Nathan D. Zgnilec

OHM Advisors, Livonia, MI USA

Education:

- B.S. Civil Engineering
  Michigan Technological University, 2013
- M.S. Environmental Engineering
  Michigan Technological University, 2016

Improvements to HEC-RAS Floodplain Elevations in the Allen Creek and Design of Hydraulic Improvements for Flood Relief

using EPA SWMM v5:Case Study from the Allen Creek in Ann Arbor, MI.

OHM Advancing Communities®

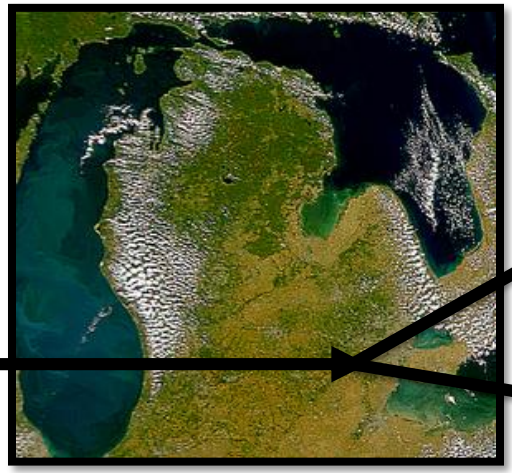
Project Location

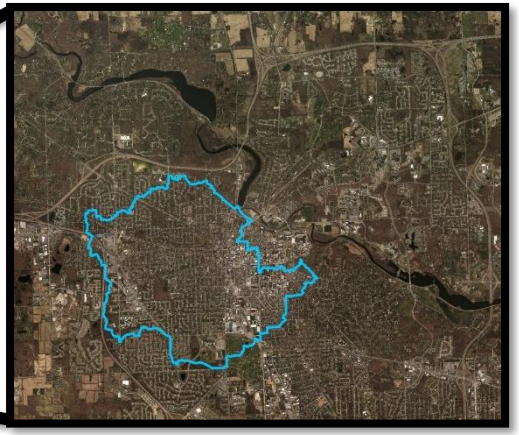
Ann Arbor, MI

- 120,000 population
  - 5th largest in MI
- University of Michigan

Allen Creek Watershed

- 5.65 square miles
- ~12 miles in length
- ~50% impervious





Allen Creek
Connectivity and Enclosure

Majority enclosed, up to 100-years old

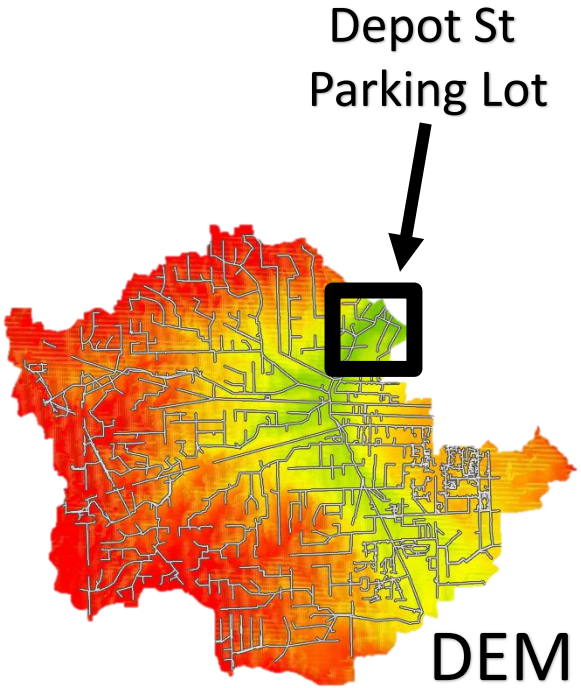
Outlet Capacity = 1,200 cfs

- 50-year storm

Experiences most severe flooding in City

enclosure

outlet



DEM

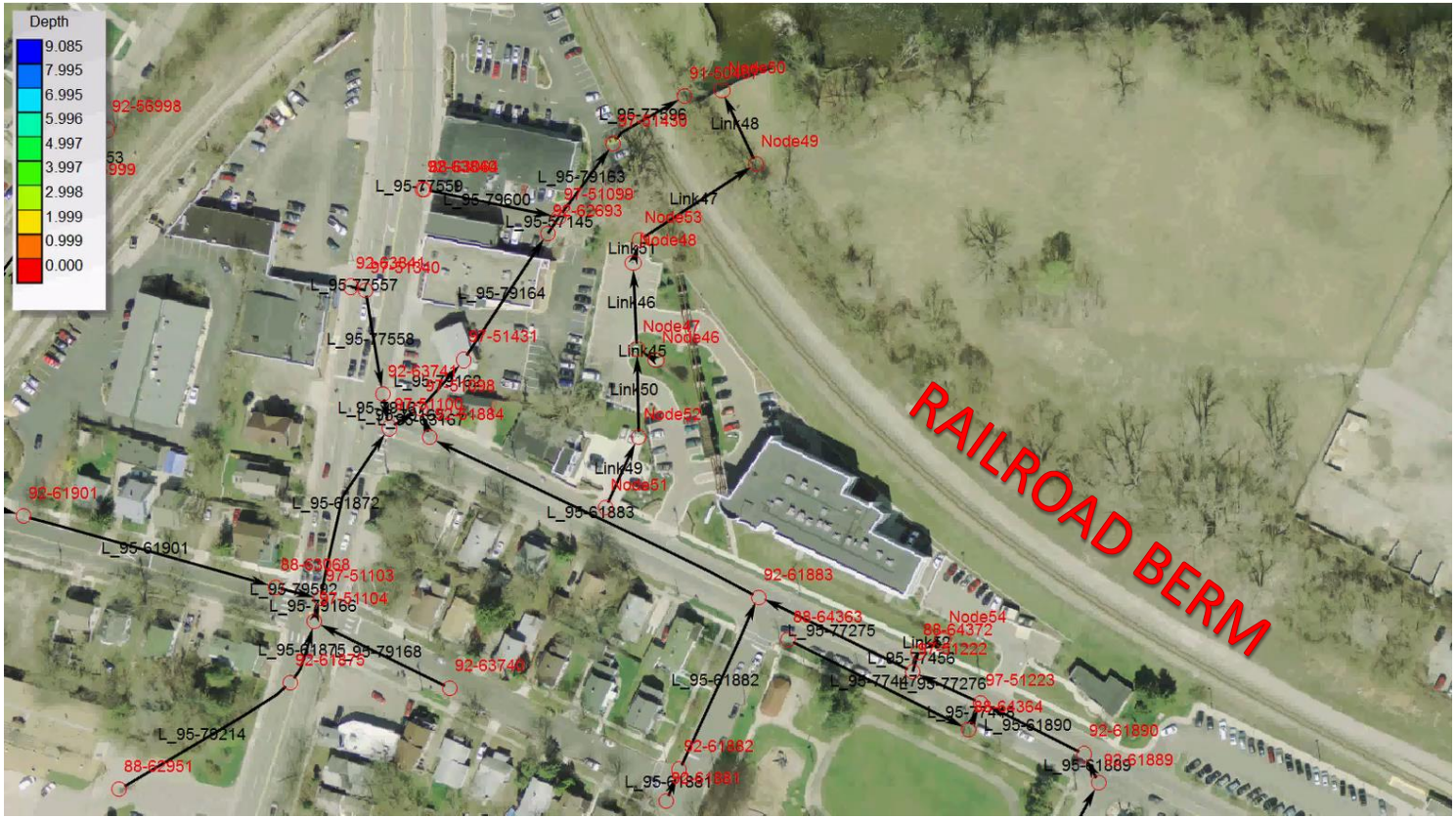
Depot St Parking Lot

Serves as relief when downstream enclosure surcharges

Frequently floods

Railroad berm acts as floodwall

Model: 10-feet of flooding during 100-year storm



100-year Storm Event

Modeled Flooding at Depot St. Parking Lot

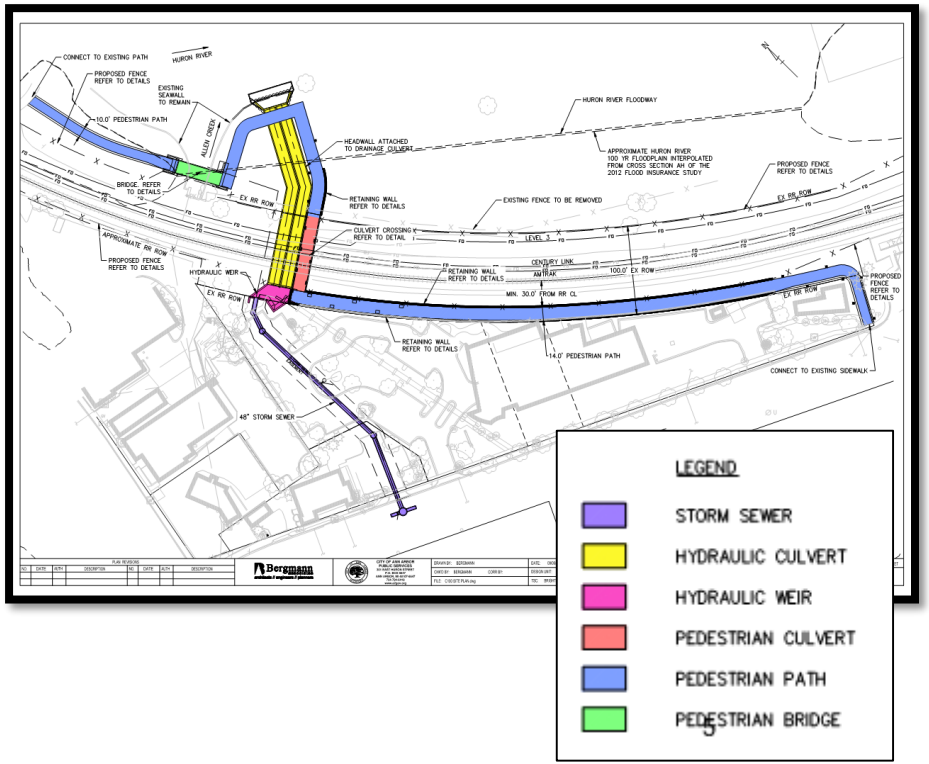
Hydraulic Improvements for Flood Control

Goal

- Reduce the depth and duration of flooding in Depot St. parking lot
- Decrease depth of flooding by 5 feet during 100-year event

Solution

- Flood relief culverts through railroad berm



Allen Creek FEMA Floodplain

Last defined in 2012, using HEC-RAS model

2012 HEC-RAS model

- Steady-state surface flow model

Did not adequately account for

- dynamic routing
- increase flow through the pressurized enclosure
- Surface storage

Resulted in

- underestimated flow capacity of enclosure
- artificially high floodplain elevations

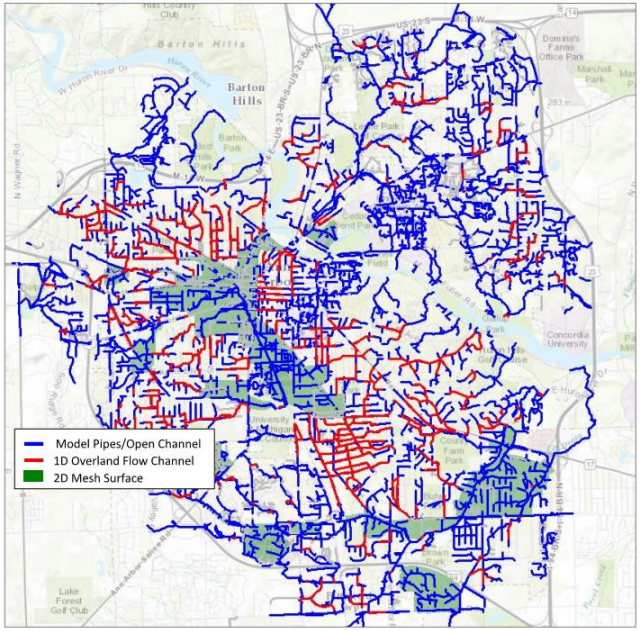
FEMA

Federal Emergency Management Agency

City of Ann Arbor Stormwater Management Model - 2015

- InfoSWMM model
- Accounts for City's entire stormwater conveyance system
  - 500 subcatchments
  - +4,000 links
  - +100 raingages
- Calibrated and validated using collected flow and rainfall data

Figure 1-1 – Stormwater System Components



Source: City of Ann Arbor Stormwater Model Calibration and Analysis Project, Final Report, CDM Smith 2015

1. Existing Conditions Floodplain

Comparison of 100-year floodplains

- HEC-RAS – Effective Model
- SWMM – Duplicate Effective Model

Focused on predicted water surface elevations

- SWMM model was up to 1.5 feet lower than HEC-RAS
- HEC-RAS was known to over predict flooding -> overestimated floodplain elevations

2. Evaluation of Proposed Hydraulic Improvements

Objective

- reduce flooding from 778.1 to 773, or lower

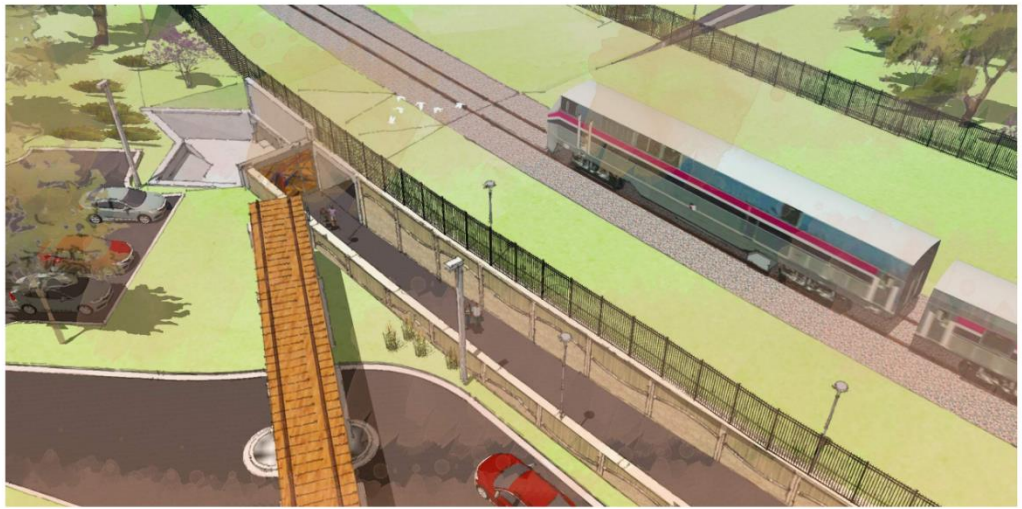
Solution

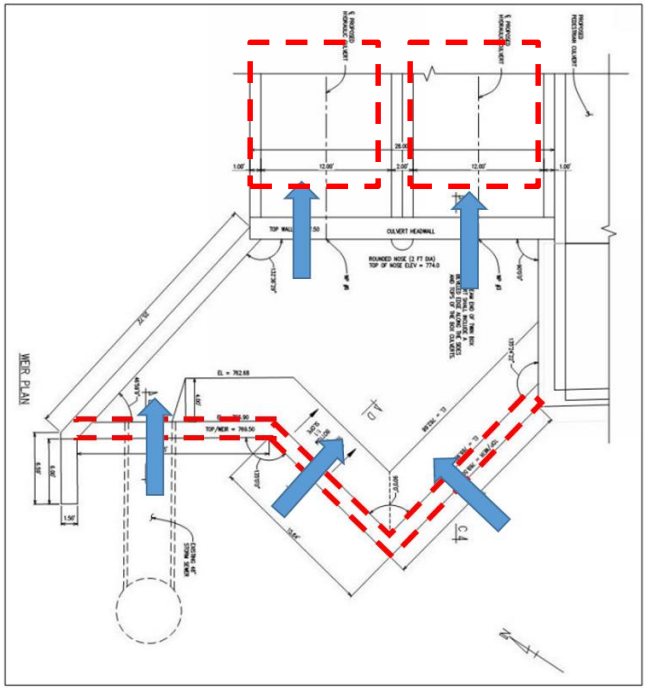
- allow surcharged flows to exit through relief culverts running below railroad berm

2. Evaluation of Proposed Hydraulic Improvements

Weir – 50 feet long

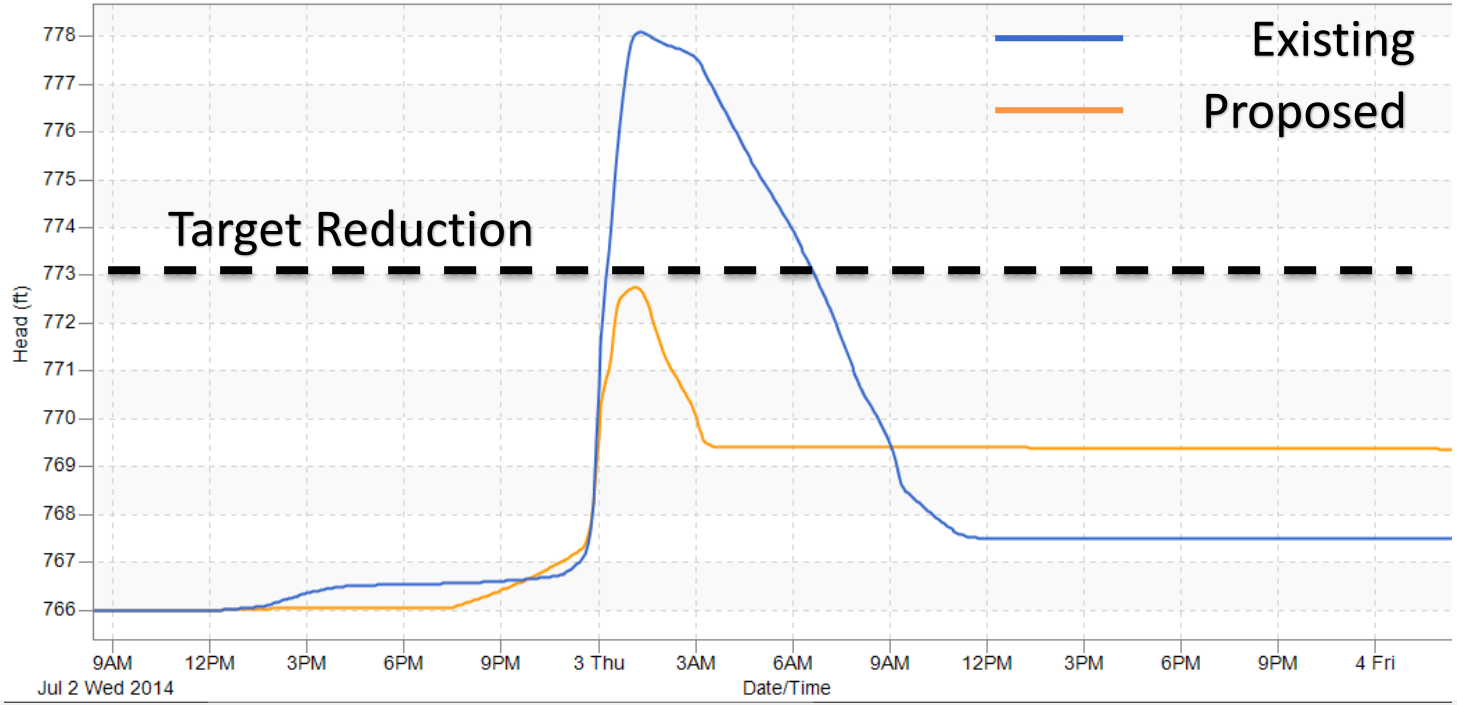
Twin Box Culverts - 212 feet of 7’x12’





2. Evaluation of Proposed Hydraulic Improvements

Depot St. Parking Lot - WSL



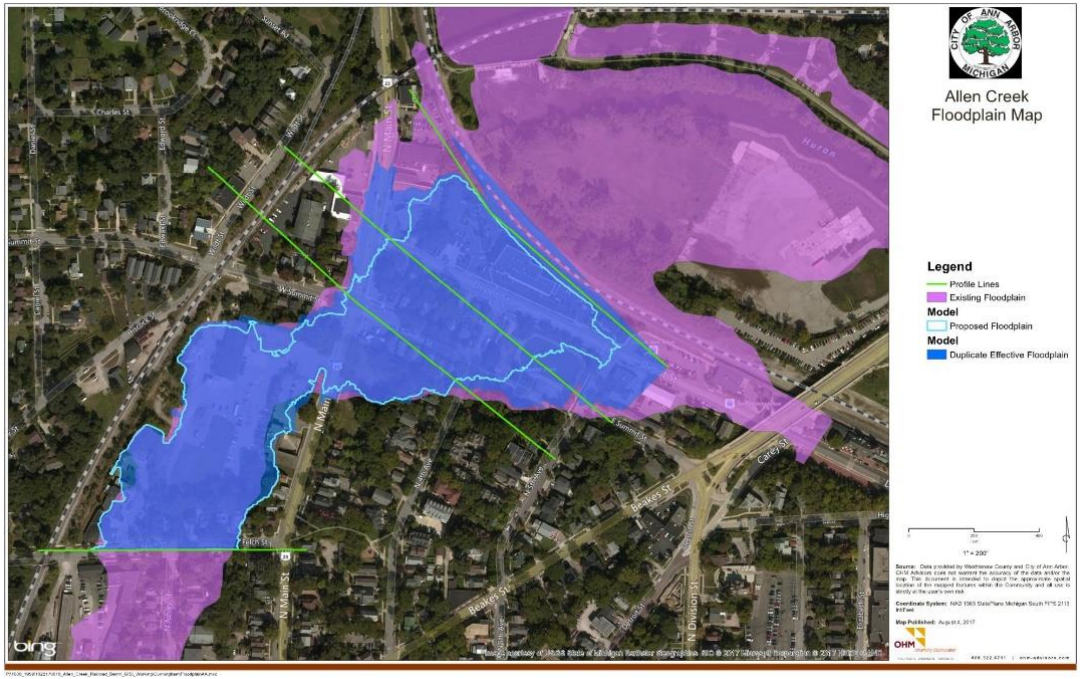
3. Revised Floodplain

Depot Street Parking Lot

- Reduced base flood elevatio 772.7 feet

Upstream Boundary

- Maintained existing floodpla elevation

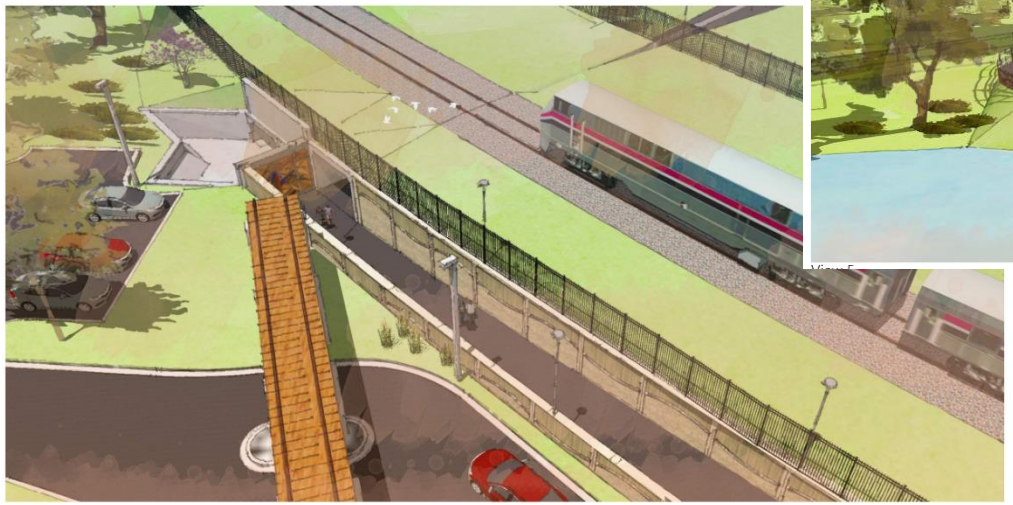


4. FEMA CLOMR Application

- Successfully received CLOMR from FEMA based on SWMM model
  - Submitted in advance of project construction
  - Necessary because proposed improvements result in modification to the existing floodplain

- After project completion
  - Apply for LOMR

Design Renderings



Lessons Learned

- HEC-RAS is not always the most appropriate tool for floodplain mapping
- In an urban environment, like the Allen Creek, SWMM is better suited to model multiple dynamics
- Would not have been able to make design decisions in HEC-RASs like we did in SWMM
- Using a different modeling method resulted in additional scrutiny from FEMA

Thank You