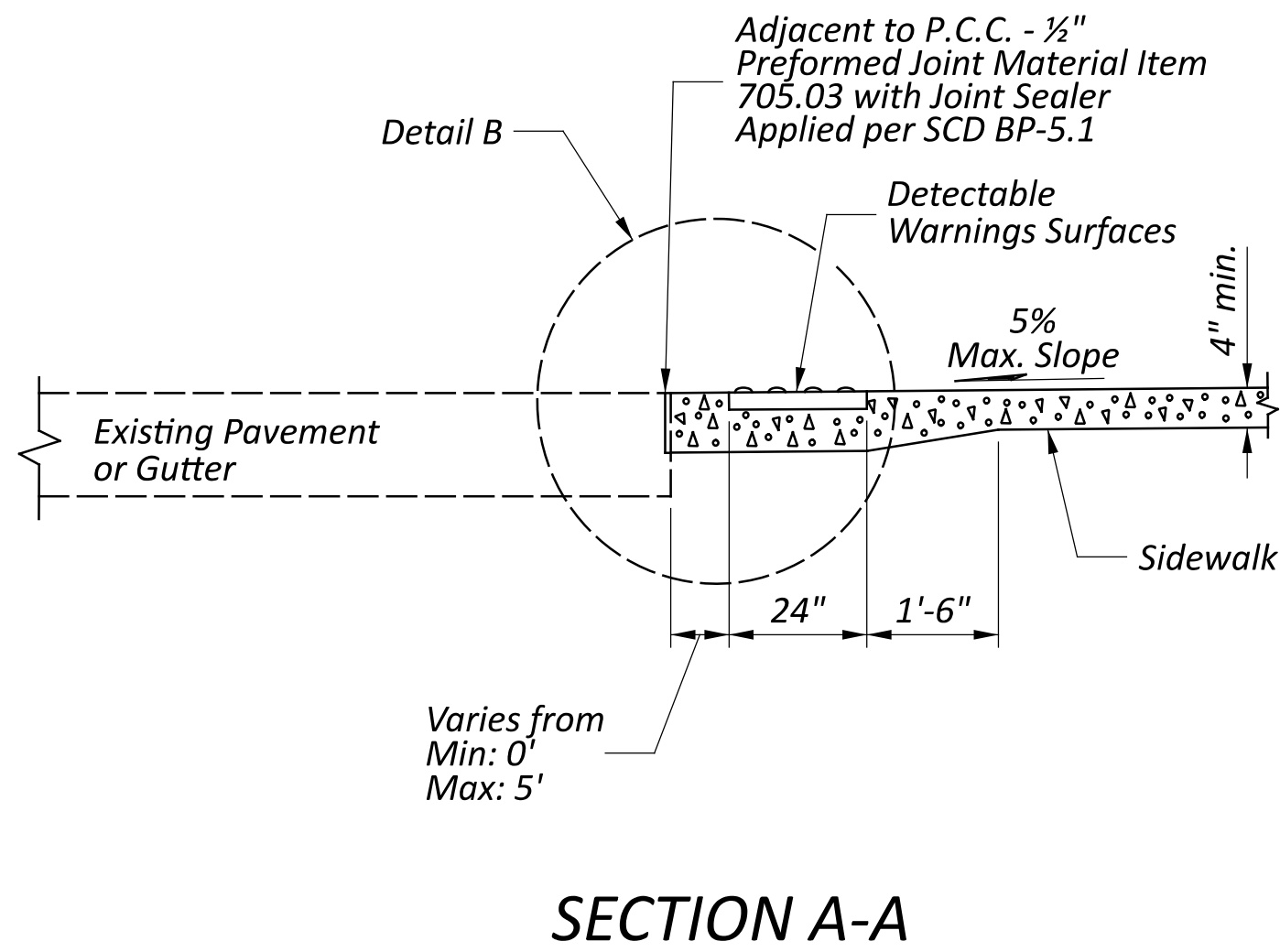
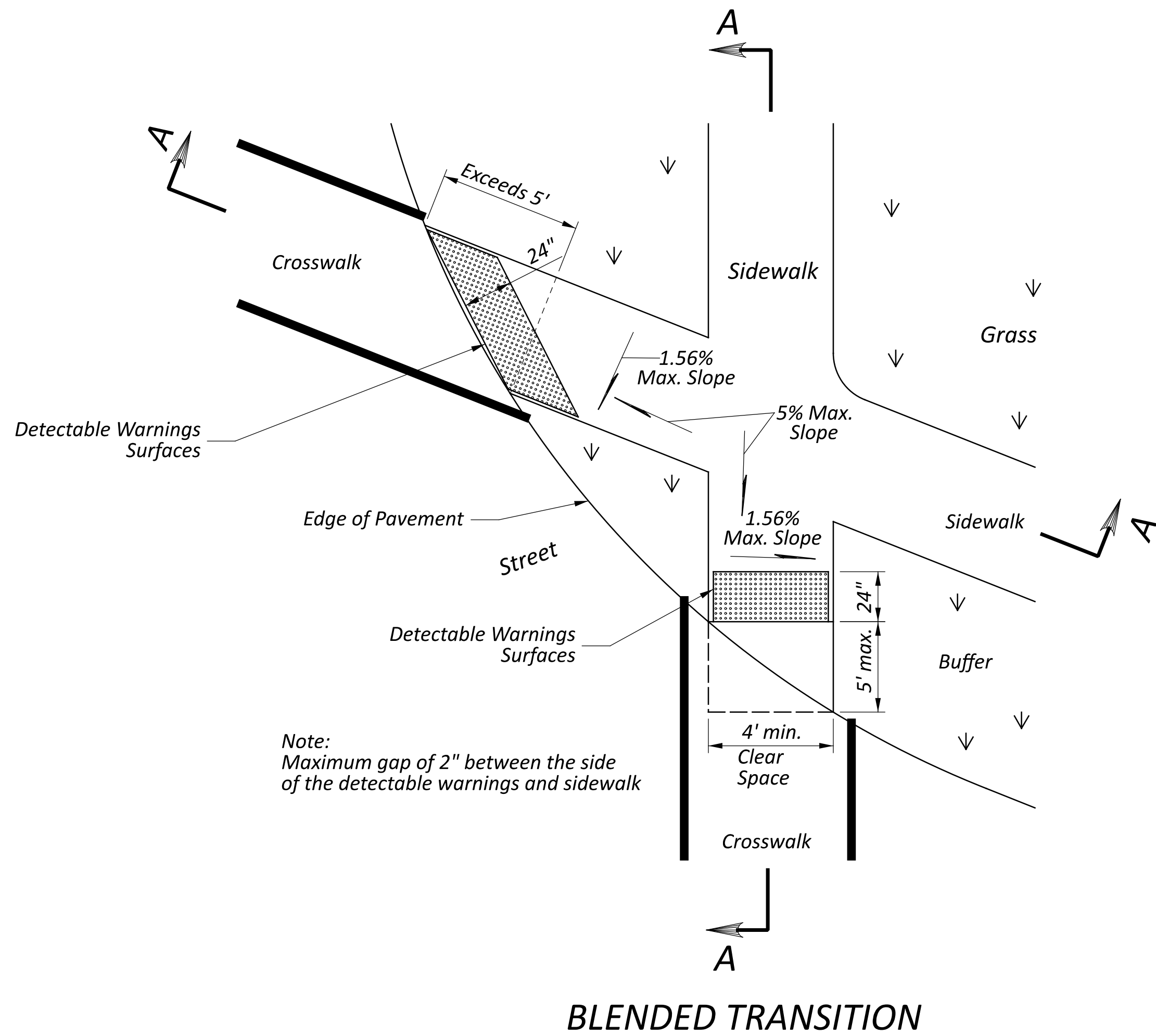
RADIAL ALIGNMENT

TRUNCATED DOMES DETAILS

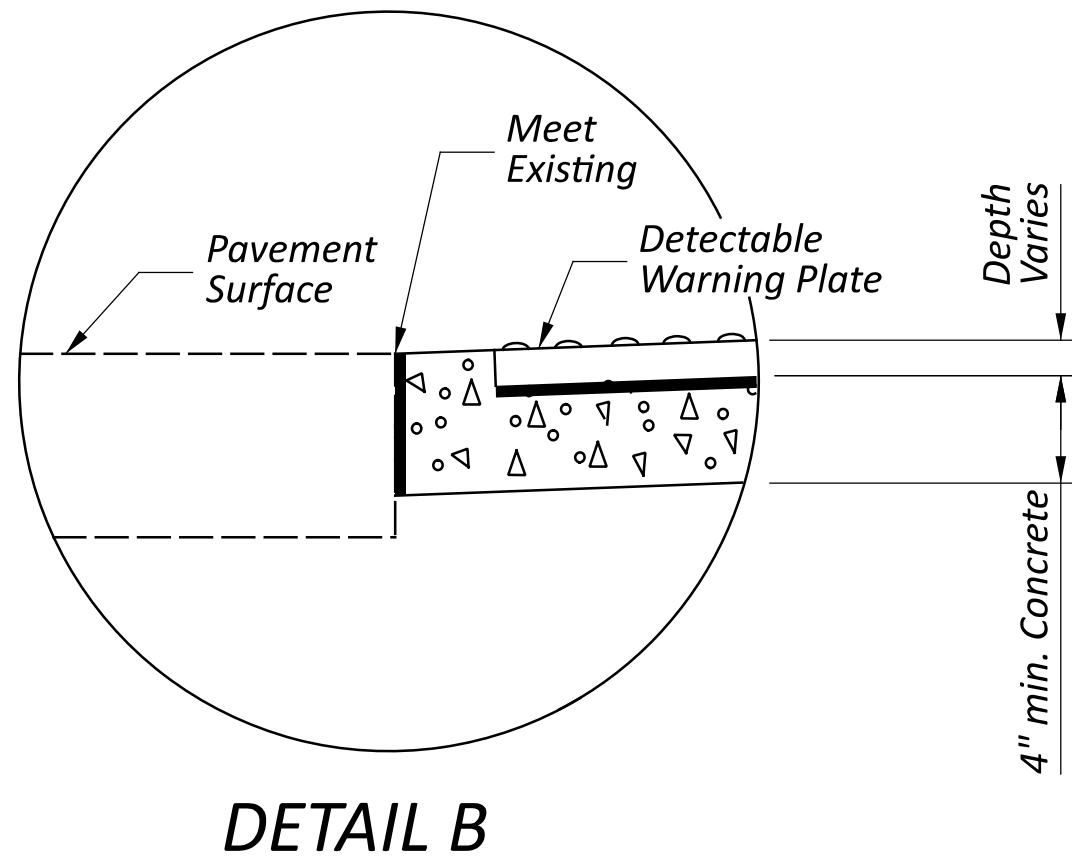


DOME ALIGNMENT ON RADIUSED CURB





ALGEBRAIC GRADE DIFFERENCE DETAIL



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	
STDS ENGINEER D. Fisher	
STATE OF OHIO OFFICE OF ROADWAY ENGINEERING ADMINISTRATOR Adam Koenig	
STANDARD ROADWAY CONSTRUCTION DRAWING NEW CURB RAMPS (with Detectable Warnings)	
THIS DRAWING REPLACES BP-7.1 DATED 01-17-2025.	
DESIGN AGENCY	
SCD NUMBER BP-7.1	
SHEET P.4	
TOTAL 4	