

Section 5 Results of Field Inspection

A field inspection of the HHCTCP Airport (Phase 3) was undertaken by David W. Shideler, M.A. on June 13, 2011 working under the overall supervision of Hallett H. Hammatt Ph.D.

In general, the field inspection showed how heavily impacted the project corridor has been by previous road infrastructure work. The vicinity of where Kamehameha Highway crosses Hālawā Stream (south of the intersection of Kamehameha Highway and Kalaloa Street/Arizona Memorial Place) has been significantly impacted by recent road and bridge reconstruction and the landscaping is just growing in (Figure 28 & Figure 29). Some areas show significant sculpting of the land surface, but it is not always clear how much is “fill” and how much is “cut” (Figure 30). Clearly working safely within busy Kamehameha Highway will present challenges (Figure 28 & Figure 31).

Two significant fingers of rock land (see Figure 5, Figure 32 & Figure 33) with little soil development bracket a small area of relatively fertile Hanalei silty clay in the immediate vicinity of Kamehameha Highway and Radford Drive (Figure 34). The proposed Pearl Harbor Naval Base Station lies in a “bay” of these fertile Hanalei silty clay soils between these rockland outcrop ridges (Figure 35).

In the vicinity of Center Drive, Kamehameha Highway ascends a significant rise (Figure 36 & Figure 37). The stretch between the Hickam (Joint Base Pearl Harbor Hickam) western entrance and Honolulu International Airport is difficult to follow at the confluence among the various on-ramps and off-ramps of the H-1 Freeway, Kamehameha Highway, and Nimitz Highway. The corridor enters the Honolulu International Airport heading south on the east side of Aolele Street (Figure 38) and then turns east just *makai* of the Airport Post Office and north of the Lei Stands. Some of the columns will be tucked into available spaces (Figure 39).

The Honolulu International Airport Station, on the southeast corner of the intersection of Ala Auana Street and Ala Onaona Street, is to be located at some distance north and east of the interisland terminals and well north of the overseas terminal (Figure 40).

The route then follows the *makai* side of Ala Onaona Street (just *mauka* of the main bank of airport parking pay booths and *makai* of the main airport exit onto the H-1 freeway). The route continues east on Aolele Street soon paralleling the seaward side of a drainage canal (Figure 41 & Figure 42). The route then crosses *mauka* over the drainage canal, warehouses, and parking, and continuing east on the *makai* side of Ualena Street (Figure 43).

The Lagoon Drive Station is located just east of Lagoon Drive. A Mauka Station Entrance Building (Figure 44) with an additional small touch-down (Figure 45) and a Makai Station Entrance Building (Figure 46) with an additional small touch-down are located to the east (Figure 47) on either side of (southern) Waiwai Loop.

The route continues east along (southern) Waiwai Loop, crossing over a light industrial area of warehouse-like buildings (Figure 48) to Ke‘ehi Lagoon Park. The route traverses the north portion of Ke‘ehi Lagoon Park (Figure 49), crossing Senator Dan K. Inouye Drive where it meets Nimitz Highway, and then paralleling the *makai* side of Nimitz Highway and crossing Moanalua Stream. Between Moanalua Stream and Kalihi Stream the route threads over various ramps of Nimitz Highway (Figure 50), rejoining Kamehameha Highway at Kalihi Stream.



Figure 28. General view of proposed excavation at a column foundation at 994+40 (just west of LCA 2131) at the intersection of Kamehameha Hwy. and Kalaloa St./Arizona Memorial Place, view to west



Figure 29. General view of proposed excavation at a column foundation at 996+70 on the north side of Hālawā Stream, view to northeast



Figure 30. General view of proposed excavation at a column foundation at 1003+60 on the east side of Kamehameha Highway, just south of Hālawā Drive, view to southwest



Figure 31. General view of proposed excavation at a column foundation at 1004+90 in Kamehameha Highway, south of Hālawā Drive, view to south



Figure 32. General view of Rock Land (rRK) on east side of Kamehameha Highway north of Radford Drive, view to east



Figure 33. General view of Rock Land (rRK) on east side of Kamehameha Highway north of Radford Drive showing very thin overlying soil development, view to northeast

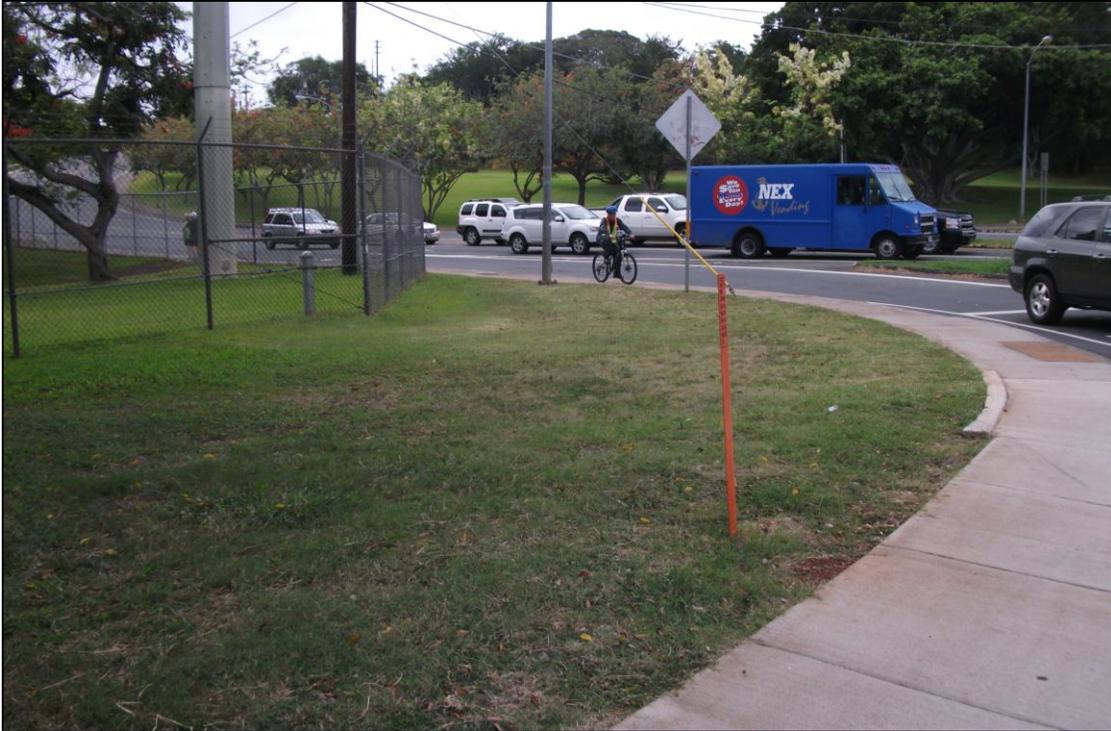


Figure 34. General view of proposed excavation at a utility relocation 1043+90 at the northeast corner of Kamehameha Highway and Radford Drive, view to southeast



Figure 35. General view of Pearl Harbor Naval Base Station on east side of Kamehameha Highway and just south of Radford Drive (arcing to the southeast in background), view to east



Figure 36. General view of proposed excavation at a column foundation at 1056+50 in Kamehameha Highway, north of Center Drive, view to northeast



Figure 37. General view of proposed excavation at a column foundation at 1063+00 on west side of Makai Frontage Road, view to southeast



Figure 38. General view of proposed excavation at a column foundation at 1124+30 on east side of Aolele Street just south of Nimitz Highway, view to northeast



Figure 39. General view of proposed excavation at a column foundation at 1134+30 between Airport Post Office and Lei Stands, view to east



Figure 40. General view of Honolulu International Airport Station, Ala Onaona Street at upper left, view to east



Figure 41. General view of proposed excavation at a column foundation at 1151+60 Ala Onaona Street at left, view to southeast



Figure 42. General view of proposed excavation at a column foundation at 1184+20. Aolele Street at upper right crosses *mauka* over the Drainage Canal at left in background, view to southeast

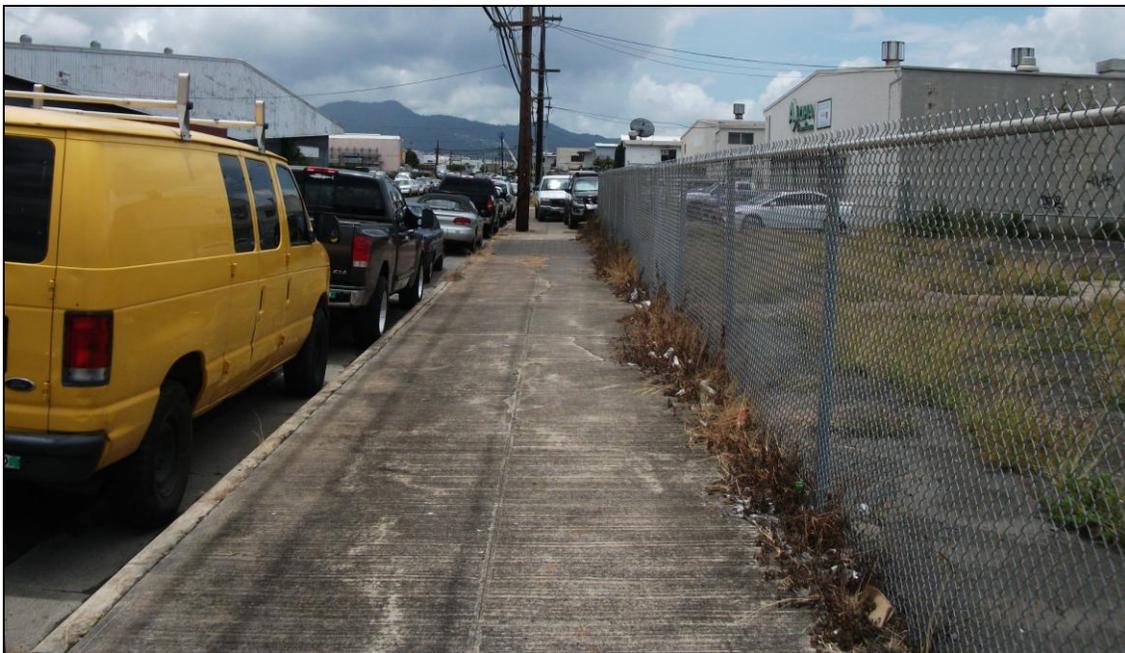


Figure 43. General view of proposed excavation at a column foundation at 1194+50 where corridor crosses *mauka* to Ualena Street, view to southeast



Figure 44. General view of Lagoon Drive Station Mauka Station Entrance Building on northeast corner of Lagoon Drive and (southern) Waiwai Loop, view to north



Figure 45. General view of Lagoon Drive Station eastern *mauka* touchdown on north side of (southern) Waiwai Loop, view to northeast



Figure 46. General view of Lagoon Drive Station Makai Station Entrance Building on southeast corner of Lagoon Drive and (southern) Waiwai Loop, view to south



Figure 47. General view of Lagoon Drive Station eastern *makai* touchdown on south side of (southern) Waiwai Loop, view to southeast



Figure 48. General view of proposed excavation at a column foundation at 1215+50 where corridor heads east from (southern) Waiwai Loop towards Ke'ehi Lagoon Park, view to south



Figure 49. General view of proposed excavation at a column foundation at 1226+50 at Ke'ehi Lagoon Park, view to northeast



Figure 50. General view of proposed excavation at a column foundation at 1247+50 between Kamehameha Highway (at right) and Ramp B (at left) and between Moanalua Stream and Kalihi Stream, view to west