

**Army Corps of Engineers
Indianapolis North Questions and Answers
July 2012**

QUESTION 1: What is the Indianapolis White River North project?

ANSWER 1: The project involves construction of floodwalls and earthen levees along the east bank of the White River in the Broad Ripple and Warfleigh neighborhoods to reduce flood risk. After the 1991 flooding, the City sought to upgrade and construct a levee system to reduce flooding risk to residents and businesses along the White River and remove them from the floodplain. After required study, the Corps implemented a project cooperation agreement and plan for levee construction along the section of the White River from Interstate 465 southward to Interstate 65.

QUESTION 2: Who and what will this project affect?

ANSWER 2: When complete, the project will provide flood risk management to homeowners, residential and business properties, public facilities, utility installations and other infrastructure behind the floodwall and levee system. The project is designed to reduce flooding risks for an estimated 1,500 businesses and homes from the 0.35 percent annual exceedance or 300-year floodplain. Approximately 1,300 of those structures are located within the 1 percent annual event (100-year) floodplain in the Broad Ripple, Warfleigh and Butler-Tarkington neighborhoods.

QUESTION 3: How does it affect me?

ANSWER 3: If you are a resident or property owner that will be located behind the proposed floodwall or earthen levee, you may have a lower risk of flooding and pay either reduced or no flood insurance premiums after completion of the project and issuance of a Letter of Map Revision by Federal Emergency Management Agency (FEMA). Flood insurance premiums vary based property value and location within a floodplain. For example, Warfleigh residents pay between \$1,000 and \$3,700 annually in flood insurance premiums. In addition, FEMA mapping revisions may allow the City to lift local restrictions on development within the floodplain or change zoning.

QUESTION 4: Is the project complete?

ANSWER 4: No. Two of the three proposed sections – Monon-Broad Ripple and Warfleigh – are completed. The Corps plans to award a contract in the fall of 2012 for construction of a levee section south of Kessler Boulevard. The remaining South Warfleigh/Butler-Tarkington section of floodwall will be constructed after completion of a final supplemental EIS and Record of Decision, and upon receipt of additional funds.

QUESTION 5: What are the roles and responsibilities of the City and Corps?

ANSWER 5: In 2000 the City entered into an agreement with the U.S. Army Corps of Engineers for a 75 % federal and 25 % local cost-shared project to construct the Indianapolis White River North Indiana Project. The Corps is responsible for design and construction of the project. The City acquires real estate easements, initiates utility relocations, and provides input and review of the Corps' design and construction activities. A City representative also participates in the project as a co-chair with a Corps' manager on the project coordination team.

QUESTION 6: What are the current project activities?

ANSWER 6: The SEIS is being circulated for public review. At the City's request, the Corps developed concept level information on design requirements, costs and schedule impacts for proposed actions within the project footprint. The Corps evaluated technical considerations and additional costs of moving the location where the proposed gated-structure would cross the Indianapolis Water Canal, several alignments and additional tree clearing along completed parts of the levee. Based upon current design requirements, the Corps reviewed the distance in which trees are cleared along the riverside slope of the Warfleigh Levee and the section of levee adjacent to the Reserve at Broad Ripple condominiums. Some additional tree clearing is required.

QUESTION 7: What occurred prior to release of the Draft Supplemental Environmental Impact Study (DSEIS)?

ANSWER 7: The Corps of Engineers circulated an Environmental Assessment for agency and public review of a proposed levee floodwall alignment change and other project revisions. The comment period closed on April 4, 2011. Due to the amount of public interest and large number of comments, the Corps evaluated alternatives to complete the project, estimated the cost of each, and prepared the DSEIS for agency and public review.

QUESTION 8: What happens after I submit my comments on the DSEIS?

ANSWER 8: Following conclusion of the DSEIS comment period, the Corps of Engineers will prepare a Final SEIS (FSEIS) which will provide detailed responses to the public and agency

comments and include changes and clarifications resulting from those comments as may be needed. The FSEIS will then be circulated to agencies and the public for a minimum 30-day review period, after which the Corps will make final decisions on the future direction of the project. Those decisions will be set forth in a Record of Decision (ROD) by the Corps of Engineers. The ROD will explain the reasons for the project decisions, based upon the information contained in the SEIS.

QUESTION 9: Is the project permitted by regulatory agencies?

ANSWER 9: Yes. The project is subject to all applicable environmental permitting reviews, such as the Indiana Department of Natural Resources and the Indiana Department of Environmental Management. Compliance with federal fish and wildlife laws and cultural resource laws must be coordinated with U.S. Fish and Wildlife, the Indiana State Historic Preservation Office, and others.

QUESTION 10: Are there any cultural resources affected by the proposed project alignment?

ANSWER 10: The primary cultural resources affected by the proposed floodwall alignment are the 19th century Citizens Water Canal and its two restored historic walking bridges. This historic property was determined eligible on March 28, 2011 for the National Register of Historic Places (NRHP) by the Keeper of the Register and is currently used for recreational purposes. Two archaeological sites are also located within this alignment. Additional historic properties affected by the proposed alignment are the Hinkle Field House at Butler University and the Butler University Historic District. The Corps of Engineers and the City of Indianapolis in consultation with the Indiana State Historic Preservation Officer (IN SHPO) would work toward avoiding any effects to these historic properties or mitigating any unavoidable effects by way of a Memorandum of Agreement. Any documentation would be submitted to the IN SHPO, the National Park Service, the Advisory Council on Historic Preservation (ACHP) and other consulting parties for review and comment.

QUESTION 11: Will the Department of Waterworks Canal Towpath be closed?

ANSWER 11: The Canal Towpath may be closed to the public intermittently during construction of the project. However, although the path may be somewhat modified near the gated-structure, it will be fully reopened to the public at the completion of construction.

QUESTION 12: Will trees have to be cut for construction?

ANSWER 12: Yes. Trees and brush will be removed to allow for construction of the flood protection system. In addition, trees and shrubs will be cleared to provide a required 15-foot wide root free zone stretching from the toe of the finished levee or completed floodwalls to meet current Corps of Engineers' requirements.

QUESTION 13: Why is there a cleared root free zone?

ANSWER 13: Trees and other woody vegetation, such as shrubs and vines, can create both structural and seepage instabilities, prevent adequate inspection, and create obstacles to maintenance and flood-fighting/flood-control activities.

QUESTION 14: How tall could a proposed floodwall be?

ANSWER 14: The levee/wall height varies with the changing elevation of the ground surface. For the proposed Phase 3B design, the Corps would construct an earthen levee, at varying heights, along the east bank of the White River on Friedman Park and Riviera Club properties and further south. The proposed floodwall along the Bulter-Tarkington side of the Indianapolis Water Canal could range from approximately 1 foot to 6 1/2 feet above ground. An "invisible wall" or removable panels would allow for a lower wall with a 300-year level of flood risk management when assembled to higher levels. The maximum above ground height of the proposed floodwall would then be limited to approximately 4.3 feet near the gated-structure that would cross the Citizens Water Canal.

QUESTION 15: Why is a floodgate needed on the canal?

ANSWER 15: The floodgate across the canal is designed to prevent floodwaters from backing up into the protected area behind the floodwall and levee system. The gate is designed to allow for annual maintenance while continuing to provide uninterrupted flows to the water treatment plant.

Question 16: Can you walk across the gated structure?

ANSWER 16: No. Access to the structure will be restricted to Corps and City personnel for operation and maintenance purposes. The gated structure will be secured with decorative fencing.

QUESTION 17: Will the floodwaters pollute the canal and drinking water?

ANSWER 17: Indianapolis drinking water will not be affected by floodwaters or construction of the proposed floodwall. The City of Indianapolis primarily uses the White River as its source for drinking water; however, that water is first supplied to the water treatment plant to ensure safety for drinking. On any given day, the river waters can generally be considered polluted beyond drinking water standards. The canal water, which flows from the White River, is sometimes the source of drinking water for Indianapolis. The White River is always treated by the water treatment plant. Currently, the canal periodically carries floodwaters and, even in these situations, the floodwaters are first transported to the treatment plant.

QUESTION 18: What about graffiti?

ANSWER 18: All finished concrete surfaces will be treated with an anti-graffiti finish. This coating has been used in the completed segments of the project. The City carries out an aggressive campaign against graffiti and maintains a substantial graffiti removal program to restore structures damaged by graffiti.

QUESTION 19: How does this structure affect the recreational area surrounding it?

ANSWER 19: Indy Parks and Recreation Department utilizes levees and incorporates trail systems as long as all required operations and maintenance issues can be addressed long term to maintain flood protection. As an example, the Warleigh floodwall is located on the White River Greenway. Additionally, flood protection has also been constructed along the Monon Trail.

QUESTION 20: Why wasn't the town of Rocky Ripple included in the project?

ANSWER 20: The Town of Rocky Ripple was included in the project's feasibility study in the mid-1990s. However, in April 1996, the Town requested it not be included as part of the Indianapolis, White River (North), Indiana Project. In February 2004, the Rocky Ripple Town Council formally requested that the City of Indianapolis reinstate the neighborhood in the project. However, in order to not delay completion of the then current project, City leaders declined the request.

QUESTION 21: Can Rocky Ripple be included now?

ANSWER 21: The Corps has developed concept level information on design requirements, costs and schedule impacts for a proposed Rocky Ripple floodwall/levee. The City and Corps will make a joint decision on whether or not to proceed with a federal requirement – preparation

of a General Reevaluation Report (GRR) – for possible inclusion of Rocky Ripple in the project alignment. To construct the Rocky Ripple section, the report must indicate that project changes would meet federal interest and policy criteria, be economically supportable, and meet current environmental planning objectives. However, based upon recent concept level analyses, it appears highly unlikely that a Rocky Ripple alignment would be economically viable for federal participation in reconstructing its levee.

QUESTION 22: Can Indianapolis DPW or another sponsor provide additional local funds to improve the economics for construction of a Rocky Ripple floodwall/levee?

ANSWER 22: No. The project must provide net positive benefits (benefits minus costs) for federal participation.

QUESTION 23: Can the old study and 1996 plan be initiated?

ANSWER 23: No. If the City and Corps decide to proceed with preparation of a GRR for a possible Rocky Ripple alignment, the Corps will have to investigate the post-Hurricane Katrina floodwall design standards as part of the plan. The Corps would have to execute another study that includes an evaluation of alternatives based upon those new design criteria.

QUESTION 24: Does the Corps have sufficient federal funds to complete the project?

ANSWER 24: No. The Corps needs additional Federal to complete the Indianapolis North Project. There are no funds for the project contained in the fiscal year 2013 President's budget.

QUESTION 25: How soon can the project be completed?

ANSWER 25: Since the Corps of Engineers has not yet received the balance of federal funds to complete the project, there is currently no firm schedule for completion of the project. If the Corps were to develop an approved GRR for the Rocky Ripple alignment, the study process, design and real estate acquisition for that section would likely delay project completion by several years.

QUESTION 26: What happens if the final phase of this project isn't completed?

ANSWER 26: All three components of the system must be complete before benefits can be realized. If the project isn't completed, properties that would be protected by the levee and floodwall would remain within the floodplain. The property owners would continue to pay national flood insurance premiums and remain subject to flood control zoning restrictions.

QUESTION 27: Can the project be redesigned?

ANSWER 27: The project could be redesigned if the proposed changes meet federal interest – for example cost benefit ratios – and policy criteria and environmental planning requirements met. Additionally, the Corps and City would need to update their agreement and associated cost sharing requirements.