Public Notice

Public Notice No. POH-2007-145	Date: **May 22, 2007**
Reply to: Regulatory Branch (CEPOH-EC-R) U.S. Army Engineer District, Honolulu Building 230 Fort Shafter, Hawaii 96858-5440	Respond by: **June 21, 2007**

U.S. Army Corps of Engineers
Honolulu District

POH-2007-145

**APPLICATION FOR DEPARTMENT OF THE ARMY PERMIT:
ROUTE 011 SHORELINE PROTECTION AND ROAD REPAIR AT SAILELEI VILLAGE, TUTUILA, AMERICAN SAMOA**

1. APPLICANT: Department of Public Works, American Samoa Government, Pago Pago, American Samoa 96799

2. AGENT: Mr. Scott Sullivan, Sea Engineering, Inc., Makai Research Pier, 41-305 Kalanianaole Highway, Waimanalo, Hawaii 96795

3. APPLICABLE STATUTORY AUTHORITY: Section 404 of the Clean Water Act (33 U.S.C. 1344) and Section 10 of the Rivers and Harbors Act of 1899 (33 U.S.C. 403)

4. LOCATION OF PROPOSED ACTIVITY: The project site extends along approximately 600 feet of shoreline located at the approach to the village of Sailele on the north coast of Tutuila, American Samoa (Figure 1).

5. PURPOSE AND DESCRIPTION OF PROJECT:

The purpose of the project is to reconstruct a storm-damaged, 600-foot reach of Route 011 at the approach to Sailelei, where the road begins to parallel the shoreline, and to provide permanent protection for the road. The shoreline and road are directly exposed to storm waves approaching from the northeast to the northwest. The shoreline was eroded and the road severely damaged by Hurricane Heta waves in 2004. The project is funded by the Federal Highway Administration.

To provide the desired permanent protection, the applicant proposes to construct approximately 565 linear feet of new shoreline revetment (Figures 2a, 2b, 3). The revetment would be constructed of 1-ton concrete tribar armor units, placed in a single uniform layer over an underlayer of 100 to 300 pound stones and geotextile fabric, with a side slope of 1 vertical on 1.5 horizontal. The tribar crest would be +12.5 feet MSL, with a CRM (concrete rubble masonry) wall of varying height constructed above it to accommodate the varying elevation of the finished

road. Grout-filled geotextile bags would be used between the tribar crest and the CRM wall to lock the tribars into place and armor the CRM wall toe. The revetment toe would be stabilized by excavating a trench into firm coral (limestone) substrate, placing the tribar units, and filling the trench with tremie concrete to lock the tribars into place. The new revetment would be tied into the existing shoreline at both ends by construction of a CRM transition section. Fill in waters of the U.S. for construction of the revetment and its transition sections would include including approximately 430 CY of concrete tribars, 257 CY of underlayer stone, 105 CY of tremie concrete, 22 CY of CRM and 440 square yards of geotextile fabric.

The total area of fill in waters of the U.S. for construction of the revetment and transition sections would be approximately 4,520 square feet (0.1 acre).

Silt curtains would be deployed during the work to minimize movement of project-related suspended materials across the inshore marine environment.

6. IMPACTS OF PROPOSED ACTIVITIES IF AUTHORIZED:

The proposed revetment site abuts the existing paved road, extending from the eastern end of Taligai Cove and around Malo Point to the village of Sailele. The shoreline area has been disturbed by previous road construction and repair of previous hurricane damage. The road is bordered by a gabion wall, with boulders and smaller materials which have been dumped on the seaward side for additional protection. The marine substrate at the project site consists primarily of limes of limestone reef rock, sand, rocks, and boulders. A wide fringing reef (with a typical reef flat elevation of -1.5 feet MSL) borders the existing shoreline. A single sand spit (tombolo) lying between the shoreline and a large rock island located about 100 feet offshore at Malo Point; this feature, which disappeared during Hurricane Heta, has re-formed and is not expected to be affected by the proposed project. The marine biological community of the project site would be directly impacted by construction activities, but new rocky habitat for marine organisms would be created by construction of the revetment.

Construction activities have the potential to cause a temporary increase in turbidity in inshore waters, but this potential impact is expected to be minimized by the applicant's planned use of silt curtains and other measures to avoid or mitigate potential effects on the aquatic environment. The construction contractor would be required to prepare an environmental protection plan and best management practices (BMPs) plan prior to initiation of construction activities. Project construction is expected to result in only minor and temporary local increases in dust and noise.

The project is not expected to have any significant long-term adverse environmental impacts. Providing permanent shore protection for the shoreline and road would avoid or reduce the future need for repair of storm damage. The project would enhance the safety and well being of Sailelei residents by improving safe access to and from villages at the east end of Tutuila during and after severe storms. Because such revetment projects are normally sited where erosion is recurring and critical infrastructure is present, the number of such projects is naturally limited and cumulative effects are not considered to be significant.

7. IMPACT ON HISTORIC PROPERTIES:

The Area of Potential Effect (APE) of the proposed project includes all areas involving excavation of the existing substrate. The APE has been previously disturbed during roadbed construction and repair. The Corps has consulted the on-line version of the National Register of Historic Places (NRHP) for the presence or absence of historic properties, including those listed in or eligible for listing in the National Register of Historic Places, and has determined that there are no listed or eligible properties in the vicinity of the proposed worksite. With inclusion of suitable conditions to insure appropriate actions in the event of discovery of previously unidentified resources, it appears that there would be "no properties affected" by the proposed undertaking. This notice has been sent to the American Samoa Historic Preservation Office (ASHPO). Any additional comments ASHPO may have concerning archaeological or historic resources that may be lost or destroyed by work under the present project will be considered before a final decision is made on the permit application.

8. IMPACT ON ENDANGERED SPECIES:

No federally protected species is known to occur within the project site, although federally protected sea turtles are known to occur in the marine waters surrounding American Samoa, including the endangered leatherback sea turtle (*Dermochelys coriacea*), endangered hawksbill sea turtle (*Eretmochelys imbricata*), threatened loggerhead sea turtle (*Caretta caretta*), and threatened green sea turtle (*Chelonia mydas*). Although there are some small areas of sandy beach within the eastern and western portions of the project site, the sand is mixed with substantial amounts of rubble; these relatively narrow sandy areas are limited in landward extent by existing gabion and rock placements at the existing roadbed, and do not appear to represent suitable turtle nesting habitat. Further, the areas landward of the paved road are steep and rocky, or heavily vegetated. The relatively shallow reef flat may potentially be utilized by sea turtles for foraging; however, with deployment of silt fences and inclusion of other appropriate BMPs the project is unlikely to result in any significant disturbance to sea turtle foraging opportunities.

Based on the location and nature of the proposed work, the lack of suitable turtle nesting habitat at the project site, and the potential for only minimal disturbance to sea turtle foraging opportunities, it appears the project "may affect, but is not likely to adversely affect" sea turtles or other species listed as threatened or endangered under the Endangered Species Act. This notice has been sent to the U.S. Fish and Wildlife Service and the National Marine Fisheries Service in accordance with Section 7 of the Endangered Species Act. Any comments they have on endangered or threatened species, or their critical habitat, will be considered before a final decision is made on the permit.

9. IMPACT ON ESSENTIAL FISH HABITAT (EFH):

The marine environment is designated coral reef EFH, consisting of typical fringing reef components which contribute to maintenance of fisheries. The magnitude of potential impacts of the proposed project on coral reef EFH is dependent on the degree of movement onto the seaward reef of sediments or other materials disturbed during project construction. With the incorporation of suitable BMPs to control effects of the construction, the proposed project is not expected to adversely affect any Essential Fish Habitat (EFH) identified pursuant to the

Magnuson-Stevens Fishery and Management Act.

10. OTHER GOVERNMENT AUTHORIZATIONS/CERTIFICATIONS:

Before a DA permit can be issued, the applicant must first obtain an American Samoa Coastal Management Program federal consistency certification issued by the Department of Commerce and a Section 401 Water Quality Certification issued by the American Samoa Environmental Protection Agency.

11. EVALUATION FACTORS:

The decision whether to issue the requested 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 these are conservation, economics, aesthetics, general environmental concerns, wetlands, historic values, 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.

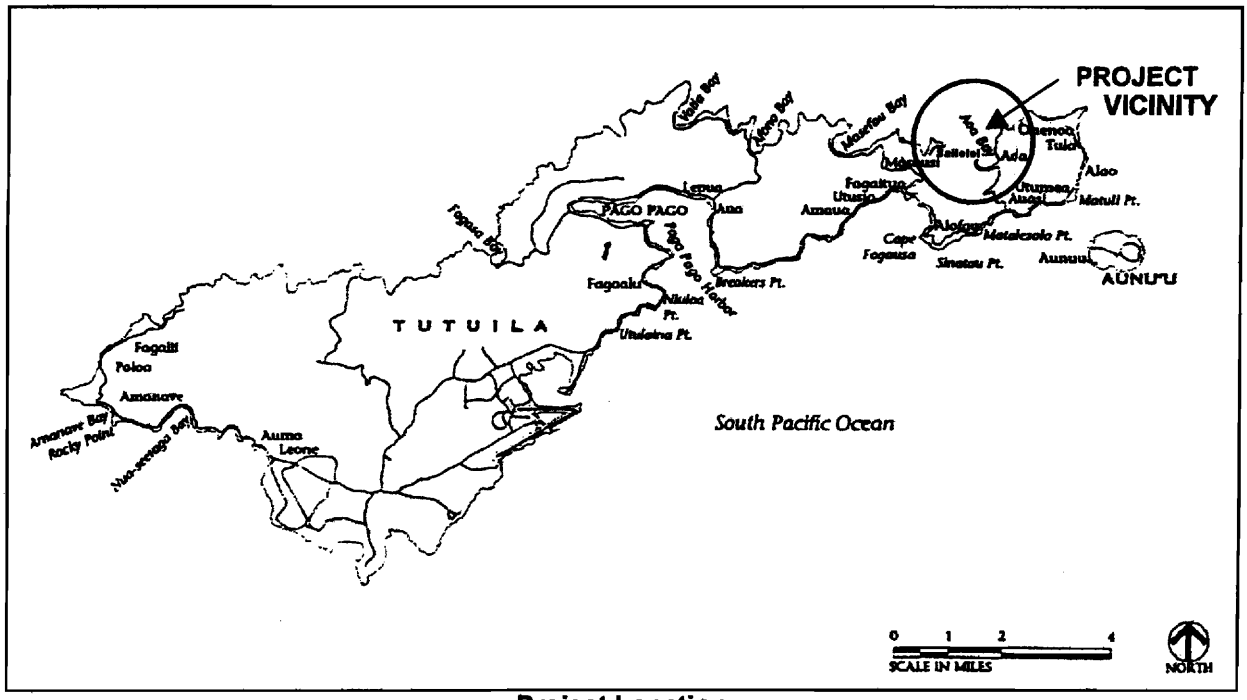
12. COMMENTS AND INQUIRIES:

Interested parties may submit in writing any comments that they have on the proposed permit. Comments should be forwarded so as to reach this District no later than the response date indicated on the first page of this notice. Mailed comments should cite this notice and should be sent to: Regulatory Branch (CEPOH-EC-R/P. Galloway); U.S. Army Engineer District, Honolulu; Building 230; Fort Shafter, Hawaii 96858-5440. Alternatively, comments may be transmitted via e-mail to *CEPOH-EC-R@usace.army.mil* or faxed to (808) 438-4060. If needed, further information may be obtained from Peter Galloway via telephone at (808) 438-8416. This notice is also available at the Honolulu District web site (*www.poh.usace.army.mil*).

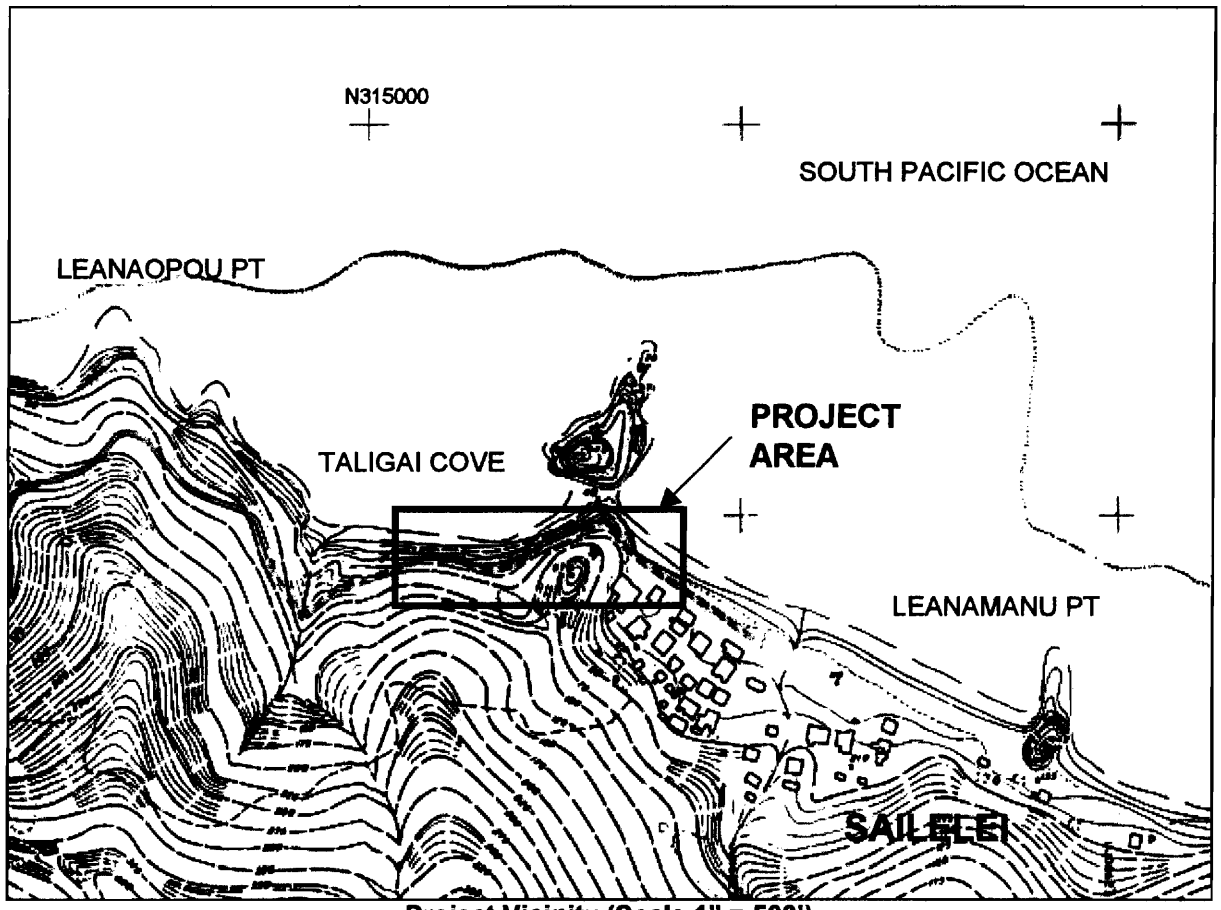
13. REQUEST FOR PUBLIC HEARING:

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

Attachments:
Figure 1. Project Location and Vicinity
Figures 2a, 2b. Project Plan
Figure 3. Typical Cross Sections



Project Location



Project Vicinity (Scale 1" = 500')

Figure 1. Project Location and Vicinity

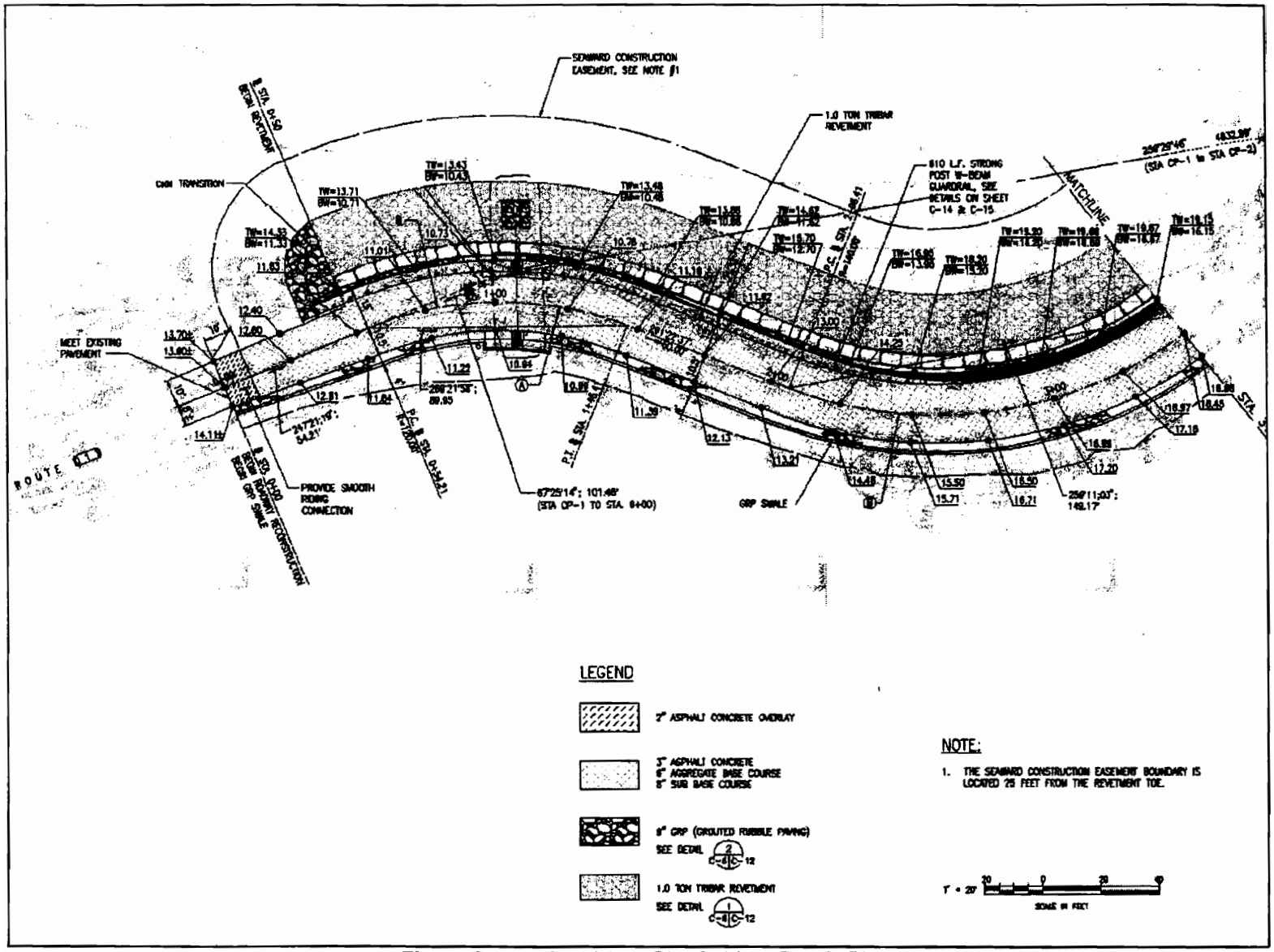


Figure 2a. Project Plan, Sta .0+00 to Sta .3+50

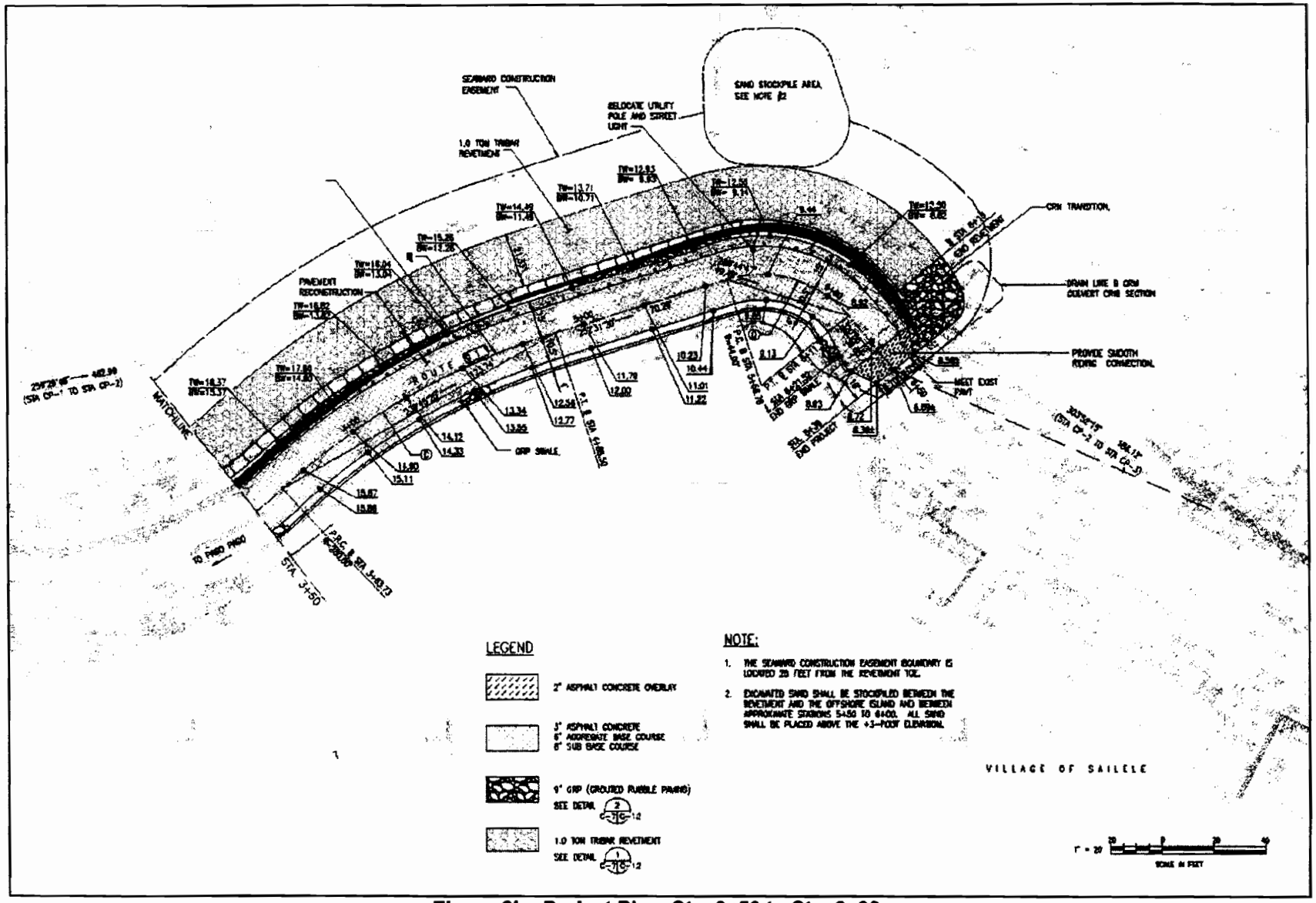
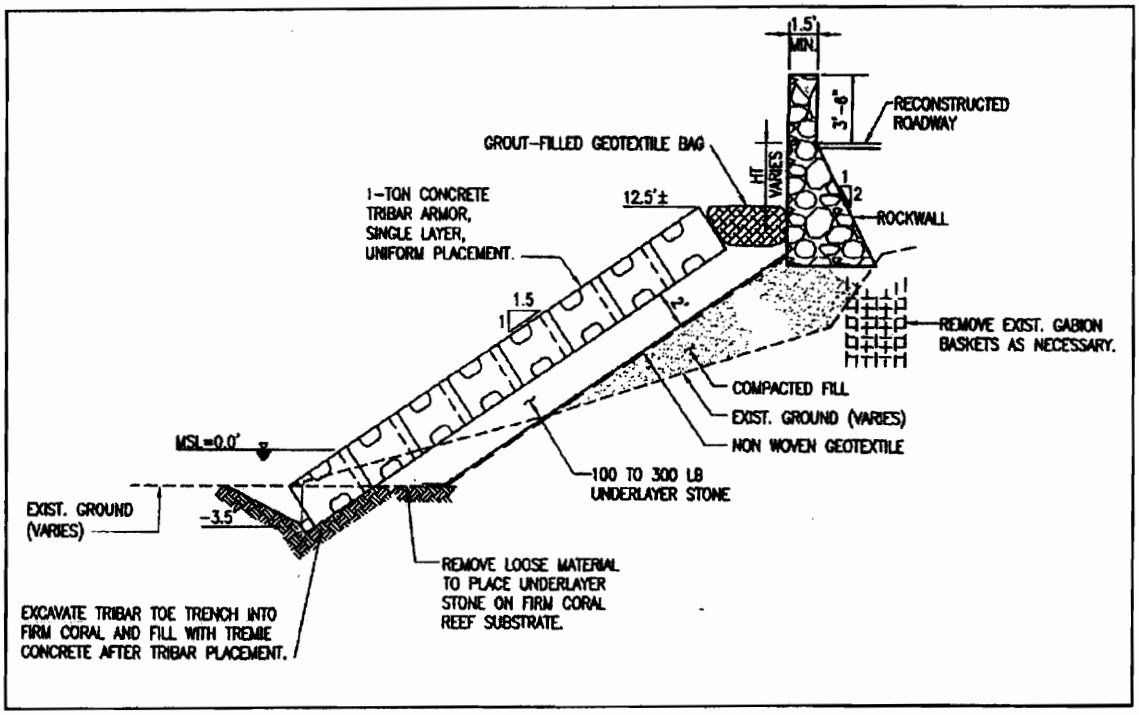
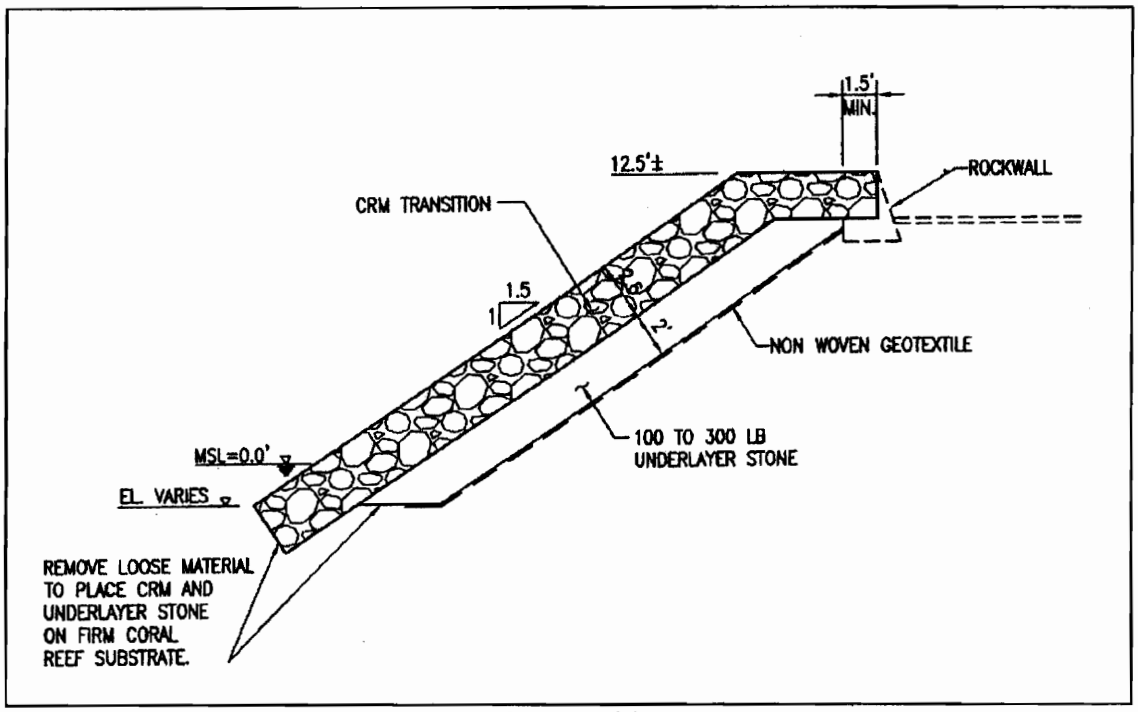


Figure 2b. Project Plan, Sta .3+50 to Sta .6+39



Revetment



CRM Transition

Figure 3. Typical Cross Sections (Scale 1" = 10')