RESULTS OF AN ARCHAEOLOGICAL CULTURAL RESOURCE EVALUATION (Phase II) FOR THE FAGA'IMA ROAD - RECONSTRUCTION OF ROAD AND DRAINAGE IMPROVEMENTS PROJECT, TUALAUTA COUNTY, TUTUILA ISLAND, AMERICAN SAMOA
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Results of an Archaeological Cultural Resource Evaluation (Phase II) for the Faga'ima Road - Reconstruction of Road and Drainage Improvements Project, Tualauta County, Tutuila Island, American Samoa
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Abstract

Archaeological investigations have been conducted for the purpose of evaluating potential cultural resources at Site AS-31-92, a modified outcrop which had been identified during a previous reconnaissance survey of the corridor in which construction activities are planned for the Federal Highway Administration's Faga'ima Road - Reconstruction of Road and Drainage Improvements Project, Tualauta County, Tutuila Island, American Samoa. In addition, five locations were specified which are expected to be affected by the construction of culverts and drywells. The Scope of Work required that where the Areas of Potential Effect for these five locations extends beyond the 30ft limit specified for the reconnaissance survey, those areas should be inspection.

During the current investigations, Site AS-31-92 was thoroughly mapped and plotted from known points based upon plans provided by the contractor. Limited subsurface testing was conducted in order to determine if cultural deposits were present. Because it was determined that the five culvert locations had been investigated during the reconnaissance survey and/or previous studies, further examinations were limited to cursory surface inspections of those areas.

The current project has been determined to be a Federal undertaking and Site AS-31-92 has been determined to be a significant historic property. It is recommended that the appropriate agency make a determination that the undertakings' effect be considered "not adverse" in accordance with the Advisory Council Regulations, 36 CFR Part 800.9(c)(1). No other significant properties were identified in the surveyed areas.
Results of an Archaeological Cultural Resource Evaluation (Phase II) for the Faga’ima Road - Reconstruction of Road and Drainage Improvements Project, Tualauta County, Tutuila Island, American Samoa

Section 1: Introduction

At the request of Mr. Murray Mannion of McConnell Dowell American Samoa, Ltd. (MACDOW; also referred to as "the contractor"), Archaeological Consultants of the Pacific, Inc. (ACP) has conducted archaeological investigations for the Federal Highway Administration’s Faga’ima Road - Reconstruction of Road and Drainage Improvements Project, Federal Aided Project No. AS-NH-019 (001), located in Tualauta County on the Tafuna Plains of the Island of Tutuila, American Samoa (see Figures 1 & 2). The current archaeological project consisted of a Phase II (evaluation phase) Cultural Resource Evaluation. The purpose of this archaeological evaluation was to perform the tasks and meet the requirements specified by the Advisory Council on Historic Preservation (ACHP) and the American Samoa Historic Preservation Office (ASHPO). Because the Faga’ima Road, Reconstruction of Road and Drainage Improvements Project is a Federal Highway Administration undertaking, the project is subject to NHPA requirements. Specifically, the investigations had the purpose of assisting the contractor in maintaining compliance with Section 106 of the Historic Preservation Act of 1966.

For the purposes of the current investigations, the "subject property" will be defined as the corridor in which the Faga’ima Road - Reconstruction of Road and Drainage Improvements Project will take place. The project area is located within Tualauta County on the Island of Tutuila, American Samoa. Faga’ima Road is located between geographical grid coordinates 170°43’20"W to 170°43’50"W by 14°19’37"S to 14°19’47"S, and UTM (Universal Transverse Mercator) coordinates 529000mE to 530000mE by 8415800mN to 8416000mN (see Figures 2 & 6). The site to be evaluated (AS-31-92) and all five of the culvert locations are located along this corridor or at its western end.

The project area is located immediately inland of Pago Pago International Airport, approximately 2km from the coastline. The parcel ranges in elevation between 40 and 80ft AMSL (feet above mean sea level). According to plans prepared by the American Samoa Power Authority (ASPA), Civil Highway Division, the subject area measures a total of 3398.9 feet (1036m) in length and, based upon an Area of Potential Effect (APE) extending 30ft on either side of the roadway for a total width of the corridor measuring 80ft (24.4m), the total area of the corridor measures 25,278.4 square meters (6.24 acres).
Figure 1: Location of Subject Property on a Map of Tutuila
Archaeological investigations took place under the auspices of the Principal Investigator, Joseph Kennedy, M.A.. Fieldwork was conducted by Joseph Kennedy and James R. Moore, B.S., between the 27th and 29th of May, 1997. The archaeological field work consisted of the detailed recordation and mapping of Site AS-31-92 as well as limited subsurface testing at the site. In addition, five culvert locations were inspected.

The current study has obtained sufficient information to evaluate the significance of Site AS-31-92 including its eligibility for inclusion in the National Register of Historic Places. These investigations have also obtained sufficient information to allow for making recommendations concerning the mitigation of the impact of future construction activities upon the significant historic resources identified.

Section 2: Physical Setting

The subject property consists of a roadway corridor which is located on the Tafuna Plain of Tutuila Island. The Tafuna Plain is mostly utilized for modern habitation consisting of clusters of residential structures, small gardens and patches utilized for growing scattered fruit trees. Fruit trees encountered include primarily banana (Musa sp.), coconut (Cocos nucifera), breadfruit (Artocarpus communis), papaya (Carica papaya) and mango (Mangifera indica). The scattered gardens consist mainly of banana patches, ta’amu (Alocasia sp.) patches and (returning after a blight that lasted several years) occasional taro (Colocasia esculenta) patches. Gardens and arboriculture are in constant competition with the dense growth of the unmanaged jungle flora. Larger trees are intermittently scattered throughout the plain. Banyan (Ficus bengalensis), ferns and vines are common. This area has a number of secondary roads (of which Faga’ima Rd. is one) which weave across the residential sections of the plain.

The Atlas of American Samoa (Atlas 1981) depicts the expected soils on the Tafuna Plain within and near the subject property as being of three possible types:

1) Tafuna Extremely Stony Muck; a thin, organic soil that is well drained, extremely stony, highly permeable with an extremely low water holding capacity. The colors range from black to dark brown or dark grayish brown. The soil supports mixed forest. It is underlain by fragmented a’a lava to about 110cmbs (centimeters below surface). Bedrock is encountered between approximately 60-155cmbs.
2) Trophorthents; a well drained soil composed of rock fragments, sand, gravel, cobbles and some fine textured material. Some areas are filled with coral, coral sand,
cinders and other materials. There is slow to moderately rapid permeability and the available water capacity is low. The underlying composition is fragmented a’a lava and bedrock. This soil supports mixed forest.

3) Pava’ia’i Stony Clay Loam: a moderately deep, well drained soil formed from volcanic ash which is underlain by lava flows. It is extremely stony. The surface is usually composed of black decomposed organic materials. The subsurface is very dark grayish brown extremely stony clay loam. The soil is highly permeable with a low available water capacity. This soil supports mixed forest.

The Atlas further characterizes the Tafuna soils as silty clay loams, sandy clay loams and bouldery loams. It is composed of an R11 Olivine Pahoehoe Basalt Flow. The Tafuna Plain represents a lava delta formed by Holocene volcanic activity (Sterns 1944). There has been no recorded historic volcanic activity on Tutuila. The area is a mixture of undeveloped land, managed land for fruit and nut trees, disturbed patches of forest and disturbed patches of lowland vegetation. There are remnants of a mangrove swamp located in the neighboring coastal Nu’u’u’uli area. There are virtually no streams or water drainage ditches due to the composition and slope of the soils. Heavy rains cause the area to flood in a sheeting action. There are a few low areas with standing water. However, water is generally quickly absorbed by the stony porous soils.

Mean average rainfall ranges from 3000-4500mm. The mean annual temperature is 23 degrees Celsius. The Tafuna Plain is relatively flat, never reaching an average slope of over eight degrees.

Section 3: Historic Background

The prehistory of Samoa is intimately linked with that of its neighboring islands and Polynesia as a whole. It has been suggested that a seafaring people, travelling from the islands of Southeast Asia, spread eastward throughout the islands of the South Pacific (Kirch & Green 1987; Jennings 1979). Western Polynesia is believed to have been rapidly explored and colonized from about 1000 to 500 B.C. (Kirch & Hunt 1993:1). These groups developed a unique material culture that has become archaeologically known as the Lapita cultural complex. This name derives from a site at which the distinctive pottery that was crafted by these groups was recovered. This cultural complex has become well documented over the past several years and will not be reviewed further in this paper.

The Lapita groups are believed to be the first inhabitants of Samoa. It is believed that the early settlers produced or traded for pottery from the time of the earliest
occupation until at least A.D. 200 (although recent work has indicated the use of ceramics up to one thousand years later (Clark 1993; Kirch and Hunt 1993). Over the millennia, these groups have evolved into communities with an adaptation and culture unique to Samoa having its own mythology and cosmology.

Section 3.1: Previous Archaeology

Thorough reviews of the previous archaeological work conducted in Samoa and on the Tafuna Plain of Tutuila have been presented in several recent papers produced by ACP (Herdrich, Moore, Kilzer & Kennedy 1996, and Latinis, Moore & Kennedy 1996). Therefore, the entire history of archaeological work in Samoa will not be cited in this document and only those studies which have been conducted in the immediate vicinity of the current subject property will be discussed.

Several cultural research management surveys have been conducted in the vicinity of the subject property. Simon Best conducted initial surface reconnaissance surveys of the proposed main line routes for the Tafuna Plains Sewer System in 1992. Thirteen archaeological sites were identified (12 on the Tafuna Plain and one in Malae'imi Valley) and assigned Territorial Site Numbers AS-31-47 through 59 (Best 1992a:15-24). These included nine stone mounds or terraces, two stone-faced earthen house-mounds, a rock wall, and a World War II-era coral road or taxiway.

Shapiro and Cleghorn conducted further investigations for the Tafuna Plains Sewer System (Phase 1) in 1994. Their study included both intensive surface and subsurface surveys. In addition, those features originally identified by Best in 1992 and summarized above were further assessed. Although Shapiro and Cleghorn list them as Sites AS-31-34 through 46 (1994:35-38), it is clear that the sites described are those identified by Best. For example, Best lists the section of taxiway identified along Procurement Rd. as Site AS-31-52 while Shapiro and Cleghorn list the same site as AS-31-39.

During Shapiro and Cleghorn’s investigations, eight previously unknown sites were identified, determined to be archaeological properties and assigned temporary site designations (T-3, T-7/T-8, T-9, & T-11 through 15). As of this writing it is unknown whether these sites have been assigned permanent Territorial Site Numbers. The newly identified archaeological properties were described as habitation and tool manufacturing sites (Shapiro & Cleghorn 1994:43-45) with T-15, a prehistoric complex representative of an abandoned village, holding the greatest archaeological potential for future research. Although this site was located on the Tafuna Plain, this complex occurred further
inland in a more hospitable soil and vegetation zone than the property currently under investigation.

The first known occurrence of inland pottery on Tutuila was identified by Shapiro and Cleghorn (1994) on the Tafuna Plain. Shapiro and Cleghorn (1994:45) recognized that although the pottery may represent secondary deposition, its presence suggests that there may be nearby sites with pottery in direct association with early occupation deposits.

In 1995, ACP conducted archaeological investigations associated with the Kokolanda Extension of the Tafuna Plains Sewer System (Latinis et al. 1996). Those investigations identified and/or investigated five previously unknown sites including a star mound (tia ave’ or tia seu lupe), a platform with walls and alignments associated with the star mound, a cluster of pathways and small platforms, and two individual platforms or mounds (Sites AS-31-41 through 45; numbers listed in Shapiro and Cleghorn [1994] as having been assigned to other sites by Best [1992a] although Best uses other numbers). It was determined that these sites likely represented locations at which limited gardening, limited habitation, and possible ritualistic activities occurred. This utilization likely began in the pre-contact period lasting into the early historic period and, in some cases, until present.

Based upon the results of ACP’s investigations, Latinis et al. (1996) suggested that it was unlikely that this portion of the Tafuna Plain was ever densely populated or extensively utilized. Resource exploitation was predominantly limited to gardening and the management of fruit and nut trees. Although, there was evidence which suggested that there may have been other limited land use and habitation and that by the late prehistoric period, areas near the subject property may have been utilized for chiefly sport and/or ritual activities (an hypothesis supported by the existence of star mounds and other surface features).

Finally, In 1996, ACP conducted archaeological investigations associated with Tafuna Junior High School Lunch Warehouse and Cafeteria Project (Moore & Kennedy 1996). These investigations determined that the project area had been greatly impacted by agricultural activities in the recent past. Since 1950, government sponsored grading activities had leveled the northern portion of the property and during the construction of the Tafuna Junior High School portions of the southern end of the property had been covered with bulldozed fill. Subsurface testing revealed very little. There was only a thin surface layer of soil which was underlain by fine grained basalt bedrock. Surface features which were present were determined to be modern, representing either foundations for recent residential structures or structures to control livestock.
Section 3.2: Settlement Pattern and Land Use History

Since the initial colonization of the Samoan Islands, approximately three millennia ago, there is evidence which suggests that settlement pattern changes have taken place over time. It is suggested that the first settlements on the islands were centered along the coast and that at some time in the past, the loci of habitation spread inland. Following this, around the time of Western contact, the bulk of the population returned to coastal habitation areas.

The archaeological record accords with this suggested pattern. This lead Davidson (in Jennings 1979) to suggest that prior to western contact, the population was dispersed across the landscape with the historic pattern of coastal settlement believed to be a modern development. Davidson stated:

The bulk of the modern population lives in coastal settlements, and this has been the case since the 1830's. There is abundant archaeological evidence, however, that coastal concentration was a response to the beginning of European contact, and that until the early nineteenth century the population was much more evenly distributed over both coastal and inland areas in a form of dispersed settlement, probably with clusters around the residences of people of high status (Davidson in Jennings 1979:96).

Specifically, in American Samoa, changes in settlement patterns over time and the shifting of the population has become increasingly well documented in the archaeological record. The earliest settlements, thought to be recognizable by the inclusion of ceramics in their cultural deposits, have been recorded at coastal locations (or locations thought to have previously been near the coast) (Clark 1989; Kirch & Hunt 1993). Later prehistoric settlement has been documented in the uplands, along ridges and at the peaks of mountains (Clark and Herdrich 1993). Of the inland sites, a unique feature type is the tia 'ave (or star mound), although various site types including permanent residential sites, defensive sites and resource exploitation sites have also been identified.

Being located relatively inland, the subject property could have been utilized for a variety of purposes over time. The Atlas of American Samoa depicts the subject area as currently utilized for limited residence and agriculture (largely in the form of small gardens, forestry activities and the management of fruit and nut trees). Most of this region is rapidly developing and becoming densely populated. It is possible that the subject area was utilized for scattered settlement and resource exploitation from at least the late prehistoric period. Dense settlement of the Tafuna
Plain in the prehistoric past was unlikely. The only exception would likely have been in areas along the perimeter towards the valleys or along the coast where more accessible and permanent water sources are located and general terrain, vegetation and soils are more suitable for traditional habitation and cultivation.

Several star mounds, other mounds, stone walls, stone features, lithic scatters, stone tools, pottery, and the possible remnants of residential structures suggest that a number of activity areas including some ritual activity areas as well as limited settlement, agricultural production and resource exploitation areas, likely occurred on the Tafuna Plain by the late prehistoric period. However, intensive prehistoric utilization of the area has, again, never been indicated.

In the early 1900’s, a naval station was based in Pago Pago Harbor and by World War II the Navy had constructed a air strip along the coastline of the Tafuna Plain at what is currently called Avatele Point (see Figure 3). A large complex of runways and taxiways along with ancillary roads, housing structures, warehouses, etc., extended from the coastline to the Main Road. Faga’ima Rd. was present at the time and several warehouses and a gas tank were located along this road (see Figure 4). By 1963, the Tafuna Airbase had become Pago Pago International Airport and Airport Road had been aligned to approach the new terminal (see Figure 5).

When Airport Rd. was built, the intersection with Faga’ima Rd. was modified and by 1963 the gas tank and large warehouse which had been on Faga’ima Rd. were no longer present. Using the plans for the old airbase as a benchmark, the locations of the intersection of Faga’ima Rd. with the former road leading to the airbase and the location of the large warehouse on Faga’ima Rd. were overlain on the 1989 U.S.G.S. Topographic Map of Tutuila (see Figure 6). Because the plan of the airbase was obtained from what appears to be several sheets taped together and then reduced, a perfect overlay could not be produced although multiple attempts were made. Two of these attempts are depicted on Figure 6. From these overlays, it is clear that the current location of the intersection between Faga’ima and Airport Roads is not in the same location as it had been around 1943. Based upon the overlays, the current intersection could have shifted as much as 30m to the west.

Based upon the reviewed information, expected finds should be consistent with the features listed above. Potentially, these include a variety of traditional surface features and structures, traditional implements, and evidence of limited land use and resource exploitation. In addition, potential remains of WW II era structures could be present.
Figure 5: Plan of Tafuna and Airport Circa 1963

Source: U.S.G.S. Topographic Map of Tutuila Island, A.S. 1963
Section 4: Methodology

Section 4.1: Research Design

Previous research has taken place in areas near the subject property which have identified and tested archaeological sites and cultural remains (refer to Sections 3.1 and 3.2 above for further detail). The list of finds include star mounds, stone platforms, stone walls, additional stone surface features, lithic tools, house mounds, habitation sites, complex activity sites, historic sites (including a World War II era coral road or taxiway), and pottery.

Archaeological work conducted in the Samoan archipelago relates to a large variety of research topics. The results of the current work, however, has relevance or potential relevance to only one specific archaeological research topic. The primary topic of concern is the pattern of prehistoric settlement distribution. The Tafuna Plain is thought to have never been a location for intensive settlement and land use do to its geological nature, topographical nature, and paucity of certain resources (i.e., water). However, limited land use, habitation and the construction of ritual structures (star mounds and platforms) is quite evident. It is obvious that the Tafuna Plain was at least utilized on a limited, if not more intensive, basis. However, little is known concerning the nature of settlement on the Tafuna Plain and the nature of site distribution. Spatial and temporal data is needed for proper reconstructions of the prehistory and history of the Tafuna Plains. Ultimately, this will play a role concerning settlement, land use, and the distribution of sites throughout Samoa.

A topic of historic (as opposed to archaeological) interest is the extent of development in the World War II era or before for the airbase at Tafuna. As well as being of potential historic significance themselves, the presence of structures from this era, or their remains, provides information which has implications concerning the density of pre-contact sites and features.

Section 4.2: Archaeological Methods

Archaeological investigations took two forms, the evaluation of a previously identified structure and the surface survey of five specific drainage locations. Because the structure to be investigated was overgrown with weeds and brush, in order to fully assess the feature (originally TS-2, now designated AS-31-92) identified during the reconnaissance survey (Moore & Kennedy 1997), it was cleared of vegetation. A detailed plan of the structure was sketched by the field crew. Locations were plotted using tape and compass from known points based on plans provided by the contractor.
Elevations were shot in using rod and transit by MACDOW personnel from known, fixed survey points located along the road.

Subsurface testing was conducted. A location on the surface of the structure was selected in which stone paving was evident. A rectangle measuring 1m in length by 50cm in width was delimited using stones wrapped in flagging tape. Excavation proceeded by manually removing stones from the test unit. During excavation it was discovered that a ridge of pahoehoe was present immediately beneath the thin covering of stone at the southeastern end of the unit. This turned out to be an exposed outcrop of bedrock and altered the shape of the unit so that its final dimensions were closer to 150cm in length by 80cm in width.

Modern debris (such as glass bottles and broken glass, aluminum cans, soiled disposable diapers, and discarded food containers) was scattered across the surface of the structure. This material was not collected but all potentially significant cultural materials were thoroughly examined. Samples of the detrital material encountered in between the stone matrix were examined in the field. All field sketches, notes and samples are curated at ACP facilities located at 59-624 Pupukea Rd., Haleiwa, HI. 96712.

All five of the proposed culvert locations specified in the Scope of Work had been inspected during the reconnaissance survey except the culvert located on the northern side of Kokoland Rd. This segment of Kokoland Rd. was subject to inspection during the inventory survey of the Kokoland Extension of the Tafuna Plains Sewer System conducted by ACP (Latinis et al. 1996). Because the previous investigations were limited to 30ft wide APE’s, while all of these areas had been previously examined, each area was given an additional cursory surface examination.

Section 5: Archaeological Findings

One structure of historic significance was identified within the APE for the Faga’ima Road Project during the reconnaissance survey, Site AS-31-92 (originally designated Temporary Site 2; Moore & Kennedy 1997). It is located in an semi-managed garden/plantation area in which banana and breadfruit are being raised. This area contains additional mound-like stone structures as well as a large curvilinear stone structure. The area in which these additional features are located is outside of the APE for the project on the southern side of Faga’ima Road near the intersection with Airport Road (see Figures 2 and 6). In discussing the archaeological findings, this document will first address the investigation of Site AS-31-92, then the implications of the
additional features on the southern side of Faga‘ima Rd., and finally describe the proposed culvert locations.

**Site AS-31-92**

This site consists of a outcrop of pahoehoe bedrock which has been modified through the addition of stones forming a roughly level surface and building up the sides of the outcrop. It is located immediately on the southern edge of Faga‘ima Rd., 145m west of the intersection with Airport Road (see Figures 2 & 7). The structure is roughly oval in shape measuring approximately 19.5m in length by 15.8m in width and stands approximately 170cm aq. The feature is constructed of angular basalt stones, 5 to 30cm in diameter, that are roughly stacked into the crevices and depressions of the outcrop to enhance and level the structure (see Figures 8 & 9). Its northwestern side appears to have been impacted by the construction of Faga‘ima Rd. A modern alignment of stones encircles a coconut tree on the southwestern side of the structure.

This modified outcrop was further investigated by manually excavating a test unit on the surface of structure (see Figure 7). The test unit measured approximately 150cm in length by 80cm in width. Excavation revealed small stone fill within which a small amount of detrital material had accumulated. The stone fill was virtually absent in the southeastern corner of the unit where exposed bedrock reached the surface while the excavations reached approximately 50cm below surface in the western side of the unit. No soils were encountered and limited amounts of detritus were present. No cultural materials were recovered and no subsurface features encountered. This unit was apparently placed in a location where small stone fill had been used to fill a small crevice in the outcrop. Based upon the amount of exposed bedrock on the surface of the structure, it is also apparent that much of the modification to this feature takes this form.

Based upon the results of these examinations, little can be said concerning the age or function of the site. The modifications to the outcrop are traditional in nature and could have occurred at any time since before Western contact to recent times. Because it appears that Faga‘ima Rd. has impacted the structure’s northwestern side, it is likely that the site was present before the paving of the road. The lack of cultural remains (other than modern trash) provides no evidence concerning the former function of the site. It is possible that the raised, leveled surface could have been utilized for some form of habitation, but again the lack of evidence makes this hypothesis speculative.
Figure 8: Side View of Site AS-31-92

Vertical Scale Exaggerated
Note: A-A' Line Shown in Figure 7.

Key
- Grass
- Exposed Pahoehoe
- Outcrop
- Stones
Figure 9: Photograph of Site AS-31-92 (View Facing Southwest)
Additional Sites Outside the APE

Several additional mounds were visible in the field to the southeast of Site AS-31-92. These were all located well outside of the APE for the current project. One of these features was described in the reconnaissance survey report as Temporary Site 1. This feature consists of a large C- or L-shaped structure. It is located approximately 30m south of Faga’ima Rd. between 20 and 40m west of the intersection with Airport Rd. (see Figure 2). This feature is displayed as a topographic feature on plans prepared by ASPA for the Tafuna Plains Sewer System (reproduced as Figure 7 in Shapiro & Cleghorn [1994:20]). Based upon its size and location, this feature may represent the bulldozed remains of a base or foundation for the former gas tank located in this vicinity.

The additional mounds to the southeast of Site AS-31-92, though, cannot be associated with topographic features or historic structures. Because they were located well outside of the APE, they were not further investigated. It is interesting that Shapiro & Cleghorn’s Figure 7 also depicts the location of two previously identified sites (T-9 & AS-31-45 [a number assumed to be incorrect]) located on the northern side of Faga’ima Rd. (labeled Tafunafou Rd. on the plans). When taken into consideration with the presence of Site AS-31-92 as well as the additional mounds to the southeast, this group of features may represent a disturbed site complex.

Finally, a large concrete foundation was identified which was located on the southern side of Faga’ima Rd. approximately 50m southwest of Site AS-31-92 (see Figure 2). It is located next to an occupied residence and is currently utilized as a volleyball court. This foundation is believed to represent the remains of the large warehouse depicted on plans of the former airbase (see Figure 4). It is also depicted on the ASPA topographic plans presented in Appendix C of Shapiro & Cleghorn (1994: Sheet No. 19).

Proposed Culvert Locations

Five locations were specified in the Scope of Work at which drainage improvements may extend beyond the originally designated APE. Each of these areas was inspected. The first two locations are located on the northern side of Faga’ima Rd. between 200 and 550ft from the western end of the project (see Figures 2 and 10). In this area, extending all the way from the intersection of Faga’ima, Fonoti, and Kokoland Roads, a large filled and leveled, maintained grass lawn extends over 30m from the subject corridor. No surface features are present and the potential for subsurface deposits is minimal.
Figure 10: Proposed Culvert Locations at Stations 2+10 and 5+10

Source: A.S.G. Civil Highway Division Faga'ima Road Reconstruction of Road and Drainage Improvements Plan, Sheet C-1
The next location specified was located at Station 23+00 and is depicted on Figure 11. On the northern side of Faga‘ima Rd. at this location, an occupied residence is located approximately 30m off the road. The yard of this residence consists of a well maintained grass lawn with scattered fruit trees. No surface features are present and the potential for subsurface deposits is minimal.

The fourth location specified is located on the northern side of Kokoland Rd. extending away from the subject corridor (see Figure 2). This area was examined during the inventory survey of the Kokoland Extension of the Tafuna Plains Sewer System (Latinis et al. 1996). The area contains four water wells in close proximity to one another which form an alignment between the road and a residence to the north. The residence occupies a large area on the corner of the intersection and its entire grounds are well maintained. Graves are present in this family’s yard but those will not be disturbed by construction activities unless the residence itself is disturbed by the drainage improvements. No archaeologically significant surface features are present and the potential for subsurface deposits is minimal.

The final location specified extends north along Fonoti Rd. from the intersection with Faga‘ima Rd. (see Figure 2). On the eastern side of this road the large filled, leveled, mown lawn described above extends 37m from the corner where there exists a modern stone retaining wall. Below the retaining wall the normal scrub vegetation of the Tafuna Plains exists in an area 17m wide until reaching another maintained lawn. On the western side of the road, the residence located north of the wells and described above exists. No surface features are present in these areas and the potential for subsurface deposits is minimal.

Section 6: Evaluation of Site Significance

One site was identified within the Area of Potential Effect for the Federal Highway Administration’s Faga‘ima Road -Reconstruction of Road and Drainage Improvements Project. Site AS-31-92 consists of a modified outcrop which is considered a significant historic property. The site is significant under Criterion D (has yielded or is likely to yield information important in prehistory or history) of the National Register of Historic Places Criteria. Because the project would likely cause the physical destruction of all or part of Site AS-31-92, the undertaking would be considered to have an "adverse effect" on significant historic properties under the Advisory Council Regulations, 36 CFR 800.9(b)(1). Since appropriate research has been conducted and is presented in this document, the current undertakings’ effect can be considered "not adverse" in accordance with the Advisory Council Regulations, 36 CFR Part 800.9(c)(1).
Conclusion

Archaeological investigations have been conducted for the purpose of evaluating potential cultural resources within a subject corridor and at specified culvert locations for the Federal Highway Administration's Faga'ima Road - Reconstruction of Road and Drainage Improvements Project. This project has been determined to be a Federal undertaking and one structure identified within the APE of the project area (Site AS-31-92) has been determined to be a significant historic property. It is recommended that the appropriate agency make a determination that the undertakings' effect will be "not adverse" in accordance with the Advisory Council Regulations, 36 CFR Part 800.9(c)(1). No other significant properties were identified in the surveyed areas.

Based upon the results of the current investigations, recent investigations for the Tafuna Plains Sewer System (Shapiro & Cleghorn 1994, Latinis et al. 1996), and the ASHPO's recent identification of several features on the Tafuna Plain including a large wall which measures over 1km in length (pers. comm. D.J. Herdrich & J. Endicott 1996), earlier archaeological estimates of the density and dispersal of settlement patterns on the Tafuna Plain may have to be reassessed. It is possible that in the pre-contact period, a greater utilization of the plain was occurring than had been originally hypothesized by archaeologists. Additional investigations at sites yet to be identified on the Tafuna Plain will yield important information concerning the distribution, age and function of pre-contact remains.
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