

Honolulu Board of Water Supply

Regarding: Questions regarding Forty two in Main along under a portion of Dillingham BLVD.

Aloha To Whom It May Concern,

I am interested in obtaining information regarding the underground forty two inch water main on Dillingham Boulevard between Middle Street and Vineyard Avenue.

More specifically, I would like to ask the following questions regarding the Honolulu Rapid Transit Rail's impact on the forty two inch water main:

When was the main installed under Dillingham Boulevard?

The existing 42" main was installed under the following BWS projects:

Job 570W (installed in 1971)

Job 96-099 (installed in 1999)

Job 98-162 (installed in 2002)

Job 98-163 (installed in 2005)

What areas does the water main serve?

The 42-inch transmission main provides water to metropolitan Honolulu, generally defined as from Middle St. and out to Hawaii Kai.

Has the Board of Water Supply been contacted by HART to discuss the rail's impact on the water main? If yes, what was discussed?

Not specifically related to the 42" line. Prior to any design work, we met with HART's team and established a 10' clearance requirement from columns to major transmission mains (16" & larger).

If any, what concerns does the BWS with the rail being placed over or near the water main?

Our ability to access and maintain our mains, as well as damage to the rail's facilities and systems due to a large main break.

Has the HART taken any action to obtain permission from the BWS to remove or conduct work to avoid any negative impacts on the water main? If yes, what was or is being proposed?

Through the construction drawing submittals, HART is working with us to minimize the negative impacts to our water system. While no approvals have been given for the portion of the project from Middle Street into Downtown, the most recent plans included waterline relocations and other protective measures such as concrete jacketing to try and protect the water system from negative impacts.

Has HART OR BWS taken any action to obtain permits, Final Environmental Impact Statement or other formal permission addressing any impacts the rail poses to the water main?

Please contact HART for this response.

If HART placement of rail over or near the water main, who will be responsible for the cost to mitigate the negative impacts on the water main?

During design and construction, such measures would be the responsibility of HART. Once plans are approved and construction is complete, the BWS would be responsible for waterline-related maintenance and operation.

If the rail is built over the main how will it be maintained and what is HART proposing?

The rail will not be built over the main. We established a 10' clearance requirement from columns to

major transmission mains (16" & larger). To the extent possible, we are working with HART to take proactive measures that will allow the BWS to maintain and operate the water system.

If the water main is relocated where will it be placed? How long will it take to shut the main down, relocate and return it to service? **Please contact HART for this response.**

What permits will be required to remove and reinstall or return the main to service? **Please contact HART for this response.**

If there are public records addressing the rail impact on the water main please answer my questions first, and let this letter act as a formal request for the records.

I am hoping to complete an article or news report this week and ask respectfully if you could provide answers to my questions as soon as possible.

What is the estimated cost to address the removal, relocation or, potential threats to the forty two inch main if left in place? **Please contact HART for this response.**

Which agency will be financially responsible for the procurement process for work to address the forty-two-inch main removal, replacement, and mitigations? **Please contact HART for this response.**

Sincerely,

Carroll Cox

"**THE CARROLL COX SHOW**"
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