JOINT PUBLIC NOTICE
February 22, 2011

United States Army
Corps of Engineers
New Orleans District is required
Regulatory Branch
Post Office Box 60267
New Orleans, Louisiana 70160-0267

(504) 862-2041 FAX (504) 862-2117
Project Manager
Robert Tewis
Permit Application Number
MVN-2008-03033-ETT

State of Louisiana
Department of Environmental Quality
Attn: Water Quality Certification
Post Office Box 4313
Baton Rouge, Louisiana 70821-4313

(225) 219-3003; Fax (225) 219-3156
Project Manager
Jamie Phillippe
WQC Application Number
WQC JP 110215-02

Interested parties are hereby notified that a permit application has been received by the New Orleans District of the U.S. Army Corps of Engineers pursuant to: [**X**] Section 10 of the Rivers and Harbors Act of March 3, 1899 (30 Stat. 1151; 33 USC 403); and/or [**X**] Section 404 of the Clean Water Act (86 Stat. 816; 33 USC 1344).

Application has also been made to the Louisiana Department of Environmental Quality, for a Water Quality Certification (WQC) in accordance with statutory authority contained in LRS30:2047 A(3), and provisions of Section 401 of the Clean Water Act (P.L.95-17).

DREDGE IN MISSISSIPPI RIVER AND GULF OF MEXICO TO ENHANCE AND RESTORE SCOFIELD ISLAND, PLAQUEMEINES PARISH, LOUISIANA

NAME OF APPLICANT: State of Louisiana, Office of Coastal Protection and Restoration (OCPR) Attention: Kristi Cantu, PO Box 44027, Baton Rouge, Louisiana 70804.

LOCATION OF WORK: In the Mississippi River (MR), Barataria Bay (BB) and Gulf of Mexico (Gulf), within Sections 04 and 05, Township 22 South, Range 29 East, Plaquemines Parish, Louisiana.

In the MR: borrow area labeled MR-B-09 is located along the left descending bank from a point just north of mile 31 downstream to north of mile 28 above the "Head of Passes"; borrow area labeled MR-E-09 is located along the right descending bank from a point just north of mile 24 downstream to north of mile 22 above the "Head of Passes"; a temporary sediment delivery pipeline would be installed along the right descending bank from mile 24 upstream to mile 29 above the "Head of Passes"; a temporary mooring area would be located along the right descending bank at approximately mile 29 above the "Head of Passes".

In BB and Gulf: the sediment delivery pipeline would be installed from the MR levee along the Empire Waterway south for approximately 9.5 miles to the Gulf, then east for approximately 03 miles to the Scofield Island restoration area. Another sediment delivery pipeline would be installed south, southeast, from the restoration area, to the offshore borrow site, a distance of approximate 2.8 miles.

EXISTING CONDITIONS: The US Army Corps of Engineers, New Orleans District (MVN) authorized the OCPR to construct a 2.4 linear mile, 300 foot wide oil spill interdiction berm along the seaward shoreline of (the existing) Scofield Island under the MVN emergency authorization procedure (permit # MVN-2010-01066-ETT). That structure is complete and would be incorporated into this restoration project.

CHARACTER OF WORK: The applicant is requesting Corps authorization to dredge, excavate, fill, and grade in waters of the US. Sand materials dredged from the MR and Gulf would be used for the purpose of enhancing and restoring Scofield Island to approximate its historical shape and size. The project proposes to dredge two borrow areas located in the MR, (labeled MR-B-09 and MR-E-09). MR-B-09 located along the left descending bank would be dredged and the materials transported to a temporary mooring area, along the right descending bank, by hopper vessels. The dredged materials would then be delivered, via pipeline, to the project restoration area. The MR-E-09 borrow site is located along the right descending bank and would be dredged by cutter head. Those dredge materials would be delivered by a pipeline. The pipeline would be installed along the right descending bank from MR-E-09 to the Empire Waterway, then south to the Gulf, then east to the restoration site. Another pipeline would deliver dredged materials from a borrow area, located in the Gulf, approximately 2.8 miles southeast of the restoration site.

The project may dredge a maximum of 13.5 million cubic yards of materials from approximately 516 acres of non-vegetated bottoms from the two borrow areas in the MR and one borrow area in the Gulf. Currently an estimated 4.9 million cubic yards of dredge material is deemed to be the necessary amount for the restoration project and would be discharged into 419 acres of non-vegetated bottoms, 108 acres of wetlands and 141 acres of non-wet areas. The remaining material (of 13.5 million cubic yards) would not be dredged if the estimated 4.9 million cubic yards proves to be sufficient. The project will also use approximately 396 cubic yards of crushed stone or gravel.

The comment period for the Department of the Army Permit and the Louisiana Department of Environmental Quality WQC will close **30 days** from the date of this joint public notice. Written comments, including suggestions for modifications or objections to the proposed work, stating reasons thereof, are being solicited from anyone having interest in this permit and/or this WQC request and must be mailed so as to be received before or by the last day of the comment period. Letters concerning the Corps of Engineers permit application must reference the applicant's name and the Permit Application Number, and be mailed to the Corps of Engineers at the address above, ATTENTION**: REGULATORY BRANCH**. Similar letters concerning the Water Quality Certification must reference the applicant's name and the WQC Application number and be mailed to the Louisiana Department of Environmental Quality at the address above. The application for this proposed project is on file with the Louisiana Department of Environmental Quality and may be examined during weekdays between 8:00 a.m. and 5:00 p.m. Copies may be obtained upon payment of costs of reproduction

The applicant has certified that the proposed activity described in the application complies with and will be conducted in a manner that is consistent with the Louisiana Coastal Resources Program. The Department of the Army permit will not be issued unless the applicant receives approval or a waiver of the Coastal Use Permit by the Department of Natural Resources.

Corps of Engineers Permit Criteria

The decision whether to issue a permit will be based on an evaluation of the probable impacts, including cumulative impacts of the proposed activity on the public interest. That decision will reflect the national concern for both protection and utilization of important resources. The benefit which reasonably may be expected to accrue from the proposal must be balanced against its reasonably foreseeable detriments. All factors which may be relevant to the proposal will be considered including the cumulative effects thereof; among those are conservation, economics, aesthetics, general environmental concerns, wetlands, historic properties, fish and wildlife values, flood hazards, floodplain values, land use, navigation, shoreline erosion and accretion, recreation, water supply and conservation, water quality, energy needs, safety, food and fiber production, mineral needs, considerations of property ownership and, in general, the needs and welfare of the people.

The U.S. Army Corps of Engineers is soliciting comments from the public, federal, state, and local agencies and officials, Indian Tribes, and other interested parties in order to consider and evaluate the impacts of this proposed activity. Any comments received will be considered by the U.S. Army Corps of Engineers to determine whether to make, modify, condition, or deny a permit for this proposal. To make this decision, comments are used to assess impacts on endangered species, historic properties, water quality, general environmental effects, and other public interest factors listed above. Comments are used in the preparation of an Environmental Assessment and/or an Environmental Impact Statement pursuant to the National Environmental Policy Act. Comments are also used to determine the need for a public hearing and to determine the overall public interest of the proposed activity.

The Corps of Engineers is unaware of any properties listed on the National Register of Historic Places at or near the proposed work site. The possibility exists that the proposed work may damage or destroy presently unknown archeological, scientific, prehistorical, historical sites, or data. Copies of this notice are being sent to the State Archeologist and the State Historic Preservation Officer.

Threatened and Endangered Species: A large portion of the project is located within waters of the Gulf inhabited by Federally listed threatened and endangered species including the Kemps ridley (*Lepidochelys kempii*), leatherback (*Dermochelys coriacea*), loggerhead *(Caretta caretta),* and green *(Chelonia mydas)* sea turtles as well as the Gulf Sturgeon *(Acipenser oxyrinchus desotoi),* all are known to occur in coastal Louisiana. The project will use a cutter-head dredge at the offshore borrow site and deliver the dredge materials (to the restoration area) via a pipeline. All five species are mobile and are apt to avoid noise and disturbance that would be created by the work activity at both the offshore borrow site and restoration area. Therefore the Corps preliminary determination is that this project "may affect, but is not likely to adversely affect" the Ridley, green, loggerhead and leatherback sea turtles, and the Gulf sturgeon. The Corps will request concurrence for those determinations, from the National Oceanic and Atmospheric Administration, National Marine Fisheries Service (NMFS), for these five species via a separate letter.

The West Indian manatee (*Trichechus manatus*) is known to inhabit various regions of the Gulf including coastal Louisiana. Manatees are herbivores that feed opportunistically on a wide range of marine, estuarine and freshwater plants including submerged and emergent vegetation. Manatees travel

primarily near the surface and would tend to distance themselves the noise and disturbance, during construction. Manatees are capable of moving relatively fast to avoid a perceived threat and are likely to search for foraging away from the project activity. Therefore, the Corps determined that the project "may affect, but is not likely to adversely affect" the manatee.

Piping plovers (*Charadrius melodus*) winter in coastal areas of the US, from Carolina to Texas typically arriving at their wintering grounds in early July with some late nesting birds arriving in September. The corps believes that foraging and roosting plovers would avoid project site, due to the noise and disturbance resulting from the construction activity. Therefore, the Corps determined that the project "may affect, but is not likely to adversely affect" the piping plover. The Corps will request concurrence for the piping plover and manatee determinations from the FWS, via a separate letter.

Essential Fish Habitat (EFH): This notice initiates the EFH consultation requirements of the Magnuson-Stevens Fishery Conservation and Management Act. The proposal would result in the destruction or alteration of approximately 935 acres of EFH utilized by various life stages of red drum, blue crab and penaeid shrimp. Our initial determination is that the proposed action may have a substantial adverse impact on EFH or federally managed fisheries in the Gulf of Mexico. Our final determination relative to project impacts and the need for mitigation measures is subject to review by and coordination with the NMFS.

If the proposed work involves deposits of dredged or fill material into navigable waters, the evaluation of the probable impacts will include the application of guidelines established by the Administrator of the Environmental Protection Agency. Also, a certification that the proposed activity will not violate applicable water quality standards will be required from the Department of Environmental Quality, Office of Environmental Services, before a permit is issued.

Any person may request, in writing, within the comment period specified in this notice, that a public hearing be held to consider this application. Requests for public hearings shall state, with particularity, the reasons for holding a public hearing.

You are requested to communicate the information contained in this notice to any other parties whom you deem likely to have interest in the matter.

Michael V. Farabee
Chief, Eastern Evaluation Section
Regulatory Branch

Attachments

RIVERINE SAND MINING / SCOFIELD ISLAND RESTORATION PROJECT (BA-40)
PROJECT NARRATIVE
CEC FILE NO. 09.164
FEBRUARY 10, 2011

I. INTRODUCTION

The State of Louisiana's Office of Coastal Protection and Restoration (OCPR) has applied for a permit to construct the Riverine Sand Mining / Scofield Island Restoration Project. This Project is a critical component of the State's Master Plan for restoring and protecting the fragile ecosystem within the Barataria Basin. Like similar Louisiana barrier island restoration projects, it has the overarching goal of creating and sustaining critical barrier island habitats by importing beach and dune sand and marsh sediment from outside the coastal system. Unlike other projects, this Project will attempt to use the renewable sand resources of the Mississippi River, rather than mining sand from the Continental Shelf. To that end, the Design Phase included both the design of the island's beach, dune, and marsh restoration components; and a detailed evaluation of alternative borrow sources in the Mississippi River along with alternatives for mining the sand and alternatives for conveying the mined sand to the island. The purpose of this narrative is to present the descriptions and protocols for mining the sand in the Mississippi River and conveying it to Scofield Island.

II. BORROW AREA (BA) MINING METHODOLOGIES

The mining methods evaluated during plan formulation were hydraulic through the use of a hopper dredge or cutterhead dredge.

A. Hopper Dredge

A hopper dredge is a self-propelled vessel that drags a pair of suction intake heads along the bottom creating a sediment-water slurry at the intake heads. The slurry is elevated through the intake pipes and deposited in a storage compartment (hopper) inside the hull for dewatering. Once filled, the dredge sails to the pump-out location, re-slurries the sediment in the hopper, and pumps the slurry into a sediment pipeline or booster pump/sediment pipeline combination for transport to the fill site. The hopper dredge then returns to the borrow area to repeat the process.

B. Cutterhead Dredge

The cutterhead dredge is normally towed into position and fixed in place within the borrow area by means of conventional anchors and/or spuds (vertical pile-like devices that extend to the bottom but allow the dredge to float up and down freely). The spuds can be raised and lowered independently, allowing the dredge to pivot. The dredging device, a rotating cutter mounted on a ladder-like structure that extends forward from the bow of the dredge, is raised and lowered along the cut face, and

swings from side to side. A suction pipe, usually connected to a pump on the ladder and supported by an additional large pump within the hull of the dredge, moves the sediment slurry from the cutterhead to the discharge. The slurry is transported to the fill site either by a sediment pipeline or a mechanism for filling scow barges. This type of dredge is maneuvered by means of an array of anchors deployed forward of the dredge, or if equipped, by a walking carriage for spuds. Both methods allow the cutterhead dredge to progress along the borrow area while the cutter makes arc-shaped cuts by means of the side to side motion of the ladder. Due to the dynamics of the Mississippi River, it is likely that if a cutterhead dredge were to be used its movement along the borrow area would be controlled by conventional anchors and cables arrangement.

The option of discharging the sediment into scows, which would be towed to a pump out site adjacent to the Empire Waterway, is not considered feasible because of the requirement for additional vessels (spider barge, tugboats, and scow barges) both anchored and moving in an extremely busy section of the Lower Mississippi River. The potential for interference with navigation would likely result.

III. CONVEYANCE CORRIDORS

A. Borrow Area MR-B-09 to the Levee Crossing at Empire, Louisiana

Excavation of Borrow Area MR-B-09 shall be restricted to the use of hopper dredges only. The hopper dredge work area encompasses the borrow area limits, conveyance corridor, and temporary mooring area/pump-out location along the batture at Empire. The conveyance corridor for the hopper dredge will generally follow the travel path of shortest distance when transiting from the borrow area, crossing the Mississippi River to the pump-out location. The actual hopper dredge travel path shall be the responsibility of the Master of the vessel and dictated by the Navigation Rules (Commandant U.S. Coast Guard Instruction M16672.2, *Navigation Rules, International–Inland,* COMDTINST M16672.2D), U. S. Coast Guard (USCG)) mandates, and river traffic.

B. Borrow Area MR-E-09 to the Levee Crossing at Empire, Louisiana

Excavation of Borrow Area MR-E-09 shall be open to the use of hopper or cutterhead dredges.

1. Hopper Dredge

The hopper dredge work area encompasses the borrow area limits, conveyance corridor, and temporary mooring area/pump-out location along the batture at Empire. The conveyance corridor for the hopper dredge will generally follow the travel path of shortest distance when transiting from the borrow area to the pump-

out location. The actual hopper dredge travel path shall be the responsibility of the Master of the vessel and dictated by the Navigation Rules (Commandant USCG Instruction M16672.2, *Navigation Rules, International–Inland*, COMDTINST M16672.2D), USCG mandates, and river traffic.

2. Cutterhead Dredge

The cutterhead dredge work area encompasses the borrow area limits, sediment pipeline corridor, and temporary mooring area/pump-out location along the batture at Empire. The sediment pipeline corridor originates at the cutterhead dredge and extends from within the borrow area and along the right descending bank to the levee crossing location. At this point it emerges onto the batture and crosses the Mississippi River levee. The sediment pipeline shall be securely anchored or ballasted to prevent the sediment pipeline from lifting off the bottom under reasonably expected conditions. This ballasting could be accomplished with weighted coatings (Figure 1), collars (Figure 2), or articulated concrete mats (Figure 3), or by an alternate method subject to review and approval by the state and federal regulatory agencies. Regardless of which sediment pipeline construction methodology is employed, use of this borrow area and conveyance method shall include the requirement that the sediment pipeline remain stable and firmly on the river bottom.

Figure 1: Concrete Pipeline Coatings

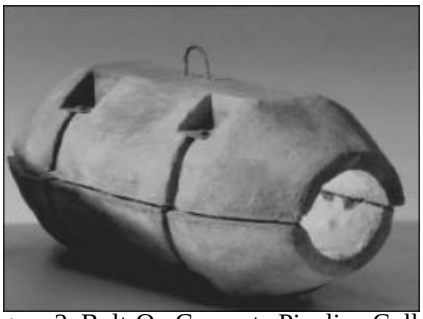

Figure 2. Bolt-On Concrete Pipeline Collar

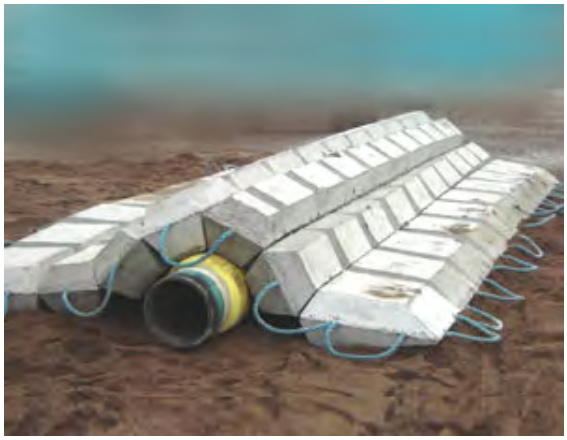

Figure 3: Articulate Concrete Mat

In nearshore locations the ballasted pipe shall be located such as to ensure that a minimum depth of six (6) feet of water is maintained above the top of the pipe and any associated ballast structure for navigational clearance except where exiting the river onto the batture.

To facilitate cutterhead dredge maneuvering, it is customary that the trailing discharge sediment pipeline is mounted on pontoons for some distance between the dredge and the start of the submerged pipe. This distance varies based upon the dredge and support equipment utilized.

IV. SUBMERGED SEDIMENT PIPELINE GENERAL SAFETY AND SECURITY

Routine underwater inspection of any submerged sediment pipeline installed along the right descending bank of the Mississippi River shall be required to detect alignment, stability, and integrity issues with the sediment pipeline. This may be accomplished in combination by multibeam sonar, sidescan sonar, remote underwater video, diver, and/or other approved methods. The presence of any such issues or deviations shall be required to be documented, locations plotted, and reported immediately.

V. MISSISSIPPI RIVER TEMPORARY HOPPER DREDGE PUMP-OUT / BOOSTER STATION

It may be necessary to install temporary piles (dolphins), spud pile/mooring buoy, or similar anchoring methods that penetrate the revetment along the right descending bank near the levee crossing location at Empire to provide hopper dredge mooring for pump-out or mooring of booster pump, if required. The installation of any penetration of the revetment shall be implemented in accordance with the U.S. Army Corps of Engineers (USACE) regulations (USACE, 1999. *Repair Procedures Required When Penetrating Revetments with Piles, Caissons, and/or Pile Clusters*. File No. H-18-45204, U.S. Army Corps of Engineers, New Orleans District, New Orleans, Louisiana, USA) and avoid interference with navigation. Further, the necessary engineering studies and designs for such installation shall be performed by a licensed Professional Engineer and must receive the required approval and permits for its construction.

VI. COMMUNICATION PLAN

All dredges and other auxiliary service vessels shall be equipped with bridge-to-bridge radiotelephones capable of operating from the main control stations and capable of transmitting and receiving on the frequencies within the 156 to 162 Megahertz bank using the class of emissions designated by the Federal Communications Commission for

the exchange of navigational information and to provide for maximum safety of operations.

For dredge vessels wherein the Code of Federal Regulations (CFR) does not require a USCG licensed U.S. Merchant Marine Officer for operations, an Officer(s) holding at a minimum a grade of *Master of Steam or Motor Vessel upon Inland Waters* shall be required during mobilization, construction, and demobilization. The Officer(s) shall be required to stand watch and monitor the required marine radio channels for vessel-to-vessel communications for passing as well as the operational safety of the dredge, plant, and support vessels.

VII. SIGNAGE AND MARKING PLAN

A. General

Signal lights, signage, and markings shall be utilized to designate the work areas, conveyance corridors, and submerged sediment pipelines; and shall be displayed and operated in accordance with the regulations of the USCG as set forth in Commandant USCG Instruction M16672.2, Navigation Rules: International-Inland (COMDTINST M16672.2), or 33 CFR 81 Appendix A (International) and 33 CFR 84 through 33 CFR 89 (Inland), as applicable.

B. Navigational Aids

Existing Navigation Aids (NAVAID) located within or near the work areas may be removed, if necessary, by the USCG (and/or as directed by the USCG) in advance of dredging operations. The need will be assessed by and any movement shall be coordinated with USCG. Construction activities shall not remove, change the location of, obstruct, willfully damage, make fast to, or interfere with any NAVAID.

C. Dredging Aids

All excavation for the Project fill shall be performed within the limits and depths of the borrow area(s) shown on the drawings and as permitted. Temporary construction-related buoys, dredging aid markers to be placed in the water, and dredging aid markers affixed with a light are subject to review and approval by the USCG prior to their installation. Dredging aid markers and lights shall not be colored or placed in a manner that they will obstruct or be confused with navigation aids and shall conform to the regulations set forth in Commandant USCG Instruction M16672.2, Navigation Rules: International-Inland (COMDTINST M16672.2), or 33 CFR 81 Appendix A (International) and 33 CFR 84 through 33 CFR 89 (Inland) as applicable.

D. Submerged Sediment Pipeline Markers

The location of the entire length of submerged sediment pipeline shall be marked with signs, buoys, lights, and flags conforming to the USCG regulations mentioned above.

E. Floating Sediment Pipeline Markers

Should any portion of the sediment pipeline not rest on the bottom, it will be considered a floating sediment pipeline and shall be required to be made visible on the water's surface and clearly marked. In no case shall the sediment pipeline be allowed to fluctuate between the surface and the bottom, or lie partly submerged. Lights shall be installed on the floating sediment pipeline as required by the USCG and generally as in paragraph Dredging Aids above. The lights shall be supported either by buoys or by temporary piling. Where the sediment pipeline does not cross a navigable channel, flashing yellow all-around lights shall be spaced and installed in accordance with the USCG regulations mentioned above.

F. No Anchor Zone Designations

Wherever a submerged sediment pipeline crosses a navigable channel, temporary "No Anchoring or Dredging, Pipeline Crossing" signs shall be posted on each bank or shoreline, delimiting the crossing area; subject to review and approval by the state and federal regulatory agencies.

VIII. DREDGE LOCATION CONTROL

Electronic positioning equipment shall be utilized onboard that will locate the dredge when operating on the Project. Continuous updates of the dredge location shall be made during dredging and transporting operations to ensure that accurate and reliable positioning is readily available for vessel-to-vessel communications.

IX. MISSISSIPPI RIVER AND EMPIRE WATERWAY VESSEL TRAFFIC

The mix of vessels that will be encountered on the Mississippi River during the course of the Project runs the gamut from very large commercial vessels (tankers, container ships, bulk carriers, and cruise ships), naval vessels, barge/tug combinations, offshore supply vessels, crewboats, to commercial and recreational fishing vessels. Such vessels will use the navigation channel in the Mississippi River at all hours throughout the duration of the Project. Construction activities shall be conducted in such a manner so as to interfere with navigation as little as possible. In the event the dredge plant and/or sediment pipeline so obstructs the channel as to make difficult or endanger the passage of vessels, said equipment shall be promptly moved on the approach of any vessel to such an extent as may be necessary to afford a practicable passage.

Upon completion of the Project the dredge plant, equipment, and sediment pipeline including ranges, buoys, temporary piles, and other markers placed in navigable waters or on the shore shall be promptly removed.

The lowering or raising of the sediment pipeline shall be reported in advance such that it may be included in the "Local Notice to Mariners" issued weekly by the USCG - Eighth District.

X. DREDGE PLANT NAVIGATION RULES AND REGULATIONS COMPLIANCE

The vessels utilized for Project construction shall be commanded, equipped, navigated and/or operated so as to be in strict compliance with the general regulations of the USCG, including applicable section, safety, environmental and navigational rules and regulations of the CFR, parts 33 and 46.

XI. OBSTRUCTION OF NAVIGABLE WATERWAYS

Navigable waterways shall be kept free of obstructions. Material, plant, machinery, or appliance which is lost, dumped, thrown overboard, sunk, or misplaced, shall be promptly recovered and removed. Notice shall be given immediately along with the description and location so it may be included in the "Local Notice to Mariners" issued weekly by the USCG - Eighth District. Such obstructions shall be marked in accordance with USCG regulations mentioned above until they are recovered and removed.

Liability for the removal of a vessel wrecked or sunk without fault or negligence is limited to that provided in sections 15, 19, and 20 of the River and Harbor Act of March 3, 1899 (33 U.S.C. 410 *et. seq*.).

No mooring of out-of-service plant or vessels shall be allowed except in the Ostrica Anchorage, as designated on the appropriate NOAA/NOS Chart.

XII. PETROLEUM PIPELINE CROSSINGS

It is anticipated that the sediment pipeline in the Empire Waterway Conveyance Corridor could cross approximately 28 buried petroleum transmission pipelines. Extending from the southern terminus of the Empire Waterway (vicinity of the jetties) to the fill template on Scofield Island, the sediment pipeline could cross additional petroleum pipelines. Prior to commencement of construction, a field investigation comprised of magnetometer and physical probing surveys shall be conducted of the conveyance corridor to locate the petroleum pipelines and utilities infrastructure, determine their ownership and operational status, and coordinate their protection with the owners.

BA-40 Riverine Sand Mining / Scofield Island Restoration

2/1/2011

Excavations				
	Raw CY	Adjusted CY	Acres	Notes
Unvegatative Waterbottoms [1]				
Borrow Area				
MR-B-09 [2]	3,770,000	3,770,000	181.2	Top of cut footprint
MR-E-09 [2]	5,860,000	5,860,000	209.5	Top of cut footprint
Scofield Offshore	3,390,000	3,390,000	116.1	Top of cut footprint
Conveyance Corridor				
Empire Harbor Canal Crossing - Waterbottom	229	229	0.03	Excavation of material along canal bottom.
Empire Marsh Crossing	0	0	0.0	Pipeline to be laid along surface of marsh.
Navigational Crossings	2,220	2,220	0.3	
Booster Pump Locations	17,600	17,600	2.0	Booster locations No.1 through No.4, Booster location No.5 & No.6 have sufficent water depth.
Scofield Island				
Floatation Channel (Gulf Approach)	70,720	70,720	16.2	
Floatation Channel / Containment Dike Borrow Area	351,240	351,240	40.6	
Subtotal of Unvegatative Waterbottom Excavation		**13,462,009**	**565.9**	
Wetlands [1]				
Borrow Area				
MR-B-09 [2]	0	0	0.0	
MR-E-09 [2]	0	0	0.0	
Scofield Offshore	0	0	0.0	
Conveyance Corridor				
Empire Harbor Canal Crossing	0	0	0.0	
Empire Marsh Crossing	0	0	3.8	Pipeline to be laid along surface of marsh, acres impact from access for installation.
Navigational Crossings	0	0	0.0	
Scofield Island				
Floatation Channel (Gulf Approach)	0	0	0.0	
Floatation Channel / Containment Dike Borrow Area	0	0	0.0	
Subtotal of Wetland Excavation		**0**	**3.8**	
Supratidal [1]				
Borrow Area				
MR-B-09 [2]	0	0	0.0	
MR-E-09 [2]	0	0	0.0	
Scofield Offshore	0	0	0.0	
Conveyance Corridor				
Empire Harbor Canal Crossing - Banks, Hwy 11 & 23	860	860	0.10	Includes Empire Harbor Canal Crossing, Hwy 11 & 23
Empire Marsh Crossing	0	0	0.0	Pipeline to be laid along surface of marsh, acres impact from access for installation.
Navigational Crossings	0	0	0.0	
Scofield Island				
Floatation Channel (Gulf Approach)	0	0	0.0	
Floatation Channel / Containment Dike Borrow Area	0	0	0.0	
Subtotal of Supratidal Excavation		**860**	**0.10**	
TOTAL EXCAVATION		**13,462,869**	**569.8**	

1. Delineation between Unvegatative Waterbottoms and Wetlands is MLW (+0.55 NAVD88), Delineation between Wetlands and Supratidal is MHW (+1.60 NAVD88)
2. Permiting both MR-B-09 and MR-E-09 to promote competitive contract bids based on available dredge equipment.

BA-40 Riverine Sand Mining / Scofield Island Restoration

2/1/2011

Fills

	Raw CY	Adjusted CY[1]	Acres	Notes
Unvegatative Waterbottoms[2]				
Conveyance Corridor				
Temporary Disposal Areas	19,810	19,810	3.9	Includes Navigational Crossing and Booster Site Locations.
Scofield Island				
Beach and Dune Fill	1,124,740	1,462,170	163.8	
Marsh Fill	970,580	1,552,930	203.6	
Containment Dikes	165,800	331,600	25.3	
Temporary Disposal Areas	57,710	57,710	22.4	Includes Floatation Channel (Gulf Approach).
Subtotal of Unvegatative Waterbottom Fills		**3,424,220**	**419.0**	
Wetlands[2]				
Conveyance Corridor				
Temporary Disposal Areas	0	0	0.0	
Scofield Island				
Beach and Dune Fill	42,010	54,620	6.2	
Marsh Fill	467,200	747,520	98.0	
Containment Dikes	8,370	16,740	1.3	
Temporary Disposal Areas	7,420	7,420	2.9	Includes Floatation Channel (Gulf Approach).
Subtotal of Wetland Fills		**826,300**	**108.4**	
Supratidal[2]				
Conveyance Corridor				
Temporary Disposal Areas	1,080	1,080	0.3	Includes Empire Harbor Canal Crossing, Hwy 11 & 23
Gravel Road Crossing	400	400	0.2	
Scofield Island				
Beach and Dune Fill	465,210	604,780	67.8	
Marsh Fill	323,710	517,940	67.9	
Containment Dikes	351,240	702,480	2.1	
Temporary Disposal Areas	5,600	5,600	2.2	Includes Floatation Channel (Gulf Approach).
Subtotal of Supratidal Fills		**1,832,280**	**140.5**	
TOTAL FILL		**6,082,800**	**667.9**	

1. The adjusted cubic yards includes cut-to-fill ratios of 1.3, 1.6, 2.0 for beach/dune, marsh fill, and containment dikes respectively.

2. Delineation between Unvegatative Waterbottoms and Wetlands is MLW (+0.55 NAVD88), Delineation between Wetlands and Supratidal is MHW (+1.60 NAVD88)

STEP 12 OF 16

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