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RECEIVED IN REPLY REFER TO:

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

'90 AGO 10 P3:59

NOTICE OF DETERMINATION

OFC. OF ENVIRONMENTAL  
QUALITY CONTROL

NEGATIVE DECLARATION FOR THE  
PROPOSED KALIHI STREET IMPROVEMENTS  
NIMITZ HIGHWAY TO DILLINGHAM BOULEVARD

A. PROPOSING AGENCY

Highways Division, Department of Transportation, State of Hawaii

B. ACCEPTING AUTHORITY

Director, Department of Transportation, State of Hawaii

C. DESCRIPTION OF PROPOSED ACTION

The proposed action consists of the construction of improvements related to the widening of Kalihi Street from two traffic lanes to four traffic lanes between Nimitz Highway and Dillingham Boulevard. The project site, located in the Kalihi area and contained within Tax Map Keys 1-2-03, 1-2-04, 1-2-05 and 1-5-28 measures approximately 1,200 lineal feet. Improvements generally include asphaltic concrete paving, curbs, gutters, sidewalks, driveways, wheelchair ramps, drainage facilities, lighting, signing, striping, a new traffic signal at the intersection of Kalihi and Kalani Streets, and relocations of existing utilities.

This portion of Kalihi Street is the only remaining portion utilizing two lanes. All of Kalihi Street makai of Nimitz Highway, and mauka of Dillingham Boulevard up to School Street is already widened to four lanes in accordance with the State's designation of Kalihi Street as a major thoroughfare leading to and leaving from the Interstate H-1 Freeway and Likelike Highway.

D. DETERMINATION

The proposed action will not have a significant effect on the environment.

1990-08-23-0A-FAA-

**FILE COPY**

ENVIRONMENTAL ASSESSMENT

FOR

\* KALIHI STREET IMPROVEMENTS \*

\* NIMITZ HIGHWAY TO DILLINGHAM BOULEVARD \*

HONOLULU, HAWAII

Prepared by

Fukunaga and Associates, Inc.  
August 1990

This Environmental Document is Submitted Pursuant to  
Chapter 343, Hawaii Revised Statutes

ENVIRONMENTAL ASSESSMENT  
FOR  
KALIHI STREET IMPROVEMENTS  
NIMITZ HIGHWAY TO DILLINGHAM BOULEVARD  
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- FIGURE 2 (A thru C): PLAN AND PROFILE -  
KALIHI STREET IMPROVEMENTS
- FIGURE 3: TYPICAL ROAD SECTION

I. DESCRIPTION OF PROPOSED ACTION

A. GENERAL

The proposed project consists of constructing improvements related to the widening of Kalihi Street from two traffic lanes to four traffic lanes between Nimitz Highway and Dillingham Boulevard. The limits of the project are shown on Figure 1. The affected tax map keys include 1-2-03, 1-2-04, 1-2-05 and 1-5-28.

Improvements generally include asphaltic concrete (AC) paving, curbs, gutters, sidewalks, driveways, wheelchair ramps, drainage facilities, lighting, signing, striping, a new traffic signal at the intersection of Kalihi and Kalani Streets, and relocations of existing utilities. The project will not require substantial acquisition of additional right-of-way (R-O-W) for roadway purposes.

B. PROPOSED DESIGN

As shown on Figures 2a thru 2c, the present two-lane roadway and all other existing above-ground improvements within the 60-foot wide Kalihi Street R-O-W will be replaced by a four-lane roadway while retaining the existing road centerline. New sidewalks, complete with curb and gutter, driveways, and wheelchair ramps will be constructed on both sides of Kalihi Street, and will interface with existing sidewalks on Kalani, Hau and Colburn Streets on the east (Diamond Head) side of Kalihi Street. Salient features of the new roadway

design are listed as follows (see Figure 3):

Posted Speed:	25 mph
Maximum Profile Grade:	1.4%
Minimum Profile Grade:	0.4%
No. of Lanes:	4
Width of Lanes:	10 feet
Width of Sidewalk:	10 feet (both sides)

A new storm drain system will also be constructed to eliminate present ponding problems on the roadway. The drain will consist of an interceptor running parallel to the road centerline for almost the entire roadway length. Comprised of 30-inch and 24-inch reinforced concrete pipes (RCP), this interceptor will connect to the municipal storm drain system at an existing drain manhole at the intersection of Kalihi and Kananui Streets. Catch basins and drain inlets will be situated at the roadway intersections and also within low points in the new roadway. The catch basins and inlets will connect to the interceptor via 18-inch RCP drains. A drainage study detailing the proposed drainage improvements has been prepared and has been approved by the State Department of Transportation (SDOT) and the City Department of Public Works.

Other improvements include complete re-striping and signing to delineate the new lane layout and traffic controls, additional street lights, a new traffic signal at the intersection of Kalihi and Kalani Streets and relocating existing utilities as required to accommodate the new improvements.

The project will not require substantial acquisition of additional R-O-W, but rather only a small amount at the intersection of Kalihi and Kananui Streets in order to provide wider sidewalks at the curb returns on both sides of the street. The two locations are shown on Figure 2a and represent a total land area of approximately 110 square feet.

C. COST

The estimated cost of the project including land acquisition is approximately \$3,000,000.

D. SCHEDULE

Construction is tentatively scheduled to begin in March 1991, with a completion date of January 1992.

II. NEED

A. DESCRIPTION OF EXISTING SETTING

Kalihi Street between Nimitz Highway and Dillingham Boulevard is situated in an area designated as "urban" by State land use maps, and zoned "industrial mixed use" by City zoning maps. Accordingly, properties bordering Kalihi Street within the project limits are a combination of commercial and residential establishments. This portion of Kalihi Street is presently a two-lane road with average width of approximately 30 feet (2-15 feet wide lanes). The remainder of the 60-foot wide R-O-W, approximately 15 feet on either side of the road, is unpaved shoulder

and walkway which are presently used for off-street parking and pedestrian use. Due to the extreme flatness of the roadway, less than 0.3% slope, ponding occurs during and after heavy rains, and is primarily concentrated at the intersections of Kalihi Street and crossing streets.

The City and County of Honolulu has already improved Kalani, Hau and Colburn Streets on the east (Diamond Head) side of Kalihi Street with wider roadway pavement, curbs and gutters, and sidewalks. Crossing Streets on the west (Ewa) side of Kalihi Street remain unimproved.

B. DESCRIPTION OF EXISTING TRAFFIC DEFICIENCIES

Kalihi Street is considered a major thoroughfare since it leads to and leaves from the Interstate H-1 Freeway and Likelike Highway. Accordingly, to accommodate the high traffic demands anticipated, the SDOT had programmed the entire length of Kalihi Street from Auiki Street at the extreme makai end to School Street where Likelike Highway begins, to be a minimum four-lane roadway. To date, all of this length has been improved to four lanes except for approximately 1,200 lineal feet between Nimitz Highway and Dillingham Boulevard.

A "bottle-neck" condition presently exists due to the need for traffic heading makai on Kalihi Street to



merge from two lanes to one lane after crossing Dillingham Boulevard. At the other end, although the traffic heading mauka on Kalihi Street from below Nimitz Highway is already restricted to one lane by striping, a merge condition also exists due to vehicles turning onto Kalihi Street from Nimitz Highway and/or Kanakanui Street. Merging situations are always hazardous and are always a major cause of traffic congestion and tie-ups. During peak traffic periods, the Nimitz Highway/Kalihi Street and Dillingham Boulevard/Kalihi Street intersections are often congested, with traffic often backing up and radiating out from the intersections into the feeding streets.

In addition to the current traffic deficiencies, the lack of designated sidewalks poses a potential safety hazard to pedestrians. Although some stretches are provided with an AC pavement footpath, much of the existing shoulders are unpaved, dusty, and uneven, making them unsuitable to walk on especially in wet weather conditions. Unsafe conditions also occur when pedestrians are required to walk around the vehicles parked on the shoulder, which at times brings them close to the moving vehicular traffic. In addition, indiscriminate access to and from businesses and homes bordering Kalihi Street create an unsafe traffic hindrance.

C. INTENT OF PROPOSED PROJECT

The proposed project represents the last remaining increment in the State's plan for the overall major improvement to Kalihi Street. It will serve to alleviate current traffic problems by eliminating merging traffic conditions. It will also benefit pedestrians by replacing the present dusty, uneven footpath obstructed with parked vehicles with a smooth, wide sidewalk. Current drainage problems will also be resolved.

The project will also benefit the many businesses and homes presently bordering Kalihi Street by providing them with paved concrete driveways. Wheelchair ramps will be provided for handicapped individuals, and traffic signals at the Kalihi Street/Kalani Street intersection will improve traffic flow through this heavily used intersection.

III. IMPACTS

A. SOCIAL AND ECONOMIC IMPACTS

1. Neighborhood Character

No adverse changes to the character and cohesion of the neighborhood are anticipated. Parking on the existing unpaved shoulder will be eliminated in favor of the added traffic lanes and sidewalks. This is seen as an overall benefit in terms of traffic and pedestrian safety, and is consistent with the already improved increments of Kalihi

Street. The loss of parking should not adversely affect the businesses along Kalihi Street, since most have parking areas within their properties.

2. Public Safety

The highway improvements will be designed to incorporate the latest guidelines in roadway design and will provide a safe route for motorists and pedestrians. Traffic circulation and pedestrian access will improve, and safety will be enhanced.

3. Property Values

The proposed project will have no adverse impact on property uses and values in adjoining areas, as the project is intended and will be designed to service an existing need.

4. Rights-of-Way and Relocation Impacts

There will be no significant Rights-of-way or relocation impacts due to the proposed project. No relocation of businesses and residences will be required by the proposed action. The areas designated for acquisition by the State serve no apparent, special use. Just compensation, based on mutually agreed value, will be paid to the property owners affected by the land acquisition.

5. Economic Activity and Employment

The proposed action should have some beneficial impact on the economic activities and employment opportunities in the project area. Enhanced access to and from the businesses along Kalihi Street will be provided which should result in time savings and increased efficiency. The safe and efficient movement of goods and people will be greatly improved.

6. Other Considerations

The proposed action will not adversely affect any school districts, recreation areas, churches, and police and fire protection.

B. LAND USE IMPACTS

The proposed action is included in the Public Facilities Map of the City and County of Honolulu Primary Urban Center Development Plan and is consistent with the land use plans for the area. The improvements will be designed to service existing needs and will not cause changes in adjacent land uses.

C. AIR QUALITY AND NOISE IMPACTS

The proposed action will increase the traffic-carrying capacity of the roadway. Since this will enable a greater number of cars to pass through the area at any given time, an increase in the "instantaneous" levels of noise and vehicular emission levels can be expected.

However, because of the increased roadway capacity, the duration of continuous traffic flow conditions should be shorter than at present. Therefore, the "cumulative" effects of the higher noise and emission levels would be about the same as currently existing. Given the character of the project site, which is a semi-industrial area bounded at both ends by high traffic roadways, the possible increase in instantaneous noise and emission levels is not considered to be of significant impact.

D. FLOODPLAIN IMPACTS

The proposed action is not located in nor will have impacts on base flood plains. Construction of the improvements will not have an impact on the natural and beneficial flood-plain values and will not encourage or support developments incompatible with downstream flood plains.

E. COASTAL ZONE IMPACTS

The proposed action will have no impact on the Hawaii Coastal Zone Management program.

F. WETLAND IMPACTS

The proposed action will have no impacts on wetlands.

G. WATER QUALITY IMPACTS

The proposed action will not have an impact on ground water resources.

Erosion and sedimentation resulting from the construction of the improvements will be mitigated by conforming to strict erosion control measures, including Chapter 23, Grading, Soil, Erosion, and Sediment Control, Revised Ordinances of Honolulu 1978, as amended; the USDA Soil Conservation Services Erosion and Sediment Control Guide for Hawaii, 1981; and the State Department of Health's Water Quality Standards, Chapter 54, Title 11, Administrative Rules. Approval by the City and County of Honolulu Department of Public Works will be required to ensure proper erosion control.

H. THREATENED AND ENDANGERED SPECIES

The project site presently is heavily built-up and urbanized, with development in and around the area dating back to the 1930's. Accordingly, there are no known species, threatened or endangered, that are believed present in the project area.

I. IMPACT ON AGRICULTURAL LANDS

The construction of the improvements will not utilize any agricultural lands.

J. HISTORICAL AND ARCHAEOLOGICAL PRESERVATION

There are no known historical properties that are listed on the Hawaii Register or the National Register of Historic Places, or that have been determined eligible for inclusion on the National Register of Historic Places in the project area.

However, in the event any unanticipated archaeological sites or remains are uncovered during construction, construction will be halted and the State Historic Sites Preservation Officer will be contacted immediately.

K. CONSTRUCTION IMPACTS

During the construction period, there will be a number of construction related impacts including some adverse impacts on noise levels, air quality, and erosion.

These impacts will be controlled by the Standard Specifications for Road and Bridge Construction, State of Hawaii; the Special Provisions, and Chapter 43 of the Public Health Regulations, State of Hawaii. All applicable Federal, State, and County laws governing construction will be complied with.

IV. FINDINGS AND DETERMINATION

A. FINDINGS

The following are findings and conclusions of this assessment:

There are no direct adverse social or economic impacts resulting from the proposed action due to the nature of the project.

The impacts associated with construction activities are all temporary in nature and will be minimized in accordance with applicable rules and regulations of the

City and County of Honolulu and the State of Hawaii.

There are no long-term adverse impacts of a significant nature resulting from the project.

No known rare or endangered animal or plant species exists in the affected vicinity.

No known archaeological, historical, or cultural sites will be affected by the project.

No extraordinary development is expected as a result of the proposed roadway improvements.

There will be no significant adverse secondary environmental impacts such as population changes or effects on public facilities.

B. DETERMINATION

After completing an assessment of the potential environmental effects of the proposed actions, it was determined that the adverse effects were not significant and did not warrant an environmental impact statement. Therefore, this document constitutes a notice of negative declaration. The potential impacts of the proposed action are either temporary or can be mitigated by using appropriate measures to make their impact to the environment insignificant. The characteristics of the affected environment, the anticipated impacts, alternatives and mitigation measures which support this determination are described above.



V. LIST OF AGENCIES CONSULTED

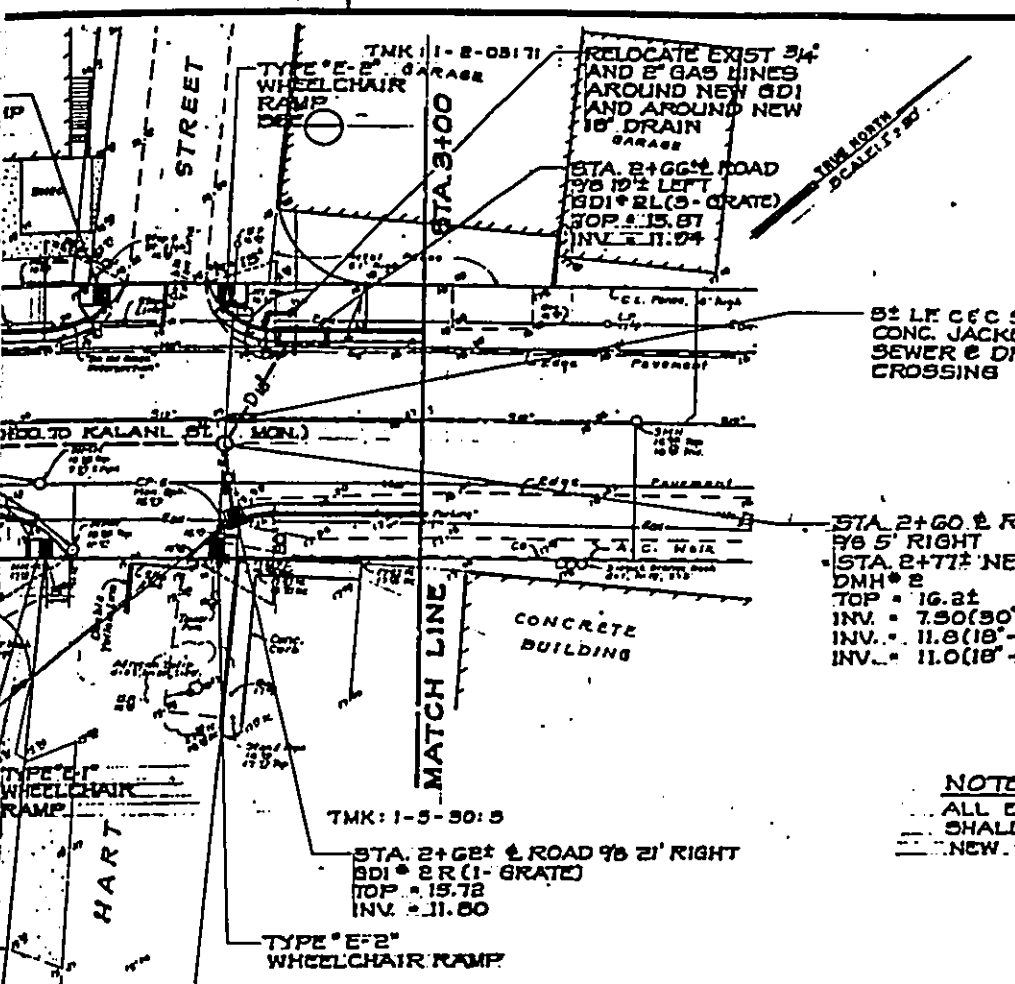
- A. Department of Transportation, Highways Division,  
State of Hawaii
- B. Department of Land and Natural Resources,  
Historic Sites Preservation Office, State of Hawaii
- C. Office of Environmental Quality Control, State of Hawaii
- D. Environmental Center, University of Hawaii
- E. Department of Land Utilization,  
City and County of Honolulu
- F. Department of Public Works, City and County of Honolulu

FIGURES

- FIGURE 1: LOCATION PLAN
- FIGURE 2 (A thru C): PLAN AND PROFILE -  
KALIHI STREET IMPROVEMENTS
- FIGURE 3: TYPICAL ROAD SECTION







FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
HAWAII	HAW.				

**NOTE:**  
 ALL EXISTING WATER METER BOXES SHALL BE ADJUSTED TO MATCH NEW SIDEWALK FINISH GRADE.

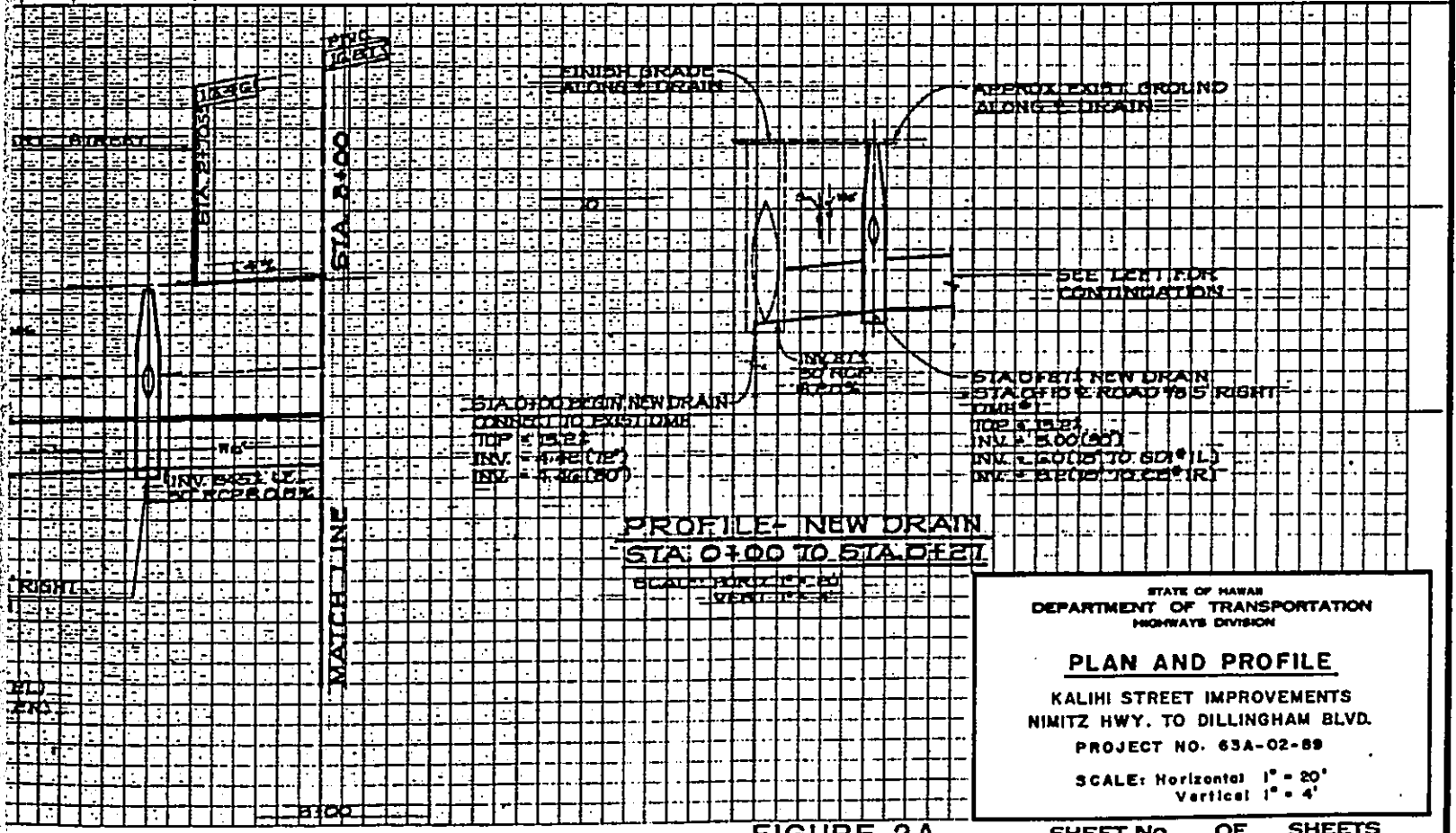


FIGURE 2A SHEET No. OF SHEETS



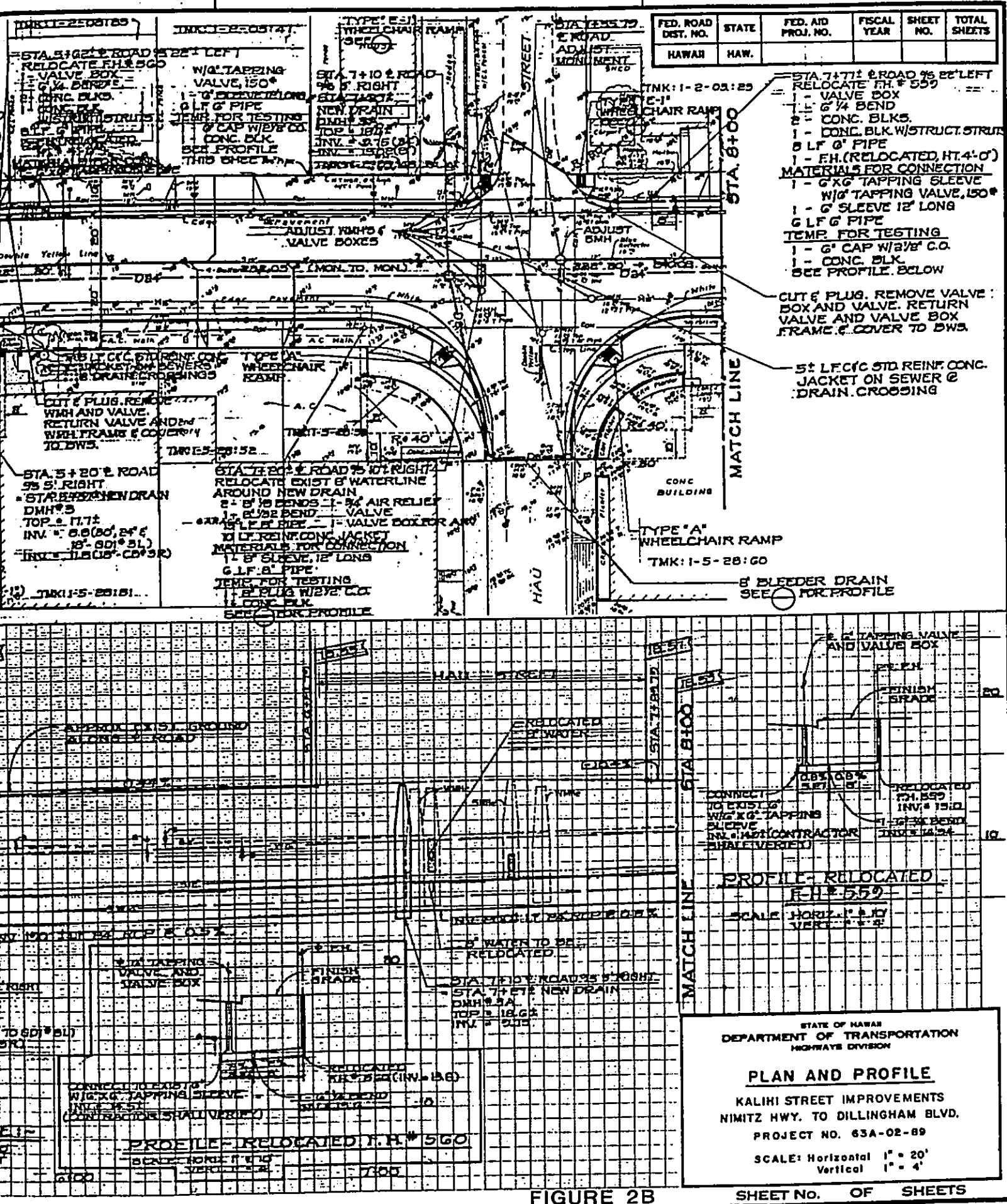
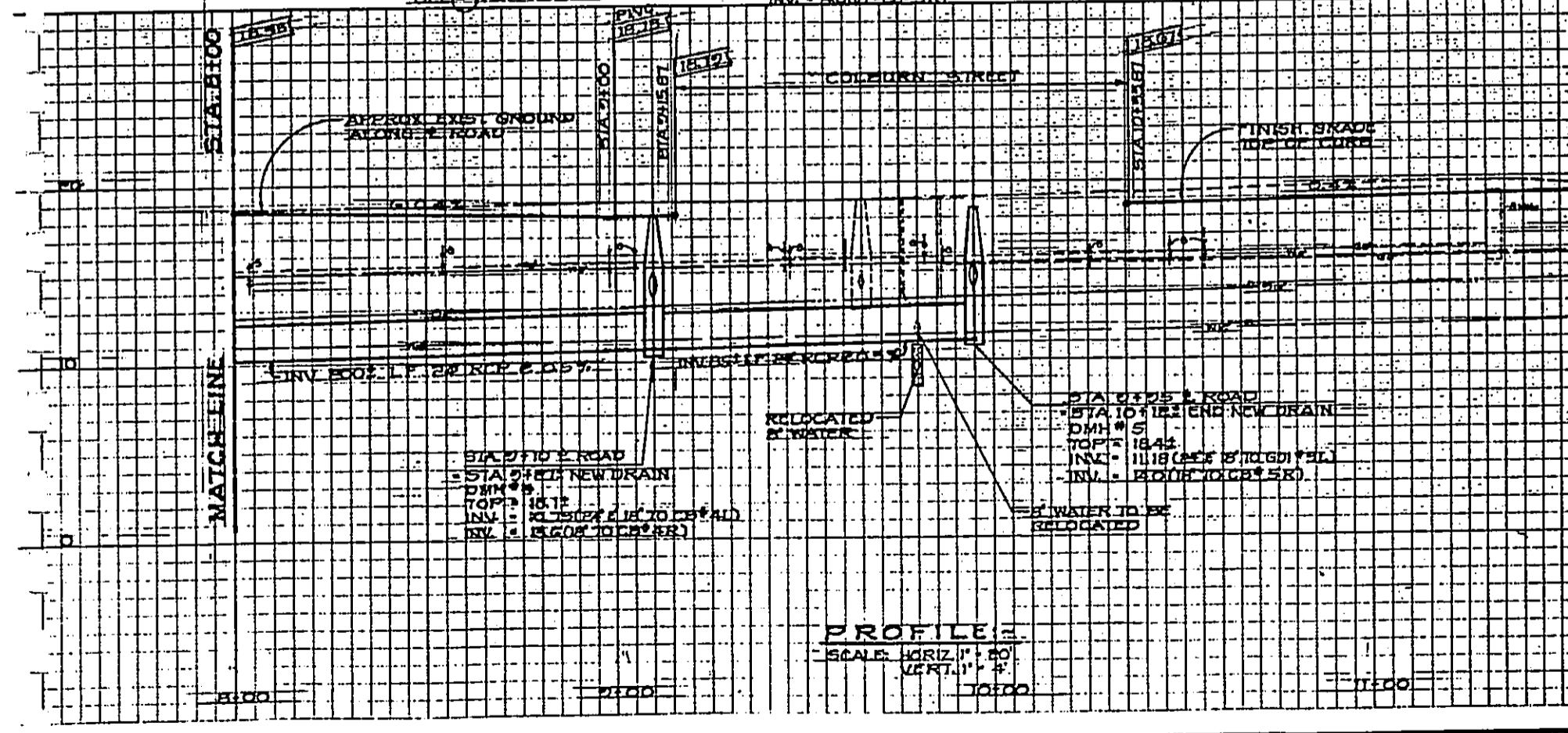
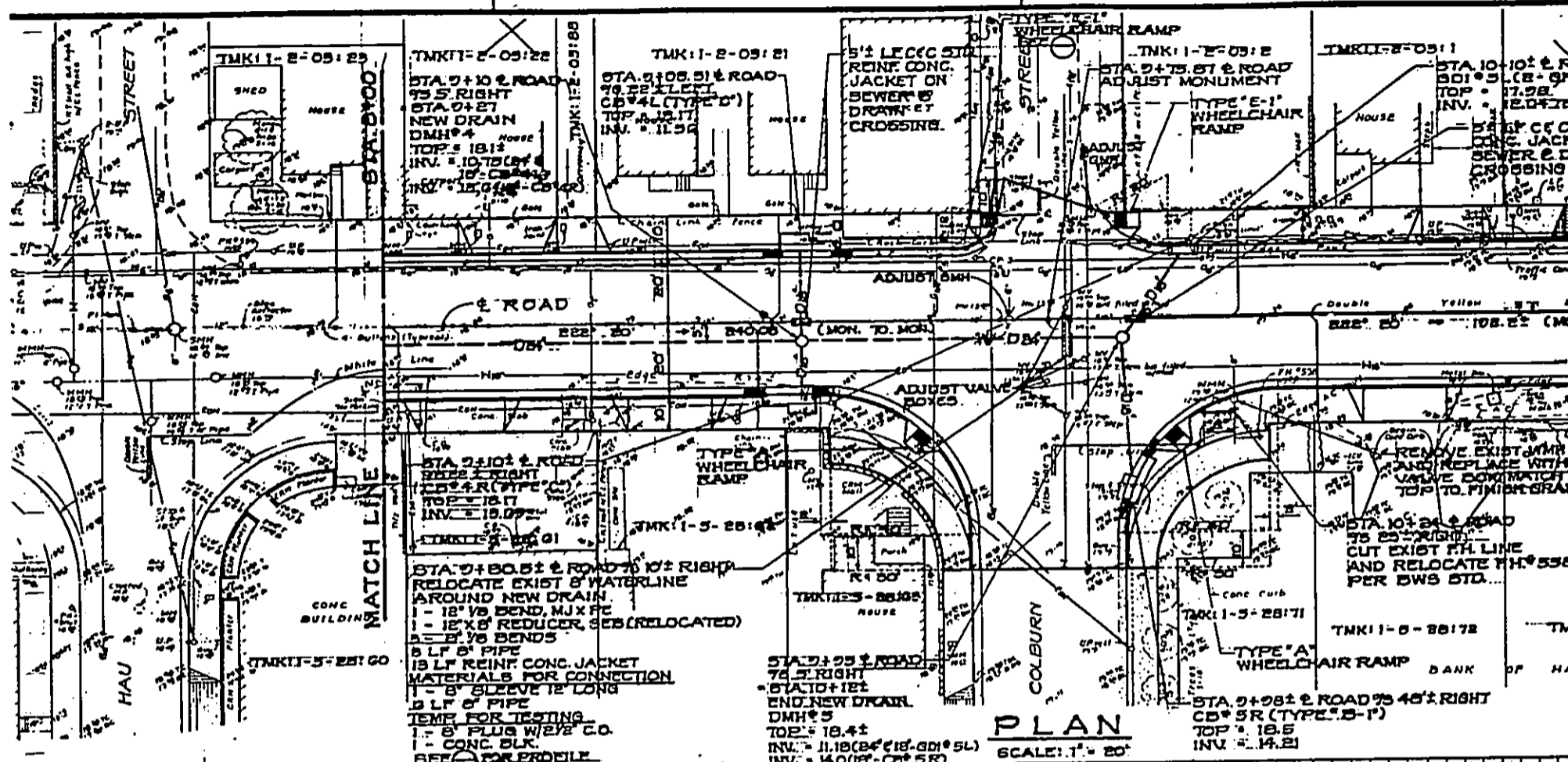
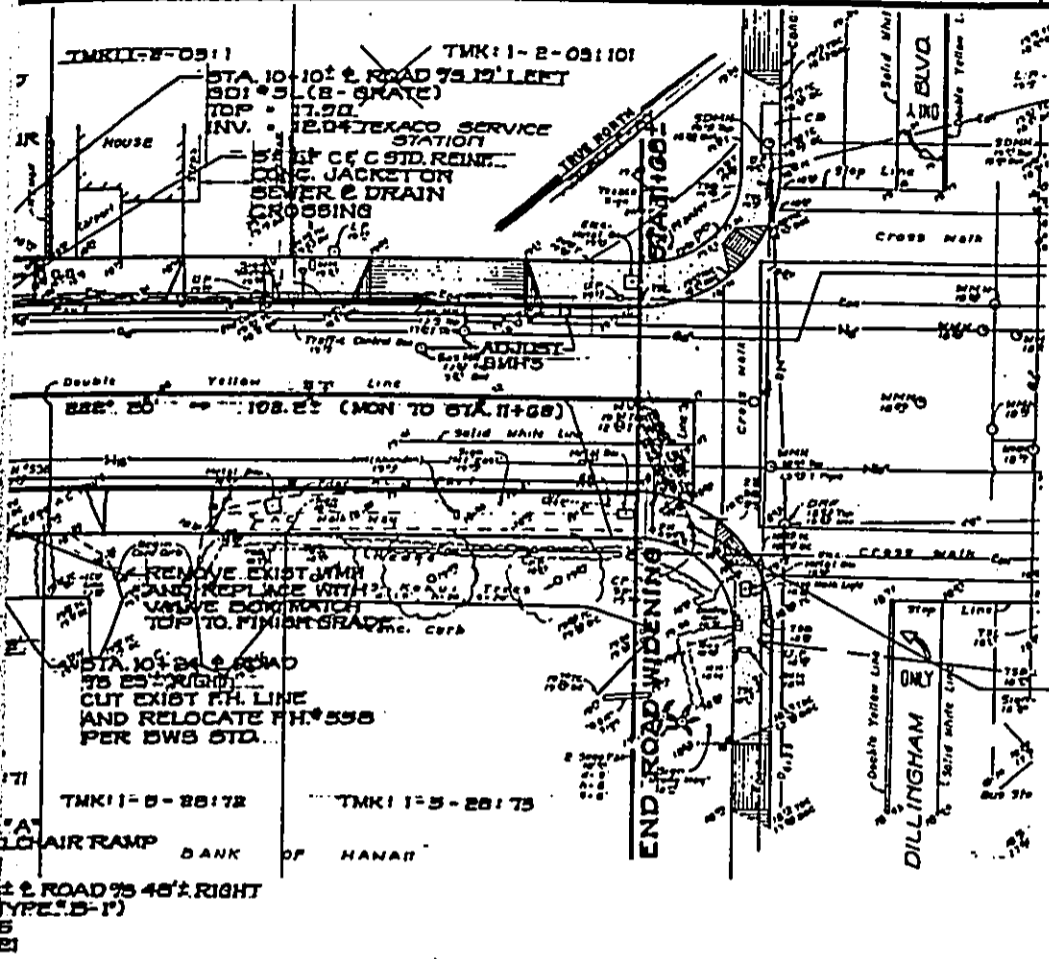


FIGURE 2B

SHEET No. OF SHEETS

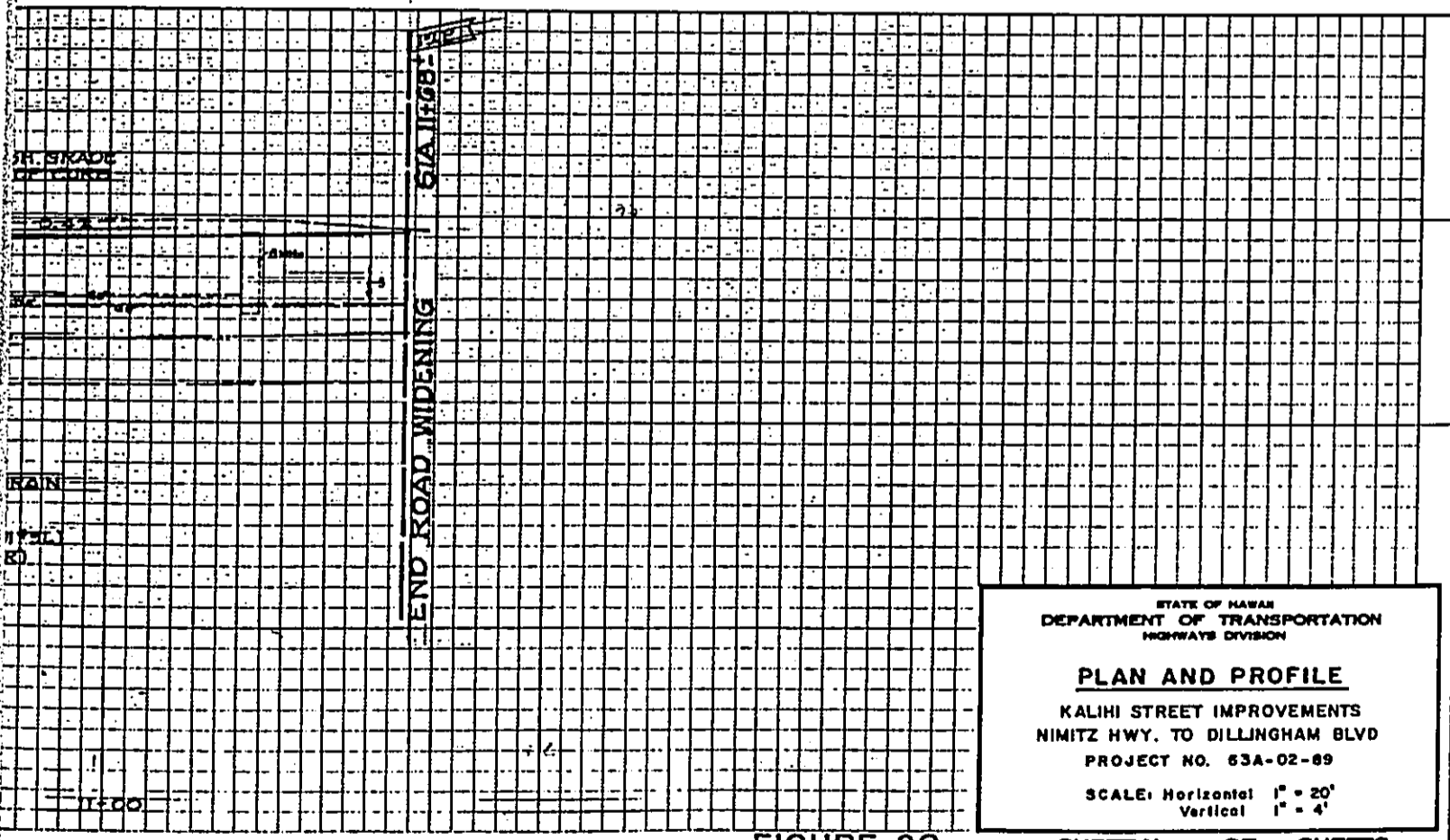






FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
HAWAII	HAW.				

**BENCH MARK AND LAYOUT CONTROL POINT**  
 FCP-2  
 SPIKE  
 COORDS: 5019.22 S  
 4485.19 W  
 ELEV. = 12.06



STATE OF HAWAII  
 DEPARTMENT OF TRANSPORTATION  
 HIGHWAYS DIVISION

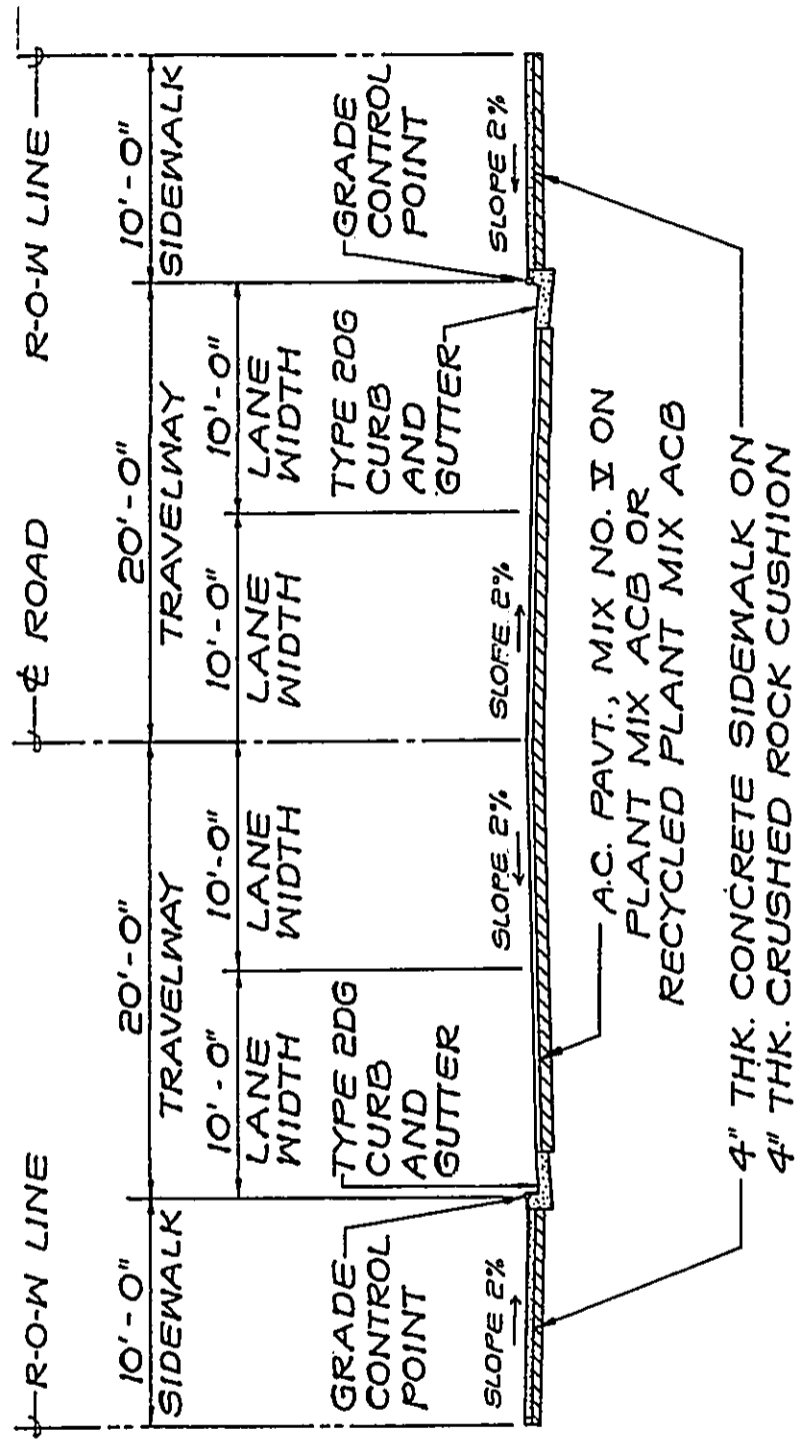
**PLAN AND PROFILE**

KALIHI STREET IMPROVEMENTS  
 NIMITZ HWY. TO DILLINGHAM BLVD  
 PROJECT NO. 63A-02-89

SCALE: Horizontal 1" = 20'  
 Vertical 1" = 4'

FIGURE 2C

SHEET No. OF SHEETS



## TYPICAL ROAD SECTION

SCALE: 1/8" = 1'-0"

FIGURE 3