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IN REPLY REFER TO:  
**HWY-DS 2.5542**

November 1, 2021

VIA EMAIL: [dbedt.opsd.erp@hawaii.gov](mailto:dbedt.opsd.erp@hawaii.gov)

TO: MARY ALICE EVANS  
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DEPARTMENT OF BUSINESS, ECONOMIC DEVELOPMENT AND TOURISM

FROM: JADE T. BUTAY   
DIRECTOR OF TRANSPORTATION

SUBJECT: DETERMINATION OF NO ADDITIONAL ENVIRONMENTAL  
REVIEW REQUIRED  
KAMEHAMEHA HIGHWAY  
KALUANUI STREAM BRIDGE REPLACEMENT  
DISTRICT OF KOOLAULOA, ISLAND OF OAHU  
PROJECT NO. BR-083-1(54)

Pursuant to Hawaii Administrative Rules (HAR) Title 11, Chapter 200.1-11, the Hawaii Department of Transportation, Highways Division (HDOT) has determined that an additional environmental review is not required for the changes for the Kaluanui Stream Bridge Replacement.

The Final Environmental Assessment (FEA)/Finding of No Significant Impact (FONSI) for the HDOT was submitted to the Office of Planning and Sustainable Development, Environmental Review Program for publication in the June 23, 2019 issue of *The Environmental Notice*. The action has not yet been fully implemented and we have initiated a review of the FEA/FONSI with respect to changes in design.

The changes in the design from what was submitted in the FEA are as follows:

1. Proposed new precast, prestressed, concrete plank bridge deck will be replaced with an Acrow steel bridge deck overlaid with asphalt. The original design for the new abutments and piers will remain the same.
2. Concrete bridge railings will be replaced with crash tested steel barriers that meet current codes and are part of the Acrow bridge deck system.
3. A separate and dedicated pedestrian walkway will be constructed on the upstream side of the Acrow bridge deck and is part of the Acrow bridge deck system.
4. Shoulder dimensions will be reduced to fit the new Acrow bridge deck with pedestrian walkway in the state's right-of-way.
5. Lane widths will be reduced to 11'-0" from 12'-0" to match the approach roadway lane widths.

Our analysis has determined the following:

1. The purpose and need of the project stated in the FEA/FONSI will be met with the proposed changes to the project.
2. The FEA/FONSI included the proposed action of removing and replacing the bridge. The proposed action is the same, however, instead of replacing the bridge deck with a concrete bridge deck, the bridge deck will be replaced by a steel bridge deck with an asphalt overlay.
  - a. The purpose of a concrete deck was to preserve the design of the original bridge as the bridge is eligible for inclusion in the national register. The FEA/FONSI stated the State Historic Preservation Division (SHPD) determined the demolition and construction of a new bridge as an adverse effect to historic properties, however, the adverse effect can be addressed through documentation of the bridge. This action will still be implemented.
  - b. There are no additional noise impacts as the FEA/FONSI stated that the potential noise impacts would occur with or without the bridge replacement project.
3. The FEA/FONSI stated that the proposed action is to "replace an aging structure which no longer meets modern standards such as railings or shoulders." The replacement of concrete bridge railings to steel barriers does not affect the intent of the proposed action.
  - a. The purpose of concrete railings was to preserve the design of the original bridge as the bridge is eligible for inclusion in the national register. The FEA/FONSI stated the SHPD determined the demolition and construction of a new bridge as an adverse effect to historic properties, however, the adverse effect can be

addressed through documentation of the bridge. This action will still be implemented.

4. There are no additional significant effects with a separate and dedicated pedestrian walkway as the FEA/FONSI considered a separate pedestrian walkway on the bridge.
5. The FEA/FONSI stated that the proposed action is to “replace an aging structure which no longer meets modern standards such as railings or shoulders.” The shortening of the shoulder width does not affect the intent of the proposed action as the standards are still met.
6. There are no additional significant effects from the change in lane width as the FEA/FONSI considered that the final design would “necessitate a slight decrease in lane widths” due to the pedestrian walkway.
7. The proposed changes do not have any significant impacts and does not affect the determination of FONSI.
8. The proposed changes do not have any additional and significant impacts as stated in HAR 11-200.1-13.

Pursuant to HAR Title 11, Chapter 200.1-11, based on the analysis, an additional environmental review will not be required at this time for the changes for the Kaluanui Stream Bridge Replacement because:

- (1) The proposed action was a component of, or is substantially similar to, an action that received a FONSI;
- (2) The proposed action is anticipated to have direct, indirect, and cumulative effects similar to those analyzed in a prior FEA.

This memo serves as an exemption notice and a request for publication in the next issue of *The Environmental Notice*, pursuant to HAR, Section 11-200.1-4.

Should you have any questions, please call Holly Yuen of our Technical Design Services Section, Design Branch, Highways Division at (808) 692-7548 or email at [holly.yuen@hawaii.gov](mailto:holly.yuen@hawaii.gov).