

JOHN WAIHEE  
GOVERNOR



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

APR 17 1991

EDWARD Y. HIRATA  
DIRECTOR

DEPUTY DIRECTORS  
AL PANG  
JOYCE T. OMINE  
JEANNE K. SCHULTZ  
CALVIN M. TSUDA

IN REPLY REFER TO:

RECEIVED

HWY-DS  
2.6495

'91 APR 22 P 3:49

OFC. OF ENVIRON.  
QUALITY CONTROL

Mr. Brian Choy, Acting Director  
Office of Environmental Quality Control  
Central Pacific Plaza  
220 South King Street, 4th Floor  
Honolulu, Hawaii 96813

Dear Mr. Choy:

Subject: Nawiliwili Road/Waapa Road Intersection  
Improvements, Project No. 58A-01-90

We are transmitting a completed "Document for Publication in the OEQC Bulletin", together with six (6) copies of the Environmental Assessment/Negative Declaration dated April 1991, for your further processing.

Very truly yours,

A handwritten signature in cursive script, appearing to read "Edward Y. Hirata".

Edward Y. Hirata  
Director of Transportation

Enc.

55

1991-05-08- KA-PEA

**FILE COPY**

ENVIRONMENTAL ASSESSMENT

RECEIVED

\*NAWILIWILI ROAD - WAAPA ROAD

'91 APR 22 P3:40

OFFICE OF ENVIRONMENTAL  
QUALITY

INTERSECTION IMPROVEMENTS\*

PROJECT NO.58A-01-90

FOR THE  
DEPARTMENT OF TRANSPORTATION  
HIGHWAYS DIVISION  
STATE OF HAWAII

AGENT: SEY ENGINEERS

PREPARED BY  
ENVIRONMENTAL COMMUNICATIONS, INC.

APRIL, 1991

## TABLE OF CONTENTS

SECTION	PAGE
I. Summary	1
II. Project Description	2
A. Technical Characteristics	2
B. Social and Economic Characteristics	2
C. Environmental Characteristics	3
III. Affected Environment	4
A. Geographical Characteristics	4
1. Topography	4
2. Soils	4
B. Hydrological Characteristics	4
1. Drainage	4
2. Flood Plain Management	4
3. Coastal Zone Management Program	5
C. Biological Characteristics	5
IV. Summary of Major Impacts and Mitigative Measures	6
V. Alternatives Considered	7
VI. Determination, Findings, and Reasons Supporting Determination	8
VII. List of Preparers	9

## LIST FIGURES

Figure No.	
1	Location Map
2	Project Site
3	Roadway Plan

I. SUMMARY

CHAPTER 343, HRS  
ENVIRONMENTAL ASSESSMENT (EA)

Action: Agency  
Department of Transportation  
Highways Division  
State of Hawaii

Project Name: Nawiliwili Road/Waapa Road  
Intersection Improvements  
Project No. 58A-01-90

Project Description: The proposed project consists of a new intersection at the Nawiliwili Road and Waapa Road junction. The new intersection will also provide an access road into Wilcox Road. Drainage, Utility, and updated signage will also be included in the improvements.

Project Location: Nawiliwili, Kauai

Tax Map Key: 3-2-04: 9, 10

Area: 5.6 acres

State land Use Designation: Urban

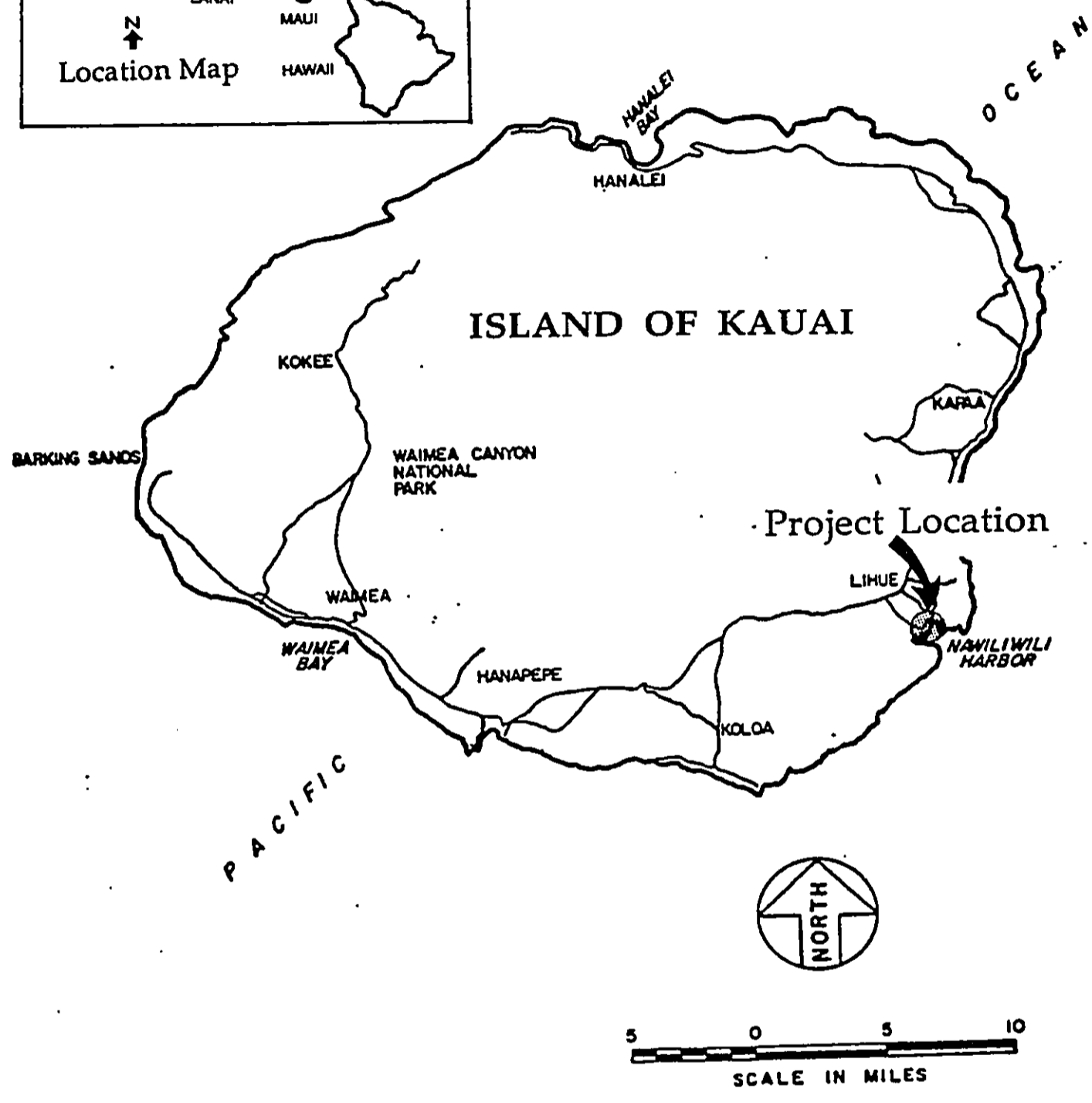
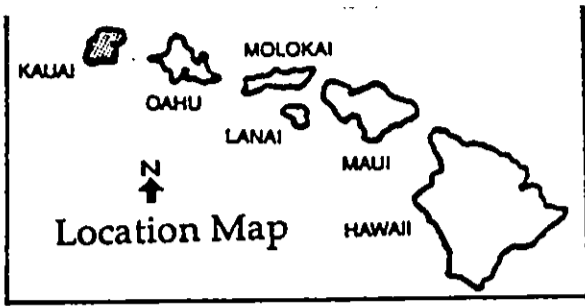
County Development Plan Designation: Open

Zoning: Open

Landowner: State of Hawaii

Agent: SEY Engineers

Contact: Environmental Communications, Inc.  
P.O. Box 536  
Honolulu, HI 96809  
Telephone: (808) 521-8391

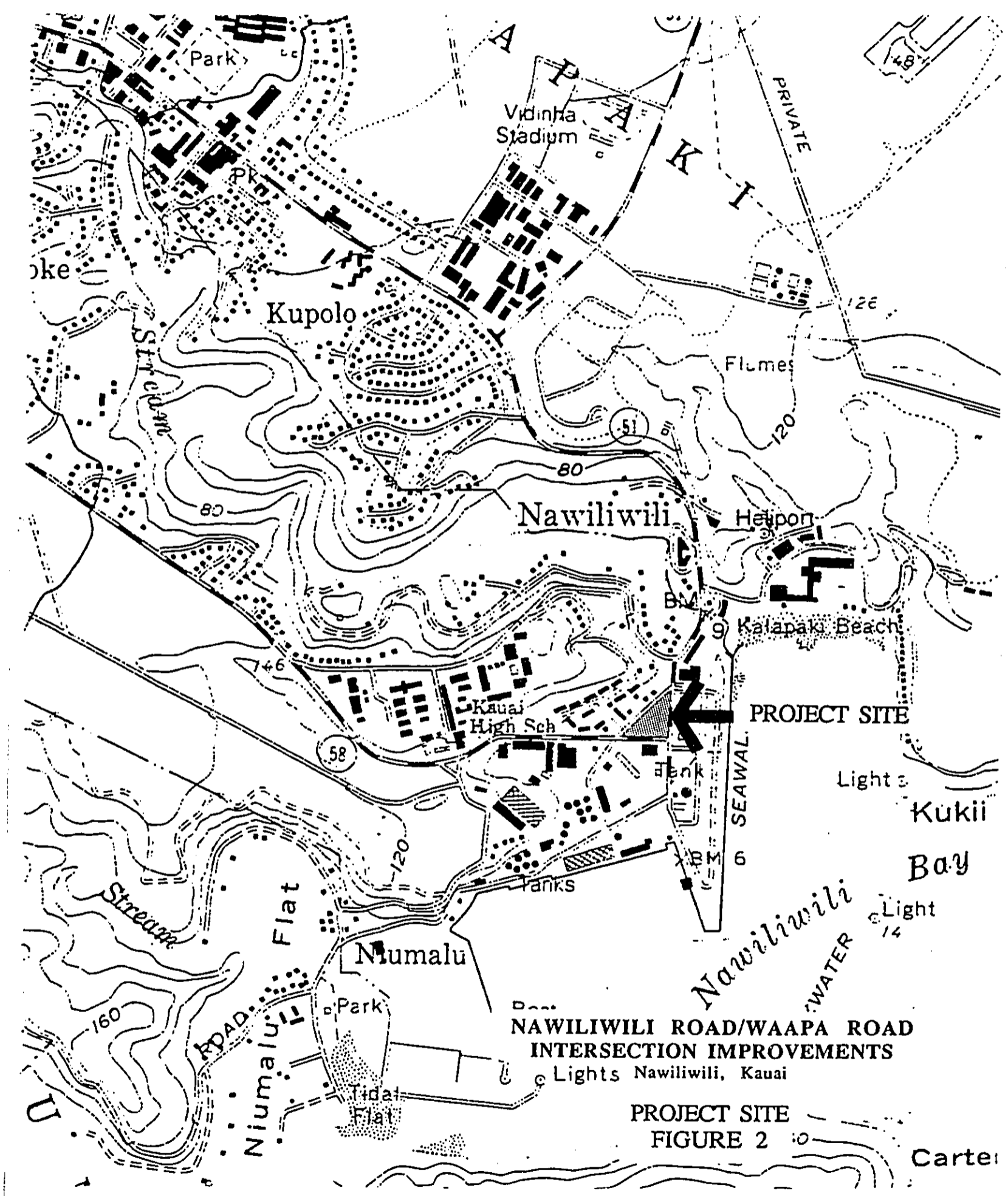


NAWILIWILI ROAD/WAAPA ROAD INTERSECTION IMPROVEMENTS  
Nawiliwili, Kauai

LOCATION MAP

FIGURE 1

DOCUMENT CAPTURED AS RECEIVED

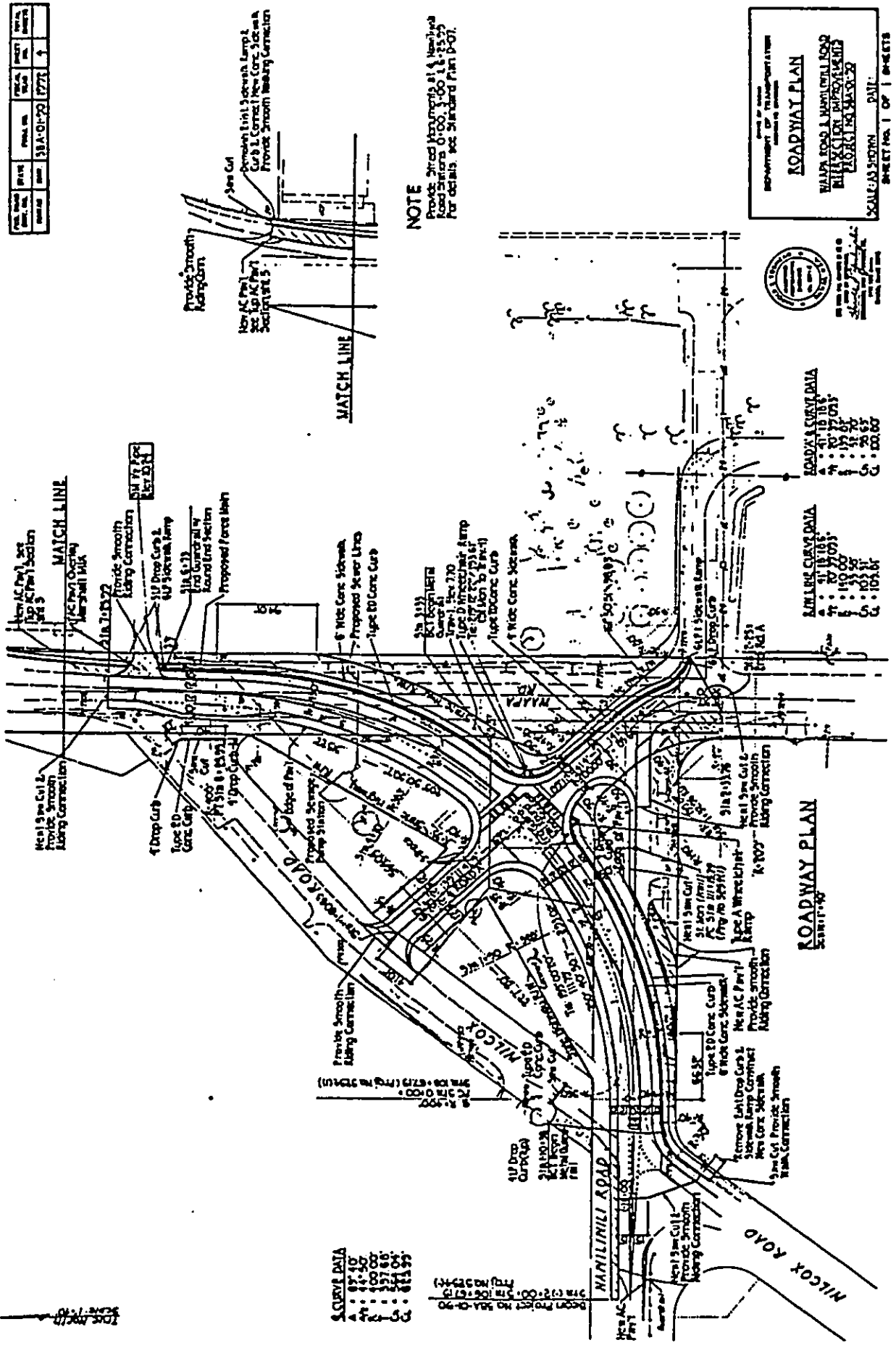


**NAWILIWILI ROAD/WAAPA ROAD INTERSECTION IMPROVEMENTS**  
Lights Nawiliwili, Kauai

**PROJECT SITE**  
**FIGURE 2**

Carter

DOCUMENT CAPTURED AS RECEIVED



DATE	BY	CHKD	APP'D
12/15/55	J. H. ...	J. H. ...	J. H. ...

**SCURVE DATA**

1	100.00'
2	100.00'
3	100.00'
4	100.00'
5	100.00'
6	100.00'
7	100.00'
8	100.00'
9	100.00'
10	100.00'

**NOTE**  
 Provide 3' wide kerbs at all 4 corners of road  
 Road Surface 0+00 to 0+100  
 For details see Standard Plan D-07

ROADWAY PLAN  
 NAWILIWI ROAD/WAAPA ROAD INTERSECTION IMPROVEMENTS  
 SCALE: AS SHOWN  
 SHEET NO. 1 OF 1

**ROADWAY PLAN**  
 NAWILIWI ROAD/WAAPA ROAD INTERSECTION IMPROVEMENTS  
 Nawiiliwili, Kauai

FIGURE 3



## II. PROJECT DESCRIPTION

### A. Technical Characteristics

The proposed project will consist of the construction of a new entry road at the intersection of Nawiliwili Road and Waapa Road. This entry road will permit access/egress into Wilcox Road which will be closed for through traffic at the focal connecting points on Nawiliwili Road and Waapa Road. Designed as a traffic safety control measure, the Wilcox Road closures will eliminate an unsafe practice of using existing Wilcox Road as a throughway. The new construction will consist of a 400' radius roadway with a 34' wide two-lane paved roadway with left turn sacks. Lane widths will be 12 feet and roadway shoulders will be 8' wide on each side. At the tee intersection, there will be left turn storage lanes on both Nawiliwili Road and Waapa Road to permit entry into Wilcox Road in a mauka direction and to the park and harbor facilities in the makai direction. Type 2D concrete curb, sidewalks 6' wide and wheelchair ramps will be provided. In addition to the new roadway, the drainage system will be improved, signs will be updated, and electrical and water facilities will be updated.

### B. Social and Economic Characteristics

The proposed project will eliminate a current unsafe traffic practice of using existing Wilcox Road as a throughway from the Waapa and Nawiliwili Road intersects. The new ingress intersection at the Nawiliwili and Waapa Road will allow for safer ingress/egress for the residential subdivision and various commercial venues on both roadways.

The proposed project will be funded by the State Department of Transportation, Highways Division. The proposed project has an estimated cost of \$1,000,000 dollars and is anticipated to be completed in one continuous phase from January, 1992 to August, 1992.

C. Environmental Characteristics

The proposed project will not significantly impact the existing roadways since the proposed construction will consist of minor excavation and grading for the new intersection, the closure of Wilcox Road at the focal intersection points, and installation of certain underground utilities. The limited size of the total project will not impact view plane aesthetics or line of sight for existing and new traffic patterns.

### III. AFFECTED ENVIRONMENT

#### A. Geographical Characteristics

##### 1. Topography

The project site is on a gently sloping plain and both roadways are on level ground. A grassed, vacant space divides Wilcox Road from both Waapa Road and Nawiliwili Road. It is not expected that the existing terrain features will affect construction.

##### 2. Soils

According to the Soil Survey of Islands of Kauai, Oahu, Maui, Molokai, and Lanai, State of Hawaii published by the United States Department of Agriculture, Soil Conservation Service in 1972, Lihue Silty Clay (LhC) "runoff is slow and the erosion hazard is slight." Soil features affecting highway construction are favorable, with high shear strength and high compacted density.

#### B. Hydrological Characteristics

##### 1. Drainage

The limited scope of construction for the proposed intersection and the Wilcox Road closures is not expected to create significant drainage impacts to the adjacent areas. Existing drainage patterns presently run in a makai (seaward) direction, and there are existing drainage systems in both Waapa and Nawiliwili Roads.

##### 2. Flood Plain Management

According to the National Flood Insurance Program Flood Insurance Rate Map by the Federal Emergency Management Agency, the project site is designated Zone X, "Areas determined to be outside 500 year flood plain." The proposed project will not exacerbate the flooding potential, and potential coastal flooding due to tsunamis and storm waves.

3. Coastal Zone Management Program

Implementation of the proposed project is not expected to cause violation of any of the provisions or objectives of the State of Hawaii Coastal Zone Management Act.

C. Biological Characteristics

No endangered or threatened species of flora or fauna are found on the project site. The urban nature of the area (Residential, Industrial, and Open) preclude the existence of indigenous species of either plant or animal species. Implementation of the proposed project will not jeopardize the existence of any endangered species, or result in the destruction or adverse modification of existing habitats in the surrounding area. The natural vegetation that is to be found include lantana, koa haole, bermuda grass, kikuyu grass, and guinea grass.

#### IV. SUMMARY OF MAJOR IMPACTS AND MITIGATIVE MEASURES

Short term impacts, beneficial and adverse, generally result from construction related activities. Consequently, these impacts are of short duration and should not last longer than the duration of the actual construction. Long term impacts, beneficial and adverse, generally result from implementation of the proposed action.

Construction of the proposed intersection and Wilcox Road closures will have beneficial long term impacts. Significant reduction of unsafe traffic practices due to the historical pattern of using Wilcox Road as a throughway will result in increased traffic safety. The short term impacts will be mitigated largely by the construction practices to be utilized and the time scheduling of construction activities.

Some onsite construction grading will be required to prepare the existing surface for pavement work. This grading will not involve significant quantities of earth work. Standard mitigation measures will be implemented for dust control and to prevent runoff problems during the construction phase. During the construction phase, there will be interruption of current levels of traffic flow, but it is anticipated that most work will be conducted during hours of low traffic use whenever possible.

No impacts on the natural environment will result from the implementation of the proposed project.

V. ALTERNATIVES CONSIDERED

No alternatives other than the "Do-Nothing" were considered. The proposed project is to reduce the unsafe traffic patterns currently in practice. The absence of the proposed project would result in the current abuse of Wilcox Road continuing, with the potential for property and personal damage increasing. The proposed project will have positive and beneficial impacts to the circulation patterns, therefore, no other alternative was considered.

**VI. DETERMINATION, FINDINGS, AND REASONS SUPPORTING DETERMINATION.**

After completing an assessment of the potential environmental effects of the proposed project, it has been determined that an Environmental Impact Statement (EIS) is not required. Therefore, this document constitutes a Notice of Negative Declaration.

Reasons supporting the Negative Declaration determination are as follows, using the criteria, the policy, guidelines, and provisions of Chapters 342, 343, and 344, Hawaii Revised Statutes (HRS).

1. The proposed action consists primarily of access and safety improvements, and will not adversely affect the physical and social environment.
2. There will be no permanent degradation of existing ambient air and noise levels resulting from this project. During construction operations, air quality, noise levels, and traffic disruptions are expected to be affected, but these will be temporary and minor in nature.
3. No residences or businesses will be displaced by this project.
4. There are no known endangered species of animal or plant species within the project site limits.
5. There are no known natural, historic, or archaeological sites within the project limits. In the event that sites are uncovered during the construction phase, the work will be halted and the Historic Sites Office of the State Department of Land and Natural Resources will be advised. Pending their review and determination, the work will then be resumed.
6. Grading will be required for the intersection work, but the proposed improvements will involve only a minor quantity of earth moving. Erosion and fugitive dust generated during construction will be minimized by standard mitigation measures as required by State and County regulations.
7. There are no secondary adverse effects on future development, population or public facilities.

  
-----  
EDWARD Y. HIRATA  
DIRECTOR OF TRANSPORTATION

4/16/97  
-----  
DATE

**VII. LIST OF PREPARERS**

Department of Transportation, Highways Division  
State of Hawaii  
Proposing Agency

Shimabukuro, Endo, & Yoshizaki, Inc. dba SEY Engineers  
Engineering Consultants

Environmental Communications, Inc.  
Environmental Assessment