TO:     GARY GILL, DIRECTOR
OFFICE OF ENVIRONMENTAL QUALITY CONTROL

FROM:  KAZU HAYASHIDA, DIRECTOR
DEPARTMENT OF TRANSPORTATION

SUBJECT:  FINAL ENVIRONMENTAL ASSESSMENT (EA) FOR KAUMUALII
HIGHWAY IMPROVEMENTS AT KOLOA ROAD INTERSECTION
PROJECT NO. 50CD-01-91

The Draft Environmental Assessment has been reviewed and the
Department of Transportation, Highways Division, has determined
that this project will not have significant impacts on the
environment and issued a negative declaration. Please publish
notice of availability in the November 23, 1995 OEQC bulletin.

We have enclosed a completed OEQC Bulletin Publication form and
four copies of the Final Environmental Assessment.

If you have any question, please contact Mr. Herbert Tao of the
Highways Division at 587-2124.

Enclosures
FINAL ENVIRONMENTAL ASSESSMENT
FOR
KAUMUALI I HIGHWAY IMPROVEMENTS
AT KOLOA ROAD INTERSECTION
KOLOA, KAUAI, HAWAII

Proposing Agency:
HIGHWAYS DIVISION
DEPARTMENT OF TRANSPORTATION
STATE OF HAWAII
869 Punchbowl St.
Honolulu, Hawaii 96813

Submitted Pursuant to Chapter 343, HRS

Prepared by:
Kwock Associates, Inc.
Consulting Engineers
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OCTOBER 1995
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<td>10</td>
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I. DESCRIPTION OF THE PROPOSED PROJECT

A. Project Description

The project is located in the Koloa District along Kaumualii Highway, State Highway Route 50, near the town of Lawai and adjacent to Lawai Stream (Figure 1). The State of Hawaii, Department of Transportation, Highways Division, is proposing to widen Kaumualii Highway at Koloa Road by constructing left turn lanes, acceleration lanes and deceleration lanes. Traffic signals will be installed at the Koloa Road/Kua Road intersection and highway lighting will be installed along Kaumualii Highway. The bridge over Lawai Stream, about 200 feet from the intersection, will be widened approximately forty-four (44) feet to accommodate the proposed left and right turn lanes at the intersection. Roadway improvements will extend about one thousand feet along Kaumualii Highway on each side of the Koloa Road intersection (Figure 2). Widening of Kaumualii Highway will occur on the south (makai) side of the highway.

B. Objective of the Project

Population on the Island of Kauai has increased significantly since 1980. As traffic on Kaumualii Highway has increased with population growth, Waimea bound traffic on Koloa Road has greater difficulty turning onto Kaumualii Highway. Similarly, traffic on Koloa Road also has difficulty crossing Kaumualii Highway to Kua Road. The number of accidents at the intersection has increased with the increase in traffic and population on Kauai.

The objective of the project is to provide a safer intersection, better integration of through traffic on Kaumualii Highway and turning traffic
KAUMUALI HIGHWAY INTERSECTION IMPROVEMENTS AT KOLOA ROAD
PROJECT LOCATION MAP
NOT TO SCALE
FIGURE 1
from both the highway and Koloa/Kua Roads, and reduce the number of accidents at the intersection by providing traffic signals and exclusive turning lanes for traffic.

C. Existing Highway System

Kaumualii Highway is part of the Kauai Belt Road which connects Lihue with Lawai, Kalaheo, Hanapepe, Waimea and the U. S. Navy Pacific Missile Range Facility (PMRF) at Barking Sands. Kaumualii Highway also serves as a connector via Koloa Road between the resort area of Poipu and the west side of the island. The existing highway is a two lane highway with a posted speed limit of 35 miles per hour in the vicinity of the project site. Stop signs provide traffic control at the intersection for Koloa and Kua Road traffic. The roadway is on an eight hundred (800) foot radius curve for most of the project area. Koloa and Kua Roads are near the low point of the highway, where Lawai Stream also crosses the highway. The existing bridge over Lawai Stream is a two (2) lane reinforced concrete bridge built in 1934. Approaches on Kaumualii Highway to the Koloa/Kua Road intersection from Lihue and Waimea are on a 6% down grade. At the Koloa Road intersection, an acceleration lane in the Lihue bound direction was constructed as part of the Lawai Gardens subdivision in 1992. The acceleration lane connected to the truck climbing lane constructed by the State Department of Transportation in 1974.

D. Proposed Highway Improvements

The project proposes the following:

1. Construction of a protected left turn lane on Kaumualii Highway for left turning traffic to Kua Road (Figure 3).
2. Construction of a protected left turn lane on Kaumualii Highway for left turning traffic to Koloa Road.
3. Widen existing Lawai Bridge about 44 feet on the downstream side of Lawai Stream. A protected pedestrian way will be included on the widened bridge (Figure 4 and Figure 4A).

4. Remove stop signs and install traffic signals at the Kaumualii Highway - Koloa Road intersection. Flashing yellow beacons will be installed along Kaumualii Highway approximately 600 feet from the intersection to warn oncoming motorists of the presence of traffic signals at the intersection.

5. Provide cross walks and pedestrian actuated signals with the traffic signal system.

6. Install street lighting at the intersection and along Kaumualii Highway.

7. Provide 6-foot wide shoulders along the improved section of highway.

E. Funding
The project has an estimated construction cost of $2,400,000 and will be funded with federal and state highway funds. Land acquisition costs are estimated to be about $350,000.

F. Schedule
Construction of the project is expected to begin in mid-1996 and be completed by the end of 1997.

II. NEED
This project is required to provide orderly progression of traffic at the Kaumualii Highway - Koloa Road intersection, reduce accidents and provide a safer intersection.

Traffic counts taken at the intersection show a total of 18,937 vehicles entering the intersection during a 24-hour period. This represents an 80% increase of traffic since 1979. The increase in traffic corresponds to the increase in population during the period of 1980 to 1992.
KAUMUALI HIGHWAY INTERSECTION
IMPROVEMENTS AT KULOA ROAD
TYPICAL SECTIONS
NOT TO SCALE
FIGURE 4
### TABLE 1: 24-TRAFFIC VOLUMES (VEHICLES)

<table>
<thead>
<tr>
<th>YEAR</th>
<th>KAUMUALII HIGHWAY</th>
<th>KOLOA ROAD</th>
<th>KUA ROAD</th>
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<tr>
<td></td>
<td>Waimea Bound</td>
<td>Lihue Bound</td>
<td>North Bound</td>
</tr>
<tr>
<td>1979</td>
<td>7,082</td>
<td>9,656</td>
<td>3,346</td>
</tr>
<tr>
<td>1981</td>
<td>7,415</td>
<td>9,590</td>
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<tr>
<td>1983</td>
<td>7,729</td>
<td>11,564</td>
<td>4,050</td>
</tr>
<tr>
<td>1985</td>
<td>8,564</td>
<td>12,304</td>
<td>4,257</td>
</tr>
<tr>
<td>1987</td>
<td>9,657</td>
<td>14,646</td>
<td>5,302</td>
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<tr>
<td>1989</td>
<td>10,441</td>
<td>16,035</td>
<td>5,650</td>
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<tr>
<td>1991</td>
<td>12,882</td>
<td>16,810</td>
<td>6,430</td>
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### TABLE 2: PEAK HOUR TRAFFIC VOLUMES (VEHICLES/HOUR)

<table>
<thead>
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<th>Time</th>
<th>KAUMUALII HIGHWAY</th>
<th>KOLOA/KUA ROADS</th>
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<tr>
<td></td>
<td>AM Peak</td>
<td>PM Peak</td>
</tr>
<tr>
<td></td>
<td></td>
<td>AM Peak</td>
</tr>
<tr>
<td>6:45AM-7:45AM</td>
<td>1,663</td>
<td>1,307</td>
</tr>
<tr>
<td>4:30PM-5:30PM</td>
<td></td>
<td></td>
</tr>
<tr>
<td>6:30AM-7:30AM</td>
<td></td>
<td>1,191</td>
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<tr>
<td>3:30PM-4:30PM</td>
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<td>1,179</td>
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</table>

Morning peak hour traffic occurs between 6:45 A. M. and 7:45 A. M. and evening peak hour traffic occurs between 4:30 P. M. to 5:30 P. M.

The number of accidents at the intersection has more than doubled in the past 10 years. Table 3 shows the number of accidents at the Kaumualii Highway/Koloa Road intersection since 1986. The number of accidents in 1986 was three (3). For the years 1987 to 1991, the number of accidents ranged from 6 to 11 per year. There were a total of 32 accident related injuries as a result of the 42 accidents from 1986 to 1991. The increase in accidents is attributable to increased traffic and congestion at the intersection.
Kauai is a popular visitor destination and desirable residential community. The population of Kauai has been growing at a much greater rate than the State of Hawaii. The State of Hawaii population has been increasing at the rate of about 15% in the past two decades. Kauai’s population has nearly doubled in the same period. (State Data Book 1992). Table 4 shows the population growth since 1970. The population of the County of Kauai is projected to grow to 65,000 by the year 2000 (Kauai County 1992). The impact of Hurricane Iniki which caused widespread damage to Kauai in September 1992 will temper population growth and actual population may be lower than the County projection of 65,000 residents.

### TABLE 4: POPULATION OF THE ISLAND OF KAUAI

<table>
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<tbody>
<tr>
<td>Population</td>
<td>29,524</td>
<td>38,856</td>
<td>50,947</td>
<td>55,300</td>
<td>65,000</td>
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</tbody>
</table>

### III. DESCRIPTION OF THE ENVIRONMENTAL CHARACTERISTICS

#### A. Location

The project is located on the Island of Kauai in the District of Koloa on Kaumualii Highway in the vicinity of Lawai Stream. The area is predominately classified by the State Land Use Commission as agricultural and urban. The length of the improvement is about 2,000 feet.
B. Climate
Temperatures in the area range between 75°F and 80°F. Rainfall ranges between 60 to 100 inches per year.

C. Soils
Soils in the area are classified by the United States Soil Conservation Service as follows:

1. Rough Mountainous Land (rRT), Rough Broken Land (rRR) and Rock Outcrop (rRO) Association.
   This association consists of well drained soil types on uplands on Kauai.

2. Hihimanu Silty Clay Loam (HMMF)
   Hihimanu Series consists of well-drained soils on uplands on Kauai. These soils developed in material weathered from basic igneous rock and colluvium at the base of slopes. Permeability is moderately rapid, runoff is medium and erosion hazard is moderate. The soil has a low shrink swell potential.

3. Kalapa Series
   This series consists of well-drained soils at the base of slopes on the island of Kauai. The soil has a moderate shrink swell potential.

4. Puhi Series
   This series consists of well drained soils on uplands on the island of Kauai. These soils developed in material derived from basic igneous rock. Puhi soils are geographically associated with Lihue and Kapaa soils and have a moderate to low shrink swell potential.
5. Koolau Series
This series consists of poorly drained soils on the upland of the island of Kauai. The soil has a low to moderate shrink swell potential.

6. Hanamaulu Series
This series consists of well drained soils on stream terrace breaks on the island of Kauai. The soil has a low shrink swell potential.

Soils in the area are stable and the erosion hazard is low to moderate.

D. Archeological and Cultural Characteristics
The project is located in a developed area and construction will be limited to the south (makai) side and within to one hundred (100) feet of the existing right-of-way.

A building located on TMK 2-5-04:14 which is located on the Waimea side of the Lawai bridge has been identified by the State Historic Preservation Division of the Department of Land and Natural Resources as being a historic resource whose demolition may be mitigated through photo and historic documentation. Photographs of the building and other documentation in accordance with the U. S. Department of Interior Historic American Building Survey standard documentation will be prepared. Widening of the Lawai bridge, a Category 2 bridge, has also been reviewed by the State Historic Preservation Division and it was determined that since there are a number of identically built bridges, there will be no effect on historic resources. There are no other known historical buildings or archeological culturally significant findings in the project area.
However, should historic sites including human burials be uncovered during construction, all work in the vicinity of the site will be stopped immediately and the State Historic Preservation Division of the Department of Land and Natural Resources will be notified immediately.

E. Flora and Fauna

Existing vegetation in the area consists of grass, keawe, coconut trees, plumeria, african tulips, bougainvillea, ironwood trees, and haole koa. Animal life in the project area consists mainly of domesticated cats and dogs, and rodents. Bird life is consists of Mynah birds, Barred Doves, Spotted Doves, and Sparrows. There are no known endangered flora or fauna species in the project area. Highway lighting will be shielded and downward directed to minimize the possibility of migrating birds in flight transiting the project area being disoriented by the bright street lights or becoming attracted to the lights and colliding with the street lighting posts.

F. Utilities

There are existing water and overhead telephone and electrical lines in the project area. Some of the power poles will be relocated when the highway is widened. The 8-inch waterline located in Kaumualii Highway will not be affected by construction although service laterals must be extended and water meters on the south side of the highway where the widening will occur will be relocated. GTE Hawaiian Telephone Co. is installing fiber optic cables on poles in the vicinity of Koloa Road and Kaumualii Highway. Ultimately, GTE Hawaiian Telephone Co. will be installing underground fiber optic cables after this project has been completed. This project will
not affect the fiber optic cables.

G. Land Use
The area surrounding the highway improvement is predominately classified by the State Land Use Commission as Agricultural and Urban (Figure 5). Kukuiolono Park is classified as Conservation. Widening the highway will require additional right-of-way be acquired from six (6) private land owners. Five (5) of the properties affected by the proposed project are designated agricultural and one is classified as urban. Park lands and recreation areas will not be affected by this project.

H. Zoning
The five (5) properties classified as agricultural are also zoned agricultural by Kauai County. The urban classified parcel is zoned R-4.

I. Socioeconomic Characteristics
1. Population
The Island of Kauai has experienced steady population growth since 1980. The 1992 population of Kauai was estimated to be 55,300 (State of Hawaii, Department of Business and Economic Development, 1992), an increase of more than forty (40) percent since 1980. Kauai’s population is expected to grow to 65,000 by the year 2000 (Kauai County, 1992).

2. Tourism
Tourism represents a significant part of Kauai’s economy. The primary resort areas on Kauai are located in the Poipu-Kikuiula area along the south coast of Kauai and Wailua-Kapaa area along the east coast of the island. Hurricane Iniki
caused significant damage to the Kauai and the island has not fully recovered from the damage to existing facilities.

J. PERMITS AND APPROVALS REQUIRED

1. The following permits may be required:
   a. Stream Channel Alteration Permit (SCAP) from the State Department of Land and Natural Resources, Commission on Water Resource Management
   c. Department of the Army Permit, Section 10 of the Harbors Act from the U. S. Army Corps of Engineers
   d. National Pollution Discharge Elimination System (NPDES) Permit from the State Department of Health.
   e. A grading permit from Kauai County Department of Public Works.
   f. Section 401 Water Quality Certification from State Dept. of Health

2. The following approvals are required:
   a. County of Kauai Department of Public Works
   b. County of Kauai Department of Water Supply

IV. ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

A. LONG TERM IMPACTS

1. Economic Impact
   There are no long term economic impacts as a result of this project.

2. Air Quality Impact
   Ambient air quality will not be affected by this project.

3. Water Quality Impact
   Water quality will not be affected by this project. All areas
disturbed by construction will be grassed or replanted.

Lawai Stream is an intermittent stream. The slope of the
stream bed in the vicinity of the bridge is in the range of 4%.
The banks of the stream are very definitive. The material in
the stream bed is coarse. Banks are well vegetated, an
indicator of a stable stream with stable slopes.

Bridge construction at Lawai Stream will require fill be placed
in Lawai Stream to construct the east abutment of the bridge
widening. Sheet piling will be used as a silt containment fence
and to provide a dry area to place fill. Unsuitable material will
be excavated from the stream before select fill material is
placed for the new abutment. The new abutment slope will be
lined with grouted rubble paving to prevent erosion of the
finished slope. The bridge widening will span the stream and
additional piers in the Lawai Stream will not be required. East
abutment construction will not substantially restrict the flow
area of the stream.

Construction of the west abutment will require excavation at
the top of Lawai Stream to accommodate the abutment.
Excavation will not extend to the wetted area of the stream.
Two drain outlets will also be constructed in Lawai Stream.
Grouted rubble paving will be constructed to repair trenches in
the slopes of the stream. The outlet in the stream will also be
grouted rubble paving.

Silt fences will be installed around the work sites before the
start of bridge construction to prevent migration of silt in the
stream.
4. **Traffic Impact**  
Construction of this project will not have a significant effect on automobile traffic in the Lawai-Kalaheo area.

5. **Noise Impact**  
There will be no long term noise impact caused by this project.

6. **Biological Impact**  
The area of the widening is a disturbed area and does not contain any endangered species of flora or fauna. There will be no long term impacts caused by the proposed project.

7. **Archaeological Impact**  
A building located on TMK 2-5-04:14, west of the Lawai bridge, has been identified as a historic resource. Photographs and documentation will be prepared to document the building in accordance with U. S. Department of the Interior Historic American Building Survey standards to mitigate the impact of removing the building. The project area does not contain any other known archeological or historical sites which will be disturbed by this project.

8. **Recreational Use**  
This project will not impact recreational use of the Lawai-Kalaheo area.

9. **Social Impacts**  
This project will require the land acquisition from six (6) landowners on the south side of Kaumualii Highway where the highway will be widened (Figures 6, 7, 8). The following properties are affected: TMK 2-3-01 Parcel 31, 2-5-04 Parcel 13, 2-5-04 Parcel 14, 2-5-04 Parcel 30, 2-5-04 Parcel 35, and 2-5-11 Parcel 75.
KAUMUALI HIGHWAY INTERSECTION
IMPROVEMENTS AT KOLOA ROAD
AFFECTED PARCELS
NOT TO SCALE
FIGURE 7
TABLE 5: AFFECTED PARCELS

<table>
<thead>
<tr>
<th>TAX MAP KEY</th>
<th>APPROX. LAND AREA REQUIRED (SQ. FT.)</th>
<th>ORIGINAL AREA (ACRES)</th>
<th>REMAINING AREA (ACRES)</th>
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</thead>
<tbody>
<tr>
<td>2-3-01 Parcel 31</td>
<td>5,100</td>
<td>3.36</td>
<td>3.24</td>
</tr>
<tr>
<td>2-5-04 Parcel 13</td>
<td>6,100</td>
<td>1.71</td>
<td>1.57</td>
</tr>
<tr>
<td>2-5-04 Parcel 14</td>
<td>20,100</td>
<td>2.30</td>
<td>1.84</td>
</tr>
<tr>
<td>2-5-04 Parcel 30</td>
<td>1,000</td>
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<td>2-5-04 Parcel 35</td>
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<tr>
<td>2-5-11 Parcel 75</td>
<td>21,800</td>
<td>2.78</td>
<td>2.28</td>
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The additional right-of-way will be purchased by the State. Displaced individuals, families, businesses and farms, and non-profit organizations will be eligible for relocation assistance services and payments from the State.

B. CONSTRUCTION RELATED IMPACTS

1. Economic Impact
   The construction cost of the project is estimated to be $2,400,000. The project will be funded by State and Federal monies. Private funds will not be used. Job opportunities will be generated as a result of this project.

2. Air Quality Impact
   There will be a temporary increase of dust and vehicular exhaust emissions during construction. The dust generated will be limited to within one-hundred (100) feet of the existing road right-of-way and to the demolition of the existing concrete wall on the downstream end of the bridge. Appropriate application
of water and dust fences will be used to minimize dust during construction. The Contractor will be required by the contract documents to provide effective dust control measures to prevent or minimize fugitive dust emission generated by construction from impacting the surrounding area including the project site and off-site roadways used as access to work sites. There will be increased exhaust emissions from equipment during construction and ambient air quality will be affected but the increase in emissions will only be temporary and will not adversely affect air quality in the long term. The prevailing northeast trade winds will also help to disperse emission concentrations. The Contractor will be required to conform to Chapter 44B Public Health Regulations of the Department of Health, State of Hawaii, "Community Noise Control For Kauai" in which maximum allowable noise levels have been set.

3. Water Quality Impact
The Contractor will be required to provide erosion control measures in accordance with the requirements of the NPDES permit. Construction of the bridge abutments and fill along Kaumualii Highway will cause siltation in Lawai Stream. However, the bridge has been designed without any piers in the stream thereby eliminating a source of stream pollution. Existing drainage patterns will not be significantly affected by this project. All exposed slopes and areas resulting from construction activities will be grassed as soon as practicable. Water quality of the receiving waters of storm runoff will remain unchanged. Excavated material will not be stored
along Kaumualii Highway. The Contractor will be required to periodically remove excess material along the highway. The Contractor will be responsible for conformance with applicable provisions of the Chapter 54, Water Quality Standards, and Chapter 55, Water Pollution Control of Title 11, Hawaii Administrative Rules of the State Department of Health.

4. Erosion

Erosion is expected to be minimal as construction will be limited to built up areas and construction will be located within one-hundred feet of the south side of Kaumualii Highway. Landscaping or grassing disturbed by construction will be replanted by the Contractor as soon as practicable.

5. Traffic Impact

Temporary lane closures may be required for short periods during construction along Kaumualii Highway and Koloa Road. Policemen and flag men will be utilized to direct traffic and maintain safe traffic conditions along Kaumualii Highway, Koloa Road and Kua Road. There will be a temporary increase in traffic due to construction workers and equipment.

6. Noise Impact

There will be a temporary increase in noise due to construction activity. Construction hours will be limited as restricted by law. Noise levels generated by construction will governed by Public Health Regulations, Title 11, Chapters 42, 43, and 44B of the State Department of Health.

7. Biological Impact

There are no known endangered species of flora or fauna in
the area. Any vegetation disturbed by construction will be replanted by the completion of construction.

8. Archeological Impact
There are no known archeologically significant areas near the project site. This project will be constructed in a developed area. However, should archeological artifacts or sites are be uncovered during widening of the highway, work in the area will be stopped and the Department of Land and Natural Resources, Historic Preservation Office will be notified to inspect the site.

9. Recreational Facilities Impact
Construction of the Kaumualii Highway intersection improvements will not impact recreational activities in the area.

V. RELATIONSHIP OF PROPOSED ACTION TO LAND USE PLANS, POLICIES, AND CONTROLS OF THE AFFECTED AREA.
The proposed action is the widening of an existing highway and is compatible with land use plans, policies, and controls in the affected area.

VI. ALTERNATIVES TO THE PROPOSED ACTION - NO PROJECT
The only alternative to the project is no project. Should the project not be constructed, State funds for this project will be allocated to other projects.

VII. AGENCIES AND PERSONS CONSULTED
1. Federal Agencies
   Federal Highway Administration Region IX
   U. S. Army Corps of Engineers
   Soil Conservation Service
2. State Legislators
   The Honorable Lehua Fernandez Sallings - State Senate
   The Honorable Bertha Kawakami - State House

25
3. State Agencies
   Department of Transportation
   Department of Accounting and General Services
   Office of State Planning
   Department of Land and Natural Resources, Commission on Water Resource Management
   Department of Land and Natural Resources, Historic Preservation Division
   Department of Land and Natural Resources, Office of Conservation Affairs
   Department of Health
   Department of Business, Economic Development and Tourism
   Office of Environmental Quality Control
   State Land Use Commission
   University of Hawaii, Manoa, Environmental Center

4. County of Kauai
   The Honorable Maryanne Kusaka, Mayor
   Building Department
   Fire Department
   Planning Department
   Police Department
   Department of Public Works
   Department of Water Supply
   Office of Economic Development
   Department of Water Supply

5. Private Organizations
   Lawai/Kalaeo Neighborhood Board
6. Private Utilities
   Kauai Electric Co.
   GTE Hawaiian Telephone Co.

VIII. DETERMINATION
After studying the project, completing an assessment of the potential
environmental effects of the proposed project, and consulting with governmental
and private parties, it has been determined that the resulting impacts of this
project will not result in any significant long term adverse environmental impacts.
Based on these findings, it is determined that this action does not require an
Environmental Impact Statement under Chapter 343, HRS. Accordingly, this
document constitutes a notice of Negative Declaration.

IX. REASONS FOR SUPPORTING THE DETERMINATION
Reasons supporting the Negative Declaration determination are based on findings
that the project will not:

1. Involve an irretrievable commitment to loss or destruction of any
   natural or cultural resource.
2. Curtail the range of beneficial uses of the environment.
3. Conflict with the State’s long term environmental policies or goals
   expressed in Chapter 343, Hawaii Revised Statutes, any revisions
   thereof and amendments thereto, court decisions, or executive orders,
4. Substantially adversely affect the economic or social welfare of the
   State or community,
5. Substantially adversely affect public health,
6. Involve substantial degradation of environmental quality,
7. Detrimentally affect air, water or ambient noise levels,
8. Adversely affect rare, threatened, or endangered species, or its
   habitat.
X. APPENDIX

COMMENTS BY CONSULTED PARTIES AND RESPONSES
July 13, 1995

Kwok Associates, Inc.
Consulting Engineers
1953 S. Beretania St., Suite PH-B
Honolulu, HI 96826

Subject: Draft Environmental Impact Assessment
Kamuela Hwy Intersection Improvement at
Ko'ola Road, Kohala, Hawaii

We have reviewed the subject draft EIS and note that during construction as you
have stated, sediment productions is inevitable. Because the area at the
construction site is steep and at Leeward Stream, and because there is marsh,
wetland, open fresh water, beach, and reef areas downstream near the mouth, we
recommend:
1. Use erosion protection material (either hydromulch, chemical and/or geotextile)
and/or time during construction where base soil is exposed. One should be
particularly sensitive to the sedimentation hazard during the rainy season;
2. Because of possible downstream affects, please add U.S. Fish
and Wildlife Service to your list of reviewers.

Thank you for the opportunity to comment.

KENNETH M. KANEHIRO
State Conservationist

cc: John Schlegel, Lihue Field Office

August 21, 1995

Mr. Kenneth M. Kanehiro
State Conservationist
United States Department of Agriculture
Natural Resources Conservation Service
P.O. Box 50004
Honolulu, Hawaii 96850-0001

Dear Mr. Kanehiro:

Subject: Draft Environmental Assessment for Kamuela
Highway Intersection Improvements at Ko'ola Road,
Kohala, Kauai, Project No. 50CD-01-91

Thank you for your comments dated July 12, 1995, on the
subject highway improvements. As requested, a copy of the
draft Environmental Assessment was provided the U.S. Fish
and Wildlife Service for review and comments.

The contractor will be required to implement erosion
control measures during construction as part of the
State Department of Health permit requirements.

Very truly yours,

[Signature]

Highway Administrator
Highways Division

RECEIVED
JUL 14 1995

KWOK ASSOCIATES, INC.
August 14, 1995

TO: RS. RAE M. LOUI, DEPUTY DIRECTOR
DEPARTMENT OF LAND AND NATURAL RESOURCES

FROM: RUSH Y. ONO, ADMINISTRATOR
HIGHWAYS DIVISION

SUBJECT: DRAFT ENVIRONMENTAL ASSESSMENT FOR KAUMALALI HIGHWAY INTERSECTION IMPROVEMENTS AT KOLON ROAD, KAILUA, KONA.
PROJECT NO. 50CD-01-91

Thank you for your comments dated July 12, 1995, on the subject highway improvements. A stream channel alteration permit will be obtained from the Department of Land and Natural Resources before the start of construction of the project. We will also obtain the other required permits concurrently with the stream channel alteration permit.

Thank you for your timely response.

Sincerely,

RAE M. LOUI
Deputy Director

Mr. Edison C.Y. Kwok, P.E.
Kwok Associates, Inc.
1593 S. Beretania Street, Suite PH-8
Honolulu, Hawaii 96826

Dear Mr. Kwok:

Thank you for allowing us to review and comment on the Draft Environmental Assessment for the Kaumalali Highway Improvements at Kolon Road Intersection.

Page 15 of the document acknowledges the possible need for a stream channel alteration permit pursuant to Section 13-140-50, Hawai’i Administrative Rules. A stream channel alteration permit would be required if the bed or banks of stream channels are affected by the proposed project. A list of other related permits which may be required by other agencies is also indicated on Page 15. This information facilitates our review of the project.

Should you have any questions regarding this letter, please do not hesitate to call David Higa at 808-924-90.

Sincerely,

RAE M. LOUI
Deputy Director

RECEIVED
JUL 13 1995
KWOK ASSOCIATES, INC.
Operations Division

Mr. Edison C.Y. Kwok
Kwok Associates, Inc.
1933 S. Beretania St., Suite PH-8
Honolulu, Hawaii  96826

Dear Mr. Kwok:

This letter is in response to your request for comments on your Kaua‘i Highway Improvements Project in Koloa, Kaua‘i.

More specific information on the bridge work is necessary for us to make a final decision. Based on the information provided, a Department of the Army (DA) permit would be required as it appears discharge of fill or excavation shall occur in waters of the United States.

File number POS-110 is assigned to this project. Please refer to this number in any future correspondence. If you have any questions please contact me at 638-9238, extension 14.

Walter T. Michel
Captain, U.S. Army
Project Manager

August 14, 1995

Captain Walter T. Michel
U.S. Army
Project Engineer
U.S. Army Engineer District, Honolulu
P.O. Drawer, Hawaii  96855-5440

Dear Mr. Coo:

Subject: Draft Environmental Assessment for Kaua‘i Highway Intersection Improvements at Koloa Road, Lihue, Kaua‘i, Project No. 56CD-01-91

Thank you for your comments dated July 17, 1995, on the subject highway improvements. Specific information on the bridge work will be provided to your office as part of the permit process.

Thank you for your timely response.

Very truly yours,

Walter T. Michel
Captain, U.S. Army
Project Manager

Hugh T. Coo
Administrator
Highways Division

RECEIVED
JUL 9 1995
KNOCK ASSOCIATES, INC.
TO: GARY GILL, DIRECTOR
OFFICE OF ENVIRONMENTAL QUALITY CONTROL

FROM: KAZU HAYASHIDA
DIRECTOR OF TRANSPORTATION

SUBJECT: DRAFT ENVIRONMENTAL ASSESSMENT FOR KAUMALILII HIGHWAY INTERSECTION IMPROVEMENTS AT KOLOA ROAD, KIRIN, KAAWI
PROJECT NO. SC0D-01-91

July 18, 1995

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

Attention: Mr. Herbert Tao

Dear Mr. Hayashida:

Subject: Draft Environmental Assessment for Kaumalilii Highway Improvements at Koloa Road Intersection

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

The proposed project will widen the existing Lualii Bridge about 4 feet on the downstream side of Lualii Stream. Please describe the existing condition of the stream, determine to what extent the stream will be impacted by the construction activity, and show on a drawing the stream in relation to the project improvements.

If you have any questions, please call Jayan Thirumalara at 366-1105. Thank you.

Sincerely,

GARY GILL
Director

07/18/95
August 15, 1995

Mr. Rudy S. Kula, Manager
KINCO ENGINEERING, INC.
1803 S. Stirling Rd., Ste. 220
P.O. Box 1154
Lincoln, NE 68501

Date: August 15, 1995

Subject: Final Comments on the Draft Environmental Assessment for the Stock Road Bridge Improvement Project, No. 92-E-1-127

Dear Mr. Kula:

We have submitted the Draft Environmental Assessment for the Stock Road Bridge Improvement Project, No. 92-E-1-127. We have incorporated your comments and amendments into the Final Environmental Assessment and Final Environmental Impact Statement. The Final Environmental Assessment and Final Environmental Impact Statement are attached.

Thank you for your assistance. We will be making a presentation to the Village of Lincoln Commission for the approval of the project. Your comments and suggestions will be considered.

If you have any further questions, please call Ralph B. Kula, P.E. at 483-3000.

Very truly yours,

[Signature]
Manager & Chief Engineer
KINCO ENGINEERING, INC.
In Reply Refer To: CAW

Mr. Edson C.Y. Kwok
Kwok Associates Inc.
Consulting Engineers
1933 S. Beretania St. Suite PH-B
Honolulu, Hawaii 96816

Re: Draft Environmental Impact Assessment for the proposed Kaumualii Highway Intersection Improvements at Koloda Road, Koloa, Kauai, Hawaii

Dear Mr. Kwok:

The U.S. Fish and Wildlife Service (Service) has reviewed the draft Environmental Assessment (EA) for the proposed Kaumualii Highway Intersection Improvements at Koloda Road, Koloa, Kauai, Hawaii. The preparing agency is the State of Hawaii, Department of Transportation, Highways Division. The project is to widen Kaumualii Highway at Koloda Road by constructing left turn lanes, acceleration lanes, and deacceleration lanes. Traffic signals will be installed at the Koloda Road/Kaua Road intersection, and highway lighting will be installed along Kaumualii Highway. The bridge over Lawai Stream, about 200 feet from the intersection, will be widened approximately forty feet to accommodate the proposed left and right turn lanes at the intersection. The Service offers the following comments for your consideration:

The Service is concerned that the proposed highway lights will increase "flashing" (collisions with structures brought on by attraction to and distraction from bright lights) of Nene’s shearwaters (Puffinus gravis/laricis) that may transit through the project area during their nesting season. To minimize the potential impacts of the highway lights, the Service recommends that the lights be shielded and slowed down. Additionally, we suggest that information in the draft EA concerning facts in the project area be corrected to reflect that there are no significant findings on Kauai.

Provided that our comments and recommendations are incorporated into the final EA, the Service will concur with a Negative Declaration finding and determination that an Environmental Impact Statement is not required for the project.

Sincerely,

[Signature]

Breeks Harper
Field Supervisor
Ecological Services

CC: DLNR, Hawaii
CZAP, Hawaii
CWB, Hawaii
DOFAW, Kauai
STATE OF HAWAII  
Department of Land and Natural Resources  
Division of Aquatic Resources  

MEETING  
KWOX ASSOCIATES, INC.  

RoGER EVANS, Administrator  
Office of Conservation and Environmental Affairs  

Bill Devick, Program Manager  
Division of Aquatic Resources  

Subject: Comments on  
1) Conservation District Use  
   Application  
   X  2) DRAFT EA  

Date of Request: 6/27/95  
Date Received: 6/28/95  

Summary of Project  

Title: Kaumualii Intersection Improvements  
Prof. By: Highways Division, Dept. of Transportation  
Location: Koloa, Kauai  

Brief Description:  

The State of Hawaii, Department of Transportation, Highways Division, is proposing to widen Kaumualii Highway at Koloa Road by constructing left turn lanes, acceleration lanes and deceleration lanes. Traffic signals will be installed at the Koloa Road/Kuia Road intersection and highway lighting will be installed along Kaumualii Highway. The bridge over Lawai Stream, about 200 feet from the intersection, will be widened by approximately 44 feet to accommodate the proposed left and right turn lanes at the intersection. Roadway improvements will extend about one thousand feet along Kaumualii Highway on each side of the Koloa Road intersection. Widening of Kaumualii Highway will occur on the south (makai) side of the highway.  

The bridge extension over Lawai Stream has been designed without piers, thus avoiding disturbances to the stream bed. It is anticipated, however, that construction of the bridge abutments and fill along
Mr. Brooks Harper  
Field Supervisor, Ecological Services  
United States Department of the Interior  
Fish and Wildlife Service  
560 Ala Moana Boulevard, Suite 3-580  
Honolulu, Hawaii 96813

August 31, 1995

TO:  
MR. ROGER EVANS, ADMINISTRATOR  
OFFICE OF CONSERVATION AND ENVIRONMENTAL AFFAIRS  
DEPARTMENT OF LAND AND NATURAL RESOURCES  
HIGHWAYS DIVISION

FROM:  
Hugh V. Ono  
ADMINISTRATOR  
HIGHWAYS DIVISION

SUBJECT:  
DRAFT ENVIRONMENTAL ASSESSMENT FOR KAUNAALI  
HIGHWAY INTERSECTION IMPROVEMENTS AT KOLOA ROAD,  
Lihue, Kauai  
PROJECT NO. 50CD-01-91

Thank you for your comments dated August 25, 1995, on the  
subject highway improvements. Your concerns expressed in  
your letter will be addressed in the revised Environmental  
Assessment and incorporated into the construction contract  
specifications.

Very truly yours,

Hugh V. Ono  
Administrator  
Highways Division
TO: DON HIBBARD, DEPUTY STATE HISTORIC PRESERVATION OFFICER
DEPARTMENT OF LAND AND NATURAL RESOURCES

FROM: HUGH Y. OHO, ADMINISTRATOR
HIGHWAYS DIVISION

SUBJECT: DRAFT ENVIRONMENTAL ASSESSMENT FOR KAMALII HIGHWAY INTERSECTION IMPROVEMENTS AT HOKULA ROAD, LINOUPU, KAMALII
PROJECT NO. 50CD-01-91

August 24, 1995

Thank you for your comments dated July 30, 1995, on the subject highway improvements. The Japanese shrines and historic burial sites on TMK: 2-5-05-007, a parcel located adjacent to some of the parcel directly affected by the roadway widening, will be protected during construction and the contractor will not be permitted to store equipment on this parcel. Should historic sites, including human burials, be discovered during construction all work in the immediate vicinity will be stopped and your office will be notified immediately.

Thank you for your timely response.
Mr. Edison C. Y. Kwok, P.E.
July 17, 1995
Page 2

3. On page 20, under the section entitled Air Quality Impact, the second sentence should be changed to read as follows: "The dust generated will be limited to excavation activity within one hundred feet (100 ft.) of the existing road right-of-way and to the demolition of the existing concrete wall on the downstream side of the bridge."

4. In accordance with Title 11, Chapter 11-60.1, "Air Pollution Control," HARR, the property owner/developer shall be responsible for ensuring that effective control measures are provided to prevent or minimize any fugitive dust emission caused by the construction work from impacting the surrounding areas including the off-site roadways used to enter/exit the project. These measures include but are not limited to the use of water wagons, sprinkler systems, dust fences, etc.

5. In accordance with Title 11, Chapter 11-58.1, "Solid Waste Management Control," HARR, the property owner/developer shall be responsible for ensuring that all project-generated waste is disposed of in a manner or at a site approved by the State Department of Health. Disposal of any of these wastes by burning is prohibited.

6. In accordance with Title 11, Chapter 11-55, "Water Pollution Control" and 11-54, "Water Quality Standards," HARR, the property owner/developer shall be responsible for ensuring that the best management practices (BMP) are provided to prevent or minimize the discharge of sediments, debris, and other water pollutants into state waters.

7. As stated on page 15 of this Draft Environmental Assessment (EA), the property owner/developer shall be responsible for obtaining all applicable permits from the Department of Health including, but not limited to, National Pollution Discharge Elimination System (NPDES) permits for storm water, hydrostatic test and dewatering prior to commencing construction. Please call the Clean Water Branch on Oahu at 586-4309 for details.

8. In concern for the accuracy of the Environmental Assessment, page 12, paragraph 2, line 3, the word "nonpose" should be deleted since the nonpose has not yet established itself on Kauai.
Mr. Edison C. V. Knoll, P.E.
July 17, 1995
Page 3

Due to the general nature of the application submitted, we reserve the right to implement future environmental health restrictions when more detailed information is submitted.

Should you have any questions, please call Mr. Clyde Takekuma, Chief Sanitarian, Rural District Health Office at 241-3123.

Sincerely,

Lawrence W. Nishi
Director of Health

TO: THE HONORABLE LAWRENCE NIKE H.D., J.D.
DIRECTOR OF HEALTH

FROM: EASH HAYASHI DA
DIRECTOR OF TRANSPORTATION

SUBJECT: DRAFT ENVIRONMENTAL ASSESSMENT FOR KANEOHIME HIGHWAY IMPROVEMENTS

Thank you for your comments dated July 17, 1995, on the subject highway improvements. All of your concerns expressed in your letter will be addressed in the revised Environmental Assessment and incorporated into the construction contract specifications. All of the applicable permits including the hazard management permits (BEP), for this project, will be obtained prior to the beginning of construction.

Thank you for your timely response.
To: Robert Inouye  
2839 Alania Street  
Lihue, Kauai, 96766

Dear Mr. Inouye:

Subject: Draft Environmental Assessment for Kaumuali Highway Intersection Improvements at Koloa Road, Lihue, Kauai, Project No. SCD-01-95

Thank you for your comments dated July 24, 1995, on the subject highway improvements. Safety is the primary reason this project is being implemented. Adequate stopping sight distances will be provided for traffic in both directions along Kaumuali Highway. As a precaution a flashing yellow beacon will be installed for both directions of traffic on Kaumuali Highway and will only flash if the traffic signal for through traffic is red. The left turning lane on Kauai Highway to Koloa Road is longer than 180 feet and is adequate for the number of left turning vehicles. The right turn lane on Kaumuali Highway to Koloa Road will not impact through traffic since these vehicles may turn right on red.

Two lanes of traffic will generally be open for traffic during construction but there may be short periods when only one lane is open. The periods of lane closure will be during off-peak hours. The contractor will provide flaggers or police officers to control traffic during lane closures.

Very truly yours,

Hugh X. Dole  
Administrator  
Highways Division
Kwock Associates, Inc.
Consulting Engineers
1935 S. Beretania Street
Suite PB-B
Honolulu, Hawaii 96826

Attention: Mr. Edison C.Y. Kwock

Gentlemen:

Subject: Kaumuali'i Highway Intersection Improvements at Koloa Road, Koloa, Hawaii
Draft Environmental Assessment

Thank you for the opportunity to review the subject document. The proposed project will have no immediate impact on our facilities. Therefore, we have no comments to offer.

If there are any questions, please have your staff contact Mr. Ralph Fukumoto of the Planning Branch at 586-0488.

Very truly yours,

GORDON NAKATOSA
State Public Works Engineer

Mr. Edwin C.Y. Kwock, PE
Kwock Associates, Inc.
1935 S. Beretania St., Suite PB-B
Honolulu, Hawaii 96826

Dear Mr. Kwock:

Subject: Draft Environmental Assessment for the Kaumuali'i Highway Intersection Improvements at Koloa Road, Koloa, Hawaii

Thank you for giving our Department the opportunity to comment on this matter. We have reviewed the submitted Draft Environmental Assessment for this project and have no comments to offer at this time.

Thank you for your cooperation in this matter. Please feel free to contact our Office of Conservation and Environmental Affairs at 587-0377, should you have any questions.

Aloha,

MICHAEL D. WILSON

KWOCK ASSOCIATES, INC.
June 29, 1995

Mr. Edison C. Y. Kwock, PE
KWOCK ASSOCIATES, INC.
Consulting Engineers
1933 S. Beretania St. Suite PH-B
Honolulu, HI 96826

Dear Mr. Kwock:

We have reviewed your Draft Environmental Assessment sent to us on June 29, 1995. We do not have any suggestions or comments regarding your assessment at this time.

If you have any questions please do not hesitate to contact Lieutenant Gordon Isoda of the Traffic Safety Unit at (808) 241-6761.

Sincerely,

[Signature]
Interim Chief of Police

Mr. Edison C. Y. Kwock, PE
Kwock Associates, Inc.
1933 S. Beretania St. Suite PH-B
Honolulu, Hawaii 96826

SUBJECT: DRAFT ENVIRONMENTAL IMPACT ASSESSMENT
KAPAA-LILIHI HIGHWAY INTERSECTION IMPROVEMENTS AT KOLOA RD.
KOLOA, KAUAI, HI

Dear Mr. Kwock;

The County of Kauai Office of Economic Development has reviewed your Draft Environmental Assessment and provides no comments at this time. We reserve the right to provide comments upon receipt of the final report.

Respectfully Yours;

[Signature]
Director

July 3, 1995

Mr. Edison C. Y. Kwock, PE
Kwock Associates, Inc.
1933 S. Beretania St. Suite PH-B
Honolulu, Hawaii 96826

[Signature]
Director

JUL 3 1995
KWOCK ASSOCIATES, INC.
Mr. Edison C.Y. Kwock, PE  
Kwock Associates, Inc.  
Consulting Engineers  
Suite 4406  
1953 South Beretania Street  
Honolulu, Hawaii 96826  

Dear Mr. Kwock:

Subject: Draft Environmental Impact Assessment (EA) for the
Kauaumui Highway Intersection Improvements at
Koloa Road, Koloa, Kauai, Hawaii

We have reviewed the subject draft EA and would like to note
that the project area as shown on figure 5, appears to be located
within the State Land Use Agricultural and Urban Districts.

We have no other comments to offer at this time.

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

Sincerely,

ESTHER UEDA  
Executive Officer

Ref. No. C-1312

July 3, 1995

Mr. Edison C.Y. Kwock, PE  
Kwock Associates, Inc.  
1953 South Beretania Street  
Suite PH-B  
Honolulu, Hawaii 96826

Dear Mr. Kwock:

Subject: Draft Environmental Impact Assessment
Kauaumui Highway Intersection Improvements at Koloa Road

We have reviewed the Draft Environmental Assessment (DEA) for the
Kauaumui Highway Improvements and do not have any substantive comments to
offer. The DEA satisfactorily addresses our program interests.

We appreciate the opportunity to review and comment on this document.

Sincerely,

GREGORY C.Y. PAI, Ph.D.  
Director

cc: DREDT (95-073-H)

Received
JUL 2 9 1995
KWOCK ASSOCIATES, INC.