PUAINAKO STREET WIDENING
SECOND PUBLIC INFORMATION MEETING
AUGUST 8, 2013
WAIAKEA INTERMEDIATE SCHOOL
Purpose of This Meeting

- Update the community on the status of the project and provide an overview of the progress since the first public meeting.
- Explain where we are now with the Environmental Impact Statement re-evaluation process and steps moving forward.
- Present the revisions made to the typical roadway sections along various portions of the alignment.
Purpose & Need For The Project

- This area is identified as a corridor deficiency in the 1998 Hawaii Long Range Transportation Plan
- Address congestion
- Improve vehicle and pedestrian safety on existing Puainako Street
- Improve arterial traffic flows by connecting the existing Puainako Street with Saddle Road
- Create a direct route between East and West Hawaii
Project History

1992
Contract to design both widening and extension of existing Puainako Street initiated by County of Hawai‘i

1993
State Environmental Impact Statement (EIS) completed

2000
Federal EIS completed and Record of Decision signed – Selected Alignment 10 (Upper) and Alignment B (Lower)

2004
Upper Portion (Puainako Street Extension) Construction Complete

2005
Due to procurement laws the County Design Contract for Lower Portion was terminated and the search for a new Consultant was initiated

2009
New Consultant hired under State Contract

2010
EIS Re-Evaluation and Roadway Design Initiated

October 2012
Public Informational Meeting #1

2013
Public Informational Meeting #2

August 2013
Project Location and Limits

- Project Length: Approximately 1.5 miles

Phase 1:
- Begin Project
- Phase 2
- End Project

Key Points:
- Kawili St
- Waiakea Intermediate
- Waiakea Elementary
- Komohana St
- Kinolo St
- Kiluaea St

Phase 1 and Phase 2 are marked on the map.
Existing Concerns

- Unsignalized intersections slow traffic flow and create potential conflicts
  - 3 Intersections (North side) to Waiakea Schools
  - More than 20 existing driveway connections
  - 7 side streets (south side) from subdivisions

- Sight distance
  - Intersection sight distance is not optimal at some locations.
  - Roadside obstructions present potential concerns for motorists and pedestrians.
Existing Concerns

- Pedestrian access
  - No raised sidewalks (only intermittent asphalt curbing)
  - No bike lanes
  - Many roadside utilities including telephone poles and associated anchors are obstacles for pedestrians

- Traffic
  - Congestion at Kinoole and Kilauea intersections during school drop off/pick up hours
  - Increase in thru traffic due to Saddle Road improvements
Existing Concerns

- Recent and Future Developments near and along Puainako:
  - Imiloa Astronomy Center
  - Expansion of University of Hawai‘i–Hilo
    - University Village – Phase 1
  - Pacific Basin Agricultural Research Center
  - New University of Hawaii Community College Campus
EIS Re-Evaluation

Initiated in 2010 to determine if the Final EIS and Record of Decision were adequate or if a Supplemental EIS would be needed for this project. The US Department of Transportation (USDOT) and the Federal Highway Administration (FHWA) require re-evaluation if “major steps to advance project” have not occurred within 3 years after issuance of EIS.
EIS Re-Evaluation

- Considerations Include Changes Since 2000:
  - Project design
  - Project traffic
  - The physical, natural, and social environment
  - Legislative and regulatory requirements

- Evaluation is specific to the Lower Portion since the Upper Portion was constructed in 2004.

- Mitigation measures identified in Final EIS and Record of Decision must be followed in addition to those outlined in the Re-evaluation document.
Proposed Alignment & Design Features

- Improved segment will extend between Komohana St. and Kekela Street (just east of Kilauea).

- Improvements:
  - Crosswalks
  - Traffic Signals
  - Drainage enhancements
  - Noise barrier walls
  - Lighting Upgrades
  - Intersection Upgrades
  - ADA provisions
  - Improved sight distance
  - Retaining walls
  - Buffer Zones
Design Changes Since Previous Public Information Meeting

- Revised Lane Width from 12’ to 11’
- Increased Buffer Zone Between Properties and Travel Lanes
  - Potential Reduction in Noise
  - Retaining Wall Heights Reduced
  - Increased Area Available for Drainage Collection
  - Potential for Accommodating Utility Poles Outside of Sidewalk Areas
DISPLAY DESCRIPTIONS

- STATION 1 – PROJECT LOCATION AND ROADWAY PLAN VIEW EXHIBITS

Existing homes that will be displaced with project.
DISPLAY DESCRIPTIONS

- STATION 2 – Section 106 Information

Section 106: Historic Preservation

Historic Properties: All Plantation Era

- Step 1: Public Involvement
  - Initiate Section 106 Process
  - Identify historic properties
    - NO UNDERTAKING / NO POTENTIAL TO CAUSE EFFECTS
    - Undertaking Might Affect Historic Properties
- Step 2: Public Involvement
  - Identify historic properties
    - NO HISTORIC PROPERTIES AFFECTED
- Step 3: Public Involvement
  - Assess Adverse Effects
    - HISTORIC PROPERTIES ARE AFFECTED
- Step 4: Public Involvement
  - Resolve Adverse Effects
    - MEMORANDUM OF AGREEMENT
    - ADVISORY COUNCIL COVENANT

We Are Here

Historic Properties: All Plantation Era

- Alignment A: Not Selected
  - Preferred Alignment to Avoid Archaeological Resources
    - 18914, 18915, 18917, 18922, 18923
- Alignment B – Lower Segment
  - Lower Segment to be Constructed in Current Project
  - 18912, 18911
- Alignment C – Upper Segment
  - 18916, 18919, 18921, 18923

Historic Properties

- Waialua Elementary & Intermediate Schools
- Kamehameha Schools

We Are Here

- Kamehameha Schools
- Waialua Elementary & Intermediate Schools
□ STATION 3 – Roadway typical sections incorporating revisions since last Public Information meeting
STATION 4: Access Routes to and from Affected Areas
Potential Impacts to Property Owners
Due to Widening and/or Realignment

- Some property frontages adjacent to the roadway improvements will be impacted
- Partial loss of existing parking areas for businesses, schools, and churches along the existing Puainako St.
- 3 homes might be affected.
- The back of 32 lots adjacent to the realignment may be impacted
- Noise levels may increase along corridor for properties where improvements move traffic lanes closer to homes/ businesses
- Access to Puainako Street will be altered for property owners adjacent to the realigned roadway.
Proposed Mitigation to Decrease Impacts

**Land Issues:**

- Construct retaining walls (4’-10’) to reduce the size and number of easements and acquisitions

- Optimize vertical alignment to limit impacts to property owner access to Puainako St.

- Provide noise barriers where justified
  
  *Noise barriers are different than retaining walls in that their purpose is to decrease noise levels and not retain soil.*

**Potential Impacts During Construction:**

- Traffic (Mitigation: construction of section in front of Waiakea schools shall be scheduled for summer vacation as much as possible)

- Noise (Mitigation: contractor to apply for noise permit which may include mitigation measures, such as restriction of equipment type during restricted hours)

- Utilities (Mitigation: construction schedule to minimize length of time utility customers are inconvenienced)

- Dust (Mitigation: wind screens, watering of active work areas, etc.)

- Sediment pollution (Mitigation: time certain construction activities during periods of minimal rainfall)
Section 106 Consultation

- Requires the federal agencies to take into account the effects of undertakings on historic properties through consultation with parties with an interest in the affected historic properties.

- Recognizes Native Hawaiian Organizations (NHOs) and requires consultation with NHOs that attach religious and cultural significance to historic properties that may be affected by the undertaking.

- Goals
  - Identify historic properties potentially affected by an undertaking
  - Assess the effects
  - Seek ways to AVOID, MINIMIZE or MITIGATE any adverse effects on historic properties
A Memorandum of Agreement (MOA) was completed in 2000. It included the following stipulations on existing historic sites:

- State Sites (50-10-35) 1814, 18915, and 18917 to be PRESERVED IN PLACE and protected during construction with TEMPORARY FENCING.
- No further data recovery necessary for State Sites (50-10-35) 18911, 18912, 18916, 18919, 18921, 18922, 18923, and 20681.

MOA signatories include FHWA, HDOT, SHPD, COH-DPW and HHF
Alignment A - Not Selected as Preferred Alignment to Avoid Archaeological Resources to be Preserved in Place (18914, 18915, 18917)

Alignment B – Upper Segment Above Komohana Already Constructed and Mitigated

Alignment B – Lower Segment to be Constructed in Current Project

<table>
<thead>
<tr>
<th>Site</th>
<th>Description</th>
<th>Mitigation Proposed/Performed</th>
</tr>
</thead>
<tbody>
<tr>
<td>18911</td>
<td>11 Features: Agricultural Rock Piles, terraces, mounds</td>
<td>Data Recovery Completed</td>
</tr>
<tr>
<td>18912</td>
<td>Mound</td>
<td>Data Recovery Completed</td>
</tr>
<tr>
<td>18913</td>
<td>Linear Mound in Poor Shape - No Longer Significant</td>
<td>None</td>
</tr>
<tr>
<td>18914</td>
<td>8 Features: terraces, mounds, platforms, modified outcrops</td>
<td>Avoid – Preserve</td>
</tr>
<tr>
<td>18915</td>
<td>9 Features: Enclosure, Railroad Bed, Mounds, Platforms</td>
<td>Avoid – Preserve</td>
</tr>
<tr>
<td>18916</td>
<td>Platform and Wall</td>
<td>Data Recovery Completed</td>
</tr>
<tr>
<td>18917</td>
<td>Two Mounds and Linear Rock Pile</td>
<td>Avoid – Preserve</td>
</tr>
<tr>
<td>18918</td>
<td>Three modified Pahoehoe Outcrops and a Mound</td>
<td>Data Recovery Completed</td>
</tr>
<tr>
<td>18919</td>
<td>36 Features: Mounds, Wall Segments, Platforms, modified Outcrops</td>
<td>Data Recovery Completed</td>
</tr>
<tr>
<td>18922</td>
<td>Modified Outcrop</td>
<td>No Further Work Needed</td>
</tr>
<tr>
<td>18923</td>
<td>Modified Outcrop</td>
<td>No Further Work Needed</td>
</tr>
<tr>
<td>20681</td>
<td>16 Features: mounds, modified Outcrops, walls</td>
<td>Data Recovery Completed</td>
</tr>
</tbody>
</table>
In 2012, Section 106 Consultation was re-opened to cover the extension of the project from Kilauea Avenue to Kanoelehua Avenue (approx. 850 ft.)

- SHPD, OHA, and NHO’s were sent letters requesting comments and any knowledge of historic, archaeological, or cultural properties in the project area.
- A Section 106 Consultation public meeting held in Hilo on October 16, 2012.
- Following consultation with SHPD, OHA and NHO’s, NO historic, archaeological, or cultural sites were identified.

Next Steps:
- Seek SHPD concurrence on the determination
- Seek concurrence of the MOA signatories, either through extension in time of the existing MOA, or by creating a new MOA
Section 106 – 4 Step Process

**Step 1**
- **Public Involvement**
  - Initiate Section 106 Process
    - Establish undertaking
    - Plan to involve the public
    - Identify other consulting parties

**Step 2**
- **Public Involvement**
  - Identify Historic Properties
    - Determine scope of efforts
    - Identify historic properties
    - Evaluate historic significance

**Step 3**
- **Public Involvement**
  - Assess Adverse Effects
    - Apply criteria of adverse effect

**Step 4**
- **Public Involvement**
  - Resolve Adverse Effects
    - Continue Consultation

**Outcome Scenarios**
- NO UNDERTAKING / NO POTENTIAL TO CAUSE EFFECTS
- HISTORIC PROPERTIES ARE AFFECTED
- NO HISTORIC PROPERTIES AFFECTED
- NO HISTORIC PROPERTIES ADVERSELY AFFECTED
- WE ARE HERE
- MEMORANDUM OF AGREEMENT
- ADVISORY COUNCIL COMMENT

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Construction Phasing

- Construction is currently being planned as two phases:
  - Phase 1
    - Waiakea Intermediate School to just east of Kilauea Avenue (near Kekela Street)
    - Widening of the existing two-lane Puainako Street to four lanes.
  - Phase 2
    - Komohana Street to Waiakea Intermediate School
    - New construction of a four-lane roadway on a new alignment.
Construction Phasing

Possible Construction Phasing

NOT TO SCALE
2013: Permits and Preliminary Design

2014/2015: Construction, Land Acquisition and Bid Documents

2016: Contract Award, Start Construction of Phase 1

2018: Complete Construction of Phase 1

Contract Award, Start Construction of Phase 2

2020: Complete Construction of Phase 2
Contact Information

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Cheryl Soon, Planning Group Manager
Question and Answer Session