

JOHN WAIHEE
GOVERNOR



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

EDWARD Y. HIRATA
DIRECTOR

DEPUTY DIRECTORS
JOHN K. UCHIMA
RONALD N. HIRANO
DAN T. KOCHI
JEANNE K. SCHULTZ

IN REPLY REFER TO:

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OFC. OF ENVIRONMENTAL
QUALITY CONTROL

September 18, 1990

Mr. Bruce Anderson
Office of Environmental Control
465 South King Street, Room 104
Honolulu, Hawaii 96813

Dear Mr. Anderson:

Subject: South Ramp Development
Airport Perimeter Road
Honolulu International Airport
State Project No. AO 1021-17

We are transmitting a completed OEQC form for Publication of EIS Documents in the OEQC Bulletin, and six (6) copies of the Environmental Assessment/Negative Declaration dated September 1990, for your further processing.

Very truly yours,

A handwritten signature in cursive script, appearing to read "Edward Y. Hirata".

Edward Y. Hirata
Director of Transportation

cc: Wilson Okamoto & Associates, Inc.

914

1990-10-08-0A FEA

ENVIRONMENTAL ASSESSMENT

FILE COPY

* AIRPORT PERIMETER ROAD *

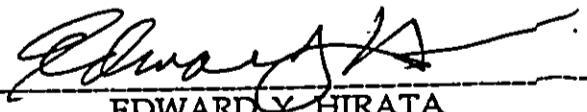
STATE PROJECT NO. A0 1021-17

FOR THE
DEPARTMENT OF TRANSPORTATION
AIRPORTS DIVISION
STATE OF HAWAII

Agent: Engineers Surveyors Hawaii, Inc.

PREPARED BY
ENVIRONMENTAL COMMUNICATIONS, INC.

APPROVED BY:


EDWARD Y. HIRATA
Director of Transportation
September, 1990

I SUMMARY

**CHAPTER 343, HRS
ENVIRONMENTAL ASSESSMENT (EA)**

Action: Agency
Department of Transportation
Airports Division
State of Hawaii

Project Name: Airport Perimeter Road
Project No. AO 1021-17

Project Description: The proposed project consists of the construction of two perimeter service roads on the Honolulu International Airport. Road "A" is aligned from the General Aviation Area of Taxiway "A" (North Ramp) to the Cargo Maintenance Area of Taxiway "C" (South Ramp). Road "B" is aligned from the South end of Taxiway "C" to the South End of Taxiway "F". The length of these roadways are 4,900 and 5,000 lineal feet respectively.

Project Location: Honolulu International Airport, Honolulu, Hawaii

Tax Map Key: 1-1-03

Area: Roadway "A" 4,900 lineal feet by 32 feet. Roadway "B" 5,000 lineal feet by 32 feet.

State Land Use Designation: Urban

Development Plan Designation: Public Facility

Zoning: I-2

Landowner: State of Hawaii

Agent: Engineers Surveyors Hawaii, Inc.

Contact: Environmental Communications, Inc.
P. O. Box 536
Honolulu, Hawaii 96809
Phone: 521-8391

II PROJECT DESCRIPTION

A. Technical Characteristics

The proposed project will consist of the construction of two perimeter service roads on the Honolulu International Airport (HIA) runway grounds. These roads are described below:

1. Perimeter Road A - From the General Aviation Area of Taxiway "A" (North Ramp) to the Cargo Maintenance Area of Taxiway "C" (South Ramp). This roadway will traverse from Taxiway "A" along the mauka side of the existing drainage channel, then along the airport side of the existing fence paralleling Lagoon Drive, terminating at the existing pavement at Taxiway "C". The length of this portion of the roadway is approximately 4,900 lineal feet.

The two-lane road will have two traffic lanes of 12 feet width and 4-foot shoulders for a total width of 32 feet. The 24-foot travel way will be paved with asphaltic concrete.

The proposed improvements will cross the existing drainage channel.

2. Perimeter Road B - From the South end of Taxiway "C" to the South end of Taxiway "F". This roadway will traverse from Taxiway "C", along the existing paved service road on the makai end of Runway 4-22 and connect to the South end of Taxiway "F". This portion of the perimeter road is approximately 5,000 lineal feet in length. This roadway will also be designed for two-lane traffic with 12-foot lanes and 4-foot shoulders. The 24-foot travel way will be paved with asphaltic concrete.

B. Social and Economic Characteristics

The proposed project will provide alternative routes of travel for service related vehicles such as in-flight kitchen, aircraft repairs, surface runway maintenance and other HIA function services. Significant reduction in the continuation of unsafe traffic due to the absence of clearly marked travel areas will be a major contribution.

The proposed project will be funded by the Department of Transportation, Airports Division. The proposed project has an

estimated cost of \$6.3 million and is anticipated to be completed in one continuous phase from June 1991 to March 1992.

C. Environmental Characteristics

The proposed project will mitigate road traffic generated fugitive dust. It is also felt that the new perimeter roads will visually enhance the appearance of the area immediately inside the Lagoon Drive perimeter fencing.

III. AFFECTED ENVIRONMENT

A. Geographical Characteristics

1. Topography

The project site is presently on unpaved roadway, so for the most part, the use of the road is not changed. The area is flat and covered with light vegetation consisting primarily of noxious and weedy species. The entire site is man-made with fill materials and does not in anyway represent the original conditions of the area in its natural state.

2. Soils

According to the Soil Survey of Islands of Kauai, Oahu, Maui, Molokai, and Lanai, State of Hawaii published by the United States Department of Agriculture Soil Conservation Service in 1972, mixed fill lands consisting of material dredged from the ocean or hauled from nearby areas, garbage, and general materials from other sources will be found underlying the existing surfaces at the Honolulu International Airport.

B. Hydrological Characteristics

1. Drainage

Nearly the entire Honolulu International Airport Complex is developed and paved. Master planned drainage systems are in place or have been expanded to meet increased demand of surface runoff. No increase in storm water runoff is anticipated with the construction of the perimeter roads.

2. Flood Plain Management

According to the National Flood Insurance Program Flood Insurance Rate Map by the Federal Emergency Management Agency, the Airport is designated Zone D, and area of undetermined by possible flood hazards. The proposed project will not exacerbate the flooding potential, and potential coastal flooding due to tsunamis and storm waves are not expected to cause any significant environmental problems.

3. Coastal Zone Management Program

Implementation of the proposed project is not expected to cause violation of any of the provisions or objectives of the State of Hawaii Coastal Zone Management Act.

C. Biological Characteristics

No endangered or threatened species of flora or fauna are found on-site. The area is heavily urbanized and is not a suitable habitat for any species. Implementation of the proposed project will not jeopardize the existence of any endangered or threatened species of flora or fauna, nor result in the destruction or adverse modification of existing habitats in the surrounding area.

IV. SUMMARY OF MAJOR IMPACTS AND MITIGATIVE MEASURES

Short-term impacts, beneficial and adverse, generally result from construction-related activities. Consequently, these impacts are of short duration and should not last longer than the duration of the construction. Long-term impacts, beneficial and adverse, generally result from implementation of the proposed action.

Construction of the improvements will have beneficial long-term impacts. Significant reduction of unsafe traffic due to the absence of clearly marked travel areas will be a major improvement. The short-term impacts will be mitigated largely by the construction method to be utilized and the time of day the construction is performed.

Some grading will be required to prepare the existing surface for pavement. This grading will not involve significant quantities of earth work. Standard mitigations will be implemented for dust control and to prevent runoff problems during the construction phase. The proposed improvements may have some impact on service traffic; however, most work is expected to be conducted during hours of low use whenever possible.

No impacts on the natural environment will result from the implementation of the proposed project.

V. ALTERNATIVES CONSIDERED

No alternatives other than the "No Alternative" was considered. The proposed project is part of the Honolulu International Airport Master Plan. The absence of the proposed project will result in continued inconvenience for airport service traffic and the continuation of unsafe traffic due to the absence of clearly marked travel areas. There will be noticeable increases of traffic on public roads when the South Ramp sector of the HIA is completed. The proposed project will have positive and beneficial impacts to the circulation patterns, therefore no other alternative was considered necessary.

VI. DETERMINATION FINDINGS AND REASONS SUPPORTING DETERMINATION

After completing an assessment of the potential environmental effects of the proposed project, it has been determined that an Environmental Impact Statement (EIS) is not required. Therefore, this document constitutes a Notice of Negative Declaration.

Reasons supporting the Negative Declaration determination are as follows, using as the criteria, the policy, guideline and provisions of Chapters 342, 343 and 344, HRS.

1. The proposed action primarily consists of access and safety improvements, and will not adversely affect the physical and social environment.
2. There will be no permanent degradation of existing ambient air and noise levels resulting from this project. During construction operations, air quality and noise levels and traffic disruptions are expected to be affected, but these will be temporary and minor.
3. No residences or businesses will be displaced by this project.
4. There are no known endangered species of animal or plants within the project limits.
5. There are no natural, historic or archaeological sites within the project limits.
6. Grading will be required however the proposed improvements will involve minor quantities of earthwork. Erosion and fugitive dust generated during construction will be minimized by standard mitigation measures as required by State and County regulations.
7. There are no secondary adverse effects on future development, population and public facilities.

VII. LIST OF PREPARERS

Department of Transportation, Airports Division
State of Hawaii
Proposing Agency

Engineers Surveyors Hawaii, Inc.
Engineering Consultants

Environmental Communications, Inc.
Environmental Assessment

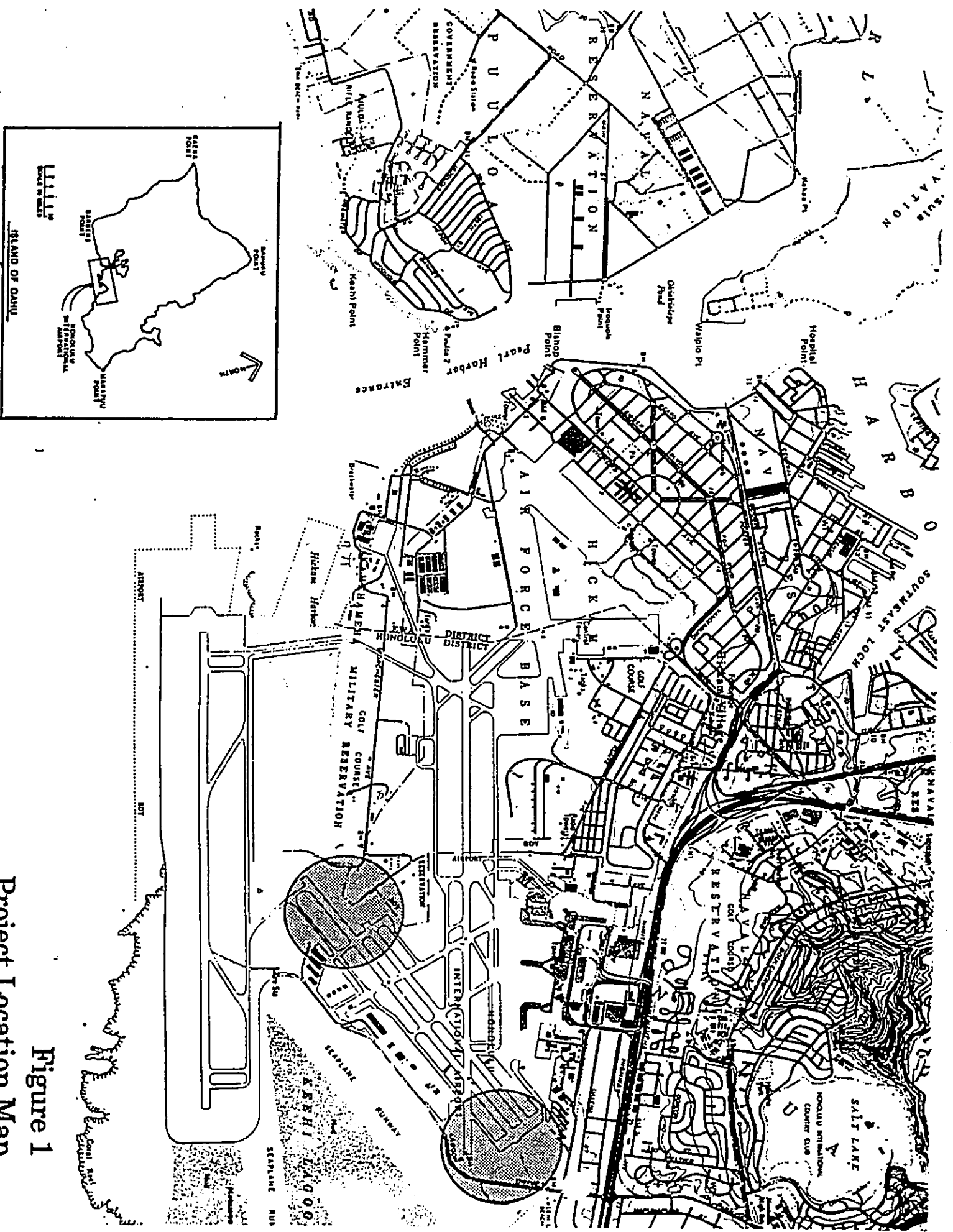


Figure 1
Project Location Map

SITE PLAN

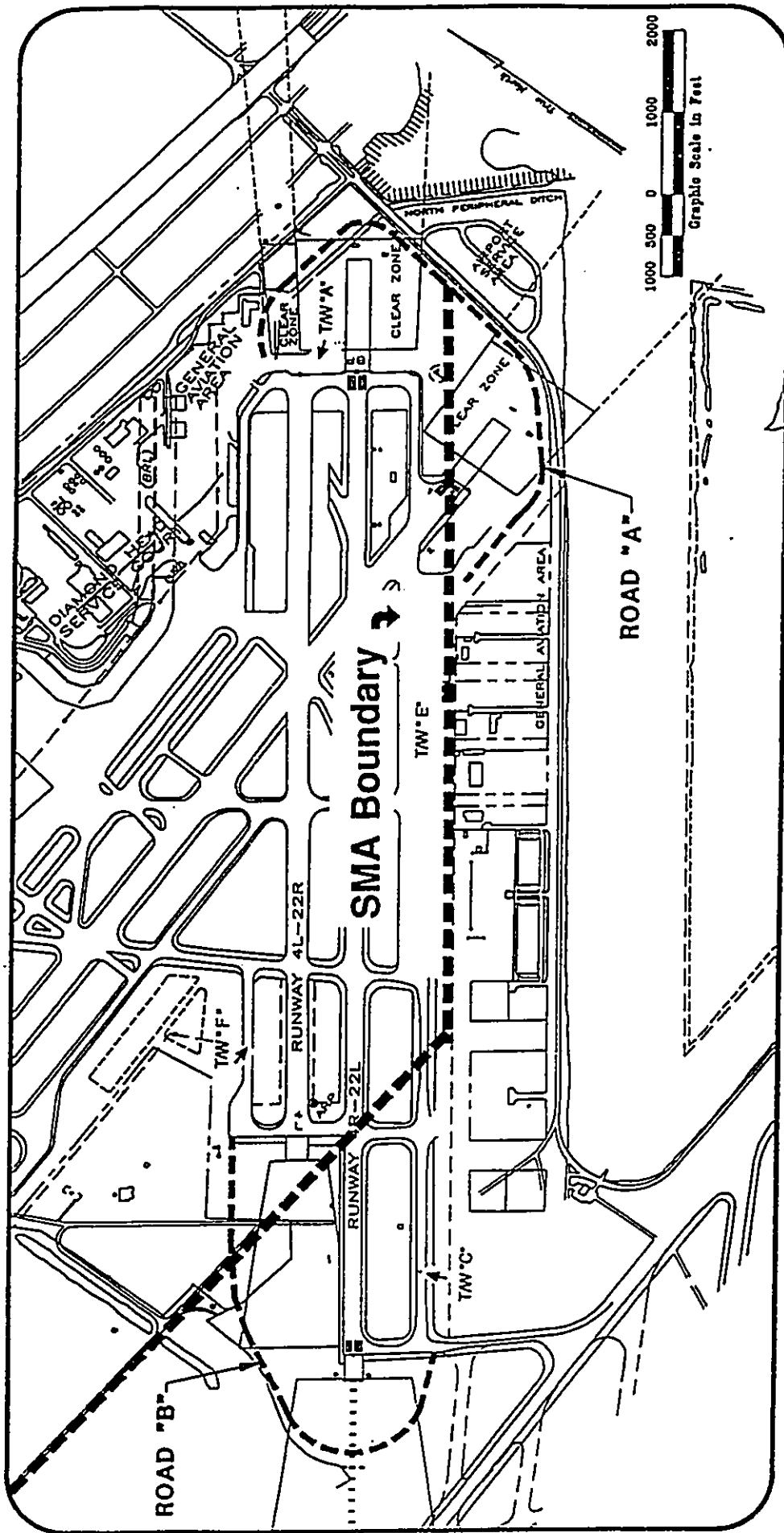


Figure 2