

EROSION AND SEDIMENT CONTROL NOTES

MANAGEMENT STRATEGIES AND SEQUENCE OF EROSION CONTROL MEASURES

UNLESS OTHERWISE INDICATED, ALL EROSION AND SEDIMENT CONTROL MEASURES SHALL BE CONSTRUCTED AND MAINTAINED IN ACCORDANCE WITH THE MINIMUM STANDARDS AND SPECIFICATION OF THE LATEST EDITION OF THE VECSC AND VECSC HANDBOOK.

THE FOLLOWING SEQUENCE OF EVENTS AND EROSION CONTROL MEASURES SHALL BE INCORPORATED INTO THE CONSTRUCTION SCHEDULE FOR THIS PROJECT AND SHALL APPLY TO ALL CONSTRUCTION ACTIVITIES WITHIN PROJECT LIMITS:

- TEMPORARY CONSTRUCTION ENTRANCES SHALL BE PROVIDED AT THE LOCATION(S) SHOWN ON THE PLANS. THESE ENTRANCES SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE VECSC EROSION AND SEDIMENT CONTROL HANDBOOK (STD. & SPEC. 3.02). WASHRACKS ARE TO BE PROVIDED WHERE WATER IS AVAILABLE.
- WHERE CONSTRUCTION VEHICLES ACCESS ROUTES INTERSECT PAVED PUBLIC ROADS, PROVISIONS SHALL BE MADE TO MINIMIZE THE TRANSPORT OF SEDIMENT ONTO THE PAVED SURFACE. WHERE SEDIMENT IS TRANSPORTED ONTO A PUBLIC ROAD SURFACE, THE ROAD SHALL BE CLEANED THOROUGHLY AT THE END OF EACH DAY. SEDIMENT SHALL BE REMOVED FROM THE ROADS BY SHOVELING OR SWEEPING AND TRANSPORTED TO A SEDIMENT CONTROL DISPOSAL AREA. STREET WASHING SHALL BE ALLOWED ONLY AFTER SEDIMENT IS REMOVED IN THIS MANNER. THIS PROVISION SHALL APPLY TO INDIVIDUAL SUBDIVISION LOTS AS WELL AS LARGER LAND-DISTURBING ACTIVITIES.
- CONSTRUCTION TRAFFIC SHALL BE LIMITED TO ACCESS ROADS. ALL TRAFFIC IS PROHIBITED FROM CROSSING DRAINAGE SWALES AND STREAMS EXCEPT WHERE ABSOLUTELY NECESSARY (STD. & SPEC. 3.24 VECSC HANDBOOK). CONSTRUCTION ENTRANCE, AND EROSION CONTROL STONE ARE TO BE PLACED PRIOR TO CLEARING AND GRUBBING OR PRIOR TO THE FIRST PHASE OF CONSTRUCTION.
- ALL PERMANENT STORM WATER MANAGEMENT FACILITIES INCLUDING EROSION CONTROL ARE TO BE INSTALLED AND MADE OPERATIONAL AT THE START OF CLEARING OPERATIONS, INCLUDING APPROVED SEDIMENT BASINS.
- THE CONTRACTOR SHALL COMPLETE DRAINAGE FACILITIES WITHIN THIRTY (30) DAYS FOLLOWING COMPLETION OF ROUGH GRADING AT ANY POINT WITHIN THE PROJECT.
- CONSTRUCTION WILL BE SEQUENCED SO THAT GRADING OPERATIONS CAN BEGIN AND END AS QUICKLY AS POSSIBLE.
- AREAS WHICH ARE NOT TO BE DISTURBED WILL BE CLEARLY MARKED BY FENCING, FLAGS, SIGNS, ETC.

- PERMANENT OR TEMPORARY SOIL STABILIZATION SHALL BE APPLIED TO DENUDED AREAS WITHIN SEVEN (7) DAYS AFTER FINAL GRADE IS REACHED ON ANY PORTION OF THE SITE. TEMPORARY SOIL STABILIZATION SHALL BE APPLIED WITHIN SEVEN (7) DAYS TO DENUDED AREAS THAT MAY NOT BE AT FINAL GRADE BUT WILL REMAIN DORMANT (UNDISTURBED) FOR LONGER THAN THIRTY (30) DAYS. PERMANENT STABILIZATION SHALL BE APPLIED TO AREAS THAT ARE TO BE LEFT DORMANT FOR MORE THAN ONE (1) YEAR.
- DURING CONSTRUCTION OF THE PROJECT, SOIL STOCKPILES SHALL BE STABILIZED OR PROTECTED WITH SEDIMENT TRAPPING MEASURES. THE APPLICANT IS RESPONSIBLE FOR THE TEMPORARY PROTECTION AND PERMANENT STABILIZATION OF ALL SOIL STOCKPILES ON SITE AS WELL AS SOIL INTENTIONALLY TRANSPORTED FROM THE PROJECT SITE.
- A PERMANENT VEGETATIVE COVER SHALL BE ESTABLISHED ON DENUDED AREAS NOT OTHERWISE PERMANENTLY STABILIZED. PERMANENT VEGETATION SHALL NOT BE CONSIDERED ESTABLISHED UNTIL A GROUND COVER IS ACHIEVED THAT, IN THE OPINION OF THE LOCAL PROGRAM ADMINISTRATOR OR HIS DESIGNATED AGENT, IS UNIFORM, MATURE ENOUGH TO SURVIVE AND WILL INHIBIT EROSION. VEGETAL COVER SHALL BE ESTABLISHED AS FOLLOWS:

SEED	PER VOLUME # OF THE PPM
TOPSOIL	4" THICK PER VDOT SPEC. 602 (CLASS B)
LIME	4000#/AC.
FERTILIZER	1000#/AC. OF 10-10-10
MULCH	2000#/AC.

HYDROSEEDING MAY BE USED IN PLACE OF MULCHING ON AREAS OTHER THAN DITCH BANKS. STABILIZATION MEASURES SHALL BE APPLIED TO EARTHEN STRUCTURES SUCH AS DAMS, DIVERSIONS AND DITCH OR WATERCOURSE BEDS AND BANKS IMMEDIATELY AFTER INSTALLATION (STD. & SPEC. 3.26 VECSC HANDBOOK).

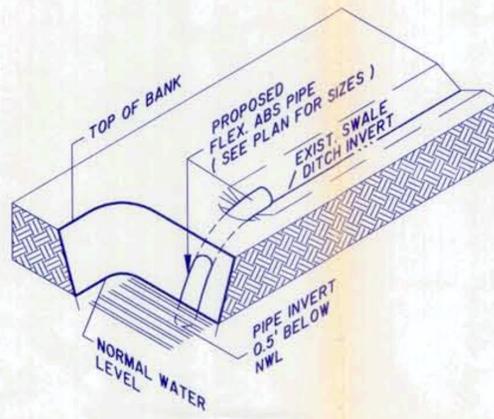
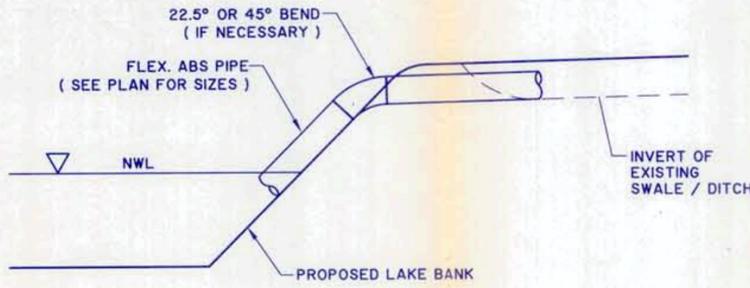
- ALL STORM SEWER INLETS THAT ARE MADE OPERABLE DURING CONSTRUCTION SHALL BE PROTECTED SO THAT SEDIMENT-LOADED WATER CANNOT ENTER THE CONVEYANCE SYSTEM WITHOUT FIRST BEING FILTERED OR OTHERWISE TREATED TO REMOVE SEDIMENT.
- BEFORE NEWLY CONSTRUCTED CHANNELS ARE MADE OPERATIONAL, ADEQUATE OUTLET PROTECTION AND ANY REQUIRED TEMPORARY OR PERMANENT CHANNEL LINING SHALL BE INSTALLED IN BOTH THE CONVEYANCE CHANNEL AND RECEIVING CHANNEL.
- CUT AND FILL SLOPES SHALL BE DESIGNATED AND CONSTRUCTED IN A MANNER THAT WILL MINIMIZE EROSION. SLOPES THAT ARE FOUND TO BE ERODING EXCESSIVELY WITHIN ONE (1) YEAR OF PERMANENT STABILIZATION SHALL BE PROVIDED WITH ADDITIONAL SLOPE STABILIZING MEASURES UNTIL THE PROBLEM IS CORRECTED, AT NO COST TO THE CITY OF CHESAPEAKE.
- CONCENTRATED RUNOFF SHALL NOT FLOW DOWN CUT OR FILL SLOPES UNLESS CONTAINED WITHIN AN ADEQUATE TEMPORARY OR PERMANENT CHANNEL, FLOVE, OR SLOPE DRAIN STRUCTURE.

- PERIODIC INSPECTIONS AND REQUIRED MAINTENANCE MUST BE PROVIDED, ESPECIALLY AFTER EACH SIGNIFICANT STORM. THE PROJECT SUPERINTENDENT SHALL BE RESPONSIBLE FOR THE INSTALLATION AND MAINTENANCE OF ALL EROSION AND SEDIMENT CONTROL PRACTICES.
- THE PLAN APPROVING AUTHORITY MUST BE NOTIFIED ONE (1) WEEK PRIOR TO THE PRECONSTRUCTION CONFERENCE, ONE (1) WEEK PRIOR TO THE COMMENCEMENT OF LAND DISTURBING ACTIVITY, AND ONE (1) WEEK PRIOR TO THE FINAL INSPECTION.
- ALL TEMPORARY EROSION AND SEDIMENT CONTROL MEASURES SHALL BE REMOVED WITHIN THIRTY (30) DAYS AFTER FINAL SITE STABILIZATION OR AFTER TEMPORARY MEASURES ARE NO LONGER NEEDED, UNLESS OTHERWISE AUTHORIZED BY THE LOCAL PROGRAM ADMINISTRATOR. TRAPPED SEDIMENT AND THE DISTURBED SOIL AREAS RESULTING FROM THE TEMPORARY MEASURES SHALL BE PERMANENTLY STABILIZED TO PREVENT FURTHER EROSION AND SEDIMENTATION.

- MAINTENANCE: IN GENERAL, ALL EROSION AND SEDIMENTATION CONTROL MEASURES SHALL BE CHECKED AFTER EACH RAINFALL OR WEEKLY, WHICHEVER IS MOST FREQUENT, AND SHOULD BE CLEANED AND REPAIRED ACCORDING TO THE FOLLOWING SCHEDULE:
- THE SEDIMENT TRAPS WILL BE CHECKED REGULARLY FOR SEDIMENT CLEANOUT.
- THE SEDIMENT BASIN WILL BE CLEANED OUT WHEN THE LEVEL OF SEDIMENT BUILDUP REACHES THE CLEANOUT POINT INDICATED ON THE RISER PIPE.
- EROSION AND SEDIMENT CONTROL WILL BE CHECKED REGULARLY FOR UNDERMINING OR TERRORATION AND BUILDUP OR CLOSING WITH SEDIMENT. CORRECTIVE ACTION WILL BE TAKEN IMMEDIATELY.
- ALL SEEDED AREAS WILL BE CHECKED REGULARLY TO SEE THAT A GOOD STAND IS MAINTAINED. AREAS SHOULD BE FERTILIZED AND RESEED AS NEEDED.
- ALL TEMPORARY EROSION AND SEDIMENT MEASURES SHALL BE DISPOSED OR WITHIN THIRTY (30) DAYS AFTER FINAL SITE STABILIZATION IS ACHIEVED AND VEGETATION IS ESTABLISHED.

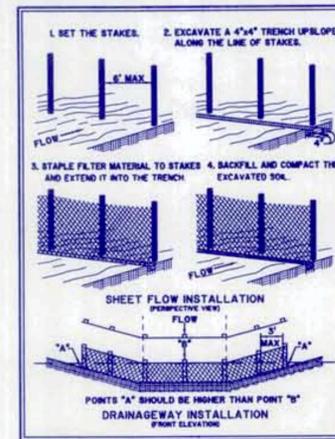
GENERAL NOTES:

- VERTICAL CONTROL DATUM IS BASED ON THE 1989 ELEVATION ADJUSTMENT OF THE 1929 DATUM RELATIVE TO THE SOURCE BENCH MARK.
- POWER LINES, TELEPHONE, GAS, AND OTHER RELATED UTILITIES AND EASEMENTS MUST BE VERIFIED BY THE CONTRACTOR PRIOR TO CONSTRUCTION. ONLY THOSE UNDERGROUND UTILITIES AND EASEMENTS THAT CAN BE VERIFIED FROM SURFACE OBSERVATION HAVE BEEN SHOWN. OTHERS MAY EXIST.
- CONTRACTOR WILL NOTIFY "MISS UTILITIES", TELEPHONE NO. 1-800-552-7000, 48 HOURS IN ADVANCE OF ANY EXCAVATION WORK IN THE CONSTRUCTION AREA TO VERIFY THE LOCATION OF EXISTING UTILITIES. THE CONTRACTOR SHALL PROTECT ALL EXISTING UTILITIES AND SHALL BE RESPONSIBLE FOR ANY DAMAGES DUE TO HIS FAILURE TO DO SO.
- ALL MATERIALS AND CONSTRUCTION TO BE IN ACCORDANCE WITH THE CITY OF CHESAPEAKE STANDARDS AND SPECIFICATIONS, PPM VOLUMES H-LAND/OR VDOT ROAD AND BRIDGE SPECIFICATIONS DATED JANUARY 1993 AND AS SPECIFIED HEREON.
- ALL DISTURBED AREAS AFFECTING ROAD SIDE DRAINAGE SHALL BE RESTORED TO EXISTING OR BETTER THAN EXISTING CONDITIONS.
- TEMPORARY DRAINAGE DURING CONSTRUCTION TO BE PROVIDED BY THE CONTRACTOR TO RELIEVE AREAS THAT MAY BE DAMAGED OR AS DIRECTED BY THE ENGINEER.
- TOPSOIL, SEED, FERTILIZER, AND MULCH ARE TO BE PLACED IN ACCORDANCE WITH THE VIRGINIA EROSION CONTROL MANUAL. A PERMANENT STAND OF GRASS ADEQUATE TO PREVENT EROSION MUST BE ESTABLISHED.
- BEFORE ANY WORK OF ANY NATURE IS STARTED WITHIN THE LIMITS OF CITY STREETS RIGHT-OF-WAY, A PERMIT MUST BE OBTAINED FROM THE DEPARTMENT OF PUBLIC WORKS, CITY OF CHESAPEAKE.
- ADJACENT PROPERTY OWNERS MUST BE NOTIFIED 30 DAYS PRIOR TO COMMENCING CONSTRUCTION.

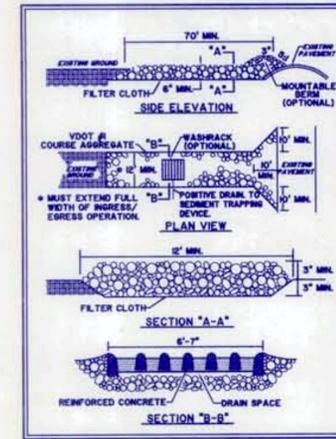


TEMPORARY OUTFALL DETAIL (T.O.)

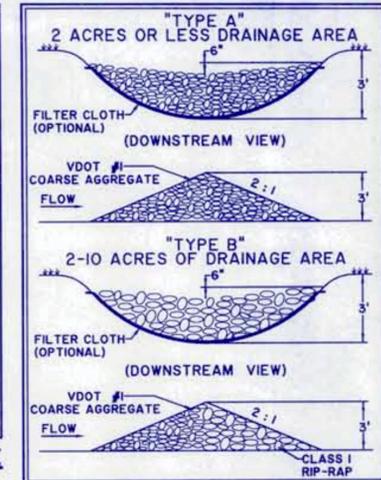
SCALE: NONE



SILT FENCE



CONSTRUCTION ENTRANCE



ROCK CHECK DAM

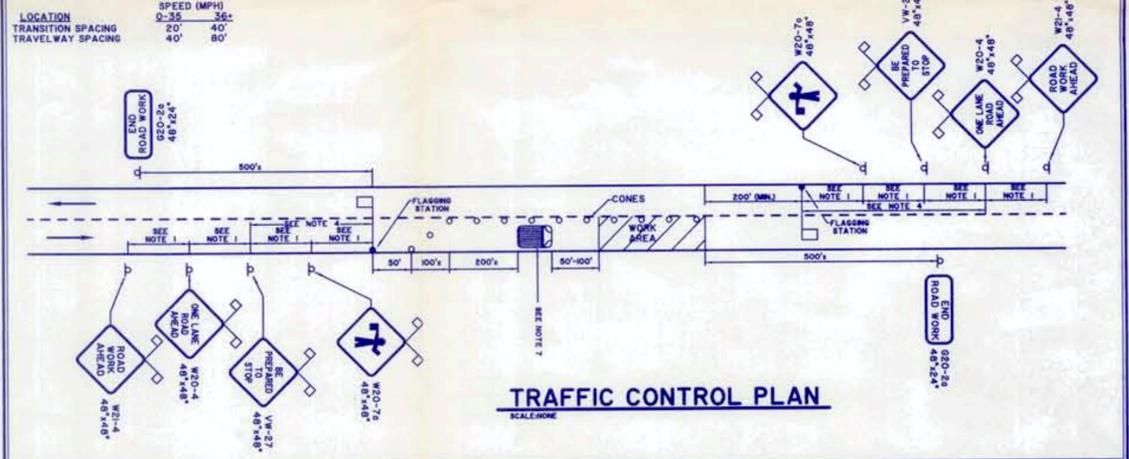
NOTES:

- SIGN SPACING DISTANCE SHOULD BE 500'-800' WHERE THE POSTED SPEED LIMIT IS GREATER THAN 45 MPH, AND 350'-500' WHERE THE POSTED SPEED LIMIT IS 45 MPH OR LESS.
- WHERE R/W OR GEOMETRIC CONDITIONS PREVENT THE USE OF 48"x48" SIGNS, 36"x36" SIGNS MAY BE USED.
- FLAGGING STATIONS SHALL BE LOCATED FAR ENOUGH IN ADVANCE OF THE WORK ZONE TO PERMIT APPROACHING TRAFFIC TO REDUCE SPEED AND/OR STOP BEFORE PASSING THE WORK ZONE AND ALLOW SUFFICIENT DISTANCE FOR DEPARTING TRAFFIC IN THE LEFT LANE TO RETURN TO THE RIGHT LANE BEFORE REACHING OPPOSING TRAFFIC.
- A SUPPLEMENTAL FLAGGER MAY BE REQUIRED IN THIS AREA TO GIVE ADVANCE WARNING OF THE OPERATION AHEAD BY SLOWING APPROACHING TRAFFIC PRIOR TO REACHING THE FLAGGER STATION OR QUEUED TRAFFIC. IF THE QUEUE OF TRAFFIC REACHES THE "BE PREPARED TO STOP" SIGN, THEN THE SIGNS MUST BE READJUSTED AT GREATER DISTANCES.
- ALL FLAGGERS MUST BE STATE CERTIFIED AND HAVE THEIR CERTIFICATION CARD IN THEIR POSSESSION WHEN PERFORMING FLAGGING DUTIES. (SEE SECTION 6E-2, QUALIFICATIONS FOR FLAGGERS.)
- CARE SHOULD BE EXERCISED WHEN ESTABLISHING THE LIMITS OF THE WORK ZONE TO INSURE MAXIMUM POSSIBLE SIGHT DISTANCE IN ADVANCE OF THE FLAGGER AND TRANSITION, BASED ON THE POSTED SPEED LIMIT AND EQUAL TO OR GREATER THAN THE VALUES ON PAGE 162.
- A TRUCK WITH AT LEAST ONE ROTATING AMBER LIGHT OR HIGH INTENSITY AMBER STROBE LIGHT, SHALL BE PARKED 50' - 100' IN ADVANCE OF FIRST WORK CREW.
- CONE SPACING SHALL BE AT THE FOLLOWING:

LOCATION	SPEED (MPH)
TRANSITION SPACING	0-35 20' 40'
TRAVELWAY SPACING	40' 80'

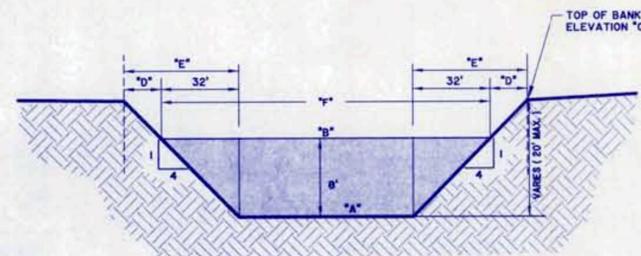
NOTES:

- WORK MAY ONLY BE PERFORMED BETWEEN 8:00 AM AND 4:00 PM
- ALL SIDE STREETS WITHIN WORK ZONE OR SIGN SEQUENCE SHALL ALSO BE SIGNED.
- THE ROADWAY SHALL BE RESTORED TO ALL TRAFFIC BY THE END OF EACH WORKDAY
- ALL OPEN HOLES OR TRENCHES SHALL BE BACKFILLED AND THE SHOULDER MADE READY TO HANDLE EMERGENCY TRAFFIC BY THE END OF EACH WORKDAY
- NO MATERIALS OF CONSTRUCTION SHALL BE STOCKPILED WITHIN THE "CLEAR ZONE" AS DEFINED BY THE VDOT "ROADSIDE DESIGN GUIDE".
- NO EQUIPMENT OR MACHINERY SHALL BE LEFT/PARKED UNATTENDED, WITHIN THE "CLEAR ZONE" AS DEFINED BY THE VDOT "ROADSIDE DESIGN GUIDE", WHILE WORK IS NOT BEING PERFORMED.
- CONTACT KEVIN EPPLY AT 382-3353 AT LEAST 48 HOURS PRIOR TO ANY OPEN CUTTING NEAR SIGNALIZED INTERSECTIONS.
- OPEN HOLES OR TRENCHES SHALL NOT BE LEFT UNATTENDED OR UNPROTECTED WHENEVER WORK IS NOT BEING PERFORMED.
- ANY ALL DAMAGED OR REMOVED TRAFFIC SIGNAL APPURTENANCES, TRAFFIC CONTROL DEVICES, AND/OR PAVED MARKINGS MUST BE RESTORED BY THE CONTRACTOR.



TRAFFIC CONTROL PLAN

SCALE: NONE



TYPICAL LAKE SECTION

SCALE: NONE

LAKE NUMBER	"A"	"B"	"C"	"D"	"E"	"F"
TSS No. 1	ELEV. 1-3.0	ELEV. 5.0	ELEV. 9.5-9.8	VARIABLE	VARIABLE	VARIABLE

EROSION & SEDIMENT CONTROL NARRATIVE

PROJECT DESCRIPTION
THE PROPOSED 26.91 ACRE SITE IS LOCATED AT THE INTERSECTION OF CENTERVILLE TURNPIKE AND WHITAMORE ROAD IN THE BUTTS ROAD BOROUGH OF THE CITY OF CHESAPEAKE. THE PURPOSE OF THIS PROJECT IS TO PREPARE THE SITE FOR THE CONSTRUCTION OF A GOLF COURSE AND RELATED FACILITIES.

EXISTING SITE CONDITIONS
THE EXISTING SITE IS OPEN WITH THE MAJORITY BEING CULTIVATED FARM LAND. THE SITE IS CROSSED BY EXISTING FARM DITCHES, THAT TRANSPORT STORM WATER RUNOFF FROM THE SITE. THE EROSION AND SEDIMENT CONTROL MEASURES HAVE BEEN DESIGNED ACCORDINGLY.

ADJACENT PROPERTIES
CENTERVILLE TURNPIKE BOUNDS THIS SITE TO THE WEST, AND WHITAMORE ROAD LIES TO THE NORTH. PROPERTIES OWNED BY CHARLES TAYLOR & ROBERT G. McDONALD, TRUSTEE BOUND THIS PROPERTY TO THE EAST, AND PROPERTIES OWNED BY MICHAEL E. CALABRESE, LOUIS F. KNIGHT, MICHAEL CORNW, JAMES A. STEPHENSON, JOSEPH L. LOCASIO, WILLIAM R. STEPHENSON, JERRY K. HENDLEY, JOSEPH E. DIAZ, JR., MARK R. WEST, GEORGE R. ARTHUR, JR., R.E. NORFLEET II, BENJAMIN M. WILLIAMS II, & DEAN LEO PARKER LIE TO THE SOUTH.

OFFSITE AREAS
SOME OFFSITE AREA DRAINS THROUGH THIS SITE THROUGH A CANAL THAT CARRIES PUBLIC WATER. NO INTERRUPTION TO THIS FLOW IS PROPOSED.

SOILS
THE SOILS OF THIS AREA CONSIST OF A MIX OF PORTSMOUTH LOAM, OTHELLO-FALLSINGTON FINE SANDY LOAMS, DRAGSTON FINE SANDY LOAM, NEEDSVILLE SILTY LOAM & ELSTON SILT LOAM AS SHOWN ON THE SOIL SURVEY OF NORFOLK COUNTY, MAY 1959.

EROSION AND SEDIMENT CONTROL MEASURES
THE METHODS, AS SHOWN ON THIS PLAN, TO BE INSTALLED ARE: SILT FENCE, CONSTRUCTION ENTRANCE AND TEMPORARY SEDIMENT BASINS.

PERMANENT STABILIZATION
REFER TO THE EROSION AND SEDIMENT CONTROL NOTES ON THIS PLAN FOR SEEDING AND STABILIZATION REQUIREMENTS.



PROP. DITCH SECTION

SCALE: NONE

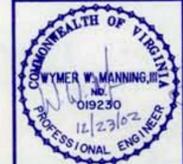
APPROVED PLAN

DATE: MAY 8, 2002

MARK	REVISION	DATE	APPR.
▲	REVISED RELOCATED DITCH - ADDED WATER FEATURES	DEC., 2002	
▲	ADDED PROPOSED LAKE CROSS SECTION	APR. 2002	

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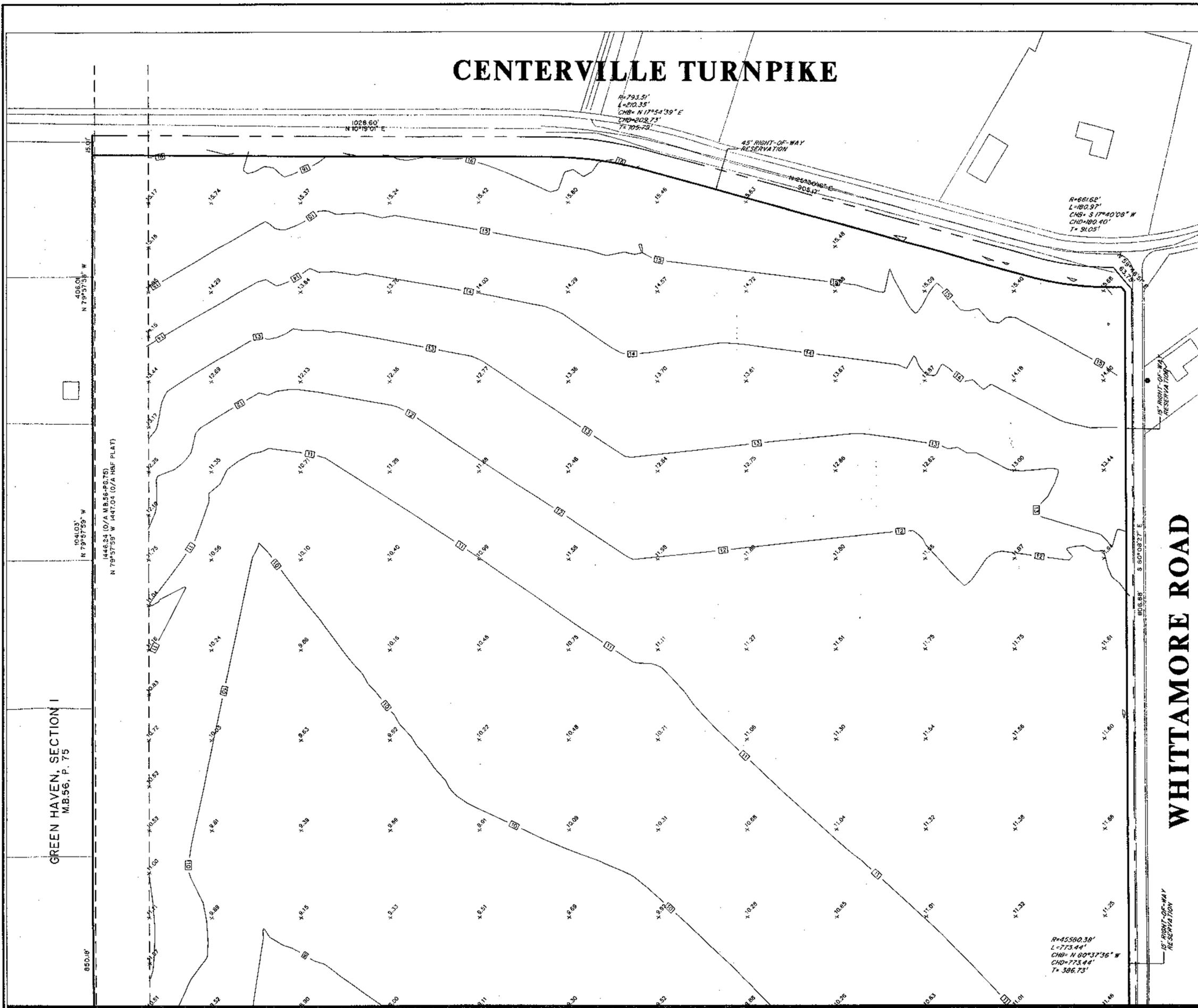
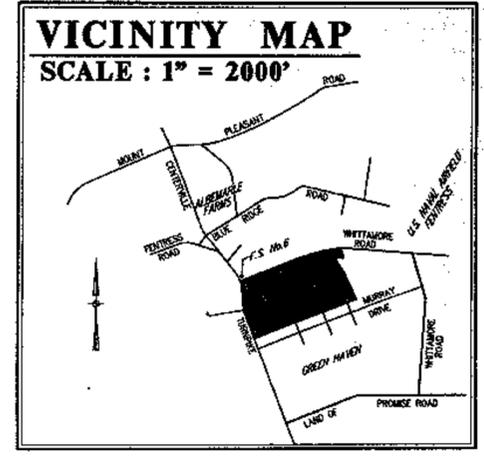
SITE PLAN OF
ETHERIDGE GREENS
GOLF COURSE
T.P. 06200000020
BUTTS ROAD BOROUGH CHESAPEAKE, VIRGINIA



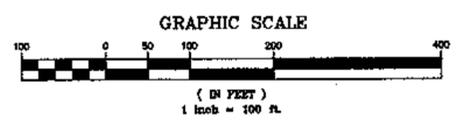
DETAILS AND NOTES

DES. G.D.C.	DRN. G.D.C.	CHK. W.W.M.	PRJ. MGR. W.W.M.	DATE DEC., 2001	DRAWING NO. 1884
HASSELL & FOLKE, P.C. ENGINEERS-SURVEYORS-PLANNERS CHESAPEAKE, VIRGINIA TELEPHONE (757) 547-9531				SCALE AS NOTED	4

CENTERVILLE TURNPIKE



GRADES SHOWN HEREON
ARE THE MINIMUM ELEVATION
OF FLYASH PLACEMENT



MARK	REVISION	DATE	APPR.
FILE NAME: EANDG-CORRECTED.DWG	DRAWER NO.:	APPROVAL DATE:	
SITE PLAN OF			
ETHERIDGE GREENS			
GOLF COURSE			
T.P. 062000000020		CHESAPEAKE, VIRGINIA	
BASE GRADE PLAN			
	HASSELL & FOLKES, P.C. ENGINEERS-SURVEYORS-PLANNERS CHESAPEAKE, VIRGINIA TELEPHONE (757) 547-9531		DATE MAR. 2002
	SCALE 1" = 100'		DRAWING NO. 1
DES. J.T.C.	CHK. G.D.C.	PLN. MGR. W.W.M., III	CMT. NO. 01012
			1885

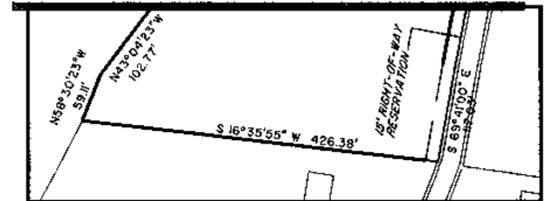
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MATCH LINE - SEE SHEET 1

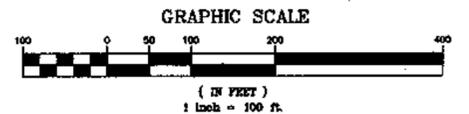


WHITAMORE ROAD

MATCH LINE - THIS SHEET



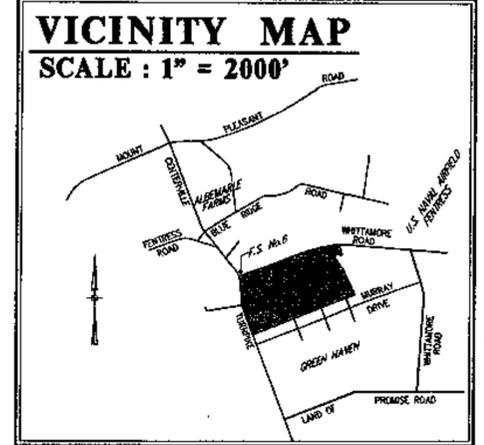
GRADES SHOWN HEREON ARE THE MINIMUM ELEVATION OF FLYASH PLACEMENT



MARK	REVISION	DATE	APPR.
FILE NAME: EANDS-CORRECTED.DWG	DRAWER No.:	APPROVAL DATE:	
SITE PLAN OF ETHERIDGE GREENS			
BRITTS ROAD BOROUGH		CHESAPEAKE, VIRGINIA	
BASE GRADE PLAN			
	HASSELL & FOLKES, P.C. ENGINEERS-SURVEYORS-PLANNERS CHESAPEAKE, VIRGINIA TELEPHONE (757) 547-9931		DATE: MAR, 2002 SCALE: 1" = 100' SHEET NO.: 01012 OF 1886
	DES. J.T.C.	DRN. G.D.C.	CHK. W.W.M., III

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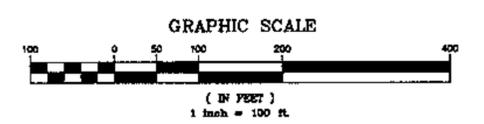
CENTERVILLE TURNPIKE



GREEN HAVEN, SECTION I
M.B.56, P. 75

WHITTAMORE ROAD

FINISHED ASH PLACEMENT SLOPES
3:1 MAX.
2% MIN.



MATCH LINE - SEE SHEET 2

MARK	REVISION	DATE	APPR.
FILE NAME: CANS-CORRECTED.DWG	DRAWER NO.:	APPROVAL DATE:	
SITE PLAN OF ETHERIDGE GREENS			
BUTTS ROAD BOROUGH		CHESAPEAKE, VIRGINIA	
CLOSURE PLAN			
	HASSELL & FOLKES, P.C. ENGINEERS-SURVEYORS-PLANNERS CHESAPEAKE, VIRGINIA TELEPHONE (757) 547-9531		DATE: MAR., 2002 SCALE: 1" = 100' COUNTY NO: 01012
	DES. J.T.C.	CHK. G.D.C.	DRAWING NO. 1 OF 1887

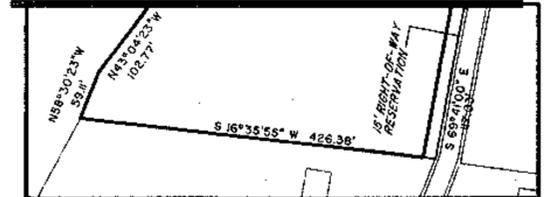
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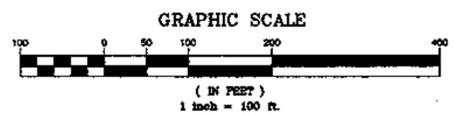
WHITTAMORE ROAD

MATCH LINE - THIS SHEET



FINISHED ASH PLACEMENT SLOPES

3:1 MAX.
2% MIN.



MARK	REVISION	DATE	APPR.
FILE NAME: EANDS-CORRECTED.DWG	DRAWER NO.:	APPROVAL DATE:	
SITE PLAN OF ETHERIDGE GREENS GOLF COURSE T.P. 062000000020 BUTTS ROAD BOROUGH CHESAPEAKE, VIRGINIA			
CLOSURE PLAN		DATE MAR., 2002	DRAWING NO. 2
HASSELL & FOLKES, P.C. ENGINEERS-SURVEYORS-PLANNERS CHESAPEAKE, VIRGINIA TELEPHONE (757) 547-9531		SCALE 1" = 100'	
DES. J.T.C.	DRAWN G.D.C.	CHECKED M.W.M., II	DATE 01/02