

LINDA LINGLE  
GOVERNOR



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

*Revised; original rec'd 8/25/04*

RODNEY K. HARAGA  
DIRECTOR

Deputy Directors  
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BRIAN H. SEKIGUCHI

IN REPLY REFER TO:

HWY-K 4.40809

August 31, 2004

TO: THE HONORABLE GENEVIEVE SALMONSON, DIRECTOR  
OFFICE OF ENVIRONMENTAL QUALITY CONTROL

FROM: RODNEY K. HARAGA *Rodney Haraga*  
DIRECTOR OF TRANSPORTATION

SUBJECT: FINAL ENVIRONMENTAL ASSESSMENT  
KUHIO HIGHWAY IMPROVEMENTS  
EXTENSION OF TEMPORARY KAPAA BYPASS ROAD  
KUHIO HIGHWAY TO OLOHENA ROAD  
TMK 4-3-03, 4-3-13, 4-3-15  
KAPAA, KAUAI, HAWAII

The Department of Transportation has reviewed the Draft Environmental Assessment (DEA) for the subject project and has determined that a Finding of No Significant is warranted. Please publish the notice of availability for this project on the next available publication date for the OEQC Environmental Notice.

We have enclosed a completed OEQC Publication Form, four copies of the Final EA, and the project summary on disk. Please call Mr. Steven Kyono at 274-3111, or Mr. Taeyong Kim the project's environmental consultant, at 528-4661 if you have any questions.

Encls.

RECEIVED  
OFFICE OF ENVIRONMENTAL QUALITY CONTROL  
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**2004-09-08 FONSI**  
Kuhio Highway Improvements, Ext. of Temp Kapaa Bypass Rd, Kuhio Hwy to  
Final Environmental Assessment Olohena Rd.



State of Hawaii  
Department of Transportation

August 2004

# Kuhio Highway Improvements Extension of Temporary Kapaa Bypass Road Kuhio Highway to Olohena Road

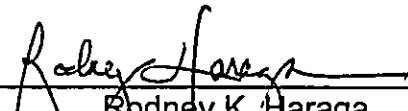
## Final Environmental Assessment

Prepared Pursuant to Chapter 343, Hawaii Revised Statutes (HRS)  
for the State of Hawaii Department of Transportation Highways Division

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'AUG 17 2004

Date of Approval

  
Rodney K. Haraga  
Director of Transportation

For additional information concerning this document please call:

Contact Person:  
Steven M. Kyono  
State of Hawaii Department of Transportation  
District Engineer, Kauai District  
3060 Eiwa Street, Room 205  
Lihue, Kauai, Hawaii 96796  
Phone: (808) 274-3111

The proposed improvements that are the subject of this Environmental Assessment consists of the improvement of an existing cane haul road to extend the existing temporary Kapaa Bypass Road. The improvements will resurface the existing paved road, add a roundabout at the Olohena Road intersection, realign a portion of Opala Road, improve the entry point off Kuhio Highway in Kapaa, add street lighting to the termini and provide appurtenant signage. The Hawaii Department of Transportation determined that a Finding of No Significant Impact (FONSI) is warranted for this project.

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## APPENDIX

Department of the Army Section 404 Determination

**I. PROJECT SUMMARY**

**AGENCY:** Department of Transportation  
State of Hawaii  
869 Punchbowl Street  
Honolulu, Hawaii 96813

**PROJECT ENGINEER:** Engineers Surveyors Hawaii, Inc.  
900 Halekauwila Street  
Honolulu, Hawaii 96814

**ENVIRONMENTAL CONSULTANT:** Environmental Communications, Inc.  
1188 Bishop Street, Suite 2210  
Honolulu, Hawaii 96701

**PROJECT NAME:** Kuhio Highway Improvements  
Extension of Temporary Kapaa Bypass Road  
Kuhio Highway to Olohena Road

**PROJECT LOCATION:** Existing Cane Haul Road  
Kawaihau District, Kauai, Hawaii

**TAXMAPKEY/ OWNERSHIP:** Existing Cane Haul Road  
4-5-15 State of Hawaii  
Kapaa Bypass Road Right-of-Way

Kuhio Highway Connection  
4-5-13 State of Hawaii  
Kuhio Highway Right-of-Way

Existing Kapaa Bypass Road Connection  
4-3-03 State of Hawaii  
Kapaa Bypass Road Right-of-Way

**AREA:** Approximately 7.5 acres over 0.82 miles

**ZONING:** Public Use/Open

**STATE LAND USE:** Urban District

**CURRENT LAND USE:** The project area presently exists as an abandoned cane haul road. The road has not been in cane haul use since the closure of sugar production and has been closed to the public. The road is paved but remains in poor condition.

PROJECT SCOPE:

The proposed action consists of the extension of the temporary Kapaa Bypass Road as a one-way thoroughfare in the Lihue (west) bound direction. The proposed alignment is located on an existing cane haul road located between Olohena Road and Kuhio Highway, south of Kauaala Road. The project will also include the construction of a roundabout at the intersection of the new and old bypass roads and Olohena Road. Other improvements will include the realignment of a segment of Malu Road, roadway reconstruction and repaving, installation of a temporary bridge and other appurtenant improvements.

PROJECT COST/PHASING

The total funding for the proposed improvements consists of:

Construction:	\$4,707,286
Land:	\$300,000
Design:	<u>\$387,000</u>
Total:	\$5,394,286

The scope of work for the temporary bypass road will be conducted in a single continuous construction phase.

## II. PROPOSED PROJECT AND STATEMENT OF OBJECTIVES

### A. Project Location

The proposed action is located on an existing cane haul road in Kapaa, Kauai, Hawaii. The project lies within the State of Hawaii Kuhio Highway, Kapaa Bypass Road, and Olohena Road rights-of-way (Figures 1, 2, 3 and 4). The alignment length is approximately 0.82 miles.

The start point for the project alignment is located at the existing cane haul road entry point off Kuhio Highway, south (Wailua bound) of Hauaala Road (Figure 5). This entry point is located between two single-family residences. Kapaa Beach Park is located makai of Kuhio Highway at the entry point.

The interior portions of the project alignment are located on the abandoned cane haul road in open, fallowed areas (Figures 6, 7 and 8). No evidence of the former agricultural use remains, and the paved road is in severe disrepair. Midway along the alignment, the road crosses a bridge over Moikeha Canal.

The end point of the project is located at the intersection of the bypass road and Olohena Road (Figure 9). Improvements in this area will also include the realignment of a portion of Malu Road and the construction of a roundabout intersection between the new temporary bypass road, Olohena Road and the existing temporary bypass road.

### B. Project Description

The proposed temporary Kapaa Bypass Road extension completes the bypass circuit from Wailua through Kapaa. Once completed, this road will allow non-stop travel above the heavily trafficked Wailua to Kapaa segment of Kuhio Highway. The extension road will provide one-way travel in the Hanalei to Lihue direction. The proposed extension is located on an existing cane haul road and will not require extensive clearing or permanent construction.

#### General Conditions

For all portions of the existing asphalt roadway, the pavement will be resurfaced where base conditions are suitable, and removed and replaced with an aggregate base course topped with an A.C. pavement roadway in areas where the roads are not suitable for resurfacing. The bypass road rights-of-way will vary from 36-feet to 44-feet from the centerline. The travel lane will consist of an 11-foot one-way travel lane with shoulders of two to five feet in width. Guardrails will be provided along the bridge.



### Kuhio Highway Terminus

The project start point is located off Kuhio Highway in the vicinity of Hauaala Road (Figure 5). Both right and left turn movements off Kuhio Highway will be allowed in the new bypass road. An existing left turn lane into Hauaala Road will be modified to note the entry point into the bypass road. An existing gate will be removed and curb ramps will be added to the sidewalk. Street lighting will be provided at the entry area.

### Moikeha Canal Temporary Bridge

Moikeha Canal is presently spanned by a concrete bridge at grade level. This structure consists of concrete and stone abutments, three concrete piers supporting the bridge midpoint, and a concrete deck. A small curb is located on both sides however no rails are attached. The bridge is in disrepair and is considered to be inadequate for the proposed bypass road.

A temporary Acrow Panel bridge is proposed to span the canal width (Figure 10). This steel structure will be placed approximately 2 and 1/2-feet over the existing concrete structure. The existing structure will remain in place. The bridge will be supported by new abutments and will not require any work within the canal. The bridge will have a length of 90-feet and a width of approximately 18 1/2-feet. The abutments for the new bridge will consist of bearing pedestals resting on concrete piles. Guardrails will be located along the approaches.

The existing roadway in the vicinity of the bridge will require grading to meet the new bridge elevation. This will be done by providing transition tapers approximately 360-feet before and after the bridge abutments. The roadway within this section will require full reconstruction. Guardrails will be added to the approaches to the bridge area.

A new 6-foot high chain link fence will be installed from the Lihue end of the bridge to the Olohena Road roundabout along the project's makai right-of-way.

### Olohena Road Roundabout

The terminus of the bypass road is located at the intersection with Olohena Road (Figure 9). To create a non-stop travel way, a roundabout intersection is proposed for the bypass road. This roundabout will allow Lihue bound traffic to continue from the new bypass road to the existing bypass road and allow mauka and makai bound traffic along Olohena Road to flow safely and without delay. No traffic will be allowed to enter the new bypass road extension from this roundabout.

Malu Road will be realigned in the makai bound direction to provide a safer entry into the roundabout. Presently Malu Road forks off of Olohena Road immediately mauka of the intersection. This condition would be unsafe for

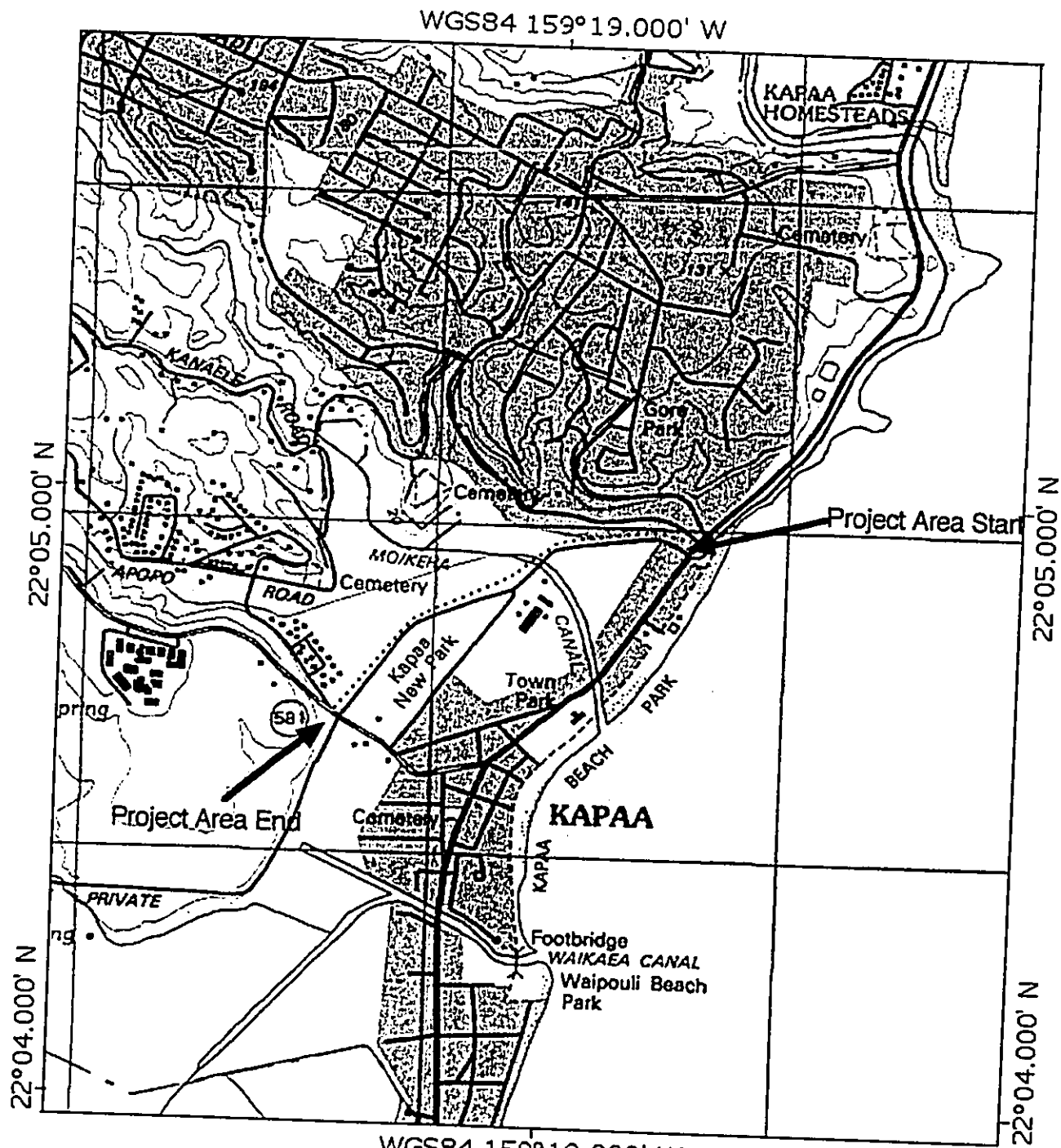
vehicles traveling makai bound therefore a new segment called "Road A" has been created to move makai bound traffic along Malu Road to merge into the new bypass road traveling in the Lihue direction. From this point makai bound Malu Road traffic can travel in any direction except back into the new bypass road.

Olohena Road and the existing bypass road will be provided with raised island splitters that separate oncoming traffic and provide smoother transitions into the roundabout. The roundabout travel lane is approximately a 64-foot radius from the center of the island. Malu Road will have a full stop in the mauka direction to allow makai-traveling traffic to enter into the "Road A" realignment and roundabout. Street lighting will be provided in the roundabout area.

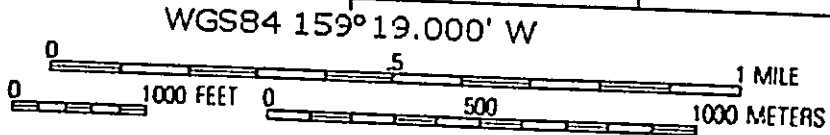
### **C. Project Objective**

The objective of the proposed action is to provide an extension of the existing Kapaa Temporary Bypass Road further north (Hanalei) allowing south bound (Lihue) traffic to bypass the heavily trafficked Kapaa portion of Kuhio Highway. The existing bypass segment, located between Olohena Road and the Market Place Shopping Center, has proven to be very successful in decreasing the amount of traffic on Kuhio Highway. While this facility improves conditions, it creates some congestion along Olohena Road and subsequently, the intersection of Olohena Road and Kuhio Highway. By providing an extension, the majority of Kapaa proper can be bypassed, minimizing traffic congestion within the dense commercial and residential area.

The proposed alignment has been planned to achieve a temporary traffic solution at minimal cost and environmental impact. The use of an existing cane haul road is similar to that used in the first bypass segment. Minimal rights-of-way impacts will be experienced and expediency of construction are also factors in the selection of the proposed alignment.



TN \* MN  
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**Kapaa Bypass Road Temporary Extension  
Kuhio Highway to Olohena Road**

**Location Map**

Prepared by: Environmental Communications, Inc.  
Source: National Geographic/USGS

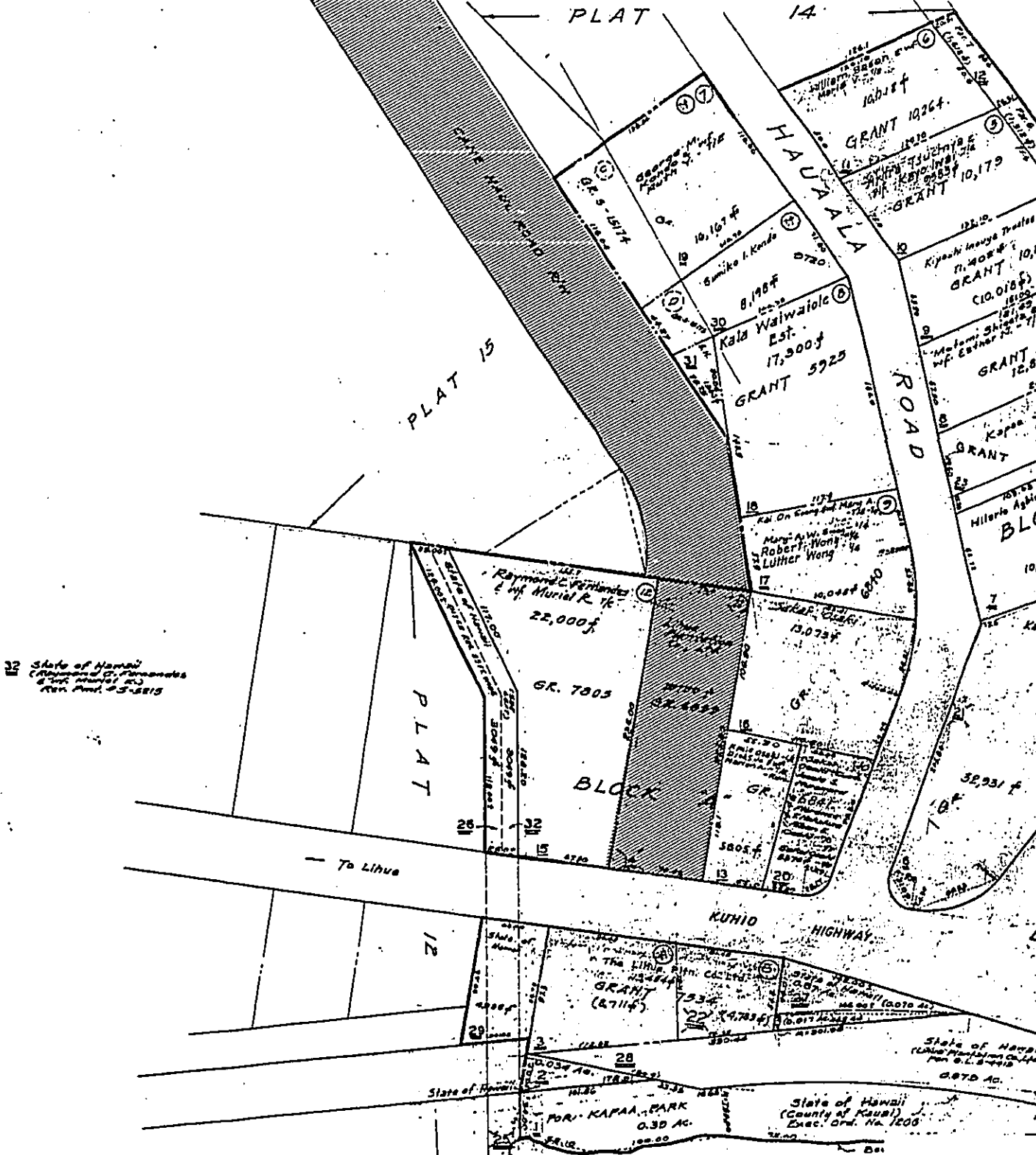
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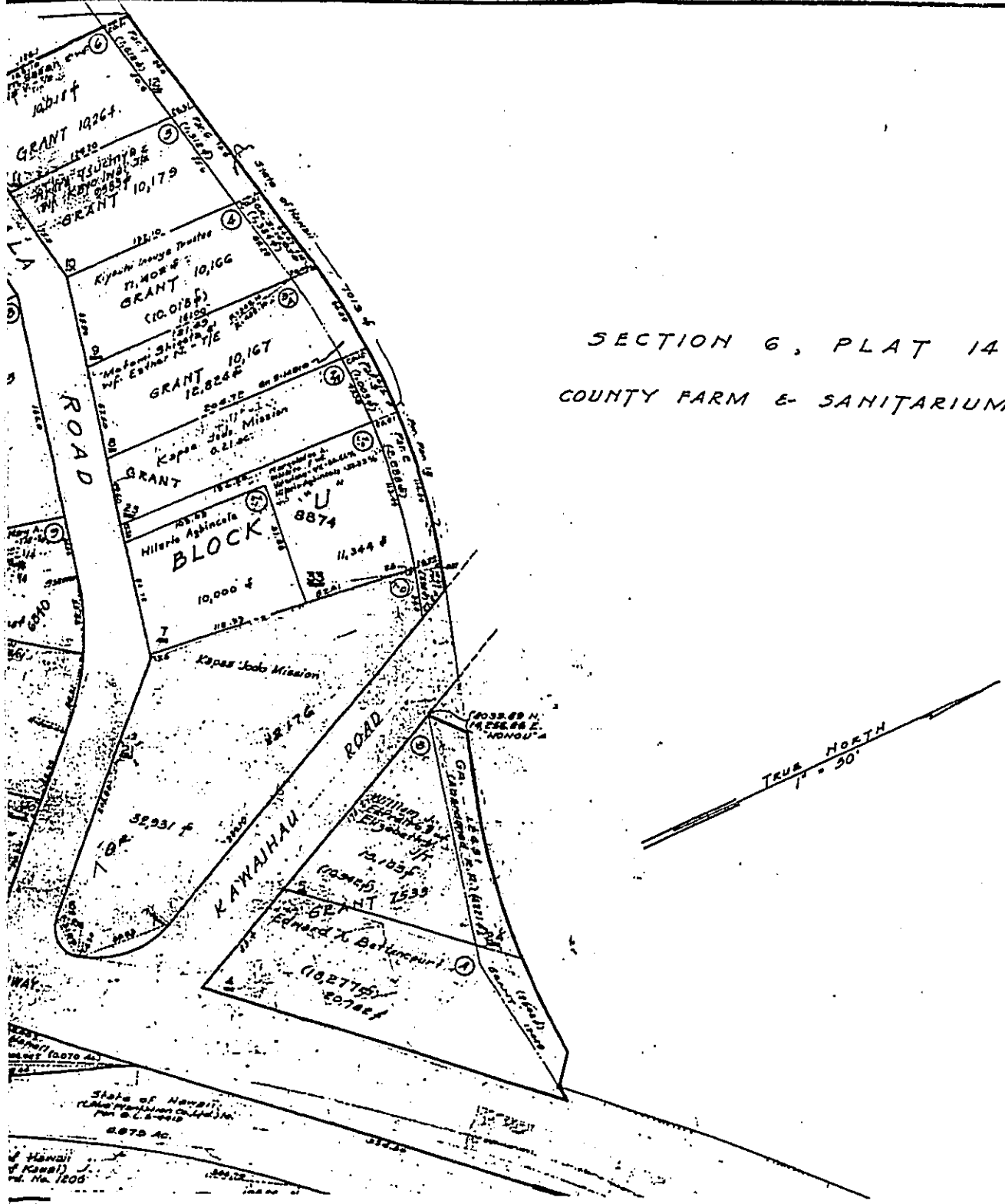
Divs. No. 2285  
 Strip Map Tracing of Kapaa Town Lots  
 Source 1-18-89 Map # 10  
 By 1-28-89 12

POR. KAPAA TOWN LOTS, KAWAIIHAU, KAUAI



Kapaa Byp  
 Kuhio High  
 Prepared by: E  
 Source: County

SECTION 6, PLAT 14  
COUNTY FARM & SANITARIUM



**Kapaa Bypass Road Temporary Extension  
Kuhio Highway to Oloheua Road**

**Tax Map Key: 4-5-13**

Prepared by: Environmental Communications, Inc.  
Source: County of Kauai

Figure 2  
Page 2-5

Dropped Parcels: 22, 23, 24, 21, 14

TAXATION MAPS BUREAU  
TERRITORY OF HAWAII  
**TAX MAP**

FOURTH DIVISION  
ZONE SEC. PLAT

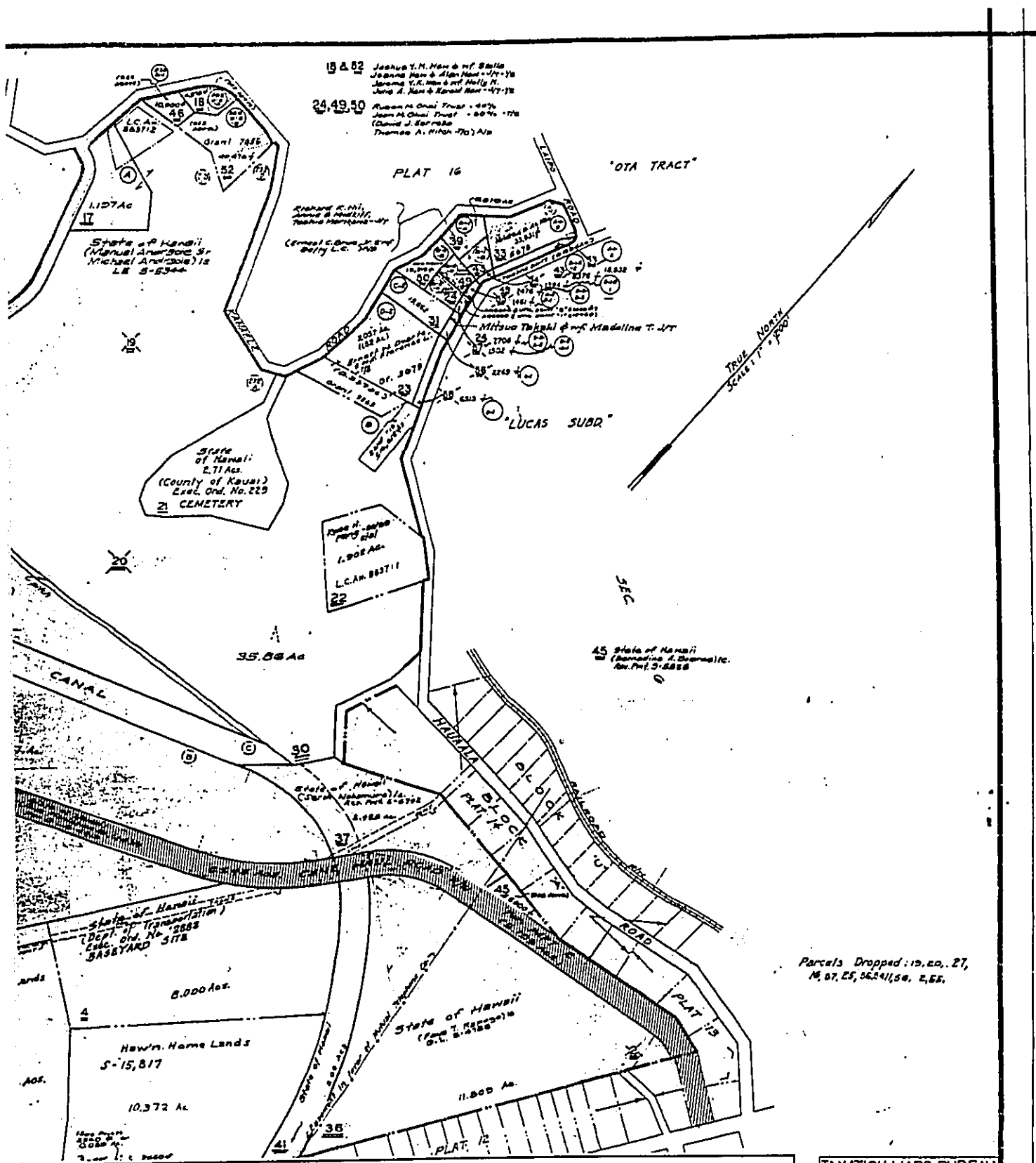
4 5 13

CONTAINING 17 PARCELS

SCALE: 1 in. = 50 ft.

PRINTED





**apaa Bypass Road Temporary Extension  
uhio Highway to Olohena Road**

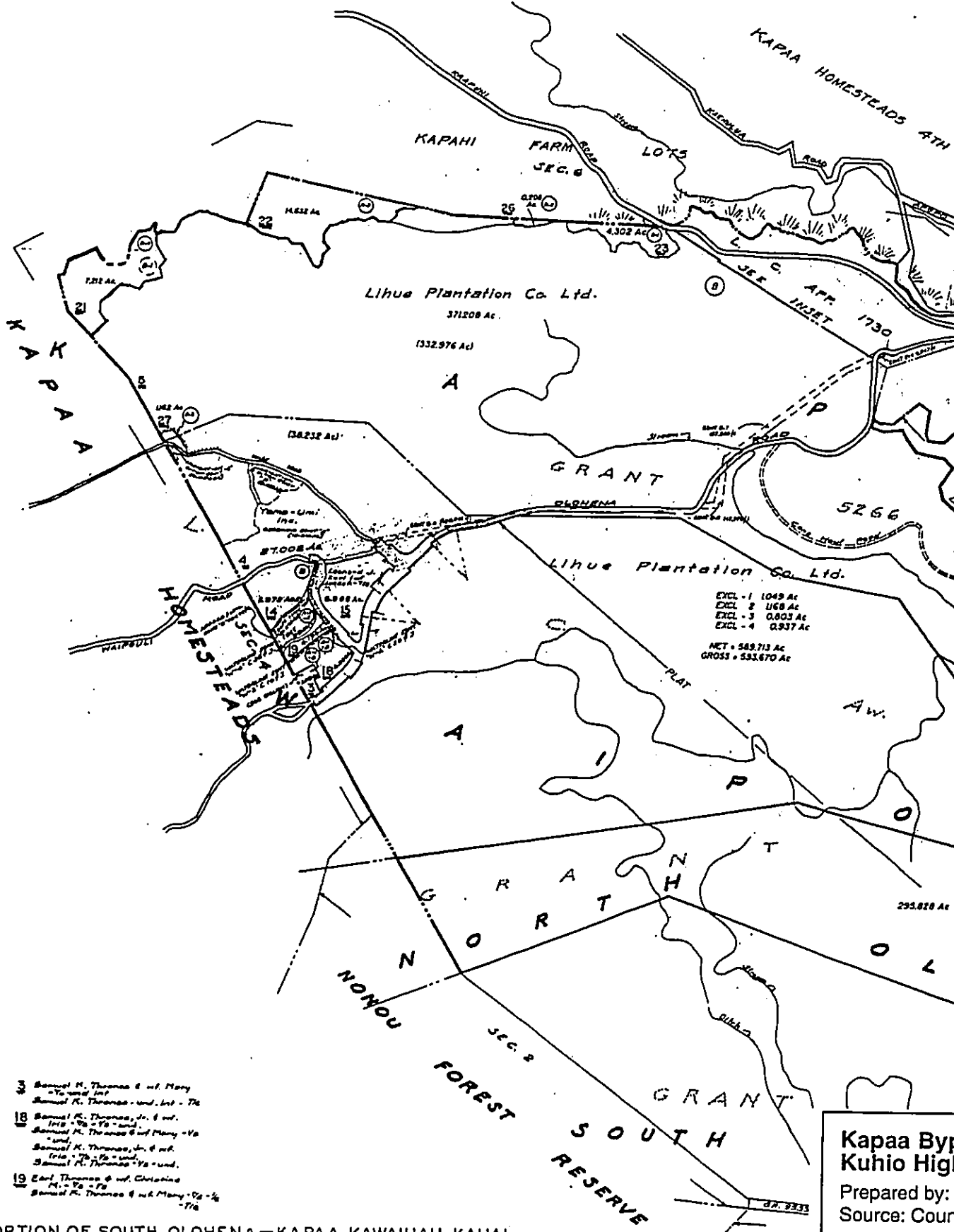
Prepared by: Environmental Communications, Inc.  
Source: County of Kauai

**Tax Map Key: 4-5-15**

Figure 3  
Page 2-6

TAXATION MAPS BUREAU		
TERRITORY OF HAWAII		
TAX MAP		
FOURTH DIVISION		
ZONE	SEC.	PLAT
4	5	15
CONTAINING PARCELS		
SCALE: 1 in. = 200 ft.		

CORRECTED  
 JUL 6 1939  
 NOV 24 1939  
 APR 23 1956  
 SEC 3 1960  
 APR 22 1960  
 APR 23 1971  
 3 1977  
 SEC 1 1984  
 OCT 8 1987  
 FEB 2 1988  
 JUN 1 2004  
 AUG 13 2004  
 DEC 2 1984  
 MS 7 MS



EXCL - 1 1049 Ac  
 EXCL - 2 168 Ac  
 EXCL - 3 0.803 Ac  
 EXCL - 4 0.937 Ac  
 NET = 589.713 Ac  
 GROSS = 533.670 Ac

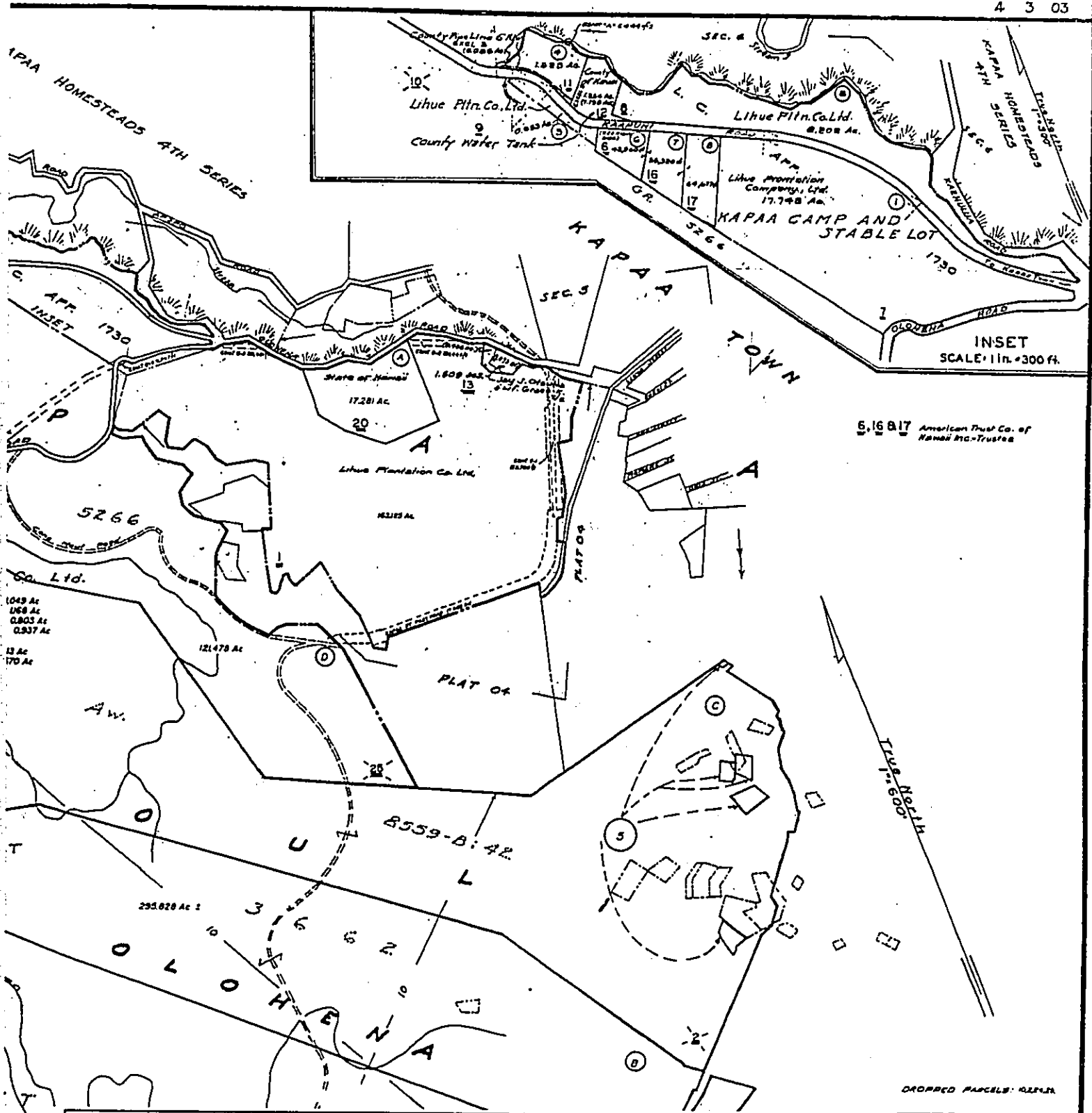
Dwg. No.: 2942  
 Source: Top Maps Bureau C Survey Dept.  
 By: I.K.H. C R.S.G. September, 1936.

- 16 Samuel K. Thomas & wife Mary  
 " 1/2 und. int.  
 Samuel K. Thomas - und. int. - 7/8
- 18 Samuel K. Thomas, Jr. & wife  
 " 1/8 " 1/8 " 1/8 und.  
 Samuel K. Thomas & wife Mary - 1/8  
 " und.  
 Samuel K. Thomas, Jr. & wife  
 " 1/8 " 1/8 " 1/8 und.  
 Samuel K. Thomas - 1/8 und.
- 19 Earl Thomas & wife Christine  
 " 1/8 " 1/8  
 Samuel K. Thomas & wife Mary - 1/8 - 1/8  
 - 7/8

PORTION OF SOUTH OLOHENA - KAPAA, KAWAIHAU, KAUAI.

Kapaa Byp  
 Kuhio High  
 Prepared by: E  
 Source: Count





5.16.817 American Trust Co. of Hawaii Trustee

**Kapaa Bypass Road Temporary Extension  
Kuhio Highway to Oloheha Road**

Prepared by: Environmental Communications, Inc.  
Source: County of Kauai

**Tax Map Key: 4-3-03**

Figure 4  
Page 2-7

DROPPED PARCELS: REF. 2A

TAXATION MAPS BUREAU		
TERRITORY OF HAWAII		
<b>TAX MAP</b>		
FOURTH		DIVISION
ZONE	SEC.	PLAT
4	3	03
CONTAINING PARCELS		
SCALE: AS INDICATED		

PRINTED \_\_\_\_\_

DATE	
DESIGNED BY	
DRAWN BY	
CHECKED BY	
APPROVED BY	
NO.	
DATE	
DESIGNED BY	
DRAWN BY	
CHECKED BY	
APPROVED BY	
NO.	

**Note:**

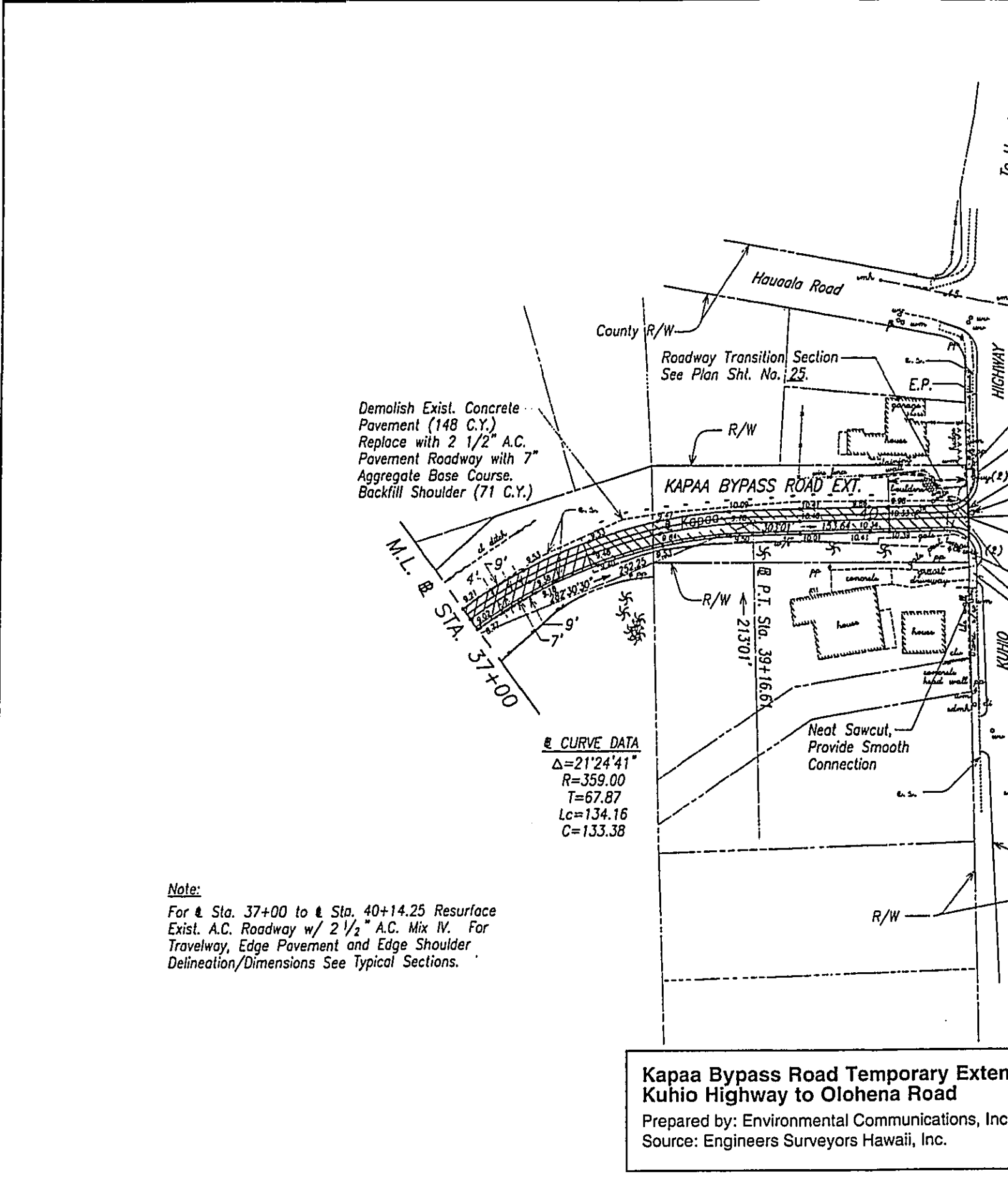
For Sta. 37+00 to Sta. 40+14.25 Resurface Exist. A.C. Roadway w/ 2 1/2" A.C. Mix IV. For Travelway, Edge Pavement and Edge Shoulder Delineation/Dimensions See Typical Sections.

Demolish Exist. Concrete Pavement (148 C.Y.)  
 Replace with 2 1/2" A.C. Pavement Roadway with 7" Aggregate Base Course.  
 Backfill Shoulder (71 C.Y.)

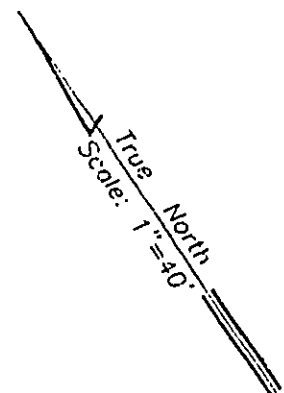
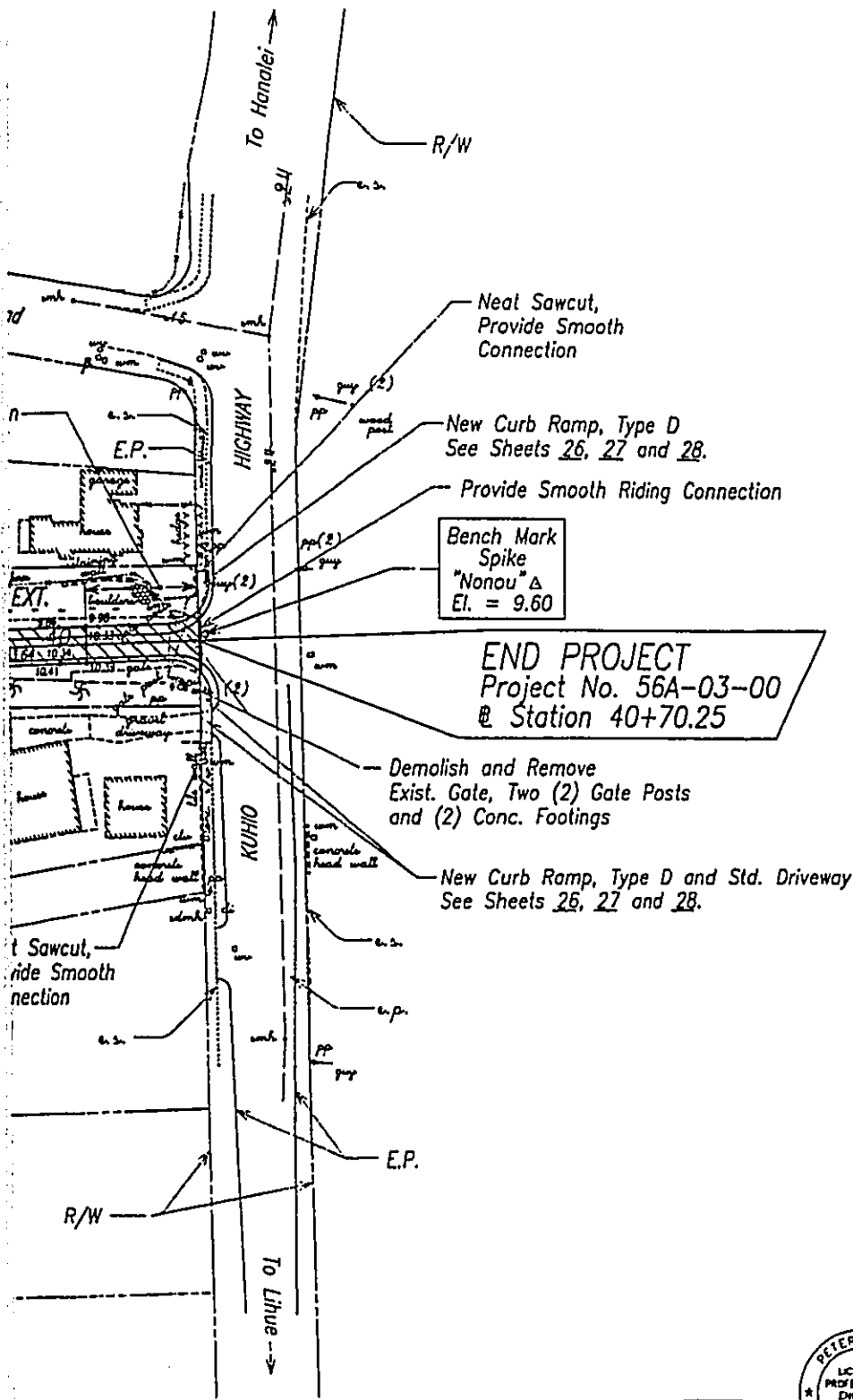
**CURVE DATA**  
 $\Delta=21^{\circ}24'41''$   
 $R=359.00$   
 $T=67.87$   
 $Lc=134.16$   
 $C=133.38$

**Kapaa Bypass Road Temporary Extension  
 Kuhio Highway to Oloheua Road**

Prepared by: Environmental Communications, Inc.  
 Source: Engineers Surveyors Hawaii, Inc.



FED. ROAD DIST. NO.	STATE	PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
HAWAII	HAW.	56A-03-00	2003	13	63



**END PROJECT**  
 Project No. 56A-03-00  
 @ Station 40+70.25

**Temporary Extension**  
**Moheua Road**  
 al Communications, Inc.  
 ors Hawaii, Inc.

**Roadway Plan 1**

Figure 5  
 Page 2-8

PETER L. MOY  
 LICENSED PROFESSIONAL ENGINEER  
 No. 8000-C  
 HAWAII, U.S.A.

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*Peter L. Moy*  
 ENGINEER SURVEYOR HAWAII, INC.  
 LIC. EXP. 6/30/2004

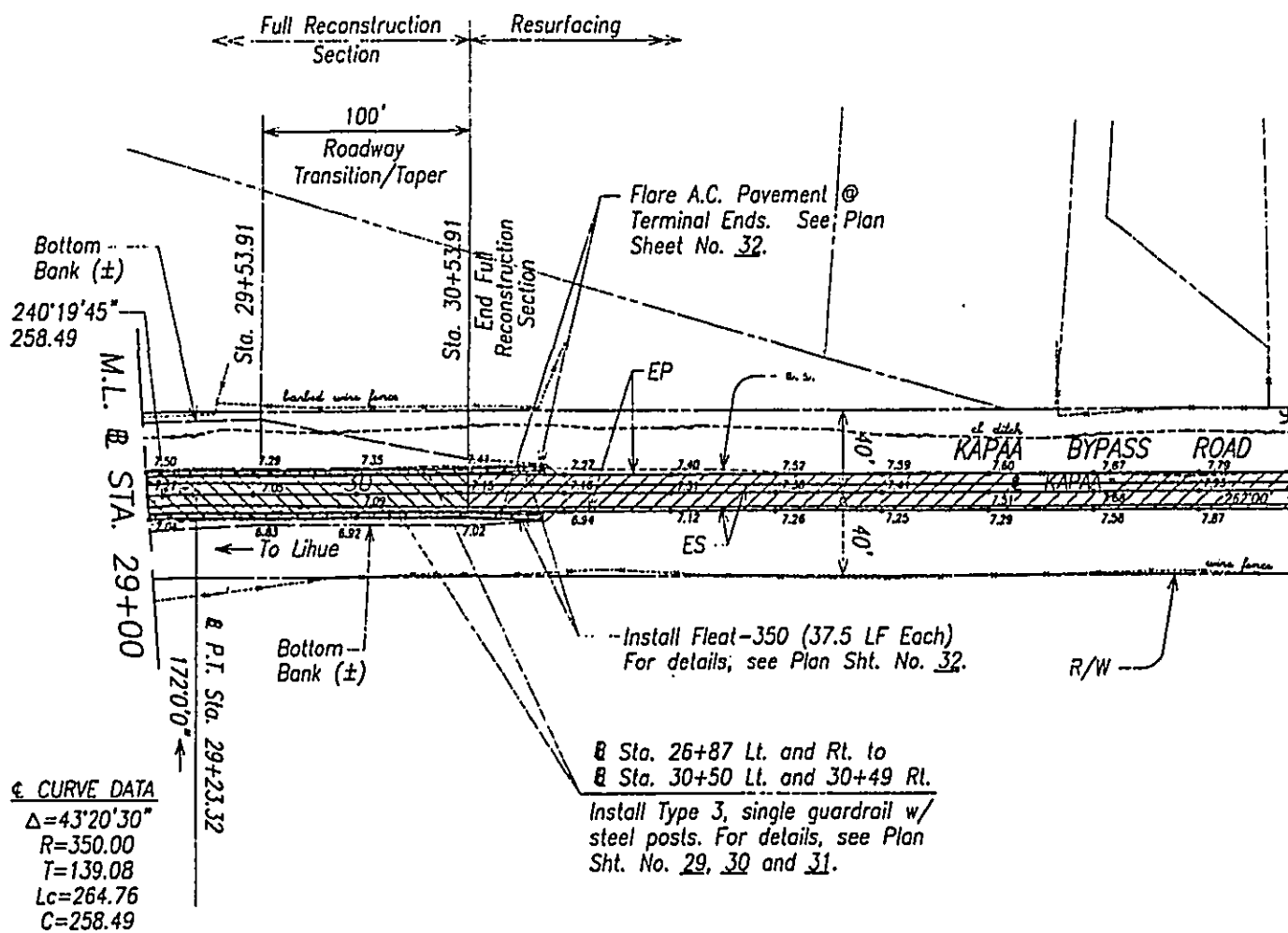
STATE OF HAWAII  
 DEPARTMENT OF TRANSPORTATION  
 HIGHWAYS DIVISION

**ROADWAY PLAN**

**KUHIO HIGHWAY IMPROVEMENTS**  
 Extension Of Temporary Kapaa Bypass Road  
 Project No. 56A-03-00

Scale: 1" = 40' Date: Aug 2003

SHEET No. 5 OF 5 SHEETS



**± CURVE DATA**  
 Δ=43°20'30"  
 R=350.00  
 T=139.08  
 Lc=264.76  
 C=258.49

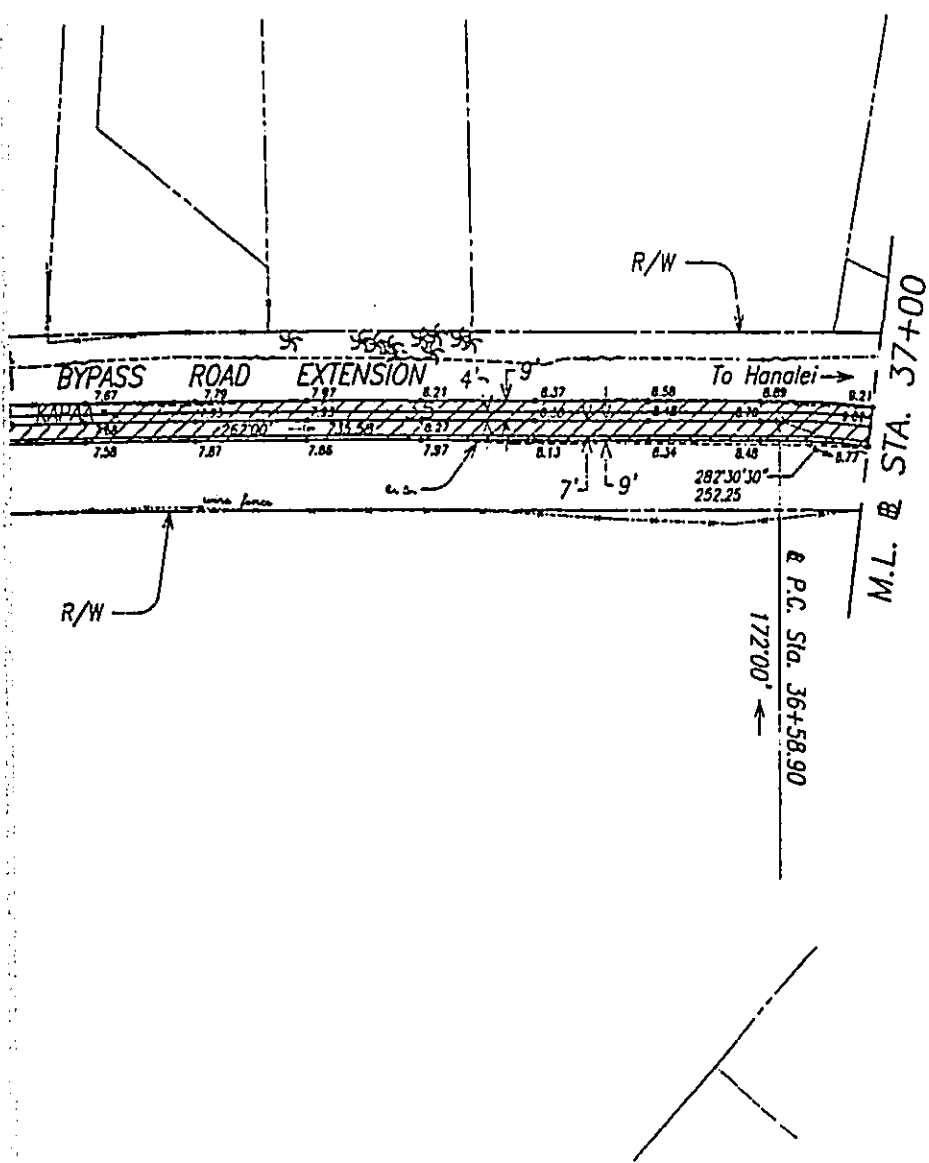
**Note:**  
 For @ Sta. 29+00 to @ Sta. 30+53.91 Reconstruct Exist. A.C. Roadway w/ 2 1/2" A.C. Mix IV and 7" A.C. Base. For Travelway, Edge Pavement and Edge Shoulder Delineation/Dimensions See Typical Sections.

For @ Sta. 30+53.91 to @ Sta. 37+00 Resurface Exist. A.C. Roadway w/ 2 1/2" A.C. Mix IV. For Travelway, Edge Pavement and Edge Shoulder Delineation/Dimensions See Typical Sections.

DESIGN	DATE
DRAWN	
CHECKED	
APPROVED	
DATE	
BY	
REVISION	

**Kapaa Bypass Road Temporary Extension  
 Kuhio Highway to Olohena Road**  
 Prepared by: Environmental Communications, Inc.  
 Source: Engineers Surveyors Hawaii, Inc.

FED. ROAD DIST. NO.	STATE	PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
HAWAII	HAW.	56A-03-00	2003	12	63



True North  
Scale: 1" = 40'

Temporary Extension  
Kapaa Bypass Road  
Roadway Plan 2  
Figure 6  
Page 2-9  
Communications, Inc.  
Hawaii, Inc.



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STATE OF HAWAII  
DEPARTMENT OF TRANSPORTATION  
HIGHWAYS DIVISION  
**ROADWAY PLAN**  
KUHIO HIGHWAY IMPROVEMENTS  
Extension Of Temporary Kapaa Bypass Road  
Project No. 56A-03-00  
Scale: 1" = 40' Date: Aug 2003  
SHEET No. 4 OF 5 SHEETS

**Note:**

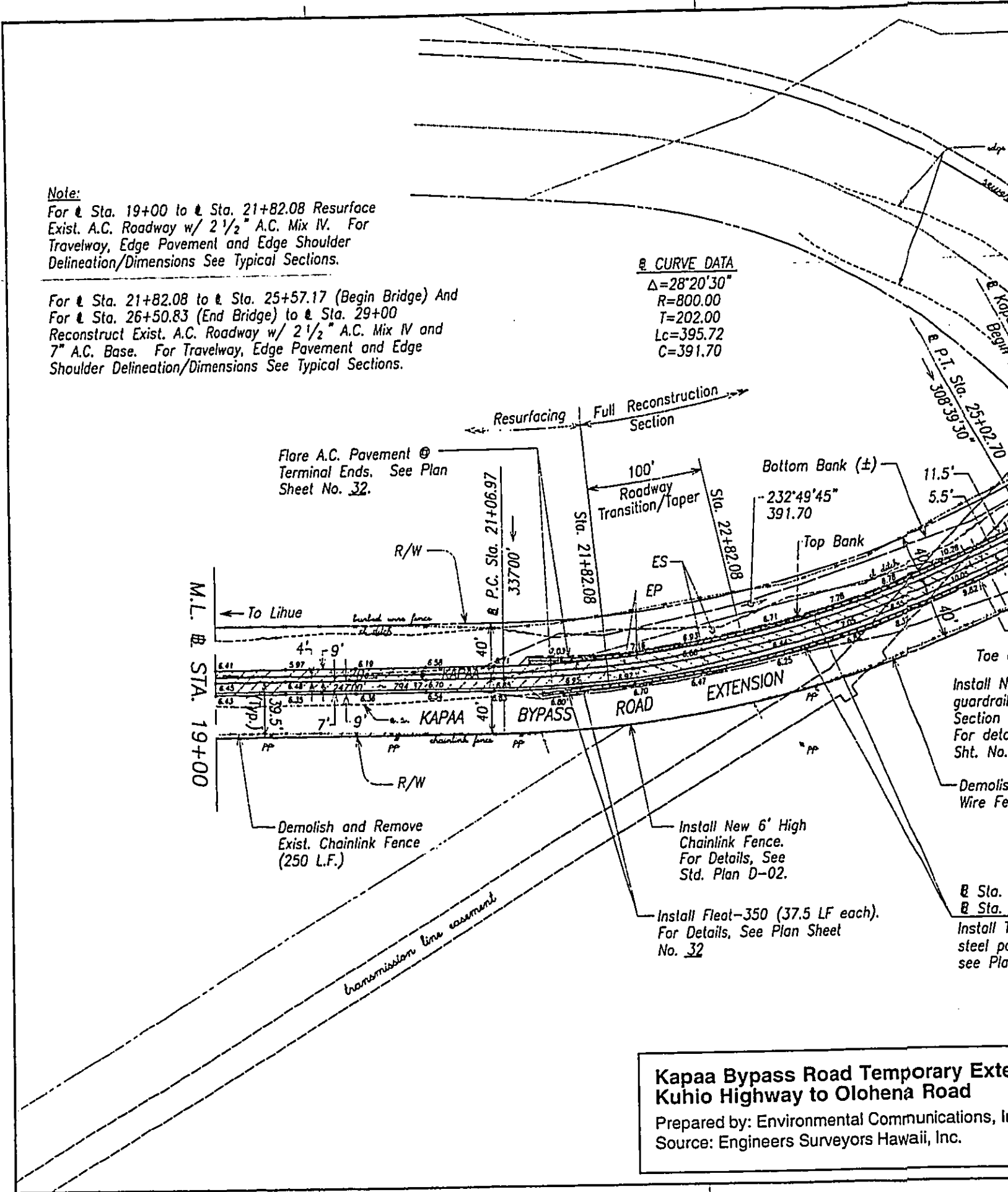
For Sta. 19+00 to Sta. 21+82.08 Resurface Exist. A.C. Roadway w/ 2 1/2" A.C. Mix IV. For Travelway, Edge Pavement and Edge Shoulder Delineation/Dimensions See Typical Sections.

For Sta. 21+82.08 to Sta. 25+57.17 (Begin Bridge) And For Sta. 26+50.83 (End Bridge) to Sta. 29+00 Reconstruct Exist. A.C. Roadway w/ 2 1/2" A.C. Mix IV and 7" A.C. Base. For Travelway, Edge Pavement and Edge Shoulder Delineation/Dimensions See Typical Sections.

**② CURVE DATA**

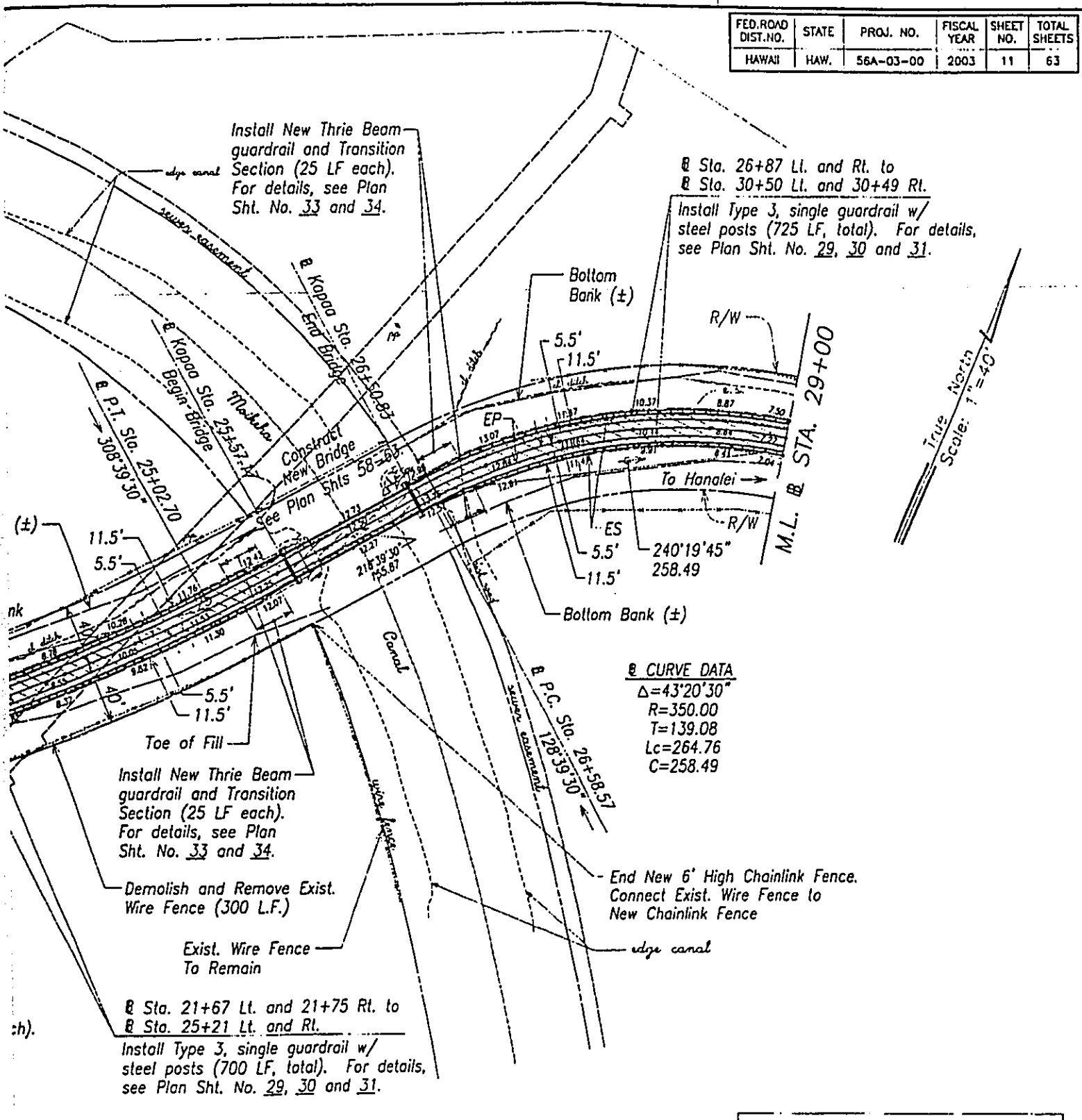
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 $R=800.00$   
 $T=202.00$   
 $Lc=395.72$   
 $C=391.70$

DESIGNED BY	DATE
DRAWN BY	
CHECKED BY	
APPROVED BY	
SCALE	
PROJECT NO.	
SHEET NO.	
TOTAL SHEETS	



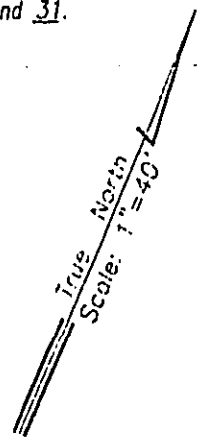
**Kapaa Bypass Road Temporary Extension  
 Kuhio Highway to Olohena Road**  
 Prepared by: Environmental Communications, Inc.  
 Source: Engineers Surveyors Hawaii, Inc.

FED. ROAD DIST. NO.	STATE	PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
HAWAII	HAW.	56A-03-00	2003	11	63



**CURVE DATA**

$\Delta$	$43^{\circ}20'30''$
R	350.00
T	139.08
Lc	264.76
C	258.49



**Temporary Extension of Ohena Road**  
 Communications, Inc.  
 Hawaii, Inc.

**Roadway Plan 3**  
 Figure 7  
 Page 2-10



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 LICENSE NO. 9080-C  
 HAWAII, U.S.A.  
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STATE OF HAWAII  
 DEPARTMENT OF TRANSPORTATION  
 HIGHWAYS DIVISION

**ROADWAY PLAN**

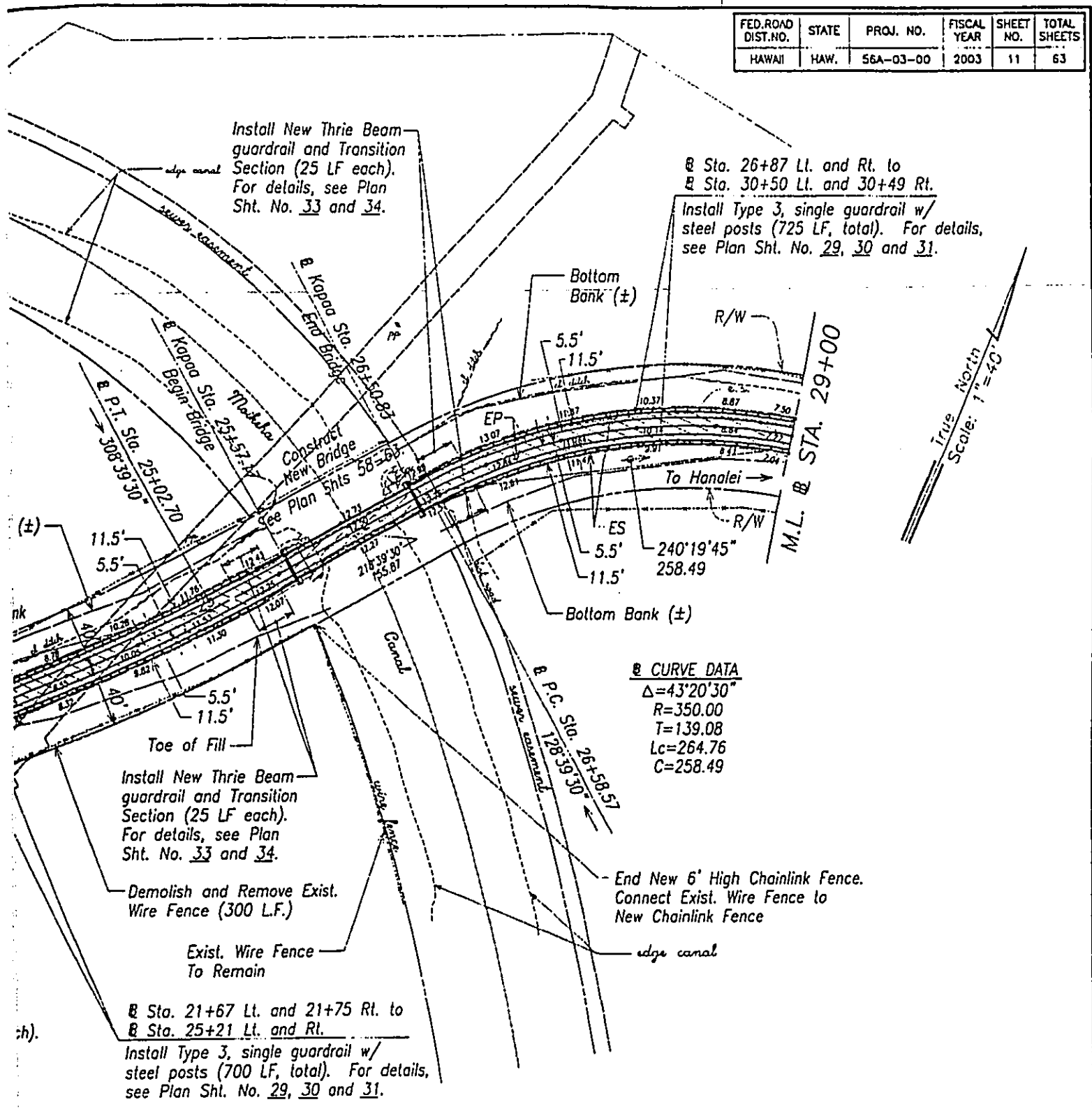
**KUHIO HIGHWAY IMPROVEMENTS**  
 Extension Of Temporary Kopaa Bypass Road  
 Project No. 56A-03-00  
 Scale: 1" = 40' Date: Aug 2003  
 SHEET No. 3 OF 5 SHEETS

# CORRECTION

THE PRECEDING DOCUMENT(S) HAS  
BEEN REPHOTOGRAPHED TO ASSURE  
LEGIBILITY  
SEE FRAME(S)  
IMMEDIATELY FOLLOWING



FED. ROAD DIST. NO.	STATE	PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
HAWAII	HAW.	56A-03-00	2003	11	63



Temporary Extension of Kapaa Bypass Road  
 Communications, Inc.  
 Hawaii, Inc.

Roadway Plan 3  
 Figure 7  
 Page 2-10



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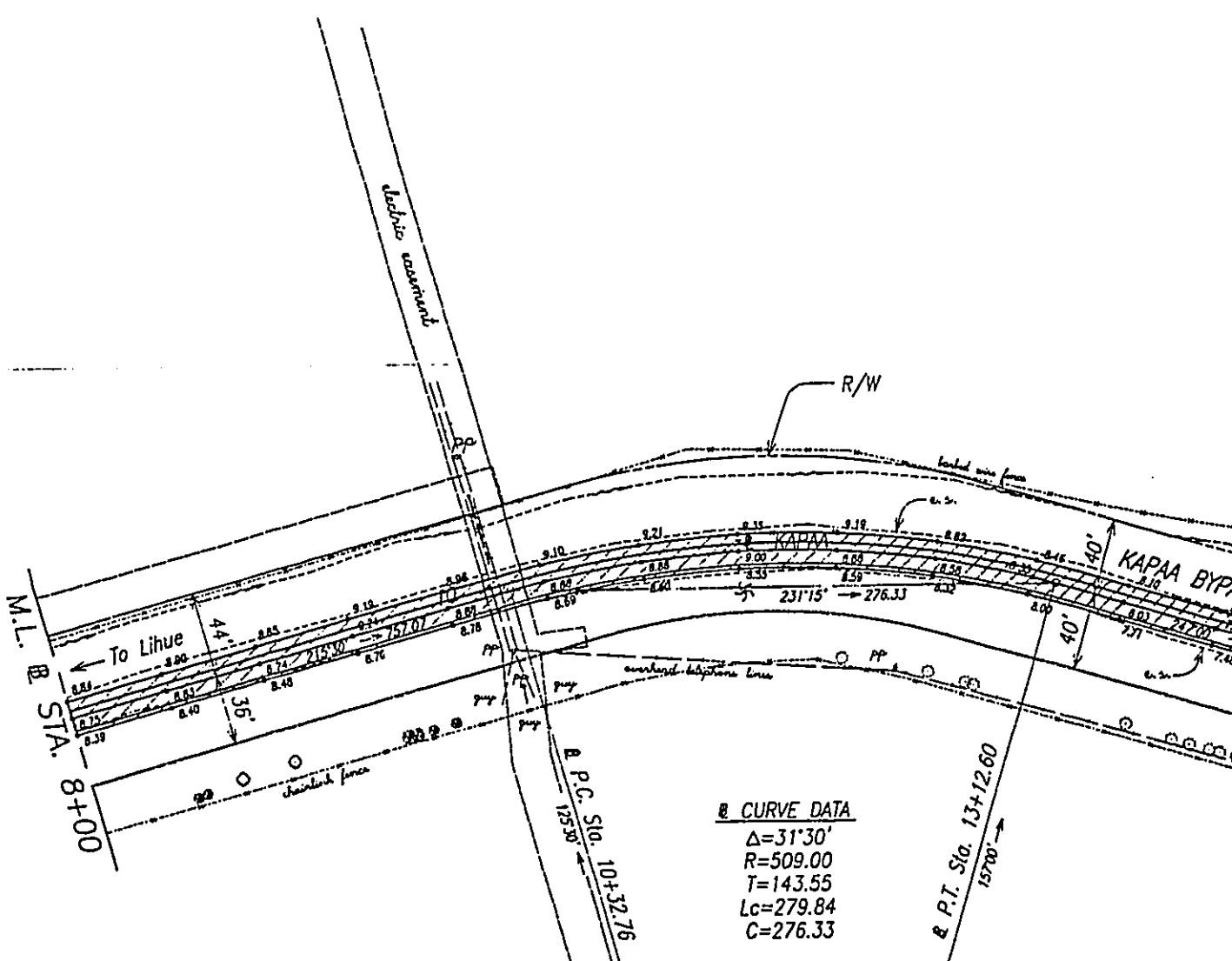
STATE OF HAWAII  
 DEPARTMENT OF TRANSPORTATION  
 HIGHWAYS DIVISION

**ROADWAY PLAN**

KUHIO HIGHWAY IMPROVEMENTS  
 Extension Of Temporary Kapaa Bypass Road  
 Project No. 56A-03-00

Scale: 1" = 40' Date: Aug 2003

SHEET No. 3 OF 5 SHEETS

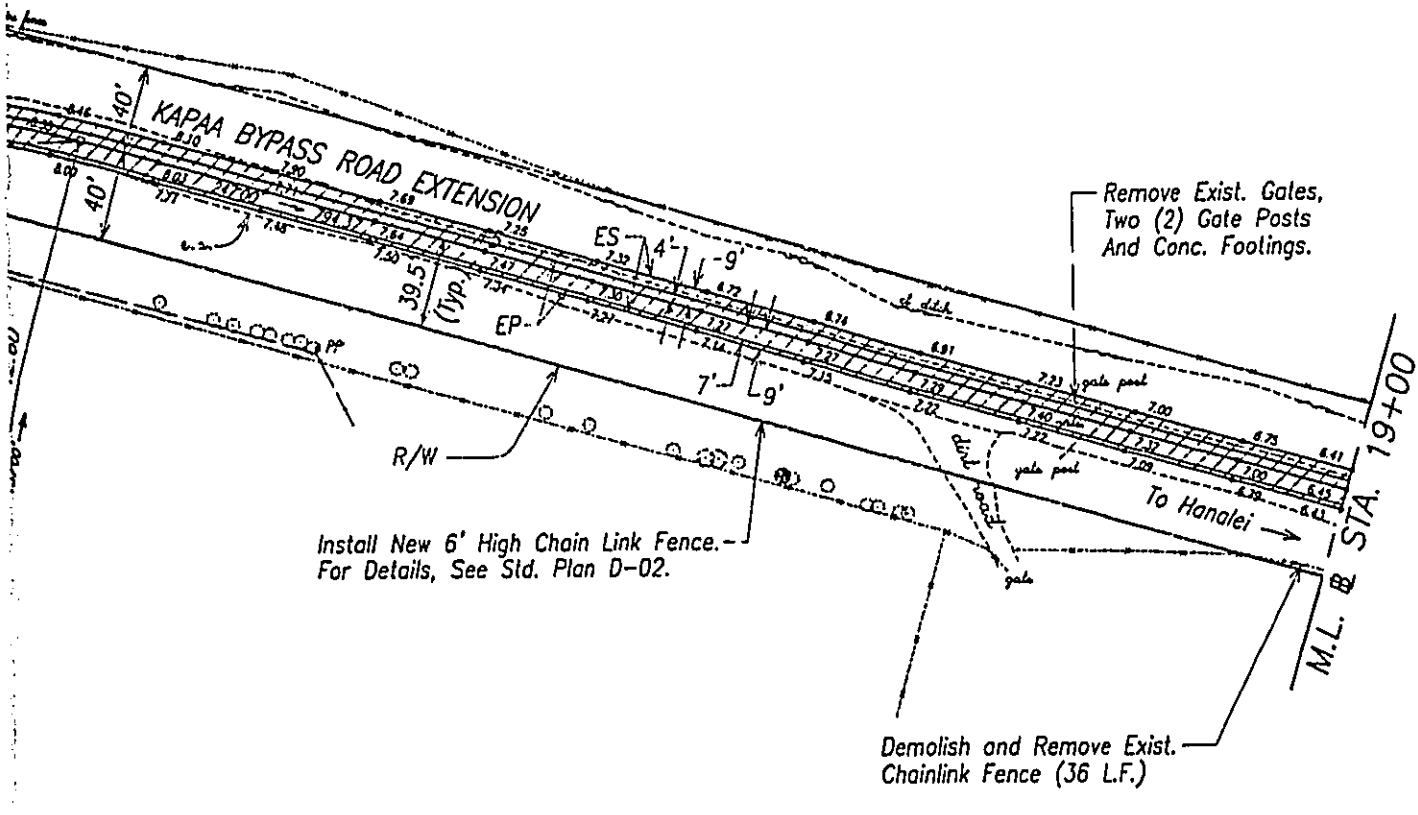
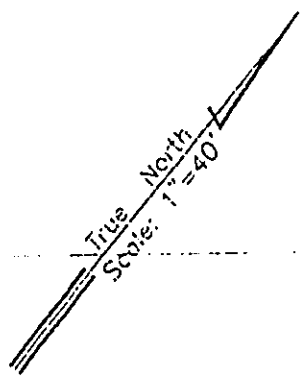


Note:  
 For Sta. 8+00 to Sta. 19+00 Resurface  
 Exist. A.C. Roadway w/ 2 1/2" A.C. Mix IV.  
 For Travelway, Edge Pavement And Edge  
 Shoulder Delineation/Dimensions See  
 Typical Sections.

DESIGNED BY	DATE
DRAWN BY	
CHECKED BY	
APPROVED BY	
PROJECT NO.	
DATE	

**Kapaa Bypass Road Temporary Extension  
 Kuhio Highway to Olohena Road**  
 Prepared by: Environmental Communications, Inc.  
 Source: Engineers Surveyors Hawaii, Inc.

FED. ROAD DIST. NO.	STATE	PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
HAWAII	HAW.	56A-03-00	2003	10	63



Temporary Extension  
 Kapaa Bypass Road  
 Communications, Inc.  
 Honolulu, Hawaii, Inc.

Roadway Plan 4  
 Figure 8  
 Page 2-11

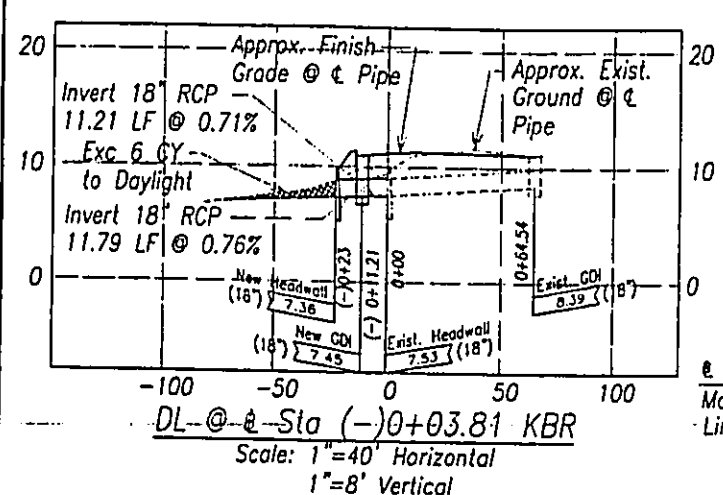


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STATE OF HAWAII  
 DEPARTMENT OF TRANSPORTATION  
 HIGHWAYS DIVISION

**ROADWAY PLAN**

**KUHIO HIGHWAY IMPROVEMENTS**  
 Extension Of Temporary Kapaa Bypass Road  
 Project No. 56A-03-00  
 Scale: 1" = 40' Date: Aug 2003  
 SHEET No. 2 OF 5 SHEETS



**BEGIN PROJECT**  
 Project No. 56A-03-00  
 @ Station (-)2+79.55

Remove exist. gates, four (4) gate posts and conc. footings.

Install new Type 61214 Grated Drop Inlet.  
 Top = 10.95  
 Inv. = 7.45  
 (For Details, See Std. Plan H-11)

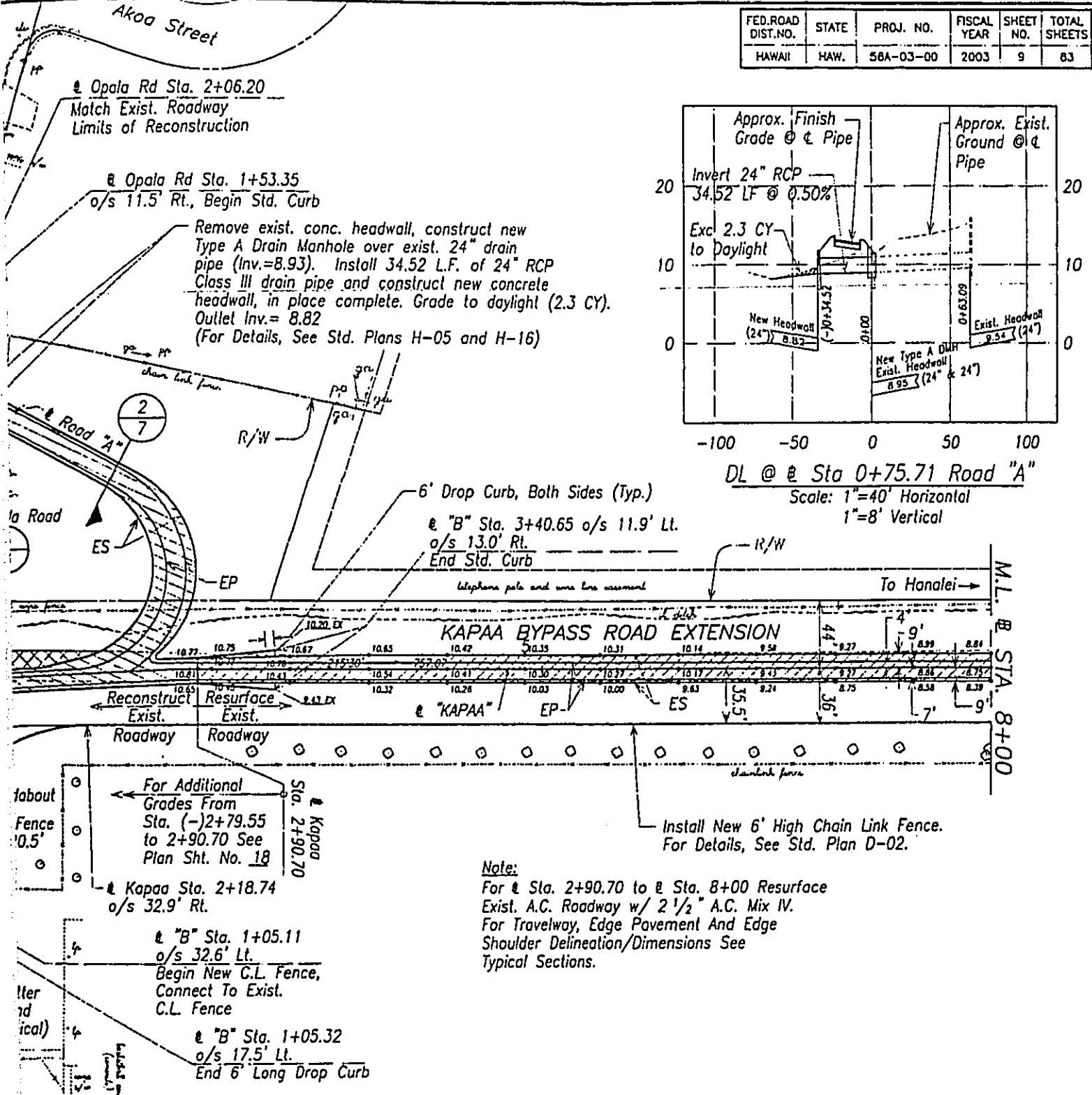
Remove exist. conc. headwall, connect new 18" RCP, Class III to exist. 18" drain pipe w/ conc. collar. Install 23 L.F. of 18" RCP, Class III drain pipe and construct new concrete headwall, in place complete. Grade to daylight (6 CY). Outlet Inv. = 7.36 (For Details, See Std. Plan H-16)

Demolish And Remove Exist. Wire Fence And Posts. Construct New Fence To Match Existing Fence As Shown. (For Details, See Std. Plan D-03)

**Kapaa Bypass Road Temporary Extension Kuhio Highway to Olohena Road**  
 Prepared by: Environmental Communications, Inc.  
 Source: Engineers Surveyors Hawaii, Inc.

DESIGNED BY	DATE
DRAWN BY	DATE
CHECKED BY	DATE
IN CHARGE	DATE
SCALE	
NO.	

FED. ROAD DIST. NO.	STATE	PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
HAWAII	HAW.	56A-03-00	2003	9	63



Opala Rd (East) Sta. 2+71.37  
Exist. Roadway of Reconstruction

**Temporary Extension of Opala Road**  
Communications, Inc.  
Hawaii, Inc.

**Roadway Plan 5**  
Figure 9  
Page 2-12



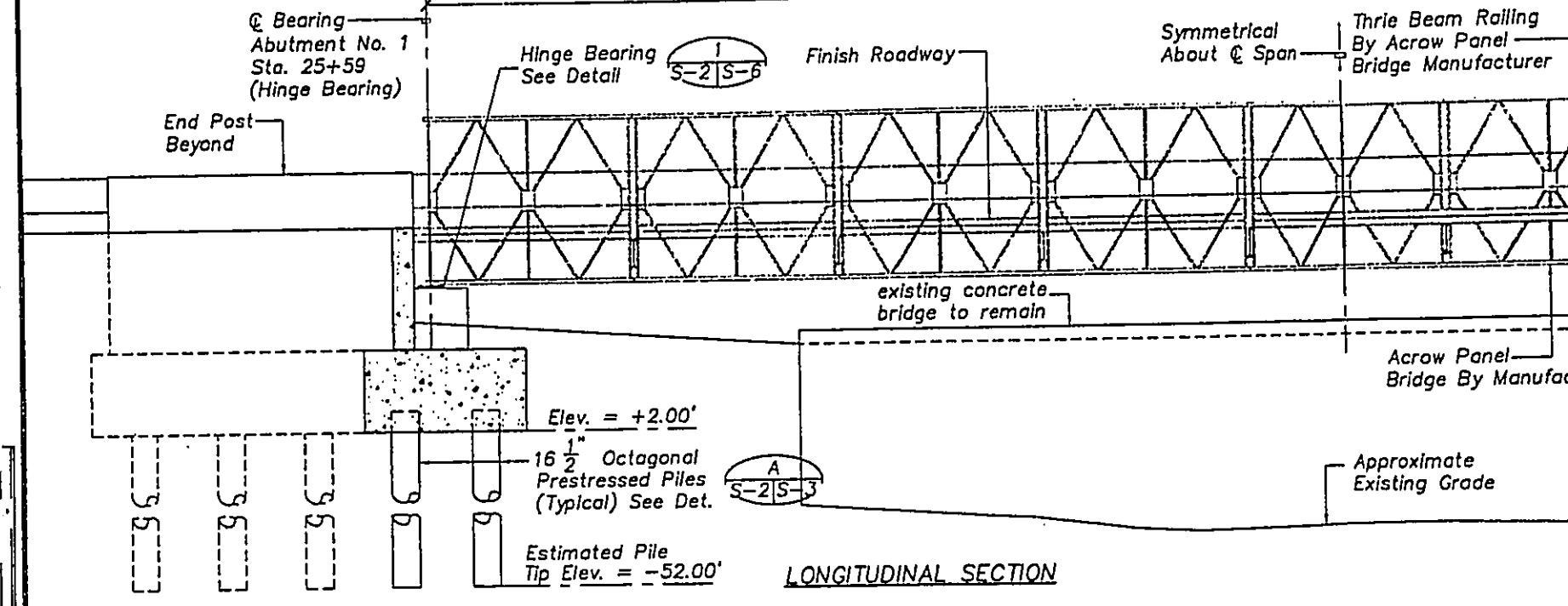
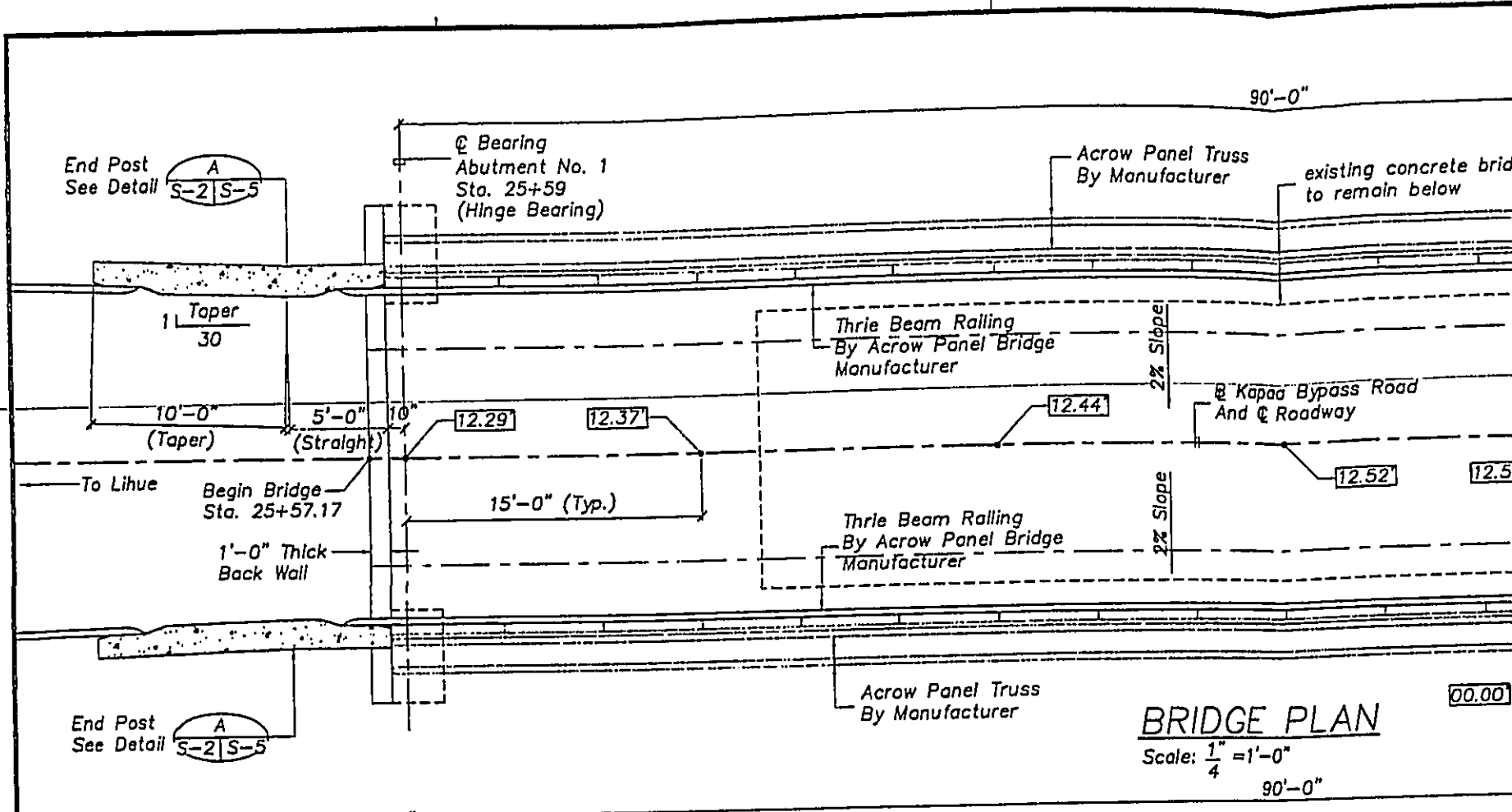
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STATE OF HAWAII  
DEPARTMENT OF TRANSPORTATION  
HIGHWAYS DIVISION

**ROADWAY PLAN**

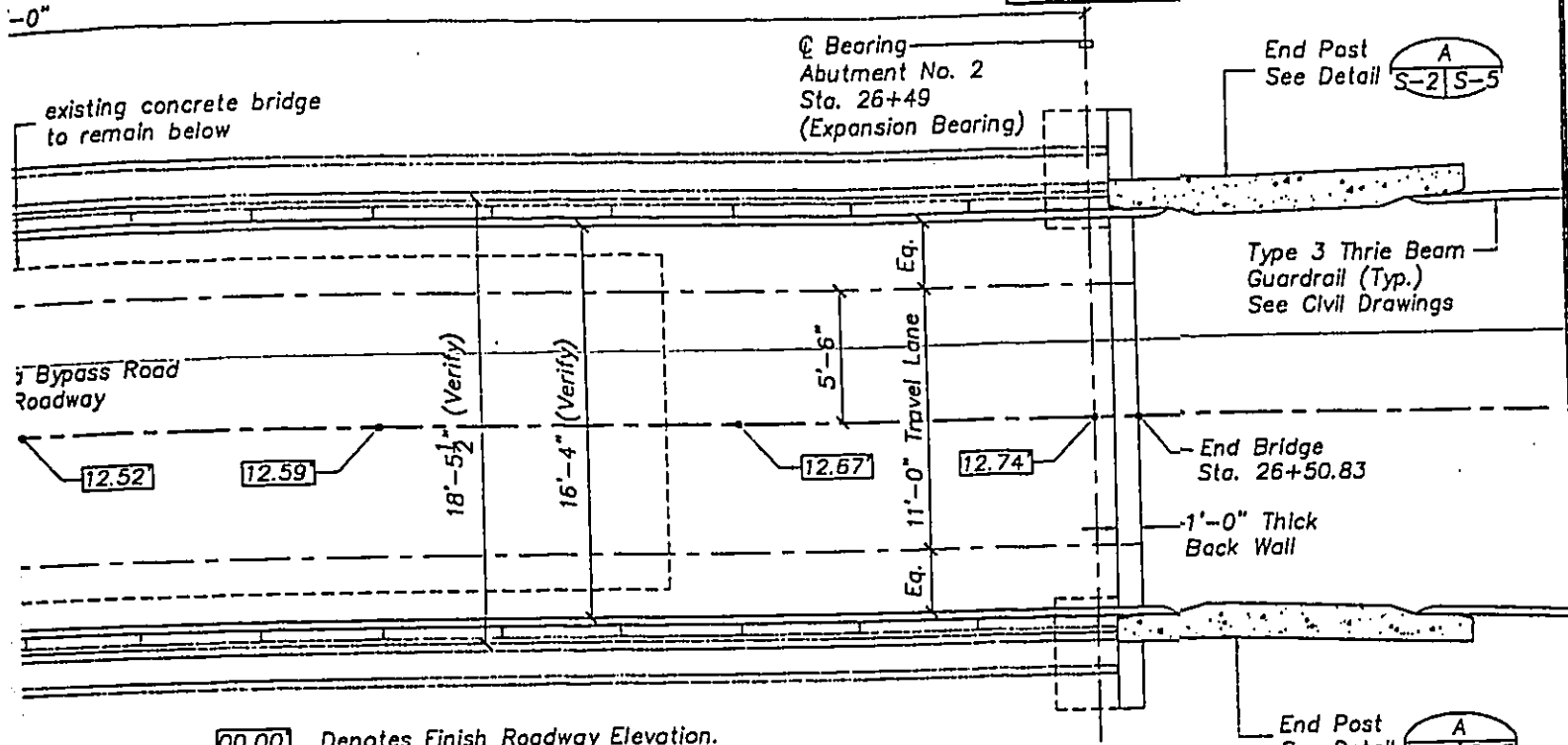
**KUHIO HIGHWAY IMPROVEMENTS**  
Extension Of Temporary Kapaa Bypass Road  
Project No. 56A-03-00

Scale: 1" = 40' Date: Aug 2003  
SHEET No. 1 OF 5 SHEETS

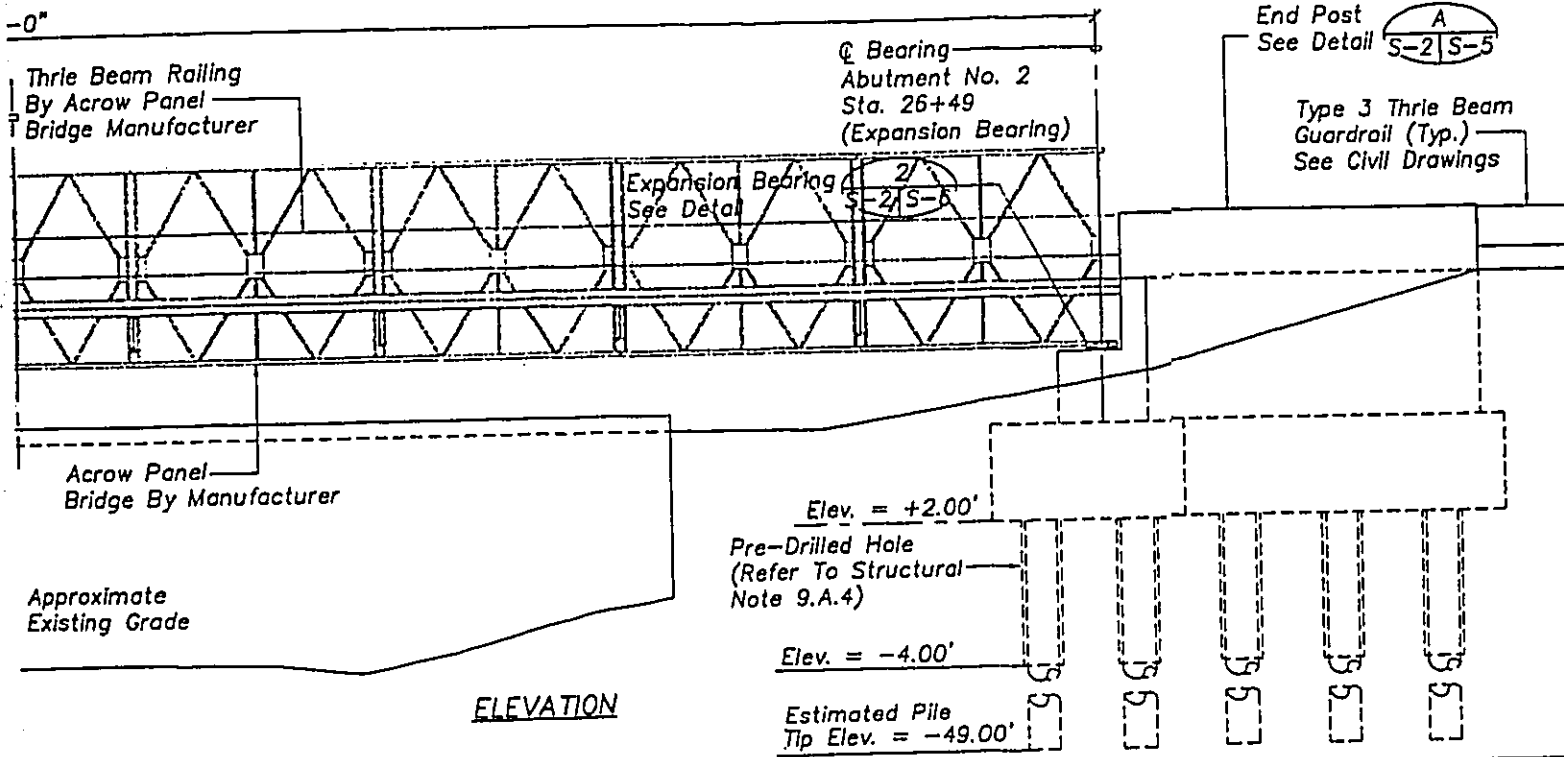


**Kapaa Bypass Road Temporary Extension  
Kuhio Highway to Olohena Road**  
Prepared by: Environmental Communications, Inc.  
Source: Engineers Surveyors Hawaii, Inc.

FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
HAWAII	HAW.	56A-03-00	2003	59	63



**PLAN**



**ELEVATION**

Temporary Extension  
 Kapaemahu Road  
 Communications, Inc.  
 Hawaii, Inc.

Bridge Plan & Section  
 Figure 10  
 Page 2-13



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 MEETHEE ENGINEERING, PERUVISION  
 04/2003

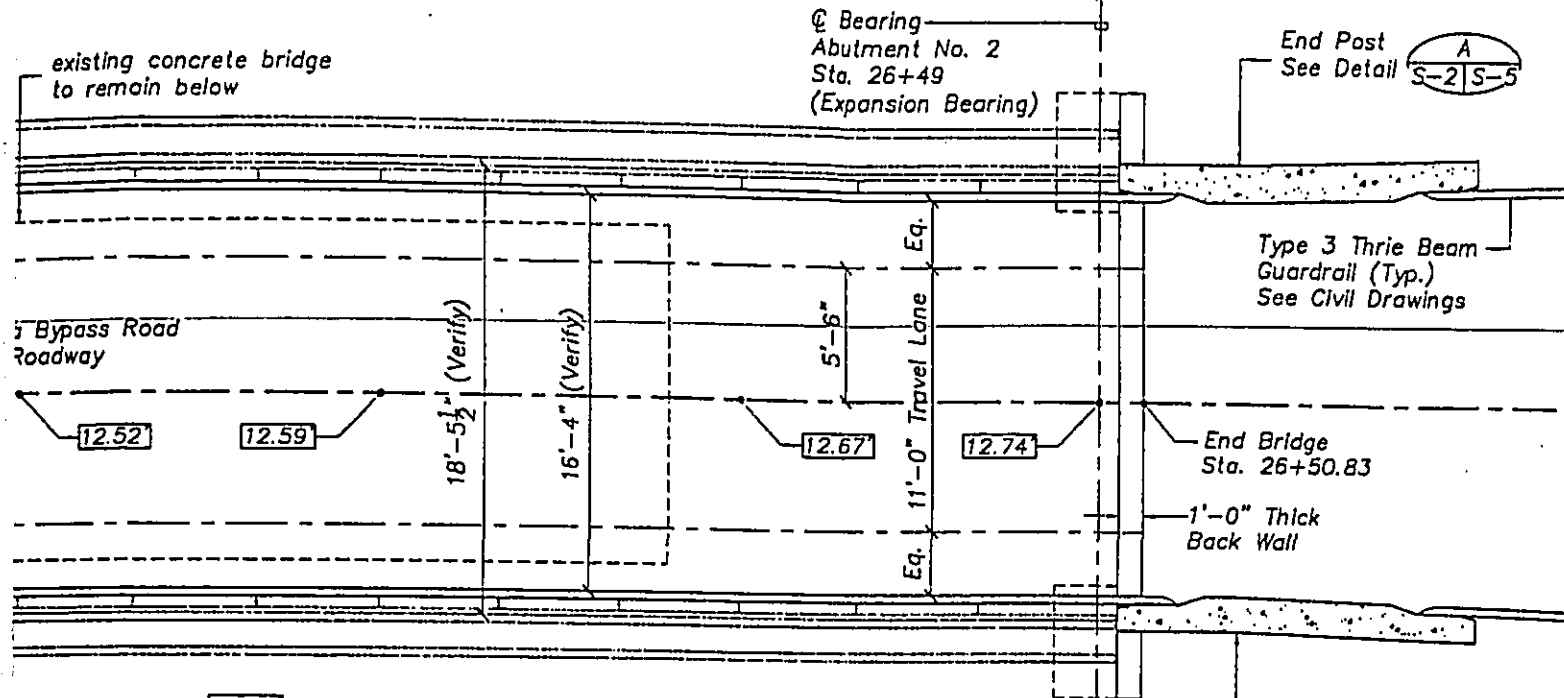
STATE OF HAWAII  
 DEPARTMENT OF TRANSPORTATION  
 HIGHWAYS DIVISION

**BRIDGE PLAN, BRIDGE  
 LONGITUDINAL SECTION / ELEVATION**

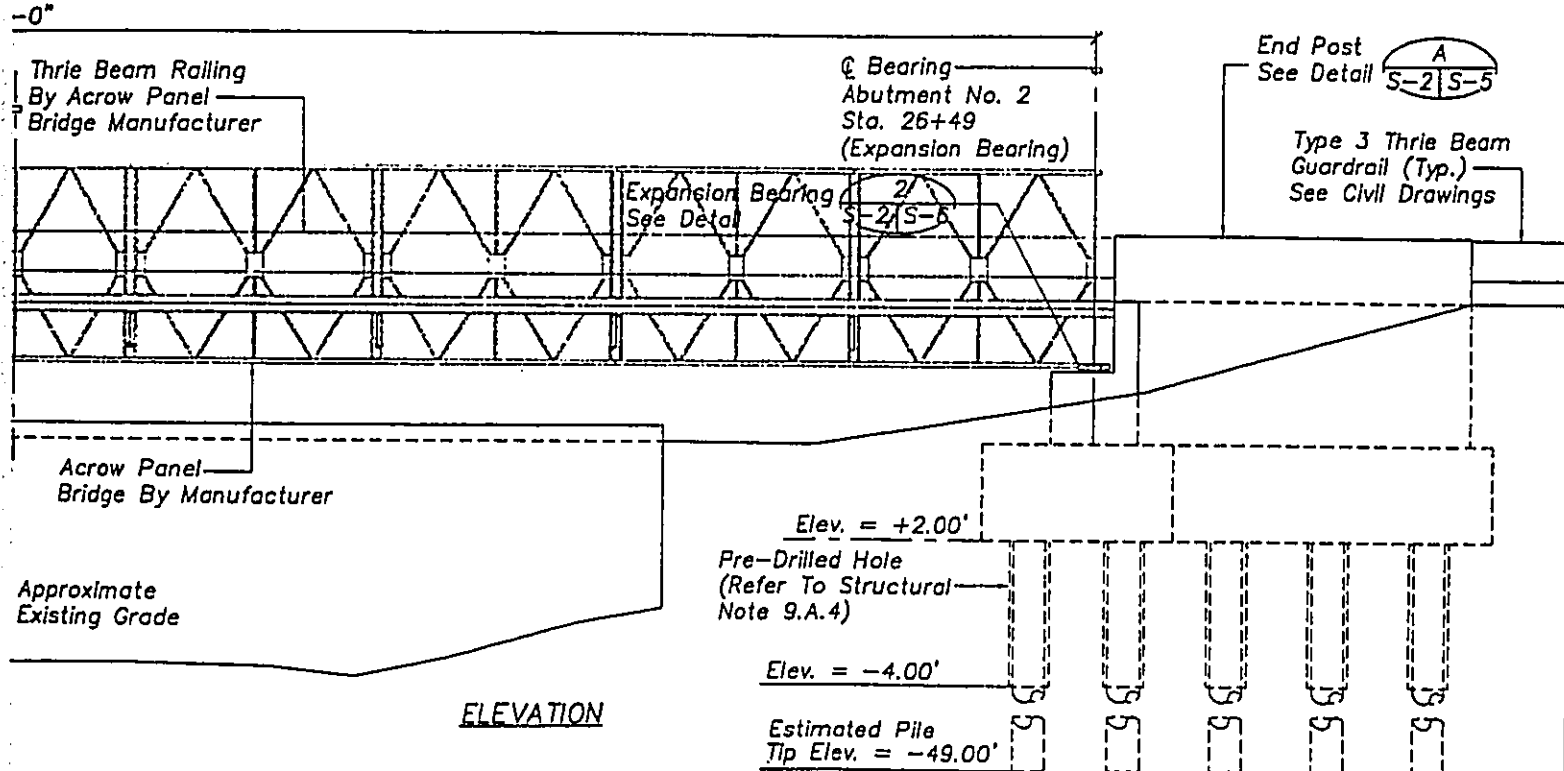
**KUHIO HIGHWAY IMPROVEMENTS**  
 Extension Of Temporary Kapaemahu Bypass Road  
 Project No. 56A-03-00

Scale: As Noted Date: July 2003  
 SHEET No. S-2 OF 6 SHEETS

FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
HAWAII	HAW.	56A-03-00	2003	59	63



**PLAN**  $\boxed{00.00}$  Denotes Finish Roadway Elevation.

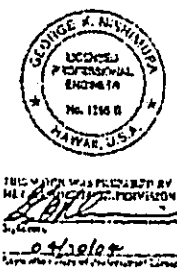


Temporary Extension  
Kapaemahu Road

Bridge Plan & Section

Figure 10  
Page 2-13

Communications, Inc.  
Hawaii, Inc.



STATE OF HAWAII  
DEPARTMENT OF TRANSPORTATION  
HIGHWAYS DIVISION

BRIDGE PLAN, BRIDGE  
LONGITUDINAL SECTION / ELEVATION

KUHIO HIGHWAY IMPROVEMENTS  
Extension Of Temporary Kapaemahu Bypass Road  
Project No. 56A-03-00

Scale: As Noted Date: July 2003

SHEET No. S-2 OF 6 SHEETS



### **III. DESCRIPTION OF ANTICIPATED IMPACTS**

#### **A. Environmental Setting**

The project site consists of an existing cane haul roadway located between Hauaala Road and Olohena Road in Kapaa, Kauai, Hawaii (Figure 11). This roadway is located off of Kuhio Highway approximately 120-feet south of Hauaala Road. This access point is located between two single-family residential dwellings. The entry point is gated and is not open to the public at this time.

A heavy overgrowth of scrub and weeds borders the paved roadway. The road surface is in poor condition with extensive cracking and potholes however the right-of-way remains open and defined. The areas along the roadway are primarily covered with koa haole and field grass. Vacant, unused lands border a significant portion of the project alignment. Other uses along the alignment include park use and residential use at the Kuhio Highway terminus. In general, the majority of the roadway is not located along residential areas.

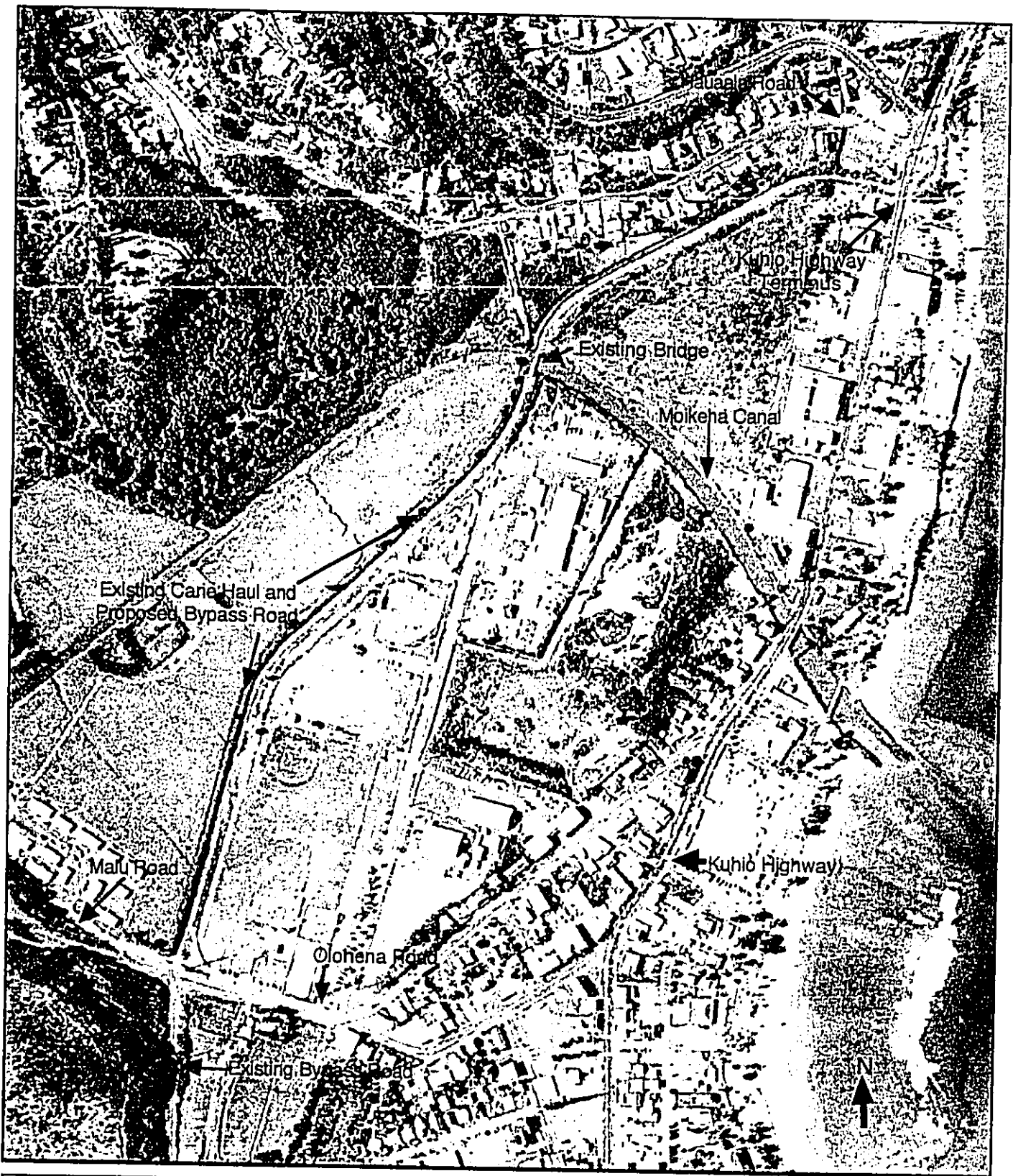
#### **B. Surrounding Uses**

The Kuhio Highway terminus area consists of residential, park and commercial uses. Both sides of the cane haul road entrance are in single-family dwelling use. Hauaala Road, which lies to the north, is a residential road. South of the entrance point lays a mix of residential and commercial uses. Located across Kuhio Highway are the Kapaa Beach Park and the Otsuka's furniture and appliance store.

The fairground area located to the east of the cane haul roadway is open and is relatively flat. No trees are located on the site, which is primarily covered with grass and weedy species. Areas west of the roadway and north of Moikeha Canal are in residential use.

Fallowed agricultural lands lay mauka of the roadway, south of Moikeha Canal. This area is overgrown and is predominantly covered by koa haole and other weedy species. No views are mauka of the roadway are available due to the heavy overgrowth.

The makai portion of the roadway south of Moikeha Canal faces the New Kapaa Ball Field. Three baseball and softball diamonds, two tennis courts, a single story structure and ancillary parking are located on this park site. A fence secures the park from the cane haul roadway. The mauka side of the cane haul road is overgrown however the makai areas along the ball field are maintained and open.



Kapaa Bypass Road Temporary Extension  
Kuhio Highway to Olohena Road

Aerial Photo

Prepared by: Environmental Communications, Inc.  
Source: CAD Photogrametric, Inc.

Figure 11  
Page 3-2

The intersection of the cane haul road and Olohena Road is bounded by the New Kapaa Ball Field to the northeast, a small open field to the southeast, overgrown vacant lands to the southwest, and vacant lands to the northwest. In the northwesterly direction where the proposed "Road A" realignment of Malu Road is planned, lies a small cluster of single-family residences. These homes are located approximately 200 feet from the roadway.

## C. Environmental Considerations

### 1. Geological Characteristics

#### Topography

The project improvement area is generally flat and open. As a former cane haul road, the site has been minimally improved with paving and a concrete bridge structure. All areas immediately mauka of the roadway are heavily overgrown with weed and bushes. No views are available in the mauka direction from the roadway.

In the makai direction, the project alignment is also heavily overgrown until the New Kapaa Ball Field. From this point on the roadway is bordered by grass and a few shade trees. While the makai area is open, it is also relatively flat so no notable views other than the ball field itself were noted.

The Moikeha Canal is a non-descript drainage improvement that serves as the primary storm water drainage collector for the southern Kapaa Homesteads area. The canal is predominantly lined by mangrove in the vicinity of the bridge. The bridge is at surrounding grade level and does not include any railings or drainage outlets. The bridge is subject to ponding and is covered with mud.

#### Climate

While Hawaii is generally characterized as being temperate, the geography of the East Shore District is notable for its breezy temperate climate. Rainfall along the east side of Kauai is slightly higher than other western and inland areas on the island. Prevailing trade winds flow along the coast in the northeasterly direction.

According to the *Atlas of Hawaii, Third Edition*, the North Shore District typically experiences 60 inches of rainfall annually. Average mean temperatures on Kauai (Lihue Station) area range from mean highs between 75 and 85 degrees to mean lows between 62 and 67 degrees Fahrenheit.

### USDA Soil Survey Report

According to panel 28 of the *Soil Survey of Islands of Kauai, Oahu, Maui, Molokai, and Lanai, State of Hawaii* by the US Department of Agriculture Soil Conservation Service, the project site is located on soils classified as Fill Land (Fd) and Mokuleia Clay Loam (MtA) (Figure 12).

Fill lands consists of areas filled with material from dredging, excavation from adjacent uplands, garbage and bagasse and slurry from sugar mills. Most of the Fd designated lands are filled with bagasse and slurry from sugar mills. Generally, these materials are spread over marshes, low-lying areas along coastal flats, coral sand, coral limestone, or areas shallow to the bedrock. This land type is used mostly for the production of sugarcane.

Mokuleia class soils are generally well drained and are found along the coastal plains of Kauai. This soil type is shallow and nearly level. The Mokuleia Clay Loam type differs from the other Mokuleia series in that it is poorly drained. The surface layer is dark brown to black and is mottled. This soil type is used for sugarcane, taro, and pasture use.

### Air Quality and Noise Environment

The ambient air quality of the project site is typically clean but heavy with particulate matter from the prevailing on shore winds. In its former use, the site would experience periods of degraded air quality when cane haul trucks were actively hauling sugar cane. Since the cessation of sugar cane cultivation in the project area, the site has reverted to an overgrown natural state and air quality has remained good. The proposed project will increase vehicular traffic in the area but will proportionately decrease air quality impacts along Kuhio Highway. The project alignment is not heavily populated therefore any air quality degradation resulting from the bypass is expected to have minimal effect. Increasingly stringent pollution control measures for new vehicles will also result in a decrease in vehicular emissions over time.

The noise environment will be affected to a degree by the addition of traffic along the new bypass alignment. The majority of the project site is not located within close proximity to residential areas. The project termini are located closer to residences but are expected to be within acceptable limits.

The project entry point at Kuhio Highway is located between two single-family residences. These units will experience increased noise levels along their side yards. The side yards setbacks from the project right-of-way are equal to the existing front yards and are considered within acceptable limits. The Kuhio Highway frontage is within the General Commercial district where higher noise limits are expected.

A cluster of residential units are located mauka of the bypass road near the Olohena Street roundabout. The proposed "Road A" realignment of Malu Road will be located approximately 80-feet from the closest unit. This distance is greater than the existing setback of the units from Malu Road and no significant noise impacts are expected from this realignment.

## **2. Water Resources**

The project location includes a major drainage feature known as Moikeha Canal. This man made feature serves as a major drainage collector for the area and provides an outlet for storm waters to enter the ocean. The lower portions of the canal are brackish and the canal serves as a habitat for various fresh and salt water species of aquatic life. The canal does not serve as a potable or irrigation source.

### Hydrologic Hazards and Resources

According to Panel 150002 0135C of the Federal Emergency Management Agency Flood Insurance Rate Map, the project area south of Moikeha Canal are located in Zone X, an area where flood hazards are undetermined (Figure 13). The Moikeha Canal in the vicinity of the bridge is located in Zone AE, areas where the base flood elevation have been determined to be between 5 and 6 feet above mean sea level.

The area north and west of the canal are located in Zone X (shaded), an area within the 100-year flood zone where average depths are less than one foot. The entry point at Kuhio Highway into the project alignment are located in Zones AE where the base flood elevations have been determined at 14, 12 and 10 above mean sea level as the road moves in the mauka direction.

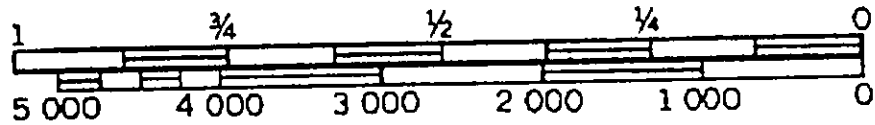
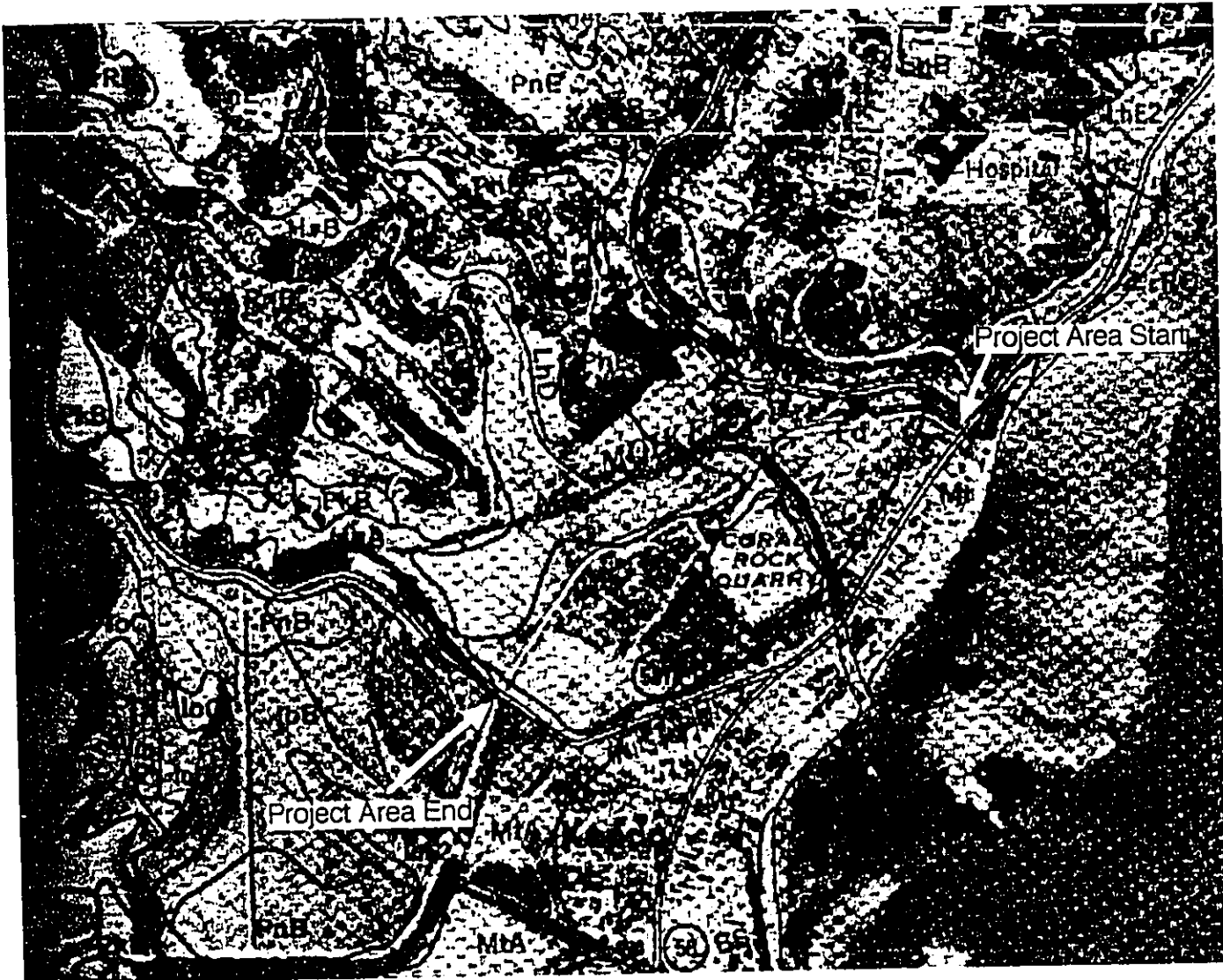
### Special Management Area

The project site is not located within the Special Management Area (SMA).

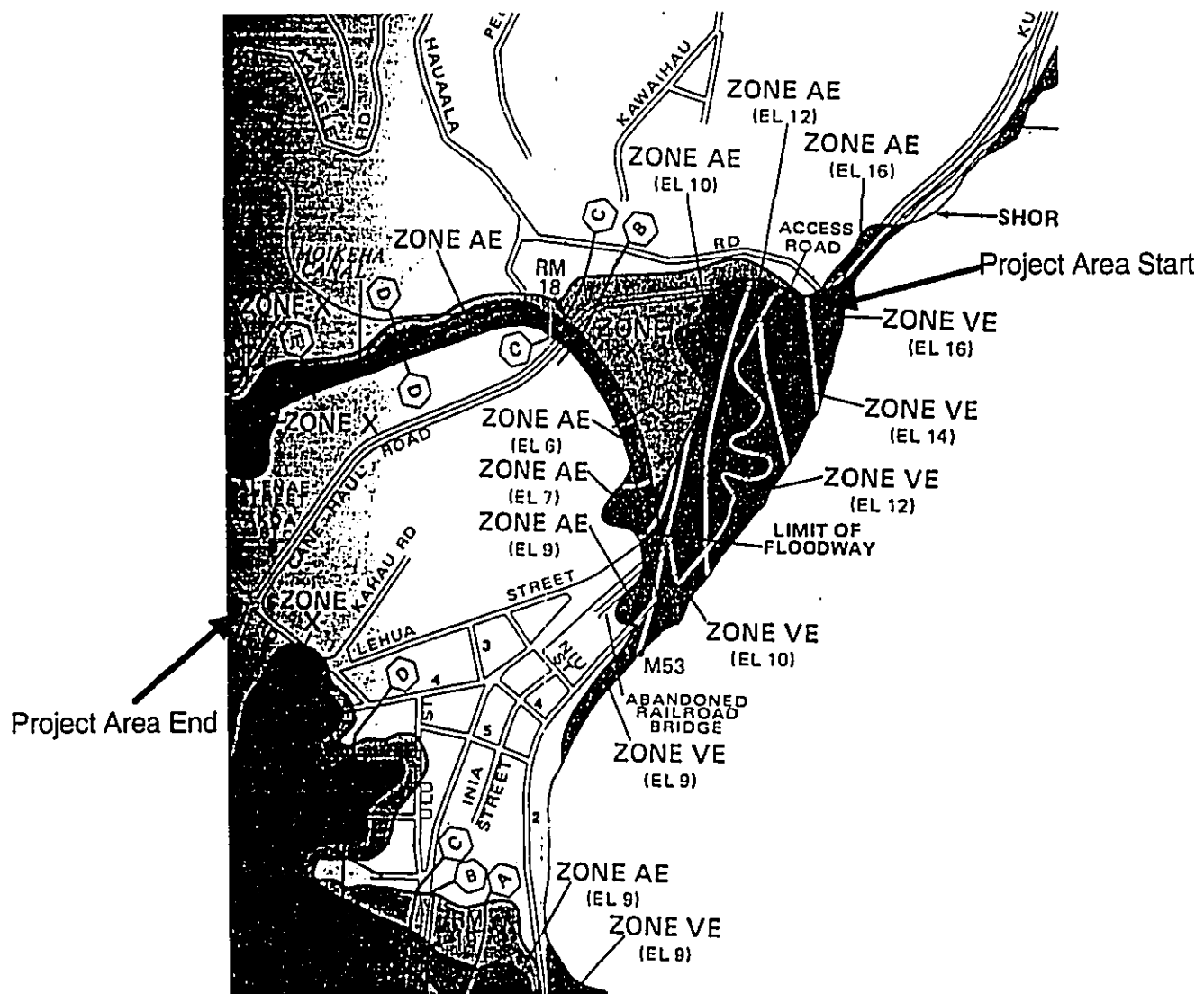
## **3. Archaeological, Cultural, Botanical and Faunal Resources**

### Archaeological Resources

The project has been in agricultural use for over 100 years. During the course of this use, the site has been extensively disturbed and the likelihood of any archaeological or cultural artifacts remaining on site are extremely unlikely. Beyond the likelihood of any remains or artifacts to be found on site, the majority of the proposed project will involve repaving and will not require significant excavation. Water resources are often identified as potential habitation sites however the Moikeha Canal is a man made and improved drainage feature therefore no habitation sites are likely to be found in the vicinity of the bridge.



<p><b>Kapaa Bypass Road Temporary Extension Kuhio Highway to Olohena Road</b></p>	<p><b>Soil Survey Map</b></p>
<p>Prepared by: Environmental Communications, Inc. Source: US Department of Agriculture Soil Conservation Service</p>	<p>Figure 12 Page 3-6</p>



**Kapaa Bypass Road Temporary Extension  
Kuhio Highway to Olohena Road**

**Flood Insurance Rate Map**

Prepared by: Environmental Communications, Inc.  
Source: Federal Insurance Management Agency

Figure 13  
Page 3-7

In the unlikely event that any archaeological artifacts are uncovered, all work will cease and the Department of Land and Natural Resources Historic Preservation Division will be notified for appropriate action.

#### Cultural Resources

The project site has a long established history in sugar cane agricultural use. This use has removed the site from any cultural practices for over 100 years. The site has been fallowed in recent years and the road has been closed to the public with a gate off of Kuhio Highway and concrete barrier walls in the vicinity of the ball field. During a site inspection several individuals were observed fishing for Samoan crab along the bridge. This practice can be conducted at any point along the canal however the bridge provided a convenient improved surface for this fishing activity. The proposed bypass road improvement will not preclude this fishing activity however the bridge location will not be suitable for fishing as the bridge will not include pedestrian easements.

#### Flora

The majority of the project alignment is covered with koa haole, giant sensitive plant, and various noxious weedy species. These plants are typical of fallowed agricultural fields. The area along the Moikeha Canal banks are heavily vegetated with mangrove, which is also considered a pest. No rare, threatened or endangered species of flora were observed along the project alignment.

#### Fauna

The site does not serve as an endangered wildlife habitat although avifauna, feral cats, dogs and rodents may be found on-site. A few egrets were observed onsite in the grassy areas outside of the project alignment. No rare or endangered species of avifauna were identified. Fauna within the canal include mosquito fish, tilapia, crayfish and Samoan crabs. It is also likely that some ocean fish, such as barracuda, may enter the lower portions of the canal.

#### **4. Infrastructure and Utilities**

The proposed improvements are not expected to have a significant impact on existing infrastructure and utilities. The project is considered a temporary but major roadway infrastructure improvement.

#### Vehicular Access and Traffic Conditions

The proposed bypass road extension will provide further improvement for Lihue (south) bound traffic by providing non-stop travel from Kapaa to Wailua and will also significantly decrease traffic congestion along Kuhio Highway. This improved traffic condition will result in a significant timesavings to commuters.



#### Water

The proposed improvements are not expected to have any impact on potable water resources. The proposed action does not include any waterlines nor will any existing water lines be affected by the project.

#### Wastewater

The proposed improvements are not expected to have any impact on wastewater systems. The proposed action does not include any sewer lines nor will any existing sewer lines be affected by the project.

#### Drainage

Roadway improvements will be naturally drained with runoff from roadway surfaces flowing into the shoulder areas. No curbs, other than along the roundabout, are proposed. Road shoulders will be graded and dressed and will not retain runoff.

Two concrete storm drains will require reconstruction at the Olohena Road intersection. An existing 18-inch drainage culvert located off the makai side of the existing bypass road will be replaced with an extended culvert to accommodate the roundabout. Drainage patterns will not be affected by this extension. A second 24-inch drain pipe will be added mauka of the new "Road A" realignment to divert drainage mauka of the new road into a settling area makai of the road.

No significant drainage impacts will occur as a result of the proposed improvements.

#### Solid Waste

Solid waste disposal systems will not be affected by the proposed improvements.

#### Telephone and Electrical Services

No telephone or electrical services will be affected by proposed project. The project will include new roadway lights at both termini however these improvements are not expected to have any impact on existing electrical services.

### **5. Public Facilities**

The proposed project will not have any impact on public facilities including schools, police, and fire or emergency medical services.

Kapaa Fire Station Number 2 provides fire protection and first response emergency and rescue service to the project area. The station is located at 4-757 Kuhio Highway approximately one mile from the project sites. Response time to the sites is less than 5 minutes. An engine company, rescue truck and a brush truck serve this station.

Ambulance service for the project vicinity is AMR Emergency Services operating out of 1273 Ulu Street. Response time to the project area is less than 2 minutes. All patients are taken to Wilcox Memorial Hospital in Lihue.

Police service in the project area is part of the Kauai Police Department's Sector 3 that covers the area from Hanalei to Kapaa. The district's administrative offices are located at the Princeville Station.

#### **D. Social and Economic Characteristics**

The proposed bypass extension is considered a key traffic solution for the congestion experienced along Kuhio Highway in the Kapaa area. The infrastructure improvement has been planned by the State Department of Transportation as a temporary solution to the traffic situation until a permanent bypass alignment can be planned and developed. The proposed project is not expected to have any direct social impact to residents and businesses in the project vicinity but is expected to significantly improve the driving conditions for commuters.

Two residences are located at the bypass entrance along Kuhio Highway. The bypass road will create additional vehicular traffic along side of these residences. Noise and air quality in the immediate vicinity will be affected to some degree however these impacts will be less than that created by existing traffic along Kuhio Highway. The side yard setbacks from these residences to the new bypass road right-of-way are approximately the same as the existing front yard setbacks to Kuhio Highway.

The project will have beneficial economic impacts. The construction of the bypass road will create short-term employment, the purchase of goods and services, the generation of excise and income taxes, and other secondary and tertiary effects as a result of the project expenditures.

#### **E. Relationship to Plans, Codes and Ordinances**

The project site is located in the State of Hawaii Kuhio Highway right-of-way and on the State of Hawaii owned cane haul road. The State has also acquired rights-of-way for the Olohena Road roundabout.

The project site is located within the County of Kauai Kapaa-Wailua Development Plan Area. Surrounding uses include C-G general commercial use, I-L limited industrial use, R-10 and R-20 residential use, and a large portion in the Open zone.

The State Land Use Boundary Maps show the project locations to be in Urban use. The project is not located within the Special Management Area (SMA).

A National Pollutant Discharge Permit (NPDES) will be required for the proposed improvements. This process is administrated by the State Department of Health.

The proposed improvements will require a number of County permits.

- Grubbing, Grading, Excavation and Stockpiling Permit
- Excavation and Repairs of Streets and Sidewalks Permit
- Building and Electrical Permits

grading and building permits from the Building Department, as well as a Discharge Permit for any pumped waters. Work on the proposed improvements will not commence until the grading and building permits and the environmental assessment process are completed.

#### **F. Probable Impact on the Environment**

The proposed improvements will result in a more intensive use of the existing cane haul road alignment. While this bypass road is intended to be temporary, a time frame for a permanent bypass road has not been established. The site is presently not in use however the existing cane haul road was in a similar and more intense use. The proposed bypass extension has been planned over the existing cane haul road because it would have minimal environmental impact and would not represent a new use to the site.

At the Kuhio Highway terminus, the adjacent residences will experience traffic created by the bypass entry point. The traffic created by the bypass road use is expected to be less invasive than the former cane haul road use as vehicular traffic along the road will not include cane haul trucks and their associated noise and dust.

Traffic along the interior portions off the bypass road is expected to have minimal environmental impact. The interior area is surrounded by open space uses and which will not be impacted by the bypass traffic.

The Olohena Road roundabout represents a significantly different traffic condition however this roadway realignment and traffic control feature will not

affect the environment. Drivers may be unfamiliar with the roundabout design but should adapt to the new configuration without any problem.

Indirectly, the proposed improvements will provide a benefit to the community and environment along Kuhio Highway. The bypass alternative will decrease traffic congestion, noise and air pollution; result in timesavings and some energy savings by allowing traffic to move unimpeded in the southerly direction. Traffic moving in the northern direction may also be improved by the decrease in southbound traffic.

#### **G. Adverse Impacts Which Cannot be Avoided**

Adverse impacts that cannot be avoided are generally related to short-term construction activities. These impacts can be minimized by sound construction practices, adherence to applicable construction regulations as prescribed by the Department of Health, and coordination with applicable State and County agencies.

Grading will be required for the construction of the new roundabout as well as for the abutments of the new Acrow bridge. This work will create dust, noise and a general traffic nuisance during the course of construction. Paving of the roadways will also require the use of heavy machines which that will enter the project site. Traffic control measures will be used to minimize the disruption of traffic during the construction period.

#### **H. Alternatives to the Proposed Action**

Alternatives considered for the project consisted of the possibility of providing two-way traffic on the bypass road extension and alternate means of spanning the Moikeha Canal.

The alternative of providing two-way traffic was considered and rejected due to the undesirable congestion that would be created at the Kuhio Highway terminus. Allowing traffic in the northbound direction would result in traffic queuing to make a left turn movement onto Kuhio Highway. This is considered an undesirable condition as the proximity of Hauaala Road and Kawaihau Road would create a congestion of left-turn sequences on a short stretch of Kuhio Highway.

Alternate methods of crossing Moikeha Canal were considered. These included the construction of permanent bridges or culverts. The alternative crossing methods were rejected as each would require work within the canal necessitating additional permits and approval, increased project costs, and a long duration for

implementation. As a temporary bypass, it is the project intent to provide a traffic solution in the shortest time frame and a minimal cost.

The no-action alternative was not considered as non-action would continue traffic congestion in the northern portion of Kuhio Highway in Kapaa. The project is largely supported by the community.

#### **I. Mitigation Measures**

Long-term impacts resulting from the proposed improvements are expected to be minimal or non-existent based upon the subject environmental assessment. Long-term traffic, air and noise impacts are not expected to change significantly after improvements are completed. Short-term construction related noise and air quality impact mitigation measures include general good housekeeping practices and scheduled maintenance to avoid a prolonged construction period. The contractor will be directed to use best management practices (BMP) wherever applicable.

Examples of BMPs that may be implemented include silt fences, stabilized construction entrances, inlet protection, surface covering, vegetative stabilization and hydromulching, filter berms, sediment traps and sediment basins. All waste materials will be securely contained and appropriately disposed.

#### **J. Irreversible and Irrecoverable Commitment of Resources**

Implementation of the proposed project will result in the irreversible and irretrievable commitment of resources in the use of non-recyclable energy expenditure and labor. Materials used for new construction may have salvage value; however, it is unlikely that such efforts will be cost-effective. The expenditure of these resources is offset by gains in construction-related wages, increased tax base and tertiary spending.

#### IV. REASONS SUPPORTING FINDING OF NO SIGNIFICANT IMPACT

As stated in Section 11-200-12, EIS Rules, Significance Criteria: in determining whether an action may have a significant effect on the environment, every phase of a proposed action shall be considered. The expected consequences of an action, both primary and secondary, and the cumulative as well as the short-term and long-term effects must be assessed in determining if an action shall have significant effect on the environment. Each of the significance criteria is listed below and is followed by the means of compliance or conflict (if extant).

- Involves the loss or destruction of any natural or cultural resource.

The proposed action will occur on an existing cane haul road alignment. This former use has established the site as a vehicular travel way and will not involve a significant amount of undeveloped land. The bypass road extension is not expected to significantly impact any special natural areas or cultural resources.

- Curtails the range of beneficial uses of the environment.

The proposed installation will not curtail any beneficial uses of the environment. The project area is not generally used by the public nor is it known as a recreational or cultural resource with the exception of some fishing activity near the Moikeha Canal bridge. The proposed improvement is planned as a temporary measure. Upon the development of a permanent bypass alignment, the project area may be discontinued and allowed to revert back to its existing vacant condition.

- Conflicts with the State's long-term goals or guidelines as expressed in Chapter 343, Hawaii Revised Statutes.

The proposed action is consistent with the goals and guidelines expressed in Chapter 343, Hawaii Revised Statutes. The proposed action is triggered by the use of State of Hawaii lands and funds. The subject Environmental Assessment has been developed in compliance with the Chapter 343.

- Substantially affects the economic or social welfare of the community or state.

The proposed action will make a positive contribution to the welfare of the County and State by providing an improved traffic circulation system. This improvement is a temporary measure but is considered a long-term necessity for the East Shore community.

- Substantially affects public health.

The proposed improvements will not have a significant effect on public health. The improvements will result in significant timesavings and an improved quality of life for commuters that can be considered a healthy benefit.

- Involves substantial or adverse secondary impacts, such as population changes or effect on public facilities.

The proposed action will not produce substantial secondary impacts resulting in population changes or significantly increase in public facilities.

- Involves substantial degradation of environmental quality.

The proposed improvements will not involve the substantial degradation of environmental quality. The improvements proposed will have short-term impact on the environment however this is temporary in nature. Residential areas near the project termini will experience some increased noise impacts however this impact is expected to be within acceptable standards.

- Cumulatively have a considerable effect upon the environment or involve a commitment for larger actions.

The proposed action is not a first phase of any larger action nor will it have a considerable effect on the environment. The proposed improvements planned to meet existing demand for non-stop travel from Kapaa to Wailua. As a temporary measure, the project is anticipated to have a limited use. A permanent bypass is planned for development however the alignment and timeframe for this improvement have not been determined and therefore cannot be assessed at this time.

- Affect rare, threatened or endangered species, or their habitats.

The proposed action will not affect any rare, threatened or endangered species of flora or fauna, nor is it known to be near or adjacent to any known wildlife sanctuaries.

- Detrimentially affect air or water quality or ambient noise levels.

The proposed action is not expected impact air or water quality. Long-term noise levels may increase slightly due to the new rights-of-way proposed for the project. This impact is expected to be within acceptable levels as the setback distances from the residential units to the project right-of-way is adequate for the type of traffic expected.

Minimal impacts on air quality and noise are anticipated during construction. These impacts will be limited by normal construction practices and compliance with Department of Health construction mitigation standards.

Water quality in the Moikcha Canal may be impacted during the excavation process if heavy rains occur during the excavation for the bridge footings. If pumping is required during the course of excavation, appropriate discharge permits will be obtained. During the construction period, no excavation related waters are expected to be directed to the ocean.

- Affect scenic vistas and viewplanes identified in County or State plans or studies.

The proposed action will not affect any scenic vistas or view planes identified by the County or State.

- Require substantial energy consumption.

The project will not increase energy consumption. Energy utilization during the construction phase will increase through the use of fossil fuels used by construction vehicles. Traffic movement along the completed bypass extension will result in fuel savings by eliminating the need for stops and constant acceleration and deceleration.

- Affects or is likely to suffer damage by being located in an environmentally sensitive area such as a flood plain, tsunami zone, beach, erosion-prone area, geologically hazardous land, estuary, fresh water, or coastal waters.

A portion of the project is located in a flood plain however the impacts of the project are not expected to have any significant impact on the surrounding areas. The project is not expected to have any impact on the nearby beaches nor will the improvements affect flood or tsunami zone areas adversely. Best Management Practices will be implemented to minimize or prevent erosion.

#### **Finding of No Significant Impact**

Based on the above stated criteria, the Department of Transportation (DOT) has determined that the proposed bypass extension will not have any significant adverse environmental impacts and that an Environmental Impact Statement will not be required for the proposed action. This Draft Environmental Assessment will be subject to public review and prescribed by Chapter 343 Hawaii Revised Statutes.



**V. LIST OF PARTIES CONSULTED PRIOR TO DEVELOPMENT OF THE  
DRAFT ENVIRONMENTAL ASSESSMENT**

Agencies with ministerial or specific interests regarding the proposed project were contacted for their early comments regarding the proposed project.

Department of Land and Natural Resources  
Historic Preservation Division  
State of Hawaii

Department of Public Works  
Division of Engineering  
County of Kauai

Fire Department  
County of Kauai

Planning Department  
County of Kauai

Police Department  
County of Kauai

**VI. LIST OF AGENCIES, ORGANIZATIONS AND INDIVIDUALS  
CONSULTED DURING THE DRAFT ENVIRONMENTAL ASSESSMENT  
PROCESS**

Date of Response

**State of Hawaii Agencies**

- |  |         |
|--|---------|
| 1. Dept of Business, Economic Development<br>and Tourism, Office of Planning |         |
| 2. Dept of Health, Environmental Planning Office                             | 6/29/04 |
| 3. Dept of Health, Clean Air Branch  | 6/29/04 |
| 4. Dept of Health, Clean Water Branch  | 6/29/04 |
| 5. Dept of Health, Noise, Radiation and Indoor Noise Branch                  | 6/29/04 |
| 6. Dept of Land and Natural Resources<br>Historic Preservation Division      |         |
| 7. Dept of Land and Natural Resources<br>District Land Office                |         |
| 8. Office of Environmental Quality Control                                   | 6/16/04 |
| 9. Office of Hawaiian Affairs  | 6/28/04 |

**County of Kauai Agencies**

- |                                 |         |
|---------------------------------|---------|
| 1. Department of Public Works   | 6/18/04 |
| 2. Department of Transportation |         |
| 3. Department of Water          | 6/22/04 |
| 4. Fire Department              | 6/16/04 |
| 5. Planning Department          |         |
| 6. Police Department            |         |

**Libraries**

1. Hawaii State Library
2. Kapaa Public Library
3. Princeville Public Library

LINDA LINGLE  
GOVERNOR OF HAWAII



STATE OF HAWAII  
DEPARTMENT OF HEALTH  
P.O. Box 3378  
HONOLULU, HAWAII 96801-3378

RECEIVED  
HWYS - KAUAI  
CHIYOME L. FUKINO, M.D.  
DIRECTOR OF HEALTH

2004 JUN -1 P 1:06

In reply, please refer to:

EPO-04-127

June 29, 2004

Mr. Steven M. Kyono  
State of Hawaii Department of Transportation  
District Engineer, Kauai District  
3060 Eiwa Street, 205  
Lihue, Kauai, Hawaii 96796

Dear Mr. Kyono:

SUBJECT: Kuhio Highway Improvements  
Extension of Temporary Kapaa Bypass Road

Thank you for allowing us to review and comment on the subject document. We have the following comments to offer:

**Clean Water Branch Standard Comments** Dated 3/2/04

1. The Army Corps of Engineers should be contacted at (808) 438-9258 to identify whether a Federal license or permit (including a Department of Army permit) is required for this project. Pursuant to Section 401(a)(1) of the Federal Water Pollution Act (commonly known as the "Clean Water Act"), a Section 401 Water Quality Certification is required for "[a]ny 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...."
2. A National Pollutant Discharge Elimination System (NPDES) general permit coverage is required for the following activities:
  - a. Storm water associated with industrial activities, as defined in Title 40, Code of Federal Regulations, Sections 122.26(b)(14)(i) through 122.26(b)(14)(ix) and 122.26(b)(14)(xi).
  - b. Construction activities, including clearing, grading, and excavation, that result in the disturbance of equal to or greater than one (1) acre of total land area. The total land area includes a contiguous area where multiple separate and distinct construction activities may be taking place at different times on different schedules under a larger common plan of development or sale. **An NPDES permit is required before the commencement of the construction activities.**

- c. Discharges of treated effluent from leaking underground storage tank remedial activities.
- d. Discharges of once through cooling water less than one (1) million gallons per day.
- e. Discharges of hydrotesting water.
- f. Discharges of construction dewatering effluent.
- g. Discharges of treated effluent from petroleum bulk stations and terminals.
- h. Discharges of treated effluent from well drilling activities.
- i. Discharges of treated effluent from recycled water distribution systems.
- j. Discharges of storm water from a small municipal separate storm sewer system.
- k. Discharges of circulation water from decorative ponds or tanks.

The CWB requires that a Notice of Intent (NOI) to be covered by a NPDES general permit for any of the above activities be submitted at least 30 days before the commencement of the respective activities. The NOI forms may be picked up at our office or downloaded from our website at <http://www.state.hi.us/health/ch/cwb/forms/genl-index.html>.

3. The applicant may be required to apply for an individual NPDES permit if there is any type of activity in which wastewater is discharged from the project into State waters and/or coverage of the discharge(s) under the NPDES general permit(s) is not permissible (i.e. NPDES general permits do not cover discharges into Class 1 or Class AA receiving waters). An application for the NPDES permit is to be submitted at least 180 days before the commencement of the respective activities. The NPDES application forms may also be picked up at our office or downloaded from our website at <http://www.state.hi.us/health/ch/cwb/forms/indiv-index.html>.
4. Hawaii Administrative Rules, Section 11-55-38, also requires the owner to either submit a copy of the new NOI or NPDES permit application to the State Department of Land and Natural Resources, State Historic Preservation Division (SHPD), or demonstrate to the satisfaction of the DOH that the project, activity, or site covered by the NOI or application has been or is being reviewed by SHPD. Please submit a copy of the request for review by SHPD or SHPD's determination letter for the project.

If you have any questions, please contact the CWB at 586-4309.

**Control of Fugitive Dust:**

A significant potential for fugitive dust emissions exists during all phases of construction. Proposed construction activities will occur in proximity to **existing residences, businesses, public areas and thoroughfares**, thereby exacerbating potential dust problems. It is recommended that a dust control management plan be developed which identifies and addresses all activities that have a potential to generate fugitive dust. Implementation of adequate dust control measures during all phases of development and construction activities is warranted.

Mr. Steven M. Kyono  
June 29, 2004  
Page 3

Construction activities must comply with the provisions of Hawaii Administrative Rules, §11-60.1-33 on Fugitive Dust.

The contractor should provide adequate measures to control dust from the road areas and during the various phases of construction. These measures include, but are not limited to, the following:

- a) Plan the different phases of construction, focusing on minimizing the amount of dust-generating materials and activities, centralizing on-site vehicular traffic routes, and locating potential dust-generating equipment in areas of the least impact;
- b) Provide an adequate water source at the site prior to start-up of construction activities;
- c) Landscape and provide rapid covering of bare areas, including slopes, starting from the initial grading phase;
- d) Minimize dust from shoulders and access roads;
- e) Provide adequate dust control measures during weekends, after hours, and prior to daily start-up of construction activities; and
- f) Control dust from debris being hauled away from the project site.

If you have any questions please contact the Clean Air Branch at 586-4200

**Noise, Radiation & Indoor Air Quality Branch**

“Project activities shall comply with the Administrative Rules of the Department of Health:

- Chapter 11-46 Community Noise Control.

Should there be any questions, please contact Russell S. Takata, Environmental Health Program Manager, Noise, Radiation and Indoor Air Quality Branch, at 586-4701.”

Sincerely,



JUNE F. HARRIGAN-LUM, MANAGER  
Environmental Planning Office

c: CWB  
NRAIQ  
CAB

August 11, 2004

Ms. June F. Harrigan-Lum  
Manager, Environmental Planning Office  
Department of Health  
P.O. Box 3378  
Honolulu, Hawaii 96801-3378

Subject:       Kuhio Highway Improvements  
                  Extension of Temporary Kapaa Bypass Road  
                  Kuhio Highway to Olohena Road  
                  Draft Environmental Assessment

Dear Ms. Harrigan-Lum:

Thank you for your comments of June 29, 2004 regarding the subject project and offer the following responses.

Clean Water Branch

1.     The Army Corps of Engineers has been contacted regarding the proposed project. Their review of the proposed action indicates that a Section 401 permit is not required for the project.
2.     We understand that a NPDES general permit is required prior to commencement of construction for the proposed project. A general permit application has been filed (pending) with the Department of Health.
3.     No wastewater will be discharged from the planned construction activities.
4.     A copy of the NPDES permit application will be sent to the State Historic Preservation Division for their review. A copy of the review request will be forwarded to your office.

Clean Air Branch

1.     Thank you for your comments regarding fugitive dust related to construction activities. The project contractor will be required to implement best management practices to control construction related dust. Your recommended control measures will be forwarded to the contractor to their use. All construction

activities will be performed in compliance with HAR 11-60.1-33 regarding Fugitive Dust.

Noise, Radiation & Indoor Air Quality Branch

1. The project will be constructed in conformance with Chapter 11-46 or the Department of Health Administrative Rules regarding Community Noise Control.

Thank you for participating in the environmental review process. Your comments will be included in the Final Environmental Assessment to be prepared for the project.

Sincerely,



Taeyong M. Kim  
Principal  
Environmental Communications, Inc.

LINDA LINGLE  
GOVERNOR OF HAWAII



GENEVIEVE SALMONSON  
DIRECTOR

STATE OF HAWAII  
OFFICE OF ENVIRONMENTAL QUALITY CONTROL

235 SOUTH BERETANIA STREET  
SUITE 702  
HONOLULU, HAWAII 96813  
TELEPHONE (808) 586-4185  
FACSIMILE (808) 586-4186  
E-mail: oeqc@health.state.hi.us

June 16, 2004

Rodney Haraga  
Department of Transportation  
Highways Division  
869 Punchbowl Street  
Honolulu, HI 96813

Attn: Steven Kyono

Dear Mr. Haraga:

Subject: **Draft environmental assessment (EA) for Kuhio Highway Improvements, Extension of Temporary Kapaa Bypass Road**

We have the following comments to offer:

**Two-sided pages:** In order to reduce bulk and save on paper, please print on both sides of the pages in the final document.


**Contacts:** Community consultation is an important element of the EA review process. Notify the landowners adjacent to the proposed project, since they will be directly affected, allowing them sufficient time to review the draft EA and submit comments. Document all contacts in the final EA and include copies of any correspondence.

**Historic/cultural resources:** In the final EA enclose documentation from the State Historic Preservation Division of DLNR showing its concurrence with the "no effects" determination as stated in the draft EA.

**Timeframe:** What are the anticipated start and end dates of this project?

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

Sincerely,

  
GENEVIEVE SALMONSON  
Director



August 11, 2004

Ms. Genevieve Salmonson  
Director  
Office of Environmental Quality Control  
235 South Beretania Street, Suite 702  
Honolulu, Hawaii 96813

Subject:       Kuhio Highway Improvements  
                  Extension of Temporary Kapaa Bypass Road  
                  Kuhio Highway to Olohena Road  
                  Draft Environmental Assessment

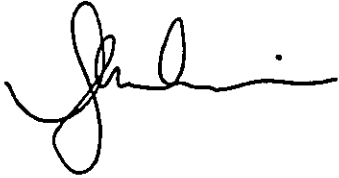
Dear Ms. Salmonson:

Thank you for your comments of June 16, 2004 regarding the subject project and offer the following responses.

1.       The Final Environmental Assessment for the project will be printed on both sides of the pages.
2.       The primary landowner along the project alignment are the State of Hawaii and the County of Kauai. A portion of the alignment is located adjacent to residential properties. These landowners have been provided with copies of the Draft EA but no written or verbal comments have been received from these owners.
3.       The State Historic Preservation Division has not issued a determination regarding the impact of the proposed project and no statement of "no effect" has been presented in the Draft EA. The Draft EA does state that the likelihood of finding any archaeological material is minimal as the project will not require any significant subsurface grading.
4.       The project is anticipated to start in September 2004 and expected to be completed in December of 2005.

Thank you for participating in the environmental review process. Your comments will be included in the Final Environmental Assessment to be prepared for the project.

Sincerely,

A handwritten signature in black ink, appearing to read 'Taeyong M. Kim', with a stylized flourish at the end.

Taeyong M. Kim  
Principal  
Environmental Communications, Inc.



**STATE OF HAWAII**  
**OFFICE OF HAWAIIAN AFFAIRS**  
711 KAPI'OLANI BOULEVARD, SUITE 500  
HONOLULU, HAWAII 96813

HRD04/1413

June 28, 2004

Steven M. Kyono  
State of Hawaii Department of Transportation  
District Engineer, Kauai District  
3060 Eiwa Street, 205  
Lihue, HI 96796

**RE: Request for Comments on Draft Environmental Assessment for the Kuhio Highway Improvements, Extension of Temporary Kapa'a Bypass Road, Kuhio Highway to Olohena Road, Kaua'i**


Dear Steven Kyono,

The Office of Hawaiian Affairs is in receipt of your May 23, 2004, request for comments on the above proposed project, which would resurface the existing paved road, add a roundabout at the Olohena Road intersection, realign a part of Opala Road, provide a temporary bridge over Moikeha Canal, improve the entry point off Kuhio Highway in Kapa'a, and add street lighting and signage. OHA apologizes for the delayed response, and offers the following comments on the proposed project.

While OHA understands the need for alternative roads between Hanalei and Lihue, and respects the applicant's effort to use an existing cane haul road for greater efficiency and less cost and environmental impact, we remain concerned about possible impacts to a section of the island known for its cultural and historical resources. Therefore, despite the many years of agricultural ground disturbance in the region, OHA requests assurances from the applicant that should iwi or Native Hawaiian cultural or traditional deposits be found during ground disturbance or excavation, work will cease, and the appropriate agencies will be contacted pursuant to applicable law.

Thank you for the opportunity to comment. If you have further questions, please contact Heidi Guth at 594-1962 or e-mail her at [heidig@oha.org](mailto:heidig@oha.org).

Sincerely,

  
Clyde W. Namu'o  
Administrator

CC: Taeyong Kim  
Environmental Communications, Inc.  
1188 Bishop Street, Suite 2210  
Honolulu, HI 96813

August 11, 2004

Mr. Clyde W. Namuo  
Administrator  
Office of Hawaiian Affairs  
711 Kapiolani Boulevard, Suite 500  
Honolulu, Hawaii 96813

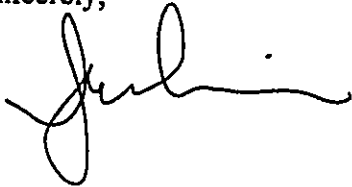
Subject:      Kuhio Highway Improvements  
                  Extension of Temporary Kapaa Bypass Road  
                  Kuhio Highway to Olohena Road  
                  Draft Environmental Assessment

Dear Mr. Namuo:

Thank you for your comments of June 28, 2004 regarding the subject project. We have reviewed your comments and would like to assure you that should iwi or Native Hawaiian cultural or traditional deposits be found during any ground disturbing activities, all work will cease, and the appropriate agencies will be contacted. The scope of the proposed project largely consist of repaving and modifications to existing facilities therefore the amount of grading for the project is expected to be minimal, decreasing the chances of disturbing any subsurface artifacts or remains.

Thank you for participating in the environmental review process. Your comments will be included in the Final Environmental Assessment to be prepared for the project.

Sincerely,



Taeyong M. Kim  
Principal  
Environmental Communications, Inc.

**BRYAN J. BAPTISTE**  
MAYOR



COUNTY ENGINEER  
TELEPHONE 241-6600

**GARY K. HEU**  
ADMINISTRATIVE ASSISTANT

**LADYE H. MARTIN**  
DEPUTY COUNTY ENGINEER  
TELEPHONE 241-6600

**AN EQUAL OPPORTUNITY EMPLOYER  
COUNTY OF KAUA'I**

DEPARTMENT OF PUBLIC WORKS  
4444 RICE STREET  
MO'IKEHA BUILDING, SUITE 275  
LIHU'E, KAUA'I, HAWAII 96766-1340

June 18, 2004

Mr. Steven M. Kyono  
State of Hawai'i  
Department of Transportation  
District Engineer, Kaua'i District  
3060 Eiwa Street, Room 205  
Lihu'e, Kaua'i, HI 96766

**SUBJECT: DRAFT ENVIRONMENTAL ASSESSMENT FOR KŪHIŌ HIGHWAY  
IMPROVEMENTS EXTENSION OF TEMPORARY KAPA'A BYPASS  
ROAD KŪHIŌ HIGHWAY TO OLOHENA ROAD PW 5.059**

Dear Mr. Kyono:

We reviewed the subject draft environmental assessment and offer the following comments:

**A. Draft Environmental Assessment:**

1. Opala Road has been renamed to **Malu Road** since November 1966. Enclosed is a copy of the Resolution No. 58-66, which renames Opala Road to **Malu Road**. Opala Road as labeled on the construction plans need to be relabeled as **Malu Road**.
2. We are concerned that the construction of the bridge crossing over Moikeha Canal may disturb an existing vertical datum Bench Mark. The Bench Mark is describe as RM 19 on the Federal Insurance Rate Maps (FIRM) and is a box cut on concrete curb along the north side of Cane Haul Road, on east and upstream side of Moikeha Bridge 4. RM 19 has an elevation of 6.28 feet MSL. RM 19 needs to be identified on your bcnstruction plans and needs to be protected to preserve by all means unless a new bench mark will be re-established with an elevation datum based on mean sea level (MSL).

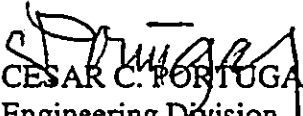
State of Hawai'i  
Department of Transportation  
Highways Division  
June 18, 2004  
Page (2)

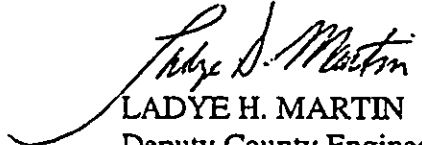
3. The lowest bridge chord member elevation needs to be called out on the plans. The elevation of the lowest bridge chord must be 3 feet above the determined base flood elevation.
4. The roadway embankment quantities exceed the excavation quantities considerably. A grading permit may be required for the borrow site. The borrow site needs to be identified.
5. The design of the roundabout should conform to the U.S. Department of Transportation Design Guidelines.
6. Best Management Practices shall be employed at all times during the construction phase of the project.
7. The existing drainage pattern must be maintained. Mitigating drainage measures will need to be provided if adverse drainage impacts are anticipated.

Thank you for this opportunity to provide our comments. Should you have any questions, please feel free to contact Mr. Wallace Kudo of my staff at 241-6622.

Very truly yours,

Concur:

  
CESAR C. PORTUGAL, P.E.  
Engineering Division

  
LADYE H. MARTIN  
Deputy County Engineer

WK

Attachments

cc: Mr. Taeyong Kim  
Environmental Communications, Inc.  
1188 Bishop Street Suite 2210  
Honolulu, HI 96813 w/attachments

Design and Permitting Section

August 11, 2004

Mr. Cesar C. Portugal, P.E.  
County Engineer  
Department of Public Works  
Moikeha Building, Suite 275  
4444 Rice Street  
Lihue, Kauai, Hawaii 96766

Subject: Kuhio Highway Improvements  
Extension of Temporary Kapaa Bypass Road  
Kuhio Highway to Olohena Road  
Draft Environmental Assessment

Dear Mr. Portugal:

Thank you for your comments of June 18, 2004 regarding the subject project. In response to your comments, we offer the following.

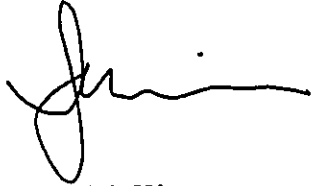
1. Thank you for the correction. The Final Environmental Assessment and all construction plans will be revised to reflect the name change of Opala Road to Malu Road.
2. The existing vertical datum Bench Mark will not be affected by the proposed improvements. The new bridge proposed over Moikeha Canal is an acrow bridge that will be located over the existing bridge. The existing bridge will remain untouched.
3. The lowest point of the proposed acrow bridge is three feet above the existing road elevation on the existing bridge. This elevation was determined in consultation with your department.
4. We understand that a grading permit may be required for the borrow site due to the quantities required. If the final plans determine that borrow will be taken from a single location in quantities requiring a grading permit, a permit will be requested for the Permitting Section.
5. The roundabout has been designed in conformance with U.S. Department of Transportation Design Guidelines.



6. Best Management Practices (BMPs) will be employed during the construction of the proposed project. BMPs are noted in the construction plans and will also be provided by the project contractor.
7. Existing drainage patterns will be maintained. No adverse drainage impacts are anticipated as a result of the proposed improvements.

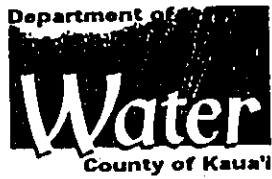
Thank you for participating in the environmental review process. Your comments will be included in the Final Environmental Assessment to be prepared for the project.

Sincerely,



Taeyong M. Kim  
Principal  
Environmental Communications, Inc.

cc: Ms. Ladye H. Martin, Deputy County Engineer



*Water has no substitute.....Conserve it*

June 22, 2004

Mr. Steven M. Kyono  
State of Hawaii Department of Transportation  
District Engineer, Kauai District  
3060 Eiwa Street, 205  
Lihue, HI 96766

Dear Mr. Kyono:

Subject: Draft Environmental Assessment for the Kuhio Highway Improvements,  
Extension of Temporary Kapa'a Bypass Road, Kuhio Highway to Olohena Road,  
Kapa'a, Kaua'i, Hawaii

The Department of Water has no objections to the proposed project.

If you have any questions, please contact Keith Aoki at 245-5418.

Sincerely,

A handwritten signature in black ink, appearing to read "Gregg Fujikawa".

Gregg Fujikawa  
Chief of Water Resources and Planning

KA:bdm  
c: Mr. Taeyong Kim  
Environmental Communications, Inc.

EA- kapaa bypass

ENVIRONMENTAL COMMUNICATIONS, INC.

August 11, 2004

Mr. Gregg Fujikawa  
Chief of Water Resources Planning  
Department of Water  
P.O. Box 1706  
Lihue, Hawaii 96766

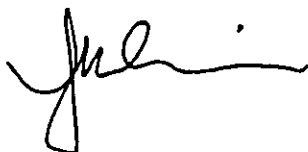
Subject:      Kuhio Highway Improvements  
                  Extension of Temporary Kapaa Bypass Road  
                  Kuhio Highway to Olohena Road  
                  Draft Environmental Assessment

Dear Mr. Fujikawa:

Thank you for your comment of June 22, 2004 regarding the subject project. We understand that you have no objection to the proposed project.

Thank you for participating in the environmental review process. Your comments will be included in the Final Environmental Assessment to be prepared for the project.

Sincerely,



Taeyong M. Kim  
Principal  
Environmental Communications, Inc.

Bryan J. Baptiste  
Mayor

Dennis S. Furushima  
Fire Chief



COUNTY OF KAUAI  
Fire Department  
Mo'ikeha Building  
4444 Rice Street, Suite 295  
Lihue, Kauai, Hawaii 96766

June 16, 2004

Mr. Steven M. Kyono  
State Department of Transportation  
District Engineer, Kauai District  
3060 Eiwa Street, 205  
Lihue, Kauai, Hawaii 96766

Dear Mr. Kyono:

The Kauai Fire Department has reviewed the Draft Environmental Assessment for the Kuhio Highway Improvements and submits the following concerns regarding the proposed improvements to the Temporary Kapaa Bypass Road.

1. The intersection of the cane haul road and Opaekaa Road is already a busy intersection because of the Middle School and the park facilities. The use of this cane haul road during peak periods of usage on the bypass road will coincide with the busy periods for both school pick-up and drop-off which will cause additional congestion at this intersection.

2. The close proximity of the intersection and bypass to the park facilities may cause additional hazards to the youth that use the facilities. The additional vehicular traffic may interfere with pedestrians that use the baseball facilities that run parallel to the haul cane road. Development and improvement of the area will also reduce the amount of off road parking for those who utilize the area along the cane haul road.

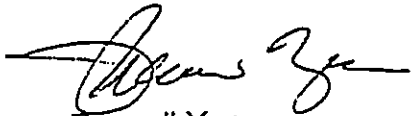
We do agree that alternate routes need to be developed to relieve the congestion in Kapaa town but, because of the fore mentioned, the Kauai Fire Department has reservations that the improvement of the bypass would be the best solution.

An Equal Opportunity Employer

Page 2  
June 16, 2004

Please contact the Fire Prevention Bureau at 241-6511 should you have any questions or require additional information.

Sincerely,



Russell Yee  
Captain, Prevention Bureau

Approved:



Dennis Furushima  
Fire Chief

cc: Mr. Taeyong Kim

August 11, 2004

Mr. Russell Yee  
Captain, Prevention Bureau  
Fire Department  
Moikeha Building  
4444 Rice Street, Suite 295  
Lihue, Kauai, Hawaii 96766

Subject: Kuhio Highway Improvements  
Extension of Temporary Kapaa Bypass Road  
Kuhio Highway to Olohena Road  
Draft Environmental Assessment

Dear Captain Yee:

Thank you for your comments of June 16, 2004 regarding the subject project. We understand that your Department is concerned about potential traffic impacts related to the proposed Bypass Road Extension. We offer the following responses.

1. We note your comment regarding the increase in the level of traffic at the intersection of the Bypass Road, Olohena Road and Malu Road. This change in traffic flow was taken into consideration during the design process and it is for this reason that a roundabout intersection is proposed. This intersection will significantly slow traffic but will not stop traffic flow.
2. Significantly more traffic will be experienced along the Bypass Road extension with the proposed improvements. As you have noted, the new use of the Bypass Road will not allow parking along the road shoulder for safety reasons. This will prevent any dangerous pedestrian conditions along the Bypass Road and will allow the area between the Bypass Road and the park to serve as a safety barrier. The park presently contains a parking lot that is sufficient for the majority of events held at the park. During peak events, parking may not be sufficient on-site however the use of the Bypass Road shoulders will not be available for overflow parking. During these periods additional off-site parking will be required.

We understand that the Fire Department has reservations regarding the propose bypass alignment. Your comments will be taken into advisement. We would also like to state that the proposed project is a temporary measure. Permanent bypass alignments are presently under evaluation.

Thank you for participating in the environmental review process. Your comments will be included in the Final Environmental Assessment to be prepared for the project.

Sincerely,



Taeyong M. Kim  
Principal  
Environmental Communications, Inc.

cc: Mr. Dennis Furushima, Fire Chief

**APPENDIX**





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

July 27, 2004

REPLY TO  
ATTENTION OF

Regulatory Branch

Mr. Taeyong M. Kim  
Environmental Communications, Inc.  
1188 Bishop Street, Suite 2210  
Honolulu, Hawaii 96813

Dear Mr. Kim:

This letter is written in response to your request for a confirmation on whether a Department of the Army permit would be required for the installation of a bridge over Moikeha Canal located in Kapaa, Kauai. This project is related to the Kuhio Highway Improvements for the extension of a temporary bypass road from Kuhio Highway to Olohena Road. Work would include the installation of an acrow steel bridge spanning over the existing concrete bridge with no work or new structures in the canal.

For your information Moikeha Canal is considered a water of the U.S. and the discharge of dredged or fill material into a water of the U.S. is a regulated activity under Section 404 of the Clean Water Act. However, since the proposed work will not include any discharges into the water, a Department of the Army permit will not be required. It is recommended that the use of best management practices be implemented to minimize any discharges into the stream.

Should you have any questions, you may call Ms. Lolly Silva at (808) 438-7023 or by email at [laurene.silva@usace.army.mil](mailto:laurene.silva@usace.army.mil). Please refer to file number 200400427.

Sincerely,

A handwritten signature in black ink, appearing to read "George P. Young".

George P. Young, P.E.  
Chief, Regulatory Branch