

JOHN WAIHEE  
GOVERNOR



APR 11 1990

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OFFICE OF THE DIRECTOR  
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REPLY REFER TO:

RECEIVED

STATE OF HAWAII  
DEPARTMENT OF TRANSPORTATION  
'90 APR 23 11:29 869 PUNCHBOWL STREET  
HONOLULU, HAWAII 96813-5097

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HWY-DD  
285

OFC. OF ENVIRONMENTAL  
QUALITY CONTROL

MEMORANDUM:

TO: The Honorable John C. Lewin  
Director, Department of Health

ATTN: Office of Environmental Quality Control

FROM: Edward Y. Hirata  
Director of Transportation *Edward Y. Hirata*

SUBJECT: NEGATIVE DECLARATION FOR HANA HIGHWAY IMPROVEMENTS AT  
KAWAIPAPA BRIDGE, PROJECT NO. 360B-01-89

We hereby notify you that an Environmental Impact Statement will not be required by us for the subject project. We are abiding by Title 11, D.O.H., Chapter 200, EIS Rules.

Attached is our Negative Declaration on the proposal (original plus three copies).

If you have any question on the action, please contact Dennis Imada at 548-7493.

Enclosures

1990-65-08-MA-PEA

FILE COPY

RECEIVED A PROPOSAL FOR  
HANA HIGHWAY IMPROVEMENTS  
AT KAWAIPAPA BRIDGE \*  
'90 APR 23 11:00 PROJECT NO. 360B-01-89

OFF. OF ENVIRONMENTAL  
QUALITY

NEGATIVE DECLARATION

STATE OF HAWAII  
DEPARTMENT OF TRANSPORTATION  
HIGHWAYS DIVISION

MARCH 22, 1990

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## I. INTRODUCTION

The proposed action calls for the installation of 2-15' X 11' box culverts on the west side of Kawaipapa Bridge.

The purpose of this action is to prevent the overtopping of Kawaipapa Bridge. The proposed work consists of installing twin reinforced concrete box culverts, widening the stream bed, restoring the bridge approach, relocating affected utilities and installing new guardrails according to current standards.

The following is our assessment of the necessity for this action, and subsequent assessment of the SEE impacts that would result should the proposal be implemented.

## II. FINDINGS AND CONCLUSION

### A. Findings

1. Impact on highway operation will be minimal since Hana Highway will continue to operate as a 2-lane undivided highway.
2. Traffic safety will improve with the absence of flooding over the highway during heavy storms. New concrete bridge railings will be installed, meeting current standards for redirecting vehicles.
3. There will be no significant air and noise impacts.
4. Construction related impacts will result in inconveniences to vehicular traffic, minor inconvenience to pedestrians and some construction-related noise, dust and minor water pollution. These impacts will be minimized by requiring as part of the Construction Contract documents the use of effective construction phasing, temporary water pollution control measures and provisions to mitigate dust by watering the sites regularly.
5. There are no archaeological or historical resources known that exist in the construction area.
6. There will be no right-of-way acquisition related impacts since no right-of-way will be acquired. However, some temporary construction parcels will be necessary for some channel excavation work.
7. There will be no permanent impact to land use or development patterns.

### B. Conclusion

Implementation of the proposed action will not have a significant impact on the quality of human environment.

### III. DESCRIPTION OF EXISTING FACILITIES

Hana Highway, in the vicinity of the Kawaipapa Bridge, is a 2-lane highway with a total roadway width of 24'. Unpaved shoulders with varying widths are provided on both sides of the highway. Hana Highway is the only fully developed roadway serving the Hana area. Another route exists along the southern side of the island with many sections undeveloped or unpaved.

The existing Kawaipapa Bridge is located approximately half a mile northeast of Hana town (see Figure 1). The bridge was built in 1947 and provides a total roadway width of 26'. The bridge structure is constructed of concrete and the stream bed is predominantly solid rock.

Kawaipapa Stream is normally dry except during storm periods.

#### IV. PURPOSE AND NEED FOR THE ACTION

The capacity of Kawaipapa Bridge is inadequate and results in the flooding of Hana Highway. The existing bridge opening is unable to convey runoff during heavy storms. Cost to repair damages to the highway and losses to the residents caused by the flooding are very expensive. Also, costs to clean and clear debris after heavy storms are costly. Furthermore, during heavy storms, the stream overtops the highway rendering it impassable and causing undue hardship on the highway users.

The proposed installation of a twin cell (15' X 11') reinforced concrete box culvert along with other appurtenant work would eliminate costly maintenance, since it will be less susceptible to damage by heavy storms. More importantly, the project would provide a safer highway for the traveling public with a reduction of accidents, less inconvenience to the highway user and minimize flooding of the nearby residences.

V. DESCRIPTION OF PROPOSED ACTION

A. The proposed action consists of installing twin 15' X 11' reinforced concrete box culverts on the west side of the bridge. Appurtenant work shall consist of channel excavation, utility relocation, guardrail installation and restoring the west approach roadway to the bridge.

B. Proposed Scope of Work

The proposed action will involve the following scope of work:

1. Construct northern portion of box culverts which will be used temporarily for detouring traffic.
2. Construct remaining portion of box culverts.
3. Grade, scarify and construct new approach to bridge approximately 150 linear feet in length.
4. Relocate existing 4" and 12" water lines, to allow for the construction of the box culverts.
5. Install pavement markers and signs.

C. Right-of-Way

No right-of-way taking involved. Just temporary construction parcels are required.

D. Cost and Timetable

The estimated project cost is \$1.4 million with the following breakdown:

Construction	\$1,300,000
Preliminary Engineering	<u>130,000</u>
	\$1,430,000

The estimated completion timetable follows:

Design	May 1990
Construction	March 1991



## VI. IDENTIFICATION AND EVALUATION OF POTENTIAL IMPACTS

### A. Traffic Operation and Safety

#### 1. Traffic Operation

Hana Highway will remain a 2-lane facility upon completion of the bridge improvements. Very little, if any, impact is expected to occur on the movement of traffic.

Hana Highway is the only route serving the Hana area. Potential impact to this area is serious whenever this route is closed due to flooding. The proposed improvements will minimize the closure.

#### 2. Traffic Safety

Traffic safety will improve as a result of the improvements at Kawaipapa Bridge. The new drainage facilities would make Hana Highway less susceptible to flooding. The result would be a safer highway with subsequent reduction of accidents involving motorists or pedestrians.

### B. Noise and Air Quality

Hana Highway will remain a 2-lane facility upon completion of this action; therefore, noise levels and air quality will remain unchanged.

### C. Construction Impacts and Inconveniences

Inconveniences to vehicular traffic during construction phases will be unavoidable. Detour shifting of traffic around the construction sites may result in increased travel time, but a roadway lane will be maintained throughout the duration of construction. Signs, flagmen and other traffic control devices, as well as publications in the news media will be utilized to warn the public of any changes in traffic pattern.

Short-term noise and dust during construction will be controlled in accordance with applicable sections of the contract specifications and special provisions.

Containment of silt and construction debris from entering the stream during construction will be in compliance with the project specifications under Temporary Project Water Pollution Control. In addition, fill material will be required to be of suitable quality, free from toxic pollutants in other than trace amounts, and be able to withstand expected high flows.

D. Other Elements and Factors

1. The proposed action will involve the installation of twin concrete box culverts along the present highway facility and is confined to the existing highway right-of-way. The proposed action, therefore, will not have significant effects upon the following factors:
  - a. Land use
  - b. Development patterns
  - c. Regional and community growth
  - d. Public facilities and services
  - e. Community cohesion
  - f. Economic activity
2. The proposed action does not involve primary impacts upon the following elements:
  - a. Natural, ecological and scenic resources
  - b. Aesthetics
  - c. Water quality
  - d. Relocation of residences and businesses
  - e. Residential and neighborhood character
  - f. Public facilities
  - g. Minority or disadvantaged groups



HANA HIGHWAY IMPROVEMENTS  
AT KAWAIPAPA BRIDGE  
PROJECT NO. 360B-01-89

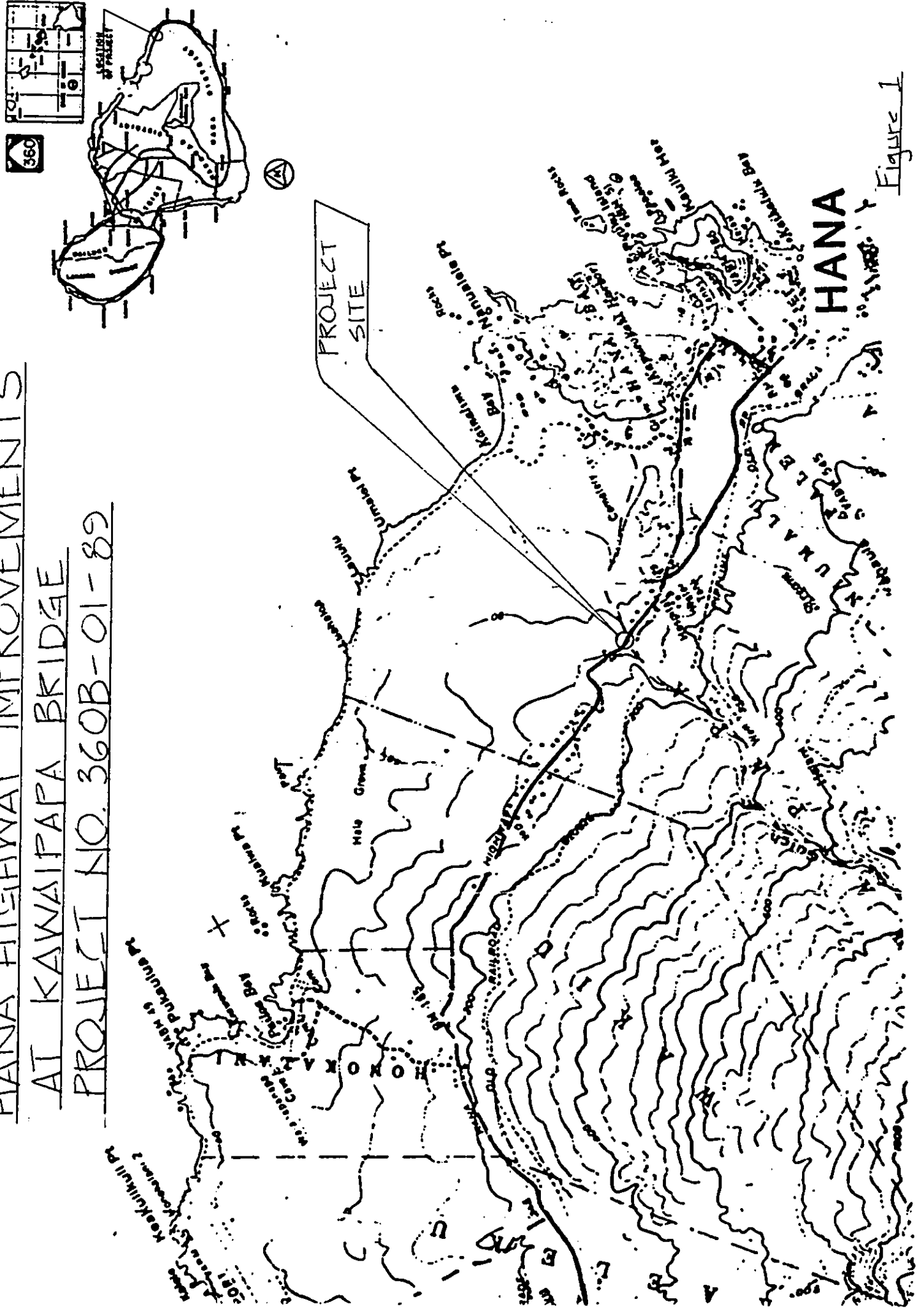


Figure 1