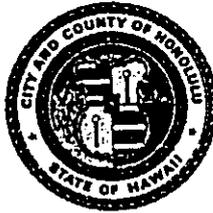


DEPARTMENT OF PUBLIC WORKS
CITY AND COUNTY OF HONOLULU

650 SOUTH KING STREET
HONOLULU, HAWAII 96813

FRANK F. FASI
MAYOR



RECEIVED

'90 JUN 18 P1:28

SAM CALLEJO
DIRECTOR AND CHIEF ENGINEER

C. MICHAEL STREET
DEPUTY DIRECTOR

In reply refer to:
WPP 90-367

OFC. OF ENVIRONMENTAL
QUALITY CONTROL

June 18, 1990

Marvin T. Miura, Ph.D., Director
Office of Environmental Quality
Control
State of Hawaii
465 S. King Street, Room 104
Honolulu, Hawaii 96813

Dear Dr. Miura:

Subject: Nimitz Highway Relief Sewer
TMK: 1-5-32, 33, 34, 42

This letter is a Notice of Negative Declaration for the Nimitz Highway Relief Sewer, Honolulu, Hawaii, pursuant to Chapter 343, HRS. The construction of the proposed project between Libby Street and the Hart Street Wastewater Pump Station will involve the use of County funds and State lands. This notice of determination was based on an environmental assessment prepared by Calvin Kim and Associates, Inc. and Gerald Park, Urban Planner, after consulting with other agencies and individuals. Four (4) copies of the Notice of Negative Declaration are attached. The pertinent data for this notice are as follows:

1. Proposing Agency - Department of Public Works, City and County of Honolulu.
2. Proposed Action - The proposed project consists of installing approximately 2,700 lineal feet of new 36 and 42-inch sewer along Nimitz Highway between the Hart Street Wastewater Pump Station and Libby Street. In addition, a double barrel inverted siphon (20-inch pipe) will be installed under Kapalama Canal mauka of the Nimitz Highway Bridge.

Environmental impacts are primarily short-term relating to construction activities which will interfere with normal traffic. Construction activities may impact the underground utilities; however, construction plans will be submitted to the utility companies for review and approval prior to construction.

June 18, 1990

The contractor will be required to mitigate the impacts during construction by following State and County regulations on controlling dust and noise, posting warning signs and covering or barricading trenches when required for safety.

In the long term, the project would provide adequate sewer capacity to accommodate existing and projected needs in the tributary area.

3. Determination - After preparing an environmental assessment and consulting with other agencies and individuals, we have determined that the proposed project will not have a significant impact on the environment, and an Environmental Impact Statement will not be prepared.

4. Reasons Supporting Determination - Reasons and conditions supporting the determination are based on the following criteria. The proposed project will not:

- destroy any archaeological, historical or cultural resources;
- directly affect any rare or endangered species, flora or fauna;
- affect the economic or social welfare of the community or state;
- degrade environmental quality;
- conflict with the State's environmental policies and goals expressed in Chapter 344 HRS.

The proposed wastewater improvements will support planned developments designated on the Development Plan Land Use Map and is consistent with the Development Plan Public Facilities Map.

5. Contact Person - Jay Hamai
Division of Wastewater Management
Department of Public Works
650 South King Street, 14th Floor
Honolulu, Hawaii 96813
Telephone No. 523-4653

Very truly yours,

S. Michael Street
for SAM CALLEJO
Director and Chief Engineer

Attachment (4 copies)

cc: Department of General Planning
Department of Land Utilization

1990-05-23-0A-FOT

FILE COPY

NOTICE OF NEGATIVE DECLARATION

* NIMITZ HIGHWAY RELIEF SEWER *

HONOLULU, OAHU, HAWAII

Tax Map Key: 1-5-32, 33, 34, 42

This Document is Prepared Pursuant to
Chapter 343, Hawaii Revised Statutes and Chapter 200, Title 11,
Administrative Rules, State of Hawaii

Proposing Agency

Department of Public Works
City and County of Honolulu
650 So. King Street
Honolulu, Hawaii 96813

RESPONSIBLE OFFICIAL: *Sam Callejo* 6-1-90
SAM CALLEJO DATE
Director and Chief Engineer

Prepared for
Division of Wastewater Management

Prepared by
Calvin Kim & Associates, Inc.
and
Gerald Park Urban Planner

ENVIRONMENTAL ASSESSMENT/NEGATIVE DECLARATION

PROJECT: NIMITZ HIGHWAY RELIEF SEWER
LOCATION: TMK: 1-5-32, 33, 34, 42
Kapalama and Kalihi-Kai, Oahu, Hawaii
PROPOSING AGENCY: Division of Wastewater Management
Department of Public Works
City and County of Honolulu
CONTACT PERSON: Mr. Jay Hamai
Ph: 523-4653

AGENCIES AND ORGANIZATIONS CONTACTED OR
CONSULTED IN PREPARING THE ASSESSMENT

FEDERAL

U. S. Fish and Wildlife Service
U. S. Army Corps of Engineers

STATE OF HAWAII

Department of Health
Department of Business and Economic Development

Department of Land and Natural Resources
Department of Transportation
Highways Division
Harbors Division
Office of State Planning

CITY AND COUNTY

Board of Water Supply
Department of General Planning
Department of Land Utilization
Department of Public Works
Division of Engineering
Department of Transportation Services
Fire Department

OTHERS

Hawaiian Telephone
Hawaiian Electric Company, Inc.
Kalihi-Palama Neighborhood Board
Chevron USA, Inc.
Shell Oil Company
Hawaiian Independent Refinery, Inc.
GASCO, Inc.
AT&T

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SECTION 1

DESCRIPTION OF THE PROPOSED PROJECT

The Division of Wastewater Management, Department of Public Works, City and County of Honolulu, proposes to improve a section of the Kapalama Relief Sewer (Section A) located in the lower Kapalama area of Honolulu. The existing Kapalama Relief Sewer is a 54-inch sewer that runs along Nimitz Highway from the Awa Street Wastewater Pump Station to the Hart Street Wastewater Pump Station (WWPS) and from the Hart Street WWPS to a point west of Waiakamilo Road. The sewer was constructed in 1947-48 to handle sewage flows generated in West Honolulu. Over the years, wastewater flows have increased as this area of Honolulu has undergone intensive development. The capacity of certain sections of the existing sewer is now or soon will be insufficient to accommodate the flows being generated. To correct this situation the Department of Public Works plans to install approximately 2,720 lineal feet of new 42- and 36-inch sewer along Nimitz Highway between the Hart Street WWPS and Libby Street. The location of the proposed Nimitz Highway Relief Sewer is shown in Figures 1 and 2.

The objective of the project is to provide a sewer with adequate capacity to effectively and efficiently accommodate existing and expected increases in wastewater flow from the Kapalama Relief Sewer Tributary Area.

The Kapalama Relief Sewer is a major sewer serving Honolulu and receives wastewater from the predominantly residential neighborhoods of Kalihi-Palama, Kalihi Kai, Fort Shafter, Moanalua, Salt Lake, Aliamanu, and areas of industrial development to include Honolulu International Airport, Mapunapuna, and the Airport Industrial Area (See Figure 1). Dry-weather wastewater flow generated from this tributary area averages 13.0 million gallons per day (mgd).

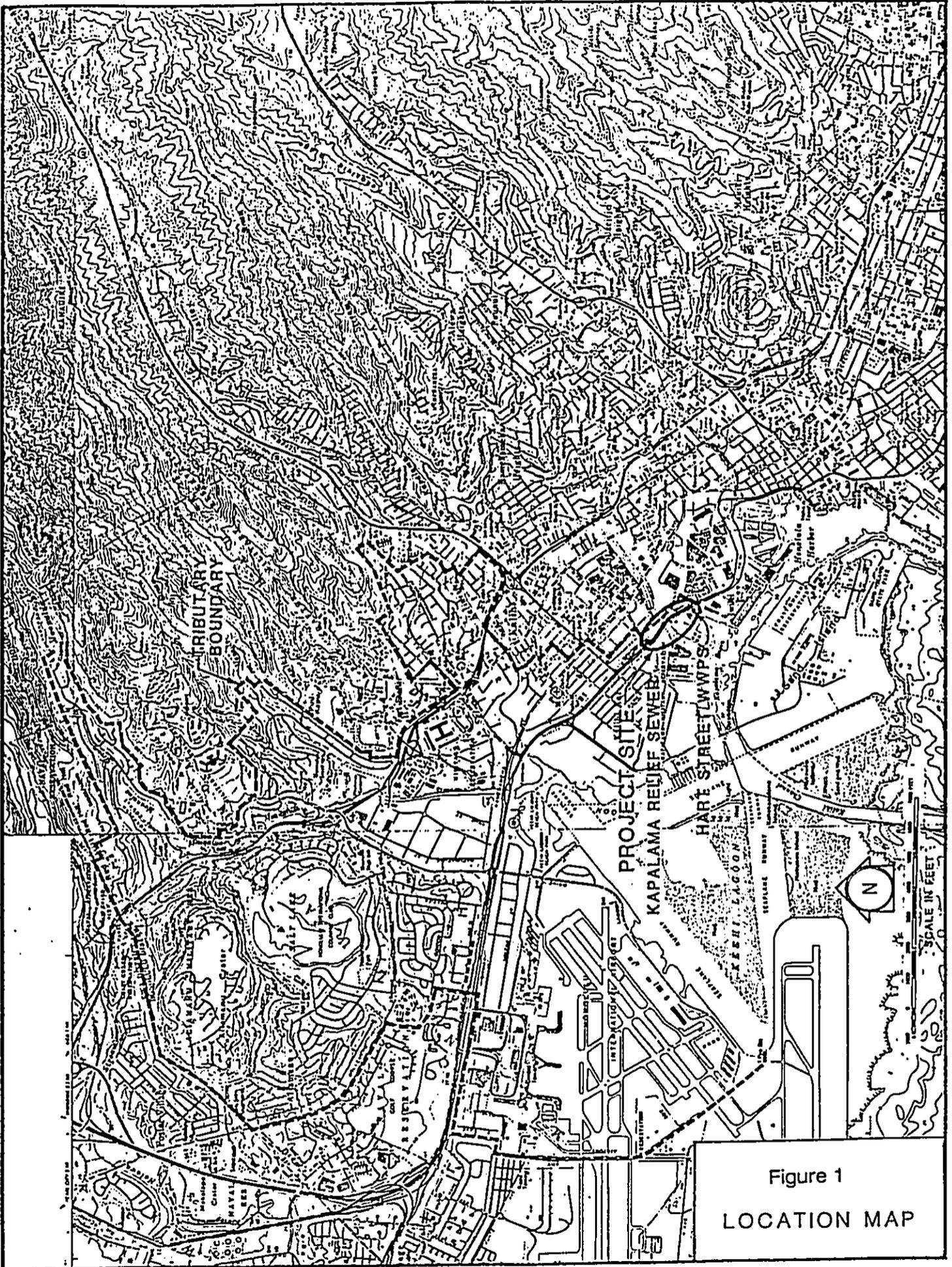


Figure 1
LOCATION MAP

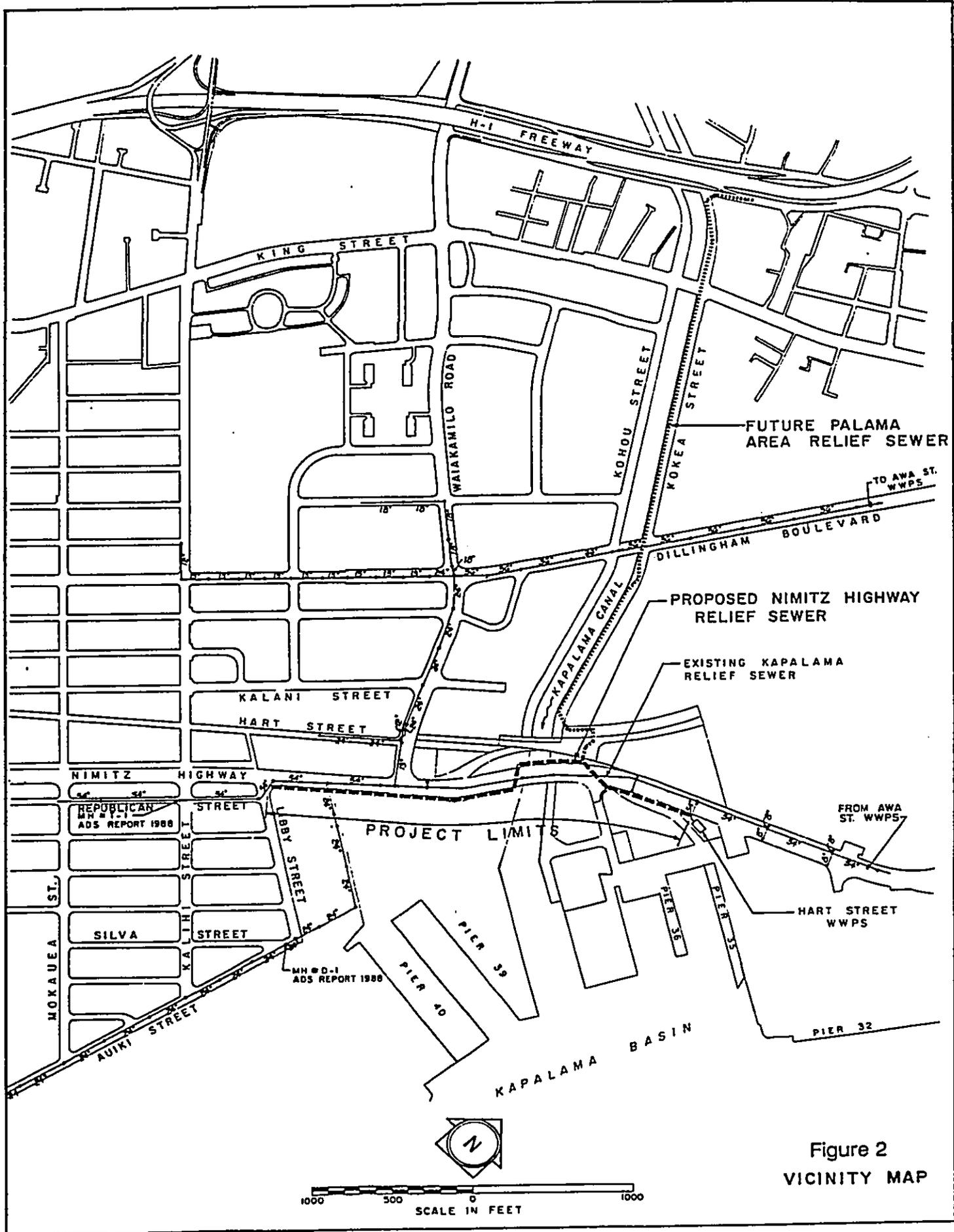


Figure 2
VICINITY MAP

Technical Characteristics

The project described in this Environmental Assessment is one of two construction alternatives proposed by the consulting engineers. The primary difference between the construction alternatives is the sewer line alignments which vary within the Nimitz Highway road corridor.

Alternative 1 is the recommended alignment for a new relief sewer. As shown in Figure 2, the proposed sewer line does not follow the centerline of Nimitz Highway as does the existing 54-inch sewer.

The project begins near the intersection of Libby Street and Nimitz Highway, extends southeast along but outside the right-of-way of the highway to Kapalama Canal where it turns northeast and crosses beneath inbound and outbound lanes of Nimitz Highway, crosses Kapalama Canal (a new 20-inch double barrel inverted siphon would be constructed), turns south, recrosses Nimitz Highway opposite the harbor road to Piers 36 and 37, and continues south outside the highway right-of-way where it connects to a 54-inch main entering the Hart Street WWPS.

The relief sewer will be 42-inch diameter concrete pipe from the Hart Street WWPS junction manhole to the junction with the proposed 21-inch Palama Relief Sewer (approximately 810 lineal feet). The remainder of the sewer (approximately 1,900 lineal feet) will be 36-inch diameter concrete pipe. The double-barrel inverted siphon spans a distance of approximately 190 lineal feet (manhole to manhole) and will be constructed on the mauka side of the highway bridge structures. The design flow for the combined existing and proposed relief sewer has been set at 33.25 mgd which includes wet-weather infiltration inflow of approximately 11 mgd.

As much as possible, the relief sewer alignment has been kept out of the Nimitz Highway right-of-way and sewer easements must be acquired from the State of Hawaii.

This alignment measures approximately 2,720 feet in length exclusive of the new double-barrel inverted siphon crossing Kapalama Canal. Preliminary engineering design places the invert of the relief sewer at elevation -8.88 and -5.55 below mean sea level at the Hart Street WWPS and Libby Street ends respectively. Fourteen new manholes will be required (See Figure 3). Because the invert of the new pipe is below mean sea level, work sites will have to be dewatered with water being pumped and discharged into the highway drainage system. Given the uncertainty of subsurface ground conditions and construction below sea level, trenching operations will require sheeting and shoring. For the same reasons, pile supports will be required for approximately 70 percent of the sewer's length.

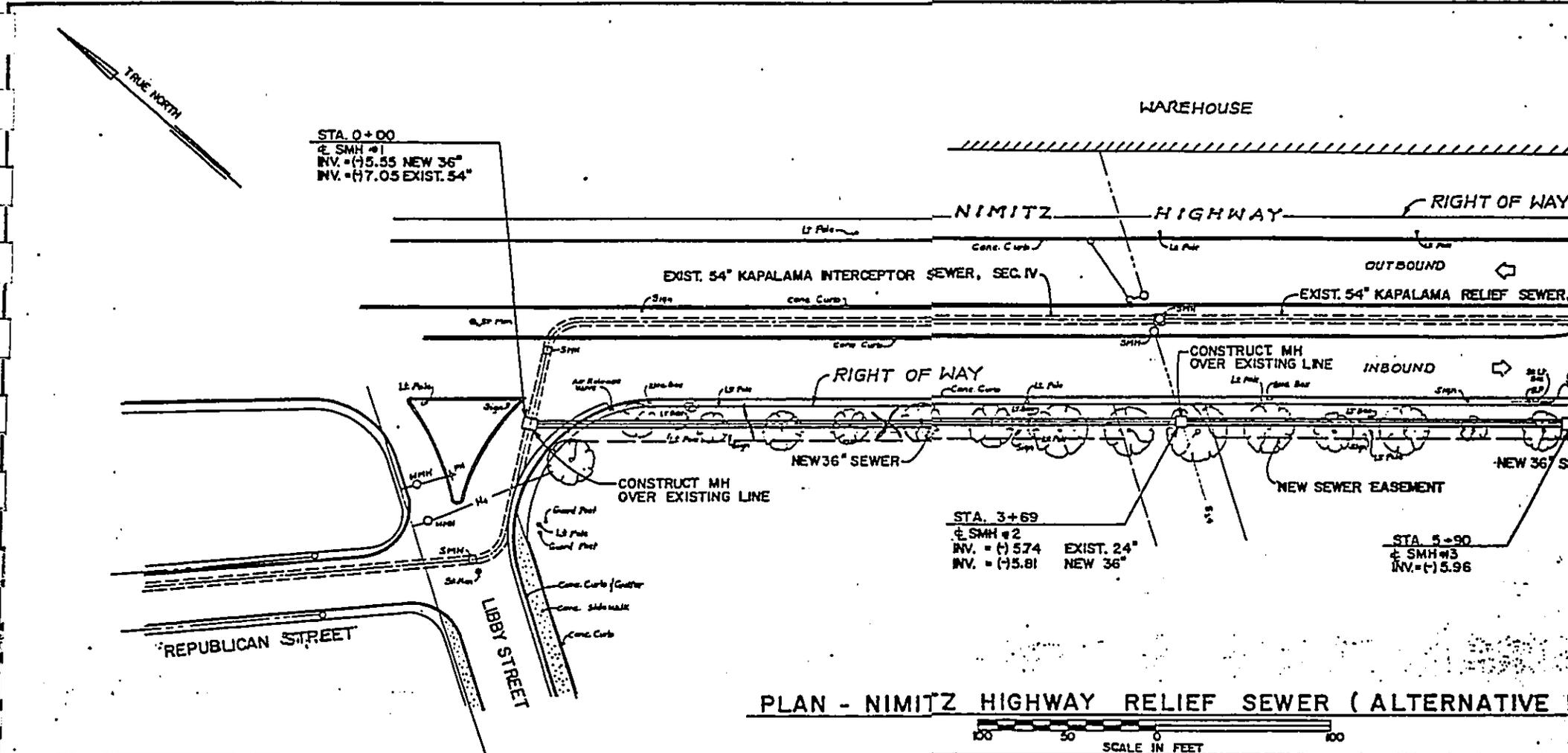
Sewer construction will be accomplished using conventional cut and cover construction methods. Trenching work will be limited to 150-200 LF in advance of pipe laying.

The sewer trench will be backfilled with gravel or select material to a height of 12-inches above the new line. General backfill material would be placed atop this layer to the highway subgrade. From subgrade to final grade, base course will be used. All work areas will be restored to original or better condition following installation.

To install the inverted siphon under Kapalama Canal (invert of -16 feet), a 'dry' work area will be created by driving sheet piles into the canal bottom (one-half the canal at a time). The canal bottom would then be excavated, dewatered, concrete support piles driven, and the pipe placed atop and secured to pile supports. The end of the pipe would be plugged, the trench backfilled with dredged material or select borrow, and the sheet piling removed. The process would be repeated from the other half of the canal. The bottom contour of the canal would then be restored as much as possible to pre-construction conditions.

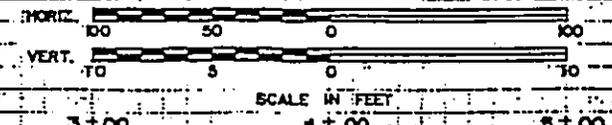
Dredged materials will be stockpiled at a nearby site and dewatered. Some material may be used for backfill and the the excess will be disposed of at an approved landfill.

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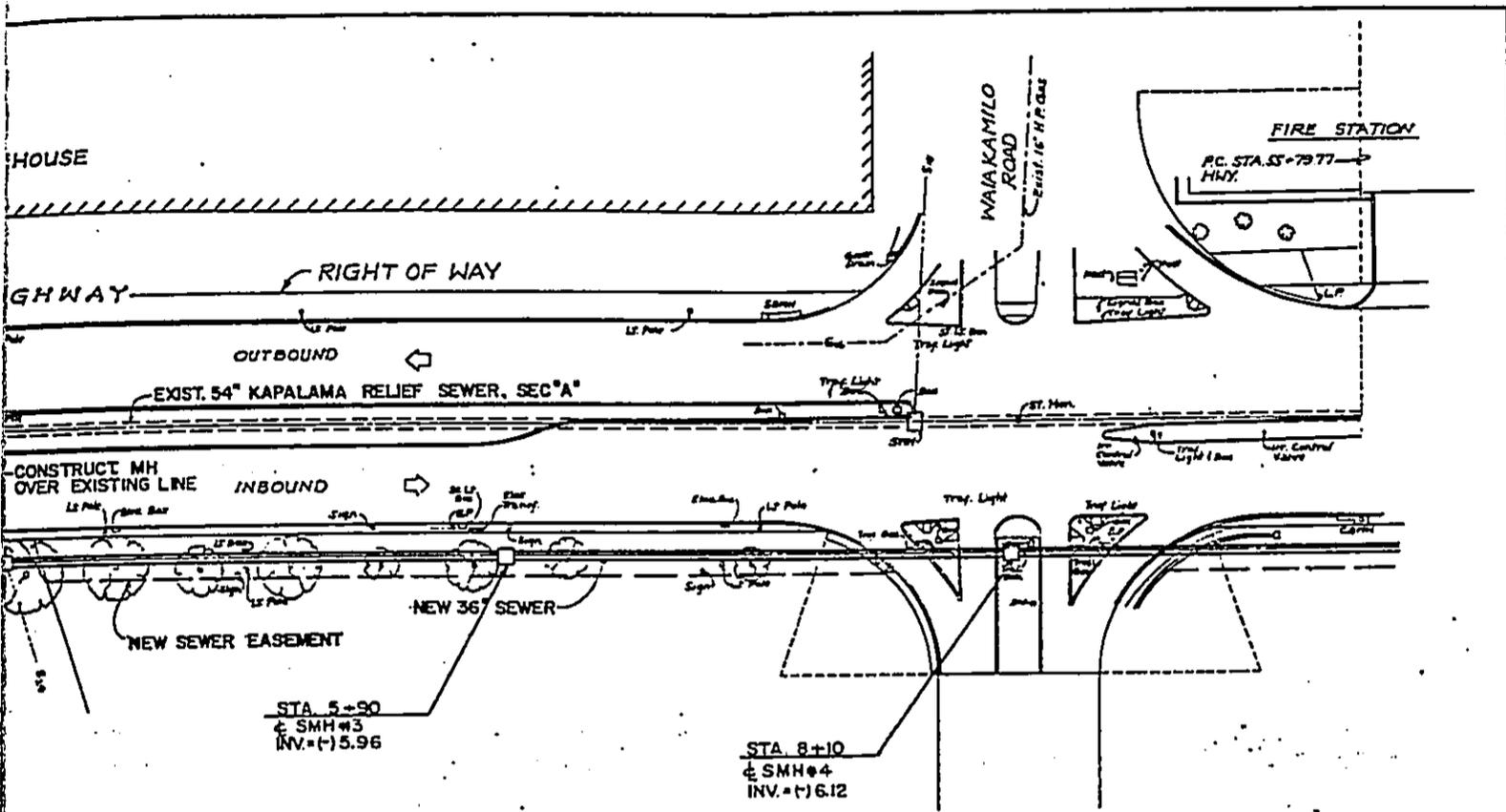


APPROX. GROUND @ SEWER	
<p>INV. 36" SEWER 369 FT. @ 0.07%</p> <p>$Q_R = 7.80$ MGD</p> <p>$Q_A = 11.40$ MGD</p> <p>$S = 0.0007$</p> <p>$n = 0.013$</p> <p>$V_R = 2.69$ fps</p> <p>$V_A = 2.50$ fps</p>	<p>INV. 36" SEWER 22 FT. @ 0.07%</p> <p>$Q_R = 7.80$ MGD</p> <p>$Q_A = 11.40$ MGD</p> <p>$S = 0.0007$</p> <p>$n = 0.013$</p> <p>$V_R = 2.69$ fps</p> <p>$V_A = 2.50$ fps</p>
<p>STA. 0+00</p> <p>SMH #1</p> <p>NEW 36°</p> <p>EXIST. 54°</p>	<p>STA. 3+69</p> <p>SMH #2</p> <p>NEW 36°</p> <p>EXIST. 24°</p>

PROFILE



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SEWER (ALTERNATIVE 1)

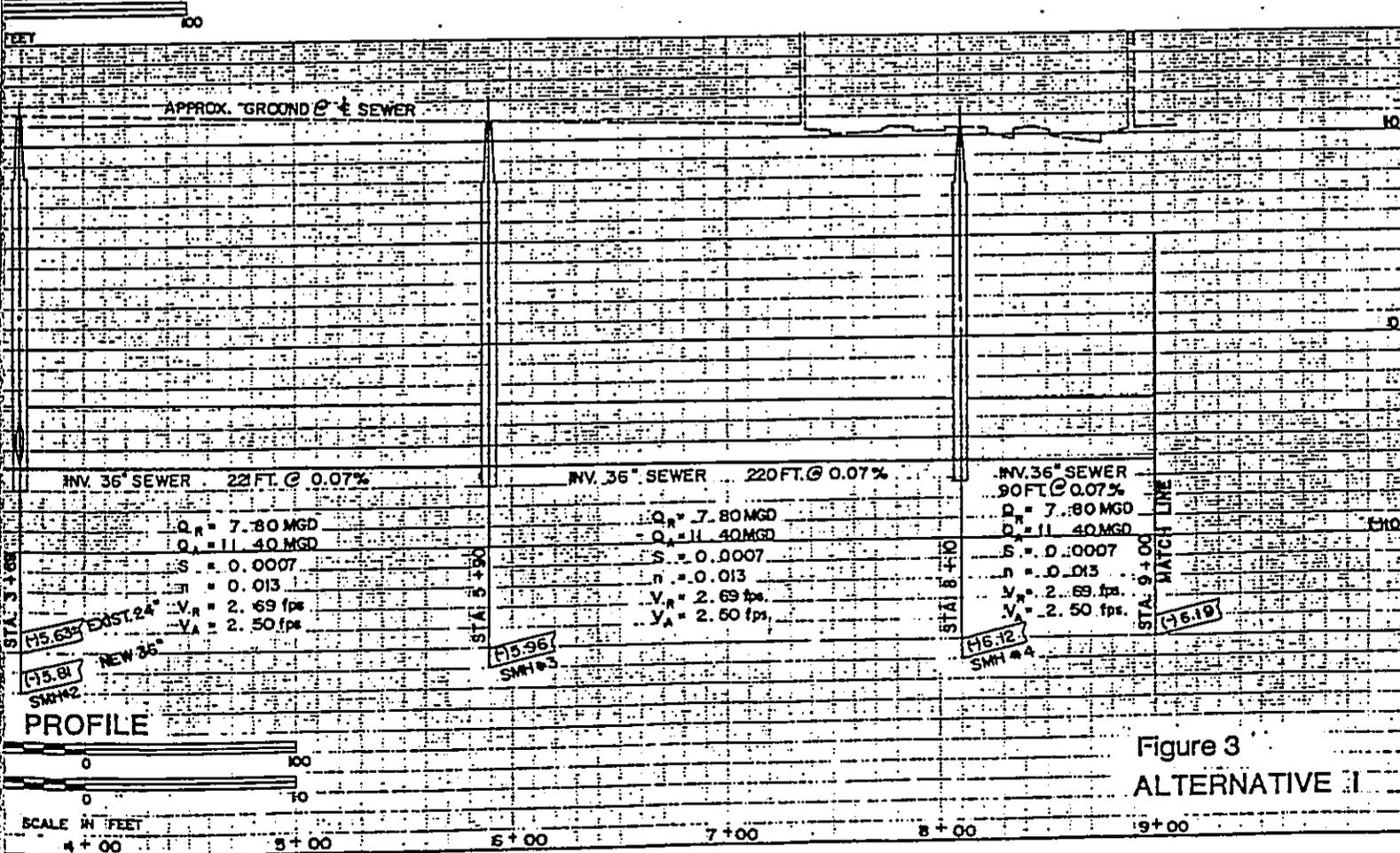
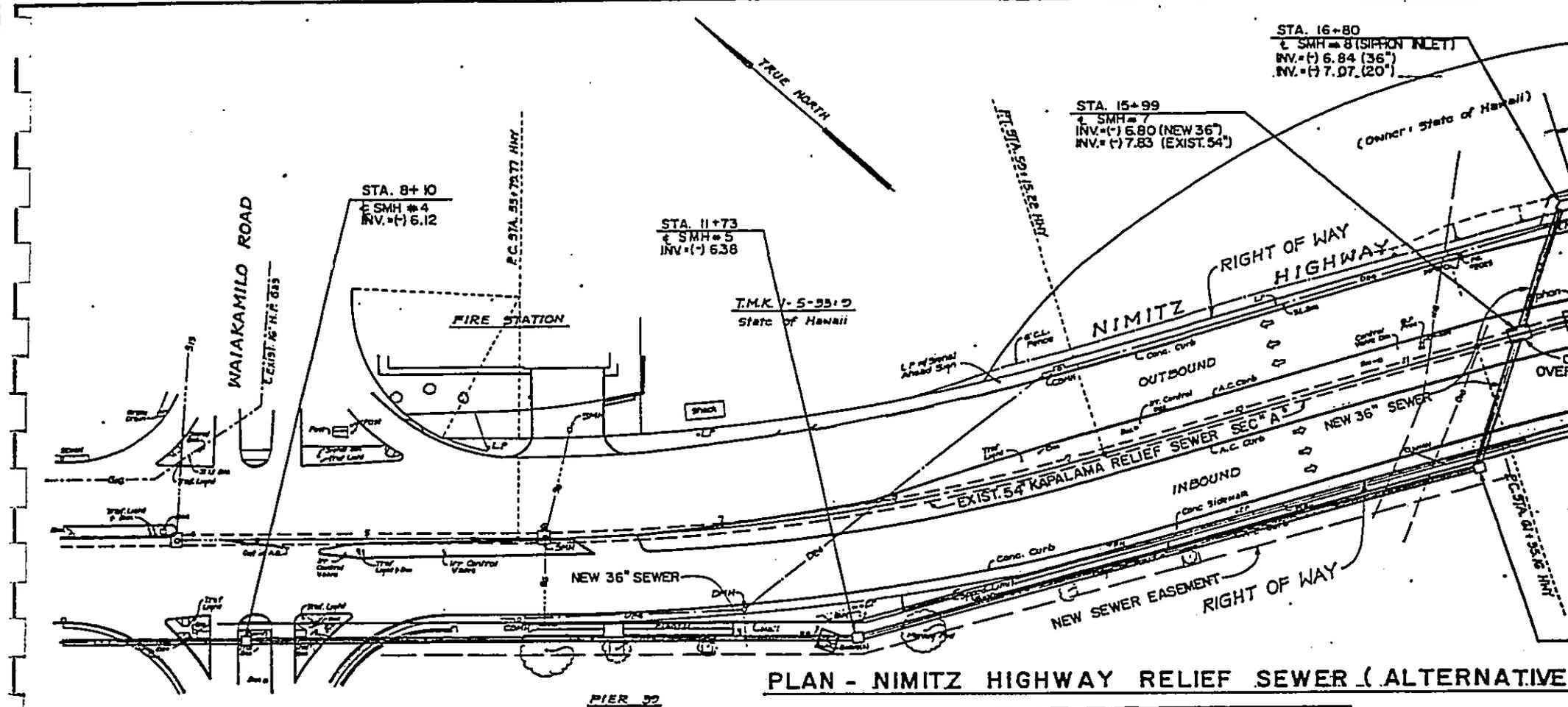
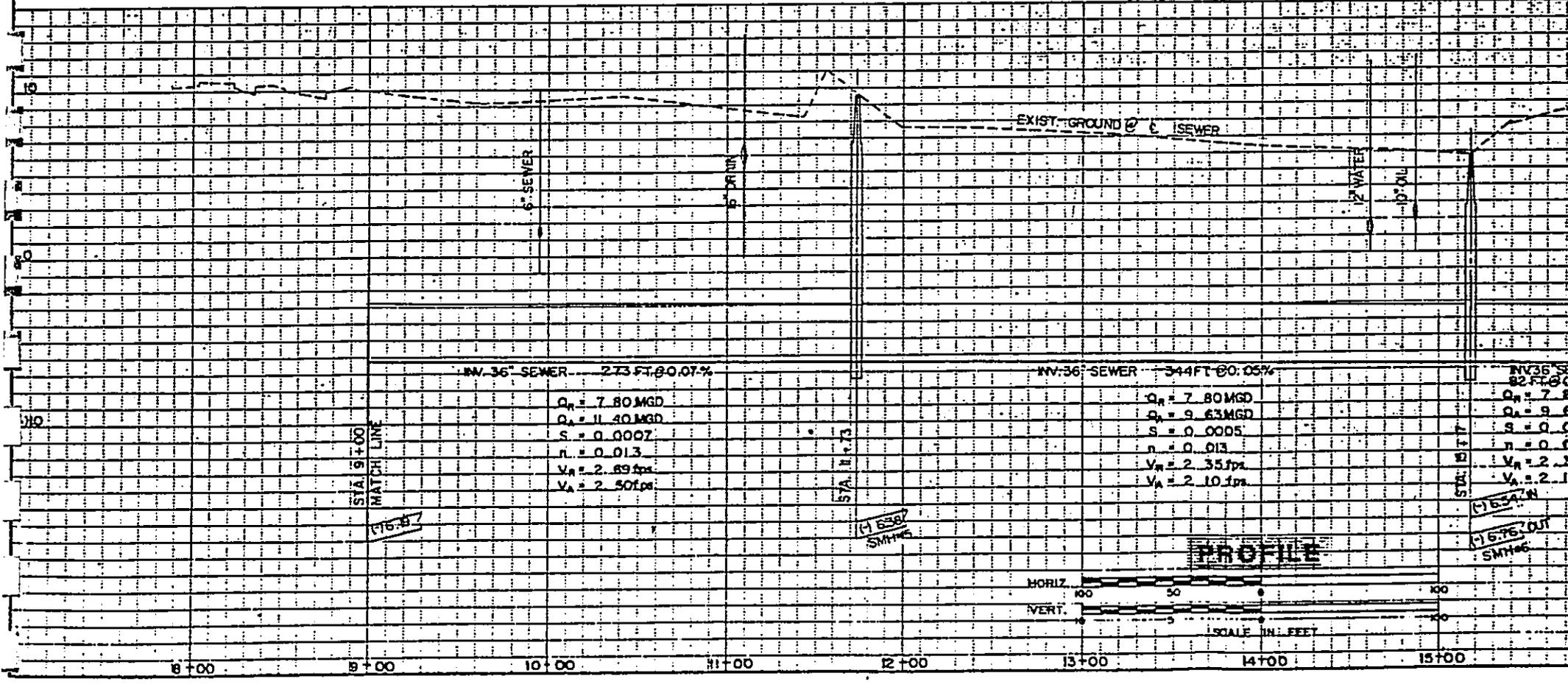
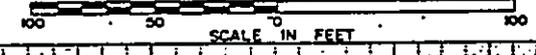


Figure 3
ALTERNATIVE 1

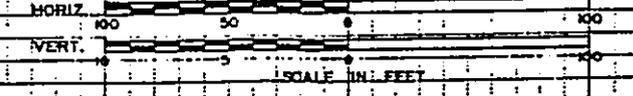
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PLAN - NIMITZ HIGHWAY RELIEF SEWER (ALTERNATIVE



PROFILE



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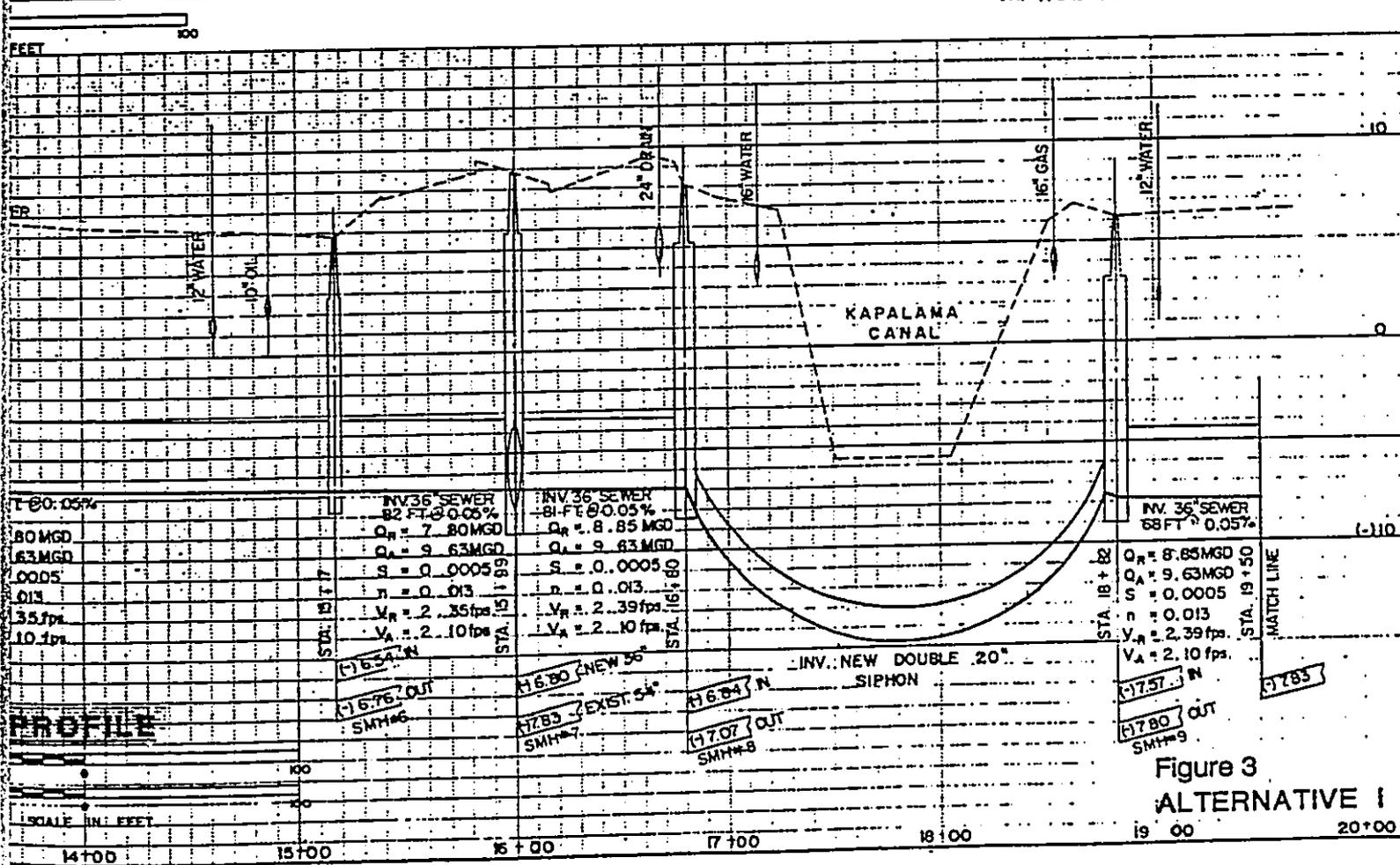
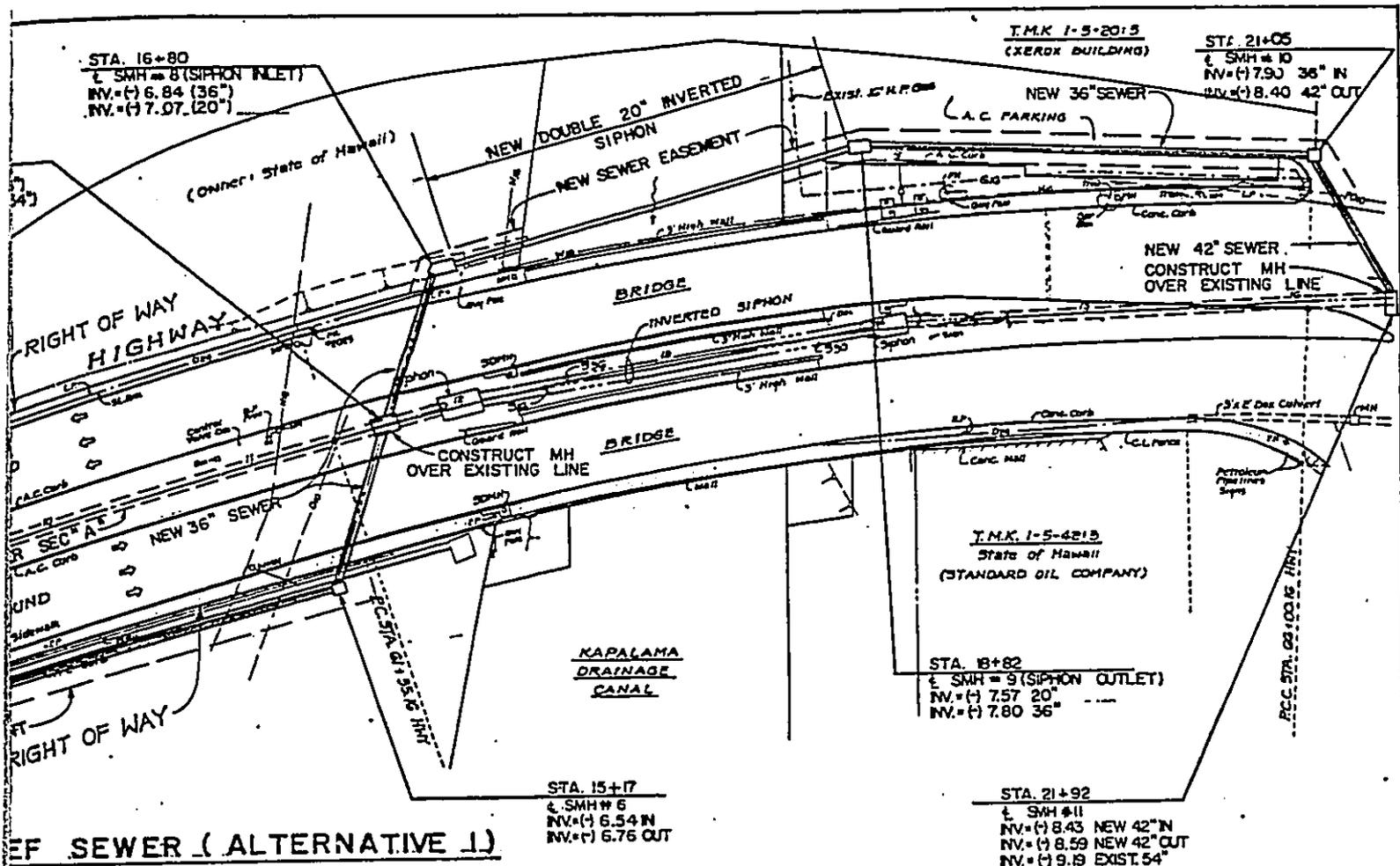
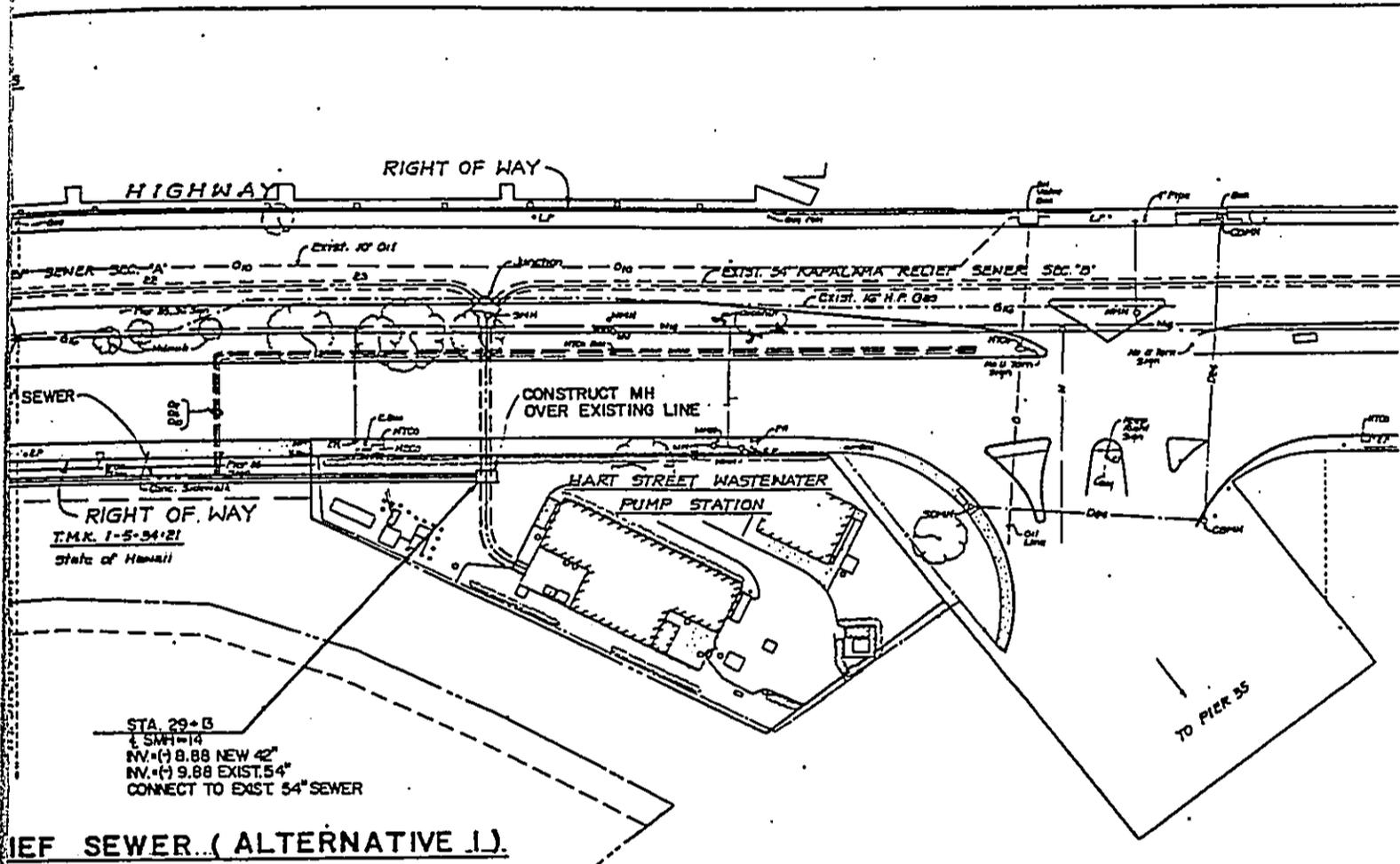


Figure 3
ALTERNATIVE 1

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SEWER (ALTERNATIVE 1)

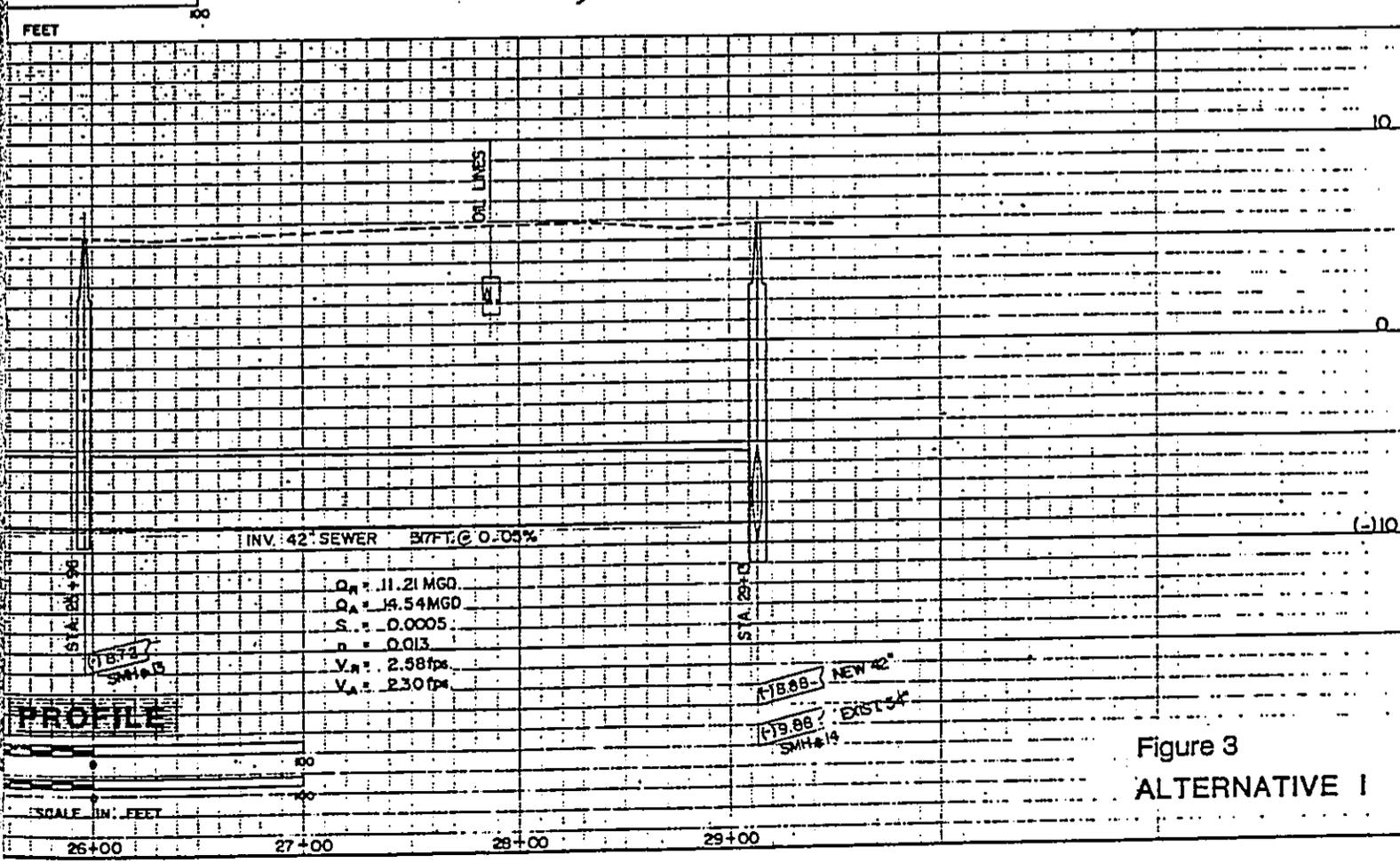


Figure 3
ALTERNATIVE I

The Highways Division of the State Department of Transportation is opposed to any new utilities being located within the (Nimitz) highway pavement area since construction work will severely disrupt traffic on Nimitz Highway. For this reason, most of the recommended alignment has been placed outside of the highway pavement on lands abutting the right-of-way. Nonetheless it is expected that lane closures for extended periods cannot be avoided for certain sections of the sewer construction. To facilitate sewer construction while minimizing disruptions to traffic, the Highways Division has required that project construction be done at night.

Economic Characteristics

The estimated cost of the project is \$10,143,000 (\$1989). This cost includes the cost for acquiring easements from the Department of Transportation, State of Hawaii. Funds will be appropriated from the City's Capital Improvement Program. The project will neither increase user service charges nor require direct assessments of Owners whose lands front the proposed improvements.

Social Characteristics

The proposed project will neither displace any residents nor commercial and industrial establishments. Access for emergency vehicles, primarily fire trucks stationed at the Waiakamilo Fire Station, will be maintained at all times.

Use of Public Lands

As much as possible, the relief sewer alignment has been kept out of the Nimitz Highway right-of-way. Lands on which the sewer line would be installed are owned or leased either by the State of Hawaii or the City and County of Honolulu. The Hart Street WWPS site is owned by the State of Hawaii but was transferred to the City and County of Honolulu by Executive Order No. 1345.

Implementation

Construction time is projected at 18-24 months and will be completed in one phase.

SECTION 2

DESCRIPTION OF THE AFFECTED ENVIRONMENT

Existing Sewer

The existing Kapalama Relief Sewer was constructed in the late 1940's and consists of a 54-inch reinforced concrete pipe which is supported by timber piles for most of its length between the Hart Street WWPS and Waiakamilo Road. Within the limits of the project area, the sewer is generally aligned in the centerline (median) of Nimitz Highway; near the new Nimitz Business Center commercial development, the sewer travels beneath the outbound lanes to a junction with the east portion of the Kapalama Relief Sewer where it then crosses beneath Nimitz Highway and enters the Hart Street WWPS. Wastewater is then pumped to the Sand Island Wastewater Treatment Plant for treatment and ocean discharge of effluent. The invert of the sewer ranges from $-10.07\pm$ at the Hart Street WWPS to $-7.05\pm$ at Libby Street (Sta. 0+00). At Kapalama Drainage Canal, a three-barrel pile supported inverted siphon is used for the canal crossing. The siphon pipes are 16-inch, 30-inch, and 36-inch cast iron pipes.

The estimated present capacity of the sewer is as follows:

Hart Street WWPS to Junction M. H.	65.56 mgd
Junction M. H. to Waiakamilo Road (Excluding Inverted Siphon)	23.89 mgd
Inverted Siphon	$31\pm$ mgd

The sewer appears to be in fair condition. The depth of flow was 2.5 feet during a TV inspection and the inverted siphon is constantly full.

The project area lies within a flat, narrow coastal plain, about 2 miles wide, along Oahu's southcentral coast (Department of the Army, 1976). Composed mostly of coral reef (Ibid, 1976), marginal and coastal lands of the plain from Waikiki to Honolulu International Airport have long since been reclaimed from the sea by dredging and filling operations (Soil Conservation Service, 1972).

Rainfall is relatively light averaging 20 inches per year. Winds blow from the northeast approximately 60 percent of the time and average 14 miles per hour. Temperature ranges from 65-85 degrees F with an annual mean of 75 degrees F. Relative humidity averages 60-65 percent.

Current flood insurance rate maps (FIRM) designate the affected section of Nimitz Highway as Zone X (unshaded) which is defined as areas determined to be outside the 500 year flood plain (Federal Emergency Management Agency, 1987).

Kapalama Canal (Niuhelewai Stream) was constructed in 1938 by the then City and County of Honolulu for flood control purposes. Its completion contributed to the urbanization of farm lands on both sides of the stream. The tributary area of the Canal reaches from its outlet at Kapalama Basin to the top of the Koolau Mountains 5 miles away and 1/2 mile of either side of the Canal. The drainage area converging at the Nimitz Highway Bridge encompasses 2.6 square miles or 1,667 acres (Akinaka, 1972).

In the absence of recorded discharge data, Akinaka (1972) computed peak discharge for the drainage area at 6,000 cfs measured at the Nimitz Highway Bridge.

The lower reaches of the Canal have been identified as a flood problem area and the stream has overflowed its [earthen] banks (makai of Dillingham Boulevard) during heavy rains. In 1980 the City and County of Honolulu proposed to improve Kapalama Canal as part of a flood control, landscaping, and beautification project (R.M. Towill Corporation, 1980).

The waterway known as Kapalama Canal is the lower, realigned portion of Kapalama Stream, an intermittent stream which drains Kalihi and Keanakamano Valley. The latter is a small, undeveloped valley to the northwest of Kamehameha Schools. An unnamed branch of this stream drains Alewa Heights. That portion of this stream below the vicinity of Lunalilo Freeway (H-3) is estuarine, and broadens below Nimitz Highway to enter the Kapalama Basin of Honolulu Harbor between Piers 38 and 39.

A brief survey of Kapalama Canal at Nimitz Highway was conducted for a short distance above and below the Nimitz Highway bridge. The shoreline here is mostly a soil embankment, partly lined with mangroves (Rhizophora mangle). Kolu (Acacia farnesiana), pluchea (Pluchea indica), and a milk-weed (Asclepias curassavica) grow on the embankment. The canal bottom is a gravelly-mud near shore. The depth reaches perhaps 2 meters (6 feet) maximum at mid-channel. At the bridge, the sides of the canal are boulder revetments. Downstream of the bridge, the shoreline is a narrow, boulder "beach", which probably covers at high tide. Kiawe trees (Prosopis pallida) line parts of the shore here. The channel depth presumably increases rapidly between Nimitz and Kapalama Basin (a distance of about 500 meters or 1640 feet) where the bottom approaches 12 meters (40 feet), although this "mouth" of Kapalama Stream is subject to infilling by sediment carried seaward during the wet season and requires infrequent maintenance dredging.

Only a few organisms were observed in the canal. On boulders and other hard substrata at the shore were numerous shore crabs (Metopograpsus thukuhar) and shells of oysters (mostly Ostra sandwicensis). Some subtidal surfaces were coated with algae (?Cladophora sp.). Swimming crabs (Portunidae) occur on the mud bottom. The only fishes observed were tilapia (Sarotherodon sp.) and aholehole (Kuhlia sandwicensis).

The water quality of Kapalama Canal is considered particularly poor. Major fish kills have occurred here in the past (AECOS, 1979). Bottom sediments and crab tissues exhibit high concentrations of heavy metals (Akazawa, 1978). Because the channel of this stream and its tributaries have been greatly modified and the upper reaches are intermittent, the stream is ranked low for natural values (Timbol and Maciolek, 1978).

There are no recorded archaeological features or properties listed or proposed for inclusion on the National and State of Hawaii Registers of Historic Places.

The Nimitz Highway median has been landscaped as part of the Department of Transportation sponsored Honolulu Gateway Beautification Project. A variety of island groundcover (Lantana camara), shrubs (Bougainvillea sp), trees (false wiliwili), and palms (Cocos nucifera) convey a tropical appearance along this light-industry lined arterial. Mauka of Kapalama Drainage Canal a haole koa (Leucaena leucocephala) and mangrove (Rhizophora mangle) tangle interspersed with tall grass line both banks. A row of monkeypod (Samanea saman) and shower trees (Cassia sp.) grows on State lands between Kapalama Canal and Libby Street makai of Nimitz Highway. All landscape plantings and scrub vegetation are common to the State of Hawaii and not listed or proposed for endangered status.

Nimitz Highway, one of Honolulu's major east-west arterials, links Downtown Honolulu, Kakaako, Ala Moana, and Waikiki with the Honolulu International Airport, Hickam AFB, Pearl Harbor, and points farther west. It is also the only coastal road serving terminal and storage facilities at Honolulu Harbor and a multitude of light-industrial and commercial activities located along this corridor. The highway is approximately 88 feet wide with three traffic lanes in each direction, a landscaped median, sidewalks, and channelized intersections. Within the project area, the right-of-way varies between 110 to 120 feet. The posted speed limit is 35 mph. Recent traffic counts (State Department of Transportation) show that traffic on Nimitz Highway is rather high ranging between 63,000 vehicles (6/7/88) to 69,000 vehicles (4/13/88) per day.

Water mains, drainlines (and inlets), oil lines (Shell Oil, Chevron USA), underground gas utility system lines, and underground and overhead power and communication lines will be encountered within the limits of construction.

TABLE 1

TRAFFIC VOLUME - NIMITZ HIGHWAY

April 13, 1988

<u>TIME</u>	<u>WEST</u>	<u>EAST</u>	<u>TOTAL</u>
8:00 - 9:00	1,835	2,821	4,656
9:00 - 10:00	2,062	2,208	4,270
10:00 - 11:00	2,278	2,056	4,334
11:00 - 12:00	2,406	2,254	4,660
12:00 - 13:00	2,325	1,997	4,322
13:00 - 14:00	2,396	2,104	4,500
14:00 - 15:00	<u>2,375</u>	<u>2,091</u>	<u>4,466</u>
TOTALS	15,677	15,531	31,208

Note: AM Peak Hour 7:00 - 8:00 a.m. 5,450 vehicles
PM Peak Hour 4:00 - 5:00 p.m. 5,830 vehicles

Source: Department of Transportation

SECTION 3

POTENTIAL ENVIRONMENTAL IMPACTS AND MEASURES TO MITIGATE ADVERSE EFFECTS

The scope of the project was discussed with staff of the Department of Public Works, Wastewater Management Division and the consulting engineer. Comments to the proposed project were solicited from Federal, State, and County agencies, utility companies, and community organizations. Time was spent in the field collecting data and noting conditions within the project area. The discussions, comments, and field investigations allowed us to identify *general conditions and features which would be affected by the project and upon which impact assessment would be made.* These conditions are:

- . The relief sewer supplements an existing sewer line.
- . There are no historical and cultural features within the project boundaries.
- . There are no threatened or endangered flora and fauna in the project area.
- . The project area is generally devoid of residential development fronting Nimitz Highway between Libby Street and Hart Street.

Fugitive dust will be raised during cut and cover activities. Dust cannot be eliminated entirely but can be suppressed by thorough and frequent water sprinkling. The Contractor will be responsible for general housekeeping of the site and keeping adjacent areas free of mud and sediment. All construction activities will comply with State air pollution control regulations (Chapter 60, Title 11, Administrative Rules of the State Department of Health).

Construction equipment will emit minor quantities of pollutants in the form of engine exhausts and aldehyde odors. Most large construction equipment is diesel powered and carbon monoxide emissions are generally low but nitrogen dioxide emissions can be quite high. Emissions from construction equipment, however, should be significantly less than levels generated by daily traffic on Nimitz Highway.

Construction noise, like fugitive dust, cannot be avoided and all activities will comply with noise provisions of Chapter 42, Vehicle Noise Control for Oahu and Chapter 43 Community Noise Control for Oahu, Title 11, Administrative Rules of the State Department of Health.

Work within Nimitz Highway will be performed at night as required by the Highways Division, State Department of Transportation. General construction noise may exceed the 70 dBA daytime and nighttime noise standard for industrial zoned lands and a noise permit will be obtained from the State Department of Health prior to the start of construction. In addition, a noise variance will be required if construction noises exceed allowable levels during nighttime work.

The major source of noise during construction of this project will be the driving of sheet and concrete piles. The time estimated for driving piles is almost equivalent to the construction time for the project. During actual pile driving operations typical noise levels between 98 to 104 dBA (at 100 feet) can be expected (Wilson Okamoto, 1978); however, local measurements during pile driving operations show a lower noise range on the order of 87 to 102 dBA at 50 feet (Belt Collins, 1977).

The effects of pile driving noises may be tempered by the general absence of residential developments in this predominantly light industrial area. Residents on Libby Street may be affected by construction noises if work in this area is to be performed during nighttime hours. If pile driving is required in the vicinity of Libby Street, it should be performed during daytime hours to minimize the risk of adverse impacts to the health and welfare of residents. As construction progresses away from Libby Street, nighttime work may be permissible as construction noises will be attenuated by distance and existing landscaping (monkeypod and shower trees) along Nimitz Highway.

Trenching across the canal would not be anticipated to cause any short or long-term environmental consequences. This estuarine environment is not critical habitat for any rare or endangered species, and the proposed activity would not have an adverse impact on natural resources in the environment.

A Department of the Army (DA) permit and a Stream Channel Alteration Permit from the Commission on Water Resource Management, Department of Land and Natural Resources, will be required for this phase of the project and will be obtained prior to construction. Movement of suspended silt away from the construction area could be reduced by the use of turbidity curtains.

Suitable dredged material may be used as backfill. The Contractor will be responsible for disposing dewatered material, at an approved landfill and restoring stockpile sites to near pre-construction conditions. Prior to construction, sediment samples will be collected and tested by a qualified testing laboratory. Testing will determine if hazardous substances are present in the sediment and if such substances comprise hazardous waste according to the Resource Conservation and Recovery Act.

Should subsurface archaeological features be unearthed, work in the immediate area will cease and proper historic authorities promptly notified for disposition of the finds.

Trees and ornamental plantings removed prior to or during construction will be replaced by the Contractor. The removed trees and shrubbery may be transplanted to on-going City housing and beautification projects.

Nighttime construction work in or adjacent to Nimitz Highway may inconvenience motorists and pedestrians. A minimum of one traffic lane will be closed and perhaps a second to provide access for the movement of men, materials, and equipment around work sites outside the right-of-way. Two crossings of Nimitz Highway are planned and would require sequentially closing up to two inbound and outbound lanes for each crossing. This aspect of the project will significantly reduce through traffic movement and disruptions cannot be avoided even during nighttime construction hours. Efforts to minimize significant adverse effects include scheduling nighttime construction work (rather than daytime), publicizing lane closures prior to construction, posting signs well ahead of the project area alerting motorists of anticipated delays and identifying alternate routes such as Dillingham Boulevard, routing traffic onto adjacent lanes, and police marshalling of traffic around

construction sites. All work in the highway right-of-way will be coordinated with the State Department of Transportation, Highways Division.

Private rights-of-way and driveways will be kept open at all times, unless the owners of the properties using these rights-of-way are otherwise provided for satisfactorily. Vehicle and pedestrian traffic to and from private properties will be provided at all times and the Contractor will be required to minimize inconveniences to the property owners. All driveway approaches and other private property improvements will be restored to original or better condition after the installation of the relief sewer line is completed.

Prior to construction, construction plans will be submitted for review and approval to appropriate State and County agencies, utility companies, and others maintaining above or underground utility lines in the project area.

In the long term, the project would provide adequate sewer capacity to accommodate existing and projected needs in the tributary area and planned developments in the area.

SECTION 4

ALTERNATIVES TO THE PROPOSED ACTION

No Action

No relief sewer line would be constructed and all impacts---short and long-term, beneficial and adverse---described in this Assessment would be foregone. Because the existing sewer is at or near its maximum capacity, restrictions against new hookups could be imposed and future development within the tributary area will be severely limited by the lack of sewer capacity.

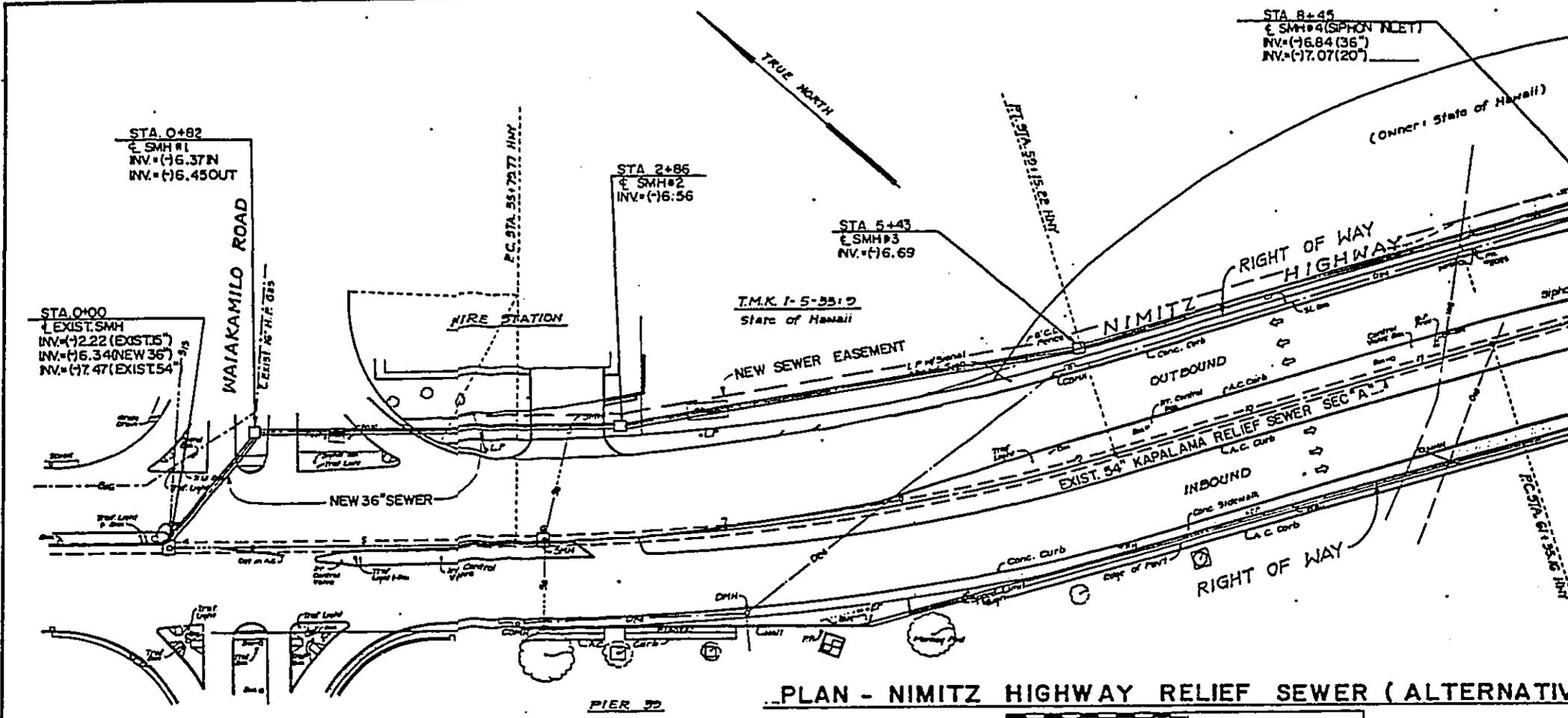
Alternative Alignment

An alternative to the proposed alignment is shown in Figure 4. This alternative is similar to Alternative I with a variation only in the alignment of the sewer. The estimated cost of Alternative II is \$9,621,000 and includes the cost of acquiring easements from the State Department of Transportation. Environmental impacts resulting from either Alternative are similar. The major difference is that Alternative II may be more disruptive to traffic as one intersection crossing (Waiakamilo Road and Nimitz Highway) and work within the Nimitz Highway median are planned.

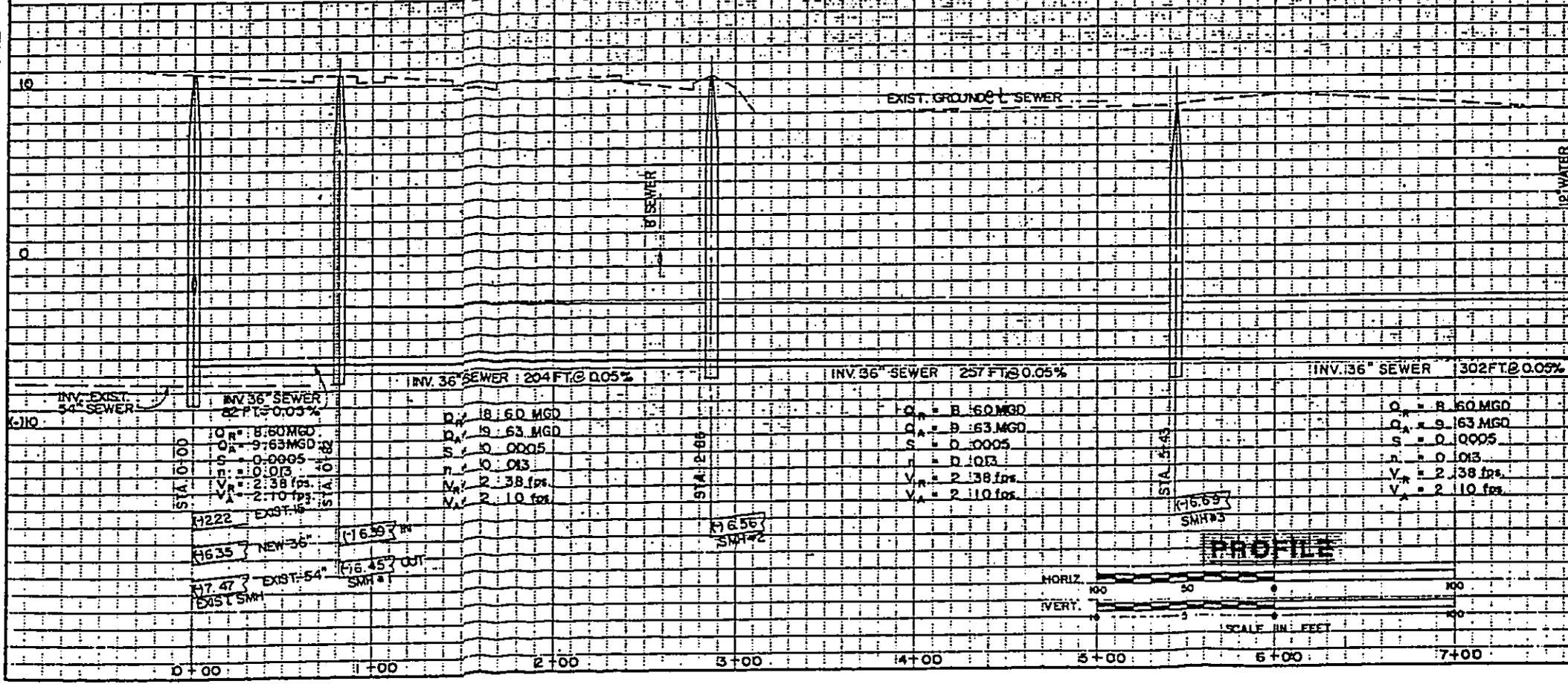
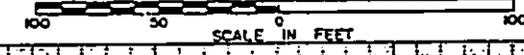
Kapalama Canal Crossing

Two alternatives for placing a new inverted siphon across Kapalama Canal are proposed. Alternative one is a conventional method where sheet piles are driven into the canal bottom (one-half the canal at a time) to create a 'dry' work area. The canal bottom would then be excavated and the line installed much like it would be on land. The end of the pipe would be plugged, the trench backfilled, and sheet piling removed. The process would be repeated on the other half of the canal until the siphon is completed. Alternatively, a trench would be excavated to the design depth, a multi-jointed pipe placed in the trench then dragged across the canal. The trench would then be backfilled with gravel or select borrow. This alternative does not require sheet piling.

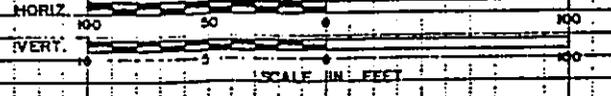
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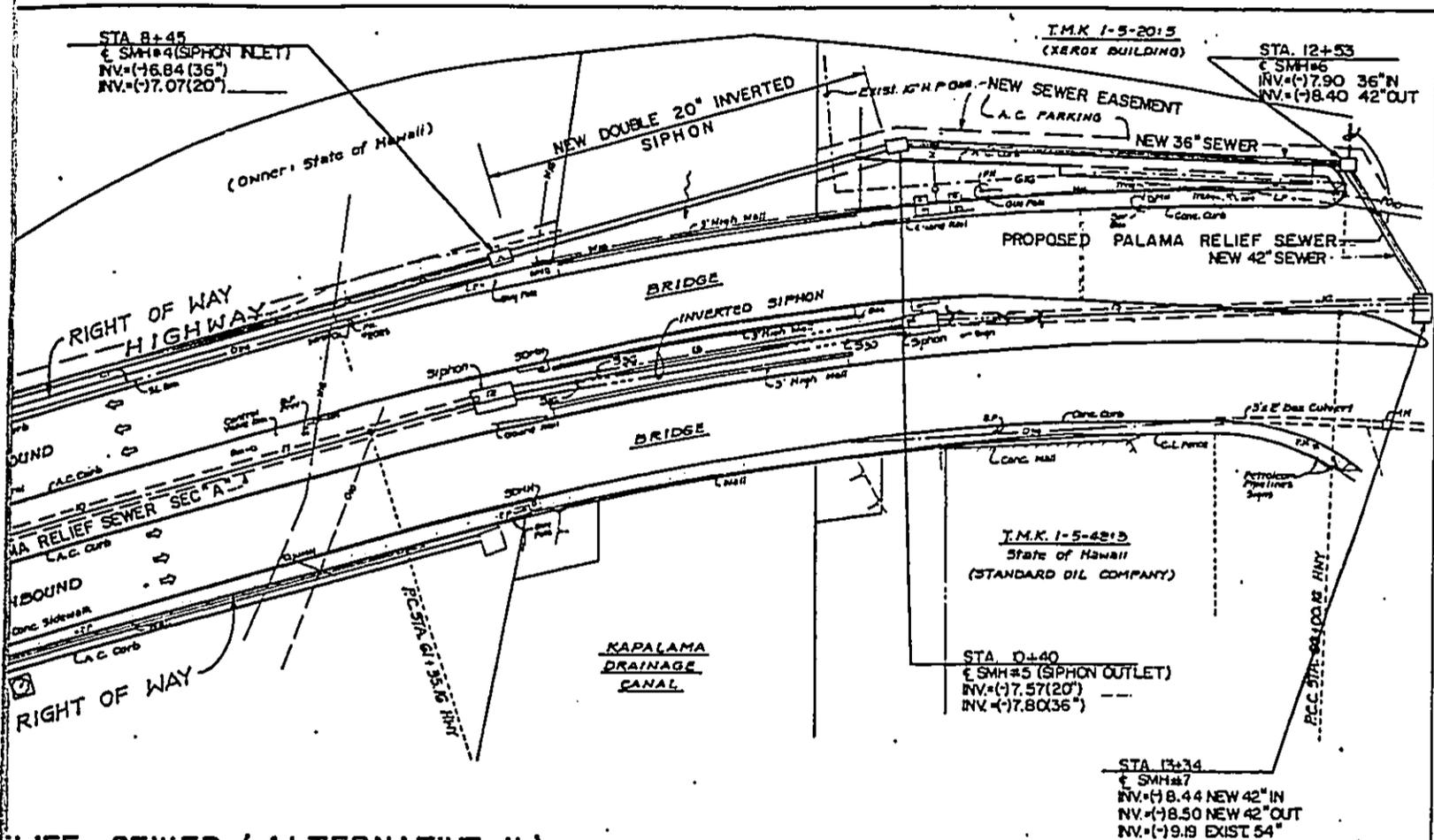
PLAN - NIMITZ HIGHWAY RELIEF SEWER (ALTERNATIVE)



PROFILE



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RELIEF SEWER (ALTERNATIVE II)

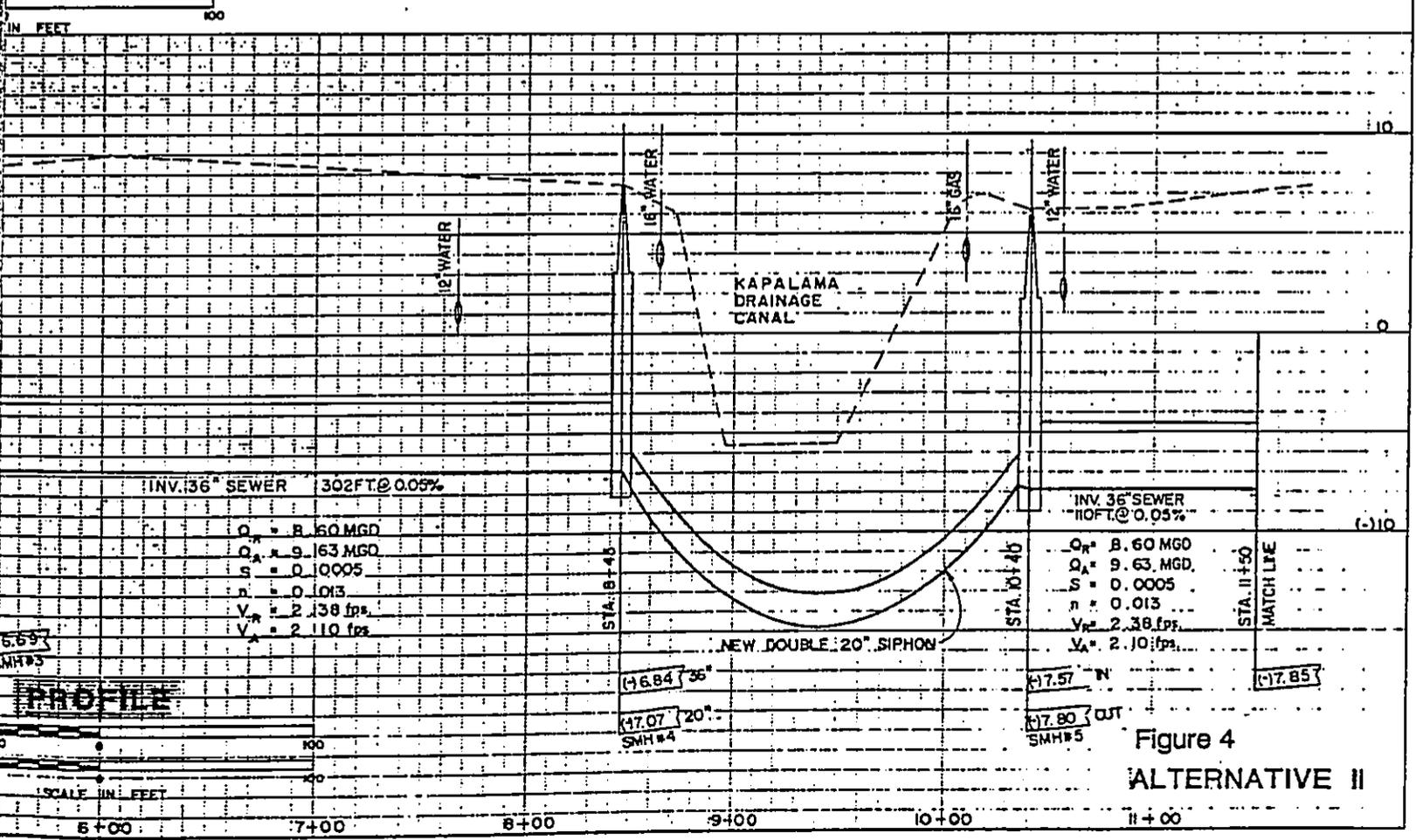
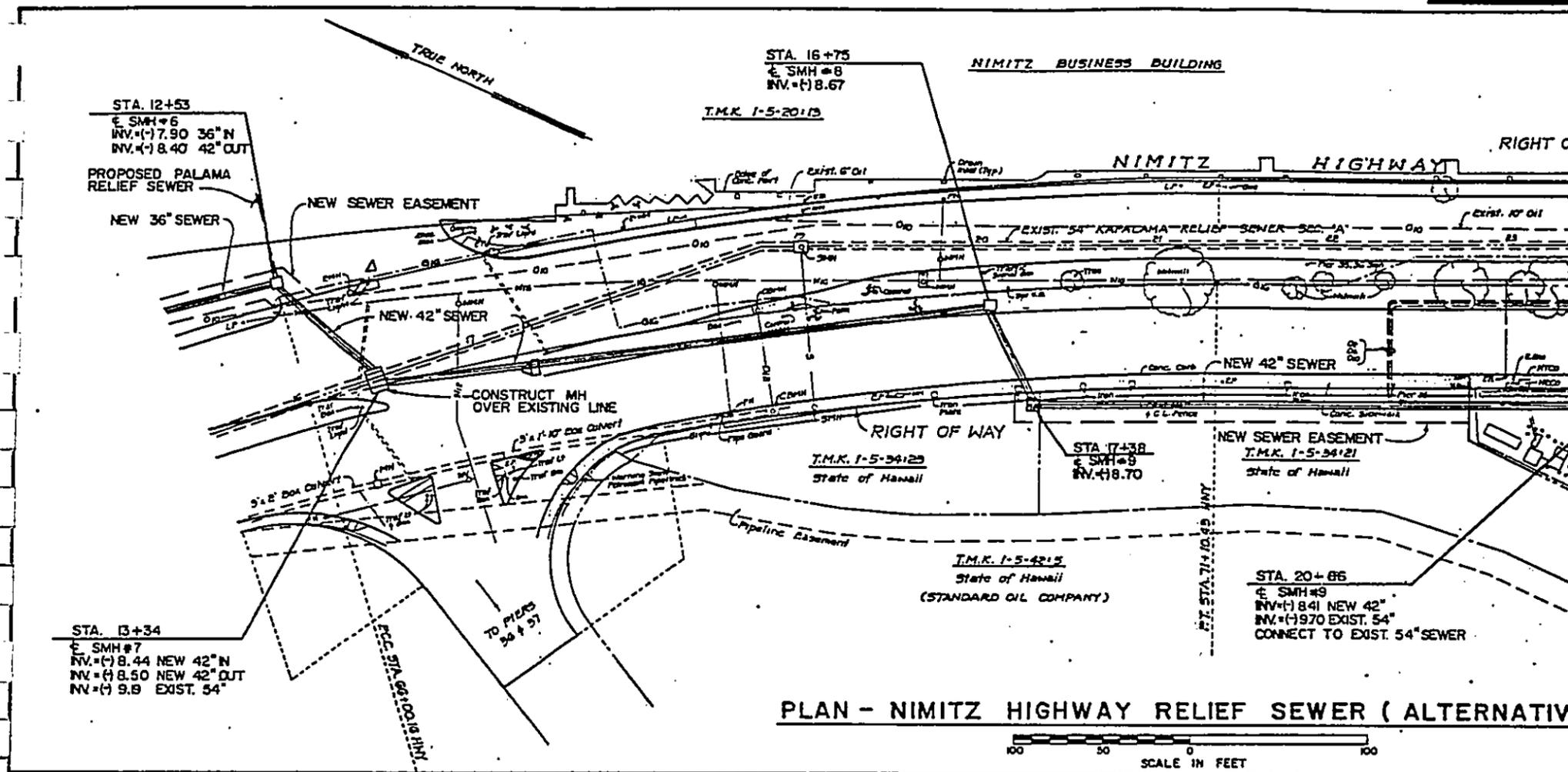
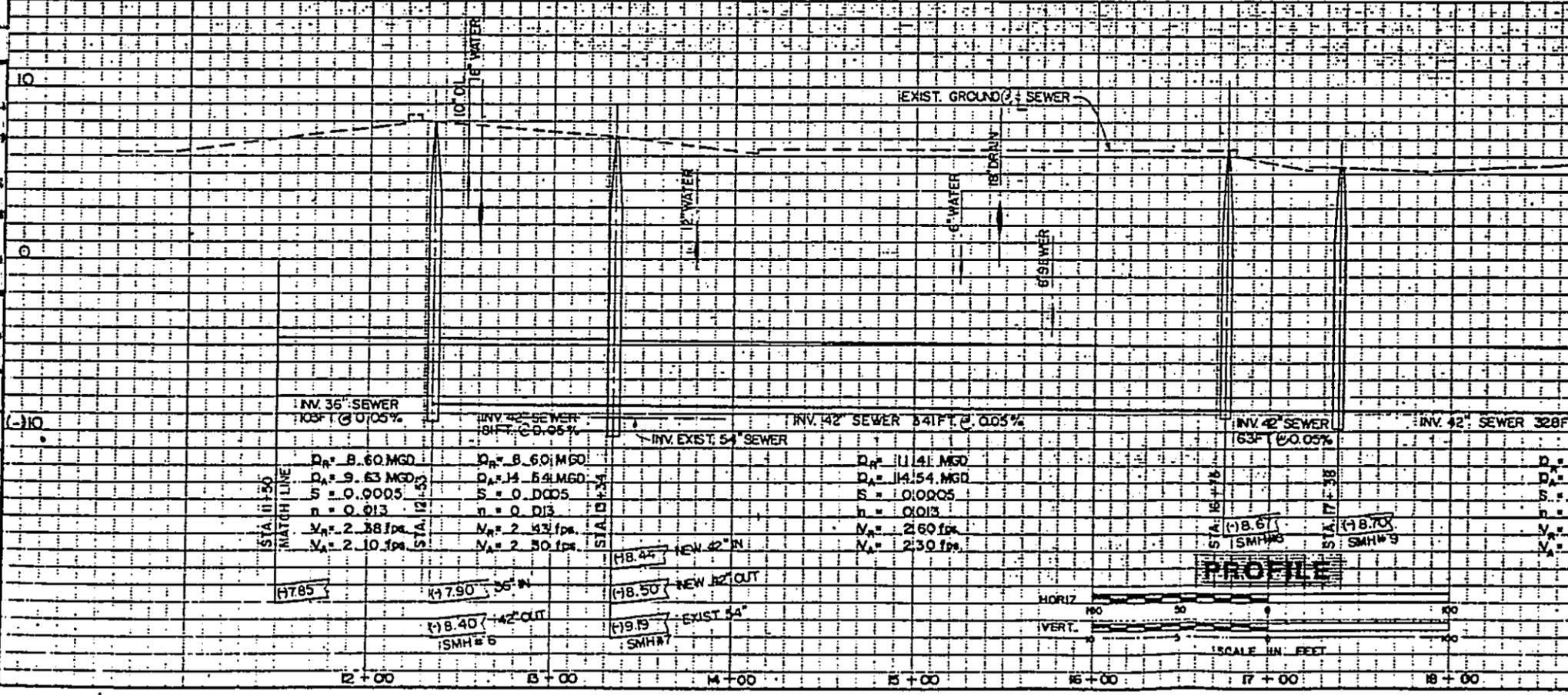


Figure 4
ALTERNATIVE II

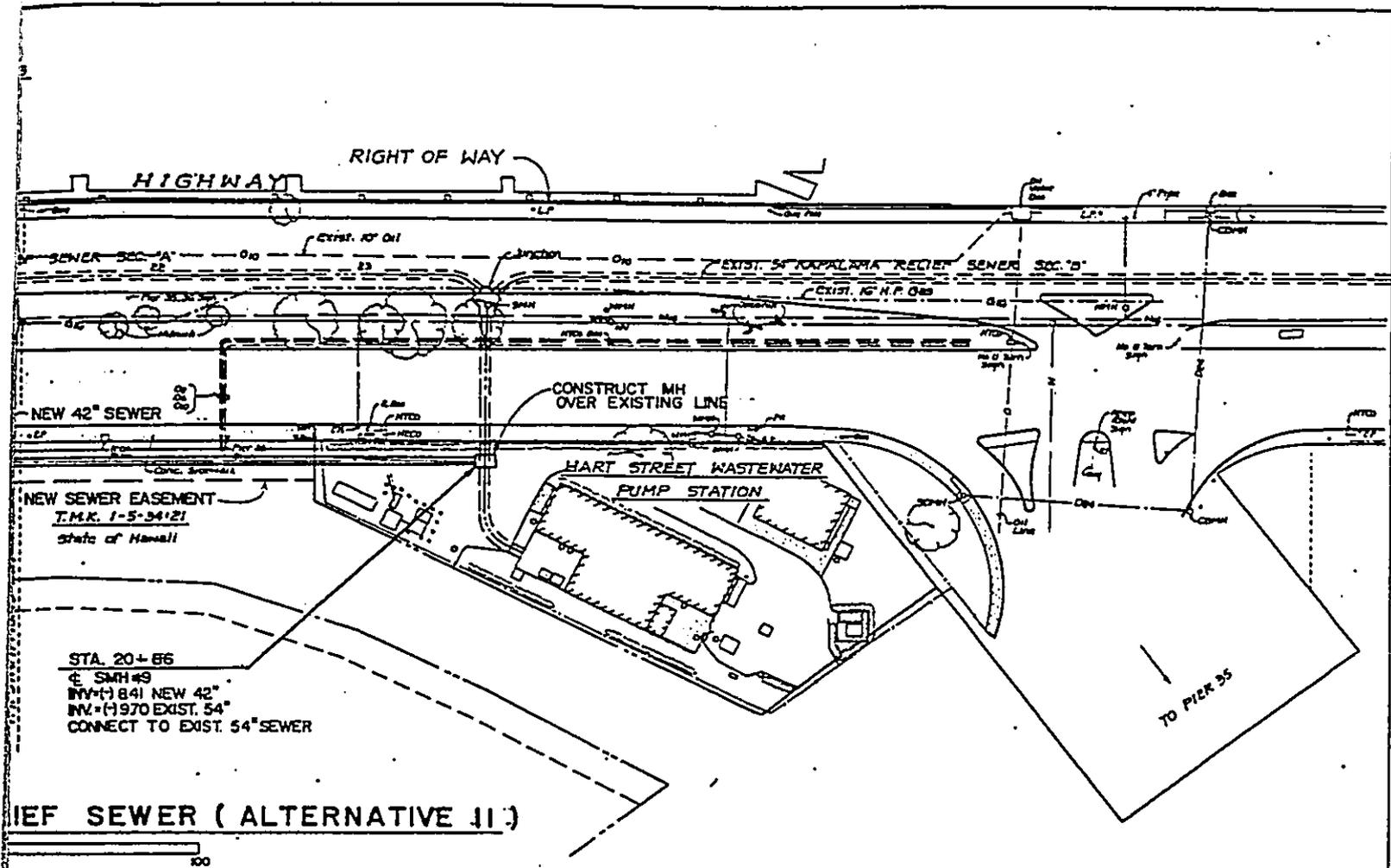
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PLAN - NIMITZ HIGHWAY RELIEF SEWER (ALTERNATIVE)



DOCUMENT CAPTURED AS RECEIVED



NEW SEWER (ALTERNATIVE II)

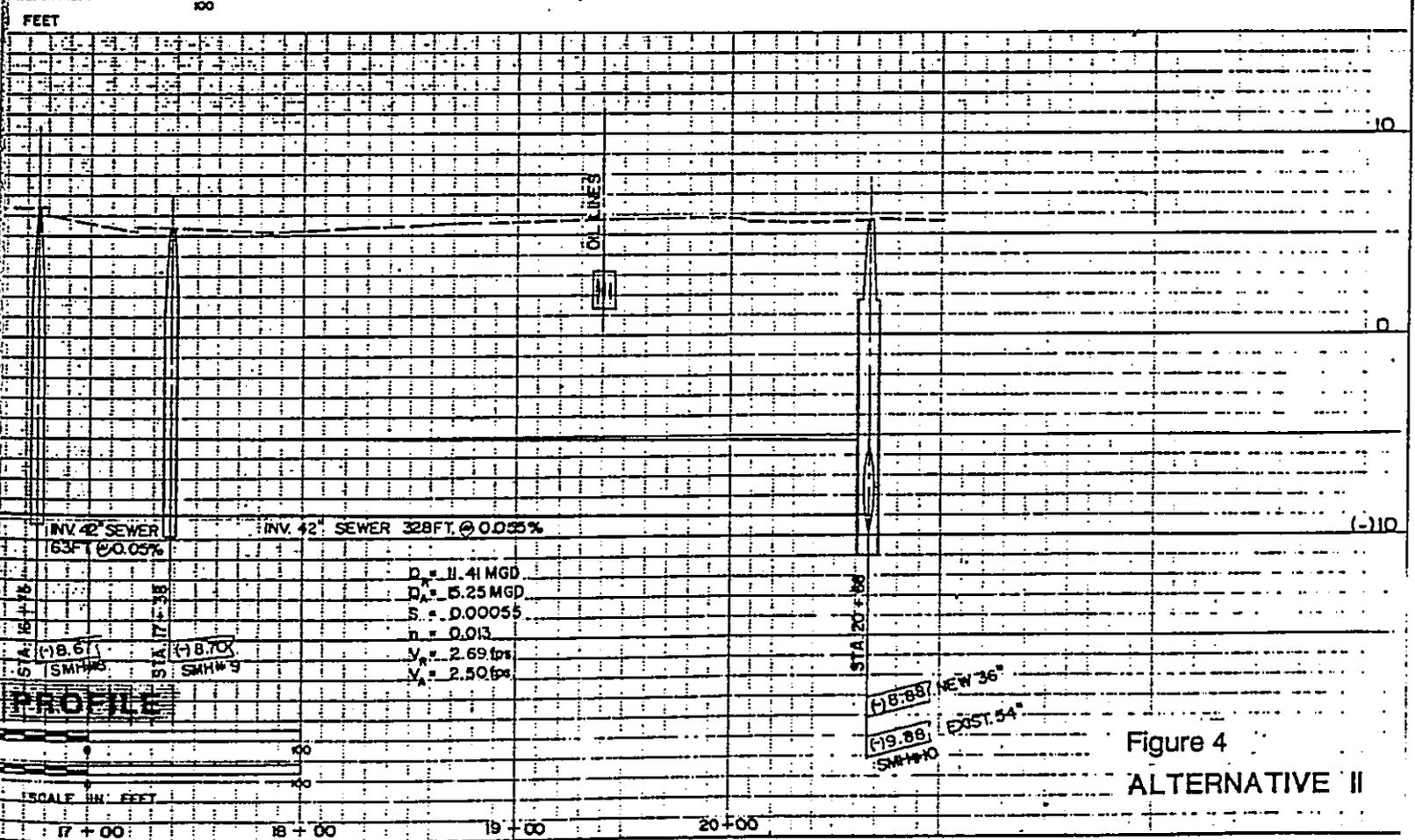


Figure 4
ALTERNATIVE II

SECTION 5

DETERMINATION OF SIGNIFICANCE

Chapter 200 (Environmental Impact Statement Rules) of Title 11, Administrative Rules of the State Department of Health, contains criteria for determining whether an action may have significant effects on the environment (11-200-12). The relationship of the proposed project to these criteria is discussed below.

- (1) Involves an irrevocable commitment to loss or destruction of any natural or cultural resource;

No natural or cultural resources will be lost or destroyed as a result of the proposed action. Should subsurface features be unearthed during construction, work in the affected area will cease and experts summoned to examine the finds. Appropriate government agencies will be notified for proper disposition of the finds.

- (2) Curtails the range of beneficial uses of the environment;

The proposed relief sewer will be buried and all surface areas above the sewer line restored to near pre-construction conditions. The environment will thus revert to its current use.

- (3) Conflicts with the State's long-term environmental policies or goals and guidelines as expressed in Chapter 344, Hawaii Revised Statutes, and any revisions thereof and amendments thereto, court decisions or executive orders;

Conflicts with the State's long-term environmental policies are not anticipated.

- (4) Substantially affects the economic or social welfare of the community or State;

(See criterion 6 below.)

- (5) Substantially affects public health;

Long-term, adverse effects on public health are not anticipated. Short-term 'nuisance-type effects' such as dust and noise can be expected during construction but can be mitigated by measures discussed in this Assessment (see also Criterion 10).

- (6) Involves substantial secondary impacts, such as population changes or effects on public facilities;

The purpose of the project is to provide a sewer with adequate capacity to efficiently and effectively accommodate existing and expected increases in wastewater flow from the Kapalama Relief Sewer Tributary Area. The existing sewer is near capacity and in lieu of the project restrictions against new hook-ups could be imposed and future developments within the tributary area would be limited by the lack of sewer capacity.

- (7) Involves a substantial degradation of environmental quality;

Environmental quality will not undergo substantial long-term degradation. Short-term, direct construction related impacts can be anticipated but can be negated by measures discussed in this Assessment.

- (8) Is individually limited but cumulatively has considerable effect upon the environment or involves a commitment for larger actions;

The project does not involve a commitment for a larger action. However, it is one of several Department of Public Works projects being constructed or in the planning/design stage. Cumulatively, these projects are intended to improve wastewater systems throughout the City and County of Honolulu.

- (9) Substantially affects a rare, threatened or endangered species, or its habitat;

There are no rare, threatened, or endangered plant and animal species in the project area.

- (10) Detrimentially affects air or water quality or ambient noise levels; or

Fugitive dust will be raised during most phases of construction and construction across Kapalama Canal will increase turbidity around and downstream of the channel crossing. Fugitive dust can be controlled by a program of dust control and the use of turbidity curtains could reduce the movement of suspended silts in the Canal. Pile driving may annoy some residents but this effect is only temporary and ideally should be performed during daylight hours in the vicinity of Libby Street. Construction noises during nighttime hours cannot be avoided as nighttime work is a trade-off to minimize disruptions to traffic flow on Nimitz Highway during daylight hours.

- (11) Affects an environmentally sensitive area such as a flood plain, tsunami zone, erosion-prone area, geologically hazardous land, estuary, fresh water, or coastal waters.

The proposed Nimitz Highway Relief Sewer crosses Kapalama Canal which was built in the 1930s for drainage purposes. A biological survey conducted for this project concluded that the water quality of Kapalama Canal is considered particularly poor and major fish kills have occurred here in the past. The canal has been extensively modified and is ranked low for natural values.

Determination

Based on the above criteria, the scope of the proposed improvements, the environmental setting in which the action is proposed, the magnitude of potential environmental impacts, and comments received from consulted parties, it is concluded that the proposed action will not result in significant long-term adverse environmental impacts. Potential impacts, both long and short-term, beneficial and adverse, as well as appropriate mitigative measures have been disclosed in the Assessment. Therefore, an Environmental Impact Statement is not required for the proposed Nimitz Highway Relief Sewer project.

REFERENCES

- Belt Collins & Associates. 1977. Environmental Impact Statement for the Proposed Tapa Tower, Hilton Hawaiian Village. For Wimberly, Whisenand, Allison, Tong, & Goo Architects, Ltd.
- Department of the Army, U.S. Army Engineer District. 1976. Final Environmental Impact Statement Honolulu Harbor. Honolulu, Hawaii.
- Kim, Calvin & Associates, Inc. 1988. Preliminary Engineering Report. Prepared for the Division of Wastewater Management, Department of Public Works, City and County of Honolulu.
- Towill, R.M. 1980. Kapalama Canal a Conceptual Plan Study for Flood Control, Landscaping, and Beautification. Prepared for City and County of Honolulu, Department of Public Works.
- Wilson Okamoto & Associates. 1978. Environmental Impact Statement Sand Island Development of Container Handling Facilities. Prepared for Department of Transportation Water Transportation Facilities Division.
- U. S. Department of Transportation, Federal Highway Administration and State of Hawaii Department of Transportation Highways Division. 1986. Makai Boulevard Concept, Middle Street to Pier 18, Project No. F-092-1 (16), Honolulu, Island of Oahu, State of Hawaii, Final Environmental Impact Statement.

APPENDIX A
COMMENTS AND RESPONSES

DEPARTMENT OF GENERAL PLANNING
CITY AND COUNTY OF HONOLULU

430 SOUTH KING STREET
HONOLULU, HAWAII 96813



BENJAMIN B. LEE
Chief Planning Officer
HONOLULU DEPT. OF GENERAL PLANNING

Sam Callejo

MH/DCP 3/90-685

March 22, 1990

MEMORANDUM

TO: SAM CALLEJO, DIRECTOR AND CHIEF ENGINEER
DEPARTMENT OF PUBLIC WORKS

FROM: BENJAMIN B. LEE, CHIEF PLANNING OFFICER
DEPARTMENT OF GENERAL PLANNING

SUBJECT: ENVIRONMENTAL ASSESSMENT FOR THE PROPOSED
NIMITZ HIGHWAY RELIEF SEWER

Thank you for the opportunity to review and comment on the subject environmental assessment. We have the following comments to offer for your consideration.

1. Prior to the Table of Contents, Hawaii Electric Company should read as "Hawaiian Electric Company, Inc."
 2. The Economic Characteristics, Social Characteristics, Use of Public Lands and Funds and Implementation subsections in Section 1 of the Table of Contents should reflect the following corresponding page numbers (9, 9, 9 & 10), respectively.
 3. Section 3, page 18, states "Trees and ornamental plantings removed prior to or during construction will be replaced by the Contractor."
- In light of this proposed removal of flora, would it be feasible for either your department or the Department of Parks and Recreation to salvage and transplant any of the affected trees or ornamental plantings?

Sam Callejo, Director and Chief Engineer
Department of Public Works
Page 2
March 22, 1990

We hope these comments are helpful in preparing the Notice of Determination. Based on the information provided, it appears that a Negative Declaration for the proposed action would be appropriate. If you have any questions regarding our comments, please contact Matthew Higashida at 527-6056.

Benjamin B. Lee
BENJAMIN B. LEE
Chief Planning Officer

BEL:js

DEPARTMENT OF GENERAL PLANNING
CITY AND COUNTY OF HONOLULU
 430 SOUTH KING STREET
 HONOLULU, HAWAII 96813

DEPARTMENT OF PUBLIC WORKS
CITY AND COUNTY OF HONOLULU
 430 SOUTH KING STREET
 HONOLULU, HAWAII 96813



BENJAMIN B. LEE
 CHIEF PLANNING OFFICER
 POLLED LBST, JR
 DEPUTY CHIEF PLANNING OFFICER



SAM CALLEJO
 DIRECTOR AND CHIEF ENGINEER

March 21, 1990

April 24, 1990

In reply refer to:
 SPP 90-217

MEMORANDUM

TO: WALTER M. AZAWA, DIRECTOR
 DEPARTMENT OF PARKS AND RECREATION

FROM: BENJAMIN B. LEE, CHIEF PLANNING OFFICER
 DEPARTMENT OF GENERAL PLANNING

SUBJECT: ENVIRONMENTAL ASSESSMENT (EA) FOR THE
PROPOSED NIMITZ HIGHWAY RELIEF SEWER

In reviewing the subject EA for the project proposed by the Department of Public Works, I noted that Section 3, page 16, states: "Trees and ornamental plantings removed prior to or during construction will be replaced by the Contractor."

We concur that trees and plants should be replaced, however, in light of this proposed removal and with State Department of Transportation concurrence, would it be feasible for your department to salvage and transplant any of the affected trees or ornamental plantings for ongoing City housing and beautification projects?

Thank you for your consideration on this matter.

BBL
 BENJAMIN B. LEE
 Chief Planning Officer

BBL:js
 cc: Department of Public Works

MEMORANDUM

TO: MR. BENJAMIN B. LEE, CHIEF PLANNING OFFICER
 DEPARTMENT OF GENERAL PLANNING

FROM: SAM CALLEJO, DIRECTOR AND CHIEF ENGINEER
 DEPARTMENT OF PUBLIC WORKS

SUBJECT: ENVIRONMENTAL ASSESSMENT FOR
NIMITZ HIGHWAY RELIEF SEWER

Thank you for your review and comments on the subject assessment. The corrections to the Agencies Consulted and Table of Contents will be made in the Negative Declaration.

We will contact the Department of Parks and Recreation before any of the trees and ornamental plantings are removed.

If there are any questions, please call Jay Hama at extension 4653.

S. Callejo
 SAM CALLEJO
 Director and Chief Engineer

JOHN WAHLEE
Governor

RECEIVED
DEPT. OF PUBLIC WORKS
APR 16 11 30 AM 1990



STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
189 PUNCHBOWL STREET
HONOLULU, HAWAII 96813

April 16, 1990

Mr. Sam Callejo
Director and Chief Engineer
Department of Public Works
City and County of Honolulu
650 South King Street
Honolulu, Hawaii 96813

Dear Mr. Callejo:

Environmental Assessment,
Nimitz Highway Relief Sewer

Thank you for your letter of February 28, 1990, requesting our review of the subject Environmental Assessment.

We have the following comments:

1. Construction plans for all work to be done within the State highway right-of-way shall be submitted to the State Highways Division for review and approval. A permit for the construction activity will be required.
2. The project should be coordinated with the project manager for the Nimitz Highway/Ala Moana Boulevard Resurfacing and Intersection Improvement project (92A-01-90M), Puuloa Road to Keawe Street. If you do not complete your construction before we begin our resurfacing (which is tentatively scheduled to start in late 1990 or early 1991), we will not permit you to cut into our newly resurfaced pavement until one year after the completion of our project.
3. The contractor will be required to minimize adverse effects on the traffic flow through the project area. He should work during off-peak hours and consider working in the evenings or on the weekends.

Very truly yours,

Edward Y. Hirata
Edward Y. Hirata
Director of Transportation

EDWARD Y. HIRATA
Director

DEPUTY DIRECTORS
DAN T. KOCHI (PUNAHOU)
RONALD N. HIRAKO
JEANNE K. SCHULTZ
CALVIN M. TRUDA

IN REPLY REFER TO:
HWY-PS
2.1367

44-197-
11-107-00

DEPARTMENT OF PUBLIC WORKS

CITY AND COUNTY OF HONOLULU

510 SOUTH KING STREET
HONOLULU, HAWAII 96813



PERMIT / A.S.
48196

SAM CALLEJO
DIRECTOR AND CHIEF ENGINEER

In reply refer to:
4PP 90-225

April 25, 1990

Mr. Edward Y. Hirata
Director of Transportation
Department of Transportation
State of Hawaii
869 Punchbowl Street
Honolulu, Hawaii 96813-5097

Dear Mr. Hirata:

Subject: Environmental Assessment for
Nimitz Highway Relief Sewer

Thank you for your review and comments on the subject assessment.

Construction plans will be sent to the State Highways Division for review and approval and the necessary permit will be obtained prior to construction.

We are aware of the Nimitz Highway/Ala Moana Boulevard Resurfacing and Intersection Improvement project and have tentatively budgeted construction funds for Fiscal Year 1993.

Construction will be scheduled during the night as requested by the Highways Division.

If there are any questions, please call the Planning Section of the Division of Wastewater Management at 523-4653.

Very truly yours,

Sam Callejo
SAM CALLEJO
Director and Chief Engineer



Gasco, Inc. RECEIVED
 DEPT OF PUBLIC WORKS
 MAR 20 2 01 PM '90

515 Kamehame Street
 P.O. Box 3379 Honolulu, Hawaii 96842
 Telephone 808 547-3333 Telex (RTT) 7430282

ENV
 90-1354

March 15, 1990

City and County of Honolulu
 Department of Public Works
 650 South King Street
 Honolulu, Hawaii 96813

Attention: Mr. Sam Callejo
 Director and Chief Engineer

Gentlemen:

Subject: Environmental Assessment for Mimitz Highway
 Relief Sewer
 Reference: WPP 90-68

Please be advised that Gasco, Inc. maintains an underground gas utility system in the project area. This is our primary gas supply and is under high pressure of approximately 400 psig. We would appreciate the consideration of your planners and consultants during the project planning and design process to provide the necessary coordination during construction and minimize any potential conflicts with the proposed construction.

Thank you for the opportunity to review and comment on the proposed Mimitz Highway Relief Sewer project. Should there be any questions, or if additional information is required, please call me at 547-3574.

Very truly yours,

Edwin N. Sava
 Edwin N. Sava
 Manager, Engineering

ENS:dlc

DEPARTMENT OF PUBLIC WORKS
 CITY AND COUNTY OF HONOLULU
 650 SOUTH KING STREET
 HONOLULU, HAWAII 96813



FRANK PARR
 MAILER

SAM CALLEJO
 DIRECTOR AND CHIEF ENGINEER

In reply refer to:
 WPP 90-220

April 24, 1990

Mr. Edwin N. Sava
 Manager, Engineering
 GASCO, Inc.
 P.O. Box 3379
 Honolulu, Hawaii 96842

Dear Mr. Sava:

Subject: Environmental Assessment for
Mimitz Highway Relief Sewer

Thank you for your review and comments on the subject assessment. We will inform the design consultants of the gas utility system in the project area. Construction plans will be submitted to you for review and approval.

If there are any questions, please call Jay Hamai at 523-4653.

Very truly yours,

Sam Callejo
 SAM CALLEJO
 Director and Chief Engineer

BOARD OF WATER SUPPLY

CITY AND COUNTY OF HONOLULU

630 SOUTH BERETANIA STREET

HONOLULU, HAWAII 96813

FRANK F. FAS, Mayor
DONNA B. COOK, Chairman
JOHN A. TELL, Vice Chairman
SISTER M. DAVY, AN CHOK, OSF.
SAM CALLEJO
EDWARD Y. HIRATA
WALTER O. WATSON, JR.
LAURENCE M. YAMASATO
KAZU HAYASHIDA
Manager and Chief Engineer

DEPARTMENT OF PUBLIC WORKS
CITY AND COUNTY OF HONOLULU

490 SOUTH KING STREET
HONOLULU, HAWAII 96813



FRANK F. FAS
MAYOR

SAM CALLEJO
DIRECTOR AND CHIEF ENGINEER

March 12, 1990

In reply refer to:
WPP 90-222

April 24, 1990

TO: SAM CALLEJO, DIRECTOR AND CHIEF ENGINEER
DEPARTMENT OF PUBLIC WORKS

FROM: KAZU HAYASHIDA, MANAGER AND CHIEF ENGINEER
BOARD OF WATER SUPPLY

SUBJECT: YOUR MEMORANDUM OF FEBRUARY 28, 1990 REGARDING
THE ENVIRONMENTAL ASSESSMENT FOR NIMITZ HIGHWAY
RELIEF SEWER

MEMORANDUM

TO: MR. KAZU HAYASHIDA, MANAGER AND CHIEF ENGINEER
BOARD OF WATER SUPPLY

FROM: SAM CALLEJO, DIRECTOR AND CHIEF ENGINEER
DEPARTMENT OF PUBLIC WORKS

SUBJECT: ENVIRONMENTAL ASSESSMENT FOR
NIMITZ HIGHWAY RELIEF SEWER

We have no objections to the proposed project. We request that the construction plans be submitted to us for our review and approval to assure the protection of our mains in the area.

If you have any questions, please contact Lawrence Whang at 527-6138.

Thank you for your review and comments on the subject assessment. We will submit the construction plans to your Engineering Branch for review and comment.

If there are any questions, please call Jay Hamai at extension 4653.

Sam Callejo
SAM CALLEJO
Director and Chief Engineer



DEPARTMENT OF PUBLIC WORKS
CITY AND COUNTY OF HONOLULU
 430 SOUTH KING STREET
 HONOLULU, HAWAII 96813



SAM CALLEJO
 DIRECTOR AND CHIEF ENGINEER

In reply refer to:
 WPP 90-221

April 24, 1990

DEPARTMENT OF LAND UTILIZATION
CITY AND COUNTY OF HONOLULU
 400 SOUTH KING STREET
 HONOLULU, HAWAII 96813 • PHONE 933-4433



DONALD A. CLEGG
 DIRECTOR
 LORETTA A.C. CHEE
 DEPUTY DIRECTOR

LUS/90-1350 (RF)

March 12, 1990

MEMORANDUM

TO: SAM CALLEJO, DIRECTOR AND CHIEF ENGINEER
 DEPARTMENT OF PUBLIC WORKS

FROM: DONALD A. CLEGG, DIRECTOR

SUBJECT: ENVIRONMENTAL ASSESSMENT FOR NIMITZ HIGHWAY RELIEF SEWER

The proposed project is outside the Special Management Area (SMA). We would concur with a Negative Declaration.

Thank you for the opportunity to comment.

Loretta A.C. Chee
 DONALD A. CLEGG
 Director of Land Utilization

OAC:sj
 0248M/78

MEMORANDUM

TO: MR. DONALD A. CLEGG, DIRECTOR
 DEPARTMENT OF LAND UTILIZATION

FROM: SAM CALLEJO, DIRECTOR AND CHIEF ENGINEER
 DEPARTMENT OF PUBLIC WORKS

SUBJECT: ENVIRONMENTAL ASSESSMENT FOR NIMITZ HIGHWAY RELIEF SEWER

Thank you for your review and comments on the subject assessment.

At this time, we will be filing a negative declaration.

If there are any questions, please call Jay Hamai at extension 4653.

Sam Callejo
 SAM CALLEJO
 Director and Chief Engineer

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FRANK F. FASI
MAYOR

DIV. OF
WASTEWATER
MANAGEMENT

DEPARTMENT OF PUBLIC WORKS
CITY AND COUNTY OF HONOLULU
DIVISION OF ENGINEERING
650 SOUTH KING STREET • HONOLULU, HAWAII 96813



March 21, 1990

90-766

843

SAM CALLEJO
DIRECTOR AND CHIEF ENGINEER

MARVIN T. FUKAGAWA
CHIEF

IN REPLY REFER TO:
90-14-0281

MEMORANDUM

TO: MR. GEORGE UYEMA, CHIEF
DIVISION OF WASTEWATER MANAGEMENT

FROM: MARVIN T. FUKAGAWA, CHIEF
DIVISION OF ENGINEERING

Marvin T. Fukagawa

SUBJECT: YOUR MEMORANDUM OF FEBRUARY 28, 1990,
SENT VIA MR. SAM CALLEJO,
REQUESTING COMMENTS ON
THE NIMITZ HIGHWAY RELIEF SEWER
ENVIRONMENTAL ASSESSMENT
TMK: 1-5-32, 33, 34, 42

We have no comments at this time.

HAWAIIAN TEL



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Hawaiian Telephone Company
PO Box 2200
Honolulu, Hawaii 96841

Telephone (808) 546-4511

March 2, 1990

ENV
WWM
90-1122

Mr. Sam Callejo
Director of Chief Engineer
Department of Public Works
City & County of Honolulu
650 South King Street
Honolulu, HI 96813

Dear Mr. Callejo:

Environmental Assessment for
Nimitz Highway Relief Sewer

Your request for information on the subject assessment has been received and has been directed to the Operation Manager-OSP Engineering, Mr. Walter Matsumoto, for review and comment.

If you have any questions, please contact him at 834-6221.

Very Truly Yours,

William E. Pimental
Operations Manager
OSP Construction

FIRE DEPARTMENT
CITY AND COUNTY OF HONOLULU

1455 SOUTH BERETANIA STREET, ROOM 305
HONOLULU, HAWAII 96814

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DEPT OF PUBLIC WORKS

FRANK F. FASI
MAYOR

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TO _____



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90-1123*

LIONEL E. CAMARA
FIRE CHIEF

DONALD S.M. CHANG
DEPUTY FIRE CHIEF

March 6, 1990

TO: SAM CALLEJO, DIRECTOR AND CHIEF ENGINEER
DEPARTMENT OF PUBLIC WORKS

FROM: LIONEL E. CAMARA, FIRE CHIEF

SUBJECT: ENVIRONMENTAL ASSESSMENT FOR
NIMITZ HIGHWAY RELIEF SEWER

We have reviewed the subject material provided and have no comments.

Should you have any questions, please contact Battalion Chief Michael Zablan of our Administrative Services Bureau at local 3838.

Lionel E. Camara
LIONEL E. CAMARA
Fire Chief

MZ:ny



DEPARTMENT OF BUSINESS
AND ECONOMIC DEVELOPMENT

KAMAMALU BUILDING, 250 SOUTH KING ST., HONOLULU, HAWAII
MAILING ADDRESS: P.O. BOX 2359, HONOLULU, HAWAII 96804

TELEX: 7430250 HDPED

FAX: (808) 548-0156

JOHN WAIHEE
GOVERNOR
ROGER A. ULVELING
DIRECTOR
BARBARA KIM STANTON
DEPUTY DIRECTOR
LESLIE S. MATSUBARA
DEPUTY DIRECTOR

RECEIVED
DEPARTMENT OF PUBLIC WORKS

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March 9, 1990

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90-1249*

Mr. Sam Callejo
Director and Chief Engineer
Department of Public Works
City and County of Honolulu
650 South King Street
Honolulu, Hawaii 96813

Re: Environmental Assessment for Nimitz Highway Relief Sewer

Dear Mr. Callejo:

The Department of Business and Economic Development has no comments to the proposed Nimitz Highway Relief Sewer project to provide adequate sewer capacity to accommodate existing and projected needs in wastewater flow from the Kapalama Relief Sewer Tributary area.

Returned is our copy of the draft Environmental Assessment dated February 20, 1990.

Sincerely,

Roger A. Ulveling
Roger A. Ulveling

RAU:dqn
Enclosure

RECEIVED DEPARTMENT OF TRANSPORTATION SERVICES
DEPT. OF PUBLIC WORKS
CITY AND COUNTY OF HONOLULU

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HONOLULU MUNICIPAL BUILDING
650 SOUTH KING STREET
HONOLULU, HAWAII 96813

www
90-1529

FRANK F. FASI
MAYOR



ALFRED J. THIEDE
DIRECTOR

JOSEPH M. MAGALDI, JR.
DEPUTY DIRECTOR

TE-1121
PL90.1.069

March 23, 1990

MEMORANDUM

TO: SAM CALLEJO, DIRECTOR AND CHIEF ENGINEER
DEPARTMENT OF PUBLIC WORKS

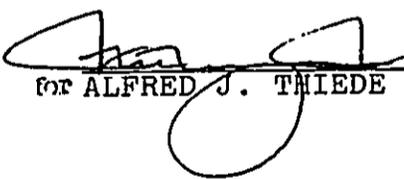
FROM: ALFRED J. THIEDE, DIRECTOR

SUBJECT: NIMITZ HIGHWAY RELIEF SEWER
ENVIRONMENTAL ASSESSMENT
TMK: 1-5-32, 33, 34 & 42

This is in response to your memorandum of February 28, 1990 requesting our review and comments on the subject project.

We understand that this project will be constructed entirely within Nimitz Highway's right-of-way. We, therefore, have no comments to offer at this time.

Should you have any questions, please contact Wayne Nakamoto of my staff at 523-4190.


for ALFRED J. THIEDE



OFFICE OF STATE PLANNING

Office of the Governor

STATE CAPITOL, HONOLULU, HAWAII 96813 TELEPHONE (808) 548-5893

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JOHN WABELE, Governor

APR 3 10 24 AM '90

TO _____

March 29, 1990

*wwm
90-1649*

Mr. Sam Callejo
Director and Chief Engineer
Department of Public Works
City and County of Honolulu
650 South King Street
Honolulu, Hawaii 96813

Dear Mr. Callejo:

Subject: Environmental Assessment for
Nimitz Highway Relief Sewer

We have reviewed the Environmental Assessment for Nimitz Highway Relief Sewer and have no comments to offer at this time.

Thank you for the opportunity to comment.

Sincerely,

Harold S. Masumoto
Harold S. Masumoto
Director

WILLIAM W. PATY, CHIEF DEPARTMENT
OF LAND AND NATURAL RESOURCES



STATE OF HAWAII
DEPARTMENT OF LAND AND NATURAL RESOURCES
P. O. BOX 571
HONOLULU, HAWAII 96813

APR 26 1980

1012700-101
3/24/80
wmm

REF:OCEA-CT

The Honorable Sam Callejo
Director and Chief Engineer
Department of Public Works
City and County of Honolulu
650 South King Street
Honolulu, Hawaii 96813

Dear Mr. Callejo:

Subject: Environmental Assessment for Nimitz Highway Relief Sewer
Thank you for giving our Department the opportunity to comment on this matter. We have reviewed the materials you submitted and have the following comments.

For your information, lands and territorial waters below the upper reaches of the wash of waves, usually evidenced by the edge of vegetation or by the debris left by the wash of waves, are within the Resource subzone of the Conservation District. The initiation of any new, change in existing, or expansion of land use within the Conservation District requires a Conservation District Use permit (Administrative Rules, Title 13, Chapter 2).

The proposed project is not expected to have significant adverse impact on aquatic resource values (including the area where it crosses Kapalama Canal) provided mitigating measures (such as turbidity curtains to reduce movement of suspended silt away from the construction area) are taken to prevent construction related debris and pollutants from entering the marine environment (i.e. Kapalama Basin).

Additionally, a stream channel alteration permit from the Commission on Water Resource Management will be required for the siphon across Kapalama Canal.

Finally, as the project line is on reclaimed lands, we believe there will be "no effect" to significant historic sites.

If you have any questions, please call me or Cathy Tilton at our Office of Conservation and Environmental Affairs at 548-7837.

Very truly yours,

William W. Paty
WILLIAM W. PATY

File: 90-539
Doc.: 7925E

DEPARTMENT OF PUBLIC WORKS
CITY AND COUNTY OF HONOLULU

650 SOUTH KING STREET
HONOLULU, HAWAII 96813

FRANK F. FASI
MAYOR



SAM CALLEJO
DIRECTOR AND CHIEF ENGINEER

C. MICHAEL STREET
DEPUTY DIRECTOR

In reply refer to:
WPP 90-304

May 24, 1990

Mr. William W. Paty, Chairperson
Board of Land and Natural Resources
State of Hawaii
Department of Land and Natural Resources
P.O. Box 621
Honolulu, Hawaii 96809

Dear Mr. Paty:

Subject: Environmental Assessment for Nimitz Highway Relief Sewer

Thank you for your review and helpful comments on the subject assessment.

We have conferred with staff of the State Land Use Commission and your Office of Conservation and Environmental Affairs to ascertain if that section of the relief sewer crossing Kapalama Canal is in the State Urban or Conservation District. After reviewing State Land Use District Boundary maps, Conservation District maps, and alignment plans for the proposed sewer, agency staff and our consultants confirmed that the proposed project lies entirely within the Urban District (See attached Exhibits) and a Conservation District Use permit is not required.

We will apply to the Commission on Water Resource Management for a Stream Channel Alteration Permit before the start of construction. The need for this permit will be noted in the Negative Declaration to be filed for the project.

If there are any questions, please call the Planning Section of the Division of Wastewater Management at 523-4653.

Very truly yours,

C. Michael Street

SAM CALLEJO
Director and Chief Engineer

Attachments

Mr. Sam Callejo
May 9, 1990
Page 2

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JA/G

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May 9, 1990

3 MIA
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William A. Borner
Manager
Environmental Department

Mr. Sam Callejo
Director and Chief Engineer
Department of Public Works
City and County of Honolulu
650 South King Street
Honolulu, Hawaii 96813

Dear Mr. Callejo:

Subject: Environmental Assessment for Nimitz Highway Relief Sever

We have reviewed the subject EA and have the following comments:

1. Attached is a copy of the proposed sever project plans (see Enclosure) and the approximate locations of HECO's existing facilities. Impact of the proposed project on HECO's facilities appears minimal.
2. A reference is made on page 14 whereby HECO's existing electric underground and overhead power lines will be encountered within the limits of construction. As a result, the following notes should be included as a part of the final construction drawings:
 - a. The Contractor is to exercise extreme caution when the excavation and construction crosses or is in close proximity to HECO's facilities.
 - b. The Contractor is to comply with the directions of the State of Hawaii Occupational Safety and Health Law (DOSH).
 - c. When excavation is adjacent to or under existing facilities, the Contractor is responsible for properly sheeting and bracing the excavation and stabilizing the existing ground to render it safe and secure from possible slides, cave-ins, and settlement, and for properly supporting existing facilities with beams, struts or underpinning to fully protect these from damage.

- d. Should it become necessary, any work required to relocate HECO facilities shall be done by HECO. The Contractor shall be responsible for all costs and coordination.
- e. The Contractor shall be liable for any damages to HECO's facilities.
- f. The Contractor shall report any damages to HECO's Trouble Dispatch at phone number 543-7874.

Sincerely,

(Signature)

Enclosure



DEPARTMENT OF PUBLIC WORKS
CITY AND COUNTY OF HONOLULU

850 SOUTH KING STREET
HONOLULU, HAWAII 96813



FRANK F. FASI
MAYOR

SAM CALLEJO
DIRECTOR AND CHIEF ENGINEER

In reply refer to:
WPP 90-292

May 18, 1990

Mr. William A. Bonnet
Manager
Environmental Department
Hawaiian Electric Company, Inc.
P.O. Box 2750
Honolulu, Hawaii 96840-0001

Dear Mr. Bonnet:

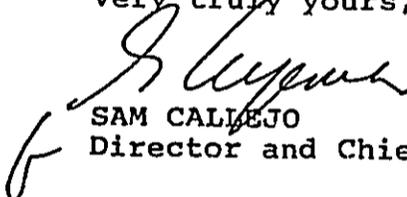
Subject: Environmental Assessment for Nimitz Highway
Relief Sewer

Thank you for your review and comments on the subject assessment.

Our design consultant will be instructed to include the notes on the final construction drawings.

If there are any questions, please call the Planning Section of the Division of Wastewater Management at 523-4653.

Very truly yours,


SAM CALLEJO
Director and Chief Engineer

JOHN WAIHEE
GOVERNOR OF HAWAII

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TO _____



STATE OF HAWAII
DEPARTMENT OF HEALTH

P. O. BOX 3378
HONOLULU, HAWAII 96801

May 16, 1990

JOHN C. LEWIN, M.D.
DIRECTOR OF HEALTH

*WWM
90-2443*

In reply, please refer to:
EPHSD

034

MEMORANDUM

To: Sam Callejo, Director & Chief Engineer
Department of Public Works
City & County of Honolulu

From: Deputy Director for Environmental Health

Subject: Environmental Assessment (EA) for
Nimitz Highway Relief Sewer

Thank you allowing us to review and comment on the subject EA. We have no comments at this time.



BRUCE S. ANDERSON, PH.D.

D61 710 - 1551
DCPD/CPD

DEPARTMENT OF PARKS AND RECREATION
CITY AND COUNTY OF HONOLULU

850 SOUTH KING STREET
HONOLULU, HAWAII 96813

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TO _____

FRANK F. FASI
MAYOR



*WWM
90-2606*

WALTER M. OZAWA
DIRECTOR
HIROAKI MORITA
DEPUTY DIRECTOR

May 21, 1990

TO: BENJAMIN B. LEE, CHIEF PLANNING OFFICER
DEPARTMENT OF GENERAL PLANNING

FROM: WALTER M. OZAWA, DIRECTOR
DEPARTMENT OF PARKS AND RECREATION

SUBJECT: ENVIRONMENTAL ASSESSMENT (EA) FOR THE
PROPOSED NIMITZ HIGHWAY RELIEF SEWER

The Department of Parks and Recreation is interested in salvaging plants that may be displaced by this project, depending on plant species, location and availability.

If the State Department of Transportation is willing to give the plants to us, we will need a set of prints showing which plants are available and their locations.

Walter M. Ozawa
WALTER M. OZAWA, Director
H

WMO:ea

DEPARTMENT OF PARKS
& RECREATION
CITY AND COUNTY OF HONOLULU

MAY 23 AM 10:17 '90

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United States Department of the Interior

FISH AND WILDLIFE SERVICE
PACIFIC ISLANDS OFFICE

P.O. BOX 50187
HONOLULU, HAWAII 96850

May 31, 1990

*ENV
WWM
90-2844*

Mr. Sam Callejo
Director and Chief Engineer
Department of Public Works
City and County of Honolulu
650 South King Street
Honolulu, Hawaii 96813

Re: Environmental Assessment for Nimitz Highway Relief Sewer (WPP 90-74)

Dear Mr. Callejo:

Due to current staff limitations, the Pacific Islands Office, Fish and Wildlife Enhancement cannot devote the time to adequately evaluate potential impacts to important fish and wildlife resources from the proposed project. Please understand that this notification does not represent the U.S. Fish and Wildlife Service's approval of the proposed activity. We may review future actions related to this project should workload constraints be alleviated, or if significant adverse impacts to trustee fish and wildlife resources are identified.

Sincerely yours,

Ernest Kosaka
Field Supervisor
Fish and Wildlife Enhancement