

1996-09-08-MA-FA-Waiale Drive/Mahalani St. Extension Project **FILE COPY**

SEP 8 1996

FINAL ENVIRONMENTAL ASSESSMENT

for the

**WAIALE DRIVE, MAHALANI STREET, AND
IMI KALA STREET EXTENSIONS
WAILUKU, MAUI, HAWAII**

(TMKs: 3-4-18,19; 3-8-46; 3-08-07; 3-5-01; 3-4-03)

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Proposing Agency:

County of Maui
Department of Public Works and Waste Management



ASSOCIATES, INC.
Engineers/Architects

AUGUST 1996

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SECTION 1
PURPOSE AND NEED FOR ACTION

SECTION 1

PURPOSE AND NEED FOR ACTION

The purpose of this project is to improve the existing roadways along Waiale Drive, Mahalani Street and Imi Kala Street. The three roadways will become improved public thoroughfares as a result of the proposed project, thereby enhancing traffic circulation around the Wailuku and Kahului areas, improving travel times and traffic flow, and increasing public safety.

1.1 PROJECT DESCRIPTION

The project is located in north central Maui, as shown in Figure 1-1. The specific improvements will include roadway extensions for Waiale Drive, Mahalani Street, Kuikahi Drive, and Imi Kala Street in Wailuku town. The entire project is shown in Figure 1-2. The construction of a deceleration lane along the northbound Honoapiilani Highway, at the proposed Kuikahi Drive intersection, is also a part of this project. Most of the improvements involve roadwork within the existing or future right-of-way, including: grading, paving, signing and striping, installation of new drainage infrastructure, street lights and existing utility relocation.

Certain future improvements within the road right-of-way will be the responsibility of the adjacent residential projects when developed in phases by C. Brewer and Maui Lani, including: selected roadway mass grading, curb and gutters, sidewalks, drainage, street lighting, and electrical and telephone systems.

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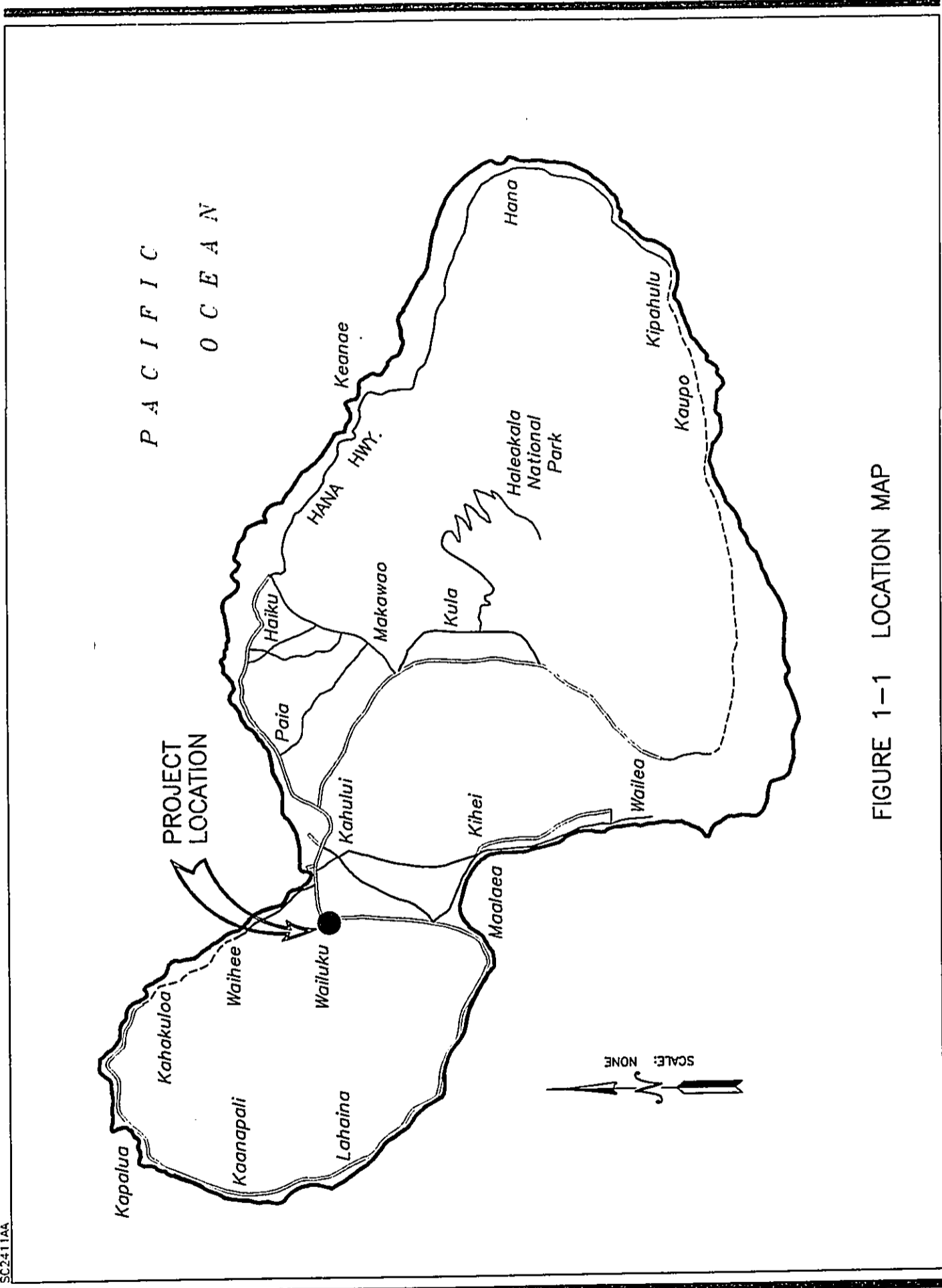


FIGURE 1-1 LOCATION MAP

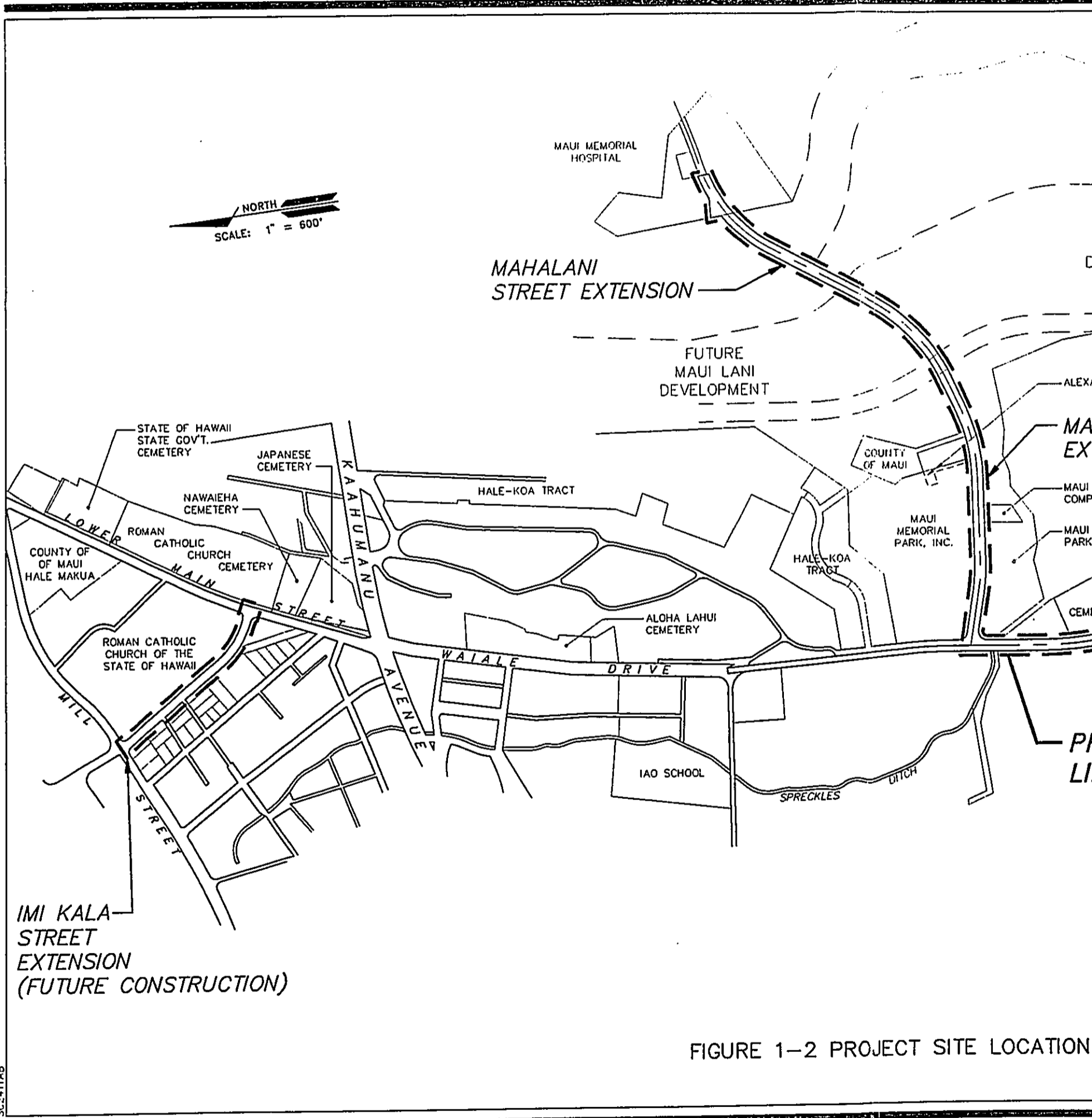
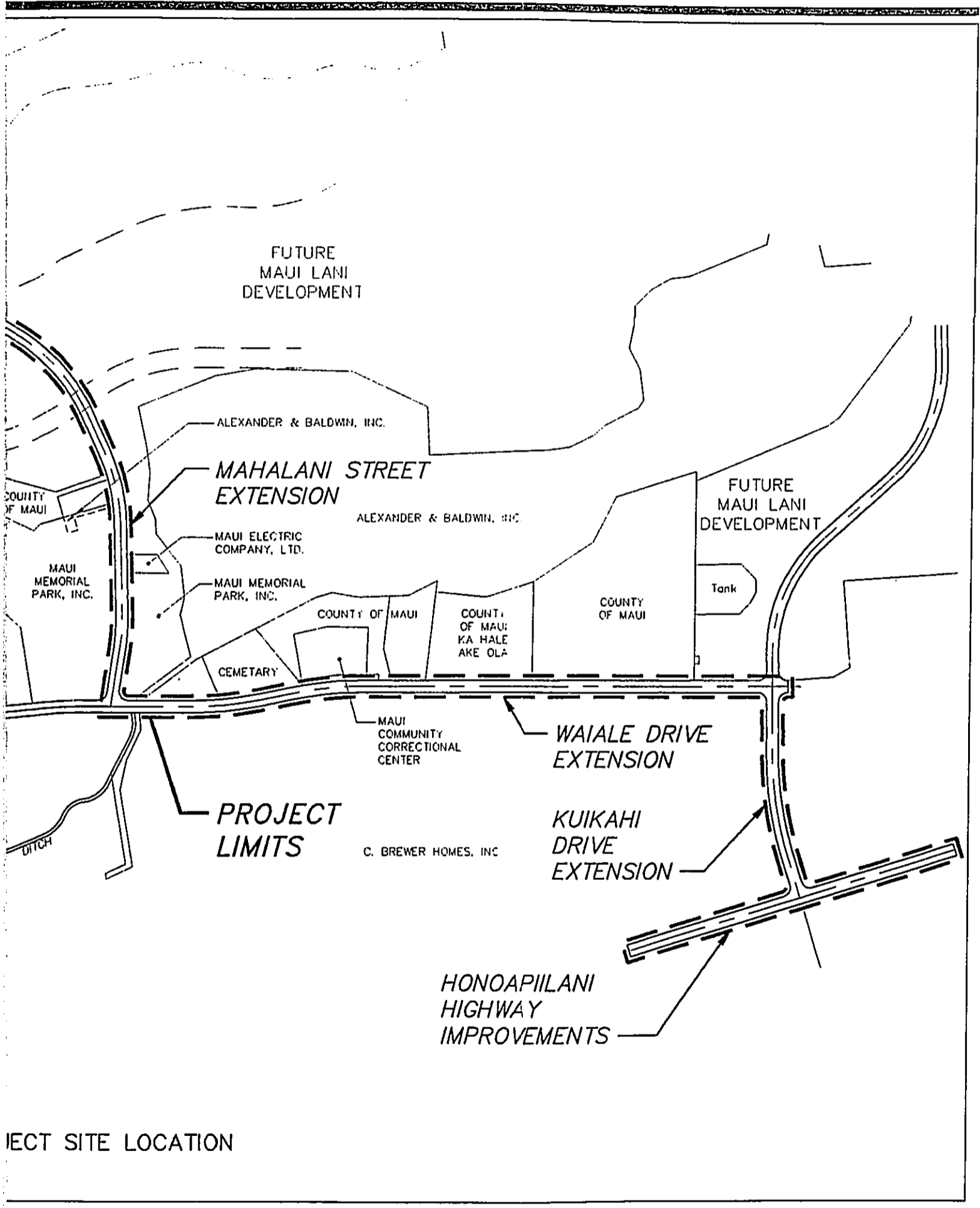


FIGURE 1-2 PROJECT SITE LOCATION

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PROJECT SITE LOCATION

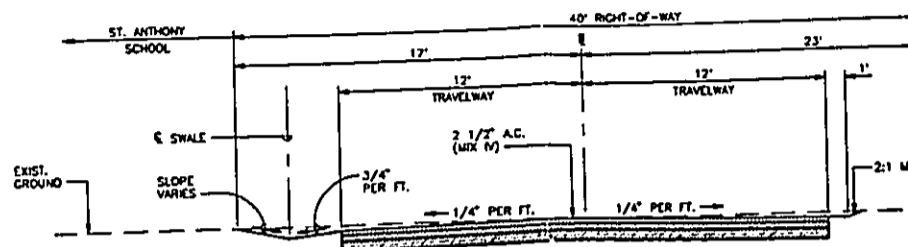
These future improvements will be coordinated between the County of Maui and the developers.

A more detailed description of the proposed improvements for each roadway is provided in the following sections. Cross sections for the different roadways are shown in Figures 1-3.

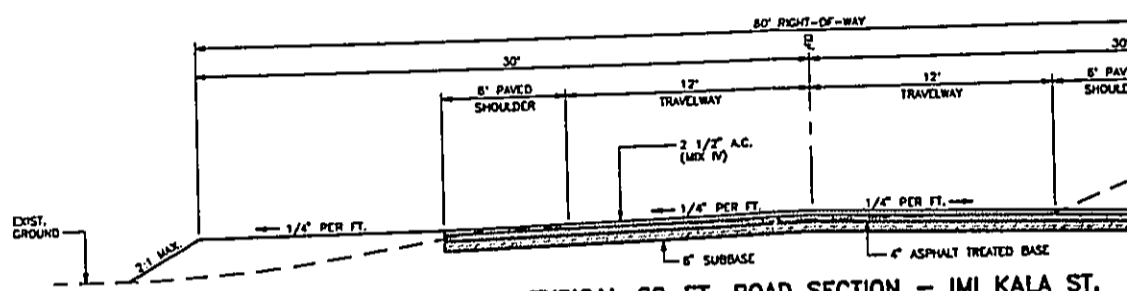
1.1.1 Waiale Drive Improvements

Waiale Drive is currently a two lane, 20-foot wide paved road. However, pavement conditions along the project boundaries are poor. The posted speed limit varies from 20 miles per hour near the Mahalani Street intersection, to 30 miles per hour along the rest of the project boundaries. The roadway alignment will be designed for 30 mph.

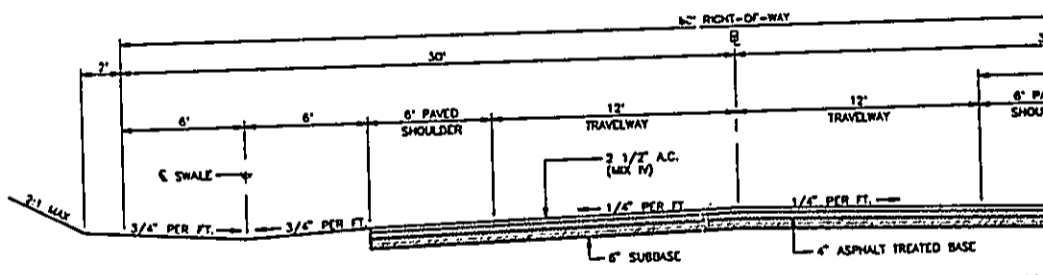
The Waiale Drive improvements will begin at the Mahalani Street intersection and extend in a southerly direction nearly 3,400 feet along an existing pineapple field road. Utility and roadway improvements are currently being made by C. Brewer Homes on the western side of Waiale Drive, as a part of the Wailuku Project District, Phase I. When completed, they will tie in to this project's roadway improvements. The proposed right-of-way is 60 feet, and increases to 70 feet at the Mahalani Street intersection to allow for additional turning movements. Improvements within the new right-of-way consist of a typical road section with two 12-foot wide paved lanes and 6-foot wide paved shoulders. The design pavement structure consists of a 2-1/2 inch asphaltic concrete (A.C.) pavement surface, a 4-inch thick asphalt treated base (ATB) layer, and a 6-inch thick sub base course on compacted subgrade.



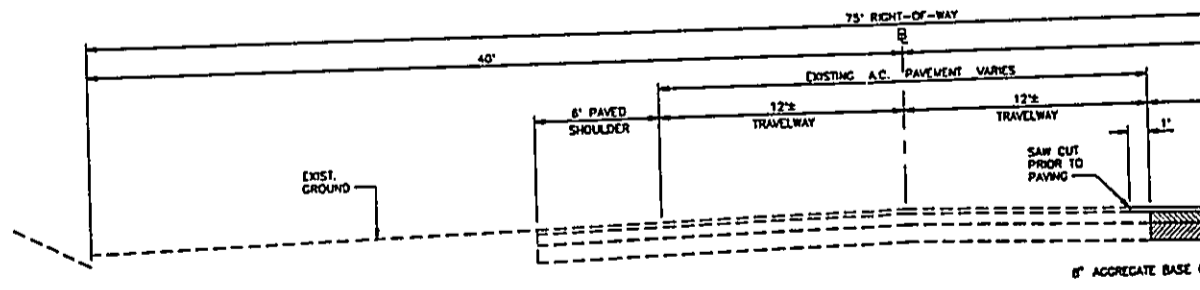
TYPICAL 40-FT. ROAD SECTION - IMI KALA ST.
SCALE: NONE
(FUTURE CONSTRUCTION)



TYPICAL 60-FT. ROAD SECTION - IMI KALA ST.
SCALE: NONE
(FUTURE CONSTRUCTION)



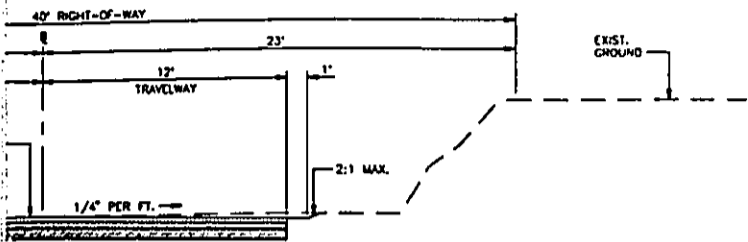
TYPICAL ROAD SECTION - WAIALE DRIVE, KUIKAHI DRIVE & MAHI
SCALE: NONE



TYPICAL ROAD SECTION - HONOAPIILANI HWY.
SCALE: NONE
(STATE HIGHWAY)

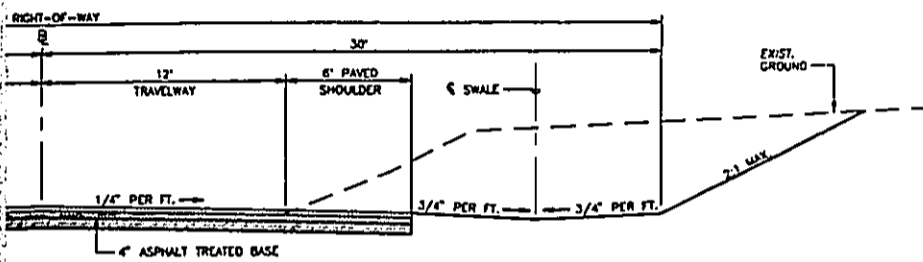
FIGURE 1-3 PROPOSED ROADWAY CR

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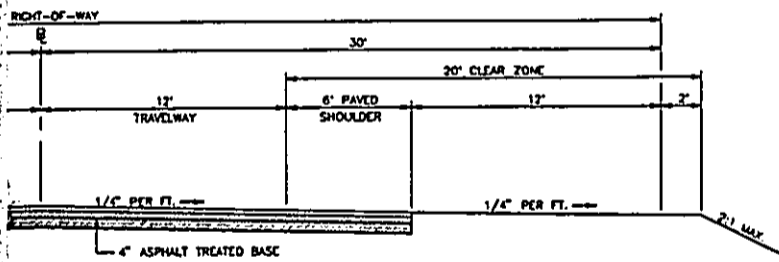
D SECTION - IMI KALA ST.

ONSTRUCTION)

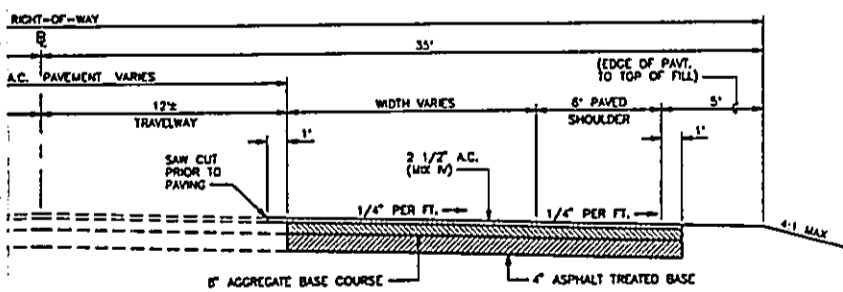


D SECTION - IMI KALA ST.

ONSTRUCTION)



RIVE, KUIKAHI DRIVE & MAHALANI STREET



ON - HONOAPIILANI HWY,
(STATE HIGHWAY)

SED ROADWAY CROSS-SECTIONS

The pavement section will be crowned with a 1/4-inch to one foot cross slope. A left turn pocket will also be installed at the entrance to the Ka Hale Ake Ola homeless shelter to improve access off Waiale Road from a southbound direction.

No drainage infrastructure improvements are planned for this project. The existing runoff generated within Waiale Drive (8.8 cfs) currently sheet flows into adjacent undeveloped properties. The increase in impervious surfaces due to the new pavement improvements will result in an increase in runoff of 1.1 cfs (Fukumoto, 1995). In cooperation with the adjoining landowner, C. Brewer Homes, the generated runoff will continue to sheet flow into Brewer's undeveloped lands. Future projects within the Wailuku Project District are expected to include improvements to handle this runoff volume.

1.1.2 Mahalani Street Improvements

Mahalani Street is currently an undulating pavement and gravel road connecting Kaahumanu Avenue to Waiale Road. The number of different parcel owners along the Mahalani Street frontage has given rise to a variety of land uses, including a rubbish dump, a Maui Electric Company sub-station, and the Maui Memorial Park cemetery. The Mahalani Street portion of this project consists of nearly 3,300 feet of roadway improvements between the Waiale Drive intersection and the Maui Hui Malama office building.

The proposed right-of-way is 60 feet, and increases to 70 feet at the Mahalani Street intersection to allow for additional turning movements. Improvements within the new right-of-way

consist of a typical road section with two 12-foot wide paved lanes and 6-foot wide paved shoulders. The design pavement structure consists of a 2-1/2 inch A.C. pavement surface, a 4-inch thick ATB layer, and a 6-inch thick sub base course on compacted subgrade. The pavement section will be crowned with a 1/4-inch to one foot cross slope. The design speed for the horizontal and vertical alignments is 35 miles per hour. Construction plans show a posted speed of 30 mph.

Non-roadway improvements include retaining wall construction along the Maui Memorial Park boundary; adjusting and lowering the nearby 36-inch Central Maui Transmission Line; construction of the 16-inch Kahului Tank waterline; and electrical utilities installation.

Drainage improvements for the Mahalani Street extension include the installation of grated inlets and drainlines in the Mahalani Street/Waiale Drive intersection to alleviate ponding; extension of an existing 24-inch drainline, with a headwall construction, to accommodate roadway widening in Mahalani Street; and the construction of grated inlets, drainlines and a concrete rubble masonry outlet across Mahalani Street to convey stormflows. These minimal drainage improvements are considered interim solutions until the proposed Maui Lani drainage improvements are constructed. All roadway improvements along Mahalani Street will be coordinated with the surrounding Maui Lani development.

1.1.3 Kuikahi Drive Improvements

The land surrounding the proposed Kuikahi Drive alignment, at one time exclusively in cultivated pineapple fields, is now slated for residential development as part of the Wailuku Project District. In fact, mass grading of the Kuikahi Drive alignment will be done by the developer, C. Brewer Homes, during installation of the utilities for their adjacent residential subdivision. The horizontal and vertical roadway alignment is based on a 35 mile per hour design speed. Construction plans show a posted speed of 30 mph.

The proposed improvements consist of nearly 1,100 feet of new roadway, connecting Waiale Drive to Honoapiilani Highway. The Waiale Drive intersection is aligned with a future roadway running east through the Maui Lani development. The Honoapiilani Highway intersection is aligned with the existing Kuikahi Drive intersection and entrance to the Wailuku Heights subdivision.

The proposed right-of-way is 72 feet wide, and increases to 84 feet at the Honoapiilani Highway intersection to allow for additional turning movements. Improvements within the new right-of-way consist of a typical road section with two 12-foot wide paved lanes and 6-foot wide paved shoulders. The design pavement structure consists of a 2-1/2 inch A.C. pavement surface, a 4-inch thick ATB layer, and a 6-inch thick sub base course on compacted subgrade. The pavement section will be crowned with a 1/4-inch to one foot cross slope.

No drainage improvements are planned for this extension. However, C. Brewer Homes will be mass grading the roadway alignment

and will include drainage improvements within the right-of-way as a part of their adjacent residential development plans.

1.1.4 Honoapiilani Highway Improvements

The Honoapiilani Highway improvements will add a deceleration lane on the northbound approach side of the Kuikahi Drive intersection, and striping and signing for a new left turn movement onto Kuikahi Drive by southbound motorists. The new deceleration lane will consist of a 12-foot wide A.C. pavement and a 6-foot wide paved shoulder. The design pavement structure will include a 2-1/2 inch thick A.C. pavement, 8-inch thick aggregate base course, and a 12-inch thick sub-base course on compacted subgrade. A pavement section cross slope of 1/4-inch per foot will be used.

Honoapiilani Highway is under the jurisdiction of the State of Hawaii Department of Transportation, and is classified as an arterial highway. The existing right-of-way is 75 feet and the posted speed limit between Wailuku Town and the Kuikahi Drive intersection is 35 miles per hour. The improvements within the highway right-of-way will include extending the 35 mph speed limit zone approximately 1,000 feet towards Waikapu from the new Kuikahi Drive intersection.

1.1.5 Imi Kala Street

The Imi Kala Street future extension includes roughly 1,100 feet of improvements along the existing cane haul road between Mill Street and Lower Main Street. The existing

right-of-way is 40 feet wide, and increases to 70 feet at the Lower Main Street intersection to allow for additional turning movements. The right-of-way at the Mill Street intersection remains at 40 feet. Construction plans show a posted speed of 20 mph. Future improvements within the new right-of-way consist of a typical road section with two 12-foot wide paved lanes. The design pavement structure consists of a 2-1/2 inch A.C. pavement surface, a 4-inch thick ATB layer, and a 6-inch thick sub base course on compacted subgrade. Additional improvements include the installation of wheelchair ramps, concrete curbs, sidewalks, and signing and striping. No drainage improvements are planned for this extension.

It should be noted that Imi Kala Street is a "non-classified" major urban collector road, and is not eligible for Federal ISTEA funds for construction at this time. The proposed Imi Kala Street extension will be constructed by the County in conjunction with the Piihana Project District road improvements in the near future.

1.2 PROJECT NEED

The County of Maui, Departments of Planning, and Public Works and Waste Management, along with the State Department of Transportation, initiated a long-range highway planning study in 1988 to improve the transportation system on the island of Maui. This study also included a separate sub-area plan that focused on the Wailuku-Kahului Community Planning Region (May 1991). The purpose of the Wailuku-Kahului Community Plan was to analyze the results of the regional growth in traffic on the collector streets

in Wailuku and Kahului, and to prepare a long-range roadway plan for the region. The results of the long-range highway plan included recommendations for improvements to Waiale Drive, Mahalani Street and Imi Kala Street.

Waiale Drive, Mahalani Street and Imi Kala Street are currently old access roads with visible signs of cracked and worn asphalt pavement. These roadways will become public thoroughfares that will help to improve traffic circulation and access for Wailuku and Kahului towns. The proposed improvements are needed to accommodate the growing traffic demands that are anticipated from the future developments by Maui Lani Partners, C. Brewer Homes, and general regional growth of the Island of Maui, as shown in Figure 1-4.

1.2.1 Waiale Drive

C. Brewer Homes plans to develop the Wailuku Project District, which is a 2,400-unit residential community to be located south of Wailuku Town, along Honoapiilani Highway. The Waiale and Kuikahi Drive extensions would serve as main access roads for the proposed community, and also help to increase traffic circulation between Waihee, Wailuku and Kahului areas. The proposed Waiale Drive extension will form the eastern boundary of the proposed residential community, while the Kuikahi Drive extension will form the southern boundary of the development.

The improvements to Waiale and Kuikahi Drive, along with Mahalani Street, will allow motorists to bypass Wailuku Town in order to reach Honoapiilani Highway or provide direct access to

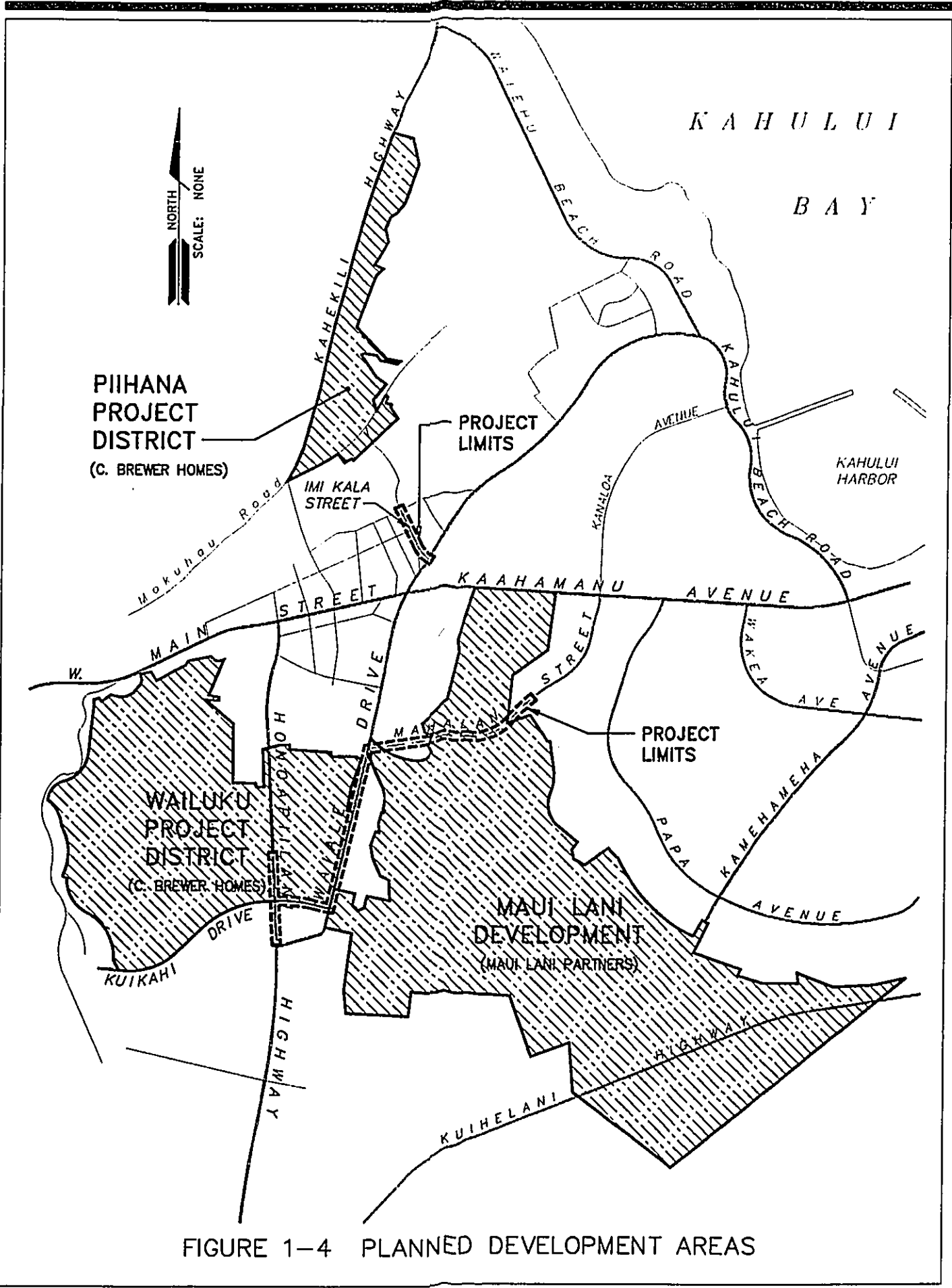


FIGURE 1-4 PLANNED DEVELOPMENT AREAS

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MPD, Maui Hospital, and other business establishments on Mahalani Street. The proposed deceleration and acceleration lanes along Honoapiilani Highway will help to relieve traffic buildup for northbound motorists that wish to turn onto Kuikahi Drive or merge onto the highway from Kuikahi Drive.

A traffic impact report done for the C. Brewer Homes' Wailuku Project District Phase I (Parsons Brinkerhoff Quade & Douglas, Inc. 1994) compiled 1993 peak hour and Level of Service (LOS) data on Honoapiilani Highway at the Kuikahi Drive intersection. Level of service is defined as the reserved or unused capacity of a lane in an unsignalized intersection scenario. This reserved capacity is equal to the potential capacity of a minor approach or side street minus the traffic demand of that side street. The potential capacity is determined by the size and frequency of gaps in conflicting traffic. The highest LOS is level A, while the lowest LOS is level F. A lower LOS translates into a longer side street delay for conflicting traffic movements in an unsignalized intersection. Levels of Service criteria for unsignalized intersections are shown in Table 1.1.

TABLE 1.1

Level-Of-Service Criteria for Unsignalized Intersections

Reserve Capacity (PCPH)	Level of Service	Expected Delay to Minor Street Traffic
≥ 400	A	Little or no delay
300-300	B	Short traffic delays
200-299	C	Average traffic delays
100-199	D	Long traffic delays
0- 99	E	Very long traffic delays
< 0	F	Extreme traffic delays

The report focused on traffic impacts caused by the completion of Phase I in 1996, as well as on nearby roadway improvements (Kuikahi/ Waiale/Mahalani). Phase I includes only the residential development on the east side of the highway. Two other scenarios were evaluated, including a 2010 "base year" analysis and 2010 base year analysis with all interior roadways of the Wailuku Project District completed. The latter condition is expected to be the ultimate 2010 built up condition. A summary of morning and afternoon peak hour estimates is shown in Table 1.2.

1993 peak hour estimates at Honoapiilani Highway and Kuikahi Drive (westbound only) show minimal traffic entering and exiting the existing Wailuku Heights area via Kuikahi Drive. As expected the highest morning peak (92) occurs in the Wailuku-bound direction, while the highest afternoon peak (70) occurs from the southbound traffic leaving Wailuku town. Movements along Honoapiilani Highway northbound and southbound experience LOS A conditions during morning and afternoon peaks, based on an unsignalized intersection condition. Left turn movements from Honoapiilani Highway northbound into Kuikahi Drive also operate under LOS A conditions for both a.m. and p.m. peak hour volumes. The Kuikahi Drive eastbound left turn movement experiences much worse conditions. Morning peak hour volumes create LOS E conditions, while afternoon peaks create LOS D operations.

Utilizing a 0.6 percent annual growth in traffic along the highway, base year 2010 estimates for morning/afternoon peak hour and LOS were made (Parsons, Brinkerhoff, Quade & Douglas, April 1994). This base year coincides with the completion date of the Wailuku Project District, a 547-acre master planned residential

TABLE 1.2
 UNSIGNALIZED INTERSECTION PEAK HOUR TRAFFIC
 WAIALE DRIVE AND KUIKAHI DRIVE EXTENSIONS

UNSIGNALIZED INTERSECTION	EXISTING*		2010 BASE YEAR*		2010 BASE YEAR WITH PROJECT*	
	AM	PM	AM	PM	AM	PM
<u>Honoapiilani Highway @ Kuikahi Drive/Waiale Road*</u>						
NB left-turn	14	27	16	30	74	166
NB thru	784	532	175	118	251	331
NB right-turn	--	--	262	178	310	337
SB left-turn	--	--	11	14	28	70
SB thru	406	739	90	165	233	295
SB right-turn	19	70	9	31	34	56
EB left-turn	92	29	41	13	66	38
EB thru	--	--	62	19	331	289
EB right-turn	48	26	53	30	167	111
WB left-turn	--	--	136	247	204	387
WB thru	--	--	12	480	156	434
WB right-turn	--	--	9	9	28	61
<u>Waiale Road @ Road 'B' *</u>						
NB left-turn	--	--	25	25	60	166
NB right-turn	--	--	485	1044	514	1218
EB thru	--	--	310	186	504	386
EB right-turn	--	--	25	25	116	113
WB left-turn	--	--	1058	726	1104	881
WB thru	--	--	132	279	256	542

Legend: NB - Northbound EB - Eastbound
 SB - Southbound WB - Westbound

* Reference: Final Traffic Impact Report, Waialuku Project District - Phase 1, Parsons Brinckerhoff Quade & Douglas, Inc, April 1994

community located south of Wailuku town, between Waiale Road and the Wailuku Heights area. The project extends south to Kuikahi Drive, and is bisected by Honoapiilani Highway.

Peak morning and afternoon estimates drop off for the northbound and southbound directions of Honoapiilani Highway due to the inclusion of the Waiale Drive and Kuikahi Drive extensions into the calculations. This new alternate route around Wailuku town enhances LOS ratings at all turning movements at the Honoapiilani Highway/Kuikahi Drive intersection, including the Kuikahi Drive eastbound left turn from Wailuku Heights. A LOS C/D condition is created however, for the a.m./p.m. peak hours at the Kuikahi Drive westbound left turn onto the highway. The interior condition at the Waiale Drive/Kuikahi Drive intersection will experience LOS E and F conditions for the different turning movements. The 1994 report concluded that signalization would help the intersection operate at under capacity for both the a.m. and p.m. peak hour periods.

Peak hour and LOS estimates were also made for the 2010 base year with the entire interior roadway network of the Wailuku Project District completed. LOS ratings deteriorate once the interior roadway traffic of Wailuku Project District Phase I is added. All through and left turn movements for Kuikahi Drive eastbound and westbound experience LOS D conditions or worse. Similar impacts are felt at the Waiale Drive/Kuikahi Drive intersection. The 1994 report concluded that signalization at the Honoapiilani Highway/Kuikahi Drive intersection was warranted. An additional entry point from the highway into Phase I, called

Road "A" in the report, was also recommended for signalization. Finally, interior roadway intersections with Waiale Drive at Roads 4, A, and 5 requires signalization. A roadway configuration of the Wailuku Project District, Phase I is depicted in Figure 1-5.

1.2.2 Mahalani Street

Maui Lani Partners plans to develop a 3,600-unit residential community located southwest of Kahului town. As a result of this development, a network of roadways that includes the proposed Mahalani Street extension will be needed.

Mahalani Street is currently a dead end road that leads to the County Police Department, Maui Memorial Hospital and other health care facilities. The proposed Mahalani Street extension would connect Kaahumanu Avenue with Waiale Road, thereby increasing access between Kahului and Wailuku. Some traffic will also be relieved from Kaahumanu Avenue, which is the main corridor between Kahului and Wailuku. In addition, the Mahalani Street extension will help to provide emergency vehicles traveling to and from the hospital or police department with an alternate travel route.

A 1990 report done by Austin Tsutsumi & Associates for Maui Lani Partners illustrated the current capacity problems being experienced at the Kaahumanu Avenue/Mahalani Street intersection for then-projected base years 1994 and 1996. The intersection operated at overcapacity especially during the afternoon peak hour. The inclusion of a Mahalani Street extension to Waiale Drive, and a Waiale Drive extension to Honoapiilani Highway, will enhance traffic flows within the area. An LOS rating system was not

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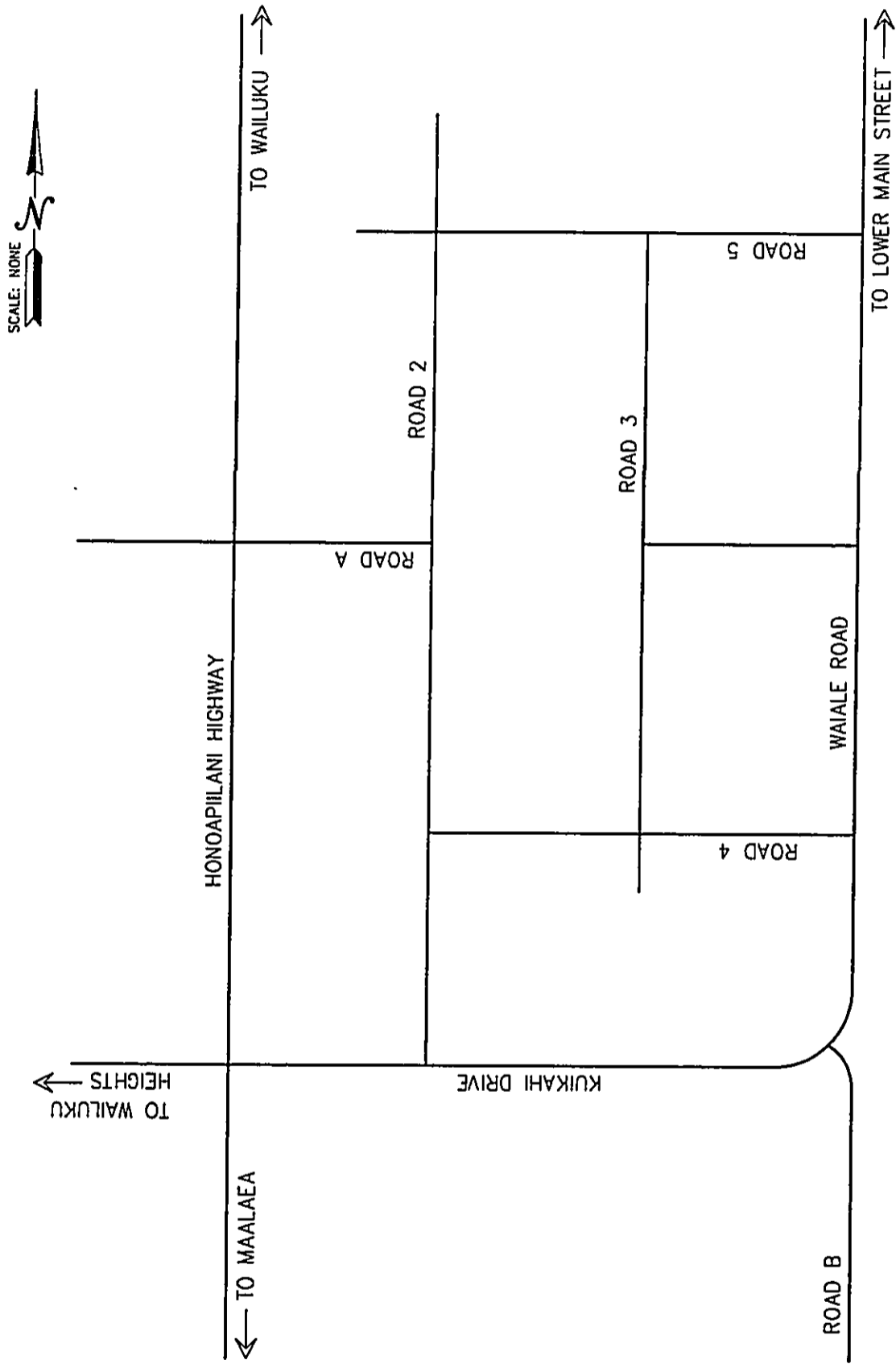


FIGURE 1-5
 PROPOSED ROADWAY CONFIGURATION
 FOR THE WAILUKU PROJECT DISTRICT - PHASE I

REFERENCE:
 FINAL TRAFFIC IMPACT REPORT,
 WAILUKU PROJECT DISTRICT-PHASE I,
 PARSONS BRINCKERHOFF, QUADE &
 DOUGLAS, INC., APRIL 1994

utilized in the report discussions. A summary of morning and afternoon peak hour estimates is shown in Table 1.3.

1.2.3 Imi Kala Street

C. Brewer Homes also plans to develop a 600-unit residential community known as the Piihana Project District. This development is to be located on the makai side of Kahekili Highway, between Waiale Road and Market Street. The Imi Kala Street extension is part of the larger roadway improvement project known as the Kahekili Highway Extension for the Piihana Project District. The proposed Kahekili Highway Extension will run along the existing Imi Kala Street, from Waiale Road to Kahekili Highway.

The section of Imi Kala Street to be improved in the near future is currently a private road. The proposed improvements to Imi Kala Street will help to increase the accessibility to Wailuku Town from the north. Circulation between Mill Street and Lower Main Street, in the vicinity of St. Anthony's School, will also be improved. Motorists heading towards the western or southern parts of the island can use Imi Kala Street as a bypass route around Wailuku Town. The Imi Kala Street extension, as part of the Kahekili Highway Extension will also help to accommodate the greater traffic demands that would result from the Piihana Project District.

Imi Kala Street is currently a dead-end private road, and have not included this extension as a part of any analyses. It is

TABLE 1.3
 UNSIGNALIZED INTERSECTION PEAK HOUR TRAFFIC
MAHALANI STREET EXTENSION

UNSIGNALIZED INTERSECTION	1996 PHASE 'B' *	
	AM	PM
<u>Waiale Drive @ Mahalani St. *</u>		
NB left-turn	0	0
NB thru	22	17
NB right-turn	0	0
SB left-turn	79	232
SB thru	8	42
SB right-turn	60	70
EB left-turn	70	70
EB thru	205	345
EB right-turn	0	0
WB left-turn	0	0
WB thru	265	273
WB right-turn	178	153
<u>Kaahumanu Ave. @ Mahlani St./ Kanaloa Ave. *</u>		
NB left-turn	38	143
NB thru	6	45
NB right-turn	183	407
SB left-turn	306	329
SB thru	87	39
SB right-turn	95	66
EB left-turn	35	82
EB thru	1036	1686
EB right-turn	131	73
WB left-turn	343	198
WB thru	1722	1066
WB right-turn	188	246

Legend: NB - Northbound EB - Eastbound
 SB - Southbound WB - Westbound

* Reference: Traffic Impact Assessment Report for the Proposed Maui Lani Project, Austin,
 Tsutsumi & Associates, Inc., March 1990.

therefore assumed that no measurable traffic impacts will be felt from the extension of Imi Kala Street to Lower Main Street.

1.3 DEVELOPMENT SCHEDULE AND COST

Commencement of the roadway improvements will depend upon satisfying permit requirements and upon the acquisition of equipment and materials. The project construction schedule has yet to be determined. The preliminary construction cost of the proposed project is estimated at \$4.5 million.

SECTION 2
ALTERNATIVES TO THE PROPOSED PLAN

SECTION 2

ALTERNATIVES TO THE PROPOSED PLAN

The three alternatives to the proposed project are the "no-action", "delayed-action" and alternative alignment options. The consequences of the "no-action" and the "delayed-action" alternatives are not very favorable since road improvements along Waiale Drive, Mahalani Street and Imi Kala Street are needed primarily to accommodate future developments in the area.

2.1 NO ACTION

A "no-action" alternative will not be practical or beneficial for motorists and the community. The Waiale Drive, Mahalani Street and Imi Kala Street extensions are needed to accommodate existing traffic and future impacts that will result from the regional growth of Maui and developments by Maui Lani Partners and C. Brewer Homes. An increase in residential developments will generate more vehicular traffic in the Wailuku area. The Mahalani Street extension is also needed to provide an alternate route for emergency vehicles traveling to, and from, the Maui Memorial Hospital and the police station, located at the eastern boundary of the extension. Problems with traffic will worsen, if the "no-action" alternative is implemented.

2.2 DELAYED ACTION

A "delayed-action" alternative will have similar consequences as a "no-action" alternative in that the problems with

traffic will persist. Delaying any improvements to the roadways could also result in higher construction costs due to further degradation of existing roadway conditions during the delay period.

2.3 ALTERNATIVE ALIGNMENT

The proposed alignments to Waiale Drive, Mahalani Street and Imi Kala Street extensions are all consistent with the recommendations of the State of Hawaii Department of Transportation and the County of Maui Department of Public Works and Planning's "Maui Long-Range Highway Planning Study Wailuku-Kahului Plan" (May 1991).

Alternative alignments were considered in developing of the Maui Long Range Plan and the Islandwide Transportation Plan. The proposed alignments as previously presented in this document are the most feasible routes for all alternatives. No additional alternative alignments need to be considered at this time.

SECTION 3
EXISTING CONDITIONS

SECTION 3
EXISTING CONDITIONS

3.1 EXISTING LAND USE DESIGNATIONS

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

1. State Land Use District Boundary Designation: Urban, Agricultural.
2. Maui Community Plan Designation: Project District No. 1 and No. 3, Public/Quasi-Public, Light Industrial, Business/Industrial, Single Family.
3. Maui County Zoning Designation: R-1, R-2, R-3, M-1, M-2, A-2, A-3 and Agricultural.

The State Land Use District Boundary Map is shown in Figure 3-1.

3.1.1 Surrounding Land Use

Land uses around the three different roads vary from agricultural to urban. The Waiale Drive extension is partially within the State Land Use Urban District and partially within the State Land Use Agricultural District. Portions of this extension are within an area reclassified by the State Land Use Commission

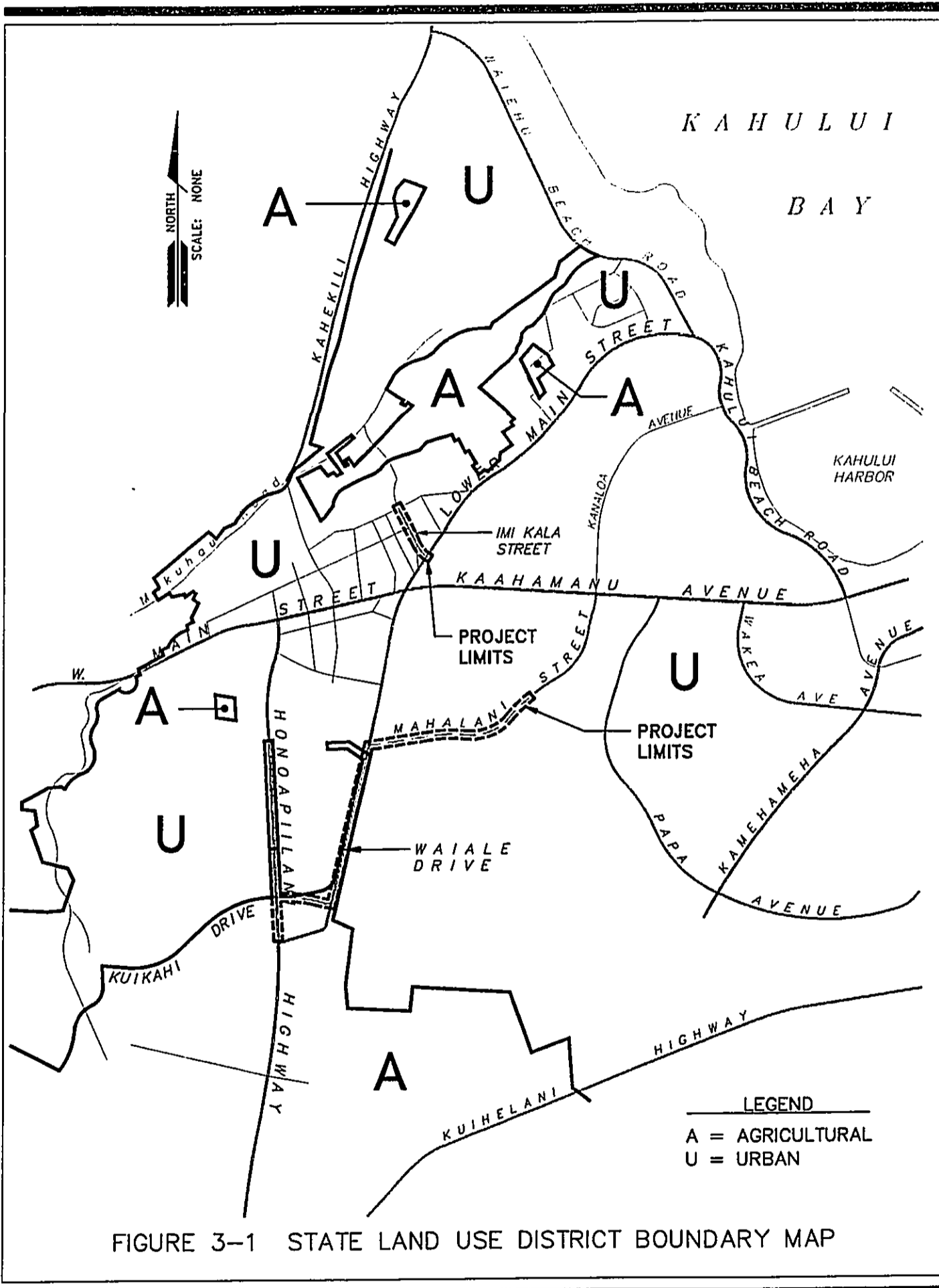


FIGURE 3-1 STATE LAND USE DISTRICT BOUNDARY MAP

SC24114E

in LUC Docket No. A82-535/A&B Properties, Inc. (Maui Lani). The land to the west of the Waiale Drive extension is primarily agricultural, consisting of pineapple fields and is a proposed development area for C. Brewer Homes. The Maui Community Correctional Center (MCCC), the Maui Memorial Park cemetery and Ka Hale Ake Ola (a housing facility for the homeless) are located on the eastern side of the Waiale Drive extension.

The Mahalani Street extension is within the State Land Use Urban District. The land surrounding the Mahalani Street extension consists primarily of dense shrubbery and trees and serves as a future development area for Maui Lani Partners. The Maui Memorial Hospital sits at the eastern end of the Mahalani Street extension, while the Maui Memorial Park is located on the western end.

The Imi Kala Street proposed future extension is within the State Land Use Urban District, and is located on the lower side of downtown Wailuku along Lower Main Street. The surrounding parcels to the north and south of the street are primarily residential lots. St. Anthony's School borders the northern boundary of the site and a few cemeteries are located at the eastern boundary of the site. The southern boundary of the site consists of an older industrial and commercial area.

The Kuikahi Drive extension is within the State Land Use Agricultural District.

The Honoapiilani Highway improvements fall within the State Land Use Agricultural District. The northern portion of these improvements is bordered on each side by the State Land Use

Urban District (LUC Docket No. A89-642/C. Brewer Properties, Inc.).

3.2 LAND OWNERSHIP

Land ownership varies for the sections of roadway to be extended and improved, as shown in Figure 3-2. The County of Maui presently owns Waiale Drive within the existing right-of-way. However, additional land is being acquired from C. Brewer Homes, Inc. and Maui Lani Partners, to widen the roadway and construct the Kuikahi Drive extension. The section of Honoapiilani Highway that is to be improved as part of the Waiale Drive extension is owned by the State of Hawaii. Most of the land immediately to the east of the Waiale Drive extension is owned by the County of Maui, while the land to the west is owned primarily by C. Brewer Homes, Inc. The Wailuku Sugar Company and Maui Lani Partners own the land to the south of the extension. The land on the north eastern boundary of the Waiale Drive extension is owned by Maui Memorial Park, Inc., and land on the northwestern boundary is owned by other private owners.

The County of Maui is acquiring the land for the Mahalani Street extension since it is owned by various parties, including Maui Lani Partners, the Maui Memorial Park/Alvin and Charlotte Nakamura Trust, and the Maui Electric Company. The surrounding land to the north and south of the Mahalani Street extension is owned primarily by Maui Lani partners, and Alexander and Baldwin, Inc. The County of Maui owns the land at the

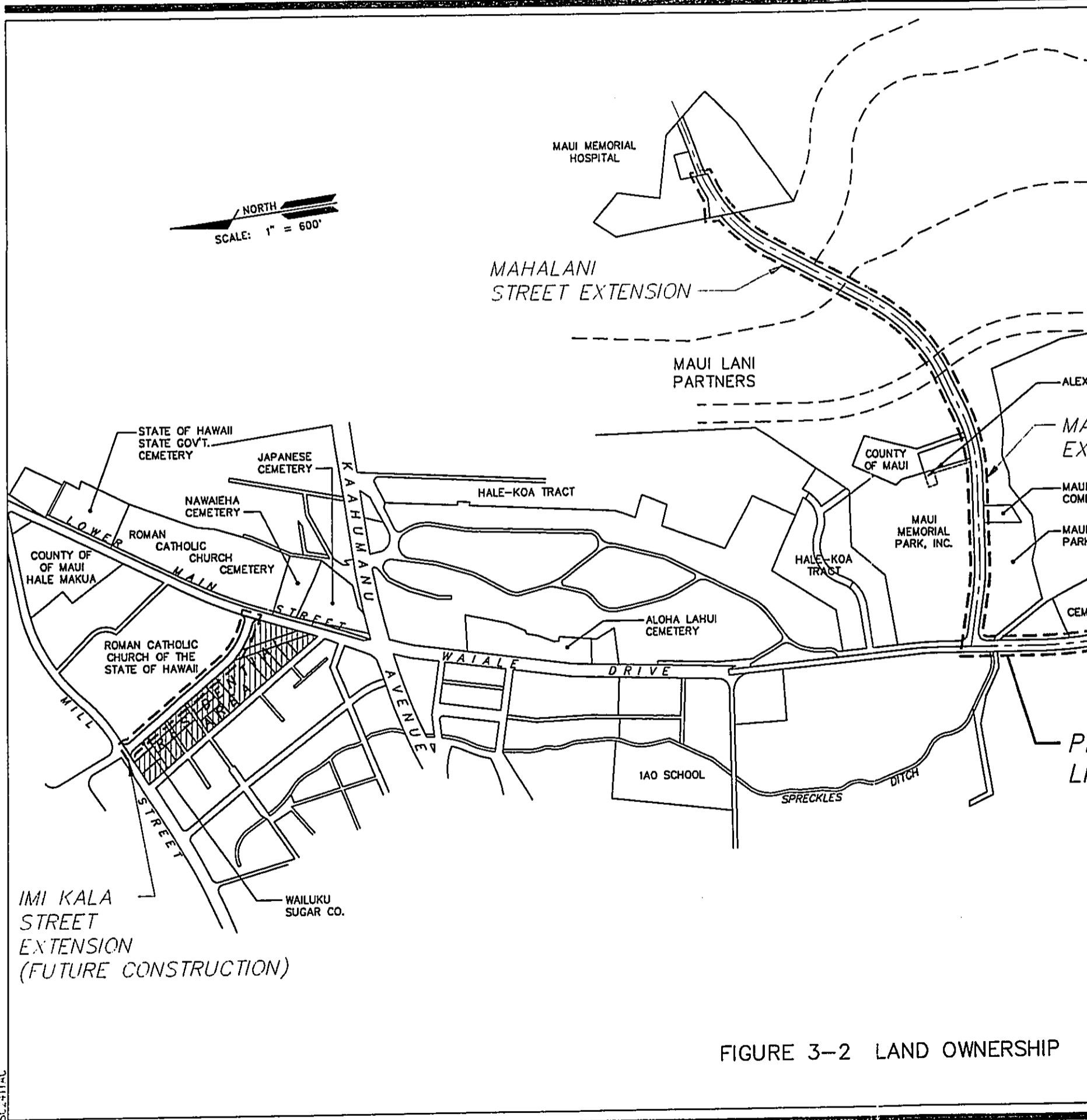
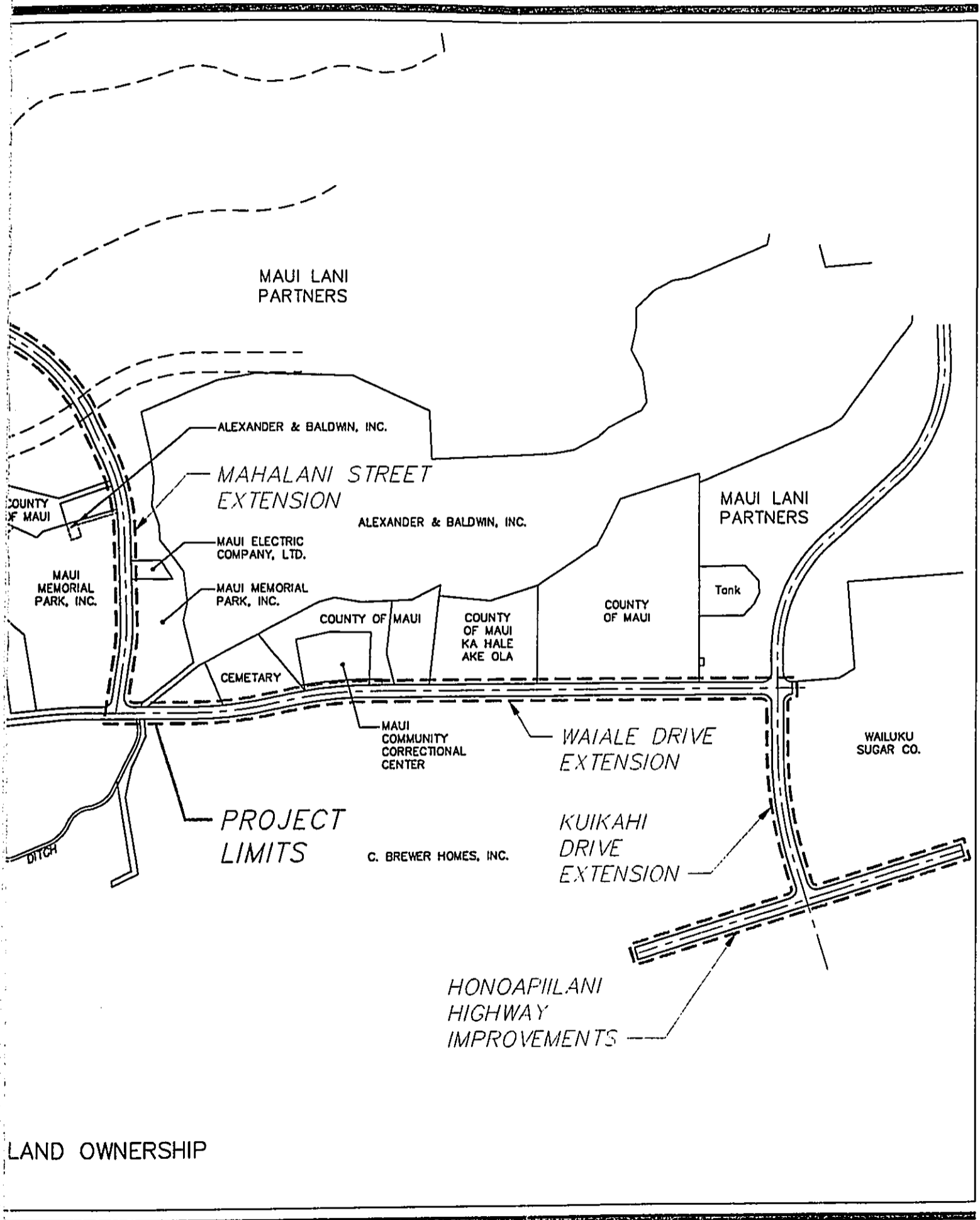


FIGURE 3-2 LAND OWNERSHIP

SC2-11AC



LAND OWNERSHIP

eastern boundary, and Maui Memorial Park, Inc., owns the land at the western boundary of the roadway section.

A list of parcels which will be affected by the project is provided in Table 3.1 below:

TABLE 3.1

Parcels Required for New Right-of-Way

	<u>Tax Map Key (2nd Division)</u>	<u>Area (Acres)</u>
<u>Waiale Drive</u>		
- no existing right-of-way being taken -		
<u>Mahalani Street</u>		
	3-8-46:01	0.13
	3-8-46:02	0.05
	3-8-46:17	<0.01
	3-8-46:18	<0.01
	3-8-46:19	<0.01
	3-8-46:30	<0.01
	3-8-46:31	0.98
<u>Imi Kala Street</u>		
	3-4-18:16	<0.01
	3-4-19:03	0.42

3.3 TOPOGRAPHY

The topography around the Waiale Drive extension is generally flat and slopes in a slight, northerly direction. The existing elevations along the northern and southern boundaries of the Waiale Drive extension range from approximately 220 feet above mean sea level (MSL) to 310 feet MSL, respectively. The

Kuikahi Drive extension slopes in the westerly direction, with elevations that range from approximately 300 feet MSL at the eastern boundary to 340 feet MSL at the western boundary. The section of Honoapiilani Highway to be improved slopes in a northerly direction, and is located west of, and parallel to, Waiale Drive. The elevations along this section of roadway range from approximately 320 feet MSL at the northern end to 365 feet MSL at the southern end.

The topography along the Mahalani Street extension is slightly undulating. The elevation at the western boundary is approximately 228 feet MSL, while the eastern boundary is approximately 205 feet MSL.

The Imi Kala Street extension is located in an area that is generally flat, with the western boundary at approximately 196 feet MSL, and the eastern boundary at approximately 198 feet MSL.

3.4 SOILS

According to the "Soil Survey of the Islands of Kauai, Oahu, Maui, Molokai and Lanai," the isthmus area on Maui generally consists of the Pulehu-Ewa-Jaucas soil association. This association consists of deep, nearly level-to-moderately-sloping soils that are well drained, and have a moderately fine-to-coarse-textured subsoil.

The more specific soil types found around the project sites are shown in Figure 3-3. The soils along the Waiale Drive

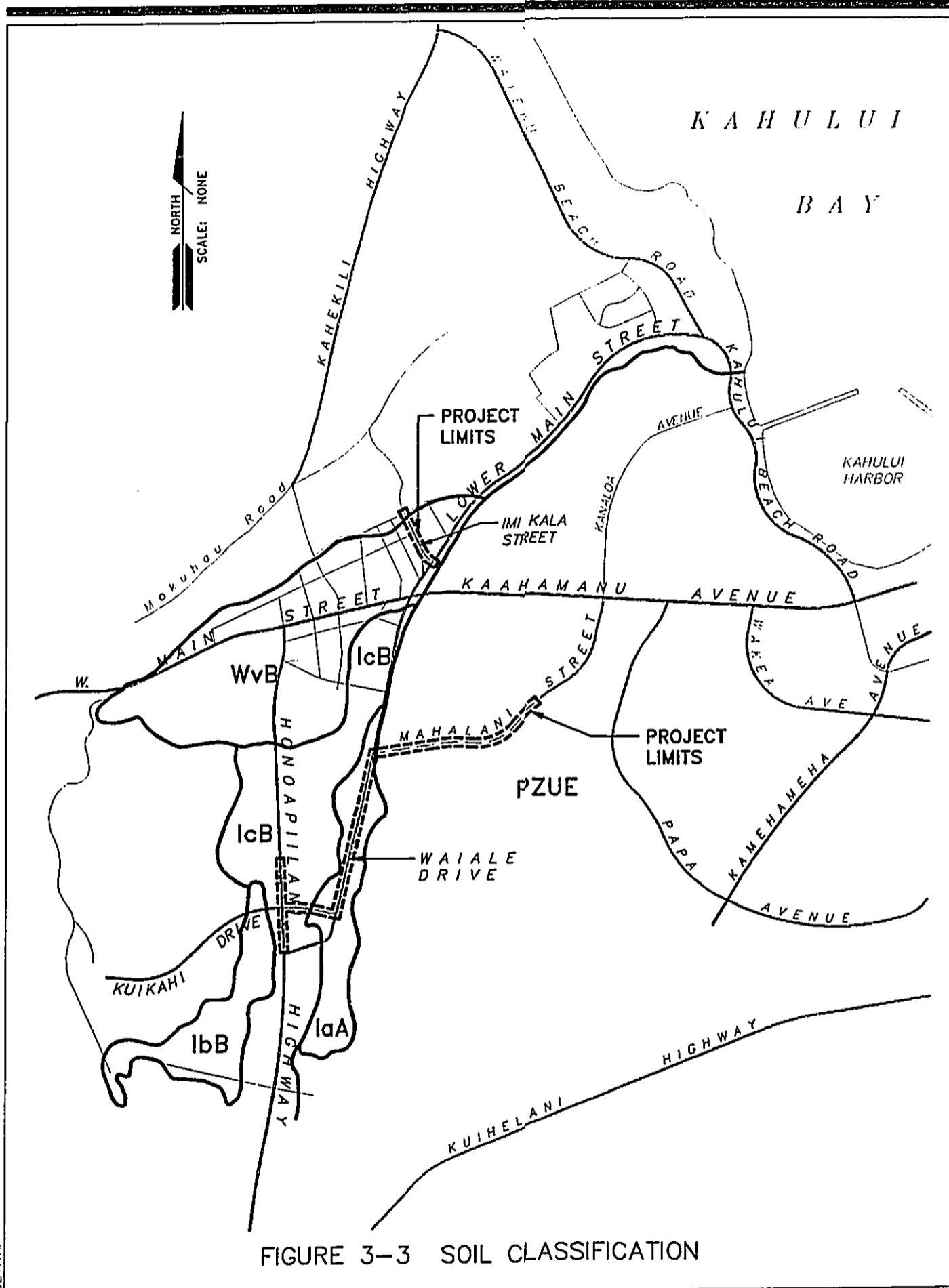


FIGURE 3-3 SOIL CLASSIFICATION

SC2411AF

extension include Iao clay (IcB) with 3 to 7% slopes; Iao silty clay (IaA) with 0 to 3% slopes; and Iao cobbly silty clay (IbB) with 3 to 7% slopes. The soils found along the Mahalani Street extension consists primarily of Puuone sand (PZUE) with 7 to 30% slopes and some Iao silty clay. The Imi Kala Street extension is located in an area that is mainly comprised of the Wailuku silty clay (WvB), with 3 to 7% slopes.

The Iao series consists of well-drained soils on valley fill, and alluvial fans that are derived from basic igneous rock and used primarily for sugar cane. The Puuone series are primarily made of excessively drained soils on low uplands that have been derived from coral and sea shells. The Wailuku series consists mainly of well-drained soils on alluvial fans that are derived from weathered basic igneous rock, and are used for sugarcane, pasture and homesites. These specific soil types of the Iao series are described as follows:

- IcB - Iao clay, 3 to 7% slopes. IcB has a moderately slow permeability, a slight-to-moderate erosion hazard, and runoff on this soil is considered to be medium.
- IaA - Iao silty clay, 0 to 3% slopes. IaA has a slight erosion hazard and runoff on this soil is considered to be slow.
- IbB - Iao cobbly silty clay, 3 to 7% slopes. IbB has a profile similar to IcB except for the surface layer texture and the presence of cobblestones.

- PZUE - Puuone sand, 7 to 30% slopes. The profile of PZUE includes a surface layer that is a grayish brown calcareous sand, underlain by a grayish-brown cemented sand. The permeability is considered to be rapid above the cemented layer, while the erosion hazard from the wind is moderate to severe. Runoff on the soil is considered to be slow.
- WvB - Wailuku silty clay, 3 to 7% slopes. WvB has a moderate permeability and a slight erosion hazard. The runoff on this soil type is considered to be slow.

3.5 FLOOD HAZARDS

The Federal Insurance Rate Maps, generated by the Federal Emergency Management Agency (FEMA), show that the Mahalani Street, Imi Kala Street, and most of the Waiale Drive extension fall under the Zone C classification. Zone C represents areas of minimal flooding.

3.6 EARTHQUAKE HAZARDS

The island of Maui is classified as a Seismic Zone 2B area, as per the Uniform Building Code, 1991. Zone 0 is considered to be the least active zone, while Zone 4 is considered to be the most active.

3.7 FLORA AND FAUNA

The plant species around the Waiale and Mahalani Street extension area are primarily introduced and includes pineapple, Kiawe, Hale Koa and miscellaneous scrub growth. Some of the birds introduced to the area include the Spotted Dove, Barred Dove, Japanese White-Eye, Cardinal, Red-Crested Cardinal and Mynah. The terrestrial fauna that exist around the adjacent pineapple and sugar cane fields are also introduced species, including the mongoose, rats, and field mice.

The area surrounding the Imi Kala Street extension is mostly disturbed, with St. Anthony's School and residential lots located along the north and south side of the existing road, respectively. The plant species along side of the roadway include various shrubbery and weeds.

Previous studies have not identified any threatened or endangered species of plants or animals in the area of the project site.

3.8 ARCHAEOLOGY

The Waiale Drive, Mahalani Street and Imi Kala Street project sites are all located within the Sand Hills region of Wailuku, a culturally sensitive, archaeological area which includes dune lands and areas adjacent to sand dunes. This dune area has been known to contain human burial sites.

Previous surveys along Waiale Road (slightly north of the project site) and near the Mahalani Street extension have indicated the presence of some historic remains under and adjacent to the roadway. Historic sites have also been identified within the Ka Hale Ake Ola site nearby. Since the improvements to Waiale Drive and Mahalani Street will include widening the existing pavement and the installation of new waterlines, respectively, archaeological finds may be encountered during roadway construction. The proposed Kuikahi Drive extension will cross through cane lands that have been previously impacted by agriculture, therefore no historic sites are anticipated in this area.

3.9 GEOLOGY

The island of Maui is comprised of two major volcanoes, from which three different series of volcano rock exist: 1) the Wailuku Volcanic Series, 2) the Honolua Volcanic Series, and 3) the Lahaina Series. The West Maui Mountains are primarily comprised of olivine basalts from the Wailuku Volcanic Series. This series is highly permeable and mainly consists of thin pahoehoe and a'a lava flows of tholeiite, olivine tholeiite, and oceanite.

The major shield formed by the Wailuku Volcanic Series reached a height of approximately 7,000 feet above sea level before collapsing. As a result, a caldera that spans roughly two miles in diameter was formed. The Maui isthmus was formed

primarily by a combination of old and young alluvium. Deep valleys in the lava formations (at depths hundreds of feet below sea level) were created during a time of erosion that followed the eruptions in West Maui. Thick deposits of older alluvium accumulated in the valleys over time, and coalescing alluvial fans created a sloping alluvial plain that extended from Waihee to Maalaea. Since the older alluvium has a low permeability, it inhibits the seaward and eastward flow of basal water from the Wailuku Volcanic Series. The younger alluvium, which is fairly permeable, was formed by streams that cut through the older alluvium. As a result, silt, sand, and gravel on plains at the bases of the alluvial fans were deposited.

3.10 HYDROLOGY

The principal aquifer for West Maui is found in the olivine basalt formations of the West Maui Mountains. The basal water (fresh water) lens floats atop of the sea water and is located seaward from the dike-impounded water. Much of this basal water exists because of the high permeability of the Wailuku Volcanic Series.

The basal water table exists near the coastline at an elevation of approximately 1 foot above MSL. Heading inland, the water table rises for the first 2 to 3 miles at an average rate of 1.5 to 2.5 feet per mile. The end of the basal water table occurs approximately 4 to 5 miles inland, and at an elevation of roughly 30 feet above MSL. A thick wedge of the older alluvium

that extends from Waihee Valley to Maalaea obstructs the flow of water in the main basal lens.

The basal water table is recharged primarily by the underflow of high level waters, such as dikes or perched water. Percolation from rainfall and irrigation water also contributes to the recharge of the water table. Discharge occurs when water escapes beneath or around the alluvial barrier, and when the water table is pumped for domestic or irrigational purposes.

The younger alluvial sand and gravel of the Iao and Waihee Valleys, together with the consolidated sand dune between Waihee and Wailuku, contain small supplies of perched water. The perched water is recharged mainly by rainfall and seepage from streams. Infiltration from irrigation water also contributes slightly to the recharge of perched water. The water can be discharged through developed tunnels or by underflow.

Intersecting dikes have formed small cavities of lava that hold dike water. Dike water occurs in the central area of the West Maui Mountain at elevations of 700 feet to 3,500 feet above MSL. Discharge occurs from springs and seeps that are a result of stream valleys that cut across dikes, flow over the dikes, underflow, and developed tunnels.

3.11 WETLANDS

Previous studies have not identified any evidence of wetlands in the area of the project site. A Department of the

Army permit will not be required since the proposed project does not include work in United States waters.

3.12 CLIMATE

The climate in the Wailuku area is characterized by moderate temperatures and rainfall. Average temperatures during the year range from the high-80°'s (F), to the low-60°'s (F). The median annual rainfall is approximately 25 inches per year. Northeasterly tradewinds frequently exceed 25 miles per hour for extended periods of time and are common in the area surrounding the Waiale Drive and Mahalani Street extensions.

SECTION 4
ENVIRONMENTAL IMPACTS AND
MITIGATIVE MEASURES

SECTION 4

ENVIRONMENTAL IMPACTS AND MITIGATIVE MEASURES

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

4.1 SHORT-TERM IMPACTS

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

4.1.1 Air Quality

Emissions from trucks and construction equipment with diesel engines could cause short term air pollution impacts. Dust emissions can be generated from construction activities such as vehicle movement and soil excavation.

Air quality impacts are not expected to be measurable around the Waiale Drive and Mahalani Street project sites since

emissions will mainly occur downwind of any residential areas. However, the Maui Community Correctional Center and the facility for the homeless (Ka Hale Ake Ola) may be temporarily affected by dust and construction equipment emissions.

Air quality impacts are expected to occur around the Imi Kala Street project site. The residential lots along the south side of the road and St. Anthony's School on the north side of the road may experience short term impacts from dust and construction equipment emissions.

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

4.1.2 Noise Impacts

Noise is defined as any unwanted sound occurring in the ambient environment which may create short term or long term impacts to nearby populated areas or wildlife habitats. Mitigative measures include avoidance of the impact areas through horizontal alignment; and traffic control measures utilizing speed reduction, noise berms, and noise walls. Projects which do not implement any of these measures are required to justify their decision based on economic feasibility, aesthetics, etc.

Short-term noise impacts are expected from construction activities such as site preparation and excavation. Certain construction equipment will also generate noise. If a residential community is located near the construction site, then greater efforts should be made to minimize the noise impacts.

The Maui Community Correctional Center and Ka Hale Ake Ola along Waiale Drive may incur some short term noise impacts from construction activities. Noise impacts to most of the Mahalani Street project site are not expected to occur since most of the surrounding area is fallow agricultural fields. The Maui Memorial Hospital facilities at the eastern end of the Mahalani Street extension may be slightly impacted by the construction noise, and by noise generated from an increase in thru-traffic, once the construction is completed.

Noise impacts are expected along the proposed Imi Kala Street extension. The homes along the south side of the road and St. Anthony's School on the north side of the road will be impacted from the noise generated by construction activities.

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

4.1.3 Traffic Impacts

Traffic impacts are expected to occur around the Waiale Drive, Mahalani Street and the future Imi Kala Street project sites since roadway construction activities will cause temporary traffic inconveniences. These short term traffic impacts, though, will give way to improved roadways and alternate travel routes for motorists.

The traffic along the Waiale Drive extension will be primarily affected along the northern half of the site where the Maui Memorial Park, the Maui Community Correctional Center and Ka Hale Ake Ola are located. Access to these facilities may be temporarily disrupted during roadway construction. No traffic impacts to the southern half of the roadway section are anticipated since Waiale Drive is currently not a public thoroughfare.

Traffic impacts along the Mahalani Street extension are also expected to be minimal, since the section of road to be improved is not currently a public thoroughfare. The surrounding land around the Mahalani Street extension consists mainly of fallow agricultural fields. Construction activity near the Mahalani Street/Waiale Drive intersection may temporarily disturb access to these facilities. Traffic impacts are expected to occur at the Mahalani Street/Kaahumanu Avenue intersection following the completion of the proposed extension. If Mahalani Street becomes a public thoroughfare, an increase in traffic may result, and the intersection at Kaahumanu Avenue may become more

congested. These traffic impacts are anticipated to be short-term since the County of Maui is currently planning a future project to improve this existing section of Mahalani Street between Kaahumanu Avenue and the Maui Memorial Hospital. These future improvements will help to alleviate the congestion at this intersection and help to improve access to the hospital and other facilities along Mahalani Street.

The Imi Kala Street future extension will also incur traffic impacts during roadway construction activities. Since driveway access to homes along the road will be disrupted, residents may be temporarily inconvenienced. Traffic slowdowns near the proposed intersection of Lower Main Street and Imi Kala Street can be expected for northbound and southbound motorists traveling along Lower Main Street during future roadway construction. Parking along the east side of Lower Main Street will be also be disrupted for a short time.

While construction on the roadway is occurring, the traffic impacts can be alleviated by providing well planned detours. Construction signs will also be posted before the construction site so that motorists can be aware of the temporary traffic inconveniences. Traffic control activity will be publicized as needed to inform motorists in advance of the activities. Physical construction activities shall occur during a period of normally low traffic volumes.

4.1.4 Discharge Impacts

Stormwater discharge from construction activities and discharge from waterline hydrotesting procedures are expected for the proposed project. NPDES permits for such activities will therefore be required. Although the water that results from hydrotesting procedures is relatively clean, stormwater discharge from construction activities can be laden with silt and suspended sediment. Under the NPDES permit for stormwater discharges associated with construction activities, a "Best Management Practice" plan is required to ensure the quality of the ultimate receiving waters.

Any discharge resulting from stormwater associated with construction activities, or hydrotesting procedures will be disposed of properly in accordance with the requirements of the applicable NPDES permits. Stormwater discharges from construction activities will be consistent with an approved "Best Management Practice (BMP)" plan so that the water quality of the ultimate receiving waters can be maintained. All discharge water shall be in compliance with the State Department of Health standards, County of Maui and Federal regulations.

4.1.5 Erosion Control

Temporary erosion control measures such as drainage swales, grassing, and silt fences shall be implemented if

necessary during construction activities. Such erosion control measures will help to minimize soil loss.

4.1.6 Flora and Fauna Impacts

There are no known rare, threatened or endangered plants or animal species within the project boundaries of Waiale Drive, Mahalani Street and Imi Kala Street. Only a very small number of existing flora and fauna habitats and populations may be permanently displaced by roadwork. Short-term impacts as a result of construction dust and noise will be mitigated with the appropriate site Best Management Practices (BMPs) and noise muffling devices. Short-term impacts will also be mitigated through the following measures: All construction-related materials will be free of pollutants; a contingency plan to control accidental spills of petroleum products will be developed; and an NPDES General Permit for Construction Activities will require storm runoff and silt containment devices to mitigate potential impacts to aquatic wildlife habitats. As a result, no appreciable short-term impacts on flora and fauna are expected to occur at the three project sites.

4.1.7 Archaeological Impacts

Archaeological impacts may occur if historical sites are encountered during roadway construction. Construction equipment

used during excavation could possibly disturb any archaeological remains that exist beneath the project site.

Due to the potential for encountering previously unidentified burial sites during construction of the project, a Programmatic Agreement (PA) has been executed between the Federal Highway Administration (FHWA), the State of Hawaii Historic Preservation Officer (SHPO), and the State of Hawaii Department of Transportation (HDOT) to satisfy 36 CFR Part 800 regulations implementing Section 106 of the National Historic Preservation Act (NHPA). Execution of the PA assures the FHWA that the effects of the project on archaeological resources in the area will be documented and, if necessary, mitigated appropriately. To that end, the FHWA will ensure that the following measures are carried out prior to the initiation of construction:

1. An inventory survey, with subsurface testing, shall be conducted in the proposed Mahalani Street corridor within the undeveloped Maui Lani area to determine if any properties eligible for the National Register of Historic Places are present that may be affected by the undertaking.
2. FHWA will ensure that determinations of eligibility are made in accordance with 36 CFR 800.4(c) for all potential historic properties identified during the inventory survey.
3. In consultation with the SHPO and HDOT, FHWA will apply the criteria of Effect and Adverse Effect

in 36 CFR 800.9 to all properties identified as eligible for the National Register. FHWA will further ensure that a Treatment Plan is developed for the mitigation of any identified effects. If archaeological properties will be affected, the Treatment Plan shall include a data recovery plan that will be consistent with the Secretary of the Interior's *Standards and Guidelines for Archaeological Documentation* (48 FR 44734-37) and take into account the Council's publication, *Treatment of Archaeological Properties* (Advisory Council on Historic Preservation 1980).

4. The Treatment Plan/Data Recovery Plan shall be submitted by the FHWA to the SHPO for a 30-day review. Unless the SHPO objects within 30 days after receipt of the Plan, the FHWA shall ensure that it is implemented.
5. Vegetation grubbing, grading, and excavation work shall be monitored on-site by a qualified archaeologist in the following project areas: Waiale Road fronting TMK 3-8-46:21 and Mahalani Street fronting TMK 3-8-46:2 and 31. If excavations elsewhere along the east side of Waiale Road occur at depths of three feet or greater, this excavation work shall also be monitored on-site. FHWA shall prepare a

monitoring scope of work (plan) and submit it to the SHPO for review and approval prior to construction.

6. Should evidence of isolated historic features be encountered during construction monitoring, all work in the vicinity of the find shall cease, and the monitoring archaeologist shall be provided sufficient time to assess the find and conduct adequate data recovery procedures. If a site consisting of multiple features is encountered, the monitoring archaeologist shall immediately contact the SHPO and develop a mitigation plan in consultation with the SHPO.
7. All reports prepared to document the monitoring recommended above shall be submitted to the SHPO for review and approval within 180 days of the completion of on-site monitoring.
8. A burial treatment process is required in order to make proper disposition of any burials inadvertently discovered during the proposed undertakings. Should human remains be found during the proposed undertakings, the procedures outlined in HRS Chapter 6E-43 shall be followed. In the case of any native Hawaiian remains that are found, the burial treatment process shall include consultation with native Hawaiian groups

including but not limited to, the Maui-Lana'i Islands Burial Council, Office of Hawaiian Affairs, and other interested parties identified during the consultation process.

9. Should any party to this agreement object to any plans provided for review or actions proposed pursuant to this agreement within 30 days, the FHWA shall consult with the objecting party to resolve the objection. If the FHWA determines that the objection cannot be resolved, the FHWA shall forward all documentation relevant to the dispute to the Council. Within 30 days after receipt of all pertinent documentation, the Council will either:

- A. Provide the FHWA will recommendations, which the FHWA will take into account in reaching a final decision regarding the dispute; or
- B. Notify the FHWA that it will comment pursuant to 36 CFR 800.6(b), and proceed to comment. Any Council comment provided in respect to such a request will be taken into account by the FHWA in accordance with 36 CFR 800.6(c)(2) with reference to the subject of the dispute.

Any recommendations or comments provided by the Council will be understood to pertain to the

subject of the dispute; however, it will remain the FHWA's responsibility to carry out all actions under this agreement which are not subject to dispute.

4.1.8 Impacts on Public Facilities

The public facilities that could be temporarily impacted by the proposed project include water, wastewater and electrical utilities.

4.1.8.1 Water System

The water system beneath the proposed Waiale Drive extension consists of a 4-inch, 18-inch, and 12-inch water line. These lines run along the northern half of the project site and terminate near the Maui Community Correctional Center and Ka Hale Ake Ola. None of the water lines beneath the Waiale Drive extension are expected to be disturbed during roadway construction.

A 36-inch and 16-inch water line exist beneath the western half of the Mahalani Street extension, while a 16-inch and a 12-inch line exist at the eastern boundary of the road. Sections of the existing 16" and 36" lines on the western boundary, and a section of the existing 16" line on the eastern boundary will be removed and relocated. A section of the

existing 12-inch crossing near the middle of the Mahalani Street extension will also be removed, relocated, and connected to the existing 12-inch line at the eastern boundary. Short-term impacts resulting from the installation of new 12-inch and 16-inch waterline connections in Mahalani Road include a potential increase in nuisance dust and noise generated by trenching and backfilling of the new waterlines. The trenching operations may result in the temporary detouring of local traffic, depending on the new waterline's location within the existing roadway width. However, to minimize traffic disruptions during daylight hours, waterline construction is not expected to have more than 200 feet of trench open at a time. Moreover, any unbackfilled trenches will be covered with non-skid, traffic-rated metal plates during non-construction hours. Finally, nearby users of the water system in Mahalani Street could experience a temporary disruption of service during the connection of the new waterlines to the existing system. However, because the disruption is expected to last only several hours and may be scheduled only during low demand periods, water service to local customers should not be affected.

The water system beneath the Imi Kala Street extension consists of a 36-inch water line. This water line is not expected to be disturbed during the roadway construction activities.

4.1.8.2 Sewer System

An 8-inch sewer line exists beneath the Waiale Drive extension, as well as beneath the western half of the Imi Kala Street extension. Neither of these sewer lines will require relocation during construction activities. Therefore, impacts to the sewer systems are not expected.

4.1.8.3 Electrical System

Power poles will need to be relocated as a result of the road widening improvements on Waiale Drive. Any electrical relocation will be done in accordance with the requirements of the Maui Electric Company, Inc. (MECO).

A MECO power substation is located on the south side of Mahalani Street, near the intersection with Waiale Drive. Two 4-inch electrical conduits originate from the western end of Mahalani Street to this substation, but will not be impacted by roadway construction. There are no existing electrical lines above or beneath the Imi Kala Street extension.

4.1.9 Socio-Economic Impacts

The short-term socio-economic impacts that are expected from the proposed project include the temporary disruption of: pedestrian safety, traffic flow, and driveway access to certain

parcels. The pedestrian safety of the residents of Ka Hale Ake Ola, may be affected during roadway construction along Waiale Drive. Roadway construction around the intersections of Imi Kala Street with Lower Main Street and Mill Street may also affect the pedestrian safety of nearby residents and students of St. Anthony's School. Traffic and parking around St. Anthony's School may be temporarily affected during construction since the school is adjacent to the Imi Kala Street extension. Driveway access to parcels along Waiale Drive and Imi Kala Street will also be disrupted for a short time during roadway construction. These parcels include the Maui Memorial Park, the Maui Community Correctional Center, Ka Hale Ake Ola along Waiale Drive, and St. Anthony's School and houses along Imi Kala Street.

Additional economic impacts will involve the acquisition of small parcels along Waiale Drive, Mahalani Street and Imi Kala Street. A positive economic impact that may result from the construction of the project is the short term production of construction related jobs, and a small amount of revenue generated for local restaurants, and material and equipment suppliers.

4.2 LONG-TERM IMPACTS

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

4.2.1 Noise Impacts

Noise impacts are expected to be minimal along the Waiale Drive and Kuikahi Drive alignments since the current adjacent land uses consist of fallow agricultural lands. The future construction of residential projects in these lands will slowly increase traffic along these roadways, resulting in a gradual increase in traffic noise. This increase in noise is expected to be barely noticeable to new residential property owners in adjacent lands over the long term. The Mahalani Street improvements will also result in an increase in traffic noise due to the construction of the Maui Lani residential projects on both sides, and the newly enhanced accessibility of Honoapiilani Highway from Kaahumanu Avenue, through Mahalani Street/Waiale Road/Kuikahi Drive. Residential construction near Mahalani Street is expected to experience minimal traffic noise, since a planned golf course will be constructed on both sides of the right-of-way, thus creating a buffer zone over which noise can be dissipated. Imi Kala Street improvements may also experience an increase in traffic noise. However, the very short distance of Imi Kala Street, coupled with the placement of a stop sign at either end, is expected to keep vehicle speeds to less than the design 20 mph speed. Thus, the increased traffic noise resulting from the conversion of Imi Kala Street to a new public thoroughfare is expected to be offset by slower vehicular speeds, resulting in a minimal increase in traffic noise.

4.2.2 Traffic Impacts

The proposed road extensions for Waiale Drive, Mahalani Street and Imi Kala Street will provide motorists with alternate travel routes that will help to increase traffic circulation in and around Wailuku and Kahului. The new roadway extensions will be needed in the long-term to accommodate the anticipated regional growth and traffic from the proposed Maui Lani, and C. Brewer Homes developments.

4.2.3 Flora and Fauna Impacts

Since there are no rare or endangered plant or animal species known at the project site, no long-term impacts are expected. Project review and field visits by the U.S. Fish & Wildlife Service have determined that no long-term adverse impact to fish and wildlife resources will result from this project.

4.2.4 Impacts on Public Facilities

No measurable impacts are anticipated on the water, sewer or electrical facilities along Waiale Drive, Mahalani Street, and the Imi Kala Street extensions. A new section of water lines will be installed beneath part of the proposed Mahalani Street extension. This addition will help to improve the water distribution system in the area in the long-term.

4.2.5 Socio-Economic Impacts

The Waiale Drive, Mahalani Street and Imi Kala Street extensions will help to improve the traffic circulation in and around Wailuku and Kahului towns. The three roadway extensions will also serve the future residential developments in the area by Maui Lani Partners and C. Brewer Homes.

4.3 DISPLACEMENT OF EXISTING BUSINESSES/RESIDENTIAL LOTS

There are no anticipated business/residential displacements created by the proposed project. The existing businesses located on the parcel identified by TMK 3-8-46:31 have conditional permit approvals for building permits and no certificate of occupancy. These businesses are therefore in a non-conforming position with regards to the building code requirements. The owner of the land has been requested to relocate these illegal buildings.

Although the Uniform Relocation Act of 1970, Part 24.205 is not enforceable for this situation, the County of Maui will be assisting the property owner in removing/relocating the buildings, processing proper building permits and obtaining an issuance for a certificate of occupancy to help mitigate the proposed alignment of Mahalani Street through the property. No significant adverse effects on the local economy are anticipated from the removal/relocation of these businesses.

SECTION 5
AGENCIES CONSULTED

SECTION 5

AGENCIES CONSULTED

5.1 AGENCIES CONSULTED IN MAKING THE ASSESSMENT

1. County of Maui, Department of Water Supply
2. County of Maui, Department of Parks and Recreation
3. County of Maui, Planning Department
4. County of Maui, Department of Works and Waste Management
5. Clean Water Branch, State Department of Health
6. Hawaii State Land Use Commission
7. Hawaii State Office of Environmental Quality Control
8. Hawaii State Department of Land and Natural Resources, State Historic Preservation Division
9. Hawaii State Department of Transportation, Highways Division
10. U.S. Fish & Wildlife Service
11. U.S. Army Corps of Engineers

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

5.2 OTHER PARTIES CONSULTED IN MAKING THE ASSESSMENT

1. Ms. Jennifer Bohlin, private citizen
2. Hui Malama Learning Center
3. Maui Economic Opportunity
4. Maui Memorial Hospital, Dr. Steven Moser

5. The Maui News
6. St. Francis Hemodialysis Center

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

5.3 APPLICABLE GOVERNMENTAL PERMITS

The following permits and approvals are anticipated for the project:

- State Department of Health National Pollutant Discharge Elimination System General Permit (Hydrotesting Waters and Stormwater Associated with Construction Activity)
- County of Maui, Grading/Grubbing Permit
- State Department of Transportation - Highways Division (Permit to Perform Work Upon a State Highway)
- County of Maui Department of Public Works and Waste Management - (Permit to Perform Work on County Highways)
- State Historic Preservation Review

5.4 LIST OF PREPARERS

Michael Miyahira, P.E.
Senior Environmental Engineer, GMP Associates, Inc.

Leanne Uyema
Environmental Engineer, GMP Associates, Inc.

SECTION 6
NEGATIVE DECLARATION

SECTION 6

NEGATIVE DECLARATION DETERMINATION

This document constitutes a Negative Declaration. As a result, an Environmental Impact Statement will not be required for the proposed improvements to the Waiale Drive, Mahalani Street, and Imi Kala Street project. This determination is in accordance with the *Hawaii Revised Statutes*, Chapter 343.

Although several potential negative impacts are expected from the proposed project, these impacts are temporary and will be minimized through the mitigation measures identified in Section 4. The benefits that result from the proposed project far outweigh the short-term negative impacts.

REFERENCES

REFERENCES

1. Austin, Tsutsumi & Associates, Inc. Traffic Impact Assessment Report for Proposed Maui Lani Project. March 1990.
2. Belt Collins and Associates, Ltd. Environmental Impact Statement for the Waiale Development Plan. July 1977.
3. County of Maui, Department of Planning. Maui County Zoning Maps.
4. County of Maui, Department of Planning. Maui Community Plan Development Maps.
5. International Conference of Building Officials. Uniform Building Code. 1991 edition.
6. Federal Emergency Management Agency. City and County of Honolulu. Flood Insurance Rate Maps.
7. GMP Associates, Inc. Final Environmental Assessment for the Lower Honoapiilani Road, Phase II. March 1995
8. Michael Munekiyo Consulting and Parsons Brinkerhoff Quade and Douglas, Inc. Traffic Master Plan for C. Brewer Properties -Executive Summary and Technical Appendix. April 1991.
9. Parsons Brinkerhoff Quade and Douglas, Inc. Final Traffic Impact Report Wailuku Projects District - Phase 1. April 1994.
10. Smith, Young & Associates, Inc. Final Environmental Impact Statement for the Maui Intake Service Center/ Community Correctional Center Expansion and Renovation. February 1988.
11. State Department of Land and Natural Resources, Land Use Commission. Land Use District Boundary Maps - Wailuku quadrangle. 1983.
12. State of Hawaii Department of Transportation and County of Maui Departments of Public Works and Planning. Maui Long-Range Highway Planning Study Wailuku-Kahului Plan Final Report. May 1991.
13. State of Hawaii Department of Transportation and County of Maui Departments of Public Works and Planning. Maui Long-Range Highway Planning Study Island-Wide Plan Final Report. May 1991.

14. United States Department of Agriculture, Soil Conservation Service. Soil Survey of Islands of Kauai, Oahu, Maui, Molokai, and Lanai, State of Hawaii. August 1972.

APPENDICES

APPENDIX A
AGENCY COMMENTS AND RESPONSES



United States Department of the Interior



FISH AND WILDLIFE SERVICE
PACIFIC ISLANDS OFFICE
95 AUG 20 900 ALA MOANA BLVD, SUITE 3-580
HONOLULU, HI 96813
tel:(808) 541-3441 fax:(808) 541-3470

In Reply Refer To: CAW

Mr. Michael M. Miyahira, P.E.
GMP ASSOCIATES, INC
841 Bishop Street, Suite 1501
Honolulu, Hawaii 96813

AUG 25 1995

Re: Draft Environmental Assessment for the Waiale Drive, Mahalani Street, and Imi Kala Street Extensions, Wailuku, Maui, Hawaii.

Dear Mr. Miyahira:

The U.S. Fish and Wildlife Service (Service) has reviewed the draft Environmental Assessment (EA) for the Waiale Drive, Mahalani Street, and Imi Kala Street Extensions, Wailuku, Maui, Hawaii. The proposing agency is the County of Maui, Department of Public Works and Waste Management. The proposed project includes road resurfacing, widening, and striping and extending the existing Kuikahi Drive to Honoapiilani Highway. The Service offers the following comments for your consideration.

The draft EA inadequately describes the flora, fauna, and habitats that exist at the proposed project sites. Nevertheless, based on a site visit conducted by Service biologists on August 9, 1995, we do not anticipate long-term adverse impacts to fish and wildlife resources to result from this project. However, short term impacts such as increased sediment runoff are anticipated during the proposed construction activities. Therefore, the Service recommends that the project design and construction phases incorporate the following measures to minimize the degradation of water quality and impacts to fish and wildlife resources and habitats:

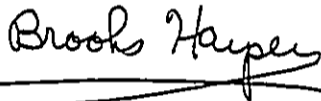
- a. Construction should avoid any wetlands including irrigation ditches;
- b. All construction-related materials should be free of pollutants;
- c. A contingency plan to control accidental spills of petroleum products should be developed; and

Draft EA for Waiale Drive, Mahalani Street
and Imi Kala Street Extension
Honolulu, HI 96850

- d. Turbidity and siltation from storm water discharges should be minimized and contained to the immediate vicinity of construction through the use of effective silt containment devices and the curtailment of excavation during adverse weather conditions.

The Service appreciates the opportunity to comment on the proposed project. If you have questions regarding these comments, please contact Fish and Wildlife Biologist Christine Willis at 808/541-3441.

Sincerely,



Brooks Harper
Field Supervisor
Ecological Services

cc: DLNR, Hawaii
DAR, Hawaii
CZMP, Hawaii
CWB, Hawaii

TELEPHONE MEMORANDUM

DATE: August 31, 1995

TO: Skippy Hao, DLNR
Division of Aquatic Resources
Maui Branch (243-5327)

FROM: Michael Miyahira, GMP Associates

RE: Waiale Drive, Mahalani Street, Imi Kala Street Extensions
Wailuku, Maui, Hawaii

DISCUSSION:

GMP asked DLNR if any surveys of aquatic or wildlife resources have been done in the project area. DLNR could not recall any. However, based on the project description and DLNR's knowledge of the project area, he concurred with GMP's referenced information that most of the local species are introduced, and that impacts to them for a roadway project should be minimal if the proper mitigation measures (non-point source, BMPs, etc) are undertaken on the project site.



ASSOCIATES, INC.

Engineers/Architects

August 31, 1995

Mr. Brooks Harper, Field Supervisor
Ecological Services
U.S. Fish & Wildlife Service
P.O. Box 50167
Honolulu, HI 96850

Attention: Ms. Christine Willis, Wildlife Biologist

Re: Request for Project Review
Draft Environmental Assessment for the
Waiale Drive, Mahalani Street and Imi Kala Street Extensions
Wailuku, Maui, Hawaii (TMK: 3-4-18, 19; 3-8-46; 3-8-07; 3-5-01; 3-4-03)

Dear Mr. Harper:

Thank you for your August 25, 1995 response to our Draft Environmental Assessment. We acknowledge your determination that no long-term adverse impacts are expected to fish and wildlife resources as a result of the project's construction. In addition, your concerns over short term impacts will be incorporated into the appropriate sections of the revised EA document. Finally, we have updated the section on existing flora and fauna habitats to include more specific information.

If you have any questions or if you require any additional information, please call me at 521-4711.

Sincerely,


GMP ASSOCIATES, INC.
Michael M. Miyahira, P.E.



REPLY TO
ATTENTION OF

Regulatory Branch

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

August 18, 1995

35 AUG 22 10 10 02

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

Dear Mr. Miyahira:

This letter is in response to your request for our project review of your Waiale Drive, Mahalani Street, and Imi Kala Street Extensions Project.

Based on the information you provided, the only work that may affect waters of the United States is the Kuikahi Drive extension. If your project does not include work on the stream located along the southern edge of Kuikahi Drive, a Department of the Army permit is not required for the road improvements you identified.

This project is assigned file number NP 95-109. Please refer to this file number in any future correspondence concerning this project. Captain Walt Michel at 438-9258, extension 14, or Ms. Terrell Kelley at extension 13, can assist you if you have any questions concerning this letter.

Sincerely,

A handwritten signature in dark ink, appearing to read "Walt Michel".

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



U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Hawaii Division
300 Ala Moana Blvd., Room 3202
Honolulu, HI 96850
August 28, 1995

RECEIVED
COUNTY OF MAUI
95 AUG 32 A7:52
ENGINEERING DIVISION
DEPT. OF PUBLIC WORKS
IN REPLY REFER TO
HEC-HI

Mr. Kazu Hayashida
Hawaii Department of Transportation
869 Punchbowl Street
Honolulu, HI 96813-5097

Attn.: Mr. Ross Hironaka

Dear Mr. Hayashida:

Subject: Draft Environmental Assessment (EA)
Waiale Drive, Mahalani Street and Imi Kala Street
Wailuku, Maui, Hawaii
Project ID. #: STP-0900(041)

The Hawaii Division has completed its review of the revised EA for the subject project. We have two areas of concern that will need to be addressed prior to FHWA's approval of the EA.

1. According to the revised EA, the proposed project will affect a boat repair shop (possibly 2 buildings), a marine supply center sales office, and a welding business. Also, several other commercial structures are shown to be encroaching into the new Mahalani Street right-of-way boundary and may be affected. These buildings include an unknown repair shop, a trucking company garage and equipment storage yard.

Since these businesses may be relocated, the rights and entitlements of the businesses displaced by a Federal-aid project will need to be addressed. Per the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, Part 24.205:

During the early stages of project development, Federal-aid projects shall be planned in such a manner that the problems associated with the displacement of businesses are recognized and solutions are developed to minimize the adverse impacts of displacement. The planning shall precede any action by FHWA which will cause displacement and should be scoped accordingly including an evaluation of program resources available to carry out timely and orderly relocations.

It is unclear whether adequate planning was completed so we are recommending that the Right-of-Way Branch (HWY-R) review the EA and make any necessary comments. A relocation plan will also need to be completed for the displaced businesses prior to the public hearing.

2. The Hawaii Division recently received a copy of a letter between Brian Miskae, Director, County of Maui, Planning Department, and David B. Blans, Senior Vice-President, C. Brewer Homes, Inc. (CBH), detailing CBH's fair share contribution to the project.

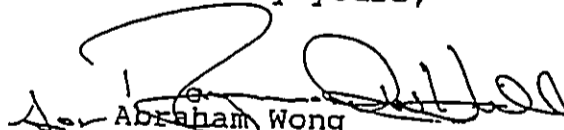
Following are some of the stipulations made between CBH and the County of Maui:

- A. CBH shall construct road widening improvements to County standards for the Waiale Road Extension from Mahalani Street to Honoapiilani Highway.
- B. For the Imi Kala Street Extension between Mill Street and Lower Main Street, the County of Maui will design this section and the construction will be funded under the Intermodal Surface Transportation Efficiency Act (ISTEA). Currently, Imi Kala is not on the Federal-aid System so it is ineligible for federal funding.
- C. For Honoapiilani Highway Improvements (fronting the project district), CBH shall design and construct Honoapiilani Highway Improvements.

The FHWA has questions regarding the federal funding eligibility of the conditions listed above. Therefore, we are recommending that the HDOT discuss this issue with Maui County before the subject EA proceeds any further.

Please contact Mr. Pat V. Phung, Transportation Engineer, at (808) 541-2700 if you have any questions.

Sincerely yours,


Abraham Wong
Division Administrator

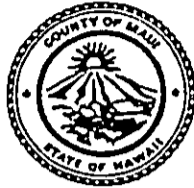
cc: Mr. Jerry Iwata, HWY-R
✓ Mr. Lloyd P.C.W. Lee, County of Maui, DPW
Ms. Julia Tsumoto, STP

LUNDA CROCKETT UNGLE
Mayor

CHARLES JENCKS
Director

DAVID C. GOODE
Deputy Director

AARON SHINMOTO, P.E.
Chief Staff Engineer



COUNTY OF MAUI
DEPARTMENT OF PUBLIC WORKS
AND WASTE MANAGEMENT
200 SOUTH HIGH STREET
WAILUKU, MAUI, HAWAII 96793

RALPH NAGAMINE, L.S., P.E.
Land Use and Codes Administration

EASSIE MILLER, P.E.
Wastewater Reclamation Division

LLOYD P.C.W. LEE, P.E.
Engineering Division

DAVID WISSMAR, P.E.
Solid Waste Division

BRIAN HASHIRO, P.E.
Highways Division

October 4, 1995

Mr. Kazu Hayashida
STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
HIGHWAYS DIVISION
869 Punchbowl Street
Honolulu, HI 96813

Attention: Mr. Ross Hironaka

SUBJECT: DRAFT ENVIRONMENTAL ASSESSMENT (EA)
WAI'ALE DRIVE, MAHALANI STREET AND 'IMI KĀLĀ STREET
EXTENSIONS
WAILUKU, MAUI, HAWAII
PROJECT ID NO. STP-0900(41)

Dear Mr. Hayashida:

Thanks to you and your staff's assistance in processing this project. We appreciate your earnest efforts to meet the Federal ISTEPA FY95 deadlines. It is our understanding that this project has been programmed for funding in the FY96 STIP amended plan which begins on October 1, 1995.

We are continuing to update the Federal EA and amend the construction plans as requested by FHWA and your department. As previously discussed with you, Ms. Julia Tsumoto (STP), Mr. Lloyd Lee (County of Maui, DPW) and myself on Maui, we are addressing FHWA's August 28, 1995 letter to you as follows:

Mr. Kazu Hayashida

SUBJECT: DRAFT ENVIRONMENTAL ASSESSMENT (EA)
WAI'ALE DRIVE, MAHALANI STREET AND 'IMI KĀLĀ STREET
EXTENSIONS
WAILUKU, MAUI, HAWAII
PROJECT ID NO. STP-0900(41)

October 4, 1995
Page 2

1. Item No. 1: Existing "businesses" on corner lot of Mahalani and Wai'ale Street intersection.

The existing businesses on this lot have conditional permit approvals for building permits and no certificate of occupancy which places these businesses in a non-conforming position with regard to building code requirements. As such, the owner of the land has been notified of its illegality and requested to relocate these illegal buildings.

It is our position therefore, that the Uniform Relocation Act of 1970, Part 24.205 is not required to be enforced. However, in good faith with the property owner, we are assisting in removing/relocating buildings, processing proper building permits, and issuance of certificate of occupancy to mitigate the proposed alignment of Mahalani Street through this property. No Federal laws are being violated, nor are Federal funds involved in these actions. All land will be obtained prior to Notice to Proceed for the construction of this project. In addition, a relocation plan is not required to be formulated for public hearing.

2. Item No. 2: Concerns detailing to C. Brewer's (CBH) fair share contribution to this project.

- a. Curbs, gutters, sidewalks, new street lights, road widening and other improvements fronting their development. The County will construct two (2) lanes with paved shoulders on the proposed Wai'ale Road extension from the junctions of Mahalani Street and Honoapi'ilani Highway.

The developer (CBH) shall be responsible to construct the additional two (2) lanes/three (3) lanes if separate turn lanes are required, when CBH develops adjacent lots. CBH will also be required to install traffic signal systems at intersections when it is warranted as well as curbs, gutters, sidewalks, drainage and street lights and underground utilities.

Mr. Kazu Hayashida

SUBJECT: DRAFT ENVIRONMENTAL ASSESSMENT (EA)
WAI'ALE DRIVE, MAHALANI STREET AND 'IMI KĀLĀ STREET
EXTENSIONS
WAILUKU, MAUI, HAWAII
PROJECT ID NO. STP-0900(41)

October 4, 1995

Page 3

2a. (Continued)

The County of Maui is currently constructing two (2) lanes in compliance with the old and new Islandwide Traffic Master Plan adopted by the State Department of Transportation and the County of Maui. This new road is required to mitigate heavy congestion through Wailuku Town area which already exists and not created by CBH's proposed development. However, as CBH develops, additional lanes will be constructed by CBH as a result of their direct impacts.

- b. 'Imi Kālā Street is not functionally classified at this time. The County has amended the Federal EA and the project documents to delete this road from this project.
- c. CBH has already constructed some frontage improvements along Honoapi'ilani Highway as required by State DOT, Highways Division. The new widened section of Honoapi'ilani Highway to be constructed with this project is outside the area being developed presently by CBH. The County again will construct the basic two (2) lane roadway with paved shoulders in compliance to the Islandwide Traffic Master Plan. CBH will be required to construct additional frontage improvements when they develop adjacent properties. (See attached Exhibit "A" and "B" for more details).

Mr. Kazu Hayashida

SUBJECT: DRAFT ENVIRONMENTAL ASSESSMENT (EA)
WAI'ALE DRIVE, MAHALANI STREET AND 'IMI KĀLĀ STREET
EXTENSIONS
WAILUKU, MAUI, HAWAII
PROJECT ID NO. STP-0900(41)

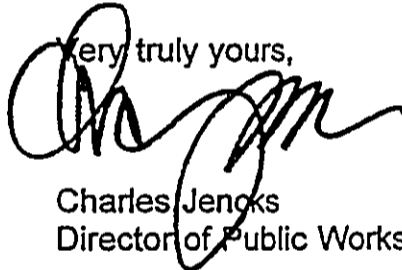
October 4, 1995

Page 4

Please note these requirements are standard for all developments where the County constructs a portion and the developer constructs the remaining improvements. I am sure you can now concur that this project is eligible for Federal ISTEA funding. If you or the FHWA have further questions, please contact me or Mr. Lloyd Lee, Engineering Division Chief, at 243-7745.

As we are anxious to begin the construction within the next few months, your earliest review and concurrence will be appreciated.

Very truly yours,



Charles Jencks
Director of Public Works & Waste Management

LL:mlk(ED95-1276)
G:\ENGVALLI\WALEDREA.DOT

cc: U.S. Department of Transportation, FHWA
State Department of Transportation, Maui
State STP
GMP Associates, Inc.
C. Brewer Homes
County of Maui, Planning Department



U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Hawaii Division
300 Ala Moana Blvd., Room 3202
Honolulu, HI 96850
July 31, 1995

WAIALAE
FILE COPY

IN REPLY REFER TO
HEC-HI

Mr. Kazu Hayashida
Hawaii Department of Transportation
869 Punchbowl Street
Honolulu, HI 96813-5097

Attn.: Ross Hironaka

Dear Mr. Hayashida:

Subject: Draft Environmental Assessment
Waiale Drive, Mahalani Street and Imi Kala Street
Wailuku, Maui, Hawaii

The Hawaii Division has completed its review of the above subject document. Our review comments are listed below for your consideration. Please forward the comments to the appropriate personnel in Maui County.

The following comments must be addressed prior to approval of the Environmental Assessment (EA) for circulation:

1. Title Page: The FHWA Technical Advisory (TA) 6640.8A recommends that the title page format for EIS be used for EA. For continuity, the EIS format should be used since other Federal-aid projects in Hawaii are using the recommended title sheet. For reference, please see the enclosed title page from the TA 6640.8A.
2. Page 1-1, Section 1.2: The TA 6640.8A recommends that this section be placed near the end of the EA but before the appendices.

Please remove "County of Maui, Department of Public Works and Waste Management" from this section since this agency is the proposing agency.

Coordination with Hawaii Department of Transportation (HDOT), Division of Highways, should be shown since improvements on Honoapiilani are proposed.

3. Page 1-2, Section 1.3: Please add the acronym NPDES to the National Pollutant Discharge Elimination System General Permit phrase. Are there any Federal permits that will be needed in completing this project?

FILE COPY

PAT V. PHUNG
Transportation Engineer

FILE COPY

4. Page 2-1, Section 2: "A 3,200 foot long section of road along Mahalani Street will be transformed from an existing private right-of-way to an improved public thoroughfare." It is not clear what is meant by this sentence. Please clarify.

The proposed project improvements will need to be further described. This discussion should include a description of the proposed action indicating route, termini, type of improvements, number of lanes, project length, and any other appropriate information. It is also recommended that the discussion includes typical cross sections for the proposed road improvements.

5. Page 2-4, Section 2.1.1: Concerning right-of-way, how much land will be acquired by the County of Maui for the subject project? Will there be any relocations as a result of the acquisition? What is the current status of the land acquisition?
6. Page 2-9, Section 2.2.3: "The section of Imi Kala Street to be improved is currently a private road." Will the County of Maui acquire the right-of-way in which the private road is currently existing?
7. Page 2-11, Section 2.4: Please indicate if this project will be Federally funded.
8. Page 3-8, Section 3.7: Are there any endangered species in the study area? Was there any coordination with U.S. Fish & Wildlife Service?
9. Page 3-8, Section 3.8: Concerning the Archaeology Section, it is unclear in the EA if coordination with SHPO was ever completed. SHPO, in their letter dated April 17, 1995, to Mr. Mark M. Siah of GMP and Associates, recommended that inventory survey work will be required for this project. As a result of SHPO's recommendation, what is the current status of this issue? Please clarify.
10. Page 4-1, Section 4.0: "Environmental protection and mitigation measures will be implemented during design, construction and post-construction phases of the project." What is meant by "post-construction" phases of the project? Please clarify.
11. Page 4-1, Section 4.1.1: Please remove the word "significant" located in the second paragraph.

The term "significant" must only be used in the following contexts:

PAT V. PHUNG
Transportation Engineer

- A. a significant impact under NEPA requirements,
- B. a significant historical or archaeological resource under section 106 of the National Historic Preservation Act,
- C. a significant Section 4(f) resource under the 1966 Department of Transportation Act,
- D. a significant floodplain encroachment under 23 CFR, Section 650.105

Because of the specific meanings, the term "significant" must not be used in the EA as a general descriptive term. The term and its various derivatives must only be used in a NEPA, Section 106, Section 4(f), or floodplain encroachment context.

- 12. Page 4-1, Section 4.1.1: Please indicate if there will be any air quality impacts as a result of future traffic.
- 13. Page 4-3, Section 4.1.3: What are the existing and design years traffic volumes? The EA will also need to show the existing and design speeds.
- 14. Page 4-6, Section 4.1.6: Please remove the text "significant" in the last sentence. Please see comment #11.
- 15. Page 4-10, Section 4.2.1: Are there any mitigation measures for the noise impacts due to future traffic volumes?
- 16. Page 4-11, Section 4.2.3: Please remove the text "significant" in the last sentence. Please see comment #11.
- 17. Page 4-11, Section 4.2.4: Please remove the text "significant" in the last sentence. Please see comment #11.
- 18. Page 6-1, Section 6.0: Please remove this page. As stated in 23 CFR 771, FHWA will make this determination after the public hearing.
- 19. Other General Comments and Questions:
 - A. Was there any coordination with other Federal Agencies, e.g., Corps of Engineers and/or Fish and Wildlife Service?
 - B. Were there any other permits approved or needed?
 - C. Were there any wetlands impacted?

- D. Will the intersections of Waiale Drive and Mahalani Street, Kuikahi Drive and Waiale Drive, and Kuikahi Drive and Honoapiilani be signalized?

Please contact Transportation Engineer Mr. Pat V. Phung at 541-2700 to discuss any of these comments.

Sincerely yours,



Abraham Wong
Division Administrator

Enclosure

PAT V. PHUNG
Transportation Engineer

V. Environmental Impact Statement (EIS) -- FORMAT AND CONTENT

A. Cover Sheet

Each EIS should have a cover sheet containing the following information:

(EIS NUMBER)

Route, Termini, City or County, and State

Draft (Final) (Supplement)

Environmental Impact Statement

Submitted Pursuant to 42 U.S.C. 4332 (2) (c)

(and where applicable, 49 U.S.C. 303) by the

U.S. Department of Transportation

Federal Highway Administration

and

State Highway Agency

and

(As applicable, any other joint lead agency)

Cooperating Agencies

(Include List Here, as applicable)

Date of Approval

For (State Highway
Agency)

Date of Approval

For FHWA

The following persons may be contacted for additional information concerning this document:

(Name, address, and telephone
number of FHWA Division Office
contact)

(Name, address, and telephone
number of HA contact)

A one-paragraph abstract of the statement.

Comments on this draft EIS are due by (date) and should be sent to (name and address).

LINDA CROCKETT LINGLE
Mayor
CHARLES JENCKS
Director
DAVID C. GOODE
Deputy Director
AARON SHINMOTO, P.E.
Chief Staff Engineer



95 AUG 30 COUNTY OF MAUI
DEPARTMENT OF PUBLIC WORKS
AND WASTE MANAGEMENT
200 SOUTH HIGH STREET
WAILUKU, MAUI, HAWAII 96793

RALPH NAGAMINE, L.S., P.E.
Land Use and Codes Administration

EASSIE MILLER, P.E.
Wastewater Reclamation Division

LLOYD P.C.W. LEE, P.E.
Engineering Division

DAVID WISSMAR, P.E.
Solid Waste Division

BRIAN HASHIRO, P.E.
Highways Division

August 28, 1995

Mr. Kazu Hayashida
Director
STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
869 Punchbowl Street
Honolulu, HI 96813-5097

SUBJECT: DRAFT ENVIRONMENTAL ASSESSMENT
WAIALE ROAD, MAHALANI STREET AND IMI KALA STREET
EXTENSIONS
FEDERAL AID PROJECT NO. STP-0900(41)

Dear Mr. Hayashida:

We offer the following response to Mr. Abraham Wong, Division Administrator, U.S. Department of Transportation Federal Highway Administration comments dated July 27, 1995.

1. The EIS format from FHWA Technical Advisory 6640.A is used for the project EA title page.
2. The list of agencies consulted in the preparation of the EA has been relocated to the last section, and in front of the appendices. In addition, the County of Maui, Department of Public Works and Waste Management has been removed from the list. Coordination with the State DOT Highways Division has also been indicated. Letters to and from DOT have been included in the appendix.
3. The "NPDES" acronym has been added to the text reference. No federal permits are required on this project.

Mr. Kazu Hayashida

SUBJECT: DRAFT ENVIRONMENTAL ASSESSMENT
WAIALE ROAD, MAHALANI STREET AND IMI KALA STREET
EXTENSIONS
FEDERAL AID PROJECT NO. STP-0900(41)

August 28, 1995

Page 2

4. A revised description of the project has been incorporated into Section 1 PURPOSE AND NEED FOR ACTION. Typical cross sections shown in Figure 1-3 provide additional information.
5. The estimated amount of right-of-way acquired by the project is indicated by TMK in Table 1. The areas are subject to change as of this writing, since parcel map and subdivision approval by the County are pending.

The proposed improvements along Waiale Road, Mahalani Street and Imi Kala Street are expected to displace several structures, both located at the intersection of Waiale Road and Mahalani Street. No residential relocations are anticipated. It should be noted that these structures were placed without proper permits and are being required to be removed by the owners. Cost for removal will be by the owners.

The proposed land acquisitions are subject to the County's approval of parcel maps, currently being prepared by GMP. Following negotiations with the affected landowners, the County will purchase the proposed parcels and process the necessary subdivision approvals.

6. The County of Maui is expected to acquire the necessary right-of-way for the extension of Imi Kala Street, as well as for the right-of-way between Mill Street and Lower Main Street. The extension portion is currently owned by the Roman Catholic Church of the State of Hawaii. The existing right-of-way is currently owned by Wailuku Sugar Company. Both owners have been contacted. Please note that the proposed Imi Kala Street improvements are being deferred for now.
7. The Federal funding of this project is indicated in Section 2.4.
8. Nearby projects have not identified any endangered species. The U.S. Department of Interior, Fish and Wildlife Service was consulted for further information about the actual project site and a written response is pending.

Mr. Kazu Hayashida

SUBJECT: DRAFT ENVIRONMENTAL ASSESSMENT
WAIALE ROAD, MAHALANI STREET AND IMI KALA STREET
EXTENSIONS
FEDERAL AID PROJECT NO. STP-0900(41)

August 28, 1995

Page 3

9. Section 3.8 Archaeology has been updated to include the latest correspondence from the State Historic Preservation Division staff, (letter to County dated August 4, 1995). The April 17, 1995 letter from SHPO to GMP is superseded by this latest correspondence. In response to the August 4 letter, the County has proposed archaeological monitoring in lieu of an archaeological survey for Mahalani Street. A Memorandum of Agreement (MOA) is being processed by the State and FHWA to satisfy DLNR concerns.
10. Any references to environmental protection and mitigation measures for "post-construction phases" have been deleted.
11. The term "significant" has been replaced for clarification purposes.
12. Air quality impacts are expected to be minimal due to the persistent strong trade winds which occur in the central part of the island. New text has been added to provide additional information on air quality impacts.
13. Existing and design year 2010 traffic volumes and LOS information have been added to both the project description in Section 1 and in this section. Existing and design speed information has also been included.
14. The term "significant" has been replaced for clarification purposes.
15. Noise mitigation measures are not readily identifiable on the most current construction plans. Noise impacts were also not included on any of the traffic studies done for the area, probably due to the lack of commercial or residential structures which could be impacted in the immediate area of the Waiale Road, Mahalani Street and Kuikahi Drive extension projects. The design of a golf course around the Mahalani Street alignment will serve to dissipate traffic noise to residential projects. In addition, the 30mph posted speed limits through all four (4) extension projects should keep traffic noise levels to a minimum. The Imi Kala Street extension may create additional traffic noise once the thru-road is constructed. However, none of the existing traffic studies for the Wailuku area have considered this project to have a measurable impact on the surrounding traffic patterns. Similarly, traffic noise is not expected to be of any consequence.

Mr. Kazu Hayashida

SUBJECT: DRAFT ENVIRONMENTAL ASSESSMENT
WAIALE ROAD, MAHALANI STREET AND IMI KALA STREET
EXTENSIONS
FEDERAL AID PROJECT NO. STP-0900(41)

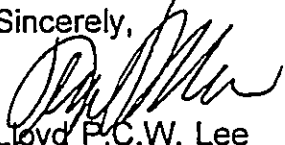
August 28, 1995

Page 4

16. The term "significant" has been replaced for clarification purposes.
17. The term "significant" has been replaced for clarification purposes.
18. Section 6 has been removed.
- 19A. The USFWS has already been consulted for information on the project area. The USACOE was consulted for *wetlands identification* and for *Section 404* applicability. However, due to the project location and topography, none of the projects' construction activities will result in any impacts to *waters or navigable waters of the United States*. Therefore, a Section 404 Corps permit is probably not needed. An official determination from the U.S. Army Corps of Engineers on existing wetlands is still pending.
- 19B. No other permits, other than those indicated in the EA, are expected to require processing.
- 19C. No wetland areas are known to exist within the project boundaries. An official determination from the U.S. Army Corps of Engineers is still pending.
- 19D. The three (3) intersections in questions will not be signalized for this project. Study projections have examined the potential need for traffic signals in the future. However, a determination is not expected until after the roadway improvements are constructed.

If you have any questions or if you require any additional information on the project, please call Michael M. Miyahira, P.E. at (808) 521-4711.

Sincerely,


Lloyd P.C.W. Lee
Engineering Division Chief

LL/JK:mlk(ED95-1143)
G:\ENG\ALL\WALE\DEA.DOT

cc: Pat Phung, U.S. Department of Transportation-FHWA
Michael M. Miyahira, GMP Associates, Inc.

BENJAMIN J. CAYETANO
GOVERNOR



KAZU HAYASHIDA
DIRECTOR

DEPUTY DIRECTORS
JERRY M. MATSUDA
GLENN M. OKIMOTO

85 AUG 11 AM 9 17

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

IN REPLY REFER TO:

HWY-DD
2.6865

August 9, 1995

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

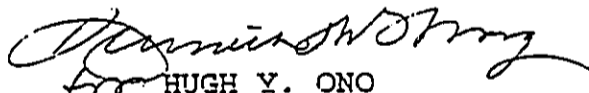
Dear Mr. Miyahira:

Subject: Draft Environmental Assessment for Waiale Drive
Mahalani Street and Imi Kala Street Extensions
Federal-Aid Project No. STP-0900(41)

Thank you for the opportunity to review and comment on the
Draft Environmental Assessment. Our comments and
recommendations are attached to this letter.

If you have any questions, please contact Ross Hironaka at
587-2250 or Christine Okano at 587-2243.

Very truly yours,


for HUGH Y. ONO
Administrator
Highways Division

Encs.

COMMENTS AND RECOMMENDATIONS FOR
WAIALE DRIVE, MAHALANI STREET AND IMI KALA STREET EXTENSIONS
FEDERAL-AID PROJECT NO. STP-0900(41)
DRAFT ENVIRONMENTAL ASSESSMENT

From HWY-DD (Highway Design)

I. Table of Contents

1. Alternatives should be placed before impacts.
2. The list of preparers should be placed after impacts.

II. Section 2

1. Project Description
 - a. How wide are the proposed road sections?
 - b. How will Imi Kala Street be improved - needs to be more specific.
2. Project Need (2.2)
 - a. What is the projected traffic data to back up the amount of traffic demand anticipated. What is the level of service for existing and proposed facilities? What is the present capacity? Is there a governmental mandate for this project?
3. Proposed Improvements (2.3)
 - a. Include a statement why these utilities are necessary with support data.
4. Noise Impacts (4.2.1)
 - a. What is the extent of noise impact in decibels? Compare existing and proposed noise levels.
5. Socio-Economic Impacts (4.2.5)
 - a. Are there any relocation impacts to homes or businesses?

6. No Action Alternative (5.1)

- a. What is the amount of increased vehicular traffic expected in the Wailuku area? What are the existing traffic problems? Is data available to illustrate this?

From HWY-T (Traffic Branch)

- I. Was development off Kuikahi Drive considered in the analysis with Mahalani Street/Waiale Drive/Kuikahi Drive improvements?

From HWY-DH (Hydraulics Design)

- I. Page 3-3

- a. The last sentence should be changed to read ". . . from approximately 300 feet MSL at the eastern boundary to 340 feet MSL at the western boundary".



Engineers/Architects

August 14, 1995

Mr. Hugh Ono, Administrator
Highways Division
State of Hawaii
Department of Transportation
869 Punchbowl Street
Honolulu, HI 96813-5097

Attn: Mr. Ross Hironaka

Re: Response to Draft Environmental Assessment
Waiale Drive, Mahalani Street, Imi Kala Street Extension
Wailuku, Maui, Hawaii

Dear Mr. Ono:

Thank you for your response letter to our Draft EA (dated August 8, 1995). We have addressed each of your comments in the following manner:

From HWY-DD (Highway Design)

I. Table of Contents

1. The discussion of alternatives has been relocated in front of the impacts discussion.
2. The list of preparers has been placed after the impacts discussion.

II. Section 2

1. Project Description
A better written project description has been incorporated into the EA document along with a figure showing typical road improvement cross sections.
2. Project Need
Traffic projections, LOS estimates, and existing road capacities are incorporated into an updated discussion in the EA project description.



Mr. Hugh Ono, Administrator
August 14, 1995
Page 2

There is no governmental mandate which drives this project. The project is currently identified in the two Maui Long-Range Highway Planning Studies, Island-Wide Plan (1991) and Wailuku-Kahului Plan (1991). In addition, two traffic studies prepared for C. Brewer Properties in 1991 and 1994, and a traffic impact assessment report for Maui Lani Partners in 1990, have demonstrated the need and the commitment on the part of government agencies and private parties to see the project completed.

3. **Proposed Improvements**
This section has been modified substantially. The requested discussion has been incorporated into Section 1.
4. **Noise Impacts**
Additional discussion on noise impacts has been added for clarification.
5. **Socio-Economic Impacts**
The latest parcel maps show several buildings at the intersection of Waiale Road and Mahalani Street which will be impacted. The County is expected to negotiate with the owners of the required parcels, and process the necessary subdivision approvals.
6. **No Action Alternative**
A discussion on the existing and projected traffic conditions within the Wailuku area has been included to better evaluate the no-action alternative.

From HWY-T (Traffic Branch)

The County has worked closely with the C. Brewer and Maui Lani projects to ensure well coordinated infrastructure improvements to existing roadways, sewer system, water system, drainage, street lighting, telephone service, and pedestrian access. Traffic impact reports have been completed for both projects.

From HWY-DH (Hydraulics Design)

The indicated sentence on Page 3-3 has been revised.



ASSOCIATES, INC.

Engineers/Architects

Mr. Hugh Ono, Administrator
August 14, 1995
Page 3

We appreciate your cooperation and input in this process, and thank you again for your time. If you have any further questions on the subject project, please call me at 521-4711.

Sincerely,
GMP Associates, Inc.


Michael Miyahira, P.E.

cc: Mr. Lloyd Lee, Chief,
DPWWM Engineering Division



TRANSMITTAL MEMORANDUM
HIGHWAY DIVISION
DESIGN BRANCH

LETTER NO. _____
DATE: July 8, 1996

DOT 4-337
(HWY-D 1/6/90)

1171

TO: County of Maui, Dept. of Public Works and Waste Management

ATTN: Joe Krueger

FROM: HWY-D _____ HWY-DC _____ HWY-DH _____
 HWY-DB _____ HWY-DD R. Hironaka HWY-DS _____
 HWY-DL _____

SUBJECT: WAIALE DRIVE, MAHALANI STREET, AND IMI KALA STREET EXTENSIONS

PROJECT NO: STP-0900 (41)

We are sending you: Attached Under Separate Cover

COPIES	DESCRIPTION
1	Comments on August 1995 EA from HWY-DH, -TD

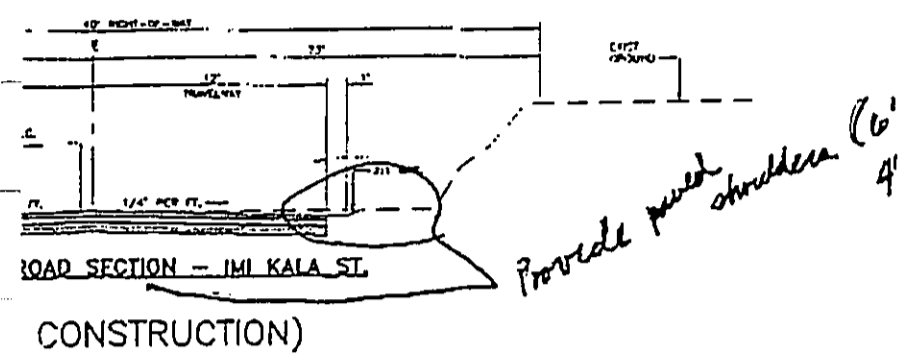
These are transmitted as checked below: SUSPENSE DATE: _____
 FOR REVIEW & COMMENT APPROVAL INFORMATION
 ATTENTION & ACTION AS REQUESTED FILE

REMARKS: If you have any questions, please call Ross Hironaka at 587-2250
or Christine Yamasaki at 587-2243.

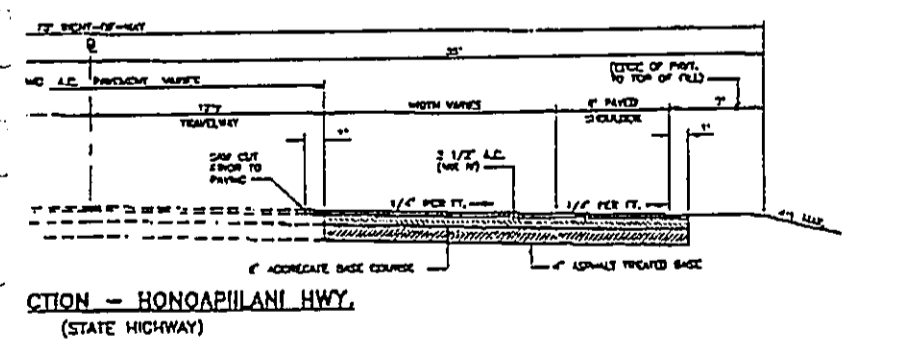
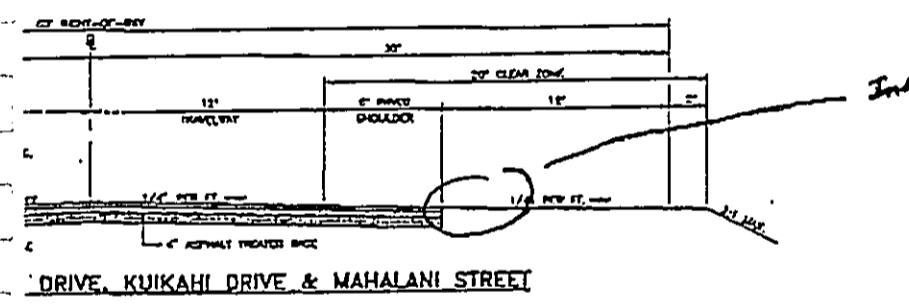
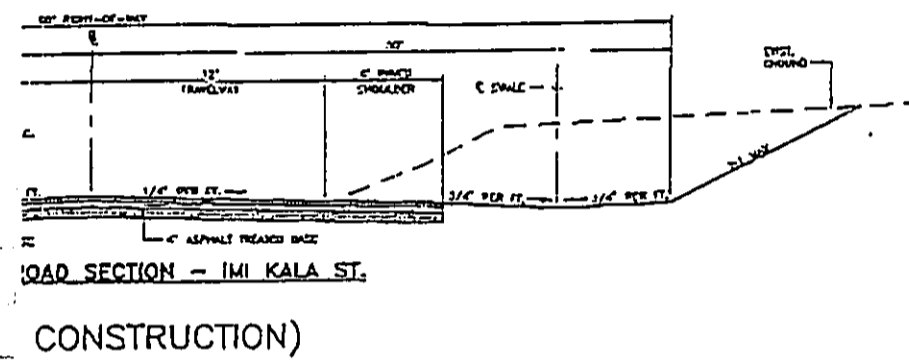
cc: _____
Signed *Kenneth W.G. Wong*
By Kenneth W.G. Wong, Design Branch Head

REPLY: _____

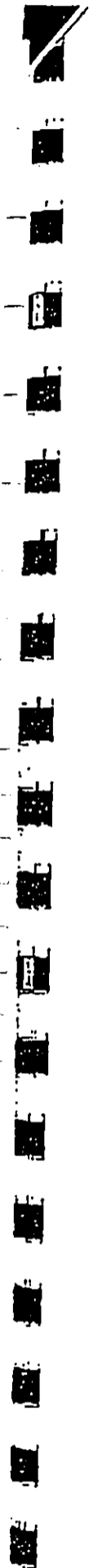
Date: _____ Signed _____



Note County will determine if they want sidewalks on County Roads. State can only recommend to County to install sidewalks on their Roads.



USED ROADWAY CROSS-SECTIONS



SCALE: NONE

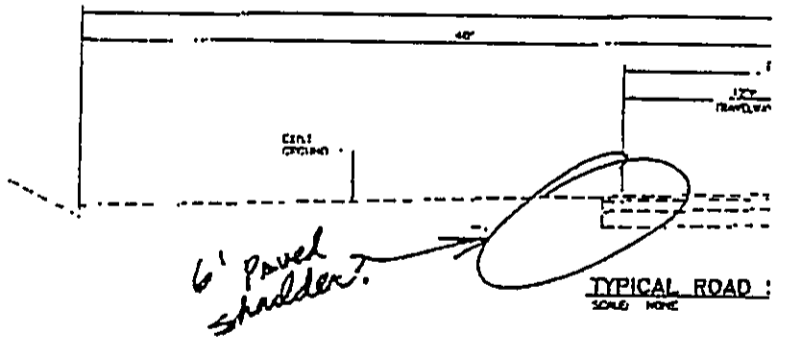
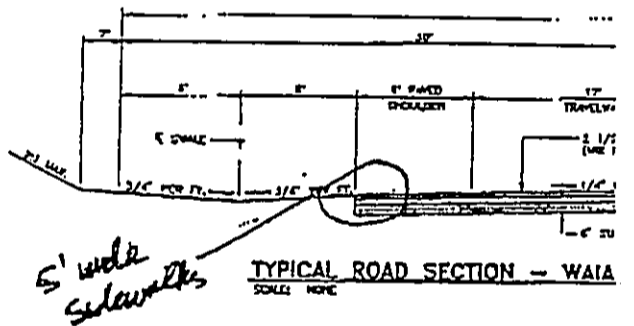
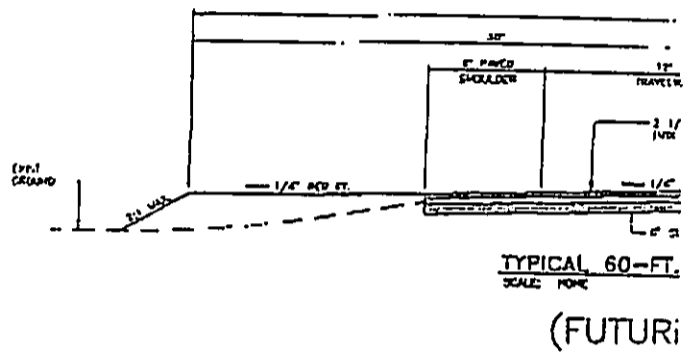
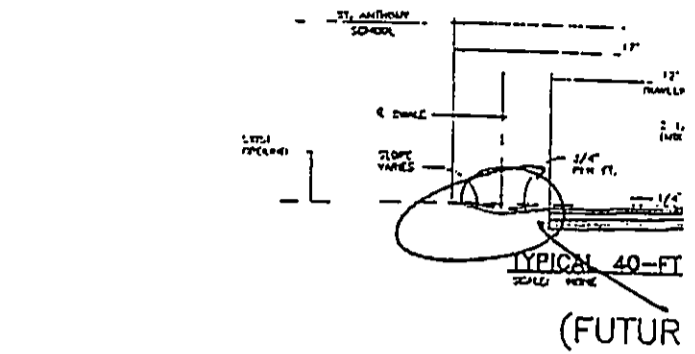


FIGURE 1-3 PRO

and will include drainage improvements within the right-of-way as a part of their adjacent residential development plans.

1.1.4 Honoapiilani Highway Improvements

The Honoapiilani Highway improvements will add a deceleration lane on the northbound approach side of the Kuikahi Drive intersection, and striping and signing for a new left turn movement onto Kuikahi Drive by southbound motorists. The new deceleration lane will consist of a 12-foot wide A.C. pavement and a 6-foot wide paved shoulder. The design pavement structure consists of a 2-1/2 inch thick A.C. pavement, 8-inch thick aggregate base course, and a 12-inch thick sub-base course on compacted subgrade. A pavement section cross slope of 1/4-inch per foot is used.

Honoapiilani Highway is under the jurisdiction of the State of Hawaii Department of Transportation, and is classified as an arterial highway. The existing right-of-way and the posted speed limit are 75 feet and 45 miles per hour, respectively. The improvements within the highway right-of-way will include a reduction in speed limit from 45 mph to 35 mph approximately 1,000 feet from the new Kuikahi Drive intersection.

1.1.5 Imi Kala Street

The Imi Kala Street extension includes roughly 1,100 feet of improvements along the existing cane haul road between Mill Street and Lower Main Street. The existing right-of-way is 40 feet

UNDER THESE IMPROVEMENTS, WILL HONOAPIILANI HWY - HAVE LEFT TURN LANES & RIGHT TURN DECEL LANES FOR BOTH NORTH & SOUTH APPROACHES?

wide, and increases to 70 feet at the Lower Main Street intersection to allow for additional turning movements. The right-of-way at the Mill Street intersection remains at 40 feet. Construction plans show a posted speed of 20 mph. Improvements within the new right-of-way consist of a typical road section with two 12-foot wide paved^{with paved shoulders} lanes. The design pavement structure consists of a 2-1/2 inch A.C. pavement surface, a 4-inch thick ATB layer, and a 6-inch thick sub base course on compacted subgrade. Additional improvements include the installation of wheelchair ramps, concrete curbs, sidewalks, and signing and striping. No drainage improvements are planned for this extension.

1.2 PROJECT NEED

The County of Maui, Departments of Planning, and Public Works and Waste Management, along with the State Department of Transportation, initiated a long-range highway planning study in 1988 to improve the transportation system on the island of Maui. This study also included a separate sub-area plan that focused on the Wailuku-Kahului Community Planning Region (May 1991). The purpose of the Wailuku-Kahului Community Plan was to analyze the results of the regional growth in traffic on the collector streets in Wailuku and Kahului, and to prepare a long-range roadway plan for the region. The results of the long-range highway plan included recommendations for improvements to Waiale Drive, Mahalani Street and Imi Kala Street.

Waiale Drive, Mahalani Street and Imi Kala Street are currently old access roads with visible signs of cracked and worn

TABLE 1.2
 UNSIGNALIZED INTERSECTION PEAK HOUR TRAFFIC
 WAIALE DRIVE AND KUIKAHI DRIVE EXTENSIONS

UNSIGNALIZED INTERSECTION	EXISTING*		2010 BASE YEAR*		2010 BASE YEAR WITH PROJECT*	
	AM	PM	AM	PM	AM	PM
Honoapiilani Highway @ Kuikahi Drive/Waiale Road*						
NB left-turn	14	27	16	30	74	166
NB thru	784	532	175	118	251	331
NB right-turn	-	-	262	178	310	337
SB left-turn	-	-	11	14	28	70
SB thru	406	739	90	165	233	295
SB right-turn	19	70	9	31	34	56
EB left-turn	92	29	41	13	66	38
EB thru	-	-	62	19	331	289
EB right-turn	48	26	53	30	167	111
WB left-turn	-	-	135	247	204	387
WB thru	-	-	12	480	155	434
WB right-turn	-	-	-	9	28	61
Waiale Road @ Road 'B'						
NB left-turn	-	-	25	25	60	166
NB right-turn	-	-	485	1044	514	1218
EB thru	-	-	310	186	504	386
EB right-turn	-	-	25	25	116	113
WB left-turn	-	-	1058	726	1104	881
WB thru	-	-	132	279	256	542

Legend: NB - Northbound EB - Eastbound
 SB - Southbound WB - Westbound

* Reference: Final Traffic Impact Report, Wailuku Project District - Phase 1, Parsons Brinckmoff Quade & Douglas, Inc. April 1984

where is Road 'B'?
Show on Figure 1-4, P. 1-17

Double left-turn Lane - Required

1993 peak hour estimates at Honoapiilani Highway and Kuikahi Drive (westbound only) show minimal traffic entering and exiting the existing Wailuku Heights area via Kuikahi Drive. As expected the highest morning peak (92) occurs in the Wailuku-bound direction, while the highest afternoon peak (70) occurs from the southbound traffic leaving Wailuku town. Movements along Honoapiilani Highway northbound and southbound experience LOS A conditions during morning and afternoon peaks, based on an unsignalized intersection condition. Left turn movements from Honoapiilani Highway northbound into Kuikahi Drive also operate under LOS A conditions for both a.m. and p.m. peak hour volumes. The Kuikahi Drive eastbound left turn movement experiences much worse conditions. Morning peak hour volumes create LOS E conditions, while afternoon peaks create LOS D operations.

Utilizing a 0.6 percent annual growth in traffic along the highway, base year 2010 estimates for morning/afternoon peak hour and LOS were made. This base year coincides with the completion date of the Wailuku Project District, a 547-acre master planned residential community located south of Wailuku town, between Waiale Road and the Wailuku Heights area. The project extends south to Kuikahi Drive, and is bisected by Honoapiilani Highway.

Peak morning and afternoon estimates drop off for the northbound and southbound directions of Honoapiilani Highway due to the inclusion of the Waiale Drive and Kuikahi Drive extensions into the calculations. This new alternate route around Wailuku town enhances LOS ratings at all turning movements at the Honoapiilani Highway/Kuikahi Drive intersection, including the Kuikahi Drive

eastbound left turn from Wailuku Heights. A LOS C/D condition is created however, for the a.m./p.m. peak hours at the Kuikahi Drive westbound left turn onto the highway. The interior condition at the Waiale Drive/Kuikahi Drive intersection will experience LOS E and F conditions for the different turning movements. The 1994 report concluded that signalization would help the intersection operate at under capacity for both the a.m. and p.m. peak hour periods.

Peak hour and LOS estimates were also made for the 2010 base year with the entire interior roadway network of the Wailuku Project District completed. LOS ratings deteriorate once the interior roadway traffic of Wailuku Project District Phase I is added. All through and left turn movements for Kuikahi Drive eastbound and westbound experience LOS D conditions or worse. Similar impacts are felt at the Waiale Drive/Kuikahi Drive intersection. The 1994 report concluded that signalization at the Honoapiilani Highway/Kuikahi Drive intersection was warranted. An additional entry point from the highway into Phase I, called Road "A" in the report, was also recommended for signalization. Finally, interior roadway intersections with Waiale Drive at Roads 4, A, and 5 required signalization.

Show Roads 4, A, & 5 on Fig 1-4, page 1-12

1.2.2 Mahalani Street

Maui Lani Partners plans to develop a 3,600-unit residential community located southwest of Kahului town. As a result of this development, a network of roadways that includes the proposed Mahalani Street extension will be needed.

DOCUMENT CAPTURED AS RECEIVED



ASSOCIATES, INC.


Engineers/Architects

Mr. Lloyd Lee, Chief
August 14, 1995
Page 4

19D. The three intersections in question will not be signalized for this project. Study projections have examined the potential need for traffic signals in the future. However, a determination is not expected until after the roadway improvements are constructed.

If you have any questions or if you require any additional information on the project, please call me at 521-4711.

Sincerely,


GMP ASSOCIATES, INC.
Michael M. Miyahira, P.E.

*It may be of
better to install
the conduits + pull boxes
under this project*



ASSOCIATES, INC.

Engineers/Architects

July 22, 1996

Mr. Lloyd Lee, Chief
Engineering Division
Department of Public Works and Waste Management
County of Maui
200 South High Street
Wailuku, Hawaii 96793

Re: Response to State Department of Transportation Comments, dated July 8, 1996.
Environmental Assessment for the
Waiale Drive, Mahalani Street and Imi Kala Street Extensions
Wailuku, Maui, Hawaii (TMK: 3-4-18.19; 3-8-46; 3-8-07; 3-5-01; 3-4-03)

Dear Mr. Lee:

In reference to comments by the State Department of Transportation, dated July 8, 1996, we offer the following responses to be forwarded to the State DOT Highways Division:

• Page 1-5:

COMMENT: "6' paved shoulder?"

RESPONSE: Figure 1-3 has been modified to include a 6' paved shoulder.

COMMENT: "5' wide sidewalk; Provide paved shoulders (6' if possible) and 5' wide sidewalk 4' minimum.; Note. County will determine if they want sidewalks on County Roads. State can only recommend to County to install sidewalks on their Roads; Install 5' sidewalk excluding curb."

RESPONSE: The County will not install sidewalks at this time. Such improvements may be provided in the future as warranted.

• Page 1-9:

COMMENT: "Under these improvements, will Honoapiilani Highway have left turn lanes and right turn decel lanes for both North and South approaches?"

RESPONSE: Yes, left turn lanes and right turn deceleration lanes for both North and South approaches will be provided for Honoapiilani Highway under these improvements.



- Page 1-10:

COMMENT: "add paved shoulders"

RESPONSE: The County will not be adding a paved shoulder to the road at this time. Such improvements may be provided in the future as warranted.

- Page 1-14:

COMMENT: "Where is Road 'B'? Show on Figure 1-4, p.1-20."

RESPONSE: Figure 1-5 has been added to the report to show the location of Road "B."

COMMENT: "Double left-turn lanes required"

RESPONSE: Double left turn lanes may be provided in the future according to the State Department of Transportation and Federal Highway Administration's standards when the need is warranted.

- Page 1-15:

COMMENT: "Where did you obtain this percentage?"

RESPONSE: The percentage, "0.6%" was obtained from the "Final Traffic Impact Report, Wailuku Project District - Phase I, April 1994" by Parsons Brinkerhoff Quade and Douglas, Inc.

- Page 1-16:

COMMENT: "Show Roads 4, A, and 5 on Fig. 1-4, page 1-12."

RESPONSE: Figure 1-5 has been added to the report to show the locations of Roads "4," "A," and "5."

- Page 1-17:

COMMENT: "Why was a LOS rating system not utilized?"

RESPONSE: An explanation of the traffic study methodology may be obtained from the "Final Traffic Impact Report, Wailuku Project District - Phase I, April 1994" by Parsons Brinkerhoff Quade and Douglas, Inc.



ASSOCIATES, INC.

Engineers/Architects

- Page 1-18:

COMMENT: "What about future projections?; Require double left turn lanes."

RESPONSE: Double left turn lanes may be provided in the future as warranted.

- Page 2 of August 14, 1995 Letter To: County of Maui, Dept. Of Public Works and Waste Management, Mr. Lloyd Lee. From: GMP Associates, Inc., Mr. Michael Miyahira.

COMMENT: "It may be better to install the conduits - pullboxes under the project."

RESPONSE: The conduits and pullboxes will not be installed at this time . Such improvements will be provided in the future as warranted.

If you have any questions or if you require any additional information, please call me at 521-4711.

Sincerely,


GMP ASSOCIATES, INC.
Michael M. Miyahira, P.E.

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

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

DEPUTY
GILBERT COLOMA-AGARAN

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

August 4, 1995

Mr. Lloyd Lee, Chief
Engineering Division
Department of Public Works and Waste Management
County of Maui
200 South High Street Wailuku, Hawaii 96793

LOG NO: 14936
DOC NO: 9507SC26

Dear Mr. Lee:

**SUBJECT: National Historic Preservation Act, Section 106 Compliance - Historic Preservation Review of the Draft Environmental Assessment for the Waiale Drive, Mahalani Street and Imi Kala Street Project.
Wailuku, Wailuku District, Maui
TMKs: 3-4-18, 19; 3-8-46; 3-8-07; 3-5-01; 3-4-03**

Thank you for the opportunity to review the Draft Environmental Assessment (EA) for the Waiale Drive, Mahalani Street and Imi Kala Street Project. We have previously reviewed preliminary plans for this undertaking as well as archaeological inventory survey reports for adjacent parcels (at the Maui Memorial Park expansion), and preliminary reports on adjacent areas such as the Maui Lani development (see: letter dated April 17, 1995, Hibbard to Siah, DOC NO 9504KD05; letter dated July 20, 1995, Hibbard to Lee, DOC NO 9507KD13).

Since the proposed undertaking is federally funded, compliance with Section 106 of the National Historic Preservation Act is required. For the subject undertaking, compliance with Section 106 will be achieved through various actions - inventory survey, possible mitigation if surveys locate historic sites, monitoring, and the need for a burial treatment plan. Given these requirements, and the available information on the presence of historic sites at the proposed project sites, we recommend that a Programmatic Agreement (PA) be processed to handle historic preservation compliance for these undertakings. The compliance actions described in the following draft stipulations need not be implemented immediately. A schedule for completing these actions, however, and a formal commitment by responsible agencies needs to be finalized before construction begins. We understand that the responsible federal agency in this instance is the Federal Highways Administration. We therefore propose the following stipulations for this PA:

- (1) An inventory survey, with subsurface testing, shall be conducted in the proposed Mahalani Street corridor within the undeveloped Maui Lani area to determine if significant historic sites are present. Available information suggests that historic sites, particularly unmarked burials, might be present in this area. Depending on the findings, mitigation measures might be needed.
- (2) Vegetation grubbing, grading, and excavation work shall be monitored on-site by a qualified archaeologist in the following project areas: Waiale Road fronting TMK 3-8-

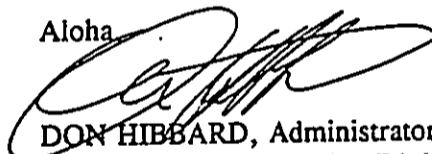
Mr. Lloyd Lee, Chief
Page 2

46:21 and Mahalani Street fronting TMK: 3-8-46: 2 and 31. If excavations elsewhere along the east side of Waiale Road occur at depths of three feet or greater, this excavation work shall also be monitored on-site. An acceptable monitoring scope of work (plan) shall be submitted to the State Historic Preservation Division for review and approval prior to construction.

- (3) Should evidence of isolated historic features be encountered during construction monitoring, all work in the vicinity of the find shall cease, and the monitoring archaeologist shall be provided sufficient time to assess the find and conduct adequate data recovery procedures. If a site consisting of multiple features is encountered, the monitoring archaeologist shall immediately contact the State Historic Preservation Division and develop a mitigation plan in consultation with the Division.
- (4) All reports prepared to document the monitoring recommended above shall be submitted to the State Historic Preservation Division for review and approval within 180 days of the completion of on-site monitoring.
- (5) A burial treatment process is required in order to make proper disposition of any burials inadvertently discovered found during the proposed undertakings. Should human remains be found during the proposed undertakings, the procedures outlined in HRS Chapter 6E-43 shall be followed. In the case of any native Hawaiian remains that are found, we recommend that the burial treatment process include consultation with native Hawaiian groups, including but not limited to, the Maui-Lana'i Islands Burial Council, Office of Hawaiian Affairs, and other interested parties identified during the consultative process.

Should you have any questions, please feel free to call Sara Collins at 587-0013.

Aloha



DON HIBBARD, Administrator
State Historic Preservation Division

SC:jen

cc: Advisory Council on Historic Preservation
Mr. Gary Gill, OEQC
Mr. Joe Krueger, County of Maui, DPWWM
Mr. Michael Miyahira, GMP Associates
Mr. Pat Phung, Federal Highways Administration

DOCUMENT CAPTURED AS RECEIVED



U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Hawaii Division
300 Ala Moana Blvd., Room 3202
Honolulu, HI 96850
October 11, 1995

OCT 12 1995

IN REPLY REFER TO
HEC-HI

Mr. Don J. Hibbard
Historic Preservation Administrator
State of Hawaii
Department of Land and Natural Resources
33 South King Street, 6th Floor
Honolulu, Hawaii 96813

Attn.: Ms. Sara Collins

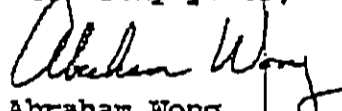
Dear Mr. Hibbard:

Subject: National Historic Preservation Act
Section 106 Compliance
Programmatic Agreement
Waiale Drive, Mahalani Street and Imi Kala Street
Wailuku, Maui, Hawaii

The enclosed Programmatic Agreement for the subject project has been executed by the Advisory Council on Historic Preservation (ACHP). This action completes our consultation with ACHP as required by Section 106 of the National Historic Preservation Act.

Thank you for your continued assistance with this project. Please contact Mr. Pat V. Phung, Transportation Engineer, at (808) 541-2700 if you have any questions.

Sincerely yours,


Abraham Wong
Division Administrator

Enclosure

cc: Mr. Lloyd P.C.W. Lee, County of Maui
Mr. Ross Hironaka, HDOT, HWY-DD

DOCUMENT CAPTURED AS RECEIVED

**Advisory
Council On
Historic
Preservation**

The Old Post Office Building
1100 Pennsylvania Avenue, NW, #809
Washington, DC 20004

Reply to: 730 Simms Street #401
Golden, Colorado 80401

September 14, 1995

Abraham Wong
Division Administrator
Federal Highway Administration
Hawaii Division
300 Ala Moana Blvd., Room 3202
Honolulu, HI 96850

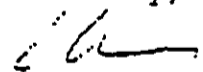
RE: *Programmatic Agreement regarding Improvements to Waiale
Drive, Mahalani Street and Imi Kala Street, Wailuku, Maui,
Hawaii.*

Dear Mr. Wong:

The enclosed Programmatic Agreement regarding the above
referenced project has been executed by the Council. This action
constitutes the comments of the Council required by Section 106
of the National Historic Preservation Act and the Council's
regulations. Please send copies of the signed Agreement to the
Hawaii State Historic Preservation Officer, the Hawaii Department
of Transportation and your Federal Preservation Officer.

The Council appreciates your cooperation in reaching a
satisfactory resolution of this matter.

Sincerely,


Claudia Nissley
Director, Western Office
of Review

Enclosure

DOCUMENT CAPTURED AS RECEIVED

PROGRAMMATIC AGREEMENT
Among the
ADVISORY COUNCIL ON HISTORIC PRESERVATION
FEDERAL HIGHWAY ADMINISTRATION and
HAWAII STATE HISTORIC PRESERVATION OFFICE
Regarding the Waiale Road, Mahalani Street, and Imi Kala Street Extensions
Project ID STP-0900(41)
Maui, Hawaii

WHEREAS, the Federal Highway Administration (FHWA) has determined that the Waiale Road, Mahalani Street and Imi Kala Street Extensions Project may have an effect on archaeological properties included in or eligible for listing on the National Register of Historic Places (NRHP) and has consulted with the Hawaii State Historic Preservation Officer (SHPO) and the Advisory Council on Historic Preservation (Council) pursuant to 36 CFR Part 800.15 of the regulations implementing Section 106 of the National Historic Preservation Act; and

WHEREAS, the Hawaii Department of Transportation (HDOT) participated in the consultation and has been invited to concur in this Programmatic Agreement;

NOW, THEREFORE, FHWA, the SHPO, the Council and HDOT agree that the undertaking shall be implemented in accordance with the following stipulations in order to take into account its effects on historic properties.

STIPULATIONS

FHWA will ensure that the following measures are carried out prior to the initiation of construction.

1. An inventory survey, with subsurface testing, shall be conducted in the proposed Mahalani Street corridor within the undeveloped Maui Lani area to determine if any properties eligible for the National Register of Historic Places are present that may be affected by the undertaking.
2. FHWA will ensure that determinations of eligibility are made in accordance with 36 CFR 800.4(c) for all potential historic properties identified during the inventory survey.
3. In consultation with the SHPO and HDOT, FHWA will apply the criteria of Effect and Adverse Effect in 36 CFR 800.9 to all properties identified as eligible for the National Register. FHWA will further ensure that a Treatment Plan is developed for the mitigation of any identified effects. If archaeological properties will be affected, the Treatment Plan shall include a data recovery plan that will be consistent with the Secretary of the Interior's *Standards and Guidelines for Archaeological Documentation* (48 FR 44734-37) and take into account the Council's publication, *Treatment of Archaeological Properties* (Advisory Council on Historic Preservation 1980).

4. The Treatment Plan/Data Recovery Plan shall be submitted by the FHWA to the SHPO for a 30-day review. Unless the SHPO objects within 30 days after receipt of the Plan, the FHWA shall ensure that it is implemented.
5. Vegetation grubbing, grading, and excavation work shall be monitored on-site by a qualified archaeologist in the following project areas: Waiale Road fronting TMK 3-8-46:21 and Mahalani Street fronting TMK 3-8-46: 2 and 31. If excavations elsewhere along the east side of Waiale Road occur at depths of three feet or greater, this excavation work shall also be monitored on-site. FHWA shall prepare a monitoring scope of work (plan) and submit it to the SHPO for review and approval prior to construction.
6. Should evidence of isolated historic features be encountered during construction monitoring, all work in the vicinity of the find shall cease, and the monitoring archaeologist shall be provided sufficient time to assess the find and conduct adequate data recovery procedures. If a site consisting of multiple features is encountered, the monitoring archaeologist shall immediately contact the SHPO and develop a mitigation plan in consultation with the SHPO.
7. All reports prepared to document the monitoring recommended above shall be submitted to the SHPO for review and approval within 180 days of the completion of on-site monitoring.
8. A burial treatment process is required in order to ensure the proper disposition of any burials inadvertently discovered during the proposed undertakings. Should human remains be found during the proposed undertakings, the procedures outlined in HRS Chapter 6E-43 shall be followed. In the case of any native Hawaiian remains that are found, the burial treatment process shall include consultation with native Hawaiian groups including but not limited to, the Maui-Lana'i Islands Burial Council, Office of Hawaiian Affairs, and other interested parties identified during the consultation process.
9. Should any party to this agreement object to any plans provided for review or actions proposed pursuant to this agreement within 30 days, the FHWA shall consult with the objecting party to resolve the objection. If the FHWA determines that the objection cannot be resolved, the FHWA shall forward all documentation relevant to the dispute to the Council. Within 30 days after receipt of all pertinent documentation, the Council will either:
 - A. Provide the FHWA with recommendations, which the FHWA will take into account in reaching a final decision regarding the dispute; or
 - B. Notify the FHWA that it will comment pursuant to 36 CFR 800.6(b), and proceed to comment. Any Council comment provided in response to such a request will be taken into account by the FHWA in accordance with 36 CFR 800.6(c)(2) with reference to the subject of the dispute.

DOCUMENT CAPTURED AS RECEIVED

Any recommendations or comments provided by the Council will be understood to pertain to the subject of the dispute; however, it will remain the FHWA's responsibility to carry out all actions under this agreement which are not subject to dispute.

Execution of this Programmatic Agreement and implementation of its terms, evidence that FHWA has afforded the Council an opportunity to comment on the Waiale Drive, Mahalani Street and Imi Kala Street Project and its effects on historic properties, and that FHWA has taken into account the effects of the undertaking on historic properties.

THE FEDERAL HIGHWAY ADMINISTRATION

BY: *R. Wong* Date: 8/22/95
For Abraham Wong, Division Administrator

HAWAII STATE HISTORIC PRESERVATION OFFICER

BY: *D. Hibbard* Date: 8/22/95
Don Hibbard, Deputy SHPO

ADVISORY COUNCIL ON HISTORIC PRESERVATION

BY: *Robert D. Bush* Date: 9/14/95
Robert D. Bush, Executive Director

Concurred By:

HAWAII DEPARTMENT OF TRANSPORTATION

BY: *Kazu Hayashida* Date: 8/25/95
Kazu Hayashida, Director

BENJAMIN J. CAYETANO
GOVERNOR OF HAWAII



LAWRENCE MIKE
DIRECTOR OF HEALTH

95 JUL 17 AM 8 29

STATE OF HAWAII
DEPARTMENT OF HEALTH

P.O. BOX 3378
HONOLULU, HAWAII 96801-3378

In reply, please refer to:
EMD/CWB

July 12, 1995

P0713HC

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

Dear Mr. Miyahira:

Subject: Waiale Drive, Mahalani Street and
Imi Kala Street Project
Wailuku, Maui, Hawaii

The Department of Health acknowledges the receipt of your letter and Draft Environmental Assessment (EA) for the Waiale Drive, Mahalani Street and Imi Kala Street Project at Wailuku, Maui, Hawaii (TMKs: 3-4-18,19; 3-8-46; 3-8-07; 3-5-01; 3-4-03), and has the following comments:

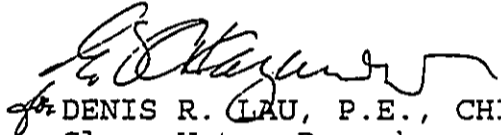
1. The applicant should contact the Army Corps of Engineers (COE) to identify whether a Federal permit (including a Department of Army (DA) permit) is required for this project. A Section 401 Water Quality Certification (WQC) is required for "Any applicant for Federal license or permit to conduct any activity including, but not limited to, the construction or operation of facilities, which may result in any discharge into the navigable waters..." pursuant to Section 401(a)(1) of the Federal Water Pollution Act (commonly known as the "Clean Water Act (CWA)").
2. If the project involves the following activities with discharges into State waters, an NPDES general permit is required for each activity:
 - a. Discharge of storm water runoff associated with construction activities, including clearing, grading, and excavation that result in the disturbance of equal to or greater than five (5) acres of total land area;
 - b. Construction dewatering effluent;

Mr. Michael M. Miyahira
July 12, 1995
Page 2

- c. Non-contact cooling water;
 - d. Hydrotesting water; and
 - e. Treated contaminated groundwater from underground storage tank remedial activity.
3. If there is any type of process wastewater discharge from the facility into State waters, the applicant may be required to apply for an Individual NPDES permit.

Should you have any further questions regarding this matter, please contact Ms. Hong Chen, Engineering Section of the Clean Water Branch, at 586-4309.

Sincerely,


DENIS R. LAU, P.E., CHIEF
Clean Water Branch

HC/sl

c: DHSAs, Maui



ASSOCIATES, INC.

Engineers/Architects

August 14, 1995

Mr. Denis R. Lau, Chief
Clean Water Branch
Hawaii State Department of Health
P.O. Box 3378
Honolulu, HI 96801-3378

Attn: Ms. Hong Chen

Re: Response to Draft Environmental Assessment
Waiale Drive, Mahalani Street, Imi Kala Street Extension
Wailuku, Maui, Hawaii

Dear Mr. Lau:

Thank you for your response letter to our Draft EA (dated July 12, 1995).
We have addressed each of your comments in the following manner:

1. The U.S. Army Corps of Engineers has been contacted for permitting requirements. A written response is forthcoming. However, due to the project's inland location and site topography, no fill material from the project's construction is expected to enter any U.S. waters. Therefore, a Section 404 Corps permit and a Section 401 Water Quality Certification will probably not be required.
2. An NPDES General Permit for both Construction Activities and Hydrotesting Water will be processed for this project. No other types of NPDES General Permits are expected.
3. No point source discharges triggering an NPDES Individual Permit requirement are anticipated for this project.



ASSOCIATES, INC.

Engineers/Architects

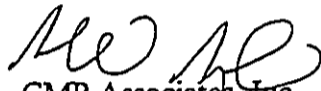
Mr. Denis R. Lau, P.E.

August 14, 1995

Page 2

We appreciate your cooperation and input in this process, and thank you again for your time. If you have any further questions on the subject project, please call me at 521-4711.

Sincerely,



GMP Associates, Inc.
Michael Miyahira, P.E.

cc: Mr. Lloyd Lee, Chief,
DPWWM Engineering Division

BENJAMIN J. CAYETANO
GOVERNOR



ESTHER UEDA
EXECUTIVE OFFICER

STATE OF HAWAII
DEPARTMENT OF BUSINESS, ECONOMIC DEVELOPMENT & TOURISM
LAND USE COMMISSION
Room 104, Old Federal Building
335 Merchant Street
Honolulu, Hawaii 96813
Telephone: 587-3822
July 13, 1995

Mr. Joe Krueger
Department of Public Works and
Waste Management
County of Maui
200 South High Street
Wailuku, Hawaii 96793

Dear Mr. Krueger:

Subject: Draft Environmental Assessment for the Waiale
Drive, Mahalani Street, and Imi Kala Street
Project, Wailuku, Maui, Hawaii (TMKs: 3-4-18, 19;
3-8-46; 3-8-07; 3-5-01; 3-4-03)

We have reviewed the subject draft environmental assessment as transmitted by a letter from Mr. Michael M. Miyahira, P.E., Environmental Engineer with GMP Associates, Inc. dated July 3, 1995, and have the following comments to offer:

- 1) The Imi Kala Street extension is within the State Land Use Urban District.
- 2) The Mahalani Street extension is within the State Land Use Urban District.
- 3) The Waiale Drive extension is partially within the State Land Use Urban District and partially within the State Land Use Agricultural District.

Portions of this extension are within an area reclassified by the Land Use Commission in LUC Docket No. A82-535/A&B Properties, Inc. (Maui Lani).

- 4) The Kuikahi Drive extension is within the State Land Use Agricultural District.
- 5) The area of Honoapiilani Highway improvements are within the State Land Use Agricultural District.

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Mr. Joe Krueger
July 13, 1995
Page 2


Please note that the northern portions of the Honoapiilani Highway improvements are bordered on each side by the State Land Use Urban District (LUC Docket No. A89-642/C. Brewer Properties, Inc.).

We have no further comments to offer at this time.

Thank you for the opportunity to provide comments on this matter.

If you have any questions in regards to this matter, please feel free to contact me or Leo Asuncion of my staff at 587-3822.

Sincerely,


for ESTHER UEDA
Executive Officer

EU:la

cc: ✓ Mr. Michael M. Miyahira, P.E.
OEQC



ASSOCIATES, INC.

Engineers/Architects

August 14, 1995

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

Attn: Mr. Leo Asuncion

Re: Response to Draft Environmental Assessment
Waiale Drive, Mahalani Street, Imi Kala Street Extension
Wailuku, Maui, Hawaii

Dear Ms. Ueda:

Thank you for your response letter to our Draft EA (dated July 13, 1995).
We have addressed each of your comments in the following manner:

1. Your information was helpful in verifying the State Land Use information provided in the Draft EA. Figure 3-1 was revised slightly to reflect the "Agricultural" land use designation of the area south of the Kuikahi Drive alignment.

We appreciate your cooperation and input in this process, and thank you again for your time. If you have any further questions on the subject project, please call me at 521-4711.

Sincerely,


GMP Associates, Inc.
Michael Miyahira, P.E.

cc: Mr. Lloyd Lee, Chief,
DPWWM Engineering Division

LINDA CROCKETT LINGLE
Mayor

CHARLES JENCKS
Director

DAVID C. GOODE
Deputy Director

AARON SHINMOTO, P.E.
Chief Staff Engineer



35 huc 14 Aug 7 1995
COUNTY OF MAUI
DEPARTMENT OF PUBLIC WORKS
AND WASTE MANAGEMENT
LAND USE AND CODES ADMINISTRATION
250 SOUTH HIGH STREET
WAILUKU, MAUI, HAWAII 96793

RALPH NAGAMINE, L.S., P.E.
Land Use and Codes Administration

EASSIE MILLER, P.E.
Wastewater Reclamation Division

LLOYD P.C.W. LEE, P.E.
Engineering Division

DAVID WISSMAR, P.E.
Solid Waste Division

BRIAN HASHIRO, P.E.
Highways Divisions

August 7, 1995

Mr. Michael M. Miyahira, P.E.
GMP ASSOCIATES, INC.
841 Bishop Street, Suite 1501
Honolulu, Hawaii 96813

SUBJECT: DRAFT ENVIRONMENTAL ASSESSMENT
WAIALE DRIVE, MAHALANI STREET AND IMI KALA STREET PROJECT
TMK (2)3-4-003, 018, 019; 3-5-001; 3-8-007, 046

Dear Mr. Miyahira:

This is in reply to your July 13, 1995 letter requesting our review of the subject environmental assessment draft.

1. Section 3.5 pertaining to Flood Hazards should be revised to delete all references to flood zone "A". On March 16, 1995, the flood zone "A" areas were revised on the latest Flood Insurance Rate Map (FIRM) panel no. 150003-0190-D. A copy of the FIRM map showing this area is attached for your information.

If you have any questions regarding this letter, please call Francis Cerizo at (808) 243-7379.

Very truly yours,

CHARLES JENCKS
Director of Public Works
and Waste Management

attachment
RMN/FC:da
g:\ucatal\czm\waiale.dea

xc: Engineering Division



Engineers/Architects

August 14, 1995

Mr. Charles Jenks, Director
Department of Public Works and Waste Management
200 South High Street
Wailuku, Hawaii 96793

Attn: Mr. Francis Cerizo,
Land Use and Codes Administration

Re: Response to Comment Letter, dated August 7, 1995
Draft Environmental Assessment for the
Waiale Drive, Mahalani Street and Imi Kala Street Extensions
Wailuku, Maui, Hawaii (TMK: 3-4-18,19; 3-8-46; 3-8-07; 3-5-01; 3-4-03)

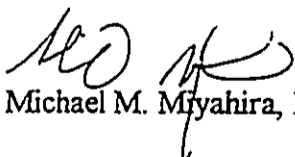
Dear Mr. Jenks:

Thank you for your response letter to our Draft EA, dated August 7, 1995. We have addressed your comments in the following manner:

1. Section 3.5 Flood Hazards has been revised to reflect the new flood zones shown on the revised FIRM panel No. 150003-0190-D.

We appreciate your cooperation and input in this process, and thank you again for your time. If you have any questions or if you require any additional information on the project, please call me at 521-4711.

Sincerely,
GMP ASSOCIATES, INC.

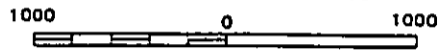

Michael M. Miyahira, P.E.

cc: Mr. Lloyd Lee, Chief
DPWWM Division of Engineering

Determine if flood insurance is available in this community,
contact your insurance agent, or call the National Flood Insurance
Program, at (800) 638-6620.



APPROXIMATE SCALE IN FEET



NATIONAL FLOOD INSURANCE PROGRAM

FIRM
FLOOD INSURANCE RATE MAP

MAUI COUNTY, HAWAII

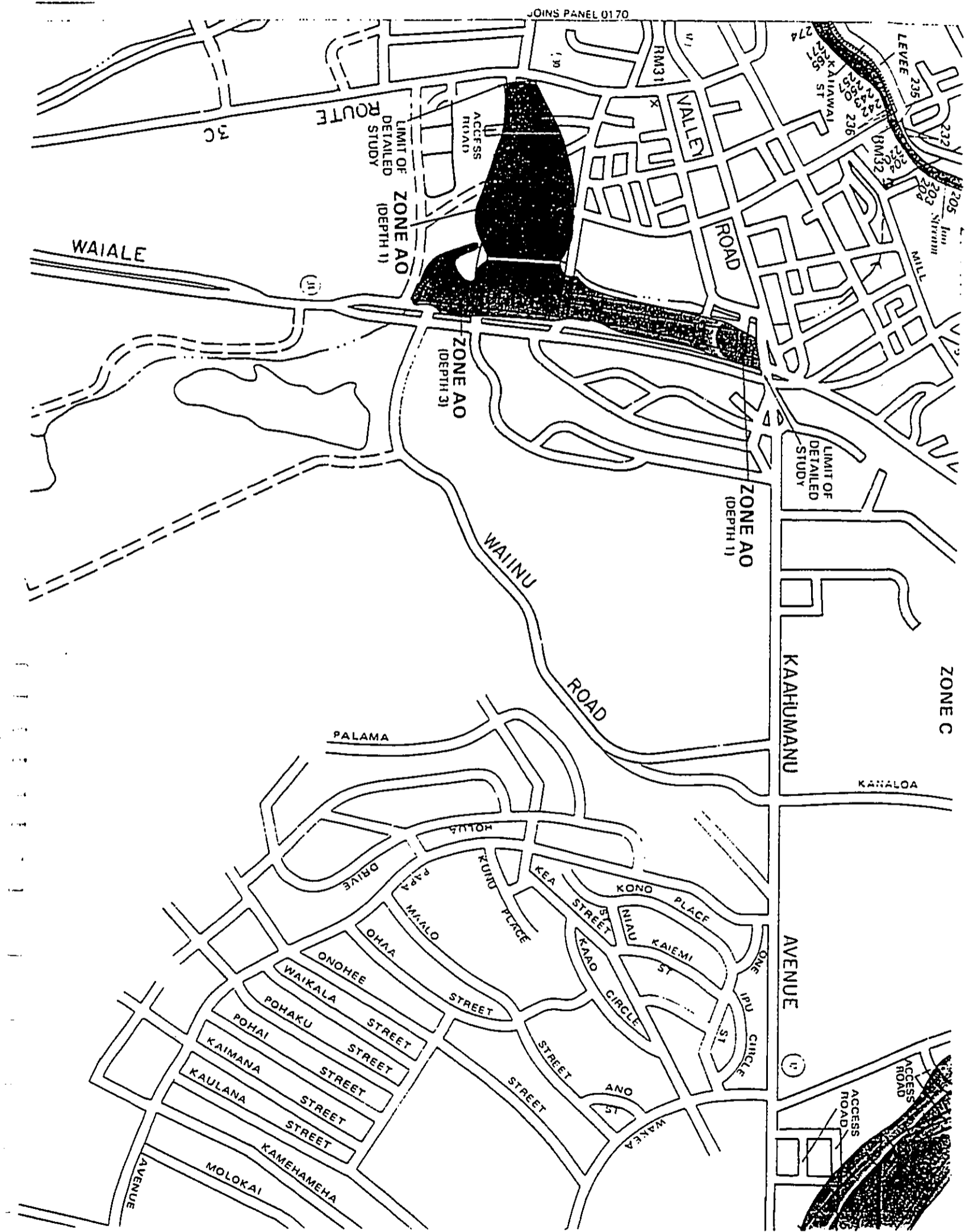
PANEL 190 OF 400

(SEE MAP INDEX FOR PANELS NOT PRINTED)

COMMUNITY-PANEL NUMBER
150003 0190 D

MAP REVISED:
MARCH 16, 1995







'95 JUL 23 10 17 8 44

**BOARD OF WATER SUPPLY
COUNTY OF MAUI
P.O. BOX 1108
WAILUKU, MAUI, HAWAII 96793-7108**

July 25, 1995

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

Aloha Mr. Miyahira,

Re: Proposed road, drainage, water line improvements at TMK:3-4-18, 3-4-19, 3-8-46, 3-8-07, 3-5-01, 3-4-03, Wailuku; Draft EA submitted by GMP on behalf of Department of Public Works & WM

Mahalo for providing the Board of Water Supply with the opportunity and the materials to review the subject draft environmental assessment, dated June 1995. We have no suggestions for additions or changes to the assessment. We provide additional information as follows:

1. It is stated that the existing water lines in Waiale Drive (4", 12", 18"), Mahalani Street (12", 16", 36"), and Imi Kala Street (36") are expected to be undisturbed by the roadway construction, (§4.1.8.1, "Impacts on Public Facilities: Water System", pages 4-8 and 4-9.) New 16-inch and 12-inch water line connections, nevertheless, are proposed at Mahalani Street. We suggest, therefore, that it is more accurate to expect and describe short-term, construction-related impacts to the water lines and their users.
2. Please find copies of the relevant sections from BWS 1991 Water System Map No. 4 attached.
3. We will review the construction drawings, when they are submitted for the Board's approval and signature. The District Engineer whom the applicant will be working with on this project is Mr. Myles Fujinaka, tel. 243-7835.

Sincerely,

MAUI COUNTY BOARD OF WATER SUPPLY

Ellen K...
for David R. Craddick, Director

DDSc:\dds\Waiale'd.ea
c w/ atchmt: Applicant - Charles Jencks, DPWWM

"By Water All Things Find Life"



Engineers/Architects

August 14, 1995

Mr. David R. Craddick, Director
Board of Water Supply
County of Maui
P.O. Box 1109
Wailuku, Maui, HI 96793-7109

Attn: Mr. Myles Fujinaka

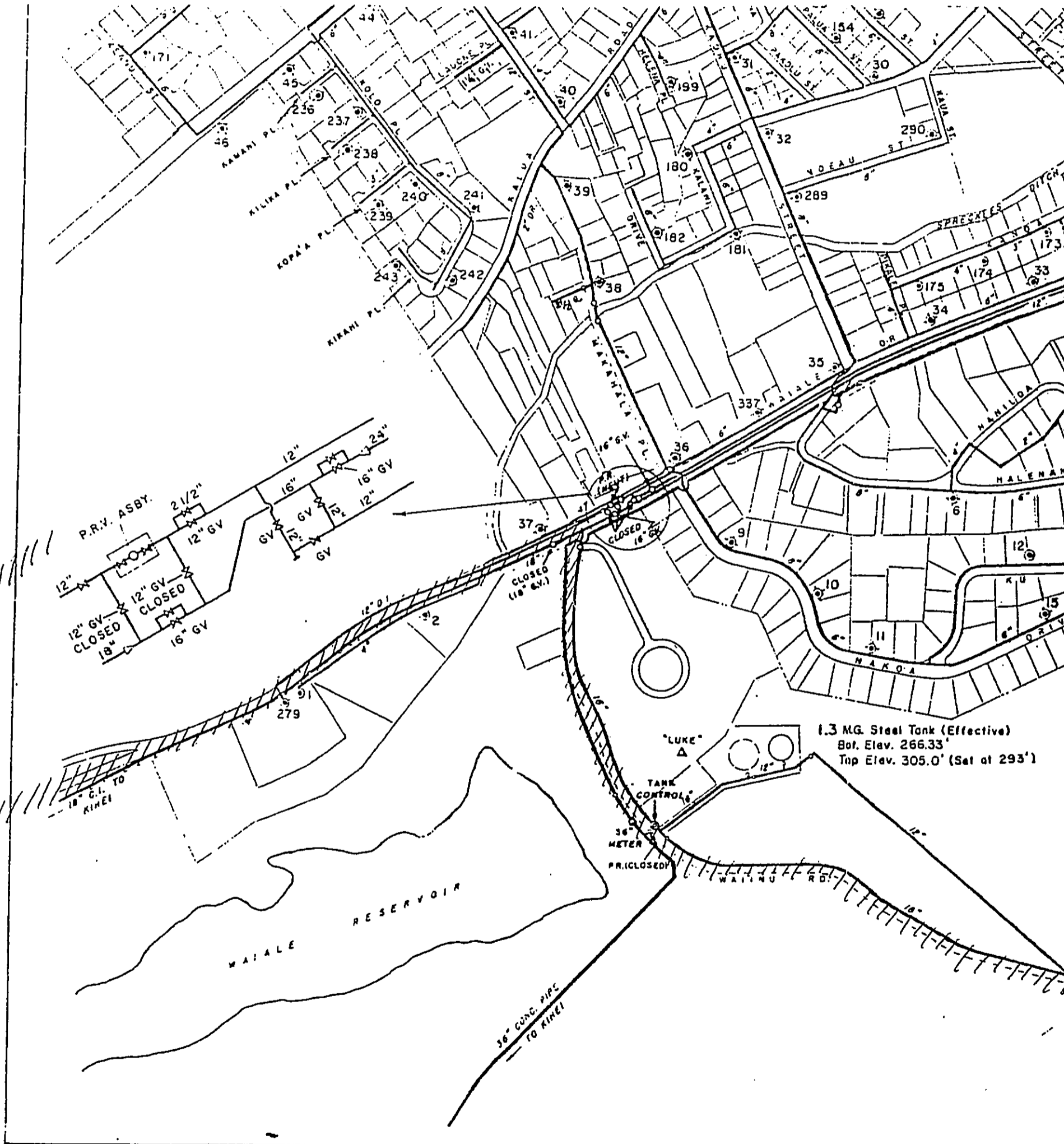
Re: Response to Draft Environmental Assessment
Waiale Drive, Mahalani Street, Imi Kala Street Extension
Wailuku, Maui, Hawaii

Dear Mr. Craddick:

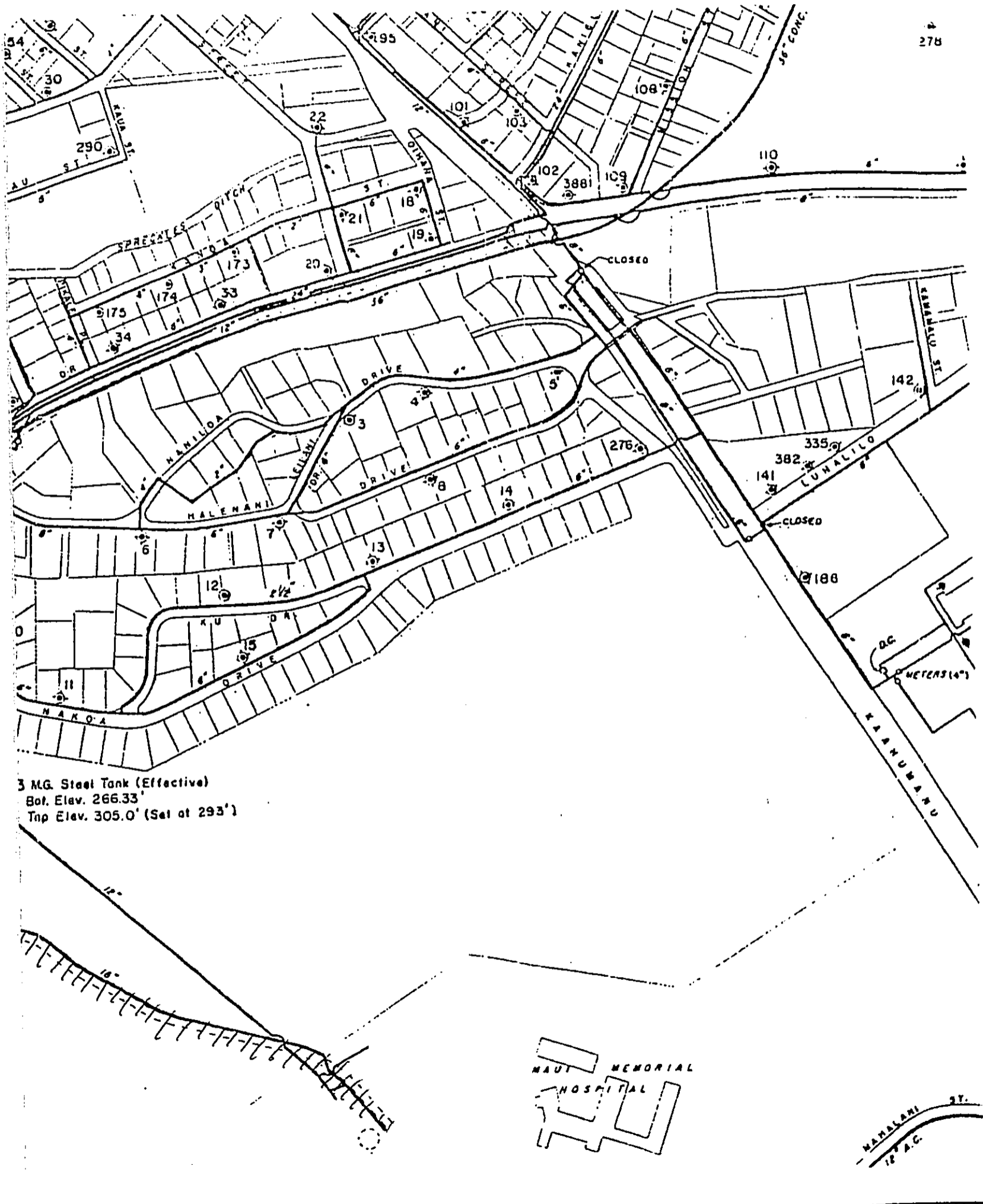
Thank you for your response letter to our Draft EA (dated July 25, 1995).
We have addressed each of your comments in the following manner:

1. As suggested, short-term construction impacts will be more accurately described for the new 16-inch and 12-inch waterline connections in Mahalani Street and the affected system users.
2. The water system information was helpful in verifying our existing system information.
3. Construction documents are currently being prepared by others, and will be subject to the Board's approval and signature.

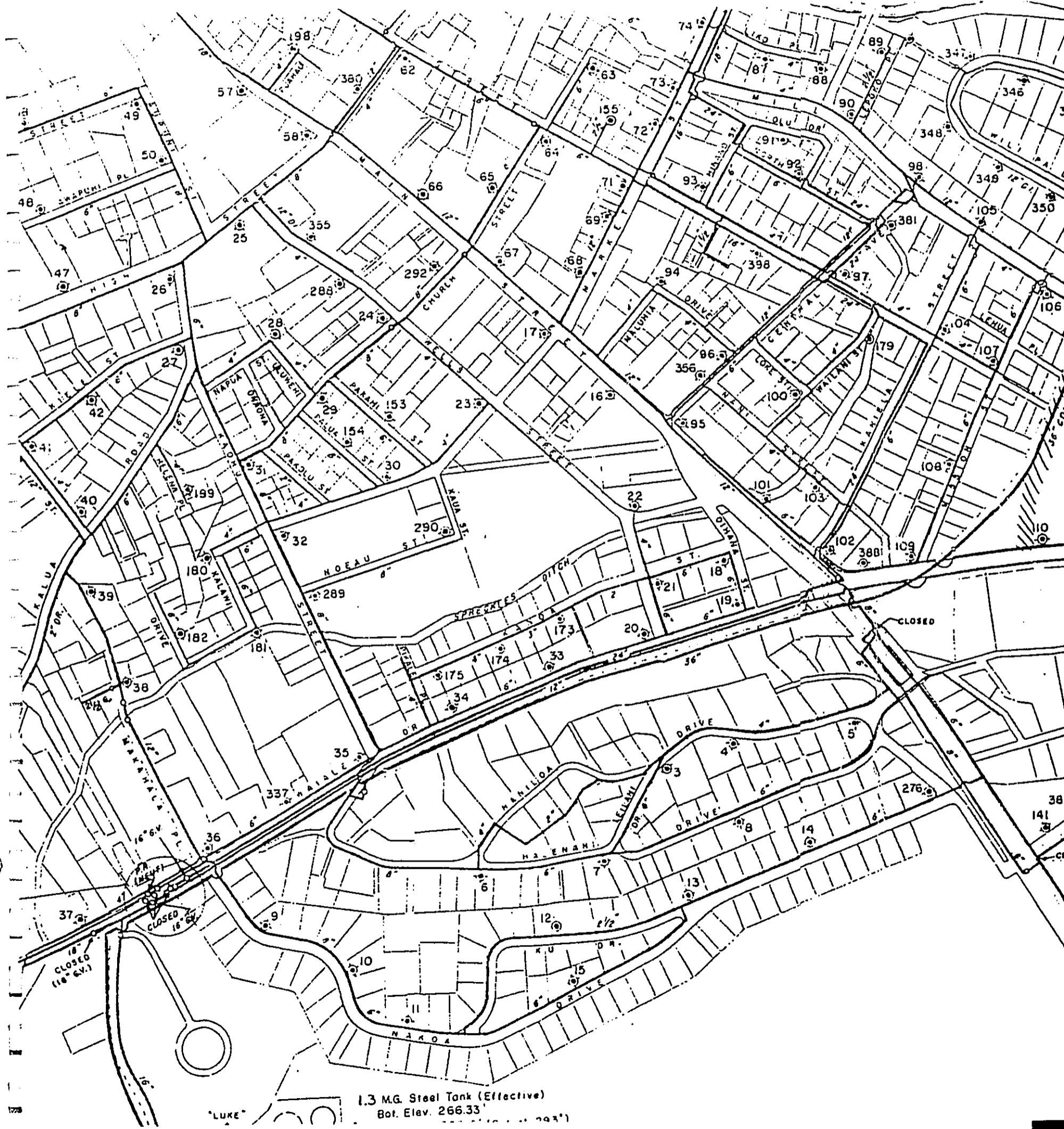
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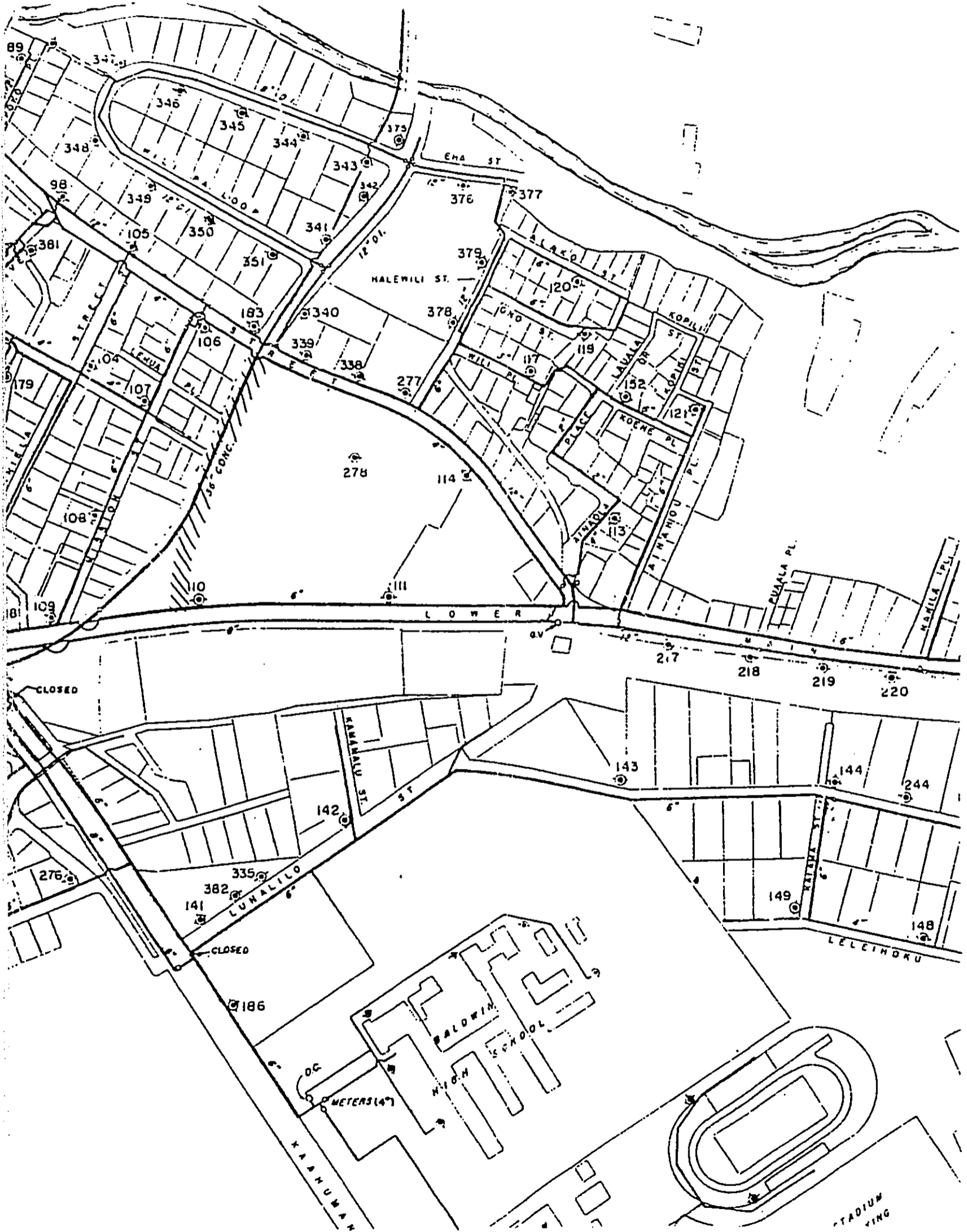
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1.3 M.G. Steel Tank (Effective)
Bot. Elev. 266.33

"LUKE"

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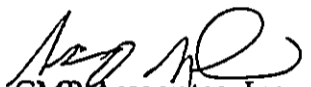
ASSOCIATES, INC.

Engineers/Architects

Mr. David R. Craddick, Director
August 14, 1995
Page 2

We appreciate your cooperation and input in this process, and thank you again for your time. If you have any further questions on the subject project, please call me at 521-4711.

Sincerely,


GMP Associates, Inc.
Michael Miyahira, P.E.

cc: Mr. Lloyd Lee, Chief,
DPWWM Engineering Division

LINDA CROCKETT LINGLE
Mayor



DAVID W. BLANE
Director

GWEN Y. OILASHII
Deputy Director

35 1100 9 AM 8 09
COUNTY OF MAUI
PLANNING DEPARTMENT
250 S. HIGH STREET
WAILUKU, MAUI, HAWAII 96703

August 3, 1995

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

Dear Mr. Miyahira:

RE: Draft Environmental Assessment for the Waiale Drive, Mahalani Street, and Imi Kala Street Project, Wailuku, Maui, Hawaii (TMK: 3-4-18; 3-4-19; 3-8-46; 3-8-7; 3-5-01; and 3-4-03)

The Maui Planning Department has reviewed the Draft Environmental Assessment for the above-mentioned project and has the following comments:

1. The assessment does not outline the specific roadway improvements to be proposed. Will the County be constructing four lanes or two lanes, and at what right-of-way width?
2. The assessment discusses the Maui Lani and C. Brewer projects which will also be making substantial improvements to roadways and infrastructure. It does not discuss how the proposed County project will relate to the improvements that will be constructed by both the Maui Lani and C. Brewer projects.

We would appreciate a response to our concerns at your earliest convenience.

Mr. Michael M. Miyahira, P.E.
August 3, 1995
Page 2

Thank you for your cooperation in this matter. If further clarification is required, please contact Ms. Ann Cua of this office.

Very truly yours,



DAVID W. BLANE
Director of Planning

DWB:ATC:osy

.cc: Colleen Suyama, Planning Program Manager-Land Use Management
Ann Cua, Staff Planner
Project file
(g:\planning\all\ann\wajalc.ca)



Engineers/Architects

August 14, 1995

Mr. David W. Blane, Director
Planning Department
County of Maui
250 S. High Street
Wailuku, Maui, HI 96793

Attn: Ms. Ann Cua

Re: Response to Draft Environmental Assessment
Waiale Drive, Mahalani Street, Imi Kala Street Extension
Wailuku, Maui, Hawaii

Dear Mr. Blane:

Thank you for your response letter to our Draft EA (dated August 3, 1995). We have addressed each of your comments in the following manner:

1. A much more detailed description of the proposed project has been incorporated into the EA document. In addition, roadway improvement cross sections are provided in Figure 2-3.
2. Additional text has been added to the project description in order to clarify the relationship of the proposed project improvements to the adjacent Maui Lani and C. Brewer projects. Specifically, both projects will be mass grading most of the Waiale Road and Kuikahi Drive alignments as a part of their residential mass grading plans. In addition, most of the curb and gutter, sidewalk, street lighting, and electrical and telephone system improvements required within the Waiale Road, Kuikahi Drive, and Mahalani Street right-of-way are the responsibility of the two development projects. Finally, drainage infrastructure capable of handling runoff from Mahalani Street, Waiale Road, and Kuikahi Drive will be incorporated into the adjacent residential improvements of C. Brewer Homes and Maui Lani.



ASSOCIATES, INC.

Engineers/Architects

Mr. David W. Blane
August 14, 1995
Page 2

We appreciate your cooperation and input in this process, and thank you again for your time. If you have any further questions on the subject project, please call me at 521-4711.

Sincerely,

A handwritten signature in black ink, appearing to read 'Michael Miyahira', is written over the typed name.

GMP Associates, Inc.
Michael Miyahira, P.E.

cc: Mr. Lloyd Lee, Chief
DPWWM Engineering Division



DEPARTMENT OF
PARKS AND RECREATION
COUNTY OF MAUI

1580 KAAHUMANU AVENUE, WAILUKU, HAWAII 96793

LINDA CROCKETT LINGLE
Mayor
CHARMAINE TAVARES
Director
LEE DODSON
Deputy Director

(808) 243-7230

July 11, 1995

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

Subject: Draft Environmental Assessment (EA) for the Waiale Drive,
Mahalani and Imi Kala Street Project, Wailuku, Maui, Hawaii.
(TMKs: 3-4-18, 19; 3-8-46; 3-8-07; 3-5-1; 3-2-3)

Dear Mr. Miyahira:

We have no objections to the subject Draft EA. We support the improvements as proposed for Waiale Drive, Mahalani and Imi Kala Streets.

Thank you for allowing us to comment on the Draft EA.

Sincerely,

Rayanne Ishina

for CHARMAINE TAVARES
Director

CT/rt

STEVEN M. MOSER, M.D., INC.
INTERNAL MEDICINE AND NEPHROLOGY
1883 MILL STREET
WAILUKU, MAUI, HI 96793
PHONE: (808) 244-3788

April 20, 1995

Mr. Charles Jencks
Planning Director
County of Maui
200 South High Street
Wailuku, HI 96793

Dear Mr. Jencks:

Thank you for meeting with us last month ago at the Cameron Center. I believe it is clear to you that Maui Memorial Hospital still has many concerns that have gone unanswered despite the second meeting. To be specific, we have not been able yet to see a plan for the following:

- a) The Mahalani-Kaahumanu intersection site plan;
- b) a traffic flow study based on projected numbers of vehicles traversing the proposed extension;
- c) numbers and locations of traffic lights that will be deployed at the various entrances and exits to Maui Memorial Hospital, St. Francis Dialysis Unit, Cameron Center, Maui News, Mental Health Facility, Police Department and Kaiser Clinic;
- d) lack of constructive solution to parking problems at Maui Memorial Hospital caused by loss of roadside parking;
- e) lack of environmental impact on telemetry units in the hospital both in the Intensive Care Unit and 5th floor telemetry unit from radio frequency transmissions by vehicles in proximity to the hospital;
- f) proximity to MRI unit along proposed route;
- g) lack of environmental assessment.

We will address each of these problem areas now in more detail.

A) Kaahumanu-Mahalani intersection. This is currently a difficult intersection to cross at certain hours of the day at peak traffic flow times. It is anticipated that with a higher traffic flow this would become even worse. As you know there are many accidents that occur on a weekly basis in this intersection.

We also pointed out during that meeting that Kaiser's entrance is close to the intersection on Mahalani as is the police station's entrance. The potential solution of putting an entrance on Kaahumanu for Kaiser has the difficulty of being accessible only to eastbound traffic on Kaahumanu necessitating either a U-turn or another light on Kaahumanu for entrance for westbound traffic. Both of these options seem impractical.

B) Lack of traffic flow study. We feel that a traffic flow study is of in determining the practicality of making Mahalani the sole thoroughfare from the west side to the Central-Kahului-Wailuku area. This should be done based on traffic

patterns that can be anticipated to result from the new developments in Waikapu, C. Brewer development, and anticipated developments in the Central Maui park area. It cannot be based on 1980 and even 1990 traffic flow volumes.

C) Traffic lights. Each of the organizations serviced off of Mahalani will need to have a dedicated access for traffic going in both directions. Kaiser, the police station, Maui News, Cameron Center, Mental Health Facility, at least two entrances and possibly three entrances at Maui Memorial Hospital and the St. Francis Dialysis Unit as well as Kokua Place all will probably need to have traffic lights as stop signs may not be sufficient. We can foresee great congestion in such a scenario with long waits for vehicles entering and exiting these institutions and for vehicles in both directions on Mahalani. Addition of an extra traffic lane or turning lane would not alleviate this sort of congestion in our estimation. Again inaccessibility to these vital institutions becomes a paramount importance especially at peak traffic hours.

D) Parking. While we understand, as you said in your letter of November 29th, that... "The county should not be forever burdened with providing parking spaces at the hospital facilities", we still have a practical reality that we need these spaces for parking at Maui Memorial Hospital because of yet the legislature has not released funding for the building of more parking and is not anticipated to do so due to the tight budgetary constraints this year. Since Maui Memorial Hospital is the sole service provider for hospital care at Maui County, we feel that the county must still take responsibility for access to this hospital. Therefore they cannot lightly eliminate essential parking spaces with such an extension.

E) Electromagnetic interference. We have appended for your perusal some of the articles that have come out recently on the impact of radio frequency electromagnetic interference on telemetry equipment as exist in hospitals such as Maui Memorial. We are concerned that a powerful high frequency radio interference may adversely affect patient care at Maui Memorial. Unfortunately there is not a great deal of study in this area but we would anticipate problems if powerful high frequency transmitters were in close proximity to our telemetry and ICU units.

F) Proximity of Mahalani extension to MRI unit. The nuclear magnetic resonance facility must be a specified distance from persons with pacemakers and other implantable electrical devices. Other problems might arise with electrical machinery and engines being in close proximity to the MRI unit. This deserves your full attention in any planning process.

Your proposal that you would create parallel parking along this proposed main thoroughfare is very impractical from the point of view that parallel parking necessarily stops traffic in the traffic lanes due to the necessity for vehicles to stop and back up into the parking space. This would create continuous delays in traffic flow in both directions. Also this would have the effect of approximately having the number of spaces again leaving us with inadequate amount of parking at the hospital.

Page Three
April 20, 1995

G) Environmental assessment. We have still not seen the announcement of an environmental assessment so that we can have our input in this. We would appreciate knowing as soon as possible when the environmental assessment will be done so that we can increase public awareness of the possible impact of this extension on its sole service hospital. The OEQC Bulletin of March 23, 1995 does not contain any mention of a proposed environmental assessment.

In conclusion, we again reiterate our position that extending Mahalani in the absence of other conduits from west to east contains the probability of severe traffic congestion on this road as well as compromising access in and out of the hospital and other essential services.

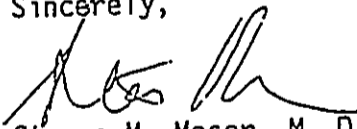
While we understand that another access to the hospital is needed, we feel that the alternative of having a road that goes from the hospital across to Kaahumanu near Baldwin High School is a more appropriate one. This would serve the purpose of providing an extra access to the hospital but would not increase traffic flow markedly in this area, at least for the foreseeable future.

We feel strongly that another East-West conduit should be made simultaneously either prior to or simultaneously with the Mahalani extension. The future proposed Maui Lani Onehee extension would seem to be the best alternative route to be built either prior too, or at the same time, as the Mahalani extension. We feel that the state and county should cooperate with the private landowners in building this extension so that services to the hospital and other vital areas are not compromised.

Finally, we strongly feel that the county should not feel the obligation to rush into this project because of pressure from private landowners. Assuming that we have had "poor planning" in the past, it does not mean that we should compound the problem by more poor planning in the future. We must remember that this is the only hospital we have on Maui and we should not jeopardize accessibility to it.

Thank you.

Sincerely,



Steven M. Moser, M. D., F.A.C.P.
Vice-Chairman, Management Advisory Committee Maui Memorial Hospital

SMM:lpk

BENJAMIN J. CAYETANO
GOVERNOR OF HAWAII

RECEIVED
COUNTY OF MAUI



798

LAWRENCE MIIKE
DIRECTOR OF HEALTH

'95 AUG 31 A7:39

MAUI MEMORIAL HOSPITAL

221 MAHALANI STREET

WAILUKU, MAUI, HAWAII 96793

ENGINEERING DIVISION
DEPT. OF PUBLIC WORKS

August 23, 1995

Mr. Joe Krueger
Design Engineer
County of Maui
Department of Public Works
and Waste Management
200 South High Street
Wailuku, Maui, Hawaii 96793

Dear Mr. Krueger:

I am enclosing copy of a letter that was previously submitted to the Planning Department asking hospital questions concerning the Mahalani extension. Just in case this was not forwarded to you to be added to the Environmental Assessment, I am sending you this copy so it may be added to the Environmental Assessment.

I am sorry for the delay in getting this to you but it did not occur to me that Mr. Jencks would not forward the letter to you. What alerted me to the probability that you did not receive it was that I received no response from your office. I note that The Maui News did receive a response with maps and comments to their letter. Please accept my apologies for the misunderstanding. We feel, however, that the Mahalani extension could have great impact on the operations of our hospital. We would appreciate a response to each of the items and concerns that we brought up in our April 20, 1995 letter to Mr. Jencks. In addition, we would appreciate being notified of any public hearings whether they be county, state or federal.

Getting back to more urgent concerns, we are disturbed about observations made in recent days:

1. CONCERN: The current plan for the extension, as noted by Mr. Lloyd Lee, Engineering Division Chief, County of Maui, in his letter dated August 14, 1995, to Mary Sanford, Publisher, The Maui News, states that the project currently limits the renovation of Mahalani Street "from the existing end of Mahalani Street above Maui Memorial Hospital and extends to the existing Waiale Road." He further states that a "future project to improve the existing section of Mahalani Street between Kaahumanu Avenue and Maui Memorial Hospital" is awaiting federal funding for design and construction. (copy of letter enclosed)

Mr. Joe Krueger
August 23, 1995
Page Two

This was not what we were told by Mr. Jencks when this Mahalani extension was first proposed back in March, and we feel that without a great deal of planning as to entrances and exits, as well as the intersection between Kaahumanu and Mahalani, you are creating a potential traffic nightmare. We cannot accept this piecemeal planning when it could so heavily impact our hospital operations and the safety of the public.

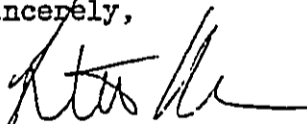
2. **CONCERN:** A traffic flow study is being undertaken as of today, August 23, a time when Baldwin High School has not yet opened for the school year.

We feel that your traffic flow study will not be representative of the true flow pattern that will occur when the high school is operational and the traffic flow increases as a result. We feel that it should be performed under conditions that will represent what the true traffic flow pattern will be nine months of the year when Baldwin High School is operational.

We would appreciate your attendance at our next Management Advisory Committee (MAC) meeting scheduled for Thursday, September 21, 1995, at 12:30 p.m. in the Maui Memorial Hospital multipurpose room. We are also extending an invitation to the mayor requesting her presence at our meeting. We will appreciate your every effort to attend this meeting.

Thank you.

Sincerely,



Steven M. Moser, M.D., F.A.C.P.
Member, County Public Health Facility
Maui County Management Advisory Committee

Enclosures (2):

- Letter from Dr. Moser to Mr. Jencks dated April 20, 1995
- Letter from Mr. Lee to Ms. Sanford dated August 14, 1995

c: Herbert Sakakihara, Chairman, MAC Committee
Marion L. Hanlon, M.D., Acting Administrator, Maui Memorial Hospital
Linda Crockett-Lingle, Mayor, Maui County

08/23/96 10:06 FAX 8082437975

DPW-ENGRDIV.

002

LINDA CROCKETT LINGLE
Mayor

CHARLES JENCKS
Director

DAVID C. GOODE
Deputy Director

AARON SHINMOTO, P.E.
Chief Staff Engineer



COUNTY OF MAUI
DEPARTMENT OF PUBLIC WORKS
AND WASTE MANAGEMENT
200 SOUTH HIGH STREET
WAILUKU, MAUI, HAWAII 96793

August 22, 1996

RALPH NAGAMINE, L.S., P.E.
Land Use and Codes Administration

EASSIE MILLER, P.E.
Wastewater Reclamation Division

LLOYD P.C.W. LEE, P.E.
Engineering Division

Solid Waste Division

BRIAN HASHIRO, P.E.
Highways Division

Dr. Steven M. Moser
Vice Chairman
Maui County Management Advisory Committee
MAUI MEMORIAL HOSPITAL
221 Mahalani Street
Wailuku, Hawaii 96793

SUBJECT: WAIALE DRIVE, MAHALANI STREET
AND IMI KALA STREET EXTENSIONS

Dear Dr. Moser:

Thank you in coordinating our August 14, 1996 meeting with Alan Lee, your hospital committee, and yourself to discuss concerns on the proposed Mahalani Street extension. The following summarizes some important issues that were presented at that meeting.

1. MAHALANI/KAAHUMANU INTERSECTION: The County of Maui and the State, Department of Transportation, Highways Division are presently redesigning the existing intersection to provide double-left turns from Kaahumanu Avenue into Mahalani Street towards Maui Memorial Hospital. The State has secured a consultant to complete the design in 1997. The County is designing Mahalani Street widening improvements from the present termination point above the hospital to Kaahumanu Avenue to provide a possible four-lane roadway. As discussed, a final determination for the striping of the lanes has not been set. We will be scheduling meetings with you and other agencies along Mahalani Street to provide a road facility that hopefully mitigates everyone's concerns.
2. EXISTING VEHICULAR ACCESS ALONG MAHALANI STREET: As stated in Item No. 1, the widening of Mahalani Street in Phase II of our project will improve entrance/exit conflicts and therefore, improve traffic road safety. This will be accomplish based on the final striping of the Phase II improvements.

Dr. Steven M. Moser

SUBJECT: WAIALE DRIVE, MAHALANI STREET
AND IMI KALA STREET EXTENSIONS

August 23, 1996

Page 2

3. EXISTING PARKING ALONG MAHALANI STREET: The County of Maui will provide parallel parking along Mahalani Street on the Kaiser Clinic/Maui News side of the shoulder areas. The hospital side will be improved within the existing road right-of-way with curbs, gutters, and sidewalks from the hospital to Kaahumanu Avenue.

The County of Maui recognizes there is a parking problem on Mahalani Street and will work with the hospital to solve the issue as part of our overall roadway project. We will be again meeting with the various affected parties to further address the parking concerns.

4. MRI, ICU, AND TELEMETRY UNITS: As discussed at the meeting, the County is not planning to expand the roadway towards the hospital; expansion of the roadway will be towards Maui News/Kaiser Clinic side of the existing Mahalani Street. With this being the case, the existing facilities should be okay. No additional detailed surveys will be needed to assess the existing units.

5. TIME LINES: As presented at the meeting, the following is our anticipated time lines for our projects:

- | | | |
|----|---|--|
| a. | Mahalani/Waiale Street Extensions, Phase I
Vicinity of hospital to Waiale Road | |
| | Complete Design: | September 1996 |
| | Begin Construction: | February 1997 |
| b. | Mahalani Street Widening Improvements, Phase II
Vicinity of hospital to Kaahumanu Avenue | |
| | Complete Design: | February 1997 |
| | Begin Construction: | June 1997 |
| c. | Kaahumanu Avenue Traffic Signalization/Intersection Modifications
(State Highways) | |
| | Complete Design: | June 1997 |
| | Begin Construction: | 1997 (Controlled by State funding) |
| d. | Maui Parkway, Mahalani Street Extension to Kaahumanu Avenue
(Private) | |
| | Complete Design: | 1996 |
| | Begin Construction: | 1997 (Controlled by Maui Lani Partners, Private Developer) |

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DPW-ENGRDIV.

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Dr. Steven M. Moser
SUBJECT: WAIALE DRIVE, MAHALANI STREET
AND IMI KALA STREET EXTENSIONS
August 22, 1996
Page 3

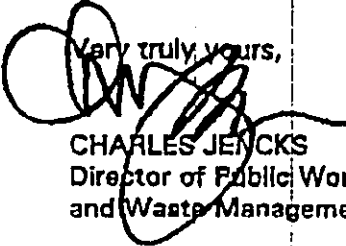
The above projects summarize our estimated time lines for projects that are being planned in the near future. We will be meeting with various agencies to update these time lines when needed.

6. FEDERAL ENVIRONMENTAL ASSESSMENT: The Federal Environmental Assessment will be advertise shortly and a public hearing will be forthcoming. The State Environmental Impact has been completed and the "Finding of No Significant Impact" notice will be published shortly.

We hope the above information adequately addresses your concerns. We apologize for the mis-communication that has occurred in the past. You have our commitment that meetings will be held to further discuss everyone's concerns.

Again, thank you very much for meeting with us to resolve these issues.

Very truly yours,


CHARLES JENCKS
Director of Public Works
and Waste Management

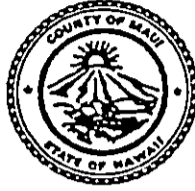
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LINDA CROCKETT LINGLE
Mayor

CHARLES JENCKS
Director

DAVID C. GOODE
Deputy Director

AARON SHINMOTO, P.E.
Chief Staff Engineer



COUNTY OF MAUI
DEPARTMENT OF PUBLIC WORKS
AND WASTE MANAGEMENT
200 SOUTH HIGH STREET
WAILUKU, MAUI, HAWAII 96793

RALPH NAGAMINE, L.S., P.E.
Land Use and Codes Administration

EASSIE MILLER, P.E.
Wastewater Reclamation Division

LLOYD P.C.W. LEE, P.E.
Engineering Division

DAVID WISSMAR, P.E.
Solid Waste Division

BRIAN HASHIRO, P.E.
Highways Division

August 31, 1995

Ms. Maureen Naganuma
Facility Manager
ST. FRANCIS HEMODIALYSIS CENTER
255 Mahalani Street
Wailuku, HI 96793

SUBJECT: WAIALE ROAD, MAHALANI STREET AND IMI KALA STREET
EXTENSIONS
FEDERAL AID PROJECT NO.: STP-0900(41)

Dear Ms. Naganuma:

Thank you for your letter dated August 22, 1995 expressing your concern over the increase in traffic affecting the existing Mahalani Street.

Our project limits on Mahalani Street begins from the existing end of Mahalani Street above the Hospital and extends to the existing Waiale Road. We plan to leave the existing Mahalani Street "as is" for now. We are proposing to construct two (2) twelve (12) foot lanes and six (6) foot paved shoulders.

The parking concerns are noted, however, it seems it directly relates to your existing "on-site" parking and the location of your building pedestrian access to your equipment. It is recommended that the location of your dialysis unit be relocated closer to your existing parking lot or the parking lot be revised to mitigate your concerns.

The alternative to use the County's Mahalani Street right-of-way for parking for your dialysis patients access to your facilities is not acceptable.

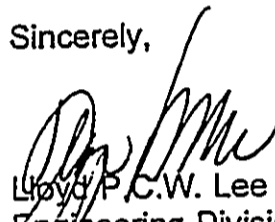
Ms. Maureen Naganuma
SUBJECT: WAIALE ROAD, MAHALANI STREET AND IMI KALA STREET
EXTENSIONS
FEDERAL AID PROJECT NO. STP-0900(41)

August 31, 1995
Page 2

We are also planning a future project to improve the existing Mahalani Street between Kaahumanu Avenue and Maui Memorial Hospital to address some of your concerns. We will continue to inform you on that proposed project as we request funds for design and construction.

If you have any questions, please call me at 243-7745.

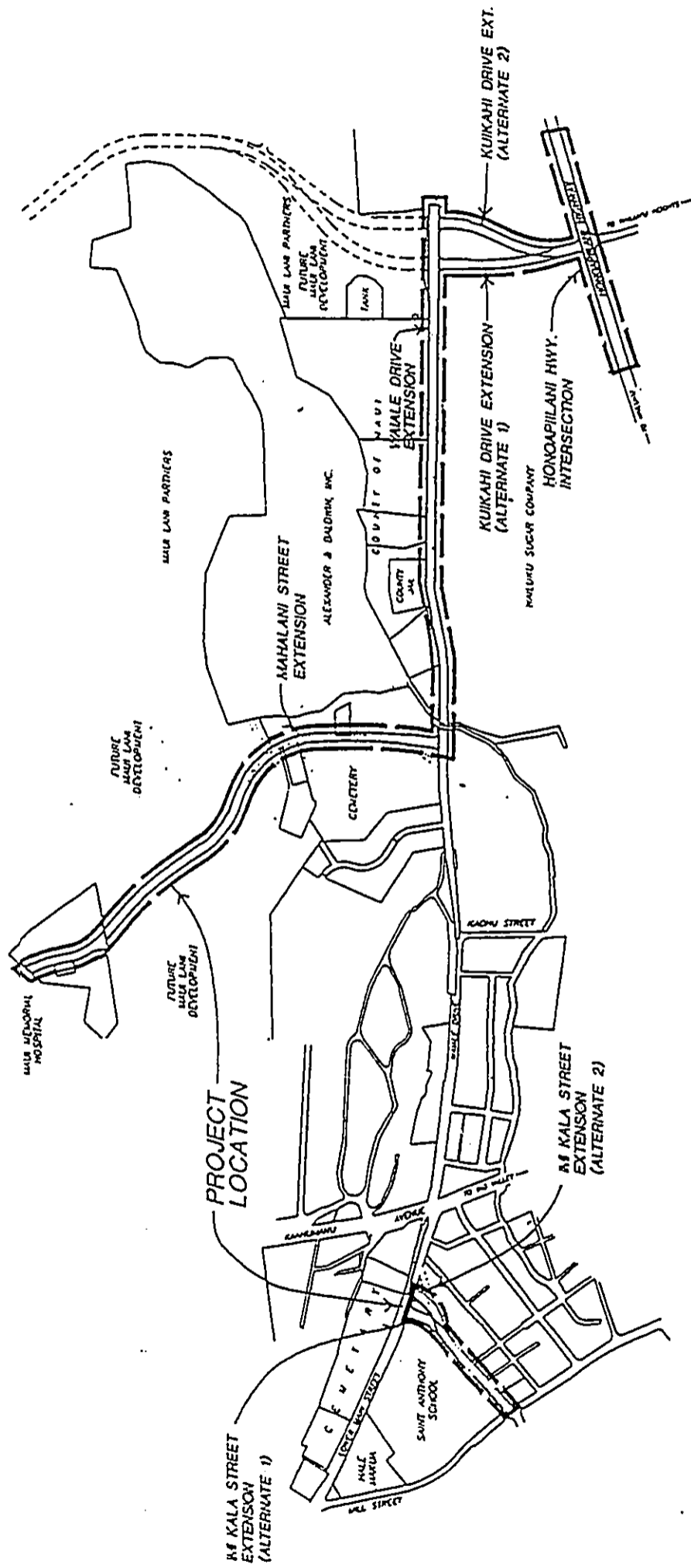
Sincerely,



Lloyd P. C.W. Lee
Engineering Division Chief

LL/JK:mik(ED95-1153)
G:\ENG\ALL\WALELTR.SIF

cc: Eric Yamashige, R. Fukumoto Engineering, Inc. (w/copy of letter)
Mike Miyahira, GMP Associates, Inc. (w/copy of letter)
Charles Jencks, Director of Public Works & Waste Management



VICINITY MAP

SCALE IN FEET



NORTH



August 22, 1995

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COUNTY OF MAUI

762

Mr. Joe Krueger, Design Engineer
Department of Public Works and
Waste Management
200 South High Street
Wailuku, Maui, Hawaii 96793

'95 AUG 29 18:14

ENGINEERING DIVISION
DEPT. OF PUBLIC WORKS

Dear Mr. Krueger:

We only recently have become aware of the plans to extend and improve Mahalani Street to handle traffic coming from the west side to the east. We understand that the deadline for having our comments in the Environmental Assessment was earlier this month, but we only heard about this plan last week. We hope that you will consider our concerns and perhaps include them in the Environmental Assessment.


We have reason to believe that the increased flow of traffic will directly impact our operations and the safety of our patients. We rely on a dropoff point just a few yards from Mahalani, at the front of the Dialysis Unit. Many vehicles park in this area, including private automobiles and MEO vans, several times a day, with the change of dialysis shifts. Two of those times (morning and late afternoon) coincide with rush hour. We can anticipate difficulties in entering and exiting our dialysis unit if there is a great increase in traffic flow. Is there any consideration given to putting a traffic light on this intersection to assure that our patients and their families will have easy access to the Dialysis Unit?

Dialysis patients are often feeling poorly before and just after their treatments, and may have physical difficulties negotiating complex traffic patterns, especially if it involves waiting for long periods for a break in the traffic. Many of the patients have diabetes and are of advanced age, and may have difficulty seeing well.

Parking is quite tight at our unit, despite the presence of a ten space lot adjacent to the Unit. Many patients and families rely on roadside parking on Mahalani near the unit to have access to the unit while they are getting their dialysis. Many of these patients are infirm and cannot walk long distances, and it would be a great hardship for them to have to walk great distances to their cars.

We hope that this will allow you to see some of our concerns regarding the Mahalani extension. We would greatly prefer that this step not be taken, and some other alternative be entertained.

Sincerely,


Maureen Naganuma, Facility Manager
St. Francis Hemodialysis Center
Mahalani St. Wailuku

The Maui News

RECEIVED
COUNTY OF MAUI

Founded in 1900

MARY C. SANFORD
Publisher

August 7, 1995 12:12
AUG 14 1995

Mr. Charles Jenks, Director
Department of Public Works
County of Maui
200 South High St.
Wailuku, Maui 96793

ENGINEERING DIVISION
DEPT. OF PUBLIC WORKS

Dear Mr. Jenks,

I've been informed that the Environmental Assessment for the Waiale Drive, Mahalani St. and Imi Kala Extensions will be completed soon. As my company, The Maui News, is located on Mahalani St. and our traffic flow would be directly affected, I would like to know the details of your plan.

I wrote to Brian Miske and George Kaya on this same subject on November 9, 1994, and received a letter stating that the proposed routing from south of Wailuku will bypass the town and go directly to the Hospital, which is sensible, but I don't understand what, if anything, will be done to relieve the extra traffic flow that will ensue north of the Hospital, in particular at the Mahalani/Kaa-humanu intersection.

As it is now, cars are backed up in both directions twice a day at rush hour for quite long periods trying to get through that intersection. Will there be widening, extra lanes, more traffic lights on Mahalani to take care of the anticipated extra by-pass traffic funneling through that intersection? Will there be any other connections from Mahalani into other parts of Wailuku or Kahului? I hope the Environmental Assessment is addressing any emergencies needing ambulances or police cars during the daily traffic jams.

Thank you for your kind attention.

Sincerely,

Mary C. Sanford
Mary C. Sanford

cc: Mr. Joe Krueger ✓

P. O. Box 550 • Wailuku, Maui, Hawaii 96793-0550
Telephone: (808) 244-3981 • Direct Dial from Honolulu: 521-4653

LINDA CROCKETT LINGLE
Mayor

CHARLES JENCKS
Director

AARON SHINMOTO, P.E.
Chief Staff Engineer



COUNTY OF MAUI
DEPARTMENT OF PUBLIC WORKS
AND WASTE MANAGEMENT
200 SOUTH HIGH STREET
WAILUKU, MAUI, HAWAII 96793

RALPH NAGAMINE, L.S., P.E.
Land Use and Codes Administrator

EASSIE MILLER, P.E.
Wastewater Reclamation Division

LLOYD P.C.W. LEE, P.E.
Engineering Division

DAVID WISSMAR, P.E.
Solid Waste Division

BRIAN HASHIRO, P.E.
Highways Division

95 AUG 16 AM 8 41

August 14, 1995

Ms. Mary C. Sanford
Publisher
THE MAUI NEWS
P.O. Box 550
Wailuku, HI 96793

SUBJECT: WAIALE ROAD, MAHALANI STREET AND IMI KALA STREET
EXTENSIONS
FEDERAL AID PROJECT NO. STP-0900(41)

Dear Ms. Sanford:

Thank you for your letter dated August 11, 1995 expressing your concern over the increase in traffic affecting the existing Mahalani Street.

Attached for your information, please find:

1. A vicinity map showing the location of roads we plan to construct with this project (Exhibit A).
2. A typical section of the road improvements (Exhibit B).
3. The Maui Lani Project District phasing plan, which shows a realignment of Mahalani Street and a new major road to Kaahumanu Avenue at Baldwin High School entrance road.

Our project limits on Mahalani Street begins from the existing end of Mahalani Street above Maui Memorial Hospital and extends to the existing Waiale Road. For now, we plan to leave the existing section of Mahalani Street "as is". As part of our new Mahalani Street extension, we will construct two (2) twelve (12) foot lanes and six (6) foot paved shoulders.

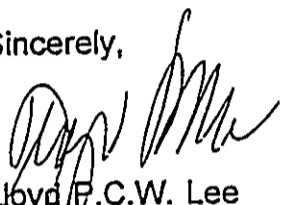
Ms. Mary C. Sanford
SUBJECT: WAIALE ROAD, MAHALANI STREET AND IMI KALA STREET
EXTENSIONS
FEDERAL AID PROJECT NO. STP-0900(41)

August 14, 1995
Page 2

We are planning a future project to improve the existing section of Mahalani Street between Kaahumanu Avenue and Maui Memorial Hospital to address your concerns. We will keep you informed on this proposed project as we request funds for design and construction.

If you have any questions, please call Joe Krueger, Design Engineer at 243-7745.

Sincerely,



Lloyd F.C.W. Lee
Engineering Division Chief

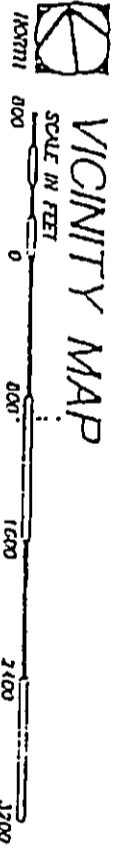
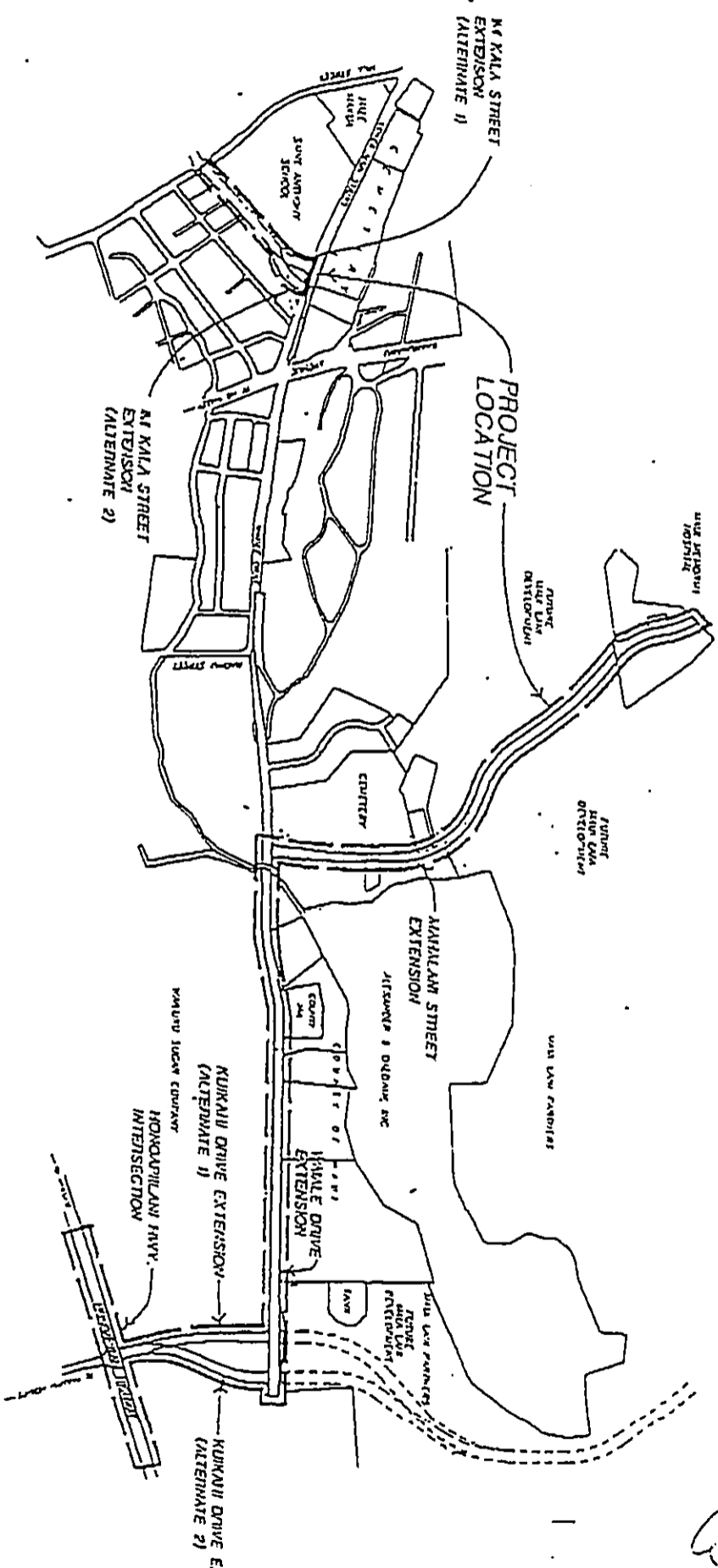
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Enclosures

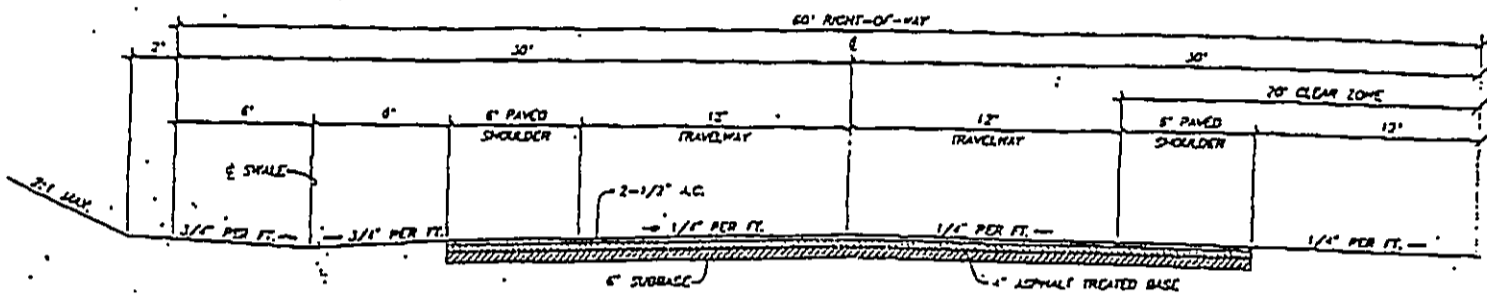
cc: Eric Yamashige, R. Fukumoto Engineering (w/copy of letter)
Mike Miyahira, GMP Associates, Inc. (w/copy of letter)
Charles Jencks, Director of Public Works & Waste Management (w/enclosures)

MAKALE RD / MAKALANI ST / MAI KALA ST EXTENSIONS

EXHIBIT "A"

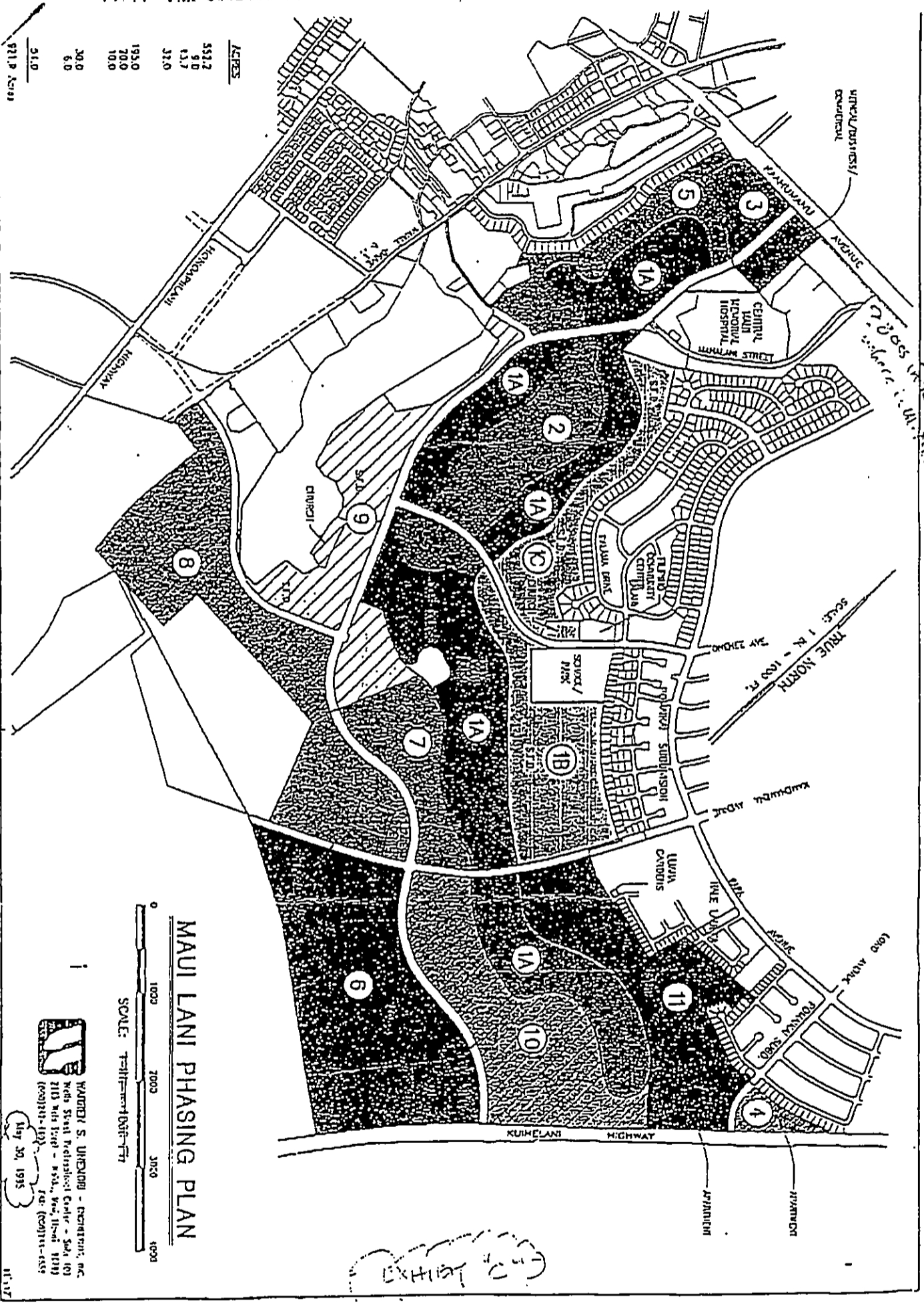


DOCUMENT CAPTURED AS RECEIVED



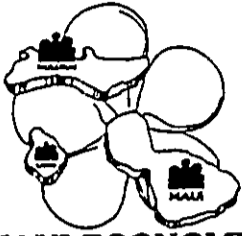
TYPICAL ROAD SECTION - WAIALE DRIVE, KUKAHI DRIVE & MAHALANI STREET
SCALE 1/4" = 1'-0"

EXHIBIT B



DOCUMENT CAPTURED AS RECEIVED

448



MAUI ECONOMIC OPPORTUNITY

EST. 1943
P.O. Box 2122
Kahului, Hawaii 96732
Telephone: 808-871-9591
Fax: 808-871-2426

RECEIVED
COUNTY OF MAUI

August 2, 1995 '95 AUG -7 10:45

ENGINEER
DEPT. OF PUBLIC WORKS

Mr. Joe Krueger
County Department of Public Works
200 S. High Street
Wailuku, HI 96793

Re: The Waiale Drive, Mahalani
Street, Imi Kala Street
Extension

Dear Mr. Krueger:

MEO offers the following comments on the environmental impact assessment for the above project:

Every week day, MEO transports in excess of 800 clients via buses, vans and cars on Mahalani Street to Kaiser, Cameron Center, Maui Memorial Hospital, the St. Francis Dialysis Center, the Cancer Institute, MPD, and the Mental Health Center. The traffic congestion on this street, particularly close to the Kaahumanu Avenue/Mahalani intersection is extremely dangerous already.

While we would support the concept of the project, increased traffic congestion concerns us and does not appear to be addressed adequately. The proposal to provide 200 parallel parking spaces is also of concern, as it will help with the parking situation, but create possible traffic flow and right-of-way problems.

Thank you for the opportunity to comment on this project. We hope our concerns will be resolved.

Sincerely yours,

Gladys C. Baisa
Executive Director

CCB/als

DA CROCKETT LINGLE
Mayor

CHARLES JENCKS
Director

ARON SHINMOTO, P.E.
Chief Staff Engineer



COUNTY OF MAUI
DEPARTMENT OF PUBLIC WORKS
AND WASTE MANAGEMENT
200 SOUTH HIGH STREET
WAILUKU, MAUI, HAWAII 96793
August 8, 1995

RALPH NAGAMINE, L.S., P.E.
Land Use and Codes Administration

EASSIE MILLER, P.E.
Wastewater Reclamation Division

LLOYD P.C.W. LEE, P.E.
Engineering Division

DAVID WISSMAR, P.E.
Solid Waste Division

BRIAN HASHIRO, P.E.
Highways Division

Ms. Gladys C. Baisa
Executive Director
MAUI ECONOMIC OPPORTUNITY
P.O. Box 2122
Kahului, HI 96732

SUBJECT: WAIALE ROAD, MAHALANI STREET AND IMI KALA STREET EXTENSIONS
FEDERAL AID PROJECT NO. STP-0900(41)

Dear Ms. Baisa:

Thank you for your letter dated August 2, 1995 expressing your concern over the increase in traffic affecting the existing Mahalani Street.

Our project limits on Mahalani Street begins from the existing end of Mahalani Street above the hospital and extends to the existing Waiale Road. For now, we plan to leave the existing Mahalani Street "as is". We are not providing 200 parking stalls, however, we are proposing to construct two (2) twelve (12) foot lanes and six (6) foot paved shoulders.

Furthermore, we are also planning a future project to improve the existing Mahalani Street between Kaahumanu Avenue and Maui Memorial Hospital to address your concerns. We will continue to keep you informed on that proposed project as we request funds for design and construction.

If you have any questions, please call Joe Krueger, Design Engineer at 243-7745.

Sincerely,

Lloyd P.C.W. Lee
Engineering Division Chief

LL/JK:mlk(ED95-1092)
G:ENGALLIWALELTR.MEO

cc: Eric Yamashige, R. Fukumoto Engineering (w/copy of letter)
Mike Miyahira, GMP Associates (w/copy of letter)
Charles Jencks, Director of Public Works & Waste Management



449
RECEIVED
COUNTY OF MAUI

'95 AUG -7 10:45

ENGINEERING DIVISION
DEPT. OF PUBLIC WORKS

August 3, 1995

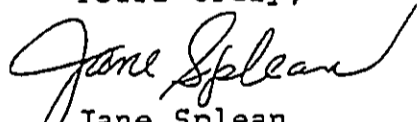
Joe Krueger
Dept. of Public Works & Waste Management
County of Maui
200 High Street
Wailuku, HI. 96793

Dear Mr. Krueger,

Regarding plans for WAIALE DRIVE, MAHALANI ST. AND IMIKALA
ST. extensions:

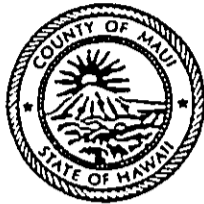
Enclosed please find two photos which show the negative impact the widening of Mahalani Street will have on parking for our clients and staff. If the widening could be confined to the opposite side of the street from Hui Malama Learning Center, preserving the availability of parking along our side of the street, the negative impact would be minimized.

Yours truly,


Jane Splean
Executive Director

375 Mahalani Street, Wailuku, Maui, Hawaii 96793
(808) 244-5911 Fax 242-0762

DA CROCKETT LINGLE
Mayor
CHARLES JENCKS
Director
RON SHINMOTO, P.E.
Chief Staff Engineer



COUNTY OF MAUI
DEPARTMENT OF PUBLIC WORKS
AND WASTE MANAGEMENT
200 SOUTH HIGH STREET
WAILUKU, MAUI, HAWAII 96793
August 9, 1995

RALPH NAGAMINE, L.S., P.E.
Land Use and Codes Administration
EASSIE MILLER, P.E.
Wastewater Reclamation Division
LLOYD P.C.W. LEE, P.E.
Engineering Division
DAVID WISSMAR, P.E.
Solid Waste Division
BRIAN HASHIRO, P.E.
Highways Division

Ms. Jane Splean
Executive Director
HUI MALAMA LEARNING CENTER
375 Mahalani Street
Wailuku, HI 96793

SUBJECT: WAIALE ROAD, MAHALANI STREET AND IMI KALA STREET EXTENSIONS
FEDERAL AID PROJECT NO. STP-0900(41)

Dear Ms. Splean:

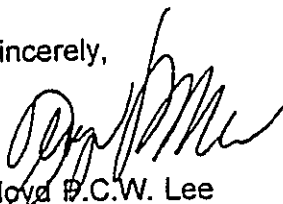
Thank you for your letter dated August 3, 1995 expressing your concern over the parking on the existing section of Mahalani Street.

Our project limits on Mahalani Street begins about fifty (50) feet from your existing driveway, and extends to the existing Waiale Road. For now, we plan to leave the existing Mahalani Street "as is". From the photos you have provided, cars are parking within the County's road travelway in front of your facility. It is recommended that the on-site parking on your property be increased to reduce traffic conflicts between parked cars and through traffic. By doing so, this will greatly enhance traffic and public safety.

Furthermore, we are planning a future project to improve the existing Mahalani Street between Kaahumanu Avenue and your facility to address other traffic concerns through this specific area. We continue to keep you informed on that proposed project as we request funds for design and construction.

If you have any questions, please call Joe Krueger, Design Engineer at 243-7745.

Sincerely,


Lloyd P.C.W. Lee
Engineering Division Chief

LL/JK:mlk(ED95-1093)
G:\ENG\ALL\WALEL\TR.HML

cc: Eric Yamashige, R. Fukumoto Engineering, Inc. (w/copy of letter)
Mike Miyahira, GMP Associates, Inc. (w/copy of letter)
Charles Jencks, Director of Public Works & Waste Management

County of Maui
Department of Public Works & Waste Management
200 S. High Street
Wailuku, HI 96793

Atten: Joe Krueger

2 August 95

Dear Sirs:

I am writing to express my concern over the proposed extension of Mahalani Street.

I am particularly concerned about the intersection of Mahalani Street and Kaahumanu Avenue. This intersection is already adversely affected by the entrance to the Kaiser Clinic.

People heading "up" Mahalani Street who try to turn left into Kaiser frequently have to wait for a break in the traffic. Cars line up behind, filling up the space between Kaiser's entrance and Kaahumanu Avenue. Cars trying to make left or right turns from Kaahumanu Avenue onto Mahalani Street have to wait, creating long lines.

If Mahalani Street is extended, some people coming from Kaiser who now turn right will be turning left. In my opinion, this will further congest an already congested situation. There will be no shoulder for the ambulance to get around the waiting cars and I fear drivers will be tempted to try risky maneuvers rather than wait for a safe opening.

I have worked at the Cameron Center for twenty years and seen many hits and near-hits at this corner. I feel the problems at this intersection must be cleared up before any extension of Mahalani can be considered.

Sincerely,

Jennifer Bohlin

Jennifer Bohlin
P.O. Box 5122
Kahului, HI 96732

IDA CROCKETT LINGLE
Mayor

CHARLES JENCKS
Director

ARON SHINMOTO, P.E.
Chief Staff Engineer



COUNTY OF MAUI
DEPARTMENT OF PUBLIC WORKS
AND WASTE MANAGEMENT
200 SOUTH HIGH STREET
WAILUKU, MAUI, HAWAII 96793

August 7, 1995

RALPH NAGAMINE, L.S., P.E.
Land Use and Codes Administration
EASSIE MILLER, P.E.
Wastewater Reclamation Division
LLOYD P.C.W. LEE, P.E.
Engineering Division
DAVID WISSMAR, P.E.
Solid Waste Division
BRIAN HASHIRO, P.E.
Highways Division

Ms. Jennifer Bohlin
P.O. Box 5122
Kahului, HI 96732

SUBJECT: WAIALE ROAD, MAHALANI STREET AND IMI KALA STREET
EXTENSION
FEDERAL AID PROJECT NO. STP-0900(41)

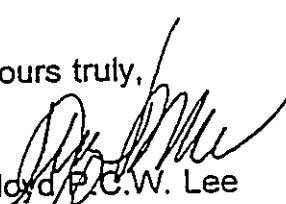
Dear Ms. Bohlin:

Thank you for your letter dated August 2, 1995 expressing your concern over the proposed extension of Mahalani Street. We understand that there will be an increase in traffic affecting the existing Mahalani Street at Kaahumanu Avenue and the existing driveways.

Our project limits on Mahalani Street is from the end of Mahalani Street above the hospital to Waiale Road. We plan to leave the existing Mahalani Street "as is" for now. We are, however, planning a future project to improve the existing Mahalani Street between Kaahumanu Avenue and Maui Memorial Hospital to address your concerns.

We will continue to keep you informed on that proposed project as we request funds for design and construction. If you have any questions, please call Joe Krueger, Design Engineer at 243-7745.

Yours truly,


Lloyd P.C.W. Lee
Engineering Division Chief

JK:mlk(ED95-1085)
G:\ENGVALL\WAIALERD.JB

cc: Eric Yamashige, R. Fukumoto Engineering (w/copy of letter)
Mike Miyahira, GMP Associates, Inc. (w/copy of letter).
Charles Jencks, Director of Public Works & Waste Management