

BENJAMIN J. CAYETANO  
GOVERNOR



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

BRIAN K. MINAAI  
DIRECTOR  
DEPUTY DIRECTORS  
JADINE Y. URASAKI  
JEAN L. OSHITA

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December 11, 2001

OFFICE OF ENVIRONMENTAL  
QUALITY CONTROL

TO: GENEVIEVE SALMONSON, DIRECTOR  
OFFICE OF ENVIRONMENTAL QUALITY CONTROL  
DEPARTMENT OF HEALTH

FROM: BRIAN K. MINAAI *Brian K. Minai*  
DIRECTOR OF TRANSPORTATION

SUBJECT: FINAL ENVIRONMENTAL ASSESSMENT FOR STEVEDORE  
DRIVEWAY ACCESS AND PARKING LOT AT SAND ISLAND,  
HONOLULU HARBOR, OAHU - JOB H. C. 10096

In accordance with Act 241, SLH 1992, we have completed the formal Draft Environmental Assessment (EA) 30-day review period. We have not received any adverse comments and have determined that this project will not have a significant environmental effect. Therefore, we are filing a Finding of No Significant Impact (FONSI). Please publish the notice of availability for this project in the next OEQC Bulletin.

We have enclosed a completed OEQC Bulletin Publication Form and four copies of the Final EA. Please call Napoleon Agraan at 587-1956 if there are any questions.

Enc.

c: Jeff Brennan, CSX Lines

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**FILE COPY**

2001-12-23-0A-FEA-  
FINAL

Environmental Assessment

For

Stevedore Driveway Access and Parking Lot

at Sand Island

Honolulu, Oahu, Hawaii

Job H. C. 10096

November 26, 2001

Prepared by:



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**I. Applicant**

State Department of Transportation, Harbors Division

**II. Approving Agency**

State Department of Transportation, Harbors Division

**III. Agencies Consulted**

Department of Transportation – Highways Division  
City & County of Honolulu, Board of Water Supply  
Hawaiian Electric Company

**IV. Description of Proposed Action**

The proposed improvements are intended to upgrade the container handling facilities along Pier 51-A to better serve the public.

Container handling facilities are an integral part of the shipping industry in Hawaii since approximately 80% of all products (energy, food, and goods) must be shipped from the mainland United States or other overseas countries. Improvements to these facilities represent better service to the residents of Hawaii.

The proposed project involves the construction of a new driveway access and parking lot for the Stevedores at Sand Island, Honolulu Harbor, Oahu. The work includes demolition and removal, embankment, grading and compaction, rock riprap, asphalt concrete pavement, concrete curb, metal guard rail, chain link fence and gate, drainage pipe culvert, adjustment of an existing 16-inch waterline, signage, and pavement marking and striping.

Currently, Stevedore parking is on the opposite site of Sand Island Parkway with access across the main entry to CSX Lines. This requires Stevedore personnel to cross Sand Island Parkway in order to reach their job location, creating an inherently dangerous situation. In 1996, one Stevedore worker was unfortunately killed in an automobile accident as he was crossing Sand Island Parkway.

- A. Stevedore personnel will be taking their daily work orders at the newly constructed Marine Operations Building. The proposed driveway will provide a safe access for stevedores to the proposed parking lot, which will be constructed adjacent to the Marine Operations Building.

## V. General Description of The Actions Characteristics

### A. Location

CSX Lines container handling facility is located at Pier 51-A on the northwest portion of Sand Island, Oahu. It is accessible by Sand Island Parkway, an extension of Sand Island Access Road that intersects with Nimitz Highway. The project is adjacent to Matson container handling facilities located at Piers 51-B, 52, and 53. See Figure 1.

The project area at Pier 51A is owned by the State of Hawaii, Department of Transportation. The proposed project site in relation to the current Tax Map Key boundaries is shown on the portion of Tax Map Key 1-5-41: por. 111 given in Figure 1A and Figure 1B.

### B. General Description

The proposed facility upgrade consists of constructing a new driveway access and parking lot for the Stevedores at Sand Island, Honolulu Harbor, Oahu. The work includes demolition and removal, embankment, grading and compaction, rock riprap, asphalt pavement, concrete curb, metal guardrail, chain link fence and gate, drainage pipe culvert, adjustment of an existing 16-inch waterline, signage, and pavement marking and striping.

### C. Technical Characteristics

#### 1. New Stevedore Driveway and Parking Lot

The State Harbors Division proposes to construct a new driveway access and parking lot for the Stevedores at the northeast corner of CSX Lines container handling facility. See Figure 2.

The proposed driveway access is centered at baseline station 15 + 35.85 Sand Island Parkway. It includes 1) a 24-foot wide driveway with 5-foot wide shoulder, 2) a curb radius of 20 feet at the transition to Sand Island Parkway, and 3) a 12-foot wide "right turn in" ingress and "right turn out" only egress. Construction of concrete curb, metal guardrail, drainage pipe culvert and adjustment of an existing 16-inch Board of Water Supply Line will also be included.

The propose parking lot will be provided with chain link fence and gate including signage and will be striped to provide a total of 91 parking stalls. Four (4) of the stalls will be used for handicap. See Figure 3

D. Conditions which Triggered the EIS Law

Preparation of the DRAFT EA and Final EA – Negative Declaration/Finding of No Significant Impact was required because:

The proposed project will be constructed on Sate lands and use of State funds (EIS law, Chapter 343-5(a) (1)).

E. Permits required for this project:

Permits/Approvals required for development of this project include:

State Department of Health - Environmental Assessment

City and County of Honolulu - Board of Water Supply

State Department of Health - Disability and Communication Access Board

**VI. Economic and Social Characteristics**

State residents depend on Honolulu Harbor's container handling facilities since approximately 80% of all products (energy, food, and goods) must be shipped from the mainland United States or other overseas countries. Hawaii's agricultural economy also depends on these facilities for the exportation if its local products (pineapple, sugar, etc.).

CSX Lines supports 29% of Hawaii's containerized freight industry. The proposed container handling facility improvements will promote Stevedore's productivity and improve container flow to and from the Island.

The estimated cost of the proposed project is \$250,000. Construction of the facility is estimated to start by January 2002.

**VII. Environmental Characteristics**

The Honolulu Harbor complex is located within the narrow coastal plain of Oahu's south central coast, geologically referred to as the Honolulu Plain. This plain and much of the rest of Oahu's southern edge is underlain by a broad elevated coral reef, covered by alluvium carried down the mountains.

Prior to dredging and filling of Honolulu Harbor, the Sand Island area originally consisted of marginal lands: mainly submerged coral reefs, mudflats, and islands of varying sizes, shapes, and elevations. In 1926, Honolulu Harbor acquired its

present day crescent shape configuration when private interests dredged two channels. Today, one channel is open to navigation, while the Sand Island Bridge currently closes the second channel to navigation. Sand Island was created by the incremental deposit of dredged material from Honolulu Harbor and Keehi Lagoon.

Available subsurface information indicates the general surface and substrata soils of the area and consists mainly of fill material from past dredging operations. This material is characterized by silty sand and coral gravel that has a high porosity and permeability. The land type is classified as fill land, mixed (FL) and is used for urban development including airports, housing areas, and industrial facilities.

The Department of Health, Hazard Evaluation and Emergency Response (HEER) was contacted to determine whether the project site has any potentially contaminated soils. HEER provided historical records that did not indicate evidence of potentially contaminated soils at the project site.

The existing project site is flat and paved with asphalt concrete. Water and wind erosion hazards are slight for both the existing and proposed project conditions.

Existing storm runoff patterns will not be altered by the proposed project. Storm runoff sheet drains into the existing storm water conveyance system that outfalls into Honolulu Harbor.

The project site is designated as Zone X, "areas determined to be outside 500-year flood plain and not in any flood hazard area," according to the Federal Flood Insurance Rate Map (FIRM) that depicts the Federal FIRM Zone and LUO Flood hazard district classification.

## VIII. Affected Environment

### A. Surrounding Land Use

Sand Island is a man-made island centrally located within the Honolulu Harbor complex on the southeast coast of Oahu. Sand Island shelters the harbor from the open sea and is connected to the Kapalama Peninsula by a bridge at the Island's western end.

*CSX Lines* handling facilities occupy the Island's northwest portion. Located opposite Sand Island are port facilities such as Fort Armstrong, the downtown waterfront area, Iwilei, Waiakamilo, and Mokauea. The harbor is fringed by an industrial belt extending from the Fort Armstrong

Peninsula to the Kapalama Peninsula.

Honolulu Harbor has one entrance channel. The Fort Armstrong entrance channel lies to the east of Sand Island and extends to the main harbor basin. The Kalihi Channel lies to the west of Sand Island and extends to the Kapalama Basin. It is used as an auxiliary access way to the Harbor for small boats since the Bascule Bridge has been in a fixed position for years.

Adjoining land uses surrounding the project area include the US Coast Guard station; light industrial activities such as auto-wrecking and storage yards, the sewage treatment plant, and Sand Island State Park.

CSX Lines container handling facilities occupy Pier 51-A. Matson container handling facilities occupy Piers 51-B, 52 and 53 that are located immediately adjacent to CSX Lines' facility.

The Development Plan land use is Commercial. The site is zoned Industrial I-3.

B. Climate

The Climate of Sand Island is typical of the Leeward coast lowlands of Oahu. The area is characterized by abundant sunshine, persistent trade winds, relatively constant temperatures, moderate humidity, and infrequent severe storms. Rainfall averages 20-25 inches a year, about 50% of which occurs from December through February.

Sand Island has a dry climate, flat terrain, and high porous soils. Surface runoff conditions are not a serious problem. Even during heavy rains, no undue ponding occurs in the low areas. While there are no natural surface water features on Sand Island, two nearby streams discharge into Honolulu Harbor.

C. Recreation

Many recreational opportunities are available along the south shore area of Sand Island. Most recreation occurs at Sand Island Park, a developed park occupying 87 acres of land owned and managed by the State Department of Land and Natural Resources, Division of State Parks, Outdoor Recreation and Historic Sites.

The near-shore waters around Sand Island offer recreational activities such as sailing and boating, water skiing, surfing, sunbathing, fishing,

limu (seaweed) gathering, snorkeling and swimming.

D. Public Service

There are seven fire stations within a two-mile radius of the Sand Island project area. However, access is limited to the Sand Island Access Road via a two-lane bridge and the two-lane John H. Slattery Bascule Bridge. The Kalihi-Kai Station (Pier 40) and the Waterfront Station (Pier 15) are within the immediate vicinity of Sand Island. There is also a 110-foot-long, 126-ton fireboat funded by the State and operated by the City and County of Honolulu stationed at Pier 15.

The project site is within Police Beat 30 of the Honolulu Police Department (HPD), which includes Sand Island and the Iwilei District. HPD provides 24-hour service and regularly patrols the Sand Island area. Patrol officers assigned to the beat are stationed at the Kalihi substation. Also, the State has a Harbor Police force stationed at Pier 24. They also provide 24-hour service and patrol the harbor area from Kewalo Basin to Pier 52 at Sand Island. The Honolulu Harbor Operations Control Center at the Aloha Tower coordinates Harbor Police and fire activities.

E. Flora and Fauna

Vegetation in the Sand Island area is influenced by low rainfall, saline soil, and the man-made origin of the area and the high degree of development and human activity. Consequently, only a limited variety of plant life can be found on Sand Island. Plants are characterized as drought resistant, highly salt tolerant, and hardy in dry areas. No Federal or State listed or candidate threatened or endangered plant species are currently found on any areas of Sand Island.

The inland portions of Sand Island are dominated by hale koa shrubs (*Leucocephala leucaena*) and kiawe trees (*Prosopis pallida*). The seaward areas have large sections of dry, brown desmanthus (*Desmanthus virgatas*), which grow several feet tall. Patches of sourbrush (*Pluchea odorata*) and Indian pluchea (*Pluchea indica*), opiuma (*Pithecellobium dulce*) and ironwood trees (*Casuarina equisetifolia*) are scattered throughout the area. Three species of grass exist; manila grass (*Zoysia Metralla*), star grass (*Chloris divarcata*), and swollen finger grass (*Chloris inflata*).

The project site is entirely paved with asphalt concrete. No stands of vegetation are present.

Wildlife on Sand Island is limited to mammals and birds that have

adapted to the urban environment. Mongooses, rats, mice, feral dogs and cats are common. Most of the existing wildlife can be found in the underutilized and more heavily vegetated areas of the island. A variety of migratory shorebirds frequent Sand Island, especially the seaward shore areas. No Federal or State listed or candidate threatened or endangered bird species are known to inhabit Sand Island.

Wildlife habitats at the project site are non-existent due to extensive paved areas within the container handling facilities.

F. Historic, Cultural and Archeological Resources

Most of Sand Island is composed of dredged materials from past improvements to Honolulu Harbor in the early 1900's and the seaplane runway in the early 1940's. It is highly unlikely that there are areas of archeological significance on Sand Island because it is manmade landfill.

G. Coastal Views

Coastal views from the project site and Sand Island Parkway consist of the industrial belt that fringes Honolulu Harbor, the port facilities opposite Sand Island and the downtown waterfront area.

**IX. Project Impacts**

A. Short-term Impacts

Short-term impacts are those resulting from and limited to the construction phase of the project. Provisions to minimize these impacts will be made.

1. Dust

Construction of the driveway access and related activities may temporarily generate dust during dry and windy conditions. This is expected to be minimal due to the short duration of these activities. Appropriate mitigation measures such as spraying or sprinkling the soil with water will be implemented as necessary during construction to minimize dust-related problems.

2. Noise

Noise will be generated by equipment such as equipment trucks, concrete trucks and material delivery vehicles during construction of the project. This noise will not impact adjoining industrial land

uses.

3. Stormwater Runoff

During construction of the proposed project, mitigation measures will be taken in order to control dust, debris, sediment, and other pollutants from flowing into Honolulu Harbor. The duration of exposed pavement subgrade will be limited; pavement will be removed from the driveway footprint and permanently stabilized with new asphalt pavement and riprap lining. The length of open utility trenching shall be limited and restored in segments. Inlet filter protection will be installed at the locations of existing storm drain inlets to prevent sediments from entering the existing storm drain system.

Sediment pollution control arising from construction activities will be performed in accordance with applicable requirements of the State of Hawaii, Department of Health, Administrative Rules, Chapter 55, "Water Pollution Control," Chapter 54, "Water Quality Standards" and City/County of Hawaii Revised Soil Erosion Standards and Guidelines.

4. Traffic

Traffic impacts due to construction of the project are not anticipated to be significant. Construction equipment and vehicles will enter and exit the project area from Nimitz Highway, Sand Island Access Road, and Sand Island Parkway Road. This construction activity should not adversely impact the existing commercial/industrial traffic flow along these roadways.

To minimize potential impacts, all movement of heavy construction vehicles will be scheduled to avoid peak traffic hours. Flagmen will be employed when necessary to provide additional traffic safety enhancements.

5. Public Safety

Necessary measures to assure public safety will be implemented throughout all phases of construction. During non-working days (nights, weekends and holidays), construction areas will be secured by safety signs, barricades and/or other safety devices as required by State and County regulations.

**B. Long-Term Impacts**

**1. Recreation**

No recreational impacts are anticipated since the project site and the adjoining harbor is not used for recreational purposes.

**X. Alternatives to the Proposed Action**

Alternatives to the proposed action are limited.

1. Do Nothing: The existing parking and access to the terminal creates a dangerous environment for Stevedore personnel when reporting to work. This will negatively impact container operations at the terminal.
2. Renovation of Existing Structure: Renovation of the existing facility is not practical or feasible.

The proposed project is the selected viable alternative.

Honolulu Harbor is the primary overseas and inter-island cargo handling area for the State of Hawaii. The proposed improvements will be made within an existing container handling facility, and will not negatively impact Sand Island.

The proposed scheme was developed after working closely with State Harbors Division, local utility companies and local engineering consultants for the past 12 months.

The proposed project will enable Stevedore personnel direct access to their work area and eliminate the need to cross Sand Island Parkway.

**XI. Mitigation Measures**

Provisions during construction will be made to minimize the short-term impacts identified under Section IX.

**XII. Determination**

The determination of this Final Environmental Assessment are that this proposed project will have no major adverse impacts.

The proposed project will have beneficial economic impact on the State. It is compatible with existing and planned land uses and activities in the area. It is compatible with the physical conditions and capabilities of the area.

During construction, the Applicant will comply with applicable statutes, ordinances and rules of the Federal, State and County governments.

**XIII. Findings and Reasons for Supporting Determination**

According to the Department of Health Rules (11-200-12), an applicant or agency must determine whether an action may have a significant impact on the environment, including all phases of the project, its expected consequences both primary and secondary, its cumulative impact with other projects, and its short and long-term effects. In making the determination, the Rules established "Significance Criteria" to be used as a basis for identifying whether significant environmental impact will occur. According to the Rules, an action shall be determined to have a significant impact on the environment if it meets any one of the following criteria:

**A. Involves an irrevocable commitment to loss or destruction of any natural or cultural resources:**

Sand Island is a manmade island mostly composed of dredged material from past Honolulu Harbor improvement projects. The project site is comprised of asphalt concrete pavement. This proposed project is within an existing developed facility and will not impact any natural or cultural resources.

**B. Curtails the range of beneficial uses of the environment:**

The project site is located within the existing CSX Lines container handling facility. This project is consistent with the current land use.

**C. Conflicts with the State's long-term environmental policies or goals and guidelines as expressed in Chapter 344, HRS; and any revisions thereof and amendments thereto, court decisions, or executive orders:**

The proposed project is consistent with the environmental policies or goals and guidelines as expressed in Chapter 344, HRS; and any revisions thereof and amendments thereto, court decisions, or executive orders:

**D. Substantially affects the economic or social welfare of the community or state:**

The proposed project positively benefits the economic and social welfare of the State through increased productivity at the CSX Lines container terminal. Increased productivity improves the flow of inbound and outbound cargo to the Islands for the benefit of all Hawaii residents.

**E. Substantially affect public health:**

The proposed project will conform to federal, state; city and county pollution control policies and will not impact either short-term or long-term public health.

**F. Involves substantial secondary impacts, such as population changes or affects on public facilities:**

The proposed project will not impact population growth. It will provide short-term employment opportunities during construction and when completed will support employment of longshore labor force at the CSX Lines containerized freight terminal.

**G. Involves a substantial degradation of environmental quality:**

The proposed project will be located within an existing developed industrial area. No strands of vegetation are present at the project site. It is presently one hundred percent impervious. The project will not degrade the environmental quality at the site nor significantly alter coastal views of the Island.

**H. Is individually limited but cumulatively has considerable effect on the environment, or involves a commitment for larger actions:**

The proposed project will not adversely impact the environment on either a short-term or long-term basis.

**I. Substantially affects a rare, threatened or endangered species or its habitat:**

There is no rare, threatened, or endangered plant or animal life located at the proposed site.

**J. Detrimently affects air or water quality or ambient noise levels:**

Short-term impacts to air, water quality, and noise levels will be limited to the construction phase of the project. Mitigation measures to minimize these impacts arising from construction-related activities will be done in accordance with applicable requirements of the State of Hawaii, Chapter

55, "Water Pollution Control," Chapter 54, "Water Quality Standards," Chapter 19, "Ambient Air Quality," Chapter 60, "Air Pollution Control Law," Chapter 44a, "Vehicular Noise Control."

- K. Affect or is likely to suffer damage by being located in an environmentally sensitive area, such as flood plain, tsunami Zone, beach, erosion-prone area, geologically hazardous land, estuary, freshwater, or coastal waters.**

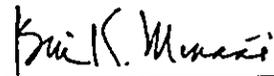
Development of the proposed project is located near a coastal waterway. Its location is necessitated by the coastal-dependent nature of the containerized freight industry. The project is being designed in accordance with applicable building codes to resist potential damage resulting from natural environmental events.

- L. Substantially affects scenic and view plans identified in country or state plans or studies:**

The proposed project will not impact scenic or view planes from Sand Island Parkway or the downtown waterfront area. The visual impact of the proposed project will be insignificant against the background of the existing container operation in the CSX Lines terminal and the industrial development on Sand Island.

- M. Requires substantial energy consumption:**

The energy consumption demand of the proposed project can be satisfied by existing utility infrastructure at the CSX Lines terminal and on Sand Island. Modern energy-efficient systems will be installed during construction of the project.



\_\_\_\_\_  
Brian K. Minaai  
Director of Transportation

\_\_\_\_\_  
Date

*APPENDIX A*  
*COMMENTS AND RESPONSES*

BENJAMIN J. CAYETANO  
GOVERNOR



OCT 15 2001  
HAR-E JM  
-ED  
GENEVIEVE SALMONSON  
DIRECTOR

STATE OF HAWAII  
OFFICE OF ENVIRONMENTAL QUALITY CONTROL  
236 SOUTH BERETANIA STREET  
SUITE 702  
HONOLULU, HAWAII 96813  
TELEPHONE (808) 586-4186  
FACSIMILE (808) 586-4186  
October 11, 2001

Brian Minaai  
Department of Transportation  
Harbors Division  
79 S. Nimitz Highway  
Honolulu, HI 96817

Attn: Napoleon Agraan

Dear Mr. Minaai:

Subject: Draft Environmental Assessment (EA), Stevedore Driveway Access & Parking Lot, Sand Island

We have the following comments to offer:

1. Two-sided pages: In order to reduce bulk and save on paper, please consider printing on both sides of the pages in the final document.
2. Contacts: If you have not already done so, send a copy of the draft EA to the Kalihi Neighborhood Board, allowing them sufficient time to review the draft EA and submit comments. In the final EA, enclose copies of all correspondence, including correspondence received during the pre-consultation phase.
3. Paving: Hawaii Revised Statutes 103D-407 requires the use of recycled glass in paving materials whenever possible. For the text of this section of HRS contact our office for a paper copy or go to our website at <http://www.state.hi.us/health/oeqc/guidance/index.html>.
4. Determination: A determination stating that an environmental impact statement will not be required is listed in section XII of the draft EA. The EIS law prohibits a determination of significant impact or lack of significant impact before the end of the 30-day public comment period and prior to receipt, response and analysis of all written comments. For a draft EA the proper determination is *anticipated FONSI* (Finding of No Significant Impact).

If you have any questions call Nancy Heinrich at 586-4185.

Sincerely,

GENEVIEVE SALMONSON  
Director

c: Jeff Brennan, CSX

BENJAMIN J. CAYETANO  
GOVERNOR

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

BRIAN K. MINAIA  
DIRECTOR  
DEPUTY DIRECTORS  
GLENN M. OKIMOTO  
JADINE Y. URAS

IN REPLY REFER TO:  
HAR-ED  
2999.02

November 16, 2001

TO: GENEVIEVE SALMONSON, DIRECTOR  
OFFICE OF ENVIRONMENTAL QUALITY CONTROL  
DEPARTMENT OF HEALTH

FROM: BRIAN K. MINAIA *Brian K. Minaia*  
DIRECTOR OF TRANSPORTATION

SUBJECT: DRAFT ENVIRONMENTAL ASSESSMENT (EA) FOR STEVEDORE  
DRIVEWAY ACCESS AND PARKING LOT AT SAND ISLAND,  
HONOLULU HARBOR, OAHU - JOB H. C. 10096

Thank you for reviewing the Draft Environmental Assessment prepared for the subject project. Our responses are numbered to coincide with your comments.

1. As suggested, we will submit a two-sided page for the final EA.
2. Please be informed that one copy each of the Draft EA was submitted to both the Kalihi-Palama Neighborhood Board and the Kalihi-Palama Public Library for their review and comment. All copies of correspondence will be included in the final EA.
3. Provision for the use of recycled glass will be included under "Paving Materials" in the project's specifications.
4. Based on our discussions with Nancy Heinrich of your staff, your comment on Section XII was provided only for future reference; we are not required to revise the Draft EA at this time.

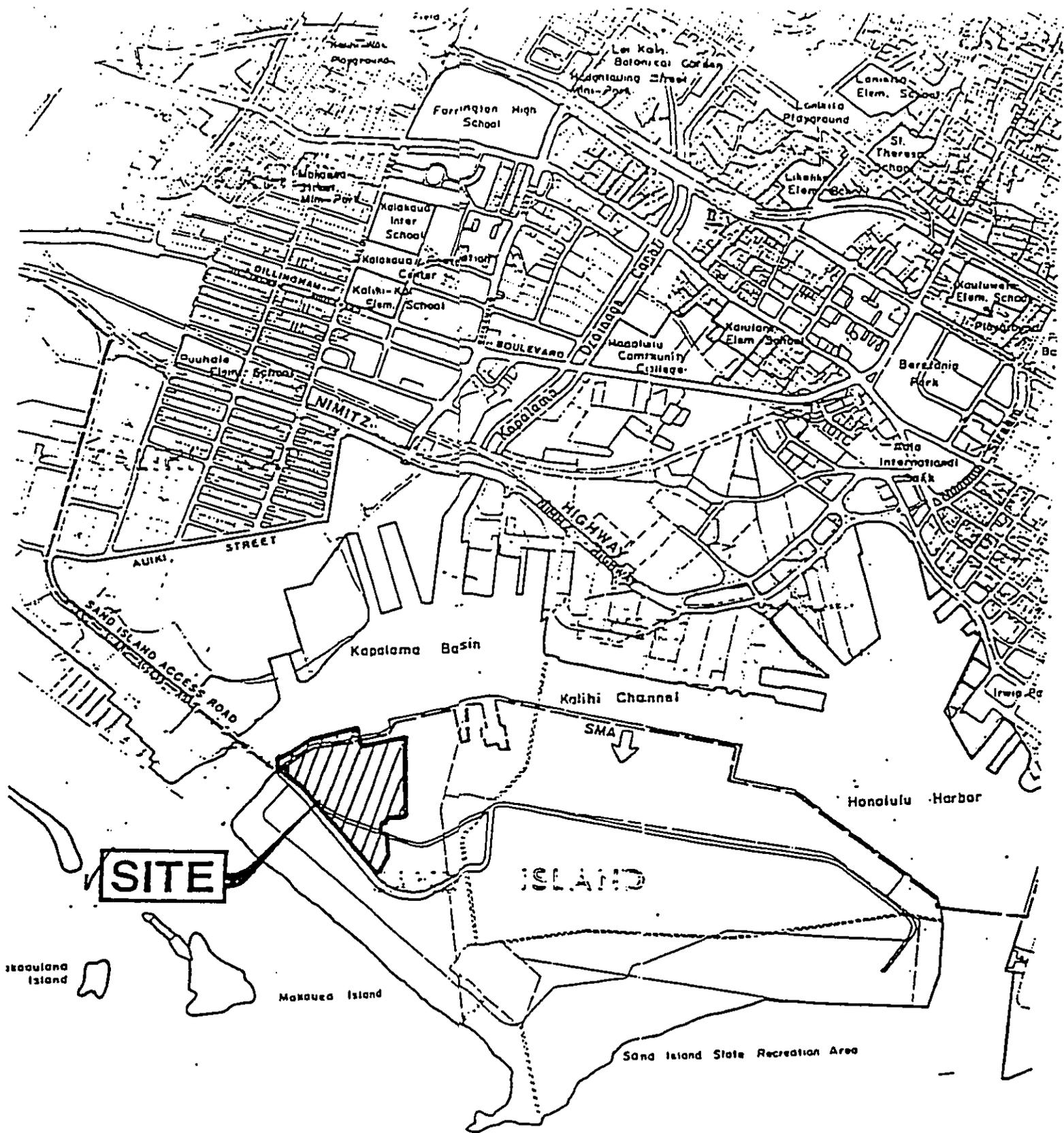
Please call Napoleon Agraan at 587-1956 if there are any questions.

c: Jeff Brennan, CSX Lines

***APPENDIX B***

***FIGURES***

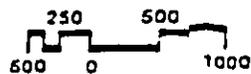




**FIGURE 1A**

**LEGEND**

 SMA BOUNDARY LINE  

**LOCATION MAP**

TMK: 1-5-41: Por. 111

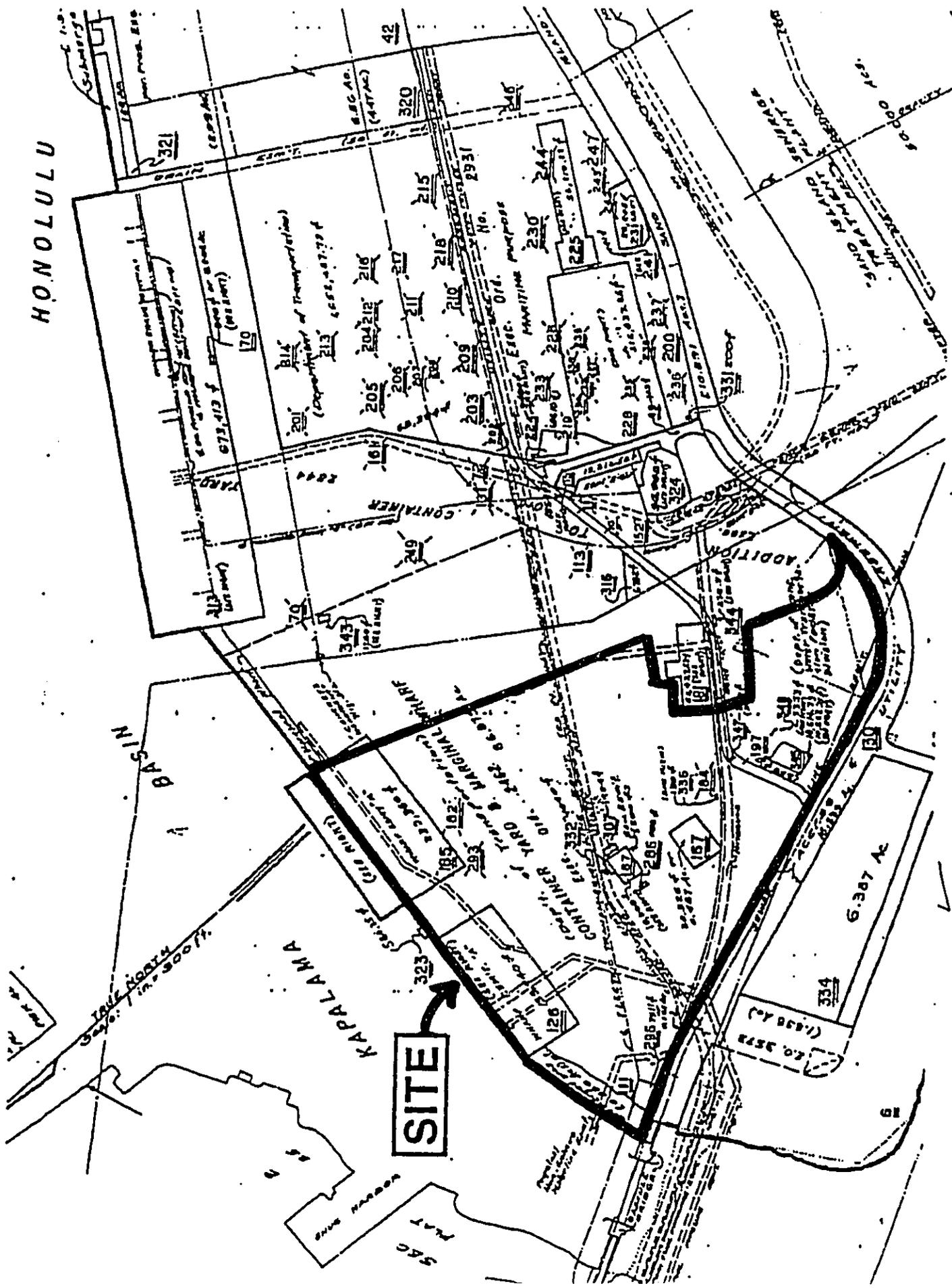
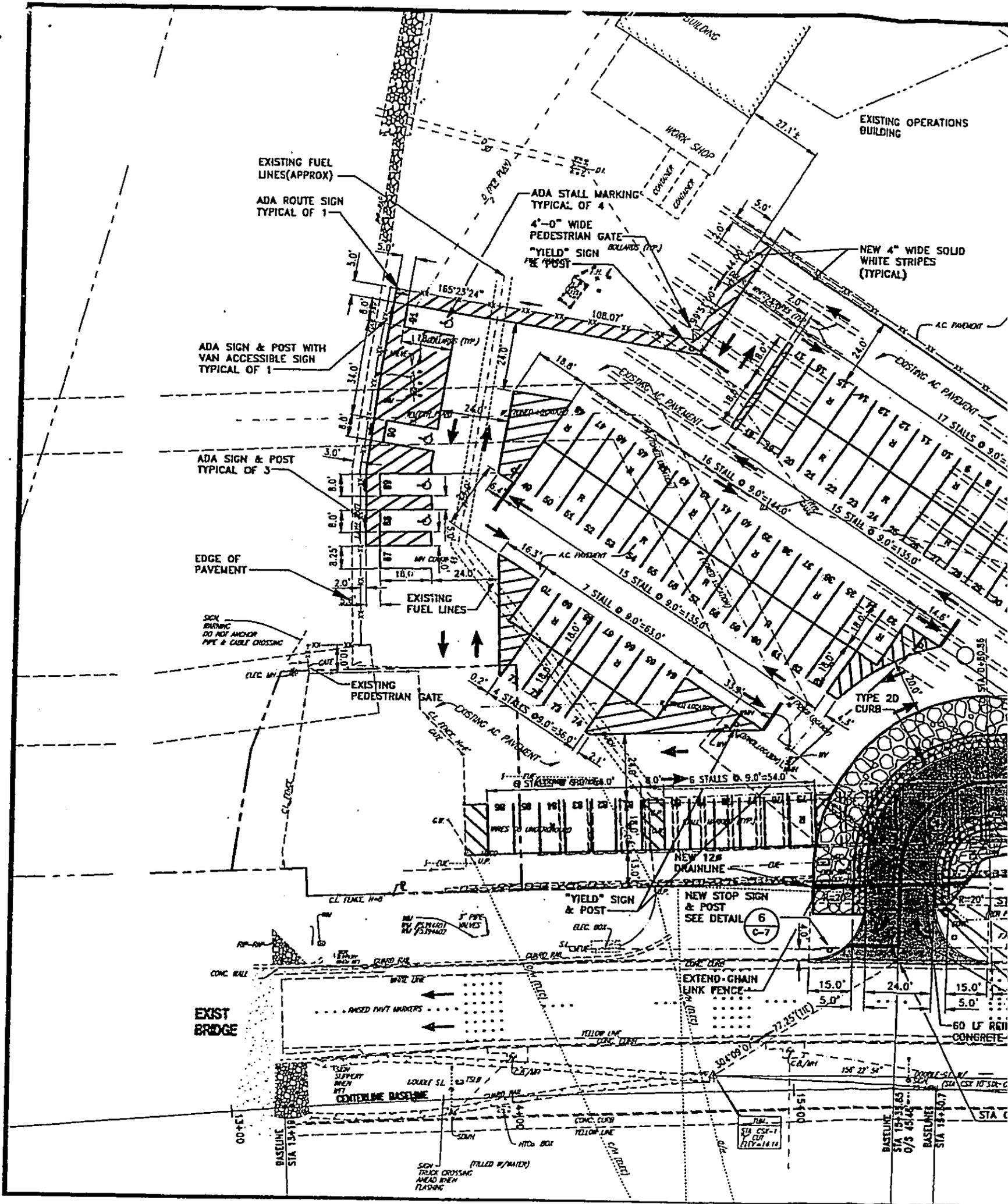
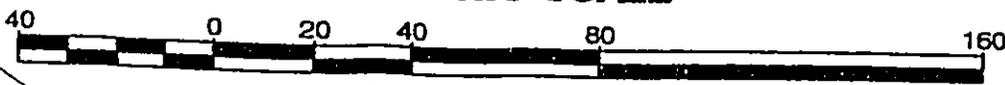


FIGURE 1B



# GRAPHIC SCALE



SCALE: 1 INCH = 40 FEET

OPERATIONS

TRUE NORTH  
SCALE 1 IN = 20 FT

WIDE SOLID STRIPES

AC PAVEMENT

EXISTING AC PAVEMENT

17 STALLS @ 9.0' = 153.0'

AC TRANSITION

6" CONCRETE DROP CURB

NEW AC PAVEMENT

4" WHITE STRIPE

4" WIDE SOLID YELLOW STRIPE

26'-0" WIDE DOUBLE SWING GATE, SEE NOTE 8

STEVEDORE PARKING BY PERMIT ONLY SIGN & POST (12' x 18')

SAND ISLAND PARKWAY

12" WIDE SOLID WHITE STRIPE, TYPICAL OF 5

"YIELD" SIGN & POST

NEW 8'-0" HIGH CHAIN LINK FENCE WITH BARBED WIRE

AC PAVEMENT

PAVEMENT ARROWS TYPICAL

AC TRANSITION

6" CONCRETE DROP CURB

NEW AC PAVEMENT

4" WHITE STRIPE

4" WIDE SOLID YELLOW STRIPE

26'-0" WIDE DOUBLE SWING GATE, SEE NOTE 8

STEVEDORE PARKING BY PERMIT ONLY SIGN & POST (12' x 18')

SAND ISLAND PARKWAY

EXISTING FUEL LINES (APPROX.)

NO DRINKING OR CONSUMPTION OF ALCOHOLIC BEVERAGES ON STATE PROPERTY (12' x 18" SIGN & POST)

## SITE PLAN STEVEDORE DRIVEWAY ACCESS AND PARKING AT

FIGURE 3