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April 19, 2010

Ms. Molly Lamrouex
Airports Division
MDOT Bureau of Aeronautics and Freight Services
2700 Port Lansing Road
Lansing, Michigan 48906

Re: Ann Arbor Municipal Airport, Environmental Assessment

Dear Ms. Lamrouex:

This office has completed a review of the subject document received by this office on April 07, 2010. This review only took under consideration the sections that were in regard to water resources.

As a result of this review the following comments are offered:

1. The Wood Outlet Drain, a designated county drain, extends approximately 1,000 linear feet further to the north than is shown in Figure 4.8.
2. It is indicated that build alternative 3 is the preferred alternative. This alternative extends the runway 950 linear feet to the west.
3. It is indicated that the preferred alternative does not impact the stream that is existing on the site. Using GIS measurements it appears that the stream is less than 1,000 linear feet from the existing runway. The runway extension would bring this infrastructure within 50 linear feet or less of the stream. In addition to this the grading limits shown in Appendix D-7 clearly extend into and beyond the location of the stream. Based on this information it is not understood how it has been concluded that there are no impacts to the stream.
4. It is indicated that the preferred alternative does not impact the floodplain for the stream that is existing on the site. It is indicated that proposed grading for the expansion would not occur within the designated floodplain boundary. Based on the floodplain boundary shown on FEMA Community-Panel Number: 260623 0010 C these statements are incorrect. Not only do the grading limits indicated for

the preferred alternative extend into the floodplain boundary but the runway extension itself will extend into this floodplain boundary. Based on this information it is not understood how it has been concluded that there are no impacts to the floodplain.

5. It is noted in the report that: "The amount of impervious surface on site would increase slightly due to the extension of the runway and taxiway from the existing 7 percent of the 837 acres to 7.4 percent." This slight increase noted equates to an additional 3.348 acres or 145,839 square feet. This increase in impervious surface is considered by this office to be significant and not slight particularly knowing that the additional runoff from this area will discharge to the Wood Outlet Drain.
6. It is noted in the report that: "Implementation of appropriate best management practices (BMPs) would continue to control the rate of stormwater runoff and maintain water quality standards." It is unknown by this office as to what the control rate of stormwater is currently being implemented or whether this rate meets county standards. The additional volume created by this increase in imperviousness is not spoken to at all by the report. The type or locations of the appropriate BMPs indicated are not identified.

If you would like to discuss these issues please contact me.

Sincerely,

Dennis M. Wojcik, P.E.
Chief Deputy Water Resources Commissioner

CC: M. Kulhanek, City of Ann Arbor
N. Billetdeaux, JJR