



### RECORD DRAWINGS

THESE DRAWINGS REFLECT CHANGES MADE DURING CONSTRUCTION AS REFLECTED ON PRINTS, DRAWINGS AND OTHER DATA FURNISHED BY THE CONTRACTORS TO THE ENGINEER.

### CURVE DATA

<b>CURVE 1</b>	<b>CURVE 2</b>
$\Delta = 23^{\circ}53'15''$	$\Delta = 62^{\circ}45'00''$
$R = 38^{\circ}11'50''$	$R = 52^{\circ}33'54''$
$E = 150.0'$	$E = 109.0'$
$L = 62.54'$	$L = 119.38'$
$T = 31.73'$	$T = 66.47'$
$PC = 0+61.87$	$PC = 4+82.61$
$PT = 1+23.81$	$PT = 6+01.99$

<b>CURVE 3</b>	<b>CURVE 4</b>
$\Delta = 44^{\circ}07'00''$	$\Delta = 18^{\circ}45'00''$
$R = 51^{\circ}09'25''$	$R = 98^{\circ}47'09''$
$E = 112.0'$	$E = 58.0'$
$L = 86.24'$	$L = 18.98'$
$T = 45.38'$	$T = 9.58'$
$PC = 6+46.14$	$PC = 8+47.42$
$PT = 7+32.98$	$PT = 8+66.40$

<b>CURVE 5</b>	<b>CURVE 6 - SPILLWAY</b>
$\Delta = 17^{\circ}30'00''$	$\Delta = 45^{\circ}00'00''$
$R = 42^{\circ}09'54''$	$R = 40^{\circ}55'20''$
$E = 139.0'$	$R = 140.0'$
$L = 41.50'$	$L = 109.96'$
$T = 21.39'$	$T = 57.99'$
$PC = 9+16.93$	$PC = 5+26.01$
$PT = 9+58.43$	$PT = 6+35.97$

TBM 2 - EL. 672.10 - RAILROAD SPIKE IN SHAG BARK HICKORY TREE 30' LEFT OF END OF PROJECT.

TBM 3 - EL. 693.50 - RAILROAD SPIKE IN 8" OAK 30' RIGHT FROM BEGINNING OF PROJECT.

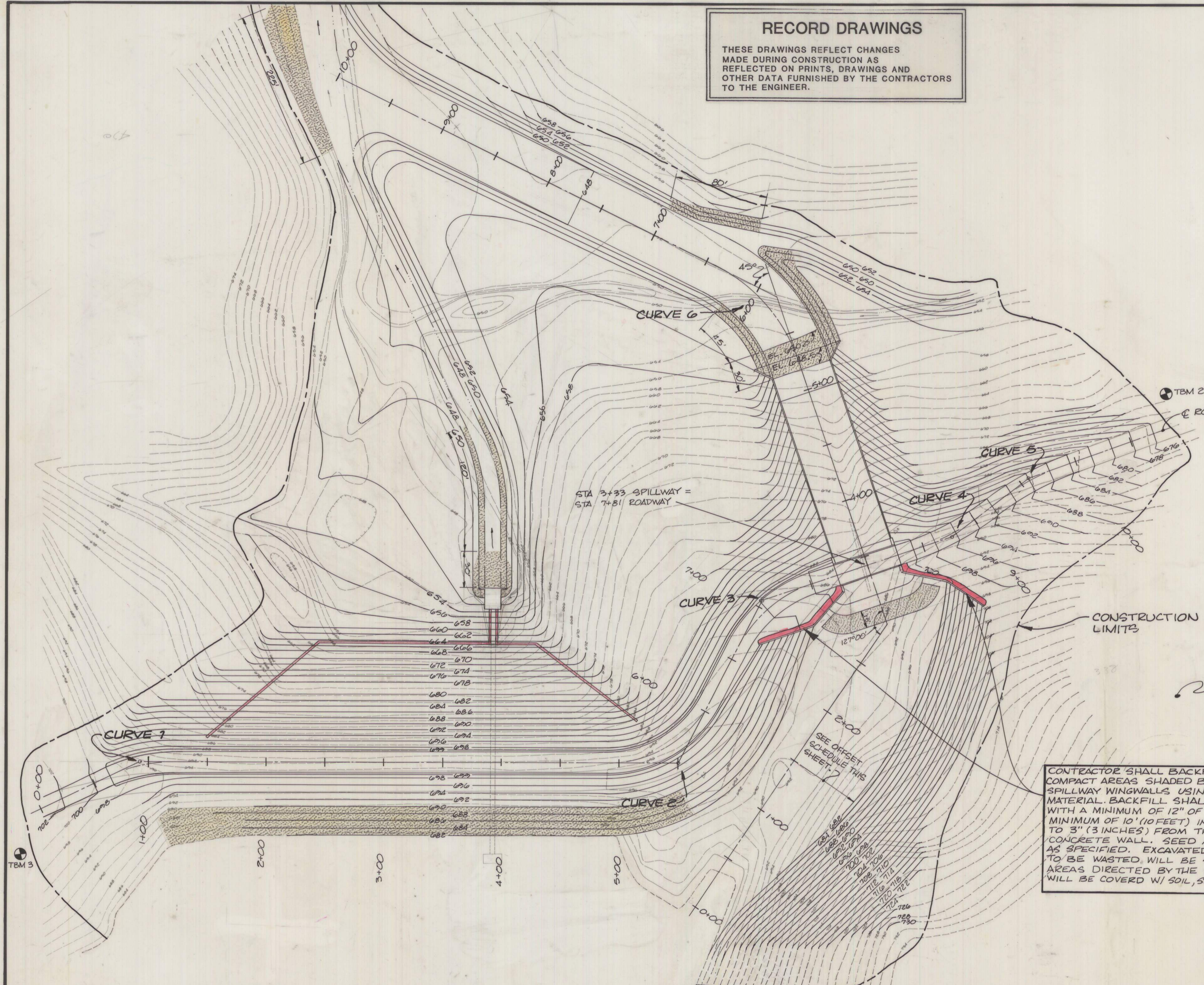
### OFFSET SCHEDULE

STA 0+00	31' (RIGHT)
STA 0+50	41' "
STA 1+00	52.5' "
STA 1+50	61.5' "
STA 2+00	62.5' "
STA 2+50	56.5' "

CONTRACTOR SHALL BACKFILL AND COMPACT AREAS SHADED BEHIND THE SPILLWAY WINGWALLS USING EXCAVATED MATERIAL. BACKFILL SHALL BE COVERED WITH A MINIMUM OF 12" OF SOIL MATERIAL MINIMUM OF 10' (10 FEET) IN WIDTH AND TO 3" (3 INCHES) FROM THE TOP OF CONCRETE WALL. SEED AND MULCH AS SPECIFIED. EXCAVATED MATERIAL TO BE WASTED WILL BE SPREAD IN AREAS DIRECTED BY THE ENGINEER & WILL BE COVERED W/ SOIL, SEEDED & MULCHED

NOTE: NO BLASTING WILL BE PERMITTED. ALL EXCAVATION WILL BY MACHINE OR HAND.

REVISIONS	DATE	LOCATION OF SPILLWAY REPAIRS	
		RECORD DATE	DRAWING NO.
		DRAWN BY	2
		CHECKED BY	4
		A & E FILE NO.	REVIEWED DIV. OF ENGR.
		9002-03	ENGR. FILE NO. K-92-B
		DATE	
		AGENCY AUTHORIZED AGENT	DATE 8/15/85
		DIVISION OF ENGINEERING	DATE 9/1/85



ENGINEER'S SEAL	PROJECT NO. 9002-03	DATE	REVISION	APPROVED	DATE	REVISION	APPROVED
	DRAWN BY: F.D.V.						
	TRACED BY:						
	CHECKED BY:						
	APPROVED BY: G.A.R.						
	DATE: JULY 1985						
	SCALE: 1" = 40'						

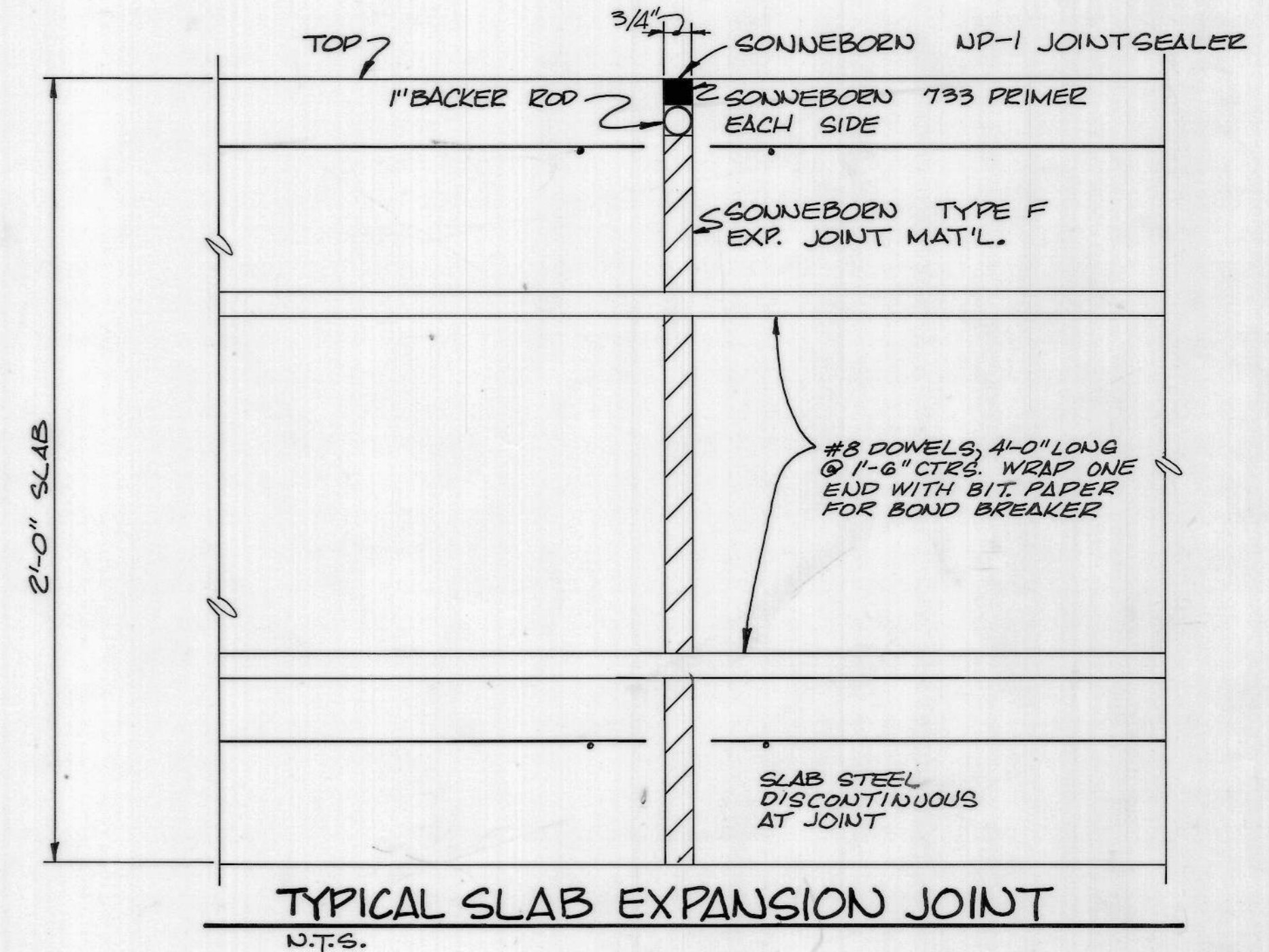
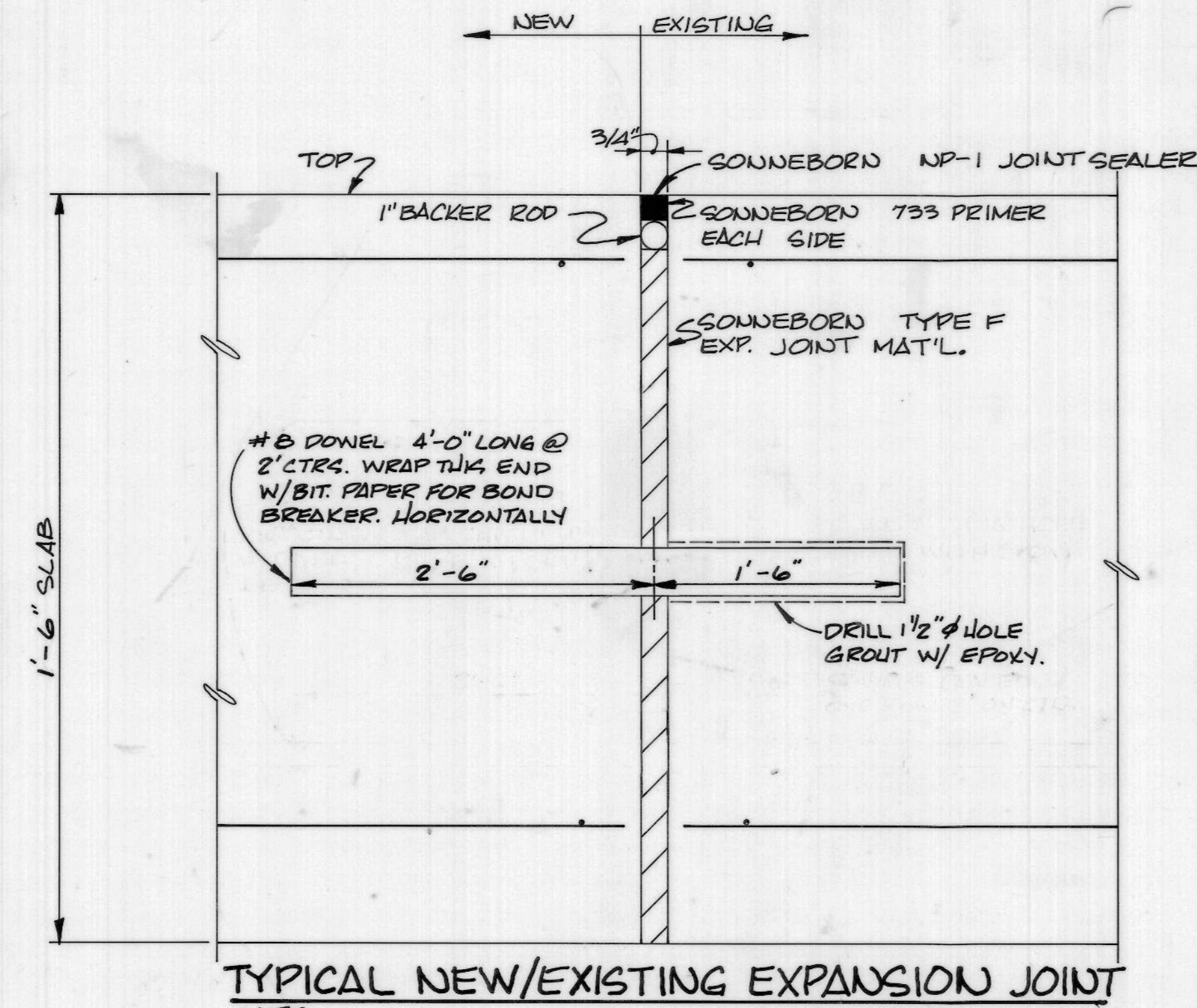
# SPILLWAY REPAIRS CAMPBELL CO. LAKE DAM

**mayes, sudderth & etheredge, inc.**  
 Engineers • Architects • Planners  
 LEXINGTON ATLANTA ORLANDO



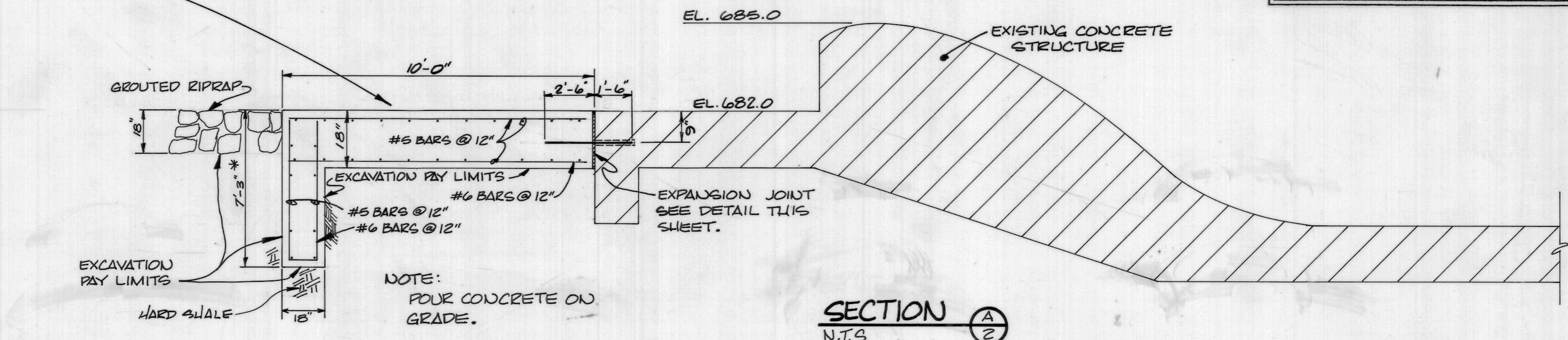
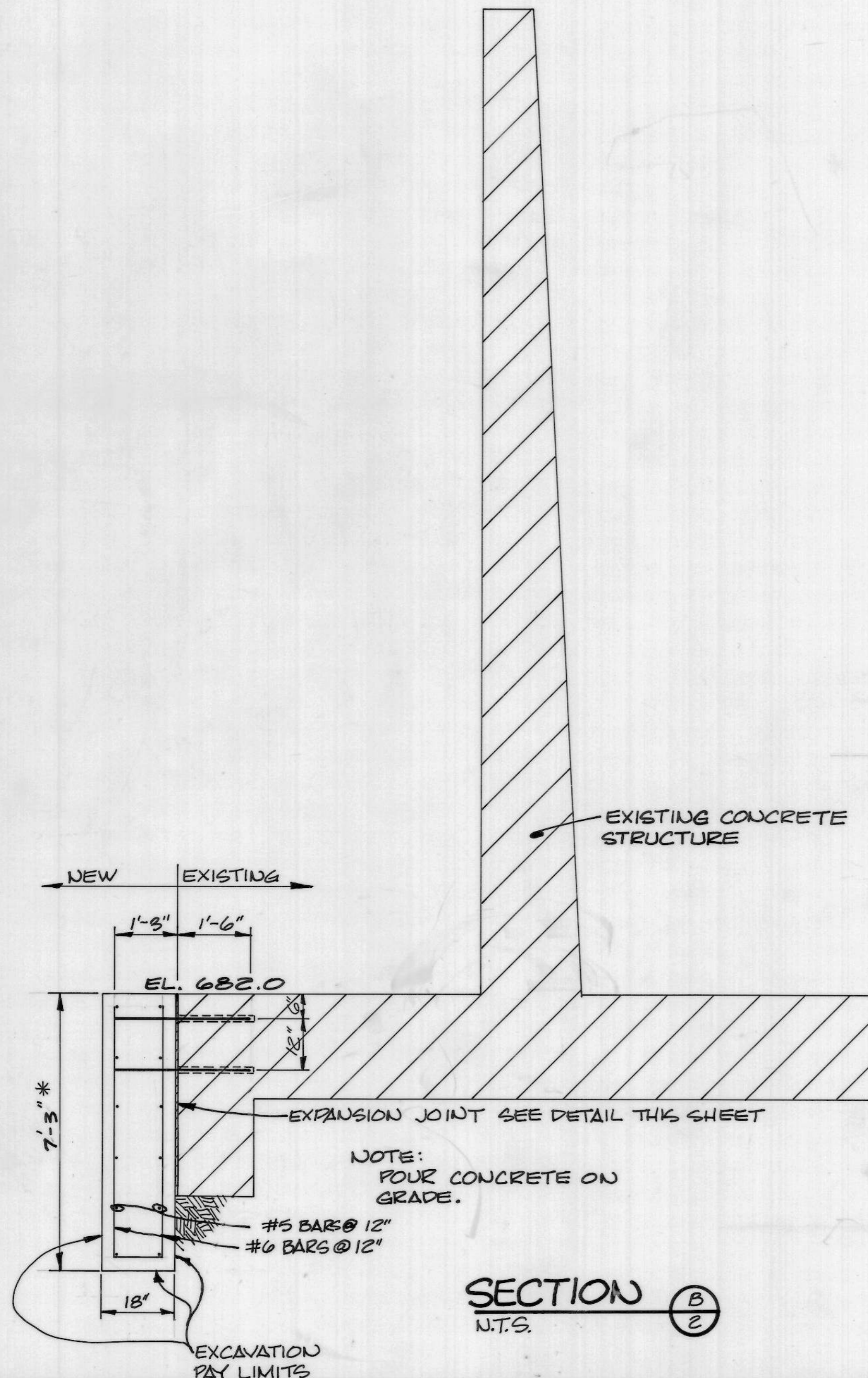
M10-386





NOTE: EXISTING GROUTED RIPRAP TO BE REMOVED FROM THIS AREA. REMOVAL AND SALVAGE OF EXISTING GROUTED RIPRAP SHALL NOT BE CONSIDERED "EXCAVATION" BUT SHALL BE INCLUDED IN THE UNIT PRICE FOR CONSTRUCTION OF "GROUTED RIPRAP". UPPER PAY LIMIT FOR EXCAVATION WILL BE THE BASE OF THE EXISTING GROUTED RIPRAP.

**RECORD DRAWINGS**  
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NOTE: CONTRACTOR SHALL NOT RECEIVE SEPARATE PAYMENT FOR COMPACTING EXCAVATED MATERIAL IN DESIGNATED AREAS, BUT SHALL INCLUDE PLACING COSTS IN THE UNIT PRICE FOR UNCLASSIFIED EXCAVATION.

\* NOTE: CUTOFF WALL WILL BE EXTENDED A MINIMUM OF 2'-0" INTO ROCK. ENGINEER WILL INSPECT EXCAVATION PRIOR TO PLACEMENT OF CONCRETE. ALL EXCAVATION WILL BE FREE OF DEBRIS, LOOSE ROCK AND DIRT PRIOR TO INSPECTION AND PLACEMENT OF CONCRETE. NO CRUSHED STONE WILL BE ALLOWED UNDER CONCRETE.

REVISIONS		DATE	DETAILS OF CUTOFF WALL	
1			AS BUILT DATE	DRAWING NO.
2				4
3			DRAWN BY	4
4			CHECKED BY	
5			A & E FILE NO.	
6			DATE	
7			AGENCY AUTHORIZED AGENT	DATE
8			DIVISION OF ENGINEERING	DATE
9				

ENGINEER'S SEAL	PROJECT NO.	DATE	REVISION	APPROVED	DATE	REVISION	APPROVED
	9002-03						

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