Operations Division  
Eastern Evaluation Section  

Subject: MVN-2011-01567-ETT  

State of Louisiana  
Office of Coastal Protection and Restoration (OCPR)  
Attention: Kenneth Bahlinger  
PO Box 44027  
Baton Rouge, Louisiana 70804.  

Dear Mr. Bahlinger:

The site plans (6 sheets) furnished with your application dated 13 September 2012, for modification of the Scofield Island Restoration Project are enclosed. Your modification requests are for an additional temporary mooring station to be located along the left descending bank of the Mississippi River north of mile 27, south of mile 28 above the “Head of Passes” and to expand two permitted work areas in the Empire Waterway, Plaquemines Parish, Louisiana. The enclosed site plans (sheet #1 dated November 2010, sheets 2 through 6 dated August 2012) are added to and hereby modify the original permit for the Scofield Island Restoration Project, authorized by the Secretary of the Army and issued by this office on 25 July 2011.

The two Special Conditions below are incorporated into the original permit instrument (as modified by this letter) and must be strictly adhered to. The twenty four Special Conditions of the original permit instrument, to which the work is made subject, remain in full force and effect.

1.) Pilings shall be installed when the stage of the Mississippi River is below elevation +15.0 feet on the Carrollton gage, New Orleans, Louisiana.

2.) Any damage to the existing revetment must be repaired in accordance with the Corps of Engineers standard drawing, titled “Repair Procedures Required When Penetrating Revetments With Pile, Caissons, And/or Pile Clusters”, file No. 18-45204, copy enclosed as sheet #7 of the site plans.
A copy of the first page of this authorization letter must be conspicuously displayed at the project site. Also, you must keep a copy of this signed letter, with enclosures, at the project site until the work is completed.

BY AUTHORITY OF THE SECRETARY OF THE ARMY:

[Signature]

Pete J. Serio
Chief, Regulatory Branch
For
Edward R. Fleming
Colonel, US Army
District Commander

Enclosures:
1.) Plan modifications (6 sheets).
2.) Corps of Engineers, standard drawing, titled "Repair Procedures Required When Penetrating Revetments With Pile, Caissons, And/or Pile Clusters", file No. 18-45204.
NOTES:
1. ELEVATIONS ARE NORTH AMERICAN VERTICAL DATUM 1988 (NAV88), U.S. SURVEY FT.
2. SURVEY PERFORMED BY GREAT LAKES DREDGE AND DOCK COMPANY, JUNE 2012.
4. ANCHOR LOCATIONS SHALL BE MARKED WITH ANCHOR BUOYS THAT CONFORM TO U.S. COAST GUARD REQUIREMENTS.
NOTES:
2. COORDINATES IN NAD 83, LOUISIANA STATE PLANE, SOUTH ZONE, U.S. SURVEY FT.
4. NO ADDITIONAL IMPACTS TO NON-VEGETATED WATERBOTTOMS OTHER THAN THOSE PREVIOUSLY PERMITTED. EXPANDED WORK AREA TO BE UTILIZED FOR FIELD FITTING OF CROSSING.

DRAWN BY: STEVE DARTEZ
DESIGNED BY: MICHAEL T. POFF, P.E.
APPROVED BY: BARRY RICHARD, P.E.
NOTES:

1. SIZE OF RIPRAP TO VARY BETWEEN 6 POUNDS AND 125 POUNDS WITH 40 PERCENT TO 60 PERCENT OF THE STONE WITHIN THE RANGE OF 25 POUNDS TO 75 POUNDS.

2. WHEN PENETRATING THE UPPER BANK PAVING IN A REVETMENT AREA WITH PILES, CAISSONS AND/OR PILE CLUSTERS, A 10 INCH THICK RIPRAP STONE LAYER SHALL BE PLACED OVER ALL AREAS WHERE THE BANK PAVING IS DISTURBED BY DRIVING OPERATIONS.

3. WHEN USING AN ANCHOR CHAIN AND BUOY SYSTEM, THE ANCHOR CHAIN MUST BE ATTACHED AT THE TOP OF THE PILE TO MINIMIZE REVETMENT DAMAGE.