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Farrington Hwy. Lighting Impr.

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IN REPLY REFER TO:

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OFF. OF ENV. QUALITY CONTROL

Mr. Gary Gill
Director
Office of Environmental Quality Control
State of Hawaii
235 South Beretania Street, Suite 702
Honolulu, Hawaii 96813

Dear Mr. Gill:

Subject: Finding of No Significant Impact (FONSI) for Farrington Highway Lighting Improvements, Ala Hema Street to Piliokoe Bridge, Waianae, Oahu, Hawaii

The State of Hawaii, Department of Transportation (SDOT), has reviewed the comments received during the 30-day public comment period which began on April 8, 1998. The agency has determined that this project will not have significant environmental effects and has issued a FONSI. Please publish this notice in the June 23, 1998, OEQC Environmental Notice.

We have enclosed a completed OEQC Bulletin Publication Form and four copies of the final Environmental Assessment. The point of contact at SDOT is Mr. Bryan Kimura at 587-2177. M&E Pacific, Inc. is the consultant to SDOT on this project. The point of contact at M&E Pacific, Inc. is Ms. Jenny Li at 529-7225.

Very truly yours,

KAZU HAYASHIDA
Director of Transportation

Enclosure

c: M&E Pacific, Inc. (Ms. Jenny Li)

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1998-06-23-0A- FEA- Farrington Highway
Lighting Improvements

JUN 23 1998

FILE COPY

**FINAL
ENVIRONMENTAL ASSESSMENT**

**Farrington Highway Lighting
Improvements
Ala Hema Street to Piliokoe Bridge
District of Waianae
Oahu, Hawaii**

**TMK: 8-5-3, -8, -10 to -13, -15, -17, -28; 8-6-1,
-15 to -18; 8-7-1, -5 to -8, -11 to -17, -20,
-23 to -26, -28, -31, -33 to -35; 8-9-1, -2,
-5 to -7; 9-1-15; 9-2-3**

Prepared for

**Department of Transportation
Highways Division
Traffic Branch
State of Hawaii**

by

**M&E Pacific, Inc.
Honolulu, Hawaii**

June, 1998

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1.0 APPLICANT

The applicant for the Farrington Highway Lighting Improvements is the State of Hawaii Department of Transportation (SDOT). This environmental assessment (EA) was prepared in accordance with section 343, Hawaii Revised Statute (HRS) and Chapter 200 of Title 11, Hawaii Administrative Rules (HAR). This EA is required due to the use of state lands and funds [§343-5(1)].

2.0 APPROVING AGENCY

The accepting agency on a determination of significance for this environmental assessment is the Department of Transportation, State of Hawaii.

3.0 CONSULTATION LIST

The following parties were contacted during the preparation of this environmental assessment:

Federal Government:

Department of the Army
U.S. Army Engineer District
United States Department of commerce
National Marine Fisheries Service
Department of the Interior
Fish & Wildlife Service

State of Hawaii

Department of Transportation
Highway Division
Department of Land and Natural Resources
Historic Preservation Division
Forestry and Wildlife Division
Land Use Division
Office of Environmental Quality Control

City and County of Honolulu

Department of Land Utilization

Other Groups and Organizations

Hawaiian Railway Society

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4.0 PROJECT OBJECTIVE AND NEED

The objective of the Farrington Highway Lighting Improvements Project is to provide improved illumination and uniformity in the street lighting. Consequently, the highway with improved street lighting will increase public safety by providing enhanced night time visibility along the highway, especially at pedestrian crossings and the half of the highway which currently does not have street lights.

Farrington Highway, built in 1936, is a four-lane highway. The average daily traffic through the project area is about 37,000 cars per day (Appendix B). Presently, there are street lights only on a single side of Farrington Highway from Ala Hema Street to Piliokoe Bridge (Figure 2). These street lights are 250W high pressure sodium (HPS) type. The lights are spaced at very wide interval due to their mounting from existing joint use poles.

The field light meter readings (conducted on March 28, 1996) and the computerized calculations show that the lighting at many areas on the highway does not meet the roadway criteria of Illuminating Engineering Society of North America Lighting Handbook (IESNALH, 8th Edition) for the current traffic conditions. These areas of insufficient illumination include sidewalks, pavements/shoulders on the unlit side of the highway, highway sections where the light fixture is several feet behind the edge of travelway and where the actual spacing between street lights exceeds 200 feet. SDOT traffic accident records (Appendix C) indicate that more than one third of the accidents in 1997 and 1996 occurred during night time, and more than half of these accidents were at highway sections where the illumination was not uniform (categorized as light-spot accidents), the lights were off or there were no lights. In particular, most of the fatal accidents in 1997 and 1996 occurred during night time, and at the locations where the illumination was not uniform. The measurements, calculations and accident records support the public concern that the existing lighting system needs to be upgraded.

5.0 DESCRIPTION OF THE PROJECT ACTION

5.1 Technical Description of the Project

Project actions include installation of a lighting system along Farrington Highway from Ala Hema Street of Waianae to Piliokoe Bridge at Nanakuli (Figure 1 and Figure 2). The project consists of two phases: the first phase is from Maipela Street to Lualei Place, and the second phase is from Ala Hema Street to Maipela Street and from Lualei Place to just before Piliokoe Bridge (Figure 1). Due to the urgent need for public safety on the highway, Phase I was initiated in 1997 and has been completed.

Project construction and installation are conducted within the right-of-way of SDOT. Based on the project design criteria (Appendix A), the new lights selected are 250W HPS and are spaced at 200 feet. In order to provide an uniform illumination for the highway, the new lights are installed on the opposite side of the existing highway street lights. The

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street light luminaires are placed 30 feet above ground surface on poles, and directly above the edge of the highway (Figure 5).

Aluminum poles support street lights along the highway from Ala Hema Street to Auyong Homestead Road and from Nanakuli Avenue to Piliokoe Bridge. The electrical services for the lighting in these sections are underground, buried behind guard rails, under permanent concrete sidewalks, and/or where the ground slopes steeply up from the shoulder of the road.

New 35-foot wood poles with street light luminaires mounted 30-foot above ground are proposed to replace the existing utility wood poles from Auyong Homestead Road to Nanakuli Avenue. The existing poles are used for an overhead telephone system by Hawaiian Telephone Company. They are too short for the mounting of street lights. The new poles will serve as support for both the existing wiring system and the new street lighting system.

5.2 Economic Characteristics

The first phase of the project has already been completed and approximately \$600,000 was expended. The second phase is anticipated to commence in the first half of 1999 and will take approximately twelve (12) months to complete. It is estimated that the second phase will cost approximately \$1,200,000. The whole project is financed by state funding.

5.3 Social Characteristics

The Waianae District coast area is primarily rural in character and is represented by a series of small coastal "towns" including Nanakuli, Maili and Waianae. Recreation facilities and public facilities such as beach parks predominate the shoreline portions of this area. The highway section of concern encompasses those small coastal towns and beach parks, and serves as a main arterial between the rest of Oahu and the Waianae District. With the growth and development in the district, the traffic volume of the highway has increased approximately three times since the 1960's (Appendix B). The existing illumination is insufficient for the current highway traffic conditions, and improving the street lighting will enhance the quality of life for the community. The project will improve the illumination condition of the highway, benefit both pedestrians and drivers by providing the additional lighting, and increase the public safety of this heavily traveled highway.

5.4 Environmental Characteristics

The project is on state-owned land. The street lighting system to be installed is along Farrington Highway, within the areas that have been previously disturbed. The street light poles and overhead wiring systems to be installed may interfere with or detract from the line of sight toward the sea from the highway. However, this interference or detraction is

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not substantial and outweighed by the project benefits to the public safety on Farrington Highway. Section 7.7, 7.7 Visual Impacts on Scenic and Open Space Resources, addresses this issue in detail.

6.0 SUMMARY OF AFFECTED ENVIRONMENT

6.1 Location

Figure 1 and Figure 2 shows the location and scope of the Farrington Highway Lighting Improvement Project. The construction activities are within Farrington Highway right-of-way and in the vicinity of plats identified by Tax Map Key (TMK) numbers 8-5-3, -8, -10 to -13, -15, -17, -28; 8-6-1, -15 to -18; 8-7-1, -5 to -8, -11 to -17, -20, -23 to -26, -28, -31, -33 to -35; 8-9-1, -3, -5 to -7; 9-1-15; and 9-2-3. As shown, the lighting improvement along Farrington Highway starts from Ala Hema Street and stops near Piliokoe Bridge, with a total gross length of 7.060 miles. Locations of new street lights and poles along the highway are shown in Figure 2.

6.2 Topography and Climate

The project is mainly located along the coastal area of the Waianae District. The project site is at the fringes of the bottom of the steep mountains and within the virtually flat valley/alluvial areas (Figure 1).

The climate in the general area is subject to land-and-sea air circulation patterns. The area receives a relatively small amount of rainfall, averaging 20 inches annually (DLNR, 1973). There are distinct dry and wet seasons, May through September, and December to February, respectively. The mean annual temperature is 75.4°F, with the mean maximum temperature of 85.2°F and the mean minimum temperature of 66.8°F (SDOT, 1978).

6.3 Land Use Zoning

The project activities are within the right-of-way of SDOT. The project site encompasses areas classified by the State Land Use Commission as Urban, Agricultural and Preservation. No land use district amendment is required for the street lighting improvement. Per Ordinance No. 86-116 and No. 86-117, Department of Land Utilization (DLU), City and County of Honolulu (CCH), the project site encompasses preservation zones (restricted, general, military and federal), residential zones, business zones (neighborhood and community), and agriculture zones (general). According to the development plan, Ordinance No. 81-79 of DLU, CCH, the areas of concern will mainly become parks, public facilities and residential areas, only a small portion will remain as preservation zones.

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Special Management Area

The City and County of Honolulu has designated the shoreline and certain inland areas of Oahu as being within the Special Management Area (SMA). SMA areas are subject to the Hawaii Coastal Zone Management Program. The purposes of this program include: to avoid permanent loss of valuable resources and foreclosure of management options, to insure that adequate public access is provided to public owned or used beaches, recreation areas, and natural reserves, and to avoid or minimize damage to natural or historic special management area wetlands wherever prudent or feasible.

Portions of the project installation site along Farrington Highway are located in or at the boundary of the SMA as indicated by Ordinance No.85-105, City and County of Honolulu (Figure 3). The proposed construction and installation are conducted on the existing pavement and roadway shoulders of Farrington Highway or right behind existing guardrails. The nature of the proposed project determined that the proposed installation will not result in i) altering any bay, estuary, salt marsh, river mouth, slough or lagoon; ii) reducing the size of any beach or other area usable for public recreation; iii) adversely affecting existing and potential fisheries, fishing grounds and agricultural uses of land; or iv) reducing or imposing restriction upon public access to beaches or tidal and submerged lands, rivers and streams and other recreation and natural reserve areas. As explained in the following section, the project has been designed and is required to be conducted in a manner to ensure i) providing adequate access to beaches, recreation areas and natural reserves during and after the construction; ii) minimizing adverse effect to wildlife, natural resources, historic site, and scenic and open space resources; and iii) reducing interference with or detraction from the line of sight toward the sea from the highway. By providing a safer and better highway in response to public needs, the project supports CCH's long range planning for the Waianae area, and is consistent with the objectives and policies set forth in HRS Section 205A-2 and 205A-26. The project conforms to the SMA review guidelines of Section 25-3.2, Revised Ordinances of Honolulu (ROH).

A SMA Use Permit is applied for this project in accordance with Chapter 205A, Section 22, Coastal Zone Management (CZM), Hawaii Revised Statutes (HRS). The permit will seek the "after-the-fact" approval for the already-completed phase I as well as ordinary approval for the unbuilt Phase II. The project shall comply with the CZM objectives and policies (Sections 205A-4 and 5, HRS).

Shoreline Setback Variance

It is estimated that approximately 20 of the new street light poles on the ocean side of Farrington Highway may be installed slightly within or at the fringe of the shoreline setback areas (Figure 2¹) of Ulehawa Beach, and Maili Beach. Ulehawa Beach is 1.5 miles long and composed primarily of fine grained, calcareous sand. The beach varies in width

¹ Shoreline setback line shown in Figure 2 is only approximate. It is used to indicate approximately at where areas the project site may locate within the shoreline setback areas. A certified survey will be conducted to determine exact locations of those areas prior to seeking Shoreline Setback Variance.

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from 50 to 200 feet and is bounded by rocky headlands. A public parking lot and Farrington Highway is behind the beach crest berm. The berm consists of high sand and earth, covered by naupaka, grass, and trees. Maili Beach is a wide, fine grained, calcareous sand beach that varies in width from 50 feet at the south end to 200 feet at the north end. A shallow reef lies off the south end of the beach. At the north end, there is deep water close to the shoreline, and the area is vulnerable to high wave attack. Farrington Highway is mainly at the edge of the beach, but behind a residential area at the north end of the beach.

It is a primary policy of CCH to protect and preserve the natural shoreline, especially sandy beaches, and to protect and preserve public pedestrian access laterally along the shoreline and to the sea, and to protect and preserve open space along the shoreline. It is also a secondary policy of CCH to reduce hazards to property from coastal floods. In accordance with HRS Chapter 91, it is generally prohibited within the shoreline area any construction or activity which may adversely affect beach processes, public access along the shoreline, or shoreline open space. However, a SV may be granted to a proposed structure or activity which is undertaken by a public agency or by a public utility regulated under HRS Chapter 269 and benefits the general public, provided that the proposal is the practicable alternative which best conforms to the purpose of Chapter 23, ROH and the shoreline setback rules.

The proposed Farrington Highway Lighting Improvement project is undertaken by SDOT. Its purpose is to provide improved illumination and uniformity in the street lighting, and consequently increase public safety by providing enhanced night time visibility along the highway. Installation of street lights and poles within the shoreline setback areas is necessary and inevitable, because i) portions of the highway itself is already within the shoreline setback areas, ii) the existing street lights at those locations are at the makai site of the highway, and iii) installations at these specific location are required so that an uniform illumination on the highway can be achieved. The illumination uniformity on the highway is crucial to traffic safety. In accordance with Chapter 11, Subpart 1, Part 2, Shoreline Setback Rules, DLU, CCH, a Shoreline Setback Variance (SV) will be sought for installation of the new street lighting system.

6.5 Geology

The project site extends from Waianae to Nanakuli on the coastal area of West Oahu. The site is divided into two parts, the caldera of the Waianae Volcano, which extends from Makaha Valley to the head of Nanakuli valley, and the southeastward rift zone of the Waianae Volcano. The coastal plains were generally established by either coral outcrops (created at a time when the sea level was much higher than present), alluvial deposits formed by silt deposited by streams, and colluvium.

There are five different soils along the length of the project as classified by the U.S. Department of Agriculture Soil Conservation Service. Mokuleia Clay (MtB) has slow permeability and moderate runoff. Pulehu clay loam (PsA) has slopes of 0 to 3% with

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slow runoff and no more than a slight erosion hazard. Lualei extremely Stoney Clay (LPE) has slopes of 3 to 35% with medium to rapid runoff and a medium to severe erosion hazard. Mamala Stoney Silty Clay loam (MnC) has slopes of 0 to 12% with very slow to medium runoff and a slight to moderate erosion hazard. Finally, there is also Coral Outcrop (CR) which consists of coral or cemented calcareous sand and a thin layer of friable red soil material which is similar in characteristics to the Mamala series.

6.6 Water Bodies

Groundwater beneath the project site is identified as the Nanakuli, the Lualualei and the Waianae aquifer systems within the Waianae aquifer sector (Mink, 1993). These aquifer systems consist of unconfined basal sedimentary aquifers, basal unconfined dike aquifers, basal confined dike aquifers, and high-level unconfined dike aquifers. Among those aquifers, the high-level unconfined ones service either as drinking water resources or as potential drinking water resources. They are classified as irreplaceable water resources with high vulnerability to contamination (Mink, 1993).

6.7 Flora and Fauna

The common flora in the affected area consists of weed-type growths such as pitted beardgrass, sandbur, star grass, Bermuda grass, crabgrass, hakonokono grass, and pakai kuku. The rare Hawaiian cotton has been seen along the highway.

Commonly observed fauna in the affected area are the house mouse, rat, and possibly mongooses. Sensitive coral-reef habitats exist along the western coast of Oahu. Historically, federally threatened green sea turtles (*Chelonia mydas*) are known to intermittently haul out on the western Oahu beaches for basking, although sea turtles nesting there have not been reported for the past several years. Federally endangered Hawaiian monk seals (*Monachus Schauinslandi*) are also known to occur in nearshore waters along the west side of West Oahu and to haul out for basking on West Oahu beaches. Seabirds such as wedge-tailed shearwaters (*Puffinus pacificus*) fly through the western coast of Oahu. These seabirds are federally protected under the Migratory Bird Treaty Act of 1918.

6.8 Natural Hazards

Portions of Farrington Highway lie in special flood hazard areas inundated by floods from 100 year storm events (Figure 4). These areas are designated by FEMA as Zones AE and VE. The portions in Zone AE are subject to coastal flooding, while the portions in Zone VE are subject to coastal flooding combined with wave action. Base flood elevations range from 10 to 15 feet. The rest of Farrington Highway encompasses the areas which are outside the 500-year flood plain, and the areas in which flood hazards are undetermined. In accordance with Section 7.10 of the Land Use Ordinance, CCH, Flood

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Hazard Certification is required for the portions of the project which are located within Zone VE (Figure 4).

Because of Farrington Highway's proximity to the coast line and its low elevations (5 to 40 feet above mean sea level), portions of the highway are located within the designated 100-year tsunami inundation limits. Historically, tsunami runup elevations range from 8 to 16 foot above mean sea level. It can be anticipated that should there be a major tsunami event, portions of the highway may be flooded as it is presently.

6.9 Archaeological and Historic Sites

According to the State of Hawaii, Department of Land and Natural Resources (DLNR), Historic Preservation Division (SHPD), there are no known historic sites along the project corridor, except an abandoned railway in the vicinity of the ocean side of Farrington Highway from Lualualei Naval Road to Piliokoe Bridge. The railway along this section is nationally registered as a historic property. The impact of the project to the railway will be addressed in Section 7. 8. Subsurface historic sites, including human burials, have been found in the sand substrate at various locations along the Waianae coast which the highway encompasses, but none at conditions where the street lighting is proposed.

6.10 Traffic & Noise

The lighting improvement runs along the heavily traveled Farrington Highway, passing by Waianae, Maili, and Nanakuli residential and business areas. Average daily traffic records within the project area can be viewed in Appendix B.

Vehicular traffic is the dominant source of ambient noise in the project area. The current State Department of Health (DOH) noise limits for commercial and apartment properties on Oahu are 60 dBA (decibels) and 50 dBA for daytime and nighttime periods, respectively, and for business properties are 65 dBA and 55 dBA for daytime and nighttime periods, respectively. The traffic and noise impact due to the project construction activities in the vicinity is discussed in Section 7.1.

7.0 PROJECT IMPACTS

7.1 Impacts on Traffic

The project construction activities takes place within 10 to 15 feet from the edge of the highway, either behind guardrails, on the shoulder or on the sidewalks along Farrington Highway. The area required for construction is minimal and does not result in more than one lane closure. In order to minimize the impact on the highway traffic, construction takes place during non-rush hours.

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Farrington Highway is the major road for accessing the recreation beach parks and small harbors in Waianae. To avoid blocking ingress and egress to those public recreation areas by pedestrians, private vehicles (including towing boat trailers), park maintenance vehicles, emergency vehicles, etc., the Contractor will be required to coordinate with the Department of Parks and Recreation, CCH. The construction stage and working areas will be designated accordingly. Heavy-duty trench covers and temporary emergency entries will be provided for use.

There are bus stops and bus shelters along both sides of Farrington Highway. Although the project will be constructed within the SDOT right-of-way, it has been considered in the project design that new light poles will be located so as not to interfere with access to these bus stops and shelters.

After the completion of the project, the highway traffic will revert back to normal. It is expected that after the lighting improvement, traffic accidents on the highway should be reduced and consequently traffic jams due to the accidents should be reduced as well. No negative long-term impacts is anticipated.

7.2 Impacts on Air Quality

Although an increase in air pollution can be expected during street lighting installation in the vicinity of the work area, its impacts are not expected to be significant due to the nature of the project construction activities. The earthwork of the project is small, and is limited to excavation and backfill for pole foundations and shallow ductline trenches. Fugitive dust emissions should consequently be lower than the levels that normally occur in road construction areas. Nevertheless, the contractor will be required to comply with provisions of Chapter 11-60.1, HAR, Section 11-60.1-33 on fugitive dust and employ mitigation measures to minimize the amount of particulate generated by construction. These measures include frequent wetting down of loose soil areas with water, using dust palliatives, restricting the daily area of operation, and if necessary, curtailing activities during dry, high wind conditions.

Hydrocarbon emissions from the construction equipment and vehicles are expected. This should not significantly change the air environment in the project area presently bounded by the heavily traveled highway. The Contractor will be required to use emission control devices on all construction vehicles. All construction activities will need to comply with state air pollution control regulations (Chapter 60, Title 11, Administrative Rules of the State of Hawaii, Department of Health).

7.3 Impacts on Water Resources and Quality

When the street lighting construction is conducted within nearshore areas, construction-related earth disturbance and erosion may result in pollution to the coral-reef resources in the vicinity as loosed soil, sand, and debris are carried into the water by surface run-off.

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Although this potential pollution, if occurs, is temporary and in small quantities, abatement measures will be undertaken during construction. The contractor will be required to develop erosion control plans and Best Management Plan (BMP) practices, and apply erosion control measures within nearshore areas to prevent and/or minimize the pollution. These measures include installing silt fencing barriers and temporary diversion berms, curtailing activities throughout wet seasons and stopping construction during rainfall events.

7.4 Noise Impacts

Project construction activities may increase noise levels in the vicinity of the construction site. However, this construction nuisance is temporary and abatement measures will be undertaken during construction. Construction activities will be restricted to regular work hours, limiting noise impacts to those times. The contractor will be required to comply with Chapter 11-43, "Community Noise Control of Oahu", of DOH Administrative Rules. All construction-related vehicles traveling on roadways will be required to meet the vehicle noise level requirements set forth in Chapter 11-42, "Vehicular Noise Control for Oahu", of the DOH Administrative Rules.

7.5 Social Impacts

Aside from the traffic, air quality and noise impacts, no other construction-related social impacts are expected on the people living in the vicinity of the construction site during the project work period. These construction-related impacts are minimized by the mitigation measures addressed in the above sections.

Nanaikapono Elementary School is located along Farrington Highway (Figure 2) in Nanakuli. To minimize the construction-related disruption to the school operation, the Contractor will be required to coordinate construction work with the Department of Education. Street light installation in the vicinity of the school will be conducted after normal school hours.

Since Farrington Highway within the project limits, passes through/by several residential areas, the lighting installed may disturb the nights of people who live adjacent to the highway. This impact can be minimized by installing light shields at the rear side of light fixtures upon residents' request.

It is evident that the existing illumination condition of the concerned section of Farrington Highway is insufficient for the public traffic safety of pedestrians and drivers. The project lighting improvement amends this illumination insufficiency, enhances the visibility of both pedestrians and drivers who use this highway, and increases the very desired public traffic safety.

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The project is consistent with shoreline management policies. By providing better illumination condition to Farrington Highway, it will increase the public traffic safety, and consequently encourage local residents to use the developed and being planned recreational resources for the adjacent areas.

7.6 Biological Impacts

There are no significant or adverse construction-related impacts on flora in the vicinity of the project site. This determination is based on that the street lighting improvement takes place within areas which have been previously disturbed. These areas include walkways, highway shoulders and areas right behind guard rails.

Any lighting installed on the highway near the shoreline, if not properly designed, could have the potential of disturbing marine life. Improperly design street lights at nearshore areas may disturb nocturnal activities of marine life. Marine animals that use beaches for basking, such as green sea turtles and Hawaiian monk seals, may be disoriented by improperly design street lights, although significant human activity on the beaches adjacent to Farrington Highway likely precludes any nesting. Seabirds such as wedge-tailed shearwater, which may traverse through the project area, could potentially collide with structures brought on by attraction to and disorientation from improperly designed lights. This collision, also known as "fallout", primarily begins during the nesting season (summer) and increases significantly during the fledging season (fall). The majority of fallout occurs at night and involves juvenile birds that are making their initial flight from nesting colonies to the sea. Major fallout areas for individual species correspond to flight paths from nesting colonies to the sea.

Shielded light fixtures will be used in the proposed project as recommended by the United States Department of the Interior, Fish and Wildlife Service. These light fixtures illuminate light downwards (Figure 5). It is capable of blocking the light towards the sky, and has been applied in Kauai for dealing with Newell's shearwaters. It is expected that with shield light fixtures, the project should not have significant potential for attracting or disorienting seabirds. These light fixtures also block the light towards the sea, and are capable of minimizing the light disturbance to the marine life that occurs or exists in the vicinity.

7.7 Visual Impacts on Scenic and Open Space Resources

The Coastal View Study (1987), DLU, has designated most of Farrington Highway as enjoying continuous coastal views. The street lighting system installed along Farrington Highway may affect scenic views and open space resources in the vicinity of the project, and interfere with the scenic view from the makai side of the highway towards the sea. Figure 6 illustrates some coastal views with superimposed light poles, or new street light poles installed on Phase I of the project. The interference or detraction is determined to be not substantial, because i) most of the electrical service for the street lighting is underground (Figure 2), ii) the poles are spaced far apart; iii) the alluvial and valley areas

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at the makai side of the highway are virtually flat, thus the overhead wiring system installed is high above the line of sight; iv) from Auyong Homestead Road to Nanakuli Avenue, new wood poles with street light luminaires mounted 30-foot above ground will replace existing utility wood poles, this will not cause a major change on the existing scenic views and open space resources at the site, and iv) mountains in the adjacency of the project site have steep slopes, thus for scenic viewing from these mountains, the line of sight is above the overhead wiring system. Furthermore, this impact is outweighed by the benefits of improving the public safety at the areas of concern.

7.8 Historical Impacts

The project will have no effect on surface historic sites since the proposed street lighting system is installed along existing sidewalks and shoulders where no surface historic sites remain. Although subsurface historic sites including human burials have been found in the sand substrate at various locations along the Waianae coast, the project excavation is on the rocky ground and/or alluvial deposited plains, not within sandy beach areas. However, there is a remote, though unlikely that historic sites, including human burials, may be uncovered during routine construction activities. Should this be the case, all work in the vicinity must stop, and the SHPD and the Oahu Island Burial Council must be contacted.

An abandoned railway, which is on the National Register of Historic Places, is located at the ocean side of Farrington Highway from Lualualei Naval Road to Piliokoe Bridge. The railway will be activated within ten years to run trains. From Lualualei Naval Road to Nanakuli Avenue, the proposed activities are to replace existing utility wood poles with new 35-foot wood poles (Figure 2). These utility wood poles which support an overhead wiring system of Hawaiian Telephone Company are located within the easement of the railway. From Nanakuli Avenue to Piliokoe Bridge, new aluminum poles will be installed at the edge of the highway shoulder which is also within the easement of the railway. To ensure the railway safety requirements, the proposed new street light poles to be installed at this portion will be in compliance with the railway clearance recommended by Hawaiian Railway Society.

8.0 ALTERNATIVES TO THE PROJECT ACTION

8.1 No Action

With the growth and the development of the Waianae district, Farrington Highway has become an important traffic arterial at the southwest end of Oahu, and the existing lighting system has evidently become incompatible with this heavily traveled highway system. Without the lighting improvement on the highway, the current illumination condition is suspected of being a contributing factor in causing traffic accidents, and endangering the safety of both pedestrians and drivers. In the long term, the insufficient illumination could

0000 00:10 1297

become such a hazard that it could discourage local communities' interest in the Waianae District and impede the development of the whole district.

8.2 Alternative Design/Site

The other site option of improving the lighting condition of Farrington Highway is to extensively modify the existing lighting system along the highway. In order to obtain a better lighting distribution along the highway, shoulders, and sidewalks from only one side of the highway, a combination of controlled spacing of lights, higher poles, and longer arms would be required. Such an alternative would not avoid or minimize any addressed impacts on the environment, and it may not achieve the illumination uniformity as the two-side lighting system provides. This alternative is not only inefficient, but costly compared to the selected project design. Thus, the selected design that supplements the existing lighting with a new system on the opposite side of the highway has the least adverse impacts.

9.0 LIST OF PERMITS

The following permits and clearances will be required as part of this project:

State of Hawaii:

NPDES Construction Dewatering Permit (DOH Clean Water Branch, if necessary but not anticipated)

Highway, State - Permit to Perform Work (SDOT Highways Division)

City and County of Honolulu:

Flood Hazard Certification (Department of Land Utilization)

Special Management Area (SMA) Use Permit (Department of Land Utilization)

Shoreline Setback Variance (SV) Permit (Department of Land Utilization)

10.0 DETERMINATION

In accordance with Chapter 343, Hawaii Revised Statutes, this environmental assessment has characterized the technical and environmental issues of the Farrington Highway Lighting Improvement project, identified potential impacts and their significance. It is anticipated that the project will not significantly impact the environment. Therefore, a Finding of No Significant Impact (FONSI) is anticipated, and an Environmental Impact Statement is not required for this project. This determination is based on the significance criteria listed in §11-200-12 of the Environmental Impact Statement Rules. Specifically, these significance criteria are addressed below:

1. The project will not result in an irrevocable commitment to loss or destruction of any natural or cultural resources. The project site is on the shoulder of the

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- highway, on walkways, or right behind existing guardrails. All these areas are either previously developed, disturbed or vacant.
2. The range of beneficial uses of the environment will not be curtailed. The project helps increase public interest of beneficial uses of the environment with the improved lighting on the highway. These beneficial uses of the environment include but is not limited to local residents using the recreation beach parks, and harbors in the vicinity of the project site.
 3. The project will not conflict with the state's long-term environmental policies or goals and guidelines as expressed in Chapter 344, HRS, and any revisions thereof and amendments thereto, court orders or executive orders. The project supports CCH's long range planning for the Waianae area.
 4. The project will not adversely affect the economic or social welfare or the community or state. The project will improve the social welfare by providing a safer and better highway.
 5. The project will not adversely affect public health.
 6. The project will not involve substantial adverse secondary impacts, such as population changes or effects on public facilities. The project is in response to both current needs and projected population growth.
 7. The project will not involve a substantial degradation of environmental quality.
 8. The project will not include considerable cumulative effect upon the environment nor involves a commitment for larger actions.
 9. The project will not substantially affect a rare, threatened or endangered species, or its habitat.
 10. The project will not detrimentally affect air or water quality or ambient noise levels. Short-term impacts will occur during the construction phase. The contractor will be instructed to comply with current DOH regulations.
 11. The project will not affect an environmentally sensitive area such as a flood plain, tsunami zone, erosion-prone area, geological hazardous land, estuary, fresh water, or coastal waters. The project area encompasses VE and AE flood zones, but it will not worsen flooding situation because the installed lighting system is not within the floodway areas, and only has well-spaced vertical poles on the ground.

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12. The project does not have significant impact on existing scenic vistas or view planes. The construction activities will take place on the side of the existing highway.
13. The project does not require substantial energy consumption. The total energy consumed by the new street lighting system is approximately 2.0×10^6 kilo-joule per day, costing approximately \$27,900 per year.

0000 00 10 1300

REFERENCE

State of Hawaii, Department of Land and Natural Resources, Division of Water and Land Development, Climatologic Stations in Hawaii, Report R-42, January, 1973, page 186.

Mink, J.F., Lau, L.S., 1993, *Aquifer Identification and Classification for the Island of Hawai'i: Groundwater Protection Strategy for Hawai'i*.

Federal Emergency Management Agency, 1988, *Flood Insurance Rate Map*, Hawaii County, Hawaii, Community-Panel Number 100 of 135.

State of Hawaii, Department of Transportation, Land Transportation Facilities Division, September, 1978. *Revised Environmental Impact Statement for the Proposed Farrington Highway Widening: Lualualei Homestead Road to Jade Street*. Project No. 93B-01-75.

City and County of Honolulu, Department of Land Utilization, 1987. *Coastal View Study*.

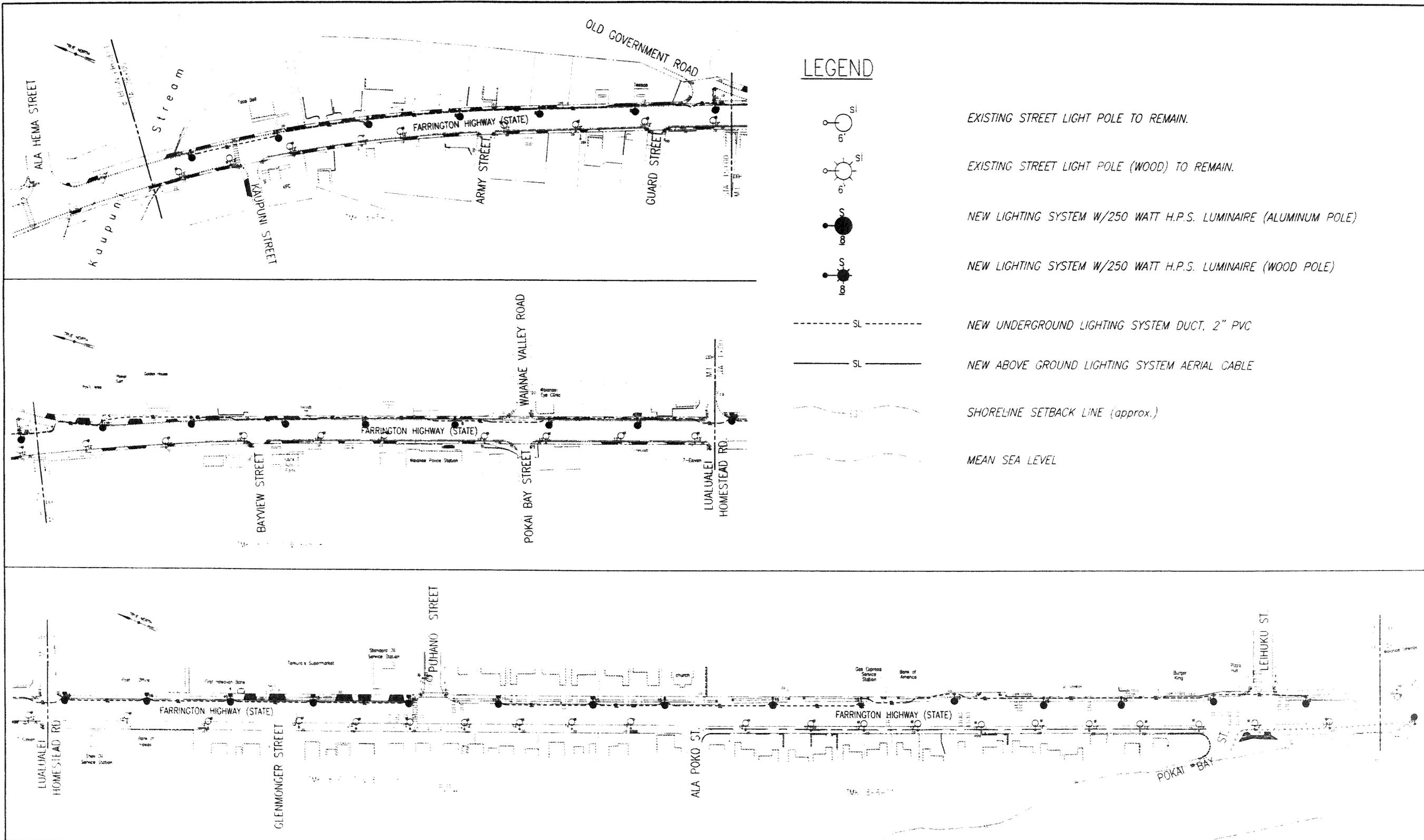
City and County of Honolulu, Department of Land Utilization, 1988. *Oahu Shoreline Study, Part 1 Data on Beach Changes*.

State of Hawaii, Department of Land and Natural Resources, Division of Forestry and Wildlife. *The Newell's Shearwater Light Attraction Problem - A Guide for Architects, Planners, and Resort Managers*.

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FIGURES

- | | |
|----------|---|
| Figure 1 | Project Location Map |
| Figure 2 | New Street Light Location Map |
| Figure 3 | Project Site SMA Map |
| Figure 4 | Flood Insurance Map |
| Figure 5 | Street Light Installation Details |
| Figure 6 | Impacts on Scenic View and Open Space Resources |



LEGEND



EXISTING STREET LIGHT POLE TO REMAIN.



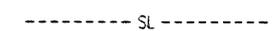
EXISTING STREET LIGHT POLE (WOOD) TO REMAIN.



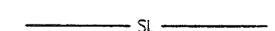
NEW LIGHTING SYSTEM W/250 WATT H.P.S. LUMINAIRE (ALUMINUM POLE)



NEW LIGHTING SYSTEM W/250 WATT H.P.S. LUMINAIRE (WOOD POLE)



NEW UNDERGROUND LIGHTING SYSTEM DUCT, 2" PVC



NEW ABOVE GROUND LIGHTING SYSTEM AERIAL CABLE



SHORELINE SETBACK LINE (approx.)



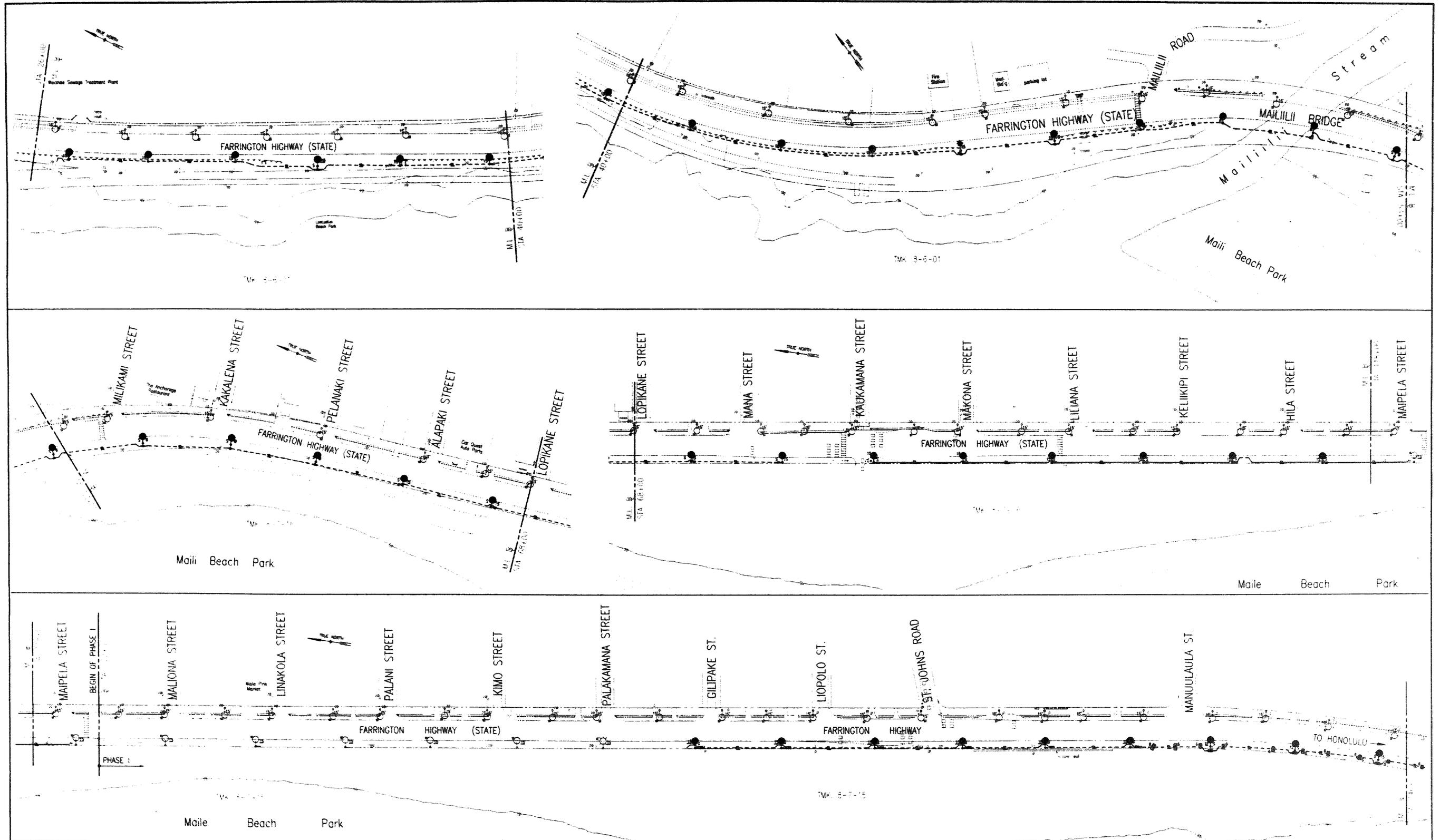
MEAN SEA LEVEL

M&E Pacific, Inc.
ENGINEERS & ARCHITECTS
SUITE 500 PALAHI TOWER - 1001 BISHOP ST., HONOLULU, HAWAII 96813

STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
HIGHWAYS DIVISION
HONOLULU, HAWAII

FARRINGTON HIGHWAY LIGHTING IMPROVEMENTS
ALA HEMA STREET - PILIOKOE BRIDGE
DISTRICT OF WAIANAЕ, ISLAND OF OAHU

FIGURE 2(a)
PROPOSED STREET LIGHT LOCATION MAP

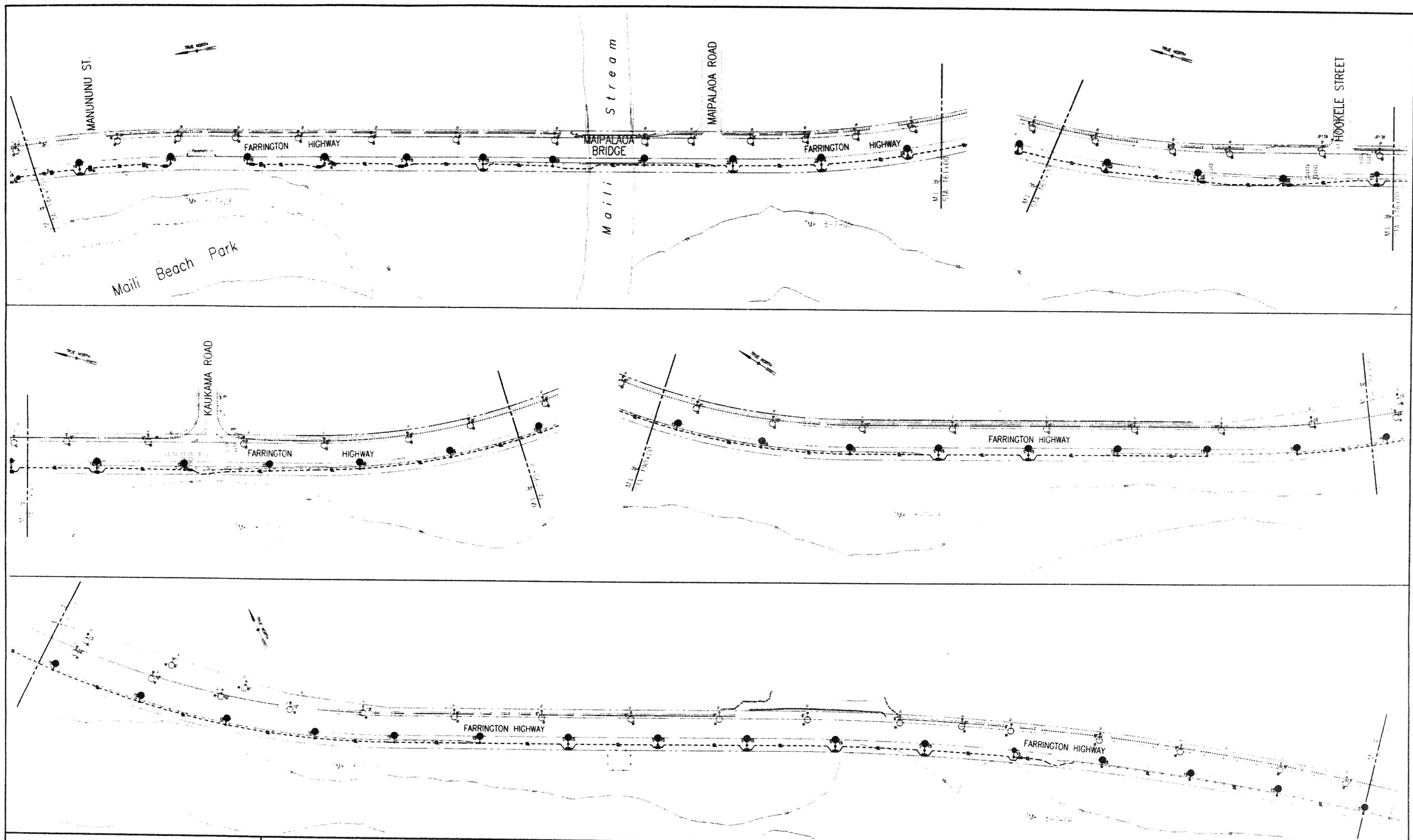


M&E Pacific, Inc.
 ENGINEERS & ARCHITECTS
 SUITE 500, PALAHI TOWER-1001 BISHOP ST., HONOLULU, HAWAII 96813

STATE OF HAWAII
 DEPARTMENT OF TRANSPORTATION
 HIGHWAYS DIVISION
 HONOLULU, HAWAII

FARRINGTON HIGHWAY LIGHTING IMPROVEMENTS
 ALA HEMA STREET – PILIOKOE BRIDGE
 DISTRICT OF WAIANAE, ISLAND OF OAHU

FIGURE 2(b)
PROPOSED STREET LIGHT LOCATION MAP
 DATE: 10/15/01

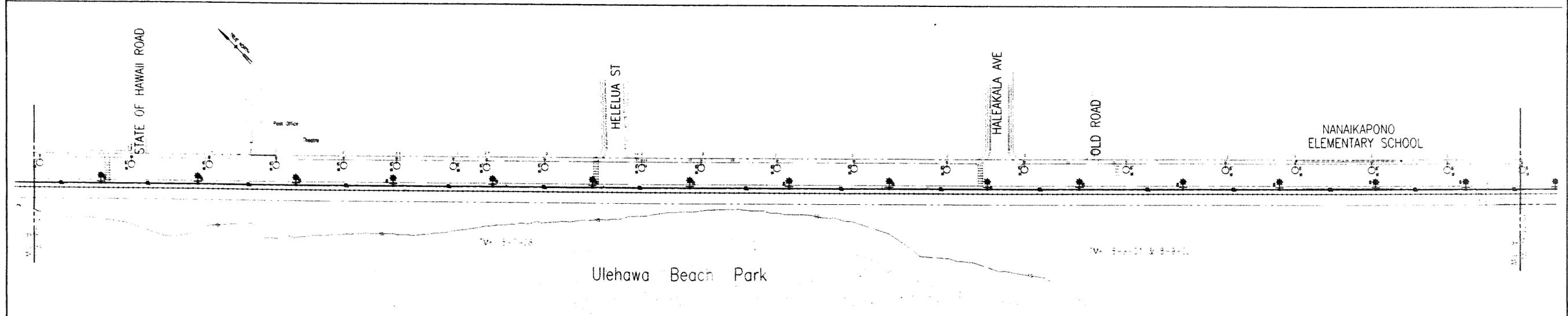
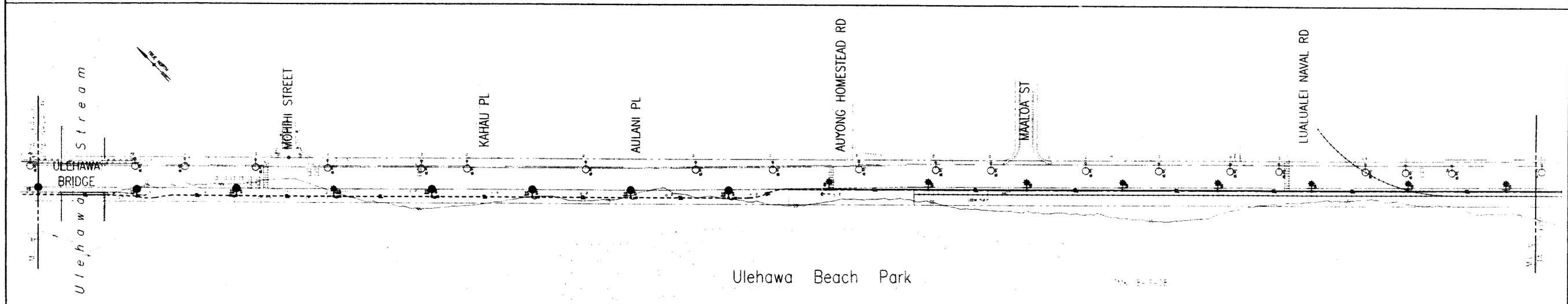
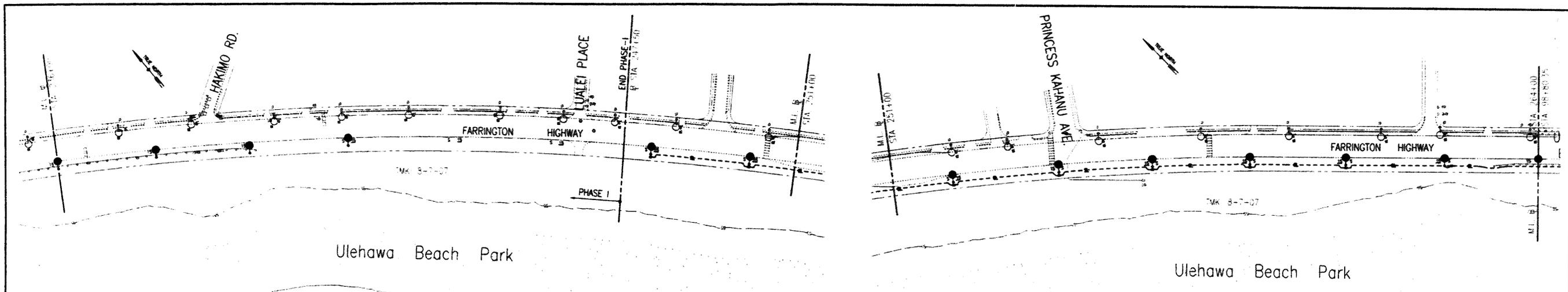


M&E Pacific, Inc.
 ENGINEERS & ARCHITECTS
 SUITE 500 PA'AHU TOWER 1001 BISHOP ST., HONOLULU, HAWAII 96813

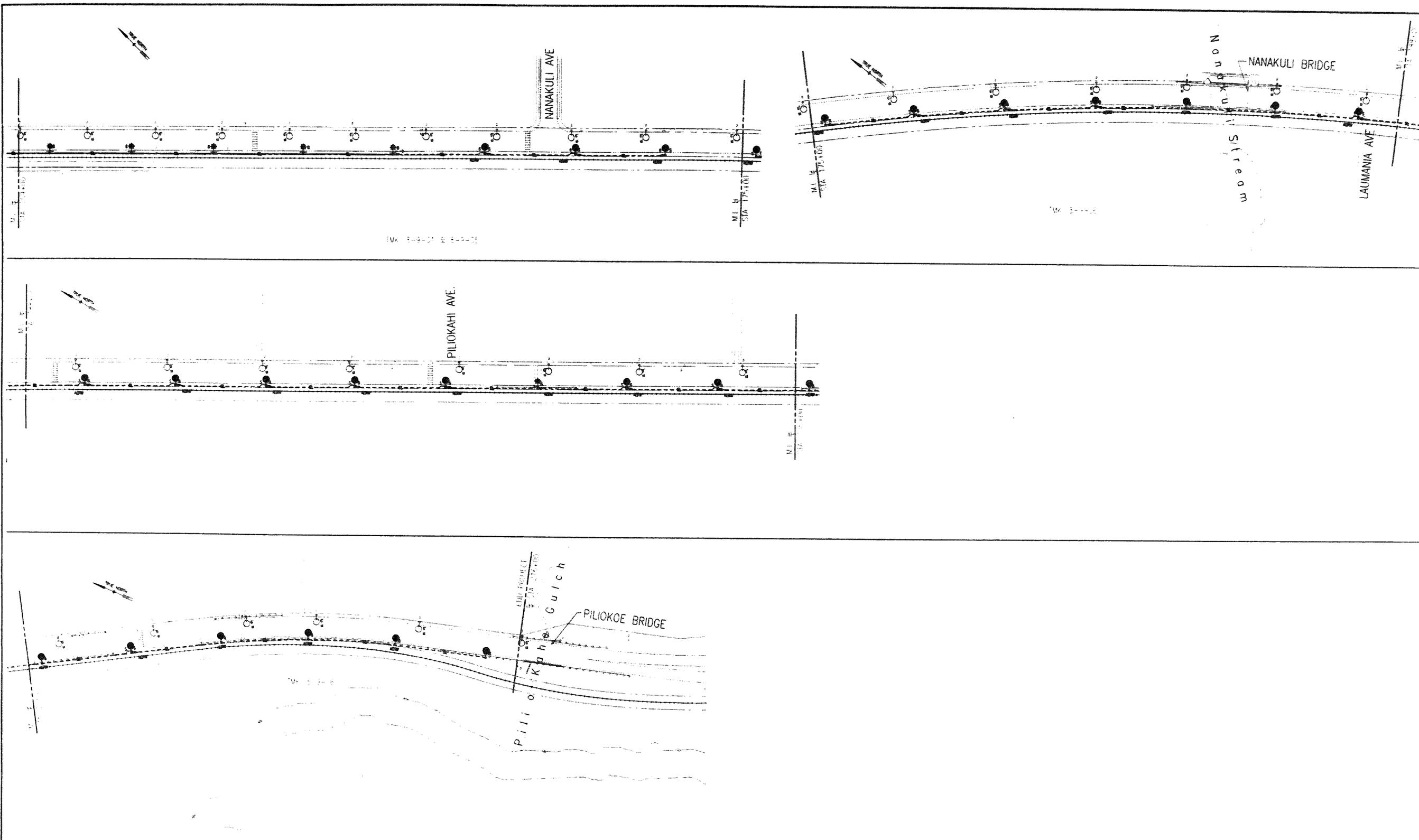
STATE OF HAWAII
 DEPARTMENT OF TRANSPORTATION
 HIGHWAYS DIVISION
 HONOLULU, HAWAII

FARRINGTON HIGHWAY LIGHTING IMPROVEMENTS
 ALA HEMA STREET - PILIOKOE BRIDGE
 DISTRICT OF WAIANAЕ, ISLAND OF OAHU

FIGURE 2(c)
PROPOSED STREET LIGHT LOCATION MAP
 10/17/88



<p>M&E Pacific, Inc. ENGINEERS & ARCHITECTS SUITE 500, PAUHI TOWER-1001 BISHOP ST., HONOLULU, HAWAII 96813</p>	<p>STATE OF HAWAII DEPARTMENT OF TRANSPORTATION HIGHWAYS DIVISION HONOLULU, HAWAII</p>	<p>FARRINGTON HIGHWAY LIGHTING IMPROVEMENTS ALA HEMA STREET – PILIOKOE BRIDGE DISTRICT OF WAIANAE, ISLAND OF OAHU</p>	<p>FIGURE 2(d) PROPOSED STREET LIGHT LOCATION MAP (NOT TO SCALE)</p>
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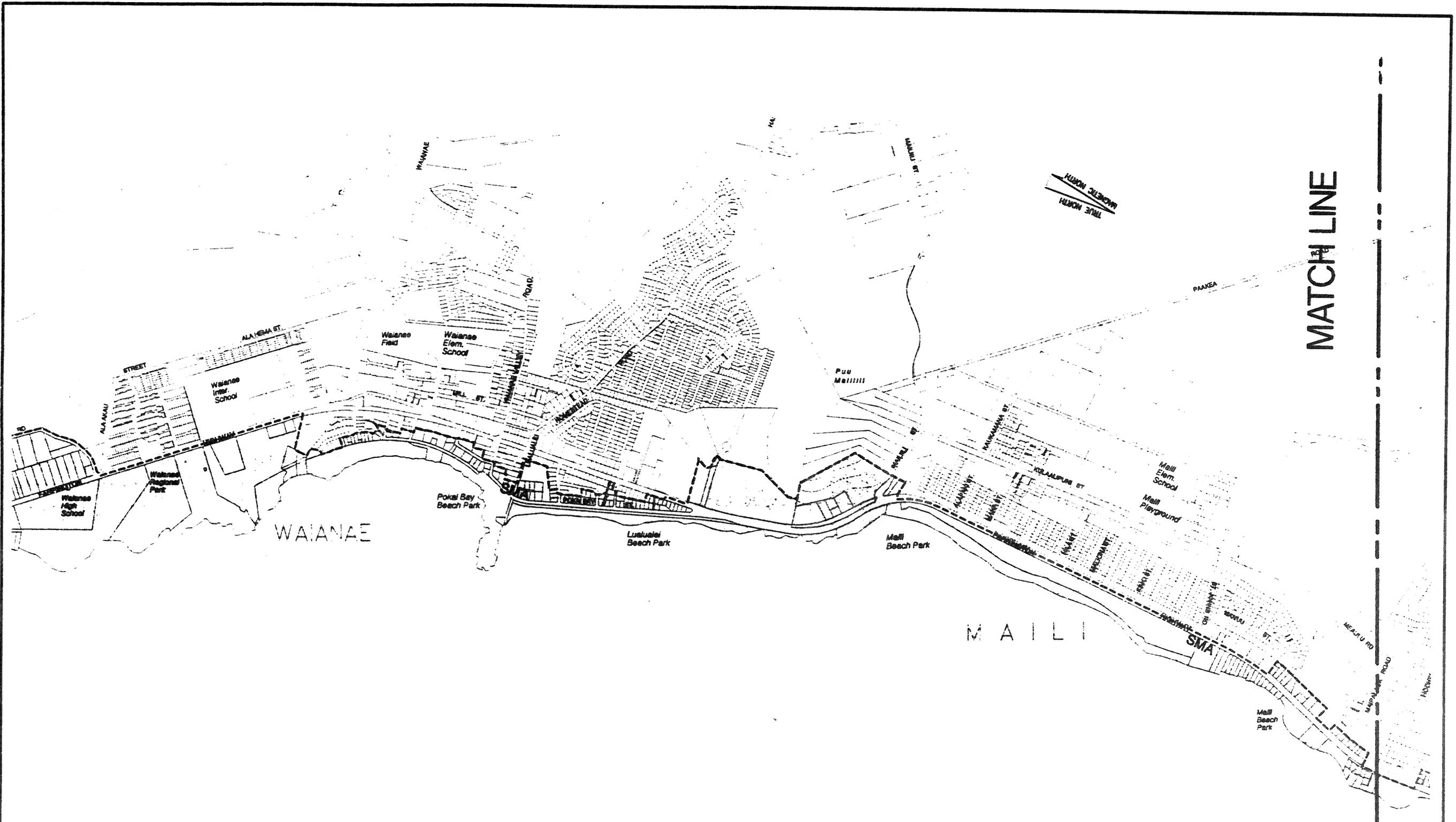


M&E Pacific, Inc.
 ENGINEERS & ARCHITECTS
 SUITE 500, PAUHI TOWER • 1001 BISHOP ST., HONOLULU, HAWAII 96813

STATE OF HAWAII
 DEPARTMENT OF TRANSPORTATION
 HIGHWAYS DIVISION
 HONOLULU, HAWAII

FARRINGTON HIGHWAY LIGHTING IMPROVEMENTS
 ALA HEMA STREET – PILIOKOE BRIDGE
 DISTRICT OF WAIANAE, ISLAND OF OAHU

FIGURE 2(e)
 PROPOSED STREET LIGHT LOCATION MAP

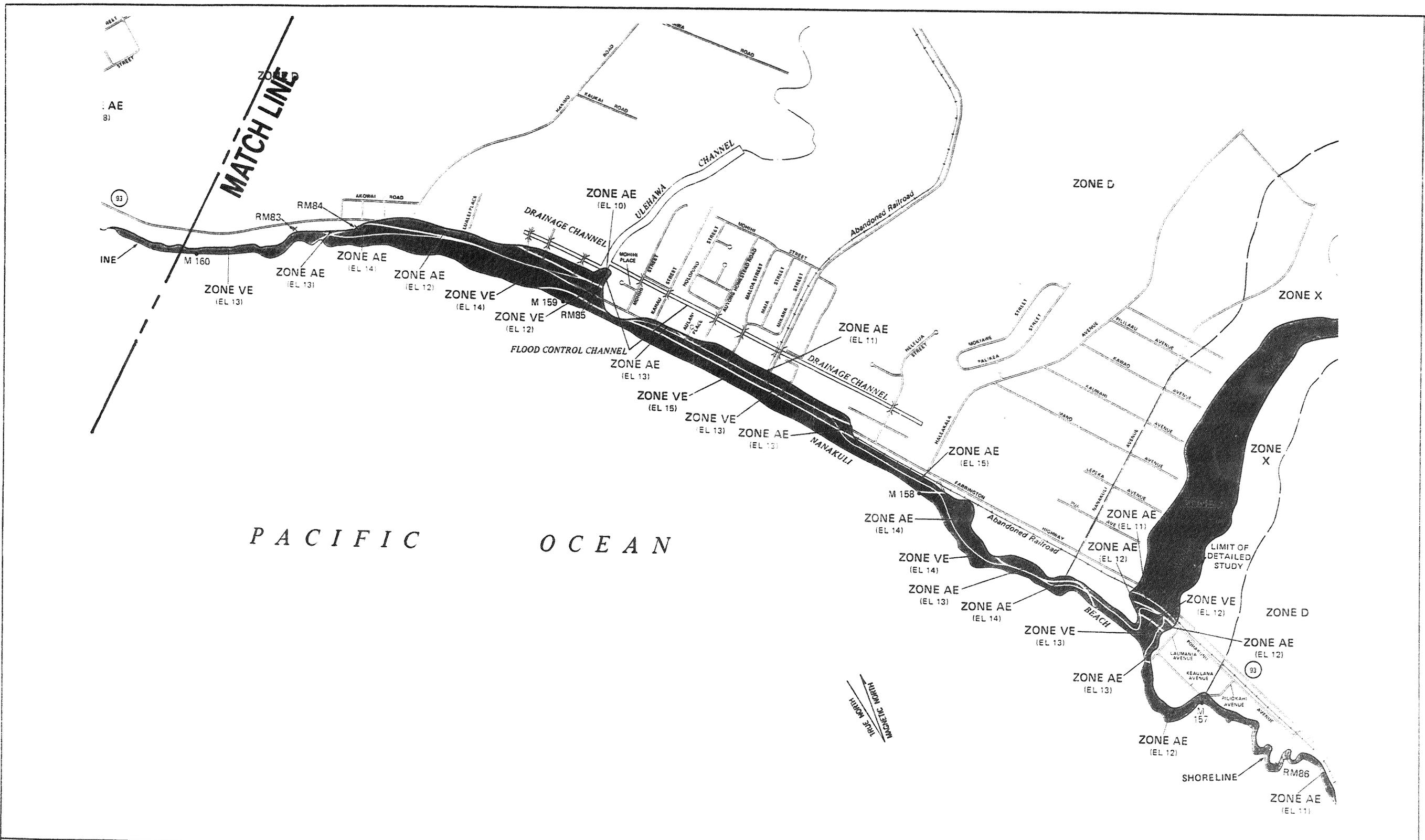


M&E Pacific, Inc.
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STATE OF HAWAII
 DEPARTMENT OF TRANSPORTATION
 HIGHWAYS DIVISION
 HONOLULU, HAWAII

FARRINGTON HIGHWAY LIGHTING IMPROVEMENTS
 ALA HEMA STREET - PILIOKOE BRIDGE
 DISTRICT OF WAIANAЕ, ISLAND OF OAHU

FIGURE 3(a)
 PROJECT SITE SMA MAP

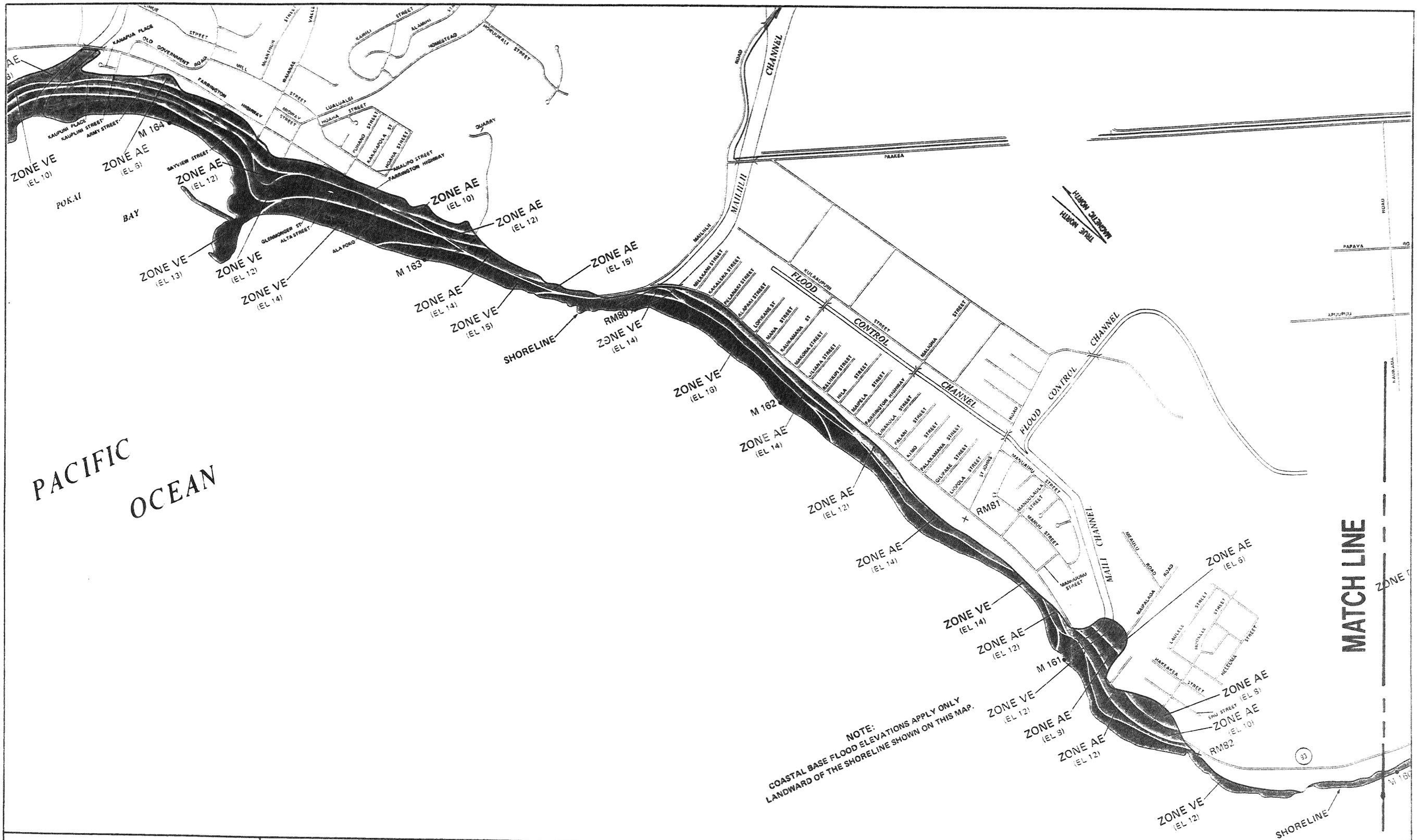


M&E Pacific, Inc.
 ENGINEERS & ARCHITECTS
 1515 KALANIANAʻOHA BLVD. SUITE 200 HONOLULU, HAWAII 96813

STATE OF HAWAII
 DEPARTMENT OF TRANSPORTATION
 HIGHWAYS DIVISION
 HONOLULU, HAWAII

FARRINGTON HIGHWAY LIGHTING IMPROVEMENTS
 ALA HEMA STREET – PILOKOE BRIDGE
 DISTRICT OF WAIANAE, ISLAND OF OAHU

FIGURE 4(a)
FLOOD INSURANCE MAP

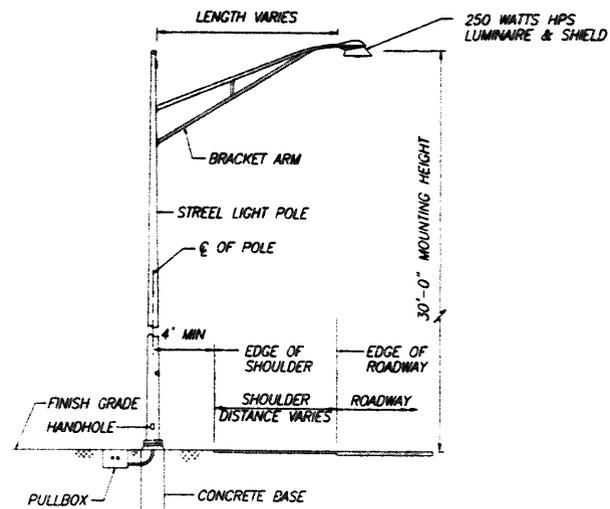


M&E Pacific, Inc.
 ENGINEERS & ARCHITECTS
 SUITE 500 PALM TREE TOWER - 1001 BISHOP ST., HONOLULU, HAWAII 96813

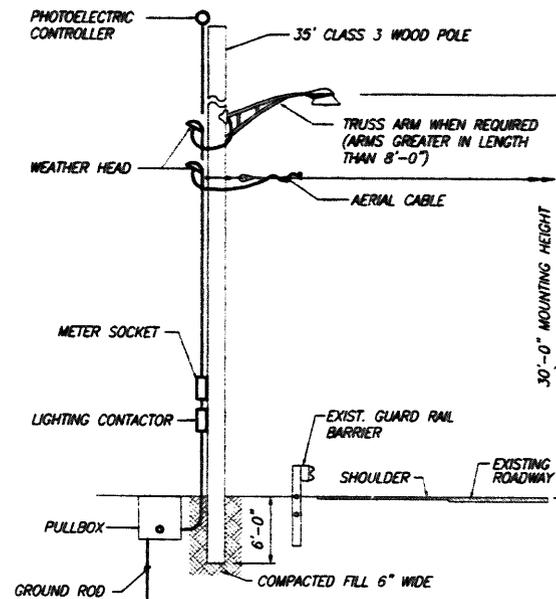
STATE OF HAWAII
 DEPARTMENT OF TRANSPORTATION
 HIGHWAYS DIVISION
 HONOLULU, HAWAII

FARRINGTON HIGHWAY LIGHTING IMPROVEMENTS
 ALA HEMA STREET - PILIOKOE BRIDGE
 DISTRICT OF WAIANAE, ISLAND OF OAHU

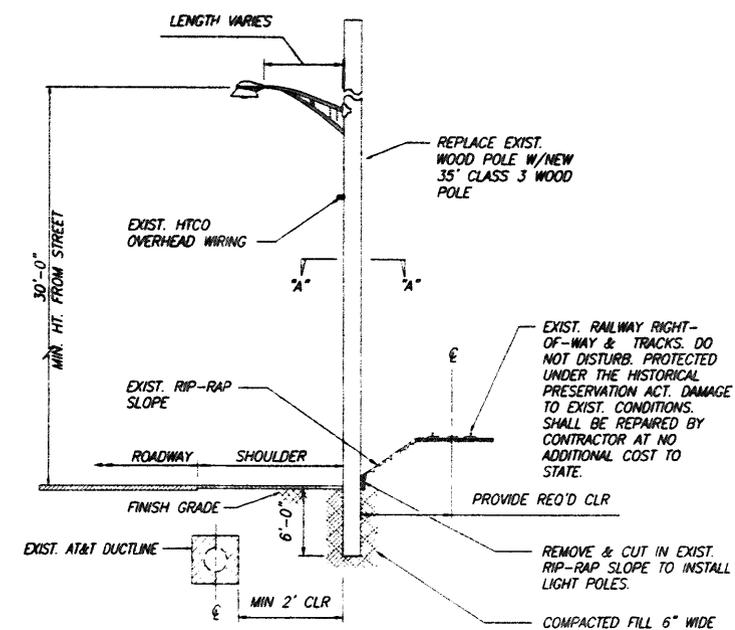
FIGURE 4(b)
FLOOD INSURANCE MAP



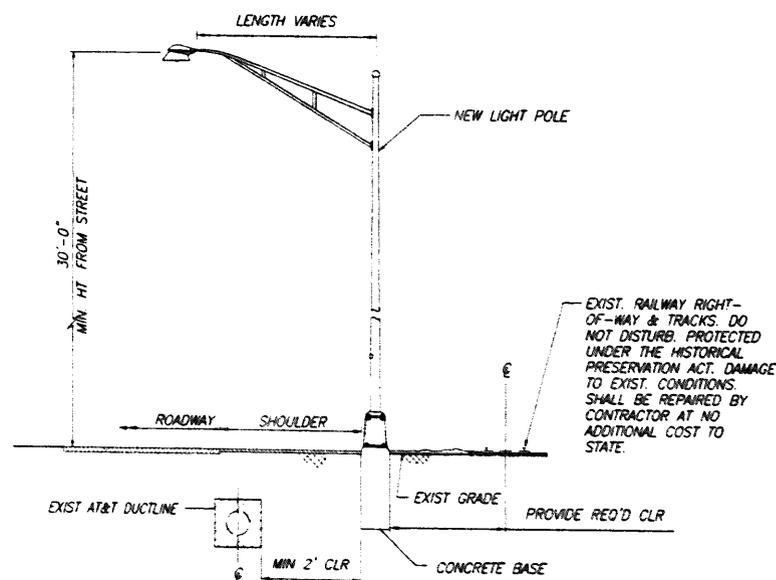
TYPICAL LIGHT STANDARD INSTALLATION



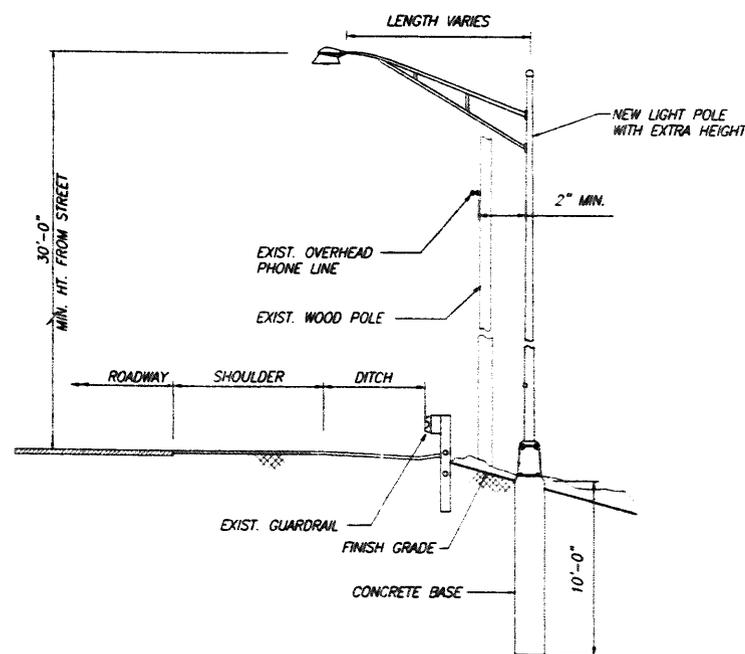
WOOD POLE FOR HECO SERVICE



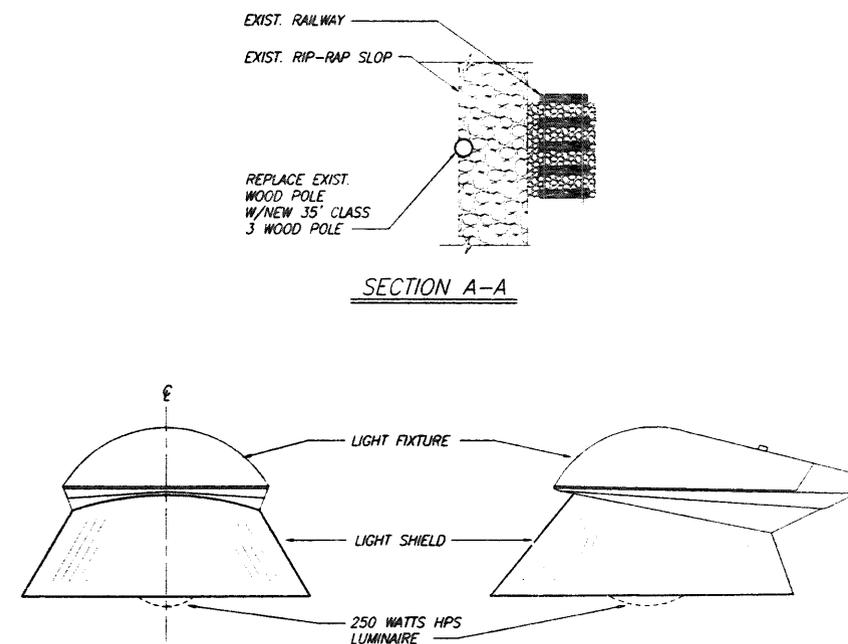
LIGHT WOOD POLE STANDARD INSTALLATION
ALONG EXIST. RIP-RAP SLOPE



LIGHT POLE STANDARD INSTALLATION
FOR NANAKULI AVE TO PILIOKOE BRIDGE



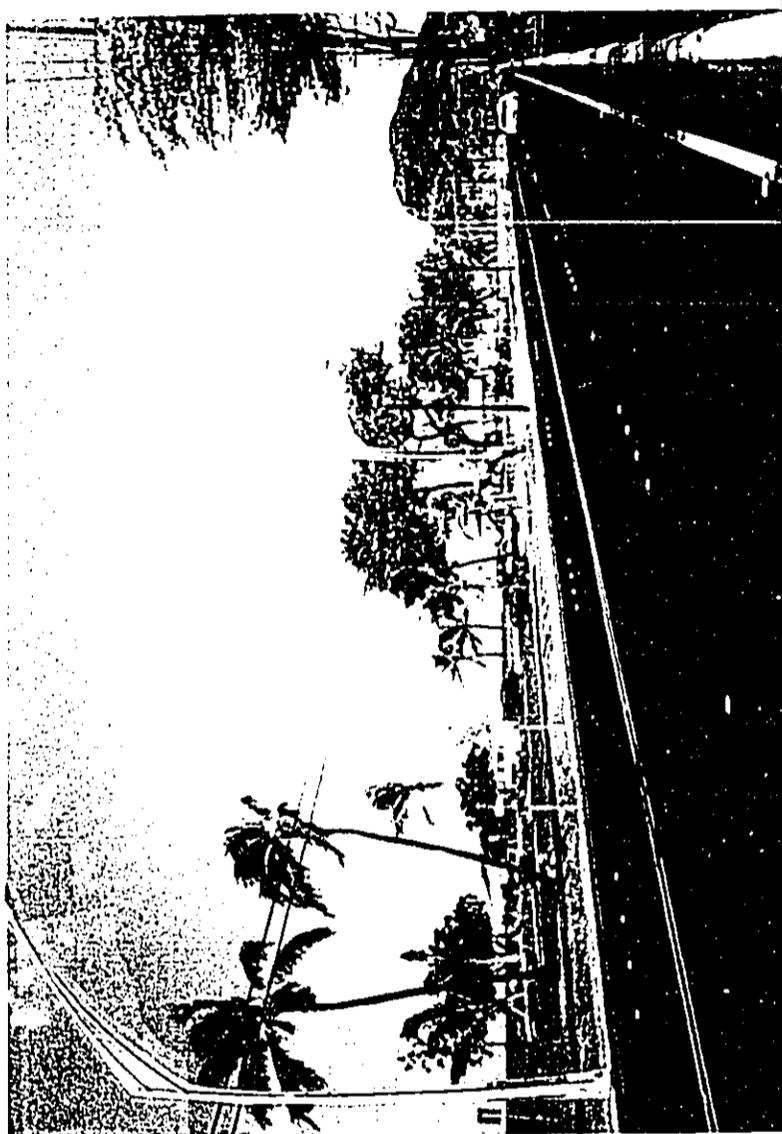
LIGHT POLE STANDARD INSTALLATION
AT DOWN SLOPE SIDE



SHIELD LIGHT FIXTURE FOR NEW STREET LIGHT

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DOCUMENT CAPTURED AS RECEIVED



f) View along Farrington Highway (w/superimposed light poles at ocean side)



h) View from a mountain lookout towards ocean (w/superimposed light pole)



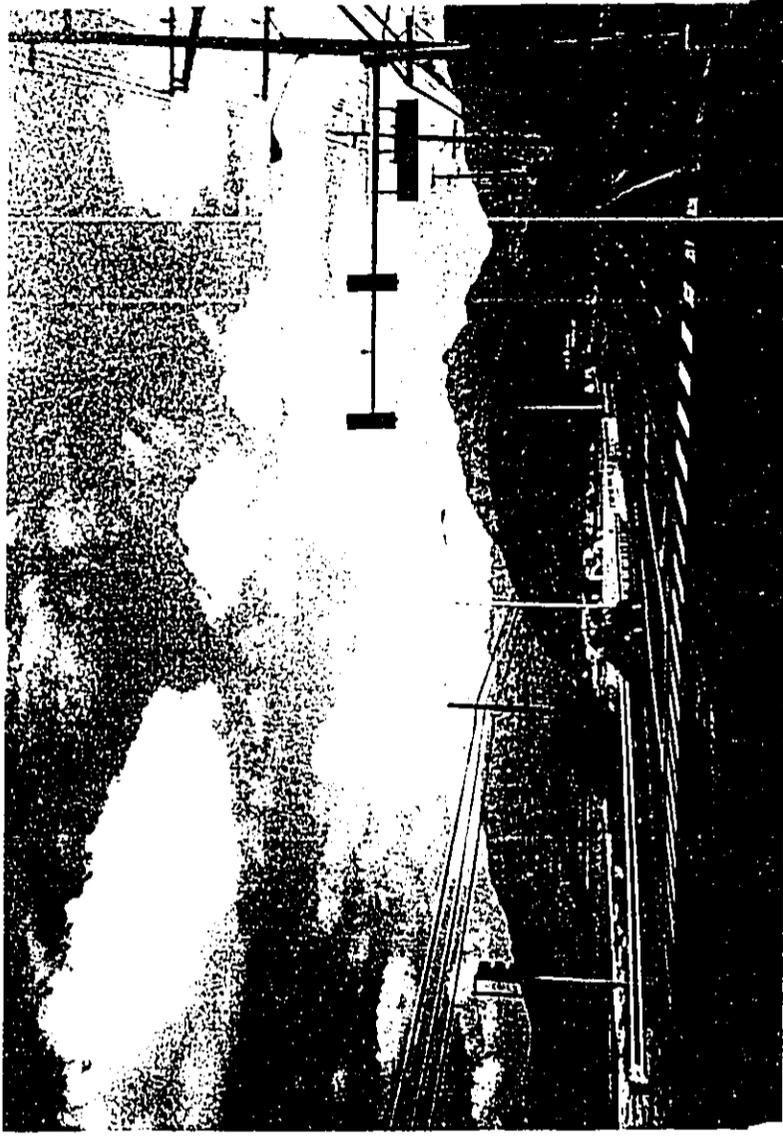
e) View from Farrington Highway (w/superimposed light pole)



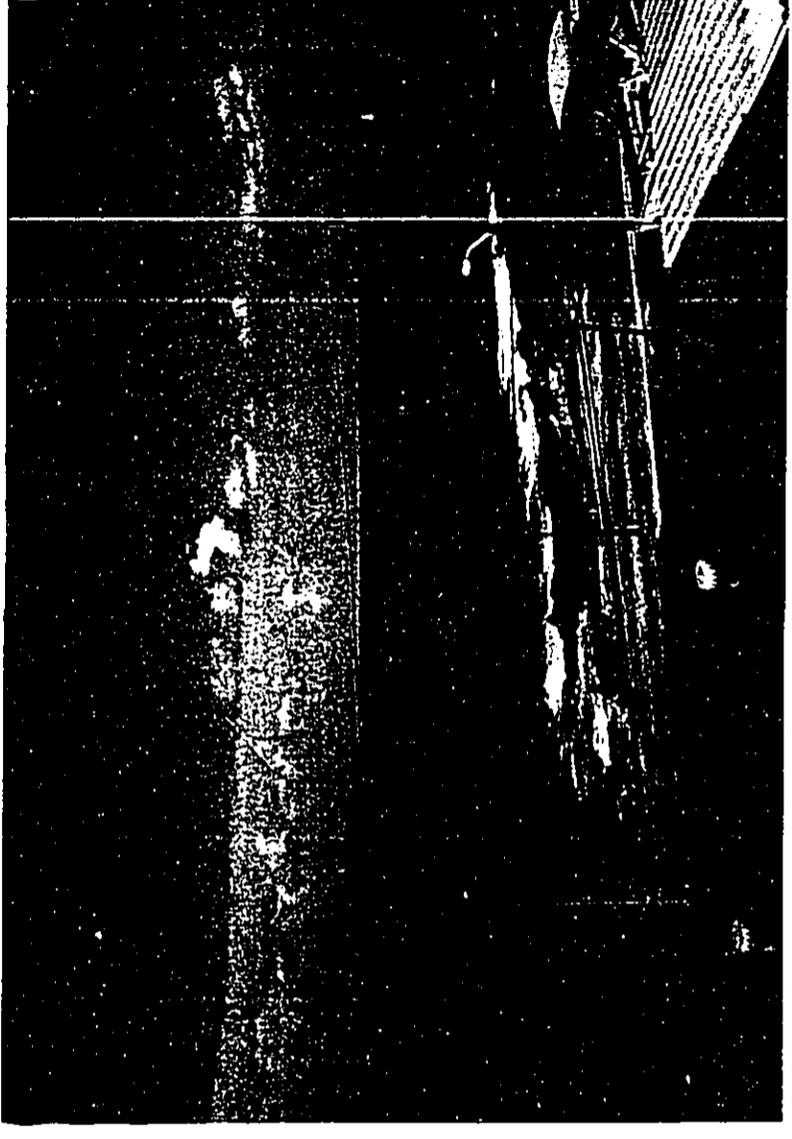
g) View from Nauluka towards ocean (w/superimposed light pole replace exist wood pole)

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DOCUMENT CAPTURED AS RECEIVED



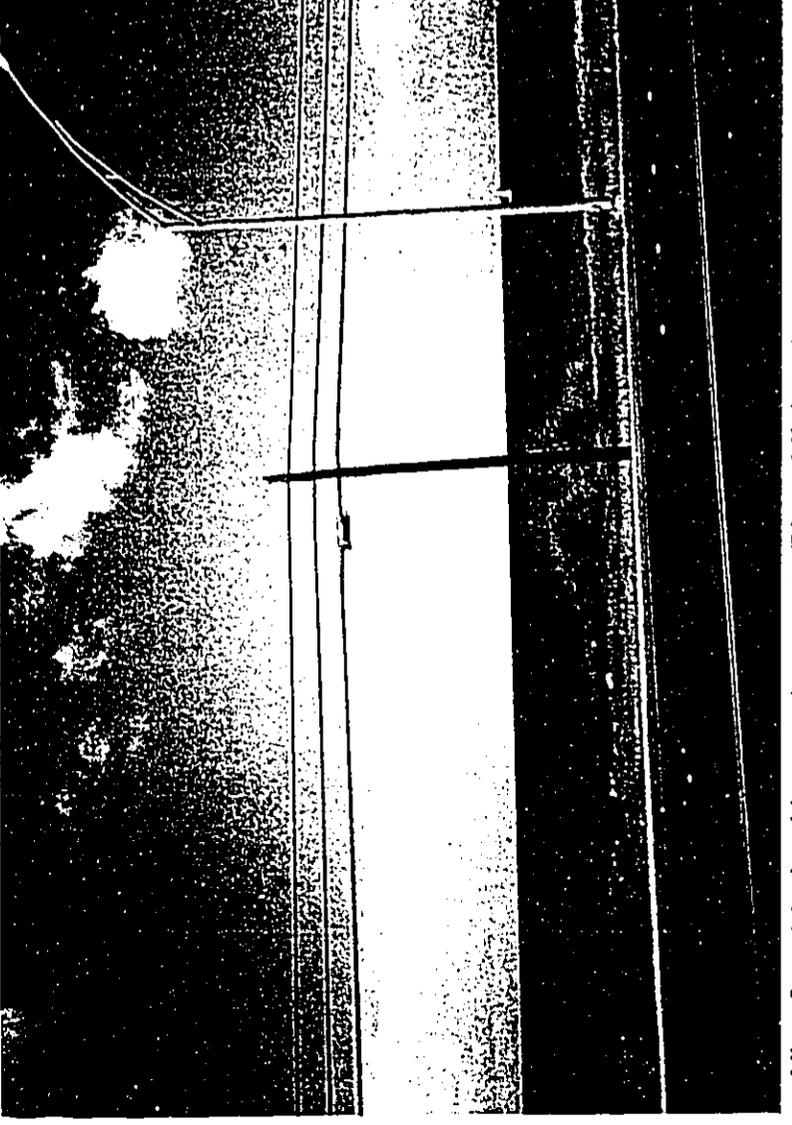
b) View along Farrington Highway (w/Phase I light poles at ocean side of the highway)



d) View from a mountain lookout towards ocean (w/Phase I light pole)



a) View from Farrington Highway (w/Phase I light pole)



c) View from Mauka side towards ocean (w/Phase I light pole)

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APPENDICES

- Appendix A. Project Design Description
- Appendix B. SDOT Traffic Volume Records
- Appendix C. SDOT Traffic Accident Records
- Appendix D. Draft EA Distribution List
- Appendix E. Draft EA Comment and Response

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APPENDIX A PROJECT DESIGN DESCRIPTION

The design criteria:

Illumination Levels

roadway - 1.0 FC average
sidewalk - 0.4 FC average

Uniformity Ratio

average/minimum is 4 to 1

The new luminaires are 250W HPS with a Type III distribution. The street lights are to be spaced approximately at 200 feet. The selection of poles and standards to be used is based on location and siting. The standard of choice is the transformer base aluminum standard with the light fixture 30 feet above the highway surface. Arm lengths are selected to place the fixture directly above the edge of the highway. Underground conduit will be 2-inch PVC either buried directly or concrete encased with 3-inch envelop. It will be buried behind guard rails, under permanent concrete sidewalks, and where the ground slopes steeply up from the shoulder of the road. Rigid steel conduit will be used for risers on wood poles and exposed concrete surfaces on bridges. The conduit will be sized for the conductor and in most cases will be 1 1/4" in diameter.

New 40-foot wood poles will be used to replace the existing poles from Lualualei Naval Road to Nanakuli Avenue. These existing poles are for an overhead telephone system along that entire stretch, and are too short for mounting the street lights. The new poles will serve as supports for both the existing wiring system and the new street lighting system. These wood poles are also for providing metering box, lighting contactors and photoelectric control for that portion of the lighting system instead of providing a photoelectric cell at each light fixture. Wiring to the other light standard on this same circuit is underground.

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APPENDIX B SDOT TRAFFIC VOLUME DATA

<u>LANDMARK</u>	<u>MILEPOS</u> <u>T</u>	<u>DATE</u>	<u>AVERAGE DAILY</u> <u>TRAFFIC</u>
Ala Hema Street	11.33	1996	22482
		1981	14221
Lualualei Homestead Road	10.75	1996	32807
		1981	21585
Ala Paki Street	9.50	1996	38211
		1974	16323
Nanakuli Stream	4.81	1996	37662
		1970	14559
		1968	12115
Piliokoe Bridge	4.20	1996	37662
		1970	16851
		1967	12115

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APPENDIX C SDOT TRAFFIC ACCIDENT DATA

1997

Total accidents are 193, and among which

Fatal accidents	= 3*	Daylight accident	= 126
Injury only accidents	= 140	Dawn/Dusk accident	= 9
Pedestrian Accidents	= 50	Light-spot accident	= 29
		Light-continuous accident	= 25
		Dark-light off accident	= 0
		Dark-no light accident	= 2

- * 2 fatal accidents are light-spot accidents
1 fatal accident is light-continuous accident.

1996

Total accidents are 206, and among which

Fatal accidents	= 7*	Daylight accident	= 127
Injury only accidents	= 129	Dawn/Dusk accident	= 11
Pedestrian Accidents	= 70	Light-spot accident	= 47
		Light-continuous accident	= 17
		Dark-light off accident	= 2
		Dark-no light accident	= 0

- * 2 fatal accidents are in daylight
2 fatal accidents are light-spot accidents
2 fatal accidents are light-continuous accidents
1 fatal accident occurred with unknown conditions

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APPENDIX D DRAFT EA DISTRIBUTION LIST

Federal Agencies

- Department of Agriculture
- Department of the Interior
 Fish & Wildlife Service
- US Army Corps of Engineers
- U.S. Geological Survey
 Water Resources Division

State of Hawaii

- Department of Accounting and General Services
- Department of Business, Economic Development & Tourism
- Department of Defense
 Office of the Director of Civil Defense
- Department of Health
- Department of Land and Natural Resources
 Forestry and Wildlife Division
 Historic Preservation Division
 Land Use Division
- Department of Transportation
- Housing Finance and Development Corporation
- Office of Environmental Quality Control
- Office of Hawaiian Affairs

City and County of Honolulu

- Department of Housing and Community Development
- Department of Land Utilization
- Department of Parks and Recreation
- Department of Public Works
- Department of Transportation Services
- Planning Department

Other Groups and Organizations

- Hawaiian Electric Company, Inc.
- Hawaiian Railway Society
- Neighborhood Board Commission
- Waianae Public Library

0000 00 10 1320

APPENDIX E

DRAFT EA COMMENT AND RESPONSE

0000 00 10 1321

PHONE (808) 594-1888

RECEIVED MAY 11 1998
FAX (808) 594-1885



STATE OF HAWAII
OFFICE OF HAWAIIAN AFFAIRS
711 KAPIOLANI BOULEVARD, SUITE 500
HONOLULU, HAWAII 96813

May 5, 1998

Clarence Kam, P.E.
M & E Pacific, Inc.
Suite 500 Pauahi Tower
1001 Bishop Street
Honolulu, Hawaii 96813

DOC NO. EIS-170

Subject: Draft Environmental Assessment for the Farrington Highway Lighting Improvements

Dear Mr. Kam:

Thank you very much for the opportunity to review the above-referenced Draft Environmental Assessment (DEA). The Department of Transportation proposes to install lighting improvements along Farrington Highway from Ala Hema Street to Waianae to Piliokoe Bridge at Nanaakuli.

The Office of Hawaiian Affairs has no objections to the proposed project and realizes the need to improve public safety conditions on the subject portion of Farrington Highway. OHA concurs with the DEA that the probability of encountering archaeological sites or human burial in the predominantly rocky substrate is remote. However, OHA feels that the DEA should clearly state that the *Oahu Island Burial Council* should be contacted in addition to the SHPD should burials be uncovered.

If you have any questions or comments regarding this matter please contact Colin Kippen, Land and Natural Resources Division Officer, or Richard Stook, EIS Planner at 594-1755.

Sincerely yours,

Colin Kippen, Officer
Land and Natural Resources

Colin Kippen, Officer
Land and Natural Resources

cc: Board of Trustees

BENJAMIN J. CAYetano
GOVERNOR



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

JUN 15 1998

IN REPLY REFER TO
HWY-TO
2.9689

Mr. Randall Ogata
Administrator
Office of Hawaiian Affairs
State of Hawaii
711 Kapiolani Boulevard, Suite 500
Honolulu, Hawaii 96813

Dear Mr. Ogata:

Subject: Draft Environmental Assessment Review for Farrington Highway Lighting Improvements, Ala Hema Street to Piliokoe Bridge

Thank you for reviewing your comments dated May 5, 1998, to M&E Pacific, Inc. project and providing the Draft Environmental Assessment (DEA) for the proposed subject

We acknowledge that the Office of Hawaiian Affairs has no objections to the proposed project and concurs with the DEA that the probability of encountering archaeological sites or human burial in the predominantly rocky substrate is remote. The Final Environmental Assessment has been revised to clearly state that both the State Historic Preservation Division and the Oahu Island Burial Council must be contacted, should burials be uncovered.

If you have any questions, please contact Bryan Kimura of the Highways Division, Traffic Branch, at 587-2177.

Very truly yours,

KAZU HAYASHIDA
Director of Transportation

cc: M&E Pacific, Inc. (Ms. Jenny Li) /

0000 00 10 1322

BENJAMIN J. CAYETANO
GOVERNOR



STATE OF HAWAII
DEPARTMENT OF DEFENSE
OFFICE OF THE DIRECTOR OF CIVIL DEFENSE
3949 DIAMOND HEAD ROAD
HONOLULU, HAWAII 96816 4475

April 13, 1998

TO: M&E Pacific, Inc.
Pa'uahi Tower, Suite 500
1001 Bishop Street
Honolulu, Hawaii 96813

FROM: Roy C. Price, Sr.
Vice Director of Civil Defense

SUBJECT: DRAFT ENVIRONMENTAL ASSESSMENT--FARRINGTON HIGHWAY
LIGHTING IMPROVEMENTS, ALA HEMA STREET TO PILIOKOE
BRIDGE

We appreciate this opportunity to comment on the State of Hawaii, Department of Transportation, Highways Division, street lighting improvements, District of Waianae, Oahu, Hawaii. TMK: 8-5-3, 8, 10 to 13, 15, 17, 28; 8-6-1, 15 to 8, 11 to 17, 20, 23 to 26, 28, 31, 33 to 35; 8-9-1, 2, 5 to 7; 9-1-15; 9-2-3.

State Civil Defense (SCD) has no comments on the installation of these lights, however, we have a number of sirens in the area that would require access to these sirens if guardrails are installed.

We will appreciate your consideration and such expressions of interest you may have on this matter.

Our SCD planners and technicians are available to discuss any concerns your staff may have. Please contact Mr. Norman Ogasawara of my staff at 733-4300.

BENJAMIN J. CAYETANO
GOVERNOR



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

JUN 15 1998

Mr. Roy C. Price, Sr.
Vice Director of Civil Defense
Office of the Director of Civil Defense
Department of Defense
State of Hawaii
3949 Diamond Head Road
Honolulu, Hawaii 96816

Dear Mr. Price:

Subject: Draft Environmental Assessment Review for Farrington Highway Lighting Improvements, Ala Hema Street to Piliokoe Bridge

Thank you for reviewing the Draft Environmental Assessment for the proposed subject project and providing your comments dated April 13, 1998, to M&E Pacific, Inc.

We acknowledge that there are a number of sirens in the vicinity of the project area. Since no guardrail will be installed in this project, we anticipate that the access to these sirens will not be affected.

If you have any questions, please contact Bryan Kimura of the Highways Division, Traffic Branch, at 587-2177.

Very truly yours,

KAZU HAYASHIDA
Director of Transportation

c: M&E Pacific, Inc. (Ms. Jenny Li) ✓

KAZU HAYASHIDA
DIRECTOR
DEPUTY DIRECTORS
GLENN W. OHMOTO
BRIAN K. HIRAIWA

BY REPLY REFER TO:

HWY-TO
2-9690

RECEIVED MAR 1 1998

GARY GILL
DIRECTOR



STATE OF HAWAII
OFFICE OF ENVIRONMENTAL QUALITY CONTROL
225 SOUTH BERETANIA STREET
SUITE 202
HONOLULU, HAWAII 96813
TELEPHONE (808) 585-4100
FACSIMILE (808) 540-4100

May 7, 1998

Mr. Kazu Hayashida, Director
State Department of Transportation
869 Punchbowl Street
Honolulu, Hawaii 96813

Dear Mr. Hayashida:

Subject: Draft Environmental Assessment for Farrington Highway
Street Lighting Improvements, Ala Hema Street to Piilokoe
Bridge, Waianae, Oahu

Thank you for the opportunity to review the above project. We have
the following questions and comments.

1. An abandoned railway, which is on the National Register of
Historic Places, is located adjacent to this lighting project.
Please indicate whether the railway may be affected by any
construction activity related to this project. If so, please
describe any mitigation measures to avoid impacting the
historic railway.
2. Threatened green sea turtles, endangered Hawaiian Monk seals
and seabirds such as the wedge-tailed shearwater are found in
the vicinity of this area. Please consider: 1) designing the
lighting using the Department of Land and Natural Resources'
guidelines entitled The Newell's Shearwater Light Attraction
Problem: A Guide for Architects, Planners, and Resort Managers
to reduce lighting impacts on seabirds; and 2) shielding
around the lights to avoid attracting sea turtles and monk
seals.
3. Installing poles and underground wires on the makai side of
the road near beach areas may cause whatever remains of sand
dunes to be cut or destabilized. This could speed erosion of
the beach and increase wave action reaching the highway. For
construction and excavation activities near shoreline areas,
please show (in plan and profile drawings) locations of sand
dunes, the certified shoreline, new lighting poles and
underground wiring, and the roadway. Describe the extent of

Mr. Hayashida
Page 2

construction activity and disclose how the project may affect
the shoreline, beach areas and sand dunes. If the above
resources may be adversely affected, please consider other
alternatives.

4. The proposed project includes certain segments with new
overhead wiring. Please study the alternative of using
underground wiring to minimize visual impacts.
5. Please consult with nearby groups (including but not limited
to the neighborhood board) who may be affected by the proposed
project. Please document the findings of the consultations in
the final environmental assessment.

Should you have any questions, please call Jayan Thirugnanam at
586-4105. Mahalo.

Sincerely,

Gary Gill
Director

cc: M&E Pacific

0000 00 10 1323



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

KAZU HAYASHIDA
DIRECTOR
DEPUTY DIRECTORS
GLENN M. OKUMOTO
BRIAN K. MORIARTY

#1 REPLY REFER TO

HWY-TO
2.9723

JUN 15 1998

Mr. Gary Gill

Page 2

JUN 15 1998

HWY-TO 2.9723

Mr. Gary Gill

Director
Office of Environmental Quality Control
State of Hawaii
235 South Beretania Street, Suite 702
Honolulu, Hawaii 96813

Dear Mr. Gill:

SUBJECT: Draft Environmental Assessment Review for Farrington Highway Lighting Improvements, Ala Hema Street to Piliokoe Bridge

Thank you for reviewing the Draft Environmental Assessment (DEA) for the proposed subject project and providing your comments dated May 7, 1998.

We provide the following responses to your concerns:

1. The impacts of the proposed project on the railway and the mitigation measures are addressed in Section 7.8 Historical Impacts of the Final Environmental Assessment.
2. The design of the lighting is in compliance with the Department of Land and Natural Resources' guidelines entitled The Newell's Shearwater Light Attraction Problem: A Guide for Architects, Planners, and Resort Managers. Shielded light fixtures were recommended by the U.S. Department of the Interior, Fish & Wildlife Service, and will be used in this project for protecting seabirds and marine life.
3. New lighting poles, underground wiring and roadways are shown in Figure 2 Proposed Street Light Location Map. The location of sand dunes and sand beaches have been added in the figure with an approximate shoreline setback line. A shoreline survey will be conducted and certified when a Shoreline Setback Variance is sought.

New poles and underground wiring systems, if installed within the 40-foot shoreline setback, are mostly located at the fringe of the setback area and upland from existing public parking lots or short walls. Field conditions of those locations are earth or earth and high sand. It is anticipated that these new structures will not affect the shoreline, beach areas and sand dunes, although further investigations will be conducted regarding this issue.

In order to provide the required lighting uniformity, the installation of lighting poles within the shoreline setback areas is inevitable. The only alternative is to install the underground wiring system above ground. However, this will be at the expense of existing scenic views and open space resources.

4. At the segments where the new overhead wiring will be installed, there are already existing HTCO overhead wiring and wood poles. These poles are too short for mounting street lights. In this project, they will be replaced with new wood poles which will mount street lights and support the existing HTCO overhead wiring. Consequently, burying the proposed overhead lighting wiring underground will not alter the existing overhead wiring system or its visual effect. Furthermore, the segments of the buried lighting wiring may be within the 40-foot shoreline setback area, and as a result, impacts on the shoreline may need to be considered.

5. The Waianae Neighborhood Board was contacted during the preparation of the DEA. Copies of the DEA were distributed to the board and the Waianae Public Library in March for review and comments. The board was also contacted by telephone in May. The board has discussed the project in their monthly meeting in June and has expressed their support for the project.

If you have any questions, please contact Bryan Kimura of the Highways Division, Traffic Branch, at 587-2177.

Very truly yours,

KAZU HAYASHIDA
Director of Transportation

c: M&E Pacific, Inc. (Jenny Li)

0000 00 10 1324

0000 00 10 1325

DEPARTMENT OF LAND UTILIZATION
CITY AND COUNTY OF HONOLULU
450 SOUTH KING STREET, FIFTH FLOOR • HONOLULU, HAWAII 96813
PHONE (808) 533-4414 • FAX (808) 527-8743



JEREMY HARRIS
MAYOR

JAN RAOESULLIVAN
DIRECTOR
LORETTA C. CHIE
DEPUTY DIRECTOR
98-02377 (ST)
'98 EA Comments-Variou

May 7, 1998

Mr. Kazu Hayashida, Director
Department of Transportation
State of Hawaii
869 Punchbowl Street
Honolulu, Hawaii 96813

Attn: Bryan Kimura
Dear Mr. Hayashida:

Draft Environmental Assessment (EA)
Farrington Highway Lighting Improvements
Waianae, Oahu

Tax Map Keys: Various

We have reviewed the Draft EA for the above-referenced project filed on April 2, 1998, and provide the following comments:

Section 5.1 Technical Description of the Project

The Location Map (Figure 1) referenced in this section should be revised to indicate the already completed Phase 1 portion of this project.

Section 5.2 Economic Characteristics

This section in the Final EA should be revised to clearly indicate that Phase I has already been completed and that the \$598,614 for that portion of the project has already been expended. This section should also be revised to provide the anticipated time-frame for the construction of the remaining portion(s) of this project.

Mr. Kazu Hayashida, Director
Page 2
May 7, 1998

Section 6.8 Natural Hazards

It is unclear which portions of the project alignment are located within the two flood hazard zones, AE and VE, mentioned. The Final EA should include a revised Figure 4, which more clearly delineates this information. In addition, we note that those portions of the project which are located within Zone VE will require Flood Hazard Certification pursuant to Section 7.10 of the Land Use Ordinance.

Section 6.3 Land Use Zoning

Special Management Area (SMA)

Insofar as Phase 1 of this project (from Maipela Street to Lualei Place) has already been completed, the Final EA should be revised to correctly indicate that "after-the-fact" approval will be sought for that portion of the project, in addition to ordinary approval for the remaining unbuilt portions.

In addition, the Final EA should be expanded to include a section which describes the goals and objectives of the SMA pursuant to Chapter 25, Revised Ordinances of Honolulu (ROH) and explains how the proposed project conforms to the SMA review guidelines of Section 25-3.2, ROH.

Shoreline Setback Variance (SV)

Although the Draft EA indicates that an SV is necessary, it does NOT disclose which portion(s) of the project is actually located within the Shoreline Setback Area. Therefore, the Final EA should be revised to clearly describe and illustrate (i.e., provide a map) which portion(s) of the project will be the subject of an SV application. The Final EA should also include an expanded section which describes the criteria and presents the arguments for granting a variance pursuant to Section 23-1.8, ROH.

Section 7.6 Biological Impacts

The Final EA should discuss how it was determined that the use of shielded light fixtures would not have a significant potential for disorienting or attracting migratory seabirds. This section should also include exhibits with elevation drawings of each of the typical light fixture installations, including detailed sketches of the actual shielding.

RECEIVED MAY 11 1998

0000 00 10 1326

BENJAMIN J. CATETANO
GOVERNOR



KAZU HAYASHIDA
DIRECTOR
DEPUTY DIRECTORS
GLENNYUKI OKAMOTO
BERTANI K. MIYAZAKI

Mr. Kazu Hayashida, Director
Page 3
May 7, 1998

Section 7.7 Visual Impacts on Scenic and Open Space Resources

The 1987 Coastal View Study designates most of Farrington Highway along the project area as enjoying continuous coastal views. As such, there should be a more extensive analysis of the visual impacts of this proposed project. Illustrations which reveal current coastal view planes with the completed lighting project superimposed would be useful.

We have no further comments to offer at this time. If you have any questions, please contact Steve Tagawa of our staff at 523-4817.

Very truly yours,

JAN NAOE SULLIVAN
Director of Land Utilization

JNS:am

cc: / Jenny Li, M&E Pacific, Inc.
Gary Gill, Office of Environmental
Quality Control

g:\pp\10CA\8.13.sht

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

JUN 15 1998

HWY-TO
2.9722

WIREPLY REFER TO:

Ms. Jan Naoe Sullivan, Director
Department of Land Utilization
City and County of Honolulu
650 South King Street, 7th Floor
Honolulu, Hawaii 96813

Dear Ms. Sullivan:

SUBJECT: Draft Environmental Assessment Review for Farrington Highway Lighting Improvements, Ala Hema Street to Piliokoe Bridge

Thank you for reviewing the Draft Environmental Assessment (DEA) for the proposed subject project and providing your comments dated May 7, 1998.

In response to your comments, the following information is provided:

1. Figure 1 Project Location Map has been revised to indicate the completed Phase I portion of this project.
2. Section 5.2 Economic Characteristics has been revised to indicate that Phase I of the project has already been completed and approximately \$600,000 has been expended. Also, the time frame for Phase II construction is provided.
3. Figure 4 is a copy of the FEMA Flood Insurance Rate Map. It has been revised to more clearly delineate the two flood hazard zones, AE and VE. Section 6.8 Natural Hazards has been amended to include the sentence "In accordance with Section 7.10 of the Land Use Ordinance, CCH, Flood Hazard Certification is required for the portions of the project which are located within Zone VE."
4. Section 6.3 Land Use Zoning has been revised as follows:

Special Management Area (SMA)

Added that the SMA Use permit being applied for seeks "after-the-fact" approval for the already-completed Phase I as well as approval for the unbuilt Phase II.

JUN 15 1998

HWY-TO 2.9722

Description of the goals and objectives of the SMA pursuant to Chapter 25, ROH is added to this section. Explanations on how the proposed project conforms to the SMA review guidelines of Section 25-3.2, ROH are as follows:

- a. The proposed construction and installation are conducted on the shoulders, sidewalks or right behind existing guardrails along Farrington Highway. The nature of the proposed project determines that the proposed installation will not result in the following:
 - i) Altering any bay, estuary, salt marsh, river mouth, slough or lagoon;
 - ii) Reducing the size of any beach or other area usable for public recreation;
 - iii) Adversely affecting existing and potential fisheries, fishing grounds and agricultural uses of land; or
 - iv) Reducing or imposing restriction upon public access to beaches or tidal and submerged lands, rivers and streams and other recreation and natural reserve areas.
- b. The project is designed and is required to be conducted in a manner to ensure the following:
 - i) Providing adequate access to beaches, recreation areas and natural reserves during the construction;
 - ii) Minimizing adverse effect to wildlife, natural resources, historic site, and scenic and open space resources; and
 - iii) Reducing interference with or detracton from the line of sight toward the sea from the highway.
- c. The proposed project will provide a safer and better highway in response to public needs, and supports CCH's long range planning for the Waianae area. The project is also consistent with the objectives and policies set forth in HRS Section 205A-2 and 205A-26.

JUN 15 1998

HWY-TO 2.9722

Shoreline Setback Variance (SV)

Approximate locations of portions of the project which will be the subject of a SV application are provided in the revised Figure 2 Proposed Street Light Location Map. The exact locations of these portions will be determined after a certified survey is conducted. This survey will be conducted when the SV is sought.

The criteria and arguments for granting a variance pursuant to Section 23-1.8, ROH are included in this revised section.

5. Shielded light fixtures were recommended by the U.S. Department of the Interior, Fish & Wildlife Service. This type of light fixture has been applied in Kauai for protecting seabirds.
Detailed elevation drawings of typical light fixture installations and the light shield itself are added into the FEA as Figure 5 Street Light and Installation Details.
6. We acknowledge that the 1987 Coastal View Study designates most of Farrington Highway in the project area as enjoying continuous coastal views, Section 7.7 Visual Impacts on Scenic and Open Space Resources has been revised to provide a more extensive analysis of the visual impacts of the proposed project. Pictures which were taken from different view points have been added as Figure 6 Impacts on Scenic View and Open Space Resources. Visual impacts are revealed in these pictures which show current coastal view plains with newly installed Phase I light poles or with superimposed Phase II light poles.

If you have any question, please contact Bryan Kimura of the Highways Division, Traffic Branch, at 587-2177.

Very truly yours,



KAZU HAYASHIDA
Director of Transportation

c: M & E Pacific, Inc. (Jenny Li)

0000 00 10 1328

BENJAMIN S. CAYTANO
DIRECTOR OF HEALTH



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

May 7, 1998

98-074/epo

LAWRENCE BIRRE
DIRECTOR OF HEALTH

in reply, please refer to



DEPARTMENT OF THE ARMY
U.S. ARMY ENGINEER DISTRICT, HONOLULU
FORT SHAFTER, HAWAII 96858-5440

April 15, 1998

DEPT. OF THE ARMY
ATTENTION OF

Civil Works Branch

Mr. Clarence Kam, P.E.
M&E Pacific, Inc.
Suite 500 Pauahi Tower
1001 Bishop Street
Honolulu, Hawaii 96813

Dear Mr. Kam:

Subject: Draft Environmental Assessment
Farrington Highway Lighting Improvements
Ala Hema Street to Piliokoe Bridge
Waianae, Oahu
TMK: 8-5-3

Thank you for allowing us to review and comment on the subject project. We do not have any comments to offer at this time.

Sincerely,

Bruce S. Anderson

BRUCE S. ANDERSON, Ph.D.
Deputy Director for
Environmental Health

Mr. Clarence Kam
M&E Pacific, Incorporated
1001 Bishop Street, Suite 500
Honolulu, Hawaii 96813

Dear Mr. Kam:

Thank you for the opportunity to review and comment on the Draft Environmental Assessment (DEA) for the Farrington Highway Lighting Improvements Project, Waianae, Oahu. The following comments are provided in accordance with Corps of Engineers authorities to provide flood hazard information and to issue Department of the Army (DA) permits.

- a. Based on the information provided, a DA permit will not be required for the project (980000130).
- b. The flood hazard information provided on page 6 of the DEA is correct.

Sincerely,

Paul Mizue

Paul Mizue, P.E.
Chief, Civil Works Branch

RECEIVED MAY 13 1998

RECEIVED MAY 13 1998

DEPARTMENT OF HOUSING AND COMMUNITY DEVELOPMENT
CITY AND COUNTY OF HONOLULU
450 SOUTH KING STREET, 31ST FLOOR • HONOLULU, HAWAII 96813
PHONE: (808) 521-4427 • FAX: (808) 527-5428



JEREMY HARRIS
MAYOR

ROBERT AGRES, JR.
DIRECTOR
DARRIN J. MAMMOTO
DEPUTY DIRECTOR

April 8, 1998

Mr. Clarence Kam, P.E.
M&E Pacific, Inc.
Paahai Tower, Suite 500
1001 Bishop Street
Honolulu, Hawaii 96813

Dear Mr. Kam:

Subject: Draft Environmental Assessment
Farrington Highway Lighting Improvements
Ala Hema Street to Piikoe Bridge, Waianae, Hawaii

Thank you for your letter of April 1, 1998 requesting our comments on the subject project.

The Department of Housing and Community Development has reviewed the draft environmental assessment and has no objections to the project.

Sincerely,

ROBERT AGRES, JR.
Director

RECEIVED

DEPARTMENT OF PUBLIC WORKS
CITY AND COUNTY OF HONOLULU
450 SOUTH KING STREET, 11TH FLOOR • HONOLULU, HAWAII 96813
PHONE: (808) 523-4341 • FAX: (808) 527-5837



JONATHAN K. SHIMADA, P.E.
DIRECTOR AND CHIEF ENGINEER
ROLAND LIBBY, JR.
DEPUTY DIRECTOR
ENV 98-089

April 16, 1998

Mr. Clarence Kam, P.E.
M&E Pacific, Inc.
1001 Bishop Street, Suite 500
Honolulu, Hawaii 96813

Attention: Jenny Li

Dear Mr. Kam:

Subject: Draft Environmental Assessment (DEA)
Farrington Highway Lighting Improvements
Ala Hema Street to Piikoe Bridge
THK: Various

We have reviewed the subject DEA and have no comments to offer at this time.

Should you have any questions, please contact Mr. Alex Ho, Environmental Engineer, at 523-4150.

Very truly yours,

FOR JONATHAN K. SHIMADA, P.E.
Director and Chief Engineer

RECEIVED

0000 00 10 1329

0000 00 10 1330

PLANNING DEPARTMENT
CITY AND COUNTY OF HONOLULU
450 SOUTH KING STREET, 6TH FLOOR • HONOLULU, HAWAII 96813 3017
PHONE: (808) 523-4533 • FAX: (808) 523-4950



PATRICK T. ONISHI
CHIEF PLANNING OFFICER
DONAL S. MARSHALL
DEPUTY CHIEF PLANNING OFFICER

ET 4/98-0747

April 20, 1998

Ms. Jenny Li
M & E Pacific, Inc.
1001 Bishop Street, Pauahi Tower Suite 500
Honolulu, Hawaii 96813

Dear Ms. Li:

Draft Environmental Assessment for
Farrington Highway Lighting Improvements

Thank you for giving us the opportunity to review the Draft Environmental Assessment for the proposed Farrington Highway Lighting Improvements Project. We have reviewed the subject document and have no comments to offer at this time.

Should you have any questions, please contact Eugene Takahashi of our staff at 527-6022.

Yours very truly,

Patrick T. Onishi
PATRICK T. ONISHI
Chief Planning Officer

PTO:lh

c: State Department of Transportation
OEQC

RECORDED APR 22 1998



DEPARTMENT OF BUSINESS,
ECONOMIC DEVELOPMENT & TOURISM

OFFICE OF PLANNING

235 South Beretania Street, 6th Flr., Honolulu, Hawaii 96813
Mailing Address: P.O. Box 2359, Honolulu, Hawaii 96804

Ref. No. P-7376

April 17, 1998

Mr. Clarence Kam, P.E.
M & E Pacific, Inc.
1001 Bishop Street, Suite 500
Honolulu, Hawaii 96813

Attn: Jenny Li

Dear Mr. Kam:

Subject: Draft Environmental Assessment for Farrington Highway Lighting Improvements, Alahema Street to Piliokoe Bridge, Waiānae, Oahu

The purpose of this project is illumination and uniformity in street lighting along Farrington Highway to increase public safety. We do not have any comments relative to the plans and programs of this office.

If you have any questions, please contact Charles Carole of our Coastal Zone Management Program at 587-2804.

Sincerely,

Rick Egged
Rick Egged
Director
Office of Planning

RECORDED

0000 00 10 1331

Hawaiian Electric Company, Inc. • PO Box 2750 • Honolulu, HI 96840 0001

BENJAMIN J. CAETIANO
CONFIDENTIAL



ROY S. OSHIRO
EXECUTIVE DIRECTOR

STATE OF HAWAII
DEPARTMENT OF BUDGET AND FINANCE
HOUSING FINANCE AND DEVELOPMENT CORPORATION
977 QUEEN STREET SUITE 300
HONOLULU HAWAII 96813
FAX (808) 587-0600

REF: PPE/1445

April 21, 1998

Mr. Clarence Kam
Project Engineer
M&E Pacific, Inc.
1001 Bishop Street
Paouahi Tower, Suite 500
Honolulu, Hawaii 96813

Dear Mr. Kam:

Re: Draft Environmental Assessment for the Farrington Highway
Lighting Improvements and the Ala Hema Street to Piliokoe
Bridge

Thank you for the opportunity to review the subject draft EA.

We have no comments to offer at this time.

Sincerely,

ROY S. OSHIRO
Executive Director



April 29, 1998

M&E Pacific, Inc.
1001 Bishop Street
Paouahi Tower Suite 500
Honolulu, HI 96813
Attention: Ms. Jenny Li

Dear Ms. Li

Subject: Farrington Highway Lighting Improvements

Thank you for the opportunity to comment on your March 1998 Draft EA for the Farrington Highway Lighting Improvements, as proposed by the State of Hawaii Department of Transportation. We have reviewed the subject document and have no comments at this time.

HECO shall reserve further comments pertaining to the protection of existing powerlines bordering the project area until construction plans are finalized. Again, thank you for the opportunity to comment on this draft environmental assessment.

Sincerely,

Scott W.H. Seu
Manager, Environmental Department



WINNER OF THE EDISON AWARD
FOR DISTINGUISHED INDUSTRY LEADERSHIP

RECEIVED

0000 00 10 1332



RECEIVED MAY 11 1998

United States Department of Agriculture
Natural Resources Conservation Service
P O Box 50004 Honolulu, HI 96850

Our People...Our Islands...In Harmony

May 8, 1998

Mr. Clarence Kam, P.E.
M&E Pacific, Inc.
Suite 500 Pauahi Tower
1001 Bishop Street
Honolulu, Hawaii 96813

Dear Mr. Kam:

Subject: Draft Environmental Assessment (DEA) - Farrington Highway Lighting Improvements - Ala Hema Street to Piliokoe Bridge, Waianae, Oahu

We have reviewed the above document and have no comments to offer at this time.

Thank you for the opportunity to review this document.

Sincerely,

KENNETH M. KANESHIRO
State Conservationist

The Natural Resources Conservation Service works hand-in-hand with the American people to conserve natural resources on private lands

AN EQUAL OPPORTUNITY EMPLOYER



United States Department of the Interior

U.S. GEOLOGICAL SURVEY
WATER RESOURCES DIVISION
677 Ala Moana Boulevard, Suite 415
Honolulu, Hawaii 96813

April 3, 1998

Mr. Clarence Kam
M & E Pacific, Inc.
1001 Bishop St., Suite 500
Honolulu, Hawaii 98613

Dear Mr. Kam:

Subject: Draft Environmental Assessment
Farrington Highway Lighting Improvements
Ala Hema Street to Piliokoe Bridge
Oahu, Hawaii

The staff of the U.S. Geological Survey, Water Resources Division, Hawaii District, has reviewed the Draft Environmental Assessment, and we have no comments to offer at this time.

Thank you for allowing us to review the report. We are returning it for your future use.

Sincerely,

William Meyer
District Chief

Enc.

RECEIVED MAY 17 1998

0000 00 10 1333

RECEIVED MAY 10 1998

DEPARTMENT OF TRANSPORTATION SERVICES

CITY AND COUNTY OF HONOLULU

PACIFIC PINE PLAZA • 715 KAPOLAHUA BOULEVARD SUITE 1200 • HONOLULU, HAWAII 96813
PHONE (808) 523-4529 FAX (808) 523-4730



SECRETARY

CHERYL D. SOON
DIRECTOR
JOSEPH M. MAGALON, JR.
DEPUTY DIRECTOR

TSP4/98-02090R

May 8, 1998

Ms. Jenny Li
M&E Pacific, Inc.
Suite 500, Pauahi Tower
1001 Bishop Street
Honolulu, Hawaii 96813

Dear Ms. Li:

Subject: Farrington Highway Lighting Improvements
Ala Hema Street to Piliokoe Bridge

In response to the April 1, 1998 memorandum from Clairence Kam, the draft environmental assessment for the subject project was reviewed. Although the project will be constructed within the State Department of Transportation right-of-way, the new light poles should be located so as not to interfere with access to existing bus stops/shelters.

Should you have any questions regarding this matter, please contact Faith Miyamoto of the transportation System Planning Division at 527-6976.

Sincerely,

CHERYL D. SOON
Director

BEJUANNE J. CAYETANO
GOVERNOR



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

JUN 15 1998

IN REPLY REFER TO

HWY-10
2-9687

Ms. Cheryl D. Soon
Director

Department of Transportation Services
City and County of Honolulu
Pacific Park Plaza, Suite 1200
711 Kapiolani Boulevard
Honolulu, Hawaii 96813

Dear Ms. Soon:

Subject: Draft Environmental Assessment Review for Farrington Highway Lighting
Improvements, Ala Hema Street to Piliokoe Bridge

Thank you for reviewing the Draft Environmental Assessment for the proposed subject project and providing your comments dated May 8, 1998, to M&E Pacific, Inc.

In response to your concern, it has been considered in the project design that new light poles will be located so as not to interfere with access to existing bus stops and shelters along Farrington Highway. Your comments will be incorporated into the Final Environmental Assessment.

If you have any questions, please contact Bryan Kimura of the Highways Division, Traffic Branch, at 587-2177.

Very truly yours,

KAZU HAYASHIDA
Director of Transportation

c: M&E Pacific, Inc. (Ms. Jenny Li) /

0000 00 10 1334

KAZU HAYASHIDA
DIRECTOR
DEPUTY DIRECTOR
GLENNIA OKAMOTO
BRJANI K. HIRAIKI

WE REPLY REFER TO
2.9686

HWY-TO
2.9686



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

JUN 15 1998

BENJAMIN J. CAYETANO
GOVERNOR

STATE OF HAWAII

DEPARTMENT OF ACCOUNTING AND GENERAL SERVICES
P.O. BOX 119 HONOLULU HAWAII 96810

MAY 11 1998

LETTER NO (P) 1266.8

RECEIVED MAY 11 1998



Ms. Jenny Li
M & E Pacific Inc.
Suite 500 Pauahi Tower
1001 Bishop Street
Honolulu, Hawaii 96813

Dear Ms. Li:

Subject: Farrington Highway Lighting Improvements
Ala Hema Street to Piliokoe Bridge
Draft Environmental Assessment

Thank you for the opportunity to review the Draft Environmental Assessment for the subject project which we received with your letter dated April, 1998.

The planned Farrington Highway lighting improvement will not impact any Department of Accounting and General Services (DAGS) projects or existing facilities. However, DAGS recommends the Department of Education be contacted to coordinate construction work and to minimize disruptions to existing school operations.

If there are any questions, please contact Mr. Ronald Ching of the Planning Branch at 586-0490.

Sincerely,
Ronald Ching
GORDON MATSUOKA
Public Works Administrator

RC:jj

Mr. Gordon Matsuoka
Public Works Administrator
Department of Accounting and General Services
State of Hawaii
P.O. Box 119
Honolulu, Hawaii 96810

Dear Mr. Matsuoka:

Subject: Draft Environmental Assessment Review for Farrington Highway Lighting Improvements, Ala Hema Street to Piliokoe Bridge

Thank you for reviewing the Draft Environmental Assessment for the proposed subject project and providing your comments dated May 11, 1998, to M&E Pacific, Inc.

We acknowledge that the proposed project will not impact any Department of Accounting and General Services (DAGS) projects or existing facilities. In response to your recommendation to minimize disruptions to existing school operations, the Contractor will be required to coordinate construction work with the Department of Education, and conduct the street light installation around the vicinity of the school after normal school hours. Your comments will be incorporated into the Final Environmental Assessment and project contract documents.

If you have any questions, please contact Bryan Kimura of the Highways Division, Traffic Branch, at 587-2177.

Very truly yours,

Kazu Hayashida
KAZU HAYASHIDA
Director of Transportation

c: M&E Pacific, Inc. (Ms. Jenny Li) /

DEPARTMENT OF PARKS AND RECREATION
CITY AND COUNTY OF HONOLULU

430 SOUTH KING STREET, 10TH FLOOR, HONOLULU, HAWAII 96813
PHONE: (808) 523-4182 • FAX: (808) 523-4034



ALBERT HARRIS
CLERK

May 7, 1998

Ms. Jenny Li
M & E Pacific, Inc.
Pauahi Tower, Suite 500
1001 Bishop Street
Honolulu, Hawaii 96813

Dear Ms. Li:

Subject: Draft Environmental Assessment (DEA) for Farrington Highway Lighting Improvements, Waianae, Oahu, Hawaii
Tax Map Keys 8-5-003, 008, 010-013, 015, 017, 028;
8-6-001, 015-018;
8-7-001, 005-008, 011-017, 020, 023-026,
028, 031, 033-035;
8-9-001, 002, 005-007;
9-1-015; 9-2-003

The DEA does not mention impacts, if any, affecting ingress and egress to Hanakuli, Ulehawa, Maili, Luualalei and Pokai Bay beach parks. We recommend that potential impacts on access to these public recreation areas by pedestrians, private maintenance vehicles (including those towing boat trailers), park maintenance vehicles, emergency vehicles, etc., be addressed in the environmental assessment.

Thank you for the opportunity to review the project.

Please call our planner, Mr. Lester Lai, of our Advance Planning Branch, at 523-4696 if you have any questions.

Sincerely,

W.D. Balfour, Jr.

WILLIAM D. BALFOUR, JR.
Director

WDB:ej

RECEIVED JUN 13 1998

BENJAMIN J. CAYETANO
GOVERNOR



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

JUN 15 1998

IN REPLY REFER TO:

HWY-TO
2.9688

Mr. William D. Balfour, Jr.
Director
Department of Parks and Recreation
City and County of Honolulu
650 South King Street, 10th Floor
Honolulu, Hawaii 96813

Dear Mr. Balfour:

Subject: Draft Environmental Assessment Review for Farrington Highway Lighting Improvements, Ala Hema Street to Piliokoc Bridge

Thank you for reviewing the Draft Environmental Assessment for the proposed subject project and providing your comments dated May 7, 1998, to M&E Pacific, Inc.

In response to your concern and recommendation to avoid blocking ingress and egress to public recreation areas by pedestrians, private vehicles (including towing boat trailers), park maintenance vehicles, emergency vehicles, etc., the Contractor will be required to coordinate with the Department of Parks and Recreation, City and County of Honolulu. The construction staging and working areas will be designated accordingly. Heavy-duty trench covers and temporary emergency entries will be provided for use. Your comments will be addressed in the Final Environmental Assessment and project contract documents.

If you have any questions, please contact Bryan Kimura of the Highways Division, Traffic Branch, at 587-2177.

Very truly yours,

Kazu Hayashida

KAZU HAYASHIDA
Director of Transportation

c: M&E Pacific, Inc. (Ms. Jenny Li) /

KAZU HAYASHIDA
DIRECTOR
DEPUTY DIRECTORS
OLEFINA OKIMOTO
BRIAN K. HIRAIKI

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