

**O & M INSPECTION REPORT  
FOR NAVIGATION AND SHORE PROTECTION PROJECTS**

1. Project Name: Lepua Shore Protection Project

2. Date of Inspection: February 13, 2001

3. Inspection Personnel:

<u>Name</u>	<u>Office</u>	<u>Telephone No.</u>
a. <u>Dan Meyers</u>	<u>COE</u>	<u>438-8875</u>
b. <u>Joel Hendrix</u>	<u>COE</u>	<u>438-1275</u>
c. <u>Anufe Maugelei</u>	<u>DPW</u>	<u>733-3654</u>

4. Discussion:

The Public Works Director said that the Lepua Shore Protection Project is causing flooding on the adjacent highway because water from upland areas is unable to pass through the structure. He indicated that the worst flooding takes place between station 24+50 and 34+50. The Public Works Department has removed portions of the structure at existing drainage crossings to allow surface water to drain.

In general the maintenance of the project was considered average. The known features are shown to bold text to assist in field location. All discrepancies were noted and the major deficiencies were as follows:

a. Sta. 24+60, A small portion of the interior revetment has been modified to place a commemorative plaque thanking the agencies involved in removing the shipwrecks. The modification is not a problem.

b. Sta. 24+95, Remove discarded lumber and vegetation from interior sideslope.

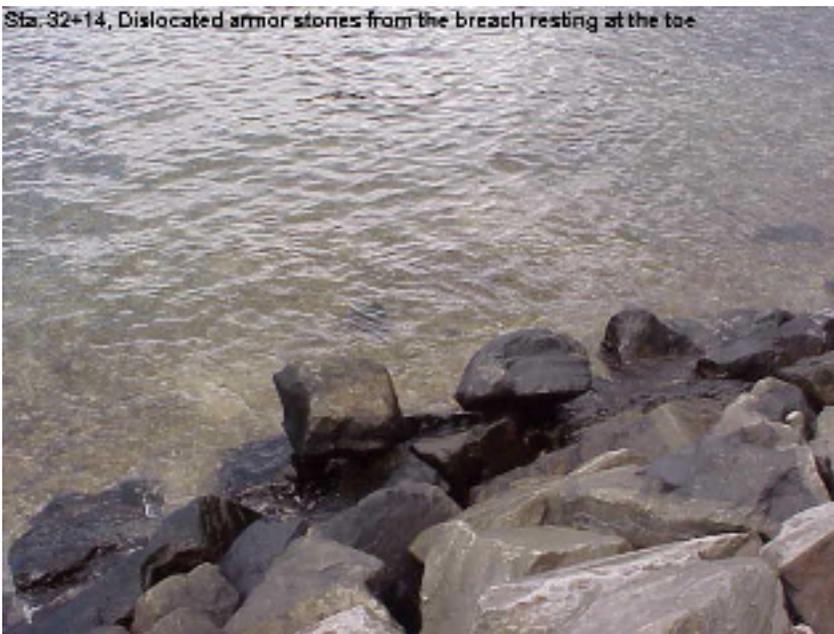
**c. Sta. 25+15, DL # 1, plugged drainage outlet.**

d. Sta. 26+15, DL # 2, 24" RCP.

e. Sta. 28+02, DL # 3, 24" RCP.



f. Sta. 31+70, DL # 4, 24" RCP, the interior drain grating is missing and poses a potential safety hazard.



g. Sta. 32+13, Dislodged armor stones resting at toe are from adjacent breach.



h. Sta. 32+14, Breach in SPP

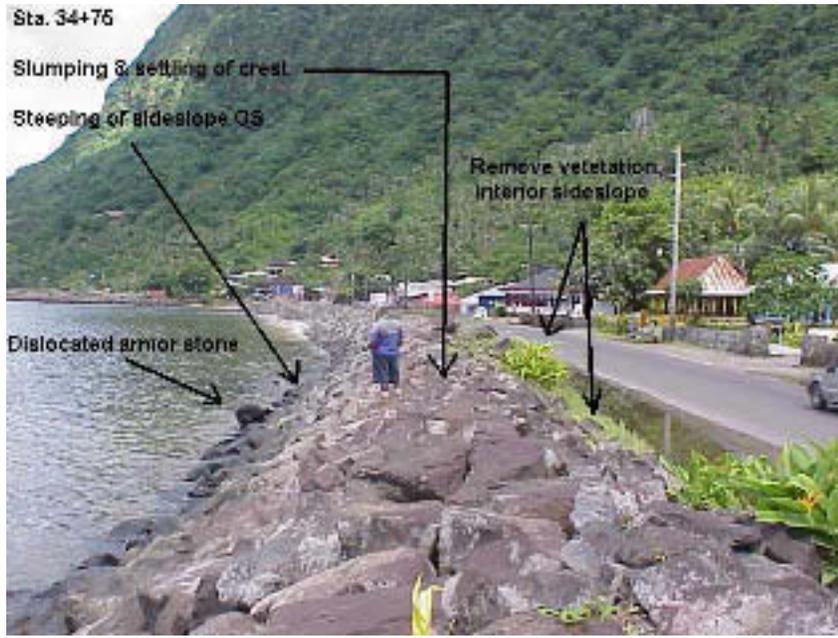


i. Sta. 32+15, Clogged interior drain intake.

j. Sta. 33+92, crest and sideslope settlement, 3' depression.

k. Sta. 34+35, culvert and drainage inlet cracked. Armor stone at crest displaced.

l. Sta. 34+49, DL #5, 24" RCP.



m. Sta. 34+75, slumping, crest settling, steeping on ocean side, 1 ea. dislodged armor stone resting at the toe (OS), remove vegetation from interior sideslope.



n. Sta. 37+17, Breach in SPP.



o. Sta. 37+17, Clogged interior drain intake, (4" hole punched into 2'x3' culvert by DPW during flooding) should be re-sized.

p. Sta. 37+17, DL # 6, 2'x3' Box Culvert.



q. Sta 38+35, cracked armor stone near toe.



u. Sta. 39+19, NavAid.



r. Sta 41+50, settling of crest and side slope.

s. Sta. 42+57, DL # 7, 2ea. 24" RCP.

t. Sta. 45+08, DL # 8, 24" RCP.

u. Sta. 48+77, No #, 24" RCP.

v. Sta. 49+76, DL # 9, 24" RCP.





Sta. 25+15, Start of project at East (Pago-side)

Start of SPP



Sta. 38+25, Defeciency corrected , trees cut recently

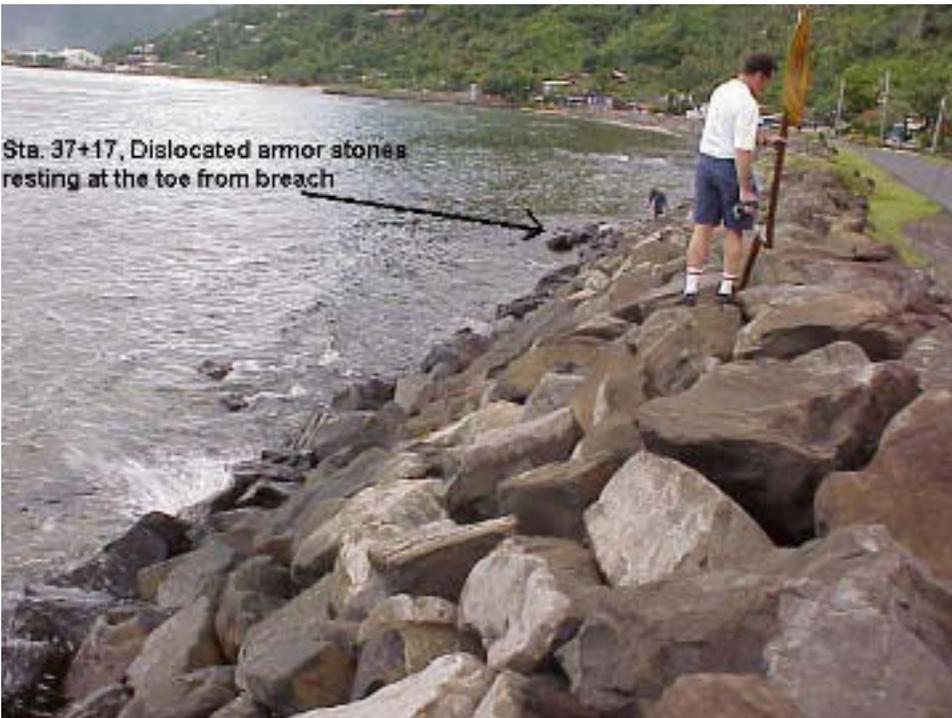
Recently cut trees

Sta. 34+49, interior drain connecting to 24" RCP



Typical grating over interior drainline

Sta. 37+17, Dislocated armor stones resting at the toe from breach



Dislodged armor stones from breach

Sta. 54+50 Overview from project end



End of SPP