

**ENVIRONMENTAL IMPACT STATEMENT PREPARATION
NOTICE**

**KAWAIHAE ROAD BYPASS
Waimea to Kawaihae**

Project No. HWY-H-07-99

District of South Kohala, County of Hawaii
Tax Map Key (3rd) 6-01-various plats and parcels; 6-06- various plats and parcels;
6-07-001; & 6-08-001

Prepared for:

STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
HIGHWAYS DIVISION
869 Punchbowl Street
Honolulu, Hawaii 96813

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FEBRUARY 2009

This document is prepared pursuant to Chapter 343, Hawaii Revised Statutes, and the Administrative Rules, Title 11, Chapter 200 of the Hawaii Department of Health.

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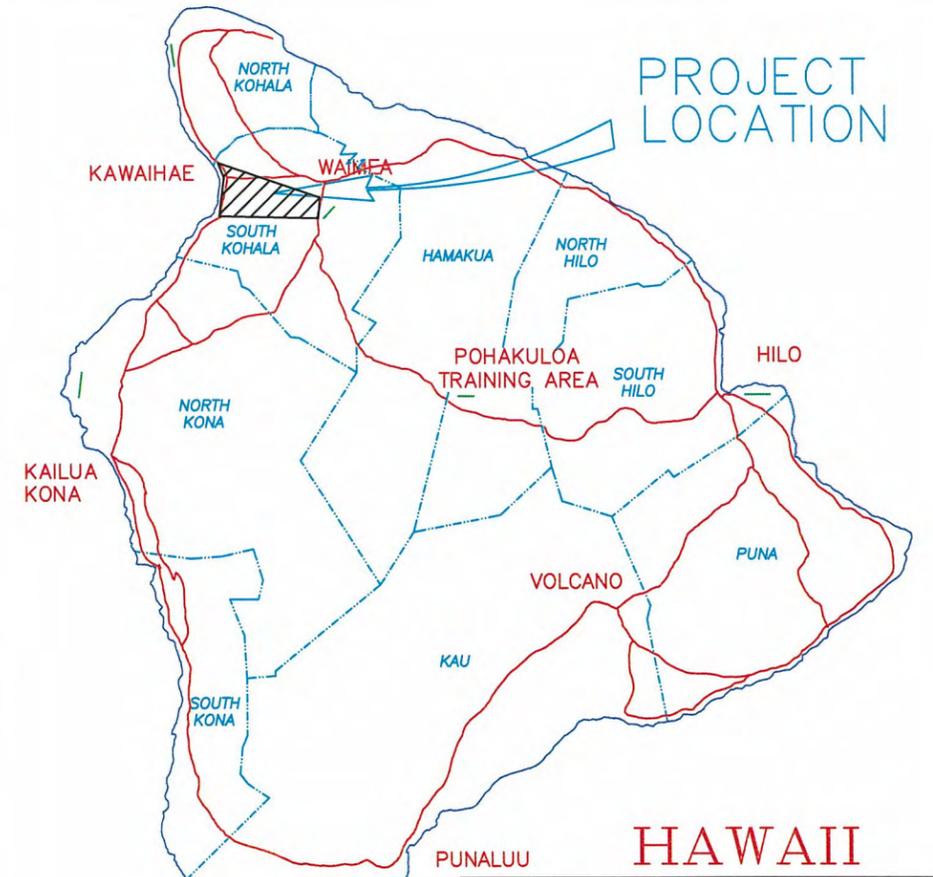
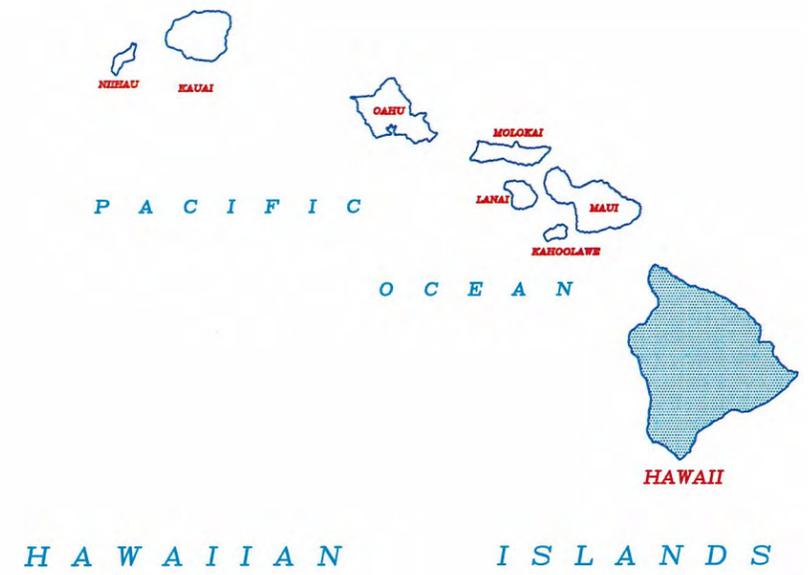
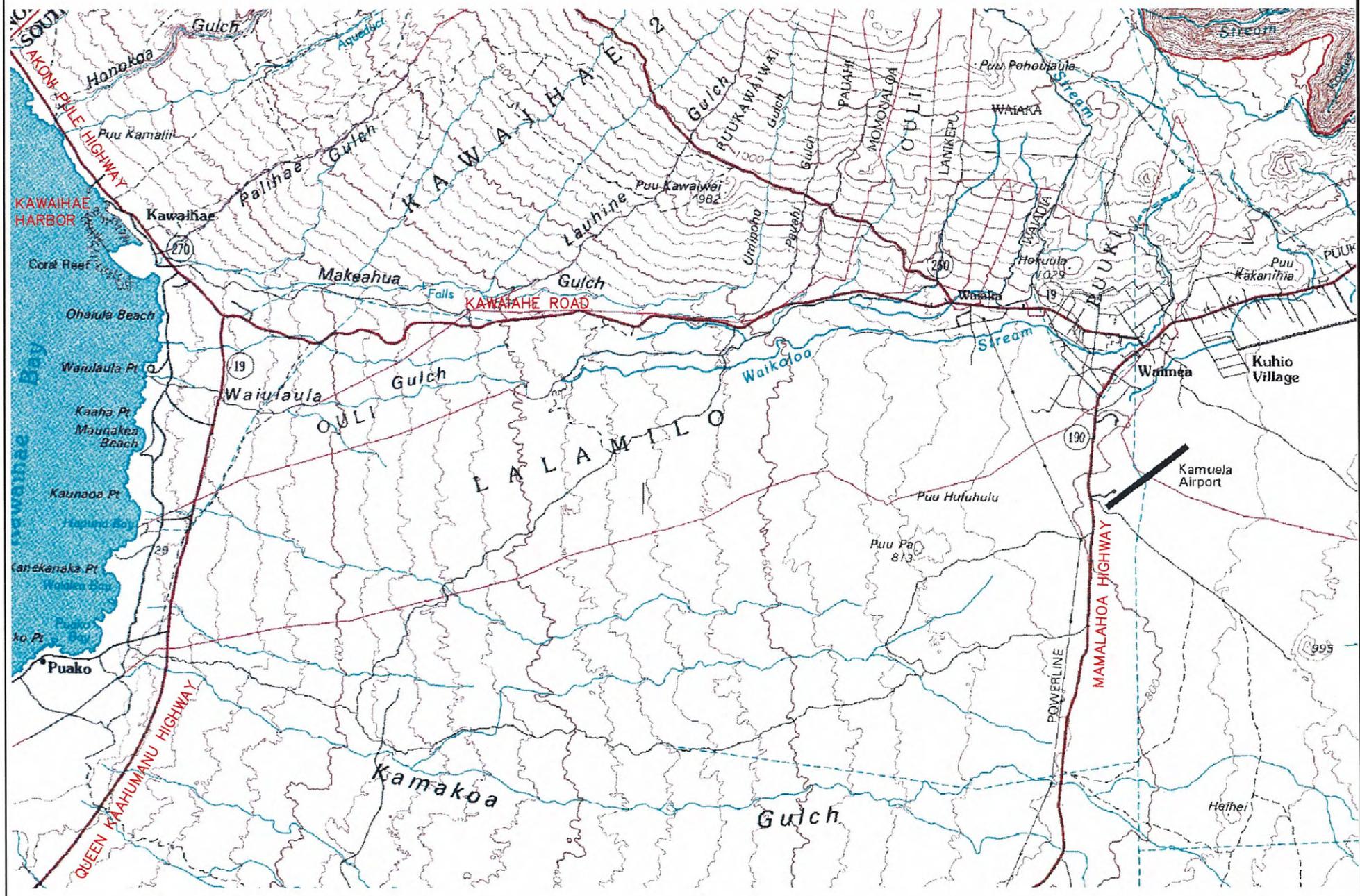
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SUMMARY

- Project Name:** Kawaihae Road Bypass
- Proposing Agency:** State of Hawaii, Department of Transportation, Highways Division
869 Punchbowl Street, Honolulu, Hawaii 96813
- Location:** Waimea, Lalamilo and Kawaihae, South Kohala District, Island and County of Hawaii
- Tax Map Key:** Tax Map Key (3rd) 6-01-various plats and parcels; 6-06- various plats and parcels; 6-07-001; & 6-08-001
- Class of Action:** Use of State land and funds; use of Federal funds
- Determination:** Environmental Impact Statement (EIS) required (joint State and Federal EIS)
- Proposed Action:** Proposed arterial highway connecting Mamalahoa Highway to Queen Kaahumanu and Akoni Pule Highway
- Estimated Cost:** The estimated construction cost for the proposed highway is approximately \$130 million.
- Purpose and Need:** To provide a bypass of the existing Kawaihae Road that will remove regional and local traffic from the existing Kawaihae Road and its associated intersections. The proposed highway is needed to facilitate a safer and more efficient movement of goods and people in the east-west direction, by providing a faster and improved highway link. In addition, the proposed highway will provide: a transportation system to meet existing and future traffic demands as stated in the Hawaii Long Range Transportation Plan; consistency with State and County Regional Plans, and conformance with the State Route System; and an arterial to move goods and people in the east-west direction in West Hawaii, in conjunction with the planned Saddle Road improvements, the planned Saddle Road extension, and the existing Waikoloa Road.
- State Land Use District:** Agriculture and Urban
- Zoning:** Agriculture (AG), Residential Single-family (RS), Residential Multi-family (RM), Open, Commercial Village (CV), and Industrial-General (MG)
- Permits Required:** National Pollutant Discharge Elimination System (NPDES) permit, Historic Preservation (Section 106) compliance, Section 401/404 Water Quality permits (possibly), Grading permit, County of Hawaii permits (possibly)



SCALE
Not To Scale

STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
HIGHWAYS DIVISION
Figure No. 1
Project Location
KAWAIHAE ROAD BYPASS
Waimea to Kawaihae
Project No. HWY-H-07-99
Scale: As Noted

SECTION 1.0 INTRODUCTION

This Environmental Impact Statement Preparation Notice (EISPN) is prepared for the proposed highway, that is intended to bypass the existing Kawaihae Road, pursuant to Chapter 343, Hawaii Revised Statutes (HRS) and the rules and regulations established by the Department of Health, Administrative Rules, Title 11, Chapter 200. Typically, the purpose of the EA is to disclose the environmental, economic and technical consequences of the proposed project (improvements) to the public officials responsible for approving the action (accepting authorities).

A Notice of Intent to prepare a Federal Environmental Impact Statement (FEIS) was published in the Federal Register on November 29, 2002¹. The accepting authority for this EISPN is the State of Hawaii, Department of Transportation. The accepting authorities for their respective Environmental Impact Statement(s), which will be completed in the future, is the Administrator of the Federal Highways Administration (FHWA), and the Governor of the State of Hawaii.

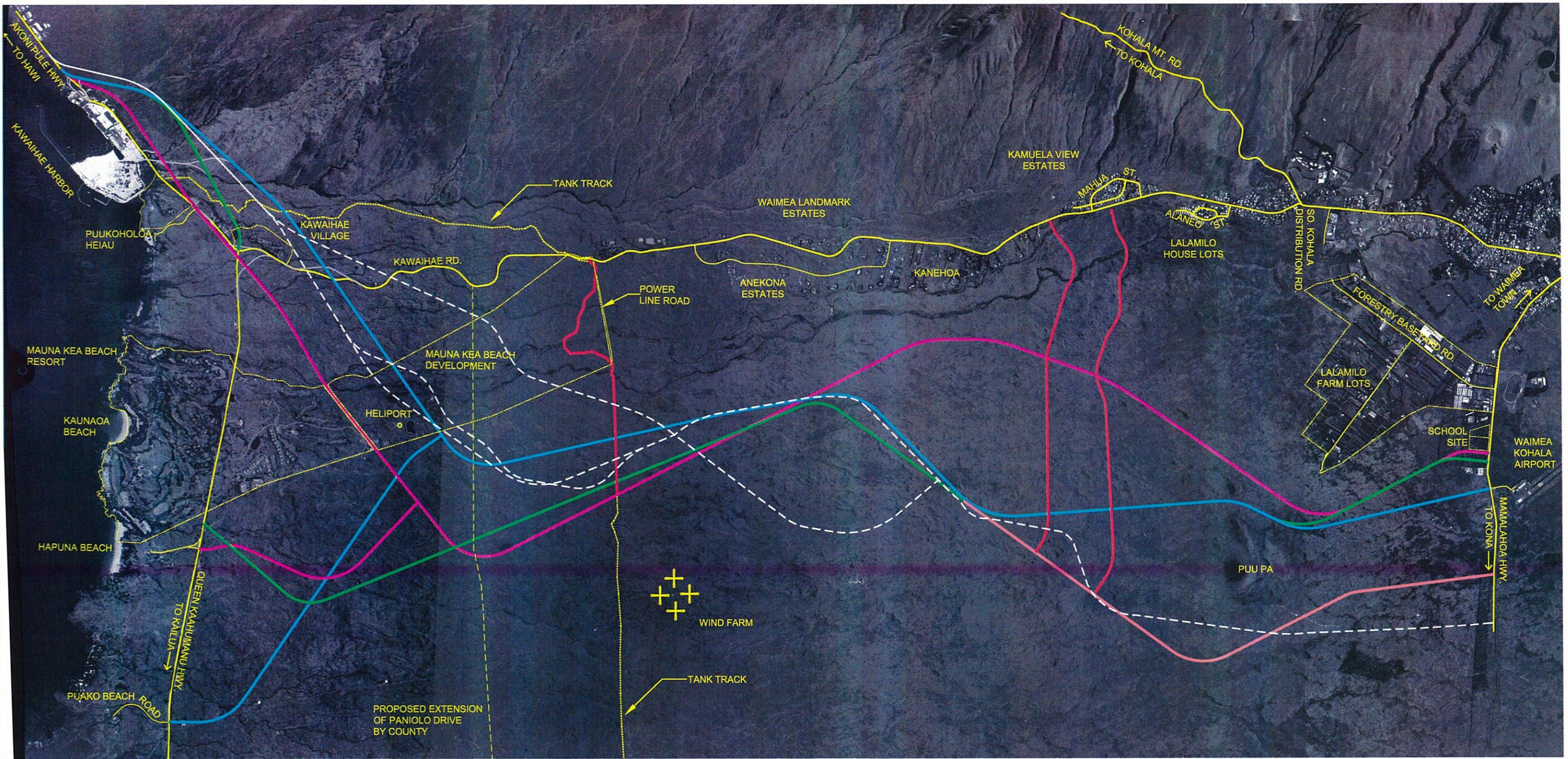
1.1 SUMMARY OF THE PROPOSED PROJECT

The State of Hawaii, Department of Transportation, Highways Division (HDOT), in consultation with FHWA, proposes to construct a new highway from Mamalahoa Highway, near the Waimea Kohala Airport, to Akoni Pule Highway, near Kawaihae Harbor (See Figure 1, above). In addition, due to the large volume of traffic traveling to and from the southern areas of the island, a link to the Queen Kaahumanu Highway is being considered. The proposed project will also include intersection modifications, access roadways to Kawaihae Harbor, and connector roads. These connector roads would be used during construction and may be transferred to another governmental agency for their use and maintenance. The proposed alignment alternatives are approximately 14.5 miles in length and are shown on Figure 2.

1.2 PRECONSULTATION, SCOPING AND PUBLIC PARTICIPATION

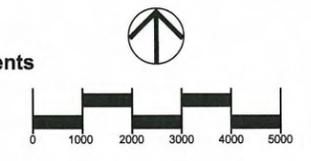
From 2005, HDOT has been involved in a public participation program which included various meetings within the community of South Kohala. Throughout the past few years, meetings were held with the Waimea Community Association, Lalamilo Farm Lots Association, South Kohala Traffic Safety Committee, various governmental agencies, Kawaihae Harbor area residents and businesses, and the general public to discuss the alternatives for the Kawaihae Road Bypass. In

¹ Federal Register, November 29, 2002, Volume 67, Number 230, page 71231



Legend

- Alignment A-2
- Alignment A-4
- Alignment A-7
- Proposed Public Alignments
- Connector Roads
- Existing Roadways
- - - Property Boundaries
- Kawaihāe Harbor / Kawaihāe Road Access Roads



STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
HIGHWAYS DIVISION

Figure No. 2
Proposed Alignments Alternatives
KAWAIHĀE ROAD BYPASS
Waimea to Kawaihāe
Project No. HWY-H-07-99

Scale: As Noted

addition, public comments have been received by HDOT from concerned citizens and community organizations. These comments and meeting notes are included in Appendix A.

In addition, this EIS Preparation Notice will be made available to the following agencies in compliance with HRS 343.

Federal Agencies

U.S. Army, Corps of Engineers
U.S. Army, Garrison Hawaii
U.S. Department of Interior, Fish and Wildlife Service
U.S. National Park Service
U.S. National Park Service, Puukohola Heiau National Historic Site

State of Hawaii

Department of Agriculture
Department of Business, Economic Development and Tourism (DBEDT)
DBEDT Energy, Resources & Technology Division
DBEDT Planning Office
Department of Hawaiian Home Lands
Department of Health
Department of Land and Natural Resources (DLNR)
DLNR Historic Preservation Division
Office of Environmental Quality Control
Office of Hawaiian Affairs
Hawaii State Library
Thelma Parker Memorial Public/School Library

County of Hawaii

Department of Public Works
Department of Research and Development
Department of Water Supply
Fire Department
Planning Department
Police Department

Organizations and Private Entities

Kawaihae Local Resource Council
Lalamilo Farm Lots Association
Mauna Kea Properties
Parker Ranch
Queen Emma Foundation
South Kohala Traffic Safety Committee
Waimea Community Association

1.3 LIST OF PERMITS AND APPROVALS

HDOT will be using its environmental documentation to comply with the applicable County of Hawaii permits, such as the Subdivision Approval, Grading Permit and Building Permits. Other State and Federal permits include:

- Section 10 permit, Section 401 permit and/or Section 404 permit, of the Clean Water Act, from the U.S. Army Corps of Engineers and State of Hawaii, Department of Health, Clean Water Branch, as appropriate;
- Section 106, of the National Historic Preservation Act, concurrence from the State Historic Preservation Office; and
- Notice of Intent (NOI) for the National Pollutant Discharge Elimination System (NPDES) general permit must be submitted to the Department of Health, Clean Water Branch, 30 days before the commencement of activities involving stormwater discharge from the construction site, dewatering effluent discharge, and/or discharge of hydrotesting water. Amendments to HAR, Chapter 11-55, requires a copy of the NOI or NPDES permit application to be submitted to the State Department of Land and Natural Resources, State Historic Preservation Division (SHPD). In addition, the design, construction and operations of this highway will comply with the EPA Compliance Agreement.

SECTION 2.0
DESCRIPTION OF PROJECT LOCATION
AND PROPOSED ACTION

2.1 LOCATION

The proposed highway will be located in the South Kohala District on the island of Hawaii, in the State of Hawaii. The alignment will be located south of the existing Kawaihae Road and will connect the Mamalahoa Highway (State Route 190) with Akoni Pule Highway (State Route 270) and Queen Kaahumanu Highway (State Route 19). At its eastern end, the proposed highway will intersect in the vicinity of the Waimea Kohala Airport (Kamuela Airport). At the western limit, the proposed highway will intersect the Queen Kaahumanu Highway in the vicinity of either Puako or Hapuna Beach, and then continue in the northwesterly direction to intersect the Akoni Pule Highway in the vicinity of Kawaihae Harbor. The project area is shown on Figure 1.

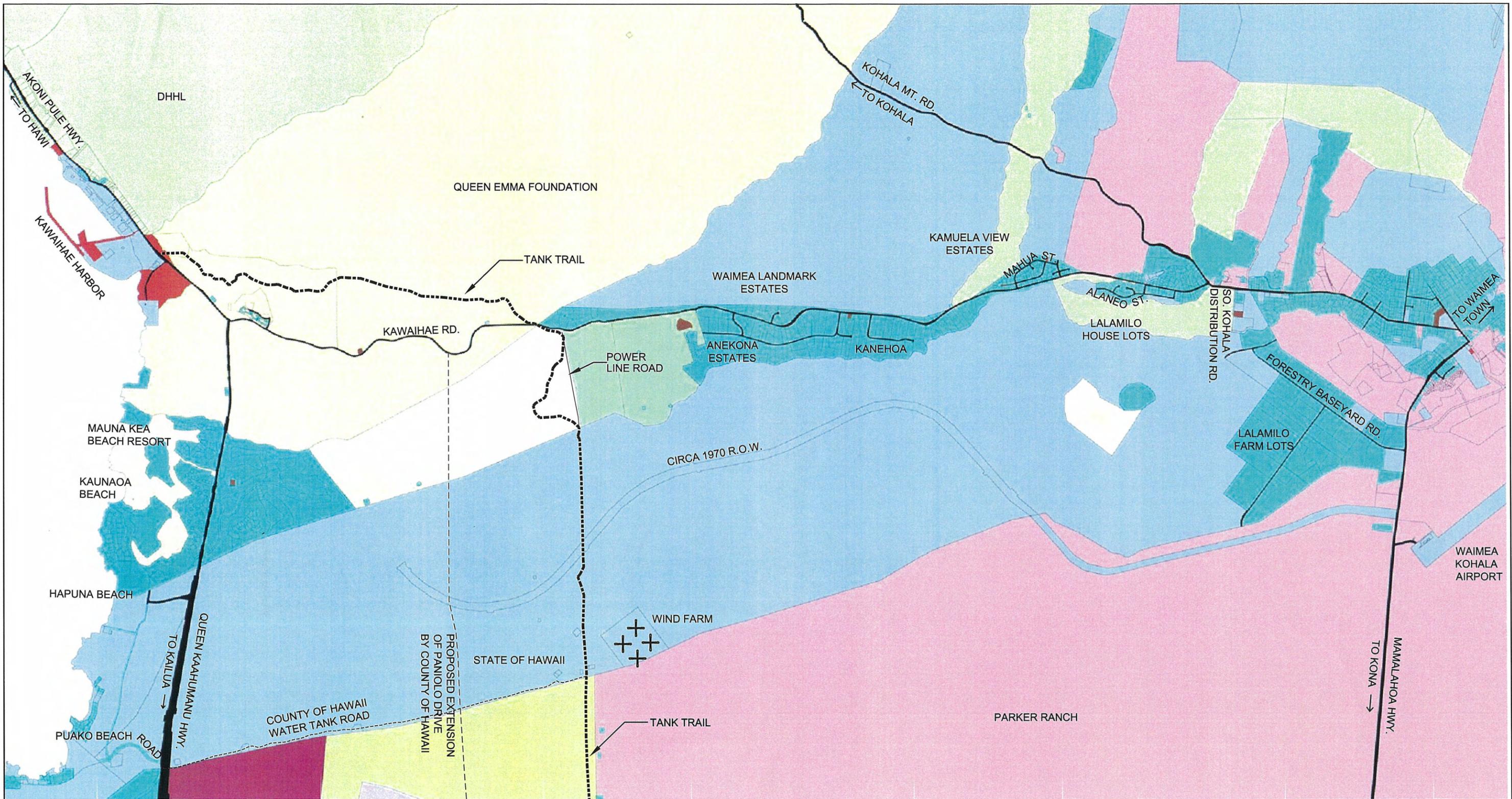
2.2 LAND OWNERSHIP

The major landowners in the project area which may be impacted are the State of Hawaii, Hawaii Department of Hawaiian Home Lands, Mauna Kea Properties, Parker Ranch, the National Park Service, and the Queen Emma Foundation. The connector roads may impact various subdivisions along the Kawaihae Road. Figure 3 shows the land owners in the project area.

2.3 EXISTING LAND USES

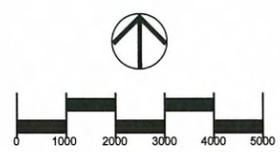
The Lalamilo Farm Lots, which are located on the northeast corner of the project area, are used for growing various food crops, flower industry and animal husbandry; it should also be noted, that according to the State of Hawaii, Department of Agriculture, these possess the necessary characteristics to be designated as "Agricultural Lands of Importance". The land area of the proposed Parker School, which is located south of the Lalamilo Farm Lots is currently vacant and has been listed for sale. There is a small industrial development across the Waimea-Kohala Airport on leased land from Parker Ranch. The remaining Parker Ranch lands in the project area and the State of Hawaii lands are used for cattle grazing.

Along the existing Kawaihae Road, there are several residential communities and scattered single family dwellings. On the west end of the project area the land uses include resort developments, residential areas, National Historic Site, and various industrial and commercial uses activities.



Legend

- | | | | |
|---|-----------------------------|---|-----------------------------|
|  | County of Hawaii |  | Queen Emma Foundation |
|  | DHHL |  | Reverse Exchange Properties |
|  | Hale Wailani Partners LP. |  | Roads |
|  | Mauna Kea Beach Hotel Corp. |  | State of Hawaii |
|  | Mauna Kea Development Corp. |  | Tri-Kohala Development Co. |
|  | Parker Land Trust |  | USA |
|  | Parker Ranch |  | Waikoloa Village Assn |
|  | Private | | |



STATE OF HAWAII
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Figure No. 3
Land Ownership
KAWAIHAE ROAD BYPASS
Waimea to Kawaihae
Project No. HWY-H-07-99

Scale: As Noted

The majority of the land impacted by the proposed roadway is designated by the State Land Use Commission as “Agriculture.” To the west, closer to Kawaihae Harbor, the land use changes to “Urban” with pockets of “Conservation” use at the Puukohola Heiau National Historic Site. The areas designated for “Urban” use also encompasses the Mauna Kea resort complex and the lands surrounding Kawaihae Harbor. In addition, there is a large area designated as “Conservation” use in the Puako area, from the Queen Kaahumanu Highway to the coast, excluding Puako Village. Figure 4 shows the State of Hawaii Land Use Commission designations within the project area.

County of Hawaii zoning is shown on Figures 5 and 6. The land is basically zoned Agriculture except near the coast. The zoning at the coast include: Residential Single-family (RS), Residential Multi-family (RM), Open, Commercial Village (CV), and Industrial-General (MG).

The new developments in the vicinity of the project includes the following:

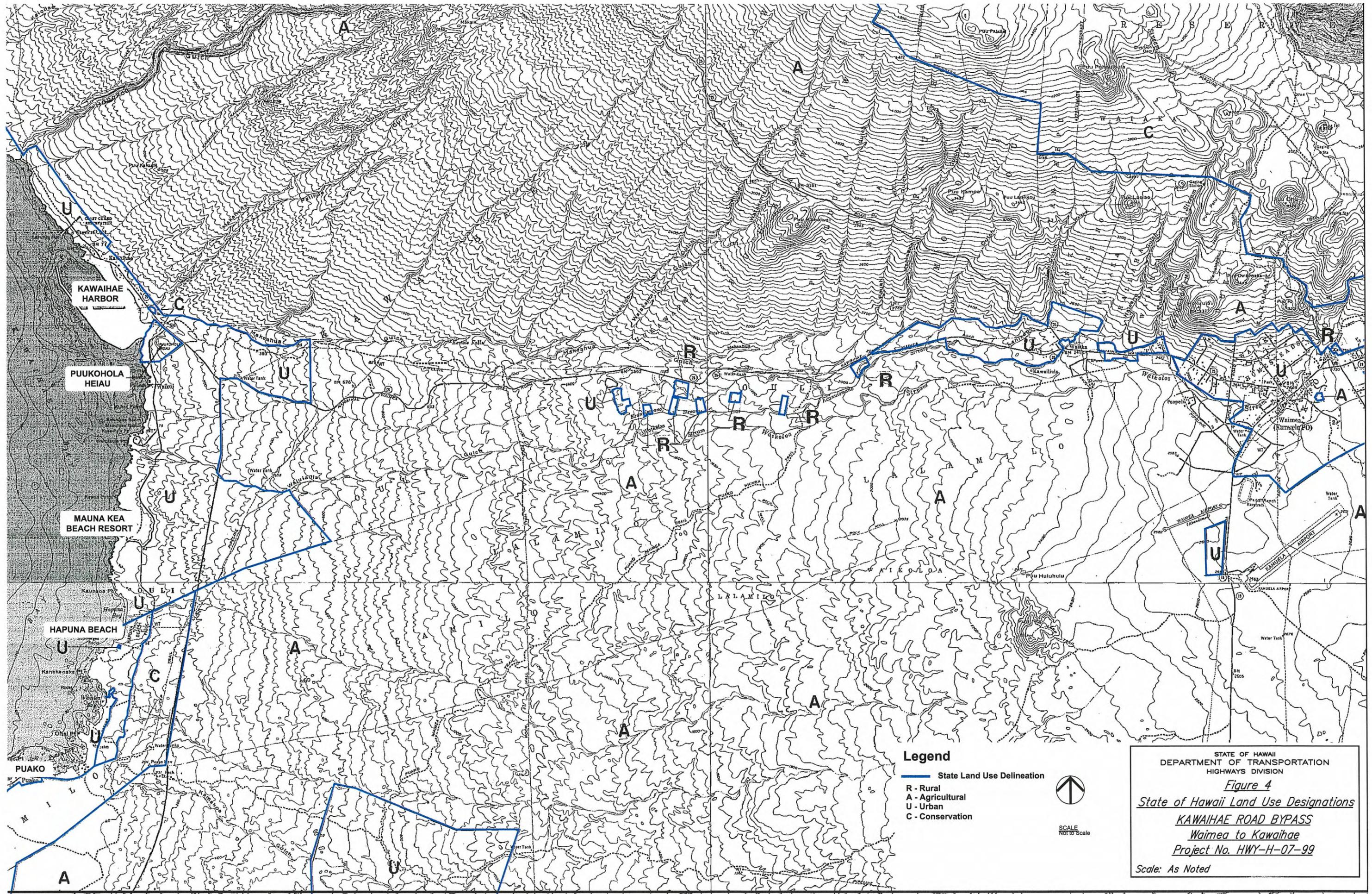
- Department of Hawaiian Home Lands Lalamilo residential development;
- Department of Hawaiian Home Lands Kawaihae Harbor development;
- the Parker Ranch 2020 Plan;
- Ouli Golf Course Community; and
- Mauna Kea Properties.

2.4 TRAFFIC FORECAST

Based on population projections and proposed developments in the area, Table 1 presents the anticipated growth in daily traffic volumes on the major roadways and highways in the area for planning horizon of 2035.

Kawaihae Harbor is the only deep water port on the west side of the Hawaii and serves the entire island. Fuel, bulk cargo and general cargo shipments enter and leave the island through Kawaihae. Although there is a port in Hilo, the transportation companies have found it more economical to dray containers from Kawaihae to Hilo, thus adding to the vehicular traffic on Kawaihae Road. In addition, Kawaihae Harbor is a main fuel storage and distribution point for most of the north and western parts of the island.

In the planning for the Kawaihae Harbor, the State of Hawaii, Department of Transportation, Harbors Division, has always envisioned that the Harbor would provide an inter-island ferry terminal, for the movement of cargo, automobiles, trucks and other wheeled equipment. Currently, the Hawaii Superferry has plans to operate at Kawaihae Harbor in 2009-2010 time frame.



Legend

— State Land Use Delineation

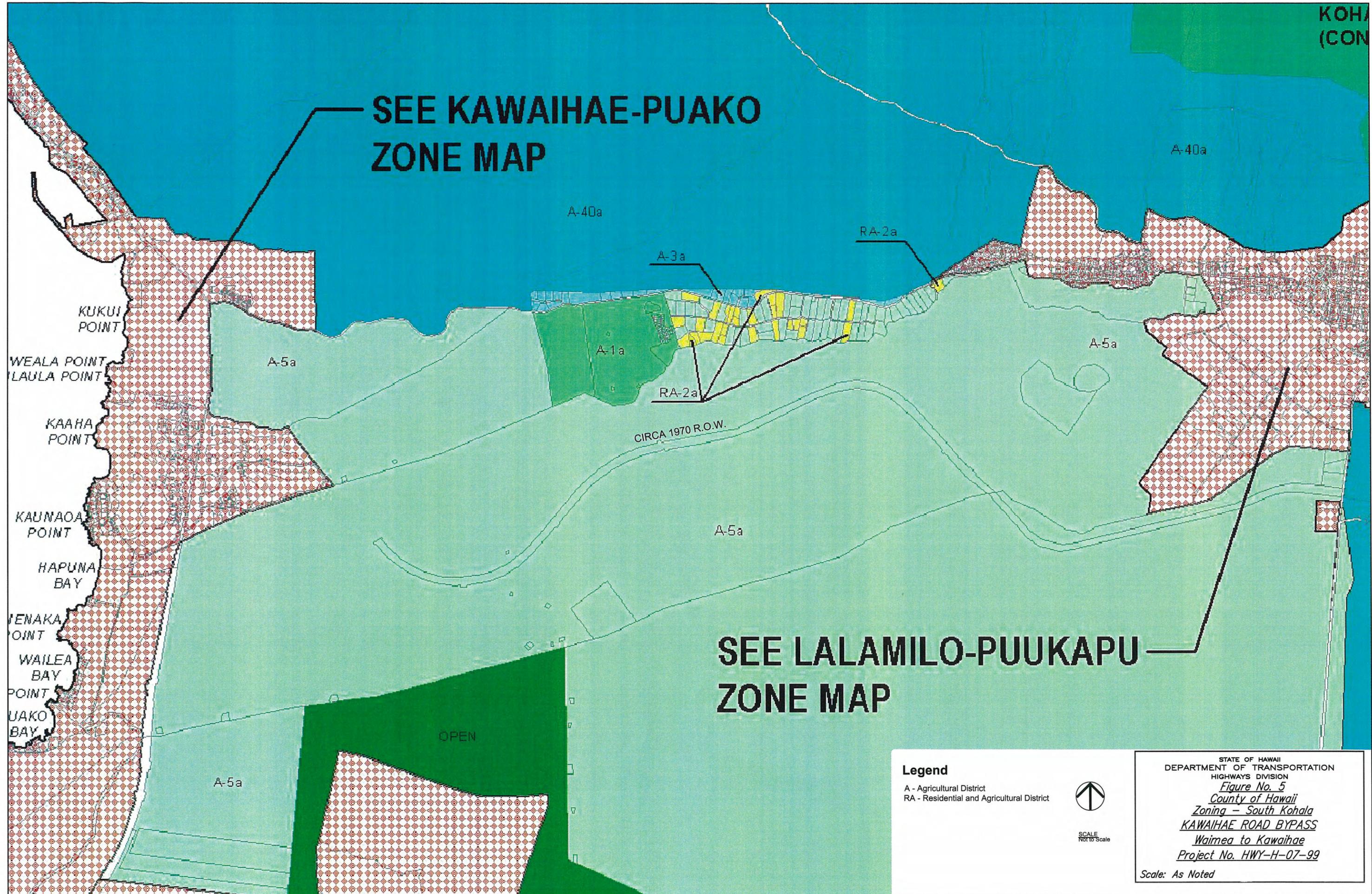
R - Rural
 A - Agricultural
 U - Urban
 C - Conservation

SCALE
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Figure 4
State of Hawaii Land Use Designations
KAWAIHAE ROAD BYPASS
Waimea to Kawaihāe
Project No. HWY-H-07-99
 Scale: As Noted

SEE KAWAIHAE-PUAKO
ZONE MAP



SEE LALAMILO-PUUKAPU
ZONE MAP

Legend

- A - Agricultural District
- RA - Residential and Agricultural District



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STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
HIGHWAYS DIVISION
Figure No. 5
County of Hawaii
Zoning - South Kohala
KAWAIHAE ROAD BYPASS
Waimea to Kawaihae
Project No. HWY-H-07-99
Scale: As Noted

In addition, the resort developments of the Kawaihae, Puako, Hapuna and Waikoloa areas and the other developments in the South Kohala area will increase traffic. These resort developments are some of the biggest and most luxurious resorts in Hawaii, and therefore, the region is known as the “Kona Gold Coast.” This area generates a significant amount of income for the State and employs a large portion of the local population. Therefore, every effort should be made to minimally impact the “resort atmosphere,” plans and operations of these resorts, and improve accessibility to these resort facilities for its workers and visitors.

**TABLE 1
ESTIMATED 2035 WEEKDAY TRAFFIC VOLUMES**

ROADWAY	LOCATION	2003 DAILY VOLUME	2035 (est.) DAILY VOLUME	PERCENT INCREASE
Hawaii Belt Road	East of Lindsey Rd.	20,200	46,500	130
Mamalahoa Highway	West of Lindsey Rd.	10,000	29,500	195
Kawaihae Road	North of Mamalahoa Hwy.	17,400	41,000	136
	West of Kohala Mountain Rd.	9,000	21,000	133
	East of Queen Kaahumanu Hwy.	8,100	16,000	98
	West of Queen Kaahumanu Hwy.	7,400	18,500	150
Queen Kaahumanu Highway	South of Kawaihae Rd.	11,800	28,000	137
Wilbur Smith Associates, 2005				

2.5 PURPOSE AND NEED

The main purpose of this highway is to provide a bypass of the existing Kawaihae Road that will remove regional and local traffic from the existing Kawaihae Road and its associated intersections. In addition, the proposed highway will provide:

- a transportation system to meet existing and future traffic demands as stated in the Hawaii Long Range Transportation Plan;
- consistency with State and County Regional Plans, and conformance with the State Route System; and
- an arterial to move goods and people in the east-west direction in West Hawaii, in conjunction with the planned Saddle Road improvements, the planned Saddle Road extension, and the existing Waikoloa Road.

The proposed highway is needed to facilitate a safer and more efficient movement of goods and people in the east-west direction, by providing a faster and improved highway link. The existing Kawaihae Road was essentially constructed in 1934, and consequently, this highway does not have the capacity to accommodate the current and forecast traffic demand. Furthermore, the highway has sharp curves, steep grades (in excess of seven percent), poor sight distances, no passing lanes, no runaway truck ramps, direct driveways, and narrow pavement widths. The proposed Kawaihae Road Bypass will be designed and constructed in accordance with current highway standards and geometric requirements for its proposed design speed.

In addition to the age of highway, the increase in traffic and the mix of vehicles has increased congestion. Therefore, the proposed highway will relieve the congestion on the existing Kawaihae Road and at its associated intersections. The Hawaii Long Range Transportation Plan states that the proposed highway from Mamalahoa Highway to Queen Kaahumanu Highway will be needed to:

- open up State lands in the Lalamilo area for planned developments; and
- support potential economic development initiatives, as shown on the County's General Plan, which would *"accommodate the anticipated expansions of resort areas along the coast, commuter traffic from Hamakua and Waimea and the transportation of goods to and from the Kawaihae Harbor."*

Furthermore, the Hawaii Long Range Transportation Plan states that the proposed bypass from Queen Kaahumanu Highway to Akoni Pule Highway will be needed to:

- improve traffic flow from Kawaihae Harbor to Kona;
- support the anticipated growth of cargo and passenger traffic at the Harbor;
- support economic development initiatives such as the long-range development plan proposed by the Department of Hawaiian Home Lands (DHHL); and
- enhance intermodal connectivity.

2.6 DESIGN PARAMETERS

The design criteria has been established for the proposed highway which would assure the accommodation of the forecast traffic demand for the year 2035. These criteria, which were used to initially evaluate the project's alignment alternatives include:

- Design Speed 55 mph;
- Maximum Grade 6 percent;
- Maximum Rate of Superelevation 8 percent;
- Minimum Horizontal Curve Radius 1,200 feet;
- Minimum Length of Curvature 500 feet;
- Maximum Curve Length 2,640 feet (½ mile); and
- Minimum right-of-way width 200 feet.

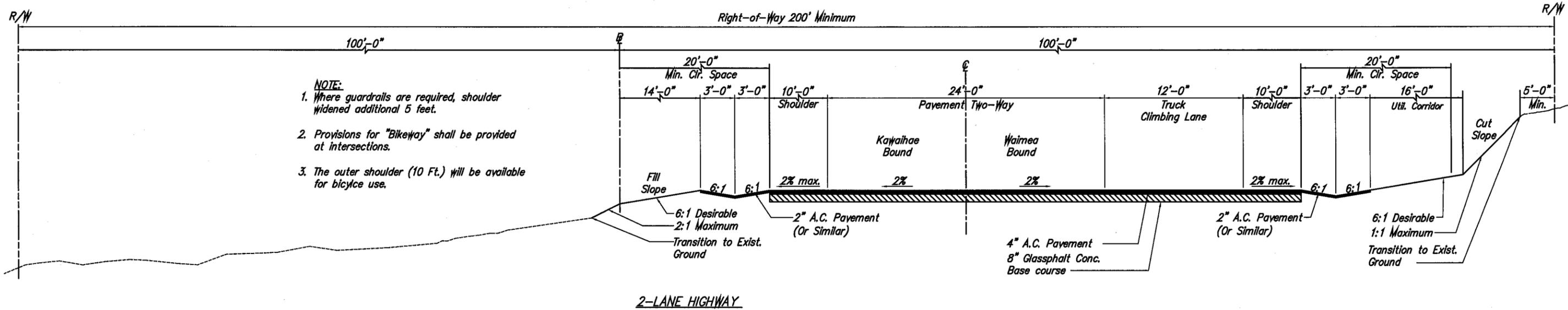
The other facilities, such as connector roads or access roadways to Kawaihae Harbor, will be designed to a lesser design speed, and appropriate geometric requirements and standards will be developed and applied.

Figure 7 presents the typical cross-section of the highway. It is envisioned that the initial phase of this highway would be two (2)-12 foot lanes, with a truck climbing lane for lengths which have a steep grade. In addition, wider shoulders are provided to allow for bicyclists, and a utility corridor is established for various utilities, such as water and electricity. As warranted by future traffic volumes or appropriate highway sections, the ultimate typical section will have a four (4) lane divided configuration.

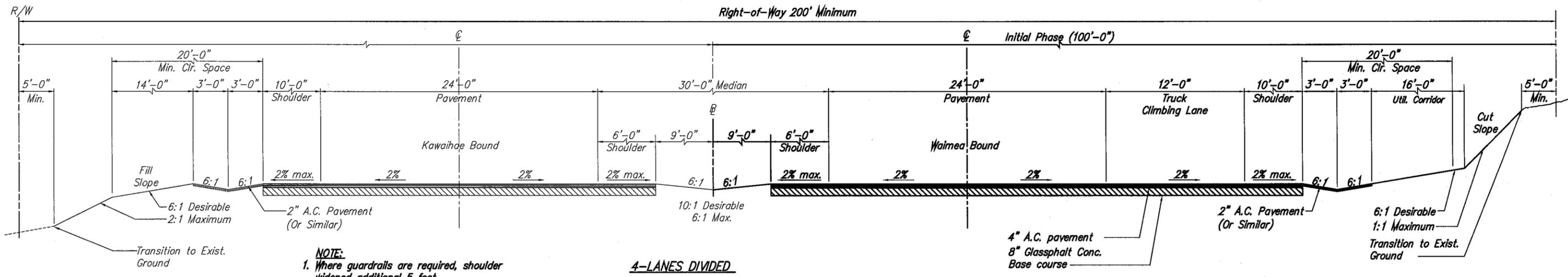
Through discussions with the U.S. Army, HDOT has learned that they are interested in using a portion of the proposed right-of-way to transport their equipment and vehicles. If this concept is agreed upon, the typical section would be changed to meet their needs.

2.7 PROJECT COSTS AND IMPLEMENTATION SCHEDULE

At this point in time, the total construction cost is approximately 130 million (2006 dollars). Typically, the design stage of this project can begin after the completion of the EIS and the Record of Decision which is currently anticipated in mid 2010. The design portion of the project will require the ensuing two (2) to three (3) years, and the construction phase will immediately follow. The construction of the proposed highway will be accomplished in phases and is dependent on the amount of funds available.



- NOTE:**
- Where guardrails are required, shoulder widened additional 5 feet.
 - Provisions for "Bikeway" shall be provided at intersections.
 - The outer shoulder (10 Ft.) will be available for bicycle use.



- NOTE:**
- Where guardrails are required, shoulder widened additional 5 feet.
 - Provisions for "Bikeway" shall be provided at intersections.
 - The outer shoulder (10 Ft.) will be available for bicycle use.



STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
HIGHWAYS DIVISION

Figure 7
Typical Highway Cross-section
KAWAIHAE ROAD BYPASS
Waimea to Kawaihae
Project No. HWY-H-07-99

Scale: As Noted

SECTION 3 ALTERNATIVES

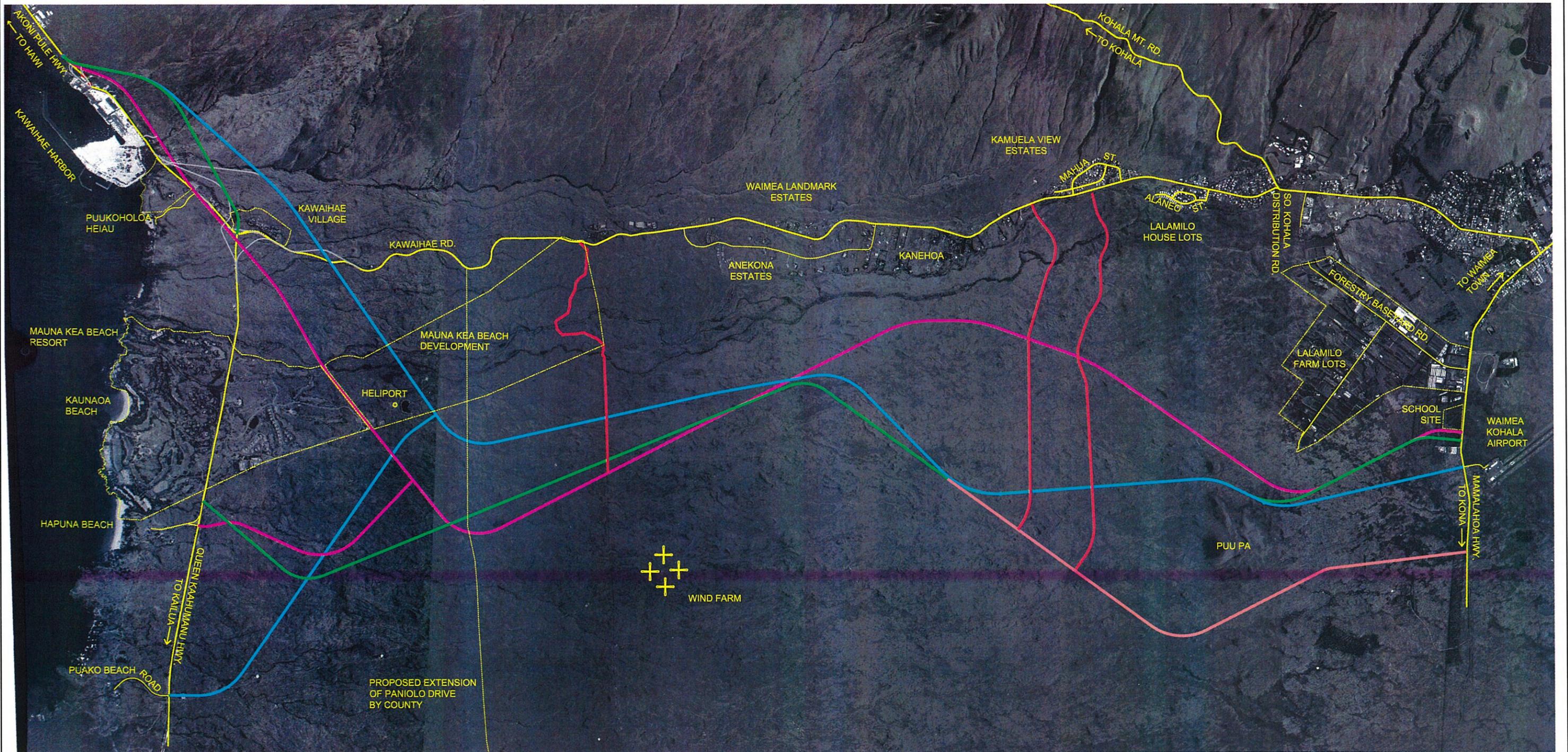
3.1 ALTERNATIVE ALIGNMENTS

Various alternative alignments were initially developed in the project area and were evaluated to determine the “selected” alignments to be studied in the project’s environmental documents. The evaluation of the various alignments were based on: meeting the purpose and need, meeting the design criteria, limiting costs, minimizing potential environmental impacts, and developing a range of alternatives for environmental review. Four alignments were selected based on this evaluation criteria. All of these alignments have the east termini at Mamalahoa Highway, near the small industrial area, across from the Waimea-Kohala Airport. All of alignments have the north termini at Akoni Pule Highway, near Kawaihae Harbor, and a south termini to Queen Kaahumanu Highway near Hapuna Beach or Puako Beach access roadways.

The southern spur is needed to accommodate the large volume of traffic from and to the south. There is a large number of vehicles regularly traveling to and from the resort areas south of Kawaihae, such as the resort areas of Mauna Kea/Hapuna Beach, Waikoloa, Mauna Lani, and Hualalai-Four Seasons.

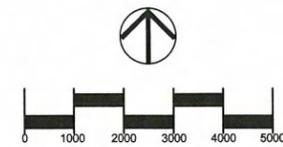
The proposed alignments are labeled Alternative A-2, A-4, A-7 and public /A-7 and are presented in Figure 8. Alternative A-2 (Figure 9), starts at Mamalahoa Highway at the intersection of Waimea-Kohala Airport access roadway. It is a fairly straight highway alignment in the east-west direction, until it reaches the Mauna Kea Properties development. Then, Alternative A-2 proceeds in a north-south direction. The main leg proceeds north, and is located east of the Mauna Kea Properties heliport and east of Kawaihae Village, until reaching Akoni Pule Highway. To accommodate the southbound traffic, a spur road will be provided which will intersect the Queen Kaahumanu Highway at Puako Beach Drive.

Alternative A-4 (Figure 10), starts near the industrial subdivision on Mamalahoa Highway and curves north toward the Kanehoa and Anekona subdivisions. From that point, it tends to follow the circa 1970's alignment. Just west of the wind farm, there is a spur road which takes the southbound traffic west to meet the Queen Kaahumanu Highway at the intersection of the Hapuna Beach Road. The main leg of the Bypass goes north along the circa 1970's alignment, passing just east of the Hapuna Beach Golf Course, and heads toward the existing Queen Kaahumanu Highway and Kawaihae Road intersection. From this intersection, it goes slightly east to avoid impacting the Puukohola Heiau National Historic Site until it terminates along Akoni Pule Highway.

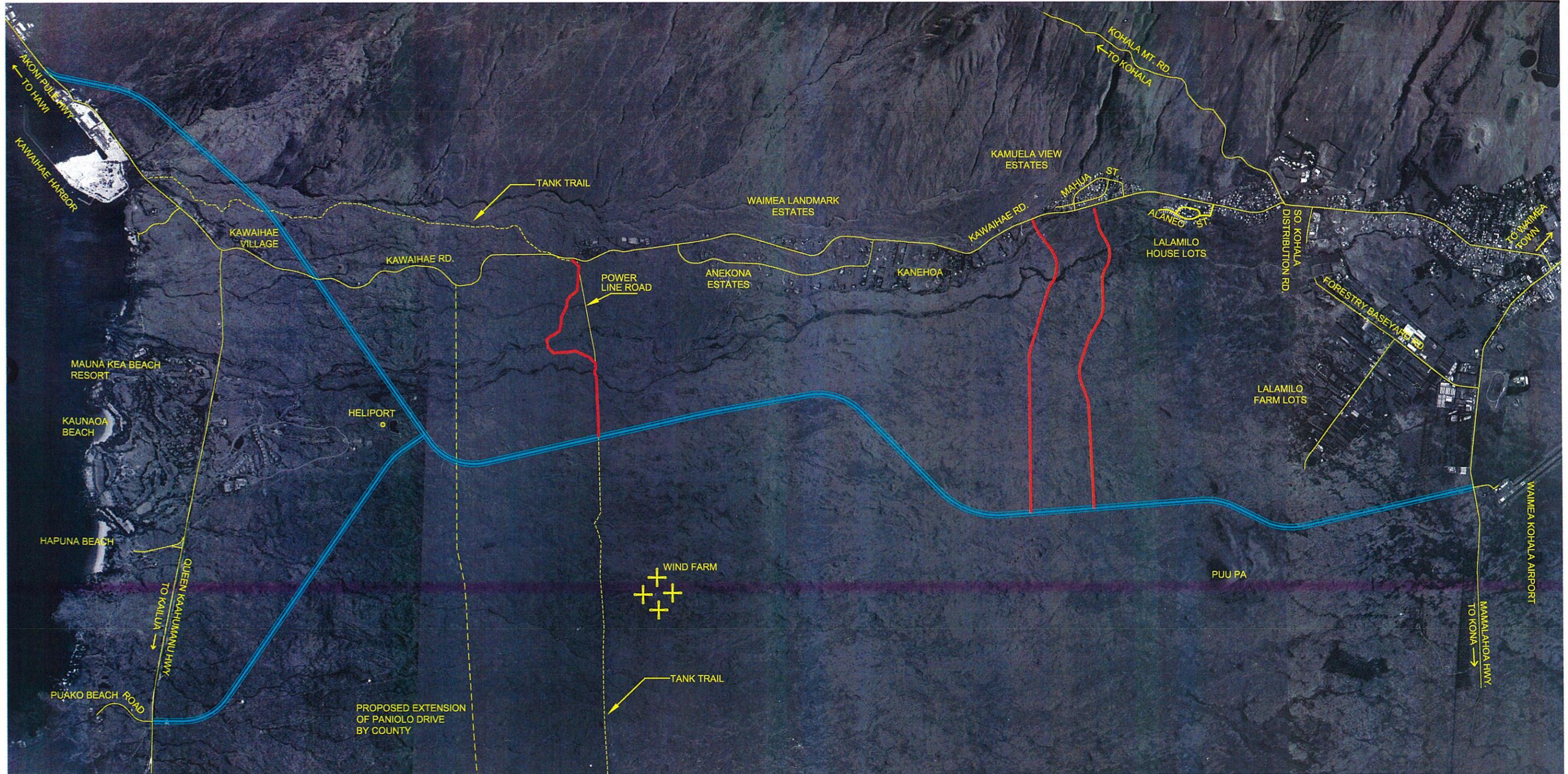


Legend

- Alternative A-2
- Alternative A-4
- Alternative A-7
- Refined Public Alternative to A-7
- Connector Road Alternatives
- Existing Roads
- - - Property Boundary
- - - Kawaihae Harbor / Kawaihae Road Access Roads

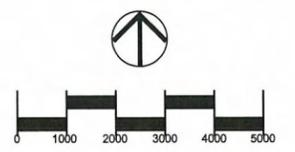


STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
HIGHWAYS DIVISION
Figure No. 8
Proposed Alternatives
KAWAIHAE ROAD BYPASS
Waimea to Kawaihae
Project No. HWY-H-07-99
Scale: As Noted



Legend

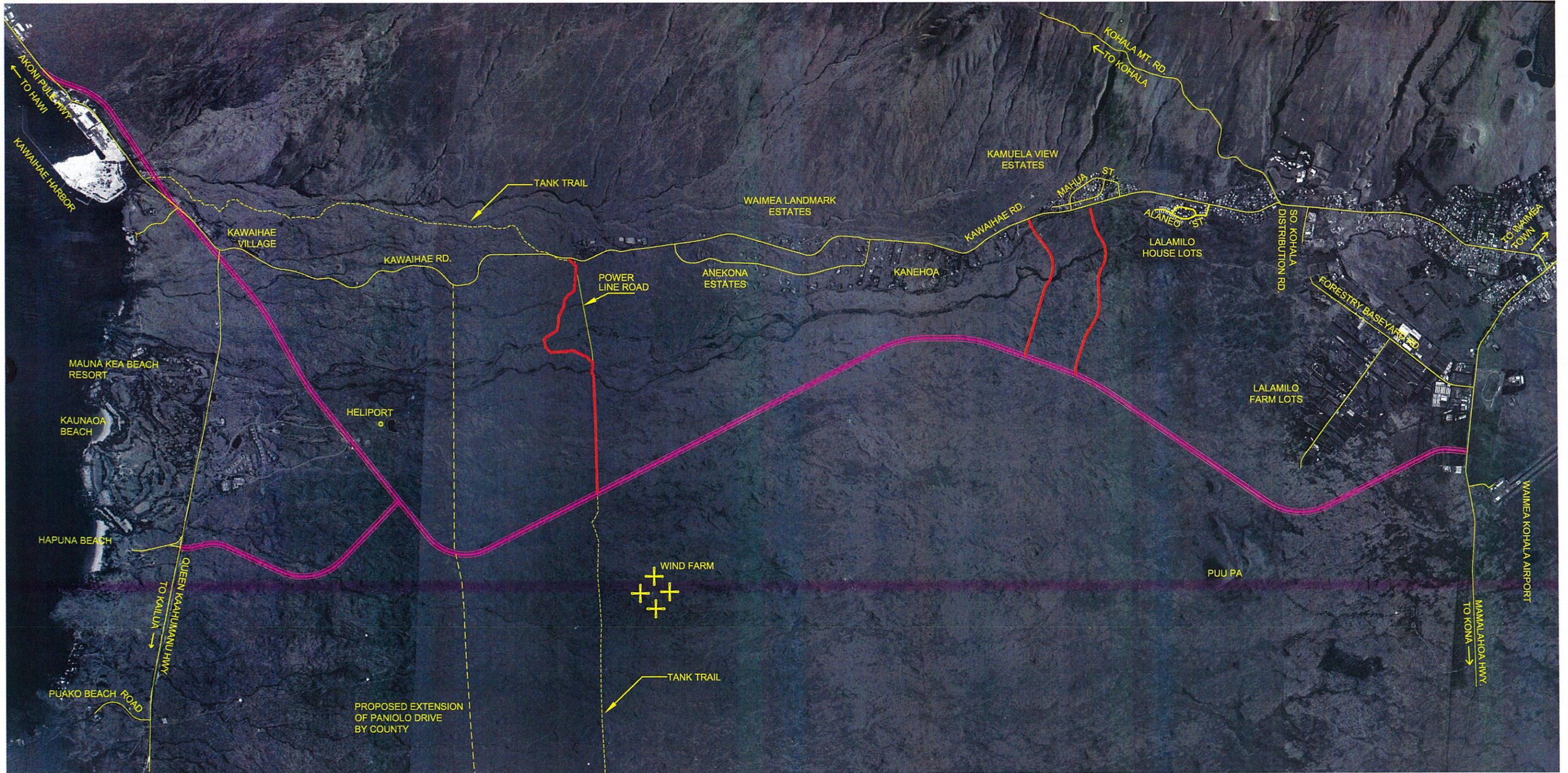
- Alternative A-2
- Rights of Way (200 ft.)
- Connector Road Alternatives
- Existing Roadways



STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
HIGHWAYS DIVISION

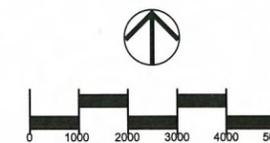
Figure No. 9
Alternative A-2
KAWAIHAE ROAD BYPASS
Waimea to Kawaihāe
Project No. HWY-H-07-99

Scale: As Noted



Legend

- Alternative A-4
- Rights of Way (200 ft.)
- Connector Road Alternatives
- Existing Roadways



STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
HIGHWAYS DIVISION

Figure No. 10
Alternative A-4

KAWAIHĀE ROAD BYPASS
Waimea to Kawaihāe
Project No. HWY-H-07-99

Scale: As Noted

Alternative A-7 (Figure 11), starts near the industrial subdivision on Mamalahoa Highway and tends westerly in a fairly straight alignment until it intersects with Queen Kaahumanu Highway, near the Hapuna Beach Road. This alternative then uses the existing Queen Kaahumanu Highway as a north-south connector. To improve access and traffic circulation and to avoid the Puukohola Heiau National Historic Site (NHS), an extension of Queen Kaahumanu Highway is proposed from the intersection of Queen Kaahumanu Highway and Kawaihae Road, traveling east of Kawaihae Harbor to join with Akoni Pule Highway.

The connector road alternatives shown on Figure 12. In the eastern portion of the project areas, there are two alternatives opposite the Kamuela View Estates. The recommended “eastern connector” alternative will be one of these two alternatives. This connector road will initially serve as a construction road and should eventually be turned over to another governmental agency for their use and maintenance.

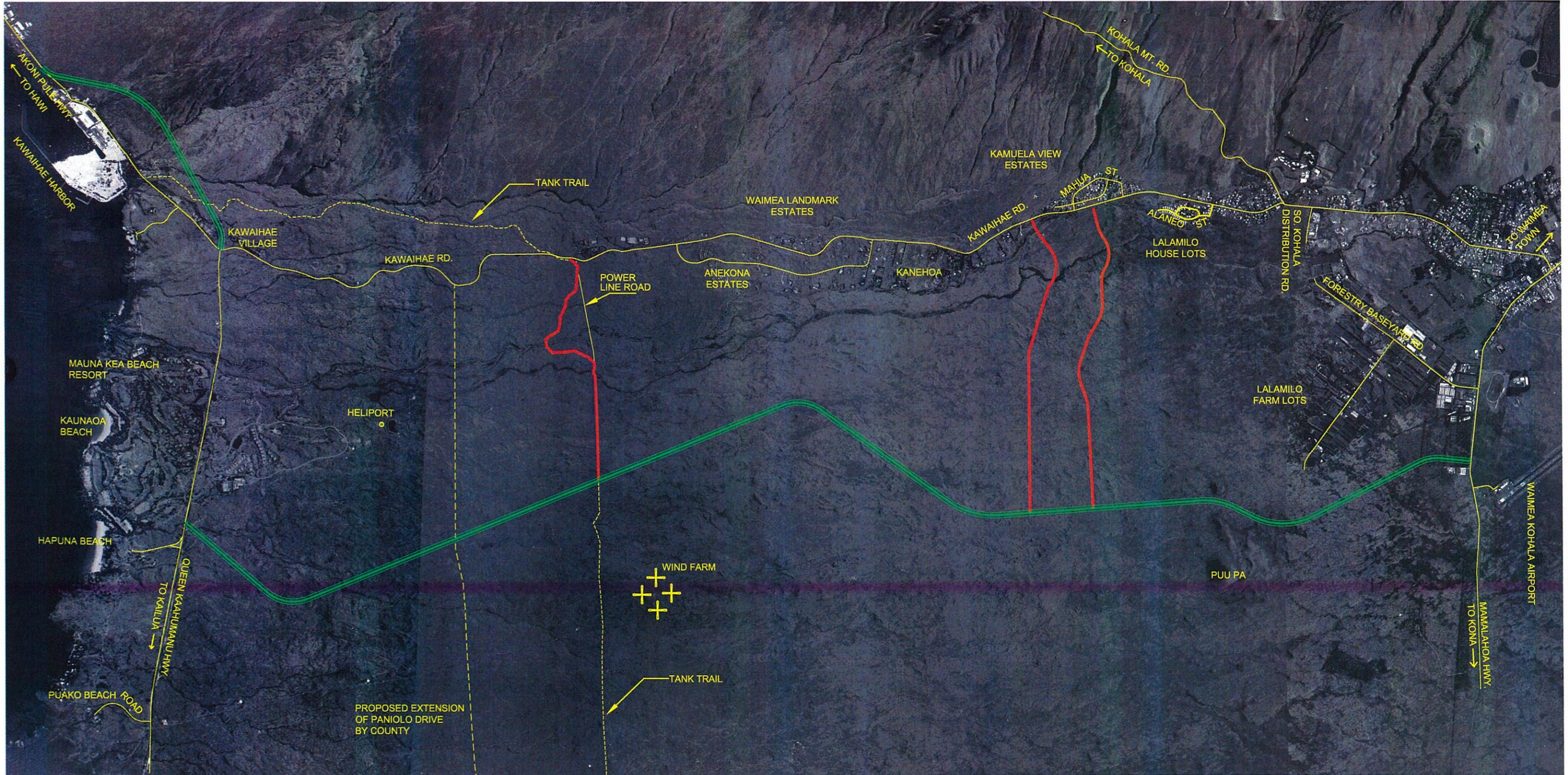
In the western portion of the project, the proposed connector road uses will use the existing tank trail, entering either from the existing Kawaihae Road and the County of Hawaii Department of Water Supply access road. This connector road will serve only as a construction road, since permission must be obtained from its property owners prior to its long-term use. The County of Hawaii, Department of Water Supply access road starts at the Queen Kaahumanu Highway, near Puako Beach Drive and intersects the tank trail near the wind farm.

In addition to the main alignments, various alternatives for access roads to the Kawaihae Harbor and changes to existing intersections will be analyzed in the EIS. Figure 13 shows possible changes to the intersection of Queen Kaahumanu Highway and Kawaihae Road. Figure 14 shows the various Harbor access roadways alternatives from the proposed Kawaihae Road Bypass alternative alignments.

3.2 PUBLIC ALIGNMENTS

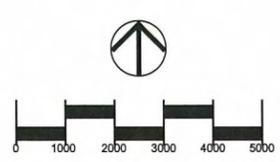
During the public coordination process, the general public recommended various alignments for the highway as shown on Figure 15. The desire of these residents involved the relocation of the proposed highway alignments as far south as possible to reduce the impacts to the Lalamilo Farm Lots, and the Kanehoa and Anekona subdivisions. The proposed “public” alignment would move the highway approximately three (3) miles or more from the Lindsey Road, Hawaii Belt Road and Kawaihae Road intersection, and approximately four (4) miles from the Saddle Road junction.

The western two-thirds of the public alignments do not meet the design criteria as the grades become steep, approaching 8 percent in some areas. In general, these alignments are more costly than the three alignments selected. However, the alignment on the eastern end, which goes south



Legend

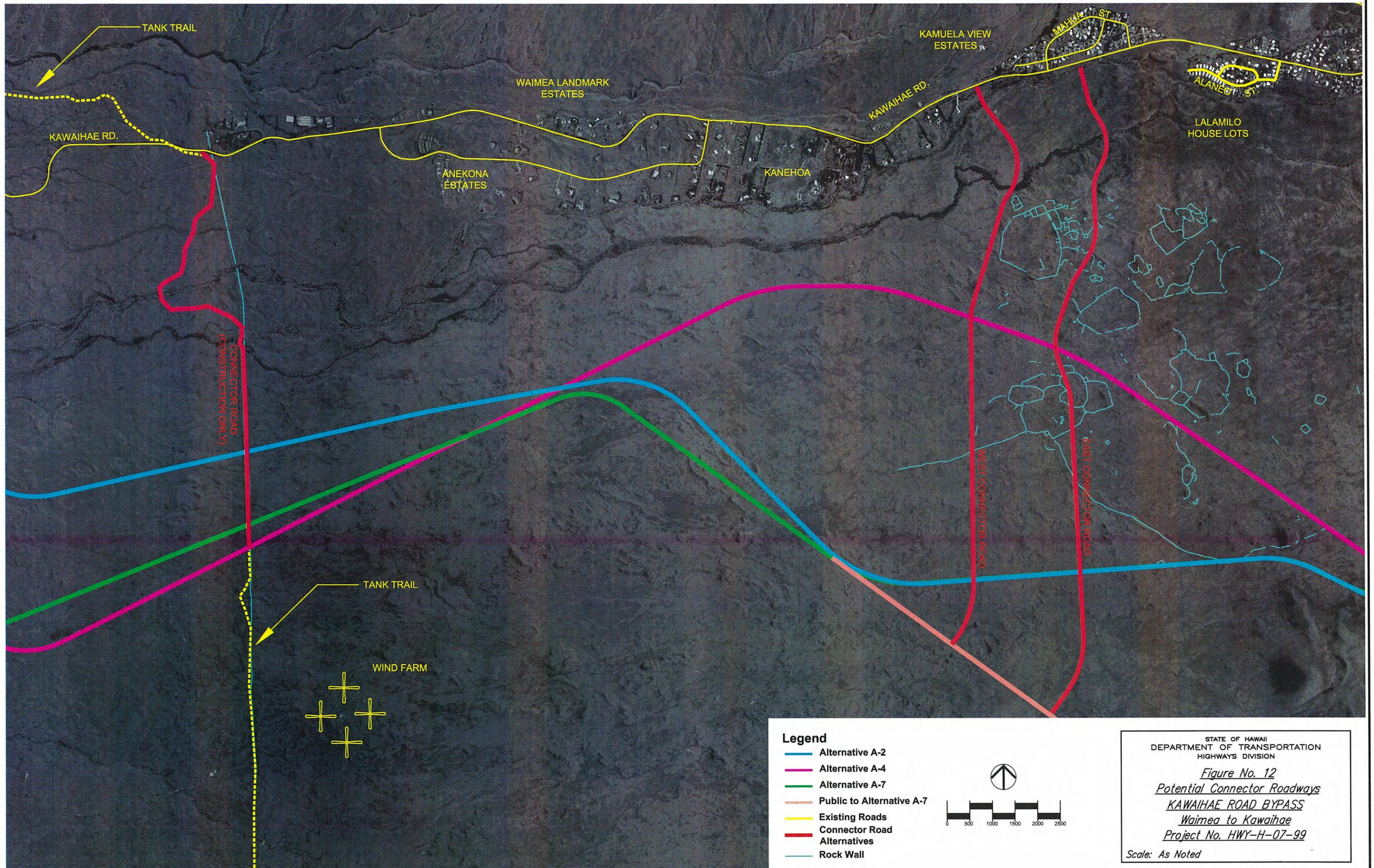
- Alternative A-7
- Rights of Way (200 ft.)
- Connector Roads Alternatives
- Existing Roadways



STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
HIGHWAYS DIVISION

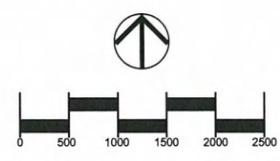
Figure No. 11
Alternative A-7
KAWAIHĀE ROAD BYPASS
Waimea to Kawaihāe
Project No. HWY-H-07-99

Scale: As Noted



Legend

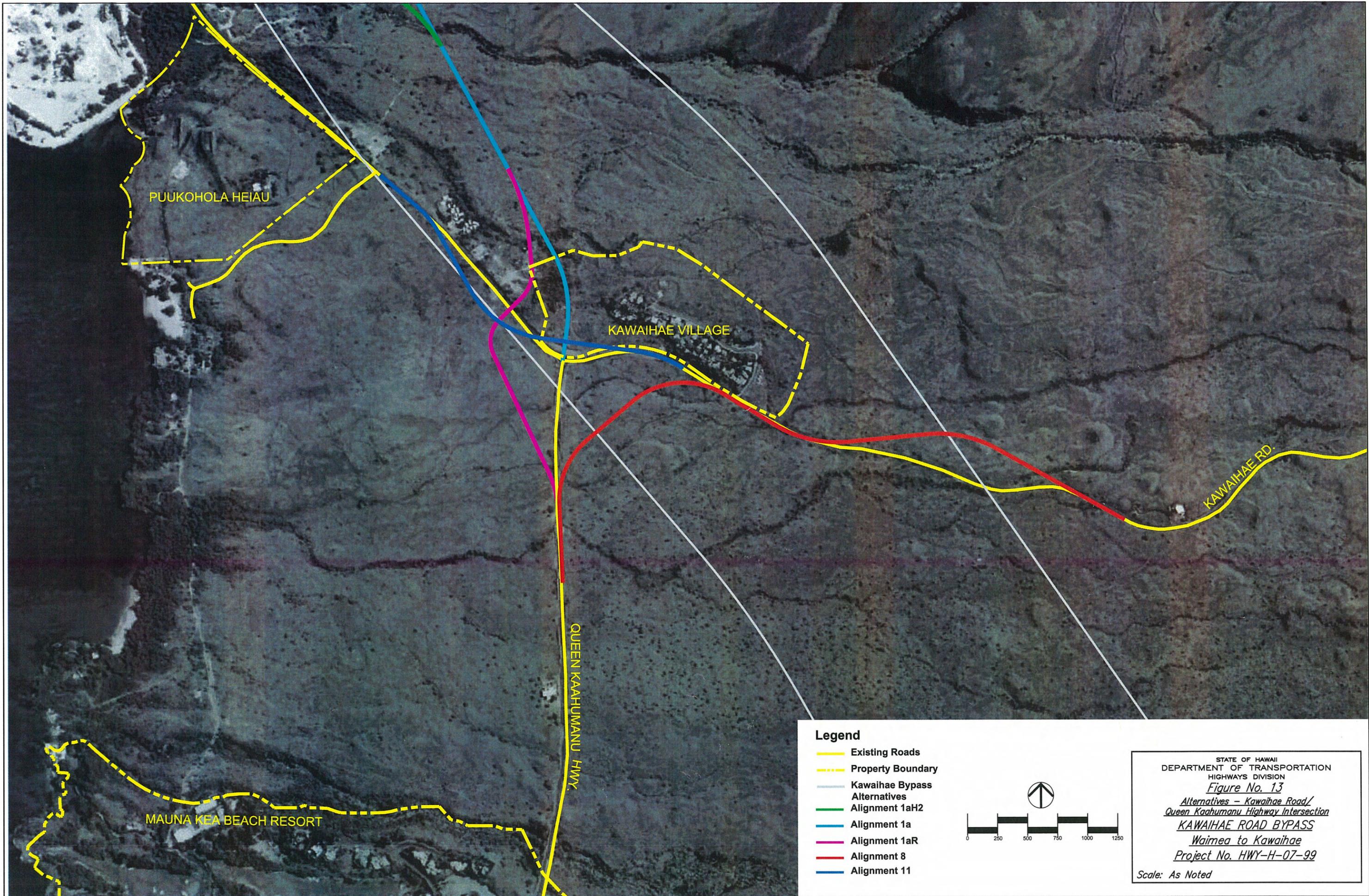
- Alternative A-2
- Alternative A-4
- Alternative A-7
- Public to Alternative A-7
- Existing Roads
- Connector Road Alternatives
- Rock Wall



STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
HIGHWAYS DIVISION

Figure No. 12
Potential Connector Roadways
KAWAIHAE ROAD BYPASS
Waimea to Kawaihae
Project No. HWY-H-07-99

Scale: As Noted



PUUKOHOLA HEIAU

KAWAIHAE VILLAGE

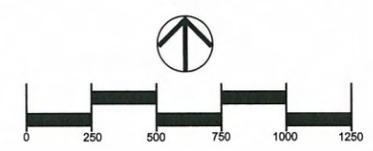
MAUNA KEA BEACH RESORT

QUEEN KAHumANU HWY

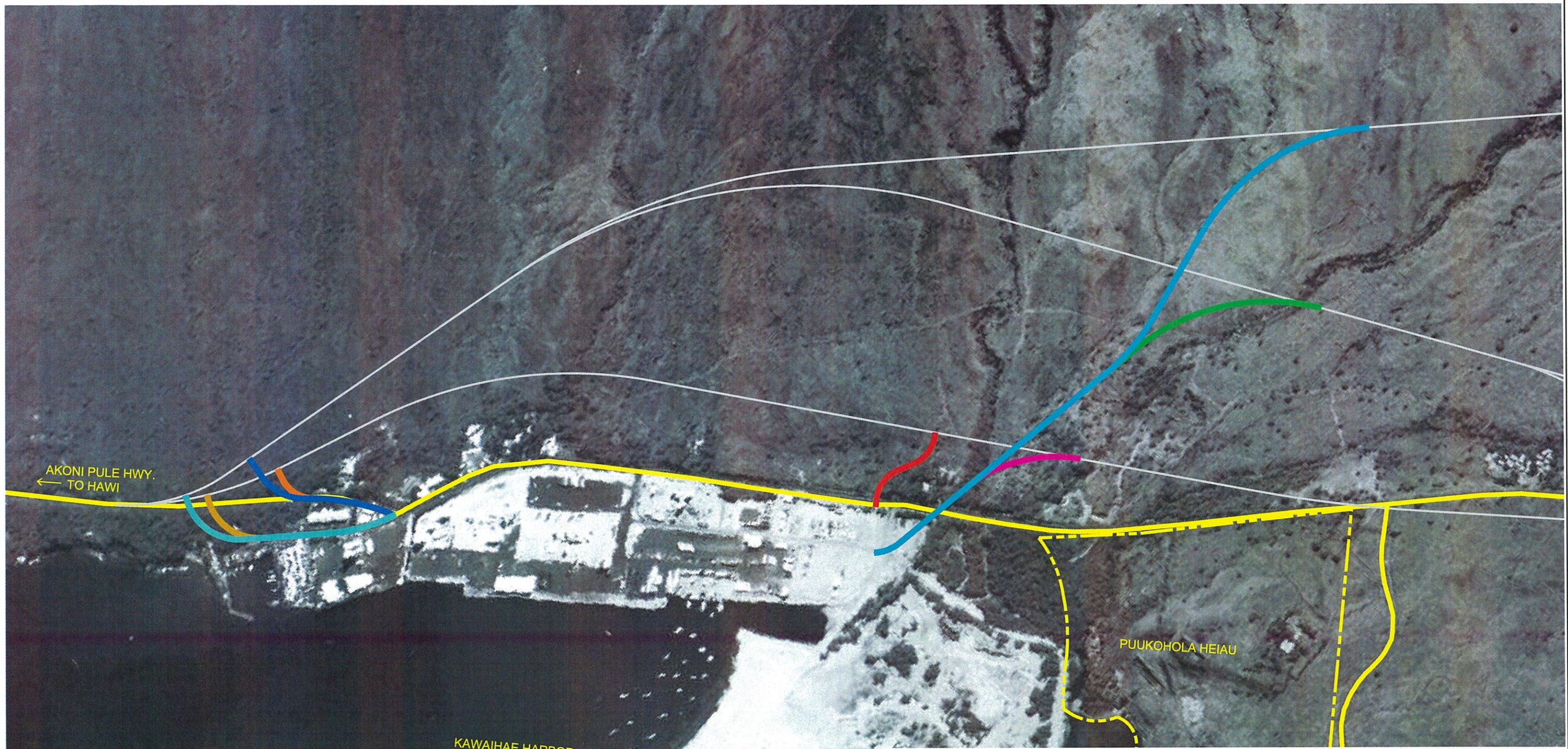
KAWAIHAE RD.

Legend

- Existing Roads
- - - Property Boundary
- Kawaihae Bypass Alternatives
- Alignment 1aH2
- Alignment 1a
- Alignment 1aR
- Alignment 8
- Alignment 11

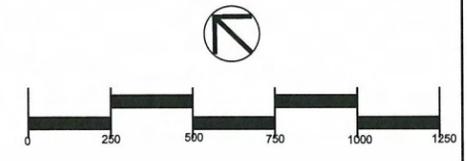


STATE OF HAWAII
 DEPARTMENT OF TRANSPORTATION
 HIGHWAYS DIVISION
Figure No. 13
*Alternatives - Kawaihae Road/
 Queen Kaahumanu Highway Intersection*
KAWAIHAE ROAD BYPASS
Waimea to Kawaihae
Project No. HWY-H-07-99
 Scale: As Noted

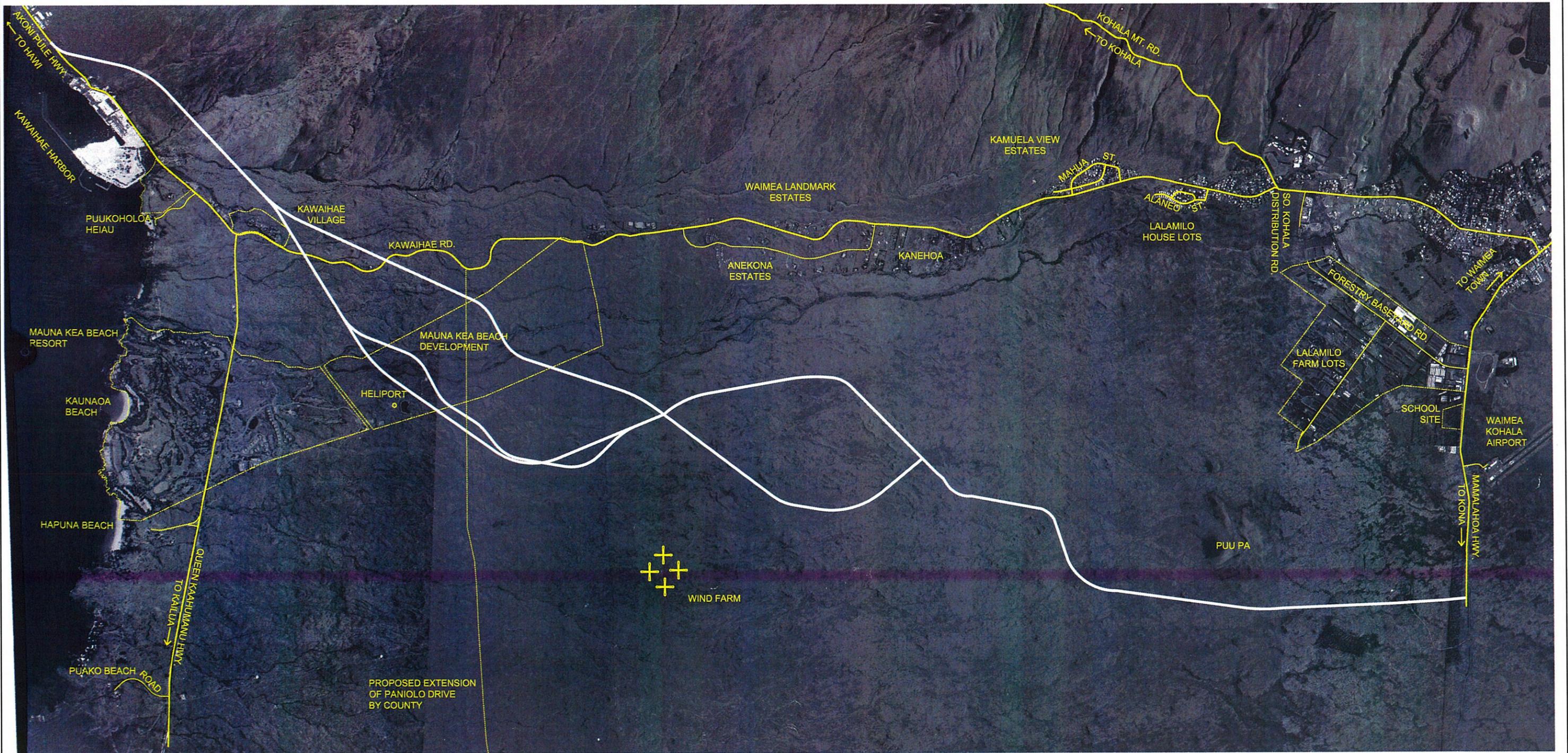


Legend

- Existing Roads
- - - Property Boundary
- Kawaihae Bypass Alternatives
- Alignment 1aH2
- Alignment 2R1H
- Alignment 3RH
- Harbor 2B
- Alignment 9a
- Alignment 9b
- Alignment 10a
- Alignment 10b

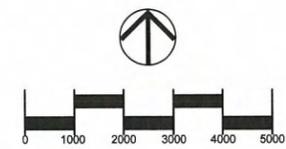


STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
HIGHWAYS DIVISION
Figure No. 14
Alternatives - Access to Kawaihae Harbor
KAWAIHAE ROAD BYPASS
Waimea to Kawaihae
Project No. HWY-H-07-99
Scale: As Noted



Legend

-  Public Alternative
-  Existing Roads
-  Property Boundary



STATE OF HAWAII
 DEPARTMENT OF TRANSPORTATION
 HIGHWAYS DIVISION
Figure No. 15
Proposed Public Alternatives
KAWAIHAE ROAD BYPASS
Waimea to Kawaihāe
Project No. HWY-H-07-99
 Scale: As Noted

of Puu Pa, met the design criteria and therefore will be studied. The public alignment meets up with the other three alignments west of Puu Pa, near the boundary of the State of Hawaii properties and Parker Ranch properties. For the purposes relating to a technical evaluation, this alignment was linked to alternative A-7² to provide a continuous alignment in the east-west direction (see Figure 16).

3.3 WIDENING AND REALIGNMENT OF THE EXISTING KAWAIHAE ROAD

Widening of the existing Kawaihae Road was evaluated as an alternative, which is not in conformance with the long range plans proposed by the State and County of Hawaii for this region. Also various residential properties along the existing highway would need to be acquired in order to correct deficiencies of this facility, and meet the project's design criteria. In addition, widening the existing highway would not alleviate the safety concerns regarding the many intersections along the facility.

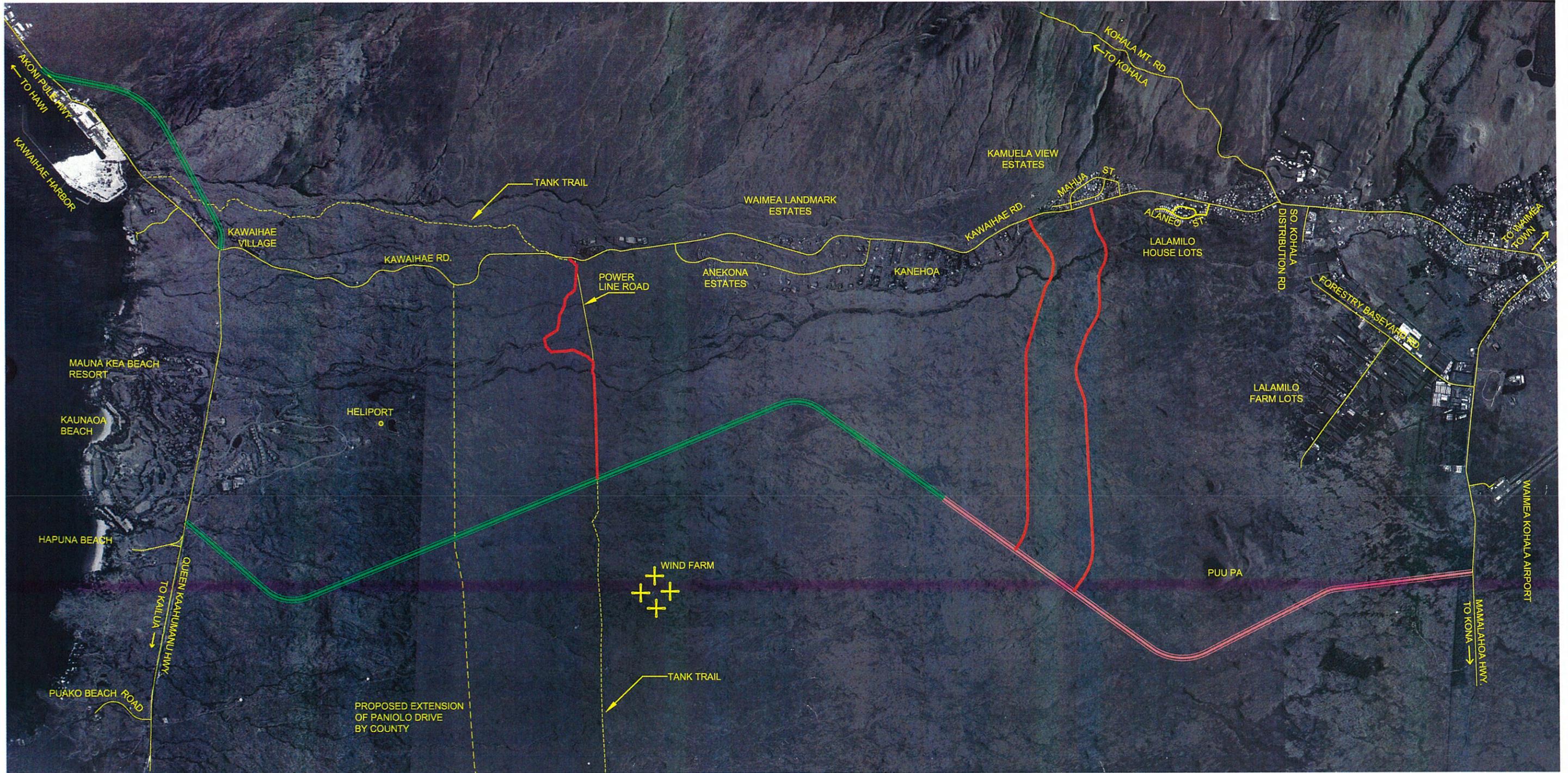
Further, the widening of this highway would disrupt highway traffic during construction and highway capacity cannot be met unless a major portion of the highway is realigned and reconstructed. In addition, there is a potential to disrupt business activities and lifestyles in the region.

It has also been determined that the widening and partial realignment of the existing highway would not meet the purpose and need of the project. In addition, the widening would have significant impacts on residences, and the costs for construction and land acquisition would be high. Therefore based on the above, the widening and partial realignment of the existing Kawaihae Road will not be considered further in this environmental process.

3.4 TRANSPORTATION DEMAND MANAGEMENT STRATEGIES

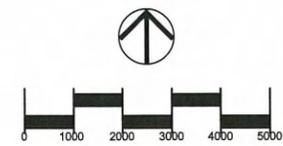
During the preparation of the EIS, the use of Transportation Demand Management Strategies (TDMS) to reduce traffic congestion will be studied. These strategies or alternatives will be analyzed to assess their effectiveness for reducing the forecast traffic demand and on meeting the purpose and need of this project. Some examples of TDMS include: ride sharing, flextime, increased transit usage, walking, and etc.

² Note: Technically, the public alignment is able to link to any of the alignments to form a continuous alignment.



Legend

- Alternative A-7
- Public Alternative to A-7
- - - Rights of Way (200 ft.)
- - - Connector Road Alternatives
- - - Existing Roadways



STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
HIGHWAYS DIVISION

Figure No. 16
Alternative Public/A-7
KAWAIHAE ROAD BYPASS
Waimea to Kawaihae
Project No. HWY-H-07-99

Scale: As Noted

3.5 NO-ACTION ALTERNATIVE

The No-Action Alternative is a required alternative under HRS 343 that needs to be analyzed in the EIS. The No-Action Alternative assumes that the existing highway remains unchanged during the planning period to meet the existing and forecast demand.

Therefore, the existing and forecast increase in traffic volume will exceed the capacity of the highway, and traffic delays will increase in the future. The hazardous conditions due to substandard vertical and horizontal alignments, restricted sight distance, and the lack of runaway truck ramps and passing lanes will be magnified with the forecast increase in traffic volumes.

It is predicted that with the No-Action Alternative the safety, traffic congestion and other issues would increase and become more significant. In addition, existing adverse effects to the residences, the Puukohola Heiau National Historic Site, and commercial areas would remain or increase.

SECTION 4.0
DESCRIPTION OF THE AFFECTED ENVIRONMENT
AND POTENTIAL ENVIRONMENTAL IMPACTS

This Environmental Impact Statement Preparation Notice provides a brief analyses of the potential impacts of the proposed alternative alignments. It has been prepared in accordance with the Hawaii Revised Statutes, Chapter 343, as amended, and the State of Hawaii, Department of Health, Administrative Rules, Title 11, Chapter 200. The following briefly describes the existing environmental setting and what potential impacts or potentially significant impacts may occur.

4.1 PHYSICAL ENVIRONMENT

4.1.1 NOISE

There are residential communities which are located along the existing Kawaihae Road and within the project area. These communities are currently exposed to vehicle noise due to traffic on the existing Kawaihae Road.

IMPACT ANALYSIS. During the development of the EIS, a noise study will be performed for the various alternatives and the no-action alternative. The study will be conducted in accordance with FHWA guidelines for vehicle noise.

4.1.2 CLIMATE AND AIR QUALITY

Due to the length of the project and the change in elevation, the climate changes dramatically from east to west. In the Waimea area, the mean annual rainfall is 31 inches per year, and the rainfall distribution is highly variable. The drier portions of Waimea receive about 20 inches of rainfall a year while the wetter portions receive approximately 75 inches per year. At the Lalamilo Field Office, the average annual rainfall from 1984 to 1994 was 17.66 inches. The eastern area experiences an average of two days of full cloud cover and three-and-one-half days of partly cloudy skies each month. In contrast, the climate at western end of the project area approaches desert-like conditions, with the average annual rainfall totals of less than 10 inches per year.

A wind rose from Waimea-Kohala Airport developed in 1949 shows that about eighty-eight percent of the wind is from the northeast quadrant, and approximately eight percent from the southwest quadrant. The average wind speed is twenty miles per hour from

the east-northeast direction, and wind speeds exceed twenty miles per hour more than fifty percent of the time.

The State of Hawaii is considered to be in an attainment area for air quality parameters. The new project will potentially have beneficial impacts, by reducing queuing and delay times and therefore, potentially reducing the amount of pollutants released in the area.

IMPACT ANALYSIS: During the development of the EIS, an air quality analysis will be performed for the various alignments and the No-Action Alternative.

4.1.3 GEOLOGY, TOPOGRAPHY AND SOILS

The island of Hawaii was built by the extrusion and accretion of basaltic lavas and pyroclastic materials from five (5) shield volcanoes during the Pleistocene and Holocene Epochs. The volcanoes, in general order of age, are Kohala, Mauna Kea, Hualalai, Mauna Loa and Kilauea. Hualalai, Mauna Loa and Kilauea have all had eruptive activity within the local oral history and recorded history of Hawaii. Kohala is generally considered to be dormant and Mauna Kea has not been active since the early Holocene (approximately 5,000 years ago).

The majority of the area being considered for the proposed highway is underlain by the Pleistocene age lavas of the Hamakua Volcanic Series of Mauna Kea. To the north, in the Kawaihae area, the rocks are lavas of the Hawi Volcanic Series of Kohala.

Throughout most of the area for the proposed highway, the near-surface lava flows are relatively thick bedded a`a flows. Exposures in road cuts along Queen Kaahumanu Highway show individual flow units as thick as 30 to 40 feet. In the Waimea-Kamuela area, geotechnical borings have encountered massive a`a flow cores as thick as about 20 feet.

Throughout most of the project area, the near-surface lava flows are mantled by a silty ash-like soil. However, in some exposures, the ashy soil transitions, or grades, into the clinker material without a distinct boundary. In the Waimea-Kamuela area, this surface soil may be as thick as about 10 feet. In the more arid region closer to Kawaihae, the thickness of the surface soil decreases to about 3 feet. Much of the surface in this area is covered with a "desert pavement" consisting of clinkery gravel and cobbles which appear to be lag deposited as the finer grained soil is removed by wind erosion.

4.1.3.1 Soil Conditions

The surface soils in the project area have been classified by the U.S. Department of Agriculture, Soil Conservation Service as *Kawaihae extremely stony very fine sandy loam* (KNC), *Puu Pa extremely stony very fine sandy loam* (PVD) and *Waimea very fine sandy loam* (WMC).

The Kawaihae soils occur in the western portion of the project area and consist of excessively drained soils that formed in volcanic ash. They are low plasticity silts underlain at shallow depths by basaltic bedrock. The Puu Pa soils occur throughout most of the eastern portion of the project area and consist of well drained soils that are formed in volcanic ash. They are low plasticity silts underlain at shallow depths by basaltic bedrock. In general, both of these soils have poor engineering characteristics, are subject to rapid erosion and do not form stable slopes in either cut or fill.

4.1.3.2 Regional Ground Water Hydrology

The project area is situated in a region where average annual rainfall ranges from about 25 inches near Waimea to less than 10 inches per year at Kawaihae. Ground water recharge in such an area is either minimal or deficit, i.e., evaporation and transpiration rates frequently exceed recharge. Localized recharge may occur during periods of wet weather.

In Hawaii, ground water flow directions typically parallel the topography moving from the recharge areas in the upper slopes to discharge at the coast. On a relatively straight stretch of coast, steady state conditions will achieve equilibrium with a relatively constant rate of discharge per unit length of coast, typically expressed in millions of gallons per day per mile. Where there are embayments in the coastline, ground water flow converges to maintain this relatively constant rate of discharge per unit length of coast. For headlands, or peninsulas, the ground water flow diverges.

According to the University of Hawaii Water Resources Research Center's Technical Report #186 (Mink and Lau, 1992), the ground water underlying the project area is considered to be an existing or a potential source of drinking water. According to the aquifer classification systems, the project area straddles three (3) subsystems of West Mauna Kea Waimea Aquifer System and one (1) subsystem of the Kohala Mahukona Aquifer System, as shown in Table 2.

The ground water underlying the project from the coast to about four miles inland occurs as an unconfined aquifer in flank lava flows. Portions of this subsystem are currently being exploited for use as drinking water.

TABLE 2
AQUIFER CLASSIFICATION SYSTEM

Aquifer	West Mauna Kea Waimea Flank	West Mauna Kea Waimea Lower High Level	West Mauna Kea Waimea Upper High Level	Kohala Mahukona Flank
Aquifer Code	80301111	80301213	80301212	80103111
Island Code	8 - Hawaii	8 - Hawaii	8 - Hawaii	8 - Hawaii
Aquifer Sector	03 - West Mauna Kea	03 - West Mauna Kea	03 - West Mauna Kea	01 - Kohala
Aquifer System	01 - Waimea	01 - Waimea	01 - Waimea	03 - Mahukona
Aquifer Type, hydrogeology	1 - Basal	2 - High Level	2 - High Level	1 - Basal
Aquifer Condition	1 - Unconfined	1 - Unconfined	1 - Unconfined	1 - Unconfined
Aquifer Type, geology	1 - Flank Flows	3 - Flank/Dike Contained	2 - Dike Compartments	1 - Flank Flows
Status Code	11211	21111	21111	11211
Development Stage	1 - Not Currently Used	2 - Potential Use	2 - Potential Use	1 - Not Currently Used
Utility as Drinking or Ecological Importance	1 - Drinking		1 - Drinking	1 - Drinking
Salinity (in mg/L Cl ⁻)	2 - Low Salinity (250 - 1000)	1 - Fresh (<250)	1 - Fresh (<250)	2 - Low Salinity (250 - 1000)
Uniqueness	1 - Irreplaceable	1 - Irreplaceable	1 - Irreplaceable	1 - Irreplaceable
Vulnerability to Contamination	1 - High	1 - High	1 - High	1 - High

IMPACT ANALYSIS. The construction of the proposed highways is not expected to have significant impact to soils, groundwater and geology. The proposed project will impact the topography within the highway rights-of-way (ROW), due to the excavation or fill for the highway. For the most part excavations and fills will not exceed 20 feet. In the areas approaching Queen Kaahumanu and Kawaihae Harbor, on the western portion, some fill and excavation may exceed 20 feet to achieve the required highway grade. Further analysis of the impacts on topography and groundwater will be performed for the EIS. The No-Action Alternate will not require any change of the existing topography.

4.1.4 WATER QUALITY AND WATER RESOURCES

Currently, precipitation falling onto the project area infiltrates into the ground or flows into various streams, low lying areas and gullies. Within the project area only Waikoloa Stream (Waiulaula Gulch) is a perennial watercourse and runs along the northern edge of the project area. Other streams and gulches are intermittent but do flood during heavy rainfall events.

As the proposed highway will be paved, the amount of infiltration in those areas will be reduced and will cause surface runoff from the paved area. Therefore, the highway design must comply with the Clean Water Act and the consent decree from the EPA which HDOT entered into in 2005. The design of the proposed highway must manage the runoff from the highway which would minimize the impact on any water bodies or water resources. In addition, the design will direct runoff away from the Lalamilo farm lots, to ensure the ability of each farm to meet food safety and food quality guidelines.

IMPACT ANALYSIS. As the highway will be paved thus increasing the runoff rate in the impacted area. Therefore, the EIS will present the alternative design features for the highway to control stormwater runoff.

4.1.5 BIOTIC COMMUNITIES

4.1.5.1 Flora

The vegetation in the area is mostly introduced species and can be characterized as areas of dry grasslands, coastal dry shrubland, coastal dry forest and/or lowland dry communities. The grasslands are predominantly introduced grass species including buffelgrass, fountain grass, and kikuyu grass. In certain areas of the region, the native Kawelu grass may be found. Similarly, the shrublands are formed by mostly introduced species, but native species such as *akia*, *aalii*,

sandalwood and native portulaca can be found. The forest area typically consists for introduced kiawe with remnants of *wiliwili* with an occasional *ohia*.

Several listed species have been previously found on Puu Pa from its base to the summit and also south of Puu Pa. These species include *portulaca sclerocarpa*, and *lipochaeta venosa*. In addition, the U.S. Fish and Wildlife Services has established a critical habitat on Puu Pa for the *isodendron hosakae* and the *vigna-owaheuensis*.

Previous studies had notable finds in the Lalamilo field system and in the streams. In the Lalamilo field system several individuals of *hibiscus brackenridgei* (state flower) and *Acacia koaia* were found. In the Waikoloa Stream (Waiulaula Gulch) there is potential for wetlands and habitat for native species.

4.1.5.2 Fauna

The avifauna in the area is a mixture of introduced, native and migratory species. Previous studies have recorded appearance of the short-eared owl or pueo, and two migrant species, the plover and ruddy turnstone. The native and endangered Hawaiian Hoary Bat was not recorded during the surveys, but could potentially forage this area. In addition, the endangered Dark-rumped Petrel (*Pterodroma phaeopygia sandwichensis*) may occasionally overfly the area, however, this area does not provide a suitable nesting area for this species. Other common avifauna which are found in the area include: francolins, pheasants, sandgrouse, pigeons, doves, northern mockingbird, myna, warbling silverbill, house finch, sparrows, and cardinals.

There is a potential that common mammals such as goats, pigs, dogs, mongoose, rats and cats will be found in the area. Other domesticated animals in the area could include horses, cattle and donkeys. Due to the available water, Waikoloa Stream (Waiulaula Gulch) also has the potential to be a habitat for native aquatic species.

Additional information was gathered from the database of The Nature Conservancy of Hawaii. The information indicates that the Hawaiian Goose or Nene, which is a listed endangered species, has been seen in the pastures near Mamalahoa Highway. Other species of concern is the endemic yellow-faced bee which is a pollinator of various native plants including a rare ilima (*Sida fallax*). The bee was observed in the Puu Pa region on ilima flowers.

IMPACT ANALYSIS: During the development of the EIS, field surveys will be performed to describe the flora and fauna along the various alignments.

4.1.6 NATURAL DISASTERS AND FLOODPLAINS

Severe rainfall events have occurred in the project area and have caused flooding in the area in streams, gullies and low lying areas. Based on the "Flood Insurance Rate Maps," the project area is not in a tsunami zone or a floodway. The proposed improvements should be designed and constructed to accommodate the flooding potential of this area.

The County of Hawaii has adopted a standard under the Uniform Building Code (UBC) designating the area as seismic Zone 4, where there is a potential for peak ground acceleration exceeding 0.30 g. In addition, the American Association of State Highway and Transportation (AASHTO) requires that the highway be designed to meet the Zone 4 requirements. Therefore, all construction will be required to meet or exceed these seismic criteria. The proposed project will not alter the seismic potential, but as a mitigation all facilities will be designed to meet these seismic criteria.

As the volcanos in Hawaii are not considered extinct, but both Mauna Kea and Kohala are both prehistoric in age, with the youngest rocks dating between mid- to late-Pleistocene, the chances of lava flows reaching the proposed road are negligible. Based on the US Geological Survey on-line publication, "*Volcanic and Seismic Hazards on the Island of Hawaii*", the island of Hawaii is divided into zones according to the degree of hazard from lava flows. Zone 1 is the area of the greatest hazard, Zone 9 of the least.

The portions of the project area over Mauna Kea basalts are rated as Zone 8 with no surface flows younger than 750 years and only a few percent younger than 10,000 years. The portions of the proposed highway corridor situated on Kohala rocks has been rated as Zone 9 with no surface flows younger than 750 years and only a few percent younger than 60,000 years.

IMPACT ANALYSIS. The proposed project is not expected to significantly alter the flooding or seismic potential for the area. The design of the project will account for the increase of runoff and the flow rates of the various streams and flooding areas.

4.1.7 COASTAL BARRIERS

The proposed project is not located on the coast and will not impact or be impacted by coastal barriers.

4.1.8 WILD AND SCENIC RIVERS

There are no wild and scenic rivers are located within the project area and therefore there is no impact.

4.1.9 FARMLAND

The proposed highway alignments will be constructed in agriculturally zoned lands which are currently being used for grazing and is in proximity to prime or unique agricultural lands. The alignments are at-least 1,000 feet away and downwind (tradewinds) of the Lalamilo farmlands, and runoff from the proposed alignments will not impact the Lalamilo farmlands. The current use of the majority of the public and private lands is cattle ranching.

IMPACT ANALYSIS: During the development of the EIS, an analysis will completed on the impact to farmlands.

4.1.10 ENERGY SUPPLY AND NATURAL RESOURCES

There are no petroleum or coal type energy supplies, however, the proposed highway will be neighboring a wind-energy facility. The majority of the energy produced on the island is petroleum dependent and operated by Hawaii Electric Light Company (HELCO). HELCO also constructs and maintains the various distribution facilities on the island. The island of Hawaii, has been at the forefront of researching and developing alternative energy sources, such as biomass, ocean thermal, wind and geothermal.

In the project area lies the Lalamilo wind farm which is owned and operated by HELCO. The facility was consists of 29 - 17.5 kilowatt wind turbines and 81- 20.0 KW wind turbines, of which 81 are currently operational. According to the "*Wind Power Density Map at 50 Meters,*" certain portions of the project area has a wind power density greater than 800 watts/square meter.

IMPACT ANALYSIS: The proposed project is not expected to impact any existing energy facilities, except distribution lines. If there is an impact, mitigation measures will be proposed in the EIS. The proposed project will not alter the wind pattern in the area and should have no potential impact.

4.1.11 LIGHT EMISSIONS

Light emissions from new construction on the Big Island are regulated by a County of Hawaii ordinance and is intended to protect and maintain a dark night sky, and enhance the attractiveness of the island as a prime astronomical observatory location. Plans for new construction are reviewed by County of Hawaii, Department of Public Works, Building Division, to assess whether excessive light emissions may impact astronomical observation. The design of the proposed highway improvements will be subject to County review for conformance to the County's lighting ordinance, and should also be designed to meet the applicable DLNR guidelines for the Newell's Shearwater, as discussed in *The Newell's Shearwater Light Attraction Problem, A Guide for Architects, Planners, and Resort Managers*. This publication provides guidance to minimize the light emissions, in general, and is available from DLNR. It is envisioned that the highway will only be lighted at the major intersections.

IMPACT ANALYSIS. It is not anticipated that there will be significant impacts due to light emissions and this will be discussed in the EIS.

4.1.12 AESTHETIC CONSIDERATIONS

The County of Hawaii's General Plan states that the "*West of Waimea, the land forms a long slope down to the arid coastline; changing in color with drops in elevation from green to pale yellow and beige to the red and browns of the coast. The edge of the coast is contrasted with green kiawe stands, pockets of white sand beaches, and coastal waters..... Along the mauka road to North Kohala, there are impressive viewplanes to Mauna Kea, Mauna Loa and Hualalai.*" Other examples of natural beauty listed in the General Plan include: the Kawaihae Bay & Harbor Area and numerous bays and beaches along the coasts; Kiawe forest mauka of Puako Beach Lots; and view of the Kohala Mountains; and the viewplane along Queen Kaahumanu Highway looking mauka and makai.

The project areas will be mauka (east) of Queen Kaahumanu Highway but, much of the road will not be readily visible from Queen Kaahumanu Highway or from Mamalahoa Highway. From the new proposed highway several viewplanes will be visible and scenic overlooks should be designed into the highway to allow the public to experience these vistas, which include the Lalamilo agricultural system, historic rock walls, the Puukohola Heiau, the Kawaihae coast, Puu Pa and the North Kona-Waikoloa coast.

IMPACT ANALYSIS. The highway will be in close proximity to Mauna Kea resort area, John Youngs' house, and the Kawaihae Village subdivision. In addition, the proposed highway will intersect with Queen Kaahumanu Highway, Akoni Pule Highway and

Kawaihae Highway. The potential visual impact of the proposed highway and its intersections on these communities will be analyzed in the EIS, and if necessary, mitigation measures will be proposed.

4.2 SOCIO-ECONOMIC AND CULTURAL

4.2.1 HISTORIC, ARCHITECTURAL, ARCHAEOLOGICAL AND CULTURAL PRACTICES AND RESOURCES

There are known historic resources, archaeological resources, and cultural practice and resources in the project area. Based on the analysis of historical records, there is a high probability that these practices and resources may be impacted by the proposed project. Based on analysis of historical populations and lifestyles, the areas around Lalamilo, Waimea and the coastal areas will have high densities of archaeological, historical and cultural resources.

IMPACT ANALYSIS. During the development of the EIS, an analysis will be made regarding the impact of the alternatives on these practices and resources. The analysis will include a field survey and the required consultations pursuant to Section 106, of the National Historic Preservation Act. The potential impact may be considered significant, and if so, mitigation measures will be considered in the EIS.

4.2.2 SOCIAL AND ECONOMIC ENVIRONMENT

The *County of Hawaii, Data Book* indicates, that the population of South Kohala has substantially increased from 2000 to 2005, and this growth should be continuing in the years ahead. In 2000, the population of South Kohala was at 13,131, and by 2005 the population was estimated at 16,164, an increase of over 23 percent. By 2010, the population for South Kohala is projected to exceed 18,000, which designates the South Kohala region as one of the fastest growing regions in our State. The results of the 2006 census showed that approximately 8,632 people lived in Waimea and over 400 people in the Puako Area.

The majority of the population have jobs in the fields of: management, professional and related occupations; or in the service occupations. The majority of the employment are in the: arts, entertainment, recreation, accommodation and food services; or in education, health and social services.

There is limited pedestrian traffic along Mamalahoa Highway and Queen Kaahumanu Highway. However, there is pedestrian traffic in the vicinity of Kawaihae Harbor, especially in the area around the intersection of Akoni Pule Highway and Kawaihae

Road. During the public meetings for this project, concern was voiced over the lack of pedestrian facilities in this area.

Queen Kaahumanu Highway and Kawaihae Road are used by bicyclists for exercise and practice. The Queen Kaahumanu, Kawaihae Road and Akoni Pule Highway are used for the Ironman Triathlon which is held every year and is an international sporting event.

The land ownership in the project areas is shown on Figure 17. The large private landowners include Parker Ranch, Queen Emma Foundation, and Mauna Kea Properties. The government agencies with land interest in the area are the Hawaii Department of Land and Natural Resources, Hawaii Department of Hawaiian Home Lands, U.S. Army, and the U.S. Department of Interior, National Park Service.

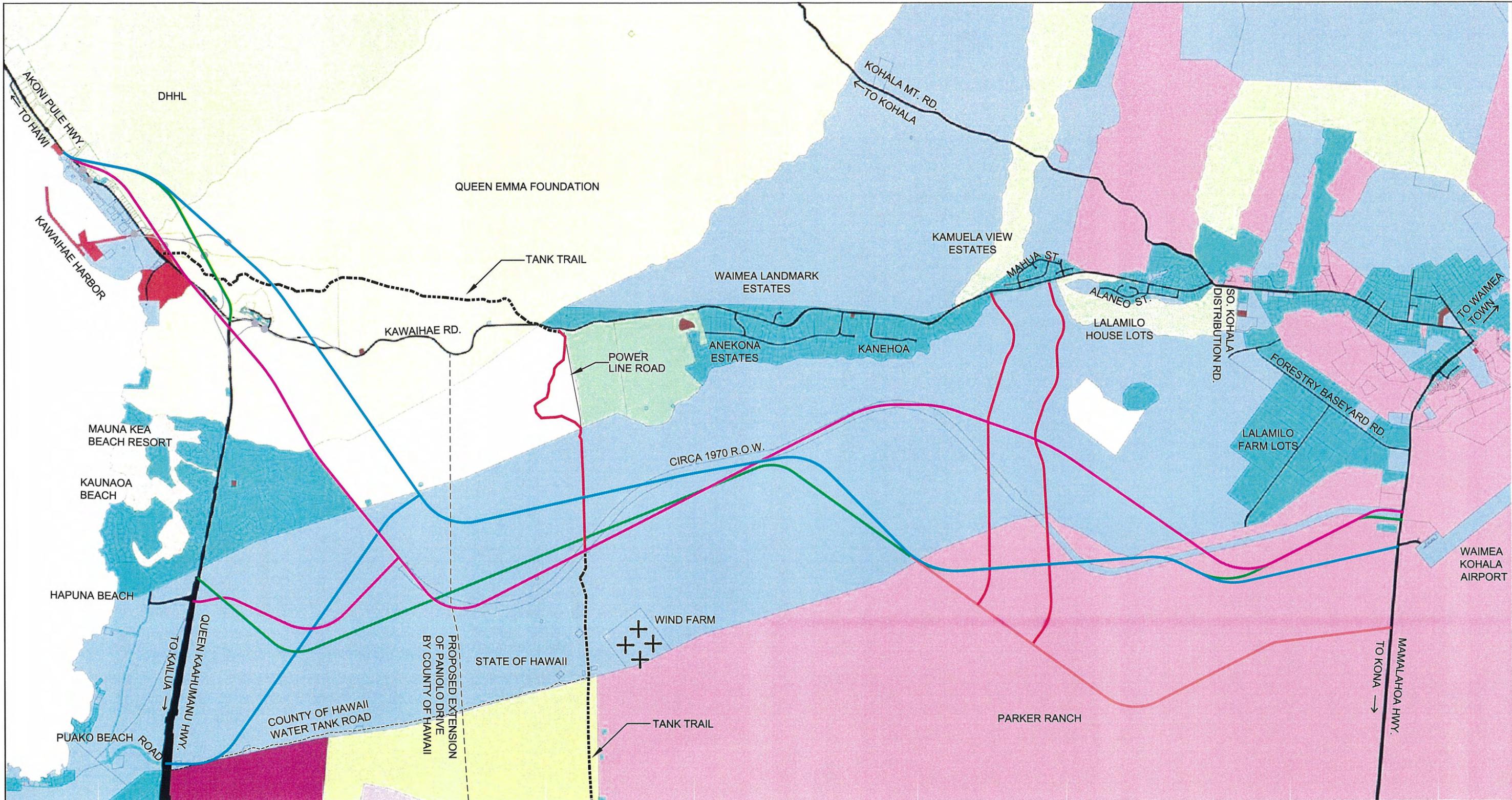
IMPACT ANALYSIS. The impact of the alignments to residences, businesses, land owners and organizations will be analyzed in the EIS. If there is a significant impact, mitigation measures will be developed for those impacts. The secondary economic impacts of the proposed project will be analyzed in the EIS.

The proposed highway will parcel land and the EIS will analyze the impacts to the affected landowners. At this point in time, there are no plans to relocate any residences or businesses in the area. However, the alternatives, the access to Kawaihae Harbor, and the connector roads will be in proximity to established residences or communities. As seen on Figure 7 the new highway will have wide shoulders to accommodate bicyclists. As the analysis of the alternatives continue, the plan will incorporate features for pedestrians and bicyclists, as necessary.

The public alternatives to the south does not meet the County's General Plan and has the potential to change the direction of growth in this region. Therefore, this is considered a significant impact. Furthermore, this southern alignment may increase the need for the mini-bypass which may have an adverse effect to the Lalamilo farming community.

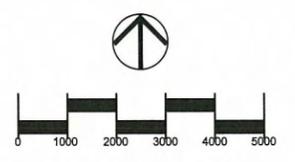
4.2.3 HAZARDOUS SUBSTANCES

It is not anticipated that hazardous materials (except for unexploded ordinance (UXO)) will be discovered in the project. However, if encountered during construction, all material will be handled and disposed of pursuant to applicable State and Federal laws and regulations.



Legend

- | | | |
|-----------------------------|-----------------------------|--|
| County of Hawaii | Queen Emma Foundation | Alternative A-2 |
| DHHL | Reverse Exchange Properties | Alternative A-4 |
| Hale Wailani Partners LP. | Roads | Alternative A-7 |
| Mauna Kea Beach Hotel Corp. | State of Hawaii | Public Alternative to A-7 |
| Mauna Kea Development Corp. | Tri-Kohala Development Co. | Connector Road Alternatives |
| Parker Land Trust | USA | Kawaihae Harbor / Kawaihae Road Access Roads |
| Parker Ranch | Waikoloa Village Assn | |
| Private | | |



STATE OF HAWAII
 DEPARTMENT OF TRANSPORTATION
 HIGHWAYS DIVISION
Figure No. 17
Proposed Alternatives
with Land Ownership
KAWAIHAE ROAD BYPASS
Waimea to Kawaihae
Project No. HWY-H-07-99
 Scale: As Noted

UXO are known to exist in the area. The design of the proposed highway will include handling and disposal of these items and will be consistent to all applicable State and Federal regulations.

IMPACT ANALYSIS. Any hazardous materials and UXO that are impacted by the proposed project will be handled and disposed of pursuant to all applicable laws and regulations. This requirement will be included as a mitigation measure in the EIS.

4.2.4 U.S. DEPARTMENT OF TRANSPORTATION ACT, SECTION 4(f)

Section 4(f) provides, in part, that the Secretary of Transportation or authorized representative may approve a transportation project requiring use of publicly owned land of a public park, recreation area, or wildlife and waterfowl refuge, or land of a historic site only if it is the most prudent and feasible use of these lands.

In the project area there exists the several public lands, including the Puukohola Heiau National Historic Site owned by the National Park Service, recreational beach at Kawaihae Harbor, a proposed County of Hawaii regional park near Lalamilo, and a critical habitat for the listed plants at Puu Pa.

IMPACT ANALYSIS. As there is potential for impact, an analysis will be performed during the development of the EIS. In addition, consultations and discussions with the respective agencies will continue and determinations will be included in the EIS.

4.3 PUBLIC FACILITIES AND SERVICES

4.3.1 ROADS AND TRAFFIC

The existing major highways and roadways in the area include the Hawaii Belt Road, Mamalahoa Highway, Kawaihae Road, Lindsey Road, Waikoloa Road, Queen Kaahumanu Highway and Akoni Pule Highway. As stated above, the Hawaii Long Range Transportation Plan, includes new highways, such as the Saddle Road Extension. The Level-of-Service (LOS) for key intersections in 2003 is presented in Table 3, for the morning and afternoon peak hours.

IMPACT ANALYSIS. The EIS will include a traffic analysis based on the implementation of the proposed project. The traffic growth resulting from the various developments in the area, and other proposed actions is included in the forecast traffic.

Table 3
Existing (2003) Peak Hour Traffic Conditions at Key Intersections

Intersection	Morning Peak Hour			Afternoon Peak Hour		
	V/C	ADPV	LOS	V/C	ADPV	LOS
Mamalahoa Hwy. / Lalamilo Rd.	0.07	12.7	B	0.14	14.3	B
Mamalahoa Hwy/ Waimea Elem. School Dwy.	0.02	19.5	C	0.09	21.8	C
Mamalahoa Hwy. / Lindsey Rd.	0.67	28.0	C	0.86	70.0	E
Kawaihae Rd. / Lindsey Rd.	1.04	157.7	F	0.91	141.7	F
Kawaihae Rd. / Opelo Rd.	1.40	266.7	F	0.98	145.8	F
Kawaihae Rd. / Ko Uka St.	0.04	17.1	C	0.04	22.1	C
Kawaihae Rd. / South Kohala Distribution Rd.	0.22	20.0	C	0.16	16.4	C
Kohala Mtn. Rd. Left-Turns onto Kawaihae Rd.	0.59	33.6	D	0.44	26.9	D
Kawaihae Rd. Left-Turns onto Kohala Mtn. Rd.	0.06	11.1	B	0.03	10.2	B
Kawaihae Rd./ Akulani St.	0.08	11.5	B	0.08	12.9	B
Kawaihae Rd. / Ohina St.	0.15	14.5	B	0.06	16.1	C
Kawaihae Rd. / Waiula Dr.	0.03	13.8	B	0.02	16.1	C
Kawaihae Rd. / Queen Kaahumanu Hwy.	2.20	617.0	F	1.60	305.8	F
Queen Kaahumanu / Kauna Oa Dr.	0.11	18.0	C	0.26	19.3	C
Kawaihae Rd. / Harbor Pier 2 Access Rd.	0.01	11.0	B	0.05	11.5	B
Kawaihae Rd. / Akoni Pule Hwy.	0.43	13.3	B	0.37	13.5	B
Akoni Pule Hwy./ Kalaeolo St.	0.07	12.2	B	0.07	12.5	B

V/C = Ratio of existing volume to intersection capacity

ADPV = Average delay per vehicle, in seconds

LOS = Level of Service (A is excellent, E and F are undesirable)

For STOP sign-controlled intersections, the conditions represent the left turn from the side street.

Wilbur Smith Associates; April 24, 2003

4.3.2 UTILITIES AND INFRASTRUCTURE

There are existing water, electrical and communication corridors within the project area. Communications is provided by various organizations including Hawaiian Telcom, Sandwich Isles Communications, Oceanic, and etc. The County of Hawaii, Department of Water Supply and private systems provides potable water. In addition, there are private wastewater systems for the various communities, developments and residences. The Hawaii Electric Light Company's (HELCO) substation at Kawaihae, and Lalamilo wind farm will not be impacted. However, some the transmissions lines for these utilities may be affected the proposed project.

IMPACT ANALYSIS. Therefore, no significant impacts are expected on utilities and infrastructure. Any utilities that are impacted by the proposed project will be relocated and replaced as part of the construction of Kawaihae Road Bypass.

4.3.3 SOLID WASTE

The County of Hawaii does not provide municipal refuse services. Residents and businesses in Waimea and throughout the island contract with private service providers to pickup and haul refuse to municipal transfer stations, or haul trash themselves. The solid waste for the entire island is taken to the County-owned Puuanahulu landfill in North Kona. The County of Hawaii, Department of Environmental Management is planning substantial enhancement in the Waimea region with the next five years.

IMPACT ANALYSIS. The proposed improvements is expected to have an insignificant adverse impact on the solid waste facilities on the island. For the proposed project, the majority of solid waste debris will occur during the construction period, and will be addressed as construction impacts in the EIS. As necessary mitigation measures to reduce this impact will be proposed.

The single landfill for the island creates a burden on the transportation infrastructure as all vehicles hauling solid waste from the Hilo and Hamakua areas will use the existing Kawaihae Road to and from the landfill. The proposed highway will have a beneficial impact as it will relocate the traffic from the existing highway to the new highway.

4.4 CONSTRUCTION IMPACTS

Noise and dust are the primary impacts which are closely associated with construction. Both are subject to control by County and State ordinances. These impacts will be temporary and all work will be in conformance with applicable State and County rules, regulations, and ordinances.

IMPACT ANALYSIS. As these impacts are typically short-term, no significant impacts are expected, and the conformance to applicable State and County rules and regulations will be included in the EIS.

SECTION 5.0 CUMULATIVE IMPACTS

Cumulative impacts may be defined as the impacts on the environment which results from the incremental impact of the proposed action when added to other past, present or reasonably foreseeable future actions. These actions could be proposed by the same agency, other agencies or private entities or individuals. Such projects in the project area include:

- Hawaii County Proposed Regional Park;
- Hawaii County Proposed Lalamilo Bypass (mini - bypass); and
- Hawaii County Proposed Paniolo Extension.

Therefore, cumulative impacts will be addressed in the EIS, either as part of the overall impact evaluation or specifically as a cumulative impact. Specific impacts on schools, traffic or public facilities from developments which are reasonably foreseeable will be addressed in the respective sections in EIS.

SECTION 6.0

CONSISTENCY WITH GOVERNMENT PLANS AND POLICES

6.1 STATE PLANS

The EIS will contain a discussion of the consistency of the proposed project with the various County and State plans. The State plans which will be reviewed include the:

- Hawaii State Plan;
- Applicable Hawaii State Functional Plans, such as transportation;
- Hawaii State Land Use Regulations; and
- Hawaii's Coastal Zone Management Program.

6.1.1 LAND USE

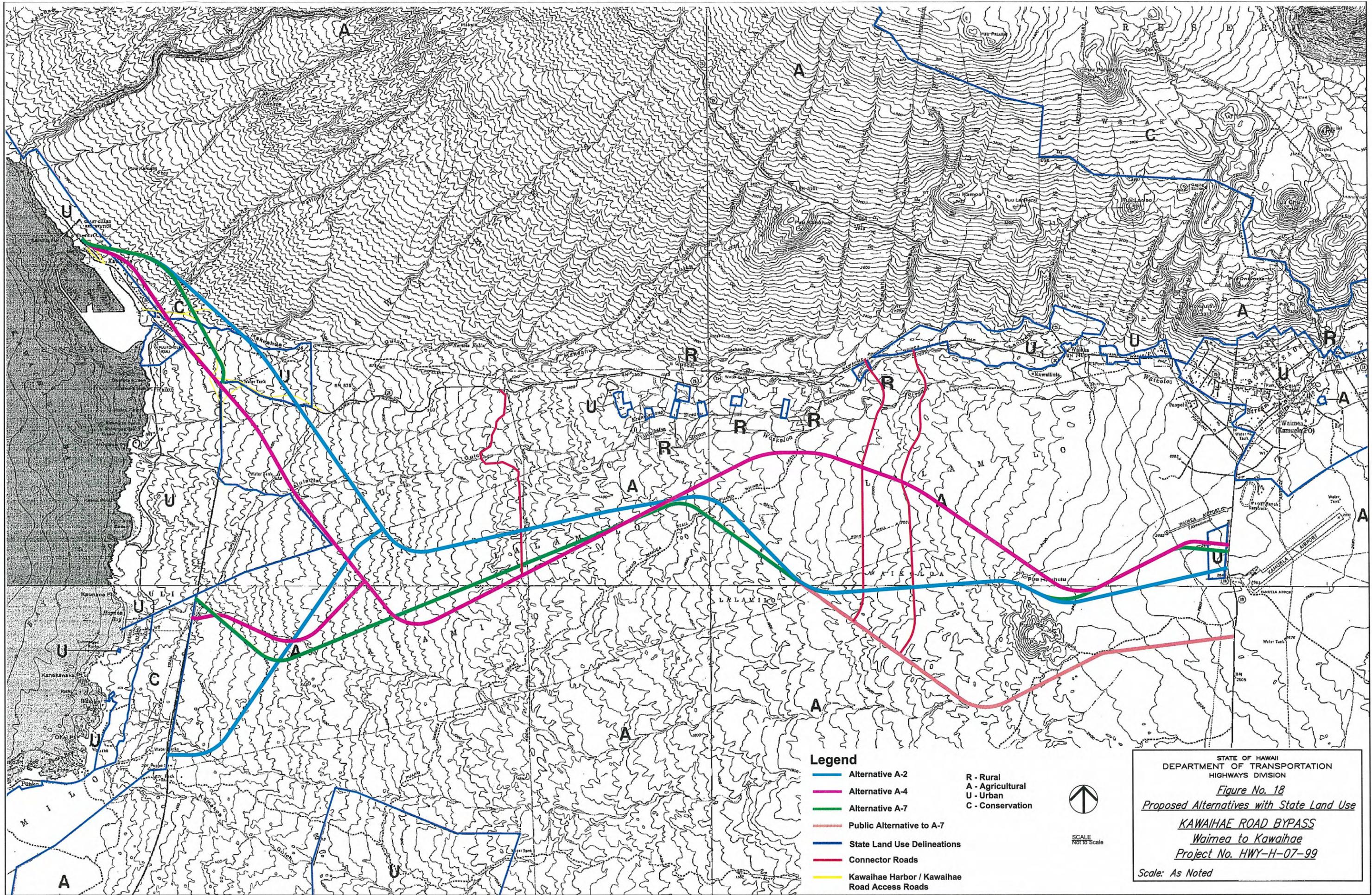
As discussed above, the majority of the area is designated "Agriculture" by the Land Use Commission (LUC). There are several areas of "Urban" land use near the coast encompassing the Mauna Kea Resort complex and the area around Kawaihae Harbor. Figure 18 shows the State of Hawaii Land Use map of the area.

IMPACT ANALYSIS. The EIS will analyze the impacts to the land use regulations, however, it is expected that the proposed public highway alignment will have significant impacts on land use.

6.1.2 COASTAL ZONE MANAGEMENT AREA

In Hawaii, the Coastal Zone Management area is basically defined as the entire state of Hawaii, excluding only the forest reserves. Therefore in the development of the EIS, the following points will be analyzed in the EIS and a consistency determination will be completed.

- Provide coastal recreational opportunities accessible to the public.
- Protect, preserve and where desirable, restore those natural and man-made historic and prehistoric resources in the CZM area that are significant in Hawaiian and American history and culture.
- Protect, preserve and where desirable, restore or improve the quality of coastal scenic and open space resources.
- Protect valuable coastal ecosystems from disruption and minimize adverse impacts on all coastal ecosystems.



Legend

- Alternative A-2
 - Alternative A-4
 - Alternative A-7
 - Public Alternative to A-7
 - State Land Use Delineations
 - Connector Roads
 - Kawaihae Harbor / Kawaihae Road Access Roads
- R - Rural
 - A - Agricultural
 - U - Urban
 - C - Conservation



SCALE
NOT TO SCALE

STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
HIGHWAYS DIVISION

Figure No. 18
Proposed Alternatives with State Land Use
KAWAIIHAE ROAD BYPASS
Waimea to Kawaihae
Project No. HWY-H-07-99

Scale: As Noted

- Provide public or private facilities and improvements important to the State's economy in suitable locations.
- Reduce hazard to life and property from tsunami, storm waves, stream flooding, erosion, subsidence, and pollution.
- Improve the development review process, communication, and public participation in the management of coastal resources and hazards.
- Stimulate public awareness, education, and participation in coastal management.
- Protect beaches from public use and recreation.
- Implement the State's ocean resources management plan.

6.2 COUNTY PLANS

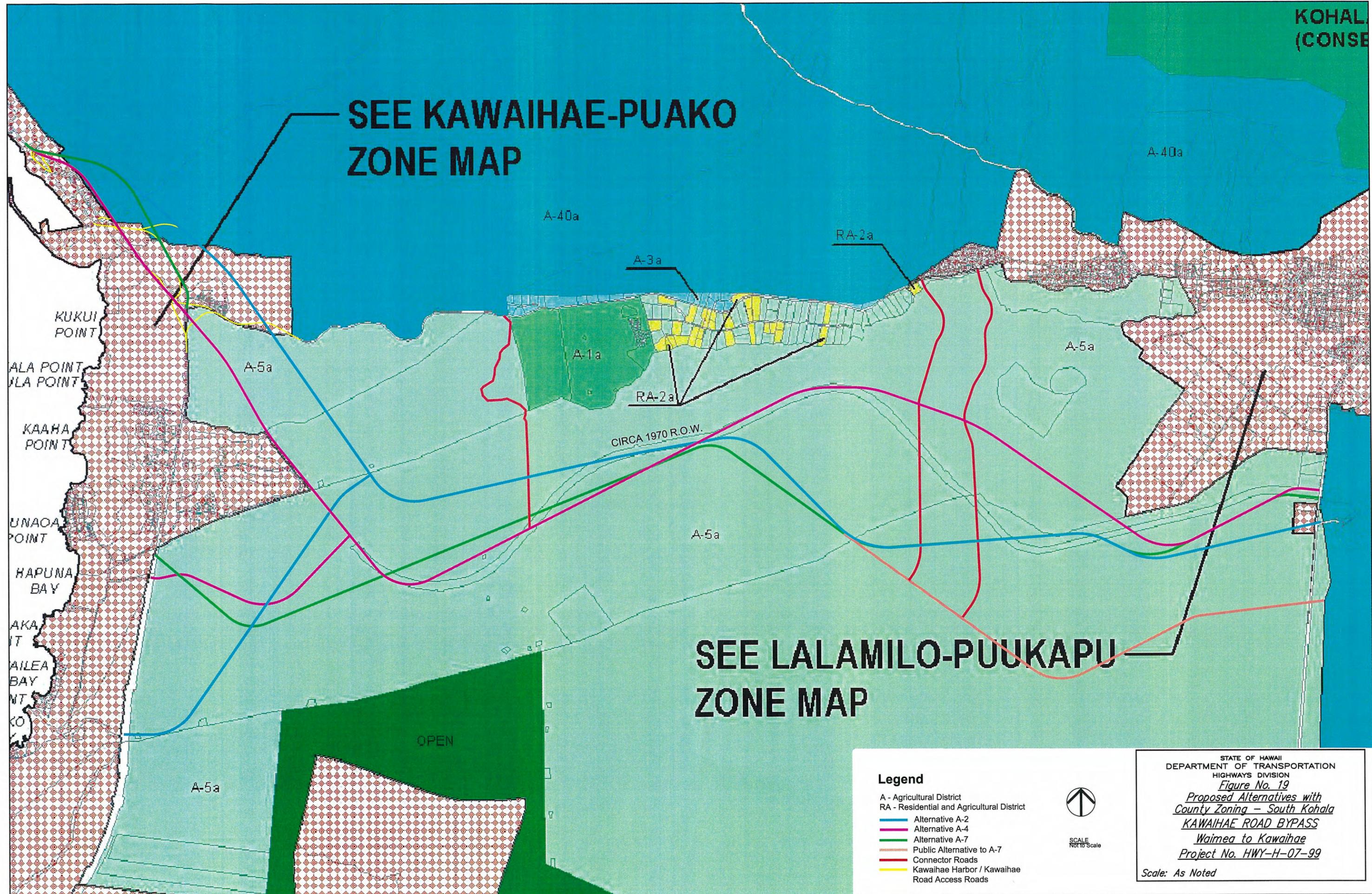
Similar to the State plans, the EIS will discuss the consistency with the various County plans, including the:

- Zoning;
- Adopted General Plan; and
- Regional Plan.

Figures 19 and 20 shows the County of Hawaii Zoning map for the project area with the proposed alternative alignments. As previously stated, the public alignment is not in conformance with the County General Plan.

KOHALA
(CONSE

SEE KAWAIHAE-PUAKO
ZONE MAP



SEE LALAMILO-PUUKAPU
ZONE MAP

Legend

- A - Agricultural District
- RA - Residential and Agricultural District
- Alternative A-2
- Alternative A-4
- Alternative A-7
- Public Alternative to A-7
- Connector Roads
- Kawaihae Harbor / Kawaihae Road Access Roads



STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
HIGHWAYS DIVISION
Figure No. 19
Proposed Alternatives with
County Zoning - South Kohala
KAWAIHAE ROAD BYPASS
Waimea to Kawaihae
Project No. HWY-H-07-99
Scale: As Noted



Legend

- Alternative A-2
- Alternative A-4
- Alternative A-7
- Access Roads Alternatives

- A - Agricultural District
- CV - Village Commercial District
- MG - General Industrial District
- ML - Limited Industrial District
- RA - Residential and Agricultural District
- RM - Multiple-Family Residential District
- RS - Single-Family Residential District
- V - Resort Hotel District



SCALE
NOT TO SCALE

STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
HIGHWAYS DIVISION
Figure No. 20
Proposed Alternative with
County Zoning - Kawaihae
KAWAIIHAE ROAD BYPASS
Waimea to Kawaihae
Project No. HWY-H-07-99
Scale: As Noted

SECTION 7.0 DETERMINATION AND JUSTIFICATION

The “Significance Criteria”, Section 12 of the Hawaii Administrative Rules, Title 11, Chapter 200, “Environmental Impact Statement Rules”, were reviewed and analyzed as they apply to the proposed action. Based on the analysis, the following were concluded:

1. *No irrevocable commitment to loss or destruction of any natural or cultural resource would result.* There is a potential that historical, archaeological or cultural resources located within the area will be impacted.
2. *The proposed action would not curtail the range of beneficial uses of the environment.* Land use on neighboring lands and surrounding properties will not change due to the construction of the highway. However, there is potential for the land use to change in privately owned lands, but that is under the control of the County of Hawaii. The use of the land acquired for the highway right-of-way will change from “Agriculture” to a highway transportation use.
3. *The proposed action does not conflict with the State’s long-term environmental policies or goals and guidelines.* The State’s environmental policies and guidelines are set forth in Chapter 344, HRS “State Environmental Policy.” Two broad policies are presented: conservation of natural resources, and enhancement of the quality of life. With regard to the former, the proposed project does not consume significant natural resources. As for the later, the highway will provide a more efficient east-west route transportation that will relieve congestion and delays, and enhance the quality of life of highway users.
4. *The proposed action does not substantially affect the economic or social welfare of the community or state.* The proposed highway has the potential to have beneficial impacts to the economy as it will provide a more efficient means of moving goods and people on the island. As part of the purpose and need, this highway may allow for the planned developments to occur in the region.
5. *The proposed action does not substantially affect public health.* The proposed project is not expected to have significant impact on public health.
6. *No substantial secondary impacts, such as population changes or effects on public facilities, are anticipated.* Depending on the alignment, there may be an impact on the direction of growth in this region.

7. *No substantial degradation of environmental quality is anticipated.* Detailed studies will be undertaken in the EIS to assess the impact of the proposed project. If necessary, mitigation measures will be proposed to minimize the impacts of the proposed project.
8. *The proposed action does not involve a commitment to larger actions, nor would cumulative impacts result in considerable effects on the environment.* Although the improvements are part of the long-range transportation plan for the island, it does not commit the State or County to other improvements or which could have cumulative impacts on the environment. The project by itself would meet the purpose and need of the project.
9. *No rare, threatened or endangered species or their habitats would be affected.* There are rare, threatened or endangered species within the project area, however, it is not anticipated that there will be impacts to these listed species or critical habitats.
10. *Air quality, water quality or ambient noise levels would not be detrimentally affected.* Studies will be performed during the development of the EIS on air quality and noise impacts. The project will incorporate measures to minimize the impact of the proposed project on the water quality in the area.
11. *The project would not affect environmentally sensitive areas, such as a flood plain, tsunami zone, beach, erosion-prone area, geologically hazardous land, estuaries, fresh water or coastal water.* If environmentally sensitive areas are impacted by this project, appropriate studies will be conducted.
12. *The project does not substantially affect scenic vistas and viewplanes identified in county or state plans or studies.* The impact of the project on scenic vistas will be analyzed during the EIS process.
13. *The project requires no substantial energy consumption.* Other than energy required for construction, the improvements are largely passive, and the improvements are not expected to generate a substantial increase of energy use.

Since the proposed highway project has the potential to cause significant impacts, a more detailed analysis of these environmental impacts will be needed, and therefore, the preparation of an environmental impact statement is required.

SECTION 8.0
LIST OF REFERENCES

1. *The General Plan*, Hawaii County, November 1989.
2. *The Hawaii County Code Chapter 25*, County of Hawaii, 1983, Revised 1995
3. *Atlas of Hawaii*, Third Edition, Department of Geography, University of Hawaii at Hilo, University of Hawaii Press, 1998
4. *Mud Lane - Waimea - Kawaihae Road, Administrative Action, Final Environmental Impact Statement*, " U.S. Department of Transportation, Federal Highway Administration and State of Hawaii, Department of Transportation, Highways Division, 1976.
5. *Botanical Survey of the Waikoloa Maneuver Area*, Rexford Palmer and David Paul, 2003.
6. *A Survey of Terrestrial Vertebrate Species, Associated with the Waikoloa Maneuver Area, Phase II, Waikoloa Village and Surrounding Areas, Island of Hawaii, Hawaii*, Rana Productions, 1999.
7. Density Map of Hawaii - 50 m Wind Power, U.S. Department of Energy, National Renewable Energy Laboratory, 2004.
8. *Final Environmental Impact Statement, Transformation of the 2nd Brigade, 25th Infantry Division (L) to a Stryker Brigade Combat Team in Hawaii*, Volume 1, Tetra Tech, Inc., May 2004.

SECTION 9.0 LIST OF PREPARERS

The following are the persons responsible for the preparation of this document.

CONSULTANT

The following is a member of consultant team which prepared the Environmental Impact Statement Preparation Notice and can be contacted at the address shown below.

Prime Consultant - Edward K. Noda and Associates, Inc.
615 Piikoi Street, Suite 300
Honolulu, Hawaii 96814

- Mr. Brian T. Ishii, P.E., Principal-in-Charge
Education: B.S., University of Hawaii, 1978, Civil Engineering
M.S., University of Hawaii, 1982, Ocean Engineering

Twenty years of engineering experience with fifteen years of experience in master planning and environmental planning. Recent projects include master plans and environmental studies for Honolulu International Airport, Kalaupapa Airport, Dillingham Airfield, Kahului Harbor, and Kahului Airport.

SECTION 10.0 PRECONSULTATION

The HDOT provided the public and agencies input into the planning process by holding and attending public and community meetings. Meetings were held in the Waimea and Kawaihae areas. The agencies, organizations and individuals that were contacted or provided comments during the pre-consultation period are listed below.

FEDERAL GOVERNMENT

Congressman Ed Case, Mary M. Love
U.S. Army, Corps of Engineers, Pacific Ocean Division
U.S. Army, Garrison Hawaii, Directorate of Plans, Training, Mobilization & Security
U.S. Army, Operations Officers, Operations Division, Pohakuloa Training Area
U.S. Army Pacific Command, Hawaii APEN-EX
U.S. Army, Guard-Hawaii, Headquarters, Pohakuloa Training Area
U.S. Department of Commerce, National Marine Fisheries
U.S. Department of Interior, Pacific Island Ecosystem Research Center, U.S. Geological
Survey-Biological Resources Division
U.S. Environmental Protection Agency, Pacific Islands Contact Office
US Environmental Protection Agency, Region 9
U.S. Department of Housing and Urban Development, Honolulu Insuring Office
U.S. Department of Interior, Fish & Wildlife Service, Pacific Island Wildlife Office,
U.S. Department of Interior, National Park Service, Pacific Area
U.S. Department of Interior, National Park Service, Pu'ukohola Heiau NHS
U.S. Department of Transportation
U.S. Natural Resources Conservation Service

STATE GOVERNMENT

Board of Agriculture, Department of Agriculture
Department of Business, Economic Development and Tourism
Department of Business, Economic Development and Tourism, State Land Use Commission
Department of Business, Economic Development and Tourism, Office of State Planning
Department of Defense
Department of Defense, Civil Defense
Department of Hawaiian Homelands
Department of Health

Department of Health, Disability & Communication Access Board
Department of Transportation
Department of Transportation, Statewide Transportation Planning Office
Department of Transportation, Harbors Division
Department of Land and Natural Resources
Department of Land and Natural Resources, Commission of Water Resource Management
Department of Land and Natural Resources, District Land Agent, Land Management
Division
Department of Land and Natural Resources, Division of Forestry and Wildlife
Department of Land and Natural Resources, Division of Forestry & Wildlife,
Hawaii NARS Manager,
Department of Land and Natural Resources, State Historic Preservation Division
Department of Land and Natural Resources, State Historic Preservation Division, Hawaii
Island Burial Council
Governor's West HI Council of Advisors, J. William Sanborn,
Housing and Community Development Corp. of Hawaii
Office of Hawaiian Affairs
Representative Cindy Evans, 7th District, Hawaii State Capitol, Room 311
University of Hawaii at Manoa, Environmental Center

COUNTY GOVERNMENT

Civil Defense Agency
Department of Environmental Management
Department of Parks and Recreation
Department of Research and Development
Fire Department
Hawaii County Economic Opportunity Council
Planning Department
Police Department
Public Works Department
Water Supply Department

NON-GOVERNMENTAL ORGANIZATIONS AND ENTITIES

Aloha Debbie Realty
American Lung Association
Anekona Homeowner's Association

B.E.S.T. Farms Inc
Belt Collins Associates
Café Pesto, South Kohala Coast
Castle & Cooke
Clark Realty
Conservation Council, West Hawaii
DMT Consultant Engineers
Hall's Farm
Harbor Gallery
Hawaii Cattlemen's Association
Hawaii Electric Light Co.
HI Homes Bypass Comm.
Hawaii Land Co.
Hawaii Leeward Planning Conference
Hirako Farms
Historic Hawaii Foundation
Island Advisors, Inc.
J.R. Dollens Co. Inc.
Kamehameha Schools
Kamuela Parker School
Kanehoa Community Association
Kawaihae Boating Association
Kawaihae Village
Kawamata Farms
Kohala Coast Resort Association
Kohala County Farm Bureau
Kona County Farm Bureau
Kona-Kohala Chamber of Commerce
Lalamilo Farm lots Association
Mauna Kea Beach Resort
Mauna Kea Properties
Mooers Enterprises, LLC
Na Ala Hele
Parker Ranch Foundation
Parsons Brinckerhoff
Pua Ka Ilima O Kawaihae
Puako Community Association
Puako General Store
Queen Emma Foundation
Sierra Club/Moku Loa

South Kohala Traffic Safety Committee
Vacuum Cooling Cooperative
W.M. Keck Observatory
Waimea Civic Club
Waimea CDPC Committee
Waimea Community Association
Waimea Farmers Market
Waimea Hawaiian Civic Club
Waimea Outdoor Circle - Waimea Branch
Waimea / South Kohala Traffic Safety Committee
Waikoloa Land Company
Waikoloa Village Association
Waikoloa Village Outdoor Circle

NEWSPAPERS

Honolulu Star-Bulletin
The Honolulu Advertiser
Hawaii Tribune Herald
West Hawaii Today
Environment Hawaii
North Hawaii News

INDIVIDUALS

Juanita Jane Aganus
Annie K. Akau
William Ahyou Akau
Tom Bailey
Erwin Baldwin
Tom Beach
Pat Bergin / Dr. Billy Bergin
Boyd Bond
Brian Breakstone
Carol Buck and John Buck
Fred Cachola
Heather Cole
Patti Cook

Cody Correa
Darlene DuPont
Leningrad Elariono
David Ellis
Kalani Flores
Ross Fulmer
Sharon Hayden
Lisa Huynh
Wallace Iwamasa
Mel D. Kalahiki
Sonny Keakealani
Katherine G. Kohler, Mauna Kea Realty
Kristin and Bill Kurtz
Bud Love, Attorney At Law
Mike Luce
Kepa Maly
Karen McCullough
Tim McCullough
Robert McKendry
Sue Moss
Larry Nakamoto
Tom Noone
Jeanne Oshima
Richard J. Potter
Ric Rocker, Richard B. Rocker Realtor
Alice Rousseau
Brigette Rutgers
Ren Sanford
Jen Saufler
Robert Shallenberger
Alan Shattuck
Bob Shepherd
Bill Shontell
Marty Smith
Fran Tabor
Jojo Tanimoto
Leon Thevenin
Keith Wallach
Margaret Wille
Armstrong Yamamoto

APPENDIX A
MEETING NOTES AND COMMENTS

Kawaihae Road Bypass Meeting of “Affected Agencies”
1:00 PM, June 2, 2005
Kahilu Town Hall
Waimea, Hawaii

Mr. Brennon Morioka, Deputy Director, DOT-Highways (DOT-Hwy), opened the meeting by stating its purpose to start the dialogue on the Kawaihae Road Bypass project with all stakeholders. Attendees were asked to introduce themselves (see attached attendance sheet).

Mr. Brian Ishii, Edward K. Noda & Assoc, Inc (EKNA), gave a brief presentation on the proposed project (see attached handout). This meeting is needed to identify potential impacts. The project is subject to both a federal and State environmental review. A formal federal Notice for the project has been published, and the State Notice will be issued after an Alternatives Analysis has been completed. The Analysis will revisit the 1970 Environmental Impact Statement (EIS), and evaluate how changes in highway design criteria since the 1970s may affect the alternatives. The Alternatives Analysis will identify the most feasible alignments over the next two years. The Draft Alternatives Analysis is expected to be completed by the end of 2005, and there will be public meetings to gather comments. Once the Analysis is finalized, the Draft EIS will be started. The Draft EIS is expected to be completed by 2007; federal concurrence on the EIS is needed before the project can enter the design phase. Because of the high cost of the project, it will be constructed in phases; in the interim, access roads will be built between the old highway and the new highway.

The following is a summary of the discussion:

Waimea Bypass Road Project

In response to a question regarding the project's relation to the Waimea Bypass Road project, Mr. Morioka said that the DOT-Hwy will complete the Draft Waimea Bypass EIS, and construction is expected to be completed in 2-3 years. He did not know which project would be started first. DOT-Hwy would like construction on the Waimea Bypass to start at the same time as the Kawaihae project, especially since one continues to the other.

Mr. Ishii said that traffic concerns related to the Waimea Bypass road project would be examined. The Kawaihae project will relieve congestion to Waimea so it is preferred that the first phase of the project be completed when the Waimea Bypass is done. The cumulative impact of the project on Kawaihae Harbor will also be examined as part of the Environmental Impact Statement (police, fire, utilities, flora, fauna, water quality, fire management, etc.) once the Alternatives Analysis is done.

Lalamilo Road

Mr. Bruce McClure, County of Hawaii, Department of Public Works, shared information about the County's connector road project. Wilson Okamoto has done the preliminary engineering on Lalamilo road from the airport to the bridge. The County is holding off on other related projects until the bypass is done. In the interim, the County will work on traffic mitigation measures within the Village.

Q: Will the connector road extend to the Laimea farm lots area? Mr. Ishii said that the issue will be considered, but the farmers may not want the connector road traveling through their area given the additional traffic and impact on agriculture.

Paniolo Drive

Q: How close will the Kawaihae Road Bypass be to Waikoloa? Will there be a step out to Paniolo Drive? Mr. Ishii said that one alternative is an extension to Paniolo Drive as an interim roadway. This would cross a number of streams, including Waikoloa Stream, so there would be potential flood issues. The Queen Kaahumanu intersection to the harbor will be looked at.

County officials expressed a preference that the Paniolo extension reach Waikoloa.

Ms. Diane Ley, County of Hawaii, Research and Development, asked if the Paniolo connection is part of the Kawaihae Bypass project, and said that it would be good to keep the Bypass road close to the Paniolo extension. Mr. Morioka said that another option is for the Bypass to go from Mamalahoa to Queen Kaahumanu, with a separate spur to Kawaihae Harbor (not a bypass of the Harbor) for ease of financing the project.

Military/ Saddle Road Project

Ms. Ley said that the military has a conceptual plan for the Kawaihae area, and the EIS should look at it to avoid any conflict. It may be possible to share the corridor and reduce cost. The road to Pohakuloa does not run parallel all the way, but it may be possible to share the harbor end. A representative of the Army Corps of Engineers attending the meeting said that the project is not programmed as of yet, but that no tanks are envisioned to use the roadway.

Mr. Morioka was asked about the priority of the Kawaihae Bypass versus the Saddle Road extension. He said that DOT-Hwy is working on the STIP; the Bypass is probably of higher priority, but this could change. Regarding a Saddle Road extension there is dedicated funding from the Department of Defense, so the project could proceed separately. However, Defense funds are committed elsewhere now due to the war in Iraq, and DOT-Hwy is not pursuing it vigorously at the moment.

Q: Several map overlays show the Army's use of the area around the Kawaihae Road as a firing range; is there any assessment of unexploded ordinance? Mr. Ishii said that this

is a concern, and that EKNA would consult with the Corps of Engineers. EKNA has an ordinance survey and cleanup data.

Hawaiian Home Lands and Archaeological/Cultural Resources

Mr. Ishii said that the Alternatives Analysis would try to avoid DHHL land and the hill. DHHL did a master plan for individual subdivision, and this will be looked at in the EIS. The National Parks Service wants to consolidate the heiau with the John Young House. The Alternatives Analysis will look at having the road go around the house, but then the road would have to go higher and may impact DHHL land.

Ms. Ruby McDonald, Office of Hawaiian Affairs, said she assumed there would be archaeological monitoring during construction of the Bypass Road. She asked if a cultural resources monitor for cultural practices and sites would also be present, and if a Section 106 review is also being done? Mr. Ishii said the EIS will recommend that an archaeologist be available, and will consider having a cultural monitor as well. A Section 106 assessment is being done, and EKNA will consult with the U.S. Environmental Protection Agency and the Army Corps of Engineers. [Editor's Note: Also the State Historic Preservation Officer, the Advisory Council of Historic Places and the Office for Hawaiian Affairs will be contacted].

Utility Corridor

Mr. Glenn Ahuna, Department of Water Supply, asked if the EIS will address secondary impacts on water and if a utility corridor is envisioned. Mr. Ishii said that the EIS will address secondary impacts, along with issues such as shared right-of-way, other utility considerations, truck runoff ramps, etc. Mr. Morioka said that DOT-Hwy is open to the idea of a utility corridor.

Wildfire Control

Mr. Matthew Wong, USDA, Natural Resources Conservation Service, said the Bypass Road project appears to impact state land and ranches. If managed properly, this is a good area for wildfire control. Mr. Ishii agreed that the study area includes state land and ranching leases. He said that the threat of wildfires will be considered, and there is a need to consult with someone about this.

Cost of the Project

Q: What will the Bypass Road project cost? Mr. Morioka said it depends on a number of factors. He assumes there will be a number of cattle underpasses, ravine crossings, etc.

Deadline for Comment

Mr. Ishii said the deadline for this round of comments is July 5, 2005. But comments will be accepted anytime until the EIS is finalized. Mr. Morioka said that separate meetings with DHHL and landowners is planned.

Waimea Community Association monthly meeting

Thursday June 2, 2005 5:30 pm

YMCA's Kahilu Town Hall

Attendance: approximately 85 persons

Agenda Item: State DOT's Proposed Kawaihae Road Bypass

Presenters: State DOT-Highways Deputy Brennon Morioka and DOT staff and consultants, including Stan Tamura and Brian Ishii

Hand out: 6-page power point material w/ map

Brennon Morioka, State DOT-Highways Deputy Director

Explained that this is the 2nd project presentation in the last three months: the first at the South Kohala Traffic Safety Committee meeting and this evening for the Waimea Community Association. This is to fulfill DOT-Highway's responsibility to keep the community informed as these projects get started and move along. Attendees were urged to take the information to their family and friends; community outreach is a commitment by the Governor and DOT Director Haraga. The neighbor islands often get forgotten in this process, but DOT's intent is to go out and talk with the counties, developers, mayor and county agencies. We do this with all state projects that work with counties. There is a need to know what each other is doing, need to get feedback on what is in your best interest. As Deputy Director, have the Big Island as an assignment and spend lots of time on the island two to three times a month. Want to push the Waimea and Kawaihae Road Bypass project and get them working together to better move people around without going through the town.

Project scope and background: Brian Ishii, EKNA (Noda Associates) Services, Inc.

Power point presentation explaining the scoping requirements of the Environmental Impact Statement (EIS) required for the State of Hawaii's Kawaihae Road Bypass project. The purpose is to obtain public input regarding alternative routes and identify impact areas, provide background on the project and gather public comment. This is a planning level study, under a joint State and Federal EIS. The intent is to identify a route that will bypass the existing Kawaihae Road from Waimea town to Kawaihae Harbor. The present road is at level of service E in a ranking of A (good) to F (bad). The mix of traffic (trucks and passenger vehicles) raise serious safety concerns along with access issues from private residential driveways or subdivisions and increasing land use along the existing roadway. The alternative routes may take into consideration a connector to Waikoloa village.

The project dates back to 1970 when a proposed route was mapped out. This will be reviewed in consideration of alternative alignments, current design guidelines, traffic trends and community and environmental impacts. The resulting draft EIS is a disclosure document, requiring the Governor to agree with its findings of issues and concerns, including archaeological and historical sites, community development, and unexploded ordinances. The project study team consists of the following sub contractors under Edward K. Noda and Associates:

- B.D. Neal and Associates – Air Quality
- International Archeological Research Institute—Archeology, Historical and Cultural
- Isle Botanical – Flora
- Millicent Kim Inc. –Community Affairs
- Mitsunaga Associates – Civil Engineering
- Miyabara Associates – Landscaping and scenic impacts
- R.M. Towill – Topographic Survey
- Rana Productions – Fauna
- SMS Research – Socio and Economics
- Wilbur Smith Associates – Traffic

Information is being solicited regarding general concerns, areas used by the public, suggested alternate routes, other issues, by July 5, 2005. A comment sheet is attached at the back of the handout. Please submit to Ron Tsuzuki at DOT Highways Planning Branch. (869 Punchbowl Street, Room 302, Honolulu HI 96813 / Fax 808 587-1787)

Tentative Schedule: initial analysis report likely in late 2005 and will be presented at the project's next public presentation. Completed alternative analysis is anticipated in mid-2006, Draft EIS in late 2007; public hearing will be scheduled upon completion of the draft EIS.

Q&A

Q. (Riley Smith, Kamuela) What is the alignment area?

Using the 1970 alignment as a reference point, the study area is a large triangle from the Waimea – Kohala Airport to Puako – Hapuna Beach to Kawaihae Harbor.

Q. Recollect this project in 1973 in conjunction with work on Akoni Pule Highway; appreciate it being brought back; at what point will concerns be included regarding features of the highway, e.g., steepness of road, truck turning lanes, and treatment of the intersections that will be involved, and what did the 1970 alignment have in this regard?
No details in the 1970 study regarding road steepness and intersections, and need to see if design criteria meets current standards; reason for this meeting is for that kind of input.

Q. DHHL involvement?

Will be working with them if need to go through their lands; DHHL lands would primarily be involved in the Kawaihae Harbor area

Q. Amount of heavy-laden trucks should require runaway truck ramps

Agree and will be including right of ways for this purpose

Q. (Alex Woodbury, Waimea) Need temporary relief now, like uphill passing lanes around the town. Why can't this road be built in one shot instead of phases? Phases don't get finished, and then development occurs, causing interference and making future connector roads difficult; have already brought this up with Ron Tsuzuki.

To do the project all at once is difficult due to cost; State cannot afford "one shot" cost. Planning to retain rights of ways to allow connector roads in the future; new lanes will be part of study if needed. Temporary relief measures will be identified during the planning process.

Comment (Tim McCullough, Kamuela): This is an old project going back to the 1960s. The bypass route was originally behind the farmlots; the 1970 proposal then pushed it beyond farmlots. Suggest it bypass Waimea altogether; move it farther out southwest, bypassing Hilo-Kawaihae traffic, outside Pu'u Pa, South Kohala, and airport into vacant lands. There is a noise issue too. This would anticipate future development and be long-term solution.

Q. Connect to Waimea Bypass Road? Waimea Homestead Association rejected putting Waimea Bypass through its farmland, so how will Kawaihae Bypass road link up if Waimea Bypass takes a different route?

Will depend on final alignment of Waimea Bypass road and Kawaihae bypass will have to be adjusted accordingly; evaluation of alternatives of Kawaihae Bypass will ensure its connectivity to Waimea segment despite its being an independent project

Q. (Lucille Gold, Waimea) When would construction for Kawaihae Bypass occur and what about Waiaka Bridge repair? Should not do both at the same time.

Stan Tamura (Hawaii Island DOT Highways office) commented that Waiaka Bridge design is anticipated in 2007.

Comment (William Akau, Kawaihae): In the 1974 report for Highway Dept, survey showed areas blocked off for road alignment, and nothing has been done; should follow the old plan. Studies have been done already and money was spent. Asking for ideas now is a waste of time and money. Go ahead and do the 1974 plan because Kawaihae Road is congested.

Q. (John Buck) Are Saddle road improvements included?

This project is not connected to the Saddle Road; traffic forecast for the Kawaihae Road Bypass will include Saddle Road

Comment (Senator Lorraine Inouye): Learn from the experience of the Waikoloa connector road project and avoid terrain and curving roadway problem. Kawaihae project should include cost of turning lanes for Mamlahoa Road portion. Should also include traffic signals so there is no delay after the road opens; shouldn't wait for traffic signals like at Queen Kaahumanu and Waikoloa connector road.

Q. (Mary Kitchen) What about the military to Kawaihae? It's not on the map handed out, and the map is too old to comment on.

The road is used by Army from the harbor, and will be consulting with the Army about it; the map handout is for general orientation, and not intended to show everything.

Q. (Clem Lam) Will there be bikeways on the Bypass road?

Yes,

Q. (Keoki Magoon) What will the width of easements be? Will it be a divided highway? The right of way will be 200' to 300' wide; would need to be wider where truck ramps are. Presently, it is 2 lanes undivided, but 4 lanes divided will be considered where needed.

Comment (Larry Hekua, Kohala farmer): Concerned about the impact on Lalamilo farm lots; winds in the area are strong, and dust and pesticide problems occur with proximity of highway.

1970 alignment was close to the farm lots; will look at alternatives further away from the lots and minimize impact.

Q. Provision for new boat harbor and impact at Kawaihae? Will the view planes from the road be maintained (concerned about utility poles obstructing view)?

Will look at new harbor developments and impact on traffic; will also look at existing view planes and try to enhance them.

Comment (Councilmember Fred Holschuh) – concern over connectivity of Bypass Road if Waimea doesn't get settled; bikeways is also an important issue, as are rest stops and view areas and restroom; pullovers to look at the views.

Will consider scenic stops.

Q. Favor grade separated intersections; wherever possible the main road should go over or and under the connector roads with small exit/entrance; traffic signals OK but only serves to stop traffic; should have over and under pass so there is smoother traffic flow which is safer. The level of service analysis is limited. The mentality is to start with a 2-lane highway, then channelized, then signalized, and finally, grade separation, and this approach leads to the current problem; need to plan for population growth

Looking at 2025 level of service goal.

Q. (Bill Sanborn, Waimea) Possible negotiation with DHHL subdivision since it will be close to alignment; need to design connection so it doesn't go through the subdivision; how will you work with DHHL on this?

Will be consulting with DHHL, but this will be a limited access highway so it should not be a problem.

Q. (Ron Hochuli, Waimea) Lot of demand to build things in Kona; so wondering how long this will take? \$174M to build comes to \$10M per mile? Can we go faster? Also, the Army is building a road to Kawaihae Harbor for the Stryker; can some portion be shared? Consider toll road?

The Kawaihae Road Bypass project will be expensive; therefore, construction in phases is more practical. Toll road is an interesting suggestion for financing the project. Will be consulting with the Army.

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MEETING NOTES
LALAMILO RESIDENTS AND FARMING COMMUNITY
JUNE 22, 2005, 7:00 PM
VACUUM COOLING PLANT OFFICE

Attendance: see below

Roger Hiraoka explained that the purpose of this informal gathering of Lalamilo residents and farmers was to hear about the State and the County road projects affecting the Lalamilo area first hand from representatives of these projects. He then introduced

- Bruce McClure, Director of the Department of Public Works (DPW) to talk about the county's Lalamilo "connector" road project
- Brian Ishii of Edward K Noda and Associates Inc., consultants on the State Dept of Transportation's Kawaihae Road Bypass project
- Margarita Hopkins, County of Hawaii Agriculture Specialist with the Dept of Research and Development
- Millie Kim, recorder and sub consultant for Edward K Noda and Associates, Inc.

Bruce McClure explained that concerns were raised at the previous elected County Council about traffic congestion in certain areas of the island, and a bond authorization was approved to provide funding for these areas. Waimea was earmarked for \$10M and the administration then had to figure out how to best use this money to address Waimea traffic concerns. DPW and the County Planning dept looked at a connector road to allow through traffic to avoid the downtown main intersection area of Waimea. If a connector road is placed by the airport to Kawaihae road, then town activities scheduled on Lindsey road would not be interrupted and people can get around town to the Kawaihae road. Previous plans show an easement, but alignment has not been picked; only what the better side of town would be to do it with. WCA did not want \$10M spent on it, as there are other more immediately pressing traffic congestion problems that could be addressed. We still think it is better to do a preliminary road design and keep it ready. It is only an Environmental Preliminary design; contracted with Wilson Okamoto. No alignment chosen but looking at the general triangle area around town. About \$2M set aside for preliminary design, the balance would be for other congestion mitigation; willing to work with Parker Ranch for something behind the town to build another road.

Brian Ishii: Kawaihae Bypass road is state DOT project and would run from the Kamuela airport to Hapuna or the Harbor. Refer to hand out outlining the EIS process for the project. While it is a continuation of the Waimea Bypass road, it is being handled as 2 segments and 2 projects due to the cost to DOT. Will be looking at 3 or 4 different alignments; Gov and feds will pick the ones they want, but we will provide the community preference along with traffic trends, population growth and other considerations. We know there is a heiau, some graves, John Young's house, other features in the area; lands involve Hawaiian Home lands, Waimea town center 2020 plan, Waikoloa to Kawaihae road extension, unexploded ordinances. Should finish scoping

this month, end of year should have alternative routes and connector roads; should be about 12-14 mile length state will not build all at once; connection new road to old road during construction; need to know issues and uses in this area

Q&A

Q/. Where will temporary (county connector) road come out?

Don't know yet; probably by transfer station; DHHL residential project there; DOT will be replacing Waiaka Bridge

Q/ What are alternatives to proposed Lalamilo Road?

Back of Lalamilo lots; work with Parker Ranch, need to cross streams

Q/ Any road that connects will continue into Parker 2020 plan else risk too many intersections Will look into this; not expecting to get to easement

Comment/ Easement abandoned but has been utilized with big investment; this is probably the most intensive single ag subdivision in the state, already dealing with environmental requirements, fed and state requirements; closer the road is to the farm lots the more risk to farming's viability in this area; so while it helps address congestion it creates problems for farmers. Isn't this moving the congestion down the road? So this isn't sound, long range planning; shouldn't it move behind the airport to Pu'u Pa'a? This would be the preferred alignment; at the community meeting good suggestions were made regarding use of the money, e.g., problem of 2 lights at Waikoloa would have been better with over passes; is there any way concern of this area can be registered; the concerns of smaller communities, e.g., water plan at Pohakea Dam, a lot of long range planning but not happening because objections raised at large community meeting.

Comment/ Agree road planned long time ago was visionary as no one realized community would grow as it has

Q/ Don't understand how connector will help traffic; \$10M could be better spent on real traffic solutions. Not so much a congestion reducer but a back road; community is concerned about use of the money so planning is preliminary only

Q/ With the back and forth of truck traffic from Hilo to Kona and back, future wood chip hauling problems, hauling trash from Hilo to Kona, a ferry at Kawaihae harbor – a 14 mile connector road will solve it but if the other section is not done, then what happens?

In 1970, a 20-mile stretch was being proposed to bypass existing road to minimize the bad mix of traffic (cars and trucks). But long range plan was not being executed and now appears to be piece meal

Q/ Do we know what the traffic mix is? Is there anything that can be done about empty trucks on the road Most of vehicle traffic is going to Kona and therefore have to do both Kawaihae and Kona

Q/ What about the “T” intersection back up at Queen K and K. road?
Will be examining that and other intersections needed on the bypass road

Comment/ Can the bypass road come around the back to Mud Lane, then go east and exit at Lalamilo? Make one going back of Parker Ranch; so that the Waikoloa workers could use alternative road instead of the existing road.

Comment/ County consultants who will determine route of connector should know there is general disagreement to putting anything in the Lalamilo area; should not use farm lot road; should consider an outer route

Q/ Why do it in a triangle? County road is only road in the triangle; county paying the tab so need to stay on county property

Q/ Could \$10M be taken to the state for matching or doubling in FF to pay for Bypass road and forget about connector road? Not sure about FF; would use up all the money

Q/ What about the \$40M mentioned in West Hawaii Today article?
Not sure where the Article got the costs, but it will be a large amount of money and it will be completed on a multi-year funding schedule.

Comment./ The existing Mamalahoa Highway took 12-15 years to build Hilo to Honoka’a highway, and probably was a multi-year funding schedule

Comment/ Bypass and connector roads are two different issues; connector so town doesn’t shut down in emergency; bypass is major diversion of traffic

Q/ Who are the major private landowners? Parker Ranch, State, Mauna Kea Beach, Queen Emma, DHHL will be contributing; will be working with them as we go along

Comment/ Implement a special district where large landowners pay back the county for building the road; any route will affect farm lots

Comment/ Both sides of the proposed road will become light industrial; can’t work land next to the road; higher taxes if we don’t use Ag land for Ag, then we lose it. Tractors and farm equipment on Lalamilo road go at only 10 mph; any connector road using easement will cut down farm equipment use of the road and destruction of windbreakers, which are there for conservation and crop protection.

Q/ What phase of bypass road will be first? East or top part (mauka)

Q/ What if connector road works well and becomes a feeder road, until balance of Bypass road is competed, if ever. Waimea exit on Mamalahoa needs to have connectivity to Kawaihae Bypass road; Parker Ranch owns land on both sides of the highway where Kawaihae road cannot do that; don't want a jog in the road, but will be talking with DOT and Parker Ranch

Q/ Should be looked at as one project not two. The intent of each project is different

Q/ If things are moved down (south of the Airport), would get more flexibility
It is not our decision to choose the road; just disclose its impacts

Comment: Lalamilo community prefers the alternative of moving the bypass road south of Pu'u Pa'a

Q/ Where will the Waimea bypass will exit and what is its status? Kawaihae bypass road project will have to coordinate with Waimea

Q/ Why spend \$8M if no one wants it? Only looking at it in terms of getting preliminary design to be an alternate for the community; not going to build it because rather see small fixes for congestion in town.

Q/ What about a four-lane roundabout with no stops signs; and more turn lanes
Will be looking at double left turn lane where turns can be made either side from one central land; will be back to talk about the other stuff planned through the town

Comment/ Lalamilo road should be used to help the state build its road; one way in and one-way out is not good and this will become a major roadway if the Waimea BP traffic comes through

Q/ Putting the cart before the horse; road design already started; why have preliminary plans? Can you defer the contract? Seems like a waste
Would have to cancel the contract

Q/ Don't agree with county rationale; it's connectivity at the expense of the farm lots why waste \$ on EIS? Don't think it will go through; it's good to have alternative routes

Q/ If first increment built before Lalamilo connector, then no need for the connector. How long will the first increment of the Kawaihae Bypass take to build?
Upper third will be built when Waimea BP is finished; hoping to build connector at the same time as the Waimea Bypass. 7 years estimate if it goes at all, depends on research and studies on the impact of Kawaihae roads, including environmental concerns. Started about 2 years ago

Q/ Bypass behind the town of Waimea is State project so what is the need for County Lalamilo road? Need to have alternate roads in the community

Q/ Planning to meet with landowners? They would benefit greatly. Already started

Comment: Let's put \$10M where it will do the most; reference to previous community meetings where important suggestions were made; more right turn lanes, put the connector road closer to the airport (Parker ranch land)

Q/ Are there plans to expand Lalamilo? Now have one out of three increments. Increment 1 is for intensive Ag, increment 2 ornamentals, and increment 3 intensive livestock, all going west toward state lands which are now DHHL

Agreement: no Connector Road through Lalamilo Farm lots; do not want speeding problems, theft, drugs; road extensions involve many small lots and streambeds; want to see where Waimea ByPass extension will occur

ATTENDANCE 6/22/05

- | | | | |
|------------------------------|--------------------------|---------|--------------------|
| 1. Earl Yamamoto | PO Box 1423 | Kamuela | 885-7573 |
| 2. Larry Nakamoto | PO Box 192 | " | 885-7080 |
| 3. Wendell Kawano | PO Box 2196 | " | 885-7624 |
| 4. Brian Ishii | 615 Piikoi St #300 | 96814 | 808-591-8553 |
| 5. Raymond Kawamata | 66-1330 Lalamilo Farm Rd | | 885-6959 |
| 6. Billy Bergin | 66-2279 Kanehoa | | 885-4466 |
| 7. Pat Bergin | 66-2279 Kanehoa | | 885-4466 |
| 8. Jose L. Rincon | 2072 Kamuela | | 885-0389 |
| 9. Sharon Rincon | " " | | " " |
| 10. Charlotte Oshiro | PO Box 6745 | " | 885-6213 |
| 11. David Oshiro | " " | " | " |
| 12. Alex / Karoll Penoraroff | PO Box 576 | " | 885-6664 |
| 13. Tim McCullough | PO Box 1271 | " | 885-7315 |
| 14. Cheryl Hirayama | PO Box 1445 | " | 885-7836 |
| 15. David Hirayama | " " | " | " |
| 16. Roy Hori | PO Box 25 | " | 885-4913 |
| 17. Richard Nakano (?) | PO Box 204 | " | 885-4471 |
| 18. Duba Pant (?) | PO Box 1330 | " | 887-9280 |
| 19. Roger Hirako | PO Box 1834 | " | 885-7513 |
| 20. Sheila Gon (?) | PO Box 113 | " | 885-4385 |
| 21. Charlene Hirayama | PO Box 604 | " | 885-7228 |
| 22. Royce Hirayama | PO Box 604 | " | 885-7228 |
| 23. Scott Voorhies | PO BOX 437417 | " | 885-1101 (?) box # |
| 24. Kelly Frith | " " | " | " |
| 25. D.M. MacIlroy | PO Box 7047 | " | 895-3322 |
| 26. JanMarrack | PO Box 7047 | " | 885-5842 |
| 27. Tom Yamamoto | PO Box 6150 | " | 885-6430 |
| 28. Robert Nakamoto | PO Box 192 | " | 885-6430 |
| 29. David R. Grefondell | PO Box 1964 | " | 885-8038 |

30. Chris Robb
31. Joseph Mah

PO Box 7102
PO Box 1432

“
“

885-8663
885-6211 (?)handwriting

**Kawaihae Road Bypass
Kawaihae Village Meeting
Hapuna Beach Prince Resort, Koa Room
September 14, 2005; 4:30 - 6:00 pm**

Attending:

Tony Labrador	45-508 Kalehua Makai 96727
Ted McAneeley	Mauna Kea Resort
Mitzi Inamine	Kawaihae Village 96743
Nelson Sagun	DOT Highways
Brian Ishii	Edward K. Noda and Associates (EKNA)
Aaron Setogawa	EKNA
John Kirkpatrick	SMS Research
Millicent Kim	Research Consultant

EKNA presented an overview of the project, the planning process, and the project objectives (see handout). The traffic forecasts will be to the year 2035. This was followed by a discussion of various alternative concepts.

Widen Existing Road

This concept would involve widening the existing road. The intersection of Queen Kaahumanu Highway and Kawaihae Road would be a problem. Also, it would conflict with the National Park Service's desire to consolidate the Historic Site lands into a large Historic Site.

Q: Widening the existing road would bring it closer to Kawaihae Village; would Village land be condemned?

A: If this concept is adopted, would try to stay makai of the Village. Don't know if condemnation of land would be necessary.

1970 Alignment

This concept would cross the historic site lands and Department of Hawaiian Home Land (DHHL) land.

Q: Is crossing DHHL land a problem issue?

A: It is a significant concern; the extent of conflict depends on DHHL master plan for the area.

Queen Kaahumanu Extension

Bringing this extension down to Kawaihae Harbor would be a problem because of the steepness of the land in the area. It would also impact the makai side of Kawaihae Village. This concept would impact the Historic Site as well, e.g., noise, visual impact, vibration of heavy truck use, but would relieve congestion at the Queen Kaahumanu intersection for those vehicles going north.

Comment: There used to be a nursery in the area; not sure what the current uses are other than a warehouse facility.

Makai Alignment

This concept would impact Kawaihae Village the most.

Mauka Alignment No. 1

This concept would require a second intersection at Kawaihae Road, but would reduce traffic on Kawaihae Road for Kawaihae Village and the Historic Site.

Mauka Alignment No 2

This concept is similar to No. 1, but would end on State land, closer to Kawaihae Harbor.

Q: Are there plans to enlarge the Harbor facilities to deal with rerouting and moving buildings?

A: Yes, there is a master plan for the Harbor. Would work with Harbor to deal with this, as well as security issues and queuing.

Q: What is the status of the Super ferry? Looking forward to taking car on ferry and going to Honolulu for a day of shopping.

A: There is a lawsuit in Federal Court against it; the State is making improvements to the Harbor to accommodate the ferry.

Q: Will the road come out by the entrance to the State park? How far away from Kawaihae Village if there's a Hapuna entrance?

A: About one-half mile.

Q: The 1970 alignment is close to new Mauna Kea home development, 102 units planned. Current development (Amaui Drive) stops at proposed roadway; Mauna Kea Properties owns land above proposed route as well. Is the plan to go above the golf course?

A: The State acquired the right of way in 1970. The State owns the land above the golf course, but don't plan for road to go above the golf course.

Q: What is the schedule for the process? When would construction start, and how long would it take?

A: Will complete public scoping by the end of this year. Pick alternative alignments next year, and start EIS early 2006. The earliest construction would start will probably be in 2007 or 2008. The road bypass would be built in segments over several years; total project involves 12 miles of road plus several connector roads. DOT-Highways wants to start upper section of road bypass first so it can connect to the planned Waimea Bypass road.

Comment: This project started in 1999, and the timetable for completion is relatively quick. Federal projects normally take 16-17 years on average to complete

Q: Who owns the land?

A: Parker Ranch, the State of Hawaii, Mauna Kea Properties, Queen Emma Foundation, and DHHL.

Comment: The project is better late than never given current development. Existing traffic congestion, especially going up the hill in the afternoon, is really bad; there's no way to pass if you get stuck behind trucks or buses. It will be to our children's benefit.

EKNA: Prince, Mauna Kea Properties, Kawaihae Village will be impacted so need to need to inform the community association; take handouts to distribute and inform others.

Ms. Mitzi Inamine took some of the handouts to distribute in the Village.

5/20/06

Kawaihae Road Bypass Public Informational Meeting
State of Hawaii
Department of Transportation, Highways Division
Hapuna Prince Hotel May 10, 2006 7 pm to 10 pm

Attendance: (see sign in sheets) approximately 100

Presenting: Brennon Morioka, DOT Deputy Director Highways Division
Brian Ishii, Edward K. Noda and Associates (EKNA)

Other officials and staff present: State Representative Cindy Evans, County of Hawaii
Public Works Director Bruce McClure, Hawaii Island DOT Highways Engineer Stan
Tamura, DOT Highways Planning Nelson Sagum

Purpose of meeting: Update on the status of the Kawaihae Road Bypass project, to solicit
input on the proposed alignments, and to inform the DOT of community concerns

Procedure

- Raise hand to be recognized, go to aisle to use microphone, limit statement to 5 min and limit comments to the subject at hand
- Brian Ishii from EKNA presentation; 15 min recess to view map materials, Q&A

Brian Ishii EKNA – Reference power point / hand out

GOAL: Update on status and provide an opportunity for public review of the preliminary alternative alignments.

- anticipate doubling and tripling of traffic in 2035 on certain roadways, especially in the vicinity of Waimea Town
- major landowners: State of Hawaii, DHHL, Parker Ranch, Queen Emma Foundation
- alignments alternatives
 - Split into three roads near ocean
 - Scenic drive, curvier road
 - Linear and direct to Kawaihae harbor
 - Linear to Hapuna beach
- Scenic points of interest: Ag field system (Lalamilo); Rock Wall vista, Puu Pa
- Other option is to build the road in segments with connector roads
- Have to meet Federal and State evaluation criteria including conformance with State regional plans and State highway system
- Need to assess social and economic effects, environmental impacts
- Roadway cost estimates very high; need Federal Funds for the project
- Timeline: formal scoping meeting once the 3 alternatives are selected; with Draft EIS draft and public hearing possibly in Mid 2007

QUESTIONS AND COMMENTS

Leningrad Elarionoff: Testified in 1972 for bypass road from mud lane to Kawaihae; what is detail on timeline and which section happens first, Mud lane or Kawaihae

RESPONSE: (Brennon): DOT follows long range plan of 25 years and 3 year budget document (STIP statewide transportation improvement program); priorities are followed which are based on public comments. Kawaihae Road Bypass is an independent facility from the Waimea bypass; whether Waimea bypass moves forward or not, Kawaihae Road Bypass can go forward. Independent of each other; not one large project; for Kawaihae Road Bypass EIS studies to be completed by mid 07, typically one year after that achieve fed highway approval, 2 more years for design and then construction. Looking at mid 2010 for construction costing \$190M for full 12 miles of Kawaihae Road Bypass. Cannot build all at once and therefore the study is looking at phasing,

Fran Tabor (Waimea) why can't design phase be moved up to be part of the impact studies and save 2 years?

RESPONSE: (Brennon) Record of decision dictates the route; the final EIS will determine final route, need fed approval before can start design. When federal funds involved, cannot start design phase until planning phase is completed. Have to follow federal sequence. If FF not involved, would be faster, but state doesn't have the \$ needed

Tim McCullough (Waimea) was also was at 1972 meeting originally designed to go north of Lalamilo farm lots which did not happen and was supposed to cost \$10M and it was one road project; first alignment does not show where road goes from Lalamilo to Kawaihae, but if go east, road goes adjacent to community growth areas. Concern over Lalamilo farm lots. Have copies of submittals to sate since June of 05 from farmers of Lalamilo concern over roads being too close to farm lots incurring new fed regulations to comply w/ air quality and pollutants that could come from the road construction. Why can't it be pushed out 3000 feet to past Pu'u Pa where there are no archaeological sites nor threatened environmental features; have exit south of airport. (Brian reconfigured the road on the slide)

John Bok (?) (Waimea) – agree wholeheartedly with previous speaker and realignment per his request; generally support 1972 route; understand necessity for 2 years preliminary design; concern is about having a more systematic approach; should be nearer to Saddle Road; want to see evidence of a comprehensive plan that means something; need to see some work done before the GP expires

RESPONSE: preliminary engineering will be done to identify proper curves and intersections to avoid “jogs” in the road. DOT's long range planning for island of Hawaii, includes the functioning of Saddle road and its impact on traffic flow.

Rick Schultz (Kanehoa Community Association president): this residential area was not there in 1972 but it is now and do not want a busy highway running close to this area

Jojo Tanimoto (Kawaihae) - Stryker road was a lot more south than it is now; like the previous alignment better; concerned about cost of harbor area construction; prefer the

higher alignment at Kawaihae in option 1; question whether road should end in residential area at Kawaihae rather than business area. Noted flooding near the lighthouse which prevents access Queen K. Highway. Question left hand turns; question how this alignment works with other alignments (water, county, electric, etc.)

RESPONSE: *Been working with Stryker person at the Corps of Engineers and examining road alignment with tanks, considered cost sharing but they are moving must faster, but staying in touch. Endpoint is not set in concrete and will be working with engineers re flooding issues; upper road alignment is similar to DHHL master plans. Aware of water issues and have utility corridor on right side of road. Looking at alternatives to intersection at Queen Kaahumanu and Kawaihae road. There will be another projects by Highways division to study this short-term improvements.*

Rick Crawford (?) If going by cost per miles, why so many curves in the road; why can't the state put in a right hand turn "channel" lane at Kawaihae Road and Queen Kaahumanu now?

RESPONSE: *reason for curves is need for grades for trucks and cars; topography changes especially in the lower elevations. A right turn lane at the intersection of Queen Kaahumanu and Kawaihae Road is OK but also need acceleration lane and continuing lane up Kawaihae road*

Irv Greg (Kanehoa Subdivision) – concern over alignment trying to stay on state lands instead of Parker Ranch lands- is it only cost? **RESPONSE** yes

David Gomes (Waimea) Alignment #1 does not meet needs of Kona people going toward Hawi; should have a shorter way around Kawaihae village, with road exit nearer to Puako

Margaret Wille (Waimea) Has the interisland ferry been incorporated in the road planning? County planning to build only 3 or 4 roads in the next few years, so question funding availability; support having the road south of airport instead of being closer to farm lots; am concerned about county connector road project and coordinating with what's going on there. Made copies of maps for county connector road, which could be done in 08. Present alignment would go through parker trust land, 25 acres given to Waimea community for park and ball field, the alignment would appear to be going through this area. Traffic consultants meeting June 1st to look at a 2nd route through the town of Waimea.

Bill Kertz (Kanehoa subdivision) would have been significantly impacted by 1970 version of bypass road; my question is whether the old route will be one of the 3 versions that will be submitted or will versions be new ones. Are there any financial benefits with going with older roads and not the new roads; we like the alternatives better

RESPONSE: *all being examined;*

Cindy Evans (Waikoloa and state rep for Waimea and Kawaihae area). STIP process establishes priorities but what about widening saddle road and dealing with traffic at harbor area. How can we work on the Kawaihae Bypass road when all these others are

already on track; legislature gave \$2M for design but that won't happen until EIS is completed. Shouldn't we be focusing on Kawaihae to Queen Kaahumanu highway w/ increased traffic from ferry system; money only comes in phases; shouldn't the first phase be at Kawaihae side rather than Mamalahoa road. How are the phases visualized? Why not start at the bottom? We may not get the \$ for 25 – 30 years out when we are actually trying to build 4 lane road from the airport going north and south.

RESPONSE: *when roads are built in phases, there will be connector roads and corridors. Therefore, if not used for original purpose it could be used as a secondary road; a road from Mamalahoa highway to Kawaihae road will be a functional road; it will have to connect back to one of the existing facilities. You would start where the severest impact is, and therefore it seems logical to start at Waimea town and go west.*

Speaker (no name): Support bypass highway; 1970 highway alignment did have a lot of work done on it; there is an advantage to choose an alignment that has already been studied

RESPONSE: *true it has been studied in the past, some aspects are the same and haven't changed, but 1970 is outside our window, forecast range and social impacts have already expired. Need to start from scratch since its over a 30 year period, there is no cost savings for choosing one alignment over another, any change in fees between one and other is less than 1%, and we are prohibited from viewing alternatives on that basis, more important criteria is community input, cultural considerations, etc. All have equal weight.*

Tom Young – seems logical to have the road connect to Waikoloa; its very difficult to get from Waikoloa to Waimea or Kawaihae, should be tied in with bypass road

RESPONSE *part of the EIS will be looking at connector roads, county roads*

Tom Ianeli (sp?) (Kanehoa estates) path of old EIS would greatly impact the subdivision, light pollution, noise, all the things you don't want would come with this route esp the western end of the subdivision; having it 2000 feet from a development that did not exist when this route was looked at; need the road for emergency purposes if nothing else

Gunner ? (Waimea) phase I coming off of M Highway without connect with Mud Land bypass makes no sense; just creates a larger parking lot by creating another road without the connecting to the other side of the highway

Speaker (no name) : long advocate of road being south of airport; should definitely be farther away from Lalamilo farm lots and away from residential estates. Should start with Kawaihae segment construction because of added traffic with harbor traffic once the ferry service starts; should be designed to avoid these areas and start with Kawaihae segment

Connie François (Waimea) we don't have freeways but have people who drive fast and have lots of trucks, so question what are the types of intersections and safety considerations?

RESPONSE: intersections will depend on the traffic forecast. Traffic going to Kona is shown to be very heavy, but will come out through traffic studies as far as where intersections are planned; also planning on runaway truck ramps, as far as safety concerns.

End of comment period (8:45 pm)

**Kawaihae Local Resource Council Meeting Chart Notes: 6/3/07
Waimea Senior Citizens Center 2-4pm.**

Speakers: Mr. Glenn Yasui, Highways Administrator, Mr. Nelson Sagum, Highways Planning Branch, and Mr. Brian Ishii, Edward K. Noda & Associates, Inc.

Pule: By Mr. Josh Akuna.

Attendees: Approximately 17 people.

Rep. Cindy Evans (Cindy E.) gave an overview of the Capital Improvement Projects (CIP) funding for the South and North Small Boat Harbors. She defined the challenge to the Highways Division guests: Access to all commercial and recreational areas must be designed and built to accommodate the increased commerce, Superferry and population load on this area including intersections at Akoni Pule Highway/Kawaihae Road and Queen Kaahumanu Highway/Kawaihae Road.

Mr. Glenn Yasui (Glenn Y.): The October earthquake damage to Kawaihae Harbor has caused changes in plans. Pier 4 is the new proposed site for the Superferry, pending study.

Mr. Nelson Sagum (Nelson S.): Using a large map and handout maps, he noted that three alternatives for the Kawaihae Road Bypass (KRB) have been selected, (many other alternatives were proposed by community members but not drawn on this map). These three (3) alternative alignments meet state requirements.

1. EIS studies of these alternatives are to be completed by June 2009 if no problems arise.
2. Then a design process will begin and be finished in 2016.
3. Construction for the KRB will occur in three phases, as funding is available, and be completed hopefully by 2019.

Summary of Concerns

- **Major facility construction and roadway changes must occur before the recreational boaters can move to the South Small Boat Harbor and before the Superferry can begin service. The timeline for these changes lags 3 to 9 years behind the timeline for moving recreational boats out of the commercial side and the Superferry's planned arrival.**
- **Both DOT Harbors and Highways and DLNR/DOBOR must work together to fast track the above mentioned changes.**
- **Two highway intersections are dangerous and need immediate attention**
- **Access road(s) from the harbor and coral flats areas must be separated**
- **Either three access roads on to the Kawaihae frontage road will be necessary or the three will converge and form one access road; need a plan.**
- **The Kawaihae Road Bypass alternative going south of the farming area and pu'u was not on the priority list and has considerable public support.**
- **Storm water ponding and flooding occurs along the harbor frontage road frequently.**
- **There is a concern that state planners and design consultants are not including Hawaii County plans generated through the Community Development Plan (CDP) process.**

Q: Cindy E.: Will there be three phases of planning & design?

A: Nelson S: The entire plan for the KRB must be completed, at least to the completion of the project's draft EIS, before right-of-way acquisition or phased construction can begin. For the planning stage, there will be one phase; we believe that there may be three (3) overlapping phases for both the design and construction stages.

Comment: The community wants KRB to be Phase One.

Comment: We can't wait till 2019 for work on the Kawaihae area.

Q: Marni H. Do you have the (county) midlevel road in mind with these alternatives?

A: Nelson S.: Our current plans reflect an approximate location of the road, which is a County of Hawaii proposal and would connect the existing Kawaihae Road and Waikoloa.

A: Glenn Y: The update of the Hawaii Long Range Land Transportation Plan will include an opportunity for public input in early 2008. It will include both state and county roads. A set of prioritized actions will be sequenced. The existing Long Range Plan is old and outdated and priorities need to be re-ordered.

Cindy E: With the three (3) potential alignments on your map, is an EIS being done for all three?

A: Brian I.: Yes. The difficulty with the KRB, in the vicinity of Kawaihae, ~~P road~~ is that the grade is steep (between 16 and 20%). It should also be noted that one (1) draft EIS will be prepared, which will equally describe and analyze the three (3) alternative alignments for this project.

Comment: David G.: He has attended many meetings (So. Kohala Traffic Safety, Waimea Community Meetings, Community Development Meetings, etc.) It is his impression that all the people want the KRBP to go south of the Waimea-Kohala Airport, Puu Pa, and the Lalamilo Farmlots. Farming will be adversely impacted if it's put through Lalamilo. We can't afford to lose more farming on this island. The road plan should go the shortest distance to Queen K. rather than cross over several streams requiring expensive bridging. Use the funding saved by that measure for the intermediate road to Waikoloa.

Q: Cindy E: Do you have any comments as to where the road goes in Waimea (referencing the suggestion of going south of the airport and Puu Pa).

A: Nelson S: We have consulted with the Department of Agriculture and have agreed to locate the proposed highway at least 1000 feet from the farming areas, in order to minimize the effects of pesticides, on highway users, which are sprayed by the farmers. There are also endangered and threatened species to consider at PuuPa; the answer may be to provide a highway buffer. (Lastly, the Department of Agriculture mentioned that the Lalamilo farmers are somewhat more inclined to expand their farms in the westerly direction.)

Comment: Margaret W: We feel we are not being heard. Kawaihae is the priority. If species at Puu Pa must be protected, go south of it.

Comment: Brian I: The comments which have indicated a preference for the southern route will be included the public input section of the EIS.

Q: Cindy E: How did you come up with the current three (3) alternatives? How does the county plan dovetail with your roads (county park??). Do you have the CDP work underway included in your planning process?

A: Brian I: Yes, we saw the CDP input.

Glenn Y: All the CDP work is will be included in the draft EIS

Q: Cindy E: Can you add the more southerly route as the dotted line on the eastern portion of the alternatives **shown to reflect today's comments?** (Alternative 4?)

A: Glenn Y: It's one of the 100+ suggestions given as public input.

Comment: Glenn Y.: Interim measures are being designed for the Kawaihae/ Queen Kaahumanu problem intersection. He referenced the one example of the plan that was being handed around to attendees. This handout included two right turn lanes, one on Queen K. going toward Waimea and the other on the Kawaihae road going to Queen K. It also included a left turn lane for traffic traveling downhill from Waimea and turning left on Queen K. This improvement design and work will be managed through the Hilo State Highways office. Design (funded by the current legislative appropriation for DOT CIP) is to be finished in FY 08 and the construction of this facility may be completed in about 2 to 2 ½ years from now. The estimated cost of construction is \$1.0 million. If a traffic signal is installed there, an additional \$300K must be requested. Both the \$1M and the \$300K must be requested from the legislature.

Q: Bee H.: Have you considered doing a roundabout at that intersection?

A: Glenn Y: Roundabouts require lots of land area to accommodate a long turning radius for trucks and are more suitable on flat land. The steep approach for Kawaihae may be a problem for a roundabout at this location. The previously-described interim work will be the quickest way to help alleviate existing problems.

Q: Sherm W: Can you fast track the critical problem areas before beginning the Long Term Plan design?

A: Glenn Y: We are using funding already approved for design for the short term intersection improvements at the junction of Queen Kaahumanu Highway and Kawaihae Road. The funding for construction must be requested at the next legislative session before we can begin to construct.

Q: Cindy E: Can you give us (the legislature) a cost estimate by January '08 to move this construction forward so we can get the \$ in the budget?

A: Glenn Y: At the end of 2007, we should have a better estimate of cost. If no new issues or problems occur, we can really speed it up.

Q: What is the timeline to finish the intersection interim work?

A: Glenn Y: Two to 2.5 years.

Q: Andy Smith: Will that intersection work qualify for federal funding?

A: Glenn Y.: It could, but we can finish it quicker if we don't go that route and use 100 % state funds.

Comment: Margaret W: We should be looking at two different truck harbor access and egress options. The Hawaii County has Kawaihae's situation at the top of the county list.

Comment: Cindy E: We must be talking to the two congressional delegates as soon as possible, ask them to assist with funding for the state highways projects. The intersection at Kawaihae Road and Queen K. and the intersection at Akoni Pule Highway and Kawaihae Road are dangerous. Cindy sees DOT Highways as the "Driving Agency" for the entrance into the commercial and recreational harbors. The Highways Division understands the regulations and design requirements on line of sight, turn lanes, shoulder requirements, and traffic flow, for example. Rather than waiting for the DLNR or the county (depending on jurisdiction) to propose road accesses and intersection improvements.

Glenn Y: A new traffic study/report must be done to update the traffic circulation plan for Kawaihae Harbor due to changes related to the Superferry operations.

Comments: Sherm W: Regarding the intersection of Akoni Pule Highway and Kawaihae Road: people driving to the South, from the Small Boat Harbor area, must be ready to make a quick stop, because people driving from the Akoni Pule Highway intersecting at Kawaihae Road do not always stop. There are no lines left on the road anymore to help guide them. Very dangerous.

Comment: Brian I: In our studies for the KRB, we are trying to resolve the problem of connecting to the lower roads. We know that there is flooding problem and we know about the intersection problem. We will have something in the preliminary EIS on these problem areas.

Comment: Cindy E: To address these issues NOW: Come to the legislature this year for emergency funding to provide for the safety of vehicles and pedestrians. When the Superferry comes, there will be many more pedestrians and there is no place for them to safely walk along that road or cross the intersection NOW. She will have to submit a funding request by Feb. 08 to the Congressional Delegation.

Comment: MW: Has the So.Kohala Traffic Safety Commission asked the state to paint the lines on that intersection?

Comment: Glenn Y. will talk to Stanley T. (Done – Stanley T. to arrange inspection/rehabilitation of pavement markings at the intersection. He will also look at the possibility of advance warning, pavement markings with a "Stop Ahead" message on the Akoni Pule Highway intersection approach to Kawaihae Road)

Andy Smith: I'll follow up with Stanley T. tomorrow. (Which he did, with photos)

Humor: David G: Can we hold the next meeting at the intersection between 4 and 5pm on a Friday to get the seriousness of this point across? (Laughter)

Q: Sherm W: The Superferry's web site says they moved the proposed arrival schedule to mid day (rather than 8pm) to have the least impact on the local traffic. How can there be less traffic mid day?

A: Glenn Y: The traffic study must be redone and include the change to Pier 4. Also, the state's consultant is doing a separate traffic study for the entire area.

Q: Cindy E: Won't the new traffic study have the same results as the original Superferry study?

A: Nelson S: Approximately 300 vehicles per hour will be entering Kawaihae Road from the proposed Hawaii Superferry, which should not be a serious problem in consideration of low volumes along this facility (300 vph inbound). (For traffic entering the harbor, there may be a problem, and signalization and a left-turn storage lane may be considered.) However, a more definite concern involves the Kawaihae Road/Queen Kaahumanu Highway intersection, which is currently being scheduled for redesign. We also see the accesses as DOT's responsibility.

Comment: Sherm W.: 350 cars will have an impact at the accesses to the harbor and that section of road.

Comment: Brian I: We see the days when the barges become a congestion problem.

Comment: Gunner M: (Referring to his written questions to DOT Highways). We need three separate access roads entering Kawaihae road: 1. To the South Small Boat Harbor and Recreation Area; 2. The military road to their launching ramp; 3. The Pier 4 Superferry access. However, there are problems to consider. The two small bridges must be larger, there must be left hand access turn lanes. All has to be done before the DOT tells the recreational boaters to move out of the main harbor to the South Small Boat Harbor (which in itself is a DLNR/DOBOR unsolved situation) and before the Superferry starts service. The Superferry has design and construction funding now. What is a reasonable timeline for completion of the intersections and access roads? The Superferry proposes to be here within 2.5 years (the estimated finish time of the interim Queen K. and Kawaihae Road intersection). This whole situation must be addressed now before these major changes are forced upon us.

A: Glenn Y: DOT Harbors should address this access issue. Until we know where the accesses are we can't make a plan.

Q: Cindy E: Wouldn't DOT's engineers provide suggestions for the access problems?

A: Glenn Y: DOT (Highways and Harbors) will put the question to DLNR and they should be getting back to us.

Q: Gunner M: Re the Frontage Road Water drainage and ponding is a real problem along the frontage road in front of Pier 1 (which is DOT Harbor's jurisdiction). That whole channel is standing water filled today. Is there a plan to fix that?

A: Glenn Y: Will get back to the group on that.

A: Nelson S: That area is probably under DOT Harbors. When we do provide the KRB, the water drainage problem should be substantially reduced because the flow from the mauka areas would be intercepted and the effluent would then be drained to a retention

basin (However, the area is frequently used to wash down boats and keeping this area perfectly “dry” may be unrealistic or undesired.)

Comment: Marni H: All harbors are being impacted by increase in commerce, the Superferry and increased population/use. You must be having problems similar to ours at other harbors. Perhaps you would have better luck obtaining funding by packaging all the estimated costs together and requesting from the federal and state policy makers a huge request.

Comment: Andy S.: The Superferry is providing funding up front to fix the harbors for their terminals. He will follow up to find out if the access road issue is also included in their plans.

Comment: Cindy E: The state agreed with the Superferry that the state would deliver the harbor facilities. The cost to the state is to be paid back by the Superferry as it makes money over the long term. The state still has the worry that the cost will not be paid back if the ferry does not stay in business.

Q: David G: Since three roads must serve three different entities, why not have them join on DOT property and build one access road to the highway rather than three?

A: Glenn Y: It’s a confined area. We expect new developments about this issue soon. If we suggest this idea to the Harbors Division then more studies must be done which will take more time.

Q: Cindy E: Have you had the bypass discussion with Queen Emma and DHHL? The homestead and community will be involved. Are you on this?

A: Brian I: DHHL had a master plan, so we tried to follow that plan for the KRBP. Queen Emma seems okay with the plan. Right-of-way for the new highway must be secured as soon as possible before more building and development starts. The lower alignment was done in the 1970s.

Comment: Sherm W: The recreational users who will be using the southern part of Coral Flats and the South Small Boat Harbor will not want to go through a Homeland Security Area.

Comment: Cindy E: We don’t know yet what Homeland Security will require for access. They may require a check point even for the recreational access road. We are waiting.

Comment: Brian I: To clarify...you want one access road to the main highway with three separate internal roads leading to 1) the recreational area, 2) the military ramp and 3) the Superferry, is that correct? General answer from attendees was affirmative.

Q: Ann G: Where will parking be? Superferry is not planning to provide much parking. This question must be posed to the DOT Harbors and DLNR Division of Boating and Recreation. Highways has no comment.

Q: Cindy E: Stanley T. meeting monthly with you, is he communicating these concerns ?

A: Glenn Y: Yes.

Q: Margaret W: Who is going to get back to us on the issue of including the alternative of going south of the airport and Puu Pa? Will this alternative be addressed in the EIS?

A: Brian I: The prep notice will go out in December...maybe that soon. The EIS will contain all public comments referring to the more southern route. At some point, DOT will select a preferred alignment from the alternatives described in the draft EIS, for approval by the Governor and Federal Highway Administration, and consequently, these two offices will make the final decision on the route. He asked how many days in advance should they give notice...beyond the required...the group asked for 30 days.

Comment: Glenn Shiroma: About the Recreational Boaters: Since DOT wants recreation out of the commercial harbor, the DOT should have some responsibility to help fast track the improvements that must be done.

Everyone should know that the \$1.3 M that Cindy E. got for these projects last year will expire in June 2008 unless the construction contract is in place.

Comment: Andy Smith: Wants the Kawaihae Local Resource Council group to let him know who (in terms of county/state/federal agency folks) needs to be at these meetings to follow up on these important issues.

Comment: Gunner M: Somebody has to start a fire under all agencies involved to move these changes in a timely manner.

Q: What criteria was used to select the three alternative KRB routes you show?

A: The criteria can be found on the following web site: waimeaplan.org

Marni H: To get EIS prep- notices: The place to get all the time frames for when all EIS will be seeing public comment is the Department of Health (DOH) site, under the Office of Environmental Quality (OEQC) link.

Q: Will the information from this meeting be in the EIS?

A: Brian I: Yes, these chart notes can be included as well as other separate public comments.

Comment: Andy Smith asked that all KLRC chart notes and individual public input comments be sent to all state division administrators and copy him on all emails. He gave everyone the following email addresses:

Ed Underwood (Division of Boating and Ocean Recreation, DLNR)
Ed.R.Underwood@hawaii.gov

Brennon Morioka (State Highways, DOT)
Brennon.morioka@hawaii.gov

Stanley Tamura (State Highways Hilo Office, DOT)
Stanley.Tamura@hawaii.gov

For those who want to send comments to be compiled, if needed, to the facilitator, Sara Peck, they can contact Sara at: peck@hawaii.edu

Sunday July 8th will be the next meeting. Senior Citizens Center, Waimea, 2-4pm. Rep. Cindy E. will review the funding situation with the harbor and area. Ms. Nancy Murphy, Hawaii Island Manager, Division of Boating and Ocean Recreation (DOBOR) Hawaii, will report on the status of the DOBOR (recreation, not commercial) projects.

FYI The DLNR and DOT administrators:

Department of Land and Natural Resources (DLNR)
(Acting Chairman is Allan Smith)

DOCARE= Enforcement

Gary Moniz

Hawaii Island: Lenny Terlip Scott Shero-Amba

DAR = Marine Resources:

Dan Polhemus

Hawaii Island: Aquatic Biologists: Bob Nishimoto and Bill Walsh

DOBOR -Small Boat Harbors & Ramps-

Ed Underwood.

Hawaii Island – Nancy Murphy

Department of Transportation (HDOT)

Barry Fukunaga, Director

AIRPORTS

Hawaii Island – Chauncey Wong-Yuen

HIGHWAYS – Brennon Morioka

Hawaii Island – Stanley Tamura

HARBORS (Commercial)

Hawaii Island, Hilo and Kawaihae – Ian Birnie

CORAY

MEETING SIGN-IN SHEET

V = new Evidence Account 6/7/07

KLR C 6/3/07

NAME	ADDRESS	PHONE	E-mail
Jamvee + Josh Alcume	Po Box 6291 Kamuela 96743	H: 885-5291 W: Cell: Pgr:	hutuakana @hawaii-rr.com
Sherm Warner	on file	H: W: Cell: Pgr:	
Andy Smith	79-5722 Kuakini Hwy Kailua Kona, HI 96740	H: W: 327-4953 Cell: 937-3082 Pgr:	Andy.Smith@ hawaii.gov
Glenn S SHIROMA	460 NANIAKUA HILO, HI 96720	H: W: Cell: Pgr:	GLENN@SHIROMA@ PACIFICNET.NET
DAVID & ANNE GAMES	65-1243 LAELA PL	H: 885-4500 W: Cell: Pgr:	ddgames@hawaii.gov lucfield@ " " "
GUNNER MENCH	PO BOX 6050 KAMUELA, HI 96743	H: W: 882-1510 Cell: Pgr:	GUNNER@ HARBORFRONT.BIZ
NANCY OKIMOTO	62-3928 LOLI' PL H-2 KAMUELA, HI 96743	H: W: Cell: Pgr:	nokamoto@ STANFORD.EDU
Margaret Willa	65-1316 Lehipali Rd Kamuela 96743	H: 887-1419 W: Cell: Pgr:	MargaretWilla @mae.com
Raye Vincent	PO Box 2998 Kamuela HI 96743	H: W: 885-7420 Cell: Pgr:	ymea-vincent@ hawaii.rr.com
Verl Nakama HPD Pokie	35 Holomua St. Hilo, HI 96720	H: W: 974-6208 Cell: Pgr:	Verl.Nakama@hawaii.gov
Buc Henderson	POB 1329 Kamuela HI 96743	H: W: Cell: 987-9883 Pgr:	henhill@ hawaiiantel.net

MEETING SIGN - IN SHEET

KLRC 6/3/0

NAME	ADDRESS	PHONE	E-mail
CLARENCE RENGUCJAI	P.O. Box 3109 Kamuela HI 96743	H: W: 887-2011 Cell: 956-8533 Pgr:	
Bets Lawrence	Box 607 Kamuela	H: 885-4234 W: Cell: Pgr:	lawrence@ hawaiian tel net
		H: W: Cell: Pgr:	
Ramp Design for SSBH M+E Pacific - funds released		H: W: Cell: Pgr:	
Sept 2005 - The Notice to proceed on May 18		H: W: Cell: Pgr:	Sara's Notes to Self
Project Manager is in DLNR Engineering - Eric Quasa New Boating Servis Engineer		H: W: Cell: Pgr:	
		H: W: Cell: Pgr:	

PUBLIC COMMENTS

Brian T. Ishii

From: Bets Lawrence [lawrence@ilhawaii.net]
Sent: Monday, June 06, 2005 10:15 PM
To: Evans Cindy
Cc: Haraga Rodney; Morioka Brennon; Tamura Stanley; Bob Hunter; Inouye Lorraine; Ishii Brian; Kim Millie; Ray John; Smith Riley
Subject: Response to May 9 letter

South Kohala Traffic Safety Committee
Mike Price, Chair
P.O. Box 383375
Waikoloa, HI 96738-3375

June 6, 2005
Representative Cindy Evans
repevans@capitol.hawaii.gov

Dear Representative Evans,

At our May meeting we discussed your May 9 letter ré supporting the signalization of the intersection of Kawaihae Road and Queen Ka`ahumanu Highway. A number of concerns were expressed at this meeting as follows:

Although Deputy Director of Highways Brennon Morioka says the intersection warrants signalization, the committee felt there are other projects to which the discretionary funds might better be applied.

We realize that if the superferry project goes on, not only traffic signals, but also many other roadway improvements will have to be part of it, and it may be preliminary to try to signalize this intersection now and end changing it to fit the overall project plan.

The Kawaihae Bypass project might create two makai (western) ends, one to Kawaihae Road, and another to Queen Ka`ahumanu by the Mauna Kea Beach hotels/Hapuna Beach or in that vicinity. It is likely that this project won't be completed until 2011. Comments from citizens at informational meetings have included requests for: separation of lanes, grade separated intersections instead of signalization to maintain traffic flow, especially for trucks traveling uphill, and redesign of the existing Kawaihae Road/Queen Ka`ahumanu intersection.

Our biggest concern is that there needs to be cohesiveness in planning. Possibly, Ed K. Noda's EIS work can include an evaluation of the level of service at the Kawaihae Road/Queen Ka`ahumanu intersection, evaluate how such a signal will improve circulation, and then comment on whether they feel this is the number one priority traffic mitigation measure along this route. We appreciate your willingness to address South Kohala's traffic needs and invite you to participate in the review of these types of improvements by our South Kohala Traffic Safety Committee. I encourage more participation in our meeting by concerned residents of the Kawaihae also. The SKTSC needs their input in order to address their concerns and issues related to traffic safety in the South Kohala District.

Sincerely yours,
Mike Price

6/7/2005

Brian T. Ishii

From: Brennon.Morioka@hawaii.gov
Sent: Tuesday, June 07, 2005 7:25 AM
To: lawrence@ilhawaii.net
Cc: Inouye Lorraine; Ishii Brian; Ray John; Kim Millie; Evans Cindy; Bob Hunter; Haraga Rodney; Smith Riley; Tamura Stanley
Subject: Re: Response to May 9 letter

Bets/Mike - I think your assessment of the situation is right on target. We will work very closely with Brian Ishii and his firm on the environmental documents and Alternatives Analysis that will occur over the next couple of years and we look forward to your committee's input every step of the way in helping he DOT address the needs of this area with a well thought out and well planned solution. Thanks for all the help you have given to the DOT and for your involvement in the community.

Aloha
 Brennon Morioka

Bets Lawrence <lawrence@ilhawaii.net>

06/06/2005 10:15 PM

To Evans Cindy <repevans@capitol.hawaii.gov>
 cc Haraga Rodney <rodney.haraga@hawaii.gov>, Morioka Brennon <brennon.morioka@hawaii.gov>, Tamura Stanley <stanley.tamura@hawaii.gov>, Bob Hunter <robert.m.hunter@gte.net>, Inouye Lorraine <Arlis_Muraoka@inouye.senate.gov>, Ishii Brian <btishii@eknahawaii.com>, Kim Millie <millie@lava.net>, Ray John <jray@parkerranch.com>, Smith Riley <rsmith@parkerranch.com>

Subject Response to May 9 letter

South Kohala Traffic Safety Committee
 Mike Price, Chair
 P.O. Box 383375
 Waikoloa, HI 96738-3375

June 6, 2005
 Representative Cindy Evans
 repevans@capitol.hawaii.gov

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6/7/2005

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Sincerely yours,
Mike Price

6/7/2005

T. R. McCullough Farm

P. O. Box 1271 - Phone 885-4597
Kamuela, Hawaii 96743

July 7, 2005

Mr. Ronald Tsuzuki
State of Hawaii
Department of Transportation
Highways Division, Planning Branch
869 Punchbowl Street, Room 301
Honolulu, HI 96813

Dear Mr. Tsuzuki,

I am compelled to submit my following comments on the Mud Lane-Waimea-Kawaihae Bypass Road after attending the June 2, Waimea Community Association Meeting, and obtaining overview material presented by Edward K. Noda and Associates at that time.

My comments are directed at two "primary" concerns I have with this plan.

1. The Proposed Corridor of the Mud Lane to Waimea Bypass with it's very close proximity to the Waimea Community.
2. The Proposed Corridor of the Waimea to Kawaihae Bypass with it's very close proximity to Lalamilo Farm Lots.

As a resident of Waimea for 35 years, I have watched our community develop and grow with a sense of great personal pride. Yet at the same time, I have maintained a degree of considerable concern over the lack of any cohesive long-range planning that would adequately meet the diverse needs and challenges presented the community with this growth.

With implementation of the "20-20 Plan", established by Parker Ranch in the late 1970's, Waimea is experiencing significant expansion of housing that is proceeding out on to the ranchlands in a southerly direction. My understanding of this plan is that this southerly housing growth will continue as it presents the only unencumbered lands adjacent to the Waimea Community to support this development.

The entire Mud Lane-Waimea-Kawaihae Bypass Road is most definitely a necessary step in linking the ever-increasing east-west cross-island traffic flow associated with the growth the County of Hawaii is and will continue to experience. The modest thoroughfare of the Hawaii Belt Road through Waimea is severely insufficient and our community, as well as our neighboring communities, are paying a severe price for this inadequacy. With the anticipated wood-chip harvests from the Hamakua forests combined with the County of Hawaii plan to haul more than 200 tons of trash per day from east Hawaii, their transit through Waimea to Kawaihae and the Pu'uanahulu landfill in west Hawaii will most certainly only exacerbate this already adverse condition.

The Mud Lane-Waimea-Bypass Road was first conceptualized in the mid 1950's and has taken several different alignments in it's planning history. The last realignment dates back to the early- mid 1970's and this "appears" to be the current alignment being considered for construction, as contained within the overview material circulated at the Association Meeting.

It is with this current alignment being considered today, that I submit my greatest surprise and anxiety. Simply stated, I sincerely believe the Bypass is being placed too close to the community to adequately protect Waimea's future growth and the long-range viability of the Lalamilo Farm Lots as an agricultural community. A realignment of the Bypass was necessary in the 1970's as Waimea began to grow outside of it's traditional boundaries. However, utilizing the realignment determined thirty years ago to construct this highway today, just does not make for sound planning and strategic execution for the current and long-range best interests of the Waimea area.

While we have the luxury of open lands today and can still exercise the best judgment for the long-range benefit of Waimea, Lalamilo and those making the east-west sojourn, whether they are private or commercial vehicles, I submit my recommendation to locate the Bypass "south" of the Waimea-South Kohala Airport and southwesterly around Puu Pa on it's easterly-westerly path. Please reference my enclosed maps.

Several ultimate advantages will be gained without any adverse sacrifice to travel time, eventual community growth potentials and any real significant difference to the costs of construction with this recommended route.

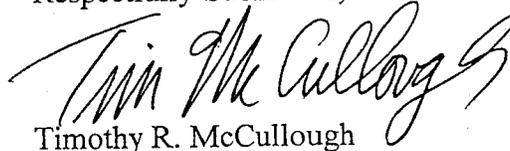
1. The Waimea-South Kohala Airport will eventually become the southerly, boundary if you may, of Waimea's unimpaired growth.
2. The Waimea growth will not be eventually "pushed up" adjacent to a busy, fast moving and "very noisy highway" that has been poorly planned in it's location. Even if growth should become curtailed the "very noisy highway" will always be there and will be immediately noticeable in our quiet community, from the day it is opened. The Waimea-South Kohala Airport is the perfect buffer to preclude this discomfort to the Community.
3. The agricultural activities in the very crop intensive Lalamilo Farm Lots will not become endangered due to the "too-close" proximity of the Bypass. The current Federal Agricultural Application laws under EPA are quite clear about the minimum "safety margins" required, and are "precise" in their enforcement. Let's not unnecessarily inhibit our remaining agricultural lands and the farmers who make their livelihoods in Lalamilo because of careless planning.

Mr. Ronald Tsuzuki

July 7, 2005
Page 3 of 3

I implore the Department of Transportation to carefully study and seriously consider these issues thoroughly before proceeding with a project that ultimately "impairs" or even "handicaps" the community's it is intended to benefit.

Respectfully Submitted,



Timothy R. McCullough
Lalamilo Farm #25

Enclosures

cc: Mr. Larry Nakamoto, President
Kamuela Vacuum Cooling Cooperative

Mr. Riley Smith, President
Waimea Community Association

Mr. Bruce McClure, Hawaii County Director
Department of Public Works

As a land owner or lessee in the Lalamilo Farm Lots, I am endorsing the accompanying July 7, 2005 correspondence from Tim McCullough to Mr. Ronald Tsuzuki, State of Hawaii, Department of Transportation.

Wendell Kawano Wendell Kawano Lot #19

Roger S. Hinkel ROGER S. HIRAKO Lot # 16A+27

Earl Yamamoto Earl T. Yamamoto Lot #18, 2+5, 6

Howard & Pat Hall HOWARD + PAT HALL Lot 22-A-1

Roy S. Hori Roy S. Hori Lot 35

Russell S. Onodera Russell S. Onodera Lot #15A
Lot #23

Royce Hirayama Royce Hirayama Lot #11

Larry Nakamoto Larry Nakamoto Lot #14A

David W. Am David W. Am Lot #11

As a land owner or lessee in the Lalamilo Farm Lots, I am endorsing the accompanying July 7, 2005 correspondence from Tim McCullough to Mr. Ronald Tsuzuki, State of Hawaii, Department of Transportation.

Janet Marrack Janet Marrack Lot 15B

David R. Greenwell DAVID R. GREENWELL

FOR RAYMOND KAWAMATA / FARM

Lot # 4

Thomas H. Yamamoto

Lot 21B

Thomas H. Yamamoto

Akiko Hanawa

for Richard Hanawa

Akiko Hanawa

Christopher J. Robb Christopher J. Robb ~ Lessee Lot #35

Joseph S.O. Walsh

Joseph S.O. Walsh

Lessee Lot #36

Alex Penovarski

Alex Penovarski

Lessee Lot #3

Brian T. Ishii

From: Nelson.Sagum@hawaii.gov
Sent: Saturday, July 09, 2005 3:04 PM
To: Brian T. Ishii
Subject: Fw: Kawaihae Bypass Testimony

FYI
----- Forwarded by Nelson Sagum/HWY/HIDOT on 07/09/2005 03:03 PM -----

Ronald
Tsuzuki/HWY/HIDOT

07/05/2005 08:09 AM

Darell Young/HWY/HIDOT@HIDOT,
Nelson Sagum/HWY/HIDOT@HIDOT

Subject
Fw: Kawaihae Bypass Testimony

Forwarded by Ronald Tsuzuki/HWY/HIDOT on 07/05/2005 08:07 AM -----

Bets Lawrence
<lawrence@ilhawaii.net>

07/01/2005 05:30 PM

ronald.tsuzuki@hawaii.gov

Subject
Kawaihae Bypass Testimony

South Kohala Traffic Safety Committee
P.O. Box 383375
Waikoloa, HI 96738
State of Hawaii Department of Transportation
Highways Division, Planning Branch
869 Punchbowl Street, Room 301
Honolulu, HI 96813
RE: Kawaihae Road Bypass Comments
Dear Mr. Tsuzuki; At the May 10, 2005 Meeting of South Kohala Traffic Safety Committee safety and other concerns related to the proposed Kawaihae Bypass were discussed by the membership. A major concern is that this new road will be the main connector between East and West Hawai'i. As the Island population grows, future traffic on this road will increase substantially. Many members remember the light use at first of the

Queen Ka'ahumanu Highway. Today this is a heavily used congested route with many safety issues. Most members feel strongly that this project should be designed for the future potential and planned growth. Purchase of a wide Right of Way now will avoid rising real estate costs and access problems in the future. The current situation with the Waimea Bypass Project is a good example of the problems that can be avoided by purchase and establishing a ROW adequate for the future. If funding is not available to build a "super highway now", design and procure the necessary ROW now is the point. The following comments were made by the membership for your review and consideration;

1 Interchanges:a. Grade separated interchanges are preferred. Right of Way and design should be for future needs. Land is cheaper now than in the future.b. Subdivisions, such as Ouli, Anekona and Kanehoa, are along the route. These properties need interchange access now and accommodation for future growth. None of these subdivisions are built out. Future expanded growth should be in the design.c. Consideration in the design is needed for the proposed Regional Park Site across from the Waimea Kohala Airport. See attached plot plan.d. Design and coordinate with Hawaii County Dept. of Public Works an interchange for a proposed future County Road extension of Paniolo Avenue in Waikoloa Village, to run north and connect to the bypass.e. Consideration should also be given for a future makai connection to the south leg of the proposed 1970 alignment of the Kawaihae Bypass where it is proposed to intersect Queen Ka'ahumanu Highway (Rte19) near Hapuna Beach.

f. Both intersections mentioned above need to be in the design to relieve congestion in Waikoloa Village. The makai intersection is needed due to: the large number of Waikoloa Village residents commuting to work at the South Kohala Coast Resorts (Waikoloa Beach, Mauna Lani and Hapuna/Mauna Kea); the need for an alternate route to the coast to relieve congestion on Waikoloa Road, and for a safe evacuation alternate route out of Waikoloa Village.g. Kawaihae Harbor area interchange at Akoni Pule Highway needs

redesign and accommodations for harbor traffic and local businesses. h. Kawaihae Harbor expansion and other growth at this location need to be included in the design of the Bypass and the extension into the Harbor.

2 Slow traffic lane for trucks to pull off on steep grades. 3 Runaway truck ramps designed and constructed

concurrently with roadway. 4 Pull offs for tourists to look at views, or tired drivers to

rest. Design for future rest stop with restrooms. 5 Need for smooth flow of commercial traffic.

Bypass will gain 2600 feet of elevation within 12 miles. No stop lights. Keep traffic moving with separated grade interchange ramps for smooth transition of commercial trucks and other vehicles into and out of traffic flow. 6

Divided highway. Build two lanes now. Eventually build two more as a divided highway with planted medians so that two lanes will be westbound, and two eastbound. This will provide slow and turn lanes while maintaining a free flow lane. Queen Ka'ahumanu Highway design has resulted in too many head on collisions. 7 Build the highway beyond present needs - triple

what we seem to need now. Build for future needs and expansion. 8 Accentuate SAFETY in designing grade, and for mix of use: workers,

residents, tourists, and commercial trucks including trucks hauling fuel. We appreciate the opportunity to comment on this long awaited project and hope you will keep South Kohala Traffic Safety Committee informed as the project progresses. Hopefully the end result will be a well designed, safe roadway that serves present and future needs. Mahalo for your consideration of these comments. Sincerely, Mike Price-Chair South Kohala Traffic Safety Committee
CC: State Senator Lorraine Inouye
Evans
Holschuh
Tamura-District Engineer

DOT Highways Division McClure-Director County Department of Public Works Kuba-Division Chief
County Department of Public
Works Engineering Division

LINDA LINGLE
GOVERNOR



STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
869 PUNCHBOWL STREET
HONOLULU, HAWAII 96813-5097

RODNEY K. HARAGA
DIRECTOR

Deputy Directors
BRUCE Y. MATSUI
BARRY FUKUNAGA
BRENNON T. MORIOKA
BRIAN H. SEKIGUCHI

IN REPLY REFER TO:

HWY-PA
2.9689

JAN - 9 2006

RECEIVED JAN 11 2006

Mr. Timothy R. McCullough
T.R. McCullough Farm
P. O. Box 1271
Kamuela, Hawaii 96743

Dear Mr. McCullough:

Subject: Hawaii Belt Road, Mud Lane to the Kamuela Race Track
Project No. 19E-01-98

Kawaihae Road Bypass, Waimea to Kawaihae
Project No. HWY-H-07-99

Thank you for your letter regarding the alignment alternatives for the above-mentioned projects.

Your proposed highway alignment alternative, from Waimea to the Lalamilo area, has its advantages and will certainly be evaluated during our studies for the Kawaihae Road Bypass. The Waimea Bypass and the Kawaihae Road Bypass are separate projects, and through the Kawaihae Road Bypass study, an opportunity would be provided to address long-term, planning issues for South Kohala.

The tentative highway alignment for the Waimea Bypass has been determined through numerous meetings and agreements with Hawaiian homesteaders and the Department of Hawaiian Home Lands. In the early 1990s, a task force was assembled to determine the most acceptable alignment for the Waimea Bypass, and the result of this effort was an alignment northerly of the Waimea-Kohala Airport. Still, several homesteaders at Puukapu and the Waimea Homesteaders Association are opposing the proposed bypass, and coordination with this community is continuing in order to determine a solution, which would clearly benefit the Hawaiian Homes trust and its beneficiaries at Puukapu.

Based on the above, we believe that your highway alignment proposal may be difficult to immediately implement, and if seriously pursued, it could significantly delay the construction of the proposed Kawaihae Road Bypass. However, as indicated, this southerly alignment has long-term implications and will be considered and appropriately evaluated.

Mr. Timothy R. McCullough
Page 2
JAN - 9 2006

HWY-PA
2.9689

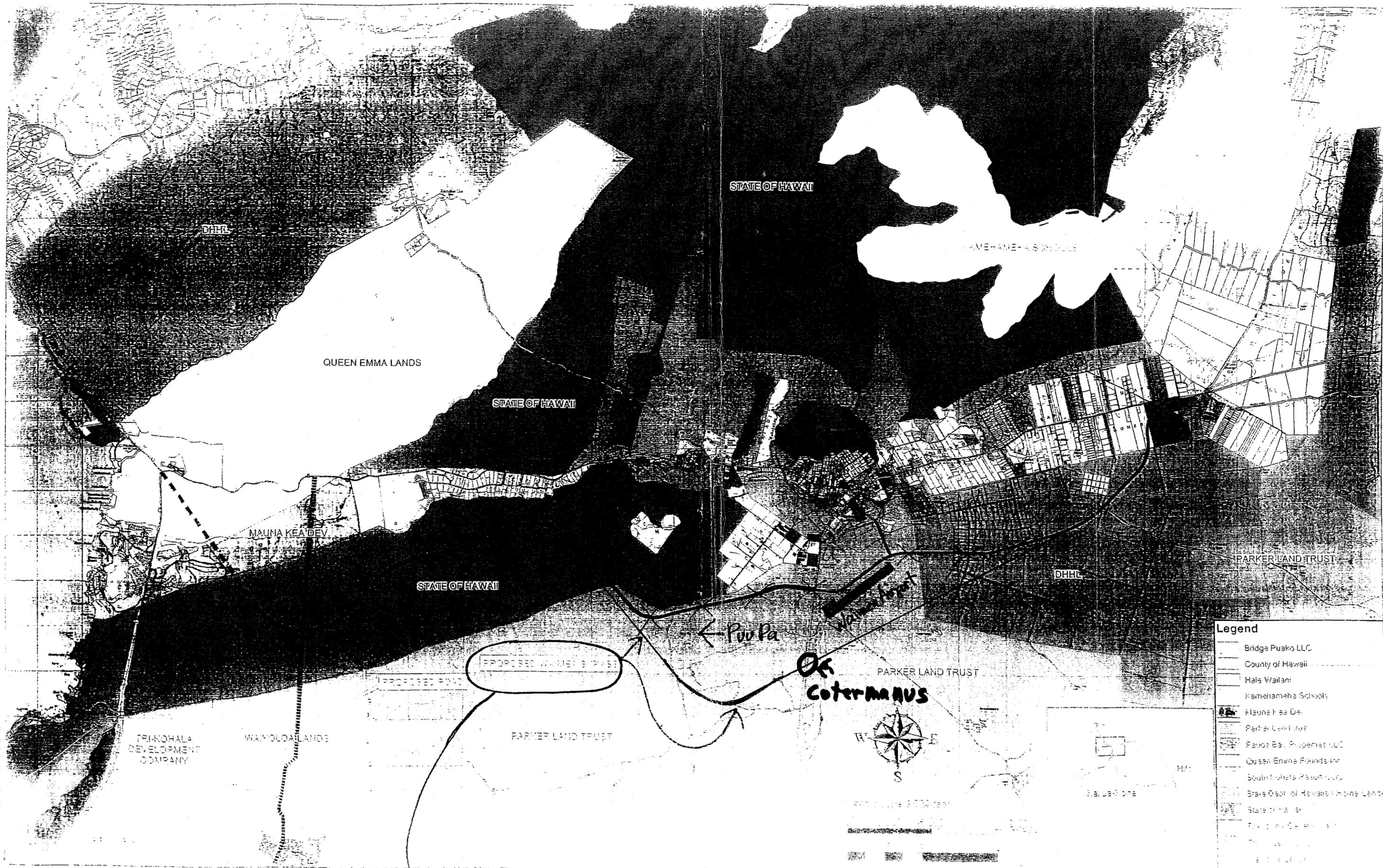
In addition, our current plans for the western portion of the Waimea Bypass indicate that the proposed highway will be located closer to the Waimea-Kohala Airport than as depicted on our meeting handout. Hence, the Draft Environmental Impact Statement for the Hawaii Belt Road, from Mud Lane to the Kamuela Race Track, will soon be available and should be revealing fewer noise and visual quality impacts for nearby homes and businesses, than anticipated.

We appreciate your interest in this project. If you have any questions, please contact Ronald Tsuzuki, Head Planning Engineer, Highways Division, at (808) 587-1830.

Very truly yours,

A handwritten signature in black ink, appearing to read 'B. Morioka', with a long horizontal flourish extending to the right.

BRENNON T. MORIOKA
Deputy Director - Highways



STATE OF HAWAII

WAIWAI FOREST

QUEEN EMMA LANDS

STATE OF HAWAII

MAUNA KEA DEV

STATE OF HAWAII

Puukoa

COTERMANUS

PARKER LAND TRUST

PARKER LAND TRUST

DHHL

TRIKOHALA DEVELOPMENT COMPANY

WAIWAI LANDS

PARKER LAND TRUST

Legend

- Bridge Puako LLC
- County of Hawaii
- Hale Wai'anae
- Kamehameha Schools
- Mauna Kea Dev
- Partial Leases
- Puako Bay Properties LLC
- Queen Emma Foundation
- Southern Mauna Kea
- State Dept. of Hawaiian Home Lands
- State of Hawaii
- Tribal Land
- Trust Lands
- U.S. Forest Service



Scale: 1 inch = 100 feet



Recommended Alignment For Most Logical Long Range Planning

T. R. McCullough Farm

P. O. Box 1271 - Phone 885-4597
Kamuela, Hawaii 96743

January 17, 2006

Mr. Brennon T. Morioka
Deputy Director – Highways
State of Hawaii
Department of Transportation
869 Punchbowl Street
Honolulu, HI 96813-5097

Dear Mr. Morioka,

Thank you for your January 9, 2006 correspondences #2.9689 and #2.9690 concerning the Hawaii Belt Road, Mud Lane to the Kamuela Race Track, Project No. 19E-01-98 and Kawaihae Road Bypass, Waimea to Kawaihae, Project No. HWY-H-07-99, in response to the concerns raised by the Waimea-Lalamilo farmers to these projects in our July 7, 2005 correspondence to Mr. Ronald Tsuzuki.

We have reviewed your two (2) correspondences and find it difficult to respond in a thorough manner, as you have not made available any “definitive” material on the tentative highway alignments you have referenced. However, we do have the following comments on the material that you have provided:

Re. #2.9689

- A. When do you anticipate “an opportunity will be provided to address long-term planning of the Bypass”, Projects No. 19E-01-98 and No HWY-H-07-99?
- B. The farming community of Lalamilo does not intend to become involved with the dialogue surrounding the alignment through Department of Hawaiian Homes Lands. We are supportive of your ongoing dialogue directly with this agency as it should be.

However, we note your advise of the, “task force assembled in the early 1990’s to determine the most acceptable alignment for the Waimea Bypass, resulting in an alignment northerly of the Waimea-Kohala Airport”, and unfortunately we find that the inclusion of the Waimea-Lalamilo farming community appears to have been ignored and did not take part within this process. As the handout we received in the June 2nd Waimea Community Association Meeting was the first seen by the Lalamilo farmers in many years, we were compelled to submit our comments contained within our July 7, 2005 correspondence to Mr. Tsuzuki.

Re: #2.9690

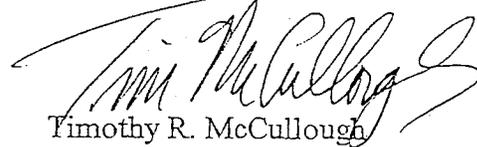
1. The vision for the necessity of the Waimea Bypass dates to the mid-late 1950's; please see our attached "Chronology For Waimea Bypass Highway". We reiterate our July 7th recommendations for the "southerly of the Waimea-Kohala Airport" alignment for sound long-range planning.
2. Although we can appreciate this process, we do have our concerns, which we do not feel have been heard nor adequately considered.
3. Your statement "a highway alignment located southerly of the Waimea-Kohala Airport, would not serve many residents and visitors" is quite frankly, acknowledging a lack of understanding of just what the Bypass is intended to service. Our community is overrun daily with commuter traffic linking the Hilo-Hamakua coast with the North, South Kohala, North Kona coast resorts, Kailua and Kawaihae Harbor/Port facility. Re-routing this project to the Southerly side of the Waimea-Kohala Airport and then the landmark Puu Pa cinder hill adjacent the Lalamilo Farm Lots would be a very minimal realignment that would certainly never adversely deter this ever-increasing cross-island traffic flow and would be an unprecedented long-range solution to this problem for several generations to come. As for residents, what really is the difference if you link into the Bypass from Waimea on the north or south side of the airport as this would only entail another several hundred yards driving to be accomplished? The long-range benefits to all by relocating to the south side of the Waimea-Kohala Airport are unprecedented; please do not ignore this opportunity while these lands are still unencumbered.
4. Your concern of the potential impact to the native flora and fauna, archaeological and cultural resources is appreciated. However, realistically, we are only talking about a distance of less than one mile and I am certain you would have to agree, the flora and fauna are no different on the south side as exists on the north side of the Waimea-Kohala Airport. As for archaeological and cultural resources, the Bishop Museum's extensive investigation and research of this region in the early-mid 1970's for the Potential Bypass corridors resulted in a condition of no significant resources existing. Perhaps this material should be revisited as I'm sure extensive time and financial resources were invested on this process.
5. The successful abatement of adverse noise and visual impact would not be a question if the Bypass were placed to the southerly side of the Waimea-Kohala Airport. We are in agreement of the Hawaiian homestead community and their concerns.

Mr. Brennon T. Morioka

January 17, 2006
Page 3 of 3

We look forward to being kept appraised of these projects.

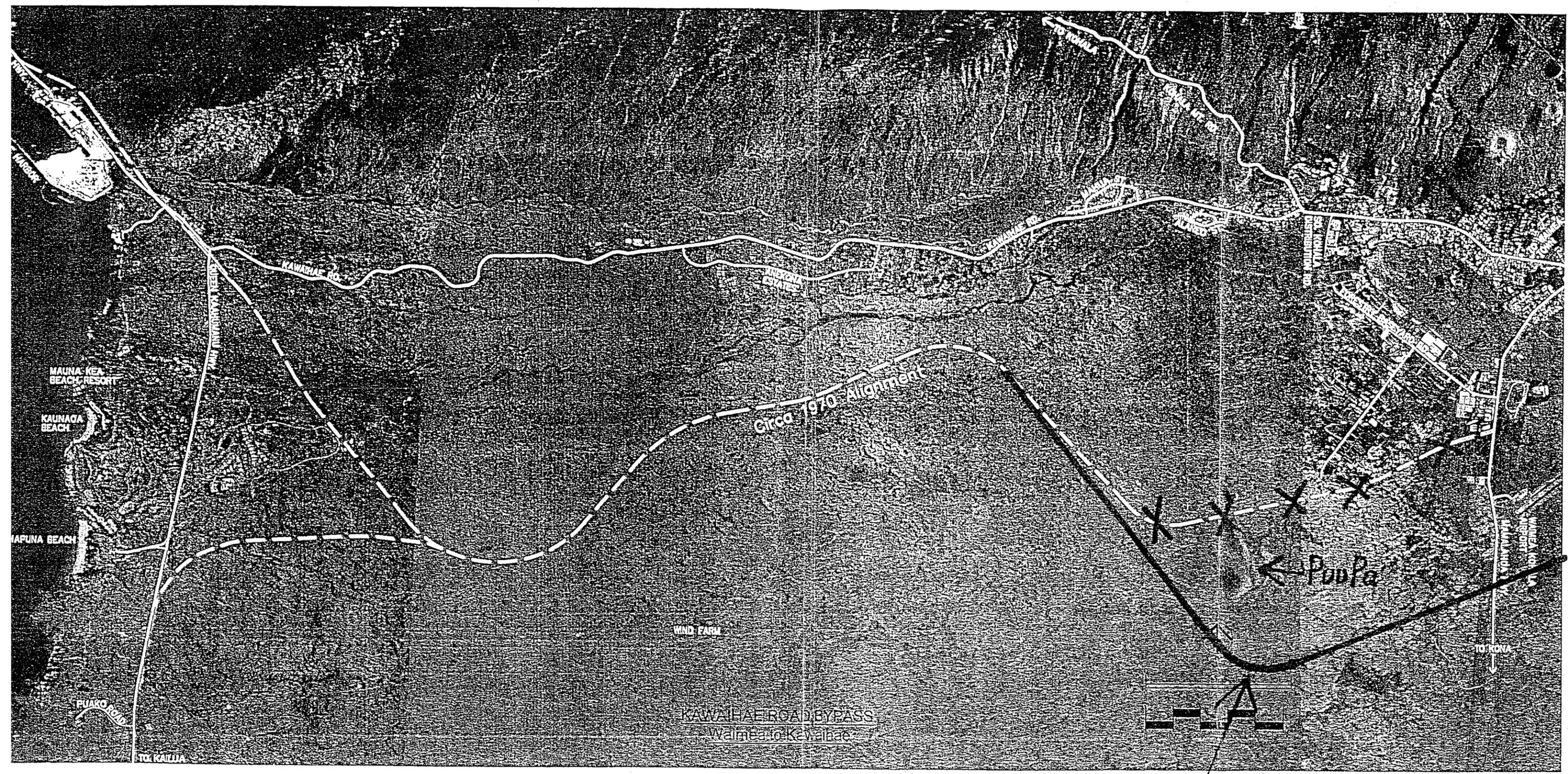
Respectfully Submitted,



Timothy R. McCullough
Lalamilo Farm #25

Enclosures

- cc: Mr. Larry Nakamoto, President
Kamuela Vacuum Cooling Cooperative
- cc: Mr. Riley Smith, President
Waimea Community Association
- cc: Mr. Bruce McClure, Hawaii County Director
Department of Public Works



Recommended Alignment For Most Logical Long Range Planning

2211
- PUBLIC comment
CBI

Feb. 8, 2006

RECEIVED
FEB 10 2006

Dr. Brennon Morioka
Deputy Director-Highways
State of Hawaii Department of Transportation
869 Punchbowl Street
Honolulu, Hawaii 96813-5079

EKNA SERVICES, INC.

Dear Dr. Morioka:

I am the current president of the Anekona Homeowners' Association and am writing to you to express my concerns regarding the proposed Kawaihae Road bypass route.

I applaud the state in its efforts to remedy what appears to be a serious traffic problem in Waimea and the increased noise and congestion on Kawaihae Road. Being a resident of the area I can attest to leaving my house well ahead of time for a prescribed appointment in order to avoid sitting traffic; sometimes as much as 45 minutes early, just to be on time!

Our association is comprised of 66 property owners and I feel they will applaud this proposed action, not lonely as it pertains to traffic congestion relief, but more importantly, in the event of a fire or medical emergency.

Our community was not here 30 years ago when the original study was completed, and I trust your staff and the hired consultants, Edward K. Noda and Associates, will perform the EIS on proposed routes that will not have an impact on the quality of life in our community or affect the value of our homes.

Thank you for taking the time to read this letter and I look forward to the State DOT meeting in March in Waimea.

Sincerely,



Thomas D. Mignanelli

Cc: Brian Ishii
Pete Hoffman
Ronald T. Suzuki

Brian T. Ishii

From: Brennon.Morioka@hawaii.gov
Sent: Tuesday, February 14, 2006 7:53 AM
To: mc.noone@verizon.net
Cc: Ronald.Tsuzuki@hawaii.gov; btishii@eknahawaii.com
Subject: Re: Bypass road

Ms. McCay,

Thank you for your email. I am forwarding your email to our planning office as well as to our consultant for this project. I encourage you to attend the public meetings for this project when they are scheduled throughout this phase of the planning process.

Aloha,
 Brennon T. Morioka, Ph.D., P.E.
 Deputy Director

State Department of Transportation
 Highways Division
 869 Punchbowl Street, Rm. 511
 Honolulu, HI 96813
 Tel: 808.587.2156
 Fax: 808.587.2168
 email: brennon.morioka@hawaii.gov

"Sara McCay" <mc.noone@verizon.net>

To <brennon.morioka@hawaii.gov>

cc

Subject Bypass road

02/13/2006 10:24 PM

Dear Dr. Morioka,

I'm writing about the proposed bypass road that will run roughly parallel to and south of the Kawaihae Road near Waimea on the Big Island. I understand one of the possibilities is that the bypass road might veer northwest toward the Kanehoa Subdivision on its way west/makai. I live in Kanehoa and request this route not be taken because of the negative impact on my neighborhood.

If there is to be a road connecting the bypass road and Kawaihae Road the best place for the connection in order to bypass more road and traffic is as far west/makai as possible, or at least as far down as the tank road.

Also I think it would be beneficial for the residents of Waikoloa if the bypass road veered the opposite direction, south toward Waikoloa, and a connecting road be built eventually between Waikoloa and the bypass road. That would make a shorter route between Waikoloa and Waimea.

Thank you for your consideration and your work on our roads.

Sincerely,

2/14/2006

Sara McCay
P.O. 1624
Kamuela,
Hawaii 96743

Brian T. Ishii

From: Brennon.Morioka@hawaii.gov
Sent: Tuesday, February 14, 2006 8:04 AM
To: arte.hawaii@verizon.net
Cc: kristink@konabay.net; btishii@eknahawaii.com; Ronald.Tsuzuki@hawaii.gov
Subject: Re: Request

Mr. & Mrs. McCollough

Thank you for your email and your thoughts and concerns for our proposed Kawaihae project. I am forwarding your email to our planning office and our consultant for this project. I encourage you to attend the public meetings that will be schedule throughout this planning project.

Aloha,
 Brennon T. Morioka, Ph.D., P.E.
 Deputy Director

State Department of Transportation
 Highways Division
 869 Punchbowl Street, Rm. 511
 Honolulu, HI 96813
 Tel: 808.587.2156
 Fax: 808.587.2168
 email: brennon.morioka@hawaii.gov

"arte mccollough" <arte.hawaii@verizon.net>

02/13/2006 02:39 PM

To <brennon.morioka@hawaii.gov>

CC <kristink@konabay.net>

Subject Request

From: arte.hawaii@verizon.net
 Date: February 13, 2006
 To: brennon.morioka@hawaii.gov
 Cc: phoffmann@co.hawaii.hi.us
 Subject: Project No. HWY-H-07-99

February 4, 2006

Dear Dr. Morioka

We own a residence on Ouli St. in the Kanehoa subdivision which borders Kawaihae Road. Over the past years we have noticed an increase of traffic noise, especially that noise generated from "Semi Tractor/Trucks" utilizing their "Jake Brake" system to slow their speed down. I have actually complained to the local authorities who revealed that there is no "regulation or law" regarding that type of noise and if there was it would come under the DOT's enforcement. After several additional phone calls, I elected to just put up with it, although I must admit that sometimes when I hear (at 5am) what appeared to be an "open exhaust brake" that I wanted to spread a bunch of

2/14/2006

nails on the road....

I now understand that there is an old survey that may be used to dictate where the "new bypass" (been hearing about that road for over 20 years now) will be and that it may becoming a reality soon. What is disturbing is that the proposed path of this new bypass appears to be on the opposite side of our property and not very far away either.

Being that the bypass will be downhill and obviously straighter than Kawaihae Road, one can expect that the speed will also be increased, which will also bring louder traffic noises.

I know this road is a result of "progress"; however, would it be possible for it to take a path of travel that would not interfere so much with our "quality" of life? Another mile or two away from our subdivision (and others) would certainly be appreciated by all.

Sincerely,

Arte & Cathy McCollough

Brian Ishii
Project Manager
Edward K. Noda and Associates Inc.
615 Piikoi Street, Suite 300
Honolulu, Hawaii 96814

March 1, 2006

RECEIVED
MAR 03 2006

EKNA SERVICES, INC.

RE: Proposed Kawaihae Bypass Highway (Project No. HWY-H-07-99)

Dear Mr. Ishii:

My husband and I live on the island of Hawaii and we are very concerned about the proposed route of the Kawaihae Bypass Highway planned for our area. The maps I have studied of the proposed route show it making a sharp turn to pass close to the Kanehoa subdivision where we live and the neighboring Anekona subdivision. These subdivisions are directly off of Kawaihae Road (Hwy 19).

If the current proposed route were to be used, it would have serious negative effects the value of my and my neighbor's property and our quality of life. We would be closely hemmed in on two sides by noisy highways, subjected to the headlight and exhaust pollution this would bring. Much mention has been made that the Kawaihae Bypass Highway would be the main route for semi-trucks to use in order to bypass downtown Waimea. Besides the normal increase in traffic that will come as our population grows, large truck traffic is expected to increase dramatically when a plan to harvest Eucalyptus trees from the Hamakua Coast and ship them off island from Kawaihae Harbor takes effect in the near future.

The route needs to be changed to pass MUCH farther away from Kanehoa and Anekona subdivisions. I feel it doesn't make sense to run two highways so close to each other, pinching many residents between two noisy, congested roadways, when there is plenty of open, undeveloped space farther away from our homes to route the new bypass highway.

We do support the idea of a bypass road as traffic in the Waimea area is quite congested and will only become more so as time goes by. We ask that you support rerouting the proposed Kawaihae Bypass Highway further away from our homes.

Sincerely,

Jennifer and Robert Lynch
62-2145A Ouli Street
Kanehoa Subdivision
Kamuela, Hawaii 96743

CC: Dr. Brennon Morioka, Deputy Director- Highways, Hawaii State Dept. of Transportation
Pete Hoffmann, Councilmember, Hawaii County Council, District 9 North & South Kohala

Brian T. Ishii

From: Nelson.Sagum@hawaii.gov
Sent: Thursday, May 11, 2006 4:11 PM
To: Brian T. Ishii
Subject: Fw: Kawaihae Bypass Road

FYI

----- Forwarded by Nelson Sagum/HWY/HIDOT on 05/11/2006 04:10 PM -----

Ronald
Tsuzuki/HWY/HIDOT

05/11/2006 04:01
PM

Richard Schulze
<schulze@aloha.net>@STATEHIUS

To

cc

Brennon Morioka/HWY/HIDOT@HIDOT,
Glenn Yasui/HWY/HIDOT@HIDOT,
Stanley Tamura/HWY/HIDOT@HIDOT,
Nelson Sagum/HWY/HIDOT@HIDOT,
Darell Young/HWY/HIDOT@HIDOT

Subject

Re: Kawaihae Bypass Road(Document
link: Nelson Sagum)

Thank you for your comments, which I will forward to my staff and our consultant for their serious consideration.

Richard Schulze
<schulze@aloha.net>

05/11/2006 03:42
PM

ronald.tsuzuki@hawaii.gov

To

cc

Subject

Kawaihae Bypass Road

Aloha Mr. Tsuzuki:

Thank you for the presentation at the Public Informational Meeting for the Kawaihae Bypass Road on May 10 at the Hapuna Prince. I am, of course, very much in favor of the proposed road, though I wish it were

much further along than it is.

As a long-time resident of Kanehoa, I am very concerned about one of your proposed alignments which is referred to as the "1970 proposed alignment." The portion that concerns me is on alignments A and B in Section No. 3. Both of these contain a loop that swings well north of the general east-west direction of the highway and brings it very close to our community and to our neighbor community, Anekona.

This loop might have made sense in 1970 when this was all pasture land and perhaps would have allowed an easy connector to Kawaihae Road. But no such connection is possible now and the loop seems both unnecessary and very intrusive.

I urge you to abandon this loop and keep the highway out of our community.

Thank you.

Very truly yours,

Rick Schulze
P.O. Box 795
Kamuela, HI 96743

Brian T. Ishii

From: Nelson.Sagum@hawaii.gov
Sent: Thursday, May 11, 2006 1:48 PM
To: Brian T. Ishii
Subject: Fw: Kawaihae Road Bypass

FYI

----- Forwarded by Nelson Sagum/HWY/HIDOT on 05/11/2006 01:47 PM -----

Ronald
Tsuzuki/HWY/HIDOT

05/11/2006 10:08
AM

Nelson Sagum/HWY/HIDOT@HIDOT

Darell Young/HWY/HIDOT@HIDOT

Fw: Kawaihae Road Bypass

To

cc

Subject

For you and your consultant's use.

----- Forwarded by Ronald Tsuzuki/HWY/HIDOT on 05/11/2006 10:07 AM -----

Ronald
Tsuzuki/HWY/HIDOT

05/11/2006 10:07
AM

<rshallenberger@tnc.org>

Re: Kawaihae Road Bypass (Document
link: Ronald Tsuzuki)

To

cc

Subject

Thank you for your comments. I will pass them on to my project staff and consultant for consideration.

"Rob
Shallenberger"
<rshallenberger@tnc.org>

05/11/2006 09:03
AM

<ronald.tsuzuki@hawaii.gov>

Kawaihae Road Bypass

To

cc

Subject

Please respond to
<rshallenberger@t
nc.org>

Mr. Tsuzuki: I attended the public info meeting at the Hapuna Prince in my non-work related role. I am a resident of Puako. I thought the meeting was timely and well organized. I commend you for your sincere interest in soliciting meaningful public input.

I'll offer a few brief comments and suggestions:

1. I prefer an alignment similar to the one portraying several vista sites. It originates across from Hapuna Beach Park (1S) and appears to connect up mauka with 3E. I favor the suggested reroute at the Mamalahoa Hwy connection to join just south of the airport. That reduces interference with the Lalamilo farm lots and makes for a more reasonable connection with the Waimea Bypass.

2. Several folks pointed out the need to view the Kawaihae bypass in context with several other planning initiatives underway...in particular, the Waimea bypass. It may be a separate project in DOH lingo, but we can't afford to consider them independently.

3. The public info should portray the Stryker route.

4. Your EIS should include information on the calculation of traffic projections. What's the source of info? What assumptions were made?

5. As in number 4, the EIS should identify the assumptions made regarding truck traffic? If those assumptions are based on dated info then they should be updated.

6. I'm concerned about serious runoff, flooding and sedimentation issues. We are already getting intermittent, but serious flooding and sediment problems in Puako and the construction phase of this project will exacerbate the problem...as will the accelerating house construction in the Waikoloa area.

Note that there are several very important reef sites along this section of the coast, including Marine Life Conservation Districts, Marine Management Areas and Fishery Replenishment areas.

7. I'm interested how you plan to address concerns relating to unexploded ordinance, both during construction and after the project has been completed.

8. I think it will be very important to assess impacts of various alternatives to local communities, businesses and landowners. Try to be creative in the way you approach the neighboring communities so that you get a comprehensive and accurate understanding of the perspectives of nearby residents. Consider focus group and special community meetings.

9. Finally (at least for now), I think you need to seriously consider the consequences of different phasing strategies. I understand the protracted nature of federal funding, but I'm also aware that project costs could escalate dramatically under different phasing scenarios. For example, the

graphic that shows four phases suggests that the "temporary" connectors would each have to cross the same major drainage that parallels the existing Kawaihae Road. That would result in at least four very costly bridges or major culvert systems.

Thank you for the opportunity to comment.

Aloha, Rob Shallenberger

Robert J. Shallenberger, Ph.D.
Hawai'i Island Conservation Director
P.O. Box 6600
Kamuela, HI 96743
Office: 808-885-1786
Fax: 808-885-4219
Cell: 808-937-1775

Brian T. Ishii

From: Nelson.Sagum@hawaii.gov
Sent: Thursday, May 11, 2006 4:11 PM
To: Brian T. Ishii
Subject: Fw: Kawaihae Road

FYI
----- Forwarded by Nelson Sagum/HWY/HIDOT on 05/11/2006 04:10 PM -----

Ronald
Tsuzuki/HWY/HIDOT

05/11/2006 03:22
PM

aaronms76@gmail.com

To

cc

Brennon Morioka/HWY/HIDOT@HIDOT,
Glenn Yasui/HWY/HIDOT@HIDOT,
Stanley Tamura/HWY/HIDOT@HIDOT,
Nelson Sagum/HWY/HIDOT@HIDOT,
Darell Young/HWY/HIDOT@HIDOT

Subject

Re: Kawaihae Road(Document link:
Nelson Sagum)

I share your concern about potential burials. Hopefully, this project will not encounter the same problems that the County ran into with its Alii Parkway project.

Aaron Stene
<aaronms76@gmail.com>

05/11/2006 02:21
PM

Ronald.Tsuzuki@hawaii.gov

To

cc

Subject

Re: Kawaihae Road

Please respond to
aaronms76@gmail.com

Aloha,

The reason why I asked about the archaeological situation was because of the Ali'i Parkway situation here in Kona. The Hawaii Burial Council blocked the road from proceeding due to a burial in the right of way. I'm just concerned we may have repeat of the latter in the future.

Aaron Stene
Kailua-Kona, Hawaii
<http://aaronstene.blogspot.com/>
<http://www.myspace.com/1794753>
Konaguy76 - Yahoo Messenger

Ronald.Tsuzuki@hawaii.gov wrote:

>
> I don't know the answer to your question re archaeological sites, but my
> guess is that this whole area has many of these sites. However, we will
> do our best to avoid the sites or to mitigate any impacts to these sites.
>
> Re the Waimea Bypass, from Mud Lane to the airport, we have been working
> very closely and cooperatively with the Department of Hawaiian Home
> Lands (DHHL) in coming out with a solution that is beneficial to as many
> persons as possible. Without DHHL's help, we would never be able to
> reach an acceptable solution. With DHHL's help, we hope to soon obtain
> the Hawaiian Homes Commission's blessing on an acceptable solution.

>
>
>
> *Aaron Stene <aaron@hawaiiantel.net>*

>
> 05/11/2006 01:53 PM
> Please respond to
> aaronms76@gmail.com

>
>
> To
> Ronald.Tsuzuki@hawaii.gov
> cc
>
> Subject
> Re: Kawaihae Road

>
>
> Aloha,
> Thank you for the message. Two minor questions, I'm wondering if it
> is true that significant archaeological sites were found in the Kawaihae
> bypass right of way ? Also as far as I understand the DHHL is hanging up
> the Mud Lane to Waimea Airport portion ?

> Aaron

> Ronald.Tsuzuki@hawaii.gov wrote:

> >
> > Thank you for your comments, which I fully agree with. I will be
> > passing your comments on to my staff and our consultant for their
> > consideration.

> >
> >
> > *Aaron Stene <aaronms76@gmail.com>*

> >
> > 05/11/2006 01:28 PM
> > Please respond to
> > aaronms76@gmail.com

> >
> >
> > To
> > ronald.tsuzuki@hawaii.gov,
> Brennon.Morioka@hawaii.gov, Aaron
> > <aaron@hawaiiantel.net>
> > cc
> >
> > Subject
> > Kawaihae Road
> >
> >
> >
> >
> >
> >
> >
> >
> >
> > Aloha,
> > As a life long resident of West Hawaii, I concur that the
> > Kamuela to Kawaihae bypass is sorely needed. With the added
> > traffic to Kawaihae harbor (e.g Hawaii Super Ferry), Kawaihae
> > road is simply inadequate to meet future growth of the area.
> > I recall there is 5,500 new homes planned in the South Kohala
> > area. Unless new roads are built, South Kohala will turn into
> > a traffic nightmare.
> > On a related note, I do recall there was an archaeological
assessment
> > done in the right of way of the proposed Kawaihae bypass. Significant
> > archaeological sites were found. I'm concerned this will delay this
> > project, like what has happened with Alii Parkway. On top of this,
> > the Mud Lane to Waimea Airport leg needs to be completed also. But
> > that part has been hanged up due to DHHL concerns. In short this
> > entire road from Mud Lane to Kawaihae needs to be completed.
> >
> > Best Regards,
> > Aaron Stene
> > --
> > Aaron Stene
> > Kailua-Kona, Hawaii
> > <http://aaronstene.blogspot.com/>
> > <http://www.myspace.com/1794753>
> > Konaguy76 - Yahoo Messenger
> >
> >
> >
> > --
> > Aaron Stene
> > Kailua-Kona, Hawaii
> > <http://aaronstene.blogspot.com/>
> > <http://www.myspace.com/1794753>
> > Konaguy76 - Yahoo Messenger
> >

Brian T. Ishii

221 - PUBLIC MTA

From: Nelson.Sagum@hawaii.gov
Sent: Friday, May 12, 2006 9:50 AM
To: Brian T. Ishii
Subject: Fw: waimea bypass road

FYI
----- Forwarded by Nelson Sagum/HWY/HIDOT on 05/12/2006 09:49 AM -----

Ronald
Tsuzuki/HWY/HIDOT

05/12/2006 09:04
AM

"Richard Antonio"
<antoniozs@hawaii.rr.com>@STATEHIUS
cc

antoniozs@hawaii.rr.com, Brennon
Morioka/HWY/HIDOT@HIDOT, Glenn
Yasui/HWY/HIDOT@HIDOT, Stanley
Tamura/HWY/HIDOT@HIDOT, Darell
Young/HWY/HIDOT@HIDOT, Nelson
Sagum/HWY/HIDOT@HIDOT

Subject
Re: waimea bypass road(Document
link: Nelson Sagum)

Thank you for your comments. We too would like to see this road built today, but unfortunately, we are required, since we intend to use federal dollars for this project, to go thru a long and complicated environmental process before we can even begin working on construction drawings.

I will be passing your comments on to my staff and our consultant for their consideration.

"Richard Antonio"
<antoniozs@hawaii.rr.com>

05/12/2006 08:52
AM

<ronald.tsuzuki@hawaii.gov>

<antoniozs@hawaii.rr.com>

waimea bypass road

To

cc

Subject

Year: 2010

Cost: \$80 million

Unacceptable. By that time the cost would be \$160 million.

We need it NOW

HELP your working class.

Brian T. Ishii

From: Nelson.Sagum@hawaii.gov
Sent: Saturday, May 13, 2006 1:08 PM
To: Brian T. Ishii
Subject: Fw: by-pass road

FYI
----- Forwarded by Nelson Sagum/HWY/HIDOT on 05/13/2006 01:07 PM -----

Ronald
Tsuzuki/HWY/HIDOT

05/12/2006 04:24
PM

To
"Craig Fostvedt"
<fostvedt@hawaiiintel.net.net>@STAT
EHIUS

cc
Brennon Morioka/HWY/HIDOT@HIDOT,
Glenn Yasui/HWY/HIDOT@HIDOT,
Stanley Tamura/HWY/HIDOT@HIDOT,
Darell Young/HWY/HIDOT@HIDOT,
Nelson Sagum/HWY/HIDOT@HIDOT

Subject
Re: by-pass road(Document link:
Nelson Sagum)

Thank you for your comments. I will be passing them on to my staff and our consultant for their consideration.

"Craig Fostvedt"
<fostvedt@hawaiiintel.net.net>

05/12/2006 02:04
PM

To
<ronald.tsuzuki@hawaii.gov>

cc
Subject
by-pass road

Dear Mr. Susuki: As a resident of the Kanehoa subdivision I am concerned about the proximity of the proposed by-pass road that appears to turn northward toward the stream. I personally would feel this proposed road should head in a more southerly direction, perhaps skirting the wind farm. I am aware that this proposed road was masterminded over 30 years ago. The

proposed road should be redirected to a location beneficial to a long term plan regarding future development of this western flank of South Kohala. Please listen to the voices of the people who are now residing along the proposed by-pass road. Thank you. Sincerely, Dr. Craig Fostvedt

--
No virus found in this outgoing message.

Checked by AVG Free Edition.

Version: 7.1.392 / Virus Database: 268.5.6/338 - Release Date: 5/12/2006

Brian T. Ishii

211-1000

From: Nelson.Sagum@hawaii.gov
Sent: Tuesday, May 23, 2006 5:05 PM
To: Brian T. Ishii
Subject: Fw: Kawaihae By-Pass

fYI
----- Forwarded by Nelson Sagum/HWY/HIDOT on 05/23/2006 05:04 PM -----

Ronald
Tsuzuki/HWY/HIDOT

05/23/2006 10:57
AM

<rlsjo@adelphia.net>@STATEHIUS

Brennon Morioka/HWY/HIDOT@HIDOT,
Glenn Yasui/HWY/HIDOT@HIDOT, Darell
Young/HWY/HIDOT@HIDOT, Nelson
Sagum/HWY/HIDOT@HIDOT, Stanley
Tamura/HWY/HIDOT@HIDOT, Sal
Panem/HWY/HIDOT@HIDOT

Subject
Re: Kawaihae By-Pass (Document link:
Nelson Sagum)

Thank you for your comments, which are similar to others that I have received. I will pass them on to my staff and to our consultant for their consideration.

<rlsjo@adelphia.net>

05/23/2006 04:52
AM

ronald.tsuzuki@hawaii.gov

Kawaihae By-Pass

Aloha Mr. Tsuzuki:

>>
>> Thank you for the presentation at the Public Informational Meeting
>> for the Kawaihae Bypass Road on May 10 at the Hapuna Prince. We are, of
>> course, very much in favor of the proposed road, which should greatly

alleviate the horrible traffic situation that currently exists.

>>
>> As residents of Kanehoa, we are very concerned about one of
>> your proposed alignments which is referred to as the "1970 proposed
>> alignment." The portion that concerns us is on alignments A and B in
>> Section No. 3. Both of these contain a loop that swings well north of
>> the general east-west direction of the highway and brings it very
>> close to our community and to our neighbor community, Anekona.

>>
>> This loop might have made sense in 1970 when this was all pasture
>> land and perhaps would have allowed an easy connector to Kawaihae
>> Road. But no such connection is possible now and the loop seems both
>> unnecessary and very intrusive.

>>
>> We strongly urge you to abandon this loop and keep the highway out of
our
>> community.

>>
>> Thank you.

>>
>> Sincerely,

Robert & Jo-Ann Somers

Brian T. Ishii

221-PUBA

From: Nelson.Sagum@hawaii.gov
Sent: Tuesday, May 23, 2006 5:07 PM
To: Brian T. Ishii
Subject: Fw: Kawaihae bypass

FYI

----- Forwarded by Nelson Sagum/HWY/HIDOT on 05/23/2006 05:06 PM -----

Ronald
Tsuzuki/HWY/HIDOT

05/23/2006 11:15
AM

"Nick and Brigitte Rutgers"
<nbrut@hawaiiantel.net>@STATEHIUS

To

cc

Brennon Morioka/HWY/HIDOT@HIDOT,
Glenn Yasui/HWY/HIDOT@HIDOT, Darell
Young/HWY/HIDOT@HIDOT, Nelson
Sagum/HWY/HIDOT@HIDOT, Stanley
Tamura/HWY/HIDOT@HIDOT, Sal
Panem/HWY/HIDOT@HIDOT

Subject

Re: Kawaihae bypass (Document link:
Nelson Sagum)

Thank you for your comments, which are similar to others that I recently received. I will pass them on to my staff and our consultant for consideration.

"Nick and
Brigitte Rutgers"
<nbrut@hawaiiantel.net>

05/23/2006 06:49
AM

<ronald.tsuzuki@hawaii.gov>

To

cc

Subject

Kawaihae bypass

Aloha Mr. Tsuzuki:

>>
>> Thank you for the presentation at the Public Informational Meeting
>> for the Kawaihae Bypass Road on May 10 at the Hapuna Prince. I am, of

>> course, very much in favor of the proposed road, though I wish it
>> were much further along than it is.

>>
>> As a long-time resident of Kanehoa, I am very concerned about one of

>> your proposed alignments which is referred to as the "1970 proposed
>> alignment." The portion that concerns me is on alignments A and B in
>> Section No. 3. Both of these contain a loop that swings well north of
>> the general east-west direction of the highway and brings it very
>> close to our community and to our neighbor community, Anekona.

>>
>> This loop might have made sense in 1970 when this was all pasture
>> land and perhaps would have allowed an easy connector to Kawaihae
>> Road. But no such connection is possible now and the loop seems both
>> unnecessary and very intrusive.

>>
>> I urge you to abandon this loop and keep the highway out of our
>> community.

>>
>> Thank you.

>>
>> Brigitte Rutgers

Brian T. Ishii

2121 - PUBLIC WORKS

From: Nelson.Sagum@hawaii.gov
Sent: Saturday, May 13, 2006 1:07 PM
To: Brian T. Ishii
Subject: Fw: An open letter to the DOT



pic23392.gif



Letter to the Editor
re Kawai...

FYI

----- Forwarded by Nelson Sagum/HWY/HIDOT on 05/13/2006 01:06 PM -----

Ronald
Tsuzuki/HWY/HIDOT

05/12/2006 05:34
PM

"Ric Rocker"
<richard@richardrocker.com>@STATEHI
US

To

cc

Brennon Morioka/HWY/HIDOT@HIDOT,
Glenn Yasui/HWY/HIDOT@HIDOT,
Stanley Tamura/HWY/HIDOT@HIDOT, Sal
Panem/HWY/HIDOT@HIDOT, Darell
Young/HWY/HIDOT@HIDOT, Nelson
Sagum/HWY/HIDOT@HIDOT, Alvin
Takehita/HWY/HIDOT@HIDOT, Bryan
Kimura/HWY/HIDOT@HIDOT

Subject

Re: An open letter to the DOT
(Document link: Nelson Sagum)

Thank you for your detailed comments. In the early 70's, I was a young engineer with the State Highways Division and one of the projects I was working on was the project that you mention in your email. So I can understand the frustration of the many people who have waited this long for this important project and will have to wait even longer for completion of the project. Unfortunately, we didn't have the funds at that time to build the project and as time passed, new requirements and procedures have lengthened the process to develop a large project like this and costs have escalated. Although I too am frustrated in not seeing this project to completion, I can also understand, as I became more experienced in learning the ever-evolving processes involved in the development of large highway projects, why it is taking so long for this project. We all need to work together cooperatively to push this project forward and I ask for your understanding and patience.

I also share your idea that we need to also look at short term improvements that can be done quicker and will be less costly than these major projects that take years to implement. I will have someone look into your idea of providing improvements at the intersection of Queen Kaahumanu Highway and Kawaihae Road and we will get back to you.

"Ric Rocker"
<richard@richardr
ocker.com>

05/12/2006 04:12
PM

<ronald.tsuzuki@hawaii.gov>

To

cc

Subject

An open letter to the DOT

Aloha Ronald,

Attached is a letter that I am submitting as an open letter to you in various print media statewide.

It begs your response

A hui hou

Ric

(Embedded image moved to file: pic23392.gif)
PLEASE NOTE NEW EMAIL ADDRESS:
richard@richardrocker.com

65-1241 Pomaikai Place suite 5
Kamuela, HI, 96743
Office 808-887-6115
Fax 808-887-6118
Cell 808-895-3469
Email: richard@richardrocker.com
Web: www.hawaii-luxury-homes.com

For the rare few who can afford the ultimate in island lifestyle, please visit:

www.privatehawaiiestate.com

(See attached file: Letter to the Editor re Kawaihae Bypass road 5.12.06.doc)

The Road Less Traveled

Its funny how you always think of the right thing to say after you leave one of those presentations by the County or State on the latest bypass road proposal. It was interesting to listen to several residents including a former councilman who were either born here or have been here since the early 70's recount how as young men they had been to a similar meeting given by older government officials back in '72 to discuss the planning of the full Kawaihae/Mudlane bypass road, which was to go from the harbor around Waimea. And today, 34 years later, they returned as old men to listen to young government officials discuss the planning of the still proposed road. The difference of course was the cost which had somehow risen from \$10 million dollars for the entire road back then to \$190 million today for half of it.

34 years after the initial meeting, we learned that the previous studies were now obsolete and the money spent on them worthless and that the new task at hand was to hire a planning firm to commence studies that would identify *three* potential routes to be considered, which in turn would require additional studies to determine the actual route of the bypass road, which once agreed upon would trigger hiring engineers to design the road all of which had to occur prior to approaching the State for the money which had to be appropriated from a pool of funds to cover roads state-wide based on a priority system of some sort, which if all goes according to plan would end up in starting the construction of the *first* phase of the road by 2011 (because there is no way you are getting all \$190M at one time), which means the initial phase has to connect back to some other existing road even if it is not in the plan for the actual bypass road because to get a share of that green federal money you cannot just build a road to nowhere unless of course, you ARE the federal government. This obviously made sense to all of us sitting in the audience.

Meanwhile we were shown graphs and charts of the increased traffic count that we can expect between now and when this proposed road *may* be completed and are also informed that this Kawaihae bypass road alone even when fully completed will not alleviate the traffic problems in Waimea *until* it is connected to the proposed Mudlane/Lalamilo bypass road, which 34 years ago was married to the Kawaihae bypass road as it was determined that the *two* roads, at the time called the Mudlane/Kawaihae bypass road, were necessary to allow the flow of traffic to circumvent the center of Waimea town, had now been divorced and become 2 separate roads and were no longer interdependent on each other.

Now since these guys were so convincing describing the process required to get things done around here, I have to assume that the Mudlane/Lalamilo bypass road requires all the same studies as the Kawaihae one, will cost at least as much and will have to compete independently for money from that same pool of state-wide funds. Now I don't think its too far fetched to think that other counties plagued by poor planning and over development, like uh, Kauai, Maui and Oahu, seeking some of that money may think that constructing two roads in one community would be unfair to the others.

So while we are sitting in traffic daily, waiting for roads that will take a minimum of a decade to create, if they are actually ever created at all, we are doing nothing in the short term with dollars we have and mini-solutions we can implement easily and efficiently.

A good place to start would be creating right-hand bleeder lanes at *ALL* intersections entering *ANY* major road. The most blatant example of this is the junction of the Queen K and the Kawaihae Road, where cars are often backed up to Mauna Kea's entrance because *ALL* cars turning right are held captive by *ANY* car turning left.

We don't need a study to figure this out. We don't need a traffic count to determine if it is necessary. We don't need to hire \$250-450/ hour planners and engineers to determine the feasibility of it all. We don't need an underpass, overpass or cloverleaf. We need to move the guard rail about 20 feet mauka, lay some rocks on the ground and put some asphalt on top of it.

Ric Rocker Waimea

LALAMILO FARM LOTS ASSOCIATION

Post Office Box 1423
Kamuela, Hawaii 96743
Telephone: (808) 885-7573
Fax: (808) 887-1876

Mr. Mike Price, Chairman
South Kohala Traffic Safety Committee
P. O. Box 383375
Waikoloa, HI 96738

June 21, 2006

Dear Mr. Price,

The Lalamilo Farm Lots Association is most appreciative of the opportunity to submit the following material as it relates to the Kawaihae Road Bypass, Waimea to Kawaihae, State Project No. HWY-H-07-99, and the adjacent corridor to the Lalamilo Farm Lots.

As reiteration of our March 14, 2006 testimony and submittal before your Committee, the Lalamilo Farm Lots Association is in support of this project however, we want to reemphasize our *serious concern* for the very close proximity of this new highway, not only to the Waimea Community as a whole, but the Lalamilo Farm Lots as well. As per our testimony to your Committee on March 14, our oral testimony and written submittals of May 10, January 17 and last year, July 7, 2005, to the State of Hawaii, Department of Transportation, we are most strongly in favor of the Highway corridor moving to the south side of the Waimea /South Kohala airport and the Puu Pa and Puu Huluhulu cinder cone complex southwest of Lalamilo Farm Lots.

This more southerly alignment of the corridor will assure a safe buffer for our agricultural community in Lalamilo as well as reduce the noise, air and light pollution this new highway will immediately introduce upon it's opening to the entire Waimea and Lalamilo communities. By taking this measure, East - West - East traffic flow, and the Waimea Community access to and from this new highway will still maintain the highest levels of safety and efficiency without unnecessarily sacrificing the rural and agricultural environment of our community.

Accompanying, please find one copy each of a Map and Photo-Map contained within the handout brochure of the May 10, 2006, Kawaihae Road Bypass - Public Informational Meeting as was conducted by the State of Hawaii, Department of Transportation, Highways Division at the Hapuna Beach Prince Hotel. On both I have indicated the Alignment/Corridor Recommendations outlined in this correspondence and favored by the Lalamilo Farm Lots Association.

We look forward to being kept abreast of your progress with this project.

Respectfully Submitted,



Timothy R. McCullough
Lalamilo Farm Lot #25

enclosures

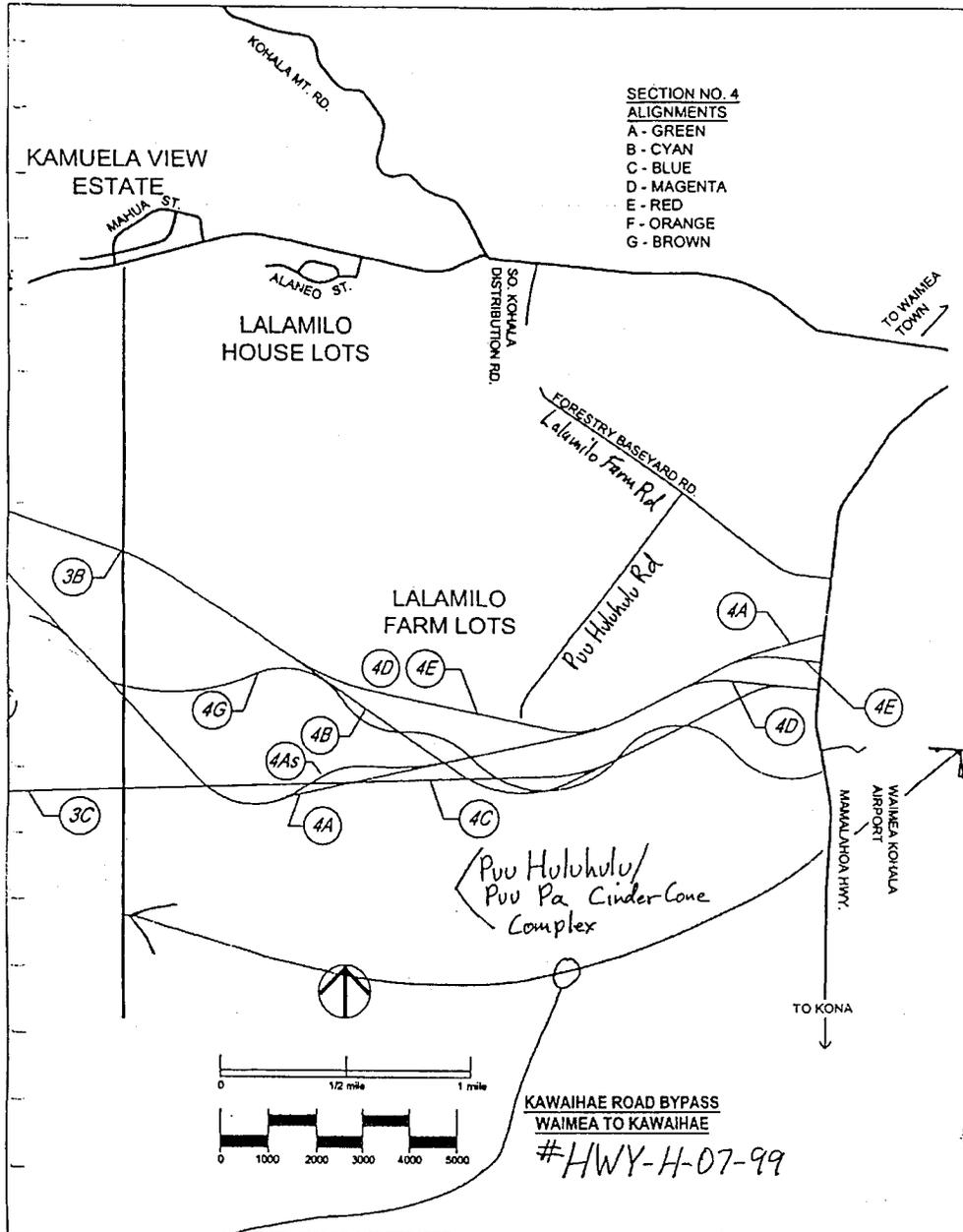
cc: Roger Hirako & Earl Yamamoto, Co-Chairmen
Lalamilo Farm Lots Association

Mr. Larry Nakamoto, President
Kamuela Vacuum Cooling Cooperative

Mr. Riley Smith, President
Waimea Community Association

Mr. Bruce McClure, Director
Hawaii County, Department of Public Works

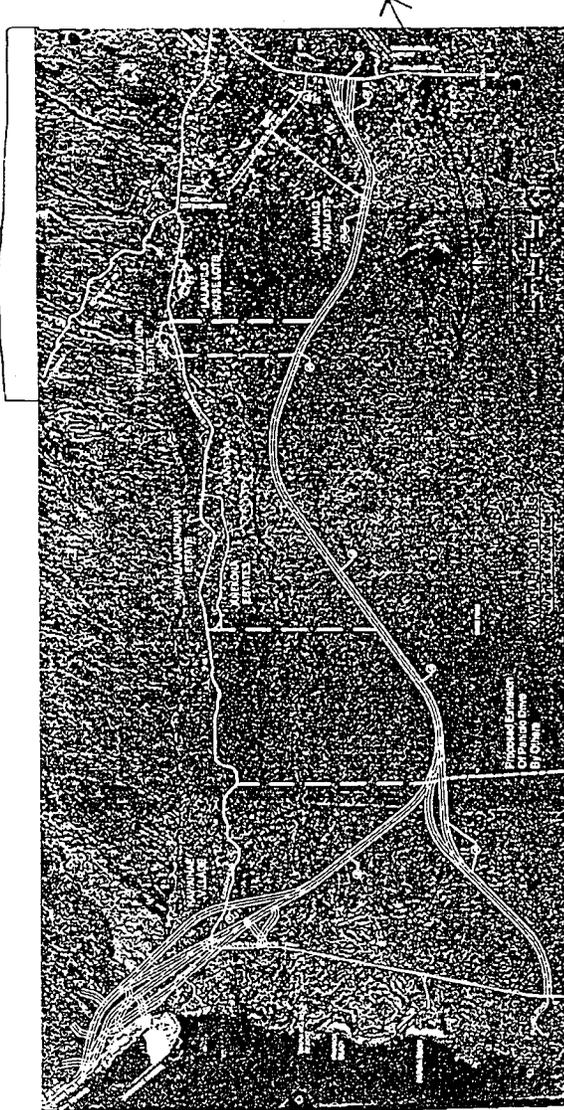
Map from the May 10, 2006 handout for the:
 Kawaihae Road Bypass - Public Information Mtg.
 State of Hawaii
 Dept. of Transportation
 Highways Division
 Held At Hopuna Prince Htl.



Alignment/Corridor Recommendation
 Submitted By Lalamilo Farm Lots Association
 June 2006

Potential Connector Roads

View-Plane of Accompanying Map



Puu Huluhulu/Puu Pa Cinder Cone Complex

Alignment/Corridor Recommendation Submitted By Lalamilo Farm Lots Association June 2006

Photo-Map from the May 10, 2006 handout for the Kawaihoa Road Bypass - Public Information Mtg.

State of Hawaii

Dept. of Transportation
Highways Division

Held At Hapuna Prince HHI.

Brian T. Ishii

From: Dunning.Connell@epamail.epa.gov
Sent: Thursday, July 20, 2006 2:47 PM
To: btishii@eknahawaii.com; Darell.Young@hawaii.gov; Ronald.Tsuzuki@hawaii.gov; Nelson.Sagum; Pat.Phung@fhwa.dot.gov
Cc: Brush.Jason@epamail.epa.gov; wiltse.wendy@epamail.epa.gov
Subject: EPA comments related to Aquatic Resources on the proposed Kawaihae Road Bypass

All-

Thanks for inviting EPA to provide comments on the proposed Kawaihae Road Bypass through your letter dated May 23, 2006. It appears that the NOI will be published later this year, so we appreciate the opportunity to provide early feedback prior to initiation of the NEPA process. We can provide additional comments when the NOI is published.

As I mentioned via phone, EPA received the initiation letter notifying us of the meeting on the same day that the meeting was going to occur, so we were unable to attend or plan to participate via phone.

After requesting meeting materials, we have had an opportunity to briefly review the attached documents mailed to us on 7/14/06 and have a few comments.

Pat, if you are not the appropriate FHWA contact for this project, please forward on. Thanks!

Avoidance of Aquatic Resources

The Draft Environmental Impact Statement (DEIS) should disclose the approximate area of waters of the United States that occur within the study area of the proposed project, including permanent and intermittent streams and wetlands. The Clean Water Act (CWA) Section 404(b)(1) Guidelines (Guidelines) at 40 CFR Part 230.10(a) state that "... no discharge of dredged or fill material shall be permitted if there is a practicable alternative to the proposed discharge which would have less adverse impact on the aquatic ecosystem, so long as the alternative does not have other significant adverse environmental consequences."

If it is determined that a CWA Section 404 Individual Permit is required for the fill of waters of the United States, we recommend that the HDOT and FHWA initiate interagency review through the National Environmental Policy Act and CWA Section 404 Integration Process for Surface Transportation Projects as outlined in the Memorandum of Understanding (NEPA/404 MOU) dated December 1993. (I can fax a copy of this to you if you do not have a copy.) The NEPA/MOU provides for concurrence points for EPA and other signatory agencies to concur on the project purpose and need, selection criteria, range of alternatives, least environmentally damaging practicable alternative, and conceptual mitigation plan.

This will best ensure that the thresholds of the CWA Section 404(b)(1) Guidelines are satisfied through this environmental review process, and will assist in identification of the Least Environmentally Damaging Practicable Alternative (LEDPA), which is the only alternative that can be permitted pursuant to the 404 (b)(1) Guidelines (40 CFR Part 230).

HDOT and FHWA will have to demonstrate that potential impacts to waters of the United States have been avoided and minimized to the maximum extent practicable prior to obtaining a CWA Section 404 permit (40 CFR 230.10(a) and 230.10(d)). We urge HDOT and FHWA, in planning alternative designs for the project, to incorporate the following:

- Demonstrate that all potential impacts to waters of the United

States have been avoided and minimized. If these resources cannot be avoided, the project-level analyses should clearly demonstrate how cost, logistical, or technological constraints preclude avoidance and minimization of impacts.

- Quantify the benefits from measures and modifications designed to avoid and minimize impacts to water resources for each alternative studied; for example, number of stream crossings avoided, acres of waters of the United States avoided, etc.
- Identify all protected resources with special designations and all special aquatic sites and waters within state, local, and federal protected lands. Additional steps should be taken to avoid and minimize impacts to these areas.

HDOT and FHWA should also address techniques proposed for minimizing surface water contamination due to increased runoff from additional highway surfaces. The project will require a National Pollutant Discharge Elimination System (NPDES) permit and an accompanying Stormwater Pollution Prevention Plan (SWPPP). Where the proposed project will widen existing roads, the current stormwater detention basins and structures should be evaluated to determine if they will continue to be effective. If new stormwater detention facilities are needed, this provides an opportunity to work with municipal planners and vector control agencies to develop siting, design, and maintenance strategies that incorporate guidelines to minimize or eliminate mosquitoes and other vector species, in addition to stormwater control.

The materials provided identified "waterways and wetlands" as one of the evaluation criteria. EPA recommends that estimates of impacts to wetlands, waterways, and other aquatic resources be identified as early as possible for all alternatives currently being studied. Only the LEDPA can be permitted, so it is important to estimate impacts to aquatic resources prior to making decisions about eliminating potential alignments at this early stage in project planning.

The Draft EIS should also provide enough information to demonstrate that adverse impacts to aquatic resources have been avoided and minimized to the greatest extent feasible and that any unavoidable adverse impacts from the project's construction and operation are adequately mitigated. Unavoidable impacts to waters will need to be mitigated and a functional assessment may be required.

Also, please ensure that you also have Wendy Wiltse and Jason Brush, in addition to me, identified as EPA contacts for the project (contact information below).

Thanks,
Connell Dunning

Wendy Wiltse
EPA-PICO
300 Ala Moana Blvd. Box 50003
Room 5-152
Honolulu, HI 96850
Phone: (808) 541-2752
FAX: (808) 541-2712

Connell Dunning
U.S. Environmental Protection Agency
Environmental Review Office
75 Hawthorne Street, CED-2
San Francisco, CA 94105
phone: 415-947-4161; fax: 415-947-8026
dunning.connell@epa.gov

Jason Brush
U.S. Environmental Protection Agency
Environmental Review Office
75 Hawthorne Street, WTR-8
San Francisco, CA 94105
phone: 415-972-3483
brush.jason@epa.gov

Sorry it took me a while to reply, especially because I have nothing really to add. Except that they should be aware of potential mitigation requirements generally and perhaps the need for functional assessment (depending on impacts). It looks like there are several alignment alternatives they're considering, which is good.

Great programmatic comments, Connell. You'd think you'd worked in 404 before or something... ;-)

JB

Wendy
Wiltse/R9/USEPA/
US

07/17/2006 03:08
PM

To
Connell Dunning/R9/USEPA/US@EPA
cc
Jason Brush/R9/USEPA/US@EPA,
wiltse.wendy@epa.gov

Subject
Re: DRAFT - NEED Jason and Wendy
review - EPA comments on the
Kawaihae Road Bypass Handout from
May 30, 2006 meeting (Document
link: Jason Brush)

Connell:

Your comments look good. Thank you.

Wendy

Wendy Wiltse
EPA-PICO
300 Ala Moana Blvd. Box 50003
Room 5-152
Honolulu, HI 96850
Phone: (808) 541-2752
FAX: (808) 541-2712

Connell
Dunning/R9/USEPA
/US

To
Jason Brush/R9/USEPA/US@EPA,

07/17/2006 06:22
AM

wiltse.wendy@epa.gov

cc

Subject
DRAFT - NEED Jason and Wendy
review - EPA comments on the
Kawaihae Road Bypass Handout from
May 30, 2006 meeting(Document
link: Wendy Wiltse)

Wendy and Jason,

I am preparing to send out these comments to HDOT and FHWA after reading the attached handout from a previous meeting. This is still pre-NEPA, but I want to make sure that they know what concerns we will be bringing to the table once the NEPA/404 process is initiated.

Please take a quick perusal and let me know if you have anything to add. I would like to send this out now since the meeting we were unable to attend was back in May.

Wendy - I know you are on vacation until 8/1. I would like to send this initial email out this week with a follow up, if needed, once you are back from vacation. We will have another opportunity to provide additional feedback once the NEPA process starts. I could use your help in identifying major concerns with any of the routes on the attachment.

Thanks!
Connell

TO: btishii@eknahawaii.com, Darell.Young@hawaii.gov,
Ronald.Tsuzuki@hawaii.gov, "Nelson. Sagum" <Nelson.Sagum@hawaii.gov>,
Pat.Phung@fhwa.dot.gov
cc: Jason Brush/R9/USEPA/US, Wendy Wiltse,

All -
Thanks for inviting EPA to provide comments on the proposed Kawaihae Road Bypass through your letter dated May 23, 2006. It appears that the NOI will be published later this year, so we appreciate the opportunity to provide early feedback prior to initiation of the NEPA process.

As I mentioned via phone, EPA recieved the invitation letter notifying us of the meeting on the same day that the meeting was going to occur, so we were unable to attend or plan to participate via phone.

After requesting meeting materials, we have had an opportunity to briefly review the attached documents mailed to us on 7/14/06 and have a few comments.

Pat, if you are not the appropriate FHWA contact for this project, please forward on. Thanks!

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discharge of dredged or fill material shall be permitted if there is a practicable alternative to the proposed discharge which would have less adverse impact on the aquatic ecosystem, so long as the alternative does not have other significant adverse environmental consequences."

If it is determined that a CWA Section 404 Individual Permit is required for the fill of waters of the United States, we recommend that the HDOT and FHWA initiate interagency review through the National Environmental Policy Act and CWA Section 404 Integration Process for Surface Transportation Projects as outlined in the Memorandum of Understanding (NEPA/404 MOU) dated December 1993. (I can fax a copy of this to you if you do not have a copy.) The NEPA/MOU provides for concurrence points for EPA and other signatory agencies to concur on the project purpose and need, selection criteria, range of alternatives, least environmentally damaging practicable alternative, and conceptual mitigation plan.

This will best ensure that the thresholds of the CWA Section 404(b)(1) Guidelines are satisfied through this environmental review process, and will assist in identification of the Least Environmentally Damaging Practicable Alternative (LEDPA), which is the only alternative that can be permitted pursuant to the 404 (b)(1) Guidelines (40 CFR Part 230).

HDOT and FHWA will have to demonstrate that potential impacts to waters of the United States have been avoided and minimized to the maximum extent practicable prior to obtaining a CWA Section 404 permit (40 CFR 230.10(a) and 230.10(d)). We urge HDOT and FHWA, in planning alternative designs for the project, to incorporate the following:

- Demonstrate that all potential impacts to waters of the United States have been avoided and minimized. If these resources cannot be avoided, the project-level analyses should clearly demonstrate how cost, logistical, or technological constraints preclude avoidance and minimization of impacts.
- Quantify the benefits from measures and modifications designed to avoid and minimize impacts to water resources for each alternative studied; for example, number of stream crossings avoided, acres of waters of the United States avoided, etc.
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HDOT and FHWA should also address techniques proposed for minimizing surface water contamination due to increased runoff from additional highway surfaces. The project will require a National Pollutant Discharge Elimination System (NPDES) permit and an accompanying Stormwater Pollution Prevention Plan (SWPPP). Where the proposed project will widen existing roads, the current stormwater detention basins and structures should be evaluated to determine if they will continue to be effective. If new stormwater detention facilities are needed, this provides an opportunity to work with municipal planners and vector control agencies to develop siting, design, and maintenance strategies that incorporate guidelines to minimize or eliminate mosquitoes and other vector species, in addition to stormwater control.

The materials provided identified "waterways and wetlands" as one of the evaluation criteria. EPA recommends that estimates of impacts to wetlands, waterways, and other aquatic resources be identified as early as possible for all alternatives currently being studied. Only the LEDPA can be permitted, so it is important to estimate impacts to aquatic resources prior to making decisions about eliminating potential alignments at this early stage in project planning.

The Draft EIS should also provide enough information to

demonstrate that adverse impacts to aquatic resources have been avoided and minimized to the greatest extent feasible and that any unavoidable adverse impacts from the project's construction and operation are adequately mitigated.

Also, please ensure that you also have Wendy Wiltse and Jason Brush identified as EPA contacts for the project (information below).

Thanks,
Connell

Wendy Wiltse
EPA-PICO
300 Ala Moana Blvd. Box 50003
Room 5-152
Honolulu, HI 96850
Phone: (808) 541-2752
FAX: (808) 541-2712

Connell Dunning
U.S. Environmental Protection Agency
Environmental Review Office
75 Hawthorne Street, CED-2
San Francisco, CA 94105
phone: 415-947-4161; fax: 415-947-8026
dunning.connell@epa.gov

Jason Brush
U.S. Environmental Protection Agency
Environmental Review Office
75 Hawthorne Street, WTR-8
San Francisco, CA 94105
phone: 415-972-3483
brush.jason@epa.gov

"Brian T. Ishii"
<btishii@eknahawaii.com>

07/14/2006 06:18
PM

Please respond
to
btishii@eknahawaii.com

To
Connell Dunning/R9/USEPA/US@EPA
cc
"Nelson. Sagum"
<Nelson.Sagum@hawaii.gov>
Subject
Kawaihae Road Bypass Handout

Ms. Dunning

As requested by Mr. Nelson Sagum, I am forwarding you a pdf of the handout used for the public informational meeting held in May 2006 for the Kawaihae Road Bypass project.

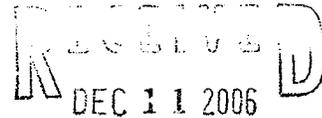
Brian Ishii

LALAMILO FARM LOTS ASSOCIATION

Post Office Box 1423
Kamuela, Hawaii 96743
Telephone: (808) 885-7573
Fax: (808) 887-1876

December 8, 2006

Mr. Brennon T. Morioka
Deputy Director - Highways
State of Hawaii
Department of Transportation
869 Punchbowl Street
Honolulu, HI 96813-5097



Re: Kawaihae Bypass, Waimea to Kawaihae
Island of Hawaii, Project No. HWY-H-07-99
South Kohala Traffic Safety Committee – November 14, 2006 Presentation

Hawaii Belt Road, Mud Lane to Kamuela Racetrack (Waimea Bypass)
Island of Hawaii, Project No. 19E-01-98

Dear Mr. Morioka:

The Lalamilo Farm Lots Association is most appreciative for the opportunity to be updated November 14th by Nelson Sagum and Brian Ishii on your department's progress with these projects. We are most certainly aware of your department's hard work and commitment to helping resolve the connectivity of the Big Island of Hawaii's East and West communities with this highway.

As a renewed reiteration of our Association's July 7, 2005, and January 17, 2006 written communications to you as well as our May 10 and November 14, 2006 oral testimonies before your department's representatives, the Lalamilo Farm Lots Association is in support of these two projects. However, we are now very seriously concerned with the progress being made favoring corridors A-4 and A-7 as the Recommended, contained in the November 14 meeting handout, routes in the Waimea and Lalamilo sections of this highway. There is considerable concern within our overall community for this highway's very close proximity to both of these areas and the absence of any serious visionary concerns of the negative impact it will create.

Our written communications and oral testimonies have all strongly expressed our support of this long awaited community bypass and we have consistently stressed our desire and the necessity to retain our communities rural solitude, our remaining farms active and

Page 2 - continued

hopefully, as much of our surrounding ranch lands dedicated to grazing as is possible. Our Association has also brought to your attention the necessity for adequate buffer zones of up to 1,000' for our agricultural lands in Lalamilo to promote the safety of procedural applications to crops as well as, safe-guard against the invasion of outside contamination. We are pleased to hear in the November 14th presentation that these concerns are acknowledged and appear to be taken into consideration within your planning.

However, our requests to relocate the stretch of Project No. 19E-01-98, between the west boundary of DHHL and Mamalahoa Hwy, on the south side of the Waimea-South Kohala Airport and Project No. HWY-H-07-99 on the south side of the Puu Pa/Puu Huluhulu cinder cone complex, southwest of the Lalamilo Farm Lots, is in our opinion being deflected and now, ignored.

Your planners have gone to great length in their explanation of Grade Requirements and Costs of Construction as the primary steering forces of your departments decision process when determining and selecting the final corridor of this highway. They were even kind enough to submit Line-of-Sight Elevations in an effort to disarm our concerns of the noise, air and light pollution that will be immediately introduced to the community with this 50 MPH two-lane highway that has been acknowledged would someday, grow to four. I cannot stress enough how critical it is to also consider Long Range Responsible Planning for our community's best interest in addition to Grade Requirements and Costs. Routing both projects to the south, as requested, will most certainly not inflict excessive costs!

The short westerly section of Project No. 19E-01-98 along with its Lindsay Road connection is but a minimal re-alignment while the relocation of the co-terminus to Project No. HWY-H-07-99 being no more than one (1) to one and one-half (1½) mile farther south on Mamalahoa Hwy.

We find the Grade limitations excuse for not routing the corridor south of Puu Pa/Puu Huluhulu an unacceptable determination on your part. Deputy Director, this is definitely not a thread-the-needle project! The State of Hawaii and adjoining Parker Ranch lands

Page 3 - continued

are massive. With several thousands of acres available to accommodate these Projects safely, efficiently and cost effectively, we do not have the impression that your planner's scope of vision is seriously taking the points we have stressed above into consideration for all parties involved.

Our State Department of Transportation has funded and built many spectacular and in some cases, breathtaking highways throughout our island home. Some of these are feats of engineering, construction and financial marvels. We are not seeing any breathtaking marvels for the southerly alignment of the Waimea-Kawaihae Bypass highway. We want to save our community and all that she signifies in our rapidly evaporating rural island lifestyle. Please be bold and make the right decision on these two (2) projects. Our community is at stake.

Respectfully submitted,



Timothy R. McCullough
Lalamilo Farm Lot #25

cc: Roger Hirako & Earl Yamamoto, Co-Chairmen
Lalamilo Farm Lots Association

Royce Hirayama, President
Kamuela Vacuum Cooling Cooperative

Harry Kim
Mayor, County of Hawaii

Russell Kokubun
Hawaii State Senator, District 2

Lorraine Inouye
Hawaii State Senator, District 1

Cindy Evans
Hawaii State Representative, District 7

Dwight Takamine
Hawaii State Representative, District 1

Pete Hoffman
Chairman, Hawaii County Council

Stacy Higa
Councilman, District 4

Dominic Yagong
Councilman, District 1

Chris Kanazawa
President & CEO
Parker Ranch

Rodney Haraga
State of Hawaii
Director, Dept. of Transportation

Ronald Tsuzuki
State of Hawaii
Dept. of Transportation

Wayne Yoshioka, Manager
Transportation/Planning/Traffic Engineering
Parsons Brinkerhoff Quade & Douglas, Inc.

Jane Dewell
Belt Collins Hawaii, Ltd.

Millie Kim

Dean Okimoto, President
Hawaii Farm Bureau Federation

Lorrie Farrell
Hawaii Island Administrator
Hawaii Farm Bureau Federation

Chris Yuen
Director, Dept. of Planning
County of Hawaii

Bruce McClure
Director, Dept. of Public Works
County of Hawaii

Bob Hunter
Waimea Community
Development Plan Committee

Riley Smith
President
Waimea Community Assoc.

Mike Price
Chairman
South Kohala Traffic Safety
Council

> State of Hawaii Department of Transportation
> Highways Division, Planning Branch
> 869 Punchbowl Street, Room 301
> Honolulu, HI 96813

> RE: Kawaihae State Bypass Project HS17 and HS18 Comments

> Dear Mr. Tsuzuki;

> At the May 15, 2007 STIP Meeting in Waimea a crowd of 50 - 70 people
> were in the Waimea Civic Center or standing outside for lack of room.
> No one spoke against the Kawaihae State Bypass Project HS 17 and HS
> 18. Many spoke in support of the project and gave it a high priority
> rating in the discussion period.

> The present Kawaihae Road is the only link, besides Saddle Road,
> between East Hawaii and the Kohala Coast Resort employment area. The
> current road has no emergency ramps for run away trucks, winding sharp
> curves and other challenges due to the grade and design. Many of the
> employees comprising the daily regional commuter traffic are in the 16
> to 25 year old "high risk for accident driver group". These people
> drive 4 to 7 hour round trips to work and are exposed to risks of
> fatigue on this challenging road. This situation should qualify the
> project as a number 2. "First Priority" project under DOT Highway
> Division Project Selection Guideline.

> After so many years, many people in attendance were disappointed that
> the Design Phase is proposed for the 2009 Budget instead of 2008, and
> that the first phase will not start until the 2013 Budget. The
> project has had wide spread support and consensus in the community.
> Projects like the Waimea Bypass HS10 and the Waiaka Bridge HS19, that
> are opposed or contested by a significant portion of the community,
> are funded for 2008. The ongoing dispute over the alignment for the
> Waimea Bypass HS10 continues to delay progress. A recommendation
> heard at this STIP meeting and past STIP meetings to move funding and
> effort from these projects to the Kawaihae State Bypass HS17 should be
> realistically considered. The former head of DOT, Rodney Haraga,
> committed to expediting HS17 and shortening the interval before start
> of construction. Several members of the legislature from Maui as well
> as Hawaii support this project moving ahead.

> In summary, make HS17 and HS18 a "First Priority Safety Project",
> expedite start of construction and give due consideration to the wide
> spread support for this project in the Kohala Community and East
> Hawaii. I am encouraging as many people as possible to sign their
> name to this letter as supporting individuals, and add their
> neighbors, fellow workers and other supporters before mailing this
> letter as a petition to you. South Kohala Traffic Safety Committee
> needs to receive a copy of the petition mailed also to keep a count of
> supporting citizens. LET THE DOT KNOW THERE IS CONSENSUS AND SUPPORT
> FOR THE KAWAIHAE STATE BYPASS!

> We appreciate the opportunity to comment on this long awaited project
> and hope you will keep South Kohala Traffic Safety Committee informed
> as the project progresses. Hopefully the end result will be a well
> designed, safe roadway that serves present and future needs. Mahalo
> for your consideration of these comments.

> Sincerely,

> Mike Price-Chair South Kohala Traffic Safety Committee

> CC: State Senator Lorraine Inouye
> State Representative Cindy Evans
> Councilman Pete Hoffmann
> Brennon Morioka-DOT Highways Division

> Stanley Tamura-District Engineer DOT Highways Division

> I/We support expediting and funding the Kawaihae State Bypass HS17 and
> HS18 STIP Projects;

> -- Nick and Brigitte Rutgers 62-2173 Ouli street Kamuela, Hi
> 96743

8:BI

RECEIVED

December 30, 2006

JAN 08 2007

EKNA SERVICES, INC.

Nelson Sagum
Hawaii Department of Transportation

Re: The need to scale back Waimea bypass connectors to the Queen Ka'ahumanu Highway

Dear Mr. Sagum,

As a South Kohala homeowner in Puako, I appreciate your department's plans to address congestion in Waimea with a bypass road; however I have grave concerns about the most ambitious of the alignments under consideration: connecting the new road to the Queen K in the vicinity of Hapuna or Puako.

Such an alignment will add nothing to the alleviation of congestion; will be very costly; will unnecessarily traverse the open, archeologically rich countryside that blesses South Kohala; and will unnecessarily pour the urbanizing impacts of a major traffic connector into the Hapuna/Puako area. Routing the bypass exclusively back to the north to the current Kawaihae Road and/or Kawaihae is far more cost-effective and sensible.

Connecting south to Puako would entail a major DOT expenditure that does not address any presently pressing need. There are so many critical traffic needs on the Big Island—for example, the widening of the Queen K—on which money would be much better spent.

Thank you for considering these concerns.

Yours,

COPY

Baine Kerr
22 Puako Beach Drive
Kamuela 96743

Brian T. Ishii

From: Debbie Snyder [dsnyder@eknahawaii.com]
Sent: Monday, January 22, 2007 9:36 AM
To: Brian Ishii
Subject: FW: Waimea By-pass should enter highway at Hapuna Beach

Does this go to you? This was e-mailed to info@eknahawaii.com.

-----Original Message-----

From: Terra Sutton [mailto:terras@aloha.net]
Sent: Sunday, January 21, 2007 9:29 PM
To: 'Katie Minkus'; nelsonsagum@hawaii.gov; repevans@capitol.hawaii.gov; info@eknahawaii.com
Subject: RE: Waimea By-pass should enter highway at Hapuna Beach

Aloha,

As a resident of the Kohala Coast, I second the below emailed statement made by Katie Minkus.

1. Bypass road is critical and needed now.
2. Flow of traffic would be impinged greatly if bypass connects at Puako turn off, possibly creating a risky and congested intersection.
3. Bypass intersection would aid current highway turn off to Hapuna State Park.

Remember, our decisions will effect us, our ohana and every single future resident and visitor.

Let's remember to take appropriate consideration and action to make the best decision possible.

Care for our Ohana and the Aina.

Mahalo from the Big Island.

Aloha,
Terra Sutton
North Kohala
808-896-0074

-----Original Message-----

From: Katie Minkus [mailto:katie@katieminkus.com]
Sent: Saturday, January 20, 2007 12:31 PM
To: nelsonsagum@hawaii.gov; repevans@capitol.hawaii.gov; info@eknahawaii.com
Subject: Waimea By-pass should enter highway at Hapuna Beach

Aloha.

I am a VERY concerned Big Island resident and Puako Beach homeowner. I own property in Kohala Estates and a Real Estate brokerage firm in Kamuela. I believe in the absolute critical NECESSITY of the Waimea by-pass road being built ASAP. I drive on the affected roads in these areas just about every day of my life. I strongly recommend the by-pass road empty out onto Queen K at the Hapuna Beach intersection, NOT at Puako beach. I'm guessing, since you live on Oahu, that although you may have an idea as to the traffic issues occurring daily on our roads, you're not affected in your daily life by them. I am. My neighbors are. My 'ohana is. This is our island home!!

One of the worst problems we face is tourists who have no idea where they are going, stopping dead on the highway (I am NOT kidding), and driving excessively fast. It makes the most LOGICAL sense to have the by-pass occur at Hapuna Beach State Park where there are already many, many more people turning on and off the highway due to the immense popularity of Hapuna Beach State Park among tourists and visitors. We already need a stoplight there without the by-pass coming to the area - to have the intersection happen at

Hapuna Beach would be a huge benefit to the flow of traffic on the Queen K.

Should you have the by-pass come out at the Puako intersection, you will seriously CLOG up an area that right now flows smoothly, as the majority of people turning on and off the highway at that intersection are local area residents who are familiar with traffic flow, attentive to speed limits and don't get sidetracked from driving because a whale is breaching! Please, please, please listen to the local residents and trust what we say! These are our roads, our tax dollars and our lives at stake. Please build the by-pass road ASAP and have it connect with the Queen K highway at Hapuna Beach State Park, it makes the most sense, is the safest and best solution for everyone - locals and visitors alike.

Mahalo for your time and consideration.

With warm aloha,
Katie Minkus

--

Katie Minkus, MA,
R(S), ABR, TRC
Member of the Council of Residential Specialists Lava Rock Realty, LLC
65-1290 Kawaihae Road, Kamuela, HI 96743 808-887-2500
808-895-4327 (cell)
katie@katieminkus.com
www.LavaRockRealty.com
It Takes Courage to Live on a Rock!

Brian T. Ishii

From: Debbie Snyder [dsnyder@eknahawaii.com]
Sent: Monday, January 22, 2007 9:46 AM
To: Brian Ishii
Subject: FW: Waimea By-pass should enter highway at Hapuna Beach

-----Original Message-----

From: Katie Minkus [mailto:katie@katieminkus.com]
Sent: Saturday, January 20, 2007 12:31 PM
To: nelsonsagum@hawaii.gov; repevans@capitol.hawaii.gov;
info@eknahawaii.com
Subject: Waimea By-pass should enter highway at Hapuna Beach

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Mahalo for your time and consideration.

With warm aloha,
Katie Minkus

--

Katie Minkus, MA,
R(S), ABR, TRC
Member of the Council of Residential Specialists
Lava Rock Realty, LLC
65-1290 Kawaihae Road, Kamuela, HI 96743
808-887-2500
808-895-4327 (cell)

katie@katieminkus.com
Www.LavaRockRealty.com
It Takes Courage to Live on a Rock!

January 23, 07

RECEIVED
JAN 29 2007

Dear Mr. Ishii,

EKNA SERVICES, INC.

I am writing to express support for the bypass road between Waimea & the Queen Kaahumanu highway. Please use your influence to make this connection possible at the Hapuna intersection and not Puako. Hapuna has a better set-up for traffic & Puako is a very fragile environment. Please help us protect Puako by avoiding the addition of vehicles at the mouth of our access road.

Sincerely,

Sonja Rudie

owner

Puako Condo #303