



PUBLIC NOTICE

US Army Corps of Engineers, Honolulu District

Regulatory Office (CEPOH-RO)
Building 230
Fort Shafter, Hawaii 96858-5440

Public Notice Date: **February 19, 2016**
Expiration Date: **March 5, 2016**
Permit File Number: **POH-2010-00280**

FEDERAL PUBLIC NOTICE

Interested parties are hereby notified that a request has been received to modify the subject Department of the Army (DA) permit for certain work in waters of the United States as described below and shown on the attached drawings.

APPLICANT:

Mr. Robert E. Clark, Hawaii Kai Marina Community Association (HKMCA), Hawaii Kai Shopping Center, 377 Keahole Street, Suite D-1 C, Honolulu, Hawaii 96825

WATERWAY AND LOCATION OF THE PROPOSED WORK: The proposed project is located at Rim Island No. 2 (RI2) in the Hawaii Kai Marina, Kuapa Pond, Honolulu, Island of Oahu, Hawaii

PROPOSED PROJECT AND PURPOSE: The Honolulu District, U.S. Army Corps of Engineers (Corps) issued a DA permit to the HKMCA on February 21, 2013 to maintenance dredge the Hawaii Kai Marina (marina) and entrance channel to its original design depths and dispose of approximately 122,000 cubic yards of suitable dredged spoils at 5 upland and in-water disposal sites. The HKMCA proposes modification of the current DA permit to dispose of up to 60,000 cubic yards of material dredged from the following sites within the marina: HK-DU1/West Arm (10,247 cubic yards (cy)), HK-DU2/Spinnaker Isle/Handcock Landing (15,968 cy) and HK-DU3/Marina Cove (18,786 cy) in a 3.5-acre area of the 5-acre artificially-constructed, concave island known as RI2. The tidal, shallow-water interior of RI2 is a navigable water of the U.S. The disposal of dredged material at RI2 will result in the discharge of dredged material in 2-acres of navigable waters of the U.S.

HKMCA will use a barge-mounted excavator with a 2.5 cubic yard bucket to place dredged materials into a water-tight bin atop the barge. Once the bin is full, the barge will be towed to RI2 where sediment will be off-loaded into the interior of the island and within the existing vegetated, perimeter berm using a hydraulic pump. Prior to disposal at RI2, a silt fence will be installed atop the island perimeter berm throughout the duration of disposal activities at RI2. Although the material dredged by mechanical means is not expected to contain a significant amount of free water, a rock weir will be installed along the northwest face of RI2 as a storm water runoff best management practice (BMP). Once all ground-disturbing activities at the site have ceased, all disturbed areas will be stabilized and temporary BMPs will be removed from the site.

Working hours on the project will be 0700 to 1800, Monday through Friday, excluding holidays. The barge will moor overnight at the sediment offload location located on the south side of RI2. Dredging will take place so as to minimize interference with boat traffic entering the harbor and utilizing the boat ramp.

HKMCA anticipates dredging activities with disposal at RI2 will proceed upon receipt of all necessary permits and approvals with completion within 60-days from notice to proceed.

Maps, project drawings and proposed avoidance and minimization measures are attached to this notice.

AUTHORITY: A Department of the Army permit is required pursuant to:

- Section 10 of the Rivers and Harbors Act of 1899 (33 U.S.C. 403) - To perform work in or affecting navigable waters of the United States.
- Section 404 of the Clean Water Act (33 U.S.C. 1344) - Discharge dredged or fill material into waters of the United States. The Corps' public interest review will consider the guidelines set forth under Section 404(b) of the Clean Water Act (40 CFR 230).
- Section 103 of the Marine Protection, Research and Sanctuaries Act of 1972 (33 U.S.C. 1413) - Transport dredged material for the purpose of dumping it into ocean waters. The Corps' public interest review will consider the criteria established under authority of Section 102(a) of the Marine Protection, Research and Sanctuaries Act of 1972, as amended (40 CFR Parts 220 to 229), as appropriate.

WATER QUALITY CERTIFICATION: The proposed action will result in a discharge of fill material into a navigable water of the U.S. and will require authorization from the Corps in accordance with Section 404 of the Clean Water Act of 1972 (CWA). HKMCA is actively seeking individual Water Quality Certification, from the State of Hawaii, Department of Health – Clean Water Branch under Section 401 of the CWA for the proposed permit modification.

COASTAL ZONE MANAGEMENT ACT CERTIFICATION: The proposed activity will affect land or water uses in the Coastal Zone, as regulated under Section 307(c)(3) of the Coastal Zone Management Act of 1972 (16 U.S.C. 1456(c)(3), as amended). HKMCA is actively seeking an individual Federal Consistency Concurrence Determination from the State of Hawaii, Department of Business, Economic Development, and Tourism – Office of Planning for the proposed permit modification

CULTURAL RESOURCES: Pursuant to Section 106 of the National Historic Preservation Act (NHPA), our assessment of the project leads us to a preliminary determination that the request to dispose of dredged materials at RI2 would have no potential to cause effect to historic properties at RI2 in accordance with Appendix C of 33 CFR 325 Part 3 (b)(1) as RI2 is a manmade island constructed of dredged material during the original construction of the marina. As the disposal site was created in modern times, it has had no human habitation and is therefore presumed that there is

no potential for the existence of historic properties within the permit area. Accordingly, requirements under Section 106 of the NHPA have been met and consultation with the State Historic Preservation Division is not required for this modification. The Corps welcomes any information regarding the potential for disposal of dredged materials at RI2 to impact cultural resources within the permit area.

ENDANGERED SPECIES: Pursuant to Section 7 of the Endangered Species Act (ESA), federal agencies must consult with the National Marine Fisheries Service (NMFS) and/or U.S. Fish and Wildlife Service (USFWS) on any action that may affect a species listed (or proposed for listing) under the ESA as threatened or endangered or any designated critical habitat. Prior to issuance of the original permit, the Corps completed requisite consultations with NMFS and USFWS regarding project-related impacts to ESA-protected species from the dredging of the marina.

Specific to the proposed disposal of dredged materials at RI2, the Corps has determined that based on the project location, the following protected species have the potential to occur near the project location: Hawaiian Stilt (*Himantopus mexicanus knudseni*), Endangered. RI2 is absent of designated critical habitat.

The intertidal mud flats at the interior of RI2 provide foraging habitat for endangered Hawaiian stilt and other seabirds. The Corps considers the intertidal pond feature at RI2 a 'biological sink' as RI2 currently provides unfavorable conditions (limited food supply, predatory species, lack of nesting habitat, etc.) that prevent the successful reproduction of Hawaiian Stilt. As such, expenditure of genetic resources at RI2 is not conducive to fecundity of the stilt population as a whole.

The Corps anticipates the proposed filling of RI2 would result in immediate adverse impacts as a result of loss of habitat; however, the resulting long term elimination of a biological sink would result in a beneficial impact to the endangered stilt population of this region. Based on the Corps' evaluation of the anticipated impacts, the Corps has determined that the proposed action may affect, but is not likely to adversely affect the endangered Hawaiian stilt and would have no effect on all other species protected under the ESA.

The Corps initiated informal consultation under Section 7 of the ESA with the USFWS. The USFWS issued a letter of concurrence with the Corps' determination on October 22, 2015. Accordingly the Corps' consultation requirements under Section 7 of the ESA are complete.

ESSENTIAL FISH HABITAT: The proposed work is being evaluated for possible effects to Essential Fish Habitat (EFH) pursuant to The Magnuson-Stevens Fishery Conservation and Management Act (MSA), as amended by the Sustainable Fisheries Act of 1996 (Public Law 104-267), which requires all Federal agencies to consult with the NMFS on all actions, or proposed actions, permitted, funded, or undertaken by the agency, that may adversely affect Essential Fish Habitat. The Honolulu District includes areas of EFH as Fishery Management Plans. We have reviewed the January 20, 1999,

Western Pacific Fishery Management Council's Environmental Assessment to locate EFH area as identified by NMFS and have determined RI2 is absent of EFH. Preliminary determinations indicate that the disposal of dredged material at RI2 would not have an adverse effect on EFH. Consultation with NMFS under the MSA is not required for the described activity.

FEDERAL EVALUATION OF APPLICATION: The decision whether to issue a permit will be based on an evaluation of the probable impact 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 Corps is soliciting comments from the public; Federal, state, and local agencies and officials; Native Hawaiian Organizations; and other interested parties in order to evaluate the direct, indirect, and cumulative impacts of this proposed activity. Any comments received will be considered by the Corps of Engineers to determine whether to issue, 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 the other public interest factors listed above.

PUBLIC HEARING: Comments are also used to determine the need for a public hearing and to determine the overall public interest of the proposed activity. 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 clearly and concisely, the reasons and rationale for holding a public hearing. The District Commander will then decide if a hearing should be held.

COMMENT AND REVIEW PERIOD: Comments on this public notice should be made in writing via conventional mail or e-mail. Comments will be accepted and made part of the administrative record and will be considered in determining whether it would be in the public interest to authorize this proposal. Conventional mail comments should be sent to

U.S. Army Corps of Engineers, Honolulu District
Regulatory Office [CEPOH-RO], Attn: J. Paahana
Building 230
Fort Shafter, Hawaii 96858-5440.

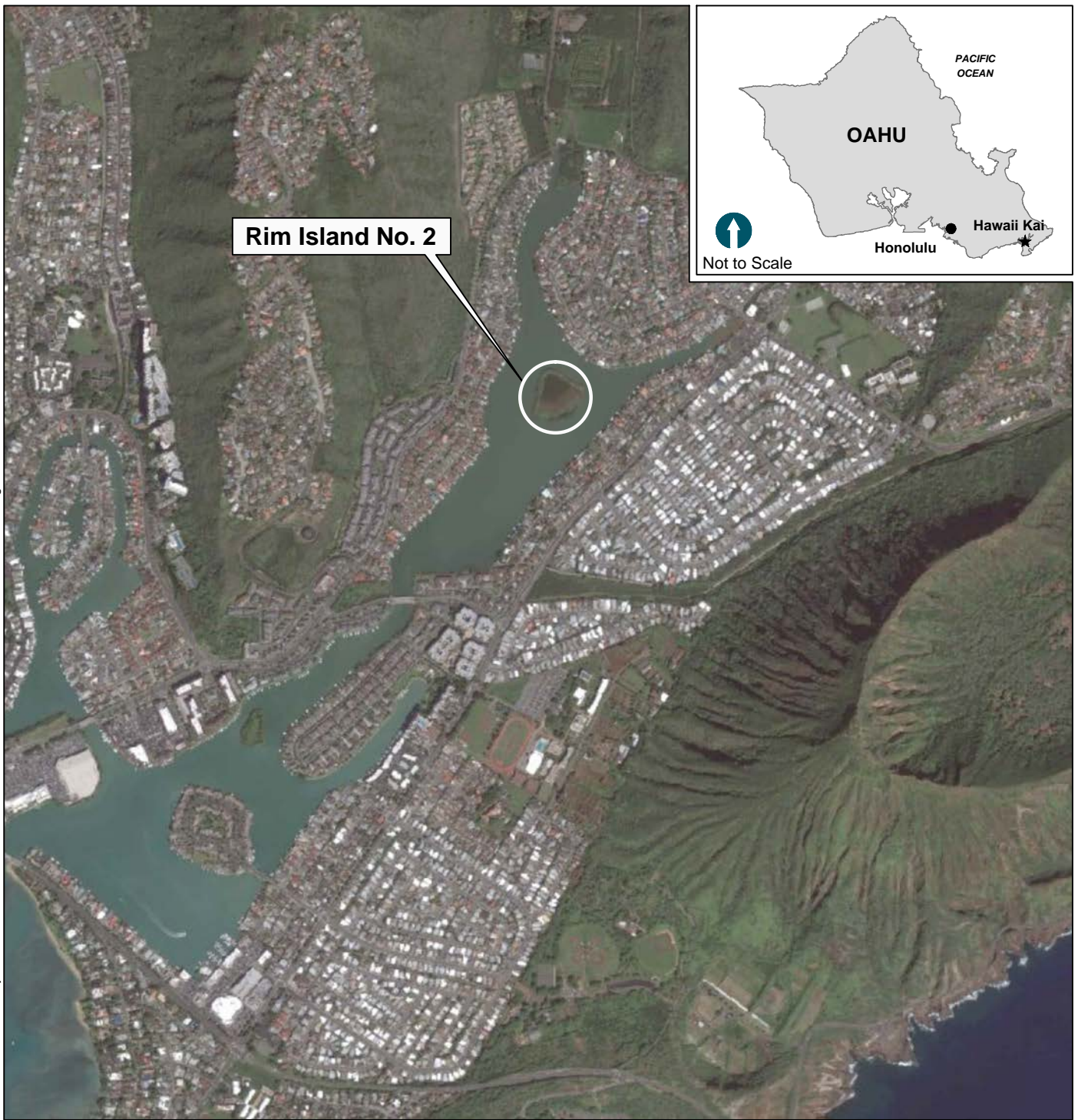
Alternatively, comments may be emailed to jessie.k.paahana@usace.army.mil. In order to be accepted, e-mail comments must originate from the author's e-mail account.

Both conventional mail and e-mail comments must include the DA permit number **POH-2010-00280**, and the commentor's name, address, and phone number. All comments whether conventional mail or e-mail should be received by midnight on **March 5, 2016**.

PRIVACY & CONFIDENTIALITY: It should be noted that materials submitted as part of the permit application become part of the public record and are thus available to the general public under the procedures of the Freedom of Information Act. Submissions should not include any information that the submitter seeks to preserve as confidential.

If you have any questions about this project or the permit process, please contact Ms. Jessie Paahana via telephone at (808) 835-4107 or via email at jessie.k.paahana@usace.army.mil.

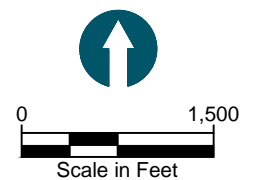
Michelle R. Lynch
Chief, Regulatory Office



L:\AutoCAD Project Files\090641-01 Hawaii Kai\090641-01\RIM ISLAND 2\064101-RP-001 VIC.dwg FIG 1

Jan 21, 2015 1:38pm mpratechner

AERIAL SOURCE: ESRI basemaps.



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Figure 1
Vicinity Map
Rim Island No. 2 Dredged Material Disposal Site
Hawaii Kai Marina and Entrance Channel Maintenance Dredging

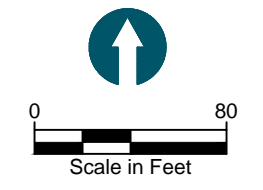
L:\AutoCAD Project Files\090641-01 Hawaii Kai\090641-01\RIM ISLAND 2\064101-RP-002 EXISTING.dwg FIG 2

Dec 18, 2015 11:36am mpratschner



AERIAL SOURCE: ERSI basemaps.
TOPOGRAPHIC SURVEY: R.M. Towill Corporation, dated September, 2006.
VERTICAL DATUM: Mean Lower Low Water (MLLW), as referenced from NOAA Tidal Station #1612340.
HORIZONTAL DATUM: Government Survey Triangulation Station "Koko Head 3."
NOTE: Tidal elevations (MHW and MHHW) based on NOAA Tide Station No. 1612340, Honolulu, Hawaii.

LEGEND:
 —.5— Existing Contours



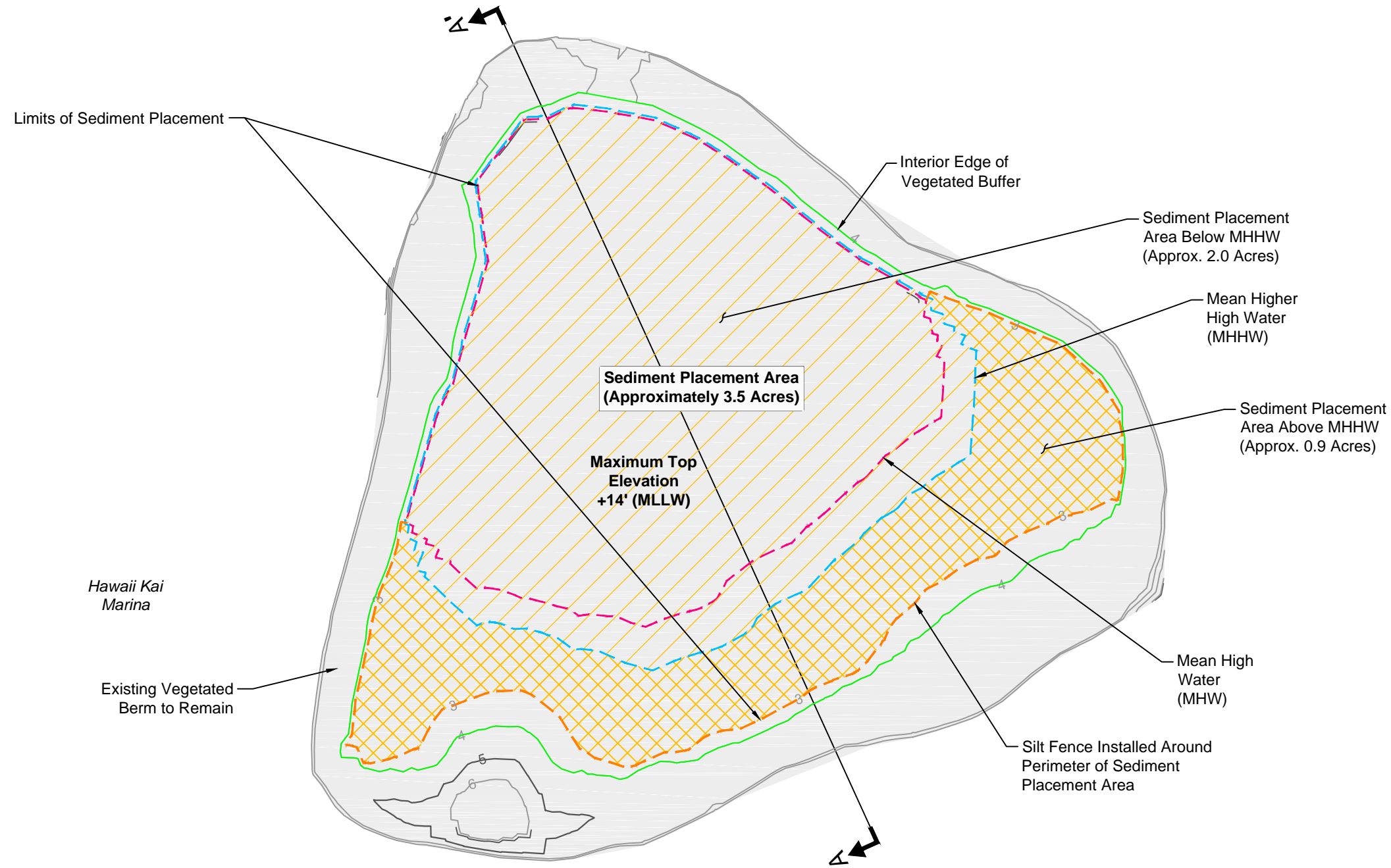
DRAFT



Figure 2
 Existing Conditions
 Rim Island No. 2 Dredged Material Disposal Site
 Hawaii Kai Marina and Entrance Channel Maintenance Dredging

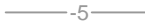


L:\AutoCAD Project Files\090641-01 Hawaii Kai\090641-01\RIM ISLAND 2\064101-RP-004 GRADING.dwg FIG 3

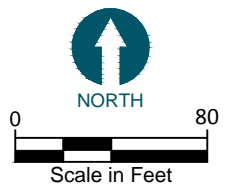
Dec 18, 2015 12:18pm mpratschner

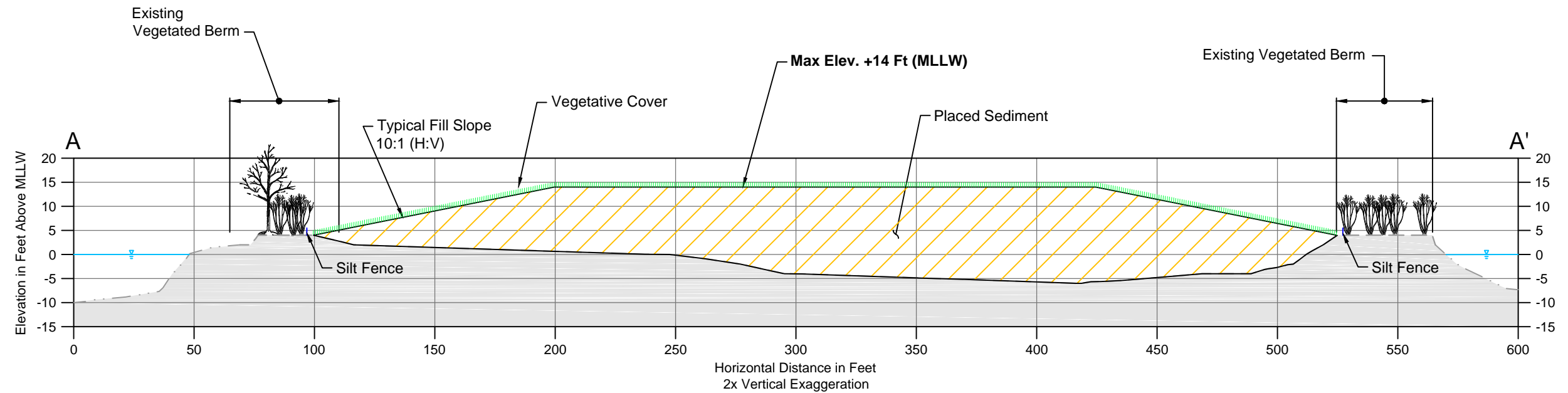


TOPOGRAPHIC SURVEY: R.M. Towill Corporation, dated September, 2006.
VERTICAL DATUM: Mean Lower Low Water (MLLW), as referenced from NOAA Tidal Station #1612340.
HORIZONTAL DATUM: Government Survey Triangulation Station "Koko Head 3."
NOTE: Tidal elevations (MHW and MHHW) based on NOAA Tide Station No. 1612340, Honolulu, Hawaii.

LEGEND:

-  Existing Contours
-  Sediment Placement Area Below MHHW
-  Sediment Placement Area Above MHHW





NOTES:

1. Only those areas necessary for completion of the project shall be stripped of existing vegetation.
2. The angle for graded slopes and fills shall be no greater than 5:1 (horizontal:vertical).
3. Slopes left exposed shall, within 21 calendar days of completion of any phase of grading, be planted or otherwise provided with ground cover, devices, or structures sufficient to restrain erosion.
4. All devices used for sediment control shall be maintained in proper working order for the duration of the project. Best Management Practice (BMP) inspections shall be required after significant rainfall events.
5. The contractor shall control dust throughout the duration of the project within the project area and at all other areas affected by the construction of the project.

TOPOGRAPHIC SURVEY: R.M. Towill Corporation, dated September, 2006.
VERTICAL DATUM: Mean Lower Low Water (MLLW), as referenced from NOAA Tidal Station #1612340.
HORIZONTAL DATUM: Government Survey Triangulation Station "Koko Head 3."

LEGEND:

- Existing Grade
- .-.- Estimated Grade
- ▨ Previously Dredged Material



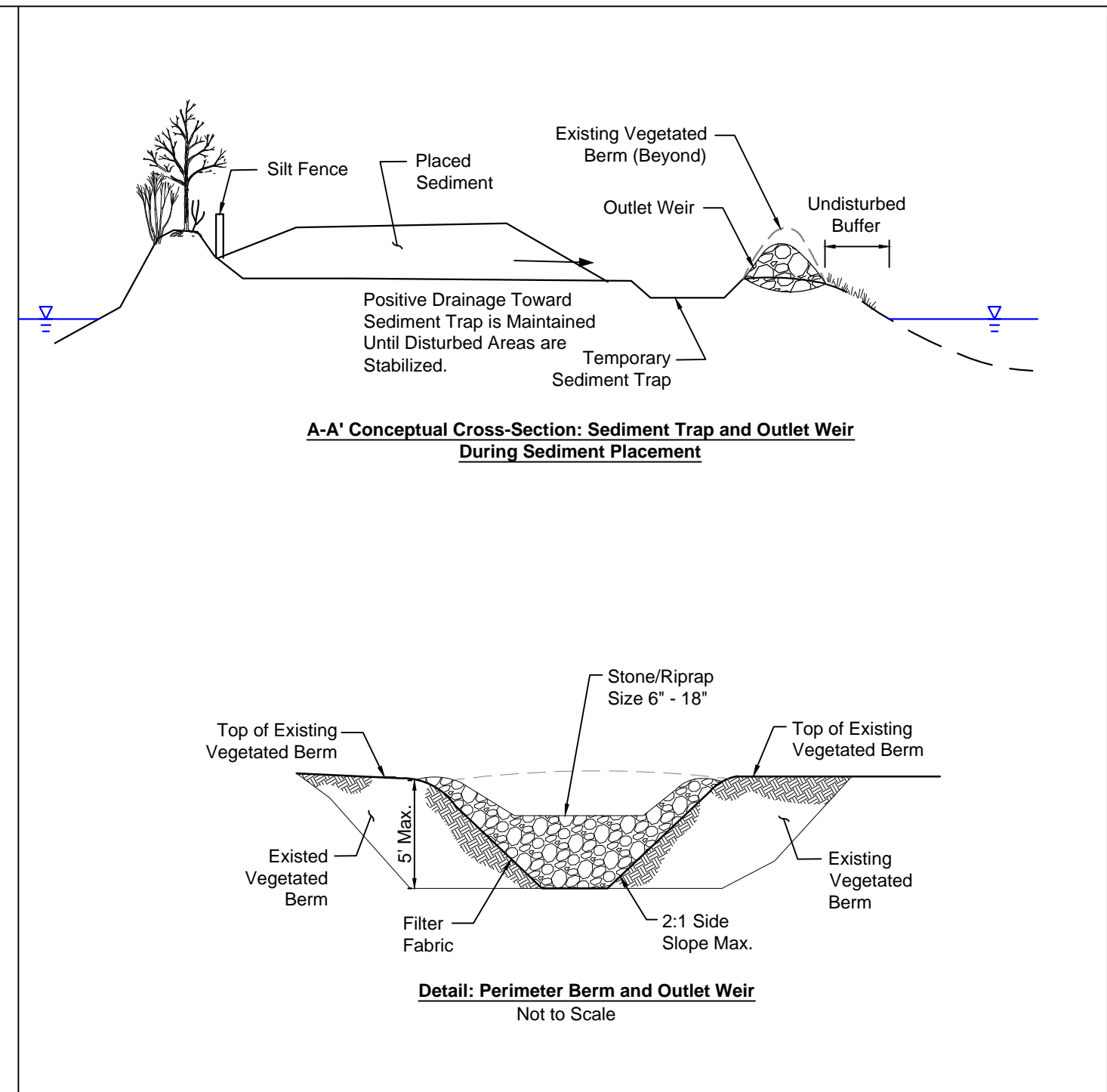
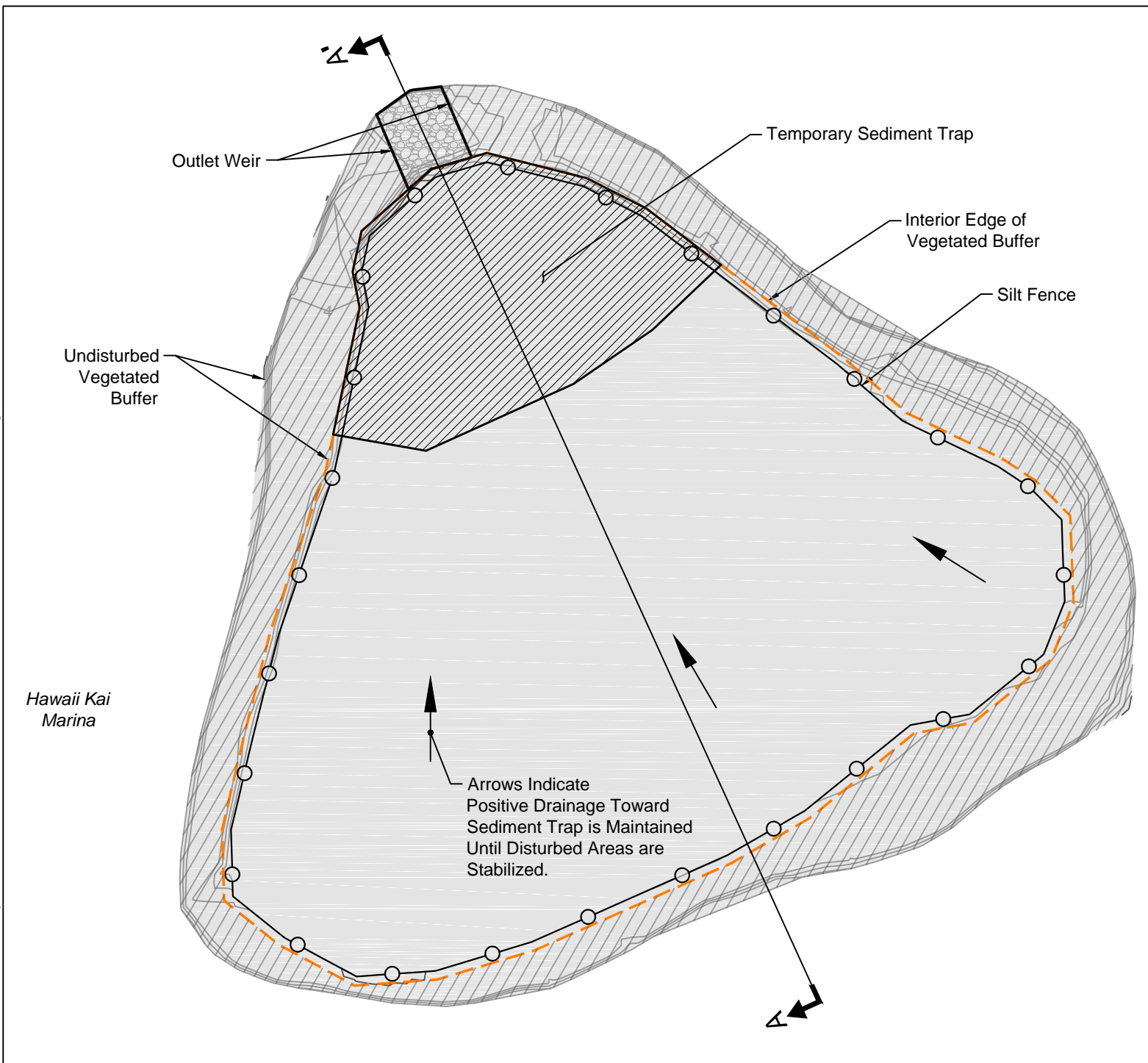
L:\AutoCAD Project Files\090641-01 Hawaii Kai\090641-01\RIM ISLAND 2\064101-RP-003 BMP.dwg FIG 4
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Figure 4
 Conceptual Cross-Section
 Rim Island No. 2 Dredged Material Disposal Site
 Hawaii Kai Marina and Entrance Channel Maintenance Dredging

L:\AutoCAD Project Files\090641-01 Hawaii Kai\090641-01\RIM ISLAND 2\064101-RP-003 BMP.dwg FIG 5

Dec 18, 2015 12:03pm mpratschner



Topographic Survey: R.m. Towill Corporation, Dated September, 2006.
Vertical Datum: Mean Lower Low Water (MLLW), as referenced from NOAA Tidal Station #1612340
Horizontal Datum: Government Survey Triangulation Station "Koko Head 3"

Legend:
 -5- Existing Contours

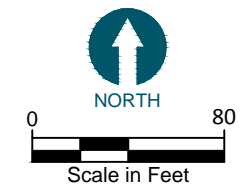


Figure 5
 Conceptual Best Management Practices (BMP) Plan
 Rim Island No. 2 Dredged Material Disposal Site
 Hawaii Kai Marina and Entrance Channel Maintenance Dredging

SUBMITTAL – DREDGING OPERATIONS & BEST MANAGEMENT PRACTICES PLAN

FOR:

**DREDGED MATERIAL PLACEMENT AT RIM ISLAND NO. 2
HAWAII KAI MARINA**

To:

**Hawaii Kai Marina Community Association
377 Keahole Street, D-1C
Honolulu, Hawaii 96825**

**Honolulu, Hawaii 96821
Telephone: (808) 545-5190
Fax: (808) 538-1703**

PREPARED AND SUBMITTED BY:



**65 N. NIMITZ HIGHWAY, PIER 14
HONOLULU, HAWAII 96817
TELEPHONE: (808) 545-5190
FACSIMILE: (808) 538-1703**

DECEMBER 31, 2015

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1.0 INTRODUCTION

American Marine Corporation ("AMC") has been working as a contractor for the Hawaii Kai Marina Community Association ("HKMCA") to dredge up to 174,400 cubic yards of material from the Hawaii Kai marina and entrance channel on the Island of Oahu to restore the marina to a depth of four feet below MLLW and the entrance channel to a depth of six feet below MLLW as shown on plans. These construction activities are covered under existing WQC #0008000 and USACE File No. POH-2010-00280, and were partially completed in 2013.

This Dredging and Sediment Disposal Workplan defines the proposed equipment, personnel and methods that will be used to place up to 45,000 cubic yards at the dredged material placement site of Rim Island No. 2.

2.0 SITE CHARACTERIZATION

Rim Island No. 2 is a man-made island located within the Hawaii Kai Marina. It was originally constructed in the 1960s for the specific purpose of being used as a placement location for sediments dredged from the marina for maintenance of water depths. A vegetated berm forms the island perimeter. It is undeveloped and largely vegetated with shallow surface water present in the island's interior during high tidal stages.

3.0 PROJECT POINTS OF CONTACT

David Griffith, Area Manager
American Marine Corporation
Telephone: (808) 792-1162, Cell: (808) 479-8507

Doug Fraser, Project Manager
American Marine Corporation
Cell: (808) 479-8509

Taylor Caster, Project Engineer
American Marine Corporation
Cell: (808) 330-7256

American Marine Corporation
24-Hour Telephone Contact Number: (808) 545-5190

4.0 DREDGE MATERIAL PLACEMENT OPERATIONS PLAN

The activities covered under this plan include the placement of up to 45,000 cubic yards of sediment to the interior of Rim Island No. 2.

The dredging will be done in accordance with WQC #000800. In summary, AMC will be using a Caterpillar 330 Excavator with a 2.5 cubic yard bucket atop the AWB 82 Barge. The material will be placed inside the bin atop the AWB 82 barge. Once the bin is full, the barge will be towed to Rim Island No. 2 where sediment will be off-loaded into the interior of the island. The off-load location and fill area are shown in attachment **9.0**.

Methodology to perform the work will be as follows:

- a. Before the start of dredge material placement at Rim Island No. 2, a floating full depth silt curtain will be deployed around the perimeter of the AWB82 barge at the sediment offload location.
- b. Sediment placed at Rim Island No. 2 will be removed from the barge by a small hydraulic pump that will discharge material through a pipeline to the interior of the island, inside of the existing vegetated berm that surrounds the island.
- c. Because the material will have been dredged by mechanical means, it is not expected to contain a significant amount of free water. However, a designated and controlled outlet weir will be provided to effectively manage stormwater runoff that may occur during construction.
- d. The AWB 82 barge will moor each night in at the sediment offload location located on the south side of Rim Island No. 2 (see figure in Section 7).
- e. Once all ground-disturbing activities at the site have ceased, all disturbed areas will be stabilized and temporary BMPs will be removed from the site.

5.0 SCHEDULE OF CONSTRUCTION

AMC is ready to begin this work immediately upon receiving all required regulatory permits and approvals. We are aware that WQC#0000800 expires on April 26, 2016 and we have developed a schedule to try to complete construction activities by that date. In order to stay on schedule, we propose to begin construction on or around February 15, 2016.

Working hours on the project will be 0700-Hours to 1800-Hours Monday through Friday, excluding holidays. AMC will begin dredging as soon as the notice to proceed with work is given. It is anticipated that the project completion should not take more than sixty (60) days from notice to proceed. Dredging will take place so as to minimize

interference with boat traffic entering the harbor and utilizing the boat ramp. SEE PHOTO SECTION 7.0.

6.0 BEST MANAGEMENT PRACTICES PLAN

The following Best Management Practices will be used to properly isolate and confine construction activities and to contain and prevent any potential pollutant(s) from adversely impacting the waters in the vicinity of Rim Island No. 2.

- a) At least 30 days prior to start of construction activities at Rim Island No. 2, AMC will provide the following information to the USCG Aids-To-Navigation Office at D14LNM@USCG.MIL OR (808) 535-3409:
 - Project start date
 - Project completion date
 - Point of contact names, addresses and telephone information
 - Vessel names, call signs, and radio frequencies they guard
 - Hours of operation for the project
 - Any special requests of the maritime public
 - General scope of project and the effect on the maritime public
- b) AMC will provide notice to the above office upon completion of the authorized work.
- c) This Environmental Protection Plan must be approved prior to start of construction. AMC's project manager will ensure that daily visual inspection of the work site and its environs are conducted to verify that the authorized work does not result in uncontrolled adverse environmental impacts and that where environmental harm occurs, it is minimized to the maximum extent possible.
- d) Mechanized equipment and construction materials will be clean, uncontaminated, and free of deleterious substances, including toxic chemicals and clay-coated material.
- e) Outdoor lighting aboard the dredge barge will be shielded so that the bulb can only be seen from below. No night work will be performed as to not affect seabirds.
- f) Turbidity measurements outside of the deployed silt curtain shall be documented for the entire duration of in-water construction activities in accordance with project permits. If the turbidity increases above allowable thresholds above the ambient background level, in-water work shall cease until turbidity returns to background levels or additional BMPs have been incorporated to adequately address any deficiencies.

- g) An inspection record of all BMPs shall be maintained daily to serve as documentation that measures are remaining functional.
- h) Daily field reports will be compiled and submitted weekly to HKMCA detailing the work activity, equipment and labor, condition of pollution control measures, monitoring and photo-documentation.
- i) AMC will abide by all applicable federal, state, and local environmental protection standards, laws and regulations, including the Best Management Practices Plan and Hawaii Administrative Rules, Title II, Department of Health, Chapter 55, Water Pollution Control.
- j) The HKMCA will obtain all necessary permits required for this project as it pertains to the water quality requirements. AMC will comply with all requirements in the permits.
- k) AMC is responsible to protect the environment for situations that may not be specifically addressed in the BMPP. AMC will provide additional protective measures, as necessary, to ensure containment and that petroleum products or other deleterious materials are not allowed to enter the water. Should any measures ne necessary that were not included in the original proposal, AMC reserves the right to recuperate costs of employing these additional measures.
- l) AMC will place a floating, full depth silt curtain around the barge at the offload location to prevent construction materials from entering the surrounding water. AMC will inspect the silt curtains daily to assess their condition. Breaks or tears in the silt curtains, or other conditions likely to render the silt curtains ineffective will be corrected prior to continuing sediment placement activities.
- m) AMC will capture and dispose of all newly generated wastes above water. Solid wastes will be picked up and placed in containers that are regularly emptied. Site contamination will be prevented when handling and disposing of all wastes. The project site will be cleaned up at the end of each working day to prevent debris from entering the water.
- n) Construction materials will be stored and staged in a manner to prevent the discharge of pollutants into harbor waters. No scraps generated during the construction process will be allowed to enter the harbor waters. All generated waste will be cleaned up and placed into jobsite trash bins for proper disposal.
- o) Oil or other hazardous substances will be prevented from entering the ground, drainage area, or local bodies of water. When applicable, all temporary fuel oil or petroleum storage tanks will be surrounded with a temporary berm of sufficient size and strength to contain the contents of the tanks in the event of an accidental

release. Fueling and lubricating of equipment and motor vehicles will be conducted in a manner to protect against leaks or spills. Lubricants and excess oil will be disposed of in accordance with applicable federal, state and local regulations.

- p) All equipment will be inspected daily for leaks. Any leaks will be corrected before equipment is used.
- q) The excavator mounted atop the AWB 82 barge will be utilizing 100% vegetable based oils.
- r) A spill kit will be kept in the staging area in case of accidental release of any petroleum products. An Oil Spill Response Plan will be in place for land side areas associated with this project.
- s) All spills shall be reported to:
- National Response Center (Phone: 800-424-8802)
 - United States Coast Guard (Phone: 808-522-8264)
 - State Department of Health Hazard Evaluation and Emergency Response Office (Phone: 808-586-4249)
 - Pacific Environmental Corporation (“PENCO”), the designated Responder, (Phone: 808-545-5195) is available 24 hours a day for emergency response for any spill which cannot be contained with the on board spill kits.
- t) Dust from any other operations will be kept down at all times during operational hours. If necessary, a water truck will be used for dust created from hauling operations and demolition activities.
- u) Constant vigilance shall be kept for the presence of Federally Listed Protected Species. The vessel operator shall alter course to remain at least 100 yards from whales, and at least 50 yards from other marine mammals and sea turtles. The authorized work area shall be surveyed prior to the start of work each day and periodically throughout the day, including prior to resumption of work following any break of more than one half hour. The ESA-listed species that may enter or be in or near the authorized work area are: Hawksbill sea turtles, Green sea turtles, Hawaiian monk seals, and Humpback whales.
- v) All on-site project personnel will be informed of the above ESA-listed species and the protocols to avoid the potential for contact with or harassment of those species. AMC’s project manager will be responsible for ensuring these protocols are adhered to.
- w) Vessel speed shall be reduced to 10 knots or less when piloting vessels in the proximity of marine mammals and 5 knots or less when in areas of known turtle

activity. If approached by a turtle or marine mammal, the engine will be put into neutral until the animal is outside of the specified radius.

- x) Neither turtles nor marine mammals will be encircled, trapped between multiple vessels or between vessels and shore, fed, touched, ridden, or otherwise intentionally interacted with.

7.0 OFFLOAD AND SEDIMENT PLACEMENT AT RIM ISLAND NO. 2



- 82 X 26 Spud barge at offload location
- Full depth Turbidity curtain
- Upland Area to be disturbed .90 Acre
- Rock Weir
- Sediment Barrier Fence
- Dredge material flow