

PROJECT REFERENCE NO.		SHEET NO.	
B-4833		5	
STATE PROJ. NO.	F. A. PROJ. NO.	DESCRIPTION	
38603.1.FD1	BRZ-2761 (1)	PE, UTIL.	
17BP.5.R.96	N/A	R/W, CONST.	
ROADWAY DESIGN ENGINEER	HYDRAULIC ENGINEER		

DOCUMENT NOT CONSIDERED FINAL
UNLESS ALL SIGNATURES COMPLETED

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-L- SR 2761 (WIMBERLY ROAD)

PIPE HYDRAULIC DATA
-L- Sta.13+86

DRAINAGE AREA	= 100	AC
DESIGN FREQUENCY	= 25	YRS
DESIGN DISCHARGE	= 70	CFS
DESIGN HW ELEVATION	= 239.7	FT
100 YEAR DISCHARGE	= 113	CFS
100 YEAR HW ELEVATION	= 243.20	FT
OVERTOPPING FREQUENCY	= *5	YRS
OVERTOPPING DISCHARGE	= *35	CFS
OVERTOPPING ELEVATION	= 238.3	FT

BRIDGE HYDRAULIC DATA

DESIGN DISCHARGE	= 690	CFS
DESIGN FREQUENCY	= 25	YRS
DESIGN HW ELEVATION	= 231.8	FT
BASE DISCHARGE	= 1,000	CFS
BASE FREQUENCY	= 100	YRS
BASE HW ELEVATION	= 232.7	FT
OVERTOPPING DISCHARGE	= 1,500	CFS
OVERTOPPING FREQUENCY	= 500+	YRS
OVERTOPPING ELEVATION	= 235.7	FT

BM #2: RAILROAD SPIKE IN 20" OAK
66.4304' LEFT OF -L- STA. 18+19.47
(65.61' LEFT OF -BL- STA. 14+79.99)
EL=231.80'

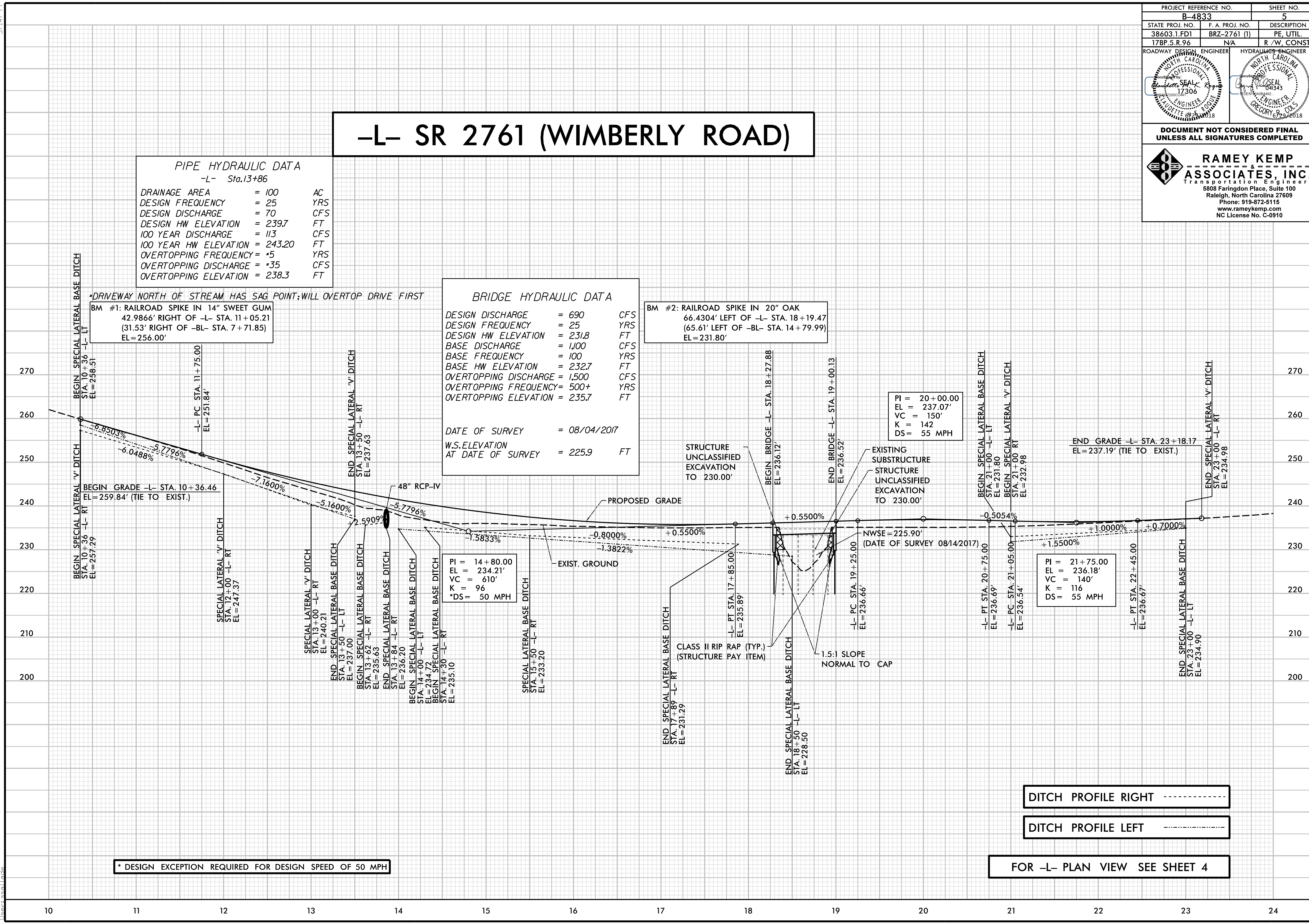
*DRIVEWAY NORTH OF STREAM HAS SAG POINT; WILL OVERTOP DRIVE FIRST
BM #1: RAILROAD SPIKE IN 14" SWEET GUM
42.9866' RIGHT OF -L- STA. 11+05.21
(31.53' RIGHT OF -BL- STA. 7+71.85)
EL=256.00'

DATE OF SURVEY = 08/04/2017
W.S. ELEVATION AT DATE OF SURVEY = 225.9 FT

PI = 20+00.00
EL = 237.07'
VC = 150'
K = 142
DS = 55 MPH

PI = 21+75.00
EL = 236.18'
VC = 140'
K = 116
DS = 55 MPH

PI = 14+80.00
EL = 234.21'
VC = 610'
K = 96
*DS = 50 MPH



DITCH PROFILE RIGHT -----

DITCH PROFILE LEFT -----

FOR -L- PLAN VIEW SEE SHEET 4

* DESIGN EXCEPTION REQUIRED FOR DESIGN SPEED OF 50 MPH