
Heritage rd subdivision LAKE SHORE POINT comments to Drainage from Town

From Tim MAY <mayengineering@sbcglobal.net>

Date Wed 3/5/2025 1:13 PM

To Alex Klose <aklose@eltownhall.com>

Cc Gary Goeschel <ggoeschel@eltownhall.com>; Paul Geraghty <pgeraghty@geraghtybonnano.com>

 5 attachments (8 MB)

Rev 03_04 Drainage report Lake Shore Point Heritage Rd 3 lot Subdivision drainage.pdf; 3 lot SUB Div Heritage Rd REV 50 Scale Layout.pdf; 3 lot SUB Div Heritage Rd REV Lot one.pdf; 3 lot SUB Div Heritage Rd REV Lot 2.pdf; 3 lot SUB Div Heritage Rd REV Lot 3.pdf;

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Alex,

Please find attached a revised Drainage report to clarify the comments from your review.

For Comment #1 with respect to the drainage flow path from the existing road into Lot #2. I moved the proposed house location to the east and flipped the driveway. I regraded the road and yard area to provide positive flow path to the permeable concrete pavers and avoid impacts to the house.

For Comment #2 the name of the subdivision as titled on the plans and drainage report is Lake Shore Point.

Comment #2a for the Time of concentration (T_c) flow path and the length for existing and developed condition. The existing condition T_c takes the longest path using the existing topography and surveyed topography. Also site visits to review field condition/features that should be included. The T_c for the developed changed due to regrading the lots to show proposed development of residential home, associated roads and new features such as rain gardens and Permeable Interlocking Concrete Pavers (PICP) collectively change the flow path and increase the T_c .

I did consult with the directly HydroCad software and with technical publications from PICP specification documents on the best way to model the integrate into the stormwater modeling software. This resulted in a CN value of 32 for Hydraulic Soils Group B. To model the simulate the PICP road and parking areas; HydroCad recommend using the setting that best simulates this storage condition - *Lake or Reservoir*, *Permeable Paver 40% void with a depth of 0.25'* and to add to the travel length of 300ft.

Keep in mind the actual length of the PICP as drawn on the plan is 360LF so a conservative approach was considered.

The areas for these are inputted for infiltration and volumetric storage of stormwater.

Comment 2b

For the developed the CN value (82) for dirt road was selected in error and the gravel road CN of 85 was modeled subsequently. review of the output data for the storm events shows no significant change to the peak runoff of volumetric increases. The drainage report attached has the revised developed results.

Comment 2c

The roof areas only are separated to be set to the Rain Gardens

Comment 2d

New revised plans (sheets 4-7) showing the drainage map and Lots 2 regraded. Also provided an updated Drainage report.

Please contact me if you have any questions

Thank you

Timothy May, PE
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