



**State of Louisiana**

**Coastal Protection and Restoration  
Authority of Louisiana (CPRA)**

## **2011/2012 Annual Inspection Report**

for

### **COTE BLANCHE HYDROLOGIC RESTORATION PROJECT (TV-04)**

State Project Number TV-04  
Priority Project List 3

May 30, 2012  
St. Mary Parish



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## **Table of Contents**

I. Introduction.....	1
II. Inspection Purpose and Procedures .....	1
III. Project Description and History.....	1
IV. Summary of Past Operation and Maintenance Projects.....	3
V. Inspection Results .....	4
VI Conclusions and Recommendations .....	6

## **Appendices**

Appendix A	Project Features Map
Appendix B	Photographs
Appendix C	Three Year Budget Projections
Appendix D	Field Inspection Notes

## **I. Introduction**

The Cote Blanche Hydrologic Restoration Project is a 31,637 ac (12,655 ha) freshwater marsh located in St. Mary Parish. The project boundaries include the Gulf Intracoastal Waterway to the north, Highway 317 to the east, East Cote Blanche Bay to the south and West Cote Blanche Bay to the west. (See Appendix A).

The Cote Blanche Hydrologic Restoration Project was authorized by Section 303(a) of Title III Public Law 101-646, the Coastal Wetlands Planning Protection and Restoration Act (CWPPRA) enacted on November 29, 1990 as amended and approved on the third Priority Project List. The Cote Blanche Hydrologic Restoration Project has a twenty year (20 year) economic life, which began in January 1999.

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

The purpose of the annual inspection of the Cote Blanche Hydrologic Restoration Project (TV-04) 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, CPRA 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, 2003). The annual inspection report also contains a summary of maintenance projects, if any, 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.

An inspection of the Cote Blanche Hydrologic Restoration Project (TV-04) was held on May 30, 2012 under partly cloudy skies and hot temperatures. In attendance were Stan Aucoin & Jody White of CPRA; Dale Garber of NRCS; and John Foret of NOAA for inspections of other projects.

The field inspection included a complete visual inspection of all features. Staff gauge readings, when available, were used to determine approximate elevations of water, rock weirs, earthen embankments, steel bulkhead structures and other project features. 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**

The Cote Blanche marsh has experienced increased freshwater introduction from the GIWW and westward currents from the Atchafalaya delta (DeLaune et al. 1987). Historical information documents the alterations in marsh types resulting from these hydrologic changes. Marsh type changes have been documented by 1982 USFWS Ecological Atlas Maps and

Vegetative Type Maps of the Louisiana Coastal Marshes (Chabreck et al. 1968; Chabreck and Linscombe 1978, 1988). Using aerial photography, planimeter data show the percentages of each marsh type (USDA 1993). In 1949, the area was almost entirely brackish (93%) with a narrow band of saline (7%) associations along the southwestern shoreline. By 1968, the area was divided into intermediate (39%), fresh (13%), and brackish (48%) associations. In 1978, the area was predominantly fresh (63%) and intermediate (37%) associations, where as by 1988 the entire area was identified as fresh marsh.

Construction of the GIWW and numerous oilfield canals have been the predominant causes of hydrologic change for the project area. Major canals such as the Humble and Humble-F canals were dredged between 1937 and 1958 and the British-American Canal and extensions from the Humble Canal were dredged between 1958 and 1974. Major impacts on the area have resulted from increased tidal action and rapid water exchange between the interior marsh and East and West Cote Blanche bays through these oilfield canals and the GIWW. Rapid water exchange and tidal fluctuations have caused breaches in spoil banks of interior canals that have lead to erosion and conversion of broken marsh to open water. Broken marsh began to be detected in the 1952 aerial photography. An area west of the British-American Canal showed some marsh deterioration prior to the dredging of the canal, however, the dredging created more marsh loss in the area. Utilizing historical aerial photography, from 1957 to 1990, the land loss rate for the area has been estimated to average 73 ac/year (29 ha/yr) (Britsch and Kemp 1990).

Shoreline erosion on the southern project boundary resulting from wave energy and breaches in adjacent canals was evident from aerial photography as early as 1952. Shoreline erosion rates averaged 10–15 ft/yr (3.0-4.6 m/yr) according to 1952, 1957, 1971, 1979, 1983, and 1990 aerial photography and surveys completed in 1975 by Miller Engineers & Associates. These measurements show an increase in shoreline erosion after 1978 for the Teche/Vermilion basin. Erosion rates averaged 10–12 ft/yr (3.0-3.7 m/yr) from 1941 to 1978 and increased to an average of 20–25 ft/yr (6.1-7.6 m/yr) from 1978 to 1983.

The Cote Blanche Hydrologic Restoration Project contains measures to improve hydrologic conditions in 31,637 ac (12,803 ha) of fresh marsh through low-level weirs placed at major water exchange avenues and through shoreline protection on the southern boundary of the project area.

The principal project features include:

1. Low-level weir at Mud Bayou
2. Low-level weir at the Humble-F Canal
3. Low-level weir at the intersection of Bayou Long and the Humble Canal system
4. Low-level weir at the intersection of Bayou Carlin and the Humble Canal system
5. Low-level weir at the Humble Canal
6. Low-level weir at Jackson Bayou
7. Low-level weir at the British-American Canal.

8. Shoreline protection (~ 3,500 LF of PVC wall) along the southern project boundary.
9. Approximately 3,500 Lf of foreshore rock dike along the northern bank of Cote Blanche Bay just to the west of Humble Canal.

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

**General Maintenance:** Below is a summary of completed maintenance projects and operation tasks performed since January 1999, the construction completion date of the Cote Blanche Hydrologic Restoration Project.

**2001 Maintenance Project – LDNR:** This maintenance project included the placement of 12”-14” of paving stone spread out around the wingwalls of the weirs at Mud Bayou, Humble F Canal, Bayou Long, Humble Canal, Jackson Bayou and British American Canal to “harden” the area while still allowing flow in extreme tidal events to pass around the structure without washing away the existing bank. Also included was the replacement of approximately 100 pile caps along the PVC wall, the replacement of day markers at Humble F Canal with signs mounted to the weir instead of on driven pylons, and the construction of revetment/foreshore dike along the west bank of the British American Canal from the weir to the canal’s convergence with Cote Blanche Bay. The costs associated with the engineering, design and construction of the Cote Blanche Maintenance Project are as follows:

Construction-----	\$287,919.80
E & D, construction oversight, as-builts-----	\$ 31,690.79
Project Total-----	\$319,610.59

**2005 Maintenance Project – LDNR:** This maintenance project included rock repair at six of the structures, replacement of warning signs and channel markers. This project was a result of damages that occurred during Hurricane LILI in 2002.

Project Cost	\$84,500.00*
*This cost was reimbursed by FEMA	

**2007 School Bus Bayou Maintenance – LDNR:** This maintenance event consisted of the installation of approximately 3,500 linear feet of foreshore rock dike along the northern shoreline of Cote Blanche Bay just west of the Humble Canal and in the vicinity of School Bus Bayou. Also, two low level rock weirs were installed on the eastern and western side of Humble Canal where School Bus Bayou crosses. Associated costs are as follows:

Construction	\$1,500,000.00
E&D/Const. oversight	\$63,328.45

<b>Total</b>	<b>\$1,563,328.45</b>
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**2011/2012 School Bus Dike Maintenance – CPRA:** This event consisted of raising the School Bus Bayou dike back to grade, replacing various signs on structures, replacing the weir on the western intersection of School Bus Bayou and Humble Canal, and extending the rock revetment on the eastern bank of Humble Canal to the south. Construction was accepted as complete on January 13, 2012 and costs were as follows:

Construction	\$730,888.40
E&D/Const. oversight	\$96,663.13
<b>Total</b>	<b>\$827,551.53</b>

**Navigational Light Maintenance – LDNR:** Automatic Power, Inc. performed the following navigational light maintenance:

<b>2007 Total</b>	<b>\$5,016.20</b>
<b>2008 Total</b>	<b>\$2,365</b>
<b>2009 Total</b>	<b>\$2,149</b>
<b>2010 Total</b>	<b>\$2,635</b>
<b>2011 Total</b>	<b>\$2,512</b>
<b>2012 Total</b>	<b>\$791 (thru Mar. 2012)</b>

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

## **V. Inspection Results**

### **Site 1—Mud Bayou**

The Mud Bayou structure appears to be holding up fairly well. The coating on the sheet piles is peeling. The steel is beginning to show signs of rust and will need to be monitored. The north danger sign is missing, but was not replaced. Staff gauges no longer functional. (Photos: Appendix B, Photo 1)

### **Site 2—Humble F Canal**

The piling and arrow sign replaced during the last maintenance event is already missing. Sheet piles and rocks on the end of the structure are stable and functioning as intended. The coating on the sheet piles is rusting on this structure and will be monitored as well. The south arrow sign has been replaced. Signs have been re-taped. Damaged sections of railing were replaced by driving timber pilings and attaching stainless steel cables in the sections where the railing was damaged or missing. (Photos: Appendix B, Photo 2)

**Site 3—Bayou Long**

All's well at this site. Pilings and SS cables that replaced the railing on the structure is working well. Rusting on the sheet piles will be monitored. (Photos: Appendix B, Photo 3)

**Site 4—Bayou Carlin**

The structure is still in excellent post-construction condition. The Bayou Carlin structure and signage are stable. The coating on the sheet piles is rusting and will be monitored as the others. (Photos: Appendix B, Photo 4)

**Site 5—Humble Canal**

Rail damage on the west end of the structure was replaced with pilings and SS cables. Existing pile cap was deteriorated to the extent that there was no way to bolt a new railing to replace the damaged one. The danger signs on both ends of the structure have been mounted to the new pilings. The gap on the southern end of the rock dike on the eastern end of Humble Canal has been repaired. Rock was extended to the south for approximately 900 feet. The rest of the rock around the structure is stable and functioning. The NW coast guard sign (port side) has been replaced. (Photos: Appendix B, Photos 5-7)

**School Bus Bayou**

The dike has been raised to design heights and is functioning as intended. The missing sign has been replaced. The rock on the western end of School Bus Bayou at its intersection with Humble Canal has been brought back to grade. Signage at the crossings is ok. (Photos: Appendix B, Photos 8-10)

**Site 6—Jackson Bayou**

The warning sign mounted on the left side of the structure is gone and will not be replaced. Existing signs have been re-taped. The shoreline on the eastern side of the structure has eroded nearly all the way through on the back side of the bay shore rock. This area will need to be addressed in the near future to prevent circumvention of the structure. The coating on the sheet piles is rusting on this structure and will be monitored. (Photos: Appendix B, Photos 11-12)

**Site 7—British American Canal**

The western (green) navigational aid marker has been replaced. The coating on the sheet piles is rusting on this structure and will be monitored as well. Warning signs and arrows have been replaced. Other signs have been re-taped. The rock on the wingwalls of the structure as well as the rock along the canal is stable. Settlement of the rock between the PVC wall and the bank has stabilized. (Photos: Appendix B, Photos 13-14)

**Site 8—PVC Wall**

The PVC shoreline protection wall and signage are stable. There are virtually no pile caps remaining, but no damage to the timber piles was noticed. Previous attempts to replace these pile caps have been unsuccessful. The piles will be monitored and should the need arise, will be painted or coated for protection. Sheet piles in several locations are missing, however no

gaps are wider than 3-4 feet. Replacement of these sheet piles may not be possible due to the rock at the base. The wall is still functioning as intended. Signs are all in place and have been re-taped. (Photos: Appendix B, Photo 15)

## **VI. Conclusions and Recommendations**

The Cote Blanche Hydrologic Restoration Project is in basically good condition and functioning as designed. The shoreline on the southern end of the project continues to suffer from severe erosion. The eastern end of Jackson Bayou has eroded to the point that it will breach in the near future. A request for additional funding will be submitted during the fall of 2012. Should this funding request be approved, the eastern end of Jackson Bayou along with as much of the shoreline between Humble Canal and the PVC wall will be protected. Work on this area should take place during the summer of 2013.



## **Appendix A**

### **Project Features Map**

Map of the Cote Blanche Hydrologic Restoration project area. The map shows the restoration area outlined in green, with various bays and canals labeled. Eight sites are marked with blue dots and numbered 1 through 8. Site 1 is at Mud Bayou, Site 2 is at the HWY 161 Canal, Site 3 is at Bayou Long, Site 4 is at Bayou Carlin, Site 5 is at Jackson Bayou, Site 6 is at Bayou Carlin, Site 7 is at Bayou Carlin, and Site 8 is at Bayou Carlin. A yellow line indicates the School Bus Bayou Rock Dike. An inset map shows the location of the project area within the larger context of the Cote Blanche Hydrologic Restoration project. The map is dated 2010.

Location	Description
Site 1	Mud Bayou Low-level Weir
Site 2	Humble F Canal Low-level Weir
Site 3	Bayou Long & Humble Canal Low-level Weir
Site 4	Bayou Carlin & Humble Canal Low-level Weir
Site 5	Humble Canal Low-level Weir @ East Core Blanche Bay
Site 6	Jackson Bayou Low-level Weir
Site 7	British-American Canal Low-level Weir
Site 8	PVC Wall Shoreline Protection (Existing Wooden wall between PVC segments)
School Bus Bayou Project	Rock Breakwater along bank of Core Blanche Bay West of Humble Canal, Low-level Weir at Intersection of School Bus Bayou and Humble Canal (See Call Out)

## **Appendix B**

### **Photographs**



**Photo 1--Mud Bayou Structure**



**Photo 2--Humble F Canal Structure**





**Photo 3--**Bayou Long Structure



**Photo 4--**Bayou Carlin Structure



**Photo 5--**Humble Canal Structure



**Photo 6--**Typical Cable Replacement for Damaged Rails





**Photo 7--Rock on East Side of Humble Canal**



**Photo 8—Typical Section of School Bus Bayou Dike**



**Photo 9**—Western Weir at School Bus Bayou



**Photo 10**—Eastern Weir at School Bus Bayou





**Photo 11**—Jackson Bayou Structure



**Photo 12**—Near Breach on Eastern End of Jackson Bayou Structure



**Photo 13**—British American Canal Structure



**Photo 14**—Rock along British American Canal





**Photo 15**—Typical Section of PVC Wall

## **Appendix C**

### **Three Year Budget Projection**

Annual Inspection Report  
COTE BLANCHE HYDROLOGIC RESTORATION PROJECT  
State Project No. TV-04

**COTE BLANCHE/ TV-04 / PPL 3**  
**Three-Year Operations & Maintenance Budgets 07/01/2012 - 06/30/2015**

<u>Project Manager</u>	<u>O &amp; M Manager</u>	<u>Federal Sponsor</u>	<u>Prepared By</u>
Pat Landry	Stan Aucoin	NRCS	Stan Aucoin

	2012/2013 (-13)	2013/2014 (-14)	2014/2015 (-15)
<b>Maintenance Inspection</b>	\$ 6,269.00	\$ 6,457.00	\$ 6,651.00
<b>Nav. Aid Inspections</b>	\$ 5,000.00	\$ 5,000.00	\$ 5,000.00
<b>State Administration</b>		\$ -	\$ 10,000.00
<b>Federal Administration</b>		\$ -	\$ 5,000.00

**Maintenance/Rehabilitation**

12/13 Description:

E&D	
Construction	
Construction Oversight	
Sub Total - Maint. And Rehab.	\$ -

13/14 Description:

E&D	\$ -
Construction	\$ -
Construction Oversight	\$ -
Sub Total - Maint. And Rehab.	\$ -

14/15 Description:

E&D	\$ 110,000.00
Construction	\$ 1,238,349.00
Construction Oversight	\$ 125,000.00
Sub Total - Maint. And Rehab.	\$ 1,473,349.00

	2012/2013 (-13)	2013/2014 (-14)	2014/2015 (-15)
<b>Total O&amp;M Budgets</b>	\$ 11,269.00	\$ 11,457.00	\$ 1,500,000.00

<b>O &amp; M Budget (3 yr Total)</b>	<b>\$ 1,522,726.00</b>
<b>Unexpended O &amp; M Budget</b>	<b>\$ 848,867.00</b>
<b>Remaining O &amp; M Budget (Projected)</b>	<b>\$ (673,859.00)</b>

Annual Inspection Report  
COTE BLANCHE HYDROLOGIC RESTORATION PROJECT  
State Project No. TV-04

**OPERATION AND MAINTENANCE BUDGET WORKSHEET**  
COTE BLANCHE HR / PROJECT NO. TV-04 / PPL NO. 3 / 2014/2015

DESCRIPTION	UNIT	EST. QTY.	UNIT PRICE	ESTIMATED TOTAL
O&M Inspection and Report	EACH	1	\$6,651.00	\$6,651.00
Nav Aid Inspection	LUMP	1	\$5,000.00	\$5,000.00
Engineering and Design	LUMP	1	\$110,000.00	\$110,000.00
Operations Contract	LUMP	0	\$0.00	\$0.00
Construction Oversight	LUMP	1	\$125,000.00	\$125,000.00

**ADMINISTRATION**

CPRA Admin.	LUMP	1	\$10,000.00	\$10,000.00
FEDERAL SPONSOR Admin.	LUMP	1	\$5,000.00	\$5,000.00
SURVEY Admin.	LUMP	0	\$0.00	\$0.00
OTHER				\$0.00
TOTAL ADMINISTRATION COSTS:				\$15,000.00

**MAINTENANCE / CONSTRUCTION**

**SURVEY**

SURVEY DESCRIPTION:					
Secondary Monument	EACH	0	\$0.00	\$0.00	
Staff Gauge / Recorders	EACH	0	\$0.00	\$0.00	
Marsh Elevation / Topography	LUMP	0	\$0.00	\$0.00	
TBM Installation	EACH	0	\$0.00	\$0.00	
OTHER				\$0.00	
TOTAL SURVEY COSTS:				\$0.00	

**GEOTECHNICAL**

GEOTECH DESCRIPTION:					
	Borings	EACH	0	\$0.00	\$0.00
	OTHER				\$0.00
	TOTAL GEOTECHNICAL COSTS:				\$0.00

**CONSTRUCTION**

CONSTRUCTION DESCRIPTION:	Construct 1,500 LF of PVC sheet pile wall from Humble Canal to existing PVC wall.					
	Rip Rap	LIN FT	TON / FT	TONS	UNIT PRICE	
	Rock Dike	0	0.0	0	\$0.00	\$0.00
	Bank Paving	0	0.0	0	\$0.00	\$0.00
		0	0.0	0	\$0.00	\$0.00
	Filter Cloth / Geogrid Fabric	SQ YD	0		\$10.00	\$0.00
	Navigation Aid	EACH	0		\$0.00	\$0.00
	Signage	EACH	0		\$0.00	\$0.00
	General Excavation / Fill	CU YD	0		\$0.00	\$0.00
	Dredging	CU YD	0		\$0.00	\$0.00
	Sheet Piles (Lin Ft or Sq Yds)	LF	1,500		\$225.00	\$337,500.00
	Timber Piles (each or lump sum)	EACH	300		\$2,400.00	\$720,000.00
	Timber Members (each or lump sum)		0		\$0.00	\$0.00
	Hardware	LUMP	0		\$0.00	\$0.00
	Materials	LUMP	0		\$0.00	\$0.00
	Mob / Demob	LUMP	1		\$75,000.00	\$75,000.00
	Contingency	LUMP	1		\$15,849.00	\$15,849.00
	General Structure Maintenance	LUMP	0		\$0.00	\$0.00
	Vegetative Plantings	LUMP	0		\$0.00	\$0.00
	Whalers	LF	3,000		\$30.00	\$90,000.00
	OTHER				\$0.00	\$0.00
TOTAL CONSTRUCTION COSTS:						\$1,238,349.00

**TOTAL OPERATIONS AND MAINTENANCE BUDGET:** **\$1,500,000.00**

## **Appendix D**

### **Field Inspection Form**

# Annual Inspection Report

## COTE BLANCHE HYDROLOGIC RESTORATION PROJECT

### State Project No. TV-04

#### MAINTENANCE INSPECTION REPORT CHECK SHEET

Project No. / Name: TV-04 Cote Blanche

Date of Inspection: May 30, 2012 Time:

Structure No. 7 British American Canal

Inspector(s): Stan Aucoin, Jody White (CPRA)  
Dale Garber (NRCS), John Foret (NMFS)

Structure Description: Fixed crest weir, rock on banks and canal

Water Level Inside: Outside:  
Weather Conditions: Cloudy and hot

Type of Inspection: Annual

Item	Condition	Physical Damage	Corrosion	Photo #	Observations and Remarks
Steel Bulkhead / Caps	good			13, 14	Some initial post construction rusting. No action needed.
Steel Grating	N/A				
Stop Logs	N/A				
Hardware	good				
Timber Piles	see signage				
Timber Wales	N/A				
Galv. Pile Caps	N/A				
Cables	N/A				
Signage / Supports	fair				
Rip Rap (fill)	good				Rock between PVC wall and shoreline has settled but is still functional.
Earthen Embankment	N/A				

What are the conditions of the existing levees?  
Are there any noticeable breaches?  
Settlement of rock plugs and rock weirs?  
Position of stoplogs at the time of the inspection?  
Are there any signs of vandalism?

#### MAINTENANCE INSPECTION REPORT CHECK SHEET

Project No. / Name: TV-04 Cote Blanche

Date of Inspection: May 30, 2012 Time:

Structure No. 2 Humble F Canal

Inspector(s): Stan Aucoin, Jody White (CPRA)  
Dale Garber (NRCS), John Foret (NMFS)

Structure Description: Fixed crest weir, rock paving on bank

Water Level Inside: Outside:  
Weather Conditions: Cloudy and hot

Type of Inspection: Annual

Item	Condition	Physical Damage	Corrosion	Photo #	Observations and Remarks
Steel Bulkhead / Caps	good			2	Structure in good condition. Some slight rusting of pile caps.
Steel Grating	N/A				
Stop Logs	N/A				
Hardware	good				
Timber Piles	good				
Timber Wales	N/A				
Galv. Pile Caps	N/A				
Cables	N/A				
Signage / Supports	good				
Rip Rap (fill)	good				
Earthen Embankment	N/A				

What are the conditions of the existing levees?  
Are there any noticeable breaches?  
Settlement of rock plugs and rock weirs?  
Position of stoplogs at the time of the inspection?  
Are there any signs of vandalism?



# Annual Inspection Report

## COTE BLANCHE HYDROLOGIC RESTORATION PROJECT

### State Project No. TV-04

#### MAINTENANCE INSPECTION REPORT CHECK SHEET

Project No. / Name: TV-04 Cote Blanche

Date of Inspection: May 30, 2012 Time:

Structure No. 5 Humble Canal

Inspector(s): Stan Aucoin, Jody White (CPRA)  
Dale Garber (NRCS), John Foret (NMFS)

Structure Description: Fixed crest weir, rock on banks and canal

Water Level Inside: Outside:  
Weather Conditions: Cloudy and hot

Type of Inspection: Annual

Item	Condition	Physical Damage	Corrosion	Photo #	Observations and Remarks
Steel Bulkhead / Caps	good				Some initial post construction rusting. No immediate action needed.
Steel Grating	N/A				
Stop Logs	N/A				
Hardware	fair				
Timber Piles	N/A				
Timber Wales	N/A				
Galv. Pile Caps	good				
USCG Lights	good			5	
Signage / Supports	good			6	
Rip Rap (fill)	good			7	
Earthen Embankment	N/A				

What are the conditions of the existing levees?  
Are there any noticeable breaches?  
Settlement of rock plugs and rock weirs?  
Position of stoplogs at the time of the inspection?  
Are there any signs of vandalism?

#### MAINTENANCE INSPECTION REPORT CHECK SHEET

Project No. / Name: TV-04 Cote Blanche

Date of Inspection: May 30, 2012 Time:

Structure No. 8 PVC wall

Inspector(s): Stan Aucoin, Jody White (CPRA)  
Dale Garber (NRCS), John Foret (NMFS)

Structure Description: approximately 3800 linear feet of PVC wall

Water Level Inside: Outside:  
Weather Conditions: Cloudy and hot

Type of Inspection: Annual

Item	Condition	Physical Damage	Corrosion	Photo #	Observations and Remarks
PVC sheet piling / Caps	fair			15	PVC wall appears to be in post construction condition and holding up well. Some piles have been broken or displaced. No gaps are wider than 3-4 feet however and the wall is still functioning
Steel Grating					
Stop Logs					
Hardware	good				
Timber Piles	good				Nearly all pile caps missing. Attempts to replace these have been unsuccessful. Condition of the piles will be monitored.
Timber Wales	good				
Galv. Pile Caps					
Cables					
Signage / Supports	good				All signs are in place. Some retaping with reflective tape is required.
Rip Rap (fill)	good				Rock placed along the inside and outside of the PVC wall is still in place and functional. No action necessary.
Earthen Embankment					

What are the conditions of the existing levees?  
Are there any noticeable breaches?  
Settlement of rock plugs and rock weirs?  
Position of stoplogs at the time of the inspection?  
Are there any signs of vandalism?

# Annual Inspection Report

## COTE BLANCHE HYDROLOGIC RESTORATION PROJECT

### State Project No. TV-04

#### MAINTENANCE INSPECTION REPORT CHECK SHEET

Project No. / Name: TV-04 Cote Blanche

Date of Inspection: May 30, 2012 Time:

Structure No. 3 Bayou Long

Inspector(s): Stan Aucoin, Jody White (CPRA)  
Dale Garber (NRCS), John Foret (NMFS)

Structure Description: Fixed crest weir

Water Level Inside: Outside:  
Weather Conditions: Cloudy and hot

Type of Inspection: Annual

Item	Condition	Physical Damage	Corrosion	Photo #	Observations and Remarks
Steel Bulkhead / Caps	good				
Steel Grating	N/A				
Stop Logs	N/A				
Hardware	good				
Timber Piles	good				
Timber Wales	N/A				
Galv. Pile Caps	N/A				
Cables	N/A				
Signage / Supports	good			3	
Rip Rap (fill)	good				
Earthen Embankment	N/A				

What are the conditions of the existing levees?  
Are there any noticeable breaches?  
Settlement of rock plugs and rock weirs?  
Position of stoplogs at the time of the inspection?  
Are there any signs of vandalism?

#### MAINTENANCE INSPECTION REPORT CHECK SHEET

Project No. / Name: TV-04 Cote Blanche

Date of Inspection: May 30, 2012 Time:

Structure No. 1 Mud Bayou

Inspector(s): Stan Aucoin, Jody White (CPRA)  
Dale Garber (NRCS), John Foret (NMFS)

Structure Description: Fixed crest weir, rock paving on bank

Water Level Inside: Outside:  
Weather Conditions: Cloudy and hot

Type of Inspection: Annual

Item	Condition	Physical Damage	Corrosion	Photo #	Observations and Remarks
Steel Bulkhead / Caps	good			1	Structure in good condition and functioning as intended. Rust continues to be monitored. Staff gauges need to be replaced.
Steel Grating	N/A				
Stop Logs	N/A				
Hardware	good				
Timber Piles	good				
Timber Wales	N/A				
Galv. Pile Caps	N/A				
Cables	N/A				
Signage / Supports	good				
Rip Rap (fill)	good				
Earthen Embankment	N/A				

What are the conditions of the existing levees?  
Are there any noticeable breaches?  
Settlement of rock plugs and rock weirs?  
Position of stoplogs at the time of the inspection?  
Are there any signs of vandalism?

# Annual Inspection Report

## COTE BLANCHE HYDROLOGIC RESTORATION PROJECT

### State Project No. TV-04

#### MAINTENANCE INSPECTION REPORT CHECK SHEET

Project No. / Name: TV-04 Cote Blanche

Date of Inspection: May 30, 2012 Time:

Structure No. 6 Jackson Bayou

Inspector(s): Stan Aucoin, Jody White (CPRA)  
Dale Garber (NRCS), John Foret (NMFS)

Structure Description: Fixed crest weir

Water Level Inside: Outside:  
Weather Conditions: Cloudy and hot

Type of Inspection: Annual

Item	Condition	Physical Damage	Corrosion	Photo #	Observations and Remarks
				12	Some slight rusting of pile caps.
Steel Bulkhead / Caps	good				
Steel Grating	N/A				
Stop Logs	N/A				
Hardware	good				
Timber Piles	poor				
Timber Wales	N/A				
Galv. Pile Caps	N/A				
Cables	N/A				
Signage / Supports	good				
Rip Rap (fill)	good				Shoreline where rock was placed has stabilized the shoreline however the shore on the eastern end of the structure has eroded to the point that water will soon circumvent the structure. This area will need to be addressed should additional funding be provided.
Earthen Embankment	N/A				

What are the conditions of the existing levees?  
Are there any noticeable breaches?  
Settlement of rock plugs and rock weirs?  
Position of stoplogs at the time of the inspection?  
Are there any signs of vandalism?

#### MAINTENANCE INSPECTION REPORT CHECK SHEET

Project No. / Name: TV-04 Cote Blanche

Date of Inspection: May 30, 2012 Time:

Structure No. 4 Bayou Carlin

Inspector(s): Stan Aucoin, Jody White (CPRA)  
Dale Garber (NRCS), John Foret (NMFS)

Structure Description: Fixed crest weir

Water Level Inside: Outside:  
Weather Conditions: Cloudy and hot

Type of Inspection: Annual

Item	Condition	Physical Damage	Corrosion	Photo #	Observations and Remarks
				4	Structure in pristine post-construction condition. Some slight rusting of pile caps. No immediate action necessary.
Steel Bulkhead / Caps	good				
Steel Grating	N/A				
Stop Logs	N/A				
Hardware	good				
Timber Piles	good				
Timber Wales	N/A				
Galv. Pile Caps	N/A				
Cables	N/A				
Signage / Supports	good				
Rip Rap (fill)	N/A				
Earthen Embankment	N/A				

What are the conditions of the existing levees?  
Are there any noticeable breaches?  
Settlement of rock plugs and rock weirs?  
Position of stoplogs at the time of the inspection?  
Are there any signs of vandalism?

# Annual Inspection Report

## COTE BLANCHE HYDROLOGIC RESTORATION PROJECT

### State Project No. TV-04

#### MAINTENANCE INSPECTION REPORT CHECK SHEET

Project No. / Name: TV-04 Cote Blanche

Date of Inspection: May 30, 2012 Time:

Structure No. School Bus Bayou SP

Inspector(s): Stan Aucouin, Jody White (CPRA)  
Dale Garber (NRCS), John Foret (NMFS)

Structure Description: Foreshore Rock Dike & Weirs

Water Level Inside: Outside:  
Weather Conditions: Cloudy and hot

Type of Inspection: Annual

Item	Condition	Physical Damage	Corrosion	Photo #	Observations and Remarks
Steel Bulkhead / Caps	N/A				
Steel Grating	N/A				
Stop Logs	N/A				
Hardware	N/A				
Timber Piles	N/A				
Timber Wales	N/A				
Galv. Pile Caps	N/A				
Cables	N/A				
Signage / Supports	Good			8	
Rip Rap (fill)					
School Bus Bayou	Good			8	
Low Level Weirs	Good			9,10	
Earthen Embankment	N/A				

What are the conditions of the existing levees?

Are there any noticeable breaches?

Settlement of rock plugs and rock weirs?

Position of stoplogs at the time of the inspection?

Are there any signs of vandalism?