

JOHN WAIHEE
GOVERNOR



EDWARD Y. HIRATA
DIRECTOR

DEPUTY DIRECTORS
AL PANG
JOYCE T. OMINE
JEANNE K. SCHULTZ
CALVIN M. TSUDA

IN REPLY REFER TO:


STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION

869 PUNCHBOWL STREET
HONOLULU, HAWAII 96813-5097

August 27, 1991

HAR-ED 1011.92

To: Brian Choy, Director
Office of Environmental Quality Control

From: Edward Y. Hirata, Director
Department of Transportation 

Subject: NEGATIVE DECLARATION FOR PIERS 39 AND 40
MODIFICATIONS, HONOLULU HARBOR, OAHU
JOB H. C. 1688

In accordance with Chapter 343-4 (c), Hawaii Revised Statutes, we are notifying you that we will not require an Environmental Impact Statement for the subject project. We have attached a Negative Declaration for the proposed work.

Please contact Mr. Napoleon Agraan of our Design Section at 587-1954 if you have any question.

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* NEGATIVE DECLARATION FOR
* PIER 39 AND 40 MODIFICATIONS
HONOLULU HARBOR, OAHU *
JOB H. C. 1688

A. APPLICANT

Harbors Division, Department of Transportation

B. APPROVING AGENCY

Department of Transportation

C. AGENCIES CONSULTED

Young Brothers Company and other shipping companies, merchants and other business enterprises, consumers, and the Chamber of Commerce were consulted. The support from them for the construction of the proposed project is overwhelming.

The proposed project will be coordinated with the following agencies, and permits will be secured as required.

1. Corps of Engineers - Department of the Army Permit
2. Department of Health - Water Quality
3. Office of the State Planning - CZM

D. GENERAL DESCRIPTION OF THE ACTION'S CHARACTERISTICS

1. Technical (See attached map)

The proposed project consists of constructing a Roll-On, Roll-Off (Ro/Ro) berth at Pier 39A, Honolulu Harbor, Oahu. The project also includes reconstruction of approximately one thousand sixty five (1,065) feet of existing apron within Piers 39 and 40 and complete demolition of the existing Pier 39 shed and a portion of Pier 40 shed. The proposed improvement involves driving precast prestressed piles, constructing reinforced concrete pile caps, concrete deck and miscellaneous site work.

2. Economic - Social

Piers 39 and 40 are located in Honolulu Harbor. Honolulu Harbor, among the 10 largest container handling ports in the United States, is the major commercial harbor in the Port Hawaii system. The primary shipping link between Hawaii and the Mainland U.S., Far East and the entire Pacific Rim, Honolulu Harbor is a natural

harbor protected from wind and surge action. Large containerships and tankers are on the move constantly night and day, loading and discharging cargo around the clock. Tugs move inter-island and ocean-going barges in and out. Auto carriers make regularly scheduled stops. Bulk cargo ships unload and load valuable commodities such as pineapple, sugar, grain, molasses, scrap metal, concrete aggregate, sand and coal. Augmented by an effective highway system and in close proximity to the world's 17th busiest airport, Honolulu Harbor will continue to expand its role as the center of the world's most dynamic economic growth area.

The new berth and improved pier areas will enhance the safe and efficient handling of Interisland barge operations which are planned for relocation from Piers 24 to 29, to Piers 39 & 40.

3. Environmental

The proposed improvements will be done in the water within the existing harbor. It will not endanger any marine or other wildlife in the area.

The proposed improvements will temporarily disrupt the use of the existing pier but only for a short duration during construction. The proposed project will not significantly change or disrupt the present use of the area.

E. SUMMARY DESCRIPTION OF THE AFFECTED ENVIRONMENT

The adverse environmental effects described in paragraphs G and H are expected to be brief and associated only with the construction of the project. The harbor does not contain any historical or archeological sites. No endangered wildlife lives in the harbor.

F. DISCUSSION OF THE ASSESSMENT PROCESS

The effect of this project upon the environment has been determined to be insignificant. The construction of the project will not:

1. Generate controversy;
2. Alter the existing topography of the land or character of its use.
3. Cause the displacement of any persons;

4. Affect any rare, threatened, or endangered species of animals, plants, or habitats;
5. Involve an irrevocable commitment to loss or destruction of any natural or cultural resources, except for the labor and materials related to the construction of the improvements;
6. Curtail the beneficial uses of the environment;
7. Conflict with the State's long-term environmental policy goals, or guidelines; and
8. Degrade the environmental quality.

The implementation of this project will be beneficial for the State by providing a more efficient containerized cargo handling facility for interisland barge operation.

G. IMPACTS AND ALTERNATIVES CONSIDERED

During the construction period, there will be a temporary increase in noise, dust and emissions from internal combustion engines associated with the construction. However, these impacts will be minimal and intermittent in nature. Emissions from internal combustion engines will be readily dispersed in the open area.

The pile driving work will cause discoloration of the harbor waters at the project site due to the suspension of silt, organic detritus and nutrients. However, the turbidity increase will be of a short duration during construction since the material should quickly settle out and restore the waters to the original level of turbidity.

Alternative to the proposed project is a reduced scope of work or no action. Either alternative would decrease the level of use of Piers 39 & 40 and would perpetuate the less efficient handling for all Interisland barge operations.

H. MITIGATION MEASURES

Provisions will be made in the project specifications to control and minimize the temporary adverse effects of construction.


I. DETERMINATION

Since no major adverse impacts are anticipated, costly detailed studies are considered inappropriate.

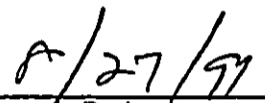
Consequently, a determination has been made that an Environmental Impact Statement is not required.

J. REASONS

Reasons supporting the "no EIS" determination are outlined in Sections F and G of this Negative Declaration. Any adverse environmental impact resulting from this project had been determined to be insignificant. Past experience has shown that this type of construction within an established harbor has an insignificant effect on the environment, both short and long-term.

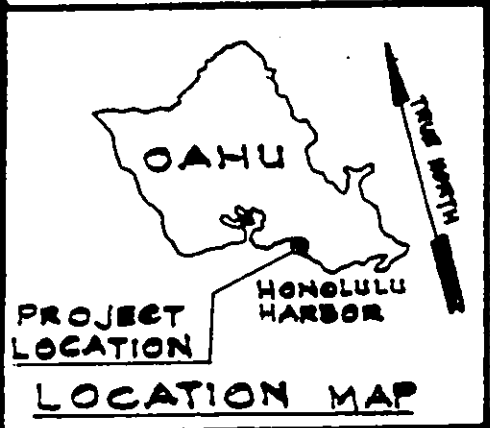
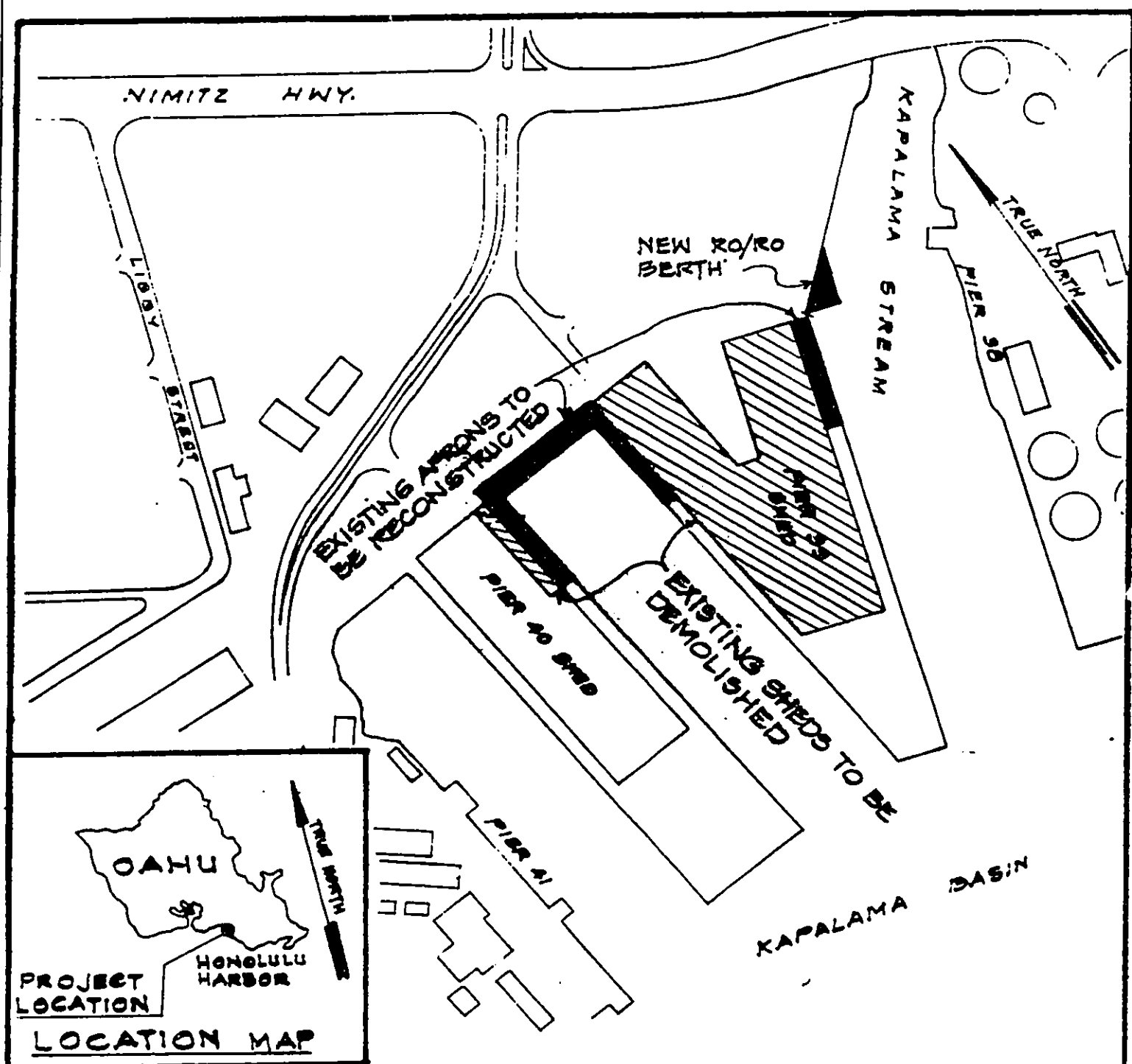


Edward Y. Hirata
Director of Transportation



Date

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PURPOSE: PIER 39 AND 40 MODIFICATIONS
DATUM: O.O.M.L.L.W.
NAME OF ADJACENT PROPERTY OWNERS:
 ① UNITED STATE GOVERNMENT (ARMY)

IN: HONOLULU HARBOR
AT: HONOLULU, OAHU
COUNTY OF: HONOLULU **STATE:** HAWAII
APPLICATION BY: DEPT. OF TRANSP.
 HARBORS DIV.

SHEET 1 OF 1 **DATE:** JUNE 1990