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# MAJOR LAND PERMIT APPLICATION

Environmental Assessment Report

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**Applicant:** Government of the US Virgin Islands – Dept. of Public Works

**Project:** VI ST ER STX(003): Storm Damage Repair to Roadways, Culverts, Embankments, Bridges, and Other Roadway Features on St. Croix, USVI

**Site:** Rt. 82 MP-0.5 – Chenay Bay

**JULY 2022**

Prepared by: Tysam Tech, LLC



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# Table of Contents

<b>1.00</b>	<b>NAME AND ADDRESS OF APPLICANT</b>	<b>5</b>
<b>2.00</b>	<b>LOCATION OF PROJECT</b>	<b>6</b>
<b>3.00</b>	<b>ABSTRACT</b>	<b>7</b>
<b>4.00</b>	<b>STATEMENT OF OBJECTIVES SOUGHT BY THE PROPOSED PROJECT</b>	<b>9</b>
<b>5.00</b>	<b>DESCRIPTION OF PROJECT</b>	<b>9</b>
<b>5.01</b>	<b>SUMMARY OF PROPOSED ACTIVITY</b>	<b>9</b>
<b>5.02</b>	<b>SITE PLANS (See Attached Drawings)</b>	<b>13</b>
<b>6.00</b>	<b>SETTING AND PROBABLE PROJECT IMPACT ON THE NATURAL ENVIRONMENT</b>	<b>15</b>
<b>6.01</b>	<b>CLIMATE AND WEATHER</b>	<b>15</b>
<b>6.02</b>	<b>LANDFORM, GEOLOGY, SOILS AND HISTORIC LAND USE</b>	<b>20</b>
<b>6.03</b>	<b>DRAINAGE, FLOODING, AND EROSION CONTROL</b>	<b>26</b>
<b>6.04</b>	<b>FRESH WATER RESOURCES</b>	<b>31</b>
<b>6.05</b>	<b>OCEANOGRAPHY</b>	<b>31</b>
<b>6.06</b>	<b>MARINE RESOURCES AND HABITAT ASSESSMENT</b>	<b>36</b>
<b>6.07</b>	<b>TERRESTRIAL RESOURCES</b>	<b>37</b>
<b>6.08</b>	<b>WETLANDS</b>	<b>39</b>
<b>6.09</b>	<b>RARE AND ENDANGERED SPECIES</b>	<b>39</b>
<b>6.10</b>	<b>AIR QUALITY</b>	<b>39</b>
<b>7.00</b>	<b>IMPACT OF THE PROPOSED PROJECT ON THE HUMAN ENVIRONMENT</b>	<b>40</b>
<b>7.01</b>	<b>LAND AND WATER USE PLANS</b>	<b>40</b>
<b>7.02</b>	<b>VISUAL IMPACTS</b>	<b>40</b>
<b>7.03</b>	<b>IMPACTS ON PUBLIC SERVICES AND UTILITIES</b>	<b>40</b>
<b>7.04</b>	<b>SOCIAL IMPACTS</b>	<b>41</b>
<b>7.05</b>	<b>ECONOMIC IMPACTS</b>	<b>41</b>
<b>7.06</b>	<b>IMPACTS ON HISTORICAL AND ARCHAEOLOGICAL RESOURCES</b>	<b>41</b>
<b>7.07</b>	<b>RECREATIONAL USE</b>	<b>42</b>
<b>7.08</b>	<b>WASTE DISPOSAL</b>	<b>42</b>
<b>7.09</b>	<b>ACCIDENTAL SPILLS</b>	<b>42</b>
<b>7.10</b>	<b>POTENTIAL ADVERSE EFFECTS WHICH CANNOT BE AVOIDED</b>	<b>42</b>
<b>8.00</b>	<b>MITIGATION PLANS</b>	<b>42</b>
<b>9.00</b>	<b>ALTERNATIVES TO PROPOSED ACTION</b>	<b>43</b>
<b>10.00</b>	<b>RELATIONSHIP BETWEEN SHORT &amp; LONG TERM USES OF MAN’S ENVIRONMENT</b>	<b>43</b>
<b>11.00</b>	<b>REFERENCES</b>	<b>44</b>

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## MAJOR LAND PERMIT APPLICATION

Environmental Assessment Report – Rt. 82 MP 0.5 Chenay Bay

Applicant: Government of the USVI - DPW

JULY 2022



## Table of Figures

FIGURE 2.00.1 – LOCATION AND AGENCY REVIEW MAP (USGS QUADRANGLE MAP, EAST POINT, 1958, 1983 ED.) .....	6
FIGURE 2.00.2 –VICINITY MAP SHOWING LOCATION OF FACILITY WITHIN TIER 1 TERRITORY (GOOGLE EARTH). .....	7
FIGURE 6.01.1 –WIND DIRECTION AND SPEED FREQUENCY, CENTRAL CARIBBEAN, JANUARY - JUNE.....	15
FIGURE 6.01.2 –WIND DIRECTION AND SPEED FREQUENCY, CENTRAL CARIBBEAN, JULY - DECEMBER.....	16
FIGURE 6.01.3 – HISTORIC TRACKS OF HURRICANES AND TROPICAL STORMS FOR ST. CROIX .....	17
TABLE 6.01.1 –AVERAGE TEMPERATURES IN CHRISTIANSTED, ST. CROIX .....	18
TABLE 6.01.2 – AVERAGE WIND SPEED, ST. CROIX .....	19
TABLE 6.01.3 – AVERAGE AIR TEMPERATURE, ST. CROIX .....	19
FIGURE 6.02.1 – BATHYMETRY OF USVI BASINS AND PLATEAUS. FROM VAN EEPLOEL, ET AL, 1971.....	21
FIGURE 6.02.2 – GENERAL GEOLOGICAL FORMATIONS OF ST. CROIX (ATLAS OF GROUND-WATER RESOURCES IN PUERTO RICO AND THE U.S. VIRGIN ISLANDS).....	23
FIGURE 6.02.3 –GEOLOGICAL FORMATIONS IN VICINITY OF PROJECT SITE, ST. CROIX. DONNELLY, 1959.....	23
FIGURE 6.02.4 – MAPGEO SOIL TYPE MAP .....	24
FIGURE 6.02.5 – FEMA SEISMIC DESIGN CATEGORY MAP .....	25
FIGURE 6.03.1 – FLOOD INSURANCE RATE MAP (FIRM) FOR PROJECT AREA, PANEL 0073G. APRIL 16, 2007 .....	27
FIGURE 6.03.2 – PEAK DISCHARGE RATES FOR 1-YR THRU 100-YR 24-HOUR STORM EVENTS. ....	27
FIGURE 6.05.1 – ANNUAL PREVAILING CURRENTS IN THE CARIBBEAN. US NAVAL OCEANOGRAPHIC OFFICE (1963) .....	32
FIGURE 6.05.2 – GENERAL CURRENT PATTERNS ON THE ISLAND PLATFORMS. FROM DAMMANN, ET AL (1969).....	33
FIGURE 6.05.3 – VARIATIONS IN THE CHARACTER OF THE TIDE DISPLAYED IN TIME-HEIGHT CURVES, FROM PREDICTED TABLES AND FROM OBSERVED TIDES IN CHRISTIANSTED HARBOR, JUNE 29 - JULY 19, 1971. FROM NICHOLS, ET. AT, 1972.....	34
FIGURE 6.05.4 – OBSERVED WATER LEVELS IN CHRISTIANSTED, ST. CROIX .....	34
FIGURE 6.06.1 – CHENAY BAY APC, NOAA, NOAA TECHNICAL MEMORANDUM NOS NCCOS 187, OCTOBER 2014 .....	36
FIGURE 6.06.2 – 2002 NOAA BENTHIC HABITAT MAPS, NORTH SHORE ST. CROIX, USVI. ....	37
FIGURE 6.07.1 – ENVIRONMENTAL SENSITIVITY INDEX MAP, ST. CROIX, USVI.....	38

## 1.00 NAME AND ADDRESS OF APPLICANT

# Government of the US Virgin Islands Department of Public Works

**Mailing Address:**

6002 Annas Hope  
Christiansted, VI 00820

**Physical Address:**

6002 Annas Hope  
Christiansted, VI 00820

## 2.00 LOCATION OF PROJECT

The project is located at the following physical address:

**Rt. 82 East End Road MP-0.5  
Christiansted, VI 00820**

The Rt. 82 MP-0.5 East End Road Project site is located in St. Croix, south of Chenay Bay. The site is positioned at 17°45'25.9"N, 64°39'27.5"W, along Route 82, East End Road. The Location and Agency Review Map in Figure 2.00.1 below and Figure 2.00.2 establishes the areas of Coastal Zone Management (CZM) first tier jurisdiction (in red).

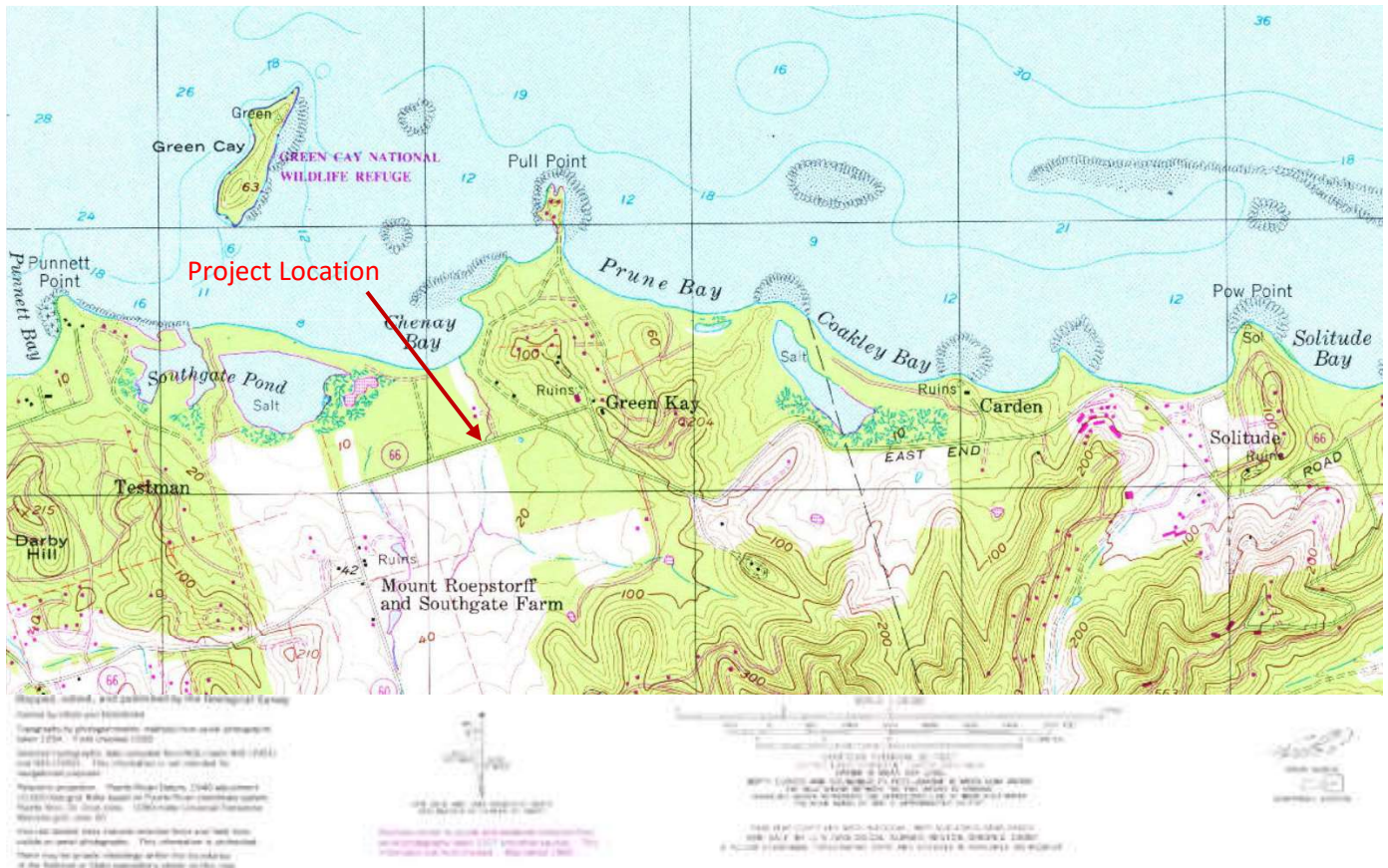


Figure 2.00.1 – Location and Agency Review Map (USGS Quadrangle Map, East Point, 1958, 1983 ed.)

### MAJOR LAND PERMIT APPLICATION

Environmental Assessment Report – Rt. 82 MP 0.5 Chenay Bay

**Applicant: Government of the USVI - DPW**

JULY 2022

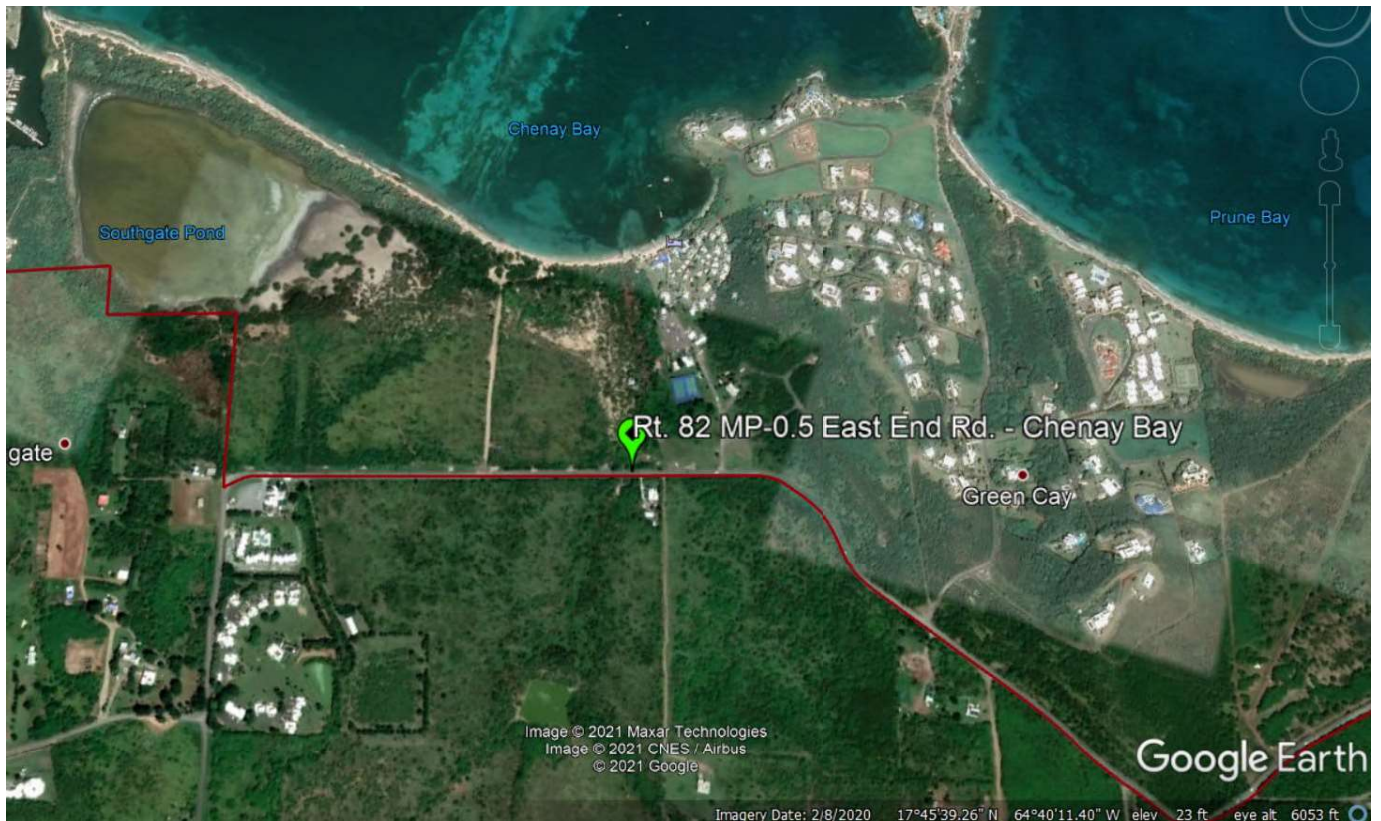


Figure 2.00.2 –Vicinity Map Showing Location of Facility within Tier 1 Territory (Google Earth).

## 3.00 ABSTRACT

### **SUMMARY OF WORK FOR ALL 15 SITES**

Significant damage to roads, gut crossings and bridges occurred as a result of the landfall of Hurricane Maria in 2017 to the island of St. Croix, USVI. To provide the necessary repair to the damaged infrastructure, the USVI Department of Public Works (DPW) has contracted VI Paving, Inc. (VIP) to undertake the repairs at 15 different sites around St. Croix. These sites consist of different types of rehabilitation work and different project scale. Of the 15 sites, three are bridge rehabilitations, seven are culvert rehabilitations, and the remaining five are strictly roadway rehabilitations. This project is funded through the US Department of Transportation (USDOT), Federal Highway Administration, Eastern Federal Lands Highway Division and is in partnership with the USVI Department of Public Works (DPW).

The project involves the removal of damaged asphalt and concrete pavement, pipe culverts, bridges, guardrails, retaining walls, embankment material, utility lines and poles, and other debris. The damaged infrastructure will be replaced by new culverts, bridges, headwalls, guardrails, rip rap and gabion baskets, concrete retaining walls, embankment stabilization materials, drainage inlets, aggregate base, asphalt pavement, and concrete pavement. Also included in the scope of work is the clearing and cleaning of existing drainage structures and the reconditioning of shoulders and ditches.

### **MAJOR LAND PERMIT APPLICATION**

Environmental Assessment Report – Rt. 82 MP 0.5 Cheney Bay

**Applicant: Government of the USVI - DPW**

JULY 2022

The aforementioned activities will restore the proposed project areas to full and improved function and prevent similar damage to occur during future storm events.

### **RT.82 MP 0.5 CHENAY BAY**

For this particular site under project VI ST ER STX(003), 300 linear feet of roadway at MP 0.5 on Route 82 will be rehabilitated, and the road expanded from 22 feet to 24 feet in width. The existing 30-inch HDPE pipe culvert will be removed and replaced with a 4'x8' box culvert. Elevation of culverts will be adjusted as the existing culvert outlet elevation is higher than the inlet elevation. This will be corrected during installation with a proposed 2% slope downward to new culvert outlet elevation. The concrete headwalls on both sides of the roadway will also be replaced. Backfill will be added and compacted, and a base asphalt layer along with surface layer will be applied with a crown profile. Additional rip rap will be installed at the spillway to further stabilize the culvert outlet. The damaged guardrail will also be removed and replaced.

### **Project Assurances**

- Employees' and the public's health and safety are protected with the best available systems and technologies.
- Environmental impact is considered at all times.
- No significant negative impact to environment.
- Air quality is protected.
- Stormwater quality is protected.
- Nearshore water quality is protected.



## 4.00 STATEMENT OF OBJECTIVES SOUGHT BY THE PROPOSED PROJECT

VIP seeks to repair and rehabilitate the referenced section of roadway, existing culvert, headwalls, and guardrail which was compromised due to storm damage from Hurricane Maria. In order to prevent future damage to the roadway and related infrastructure, the existing culverts will be replaced, and additional rip rap installed at the culvert outlet.

## 5.00 DESCRIPTION OF PROJECT

### 5.01 SUMMARY OF PROPOSED ACTIVITY

#### *a) Purpose of Project*

The purpose of the project is to rehabilitate a 300-foot section of roadway which was damaged from Hurricane Maria in 2017. The location is along East End Road, Route 82. The existing double 30-inch pipe culverts will be demolished and replaced with a 4'x8' box culvert. The slope will be corrected by placing culvert outlet at lower elevation than the inlet to improve drainage. Concrete headwalls will be installed on both shoulders, backfill added and compacted, and a base asphalt layer along with surface layer will be applied with a crown profile. Additionally, rip rap will be installed at the spillway to further stabilize the culvert outlet.

#### *b) Presence and Location of any Critical Areas and Possible Trouble Spots*

The project area is in a rural section in northeast St. Croix, just south of Chenay Bay. There are few properties in the area. The road is less than a quarter mile from the shoreline, with the closest open water being Chenay Bay. Due to the undeveloped nature of the area, the clearing of debris and repair of the roadway must not cause any impact to the immediate surrounding areas or wildlife.

Slope is maintained at 0-2% on site as well as all surrounding areas. Elevation is approximately one foot above sea level.

A review of Endangered Species in the area indicates there are no endangered terrestrial species within the proposed project site but identifies two federal endangered sea turtle species that are known to swim in the offshore waters, less than a quarter mile north of the project area. These include: hawksbill (*Eretmochelys imbricata*), and leatherback (*Dermochelys coriacea*) turtles. In addition, the West Indian Manatee (*Trichechus manatus*) has also been found in the offshore waters and are a threatened species.

In review of the 2018 VI DPNR Integrated Report, water quality in the area of Chenay Bay has been designated as impaired for enterococcus and turbidity.

Due to the nature of the project scope of road rehabilitation, there exists potential for sedimentation and erosion during project activities. However, appropriate protective Best Management Practices (BMPs) will be employed through the entire project timeline in accordance with minimum requirements of the VI Environmental Protection Handbook (2002). As the project footprint is essentially identical to the existing infrastructure, there are no anticipated impacts to stormwater and air quality, and work can be done quickly and with minimal site disturbance.

The BMPs that will be used are designed to meet the minimum standards of the VI Environmental Protection Handbook (2002).

*c) Proposed Method of Land Clearing*

The brush and debris will be removed by cutting vegetation and removing it off-site as green waste for disposal at the Waste Management Authority Transfer Station. Earth work will be limited to scraping road surface and excavating the culvert.

*d) Plans for Topsoil and Site Disturbance Provisions*

Topsoil and site disturbance will be minimized during the construction timeline. The project will focus within the existing footprint of the road along the 300-foot length as depicted in the site drawings.

Some soil removal and compaction will occur at the northside of the road, to stabilize for geogrid and riprap placement, and shoulder grading and shaping will occur to achieve correct profile for culvert and headwall construction and long-term drainage.

The site will otherwise see no topsoil or site disturbance, and compaction of subbase will occur before asphalt layers are placed down.

A Storm Water Pollution Prevention Plan (SWPPP) complying with the Department of Planning and Natural Resources' Construction General Permit requirements will be implemented during project activities.

*e) Erosion and Sediment Control Devices to be Implemented*

The following Best Management Practices (BMPs) will be implemented on the site to control runoff and protect natural resources:

**Silt Fence** – Due to the close proximity to the shoreline and an elevation of only one foot above sea level, silt fencing shall be used to protect the surface water from runoff and sediment loss on the north side as to not impact the nearby waterbody.

**Containment Berms** – A containment berm will be constructed if needed to support silt fencing in containing stormwater and retaining sediment.

Design of these BMPs will follow the minimum standards of the VI Environmental Protection Handbook (2002).

*f) Schedule for Earth Changing Activities & Implementation of Erosion/Sediment Control Measures*

No earth change activities will take place until the BMPs are installed at the site. Erosion and sediment control for the Site Project construction include:

1. Ensure silt fencing and other BMPs are setup before work begins.
2. Minimize earth work in the removal of the existing culvert and replacement with new culverts.
3. Minimize time for replacement of concrete headwalls and guardrail.
4. Minimize re-stabilization time for shoulder and culvert outlet to install additional riprap.
5. Compact and re-asphalt the road before removing silt fencing and/or berms.

*g) Maintenance of Erosion and Sediment Control*

Sediment control devices, including dikes swales, and outlets, will be inspected every 14 calendar days and after any heavy rainfall of 0.25 inches or more. If defects or damage are noted in the measures, the defect or damage will be immediately reported and repaired. If the measures prove to be inadequate to control erosion, changes will be made to the design and additional measures will be added as necessary.

Accumulated sediment will be removed in accordance with the approved SWPPP requirements. Accumulated sediment will be removed when it reaches 40% of the height of the silt fencing. Worn, torn or otherwise damaged silt fencing will be fixed or replaced.

The site will be cleaned on a daily basis of litter, debris and materials such as paper, wood, concrete, etc.

#### *h) Stormwater Management*

No proposed changes to stormwater flows, quantities or direction are proposed for this project.

Management of stormwater for the duration of the project will be limited to ensuring no discharge of contaminated stormwater from the site boundaries, and prevention of erosion of project areas through controlled release from site discharge points.

#### *i) Maintenance Schedule of Stormwater Facilities*

Sediment control devices, including dikes swales, and outlets, will be inspected every 14 calendar days and after any heavy rainfall of 0.25 inches or more. If defects or damage are noted in the measures, the defect or damage will be immediately reported and repaired. If the measures prove to be inadequate to control erosion, changes will be made to the design and additional measures will be added as necessary.

Accumulated sediment will be removed when it reaches 40% of the height of the silt fencing, and in accordance with the approved SWPPP requirements. Worn, torn or otherwise damaged silt fencing will be fixed or replaced. The site will be cleaned on a daily basis of litter, debris and materials such as paper, wood, concrete, etc.

#### *j) Sewage Disposal*

Project sewage management will be limited to maintaining portable restrooms on-site, and ensuring they are emptied by a qualified waste management company at an appropriate frequency to minimize spills or discharges from the site.

There are not any existing sewer lines (either private or municipal) in the area.

## 5.02 SITE PLANS (See Attached Drawings)

*5.02.01 Lot Layout (See Attached Engineer/Surveyor drawings)*

*5.02.02 Road Layouts (See Attached Engineer/Surveyor drawings)*

*5.02.03 Position of Structures (See Attached Engineer/Surveyor drawings)*

*5.02.04 Septic System/wastewater Treatment (Not Applicable)*

*5.02.05 Stormwater Drainage (See Attached Engineer/Surveyor drawings)*

*5.02.06 Stormwater Facilities (See Attached Engineer/Surveyor drawings)*

*5.02.07 Erosion and Sediment Control Plan (See Attached Spec Sheets)*

*5.02.08 Landscaping Plan (Not Applicable)*

*5.02.09 Other Required Drawings (See Attached Engineer/Surveyor drawings)*

*5.02.10 Required Maps (See Attached: Official Zoning Map, Parcel Map, FIRM)*

## 5.03 PROJECT WORKPLAN

The project is proposed to be performed as 4 Phases, in sequential order with some overlapping tasks. It will entail site preparation and mobilization, demolition and earth work, construction and finally demobilization and cleanup.

### **Phase 1 – Site Preparation**

This phase will consist of mobilization and initial survey and staking. After layout determination and establishment, Erosion & Sediment control will be set up, along with Traffic and Pedestrian Control Plan that will follow Maintenance of Traffic (MOT) requirements set forth by USDOT. Mobilization of machinery and equipment will follow proper site setup for safety and protection of workers and environment.

*Approximate Timeline – 48 days*

### **Phase 2 – Demolition**

This phase will begin with initial site clearing and basic grubbing to prepare for demolition. Vegetation will be removed and sent to the WMA Transfer station for green waste. Demolition of the culvert, headwall and existing road structure will occur next, with C&D waste disposed of in the Anguilla Landfill via permitted dump trucks. After full demolition and removal of C&D waste, grading and excavation of soil and substrate will commence to prepare new structures for installation.

*Approximate Timeline – 10 days*

### **Phase 3 – Earth and Culvert Construction**

This phase will entail embankment shaping and setting, culvert installation and headwall casting. Inlet and outlet modification and installation will complete the infrastructure layout.

*Approximate Timeline – 24 days*

### **Phase 4 – Roadway Construction**

This final phase will focus on roadway construction and profile. Aggregate base will be laid over newly installed infrastructure. New safety guardrails will be installed according to included site plan drawings, and final asphalt layers will be applied per road construction specifications, to provide correct profile for safe driving conditions and to allow for proper drainage and storm resistance. Finally, installation of signage and pavement markings will complete the construction work, and the site will be stabilized and closed through any necessary landscaping and site cleanup as required by environmental standards and regulation.

*Approximate Timeline – 16 days*

All work on this road project will follow Standard Specifications for Construction of Roads and Bridges on Federal Highway Projects, as well as local building, environmental and safety regulations.

**Total estimated time for construction completion is estimated at 98 days.**

# 6.00 SETTING AND PROBABLE PROJECT IMPACT ON THE NATURAL ENVIRONMENT

## 6.01 CLIMATE AND WEATHER

### Prevailing Winds

The Virgin Islands lie in the "Easterlies" or "Trade Winds" that traverse the southern part of the "Bermuda High" pressure area, and the predominant winds are usually from the east-northeast and east (IRF, 1977). These trade winds vary seasonally and are broadly divided into 4 seasonal modes: 1) December to February; 2) March to May; 3) June to August; and 4) September to November. Below are the characteristics of these modes as taken from Marine Environments of the Virgin Islands Technical Supplement No. 1 (IRF, 1977), and based on U.S. Naval Oceanographic Office data.

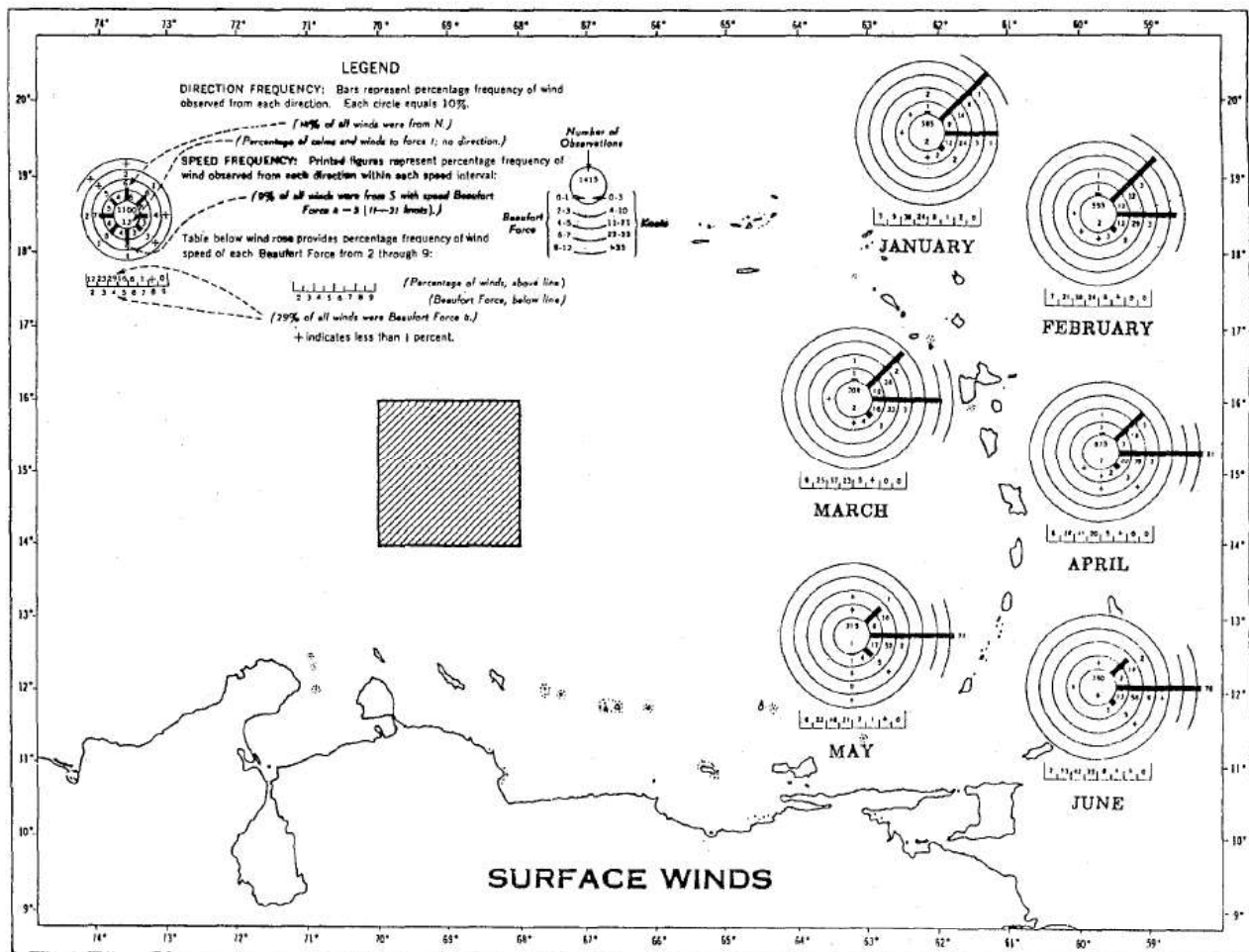


Figure 6.01.1 –Wind Direction and Speed Frequency, Central Caribbean, January - June.

### MAJOR LAND PERMIT APPLICATION

Environmental Assessment Report – Rt. 82 MP 0.5 Chenay Bay

Applicant: Government of the USVI - DPW

JULY 2022

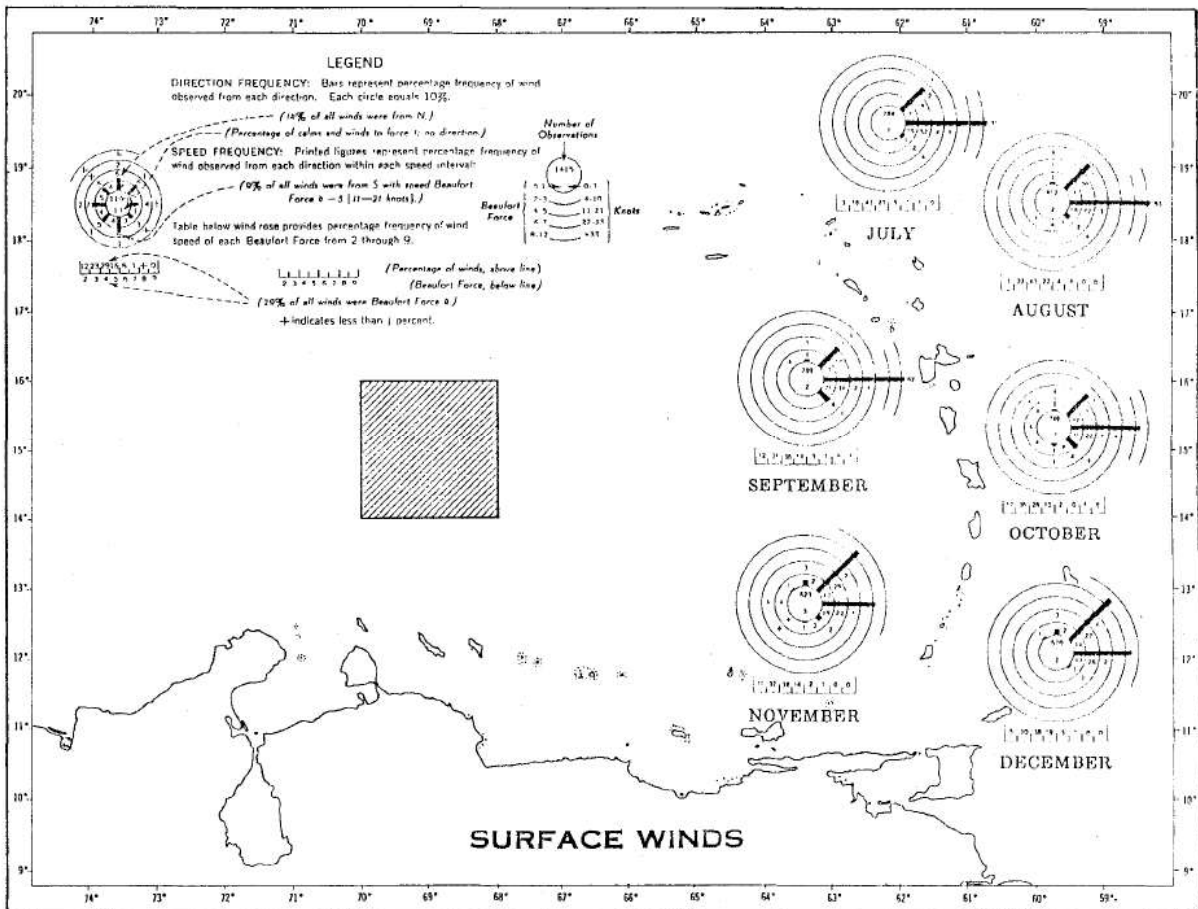


Figure 6.01.2 – Wind Direction and Speed Frequency, Central Caribbean, July - December.

*December – February*

During the winter, the trade winds reach a maximum and blow with great regularity from the east-northeast. Wind speeds range from eleven to twenty-one knots about sixty percent of the time in January. This is a period when the Bermuda High is intensified with only nominal compensation pressure changes in the Equatorial Trough. The trade winds during this period are interrupted by “Northerners” or “Christmas Winds,” which blow more than twenty knots from a northerly direction in gusts from one to three days. Such outbreaks average about thirty each year. They are created by strengthening of high-pressure cells over the North American continent, which, in turn, allow weak cold fronts to move southeastward over the entire Caribbean region. These storms are accompanied by intermittent rains, clouds and low visibility.

*March – May*

During the spring, the trade winds are reduced in speed and blow mainly from the east. Winds exceed twenty knots only thirteen percent of the time in April. The change in speed and direction is the result of a decrease of the Equatorial Trough.



### June – August

Trade winds reach a secondary maximum during this period and blow predominantly from the east to east-southeast. Speeds exceed twenty knots twenty-three percent of the time during July. The trend for increasing winds results from the strengthening of the Bermuda High and a concurrent lowering of the pressure in the Equatorial Trough. Trade winds during this period are interrupted by occasional hurricanes.

### September – November

During the fall, winds blow mainly from the east or southeast and speeds reach an annual minimum. Only seven percent of the winds exceed twenty knots in October. The low speeds result from a decrease in the Equatorial Trough. During this period, especially during late August through mid-October, the normal trade wind regime is often broken down by easterly waves, tropical storms and hurricanes.

## Storms and Hurricanes

There are numerous storm events each year, from squalls and thunderstorms to hurricanes. Standard rain events occur most frequently during the summer, lasting only a few hours and causing no pronounced change in the trade winds.

A tropical cyclone whose winds exceed 74 miles per hour is termed a hurricane in the northern hemisphere and can range in strength from causing little to no damage, to destroying. These hurricanes occur most frequently between August and mid-October with their peak activity occurring in September.

Figure 6.01.3 depicts NOAA data on historic Hurricanes and Tropical Storms in the vicinity of St. Croix.



Figure 6.01.3 – Historic Tracks of Hurricanes and Tropical Storms for St. Croix

## Climate

The climate of St. Croix, as well as that of the Territory, is characterized by generally fair, tropical weather, with usually consistent wind speed and direction. Temperature swings are narrow, both seasonally and diurnally.

The closest weather station to the facility is Christiansted Ft. Climate data from this station is found below in Table 6.01.1.

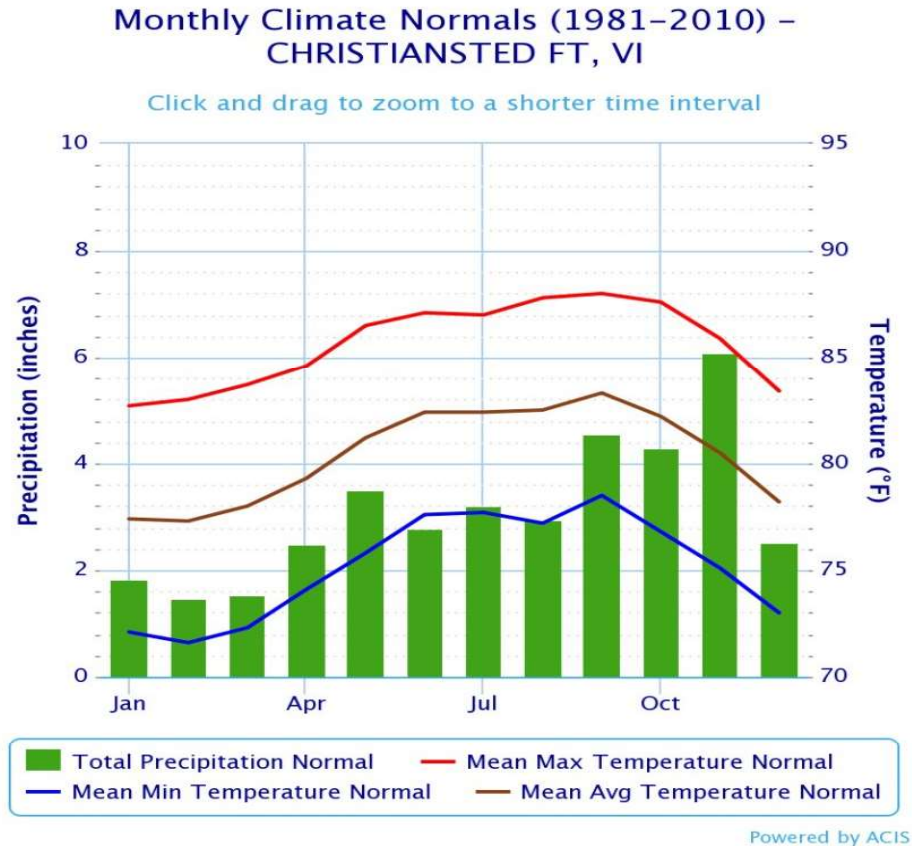


Table 6.01.1 –Average Temperatures in Christiansted, St. Croix

The nearest NOAA National Ocean Service Weather Station is located in Christiansted Harbor, St. Croix (Station CHSV3 – 9751364; [ndbc.noaa.gov/station\\_page.php?station=chsv3](http://ndbc.noaa.gov/station_page.php?station=chsv3)). Climate data from this station is found below in Tables 6.01.2 and 6.01.3 below.

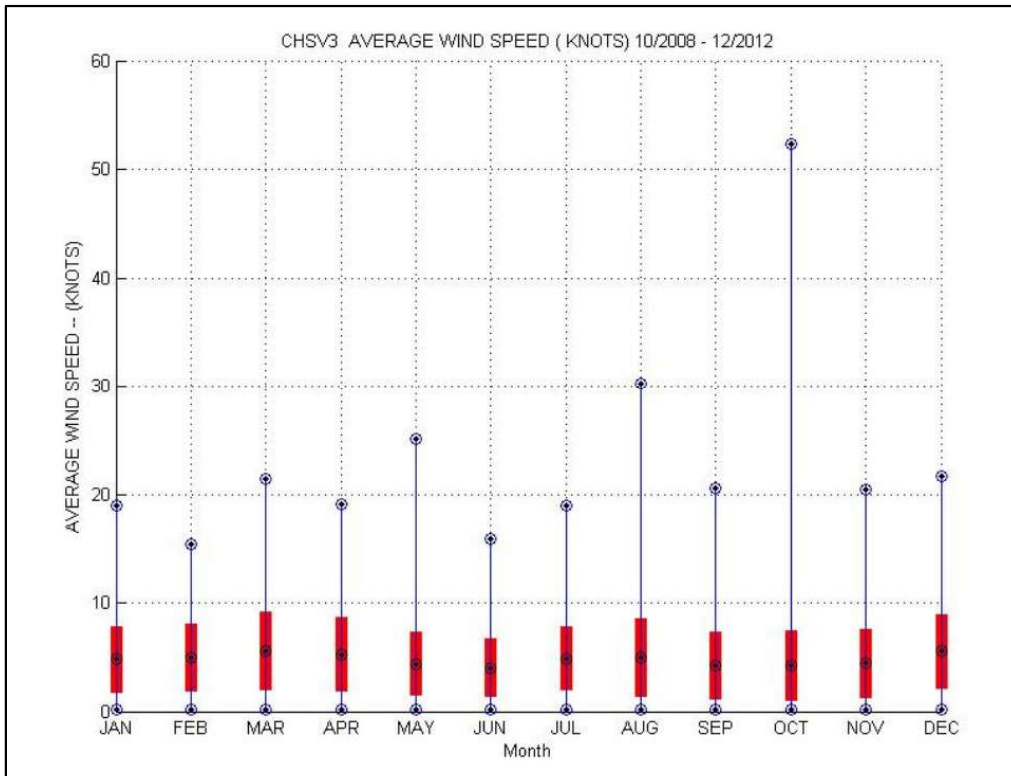


Table 6.01.2 – Average Wind Speed, St. Croix

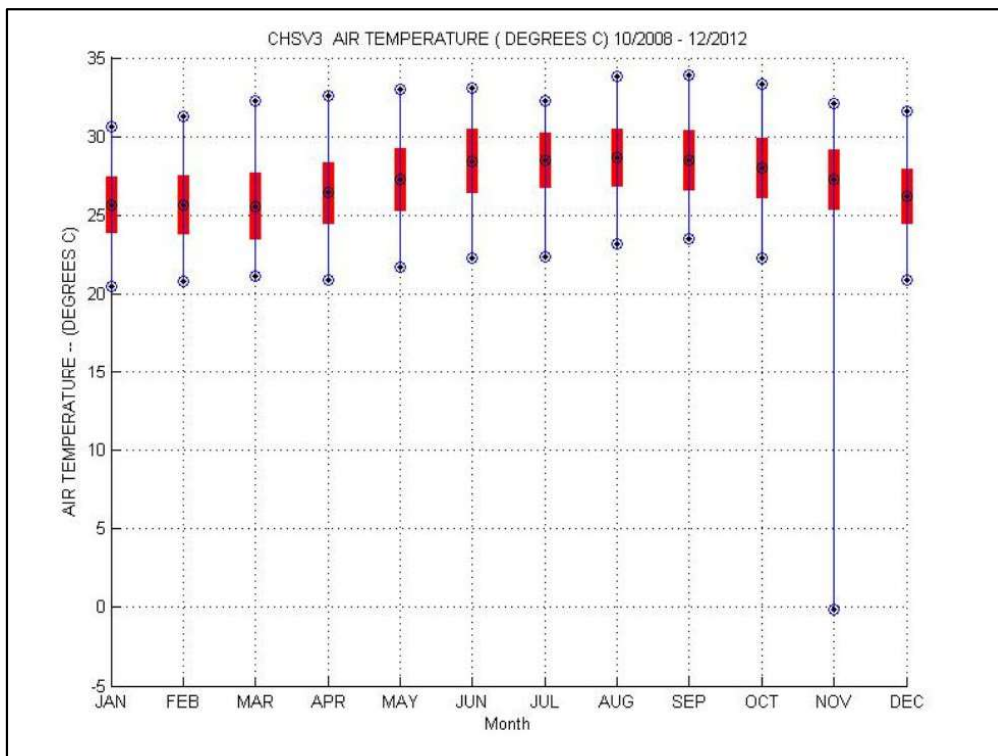


Table 6.01.3 – Average Air Temperature, St. Croix

The average annual rainfall on St. Croix is about 40 inches, ranging from about 30 inches in the east to more than 50 inches in the mountains of the northwest. Average annual temperature is a moderate 79°F, with an average low in winter of 76°F and an average high in summer of 84°F; temperatures are 2 to 3 degrees lower at altitudes of 800 to 1,000 feet. Occasionally maximum daily temperatures will exceed 90°F and minimum temperatures will be less than 70°F. Prevailing wind direction is from the east or northeast.

Rain generally occurs in brief, intense showers of less than a few tenths of an inch. Rains exceeding 1 inch in 48 hours occur about 7 or 8 times a year in the central part of the island; they are slightly more frequent in the mountains of the northwest and less frequent in the eastern part. February and March are the driest months and September is the wettest. Nearly half the average annual rain falls from August through November. Large storms can occur in any month although more likely during July to November, the hurricane season. (Jordan, 1975).

### *Impact on the Proposed Project*

The applicant has carefully analyzed both climate and weather. The project and road rehabilitation have been designed to withstand Category V hurricane events and prevailing climate.

## 6.02 LANDFORM, GEOLOGY, SOILS AND HISTORIC LAND USE

### *Geology of St. Croix*

St. Croix is the southernmost island of the U.S. Virgin Islands, lying 40 miles south St. Thomas and separated from it by an ocean trench 3,600 meters deep. It lies about 95 miles southeast of San Juan, Puerto Rico. St. Croix is the largest island in the USVI, with a total area of 82 square miles. The island is approximately 22 miles long, east to west and is about 7 miles in width. St. Croix is geographically located in the Lesser Antilles and lies completely within the Caribbean Sea.

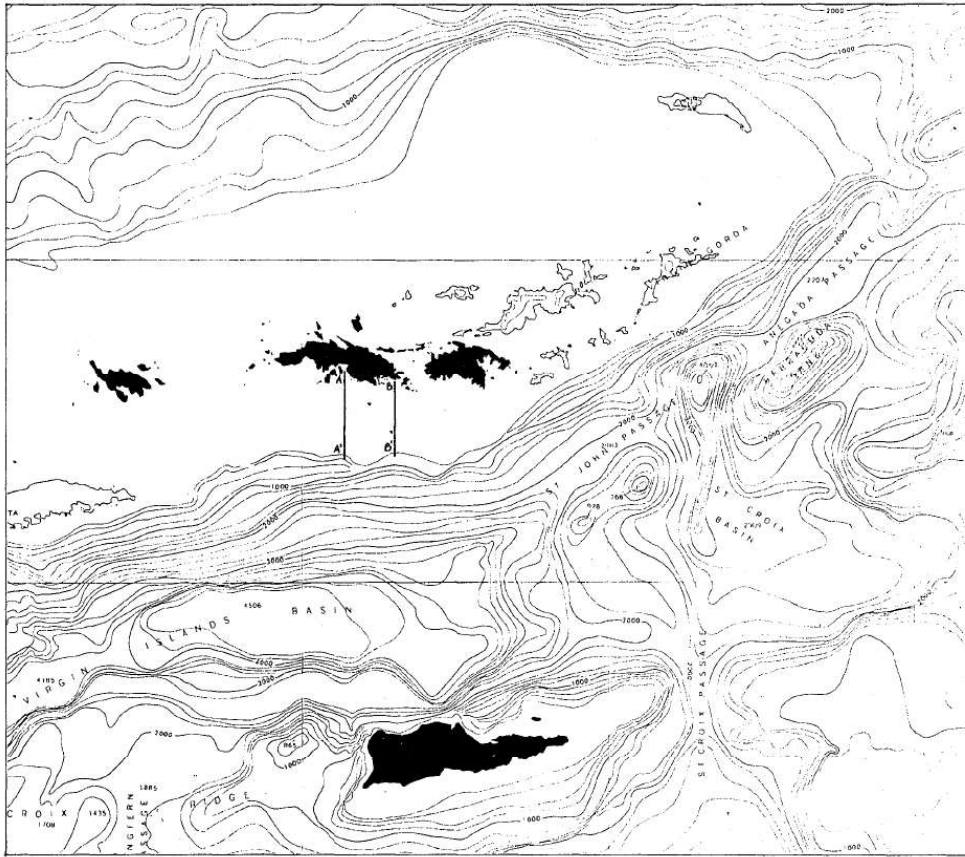


Figure 6.02.1 – Bathymetry of USVI basins and plateaus. From van Eepoel, et al, 1971.

The Virgin Islands are near the northeastern corner of the present Caribbean Plate, a relatively small trapezoidal-shaped plate which is moving eastward relative to the North and South American continents carried on the American Plate. The arc of the Lesser Antilles is an active volcanic arc above a subduction zone in which Atlantic oceanic crust of the American Plate is carried downward under the Caribbean Plate. The Caribbean Plate is sliding past North and South American plates along east-west trending northern and southern boundaries. The western boundary is a subduction zone in which the Cocos Plate is being driven northeastward and down under the edge of the Caribbean Plate west of Central America (Rogers, 1988).

St. Croix lies on a somewhat isolated, submerged ridge separated from the Puerto Rico Bank by the Virgin Islands Basin. Geologically it is related to the islands of the Puerto Rico Bank. If St. Croix was ever connected to the northern Virgins, it may have been separated from that group by either block (Meyerhoff 1927, Whetten 1966) or shear faulting (Adey 1977, Turner 1971).

The oldest rocks exposed on St. Croix are epiclastic volcanic sandstone and mudstone of the Caledonia Formation (Whetten 1966). These weakly metamorphosed, uplifted, folded and faulted rocks were derived from volcanic and other narrow-trench sediments originally

deposited by turbidity currents on the deep ocean floor about 70 to 80 million years ago (Adey 1977). Buck Island is an emergent part of the St. Croix shelf.

Somewhat later in the Cretaceous, one or more volcanoes formed on the sea floor to the south or southeast of St. Croix. Volcanic debris was shed northward to form the Judith Fancy formation, composed of tuffaceous sedimentary rocks, which occur on St. Croix but not on Buck Island.

St. Croix was uplifted above sea level in the Oligocene (Whetten 1974), originally as two islands. The East End Range (including proto-Buck Island) and the Northside Range were separated by a trough several miles wide. The trough was subsequently filled in by the deposition of the Kingshill marl formation. There then followed a period of mild deformation, post-Miocene uplift, and erosion to form the present-day topographic features (Rogers and Teytaud, 1988). Therefore, the island of St. Croix consists geologically of two predominant mountainous areas (the North side and the East End ranges), with a central sediment filled valley in between.

The limestone and marls that overlay the Jealousy formation are known as the Kingshill formation. After these formations were deposited, the area underwent another period of uplifting, the two islands became connected by the newly emergent filled-in area, and the island of St. Croix was formed. Since that time, geologic activity has been limited primarily to the erosion of sediments and the formation of ponds, beaches, reefs, and beach rock coast.

Two large basins, the Virgin Islands Basin and the St. Croix Basin, separate St. Croix from the other Virgin Islands. Within the distance between St. Croix and St. Thomas, about 40 nautical miles, hydrographic charts show that the ascent from the sea floor north of St. Croix is as much as 70<sup>o</sup>. Frassetto and Northrop (1957) indicate that this northern topographic slope extends downward to the Virgin Islands Basin at a gradient up to 43<sup>o</sup>. There is an ascent of 13,656 feet within a horizontal distance of 25,800 feet, terminating with the steep north coast in the vicinity of Hams Bluff. The area has been described as the south side of the Anegada Trough and its related fault scarp (Taber 1922). Meyerhoff (1927) suggested that this block faulting took place during the late Pliocene or early Pleistocene, prior to which St. Croix was physically attached to the northern Virgin Islands.

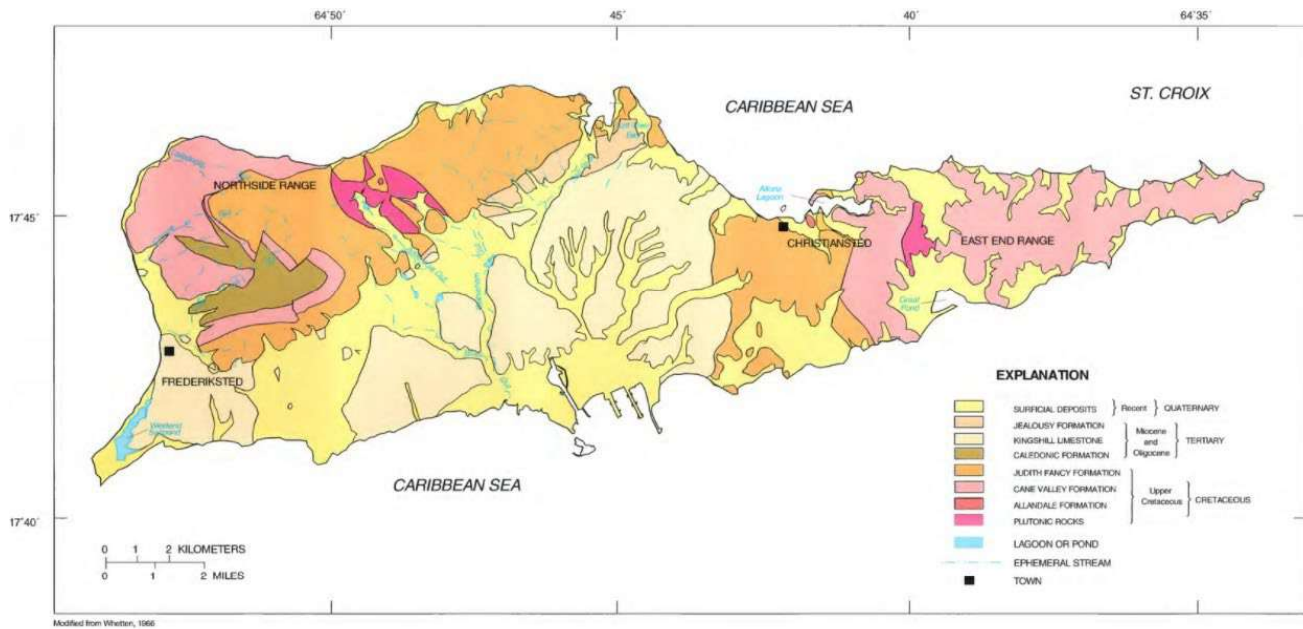


Figure 6.02.2 – General Geological formations of St. Croix (Atlas of Ground-Water Resources in Puerto Rico and the U.S. Virgin Islands)

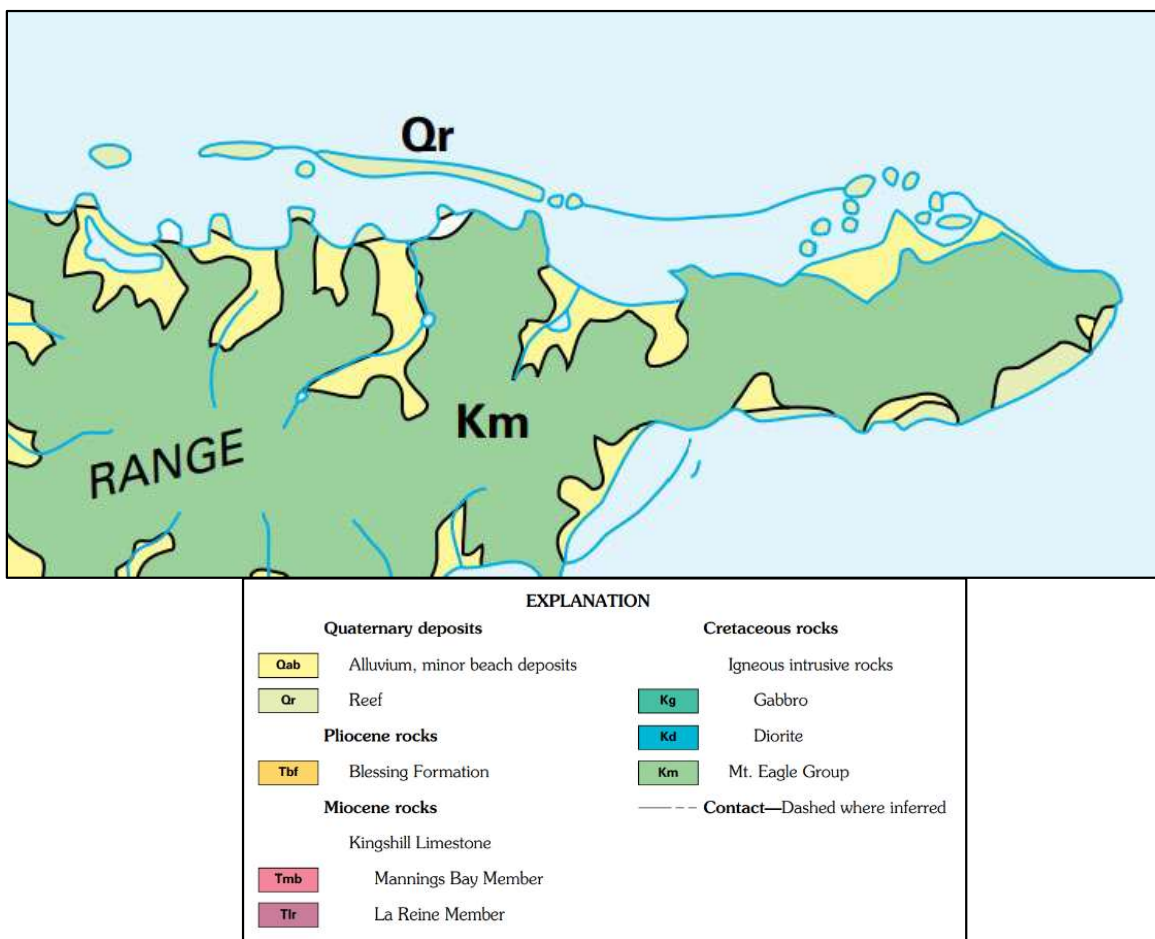


Figure 6.02.3 –Geological formations in vicinity of project site, St. Croix. Donnelly, 1959.

## Geology of the Facility/Site

The project site is located at 17°45'25.9"N 64°39'27.5"W, along Route 82, East End Road. The Custom Soil Survey by the National Resource Conservation Service (NRCS) identifies the soil type for the project area as Solitude gravelly fine sandy loam (SoA). However, to the east and west of the project site, along East End Road, the soil type is described as Glynn gravelly loam (GyA).

Solitude gravelly fine sandy loam soils are somewhat poorly drained with slow permeability and frequent flooding for brief periods from April to December (USDA Soil Survey of the United States Virgin Islands). SoA slopes vary from 0 to 2 percent.

Glynn gravelly loam soils are very deep, well-drained with moderately slow permeability on alluvial fans and terraces. They are formed in alluvial sediments weathered from volcanic residuum (National Cooperative Soil Survey). GyB slopes vary from 2 to 5 percent.

Elevation at the project site is approximately one foot above sea level.

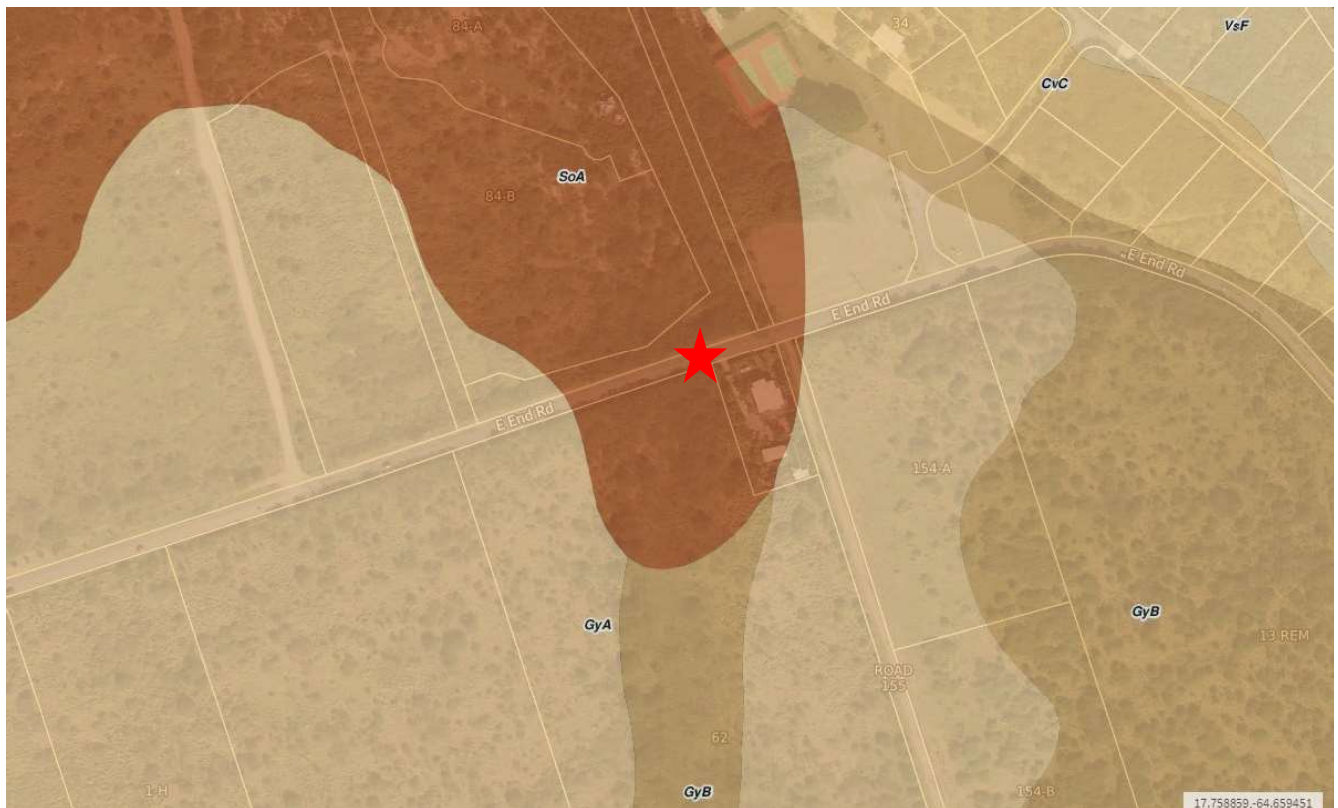


Figure 6.02.4 – MapGeo Soil Type Map



## Historic Use

The land has been used as a transportation parcel for as long as records have been kept on historic uses.

## Seismic Activity

The project will be built to meet or exceed the Standard Specifications for the Construction of Roads and Bridges on Federal Highway Projects requirements for Risk Category IV.

The Puerto Rico/Virgin Islands region is located at the northeastern corner of the Caribbean plate where motions are complex. The westward-moving North American plate is being driven under the Antilles Arc where volcanism is active. On the north side of the plate corner, the North American plate slides past the Caribbean but irregularities in the plate boundaries cause stresses that result in a complicated under thrusting of plate fragments. The interaction of plates causes the volcanism of the Antilles Arc on the eastern boundary of the Caribbean plate and creates major stresses all along the northern boundary (Nealon & Dillon, 2001).

Since the 1867 quake, there has been continuous low intensity activity all below 6.0 Richter. Over the last several years, numerous minor tremors have been felt on the island. This increased activity is associated with the volcanic eruptions that have been occurring to the southeast on the island of Montserrat.

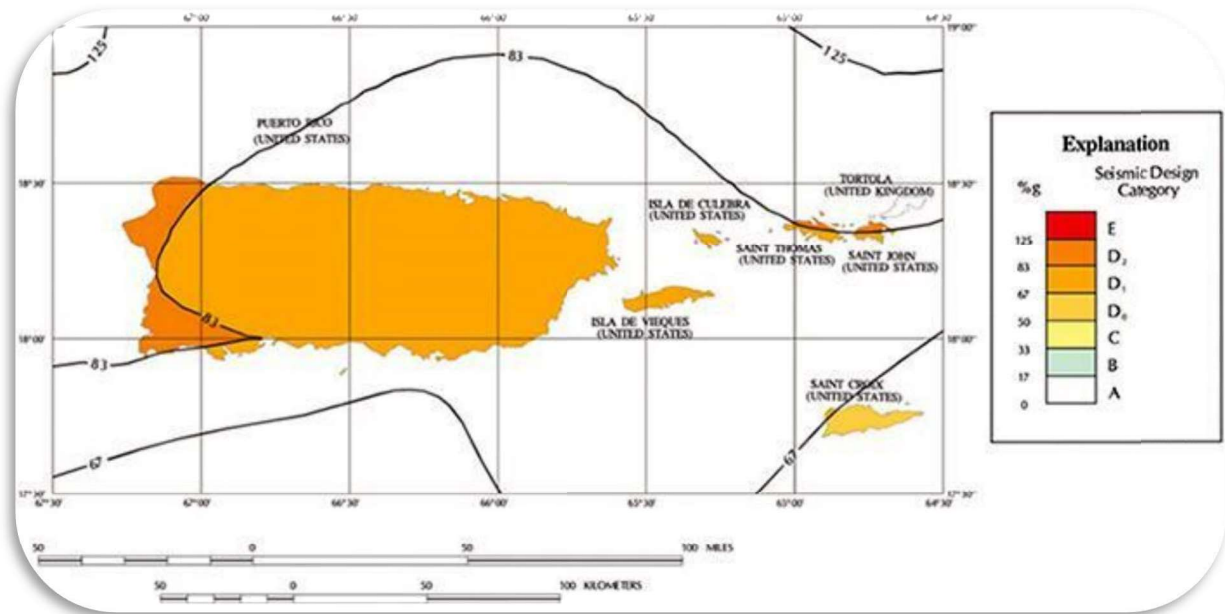


Figure 6.02.5 – FEMA Seismic Design Category Map

### *Impact of Geology on Proposed Project*

The applicant has carefully considered landform, geology, soils and historic land use. The project has been designed to be consistent with these conditions, to improve the landform as it exists now and to cause minimal to no impact on the surrounding area and geology.

## 6.03 DRAINAGE, FLOODING, AND EROSION CONTROL

### *a) Drainage Patterns*

The runoff from culvert drainage currently flows through privately owned property. This drainage route is expected to be maintained with no alterations.

### *b) Proposed Alterations to Drainage Patterns*

There are no proposed alterations to drainage patterns. The only change to drainage and storm water flow is to reinforce the spillway and outlet structure to ensure washout does not occur in the future.

### *c) Relationship of Project to Coastal Floodplain*

Review of Federal Emergency Management Agency (FEMA) Flood Insurance Rate Maps (FIRM) for U.S. Virgin Islands Index Panel 0073G dated April 16, 2007 indicate that the project area is within the flood zone rated Zone AE and in close vicinity to Zones A and VE. Possible flooding is anticipated for this section of roadway in its current use during flood conditions. See below in Figure 6.01.1.

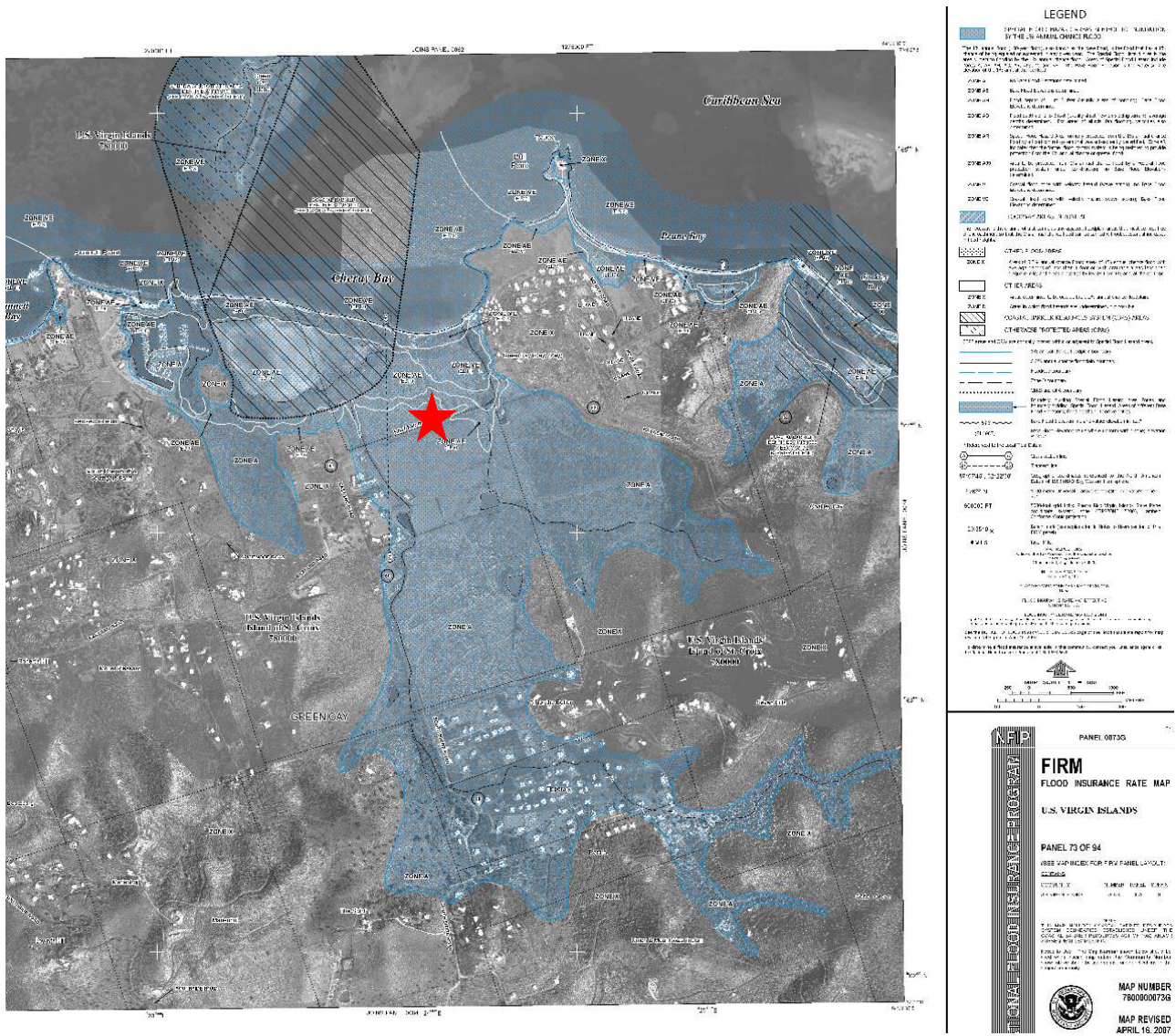


Figure 6.03.1 – Flood Insurance Rate Map (FIRM) for Project Area, Panel 0073G. April 16, 2007

d) Peak Stormwater Flow Calculations

Included with this Flood Hazard Permit Assessment Report is a SCS method hydrology study along with culvert design calculations. The following table notes the Peak discharge rates for the 1-yr thru 100-yr 24-hour storm events.

PEAK DISCHARGE RATE TABLE							
Storm Frequency	1 YR	2 YR	5 YR	10 YR	25 YR	50YR	100YR
Peak Discharge Rate (cfs)	252	458	888	1270	1842	2338	2852
Rainfall Intensity (in)	3.5	4.77	7.17	9.2	12.2	14.8	17.5

SCS Method

Figure 6.03.2 – Peak Discharge Rates for 1-yr thru 100-yr 24-hour storm events.

These calculations assume a Runoff Curve Number of 74, Time of Concentration of 42 minutes, and overall contributing watershed area of 357.39 acres.

*e) Existing Stormwater Disposal Structures*

The existing stormwater disposal structures include double 30-inch PVC culvert pipes beneath the roadway. There are no documents showing additional design specifications. These existing pipes have a capacity of 81 CFS, meaning any flow greater than 81 CFS will overtop the road. This includes all storm frequencies evaluated as part of the analysis.

*f) Proposed Stormwater Control Facilities*

This project proposes to remove the existing culvert and installing a 4'x8' box culvert with reinforced headway and inlet. The project itself will allow for improved performance during flood conditions, as a strengthened shoulder will be installed, improved subbase laid down and asphalt layers applied with a crown profile for improved drainage.

No proposed changes to stormwater flows, quantities or direction are proposed for this project, with the exception of the above reinforcement and repair work, and enlargement of cross-sectional area for culvert capacity. A Hydrology report has been provided and was used to determine the adequate sizing of the replacement culvert. The proposed culvert structure will convey up to 163 CFS, approximately doubling the conveyance capacity of the culvert structure.

Management of stormwater for the duration of the project will be limited to ensuring no discharge of contaminated stormwater from the site boundaries, and prevention of erosion of project areas through controlled release from site discharge points.

*g) Maintenance Schedule for Stormwater Facilities*

During construction, sediment control devices, including dikes swales, and outlets, will be inspected every 14 calendar days and after any heavy rainfall of 0.25 inches or more. If defects or damage are noted in the measures, the defect or damage will be immediately reported and repaired. The designs of any measures that prove to be inadequate to control erosion, will be changed and additional measures will be added as necessary.

Accumulated sediment will be removed when it reaches 40% of the height of the silt fencing, and in accordance with the approved SWPPP requirements. Worn, torn or otherwise damaged silt fencing will be fixed or replaced. The site will be cleaned on a daily basis of litter, debris and materials such as paper, wood, concrete, etc.

After construction is complete, a maintenance schedule will be prepared and submitted to the VI Department of Public Works for use in their routine O&M plan for stormwater infrastructure.

*h) Proposed Method of Land Clearing*

The brush and debris will be removed by cutting vegetation and removing it off-site as green waste for disposal at the Waste Management Authority Transfer Station. Earth work will be limited to scraping road surface and excavating the culvert.

*i) Provisions to Preserve Topsoil and Limit Site Disturbance*

Topsoil and site disturbance will be minimized during the construction timeline. The project will focus within the existing footprint of the road along the 300-foot length. Some soil removal and compaction will occur at the north side of the road, to stabilize for geogrid and riprap placement, and shoulder grading and shaping will occur to achieve correct profile for culvert and headwall construction and long-term drainage.

The site will otherwise see no topsoil or site disturbance, and compaction of subbase will occur before asphalt layers are placed down.

A Storm Water Pollution Prevention Plan (SWPPP) will be implemented during project activities.

*j) Critical Areas and Possible Trouble Spots*

The project area is in a rural section in northeast St. Croix, just south of Chenay Bay. There are few properties in the area. The road is less than a quarter mile from the shoreline, with the closest open water being Chenay Bay. Due to the undeveloped nature of the area, the clearing of debris and repair of the roadway must not cause any impact to the immediate surrounding areas or wildlife.

Slope is maintained at 0-2% on site as well as all surrounding areas. Elevation is approximately one foot above sea level.

A review of Endangered Species in the area indicates there are no endangered terrestrial species within the proposed project site but identifies two federal endangered sea turtle species that are known to swim in the offshore waters, less than a quarter mile north of the project area. These include: hawksbill (*Eretmochelys imbricata*), and leatherback (*Dermochelys coriacea*) turtles. In addition, the West Indian Manatee (*Trichechus manatus*) has also been found in the offshore waters and are a threatened species.

In review of the 2018 VI DPNR Integrated Report, water quality in the area of Chenay Bay has been designated as impaired for enterococcus and turbidity.

Due to the nature of the project scope of road rehabilitation, there exists potential for sedimentation and erosion during project activities. However, appropriate protective Best Management Practices (BMPs) will be employed through the entire project timeline in accordance with minimum requirements of the VI Environmental Protection Handbook

(2002), and as the project footprint is essentially identical to the existing infrastructure, there are no anticipated impacts to stormwater and air quality.

*k) Erosion and Sediment Control Devices to be Implemented*

The following Best Management Practices (BMPs) will be implemented on the site to control runoff and protect natural resources:

**Silt Fence** – Due to the close proximity to a sensitive waterbody, silt fencing shall be used to protect the surface water from runoff and sediment loss.

**Containment Berms** – A containment berm will be constructed to if needed support silt fencing in containing stormwater and retaining sediment.

All BMPs will be installed and maintained to the minimum standards found in the VI Environmental Protection Handbook (2002).

*l) Maintenance of Erosion and Sediment Control Devices*

Sediment control devices, such as dikes, swales, outlets and other BMPs will be inspected every 14 calendar days and after all heavy rainfall of 0.25 inches or more. If defects or damage are noted in the measures, the defect or damage will be immediately reported and repaired. If the measures prove to be inadequate to control erosion, changes will be made to the design and additional measures will be added as necessary.

Accumulated sediment will be removed when it reaches 40% of the height of the silt fencing. Worn, torn or otherwise damaged silt fencing will be fixed or replaced.

The site will be cleaned on a daily basis of litter, debris and materials such as paper, wood, concrete, etc.

*m) Impacts to Terrestrial and Shoreline Erosion*

The project area is in a rural section in northeast St. Croix, just south of Chenay Bay. There are few properties in the area. The road is less than a quarter mile from the shoreline, with the closest open water being Chenay Bay. The near-distance watershed terrain is flat, well vegetated, and has very little exposed soils. The project site boundary itself, which is essentially the road section, is fully developed consisting of 95% of either impervious asphalt or flat packed earth surface.

The proposed development will not alter the existing drainage patterns of the site. Stormwater flows along the road cut profile, running along the shoulder both from the north and south to converge at the culvert and box inlet, where it drains into the culvert and continuous north along the valley gut toward Chenay Bay. Silt Fencing will be set up with reinforcing berms as needed to ensure catchment of direct runoff from the project

area, thereby minimizing potential impact to the shoreline and receiving waters. These discharges eventually enter Chenay Bay, classified as Class B waters.

All standard sediment and erosion control devices and Best Management Practices (BMPs) will be implemented when performing any site work and will be maintained throughout the life of the facility. Permanent BMPs shall be maintained by DPW according to standard practices on a regular schedule and after storm events.

These erosion control devices, combined with the receipt of a VI CGP storm water coverage and routine inspections, maintenance and repairs, will ensure no impact to either terrestrial or shoreline erosion.

## 6.04 FRESH WATER RESOURCES

St. Croix, USVI is limited in the number of freshwater resources to a few wells located around the island and mostly intermittent and ephemeral streams and ponds which dry up during periods of limited rainfall. Some perennial streams and freshwater ponds/basins do exist, but not as a reliable source of freshwater. The majority of potable water is either captured by rooftops and stored in cisterns or is desalinated seawater. The project will use freshwater only for grading, compaction and general dust control needs. The project will have no negative impact on the availability of freshwater resources.

## 6.05 OCEANOGRAPHY

### *a) Seabed Alteration*

No alteration or impact to the existing seabed is anticipated as part of this project and operation.

### *b) Tides and Currents*

The surface currents throughout the Caribbean are driven by the North Equatorial Current that runs through the islands west-northwest and then joins the Gulf Stream (Figure 6.05.a-F.2). These currents change very little from season to season with the currents coming more from the south during the summer months. Because of the shallowness of the Caribbean basin, less than 3200 feet, mainly surface water from the Atlantic flows through the islands (Figure 6.05.1). Currents have been observed at Christiansted Harbor ranging between 1 and 3 knots, depending on weather conditions (IRF 1977).

St. Croix's tides typically exhibit two (bi-modal) 'peaks' during the diurnal period (24-hour day), with the second (lesser) 'peak' with relatively small ebbs and flows. The mean tides range from 0.8 feet to 1.0 feet and the spring tidal ranges reach up to 1.3 feet (IRF 1977).

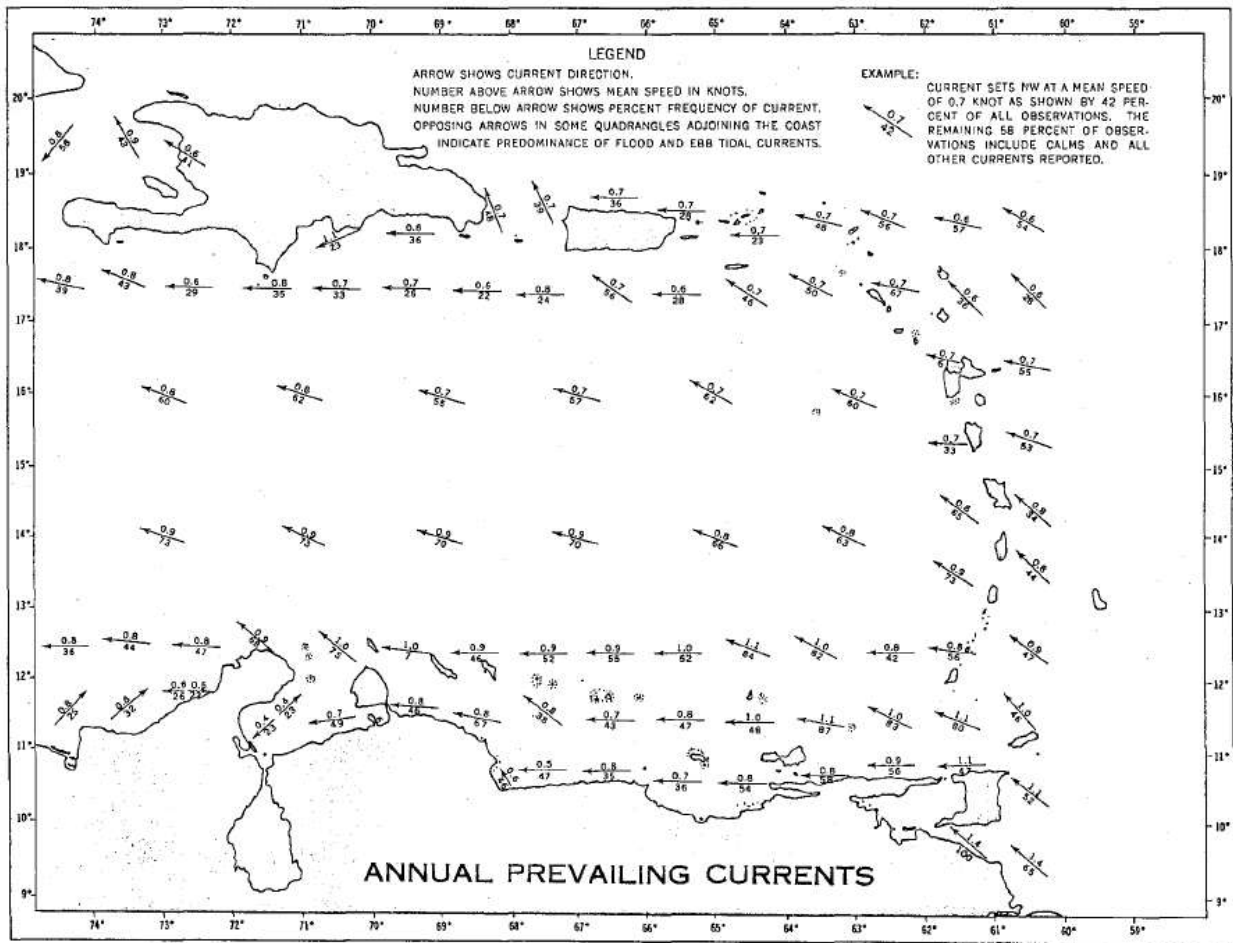


Figure 6.05.1 – Annual prevailing currents in the Caribbean. US Naval Oceanographic Office (1963)

**MAJOR LAND PERMIT APPLICATION**

Environmental Assessment Report – Rt. 82 MP 0.5 Chenay Bay

**Applicant: Government of the USVI - DPW**

JULY 2022



**Tysam Tech, LLC**



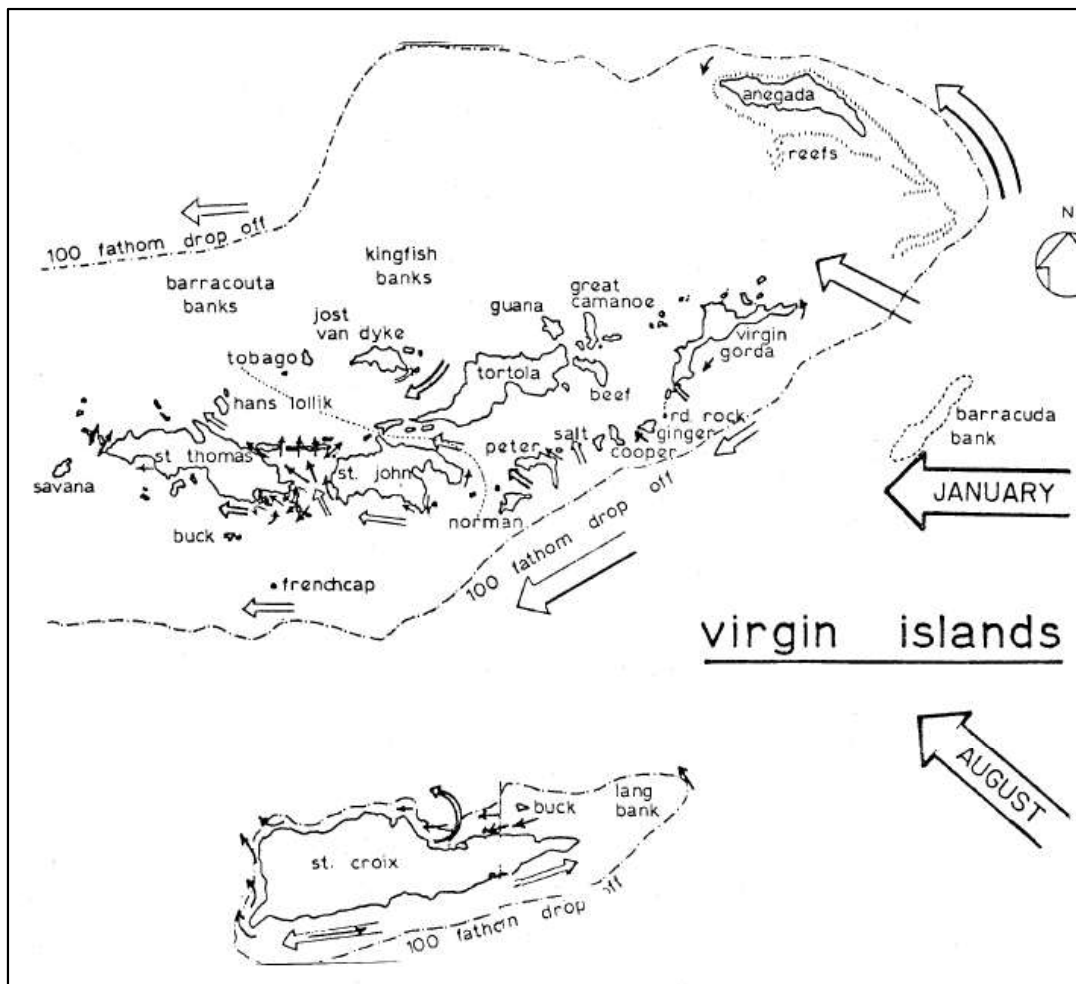


Figure 6.05.2 – General current patterns on the island platforms. From Dammann, et al (1969)

In the Virgin Islands, tidal ranges are not great, and tidal currents, except in some inshore localities, are not significant. The small islands, lacking complex shoreline physiography, do not restrict changes in water level. The sea flows around the islands relatively unimpeded, resulting in tidal fluctuations of only a few inches to a foot. Further, the steep slopes of the islands rising out of the water means that the intertidal zone – the part of the shoreline regularly covered and uncovered by the tides - is very narrow. We therefore do not have large areas of tidal flats uncovered at low tides as in other places in the world, especially along continental coastal zones.

One of the consequences of this small tidal action is that water exchange in bays due to tidal action is usually very small. For example, it is estimated that 24 to 40 tidal cycles alone would be necessary to exchange all the water in the main part of St. Thomas harbor (Percious, et al, 1972). Fortunately, waves, swells and oceanic currents usually do a good job of flushing most bays. However, these forces are considerably reduced by the time they reach the heads of deep embayments.

As a result, circulation may be poor in the inner reaches of some of our larger embayments. The innermost portions of the mangrove lagoon on St. Thomas, of Salt River, St. Croix and of Coral Bay, St. John are like this. To a lesser extent, similar conditions have been observed at the head of Vessup Bay (Redhook), St. Thomas and Cruz Bay, St. John, and probably occurs in other similar locations (IRF, 1977).

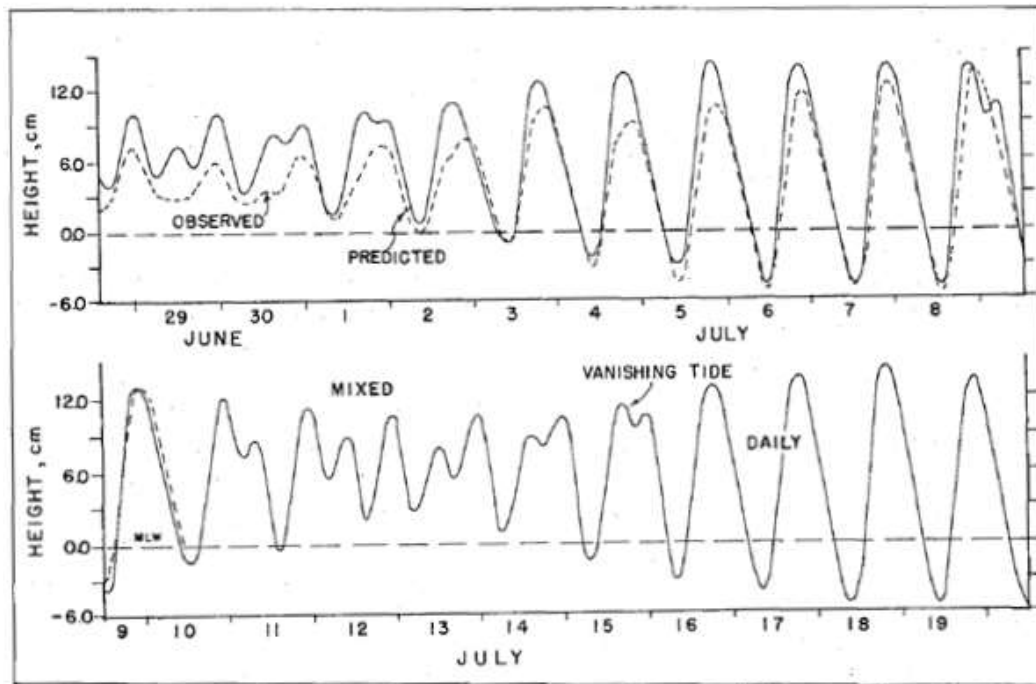


Figure 6.05.3 – Variations in the character of the tide displayed in time-height curves, from predicted tables and from observed tides in Christiansted harbor, June 29 - July 19, 1971. From Nichols, et. at, 1972.

The closest NOAA tidal station is located in Christiansted Harbor, St. Croix, VI and is Station ID: 9751364. The NOAA tidal station is located at Latitude: 17° 44.9' N and Longitude: 64° 41.9' W. The mean range is 0.69 ft. and the diurnal range is 0.74 ft. Tidal data from the station is shown below.

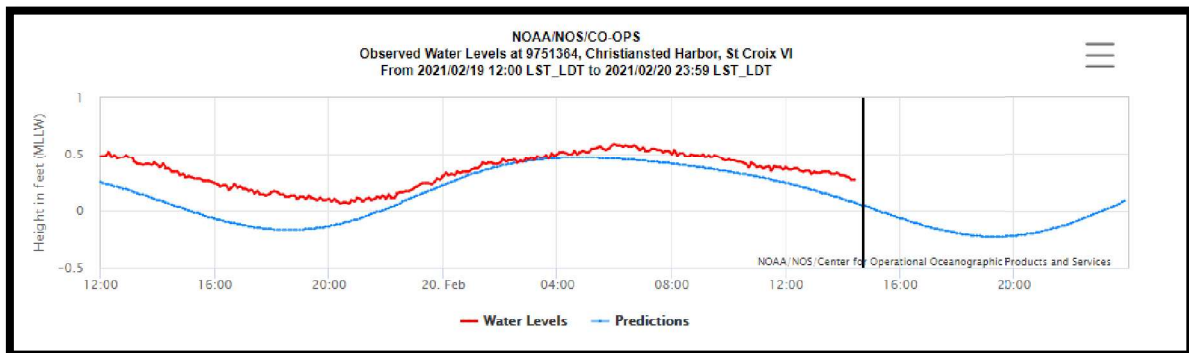


Figure 6.05.4 – Observed Water Levels in Christiansted, St. Croix

*c) Wave and Wind Impacts*

Due to the location and elevation, there are no anticipated wave or wind impacts for this project or operation.

*d) Marine Water Quality*

The water surrounding the site is classified as Class B which includes uses such as the propagation of desirable species of marine life and primarily contact recreation such as swimming, water skiing, etc.

The waterbody to the north of the project site is Chenay Bay, a Class B Water. Water quality criteria, noted in 12 VIRR 186, include dissolved oxygen not less than 5.5 mg/l from other than natural conditions. The pH must not vary by more than 0.1 pH unit from ambient, and at no time may the pH be less than 7.0 or greater than 8.3. Bacteria (enterococci) cannot exceed 30 CFU/100ml (30-day geometric mean), turbidity readings cannot exceed 3 NTUs, and clarity may not exceed a level where a secchi disc cannot be visible at a minimum depth of one meter.

VI DPNR performs routine water quality measurements at the following Water Quality Monitoring Stations:

<b>Waterbody</b>	<b>Location</b>	<b>Sample Station Number</b>
<b>VI-STC-36</b>	Green Cay Beach	STC-4

In VI DPNR’s 2018 Integrated Report (IR), which entails CWA Section 305(b) water status report and the CWA 303(d) list, Green Cay Beach Assessment Unit is listed as impaired for Turbidity and Enterococcus Bacteria.

A Total Maximum Daily Load (TMDL) for this waterbody has not been established for this waterbody.

**Impact of the Proposed Project**

The applicant has carefully considered operations onsite and how it would affect water quality. Existing operations has been setup carefully to control stormwater runoff from the site, and direct all of it to regulated and controlled discharge points.

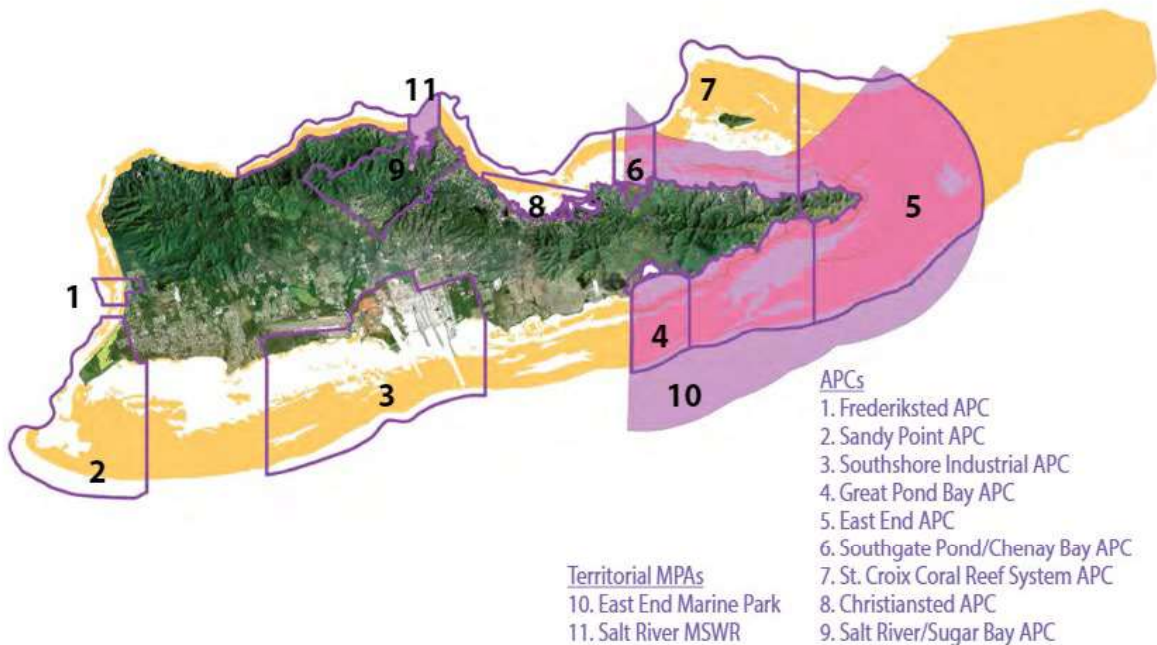
A stringent sedimentation and erosion control plan will be implemented and monitored during the life of the operation. As discussed in Section 5.01, stormwater both during construction and after construction will be strictly managed and discharged pursuant to a TPDES stormwater permit requiring regular monitoring and reporting to ensure permit compliance.

## 6.06 MARINE RESOURCES AND HABITAT ASSESSMENT

Existing shoreline near the site is a mostly undeveloped beach at Cheney Bay with little slope. The project site is located on the north shore of the island of St. Croix. The north shore is more rural, with lower development and fewer anthropogenic sources of pollution.

NOAA and DPNR have established Cheney Bay as an Area of Particular Concern (APC). Figure 6.06.1 below depicts APCs of St. Croix, including the Cheney Bay area.

The project area is less than a quarter mile from the Cheney Bay shore. It's considered a very minimally impacted location, both in terms of watershed and waterbody, and similar concerns and protective goals are set by regulatory agencies.



Maps of Areas of Particular Concern (APC; purple outline) and Territorial MPAs (solid purple) of St. Thomas and St. John (top) and St. Croix (bottom). Brown shading represents shallow (<35 m) hard bottom substrate. MSWR= Marine Sanctuary and Wildlife Reserve.

Figure 6.06.1 – Cheney Bay APC, NOAA, NOAA Technical Memorandum NOS NCCOS 187, October 2014

A review of the 2002 NOAA Benthic Habitat Maps shows the majority of the shoreline at Cheney Bay is Reef/Colonized Bedrock with Seagrass/Continuous further from the shore. No negative impact to either of these types of marine habitat are anticipated as part of this project.

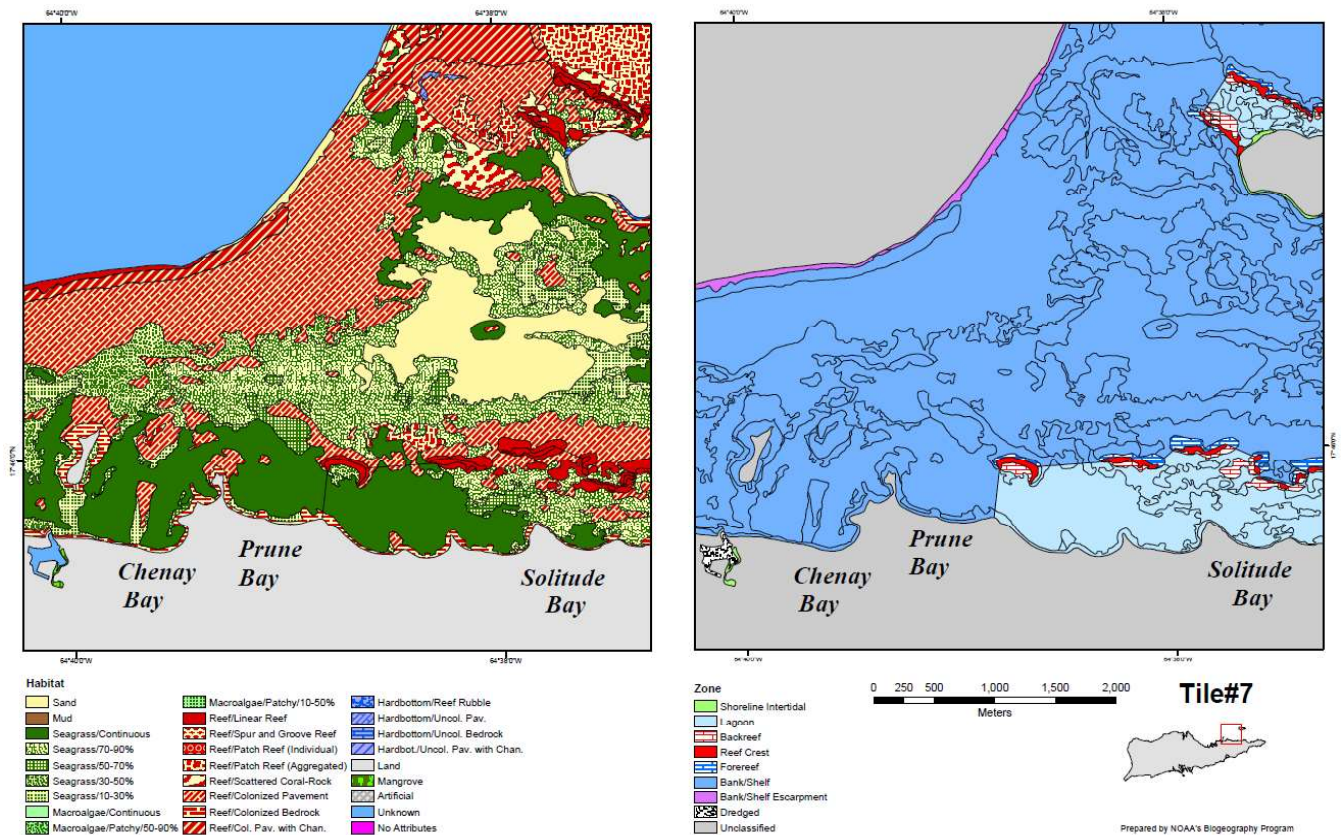


Figure 6.06.2 – 2002 NOAA Benthic Habitat Maps, North Shore St. Croix, USVI.

A review of Endangered Species in the area indicates there are no endangered terrestrial species within the proposed project site but identifies two federal endangered sea turtle species that are known to swim in the offshore waters, less than a quarter mile north of the project area. These include: hawksbill (*Eretmochelys imbricata*), and leatherback (*Dermochelys coriacea*) turtles. In addition, the West Indian Manatee (*Trichechus manatus*) has also been found in the offshore waters and are a threatened species.

## 6.07 TERRESTRIAL RESOURCES

An assessment by Horsley Witten's Senior Ecologist at the site showed no specific species or habitat of particular concern in the project area or in any close proximity.

The Environmental Sensitivity Index (ESI) Map for the St. Croix island does note turtle nesting and hatching has been overserved in the area of Chenay Bay, as shown in Figure 6.07.1 below.

Should any plant or animal be encountered, staff at VI DPNR – DFW will be contacted immediately at (340) 773-1082.

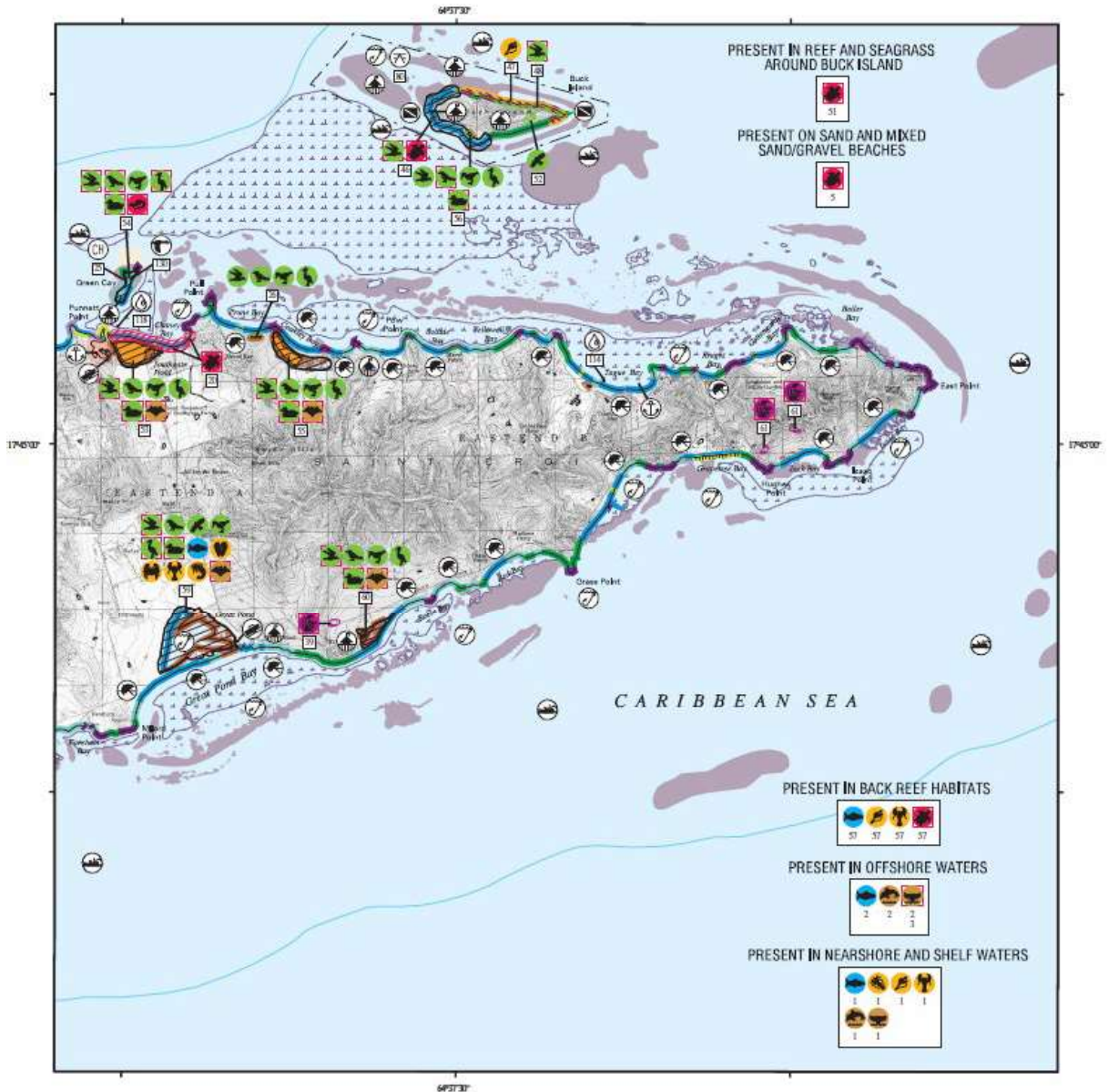


Figure 6.07.1 – Environmental Sensitivity Index Map, St. Croix, USVI.

### Impact of the Proposed Project

VIP will minimize the footprint of work to the greatest extent possible and is not expected to extend farther than 10 feet beyond the road shoulder and culvert location.

The site will see very little expansion beyond the existing footprint with the exception of increased height of the roadway, to allow for larger culvert installation, and additional rip rap along the shoulder and culvert outlet. As compliance with both stormwater and air pollution permits will be ensured throughout the life of the project, there are no anticipated negative impacts to these species or their habitat, neither in the nearshore waters nor on land.

## 6.08 WETLANDS

The U.S. Army Corps of Engineers defines wetlands as "those areas that are periodically inundated or saturated by surface or groundwater at a frequency and duration sufficient to support and under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions. Wetlands generally include swamps, bogs, marshes and similar areas." (U.S. Army Corps of Engineers, 1986).

There are no terrestrial wetlands within the project area.

## 6.09 RARE AND ENDANGERED SPECIES

There are no rare or endangered species observed on the site, though the site is noted in ESI Maps as habitat for the threatened turtle species hawksbill (*Eretmochelys imbricata*), and leatherback (*Dermochelys coriacea*). These two turtle species do travel in waters off-shore of the site, but no rare and endangered species, or any species for that matter, use Chenay Bay as an exclusive habitat. The permitting of this facility will not displace any rare, endangered, or threatened species from any critical habitat.

As part of recommendations set by the Section 7 CWA Endangered Species Act consultation with USFWS, VIP will minimize the footprint of work to the greatest extent possible and is not expected to extend farther than necessary beyond the road shoulder.

This will ensure minimal to no impact to the threatened plant species that may be in the area, or to any nearshore species in the area.

## 6.10 AIR QUALITY

No air quality issues are anticipated for this project. A minimum of soil exposure and earth movement will occur at the site by repairing and replacing the roadway, headwalls, guardrails, and culvert. Stockpiling will be protected and kept to a minimum. If work is done during particularly dry and/or windy conditions, a water truck can be used to wet down the area to prevent fugitive dust from leaving the site. Dust control measures to ensure no air quality issues arise are outlined in the Storm Water Pollution Plan for this project.

## 7.00 IMPACT OF THE PROPOSED PROJECT ON THE HUMAN ENVIRONMENT

### 7.01 LAND AND WATER USE PLANS

The property is a Right of Way (ROW) zoned plot, designated for transportation, which permits the rehabilitation project proposed for this site.

The project will not change the current use of the property as an ROW.

### 7.02 VISUAL IMPACTS

The property is proposed for an existing road and will improve the contour and quality of the road in this section. The new guardrail and headwalls will provide visual assurance of safety while driving. The new culverts will have no adverse visual impacts. The project will not change the visual character of the area.

### 7.03 IMPACTS ON PUBLIC SERVICES AND UTILITIES

#### *Water*

As noted in Section 6.04, the project will not use nor affect significant amounts of water, either from public supply or otherwise. The project will have no negative impact on the availability of freshwater resources.

#### *Sewage Treatment and Disposal*

There will be no flow to the municipal sewerage system or required sewer disposal resulting from this project's implementation. As previously referenced, project sewage management will be limited to maintaining portable restrooms.

#### *Solid Waste Disposal*

Domestic solid waste will be managed with onsite waste bins. It will be trucked out by VIP as necessary and disposed of in accordance with solid waste requirements.

#### *Roads, Traffic and Parking*

The project will affect traffic as the scope of work is to rehabilitate a 300-foot section of the road. Traffic will be minimized with the use of traffic guidance, shoulder passing and a short work schedule. A Traffic and Pedestrian Control Plan will be implemented following Maintenance of Traffic (MOT) requirements set forth by USDOT.



### *Electricity*

The property will not have any electricity needs related to existing infrastructure.

### *Schools*

There are no anticipated adverse effects on the local educational system.

### *Fire and Police Protection*

Any nighttime work will provide adequate lighting for worker safety. In the case there is an emergency, Cotton Valley Fire Station is located less than three miles (driving distance) from the project site.

### *Health*

The property will not have any adverse effects on the public health, nor increase the use of public health facilities. The facility will follow all air permit requirements to ensure air pollution is minimized and does not affect any neighboring properties or businesses.

## 7.04 SOCIAL IMPACTS

There are no anticipated negative social impacts to the area. The road rehabilitation will address damages to the roadway, headwalls, guardrails and potentially under designed culvert, which will ensure effective access and transport through this essential route.

## 7.05 ECONOMIC IMPACTS

There are no anticipated negative economic impacts.

## 7.06 IMPACTS ON HISTORICAL AND ARCHAEOLOGICAL RESOURCES

This project site shows no indication of historical resources or any historical structures. A clearance was provided to the USDOT by DPNR-SHPO for this and 14 other project sites as part of this overall project scope and found that no impact to historical resources was anticipated, based on the proposed scope of work and rehabilitation methods.

## 7.07 RECREATIONAL USE

The project will have no impact on the recreational uses within the area. As noted above, traffic to areas in the vicinity will be slowed, but not prevented, for the project duration. The project will ensure unimpeded use of the area after the project is complete, to allow for continued recreational activities in the area.

## 7.08 WASTE DISPOSAL

Domestic solid waste will be managed with on-site waste bins. It will be trucked out by VIP as necessary and disposed of in accordance with solid waste requirements.

Chemicals inherent to the asphalt and road construction business will be used daily on site. They will be kept in protected areas and any hydrocarbons will be kept within secondary containment (such as hydraulic or motor oil for machinery).

Any unused or contaminated chemicals or materials, including oily rags or contaminated material, will be disposed of in accordance with waste handling regulations.

The project will have no significant impact on solid waste disposal.

## 7.09 ACCIDENTAL SPILLS

Spills are not anticipated during construction; however, any spills on-site will be cleaned up immediately. Any contaminated soil will be put into approved containers for disposal by a licensed waste handler.

## 7.10 POTENTIAL ADVERSE EFFECTS WHICH CANNOT BE AVOIDED

The project does not involve any potential adverse effects that may not be avoided. The project has been designed to avoid sensitive areas to the greatest extent possible. Potential impacts have been minimized through the development of a stringent sedimentation and erosion control plan which will be implemented during construction and during the life of the site operations.

# 8.00 MITIGATION PLANS

No mitigation plans are needed for this project and operation.

## 9.00 ALTERNATIVES TO PROPOSED ACTION

If the operation does not move forward, the project site and road length will continue to degrade and will create extremely unsafe conditions for drivers, eventually cutting off access through this roadway. If the guardrails are not replaced, this could potentially cause a vehicle and its occupant to incur unnecessary damage if vehicle control is lost. If the culvert and headwalls are not replaced, future storm events, large and small, could cause continued damage to the roadway.

There is no alternative location option, as the damaged roadway and related infrastructure must be repaired and replaced. There are no easy alternative roadways in the area to traverse the length of the north shore.

## 10.00 RELATIONSHIP BETWEEN SHORT & LONG TERM USES OF MAN'S ENVIRONMENT

Any minor potential impacts associated with this project in the short term are far outweighed by the environmental and economic benefits provided in the long-term to repairing this section of road.

## 11.00 REFERENCES

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- Jordan, D.G. 1975. A Survey of the Water Resources of St. Croix, Virgin Islands. Caribbean District Open-File Report. US Dept. of the Interior.
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- USDA, Soil Survey of the United States Virgin Islands: [Soil Survey of the United States Virgin Islands \(usda.gov\)](https://www.nrcs.usda.gov/wps/portal/nrcs/detail/soil/)
- FEMA Earthquake Hazard Maps: <https://www.fema.gov/emergency-managers/risk-management/earthquake/hazard-maps>
- CARICOOS Nearshore Model (Version 7.0 - last updated April 2016) <https://www.caricoos.org/>
- NOAA Historical Hurricane Tracks <https://coast.noaa.gov/hurricanes>
- FEMA Flood Map Service Center: <https://msc.fema.gov/portal/home>
- NOAA Tides and Currents: <https://tidesandcurrents.noaa.gov/map/index.shtml?id=9751364>
- U.S. Annual/Seasonal Climate Normals (1981-2010) NCEI Climate Data Online Data Search <https://www.ncei.noaa.gov/metadata/geoportal>
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- NOAA Technical Memorandum NOS NCCOS 187: Marine Protected Areas of the US Virgin Islands, Ecological Performance Report, October 2014
- NOAA Center for Coastal Monitoring and Assessment, Biogeography Team. 2002. Benthic Habitat Atlas of Puerto Rico and the U.S. Virgin Islands
- NOAA Office of Response and Restoration, Environmental Sensitivity Index Maps.
- U.S. Fish & Wildlife Service Information for Planning and Consultation IPaC tool: <https://ecos.fws.gov/ipac/>
- CARICOOS Nearshore Model (Version 7.0 - last updated April 2016) <https://www.caricoos.org/>
- VI Environmental Protection Handbook (2002).

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### MAJOR LAND PERMIT APPLICATION

Environmental Assessment Report – Rt. 82 MP 0.5 Chenay Bay

**Applicant: Government of the USVI - DPW**

JULY 2022

