



US Army Corps  
of Engineers  
New Orleans District

# Public Meeting Summary

## Westbank Risk Reduction Construction Status Update Sept. 14, 2010

<b>Location</b>	Belle Chasse Library
<b>Time</b>	Open House 6:00 p.m. Presentation 6:30 p.m., followed by a discussion
<b>Attendees</b>	Approx: 40
<b>Format</b>	Open House Presentation
<b>Handouts</b>	<ul style="list-style-type: none"> <li>• Presentation</li> <li>• Approval Process Brochure</li> <li>• 2010 Status map</li> </ul>
<b>Facilitator</b>	Rachel Rodi



**Rachel Rodi:** Thanks for coming tonight. My name is Rachel Rodi and I'm in the public affairs office for the Corps. We also have several other Corps members here tonight as part of the presentation. We have Tim Connell, Ted Carr, Patricia Leroux, she is an environmental manager and Julie Vignes our senior project manager.



Most of you have seen this at our public meetings and the point of it is, risk is a shared responsibility. We all know that there are risks out there and no matter how many floodwalls and levees we build, there is going to be residual risks. We can always buy down risk. Some of those methods are zoning, building codes, outreach, making sure you follow your evacuation plans and insurance.



We are building a hurricane and risk reduction system. This is the perimeter and there are maps in the back and if you have any specific questions on this we can answer that, but this is just to show you the whole system that we are working on in the Greater New Orleans area.

The following notes were recorded by USACE contractors. These notes are intended to provide an overview of the presentations and public questions and comments, and are not intended to provide a complete or verbatim account of the meeting. This account is not intended to be a legal document.



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### Meeting Purpose

- To discuss construction status of the GIWW-West Closure Complex, Hero Canal Levee and Eastern Tie-In risk reduction projects
- To discuss the proposal to use the "Westbank N" borrow site as an alternative disposal site for material removed from the GIWW-West Closure Complex and the Hero Canal Levee

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So why are we here? We are here to talk about the West Closure Complex, Hero Canal Levee and Eastern Tie-In risk reduction projects and then we will talk about the "Westbank N" borrow site and the West Closure Complex and Hero Canal Levee.

### National Environmental Policy Act: NEPA

- Required of all major federal actions
- Analyze potential impacts to the human and natural environment and investigate reasonable alternatives
- Public involvement is KEY! We want to hear from you.
- Goal: more informed decision making through public involvement
- Analysis documented in Individual Environmental Reports (IER)
- Corps has made alternative arrangements to expedite project timelines

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NEPA, this is the National Environmental Policy Act it is required for all major federal actions. Again, we want your feedback and that is why we are here tonight to get public involvement and we are concerned with more than bugs and bunnies; we want to hear about concerns to human impacts as well. I'm going to turn it over to Tim Connell who is going to give you an overview of the Westbank.

### West Bank Hurricane & Storm Damage Risk Reduction System

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Tim Connell: I am going to give you an overview of the project and the construction of the project is going very well. I'm going to give you a little overview. This is the GIWW West Closure Complex is its' official name and it's in yellow.

### GIWW-West Closure Complex

- 19,140 cfs Drainage Pumping Station (11 x 100-ft-wide, 100-ft-deep)
- 225-foot primary navigation gate
- Sluice gates (5 - 18' x 18')
- T-wall along edge of Bayou aux Carpes (CWA 404(c) wetlands) (1000' x 100' variable width)
- Water Control Structure
- Levee and East Bayou Road Realignment
- Environmental Mitigation and Augmentations
- Foreshore Protection
- Algiers Canal dredging

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This is a rendering of the project. There have been some changes for those who have followed this over the years. This is our pump station. As you know, the complex consists of a large pumping station at 19,140 cubic feet per second pump station. It has 11 very large pumps and we also have a 225-foot primary navigation gate. We used to have a 75-foot secondary navigation gate, but that has now been removed and replaced with a set of sluice gates on this side of the structure. There is also a T-wall that runs along the edge of what's called the

Bayou aux Carpes 404(c) wetlands. At the top of that, there is a water control structure that function is to be closed during a storm event, but it remains open during all other times to allow flow from the old Estelle outfall canal to make its way into the GIWW. Eventually as we work with the EPA that may be managed to keep closed all the time to force the flow out over the

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404(c), but that remains to be determined whether the national park service and the EPA actually want that to occur. We've also moved the road out and realigned the levees. The levees are substantially higher and wider than they have been in the past. We are also going to be doing some environmental mitigation and augmentation associated with the project. A lot of it will be in the 404(c) area and there are also a lot of rocks going in within the structure in order to protect the banks. One of the other features, we had to dredge the Algiers Canal to increase the conveyance capacity of the canal to allow for efficient conveyance of the drainage that is pumped into that area.



This is just another slide that shows some of the challenges we worked with the project. This is the Algiers and Harvey canals, which is the main drainage conduit outlet for the entire area here. There are nine pump stations that pump into that interior drainage pump station so that is why when we close these navigation gates the water that is retained behind these gates, that normally flows out, has to be pumped out and that is the reason for the large pump station. When that pump station is completed, it will be the largest of its type in the world. This is also part of the Gulf

Intracoastal Waterway; it splits off into the Harvey and Algiers alternate route here. The Algiers Alternate Route has become the main route of the GIWW going to the east. There are about 30 commercial barge tows everyday that pass through this site. The project is being constructed without a closure-to-navigation to this point. We've had some interruptions of up to five hour durations that we've had to do for about two weeks and there will be a closure that will take place when we set the gates for several days for each gate leaf. Again, the critical environmental aspects of the project was dealing with the EPA and 404(c) wetland, that is one of 11 of those wetlands in the country; a nationally significant wetland so we are working with the EPA and we were able to get them to amend their veto that allowed us to actually place this floodwall on this special protected wetland. We had a goal to get it done by June 2011 and we are tracking pretty close to that for getting it done.



This is what it looked like in July of 2009 and in August of 2009; we gave the notice for the contract to proceed. They immediately went to work and you can see the road just several months later has been relocated and you can see all the clearing of the site has occurred.



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This is the construction of the batch plant where the concrete for the structure is being mixed. You can see here that they are working on a cofferdam and you can see pile driving going on in the excavated hole for the pump station. I believe they have just started doing the clearing along that 404(c) wall so that occurred in just four months.



This is what it looks like just last month or two months ago in July of 2010. You can see the cofferdam is complete and navigation is passing freely through here and the levees are completed back here except for some small gaps and the pass through, which are being done right now.



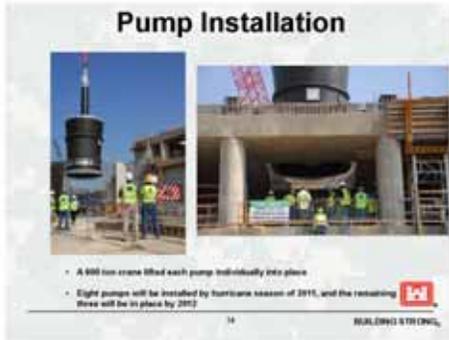
Now you can see here the pump station is really coming along. You can see all the bays are completed; there are 11 bays to the pump station. This is the sluice gate where you have five, 16 x 16 foot sluice gates. This is the sector gate foundation that is just about completed. What is interesting about this is that we are moving and about 40% complete.



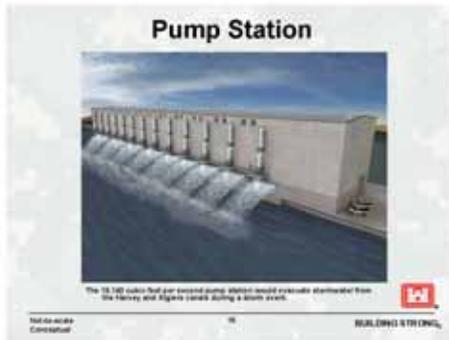
This is what we mean when we talk about these flower pot pumps. These are three of them standing up about to be placed in the structure. They are called that because the shape of them; they look like a flower pot. We placed three of the pumps in the station on September 4<sup>th</sup> and there are two more at the station and I believe we have seven pumps on site so the delivery of pumps is on schedule. We actually also have the engines and speed reducers on top of the pumps also. Just a quick fact here, each of the pumps weighs about 70 tons.



# Public Meeting Summary



This next slide shows them actually lifting it into position in the pump station. That right there gives you a little scale, you see the people standing there, these things are about 11.5 feet wide at their narrowest point where the water is ejected and lifted up with the impeller. We are looking to have eight of these in place by August 2011 and the remaining three will be in place shortly thereafter in 2012 with complete construction of other parts of the pump station going on into 2012.



This is a rendering of the pump station and this shows what is unique about this pump station. The discharge of this is going to lift up and fall over the side of the station instead of going through pumps. To give you a scale of how much that 19,000 cfs is, that's an Olympic-sized swimming pool about every three seconds you can fill up an Olympic-sized swimming pool.



This is a conceptual design of what it will look like. This is a fuel farm here. All these pumps are powered with individual 5400 horse powered diesel engines so there will be a tremendous amount of fuel needed to power this station if it's ever needed to do its full duty. What is going to happen here once the gates are placed, which will occur in March. We are actually going to do what's called "water-up," where we are actually going to bust the levees and allow the water to fill in around the pump station. They will start pulling the cofferdam and move in the gates, which are being fabricated in Houston, each

of these gates weights 750 tons and they are too big to make it through the locks. They are going to be coming from out in the Gulf of Mexico to be lifted into place here. Once that's operational and the gates are placed and they are operational, then navigation traffic is going to be switched from this location to actually pass through the gates and then we will close off and make the tie-in between the completed 404(c) floodwall and the sector gate structure. There are about 1,000 workers working on this job right now, working six days a week.



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**GIWW-West Closure Complex by the Numbers**

- 2,300,000 cubic yards of on-site excavation/dredging
- 610,000 linear feet of piling
- 140,000 cubic yards of concrete
- 18,028,000 pounds of rebar
- 770,000 cubic yards of levee embankment
- Nearly 3,000,000 man hours

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These are just some fun facts from the project. There are about 2.3 million cubic yards of material that has been excavated. Just to give you an idea of how much that is, if you took and filled up a regular dump truck and you stacked them up in a traffic jam that would go all the way from New Orleans to a little past Chicago. It's quite a bit of material that is being excavated and moved around on this job. There is also 610,000 linear feet of piling; we are using steel and concrete. That's a total of about 115 miles of piling that has been driven to support these structures. The soil out here is terribly soft so it requires a lot of deep foundations for the support. We have 140,000 cubic yards of concrete and 18-million pounds of rebar in that concrete. That is about the weight of 33 – 747's. There will also be nearly three million man hours to complete this project.

**West Bank Hurricane & Storm Damage Risk Reduction System**

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This is the Westbank N Pit. It's actually along Walker Road, between Walker Road and the Hero Canal right at the intersection of the GIWW and the Hero Canal.

**Original Disposal Plan**

- Corps has refined plans throughout construction
- All unsuitable earthen material excavated from the WCC site was originally to be disposed of in the Walker Road borrow pits
- Material dredged from the Algiers Canal is being disposed of in Jean Lafitte National Historic Park and Preserve "Geocrit" site

Algiers Canal Dredging Extent and Beneficial Use Areas

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Basically the original disposal plan for the project for the 2.3 million cubic yards was....all the materials that could be used in the levees was going to be used and processed in the levees. Unfortunately, there wasn't a whole lot available for that use for various reasons. All the materials that was excavated from onsite where the project is being built was going to be disposed of and in the original IER, it's designated to be disposed of in the Walker Road borrow pits. That is where a lot of that material is going and that is being disposed of there.

Also, I told you that part of this project was dredging the Algiers Canal and the material that has been removed from the Algiers Canal, not quite 700,000 cubic yards, is being hauled down the GIWW and placed in the Jean Lafitte National Park in an area where they have been trying to restore the bank for many years and this was an opportunity to actually achieve that.



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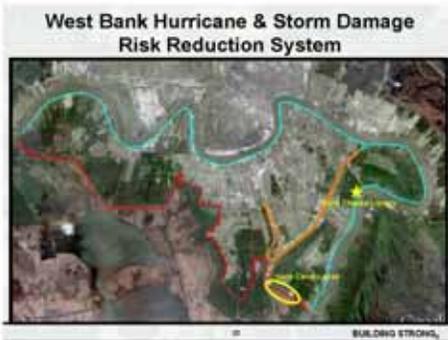
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This was a picture that was taken yesterday. This area, the Geocrib area, had been eroded and basically all they had was just rock berm along Bayou Segnette and what we have done is come in and put some dikes up and all the materials that is coming from Algiers Canal has been placed in this area here and it has been successful in building a bank line and restoring some marsh there.



The proposed modification that we are talking about here is to allow for some of the material that we are excavating from the sites here that was scheduled to go into these pits, we will be digging this pit here to provide material to build the Hero Canal Levee. Now we are proposing that in addition to disposing material here in the Walker Road Pits, that we dispose of material in the pit so it will be excavated and the material will be lifted out for the construction of the Hero Canal Levee and then material that is coming in from later phases of excavation from the West Closure Complex, we are proposing that it be placed into the pit end here. It's a more economical site for us because it's a shorter haul route as opposed to going here to dump we can just go right here. Also, it reduces the risk of an aircraft encounter with birds that are nesting on this pit here because if it was left open, you would have nice open still-water area there and the Navy is concerned about that. It's currently out there for review and the comment period closes on Oct. 2, 2010 and it's available for review at [nlaenvironmental.gov](http://nlaenvironmental.gov).



I want to show you what's going on at the Hero Canal Levee.



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### Hero Canal Levee Construction



- Scheduled for completion in March 2011
- Approx 643,000 cubic yards of clay will be used to build the 2.2 mile levee

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These are some photos showing the work that is going on. It connects the West Closure Complex to the Eastern Tie-In. Cost is about \$12 million and it was let in April of this year. The earthen levees are being raised from about eight to an elevation that will be at 12.5 plus build for settlement and they will need future lifts between now and 2057.

### West Bank Hurricane & Storm Damage Risk Reduction System



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It is scheduled for completion in March of 2011 and there is about 643,000 cubic yards of material are what is being used. They are on site and have cleared the pit and cleared much of the levee and started construction there. I am now going to turn this over to Ted to talk about the Eastern Tie-in.

### Eastern Tie In

Connects to the Hero Canal Levee and the Mississippi River Levees in Oakville



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**Ted Carr:** For the Eastern Tie-In, we started out with some proposals and we now have all our contracts awarded so it's a big milestone to see all the work. What I want to talk to you about is from the Hero Canal Levees to the tie-in to the Mississippi River Levees and that is known as the Eastern Tie-In.

If we look at this and then this, this is WBV 9a, these are our earthen levees and I will talk to you about where those are in our current progress. And this is what we call WBV 9b and this is the stoplog gate in the Hero Canal and the final component is 9c, which are the gates across Highway 23 and associated flood walls.

### Eastern Tie-In

Contract WBV 9a reevaluation activities

- Clearing and grubbing of the wetlands area west of Oakville
- Clearing and grubbing of the former FEMA trailer site

Completed work will include:

- Earthen levees that will connect to the Mississippi River Levee
- Emergency Bypass Road
- 150 cfs pump station which will discharge into the wetlands



A portion of the Eastern Tie-In project will include new levee construction in a wetlands area. Impacts to wetlands will be mitigated.

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During our clearing for the 9a earthen levee project we have a swath that was cut and this gives you a perspective to see how wide the footprint is going to be. One of things we are doing currently with our contractor is that the old FEMA trailer park has been cleared and grubbed. The earthen levees will connect to the Mississippi River Levee that we talked about and another feature of 9a we talked about is the bypass road around our Highway 23 gates and we will also have a 150 cubic feet per second pump station that will drain back into the swamp. The original design had it going into the canal, but through feedback we worked a plan that now has

that drain back into the swamp.

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### Eastern Tie-In

Contract WBV 9b  
reoccurring activities:

- Installation of sand pre-load and wick drains
- Dredging of the Hero Canal

Completed work will include:

- 38 ft sloping gate across the Hero Canal
- 70 cfs pump station which would discharge into the unprotected side of the Hero Canal



Southeastern of the sloping gate at the Hero Canal includes dredging a portion of the Hero Canal.

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Here we have 9b, a contract that is currently being worked in the Hero Canal itself. There is a dredging operation going on in preparation of construction. Something else that we have done out there is that we have installed some sand preload and some wick drains. This is a marsh environment and there is a lot of settlement in the area and what we are trying to do is to get some of that settlement out of the way early so that our pile-founded structures don't have to support the entire load. Completed work will include a 56-foot stoplog gate across Hero Canal and that will have a small pump station of 70 cubic feet per second, which will discharge from the protected side whatever is on one side of the gate and discharge it to the other side so we can equalize pressure and remove those stoplogs.

### Eastern Tie-In



Contract WBV 9c includes construction of:

- Three swing gates at Hwy 23
- A concrete T-wall built to elevation 14 ft on the southern edge of Capt. Larry's Seafood Restaurant Parking lot
- Contract has been awarded but work has been delayed

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The Eastern Tie-In WBV 9c, those are the gates across Highway 23 and they have two swing gates and a gate in this area across the railroad tracks. So there are three total gates. These gates are 53 feet in width and they will be swung closed in an event, but there will be an alternate bypass route that will be up and over using the Mississippi River Levee to go around those gates so emergency vehicles will have access.

### What To Expect During Construction

- Construction impacts
  - Elevated noise levels from motors, pumps, generators, pile driving, etc.
  - Increased truck traffic
- Corps' efforts to minimize impacts
  - Contractor has ability to use both canal and road access
  - Wet unpaved roads (to minimize dust)



Construction of T-walls at the SWW West Causeway. Contractors require pile driving and heavy equipment.

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That is a little bit of an update on construction for our three projects that comprise the Eastern Tie-In. A little bit about of what you can expect with the construction project. Elevated noise is an outcome of the work that we are doing from pumps, generators and pile driving. These projects in 9c will have a fair amount of pile driving. Actually all three will have pile driving because our pump station foundations will be pile founded slabs. Increased truck traffic will also occur. We are doing everything we can to minimize the impacts from that and then there is dust, a common problem associated with construction. We have water trucks out there to keep the dust down. We do need to bring in some material for the WBV 9b project. It is up to the contractor to decide how that gets done in their work plan, but there are alternate means, other than the highways and we will let you know how this unfolds and how the materials will be brought in for this project.

### Mitigation

- The Corps has made efforts to avoid impacts to natural resources
- Minimize impacts to the greatest extent possible
- Compensate for unavoidable impacts
- Mitigation plans will be discussed in environmental documents
- Mitigation is funded



Proposed mitigation projects are currently under development and will be discussed in future environmental documents.

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One of the things we need to talk about mitigation. I was out there when we were clearing that swath through the marsh and I felt sick looking at it, but what we are doing here is going to be replaced with mitigation. I knew that we had done all the work possible and looked at all the alternatives and we picked this alternative as it is the best alternative for this project even though it did require the removal of some of our wetlands. We are always looking to avoid wetlands and the



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destruction, but if we do have to do that for the benefit of the project, we try to minimize it. When we do minimize that, there are some consequences so then we mitigate. What we have damaged in that area will be replaced in another so mitigation plans will be discussed.

**Currently Available for Public Review**

- IER 27 – Outfall Canal Remediation
  - Public review Sept. 2 through Oct. 1, 2010
- IER 12 Supplemental – Westbank N Disposal Site
  - Public review Sept. 3 through Oct. 2, 2010
- Comments can be submitted by:
  - Calling 504-862-1544
  - E-mailing [comments@nola.usace.army.mil](mailto:comments@nola.usace.army.mil)
  - Or at any time at [www.nolaenvironmental.gov](http://www.nolaenvironmental.gov)

**Rachel Rodi:** Thanks. Currently available for public review are the reports on the Westbank N Disposal Site and also the Outfall Canal Remediation Report and we actually have a public meeting on that on Thursday if you are interested in that. You can always call us or e-mail us and that information on how to contact us is in the back.

**Opportunities for Public Input**

- Regular public meetings throughout the Hurricane and Storm Damage Risk Reduction System (HSDRRS) Area
- Make sure to sign in tonight to get our meeting notification mailing list
- Construction Impact Hotline: 1-877-427-0345
- Comments can be submitted at any time at: [www.nolaenvironmental.gov](http://www.nolaenvironmental.gov)

Questions and comments may be submitted to  
Telephone: 504-862-2001  
Email: [AskTheCorps@usace.army.mil](mailto:AskTheCorps@usace.army.mil)

We are interested in public input and you are here tonight and you can always give it to us via email at [askthecorps@usace.army.mil](mailto:askthecorps@usace.army.mil). You can also call us at 877-427-0345.

**Social Web Networking Communication**

used to help share projects and ideas

**twitter** is a short message service that allows people to send them easily to anyone on the internet. It's like text messaging but for the internet. You can follow people you're interested in and they can follow you. It's a great way to stay up to date on what's going on in the world. Check it out by going to [twitter.com/usace/neworleans](http://twitter.com/usace/neworleans).

**flickr** is an online community platform for sharing photos, videos, and audio. It's a great way to share your work and see what others are doing. Check out our photos at [www.flickr.com/photos/3767198@N06](http://www.flickr.com/photos/3767198@N06).

**facebook** is a global social networking site that lets people meet and connect with others. It's a great way to stay up to date on what's going on in the world. Check out our page at [www.facebook.com/usace/neworleans](http://www.facebook.com/usace/neworleans).

We are also doing a lot of social media through Twitter, Facebook and Flickr. Twitter is just short messages. Flickr is really good to see for pictures of all our projects and then Facebook, we put our press releases and updates we need to get to the public.

**Resources**

[www.nolaenvironmental.gov](http://www.nolaenvironmental.gov)

<http://www.hrn.usace.army.mil>

We have several resources. We have [nolaenvironmental.gov](http://nolaenvironmental.gov) and our main corps website. We also have a FEMA representative here tonight if you have any questions for FEMA.



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We do have some ground rules for our meeting. We just ask that you are respectful. We are all mostly from here or have made it our home and we are working on these projects and we live here so please be respectful of all the people who are working on these risk reductions projects. You have a maximum of three minutes to speak and if you have a follow-up question you let everyone speak and then you can ask your next question. If you don't want to speak tonight, you can always mail us your comments.

**Question 1. Donald Vallee:** Tim and all your people have really done an excellent job if you haven't seen it. You really have not inconvenienced us back in the area. Initially in the beginning it was a little inconvenient but overall it's been good. I really want to talk about mitigation. I've been back there 20 years and we have had a really good forestry area back there and you are literally taking 25 to 50 acres from us and probably another 500 more. You talk about you are going to do mitigation so I'm asking about what are you going to do about reforesting the area, how much money to you have and can you commit that money back into that area without going outside of the parish?

**Response 1. Sandy Stiles,** chief of ecological planning: I can tell you Libby Behrens is our environmental manager that is handling that and they are looking at grouping all the acres impacts for the Westbank and Vicinity and the Lake Pontchartrain and Vicinity. They are developing sites and looking for large track sites for mitigation of habitat and in-kind so where we have marsh impacts they are looking for marsh areas to restore. Where we have bottomland hardwoods, we are looking for bottomland hardwoods within the watershed on both the west and east banks. So they are currently going through a lot of sites and there have been recommendations of areas for mitigation and they have been reviewing those and have been working on criteria so they can progress.

**Question 2. Donald Vallee:** I appreciate your comments but let me tell you something you don't know. I've been a banker for 20 years and I've financed major developments and I also financed mitigation tracks and typically what happens is that land is offered over there in another parish and this is the area that was damaged. Now that qualifies under mitigation programs, but what I would like to see is that you all, as a parish, press that this mitigation benefits this parish where the damage has been done and to the neighbors around there. Can that be considered?

**Response 2. Sandy Stiles:** Have you submitted any sites? I know they did some public meetings a few months ago for mitigation, not scoping, but giving information for what they are trying to achieve and trying to get the word out to submit recommendations for where mitigation could occur.

**Question 3. Donald Vallee:** I don't think anyone has been aware of that. I'm not saying...

**Response 3. Rachel Rodi:** We had a series of meeting on that back in May and they were heavily advertised throughout the parish and via radio and television as well. It is based on the hydrologic basin; that is where mitigation will occur so it will be in this basin when mitigation happens. It may not be in Plaquemines, but it will be in this basin, but if you have any ideas, please submit them.

**Question 4. Donald Vallee:** It doesn't have to be exactly the same as well and there can be variations to it as EPA will allow. It can be planting trees and creating a park effect and the funds can be utilized in alternative resources if the parish will commit to that. We are talking about putting together a new park and all those funds could be used to decorate that park and all the other parks that we lost in the storm.

**Response 4. Sandy Stiles:** The mitigation team is looking very closely and watching very closely in the kind of mitigation they want to do. I can probably speak with 100% confidence that we are not looking to build any recreational type parks through our mitigation program. It will be wetland restoration, swamp or bottomland hardwood restoration in the true sense of a mitigated site. It won't be a park type setting.



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**Question 5.** Donald Vallee: We have five pits back there now and if you come back there you probably have anywhere from 20 to 50 people with their kids fishing in those holes. We have been to the state to create a fishery park to where they will stock all those ponds so the public can utilize those areas as a recreational place to the parish to keep it open. All I keep hearing is that the airport is more concerned about the birds, well there is a bigger marsh on the other side of the marsh where the birds are coming from and they don't land in there.

**Response 5.** Sandy Stiles: What I would like to suggest is that we can get together after the meeting and exchange the information.

**Question 6.** Don Costello: I live in Algiers. Just to address the gentleman's question, I'm an air force pilot and I've landed a number of times and bird strikes are a problem so anything to reduce that so that we don't just dismiss it so the fewer water sites you have, the fewer nesting sites. I was just out in Navy Flights Ops today and I've actually given a personal tour of this complex and it's impressive and that was a months ago and I must say y'all are doing a fantastic job. I feel a lot safer as each meeting goes by and I feel more confident about the Harvey Canal, Algiers Canal, Mississippi River and all that land bound in there and the 250,000 people that it's going to be ok.

**Response 6.** Tim Connell: There is a vastly improved system over what was in place over five years ago and it's getting better all the time. We take your comments and on behalf of the team thank you very much.

**Question 7.** Don Costello: However, there is one caveat. Construction and people are great, but please don't turn this over to the super Levee Board West, the Orleans Parish Levee Board or even the State Department of Transportation because you know they are notorious for building something and not maintaining it. Just look at our roads and bridges. If even by contract you build it, you maintain it so there is continuity from birth all the way to maturity and beyond. That is what we need is a continuity of responsibility for this entire structure because too much is at stake.

**Response 7.** Tim Connell: That comment is noted, but let me tell you right now as it currently stands, the legislation is such that it will be turned over to the state for operations and maintenance and unless something changes, that is the way it will be. But the point is noted and will be in the comments.

**Comment 8.** Rachel Rodi: Before we go on, a good point was made. Tours; if you have a group that is interested in taking a tour of this project get with us afterwards to make sure you see this in person.

**Question 9.** Don Costello: Do you remember when Dr. Blakely was hired by Ray Nagin and there was going to be cranes in the sky? Down there, there are about 12 or 13 cranes in the sky and what should have been happening with the recovery in New Orleans is happening in Plaquemines Parish.

**Response 9.** Tim Connell: Thank you. We have been working hard to get it to this point.

**Question 10.** Ray Fuenzalida: I have property up on the Harvey Canal area. I know things have been changing and plans have been modified as we go along. My question is at what level of water rising will the gates be closed in anticipation of a storm event? Will you



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begin pumping down when the gates close, before the rainfall even begins to further enhance the ability of using the Harvey and Algiers Canals as retention? Will it be complete safe harbor for all vessels north of the control structure? And with all that, why do we need to close the gate at Lapalco anymore?

**Response 10.** Tim Connell: The gate at Lapalco needs to be closed because as you know, from Lapalco north there is no levee system and water starts going into Destrehan Ave. and Peters Road at low levels. So the Lapalco gate is part of the detention basin and it will be closed. It will be closed in advance, before the West Closure Complex is closed. Regards to the other issues to the closure, the development of the operation plan is not complete, as a matter of fact, it's starting to gear up. We will be having some meetings involving the navigation industry, the Harvey Canal Industrial Association, OCPR and all the entities. Basically, we will be starting another stakeholder meeting with the development of this plan because there are some issues with the development of this plan. Specifically, when do we close it? The gate has to close in order to provide the protection. We are building this nearly billion dollar structure and there are key components to that structure to make it work and one is the gate has to be closed. There are issues associated with making sure you have the time and that you do everything in advance to make sure there are no problems with the gates, the maintenance is done and they are regularly operated. When you get right down to it, when you have sector gates, things can happen with issues of debris, mechanical failure. One time it will close, the next time it won't. There has to be time there to handle all the contingency issues that can come up and that is being developed right now to determine what you absolutely need. That is one of the parameters that will determine how far in advance the structure is actually closed. You also talked about the pump down. It is the intention, once we close these gates in anticipation of a storm, to actually pump the basin down. The pump station itself is smaller in total volume than the pump stations behind it can pump into the basin so storage in the basin is a component of the whole system. It is the intention to close it in advance and remove water from that basin. The fact is that the pumping station is so large it can happen very quickly; the actual pump down of that interior basin. The safe harbor issue? Currently right now they have what is called a regulated navigation area that technically if it is implemented, keeps everyone from mooring in that area unless they have an approved mooring plan from the Coast Guard. What we think is going to happen, is once the structure is completed, there will be a re-evaluation of the need of a regulated navigation area in here [pointing] and what will be the new parameters for it. All of these things will be developed between now and the first time we use the structure within the next year.

**Comment 11.** Unidentified Male Speaker: If you look at the sector gate at the Harvey Canal now, there is a slight draw down on the back side, but you have the Cousins Pump Station pumping and the sector gates closed. Unless you have some manner of finding out internally, you don't know it until the water starts rising on the other side. That bothers me a little bit about the sector gate you are putting in and then the pumping capacity, because that's actually a multiple function. One of the deals with tide and wind and the sector gate closing and the other one deals with the pump station taking the fluids out of the interior and bringing it back to the other side, which brings about another subject. If you look at the expanse that you are going to have when you provide a discharge channel for that pump station, you are talking about width-wise a pretty massive area and you are going to be putting that 19 to 20,000 cubic feet per second in there, but as you go stream, you get a choke down effect and what happens



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there is that you end up with velocities increasing as well as tidal heights increasing assuming you have some tides and some winds. I just don't see you addressing the volume that is going to be choked down as you go downstream. Assuming the gates are closed with a south wind and a high tide and your pump station is working...it's kind....

**Response 11.** Tim Connell: It is a complex problem .....

**Comment 12.** Unidentified Male Speaker: The problem is there is a premature problem with the Cousins Pump Station and the sector gate that is there now. It affects people downstream and there is no facility available that makes that knowledge available to those downstream. You are not worried about it if you are on the dry side of the levee, but you are certainly worried about it on the wet side of the levee. Downstream there is an effect on tides and flood elevations when you close that Harvey gate. When you close that West Closure Complex, you are going to have a real... it just seems to me there needs to be some sort of facility, radio something, but the point is right now you have to guess when they are closing that Harvey gate unless you have someone on the inside to make a phone call and tell you. I ask my neighbors if they know the gates are closed.

**Response 12.** Julie Vignes: We currently coordinate with the parish navigation interests, but we can look to improve our communication with the general public of the closure of that Harvey floodgate. We put press releases out, may not much in advance, but we don't affect the operation of Cousins Pump station whether our gates are closed or not.

**Comment 13.** Unidentified Male Speaker: I'm just saying it's an embryonic effect of what is going to happen later on. Right now you have the Levee Board involved, you have Jefferson Parish and the Corps involved. Again, you know what is going on but the public doesn't know and I see that occurring in the future with this structure because obviously someone is going to handle this in the future and no one can seem to get together on who is going to do what. The point is, you are developing that now and there seems to be that structure happening now in terms of what you are doing ...I'm just saying that the public is not involved except for these meetings and we should be.

**Response 13.** Tim Connell: The point is well taken and it is something that needs to be considered and it will be considered. With regards to the actual development of this plan, there will be public meetings that will get public input into the development of this plan. As far as the actual water that is coming to this pump station is no different than the water that is coming out of these pumps stations and the canal now. When I say no different, the volume is not different.

**Comment 14.** Unidentified Male Speaker: Since 1985 though, the pumping capacity into those particular areas have tripled.

**Response 14.** Tim Connell: Absolutely, there is no doubt about that. That was one interesting point in the development of the pump station where we found the need to actually dredge the Algiers Canal because the modeling indicated that the canal was not adequate to move it out fast enough so that's why we did the modification to the Algiers Canal. All these points are noted and they will be dealt with in the development of this plan. I can say



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that there is additional study and there will be more study to document what is exactly going on. You talked about the 100-year storm, which during this storm event, all those areas south of here are already inundated with water, but we are going to be looking at what happens at other levels of storms to be able to better answer that question for you. The Cousins Pump station is much larger, it's much improved and its closer to your location and so the water that was discharged further up is now discharged right now and it's definitely coming faster.

**Comment 15.** Unidentified Male Speaker: Right now, when they close the gate in Harvey at normal tide elevations and then we have auxiliary tide elevations, and 10 minutes later I've got water downstairs. It's happened twice. My point is that since 1985, I've watched the maturation of the pumping stations and the levees. It has been extraordinary. I mean the people within the levee system, they are protected. Yes, we've got some problems but everyone has some problems. But the point is the other side of that equation is that downstream we catch it. You can actually see the difference over the years and then when you put the Harvey gate in the first thing that came to my mind was that you were going to put that complex in there, you are going to have to guess at when they are going to close that gate and that same thing is going to happen with the West Closure. I'm familiar with the operations of the pump stations and not many people are able to get into that ...

**Response 15.** Tim Connell: Let me just say that part of the operational manual of this plan is notification. The navigation industry is going to have to be notified and the public because there is a point where this whole interior basin is going to be closed off from navigation. Public notification of the closure of these gates is going to be top priority.

**Comment 16.** Unidentified Male Speaker: Let me say this, Harvey Canal is certainly not a primer for that; I mean it's not.

**Comment 17.** Peggy Bourgeois: I'm with the Harvey Canal Industrial Association and I can tell you what you are referring to is the July 4<sup>th</sup> weekend. We had excessive rainfall that required them to close the locks at Lapalco. I am on the email list and unfortunately the email came in at 2:30 in the morning. To have someone call you at 2:30 in the morning, I'm not sure that is a viable answer for you, but it goes according to the two-foot rises in the canal. It was a tremendous impact to us and our businesses because for the very first time, not only did they close the Lapalco gate, but they closed the lock system so we had companies caught in between the two that could not get in or out of the canal for three or four days. I appreciate your concern for wanting to be notified, but nature doesn't go by our clock, so at 2:30 in the morning when this happens, that is where you are going to have your problem.

**Comment 18.** Unidentified Male Speaker: There should be something available to let you know that.

**Comment 19.** Peggy Bourgeois: I think you need to talk to Jefferson Parish because they do have the reverse 911.

**Question 20.** Unidentified Female Speaker: [Inaudible] or could that handle something like an 18-wheeler or somebody hauling a trailer. I'm just wondering what is the capacity



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design for the roadway and the angle approach on the levee? Is it going to be able to handle bigger traffic at the time they close the gate is it going to be cars and pickups only?

**Response 20.** Ted Carr: It is an emergency bypass. It is not designated for cars and pickup trucks. Its intent is that it is for emergency vehicles, but that doesn't mean that others won't be permitted to use it, but the emergency bypass is designated for first responders and emergency vehicles. I think it's an HS 20 bridge load. It's a normal sized load that is on highways. If it requires a permit, it's too big. HS 20 loads are pretty standard, large loads.

**Question 21.** Unidentified Female Speaker: And that closure will be controlled by Plaquemines Parish?

**Response 21.** Ted Carr: It will be closed by whoever is put in charge through CPRA, through West Jeff Levee District and if they delegate it down to Plaquemines Parish, which is currently the process, then that is correct. Until it's formally worked out, it's a little bit premature to say that.

**Question 22.** Carl Welch: I've got two questions. The borrow pits are left open so what is going to be done about the mosquito problem if they are going to be permanently left open? Also, the gentleman's question about damage to property and how does that affect insurance? Will it go up or down?

**Response 22.** Tim Connell: As far as Walker Road pits, the conditions there are no different than they were in the past. They have had open pits of water there for many years and that will be a parish responsibility as it has been in the past. We don't have any intentions of doing any type of additional or extraordinary work. The situation hasn't changed with regards to the amount of ponds or such that are actually holding water.

**Question 23.** Carl Welch: So basically a zero balance?

**Response 23.** Tim Connell: That's one way of looking at it.

**Response 23b.** Blair Rittiner: [Inaudible]

**Response 23c.** Tim Connell: Also, back there at the construction site, the final grading of all the drainage system has not been completed yet so if you are back there and they have had a heavy rainfall and you see standing water, that system has not been completed and implemented.

**Comment 23 d.** Brian Bartley, FEMA: As far as insurance, there has been no change in the flood insurance rate map. I am assuming you are asking about insurance rating as it is impacted by this system? We do have an ongoing preliminary map that is out there and that map was for Jefferson Parish it was introduced in 2008. It will not be adopted since the parish opted not to do that and wait until these hurricane protection systems are completed. Once they are completed another study will take place. How that study turns out it's impossible to say at this point and time. Plaquemines Parish is in a similar situation. Each of the five parishes were offered the opportunity to either adopt the preliminary maps or continue to use the maps that



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they were using and waiting until the protection system is in place and that's the situation with all five parishes.

**Question 24.** Unidentified Male Speaker: Is there a time frame on that?

**Response 24.** Brian Bartley: That would be a question for the Corps of Engineers.

**Question 25.** Unidentified Male Speaker: What I'm saying [Inaudible].

**Response 25.** Brian Bartley: I'm not familiar with the date you are talking about, but as far as the time frame for the completion of the system...

**Question 26.** Male Speaker: But as far as the maps out there now, the parish can choose not to adopt those maps...

**Response 26.** Brian Bartley: Well they have already made that choice; that has already been done.

**Question 27.** Unidentified Male Speaker: In completion of this project or all levee projects that impact the citizens?

**Response 27.** Brian Bartley: I will have to skip that question and get more information as I'm not sure...

**Question 28.** Unidentified Male Speaker: Well as they improve our levees [Inaudible]

**Response 28.** Brian Bartley: I think you are asking about some of the levee projects further south as I think we have some 70% of the population up in this end of the parish. The answer to that may not be like it is for the rest of the hurricane protection system. I just don't have the answer for that.

**Question 29.** Unidentified Male Speaker: Quick follow-up on Highway 23. Why don't you just elevate the road to you have complete access all the way?

**Response 29.** Ted Carr: Actually, we spent the good part of six months talking about those issues. We had a number of highly attended public meetings and we looked at four different options and one of them was a ramp in that area. The ramp in the area would impact the community of Oakville and it was such that that one was not the final choice. We had other options. We had a roller gate option and an invisible floodwall, which was a pile-founded structure that was built prior to a hurricane and then removed once the threat passed and then we had the swing gates. The swing gate was the outcome of a lot of discussion and meetings and the commander signed off on that and that has become the plan.

**Question 30.** Unidentified Male Speaker: What's the timing on the Belle Chasse river levee raising? Your previous presentations you mentioned that the river levee at the Belle Chasse didn't meet the 100-year protection.



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**Response 30.** Julie Vignes: There is some river levee that doesn't meet the 100-year criteria. It's actually below Belle Chasse and goes up toward the Algiers Lock, not quite that far, but it's part of the 100-year protection system on the Westbank. There is a team that is putting together contracts to address that levee increase. They are proposing to do some interim measures, EAMs, engineered advanced measures to be in place by June 2011 and then they will follow those with permanent resilient features that will be the permanent increase in elevation and stability sometime after that. They are in the process of developing the scope of that work and they will be putting together environmental document and have public meetings that will detail what the construction features and schedule will be for in the next coming m months.

**Question 31.** Unidentified Male Speaker: And how is that funded?

**Response 31.** Julie Vignes: It's funded as part of the emergency supplemental that Congress provided in 2006. It's part of the ...

**Question 32.** Unidentified Male Speaker: [Inaudible] you miraculously have funding for that?

**Response 32.** Julie Vignes: The evaluation of the river levees was part of the system and there is available funding at this time for that.

**Question 33.** Unidentified Male Speaker: Was this known at public meetings?

**Response 33.** Julie Vignes: It wasn't known to what extent that had to be done, there was a lot of evaluation that took place over the first couple of years.

**Response 33b.** Rachel Rodi: But there is money in the system for it.

**Question 34.** Unidentified Male Speaker: Question for your FEMA official. The federal flood insurance program has been played like a political football for the last year. Congress has only temporary reauthorized it on several occasions. The federal government and I have been going round and round about racing the cap on the maximum coverage that is allowed by the federal flood program and it gets wonderful reception from every senator and congressmen and it goes nowhere. I feel like I'm on a political merry-go-round because if you get \$500,000 for your house if it burns then you should have the same if it floods and so there is a tremendous disparity I've yet to have heard anyone in the federal government truly push.

**Response 34.** Brian Bartley: What you are referring to is the authorization by Congress to continue funding the program. It's the same thing the Corps deals with in that they have to have Congress authorize them to do things. Without that authorization a program or project does not continue. There is legislation that is in process and that is all I can say right now.

**Question 35.** Donald Landry: Along those lines someone made a comment about this large mandate the open and closures and I want to counter that and say I would rather my local officials make the decision to close something and how to maintain something. I do have a question about the Eastern Tie-In and the drive around. Have you developed a plan and I know



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you don't know what entity will have the say on when those get closed, right, the swing gate at Oakville?

**Response 35.** Ted Carr: There is a process that it gets transferred from the federal government to the state and then the state would then delegate that to the levee district and then if it follows a typical pattern, then it would be delegated further down to the parish.

**Comment 36.** Donald Landry: My comments on that to get into the public record. That is a main evacuation route for the rest of the parish below it and that is a critical closure and that would be made in a scenario in a Rita-type storm that is projected to go to Houston, but stops in its track and turns this side of Lafayette and comes up the Baratavia Basin and if that gate is closed, you are going to have thousands of people below that can't evacuate.

**Question 37.** Unidentified Male Speaker: I just have a quick follow-up question to raising the Mississippi River Levee. Approximately how much are they going to raise them?

**Response 37.** Julie Vignes: It varies on the lower end of the Westbank system it's close to four feet near Oakville. As you go up river toward Algiers Lock, it decreases rather quickly and in some area it's as little as six inches and then nothing.

**Question 38.** Unidentified Male Speaker: Can you comment on the redesign of the stop gates and the Hero Canal that is under discussion now?

**Response 38.** Ted Carr: What is being asked is that we've been approached by a number of business owners below on the protected side of the navigation gate. In that navigation, that 56 foot stop log navigation gate, there is a sill and that is currently at elevation -10. We have evidence from surveys that we have a hard bottom of something less than 10 that varies between 8 and 9.5. The business interests have approached the Corps and asked that we lower that sill to elevation to -11.5. The Corps has looked at that and made a proposal and talked to Plaquemines Parish and to the levee district and to the legal representation for those business owners, we have discussed what our engineering group has come up with for a proposal for what the Corps considers to be a betterment. The Corps considers a betterment as something that exceeds what is there then it's not fair for the tax payers to fund that. So what we have done is that we've given an estimate to the parish and to the business owners, through their legal counsel, our costs associated with doing that and their option they can work through the Corps and the levee district to pay that betterment and then we can implement that design into the structure.

**Question 39.** Emily Campbell: What is the cost of that betterment?

**Response 39.** Ted Carr: We have a rough estimate and what we've shared is \$100,000. We caveat that \$100,000 right now is that it's easier for us to do it now because the submittals, it's our formal process of getting in designs and approving the designs, particularly for the stop logs. Once those stop logs go under construction, it becomes a lot harder to change it and the price will go up. We are working within a couple of weeks window here to make that decision.



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**Question 40.** Emily Campbell: I'm curious about betterments because I know there are others in the parish. The betterment projects and the locally preferred plans; are those the actual dollars that the parish and the business owners would be responsible for or is that the estimate? Do you give them an estimate and then it becomes a real number by the contractor or will it ever be that?

**Response 40.** Julie Vignes: It is an estimate, but on something like this the hard number is not that great because we know with the design change would be and we already have a contractor on board that would make those design changes. On large betterments and locally preferred plans, it originates as an estimate and then an agreement is signed based on that estimate because those are done at a 30% design level. Until you get a final design and actually contract for the work the cost could change. We don't think that's a big issue in this particular but in other cases it's just an estimate.

**Question 41.** Emily Campbell: The engineering alternative measures, what are those...that sound mysterious ...

**Response 41.** Julie Vignes: I don't think the final decision has been made. I know they are doing a test [Inaudible] and there is a test section that they call lime stabilized soil. The issue to continue with to getting the levee raised in place for our 2011 target date for accreditation and certification is working within the existing right-of-way. The stabilized soil will allow you do to that increase without a wider right-of-way, but it does create steeper slopes and so we are working through some of the maintenance concerns and just the stability. That's why we are doing a test section and that will get underway in the next couple of weeks near the ferry landing so there will be continued coordination with the state and local officials. That is the most likely method in doing that interim increase in elevation, but until we complete the test section, we won't have a final decision.

**Question 42.** Emily Campbell: And the lime stabilized soil, that's been evaluated for grass-growing abilities and or environmental issues?

**Response 42.** Female Speaker: It's been used in other districts on levees. It has not been used in this area; I don't think you grow turf on it, but that is why they are testing the erodability of it and it would only be a short-term measure.

**Response 42b.** Rachel Rodi: They would eventually put asphalt on top of the levee

**Question 43.** Male Speaker: I happen to live a couple of miles downstream from this. I'm a little concerned that if we have a hurricane coming from the west side and we have elevated tides and then we close the floodgates and then we put these pumps on because we want to make sure we pump to make sure the suction side is lower. We also dredged this canal to get water to it quicker. Have you looked at what is going to happen downstream and how high these pumps running is going to elevate the water that we've been sandbagging levees and trying to flood. Has anyone thought about downstream?

**Response 43.** Tim Connell: The analysis for the 100-year storm, that 1% storm, shows little effect on both Jesuit Bend and Crown Point for when the gates are closed. As it currently stands right now, the water that is going to be pumped by the pump station right now if the



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pump station was not placed there, that water comes through and flows through, the amount of water that is coming out of the pump station is not more, and in fact it's less, than what can currently come out of the Algiers and Harvey Canals under the pumps that are there.

**Question 44.** Unidentified Male Speaker: I understand that, but if there is a hurricane coming you are going to close floodgates and that will put anywhere from three to 11 pumps on to pump down a couple of feet lower on the other side, you don't think that's not going to elevate the other side?

**Response 44.** Tim Connell: No, that's what I'm saying. The water that is there that is currently pumped into these canals, there are nine interior pump stations along these canals, and they currently have the capacity to pump 29,000 cfs if they are all turned on and working. If all working, they could pump 29,000 cubic feet per second into those canals and eventually that 29,000 cfs is going to make it right out where the pump station is and right out into the same area. When we put this pump station in, the capacity of that pump station is 20,000 cfs so there is a difference there from the absolute maximum of 10,000, the calculated 10-year rainfall maximum, which is 25,000, and what we can actually pump. So there is storage that is going to take place inside those canals of the rainwater. We are not creating water by the pump station. The only water we can pump is the water that is coming from the Algiers and Harvey Canal Pump Stations that are there already.

**Question 45.** Male Speaker: I agree if you wouldn't pump it down several feet lower than normal, you are right.

**Response 45.** Julie Vignes: We've done analysis and showed that there would be a very small, I think we measured it in inches, rise in the water elevation in a 10-year rainfall event and a 100-year storm event below the 100-year system that Jesuit Bend is effect by. So the designs for the non-federal levee improvements that are underway now, will include that in the elevation so we will account for that when we design those levees.

**Question 46.** Unidentified Male Speaker: I just want to make sure we are planning on doing something with the parish levees, which are way too low and we sandbag every storm to stop the water from coming through.

**Response 46.** Julie Vignes: There is work to improve those non-federal levees and that design will take into consideration this slight increase of water elevation.

**Response 46b.** Tim Connell: There is more work going to model other lesser [Inaudible] and see what the effects are. Ten feet of surge is certainly more detrimental than four feet of surge, but to actually get a better feel for what is exactly going on, at these lower events [we are modeling].

**Question 47.** Unidentified Male Speaker: When you finish this can you ask Blair Rittiner to give us an update on how the new bypass road coming across the canal will interface with this project and tie-in and there are also two major high-tension or high-power lines that are coming through this project that I haven't heard about.



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**Response 47.** Tim Connell: The Peters Road extension, the current first phase is going from Highway 23 and it's going to run along Walker Road and at Barriere Road it's going to veer along that road and go for a couple thousand feet there before it starts turning toward the GIWW again where eventually the plan is to have a bridge that goes over the GIWW and winds up on Peters Road. We just had a meeting last Friday where they are doing the real estate acquisition for this first phase of the Peters Road extension. They are looking to start construction as early as next year on the first phase. Eventually it's for a four-lane road but currently they are going to build two of the lanes and three of the lanes for a short portion close to Highway 23.

**Comment 48.** Unidentified Male Speaker: Your construction is going on and [Inaudible]

**Response 48.** Tim Connell: They are going to have a bypass road. There is going to be a lot of activity, but they are not closing off Walker Road to passage at any time so they will have flagmen if necessary if it winds up occurring as quickly as they think, there will be flagmen to deal with traffic on one-lane roads. It will never be closed off; Walker Road is never going to be closed off. As for the power line issue, I can't answer the exact locations of those power lines, but Entergy is making two additional crossings of GIWW and putting up some new power lines.

**Question 49.** Unidentified Male Speaker: Are we talking about construction like those power lines that come across now?

**Response 49.** Tim Connell: That's my understanding from Jody, I don't know, you've had some dealings with them, are these large poles we are talking about?

**Response 49b.** Jody Cohen: I think we are looking at [Inaudible]

**Response 49c.** Tim Connell: Are these the tall, singular poles with the arms hanging off? Yes.

**Question 50.** Unidentified Male Speaker: [Inaudible]

**Response 50.** Tim Connell: It's not for supplying our pumps. Everything is diesel driven at our facilities expecting for the power to be out.

**Question 51.** Mike Vestuto: I just want to say that you are going to need to put aside some funding for sound proof walls so the people that live in the houses near Walker Road will have it to stop the noise from the trucks.

**Response 51.** Julie Vignes: A clarification to the earlier comment, the Peters Road extension project is a state project from DOTD so you will need to talk about that project with DOTD.



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**Response 51b.** Tim Connell: I don't know if you lived there for the initial construction in August, what I called the assault on the project site, but I think it's going to be hard to beat the amount of activity that GIC started with when they did all the clearing and the hauling and building of the site. I don't know how that was for you, but I know on Walker Road we had some issues.

**Response 51c.** Kevin Wagner: I'm the senior project manager for the West Closure Complex. We mentioned earlier that if you want to come out to see the site, we welcome it. We do ask that you coordinate with a group of people, but we welcome people to come out there and see the work that we are doing out there as it's very impressive. You see it from the photos but you really don't get an appreciation for it until you see the site. If you want to come out, please contact our public affairs folks and we welcome the opportunity because you are helping us tell the story. You are talking to your neighbors, friends and family and that goes a long way for us.