

DEPARTMENT OF DESIGN AND CONSTRUCTION
CITY AND COUNTY OF HONOLULU

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'01 APR 10 P 3:40

April 9, 2001

CDED-B 01-0223

Ms. Genevieve Salmonson, Director
Office of Environmental Quality Control
State of Hawaii
235 South Beretania Street, Suite 702
Honolulu, Hawaii 96813

Dear Ms. Salmonson:

Subject: Finding of No Significant Impact (FONSI) for Salt Lake Boulevard,
Phase 2 – Bougainville Drive to Reeves Street, Ewa, Honolulu,
Oahu, Hawaii

The City and County of Honolulu, Department of Design and Construction (CCH), has reviewed the comments during the 30-day public comment period, which began on September 23, 1999. The CCH has determined that this project will not have significant environmental effects and has issued a FONSI. Please publish this notice in the April 23, 2001, Environmental Notice. We have enclosed a completed OEQC Publication Form and four (4) copies of the Final EA.

Identification of Proposing Agency

The City and County of Honolulu, Department of Design and Construction

Identification of Accepting Agency

The City and County of Honolulu, Department of Design and Construction
Determination of Negative Declaration, Finding of No Significant Impact

Reasons for Supporting Determination

This determination is based on the significance criteria listed in 11-200-12 of the Environmental Impact Statement Rules. Specifically, these significant criteria are summarized below and addressed in Section VII:

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1. There should be no irrevocable commitment to loss or destruction of any natural or cultural resources since the project area was previously disturbed and no resources were found;
2. The proposed action would not permanently curtail the range of beneficial uses of the environment. The project area will be temporarily affected during construction activities but these impacts will be minimized through implementation of approved traffic control plans;
3. The proposed action does not conflict with the State's long-term environmental policies or goals and guidelines, as expressed in Chapter 343, HRS, and any revisions thereof and amendments thereto, court decisions, or executive orders;
4. The economic and social welfare of the community or State will not be substantially affected by the proposed action;
5. The proposed action does not involve substantial secondary impacts, such as population changes or detrimental effects on public facilities;
6. The proposed action would not substantially affect public health. Construction activities may generate short term impacts but these impacts are addressed and regulated by the appropriate regulatory agencies;
7. It is anticipated that no substantial degradation of environmental quality will occur as a result of the proposed action;
8. The proposed action does not involve a commitment to larger actions, nor would it contribute to a considerable cumulative impact upon the environment;
9. Rare, threatened, or endangered species and habitat would not be substantially affected by the proposed action;
10. Air and water quality and ambient noise levels will not be detrimentally affected by the proposed action. Short term impacts may occur during construction but will be mitigated by normal construction practices. Air pollutant concentrations are predicted to remain with established State and Federal standards. Adverse noise impacts would be reduced through the implementation of appropriate noise mitigation measures;

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11. The proposed action will not affect or likely suffer damage by being located in an environmentally sensitive area such as a flood plain, tsunami zone, beach, erosion-prone area, geologically hazardous land area, estuary, fresh water, or coastal waters;
12. Scenic vistas and view planes will not be substantially affected by the proposed action; and
13. The proposed action does not require substantial energy consumption.

The final EA for the proposed action, prepared pursuant to Chapter 343, HRS, and the State Department of Health Title 11-200 administrative rules, is attached to support the FONSI.

Contact persons for further information:

Proposing Agency: Mr. Jeremy Lee
Department of Design and Construction
City and County of Honolulu
650 South King Street
Honolulu, Hawaii 96183
(808) 523-4672

Consultant: Mr. Sheldon Yamasato
Akinaka & Associates, Ltd.
250 N. Beretania Street, Suite 300
Honolulu, Hawaii 96817
(808) 536-7721

Very truly yours,



RAE M. LOUI, P.E.
Director

Enc.

47

APR 23 2001

FILE COPY

2001-04-23-0A-~~FEA~~

FINAL ENVIRONMENTAL ASSESSMENT

FOR THE

SALT LAKE BOULEVARD WIDENING
PHASE 2 - BOUGAINVILLE DRIVE TO REEVES STREET

EWA, HONOLULU, OAHU, HAWAII
TAX MAP KEY: 1 - 1 - 10 & 9 - 9 - 02 (First Division)
COUNTY JOB NO. 12 - 98
FEDERAL AID PROJECT NO. STP - 7311(2)

PROPOSING AGENCY:
Department of Design and Construction
City and County of Honolulu
650 South King Street
Honolulu, Hawaii 96813

PREPARED BY:
Akinaka & Associates, Ltd.
Consulting Engineers
250 N. Beretania Street, Suite 300
Honolulu, Hawaii 96817

FEBRUARY 2001

FINAL ENVIRONMENTAL ASSESSMENT
FOR THE
SALT LAKE BOULEVARD WIDENING
PHASE 2 - BOUGAINVILLE DRIVE TO REEVES STREET

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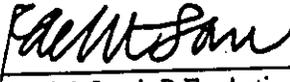
FEBRUARY 2001

Salt Lake Boulevard Widening
Phase 2 - Bougainville Drive to Reeves Street
Federal Aid Project No. STP - 7311 (2)
Honolulu, Oahu, Hawaii

Final Environmental Assessment
Chapter 343, Hawaii Revised Statutes (HRS)

State of Hawaii, Department of Transportation - Highways Division
City and County of Honolulu, Department of Design and Construction

4/9/01
Date of Approval


Rae M. Loui, P.E., Acting Director
Department of Design and Construction
City and County of Honolulu

The following persons may be contacted for additional information concerning this document:

Rae M. Loui, P.E., Director
Department of Design and Construction
City and County of Honolulu
650 South King Street, 11th Floor
Honolulu, Hawaii 96813
Telephone Number (808) 523-4564

ABSTRACT: This EA has been prepared to re-evaluate the impacts identified in the Salt Lake Boulevard - Puuloa Road to Halawa Heights Road Extension final Environmental Impact Statement (fEIS) that was previously approved on February 4, 1977. The proposed project involves widening Salt Lake Boulevard from Bougainville Drive to Reeves Street from the existing two lane roadway to a multi-lane highway facility. The proposed road improvements are needed since the present roadway facility is inadequate to serve the growing needs of the surrounding communities.

Although various alternatives were considered during the planning phase of the project, the alternative to widen Salt Lake Boulevard was deemed the most feasible. The possibility of widening the roadway without acquiring easements from the Navy was discussed as an option, but would result in adverse impacts to the Navy, City, and the community. Short-term impacts to air, noise, & traffic are expected during construction activities. In addition, the improved roadway is anticipated to increase traffic noise levels in the area for the long-term. As a result, noise mitigation measures will be implemented to sensitive receptor areas along the project route. In the long-term, the widened roadway would improve traffic flow and the aesthetic quality in the project area.

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EXECUTIVE SUMMARY

BACKGROUND

This environmental assessment (EA) has been prepared to re-evaluate the impacts identified in the Salt Lake Boulevard - Puuloa Road to Halawa Heights Road Extension final Environmental Impact Statement (fEIS) that was previously approved on February 4, 1977. Since that approval, new requirements have evolved and the re-evaluation process has become more specific and formalized. An updated traffic study and noise study has been completed as a part of this EA. All comments received during the Draft EA review period have been included in Appendix C.

AGENCY ROLES

The City Department of Design and Construction (DDC) is responsible for designing and constructing the proposed project. DDC is the project proponent and the approving agency/accepting authority for the Chapter 343 Hawaii Revised Statutes (HRS) Environment Assessment (EA). In this role it has determined that a finding of no significant impact (FONSI) is appropriate for the project. DDC is also the applicant for federal funds required for construction of this and, therefore, serves as a joint lead agency for the purposes of complying with National Environmental Policy Act of 1969 (NEPA). As a joint lead agency, DDC is responsible for developing substantial portions of the environmental documentation needed to satisfy NEPA and Chapter 343 HRS.

The Federal Highway Administration (FHWA) of the U.S. Department of Transportation is the other joint lead agency under NEPA and is responsible for procedural oversight and technical assistance. FHWA has reviewed the Final EA, public comments received on the Draft EA, and DDC's FONSI. Based on this review, the FHWA will decide whether to issue a FONSI for the purpose of NEPA.

Since all FHWA aid requests are processed through the Hawaii State Department of Transportation, Highways Division, that agency will review the funding request and project proposal. It has served as a cooperating agency in the preparation of the environmental documentation.

DESCRIPTION OF PROJECT

The proposed road improvements are needed since the present roadway facility is inadequate to serve the growing needs of the surrounding communities. The congested conditions along the Salt Lake Boulevard project route and the unsatisfactory LOS ratings at some of the intersections reinforces the need for a widened and improved roadway. Sidewalks are also warranted as part of the project improvements to comply with the requirements of the American with Disabilities Act (ADA) and to enhance pedestrian safety along the roadway.

The proposed project will complete improvements to the portion of Salt Lake Boulevard from Bougainville Drive to Reeves Street (Phase 2) to its planned function as specified in the 1977 fEIS. The Salt Lake Boulevard project route will be widened from the existing two lane roadway to a multi-lane highway facility as follows: Bougainville Dr. to Lawehana St. - Six (6) traffic lanes, 3 Honolulu - bound and 3 Ewa - bound; Lawehana St. to Reeves - Four (4) traffic lanes, 2 Honolulu - bound and 2 Ewa - bound. Roadway improvements for the proposed project also include on-street parking on the north side, median with exclusive left-turn lanes, roadway drainage system, street lighting system, traffic signal system, 8-foot wide concrete sidewalks on each side, and bike lanes.

The tentative project schedule for the Phase 2 improvements is expected to commence in Early 2002 and take approximately two years to complete at a construction cost of roughly \$30 million. However, based on available funding, the Phase 2 improvements may be incrementally constructed.

The proposed roadway design section has been developed following the City's coordination efforts with both the community and the Navy. In order to mitigate concerns from the Navy and the community, the granting of Navy easements to the City has been requested for the following purposes:

- To construct and maintain a "utility corridor" that will allow the Navy to directly access their 24-inch water main from Salt Lake Boulevard and minimize the visual impact of the otherwise required retaining wall and noise barrier wall to residents of the adjacent Navy housing area. Grading onto Navy lands would be required to construct this utility corridor.
- To construct and to allow the City to access the Navy's relocated and expanded drainage detention basin for maintenance purposes. The existing detention basin is partially located within the City's right-of-way and plays an integral part of the Navy's existing downstream drainage system. The relocated basin will be expanded to accommodate the anticipated increase in stormwater runoff from the widened roadway, and to possibly provide relief to the Navy's downstream drainage system.
- To provide roadway improvements to accommodate adequate pavement for U-turn movements at the intersections of Salt Lake Boulevard and the Navy cross streets of Marshall Road and Namur

Road. U-turn provisions are proposed since the City plans to construct a raised landscaped median separating the outbound and inbound lanes of traffic as requested by the local community.

Various alternatives were considered during the planning phase of the project which included: 1) Improvements to Kamehameha Highway; 2) Improvements to Moanalua Road; 3) Parallel alignment; 4) Utilizing other existing streets; and 5) Do nothing. However, the alternative to widen Salt Lake Boulevard was deemed the most feasible. Since the proposed action involves the potential acquisition of easements from the Navy, the possibility of widening the roadway without the acquisition of Navy easements was discussed as the "Traditional Design Option." Although the widening of Salt Lake Boulevard would be possible under this option, it is not the most feasible action due to the considerable impacts that would be incurred to the Navy, City and the community. The benefits to acquiring easements as part of the proposed action far outweigh the Traditional Design Option.

Short-term impacts to air, noise, & traffic are expected during construction, but will be mitigated through compliance of the applicable regulations and permit conditions, and through the implementation of *current construction techniques and best management practices*. The improved roadway is anticipated to increase traffic noise levels in the area over the long term. As a result, noise barrier walls will be implemented along the sensitive receptor areas of the project route. In the long-term, the widened roadway will improve traffic flow and the aesthetic quality in the project area.

I. PURPOSE AND NEED FOR THE PROPOSED ACTION

A. Background

This environmental assessment (EA) has been prepared to re-evaluate the impacts identified in the Salt Lake Boulevard - Puuloa Road to Halawa Heights Road Extension final Environmental Impact Statement (fEIS) in accordance with the requirements of the Council on Environmental Quality Rules for the implementation of the National Environmental Policy Act (NEPA); Federal Highway Administration Rules and Regulations set forth in 23 CFR 771.129(a); and the Hawaii Revised Statutes (HRS) Chapter 343-5(a)(1).

The final Environmental Impact Statement (fEIS) was approved by the Federal Highways Administration (FHWA) on February 4, 1977. Since that approval, new requirements have evolved and the reevaluation process has become more specific and formalized. Therefore, the fEIS was reviewed in detail to determine the applicability of current requirements and whether supplemental environmental documentation would need to be prepared and circulated for review and comment.

An EA to re-evaluate the 1977 fEIS was previously prepared and published in the Office of Environmental Quality Control's bulletin on October 23, 1996. However, since that publication date, revisions were made to the proposed roadway design section. Thus, this EA document revisits and supersedes the 1996 EA for the Salt Lake Boulevard Widening - Bougainville Drive to Reeves Street project. An updated traffic study (Bougainville Drive to Reeves Street) and noise study (Bougainville Drive to Ala Lilikoi Street) has been conducted as part of this EA.

Elements considered in this reevaluation are as follows:

1. Whether the consideration of alternatives, impacts, existing environmental, and mitigation measures as set forth in the 1977 fEIS remain applicable, accurate and valid;
2. Whether there have been any major changes in these factors or the regulations associated with them; and
3. Whether design refinements might result in identification of new impacts or require further study of environmental factors prior to construction authorization.

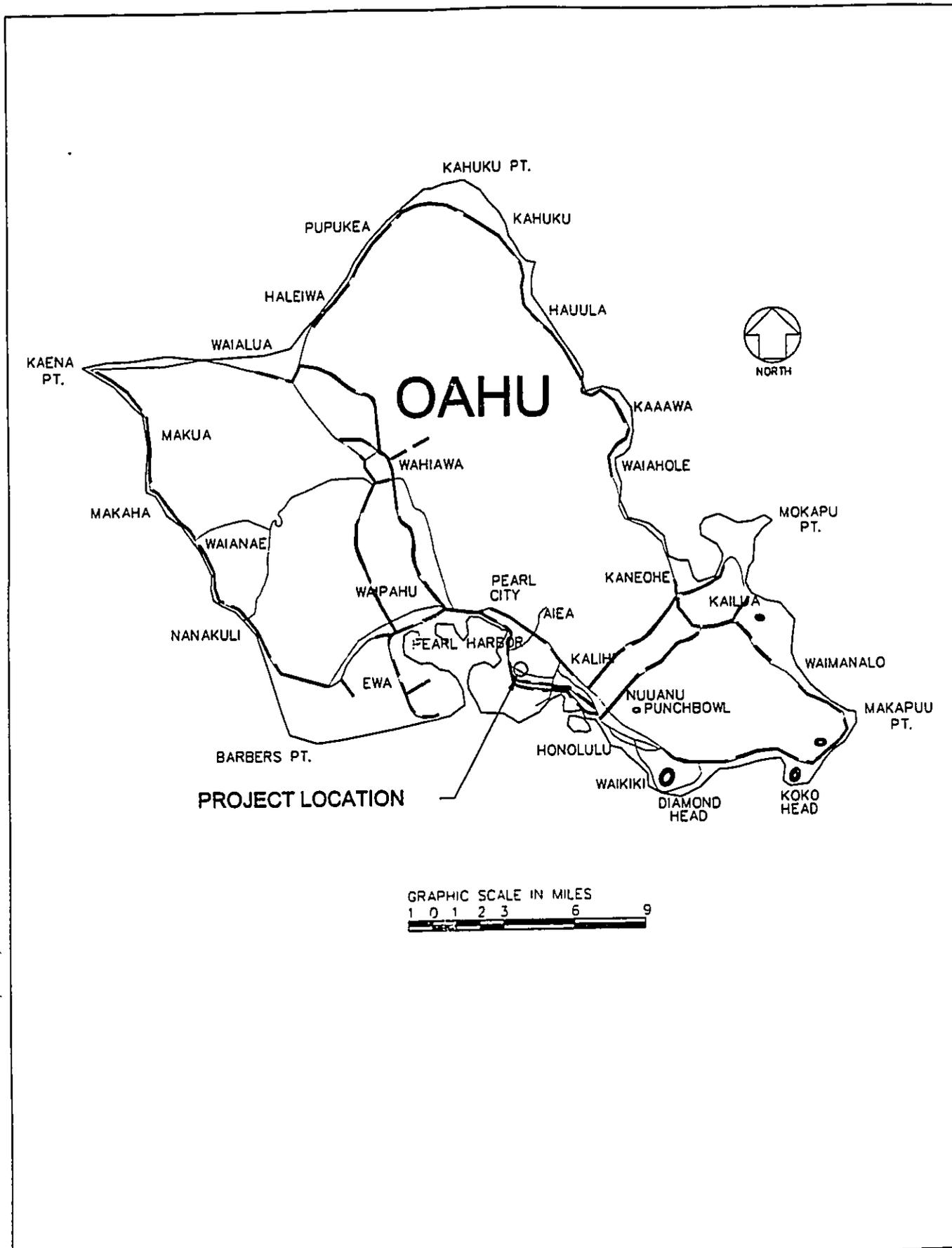
B. Purpose and Need

According to the 1977 fEIS, the project need is summarized as follows:

"The project is needed because the present facility is inadequate to serve the growing needs of the surrounding communities. With the ultimate development of the surrounding area, traffic conditions will become intolerable. The City and County elects to improve the existing roadway because of this necessity, its central location, existing wide right-of-way of 100-foot width which has been set aside for roadway purposes, and because other alignments or alternatives are either impractical or will cause much greater environmental impact on the surrounding communities."

The proposed project will complete improvements to the portion of Salt Lake Boulevard from Bougainville Drive to Reeves Street to its planned function as specified in the 1977 fEIS. The project location is shown in EXHIBITS I.A and I.B. Results from an updated traffic study completed in 1996 confirm the need for the proposed roadway improvements. Over the years, the development of residential subdivisions, schools, shopping centers, churches and recreational facilities has resulted in an increase of traffic volume in the project area. According to the updated traffic study, the existing average daily traffic (ADT) volume on Salt Lake Boulevard was estimated to range from 18,000 vehicles per day (vpd) to 21,000 vpd within the limits of the project area.

During the peak morning hour of traffic, congestion was observed in both directions along the Salt Lake Boulevard project route. This congestion was primarily attributed to the intersection of Salt Lake Boulevard and Bougainville Drive. The traffic demand at this intersection used approximately 85 percent of the roadway's capacity and operated at an overall LOS "E." Left turn movements on all approaches to the Bougainville Drive intersection operated at a LOS "F." Congestion at the intersection of Salt Lake Boulevard and Bougainville Drive was also observed during the afternoon peak hour of traffic. The roadway capacity and overall LOS rating remained the same as the morning peak hour of traffic (85 percent and LOS "E," respectively) while left turn movements on both approaches of Bougainville Drive operated at a LOS "F."



DATE: 04/19/99
 PM: STY
 OPR: SAI
 REV: 04/19/99
 DATE: 12 10 97

SALT LAKE BLVD. WIDENING		EXHIBIT
VICINITY MAP		I.A
		DATE: 04/19/99

The congested conditions along the Salt Lake Boulevard project route and the unsatisfactory LOS ratings at some of the intersections reinforces the need for a widened and improved roadway. Sidewalks are also warranted as part of the project improvements to comply with the requirements of the American with Disabilities Act (ADA) and to enhance pedestrian safety along the roadway.

C. Agency Roles

The City Department of Design and Construction (DDC) is responsible for designing and constructing the proposed project. DDC is the project proponent and the approving agency/accepting authority for the Chapter 343 Hawaii Revised Statutes (HRS) Environment Assessment (EA). In this role it has determined that a finding of no significant impact (FONSI) is appropriate for the project. DDC is also the applicant for federal funds required for construction of this and, therefore, serves as a joint lead agency for the purposes of complying with National Environmental Policy Act of 1969 (NEPA). As a joint lead agency, DDC is responsible for developing substantial portions of the environmental documentation needed to satisfy NEPA and Chapter 343 HRS.

The Federal Highway Administration (FHWA) of the U.S. Department of Transportation is the other joint lead agency under NEPA and is responsible for procedural oversight and technical assistance. FHWA has reviewed the Final EA, public comments received on the Draft EA, and DDC's FONSI. Based on this review, the FHWA will decide whether to issue a FONSI for the purpose of NEPA.

Since all FHWA aid requests are processed through the Hawaii State Department of Transportation, Highways Division, that agency will review the funding request and project proposal. It has served as a cooperating agency in the preparation of the environmental documentation.

D. Project Summary

Preparer of the EA: Akinaka and Associates, Ltd.
250 North Beretania Street, Suite 300
Honolulu, Hawaii 96817

Project Name: Salt Lake Boulevard Widening - Phase 2,
Bougainville Drive to Reeves Street.

Proposed Action: Widen Salt Lake Boulevard from Bougainville
Drive to Reeves Street from a 2-lane facility
to a 4-lane facility.

Project Location: Honolulu, Oahu, Hawaii

Tax Map Key: 1-1-10 & 9-9-02

II. DESCRIPTION OF PROPOSED ACTION

A. Historical Background

Salt Lake Boulevard was originally constructed during World War II by the Navy and was recognized at the onset to be a major thoroughfare in the future. Hence, although only a two-lane roadway section was constructed, a 100-foot right-of-way was established. During the post-war years, private land owners on the north side and the Navy on the south side of Salt Lake Boulevard planned and developed the area with the knowledge that the right-of-way was established for future improvements.

To facilitate implementation of improvements to Salt Lake Boulevard and meet the needs of the community, the Navy transferred title of the right-of-way to the State of Hawaii in 1962. Subsequently, fee title was transferred to the City & County of Honolulu by Governor's Executive Order No. 2310, dated February 24, 1967.

The City's Salt Lake Boulevard widening project, from Kahuapaani Street (formerly called Halawa Heights Road) to Puuloa Road, is a planned highway improvement which began to become a reality in the 1970's. The overall project to widen Salt Lake Boulevard was partially constructed then deferred by the City and County of Honolulu due to funding constraints. The following describes the various segments, from west to east, of the overall project and its respective status:

- Salt Lake Boulevard - Increment 1, Phase 1:
Peltier Avenue to Puuloa Road - Constructed in late 1970's
- Salt Lake Boulevard - Increment 1, Phase 2:
Ala Liliko'i Street to Peltier Avenue - Constructed in early 1980's
- Kahuapaani Street to Luapele Drive - Constructed in mid 1980's
- Luapele Drive to Bougainville Drive - Construction completed in May 1999
- Bougainville Drive to Reeves Street - Under design
- Reeves Street to Ala Liliko'i Street - Future Project

The limits of each increment is previously shown in Exhibit I.B. The City has completed construction of the segment from Ala Liliko'i Street to Puuloa Road on the east end. On the west end, the segment from Kahuapaani Street to Bougainville Drive has also been completed. The Navy has recently completed their redevelopment of the Moanalua Terrace housing area located on the south side of the Salt Lake

Boulevard project route. The Salt Lake Boulevard Widening, Phase 2 project will be coordinated these recently completed Navy housing projects.

The proposed action is another segment of the overall planned Salt Lake Boulevard highway improvement project for which a final Environmental Impact Statement (fEIS) was approved in 1977. This fEIS discloses the environmental impacts and mitigative measures expected from the proposed project.

According to the 1977 fEIS, the original roadway typical section for the portion of the Salt Lake Boulevard widening project from Bougainville Drive to Reeves Street consisted of a total of four lanes and a variable width striped median. The north side of the roadway included two 11-foot wide lanes, a 10-foot wide parking lane, 8-foot sidewalk, and 5-foot bikeway. The south side of the roadway consisted of two 11-foot wide lanes, a 15-foot shared travel and bikeway lane and an 8-foot sidewalk.

Due to funding constraints, the actual design of Salt Lake Boulevard from Bougainville Drive to Ala Lillikoi Street was not implemented following the approval of the fEIS in the late 1970s. The project design was based on meeting the specifications described in the original fEIS. This initial design of the project route is shown in EXHIBIT II.A. Typical sections of this initial design at cut and fill conditions along the project route are also shown in EXHIBITS II.B and II.C, respectively.

However, this initial roadway typical section has since been revised due to recent public input/concerns received during several community meetings. These meetings were conducted to reevaluate the roadway typical section and were held on the following dates:

Neighborhood Board No. 18 Meetings:

November 14, 1996

October 9, 1997

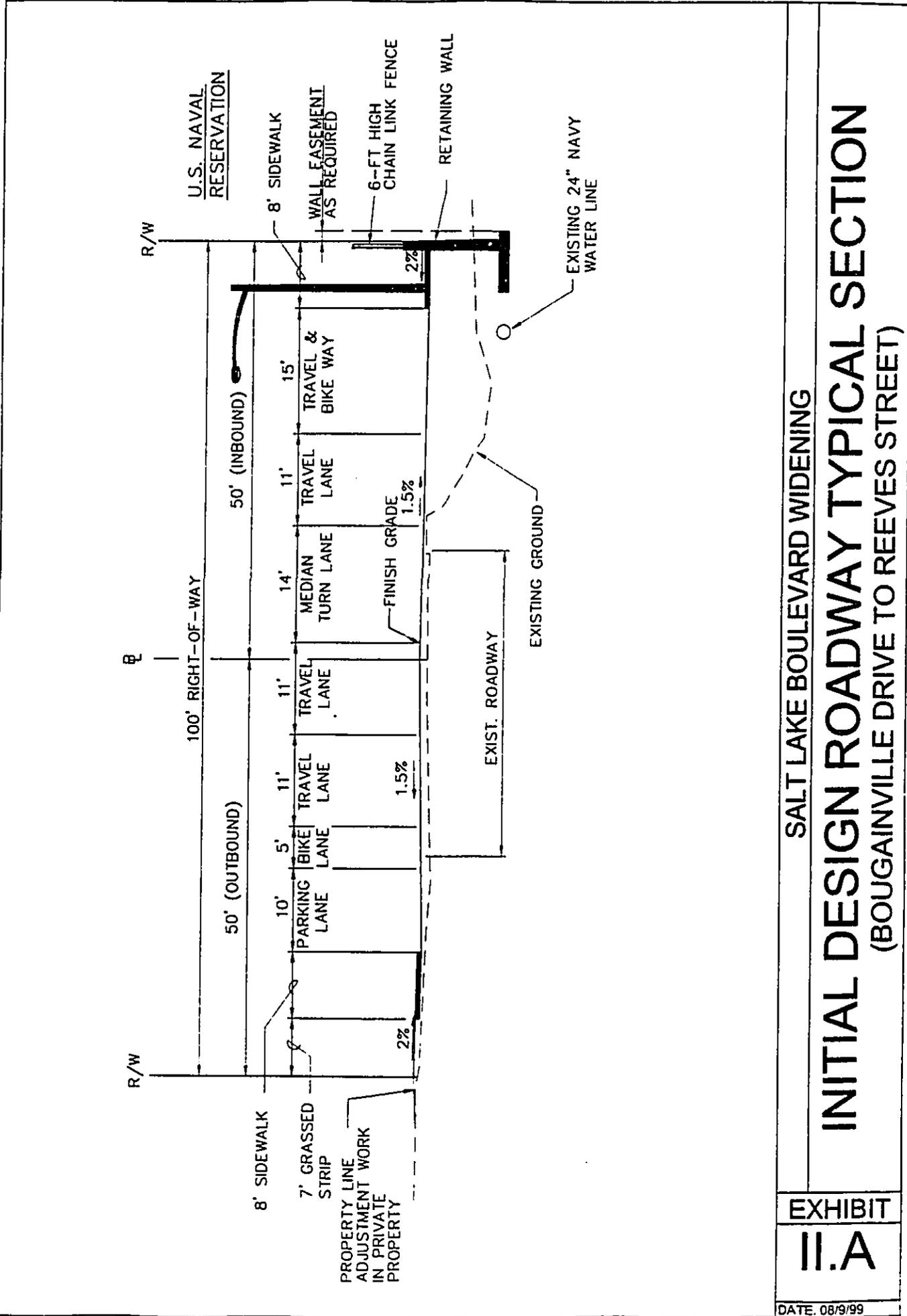
November 6, 1997

November 13, 1997

Representative Robert McDermott Town Meeting:

November 17, 1997

DATE: 12/10/97
 DRAWN BY: JAP2
 CHECKED BY: NONE
 PROJECT: SAI, CKY, *LMUW
 REV: 08/9/99



DATE: 08/9/99

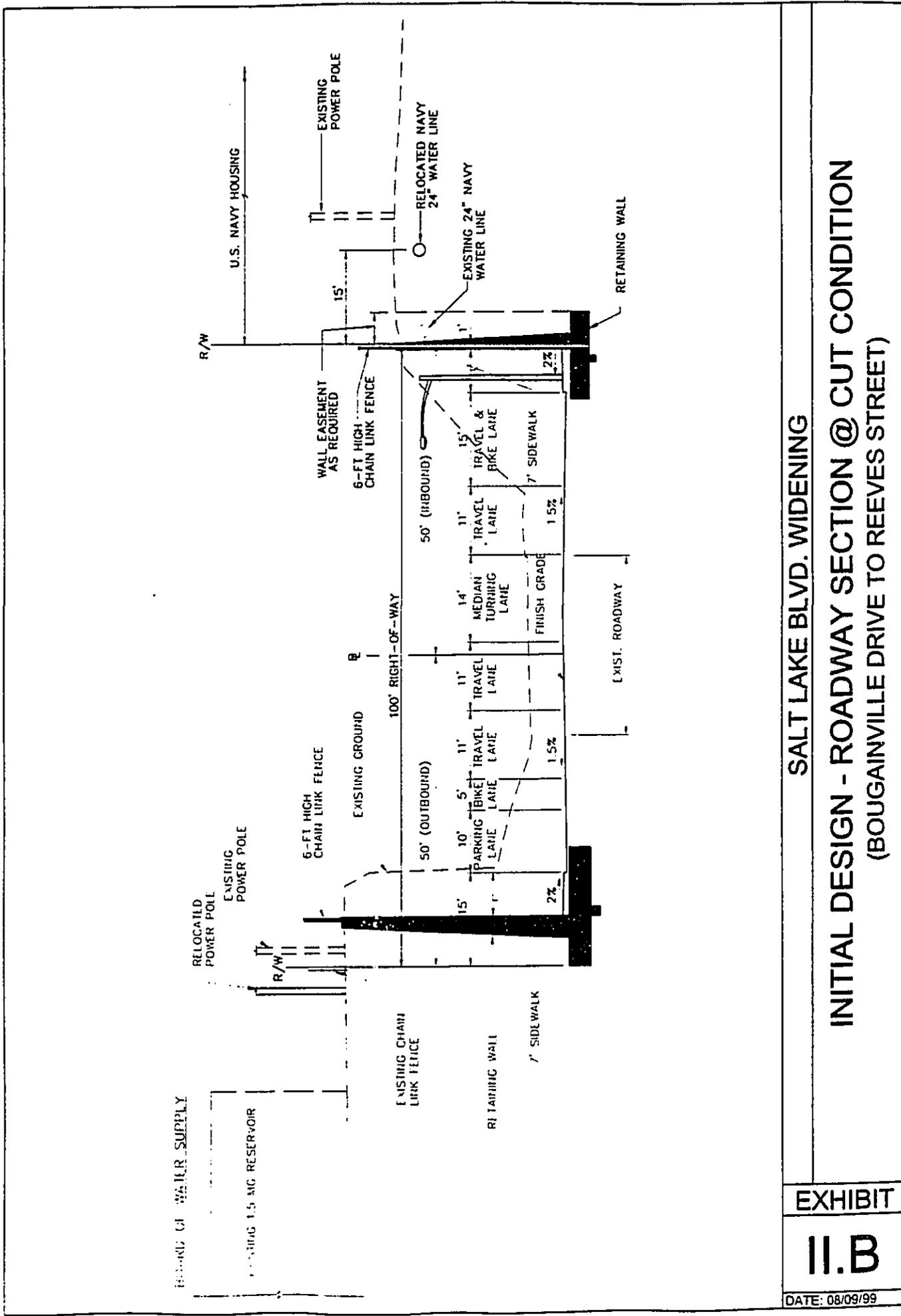
EXHIBIT

II.A

SALT LAKE BOULEVARD WIDENING

INITIAL DESIGN ROADWAY TYPICAL SECTION
 (BOUGAINVILLE DRIVE TO REEVES STREET)

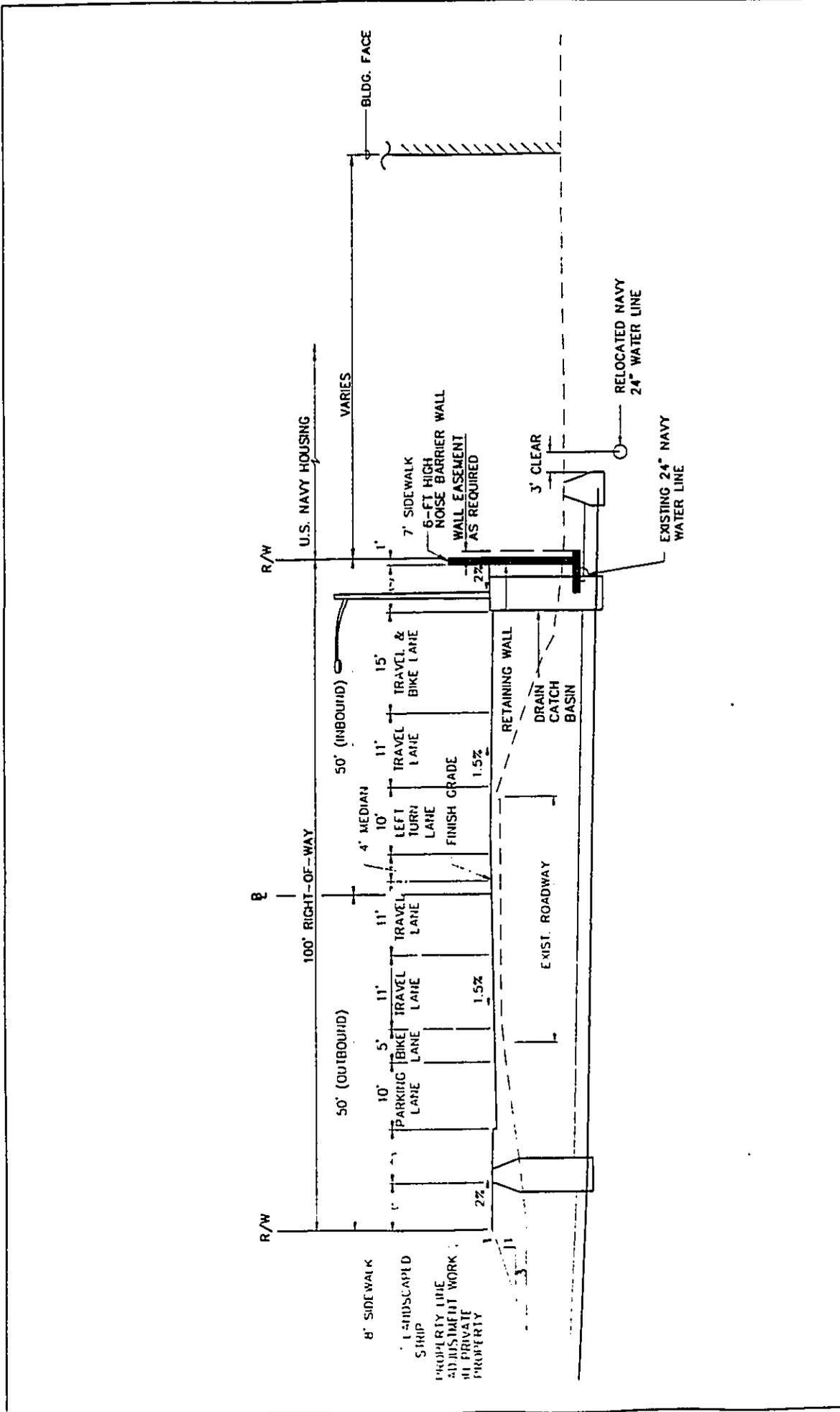
SHEET: 11.B
 DATE: 12-10-97
 FROM: A113_SEC
 PM: STY
 OPR: SAI, RGO, *LMUW
 REVISED: 08/09/99



SALT LAKE BLVD. WIDENING
INITIAL DESIGN - ROADWAY SECTION @ CUT CONDITION
(BOUGAINVILLE DRIVE TO REEVES STREET)

EXHIBIT
11.B
 DATE: 08/09/99

PROJECT: I-15 HOV-3 FROM: AIT 3 SEC
 DATE: 12/10/97 PM: STY
 FILE: I10H1 OPR: SAIRGQ, LMUW
 DATE: 12/10/97 REVISION: 08/09/99



SALT LAKE BLVD. WIDENING
INITIAL DESIGN - ROADWAY SECTION @ FILL CONDITION
(BOUGAINVILLE DRIVE TO REEVES STREET)

EXHIBIT
I.C

DATE: 08/09/99

At the Neighborhood Board meeting, the community expressed a desire for raised landscaped medians to balance the visual impacts of the widened roadway and also requested provisions for U-turn movements at the intersections with Navy Roads. However, in order to provide the landscaped median and adequate pavement for safe U-turn movements, an easement from the Navy would be required.

B. Proposed Navy Easements

The original design of Salt Lake Boulevard as described in the 1977 fEIS required the construction of high retaining walls along the south side of the project route to retain the roadway embankment and the abutting Navy land. However, the Navy had concerns over this original design since the retaining walls would: 1) limit access to their existing 24-inch potable water main which parallels Salt Lake Boulevard and meanders in and out of the right-of-way, and 2) create a visual impact from the perspective of the Navy housing area. The existing terrain abutting the right-of-way greatly impacts the widening of Salt Lake Boulevard and the future operation and maintenance of the 24-inch water main by the Navy Public Works Center (NPWC). Should the original retaining walls be constructed, direct access to the waterline would be severely limited due to the difference of the terrain, location of the security fence, and obstruction of the otherwise required retaining walls at the right-of-way line. In some locations along the roadway, the waterline would only be accessible from the backyards of the adjacent Navy housing units.

The visual quality of the Navy housing area residents would also be impacted since the visible height of the retaining wall plus the required noise wall would be in the range of approximately 18 feet.

Therefore, to mitigate access concerns to the water main and minimize the visual impacts to the Navy housing area, the granting of Navy easements to the City has been requested. In order to facilitate this, an Environmental Assessment for the "Granting of U.S. Navy Easements to the City and County of Honolulu, Department of Design and Construction for the Salt Lake Boulevard Widening, Bougainville Drive to Ala Lilikoi Street" will be completed in accordance with the National Environmental Policy Act and Navy regulations (OPNAVINST 5090.1A).

If an easement is granted from the Navy, the City would be able to revise the original design to eliminate the construction of the

traditional retaining walls along the right-of-way line and grade onto Navy lands to provide a slope to meet the Navy's property as well as a 15-foot wide utility corridor. Approximately 3,700 linear feet of the Navy's existing 24-inch waterline would be relocated to this utility corridor which would be directly accessible via Salt Lake Boulevard. A security fence would also be provided within the utility corridor along the south right-of-way. The NPWC accepts the concept of the "utility corridor." Thus, the proposed project is currently being coordinated with the NPWC regarding the operation and maintenance of the 24-inch water main. The project will also be coordinated with the Navy's Housing project to minimize impacts.

Grading onto Navy lands would also enhance the visual quality of the roadway improvements by eliminating the need for retaining walls. Wall heights from the Navy housing perspective would be minimized from approximately 18-feet to 6-feet in height. Landscaping would be provided on the slope between the noise wall and the Navy housing units and will be maintained by the Navy. The utility corridor also creates an opportunity to further landscape a "green space" between the sidewalk and the noise wall. Final landscaping details will be coordinated with the Navy. Visual impacts from the perspective of the motorists as well as the residents living along Salt Lake Boulevard will be improved.

The proposed action also requires the relocation of the Navy's drainage detention basin which is currently partially located within the City's Salt Lake Boulevard right-of-way. An easement, approximately 2.5 acres in size, is required to grant the City jurisdiction to operate and maintain the Navy's detention basin which would be completely relocated onto Navy lands. A conceptual footprint of the relocated basin is shown in EXHIBIT II.D. The relocated basin consists of two smaller ponds that are connected by a culvert that runs beneath the realigned Marshall Road.

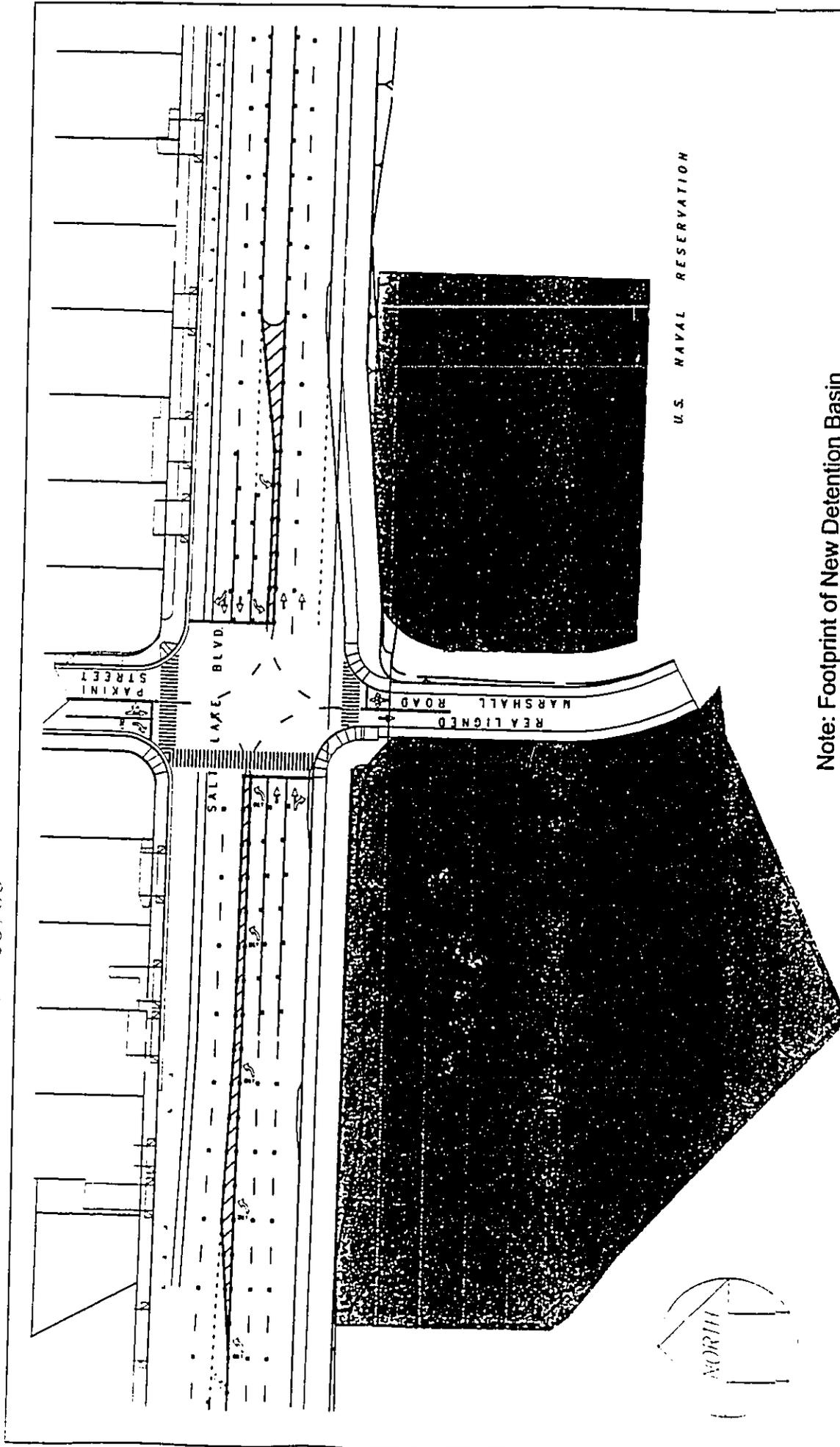
The proposed project is expected to slightly increase the total stormwater runoff flow by approximately 1.5%. The relocated detention basin will be enlarged for a 25-year storm event and will be designed to limit the rate of flow into the Navy's downstream system to equal or less than the existing capacity. The larger detention basin is expected to improve the flooding problems within the Navy Public Works Center area since it will be able to detain a greater quantity of stormwater runoff than the existing basin that was sized for a 10-year storm event.

PROJECT ID: 0411121097

PREPARED BY: SAJ/RGQ

DATE: 06/09/99

REVISIONS: 06/09/99



Note: Footprint of New Detention Basin is conceptual only

EXHIBIT II.D

DATE 04/19/99

SALT LAKE BLVD. WIDENING

DETENTION BASIN PLAN

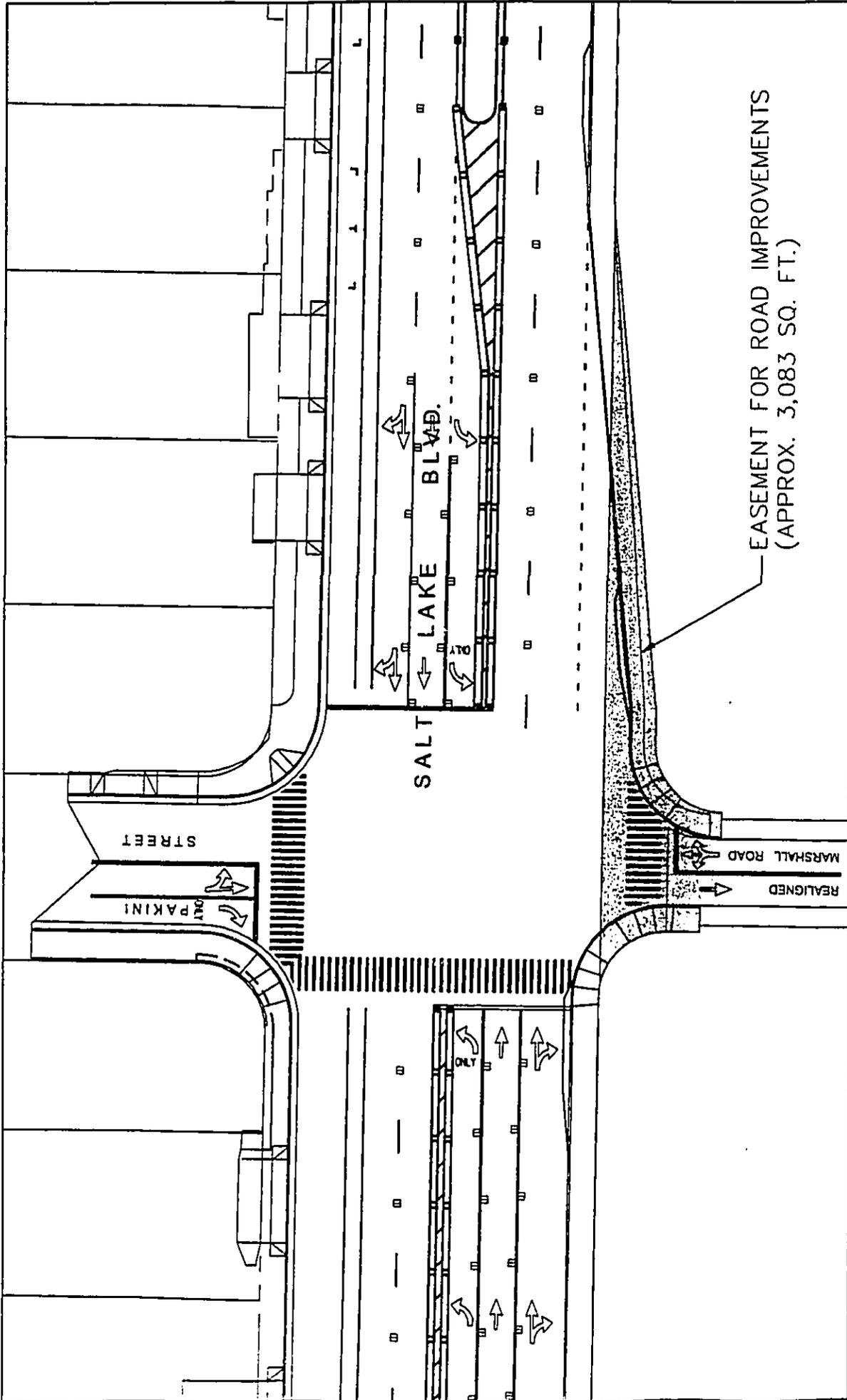
Two separate easement areas, approximately 3,083 ft² and 3329 ft² in size are also proposed for additional pavement space that would facilitate U-turn movements at the intersections of Salt Lake Boulevard and the Navy cross streets of Marshall Road and Namur Road, respectively (see EXHIBITS II.E and II.F). U-turn movements are needed at these intersections since the community has requested the installation of raised landscaped medians within the center of the roadway. These U-turn provisions will enhance safety by limiting access to residents north of Salt Lake Boulevard to "right-in/right-out" only movements. The proposed easement will also facilitate the transition of the widened Salt Lake Boulevard to the Navy's Marshall Road and Namur Road, which will both be realigned and signaled by the City.

C. Proposed Action

As a result of coordinating the proposed Salt Lake Boulevard widening project with the community and the Navy, the Roadway Typical Section was revised as shown in EXHIBIT II.G. Thus, the original concept of the Salt Lake Boulevard improvements plus the proposed revisions consist of the following details: (revisions to original concept denoted by "**")

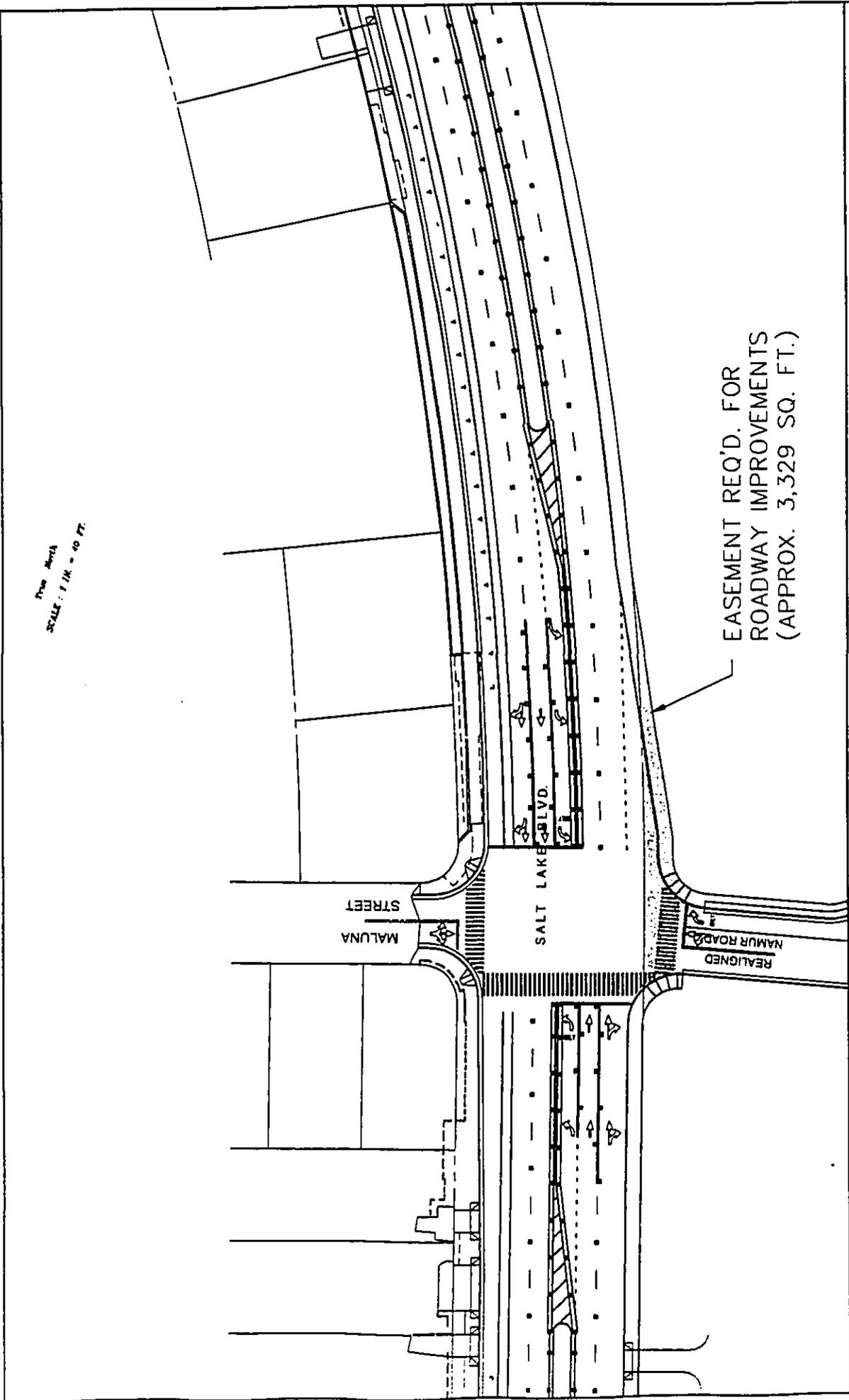
- a) 7-foot wide landscaped strip along the north right-of-way line
- b) 8-foot sidewalk on each side of the road
- c) 10-foot wide parking lane (on the north side only)
- d) 5-foot wide bicycle lane (on north side only)
- e) Two 11-foot wide outbound travel lanes
- *f) 14-foot median (10-foot wide raised landscaped median w/2-foot curb offsets)
- g) One 11-foot wide inbound travel lane
- h) One 15-foot wide combination inbound travel/bike lane
- *i) Auxiliary lane, width varying from 12-foot maximum at intersections with cross streets for U-turn movements
- *j) Utility corridor (within Navy land) along the south right-of-way. This corridor will possibly be landscaped. The extent of landscaping needs to be coordinated with the Navy's security fence that extends along the south right-of-way.
- k) Utility relocation of electrical, telephone & CATV overhead lines. According to community meetings, relocating the existing overhead lines to underground utilities is the preferred method. However, should available funding be limited, the relocated

PROJECT: SALT LAKE BOULEVARD WIDENING
 DATE: 12/10/97
 OPER: SAI, RCG
 REVISED: 06/10/99



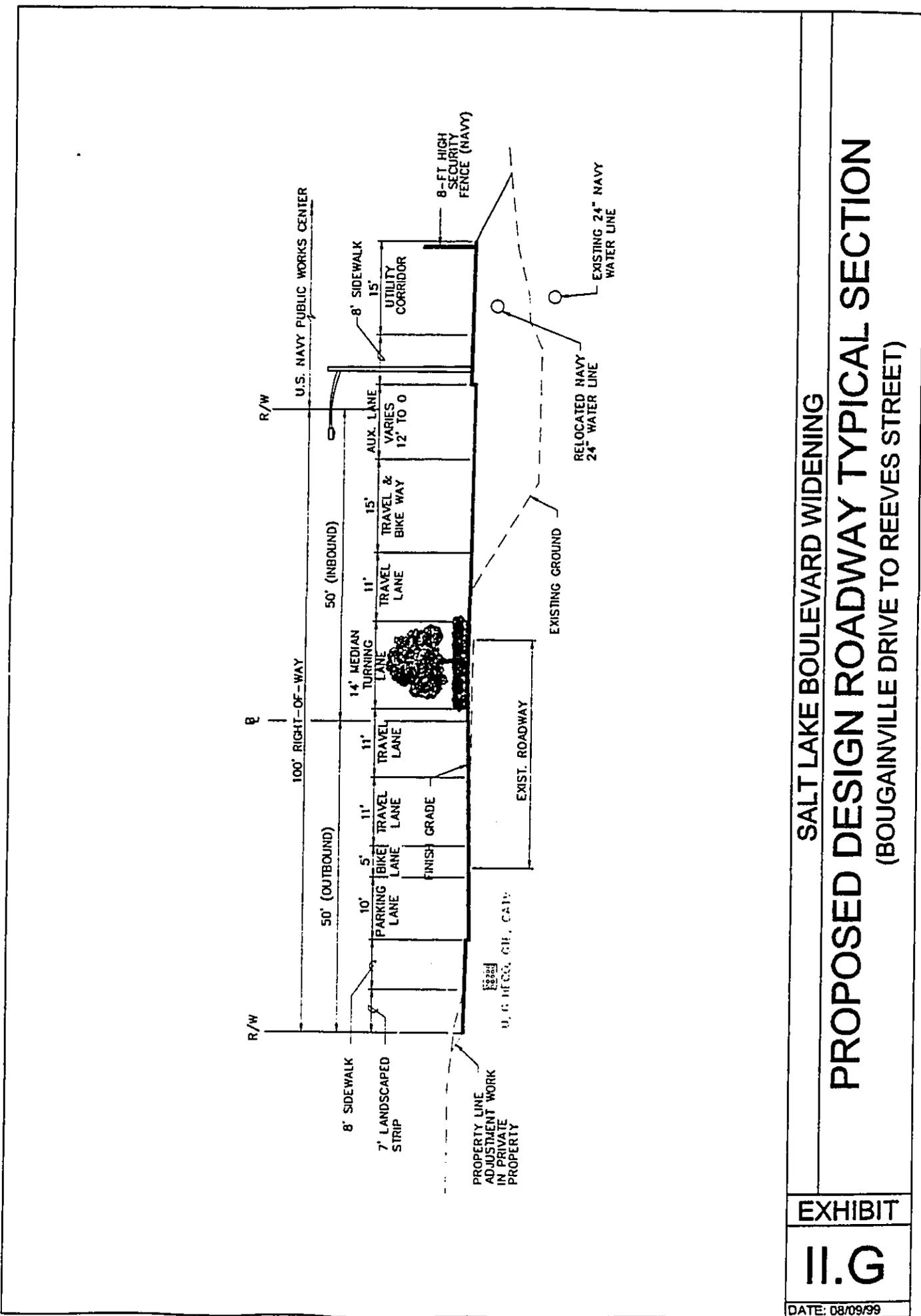
DATE 04/19/99	
EXHIBIT	I.E
SALT LAKE BOULEVARD WIDENING INTERSECTION PLAN AT PAKINI ST. / MARSHALL RD.	

DATE: 06/10/99
BY: [unclear]
PROJECT: SALT LAKE
REVISED: 06/10/99



SALT LAKE BOULEVARD WIDENING	
INTERSECTION PLAN AT	
MALUNA ST. / NAMUR RD.	
EXHIBIT	11.F
DATE 04/19/99	

DRAWING NO: JG12
 DATE: 12/10/97
 FROM: AL13_SEC
 OPR: SAI, RCO, LMUW
 REVISED: 08/09/99



SALT LAKE BOULEVARD WIDENING
PROPOSED DESIGN ROADWAY TYPICAL SECTION
 (BOUGAINVILLE DRIVE TO REEVES STREET)

EXHIBIT
II.G
 DATE: 08/09/99

utilities may remain overhead. The feasibility of underground utility relocation will be evaluated during the design phases.

Typical sections of the proposed design along other locations of the project route are shown in EXHIBITS II.H, II.I & II.J. The proposed project involves widening the existing two lane roadway to a multi-lane highway facility as follows:

- Bougainville Dr. to Lawehana St. - Six (6) traffic lanes, 3 Honolulu - bound and 3 Ewa - bound
- Lawehana St. to Reeves - Four (4) traffic lanes, 2 Honolulu - bound and 2 Ewa - bound.

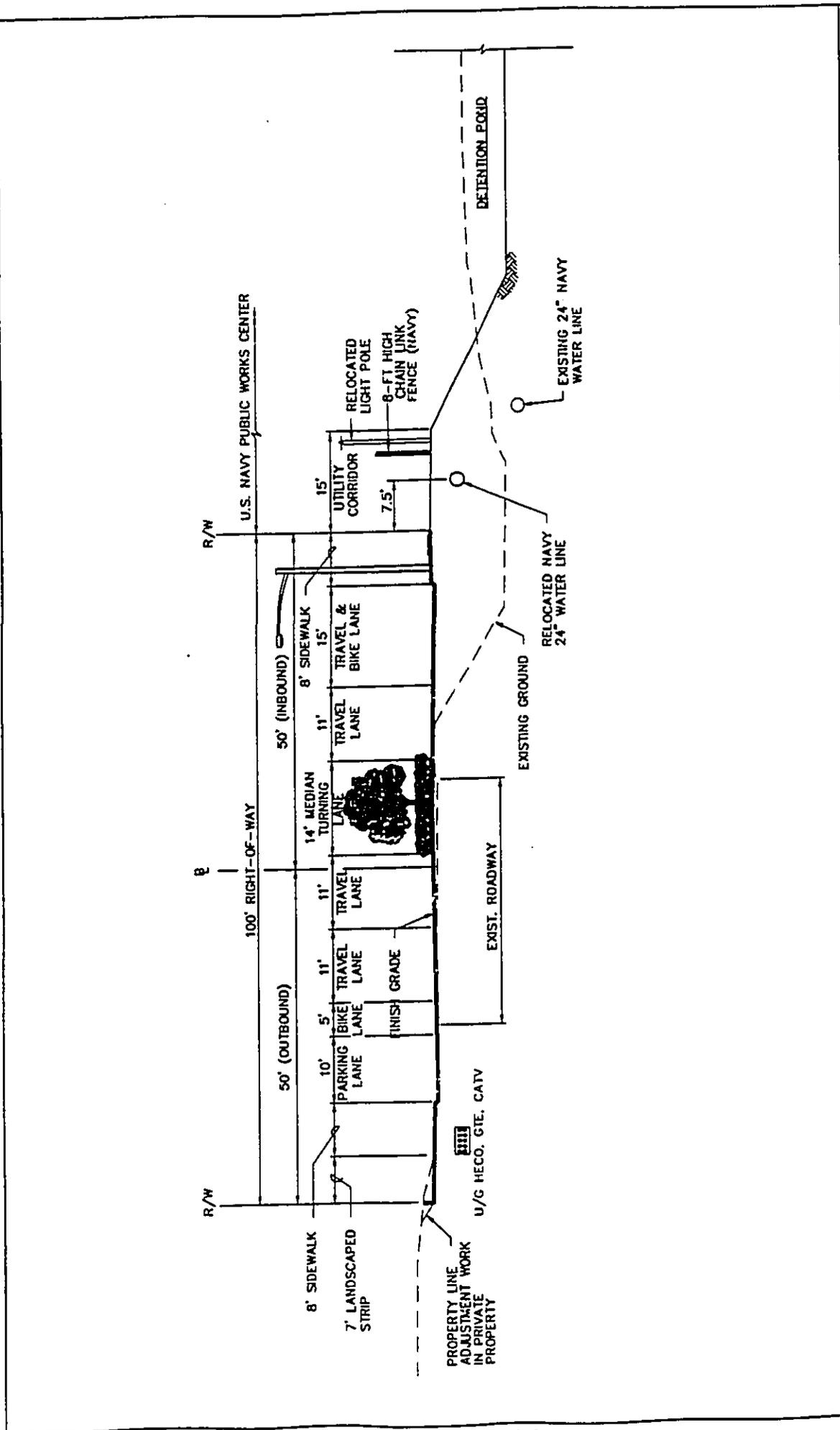
Included in the improvements associated with the segment from Bougainville Drive to Ala Liliko'i Street are on-street parking on the north side, median with exclusive left-turn lanes, roadway drainage system, street lighting system, traffic signal system, 8-foot wide concrete sidewalks on each side and bike lanes. These proposed improvements will be implemented in (2) two phases as follows:

- Phase 2: Bougainville Drive to Reeves Street
- Phase 3: Reeves Street to Ala Liliko'i Street

Phase 1 of the Salt Lake Boulevard widening project (from Luapele Drive to Bougainville Drive) was recently constructed. The proposed project currently under design encompasses Phase 2 of the Salt Lake Boulevard widening project (Bougainville Drive to a terminus near Reeves Street). Specific improvements during Phase 2 will include paving, curbing, sidewalks, median landscaping, bike way, storm drainage, street lighting, traffic control systems and underground utility relocations. Minor right-of-way acquisition (approximately 853 ft²) is anticipated near the Lawehana Street intersection, from TMK: 9-9-71:60 which is presently occupied by Tesoro Gas Express as shown in EXHIBIT II.K. Right-of-way acquisition will be conducted in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended. Relocation resources are available to all affected residential and business relocatees without discrimination.

The Phase 3 improvements from Reeves Street to Ala Liliko'i Street are scheduled as a future project by the City and is anticipated to be the final segment of the Salt Lake Boulevard widening project.

11.14
 SCALE: 1"=20'
 BEG: 12/10/97
 U.S. NAVY PUBLIC WORKS CENTER
 OPR: SAI
 REV: 04/19/99



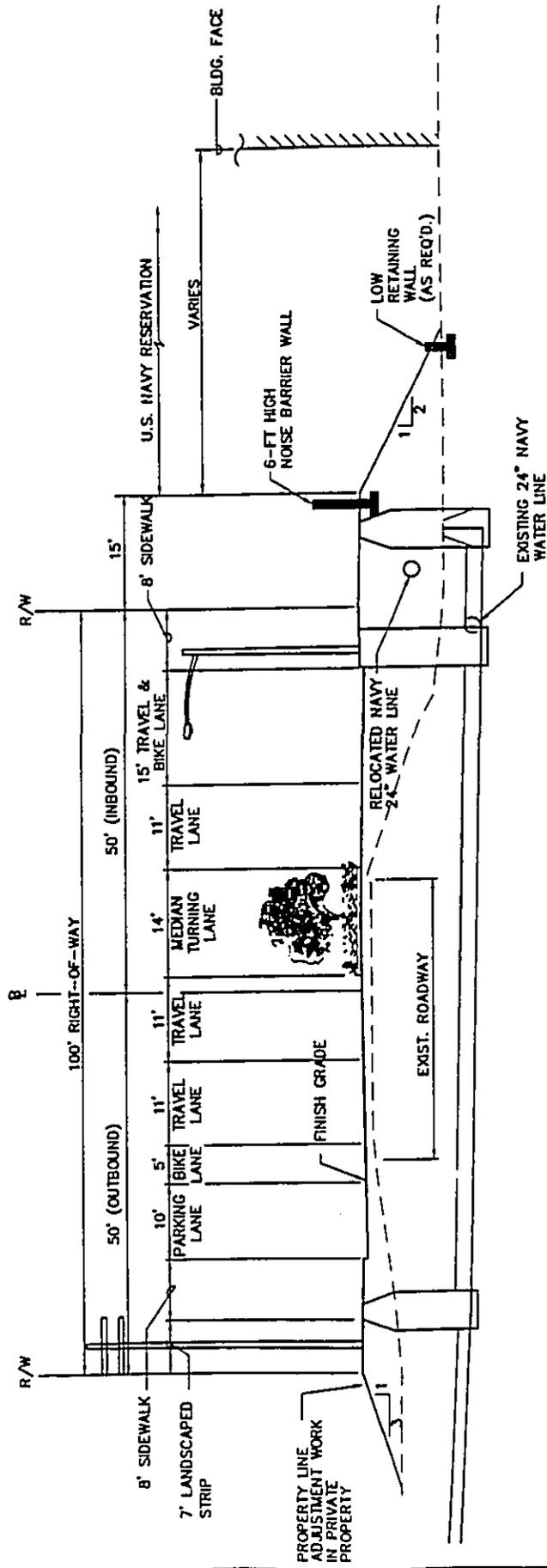
SALT LAKE BLVD. WIDENING
TYPICAL ROAD SECTION ALONG NAVY
PUBLIC WORKS CENTER AREA
 EXHIBIT
11.14
 DATE: 04/19/99

SCALE: NONE

OPR: SAI, RGO

FIG: 12/10/97

REVISED: 06/10/99



SALT LAKE BOULEVARD WIDENING

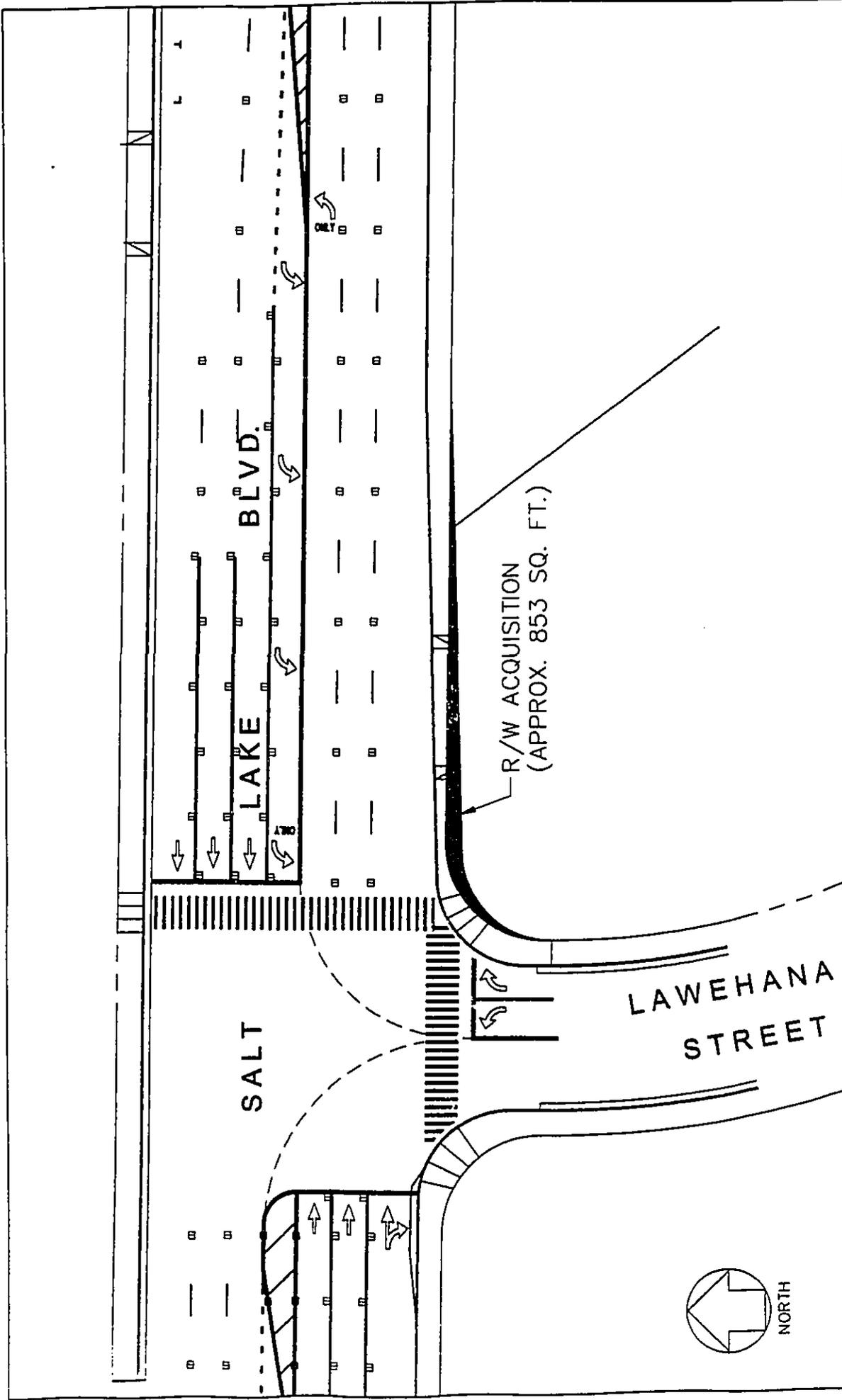
TYPICAL ROAD @ "FILL" CONDITION

EXHIBIT

II.J

DATE: 04/19/99

DATE: 12/10/97
DRAWN BY: IIIK
CHECKED BY: 1-1
PROJECT: SAI, RGQ
REVISED: 06/10/99



SALT LAKE BLVD. WIDENING

EXHIBIT
II.K
DATE: 04/19/99

INTERSECTION PLAN AT LAWEHANA ST.

As previously discussed in Section II.B, the proposed road widening will require the granting of easements from the Navy for the following purposes:

- To construct and maintain a "utility corridor" that will allow the Navy to directly access their 24-inch water main from Salt Lake Boulevard and minimize the visual impact of the otherwise required retaining wall and noise barrier wall to residents of the adjacent Navy housing area. Grading onto Navy lands would be required to construct this utility corridor.
- To construct and to allow the City to access the Navy's relocated and expanded drainage detention basin for maintenance purposes. The existing detention basin is partially located within the City's right-of-way and plays an integral part of the Navy's existing downstream drainage system. The relocated basin will be expanded to accommodate the anticipated increase in stormwater runoff from the widened roadway, and to possibly provide relief to the Navy's downstream drainage system.
- To provide roadway improvements to accommodate adequate pavement for U-turn movements at the intersections of Salt Lake Boulevard and the Navy cross streets of Marshall Road and Namur Road as previously shown in EXHIBIT II.E and EXHIBIT II.F, respectively. U-turn provisions are proposed since the City plans to construct a raised landscaped median separating the outbound and inbound lanes of traffic as requested by the local community.

D. PROJECT SCHEDULE & COST

The Salt Lake Boulevard Widening tentative project schedule and its respective construction cost estimate is as follows:

1. **Phase 2 - Bougainville Drive to Reeves Street**
 - Begin construction - 2002 (subject to availability of funds)
 - Estimated construction duration - Two years
 - Cost Estimate - \$30,000,000

The final limits of Phase 2 are dependant on funding constraints. Based on available funding, the proposed improvements for Phase 2 may be incrementally constructed.

E. List of Potential Permits and Approvals

1. Federal Government

Department of the Navy:

- Finding of Suitability to Transfer (FOST)
- Construction Plan Approval

2. State of Hawaii

Department of Health:

- Community Noise Permit for Construction Activities
- NPDES Construction Dewatering Permit
- NPDES Hydrotesting Permit
- NPDES Stormwater Construction

Department of Transportation:

- Construction Plan approval

3. City and County of Honolulu

Department of Planning and Permitting,

- Construction Plan Approval
- Public Right-of-Way Permit to Excavate
- Construction Dewatering Permit (Temporary)
- Grading Permit

Department of Environmental Services

Division of Environmental Quality:

- Discharge of Effluent (Hydrotesting - Temporary)

Department of Transportation Services

Traffic Division:

- Street Usage Permit

III. ALTERNATIVES CONSIDERED

Alternatives considered during the planning phase of the Salt Lake Boulevard project included the following:

1. Improvements to Kamehameha Highway;
2. Improvements to Moanalua Road;
3. Parallel alignment;
4. Utilizing other existing streets; and
5. Do-nothing

Of all the alternatives considered in the planning phase, the alternative to widen the existing Salt Lake Boulevard was deemed most feasible from the perspective of minimizing impact to existing residences and businesses. This project is another segment of the overall Salt Lake Boulevard master planned highway improvements. The segment from Puuloa Road to Ala Liliko'i Street and Kahuapaani Street to Luapele Drive have already been widened. The portion from Luapele Drive to Bougainville Drive has recently been completed.

The proposed action to widen Salt Lake Boulevard currently involves the potential acquisition of easements from the Navy. If no easements were granted by the Navy, the widening of Salt Lake Boulevard would still be possible. However, considerable impacts would result to both the City and the Navy. Thus, the possibility of widening Salt Lake Boulevard without the granting of easements from the Navy is discussed below as the "Traditional Design Option."

A. Traditional Design Option (No Granting of U.S. Navy Easements)

The Traditional Design Option involves designing the widening of Salt Lake Boulevard in the traditional sense (no easements), with retaining walls along the right-of-way line to maximize the use of the available right-of-way as previously shown in EXHIBIT II.A. The proposed action involving the granting of easements from the Navy was developed between the City and the Navy as an option to mitigate the Navy's concerns and accommodate the community's requests over the widening of Salt Lake Boulevard from Bougainville Drive to Radford Drive. Thus, without the granting of easements, these concerns would not be mitigated and would result in adverse impacts as follows:

1. Construction of Retaining / Noise Barrier Walls

One of the Navy's concerns over this Traditional Design Option involves their preference to directly access and maintain their existing 24-inch water main which currently meanders in and out of the Salt Lake Boulevard right-of-way. Without an easement, this waterline would need to be completely relocated within the Navy's property as previously shown in EXHIBITS II.B & II.C. Due to the difference in terrain, location of the security fence, and obstruction of the required retaining walls at the right-of-way line, access to the waterline would be from the Navy's housing area instead of Salt Lake Boulevard. In some locations, the waterline would be accessible only from the backyards of the adjacent Navy housing units, thereby impacting the residents of those homes.

The Navy also has concerns over the visual impacts that would result under the Traditional Design Option. In addition to the construction of high retaining walls, noise barrier walls, approximately 6-feet high would need to be constructed along the south side of the roadway fronting the adjacent Navy housing area. Consequently, the visual impact of the retaining plus noise barrier wall from the Navy's perspective would be in the range of approximately 18 feet.

2. Relocated Detention Basin

Another concern of the Navy's involves the potential impacts to their existing drainage system located downstream of the detention basin. The proposed widening of Salt Lake Boulevard would require the relocation of the Navy's existing detention basin which is partially located within the City's right-of-way. This detention basin plays an integral part in the Navy's existing drainage system which currently has a limited capacity to conduct stormwater runoff to its downstream terminus. If no easement is granted to construct and maintain the basin, a portion of the basin which encroaches onto the City's right-of-way could be eliminated. As a result, the basin would be considerably reduced in size and the potential for flooding problems around the basin area would increase. In addition, the Navy's drainage system downstream of the basin would not function as designed and the frequent flooding problems that

currently occur within the Navy Public Works area would only worsen during heavy rain events.

Three other options were considered in lieu of relocating the detention basin onto Navy lands. The first option involved directing the stormwater runoff from the Phase 2 improvements (Bougainville Drive to Reeves Street) to the drainage facilities constructed for the Phase I improvements (Luapele Drive to Bougainville Drive). This option was not feasible mainly because it would work against the natural topography of the area and would also be very costly to expand the Phase 1 drainage facilities to accommodate additional flows.

The second option involved the construction of a separate drainage channel to the harbor for the Phase 2 runoff. This option is not feasible primarily because of the land area that would be required from the Navy and the extreme construction costs. A new drainage channel would occupy additional space within the Navy lands and easements would still need to be obtained from the Navy.

The third option involved relocating the detention basin elsewhere, other than on Navy property. The City's Aliamanu Playground would be the only area in the vicinity of the project route where this would be possible. However, relocating the detention basin to this park area would have adverse effects on the community since this park is frequently used for community sports and other recreational purposes. In addition, a Section 4(f) evaluation pursuant to the Department of Transportation Act of 1966 would be triggered. According to Section 4(f), no federally funded problem or project may use lands from a significant publicly owned public park or recreation area unless the determination is made that there is no other feasible and prudent alternative. Since there appears to be other feasible and prudent sites for relocating the detention basin, a 4(f) justification for using the Aliamanu Playground cannot be made.

3. U-Turn Movements

If no easements were granted for additional pavement space, the City would be unable to provide U-turn movements at the intersections of Salt Lake Boulevard and the Navy cross-streets

of Marshall Road and Namur Road. Consequently, the construction of a raised landscaped median that was requested by the community would not be feasible. Residents and motorists on the north side of the roadway would be extremely inconvenienced and limited to "right-in/right-out" movements and would not be able to access the westbound lanes of Salt Lake Boulevard without traveling to the nearest intersection where U-turns are permitted. This may promote illegal U-turns at the intersections where there is insufficient pavement space, thereby jeopardizing the traffic safety in the area.

B. Evaluation of Traditional Design Option

Although the widening of Salt Lake Boulevard would be possible under the Traditional Design Option, it is not the most feasible action due to the considerable impacts that would be incurred. The benefits to acquiring easements as part of the proposed action far outweigh the Traditional Design Option. These benefits are summarized as follows:

- The provision of an easement would allow the Navy's waterline to be relocated within a continuous utility corridor that would be directly accessible from Salt Lake Boulevard. In addition, the granting of easements would allow grading onto Navy lands, thereby eliminating the need for high retaining walls and reducing visual impacts.
- By granting an easement for the construction and maintenance of the relocated detention basin, the Navy's existing drainage system would be improved. The capacity of the relocated basin would be expanded to accommodate a 25-year storm and the basin outlet would be designed to limit the rate of flow into the downstream drainage system to equal to or less than the present capacity. As a result, the potential for flooding problems in the Navy Public Works Center area would be reduced.
- The acquisition of easements would provide the additional pavement space needed for U-turn movements at the intersections of Salt Lake Boulevard and the Navy cross streets of Marshall and Namur Roads. Thus, raised landscaped medians could be constructed as requested by the community.

IV. ENVIRONMENTAL SETTING

Detailed information of the environmental characteristics has been previously presented in the referenced fEIS for the "Salt Lake Boulevard-Puuloa Road to Halawa Heights Road Extension " which was approved in 1977. This assessment re-evaluates the environmental characteristic information contained in the fEIS. In addition, this EA updates the traffic and noise studies to verify that the proposed mitigative measures identified the 1977 fEIS are still appropriate for the proposed roadway improvements.

A. Flora and Fauna

The project corridor is located within an urbanized area where lands along both sides of the right-of-way have been extensively disturbed and developed. Thus, no formal study was conducted on the flora or fauna in the original fEIS. Since the present characteristics of the right-of-way has not changed substantially, no threatened or endangered species of plants or animals are expected to exist within the project corridor.

According to the U.S. Fish and Wildlife Service, no federally listed aquatic or terrestrial species are known to occur within the project area (see letter dated 8/2/99, in Appendix B). Similarly, the State Department of Land and Natural Resources, Division of Forestry and Wildlife has also determined that no threatened or endangered species exist along the project route (see letter dated June 24, 1999, in Appendix B).

A botanical survey was recently conducted for the nearby Puuloa Road improvement project (Akinaka & Associates, Ltd., 1999). According to this survey, no threatened or endangered species of plants or animals were found. The predominant vegetation found along the roadway included: Monkeypod (*Samanea Saman*); Kiawe (*Prosopis Pallida*); Chinese Banyan (*Ficus Retusa*); Opiuma (*Pithecellobium Dulce*); Koa-Haole (*Lelicanea Glauca*); Christmas-Berry (*Schinus Terebinthifollius*); Hau (*Scaevola Frutescens*); and Indian Pluchea (*Indica*) (Akinaka and Associates Ltd., April 1999). Ground cover also included a variety of weeds, grasses and brush. The fauna species that are expected to exist within the Puuloa project corridor include mongoose, rats, field mice, and feral cats.

B. Environmental Justice

Since federal funding is involved, the proposed project must comply with the requirements of Executive Order (EO) 12898 - "Federal Actions to Address Environmental Justice in Minority and Low-income Populations" which was signed on February 11, 1994. EO 12898 requires each federal agency to take appropriate and necessary steps to identify and avoid disproportionately high and adverse effects of federal projects on minority and low-income population health or environment.

1. Demographic Characteristics

Selected demographic characteristics for areas in the vicinity of the project route have been compiled from data obtained from 1990 U.S. Census Tracts and are shown in **TABLE IV.1**. According to the census data, there were no major differences in the male and female population distributions for the study area. The whites composed the majority of the Aliamanu Crater area (CT 68.04), the Radford area (CT 69), and the Foster Village area (CT 75.05) which are locations heavily populated by military persons. Filipinos were the majority of the population in the Aliamanu area (CT 68.02), while the Japanese population dominated the Salt Lake-East (CT 68.05) and Salt Lake-West (68.06) areas. The age distribution of residents in the vicinity of the project area was mostly in the 18 to 64 year age group.

2. Social and Economic Characteristics

Social and economic characteristics for areas in the vicinity of the project route are shown in **TABLE IV.2**. The percentages of high school and college graduates, and percentages in the professional/managerial occupations in the Aliamanu area (CT 68.02) were lower than the City and County of Honolulu averages. However, the percentages for high school and college graduates, and percentages in the professional/managerial occupations in the Salt Lake-East (CT 68.05), Salt Lake-West (CT 68.06) and Foster Village (CT 75.05) areas were all higher than the county averages. The military areas of Aliamanu Crater (CT 68.04) and Radford (CT 69) have higher averages of high school graduates, but lower percentages of college graduates when compared to County

Table IV.1 - Demographic Characteristics of Selected Areas in the Vicinity of the Project Route

	Aliamanu CT 68.02		Aliamanu Crater CT 68.04		Salt Lake-East CT 68.05		Salt Lake-West CT 68.06		Radford CT 69		Foster Village CT 75.05		City and County of Honolulu	
	Population	Sex:	Population	Sex:	Population	Sex:	Population	Sex:	Population	Sex:	Population	Sex:	Population	Sex:
Population	5,845		8,835		4,326		1,922		3,182		5,189		836,231	
Males	49.7%		50.2%		50.2%		51.9%		50.6%		50%		50.9%	
Females	50.3%		49.8%		49.8%		48.1%		49.4%		50%		49.1%	
Ethnicity:														
White	16.5%		52.3%		20.0%		8.0%		71.3%		33.9%		31.6%	
Black	1.2%		21.9%		2.7%		0.3%		8.5%		2.0%		3.1%	
Amer. Ind.	0.2%		0.5%		0.2%		0.3%		0.4%		0.1%		0.4%	
Chinese	3.0%		0.4%		12.9%		19.1%		0.4%		5.9%		7.6%	
Filipino	49.6%		11.3%		13.5%		14.6%		11.3%		23.2%		14.4%	
Japanese	10.2%		1.2%		36.8%		48.9%		1.8%		20.0%		23.3%	
Hawaiian	10.8%		1.9%		4.7%		3.6%		0.8%		6.6%		11.0%	
All others	8.3%		10.6%		9.2%		5.3%		5.6%		8.3%		8.6%	
Age:														
Under 18 yrs.	26%		45%		21%		15%		40%		22%		16%	
18 to 64 yrs.	63%		55%		71%		70%		60%		69%		31%	
65 yrs & over	11%		1%		8%		15%		0%		9%		53%	

Source: Hawaii State Data Center / U.S. Census Bureau, 1990 Census Tracts

Table IV.2 - Social and Economic Characteristics of Selected Areas in the Vicinity of the Project Route

	Aliamanu		Salt Lake- East		Salt Lake- West		Radford		Foster Village		City and County of Honolulu	
	CT 68.02	CT 68.04	CT 68.05	CT 68.06	CT 69	CT 76.05						
Education:												
% high school graduate or higher	69.1%	94.3%	86.7%	87.4%	91.1%	86.9%	81.2%					
% college graduate or higher	12.2%	11.4%	29.5%	30.5%	15.7%	36.2%	24.6%					
Civilian Labor Force:												
% in professional/managerial occupation	10.9%	19.4%	34.4%	32.3%	15.4%	30.8%	27.7%					
% unemployed	4.4%	8.9%	4.0%	1.4%	3.6%	1.2%	3.5%					
Median Income in 1989 dollars:												
Households	47,841	25,849	48,636	66,780	29,366	53,309	40,581					
Families	49,600	25,743	53,624	67,323	29,178	55,921	45,313					
% of Persons Below Poverty Level	5.2%	6.4%	2.9%	0.0%	0.8%	2.3%	7.5%					

Source: Hawaii State Data Center / U.S. Census Bureau, 1990 Census Tracts

averages. Percentages of unemployed persons were below the County averages in only the Salt Lake-West (CT 68.06) and Foster Village (CT 75.05) areas.

Median income in 1989 dollars for households and families fell below the County averages in only the Aliamanu Crater (CT 68.04) and Radford (CT 69) areas. Percentages of persons below the poverty level in the project area were all below the County averages.

C. Traffic

In order to update the original traffic study along Salt Lake Boulevard, a field investigation was conducted during the week of April 29, 1996 between Bougainville Drive and Reeves Street by the Traffic Management Consultant. Traffic counts indicated that the morning peak hour of traffic occurs between 7:00 a.m. and 8:00 a.m., while the afternoon peak hour of traffic occurs between 4:00 p.m. and 5:00 p.m. The existing average daily traffic (ADT) volume on Salt Lake Boulevard was based on 1996 data from the Hawaii State Department of Transportation (HDOT) and ranged from approximately 18,000 vehicles per day (vpd) to 21,000 vpd within the project area.

The Level of Service (LOS) along Salt Lake Boulevard project route were also re-evaluated. LOS is defined as "a qualitative measure describing operational conditions within a traffic stream" (The Traffic Management Consultant, 1996) and ranges from a rating of "A" (satisfactory, free-flowing condition) to "F" (unsatisfactory condition). LOS "A," "B," and "C" are considered satisfactory levels of service, while LOS "D" is generally considered a "desirable minimum" operating level, LOS "E" is an "undesirable condition," and LOS "F" is considered to be an "unacceptable condition."

During the peak morning hour of traffic, congestion was observed in both directions along the Salt Lake Boulevard project route. This congestion was primarily attributed to the intersection of Salt Lake Boulevard and Bougainville Drive. The traffic demand at this intersection used approximately 85 percent of the roadway's capacity and operated at an overall LOS "E." Left turn movements on all approaches to the Bougainville Drive intersection operated at a LOS "F." The other intersections of Salt Lake Boulevard with Lawehana Street, Pakini Street, and Maluna Street/Namur Road operated at satisfactory levels of service during the morning peak hour of traffic.

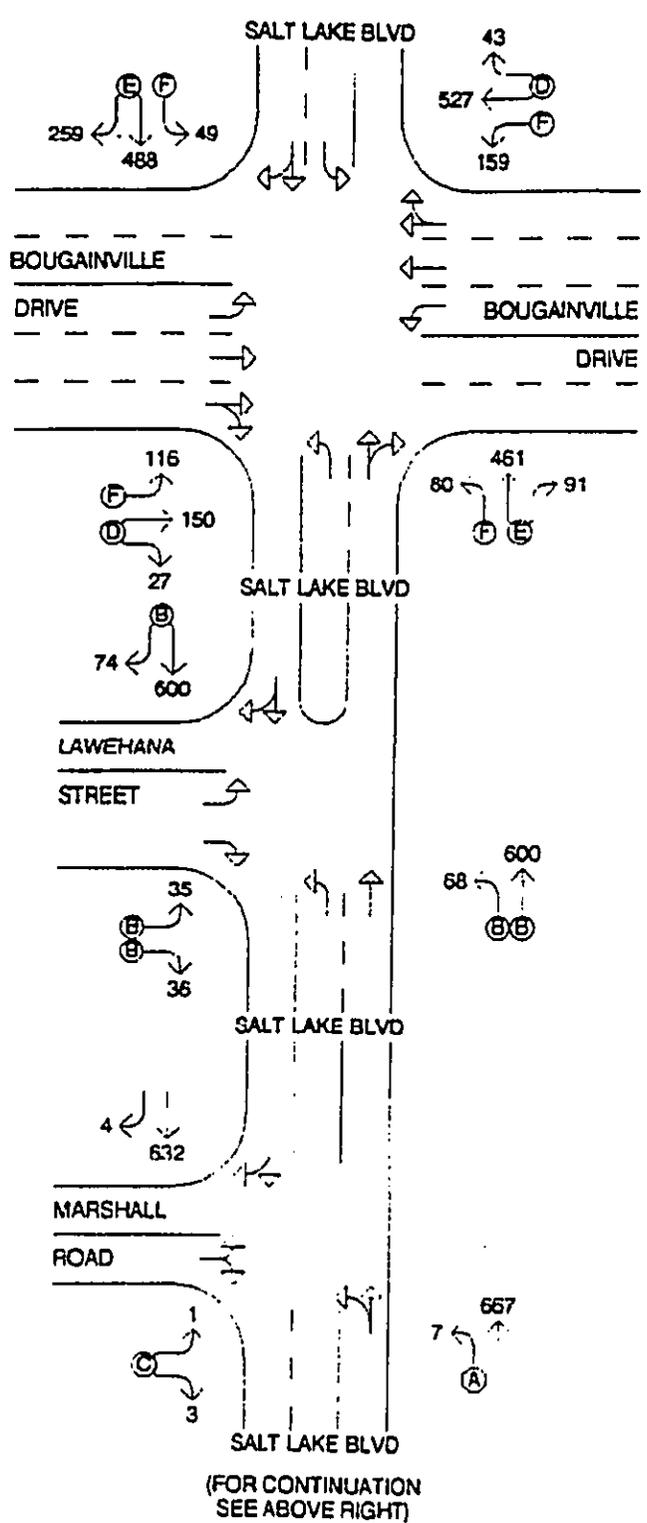
Congestion at the intersection of Salt Lake Boulevard and Bougainville Drive was also observed during the afternoon peak hour of traffic. The roadway capacity and overall LOS rating remained the same as the morning peak hour of traffic (85 percent and LOS "E," respectively) while left turn movements on both approaches of Bougainville Drive operated at a LOS "F." The remaining intersections within the project route operated at satisfactory levels of service during the afternoon peak hour of traffic.

The Saturday peak hour of traffic was also analyzed due to traffic impacts from the nearby Costco Store on Lawehana Street. At the intersection of Salt Lake Boulevard and Lawehana Street, the Saturday peak hour occurred between 11:30 a.m. and 12:30 p.m. Left turn movements from the west bound Salt Lake Boulevard onto Lawehana Street was found to operate at LOS "F," while left turn movements from Lawehana Street to the west bound lane of Salt Lake Boulevard operated at LOS "D."

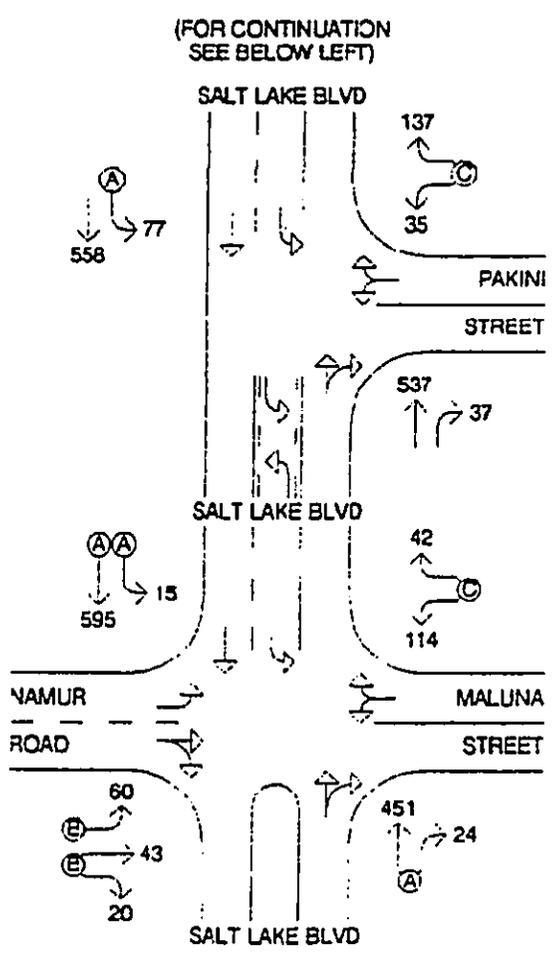
Results of the LOS analysis for the existing morning, afternoon and Saturday peak hours of traffic are shown in **EXHIBITS IV.A & IV.B**, respectively. The congested conditions along the Salt Lake Boulevard project route and the unsatisfactory LOS ratings at some of the intersections reinforces the need for a widened and improved roadway. Findings of the updated traffic study are consistent with those contained in the original fEIS of 1977.

D. Noise

Noise levels were also re-evaluated for the Salt Lake Boulevard project route, between Bougainville Drive and Ala Lilikoi Street by Y. Ebisu & Associates (March 1998). This noise study encompasses the project limits for both the Phase 2 and future Phase 3 improvements to Salt Lake Boulevard. Existing traffic and background ambient noise levels were measured to calibrate a traffic noise model to determine the Base Year and Future Year as 1996 and 2016, respectively. The noise measurements taken were also used in conjunction with the forecasted traffic levels to determine whether the future traffic noise levels would "substantially exceed" existing background ambient noise levels at noise sensitive receptor locations and thereby exceed the Federal Highway Administration (FHWA) and HDOT noise abatement criteria which are shown in **TABLE IV.3**.



- LEGEND**
- 90 → TRAFFIC MOVEMENT VOLUME (VPH)
 - ↔ LANE CONTROL
 - ⊙ LEVEL OF SERVICE (UNSIGNALIZED)
 - ⊖ LEVEL OF SERVICE (SIGNALIZED)

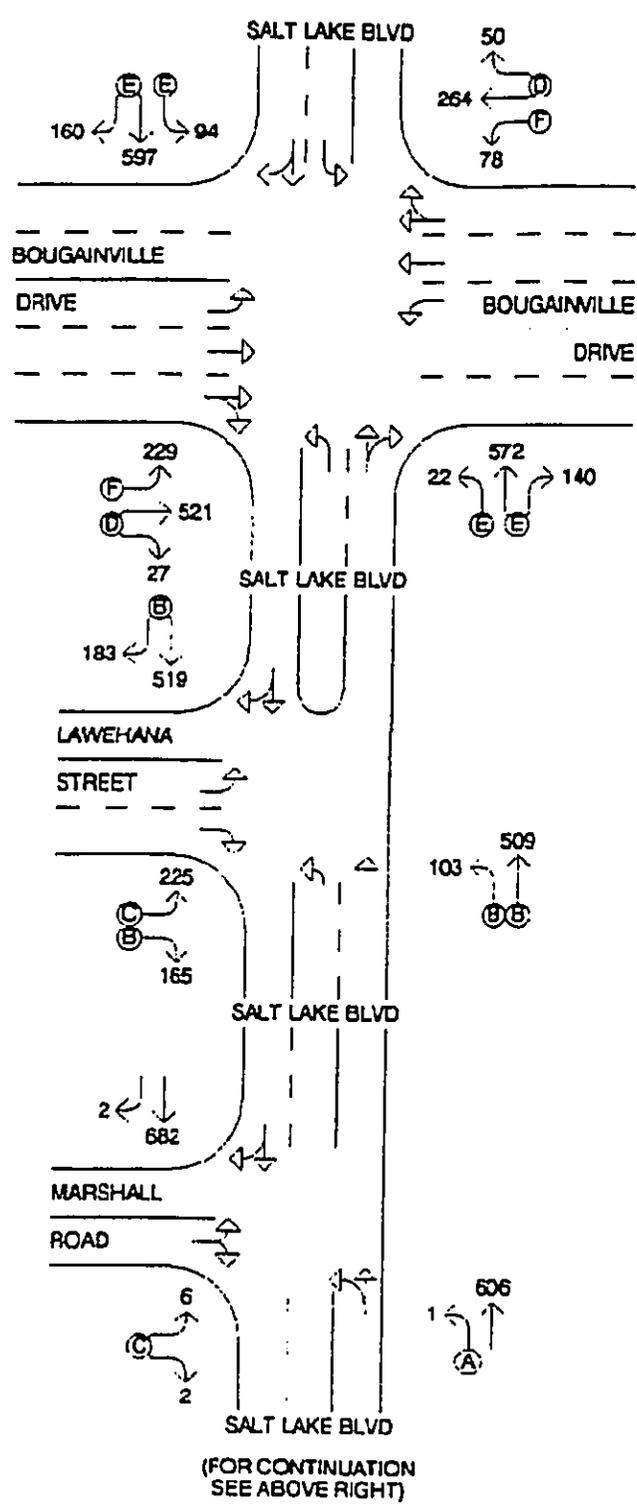


EXISTING LEVEL OF SERVICE
(DURING MORNING PEAK HOUR OF TRAFFIC)

EXHIBIT

Project: Salt Lake Boulevard Widening
Bougainville Drive to Reeves St.(E/A Limits)
Honolulu, Oahu, Hawaii

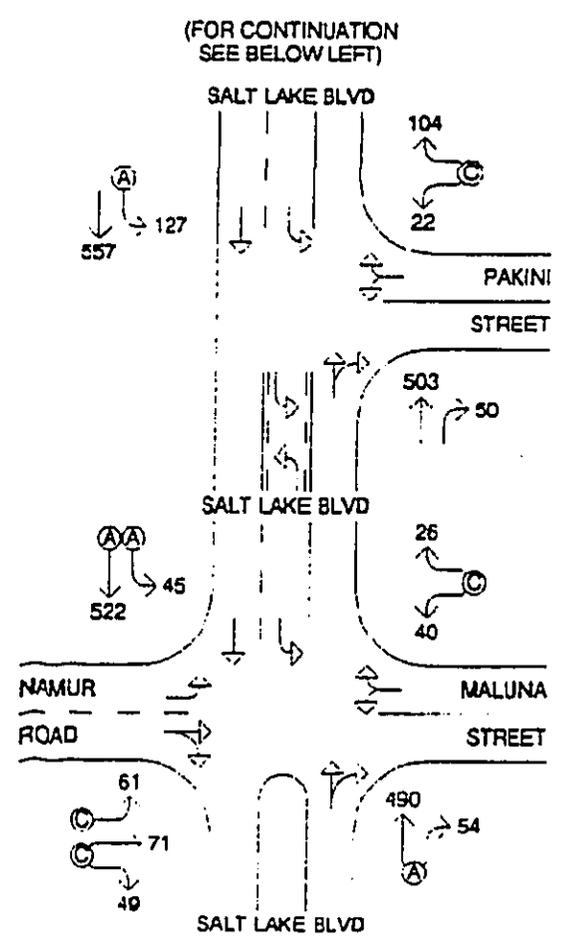
IV.A



NOT TO SCALE

LEGEND

- 90 → (with arrow) TRAFFIC MOVEMENT VOLUME (VPH)
- (with arrow) LANE CONTROL
- ⊙ (with letter) LEVEL OF SERVICE (UNSIGNALIZED)
- ⊙ (with letter) LEVEL OF SERVICE (SIGNALIZED)



EXISTING LEVEL OF SERVICE
(DURING AFTERNOON PEAK HOUR OF TRAFFIC)

EXHIBIT

Project: Salt Lake Boulevard Widening
Bougainville Drive to Reeves St. (E/A Limits)
Honolulu, Oahu, Hawaii

IV.B

TABLE IV.3 FHWA AND HDOT NOISE ABATEMENT CRITERIA

Activity Category	FHWA Leq	HDOT Leq	Description of Activity Category
A	57 (Exterior)	56 (Exterior)	Lands on which serenity and quiet are of extraordinary significance and serve an important public need and where the preservation of those qualities is essential if the areas are to continue to serve their intended purpose
B	67 (Exterior)	66 (Exterior)	Picnic areas, recreation areas, playgrounds, activity sports areas, parks, residences, motels, hotels, churches libraries, and hospitals.
C	72 (Exterior)	71 (Exterior)	Developed lands, properties, or activities not included in Categories A or B above.
D	-	-	Undeveloped lands
E	52 (Interior)	51 (Interior)	Residences, motels, hotels, public meeting rooms, schools, churches, libraries, hospitals, and auditoriums.

According to this updated noise study, existing traffic noise levels were found to exceed the FHWA and HDOT noise abatement criteria at the Moanalua Terrace Military Housing complex located along the south side of the roadway, between Maluna Street and Likini Place, and at residences and one public use structure on the north side of the roadway between Maluna Street and Ala Lilikoi Street.

V. PROBABLE IMPACTS AND MITIGATION MEASURES

A. SHORT TERM IMPACTS

Construction of the highway improvements in this segment of Salt Lake Boulevard widening, Bougainville Drive to Reeves Street, will entail excavation; construction of asphalt concrete pavement, reinforced concrete noise walls, concrete curbs and sidewalks; landscaping; storm drainage system; street lighting system; traffic signal system; and relocation of existing overhead utilities. Property adjustments will also be included to blend the abutting properties to the new widened Salt Lake Boulevard.

The anticipated adverse impacts of the proposed project will be limited to short term effects from construction activities. These temporary adverse effects along with the proposed mitigative measures are discussed as follows:

1. Air Quality

During construction, the air quality around the project area is expected to be affected by exhaust fumes from construction equipment and automobiles congested in the area. The discharge of dust into the atmosphere may cause concerns while grading, trenching and backfilling activities are performed. Earth material deposited on the roads from trenches, trucks or equipment may also cause dust problems when agitated by traffic.

The construction specifications will contain provisions that will require the contractor to minimize dust nuisance at all times and have sufficient equipment and manpower at the project site to accomplish these requirements. Adequate and proper maintenance of construction equipment and vehicles will help to reduce emissions. The Contractor will be required to have all heavy machinery equipped with proper air pollution abatement devices. Immediate paving of completed areas of construction in addition to the frequent watering of exposed dirt areas and equipment travel ways will help to control fugitive dust concerns. Open body trucks must be covered at all times while transporting materials. Other types of dust controls shall be implemented by the Contractor as required to minimize air borne

particles that may cause health problems and/or property damage.

Standard erosion control measures will be applied during construction to meet the requirements of applicable NPDES permit(s). All the mitigation measures to be used shall comply with the State Department of Health Administrative Rules, Title 11, Chapters 59 and 60, as well as all applicable County ordinances relating to excavation and stockpiling procedures.

2. Noise Emission

Noise from construction equipment and activities may be a nuisance to nearby residents of private homes on the north side as well as residents of the Navy's housing area on the south side Salt Lake Boulevard. Unnecessary noise should be reduced through the use of mufflers on construction equipment/trucks, and through the adequate and proper maintenance of construction equipment and vehicles. Although the noise level increase during construction is unavoidable, construction activities will be restricted to normal daylight working hours. The community will be given ample notice of construction activities and the elevated noise levels to be anticipated.

All activities will be coordinated with the Department of Health to minimize noise generation and shall comply with the provisions of Title 11, Chapter 42 "Vehicular Noise Control," and Chapter 46, "Community Noise Control" of the Hawaii Administrative Rules (H.A.R). The Contractor will be required to obtain a noise permit in accordance with H.A.R. Title 11, Chapter 46 for construction activities proposed during regular daylight working hours. Should any night work be required to minimize disruptions to the daytime traffic along Salt Lake Boulevard, the Contractor will be required to obtain a noise variance from the Department of Health pursuant to H.A.R. Title 11, Chapter 46.

3. Archaeological Deposits

According to the State Historic Preservation Division, construction of the proposed project is not anticipated to impact any historic sites (see letter dated June 25, 1999 in Appendix

B). The project area has previously been disturbed and no deposits were found during the construction of other segments of Salt Lake Boulevard. However, should evidence of historic sites, including human burials, be encountered during construction, all activities in the area of the find shall cease and the State Historic Preservation Division shall be notified immediately. The Division shall be provided sufficient time to assess the find and recommend appropriate mitigation measures. Any archaeological data recovery work that may be recommended by the Division shall be completed by a qualified archaeologist prior to the commencement of work in the area of the find. Completion of the mitigation work shall be confirmed by the Division, and a report of the findings shall be prepared and submitted to the Division for review and acceptance. If human skeletal remains are inadvertently encountered during construction, procedures outlined in the Hawaii Revised Statutes 6E-43.6 shall be followed.

4. Water Pollution

The project specifications will require the contractor to obtain the required NPDES (National Pollutant Discharge Elimination System) permit(s) which include general permits for construction dewatering activities, stormwater runoff during construction, and hydrotesting activities. The contractor shall take appropriate measures during construction to prevent fuel, oil and cement products from discharging or leaching into nearby surface waters and the ocean. Approval of the contractor's Best Management Practice (BMP) which may include on-site containment and/or downstream control of ocean tributary is also required.

5. Utility Relocation

The existing overhead electric, telephone, and cable television lines will need to be relocated. The feasibility of relocating these utilities to an underground facility will be evaluated during the design phase. Relocation of all utilities will be closely coordinated with the respective utility company to minimize any disruptions in service during the relocation.

6. Traffic

Traffic flow will be impeded during the construction period due to detours and construction activities. Temporary traffic congestion should be anticipated in the Salt Lake/Moanalua area since Salt Lake Boulevard serves as a major thoroughfare. An approved traffic control plan will be implemented to ensure the most efficient movement of traffic through the project area. The contractor will be required to maintain at least two travel lanes, one lane of traffic in each direction, at all times. When required by construction activities, the contractor may provide one lane of traffic, controlled by flaggers or police officers. The travel corridor will be delineated and signed to promote safety in a construction work zone according to regulation standards. Police, fire and emergency services will be notified of construction activities and scheduling ahead of time to deter use of streets with anticipated delays.

B. LONG TERM IMPACTS

1. Air Quality

Long term air quality impacts would be directly related to the vehicular traffic using Salt Lake Boulevard. Since the proposed road widening project is expected to improve the traffic flow in the area, the total emissions in the area should not worsen.

2. Noise

Long term noise impacts are associated with the relationship of vehicular traffic to sensitive receptors located along the Salt Lake Boulevard project route following completion of the widened roadway. Traffic noise measurements were used to calibrate a traffic noise model which was then used to calculate traffic noise levels for the base year (1996) and future year (2016). The updated noise study identified the sensitive receptor areas as single, multi-family, civilian, and military housing units; two churches; and a public school.

According to HDOT's "Noise Analysis and Abatement Policy, June 1997," a traffic noise impact occurs when the predicted

traffic noise levels "approach" (meaning at least 1 dBA less than noise abatement criteria) or exceed FHWA/HDOT noise abatement criteria, or "substantially exceed" the existing noise levels (meaning an increase of at least 15 dBA).

With or without the widening of Salt Lake Boulevard, the future traffic noise levels (Year 2016) are anticipated to exceed the FHWA 67 Leq and the HDOT 66 Leq noise abatement criteria between Pakini Street and Ala Lilikoi Street. TABLE V.1 compares the existing (Year 1996) traffic noise levels to the anticipated future (Year 2016) levels which include both "build" and "no build" scenarios. The difference in the anticipated traffic noise levels for the "build" and "no build" scenarios result from the differences in average vehicle speeds.

Noise sensitive structures that are expected to be exposed to future traffic noise levels greater than the FHWA 67 Leq and the HDOT 66 Leq noise abatement criteria along the north side of the project route include civilian dwelling units and the sanctuary building of the First Samoan Full Gospel Pentecostal Church. Noise sensitive structures along the south side of the project route include homes within the Navy's Moanalua Terrace Military housing complex, the sanctuary building of the Island Family Christian Church, and the northernmost classroom buildings of the Aliamanu Elementary and Intermediate School.

Future traffic noise levels along the south right-of-way, where military light industrial buildings are located, are not expected to exceed the HDOT 71 Leq for such non-noise sensitive land uses.

Noise abatement measures must be considered at the sensitive receptor sites where future traffic noise levels are anticipated to approach or exceed the HDOT noise abatement criteria. However, noise abatement measures must be deemed "reasonable" and "feasible" according to the criteria specified in HDOT's "Noise Analysis and Abatement Policy, June 1997." This "reasonableness and feasibility criteria" is summarized as follows:

**TABLE V.1
POTENTIAL NOISE IMPACTED STRUCTURES
(EXCEEDENCE OF FHWA 67 Leq AND HDOT 66 Leq NOISE ABATEMENT CRITERIA)**

	Impacted Private Structures		Impacted Public Use Structures		Impacted Park Lands	
	1996 (Existing)	2016 (Build) (No-Build)	1996 (Existing)	2016 (Build) (No-Build)	1996 (Existing)	2016 (Build) (No-Build)
SEGMENT A: Bougainville Dr. to Lawhana St.	0	0	0	0	0	0
SEGMENT B: Lawehana St. to Pakini St.	0	0	0	0	0	0
SEGMENT C: Pakini St. to Maluna St.	0	3	0	0	0	0
SEGMENT D: Maluna St. to Reeves St.	5	21	1	1	0	0
SEGMENT E: Reeves St. to Wanaka St.	2	10	0	0	0	0
SEGMENT F: Wanaka St. to Likini Pl.	0	40	0	0	0	0
SEGMENT G: Likini Pl. to Ala Lilikoi St.	6	6	0	3	0	0
TOTALS:	13	80	1	4	0	0

1. Amount of noise reduction provided: noise abatement measures shall be made to achieve substantial noise reductions of at least 5 dBA.
2. Cost of abatement: abatement costing \$35,000/residence or less is considered a reasonable cost.
3. Number of residences protected: residences should include all dwelling units.
4. Views of the impacted residents: a highway noise barrier will not be constructed if a majority of the impacted residents do not want the barrier. Informal procedures shall be used as needed to gather input from impacted residences.
5. Future noise levels: HDOT will give greater consideration to residential areas where high absolute traffic noise levels are expected to occur (> 70 dBA) or where large increases over existing noise levels are anticipated (> 20 dBA increase).
6. Development along the highway: HDOT will give greater consideration to (1) residential areas along highways on new location, (2) residential areas that were constructed before an existing highway, and (3) residential areas that have been in place along an existing highway for an extended period of time.
7. Environmental impacts of abatement construction: when considering the construction of noise abatement measures, HDOT will consider any potential positive effects of noise reduction during highway construction.

In addition, HDOT's criteria of "greater than 15 dB increase above existing background noise levels" was also used as a noise abatement threshold for the proposed project. This "> 15 dB increase" is not expected to be exceeded since maximum increases in traffic noise levels along the project route should not exceed 4.4 dB as a result of the proposed action.

Future traffic noise levels were compared with the FHWA and HDOT noise abatement criteria to determine specific areas where traffic impacts would require noise mitigation measures. In order to reduce traffic noise to acceptable levels as specified in the Department of Transportation's "Noise Analysis and Abatement Policy," provisions for sound attenuation walls were considered at noise sensitive receptor locations where the HDOT 66 Leq criteria is expected to be exceeded. The predicted performance as well as the proposed locations of the recommended noise barrier walls are shown in **APPENDIX A**.

According to the results of the updated noise study, the recommended noise mitigation measure involves the provision of noise barrier walls to reduce forecasted traffic noise levels to the HDOT 66 Leq criteria. Noise barrier walls along the south side of the Salt Lake Boulevard project route are recommended for the Navy's Moanalua Terrace Military housing complex and the Island Family Christian Church sanctuary building. A previously planned retaining wall fronting Aliamanu Elementary and Intermediate School on the south side of the roadway should be sufficient. On the north side of the project route, provisions for noise barrier walls are recommended for several abutting civilian dwelling units at Pakini Street, Maluna Street, and between Likini Street and Ala Lilikoi Street. If noise conditions change substantially during the final design, the abatement measures might not be provided. A final decision on the installation of abatement measures will be made upon completion of the project design and the public involvement process.

Construction costs of the noise barrier wall along the south side of Salt Lake Boulevard within the Phase 2 limits (Bougainville Drive to Reeves Street) is estimated at \$650,000.

Noise mitigation is not recommended at certain areas along the project route where non-continuous wall sections would exist since the effective reduction of traffic noise levels to the HDOT 66 Leq cannot be achieved. Some of these areas are located along the north side of the roadway, between Stations 86 and 90, and at Station 92 + 25 where the location, number, and size of the openings between the wall sections would not allow future traffic noise levels to be effectively reduced. Similarly, a continuous noise barrier wall fronting the First Samoan Full Gospel Pentecostal Church's sanctuary building (Station 89 + 50) would not be possible since an opening is required for the wide driveway. A non-continuous 6-foot high wall section fronting the church would achieve only 3 to 4 dB of noise reduction which does not meet the HDOT's "Noise Analysis and Abatement Policy" minimum requirement of a 5 dB noise reduction.

Noise mitigation measures are also not recommended along the north side of the roadway between Wakana Street and Likini

Place. Here, non-continuous wall conditions would exist where openings in the walls are needed for driveways and stairways. Furthermore, the effectiveness of any 6 to 7-foot high noise barrier wall would be negated since the existing single-story dwelling units are raised on 2 to 5-foot high posts.

3. Aesthetics

With the granting of easements from the Navy, the City can grade onto Navy lands and eliminate the need for high retaining walls along the south side of the roadway. The required retaining/noise walls would be reduced from approximately 18 feet to about 6 feet in height. Thus, the visual impacts from the perspective of these residents will be minimized. Landscaping will also be provided along the graded slopes fronting the housing units to further reduce the visual impacts of the 6-foot high walls.

The visual quality along Salt Lake Boulevard will also be enhanced by the landscaping of the raised median as well as the 15-foot wide utility corridor.

4. Hydrology

Stormwater runoff flows from the widened roadway will be directed to and detained in the relocated detention basin. The City is currently investigating alternatives to mitigate potential infiltration concerns and to address erosion control measures for the slopes of the relocated detention basin. The potential for runoff infiltration into the underlying aquifer is further reduced since the groundwater in the area lies below an impervious layer.

Although the proposed widening of Salt Lake Boulevard is anticipated to increase the total runoff flows by approximately 1.5%, the capacity of the relocated detention basin will be increased to accommodate a 25-year storm event, and no increase in flows to the Navy's downstream drainage system is expected. The Navy's downstream system will not be adversely affected, but will be improved since the outlet of the new basin will be designed to limit exiting flows to equal to or less than the present system capacity. Thus, the potential for downstream flooding occurrences in the NPWC area would be reduced.

The stormwater runoff from the project area is eventually discharged into Pearl Harbor. Since the relocated detention basin will be provided with debris and silt removal, the ultimate discharge into the ocean should not worsen as a result of the project.

5. Traffic

Results of the updated traffic study confirm the need to widen Salt Lake Boulevard as described in the previous fEIS of 1977. The recently observed traffic demands compared favorably with the fEIS traffic projections. According to the updated study, the projected traffic demands along the Salt Lake Boulevard project route were based on the estimated regional growth in traffic for the year 2016, and the traffic impacts expected from the redevelopment of the Navy's Moanalua Terrace housing area. The average weekday traffic on Salt Lake Boulevard is projected to be between 20,000 vpd at Maluna Street and 27,000 vpd total for both directions at Bougainville Drive.

During the year 2016 (following the proposed roadway widening or "Build Scenario"), the projected morning and afternoon peak hours of traffic at the intersection of Salt Lake Boulevard and Bougainville Drive are both anticipated to operate at an overall LOS "C." Left turn movements on all approaches to this intersection are forecasted to operate at a LOS "D" during both morning and afternoon peak traffic hours. At the intersection of Salt Lake Boulevard and Lawehana Street, the projected morning and afternoon peak hours of traffic are projected to operate at a LOS "C," using approximately 71 percent of the roadway's capacity. Other individual traffic movements at this intersection are anticipated to operate at satisfactory LOS ratings. The remaining intersections along the Salt Lake Boulevard project route are expected to operate at satisfactory LOS ratings.

During the year 2016, under the "No Build Scenario" where Salt Lake Boulevard is not widened, the intersection of Salt Lake Boulevard and Bougainville Drive is still expected to operate at an overall LOS "D." However, the intersection of Salt Lake Boulevard and Lawehana Street is expected to operate at an unsatisfactory LOS. Most of the traffic movements along the rest of the Salt Lake Boulevard project route are also forecasted

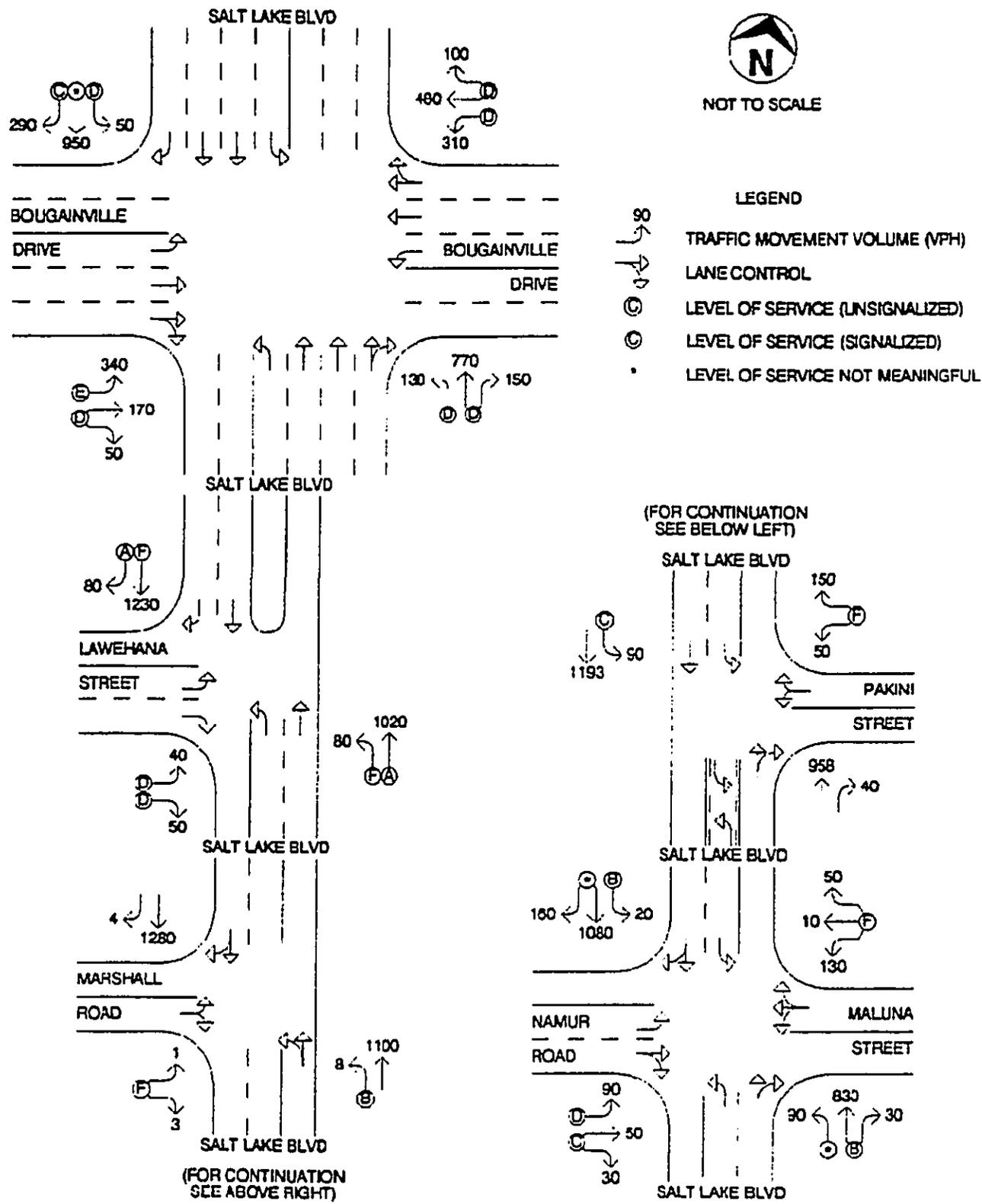
to operate at unsatisfactory LOS ratings during both morning and afternoon peak traffic hours. Thus, the proposed widening of Salt Lake Boulevard is expected to improve traffic conditions for future traffic demands. Results of the LOS analysis for both the morning and afternoon peak hours of traffic during the year 2016 for the "Build Scenario" and "No Build Scenario" have been included in EXHIBITS V.A, V.B, V.C, and V.D, respectively.

The acquisition of easements would allow the City to provide landscaped medians to allow for U-turn movements at the intersections of Salt Lake Boulevard and the Navy cross streets of Marshall and Namur Roads. This will limit access to residents on the north side of the roadway to "right-in/right-out" movements which will consequently enhance traffic safety by eliminating conflicts with opposing traffic. The benefit to the Navy is that the City would realign and signalize Marshall Road with Pakini Street, and Namur Road with Maluna Street.

Completion of the final phase of the Salt Lake Boulevard improvements will result in a continuous four to six lane roadway with an improved traffic flow. Specific details and recommendations of the traffic analysis can be found in the updated study by the Traffic Management Consultant, dated August 1996.

6. Utilities

One of the primary benefits to the Navy from granting the easements to the City is the relocation of their existing 24-inch potable water line to a continuous utility corridor that would be directly accessible from Salt Lake Boulevard. If no easement is granted, the 24-inch water line would be relocated completely within the adjacent Navy property. Access to the water line from Salt Lake Boulevard would be severely limited due to the retaining walls the City would need to construct at the right-of-way line. In some areas, the waterline would only be accessible from the backyards of the Navy housing area. Thus, relocating the waterline to a continuous utility corridor will facilitate the operation and maintenance of the 24-inch water line following the road widening of Salt Lake Boulevard.

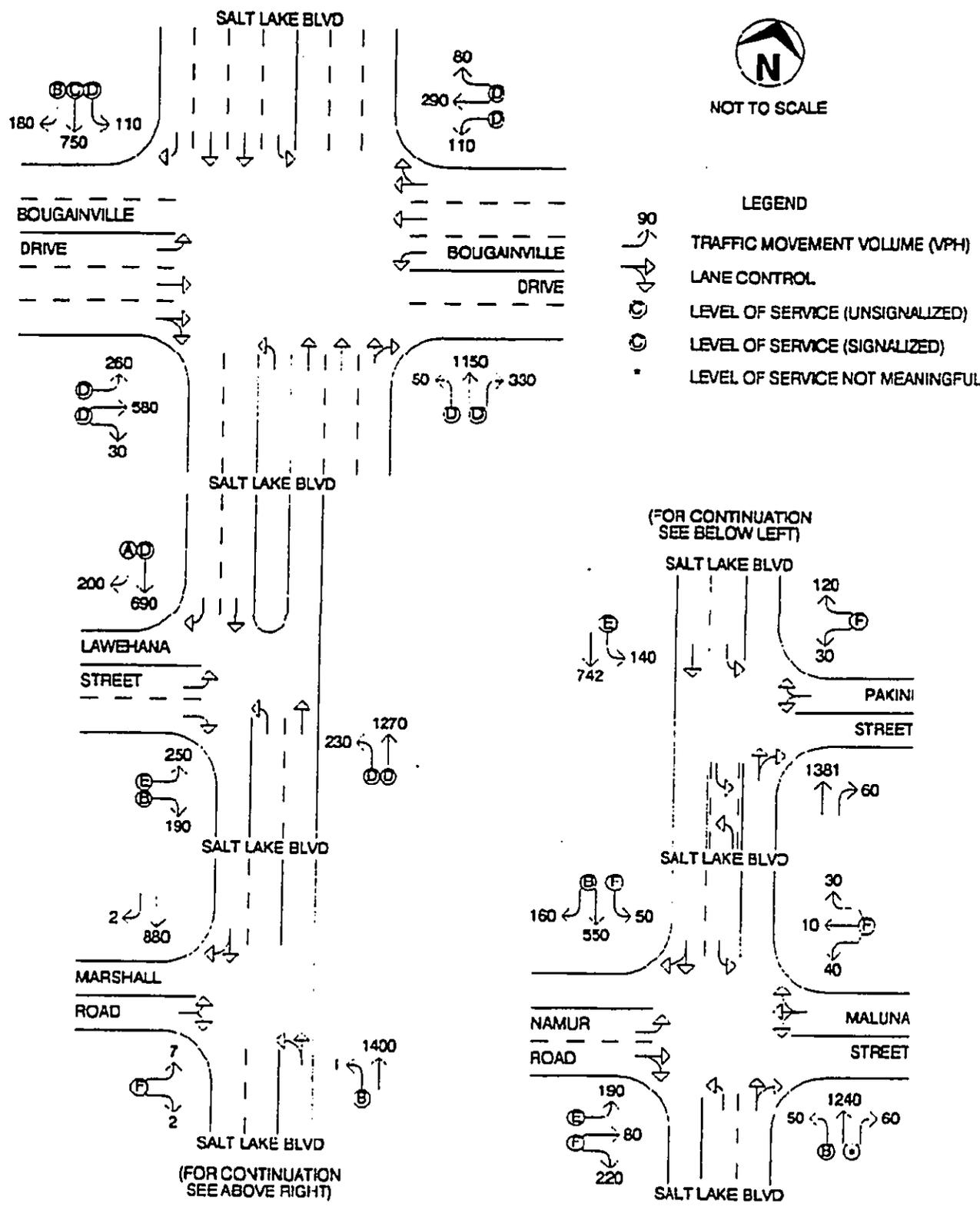


YEAR 2016 LEVEL OF SERVICE - NO BUILD SCENARIO
 (DURING MORNING PEAK HOUR OF TRAFFIC)

EXHIBIT

Project: Salt Lake Boulevard Widening
 Bougainville Drive to Reeves St. (E/A Limits)
 Honolulu, Oahu, Hawaii

V.C



YEAR 2016 LEVEL OF SERVICE - NO BUILD SCENARIO
(DURING AFTERNOON PEAK HOUR OF TRAFFIC)

EXHIBIT

Project: Salt Lake Boulevard Widening
Bougainville Drive to Reeves St. (E/A Limits)
Honolulu, Oahu, Hawaii

V.D

7. Navy Lands

The acquisition of easements from the Navy for the Salt Lake Boulevard widening would benefit both the City as well as the Navy. Easements would allow the City to eliminate the construction of traditional retaining walls along the right-of-way and thereby reduce construction costs.

The 15-foot wide utility corridor and proposed grading necessitates the use of land from the Navy housing area on the south side of the roadway. However, as a result, the Navy would be able to freely access their relocated 24-inch water main for operation and maintenance purposes as previously discussed in Section V.B.6. In addition, the visual impacts to residents of the Navy housing units will be minimized due to the elimination of the high retaining/noise barrier walls that would otherwise be required as described earlier in Sections V.B.3.

The relocation of the detention basin will reduce the available open space within the Navy Public Works Center (NPWC) area. However, this open space has not been largely developed historically, since it is a low-lying area that is prone to flooding. The new detention basin will not only effectively use the open space, but will also improve the Navy's downstream drainage system by reducing the potential for flooding problems in the NWPC area. The capacity of the relocated basin will be increased to accommodate a 25-year storm and the basin outlet will be designed to limit the rate of flow into the Navy's downstream drainage system to equal to or less than the present capacity. Since the easement would allow the City to access the basins for operation and maintenance purposes, further coordination is required between the City and the Navy to ensure security within the NWPC area.

8. Land Use

The existing Salt Lake Boulevard 100-foot wide right of way has been designated for roadway use as established on the Detailed Land Use Maps (City Ordinance No. 2696-1965, Ordinance Nos. 3059 & 3067-1967) and Development Plans (Ordinance Nos. 3060 & 3064-1967) supplementing the General Plan of the City and County of Honolulu.

Although the land use changes as discussed in Section II.A of the fEIS occurred after 1977, the impacts of the proposed project will not adversely affect the existing neighborhood. According to the fEIS, the road improvements should contribute toward a greater degree of cohesiveness among the neighborhoods since the improved thoroughfare will link neighborhoods more closely together and make schools, playgrounds, churches and shopping centers more accessible.

9. Right-of-Way Acquisition

Approximately 853 ft² of right-of-way from the property currently owned by the Queen Emma Foundation (TMK: 9-9-71:60, First Division) is required to provide for the U-turn movement at the Lawehana Street intersection as previously shown in EXHIBIT II.K. These U-turn provisions will enhance safety by limiting access to residents north of Salt Lake Boulevard to "right-in/right-out" only movements.

10. Social and Economic

The previous fEIS approved in 1977 stated that there are "... numerous requests from residents, community associations and legislators alike, for improvements to Salt Lake Boulevard." Thus, the proposed improvements to the highway will greatly contribute to the social, economic and environmental well being of the Salt Lake community. No residences or businesses will be displaced by this project. Also, the fEIS document concluded that no major adverse impacts to Recreation and Park facilities, Conservation Resources, Natural and Historical Landmarks, Air Pollution, and Water Pollution are expected. This conclusion should still be applicable today since no adverse impacts on these resources are expected as a result of the proposed action.

Public safety for both motorists and pedestrians will be greatly enhanced and a greater degree of cohesiveness among the neighborhoods should result.

11. Cumulative Impacts

According to an April 1999 Environmental Impact Statement Preparation Notice for the "Primary Corridor Transportation Project," the City and County of Honolulu's Department of Transportation Services is currently proposing transportation improvements in Oahu's primary transportation corridor. This corridor extends from Kapolei in the Ewa District, past Pearl Harbor, Honolulu International Airport, downtown Honolulu, and continues eastward to the University of Hawaii at Manoa (UHM). One of the alternatives to be considered in the Draft EIS includes a future Light Rail Transit (LRT) line from Pearl City to UHM which includes a route along Salt Lake Boulevard.

Implementing the Phase 2 improvements to Salt Lake Boulevard provides for traffic needs, but may not address the needs of the Primary Corridor Transportation Project since the physical needs of this future project have not been defined at this time. Thus, construction of the Phase 2 improvements according to the current plans would create spacial constraints if a light rail alternative along Salt Lake Boulevard is implemented in the future. The City's Department of Design and Construction will continue to coordinate the Salt Lake Boulevard Phase 2 improvements with the Department of Transportation Services to determine if any design element of the road widening project may be revised to accommodate a future LRT line.

12. Environmental Justice

The proposed action plays an integral part in improving Salt Lake Boulevard to its planned function as specified in the 1977 FEIS. Land use along the north side of the project route consists mainly of residential uses, a church and a commercial center. Land use on the south side of the roadway is primarily abutted by the Navy Housing area, as well as a church, and a school. The proposed roadway improvements are consistent with City & County and State guidelines and will provide an improved connection between the adjacent communities.

The proposed widening of Salt Lake Boulevard will require minor right-of-way acquisition (approximately 853 ft²) near the Lawehana Street intersection from TMK:9-9-71:60 which is

currently occupied by Tesoro Gas Express. Right-of-way acquisition will be conducted in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended. Relocation resources are available to all affected residential and business relocatees without discrimination.

This document is in compliance with U.S. DOT and FHWA policies to determine whether a proposed project will have induced socio-economic impacts or any adverse impacts on minority or low-income populations and meets the requirements of Executive Order on Environmental Justice 12898 - "Federal Actions to Address Environmental Justice in Minority and Low-income Populations." Neither minority nor low-income populations would receive disproportionately high or adverse impacts on health or environment as a result of the proposed action.

VI. DETERMINATION

The City Department Design and Construction has determined that a Finding of No Significant Impact (FONSI) is appropriate for the project.

VII. REASONS SUPPORTING THE DETERMINATION

The Finding of No Significant Impact (FONSI) determination of the proposed project was based on the following significance criteria in accordance with the Hawaii Administrative Rules 11-200-12:

- ***The proposed action does not involve an irrevocable commitment or loss of or destruction of unique natural or cultural resources:***

According to the State Historic Preservation Division, construction of the proposed project is not anticipated to impact historic sites. The project area has previously been disturbed and no deposits were found during the construction of other segments of Salt Lake Boulevard. Construction of the proposed project will be confined to road right-of-ways and easements to be acquired from the Navy which are areas that have previously been disturbed. Consequently, there is a low probability of encountering important historical sites and no unique natural or cultural resource should be destroyed or loss as a result of the proposed project. Should evidence of historic sites be encountered during construction, all activities in the area of the find shall cease, and the State Historic Preservation Division shall be notified immediately.

Although some existing trees within the right-of-way will need to be removed, this will be mitigated by providing landscape along the 15-foot wide utility corridor in addition to landscaping the raised median along the project route with trees and grass.

- ***The proposed action does not curtail the range of beneficial uses of the environment:***

The proposed project is consistent with the County's General Plan and will be compatible with the uses of the surrounding area. However, access to properties adjacent to the project site will be temporarily affected by construction activities. Residents and other motorists traveling along Salt Lake Boulevard may be inconvenienced from traffic congestion since the project route affects major collector roads. An approved traffic control plan will be used to ensure efficient movement through the construction area.

- ***The proposed action is in concert with the State's long-term environmental policies, goals and guidelines as expressed in Chapter 343, HRS, and any revisions and amendments thereto, court decisions and executive orders:***

The proposed project is consistent with the State's Land Use Plan which is in concert with all applicable policies, goals and guidelines. The proposed project does not conflict with the State's long-term environmental policies or goals and guidelines as expressed in Chapter 343 of the Hawaii Revised Statutes.

The State's environmental policy is to conserve the natural resources and enhance the quality of life. Since the existing roadway is inadequate to handle current traffic demands, the proposed improvements would help enhance traffic flow through the area and complete improvements to the portion of Salt Lake Boulevard from Bougainville Drive to Reeves Street to its planned function as specified in the 1977 final Environmental Impact Statement (fEIS) for the Salt Lake Boulevard-Puuloa Road to Halawa Heights Road Extension.

- ***The proposed action does not substantially affect the economic or social welfare of the community or State:***

Traffic flow is expected to be temporarily impeded along Salt Lake Boulevard during the construction of the widened roadway. As a result, residents in the area and motorists traveling along Salt Lake Boulevard may be temporarily inconvenienced from traffic congestion. An approved traffic control plan will be implemented to ensure the most efficient movement of traffic through the project area.

Local material suppliers and dining establishments may benefit from the project due to their proximity and increased amount of construction workers in the area. Another positive economic impact is the short-term production of construction related jobs. Upon completion of the project, the economic situation should return to the existing condition. Thus, no substantial impacts to the economic or social welfare of the community or State are anticipated.

According the fEIS approved in 1977, residents and community associations of the project area requested improvements to Salt Lake Boulevard since the roadway is inadequate to handle the growing demands of the surrounding communities. Current coordination of the proposed project at neighborhood board meetings also show the community's desire for improvements to Salt Lake Boulevard.

Thus, the proposed improvements will greatly contribute to the social, economic and environmental well being of the Salt Lake community. The

fEIS document concluded that no major adverse impacts to Recreation and Park facilities, Conservation Resources, Natural and Historical Landmarks, Air Pollution, and Water Pollution are expected. In addition no residences or businesses will be displaced by this project. Public safety for both motorists and pedestrians will be greatly enhanced and a greater degree of cohesiveness among the neighborhoods should result.

- ***The proposed action does not involve substantial secondary impacts, such as population changes or effects on public facilities:***

The proposed project will not directly result in an increase of population in the area. The proposed improvements are needed since the existing two-lane roadway is inadequate to serve the growing needs of the surrounding communities.

- ***The proposed action does not substantially affect public health:***

Construction activities will generate short-term impacts with the potential for affecting public health. Such short-term impacts include noise and dust which will be minimized through the implementation of the mitigative measures previously identified in Section V and in the 1977 fEIS. These impacts are addressed and regulated through the permit processes established by the appropriate regulatory agencies. In addition, the contractor will be directed to communicate with the community to mitigate public concerns during construction.

- ***The proposed action does not involve a substantial degradation of environmental quality:***

The proposed project does not involve a substantial degradation of environmental quality since the existing physical aspects of the surrounding area will be preserved. Short term impacts that are typical of site preparation and other construction activities such as dust, noise, and vehicle emissions can be mitigated through compliance of applicable regulations/rules in addition to the appropriate implementation of current construction techniques and best management practices.

In the long term, the total emissions in the area should not worsen since the proposed road widening project is expected to improve the traffic flow in the area. The City is currently investigating alternatives to mitigate potential infiltration concerns and to address erosion control measures for the slopes of the relocated detention basin. The potential

for runoff infiltration into the underlying aquifer is further reduced since the groundwater in the area lies below an impervious layer. The relocated detention basin will be provided with debris and silt removal. Hence, the ultimate discharge of stormwater runoff into the ocean should not worsen as a result of the project.

- ***The proposed action is individually limited and cumulatively, does not have a considerable adverse effect upon the environment or involve a commitment for larger actions:***

The proposed action, either individually or cumulatively, will not have a considerable adverse effect on the environment. The proposed project is another segment of the overall planned Salt Lake Boulevard highway improvement project for which a final Environmental Impact Statement (fEIS) was approved in 1977. Although short term impacts are expected on the environment, these impacts will be mitigated through compliance of applicable regulations/rules in addition to the appropriate implementation of current construction techniques and best management practices.

- ***The proposed action does not substantially affect rare, threatened or endangered species or habitats:***

According to both the U.S. Fish and Wildlife Services and the State Department of Land and Natural Resources, Division of Forestry and Wildlife, there are no known rare, threatened or endangered species or habitat associated with the project site. Construction of the proposed project will be confined to road right-of-ways and Navy easement areas that have previously been disturbed.

- ***The proposed action does not detrimentally affect air or water quality or ambient noise levels:***

Short-term impacts on air and water quality, as well as noise, may occur during the construction period, but will be mitigated by normal construction practices and will be regulated by the project plans and specifications. Construction and use of the proposed widened road would not have measurable effects on water quality. Vehicular traffic traveling along the roadway would generate emissions that would modify air pollutant concentrations, but values are predicted to remain within established state and federal standards. Although noise levels are

expected to increase from the increase in traffic flow, adverse impacts would be reduced through the implementation of appropriate noise mitigation measures as previously discussed in Section V.B.2.

- ***The proposed action does not affect an environmentally sensitive area such as a flood plain, tsunami zone, erosion-prone area, geologically hazardous land, estuary or coastal waters:***

The majority of the proposed project is not located in an environmentally sensitive area such as a flood plain or a tsunami zone. Although the proposed project is expected to slightly increase the total stormwater runoff flow by approximately 1.5%, the relocated detention basin will be enlarged for a 25-year storm event and will be designed to limit the rate of flow into the downstream system to equal or less than the existing capacity. The larger detention basin is also expected to improve the flooding problems within the Navy Public Works Center compound since it will be able to detain a greater quantity of stormwater runoff than the existing basin that was sized for a 10-year storm event.

The project is not located on unique geologically hazardous lands. No adverse impacts on fresh or coastal waters are expected.

- ***The proposed action does not substantially affect scenic vistas and viewplanes identified in county or state plans or studies:***

No scenic vistas or viewplanes should be affected by the proposed widening of Salt Lake Boulevard. Instead, the visual quality of the roadway improvements from the perspective of residents of the Navy housing area will be enhanced by grading onto Navy lands and eliminating the need for high retaining walls. Noise wall heights would be considerably minimized from the Navy housing perspective from approximately 18-feet to 6-feet in height. The sloped area between the noise wall and the existing Navy housing units will also be landscaped to improve visual quality.

- ***The proposed action does not require substantial energy consumption:***

During the construction period, a substantial amount of energy would not be required for the construction activities. Following construction, the widened roadway will have a negligible effect upon energy consumption.

VIII. AGENCIES CONSULTED DURING THE PREPARATION OF THE DRAFT ENVIRONMENTAL ASSESSMENT

The following agencies were consulted during the preparation of the Draft EA. A copy of the responses received during the pre-assessment consultation period are included in **APPENDIX B**, while responses received during the Draft EA 30-day comment period are included in **APPENDIX C**. Agencies that responded during Draft EA comment period are marked with a "✓."

A. Federal Government

- ✓ 1. U.S. Department of the Navy - Environmental Planning Division
- ✓ 2. U.S. Department of the Army - Operations Branch
- ✓ 3. U.S. Department of the Interior, Fish and Wildlife Services

B. State of Hawaii

- 1. Department of Health
- 2. Department of Land and Natural Resources
- ✓ 3. Department of Land and Natural Resources - Land Division
- ✓ 4. Department of Land and Natural Resources - State Historic Preservation Division, DLNR
- 5. Department of Land and Natural Resources - Division of Aquatic Resources
- 6. Department of Transportation, Highways Division
- 7. Department of Transportation - Highways Division, Planning Branch
- ✓ 8. Department of Education
- ✓ 9. Office of Hawaiian Affairs
- 10. University of Hawaii, Environmental Center
- ✓ 11. Office of Environmental Quality Control

C. City and County of Honolulu

- 1. Department of Planning and Permitting
- ✓ 2. Department of Environmental Services
- 3. Department of Transportation Services
- 4. Department of Parks and Recreation
- ✓ 5. Department of Facility Maintenance
- 6. Board of Water Supply
- ✓ 7. Fire Department
- ✓ 8. Police Department

D. Other Parties

- ✓ 1. Salt Lake / Aliamanu / Foster Village Neighborhood Board No. 18
- 2. Hawaii Speleological Survey
- 3. Representative Bob McDermott, 32nd Representative District
- 4. Representative Nathan Suzuki, 31st Representative District
- 5. Senator Norman Sakamoto, 16th Senatorial District
- ✓ 6. Councilmember Donna Mercado Kim, City Council District VII

E. Utility Companies

- 1. Hawaiian Electric Company, Inc.
- 2. GTE Hawaiian Telephone Company
- ✓ 3. The Gas Company
- 4. Chevron USA, Inc.
- 5. Oceanic Cable
- 6. AT&T

F. Public Hearing

A Public Hearing was conducted for the Draft EA on October 19, 1999 at the Radford High School Cafeteria (4361 Salt Lake Boulevard, Honolulu, Hawaii 96818). A "Notice of Availability of Environmental Assessment and Public Hearing" was publicly advertised in the Honolulu Advertiser on September 17, 1999 and October 8, 1999. The purpose of the Public Hearing was to receive public testimony relating to the Salt Lake Boulevard Widening, Phase 2 project as described in the Draft EA. The hearing was preceded by an "open house" to provide information on the project. Responses to the public testimony received at the hearing have been included in **APPENDIX C**, while a copy of the Public Hearing transcript has been included in **APPENDIX D**.

REFERENCES

Akinaka & Associates, Ltd. Environmental Assessment for Granting U.S. Navy Easements Along Salt Lake Boulevard from Near Lawehana Street to Radford Drive. March 1999.

Akinaka & Associates, Ltd. Draft Environmental Assessment for the Puuloa Road Improvements - Kamehameha Highway to Salt Lake Boulevard. April 1999.

Parsons Brinckerhoff Quade and Douglas, Inc. Primary Corridor Transportation Project Environmental Assessment (Environmental Impact Statement Preparation Notice). April 1999.

The Traffic Management Consultant. Traffic Report for the Proposed Salt Lake Boulevard Widening - Bougainville Drive to Reeves Street. February 1998.

U.S. Department of Transportation, Federal Highway Administration and the State of Hawaii, Department of Transportation and the City and County of Honolulu Department of Public Works. Salt Lake Boulevard Puuloa Road to Halawa Heights Road Extension final Environmental Impact Statement. February 4, 1977.

Y. Ebisu & Associates, Inc. Acoustic Study for the Salt Lake Boulevard Improvements, Bougainville Drive to Ala Lilikoi Street. March 1998.

APPENDIX A

TABLE A

SUMMARY OF EXISTING AND PREDICTED TRAFFIC NOISE LEVELS AT NOISE SENSITIVE RECEPTOR LOCATIONS SOUTH OF SALT LAKE BOULEVARD (AM OR PM PEAK HOUR)

RECEPTOR LOCATION	SETBACK DIST. FROM BASELINE	EXISTING (CY 1996) Leq	W/O BAR./ (CHANGE)	FUTURE (CY 2016) Leq		
				5 FT WALL (CHANGE)	6 FT WALL (CHANGE)	6 & 7 FT WALLS (CHANGE)
MOANALUA TERRACE MILITARY HOUSING (15 FT HIGH RECEPTOR):						
STA 83+00	100 FT	64.4	67.8/(3.4)*	67.5/(-0.3)*	66.4/(-1.4)*	65.5/(-2.3)
STA 83+75	132 FT	63.1	66.3/(3.2)*	66.2/(-0.1)*	64.9/(-1.4)	64.8/(-1.5)
STA 89+50	100 FT	64.4	67.8/(3.4)*	65.6/(-2.2)	63.6/(-4.2)	63.6/(-4.2)
STA 92+50	76 FT	65.5	69.5/(4.0)*	63.5/(-6.0)	61.9/(-7.6)	61.9/(-7.6)
STA 93+50	104 FT	64.2	67.6/(3.4)*	65.1/(-2.5)	64.9/(-2.7)	64.9/(-2.7)
STA 95+00	110 FT	63.9	67.2/(3.3)*	65.9/(-1.3)	65.4/(-1.8)	64.6/(-2.6)
STA 96+00	80 FT	65.3	69.1/(3.8)*	64.2/(-4.9)	63.1/(-6.0)	61.7/(-7.4)
STA 99+00	90 FT	64.8	68.3/(3.5)*	66.7/(-1.6)*	65.2/(-3.1)	62.7/(-5.6)
STA 101+50	80 FT	62.2	66.0/(3.8)	58.9/(-7.7)	57.2/(-8.8)	56.3/(-9.7)
STA 105+00	90 FT	63.7	67.3/(3.6)*	62.2/(-5.1)	61.5/(-5.8)	60.7/(-6.6)
STA 108+00	80 FT	64.2	68.0/(3.8)*	60.2/(-7.8)	59.0/(-9.0)	58.1/(-9.9)
STA 109+25	60 FT	65.5	70.0/(4.5)*	59.3/(-10.7)	58.3/(-11.7)	57.5/(-12.5)
STA 113+00	70 FT	64.8	68.9/(4.1)*	62.6/(-6.3)	60.7/(-8.2)	59.2/(-9.7)
STA 116+00	80 FT	64.2	68.0/(3.8)*	61.3/(-6.7)	60.2/(-7.8)	59.1/(-8.9)
STA 118+50	90 FT	63.7	67.3/(3.6)*	60.5/(-6.8)	59.5/(-7.8)	58.7/(-8.6)
MOANALUA TERRACE MILITARY HOUSING (5 FT HIGH RECEPTOR):						
STA 83+00	100 FT	62.2	65.6/(3.4)	60.3/(-5.3)	59.3/(-6.3)	58.6/(-7.0)
STA 83+75	132 FT	62.8	66.0/(3.2)	61.8/(-4.2)	61.6/(-4.4)	61.2/(-4.8)
STA 89+50	100 FT	60.0	63.4/(3.4)	58.8/(-4.6)	57.8/(-5.6)	57.8/(-5.6)

TABLE A (CONTINUED)

SUMMARY OF EXISTING AND PREDICTED TRAFFIC NOISE LEVELS AT NOISE SENSITIVE RECEPTOR LOCATIONS SOUTH OF SALT LAKE BOULEVARD (AM OR PM PEAK HOUR)

RECEPTOR LOCATION	SETBACK DIST. FROM BASELINE	EXISTING (CY 1996) Leq	FUTURE (CY 2016) Leq			
			W/O BAR./ (CHANGE)	5 FT WALL (CHANGE)	6 FT WALL (CHANGE)	6 & 7 FT WALLS (CHANGE)
<u>MOANALUA TERRACE MILITARY HOUSING (5 FT HIGH RECEPTOR):</u>						
STA 92+50	76 FT	54.7	58.7/(4.0)	54.8/(-3.9)	54.2/(-4.5)	54.2/(-4.5)
STA 93+50	104 FT	57.5	60.9/(3.4)	58.5/(-2.4)	58.0/(-2.9)	58.1/(-2.8)
STA 95+00	110 FT	62.5	65.8/(3.3)	62.0/(-3.8)	61.1/(-4.7)	60.1/(-5.7)
STA 96+00	80 FT	57.1	60.9/(3.8)	56.0/(-4.9)	55.5/(-5.4)	54.9/(-6.0)
STA 99+00	90 FT	59.3	62.8/(3.5)	57.8/(-5.0)	57.0/(-5.8)	56.2/(-6.6)
STA 101+50	80 FT	52.1	55.9/(3.8)	53.4/(-2.5)	53.0/(-2.9)	52.9/(-3.0)
STA 105+00	90 FT	53.7	60.9/(3.6)	58.6/(-2.3)	58.2/(-2.7)	58.0/(-2.9)
STA 108+00	80 FT	53.8	57.6/(3.8)	55.7/(-1.9)	55.3/(-2.3)	54.9/(-2.7)
STA 109+25	60 FT	51.7	56.2/(4.5)	55.6/(-0.6)	55.6/(-0.6)	55.6/(-0.6)
STA 113+00	70 FT	53.1	57.2/(4.1)	54.2/(-3.0)	54.1/(-3.1)	54.1/(-3.1)
STA 116+00	80 FT	54.7	58.3/(3.8)	55.1/(-3.2)	54.6/(-3.7)	54.2/(-4.1)
STA 118+50	90 FT	52.2	58.8/(3.6)	55.9/(-2.9)	55.5/(-3.3)	55.1/(-3.7)
<u>ISLAND FAMILY CHRISTIAN CHURCH (5 FT HIGH RECEPTOR):</u>						
STA 121+25	100 FT	58.5	62.1/(3.6)	59.4/(-2.7)	59.2/(-2.9)	56.7/(-5.4)
STA 123+25	65 FT	67.2 *	70.8/(3.6)*	63.6/(-7.2)	62.5/(-8.9)	61.1/(-9.7)
<u>ALIAMANU ELEMENTARY AND INTERMEDIATE SCHOOL (15 FT HIGH RECEPTOR):</u>						
STA 129+00	130 FT	64.5	67.0/(2.5)*	-- (With Original Sound Attenuation Wall)	--	60.4/(-6.6)
STA 130+50	120 FT	64.9	67.5/(2.6)*	-- (With Original Sound Attenuation Wall)	--	63.4/(-4.1)

TABLE A (CONTINUED)

SUMMARY OF EXISTING AND PREDICTED TRAFFIC NOISE LEVELS AT NOISE SENSITIVE RECEPTOR LOCATIONS SOUTH OF SALT LAKE BOULEVARD (AM OR PM PEAK HOUR)

RECEPTOR LOCATION	SETBACK DIST. FROM BASELINE	EXISTING (CY 1996) Leq	W/O BAR./ (CHANGE)	5 FT WALL (CHANGE)	FUTURE (CY 2016) Leq	6 FT WALL (CHANGE)	6 & 7 FT WALLS (CHANGE)
<u>ALIAMANU ELEMENTARY AND INTERMEDIATE SCHOOL (5 FT HIGH RECEPTOR):</u>							
STA 129+00	130 FT	62.0	65.7/(3.7)	-- (With Original Sound Attenuation Wall)	--	60.4/(-5.3)	
STA 130+50	120 FT	62.0	67.5/(5.5)*	-- (With Original Sound Attenuation Wall)	--	61.4/(-6.1)	

Notes:

1. Sound attenuating wall locations as shown in FIGURE 4.
2. * Denotes exceedance of State DOT '66 Leq Criteria.

TABLE B

SUMMARY OF EXISTING AND PREDICTED TRAFFIC NOISE LEVELS AT NOISE SENSITIVE RECEPTOR LOCATIONS NORTH OF SALT LAKE BOULEVARD (AM OR PM PEAK HOUR)

RECEPTOR LOCATION	SETBACK DIST. FROM BASELINE	EXISTING (CY 1996) Leq	FUTURE (CY 2016) Leq		
			W/O BAR./ (CHANGE)	5 FT WALL (CHANGE)	7 FT WALL (CHANGE)
<u>CIVILIAN RESIDENCES ALONG SEGMENT C (5 FT HIGH RECEPTOR):</u>					
STA 68+50	60 FT	65.1	67.0/(0.3)*	64.6/(-2.4)	61.6/(-5.4)
STA 81+25	55 FT	65.6	67.4/(1.8)*	63.8/(-3.6)	62.5/(-4.9)
<u>CIVILIAN RESIDENCES AND CHURCH ALONG SEGMENT D (5 FT HIGH RECEPTOR):</u>					
STA 82+75	55 FT	66.9 *	71.7/(4.2)*	58.8/(-12.9)	57.6/(-14.1)
STA 83+75	65 FT	62.0	66.0/(4.0)	58.2/(-7.8)	59.0/(-7.0)
STA 86+25	60 FT	66.6 *	71.0/(4.4)*	71.0/(0.0) *	70.1/(-0.9) *
STA 87+50	65 FT	66.2 *	70.4/(4.2)*	69.7/(-0.7) *	68.2/(-2.2) *
STA 88+00	70 FT	65.9	69.9/(4.0)*	68.4/(-1.5) *	67.2/(-2.7) *
STA 89+50	60 FT	66.6 *	71.0/(4.4)*	71.0/(0.0) *	70.6/(-0.4) *
STA 90+50	60 FT	66.6 *	71.0/(4.4)*	67.2/(-3.8) *	65.9/(-5.1)
STA 91+00	65 FT	66.2 *	70.4/(4.2)*	65.9/(-4.5)	64.8/(-6.2)
STA 92+25	70 FT	65.9	69.9/(4.0)*	66.5/(-3.4) *	64.5/(-5.9)
STA 93+25	60 FT	66.6 *	71.0/(4.4)*	66.1/(-4.9) *	66.0/(-3.9)
STA 93+75	65 FT	66.2 *	70.4/(4.2)*	67.4/(-3.0) *	64.2/(-6.8)
<u>CIVILIAN RESIDENCES ALONG SEGMENT E (5 FT HIGH RECEPTOR):</u>					
STA 94+75	70 FT	65.9	68.2/(2.3)*	68.2/(0.0) *	66.9/(-1.3) *
STA 96+25	56 FT	66.9 *	69.2/(2.3)*	66.1/(-3.1) *	62.9/(-6.3)
STA 98+00	70 FT	65.9	68.2/(2.3)*	68.2/(0.0) *	65.9/(-2.7)
STA 98+75	60 FT	66.6 *	68.9/(2.3)*	68.0/(-0.9) *	63.3/(-5.6)

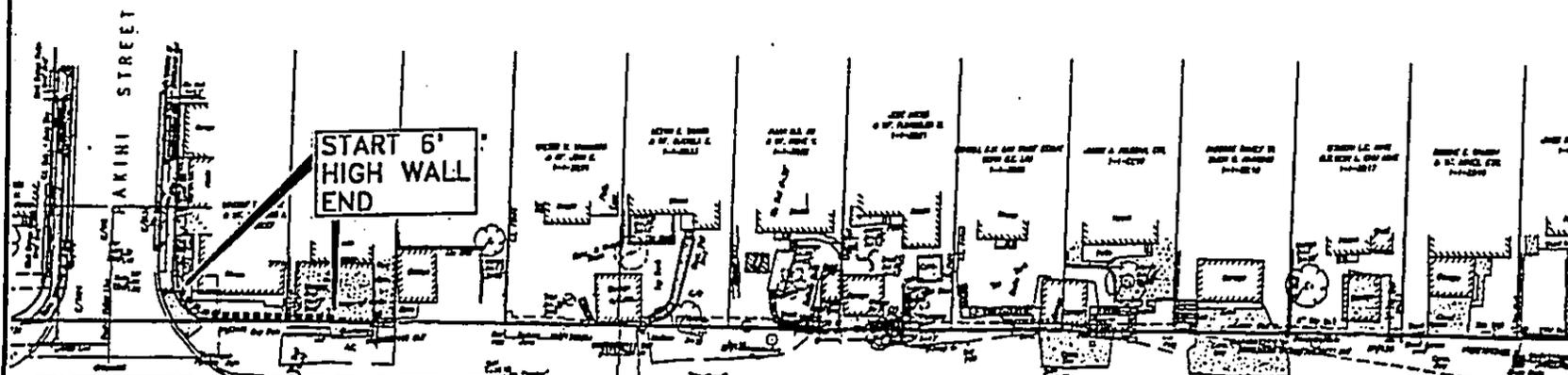
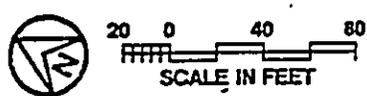
TABLE B (CONTINUED)

SUMMARY OF EXISTING AND PREDICTED TRAFFIC NOISE LEVELS AT NOISE SENSITIVE RECEPTOR LOCATIONS NORTH OF SALT LAKE BOULEVARD (AM OR PM PEAK HOUR)

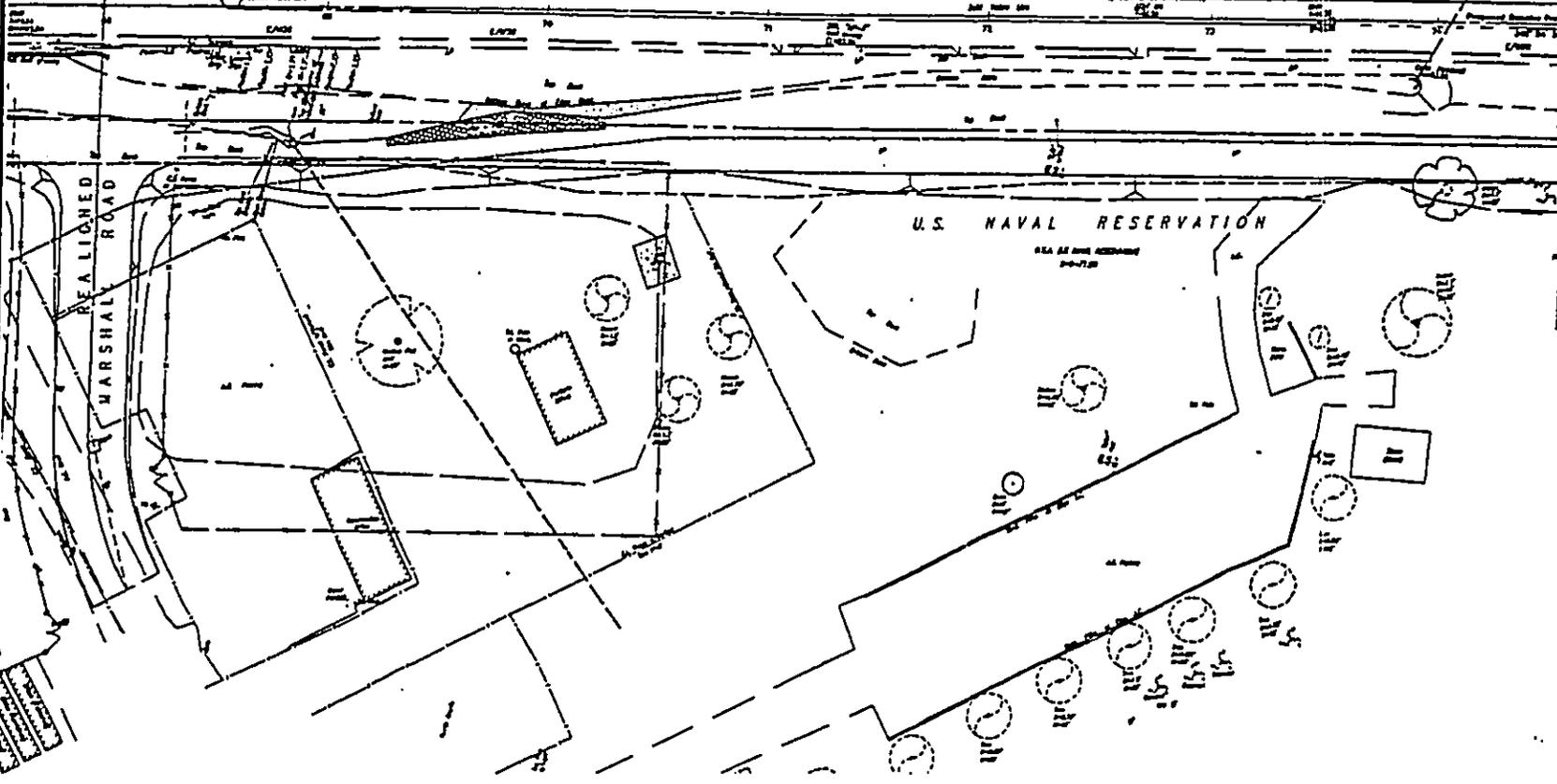
RECEPTOR LOCATION	SETBACK DIST. FROM BASELINE	EXISTING (CY 1996) Leq	FUTURE (CY 2016) Leq		
			W/O BAR./ (CHANGE)	5 FT WALL (CHANGE)	6 FT WALL (CHANGE)
CIVILIAN RESIDENCES ALONG SEGMENT F (5 FT HIGH RECEPTOR):					
STA 100+50	60 FT	65.5	68.2/(2.7)*	62.9/(-5.3)	62.3/(-5.9)
STA 102+25	65 FT	65.1	67.8/(2.7)*	66.3/(-1.5)*	64.4/(-3.4)
STA 105+25	60 FT	65.5	68.2/(2.7)*	63.6/(-4.6)	62.8/(-5.4)
STA 108+00	65 FT	65.1	67.8/(2.7)*	65.4/(-2.4)	64.0/(-3.8)
STA 111+00	65 FT	65.1	67.8/(2.7)*	64.4/(-3.4)	63.7/(-4.1)
STA 112+75	60 FT	65.5	68.2/(2.7)*	66.3/(-1.9)*	64.6/(-3.6)
STA 114+25	60 FT	65.5	68.2/(2.7)*	68.2/(-0.0)*	66.6/(-1.6)*
STA 117+00	65 FT	65.1	67.8/(2.7)*	64.3/(-3.5)	63.9/(-3.9)
STA 118+50	65 FT	65.1	67.8/(2.7)*	63.5/(-4.3)	62.9/(-4.9)
CIVILIAN RESIDENCES ALONG SEGMENT G (5 FT HIGH RECEPTOR):					
STA 122+00	60 FT	67.5	69.7/(2.2)*	64.1/(-5.6)	63.2/(-6.5)
STA 124+00	60 FT	67.5	69.7/(2.2)*	66.1/(-3.6)*	63.6/(-6.1)
STA 127+00	60 FT	67.5	69.7/(2.2)*	68.6/(-1.1)*	67.9/(-1.8)*
STA 129+00	60 FT	67.5	69.7/(2.2)*	69.7/(-0.0)*	69.7/(-0.0)*

Notes:

1. Sound attenuating wall locations as shown in FIGURE 4.
2. * Denotes exceedance of State DOT '66 Leq Criteria.
3. Existing dwelling units along Segment F are raised above lot grade by 3 to 5 feet and will result in reduced barrier effectiveness within units.



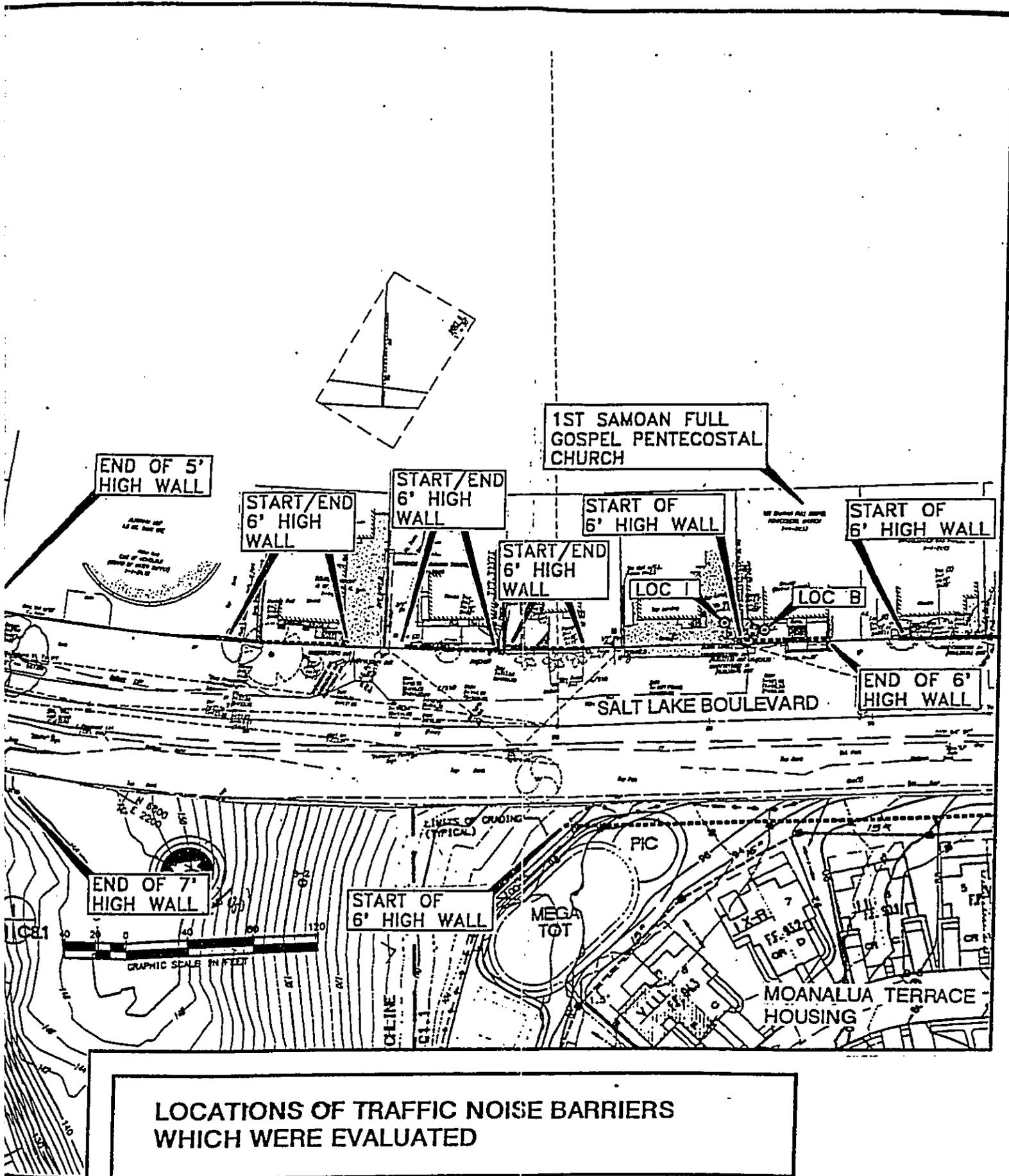
SALT LAKE BOULEVARD



MARSHAL ROAD

U.S. NAVAL RESERVATION

L
V





20 0 40 80
SCALE IN FEET

1ST SAMOAN FULL
GOSPEL PENTECOSTAL
CHURCH

END OF 6'
HIGH WALL

START/END
6' HIGH
WALL

START/END
6' HIGH
WALL

START/END
6' HIGH
WALL

START OF
6' HIGH WALL

LOC I

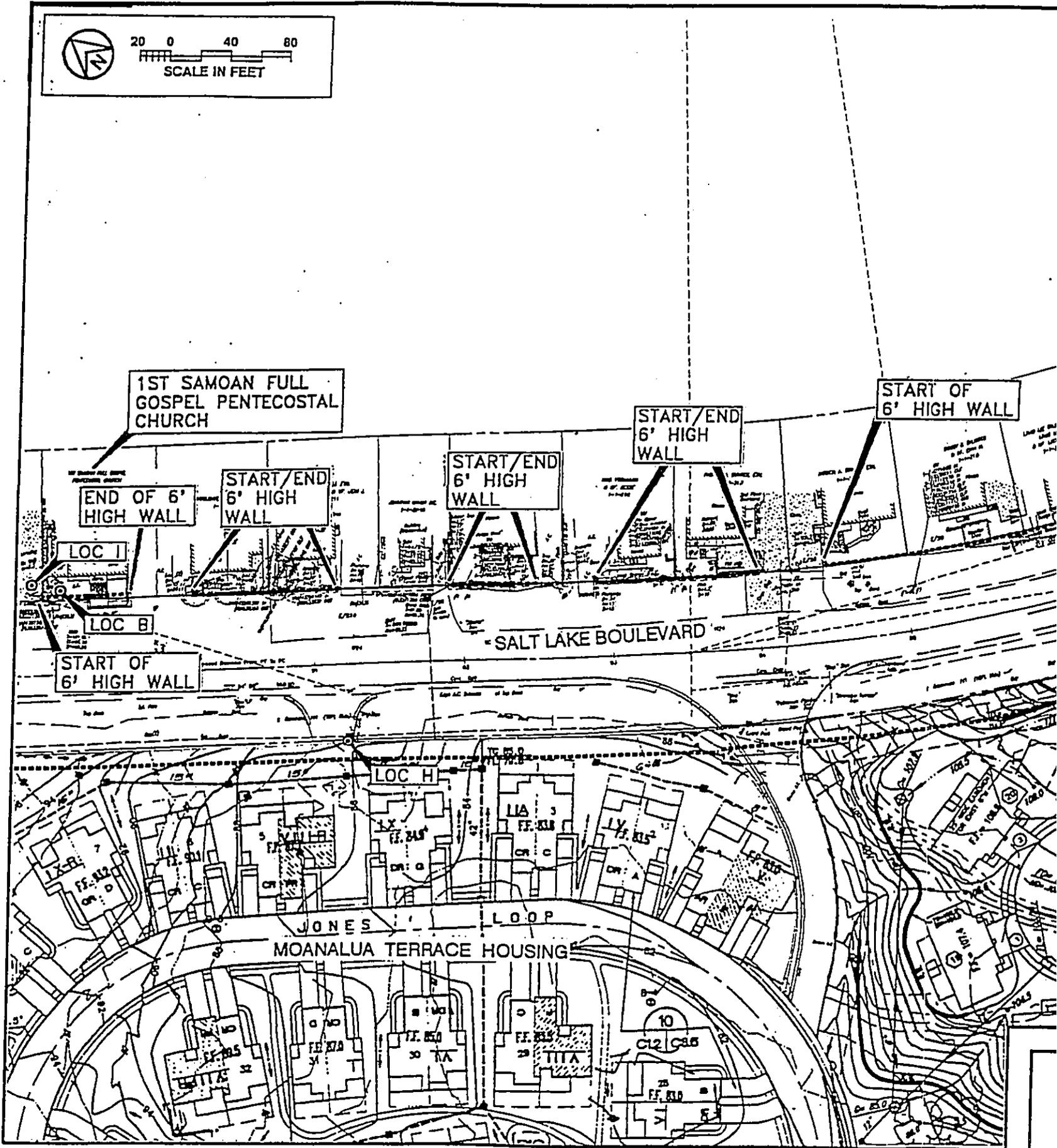
LOC B

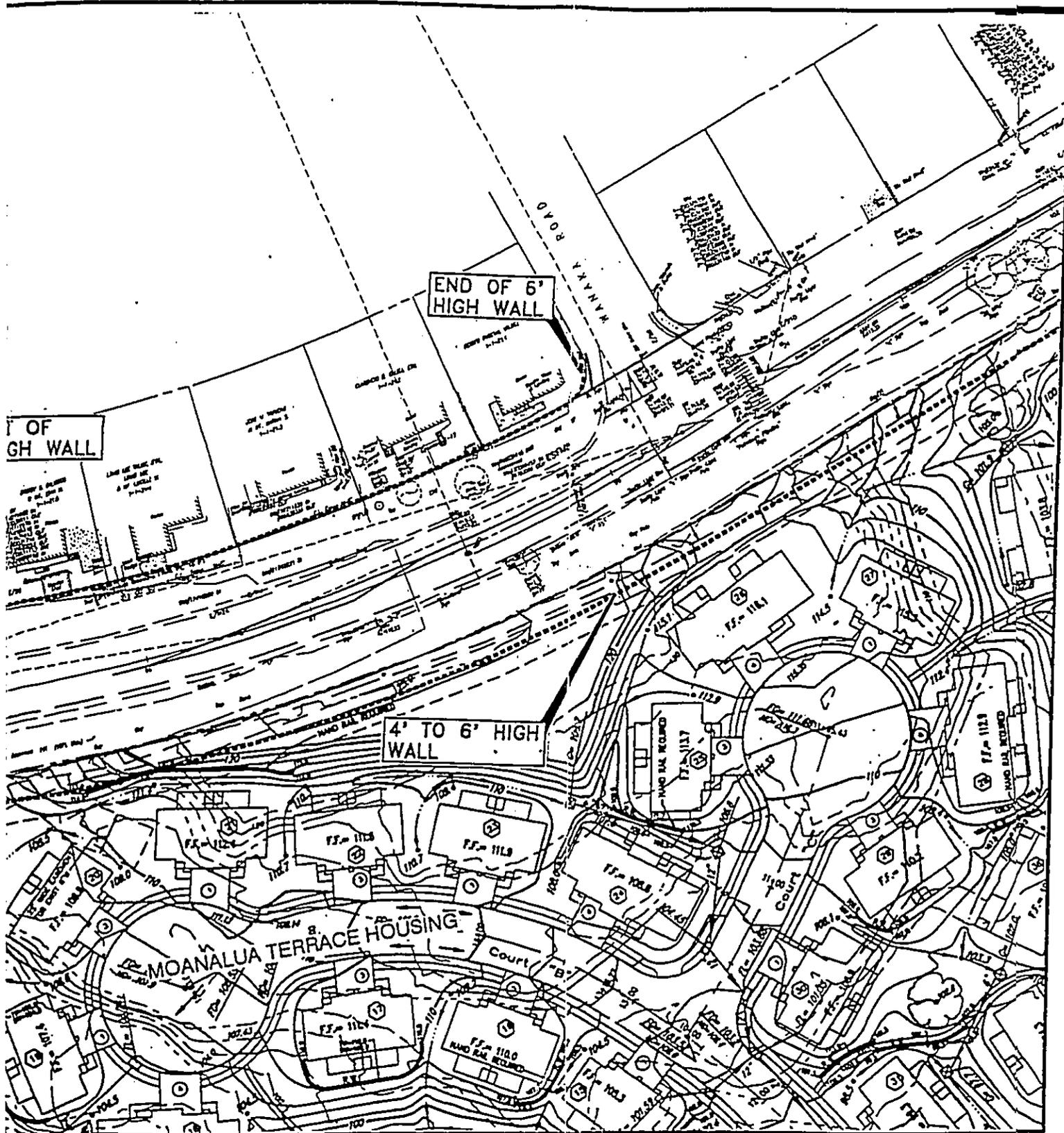
START OF
6' HIGH WALL

SALT LAKE BOULEVARD

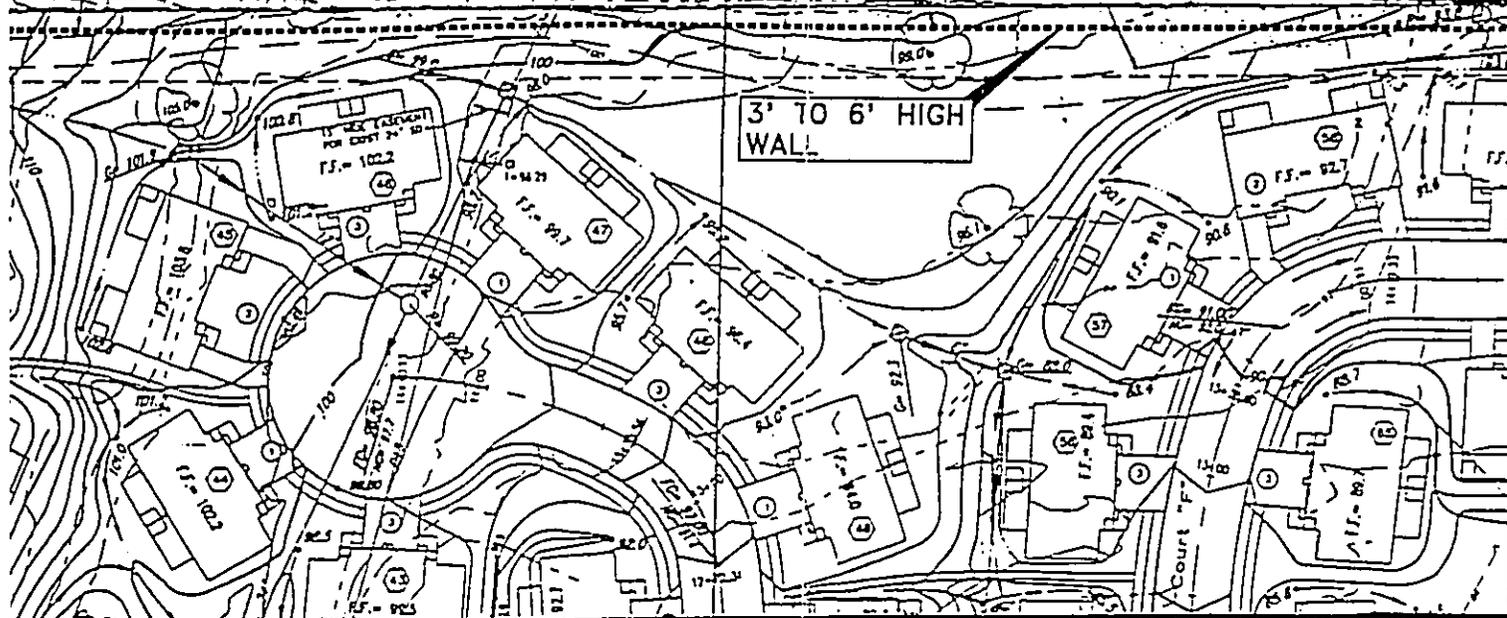
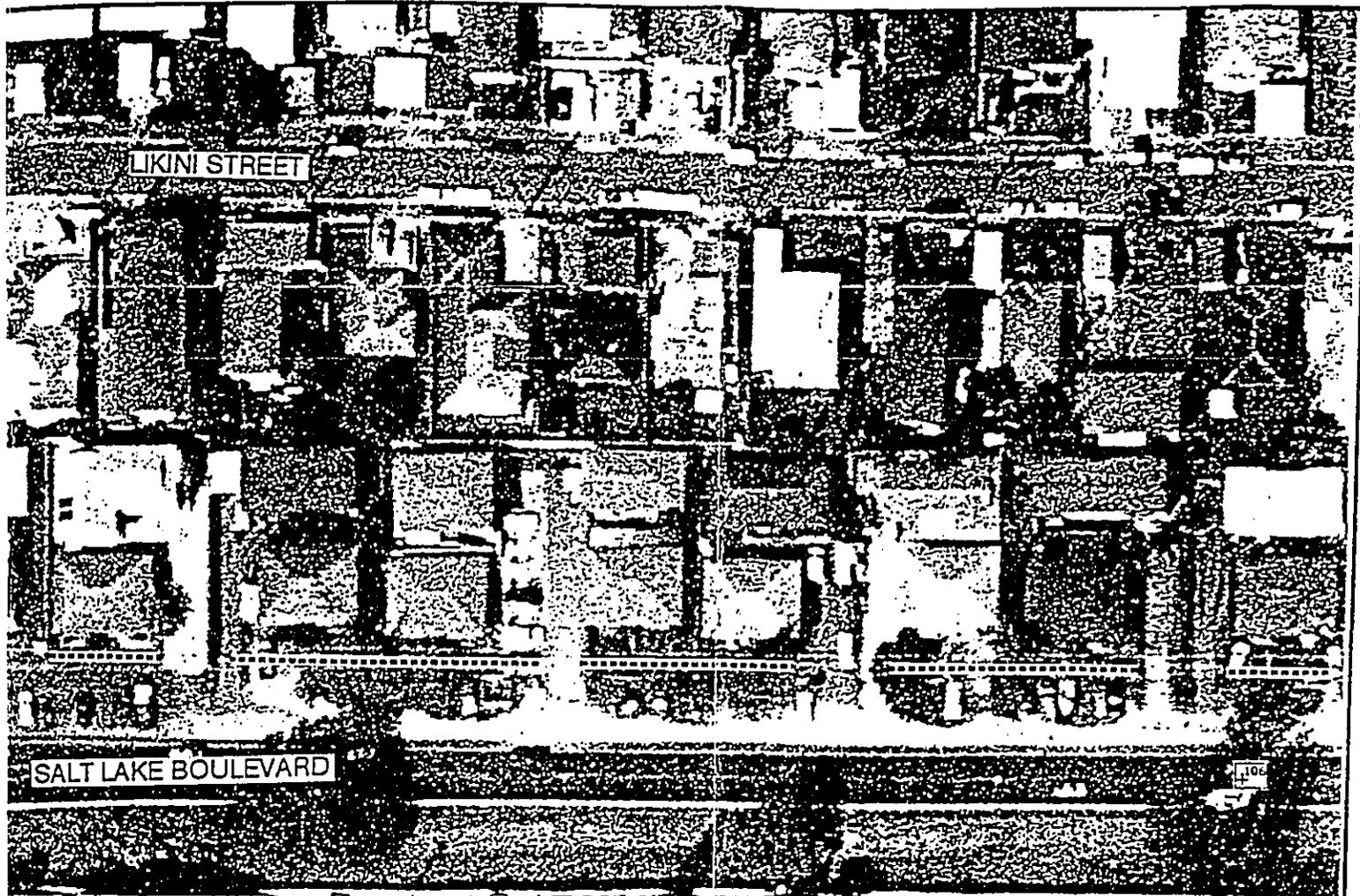
LOC H

JONES LOOP
MOANALUA TERRACE HOUSING

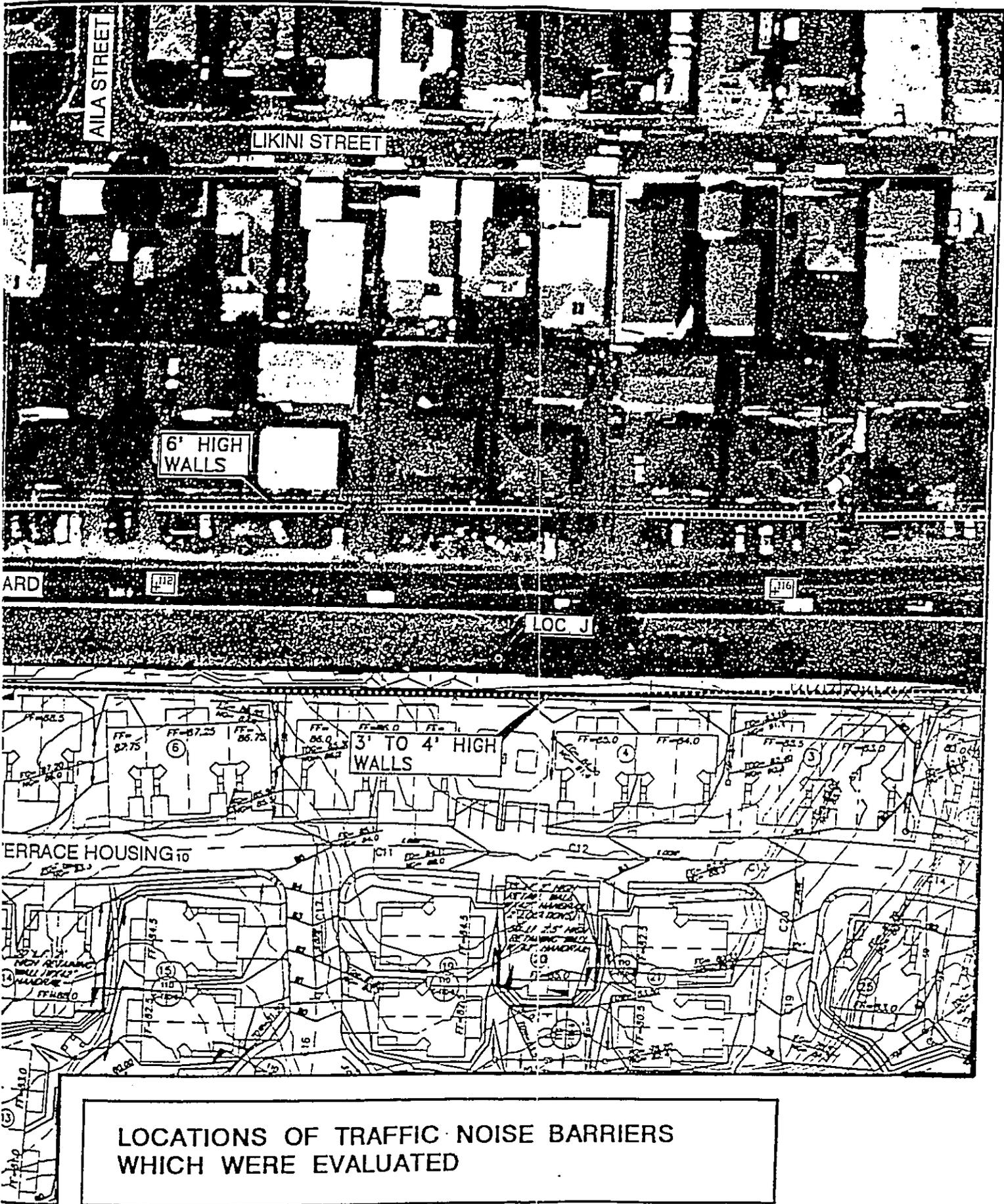




LOCATIONS OF TRAFFIC NOISE BARRIERS WHICH WERE EVALUATED



LOCATIONS OF TRAFFIC NOISE BARRIERS WHICH WERE EVALUATED





20 0 40 80
SCALE IN FEET

6' HIGH WALLS

END OF 6' HIGH WALLS

4' HIGH WALL

3' TO 4' WALL

LOC E

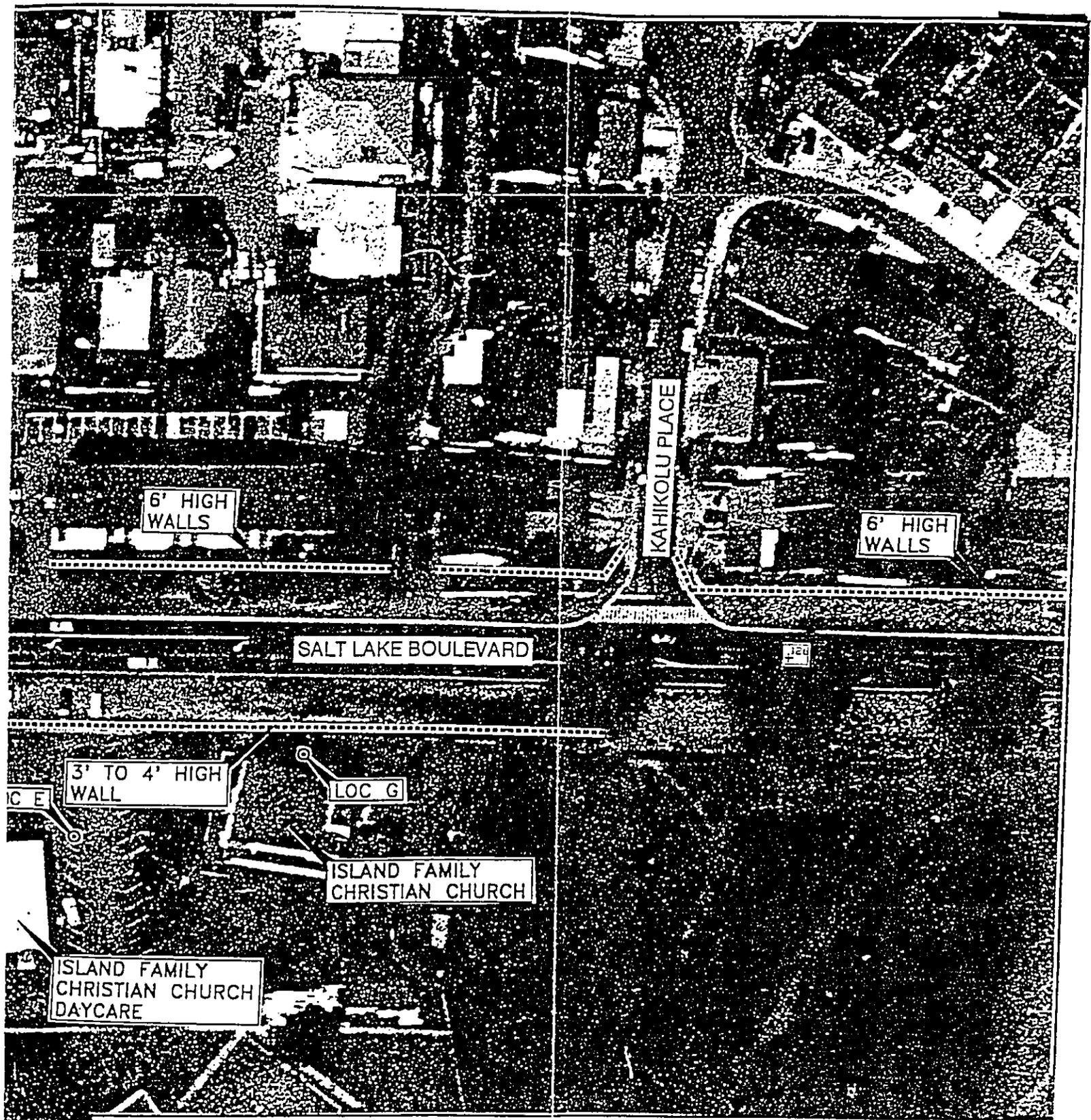
MOANALUA TERRACE HOUSING

BRADFORD DRIVE

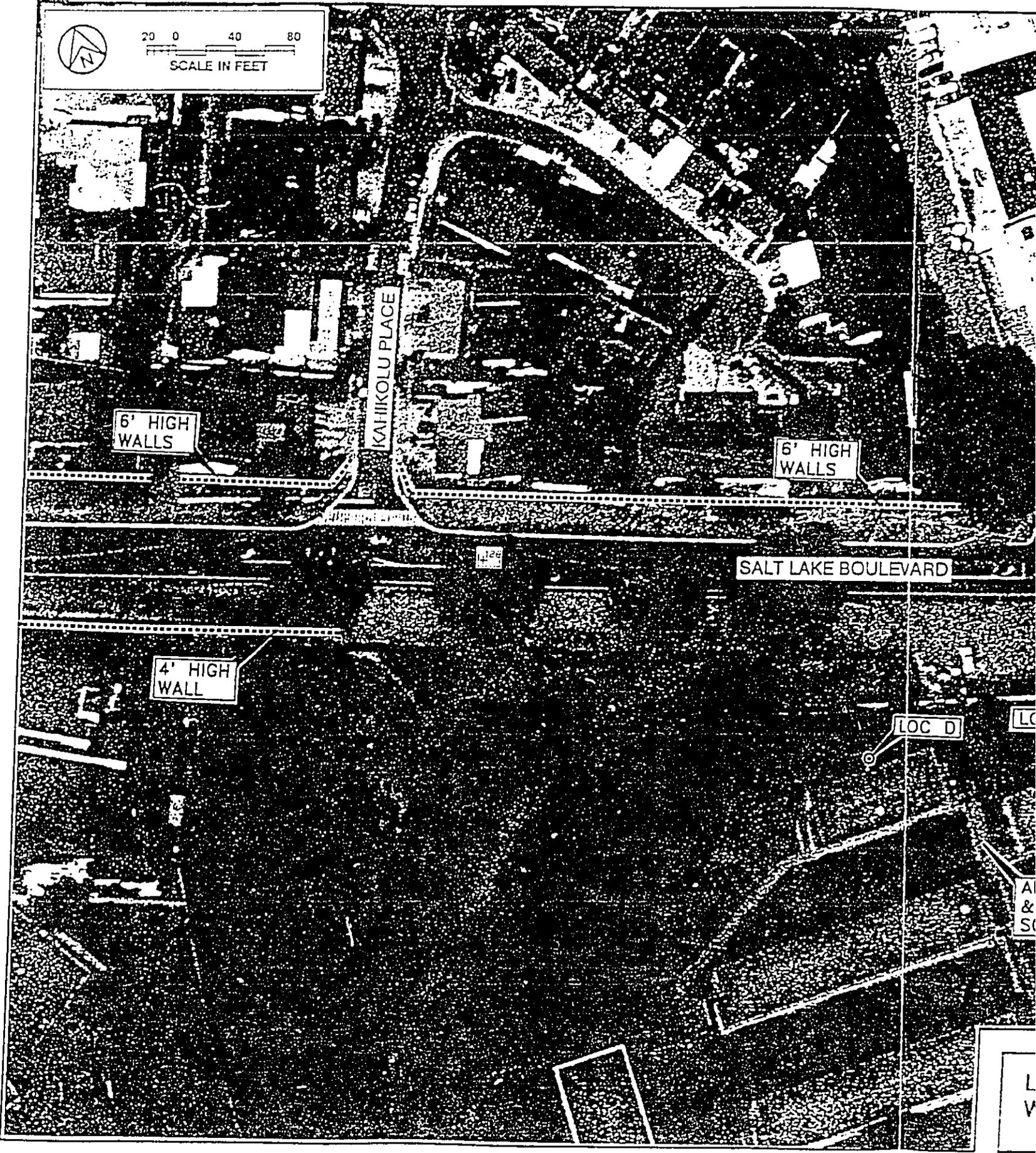
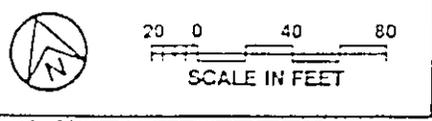
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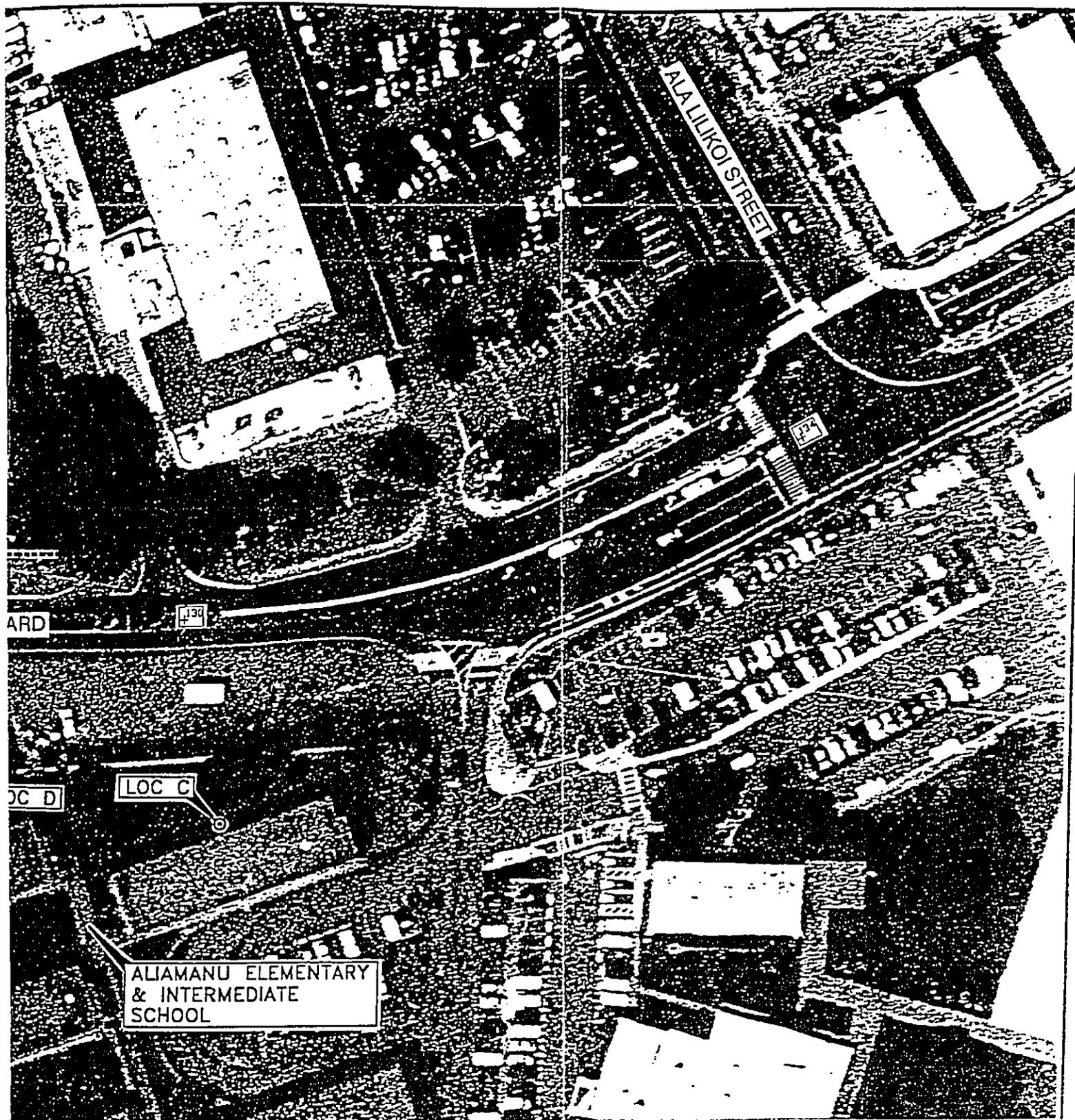
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V



LOCATIONS OF TRAFFIC NOISE BARRIERS WHICH WERE EVALUATED





LOCATIONS OF TRAFFIC NOISE BARRIERS WHICH WERE EVALUATED

APPENDIX B

BENJAMIN J. CAYETANO
GOVERNOR OF HAWAII



TIMOTHY E. JOHNS
CHAIRPERSON
BOARD OF LAND AND NATURAL RESOURCES

JANET E. KAWELO
DEPUTY

STATE OF HAWAII
DEPARTMENT OF LAND AND NATURAL RESOURCES
DIVISION OF FORESTRY AND WILDLIFE
1151 PUNCHBOWL STREET
HONOLULU, HAWAII 96813
June 24, 1999

AQUACULTURE DEVELOPMENT
PROGRAM
AQUATIC RESOURCES
BOATING AND OCEAN RECREATION
CONSERVATION AND
ENVIRONMENTAL AFFAIRS
CONSERVATION AND
RESOURCES ENFORCEMENT
CONVEYANCES
FORESTRY AND WILDLIFE
HISTORIC PRESERVATION
LAND MANAGEMENT
STATE PARKS
WATER AND LAND DEVELOPMENT
WATER RESOURCE MANAGEMENT

RECEIVED
JUN 29 1999

AKIHAKA & ASSOCIATES, LTD.

Akinaka and Associates, Ltd.
ATTN: Mr. Sheldon Yamasato
250 North Beretania Street, Suite 300
Honolulu, Hawaii 96817

Dear Mr. Yamasato:

RE: Pre-Assessment Consultation for the Salt Lake Boulevard Widening
- Bougainville Drive to Ala Liliroi Street Revised Draft Environmental
Assessment Honolulu, Oahu, Hawaii (TMK's:1-1-10 &9-9-02)

The State Department of Land and Natural Resources, Division of Forestry and Wildlife did a preliminary site inspection of this project and did not see any T & E plant species along this route. However, it is recommended that the landscape architect responsible for the landscape design consider using native plant species where appropriate and available to beautify this corridor along Salt Lake Boulevard. Such action will satisfy chapter 103-24.6, HRS relating to indigenous and polynesian introduced plants used in landscaping. Thank you for allowing us to comment on this project.

Sincerely,

A handwritten signature in black ink, appearing to read "Michael G. Buck".

Michael G. Buck
Administrator

C: Oahu Branch, DOFAW

From the Desk of Betsy Gagne
NARS Executive Secretary

8/24



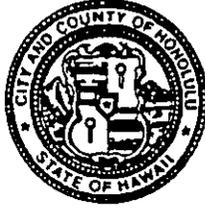
Nelson -

There are no T+E species along
the proposed route. I slowly
drove the whole thing, both
sides. Maybe you can suggest that
they landscape in natural spp
in reference to the law calling
intends caring of naturals. ☺

DEPARTMENT OF DESIGN AND CONSTRUCTION
CITY AND COUNTY OF HONOLULU

650 SOUTH KING STREET, 2ND FLOOR • HONOLULU, HAWAII 96813
Phone: (808) 523-4584 • Fax: (808) 523-4567

JEREMY HARRIS
MAYOR



RANDALL K. FUJIKI, AIA
DIRECTOR

ROLAND D. LIBBY, JR., AIA
DEPUTY DIRECTOR

IDEB 99-312

September 9, 1999

Mr. Michael G. Buck, Administrator
Division of Forestry and Wildlife
Department of Land and Natural Resources
1151 Punchbowl Street
Honolulu, Hawaii 96813

Dear Mr. Buck:

Subject: Response to Comments Regarding Pre-Assessment Consultation for the
Salt Lake Boulevard Widening -- Bougainville Drive to Reeves Street
Revised Draft Environmental Assessment
Honolulu, Oahu, Hawaii (TMKs: 1-1-10 & 9-9-02)

Thank you for your comment letter, dated June 24, 1999, during the pre-assessment consultation period for the Salt Lake Boulevard Widening -- Bougainville Drive to Reeves Street- Draft Environmental Assessment. We offer the following responses to your comments:

COMMENT: "...it is recommended that the landscape architect responsible for the landscape design consider using native plant species where appropriate and available to beautify this corridor along Salt Lake Boulevard. Such action will satisfy Chapter 103-24.6, HRS relating to indigenous and polynesian introduced plants used in landscaping."

RESPONSE: A copy of the Department of Land and Natural Resources, Division of Forestry and Wildlife letter dated June 24, 1999 will be forwarded to the landscape architect for the proposed project.

We hope that our responses have adequately addressed your comments. Upon publication of the Draft EA in the Office of Environmental Quality Control's bulletin, you are welcome to submit

Mr. Michael G. Buck
Page 2
September 9, 1999

additional comments during the 30-day review period. If you have any questions or require additional information, please contact Jeremy Lee at 523-4672. Thank you for your time.

Very truly yours,


FOR RANDALL K. FUJIKI
Director

cc: Mr. Sheldon Yamasato, Akinaka & Associates, Ltd.

BOARD OF WATER SUPPLY

CITY AND COUNTY OF HONOLULU
630 SOUTH BERETANIA STREET
HONOLULU, HAWAII 96843



July 22, 1999

JEREMY HARRIS, Mayor

EDDIE FLORES, JR., Chairman
JAN M.L.Y. AMI
BARBARA KIM STANTON
CHARLES A. STED

KAZU HAYASHIDA, Ex-Officio
ROSS S. SASAMURA, Ex-Officio

CLIFFORD S. JAMILE
Manager and Chief Engineer

RECEIVED
JUL 24 1999

AKINAKA & ASSOCIATES, LTD.

Mr. Sheldon Yamasato
Akinaka and Associates, Ltd.
250 North Beretania Street, Suite 300
Honolulu, Hawaii 96817

Dear Mr. Yamasato:

Subject: Your Letter of June 30, 1999 Regarding the Pre-Assessment Consultation for Salt Lake Boulevard Widening - Bougainville Drive to Ala Lilikoi Street Revised Draft Environmental Assessment

Thank you for the opportunity to review the Pre-Assessment Consultation Notice. We have no objections to the revision to the road widening plan and have the following comments:

1. We will be coordinating the design of our proposed 36-inch water main from Maluna Street to Ala Lilikoi Street with the Salt Lake Boulevard improvements.
2. We plan to construct our 36-inch main concurrently with the City's roadway improvements provided the City can obtain adequate construction funding within the next several years.

If you have any questions, please contact Barry Usagawa at 527-5235.

Very truly yours,


CLIFFORD S. JAMILE
Manager and Chief Engineer

DEPARTMENT OF DESIGN AND CONSTRUCTION
CITY AND COUNTY OF HONOLULU

650 SOUTH KING STREET, 2ND FLOOR
HONOLULU, HAWAII 96813
PHONE: (808) 523-4564 • FAX: (808) 523-4567

JEREMY HARRIS
MAYOR



RANDALL K. FUJIKI, AIA
DIRECTOR

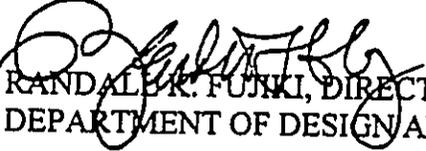
ROLAND D. LIBBY, JR., AIA
DEPUTY DIRECTOR

September 9, 1999

IDEB 99-0311

MEMORANDUM

TO: MR. CLIFFORD S. JAMILE, MANAGER AND CHIEF ENGINEER
BOARD OF WATER SUPPLY

FROM:  FOR RANDALL K. FUJIKI, DIRECTOR
DEPARTMENT OF DESIGN AND CONSTRUCTION

SUBJECT: RESPONSE TO COMMENTS REGARDING PRE-ASSESSMENT
CONSULTATION FOR THE SALT LAKE BOULEVARD WIDENING -
BOUGAINVILLE DRIVE TO REEVES STREET, REVISED DRAFT
ENVIRONMENTAL ASSESSMENT
HONOLULU, OAHU, HAWAII (TMKS: 1-1-10 & 9-9-02)

Thank you for your comment letter, dated July 22, 1999, during the pre-assessment consultation period for the Salt Lake Boulevard Widening -- Bougainville Drive to Reeves Street - Draft Environmental Assessment. We offer the following responses to your comments:

COMMENT: "We will be coordinating the design of our proposed 36-inch water main from Maluna Street to Ala Liliko'i Street with the Salt Lake Boulevard improvements.

We plan to construct our 36-inch main concurrently with the City's roadway improvements provided the City can obtain adequate construction funding within the next several years."

RESPONSE: The design of the BWS's proposed 36-inch water main can be coordinated with the City's Department of Design and Construction to ensure that construction time along the Salt Lake Boulevard project route are minimized.

Mr. Clifford Jamile
Page 2
September 9, 1999

We hope that our responses have adequately addressed your comments. Upon publication of the Draft EA in the Office of Environmental Quality Control's bulletin, you are welcome to submit additional comments during the 30-day review period. If you have any questions or require additional information, please contact Jeremy Lee at 523-4672. Thank you for your time.

cc: Mr. Sheldon Yamasato, Akinaka & Associates, Ltd.

BENJAMIN J. CAYETANO
GOVERNOR



COPY

KAZU HAYASHIDA
DIRECTOR

DEPUTY DIRECTORS
BRIAN K. MINAJI
GLENN M. OKIMOTO

STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
869 PUNCHBOWL STREET
HONOLULU, HAWAII 96813-5097

IN REPLY REFER TO:

HWY-PS
2.4814

AUG 3 1999

RECEIVED
AUG 4 1999

AKINAKA & ASSOCIATES LTD.

Mr. Sheldon Yamasato
Akinaka and Associates, Ltd.
250 North Beretania Street, Suite 300
Honolulu, Hawaii 96817

Dear Mr. Yamasato:

Subject: Pre-Assessment Consultation, Revised Draft Environmental Assessment,
Salt Lake Boulevard Widening - Bougainville Drive to Ala Lilikoi Street,
Honolulu, TMK: 1-1-10; 9-9-2

Thank you for requesting our review of the proposed design changes to the proposed roadway section.

We are pleased to see that bicycle lanes were incorporated into the design typical section.

Although Salt Lake Boulevard is under County jurisdiction, we have the following suggestions:

1. The travel and parking lanes should be standard 12-foot widths. The trees in the median should be low-maintenance types with non-aggressive roots. Consideration should be taken to ensure that street light poles do not interfere with pedestrians and handicapped persons using the sidewalks. Design of sidewalks should conform to current ADA standards.
2. Underground utilities should be located away from the sidewalk.
3. If U-turns are to be permitted from the median turn lane, they will have to be carefully designed to meet standards.

Very truly yours,

A handwritten signature in cursive script, appearing to read "Kazu Hayashida".

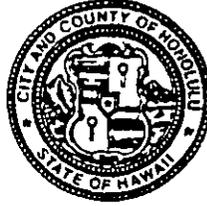
KAZU HAYASHIDA
Director of Transportation

c: Ms. Lois Chong (C&C Dept. of Design and Construction)

DEPARTMENT OF DESIGN AND CONSTRUCTION
CITY AND COUNTY OF HONOLULU

650 SOUTH KING STREET, 2ND FLOOR • HONOLULU, HAWAII 96813
Phone: (808) 523-4564 • Fax: (808) 523-4567

JEREMY HARRIS
MAYOR



RANDALL K. FUJIKI, AIA
DIRECTOR

ROLAND D. LIBBY, JR., AIA
DEPUTY DIRECTOR

IDEB 99-0315

September 9, 1999

Mr. Kazu Hayashida, Director
Department of Transportation
869 Punchbowl Street
Honolulu, Hawaii 96813-5097

Dear Mr. Hayashida:

Subject: Response to Comments Regarding Pre-Assessment Consultation for the
Salt Lake Boulevard Widening -- Bougainville Drive to Reeves Street
Revised Draft Environmental Assessment
Honolulu, Oahu, Hawaii (TMKs: 1-i-10 & 9-9-02)

Thank you for your comment letter, dated August 3, 1999, during the pre-assessment consultation period for the Salt Lake Boulevard Widening -- Bougainville Drive to Reeves Street - Draft Environmental Assessment. We offer the following responses to your comments:

1. **COMMENT:** "The travel and parking lanes should be standard 12-foot widths. The trees in the median should be low-maintenance types with non-aggressive roots. Consideration should be taken to ensure that street light poles do not interfere with pedestrians and handicapped persons using the sidewalks. Design of sidewalks should conform to current ADA standards."

RESPONSE: Although 12-foot travel lane and parking widths are desirable, the proposed project will incorporate 11-foot lane widths and 10-foot parking widths due to the limited right-of-way area available. The proposed 11-foot travel lane and 10-foot parking widths are in conformance with AASHTO standards (7 to 10-foot parking widths and 8 to 12-foot travel lane widths). The proposed travel and parking lane widths for Salt Lake Boulevard were previously documented and approved in the 1977 Environmental Impact Statement for the Salt Lake Boulevard - Puuloa Road to Halawa Heights Road Extension.

Mr. K. Hayashida, Director
Page 2
September 9, 1999

2. COMMENT: "Underground utilities should be located away from the sidewalk."
RESPONSE: Underground utilities will be relocated away from the sidewalk where feasible.
3. COMMENT: "If U-turns are to be permitted from the median turn lane, they will have to be carefully designed to meet standards."
RESPONSE: U-turn movements from the median turn lane will be designed in accordance with the appropriate standards.

We hope that our responses have adequately addressed your comments. Upon publication of the Draft EA in the Office of Environmental Quality Control's bulletin, you are welcome to submit additional comments during the 30-day review period. If you have any questions or require additional information, please contact Jeremy Lee at 523-4672. Thank you for your time.

Very truly yours,


FOR RANDALL K. FUJIKI
Director

cc: Mr. Sheldon Yamasato, Akinaka & Associates, Ltd.

BENJAMIN J. CAYETANO
GOVERNOR OF HAWAII



STATE OF HAWAII

DEPARTMENT OF LAND AND NATURAL RESOURCES

HISTORIC PRESERVATION DIVISION
Kakuhikawa Building, Room 555
601 Kamehaha Boulevard
Kapolee, Hawaii 96707

TIMOTHY E. JOHNS, CHAIRPERSON
BOARD OF LAND AND NATURAL RESOURCES

DEPUTIES
JANET E. KAWILO

AQUATIC RESOURCES
BOATING AND OCEAN RECREATION
CONSERVATION AND RESOURCES
ENFORCEMENT
CONVEYANCES
FORESTRY AND WILDLIFE
HISTORIC PRESERVATION
LAND
STATE PARKS
WATER RESOURCE MANAGEMENT

June 25, 1999

Sheldon T. Yamasato, P. E.
Vice President
Akinaka & Associates, Ltd.
250 N. Beretania Street, Suite 300
Honolulu, Hawaii 96813

RECEIVED COPY
JUL 3 1999

AKINAKA & ASSOCIATES, LTD.

LOG NO: 23703 ✓
DOC NO: 9906EJ30

Dear Mr. Yamasato:

**SUBJECT: Chapter 6E-8 Pre-Assessment Consultation for the Salt Lake Boulevard Widening from Bougainville Drive to Ala Lilikoi Street REVISED Draft Environmental Assessment Moanalua, Kona, O'ahu
TMK: 1-1**

Thank you for the opportunity to comment on the revised Salt Lake Boulevard Widening Project from Bougainville Drive to Ala Lilikoi Street. Our comments on the earlier plan for this project are still applicable. The revised plan proposes road widening in an area that has been extensively modified and developed making it unlikely that historic sites remain. Since the revised project will consist of modifications to existing roadways where it is unlikely that historic sites will be found, we believe that this project will have "no effect" on historic sites.

If you have any questions please call Elaine Jourdane at 692-8027.

Aloha,

A handwritten signature in black ink, appearing to read "Don Hibbard".

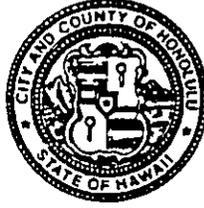
Don Hibbard, Administrator
State Historic Preservation Division

EJ:jk

DEPARTMENT OF DESIGN AND CONSTRUCTION
CITY AND COUNTY OF HONOLULU

650 SOUTH KING STREET, 2ND FLOOR • HONOLULU, HAWAII 96813
Phone: (808) 523-4584 • Fax: (808) 523-4567

JEREMY HARRIS
MAYOR



RANDALL K. FUJIKI, AIA
DIRECTOR

ROLAND D. LIBBY, JR., AIA
DEPUTY DIRECTOR

IDEB 99-317

September 9, 1999

Mr. Don Hibbard, Administrator
State Historic Preservation Division
601 Kamokila Boulevard, Room 555
Kapolei, Hawaii 96707

Dear Mr. Hibbard:

Subject: Response to Comments Regarding Pre-Assessment Consultation for the
Salt Lake Boulevard Widening -- Bougainville Drive to Reeves Street Project
Revised Draft Environmental Assessment
Honolulu, Oahu, Hawaii (TMKs: 1-1-10 & 9-9-02)

Thank you for your response letter, dated July 25, 1999, during the pre-assessment consultation period for the Salt Lake Boulevard Widening -- Bougainville Drive to Reeves Street - Revised Draft Environmental Assessment. We acknowledge your determination that the presence of historic sites within the project area is unlikely and that the proposed roadway improvements will have "no effect" on historic sites.

Upon publication of the Draft EA in the Office of Environmental Quality Control's bulletin, you are welcome to submit additional comments during the 30-day review period. If you have any questions or require additional information, please contact Jeremy Lee at 523-4672. Thank you for your time.

Very truly yours,


RANDALL K. FUJIKI
Director

cc: Mr. Sheldon Yamasato, Akinaka & Associates, Ltd.



BENJAMIN J. CAYETANO
GOVERNOR

STATE OF HAWAII
DEPARTMENT OF ACCOUNTING AND GENERAL SERVICES
P.O. BOX 119, HONOLULU, HAWAII 96810

LETTER NO. (P) 1483.5

JUL 12 1999

RECEIVED
JUL 13 1999

AKINAKA & ASSOCIATES LTD.

Mr. Sheldon Yamasato
Akinaka and Associates, Ltd.
250 North Beretania Street
Suite 300
Honolulu, Hawaii 96817-4716

Dear Mr. Yamasato:

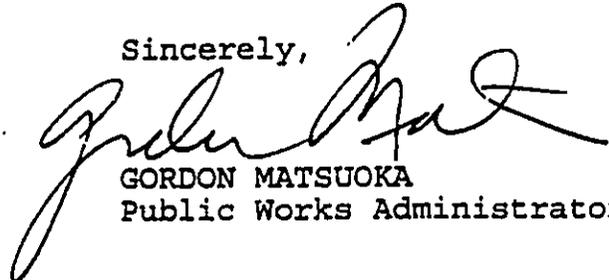
Subject: Salt Lake Boulevard Widening
Bougainville Drive to Ala Lilikoi Street
Pre-Consultation Assessment for Revised
Draft Environmental Assessment

Thank you for the opportunity to comment on the subject action.
The project will not impact any of our facilities, therefore, we
have no comments to offer.

It is not necessary for us to receive a copy of the Revised Draft
Environmental Assessment.

If there are any questions, please contact Mr. Ralph Yukumoto of
the Planning Branch at 586-0482.

Sincerely,



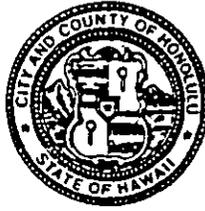
GORDON MATSUOKA
Public Works Administrator

RY:mo

DEPARTMENT OF DESIGN AND CONSTRUCTION
CITY AND COUNTY OF HONOLULU

650 SOUTH KING STREET, 2ND FLOOR • HONOLULU, HAWAII 96813
Phone: (808) 523-4564 • Fax: (808) 523-4567

JEREMY HARRIS
MAYOR



RANDALL K. FUJIKI, AIA
DIRECTOR

ROLAND D. LIBBY, JR., AIA
DEPUTY DIRECTOR

IDEB 99-0313

September 9, 1999

Mr. Gordon Matsuoka, Public Works Administrator
Department of Accounting and General Services
P.O. Box 119
Honolulu, Hawaii 96810

Dear Mr. Matsuoka:

Subject: Response to Comments Regarding Pre-Assessment Consultation for the
Salt Lake Boulevard Widening -- Bougainville Drive to Reeves Street Project
Revised Draft Environmental Assessment
Honolulu, Oahu, Hawaii (TMKs: 1-1-10 & 9-9-02)

Thank you for your response letter, dated July 12, 1999, during the pre-assessment consultation period for the Salt Lake Boulevard Widening -- Bougainville Drive to Reeves Street - Revised Draft Environmental Assessment. We acknowledge that you have no comments on the proposed road improvements at this time.

Upon publication of the Draft EA in the Office of Environmental Quality Control's bulletin, you are welcome to submit additional comments during the 30-day review period. If you have any questions or require additional information, please contact Jeremy Lee at 523-4672. Thank you for your time.

Very truly yours,


FOR RANDALL K. FUJIKI
Director

cc: Mr. Sheldon Yamasato, Akinaka & Associates, Ltd.

BENJAMIN J. CAYetano
GOVERNOR



PAUL G. LeMAHIEU, Ph.D.
SUPERINTENDENT

STATE OF HAWAII
DEPARTMENT OF EDUCATION
P.O. BOX 2360
HONOLULU, HAWAII 96804

RECEIVED

JUL 25 1999

OFFICE OF THE SUPERINTENDENT

July 16, 1999

AKINAKA & ASSOCIATES, LTD.

Mr. Randall K. Fujiki, Director
Department of Design and Construction
City and County of Honolulu
650 South King Street
Honolulu, Hawaii 96813

Attention: Ms. Lois Chong

Dear Mr. Fujiki:

Subject: Salt Lake Boulevard Widening
Pre-Assessment Consultation for Revised Draft EA

The Department of Education has no additional comments on the subject project.

Thank you for the opportunity to respond.

Very truly yours,

A handwritten signature in black ink that reads "Paul G. LeMahieu".

Paul G. LeMahieu, Ph.D.
Superintendent of Education

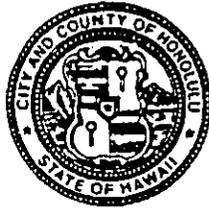
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cc: A. Suga, OBS
S. Yamasato, Akinaka and Associates, Ltd.

DEPARTMENT OF DESIGN AND CONSTRUCTION
CITY AND COUNTY OF HONOLULU

650 SOUTH KING STREET, 2ND FLOOR • HONOLULU, HAWAII 96813
Phone: (808) 523-4564 • Fax: (808) 523-4587

JEREMY HARRIS
MAYOR



RANDALL K. FUJIKI, AIA
DIRECTOR

ROLAND D. LIBBY, JR., AIA
DEPUTY DIRECTOR

IDEB 99-0314

September 9, 1999

Paul G. LeMahieu, Ph.D.
Superintendent
Department of Education
P.O. Box 2360
Honolulu, Hawaii 96804

Dear Dr. LeMahieu:

Subject: Response to Comments Regarding Pre-Assessment Consultation for the
Salt Lake Boulevard Widening -- Bougainville Drive to Reeves Street Project
Revised Draft Environmental Assessment
Honolulu, Oahu, Hawaii (TMKs: 1-1-10 & 9-9-02)

Thank you for your response letter, dated July 16, 1999, during the pre-assessment consultation period for the Salt Lake Boulevard Widening -- Bougainville Drive to Reeves Street - Revised Draft Environmental Assessment. We acknowledge that you have no comments on the proposed road improvements at this time.

Upon publication of the Draft EA in the Office of Environmental Quality Control's bulletin, you are welcome to submit additional comments during the 30-day review period. If you have any questions or require additional information, please contact Jeremy Lee at 523-4672. Thank you for your time.

Very truly yours,


FOR RANDALL K. FUJIKI
Director

cc: Mr. Sheldon Yamasato, Akinaka & Associates, Ltd.

DEPARTMENT OF PLANNING AND PERMITTING
CITY AND COUNTY OF HONOLULU

650 SOUTH KING STREET • HONOLULU, HAWAII 96813
TELEPHONE: (808) 523-4414 • FAX: (808) 527-6743

JEREMY HARRIS
MAYOR



RECEIVED
JUL 17 1999

JAN NAOE SULLIVAN
DIRECTOR

AKINAKA & ASSOCIATES, LTD.

LORETTA K.C. CHEE
DEPUTY DIRECTOR

1999/CLOG-4355 (DT)
'99 EA Comments - various zones

July 16, 1999

Mr. Sheldon Yamasato
Akinaka and Associates, Ltd.
250 North Beretania Street, Suite 300
Honolulu, Hawaii 96817

Dear Mr. Yamasato:

Pre-Assessment Consultation For
Salt Lake Boulevard Widening
Bougainville Drive to Ala Lilikoi Street
Revised Draft Environmental Assessment (EA)
Tax Map Keys: 1-1-10 and 9-9-2

We have received your letter dated June 30, 1999 regarding the above project and have no comments to offer at this time. We would like to review the revised draft EA when it becomes available.

Thank you for the opportunity to comment. Should you have any questions, please contact Dana Teramoto of our staff at 523-4648.

Very truly yours,

A handwritten signature in cursive script, appearing to read "Jan Naoe Sullivan".

For JAN NAOE SULLIVAN
Director of Planning
and Permitting

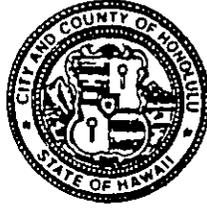
JNS:am

posse doc no. 5820

DEPARTMENT OF DESIGN AND CONSTRUCTION
CITY AND COUNTY OF HONOLULU

650 SOUTH KING STREET, 2ND FLOOR • HONOLULU, HAWAII 96813
Phone: (808) 523-4564 • Fax: (808) 523-4567

JEREMY HARRIS
MAYOR



RANDALL K. FUJIKI, AIA
DIRECTOR

ROLAND D. LIBBY, JR., AIA
DEPUTY DIRECTOR

IDEB 99-0316

September 9, 1999

TO: MS. JAN NAOE SULLIVAN, DIRECTOR
DEPARTMENT OF PLANNING AND PERMITTING

FROM:  FOR RANDALL K. FUJIKI, DIRECTOR
DEPARTMENT OF DESIGN AND CONSTRUCTION

SUBJECT: RESPONSE TO COMMENTS REGARDING PRE-ASSESSMENT
CONSULTATION FOR THE SALT LAKE BOULEVARD WIDENING --
BOUGAINVILLE DRIVE TO REEVES STREET PROJECT, REVISED DRAFT
ENVIRONMENTAL ASSESSMENT
HONOLULU, OAHU, HAWAII (TMKS: 1-1-10 & 9-9-02)

Thank you for your response letter, dated July 16, 1999, during the pre-assessment consultation period for the Salt Lake Boulevard Widening -- Bougainville Drive to Reeves Street - Revised Draft Environmental Assessment. We acknowledge that you have no comments on the proposed road improvements at this time.

Per your request, a copy of the Draft EA will be sent to your office when it becomes available. Upon publication of the Draft EA in the Office of Environmental Quality Control's bulletin, you are welcome to submit additional comments during the 30-day review period. If you have any questions or require additional information, please contact Jeremy Lee at 523-4672. Thank you for your time.

cc: Mr. Sheldon Yamasato, Akinaka & Associates, Ltd.



United States Department of the Interior

FISH AND WILDLIFE SERVICE

Pacific Islands Ecoregion
300 Ala Moana Boulevard, Room 3122
Box 50088
Honolulu, Hawaii 96850

COPY

In Reply Refer To: EAS

Sheldon T. Yamasato, P.E.
Akinaka & Associates, Ltd.
250 North Beretania Street, Suite 300
Honolulu, HI 96817-4716

RECEIVED
AUG 3 1999

AUG - 2 1999

AKINAKA & ASSOCIATES LTD.

Re: Endangered Species Information for the Salt Lake Boulevard Widening Project

Dear Mr. Yamasato:

The U.S. Fish and Wildlife Service (Service) has reviewed your June 16, 1999, letter concerning the preparation of a Draft Environmental Assessment (DEA) for the City & County of Honolulu's (CCH) Salt Lake Boulevard Widening Project. Your letter requests information on the presence of any known threatened and endangered aquatic species within the project route. The Service offers the following information for your consideration.

The proposed project involves the widening of Salt Lake Boulevard between Bougainville drive and Ala Lilikoi Street. Construction of the proposed road improvements will take place within the established 100-foot right-of-way. In addition, the CCH is proposing to acquire easement areas from the U.S. Navy and a small easement area from the Queen Emma Foundation.

The Service has reviewed the information that was provided in your letter and pertinent information in our files, including maps and records prepared by the Hawaii Heritage Program of the Nature Conservancy. Based on this information, no federally listed aquatic or terrestrial species are known to occur within the project area.

We appreciate your concern for threatened and endangered species. If you have any questions concerning this letter, please contact Fish and Wildlife Biologist Elizabeth Sharpe at 808/541-3441 (fax: 808/541-3470).

Sincerely,

Robert P. Smith
Pacific Islands Manager

DEPARTMENT OF DESIGN AND CONSTRUCTION
CITY AND COUNTY OF HONOLULU

650 SOUTH KING STREET, 2ND FLOOR • HONOLULU, HAWAII 96813
Phone: (808) 523-4564 • Fax: (808) 523-4567

JEREMY HARRIS
MAYOR



RANDALL K. FUJIKI, AIA
DIRECTOR

ROLAND D. LIBBY, JR., AIA
DEPUTY DIRECTOR

IDEB 99-318

September 9, 1999

Mr. Robert P. Smith
United States Department of the Interior,
Fish and Wildlife Service, Pacific Island Ecoregion
300 Ala Moana Blvd, Room 3122 - Box 50088
Honolulu, Hawaii 96850

Dear Mr. Smith:

Subject: Response to Comments Regarding Pre-Assessment Consultation for the
Salt Lake Boulevard Widening -- Bougainville Drive to Reeves Street Project
Revised Draft Environmental Assessment
Honolulu, Oahu, Hawaii (TMKs: 1-1-10 & 9-9-02)

Thank you for your response letter, dated August 2, 1999, during the pre-assessment consultation period for the Salt Lake Boulevard Widening -- Bougainville Drive to Reeves Street - Revised Draft Environmental Assessment. We acknowledge your determination that no federally listed aquatic or terrestrial species are known to exist within the project area.

Upon publication of the Draft EA in the Office of Environmental Quality Control's bulletin, you are welcome to submit additional comments during the 30-day review period. If you have any questions or require additional information, please contact Jeremy Lee at 523-4672. Thank you for your time.

Very truly yours,


FOR RANDALL K. FUJIKI
Director

cc: Mr. Sheldon Yamasato, Akinaka & Associates, Ltd.

APPENDIX C

BOARD OF WATER SUPPLY

CITY AND COUNTY OF HONOLULU
630 SOUTH BERETANIA STREET
HONOLULU, HAWAII 96843



October 20, 1999

JEREMY HARRIS, Mayor

EDDIE FLORES, JR., Chairman
CHARLES A. STED, Vice Chairman
JAN M.L.Y. AMU
HERBERT S.K. KAOPUA, SR.
BARBARA KIM STANTON

KAZU HAYASHIDA, Ex-Officio
ROSS S. SASAMURA, Ex-Officio

CLIFFORD S. JAMILE
Manager and Chief Engineer

RECEIVED
OCT 23 1999

AKINAKA & ASSOCIATES LTD.

Mr. Sheldon Yamasato
Akinaka and Associates, Ltd.
250 North Beretania Street, Suite 300
Honolulu, Hawaii 96817

Dear Mr. Yamasato:

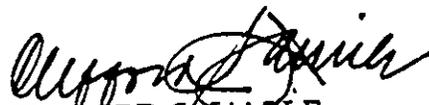
Subject: Your Letter of September 22, 1999 Regarding the
Draft Environmental Assessment for Salt Lake Boulevard
Widening - Bougainville Drive to Ala Liliko'i Street

Thank you for the opportunity to review and comment on the Draft Environmental Assessment for the proposed road widening project.

Our comments of July 22, 1999 during the pre-assessment consultation phase are still applicable and included in Appendix B of the document.

If there are any questions, please contact Barry Usagawa at 527-5235.

Very truly yours,


CLIFFORD S. JAMILE
Manager and Chief Engineer

DEPARTMENT OF DESIGN AND CONSTRUCTION
CITY AND COUNTY OF HONOLULU

650 SOUTH KING STREET, 11TH FLOOR
HONOLULU, HAWAII 96813
PHONE: (808) 523-4584 • FAX: (808) 523-4567
WEB SITE ADDRESS: www.co.honolulu.hi.us

JEREMY HARRIS
MAYOR



RAE M. LOUI, P.E.
ACTING DIRECTOR

GEORGE T. TAMASHIRO, P.E.
DEPUTY DIRECTOR

RECEIVED

FEB - 8 2001

CDED-B 01-0068

February 8, 2001

AKINAKA & ASSOCIATES, LTD.

MEMORANDUM

TO: MR. CLIFFORD S. JAMILE, MANAGER AND CHIEF ENGINEER
BOARD OF WATER SUPPLY

FROM: RAE M. LOUI, P.E., ACTING DIRECTOR
DEPARTMENT OF DESIGN AND CONSTRUCTION

SUBJECT: RESPONSE TO COMMENTS ON THE DRAFT ENVIRONMENTAL
ASSESSMENT FOR THE SALT LAKE BOULEVARD WIDENING,
PHASE 2 - BOUGAINVILLE DRIVE TO REEVES STREET, HONOLULU,
OAHU, HAWAII (TMK: 1-1-10 AND 9-9-02), FEDERAL AID PROJECT
NO. STP-7311(2)

Thank you for your letter, dated October 20, 1999, during the 30-day comment period for the Salt Lake Boulevard Widening, Phase 2 - Bougainville Drive to Reeves Street, Draft Environmental Assessment. We acknowledge that your previous comments of July 22, 1999, during the pre-assessment consultation phase are still applicable.

Should you have any questions or need additional information, please contact Jeremy Lee at Extension 4672. Thank you for your time

cc: Sheldon Yamasato, Akinaka & Associates, Ltd.

GTE Hawaiian Tel

Beyond the call

GTE Hawaiian Telephone Company Incorporated
P.O. Box 2200 - Honolulu, HI 96841 - (808) 546-4511

October 27, 1999

Mr. Jeremy Lee
Department of Design and Construction
City and County of Honolulu
650 South King Street
Honolulu, Hawaii 96813

RECEIVED
NOV 2 1999

AKINAKA & ASSOCIATES, LTD.

Subject: **DRAFT ENVIRONMENTAL ASSESSMENT FOR THE SALT LAKE
BOULEVARD WIDENING, PHASE 2 - BOUGAINVILLE DRIVE TO REEVES
STREET HONOLULU, OAHU, HAWAII (TMK: 1-1-10 & 9-9-02) FEDERAL
AID PROJECT NO.: STP - 7311(2)**

Dear Mr. Lee,

Thank you for the opportunity to review and comment on the Draft Environmental Assessment for the Salt Lake Boulevard Widening, Phase 2 - Bougainville Drive to Reeves Street Project. GTE Hawaiian Telephone Company Incorporated has no additional comments on the subject project.

If you have any questions please call Dexter Osato at 840-1443.

Sincerely,



Jay Furukawa
Section Manager
Access Design & Construction

cc: Sheldon Yamasato ✓
Dennis Silva

DEPARTMENT OF DESIGN AND CONSTRUCTION
CITY AND COUNTY OF HONOLULU

650 SOUTH KING STREET, 11TH FLOOR
HONOLULU, HAWAII 96813
PHONE: (808) 523-4564 • FAX: (808) 523-4567
WEB SITE ADDRESS: www.cc.honolulu.hi.us

JEREMY HARRIS
MAYOR



February 8, 2001

RAE M. LOUI, P.E.
ACTING DIRECTOR
GEORGE T. TAMASHIRO, P.E.
DEPUTY DIRECTOR

RECEIVED
FEB 8 2001
AKINAKA & ASSOCIATES, LTD.

CDED-B 01-0069

Mr. Jay Furukawa, Section Manager
Access Design & Construction
Verizon Hawaii
P.O. Box 2200
Honolulu, Hawaii 96841

Dear Mr. Furukawa:

Subject: Response to Comments on the Draft Environmental Assessment for the Salt Lake Boulevard Widening, Phase 2 – Bougainville Drive to Reeves Street, Honolulu, Oahu, Hawaii (TMK: 1-1-10 and 9-9-02), Federal Aid Project No. STP-7311(2)

Thank you for your letter, dated October 27, 1999, during the 30-day comment period for the Salt Lake Boulevard Widening, Phase 2 – Bougainville Drive to Reeves Street, Draft Environmental Assessment. We acknowledge that you have no comments to the proposed project at this time.

Should you have any questions or need additional information, please contact Jeremy Lee at 523-4672. Thank you for your time.

Very truly yours,

A handwritten signature in cursive script, appearing to read "Rae M. Loui".

RAE M. LOUI, P.E.
Acting Director

cc: Sheldon Yamasato, Akinaka & Associates, Ltd.



AKINAKA & ASSOCIATES, LTD.
CONSULTING ENGINEERS
Civil Engineering • Land Planning

99-1913

250 NORTH BERETANIA STREET, SUITE 300, HONOLULU, HAWAII 96817-1716 • TELEPHONE (808) 521-2153 • FAX (808) 521-2153 • E-mail: akinaka@aloha.net

ROBERT Y. AKINAKA, L.P.E.
HENRY S. MORITA, L.P.E.
SHELDON T. YAMASATO, L.P.E.
MICHAEL M. MIYAHARA, L.P.E.
BARRY K. MURANAKA, L.P.E.

SALVADOR M. QUITORIANO, L.P.L.S.
BENJAMIN M. GANAL, L.P.L.S.
JOSEPH S. KEANE, JR.
MARIAN N. NAKAMA, L.P.E.
CRAIG K. MATSUMOTO
STATE A. INFANTE

99 SEP 29 11:37

September 22, 1999

Ross S. Sasamura, Director
Department of Facility Maintenance
City and County of Honolulu
650 South King Street
Honolulu, Hawaii 96813

Re: Draft Environmental Assessment for the Salt Lake Boulevard Widening,
Phase 2 - Bougainville Drive to Reeves Street
Honolulu, Oahu, Hawaii (TMK: 1-1-10 & 9-9-02)
Federal Aid Project No.: STP - 7311(2)

99 SEP 29 PM 12:11

DEPT. OF FACILITY MAINTENANCE
CITY AND COUNTY OF HONOLULU

From:

Dear Mr. Sasamura:

On behalf of the City and County of Honolulu, Department of Design and Construction, we are enclosing a copy of the Draft Environmental Assessment (EA) for the Salt Lake Boulevard Widening, Phase 2 - Bougainville Drive to Reeves Street project for your review and comment. This Draft EA will be published in the September 23, 1999 edition of the Office of Environmental Quality Control's *Environmental Notice*, thereby commencing the 30-day comment period which closes on October 25, 1999. You are welcome to submit any comments on the Draft EA during the 30-day comment period to the following address:

September 27, 1999

We do not have any comments. If you have any questions, please call Laverne Higa at 527-6246.

To: Mr. Jeremy Lee
Department of Design and Construction
City and County of Honolulu
650 South King Street
Honolulu, Hawaii 96813

ROSS S. SASAMURA
Director and Chief Engineer
Department of Facility Maintenance

Please also send a copy of any comments to:

To: Mr. Sheldon Yamasato
Akinaka and Associates, Ltd.
250 North Beretania Street, Suite 300
Honolulu, Hawaii 96817
cc.

Should you have any questions or need additional information, please call me at 536-7721. Thank you for your time.

Sincerely,

Sheldon T. Yamasato, P.E.
Senior Vice President

Enclosure

cc: Jeremy Lee, Department of Design and Construction, City and County of Honolulu

DEPARTMENT OF DESIGN AND CONSTRUCTION
CITY AND COUNTY OF HONOLULU

650 SOUTH KING STREET, 11TH FLOOR
HONOLULU, HAWAII 96813
PHONE: (808) 523-4564 • FAX: (808) 523-4567
WEB SITE ADDRESS: www.co.honolulu.hi.us

JEREMY HARRIS
MAYOR



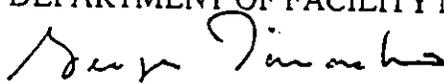
RAE M. LOUI, P.E.
ACTING DIRECTOR
GEORGE T. TAMASHIRO, P.E.
DEPUTY DIRECTOR

January 30, 2001

CDED-B 01-0038

MEMORANDUM

TO: MR. ROSS S. SASAMURA, ACTING DIRECTOR AND CHIEF ENGINEER
DEPARTMENT OF FACILITY MAINTENANCE

FROM: *SR*  RAE M. LOUI, P.E., ACTING DIRECTOR
DEPARTMENT OF DESIGN AND CONSTRUCTION

SUBJECT: RESPONSE TO COMMENTS ON THE DRAFT ENVIRONMENTAL
ASSESSMENT FOR THE SALT LAKE BOULEVARD WIDENING,
PHASE 2 – BOUGAINVILLE DRIVE TO REEVES STREET, HONOLULU,
OAHU, HAWAII (TMK: 1-1-10 AND 9-9-02), FEDERAL AID PROJECT
NO. STP-7311(2)

Thank you for your letter, dated September 27, 1999, during the 30-day comment period for the Salt Lake Boulevard Widening, Phase 2 – Bougainville Drive to Reeves Street, Draft Environmental Assessment. We acknowledge that you have no comments to the proposed project at this time.

Should you have any questions or need additional information, please contact Jeremy Lee at Extension 4672. Thank you for your time.

cc: Sheldon Yamasato, Akinaka & Associates, Ltd.

BENJAMIN J. CAYETANO
GOVERNOR



COPY

GENEVIEVE SALMONSON
DIRECTOR

STATE OF HAWAII
OFFICE OF ENVIRONMENTAL QUALITY CONTROL

235 SOUTH BERETANIA STREET
SUITE 702
HONOLULU, HAWAII 96813
TELEPHONE (808) 586-4185
FACSIMILE (808) 586-4186

September 27, 1999

RECEIVED
SEP 30 1999

AKINAKA & ASSOCIATES, LTD.

Mr. Randall K. Fujiki, Director
Department of Design and Construction
650 South King Street, 2nd Floor
Honolulu, Hawai'i 96813

Dear Mr. Fujiki:

Thank you for your letter of September 13, 1999, transmitting the draft environmental assessment for the Salt Lake Boulevard Widening Phase 2 - Bouganville Drive to Reeves Street, Honolulu, O'ahu (TMK: 1-1-10 and 9-9-02). We have reviewed the document and provide the following comments for your consideration.

Indirect and Cumulative Impacts Disclosure: On April 23, 1999, our Office published notice of an environmental impact statement preparation notice/final environmental assessment for the City Department of Transportation's Primary Corridor Transportation Project. Figure 2.5 (attached) of the final environmental assessment for the Primary Corridor project indicates that in the year 2020, Salt Lake Boulevard may accommodate light rail transit. As defined in section 11-200-3, Hawai'i Administrative Rules, "indirect impact" is defined as "effects which are caused by the action and are later in time or farther removed in distance, but are still reasonably foreseeable." In the same section, "cumulative impact" means the impact on the environment which results from the incremental impact of the action when added to other past, present and reasonably foreseeable future actions regardless of what agency or person undertakes such other actions." [Underscoring supplied] Please consult with the Department of Transportation Services and in the final environmental assessment, discuss what design elements of the proposed project may need to be revised to accommodate a future at-grade or aerial light rail project on Salt Lake Boulevard. In the final environmental assessment for this project, please discuss the relationship between the plans in the Primary Corridor project and the Salt Lake project and disclose any indirect and cumulative impacts which may arise from implementation of either project over time (i.e., will implementation of the light rail alternative in the primary corridor project along with the Salt Lake Boulevard widening have indirect or cumulative impacts on the environment?)

If there are any questions, please call Leslie Segundo at 586-4185.

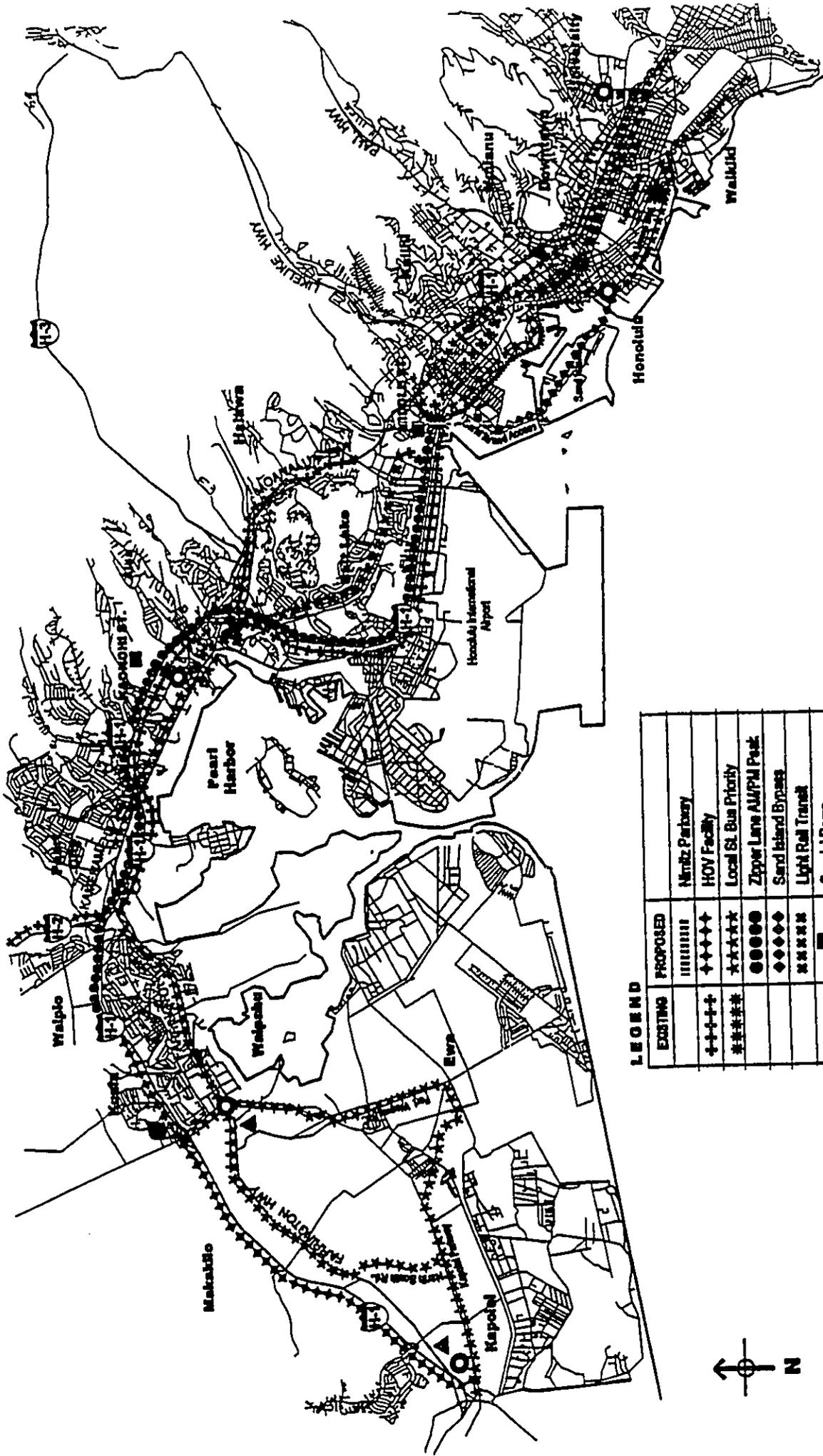
Sincerely,


GENEVIEVE SALMONSON
Director

Attachment

c: Mr. Jeremy Lee, Department of Design and Construction
Mr. Sheldon Yamasato, Akinaka and Associates, Ltd.

Figure 2.5 YEAR 2020 LIGHT RAIL TRANSPORTATION ALTERNATIVE 4



LEGEND

EXISTING	PROPOSED	
		Nimitz Parkway
+++++	↑↑↑↑↑	HOV Facility
*****	☆☆☆☆	Local St. Bus Priority
	●●●●●	Zipper Lane ALMPM Peak
	◆◆◆◆◆	Sand Island Bypass
	xxxxxx	Light Rail Transit
	■	Special Ramp
●	○	Transit Centers
⊙	▲	Park & Ride



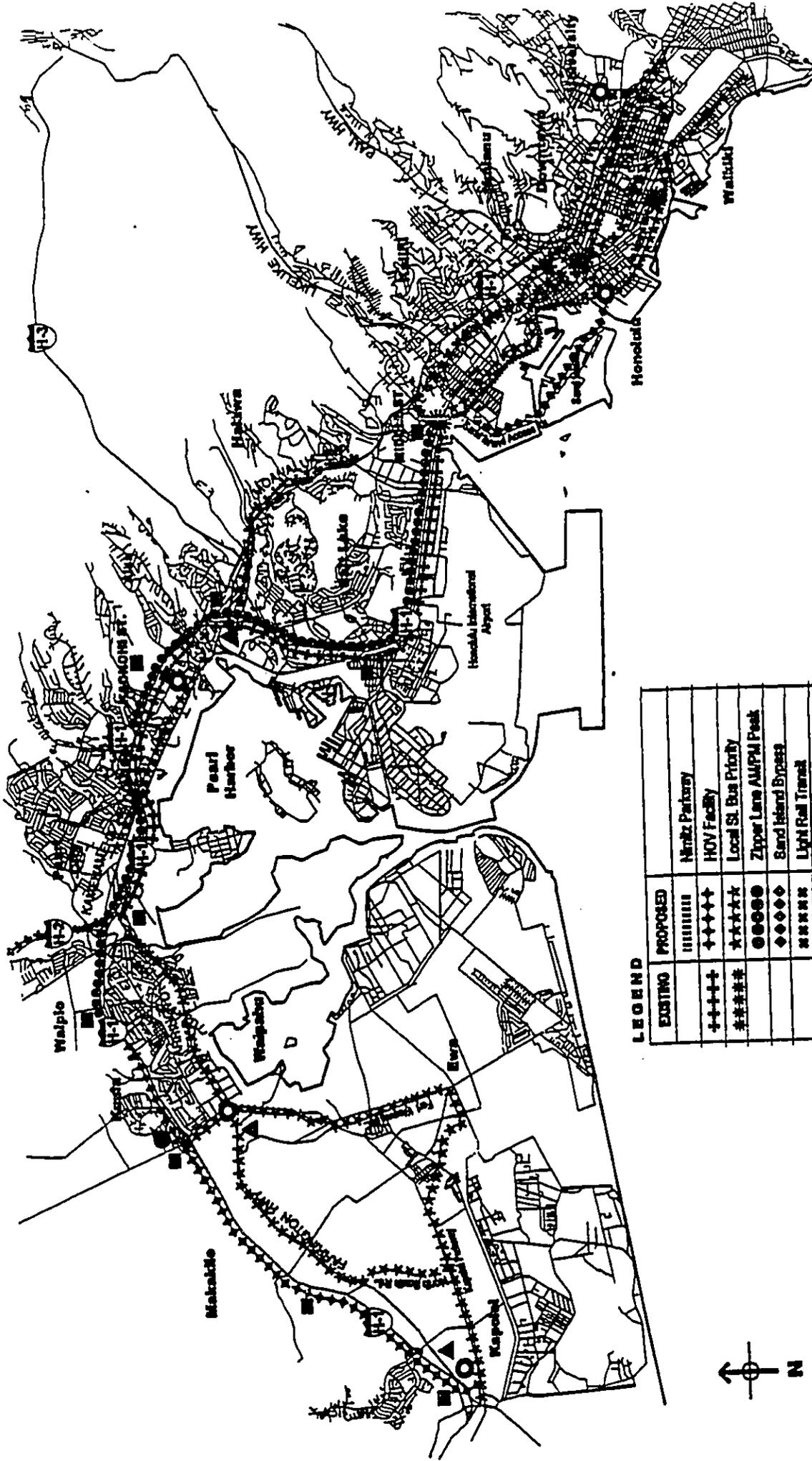
SOURCES: ESRI Atlas GIS v4.0 '98; Information Delivery System (IDS) MAR '99 / City & County of Honolulu OCT '98



PRIMARY CORRIDOR TRANSPORTATION PROJECT
City & County of Honolulu / Department of Transportation Services

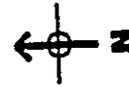
Draft Environmental Impact Statement Preparation Hubco

Figure 2.6 YEAR 2030 "SMART" TRANSIT ALTERNATIVES



LEGEND

EXISTING	PROPOSED	
		Market Parking
+++++	+++++	HOV Facility
*****	*****	Local St. Bus Priority
	●●●●●	Zipper Lane AM/PM Peak
	◆◆◆◆◆	Sand Island Bypass
	#####	Light Rail Transit
	■	Special Ramp
●	○	Transit Center
●	▲	Park & Ride



SOURCES: ESRI Atlas GIS v4.0 '96; Information Delivery System (IDS) MAR '98 / City & County of Honolulu OCT '98



PRIMARY CORRIDOR TRANSPORTATION PROJECT
City & County of Honolulu / Department of Transportation Services

Draft Environmental Impact Statement Preparation Notice

DEPARTMENT OF DESIGN AND CONSTRUCTION
CITY AND COUNTY OF HONOLULU

650 SOUTH KING STREET, 11TH FLOOR
HONOLULU, HAWAII 96813
PHONE: (808) 523-4564 • FAX: (808) 523-4567
WEB SITE ADDRESS: www.co.honolulu.hi.us

JEREMY HARRIS
MAYOR



RAE M. LOUI, P.E.
ACTING DIRECTOR
GEORGE T. TAMASHIRO, P.E.
DEPUTY DIRECTOR

February 2, 2001

CDED-B 01-0058

Ms. Genevieve Salmonson, Director
Office of the Environmental Quality Control
State of Hawaii
235 South Beretania Street, Suite 702
Honolulu, Hawaii 96813

Dear Ms. Salmonson:

Subject: Response to Comments on the Draft Environmental Assessment for the Salt Lake Boulevard Widening, Phase 2 – Bougainville Drive to Reeves Street, Honolulu, Oahu, Hawaii (TMK: 1-1-10 and 9-9-02), Federal Aid Project No. STP-7311(2)

Thank you for your comment letter, dated September 27, 1999, during the 30-day comment period for the Salt Lake Boulevard Widening, Phase 2 - Bougainville Drive to Reeves Street Draft, Environmental Assessment. We offer the following response to your comments:

Comment: **"Indirect and Cumulative Impacts Disclosure:** On April 23, 1999, our Office published notice of an environmental impact statement preparation notice/final environmental assessment for the City Department of Transportation's Primary Corridor Transportation Project. Figure 2.5 (attached) of the final environmental assessment for the Primary Corridor project indicates that in the year 2020, Salt Lake Boulevard may accommodate light rail transit. As defined in section 11-200-3, Hawaii's Administrative Rules, 'indirect impact' is defined as 'effects which are caused by the action and are later in time or farther removed in distance, but are still reasonably foreseeable.' In the same section, 'cumulative impact' means the impact on the environmental which results from the incremental impact of the action when added to other past, present and reasonably foreseeable future actions regardless of what agency or person undertakes such other actions' [Underscoring supplied] Please consult with the Department of Transportation Services and in the final environmental assessment, discuss what design elements of the proposed project may need to be revised to accommodate a future at-grade or aerial light rail project on Salt Lake Boulevard. In the final environmental

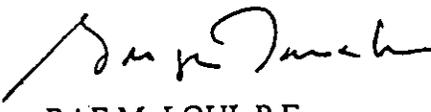
Ms. Genevieve Salmonson
Page 2
February 2, 2001

assessment for this project, please discuss the relationship between the plans in the Primary corridor project and the Salt Lake project and disclose any indirect and cumulative impacts which may arise from implementation of either project over time (i.e., will implementation of the light rail alternative in the primary corridor project along with the Salt Lake Boulevard widening have indirect or cumulative impacts on the environment?)"

Response: Indirect and Cumulative Impacts Disclosure: According to the City's Department of Transportation Services, the Primary Corridor Transportation Project (PCTP) Bus Rapid Transit project that has been selected as the Locally Preferred Alternative by the Honolulu City Council includes buses operating in exclusive or semi-exclusive lanes on the H-1 Freeway rather than on Salt Lake Boulevard through the Salt Lake and Pearl Harbor area. Therefore, the widening project would not require any design revisions due to the PCTP.

Should you have any questions or need additional information, please contact Jeremy Lee at 523-4672. Thank you for your time.

Very truly yours,


RAE M. LOUI, P.E.
Acting Director

cc: Sheldon Yamasato, Akinaka & Associates, Ltd.



STATE OF HAWAII
OFFICE OF HAWAIIAN AFFAIRS
711 KAPI'OLANI BOULEVARD, SUITE 500
HONOLULU, HAWAII 96813

RECEIVED
OCT 1 1999

AKINAKA & ASSOCIATES, LTD.

September 28, 1999

Mr. Jeremy Lee
Department of Design and Construction
City & County of Honolulu
650 South King Street
Honolulu, HI 96813

(EIS #341)

Re: Draft Environmental Assessment for the Salt Lake Boulevard Widening,
Phase 2 - Bougainville Drive to Reeves Street
Honolulu, Oahu, Hawaii (TMK: 1-1-10 & 9-9-02)
Federal Aid Project No.: STP - 7311(2)

Dear Mr. Lee,

Thank you for allowing us to comment on the Draft Environmental Assessment (EA) for the Salt Lake Boulevard Widening, Phase 2 - Bougainville Drive to Reeves Street project.

Upon review of the Draft EA, the proposed road improvement project does not appear to impact the Office of Hawaiian Affairs (OHA) or Native Hawaiian communities. Therefore, we have no comment on the project.

If you have any questions, please contact Mark A. Mararagan, Policy Analyst at 594-1945.

Sincerely,

Handwritten signature of C. Sebastian Aloit in black ink.

C. Sebastian Aloit
Hawaiian Rights Division Director

cc: OHA Board of Trustees
Mr. Sheldon Yamasato, Akinaka & Associates

DEPARTMENT OF DESIGN AND CONSTRUCTION
CITY AND COUNTY OF HONOLULU

650 SOUTH KING STREET, 11TH FLOOR
HONOLULU, HAWAII 96813
PHONE: (808) 523-4564 • FAX: (808) 523-4567
WEB SITE ADDRESS: www.co.honolulu.hi.us

JEREMY HARRIS
MAYOR



RAE M. LOUI, P.E.
ACTING DIRECTOR
GEORGE T. TAMASHIRO, P.E.
DEPUTY DIRECTOR

CDED-B 01-0039

January 30, 2001

Mr. Colin Kippen, Deputy Administrator
Office of Hawaiian Affairs
711 Kapiolani Boulevard, Suite 1250
Honolulu, Hawaii 96813

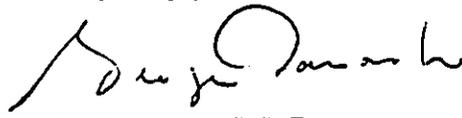
Dear Mr. Kippen:

Subject: Response to Comments on the Draft Environmental Assessment for the
Salt Lake Boulevard Widening, Phase 2 – Bougainville Drive to Reeves
Street, Honolulu, Oahu, Hawaii (TMK: 1-1-10 and 9-9-02), Federal
Aid Project No. STP-7311(2)

Thank you for your letter, dated September 27, 1999, during the 30-day comment period for the Salt Lake Boulevard Widening, Phase 2 – Bougainville Drive to Reeves Street, Draft Environmental Assessment. We acknowledge that you have no comments to the proposed project at this time.

Should you have any questions or need additional information, please contact Jeremy Lee at 523-4672.

Very truly yours,


for RAE M. LOUI, P.E.
Acting Director

cc: Sheldon Yamasato, Akinaka & Associates, Ltd.



DEPARTMENT OF THE ARMY
U. S. ARMY ENGINEER DISTRICT, HONOLULU
FT. SHAFTER, HAWAII 96858-5440

REPLY TO
ATTENTION OF

September 28, 1999

Regulatory Branch

RECEIVED
OCT 1 1999

AKINAKA & ASSOCIATES, LTD.

Mr. Sheldon T. Yamasato, P.E.
Akinaka & Associates, Ltd.
250 South Beretania Street, Suite 300
Honolulu, Hawaii 96817-4716

Dear Mr. Yamasato:

This letter responds to your request dated September 22, 1999, for our review of the draft Environmental Assessment for the Salt Lake Boulevard Widening Phase 2 - Bougainville Drive to Reeves Street. Based on the information provided I have determined that a Department of the Army permit will not be required for this project.

If you have any questions concerning this determination, please contact William Lennan of my staff at 438-6986, and reference File No. 990000479.

Sincerely,

George P. Young, P.E.
Chief, Regulatory Branch

DEPARTMENT OF DESIGN AND CONSTRUCTION
CITY AND COUNTY OF HONOLULU

650 SOUTH KING STREET, 11TH FLOOR
HONOLULU, HAWAII 96813
PHONE: (808) 523-4564 • FAX: (808) 523-4567
WEB SITE ADDRESS: www.co.honolulu.hi.us

JEREMY HARRIS
MAYOR



RAE M. LOUI, P.E.
ACTING DIRECTOR

GEORGE T. TAMASHIRO, P.E.
DEPUTY DIRECTOR

CEDED-B 01-0040

January 30, 2001

Mr. George P. Young, Chief
Operations Branch
Department of the Army
U.S. Army Engineer District, Honolulu
Fort Shafter, Hawaii 96858-5440

Dear Mr. Young:

Subject: Response to Comments on the Draft Environmental Assessment for the Salt Lake Boulevard Widening, Phase 2 – Bougainville Drive to Reeves Street, Honolulu, Oahu, Hawaii (TMK: 1-1-10 and 9-9-02), Federal Aid Project No. STP-7311(2)

Thank you for your comment letter, dated September 28, 1999 (File No. 990000479), during the 30-day comment period for the Salt Lake Boulevard Widening, Phase 2 – Bougainville Drive to Reeves Street, Draft Environmental Assessment. We acknowledge your determination that a Department of the Army permit will not be required for the project.

Should you have any questions or need additional information, please contact Jeremy Lee at Extension 4672. Thank you for your time.

Very truly yours,


RAE M. LOUI, P.E.
Acting Director

cc: Sheldon Yamasato, Akinaka & Associates, Ltd.

DEPARTMENT OF ENVIRONMENTAL SERVICES
CITY AND COUNTY OF HONOLULU
650 SOUTH KING STREET, 3RD FLOOR • HONOLULU, HAWAII 96813
PHONE: (808) 527-6663 • FAX: (808) 527-6676 • Website: www.co.honolulu.hi.us

99-1991

ENV 99-110

'99 OCT -7 A 8:54
JEREMY HARRIS
Mayor



DESIGN & CONSTRUCTION
DIV OF ENVIRONMENTAL SERVICES
DESIGN

KENNETH E. SPRAGUE, P.E., Ph.D.
Director

BARRY FUKUNAGA
Deputy Director

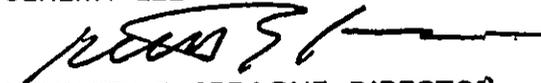
ENV 99-110

OCT - C 1999

MEMORANDUM

TO: RANDALL K. FUJIKI, DIRECTOR
DEPARTMENT OF DESIGN AND CONSTRUCTION

ATTN: JEREMY LEE

FROM: 
KENNETH E. SPRAGUE, DIRECTOR
DEPARTMENT OF ENVIRONMENTAL SERVICES

SUBJECT: DRAFT ENVIRONMENTAL ASSESSMENT (DEA)
SALT LAKE BOULEVARD WIDENING
TMK: 1-1-10 & 9-9-02

We have reviewed the subject DEA and have no comments to offer at this time.

Should you have any questions, please contact Alex Ho at extension 4150.

cc: Akinaka & Associates - Mr. Sheldon Yamasato

DEPARTMENT OF DESIGN AND CONSTRUCTION
CITY AND COUNTY OF HONOLULU

650 SOUTH KING STREET, 11TH FLOOR
HONOLULU, HAWAII 96813
PHONE: (808) 523-4564 • FAX: (808) 523-4567
WEB SITE ADDRESS: www.co.honolulu.hi.us

JEREMY HARRIS
MAYOR



RAE M. LOUI, P.E.
ACTING DIRECTOR

GEORGE T. TAMASHIRO, P.E.
DEPUTY DIRECTOR

CDED-B 01-0041

January 31, 2001

MEMORANDUM

TO: DR. KENNETH E. SPRAGUE, ACTING DIRECTOR
DEPARTMENT OF ENVIRONMENTAL SERVICES

FROM: *George Tamashiro*
RAE M. LOUI, P.E., ACTING DIRECTOR
DEPARTMENT OF DESIGN AND CONSTRUCTION

SUBJECT: RESPONSE TO COMMENTS ON THE DRAFT ENVIRONMENTAL
ASSESSMENT FOR THE SALT LAKE BOULEVARD WIDENING,
PHASE 2 – BOUGAINVILLE DRIVE TO REEVES STREET, HONOLULU,
OAHU, HAWAII (TMK: 1-1-10 AND 9-9-02), FEDERAL AID PROJECT
NO. STP-7311(2)

Thank you for your letter, dated October 6, 1999, during the 30-day comment period for the Salt Lake Boulevard Widening, Phase 2 – Bougainville Drive to Reeves Street, Draft Environmental Assessment. We acknowledge that you have no comments to the proposed project at this time.

Should you have any questions or need additional information, please contact Jeremy Lee at Extension 4672. Thank you for your time.

cc: Sheldon Yamasato, Akinaka & Associates, Ltd.

BENJAMIN J. CAYETANO
GOVERNOR



STATE OF HAWAII
DEPARTMENT OF EDUCATION
PO BOX 2360
HONOLULU, HAWAII 96804

99-205
PAUL G. LeMAHIEU, Ph.D.
SUPERINTENDENT

OFFICE OF THE SUPERINTENDENT

October 7, 1999

DESIGN & CONSTRUCTION
DIVISION OF EDUCATION
DESIGN
99 OCT 9 8 41 AM '99
10/13/99

Mr. Randall Fujiki, Director
Department of Design and Construction
City and County of Honolulu
650 South King Street
Honolulu, Hawaii 96813

ATTN: Mr. Jeremy Lee

Dear Mr. Fujiki:

Subject: Draft EA for Salt Lake Boulevard Widening, Phase 2

The Department of Education has no comment on the subject draft environmental assessment.

Thank you for the opportunity to respond.

Very truly yours,

Paul G. LeMahieu, Ph.D.
Superintendent of Education

PLeM:hy

cc: A. Suga, OBS

DEPARTMENT OF DESIGN AND CONSTRUCTION
CITY AND COUNTY OF HONOLULU

650 SOUTH KING STREET, 11TH FLOOR
HONOLULU, HAWAII 96813
PHONE: (808) 523-4564 • FAX: (808) 523-4567
WEB SITE ADDRESS: www.co.honolulu.hi.us

JEREMY HARRIS
MAYOR



RAE M. LOUI, P.E.
ACTING DIRECTOR
GEORGE T. TAMASHIRO, P.E.
DEPUTY DIRECTOR

January 31, 2001

CDED-B 01-0042

Paul G. LeMahieu, Ph.D.
Superintendent
Department of Education
State of Hawaii
P.O. Box 2360
Honolulu, Hawaii 96804

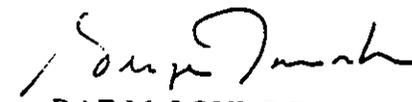
Dear Dr. LeMahieu:

Subject: Response to Comments on the Draft Environmental Assessment for the Salt Lake Boulevard Widening, Phase 2 – Bougainville Drive to Reeves Street, Honolulu, Oahu, Hawaii (FMK: 1-1-10 and 9-9-02), Federal Aid Project No. STP-7311(2)

Thank you for your letter, dated October 7, 1999, during the 30-day comment period for the Salt Lake Boulevard Widening, Phase 2 – Bougainville Drive to Reeves Street, Draft Environmental Assessment. We acknowledge that you have no comments to the proposed project at this time.

Should you have any questions or need additional information, please contact Jeremy Lee at 523-4672. Thank you for your time.

Very truly yours,


RAE M. LOUI, P.E.
Acting Director

cc: Sheldon Yamasato, Akinaka & Associates, Ltd.



STATE OF HAWAII
DEPARTMENT OF LAND AND NATURAL RESOURCES
LAND DIVISION
P.O. BOX 621
HONOLULU, HAWAII 96809

AQUACULTURE DEVELOPMENT
PROGRAM
AQUATIC RESOURCES
BOATING AND OCEAN RECREATION
CONSERVATION AND
RESOURCES ENFORCEMENT
CONVEYANCES
FORESTRY AND WILDLIFE
HISTORIC PRESERVATION
LAND DIVISION
STATE PARKS
WATER RESOURCE MANAGEMENT

October 13, 1999

LD-NAV
REF.: STP73112.RMT

Mr. Jeremy Lee
Department of Design and Construction
City and County of Honolulu
650 S. King Street
Honolulu, Hawaii 96813

Dear Mr. Lee:

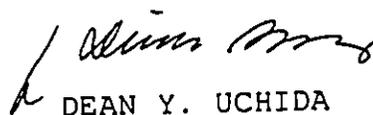
SUBJECT: Review Draft Environmental Assessment for the Salt Lake
Boulevard Widening, Phase 2 - Bougainville Drive to
Reeves Street - Federal Aid Project No.: STP-7311(2)
Honolulu, Oahu, Hawaii TMK: 1st/ 1-1-10 & 9-9-02

Thank you for the opportunity to review and comment on the subject
proposed project.

The Department of Land and Natural Resources' Land Division
submitted a copy of the subject Draft Environmental Assessment to our
Land Division's Engineering Branch and Oahu District Land Office for
their review and comment on the proposed project.

We have no comment to offer on the subject matter. Should you have
any questions, please contact Nicholas Vaccaro of our Land Division's
Support Services Branch at 587-0438.

Very truly yours,


DEAN Y. UCHIDA
Administrator

C: Oahu District Land Office
Akinaka & Associates, Ltd.

DEPARTMENT OF DESIGN AND CONSTRUCTION
CITY AND COUNTY OF HONOLULU

650 SOUTH KING STREET, 11TH FLOOR
HONOLULU, HAWAII 96813
PHONE: (808) 523-4564 • FAX: (808) 523-4567
WEB SITE ADDRESS: www.co.honolulu.hi.us

JEREMY HARRIS
MAYOR



RAE M. LOUI, P.E.
ACTING DIRECTOR
GEORGE T. TAMASHIRO, P.E.
DEPUTY DIRECTOR

CDED-B 01-0043

January 31, 2001

Mr. Dean Uchida, Administrator
Land Division
Department of Land and Natural Resources
State of Hawaii
P.O. Box 621
Honolulu, Hawaii 96809

Dear Mr. Uchida:

Subject: Response to Comments on the Draft Environmental Assessment for the Salt Lake Boulevard Widening, Phase 2 – Bougainville Drive to Reeves Street, Honolulu, Oahu, Hawaii (TMK: 1-1-10 and 9-9-02), Federal Aid Project No. STP-7311(2)

Thank you for your letter, dated October 13, 1999, during the 30-day comment period for the Salt Lake Boulevard Widening, Phase 2 – Bougainville Drive to Reeves Street, Draft Environmental Assessment. We acknowledge that you have no comments to the proposed project at this time.

Should you have any questions or need additional information, please contact Jeremy Lee at 523-4672. Thank you for your time.

Very truly yours,


RAE M. LOUI, P.E.
Acting Director

cc: Sheldon Yamasato, Akinaka & Associates, Ltd.



ALIAMANU/SALT LAKE/FOSTER VILLAGE NEIGHBORHOOD BOARD NO. 18

c/o NEIGHBORHOOD COMMISSION • CITY HALL, ROOM 400 • HONOLULU, HAWAII 96813

October 18, 1999

Mr. Randall Fujiki
Director of Planning and Design
650 South King Street,
Honolulu, HI 96813

Dear Mr. Fujiki:

Re: Salt Lake Boulevard Widening

The widening of Salt Lake Boulevard has been one of the priority projects for the Aliamanu/Salt Lake/Foster Village Neighborhood Board No. 18 (Board) and the community.

We are pleased with the cooperation and responsiveness by the City and the project consultant during Phase I. We look forward to that same cooperation and responsiveness during Phase II.

Our only regret is that the project is not yet completed. Attached is a 1979 article from the Star Bulletin that discussed the completion of the project in 1983!

Thank you for the opportunity to comment on the project.

Very truly yours,

A handwritten signature in black ink, appearing to read "Grant Tanimoto".

Grant Tanimoto
Board Chair

envassoc.19



Oahu's Neighborhood Board System - Established 1973

DEPARTMENT OF DESIGN AND CONSTRUCTION
CITY AND COUNTY OF HONOLULU

650 SOUTH KING STREET, 11TH FLOOR
HONOLULU, HAWAII 96813
PHONE: (808) 523-4564 • FAX: (808) 523-4567
WEB SITE ADDRESS: www.co.honolulu.hi.us

JEREMY HARRIS
MAYOR



RAE M. LOUI, P.E.
ACTING DIRECTOR
GEORGE T. TAMASHIRO, P.E.
DEPUTY DIRECTOR

February 1, 2001

CDED-B 01-0051

Mr. Grant Tanimoto, Chair
Aliamanu/Salt Lake/Foster Village
Neighborhood Board No. 18
c/o Neighborhood Commission
City Hall, Room 400
Honolulu, Hawaii 96813

Dear Mr. Tanimoto:

Subject: Response to Comments on the Draft Environmental Assessment for the Salt Lake Boulevard Widening, Phase 2 – Bougainville Drive to Reeves Street, Honolulu, Oahu, Hawaii (TMK: 1-1-10 and 9-9-02), Federal Aid Project No. STP-7311(2)

Thank you for your input at the Public Hearing held on October 19, 1999, at the Radford High School Cafeteria for the Salt Lake Boulevard Widening, Phase 2 - Bougainville Drive to Reeves Street, Draft Environmental Assessment. We offer the following response to your comments (according to your letter dated October 18, 1999):

COMMENT: "The widening of Salt Lake Boulevard has been one of the priority projects for the Aliamanu/Salt Lake/Foster Village Neighborhood Board No. 18 (Board) and the community.

We are pleased with the cooperation and responsiveness by the City and the project consultant during Phase 1. We look forward to that same cooperation and responsiveness during Phase 2.

Our only regret is that the project is not yet completed. Attached is a 1979 article from the Star bulletin that discussed the completion of the project in 1983!"

RESPONSE: The City and County of Honolulu, Department of Design and Construction, intends to continue working with the Aliamanu/Salt

Mr. Grant Tanimoto
Page 2
February 1, 2001

Lake/Foster Village Neighborhood Board No. 18 to coordinate the design of the Phase 2 improvements.

Unfortunately, project delays in the Salt Lake Boulevard Widening project are the result of funding constraints. The tentative project schedule for Phase 2 is anticipated to begin construction in the year 2002. Since the final limits of Phase 2 are dependant on funding availability, the proposed improvements may be incrementally constructed.

In addition to your written comments, you had also voiced support for the possibility of undergrounding utilities on behalf of the Neighborhood Board No. 18. The City and County of Honolulu is pursuing underground utility relocation subject to PUC's approval.

Should you have any questions or need additional information, please contact Jeremy Lee at 523-4672. Thank you for your time.

Very truly yours,



RAE M. LOUI, P.E.
Acting Director

cc: Sheldon Yamasato, Akinaka & Associates, Ltd.

99-2137

RECEIVED

Oct 22 10 26 AM '99

October 19, 1999

Department of Design and Construction
City and County of Honolulu
650 South King Street
Honolulu, Hawaii 96813

Attention: Mr. Jeremy Lee

Gentlemen:

Subject: Draft Environmental Assessment
Salt Lake Boulevard Widening, Phase 2
Bougainville Drive to Reeves Street

DESIGN & CONSTRUCTION
DIV OF CITY & COUNTY OF HONOLULU
DESIGN & CONSTRUCTION

99 OCT 22 AM 10:26

We refer to your letter dated September 22, 1999, requesting the review and comment of the draft environmental assessment for the subject project. Based on our review of the information provided, it has been determined that the area is currently clear of utility gas facilities.

Thank you for the opportunity to review the draft environmental assessment for the proposed project. Should there be any questions or if additional information is desired, please call me at 594-5574.

Very truly yours,

The Gas Company



Keith K. Yamamoto
Supervisor, Engineering

KKY:krs
99-202

cc: Mr. Sheldon Yamasato, Akinaka and Associates, Ltd.

FIRE DEPARTMENT
CITY AND COUNTY OF HONOLULU

3375 KOAPAKA STREET, SUITE H425
HONOLULU HAWAII 96819-1869



JEREMY HARRIS
MAYOR

ATTILIO K. LEONARDI
FIRE CHIEF

JOHN CLARK
DEPUTY FIRE CHIEF

October 19, 1999

TO: JEREMY LEE
DEPARTMENT OF DESIGN AND CONSTRUCTION

FROM: ATTILIO K. LEONARDI, FIRE CHIEF

SUBJECT: DRAFT ENVIRONMENTAL ASSESSMENT FOR THE SALT LAKE
BOULEVARD WIDENING, PHASE 2 - BOUGAINVILLE DRIVE TO
REEVES STREET
HONOLULU, OAHU, HAWAII (TMK: 1-1-10 & 9-9-02)
FEDERAL AID PROJECT NO. STP - 7311(2)

We received the letter from Akinaka & Associates, Ltd., dated September 22, 1999, regarding the Salt Lake Boulevard Widening, Phase 2 project.

The Honolulu Fire Department has two areas of concern:

1. Maintenance of fire apparatus access throughout the construction duration.
2. Notification of any interruption in the existing fire hydrant system to the Fire Communication Center prior to and after completion of work.

Should you have any questions, please call Acting Battalion Chief Lloyd Rogers of our Fire Prevention Bureau at 831-7778.

A handwritten signature in cursive script, reading "Attilio K. Leonardi".

ATTILIO K. LEONARDI
Fire Chief

AKL/LR:jl

cc: Sheldon Yamasato, Akinaka and Associates, Ltd.

DEPARTMENT OF DESIGN AND CONSTRUCTION
CITY AND COUNTY OF HONOLULU

650 SOUTH KING STREET, 11TH FLOOR
HONOLULU, HAWAII 96813
PHONE: (808) 523-4564 • FAX: (808) 523-4567
WEB SITE ADDRESS: www.co.honolulu.hi.us

JEREMY HARRIS
MAYOR



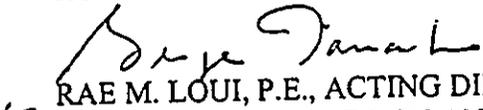
RAE M. LOUI, P.E.
ACTING DIRECTOR
GEORGE T. TAMASHIRO, P.E.
DEPUTY DIRECTOR

CDED-B 01-0045

January 31, 2001

MEMORANDUM

TO: MR. ATTILIO K. LEONARDI, FIRE CHIEF
HONOLULU FIRE DEPARTMENT

FROM: 
RAE M. LOUI, P.E., ACTING DIRECTOR
DEPARTMENT OF DESIGN AND CONSTRUCTION

SUBJECT: RESPONSE TO COMMENTS ON THE DRAFT ENVIRONMENTAL
ASSESSMENT FOR THE SALT LAKE BOULEVARD WIDENING, PHASE 2 -
BOUGAINVILLE DRIVE TO REEVES STREET, HONOLULU, OAHU, HAWAII
(TMK: 1-1-10 AND 9-9-02), FEDERAL AID PROJECT NO. STP-7311(2)

Thank you for your comment letter, dated October 19, 1999, during the 30-day comment period for the Salt Lake Boulevard Widening, Phase 2 - Bougainville Drive to Reeves Street, Draft Environmental Assessment. We offer the following responses to your comments:

Comment: "Maintenance of fire apparatus access throughout the construction duration."

Response: Fire apparatus access along the length of the project route will be maintained throughout the construction period. Construction plans will be submitted to the Honolulu Fire Department for review and approval.

Comment: "Notification of any interruption in the existing fire hydrant system to the Fire Communication Center prior to and after completion of work."

Response: The Fire Communication Center shall be contacted prior to and following completion of work should any interruptions in the existing fire hydrant system be anticipated during construction.

Should you have any questions or need additional information, please contact Jeremy Lee at 523-4672. Thank you for your time

cc: Sheldon Yamasato, Akinaka & Associates, Ltd.

POLICE DEPARTMENT
CITY AND COUNTY OF HONOLULU

99-2181

801 SOUTH BERETANIA STREET
HONOLULU, HAWAII 96813 - AREA CODE (808) 529-3111
<http://www.honolulu.police.org>

JEREMY HARRIS
MAYOR

'99 OCT 27 P1 13



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OCT 24 2 47 PM '99

LEE D. DONOHUE
CHIEF

WILLIAM B. CLARK
MICHAEL CARVALHO
DEPUTY CHIEFS

DESIGN AND CONSTRUCTION
DIV OF
DESIGN

OUR REFERENCE CS-DL

October 21, 1999

99 OCT 27 PM 12:25
Capt. Thomas Nitta

TO: JEREMY LEE
DEPARTMENT OF DESIGN AND CONSTRUCTION

FROM: LEE D. DONOHUE, CHIEF OF POLICE
HONOLULU POLICE DEPARTMENT

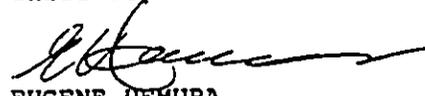
SUBJECT: DRAFT ENVIRONMENTAL ASSESSMENT FOR THE SALT LAKE BOULEVARD
WIDENING, PHASE 2 - BOUGAINVILLE DRIVE TO REEVES STREET,
HONOLULU, OAHU, HAWAII (TMK: 1-1-10 AND 9-9-02), FEDERAL AID
PROJECT NO.: STP - 7311(2)

Thank you for the opportunity to review and comment on the subject document. This project will have a definite impact on calls for police service during its construction phase.

Construction dust, noise, odor, and traffic will generate calls for police service to the area. Since this is one of the main thoroughfares in the area, a disruption of traffic flow during the construction will also have a negative impact. We are, therefore, recommending that any kind of construction activity begin no earlier than 9 a.m. and end no later than 2 p.m., as a means of minimizing problems during peak traffic hours.

If there are any questions, please call me at 529-3255, Captain Thomas Nitta of District 3 at 455-9055, or Lieutenant Russell Miyada of District 5 at 842-7737.

LEE D. DONOHUE
Chief of Police

By 
EUGENE UEMURA
Assistant Chief
Support Services Bureau

cc: Mr. Sheldon Yamasato
Akinaka and Associates, Ltd.

DEPARTMENT OF DESIGN AND CONSTRUCTION
CITY AND COUNTY OF HONOLULU

850 SOUTH KING STREET, 11TH FLOOR
HONOLULU, HAWAII 96813
PHONE: (808) 523-4564 • FAX: (808) 523-4567
WEB SITE ADDRESS: www.co.honolulu.hi.us

JEREMY HARRIS
MAYOR



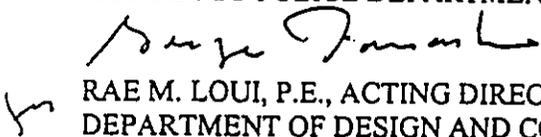
RAE M. LOUI, P.E.
ACTING DIRECTOR
GEORGE T. TAMASHIRO, P.E.
DEPUTY DIRECTOR

January 31, 2001

CDED-B 01-0046

MEMORANDUM

TO: LEE D. DONOHUE, CHIEF OF POLICE
HONOLULU POLICE DEPARTMENT

FROM:  RAE M. LOUI, P.E., ACTING DIRECTOR
DEPARTMENT OF DESIGN AND CONSTRUCTION

SUBJECT: RESPONSE TO COMMENTS ON THE DRAFT ENVIRONMENTAL ASSESSMENT FOR THE SALT LAKE BOULEVARD WIDENING, PHASE 2 – BOUGAINVILLE DRIVE TO REEVES STREET, HONOLULU, OAHU, HAWAII (TMK: 1-1-10 AND 9-9-02), FEDERAL AID PROJECT NO. STP-7311(2)

Thank you for your comment letter, dated October 21, 1999, during the 30-day comment period for the Salt Lake Boulevard Widening, Phase 2 – Bougainville Drive to Reeves Street, Draft Environmental Assessment. We offer the following responses to your comments:

Comment: "Construction dust, noise, odor, and traffic will generate calls for police service to the area. Since this is one of the main thoroughfares in the area, a disruption of traffic flow during the construction will also have a negative impact. We are, therefore, recommending that any kind of construction activity begin no earlier than 9 a.m. and end no later than 2 p.m., as a means of minimizing problems during peak traffic hours."

Response: Although short term impacts such as noise, fugitive dust and traffic congestion are anticipated during construction activities, these impacts are temporary in nature and will be mitigated as best as possible through appropriate measures. The selected contractor shall be required to comply with all applicable Department of Health requirements relating to fugitive dust and noise during construction activities. A Traffic Control Plan that is preapproved by the City and County of Honolulu's Department of Planning and Permitting and Department of Transportation Services will be included as a part of the construction plans. This Traffic Control Plan will be administered during construction.

Should you have any questions or need additional information, please contact Jeremy Lee at 523-4672.
Thank you for your time

cc: Sheldon Yamasato, Akinaka & Associates, Ltd.

WIN J. CAYETANO
GOVERNOR OF HAWAII

RECEIVED



OCT 29 10 12 AM '99

STATE OF HAWAII

DEPARTMENT OF LAND AND NATURAL RESOURCES

HISTORIC PRESERVATION DIVISION
Kakuhihewa Building, Room 555
601 Kamokila Boulevard
Kapolei, Hawaii 96707

99-2200
TIMOTHY E. JOHNS, CHAIRPERSON
BOARD OF LAND AND NATURAL RESOURCES

DEPUTIES
JANET E. KAWALO

'99 OCT 29 10 12 AM '99
DESIGN DIVISION
DESIGN DIVISION
AQUATIC RESOURCES
BOATING AND OCEAN RECREATION
CONSERVATION AND RESOURCES
ENFORCEMENT
CONVEYANCES
FORESTRY AND WILDLIFE
HISTORIC PRESERVATION
LAND USE
STATE PARKS
WATER RESOURCE MANAGEMENT

October 21, 1999

Jeremy Lee
Department of Design and Construction
City and County of Honolulu
650 South King Street
Honolulu, Hawaii 96813

LOG NO: 24257 ✓
DOC NO: 9910EJ05

Dear Mr. Lee:

SUBJECT: Chapter 6E-8 Historic Preservation Review -- Draft
Environmental Assessment for the Salt Lake Boulevard
Widening Phase 2 from Bougainville Drive to Reeves Street
Moanalua, Kona, O'ahu
TMK: 1-1

Thank you for the opportunity to comment on the DEA for the Salt Lake Boulevard Widening Project Phase 2 from Bougainville Drive to Reeves Street. Our earlier comments on the project area from Bougainville Drive to Ala Lilikoi Street are still applicable and are included in Appendix B of the DEA. Our comments that we believe that this project will have "no effect" on historic sites are also correctly summarized in Section V.A.3 of the DEA.

If you have any questions please call Elaine Jourdane at 692-8027.

Aloha,

Don Hibbard, Administrator
State Historic Preservation Division

EJ:lm

cc: Sheldon T. Yamasato, P. E., Vice President, Akinaka &
Associates, Ltd., 250 N. Beretania Street, Suite 300,
Honolulu, Hawaii 96813

DEPARTMENT OF DESIGN AND CONSTRUCTION
CITY AND COUNTY OF HONOLULU

650 SOUTH KING STREET, 11TH FLOOR
HONOLULU, HAWAII 96813
PHONE: (808) 523-4564 • FAX: (808) 523-4567
WEB SITE ADDRESS: www.co.honolulu.hi.us

JEREMY HARRIS
MAYOR



RAE M. LOUI, P.E.
ACTING DIRECTOR
GEORGE T. TAMASHIRO, P.E.
DEPUTY DIRECTOR

January 31, 2001

CDED-B 01-0047

Mr. Don Hibbard, Administrator
Historic Preservation Division
State of Hawaii
601 Kamokila Boulevard, Room 555
Kapolei, Hawaii 96707

Dear Mr. Hibbard:

Subject: Response to Comments on the Draft Environmental Assessment for the Salt Lake Boulevard Widening, Phase 2 – Bougainville Drive to Reeves Street, Honolulu, Oahu, Hawaii (TMK: 1-1-10 and 9-9-02), Federal Aid Project No. STP-7311(2)

Thank you for your comment letter, dated October 21, 1999, during the 30-day comment period for the Salt Lake Boulevard Widening, Phase 2 – Bougainville Drive to Reeves Street, Draft Environmental Assessment. We acknowledge your determination that the presence of historic sites within the project area is unlikely and that the proposed roadway improvements will have "no effect" on historic sites.

Should you have any questions or need additional information, please contact Jeremy Lee at 523-4672. Thank you for your time.

Very truly yours,


RAE M. LOUI, P.E.
Acting Director

cc: Sheldon Yamasato, Akinaka & Associates, Ltd.

99-2157

October 22, 1999

RECEIVED

RECEIVED

Patricia A. Cantere (Maurice)
874 Nana Honua St.
Honolulu, HI 96825

'99 OCT 26

Oct 26 11 19 AM '99

99 OCT 25 PM 2:03

RECEIVED

City & County of Honolulu
Department of Design and Construction
650 South King Street, 2nd Floor
Honolulu, HI 96813

DESIGN & CONSTRUCTION DIV

Attention: Mr. Randall K. Fujiki

Dear Mr. Fujiki:

I am writing in response to your letter dated October 14, 1999, regarding the Salt Lake Boulevard Widening, Phase 2 - Bougainville Drive to Reeves Street, - Draft Environmental Assessment, Honolulu (TMK: 1-1-10 and 9-9-02).

I was able to attend the meeting that was held on Thursday, October 14, 1999 at the Aliamanu Middle School cafeteria and heard the updates from your department regarding this prolonged project. Unfortunately I was not able to attend the meeting at Radford High School on October 19, 1999, therefore I am sending my comments by mail.

I have been the owner of the property located at 3752/54 Salt Lake Boulevard for almost 35 years and purchased the adjacent property, 3744/3746 Salt Lake Boulevard in 1991. I have been anxiously awaiting the day when the improvements on the Boulevard reached my property. I remember years ago receiving blue prints explaining the improvements and widening that was to begin soon, but it seemed to take another few years before anything actually started to happen. Now Phase 1 has been completed and it is wonderful. Now we hear that Phase 2 will not, if at all, take place for another 3-4 years. In truth, I will be happy to just see it take place - even if I have to wait another few years - but please don't tell me that it may not happen at all - depending on the Navy, Federal funds, the City & County, the State, Hawaiian Electric Company, the PUC?, etc, etc, etc.

My property on the Boulevard is right across from where Reeves St. used to be, (highlighted on attached map) it has always been a problem area because of the slight slope, heading west from Wanaka St. (towards the Stadium), which creates a blind spot for the driveways on my property, making it hazardous for cars pulling out into Salt Lake Blvd. I have written letters to then mayor Frank Fasi and corresponded with Sam Callejo trying to get either a caution light (yellow blinking) at the crosswalk (making it safer for pedestrians) or having the easement paved to provide better traction for vehicles pulling out - I was informed that it was the owners responsibility to pave the easement and the yellow caution light at the cross walk never came about, one of the reasons I was given was, is it State or City responsibility, I guess they couldn't decide. Now that Reeves St.

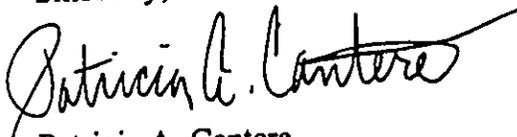
has closed to vehicular traffic - it has improved somewhat. However, the only time pedestrians can safely cross Salt Lake is when the traffic light on Wanaka St. is red and slows the traffic down. Anyway, to try and cut this short - I have been waiting for over 20 years for some improvement that would make my property not only more appealing (with proposed 8 ft, wide sidewalks, on-street parking, raised landscaped medians with exclusive left-hand turn lanes, stright lighting system, traffic signal system, etc.) but more importantly much safer for pedestrians and drivers (that have to enter Salt Lake Blvd. from driveways). Although the HPD monitors the traffic pretty well on the Boulevard - cars just seem to speed along and you have to be extremely cautious when pulling out.

The easements along the Boulevard, can also prove hazardous, especially when it rains, the white gravel rock that is periodically laid down is washed away, leaving huge pot holes (for which I have called the Pot Hole Hot Line on several occasions) between the asphalt road and the graveled easement, again making it difficult to pull out into the oncoming traffic. A couple of years ago - the asphalt of the road was extended into the easement (about 2-3 ft.) which did help considerably, but can not compare with what the improvements to Salt Lake Boulevard can accomplish.

I would like to close with one last comment, since the original plans call for Phase 2 to end at Reeves Street - and this street no longer exists can the plans be revised to continue Phase 2 to Wanaka Street - which would make more sense because to stop at Reeves Street would leave an extremely hazardous situation between where Reeves Street used to be and Wanaka Street.

Mahalo for allowing me my comments on the Salt Lake Boulevard Widening Phase 2 Project.

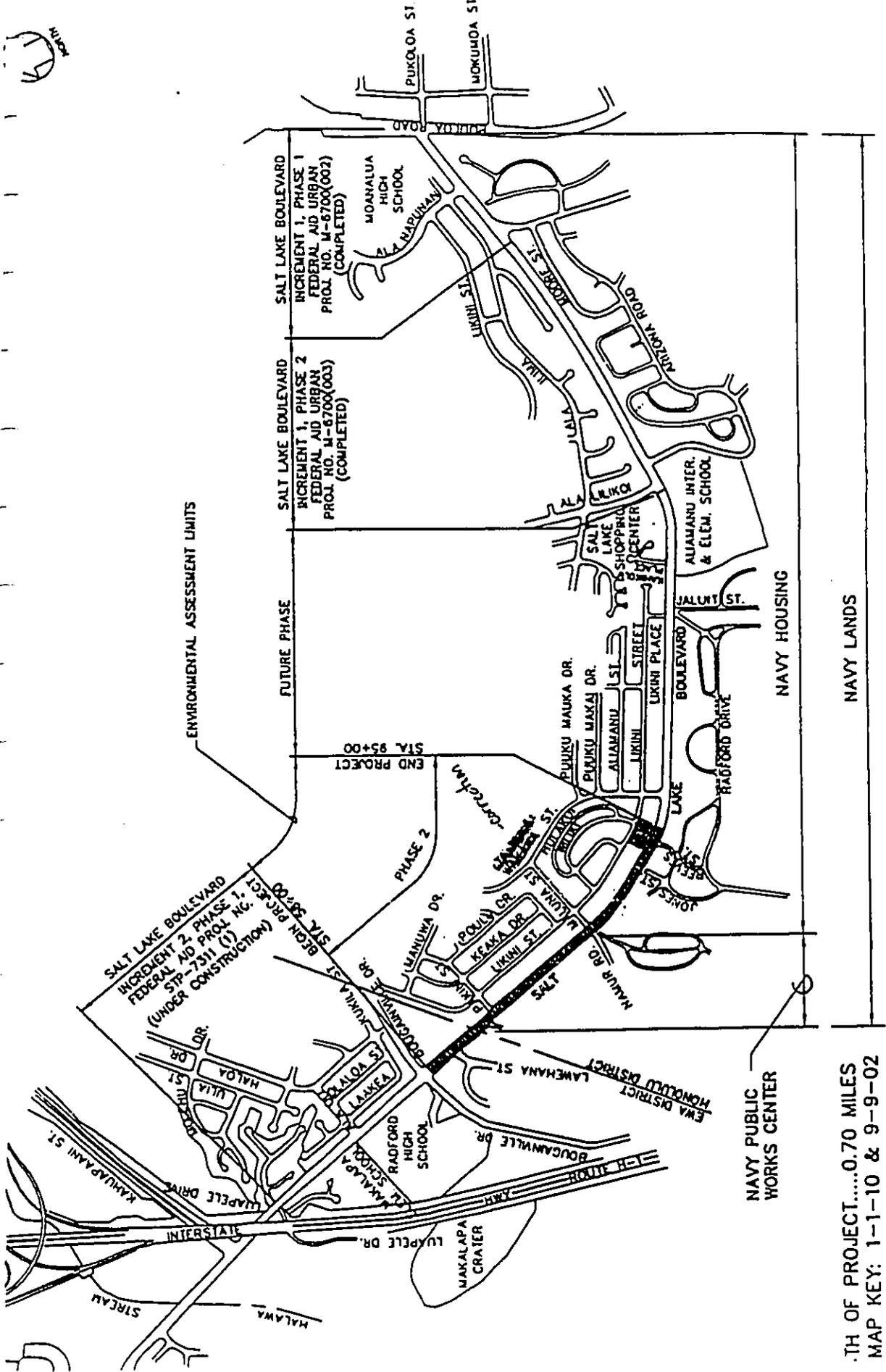
Sincerely,



Patricia A. Cantere

Attachment (1)

cc: Councilmember Donna Kim
Senator Norman Sakamoto
Representative Bob McDermott
Representative Nathan Suzuki
Akinaka & Associated, Ltd.



...TH OF PROJECT.....0.70 MILES
 MAP KEY: 1-1-10 & 9-9-02

DEPARTMENT OF DESIGN AND CONSTRUCTION
CITY AND COUNTY OF HONOLULU

650 SOUTH KING STREET, 11TH FLOOR
HONOLULU, HAWAII 96813
PHONE: (808) 523-4564 • FAX: (808) 523-4567
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JEREMY HARRIS
MAYOR



RAE M. LOUI, P.E.
ACTING DIRECTOR
GEORGE T. TAMASHIRO, P.E.
DEPUTY DIRECTOR

CDED-B 01-0048

February 1, 2001

Ms. Patricia A. Cantere
874 Nana Honua Street
Honolulu, Hawaii 96825

Dear Ms. Cantere:

Subject: Response to Comments on the Draft Environmental Assessment for the Salt Lake Boulevard Widening, Phase 2 – Bougainville Drive to Reeves Street, Honolulu, Oahu, Hawaii (TMK: 1-1-10 and 9-9-02), Federal Aid Project No. STP-7311(2)

Thank you for your comment letter, dated October 22, 1999, during the 30-day comment period for the Salt Lake Boulevard Widening, Phase 2 – Bougainville Drive to Reeves Street, Draft Environmental Assessment. We offer the following responses to your comments:

1. COMMENT: "...Now we hear that Phase 2 will not, if at all, take place for another 3-4 years. In truth, I will be happy to just see it take place - even if I have to wait another few years - but please don't tell me that it may not happen at all - depending on the Navy, Federal funds, the City & County, the State, Hawaiian Electric Company, the PUC?, etc, etc, etc."

My property on the Boulevard is right across from where Reeves St. used to be, (highlighted on attached map) it has always been a problem area because of the slight slope, heading west from Wanaka St. (towards the Stadium), which creates a blind spot for the driveways on my property, making it hazardous for cars pulling out into Salt Lake Blvd. I have written letters to then mayor Frank Fasi and corresponded with Sam Callejo trying to get either a caution light (yellow blinking) at the crosswalk (making it safer for pedestrians) or having the easement paved to provide better traction for vehicles pulling out - I was informed that it was the owners responsibility to pave the easement and the yellow caution light at the cross walk never came about, one of the reasons I was given was, is it State or City responsibility, I guess they couldn't decide. Now that Reeves St. has closed to vehicular traffic - it has improved somewhat.

Ms. Patricia A. Cantere

Page 2

February 1, 2001

However, the only time pedestrians can safely cross Salt Lake is when the traffic light on Wanaka St. is red and slows the traffic down. Anyway, to try and cut this short - I have been waiting for over 20 years for some improvement that would make my property not only more appealing (with proposed 8 ft, wide sidewalks, on-street parking, raised landscaped medians with exclusive left-hand turn lanes, stright [*sic*] lighting system, traffic signal system, etc.) but more importantly much safer for pedestrians and drivers (that have to enter Salt Lake Blvd. from driveways). Although the HPD monitors the traffic pretty well on the Boulevard - cars just seem to speed along and you have to be extremely cautious when pulling out.

The easements along the Boulevard, can also prove hazardous, especially when it rains, the white gravel rock that is periodically laid down is washed away, leaving huge pot holes (for which I have called the Pot Hole Hot Line on several occasions) between the asphalt road and the graveled easement, again making it difficult to pull out into the oncoming traffic. A couple of years ago - the asphalt of the road was extended into the easement (about 2-3 ft.) which did help considerably, but can not compare with what the improvements to Salt Lake Boulevard can accomplish.

RESPONSE: Thank you for your continued support and patience. The City and County of Honolulu will continue its efforts to make the improvements to Salt Lake Boulevard a reality. As you know, the planned improvements to Salt Lake Boulevard are extensive and require substantial funding. Thus, the City is pursuing federal cost sharing to accomplish this. As you may also know, federal funds are limited per fiscal year and the City receives only a portion of these funds. Therefore, we are attempting to meet this funding constraint by possibly phasing the improvements to Salt Lake Boulevard in smaller increments, accordingly.

2. COMMENT: "I would like to close with one last comment, since the original plans call for Phase 2 to end at Reeves Street - and this street no longer exists can the plans be revised to continue Phase 2 to Wanaka Street - which would make more sense because to stop at Reeves Street would leave an extremely hazardous situation between where reeves Street used to be and Wanaka Street."

RESPONSE: Your comment regarding the limits of the Phase 2 improvements will be considered and further examined.

Ms. Patricia A. Cantere
Page 3
February 1, 2001

Should you have any questions or need additional information, please contact Jeremy Lee at 523-4672. Thank you for your time.

Very truly yours,


RAE M. LOUI, P.E.
Acting Director

cc: Sheldon Yamasato, Akinaka & Associates, Ltd.

91-2190



United States Department of the Interior

OCT 28 2 48 PM '99 FISH AND WILDLIFE SERVICE OCT 28 10:40

Pacific Islands Ecoregion
300 Ala Moana Blvd, Rm 3-122
Box 50088
Honolulu, HI 96850

CONSTRUCTION
DIVISION
OCT 25 1999

In Reply Refer To: Itg

Mr. Jeremy Lee
Department of Design and Construction
City and County of Honolulu
650 South King Street
Honolulu, Hawaii 96813

Re: Draft Environmental Assessment for Phase Two of the Salt Lake Boulevard Widening Project, Bougainville Drive to Reeves Street, Honolulu, Hawaii

Dear Mr. Lee:

The U.S. Fish and Wildlife Service (Service) has reviewed the Draft Environmental Assessment (DEA) for the widening of Salt Lake Boulevard from Bougainville Drive to Reeves Street, Honolulu, Hawaii. The project sponsors are the City and County of Honolulu Department of Design and Construction and the U.S. Department of Transportation Federal Highway Administration. This letter has been prepared under the authority of and in accordance with provisions of the National Environmental Policy Act of 1969 [42 U.S.C. 4321 *et seq.*; 83 Stat. 852], as amended, the Fish and Wildlife Coordination Act of 1934 [16 U.S.C. 661 *et seq.*; 48 Stat. 401], as amended, the Endangered Species Act of 1973 [16 U.S.C. 1531 *et seq.*; 87 Stat. 884], as amended, and other authorities mandating Service concern for environmental values. Based on these authorities, the Service offers the following comments for your consideration.

The proposed project involves the widening of Salt Lake Boulevard between Bougainville Drive and Reeves Street. Other roadway improvements include the construction of a roadway drainage system, street lighting system, traffic signal system, on-street parking, a median with exclusive left-turn lanes, eight foot wide concrete sidewalks on each side of the boulevard, and bike lanes.

The Service has previously corresponded with Akinaka and Associates, Ltd. concerning the above referenced project. In our letter dated, August 2, 1999, we informed the consultants that we reviewed the information provided by them as well as relevant information in our files and determined that no federally listed aquatic or terrestrial species were known to occur within the project area.

Draft EA for the Widening of Salt Lake Boulevard
Honolulu, Oahu, Hawaii

The Service believes the DEA adequately describes the scope of the proposed project and correctly identifies the absence of significant fish and wildlife resources in the proposed immediate project area. The DEA also identifies reasonable alternatives to the preferred action, and we believe that the least environmentally damaging, practicable alternative has been selected as the preferred action. Accordingly, the Service would concur with a Finding of No Significant Impact (FONSI) determination for the proposed project.

The Service appreciates the opportunity to comment on the DEA. If you have any questions regarding these comments, please contact Fish and Wildlife Biologist Leila Gibson by telephone at (808) 541-3441 or by facsimile transmission at (808) 541-3470.

Sincerely,

Barbara A. Mayfield, Acting

for Robert P. Smith
Pacific Islands Manager

cc: FHWA, Honolulu
Akinaka and Associates, Ltd.



DEPARTMENT OF THE NAVY
COMMANDER
NAVY REGION HAWAII
517 RUSSELL AVENUE
PEARL HARBOR, HAWAII 96860-4084

99-2187

OCT 28 2 48 PM '99

RECEIVED
IN REPLY REFER TO:
5090P.1H7A
Ser N465(PLN231)/10235
October 25, 1999
DIV OF
DESIGN

CERTIFIED MAIL NO. Z 215 683 474

Mr. Jeremy Lee
Department of Design and Construction
City and County of Honolulu
650 South King Street
Honolulu, HI 96813

Dear Mr. Lee:

Subj: DRAFT ENVIRONMENTAL ASSESSMENT (EA) FOR THE SALT LAKE
BOULEVARD WIDENING PHASE 2 - BOUGAINVILLE DRIVE TO REEVES
STREET HONOLULU, OAHU HAWAII (TMK: 1-1-10 & 9-9-02) FEDERAL AID
PROJECT NO.: STP-7311(2)

Thank you for the opportunity to review the subject EA.

The following comments are provided for your consideration in preparing the Final EA:

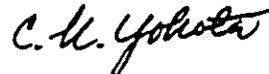
- a. Page ES-1. Include written and verbal issues raised as a result of public hearings.
- b. Page II-2, Section II-B. Explain the linkage of other environmental documents that are influenced by the scope of this EA. For example, include EA for granting of U.S. Navy easements along Salt Lake Boulevard near Lawehana Street to Ala Liliko'i Street.
- c. Pages IV-5 to IV-6, Sections IV-C and IV-D. The data used for current analysis were based on updated traffic (April 1996) and noise (March 1998) surveys. Add discussion of traffic following the recent construction of the Laupele Drive and Bougainville section.
- d. Page V-8, Section V-B.2. Discuss other alternatives to a concrete wall where gaps would occur. Consider noise reduction improvements to buildings and biological barriers like vegetation, trees, or hedges.

We will provide additional comments on unresolved issues on the City's proposed use of the Navy's property and on the associated EA for granting of U.S. Navy easements along Salt Lake Boulevard from Near Lawehana Street to Ala Liliko'i Street.

5090P.1H7A
Ser N465(PLN231)A0235
October 25, 1999

We appreciate the opportunity to participate in your review process. The Navy's point of contact is Mr. Randy Miyashiro at 471-1171, extension 233.

Sincerely,



C. K. YOKOTA
REC Engineer
Regional Environmental Department
By direction of
Commander, Navy Region Hawaii

Copy to:
Mr. Sheldon Yamasato
Akinaka and Associates, Ltd.
250 North Beretania Street, Suite 300
Honolulu, HI 96817

DEPARTMENT OF DESIGN AND CONSTRUCTION
CITY AND COUNTY OF HONOLULU

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JEREMY HARRIS
MAYOR



RAE M. LOUI, P.E.
ACTING DIRECTOR
GEORGE T. TAMASHIRO, P.E.
DEPUTY DIRECTOR

February 1, 2001

CDED-B 01-0052

Mr. C. K. Yokota, REC Engineer
Regional Environmental Department
Department of the Navy
517 Russell Avenue
Pearl Harbor, Hawaii 96860-4884

Dear Mr. Yokota:

Subject: Response to Comments on the Draft Environmental Assessment for the Salt Lake Boulevard Widening, Phase 2 – Bougainville Drive to Reeves Street, Honolulu, Oahu, Hawaii (TMK: 1-1-10 and 9-9-02), Federal Aid Project No. STP-7311(2)

Thank you for your comment letter, dated October 25, 1999 [5090P.1H7A, Ser N465(PLN231)/10235], during the 30-day comment period for the Salt Lake Boulevard Widening, Phase 2 - Bougainville Drive to Reeves Street, Draft Environmental Assessment. We offer the following responses to your comments:

1. **COMMENT:** "a. Page ES-1. Include written and verbal issues raised as a result of public hearings."
RESPONSE: All comments received during the Draft EA review period (which closed on October 29, 1999) will be addressed and included in the Appendix of the Final EA. This includes any public testimony received at the October 19, 1999, Public Hearing.
2. **COMMENT:** "b. Page II-2, Section II-B. Explain the linkage of other environmental documents that are influenced by the scope of this EA. For example, include EA for granting of U.S. Navy easements along Salt Lake Boulevard near Lawehana Street to Ala Lilikoi Street."

Mr. C. K. Yokota
Page 2
February 1, 2001

RESPONSE: Reference to the EA for the "Granting of U.S. Navy Easements Along Salt Lake Boulevard from Near Lawehana Street to Ala Lilikoi Street" will be included in Section II.B.

3. COMMENT: "c. Pages IV-5 to IV-6, Sections IV-C and IV-D. The data used for current analysis were based on updated traffic (April 1996) and noise (March 1998) surveys. Add discussion of traffic following the recent construction of the Luapele Drive and Bougainville section."

RESPONSE: Following the completion of the Phase 1 improvements to Salt Lake Boulevard, traffic conditions at the Salt Lake Boulevard/Bougainville Drive intersection improved slightly. The planned improvements to the Salt Lake Boulevard/Lawehana Street intersection will address future traffic needs. Following completion of the Phase 2 improvements, the projected traffic conditions at this intersection are expected to improve considerably (refer to Exhibits IV.A, IV.B, V.A, V.B, V.C, and V.D of the Draft EA).

4. COMMENT: "d. Page V-8, Section V-B.2. Discuss other alternatives to a concrete wall where gaps would occur. Consider noise reduction improvements to buildings and biological barriers like vegetation, trees, or hedges."

RESPONSE: Alternative noise abatement measures at certain areas along the project route where noncontinuous wall sections occur would be unfeasible since these "gaps" are required to provide driveway access to such properties.

Should you have any questions or need additional information, please contact Jeremy Lee at 523-4672. Thank you for your time.

Very truly yours,



RAE M. LOUI, P.E.
Acting Director

cc: Sheldon Yamasato, Akinaka & Associates, Ltd.

RECEIVED
DEPT OF DESIGN
& C OF HONOLULU
DEPARTMENT OF DESIGN AND CONSTRUCTION
CITY AND COUNTY OF HONOLULU
650 SOUTH KING STREET, 11TH FLOOR
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JEREMY HARRIS
MAYOR



RAE M. LOUI, P.E.
ACTING DIRECTOR

GEORGE T. TAMASHIRO, P.E.
DEPUTY DIRECTOR

CDED-B 01-0050

February 5, 2001

The Honorable Romy Cachola
Councilmember
City Council
City and County of Honolulu
Honolulu, Hawaii 96813

Dear Councilmember Cachola:

Subject: Response to Comments on the Draft Environmental Assessment for the Salt Lake Boulevard Widening, Phase 2 – Bougainville Drive to Reeves Street, Honolulu, Oahu, Hawaii (TMK: 1-1-10 and 9-9-02), Federal Aid Project No. STP-7311(2)

Thank you for your office's input at the Public Hearing held on October 19, 1999, at the Radford High School Cafeteria for the Salt Lake Boulevard Widening, Phase 2 - Bougainville Drive to Reeves Street, Draft Environmental Assessment. According to Ms. Donna Kim's (former councilmember) testimony made on October 19, 1999, at the Public Hearing, she had raised concerns about the adequacy of the EA and the need for the document to be updated to include recent improvements that have been made within the Navy lands. Her testimony also raised concerns about the "water flow."

In response to her comments about including recent Navy improvements, the Final EA will be updated to include a description of the Navy's recent housing redevelopment project along the project route in Section II.A - "Historical Background." A discussion on the project's impacts to Navy lands (which include impacts to the redevelopment of the Navy housing area) has previously been included in Section V.B.7 of the September 1999 Draft EA.

In response to her concerns about the "water flow," the Department of Design and Construction (DDC) is continuing to coordinate the acquisition of an easement from the Navy for the relocation of the Navy's drainage detention basin. This easement would grant the City jurisdiction to operate and maintain the Navy's detention basin which would be expanded and completely relocated onto Navy lands. Although the proposed widening of Salt Lake Boulevard is anticipated to increase the total runoff flows by approximately 1.5%, the capacity of the

The Honorable Romy Cachola
Page 2
February 5, 2001

relocated detention basin will be increased to accommodate a larger, 25-year storm event, and no increase in flows to the Navy's downstream drainage system is expected. The Navy's downstream drainage system will not be adversely affected, but will be improved since the outlet of the new basin will be designed to limit exiting flows to equal to or less than the present system capacity. Thus, the potential for downstream flooding occurrences in the Navy Public Works Center area would be reduced. In order to facilitate the acquisition of easements from the Navy, DDC is completing an Environmental Assessment for the "Granting of U.S. Navy Easements to the City and County of Honolulu, Department of Design and Construction, for the Salt Lake Boulevard Widening, Bougainville Drive to Ala Lilikoi Street" in accordance with the National Environmental Policy Act and Navy regulations (OPNAVISNT 5090.1A). The Navy is currently reviewing a draft of this EA.

Should you have any questions or need additional information, please contact Jeremy Lee at 523-4672. Thank you for your time.

Very truly yours,

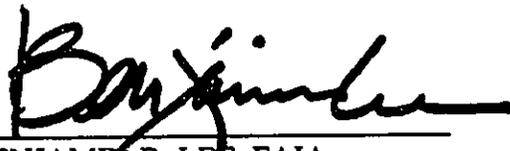


FORRAE M. LOUI, P.E.
Acting Director

JKL:LC:pto

cc: Mayor Jeremy Harris
Sheldon Yamasato, Akinaka & Associates, Ltd.
bcc: Managing Director
DDC-Director
DDC-Eugene Lee, Program Coordinator

FORWARDED:



BENJAMIN B. LEE, FAIA
Managing Director