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COUNTY OF MAUI
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ENGINEERING DIVISION
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May 10, 2001

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Ms. Genevive Salmonson
Director
State of Hawaii
Department of Health
Office of Environmental Quality Control
235 South Beretania Street, Suite 702
Honolulu, HI 96813

SUBJECT: KANALOA AVENUE IMPROVEMENTS, MIKOHU LOOP TO KAHULUI
BEACH ROAD
FEDERAL AID PROJECT STP-0900(56)
FINDING OF NO SIGNIFICANT IMPACT (FONSI)
FINAL ENVIRONMENTAL ASSESSMENT

Dear Ms. Salmonson:

The Maui County Department of Public Works and Waste Management has reviewed the comments received during the 30-day public comment period for the Kanaloa Avenue Improvements. The Department has determined that this project will not have significant environmental effects and has issued a FONSI. Please publish this notice in the next OEQC Environmental Notice.

A completed OEQC publication form will be delivered by email. We enclose 4 copies of the Final EA. Please call myself or Rory Frampton of Chris Hart & Partners at 808-242-1955 if you have any questions.

Sincerely,

David Goode
Director of Public Works and Waste Management

(ED01-538)

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Final Environmental Assessment
(Chapter 343 HRS)

Kanaloa Avenue Improvements

KAHULUI • MAUI • HAWAII

FEDERAL AID PROJECT STP-0900(56)

County of Maui
Department of Public Works and Waste
Management

May 2001

**Final Environmental Assessment
(Chapter 343 HRS)**

Kanaloa Avenue Improvements

KAHULUI • MAUI • HAWAII

FEDERAL AID PROJECT STP-0900(56)

**County of Maui
Department of Public Works and Waste
Management**

May 2001

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I. PROJECT DESCRIPTION

A: PROPOSING AND ACCEPTING AGENCIES

Maui County's Department of Public Works and Waste Management is the proposing and accepting authority for this project. Contact information is listed below.

Applicant

County of Maui
Department of Public Works
Highways Division
200 South High Street
Wailuku, Hawaii 96793

Mr. Lloyd Lee, Engineering Division Chief
(808) 270-7745

Planning Consultant

Chris Hart & Partners, Inc.
1955 Main Street, Suite 200
Wailuku, Hawaii 96793

Mr. Rory Frampton, Senior Planner
(808) 242-1955

B: PROJECT LOCATION, DESCRIPTION, AND NEED

Kanaloa Avenue extends between Ka`ahumanu Avenue and Kahului Beach Road, two roadways which connect the towns of Kahului and Wailuku. Opposite of Kanaloa Avenue at its intersection with Ka`ahumanu Avenue is Mahalani Street, a roadway which provides access to Maui's primary hospital, a Kaiser medical clinic, a center for non profit agencies and the County's Police Headquarters.

The plan to widen the north end of Kanaloa Avenue was a listed priority of the 1991 Long-Range Highway Plan for Maui: Wailuku-Kahului Plan. The 1997 Long-Range Highway Plan for Maui listed Ka`ahumanu Avenue in the vicinity of Kanaloa Avenue as one of the busiest roadways on Maui.

Kanaloa Avenue's importance to the region has become increasingly valuable roadway due to recent and planned improvements in the Wailuku-Kahului region. The recently completed Keopuolani Park is now the region's central Park. The park contains two entrances to Kanaloa Avenue on its west border. In addition, the War Memorial Sporting Complex's utilizes Kanaloa Avenue as its only access. The increased appeal of the venue (for events such as the Hula Bowl) has increased the use of the roadway.

The planned extension of Mahalani Street to Waiale Road and the extension of Maui Lani Parkway to Kuheilani Highway will add new inter-regional routes between Kahului, Wailuku, Kihei, and West Maui. Kanaloa Avenue's connection to Mahalani Street will extend this regional corridor to the coastal sections of Wailuku.

The majority of Kanaloa Avenue is a four-lane travelway, however the northern 1600 feet of the roadway (between (north) Mikohu Loop and Kahului Beach Road) is a two-lane roadway without curb, gutter, or sidewalks.

The Department of Public Works and Waste Management is proposing the following improvements to the 2-lane section:

- Resurface the existing roadway and create two 10-foot wide travel lanes separated by a 5-foot wide striped median
- Create 6-foot wide bike lanes on each side of the roadway
- Install concrete curbs, gutters and sidewalks on each side of the roadway
- Install 4 speed tables
- Provide 19 on-street parking stalls
- Install new drainage facilities along the corridor
- Improve the geometry of intersections along Kanaloa Avenue

Currently, there are limited drainage facilities within the project site. Runoff sheet flows and is collected by grassed and sandy shoulders along Kanaloa Avenue. There are 18' reinforced concrete pipe culvert crossings at the Lihi Street and North Wakea Avenue intersections with Kanaloa Avenue. Runoff then flows into the landward corner lots at the Kanaloa Avenue / Kahului Beach Road intersection.

With the proposed improvements, runoff from offsite and onsite areas will be intercepted by inlet structures and curb inlet catch basins, and drainlines will convey stormwater to the mauka corner lots at the Kanaloa Avenue/ Kahului Beach Road intersection. These low-lying areas will serve as detention and desilting basins.

Details on the project location, project improvements, and intersection details are illustrated in figures 1-4.

Construction of the improvements is planned in stages so that one lane of traffic will be in operation at all times. Flagging crews will direct traffic flow during one-lane operation. Construction will be only during standard work hours. Pedestrian traffic will be limited to one shoulder of the roadway during some construction operations.

A likely staging area for construction equipment will be the parking lot of the County War Memorial Sporting Complex. The construction contractor will be responsible for storage and safekeeping of materials.

C: ALTERNATIVES

With public input from four community meetings, several design alternatives were developed and evaluated by the Engineering Division of the Public Works Department. The following alternatives were considered.

No Action. The no-action alternative would leave the last 1600 feet of Kanaloa Avenue as is presently exists. This alternative would have no construction-related impacts. This alternative however would not have the following benefits:

- Improved transportation facilities
- Paved bike lanes
- Off-street sidewalks for pedestrian safety
- Improved drainage system

Center Turning Lane. The modified build alternative considered adding a central turn lane between the two 2-lane travelways. While the middle turning lane would provide a sheltered area for left-hand turns, the local community was not in favor of the feature.

Striped-Shoulders/Parking. Initial improvement plans did not allow for parking within the roadway shoulders, however favorable community input for on-street parking was considered by project engineers. Current plans include 19 stalls with sight distances adequate for safe parking.

Standard Crosswalks. Original improvement designs included striped crosswalks at major intersections. Due to safety concerns, and a strong community objection to speeding along the roadway, 20mph speed tables were recommended over the standard crosswalks. Speed tables have been effective in reducing speeding in Pukalani and Waiehu.

D: PROJECT SCHEDULE AND COST

Initiation of construction is anticipated in late 2001 or early 2002. The project will be completed within approximately four months.

Total estimated construction costs are \$2.2 Million. Funding for the project will be provided through the Maui County Department of Public Works and the Federal Highway Administration (FHWA). FHWA will provide approximately 80% of the required funds. The Federal Aid number for the project is STP-0900(56).

E: REQUIRED PERMITS

County

- Special Management Area Permit
- Grading Permits
- Permit to Perform Work within the County Right-Of-Way
- Flood Hazard Area Development Permits
- Driveway Permits

II. AFFECTED ENVIRONMENT, ENVIRONMENTAL CONSEQUENCES, AND MITIGATION MEASURES

A: PHYSICAL ENVIRONMENT

1. Land Use

Established land uses adjacent to subject right-of-way include single-family housing and churches. Undeveloped lands owned by the County of Maui and Alexander & Baldwin border the project corridor where it meets with Kahului Beach Road.

Located west and north of the project are additional residential neighborhoods, light industrial establishments and Iao Stream. To the northeast the Pacific Ocean and Kahului Harbor are located opposite Kahului Beach Road. The recently developed Keopuolani Park is located to the east of the Project. The existing 4-lane section of Kanaloa Avenue south of the project location intersects with Ka'ahumanu Avenue, and is bordered by the War Memorial Sports Complex to the west, and the YMCA facility and Keopuolani Park on the east.

Widening of Kanaloa Avenue will take place within the existing right-of-way, which is currently used for residential driveway access and contains the existing drainage infrastructure. New driveways will be provided into adjacent residences and grades will be adjusted by the applicant to match the elevation of the new roadway. Since no significant change in use is anticipated over the long term, no substantial impacts are anticipated to surrounding land uses.

During the construction phase, there is a potential for short-term impacts to existing residences. The DPWWM will hold informational meeting(s) in order to inform residents of the project scope and schedule (see letter to residents in Appendix C). DPWWM also will require the contractor to establish and maintain communication with the residents in order to keep them informed of the project schedule. Impacts to residents will be minimized by limiting construction to daylight hours and maintaining access to the properties to the greatest extent possible.

2. Topography / Landforms

Kanaloa Avenue slopes down from Mikohu Loop to Kahului Beach Road at an average slope of 3 percent. Elevations range from 52 to 12 feet M.S.L. It is anticipated that grade and fill requirements due to the roadway widening along Kanaloa Avenue will be minimal. Low-scale grade adjustment walls may be utilized along the right-of-way in sections with modest grade changes.

According to the "Soil Surveys of the Islands of Kauai, Oahu, Maui, Molokai and Lanai, State of Hawaii (August 1972)", prepared by the United States Department of Agriculture, Soil Conservation Service, the soil within the project site is classified as Pu'uone Sand (PZUE). It is characterized as having rapid permeability, Slow runoff and moderate to severe hazard to wind erosion.

Improvements to Kanaloa Avenue will generally follow the existing grade. Since none of the improvements will require substantial changes in topography, or utilize unstable soils, no substantial impacts to topography or landforms are anticipated as a result of Project.

3. Air Quality

The air quality in the Wailuku-Kahului region is considered good as point sources (e.g., Maui Electric Power Plant, HC&S Mill) and non-point sources (e.g., automobile emissions) of emission do not generate high concentrations of pollutants. The relatively high quality of air can also be attributed to the region's constant exposure to winds that quickly disperse concentrations of emissions.

Construction related mitigation measures including Best Management Practices (BMPs) will be detailed in an erosion control plan drafted by the project engineers and reviewed by the Department's Land Use and Codes Administration.

Mitigation measures will include frequent watering of the project site to control fugitive dust, and dust fences if appropriate. The project will resurface the existing pavement structure, which lessens the disturbed area. No substantial impacts to air quality are anticipated.

4. Noise Characteristics

Dominant noise sources in the area include traffic, wind, and occasional aircraft flybys. A sound measurement taken in July of 1998 indicate that current sound

levels are approaching 65 decibels for the AM and PM peak traffic periods. (See Appendix B, Environmental Noise Assessment Study.)

Projections made by an acoustical engineer indicate that future AM/PM noise levels without the project will increase 1.1 decibels due to larger traffic volumes. Future AM/PM traffic noise level increases with the project are anticipated to be 1.4 decibels. Thus, the total noise level increase due to the project is anticipated to be 0.3 decibels.

The State Department of Transportation's Noise Analysis and Abatement Policy requires the applicant to consider noise abatement measures when traffic noise levels increase to within one decibel of the design goals set forth by the Federal Highways Administration (FHWA). Since the anticipated noise levels (66.3 decibels) are within 1 decibel of the FHWA design goal for residential areas (67 decibels), consideration was given to the relative effectiveness of noise abatement measures.

In considering potential noise abatement measures, it is noted that a noise level increase of less than 3 decibels is usually below the threshold of perceptible change for humans and, therefore, not considered significant. Since the increase in projected future noise levels due to the project is only 0.3 decibels, and since the anticipated noise levels do not exceed the design goal for residential areas, long-term impacts are not anticipated, and, therefore, such measures would not be warranted. However, the applicant is considering lowering the speed limit from 30 to 25mph along the residential section of the improvement corridor. The reduction will lessen traffic noises and improve safety within the residential area.

Short-term construction related noise impacts would be associated with roadway excavation and embankment, drainline trenching and backfilling, concrete work, utility pole relocation and roadway paving. These construction related impacts can and will be mitigated by adherence to rules set forth by the State Department of Health (DOH) on noise control. In addition to limiting work to daytime hours, such measures would require:

- ◆ Mufflers on on-site vehicles or devices whose operations involve the exhausting of gas or air, excluding pile hammers and pneumatic hand tools weighing less than 15 pounds.
- ◆ Construction vehicles using trafficways must satisfy the DOH's vehicular noise level requirements

- ◆ Permits from the DOH where construction noise exceeds the DOH's "maximum permissible" property line noises. These permits will also limit the hours and days in which construction noises may occur.

Since temporary construction related noises can be mitigated, and no substantial long-term increases are anticipated, no substantial adverse impacts due to noise are anticipated due to the project.

5. Biological Resources

No rare, threatened, or endangered species, or their habitat are known to exist in the project area. No substantial impacts to unique or special biological resources are anticipated.

Vegetation planted within the public right-of-way includes some trees near the Rose of Sharon Church and some Palm trees planted in front of individual residences. In previous consultations with select adjacent landowners, the County requested that interested parties remove the vegetation within the right-of-way and replant it on private property.

6. Shoreline Processes

The proposed project area is located inland and will have no foreseeable impact to shoreline processes. No improvements are planned seaward of the existing edge of pavement along Kahului Beach Road.

7. Flood and Tsunami Hazard

According to the Federal Emergency Management Agency's Flood Insurance Rate Map (FIRM) dated March 16, 1995, a portion of Kanaloa Avenue (area within 300 feet of Kahului Beach Road) is in zone V23, and area of the 100-year coastal flood with velocity, and zone A4, and are of the 100 year flood. The remainder of Kanaloa Avenue is situated in zone C, which represents areas of minimal flooding and no tsunami hazard.

Although portions of the additional improvements are located within the flood and tsunami zones, roadway improvements are unlikely to be damaged or cause further hazard by such natural disasters. Drainage improvements for the project are adequately sized to handle the projected 4% increase in runoff due to the widening, and should not create any additional adverse effects to adjacent or downstream properties.

Kahului Beach Road and the lower section of Kanaloa Avenue could be impaired during a coastal flood or tsunami. According to the Federal Emergency Management Agency's Flood Insurance Rate Maps, a base flood elevation of 17 feet is given for the roadways' intersection (at approximately 12 feet above msl). Flood or storm waters, however, are predicted to quickly disperse to the sump areas on either side of Kanaloa Avenue, which drain into the ocean via culverts under Kahului Beach Road.

No substantial impacts to flood / tsunami hazards are anticipated due to the Project.

8. Archaeological and Cultural Resources

The Project site has been substantially disturbed during previous activity related to road construction and installation of underground utility/drainage infrastructure. There are no indications of historic or cultural remains on the surface of the existing right-of-way. The lower (eastern) portion of the right-of-way appears to traverse an area that at one time may have consisted of low-lying coastal dunes. As such there is a potential for encountering historic remains in areas which have been unaltered by previous construction activity.

The State Historic Preservation Division (SHPD) of the Department of Land and Natural Resources has concurred that sub-surface burials or cultural materials may be encountered during construction. To address these concerns, an archaeological inventory survey will be conducted for the project area with sub-surface testing to occur during the trenching phases of the construction work. A construction-monitoring plan will be submitted to SHPD for review and approval prior to initiation of construction. In addition, the Office of Hawaiian Affairs will be consulted prior to execution of the survey. Should any sub-surface archaeological or cultural materials be found during the survey, SHPD will be notified and appropriate actions will be determined.

9. Visual Resources

Scenic resources to the west of the project area include Iao Valley and the West Maui Mountains. Looking southeast, Haleakala is clearly visible. To the East, lies Kahului Harbor and the Pacific Ocean.

Roadway improvements are not anticipated to have any substantial impact on mauka or makai viewplanes. The improvements will not block ocean views or scenic mauka ridgelines.

10. Hazardous Waste

No hazardous wastes have been identified within the project corridor and no impacts due to hazardous wastes are anticipated.

B: SOCIAL AND ECONOMIC ENVIRONMENT

1. Population and Economy

No substantial impacts to population and economy are anticipated as a result of the additional actions.

Positive short-term impacts to the economy will be realized through the increase in construction activity.

By situating the additional improvements along the existing transportation corridors, the project minimizes secondary effects on growth. By expanding existing infrastructure rather than creating new infrastructure in undeveloped areas, population growth and other development can be better managed with such tools such as land-use zoning and community planning.

C: PUBLIC SERVICES

Opposite of Kanaloa Avenue at its intersection with Ka'ahumanu Avenue is Mahalani Street, a roadway which leads the regions civic center, including two emergency health care facilities and the Police Headquarters. Roadway improvements are not anticipated to impact public services, however will increase the operability of the roadway between the civic center and the coastal Wailuku communities.

Proposed speed tables along the corridor will slow the progress of your 20-ton fire apparatuses according to the County Fire Department. The Fire Department, however, does not use Kanaloa Avenue as a major route for emergency response. The American Medical Response West Company, which provides ambulance service in the area, commented that the proposed speed-tables will not significantly impact ambulance responses to emergencies.

D: LOCAL INFRASTRUCTURE

1. Water

To protect water resources, erosion controls will be implemented during construction. This will include sprinkling of graded areas and prompt re-vegetation of disturbed soils. Water for the dust control will utilize non-potable sources. Project landscaping is limited and will use non-potable water during its establishment phase. Permanent landscape irrigation is not included in the project. The project will also minimize the affected area by re-surfacing the existing pavement structure rather than removing and re-grading the existing roadway.

Water infrastructure in the project area includes service laterals running along Kanaloa Avenue. Coordination with the Department of Water Supply will help mitigate any potential impacts to delivery infrastructure.

No substantial changes in water demand are anticipated as a result of the Project.

2. Drainage

Currently, there are limited drainage facilities within the project site. Runoff sheet flows and is collected by grassed and sandy shoulders along Kanaloa Avenue. There are 18' reinforced concrete pipe culvert crossings at the Lihi Street and North Wakea Avenue intersections with Kanaloa Avenue. Runoff then flows into the landward corner lots at the Kanaloa Avenue / Kahului Beach Road intersection. Stormwater ponds within the low area and eventually flows through culverts under Kahului Beach Road and into the ocean or percolates into the ground. The existing peak rate of runoff from the road right-of-way is about 8.4 cfs, although, at peak conditions, about 91 cfs of additional off-site runoff flows into the right-of-way.

With the proposed improvements, runoff from offsite and onsite areas will be intercepted by inlet structures and curb inlet catch basins, and drainlines will convey stormwater to the mauka corner lots at the Kanaloa Avenue/ Kahului Beach Road intersection. These low-lying areas will serve as detention and desilting basins, per the existing condition and can adequately accommodate the increase in runoff due to the roadway widening.

On-site runoff is anticipated to increase from 8.4 to 12.7 cfs due to the improvements. Total runoff (including the 91 cfs of off-site runoff) will increase a

relatively small (4%) amount and should not create any additional adverse effects to adjacent or downstream properties.

A preliminary engineering report for the Project is included in Appendix A.

3. Wastewater

No wastewater generating improvements are part of the Project. No substantial impacts related to the wastewater disposal or transmission systems are anticipated as part of the Project.

4. Electrical and Telephone Systems

No changes in electrical or telephone service are anticipated as part of the Project. As currently planned, the project does not call for the relocation of telephone or electrical utility poles.

5. Transportation

Kanaloa Avenue's importance to the region has become increasingly valuable roadway due to recent and planned improvements in the Wailuku-Kahului region. The recently completed Keopuolani Park is now the region's central Park. The park contains two entrances to Kanaloa Avenue on its west border. In addition, the War Memorial Sporting Complex's utilizes Kanaloa Avenue as its only access. The increased appeal of the venue (for events such as the Hula Bowl) has increased the use of the roadway.

The planned extension of Mahalani Street to Waiale Road and the extension of Maui Lani Parkway to Kuheilani Highway will add new inter-regional routes between Kahului, Wailuku, Kihei, and West Maui. Kanaloa Avenue's connection to Mahalani Street will extend this regional corridor to the coastal sections of Wailuku.

The plan to widen the north end of Kanaloa Avenue was a listed priority of the 1991 Long-Range Highway Plan for Maui: Wailuku-Kahului Plan. The 1997 Long-Range Highway Plan for Maui listed Ka'ahumanu Avenue in the vicinity of Kanaloa Avenue as one of the busiest roadways on Maui.

The proposed improvements to Kanaloa Avenue are anticipated to have a positive effect on local and regional transportation, including providing for improved alternative transportation routes (i.e., bike lanes and sidewalks).

Construction of the improvements is planned in stages so that one lane of traffic will be in operation at all times. Flagging crews will direct traffic flow during one-lane operation. Construction will be only during standard work hours. Pedestrian traffic will be limited to one shoulder of the roadway during some construction operations.

III. RELATIONSHIP TO POLICIES AND REGULATION

A: GENERAL PLAN OF THE COUNTY OF MAUI

The Maui County General Plan (1990 Update) sets forth broad objectives and policies to help guide the long-range development of the County. As stated in the Maui County Charter, "The purpose of the General Plan is to recognize and state the major problems and opportunities concerning the needs and the development of the County and the social, economic and environmental effects of such development and set forth the desired sequence, patterns and characteristics of future development."

The proposed additional actions of the Project are in keeping with the following General Plan Objectives and Policies:

Objective:

To support an advanced and environmentally sensitive transportation system which will enable people and goods to move safely, efficiently and economically.

Policy:

Support the development of a county-wide network of bikeways and pedestrian paths.

Objective:

To develop a program for anticipating and enlarging the local street and highway systems in a timely response to planned growth.

Policies:

Ensure that transportation facilities are anticipated and programmed for construction in order to support planned growth.

B: WAILUKU-KAHULUI COMMUNITY PLAN

The proposed project is located within the Kahului-Wailuku Community Plan, one of the nine Community Plan regions established in the County of Maui. Planning for each region is guided by the respective Community Plans, which are designed to

implement the Maui County General Plan. Each Community Plan contains recommendations and standards that guide the sequencing, patterns and characteristics of future development in the region.

The proposed project is in keeping with the following Kahului-Wailuku Community Plan's goals, objectives, and policies:

Transportation Recommendations:

Provide bikeway and walkway systems in the Wailuku-Kahului area which offer safe and pleasant means of access...

Accommodate bicycle and pedestrian ways within planned roadway improvements (1994 Draft Plan)

Urban Design Objectives and Policies:

Improve pedestrian and bicycle access within the region (1994 Draft Plan).

C: SPECIAL MANAGEMENT AREA OBJECTIVES AND POLICIES

1. Recreational Resources

Objectives:

Provide coastal recreational resources accessible to the public.

Policies:

- a. *Improve coordination and funding of coastal recreation planning and management; and*
- b. *Provide adequate, accessible and diverse recreational opportunities in the coastal zone management area by:*
 1. *Protecting coastal resources uniquely suited for recreation activities that cannot be provided in other areas;*
 2. *Requiring replacement of coastal resources having significant recreational value, including, but not limited to, surfing sites and sandy beaches, when such resources will be unavoidably damaged by development; or requiring reasonable monetary compensation to the State for recreation when replacement is not feasible or desirable;*
 3. *Providing and managing adequate public access, consistent with conservation of natural resources, to and along shorelines with recreational value;*
 4. *Providing an adequate supply of shoreline parks and other recreational facilities suitable for public recreation;*
 5. *Encouraging expanding public recreational use of county, state and federally owned or controlled shoreline lands and waters having recreational value;*

6. *Adopting water quality standards and regulating point and non-point sources of pollution to protect and, where feasible, restore the recreational value of coastal waters; and*
7. *Encouraging reasonable dedication of shoreline areas with recreational value for public use as part of discretionary approvals or permits, and crediting such dedication against the requirements of Section 46-6 of the Hawaii Revised Statutes.*

Response:

All proposed improvements are inland from the beach and coastline, and therefore will not directly affect coastal recreational resources. Indirect effects due to drainage runoff will be mitigated by directing runoff into existing depressions which will act as settling basins.

2. Historical/Cultural Resources

Objectives:

Protect, preserve and where desirable, restore those natural and man-made historic and prehistoric resources in the coastal zone management areas that are significant in Hawaiian and American history and culture.

Policies:

- a. *Identify and analyze significant archaeological resources;*
- b. *Maximize information retention through preservation of remains and artifacts or salvage operation; and*
- c. *Support state goals for protection, restoration, interpretation and display of historic resources.*

Response:

The Project site has been substantially disturbed during previous activity related to road construction and installation of underground utility/drainage infrastructure. There are no indications of historic or cultural remains on the surface of the existing right-of-way. The lower (eastern) portion of the right-of-way appears to traverse an area that at one time may have consisted of low-lying coastal dunes. As such there is a potential for encountering historic remains in areas which have been unaltered by previous construction activity.

The State Historic Preservation Division (SHPD) of the Department of Land of Natural Resources has concurred that sub-surface burials or cultural materials may be encountered during construction. To address these concerns, an archaeological inventory survey will be conducted for the project area with sub-surface testing to occur during the trenching phases of the construction work. A construction-monitoring plan will be submitted to SHPD for review and approval prior to initiation of construction. In addition, the Office of Hawaiian Affairs will be consulted prior to execution of the survey. Should any sub-surface archaeological or cultural materials

be found during the survey, SHPD will be notified and appropriate actions will be determined.

3. Scenic and Open Space Resources

Objectives:

Protect, preserve and, where desirable restore or improve the quality of the coastal scenic and open space resources.

Policies:

- a. *Identify valued scenic resources in the coastal zone management area;*
- b. *Insure that new developments are compatible with their visual environment by designing and locating such developments to minimize the alteration of the natural land forms and existing public views to and along the shoreline;*
- c. *Preserve, maintain and, where desirable, improve and restore shoreline open space and scenic resources; and*
- d. *Encourage those developments which are not coastal dependent to locate in inland areas.*

Response:

The proposed improvements will be at grade or below the ground surface and, as such, there will be no impacts to coastal views in the project area.

4. Coastal Ecosystems

Objectives

Protect valuable coastal ecosystems from disruption and minimize adverse impacts on all coastal ecosystems.

Policies:

- a. *improve the technical basis for mature resource management;*
- b. *Preserve valuable coastal ecosystems of significant biological or economic importance;*
- c. *Minimize disruption and degradation of coastal water ecosystems by effective regulation of stream diversions, channelization and similar land and water uses, recognizing competing water needs; and*
- d. *Promote water quantity and quality planning and management practices which reflect the tolerance of fresh water and marine ecosystems and prohibit land water uses which violate state water quality standards.*

Response:

As noted above, the project site is in close proximity to the Pacific Ocean. In order to minimize potential impacts to coastal ecosystems during construction activities, Best Management Practices related to control of soil erosion will be implemented during construction. These measures will include frequent watering, silt fences, and grassing recently graded areas as soon as possible.

The proposed drainage structures within the roadway will not cause a substantial change of runoff volume or quality from pre-construction conditions. Runoff will be directed to existing depressions that will serve as settling basins. Therefore, no substantial impacts to coastal ecosystems are anticipated due to the Project.

5. Economic Uses

Objectives:

Provide public or private facilities and improvements important to the State's economy in suitable locations.

Policies:

- a. *Concentration in appropriate areas the location of coastal dependent development necessary to the state's economy;*
- b. *Insure that coastal dependent development such as harbors and ports, visitor facilities, and energy-generation facilities are located, designed, and constructed to minimize adverse social, visual and environmental impacts in the coastal zone management area; and*
- c. *Direct the location and expansion of coastal dependent developments to areas presently designated and used for such developments and permit reasonable long-term growth at such areas, and permit coastal dependent development outside of presently designated areas when:*
 1. *Utilization of presently designated locations is not feasible,*
 2. *Adverse environmental effects are minimized, and*
 3. *The development is important to the State's economy.*

Response:

Project improvements will be located within the existing right-of-way along Kanaloa Avenue. The improvements will not encumber coastal lands since the project area is separated from the coastline by Kahului Beach Road.

6. Coastal Hazards

Objectives:

Reduce hazard to life and property from tsunami, storm waves, stream flooding, erosion and subsidence.

Policies:

- a. *Develop and communicate adequate information on storm wave, tsunami, flood, erosion and subsidence hazard;*
- b. *Control development in areas subject to storm wave, tsunami, flood, erosion and subsidence hazard;*
- c. *Ensure that development comply with requirements of the Federal Flood Insurance Program; and*
- d. *Prevent coastal flooding from inland projects*

Response:

Although portions of the improvements are located within the flood and tsunami zones, roadway improvements are unlikely to be damaged or cause further hazard by such natural disasters.

All development within the V and A zones will be in accordance with Chapter 19.62 of the Maui County Code and applicable Flood Area regulations.

No substantial impacts to flood or tsunami hazards are anticipated as part of the Project or additional actions. The improved roadway conditions due to the improvements should help aid the evacuation of lowland areas in an emergency.

7. Managing Development

Objectives:

Improve the development review process, communication, and public participation in the management of coastal resources and hazard.

Policies:

- a. *Effectively utilize and implement existing law to the maximum extent possible in managing present and future coastal zone development;*
- b. *Facilitate timely processing of the application for development permits and resolve overlapping of conflicting permit requirements; and*
- c. *Communicate the potential short and long-term impacts of proposed significant coastal developments early in their lifecycle and in terms understandable to the general public to facilitate public participation in the planning and review process.*

Response:

DPWWM has had several project information meetings with residents who will be directly affected by the project. Concerns raised during the meetings have been incorporated into the current design of the improvements. In addition, the County Parks Department, the County Planning Department, and the State Historic Preservation Division of the Department of Land and Natural Resources were consulted prior to the Draft EA. Opportunity for further public review of the proposed actions will be provided during the County's (SMA) public hearing process.

8. Public Participation

Objectives:

Stimulate public awareness, education and participation in coastal management.

Policies:

- a. *Maintain a public advisory body to identify coastal management problems and to provide policy advice and assistance to the coastal zone management program;*

- b. *Disseminate information on coastal management issues by means of educational materials, published reports, staff contact and public workshops for persons and organizations concerned with coastal related issues, development, and government activities; and*
- c. *Organize workshops, policy dialogues, and site specific mediations to respond to coastal issues and conflict.*

Response:

DPWWM has had several project information meetings with residents who will be directly affected by the project. Concerns raised during the meetings have been incorporated into the current design of the improvements. In addition, the County Parks Department, the County Planning Department, and the State Historic Preservation Division of the Department of Land and Natural Resources were consulted prior to the Draft EA. Opportunity for further public review of the proposed actions will be provided during the County's (SMA) public hearing process.

9. Beach Protection

Objectives:

Protect beaches for public use and recreation.

Policies:

- a. *Locate new structures inland from the shoreline setback to conserve open space and to minimize loss of improvements due to erosion;*
- b. *Prohibit construction of private erosion-protection structures seaward of the shoreline, except when they result in improved aesthetic and engineering solutions of erosion at the sites and do not interfere with existing recreational and waterline activities; and*
- c. *Minimize the construction of public erosion-protection structures seaward of the shoreline*

Response:

All proposed improvements are inland from the beach and coastline, and therefore will not directly affect public beach or ocean resources.

10. Marine Resources

Objectives:

Implement the State's ocean resource management plan.

Policies:

- a. *Exercise an overall conservation ethic, and practice stewardship in the protection, use, and development of marine and coastal resources;*
- b. *Assure that the use and development of marine and coastal resources are ecologically and environmentally sound and economically beneficial;*

- c. *Coordinate the management of marine and coastal resources and activities management to improve effectiveness and efficiency;*
- d. *Assert and articulate the interest of the state as a partner with federal agencies in the sound management of the ocean resources within the United States exclusive economic zone;*
- e. *Promote research, study, and understanding of ocean processes, marine life, and other ocean resources in order to acquire and inventory information necessary to understand how ocean development activities relate to and impact upon the ocean and coastal resources; and*
- f. *Encourage research and development of new, innovative technologies for exploring, using, or protecting marine and coastal resources.*

Response:

All proposed improvements are inland from the beach and coastline, and therefore will not directly affect public beach or ocean resources. As identified in this report, short and long term mitigation measures will be employed in order to minimize potential adverse impacts to marine resources.

IV. COORDINATION AND COMMENTS

Pre-consultations by phone, meeting, and letter were conducted with the following agencies. Relevant documentation is included in Appendix C.

Federal Agencies

- Federal Highways Administration

State Agencies

- DLNR - Historic Preservation Division

County Agencies

- Department of Public Works and Waste Management
- Department of Water Supply
- Department of Parks and Recreation

The following agencies provided comments during the Draft EA review period. Their letters and comments are included in Appendix D.

State Agencies

- Department of Business, Economic Development and Tourism, Land Use Commission
- Office of Hawaiian Affairs
- Department of Accounting and General Services
- Office of Environmental Quality Control
- Department of Land and Natural Resources, Land Management and Historic Preservation Divisions
- State Department of Transportation, Maui and Oahu offices
- Department of Hawaiian Home Lands
- Department of Health, Maui and Oahu offices

County Agencies

- Department of Housing and Human Concerns
- Department of Water Supply
- Police Department
- Fire Department

Private

- American Medical Response West
- Arc of Maui

V. DETERMINATIONS

A: HAWAII REVISED STATUTES - CHAPTER 343

A Finding of No Significant Impact (FONSI) is warranted for the project based on analysis provided within this document, consideration of comments received during the Draft EA review process, and analysis of the following criteria set forth in Section 11-200-12 of the Department of Health's Environmental Impact Statement Rules.

- 1) *Involve an irrevocable commitment to loss or destruction of any natural or cultural resource;*

The proposed project will not impact scenic views of the ocean or any ridgelines in the area. No substantial changes in topography are required.

As previously noted, no substantial impacts are anticipated due to the improvements. Should any archaeologically important artifacts, bones or other indicators of on-site activity be uncovered during the archaeological inventory survey, their treatment will be conducted in strict compliance with the requirements of the Department of Land and Natural Resources.

- 2) *Curtail the range of beneficial uses of the environment;*

No substantial impacts to land use or public facilities are anticipated due to the improvements.

The improvements include a bike lane that will increase the recreational amenities in the corridor.

- 3) *Conflict with the State's long term goals or guidelines as expressed in Chapter 344, HRS, and any revision thereof and amendments thereto, court decisions, or executive orders;*

The proposed development is consistent with the Environmental Policies established in Chapter 344, HRS.

- 4) *Substantially affect the economic or social welfare of the community or state;*

By providing improved transportation and recreational resources within the region, the improvements along Kanaloa Avenue will improve the social and economic welfare of the Wailuku-Kahului Communities.

The additional improvements are likely to cause a slight positive impact on the local economy via construction-related jobs and the purchase of materials.

5) *Substantially affect public health;*

Short-term construction related impacts including air and noise will be mitigated. Adherence to rules and regulations set forth by the County of Maui and the State Department of Health will reduce temporary construction impacts. Such mitigation measures and best management practices are detailed in the Hawaii Administrative Rules (HAR), Chapter 11-46, Community Noise Control and the Maui County Grading Ordinance.

6) *Involve substantial secondary effects, such as population changes or effects on public facilities;*

By situating the additional improvements along the existing transportation corridors, the project minimizes secondary effects on growth. By expanding existing infrastructure rather than creating new infrastructure in undeveloped areas, population growth and other development can be better managed with tools such as land-use zoning and community planning.

7) *Involves a substantial degradation of environmental quality;*

As documented, no substantial impacts to environmental quality, including water, air, and noise are anticipated as a result of the improvements.

8) *Is individually limited but cumulatively has considerable effect on the environment, or involves a commitment to larger actions;*

The proposed Highway widening with additional actions is anticipated to have no substantial impacts to the environment. In addition, the planning of these infrastructure improvements was done in a manner to minimize secondary (or cumulative) effects of population growth and land development, and to maximize the long-range transportation planning.

By expanding the existing transportation infrastructure rather than creating new infrastructure in undeveloped areas, population growth and infrastructure development can be better managed with tools such as land-use zoning and community planning.

9) *Substantially affects a rare, threatened or endangered species or its habitat.*

No rare, threatened, or endangered species are known to occupy the project boundaries.

10) *Detrimentially affects air or water quality or ambient noise levels;*

As documented, temporary construction-related air and noise impacts are expected and will be mitigated during the construction of the project.

The potential for water quality impacts during construction will be mitigated by the adherence to an erosion control plan drafted to be consistent with the Maui County Grading Ordinance.

Long-term impacts to air quality are anticipated to be positive due to the greater efficiency of movement achieved along the transportation corridor.

- 11) *Affects or is likely to suffer damage by being located in an environmentally sensitive area such as flood plain, tsunami zone, beach, erosion-prone area, geologically hazardous land, estuary, fresh water, or coastal waters;*

Although portions of the additional improvements are located within the flood and tsunami zones, roadway improvements are unlikely to be damaged or cause further hazard by such natural disasters.

- 12) *Substantially affects scenic vistas and viewplanes identified in county or state plans or studies;*

Roadway improvements are not anticipated to have any substantial impact on mauka or makai viewplanes. The improvements will not block ocean views or scenic mauka ridgelines.

- 13) *Requires substantial energy consumption*

Improved traffic flow resulting from the improvements is likely to improve efficiency of motor vehicle travel and lower per-capita energy consumption. Construction of the proposed project will not require substantial energy consumption relative to other similar projects.

REFERENCES

County of Maui, Maui Planning Department. *The General Plan of the County of Maui*. 1990.

County of Maui, Maui Planning Department. *Wailuku-Kahului Community Plan*. 1990.

County of Maui, Maui Planning Department. *Proposed Wailuku-Kahului Community Plan. (Planning Commission Version)* 1994.

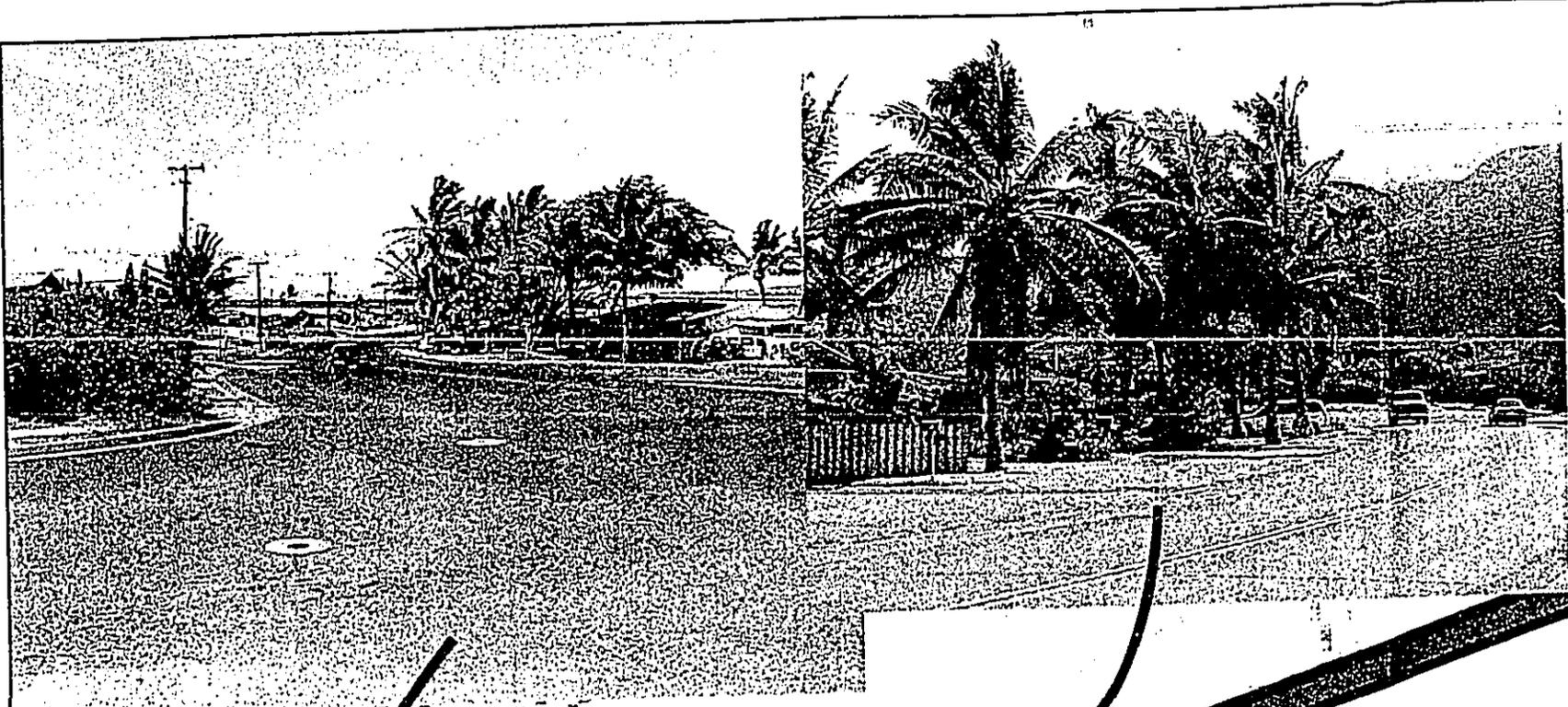
Federal Emergency Management Agency, Maui County, Hawaii. *FIRM Flood Insurance Rate Maps*

Hawaii Revised Statutes, Section 205A (Coastal Zone Management)

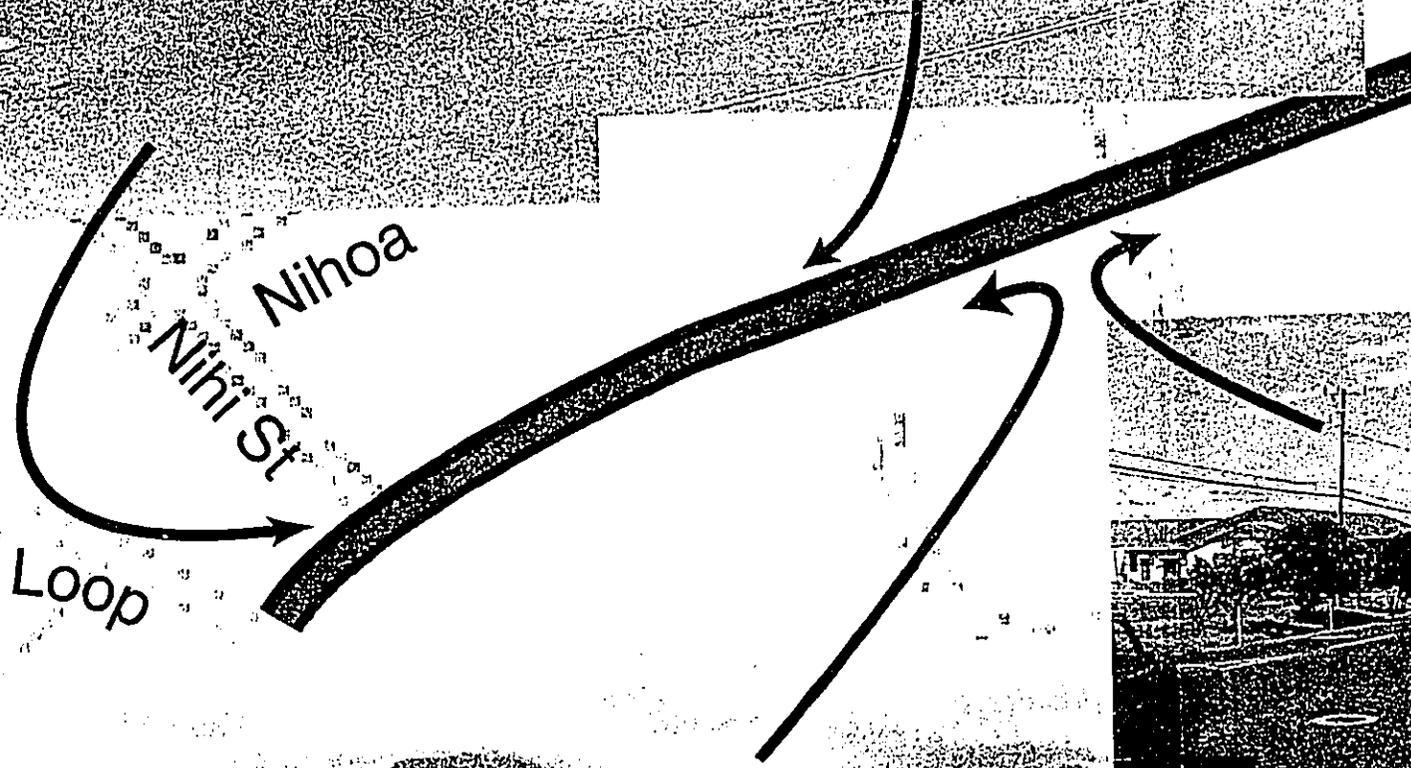
LIST OF PREPARERS

County of Maui Department of Public Works & Waste Management Engineering Division Applicant	Lloyd Lee Engineering Division Chief
	Patrick Miyahira Design Engineer
Chris Hart & Partners Planning Consultant	Rory Frampton Lead Planner
	Robb Cole Associate Planner
DL Adams and Associates Acoustical Consultant	Dave Adams President

Figures



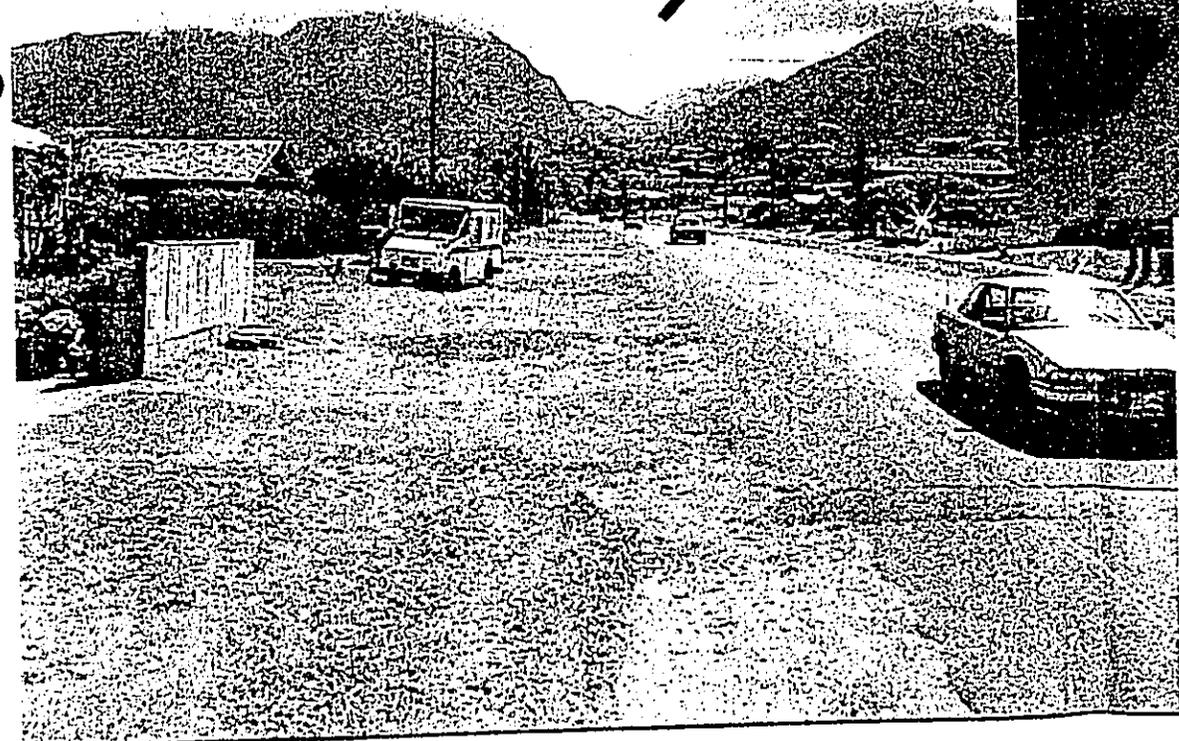
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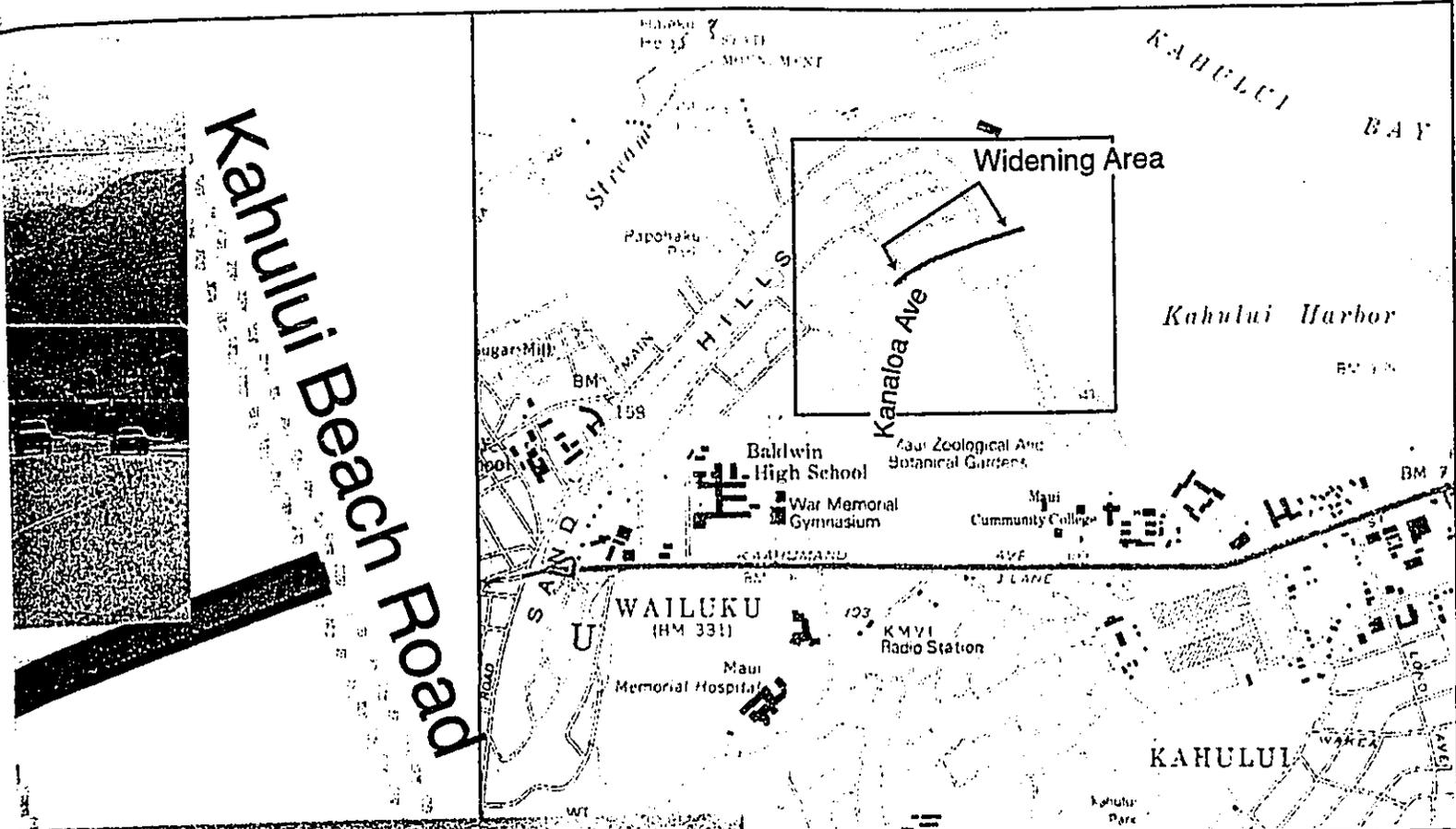


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Nihi St

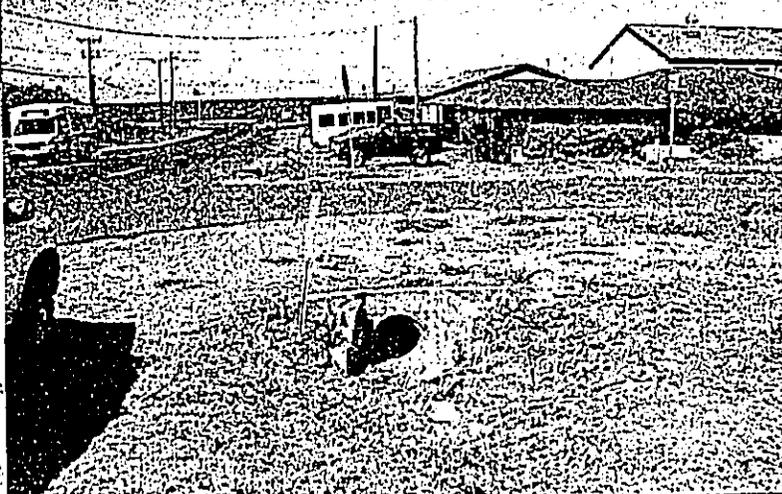
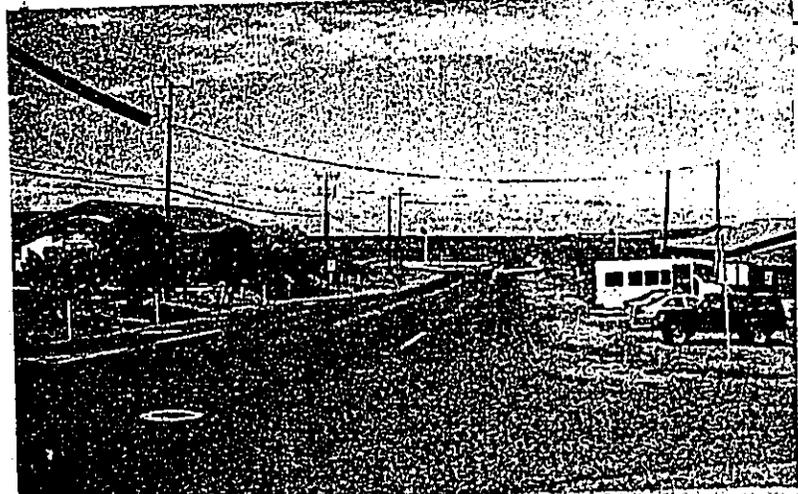
Mikohu Loop

Kanaloa Avenue





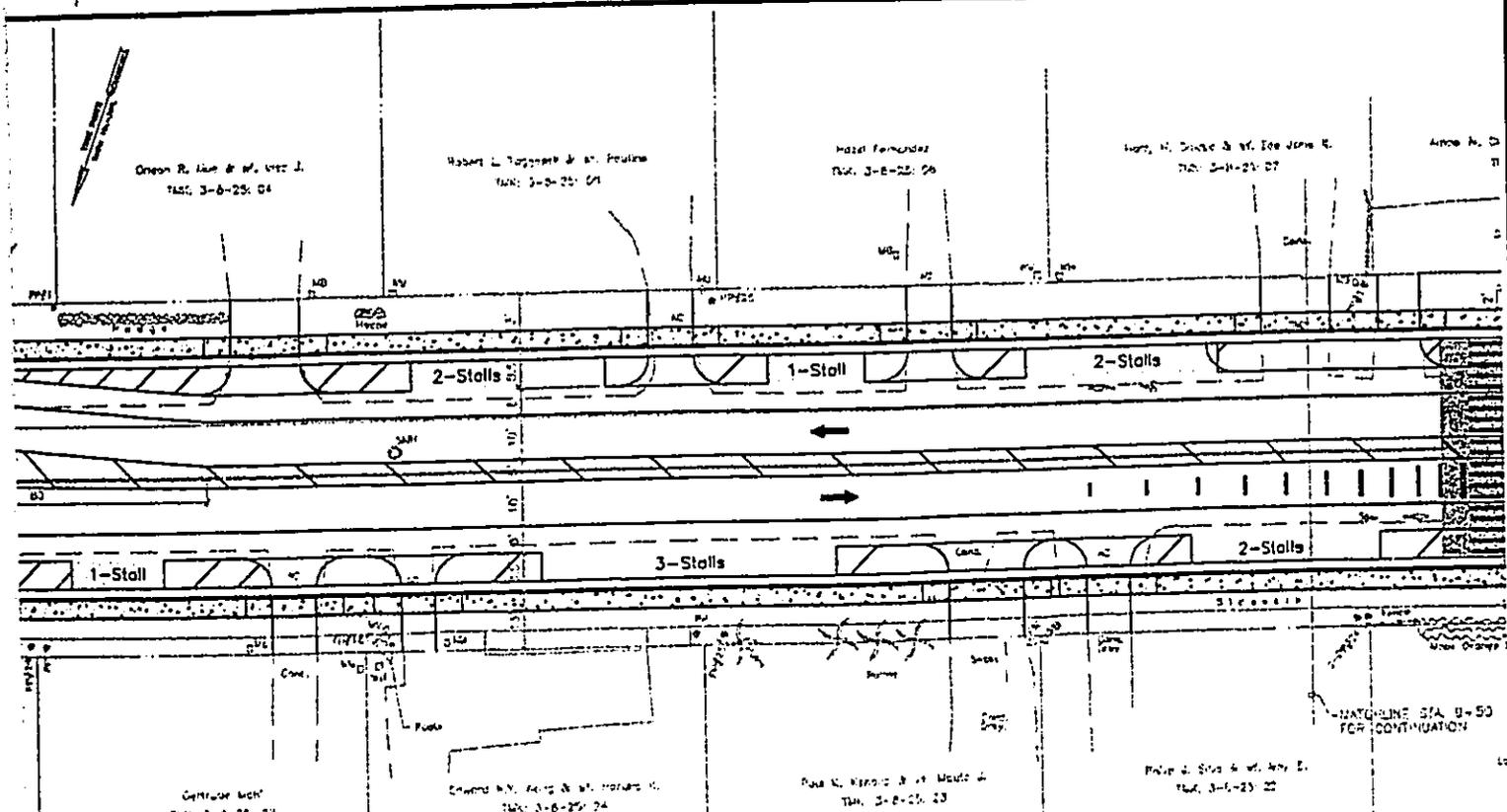
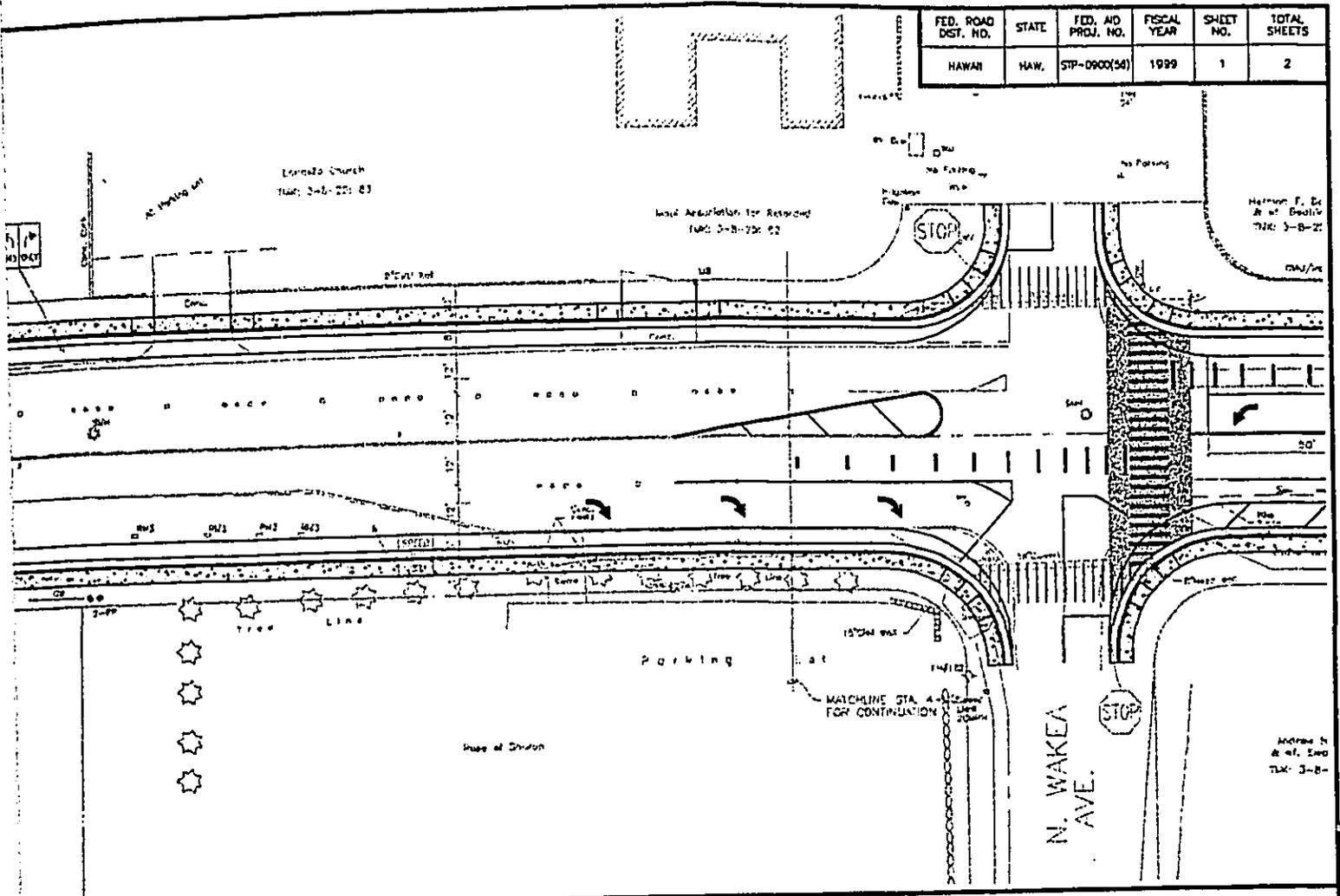
Kahului Beach Road



Kanaloa Avenue Improvements
LOCATION MAP WITH SITE PHOTOS

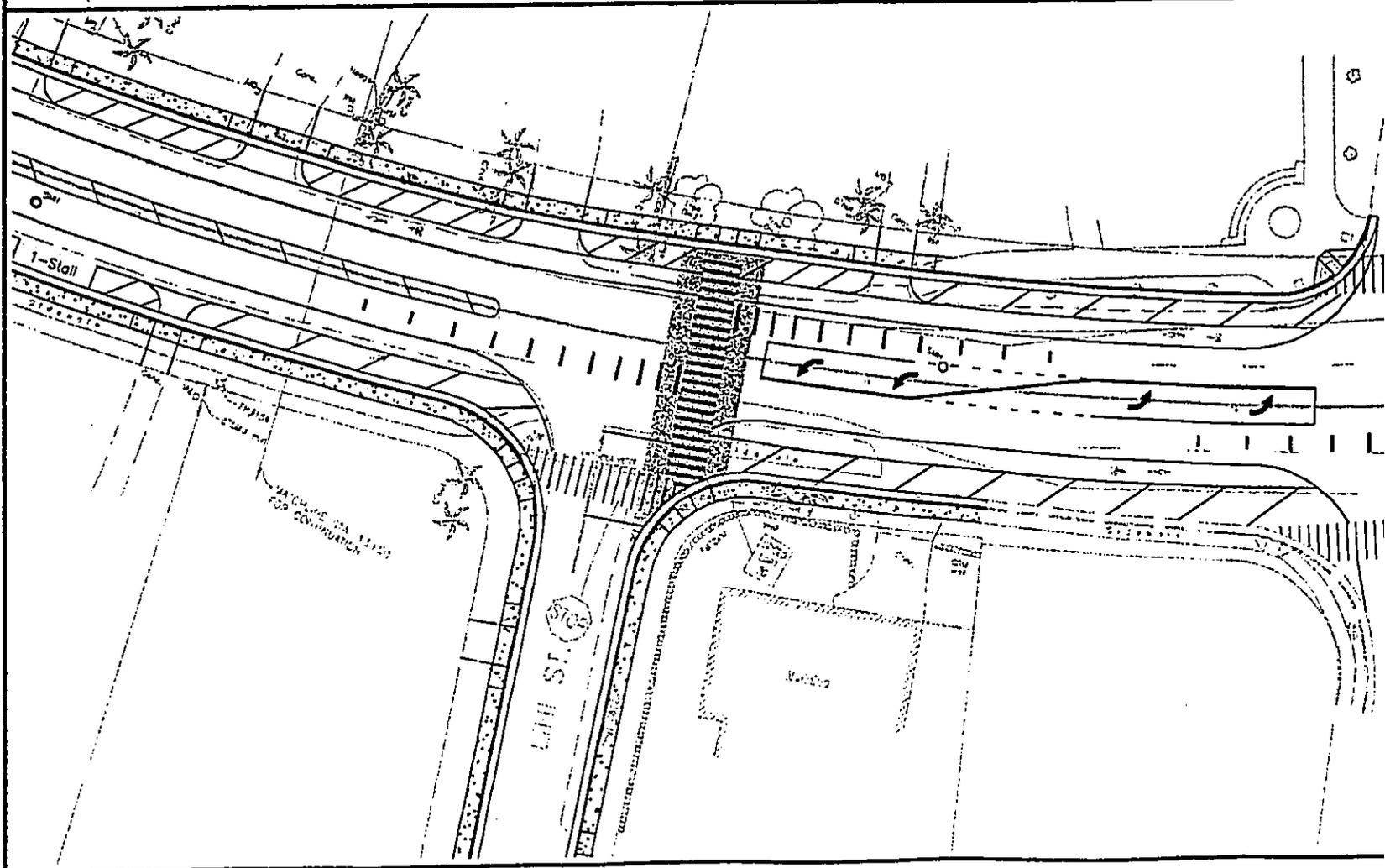
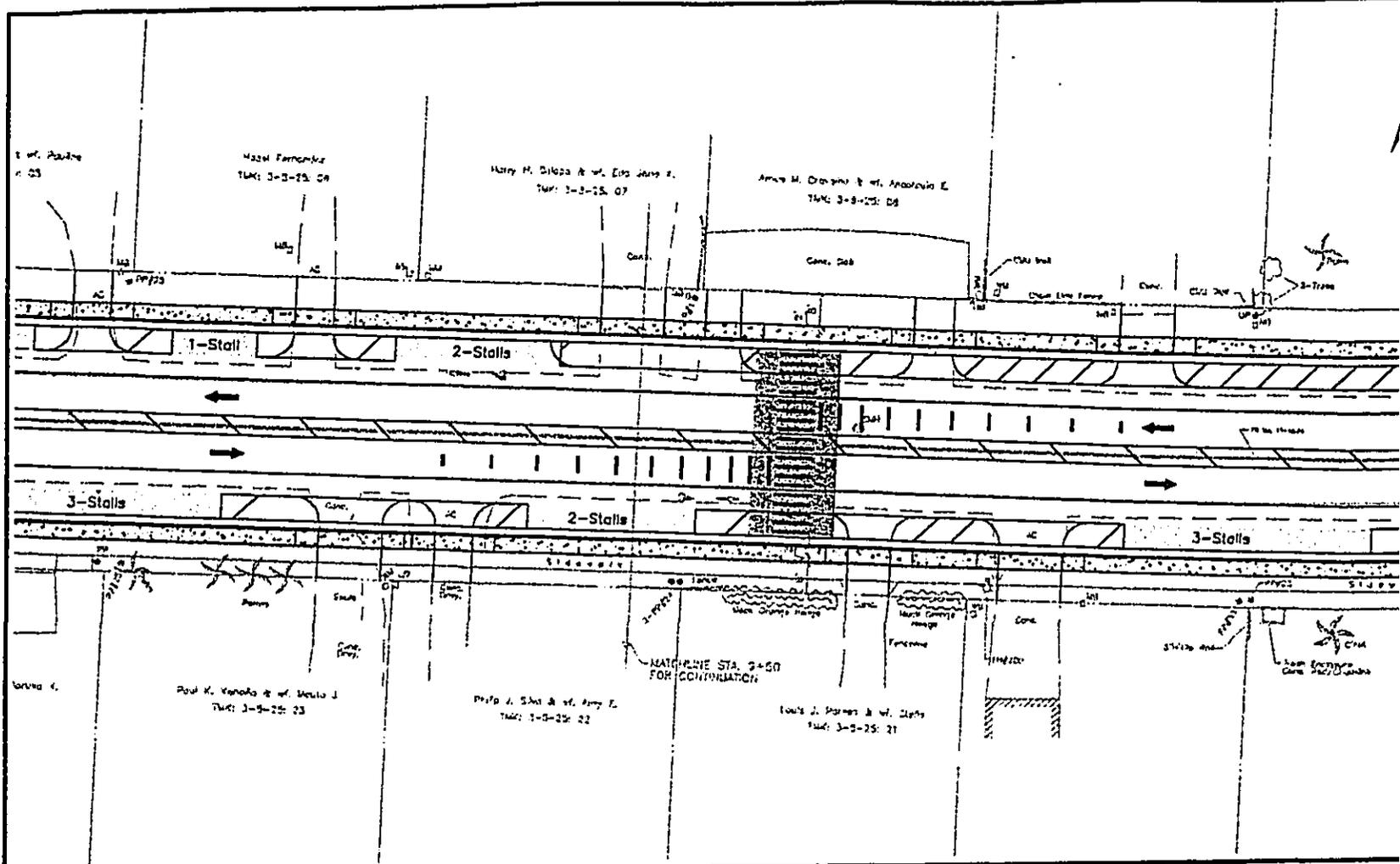
FIGURE
1

FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
HAWAII	HAW.	STP-0900(56)	1999	1	2



COUNTY OF MAUI DEPARTMENT OF PUBLIC WORKS & WASTE MANAGEMENT MAUI, HAWAII		Date:
KANALOA AVENUE IMPROVEMENTS MIKOHU LOOP TO KAHULUI BEACH RD. F.A.P. NO. STP-0900(56)		Design By: PW
2-LANE & MEDIAN ALTERNATIVE		Drawn By: MH
		SHEET
		1
		of 2 Sheets

FIGURE 2



FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
HAWAII	HAW.	STP-0900(56)	1999	2	2

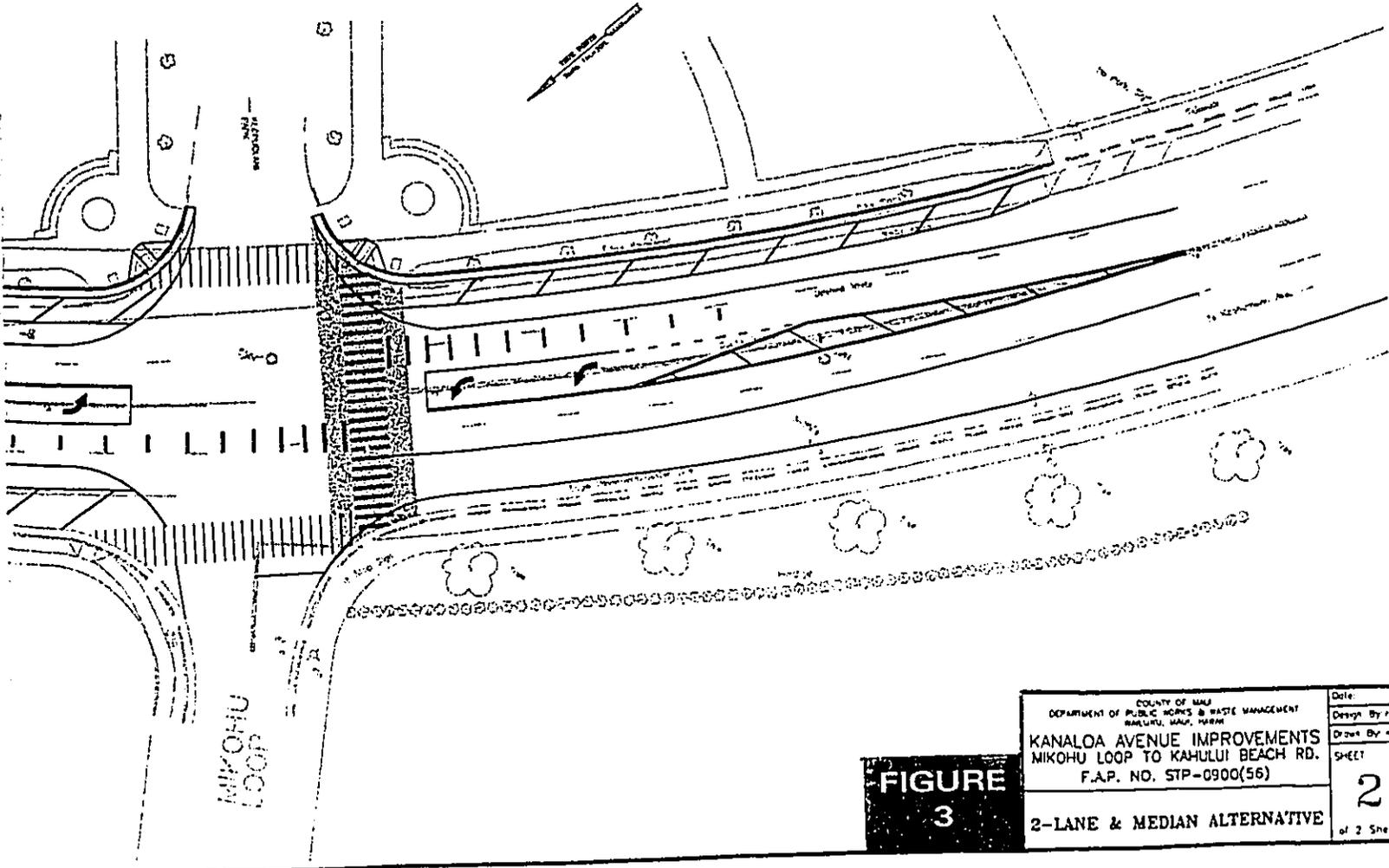
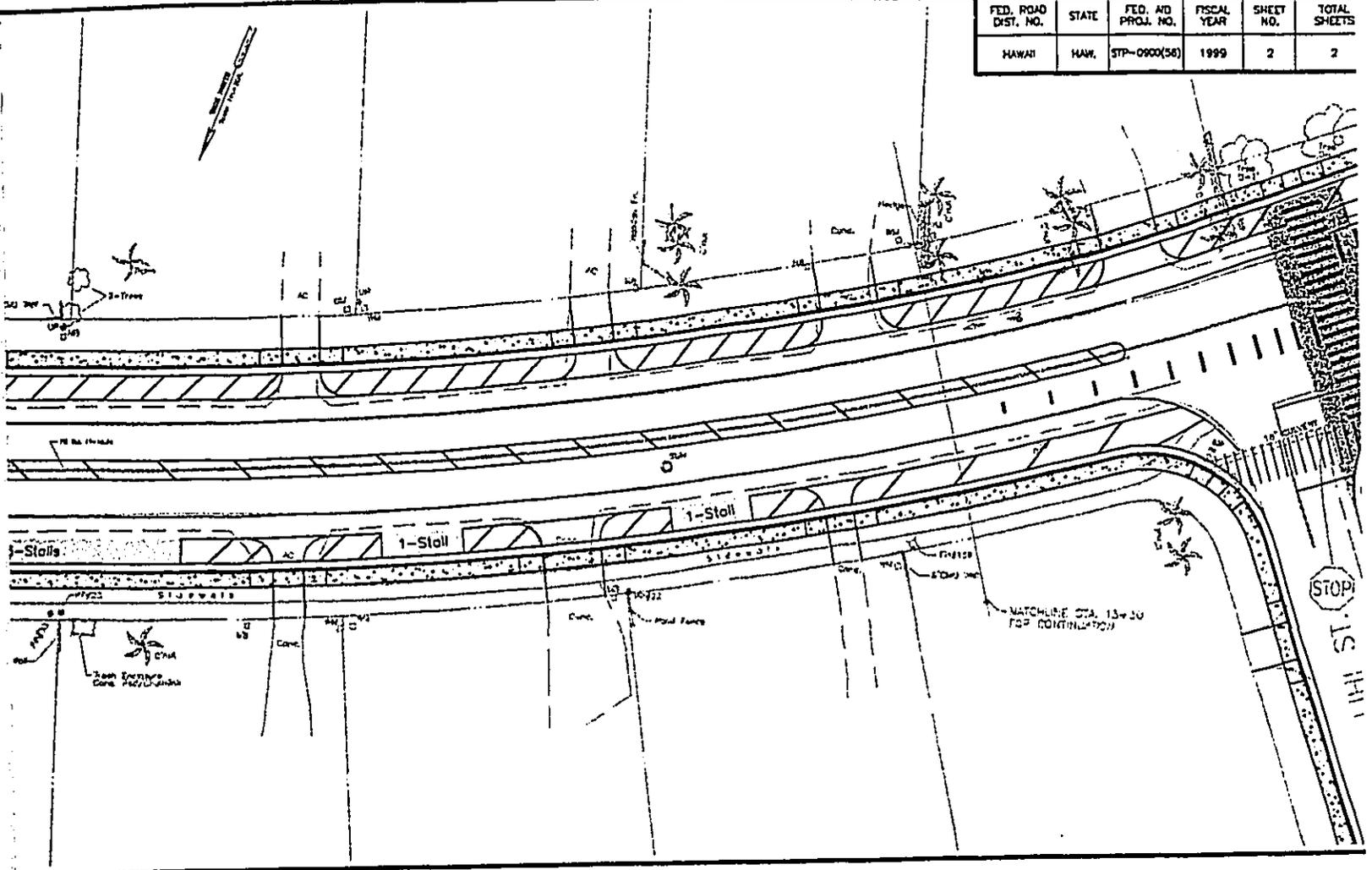
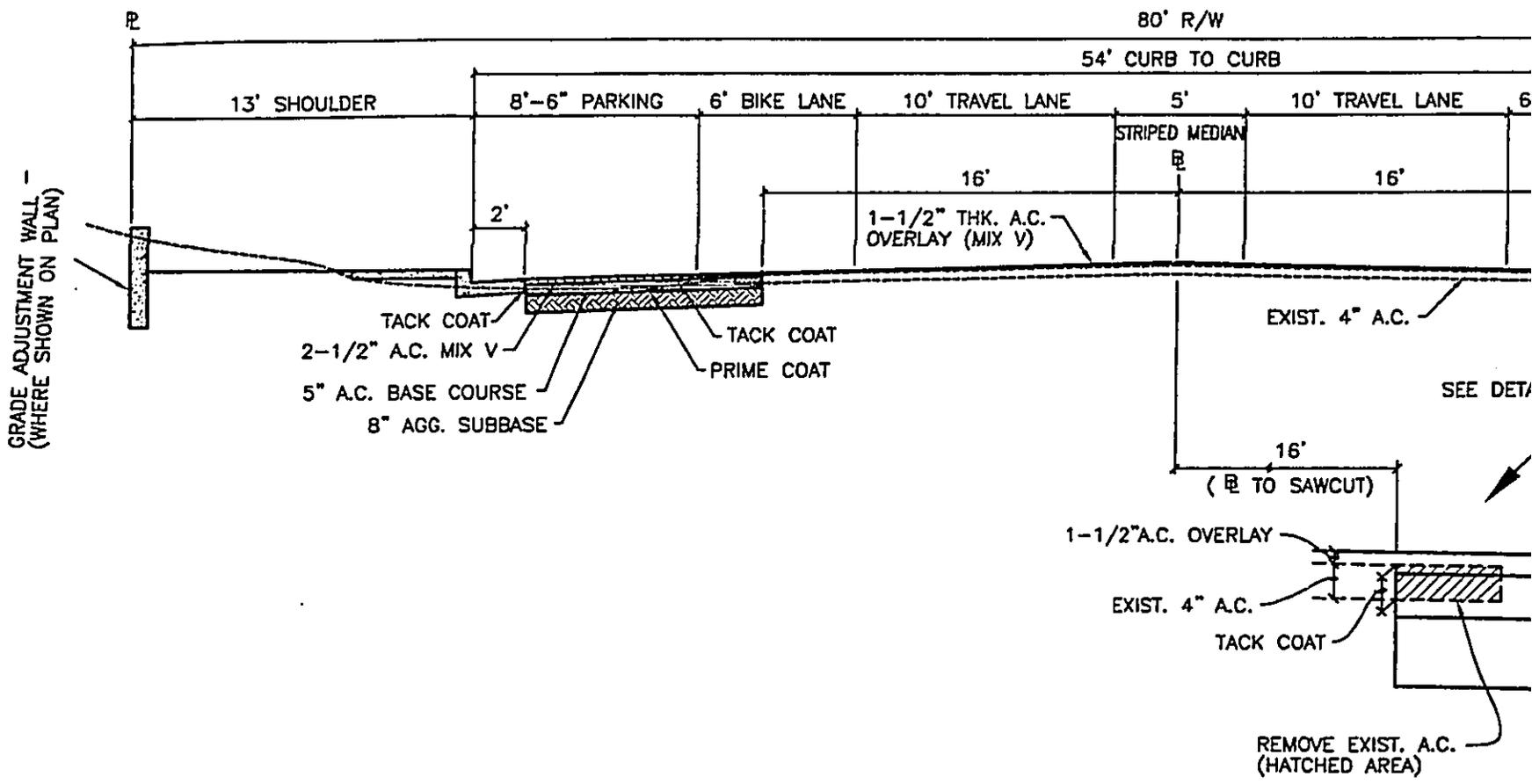


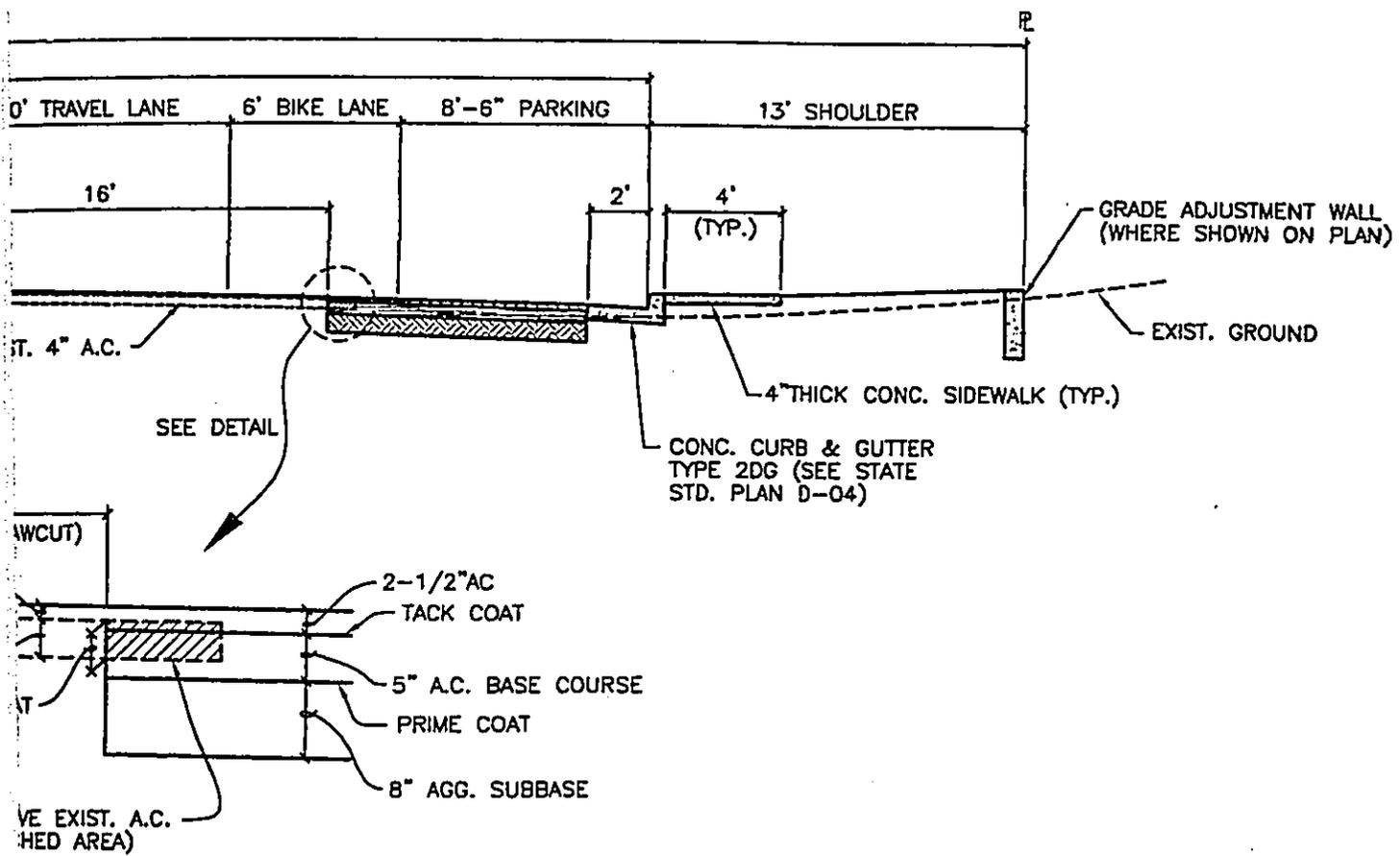
FIGURE 3

COUNTY OF MAUI DEPARTMENT OF PUBLIC WORKS & WASTE MANAGEMENT HAULU, MAUI, HAWAII		Date:
KANALO A AVENUE IMPROVEMENTS MIKOHU LOOP TO KAHULUI BEACH RD. F.A.P. NO. STP-0900(56)		Design By:
2-LANE & MEDIAN ALTERNATIVE		Drawn By:
		SHEET
		2
		of 2 Sheet



TYPICAL SECTION - KANALOA AV

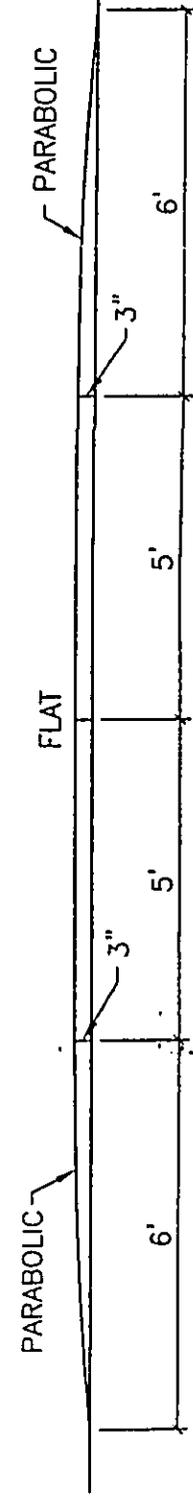
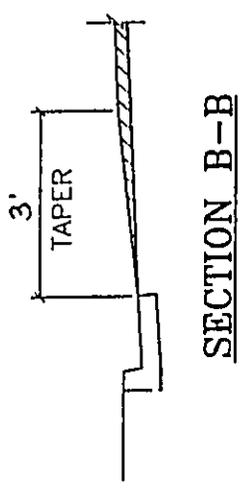
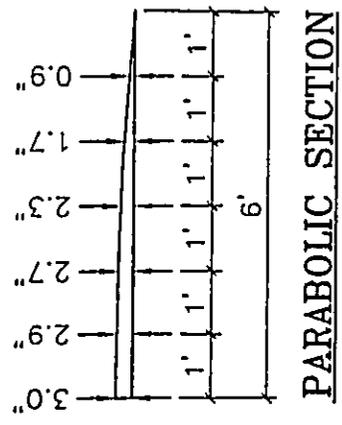
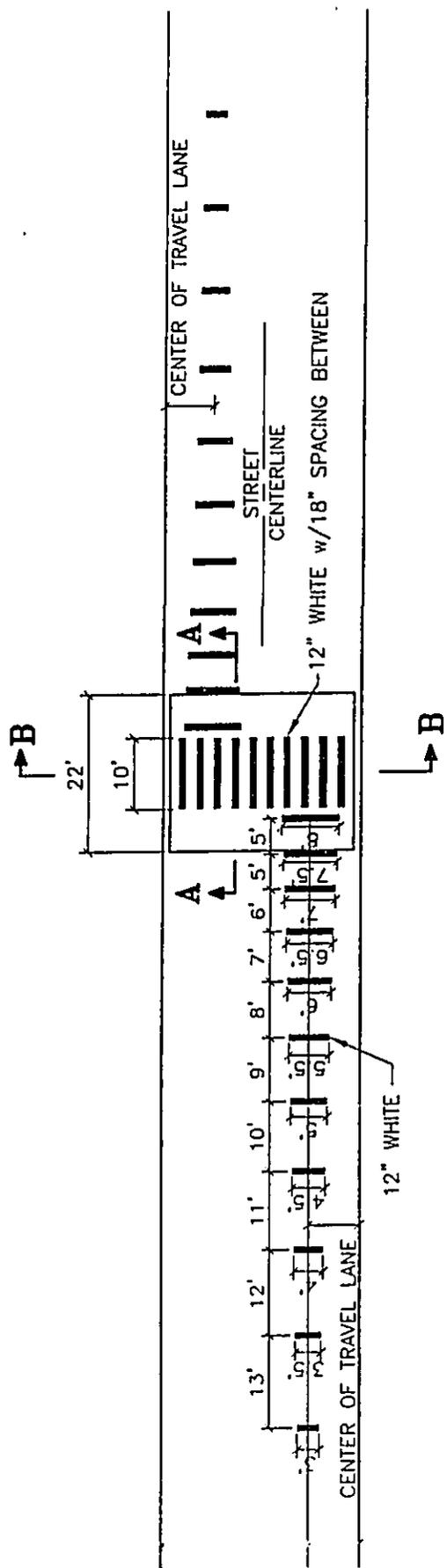
NTS



KANALOA AVE.



Kanaloa Avenue Improvements
TYPICAL CROSS SECTION

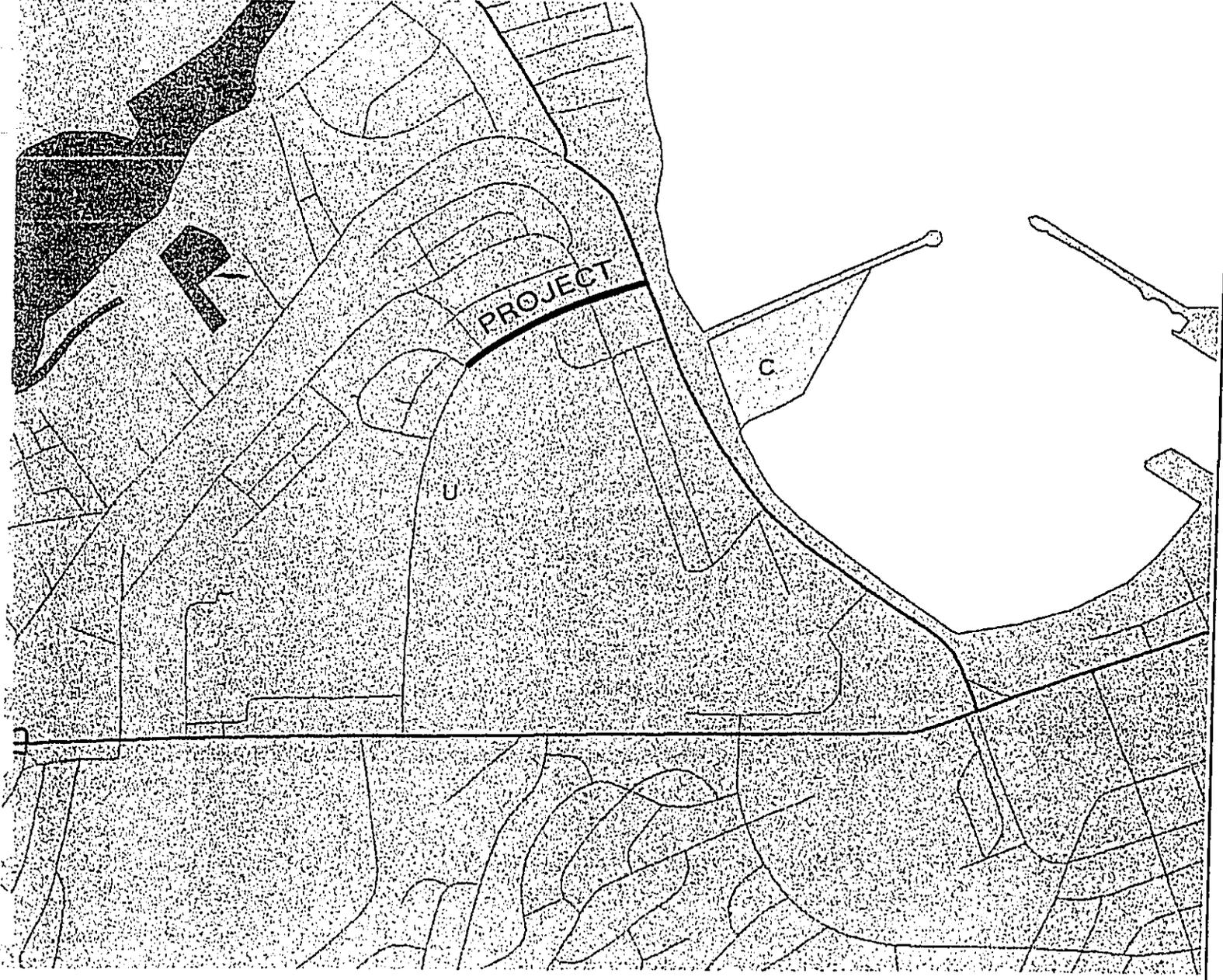


TYPICAL RAISED CROSSWALK DETAILS
N.T.S.



Kanaloa Avenue Improvements
CROSSWALK DETAIL

FIGURE
5



Kanaloa Avenue Improvements
STATE LAND USE DISTRICTS

**CHRIS
HART
& PARTNERS**

**FIGURE
6**

**Appendix A:
Preliminary Engineering Report**

PRELIMINARY DRAINAGE REPORT
FOR
KANALOA AVENUE IMPROVEMENTS
MIKOHU LOOP TO KAHULUI BEACH ROAD
FEDERAL AID PROJECT NO. STP-0900(56)
TMK: 3-8-07 & 3-8-25

I. INTRODUCTION

The purpose of this report is to summarize the conceptual drainage design for the subject project. It evaluates the existing conditions and defines the storm drainage system.

II. PROPOSED PROJECT

A. LOCATION

Kanaloa Avenue is located in the Wailuku area of Maui, Hawaii. The tax map key number for this site is TMK: 3-8-07 & 3-8-25. See Exhibit 1.

B. PROJECT DESCRIPTION

The project includes roadway widening from 2 to 4 lanes of traffic, bike lanes, concrete curb, gutters and sidewalks, as well as a new drainage system. With these improvements, Kanaloa Avenue will be completed as a 4-lane roadway between Kahului Beach Road and Ka'ahumanu Avenue.

III. EXISTING CONDITIONS

A. ADJACENT LAND USES

Kanaloa Avenue is a 2-lane road between Kahului Beach Road and Mikohu Loop. Adjacent land uses include single family homes and several churches. The mauka corner lots of the Kanaloa Avenue/Kahului Beach Road intersection are unimproved and owned by Alexander & Baldwin and the County of Maui, respectively.

South of Mikohu Loop, Kanaloa Avenue is a 4-lane roadway to Ka'ahumanu Avenue. Facilities along this section include the YMCA and the County's War Memorial Sports Complex and Keōpuōlani Park.

B. TOPOGRAPHY AND SOIL CLASSIFICATION

Kanaloa Avenue slopes down from Mikohu Loop to Kahului Beach Road at an average slope of 3 percent. Elevations range from 52 to 12 feet M.S.L.

According to the "Soil Survey of the Islands of Kauai, Oahu, Maui, Molokai and Lanai, State of Hawaii (August 1972)", prepared by the United States Department of Agriculture, Soil Conservation Service, the soil within the project site is classified as Pu'uone Sand (PZUE). It is characterized as having rapid permeability, slow runoff and a moderate to severe hazard to wind erosion.

PRELIMINARY DRAINAGE REPORT FOR
KANALOA AVENUE IMPROVEMENTS
MIKOHU LOOP TO KAHULUI BEACH ROAD
FEDERAL AID PROJECT NO. STP-0900(56)
TMK: 3-8-07 & 3-8-25

C. EXISTING DRAINAGE CONDITIONS

There are limited drainage facilities within the project site. Runoff sheet flows and is collected by grassed and sandy shoulders along Kanaloa Avenue. There are 18" reinforced concrete pipe culvert crossings at the Lihi Street and North Wakea Avenue intersections with Kanaloa Avenue. Runoff then flows into the mauka corner lots at the Kanaloa Avenue/Kahului Beach Road intersection. Stormwater ponds within the low area and eventually flows through culverts under Kahului Beach Road and into the ocean or percolates into the ground.

D. FLOOD AND TSUNAMI ZONE

According to the Flood Insurance Rate Map dated March 16, 1995, prepared by the United States Federal Emergency Management Agency, a portion of Kanaloa Avenue (area within 300 feet of Kahului Beach Road) is in Zone V23, an area of 100-year coastal flood with velocity and Zone A4, an area of 100-year flood. The remainder of Kanaloa Avenue is situated in Zone C, which represents areas of minimal flooding and no tsunami hazard.

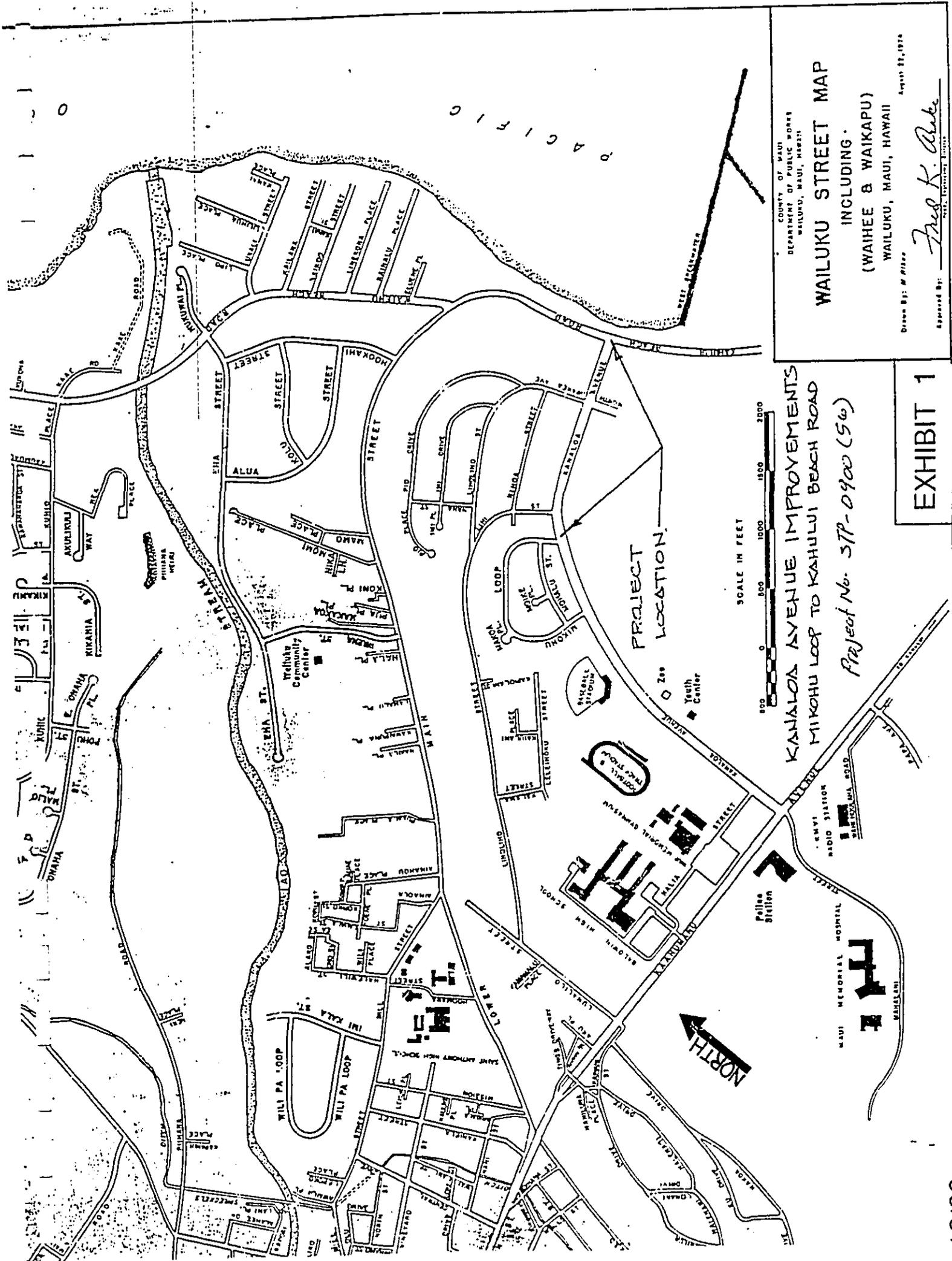
IV. PROPOSED DRAINAGE PLAN

Runoff from offsite and onsite areas will be intercepted by inlet structures and curb inlet catch basins, and drainlines will convey stormwater to the mauka corner lots at the Kanaloa Avenue/Kahului Beach Road intersection. These low-lying areas will serve as detention and desilting basins, per the existing condition and can adequately accommodate the increase in runoff due to the roadway widening.

The existing peak rate of runoff from the road right-of-way is about 8.4 cfs. The peak rate of runoff after the roadway improvements is about 12.7 cfs. Offsite runoff flows onto the right-of-way at a peak rate of about 91 cfs. Therefore, the increase in runoff due to the roadway improvements, when compared to the total runoff entering the right-of-way, is relatively small (4% increase) and should not create any additional adverse effects to adjacent or downstream properties.

V. HYDROLOGIC DESIGN CRITERIA

The Rational Method was used to determine the peak flows, based on a one hour design storm with a 50-year recurrence interval. Hydrologic calculations are attached in this report.



**Appendix B:
Environmental Noise Assessment Study**



Project No. 98-30

ENVIRONMENTAL NOISE ASSESSMENT STUDY
KANALOA AVENUE IMPROVEMENTS
FEDERAL AID PROJECT NO. STP-0900(56)
WAILUKU, MAUI, HAWAII

August 4, 1998

Prepared for
County of Maui
Department of Public Works
and Waste Management

PALI PALMS PLAZA • 970 NO. KALAHEO AVENUE • SUITE A-311
KAILUA, HAWAII 96734 • (808) 254-3318 • FAX (808) 254-5295

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1.0 SUMMARY

- 1.1** The proposed project is a federally funded road improvement project. Planned improvements will occur along Kanaloa Avenue from Kahului Beach Road to Mikohu Loop.
- 1.2** The project area is currently exposed to daytime ambient noise levels of 63 to 65 dBA with the dominant noise sources being traffic, wind, and occasional aircraft flybys.
- 1.3** Existing noise sensitive areas include residential areas along Kanaloa Avenue.
- 1.4** The dominant noise sources during project construction will probably be earth moving equipment, such as bulldozers and diesel powered trucks. Noise from construction activities should be relatively short term, occur only during daytime hours, and must comply with State Department of Health noise regulations.
- 1.5** Future traffic noise levels will impact some residences along Kanaloa Avenue. Noise mitigation measures are recommended.

2.0 PROJECT DESCRIPTION

The Kanaloa Avenue Improvements project involves the widening of the existing road from two to four lanes, adding a two-way left turn lane, installing concrete curbs, gutters, and sidewalks on both sides of the road, and installing a new underground drainage system. The project area is bounded to the north by Kahului Beach Road and to the south by Mikohu Loop, as shown on Figure 1. Existing land uses in the vicinity of the project include residential areas, a church, a preschool, a high school, a YMCA, and various commercial enterprises to the south of the project .

3.0 NOISE STANDARDS

Various local and federal agencies have established guidelines and standards for assessing environmental noise impacts and set noise limits as a function of land use. A brief description of common acoustic terminology used in these guidelines and standards is presented in Appendix A.

3.1 U.S. Federal Highway Administration (FHWA)

The FHWA defines four land use categories and assigns corresponding maximum hourly equivalent sound levels, L_{eq} , for traffic noise exposure [Reference 1]. For example, Category B, defined as picnic and recreation areas, parks, residences, motels, hotels, schools, churches, libraries, and hospitals, has a corresponding

maximum exterior L_{eq} of 67dBA and a maximum interior L_{eq} of 52 dBA. These limits are viewed as design goals, and all projects which are developed to meet these limits are deemed in conformance with FHWA noise standards.

3.2 State Department of Transportation, Highways Division (HDOT)

The State HDOT has adopted FHWA's design goals for traffic noise exposure in its noise analysis and abatement policy [Reference 2]. According to the policy, a traffic noise impact occurs when the predicted traffic noise levels "approach" or exceed FHWA's design goals or when the predicted traffic noise levels "substantially exceed the existing noise levels." The policy also states that "approach" means at least 1 dB less than FHWA's design goals and "substantially exceed the existing noise levels" means an increase of at least 15 dB.

3.3 U.S. Environmental Protection Agency (EPA)

The U.S. EPA has identified a range of yearly day-night equivalent sound levels, L_{dn} , sufficient to protect public health and welfare from the effects of environmental noise [Reference 3]. The EPA has established a goal to reduce exterior environmental noise to an L_{dn} not exceeding 65 dBA and a future goal to further reduce exterior environmental noise to an L_{dn} not exceeding 55 dBA. Additionally, the EPA states that these goals are not intended as regulations as it has no authority to regulate noise levels, but rather they are intended to be viewed as levels below which the general population will not be at risk from any of the identified effects of noise.

3.4 State Department of Health (DOH)

The State DOH defines three classes of zoning districts and specifies corresponding maximum permissible sound levels due to stationary noise sources such as air-conditioning units, exhaust systems, generators, compressors, pumps, etc., and equipment related agricultural, construction, and industrial activities [Reference 4]. These levels are enforced for any location at or beyond the property line and shall not be exceeded for more than 10% of the time during any 20-minute period. The specified noise limits which apply are a function of the zoning and time of day as shown in Figure 2. DOH also specifies the following with respect to mixed zoning districts.

"For mixed zoning districts, the primary land use designation shall be used to determine the applicable zoning district class and the maximum permissible sound level."

The State Department of Health defines a heavy vehicle as a vehicle which has a

manufacturer's gross vehicular weight rating of ten thousand pounds or greater. Such vehicles shall not be operated on any trafficway in such a manner that it emits noise in excess of the limits specified in Reference 5. If these limits will be exceeded a permit from the DOH director is required.

4.0 EXISTING ACOUSTICAL ENVIRONMENT

Noise level measurements were conducted on July 10, 1998 to assess the existing acoustical environment in the vicinity of the project site. Fifteen minute noise level records were obtained at Locations 1 and 2 as shown on Figure 1, using a Larson-Davis Laboratories, Model 700 Integrating Sound Level Meter. The following results expressed in terms of equivalent sound levels, L_{eq} , and in units of A-weighted decibels were obtained.

Measurement Locations	Time of Measurement	L_{eq} (dBA)
1	9:30 am.	63
2	11:55 am.	65

Presently, the dominant noise sources at the above locations include traffic, wind, and occasional aircraft flybys. Traffic volumes and vehicle mix were also recorded during each measurement.

5.0 POTENTIAL NOISE IMPACT DUE TO THE PROJECT

5.1 Project Generated Traffic Noise

Measured traffic noise levels along with the traffic volume and vehicle mix counts obtained during the measurements were used to calibrate the FHWA's Traffic Noise Prediction Model [Reference 6]. The noise model together with the traffic data [Reference 7] was then used to calculate the peak hour traffic noise levels with and without the proposed roadway improvements for the year 2018, referred to as "future" year herein. Calculations were based on a vehicle mix of 97.8 % passenger cars, 1.7 % medium trucks, and 0.5 % heavy trucks and an assumed future posted speed limit of 30 mph. The results are presented in Table 1.

As can be seen from Table 2, the increase along Kanaloa Avenue is predicted to be 1.4 dB. A comparison of projected future, peak hour traffic noise levels with and without the roadway improvements (Table 2) shows an increase of only 0.3 dB due to the project. A noise level increase of less than 3 dB is usually considered to be

below the threshold of perceptible level change for humans and is, therefore, not considered to be significant.

The FHWA has a design goal of 67 dBA or less for residential areas [Reference 1]. Table 2 shows that the maximum predicted traffic noise levels along Kanaloa Avenue are within 1 dB of the FHWA design goal. According to HDOT's Noise Analysis and Abatement Policy [Reference 2], when traffic noise levels are expected to approach the FHWA design goal, i.e., within one decibel, then traffic noise impact will occur and noise abatement measures should be considered.

5.2 Project Construction Noise

Kanaloa Avenue improvements will involve roadway excavation and embankment, drainline trenching and backfilling, concrete work, utility pole relocation and roadway paving. The various construction phases of the project may generate significant amounts of noise, which may impact nearby residential areas. The actual noise levels produced will be a function of the methods employed during each stage of the construction process. Typical ranges of construction equipment noise are shown in Figure 3. Earthmoving equipment, e.g., bulldozers and diesel-powered trucks, will probably be the loudest equipment used during construction.

6.0 NOISE MITIGATION

6.1 Project Generated Traffic Noise

As discussed above, project generated traffic noise levels will not meet HDOT's noise goals and noise mitigation should be considered. Some possible noise mitigative measures for the residences along Kanaloa Avenue include:

- a) Reducing the posted speed limit to 25 mph and strictly enforcing this new limit.
- b) Constructing roadside noise barriers, i.e., walls, earthen berms, or a combination of both.
- c) Providing air-conditioning for impacted residences.

6.2 Project Construction Noise

In cases where construction noise exceeds, or is expected to exceed the DOH's "maximum permissible" property line noise levels [Reference 4], a permit must be obtained from the DOH to allow the operation of vehicles, construction equipment, power tools, etc., which emit noise levels in excess of "maximum permissible" levels. Specific permit restrictions for construction activities are:

"No permit shall allow any construction activities which emit noise in excess of the maximum permissible sound levels...before 7:00 a.m. and after 6:00 p.m. of the same day, Monday through Friday."

"No permit shall allow any construction activities which emit noise in excess of the maximum permissible sound levels...before 9:00 a.m. and after 6:00 p.m. on Saturday."

"No permit shall allow any construction activities which emit noise in excess of the maximum permissible sound levels on Sundays and on holidays."

In addition, construction equipment and on-site vehicles or devices whose operations involve the exhausting of gas or air, excluding pile hammers and pneumatic hand tools weighing less than 15 pounds, must be equipped with mufflers, and construction vehicles using trafficways must satisfy the DOH's vehicular noise level requirements [Reference 5].

REFERENCES:

1. *Department of Transportation, Federal Highway Administration Procedures for abatement of Highway Traffic Noise*, Title 23, CFR, Chapter 1, Subchapter J, Part 772, 38 FR 15953, June 19, 1973; Revised at 47 FR 29654, July 8, 1982.
2. *Noise Analysis and Abatement Policy*, Department of Transportation, Highways Division, State of Hawaii, June 1997.
3. *Toward a National Strategy for Noise Control*, U.S. Environmental Protection Agency, April 1977.
4. Chapter 46, *Community Noise Control*, Department of Health, State of Hawaii, Administrative Rules, Title 11, September 23, 1996.
5. Chapter 42, *Vehicular Noise Control for Oahu*, Department of Health, State of Hawaii, Administrative Rules, Title 11, November 6, 1981.
6. *Stamina 2.0*, FHWA Highway Traffic Noise Prediction Computer Model, FHWA/DF-82/001a; U.S. Department of Transportation, April 1982.
7. Facsimile Transmittal from County of Maui, Department of Public Works and Waste Management, July 9, 1998.

TABLE 1

EXISTING AND PROJECTED FUTURE PEAK HOUR
TRAFFIC NOISE LEVELS (L_{eq} in dBA)

	AM Peak	PM Peak
Existing Traffic Noise Level (Calculated)	64.8	64.9
Future Without Project	65.9	66.0
Future With Project	66.2	66.3

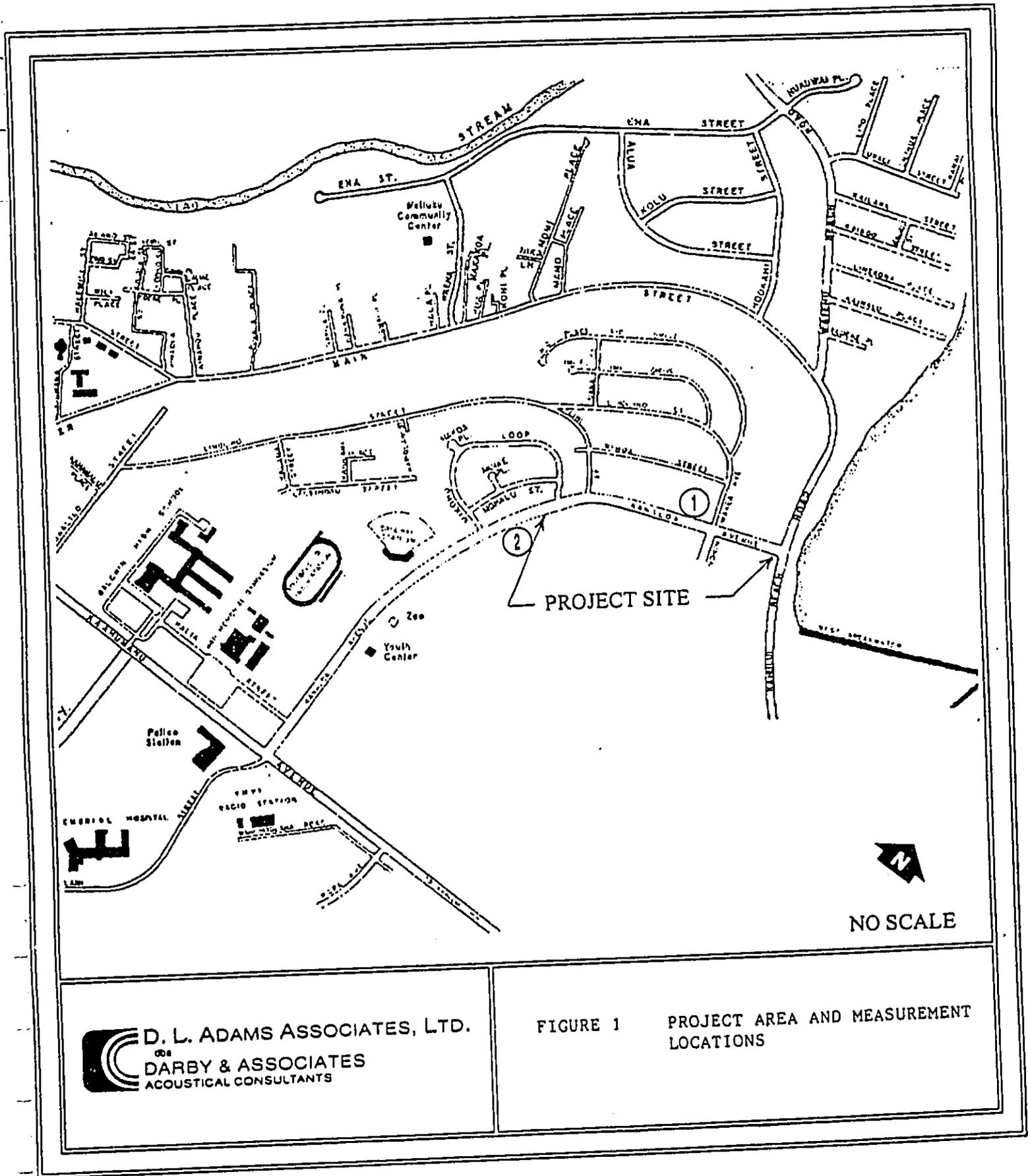
Note: Traffic noise levels at a distance of 55 feet from the centerline of the roadway and at a vehicle speed of 30 mph.

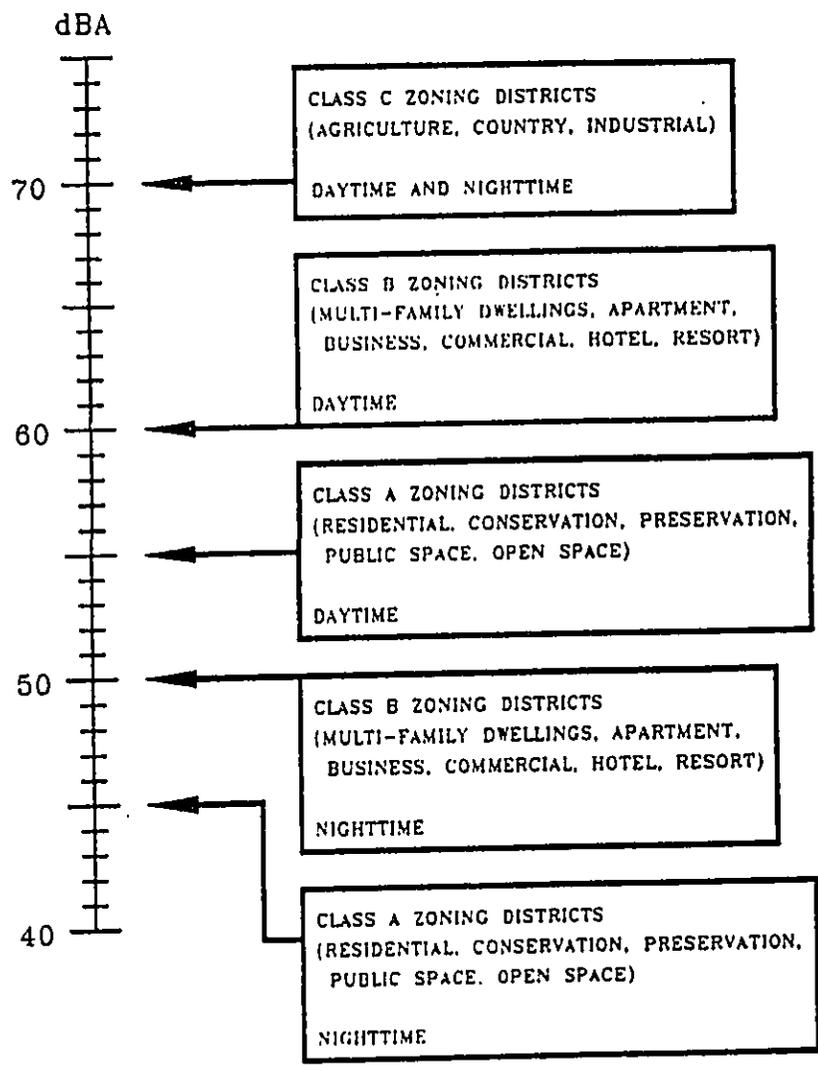
TABLE 2

PROJECTED FUTURE PEAK HOUR TRAFFIC NOISE LEVEL
INCREASES (L_{eq} in dBA)

	AM Peak	PM Peak
Future Traffic Noise Level Increases Without the Project	1.1	1.1
Future Traffic Noise Level Increases With the Project	1.4	1.4
Increase Due to Project	0.3	0.3

Note: Traffic noise levels at a distance of 55 feet from the centerline of the roadway and at a vehicle speed of 30 mph.

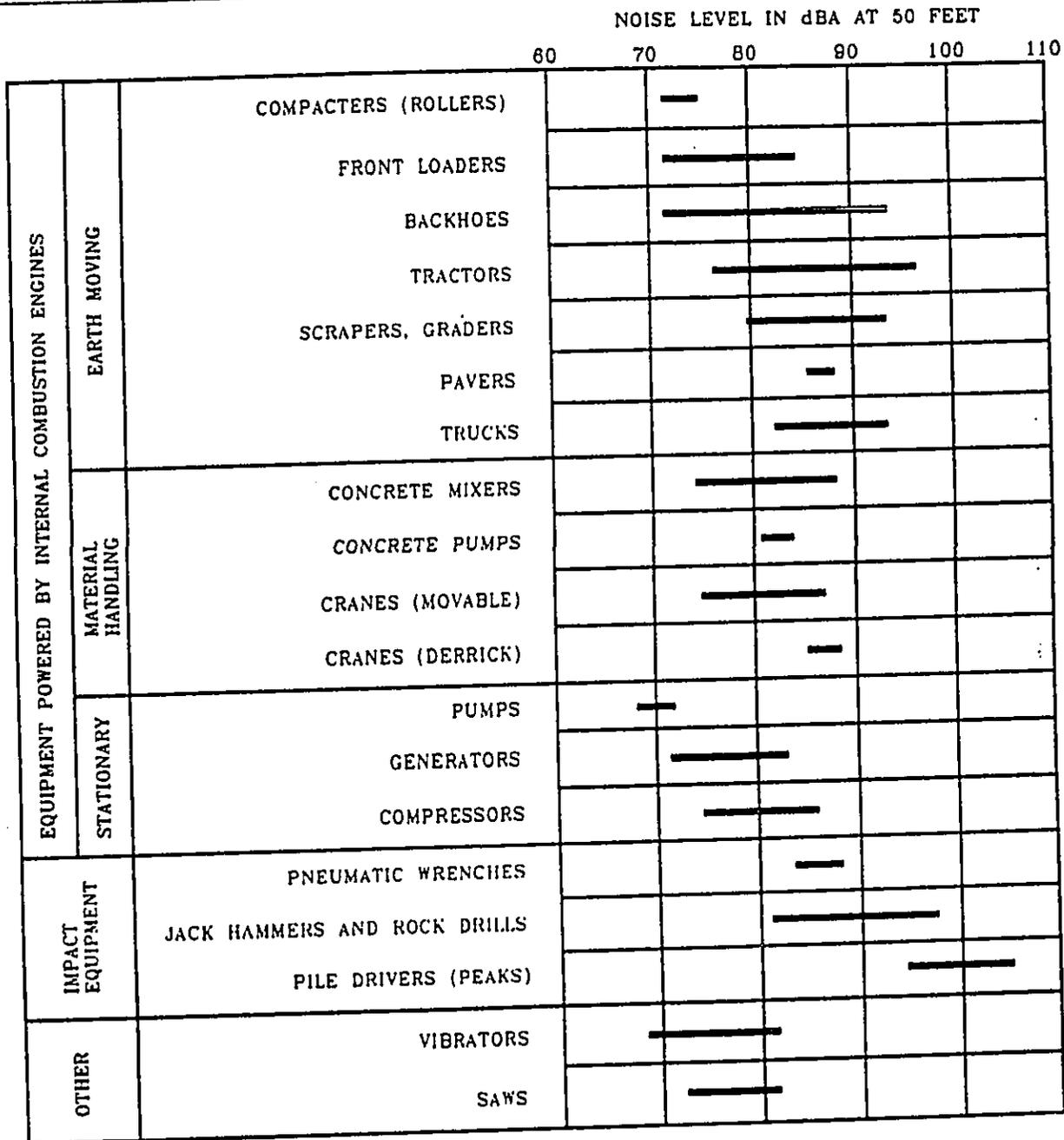




NOTE: SOUND LEVELS INDICATED BY ZONING DISTRICT ARE THE "MAXIMUM PERMISSIBLE" SOUND LEVELS DUE TO EXCESSIVE NOISE SOURCES SUCH AS STATIONARY MECHANICAL EQUIPMENT AND EQUIPMENT RELATED TO AGRICULTURAL, CONSTRUCTION AND INDUSTRIAL ACTIVITIES THAT SHALL NOT BE EXCEEDED FOR MORE THAN 10% OF THE TIME WITHIN ANY 20-MINUTE PERIOD DURING THE TIME PERIOD SHOWN (DAYTIME: 7:00 A.M. TO 10:00 P.M., NIGHTTIME: 10:00 P.M. TO 7:00 A.M.)

D. L. ADAMS ASSOCIATES, LTD.
DBA
DARBY & ASSOCIATES
 ACOUSTICAL CONSULTANTS

FIGURE 2 MAXIMUM PERMISSIBLE SOUND LEVELS FOR VARIOUS ZONING DISTRICTS



NOTE: BASED ON LIMITED AVAILABLE DATA SAMPLES

 D. L. ADAMS ASSOCIATES, LTD.
 DARBY & ASSOCIATES
 ACOUSTICAL CONSULTANTS

FIGURE 3 TYPICAL SOUND PRESSURE LEVELS FROM CONSTRUCTION EQUIPMENT

APPENDIX A

ACOUSTICAL TERMINOLOGY

Sound Pressure Level

Sound or noise consists of minute fluctuations in atmospheric pressure capable of evoking the sense of hearing. It is measured in terms of decibels (dB) using precision instruments known as sound level meters. Noise is defined as "unwanted" sound.

Technically, sound pressure level (SPL) is defined as:

$$\text{SPL} = 20 \log (P/\text{Pref}) \text{ dB}$$

where P is the sound pressure fluctuation (above or below atmospheric pressure) and Pref is the reference pressure, 20 micropascals, which is approximately the lowest sound pressure that can be detected by the human ear. For example, if P is 20 micropascals, then SPL = 0 dB, or if P is 200 micropascals, then SPL = 20 dB. The relation between sound pressure in micropascals and sound pressure level in decibels (dB) is shown in Figure A-1.

The sound pressure level that results from a combination of noise sources is not the arithmetic sum of the individual sound levels, but rather the logarithmic sum. For example; two sound levels of 50 dB produce a combined level of 53 dB, not 100 dB; two sound levels of 40 and 50 dB produce a combined level of 50.4 dB.

Human sensitivity to changes in sound pressure level is highly individualized. Sensitivity to sound depends on frequency content, time of occurrence, duration, and psychological factors such as emotions and expectations. However, in general, a change of 1 or 2 dB in the level of a sound is difficult for most people to detect. A 3 dB change is commonly taken as the smallest perceptible change and a 5 dB change corresponds to a noticeable change in loudness. A 10 dB increase or decrease in sound level corresponds to an approximate doubling or halving of loudness, respectively.

A-Weighted Sound Level

The human ear is more sensitive to sound in the frequency range of 250 Hertz (Hz) and higher, than in frequencies below 250 Hz. Due to this type of frequency response, a frequency weighting system, was developed to emulate the frequency response of the human ear. This system expresses sound levels in units of A-weighted decibels (dBA). A-weighted sound levels de-emphasizes the low frequency portion of the spectrum of a signal. The A-weighted level of a sound is a good measure of the loudness of that sound. Different sounds having the same A-weighted sound level are perceived as being about equally loud. Typical values of the A-weighted sound level of various noise sources are shown in Figure A-1.

Appendix A
Acoustical Terminology (Continued)

Statistical Sound Levels

The sound levels of long-term noise producing activities, such as traffic movement, aircraft operations, etc., can vary considerably with time. In order to obtain a single number rating of such a noise source, a statistically-based method of expressing sound or noise levels developed. It is known as the Exceedence Level, L_n . The Exceedence Level, L_n , represents the sound level which is exceeded for $n\%$ of the measurement time period. For example, $L_{10} = 60$ dBA indicates that for the duration at the measurement period, the sound level exceeded 60 dBA 10% of the time. Commonly used Exceedence Levels include L_1 , L_{10} , L_{50} , and L_{90} , which are widely used to assess community and environmental noise. Figure A-2 illustrates the relationship between selected statistical noise levels.

Equivalent Sound Level

The Equivalent Sound Level, L_{eq} , represents a constant level of sound having the same total acoustic energy as that contained in the actual time-varying sound being measured over a specific time period. L_{eq} is commonly used to describe community noise, traffic noise, and hearing damage potential. It has units of dBA and is illustrated in Figure A-2.

Day-Night Equivalent Sound Level

The Day-Night Equivalent Sound Level, L_{dn} , is the Equivalent Sound Level, L_{eq} , measured over a 24-hour period. However, a 10 dB penalty is added to the noise levels recorded between 10 pm and 7 am to account for people's higher sensitivity to noise at night when the background noise level is typically lower. The L_{dn} is a commonly used noise descriptor in assessing land use compatibility, and is widely used by federal and local agencies and standards organizations. Qualitative descriptions, as well as local examples of L_{dn} , are shown in Figure A-3.

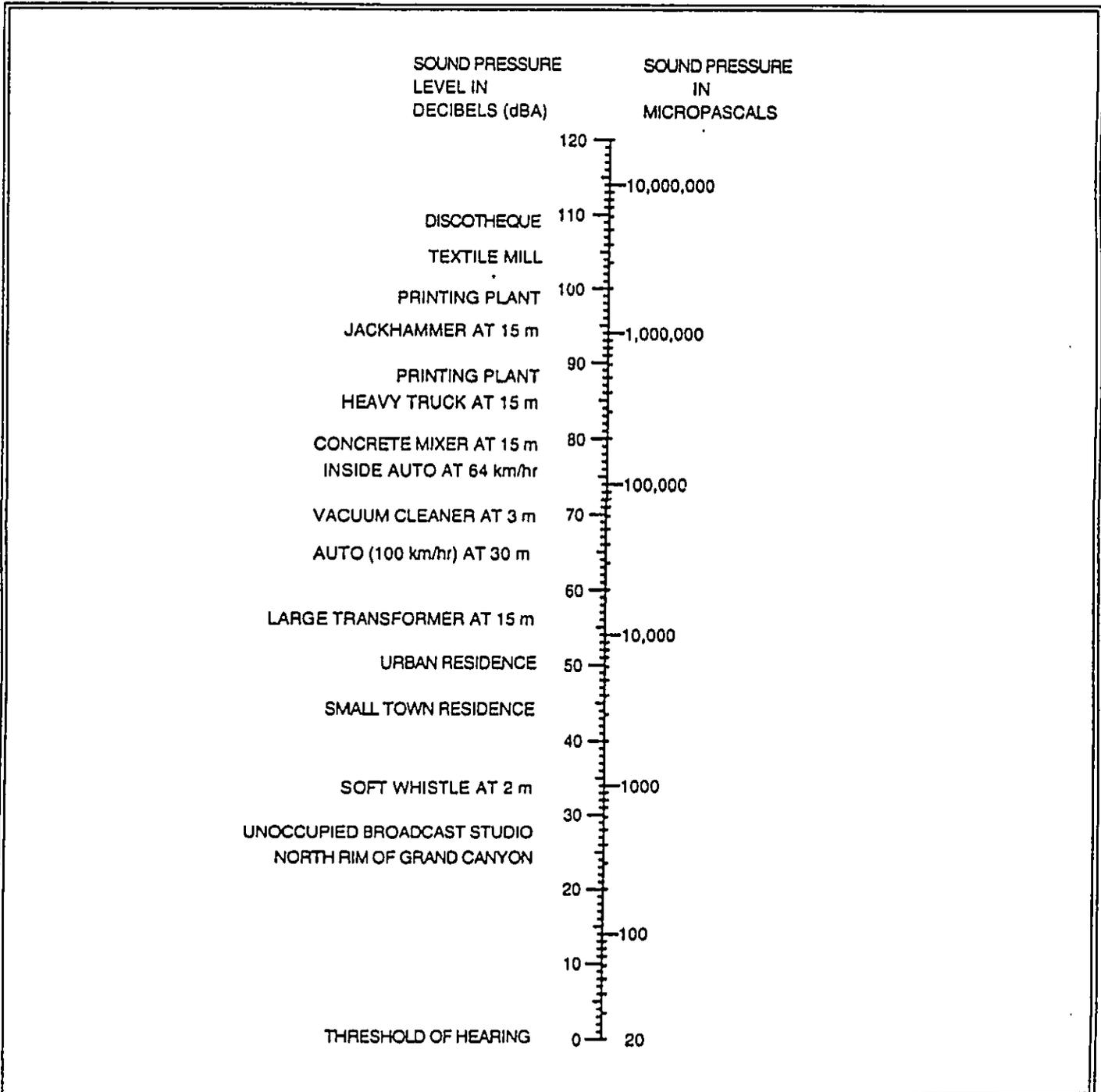
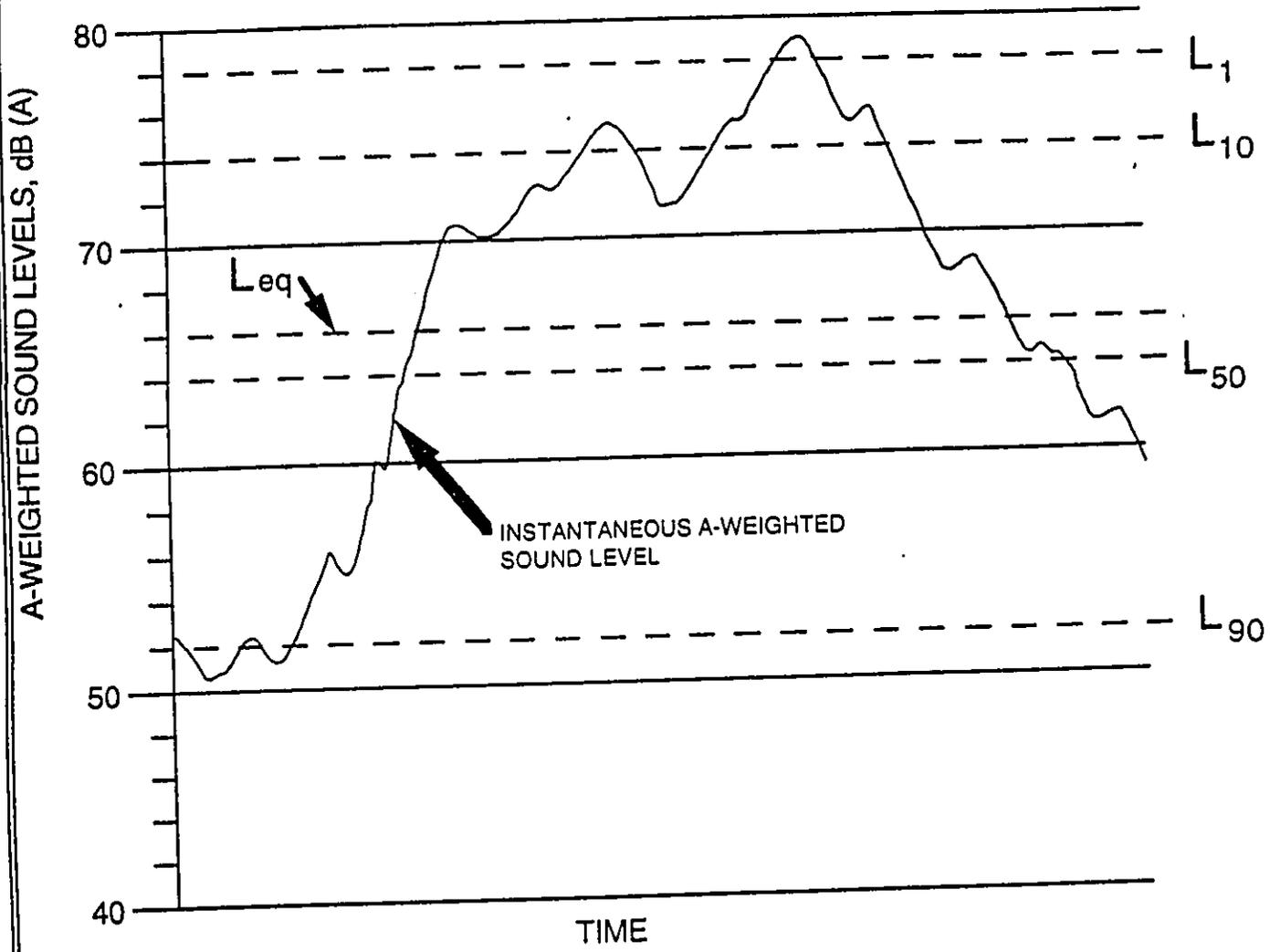


FIGURE A-1

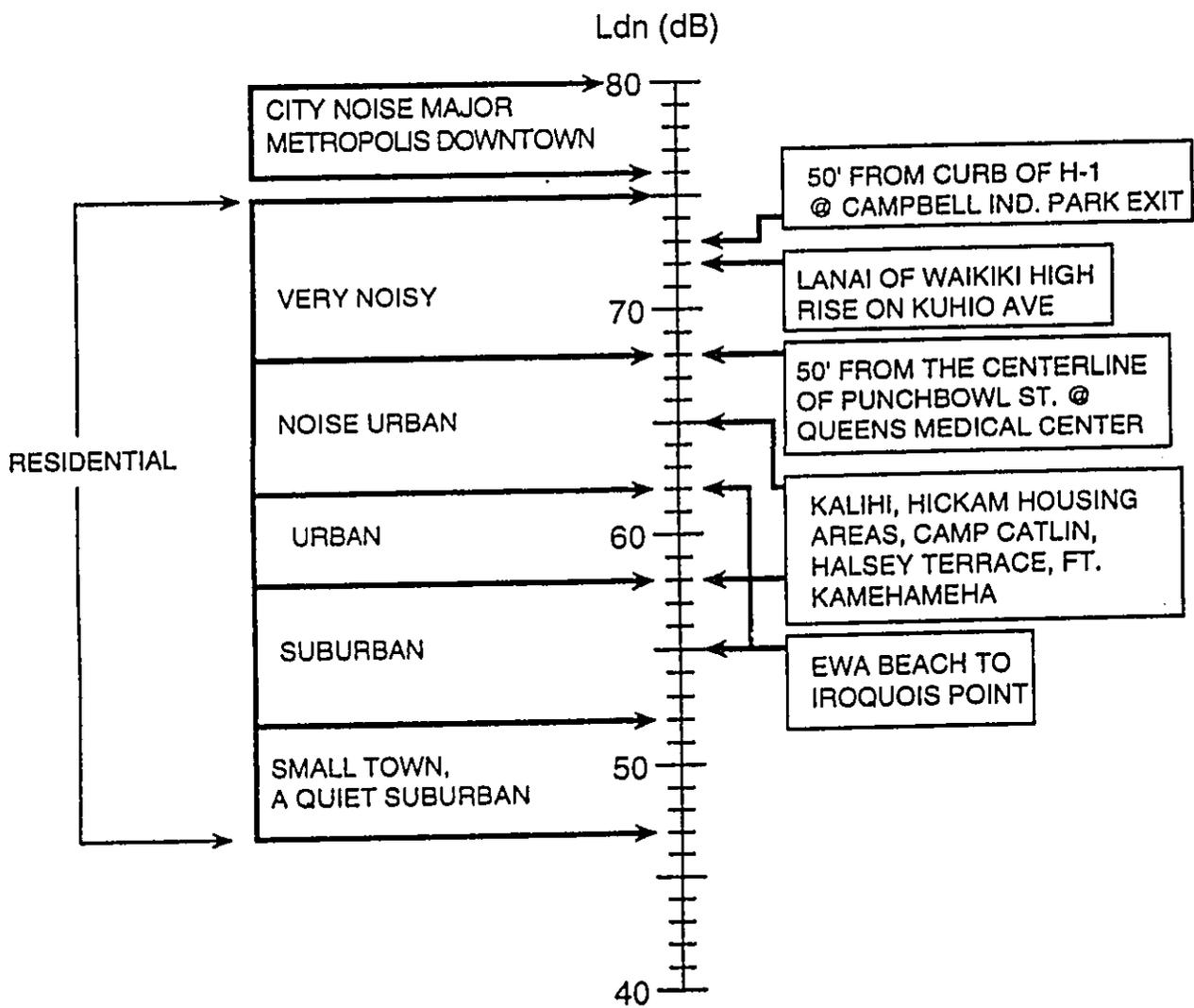
THE RELATION BETWEEN SOUND PRESSURE, P, AND SOUND PRESSURE LEVEL, SPL. ALSO SHOWN ARE TYPICAL VALUES OF A-WEIGHTED SOUND LEVELS OF VARIOUS NOISE SOURCES.

 D. L. ADAMS ASSOCIATES, LTD.
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ACOUSTICAL CONSULTANTS



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dba
 DARBY & ASSOCIATES
 ACOUSTICAL CONSULTANTS

FIGURE A-2
 COMPARISON OF AN INSTANTANEOUS
 SOUND LEVEL AND THE CORRESPONDING
 STATISTICAL SOUND LEVELS




D. L. ADAMS ASSOCIATES, LTD.
dba
DARBY & ASSOCIATES
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FIGURE A-3
 QUALITATIVE DESCRIPTION OF THE
 DAY-NIGHT EQUIVALENT SOUND LEVELS
 (Ldn) AND EXAMPLE Ldn's AT SELECTED
 LOCATIONS ON OAHU

**Appendix C:
PreConsultation Coordination Letters**



July 25, 2000

Mr. John Min, Director
Department of Planning
County of Maui
250 S. High Street
Wailuku, Hawaii 96793

Dear Mr. ^{John}Min:

Subject: Kanaloa Avenue Improvements - PRE-CONSULTATION

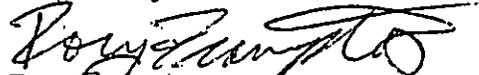
Thank you for meeting with Mr. Patrick Miyahara of the Department of Public Works and Waste Management (DPWWM) and myself on July 18, 2000, as part of the pre-consultation process regarding the Environmental Assessment for the proposed Kanaloa Avenue Improvements project. This letter will document our understanding of your comments and will be included in the Draft Environmental Assessment document.

The following is a summary of the items discussed.

- 1. Coordination of Agency Review.** Per your request, we will coordinate with DPWWM, in order to provide for consolidated agency review of the Draft EA and Special Management Area (SMA) Permit. It is our understanding that the comments received during the 30-day review period for the Draft EA will provide the basis for your staff analysis of the SMA request.
- 2. Community Informational Meetings.** The DPWWM has initiated a dialogue with abutting landowners regarding the proposed project. A public informational meeting will be held on August 21, 2000, in order to discuss the project with area residents. All abutting landowners will be invited to attend the meeting via a written letter. It is the intent of DPWWM to maintain open lines of communication with area residents throughout the planning, permitting and construction phases of the project.
- 3. Coordination with State Historic Preservation Division.** DPWWM will coordinate with the SHPD in order to establish an appropriate plan for archaeological monitoring of the project during excavation activities.

Thank you again for meeting with Mr. Miyahara and myself. If you have any further comments regarding the above items, please do not hesitate to contact me at 242-1955. We look forward to working with you and your staff during this process.

Respectfully submitted,


Rory Frampton

cc: Lloyd Lee, DPWWM
Michael Munekiyo, Munekiyo, Arakawa, Hiraga, Inc.

July 25, 2000

*
*
*

SUBJECT: KANALOA AVENUE IMPROVEMENTS, MIKOHU LOOP TO KAHULUI
BEACH ROAD (F.A.P. NO. STP-0900(56))

Dear (List):

The County of Maui Department of Public Works and Waste Management is proposing the widening of Kanaloa Avenue between Kahului Beach Road and Mikohu Loop, from its present two (2) lane configuration to four (4) lanes. A project location map indicating the limits of the project is enclosed for your reference.

The proposed improvements will provide for the continuation of the four (4) lane typical section which now extends from Kaahumanu Avenue to the Maui Family YMCA. The improvements will therefore provide for two (2) travel lanes heading east, to Kahului Beach Road and two (2) travel lanes heading west, towards the Maui Family YMCA. In addition, there will be 6-ft wide bike lanes and curbs and gutters. A 4-ft wide sidewalk will be provided on both sides of the road.

Since the roadway improvements will utilize the existing available County right-of-way, no land acquisition will be required for the project. However, to provide for a properly designed and safe driveway connection from each of the residences abutting Kanaloa Avenue, driveway improvements will be made.

*

SUBJECT: WIDENING OF KANALOA AVENUE
June 29, 2000
Page 2

To ensure that all owners of parcels abutting the proposed project limits have a clear understanding of the scope of the project, the Department of Public Works and Waste Management has scheduled a project information meeting to provide an overview of the project and to answer any questions you may have. The meeting is scheduled for Wednesday, August 23, 2000 at 7:00 p.m. The meeting will be held at the Planning Commission Conference Room, which is located at 250 S. High Street (ground level).

Since your property abuts Kanaloa Avenue, we invite you to attend the meeting. If you are unable to attend, we will be able to schedule a separate meeting with you during our normal office hours.

If there are any questions regarding the meeting or the project, or if you would like to schedule a separate meeting with our staff, please contact Pat Miyahira of the Department's Engineering Division at 270-7745.

Sincerely,

Charles Jencks
Director of Public Works & Waste Management

*

*

Enclosure

cc: Rory Frampton, Chris Hart and Partners
Michael Munekiyo, Munekiyo, Arakawa & Hiraga, Inc.

com\dpwkanalabtgownr.ltr

Appendix D:
Draft EA Comment and Response Letters

BENJAMIN J. CAYETANO
GOVERNOR



ESTHER UEDA
EXECUTIVE OFFICER

STATE OF HAWAII
DEPARTMENT OF BUSINESS, ECONOMIC DEVELOPMENT & TOURISM
LAND USE COMMISSION

P.O. Box 2359
Honolulu, HI 96804-2359
Telephone: 808-587-3822
Fax: 808-587-3827

August 14, 2000

Mr. Lloyd Lee
Engineering Division Chief
Department of Public Works and
Waste Management
County of Maui
200 S. High Street
Wailuku, Hawaii 96793

Dear Mr. Lee:

Subject: Draft Environmental Assessment (DEA) for Kanaloa
Avenue Improvements, Kahului, Maui

We have reviewed the DEA for the subject project and confirm that the widening area, as represented on the Location Map, is designated within the State Land Use Urban District.

We suggest that the Final EA include a map showing the widening area in relation to the State land use districts.

We have no further comments to offer at this time. We appreciate the opportunity to comment on the subject DEA.

Should you have any questions, please feel free to call me or Bert Saruwatari of our office at 587-3822.

Sincerely,

A handwritten signature in cursive script, appearing to read "Esther Ueda".

ESTHER UEDA
Executive Officer

EU:aa

c: OEQC
County of Maui Planning Dept.
Chris Hart & Partners

JAMES "KIMO" APANA
Mayor

DAVID S. GOODE
Director

MILTON M. ARAKAWA, A.I.C.P.
Deputy Director

TEL. (808) 270-7745
FAX. (808) 270-7975



COUNTY OF MAUI
DEPARTMENT OF PUBLIC WORKS
AND WASTE MANAGEMENT
ENGINEERING DIVISION
200 SOUTH HIGH STREET
WAILUKU, MAUI, HAWAII 96793

RALPH NAGAMINE, L.S., P.E.
Land Use and Codes Administration

RONALD R. RISKA, P. E.
Wastewater Reclamation Division

LLOYD P.C.W. LEE, P.E.
Engineering Division

ANDREW M. HIROSE
Solid Waste Division

BRIAN HASHIRO, P.E.
Highways Division

May 10, 2001

Mrs. Esther Ueda
Executive Officer
State of Hawaii Department of Business, Economic Development, and Tourism
Land Use Commission
P.O. Box 2359
Honolulu, HI 96804-2359

SUBJECT: KANALOA AVENUE IMPROVEMENTS, MIKOHU LOOP TO
KAHULUI BEACH ROAD
FEDERAL AID PROJECT STP-0900(56)
DRAFT ENVIRONMENTAL ASSESSMENT

Dear Mrs. Ueda,

We are in receipt of your agency comments dated August 14, 2000, which confirm that the project is "designated within the State Land Use Urban District". We will include a map showing the location of the State Land Use District Boundaries in the Final EA.

Thank you for your response and cooperation.

Sincerely,

A handwritten signature in black ink, appearing to read "David Goode", is written over a printed name and title.

David Goode
Director of Public Works and Waste Management

(ED01-522)



DEPARTMENT OF
HOUSING AND HUMAN CONCERNS
COUNTY OF MAUI

JAMES "KIMO" APANA
Mayor

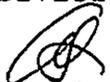
ALICE L. LEE
Director

PRISCILLA P. MIKELL
Deputy Director

200 SOUTH HIGH STREET • WAILUKU, HAWAII 96793 • PHONE (808) 270-7805 • FAX (808) 270-7165

August 14, 2000

TO: Lloyd Lee
Engineering Division chief

FROM: Alice L. Lee 
Director of Housing and Human Concerns

SUBJECT: Kanaloa Avenue Improvements

As requested in Mr. Rory Frampton's recent undated letter, we have reviewed the Draft Environmental Assessment (EA) for the subject project and have no comments to offer. Please be advised that we were not provided with a copy of the project's SMA Permit Application, and Mr. Frampton has informed us that the application is still in the process of being prepared. We are returning the Draft EA for your use.

Thank you for the opportunity to comment.

ETO:hs

Attachment

c: Housing Administrator
✓ Mr. Rory Frampton
Director of Planning

COUNTY OF MAUI

10 AUG 15 10:20

HOUSING AND HUMAN CONCERNS

JAMES "KIMO" APANA
Mayor
DAVID C. GOODE
Director
MILTON M. ARAKAWA, A.I.C.P.
Deputy Director

TEL. (808) 270-7745
FAX. (808) 270-7975



COUNTY OF MAUI
DEPARTMENT OF PUBLIC WORKS
AND WASTE MANAGEMENT
ENGINEERING DIVISION
200 SOUTH HIGH STREET
WAILUKU, MAUI, HAWAII 96793

RALPH NAGAMINE, L.S., P.E.
Land Use and Codes Administration
RONALD R. RISKA, P. E.
Wastewater Reclamation Division

LLOYD P.C.W. LEE, P.E.
Engineering Division

ANDREW M. HIROSE
Solid Waste Division

BRIAN HASHIRO, P.E.
Highways Division

May 10, 2001

Ms. Alice Lee
Director
County of Maui
Department Housing and Human Concerns
200 South High Street
Wailuku, HI 96793

SUBJECT: KANALOA AVENUE IMPROVEMENTS, MIKOHU LOOP TO
KAHULUI BEACH ROAD
FEDERAL AID PROJECT STP-0900(56)
DRAFT ENVIRONMENTAL ASSESSMENT

Dear Ms. Lee,

We are in receipt of your agency comments dated August 14, 2000, offering "no comments" with respect to the Draft Environmental Assessment of the Kanaloa Avenue Improvements.

Thank you for your response and cooperation.

Sincerely,

A handwritten signature in black ink, appearing to read "David Goode".

David Goode
Director of Public Works and Waste Management

(ED01-523)

PHONE (808) 594-1888

FAX (808) 594-1865



STATE OF HAWAII
OFFICE OF HAWAIIAN AFFAIRS
711 KAPI'OLANI BOULEVARD, SUITE 500
HONOLULU, HAWAII 96813

COPY

August 21, 2000

Mr. Lloyd Lee, Engineering Division Chief
Department of Public Works & Waste Management
County of Maui
200 South High Street
Wailuku, Hawaii 96793

EIS# 410

Subject: Draft Environmental Assessment/SMA Permit Application for
Kanaloa Avenue Improvements

Dear Mr. Lee,

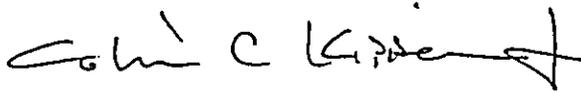
Thank you for the opportunity to review and respond to the above-referenced document. As with any project, the Office of Hawaiian Affairs is concerned that subsurface archaeological, historical and cultural remains may be impacted as well as the cultural integrity of the land.

Your EA mentions that there are no known historic or cultural resources on the surface of the existing right-of-way, but in order to address the potential for encountering subsurface remains in previously undisturbed areas, an archaeological monitoring plan will be developed and reviewed by the State Historic Preservation Division. The Office of Hawaiian Affairs would like the opportunity to review this document when it is completed. At this time, the Office of Hawaiian Affairs has no comments to offer.

If you have any questions, please contact Ken R. Salva Cruz, Policy Analyst, at 594-1847.

Mr. Lloyd Lee
August 21, 2000
Page 2

Sincerely,



Colin C. Kippen, Jr.
Deputy Administrator

cc: Board of Trustees
Maui CRS
Chris Hart & Partners
Maui Dept. of Planning
OEQC
File

JAMES "KIMO" APANA
Mayor

DAVID C. GOODE
Director

MILTON M. ARAKAWA, A.I.C.P.
Deputy Director

TEL. (808) 270-7745
FAX. (808) 270-7975



COUNTY OF MAUI
DEPARTMENT OF PUBLIC WORKS
AND WASTE MANAGEMENT
ENGINEERING DIVISION
200 SOUTH HIGH STREET
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RALPH NAGAMINE, L.S., P.E.
Land Use and Codes Administration
RONALD R. RISK, P. E.
Wastewater Reclamation Division

LLOYD P.C.W. LEE, P.E.
Engineering Division

ANDREW M. HIROSE
Solid Waste Division

BRIAN HASHIRO, P.E.
Highways Division

May 10, 2001

Mr. Colin C. Kippen, Jr.
Deputy Administrator
Office of Hawaiian Affairs
711 Kapiolani Boulevard, Suite 500
Honolulu, HI 96813

SUBJECT: KANALOA AVENUE IMPROVEMENTS, MIKOHU LOOP TO
KAHULUI BEACH ROAD
FEDERAL AID PROJECT STP-0900(56)
DRAFT ENVIRONMENTAL ASSESSMENT

Dear Mr. Kippen,

We are in response of your comments dated August 21, 2000 with respect to the Draft Environmental Assessment of the Kanaloa Avenue Improvements.

For your information, an archaeological inventory survey will be conducted for the project area with sub-surface testing to occur during the trenching phases of the construction work. A construction-monitoring plan will be submitted to SHPD for review and approval prior to initiation of construction. In addition, we will consult with the Office of Hawaiian prior to execution of the survey.

Thank you for your comments and cooperation.

Sincerely,

David Goode
Director of Public Works and Waste Management

(ED01-524)

BENJAMIN J. CAYETANO
GOVERNOR



RECEIVED
COUNTY OF MAUI
2000 AUG 24 A 10:04
ENGINEERING DIVISION
DEPT. OF PUBLIC WORKS
RAYMOND IGSAYO
COMPTROLLER

STATE OF HAWAII
DEPARTMENT OF ACCOUNTING
AND GENERAL SERVICES
SURVEY DIVISION
P. O. BOX 119
HONOLULU, HAWAII 96810

RESPONSE REFER TO:

FILE NO. _____

August 21, 2000

MEMORANDUM

TO: Mr. Lloyd Lee, Engineering Division Chief
Department of Public Works and Waste Management
County of Maui

FROM: Randall M. Hashimoto, State Land Surveyor

SUBJECT: Project Name: Kanaloa Avenue Improvements
Applicant: Department of Public Works and
Waste Management
Location: Kanaloa Avenue between north Mikohou
Road Loop and Kahului Beach Road

The subject proposal has been reviewed and confirmed that no Government Survey Triangulation Stations and Benchmarks are affected. The Survey Division has no objections to the proposed project.

Should you have any questions, please call me at 586-0390.

Randall M. Hashimoto
RANDALL M. HASHIMOTO
State Land Surveyor

JAMES "KIMO" APANA
Mayor

DAVID G. GOODE
Director

MILTON M. ARAKAWA, A.I.C.P.
Deputy Director

TEL. (808) 270-7745
FAX. (808) 270-7975



COUNTY OF MAUI
DEPARTMENT OF PUBLIC WORKS
AND WASTE MANAGEMENT
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Engineering Division

ANDREW M. HIROSE
Solid Waste Division

BRIAN HASHIRO, P.E.
Highways Division

May 10, 2001

Mr. Randall M. Hashimoto
Land Surveyor
State of Hawaii
Department of Accounting and General Services
Survey Division
P.O. Box 119
Honolulu, HI 96810

SUBJECT: KANALOA AVENUE IMPROVEMENTS, MIKOHU LOOP TO
KAHULUI BEACH ROAD
FEDERAL AID PROJECT STP-0900(56)
DRAFT ENVIRONMENTAL ASSESSMENT

Dear Mr. Hashimoto,

We are in receipt of your agency comments dated August 21, 2000, which stated that "no Government Survey Triangulation Stations and Benchmarks are affected" by the Kanaloa Avenue Improvements. Thank you for your response and cooperation.

Sincerely,

A handwritten signature in black ink, appearing to read "David Goode", is written over the typed name and title.

David Goode
Director of Public Works and Waste Management

(ED01-525)

BENJAMIN J. CAYETANO
GOVERNOR



GENEVIEVE SALMONSON
DIRECTOR

STATE OF HAWAII
OFFICE OF ENVIRONMENTAL QUALITY CONTROL

235 SOUTH BERETANIA STREET
SUITE 702
HONOLULU, HAWAII 96813
TELEPHONE (808) 688-4186
FACSIMILE (808) 688-4186
August 28, 2000

Charles Jencks
Department of Public Works
200 South High Street
Wailuku, HI 96793

Attn: Patrick Mivahira

Dear Mr. Jencks:

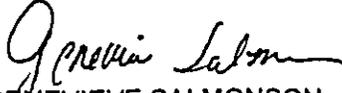
Subject: Draft Environmental Assessment (EA) for Kanaloa Avenue Improvements

We have the following comments to offer:

1. Figures 2, 3 and 4: The plans are difficult to read. In the final EA please reproduce them on a larger scale. If the profiles have been reduced or enlarged, include on each a revised scale.
2. Flood hazard: Section IIA7, *Flood and Tsunami Hazard*, describes FIRM zones as V23 (an area of the 100-year coastal flood with velocity) and A4 (an area of the 100-year flood). This brief description does not give a clear indication of the potential for flood and tsunami hazard to the project. In the final EA give a fuller description of the potential for these hazards, including runup hazard or roadway overtopping during severe storms.
3. Construction impacts: Describe potential impacts and related mitigation measures regarding safety at the project site (pedestrian safety and prevention of theft or vandalism of equipment and materials) and traffic.
4. Archeological resources: Some concern has been expressed about the potential for discovery of burials in sandy areas at or in the vicinity of the project site. Consult the Office of Hawaiian Affairs and in the final EA be sure to enclose copies of any correspondence with OHA and with the Historic Preservation Division of DLNR.

If you have any questions, please call Nancy Heinrich at 586-4185.

Sincerely,


GENEVIEVE SALMONSON
Director

c: Rory Frampton

JAMES "KIMO" APANA
Mayor

DAVID C. GOODE
Director

MILTON M. ARAKAWA, A.I.C.P.
Deputy Director

TEL. (808) 270-7745
FAX. (808) 270-7975



COUNTY OF MAUI
DEPARTMENT OF PUBLIC WORKS
AND WASTE MANAGEMENT
ENGINEERING DIVISION

200 SOUTH HIGH STREET
WAILUKU, MAUI, HAWAII 96793
May 10, 2001

RALPH NAGAMINE, L.S., P.E.
Land Use and Codes Administration

RONALD R. RISKA, P. E.
Wastewater Reclamation Division

LLOYD P.C.W. LEE, P.E.
Engineering Division

ANDREW M. HIROSE
Solid Waste Division

BRIAN HASHIRO, P.E.
Highways Division

Ms. Genevive Salmonson
Director
State of Hawaii
Office of Environmental Quality Control
235 South Beretania Street, Suite 702
Honolulu, HI 96813

SUBJECT: KANALOA AVENUE IMPROVEMENTS, MIKOHU LOOP TO KAHULUI BEACH
ROAD
FEDERAL AID PROJECT STP-0900(56)
DRAFT ENVIRONMENTAL ASSESSMENT

Dear Ms. Salmonson,

We are in response of your comments dated August 28, 2000, with respect to the Draft Environmental Assessment for the Kanaloa Avenue Improvements. We have the following replies:

Figures. While limited by the space available in the hard-copy documents, we will improve the figures in the Final EA to the extent practical. For your information, we have presented full size renderings during our public informational meetings.

Flood Hazards. We will include additional flood information in the Final EA.

Construction Impacts. We will include additional information regarding construction impacts and issues in the Final EA.

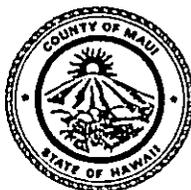
Archaeological Resources. Documentation of correspondence with the Historic Preservation Division of the Department of Land and Natural Resources and the Office of Hawaiian Affairs will be included in the Final EA.

Thank you for your comments and cooperation.

Sincerely,

David Goode
Director of Public Works and Waste Management

(ED01-526)



DEPARTMENT OF WATER SUPPLY
COUNTY OF MAUI
P.O. BOX 1109
WAILUKU, MAUI, HAWAII 96793-7109
Telephone (808) 270-7816 • Fax (808) 270-7833

August 29, 2000

Mr. Lloyd Lee, Engineering Division Chief
Department of Public Works and Waste Management
County of Maui
200 S. High Street
Wailuku, Hawaii 96793

RECEIVED
SEP 7 2000

CHRIS HART & PARTNERS
Landscape Architecture & Planning

Re: Draft Environmental Assessment/SMA Permit Application
For Kanaloa Avenue Improvements

Dear Mr. Lee,

Thank you for the opportunity to review this Draft Environmental Assessment (EA) and Special Management Area (SMA) Use permit application. We provide the following comments:

The construction of the subject project will require the relocation of existing water system facilities along Kanaloa Avenue. Attached is a section of our fire protection map showing the alignments of the waterlines and fire hydrants in the project area. Please contact our engineering division at 270-7835 with regards to these issues.

The Final EA should include expected potable and non-potable water usage. Non-potable water should be used for dust-control purposes. If any potable water will be used, the applicants are required to submit irrigation calculations at the time of meter application. Water availability will be reviewed at the time of application for meter or meter reservation. We encourage the applicants to make arrangements to use non-potable water, where possible, for irrigation of landscaped areas.

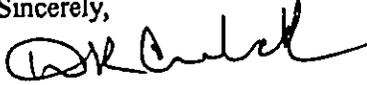
The project site is located in "Maui County Planting Plan" - Plant Zones 3, 4 and 5. Please refer to the "Maui County Planting Plan", and to the attached documents. We encourage the applicants to consider using climate-adapted and salt-tolerant native plants where any roadside landscaping is intended and when revegetating the construction corridors. Native plants adapted to the area, conserve water and further protect the watershed from degradation due to invasive alien species.

By Water All Things Find Life

In order to protect water resources in the area, DWS recommends that the applicant utilize Best Management Practices (BMPs) designed to minimize infiltration from all construction activities and related vehicle operations. We have attached sample BMPs for principle operations for reference. Additional information is available from the State Department of Health.

Should you have any questions, please call the Water Resources and Planning Division at: 270-7199.

Sincerely,



David Craddick
Director
emb

cc: Chris Hart & Partners w
Maui County Department of Planning
DWS Engineering Division

attachments: (to applicant only)

- 1) Portion of DWS Fire Protection Map
- 2) "Saving Water in the Yard: What & How to Plant in Your Area".
- 3) Selected BMPs from "Guidance Specifying Management Measures For Sources of Nonpoint Pollution In Coastal Waters." U.S. EPA.
- 4) References for Further Reading from "The Megamanual - Nonpoint Source Management Manual." Commonwealth of Massachusetts

C:\WPdocs\Fermmcomm\Kanales Ave.wpd

By Water All Things Find Life

JAMES "KIMO" APANA
Mayor

DAVID S. GOODE
Director

MILTON M. ARAKAWA, A.I.C.P.
Deputy Director

TEL. (808) 270-7745
FAX. (808) 270-7975



COUNTY OF MAUI
DEPARTMENT OF PUBLIC WORKS
AND WASTE MANAGEMENT
ENGINEERING DIVISION
200 SOUTH HIGH STREET
WAILUKU, MAUI, HAWAII 96793

RALPH NAGAMINE, L.S., P.E.
Land Use and Codes Administration

RONALD R. RISKA, P. E.
Wastewater Reclamation Division

LLOYD P.C.W. LEE, P.E.
Engineering Division

ANDREW M. HIROSE
Solid Waste Division

BRIAN HASHIRO, P.E.
Highways Division

Mr. David Craddick
Director
County of Maui
Department of Water Supply
P.O. Box 1109
Wailuku, HI 96793-7109

SUBJECT: KANALOA AVENUE IMPROVEMENTS, MIKOHU LOOP TO KAHULUI BEACH
ROAD
FEDERAL AID PROJECT STP-0900(56)
DRAFT ENVIRONMENTAL ASSESSMENT

Dear Mr. Craddick,

We are in receipt of your agency comments dated August 29, 2000, with respect to the Draft Environmental Assessment of the Kanaloa Avenue Improvements.

Coordination. We will be contacting your engineering division to discuss how we may minimize disturbances to service laterals and fire hydrants in the project area. We do not anticipate disturbances to the existing transmission pipes.

Potable and Non Potable Water. Non-potable water will be utilized during dust control activities and for the establishment of groundcover within the project corridor. Permanent landscape irrigation is not included in the project.

Planting. A grass groundcover is proposed for the unpaved sections of the ROW corridor. No permanent irrigation is proposed.

BMPs. To protect water resources, erosion controls will be implemented during construction. This will include sprinkling of graded areas and prompt re-vegetation of disturbed soils to prevent sediment from entering runoff. The project will also minimize the affected area by re-surfacing the existing pavement structure rather than removing and re-grading the existing roadway.

Thank you for your response and cooperation.

Sincerely,

David Goode
Director of Public Works and Waste Management

(ED01-527)

BENJAMIN J. CAYetano
GOVERNOR OF HAWAII



STATE OF HAWAII

DEPARTMENT OF LAND AND NATURAL RESOURCES

HISTORIC PRESERVATION DIVISION
Kakuhikawa Building, Room 655
201 Kamehale Boulevards
Kaoohale, Hawaii 96707

TIMOTHY E. JOHNS, CHAIRPERSON
BOARD OF LAND AND NATURAL RESOURCES

DEPUTIES
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AQUATIC RESOURCES
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HISTORIC PRESERVATION
LAND
STATE PARKS
WATER RESOURCE MANAGEMENT

RECEIVED
SEP 11 2000
CHRIS HART & PARTNERS
Landscape Architecture & Planning

August 30, 2000

Mr. Lloyd Lee, Engineering Division Chief
Department of Public Works and Waste Management
200 South High Street
Wailuku, Hawaii 96793

LOG NO: 26051 ✓
DOC NO: 0008CD13

Dear Mr. Lee:

**SUBJECT: National Historic Preservation Act Section 106 and Chapter 6E-8 Historic Preservation Review of the Draft Environmental Assessment and Special Management Area Use Permit Application for the Proposed Kanaloa Avenue Improvements [Federal Aid Project STP-0900(56)]
Wailuku Ahupua`a, Wailuku District, Island of Maui
TMK: 3-8-07 and 3-8-25**

Thank you for the opportunity to comment on the Draft Environmental Assessment (EA) and the Special Management Area Use Permit Application (SMA) for the proposed Kanaloa Avenue improvements.

From the submitted draft EA and SMA, we understand this is a joint project between the Federal Highways Division (FHWA) and the Maui County Department of Public Works. The proposed undertaking is located in on Kanaloa Avenue between Kahului Beach Road and Ka'ahumanu Avenue and consists of:

- Widening the existing two lane travelway into four lanes
- Incorporating bike lanes on each side of the roadway
- Installing concrete curbing, gutters, and sidewalks
- Providing a grassed shoulder
- Upgrading the drainage infrastructure

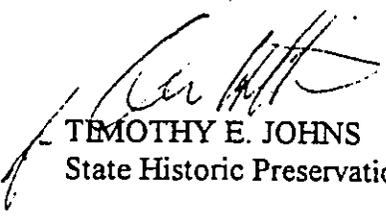
A search of our records indicates the proposed project area has not undergone an archaeological inventory survey. The proposed undertaking will add two lanes to Kanaloa Avenue and a bikeway, gutters and sidewalks among other elements. We realize that the project area is currently urban with houses and the existing road. However, it is located in the Pu'unone Sand

Mr. Lloyd Lee
Page 2

Dune. This area in general, contains both isolated and clusters of human burials (found in many archaeological projects), which survive in subsurface contexts (even in urbanized areas). Thus, we believe it is possible that such sites may be encountered during the proposed undertaking. This area also is near the shore and not far from the tip of the dune and Lower Main Street, so it is also possible buried habitation deposits of precontact age could be in the seaward areas.

Given the above, we recommend that archaeological inventory survey with subsurface testing occur to determine if substantial habitation deposits or burial sites might be present. Testing should representatively cover the project area, with some coverage focused near the beach road. The findings of the survey should be prepared in report format and be submitted to our office for review. At that point, mitigation needs can be evaluated.

Aloha,



TEMOTHY E. JOHNS
State Historic Preservation Officer

CD:an

cc: Mr. John E. Min, Maui Planning Division
Mr. Rory Frampton, Chris Hart & Partners

JAMES "KIMO" APANA
Mayor

DAVID C. GOODE
Director

MILTON M. ARAKAWA, A.I.C.P.
Deputy Director

TEL. (808) 270-7745
FAX. (808) 270-7975



COUNTY OF MAUI
DEPARTMENT OF PUBLIC WORKS
AND WASTE MANAGEMENT
ENGINEERING DIVISION
200 SOUTH HIGH STREET
WAILUKU, MAUI, HAWAII 96793
May 10, 2001

RALPH NAGAMINE, L.S., P.E.
Land Use and Codes Administration

RONALD R. RISKA, P. E.
Wastewater Reclamation Division

LLOYD P.C.W. LEE, P.E.
Engineering Division

ANDREW M. HIROSE
Solid Waste Division

BRIAN HASHIRO, P.E.
Highways Division

Mr. Don Hibbard
Administrator
State of Hawaii
Department of Land and Natural Resources
Historic Preservation Division
Kakuhihewa Building
601 Kamokila Boulevard, Room 555
Kapolei, HI 96707

Attn: Ms. Cathy Dahger

SUBJECT: KANALOA AVENUE IMPROVEMENTS, MIKOHU LOOP TO KAHULUI BEACH
ROAD
FEDERAL AID PROJECT STP-0900(56)
DRAFT ENVIRONMENTAL ASSESSMENT

Dear Mr. Hibbard:

We are in receipt of your letter dated August 30, 2000 with respect to the Draft Environmental Assessment for the Kanaloa Avenue Improvements.

An archaeological inventory survey will be conducted for the project area with sub-surface testing to occur during the trenching phases of the construction work. A construction-monitoring plan will be submitted to SHPD for review and approval prior to initiation of construction. In addition, the Office of Hawaiian Affairs will be consulted prior to execution of the survey. Should any sub-surface archaeological or cultural materials be found during the survey, SHPD will be notified and appropriate actions will be determined.

Thank you for your concerns regarding this project, if you have any questions please do not hesitate to contact myself or Mr. Rory Frampton of Chris Hart & Partners at (808) 242-1955.

Sincerely,

A handwritten signature in black ink, appearing to read "David Goode", is written over a printed name and title.

David Goode
Director of Public Works and Waste Management

(ED01-528)

BENJAMIN J. CAYETANO
GOVERNOR OF HAWAII



STATE OF HAWAII
DEPARTMENT OF LAND AND NATURAL RESOURCES
DIVISION OF LAND MANAGEMENT
54 SOUTH HIGH STREET, ROOM 101
WAILUKU, HAWAII 96793-2198

Timothy E. Johns
~~XXXXXXXXXX~~
MICHAEL D. WILSON
CHAIRPERSON
BOARD OF LAND AND NATURAL RESOURCES

DEPUTY
~~XXXXXXXXXX~~
Janet E. Kawelo

AQUACULTURE DEVELOPMENT
PROGRAM
AQUATIC RESOURCES
BOATING AND OCEAN RECREATION
CONSERVATION AND
ENVIRONMENTAL AFFAIRS
CONSERVATION AND
RESOURCES ENFORCEMENT
CONVEYANCES
FORESTRY AND WILDLIFE
HISTORIC PRESERVATION
LAND MANAGEMENT
STATE PARKS
WATER AND LAND DEVELOPMENT
WATER RESOURCE MANAGEMENT

RECEIVED
SEP - 1 2000

CHRIS HART & PARTNEPS
Landscape Architecture & Planning

MEMORANDUM

DATE: August 31, 2000
TO: Mr. Lloyd Lee, Engineering Division Chief
County of Maui, DPWWM
FROM: Louis Wada, Land Agent *Louis Wada*
Maui District Land Office
SUBJECT: Kanaloa Avenue Improvements Draft EA and SMA Permit Application

The Maui District Land Office of the Department of Land and Natural Resources has no comments on the subject application at this time.

Thank you for allowing us to review the Draft Environmental Assessment and SMA permit application.

c: Maui Board Member
Nick Vaccaro
Rory Frampton, Chris Hart & Partners

JAMES "KIMO" APANA
Mayor

DAVID C. GOODE
Director

MILTON M. ARAKAWA, A.I.C.P.
Deputy Director

TEL. (808) 270-7745
FAX. (808) 270-7975



COUNTY OF MAUI
DEPARTMENT OF PUBLIC WORKS
AND WASTE MANAGEMENT
ENGINEERING DIVISION
200 SOUTH HIGH STREET
WAILUKU, MAUI, HAWAII 96793

RALPH NAGAMINE, L.S., P.E.
Land Use and Codes Administration

RONALD R. RISKA, P. E.
Wastewater Reclamation Division

LLOYD P.C.W. LEE, P.E.
Engineering Division

ANDREW M. HIROSE
Solid Waste Division

BRIAN HASHIRO, P.E.
Highways Division

May 10, 2001

Mr. Louis Wada
Land Agent
State of Hawaii
Department of Land and Natural Resources
Division of Land Management
Maui District Land Office
54 South High Street, Room 101
Wailuku, HI 96793-2198

SUBJECT: KANALOA AVENUE IMPROVEMENTS, MIKOHU LOOP TO
KAHULUI BEACH ROAD
FEDERAL AID PROJECT STP-0900(56)
DRAFT ENVIRONMENTAL ASSESSMENT

Dear Mr. Wada,

We are in receipt of your agency comments dated August 31, 2000, offering "no comment" with respect to the Draft Environmental Assessment of the Kanaloa Avenue Improvements.

Thank you for your response and cooperation.

Sincerely,

A handwritten signature in black ink, appearing to read "David Goode".

David Goode
Director of Public Works and Waste Management

(ED01-529)

BENJAMIN J. CAYETANO
GOVERNOR



STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
HIGHWAYS DIVISION

MAUI DISTRICT
650 PALAPALA DRIVE
KAHULUI, HAWAII 96732



KAZU HAYASHIDA
DIRECTOR

LWY-M 2-276-00
DEPUTY DIRECTORS
BRIAN K. MINAII
GLENN M. OKIMOTO

September 5, 2000

IN REPLY REFER TO:

Mr. Lloyd Lee, Chief
Engineering Division
County of Maui
Department of Public Works
& Waste Management
200 South High Street
Wailuku, Hawaii 96793

RECEIVED
SEP 11 2000

CHRIS HART & PARTNERS
Landscape Architecture & Planning

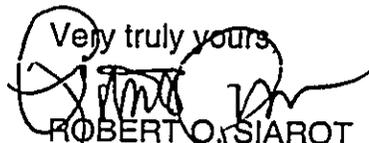
Dear Mr. Lee:

SUBJECT: KANALOA AVENUE IMPROVEMENTS, FAP NO. STP-0900(56)

Thank you for the opportunity to review the Draft Environmental Assessment for the subject project. Based on the *Maui Long-Range Land Transportation Plan (February 1997)*, Kanaloa Avenue is ultimately planned to be connected to Honoapiilani Highway between 2006-2020. Due to the potential for tremendous growth, please analyze the Kanaloa Avenue/Kahului Beach Road intersection for warrants to construct a double left turn lane.

If you have any questions, please call me at 873-3535.

Very truly yours,


ROBERT O. SIAROT
District Engineer, Maui

PMC:dmf

c: Planning Department (County of Maui)
Mr. Rory Frampton (Chris Hart & Partners)

JAMES "KIMO" APANA
Mayor

DAVID C. GOODE
Director

MILTON M. ARAKAWA, A.I.C.P.
Deputy Director

TEL. (808) 270-7745
FAX. (808) 270-7975



COUNTY OF MAUI
DEPARTMENT OF PUBLIC WORKS
AND WASTE MANAGEMENT
ENGINEERING DIVISION

200 SOUTH HIGH STREET
WAILUKU, MAUI, HAWAII 96793

May 10, 2001

RALPH NAGAMINE, L.S., P.E.
Land Use and Codes Administration

RONALD R. RISKA, P. E.
Wastewater Reclamation Division

LLOYD P.C.W. LEE, P.E.
Engineering Division

ANDREW M. HIROSE
Solid Waste Division

BRIAN HASHIRO, P.E.
Highways Division

Mr. Bob Siarot
Maui District Engineer
State of Hawaii
Department of Transportation
650 Palapala Drive
Kahului, HI 96732

SUBJECT: KANALOA AVENUE IMPROVEMENTS, MIKOHU LOOP TO
KAHULUI BEACH ROAD
FEDERAL AID PROJECT STP-0900(56)
DRAFT ENVIRONMENTAL ASSESSMENT

Dear Mr. Siarot,

We are in receipt of your agency comments dated September 5, 2000, with respect to the Draft Environmental Assessment of the Kanaloa Avenue Improvements. We offer the following response:

Double Left Turn Lane. Based upon observations by the County's traffic engineers, as well as future anticipated traffic volumes, a double left turn lane from Lower Waiehu Beach Road onto Kanaloa Avenue will not be necessary

Thank you for your response and cooperation.

Sincerely,

David Goode
Director of Public Works and Waste Management

(ED01-530)

BENJAMIN J. CAYETANO
GOVERNOR
STATE OF HAWAII



STATE OF HAWAII
DEPARTMENT OF HAWAIIAN HOME LANDS
P.O. BOX 1879
HONOLULU, HAWAII 96805

RAYNARD C. SOON
CHAIRMAN
HAWAIIAN HOMES COMMISSION

JOSE M. K. M. YAMAGUCHI
DEPUTY TO THE CHAIRMAN

RECORDED
COUNTY OF MAUI
2000 SEP 15 P 3 51
ENGINEERING DIVISION
DEPT. OF PUBLIC WORKS

September 15, 2000

Mr. Lloyd Lee, Engineering Division Chief
Department of Public Works and Waste Management
County of Maui
200 S. High Street
Wailuku, HI 96793

Dear Mr. Lee:

Subject: Kanaloa Avenue Improvements, Draft Environmental
Assessment, TMK 3-8-7 & 3-8-25, Wailuku, Maui, Dated
July, 2000

Thank you for the opportunity to review the subject application.
The Department of Hawaiian Home Lands has no comment to offer.

If you have any questions, please call Daniel Ornellas of our
Planning Office at 586-3836.

Aloha,

for 
Raynard C. Soon, Chairman
Hawaiian Homes Commission

JAMES "KIMO" APANA
Mayor

DAVID C. GOODE
Director

MILTON M. ARAKAWA, A.I.C.P.
Deputy Director

TEL. (808) 270-7745
FAX. (808) 270-7975



COUNTY OF MAUI
DEPARTMENT OF PUBLIC WORKS
AND WASTE MANAGEMENT
ENGINEERING DIVISION
200 SOUTH HIGH STREET
WAILUKU, MAUI, HAWAII 96793

RALPH NAGAMINE, L.S., P.E.
Land Use and Codes Administration

RONALD R. RISKA, P. E.
Wastewater Reclamation Division

LLOYD P.C.W. LEE, P.E.
Engineering Division

ANDREW M. HIROSE
Solid Waste Division

BRIAN HASHIRO, P.E.
Highways Division

May 10, 2001

Mr. Raynard C. Soon
Chairman, Hawaiian Homes Commission
State of Hawaii
Department of Hawaiian Home Lands
P.O. Box 1879
Honolulu, HI 96805

SUBJECT: KANALOA AVENUE IMPROVEMENTS, MIKOHU LOOP TO
KAHULUI BEACH ROAD
FEDERAL AID PROJECT STP-0900(56)
DRAFT ENVIRONMENTAL ASSESSMENT

Dear Mr. Soon,

We are in receipt of your agency comments dated September 15, 2000, offering "no comment" with respect to the Draft Environmental Assessment of the Kanaloa Avenue Improvements.

Thank you for your response and cooperation.

Sincerely,

A handwritten signature in black ink, appearing to read "David Goode".

David Goode
Director of Public Works and Waste Management

(ED01-531)

BENJAMIN J. CAYETANO
GOVERNOR



BRUCE S. ANDERSON, Ph.D., M.P.H.
DIRECTOR OF HEALTH

DISTRICT HEALTH OFFICER

STATE OF HAWAII
DEPARTMENT OF HEALTH
MAUI DISTRICT HEALTH OFFICE
54 HIGH STREET
WAILUKU, MAUI, HAWAII 96793

August 14, 2000

Mr. Lloyd Lee
Engineering Division Chief
Department of Public Works and Waste Management
County of Maui
200 South High Street
Wailuku, Hawai'i 96793

Dear Mr. Lee:

Subject: **Kanaloa Avenue Improvements
Draft Environmental Assessment/SMA Permit
Application**

Thank you for the opportunity to comment on the Kanaloa Avenue Improvements. Comments from this office were transmitted to our Honolulu Office. A coordinated response is forthcoming.

Should you have any questions, please call me at 984-8230.

Sincerely,

A handwritten signature in black ink, appearing to read "Herbert S. Matsubayashi".

Herbert S. Matsubayashi
District Environmental Health Program Chief

c: Art Bauckham
Rory Frampton
Maui Planning Office

BENJAMIN J. CAYETANO
GOVERNOR OF HAWAII



STATE OF HAWAII
DEPARTMENT OF HEALTH
P.O. BOX 3378
HONOLULU, HAWAII 96801

September 28, 2000

BRUCE S. ANDERSON, Ph.D., M.P.H.
DIRECTOR OF HEALTH

RECEIVED
COUNTY OF MAUI

2000 OCT -3 P 2:54
In reply, please refer to:

ENVIRONMENTAL DIVISION
DEPT. OF PUBLIC WORKS

00-166/epo

Mr. Lloyd Lee, Chief
Engineering Division
Department of Public Works
and Waste Management
County of Maui
200 S. High Street
Wailuku, Hawaii 96793

Dear Mr. Lee:

Subject: Draft Environmental Assessment/Special Management Area Permit Application
Kanaloa Avenue Improvements
Between North Mikohu Road Loop and Kahului Beach Road, Maui

Thank you for allowing us to review and comment on the subject project. We have the following comments to offer:

Polluted Runoff Control

Proper planning, design and use of erosion control measures and management practices will substantially reduce the total volume of runoff and limit the potential impact to the coastal waters from polluted runoff. Please refer to the *Hawaii's Coastal Nonpoint Source Control Plan*, pages III-117 to III-119 for guidance on these management measures and practices for specific project activities. To inquire about receiving a copy of this plan, please call the Coastal Zone Management Program in the Planning Office of the Department of Business, Economic Development and Tourism at 587-2877.

The following practices are suggested to minimize erosion during construction activities:

1. Conduct grubbing and grading activities during the low rainfall months (minimum erosion potential).
2. Clear only areas essential for construction.

Mr. Lloyd Lee, Chief
 September 28, 2000
 Page 2

3. Locate potential nonpoint pollutant sources away from steep slopes, water bodies, and critical areas.
4. Protect natural vegetation with fencing, tree armoring, and retaining walls or tree wells.
5. Cover or stabilize topsoil stockpiles.
6. Intercept runoff above disturbed slopes and convey it to a permanent channel or storm drain.
7. On long or steep slopes, construct benches, terraces, or ditches at regular intervals to intercept runoff.
8. Protect areas that provide important water quality benefits and/or are environmentally sensitive ecosystems.
9. Protect water bodies and natural drainage systems by establishing streamside buffers.
10. Minimize the amount of construction time spent in any stream bed.
11. Properly dispose of sediment and debris from construction activities.
12. Replant or cover bare areas as soon as grading or construction is completed. New plantings will require soil amendments, fertilizers and temporary irrigation to become established. Use high planting and/or seeding rates to ensure rapid stand establishment. Use seeding and mulch/mats. Sodding is an alternative.

The following practices are suggested to remove solids and associated pollutants in runoff during and after heavy rains and/or wind:

1. Sediment basins.
2. Sediment traps.
3. Fabric filter fences.
4. Straw bale barriers.
5. Vegetative filter strips.

Mr. Lloyd Lee, Chief
September 28, 2000
Page 3

Any questions regarding these matters should be directed to the Polluted Runoff Control Program in the Clean Water Branch at 586-4309.

Water Pollution

1. A National Pollutant Discharge Elimination System (NPDES) general permit is required for the following discharges to waters of the State:
 - a. Storm water discharges relating to construction activities, such as clearing, grading, and excavation, for projects equal to or greater than five acres;
 - b. Construction dewatering activities;

Any person requesting to be covered by a NPDES general permit for any of the above activities should file a Notice of Intent with the Department's Clean Water Branch at least 30 days prior to commencement of any discharge to waters of the State.

Any questions regarding these comments should be directed to Mr. Denis Lau, Branch Chief, Clean Water Branch at 586-4309.

Sincerely,



GARY GILL
Deputy Director
Environmental Health Administration

c: MDHO
CWB

JAMES "KIMO" APANA
Mayor
DAVID C. GOODE
Director
MILTON M. ARAKAWA, A.I.C.P.
Deputy Director

TEL. (808) 270-7745
FAX. (808) 270-7975



COUNTY OF MAUI
DEPARTMENT OF PUBLIC WORKS
AND WASTE MANAGEMENT
ENGINEERING DIVISION
200 SOUTH HIGH STREET
WAILUKU, MAUI, HAWAII 96793
May 10, 2001

RALPH NAGAMINE, L.S., P.E.
Land Use and Codes Administration
RONALD R. RISK, P. E.
Wastewater Reclamation Division
LLOYD P.C.W. LEE, P.E.
Engineering Division
ANDREW M. HIROSE
Solid Waste Division
BRIAN HASHIRO, P.E.
Highways Division

Mr. Gary Gill
Deputy Director of Environmental Health
State of Hawaii
Department of Health
P.O. Box 3378
Honolulu, HI 96801

SUBJECT: KANALOA AVENUE IMPROVEMENTS, MIKOHU LOOP TO KAHULUI BEACH
ROAD
FEDERAL AID PROJECT STP-0900(56)
DRAFT ENVIRONMENTAL ASSESSMENT

Dear Mr. Gill,

We are in receipt of your agency comments dated August 14 and September 28, 2000, with respect to the Draft Environmental Assessment of the Kanaloa Avenue Improvements. We appreciate your recommendations concerning polluted runoff control and water pollution.

Polluted Runoff Control. To protect water resources, erosion controls will be implemented during construction. This will include sprinkling of graded areas and prompt re-vegetation of disturbed soils. The project will also minimize the affected area by re-surfacing the existing pavement structure rather than removing and re-grading the existing roadway. Drainage facilities will incorporate existing basins along Kahului Beach Road, which is anticipated to allow some desiltation of runoff before it reaches the ocean.

Water Pollution. The total project area is approximately 3 acres, so a NPDES permit will not be necessary. The improvements will re-surface rather than replace the existing pavement, so the disturbed area will far less than the total project area.

Thank you for your response and cooperation.

Sincerely,

David Goode
Director of Public Works and Waste Management

(ED01-532)

BENJAMIN J. CAYETANO
GOVERNOR



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

RECEIVED
COUNTY OF MAUI



2000 OCT -3 P 1:40
ENGINEERING DIVISION
DEPT. OF PUBLIC WORKS

KAZU HAYASHIDA
DIRECTOR

DEPUTY DIRECTORS
BRIAN K. MINAAI
GLENN M. OKIMOTO

SEP 29 2000

IN REPLY REFER TO:

HWY-PS
2.0181

Mr. Lloyd Lee
Engineering Division Chief
Department of Public Works and Waste
Management
County of Maui
200 South High Street
Wailuku, Hawaii 96793

Dear Mr. Lee:

Subject: Draft Environmental Assessment (EA) and SMA Permit Application
for Kanaloa Avenue Improvements, Kahului, Maui
Federal Aid Project STP-0900(56)

Thank you for requesting our comments. Please address the following concerns in the Final EA.

1. Projected traffic volumes should be included to justify the need for the proposed improvements.
2. The Draft EA states that "The plan to widen the north end of Kanaloa Avenue have been a listed priority of the Long-Range Highway Plan for Maui..." This statement is true for the 1991 version of the plan, but is not listed in the latest 1997 plan. This may have been an oversight in the development of the 1997 plan. While we agree that your project is important, you need to be careful in the wording used in the Draft EA.

Very truly yours,


KAZU HAYASHIDA
Director of Transportation

JAMES "KIMO" APANA
Mayor

DAVID C. GOODE
Director

MILTON M. ARAKAWA, A.I.C.P.
Deputy Director

TEL. (808) 270-7745
FAX. (808) 270-7975



COUNTY OF MAUI
DEPARTMENT OF PUBLIC WORKS
AND WASTE MANAGEMENT
ENGINEERING DIVISION
200 SOUTH HIGH STREET
WAILUKU, MAUI, HAWAII 96793

May 10, 2001

RALPH NAGAMINE, L.S., P.E.
Land Use and Codes Administration

RONALD R. RISK, P. E.
Wastewater Reclamation Division

LLOYD P.C.W. LEE, P.E.
Engineering Division

ANDREW M. HIROSE
Solid Waste Division

BRIAN HASHIRO, P.E.
Highways Division

Mr. Brian Minaai
Director
State of Hawaii
Department of Transportation
869 Punchbowl Street
Honolulu, HI 96813-5097

SUBJECT: KANALOA AVENUE IMPROVEMENTS, MIKOHU LOOP TO KAHULUI
BEACH ROAD
FEDERAL AID PROJECT STP-0900(56)
DRAFT ENVIRONMENTAL ASSESSMENT

Dear Mr. Hayashida,

We are in receipt of your agency comments dated September 29, 2000 with respect to the Draft Environmental Assessment of the Kanaloa Avenue Improvements. We have the following replies:

Traffic Volume Studies. Justification for the project is based on the observations of our engineers and data provided in the 1997 Island Wide Transportation Study. Reference to the study will be included in the Final EA.

Inconsistency between the 1991 and 1997 Highway Plans. Thank you for bringing this to our attention. The Final EA will be amended accordingly.

Thank you for your response and cooperation.

Sincerely,

David Goode
Director of Public Works and Waste Management

(ED01-533)



JAMES "KIMO" APANA
MAYOR

OUR REFERENCE

YOUR REFERENCE

POLICE DEPARTMENT

COUNTY OF MAUI

55 MAHALANI STREET
WAILUKU, HAWAII 96793
(808) 244-6400
Fax (808) 244-6411



RECEIVED
COUNTY OF MAUI

2001 FEB 14 A

THOMAS M. PHILLIPS
CHIEF OF POLICE

KEKUHAPUPIO R. AKANA
DEPUTY CHIEF OF POLICE

February 9, 2001

MEMORANDUM

TO : LLOYD P.C.W. LEE, ENGINEERING DIVISION CHIEF
DEPARTMENT OF PUBLIC WORKS AND WASTE MANAGEMENT

FROM : THOMAS M. PHILLIPS, CHIEF OF POLICE
DEPARTMENT OF POLICE

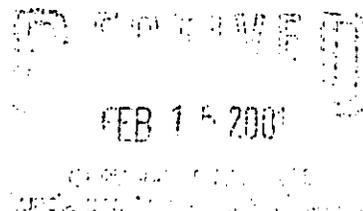
SUBJECT : KANALOA AVENUE IMPROVEMENTS, MIKOHU LOOP TO
KAHULUI BEACH ROAD
FEDERAL AID PROJECT NO. STP-0900(56)

Thank you for your letter of January 25, 2001 requesting comments on the above subject.

We have reviewed the proposed summary and have no comments or recommendations at this time. Thank you for giving us the opportunity to comment on the proposed project.

Assistant Chief Robert Tam Ho
For: THOMAS M. PHILLIPS
Chief of Police

Xc: DAVID GOODE



JAMES "KIMO" APANA
Mayor
DAVID C. GOODE
Director
MILTON M. ARAKAWA, A.I.C.P.
Deputy Director



COUNTY OF MAUI
DEPARTMENT OF PUBLIC WORKS
AND WASTE MANAGEMENT
ENGINEERING DIVISION
200 SOUTH HIGH STREET
WAILUKU, MAUI, HAWAII 96793

RALPH NAGAMINE, L.S., P.E.
Land Use and Codes Administration
RONALD R. RISK, P. E.
Wastewater Reclamation Division

LLOYD P.C.W. LEE, P.E.
Engineering Division

ANDREW M. HIROSE
Solid Waste Division

BRIAN HASHIRO, P.E.
Highways Division

TEL. (808) 270-7745
FAX. (808) 270-7975

May 10, 2001

Chief Thomas M. Phillips
Maui Police Department
55 Mahalani Street
Wailuku, HI 96793

SUBJECT: KANALOA AVENUE IMPROVEMENTS, MIKOHU LOOP TO
KAHULUI BEACH ROAD
FEDERAL AID PROJECT STP-0900(56)
DRAFT ENVIRONMENTAL ASSESSMENT

Dear Mr. Phillips,

We are in receipt of your agency comments dated February 9, 2000, offering "no comment" with respect to the Draft Environmental Assessment of the Kanaloa Avenue Improvements.

Thank you for your response and cooperation.

Sincerely,

A handwritten signature in black ink, appearing to read "David Goode", is written over the typed name and title.

David Goode
Director of Public Works and Waste Management

(ED01-534)

P. 3
700

JAMES "KIMO" APANA
MAYOR



CLAYTON T. ISHIKAWA
CHIEF

RECEIVED
COUNTY OF MAUI
FRANKIE E. FERNANDEZ, JR.
DEPUTY CHIEF

COUNTY OF MAUI
DEPARTMENT OF FIRE CONTROL
2001 FEB 14 A 8:26
200 DAIRY ROAD
KAHULUI, MAUI, HAWAII 96732
(808) 270-7561
FAX (808) 270-7919
ENGINEERING DIVISION
DEPT. OF PUBLIC WORKS

February 12, 2001

TO: LLOYD LEE, ENGINEERING DIVISION CHIEF
FROM: CLAYTON T. ISHIKAWA, FIRE CHIEF *C.T.I.*
SUBJECT: KANALOA AVENUE IMPROVEMENTS, MIKOHU LOOP TO
KAHULUI BEACH ROAD
FEDERAL AID PROJECT NO. STP-0900 (56)

In response to this project of installation of raised crosswalks on Kanaloa Ave., our fire apparatuses would have to slow down to approximately 10 m.p.h. to traverse this so there will be little jarring to our personnel and our apparatuses. This will affect our response time to an incident by slowing the response time and may play a role in the escalation of a fire incident or affect an assignment for an emergency medical incident where seconds count. Our fire apparatuses are 20 ton vehicles with manpower and equipment on it and for every raised crosswalk or speed hump we approach we would have to slow down and start up again where our vehicles do not have the pick up speed like lighter vehicles.

Kanaloa Ave. presently is not used by our fire apparatus from Wailuku Fire Station as one of the major routes for most our responses unless the incident is in the Kanaloa Ave. subdivisions, but Police and Ambulances do use this as one of their major routes for responses.

Thank you for the opportunity to comment on this project. If there are any questions, please feel free to contact my office at 270-7561.

XL: DAVID GOODE

JAMES "KIMO" APANA
Mayor

DAVID C. GOODE
Director

MILTON M. ARAKAWA, A.I.C.P.
Deputy Director

TEL. (808) 270-7745
FAX. (808) 270-7975



COUNTY OF MAUI
DEPARTMENT OF PUBLIC WORKS
AND WASTE MANAGEMENT
ENGINEERING DIVISION

200 SOUTH HIGH STREET
WAILUKU, MAUI, HAWAII 96793

May 10, 2001

RALPH NAGAMINE, L.S., P.E.
Land Use and Codes Administration

RONALD R. RISKA, P. E.
Wastewater Reclamation Division

LLOYD P.C.W. LEE, P.E.
Engineering Division

ANDREW M. HIROSE
Solid Waste Division

BRIAN HASHIRO, P.E.
Highways Division

Chief Clayton T. Ishikawa
Maui Fire Department
200 Dairy Road
Kahului, HI 96732

SUBJECT: KANALOA AVENUE IMPROVEMENTS, MIKOHU LOOP TO KAHULUI
BEACH ROAD
FEDERAL AID PROJECT STP-0900(56)
DRAFT ENVIRONMENTAL ASSESSMENT

Dear Mr. Ishikawa,

We are in receipt of your agency comments dated February 12, 2000, with respect to the Draft Environmental Assessment of the Kanaloa Avenue Improvements.

In your letter you stated that the speed tables would slow the progress of your 20-ton fire apparatuses, and that Kanaloa Avenue is *not* used as a major route for emergencies outside of that local area. We will include this information in our Final EA.

Thank you for your response and cooperation.

Sincerely,

A handwritten signature in black ink, appearing to read "David Goode", is written over the typed name and title.

David Goode
Director of Public Works and Waste Management

(ED01-535)



AMERICAN MEDICAL RESPONSE WEST

February 23, 2001

Mr. Patrick Miyahira
Engineering Division
County of Maui
Department of Public Works
200 South High Street
Wailuku-Maui, Hawaii 96793

RECEIVED
COUNTY OF MAUI
2001 FEB 26 P 2:29
ENGINEERING DIVISION
DEPT OF PUBLIC WORKS

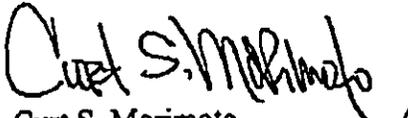
Dear Mr. Miyahira:

This is in response to our conversation this date regarding Federal Aid Project No. STP-0900(56)—Kanaloa Avenue improvements.

I have reviewed the map enclosure and letter dated January 25, 2001 from Mr. Lloyd P.C.W. Lee with regard to this project. These projects will not significantly impact ambulance responses to emergencies. It will have a bigger impact in having residents of the area recognize an effort to curb speeding along these roadways.

Thank you for sharing these plans and soliciting our comments and input.

Sincerely,


Curt S. Morimoto
Operations Manager

JAMES "KIMO" APANA
Mayor

DAVID C. GOODE
Director

MILTON M. ARAKAWA, A.I.C.P.
Deputy Director

TEL. (808) 270-7745
FAX. (808) 270-7975



COUNTY OF MAUI
DEPARTMENT OF PUBLIC WORKS
AND WASTE MANAGEMENT
ENGINEERING DIVISION
200 SOUTH HIGH STREET
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RALPH NAGAMINE, L.S., P.E.
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Wastewater Reclamation Division

LLOYD P.C.W. LEE, P.E.
Engineering Division

ANDREW M. HIROSE
Solid Waste Division

BRIAN HASHIRO, P.E.
Highways Division

May 10, 2001

Mr. Curt S. Morimoto
Operations Manager
American Medical Response West
230 Hana Highway, Suite 12B
Kahului, HI 96732

SUBJECT: KANALOA AVENUE IMPROVEMENTS, MIKOHU LOOP TO
KAHULUI BEACH ROAD
FEDERAL AID PROJECT STP-0900(56)
DRAFT ENVIRONMENTAL ASSESSMENT

Dear Mr. Morimoto,

We are in response of your comments dated February 23, 2001, offering that the improvements will "not significantly impact ambulance responses to emergencies" with respect to the proposed speed tables along Kanaloa Avenue. We concur that the speed tables should have a positive impact by reducing speeding within the Kanaloa Avenue neighborhood.

Thank you for your comments and cooperation.

Sincerely,

David Goode
Director of Public Works and Waste Management

(ED01-536)

600



March 6, 2001

RECEIVED
COUNTY OF MAUI
2001 MAR -8 A 8:41
ENGINEERING DIVISION
DEPT. OF PUBLIC WORKS

95 Mahalani • Cameron Center
Wailuku, HI 96793
Phone (808) 242-5781
Fax (808) 244-4061

Lloyd Lee
Engineering Division Chief
County of Maui
Department of Public Works & Waste Management
Engineering Division
200 South High Street
Wailuku, Hawaii 96793

Re: Kanaloa Avenue Improvements
F.A.P. No. STP - 0900 (56)

Dear Mr. Yee:

Your letter dated February 13, 2001 relevant to the above project was reviewed by the Board of Directors at their last session.

Upon careful review and discussion, the Board members voted unanimously to provide support for your project. The benefits of these improvements should favor the Mana site.

On behalf of the individuals whom we are proud to serve, thank you for your cooperation.

Sincerely,

Louis Ferreira
Louis Ferreira
President

LF:ni

cc: ARC Board of Directors

*Over 40 years of service to
families/persons with
mental retardation/
developmental disabilities
Formerly the Maui
Association for Retarded
Citizens, Inc./MARC*



An Affiliate of
The ARC National
Organization

JAMES "KIMO" APANA
Mayor

DAVID C. GOODE
Director

MILTON M. ARAKAWA, A.I.C.P.
Deputy Director

TEL. (808) 270-7745
FAX. (808) 270-7975



COUNTY OF MAUI
DEPARTMENT OF PUBLIC WORKS
AND WASTE MANAGEMENT
ENGINEERING DIVISION
200 SOUTH HIGH STREET
WAILUKU, MAUI, HAWAII 96793

RALPH NAGAMINE, L.S., P.E.
Land Use and Codes Administration

RONALD R. RISKA, P. E.
Wastewater Reclamation Division

LLOYD P.C.W. LEE, P.E.
Engineering Division

ANDREW M. HIROSE
Solid Waste Division

BRIAN HASHIRO, P.E.
Highways Division

May 10, 2001

Mr. Louis Ferreira
President
ARC of Maui
95 Mahalani Street
Wailuku, HI 96793

SUBJECT: KANALOA AVENUE IMPROVEMENTS, MIKOHU LOOP TO
KAHULUI BEACH ROAD
FEDERAL AID PROJECT STP-0900(56)
DRAFT ENVIRONMENTAL ASSESSMENT

Dear Mr. Ferreira,

We are in receipt of your letter dated February 13, 2001 which indicated your support of the project.

Thank you for your response and cooperation.

Sincerely,

A handwritten signature in black ink, appearing to be "David Goode", is written over the typed name.

David Goode
Director of Public Works and Waste Management

(ED01-537)