

Stephen K. Yamashiro
Mayor



Donna Fay K. Kiyosaki
Chief Engineer

RECEIVED Jiro A. Sumada
Deputy Chief Engineer

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County of Hawaii

DEPARTMENT OF PUBLIC WORKS
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(808) 961-8321 • Fax (808) 969-7138

DEC. OF ENVIRONMENTAL
QUALITY CONTROL

October 26, 1995

MR GARY GILL DIRECTOR
OFFICE OF ENVIRONMENTAL QUALITY CONTROL
220 S KING STREET 4TH FLOOR
HONOLULU HI 96813

SUBJECT: Negative Declaration for the
Waipio Valley Access Road Safety Improvements
TMK: 4-9-01, Hamakua, Waipio, Hawaii

The County of Hawaii Department of Public Works has reviewed the comments received during the 30-day public comment period which began on August 23, 1995. Subsequently, the County of Hawaii Department of Public Works has determined that this project will not have any significant environmental impacts and has issued a negative declaration. Please publish this notice in the November 8, 1995 OEQC Bulletin.

We have enclosed a completed OEQC Bulletin Publication Form and four copies of the Final Environmental Assessment (EA).

If you have any questions, please contact Ben Ishii at (808) 961-8327.

A handwritten signature in black ink, appearing to read "Jiro A. Sumada".

JIRO A. SUMADA
Deputy Chief Engineer

Enclosures

1995-11-08-HI-FA-Waipio Valley Access Road Safety

NOV 8 1995

Improvement Project

FILE COPY

FINAL ENVIRONMENTAL ASSESSMENT

for the

**WAIPIO VALLEY ACCESS ROAD
SAFETY IMPROVEMENT PROJECT
HAMAKUA, WAIPIO, HAWAII
(TMK: 4-9-01)**

Proposing Agency:

County of Hawaii
Department of Public Works

OCTOBER 1995



ASSOCIATES, INC.
Engineers/Architects

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SECTION 1
INTRODUCTION

SECTION 1
INTRODUCTION

The purpose of this project is to construct safety improvements to the existing Waipio Valley Access Road. The proposed safety improvement will provide safer driving conditions for the residents of the valley, visitors, and tourists who use the roadway.

1.1 PROPOSING AGENCY

County of Hawaii, Department of Public Works.

1.2 AGENCIES CONSULTED IN MAKING THE ASSESSMENT

1. County of Hawaii, Department of Public Works
2. County of Hawaii, Planning Department
3. Hawaii State Land Use Commission
4. Hawaii State Office of Environmental Quality Control
5. State Historic Preservation Division
6. United States Fisheries and Wildlife Services

Letters of correspondence with the agencies consulted in making the assessment are included in Appendix A.

1.3 APPLICABLE GOVERNMENTAL PERMITS

The following permits and approvals are anticipated for the project:

- County of Hawaii, Grading/Grubbing Permit
- State Department of Land and Natural Resources, Conservation District Use Permit
- County of Hawaii, Planning Department, Special Management Area Permit (Exception obtained dated: July 26, 1995)

SECTION 2

PROJECT DESCRIPTION

SECTION 2

PROJECT DESCRIPTION

The proposed project will provide safety improvements to roughly 4,000 feet of the existing Waipio Valley Access Road. The Waipio Valley Access Road provides access to either the beach (Waipio Bay) or the valley, and is used by residents of the valley, visitors, and tourists. The steep road consists of a single lane that drops roughly 1,000 feet in 1 mile. Access to the road is allowed only by four-wheel-drive vehicles, horseback, or by hiking.

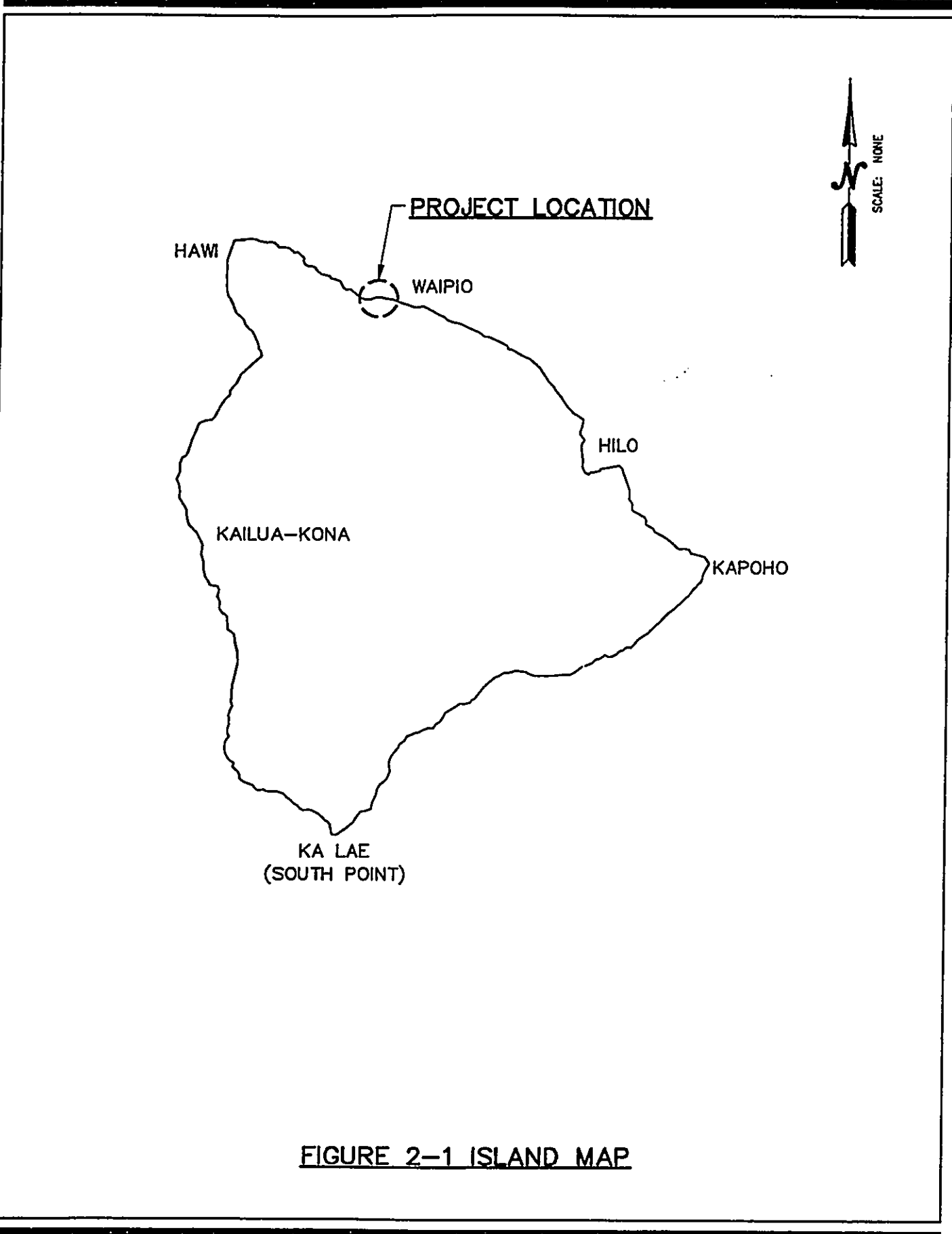
2.1 LOCATION OF THE PROJECT

The proposed project is located in the town of Waipio, in the Hamakua District of Hawaii as shown in Figure 2-1. The project site begins from the top of the lookout and ends where it intersects the beach access road as shown in Figure 2-2. The designated Tax Map Key number for the project site is 4-9-01.

2.1.1 Land Ownership

The Waipio Valley Access Road and its respective right-of-way are owned by the County of Hawaii. The access road is over one hundred years old and can be found recorded on an 1881 Hawaiian Government Survey Map. There is no existing record of the history of the construction or installation of existing telephone or power distribution lines. The absence of records is probably due to the age of the access road.

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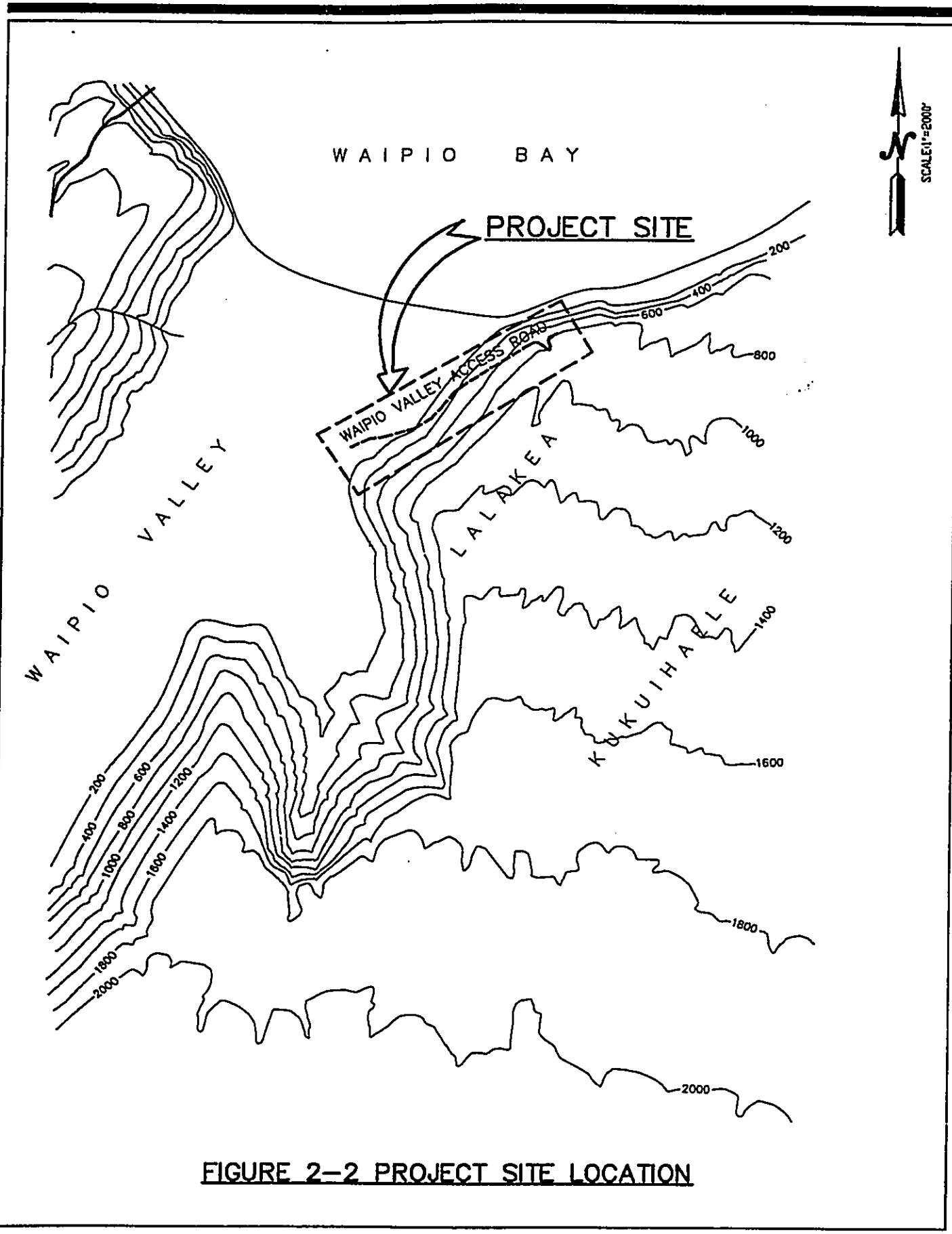


FIGURE 2-2 PROJECT SITE LOCATION

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2.2 PROJECT NEED

Improvements to the Waipio Valley Access Road are needed in order to provide safer driving conditions for residents of the valley, visitors, and tourists who use the roadway. The access road has a slope of roughly 25 percent and is paved with asphalt concrete, which is in very poor condition. The poor maintenance of the access road has resulted in pot holes and cracks in the concrete pavement. The existing driving conditions are potentially hazardous, and the proposed safety improvements to the road may help to prevent vehicles from going off the cliff, as a few have done in the past.

2.3 PROPOSED IMPROVEMENTS

The proposed safety improvements include the installation of a traffic management system, new guard rail, and the construction of an additional turn out as shown in Figure 2-3. The proposed traffic management system includes two traffic lights which are expected to operate under an alternating one-way signal. The period between signal changes will be set to efficiently accommodate local traffic patterns with minimum disruptions. Electrical poles will also be installed along the road to power the traffic system. An information sign will be installed to inform motorists about the operation of the traffic signals. Approximately 1,140 lineal feet of metal beam guard rail will be placed along the lower portion of the road to enhance

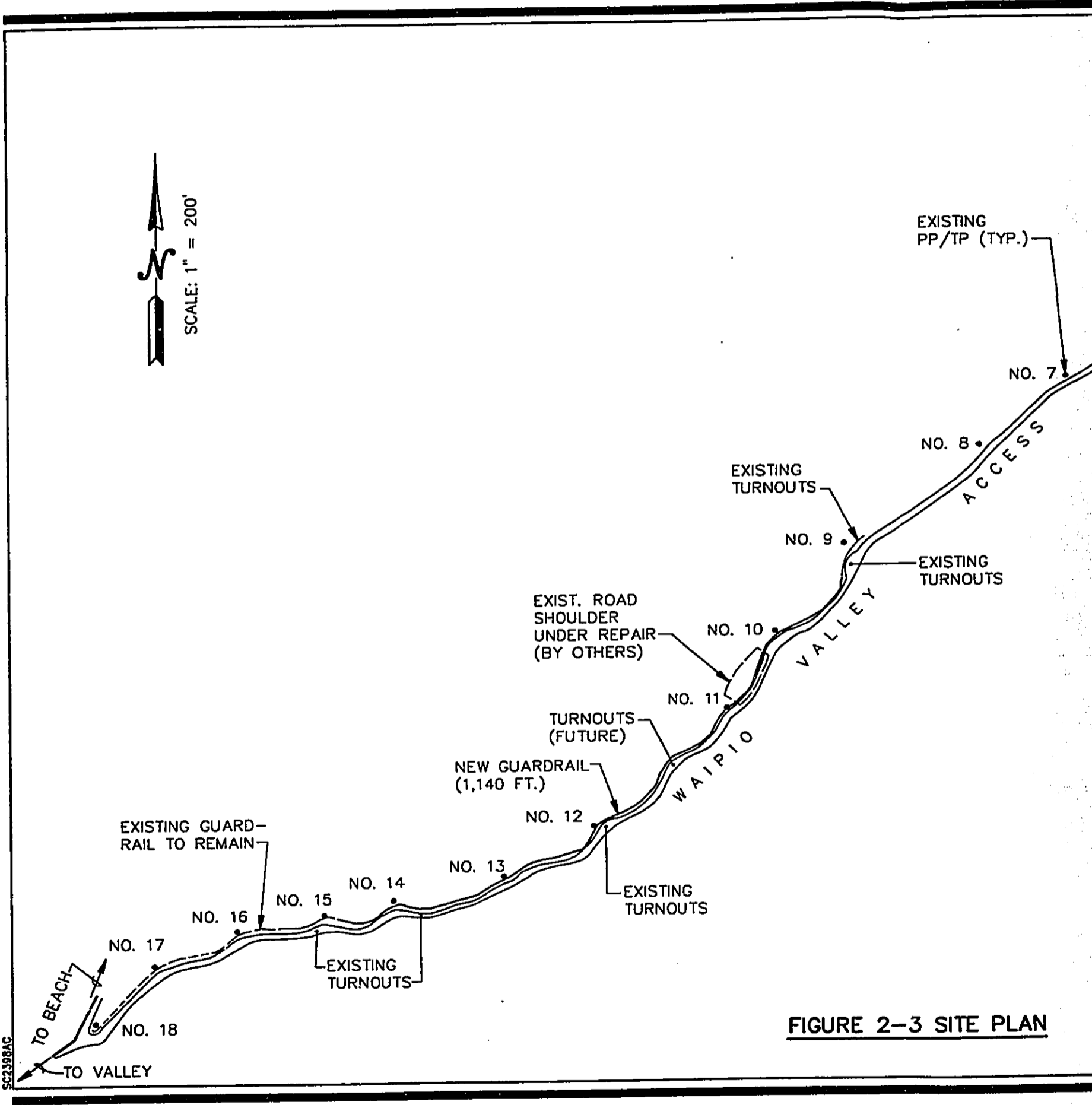
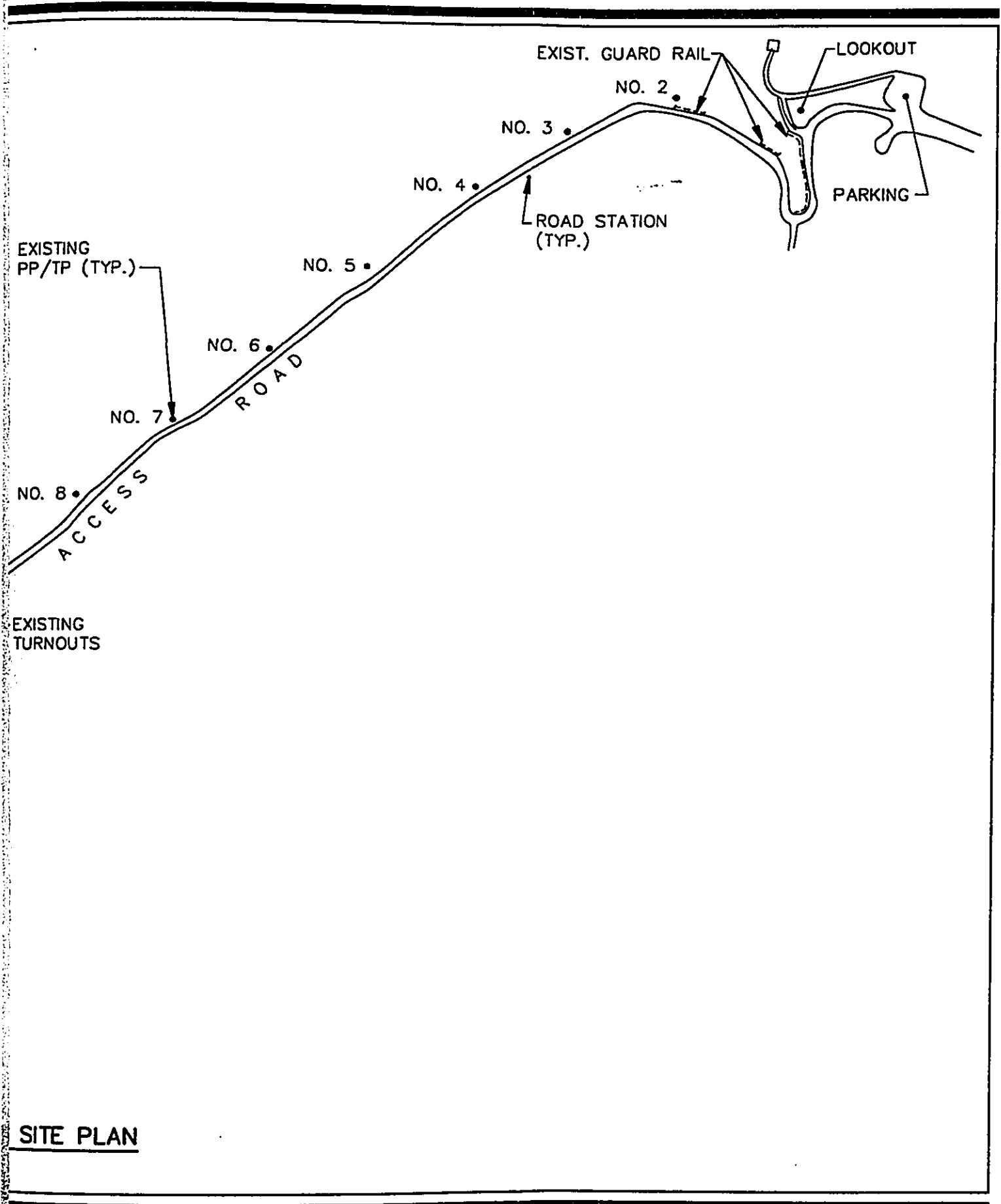


FIGURE 2-3 SITE PLAN



SITE PLAN

vehicle safety. The additional turnout will involve approximately 3 feet of roadway widening; a 6-inch thick unreinforced Fibercrete on a prepared subgrade; and grooves for drainage. The additional turnout will provide motorists with safer passing conditions at a very narrow portion of the roadway. Although one-way traffic will be the prevailing pattern, the additional turnout will provide a safe exit for vehicles in trouble and allow for the passage of emergency vehicles. This project does not include resurfacing or widening any other portion of the access road.

2.4 DEVELOPMENT SCHEDULE AND COST

Commencement of the improvements will be contingent upon satisfying license and permit requirements and upon acquisition of equipment and materials. The project duration will be approximately 5 months. The estimated cost of the proposed project is valued at \$274,000.

SECTION 3

EXISTING CONDITIONS

SECTION 3
EXISTING CONDITIONS

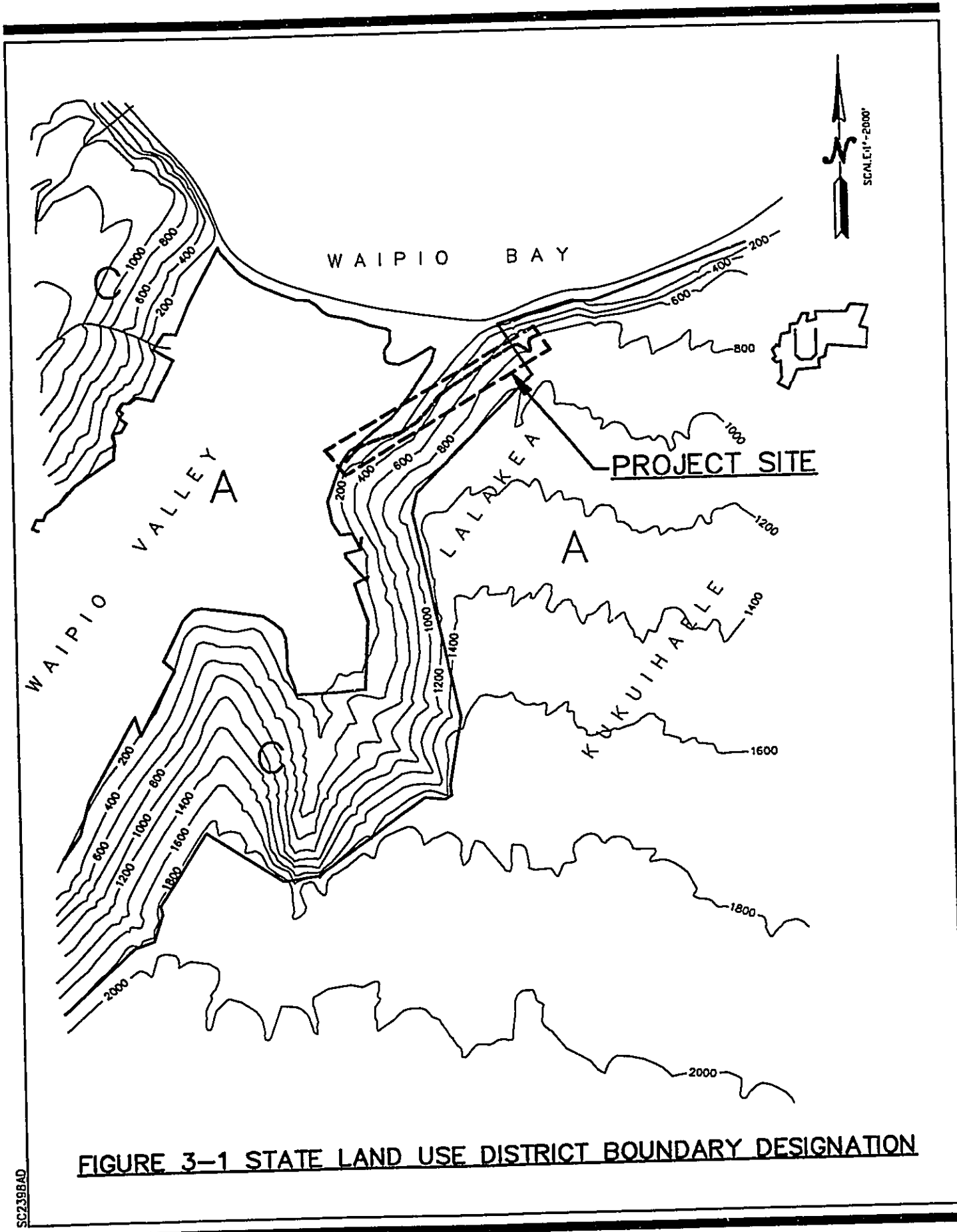
3.1 EXISTING LAND USE DESIGNATIONS

The existing land use designations at the proposed sites are determined by the State of Hawaii and the County of Hawaii as follows:

- 1) State Land Use District Boundary Designation: "Conservation", "Agricultural."
- 2) Conservation District Subzone Boundary Designation: "Limited"
- 3) County of Hawaii General Plan Designation: "Intensive/Extensive Agriculture" and "Conservation."
- 3) County of Hawaii Zoning Designation: "A-40a" (Agricultural), and "O" (Open).

The State Land Use District Boundary Map is shown in Figure 3-1. The Conservation District Subzone Boundary Designation is shown in Figure 3-2.

The office of State Planning's 1992 Five-year Boundary Review proposes a reclassification of the State Land Use Agricultural District of the State Land Use Conservation District for a portion of the project site.



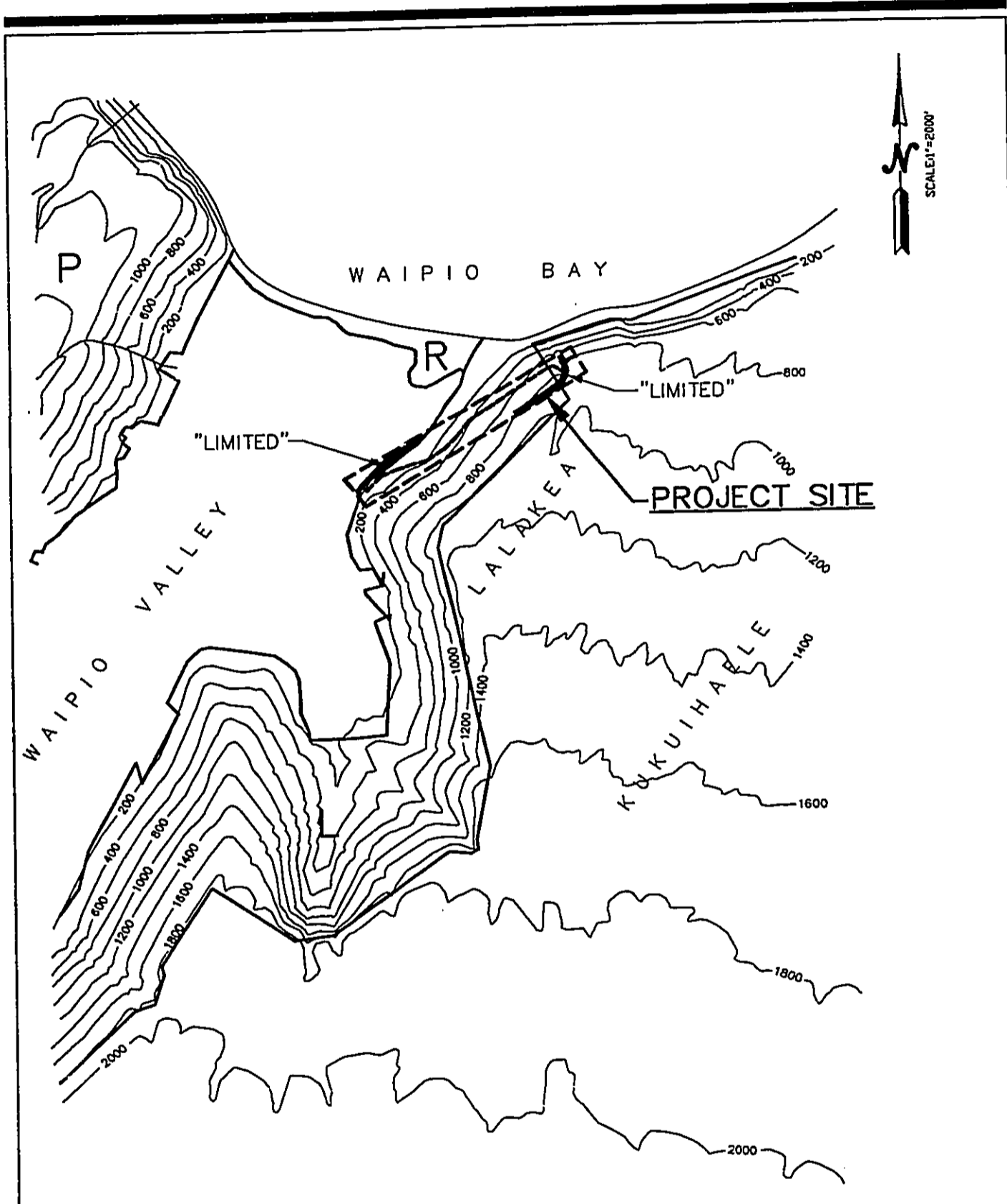


FIGURE 3-2 CONSERVATION DISTRICT SUBZONE BOUNDARY DESIGNATION

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3.2 SURROUNDING LAND USE

The town of Kukuihaele is located to the east of the Waipio Valley Access Road project site, while Waipio Valley is situated to the west. Waipio Valley is a popular tourist attraction due to its scenic beauty and cultural resources. A black sand beach forms the northern boundary of the valley. The valley area has long been one of the best locations for taro farming due to running streams of fresh water, and a rainfall of roughly 100 inches per year. According to a 1991 study, there were approximately 60 inhabitants of Waipio Valley, which include the taro farmers and other private residents that enjoy the rural isolation of the valley.

3.3 TOPOGRAPHY

The Waipio Valley Access Road is considered to be very steep, with a slope of roughly 25%. The elevation at the top of the lookout, (where the road begins), is approximately 840 feet above mean sea level (MSL). The elevation at the bottom of the project site is approximately 40 feet. The surrounding valley is flanked by cliffs that rise approximately 1,000 feet at the ocean to 3,000 feet farther inland.

3.4 SOILS

According to the "Soil Survey of the Island of Hawaii," the primary soil type that exists at the project site is

classified as "Rough Broken Land (RB)." RB is a miscellaneous land type that consists of very steep, precipitous land that is broken by intermittent drainage channels. The slope of this soil type ranges from 35% to 70%, while the annual average rainfall ranges from 50 inches to more than 150 inches.

3.5 FLOOD HAZARDS

The Federal Insurance Rate Map, generated by the Federal Emergency Management Agency (FEMA), shows that most of the Waipio Valley Access Road project site falls under the Zone X classification as shown in Figure 3-3. Zone X represents areas with an estimated 500-year flood, and/or areas inundated by a 100-year flood. The Zone X 100-year flood averages depths of less than one foot, or with drainage areas less than one square mile. The western boundary of the project site falls on the border of a Zone A classification. Zone A represents areas inundated by a 100-year flood. Zone A base flood elevations and flood hazard factors have not been determined.

3.6 EARTHQUAKE HAZARDS

The island of Hawaii is currently classified as a Seismic Zone 3 area as per the Uniform Building Code, 1991. However, the International Conference of Building Officials (ICBO), the national organization in charge of classifying seismic risk, is in the process of upgrading seismic risk on the

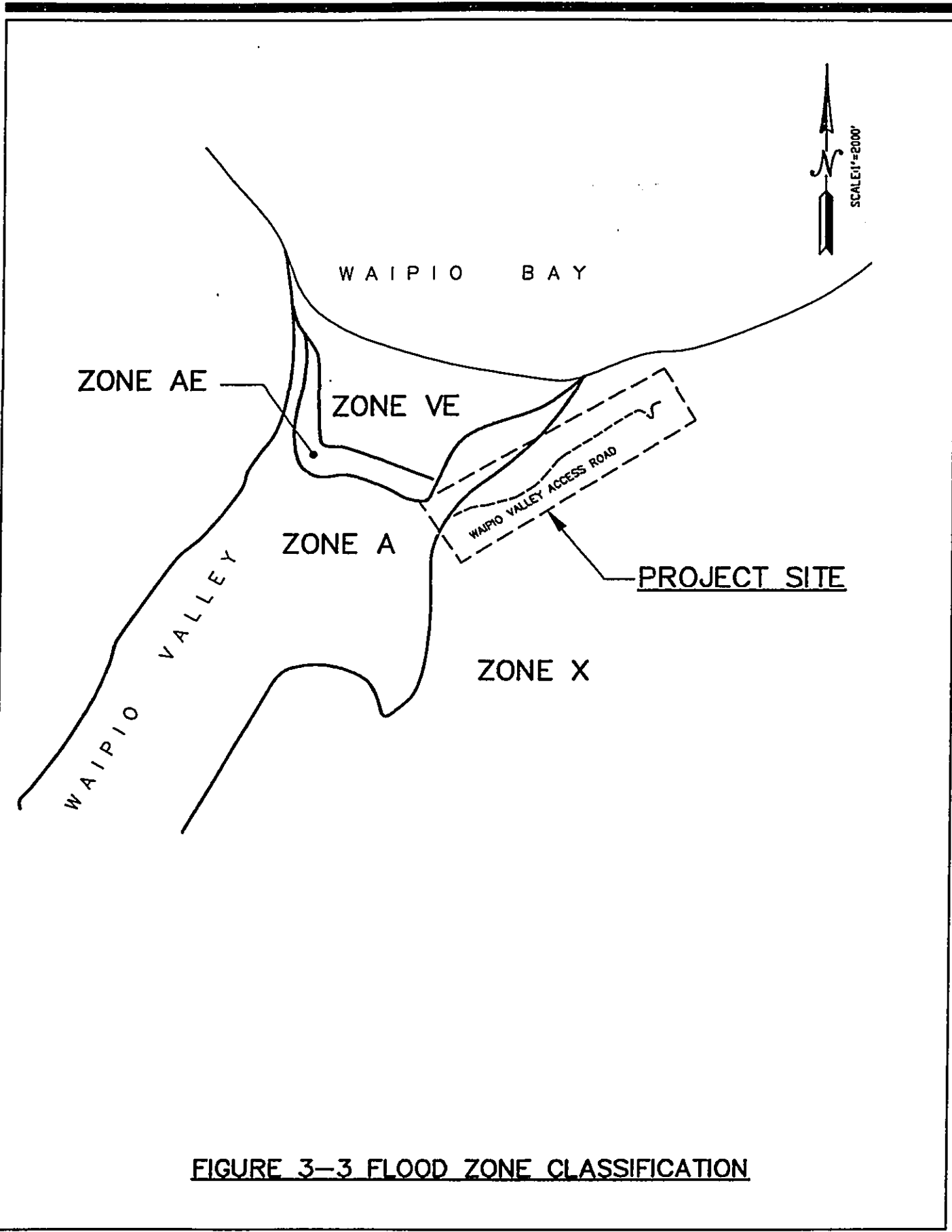


FIGURE 3-3 FLOOD ZONE CLASSIFICATION

Big Island to Zone 4. Zone 0 is considered to be the least active zone, while Zone 4 is considered to be the most active. Hence, the possibility of an earthquake occurring on the Island of Hawaii is relatively high. All new structures will be designed and constructed to resist stresses produced by lateral forces which apply to the appropriate building standards.

3.7 FLORA AND FAUNA

The plant species around the Waipio Valley area are primarily introduced and includes various trees, and miscellaneous scrub growth. The fauna around the project site are primarily introduced, and consists of mongoose, birds, rats, and field mice. A previous bird and mammal survey done for a site approximately one-half mile away from the access road identified one of the following species: the 'Io or the Hawaiian Hawk (endemic to Hawaii); White-tailed Tropic birds and the Great Frigate bird, (indigenous seabirds); Pacific Golden Plover (indigenous migratory bird). The Hawaiian Hawk is listed as an endangered and threatened species according to the 50 CFR 17, "Endangered and Threatened Wildlife and Plants." None of the other bird species observed are considered to be threatened or endangered.

3.8 ARCHAEOLOGY

According to the State Department of Land and Natural Resources, State Historic Preservation Division, the Waipio

Valley Access Road project site has never been surveyed. There are no known or recorded archaeological or historic sites that will be impacted by the proposed safety improvements to the access road.

3.9 GEOLOGY

Waipio Valley sits on the windward side of the Kohala Mountain, which is a single volcano composed of two rock units: the Pololu Basalt and Hawi Volcanic Series. The Pololu formation consists primarily of thin bedded lava flows from the main shield-building phase that forms the basement of the mountain. The greatest volume of rock erupted is a result of the Pololu Basalt. The Hawi series constitutes a fairly thin cap over most of the Kohala Mountain and consists of alkalic basalts of andestic-trachytic composition. Lava flows from Mauna Kea also reached the Hiilawe cove and spilled into the eastern side of the valley.

Erosion of the Pololu base eventually occurred after a relatively long period of time had elapsed between the Pololu and Hawi activities. As a result, deep windward canyons and the shallower valleys on the leeward slope developed after the Hawi eruptive interval.

3.10 HYDROLOGY

The project site lies near the Honokaa Aquifer System in the East Mauna Kea Aquifer Sector. Groundwater resources in this

sector are abundant, with the greatest source being the basal lens. Near the coastline, the lens is roughly 100 feet thick. The lens' thickness increases further inland to approximately several hundred feet. Since the well depths are in the order of approximately 1,000 feet deep, groundwater development can be costly.

The Waipio Stream is the closest surface water body that exists near the western boundary of the project site. This perennial stream is considered to be a native Hawaiian Auwai System, which is normally a family-oriented system based on genealogical records. In some cases, several families divide the flow of the stream and use the water to irrigate their taro patches.

3.11 PUBLIC UTILITIES

The only existing utilities along the Waipio Valley Access Road are overhead telephone lines as shown in Figure 3-4. These overhead lines are supported by old wooden poles that are in need of repair or replacement. There are no existing sewer, water, or power lines along the roadway.

3.12 CLIMATE

The climate in the Waipio area is characterized by moderate temperatures and rainfall. Average temperatures during

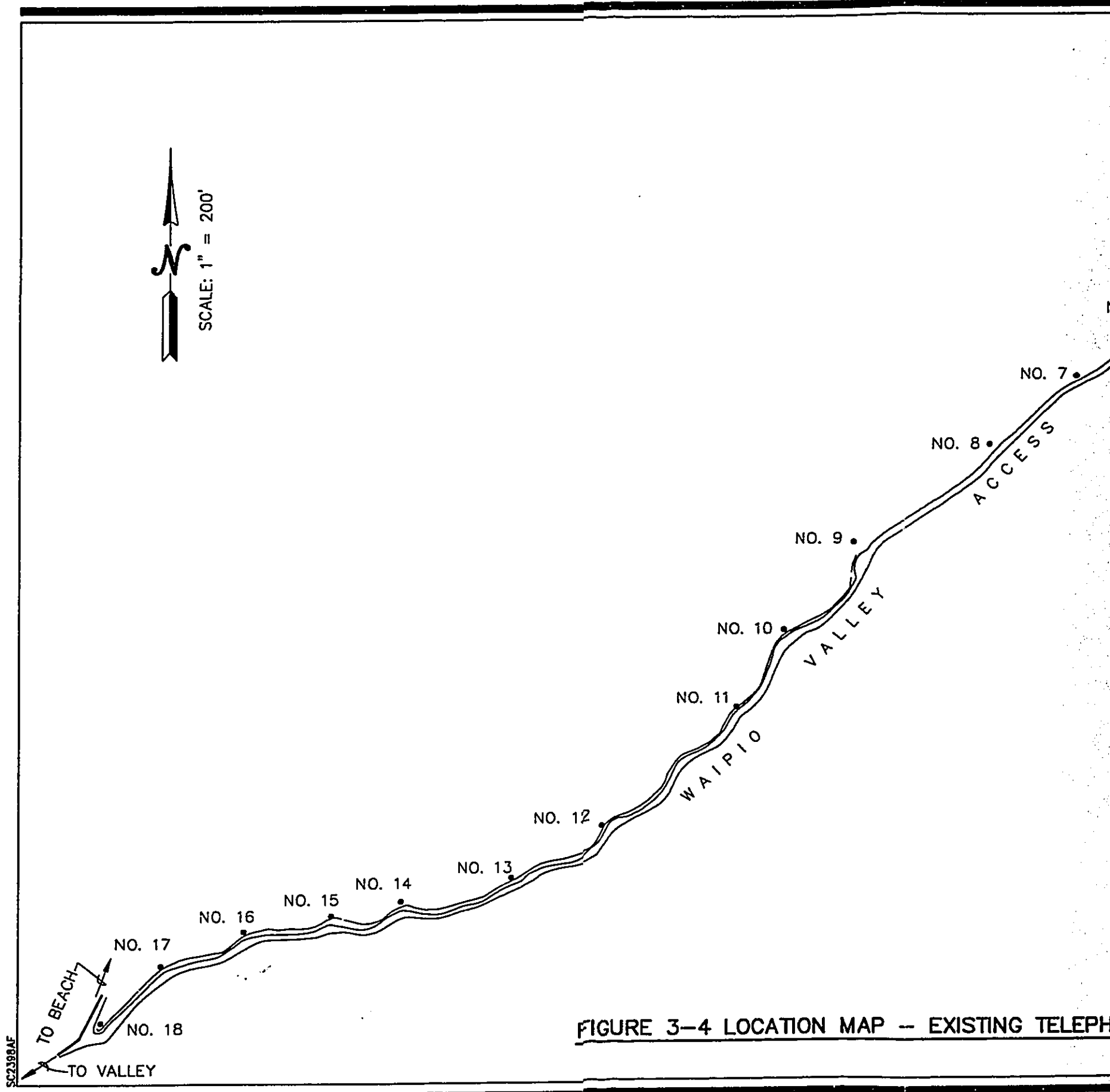
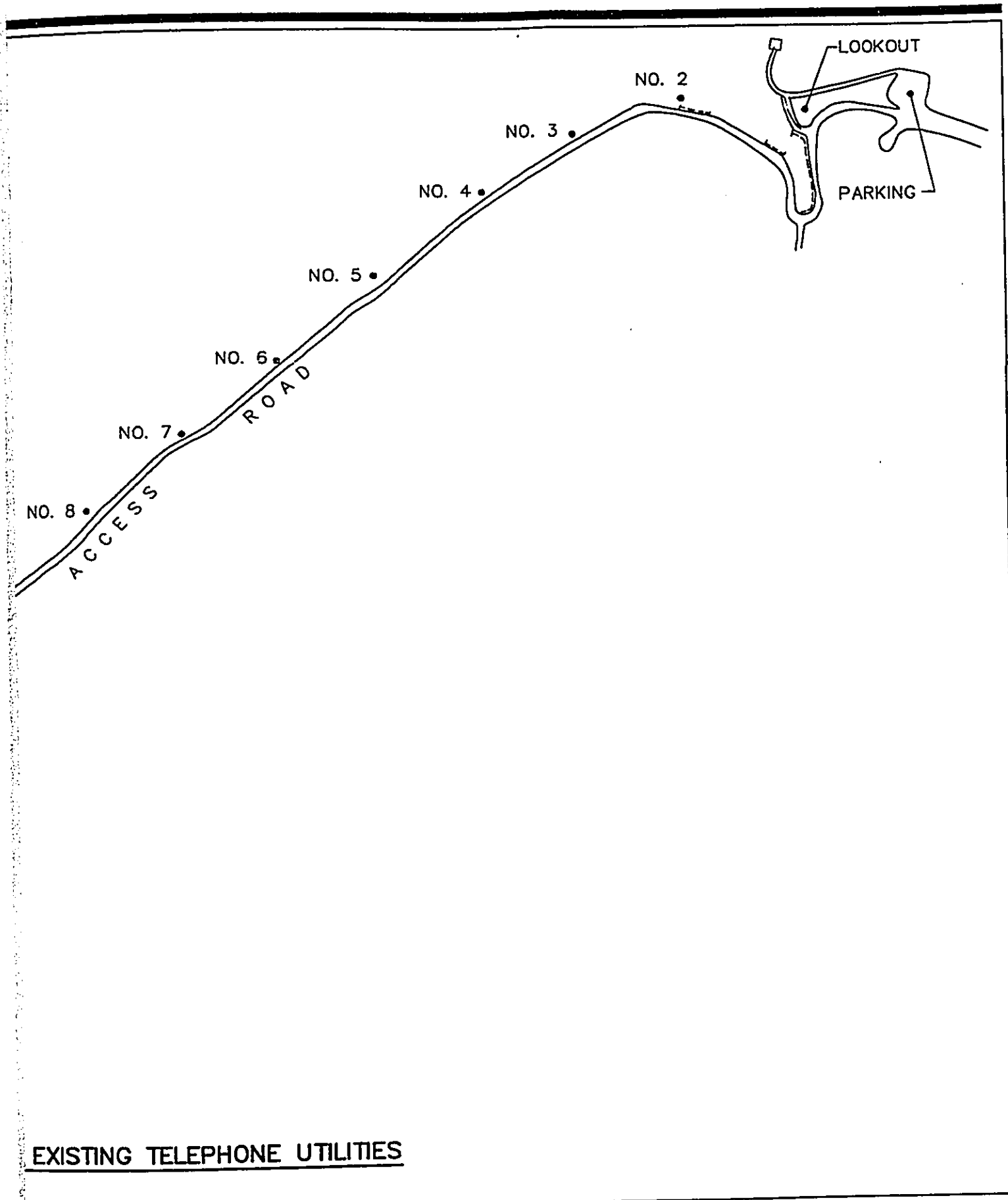


FIGURE 3-4 LOCATION MAP -- EXISTING TELEPH



EXISTING TELEPHONE UTILITIES

the year range from the high-80's (F), to the low- 60's (F). The mean annual rainfall around the project site ranges from approximately 50 to 100 inches per year, while the deeper parts of the valley average in excess of 100 inches per year. The wind blows from the northeasterly or easterly direction, with northeasterly tradewinds prevailing.

SECTION 4

ENVIRONMENTAL IMPACTS AND
MITIGATIVE MEASURES

SECTION 4

ENVIRONMENTAL IMPACTS AND MITIGATIVE MEASURES

The proposed project will generate both short-term and long-term impacts that are typical of roadway construction activities. These impacts include: dust and construction equipment emissions, noise, and traffic disruptions. Many of these impacts can be mitigated through compliance with the applicable federal, state, and county regulations. Environmental protection and mitigation measures will be implemented during the design, construction and post-construction phases of the project.

4.1 SHORT-TERM IMPACTS

Short-term impacts are expected primarily from construction activities. These impacts and their mitigative measures are discussed in the following sections.

4.1.1 Air Quality

Emissions from trucks and construction equipment with diesel engines could cause short term air pollution impacts. Dust emissions can be generated from construction activities such as vehicle movement. Air quality impacts are not expected to be significant since the extent of the construction activities will be minimal and no residential areas are located in the immediate vicinity of the project site.

Impacts from dust created by the movement of construction equipment and construction vehicles will be mitigated through the frequent watering of the site. The necessary erosion control measures shall be taken to prevent foreseeable dust problems.

4.1.2 Noise Impacts

Short-term noise impacts are expected from construction activities and construction equipment. Noise impacts around the Waipio Valley Access Road project site are expected to be insignificant since there are no residential areas immediately along the road. A couple of homes that are located near the intersection of the beach and valley access roads may be temporarily impacted by construction noise associated with the installation of the traffic management system.

The use of mufflers on construction equipment, together with restricting construction activities to standard working hours, will help to mitigate the noise impacts. All operations will be in compliance with the State Department of Health's rules and regulations on noise control (Hawaii Administrative Rules Title 11, Chapter 42).

4.1.3 Traffic Impacts

Traffic impacts from roadway construction activities are expected to occur for the Waipio Valley Access Road. Since the

roadway provides the only access to and from the valley, visitors, tourists, and residents of the valley may experience temporary traffic inconveniences. Traffic flow will continue during the project construction phase. The short-term traffic impacts, though, will give way to a safer and improved access road.

Traffic impacts can be alleviated by informing motorists and residents of Waipio Valley well in advance about the roadway construction activities. Traffic control activity will be publicized as needed to inform motorists in advance of the activities. Construction signs will also be posted before the construction site so that motorists can be aware of the temporary traffic inconveniences. Physical construction activities shall occur during a period of normally low traffic volumes.

4.1.4 Erosion Control

Temporary erosion control measures shall be implemented by the contractor if necessary during construction activities to help minimize soil loss. However, due to the nature of this project, a significant amount of runoff is not expected.

4.1.5 Flora and Fauna Impacts

The Hawaiian Hawk, or the " 'Io" is the only endangered and threatened species known to exist at a site approximately a

half mile from the Waipio Valley Access Road. If there are any nesting areas near to the project site, very little impact should occur since the construction activities are considered to be minimal. In addition to this, the proposed improvements will be confined to the existing road and its respective right-of-way. Hence, no significant short-term impacts on flora and fauna are expected to occur.

4.1.6 Archaeological Impacts

There are no known archaeological findings along the project site since a survey has never been done. Should evidence of historic sites be encountered during construction, all activities in the area of the find shall cease, and the State Historic Preservation Division shall be notified immediately. The Division shall be provided sufficient time to assess the find and recommend appropriate mitigation measures. Any archaeological data recovery work that may be recommended by the Division shall be completed by a qualified archaeologist prior to the commencement of work in the area of the find. Completion of the mitigation work shall be confirmed by the Division, and a report of the findings shall be prepared and submitted to the Division for review and acceptance. If human skeletal remains are inadvertently encountered during construction, procedures outlined in the Hawaii Revised Statutes 6E-43.6 shall be followed.

4.1.7 Impacts on Public Utilities

Since there are no sewer, water, or power lines that exist along the Waipio Valley Access Road, no impacts on these public utilities are expected to occur. The proposed traffic management system will require the installation of an overhead power line that runs from the beginning to the end of the project site. The existing overhead telephone lines should not be impacted by this since new poles will be installed alongside the older wooden poles to support the power line.

4.1.8 Socio-Economic Impacts

The short-term socio-economic impacts that are expected from the proposed project include the temporary disruption of traffic flow, and access to Waipio Valley. Residents of the valley, tourists, and visitors who use the Waipio Valley Access Road may be temporarily inconvenienced due to the traffic disruptions and limited access to and from the valley during roadway construction.

A positive economic impact that may result from the construction of the project is the short-term production of construction related jobs, and a small amount of revenue generated for local restaurants, and material and equipment suppliers.

4.2 LONG-TERM IMPACTS

The long-term impacts of the project will affect the immediate vicinity of the project site, areas around the project site, and the community.

4.2.1 Traffic Impacts

The proposed safety improvements to the Waipio Valley Access Road are needed in the long-term to provide motorists who use the roadway with safer driving conditions. However, an increase in traffic along the access road is not expected because the actual condition of the road will remain the same.

4.2.2 Flora and Fauna Impacts

No significant long-term impacts are expected to occur on the flora or fauna near the project site since the construction activities will be minimal and confined to the existing road and its right-of-way.

4.2.3 Impacts on Public Facilities

No significant long-term impacts are anticipated on the overhead telephone lines that exist along the Waipio Valley Access Road. These lines will not be disrupted during the construction activities.

4.2.4 Socio-Economic Impacts

The improved roadway will provide tourists, visitors, and residents of the valley with safer driving conditions. The safety improvements may also help to prevent accidents from occurring.

However, an increase in the amount of tourists using the access road is not anticipated because of the existing condition of the roadway.

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SECTION 5

**ALTERNATIVES TO THE
PROPOSED PLAN**

SECTION 5

ALTERNATIVES TO THE PROPOSED PLAN

The two alternatives to the proposed project are the "no action", and the "delayed action" options. The consequences of the "no action" and the "delayed action" alternatives are not very favorable since road safety improvements along the Waipio Valley Access Road are needed.

5.1 NO ACTION

A "no action" alternative will not be practical or beneficial for motorists who use the Waipio Valley Access Road since the existing driving conditions are potentially hazardous. The improvements are needed to provide safer driving conditions for residents of the valley, tourists, and visitors who use the road. If the "no action" alternative is taken, then the safety of the motorists will be jeopardized further.

5.2 DELAYED ACTION

A "delayed action" alternative will have similar consequences as a "no action" alternative in that the safety problems of the Waipio Valley Access Road will only persist. Delaying any improvements to the roadway could also result in higher construction costs due to further degradation of existing roadway conditions during the delay period.

SECTION 6

NEGATIVE DECLARATION
DETERMINATION

SECTION 6

NEGATIVE DECLARATION DETERMINATION

This document constitutes a Negative Declaration. As a result, an Environmental Impact Statement will not be required for the proposed improvements to the Waipio Valley Access Road Safety Improvement Project. This determination is in accordance with the Hawaii Revised Statutes, Chapter 343.

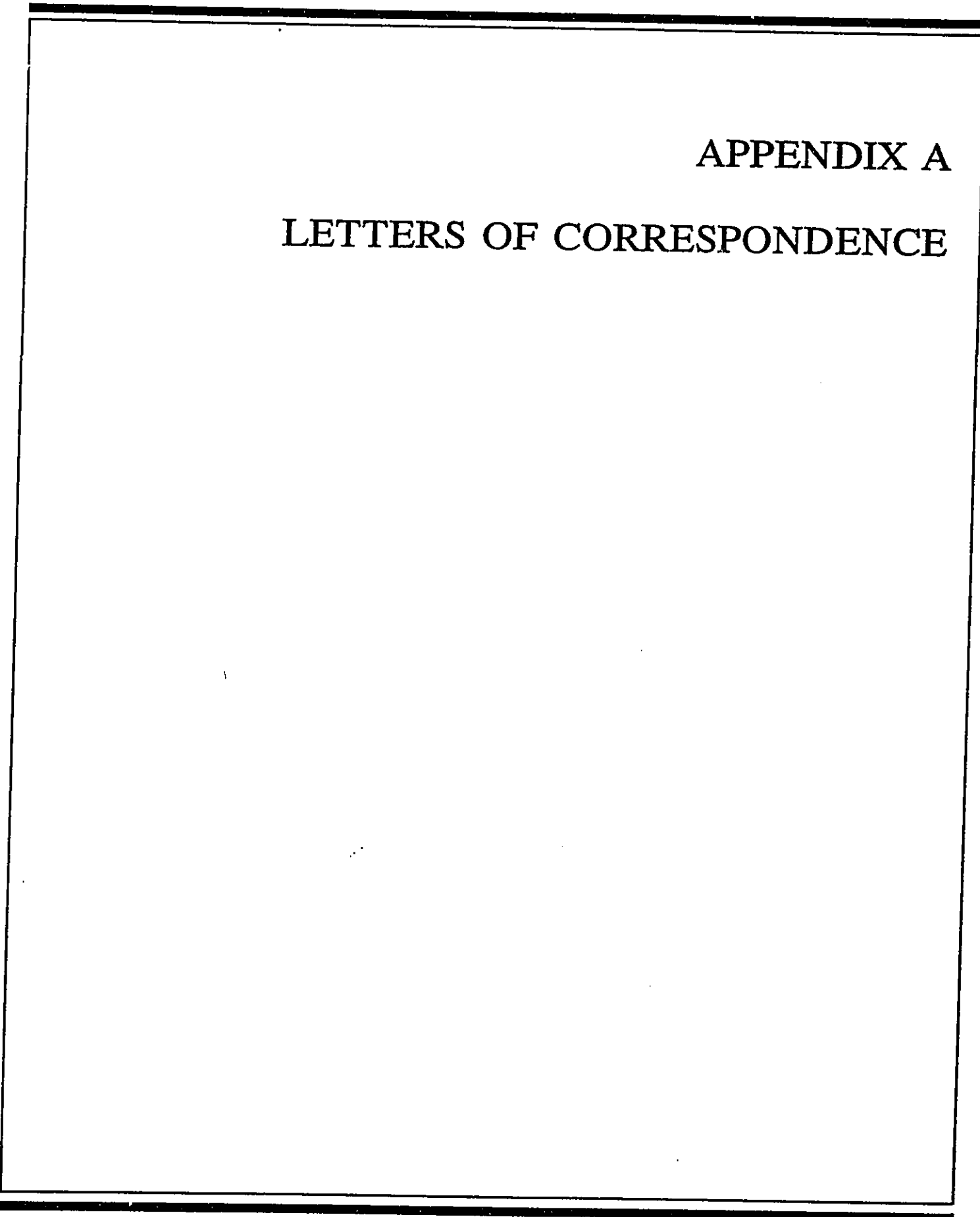
Although several potential negative impacts are expected from the proposed project, these impacts are temporary and will be minimized through the mitigation measures identified in Section 4. The benefit that results from the proposed project (safer roadway) will far outweigh the short term negative impacts.

REFERENCES

REFERENCES

1. Department of Land and Natural Resources, Commission on Water Resource Management. Hawaii County Water Use and Development Plan. February 1992.
2. Mink & Yuen, Inc. Hydrogeological Assessment. High-Level Groundwater in the Waimea-Puukapu Region Hawaii. December 1994.
3. Stearns, H.T. and Macdonald, G.A. Geology and Groundwater Resources of the Island of Hawaii: Territory of Hawaii, Division of Hydrography. 1946.
4. Takemoto, Roy R. Final Environmental Impact Statement—Amanresort. Kanahonua and Waikoekoe, Hamakua District, Hawaii. February 7, 1994.
5. United States Department of Agriculture Soil Conservation Service. Soil Survey of the Island of Hawaii, State of Hawaii. December 1973.
6. International Conference of Building Officials. Uniform Building Code. 1991 edition.
7. Federal Emergency Management Agency. Hawaii County, Hawaii. Flood Insurance Rate Map. September 16, 1988.
8. County of Hawaii, Planning Department. Hawaii County Zoning Maps.
9. County of Hawaii, Planning Department. Hawaii County General Plan Maps.
10. State Department of Land and Natural Resources, Land Use Commission. Land Use District Boundary Maps—Kukuihaele Quadrangle. 1982.

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APPENDIX A

LETTERS OF CORRESPONDENCE

LETTERS OF CORRESPONDANCE:

OUTGOING LETTERS



ASSOCIATES, INC.

May 12, 1995

Engineers/Architects

Department of Land and Natural Resources
State Historic Preservation Division
1151 Punchbowl Street
Honolulu, Hawaii 96813

ATTENTION: MR. TOM DYE

Re: Request for Historic/Archaeological Information for the
Waipio Valley Access Road Safety Improvement Project
Waipio, Hamakua, Hawaii (TMK: 4-9-01)

Dear Mr. Dye:

GMP Associates, Inc. is currently doing an Environmental Assessment for the Waipio Valley Access Road Safety Improvement Project and requests information on any significant historical or archaeological sites within the project area.

The proposed project will provide safety improvements to the Waipio Valley Access Road, situated in Waipio, Hawaii. The project site is located along roughly 4000 feet of the existing access road as shown in Exhibit A. The safety improvements involve the installation of a traffic management system, new guard rail, and the construction of an additional turnout. The traffic management system will allow access of one-way traffic to occur at intervals to be determined by the County. Electrical poles will also be installed along the road to power the traffic system. An information sign will be installed to inform motorists about the operation of the traffic signals. Approximately 1,225 lineal feet of metal beam guard rail will be placed along the lower portion of the road to ensure better safety. The additional turnout will involve approximately 3 feet of widening, a 6-inch thick unreinforced Fibercrete on a prepared subgrade, and grooves for drainage. Motorists will be provided with safer passing conditions with the additional turnout.

If you have any questions or require additional information regarding the project, please call me at 521-4711. Thank you for your time and prompt attention to this request.

Sincerely,

C. Michael Street, P.E.
Vice President

Enclosure



ASSOCIATES, INC.

Engineers/Architects

June 23, 1995

Mr. Roger Evans, Administrator
Department of Land and Natural Resources
Office of Conservation and Environmental Affairs
Kalanimoku Building
1151 Punchbowl Street, Room 131
Honolulu, Hawaii 96813

Dear Mr. Evans:

Re: Subzone Boundary Determination for the
Waipio Valley Access Road Safety Improvement Project
Waipio, Hamakua, Hawaii (TMK: 4-9-01)

GMP Associates, Inc. requests a subzone boundary determination for the proposed Waipio Valley Access Road Safety Improvement Project located in Waipio, Hawaii as shown in Exhibit A. The subzone map and TMK map have also been included for your use as Exhibits B and C, respectively.

The proposed project is located along roughly 4000 feet of the existing access road as shown in Exhibit D. The safety improvements include the installation of a traffic management system, new guard rail, and the construction of an additional turn out. The traffic management system will allow access of one-way traffic to occur at intervals to be determined by the County of Hawaii. Electrical poles will also be installed along the road to power the traffic system. An information sign will be installed to inform motorists about the operation of the traffic signals. Approximately 1,225 lineal feet of metal beam guard rail will be placed along the lower portion of the road to enhance vehicle safety. The additional turnout will involve approximately 3 feet of roadway widening; a 6-inch thick unreinforced Fibercrete on a prepared subgrade, and grooves for drainage. Motorists will benefit from the safer passing conditions resulting from the construction of the additional turnout.

We have enclosed the \$50.00 filing fee as required under Title 13, Chapter 5, Section 38(b). Should you have any further questions, please contact me at 521-4711. Thank you for your time and prompt attention to our request.

Sincerely,

GMP ASSOCIATES, INC.

C. Michael Street, P.E.
Vice President

Enclosures

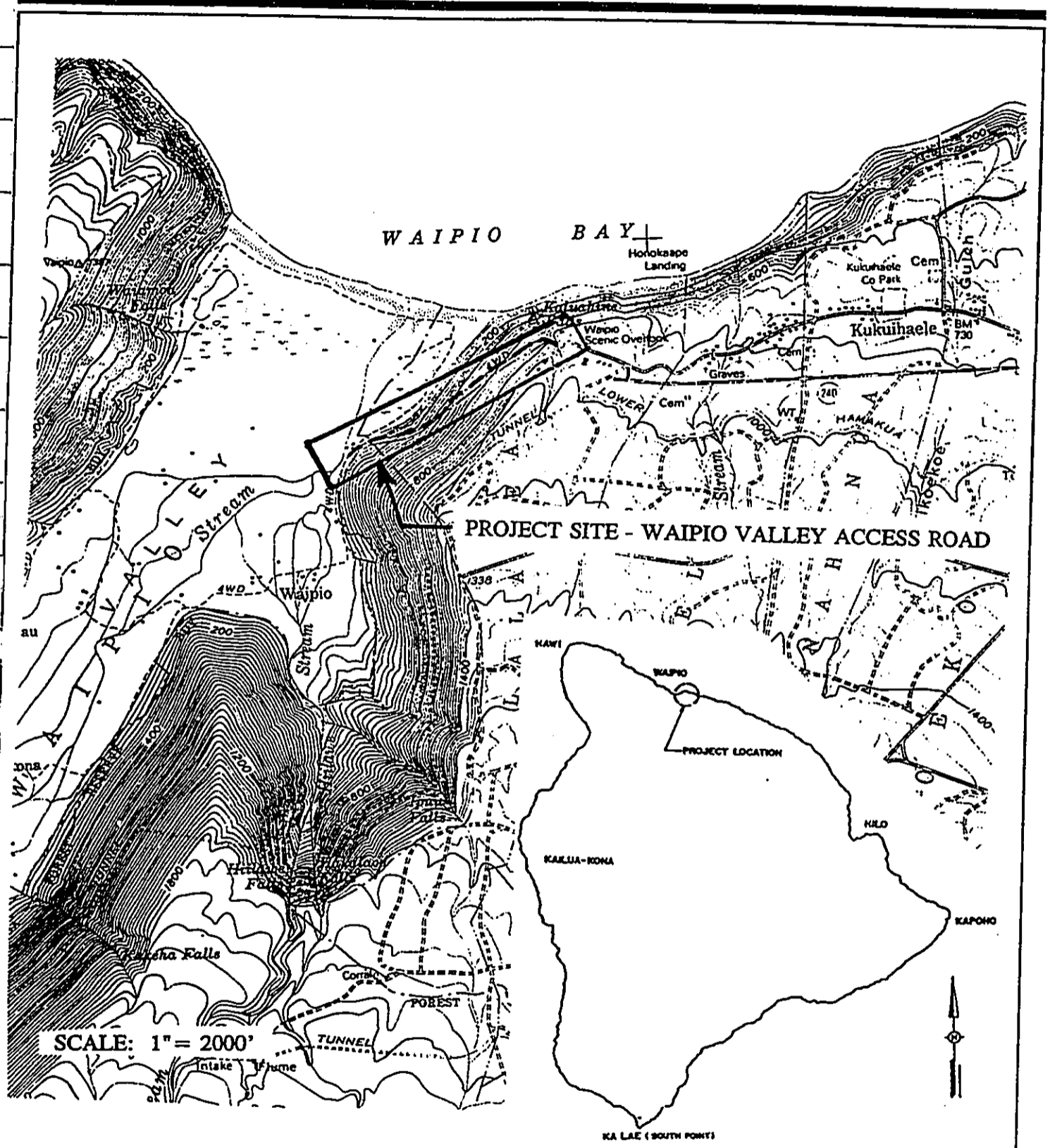


EXHIBIT A - PROJECT SITE LOCATION

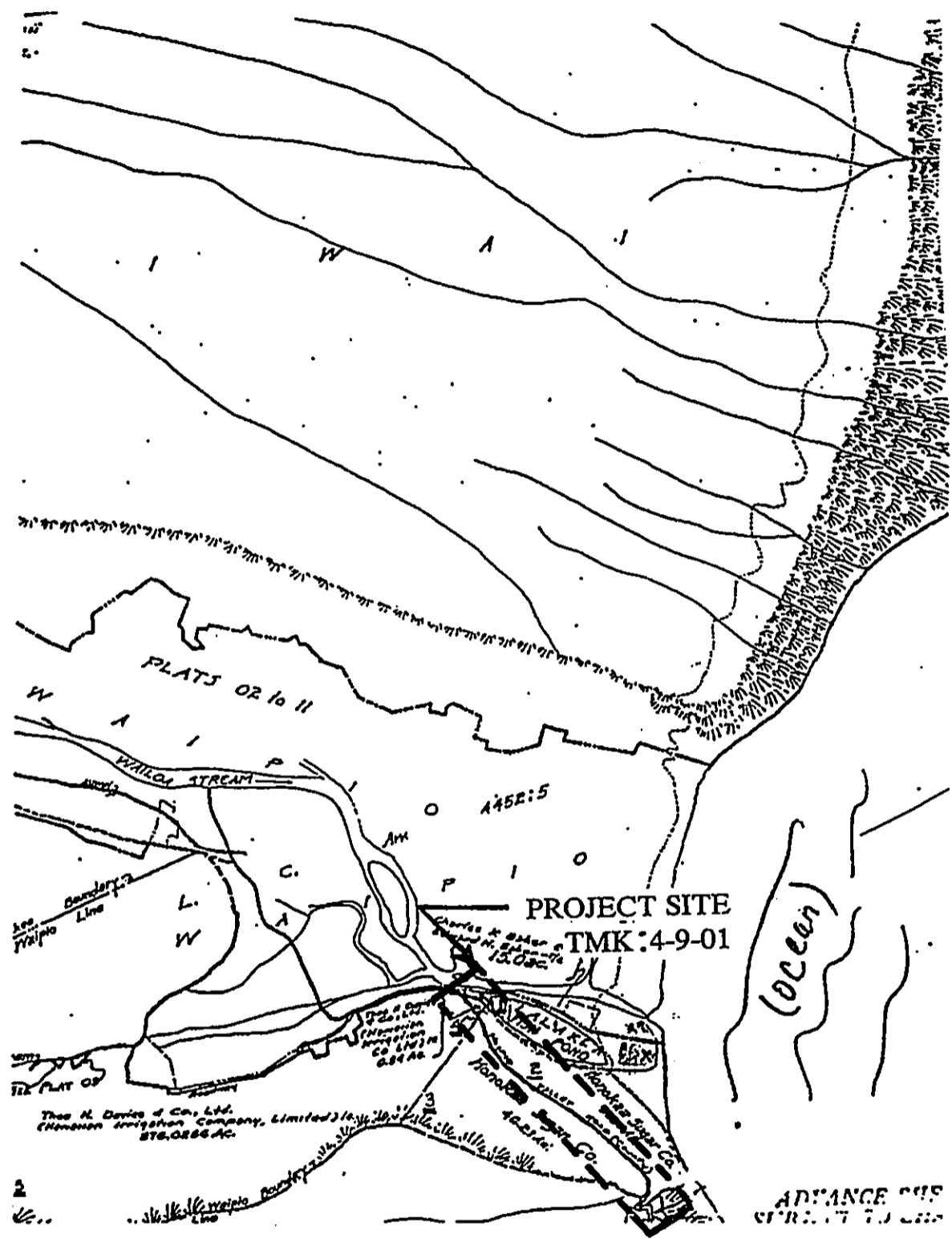


EXHIBIT C - TMK MAP

WAIPIO VALLEY ACCESS ROAD SAFETY IMPROVEMENTS

Job NO. P-3181

WAIPIO, HAMAKUA, HAWAII
COUNTY & STATE OF HAWAII

FOR
DEPARTMENT OF PUBLIC WORKS
COUNTY OF HAWAII

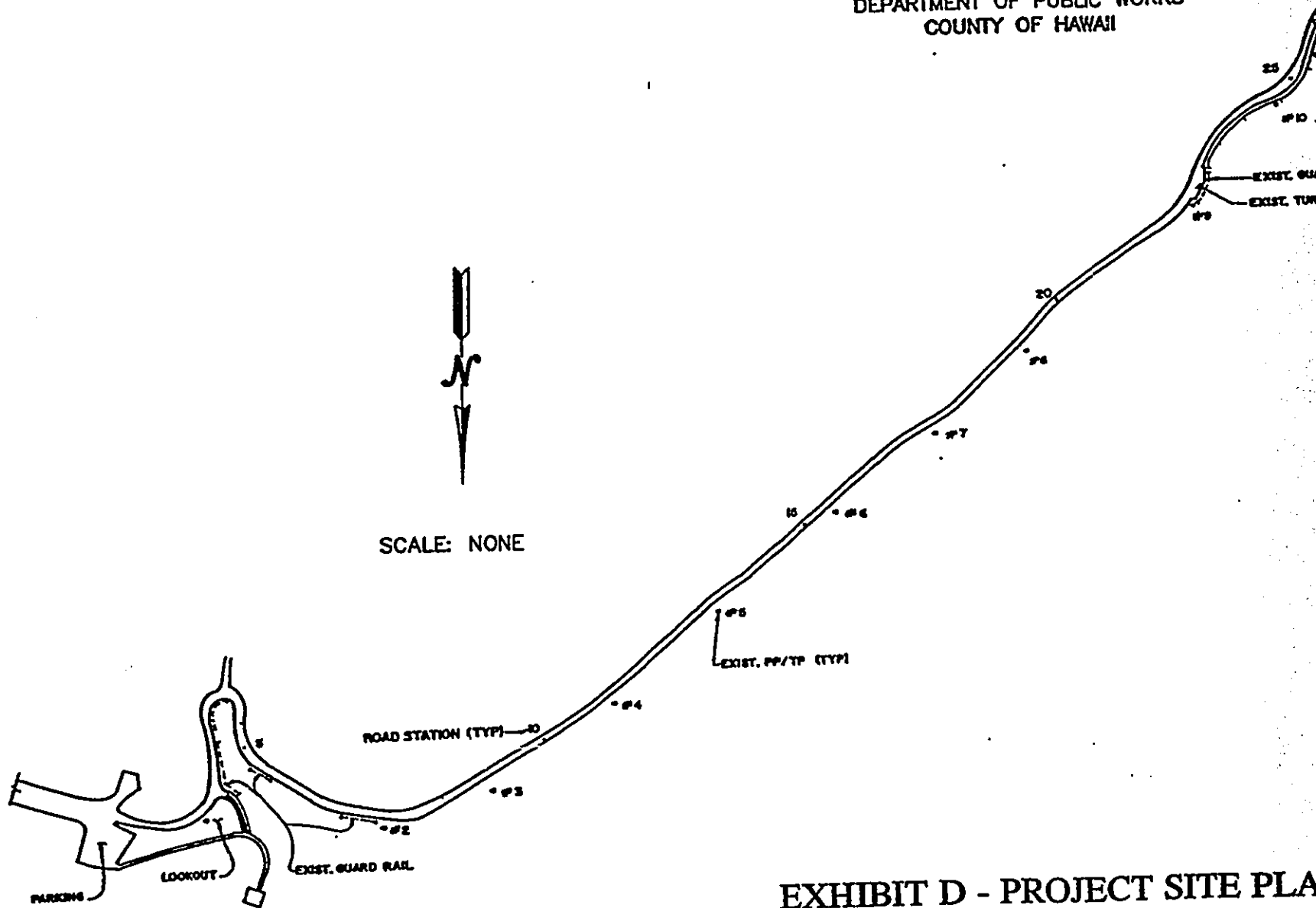


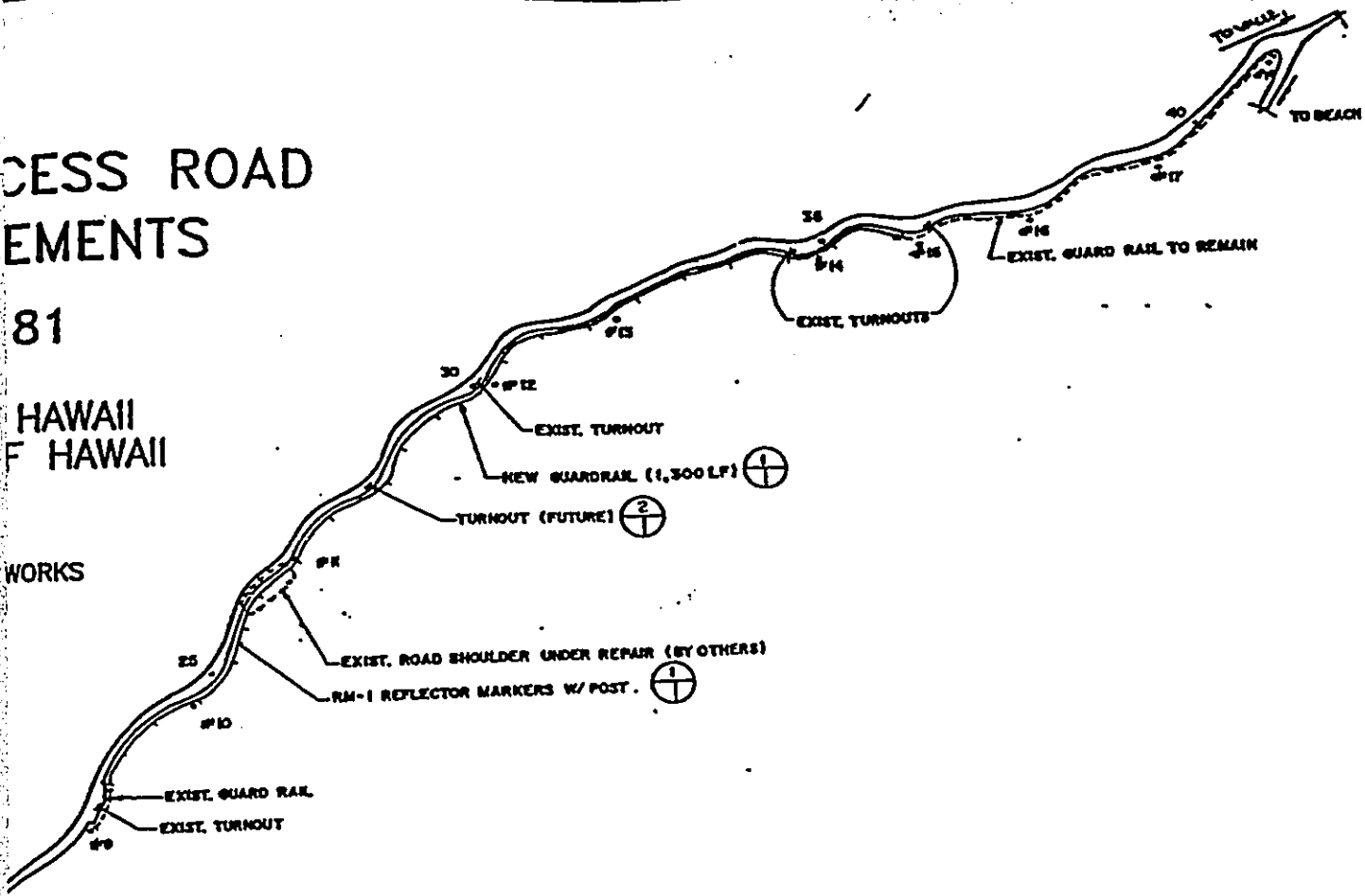
EXHIBIT D - PROJECT SITE PLAN

ACCESS ROAD IMPROVEMENTS

81

HAWAII
OF HAWAII

WORKS



T SITE PLAN

REVISION	DATE	BY	MADE BY	APPROVED
ENGINEERING DIVISION, DEPT. OF PUBLIC WORKS COUNTY OF HAWAII				
HILO		HAWAII		
WAPIO VALLEY ACCESS ROAD SAFETY IMPROVEMENTS JOB NO. P-3161				
HAMAKUA		HAWAII		
TITLE SHEET, VICINITY MAP AND SITE PLAN				
	CAMP ASSOCIATES, INC. ENGINEERS/ARCHITECTS 841 BISHOP STREET, SUITE 1301 HONOLULU, HAWAII, 96813 TEL (808)531-4711 FAX (808)536-3369			SURVEY
				DESIGN
				DRAWN
				CHECKED
				<p style="text-align: center;">C-1</p>

TB-DP-WHI



Engineers/Architects

July 28, 1995

Mr. Brooks Harper
Field Supervisor
U.S. Fish and Wildlife Service
P. O. Box 50167
Honolulu, Hawaii 96850

Re: Waipio Valley Access Road Safety Improvement Project
Waipio, Hamakua, Hawaii (TMK: 4-9-01)

Dear Mr. Harper:

GMP Associates, Inc. is preparing a Draft Environmental Assessment (DEA) for the Waipio Valley Access Road Safety Improvement Project. A map indicating the project site is enclosed. A outline of the project is summarized below.

The two alternatives to the proposed project are the "no action", and the "delayed action" options. The consequences of the "no action" and the "delayed action" alternatives are not favorable since road safety improvements along the Waipio Valley Access Road are needed.

The proposed project will provide safety improvements to the Waipio Valley Access Road, situated in Waipio, Hawaii. The project site is located along roughly 4000 feet of the existing access road as shown in Exhibit A. The safety improvements involve the installation of a traffic management system, new guard rail, and the construction of an additional turnout. The traffic management system will allow access of one way traffic to occur at intervals to be determined by the County. Electrical poles will also be installed along the road to power the traffic system. An information sign will be installed to inform motorists about the operation of the traffic signals. Approximately, 1,225 lineal feet of metal beam guard rail will be placed along the lower portion of the road to ensure better safety. The additional turnout will involve approximately three feet of widening, a six inch thick unreinforced Fibercrete on a prepared subgrade, and grooves for drainage. Motorists will be provided with safer passing conditions with the additional turnout.



ASSOCIATES, INC.


Engineers/Architects

page 2

The 'Io, Hawaiian Hawk, is the only endangered and threatened species known to exist at a site approximately a half mile from the Waipio Valley Access Road. It is not anticipated that any impact will occur to the nesting site located outside the project area. There are no anticipated flora or fauna impacts due to the confined construction area.

Your comments or questions regarding the Waipio Valley Access Road Project are appreciated. Thank you for your prompt attention to this request. If you have any questions or need further information, please contact Lara Melnyk at 521-4711.

Sincerely,



Michael M. Miyahira, P.E.
Environmental Engineer

Enclosure

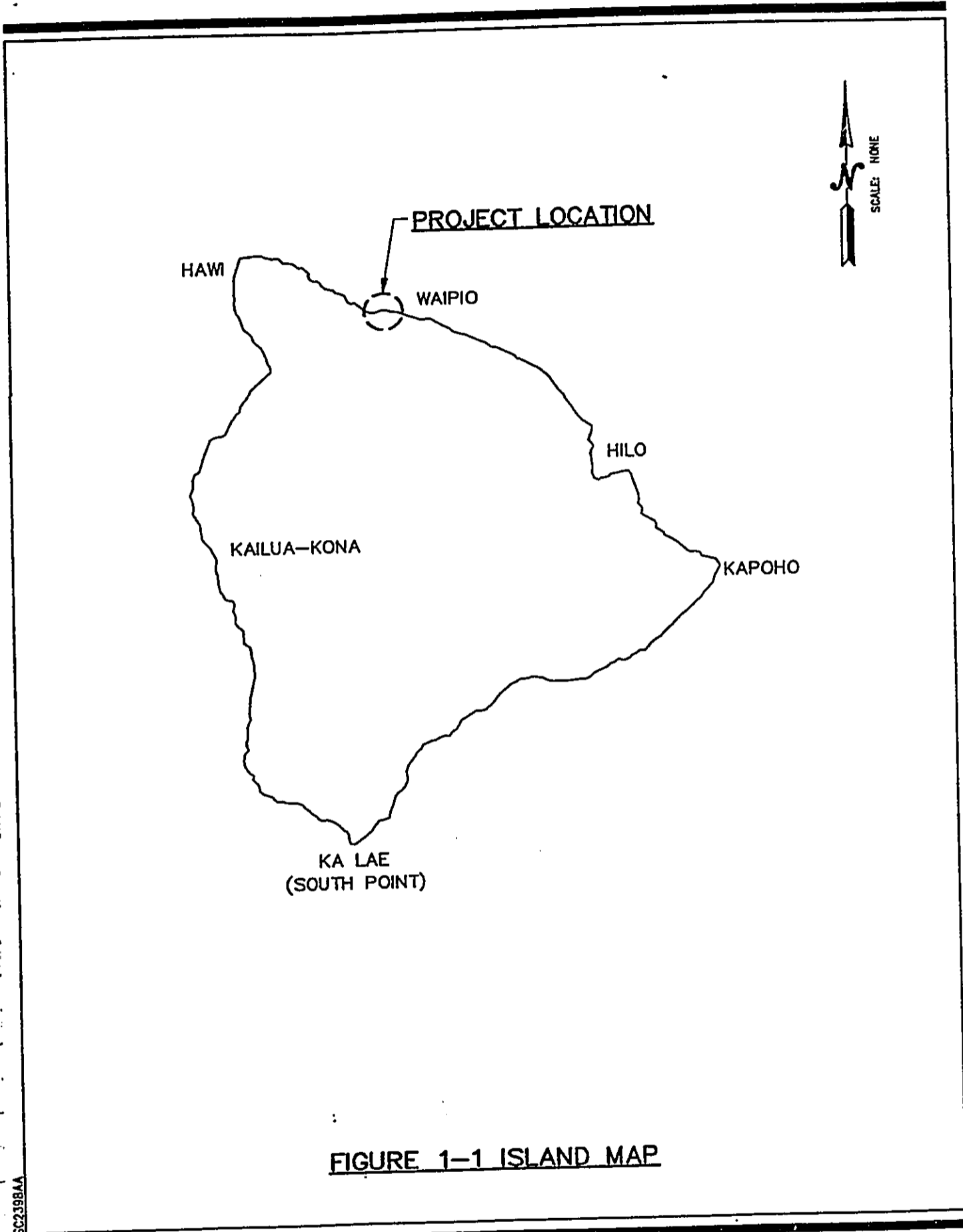
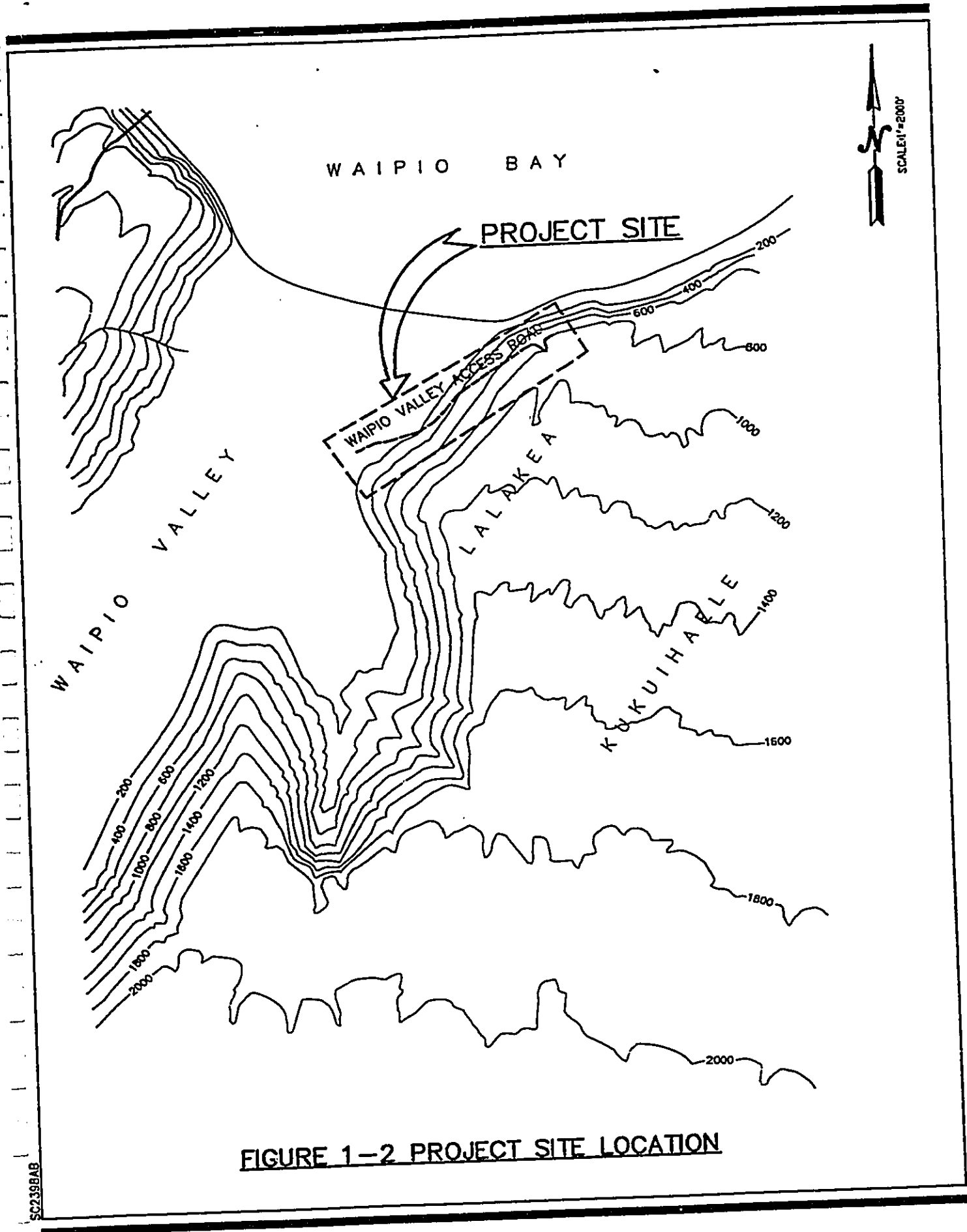


FIGURE 1-1 ISLAND MAP

SC2398AA



LETTERS OF CORRESPONDANCE:

INCOMING LETTERS

BENJAMIN J. CAYETANO
GOVERNOR OF HAWAII



MICHAEL D. WILSON, CHAIRPERSON
BOARD OF LAND AND NATURAL RESOURCES

DEPUTY
GILBERT COLOMA-AGARAN

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

RECEIVED
GMP ASSOCIATES, INC.
195 JUN 12 AM 9 50

STATE OF HAWAII
DEPARTMENT OF LAND AND NATURAL RESOURCES

STATE HISTORIC PRESERVATION DIVISION
33 SOUTH KING STREET, 6TH FLOOR
HONOLULU, HAWAII 96813

June 6, 1995

Mr. C. Michael Street
GMP Associates, Inc.
841 Bishop Street, Suite 1501
Honolulu, Hawaii 96813

LOG NO: 14668
DOC NO: 9505PM17

Dear Mr. Street:

**SUBJECT: Request for Historic/Archaeological Information
for the Waipio Valley Access Road Safety Improvement Project
Waipio, Hamakua, Island of Hawaii
TMK: 4-9-1**

This is in response to your letter of May 12, 1995 to Tom Dye. The letter was passed on to our Hawaii Island archaeologist, Patrick McCoy.

There are no known or recorded archaeological or historic sites along the access road, which may never have been surveyed, however. We do not believe that any such sites exist within the proposed project area. In our view the proposed improvement work will have "no effect" on significant historic sites.

If you have any questions please contact Patrick McCoy (587-0006).

Aloha,

A handwritten signature in black ink, appearing to read "Don Hibbard".

DON HIBBARD, Administrator
State Historic Preservation Division

PM:amk

BENJAMIN J. CAYETANO
Governor of Hawaii

JUL 7 AM 9 31



STATE OF HAWAII
DEPARTMENT OF LAND AND NATURAL RESOURCES

P. O. Box 621
Honolulu, Hawaii 96809

Chairperson
MICHAEL D. WILSON
Board of Land and Natural Resources

Deputy Director
GILBERT COLOMA-AGARAN

Aquaculture Development
Aquatic Resources
Boating and Ocean Recreation
Bureau of Conveyances
Conservation and Environmental Affairs
Conservation and Resources Enforcement
Forestry and Wildlife
Historic Preservation
Land Management
State Parks
Water and Land Development

REF:OCEA::KRM

FILE: SR 95-4

Mr. C. Michael Street, P.E.
Vice President
GMP Associates, Inc.
841 Bishop Street
Suite 1501
Honolulu, Hawaii 96813

JUL 5 1995

Dear Mr. Street:

SUBJECT: Subzone Boundary Determination for the Waipio Valley Access Road
Safety Improvement Project at Waipio, Hamakua, Hawaii (TMK: 4-9-1)

Thank you for your June 23, 1995, letter requesting a subzone boundary determination for the subject project. We have reviewed the submitted information and have provided our determination on your "Exhibit B - Subzone Map." Please see attached.

Should you have any questions, please contact Cathy Tilton of our Office of Conservation and Environmental Affairs at 587-0377.

Aloha,

Michael D. Coloma-Agaran
for MICHAEL D. WILSON

Enclosure

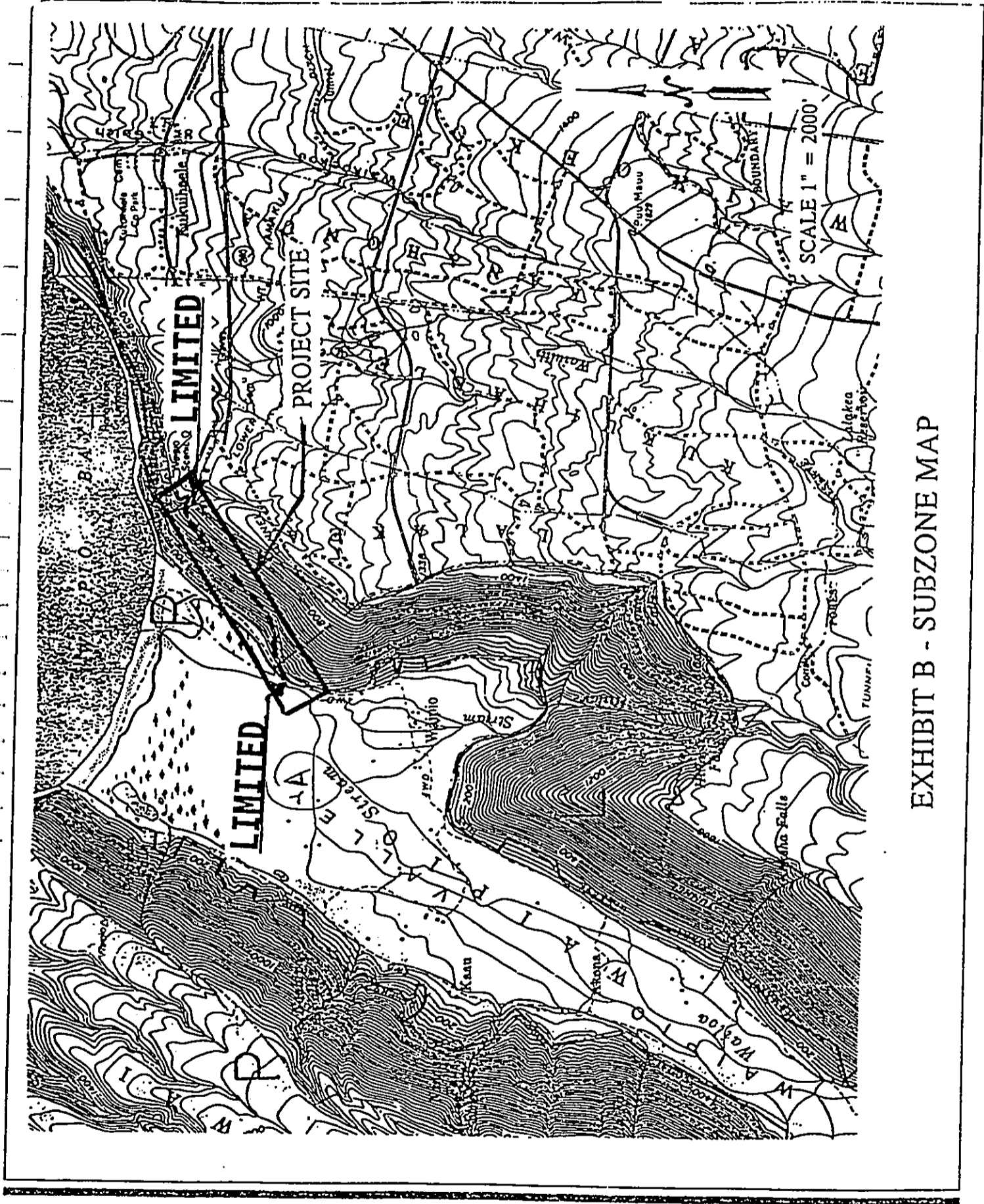


EXHIBIT B - SUBZONE MAP

Stephen K. Yamashiro
Mayor



Donna Fay K. Kiyosaki
Chief Engineer

Jiro A. Sumada
Deputy Chief Engineer

County of Hawaii

DEPARTMENT OF PUBLIC WORKS

25 Aupuni Street, Room 202 • Hilo, Hawaii 96720-4252
(808) 961-8321 • Fax (808) 969-7138

July 28, 1995

GMP ASSOCIATES, INC.
841 BISHOP STREET SUITE 1501
HONOLULU, HAWAII 96813

ATTENTION: MR. MICHAEL STREET, P.E.

DEAR MIKE:

SUBJECT: WAIPIO VALLEY PROJECT

Attached is the SMA Use Permit Assessment from the County Planning Department. Please proceed with necessary actions to implement the project.

A handwritten signature in black ink, appearing to read "Donna Fay K. Kiyosaki".

DONNA FAY K. KIYOSAKI, P.E.
Chief Engineer

Attachment

cc: ENG (w/attachment)

35 JUL 29 1995
1 11:08 10
COUNTY OF HAWAII
DEPARTMENT OF PUBLIC WORKS

Stephen K. Yamashiro
Mayor



Virginia Goldstein
Director

Norman Olesen
Deputy Director

County of Hawaii

PLANNING DEPARTMENT

25 Aupuni Street, Room 109 • Hilo, Hawaii 96720-4252
(808) 961-8288 • Fax (808) 961-9615

July 26, 1995

Ms. Donna Fay K. Kiyosaki
Chief Engineer
County Department of Public Works
25 Aupuni Street, Room 202
Hilo, HI 96720

Dear Ms. Kiyosaki:

Special Management Area (SMA) Use Permit Assessment
Application (SMAA 95-39)
Applicant: County, Department of Public Works
Request: Safety Improvements to Waipio Valley Access Road
including Traffic Management System, Guard Rail, and
Additional Turn-Out
Tax Map Key: 4-9-01: Waipio, North Hilo, Hawaii

We have reviewed your SMA Use Permit Assessment Application for the proposed installation of safety improvements within the Waipio Valley Access Road right-of-way as described above.

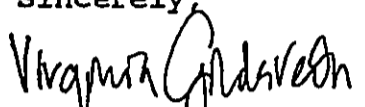
We have determined that your proposal is exempt from the definition of "development" as established by Planning Commission Rule No. 9, SMA Rules and Regulations. According to Rule No. 9-4(10)(B)(ii), development does not include the "Repair or maintenance of roads and highways within existing rights-of-way". The installation of a traffic management system, guard rail and an additional turn-out area are part of the continuous maintenance and improvement of the Waipio Valley Access Road to ensure its continued safety to the many users of this roadway. All safety improvements will be located within the existing access road right-of-way.

For your information, that portion of the Waipio Valley Access Road right-of-way affected by the proposed improvements is located within the State Land Use Conservation District. Therefore, the applicant must secure a Conservation District Use Permit from the Department of Land and Natural Resources prior to commencing with the proposed improvements.

Ms. Donna Fay K. Kiyosaki
Page 2
July 26, 1995

Should you have any questions regarding this matter, please feel free to contact Daryn Arai of this office.

Sincerely,


VIRGINIA GOLDSTEIN
Planning Director

DSA:mjs
SMAA9539.dsa

xc: SMA Section
DLNR-OCEA

APPENDIX B
COMMENTS AND RESPONSES

EA COMMENTS AND RESPONSES

The following agencies were consulted in the review of the Draft Environmental Assessment for the Waipahu Wells III Station.

ADDRESSEE DATE COMMENTS RECEIVED

FEDERAL AGENCIES

Department of the Interior
U.S. Fish and Wildlife Service
P.O. Box 50167
Honolulu, Hawaii 96850

September 7, 1995

STATE AGENCIES

Land Use Commission
Old Federal Building
3335 Merchant Street, Room 104
Honolulu, HI 96813

August 25, 1995

Office of Environmental Quality Control
220 S. King Street, 4th Floor
Honolulu, HI 96813

September 15, 1995

Department of Land and Natural Resources
State Historic Preservation Office
33 South King Street, 6th Floor
Honolulu, HI 96813

August 30, 1995

Department of Land and Natural Resources
Office of Conservation and Environmental Affairs
Kalanimoku Building
1151 Punchbowl Street, Room 131
Honolulu, HI 96813

August 29, 1995

ADDRESSEE

DATE COMMENTS RECEIVED

COUNTY OF HAWAII AGENCIES

Department of Public Works
25 Aupuni Street, Room 202
Hilo, Hawaii 96720

July 13, 1995

Planning Department
25 Aupuni Street, Room 109
Hilo, Hawaii 96720

October 4, 1995

OTHER AGENCIES

University of Hawaii
Geography Department
2424 Maile Way
Proteus 443
Honolulu, HI 96822

September 28, 1995

All of the comments received have been addressed in the appropriate sections of the Final Environmental Assessment.

Copies of the agency's comments and our responses are included in this section.

BENJAMIN J. CAYETANO
GOVERNOR OF HAWAII



RECEIVED
STATE OF HAWAII
95 AUG 30 DEPARTMENT OF LAND AND NATURAL RESOURCES
STATE HISTORIC PRESERVATION DIVISION
33 SOUTH KING STREET, 6TH FLOOR
HONOLULU, HAWAII 96813

MICHAEL D. WILSON, CHAIRPERSON
BOARD OF LAND AND NATURAL RESOURCES

DEPUTY
GILBERT COLOMA-AGARAN

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

August 29, 1995

Mr. Michael M. Miyahira
GMP Associates, Inc.
841 Bishop Street, Suite 1501
Honolulu, Hawaii 96813

LOG NO: 15301 ✓
DOC NO: 9508PM16

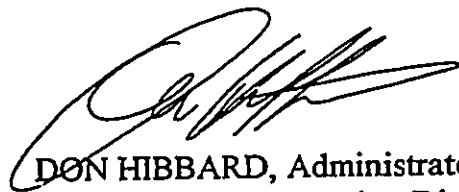
Dear Mr. Miyahira:

**SUBJECT: Draft Environmental Assessment for Waipi'o Valley
Access Road Improvement Project
Waipi'o, Hamakua, Hawaii Island
TMK: 4-9-01**

Thank you for your letter of August 10, 1995 and the opportunity to review the DEA for the subject project.

We have nothing to add to our letter of June 6, 1995 to Mr. Street on this project. We believe that the proposed improvements to the road will have "no effect" on significant historic sites.

Aloha,


DON HIBBARD, Administrator
State Historic Preservation Division

PM:amk



United States Department of the Interior



REGISTRATION
ASSOCIATES

FISH AND WILDLIFE SERVICE
PACIFIC ISLANDS OFFICE
500 ALA MOANA BLVD, SUITE 3-580
HONOLULU, HI 96813
tel:(808) 541-3441 fax:(808) 541-3470

'95 SEP 7 AM 9 44

SEP 05 1995

In Reply Refer To: JMB

Mr. Michael Miyahara
GMP Associates, Inc
841 Bishop Street, Suite 1501
Honolulu, HI 96813

Re: Draft Environmental Assessment, Waipi'o Valley Access Road Safety Improvement Project,
Waipi'o, Hamakua, Hawai'i (TMK: 4-9-01)

Dear Mr. Miyahara:

The U.S. Fish and Wildlife Service (Service) has reviewed the Draft Environmental Assessment (DEA) for the Waipi'o Valley Access Road Safety Improvement Project. The project sponsor is the County of Hawaii Department of Public Works (DPW). The DPW proposes to install traffic management signals, a new guard rail, and an additional turnout on the road into Waipi'o Valley. All construction will be within the existing right-of-way. The Service offers the following comments for your consideration.

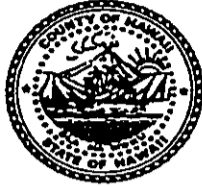
No significant adverse effects to fish and wildlife resources are expected to result from the proposed action. Therefore, based on the information presented in the DEA, the Service does not object to the proposed road improvements.

The Service appreciates the opportunity to provide comments on the proposed project. If you have questions regarding these comments, please contact Fish and Wildlife Biologist Jeff Burgett at (808) 541-3441.

Sincerely,

Brooks Harper
Field Supervisor
Ecological Services

Stephen K. Yamashiro
Mayor



Virginia Goldstein
Director

Norman Olesen
Deputy Director

95 OCT 4 AM 9 43

County of Hawaii

PLANNING DEPARTMENT

25 Aupuni Street, Room 109 • Hilo, Hawaii 96720-4252
(808) 961-8288 • Fax (808) 961-9615

October 2, 1995

Mr. Michael M. Miyahira, P.E.
GMP Associates, Inc.
841 Bishop Street, Suite 1501
Honolulu, HI 96813

Dear Mr. Miyahira:

Draft Environmental Assessment-Negative Declaration
Applicant: County, Department of Public Works
Request: Safety Improvements to Waipio Valley Access Road
including Traffic Management System, Guard Rail, and
Additional Turn-Out
Tax Map Key: 4-9-1:Waipio, North Hilo, Hawaii

Thank you for your letter dated August 10, 1995, accompanied by a Draft Environmental Assessment-Negative Declaration for the above-described project. Please accept our apology for our delay in responding to your submittal.


We have no objections or comments to offer at this time. As mentioned within the report, our office has determined the proposed roadway improvements to be exempt from the definition of "development" as established by Planning Commission Rule No. 9, SMA Rules and Regulations and further review under the requirements of the SMA will not be required.

We would like to correct a typographical error on Page 3-1, Existing Land Use Designations. The County's Open zoned district is identified as "O", not "S" as noted within the assessment.

Mr. Michael M. Miyahira, P. E.
Page 2
October 2, 1995

Should you have any questions regarding this matter, please feel free to contact Daryn Arai of this office.

Sincerely,


VIRGINIA GOLDSTEIN
Planning Director

DSA:mjs
LWaipi01.dsa

xc: SMA Section
DLNR-OCEA

NJAMIN J. CAYETANO
GOVERNOR



ESTHER UEDA
EXECUTIVE OFFICER

STATE OF HAWAII
DEPARTMENT OF BUSINESS, ECONOMIC DEVELOPMENT & TOURISM
LAND USE COMMISSION
Room 104, Old Federal Building
335 Merchant Street
Honolulu, Hawaii 96813
Telephone: 587-3822

August 23, 1995

Michael M. Miyahira, P.E.
Environmental Engineer
GMP Associates, Inc.
841 Bishop Street, Suite 1501
Honolulu, Hawaii 96813

Dear Mr. Miyahira:

Subject: Draft Environmental Assessment (EA) for the Waipio
Valley Access Road Safety Improvement Project,
Waipio, Hamakua, Hawaii

We have reviewed the subject draft EA received with your letter dated August 10, 1995, and confirm that the project site as shown on figure 3-1 appears to be located within the State Land Use Agricultural and Conservation Districts.

We would like to note that a portion of the project site appears to be proposed for reclassification from the State Land Use Agricultural District to the State Land Use Conservation District under the Office of State Planning's 1992 Five-Year Boundary Review.

We have no other comments to offer.

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

Sincerely,

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

ESTHER UEDA
Executive Officer

EU:KY:th

NJAMPI J. CAYETANO
GOVERNOR



ESTHER UEDA
EXECUTIVE OFFICER

STATE OF HAWAII
DEPARTMENT OF BUSINESS, ECONOMIC DEVELOPMENT & TOURISM
LAND USE COMMISSION
Room 104, Old Federal Building
335 Merchant Street
Honolulu, Hawaii 96813
Telephone: 587-3822

August 23, 1995

Michael M. Miyahira, P.E.
Environmental Engineer
GMP Associates, Inc.
841 Bishop Street, Suite 1501
Honolulu, Hawaii 96813

Dear Mr. Miyahira:

Subject: Draft Environmental Assessment (EA) for the Waipio
Valley Access Road Safety Improvement Project,
Waipio, Hamakua, Hawaii

We have reviewed the subject draft EA received with your letter dated August 10, 1995, and confirm that the project site as shown on figure 3-1 appears to be located within the State Land Use Agricultural and Conservation Districts.

We would like to note that a portion of the project site appears to be proposed for reclassification from the State Land Use Agricultural District to the State Land Use Conservation District under the Office of State Planning's 1992 Five-Year Boundary Review.

We have no other comments to offer.

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

Sincerely,

ESTHER UEDA
Executive Officer

EU:KY:th



ASSOCIATES, INC.

October 12, 1995

Engineers/Architects

Ms. Esther Ueda
Executive Officer
State Land Use Commission
Old Federal Building
335 Merchant Street, Room 104
Honolulu, Hawaii 96813

Re: Draft Environmental Assessment for the
Waipio Valley Access Road Safety Improvements

Dear Ms. Ueda:

Thank you for your August 23, 1995 comments on the subject project. Your comment on the reclassification of a portion of the project site from Agricultural to Conservation has been noted.

We appreciate your input on this project.

Sincerely,
GMP ASSOCIATES, INC.

Michael M. Miyahira, P.E.
Environmental Engineer

Stephen K. Yamashiro
Mayor



Donna Fay K. Kiyosaki
Chief Engineer

Jiro A. Sumada
Deputy Chief Engineer

RECEIVED
GMP ASSOCIATES

'95 JUL 13

County of Hawaii

DEPARTMENT OF PUBLIC WORKS

25 Aupuni Street, Room 202 • Hilo, Hawaii 96720-4252
(808) 961-8321 • Fax (808) 969-7138

July 11, 1995

GMP ASSOCIATES INC
841 BISHOP STREET SUITE 1501
HONOLULU HI 96813

SUBJECT: DRAFT ENVIRONMENTAL ASSESSMENT
Waipio Valley Access Road Safety Improvements
Job No. P-3181

We have reviewed the Draft Environmental Assessment (EA) for the Waipio Valley Access Road Safety Improvement project. Our only comment is that the FEMA flood zone classifications referenced in the report should be updated to the new classifications as follows:

1. Zone "C" should be changed to Zone "X".
2. Zone "A4" should be changed to Zone "AE".
3. Zone "V30" should be changed to Zone "VE".

Should you have any questions, please contact Ben Ishii at 961-8327.

DONNA FAY K. KIYOSAKI, P.E.
Chief Engineer

BI:byf



ASSOCIATES, INC.

October 12, 1995

Engineers/Architects

Ms. Donna Fay K. Kiyosaki
Chief Engineer
Department of Public Works
County of Hawaii
25 Aupuni Street, Room 202
Hilo, Hawaii 96720-4252

Re: Draft Environmental Assessment for the
Waipio Valley Access Road Safety Improvements

Dear Ms. Kiyosaki:

Thank you for your July 11, 1995 comments on the subject project. We have corrected the FEMA flood zone classifications as you noted.

We appreciate your input on this project.

Sincerely,
GMP ASSOCIATES, INC.


Michael M. Miyahira, P.E.
Environmental Engineer

DOCUMENT CAPTURED AS RECEIVED

CoH - PUBLIC WORKS/ADM

TEL: 1-808-969-7138

Sep 15, 95 14:22 No. 004 P.01

BENJAMIN J. CAYETANO
GOVERNOR

Post-It* Fax Note	7671	Date	# of pages
To	Michael Street	From	Ern Ishii
Co./Dept.		Co.	
Phone #		Phone #	
Fax #		Fax #	

GARY GILL
DIRECTOR

STATE OF HAWAII
OFFICE OF ENVIRONMENTAL QUALITY CONTROL
220 SOUTH KING STREET
FOURTH FLOOR
HONOLULU, HAWAII 96813
TELEPHONE (808) 586-4185
FACSIMILE (808) 586-2462

September 11, 1995

Ms. Donna Fay K. Kiyosaki
County of Hawaii
Department of Public Works
25 Aupuni Street, Room 202
Hilo, Hawaii 96720

Dear Ms. Kiyosaki,

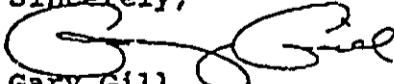
Subject: Draft Environmental Assessment for the Waipio Valley
Access Road Safety Improvements

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

- 1) Improvements to the Waipio Valley Access Road will cause an increase in visitor traffic to this area. What is the expected increase in traffic volume after the improvements are complete? What additional social impacts are associated with the increase in traffic?
- 2) Please indicate whether the present roadway is paved and whether the new roadway will be paved.
- 3) If more details of the proposed traffic management system are available, please describe them.
- 4) This project should consider mitigation measures to control any potential run-off which may contribute to non-point source pollution to the nearby Waipio Bay and Waipio Stream.

If you have any questions, please call Jeyan Thirugnanam at 586-4185. Mahalo.

Sincerely,


Gary Gill
Director



GMP ASSOCIATES, INC.

October 12, 1995

Engineers/Architects

Mr. Gary Gill
Director
Office of Environmental Quality Control
State of Hawaii
220 South King Street, Fourth Floor
Honolulu, Hawaii 96813

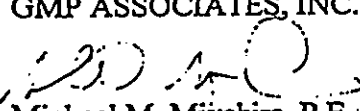
Re: Draft Environmental Assessment for the
Waipio Valley Access Road Safety Improvements

Dear Mr. Gill:

Thank you for your September 11, 1995 comments on the subject project. Our response to your comments is as follows:

1. This project involves safety improvements only, which include guardrails, two traffic lights, signs, and an additional turnout. The road itself is not being improved. Therefore, no increase in visitor traffic to this area is expected. ✓
2. A portion at the top of the present roadway is paved with concrete. The remainder of the road is unimproved and covered with dirt or gravel. The poor maintenance of the access road has resulted in pot holes and cracks in the concrete pavement and an uneven surface in the unimproved sections. However, this project does not involve repaving the existing road. ✓
3. The proposed traffic management system includes the installation of two traffic lights, an additional turnout at a narrow portion of the bottom half of the roadway, approximately 1,140 lineal feet of guardrail, power line poles along the entire access road, and the appropriate signs. Additional text has been added to the Final EA to clarify this subject. ✓
4. The contractor is responsible for implementing any mitigation measures which are necessary to control potential runoff. However, due to the nature of this project, a significant amount of runoff is not expected. ✓

We appreciate your input on this project.

Sincerely,
GMP ASSOCIATES, INC.

Michael M. Miyahira, P.E.
Environmental Engineer

BENJAMIN J. CAYETANO
Governor of Hawaii



Chairperson
MICHAEL D. WILSON
Board of Land and Natural Resources

Deputy Director
GILBERT COLOMA-AGARAN

REF:OCEA:CT

STATE OF HAWAII
DEPARTMENT OF LAND AND NATURAL RESOURCES

P. O. Box 621
Honolulu, Hawaii 96809

Aquaculture Development
Aquatic Resources
Boating and Ocean Recreation
Bureau of Conveyances
Conservation and Environmental Affairs
Conservation and Resources Enforcement
Forestry and Wildlife
Historic Preservation
Land Management
State Parks
Water and Land Development

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AUG 28 1995

FILE NO.: 96-83

Mr. Michael M. Miyahira, P.E.
Environmental Engineer
GMP Associates, Inc.
841 Bishop Street
Suite 1501
Honolulu, Hawaii 96813

Dear Mr. Miyahira:

SUBJECT: Draft Environmental Assessment for the Waipio Valley Access Road
Safety Improvement Project at Waipio, Hamakua, Hawaii (TMK: 4-9-1)

We have reviewed the Draft Environmental Assessment (DEA) for the subject project transmitted by your letter dated August 10, 1995 and have the following comments:

As noted in the DEA, the project site is within the Limited subzone of the Conservation District. As a result, the proposed work, (installation of a traffic management system, new guard rail, construction of an additional turn out, electrical poles, and information sign) will require a Conservation District Use Permit.

It is not clear from the document what comprises a "traffic management system." Additionally, while the improvements may provide safer driving conditions, will they also promote additional traffic along the road? What is the current traffic flow?

Also, page 3-5 regarding flood hazards states that most of the project site falls under the Zone X classification. However, Figure 3-3 "Flood Zone Classification" shows no Zone X.

Mr. M. Miyahira, P.E.

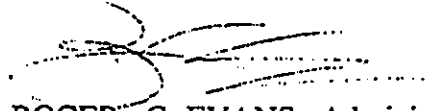
- 2 -

File No.: 96-83

Finally, a review of our files shows that the Board approved Conservation District Use Permit HA-276 on June 23, 1972, for an electrical power and telephone distribution line into Waipio Valley. However, our files do not show a permit for the existing Waipio Valley Access Road or telephone line. Please include a discussion of the land use history of the road and telephone line, including when they were originally built.

Thank you for the opportunity to comment on this matter. Please contact Cathy Tilton of the Office of Conservation and Environmental Affairs at 587-0377, should you have any questions.

Very truly yours,



ROGER C. EVANS, Administrator
Office of Conservation and
Environmental Affairs



ASSOCIATES, INC.

October 12, 1995

Engineers/Architects

Mr. Roger C. Evans
Administrator
Office of Conservation and Environmental Affairs
Department of Land and Natural Resources
P.O. Box 621
Honolulu, Hawaii 96809

Re: Draft Environmental Assessment (EA) for the
Waipio Valley Access Road Safety Improvements

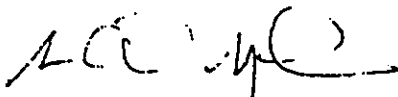
Dear Mr. Evans:

Thank you for your August 28, 1995 comments on the subject project. Our response to your comments is as follows:

1. A Conservation District Use Permit will be processed in conjunction with the Final EA.
2. The EA has clarified the definition of the "traffic management system" to include the installation of two traffic lights to dictate one-way traffic, an additional turnout at a narrow portion of the roadway, approximately 1,140 lineal feet of guardrail, power line poles along the entire road, and appropriate signage.
3. Figure 3-3 Flood Zone Classification has been corrected and currently shows Zone X.
4. Consultation with the County of Hawaii, and review of a 1881 Hawaiian Government Survey Map, has indicated that the Waipio Valley access road was constructed before the 1881 date. The history of the construction and installation of the existing power and telephone line is undocumented. The absence of records is probably due to the age and minimal use of the access road.

We appreciate your input on this project.

Sincerely,
GMP ASSOCIATES, INC.


Michael M. Miyahira, P.E.
Environmental Engineer

DOCUMENT CAPTURED AS RECEIVED



1995 SEP 28 HAWAII
University of Hawai'i at Mānoa

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

September 22, 1995
EA:0130

Mr. Ben Ishii
County of Hawaii
Department of Public Works
25 Aupuni Street, Room 202
Hilo, Hawaii 96720

Dear Mr. Ishii:

Draft Environmental Assessment
Waipio Valley Access Road Safety Improvement
Waipio Valley, Hawaii

The Department of Public Works proposes to improve the safety of the Waipio Valley Access Road by installing a traffic management system, a new guard rail, and an additional turnout. The project site is located along 4,000 feet of the existing access road.

We reviewed this Draft Environmental Assessment (EA) with the assistance of Paul Berkowitz of the Environmental Center.

Social Impacts

Waipio Valley has long been one of the richest taro growing areas in Hawaii. Due to its inaccessibility, the valley has remained relatively unspoiled and culturally rich. If the access road is improved, then Waipio Valley inevitably will be subject to increased tourism and visitor traffic.

In order to meet the content requirements for environmental assessment, as stipulated in Section 11-200-10 of the Hawaii Administrative Rules, this EA must provide a summary of the project's major impacts, including social effects. Section 4.2.4, which attempts to address the socio-economic impacts, falls far short providing a summary of the major impacts. This two-sentence section makes only one point, namely that the improved road will lead to safer driving conditions and possibly fewer accidents.

Mr. Ben Ishii
September 22, 1995
Page 2

Improved automobile safety represents a direct or primary impact of the proposed project. In addition to considering primary effects, Section 11-200-12 requires that both secondary and cumulative impacts be considered. In other words, the applicant must examine the indirect and overall environmental effects, both at the project site and in the surrounding area. To comply with the Administrative Rules, this document should at a minimum address the following questions. How might increased tourism affect the lives of the 60 residents of Waipio Valley? Will cultural practices be affected by increased contact with outsiders? Are there concurrent plans to expand the number of tour groups visiting the valley? Does the community of Waipio Valley support the proposed project? Obviously, in its present form, the document fails to address these issues and therefore fails to meet the requirements of Title 11 of the Administrative Rules.

Other Secondary Effects

In terms of primary impacts to flora, fauna, and archaeological sites, the proposed project appears to be relatively benign, as the extent of land directly affected by the project is quite small. However, the document completely overlooks any indirect effects from the potential increase in tourists and visitors. For instance, the EA does not mention anything about archaeological sites in Waipio Valley. Are there sites within the valley which will not be paved over by road modifications but might be affected by an increase in visitors? Analogous questions exist with respect to floral and faunal impacts.

Earthquake Hazards

The Draft EA states that the proposed project will be built to withstand the stresses which apply to Seismic Zone 3. Currently the International Conference of Building Officials (ICBO), the national organization in charge of classifying seismic risk, is in the process of upgrading seismic risk on the Big Island to Zone 4, the most active rating. In light of these probable changes, which may occur as soon as 1998, it seems prudent to design the proposed project such that it conforms to the building standards associated with Zone 4.

Traffic Management Details

From the document, it is unclear how the traffic management system will operate. What is the anticipated schedule of traffic patterns? If traffic will be one-way at all times, then is it really necessary to include the additional turnout as part of the project?

Conclusion

In summary, the Waipio Valley Access Road EA is inadequate, since it fails to consider secondary effects of the proposed project. This deficiency is particularly glaring in the realm of social impacts which have the potential to be significant. Since Waipio

Mr. Ben Ishii
September 22, 1995
Page 3

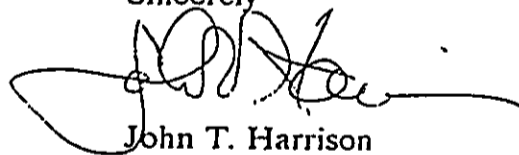
Valley is both culturally rich and very sensitive, it is essential for this document to evaluate how the proposed project will affect the community of the valley. According to Section 11-200-12 of the Administrative Rules, an action is significant if it "substantially affects the economic or social welfare of the community." Clearly this project has the potential do so.

Although Hawaii case law is somewhat deficient in the area of what constitutes a significant impact, Hawaii's EIS system is patterned after the federal system (under NEPA), which has an abundance of relevant case law. Generally, courts have adopted two measures of adequacy of agencies' significance determinations: (1) did the agency take a "hard look" at the issues, and (2) did the agency identify the relevant areas of concern. On both counts, the Department of Public Works appears to have failed, as the Draft EA neither examines the social issues carefully, nor identifies the relevant secondary impacts.

The intent of Chapter 343 of the Hawaii Revised Statutes is to ensure that environmental concerns are given adequate attention in the decision making process. Since the social impact assessment of this EA does not disclose enough information to allow decision makers or the public to properly evaluate the project, it is virtually impossible to adequately incorporate social concerns in decision making process. Given the extent of this shortcoming, it seems unavoidable that the document should be withdrawn and resubmitted with the appropriate additions.

Thank you for the opportunity to review this Draft EA.

Sincerely



John T. Harrison
Environmental Coordinator

cc: OEQC
GMP Associates, Inc. ✓
Roger Fujioka
Puanani Burgess
Paul Berkowitz



ASSOCIATES, INC.

October 16, 1995

Engineers/Architects

Mr. John T. Harrison
Environmental Coordinator
Environmental Center
University of Hawaii at Manoa
Crawford 317
2559 Campus Road
Honolulu, Hawaii 96822

Re: Draft Environmental Assessment for the
Waipio Valley Access Road Safety Improvements

Dear Mr. Harrison:

Thank you for your September 22, 1995 comments on the subject project. Our response to your comments is as follows:

Social Impacts

The improvements to the Waipio Valley access road are for safety reasons only. The improvements include guardrails, an additional turnout, two traffic lights, signs, and power poles. The existing access road is partially concrete paved at the top, and covered with either dirt or gravel at the bottom. The condition of the existing pavement will remain the same. Therefore, no increase in tourist traffic is expected.

This project was initiated by the Waipio Valley Task Force which consisted of State and County officials and residents of Waipio Valley and the nearby town of Kukuihaele. The purpose of the project was to regulate traffic along the access road to promote safer driving conditions. The task force had been seeking solutions to this problem since 1992.

Other Secondary Effects

Since no increase in tourists and visitors is expected, no secondary effects to archaeological sites, flora and fauna, and valley inhabitants are expected.

Earthquake Hazards

The proposed project will be constructed according to the current building standards. The text in the Final EA does mention that the seismic risk for the Big Island is in the process of being upgraded.



ASSOCIATES, INC.

Engineers/Architects

Mr. John T. Harrison
October 16, 1995
Page 2

Traffic Management Details

The traffic management system is expected to operate under an alternating one way signal. The period between signal changes will be set to efficiently accommodate local traffic patterns with minimum disruptions. Based on current traffic along the roadway, this period is expected to be a maximum of 30 minutes. The signal period will be adjusted by the County if traffic patterns change in the future.

The additional turnout is being provided in a particularly narrow portion of the road. Although one way traffic will be the prevailing pattern, the additional turnout will provide a safe exit for vehicles in trouble and allow for the passage of emergency vehicles.

We appreciate your input on this project. If you have any questions, please call me at 521-4711.

Sincerely,
GMP ASSOCIATES, INC.

Michael M. Miyahira, P.E.
Environmental Engineer

END

CERTIFICATION

I HEREBY CERTIFY THAT THE MICROPHOTOGRAPH APPEARING IN THIS REEL OF
FILM ARE TRUE COPIES OF THE ORIGINAL DOCUMENTS.

2004

DATE

Erin A. Nakamura

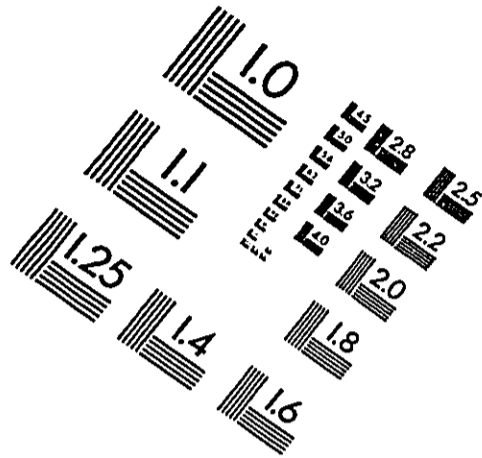
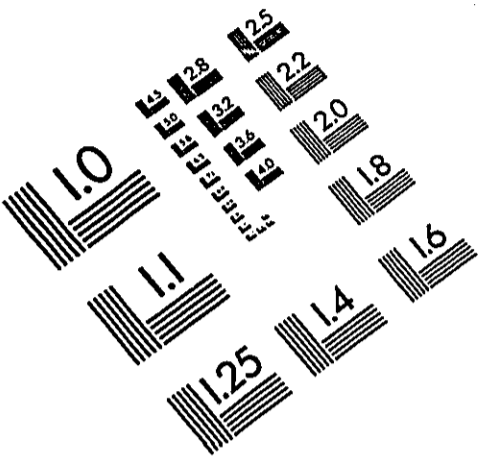
SIGNATURE OF OPERATOR



AIM

Association for Information and Imago Management

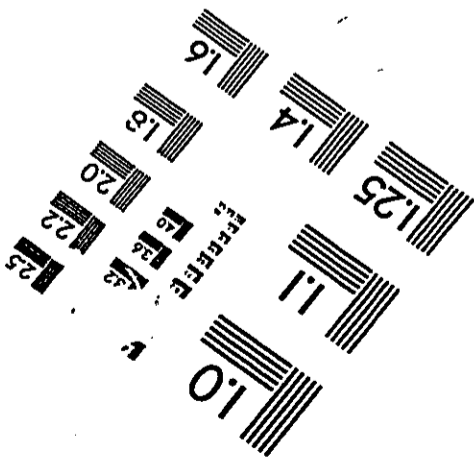
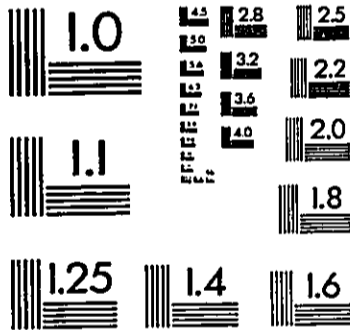
1100 Wayne Avenue, Suite 1100
Silver Spring, Maryland 20910
301/587-8202



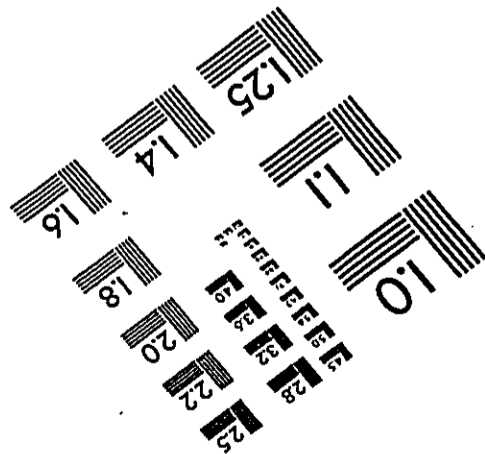
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