



Office of the Mayor

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Mayor

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Deputy Managing Director

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July 10, 1996

OFFICE OF ENVIRONMENTAL
QUALITY CONTROL


MR GARY GILL DIRECTOR
OFFICE OF ENVIRONMENTAL QUALITY CONTROL
220 SOUTH KING STREET FOURTH FLOOR
HONOLULU HI 96813

SUBJECT: NEGATIVE DECLARATION OF IMPACT
Mamalahoa Highway Improvements
Kamamalu Street to Lindsey Road
Waimea, South Kohala, Hawaii Island

The Hawai'i County Mayor's Office has reviewed the draft Environmental Assessment (EA) and the comment letters received during the 30-day public comment period. Accordingly, we have determined that this project will not have significant environmental effects and has issued a negative declaration of impact. Please publish this notice in the next edition of the "Environmental Notice."


We have enclosed a completed OEQC Environmental Notice Publication Form and four copies of the Final EA. Please contact Donna Kiyosaki, Chief Engineer, at 961-8321 if you have any questions. Thank you for your attention to this matter.

Sincerely,


STEPHEN K. YAMASHIRO
Mayor

Attachments

RECOMMEND APPROVAL:


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

AUG - 8 1996

FILE COPY

AUG - 8 1996

*- 1998-08-08-HI-PEA-Mamalahoa Hwy Improvement
Kamamalu Street to Lindsey Road*

DEPARTMENT OF PUBLIC WORKS

COUNTY OF HAWAII

FINAL ENVIRONMENTAL ASSESSMENT

FOR

MAMALAHOA HIGHWAY IMPROVEMENTS

KAMAMALU STREET TO LINDSEY ROAD

WAIMEA, SOUTH KOHALA, ISLAND OF HAWAII

TMK 6-5-04; 6-6-5:2; 6-5-5-:16

SOUTH KOHALA, HAWAII COUNTY, STATE OF HAWAII

PROPOSING AGENCY:

Department of Public Works
County of Hawaii
25 Aupuni Street
Hilo, Hawaii 96720

PREPARED BY:

William L. Moore Planning
159 Hala Street, Hilo, Hawaii 96720
and
Ron Terry, Ph.D.
HCR 1 Box 9575, Keaau, Hawaii 96749

This document is prepared pursuant to the Hawaii Environmental Protection Act,
Chapter 343, Hawaii Revised Statutes (HRS), and
Title 11, Chapter 200, Hawaii Department of Health Administrative Rules (HAR).

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PART 1: ACTION DESCRIPTION

1.1 Project Location and Description

The Hawaii County Department of Public Works (DPW) proposes to undertake improvements to the Mamalahoa Highway (State Highways 19 and 190) in Waimea between Kamamalu Road and Lindsey Road (Figures 1 and 2.) The federal government would match County of Hawaii funds on an 80/20 basis for the project, which would have a total construction cost of \$4 million. If necessary approvals are obtained in a timely manner, the project is scheduled to begin in late 1996 and would be completed in mid-1998.

The proposed project is intended to improve traffic and pedestrian safety as well as traffic operations within Waimea. The project consists of the following features:

1. Providing exclusive left turn lanes at key intersections and driveways between Kamamalu Street and Pu`uKalani Street;
2. Replacing the existing two-way left turn lane with a raised median and exclusive left turn lanes at Pu`uKalani Street and at Lindsey Road;
3. Widening of Mamalahoa Highway to four lanes (two lanes each direction) between Lindsey Road and the Lucy Henriques (North Hawaii Community) Hospital driveway;
4. Installing traffic signals at the intersection of Mamalahoa Highway and Pu`uKalani Street/Waimea Center driveway;
5. Upgrading the traffic signals and geometrics at the Mamalahoa Highway intersections at Kamamalu Street and at Lindsey Road;
6. Widening/restriping the approaches of side streets and driveways at Mamalahoa Highway;
7. Resurfacing/upgrading the existing roadway;
8. Constructing sidewalks along Mamalahoa Highway, between Parker Ranch Center and Kamamalu Street;
9. Constructing associated drainage improvements.

Appendix 3 includes profiles of the proposed roadway improvements within the project area.

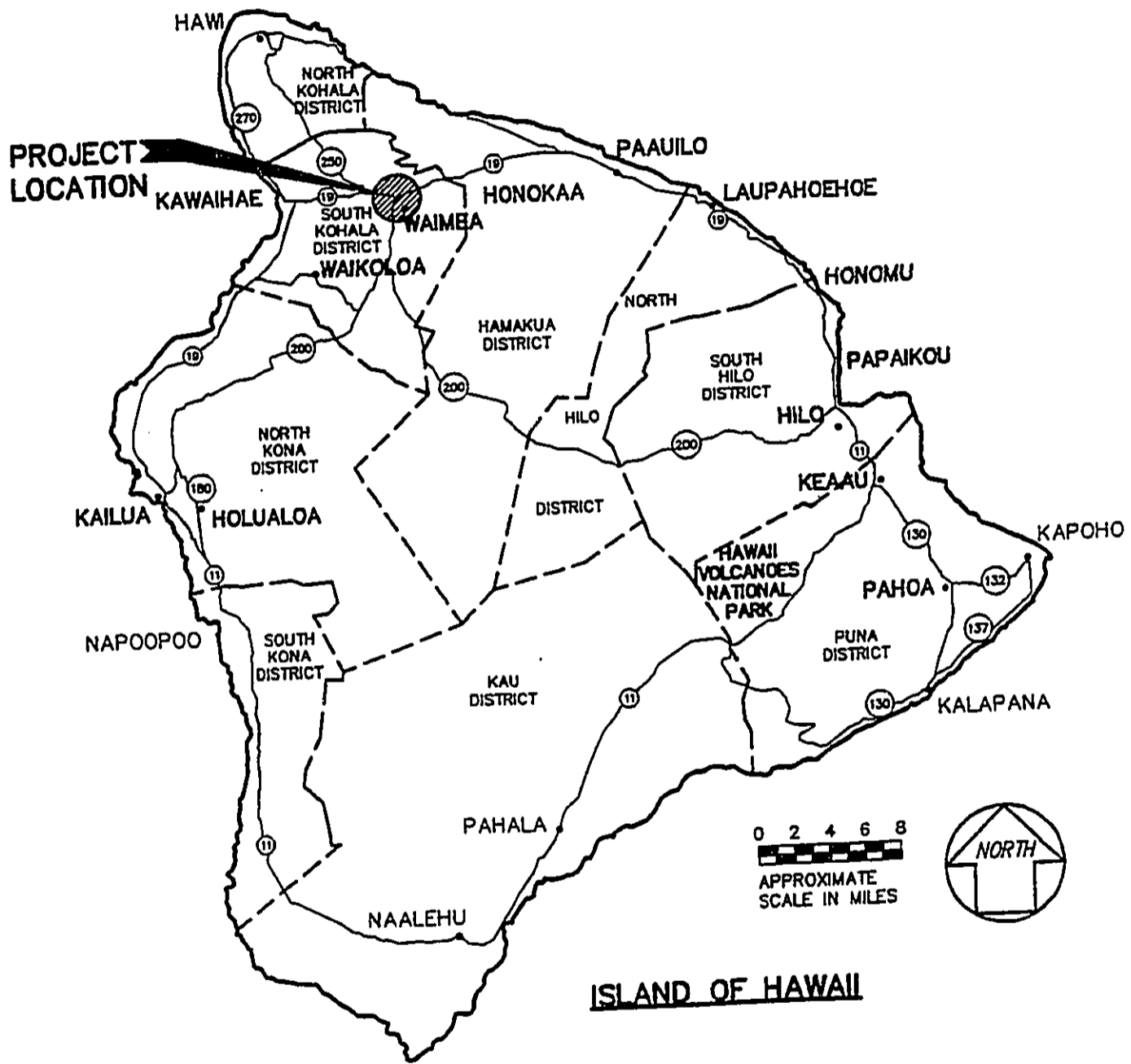


Figure 1

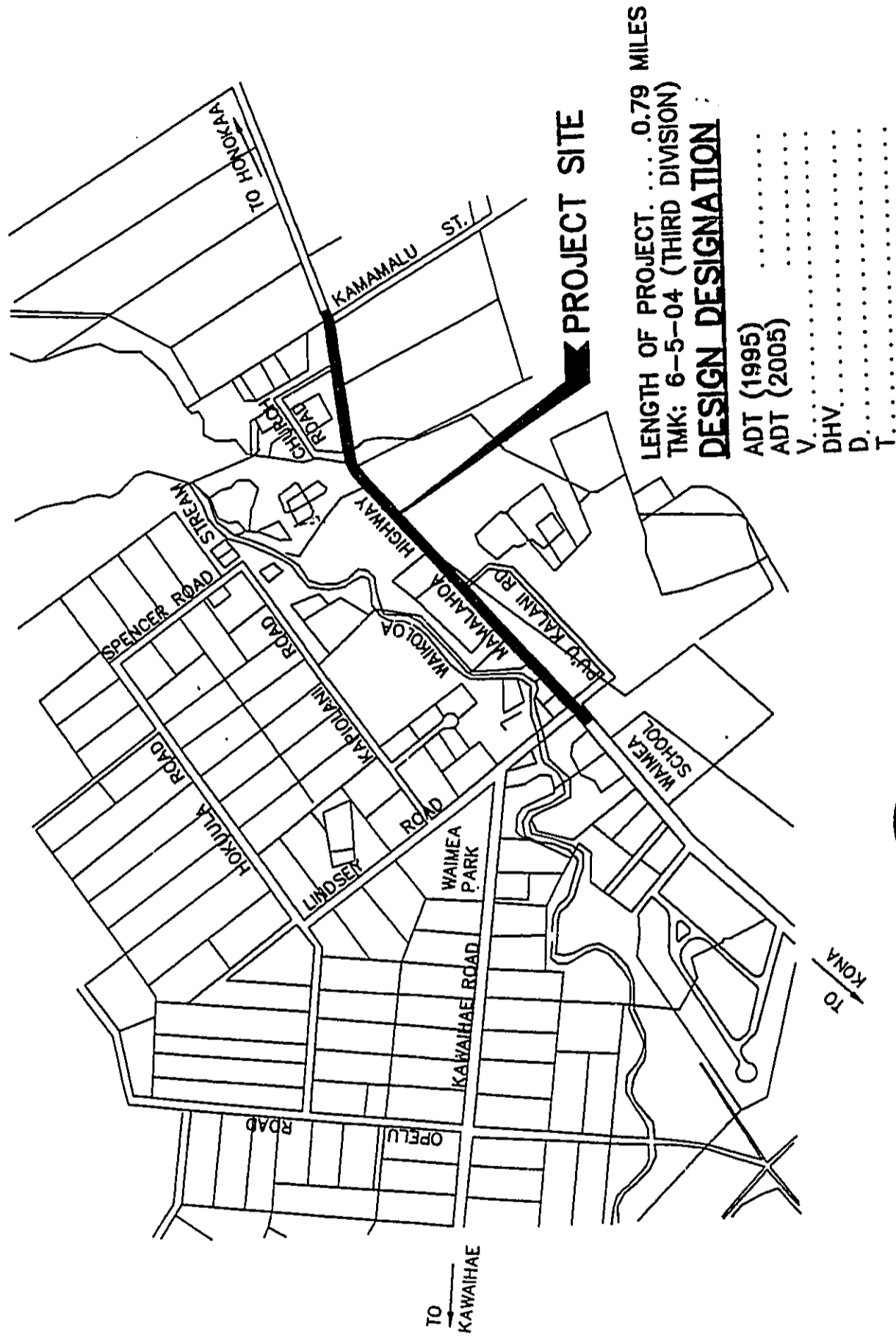


Figure 2

The improvements would occur within County land designated as part of the highway and do not involve widening of the highway into adjacent properties except at the intersection of Mamalahoa Highway with the following streets/areas:

1. Lindsey Road
2. Pu'uKalani Street
3. Kamamalu Street
4. Frontage near Cattleman's Bar and Grill (TMKs 6-5-05:16 & 20)
5. Portion of sidewalk at/near Waimea Center (TMKs 6-5-05:04 & 6-7-02:27)

The land required for improvements at these intersections would be acquired through purchase at fair market value.

The County's share of the project cost totals twenty percent of the total estimated cost or \$800,000. The Federal Highways Administration will be responsible for the balance of the project costs through its highway grant-in-aid programs. In addition, the County is in the process of working with Waimea Center and Parker Ranch to reimburse the County for a portion of the project costs for improvements which are on private property or which directly support existing or proposed new developments.

Sidewalk improvements will be constructed depending on the availability of funds. The minimum improvements will extend the sidewalks along the south side of Mamalahoa Highway between Parker Ranch Center and the entry to the Kamuela Civic Center. Sidewalk improvements to Kamamalu Street along both the north and south sides of Mamalahoa Highway will be extended as funds become available.

The County is also working with Parker Ranch to provide emergency access to the North Hawaii Community Hospital during the construction of the highway improvements. The emergency access would ensure that emergency police, fire and ambulance vehicles have an alternative route through the Waimea town center area. The emergency access would be provided through existing driveway and ranch roadways and ranch roadways and would not involve the construction of any new improvements.

In addition to the roadway improvements, the County is working with the Waimea community to include the possible relocation of the existing overhead utilities to underground within the project corridor. Should these improvements be pursued, it would be done on a "non-participation" basis by the Federal Highway Administration whereby no federal funds would be utilized.

The placement of the existing utilities underground could be done either as part of the Mamalahoa Highway improvements or constructed at a latter date, depending on funding availability. Costs for the construction of the underground utilities range from \$4 to over

\$5 million, depending on whether or not the existing 69 kV line is rerouted around Waimea or placed underground. Appendix 4 provides a detailed description of the proposed improvements and cost estimates.

Construction is anticipated to begin in early 1997 and is estimated to take about 20 months. The construction is planned to be phased to provide two lanes of traffic (one in each direction) at all times. Off-duty police officers will be utilized by the contractor as required to control traffic flow through the construction area.

1.2 Purpose and Need

The purpose of the project is to increase highway safety for vehicular and pedestrian traffic and to improve traffic operations in Waimea.

Mamalahoa Highway is the primary arterial highway between Hilo and Waimea. It also serves as the only roadway connecting the east end of Waimea with the center of town. The number of lanes between Kamamalu Street and Lindsey Road varies from two to four.

Various agencies and organizations have identified and called for solutions to the problem of traffic turning into and out of driveways along this portion of Mamalahoa Highway. The South Kohala Traffic Safety Committee and the Waimea Community Association have issued statements supporting a traffic signal at Pu'uKalani Street as well as medians between this street and Lindsey Road (see Appendix 2). The proposed project has been designed to provide a comprehensive solution to the traffic congestion in this area.

Between 20 and 30 accidents occur each year on this section of the Mamalahoa Highway (Sources: Hawaii County Police Department; Hawaii State Department of Transportation Planning Branch). The most common causes of accidents are rear-end and broadside collisions. The lack of exclusive left turn lanes and conflicts between through traffic on the main highway and traffic turning left or crossing the main highway from side streets or driveways promote such accidents. The proposed improvements would provide an efficient and safe signalized intersections and turning lanes in the areas where these accidents commonly occur.

1.3 Alternatives

The alternatives considered for this project primarily consisted of detailed design alternatives within the project corridor. This is consistent with the purpose and need of this project which is primarily to upgrade the safety aspects of the existing highway. Accordingly, consideration of "Alternative Routes" was determined to be outside the scope of this assessment.

Although the project will not solve the long term traffic problems for the town of Waimea, it should be emphasized however, that Mamalahoa Highway will be an integral part of the planned roadway network for the Waimea area. The project will be coordinated with the available plans of the future roadway network in order to facilitate the interfaces of the future roads with Mamalahoa Highway.

No Action

If the "No Action" alternative is selected, the County will need to provide maintenance of the deteriorating pavement of Mamalahoa Highway. Also, the annual traffic accidents can be anticipated to continue. Improvements at the interface of Mamalahoa Highway and the future roadways will need to be implemented in an undetermined future. Furthermore, conflicts between pedestrians and automobiles will continue as the roadway shoulders are continued to be used as walkways.

1.4 Land Use Designation and Controls

Most of the property fronting the Mamalahoa Highway in the project areas is zoned Village Commercial (CV-7.5 and CV-20). Shorter sections are zoned Residential (RS-7.5 and RS-10), Multi-family Residential (RM-3), Open (O), Neighborhood Commercial (CN-7.5), and Agriculture (A-40a). The entire area is within the State Land Use Urban District. The General Plan Land Use Pattern Allocation Guide Map designates the area as Medium Density Urban.

1.5 Public and Agency Consultation

As part of the consultation process for this Environmental Assessment (EA), the following agencies and organizations received a letter describing the project and were invited to participate in the environmental review process:

County:

Planning Department
Fire Department
Civil Defense Agency

County Councilmember John Ray
Police Department
Department of Water Supply

State:

Historic Preservation Division
State Senator Malama Solomon
State Representative David Tarnas
Office of Hawaiian Affairs

Department of Hawaiian Homes
Waimea Elementary and Intermediate School
Department of Land and Natural Resources

Federal:

Fish and Wildlife Service U.S. Geological Survey Army Corps of Engineers

Private:

Sierra Club Kona-Kohala Chamber of Commerce
Waimea Community Association South Kohala Traffic Safety Committee
Waimea Main Street Program

Copies of replies from those agencies and organizations with substantive comments are provided as Appendix 1. Comments are discussed in the appropriate sections of the Environmental Assessment.

A public meetings on the project was held on January 23, 1996 to discuss the project and gather comments and information for this EA. A second public meeting was conducted on April 16, 1996 to present the proposed improvements and to obtain further comments and information on the project. Appendix 2 contains the sign-in sheets from these meetings along with a summary of concerns and questions that arose at the meeting. Input from these meetings is also discussed in the appropriate sections of the text.

In addition, numerous meeting were conducted with individual property owners, business owners and interested groups, individuals and organizations. Meetings were also held with the Waimea Community Association, Waimea Main Street Program, South Kohala Traffic Safety Committee, Waimea Senior Citizens Club, and the Waimea Rotary Club.

PART 2: ENVIRONMENTAL SETTING, IMPACTS AND PROPOSED MITIGATION MEASURES

2.1 Basic Geographic Setting

The study area is a portion of Waimea town, further defined as the section of the Mamalahoa Highway (State Highways 19 and 190) from a point approximately 300 feet east of Kamamalu Street to the western boundary of the Waimea Elementary and Intermediate School Complex, along with adjacent properties. The setting is an urban corridor with predominantly commercial land use.

An elevation of 2,670 feet above mean sea level leads to cool temperatures and frequent drizzle and fog. The average maximum temperature is approximately 75 degrees F., with an average minimum of 65 degrees. Annual rainfall averages approximately 75 inches in the heart of Waimea (University of Hawaii Geography Department 1983).

Geologically, the site is located on Holocene lava flows covered with ash deposits from Mauna Kea (MacDonald et al 1983:350-351). The surface has weathered through time to produce deep, well-drained soils with low shrink-swell potential. The specific soil types found in the project area are Kikoni and Waimea Very Fine Sandy Loams (U.S. Soil Conservation Service 1973). The slope along the project corridor and adjacent land is nearly level.

2.2 Physical Environment

2.2.1 Drainage

Environmental Setting

Waikoloa Stream runs roughly parallel to the highway, some 200-800 feet to the northwest. One of its tributaries, unmapped by the United States Geological Survey but locally called Kamuela Stream, crosses a portion of the Mamalahoa Highway near the Waimea Civic Center that is included in the proposed project area (see Figure No. 3)..

Most of the project corridor is designated Zone "X", defined as areas outside the 500 year flood plain on the Flood Insurance Rate Maps (FIRM). A floodplain between 50 and 500 feet wide extends west from the confluence of Kamuela and Waikoloa Streams across and beyond Mamalahoa Highway. This area is Zoned "AE", defined as a Special Flood Hazard Area subject to inundation as determined in a Flood Insurance Study by detailed methods. A segment of the project corridor approximately 650 feet long is included in this Zone. According to Federal Emergency Management Agency (FEMA) regulations, such areas must be reserved in an unobstructed condition in order to discharge the base flood without increasing flood levels by more than one foot.

Minor ponding of water occurs on and adjacent to the roadway during heavy rainfall. The existing highway drainage system within the project limits consists primarily of roadside swales, ditches and drywells situated in private properties. A closed pipe system is situated near the intersection of Mamalahoa Highway and Lindsey Road. The system presently services a limited area in this location.

Impacts and Mitigation Measures

Parker Ranch is currently undertaking a flood control project in the Kamuela Stream floodway to channelize flow towards the west into a percolation basin. Parker Ranch has been issued a Conditional Letter of Map Revision (CLOMR) that would remove the area traversed by Mamalahoa Highway from the Special Flood Hazard Area. Upon construction completion and appropriate certification from the County, a final Letter of Map Revision (LOMR) to Zone X will be issued. This is scheduled to occur before the Mamalahoa Widening Project begins construction. This would officially remove the requirements associated with a Special Flood Hazard Area from this highway project.

The highway drainage improvements for the subject project proposes to provide three closed systems which will outlet as follows:

- System A: 24-inch outlet through the existing wingwall of the Lindsey Road bridge.
- System B: Existing 24-inch outlet at Waikoloa Stream near Pioneer Federal Savings building.
- System C: Existing 36-inch outlet at new Flood Control channel.

In addition to the above described closed systems, the project proposed installation of drywells to control the nuisance ponding that occurs east of Kamamalu Street. This improvement is intended to temporarily provide relief of the existing ponding that occurs. The area of concern is beyond the full improvement limits of the project and are located where the full improvements transitions to meet the existing conditions. Budget constraints limit the extent of the long term drainage solution in this area.

The road improvements would occur largely on areas of existing pavement or compacted roadside. As such, the increase in non-permeable surface area is expected to be negligible. Furthermore, the proposed drainage improvements will be designed in accordance with standards of the County of Hawaii and the State Department of Transportation.

Provisions would be made during the construction grading and earthwork to minimize the potential for soil erosion and impact to streams. Measures would also be taken to minimize the amount of sediment that leaves the construction limits. Soil erosion and

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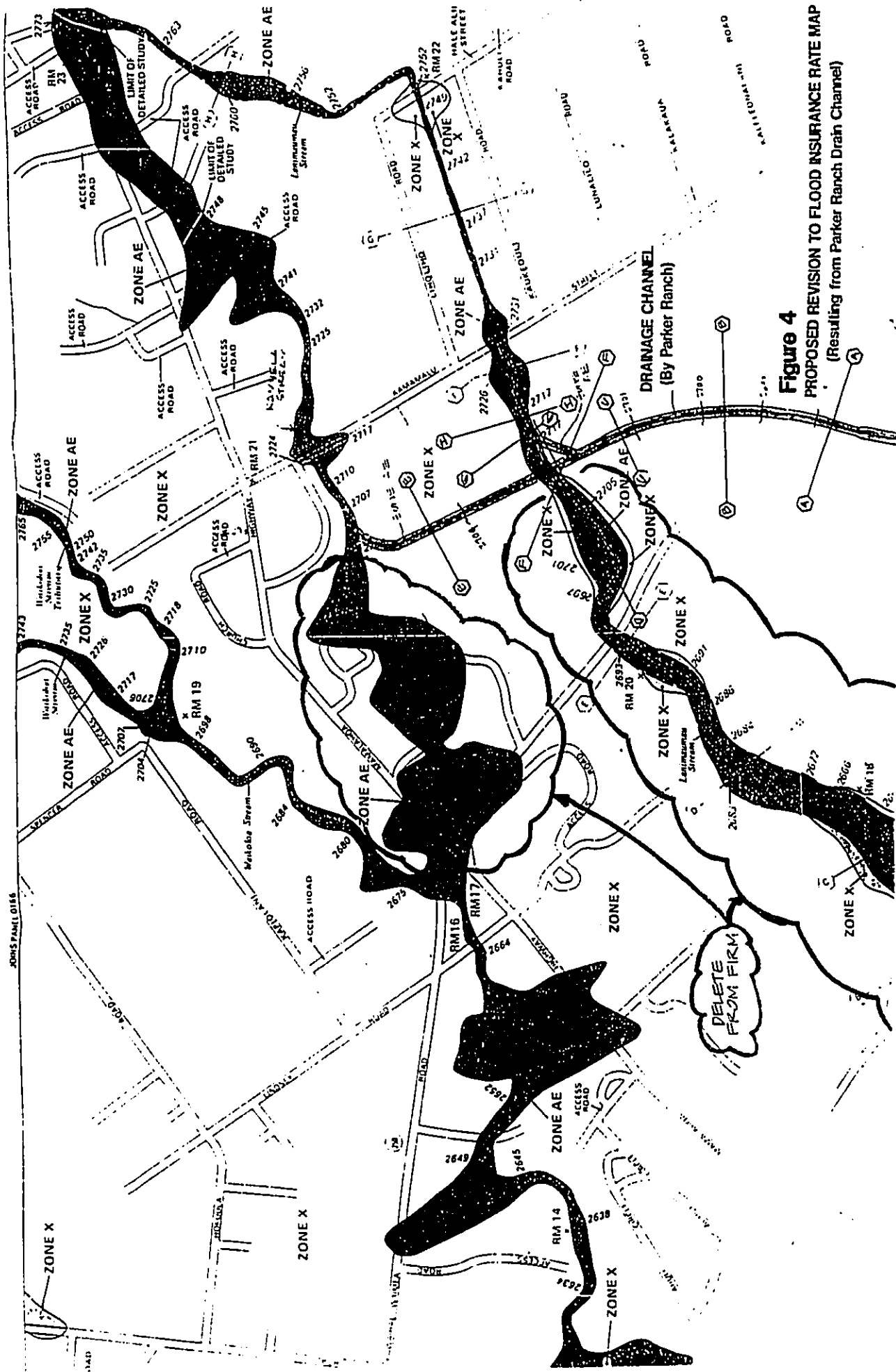


Figure 4
 PROPOSED REVISION TO FLOOD INSURANCE RATE MAP
 (Resulting from Parker Ranch Drain Channel)

sediment control standard management practices, as required by the National Pollutant Discharge Elimination System (NPDES) Permit shall be implemented. These management measures could include:

1. Timing construction activities, such as grading or the installation of culverts, during period of minimum rainfall;
2. Limiting the amount of surface area graded at any given time to reduce the area subject to potential erosion;
3. Constructing temporary drainage ditches to diver runoff away from areas susceptible to soil erosion;
4. Planting grass as soon as grading operations permit to minimize the amount of time soils are exposed to possible erosion; and
5. Building geotextiles such as siltation fencing to minimize the amount of sediments which would leave the site to collect in drainage structures and streams.

No additional impacts are expected to occur as a result of the construction of underground utilities improvements.

2.2.2 Lava Flow and Earthquake Hazards

The United States Geological Survey was consulted to determine the sources and levels of geologic hazards present in the project area.

The entire Big Island is subject to geologic hazards, especially lava flows and earthquakes. The project's location on the extinct Kohala volcano leads to a low risk level: Lava Flow Hazard Zone 8 (on a scale of ascending risk 9 to 1). Zone 8 areas have been free of lava flows for the last 750 years and have had only a few percent covered during the last 10,000 years (see Heliker 1990).

The entire island of Hawaii is in Zone 3 on a scale of ascending risk 1 to 4 in the Seismic Probability Rating (Furumoto et al 1973:34). Major damage corresponding to a score of 7 or above on the Modified Mercalli Scale is possible.

Impacts

The proposed project would not occur in an area of unusual geologic hazard and would not result in any additional exposure to geologic hazards.

2.2.3 Flora, Fauna and Ecosystems

Environmental Setting and Impacts

Because the project occurs on and immediately adjacent to an existing roadway, no natural vegetation or ecosystems are present. Vegetation consists of landscaped grass, shrubs and trees.

The U.S. Fish and Wildlife Service (USF&WS) was consulted to assess the presence of and potential impacts to rare or endangered species or sensitive ecosystems. According to a comment letter from this agency dated 26 March 1996, the agency has no records of wetlands, sensitive habitats, or endangered, threatened, proposed or candidate species at the project site. The federally listed Hawaiian hawk (*Buteo solitarius*) and Hawaiian hoary bat (*Lasiurus cinereus semotus*) may traverse the project area but are considered unlikely to be impacted by the proposed project. The USF&WS recommended that the environmental assessment address impacts on two listed endangered seabirds, the dark-rumped petrel (*Pterodroma phaeopygia sandwichensis*) and Newell's shearwater (*Puffinus auricularis*) that may be attracted by urban lights, become disoriented and fly into unseen objects such as utility wires, buildings and other urban structures.

Further consultation with USF&WS determined that the Waimea area is not a documented flyway for either species, although data on night-flying species are scarce and the absence of sightings does not necessarily imply that birds are not occasionally present. The proposed project would take place in an already urbanized setting. Several streetlights and thousands of other light sources of various heights and intensities are present. Several new streetlights would be added in the course of the project in order to increase pedestrian and vehicular safety. This addition would represent only a negligible addition to the total number of elevated light sources in Waimea and is not predicted to have any effect on the endangered seabirds.

In sum, no impacts to flora, fauna or ecosystems would occur as a result of the proposed project. Landscaping is covering in Section 2.2.4 below.

2.2.4 Air Quality and Scenic Resources

Environmental Setting

Air pollution in the Waimea area is minimal, although air quality is subject to occasional deterioration due to volcanic emissions ("vog") during southerly winds. The near constant winds in the Waimea area dissipate pollution associated with vehicle exhaust emissions to negligible levels. The 1977 Clean Air Act Amendments require the Environmental

Protection Agency (EPA) to designate areas as being in or out of compliance with federal air quality standards. Areas in compliance are termed attainment areas. All of Hawaii County is an attainment area.

The visual character of adjacent land uses, framed in the dramatic backdrop of the Kohala Mountains and Mauna Kea, determines the scenic environment along the Mamalahoa Highway. This varies from a quaint rural landscape at Church Row to the busy, commercial ambience of the many shopping complexes along the route.

Impacts and Mitigation Measures

The roadway improvements would lessen congestion without adding capacity, leading to less engine idling and marginally less automotive exhaust.

The expanded pavement would widen the road profile and thus increase the dominance of the road as a landscape element. Several individuals and organizations have suggested during meetings on the project that landscaping would help retain the rural, green feeling of Waimea and mitigate the impact of the wider pavement profile. In response to such concerns, project plans include provision for landscaping adjacent to sidewalks and possibly within the medians. The landscape character, maintenance arrangements and other details will be determined through further consultation with those community groups that have expressed interest in the landscaping. It is expected that much of the planting and maintenance would be accomplished through volunteer efforts.

No adverse impacts are expected to occur as a result of the construction of the underground utilities improvements. The scenic resources could be significantly improved by the relocation of the overhead utility lines.

2.3 Social, Cultural and Economic Setting

2.3.1 Social

Environmental Setting

The following table presents recent and historic population data for Hawaii County and the South Kohala District.

**Table 1
Resident Population Trends**

	1960	1970	1980	1990
Hawaii County	61,332	63,468	92,053	120,317
South Kohala	1,538	2,310	4,607	9,140
Waimea		756	1,179	5,972

Sources: U.S. Bureau of the Census: "1990 Census of Population. General Population Characteristics," 1990 CP-1-13; Hawaii County Data Book.

The population of South Kohala has grown steadily since 1965 as a result of the expanding visitor industry. The year 1965, when the Mauna Kea Beach Hotel opened and brought with it 775 jobs, inaugurated the era of large-scale resorts. By 1982 there were over a thousand jobs available at South Kohala resorts, a figure which grew to 4,000 by 1990 and to almost 5,000 by 1995 (Hawaii County Department of Research and Development pubs., var. years). The trend continues until today.

Between 1980 and 1990 the spectacular growth in the visitor plant in Kohala led to an equally large increase in visitors and therefore de facto population (the number of people who are actually present at any given time). South Kohala clearly has a large and growing share of the visitors to the island and consequently the de facto population. At any given time, up to one-fourth of those present in Kohala are visitors. De facto population is not recorded on a district by district basis. However, it can be very roughly approximated by multiplying the de-facto-minus-resident figure by the proportion of visitor accommodations present in a district, and then adding this to the district's population total. The results of estimating de facto population by this method are shown in Table 2 below.

**Table 2
De Facto Population Trends**

AREA	1980	1990
Hawaii County De Facto Population	98,700	135,100
Kohala Average Daily Visitor Population	545	4,507
Kohala De Facto Population	8,401	17,938

Source: 1993 Hawaii County Data Book: Tables 2 and 106; Visitor Plant Inventory 1993, Hawaii Visitors Bureau. Includes both North and South Kohala.

The combination of expanding resident and visitor populations has greatly increased traffic in Waimea. Average daily traffic between Kamamalu Street and Lindsey Road has shown steady growth, from approximately 8,400 in 1984 to over 14,000 in 1994 (Source: State DOT Planning Branch traffic counts).

The ethnic composition of Waimea at the time of the 1990 U.S. Census was as follows: Caucasian: 42.3 percent; Hawaiian: 31.0 percent; Japanese 12.6 percent; Filipino: 6.3 percent; Other: 7.8 percent. This distribution illustrates a multi-cultural community with no distinct minority groups (Source: U.S. Census Data: Table 6, "1990 Census of Population. General Population Characteristics," 1990 CP-1-13)

Impacts and Mitigation Measures

The proposed improvements would not add capacity to the highway and are thus not expected to cause an increase in traffic. The project would promote safer and more efficient travel for visitors and residents. A possible secondary effect from improving the quality of life in Waimea might include a tendency to attract more visitors and residents, although this effect can be seen as very minor in the context of the multiple factors which influence residential relocation and travel.

2.3.2 Land Use

Environmental Setting

Land use along the project corridor is a mixture of urban uses, primarily commercial. Parks, medical facilities, community centers, schools, libraries and residences are also present. Commercial centers containing one to several dozen businesses line the highway. These include the Waimea Center, the Parker Ranch Shopping Center and a number of smaller complexes. Other important land uses include the Lucy Henriques Hospital (which is undergoing an extensive expansion and will be renamed the North Hawaii Community Hospital), the Waimea Community Center, the Thelma Parker Library, the W.M. Keck Observatory offices and the Waimea Elementary and Intermediate School. Traffic entering and exiting the numerous driveways for these facilities produces congestion and safety problems along this roadway.

Impacts and Mitigation Measures

No adverse impacts to the character of land uses or the ability of adjacent properties to support existing and planned land uses would occur either directly or indirectly as a result of the proposed project. The proposed project would increase the efficiency and safety of traffic flow for businesses and other services and would thus represent a beneficial impact.

Some modification of parking arrangements must occur for facilities that currently appropriate part of the public roadside for parking. Loss of parking would take place on the south side of Mamalahoa Highway, between the Thelma Parker Library driveway and Lindsey Road, and also between Parker Ranch Center and Pu'uKalani Street.

All properties contain sufficient existing area to relocate such parking areas and no lasting impacts are expected.

No additional impacts are expected to occur as a result of the construction of the underground utilities improvements.

2.3.3 Archaeology and Historic Sites

Environmental Setting

No registered or potential historic sites lie within the area affected either directly or indirectly by the proposed improvement. Consultation with the State Historic Preservation Division (SHPD) (see letter of 1 March 1996, Appendix 1) has determined that several buildings of historic interest are adjacent to the road: the Spencer House (TMK 6-5-05:02 [por.]), the County Park in front of Church Row (TMK 6-5-04:06), the Mormon Church (TMK 6-5-04:02), and the Waimea Arts Council (TMK 6-7-02:42). Also present is the Kawai/Spencer family cemetery (TMK 6-5-05:16) and an associated stone wall.

Impacts

The road improvements do not involve widening of the highway into adjacent properties except at a few intersections. Consultation with the SHPD concluded that none of the above-listed historic buildings would be encroached upon or be subject to any other direct or indirect detrimental effect.

Although no impacts are expected to the Kawai/Spencer cemetery itself, the stone wall in front would present a severe obstacle to sight for cars entering and exiting the Mamalahoa Highway from/to the adjacent property. In order to allow cars emerging from this driveway to have an adequate view of traffic before turning, the wall fronting the cemetery must either be lowered several feet or relocated approximately 5 feet farther back from the road. DPW is currently discussing the options with the affected family in order to relocate or reconstruct the wall in accordance with the family's wishes. The County does not intend to relocate or reconstruct the wall if there are objections from the family. The actual graves are set back approximately 20 feet from the existing wall and no burials would be disturbed in any way by the possible action.

No additional impacts are expected to occur as a result of the construction of the underground utilities improvements.

Mitigation Measures

The following mitigation has been proposed in consultation with SHPD (see Appendix 1 for documentation) for impacts to historic sites:

1. Alterations to the stone wall at the Kawai/Spencer family cemetery, including lowering or relocation, will occur only with the permission of the affected owners and with conditions agreed upon by the family and the County of Hawaii.
2. The County of Hawaii will document the wall in accordance with SHPD requirements if the wall is modified in any way.
3. The County of Hawaii will inform SHPD prior to excavation of trenches or holes for utilities in order to allow inspection or monitoring.
4. In the event that during grading or excavation of the roadside any artifacts, charcoal deposits, or human remains are discovered, work will immediately cease and SHPD will be consulted to determine the appropriate mitigation.

2.3.4 Roads and Traffic

Description of Existing Facilities

The Mamalahoa Highway is an important link with other existing and planned highways. The "high road" to Kona continues along the Mamalahoa Highway (Highway 190) west of the project area. Lindsey Road is the continuation of the Kawaihae road, which is the primary arterial between Waimea and Kawaihae, connecting to Kona via the Queen Kaahumanu Highway and North Kohala via the Akoni Pule Highway. Lindsey Road is proposed to be extended through Parker Ranch Center to the proposed Waimea Bypass, according to the *Land Transportation Masterplan for Hawaii County* (LTMPHC), which is currently in preparation by the State Department of Transportation (DOT).

Existing Traffic Levels and Highway Safety

Existing peak AM and PM traffic levels for various locations along the road were determined by Randall Okaneku, P.E., through field traffic counts in January 1996. The Mamalahoa Highway carries between 1,300 and 1,500 vehicles per hour (vph) during the AM peak (7:30-8:30 and operates at a satisfactory Level of Service. Motorists at a few

driveways experience long waits. The level increases slightly to 1,400-1,600 vph during the peak PM hour (3:15-4:15). The Level of Service is also satisfactory for the main highway, but the Waimea Center East Driveway (opposite Pu`uKalani Street) provides an "unacceptable" Level of Service. The traffic volume at this driveway exceeds the minimum level for which a traffic signal can be recommended, according to Federal Highways Administration standards.

The State Department of Transportation's record of traffic accidents shows that 57 accidents occurred in the project area in the three-year period from 1991 through 1993. Thirty-one persons were injured. Two accidents involved pedestrians, and no collisions involving bicycles were reported.

The most common cause of accidents was rear-end collision (27). These generally occurred at intersections lacking exclusive left turn lanes, and also at signalized intersections. Nine broadside collisions and seven angle collision (opposite direction) occurred, mostly between through traffic on the main highway and traffic turning left or crossing the main highway from a side street or driveway. Two head-on collisions and one side swipe-opposite direction collision also occurred. Although such types are known to happen in two-way left turn lanes, this was not the case in Waimea during this period.

Calculation of Future Traffic Volume

The travel forecast for the project year 2006 used in the Traffic Analysis Report prepared by Randall Okaneku, P.E., assumes an annual growth in traffic of 4.5 percent on the Mamalahoa Highway, which is consistent with past trends. Ongoing and future improvements, including the North Hawaii Community Hospital, the Parker Ranch Center Expansion, and the Waimea Industrial Park, will continue to add sources of traffic generation.

It should be noted that the State DOT's *Land Transportation Master Plan for Hawaii County* (in prep.) actually predicts a decrease in average daily traffic by the project year 2006. This decrease would result from construction of the proposed Waimea and the Kawaihae Bypasses, the Saddle Road, and a new County road on the boundary of the Kamuela Agricultural Subdivision. Therefore, the traffic impacts calculated for this EA may be thought of as a *worst-case scenario*, which assumes that these projects are not constructed.

"No-Project Scenario" Future Traffic Levels

The projected traffic demands at the major intersections along Mamalahoa Highway would approach or exceed the existing capacities by the year 2006 at both AM and PM peak traffic hours. Traffic congestion would worsen to "unacceptable" Levels of Service

at Pu'ukalani Street, Church Row, and the driveways for the Waimea Center (East), Parker Ranch Center (East), North Hawaii Community Hospital, and Keck Observatory at the AM and/or PM peak hours. Figures 3-6 present a detailed illustration of traffic conditions for this scenario.

"With-Project" Scenario Future Traffic Levels

The proposed improvements would increase the ability of the major intersections to handle the projected traffic demands. The Mamalahoa Highway/Lindsey Road intersection would operate at the desirable minimum during the peak AM hour. All other intersections would operate at satisfactory Levels of Service. Figures 7-10 present a detailed illustration of traffic conditions for this scenario.

Pedestrian and Bicycle Impacts

The construction of new sidewalks would improve the pedestrian environment by extending the total length of sidewalks in the project area and clearly separating vehicle from pedestrian areas. Bicycles would be accommodated within the existing traffic lanes or on the shoulder, as now. A proposed project to construct a Waimea Trails and Greenway system connecting all of Waimea would provide an alternative pathway for pedestrians and bicycles.

Proposed Mitigation Measures

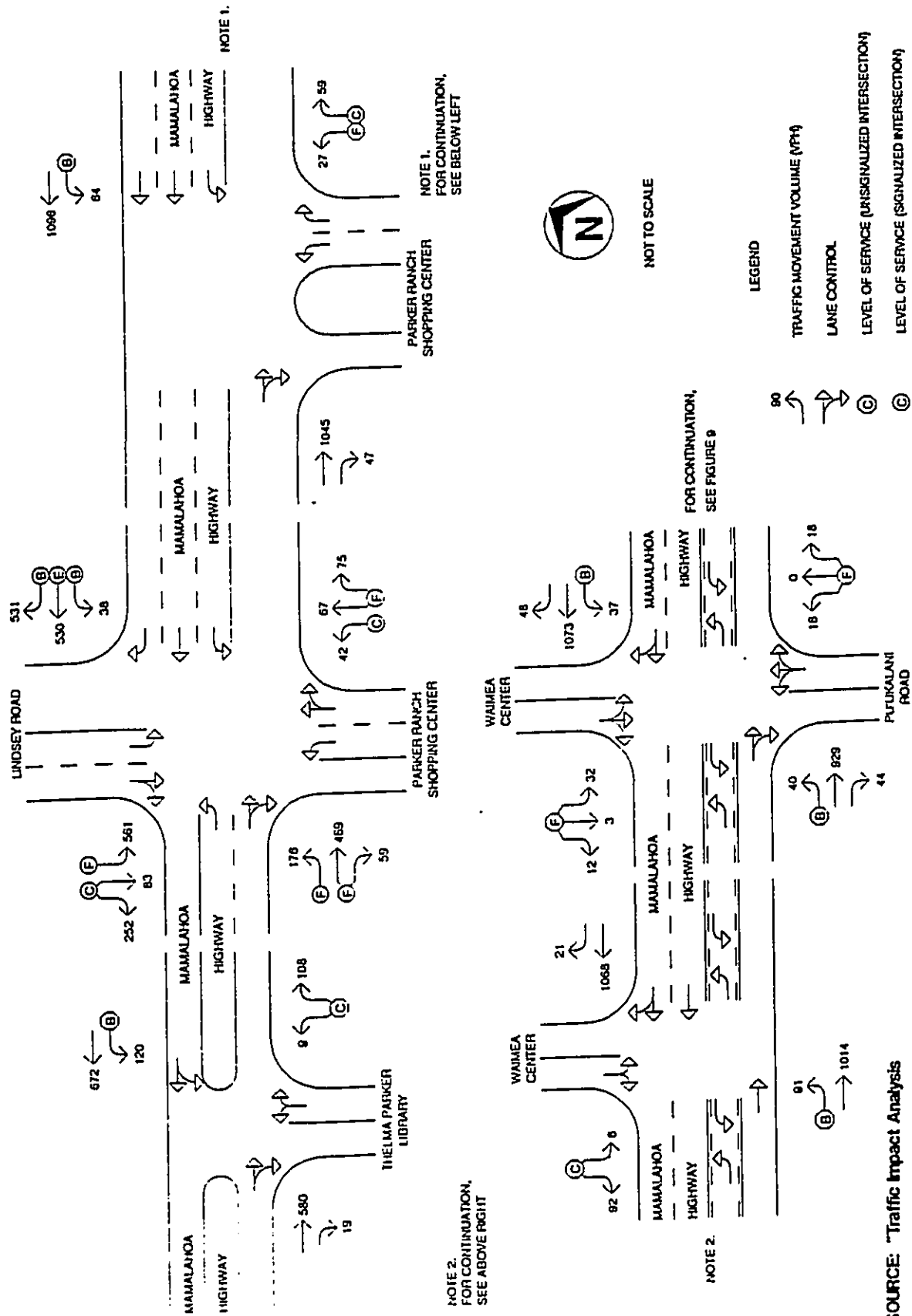
The proposed improvements are themselves mitigation for adverse impacts to traffic circulation and safety that would otherwise occur. The recommendations of the Traffic Analysis Report have been incorporated into the project design in order to optimize circulation.

Interaction with Other Planned Road Improvements

Future planned development includes expansion of the Parker Ranch Town Center and Shopping Center. In addition, according to long range plans, Lindsey Road will be extended to intersect with the planned Waimea By-Pass project which is proposed to extend along the southern (Mauna Kea) side of Waimea.

The proposed project is consistent with the long range plans within the Waimea area. It is not intended to replace these improvements. For example, this project's proposed improvements to Lindsey Road/Mamalahoa Highway intersection would allow the extension of Lindsey Road (in accordance with Parker Ranch 2020 plans) to occur without impacting the intersection.

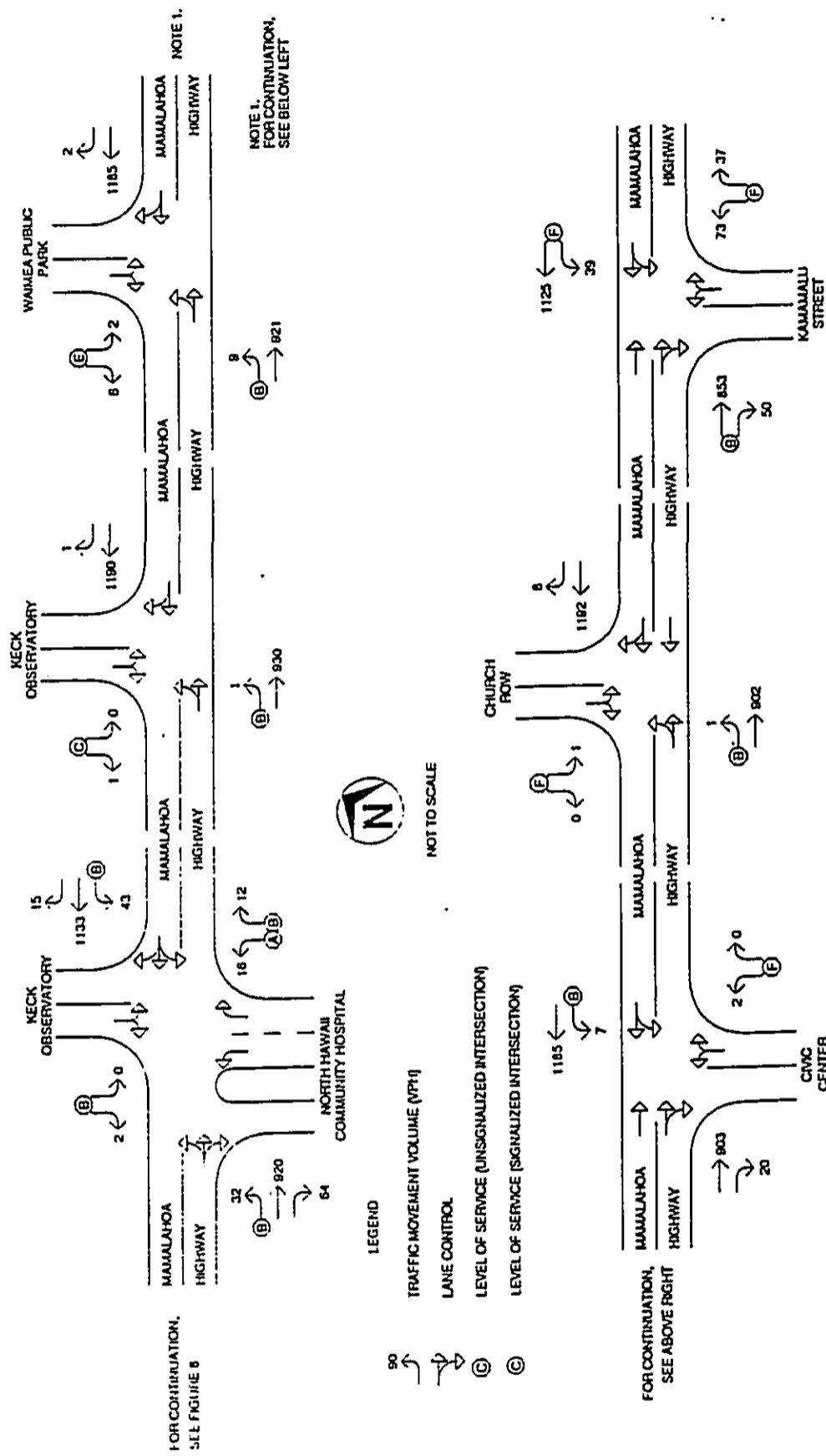
Mamalahoa Highway Improvements
Kamamalu Street to Lindsey Road



SOURCE: "Traffic Impact Analysis
Mamalahoa Highway Improvements
Kamamalu St. to Lindsey Rd.",
by Traffic Management Consultant,
dated Apr. 2, 1996

Figure 5 Year 2006 AM Peak Hour Traffic (No Build) - West

Mamalahoa Highway Improvements
Kamamalu Street to Lindsey Road



SOURCE: "Traffic Impact Analysis
Mamalahoa Highway Improvements
Kamamalu St. to Lindsey Rd.",
by Traffic Management Consultant,
dated Apr. 2, 1996

Figure 6 Year 2006 AM Peak Hour Traffic (No Build) - East

Mamalahoa Highway Improvements
Kamamalu Street to Lindsey Road

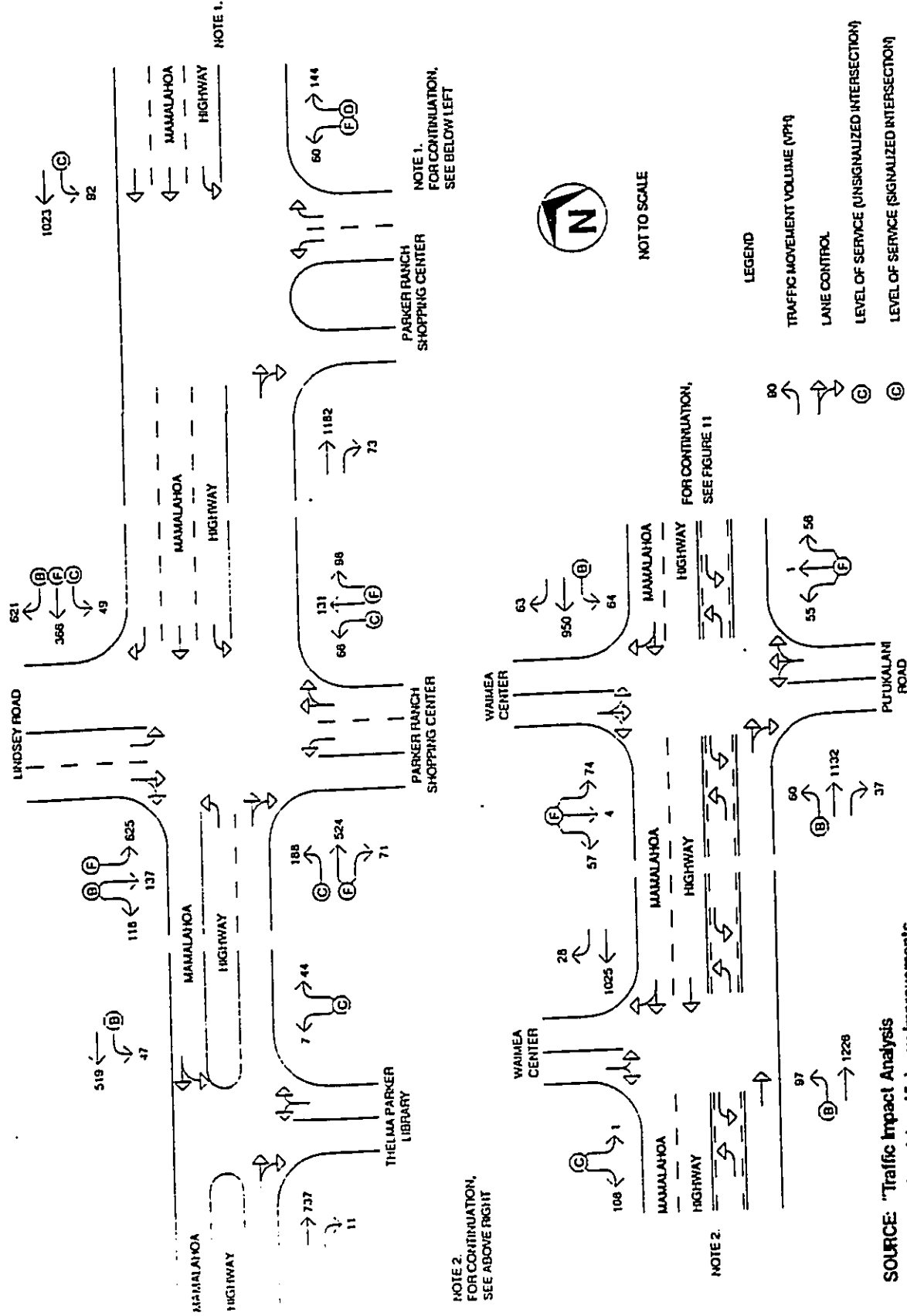


Figure 7 Year 2006 PM Peak Hour Traffic (No Build) - West

Mamalahoa Highway Improvements
Kamamalu Street to Lindsey Road

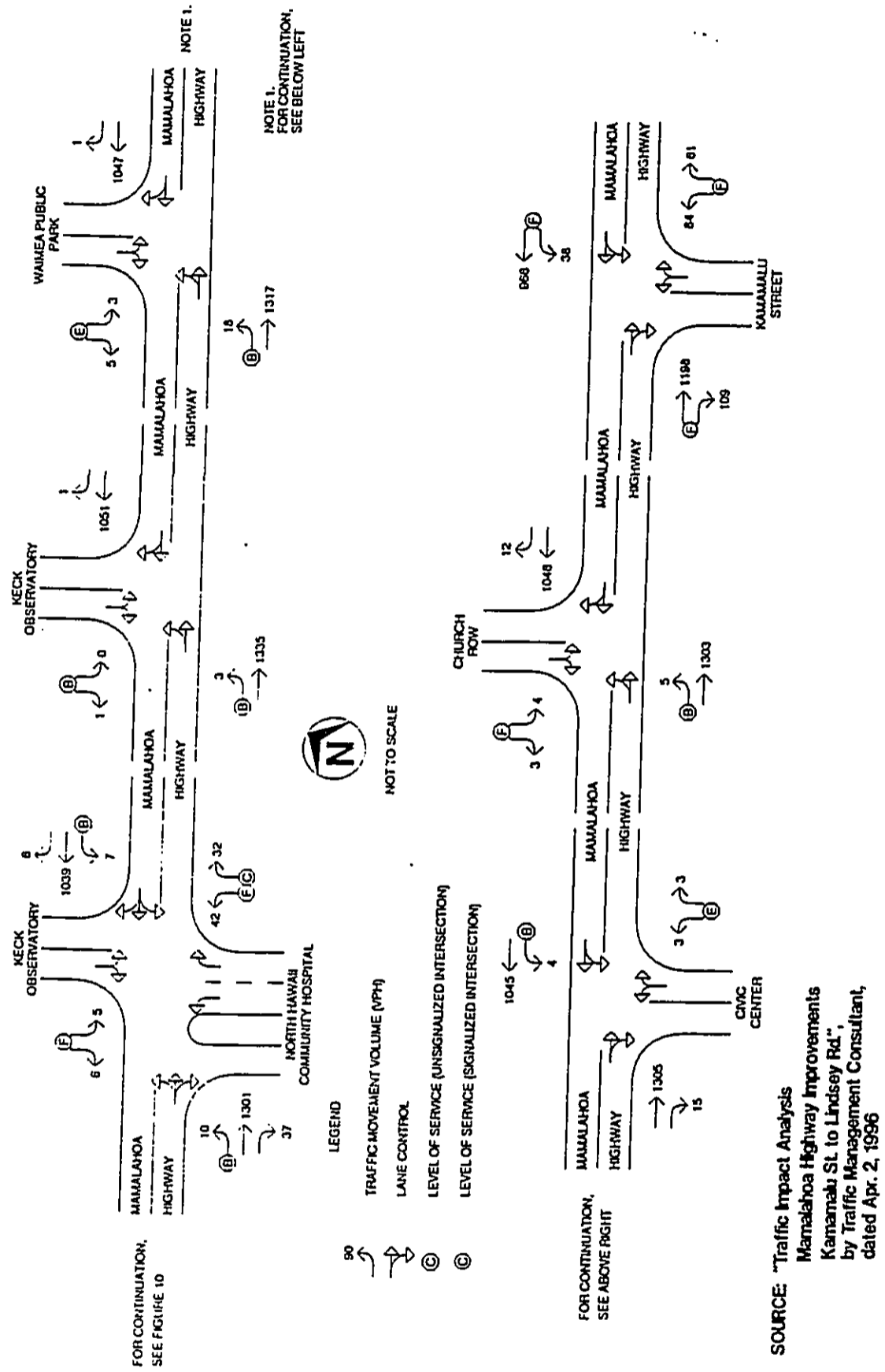


Figure 8 Year 2006 PM Peak Hour Traffic (No Build) - East

Mamalahoa Highway Improvements
Kamamalu Street to Lindsey Road

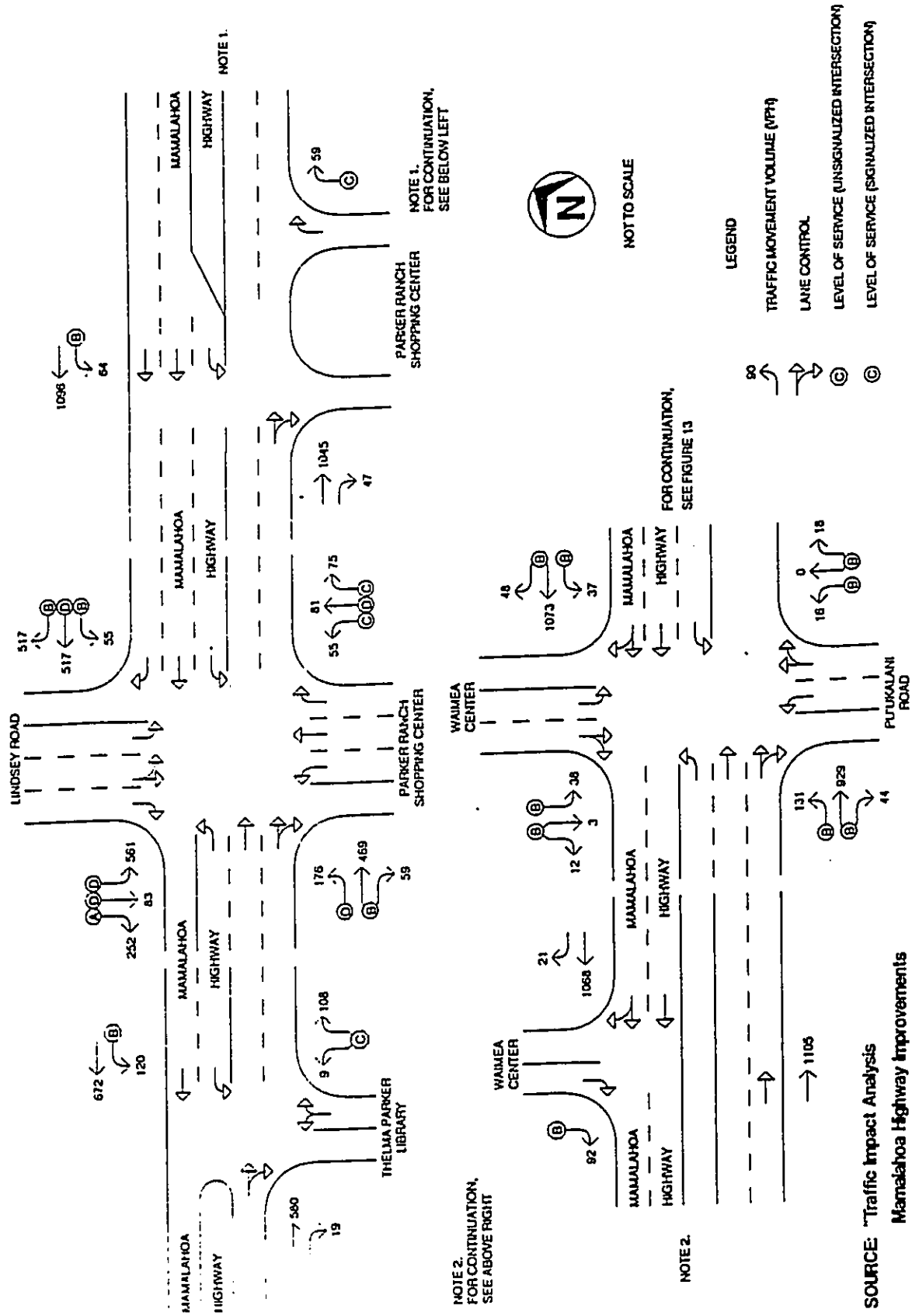
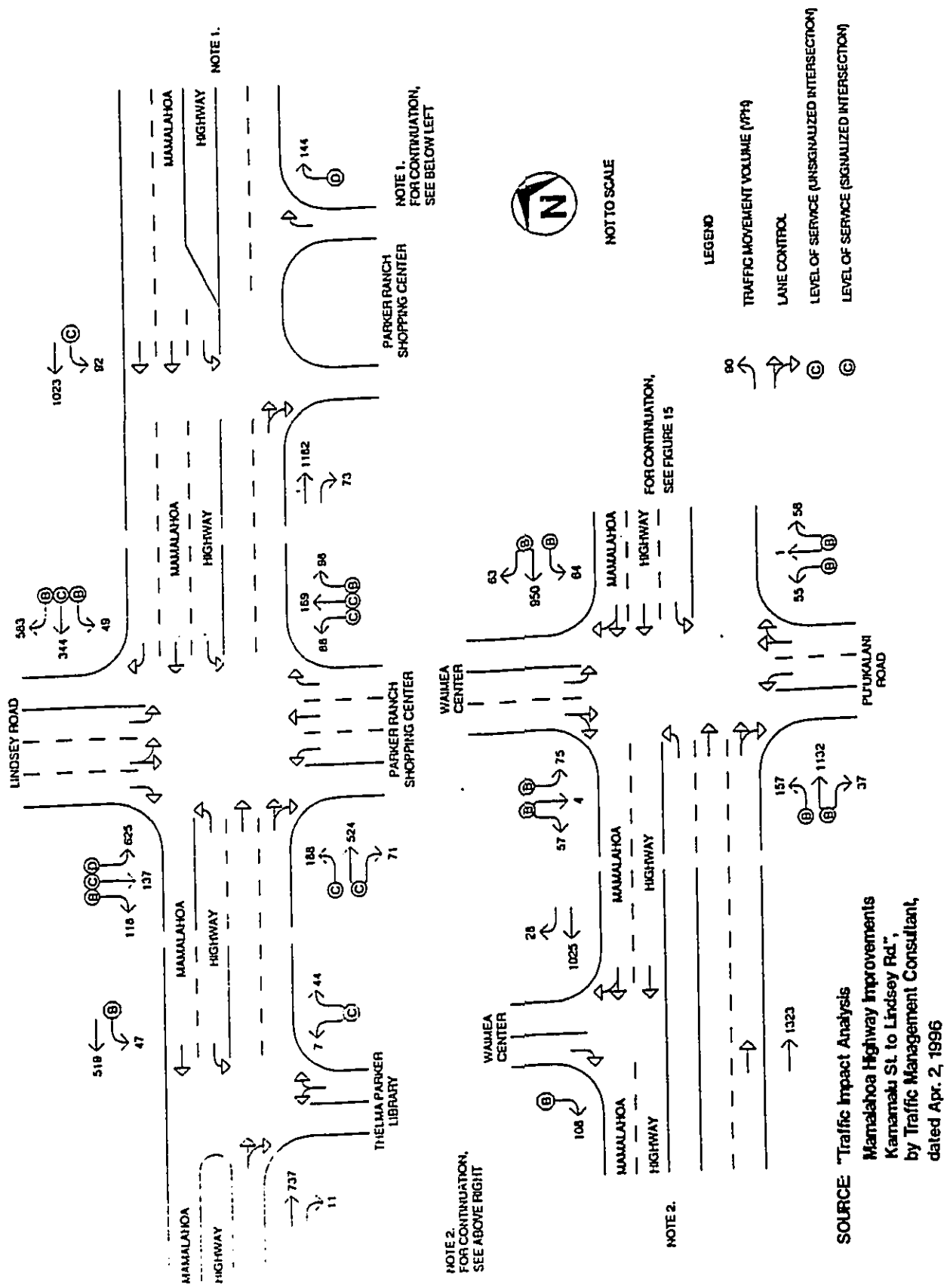


Figure 9 Year 2006 AM Peak Hour Traffic (Improved) - West

Mamalahoa Highway Improvements
Kamamalu Street to Lindsey Road



SOURCE "Traffic Impact Analysis
Mamalahoa Highway Improvements
Kamamalu St. to Lindsey Rd."
by Traffic Management Consultant,
dated Apr. 2, 1996

Figure 11 Year 2006 PM Peak Hour Traffic (Improved) - West

Mamalahoa Highway Improvements
Kamamalu Street to Lindsey Road

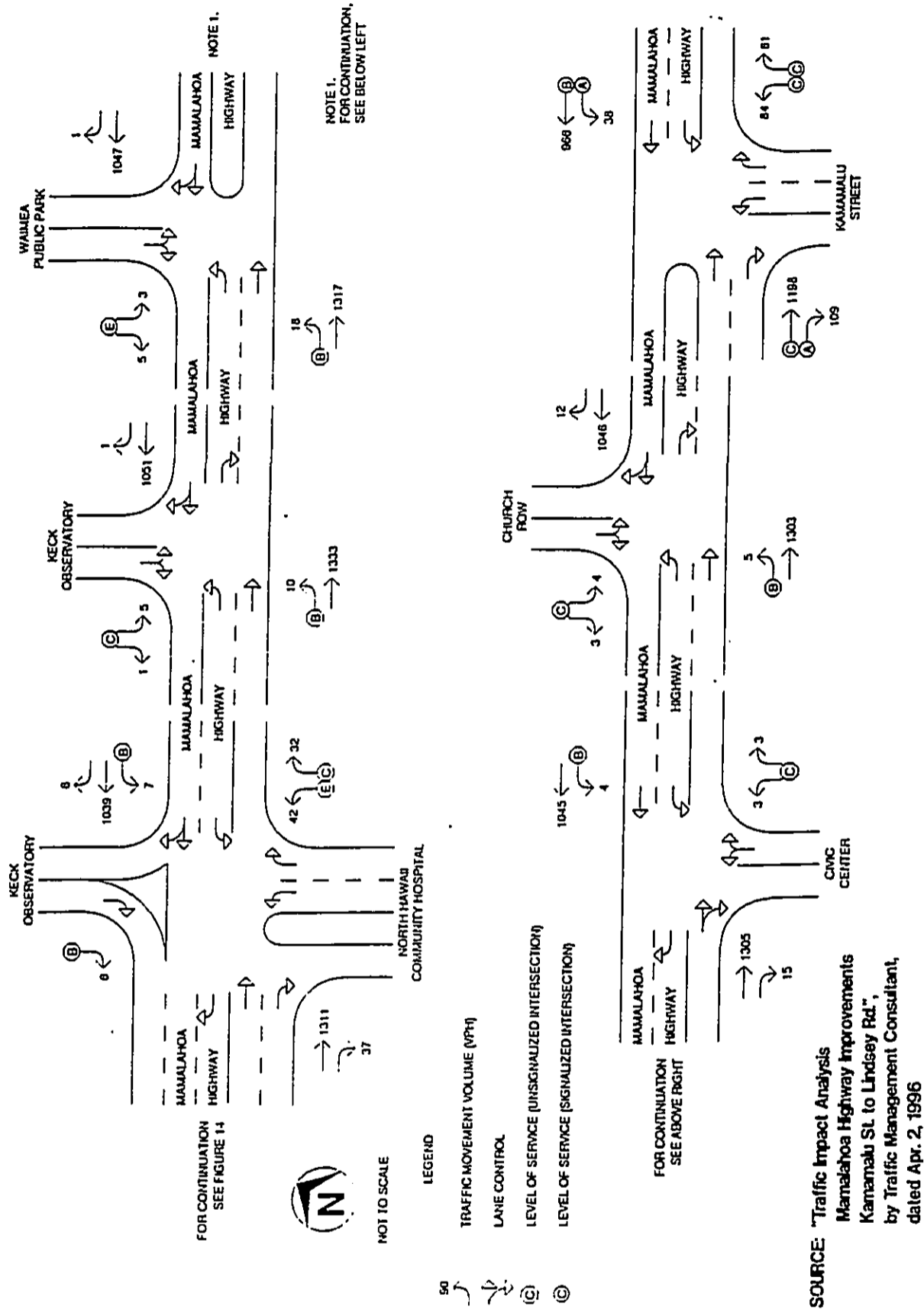


Figure 12 Year 2006 PM Peak Hour Traffic (Improved) - East

Short-Term Traffic Impacts and Mitigation

Project construction would disrupt normal traffic flow for a period of up to 18 months. In a memorandum of 27 February 1996 (see Appendix 1), Acting Major Lawrence Mahuna of the Hawaii County Police Department recommended that a traffic direction/diversion plan be developed. The plan would use special duty officers, traffic cones, and directional flashing arrow lights and flashing signs to demarcate the construction area.

The Hawaii County Department of Public Works plans to restrict construction activities to off-peak traffic hours. In conformance with Federal Aid standards, construction would be phased to provide a minimum of two lanes of traffic (one in each direction) at all times. If under special, temporary conditions two lanes are impossible to maintain, one lane would be provided though the constricted area and traffic flow during construction hours would be managed by off-duty police officers. During off-hours, two lanes would be restored. Access to private property would be accommodated.

Because of considerably higher costs associated with nighttime construction (labor, lighting, noise mitigation, inspection, etc.), construction is planned for daylight hours only.

Should the underground utility conduits be constructed at the same time as the roadway improvements, minimal additional impacts will occur as a result of these improvements. However, in the event these improvements are construct at a later date, there could be disruptions in traffic flow as a result of these improvements. Impacts will be limited, however, in that the improvements will be placed under the sidewalk and not in the travel lane.

2.3.6 Noise

Assessment of the existing acoustic environment and predictive modeling of noise impacts under both project and no-project scenarios was undertaken by Y. Ebisu & Associates.

Environmental Setting

Noise may be defined as unwanted sound. Noise measurement for traffic studies relies on measure of loudness (in decibels) weighted to reflect the way human beings perceive sound. The A-weighted scale sound level descriptor used in this study is the hourly energy equivalent sound level (L_{eq}) in decibels (dB), which considers the combined effects of all noises near and far and includes background noise and noise fluctuation. State and Federal governments have cooperated on determining acceptable standards of noise (measured in decibels) for various categories of land use (U.S. Department of Transportation Policy and Procedure Memorandum 90-2).

**Table 3
Federal Highway Administration Noise Abatement Criteria**

Activity Category	Design Noise Level <i>L_{eq}</i>	Description of Activity Category
A	57 (Exterior)	Tracts of land in which serenity and quiet are of extraordinary significance and serve an important need, and where the preservation of those qualities is essential if the area is to continue to serve its intended purpose. Such areas could include amphitheaters, particular parks or portions of parks, or open spaces which are dedicated or recognized by appropriate local officials for activities requiring special qualities of serenity and quiet.
B	67 (Exterior)	Residences, motels, hotels, public meeting rooms, schools, churches, libraries, hospitals, picnic areas, recreation areas, playgrounds, active sports areas, and parks.
C	72 (Exterior)	Developed lands, properties or activities not included in categories A and B.
D	—	Undeveloped Lands
E	52 (Interior)	Residences, motels, hotels, public meeting rooms, schools, churches, libraries, hospitals and auditoriums.

Source: U.S. Department of Transportation Policy and Procedure Memorandum 90-2.

Existing traffic noise levels along the project corridor in general do not exceed the federal noise abatement criteria except at one location, in the gym wing of the Latter Day Saint's Church.

Impacts and Mitigation Measures

With or without the proposed project, noise levels are expected to increase by the year 2006, the baseline chosen to evaluate the effects of traffic and noise. Virtually all of this increase is attributable simply to an increase in traffic, with only a negligible amount derived from the altered road profile resulting from the proposed project.

The noise level is expected to exceed FHWA criteria at five locations: two residences, a portion of the Waimea Church Row County Park near the highway, a portion of the Latter Day Saint's Church, and the North Hawaii Community Hospital Access road..

Future noise impacts are predicted to occur at one and possibly two existing homes on the east end of the project corridor, with or without the project. The two homes are located in an area into which commercial uses have expanded. Noise impacts to residences at these precise locations are unavoidable as traffic volumes increase along the highway, unless: (1) the residences are converted to non-sensitive uses (such as commercial), and/or (2) the Waimea Bypass Highway is completed as planned by the project year 2006. The first of these possibilities would raise the noise standard for the land use above the predicted level, and the second would contribute to a traffic decrease on Mamalahoa Highway, which would lower absolute noise levels below the impact standards.

In addition, the southern portions of the existing County Park within 81 feet of the highway centerline qualify for application of noise mitigation measures. At the present time, the park is the site of the People's Market, which can be accommodated beyond (north of) the area in which noise criteria would be exceeded. No noise sensitive uses which require noise mitigation measures are envisioned within the high noise areas of the park for the foreseeable future. Mitigation of the increase would require the use of 6-foot high walls and/or earth berms. These would detract from the scenic view of the park from the highway and other locations. Unless the park administrators and users strongly object, it is suggested that noise mitigation measures not be included at the park.

The fact that both the church and temporary hospital headquarters are undergoing or in planning for relocation should obviate the need for noise mitigation at these structures.

Potential short-term construction noise impacts would occur during the project construction period. Mitigation of these impacts are possible using standard curfew periods, properly muffled equipment, administrative controls, and construction barriers as required.

No additional impacts are expected to occur as a result of the construction of the underground utilities improvements.

2.4 Public Facilities and Services

2.4.1 Electricity, Phone, Sewers and Water Supply

Existing Facilities

The existing electrical power, telephone and cable television facilities are primarily overhead. The existing County water system within the highway right-of-way consists of distribution mains, fire hydrants and appurtenant facilities

Impacts and Mitigation

The existing overhead electrical power, telephone and cable television facilities will be relocated to accommodate the proposed improvements. The adjustment will primarily consist of relocating the poles at the standard setback distance from the new curb face and outside the travel way and shoulder. Adjustment to the utilities will be coordinated with the respective utility companies.

The relocation of the existing utilities to under ground conduits will not impact existing services. Construction plans will be approved by the respective utility companies.

The improvements to the existing water system consists of relocation of fire hydrants to the standard setback distance from the new curb face and re-setting valve and meter boxes to the new grade. Construction plans will be approved by the County of Hawaii Department of Water Supply.

2.4.2 Police, Fire and Emergency Services

Existing Facilities

The Waimea Police Station has 24-hour service with five police officers per shift. The Waimea Fire Station provides round-the-clock service in three shifts with six firefighters each. A certified Mobile Intensive Care Technicians (MICT) is assigned to each shift. Emergencies are taken to Lucy Henriques Medical Center or Hilo Hospital.

Impacts and Mitigation Measures

No adverse impacts would result from the proposed project. The increase in circulation would improve response time and reduce delays. Safety improvements would reduce demand for emergency services associated with traffic accidents.

The construction phasing plans will be coordinated with the Fire and Police Departments, the Civil Defense Agency, and the North Hawaii Community Hospital prior to construction. In addition, the County is presently working with Parker Ranch for a possible emergency bypass to provide alternative routes to the hospital.

No additional impacts are expected to occur as a result of the construction of the underground utilities improvements.

2.5 Required Permits and Approvals

Permits required for this project include

1. National Pollutant Discharge Elimination System (NPDES) Permit administered by the State Department of Health. Types of discharge anticipated for this project include storm water associated with the construction activity, including grading and excavation and hydrotesting water.

2.6 Consistency with Government Plans and Policies

2.6.1 Hawaii State Plan

The Hawaii State Plan was adopted in 1978 and was revised in 1986 and again in 1991 (Hawaii Revised Statutes, Chapter 226, as amended.) The Plan established a set of themes, goals, objectives and policies that are meant to guide the State's long run growth and development activities.

The three themes that express the basic purpose of the Hawaii State Plan are individual and family self-sufficiency, social and economic mobility, and community or social well-being. The proposed project would help accomplish these goals for the residents of Waimea by providing a safer more efficient transportation system on the principal thoroughfare through the area.

2.6.2 State Transportation Function Plan

The Hawaii State Plan provides for the preparation of Functional Plan by the State Agencies responsible for certain program areas. There are twelve Functional Plans which deal with specific areas of concern, and each contains objectives, policies, and implementing actions necessary to accomplish the goals of the plan. State Functional Plans cover the program areas of agriculture, transportation, conservation lands, housing tourism, historic preservation, energy, recreation, education, health, human services and employment. Relevant to the project are the following objectives and policies from the State Transportation Functional Plan

Objective I.A	Expansion of the Transportation System
Objective I.A.2	A statewide transportation system consistent with planned growth objectives throughout the State.
Policy I.A.2	Improve regional mobility in areas of the State experiencing rapid urban growth and road congestion.
Policy I.B.10	Encourage the design and development of transportation systems sensitive to the needs of affected communities and the quality of Hawaii's natural environment.

The proposed project is consistent with the objectives and policies to improve transportation in South Kohala in that it supports planned growth in this region. It also improves regional mobility for traffic passing through Waimea by providing a safer corridor. The projects design does not conflict with and the scenic qualities and ambience of Waimea.

2.6.3 Hawaii County General Plan

The General Plan for the County of Hawaii is a policy document expressing the broad goals and policies for the long-range development of the Island of Hawaii. The plan was adopted by ordinance in 1989. The General Plan is organized into thirteen elements, with policies, objectives, standards and principals for each. There are also discussions of the specific applicability of each element to the nine judicial districts comprising the County of Hawaii.

General Plan goals, policies and standards include the following:

Goals

- Provide a transportation system whereby people and goods can move efficiently, safely, comfortably and economically.
- Provide an integrated State and County system so that new major routes will complement and encourage proposed land uses.

Policies

- A framework of transportation facilities which will promote and influence desired land use shall be established by concerned agencies.

- The County shall coordinate with appropriate Federal, State, and County agencies for the funding of transportation projects for areas of anticipated growth.
- The design of urban streets shall consider their implications for urban design and potential for multiple uses of the right-of-way within the limits of feasibility and quality road design.
- The County shall encourage development of pedestrian and bicycle facilities within designated areas of the community.

The proposed project, which is the result of cooperation among County, State and Federal agencies, promotes the safe and efficient movement of goods and people in and through Waimea. The extension of the sidewalks and the design of medians, landscaping, as well as the potential construction of underground utility conduits is consistent with the multiple use of right-of-way. It will also improve pedestrian facilities in this area.

**PART 3: SUMMARY OF ENVIRONMENTAL IMPACTS
AND PROPOSED MITIGATION MEASURES**

3.1 Short Term Impacts

Construction Impacts: Short term impacts would result from land clearing and construction activities. The impacts would consist of temporary noise, dust and exhaust from machinery and heavy equipment.

Mitigation: The Hawaii County Department of Public Works plans the following mitigation measures:

1. Restriction of construction activities to off-peak traffic hours.
2. Construction phased to provide a minimum of two lanes of traffic (one in each direction) at all times.
3. If under special conditions two lanes are impossible to maintain, one lane would be provided through the constricted area and traffic flow during construction hours would be managed by off-duty police officers.
4. Use of traffic cones, and directional flashing arrow lights and flashing signs demarcating the construction area as needed.
5. Best management practices to restrict fugitive dust and excess runoff.
6. Noise mitigation through standard curfew periods, properly muffled equipment, administrative controls, and construction barriers as required.

3.2 Long Term Impacts

No long-term adverse impacts are expected to result from the proposed project. Improvements to traffic operations, vehicle and pedestrian safety, and air quality are included in the long-term beneficial environmental impacts of the project.

3.3 Impacts of the No-Action Alternative

Traffic Level of Service on the Mamalahoa Highway would decline to "unacceptable" levels during AM and/or PM peak hours by or before the project year 2006. Traffic accidents would rise, particularly those associated with vehicles turning left from the highway and vehicles entering the highway from unsignalized streets and driveways. Conflicts (including accidents) between motor vehicles and pedestrians would increase. Noise levels would exceed Federal Highways Administration criteria in several locations.

In contrast to the proposed project, construction activity would not disrupt traffic or businesses.

PART 4: DETERMINATION

The proposed project would not significantly alter the environment and impacts would be minimal. Therefore, the Hawaii County Office of the Mayor has determined that the preparation of an Environmental Impact Statement is not warranted.

PART 5: FINDINGS AND REASONS

1. The proposed project will not involve an irrevocable commitment or loss or destruction of any natural or cultural resources. No valuable natural resources such as vegetation, wildlife or wildlife habitat, geological features, or natural waterways are present or will be affected. Cultural resources will not be adversely affected.
2. The proposed project will not curtail the range of beneficial uses of the environment.
3. The proposed project will not conflict with the State's long-term environmental policies.
4. The proposed project will not substantially affect the economic or social welfare of the community or State. Traffic and safety conditions in Waimea will improve.
5. The proposed project does not substantially affect public health in any detrimental way.

6. The proposed project will not involve substantial secondary impacts, such as population changes or effects on public facilities.
7. The proposed project will not involve a substantial degradation of environmental quality. Environmental quality will not be adversely affected.
8. The proposed project will not substantially affect any rare, threatened or endangered species of flora or fauna or habitat. No endangered species of flora or fauna are known to exist on the project site.
9. The proposed project is not one which is individually limited but cumulatively may have considerable effect upon the environment or involves a commitment for larger actions. The widening and improvements to the Mamalahoa Highway in Waimea are "stand-alone" actions.
10. The proposed project will not detrimentally affect air or water quality or ambient noise levels. The roadway improvements would lessen congestion without adding capacity, leading to less engine idling and marginally less automotive exhaust, slightly improving air quality. Water quality will be unaffected by the project. Noise levels will increase with or without the project. Implementing the project provides a means for design and funding of mitigation measures where considered appropriate.
11. Although the proposed project is located in an zone exposed to some earthquake and volcanic hazard, there are no reasonable alternatives.

For the reasons above, the proposed project will not have any significant effect in the context of Chapter 343, Hawaii Revised Statutes and section 11-200-12 of the State Administrative Rules.

REFERENCES

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**DEPARTMENT OF PUBLIC WORKS
COUNTY OF HAWAII**

**ENVIRONMENTAL ASSESSMENT
FOR
IMPROVEMENTS TO MAMALAHOA HIGHWAY,
WAIMEA, SOUTH KOHALA, ISLAND OF HAWAII**

APPENDIX NO. 1

AGENCY LETTERS AND COMMENTS



United States Department of the Interior

FISH AND WILDLIFE SERVICE
PACIFIC ISLANDS ECOREGION
300 ALA MOANA BOULEVARD, ROOM 3108
BOX 50088
HONOLULU, HAWAII 96850
PHONE: (808) 541-3441 FAX: (808) 541-3470

In Reply Refer To: TR

MAR 26 1996

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

Re: Notice of Intent to Prepare an Environmental Assessment for Mamalahoa Highway Improvements.

Dear Ms. Kiyosaki:

The U.S. Fish and Wildlife Service (Service) has reviewed the Notice of Intent (NOI) to prepare an Environmental Assessment (EA) for Mamalahoa Highway Improvements. The purpose of the project is to improve highway safety for vehicular and pedestrian traffic. The project sponsors are the Federal Highway Administration and the County of Hawaii Department of Public Works. This letter has been prepared under the authority of and in accordance with provisions of the National Environmental Policy Act of 1969 [42 U.S.C. 4321 *et seq.*; 83 Stat. 852], as amended, the Fish and Wildlife Coordination Act of 1934 [16 U.S.C. 661 *et seq.*; 48 Stat. 401], as amended, the Endangered Species Act of 1973 [16 U.S.C. 1531 *et seq.*; 87 Stat. 884], as amended, and other authorities mandating Service concern for environmental values. Based on these authorities, the Service offers the following comments for your consideration.


The Service recommends that the draft EA address project-related impacts to fish and wildlife resources and habitats along the project route, particularly impacts on endangered and threatened species. The Service has no records of wetlands, sensitive habitats, or endangered, threatened, proposed, or candidate species at the project site. However, the federally listed Hawaiian hawk (*Buteo solitarius*), dark-rumped petrel (*Pterodroma phaeopygia sandwichensis*), Newell's shearwater (*Puffinus auricularis*), and the Hawaiian hoary bat (*Lasiurus cinereus semotus*) may traverse through the project area.

It is unlikely that the Hawaiian hawk or the Hawaiian hoary bat will be impacted by the proposed project. However, the Service is concerned that the proposed street lighting system may attract listed seabirds. Seabirds, especially young birds leaving interior mountain nest sites for the first time, are attracted to bright lights. They may become blinded and disoriented and fly into unseen objects such as utility wires, buildings, and other urban structures. This phenomena is known as seabird "fallout" and occurs most frequently between October and

November each year. The Service recommends that the draft EA address the impact of the street lighting on seabirds.

The Service appreciates the opportunity to provide comments on the NOI, and we would like to receive a copy of the draft EA for review. If you have questions regarding these comments, please contact Fish and Wildlife Biologist Tanya Rubenstein at 808/541-3441.

Sincerely,

Acting 

Brooks Harper
Field Supervisor
Ecological Services

cc: EPA-Region IX, San Francisco
DOT, Honolulu



DEPARTMENT OF WATER SUPPLY • COUNTY OF HAWAII

25 AUPUNI STREET • HILO, HAWAII 96720
TELEPHONE (808) 969-1421 • FAX (808) 969-6996

February 28, 1996

TO: Department of Public Works
FROM: Milton D. Pavao, Manager
SUBJECT: ENVIRONMENTAL ASSESSMENT
MAMALAOA HIGHWAY IMPROVEMENTS, KAMAMALU TO LINDSEY ROAD
WAIMEA, SOUTH KOHALA, ISLAND OF HAWAII
JOB NO. P-3257, FEDERAL AID PROJECT NO. STP-0190(12)

This is in response to your memorandum of February 15, 1996 to us.

Please be informed that we are in the process of reviewing and verifying the location of the Department's existing water system facilities within the project limits (shown on the work sheet) submitted by the consulting engineer.

Upon completion of this review, we will submit our comments and requirements to be incorporated in the preliminary construction plans.

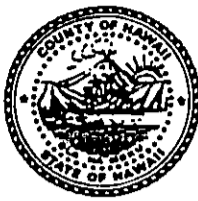
We request that a copy of the Draft Environmental Assessment be submitted for our files.

Milton D. Pavao, P.E.
Manager

WA

... *Water brings progress...*

Stephen K. Yamashiro
Mayor



Nelson M. Tsuji
Fire Chief

Edward Bumatay
Deputy Fire Chief

County of Hawaii

FIRE DEPARTMENT

777 Kilauea Avenue • Mall Lane, Room 6 • Hilo, Hawaii 96720-4239
(808) 961-8297 • Fax (808) 961-8296

February 29, 1996

To: Donna Fay K. Kiyosaki, Chief Engineer

From: Nelson M. Tsuji, Fire Chief

SUBJECT: ENVIRONMENTAL ASSESSMENT
MAMALAHOA HIGHWAY IMPROVEMENTS, KAMAMALU TO LINDSEY ROAD
WAIMEA, SOUTH KOHALA, ISLAND OF HAWAII
JOB NO. P-3257, FEDERAL AID PROJECT NO. STP-0190(12)

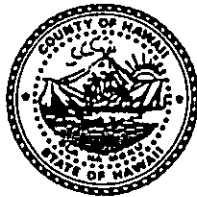
With reference to your request for comments on the environmental assessment for the above-referenced project, the Fire Department would like to know if there will be any conditions (to include water and traffic lights) that will impede or delay emergency response or fire suppression activities.


NELSON M. TSUJI
Fire Chief

NMT/mo



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

MEMORANDUM

February 29, 1996

TO: Donna Kiyosaki, Chief Engineer, DPW

FROM: Virginia Goldstein, *VG* Planning Director

SUBJECT: Preliminary Draft Environmental Assessment for the
Proposed Improvements to Mamalahoa Highway from
Kamamalu to Lindsey Road
Waimea, South Kohala, Hawaii

Thank you for your memorandum dated February 15, 1996, requesting comments regarding the preparation of a draft environmental assessment for the above-described project. Our comments are provided below.

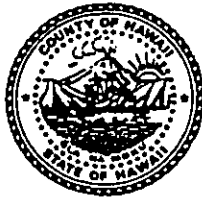
Of greatest importance is the coordination between the proposed Mamalahoa Highway improvements and other related roadway improvements which may have been required by the county through conditions of various approvals. As stated within your memo, the Parker 2020 project would require much in the way of improvements to portions of the Mamalahoa Highway through conditions of approval within its change of zone ordinance. A recent change of zone to accommodate the expansion of the Parker Ranch Shopping Center also comes to mind. The draft environmental assessment should provide a thorough and complete discussion of all known potential highway improvements required through various county approvals and how the proposed highway improvements would accommodate these required improvements.

Thank you for allowing our office the opportunity to comment. Should you have any questions or need additional information, do not hesitate to contact our office.

DSA:pak
MDPW01.dsa

xc: West Hawaii Office
Planning Commission Staff

Stephen K. Yamashiro
Mayor



Wayne G. Carvalho
Police Chief

James S. Correa
Deputy Police Chief

County of Hawaii
POLICE DEPARTMENT

349 Kapiolani Street • Hilo, Hawaii 96720-3998
(808) 935-3311 • Fax (808) 961-2702

February 29, 1996

TO : DONNA FAY K. KIYOSAKI, CHIEF ENGINEER
FROM : ~~Wayne~~ WAYNE G. CARVALHO, POLICE CHIEF
SUBJECT: ENVIRONMENTAL ASSESSMENT
MAMALAHOA HIGHWAY IMPROVEMENTS, KAMAMALU TO LINDSEY ROAD
WAIMEA, SOUTH KOHALA, ISLAND OF HAWAII
JOB NO. P-3257, FEDERAL AID PROJECT NO. STP-0190(12)

Enclosed is Acting Major Lawrence Mahuna's recommendation of February 27, 1996 relative to your request for comments on the above-captioned matter.

Acting Captain Henry Hickman can be reached at the Waimea Police Station at 885-0422.

WGC:sk

Enc.

cc: A/Capt. Henry Hickman w/enc.

TO : WAYNE G. CARVALHO, POLICE CHIEF

VIA : PROPER CHANNELS

FROM : LAWRENCE MAHUNA, ACTING MAJOR, TECHNICAL SERVICES

SUBJECT: ENVIRONMENTAL ASSESSMENT
MAMALAHOA HIGHWAY IMPROVEMENTS, KAMAMALU STREET TO
LINDSEY ROAD
WAIMEA, SOUTH KOHALA, ISLAND OF HAWAII
JOB NO. P-3257, FEDERAL AID PROJECT NO. STP-0190 (12)

The improvements to Mamalahoa Highway (Rte. 19), between Kamamalu Street and Lindsey Road, which include pavement rehabilitation, construction of raised medians and sidewalks, exclusive turning lanes, improved drainage, a lighting system and new traffic signal (Pu'u Kalani), have been much needed. The problem with construction in that area is that it is one of the most congested traffic corridors on the Big Island, linking the west and east sides. This section is at the heart of Waimea town, connecting the two major shopping centers, Lucy Henriques Medical Center, the two banks and Post Office with the rest of South Kohala.

It is recommended for traffic and pedestrian safety that Public Works contact Acting Captain Henry HICKMAN, so that a traffic direction/diversion scheme along with supporting special duty officers can be outlined. The plan should include the use of traffic cones and directional flashing arrow lights (to divert traffic) and flashing signs to demarcate the construction area.



Lawrence K. MAHUNA
Acting Major
Technical Services
02-27-96

LM

BENJAMIN J. CAYETANO
GOVERNOR OF HAWAII



STATE OF HAWAII
DEPARTMENT OF LAND AND NATURAL RESOURCES
STATE HISTORIC PRESERVATION DIVISION
33 SOUTH KING STREET, 8TH 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

March 1, 1996

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

LOG NO: 16579 ✓
DOC NO: 9602PM30

Dear Ms. Kiyosaki:

**SUBJECT: Environmental Assessment for Mamalahoa Highway Improvements,
Kamamalu to Lindsey Road (Waimea)
Waimea, South Kohala, Hawaii Island
TMK: 6-5-04; 6-6-5:2; 6-5-5:16**

Thank you for your letter of February 15, 1996 and the opportunity to provide input on the proposed improvements to a section of Mamalahoa Highway in Waimea.

Marc Smith, our Hilo office staff archaeologist, met with Bill Moore and Ron Terry on February 13th to discuss the project and historic preservation concerns in particular. It is our understanding that the proposed improvements will not involve a lot of excavation, and that all of the existing historic structures along the approximately 0.79 mile section of highway will remain intact, including the old Spencer ranch house located at TMK 6-6-5:2. If any utilities are going to be buried, and thus require any excavation, then we may want to require some inspection or monitoring of the trenches.

Our major concern, which was discussed at the February 13th meeting, is the cemetery at TMK 6-5-5: 16, which is owned by Dick Kawai and contains the remains of both the Kawai and Spencer families. The cemetery borders the highway and could potentially pose a problem. It is our understanding that the Kawai family will be consulted on this matter. If the members of the family do not want the graves moved then the road work should avoid disturbing the cemetery. If the family agrees to having the cemetery wall fronting the highway moved back closer to the graves the wall should be documented before it is dismantled and rebuilt.

D. Kiyosaki
Page 2

We hope this information will be of use in the preparing the Environmental Assessment. If you have any questions please contact either Patrick McCoy (587-0006) or Marc Smith (933-4346).

Aloha,

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

DON HIBBARD, Administrator
State Historic Preservation Division

PM:amk



HOUSE OF REPRESENTATIVES

STATE OF HAWAII
STATE CAPITOL
HONOLULU, HAWAII 96813

March 4, 1996

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

Aloha:

Thanks for sending me the notice to prepare an Environmental Assessment for the Mamalahoa Highway Improvements in Waimea. I definitely want to receive the Draft EA. There has been a great deal of work done on this already in the community. So it is important to make sure that Bill Moore has all the recommendations from the Waimea Community Association, the Traffic Safety Committee, and others.

Thanks for keeping me informed.

Best Regards,

A handwritten signature in cursive script that reads "David A. Tarnas".

David A. Tarnas
Representative, 6th District
North Kona/South Kohala

DAT/ho

Hawaiian Volcano Observatory
U.S. Geological Survey
Box 51
Hawaii National Park, HI 96718
(808) 967-8807
FAX (808) 967-8890

March 11, 1996

Donna Fay K. Kiyosaki, Chief Engineer
Hawaii County Dept. of Public Works
25 Aupuni St., Rm 202
Hilo, HI 96720

Re: Environmental Assessment for Mamalahoa Hwy Improvements, Kamamalu to Lindsey Rd.

Dear Ms. Kiyosaki,

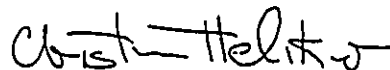
David Clague has asked me to respond to your request for information on the site of the Mamalahoa Highway improvements in Waimea. Since our main area of expertise is volcanology, I will confine my comments to the volcanic and related seismic hazards in the study area.

The site is located on the boundary between Mauna Kea and Kohala Volcanoes. Mauna Kea last erupted around 4,500 years ago; Kohala has been inactive for the last 60,000 years. The island of Hawaii is divided into nine hazard zones on the basis of the likelihood of coverage by lava flows. Zone 1 is the most hazardous, zone 9 the least. The site is located on the boundary between lava flow hazard zones 9 and 8, as defined in the booklet "Volcanic and Seismic Hazards on the Island of Hawaii" (copy enclosed).

The entire Island of Hawaii is currently in Seismic Zone 3 of the Uniform Building Code. However, the island will probably be upgraded to Zone 4, the highest seismic hazard zone, in the near future. The island has not yet been divided into hazard zones based on the effects of earthquakes in different areas. For the most part, earthquakes on Hawaii are concentrated beneath the active volcanoes of Kilauea and Mauna Loa. The effects of a large earthquake under these volcanoes, however, may cause damage over much of the island. Similarly, deep earthquakes, such as the 1973 Honoumuli earthquake, can take place under any part of the island and can cause damage over a wide area.

Please do not hesitate to call me if you need further information.

Sincerely,



Christina Heliker
Geologist
Hawaiian Volcano Observatory



DEPARTMENT OF THE ARMY
U. S. ARMY ENGINEER DISTRICT, HONOLULU
FT. SHAFTER, HAWAII 96858-5440

March 7, 1996

REPLY TO
ATTENTION OF

Operations Branch

Subject: Environmental Assessment for Mamalahoa Highway
Improvements Job No. P-3257

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

Dear Ms. Kiyosaki:

This is in regard to your letter of February 15, 1996, requesting comments from the Corps of Engineers on any special environmental conditions or impacts related to the Mamalahoa Highway Improvements project. Based on the information you provided, the project will not impact waters of the U.S. and will not require a Department of Army (DA) permit.

If you have any questions, please contact Mr. Alan Everson at (808) 438-9258, extension 11. Please refer to file number 960000104.

Sincerely,

A handwritten signature in cursive script, reading "Kathleen A. Dadey", is written over the typed name.

Kathleen A. Dadey
Environmental Engineer

BENJAMIN J. CAYETANO
GOVERNOR OF HAWAII



STATE OF HAWAII
DEPARTMENT OF LAND AND NATURAL RESOURCES

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

May 15, 1996

Mr. Casey Yanagihara
Dept. of Public Works
County of Hawaii
25 Aupuni Street
Hilo, Hawaii 96720

Dear Mr. Yanagihara:

SUBJECT: Mamalahoa Highway Improvements, Kamamalu St. to Lindsey Road,
County Project No. P-3257
Waimea, South Kohala, Hawaii Island
TMK: 6-5-04; 6-6-5:2; 6-5-5:16

This is in response to a request for comments from Sheldon T. Yamasato, Vice President of Akinaka & Associates, who sent us a copy of the Draft Environmental Assessment for the subject project.

We have nothing new to add to the comments in our letter of March 1, 1996, to Ms. Donna Kiyosaki, which is included in Appendix 1 of the Draft EA.

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

Sincerely,

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

DON HIBBARD, Administrator
State Historic Preservation Division

PM:jk

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

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RESOURCES ENFORCEMENT
CONVEYANCES

FORESTRY AND WILDLIFE
HISTORIC PRESERVATION
DIVISION
LAND MANAGEMENT
STATE PARKS
WATER AND LAND DEVELOPMENT

LOG NO: 17143 ✓
DOC NO: 9605PM09

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 9, 1996


MR DON HIBBARD ADMINISTRATOR
DEPARTMENT OF LAND & NATURAL RESOURCES
STATE HISTORIC PRESERVATION DIVISION
33 SOUTH KING STREET 6TH FLOOR
HONOLULU HAWAII 96813

Subject: Environmental Assessment for Mamalahoa Highway Improvements
Kamamalu Street to Lindsey Road
Waimea, South Kohala, Hawaii Island

Thank you for your comment letter dated May 15, 1996, concerning the Draft Environmental Assessment for the subject project. We appreciate your review of the document.

As an update for your office, the Hawaii County Department of Public Works (DPW) is still discussing the options with the Kawai/Spencer family in order to relocate or reconstruct the stone wall around the cemetery in accordance with the family's wishes. DPW will continue to coordinate with your office regarding this issue.

Please call Casey Yanagihara at 961-8327 if you have any questions regarding this response or the project.


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

cc: Office of Environmental Quality Control
Akinaka & Associates
William L. Moore Planning



STATE OF HAWAII
OFFICE OF HAWAIIAN AFFAIRS
711 KAPI'OLANI BOULEVARD, SUITE 500
HONOLULU, HAWAII 96813-5249
PHONE (808) 594-1888
FAX (808) 594-1865

May 21, 1996

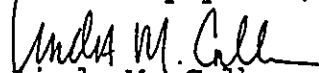
County of Hawaii
Department of Public Works
Planning Department
25 Aupuni Street
Hilo, HI 96720

Dear Sir/Madam:

Thank you for the opportunity to review the Draft Environmental Assessment (DEA) for the Mamalahoa Highway Improvements, Kamamalu Street to Lindsey Road, Waimea, South Kohala, Island of Hawaii. The County of Hawaii proposes to undertake improvements to the above mentioned roads to improve overall traffic and pedestrian safety as well traffic operations within Waimea.

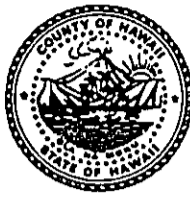
After a careful review of the DEA and supporting documentation, the Office of Hawaiian Affairs has no objections to the proposed road improvements. Based on the information contained in the DEA, the road improvements apparently bear no significant long-term adverse impacts on adjacent ecosystems nor upon existing urban and rural settlements. Furthermore, no known archaeological remains exist and the proposed improvements will neither significantly affect scenic resources nor air quality or noise level. Please contact me, or Linda K. Delaney, the Land and Natural Resources Division Officer (594-1938), or Luis A. Manrique (594-1755), should you have any questions on this matter.

Sincerely yours,


Linda M. Colburn
Administrator

LM:lm

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 9, 1996

MS LINDA M COLBURN ADMINISTRATOR
OFFICE OF HAWAIIAN AFFAIRS
PACIFIC PARK PLAZA
711 KAPIOLANI BOULEVARD SUITE 500
HONOLULU HAWAII 96813-5249

Subject: Environmental Assessment for Mamalahoa Highway Improvements
Kamamalu Street to Lindsey Road
Waimea, South Kohala, Hawaii Island

Thank you for your comment letter dated May 9, 1996, concerning the Draft Environmental Assessment for the subject project. We appreciate your review of the document.

Please call Casey Yanagihara at 961-8327 if you have any questions regarding this response or the project.


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


cc: Office of Environmental Quality Control
Akinaka & Associates
William L. Moore Planning

DEPT. OF PARKS & RECREATION
COUNTY OF HAWAII

MEMORANDUM

Date: May 22, 1996

To: Department of Public Works
Attn: Casey Yanagihara

From: George Yoshida, P&R Director 

Re: Mamalahoa Highway Improvements-Kamamalu to Lindsey Road
Job No. P-3257

Construction of 6-foot high walls and/or earth berms, as noise mitigation measures, at the Waimea Church Row Park would adversely affect viewing of the park's cherry trees from the highway.

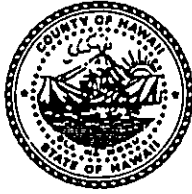
We would 'accept' increasing highway-generated noise in exchange for a low profile rockwall along the park frontage to create a physical separation with the new highway.

We would also support the underground placing of existing overhead utility lines, which would improve viewing to and from the park.

Thank you for the opportunity to provide input on this project.

encl-Draft EA and Accoustic Study

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 9, 1996

MR GEORGE YOSHIDA DIRECTOR
DEPARTMENT OF PARKS & RECREATION
25 AUPUNI STREET
HILO HAWAII 96720

SUBJECT: Environmental Assessment for Mamalahoa Highway Improvements
Kamamalu Street to Lindsey Road
Waimea, South Kohala, Hawaii Island

Thank you for your comment letter dated May 9, 1996, concerning the Draft Environmental Assessment for the subject project. We appreciate your review of the document.

The Hawaii County Department of Public Works (DPW) accepts your judgement that the mitigation berms necessary to reduce noise at Waimea Church Row Park would have adverse visual effects that would outweigh whatever noise reduction they might accomplish. DPW would like to further discuss your suggestion of building a low-profile rock wall in order to create a physical separation of the highway and park.

Please call Casey Yanagihara at 961-8327 if you have any questions regarding this response or the project.


Donna K. Kiyosaki, Chief Engineer

cc: Office of Environmental Quality Control
Akinaka & Associates
William L. Moore Planning

BENJAMIN J. CAYETANO
GOVERNOR



**STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
HIGHWAYS DIVISION**

HAWAII DISTRICT
50 MAKAALA STREET
P.O. BOX 4277
HILO, HAWAII 96720
TELEPHONE (808) 933-4840 • FAX (808) 933-4738

May 23, 1996

KAZU HAYASHIDA
DIRECTOR

DEPUTY DIRECTORS
JERRY M. MATSUDA
GLENN M. OKIMOTO

IN REPLY REFER TO:

HWY - H
96-2.0621

Department of Public Works
County of Hawai'i
25 Aupuni Street
Hilo, Hawai'i 96720

Attention: Mr. Casey Yanagihara

Gentlemen:

SUBJECT: Draft Environmental Assessment for Mamalahoa Highway
Improvements, Kamamalu Street to Lindsey Road

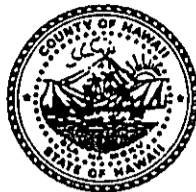
We have no comments on the subject project.

Very truly yours,

A handwritten signature in cursive script that reads "Bruce C. McClure".

BRUCE C. MCCLURE
Hawai'i District Engineer

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 9, 1996

MR BRUCE C McCLURE HAWAII DISTRICT ENGINEER
HAWAII DISTRICT OFFICE
HIGHWAYS DIVISION
DEPARTMENT OF TRANSPORTATION
50 MAKAALA STREET
HILO HAWAII 96720

Subject: Environmental Assessment for Mamalahoa Highway Improvements
Kamamalu Street to Lindsey Road
Waimea, South Kohala, Hawaii Island

Thank you for your letter dated May 23, 1996, concerning the Draft Environmental Assessment for the subject project. We appreciate your review of the document.

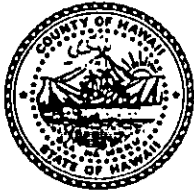
Please call Casey Yanagihara at 961-8327 if you have any questions regarding this response or the project.

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

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

cc: Office of Environmental Quality Control
Akinaka & Associates
William L. Moore Planning

Stephen K. Yamashiro
Mayor



Nelson M. Tsuji
Fire Chief

Edward Bumalay
Deputy Fire Chief

County of Hawaii

FIRE DEPARTMENT

777 Kilauea Avenue • Mall Lane, Room 6 • Hilo, Hawaii 96720-4239
(808) 961-8297 • Fax (808) 961-8296

May 2, 1996

Department of Public Works
County of Hawaii
25 Aupuni Street
Hilo, HI 96720

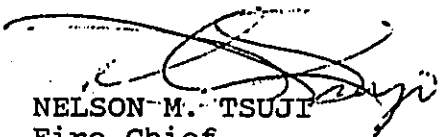
Attention: Casey Yanagihara

Gentlemen:

Subject: Draft Environmental Assessment
Mamalahoa Highway Improvements
Kamamalu Street to Lindsey Road
County Project No. P-3257
Federal Aid Project No. STP-0190(12)
A&A Job No. CHDPW95-01

We have reviewed the above-referenced environmental assesement and have no comments.

Sincerely,


NELSON M. TSUJI
Fire Chief

NMT/mo



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 9, 1996

MR NELSON TSUJI FIRE CHIEF
HAWAII COUNTY FIRE DEPARTMENT
777 KILAUEA AVENUE
MALL LANE ROOM 6
HILO HAWAII 96720

SUBJECT: Environmental Assessment for Mamalahoa Highway Improvements
Kamamalu Street to Lindsey Road
Waimea, South Kohala, Hawaii Island

Thank you for your comment letter dated May 2, 1996, concerning the Draft Environmental Assessment for the subject project. We appreciate your review of the document.

Please call Casey Yanagihara at 961-8327 if you have any questions regarding this response or the project.


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

cc: Office of Environmental Quality Control
Akinaka & Associates
William L. Moore Planning



United States Department of the Interior

FISH AND WILDLIFE SERVICE
PACIFIC ISLANDS ECOREGION
300 ALA MOANA BOULEVARD, ROOM 3108
BOX 50088
HONOLULU, HAWAII 96850
PHONE: (808) 541-3441 FAX: (808) 541-3470

In Reply Refer To: TR

MAY - 9 1996

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

Re: Draft Environmental Assessment for Mamalahoa Highway Improvements.

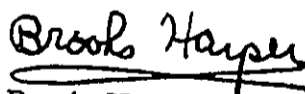
Dear Ms. Kiyosaki:

The U.S. Fish and Wildlife Service (Service) has reviewed the Draft Environmental Assessment (DEA) for Mamalahoa Highway Improvements. The purpose of the project is to improve highway safety for vehicular and pedestrian traffic. The project sponsors are the Federal Highway Administration and the County of Hawaii Department of Public Works. This letter has been prepared under the authority of and in accordance with provisions of the National Environmental Policy Act of 1969 [42 U.S.C. 4321 *et seq.*; 83 Stat. 852], as amended, the Fish and Wildlife Coordination Act of 1934 [16 U.S.C. 661 *et seq.*; 48 Stat. 401], as amended, the Endangered Species Act of 1973 [16 U.S.C. 1531 *et seq.*; 87 Stat. 884], as amended, and other authorities mandating Service concern for environmental values. Based on these authorities, the Service offers the following comments for your consideration.

The DEA adequately addressed the existing environmental conditions at the project site. No significant adverse effects to fish and wildlife resources are expected from the proposed action. The Service, therefore, does not require further notification or consultation on the project.

The Service appreciates the opportunity to provide comments on the proposed project, and we look forward to receiving a copy of the final Environmental Assessment for our files. If you have questions regarding these comments, please contact Fish and Wildlife Biologist Tanya Rubenstein at 808/541-3441.

Sincerely,



Brooks Harper
Field Supervisor
Ecological Services

cc: EPA-Region IX, San Francisco
DOT, Honolulu

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 9, 1996

MR BROOKS HARPER FIELD SUPERVISOR
DIVISION OF ECOLOGICAL SERVICES
U S FISH & WILDLIFE SERVICE
P.O. BOX 50167
HONOLULU, HAWAII 96850

SUBJECT: Environmental Assessment for Mamalahoa Highway Improvements
Kamamalu Street to Lindsey Road
Waimea, South Kohala, Hawaii Island

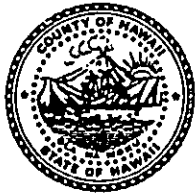
Thank you for your comment letter dated May 9, 1996, concerning the Draft Environmental Assessment for the subject project. We appreciate your review of the document.

Please call Casey Yanagihara at 961-8327 if you have any questions regarding this response or the project.


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

cc: Office of Environmental Quality Control
Akinaka & Associates
William L. Moore Planning

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

MEMORANDUM

June 5, 1996

TO: Casey Yanagihara
Engineering Division, Department of Public Works

FROM: Virginia Goldstein
Planning Director

SUBJECT: Mamalahoa Highway Improvements
Kamamalu to Lindsey Road
Draft Environmental Assessment
Job No. P-3257, FAP No. STP-0190(12)

We have received a draft EA for this project from Akinaka & Associates, Ltd. Thank you for the opportunity to review the EA. We have no comments to offer.

RKN:mjs
F:\WP60\RODNEY\96-2\MMAMALA2.RKN

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 9, 1996

MS VIRGINIA GOLDSTEIN DIRECTOR
PLANNING DEPARTMENT
25 AUPUNI STREET
HILO HAWAII 96720

SUBJECT: Environmental Assessment for Mamalahoa Highway Improvements
Kamamalu Street to Lindsey Road
Waimea, South Kohala, Hawaii Island

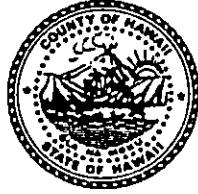
Thank you for your letter dated June 5, 1996, concerning the Draft Environmental Assessment for the subject project. We appreciate your review of the document.

Please call Casey Yanagihara at 961-8327 if you have any questions regarding this response or the project.


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

cc: Office of Environmental Quality Control
Akinaka & Associates
William L. Moore Planning

Stephen K. Yamashiro
Mayor



Wayne G. Carvalho
Police Chief

James S. Correa
Deputy Police Chief

County of Hawaii
POLICE DEPARTMENT

349 Kapiolani Street • Hilo, Hawaii 96720-3998
(808) 935-3311 • Fax (808) 961-2702

May 14, 1996

TO : DONNA FAY K. KIYOSAKI, CHIEF ENGINEER
VIA : CASEY YANAGIHARA, ENGINEERING DIVISION
FROM : *Wayne G. Carvalho* WAYNE G. CARVALHO, POLICE CHIEF
SUBJECT : DRAFT ENVIRONMENTAL ASSESSMENT
MAMALAHOA HIGHWAY IMPROVEMENTS
KAMAMALU STREET TO LINDSEY ROAD
JOB NO. P-3257, FAP NO. STP-0190(12)
WAIMEA, SOUTH KOHALA, HAWAII ISLAND

We concur with the draft environmental assessment regarding the above-subject matter. The proposed improvements to the Mamalahoa Highway and drainage will improve the traffic flow and control flooding in the Waimea area.

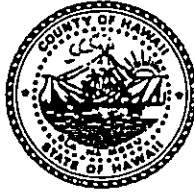
The environmental assessment does not include a status report on the negotiations with Parker Ranch on a possible emergency bypass road for the hospital (page 32). This will become a concern when construction begins fronting the North Hawaii Community Hospital.

An additional mitigation measure that should be considered (page 34) is that the project may be separated down into four phases of construction, and that the contractor would only work on a quarter section of the road at any time. This addition to the minimum two lanes that will be open would reduce traffic congestion and mitigate the situation during emergency responses.

Thank you for the opportunity to comment.

HWH:lk

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 9, 1996

MR WAYNE G CARVALHO POLICE CHIEF
HAWAII COUNTY POLICE DEPARTMENT
349 KAPIOLANI STREET
HILO HAWAII 97620

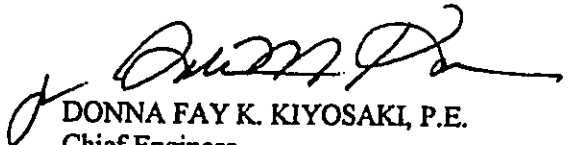
SUBJECT: Environmental Assessment for Mamalahoa Highway Improvements
Kamamalu Street to Lindsey Road
Waimea, South Kohala, Hawaii Island

Thank you for your comment letter dated May 14, 1996, concerning the Draft Environmental Assessment for the subject project.

The Final Environmental Assessment will include a short discussion of the relationship between the proposed improvements and the possible emergency bypass route for the North Hawaii Community Hospital. More specifically, the County is also working with Parker Ranch to provide emergency access to the North Hawaii Community Hospital during the construction of the highway improvements. The emergency access would ensure that emergency police, fire and ambulance vehicles have an alternative route through the Waimea town center area. The emergency access would be provided through existing driveways and ranch roadways and would not involve the construction of any new roads.

With respect to your suggestions about traffic phasing, the project will be designed to minimize congestion as much as possible. In this regard, construction will be limited to segments of the roadway at any one time. Because the project is federally funded, it is a requirement that a minimum of two lanes will be open at all times, as was stated in the Draft Environmental Assessment.

Please call Casey Yanagihara at 961-8327 if you have any questions regarding this response or the project. We appreciate your review of the document.


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

cc: Office of Environmental Quality Control
Akinaka & Associates
William L. Moore Planning

BENJAMIN J. CAYETANO
GOVERNOR



GARY GILL
DIRECTOR

STATE OF HAWAII
OFFICE OF ENVIRONMENTAL QUALITY CONTROL

220 SOUTH KING STREET
FOURTH FLOOR
HONOLULU, HAWAII 96813
TELEPHONE (808) 586-4186
FACSIMILE (808) 586-4186

May 7, 1996

Donna Fay Kiyosaki, PE
Department of Public Works
25 Aupuni Street, #202
Hilo, HI 96720

Attention: Casey Yanagihara

Dear Ms. Kiyosaki:

Subject: Draft Environmental Assessment (EA) for Mamalahoa Highway
Improvements, Waimea; TMK 6-5-4, 6-6-5:2, 6-5-5:16

This draft EA briefly mentions Kamuela Stream. In the final EA please identify and locate it on the location map, include its description in the text, including proximity to the proposed project. Also discuss any mitigation measures that will be provided to prevent construction impacts to the stream.

If you have any questions, please call Nancy Heinrich at 586-4185.

Sincerely,

A handwritten signature in cursive script, appearing to read "Gary Gill".

GARY GILL
Director

c: William Moore and Ron Terry

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 9, 1996

MR GARY GILL DIRECTOR
OFFICE OF ENVIRONMENTAL QUALITY CONTROL
DEPARTMENT OF HEALTH
220 SOUTH KING STREET FOURTH FLOOR
HONOLULU HAWAII 96813

SUBJECT: Environmental Assessment for Mamalahoa Highway Improvements
Kamamalu Street to Lindsey Road
Waimea, South Kohala, Hawaii Island

Thank you for your comment letter dated May 7, 1996, concerning the Draft Environmental Assessment for the subject project.

The Final Environmental Assessment (EA) will include a Flood Zone map showing the existing floodway along Kamuela Stream, as well as the proposed revised Flood Zone map that is in the process of being adopted by the Army Corps of Engineers. The text will also be modified to include reference to the figures and a further description of the stream.

The Final EA will also include a list of measures that will be taken to minimize sedimentation impacts to streams generated by soil erosion and sediment leaving the construction area.

Please call Casey Yanagihara at 961-8327 if you have any questions regarding this response or the project. We appreciate your review of the document.


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

cc: Akinaka & Associates
William L. Moore Planning

**DEPARTMENT OF PUBLIC WORKS
COUNTY OF HAWAII**

**ENVIRONMENTAL ASSESSMENT
FOR
IMPROVEMENTS TO MAMALAHOA HIGHWAY,
WAIMEA, SOUTH KOHALA, ISLAND OF HAWAII**

APPENDIX NO. 2

PUBLIC MEETING SUMMARIES

SIGN - IN SHEET

Project: Mamalahoa Highway Improvements, Kamamalu St. to Lindsey Road
Meeting Date & Time: April 16, 1996 / 6:00 p.m.
Meeting Place: Kahilu Town Hall, Waimea, Hawaii

#	NAME	ADDRESS or ORGANIZATION	PHONE #	FAX #
	PETER T. YOUNG	P.O. BOX 2665	885-4200	885-8869
	DENNIS HASEROT	P.O. BOX 2665, KAMUELA 96743	885-4200	885-8869
	RILEY SMITH	P.O. BOX 1238 KAMUELA	885-7311	885-5602
	DAVID B. GOMES	P.O. BOX 1628 KAMUELA, HI. 96743	885-4560	885-9132
	ANNE E. FIELD GOMES	P.O. BOX 1628 KAMUELA, HI. 96743	885-4560	885-9132
	CHARLEY CAMPBELL	P.O. BOX 520 KAMUELA, HI. 96743	885-6988	885-0559
	DAVID KAMALANI	P.O. BOX 1645 KAMUELA, HI. 96743	885-7195	
	KAIPO KAMALANI	P.O. BOX 1645 KAMUELA, HI. 96743	885-7195	
	BETS LAWRENCE	P.O. BOX 607 KAMUELA, HI. 96743 (SKTSC)	885-4234	
	SYLVIA TOMPKINS	P.O. BOX 929 KAMUELA, HI. 96743	885-7640	
	RANDALL OKANEKU	THE TRAFFIC MGT. CONSULTANT	536-0223	537-2985
	MIKE LUCE	P.O. BOX 1299 KAPAAU 96755/WCA	885-7270	885-5970
	JOHN B. RAY	P.O. BOX 1680 KAMUELA, HI. 96743	885-5875	885-7184
	FRED T. YAMASHIRO	P.O. BOX 111222 KAMUELA, HI. 96743	885-5300	885-7186
	RANDY NAKOA	P.O. BOX 491, KAMUELA, HI 96743	885-8835	
	DOLLY LOO	P.O. BOX 1417, KAMUELA, HI 96743	885-7671	
	KATHRIN KOHLER	P.O. BOX 358, KAMUELA, HI 97643 (Outdoor Circl	885-4065	
	CAROL HENDRICH	P.O. BOX 915, KAMUELA, HI 97643 (Outdoor Circl	885-4453	
	KEITH WALLACH		885-7787	
	VIRGINIA HAMMON	P.O. BOX 1604, KAMUELA, HI (Hawaii Montessori	885-4141	885-4994
	JOHN STUBBART	P.O. BOX 326, KAMUELA HI	775-0159	885-7851
	JOHN KAIWI	P.O. BOX 385061, WAIKOLOA, HI 96738	883-9049	
	RICHARD WALLER	P.O. BOX 3265, HONOKAA, HI 96727	775-0601	775-0601

PUBLIC INFORMATION MEETING NO. 2

DETAIL WORKING AGENDA

Date/Time: April 16, 1996 / 6:00 p.m.
Place: Kahilu Town Hall
Project: Mamalahoa Highway Improvements, Kamamalu to Lindsey Road
County Job No. P-3257
Federal Aid Project No. STP - 0190 (12)

Purpose: Update General Public of Proposed Project and Receive Public Input

Discussion Items:

Introduction of County Engineer & meeting purpose. - Bill Moore

PURPOSE OF MEETING:

The purpose of the Public Information meetings is to present the project scope and receive community concerns and input for consideration, to the extent possible, in the development of the project construction documents to meet the goals and objectives of the project.

Request to hold question/comments until end of presentation - Bill Moore

1. **Introduction of Project Team & Guests - Donna Kiyosaki**
 - a) County DPW Personnel - Casey Yanagihara, Richard Nishimura
 - b) Prime Civil Consultant - Akinaka & Associates (Robert Akinaka, Sheldon Yamasato)
 - c) Community Relations/Planning Consultant - (Bill Moore & Ron Terry)
 - d) Traffic Consultant - Traffic Management Consultant (Randy Okaneku)
 - e) Noise Consultant - Y. Ebisu & Associates (Yosh Ebisu)
 - f) State Highway
 - g) Elected Officials - John Rey
 - h) Others

2. **Re-cap of Project Intent, Description & Justification - Donna Kiyosaki**

- a) **Project Justification**
 - 1) South Kohala Traffic Safety Committee
 - 2) Waimea Community Association
- b) **Project Limits (Kamamalu Street to Lindsey Road)**
- c) **Project Intent (Roadway Safety Improvements)**
- d) **Construction Budget - \$4,000,000**
- e) **Financing - Federal Aid ISTEA 80%, County 20%**

3. **Summary of Project Process - Bill Moore**

- a) **Meetings with directly impacted parties, community organizations, general community, governmental agencies.**
- b) **Environmental Assessment**
- c) **Design - Estimated Completion by Sept. 1996**
- d) **Bid - Nov. 1996**
- e) **Construction - Early 1997**

4. **Update of the Conceptual Plan - STY**

- a) **Proposed Improvements**
 - 1) ***New Sidewalk***
 - (a) 4-ft. wide concrete sidewalk & 3' grass strip and curb (Refer to Roadway Typical Sections)
 - (b) Handicap Accessible Ramps at intersections
 - 2) ***New Crosswalks @ Pu'u Kalani Rd.***
 - 3) ***Pavement Rehabilitation***
 - (a) Overlay Pavement: Beginning to Sta. 0+50
 - (b) Full Pavement Reconstruction: Sta. 0+50 to Sta. 23+00
 - (c) Overlay & Partial Pavement Reconstruction: Sta. 23+00 to Sta. 28+50
 - (d) Full Pavement Reconstruction: Sta. 28+50 to Sta. 38+00
 - (e) Overlay Pavement: Sta. 38+00 to End.
 - 4) ***Raised Median***
 - (a) Sta. 9+80 to Sta. 13+40
 - (b) Opening to semi-truck exit at about Sta. 12+00

- 5) **Pavement Marking & Striping**
 - (a) State Highways Standards
 - o Type "A" lane markers
 - o Type "C", "D" & "H" markers
 - o Painted or Pre-formed Tape Striping
 - o Pavement Arrows
 - o State Highways Standard Crosswalks
- 6) **Traffic Signal System**
 - (a) Upgrade of existing traffic signal system at Lindsey Rd. and Kamamalu St. intersections
 - (b) New traffic signal at Pu'u Kalani Rd. intersection
 - (c) Synchronization of traffic signals
- 7) **Street Lighting System**
 - (a) New street lights at intersections
- 8) **Drainage System**
 - (a) System "A" - Outlet at Lindsey Road Bridge wingwall
 - (b) System "B" - Outlet into Waikoloa Stream near Pioneer Savings building
 - (c) System "C" - Outlet into new Drainage Channel
 - (d) Drywells
- 9) **Construction Traffic Control**
 - (a) Delineators, Type II Barricades
 - (b) Temporary Striping
 - (c) Flagmen and/or Off-duty Police
- 10) **Incidental Improvements**
 - a) Modification of Waimea Center's east entry to accommodate new traffic signal.
 - b) Modifications at Waimea Medical Center entry
 - c) Relocation of Cemetery Rock Wall
 - d) Smooth Riding Connection at private driveways

5. **Response to Other Concerns Raised at Previous Meetings - Bill Moore**

Concern: This project may further postpone or even eliminate the need for the long awaited **Waimea By-pass Highway (David Gomes)**

Response: This project is not intended to replace the necessity of the Waimea By-pass Highway, which incidentally is a State of Hawaii DOT project. The main intent of the County's project is to improve the safety aspect of the highway.

The existing pavement is badly deteriorated and will continue as time passes. A cost for just repaving the existing roadway is estimated at \$1.2 million which would need to be funded solely by County funds.

The County's project was initiated by community promotion. The S. Kohala Traffic Safety Committee and the Waimea Community Association have continually supported the project.

It should be emphasized that while this project does not address the overall traffic circulation problems of Waimea, the design is being coordinated with the roadway network planned for the future of Waimea. Mamalahoa Highway will still be an integral part of the roadway network in Waimea and should be properly maintained to serve as such.

Concern: **New sidewalk should be extended to Kamamalu Street (Ann Gomes)**

Response: Sidewalk extended to Waimea Civic Center driveway. School. Majority of pedestrians traveling along Mamalahoa Highway head in the direction of Kuhio Village.

Concern: Can the travelway be modified to include a bike lane? (Aza Summer & David Gomes)

Response: The Traffic Study indicates that four (4) lanes of travel (two in each direction) are required between Lindsey Road and Pu'u Kalani Road. The existing right of way is not wide enough to accommodate a continuous bike lane that would be safe.

Bike, equestrian and footpath plan is being proposed by the Waimea Main Street in the Waimea Trails and Greenways project. The Mamalahoa Highway Improvements project does not conflict with the goals and objectives of the Waimea Main Street project.

Concern: Can the median width be decreased to about 2 ft. and extended the length of the turning lane? This would prevent cars from crossing onto the opposite travel lanes.

Response: The minimum width = 4 ft. (Ref. III, page 403)

Concern: How will work on private property be addressed? (Rick Roberts)

Response: Construction work in private property will primarily be to adjust the grade and provide a smooth connection to the existing pavement.

Concern: Are there any acquisition of lands?

Response: Acquisition will be required from the following:

- TMK: 6-7-02:42 - Lindsey Rd. south of Mamalahoa Hwy. for corner cut.
- TMK: 6-7-02:27 - Lindsey Rd. south of Mamalahoa Hwy. for corner cut
- TMK: 6-7-02: 32 & 33 - Pu'u Kalani Rd. intersection for corner cut
- TMK: 6-5-05: 16 - Cemetery lot for relocation of rock wall to provide safe sight distance
- TMK: 6-4-06: 4 - Kamamalu St. intersection for corner cut.

Concern: Landscaping should be included in the project.
(General Community)

Response: The Waimea Community & Outdoor Circle will develop a plan and submit to the County for consideration.

Concern: Will the existing traffic signals at Lindsey Rd. and Kamamalu St. be upgraded? (Bets Lawrence)

Response: The existing traffic signals at Lindsey Rd. and Kamamalu St. will be upgraded. In addition, they will be synchronized with the new traffic signal at Pu'u Kalani Rd.

Concern: Can construction be conducted at night to minimize the impact on existing traffic?

Response: The construction plans and specifications will restrict construction activities during the off-peak traffic hours. Also as a standard practice, Federal Aid projects *require* phasing of the construction to provide a minimum of two (2) lanes of traffic (one in each direction) at all times. Access to private properties is also a requirement by specifications. If the situation occurs that a private driveway needs to be temporarily closed, the contractor is required to coordinate such with the property owner and/or lessee. It should be noted, however, that such temporary closures will be avoided as long as there's a feasible alternative.

If under special conditions two lanes is impossible, one lane would be provided through the constricted area and traffic flow during construction hours would be managed by off-duty police officers. During off-hours, two lanes (one in each direction) would be restored. An example of a special condition may be construction of a underground utility that traverses perpendicular to the lanes of traffic.

It is also common practice to allow the contractor, at his request, to conduct limited activities in the night to expedite the completion. In this instance, however, additional compensation would not be due to the

contractor. Also, the nighttime inspection costs associated with the contractor's request is borne by the contractor.

The construction phasing plans will be coordinated with emergency response entities (Hospital, Fire Dept., Police Dept., Civil Defense, etc.) prior to construction.

6. **Coordination With Other Projects - Bill Moore**

- 1) Waimea Trails & Greenways
- 2) Parker 2020
- 3) Waimea By-Pass Highway (State DOT project)

7. **Open Discussion - Q&A - Bill Moore**

a) **New Concerns/Responses**

Concern: Inclusion of underground ducts for future utility relocation (Councilman John Ray)

Response: By Donna Kiyosaki

Concern: Why does existing sidewalk need to be removed. (Barbara Wagstaf)

Response: A portion of the existing sidewalk requires removal to complement the required roadway improvements. Removal will be limited to areas that require adjustment.

It should be noted that the new sidewalks will be 4-ft. wide with a 2.5-ft. wide grassed strip behind the curb. This design feature was implemented to "soften" the previous raised concern of "concreting Waimea".

Concern:
Response:

Concern:
Response:

9. **Closing Remarks - Bill Moore**

Thank participants for input, any other input to be forwarded to Dept. of Public Works. Again, concerns and suggestions will be considered in preparation of construction documents to the extent possible.

4/9/96

South Kohala Traffic Safety Committee

STATEMENT IN SUPPORT OF MAMALAHOA HIGHWAY IMPROVEMENT PROJECT

The South Kohala Traffic Safety Committee supports the Mamalahoa Highway Improvement Project for these reasons:

- * The projected expenditures will enhance the efficiency and safety of this section of Mamalahoa Highway. The improvements to the underbase as well as the surfacing, plus the new traffic signal and upgrading of the two existing signals, are far more than we would get with a simple resurfacing project.
- * Pedestrian safety will be increased by the proposed sidewalks and new signal light at Pu'ukalani.
- * The short term inconvenience for drivers of learning new left turn movements will be overridden by the overall improvements.

The Committee is concerned about:

- * The restrictions that median strips (islands) might create.
- * The length of time the project might take.
- * Maintenance of best and safest traffic flow during construction.
- * Accomodation for moving vehicles and people through town in case of emergencies or disasters while the project is being completed.

We strongly support the establishment of alternate routes to improve the internal flow of traffic in town. These should provide a way around the Lindsey Road/Mamalahoa Highway Intersection and the construction area, to the east and to the west, both immediately and in the long term.

The Committee recognizes that the purpose of this project is not to accomodate increased volume of traffic.

The Committee feels very strongly about the need to construct a bypass road to accomodate the increase of traffic in the near and long terms.

SIGN - IN SHEET

Project: Mamalahoa Highway Improvements, Kamamalu St. to Lindsey Road
Meeting Date & Time: January 23, 1996 / 7:00 p.m.
Meeting Place: Kahilu Town Hall, Waimea, Hawaii

#	NAME	ADDRESS or ORGANIZATION	PHONE #	FAX #
1	HELEN BOWLES	P.O. BOX 2046	885-4759	885-5941
2	RENGULBAI [CLARENCE]	P.O. BOX 2109	885-5481	
3	SAM & ELLA KIMURA	P.O. BOX 163	885-4867	
4	PETER T. YOUNG	P.O. BOX 2665	885-4200	885-8869
5	EARL BELL	P.O. BOX 2301	885-4091	885-7318
6	ALBERT KAWABATA	P.O. BOX 38 KAMUELA, HI.	885-4361	
7	FUMI BONK	P.O. BO 1648 "	885-4035	
8	MARY-ALICE NOGUE'S	P.O. BOX 428 "	885-7481	
9	RON TERRY	HCRI BOX 9575 KEAAU HI 96719	982-5831	
10	MEL HEWETT	P.O. BOX 1238 KAMUELA	885-6724	885-5602
11	KEITH KATO	P.O. BOX 303 PAPAIKOU HI.	885-5300	
12	STANLEY TAMURA	DEPT. OF TRANS., HWY DIV	933-4640	
13	RILEY SMITH	P.O. BOX 458, KAMUELA	885-7311	
14	RIC ROCKER	P.O. 6719 KAMUELA	885-4473	
15	DONNA YOSHIZUMI	P.O. BOX 2551 KAMUELA		
		MAUNA KEA JAYCEES	885-7708	
16	YOSHIO KIMURA	P.O. BOX 424 KAMUELA, HI 96743	885-7024	
17	REAH YOUNG	P.O. BOX 6605 KAMUELA, HI. 96743	885-4987	
18	NANCY VALLELY	P.O. BOX 1327 KAMUELA, HI. 96743	885-2722	
19	MATTHEW CHUN	19B KIHAHOU KAMUELA, HI. 96743	885-6788	
20	JIM DUPONT (DHHL)	P.O. BOX 125 KAMUELA, HI. 96743	885-7091	885-6453
21	SUSAN PUESCHEL	P.O. BOX 1995 KAMUELA, HI. 96743	885-2722	885-7478
22	ORVILLE E. THOMPSON	NHCH P.O. BOX 2799 KAMUELA, HI. 96743	885-2722	885-8784
23	NAOMI HEE	NHCH P.O. BOX 6304 KAMUELA, HI. 96743	885-2722	885-7478
24	FRANCIS K. LEE	P.O. BOX 1870 KAMUELA, HI. 96743	885-4708	
25	BARBARA WAGSTAFF	P.O. BOX 6510 KAMUELA, HI. 96743		885-7861
26	PATRICIA A. W. LEE	P.O. BOX 1870 KAMUELA, HI. 96743	885-4708	885-9829
27	DAVID B. GOMES	P.O. BOX 1628 KAMUELA, HI. 96743	885-4560	885-9132
28	ANNE E. FIELD GOMES	P.O. BOX 1628 KAMUELA, HI. 96743	885-4560	885-9132
29	JAMES N. THOMAS	P.O. BOX 1821 KAMUELA, HI. 96743	883-1413	
30	STELLA AKANA	P.O. BOX 155 KAMUELA, HI. 96743	325-5571	

SIGN - IN SHEET

Project: Mamalahoa Highway Improvements, Kamamalu St. to Lindsey Road
 Meeting Date & Time: January 23, 1996 / 7:00 p.m.
 Meeting Place: Kahilu Town Hall, Waimea, Hawaii

#	NAME	ADDRESS or ORGANIZATION	PHONE #	FAX #
31	ROBERT HILL	P.O. BOX 2218 KAMUELA, HI. 96743	885-8688	
32	CHARLEY CAMPBELL	P.O. BOX 520 KAMUELA, HI. 96743	885-6988	885-0559
33	DAVID KAMALANI	P.O. BOX 1645 KAMUELA, HI. 96743	885-7195	
34	KAIPO KAMALANI	P.O. BOX 1645 KAMUELA, HI. 96743	885-7195	
35	MICH NITTA	P.O. BOX 1047 KAMUELA HONGWANJI	885-4053	
36	WILLIAM BONK	P.O. BOX 1648 KAMUELA, HI. 96743	885-4035	
37	BETS LAWRENCE	SOUTH KOHALA TRAFFIC SAFETY COMMITTEE		
		P.O. BOX 607 KAMUELA, HI. 96743	885-4234	
38	SYLVIA TOMPKINS	P.O. BOX 929 KAMUELA, HI. 96743	885-7640	
39	MARNI HERKES	75-5737 KUAKINI #207 96740	329-1758	329-8564
40	PATTI COOK	P.O. BOX 6960 KAMUELA, HI. 96743	885-3633	885-9691
41	KEN MELROSE	P.O. BOX 1229 KAMUELA, HI. 96743	885-4971	885-8565
42	BRALEY PASTORIO	P.O. BOX 37 KAMUELA, HI. 96743	885-4646	
43	RANDALL OKANEKU	THE TRAFFIC MGT. CONSULTANT	536-0223	537-2985
44	ROBIN INABA	P.O. BOX 7133 KAMUELA, HI. 96743	885-3631	885-3631
45	HARRY ?	P.O. BOX 2576 KAMUELA, HI. 96743	885-8047	
46	MIKE LUCE	P.O. BOX 1299 KAPAAU 96755/WCA	885-7270	885-5970
46	LILI WATANABE	NHCH 67-1125 MAMALAHOA	885-2722	885-7478
47	WAYNE HIGAKI	NHCH 67-1125 MAMALAHOA	885-2722	885-2722
48	PAT LINTON	NHCH 67-1125 MAMALAHOA	885-2722	885-7478
49	AZA SUMMERS	P.O. BOX 445 KAMUELA, HI. 96743	885-6566	885-7781
50	JOHN B. RAY	P.O. BOX 1680 KAMUELA, HI. 96743	885-5875	885-7184
51	DARMAND ?	P.O. BOX 2338 KAMUELA, HI. 96743	885-5005	885-5453
52	FRED T. YAMASHIRO	P.O. BOX 111222 KAMUELA, HI. 96743	885-5300	885-7186
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MEETING MEMORANDUM

DATE/TIME: January 23, 1996
PLACE: Kahilu Town Hall, Waimea, Hawaii

A&A JOB NO.: CHDPW95-01
PROJECT: Mamalahoa Highway, Kamamalu Street to Lindsey Road
County Project No. P-3257
Federal Aid Project No. STP - 0190 (12)

ATTENDANCE: See sign-in sheet, copy attached. In addition, the following were present:

County of Hawaii, Dept. of Public Works: Donna Faye Kiyosaki (DFK) - County Engineer; Galen Kuba; Casey Yanagihara.

State DOT-Hwys.: Stanley M. Tamura (SMT)

Consultants:
Robert Akinaka (RYA) , Sheldon Yamasato (STY) - Akinaka & Assoc., Ltd.
William L. Moore (WLM), Larry S. Tanimoto (LST) & Ron Terry (RT) - Wm. L. Moore Planning;
Randall Okaneku (RO) - The Traffic Management Consultant

Community Organizations:
Bets Lawrence - S. Kohala Traffic Safety Committee
Peter Young - Waimea Community Association

PURPOSE: Public Information No. 1

REFERENCE: Meeting Agenda & Hand-out material, copy attached

INFORMATION ITEMS:

1. WLM introduced County Engineer Donna Faye Kiyosaki (DFK) for opening remarks.
2. DFK presented an overview of the County project as follows:
 - a) Project limits is from Lindsey Road to Kamamalu Street
 - b) Project intent is to primarily improve safety features

- c) Funding will be 80% Federal ISTEAs funds and 20% County funds
 - d) Construction Budget - \$4,000,000
3. DFK introduced participants from DPW, State DOT-Hwys & Robert Y. Akinaka RYA) of Akinaka & Associates, Ltd.
 4. RYA introduced the consultant team
 5. STY reiterated the scope of the Conceptual Plan presented for public review and comments covering the following items:
 - a) Limits: West end - Transition to existing conditions near the Thelma Parker Library driveway
East end - Transition to existing conditions near the Montessori School driveway
 - b) Length: Approximately 0.79 miles
 - c) Budget: \$4,000,000
 - d) Schedule: Begin construction - Late 1996
 - e) Goals: (1) Improve highway safety for vehicular and pedestrian traffic
(2) Provide coordinated design with future Parker Ranch 2020 roadway network and future Waimea By-pass highway.
 - f) Existing problems / deficiencies along Mamalahoa Highway.

STY then explained the features of the Conceptual Plan as being a graphical depiction of the desired improvements requested by the South Kohala Traffic Safety Committee and the Waimea Community Association. The Conceptual Plan was developed primarily to verify the extent of improvements that could be included within the budget amount of \$4,000,000 and initiate input from the community.

STY also explained that the Conceptual Plan presented is very preliminary and will require refining when the results of the on-going Traffic Study, Geotechnical Investigation, and Noise Study are available. The primary intent of developing a Conceptual Plan was to graphically the improvements promoted by the South Kohala Traffic Safety Committee and Waimea Community Association and also determine a "ballpark" cost estimate to verify to what extent improvements could be done within the \$4,000,000 budget. (See attached reduced copy of the Conceptual Plan presented)

6. 15-Minute break to allow attendees to browse the posted exhibits

7. Meeting was then open for questions & answers:

a) **GENERAL:**

- (1) **BETS LAWRENCE** read a statement clarifying the role of the South Kohala Traffic Safety Committee in development and support of the project.
- (2) **PETER YOUNG** explained that the Waimea Community Association has not specifically endorsed the Conceptual Plan, but does endorse the ideas contained within the Conceptual Plan. Key points of agreement are:
 - (i) New traffic signal at Pu'u Kalani Road intersection;
 - (ii) Right-in/right out at the Waimea Center and Parker Ranch shopping centers; and
 - (iii) Encouraging traffic flow to & from the respective shopping centers through the signalized intersections.
- (3) **MIKE LUCE** inquired if this project takes into account of Parker Ranch's new plans?

RO responded that this project will be closely coordinated with Parker Ranch's

WLM also explained that this project will lay foundation for future projects.
- (4) **BARBARA WAGSTAF** commented that this project will adversely impact Waimea's rural atmosphere, which those who chose to live here especially value.

b) **BIKEWAY:**

- (1) **DAVID GOMES** expressed that the Conceptual Plan does not address the needs for bicycles. The outer lane should be reserved for bicycles and the inner lanes for automobiles. A solid concrete median is unacceptable in his opinion.
- (2) **ASA SUMMERS** expressed that in his opinion, traffic needs to be "calmed down". Mamalahoa Highway is presently one lane in and one lane out. If this were the case, the available space within the roadway could be used for bicycle lanes and a nice raised landscaped median.

DFK replied that the Waimea Trails and Greenway (WTG) project and the Parker Ranch 2020 designs will help provide areas for bikes, recreational pedestrians and horses. Due to the fact that there are so many driveways existing Mamalahoa Highway that mixing bike with automobile traffic through this section of town will be unsafe.

ASA SUMMERS commented that the even if WTG project provides such paths, bikes still need to be accommodated on the roadway.

c) **BY-PASS HIGHWAY:**

- (1) **DAVID GOMES** expressed that the By-pass highway is really needed, especially when considering the increased truck traffic carrying solid waste from East Hawaii to West Hawaii.
- (2) **ED BERGEN** inquired on how this project was coordinated with the Waimea By-pass highway.

SMT replied that Lindsey Road will eventually connect to the planned By-pass highway.

WLM added that the State DOT is still pursuing the By-pass highway. The two projects are not dependent on each other, both are needed.

d) **LANDSCAPING & HIGHWAY AESTHETICS**

- (1) **PETER YOUNG** suggested to include appropriate landscaping, including a combination of grass & trees. Also, existing roadside trees should be maintained where feasible.
- (2) **DAVID GOMES** expressed that the Conceptual Plan would create a "forest" of signs - unsightly.
- (3) **MIKE LUCE** expressed that the extent of the medians, if landscaped, is modest enough to consider the maintenance of the landscaping by local service organizations.

- (4) **DFK** responded that the County will look into the landscaping concern. Initial cost and long-term maintenance needs to be weighed and balanced with the construction cost. Also, the County would welcome participation of the local service organizations, however, the County needs to follow-up on the liability issues.
- (5) **FUMIE BONK** suggested using cherry trees for the median, since they are a part of Waimea's heritage.

e) **SIDEWALKS**

- (1) **ANN GOMES** requested that the sidewalk on the southside (Mauna Kea side) be extended to the Kamamalu Street intersection to handle the pedestrian traffic from the Kuhio Village and Senior Housing areas.

f) **PAVEMENT STRUCTURE**

- (1) **ANN GOMES** inquired if the new pavement cost considered the loads induced by the trucks that will be hauling solid waste on Mamalahoa Highway.

STY responded that the project cost estimate based on the Conceptual Plan as presented is slightly over \$4,000,000. The cost estimate will be revised when the design parameters resulting from the Traffic Study and Geotechnical Study are available. The public input at this time will greatly facilitate the County in setting priorities of the improvements that will be implemented within the \$4,000,000 budget amount. The pavement will be design in accordance with State DOT and Federal Highways Administration standards and guidelines, which includes the loads induced by the truck traffic.

g) **RIGHT OF WAY ACQUISITION**

- (1) **RICK ROCKER** inquired if this project by not increasing the capacity implies that the County never plans to widen or expand the road?

WLM responded that the intent of this project is to minimize acquisition of right of way. Future highway right of way requirements will be determined by the State's & County's long range planning process and not by this project.

STY explained that the existing highway within the project limits is not defined by a formal right of way but by a corridor defined by abutting properties. The corridor width varies throughout the project limits. The Conceptual Plan was developed with the intent of minimizing acquisition of right of way. At this time, the only apparent acquisition required are at the intersections of Lindsey Road (southside) and Pu'u Kalani Road (southside) to provide for the standard curb returns and sidewalks.

- (2) **MIKE LUCE** commented that it appears that the Conceptual Plan indicates that some work will be required on private property. Will condemnation be involved? If yes, is the schedule realistic?

STY explained that the areas within private property shown on the Conceptual Plan is to permit the smooth transition of the new roadway work to the existing improvements on the private property.

FOLLOW-UP RESPONSE BY DPW: If the new improvements are only transition to the private property improvements, only a right of entry is required.

WLM explained that if private lands are required, a price will be negotiated or condemnation will occur, with compensation at fair market value.

h) **MEDIANS**

- 1) **MARY ELLEN NOUGES** inquired what factors from community input will determine which locations get a raised median vs. a painted median.
- 2) **STY** replied that the medians depicted on the Conceptual Plan shows a raised median within the town area, basically between Lindsey Road and the Waimea Medical Center driveway. The extent of the raised median shown are somewhat consistent with that recommended by the Waimea Community Association.

RYA added that leaving some areas with painted medians gives the flexibility to adjust for future traffic control based on observed traffic patterns.

WLM added that the raised medians were located where the most traffic and turning take place.

- 3) **MIKE LUCE** inquired about a possibility of a solid median from Lindsey Road to Pu'u Kalani Road.

RO replied that would result in requiring many U - turns at inappropriate locations. This would also produce more congestion and safety problems than allowing left turns.

i) **MEETING NOTICES**

- 1) **BARBARA WAGSTAF** commented that the Public Information Meeting was not well publicized. That's why there is relatively a low attendance. Inquired if any prior meetings were held? Also, will there be future meetings?

WLM explained that the Public Information Meeting notices were published in the Hilo Tribune Herald and the West Hawaii Today newspapers. Press Releases were issued to all Big Island radio stations.

WLM also explained that meetings with the smaller community groups have been held previous to the Public Information Meeting. As to any future meeting(s) with the community, DPW will hold another meeting if desired by the community.

- 2) **ANN GOMES** requested that notices be sent to both newspapers as many of the community read the West Hawaii Today.

WLM replied again that notices were published in both Big Island newspapers.

j) **ENTRY TO NORTH HAWAII COMMUNITY HOSPITAL**

- 1) **MARGARET BERGIN** inquired how a safe entry/exit will be provided for the North Hawaii Community Hospital.

WLM replied that a exclusive right turn for east bound traffic and a left-turn lane will be provided. Details for traffic control will be determined by the Traffic Study.

STY also replied that the Conceptual Plan has been coordinated with the North Hawaii Community Hospital which is presently under construction.

- 2) **MRS. KAMALANI** inquired if a signal of other kind of emergency light will be provided at the Lucy Henriques Medical Center.

RO responded that no light is planned. The kind of light referenced is usually provided for fire stations, not for hospitals.

WLM added that feature will be taken under consideration.

k) **TRAFFIC SIGNALS**

- 1) **BETS LAWRENCE** inquired if the traffic signal lights at Kamamalu Street were to be upgraded.
- 2) **STY** replied that the plan is to upgrade the traffic signal system at Lindsey Road and Kamamalu Street. New traffic signal lights will also be provided at the Pu'u Kalani Road intersection. All three traffic signals will be synchronized. Also, the new traffic signal system can have the feature for automatic re-setting after power outages.

Sheldon Yamasato
Akinaka & Associates, Ltd.

**DEPARTMENT OF PUBLIC WORKS
COUNTY OF HAWAII**

**ENVIRONMENTAL ASSESSMENT
FOR
IMPROVEMENTS TO MAMALAHOA HIGHWAY,
WAIMEA, SOUTH KOHALA, ISLAND OF HAWAII**

APPENDIX NO. 3

**UNDERGROUND UTILITIES FOR CENTRAL WAIMEA
PROJECT DESCRIPTION AND COST ESTIMATES**

WAIMEA MAIN STREET

A Paniolo Town Partnership

September 1, 1995

John Ray, Councilman
County of Hawaii
25 Aupuni Street
Hilo, HI 96720

Re: Underground utilities for central Waimea

Dear Councilman Ray:

Waimea Main Street organization has gathered preliminary cost estimates from the various utility companies for the relocation of the existing aerial wiring to underground ducts in central WAIMEA. The proposed project would extend from Church Row at Kamamalu Street down Mamalahoa Highway to Lindsey Road. I've enclosed copies of the estimates and they are itemized as follows.

Scheme A utilizes the existing utility route on Mamalahoa Highway:

Hawaii Electric Light Company	
Service - line extensions and conductors	\$ 61,000
Distribution system (12.47 KV)	900,000
Transmission system (69KV)	1,500,000
S. total	2,461,000
GTE Hawaiian Tel	
Distribution system	312,000
Service (allowance - no estimate provided)	80,000
S total	392,000
Sun Cablevision	
Distribution system (\$14,840 - not charged)	0
Service (not charged)	0
S. total	0

Parker Office Center, Building 1, Suite 9 • P.O. Box 6570 Kaimuela, HI 96743
(808) 885-6707 • Fax (808) 885-5391

T & T Electric	2,332,498
Excavation and ductwork	2,332,498
S. total	
Total Scheme A	\$5,185,498

Scheme B utilizes the same route as scheme A for all utilities except the HELCO 69 KV transmission lines would be an aerial reroute from the Kuhio Village substation South across Parker Ranch land around the far side of the airport, juncturing with the proposed switching station near Gary's Automotive. Parker Ranch is aware of this proposed scheme and its viability depends on negotiations with them.

Hawaiian Electric Light Company	61,000
Service - line extensions and conductors	900,000
Distribution system (12.47KV)	792,000
Transmission system (69KV)	1,753,000
S. total	

GTE Hawaiian Tel	392,000
S. total (same as Scheme A)	

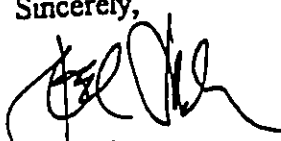
Sun Cablevision	0
S. total (same as Scheme A)	

T & T Electric	1,848,191
Excavation and ductwork	1,848,191
S. total	

Total Scheme B	\$3,993,191
-----------------------	--------------------

Scheme B is about \$1,000,000 less and offers the future opportunity to abandon the 69 KV aerial wires all the way to the Waimea power station on Kawaihae Road (as well as placing the other utilities underground at an "affordable" cost). If you have any questions or if we can be of further assistance call Joel Laber at 325-7090. Thank you.

Sincerely,



Joel Laber



Cust 3-3-1
H-W/G

June 6, 1995

Waimea Main Street
P.O. Box 6570
Kamuela, Hawaii 96743

Attention: Joe Laber

Gentlemen:

Subject: Underground Utilities for the Waimea Main Street Project

This is a revision to our letter dated May 18, 1995, concerning the subject matter.

The following preliminary (rough) cost estimates for the conversion of the existing overhead electrical facilities to underground are submitted per your request:

Service - Line Extensions and Connections	
Single-Phase (1500 LF)	\$ 21,000
Three-Phase (2000 LF)	\$ 40,000
Distribution System (12.47KV)	
Double Circuit	<u>\$ 900,000</u>
Total:	\$ 961,000

SCHEME A:

Transmission System (69KV)	
Double Circuit	\$1,500,000

The above total cost includes HELCO's design drawings, cabling and splicing, miscellaneous cable and manhole hardware and associated labor for a proposed underground system along Mamalahoa Highway from Kamamalu Street to Lindsey Road (approximately 1500 feet). The above total cost does not include the costs for concrete pads, manholes, handholes, trenching and backfilling, ducts and required easements. These costs shall be the responsibility of the general contractor and developer.

For information purposes HELCO will require the following:

Service: Line Extension and Connections
 Single-Phase - 1500' of 1-3" and six (6) 2' x 4' handholes
 Three-Phase - 2000' of 2-4" and four (4) 5' x 7' handholes

An HEI Company

Waimea Main Street
June 6, 1995
Page 2

Distribution System (12.47KV)
Eight (8) 6' x 11' manholes connected by 3000' of 6-5"C and 2-4"C ductbank

Transmission System (69KV)
Twelve (12) 7' x 14' manholes (6 pairs) connected by 6000' of 6-5"C

SCHEME B:

The appropriate cost estimate for relocating our 69KV transmission lines away from the Mamalahoa Highway to a corridor located in Parker Ranch's property as proposed for the Parker 2020 Plan is \$792,000.00.

From Mamalahoa Highway there exist thirteen (13) single-phase and one (1) three-phase service within the scope of this project. If you desire these drawings please activate a service request through our Hilo office by calling 969-0316.

Should you have any questions that I can help you with, please call me at 329-9553.

Sincerely,



Del Caitano
Customer Designer
Customer Engineering Division

DC:sh

cc: M. Terazono



GTE Hawaiian Tel

GTE Hawaiian Telephone Company Incorporated
P.O. Box 4249 • Hilo, HI 96720
Residential 808 643-3456 • Business 808 643-4411

Beyond the call

August 8, 1995

Waimea Main Street
C/O Mr. Joel Laber
P.O. Box 6570
Kamuela, Hawaii 96743

Subject: Relocation of Existing Telephone Facilities for the
Waimea Main Street Project.

Dear Mr. Laber:

Thank you for requesting a cost estimate for the relocation of the existing Telephone Facilities from the current aerial route to an underground system as part of the Waimea Main Street Project. Upon the request of the undersigned, GTE Hawaiian Tel is able to provide an engineering cost estimate for the following work:

1. To relocate GTE Hawaiian Telephone aerial facilities from Pole 953 to Pole 931 along Mamalahoa Highway in Kamuela to an existing underground system. It does not include the relocation of the sidelegs along the above route which will also be required for the projects completion at this time.

As requested GTE Hawaiian Tel estimates your relocation project to cost approximately \$312,000.00. Please note that this cost is only an estimate for Budget purposes only. Any cost associated with additional underground support structures required to relocate the aerial sidelegs and easements for the entire project shall be the responsibility of the developer.

If the undersigned wishes GTE Hawaiian Tel to generate a firm estimate for the work outlined above, a payment of \$31,200.00 (10% of total cost estimate) will be required. Payment and the signed agreement form should be sent to:

GTE Hawaiian Tel
P.O. Box 4249
Hilo, Hawaii 96720
Attn: Engineering Department

Waimea Main Street
August 8, 1995
Page Two

In the event that the estimate is agreed upon by the undersigned and an authorization is given to GTE Hawaiian Tel to perform the work, this payment will be credited toward the total cost of the job. In the event that this estimate is not accepted, no monies will be refunded to the undersigned.

The undersigned agrees to the terms and conditions stated herein. In the event that the undersigned is not the owner of the property, the undersigned will obtain all of the authorization(s) necessary for the work to be done and submit such authorization(s) with payment.

In the event that the agreement form, payment and authorization(s) are not received by November 8, 1995, GTE Hawaiian Tel will consider this request closed.

Should you have any questions, please call Sharon Albrecht at 329-6059 or submit your questions or concerns to the aforementioned address.

Sincerely,


Gordon Yadao
Supervising Engineer

GY/SA/NK/ksm

Enclosure

cc: Wo# Kmla-Ug / Temp

Engineering Cost Estimate - Waimea Main Street
August 8, 1995
Page Three

Authorization to Proceed...

I hereby authorize GTE Hawaiian Tel to proceed with the development of an Aide to Construction Cost for the following work:

1. To relocate GTE Hawaiian Telephone aerial facilities from Pole 953 to Pole 931 along Mamalahoa Highway in Kamuela to an underground system.

Enclosed is my payment for \$31,200.00 to develop the cost estimate for the aforementioned work. I clearly understand that should I agree to the developed cost estimate, this payment of \$31,200 will be credited toward the work order. If I do not accept the estimate, no monies will be refunded to me.

Approved By: _____

Date: _____

Please print name of approver: _____

Mail Remittance to:

GTE Hawaiian Tel
P.O. Box 4249
Hilo, Hawaii 96720
Attention: Engineering Department

GTE Hawaiian Tel Use Only

An advance payment of \$31,200.00 was received on _____.

Sun Cablevision
71-5005 Luthia Street
Kailua-Kona, Hawaii 96740
Tel: (808) 329-2418
Fax: (808) 329-9459



Waimca Main Street
PO Box 6570
Kamuela HI 96743
Attn: Joel Labor

June 26, 1995

Re: Converting Cable Television facilities from aerial to underground for Main Street.

Dear Mr. Labor,

As you requested I have completed a preliminary estimated cost for rebuilding Sun Cablevisions trunk and feeder lines in the new CATV duct system that is tentatively to be constructed by the Waimea Main Street Organization. The estimated cost to construct this new underground system is \$14,843.00. There may be some other unknown costs associated with removing the existing aerial CATV cables but these can be determined as this project becomes more final.

It is our understanding that the Main Street Organization intends to provide a duct system constructed to our specifications that will allow the conversion of our system from the existing aerial pole line into new underground facilities. We at Sun Cablevision are interested in helping with this upgrade and tentatively plan to supply all materials and labor necessary to construct this system at our cost if WMSC will provide these facilities.

I am enclosing some of our pole line maps of the area to be affected by this conversion. On this map I have highlighted duct sizes necessary for our trunk and feeder system. I noted possible locations for pullboxes and some box possible pullbox dimensions. These are all tentative and for your estimation purposes. The pullboxes could change depending on the amount of vehicular traffic they will be exposed to. As more final plans are developed we can refine these requirements to coincide with adjacent HELCO and HICO facilities and applicable utility easements and highway regulations.

Please feel free to call me anytime with questions or comments. I am happy to help in the planning whenever I can. There may be other duct stubs necessary for future or other existing locations that I may have overlooked. I'm sure we will become aware of these as CATV, HELCO, and HICO plans are combined. I can be reached at 329-3240.

Robert W. Moeller
Robert W. Moeller
Construction Manager
Sun Cablevision

Proposal

T & T ELECTRIC, INC.

456A Kekuaaoa Street
Hilo, Hawaii 96720
(808) 935-9029
FAX (808) 935-8370

Kalokohana Business Center
Kailua-Kona, Hawaii 96740
(808) 329-6066
FAX (808) 326-7455

PH95105

PROPOSAL SUBMITTED TO WAIMEA MAIN STREET		PHONE 885-6707	DATE AUGUST 28, 1995at
STREET P. O. BOX 6570		JOB NAME WAIMEA MAIN STREET UNDERGROUND	
CITY, STATE AND ZIP CODE KAMUELA, HI 96743		JOB LOCATION UTILITIES, WAIMEA, HAWAII	
ARCHITECT PRELIMINARY	DATE OF PLANS	ATTN: JOEL LABER	JOB PHONE FAX 325-7087

We hereby submit specifications and estimates for:

FURNISH LABOR, MATERIALS AND EQUIPMENT FOR THE INSTALLATION OF THE UNDERGROUND UTILITIES SYSTEM PER PRELIMINARY INFORMATION SUBMITTED. LOCATION OF WORK IS BETWEEN KAMAMALU ST. AND LINDSEY ROAD (APPROX. 2,950 LF).

	INCLUDED	EXCLUDED	N/A
1. Excavation / Backfill	X		
2. Asphalt / Concrete Patching	X		
3. Traffic Control	X		
4. HELCO, GTE-HTCO, Sun Cablevision	X		
5. Property Side Re-Connection	*		
6. Utility Fees		X	

*Based on (8) Commercial Reconnect & (12) Residential Reconnect.

We propose hereby to furnish material and labor — complete in accordance with above specifications, for the sum of: * AS PER THE ATTACHED*******

dollars (\$ _____).

Payment by receipt of invoice. 30 DAYS UNLESS OTHERWISE SPECIFIED. A SERVICE CHARGE OF 1-1/2% PER MONTH ON ALL PAST

DUE ACCOUNTS. THE CLIENT SHALL BE RESPONSIBLE FOR REASONABLE ATTORNEY FEES AND COST TO COLLECT ANY SUMS DUE UNDER THIS CONTRACT.

All material is guaranteed to be as specified. All work to be completed in a workmanlike manner according to standard practices. Any alteration or deviation from above specifications involving extra costs will be executed only upon written orders, and will become an extra charge over and above the estimate. All agreements contingent upon strikes, accidents or delays beyond our control. Owner to carry fire, tornado, and other necessary insurance. Our workers are fully covered by Workmen's Compensation insurance.

Authorized Signature *Joel Laber*

THIRTY

Note: This proposal may be withdrawn by us if not accepted within _____ days.

Acceptance of Proposal — The above prices, specifications and conditions are satisfactory and are hereby accepted. You are authorized to do the work as specified. Payment will be made as outlined above.

Signature _____

Date of Acceptance: _____ Signature _____

T & T BACKUP

WAIMEA MAIN STREET UNDERGROUND UTILITIES

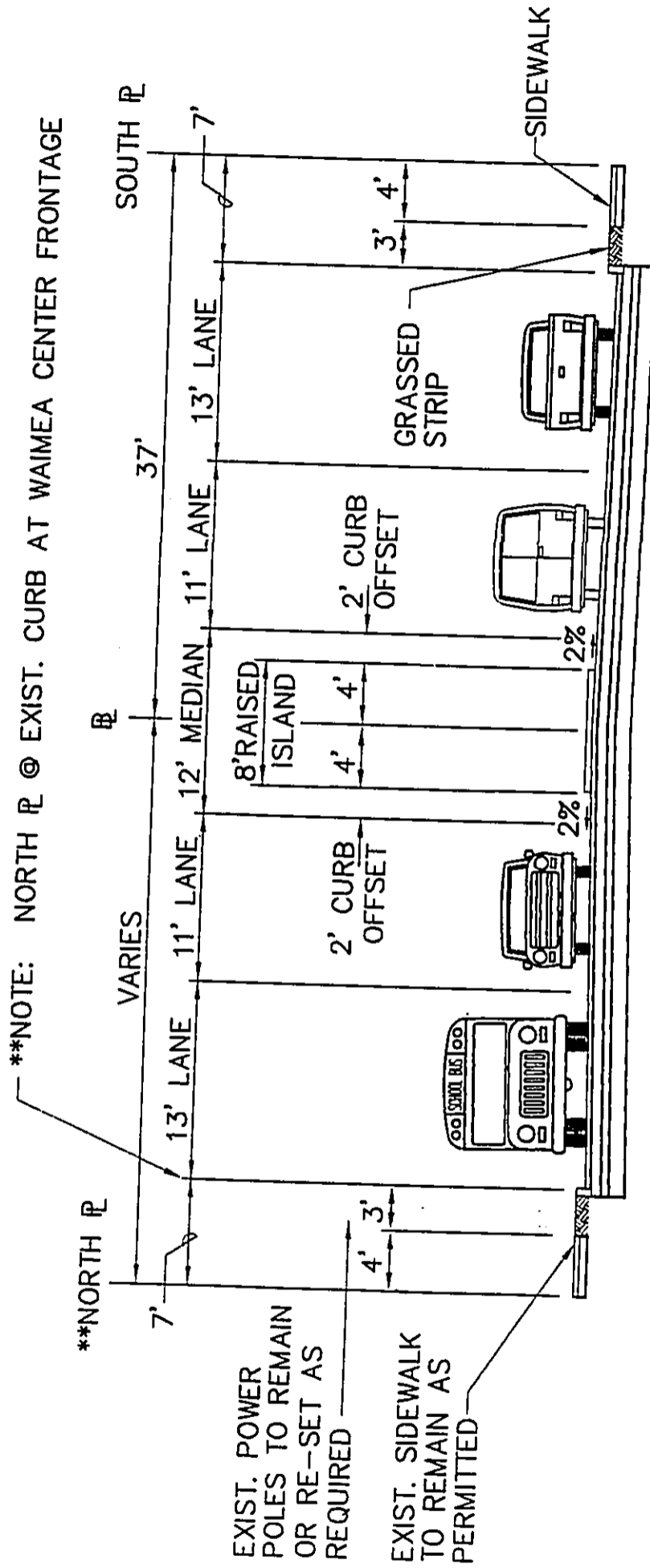
UTILITY COMPANY	SCHEME - "A"	SCHEME - "B"
HELCO	\$ 1,367,807.00	\$ 883,300.00
GTE-HAWAIIAN TEL	\$ 553,690.00	\$ 553,690.00
SUN CABLEVISION	\$ 411,201.00	\$ 411,201.00
TOTAL	\$ 2,332,498.00	\$ 1,848,191.00

**DEPARTMENT OF PUBLIC WORKS
COUNTY OF HAWAII**

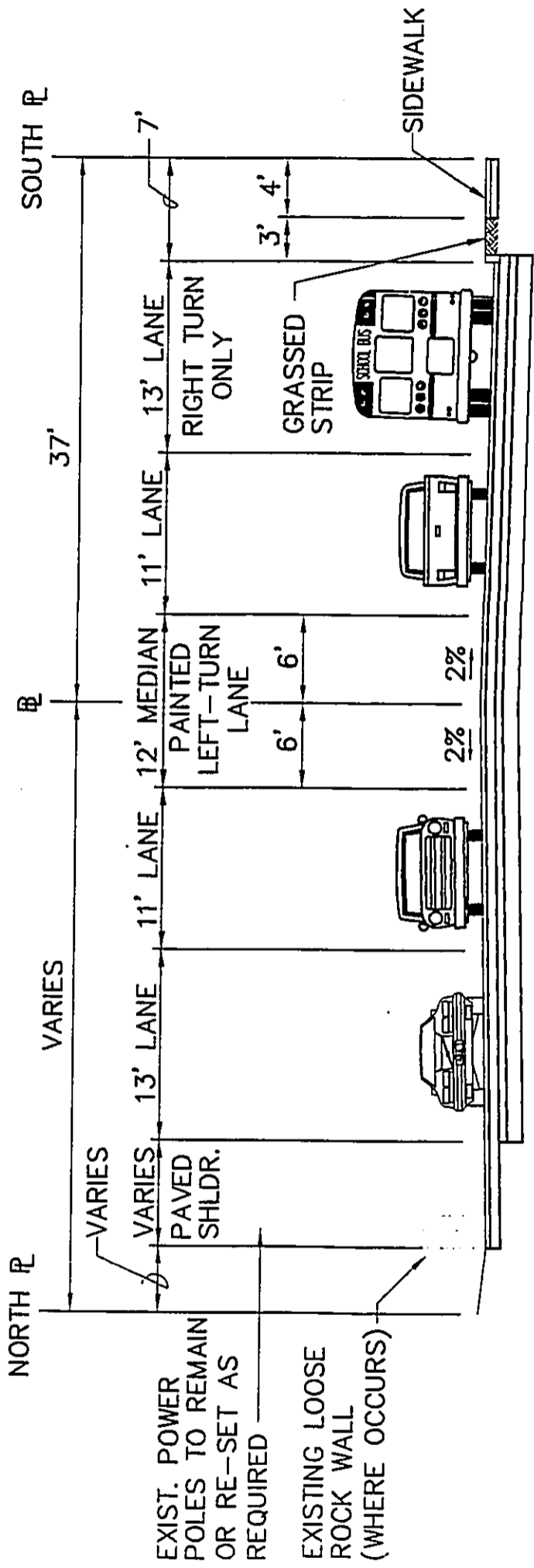
**ENVIRONMENTAL ASSESSMENT
FOR
IMPROVEMENTS TO MAMALAHOA HIGHWAY,
WAIMEA, SOUTH KOHALA, ISLAND OF HAWAII**

APPENDIX NO. 4

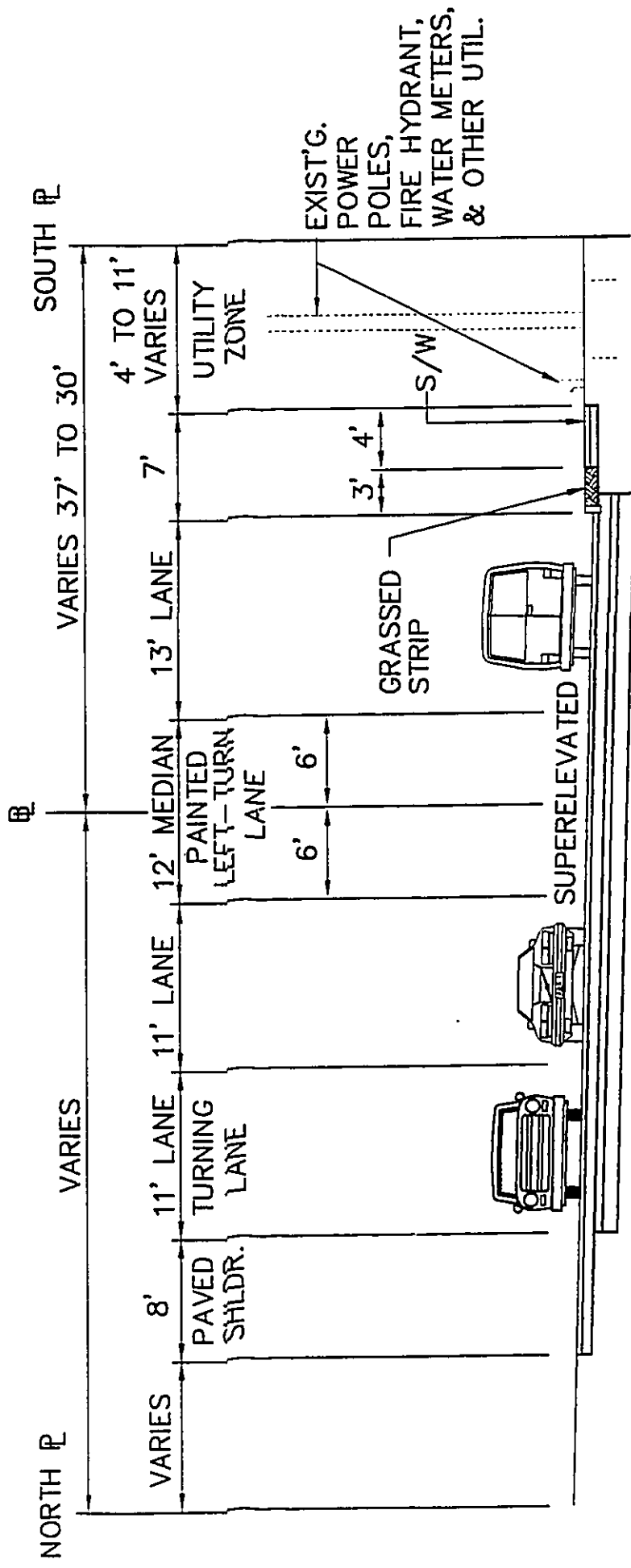
**PROPOSED MAMALAHOA HIGHWAY IMPROVEMENTS
TYPICAL ROADWAY SECTIONS**



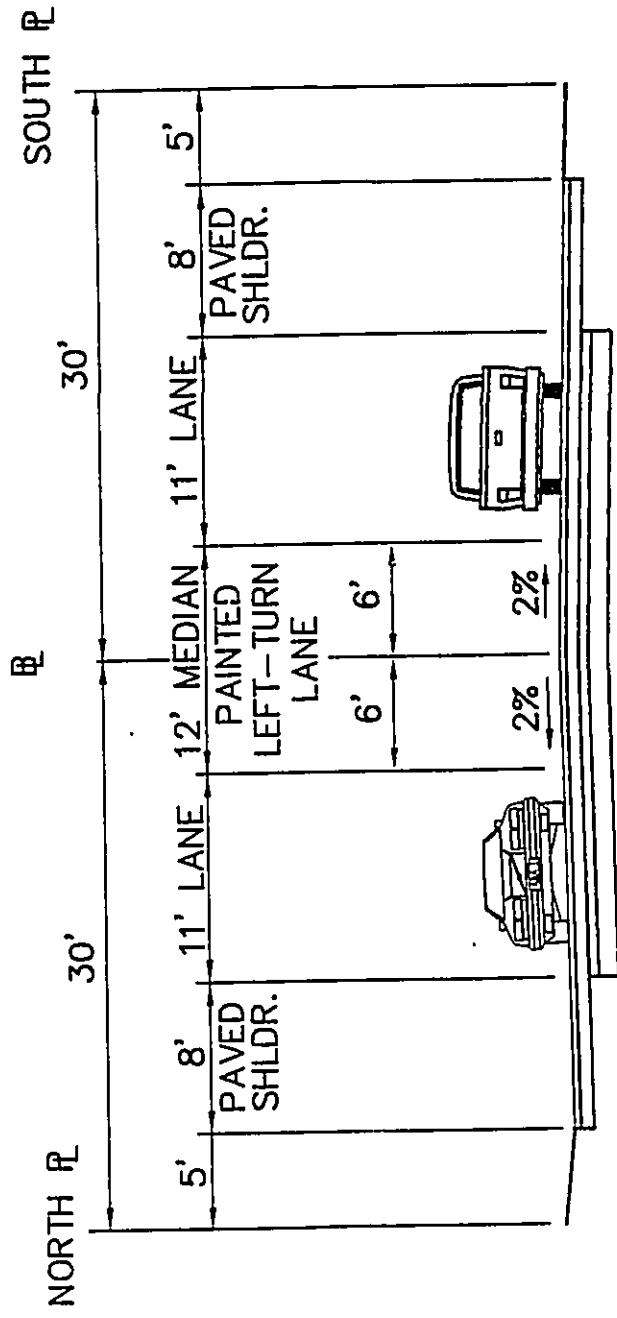
LINDSEY ROAD TO PU'U KALANI RD.



PU'U KALANI RD. TO WAIMEA MEDICAL CENTER



WAIMEA MEDICAL CENTER TO CIVIC CENTER



CIVIC CENTER TO KAMAMALU STREET