June 18, 1990

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

Dear Dr. Miura:

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

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

1. Proposing Agency - Department of Public Works, City and County of Honolulu.

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

Environmental impacts are primarily short-term relating to construction activities which will interfere with normal traffic. Construction activities may impact the underground utilities; however, construction plans will be submitted to the utility companies for review and approval prior to construction.
The contractor will be required to mitigate the impacts during construction by following State and County regulations on controlling dust and noise, posting warning signs and covering or barricading trenches when required for safety.

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

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

4. Reasons Supporting Determination - Reasons and conditions supporting the determination are based on the following criteria. The proposed project will not:
   - destroy any archaeological, historical or cultural resources;
   - directly affect any rare or endangered species, flora or fauna;
   - affect the economic or social welfare of the community or state;
   - degrade environmental quality;
   - conflict with the State's environmental policies and goals expressed in Chapter 344 HRS.

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

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

   Very truly yours,
   [Signature]
   SAM CALLEJO
   Director and Chief Engineer

Attachment (4 copies)

cc: Department of General Planning
    Department of Land Utilization
NOTICE OF NEGATIVE DECLARATION

NIMITZ HIGHWAY RELIEF SEWER

HONOLULU, OAHU, HAWAII

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

This Document is Prepared Pursuant to
Chapter 343, Hawaii Revised Statutes and Chapter 220, Title 11,
Administrative Rules, State of Hawaii

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

RESPONSIBLE OFFICIAL: SAM CALLEJO
Director and Chief Engineer

Prepared for
Division of Wastewater Management

Prepared by
Calvin Kim & Associates, Inc.
and
Gerald Park Urban Planner
ENVIRONMENTAL ASSESSMENT/NEGATIVE DECLARATION

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

AGENCIES AND ORGANIZATIONS CONTACTED OR CONSULTED IN PREPARING THE ASSESSMENT

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

STATE OF HAWAII
          Department of Health
          Department of Business and Economic Development
          Department of Land and Natural Resources
          Department of Transportation
          Highways Division
          Harbors Division
          Office of State Planning

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

OTHERS
          Hawaiian Telephone
          Hawaiian Electric Company, Inc.
          Kalii-Palama Neighborhood Board
          Chevron USA, Inc.
          Shell Oil Company
          Hawaiian Independent Refinery, Inc.
          GASCO, Inc.
          AT&T
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SECTION 1
DESCRIPTION OF THE PROPOSED PROJECT

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

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

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

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

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

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

The relief sewer will be 42-inch diameter concrete pipe from the Hart Street WWPS junction manhole to the junction with the proposed 21-inch Palama Relief Sewer (approximately 810 lineal feet). The remainder of the sewer (approximately 1900 lineal feet) will be 36-inch diameter concrete pipe. The double-barrel inverted siphon spans a distance of approximately 190 lineal feet (manhole to manhole) and will be constructed on the mauka side of the highway bridge structures. The design flow for the combined existing and proposed relief sewer has been set at 33.25 mgd which includes wet-weather infiltration inflow of approximately 11 mgd.

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

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

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

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

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

**Economic Characteristics**

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

**Social Characteristics**

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

**Use of Public Lands**

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

Construction time is projected at 18-24 months and will be completed in one phase.
SECTION 2

DESCRIPTION OF THE AFFECTED ENVIRONMENT

Existing Sewer

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

The estimated present capacity of the sewer is as follows:

- Hart Street WWPS to Junction M. H. 65.56 mgd
- Junction M. H. to Waialamilo Road (Excluding Inverted Siphon) 23.89 mgd
- Inverted Siphon 31± mgd

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

The project area lies within a flat, narrow coastal plain, about 2 miles wide, along Oahu’s southcentral coast (Department of the Army, 1976). Composed mostly of coral reef (Ibid, 1976), marginal and coastal lands of the plain from Waikiki to Honolulu International Airport have long since been reclaimed from the sea by dredging and filling operations (Soil Conservation Service, 1972).
Rainfall is relatively light averaging 20 inches per year. Winds blow from the northeast approximately 60 percent of the time and average 14 miles per hour. Temperature ranges from 65-85 degrees F with an annual mean of 75 degrees F. Relative humidity averages 60-85 percent.

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

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

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

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

The waterway known as Kapalama Canal is the lower, realigned portion of Kapalama Stream, an intermittent stream which drains Kalihi and Keanakamano Valley. The latter is a small, undeveloped valley to the northwest of Kamehameha Schools. An unnamed branch of this stream drains Alewa Heights. That portion of this stream below the vicinity of Lunaillo Freeway (H-3) is estuarine, and broadens below Nimitz Highway to enter the Kapalama Basin of Honolulu Harbor between Piers 38 and 39.
A brief survey of Kapalama Canal at Nimitz Highway was conducted for a short distance above and below the Nimitz Highway bridge. The shoreline here is mostly a soil embankment, partly lined with mangroves (Rhizophora mangle). Kolu (Acacia farnesiana), pluchea (Pluchea indica), and a milk-weed (Asclepias curassavica) grow on the embankment. The canal bottom is a gravelly-mud near shore. The depth reaches perhaps 2 meters (6 feet) maximum at mid-channel. At the bridge, the sides of the canal are boulder revetments. Downstream of the bridge, the shoreline is a narrow, boulder "beach", which probably covers at high tide. Kawa trees (Prosopis pallida) line parts of the shore here. The channel depth presumably increases rapidly between Nimitz and Kapalama Basin (a distance of about 500 meters or 1640 feet) where the bottom approaches 12 meters (40 feet), although this "mouth" of Kapalama Stream is subject to infilling by sediment carried seaward during the wet season and requires infrequent maintenance dredging.

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

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

There are no recorded archaeological features or properties listed or proposed for inclusion on the National and State of Hawaii Registers of Historic Places.
The Nimitz Highway median has been landscaped as part of the Department of Transportation sponsored Honolulu Gateway Beautification Project. A variety of island groundcover (Lantana camara), shrubs (Bougainvillea sp), trees (false wiliwili), and palms (Cocos nucifera) convey a tropical appearance along this light-industry lined arterial. Mauka of Kapalama Drainage Canal a haole koa (Leucocarya leucocephala) and mangrove (Rhizophora mangle) tangle interspersed with tall grass line both banks. A row of monkeypod (Samanea saman) and shower trees (Cassia sp.) grows on State lands between Kapalama Canal and Libby Street makai of Nimitz Highway. All landscape plantings and scrub vegetation are common to the State of Hawaii and not listed or proposed for endangered status.

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

Water mains, drainlines (and inlets), oil lines (Shell Oil, Chevron USA), underground gas utility system lines, and underground and overhead power and communication lines will be encountered within the limits of construction.
**TABLE 1**

**TRAFFIC VOLUME - NIMITZ HIGHWAY**

April 13, 1988

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<th>TIME</th>
<th>WEST</th>
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Note: AM Peak Hour 7:00 - 8:00 a.m. 5,450 vehicles
     PM Peak Hour 4:00 - 5:00 p.m. 5,830 vehicles

Source: Department of Transportation
SECTION 3

POTENTIAL ENVIRONMENTAL IMPACTS AND MEASURES TO MITIGATE ADVERSE EFFECTS

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

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

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

Construction equipment will emit minor quantities of pollutants in the form of engine exhausts and aldehyde odors. Most large construction equipment is diesel powered and carbon monoxide emissions are generally low but nitrogen dioxide emissions can be quite high. Emissions from construction equipment, however, should be significantly less than levels generated by daily traffic on Nimitz Highway.
Construction noise, like fugitive dust, cannot be avoided and all activities will comply with noise provisions of Chapter 42, Vehicle Noise Control for Oahu and Chapter 43 Community Noise Control for Oahu, Title 11, Administrative Rules of the State Department of Health.

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

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

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

Trenching across the canal would not be anticipated to cause any short or long-term environmental consequences. This estuarine environment is not critical habitat for any rare or endangered species, and the proposed activity would not have an adverse impact on natural resources in the environment.
A Department of the Army (DA) permit and a Stream Channel Alteration Permit from the Commission on Water Resource Management, Department of Land and Natural Resources, will be required for this phase of the project and will be obtained prior to construction. Movement of suspended silt away from the construction area could be reduced by the use of turbidity curtains.

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

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

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

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

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

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

In the long term, the project would provide adequate sewer capacity to accommodate existing and projected needs in the tributary area and planned developments in the area.
SECTION 4

ALTERNATIVES TO THE PROPOSED ACTION

No Action

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

Alternative Alignment

An alternative to the proposed alignment is shown in Figure 4. This alternative is similar to Alternative I with a variation only in the alignment of the sewer. The estimated cost of Alternative II is $3,621,000 and includes the cost of acquiring easements from the State Department of Transportation. Environmental impacts resulting from either Alternative are similar. The major difference is that Alternative II may be more disruptive to traffic as one intersection crossing (Waiakamilo Road and Nimitz Highway) and work within the Nimitz Highway median are planned.

Kapalama Canal Crossing

Two alternatives for placing a new inverted siphon across Kapalama Canal are proposed. Alternative one is a conventional method where sheet piles are driven into the canal bottom (one-half the canal at a time) to create a 'dry' work area. The canal bottom would then be excavated and the line installed much like it would be on land. The end of the pipe would be plugged, the trench backfilled, and sheet piling removed. The process would be repeated on the other half of the canal until the siphon is completed. Alternatively, a trench would be excavated to the design depth, a multi-jointed pipe placed in the trench then dragged across the canal. The trench would then be backfilled with gravel or select borrow. This alternative does not require sheet piling.
SECTION 5

DETERMINATION OF SIGNIFICANCE

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

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

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

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

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

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

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

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

(See criterion 6 below.)

(5) Substantially affects public health;

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

(6) Involves substantial secondary impacts, such as population changes or effects on public facilities;
The purpose of the project is to provide a sewer with adequate capacity to efficiently and effectively accommodate existing and expected increases in wastewater flow from the Kapalama Relief Sewer Tributary Area. The existing sewer is near capacity and in lieu of the project restrictions against new hook-ups could be imposed and future developments within the tributary area would be limited by the lack of sewer capacity.

(7) Involves a substantial degradation of environmental quality;

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

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

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

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

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

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

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

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

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

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


APPENDIX A
COMMENTS AND RESPONSES
March 22, 1990

MEMORANDUM

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

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

SUBJECT: ENVIRONMENTAL ASSESSMENT FOR THE PROPOSED
        MINTZ HIGHWAY RELIEF SPURS

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

1. Prior to the Table of Contents, Hawaii Electric Company
should read as "Hawaiian Electric Company, Inc."

2. The Economic Characteristics, Social Characteristics, Use
of Public Lands and Funds and Implementation subsections in
Section I of the Table of Contents should reflect the
following corresponding page numbers (9, 9, 9 & 10),
respectively.

3. Section 3, page 18, states "Trees and ornamental plantings
removed prior to or during construction will be replaced by
the Contractor."

In light of this proposed removal of flora, would it be
feasible for either your department or the Department of
Parks and Recreation to salvage and transplant any of the
affected trees or ornamental plantings?

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

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

[Signature]

BENJAMIN S. LEE
Chief Planning Officer
MEMORANDUM

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

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

SUBJECT: ENVIRONMENTAL ASSESSMENT (EA) FOR THE
PROPOSED LIMITES HIGHWAY RELIEF SPOTS

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

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

Thank you for your consideration on this matter.

[Signature]

BENJAMIN B. LEE
Chief Planning Officer

BBL: Jw

cc: Department of Public Works

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MEMORANDUM

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

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

SUBJECT: ENVIRONMENTAL ASSESSMENT FOR
LIMITES HIGHWAY RELIEF SPOTS

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

The corrections to the Agencies Consulted and Table of Contents
will be made in the Negative Declaration.

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

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

[Signature]

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

Dear Mr. Callejo:

Environmental Assessment,  
Himats Highway Relief Sewer  

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

We have the following comments:

1. Construction plans for all work to be done within the State highway right-of-way shall be submitted to the State Highways Division for review and approval. A permit for the construction activity will be required.

2. The project should be coordinated with the project manager for the Himats Highway/AIa Moana Boulevard Resurfacing and Intersection Improvement project (926-01-00M), Paniau Road to Season Street. If you do not complete your construction before we begin our resurfacing (which is tentatively scheduled to start in late 1990 or early 1991), we will not permit you to cut into our newly resurfaced pavement until one year after the completion of our project.

3. The contractor will be required to minimize adverse effects on the traffic flow through the project area. He should work during off-peak hours and consider working in the evenings or on the weekends.

Very truly yours,  

Edward Y. Mizata  
Director of Transportation

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Mr. Edward Y. Mizata  
Director of Transportation  
Department of Transportation  
State of Hawaii  
869 Punchbowl Street  
Honolulu, Hawaii 96813-5997  

Dear Mr. Mizata:

Subject: Environmental Assessment for  
Himats Highway Relief Sewer  

Thank you for your review and comments on the subject assessment. Construction plans will be sent to the State Highways Division for review and approval and the necessary permit will be obtained prior to construction.

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

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

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

Very truly yours,  

Sam Callejo  
Director and Chief Engineer
March 21, 1990

Planning Division

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

Dear Mr. Callejo:

We have reviewed the Environmental Assessment (EA) for the proposed Hinkia Highway Relief Spear, Honolulu. The following comments are offered:

a. The proposed work will require a Department of the Army (DA) permit. Please contact Operations Branch at 425-6218 for further information.

b. The flood hazard information presented in the EA (page 12, second paragraph) is correct.

Sincerely,

E. L. Callejo
Director of Engineering

DEPARTMENT OF THE ARMY
U.S. ARMY ENGINEER DISTRICT, HONOLULU

DEPARTMENT OF PUBLIC WORKS
CITY AND COUNTY OF HONOLULU

April 24, 1990

Mr. Lzhku Chung
Director of Engineering
Department of the Army
U.S. Army Engineer District, Honolulu
Building 230
Fort Shafter, Hawaii 96856-5440

Attention: Planning Division

Dear Mr. Chung:

Subject: Environmental Assessment for Hinkia Highway Relief Spear

Thank you for your review and comments on the subject assessment. We will contact your Operations Branch to obtain the necessary Department of the Army permit before the start of construction.

If there are any questions, please call the Planning Section of the Division of Wastewater Management at 523-6553.

Very truly yours,

E. L. Callejo
Director and Chief Engineer
March 15, 1990

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

Attention: Mr. Sam Callego
Director and Chief Engineer

Gentlemen:

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

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

Thank you for the opportunity to review and comment on the proposed Maitza Highway Relief Sewer project. Should there be any questions, or if additional information is required, please call me at 523-3074.

Very truly yours,

[Signature]

Kevin N. Sawa
Manager, Engineering

April 24, 1990

Mr. Edwin N. Sawa
Manager, Engineering
GASCO, Inc.
P.O. Box 1379
Honolulu, Hawaii 96842

Dear Mr. Sawa:

Subject: Environmental Assessment for Maitza Highway Relief Sewer

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

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

Very truly yours,

[Signature]

Director and Chief Engineer
MEMORANDUM

TO: MR. KAZU HAYASHIDA, MANAGER AND CHIEF ENGINEER
DEPARTMENT OF PUBLIC WORKS

FROM: SAM CALLEDO, DIRECTOR AND CHIEF ENGINEER
BOARD OF WATER SUPPLY

SUBJECT: ENVIRONMENTAL ASSESSMENT FOR MINIHI HIGHWAY RELIEF TUNNEL

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

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

April 24, 1990

(Signed) SAM CALLEDO
Director and Chief Engineer
MEMORANDUM

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

FROM: DONALD A. CLEGG, DIRECTOR

SUBJECT: ENVIRONMENTAL ASSESSMENT FOR MINI-T HIGHWAY RELIEF SEWER

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

Thank you for the opportunity to comment.

Donald A. Clegg
Director of Land Utilization

MEMORANDUM

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

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

SUBJECT: ENVIRONMENTAL ASSESSMENT FOR MINI-T HIGHWAY RELIEF SEWER

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

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

If there are any questions, please call Jay Hamai at extension 4651.

Sam Callejo
Director and Chief Engineer
MEMORANDUM

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

FROM:    MARVIN T. FUKAGAWA, CHIEF
          DIVISION OF ENGINEERING

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

We have no comments at this time.
March 2, 1990

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

Dear Mr. Callejo:

Environmental Assessment for
Nimitz Highway Relief Sewer

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

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

Very Truly Yours,

William E. Pimental
Operations Manager
OSP Construction
March 6, 1990

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

FROM: LIONEL E. CAMARA, FIRE CHIEF

SUBJECT: ENVIRONMENTAL ASSESSMENT FOR
         NIMITZ HIGHWAY RELIEF SEWER

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

Should you have any questions, please contact Battalion Chief
Michael Zablan of our Administrative Services Bureau at local
3638.

LIONEL E. CAMARA
Fire Chief

MZ:ny
March 9, 1990

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

Re: Environmental Assessment for Nimitz Highway Relief Sewer

Dear Mr. Callejo:

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

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

Sincerely,

[Signature]

Roger A. Ulveling

RAU: dqm  
Enclosure
MEMORANDUM

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

FROM:     ALFRED J. THIEDE, DIRECTOR

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

March 23, 1990

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

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

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

/Signature/

For ALFRED J. THIEDE
March 29, 1990

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

Dear Mr. Callejo:

Subject: Environmental Assessment for Nimitz Highway Relief Sewer

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

Thank you for the opportunity to comment.

Sincerely,

[Signature]

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

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

Very truly yours,

[Signature]

WILLIAM H. KATZ
May 24, 1990

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

Dear Mr. Paty:

Subject: Environmental Assessment for Nimitz Highway Relief Sewer

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

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

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

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

Very truly yours,

C. Michael Street
Director and Chief Engineer

Attachments
Mr. Sam Callejo
May 9, 1990
Page 1

Mr. Sam Callejo
May 9, 1990
Page 2

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

Dear Mr. Callejo:

Subject: Environmental Assessment for Minaui Highway Relief Sewer

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

1. Attached is a copy of the proposed sewer project plans (see Enclosure) and the approximate locations of HECO's existing facilities. Impact of the proposed project on HECO's facilities appears minimal.

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

Sincerely,

Enclosure
May 18, 1990

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

Dear Mr. Bonnet:

Subject: Environmental Assessment for Nimitz Highway Relief Sewer

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

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

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

Very truly yours,

SAM CALLEJIO
Director and Chief Engineer
MEMORANDUM

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

From: Deputy Director for Environmental Health

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

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

[Signature]
BRUCE S. ANDERSON, PH.D.
TO: BENJAMIN B. LEE, CHIEF PLANNING OFFICER
DEPARTMENT OF GENERAL PLANNING

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

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

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

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

WALTER M. OZAWA, Director
May 31, 1990

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

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

Dear Mr. Callejo:

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

Sincerely yours,

Ernest Kosaka
Field Supervisor
Fish and Wildlife Enhancement