



**US Army Corps  
of Engineers®**

# PUBLIC NOTICE

Applicant:  
Neal Armstrong  
U.S. Coast Guard, FDCC

Published: March 25, 2026  
Expires: April 24, 2026

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**Honolulu District  
Permit Application No. POH-2022-00187**

**TO WHOM IT MAY CONCERN:** The Honolulu District of the U.S. Army Corps of Engineers (Corps) has received an application for a Department of the Army permit pursuant to Section 404 of the Clean Water Act (33 U.S.C. §1344) and Section 10 of the Rivers and Harbors Act of 1899 (33 U.S.C. §403). The purpose of this public notice is to solicit comments from the public regarding the work described below:

**APPLICANT:** Neal Armstrong  
U.S. Coast Guard, FDCC  
5505 Robin Hood Rd., Suite K  
Norfolk, VA 23513

**AGENT:** Brenna Hughes  
PND Engineers, Inc.  
1506 W. 36th Ave.  
Anchorage, AK 99503

**WATERWAY AND LOCATION:** The project would affect navigable waters of the United States associated with Honolulu Harbor. The project/review area is located at USCG Base Honolulu Berth G at 400 Sand Island Parkway at Latitude 21.30918 and Longitude -157.87404; in Honolulu, Island of Oahu, Hawaii.

**EXISTING CONDITIONS:** An existing fixed pier with a gangway is attached to Berth G in the project area. The pier contains electrical and mechanical utilities and is 120.5 feet long by 11.5 feet wide and is supported by six 24-inch octagonal concrete piles. The gangway connecting the pier to Berth G is 60 feet long by 4 feet wide. This gangway and pier is not big enough to accommodate the anticipated return of a 225-foot seagoing buoy tender vessel to the base.

**PROJECT PURPOSE:**

**Basic:** To provide moorage for a vessel

**Overall:** To provide adequate mooring and utility services at USCG Base Honolulu for a 225-foot seagoing buoy tender vessel

**PROPOSED WORK:** The applicant requests authorization to modify Berth G by removing the existing pier and gangway attached to the berth and constructing a fixed, pile-supported pier extension from the southeast end of Berth G. The reconfigured extension would be 108 feet long by 25 feet wide and would be supported by sixteen 24-inch-diameter steel piles with concrete infill. The new extension would include a 26-foot-long by 5-foot-wide catwalk and 12-foot by 12-foot dolphin structure attached to the end.

**AVOIDANCE AND MINIMIZATION:** The applicant has proposed the following best management practices (BMPs) in support of efforts to avoid and/or minimize impacts to the aquatic environment:

#### GENERAL MEASURES

1. All work will be performed from the existing pier, adjacent upland areas, or support barges or vessels.
2. Where practicable, in-water work will be performed at low or slack tides and when the sea is calm.
3. To the maximum extent practicable, all equipment and material will be lowered in a controlled manner.
4. In the event of approaching foul weather (i.e., tropical storms and hurricanes), equipment will either be removed from the project site or adequately secured.
5. Sediment control BMPs such as catch basin inserts, compost sock, etc. will be used to control stormwater runoff on the project site.

#### VESSEL OPERATION

1. Construction vessel crews will use established ports and channels with depths sufficient for the safe navigation of boat traffic to minimize the likelihood of vessel grounding.
2. Vessel operators will abide by all project-specific BMPs established to prevent collisions or accidental spills and leaks.
3. Project vessels will comply with the 2013 EPA Vessel General Permit.
4. The contractor will ensure that all equipment, ballast, and vessel hulls do not pose the risk of introducing or increasing invasive species before entering Honolulu Harbor.
5. When piloting vessels, vessel operators will alter course to remain at least 328 feet (100 meters) from whales and at least 164 feet (50 meters) from other marine mammals and federally listed marine animals.
  - a. Vessel speeds will be reduced to 10 knots or less when piloting in proximity of federally listed marine mammals, sharks, and rays and 5 knots or less in areas of suspected sea turtle activity.
  - b. If a marine mammal or turtle approaches the vessel, the vessel operator shall put the engine in neutral until the animal is at least 50 feet (15 meters) away.

## WATER QUALITY

1. The contractor will implement a Storm Water Pollution Prevention Plan (SWPPP) to control/eliminate stormwater runoff from entering the harbor.
2. At all times, the Contractor will prevent oil or hazardous substances from entering the ground, drainage areas, or waters (navigable or non-navigable).
3. A turbidity/silt curtain will be deployed during all in-water and over-water work that may increase turbidity (e.g., pile removal, cutting, installation).
  - a. Turbidity curtains shall be monitored for damage, dislocation, or gaps on a daily basis, and immediately repaired where any such damage or issues are detected.
4. If dewatering is required, water will be filtered through sediment bags or similar treatment before discharge to prevent sediment-laden water from reaching State waters.
5. The contractor will conduct weekly water quality monitoring for turbidity, total suspended solids (TSS), and pH in accordance with CWA Section 401 standards. This monitor shall have project shut down authorization if turbidity levels exceed levels in permit standards.
6. To the maximum extent possible, project-related debris will not enter the water. Any project-related debris that inadvertently enters the water will be removed. A containment system will be placed under the deck during removal and installation. A temporary floating debris boom will be installed around all work located below the high tide line.
7. Only materials that are non-toxic to aquatic organisms will be used. For piles, concrete or steel will be used. All concrete grout, cement, and sealant used will be non-toxic and non-hazardous to aquatic organisms.
8. Materials and equipment that enter the water will be clean and free of pollutants.

## PROTECTED SPECIES

1. Protected species observers will be on duty during underwater noise activities in accordance with the project's consultations.
2. Pile cushions will be used during all impact pile driving.
3. Pile driving will employ soft-start or ramp-up techniques (slow increase in hammering intensity) at the start of each workday or following any break of more than 30 minutes.
4. The contractor will follow National Marine Fisheries Service (NMFS) recommendations to avoid in-water work during either the 06/22/26 – 7/13/2026 or 7/22/26 – 8/12/2026 coral spawning windows.
5. In-water work will only be conducted during normal business hours (i.e., 8 am to 5 pm) to avoid most of the sensitive spawning periods for coral species in the harbor.
6. Temporary in-water tethers, as well as mooring lines for vessels and marker buoys shall remain taut to the minimum length necessary and shall remain deployed only as long as needed.

## HAZARDOUS MATERIALS

1. A Spill Prevention Control and Contingency (SPCC) plan to control hazardous materials will be developed and followed to prevent hazardous materials from entering or remaining in the marine environment during the project.
2. Spill kits with appropriate materials to contain and clean a spill will be kept on site at all times.
3. Construction equipment will be kept in good repair without leaks of hydraulic or lubricating fluids. Equipment would be checked daily, and if leaks or drips occur, they shall be cleaned up immediately.
4. Drip pans shall be utilized when construction equipment is parked.
5. Equipment maintenance and/or repair will be confined to one location. Runoff from this area will be controlled to prevent contamination of soils and water.
6. Fueling of land-based vehicles and equipment shall take place at least 50 ft away from the water (and away from drains), preferably over an impervious surface. Fueling of vessels will be done at approved fueling facilities. Any fuel spilled would be cleaned up immediately and the pads and materials from cleanup will be properly disposed of.
7. All fueling and lubricating operations of equipment and motor vehicles will be conducted in a manner that protects against spills and evaporation. All used oil generated on-site shall be managed in accordance with provisions detailed in 40 CFR 279. When possible, the capacity of aboveground storage tanks (ASTs) placed on-site for the purpose of storing petroleum products will be minimized.
8. All temporary ASTs will have built-in/integrated secondary weatherproof containment designed to hold the total capacity of the AST, and meet all SPCC requirements found in 40 CFR 112.
9. Concrete for decking will be pumped into watertight forms. All precautions shall be followed to prevent concrete from mixing with water and to prevent concrete from flowing through water.
10. Concrete will be pumped through hoses or tremied and started with the nozzle facing downward at the deepest part of the placement. The concrete placement will be continuous with the nozzle several feet below the top surface of the fluid concrete.
11. Water displaced by the concrete will be captured and treated or removed from the site. The top portion of the concrete that has mixed with water will be captured and removed from the site.
12. Anti-washout admixture shall be utilized and provided per the manufacturer's recommendation (or 10 ounces per 100 pounds of cement, whichever is greater).
13. Hazardous wastes will be handled, stored, transported, and disposed of according to provisions detailed in 40 CFR 262, where applicable. Hazardous wastes will be prevented from entering the ground, drainage areas, and surface waters.

## WASTE MANAGEMENT

1. Construction debris and removed materials will be collected and disposed of at approved upland facilities. No disposal into water bodies is allowed.

2. The Contractor will pick up waste and debris and place them in covered containers. Containers will be emptied and waste and debris removed at least weekly. Containers will not be allowed to become overfilled. Wastes will be removed without spilling or contaminating streets, the site, or other areas. Offsite disposal will be at a licensed landfill and will comply with all local, state, and federal requirements.
3. Any excess soil/dirt/fill material generated as part of the project that is not required or suitable to complete on-site work will be transported and disposed of at an off-site permitted EPA RCRA Subtitle D Municipal Solid Waste Landfill that routinely accepts the type of material being removed from the site. The Contractor will also meet all additional state and local landfill regulatory requirements. The Contractor will manage, coordinate, and provide all material testing and permit coordination and prepare all manifesting requirements for proper disposal.

## CULTURAL RESOURCES

1. If historic artifacts or buried human remains are uncovered, USCG will comply with all applicable federal, state, and local regulations regarding incidental finds. Activities will be suspended until a qualified archaeologist and/or Native Hawaiian representative could determine the significance of such resource(s).
2. The contractor will protect any cultural or historic resources or human skeletal remains discovered in-place. Upon discovery, work will be stopped in the immediate area of the discovery.

**COMPENSATORY MITIGATION:** The applicant has provided the following statement: “No significant impacts have been identified; therefore, no specific mitigation commitments are required.”

**CULTURAL RESOURCES:** As the lead Federal agency, the U.S. Coast Guard evaluated the undertaking pursuant to Section 106 of the National Historic Preservation Act (NHPA) utilizing its existing program-specific regulations and procedures along with 36 CFR Part 800. Based on the identification and evaluation efforts, the USCG has determined that:

No historic properties (i.e., properties listed in or eligible for inclusion in the National Register of Historic Places) are present within the permit area; therefore, there will be no historic properties affected. The USCG subsequently requested concurrence from the State Historic Preservation Division (SHPD).

The final eligibility and effect determination will be based upon coordination with the SHPD and Native Hawaiian Organizations (NHOs), as appropriate and required, and with full consideration given to the proposed undertaking’s potential direct and indirect effects on historic properties within the permit area.

**ENDANGERED SPECIES:** As the lead Federal agency, the USCG has reviewed the potential effects from the proposed action to determine if any threatened, endangered, proposed, or candidate species, as well as the proposed and final designated critical

habitat may occur within the boundary of the proposed project. Based on this review, the USCG has made a determination that the proposed project may affect species and critical habitat listed in Table 1. No other ESA-listed species or critical habitat will be affected by the proposed action.

**Table 1:** ESA-listed species and/or critical habitat potentially present in the action area.

<b>Species Common Name and/or Critical Habitat Name</b>	<b>Scientific Name</b>	<b>Federal Status</b>
Central North Pacific Green Sea Turtle	<i>Chelonia mydas</i>	Threatened
Hawksbill Sea Turtle	<i>Eretmochelys imbricata</i>	Endangered
Hawaiian Monk Seal	<i>Neomonachus schauinslandi</i>	Endangered

Pursuant to Section 7 ESA, any required consultation with the Service(s) will be conducted in accordance with 50 CFR part 402. The USCG is the lead Federal agency for ESA consultation for the proposed action. Any required consultation will be completed by the USCG.

This notice serves as request to the U.S. Fish and Wildlife Service and National Marine Fisheries Service for any additional information on whether any listed or proposed to be listed endangered or threatened species or critical habitat may be present in the area which would be affected by the proposed activity.

**ESSENTIAL FISH HABITAT:** Pursuant to the Magnuson-Stevens Fishery Conservation and Management Act 1996, the USCG reviewed the project area and consulted available species information. The USCG initiated Essential Fish Habitat (EFH) consultation separately from this public notice.

**NAVIGATION:** Based on information provided by the applicant, the waterward edge of the proposed structure is 117 feet away from the near bottom edge of the Honolulu Deep Draft Harbor federal channel.

**SECTION 408:** The applicant will not require permission under Section 14 of the Rivers and Harbors Act (33 USC 408) because the activity, in whole or in part, would not alter, occupy, or use a Corps Civil Works project.

**WATER QUALITY CERTIFICATION:** Water Quality Certification may be required from the State of Hawaii Department of Health – Water Quality Branch.

**NOTE:** This public notice is being issued based on information furnished by the applicant. This information has not been verified or evaluated to ensure compliance

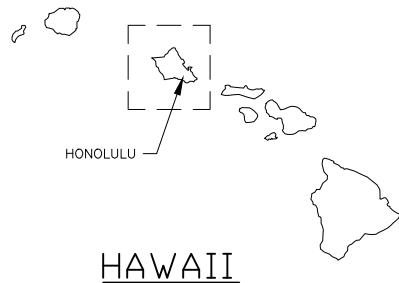
with laws and regulation governing the regulatory program. The geographic extent of aquatic resources within the proposed project area that either are, or are presumed to be, within the Corps jurisdiction has been verified by Corps personnel.

**EVALUATION:** The decision whether to issue a permit will be based on an evaluation of the probable impact including cumulative impacts of the proposed activity on the public interest. That decision will reflect the national concern for both protection and utilization of important resources. The benefits, which reasonably may be expected to accrue from the proposal, must be balanced against its reasonably foreseeable detriments. All factors which may be relevant to the proposal will be considered including cumulative impacts thereof; among these are conservation, economics, esthetics, general environmental concerns, wetlands, historical properties, fish and wildlife values, flood hazards, floodplain values, land use, navigation, shoreline erosion and accretion, recreation, water supply and conservation, water quality, energy needs, safety, food, and fiber production, mineral needs, considerations of property ownership, and in general, the needs and welfare of the people. Evaluation of the impact of the activity on the public interest will also include application of the guidelines promulgated by the Administrator, EPA, under authority of Section 404(b) of the Clean Water Act or the criteria established under authority of Section 102(a) of the Marine Protection Research and Sanctuaries Act of 1972. A permit will be granted unless its issuance is found to be contrary to the public interest.

**COMMENTS:** The Corps is soliciting comments from the public; Federal, State, and local agencies and officials; and other Interested parties in order to consider and evaluate the impacts of this proposed activity. Any comments received will be considered by the Corps to determine whether to issue, modify, condition, or deny a permit for this proposal. To make this determination, comments are used to assess impacts to endangered species, historic properties, water quality, general environmental effects, and the other public interest factors listed above. Comments are used in the preparation of an Environmental Assessment (EA) and/or an Environmental Impact Statement pursuant to the National Environmental Policy Act (NEPA). Comments are also used to determine the need for a public hearing and to determine the overall public interest of the proposed activity.

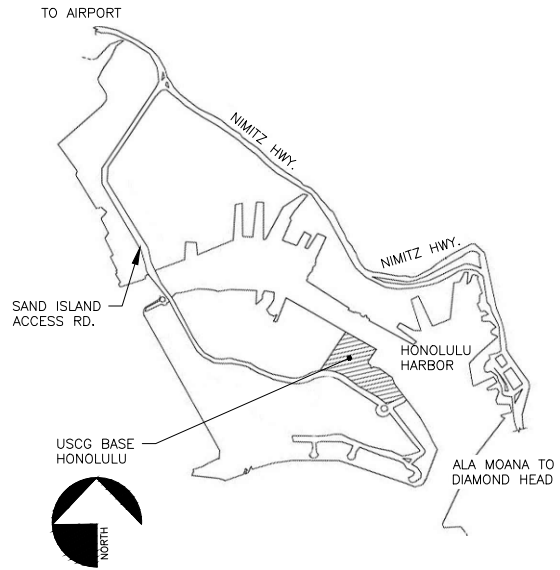
The Honolulu District will receive written comments on the proposed work, as outlined above, until April 24, 2026. Comments should be submitted electronically to Jeremy Morgan at [Jeremy.K.Morgan@usace.army.mil](mailto:Jeremy.K.Morgan@usace.army.mil). Alternatively, you may submit comments in writing to the Commander, U.S. Army Corps of Engineers, Honolulu District, Attention: Jeremy Morgan, 230 Otake Street, CEPOH-RO, Fort Shafter, Hawaii 96858. Please refer to the permit application number in your comments.

Any person may request, in writing, within the comment period specified in this notice, that a public hearing be held to consider the application. Requests for public hearings shall state, with particularity, the reasons for holding a public hearing. Requests for a public hearing will be granted, unless the District Engineer determines that the issues raised are insubstantial or there is otherwise no valid interest to be served by a hearing.



**VICINITY MAP**

SCALE: NTS



**PROJECT LOCATION**

SCALE: NTS

TIDAL LEVELS	
HIGH TIDE LINE (HTL)	+2.72 FT
MEAN HIGHER WATER (MHW)	+1.44 FT
MEAN LOWER LOW WATER (MLLW)	+0 FT

PROPOSED ACTIVITY:  
DOCK, RESIDENTIAL FILL, ETC.  
BERTH EXTENSION

DATUM: MLLW 0'  
TMK: 15041042  
LAT: 21.307312  
LONG: -157.872860

**VICINITY MAP**

UNITED STATES  
COAST GUARD

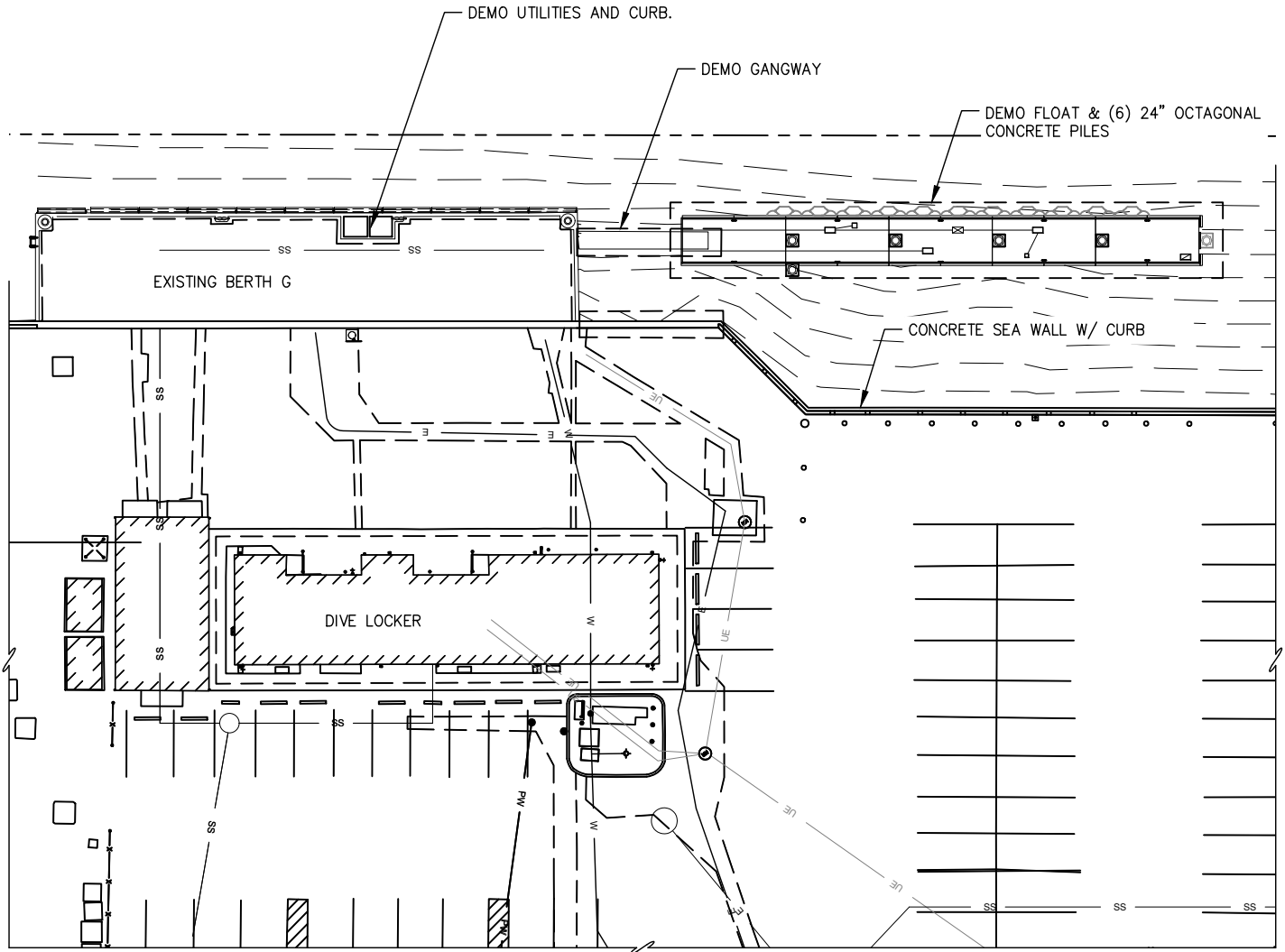
**USCG BASE HONOLULU  
BERTH G  
EXTENSION**

POH-XXXX-XXXX

IN: HONOLULU HARBOR

03/25/2025 SHEET **1** of **8**

HONOLULU HARBOR



**1** EXISTING CONDITIONS AND DEMOLITION PLAN

DEMOLITION NOTES:

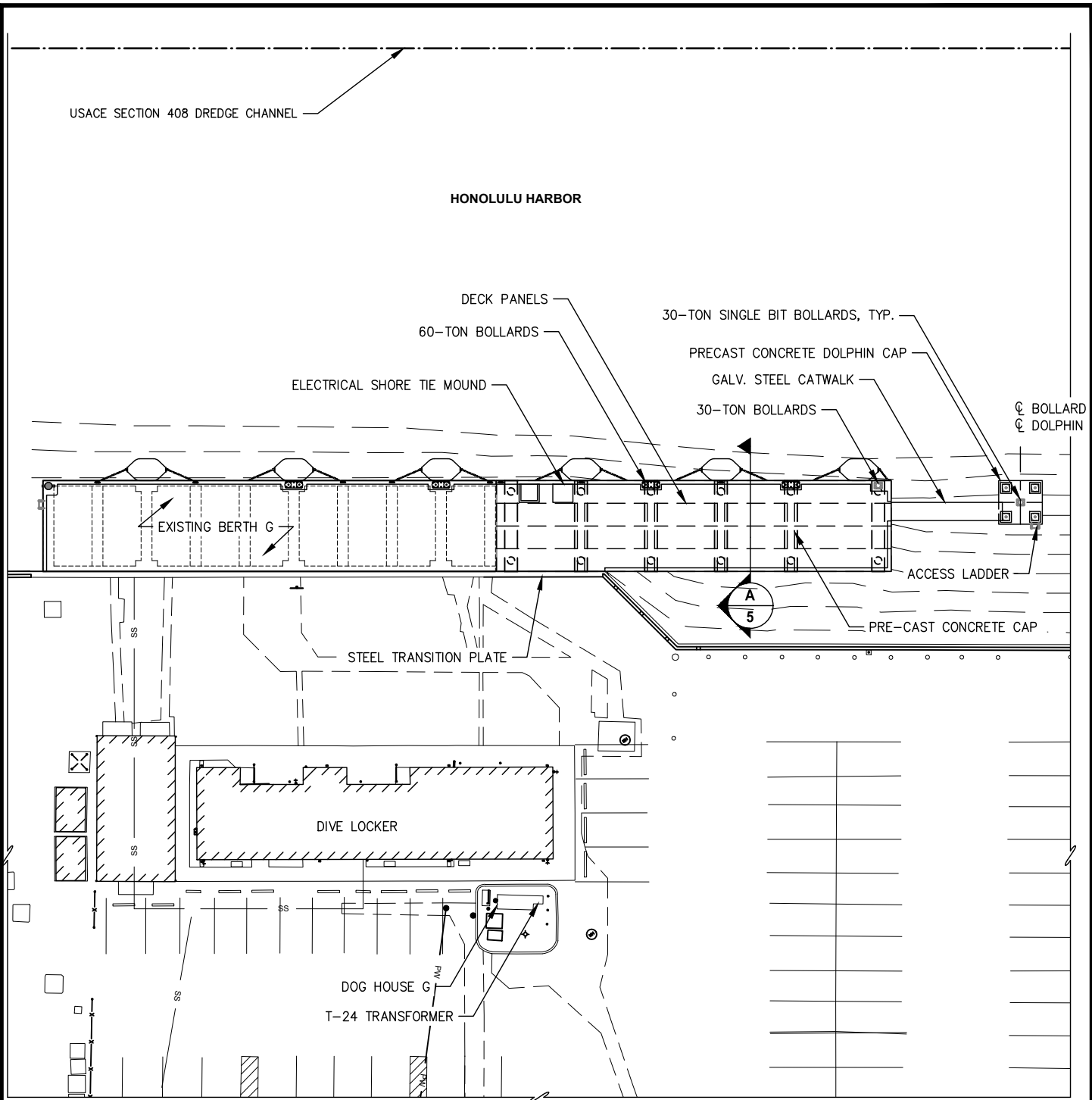
1. DEMO FLOAT AND PILES COMPLETELY
2. IF PILES CAN NOT BE EXTRACTED CUT OFF AT MUDLINE
3. DEMO GANGWAY AND GANGWAY CONNECTION TO FIXED DOCK.
4. DEMOLISH CURB AROUND FIXED DOCK FLUSH W/ DECK  
SALVAGE REBAR EMBEDDED IN CONCRETE DECK
5. DEMOLISH UTILITY CURBS AND UTILITIES ABOVE DECK.
6. DEMOLISH MOORING HARDWARE.
7. DEMOLISH RUBBER FENDERS
8. DEMOLISH ELECTRICAL POWER MOUND, SEE ELECTRICAL FOR DETAILS.

DATUM:

HTL = 2.72'  
MHW = 1.44'  
MLLW = 0'

APPLICANT: UNITED STATES COAST GUARD  
FILE NO.: POH-XXXX-XXXX  
WATERWAY: HONOLULU HARBOR  
PROPOSED ACTIVITY: BERTH EXTENSION  
TMK: 15041042  
LAT.: 21.307312 LONG.: -157.872860  
DATE: 03/25/2025

SHEET **2** of **8**

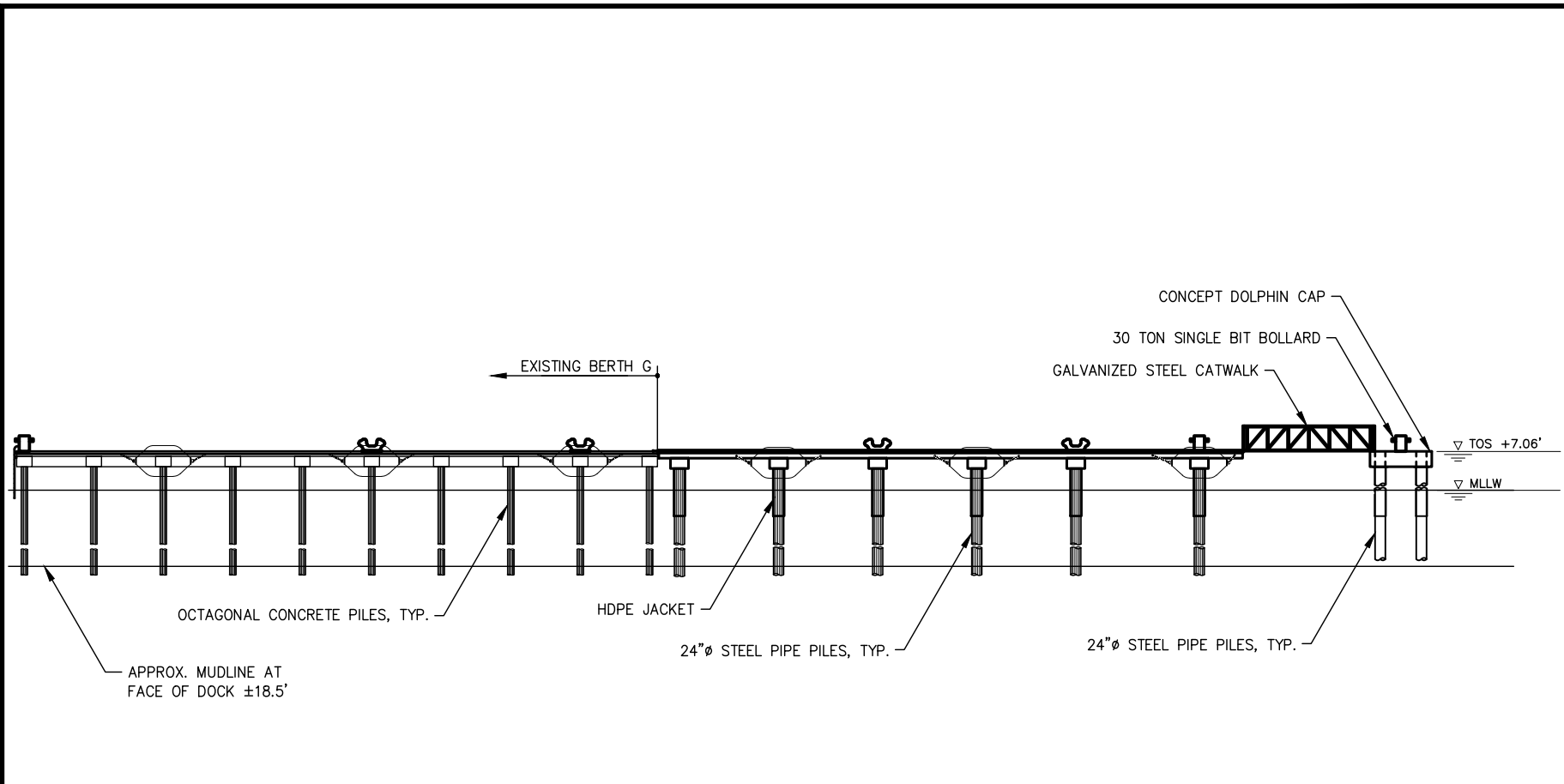


**SITE PLAN**

DATUM:  
 HTL = 2.72'  
 MHW = 1.44'  
 MLLW = 0'

TYP = TYPICAL  
 CL = CENTERLINE

APPLICANT: UNITED STATES COAST GUARD  
 FILE NO.: POH-XXXX-XXXX  
 WATERWAY: HONOLULU HARBOR  
 PROPOSED ACTIVITY: BERTH EXTENSION  
 TMK: 15041042  
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 DATE: 03/25/2025



## PROPOSED DOCK ELEVATION

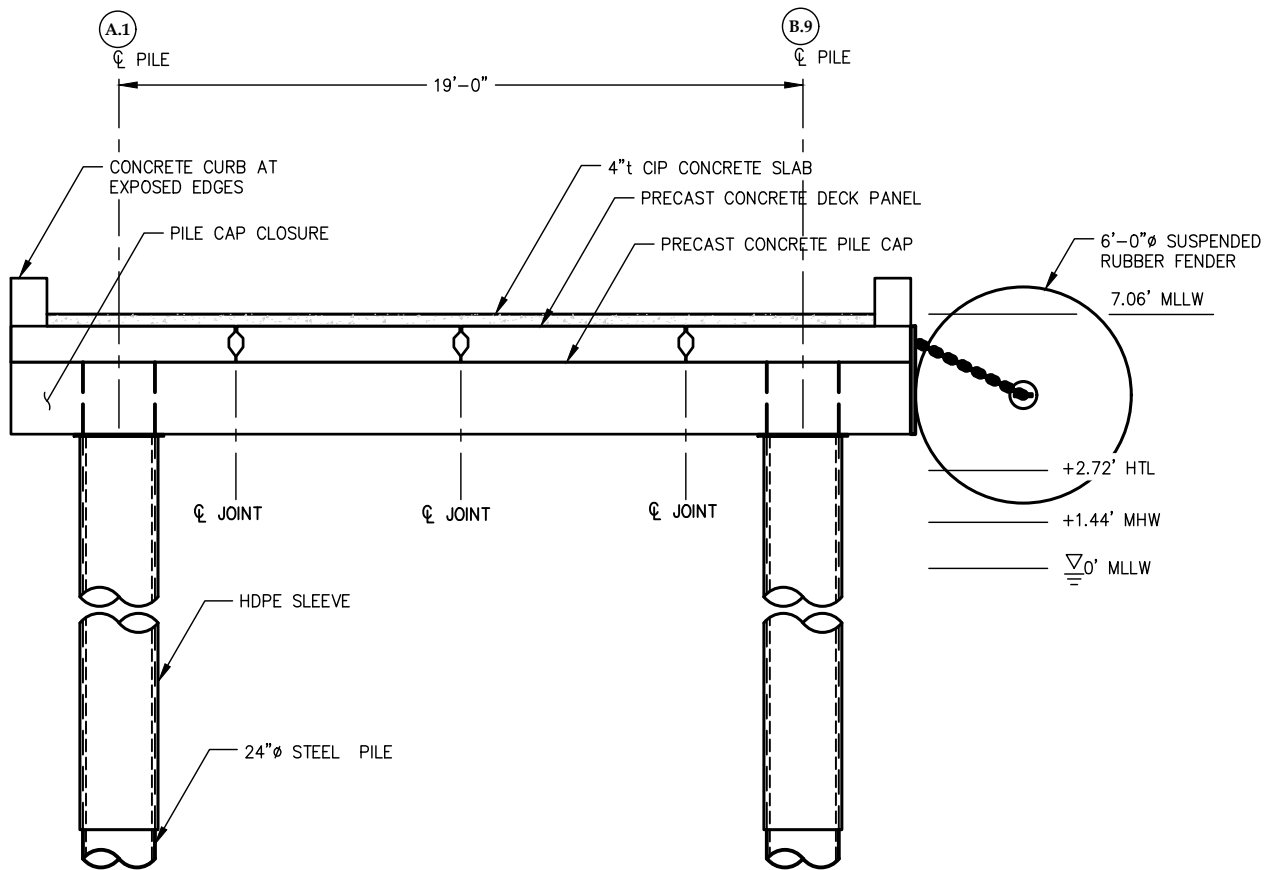
### DATUM:

HTL = 2.72'  
 MHW = 1.44'  
 MLLW = 0'

APPLICANT: UNITED STATES COAST GUARD  
 FILE NO.: POH-XXXX-XXXX  
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TYP = TYPICAL  
 TOS = TOP OF STRUCTURE

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A
BERTH G EXTENSION SECTION

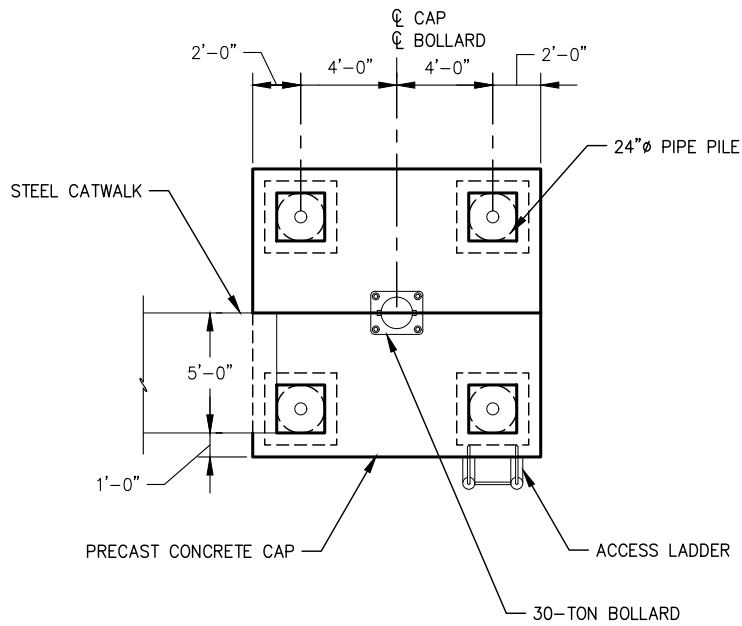
DATUM:

HTL = 2.72'  
MHW = 1.44'  
MLLW = 0'

CIP = CAST-IN-PLACE

APPLICANT: UNITED STATES COAST GUARD  
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SHEET **5** of **8**



## DOLPHIN PLAN

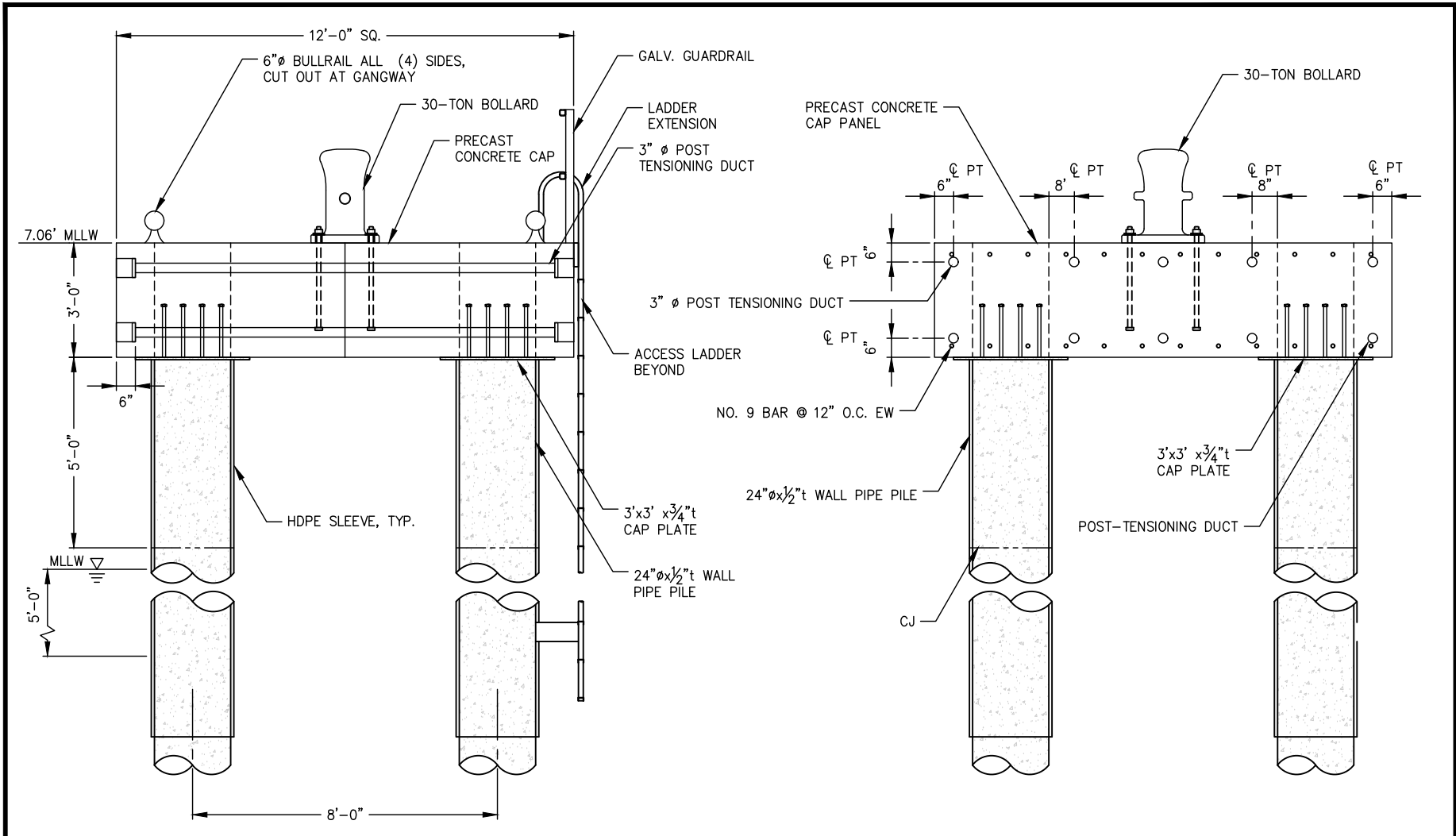
DATUM:

HTL = 2.72'  
 MHW = 1.44'  
 MLLW = 0'

CL = CENTERLINE

APPLICANT: UNITED STATES COAST GUARD  
 FILE NO.: POH-XXXX-XXXX  
 WATERWAY: HONOLULU HARBOR  
 PROPOSED ACTIVITY: BERTH EXTENSION  
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 DATE: 03/25/2025

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**DOLPHIN SECTION**

DATUM:

HTL = 2.72'  
 MHW = 1.44'  
 MLLW = 0'

APPLICANT: UNITED STATES COAST GUARD  
 FILE NO.: POH-XXXX-XXXX  
 WATERWAY: HONOLULU HARBOR  
 PROPOSED ACTIVITY: BERTH EXTENSION  
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 DATE: 03/25/2025

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**PILE SCHEDULE SUMMARY TABLE**

LOCATION		DIA. (INCH)	THICKNESS (INCH)	PILE CUT-OFF ELEVATION (MLLW)	PILE TIP	BATTER	SUPPLY LENGTH (ft)	APPROX. MUDLINE (MLLW)	ESTIMATED TIP ELEVATION (MLLW)	ULTIMATE LOAD (kips)		NO. OF ANODES	
										TENSION	COMPRESSION		
BREASTING MOORING DOLPHIN	16 / D1	VERT	24	0.500	+3.60'	O	V	120	-21.25	-109	20	200	2
	16 / D2	VERT	24	0.500	+3.60'	O	V	120	-17.00	-109	130	200	2
	17 / D1	VERT	24	0.500	+3.60'	O	V	120	-21.25	-109	20	200	2
	17 / D2	VERT	24	0.500	+3.60'	O	V	120	-17.00	-109	130	200	2
FIXED PIER	10.5 / B.9	VERT	24	0.500	+3.94'	O	V	120	-19.60	-106	30	300	2
	10.5 / A.1	VERT	24	0.500	+3.94'	O	V	130	-5.50	-115	30	300	0
	11 / B.9	VERT	24	0.500	+3.94'	O	V	120	-19.25	-106	20	300	2
	11 / A.1	VERT	24	0.500	+3.94'	O	V	130	-8.50	-112	20	300	0
	12 / B.9	VERT	24	0.500	+3.94'	O	V	120	-20.50	-106	20	300	2
	12 / A.1	VERT	24	0.500	+3.94'	O	V	130	-6.50	-112	20	300	0
	13 / B.9	VERT	24	0.500	+3.94'	O	V	120	-20.75	-106	20	300	2
	13 / A.1	VERT	24	0.500	+3.94'	O	V	130	-8.50	-112	20	300	0
	14 / B.9	VERT	24	0.500	+3.94'	O	V	120	-21.00	-106	20	340	2
	14 / A.1	VERT	24	0.500	+3.94'	O	V	130	-10.00	-112	20	340	2
	15 / B.9	VERT	24	0.500	+3.94'	O	V	120	-21.50	-106	30	300	2
15 / A.1	VERT	24	0.500	+3.94'	O	V	130	-11.00	-112	30	300	2	

**PILE DRIVING NOTES:**

- ALL PILES SHALL BE DRIVEN TO BEDROCK REFUSAL UNLESS NOTED OTHERWISE.
  - FIXED PIER PILES ENCOUNTERING OBSTRUCTIONS AT OR BELOW 70' EMBEDMENT THAT PROVIDE PRACTICAL REFUSAL WITH THE APPROVED IMPACT HAMMER MAY BE CONSIDERED SUFFICIENTLY DRIVEN AT THE ENGINEER'S DISCRETION. NOTIFY CO WHEN CONDITION OCCURS.
  - DOLPHIN PILES ENCOUNTERS OBSTRUCTIONS AT OR BELOW 60' EMBEDMENT THAT PROVIDE PRACTICAL REFUSING WITH APPROVED IMPACT HAMMER MAY BE CONSIDERED SUFFICIENTLY DRIVEN AT THE ENGINEER'S DISCRETION. NOTIFY CO WHEN CONDITION OCCURS.
- PILES ARE ANTICIPATED TO BE ADVANCED BY VIBRATING, IMPACT DRIVING, DRILLING OR SOME COMBINATION TO END BEAR ON BEDROCK.
- ALL PILES SHALL BE SEATED WITH AN IMPACT HAMMER TO VERIFY COMPRESSION CAPACITY HAS BEEN ACHIEVED AND PILES ARE SEATED TO BEDROCK ACCORDING TO PILE DRIVING EQS.
- (24) TOTAL 200# ZINC ANODES ARE ANTICIPATED BASED ON (2) ANODES PER PILE. WHERE MUDLINE DOSE NOT PERMIT ANODE INSTALLATION BETWEEN HDPE SLEEVE AND THE MUDLINE, ANODES SHALL BE OMITTED.
- REPAIR ALL DAMAGED GALVANIZING AT WELDS WITH A SPRAY METALIZED PROCESS, SMALL AREAS OF COATING DAMAGED FROM SHIPPING AND HANDLING MAY BE REPAIRED BY SPRAY METALIZING OR HOT APPLIED ZINC ALLOY WITH (2) COATS OF ZINC RICH PAINT.

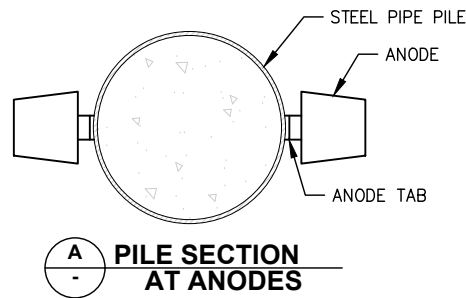
**PILE SCHEDULE LEGEND**

O - OPEN SHOE      H = HORIZONTAL  
 V = VERTICAL

**DATUM:**

HTL = 2.72'  
 MHW = 1.44'  
 MLLW = 0'

**PILE SECTION**



**PILE SECTION AT ANODES**

APPLICANT: UNITED STATES COAST GUARD  
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