



County of Fairfax, Virginia

To protect and enrich the quality of life for the people, neighborhoods and diverse communities of Fairfax County

April 3, 2008

Jane Kelsey
Jane Kelsey & Associates, Inc.
4041 Autumn Court
Fairfax, VA 22030-5168

Re: Interpretation for SEA 98-V-042; Belle Haven Country Club, 6023 Fort Hunt Road:
Fort Hunt Road Trail Modifications

Dear Ms. Kelsey:

This is in response to your letter of December 4, 2007, requesting an interpretation of the Special Exception Amendment (SEA) Plat and development conditions approved by the Board of Supervisors (BOS) with SEA 98-V-042. As I understand it, there are two questions which will be discussed separately below. These determinations are based on your letter dated December 4, 2007; the pavement plan titled "Pavement Marking and Guard Rail Plan, Belle Haven Country Club," pages 1-4, prepared by Burgess & Niple, dated January 2008; and a copy of the Clerk's letter with development conditions. A copy of your letter with the relevant documents is attached.

On November 18, 2002, the Board of Supervisors approved SEA 98-V-042 for building additions and site modifications for the country club facilities. At that time, a development condition was imposed to address the trail requirements along Fort Hunt Road. Development Condition #27 states:

Concurrent with the proposed entrance improvements, a four-foot wide asphalt trail shall be provided along the east side of Fort Hunt Road from Belle Haven Road to Huntington Avenue as follows: A four-foot wide asphalt trail will be provided with a two-foot separation from the travel lane, except where substantial fill would be required, as determined by DPWES, in which case the existing shoulder can be used or the trail can abut the existing curb. In these areas where the existing shoulder would be used for the trail, the width of the travel lanes for Fort Hunt Road shall be reduced to 11 feet per lane, with the striping section for the whole roadway adjusted accordingly, and the existing shoulder will be converted to a four-foot wide asphalt trail, delineated with diamond shapes and border striping, and separated by two-foot painted shoulder and appropriate chevrons. Additional asphalt will be provided as required to achieve the above-described trail and roadway section. Approximately 600 feet of five-foot high, black vinyl coated chain link fence will be provided along the eastern edge of the trail at the higher roadway elevations between Edgehill Road and the Club entrance.

As I understand it, the first question is whether modification of the pavement markings for the portion of the asphalt trail within Fort Hunt Road right-of-way would be in substantial conformance with the SEA Plat and development conditions. Since approval of the SEA in 2002, the Virginia Department of Transportation (VDOT) has revised the standards and requirements for delineation and striping of asphalt trails within the right-of-way to exclude the diamond symbols, as stated in the development conditions, and to replace them with chevron symbols. According to VDOT, current requirements specify that the portion of the asphalt trail within the right-of-way should be delineated and marked as a four-foot-wide strip of pavement, delineated to separate the trail from the motor vehicle travel lane by a marked two-foot wide boundary strip containing chevron symbols. It is my determination that the modification of the pavement marking symbols within the trail to comply with current VDOT requirements would be in substantial conformance with the SEA Plat and development conditions.

Department of Planning and Zoning
Zoning Evaluation Division
12055 Government Center Parkway, Suite 801
Fairfax, Virginia 22035-5509
Phone 703 324-1290
FAX 703 324-3924
www.fairfaxcounty.gov/dpz/

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Integrity * Teamwork * Public Service

Jane Kelsey
Page 2

The second question is whether a guardrail may be constructed adjacent to the trail in lieu of a chain link fence. The development conditions state that a five-foot high, black vinyl coated chain link fence would be provided "along the eastern edge of the trail at the higher roadway elevations between Edgehill Road and north to the Club's southern entrance." You have stated that an existing tubular steel fence extends from the southernmost Club entrance and continues as a chain link fence around the perimeter of the golf course. Your letter also states that due to the current requirement by VDOT for a guard rail, the construction of a chain link fence as stated in the development conditions parallel to the existing chain link fence would be impracticable due to the steep downward slope of land adjacent to the trail. It is my determination that the proposed construction of a guard rail in lieu of a fence as discussed above would be in substantial conformance to the SEA Plat and development conditions.

These determinations have been made in my capacity as the duly authorized agent of the Zoning Administrator. If you have any questions regarding this interpretation, please contact Carrie Lee at (703) 324-1290.

Sincerely,



Regina C. Coyle, Director
Zoning Evaluation Division

RCC/CDL/O:\clee01\ActionAssignments\Interpretations\SEI\Belle Haven Country Club_trail.doc

Attachments: A/S

cc: Gerald W. Hyland, Supervisor, Mount Vernon District
Earl L. Flanagan, Planning Commissioner, Mount Vernon District
Diane Johnson-Quinn, Deputy Zoning Administrator, Permit Review Branch, ZAD, DPZ
Ken Williams, Chief, Plan and Document Control, Land Development Services, DPWES
Angela Rodeheaver, Chief, Site Analysis Section, DOT
Audrey Clark, Director, Building Plan Review Division, DPWES
Craig Carinci, Director, Environmental and Facilities Inspection Division, DPWES
Kevin Guinaw, Chief, Special Projects/Applications Management Branch, ZED, DPZ
File: SEA 98-V-042, SEI 0712 064, Imaging, Reading File

RECEIVED
Department of Planning & Zoning

DEC 06 2007

Zoning Evaluation Division

Jane Kelsey & Associates, Inc.

Land Use Consultants
4041 Autumn Court
Fairfax, VA 22030-5168
703-385-4687 (Phone)
703-385-8760 (FAX)
jkelsey@aol.com

**President
Jane Kelsey**

**Vice-President
Donald E. Lucas**

December 4, 2007

Mr. Kevin Guinaw
Chief, Special Projects & Applications Branch
Zoning Evaluation Division
12055 Government Center Parkway, Suite 801
Fairfax, VA 22035

RE: Request for Interpretation, Belle Haven Country Club, Inc., SEA 98-V-042

Dear Mr. Guinaw:

This letter requests an interpretation of Condition No. 27 of Special Exception Amendment SEA 98-V-042 approving renovations to the Belle Haven Country Club. Condition No. 27 requires a four-foot wide asphalt trail along the east side of Fort Hunt Road from Belle Haven Road to Huntington Avenue. Relative to the area between Fort Hunt Road and the location of the Club's entrance, the condition is specific as to how the outer edge of the pavement of Belle Haven Road must be delineated and striped. This request for interpretation is being made for engineering reasons at the request of the Virginia Department of Transportation (VDOT) since there has been a change in VDOT's determination as to the proper pavement markings for this area. Their current position is that diamond markings specified in the condition should not be used and that no markings should be provided within the outer four-foot-wide strip of pavement, which would continue to be separated from the 11 foot wide travel lane by two stripes separated by two feet and containing chevrons indicating that motor vehicle traffic should not drive in that area.

November 27, 2007, VDOT, County DPWES representatives, and Brett Kenney from Supervisor Hyland's office, met with Club's representatives to discuss this issue in depth. In 2002, prior to the approval of this SEA, there were several meetings regarding the wording of this condition. At our meeting on November 27th, VDOT requested the Club modify the pavement markings. Specifically, the first part of this request is to delete the requirement included in the condition for painted diamond shapes within the four-foot wide pavement area.

A second part of the request is to substitute a guard rail in lieu of a 5' high chain link fence that was stipulated in the SEA for the eastern edge of a portion of the trail. It is VDOT's position that

there is insufficient room to provide a chain link fence and a guard rail and the guard rail is required for highway safety considerations. In addition, there is an existing fence between the emergency entrance and Belle Haven Road. The substitution of a guard rail for the chain link fence is on the approved site plan and the guard rail is partially constructed.

We would be glad to meet with you to discuss these issues in more detail. Attached is a copy of the Resolution of Approval.

Sincerely,



Jane Kelsey

Attachment: A/S - *Pavement Marking Plan as Approved, Resolution*

- cc: Mr. Gerald Hyland, Supervisor, Mt. Vernon District
- Mr. Brett Kenney, Chief Aide to Supervisor Gerald Hyland, Mt. Vernon District
- Ms. Dorothy Purvis, Chief, Permits Department, VDOT
- Mr. Paul Kraucunas, Chief, Land Development, VDOT
- Mr. Craig Carinci, Director, Land Development Services, Environmental & Facilities Inspections Division, Dept. of Public Works & Environmental Services (DPW&ES), Fairfax County
- Mark Evans, Senior Engineering Inspector, Environmental & Facilities Inspections Division, Office of Site Development Services, DPWES, Fairfax County
- Belle Haven County Club Representatives



FAIRFAX COUNTY

OFFICE OF THE CLERK
BOARD OF SUPERVISORS
12000 Government Center Parkway, Suite 533
Fairfax, Virginia 22035-0072

V I R G I N I A

Telephone: 703-324-3151
FAX: 703-324-3926
TTY: 703-324-3903

December 6, 2002

Jane Kelsey
Jane Kelsey & Associates, Inc.
4041 Autumn Court
Fairfax, Virginia 22030

RE: Special Exception Amendment Application
Number SEA 98-V-042

Dear Ms. Kelsey:

At a regular meeting of the Board of Supervisors held on November 18, 2002, the Board approved Special Exception Amendment Application Number SEA 98-V-042 in the name of Belle Haven Country Club, Incorporated, 6023 Fort Hunt Road, (Tax Map 83-4 ((1)) 5; 83-4 ((2)) (6) 1-29; 83-4 ((2)) (14) 1-32; 83-4 ((2)) (22) 1-19; 83-4 ((2)) (30) 1-4; 11-30; 83-4 ((2)) (33) 1-15, A; 83-4 ((2)) (41) 3-11, 14-19; 83-4 ((2)) (5) 1-32, B; 83-4 ((2)) (13) 1-30; 83-4 ((2)) (21) 1-5; 83-4 ((2)) (23) 1-30; 83-4 ((2)) (31) 1-32; 83-4 ((2)) (34) 1-30) previously approved for uses in a floodplain, pursuant to Section 2-904 of the Fairfax County Zoning Ordinance, by requiring conformance with the following development conditions. These conditions supersede those approved with SE 98-V-042 and SPA 82-V-093-5.

1. This Special Exception Amendment is granted for and runs with the land indicated in this application and is not transferable to other land.
2. This Special Exception Amendment is granted only for the purpose(s), structure(s) and/or use(s) indicated on the Special Exception Amendment Plat approved with the application, as qualified by these development conditions.
3. A copy of this Special Exception Amendment and the Non-Residential Use Permit SHALL BE POSTED in a conspicuous place on the property of the use and be made available to all departments of the County of Fairfax during the hours of operation of the permitted use.

4. This Special Exception Amendment is subject to the provisions of Article 17, Site Plans, as may be determined by the Director, Department of Public Works and Environmental Services (DPWES). Any plan submitted pursuant to this Special Exception Amendment shall be in substantial conformance with the approved Special Exception Amendment Plat entitled Special Exception Amendment Plat, Belle Haven Country Club and prepared by Burgess and Niple, which is dated February, 2002 as revised through September 24, 2002, and these conditions. Minor modifications to the approved Special Exception Amendment may be permitted pursuant to Paragraph 4 of Section 9-004 of the Zoning Ordinance.
5. The proposed development may occur in phases, however entrance improvements shall be constructed as or with the initial phase of development.
6. The applicant shall develop a wetland monitoring plan in coordination with the Virginia Institute of Marine Science and subject to the approval of DPWES. This plan shall be completed prior to site plan approval for the proposed entrance improvements. Water sampling shall occur, and shall be reported to the Virginia Institute of Marine Science, the Wetlands Board, the Northern Virginia Soil and Water Conservation District and DPWES, at least once annually and include testing for total suspended solids, total nitrogen, total phosphorus and acidity (pH). The sampling location shall be at the outfall from the pond between golf holes #12 and #18. If unsafe levels of any chemicals are discovered, appropriate corrective actions shall be promptly taken and monitoring shall continue weekly until safe levels, as defined in the Soil and Water Quality Conservation Plan (SWQCP) are established.
7. The applicant shall amend the existing integrated pest management and water quality monitoring program so as to develop and implement a more comprehensive Soil and Water Quality Conservation Plan (SWQCP) to limit chemical applications and to protect water quality in order to comply with the Chesapeake Bay Preservation Ordinance. This plan shall provide for annual review, and adjustments to management activities that demonstrate intent to reduce total chemical use over time. This plan shall be reviewed and approved by the Northern Virginia Soil and Water Conservation District of the Department of Extension and Continuing Education, the Department of Planning and Zoning (DPZ), and DPWES prior to site plan or rough grading approval, whichever occurs first, of the proposed entrance improvements. A copy of the pesticide management program and records of all chemical applications shall be kept on site at all times. Records shall be made available to county staff and the general public for viewing on demand.
8. Prior to site plan approval for the proposed entrance improvements, a Hold Harmless agreement in a form approved by the County Attorney shall be executed with the County for all adverse effects which may arise as a result of the location of facilities within a floodplain area.

9. The applicant shall comply with all applicable provisions of Chapter 118 of the Fairfax County Code, the Chesapeake Bay Preservation Ordinance, as determined by DPWES.
10. If deemed necessary by DPWES, a geotechnical report shall be submitted to DPWES for foundation design and earthwork engineering. Plans shall be implemented as required by DPWES.
11. The US Army Corps of Engineers shall be consulted prior to the approval of a grading plan to determine whether or not any action is required to ensure compliance with § 404 of the Clean Water Act. The applicant shall document such compliance to the satisfaction of DPWES.
12. All construction shall be in conformance with Section 3107.0 Flood-Resistant Construction of the Virginia Uniform Statewide Building Code (VUSBC 1977). A statement certifying all floodproofing proposed, and indicating its compliance with all County, State, and Federal requirements shall be provided with the Building Permit application. This certification shall be signed, sealed, and indicate the address of the certifying professional and it shall cover all structural, electrical, mechanical, plumbing, water and sanitary facilities connected with the use.
13. Erosion and sediment control measures shall be installed at all stages of construction. A "super silt fence" shall be installed along the lower clearing and grading limits for the site, as well as along all RPA boundaries, and shall remain for the duration of land disturbing activity or until it is determined by DPWES that the area is stabilized. The super silt fencing may be required at more than one location, but in no event will two parallel fences be required. If deemed necessary by DPWES, controls shall be designed to achieve greater erosion and sediment control than that achieved by the minimum design standards set forth in the Public Facilities Manual and the Virginia Erosion and Sediment Control Handbook.
14. Stormwater drainage shall be directed to ditches through the use of pipes, swales, or other devices, as determined by DPWES. Any fill area shall be stabilized, graded, or have drains installed such that normal rainfall will not flow over the filled area onto adjacent properties.
15. There shall be no storage of herbicides, pesticides, or toxic or hazardous substances as set forth in Title 40, Code of Federal Regulations, Parts 115.4 and 261.30 et seq., within the floodplain. Prior to issuance of a Non-Residential Use Permit (Non-RUP) for proposed entrance improvements, the existing underground fuel tanks shall be moved out of the floodplain/RPA.
16. The hours of operation of the country club and golf course shall be limited to 8:00 a.m. to 11:00 p.m., daily.

17. The total numbers of county club members shall be limited to 630.
18. Parking shall be provided as shown on the Special Exception Amendment Plat. No off-street parking shall be permitted on Fort Hunt Road or the adjacent side streets.
19. Landscaping shall be provided as shown on the Special Exception Amendment Plat. A landscape plan shall be submitted concurrent with site plan review and shall provide for numbers and sizes of trees and plantings consistent with that shown on the Special Exception Amendment Plat and shall be subject to review and approval of the Urban Forester. The row of trees existing along Fort Hunt Road shall be preserved, as reviewed and approved by the Urban Forester, except where removal is required for the proposed road access.

A double row of evergreen trees shall be provided along Fort Hunt Road between Huntington Avenue and Woodmont Road; this area shall be supplemented with shrubs, as determined by the Urban Forester. The requirement to plant a double row of evergreen trees may be modified by the Urban Forester in the event that the construction of the right-turn lane into the site on Fort Hunt Road does not permit a full double row.

Dead, dying or diseased trees and invasive plant material shall be removed along the site's Fort Hunt Road frontage, subject to VDOT approval for such removal in the right-of-way. For beautification purposes, additional shrubs, trees and grasses shall be replanted on the Club property and in the right-of-way between the Club's existing entrance and Belle Haven Road in areas deemed appropriate and as approved by the Urban Forester and VDOT in coordination with the Club's arborist.

20. Evergreen trees and other landscaping shall be maintained and replaced as necessary.
21. The limits of clearing and grading shall be strictly adhered to.
22. All trees shown to be preserved shall be protected by a tree protection fence. Tree protection fencing to consist of four foot high, orange plastic fence attached to 6 foot steel posts driven 18 inches into the ground and placed no further than 6 feet apart shall be erected at the limits of clearing and grading as shown on the plat and phase I & II erosion and sediment control sheets for the trees located along Fort Hunt Road. All tree protection fencing shall be installed prior to any clearing and grading activities, including the demolition of any existing structures. The installation of all tree protection fence, except super silt fence, shall be performed under the supervision of a certified arborist. Three days prior to the commencement of any clearing, grading, or demolition activities, the Urban Forestry Division shall be notified and given the opportunity to inspect the site to assure that all tree protection devices have been correctly installed.

23. Lighting on the subject property shall utilize fully cut-off luminaries to ensure that light is not projected above the horizontal plane. Fully cut-off street lighting fixtures shall be provided to the maximum extent feasible as may be available through the applicable public utility company for the purpose of lighting the State rights-of-way. All parking lot lighting shall utilize fully cut-off fixtures. Uplighting for design elements such as signs, landscaping or architectural illumination shall not be permitted. Security lighting, such as "wall packs", lighting for pedestrian paths and other common areas, shall also be shielded and directed downward. The height of any parking lot lighting fixtures shall not exceed twenty (20) feet.
24. If a waiver of stormwater management/BMPs is not approved, stormwater management and BMP facilities shall be configured and constructed to the satisfaction of DPWES, and shall be located outside the limits of the RPA/Floodplain in a location that is in substantial conformance with the Special Exception Amendment Plat. If such facilities are not found to be in substantial conformance with the Special Exception Amendment Plat, an amendment to the Special Exception Amendment will be required.
25. Notwithstanding that which is shown on the Special Exception Amendment Plat, the southernmost entrance shall be gated and used only for emergency vehicles. The entrance located approximately 150 feet north of the southernmost entrance shall be closed.
26. Concurrent with proposed entrance improvements, a northbound right turn lane shall be constructed at the proposed Huntington Avenue entrance within the existing right-of-way, subject to VDOT approval.
- * 27. Concurrent with the proposed entrance improvements, a four-foot wide asphalt trail shall be provided along the east side of Fort Hunt Road from Belle Haven Road to Huntington Avenue as follows: A four-foot wide asphalt trail will be provided with a two foot separation from the travel lane, except where substantial fill would be required, as determined by DPWES, in which case the existing shoulder can be used or the trail can abut the existing curb. In these areas where the existing shoulder would be used for the trail, the width of the travel lanes for Fort Hunt Road shall be reduced to 11 feet per lane, with the striping section for the whole roadway adjusted accordingly, and the existing shoulder will be converted to a four-foot wide asphalt trail, delineated with diamond shapes and border striping, and separated by two-foot painted shoulder and appropriate chevrons. Additional asphalt will be provided as required to achieve the above-described trail and roadway section. Approximately 600 feet of five-foot high, black vinyl coated chain link fence will be provided along the eastern edge of the trail at the higher roadway elevations between Edgehill Road and the Club entrance.

If neither of the above is approved by the Board of Supervisors, VDOT and/or DPWES as outlined above, then the trail requirement shall be waived provided the applicant

escrows, at the time of site plan approval for entrance improvements, the estimated cost, not to exceed \$180,000, of constructing the trail on the east side of Fort Hunt Road, as described above, for future trail improvements on Fort Hunt Road.

This approval, contingent on the above noted conditions, shall not relieve the applicant from compliance with the provisions of any applicable ordinances, regulations, or adopted standards. The applicant shall be himself responsible for obtaining the required permits through established procedures, and this Special Exception Amendment shall not be valid until this has been accomplished.

Pursuant to Section 9-015 of the Zoning Ordinance, this Special Exception Amendment shall automatically expire, without notice, thirty (30) months after the date of approval unless the use has been established or construction has commenced. The Board of Supervisors may grant additional time to establish the use or to commence construction if a written request for additional time is filed with the Zoning Administrator prior to the date of expiration of the Special Exception Amendment. The request must specify the amount of additional time requested, the basis for the amount of time requested and an explanation of why additional time is required.

The Board also:

- **Modified the transitional screening and barrier requirements along the eastern, western, and southern lot lines**
- **Modified the trail requirement, as set forth in these development conditions.**
- **Waived frontage improvements on Fort Hunt Road in favor of that shown in the Special Exception Amendment Plat as qualified by these development conditions.**

If you have questions regarding the expiration of this Special Exception Amendment or filing a request for additional time they should be directed to the Zoning Evaluation Division in the Department of Planning and Zoning at 703-324-1290. The mailing address for the Zoning Evaluation Division is Suite 801, 12055 Government Center Parkway, Fairfax, Virginia 22035.

Sincerely,



Nancy Vehrs
Clerk to the Board of Supervisors

NV/ns

SEA 98-V-042
December 6, 2002

- 7 -

cc: Chairman Katherine K. Hanley
Supervisor Hyland, Mount Vernon District
Janet Coldsmith, Director, Real Estate Div., Dept. of Tax Administration
Michael R. Congleton, Deputy Zoning Enforcement Branch
John Crouch, Deputy, Zoning Enforcement Branch, ZPRB
Audrey Clark, Director, BPRD, DPWES
Barbara A. Byron, Director, Zoning Evaluation Div., DPZ
Angela K. Rodeheaver, Section Chief, Trnsprt'n. Planning Div.,
Charles Strunk, Project Planning Section, Department of Transportation
Michelle A. Brickner, Director, Site Development Services, DPWES
DPWES – Bonds & Agreements
Department of Highways, VDOT
Land Acqu. & Planning Div., Park Authority
District Planning Commissioner

BURGESS & NIPLE
 440 PLEASANT HAVEN RD. (PO) 63-1-404
 RE: BELLE HAVEN COUNTRY CLUB

REVISIONS	DATE

**PAYMENT MARKING AND
 GUARD RAIL PLAN**
**BELLE HAVEN
 COUNTRY CLUB**
 HUNTINGTON AVENUE DISTRICT
 HUNTINGTON AVENUE, VIRGINIA



DATE: JANUARY, 2008
 SCALE: 1"=30'
 DESIGNER: J.P. BURNESS
 CHECKER: W.P. GIBSON
 JOB NO.: 020008
 P.O. NO.: 3110
 SHEET NO. 2
 TOTAL SHEETS: 2

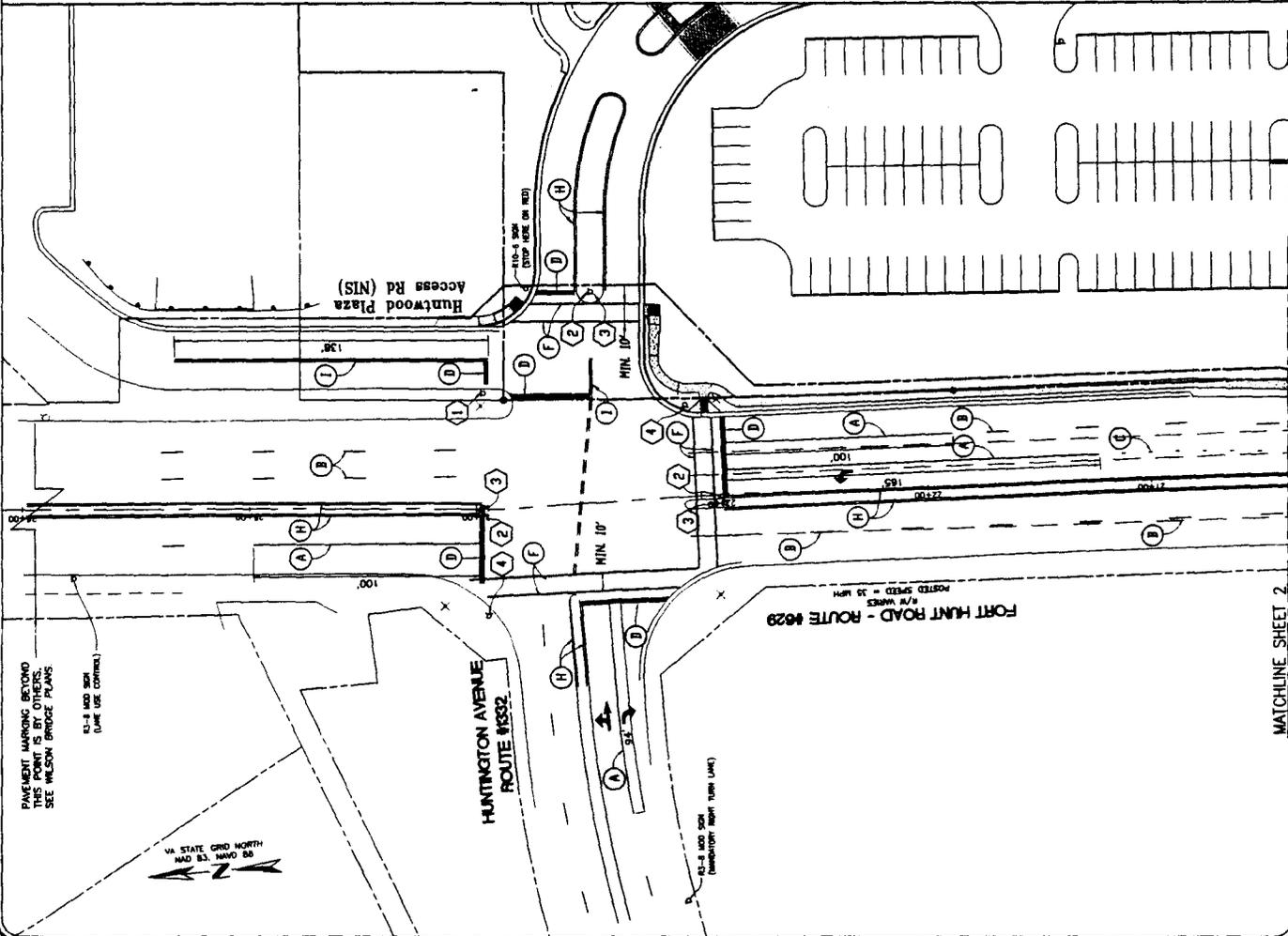
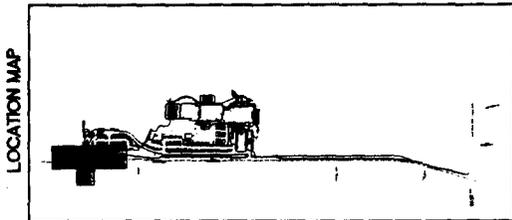
SIGNING AND PAYMENT MARKING NOTES:

- ALL PROPOSED SIGNING AND PAYMENT MARKING SHALL BE IN ACCORDANCE WITH THE MOST CURRENT EDITION OF THE FOLLOWING AND ANY REVISION:
 - A. MANUAL ON THE UNIFORM TRAFFIC CONTROL DEVICES
 - B. THE NATIONAL STANDARD SPECIFICATIONS FOR ROAD SIGNS, MARKINGS, AND PAINTS
 - C. THE VIRGINIA DEPARTMENT OF TRANSPORTATION ROAD AND BRIDGE DESIGN MANUAL
 - D. THE VIRGINIA DEPARTMENT OF TRANSPORTATION ROAD AND BRIDGE TRAFFIC CONTROL DEVICES HANDBOOK (FHWA) 1983 EDITION
 - E. STANDARD SPECIFICATIONS FOR ROADWAY CONSTRUCTION (2007) 19TH EDITION
 - F. STANDARD SPECIFICATIONS FOR BRIDGES (2007) 19TH EDITION
- ALL PAYMENT MARKING SHALL BE TYPE B, UNLESS OTHERWISE NOTED.
- PROPOSED SIGN LOCATIONS ARE APPROXIMATE AND SUBJECT TO FIELD CONDITIONS. FIELD TO BE CHECKED FOR OBSTRUCTIONS, AND TO COMPLY WITH STAKING REFERENCED IN NOTE 1.
- ANY EXISTING PAYMENT MARKINGS, WHICH WILL CONFLICT WITH PROPOSED PAYMENT MARKING, SHALL BE DEMOLISHED.
- LIMITS SHOWN ON PROPOSED MARKING ARE APPROXIMATE AND SHALL BE ADJUSTED IN THE FIELD TO INSURE THAT PROPOSED PAYMENT MARKINGS CONTINUE UNTIL EXISTING PAYMENT MARKING CAN BE MATCHED.
- REFER TO APPROVED TRAFFIC SIGNAL PLAN FOR PROPER LOCATIONS OF STOP LINES AND CROSSWALKS WHEN APPLICABLE.

PAYMENT MARKING LEGEND:

TYPE B CLASS 1: WHITE, 4" WIDTH, 10' LONG, 30' SPACE
 TYPE B CLASS 2: WHITE, 4" WIDTH, 2' LONG, 10' SPACE
 TYPE B CLASS 3: WHITE, 4" WIDTH, 24" LONG, 30' SPACING, 45° ANGLE
 TYPE B CLASS 4: WHITE, 4" WIDTH, 24" LONG, 30' SPACING, 45° ANGLE
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 TYPE B CLASS 57: WHITE, 4" WIDTH, 24" LONG, 30' SPACING, 45° ANGLE
 TYPE B CLASS 58: WHITE, 4" WIDTH, 24" LONG, 30' SPACING, 45° ANGLE
 TYPE B CLASS 59: WHITE, 4" WIDTH, 24" LONG, 30' SPACING, 45° ANGLE
 TYPE B CLASS 60: WHITE, 4" WIDTH, 24" LONG, 30' SPACING, 45° ANGLE
 TYPE B CLASS 61: WHITE, 4" WIDTH, 24" LONG, 30' SPACING, 45° ANGLE
 TYPE B CLASS 62: WHITE, 4" WIDTH, 24" LONG, 30' SPACING, 45° ANGLE
 TYPE B CLASS 63: WHITE, 4" WIDTH, 24" LONG, 30' SPACING, 45° ANGLE
 TYPE B CLASS 64: WHITE, 4" WIDTH, 24" LONG, 30' SPACING, 45° ANGLE
 TYPE B CLASS 65: WHITE, 4" WIDTH, 24" LONG, 30' SPACING, 45° ANGLE
 TYPE B CLASS 66: WHITE, 4" WIDTH, 24" LONG, 30' SPACING, 45° ANGLE
 TYPE B CLASS 67: WHITE, 4" WIDTH, 24" LONG, 30' SPACING, 45° ANGLE
 TYPE B CLASS 68: WHITE, 4" WIDTH, 24" LONG, 30' SPACING, 45° ANGLE
 TYPE B CLASS 69: WHITE, 4" WIDTH, 24" LONG, 30' SPACING, 45° ANGLE
 TYPE B CLASS 70: WHITE, 4" WIDTH, 24" LONG, 30' SPACING, 45° ANGLE
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 TYPE B CLASS 72: WHITE, 4" WIDTH, 24" LONG, 30' SPACING, 45° ANGLE
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 TYPE B CLASS 74: WHITE, 4" WIDTH, 24" LONG, 30' SPACING, 45° ANGLE
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 TYPE B CLASS 84: WHITE, 4" WIDTH, 24" LONG, 30' SPACING, 45° ANGLE
 TYPE B CLASS 85: WHITE, 4" WIDTH, 24" LONG, 30' SPACING, 45° ANGLE
 TYPE B CLASS 86: WHITE, 4" WIDTH, 24" LONG, 30' SPACING, 45° ANGLE
 TYPE B CLASS 87: WHITE, 4" WIDTH, 24" LONG, 30' SPACING, 45° ANGLE
 TYPE B CLASS 88: WHITE, 4" WIDTH, 24" LONG, 30' SPACING, 45° ANGLE
 TYPE B CLASS 89: WHITE, 4" WIDTH, 24" LONG, 30' SPACING, 45° ANGLE
 TYPE B CLASS 90: WHITE, 4" WIDTH, 24" LONG, 30' SPACING, 45° ANGLE
 TYPE B CLASS 91: WHITE, 4" WIDTH, 24" LONG, 30' SPACING, 45° ANGLE
 TYPE B CLASS 92: WHITE, 4" WIDTH, 24" LONG, 30' SPACING, 45° ANGLE
 TYPE B CLASS 93: WHITE, 4" WIDTH, 24" LONG, 30' SPACING, 45° ANGLE
 TYPE B CLASS 94: WHITE, 4" WIDTH, 24" LONG, 30' SPACING, 45° ANGLE
 TYPE B CLASS 95: WHITE, 4" WIDTH, 24" LONG, 30' SPACING, 45° ANGLE
 TYPE B CLASS 96: WHITE, 4" WIDTH, 24" LONG, 30' SPACING, 45° ANGLE
 TYPE B CLASS 97: WHITE, 4" WIDTH, 24" LONG, 30' SPACING, 45° ANGLE
 TYPE B CLASS 98: WHITE, 4" WIDTH, 24" LONG, 30' SPACING, 45° ANGLE
 TYPE B CLASS 99: WHITE, 4" WIDTH, 24" LONG, 30' SPACING, 45° ANGLE
 TYPE B CLASS 100: WHITE, 4" WIDTH, 24" LONG, 30' SPACING, 45° ANGLE

NOTE:
 ALL EXISTING PAYMENT MARKINGS THAT ARE LOCATED IN A POSITION THAT CAN BE USED WITH THIS PLAN SHALL REMAIN. ALL EXISTING PAYMENT MARKINGS THAT CONFLICT WITH THIS PLAN SHALL BE COMPLETELY DEMOLISHED.



SIGN LEGEND

NO.	DESCRIPTION	SIZE	SPACING
1	STOP	30" x 30"	
2	ONE WAY	36" x 12"	
3	ONE WAY	24" x 30"	
4	ONE WAY	24" x 30"	
5	SPEED LIMIT 25	24" x 30"	
6	DEAD END	30" x 30"	
7	NO PARKING	36" x 36"	
8	NO PARKING	36" x 36"	
9	NO PARKING	36" x 36"	
10	NO PARKING	36" x 36"	

REVISIONS
 DATE: JAN 21, 2008

BURGESS & NIPLE
 1100 PLEASANT VALLEY ROAD, CHARLottesville, VA 22901-1328
 TEL (703) 631-9120 FAX (703) 631-9041



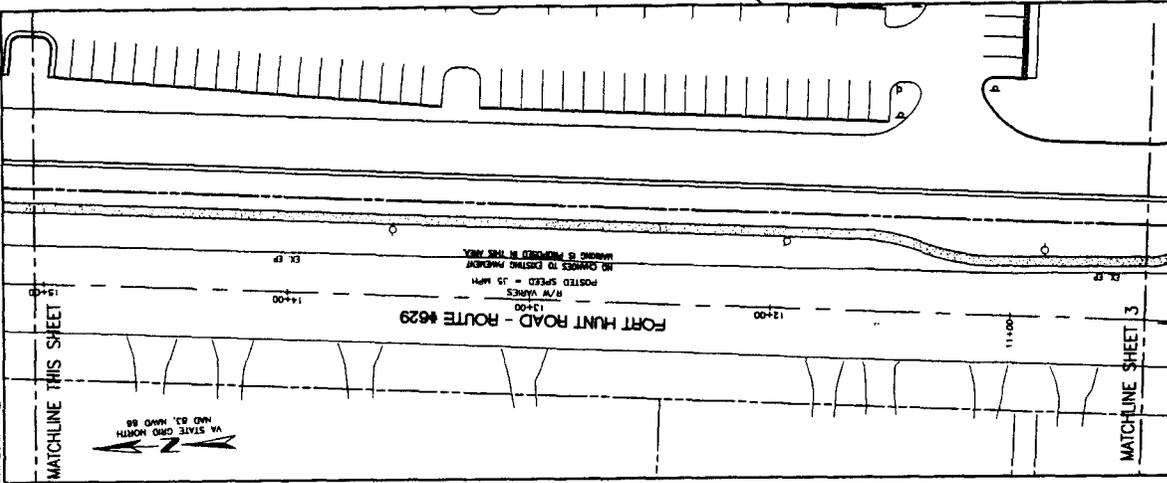
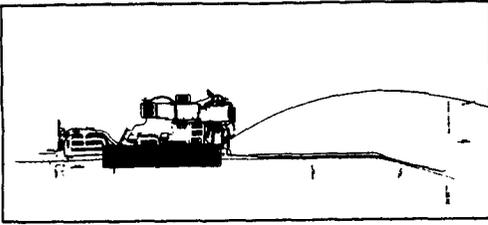
REVISIONS	DATE

PAVEMENT MARKING AND
 GUARD RAIL PLAN
 BELLE HAVEN
 COUNTRY CLUB
 MOUNT VERNON DISTRICT
 FAYETTE COUNTY, VIRGINIA

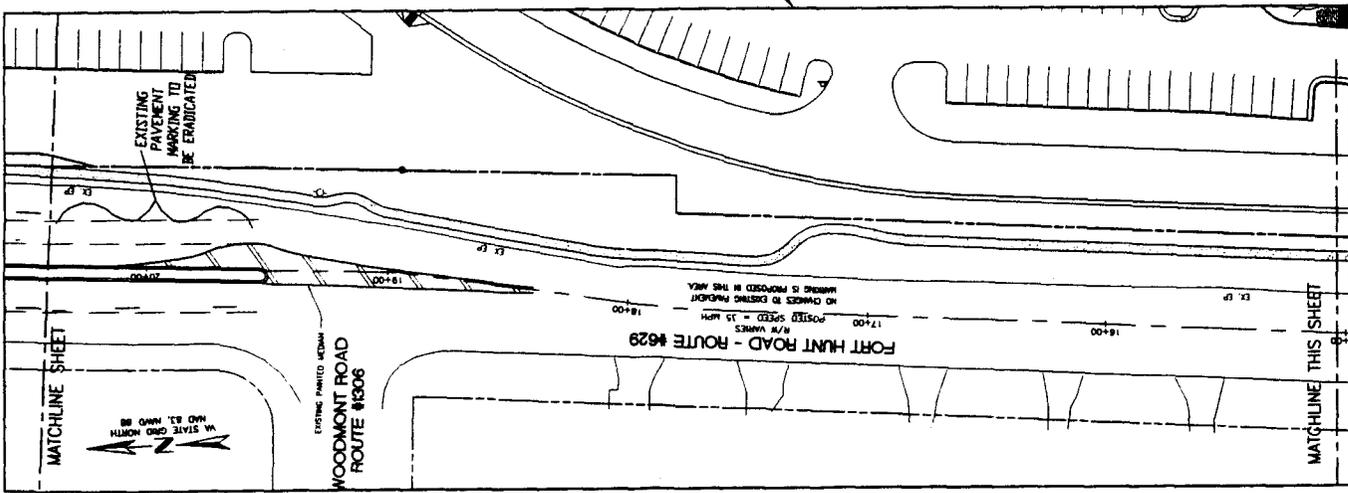
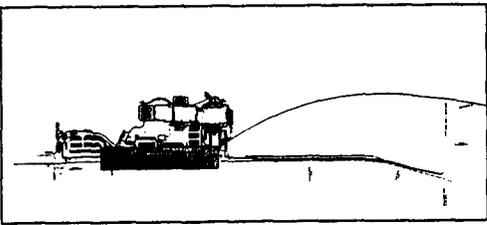


DATE: JANUARY, 2009
 SCALE: 1"=20'
 DRAWN BY: [Name]
 CHECKED BY: [Name]
 FOR THE CLIENT:
 P.E. NO. 10000
 SHEET 2 OF 4
 FILE NO.: C-4380

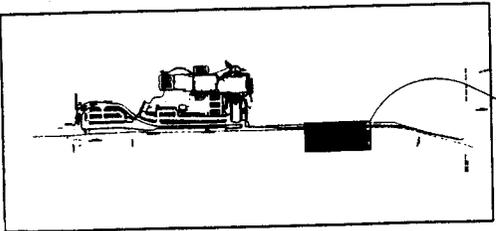
LOCATION MAP



LOCATION MAP



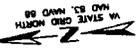
LOCATION MAP



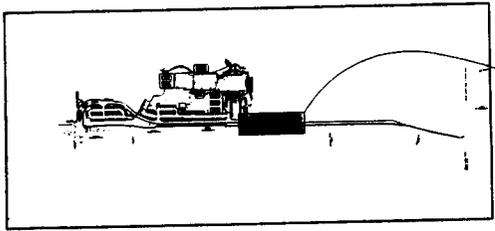
MATCHLINE THIS SHEET

EDGEHILL DRIVE
RTE#1308

MATCHLINE SHEET 4



LOCATION MAP



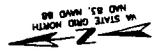
MATCHLINE SHEET 2

BEGIN TRAIL PAVEMENT
MARKING WORK

EX. CROSS WALK

HUNTING COVE PL
RTE#1311

MATCHLINE THIS SHEET



BURGESS & NIPLE
 4100 PLEASANT VALLEY ROAD, CHANTOY, VA 20151-1228
 PH: (703) 831-8430 FAX: (703) 831-8041

REVISIONS	DATE

**PAVEMENT MARKING AND
 BELLE HAVEN
 GUARD RAIL PLAN**
 VIRGINIA, ALLENDALE COUNTY, VIRGINIA
 DISTRICT ENGINEER ROBERT J. HOFFER



DATE: JANUARY, 2008
 SCALE: 1"=20'
 DRAWN BY: J. BURK
 CHECKED BY: J. BURK
 JOB NO.: 08-0008
 P.R. NO.: 31181
 SHEET 3 OF 4
 FILE NO.: C-4280

NOTES:
 * ENROUTE ALL COMPLETING SUP LINES
 LOCATED NEARBY INTERSECTION
 © AND TYPE B, C, D, OLD WHITE C LINE
 MARKING SHALL BE REMOVED OR
 REPAIRED IN 30 DAYS

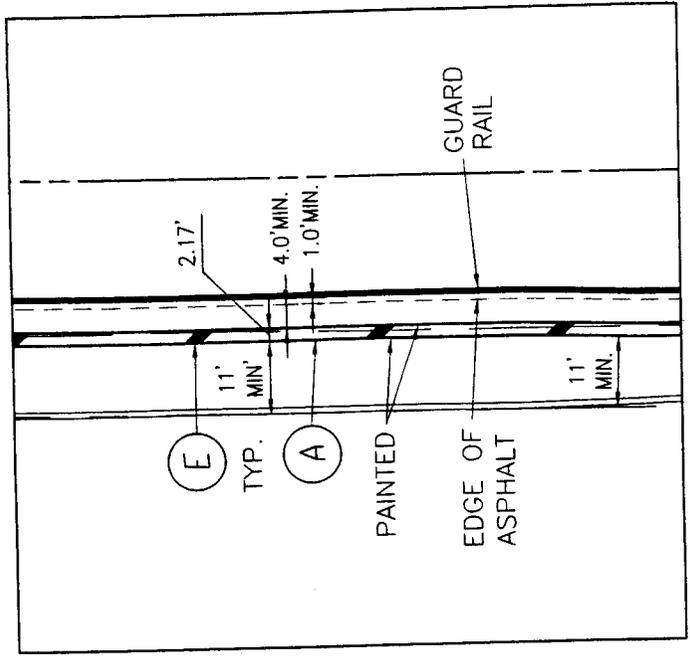
BURGESS & NIPLÉ
 4180 PLEASANT VALLEY ROAD, CHARLottesville, VA 22911-1228
 TEL (703) 831-8830 FAX (703) 831-8041

REVISIONS	DATE

PAVEMENT MARKING AND
 GUARD RAIL PLAN
 BELLE HAVEN
 COUNTRY CLUB
 FAIRFAX COUNTY, VIRGINIA



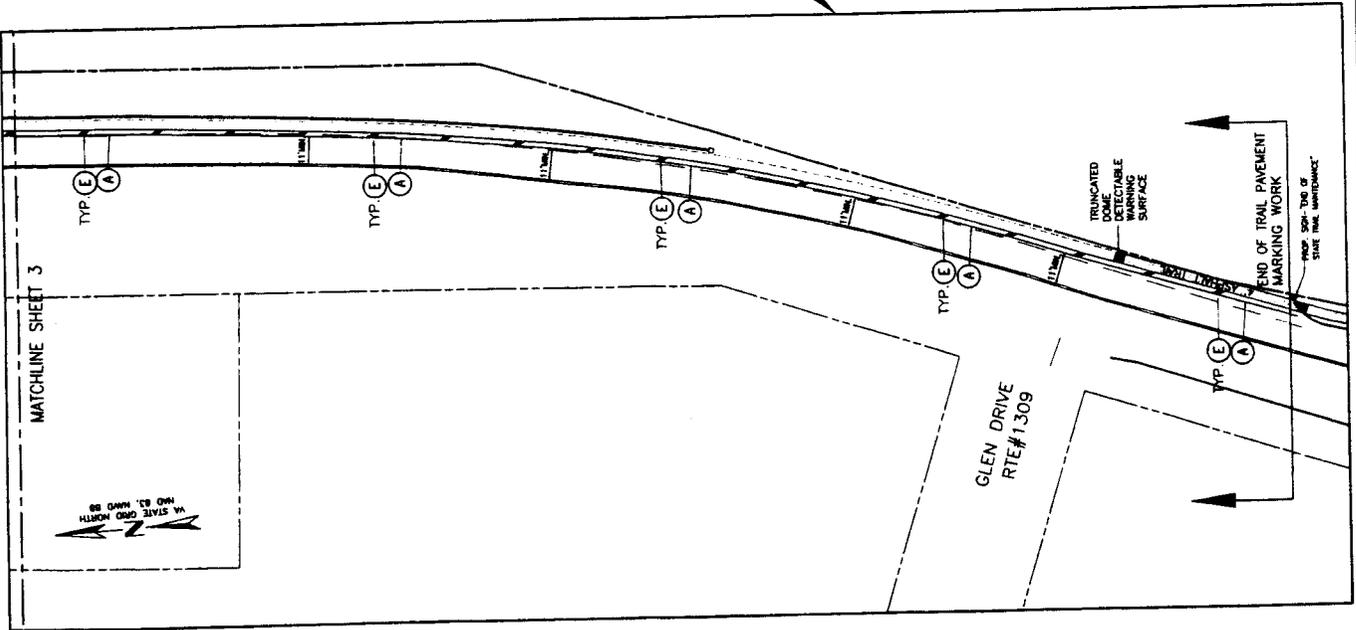
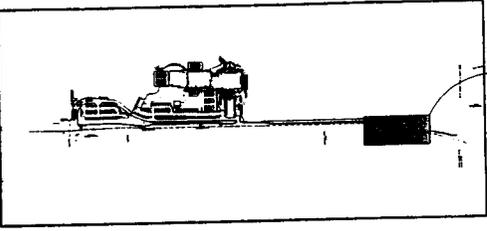
DATE: JANUARY, 2008
 SCALE: 1"=20'
 DESIGNER: JPN
 CHECKER: JPN
 JOB NO.: 070308
 P.A. NO.: 31161
 SHEET NO.: 1
 FILE NO.: C-4580



TYPICAL TRAIL STRIPING SECTION
 SCALE: 1"=10'

NOTES:
 * ENROUTE ALL COMPLETING SHOP LINES
 * ADD TYPE 'E' TO ALL SOLID WHITE 4" LINE MARKINGS WITH 2" WIDE WHITE MARKING ON 1/2" INTERVAL AT 20' SPACING.

LOCATION MAP



MATCHLINE SHEET 3

GLEN DRIVE
 RTE#1309

