



**Coastal Protection and Restoration  
Authority of Louisiana**

**Office of Coastal Protection and  
Restoration**

**2010/2011 Annual Inspection  
Report**

for

**LAKE PORTAGE LAND  
BRIDGE PROJECT  
(TV-17)**

State Project Number TV-17  
Priority Project List 8

June 26, 2011  
Vermilion Parish

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## I. Introduction

The Lake Portage Land Bridge Protection Project is a shoreline protection project comprised of 1,540 acres (623 ha) located in Vermilion Parish, Louisiana. The project area is bounded to the south by the Gulf of Mexico and to the north by Vermilion Bay, and surrounds Lake Portage within the Paul J. Rainey Wildlife Sanctuary and the Louisiana State Wildlife Refuge, west of Southwest Pass (figure 1). This area has exhibited wetland loss of approximately 6 acres (2.4 ha) during the period 1968-1997, as indicated by habitat change analyses conducted by the USGS National Wetlands Research Center (NWRC) in Lafayette, Louisiana and the Louisiana Department of Natural Resources (LDNR). Currently, approximately 81 percent of the 1,540 total acres (623 ha) is classified as emergent marsh and the remaining 19 percent as shallow open water. The estimate of wetland loss during the next 20 years with no action taken is 24 acres (9.7 ha), or 2% of the remaining emergent marsh area.

The marsh area is characterized as brackish, with vegetation dominated by *Spartina patens* (marshhay cordgrass), *Schoenoplectus robustus* (sturdy bulrush), *Schoenoplectus americanus* (chairmaker's bulrush), and *Juncus roemerianus* (needlegrass rush). Spoilbank vegetation is dominated by *Sesbania drummondii* (rattlebox) and *Baccharis halimifolia* (saltbush). Vegetation occurring adjacent to the shoreline is characterized by *Distichlis spicata* (saltgrass), *Borrchia frutescens* (bushy seaside tansy), *Spartina alterniflora* (smooth cordgrass), *Schoenoplectus pungens* (common three-square), and *Fimbristylis castanea* (marsh fimbry) (USDA-NRCS 2002).

Wetland loss in the project area has occurred in the form of conversion of beach and brackish marsh to open water. The high-energy of the Gulf of Mexico has accelerated wave-induced erosion of the southern shoreline. A shoreline change study by Byrnes et al. (1995) found the mean shoreline retreat rate for the chenier plain from Cheniere au Tigre to Southwest Pass to be 9.5 ft/yr (2.9 m/yr) between 1883 and 1994. This loss has resulted primarily from erosional scouring from the same littoral currents that can also contribute to sediment accretion. These littoral currents from the Atchafalaya River and Wax Lake Outlet to the east cause sediment accretion during periods of slow velocity, and cause scouring as current velocity increases due to storms and anthropogenic factors such as the removal of reef shell from Southwest Pass near Marsh Island.

The objective of this project is to backfill the canal associated with the Trunkline Gas Company Pipeline located to the north and south of Lake Portage, using approximately 44,000 yd<sup>3</sup> (33,640 m<sup>3</sup>) of dedicated dredge material. The canal is approximately 5,976 ft (1,821 m) long, 90 feet (27 m) wide and 3 feet (0.9 m) deep. Refurbishment of the east levee of the canal will also be required in order to allow for marsh creation to a sufficient elevation. The south end of the canal is connected to the Gulf of Mexico on high tides by a small tributary approximately 4 ft (1.2 m) wide and 2 ft (0.61 m) deep. The canal is otherwise insulated to the south from the Gulf by approximately 1,800 ft (548.6 m) of marsh. Construction was completed in December, 2004.

## **II. Inspection Purpose and Procedures**

The purpose of the annual inspection of the Lake Portage Land Bridge Project (TV-17) is to evaluate the constructed project features to identify any deficiencies and prepare a report detailing the condition of project features and recommended corrective actions needed. Should it be determined that corrective actions are needed, OCPR shall provide, in the report, a detailed cost estimate for engineering, design, supervision, inspection, and construction contingencies, and an assessment of the urgency of such repairs (O&M Plan, 2004). The annual inspection report also contains a summary of maintenance projects which were completed since completion of constructed project features and an estimated projected budget for the upcoming three (3) years for operation, maintenance and rehabilitation. The three (3) year projected operation and maintenance budget is shown in Appendix C. A summary of past operation and maintenance projects completed since completion of the Lake Portage Land Bridge Project are outlined in Section IV.

An inspection of the Lake Portage Land Bridge Project (TV-17) was held on June 26, 2011 under sunny skies and hot temperatures. In attendance were Darrell Pontiff and Dion Broussard from OCPR, Charles Slocum and Loland Broussard representing NRCS, and Edmond Mouton representing LDWF. The annual inspection began at approximately 10:15 a.m. at the bulkhead of Area 2 and ended at approximately 12:00 p.m. at the earthen plug/timber bulkhead on the northern end of Area 3.

The field inspection included a complete visual inspection of most of the project features. Staff gauge readings and existing temporary benchmarks where available were used to determine approximate elevations of water and spoil material. Photographs were taken at each project feature (see Appendix B) and Field Inspection notes were completed in the field to record measurements and deficiencies (see Appendix D).

## **III. Project Description and History**

In 1971 Sea Robin Pipeline Company (now owned by Trunkline Gas Co.) constructed a 36-inch natural gas pipeline originating offshore in the Gulf of Mexico. It traverses north and south through the Louisiana Wildlife Management Area Game Preserve and the Paul J. Rainey Wildlife Sanctuary, through Vermilion Bay to Henry, Louisiana. Pre-cast articulating concrete block mat systems were constructed at the Gulf shoreline. They are modular in design and are attached by stainless steel cables. They protect underlying subgrades while allowing beneficial vegetative growth. An earthen dike was also constructed approximately midway between the Gulf and Lake Portage, as was a wooden bulkhead at the south shore of Lake Portage. Since that time significant erosion has begun to occur on both the east and west sides of the Gobi Mats. Also, the earthen dike and wooden bulkhead have been breached leaving the pipeline canal susceptible to tidal exchange between the Gulf and Lake Portage and eventually Vermilion Bay.

The proposed Lake Portage Land Bridge Project will backfill the gas pipeline canal to a settled target elevation (2.0 NAVD88) from Vermilion Bay to the Gulf of Mexico with

material dredged from Vermilion Bay. The 1,540-acre project area is bounded by Vermilion Bay to the north and the Gulf of Mexico to the south, and is comprised of approximately 81 percent emergent marsh and 19 percent open water.

The work within the project consisted of building up existing spoil banks around Areas 1 and 3 for containment of the dredged material. Material was then hydraulically dredged from within Vermilion Bay and pumped into the containment areas. Also, dredge material was pumped into an unconfined Area 2 which is south of the confined Area 1. The dredge material was pumped to an elevation of +3.5 within Areas 1 and 3, and to an elevation of +2.0 in Area 2. The final constructed features of this project include the placement of 40,900 cubic yards of hydraulically dredged material within Areas 1, 2 and 3.

Also, approximately 8,527 linear feet of existing spoil was raised in locations as needed to form a containment dike to an elevation of +4.0 around Areas 1 & 3. Where raising of the existing spoil was necessary, the containment dike was constructed with a minimum 6 foot top width with 3 horizontal to 1 vertical side slopes.

A 15 inch diameter PVC pipe with weir notch was installed in the south containment dike of Area 3 that drains the contained area into Lake Portage.

#### **IV. Summary of Past Operation and Maintenance Projects**

**General Maintenance:** Below is a summary of completed maintenance projects and operation tasks performed since May 2004, the construction completion date of the Lake Portage Landbridge Project (TV-17).

No maintenance has been required on this project.

**Structure Operations:** There are no active operations associated with this project.

#### **V. Inspection Results**

##### **Area 1 (Station 0+00 to 22+99, between Lake Portage and Earthen Plug)**

Area 1 is in good condition and vegetation has continued to expand from the containment banks moving towards the center of the channel and is 100 per cent vegetated. As a result of the inspection of Area 1, OCPR and NRCS agree that no corrective actions will be required this year. An aerial photo taken by Edmond Mouton of LDWF shows the pipeline canal has established a healthy vegetative stand. (Photos: Appendix B, Photo 1, 2, 8).

**Area 2 (Station 0+00 to 18+26, between Earthen Plug and Gulf of Mexico)**

Area 2 is also in good condition and is fully vegetated, such that this reach was preexisting with additional dredge material added through this project to fill in any trevasses. Some erosion at the ends of the concrete mats along the Gulf shoreline has occurred over time and part of the mat system is showing signs of failure. Although the concrete mat system is not a feature to be maintained as part of this project, this area is experiencing erosion that may threaten the integrity of the overall project. Therefore, OCPR and NRCS agree that maintenance may be required at sometime in the future. (Photos: Appendix B, Photos 3, 4, 5, 6, 8).

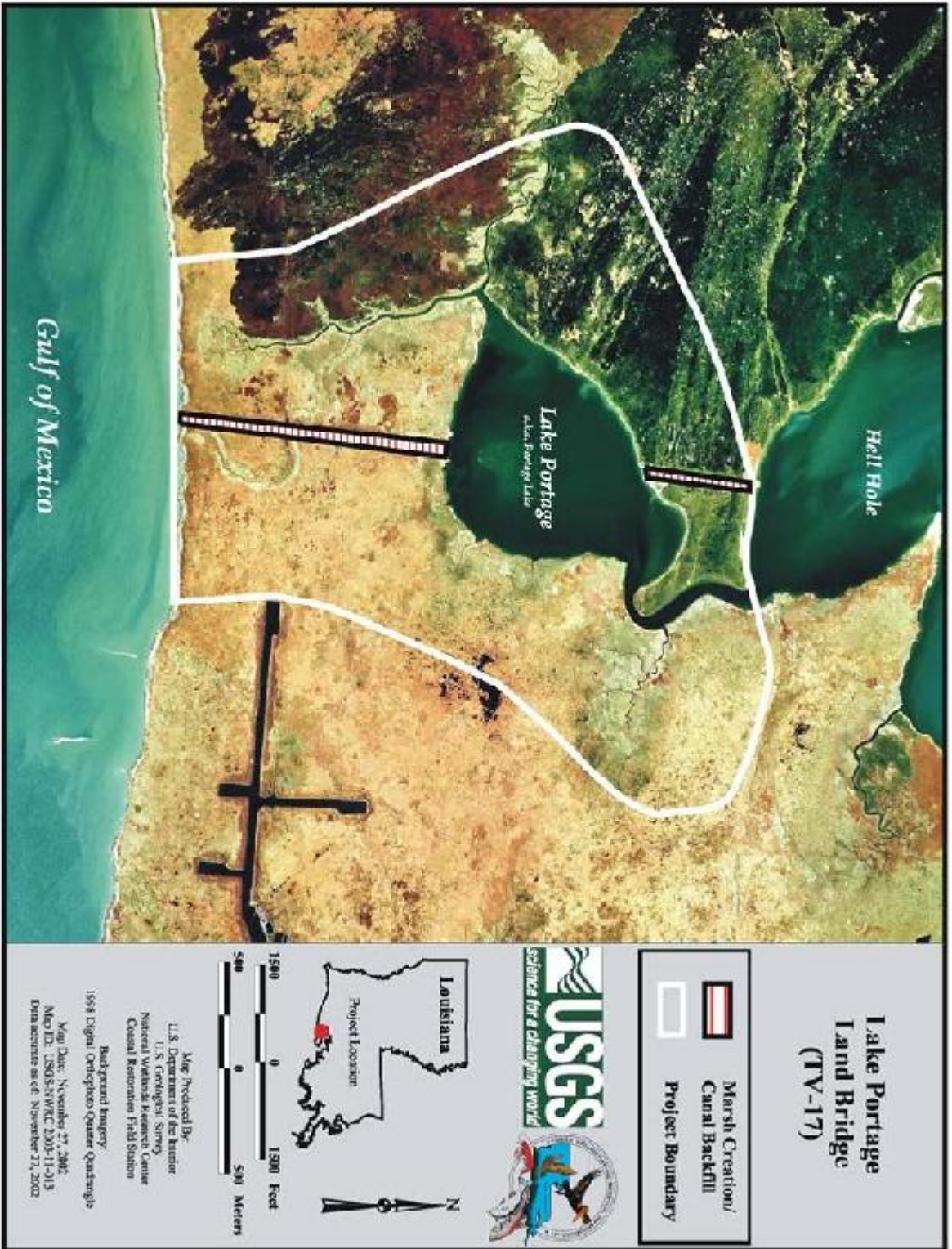
**Area 3 (Station 0+00 to 18+06, between Vermilion Bay and Lake Portage)**

Area 3 also is in good condition. The northern part of this reach is fully vegetated, mainly due to the fact that this reach was constructed first, and has been in place since May, 2003. There is some minor erosion occurring on each side of the northern timber bulkhead which will need to be monitored on future annual inspections. OCPR and NRCS agree that this area is in good condition and no maintenance will be required at this time. (Photos: Appendix B, Photos 7).

**VI. Conclusions and Recommendations**

Overall, the Lake Portage Land Bridge Project is in good condition and functioning as designed. However, the erosion problem occurring at the Gulf shoreline will need to be addressed. Preliminary survey work to develop an accurate estimate of costs was performed in 2008 and a subsequent request made to CWPPRA for additional funds. The Task Force decided that monitoring of the shoreline should continue and opted not to take any action at this time.

**Appendix A**  
**Project Features Map**





## **Appendix B**

### **Photographs**



Photo 1, Area 1, Timber bulkhead.



Photo 2, Area 1, View of vegetative cover looking North from earthen plug.



Photo 3, Area 2, West side of concrete mats.



Photo 4, Area 2, Close up view of erosion on west side of concrete mats.

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Photo 5, Area 2, East side of concrete mats.



Photo 6, Area 2, View looking north.



Photo 7, Area 3, near bulkhead on north end.



Photo 8, Areas 1 & 2, Ariel view from Gulf of Mexico looking north to Lake Portage

## **Appendix C**

### **Three Year Budget Projection**

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**LAKE PORTAGE/ TV-17 / PPL 8**  
**Three-Year Operations & Maintenance Budgets 07/01/2011 - 06/30/2014**

Project Manager <i>Darrell Pontiff</i>	O & M Manager <i>Darrell Pontiff</i>	Federal Sponsor <i>NRCS</i>	Prepared By <i>Darrell Pontiff</i>
	<b>2011/2012 (-8)</b>	<b>2012/2013 (-9)</b>	<b>2013/2014 (-10)</b>
<b>Maintenance Inspection</b>	\$ 6,086.00	\$ 6,269.00	\$ 6,457.00
<b>Structure Operation</b>			
<b>State Administration</b>		\$ -	\$ -
<b>Federal Administration</b>		\$ -	\$ -

**Maintenance/Rehabilitation**

11/12 Description:

<i>E&amp;D</i>	
<i>Construction</i>	
<i>Construction Oversight</i>	
<i>Sub Total - Maint. And Rehab.</i>	\$ -

12/13 Description:

<i>E&amp;D</i>	\$ -
<i>Construction</i>	\$ -
<i>Construction Oversight</i>	\$ -
<i>Sub Total - Maint. And Rehab.</i>	\$ -

13/14 Description:

<i>E&amp;D</i>	\$ -
<i>Construction</i>	\$ -
<i>Construction Oversight</i>	\$ -
<i>Sub Total - Maint. And Rehab.</i>	\$ -

	<b>2011/2012 (-8)</b>	<b>2012/2013 (-9)</b>	<b>2013/2014 (-10)</b>
<b><u>Total O&amp;M Budgets</u></b>	<b>\$ 6,086.00</b>	<b>\$ 6,269.00</b>	<b>\$ 6,457.00</b>

<b><u>O &amp; M Budget (3 yr Total)</u></b>	<b>\$ 18,812.00</b>
<b><u>Unexpended O &amp; M Budget</u></b>	<b>\$ 64,057.00</b>
<b><u>Remaining O &amp; M Budget (Projected)</u></b>	<b>\$ 45,245.00</b>

## **Appendix D**

### **Field Inspection Form**



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MAINTENANCE INSPECTION REPORT CHECK SHEET					
Project No. / Name: TV-17 Lake Portage Landbridge			Date of Inspection: June 26, 2011 Time: 10:15 a.m.		
Structure No.	N/A		Inspector(s): Darrell Pontiff, Dion Broussard (OCPR), Edmond Mouton (Loland Broussard, Charles Slocum (NRCS)		
Structure Description: Shoreline Protection			Water Level N/A		
Type of Inspection: Annual			Weather Conditions: Sunny and Hot		
Item	Condition	Physical Damage	Corrosion	Photo #	Observations and Remarks
Timber Bulkhead / Caps	Good				
Steel Grating	N/A				
Salinity Readings					
Concrete Mats	Good			3, 4, 5	Some erosion each side of concrete mats along Gulf shoreline.
Timber Piles	Good				
Timber Wales	N/A				
Galv. Pile Caps	N/A				
Vegetation	Good			2, 6	Area 3 fully vegetated, Area 2 existing vegetation, Area 1 fully vegetated.
Signage / Supports	Good				
Rip Rap (fill)	N/A				
Earthen Embankment	Good				
Dredge Spoil	Good				Slight settlement.
What are the conditions of the existing levees?				Good	
Are there any noticeable breaches?				No	
Settlement of rock plugs and rock weirs?				N/A	
Position of stoplogs at the time of the inspection?				N/A	
Are there any signs of vandalism?				No	

## **Appendix E**

### **Locations to be Monitored**