

BENJAMIN J. CAYETANO  
GOVERNOR



KAZU HAYASHIDA  
DIRECTOR

DEPUTY DIRECTORS  
BRIAN K. MINAAI  
GLENN M. OKIMOTO

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

RECEIVED

SEP 18 2000 00 SEP 19 A 8:53

IN REPLY REFER TO:  
HWY-DD 2.0066

OFFICE OF ENVIRONMENTAL  
QUALITY CONTROL

TO: GENEVIEVE SALMONSON, DIRECTOR  
OFFICE OF ENVIRONMENTAL QUALITY CONTROL

FROM: KAZU HAYASHIDA *K. H.*  
DIRECTOR OF TRANSPORTATION

SUBJECT: FINDING OF NO SIGNIFICANT IMPACT (FONSI) FOR KANEOHE BAY  
DRIVE IMPROVEMENTS VICINITY OF AUMOKU STREET TO  
MOKULELE DRIVE, TMK 4-5-29, -30 AND -51, DISTRICT OF  
KOOLAUPOKO, ISLAND OF OAHU, HAWAII

The State Department of Transportation has reviewed the comments received during the 30-day public comment period, which began on April 8, 2000. The agency has determined that the project will not have significant environmental effects and has issued a FONSI. Please publish this notice in the October 8, 2000, OEQC Environmental Notice. ✓

We have enclosed a completed OEQC Publication Form and four copies of the final EA. If you have any questions, please call Ross Hironaka at 692-7575, Design Section, Design Branch, Highways Division. If submitting a written reply, please reference HWY-DD 2.0066 as shown above.

Enclosure

OCT 18 2000

**FILE COPY**

2000-10-08-0A-PEA-

**Final Environmental Assessment**

(Kaneohe Bay Drive Improvements)  
Vicinity of Aumoku Street to Mokulele Drive  
Project No. 65A-01-00  
Tax Map Key: First Division, 4-5-29,-30 &-51  
District of Koolaupoko, Island of Oahu  
September 14, 2000

**Proposing Agency:** Department of Transportation  
Highways Division  
State of Hawaii

**Accepting Agency:** Department of Transportation  
Highways Division  
State of Hawaii

**Agencies Consulted:**

The following agencies were notified and permits will be secured, if required.

**County:** Board of Water Supply  
Department of Facility Maintenance  
Department of Environmental Services  
Department of Parks and Recreation  
Department of Planning and Permitting  
Department of Design and Construction  
Department of Transportation Services

**State:** State DBEDT Planning Office  
State Department of Health  
State Department of Land and Natural Resources  
State DLNR Historic Preservation Division  
Office of Hawaiian Affairs  
Office of Environmental Quality Control

**Federal:** US Army Corps of Engineers  
US Fish and Wildlife Service

***Project Characteristics:***

***General:*** The State of Hawaii, Department of Transportation (HDOT) is proposing to make improvements to Kaneohe Bay Drive from Aumoku Street to Mokulele Drive in the district of Koolaupoko on the island of Oahu.

The improvements will consist of widening Kaneohe Bay Drive from Puohala Street to Kawa Bridge by adding a through lane in the Kailua direction and a left turn storage lane in the Honolulu direction. Other proposed improvements include a wider shoulder to accommodate bicycle traffic, restoring the existing median curb and constructing sidewalks and curb ramps which comply with the Americans with Disabilities Act standards.

***Technical:*** Kaneohe Bay Drive, within the project limits, was constructed in 1949. From Aumoku Street to Puohala Street, Kaneohe Bay Drive is a four lane roadway. It narrows to a two lane roadway from Puohala Street to Mokulele Drive. The parcels adjacent to the proposed project location consists primarily of private lots, Castle High School, and the Bayview Golf Course.

From Puohala Street to Kawa Bridge, the proposed cross section of the roadway will be comprised of two through lanes in the Kailua direction and one through lane and one left turn storage lane in the Honolulu direction. This section of roadway will also include a wider shoulder to accommodate bicycle traffic, a curb and gutter, and a sidewalk which will comply with the American with Disabilities Act standards. (See appendix) All improvements will be constructed within the existing highway right-of-way.

Various utilities (based on the proposed design) will be relocated or adjusted. Drainage facilities will be upgraded, installed (i.e. inlets, catch basins, etc) and/or relocated. Power poles along Kaneohe Bay Drive will either be relocated or new electrical conduits will be constructed underground to accommodate the roadway widening.

Along Kaneohe Bay Drive from Aumoku Street to Puohala Street, the existing median curb does not have the minimum 4" height from the pavement surface due to previous resurfacing projects. HDOT plans to either reset the existing curb above the pavement level or cold plane the existing asphaltic concrete pavement to expose the existing hidden curb.

**Social:** When Castle High School is in session, a "drop off" point for students is located near the Ron Bright Auditorium and the Administration Building. The left turn onto Kaneohe Bay Drive from the Auditorium Administration Building and the left turn from Kaneohe Bay Drive to the Auditorium - Administration Building is cumbersome. Parents therefore avoid this "drop off" point. This in turn causes the other entrance, which leads to the cafeteria, band and athletic facilities, to become overused. This entrance is too narrow to support the volume of traffic, making safety a concern.

When the project is completed, the left turn onto Kaneohe Bay Drive from the Auditorium - Administration Building will be safer and less time consuming due to the roadway widening. The roadway widening may also increase the sight distance in the Kailua direction by cutting back the existing slope. The roadway widening will also reduce the volume through the other entrance (which leads to the cafeteria, band and athletic facilities) making it safer.

**Economic:** The estimated construction cost of the project has yet to be determined although the project parameters have been established. Due to the widening in the vicinity of Aumoku Street and Mokulele Drive on Kaneohe Bay Drive, local residents will experience a reduction in the time required to drop off their children, faculty will experience a reduction in time to get to campus, and the "drop off" area will become a safer location. All of these improvements will reduce losses in time and money.

**Roadway Use:** The parcels adjacent to Kaneohe Bay Drive, between Aumoku Street and Mokulele Drive, consists mainly of residential lots, the Bayview Golf Course, and Castle High School. The area is used as a principal arterial for residents traveling to and from Honolulu.

**Soil Classification:** The soil consists mainly of Lolekaa silty clay (LoB) with some portions of fill land (FL) and Kaneohe silty clay (KgB).

LoB consists of three layers. The surface layer is a dark brown silty clay nearly 10 inches thick with a subangular blocky structure. The subsoil layer is a dark yellowish-brown loam, 46 to more than 70 inches thick. The subsoil layer also has a subangular blocky structure. The third layer is the substratum. It is composed of a strongly weathered gravel. This soil layer is strongly acid to extremely acid in the subsoil.

LoB has a moderately rapid permeability, slow runoff, and is a slight risk for erosion. Soft weathered gravel is common in the subsoil but does not affect use and management of the soil for farming.

This soil is used for pasture, homesites, truck crops, bananas and papayas.

FL consists of areas filled with material dredged from the ocean or material hauled from nearby areas, garbage, and general material from other sources. This land type is used for urban development including airports, housing areas, and industrial facilities.

KgB consists of three differential layers of soil. The surface layer is dark reddish-brown silty clay about 14 inches thick. The subsoil layer is nearly 40 to 50 inches thick. The subsoil layer is dusky-red and dark-red silty clay that has subangular blocky structure. The substratum is soft, weathered gravel. The soil is slightly acid in the subsurface layer and strongly acid in the subsoil.

KgB has a moderately rapid permeability, runoff is slow to medium, and the erosion hazard is slight. The available water capacity is 1.2 inches in the subsurface and 1.4 inches in the subsoil. This type of soil is primarily used for pasture and golf courses.

#### ***Summary of the Affected Environment:***

##### ***Surrounding Land Use:***

The areas adjacent to the proposed project site contains a combination of uses, both commercial and residential. The Bay View Golf Course is located on Kaneohe Bay Drive (near Mokulele Drive). Castle High School and residential lots are located adjacent to Kaneohe Bay Drive (near Puohala Street) , within the project limits.

Residents along Kaneohe Bay Drive within the project limits (between Mokulele Drive and Puohala Street) use the grass area outside the shoulder as a deceleration lane for their driveways or as an acceleration lane to enter the travelway.

Students entering or leaving Castle High School often use the sidewalks and crosswalks on Kaneohe Bay Drive. Parents often drop off their kids at various points along Kaneohe Bay Drive to avoid the traffic congestion caused by vehicles entering and exiting the school.

Portions of Kaneohe Bay Drive is within the Special Management Area (SMA). According to the Department of Planning and Permitting, the project is exempt from obtaining a SMA as long as the project is within the State Right of Way.

***Climate:***

Oahu's climate is characterized by uniform temperature and moderate humidity year round. The months of May through September are mainly dry, while most of the rainfall occurs from November to April. Trade winds travel from Northeast to Southwest.

***Topography:***

The design of the roadway widening will require a topographic survey. The topographic survey will determine horizontal and vertical controls, existing roadway features, boundary locations and spot elevations. The topographic survey will be used to determine grading and earthwork requirements.

***Flora, Fauna and Critical Habitats***

Due to past highway construction and trenching for utility installation along Kaneohe Bay Drive, no endangered flora, fauna or critical habitats are known to exist in the proposed project limits. Construction of the widened roadway will generate minimal disruption and adverse impacts on the surrounding ecosystems.

***Archaeological and Historic Sites:***

According to the State DLNR Historic Preservation Division, Kawa Bridge is not a historical bridge. At most, the State DLNR Historic Preservation Division may require photo documentation if the bridge is to be improved. (Photo documentation requires 4" x 5" photo negatives and photos)

***Air quality:***

During construction, minimal air quality impacts may occur. The impacts will be mitigated with pollution control measures. Air quality impacts attributed to the project may include dust generated by construction related activities such as clearing, grubbing and excavation. Dust control measures will be implemented to minimize wind blown pollution.

***Noise:***

A noise study was conducted by the State Department of Transportation, Highways Division Materials Testing and Research Branch. The study indicated that the noise levels will increase by 2 to 3 dBA. This increase in noise level is not perceptible to most people and is not considered significant. However, the noise level measurement prompts the DOT to

ask impacted residents to determine if they want a noise wall strategically placed within or near their property. The DOT is currently in this process.

Noise levels are also expected to increase temporarily during construction. Construction equipment will be the dominant source of noise during the construction period. All construction activities will be limited to the normal daylight working hours. Mitigating controls may be used such as properly muffled equipment as required.

***Visual:***

The roadway improvement will not interfere with the scenic view for neighboring residents. The proposed roadway improvement will be aligned adjacent to the existing Kaneohe Bay Drive and will not create an obstruction for motorists, pedestrians or residents.

***Alternatives considered:***

The "no-build" alternative was considered but deemed unacceptable because the benefits of providing the public with an improved roadway outweighs the adverse impacts of this project. Adverse impacts of a "no-build" alternative include continued traffic congestion for neighboring residents, businesses and schools. These hazards make the "no-build" alternative unacceptable.

***Proposed Mitigation Measures:***

The construction of this project will require State Department of Transportation Standard and site specific BMP's (Best Management Practices) during preconstruction and construction. Appropriate pedestrian and traffic control measures, demolition debris measures and sediment control measures will be implemented during construction.

***Expected Determination:***

In accordance with Chapter 343, Hawaii Revised Statutes, this environmental assessment has characterized the technical and environmental issues of the Kaneohe Bay Drive Improvements project, identified potential impacts and their significance. It is anticipated that the project will not significantly impact the environment. Therefore, a Negative Declaration is anticipated, and an Environmental Impact Statement is not required for this project. This determination is based on the significance listed on 11-200-12 of the Environmental Impact Statement Rules. Specifically, these significance criteria are addressed below:

1. The proposed project will not result in an irrevocable commitment to loss or destruction of any natural or cultural resources. The proposed widening of Kaneohe Bay Drive will not increase the likelihood of loss or destruction to any natural or cultural resources.
2. The range of beneficial uses of the environment will not be curtailed. The widening of Kaneohe Bay Drive will increase the roadway capacity and decrease the travel time for neighboring residences. The widening improvement will take place within the State right of way.
3. The project will not conflict with the State's long-term environmental policies, goals and guidelines as expressed in Chapter 344, H.R.S., and any revisions thereof and amendments thereto, court decisions, or executive orders. The project supports the Department of Transportation's long range traffic planning.
4. The project will not negatively affect the economic and social welfare of the community or state. Widening the roadway will save motorists time and money..
5. The project will not adversely affect public health. Air quality impacts will be minimized or mitigated with pollution control measures as required.
6. The project will not involve substantial adverse secondary impacts, such as population changes or effects on public facilities. The proposed project is in response to both current needs and concerns.
7. The project will not involve a substantial degradation of environmental quality. The intended method of construction should not result in any significant adverse water quality impacts.
8. The project will not include considerable cumulative effect upon the environment nor involve a commitment for larger actions.
9. The project will not substantially affect rare, threatened, or endangered species, or their habitat. There are no such species or habitats in the area.
10. The project will not detrimentally affect air, water quality, or ambient noise levels. Short term noise impacts will occur during the construction phase. The increase in noise levels is not perceptible to most people and is not considered significant. The contractor will be required to comply with current Department of Health regulations.
11. The project will not affect an environmentally sensitive area such as a

flood plain, tsunami zone, erosion-prone area, geologically hazardous land, estuary, fresh water or coastal waters.

12. The project does not affect scenic vistas or view planes.
13. The project does not require substantial energy consumption.

***Permits Required for Construction:***

1. Section 401 Permit - Water Quality Certification
2. Section 404 Permit - Department of the Army

***References:***

1. Soil Survey of Islands of Kauai, Oahu, Maui, Molokai, and Lanai, State of Hawaii
2. Bike Plan Hawaii, A State of Hawaii Master Plan

# **APPENDIX**



## NOISE ASSESSMENT For

### KANEOHE BAY DRIVE IMPROVEMENTS, VICINITY OF AUMOKU STREET TO MOKULELE DRIVE

#### SUMMARY

Existing noise level measurements conducted in the vicinity of the project site during the morning and afternoon peak traffic hours show that two houses at locations #1 and #7 had readings of 66 and 67 dBA during the morning hours. Location B near the school library also had readings of 67 and 68 dBA. These measurements are typical for urban areas with fairly heavy vehicle traffic.

The predicted traffic noise levels for the year 2019 will increase the noise levels at locations #1 and #7 to 68 and 70 dBA respectively. The predicted traffic noise levels at location B will remain at 67 and 68 dBA. Small increases such as 2 or 3 dBA are not perceptible to most people and are not considered significant. However noise levels of 66 dBA or greater will create a noise impact. Since noise impact is identified, abatement measures must be considered and, if determined to be reasonable and feasible, must be implemented.

Analysis shows that noise barriers at location #1 must be a total of 150 feet long varying from 10 to 12 feet high and the barrier at location #7 must be 120 feet long and 8 feet high. These heights are measured from the existing Kaneohe Bay Drive baseline elevations at the corresponding stations. The barriers will benefit only one residence at each location. Therefore the cost for the barriers at each location must be less than \$35,000.00 to be considered reasonable.

The barrier at location B must be 210 feet long and 5 feet high. However, the exterior area between the Library and the property fence is designated as "Off Limit" and therefore should not have any outdoor activity. The wall of the Library facing the highway basically has no large windows that will allow exterior traffic noise into the building. Therefore this barrier is not determined to be necessary.

Construction noise is temporary in nature and does not appear to be serious. Incorporate the needed abatement measures in the plans and specifications.

#### PROJECT DESCRIPTION

This project will widen Kaneohe Bay Drive from Puohala Street to Puaae Road to create an additional traffic lane, shared bike lane and concrete sidewalk in each direction as shown on enclosure 1.

## NOISE STANDARDS

The noise abatement criteria in the State of Hawaii Department of Transportation Noise Analysis and Abatement Policy dated June 1997 applies to this project since it is a Federal-aid highway project that increases the number of through-traffic lanes on an existing highway.

The criteria state that a noise analysis shall be performed when potentially impacted receivers are present. A traffic noise impact occurs when the predicted traffic noise level is 66 dBA at residences or schools, or when the predicted traffic noise level exceeds the existing noise level by at least 15 dBA. If traffic noise impacts are identified, noise abatement measures must be considered and, once determined to be both reasonable and feasible, must be implemented.

Feasibility deals primarily with engineering considerations. Reasonableness is a more subjective criterion than feasibility. It implies that common sense and good judgment were applied in arriving at a decision. Reasonableness and feasibility criteria shall include but not be limited to the following:

- a. Noise abatement measures shall be made to achieve noise reduction of at least 5 dBA.
- b. Abatement measures shall cost \$35,000.00 or less per benefited residence.
- c. If abatement provides noise reduction of 5 dBA or greater, the residence shall be considered to be benefited.
- d. The majority of impacted residents must be in favor of the abatement measure.

## EXISTING NOISE MEASUREMENT

Three locations along the houses on the north side of the highway (locations 1, 4 and seven), and three locations along the school on the south side of the highway (locations A, B and C) were monitored for existing traffic noise as shown on enclosures (1) and (2).

The peak AM (morning) traffic noise levels were measured on May 24 & 31, 2000, between 7:00 AM and 8:30 AM. The peak PM (afternoon) traffic noise levels were measured on May 24 & 30, 2000, between, 3:30 PM and 5:00 PM.

The noise levels at locations 1, 7 and B exceeded the noise criteria of 66 dBA as shown on enclosure (3). The noise measurements of 66 through 68 dBA are typical for urban areas with fairly heavy vehicle traffic.

## PREDICTED TRAFFIC NOISE

The Federal Highway Administration Traffic Noise Model (FHWA TNM), Version 1.0 b, was used to calculate the future traffic noise levels. The noise levels corresponding to the morning and afternoon peak hour travel periods for the future year 2019 were calculated at the seven locations along the houses (locations 1 through 7), and the three location along the school

(locations A, B and C), using the traffic data in enclosures 4 and 5. The noise levels of 67 through 70 at locations 1, 7 and B as shown in enclosure (3) exceeded the criteria of 66 dBA.

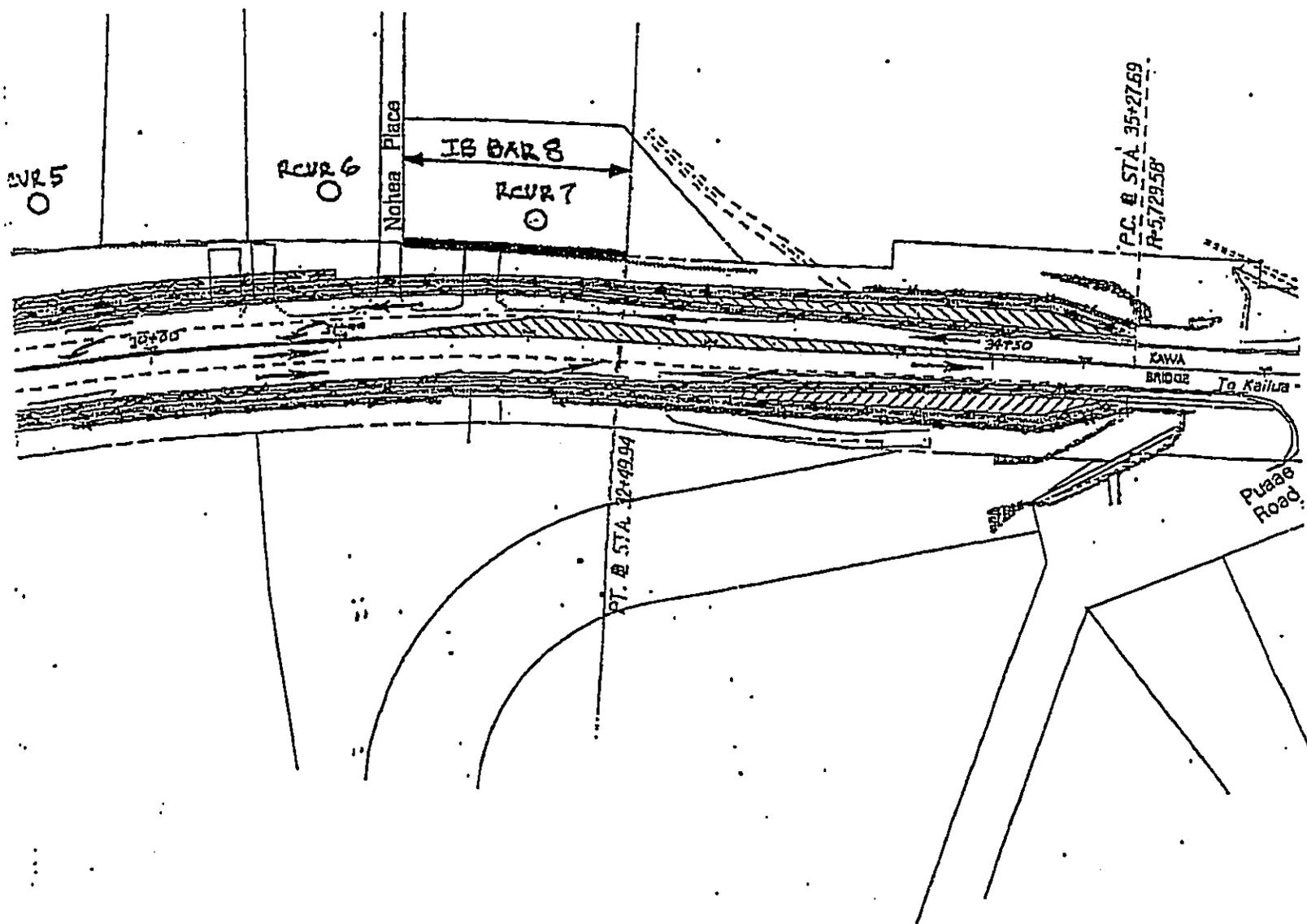
#### IMPACT ASSESSMENT AND MITIGATION

The predicted increases of 2 to 3 dBA over existing noise levels, at locations #1, 7 and B as shown in enclosure (3), are not considered significant and will not cause noise impacts. However traffic noise impact will occur if any predicted noise level exceeds 66 dBA. The predicted noise levels at locations 1, 7 and B did exceed 66 dBA. Therefore an analysis of the required noise barrier was made at each of these locations.

At location 1, it was determined that Barriers 1, 2 and 2A were required to provide noise reduction of at least 5 dBA. This combination of walls will only provide benefit to the first residence at the corner of the streets. Barrier 1 must be approximately 11 feet high and 30 feet long; barrier 2 must be approximately 12 feet high and 60 feet long; and barrier 2A must be approximately 10 feet high and 60 feet long. All heights are measured above the existing Kaneohe Bay Drive baseline elevations at the stations corresponding to the stations of the barriers. For the walls to be considered reasonable at location 1, the cost must be less than \$35,000.00.

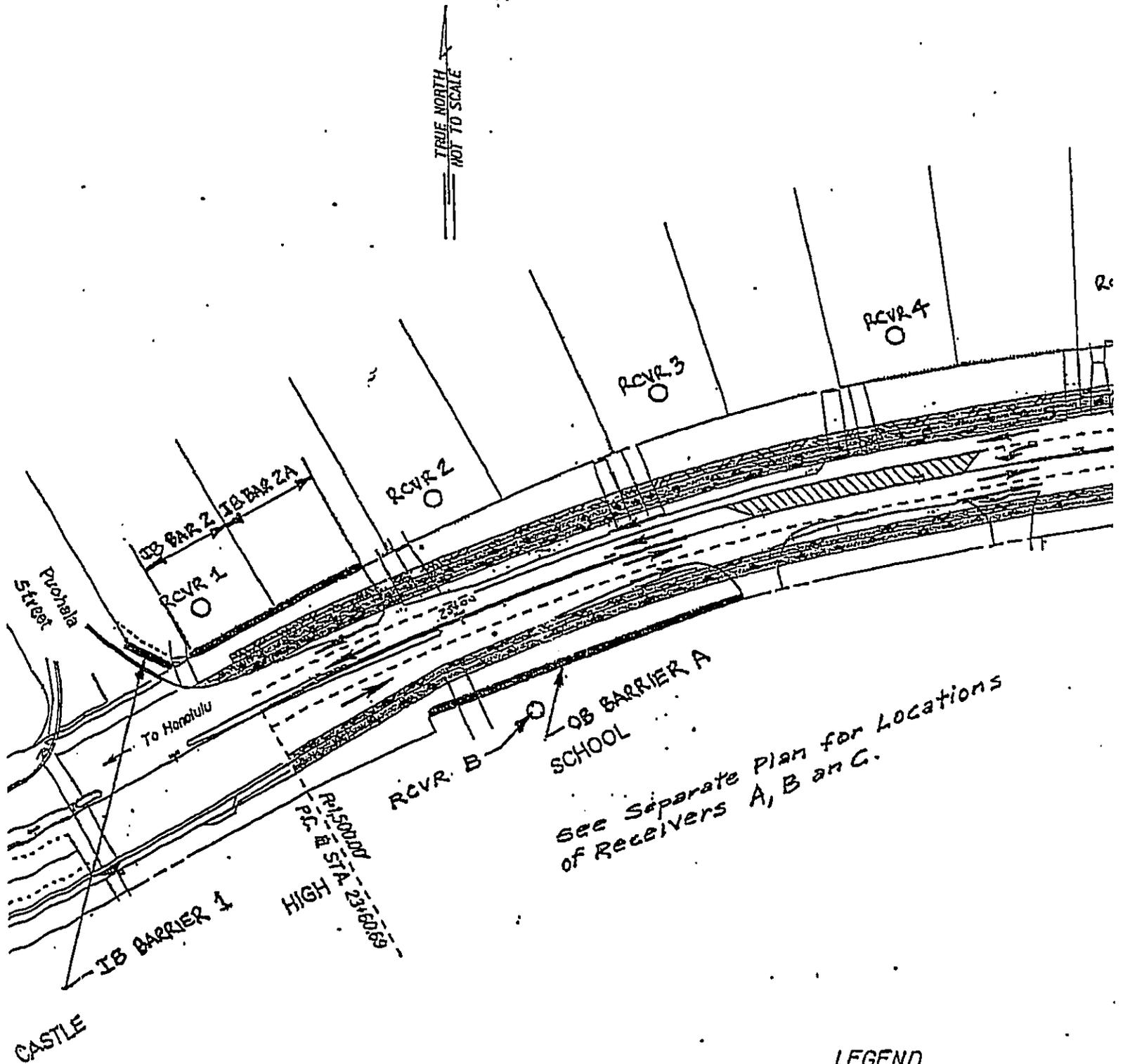
At location 7, Barrier 8 must be approximately 8 feet high and 120 feet long to provide noise reduction of at least 5 dBA to the residence at this location. To be considered reasonable, the cost of this wall must also be less than \$35,000.00.

At location B adjacent to the Library, Barrier A must be 5 feet high and 210 feet long to provide noise reduction of at 5 dBA. Since the area between the Library and the chain link fence along the property line is designated as "Off Limit", there should be no activity in this area. The wall of the Library facing the highway basically has no large windows except for some transom windows that may allow exterior traffic noise into the building. The masonry construction of the wall is estimated to provide noise reduction of approximately 25 dBA less than the exterior noise levels. Therefore it is determined that construction of a wall at this location is not required.



KANEHOHE BAY DRIVE IMPROVEMENTS  
VICINITY OF AUMOKU STREET TO MOKULELE DRIVE

ENCL. (1)

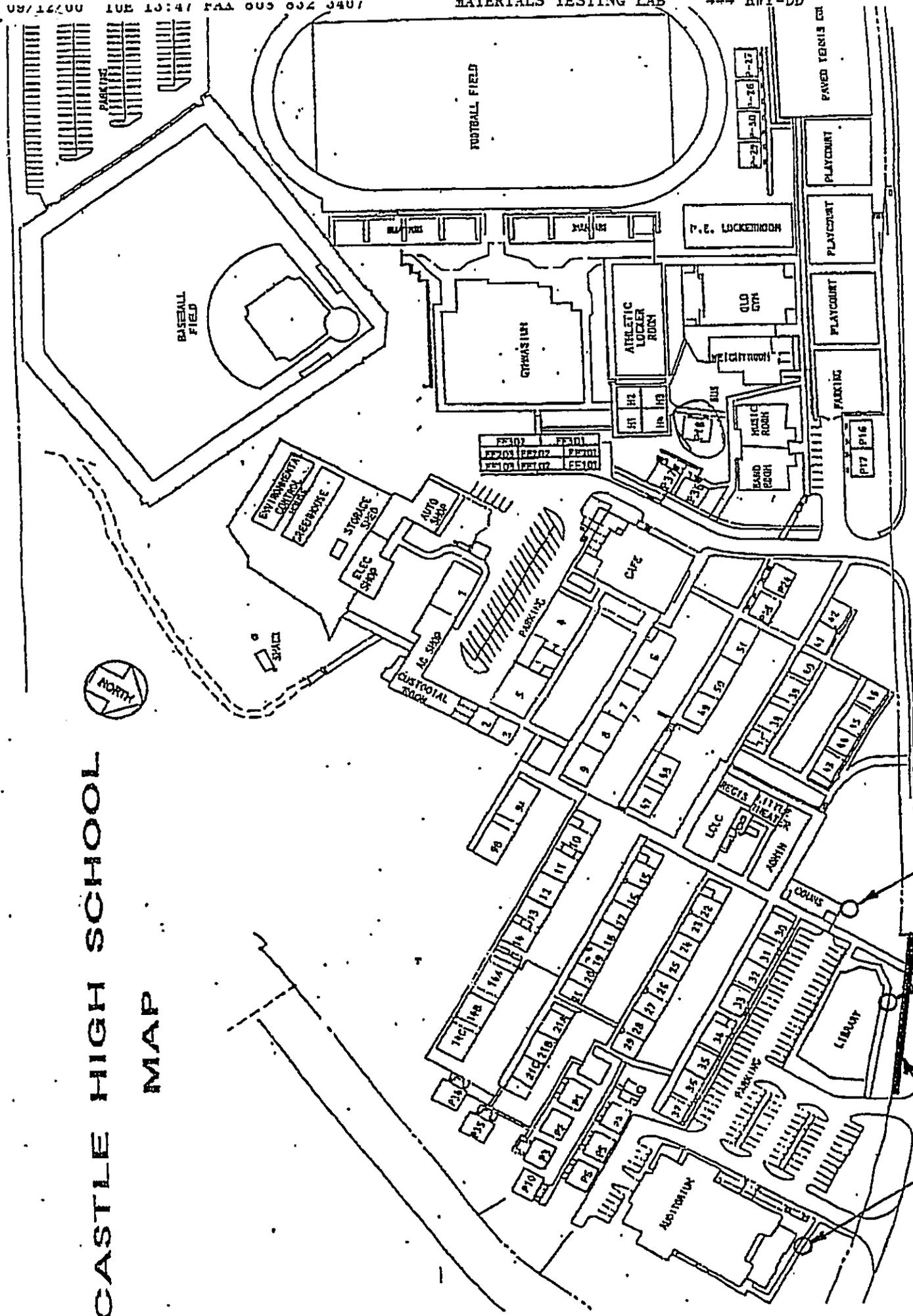


See Separate Plan for Locations of Receivers A, B and C.

**LEGEND**

-  Grass Swale
-  Concrete Sidewalk
-  Shared Bike Lane
-  Proposed Retaining Wall

# CASTLE HIGH SCHOOL MAP



ENCL. (2)

RECEIVER A  
 RECEIVER B  
 RECEIVER C  
 JOB BARRERA

**NOISE STUDY  
KANEHOE BAY DRIVE IMPROVEMENT - VICINITY OF AUMOKU STREET TO MOKULELE DRIVE  
PROJECT NO. 65A-01-00**

**Noise Study Receiver Locations**

- Receiver A - Castle High School Wellness Center
- Receiver B - Castle High School Library
- Receiver C - Castle High School Auditorium
- Receiver 1 - 45-373 Kaneohe Bay Drive
- Receiver 2 - 45-365 Kaneohe Bay Drive
- Receiver 3 - 45-357 Kaneohe Bay Drive
- Receiver 4 - 45-349 Kaneohe Bay Drive
- Receiver 5 - Kaneohe Bay Drive Residence
- Receiver 6 - 45-333 Kaneohe Bay Drive
- Receiver 7 - 45-331 Kaneohe Bay Drive

**Noise Levels - LAeq1h (dBA)**

Receiver	Measured		Predicted - 2019 Traffic		With Barrier AM Peak	Barrier Insertion Loss
	PM Peak	AM Peak	No Barrier Analysis PM Peak	AM Peak		
A	59	59	62	64	64	0
B	68	67	67	68	63	-5
C	63	63	64	65	65	0
1	64	66	67	68	63	-5
2			60	62	62	0
3			61	62	62	0
4	62	63	61	62	62	0
5			62	63	63	0
6			63	64	63	-1
7	65	67	68	70	65	-5

**Noise Barriers**

- Barrier Height
- IB Barrier 1 11 feet
- IB Barrier 2 12 feet
- IB Barrier 2A 10 feet
- IB Barrier B 8 feet
- OB Barrier A 5 feet

Noise barrier heights are heights above Kaneohe Bay Drive baseline elevations at stations corresponding to the offset locations of the beginning and end of each barrier.

June 28, 2000

DATE

MEMORANDUM

TO: HWY-LC  
 ATTN: L. Imada  
 FROM: HWY-PH *3*

The following data are submitted for your information:

NAME OF PROJECT: Kaneohe Bay Drive Noise Study  
 PROJECT NO: 65A-01-00  
 SECTION: Aumoku Street to Mokulele Drive

2019 TRAFFIC

VEHICLE CLASS	AM PEAK HOUR		PM PEAK HOUR	
	INBOUND	OUTBOUND	INBOUND	OUTBOUND
A	1249	1023	1083	1350
MT	6	21	9	13
HT	48	7	21	0
B	6	0	2	0
MC	11	29	10	12

REF. NO. TA 99-18A

ENCL. (4)

**NOISE STUDY - TRAFFIC DATA REQUIREMENTS**

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**TRAFFIC - DESIGN YEAR HOURLY TRAFFIC BROKEN DOWN AS FOLLOWS:**

AM AND PM PEAKS - Volume of automobiles/medium trucks/heavy trucks/buses/motorcycles broken down as follows:

**DIRECTIONAL - I.E. INBOUND/OUTBOUND**

(A) AUTOMOBILES - All vehicles with two axles and four tires - primarily designed to carry nine or fewer people (passenger cars, vans) or cargo (vans, light trucks) generally with gross vehicle weight less than 4,500 kg (9,900 lb)

(MT) MEDIUM TRUCKS - All cargo vehicles with two axles and six tires - generally with gross vehicle weight between 4,500 kg (9,900 lb) and 12,000 kg (26,400 lb)

(HT) HEAVY TRUCKS - All cargo vehicles with three or more axles - generally with gross vehicle weight more than 12,000 kg (26,400 lb)

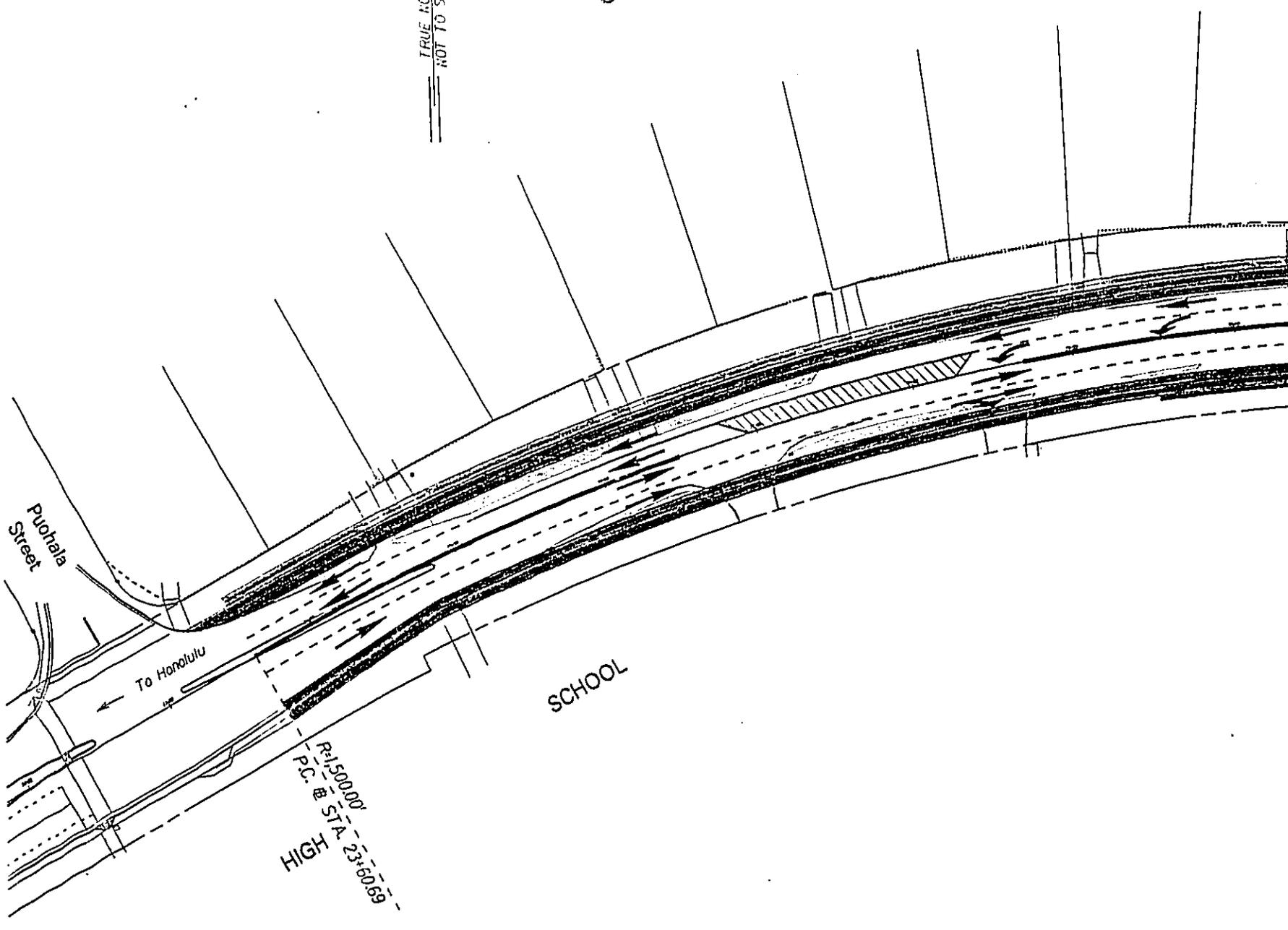
(B) BUSES - All vehicles designed to carry more than nine passengers

(M) MOTORCYCLES - All vehicles with two or three tires and an open-air driver/passenger compartment

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ENCL (5)

TRUE NORTH  
NOT TO SCALE



LEGEND

-  Grass Swale
-  Concrete Sidewalk
-  Shared Bike Lane
-  Proposed Retaining Wall

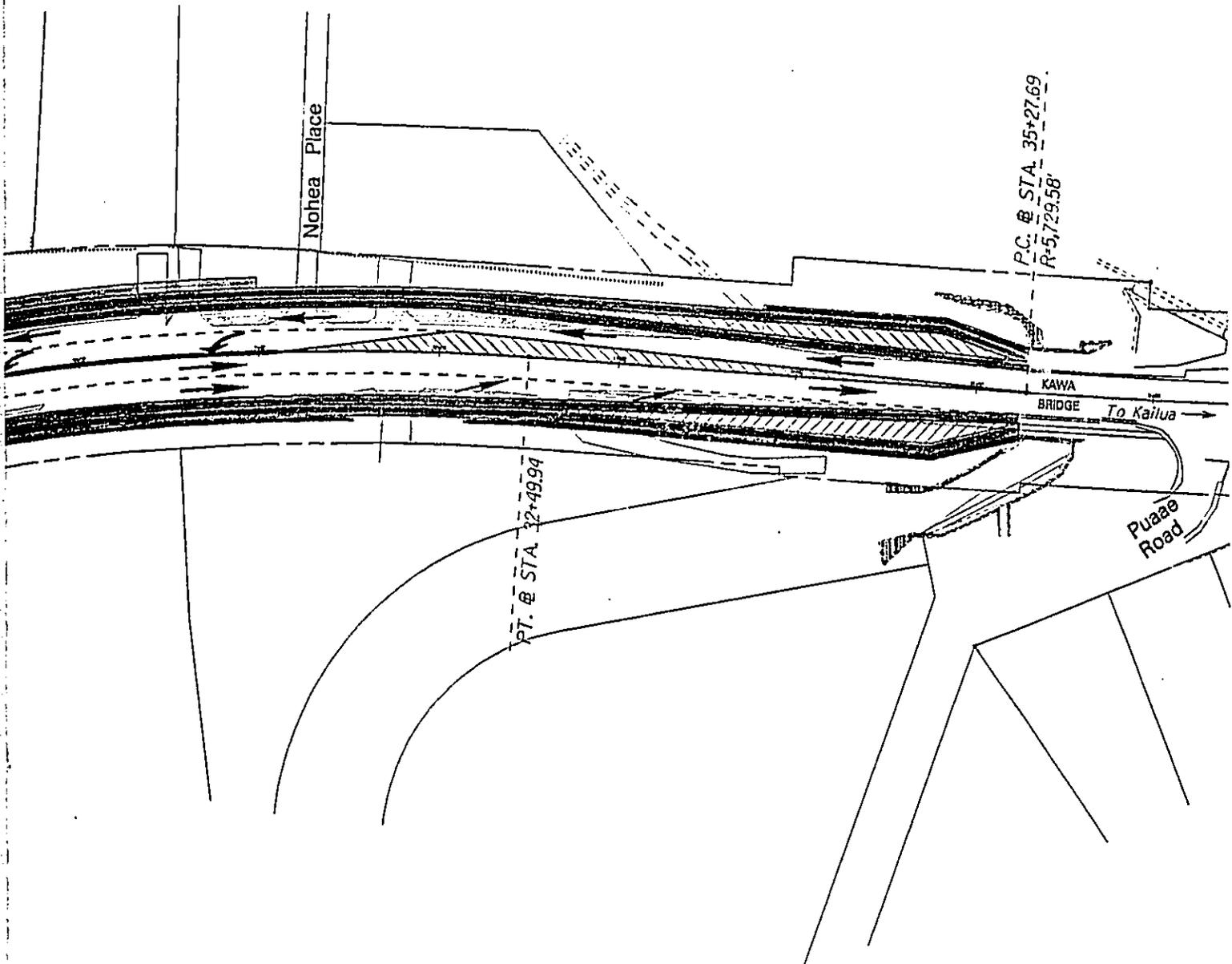
Nohea Place

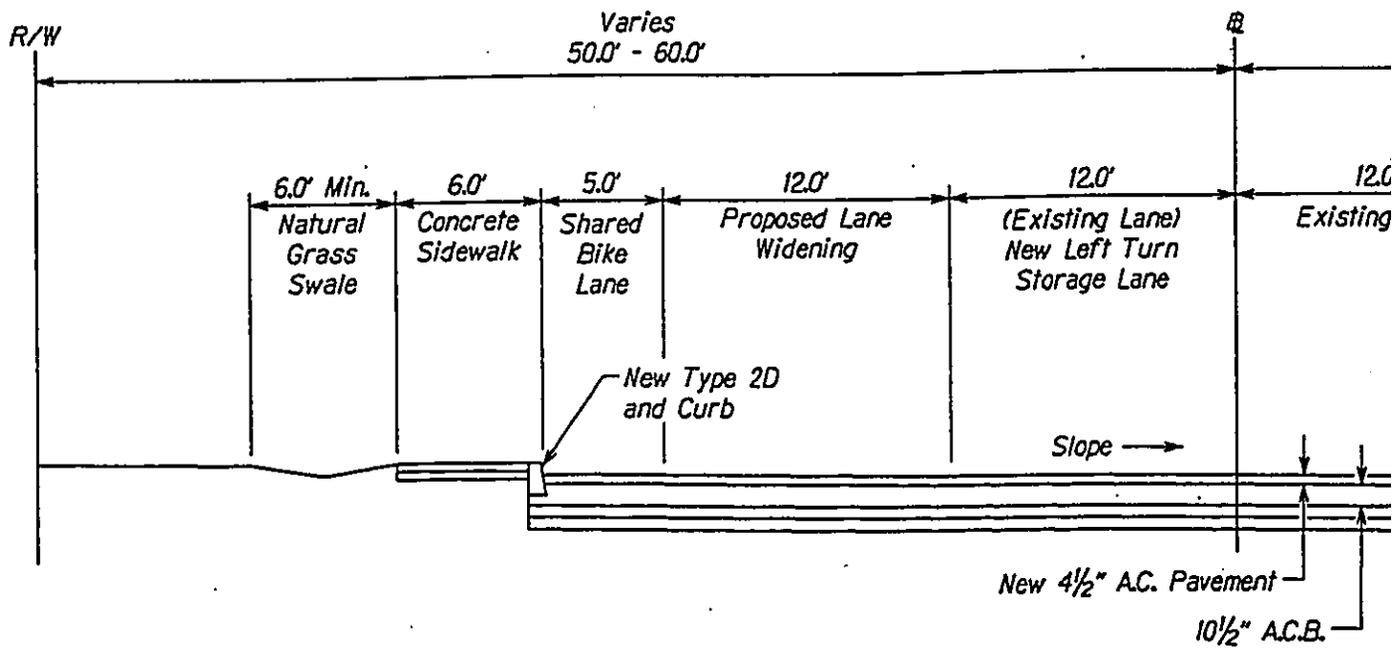
PT. @ STA. 32+49.94

P.C. @ STA. 35+27.69  
R=5,729.58'

KAWA  
BRIDGE To Kailua

Puaoe  
Road



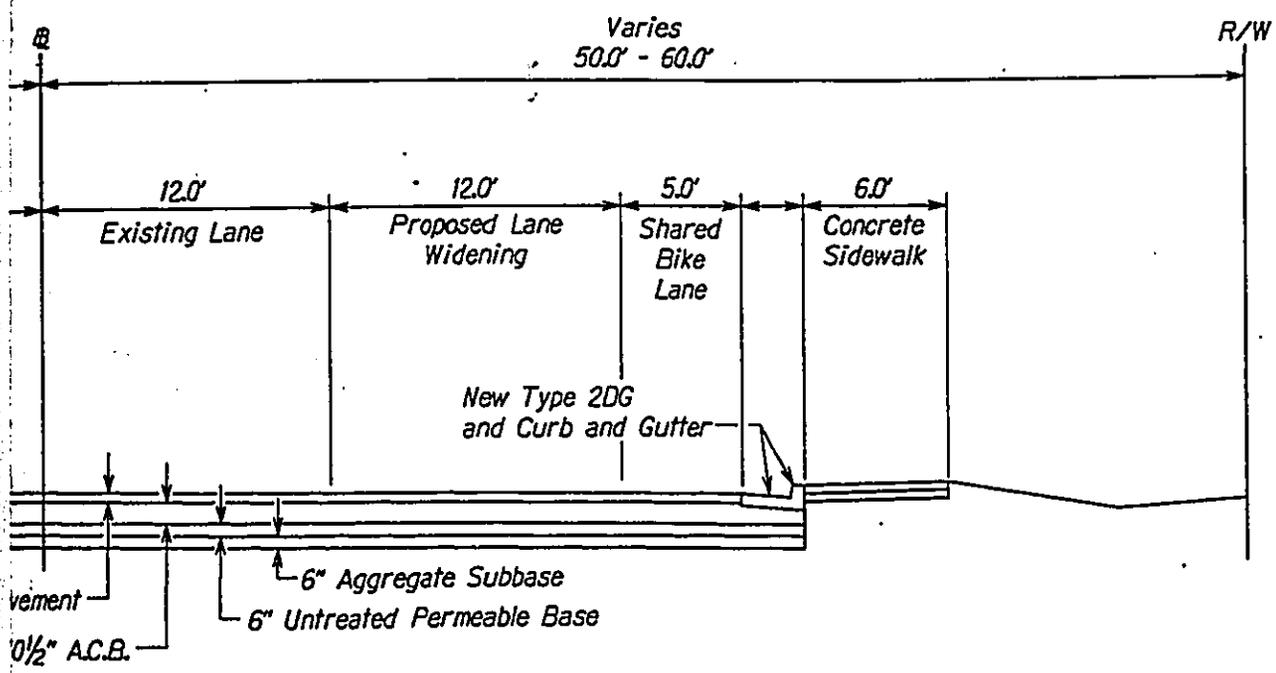


**TYPICAL SECTION**

Scale: 1/4"=1'-0"

DESIGNED BY	DATE
CHECKED BY	
APPROVED BY	
PROJECT NO.	
DATE	
SCALE	
BY	
CHECKED BY	
DATE	
PROJECT NO.	
SCALE	
BY	
CHECKED BY	
DATE	

FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
HAWAII	HAW.	X	2000	0	0



**TYPICAL SECTION**  
 Scale: 1/4"=1'-0"

STATE OF HAWAII  
 DEPARTMENT OF TRANSPORTATION  
 HIGHWAYS DIVISION

**TYPICAL SECTION**

**KANEHOE BAY DRIVE IMPROVEMENTS**  
Vicinity of Aumoku to Makulele Drive  
Project No. 65A-01-99

Scale: None      Date: July, 1999

SHEET No. 1 OF 1 SHEETS

Kaneohe Bay Drive Improvements  
 Vicinity of Aumoku Street to Mokulele Drive  
 Project No. 65A-01-00  
 Meeting at Castle High School  
 Monday February 14, 2000 @ 9:00 A.M.  
 List of Attendees

Name	Organization	Phone No.
Gene Young	Belt Collins	(808) 942-7520
John Moseman	JKMD - CHS committee	234-6464
Florence Wasdi	CHS Parent	247-1326
Ismael/Maryam	CHS Parent	2396558
Ray Minami	DOE / P&B	199-4862
Cynthia Okazaki	CHS Parent	235-7147 / <sup>home</sup> 247-1457
Robyn God	DOE - S&P	586-3457
Victor Villa	Student at CHS	233-3089
Carolyn Heinrich	Kaneohe Outdoor Club	235-4660
Juana AMM	PCNL facili	233-5379
Walter Clark	CHS student rep.	235-5209
Meredith Maeda	CHS	233-5600
Yany Briggs	"	"
Shayna Faray	CHS student rep	2345812
GEORGE OKUDA	Rep. KEN ITO	586-8470

DEPARTMENT OF TRANSPORTATION  
MEMORANDUM FOR THE RECORD

HIGHWAYS DIVISION

Date: February 15, 2000

HIGHWAYS DESIGN SECTION

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**PURPOSE OF MEETING:** Kaneohe Bay Drive Improvements, Vicinity of Aumoku Street to Mokulele Drive, Project No. 65A-01-00  
Meet with Kaneohe constituents to discuss concerns regarding the subject project.

**DATE, TIME AND PLACE:** Monday, February 14, 2000, at 9:00 a.m.  
Castle High School

**PARTICIPANTS:**

DOT-Highways	Ross Hironaka, Todd Nishioka
Belt Collins	Gene Yong
Rep. Ken Ito's Office	George Okuda
DOE/FSSB	Ray Minami
DOE/Safety	Rodney Goo
Kaneohe Outdoor Circle	Carolyn Heinrich
PCNC Facility	Kathleen A.M. Machi
JKMD-CHS Committee	John Mossman
Castle High School (Parents)	Florence Wasui, Amanda Moyamoto, Cynthia Okazaki
Castle High School (Students)	Victor Villa, Walter Clark, Shayna Hardy
Castle High School	Meredith Maeda, Larry Biggs

**BRIEF SUMMARY OF MEETING:**

Todd Nishioka handed out copies of plans and typical sections to the attendees regarding the subject project. This meeting was held to present the DOT's conceptual plan to interested parties and to receive comments and suggestions from these parties.

MEMORANDUM FOR THE RECORD

Page 2

February 15, 2000

General Concerns:

- It was stated that an underground culvert under the driveway should be considered.
- When changes are made, will it be easier for buses to enter?  
Changes made under this project should improve access entering and exiting the school.
- Outdoor Circle was inquiring if trees will be taken away from the school.  
Trees will not be taken away from the school. All work will take place within the state right-of-way.
- Where does Castle theatre relate to plans (not shown on plans)?
- How do you tie this job to Aumoku?
- The crosswalk section may require a stop sign or a traffic light.
- Will a police officer be present during construction?  
A police officer will be present during construction if required by the contract.  
Traffic control for construction is mandatory for all DOT projects.
- Have a drop off and turn around closer to the shopping center from the present location (need to work with consultant).
- Funds will lapse at the end of Fiscal Year 2002.
- Schedule of Environmental Assessment.  
The EA has been started and will be made available in the nearest public library, OEQC bulletin, etc.
- Improvements at Kawa Bridge.  
The SDOT does not have enough funds required to make improvements to Kawa Bridge. Need to work with legislators to get an additional \$5 million to improve Kawa Bridge. Total funding required \$7.5 million.
- How long is the construction time?  
Since SDOT is in the predesign phase; don't have exact time of construction.

- The constituents stated that they wanted construction to be done during off-school schedule i.e. summer.  
The project engineer stated that in the project specifications it may be possible to require the contractor to work during the summer months.
- The constituents were inquiring about stop work during business holidays.  
The project engineer stated that work is stopped during state holidays and during the holiday season.
- Lifespan of the bridge  
Bridge inspection every year most are 60-70% deficient
- Can the bridges acquire federal funding if it's bad or requires rehab?
- What is the timeline for bid?  
Bid is scheduled to have bid openings by June 2002.
- The constituents want the bid to go out earlier.
- Regarding the median curb, will the state be able to make improvements?  
There is no construction money right now. The SDOT will only be able to do restoration work to the median curb
- What are the alternatives for other improvements that will take place in the future?  
We need to ask for more funding from the Legislature.
- A representative from the City should also attend the meeting in regards to bikeway.
- Traffic count – need to have a soft count of pedestrians/vehicles turning into campus also the storage lane.
- There are no signs indicating that a school is around the corner the constituents want a flashing sign or a sign indicating that there is a school nearby or warning the public about it.  
The representative from DOE stated that the school needs to write a letter indicating that they need a sign warning them about a school nearby.
- Propose an underground swale behind the sidewalk instead of the existing grass swale. Castle High representative said grass grows higher than the fence.
- They don't want grass higher than the fence. (This is a maintenance problem)

- They want a guardrail installed near the sidewalk to protect students walking along the sidewalk.
- The constituents want better visibility in the area because sight distance is limited. SDOT may improve this since widening will cut back the existing slope and may improve the sight distance.
- Lessen the visual impact of the retaining walls.
- How high is the retaining wall?
- What color or what texture will the retaining wall be?
- What is being placed on top of the slope of the retaining wall? Will it be a fence or landscape?
- Will there be traffic coning for speeding?
- Regarding the crosswalk will it be raised instead of flat (raised like the ones in Seattle) so that drivers can see the students?
- Can we install traffic lights for a crosswalk near the school?
- We need to reduce the speed limit or possibly install a "School Zone" light.
- When you are coming from Kailua there is no sign indicating that a school is nearby.
- Proposed crosswalk for students near the taper for the proposed left turn storage lane.
- Castle High School motorists experience the most problems turning left out of Castle High School onto Kaneohe Bay Drive.  
SDOT will provide a protected left turn acceleration lane for motorists coming out of Castle High School onto Kaneohe Bay Drive.
- Parking along the north side of Kaneohe Bay Drive from Puohala to Kawa Bridge will be eliminated due to the widening.

LETTER AND RESPONSES TO  
PREDRAFT AND DRAFT  
ENVIRONMENTAL ASSESSMENT

BENJAMIN J. CAYETANO  
GOVERNOR



DIRECTOR'S OFFICE  
DEPT. OF  
TRANSPORTATION

GENEVIEVE SALMONSON  
DIRECTOR

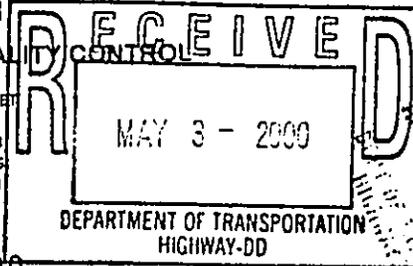
'00 MAY -2 P1:22

APR 25 8 50 AM '00

DEPT. OF  
TRANSPORTATION

STATE OF HAWAII  
OFFICE OF ENVIRONMENTAL QUALITY CONTROL

236 SOUTH BERETANIA STREET  
SUITE 702  
HONOLULU, HAWAII 96813  
TELEPHONE (808) 586-4185  
FACSIMILE (808) 586-4188



April 20, 2000

RECEIVED  
DEPT. OF TRANSPORTATION  
APR 25 4 45 PM '00

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

Dear Mr. Hayashida:

Subject: Draft Environmental Assessment for the Kaneohe Bay  
Drive Improvements

Thank you for the opportunity to review the subject document. We  
have the following comments.

1. Please consult with the Kaneohe Neighborhood Board and document your consultation by including comment letters or meeting minutes in the final environmental assessment.
2. We recommend that utilities be located underground to improve the aesthetics of the surrounding area.
3. Please include a regional map in the final environmental assessment.
4. Please justify the need for the retaining walls. We are concerned about the visual impacts of the retaining walls. Please describe the walls in more detail (height, length texture) and list mitigation measures to minimize its visual impacts.
5. Thank you for consulting with OEQC prior to submitting the draft environmental assessment.

Should you have any questions, please call Jeyan Thirugnanam at 586-4185. Thank you.

Sincerely,

Genevieve Salmonson  
Director

DIRECTOR'S OFFICE  
DEPT. OF  
TRANSPORTATION

MAY 25 10 15 AM '00

HWY-DD 2.8602

JUN - 2 2000

TO: GENEVIEVE SALMONSON, DIRECTOR  
OFFICE OF ENVIRONMENTAL QUALITY CONTROL

FROM:  KAZU HAYASHIDA  
DIRECTOR OF TRANSPORTATION

SUBJECT: COMMENT TO DRAFT ENVIRONMENTAL ASSESSMENT (EA) FOR  
THE KANEOHE BAY DRIVE IMPROVEMENTS

Thank you for reviewing the subject document. We will respond to the following comments as they appeared on the letter dated April 20, 2000:

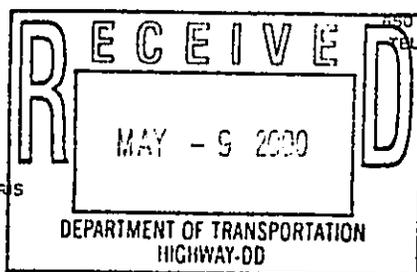
1. The meeting minutes for the February 14, 2000, meeting at Castle High School will be included in the final EA along with possible solutions to the comments.
2. Undergrounding of utilities is being investigated. Under our interim policy, the Director determines which utilities will be placed underground on a project-by-project basis. This decision is in part, based upon available funding; if sufficient funds were not made available at the time the monies were appropriated by the Legislature (as is the case with this project); it is unlikely that undergrounding can be funded.
3. A regional map will be included in the final EA.
4. Retaining walls are required since the State Department of Transportation does not have enough right-of-way to build the proposed roadway without a retaining wall. If retaining walls were excluded from the design, then the State would be required to obtain additional right-of-way and possibly relocate residences.

If there are any questions, please call Ross Hironaka or Todd Nishioka, Design Section, Design Branch, Highways Division at 692-7575 or 692-7577 respectively and reference HWY-DD 2.8602 as noted above.

TN:ra

bc: HWY-DD(RH)

DEPARTMENT OF PLANNING AND PERMITTING  
CITY AND COUNTY OF HONOLULU



150 SOUTH KING STREET • HONOLULU, HAWAII 96813  
TELEPHONE: (808) 523-4414 • FAX: (808) 527-6743

JEREMY HARRIS  
MAYOR



RANDALL K. FUJIKI, AIA  
DIRECTOR

LORETTA K.C. CHEE  
DEPUTY DIRECTOR

2000/CLOG-2530 (DT)

May 5, 2000

Mr. Ross Hironaka  
Project Manager  
Department of Transportation  
State of Hawaii  
Highway Design Section  
601 Kamokila Boulevard, Room 609  
Kapolei, Hawaii 96707

Dear Mr. Hironaka:

Comments on Draft Environmental Assessment (EA)  
Kaneohe Bay Drive Improvements  
Vicinity of Aumoku Street to Mokulele Drive

We have reviewed the proposal to widen the above referenced section of Kaneohe Bay Drive. The following are our comments based on a review by various branches of the Department:

Wastewater Branch

There is no objection regarding this proposal. Enclosed is a map showing the general locations of the existing sewer lines within the proposed construction area. Construction plans should be submitted to this branch for review and approval.

Please contact Tessa Ching at 523-4956 regarding this matter.

Civil Engineering Branch

A drainage report to address any impact of the drainage system will be required when the grading/construction plans are submitted to our department for approval.

If you have any questions regarding this comment, please call Dawn Kimura at 523-4968.

Traffic Engineering Branch

There is no objection to the proposed project. Construction plans for work within or affecting City streets should be submitted for review and comment. Traffic control plans for work during

Mr. Ross Hironaka

Page 2

May 5, 2000

construction should also be submitted for review, as required. Please call Mel Hirayama at 523-4119 with any questions regarding these comments.

Zoning Regulations and Permits Branch

A portion of Kaneohe Bay Drive is within the Special Management Area (SMA). Please see enclosed map. However, any portion of the proposal within the SMA is exempt from obtaining a SMA permit as long as the project is within the existing highway rights-of-way.

Please call Dana Teramoto of our staff at 523-4648 should you have any questions regarding the SMA.

sincerely yours,

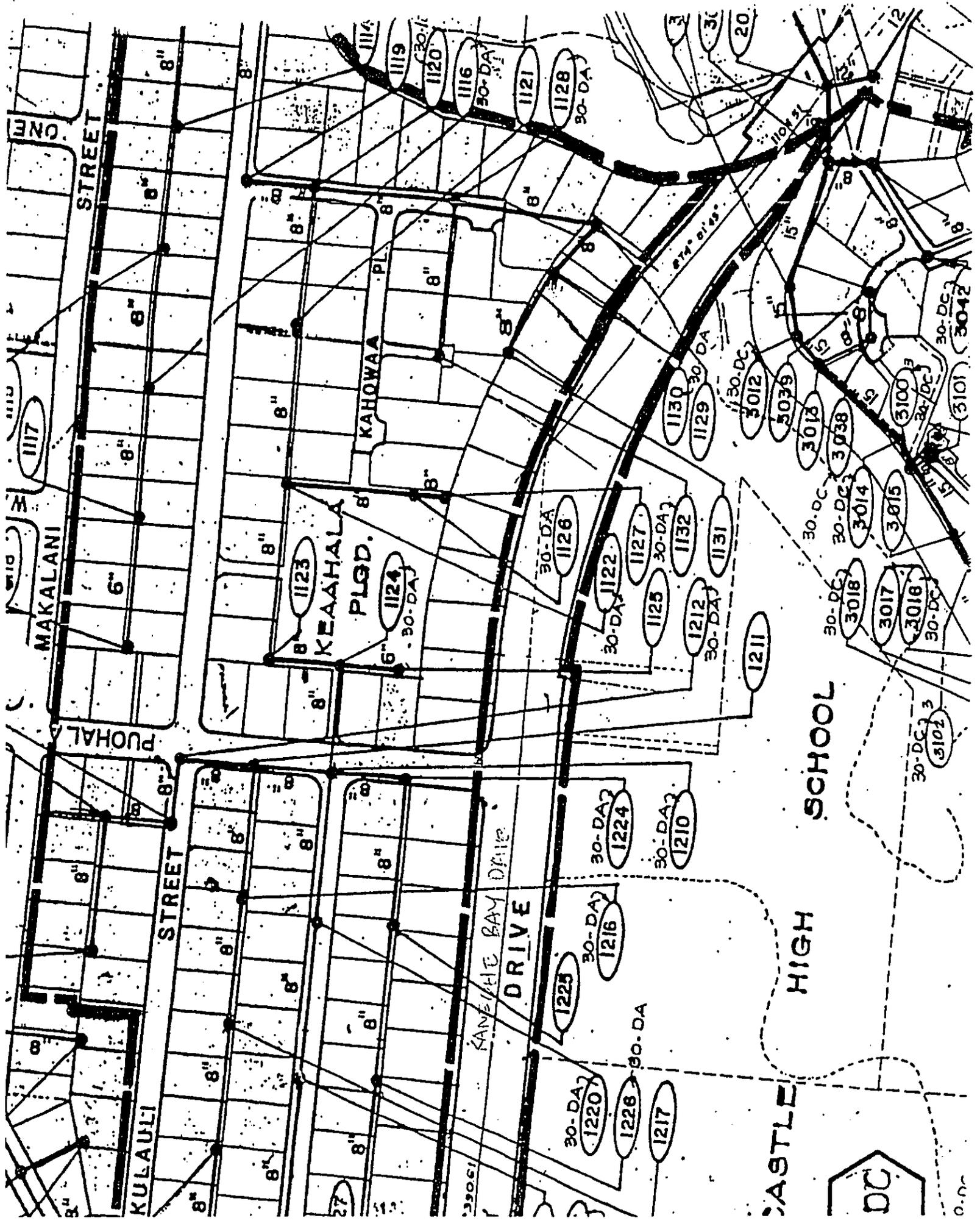
*Barbara A Moon*

for RANDALL K. FUJIKI, AIA

Director of Planning and Permitting

RKF:fm

Encl.



ONE

STREET

MAKALANI

PUHALA

STREET

KULAULI

KEAHALA  
PLGD.

KAHOWAA  
PL.

KANEOHE BAY  
DRIVE

CASTLE HIGH SCHOOL

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DIRECTOR'S OFFICE  
DEPT. OF  
TRANSPORTATION

MAY 25 10 17 AM '00

HWY-DD 2.8601

JUN - 2 2000

Mr. Randall K. Fujiki, Director  
Department of Planning and Permitting  
City and County of Honolulu  
650 South King Street  
Honolulu, Hawaii 96813

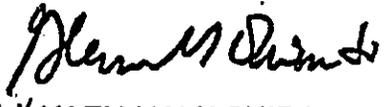
Dear Mr. Fujiki:

Subject: Comment to Draft Environmental Assessment (EA) for the  
Kaneohe Bay Drive Improvements

Thank you for reviewing the subject document. The Department of Transportation will send a copy of the plans for review along with a drainage report addressing any impacts to the drainage system.

If there are any questions, please call Ross Hironaka or Todd Nishioka, Design Section, Design Branch, Highways Division at 692-7575 or 692-7577 respectively and reference HWY-DD 2.8601 as noted above.

Very truly yours,

  
KAZU HAYASHIDA  
Director of Transportation

TN:ra

bc: HWY-DD(RH)

**FAX TRANSMITTAL SHEET**

*University of Hawaii, Environmental Center  
2550 Campus Road, Crawford 317  
Honolulu, Hawaii 96822  
FAX: (808) 956-3980  
TELEPHONE: (808) 956-7361*

**DATE:** May 9, 2000

**FROM:** Peter Rappa

**TO:** Ross Hironaka 692-7590

**CC:** OEOC 586-4186

**SUBJECT:** Kaneohe Bay Drive Improvements Draft EA

**COMMENTS:** \_\_\_\_\_

**NUMBER OF PAGES including this cover sheet:** 4



## University of Hawai'i at Mānoa

Environmental Center  
A Unit of Water Resources Research Center  
2550 Campus Road • Crawford 317 • Honolulu, Hawai'i 96822  
Telephone: (808) 956-7361 • Facsimile: (808) 956-3980

May 2, 2000  
EA: 00192

Mr. Ross Hironaka  
Highways Division  
Department of Transportation  
State of Hawaii  
869 Punchbowl Street  
Honolulu, Hawaii 96813-5097

Dear Mr. Hironaka:

Kaneohe Bay Drive Improvements  
Draft Environmental Assessment  
Koolaupoko, Oahu

The State of Hawaii, Department of Transportation (HDOT) is proposing to make improvements to Kaneohe Bay Drive from 'Aumoku Street to Mokulele Drive in the district of Ko'olaupoko on the island of Oahu. The improvements consist of widening Kaneohe Bay Drive, from Puohala Street to Kawa Bridge, by adding a through lane in the Kailua direction and a left hand storage lane in the Honolulu direction. Other proposed improvements include a wider shoulder to accommodate bicycle traffic, restoring the existing median curb and constructing sidewalks and curb ramps which comply with the Americans with Disabilities Act standards.

This review was conducted with the assistance of Jon Matsuoka, School of Social Work; Karl Kim, Urban and Regional Planning; Jacquelin N. Miller and Cameron Lowry, Environmental Center.

### General Comments

Our review of the Draft EA found it insufficient in several areas. The need and purpose of the project, although implied, was not explicitly stated. This is compounded by a lack of suggested alternatives to provide the proper context in which to view the project. There is a lack of analyses to substantiate claims of no significant impact. There is a further lack of technical analyses such as existing traffic volumes, speeds, intersection capacity, and so on.

Mr. Hironaka  
May 2, 2000  
Pg. 2

In the correspondence it states that "The Department of Transportation (DOT) met with Castle High School faculty, parents, and students along with the Department of Education, a consultant for the Department of Accounting and General Services, a representative for Representative Kenneth Ito's office and other concerned parties to discuss the improvements to be made to Kaneohe Bay Drive. All parties attending the meeting voiced their concerns and suggestions to be made to this project." However, their input was not included in the Draft EA.

Our assessment of the analysis by the DOT is complicated by the lack of inclusion of the residents' perspectives.

In line with the economic analysis of the project it was stated that "The estimated construction cost of the project has yet to be determined although the project parameters have been established." It would be useful to have a more precise cost estimate, or to have those parameters clearly delineated. Also, as is required by the administration Rules, 11-200-10 (5), a map depicting the location of the existing road along with clearly labeled plans for the modifications being proposed is needed as well as an inset map of the general location for clearer reference.

We would have found this document easier to review if it had been paginated.

#### **Proposed Utility Changes**

The discussion of the proposed utility changes on page 2, raises some questions. What type of utilities will be moved or adjusted. Will the changes in the drainage facilities impact the stream and eventually Kaneohe Bay? How will the Bay be protected from sedimentation during the construction period?. If there are any power lines that will be moved, wouldn't this present an opportunity for undergrounding these utilities? We believe a more robust discussion of utilities is warranted.

#### **Significance Criteria**

Under the sub-heading of the 4th significance criteria it is stated that "The project will not negatively affect the economic and social welfare of the community or state." However, the draft EA does not adequately address the safety concerns that could result from this project such as conflicts with cars, bicycle and pedestrian traffic. Safety issues should be addressed through the inclusion of a conflict analysis that indicates where potential vehicle to vehicle crashes or pedestrian accidents may be a concern, or identifying the "accident experience" (fatal, non-fatal, property damage only crashes involving vehicle to vehicle, as well as pedestrian and bicycle collisions).

Under the sub-heading of the 6<sup>th</sup> significance criteria it is stated that "The project will not involve substantial adverse secondary impacts". However, there is no analysis to substantiate this claim. There is no discussion of how widening the portion of the road could impact population growth or how it relates to future growth and housing developments. Finally, it may not be

Mr. Ross Hironaka  
May 2, 2000  
Pg. 3

appropriate to improve this section of Kaneohe Bay drive at this time because the many new developments planned for this area may require further infrastructure changes that can be consolidated and done at the same time.

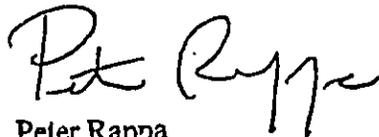
Under the sub-heading of the 10<sup>th</sup> significance criteria it is stated that "The project will not detrimentally affect air, water quality, or ambient noise levels." In the correspondence it is further claimed that "An increase in noise will occur only during construction, thus a noise study will not be needed". The draft EA presents no evidence to support its claims regarding possible noise impacts. Traffic noise is a viable concern, and as an information disclosure document it is entirely justified to undertake a noise study to substantiate such claims.

### Conclusions

The draft EA discloses useful information about many aspects of the project. However, the EA is deficient in many areas. It does not state the problem in a way that reviewers can evaluate the efficacy of the solution. There are no use statistics presented that would allow reviewers to judge the extent of the problem. Furthermore, the dimensions of the project are not clearly defined so that it is difficult to tell what it entails. Our concerns warrant analysis that should be addressed in a revised draft EA.

Thank you for the opportunity to review this draft environmental assessment.

Sincerely,



Peter Rappa  
Assistant Environmental Coordinator

cc: OEQC  
Jon Matsuoka, School of Social Work  
Karl Kim, Urban and Regional Planning  
Jacquelin N. Miller, Environmental Center  
Cameron Lowry, Environmental Center  
Jim Moncur, Water Resources Research Center

DIRECTOR'S OFFICE  
DEPT. OF  
TRANSPORTATION  
May 25 10 12 AM '00

HWY-DD 2.8600

JUN - 2 2000

Mr. Peter Rappa  
Assistant Environmental Coordinator  
University of Hawaii Environmental Center  
2550 Campus Road, Crawford 317  
Honolulu, Hawaii 96822

Dear Mr. Rappa:

Subject: Comment to Draft Environmental Assessment (EA) for the  
Kaneohe Bay Drive Improvements

Thank you for reviewing the subject document. We will respond to the following  
comments as they appeared on the letter dated May 9, 2000:

Question: The need and purpose of the project although implied, was not explicitly  
stated. This is compounded by a lack of suggested alternatives to provide  
the proper context in which to view the project.

Response: The purpose of this project is to help the turning movements in and out of  
Castle High School from Kaneohe Bay Drive. This project was motivated  
by the constituents of Castle High School as is described in the letters  
attached in the draft EA.

The selected alternative was determined to be the best alternative based  
upon funding and right-of-way constraints. As shown in the traffic volume  
table below, in 20 years, the projected traffic volume will not increase  
significantly. In addition, new development in this area is not expected.  
This widening project is within the State right-of-way, and the existing  
bottleneck will remain at Kawa Bridge. Thus, the capacity of the existing  
roadway will remain the same. Further roadway widening to increase the  
capacity of the roadway will require the widening of the existing bridge,  
additional right of way requirements and possible relocation of residences.

Therefore, by improving the turning movements in and out of Castle High  
School from Kaneohe Bay Drive, this widening project will produce no  
significant impacts.

JUN - 2 2000

Question: There is a lack of technical analyses such as existing traffic volumes, speeds, intersection capacity, and so on.

Response: The following traffic information was gathered for the subject project. These present volumes, future volumes and traffic composition as well as design factors help the SDOT to design for the new roadway section.

Traffic Information  
for  
Kaneohe Bay Drive  
Vicinity of Aumoku Street to Mokulele Drive

CATEGORY	VOLUME
1999 ADT	30,100
2019 ADT	31,500
DHV	2,500
Design K	8.0
Design D	55/45
Design T	4.5
T <sub>24</sub>	6.0

CLASSIFICATION	24-HOUR TRUCK COMPOSITION PERCENT
BUS	6.13
2D	58.93
3X	16.68
4X	2.11
2S1, 3S1, 2S2	4.96
3S2, 3-2, 2-3	6.76
6/6 + X S-TLR	0.84
5X M-TLR	0.11
6X M-TLR	0.00
7X M-TLR	3.48

The design speed of Kaneohe Bay Drive along this section of widening is 45 mph.

Design speed = posted speed + 10 mph (rule of thumb)  
Design speed = 35 + 10  
Design speed = 45 mph

Question: Meetings have been conducted with Castle High School and the SDOT. Please incorporate the meeting minutes and possible solutions.

Response: Attached is a copy of the meeting minutes and responses to some of the problems by the SDOT.

Question: Please incorporate a copy of the location plan.

Response: A copy of the location plan will be incorporated in the final EA.

Widening plans will be incorporated into the Draft EA.

Question: Since the widening parameters have been set, what will the cost of construction be?

Response: The approximate cost of construction is \$3.5 million. The funding for this project has been established and previously set.

Question: Which utilities will be relocated?

Response: The utilities to be relocated will be determined when the widening plans are finalized. Water, sewer and storm drainage facilities will be most likely to be impacted.

Question: How will the new drainage facilities impact the stream and eventually Kaneohe Bay? How will the Bay be protected from sedimentation during construction?

Response: The proposed drainage facility will not adversely impact the stream or Kaneohe Bay since the proposed drainage pattern will remain the same as the existing condition. Runoff from the project site currently discharges into Kawa Stream. In the proposed drainage design, runoff will be collected into inlets and discharged into the Kawa Stream via 24 or 30 inch drainage pipes.

**Response:** Potential impacts to Kawa Stream from new drainage facilities will be limited to the construction phase of the project. Prior to construction, a Water Quality Certification from the Department of health and a Section 404 Army Corps of Engineers Permit will be required. Conditions of these permits will require approved detailed site-specific best management practices to minimize potential pollutants from entering Kawa Stream.

**Question:** What about underground utility relocation to improve the aesthetics of Kaneohe Bay Drive?

**Response:** Undergrounding of utilities is being investigated. Under our interim policy, the Director determines which utilities will be placed underground on a project-by-project basis. This decision is in part, based upon available funding; if sufficient funds were not made available at the time the monies were appropriated by the Legislature (as is the case with this project), it is unlikely that undergrounding can be funded.

**Question:** The draft EA does not address the safety concerns that could result from this project such as conflicts with cars, bicycle and pedestrian traffic. Safety issues should be addressed through the inclusion of a conflict analysis.

**Response:** The existing Kaneohe Bay Drive does not have a bike lane. Bike riders have to ride either on the sidewalk or within the traveled way. This situation is dangerous. The new roadway section will have a bike lane for bicyclists which meets standards and which will be striped off for their protection.

The new sidewalk will comply with ADA standards and thus will improve upon the existing sidewalk, which does not meet standards.

**Question:** Under the sub-heading of the 6<sup>th</sup> significance criteria it is stated that, "The project will not involve substantial secondary impacts." However, there is no analysis to substantiate this claim. There is no discussion of how widening the portion of the road could impact population growth or how it relates to future growth and housing developments. Finally, it may not be appropriate to improve this section of Kaneohe Bay Drive at this time because the many new developments planned in this area may require further infrastructure changes that can be consolidated and done at the same time.

Mr. Peter Rappa  
Page 5  
JUN - 2 2000

HWY-DD 2.8600

Response: All improvements to Kaneohe Bay Drive are focused to help the turning movements in and out of Castle High School. This widening project is within the State right-of-way, and the existing bottleneck will remain at Kawa Bridge. Thus, the capacity of the existing roadway will generally remain the same. Further roadway widening to increase the capacity of the roadway will require the widening of the existing bridge, additional right-of-way requirements and possible relocation of residences. Failure to widen this section of Kaneohe Bay Drive will result in a loss of time due to turning movement difficulties along Kaneohe Bay Drive.

Any improvements to Kaneohe Bay Drive that are triggered by future growth or development would require extensive right-of-way acquisition. Because this level of funding may not be available for quite some time, it would not be appropriate to delay this project and its benefits in hopes of adding it to a larger project.

Question: Traffic noise is a viable concern, and as information disclosure document it is entirely justified to undertake a noise study to substantiate such claims.

Response: The State Department of Transportation Testing Lab section will determine if a noise study is warranted. If a noise study is warranted, then the State Testing Lab section will conduct this noise study.

In general, the goal of the EA process is better decisions, not more documentation. According to the Federal Highway Administration (FHWA) Technical Advisory T6640.8A, Section II, Environmental Assessment (EA), "The primary purpose of an EA is to help the FHWA and Highway Agency decide whether or not an EIS is needed. Therefore, the EA should address only those resources or features which will have a likelihood for being severely impacted. The EA should be a concise document and should not contain long descriptions or detailed information which may have been gathered or analyses which may have been conducted for the proposed action."

We feel that some of the studies that you requested are outside the scope of this document and, therefore will not be addressed further. If you have any questions, please call Ross Hironaka at 692-7575 or Todd Nishioka at 692-7577 respectively and reference HWY-DD 2.8600 as noted above.

Very truly yours,

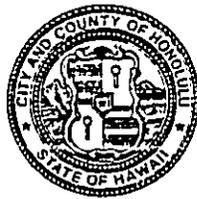
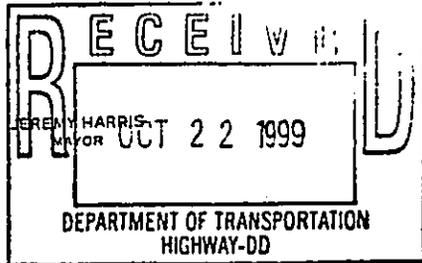


KAZU HAYASHIDA  
Director of Transportation

Attachment  
TN:ra  
bc: HWY-DD(RH)

DEPARTMENT OF TRANSPORTATION SERVICES  
CITY AND COUNTY OF HONOLULU

PACIFIC PARK PLAZA • 711 KAPIOLANI BOULEVARD, SUITE 1200 • HONOLULU, HAWAII 96813  
TELEPHONE: (808) 523-4523 • FAX: (808) 523-4730



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DEPT. OF TRANSPORTATION  
HIGHWAYS DIVISION

CHERYL D. SOON  
DIRECTOR

JOSEPH M. MAGALDI, JR.  
DEPUTY DIRECTOR

TPD10/99-04952R

October 14, 1999

Mr. Pericles Manthos, Administrator  
Highways Division  
Department of Transportation  
State of Hawaii  
869 Punchbowl Street  
Honolulu, Hawaii 96813-5097

Attention: Mr. Ross Hironaka, Project Manager

Dear Mr. Manthos:

Subject: Kaneohe Bay Drive Improvements, Vicinity of Aumoku Street to Mokulele Drive, Project No. 65A-01-00

In response to your September 23, 1999 letter, HWY-DD 2.5456, the project summary provided was reviewed. The following comments are the result of this review:

1. In the section on "*Project Characteristics: General:*," the project is described as widening Kaneohe Bay Drive from "an undivided two lane roadway to an undivided four lane roadway from Aumoku Street to Mokulele Drive." Presently, there is an existing raised median on Kaneohe Bay Drive between Aumoku and Puohala Streets. This median should be retained to ensure pedestrian safety. It is recommended that a raised median be constructed from Puohala Street to Mokulele Drive as part of this project to better control both vehicular and pedestrian traffic.
2. The typical section included with the project summary shows a six-foot wide sidewalk. In order to comply with the Americans with Disabilities Act criteria, "a minimum clear length of 96 inches (measured from the curb or vehicle roadway edge) and a minimum clear width of 60 inches (measured parallel to the vehicle roadway" of firm, stable surface is required at bus stops.

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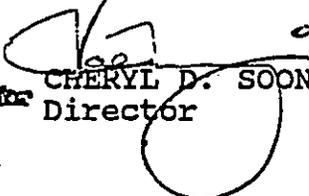
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Mr. Pericles Manthos  
Page 2  
October 14, 1999

Should you have any questions regarding these comments, please contact Faith Miyamoto of the Transportation Planning Division at 527-6976.

Sincerely,

  
CHERYL D. SOON  
for Director

MAR 20 2000

HWY-DD  
2.7636

Ms. Cheryl D. Soon, Director  
Department of Transportation Services  
City and County of Honolulu  
Pacific Park Plaza  
711 Kapiolani Boulevard, Suite 1200  
Honolulu, Hawaii 96813

Dear Ms. Soon:

Subject: Kaneohe Bay Drive Improvements, Vicinity of Aumoku Street to Mokulele Drive  
Project No. 65A-01-00, District of Koolaupoko, Island of Oahu

Thank you for reviewing the Pre-Draft Environmental Assessment. Your interest and support in this project is greatly appreciated.

The Department of Transportation has changed the scope of this project. The project will still have improvements from Aumoku Street to Mokulele Drive, but the widening will occur from Puohala Street to Kawa Bridge. Thus the median curb from Aumoku Street to Puohala Street will remain and be restored to current standards.

No bus stops fall between Puohala Street and Kawa Bridge (the proposed widened section of roadway) on Kaneohe Bay Drive. Thus the proposed six foot wide sidewalk on Kaneohe Bay Drive from Puohala Street to Kawa Bridge will be sufficient to meet Disability and Communication Access Board criteria.

If you have any questions, please contact Todd Nishioka at 692-7577 or Ross Hironaka at 692-7575 and reference HWY-DD 2.7636 as noted above.

Very truly yours,

  
KAZU HAYASHIDA  
Director of Transportation

TN:ra

bc: HWY-DD(RH)



# OEQC FAX

Governor  
GARY GILL  
Director

OFFICE OF ENVIRONMENTAL QUALITY CONTROL  
235 So. Beretania St., Ste. 702  
Honolulu, Hawaii 96813

Telephone (808) 586-4185

FAX (808) 586-4186

Date: 10-8-99

To: Ross Hironaka

Agency or Organization Name: State DOT

Facsimile Number: 692-7590

Phone Number: \_\_\_\_\_

Total number of pages, including this page: 1

IF YOU DO NOT RECEIVE ALL OF THE PAGES OR THE TRANSMISSION IS UNCLEAR,  
PLEASE CALL OEQC AT 586-4185

From: Jeyan-Thirugnanam

Re: Kaneohe Bay Drive Improvements

Remarks: ① Please consult with all affect neighbors, including the neighborhood board.

② Please consider doing a noise study to evaluate long term noise impacts.

③ Please consult with DAGS and DOE concerning Castle High School. Primary school related issues include traffic, noise, safety.

④ Describe impacts to Kawa Stream. Consult State Water Commission on this issue.

⑤ The depth of analysis should be comparable to the Puuloa Road Improvements Draft EA.

Date FAX received: \_\_\_\_\_

Time: \_\_\_\_\_

MAR 20 2000

HWY-DD  
2.7637

TO: GENEVIÈVE SALMONSON, DIRECTOR  
OFFICE OF ENVIRONMENTAL QUALITY CONTROL

FROM: *pw* KAZU HAYASHIDA  
DIRECTOR OF TRANSPORTATION *Kazu Hayashida*

SUBJECT: KANEOHE BAY DRIVE IMPROVEMENTS, VICINITY OF AUMOKU  
STREET TO MOKULELE DRIVE, PROJECT NO. 65A-01-00,  
DISTRICT OF KOOLAUPOKO, ISLAND OF OAHU

Thank you for reviewing the Pre-Draft Environmental Assessment. Your interest and support in this project is greatly appreciated.

The Department of Transportation (DOT) met with Castle High School faculty, parents, and students along with the Department of Education, a consultant for the Department of Accounting and General Services, a representative for Representative Kenneth Ito's office and other concerned parties to discuss the improvements to be made to Kaneohe Bay Drive. All parties attending the meeting voiced their concerns and suggestions to be made to this project.

The improvements to these projects will not increase traffic flow in the Honolulu bound and Kailua bound direction of Kaneohe Bay Drive. An increase in noise will occur only during construction, thus a noise study will not be needed.

Currently, the DOT does not plan to affect Kawa Stream. If during the design phase, the DOT does affect Kawa Stream the State Water Commission will be consulted.

If you have any questions, please contact Todd Nishioka at 692-7577 or Ross Hironaka at 692-7575 and reference HWY-DD 2.7637 as noted above.

TN:ra

bc: HWY-DD(RH)

BENJAMIN J. CAYETANO  
GOVERNOR OF HAWAII



HWY-D 4150

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

DEPUTIES  
JANET E. KAWELO

AQUATIC RESOURCES  
BOATING AND OCEAN RECREATION  
CONSERVATION AND RESOURCES

ENFORCEMENT  
CONVEYANCES  
FORESTRY AND WILDLIFE  
HISTORIC PRESERVATION

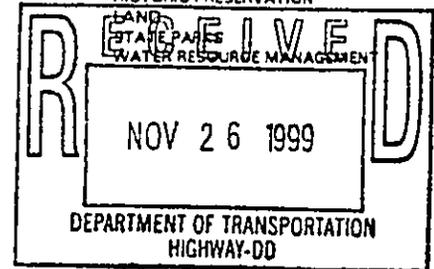
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STATE OF HAWAII  
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HIGHWAY DIVISION  
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HISTORIC PRESERVATION DIVISION  
Kakuhihewa Building, Room 555  
601 Kamehale Boulevard  
Kapolei, Hawaii 96707

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HIGHWAY DIVISION  
DEPT. OF TRANSPORTATION  
November 3, 1999



Pericles Manthos  
Administrator, Highways Divisions  
State of Hawaii  
Department of Transportation  
869 Punchbowl Street  
Honolulu, Hawaii 96813-5097

LOG NO: 24301 ✓  
DOC NO: 9910EJ15

Dear Mr. Manthos:

**SUBJECT: Chapter 6E-8 Historic Preservation Review -- Pre-Draft Environmental Assessment for Kaneohe Bay Drive Improvements, Vicinity of Aumoku Street to Mokulele Drive, Project No. 65A-01-00 Kane'ohe, Ko'olaupoko, O'ahu  
TMK: 4-5-34 and 4-5-48**

Thank you for the opportunity to provide comment during the pre-draft environmental assessment phase on the Kaneohe Bay Drive Improvements. Our review is based on historic reports, maps, and aerial photographs maintained at the State Historic Preservation Division; no field inspection was made of the subject parcel.

DOT is proposing to widen Kaneohe Bay drive from an undivided two lane road to an undivided four lane road between Aumoku Street and Mokulele Drive. Improvements also include construction of wider shoulders for bicycle lanes, sidewalks, curbs and curb ramps, installation of drainage facility and/or upgrades and relocation of power poles and construction of new underground electrical conduits.

A review of our records shows that there are no known historic sites along the proposed corridor. Kawa bridge, which may be demolished and replaced, is not considered historic although photo documentation in the form of 4" X 5" photo negatives and photographs is recommended. Past highway construction and installation of underground conduits has previously disturbed the project area thus making it unlikely that intact subsurface historic sites will be found. Consequently, we believe that the widening project as proposed will have "no effect" on significant historic sites.

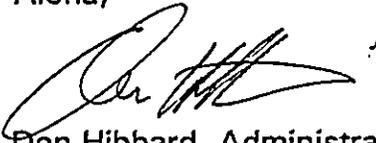
Pericles Manthos  
Page Two

However, in the unlikely event that historic sites, including human burials, are uncovered during routine construction activities, all work in the vicinity must stop and the State Historic Preservation Division must be contacted at 692-8015.

This is our concurrence letter under Chapter 6E-8, Hawaii Revised Statutes.

If you have any questions please call Sara Collins at 692-8026 or Elaine Jourdane at 692-8027.

Aloha,

A handwritten signature in black ink, appearing to read "Don Hibbard", written over a horizontal line.

Don Hibbard, Administrator  
State Historic Preservation Division

EJ:jk