

North Branch Ecorse Creek – Public Information Meeting Agenda and Summary

Meeting Location: Allen Park City Hall, Municipal Auditorium, 16850 Southfield Road, Allen Park, MI

Meeting Date and Time: Tuesday, August 16, 2011, from 7:00 – 9:00 p.m.

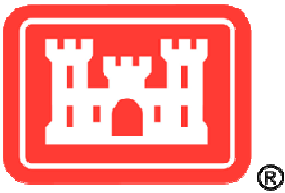
Attendees: See attachment

Agenda Items

- 1) Welcome and Introductions
- 2) Brief Study Overview
- 3) Review of Alternatives Formulation
 - Screening Analysis
 - Formulated Alternatives
 - Alternative 1: Without Project
 - Alternative 2: Corps 1988 Detention Basin
 - Alternative 3: Wayne County 2008 Greenway
 - Alternative 4: Single Optimized Detention Facility
 - Alternative 5: Detention Facilities with a greenway channel (w/ varying channel widths) and associated road crossing improvements from Madison Street to Allen Road
 - Alternative 6: Single Optimized Detention Facility with a greenway channel (with varying widths) from Madison Street to the Detroit River
 - Alternatives Performance Comparison
- 4) Selected Alternative
- 5) Next Steps
- 6) Question and Answer
- 7) Project Contact Information
- 8) Project Contacts
 - U.S. Army Corps of Engineers
 - John Niemiec, Project Manager: (313)226-7885 or John.M.Niemiec@usace.army.mil
 - Wayne County
 - Greg Tupancy, Project Manager: (313)224-7558 or gtupancy@co.wayne.mi.us
 - Kelly Cave, Project Director: (313)224-8282 or kcave@co.wayne.mi.us
 - Ecorse Creek Website: <http://www.nbecorsecreek.com/>

Attachments

- Presentation Handout



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Attendees – See the attached attendees list for the Public Information Meeting.

Agenda Overview:

Mike Donahue, URS project principal and moderator, provided an overview of the agenda, addressed housekeeping items, and presented the goals of the meeting

Welcome and Introductions:

Mike Donahue extended the initial welcome to attendees. Introductions were made to the project team, including Adam Fox, Paul Allerding, John Niemiec, Greg Tupancy, Mike Johnson, Della Young, Jeremy Cook, and Jan Hauser.

Study Overview:

Adam Fox, Corps water resources planner, showed a virtual tour of the study. The video will be available on the project website. Adam provided a brief overview of additional elements of the study. Adam indicated that the plan selection is based on what provides the greatest benefit, which includes economic considerations.

Alternatives Formulation – Detailed Review of the Alternatives:

Mike Johnson, HDR project manager, provided detailed information on alternative options analyzed for the project. Information included the anticipated costs, damages, damage reduction, benefit/cost ratio, and net benefits for each plan.

Selected Alternative:

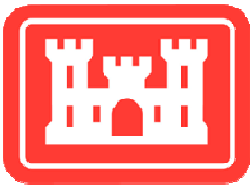
Mike Johnson indicated that Alternative 6 is the recommended plan, based on having the greatest net benefit, which is the primary criterion for selection.

Next Steps:

Mike Donahue discussed the next steps for the project. An additional public meeting will be held Wednesday, August 17, 2011 at 7:00 pm in Dearborn Heights. The draft documents (General Reevaluation Report and Environmental Impact Statement) will be submitted to the Corps and Wayne County for review. A submittal of the final draft of the documents will be delivered to the Corps and made available for public comment.

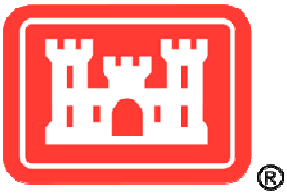
Comment, and Question and Answer Portion:

Mike Donahue facilitated the questions and answer portion of the meeting. The following are general comments, and questions and responses generated at the meeting.



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- **(Question)** Why was the Corps 1988 Retention Basin Plan not implemented in 1988 if it was beneficial? **(Answer)** After analyzing the details, including plans and specifications, it was found that the basin could not be constructed exactly as originally designed. It was agreed with the county that it could not be implemented at that time. Now the incinerator plant is gone and the properties in the area have changed. The basin has different specifications this time around.
- **(Question)** What is the timetable for the start of the project? **(Answer)** Additional funding is required to move the project forward. At least 1.5 to 2 years to go through the typical Corps of Engineers process.
- **(Question)** How many property acquisitions are expected? **(Answer)** Preliminary design of the recommended plan yields 275 properties, which is significantly less than the amount in the 2008 plan.
- **(Question)** What value will be assumed for houses acquired for the project? Will a fair market value be provided? **(Answer)** Real estate cost estimates were included in anticipated construction costs.
- **(Comment)** The plan needs extensive political support, which is difficult during a time of economic hardship. Plans *have been* rejected and had widespread opposition in the past. **(Response)** In 2008, resolutions were solicited from communities before moving forward. A large part of the 2008 process was building relationships with communities and leaders to determine what was politically, economically, and socially acceptable.
- **(Comment)** Community involvement and connecting citizens to the project requires responsibility from the homeowners who can be taking action right now, i.e. building raingardens. There have been a large number of studies which have large costs that could have helped pay for the actual construction. No more studies.
- **(Comment)** A lot of water has come from airport expansion and impervious surfaces. There is a drain that had to be put in, under I-94 near Baker College. A 48” pipe was requested and a 20” pipe had to be used, per the County. **(Question)** How often is the pipe cleaned? **(Response/Answer)** The County acted differently at this time. There was not as much developed land and impervious surfaces. The drain services in Wayne County operate under a drain code, the limit is set for how much money can be spent per mile of maintenance or improvement. The price has recently increased to \$2,500 per mile from \$500 per mile, which has not provided significant improvements. Removing debris from the channel is not sufficient; the channel must have more capacity.
- **(Question)** Why was the sewer system not put into the drainage into I-94 and take it back to the airport or back to another basin? **(Answer)** Infrastructure is coordinated with the Michigan DOT (Department of Transportation). MDOT is helpful when improvements are necessary to meet demand, which may not have been the case at the time.
- **(Question)** Which five bridges will be removed? **(Answer)** Only one bridge will be removed completely, others will be replaced. **(Question)** Which bridges will be replaced? Many bridges are currently closed. **(Answer)** The bridges to be replaced are located at Bayham, Russell, Larne/Keppen, Parker (Ped), Pardee and the bridge to be remove is located within a parking lot near Victoria.



Conclusion:

Options for reducing runoff are available on the website. The meeting adjourned at 8:34 p.m.

- Greg Tupancy, Project Manager
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- John Niemiec, Project Manager
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