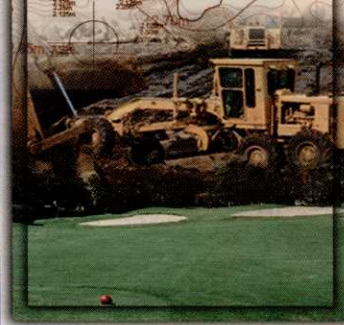


DEVELOPMENT & RENOVATION



BRIEFS

WET WEATHER DELAYS LAKE JACKSON OPENING

LAKE JACKSON, Texas — In the wake of an abnormally wet summer last year, which featured two tropical storms, the city of Lake Jackson has been forced to postpone the opening of The Wilderness Club. Grassing on the Jeffrey Brauer-designed layout was originally scheduled to begin this month, with an eye toward an October opening. As a result of the setbacks, grassing should begin this fall, with the opening pushed back to spring or summer 2004.

SUGARLOAF TO UNDERTAKE FINAL RENOVATION PHASE

CARRABASSETT VALLEY, Maine — Sugarloaf/USA will begin the final phase of its three-year, \$800,000 capital improvement project this spring. This year's work includes installing a computerized irrigation system and expanding the ongoing water and drainage management program. Sugarloaf will also pave the car paths, rebuild all the bunkers and connect a second source of water for course irrigation. Future improvements at the course will include building a new clubhouse and pro shop. In addition, boosted by a PGA For the Good of the Game Grant, Sugarloaf will host hundreds of children for golf camps, intensive instruction and after-school programs.

CONSTRUCTION UNDERWAY AT FARMLINKS' FIRST TEE FACILITY

SYLACAUGA, Ala. — Pursell Technologies Inc. (PTI) has broken ground on a First Tee facility that will complement its Pursell Farms project and serve as a demonstration area for the company, as well as for other First Tee suppliers. The Hurdzan-Fry design, which is being built by Landscapes Unlimited LLC, will occupy 3,000 acres near the entrance to PTI's Pursell Farms. It will initially include a driving range and three holes, but will eventually be expanded to nine holes.

Oakland's Metro opens after eight years of obstacles

By DOUG SAUNDERS

OAKLAND, Calif. — The newest public golf course in the northern California region, Oakland's Metropolitan Golf Links, opened to players April 16. This Johnny Miller-designed venue brings a challenging layout to a wide-open 125-acre site near San Francisco Bay that sits under the landing patterns for Oakland Airport. The course is a first-rate replacement for the former Lew Galbraith Golf Course that closed back in 1994.

"Johnny Miller and I have designed a course that all players will enjoy as well as a superior practice facility that should draw families from the community," explained co-designer Fred Bliss. "We feel that in time Metropolitan Golf Links will be considered one of the best public venues anywhere."

While it took nearly three years to complete the 7,045-yard course, that hardly begins to explain how this course came about as a critical part of solving an extremely complex issue for the city of Oakland.

The old Lew Galbraith Golf Course provided the first golf experience for thousands in the Bay Area during its 30 years of existence. But the course was built over a landfill that was mandated by the EPA to be closed down properly in 1992. This closure process called for capping the old



Oakland's reconstruction of the old Lew Galbraith Golf Course is complete and the course reopened in April.

landfill with a one-foot thick clay cap.

The city took the initiative to tackle two problems at once. Along with the need to deal with the old landfill, the Port of Oakland was preparing to dredge the

Oakland estuary in order to bring larger ships into the bustling port. While the city was in need of capping material, the port was in need of a place to dump dredge material. The Galbraith site be-

Continued on page 18

ASL, developer overcome Cape Cod regulations

By DEREK RICE

MASHPEE, Mass. — When ASL Construction and Willowbend Golf Development collaborated on adding a third nine holes to Willowbend Golf Club here, they had to overcome a number of strict environmental and historical regulations, said ASL's Jim Despres.

"That area is heavily regulated and rightly so," Despres said. "It's a small parcel of land. It's incredible with the traffic in the summertime. It's a very intense place."

To meet the stringent demands, ASL used rubber lining in some fairways and on all tees and greens surrounds.

"The lining was used because there were historical preservation areas on the property. The areas that received the lining were not disturbed with any machinery or traffic," he said. "The lining went

Continued on page 16

Doak giving 'a leg up' with internships

By DEREK RICE

TRAVERSE CITY, Mich. — The response to golf course architect Tom Doak's search for interns to learn about golf course design first-hand has been greater than even he anticipated.

"We've waded through about 60 applications," Doak said. "We got a bigger response than we expected."

Doak and his staff at Renaissance Golf Design pored through the applications and chose two interns in early April.

"It was really hard to sort through them," Doak said. "Now I know what college admissions officers feel like. You just get a lot of good applications and it's hard to try to pick among them."

The two interns Doak and his



The positive reception to Tom Doak's Pacific Dunes in Bandon, Ore., has led to 'at least two jobs' for Renaissance Golf, Doak said.

staff selected were George Waters, 24, who is a master's candidate at the University of Guelph in Ontario, and Philippe Binette, 21, a junior at the University of

Montreal. Doak said the two would probably begin working with the company in early May.

While Doak has had interns

Continued on next page

Winterstone GC to play around excavation

By DEREK RICE

INDEPENDENCE, Mo. — With above-ground construction completed on the 18-hole Winterstone Golf Course here and an opening scheduled for this month, there are still four years of below-ground construction

to contend with, said Rick Boylan, president of Mid-America Golf and Landscape Inc.

The course's developer, Rocca Processing, is mining 4.5 million square feet of underground warehouse space, which will be linked to nearby Carefree Indus-

trial Park via a tunnel under Interstate 291.

The blasting below the course began while construction above ground was still in progress, Boylan said.

"That's been going on for two years," Boylan said.

Continued on page 16

City of Oakland finally gets its long-awaited course

Continued from page 14

came the solution.

The city also hoped to bring golf back to the site to replace the Galbraith course so a concerted effort to develop a plan with the city, the port and Johnny Miller Design was initiated. The plan called for the dredge material to be put on the Galbraith site and then graded to the contours provided by the designers for the golf course.

Once the site was sufficiently prepared, Oakland Golf LLC, a partnership between CourseCo Inc. and several Bay Area business partners, including former Oakland Raider Raymond Chester and real estate investor Ned Spieker, would then build and manage the new course. But getting the site to that stage was a monumental task.

Engineers estimated that 1.2 million yards would come from the dredging and the material was delivered to the site in a slurry form.

"A large dike was built around the site and the slurry was placed over the 120 acres. This slurry took six years to dry out, and the remaining material included heavy clay and sand. The bottom of the bay now covers the site," explained CourseCo head agronomist Ray Davies, CGCS.

The dredging was then "worked," as clay and sand were separated so the clay

material could be used first for the cap. Two feet of clay material were placed and then compacted down to one foot to create this critical cap.

As CourseCo prepared for construction, the first of several problems arose. The initial estimates of the amount of material brought from the estuary turned out to be flawed. It was thought that around 320,000 cubic yards of sand material would be available for the course, but only 112,000 cubic yards were on site.

"It was easy to see how the estimates could be wrong. The top priority for the port was to make sure that the capping and closure of the landfill was completed to the satisfaction of the EPA. But the contractor also then had to shape the site to the specification for the golf course," Davies said.

When CourseCo began construction in 2001, only 30 acres were ready to work on. The port had to provide more material for capping and for shaping to satisfy their end. This caused a series of delays and the port also needed a new contractor to complete the initial work.

It took three years to build the course, and throughout the project a host of problems confronted the construction team. Because the cap layer was so thin in places, laying out drainage

and irrigation so as not to interfere with each other dictated careful planning. Builders had to figure out how to grow grass on soil of high salt and sodium content.

"This project just became a fascinating agronomic and construction task to re-work so many issues," Davies said.

The course is planted with perennial rye fairways and Dominant Extreme bentgrass for the greens. During the grow-in process the trick has been to water the course heavily enough to leach out the salts while maintaining a good growing medium. More than 20 miles of subsurface drainage lines were installed to manage the flushing phase and ensure dry, firm turf in all seasons. To add to the salty challenge, the course uses reclaimed water for irrigation as well as some well water. Superintendent Gary Ingram, CGCS, works to find the perfect level of watering to make the

course flourish.

It has been estimated that the cost of the landfill closure was nearly \$35 million and the cost of the golf course itself was nearly \$14 million. But even with these costs, it was significantly less than if the Port of Oakland had to haul the dredged material away.

Now, nine years after losing their local course, Oakland residents can return to golf on this revamped Galbraith location, even though few will understand how intricate a project the creation of the Metropolitan Golf Links actually was. The city now has a first-class golf venue available to them at affordable rates. But Davies said CourseCo and the crews at Metro will thrive on the satisfaction of surmounting the numerous challenges in order to bring back a golf course that will truly be an integral part of the community. ■

'It was easy to see how the estimates could be wrong. The top priority for the port was to make sure that the capping and closure of the landfill was completed to the satisfaction of the EPA. But the contractor also then had to shape the site to the specification for the golf course.'

— Ray Davies



Reconstruction work at the Fred Bliss and Johnny Miller-designed Metropolitan Golf Links included using dredge material from the Port of Oakland to cap an existing landfill.

Photo: Freddy Bird



Success Story

"Anthracnose had damaged most of our greens, and some severely, even in winter. Since adding ZeroTol Professional Turf Care to our cultural practices, we've seen a correlation in the decline of Anthracnose outbreaks.

"I consider ZeroTol Professional Turf Care to be a KEY component of our prevention and control of Anthracnose and will be part of our program for years to come."

Brendan Byrne, Superintendent
Llanerch Country Club
Host of 1958 PGA Championship
Havertown, PA



ZeroTol Professional Turf Care stops Anthracnose outbreaks and prevents it from returning by killing the spores that cause disease.

Toll-Free 888.273.3088 • biosafesystems.com

BITING FLY TRAP

effective for

HORSE FLIES & DEER FLIES on GOLF COURSES



Eliminate biting flies with the **HORSE PAL**.

Visit our website and read what users and testers are saying...

"The Horse Pal fly traps reduced our biting fly problem by over 75% and paid for themselves with increased rounds in just a few weeks."

— Joe Kehn, CGCS, Superintendent,
Windy Hill Golf Club

1-888-685-2244

www.bitingflies.com

Newman Enterprises • Omro, WI

