

# **Final Environmental Assessment/Finding of No Significant Impact**

## **PROPOSED RELOCATION OF LAHAINA BYPASS SOUTHERN TERMINUS**

**(TMKs (2) 4-7-001:026, 030, and (2) 4-7-  
013:002, 005, 008, 010, and 011)**

### **Volume I of II**

**State of Hawai'i  
Department of Transportation**

**Approving Agency:**

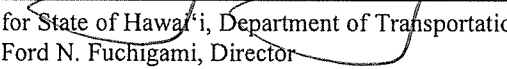
**State of Hawai'i, Department of Transportation**

**December 2015**

Final Environmental Assessment/Finding of No Significant Impact  
Submitted Pursuant to  
Hawai'i Revised Statutes, Chapter 343

State of Hawai'i, Department of Transportation, Highways Division

12.9.15  
Date of Approval

  
for State of Hawai'i, Department of Transportation  
Ford N. Fuchigami, Director  
State of Hawai'i  
Department of Transportation  
869 Punchbowl Street  
Honolulu, Hawai'i 96813

The State of Hawai'i, Department of Transportation (HDOT), Highways Division in coordination with the Federal Highway Administration (FHWA), proposes the relocation of the southern terminus of the Lahaina Bypass Highway from its current proposed terminus point at Launiupoko to the vicinity of the former Olowalu Landfill, a distance of approximately 4,800 lineal feet as measured along Honoapiilani Highway. The parcels of land affected by the proposed are identified as Tax Map Key Nos. (2) 4-7-001:026, 030, and (2) 4-7-013:002, 005, 008, 010 and 011.

Measures to mitigate impacts are available and will be implemented in accordance with applicable regulations and based on consultations with various agencies. As a result, a Finding of No Significant Impact (FONSI) has been issued under HRS, Chapter 343.

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

Darell Young  
Hawai'i Department of Transportation  
Highways Division, Planning Branch  
869 Punchbowl Street  
Honolulu, Hawai'i 96813  
(808)587-1835

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## **LIST OF ACRONYMS**

<b>AIS</b>	Archaeological Inventory Survey
<b>ALISH</b>	Agricultural Lands of Importance to the State of Hawai‘i
<b>APE</b>	Area of Potential Effect
<b>BMPs</b>	Best Management Practices
<b>CDA</b>	Civil Defense Agency
<b>CFR</b>	Code of Federal Regulations
<b>CIA</b>	Cultural Impact Assessment
<b>COM</b>	County of Maui
<b>CY</b>	Cubic Yards
<b>CZMA</b>	Coastal Zone Management Act
<b>DA</b>	Department of Army
<b>dB</b>	Decibels
<b>DHHL</b>	Department of Hawaiian Home Lands
<b>DOE</b>	Department of Education
<b>DOH</b>	Department of Health
<b>DOT</b>	Department of Transportation
<b>DWS</b>	Department of Water Supply
<b>EA</b>	Environmental Assessment
<b>EFH</b>	Essential Fish Habitat

<b>EIS</b>	Environmental Impact Statement
<b>EPA</b>	Environmental Protection Agency
<b>ESA</b>	Endangered Species Act
<b>FEMA</b>	Federal Emergency Management Agency
<b>FHWA</b>	Federal Highway Administration
<b>FIRM</b>	Flood Insurance Rate Map
<b>FSEIS</b>	Final Supplemental Environmental Impact Statement
<b>FTA</b>	Federal Transit Administration
<b>HDOT</b>	Hawai'i Department of Transportation
<b>HRS</b>	Hawai'i Revised Statutes
<b>HSA</b>	Hawai'i Stream Assessment
<b>HCZMP</b>	Hawai'i Coastal Zone Management Program
<b>Leq(h)</b>	Hourly Sound Level
<b>LSB</b>	Land Study Bureau
<b>MECO</b>	Maui Electric Company, Ltd.
<b>MIP</b>	Maui Island Plan
<b>MLP</b>	Maui Land & Pineapple Company
<b>MSAT</b>	Mobile Source Air Toxics
<b>MUS</b>	Management Unit Species
<b>NEPA</b>	National Environmental Policy Act (NEPA)
<b>NMFS</b>	National Marine Fisheries Service
<b>NOAA</b>	National Oceanic and Atmospheric Administration
<b>NPDES</b>	National Pollutant Discharge Elimination System
<b>OEQC</b>	Office of Environmental Quality Control
<b>OHA</b>	Office of Hawaiian Affairs
<b>rSM</b>	Stony Alluvial Land
<b>SCS</b>	Scientific Consultant Services, Inc.
<b>SHPD</b>	State Historic Preservation Division
<b>SHPO</b>	State Historic Preservation Officer
<b>SMA</b>	Special Management Area
<b>USACE</b>	U.S. Army Corps of Engineers
<b>USDA</b>	U.S. Department of Agriculture
<b>USFWS</b>	U.S. Fish and Wildlife Service
<b>WxB</b>	Wainee Very Stony Silty Clay
<b>Wyc</b>	Wainee Extremely Stony Silty Clay

## **Executive Summary**

<b>Project Name:</b>	Proposed Lahaina Bypass Southern Terminus Relocation Project
<b>Type of Document:</b>	Final Environmental Assessment
<b>Legal Authority:</b>	Chapter 343, Hawai‘i Revised Statutes (HRS)
<b>Agency Determination:</b>	HRS 343 Finding of No Significant Impact (FONSI)
<b>Applicable Environmental Assessment Review “Trigger”:</b>	Use of State funds and State and County lands
<b>Location:</b>	Launiupoko, Lahaina, Maui
<b>Project Summary:</b>	<p>The Hawai‘i Department of Transportation (HDOT), in coordination with the Federal Highway Administration (FHWA), is proposing the relocation of the southern terminus of the Lahaina Bypass Highway from its current terminus point at Launiupoko to the vicinity of the former Olowalu Landfill, a distance of approximately 4,800 lineal feet as measured along Honoapiilani Highway. The parcels of land affected by the proposed action are identified as Tax Maui Key Nos. (2) 4-7-001:026, 030 and (2) 4-7-013:002, 005, 008, 010 and 011.</p>

# I. PROJECT OVERVIEW

# **I. PROJECT OVERVIEW**

## **A. INTRODUCTION**

The Hawai'i Department of Transportation (HDOT), in coordination with the Federal Highway Administration (FHWA), is considering the relocation of the southern terminus of the Lahaina Bypass Highway from its current approved terminus point at Launiupoko to the vicinity of the former Olowalu Landfill. The intent of this Environmental Assessment (EA) is to determine whether extending the Lahaina Bypass an additional 4,800 feet, as measured along Honoapiilani Highway, provides benefits towards preservation of the State Highway System from coastal hazards as well as providing enhanced capacity between Central Maui and West Maui, in consideration of potential social, cultural, and environmental impacts. The project limits for this study extend from Hokiokio Place to the northern boundary of the former Olowalu Landfill. The parcels of land that would be affected by the proposed action are identified as Tax Map Key nos. (2) 4-7-001:026<sup>1</sup>, 030 and (2) 4-7-013:002, 005, 008, 010 and 011. Portions of existing State-owned rights-of-way for the Lahaina Bypass and Honoapiilani Highway will also be affected.

This EA examines three (3) potential alternatives, two (2) of which would provide approximately 4,800 feet of additional length to the Bypass route through either a mauka (preferred) or mid-level alignment. The third, the "no action" alternative, would maintain the Lahaina Bypass route as identified in the previously approved Supplemental Environmental Impact Statement (SEIS) for the Lahaina Bypass Modified Project as discussed in the next section.

Since the proposed action will involve the use of State and Federal funds and State and County lands, compliance with both Chapter 343, Hawai'i Revised Statutes (HRS) and the National Environmental Policy Act (NEPA) is required. This EA is intended to address compliance with Chapter 343, HRS requirements.

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<sup>1</sup> The area referred to as (2)4-7-001:026 has been recently subdivided and is now identified as (2)4-7-014: lots 1-14.

## **B. BACKGROUND**

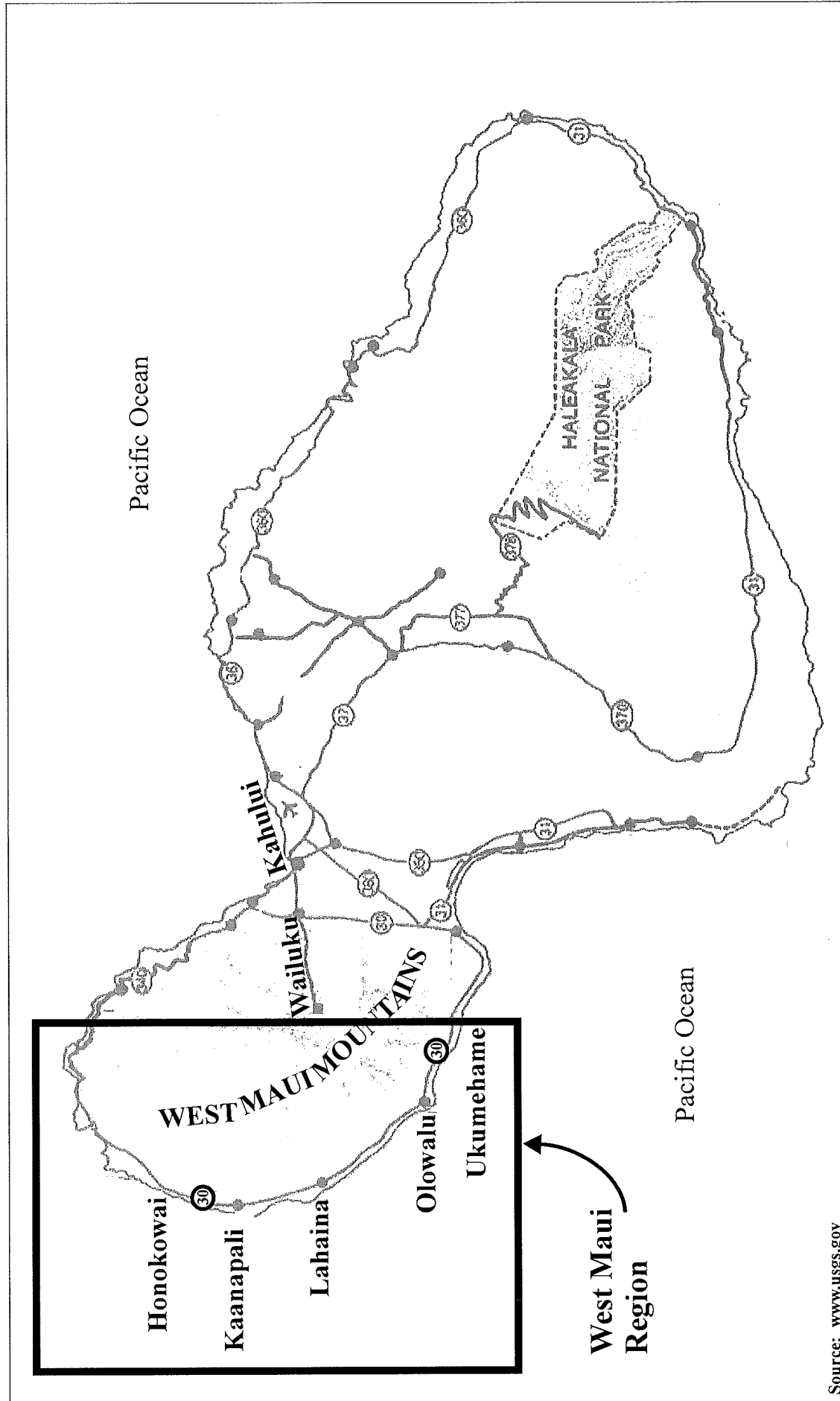
HDOT initially proposed the development of a Bypass highway (also known as the Lahaina Bypass Project) to mitigate traffic congestion along Honoapiilani Highway through Lahaina Town in West Maui. See **Figure 1**. The initial Lahaina Bypass Project consisted of the development of a bypass route between Puamana Park and Hanakao Point near Kaanapali. The widening of Honoapiilani Highway between Hanakao Point and Honokowai was also proposed as a part of this action. See **Figure 2**. A Chapter 343, HRS Final Environmental Impact Statement (EIS) for the initial scope of the Lahaina Bypass was accepted on February 11, 1991. A Record of Decision for the EIS was approved on June 18, 1991 by the FHWA (hereafter referred to as “1991 EIS/ ROD”).

Subsequently, the HDOT modified the alignment of the project to extend the northern terminus of the Bypass from Hanakao Point to Honokowai and to extend the southern terminus from Puamana to Launiupoko. Amendments made to the project scope also included the incorporation of several connector and access roads, modifications to roadway profiles and typical sections. A Supplemental EIS was prepared to address the scope revisions. The amended project was referred to as the Lahaina Bypass Modified Project in the Supplemental EIS that was published in April 2002. On October 14, 2003, the Record of Decision for the Final Supplemental EIS for the Lahaina Bypass Modified Project was approved by the FHWA (hereafter referred to as the “2003 SEIS/ROD”). See **Figure 3**.

## **C. IMPLEMENTATION STATUS OF LAHAINA BYPASS**

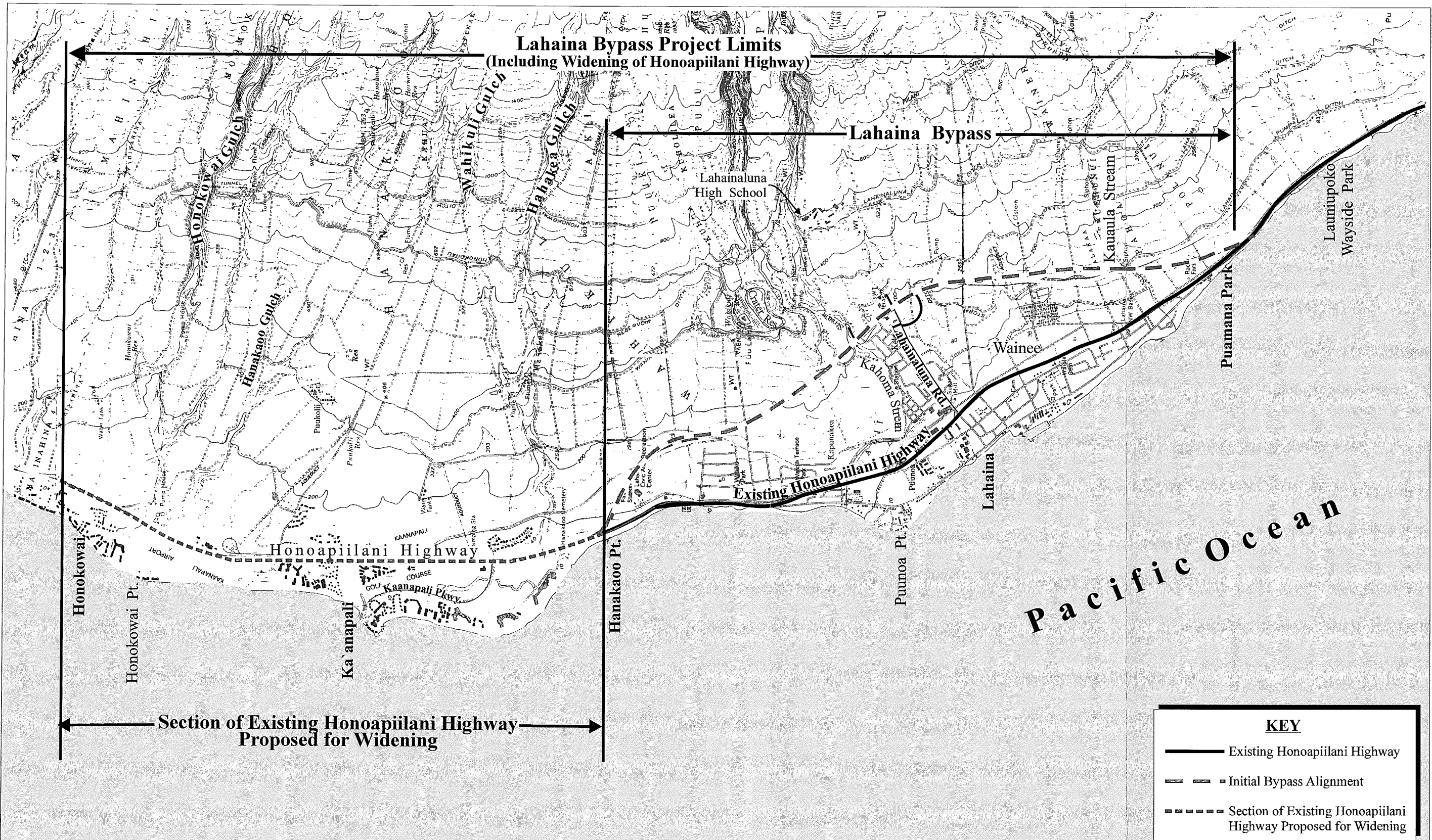
The HDOT is now implementing the Lahaina Bypass in phases. The status of the implementation phases for the Bypass are summarized in **Table 1**. See **Figure 4**.





**Figure 1**      **Proposed Lahaina Bypass Southern Terminus**  
**Relocation Project**  
 West Maui Regional Location Map





Source: USGS

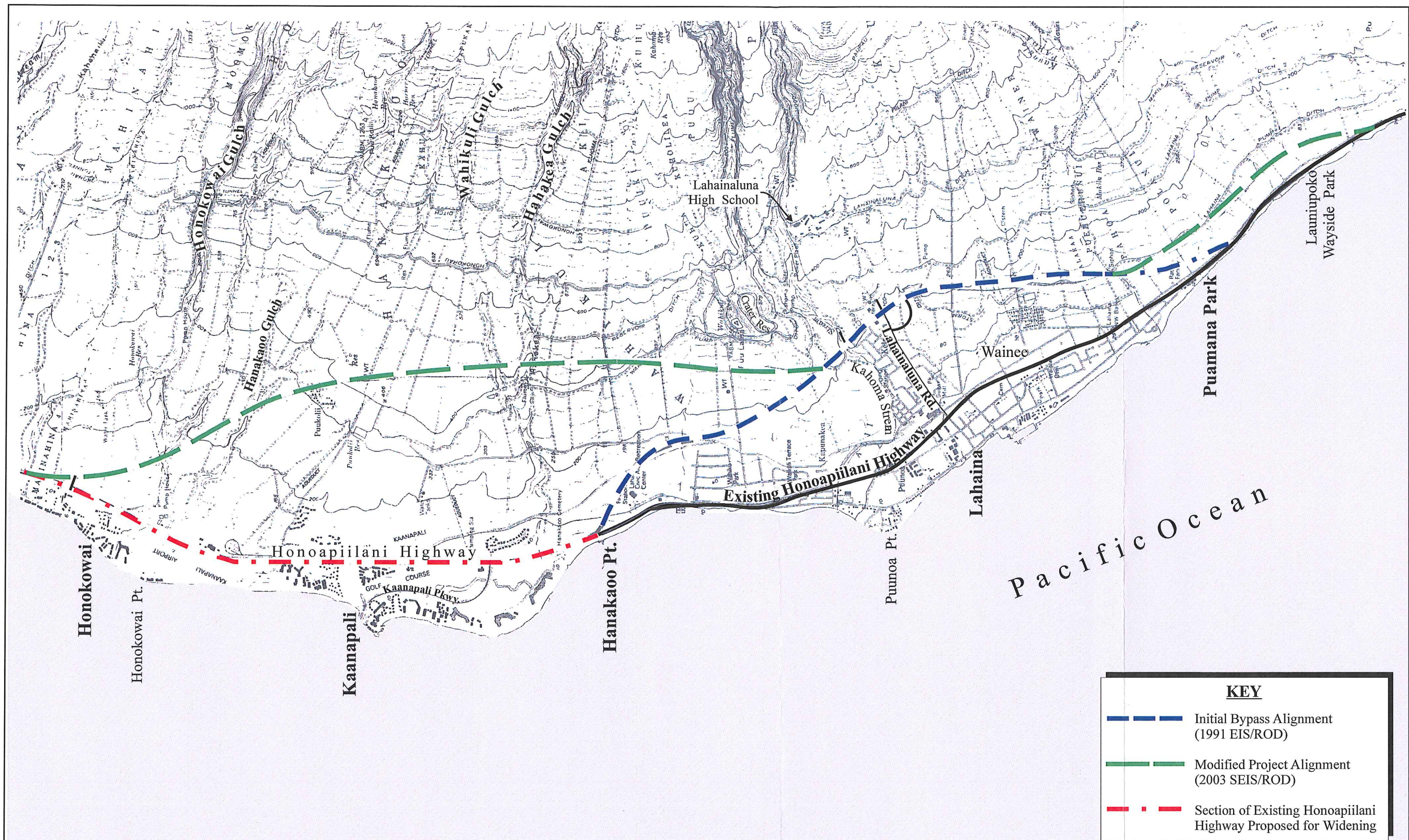
Figure 2



Proposed Lahaina Bypass Southern Terminus Relocation Project  
Initial Lahaina Bypass Project Limits (1991 EIS/ROD)

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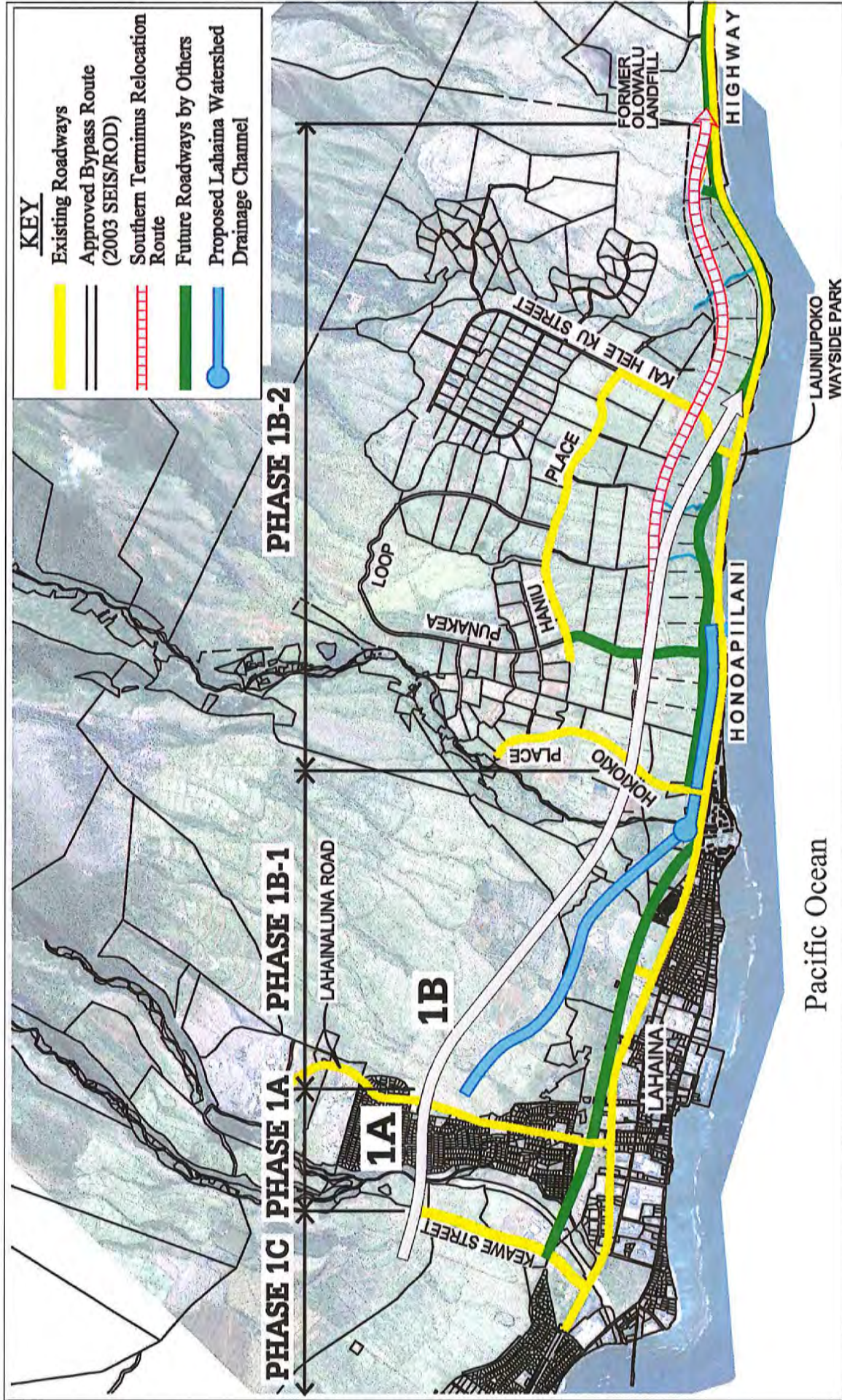
Source: Munekiyo Hiraga

Figure 3 Proposed Lahaina Bypass Southern Terminus Relocation Project  
Modified Alignment and Project Limits (2003 SEIS/ROD)

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**Figure 4** Proposed Lahaina Bypass Southern Terminus Relocation Project  
Lahaina Bypass Modified Construction Phases



**Table 1.** Summary of Lahaina Bypass Construction Phases

<b>Construction Phase Designation</b>	<b>Limits of Construction Phase</b>	<b>Comments</b>
Phase 1A	Keawe Street Extension to Lahainaluna Road	Design-build contract awarded in January 2007; construction initiated in mid 2009, completed and opened March 2013.
Phase 1B-1	Lahainaluna Road to Hokiokio Place	Design completed December 2009, construction completed and opened December 2013.
Phase 1B-2	Hokiokio Place to Honoapiilani Highway	Design in progress, construction to follow completion of design.
Phase 1C	Keawe Street Extension to Kaanapali Connector	Design in progress, construction to follow completion of design.
Phase 1D	Kaanapali Connector to Honokowai	Design and construction to follow Phase 1C.

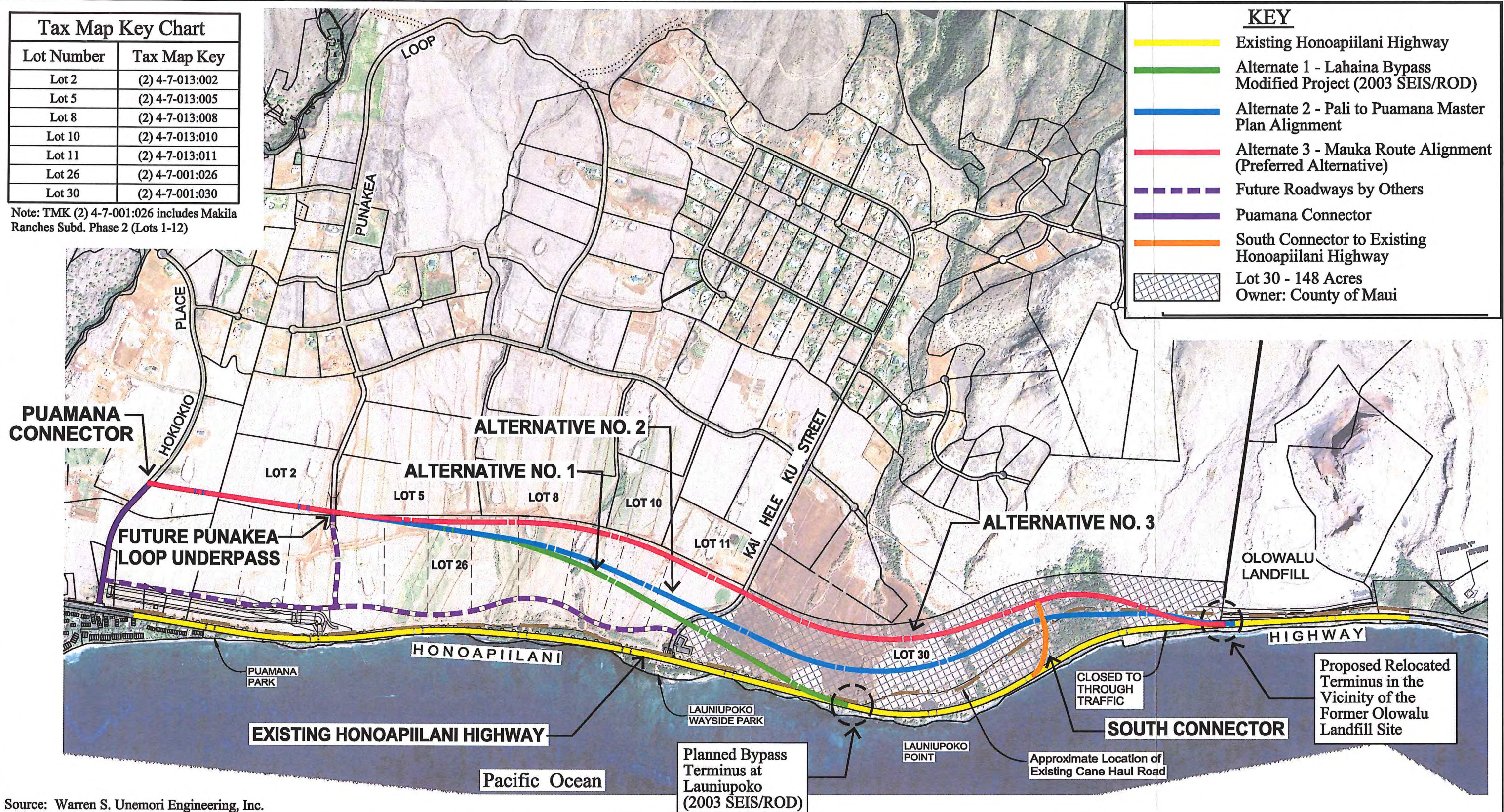
The implementation timeframe for Phase 1B-2, Phase 1C, and Phase 1D will be contingent on availability of funding. It is noted, the scope of this EA is limited to Phase 1B-2.

Upon completion of the Chapter 343 environmental review process for this proposed terminus relocation, the HDOT shall modify the Phase 1B-2 limits, and the term Phase 1B-2 shall hereafter be used to refer to the proposed action presented in this EA.

#### **D. PROJECT PURPOSE AND NEED**

The HDOT, in coordination with the FHWA, is considering the relocation of the southern terminus of the Lahaina Bypass Highway from its current approved terminus point at Launiupoko to the vicinity of the former Olowalu Landfill site, a distance of approximately 4,800 lineal feet measured along Honoapiilani Highway. This new terminus location is considered a logical connection point to Honoapiilani Highway since it is at a “pinch point” between the former Olowalu Landfill and the ocean. See **Figure 5** and **Figure 6**. This is in response to a number of regional and local conditions affecting long-term transportation and land use planning in this region, as discussed below:





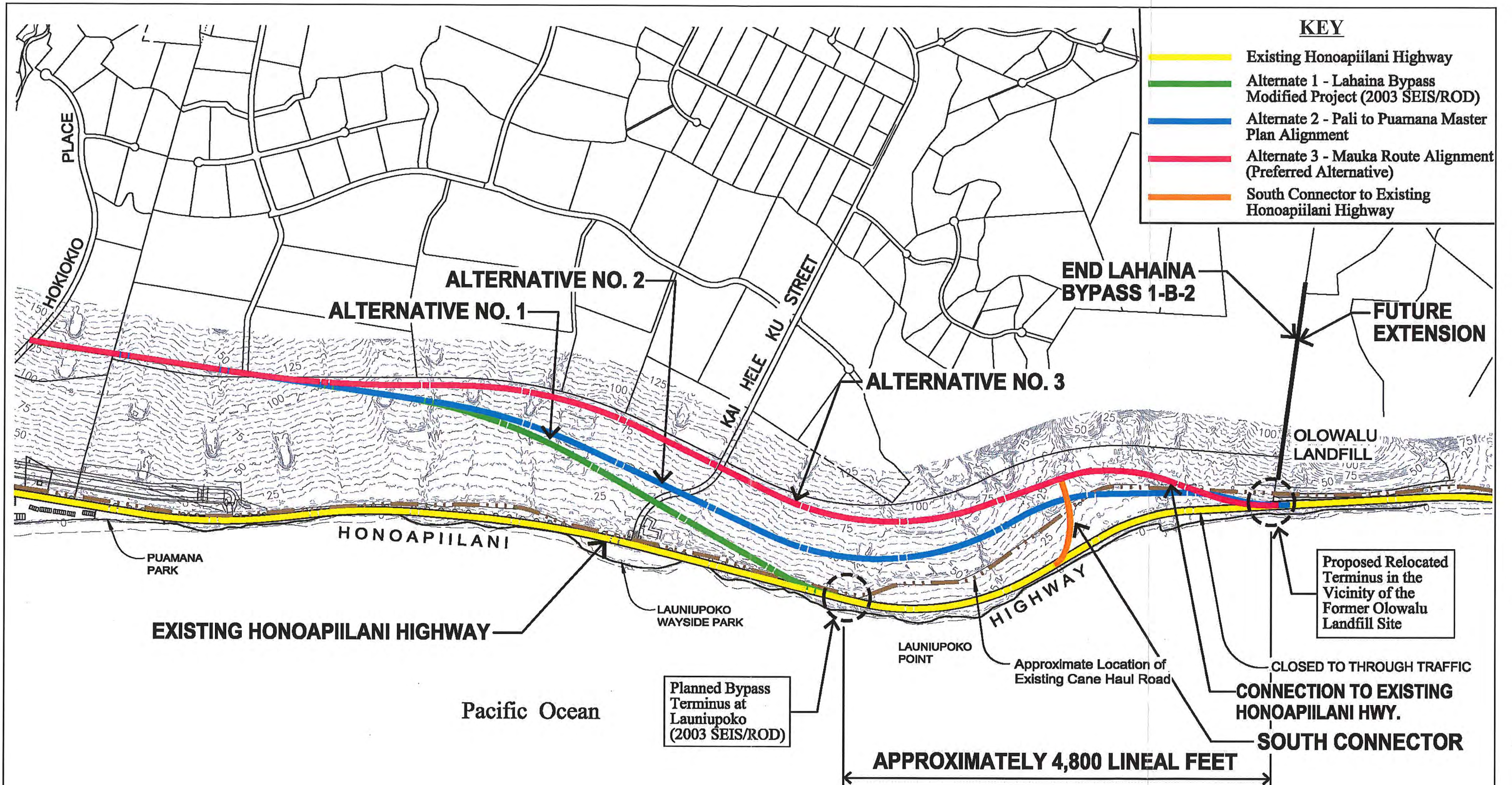
Source: Warren S. Unemori Engineering, Inc.

Figure 5

Proposed Lahaina Bypass Southern Terminus Relocation Project  
Alternate Alignment Comparison







Source: Warren S. Unemori Engineering, Inc.

Figure 6

# Proposed Lahaina Bypass Southern Terminus Relocation Project Detailed Alignment Map

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## 1. Shoreline Erosion and Coastal Hazards

Honoapiilani Highway is the major access road into the West Maui region from Central and East Maui and is an essential link in the island's transportation system for residents, visitors, and emergency vehicles.

Shoreline areas in vicinity of the project corridor have historically experienced varying degrees of coastal erosion. According to University of Hawai'i's Maui Shoreline Study Erosion Maps, in the Launiupoko area, the average beach width decreased by about 34 percent between 1949 and 1997 and erosion rates can reach as high as -1.0 feet per year. In addition, portions of the existing highway north of the former Olowalu Landfill are within a recently expanded flood hazard zone, as determined by the Federal Emergency Management Area (FEMA). This designation reflects the potential for tsunami inundation or impacts from hurricane surge. Damage or loss of this section of the highway would potentially create significant delays and traffic congestion between Central Maui and West Maui. Emergency measures have been undertaken over the past five (5) to seven (7) years to mitigate erosion damage to the highway in this area. In recent years, concrete jersey barriers have been placed along the seaward edge of the highway pavement to mitigate wave overtopping and to prevent closure of the highway during high surf conditions, north of the former Olowalu Landfill. See **Figure 7**. Further, portions of the highway at Launiupoko have been undermined by wave action necessitating an emergency proclamation to repair the roadway. In July 2012 the HDOT initiated construction of a permanent seawall which was completed in early 2014. Portions of the existing Honoapiilani Highway in the Olowalu vicinity have also required pavement widening and restriping on the mauka or inland side of the highway to ensure continued stable roadway conditions along these erosion-prone sections. The HDOT is in the process of obtaining the necessary permits to construct a revetment along this section in Olowalu. These measures, while utilized in the past, are not necessarily deemed appropriate from a long-term perspective. Wave action, storm surge, coastal erosion and tsunami inundation (collectively coastal hazards) continue to threaten the viability of the Honoapiilani Highway, posing a public safety concern for residents and visitors of the West Maui region. These areas of the coastline have been previously identified in the November 2003 Statewide Highways Shoreline Protection Study. In addition, under the Hawai'i Statewide Transportation Plan,





**North of Former Olowalu Landfill - High Risk Coastal Hazard Area**



**North of Launiupoko Wayside Park (2006)**

Source: Munekiyo Hiraga

**Figure 7**

**Proposed Lahaina Bypass  
Southern Terminus Relocation Project  
Examples of Use of Jersey Barriers  
Between Olowalu and Launiupoko**

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climate change and sea level rise are identified as an issue that will impact Hawai‘i’s transportation facilities. These areas, already affected by coastal hazards and erosion, will be even more impacted by sea level rise in future years.

A proposed relocation of the terminus further south would result in an inland alignment of the southerly segment of the Lahaina Bypass providing for long-term preservation of the State Highway system. With this adjusted alignment, an area of shoreline that is located within the tsunami inundation zone, currently undergoing erosion and exposed to high surf would be avoided.

## **2. Future Increase of Congestion Within the Project Corridor**

Year 2020 traffic projections for the Honoapiilani Highway corridor in the vicinity of Launiupoko exceed the maximum capacity of a two-lane highway. Per the Highway Capacity Manual (2000) published by the Transportation Research board, the capacity of a two-lane highway is approximately 1,700 vehicles per hour per lane each way and 3,200 vehicles per hour for both lanes. The projected 2020 traffic forecast for the PM peak hour anticipates 1,960 northbound trips and 3,300 trips per hour for both lanes. The 2020 projections exceed the maximum capacity of a two-lane highway for both the single lane and combined lane volumes. Similarly, the projected AM and PM peak hour volumes for the year 2035 (3,605 and 3,805 combined peak hour trips for the AM and PM peak hours, respectively) also exceed the capacity of a two-lane highway. Without highway capacity enhancement in this corridor, volumes would exceed the capacity of the two-lane highway and periods of congested traffic flows would be experienced. The relocation of the southern terminus for the bypass would provide almost one (1) mile of enhanced capacity in this heavily traveled corridor.

## **3. Long Range Transportation Planning Considerations**

The Lahaina Bypass Project is one of the HDOT’s top highway priorities, with new roadway infrastructure needed to address Maui’s rapid population growth and is a recommended improvement in the Regional Federal Aid Highway 2035 Transportation Plan for the District of Maui. Ultimately, the long range goal is to provide additional corridor capacity between Maalaea and Launiupoko. This goal may be achieved via a new inland alignment of the highway between the Pali and the Puamana/Launiupoko vicinity.

a. **Honoapiilani Highway Realignment/Widening Maalaea to Launiupoko**

The HDOT is currently in the early stages of an EIS preparation process for this project which will study options for providing the needed highway capacity between Maalaea and Launiupoko, either via widening or realignment of the Honoapiilani Highway in order to meet long term travel demands along this corridor. Planning criteria being considered in identifying an appropriate set of alternatives include the functional viability of the roadway given current shoreline erosion patterns and exposure to coastal hazards, as well as land use opportunities and community benefits which may be derived from the studied alternatives.

The proposed relocation of the southern terminus of the Lahaina Bypass advances the objective of the Honoapiilani Highway Realignment/Widening study effort by extending the Lahaina Bypass further south, thereby establishing a viable point of connection for the next phase of work which will be identified by the Maalaea to Launiupoko study. The selected terminus location is at a “pinchpoint” created by the former Olowalu Landfill and the shoreline. Extending the highway along an inland alignment to this location is seen as cost effective in the long term, since the existing approved connection location would ultimately require future inland relocation in order to establish an alignment which avoids the section of shoreline exposed to coastal hazards.

b. **Pali to Puamana Parkway Master Plan and Maui Island Plan**

The Pali to Puamana Parkway Master Plan, prepared for the County of Maui, was published in 2005. According to the master plan report:

*“The purpose of this Plan is to serve as a foundation for a public policy promoting responsible land preservation and development in the coastal zone. The objectives of the plan are: 1) to recommend a proposed realignment of the Honoapiilani Highway from Papalaua Park to Puamana Park; 2) to recommend a proposed open space preserve and to protect the shoreline environment; 3) to increase roadway capacity; 4) to protect public health and safety by getting the highway out of the tsunami inundation zone; and 5) to recommend methods of accommodating new land uses for the area through the implementation of the West Mau‘i Community Plan”.*

The Master Plan identified a preferred alternative roadway alignment between Papalaua and Puamana Park which sets forth an inland route for the realigned Honoapiilani Highway. See **Appendix “A”**. Further details regarding the Pali to Puamana Parkway Master Plan are provided in Chapter II (Alternatives Analysis) of this report.

Since the preparation of the 2005 plan, the Maui Island Plan (MIP) was adopted in 2012. The MIP endorsed the Pali to Puamana Parkway Master Plan concept by recognizing that *“highway realignment also presents an important opportunity to create recreational and open space on the makai side of the highway.”* (Maui Island Plan, 2012). The MIP included provisions that the “specific alignment of the new highway corridor ... will be finalized through environmental review processes administered by the State of Hawai‘i Department of Transportation in consultation with the County”. As such, this EA establishes the alignment for the roadway.

In furtherance of the objectives of the Pali to Puamana Parkway Master Plan and the MIP, the County of Maui recently acquired approximately 148 acres of land abutting the existing Honoapiilani Highway between Kai Hele Ku Street and the northern boundary of the former Olowalu Landfill. The intent of this land acquisition is to provide open space as well as opportunities for the expansion of coastal recreational resources. Refer to **Figure 5**.

**E. CHAPTER 343, HAWAI‘I REVISED STATUTES (HRS) AND NATIONAL ENVIRONMENTAL POLICY ACT (NEPA) REQUIREMENTS**

The HDOT is proposing this action to advance long-range regional transportation planning objectives for West Maui. As this action is being initiated by HDOT, the requirements of Chapter 343, Hawai‘i Revised Statutes (HRS) are triggered. Furthermore, this HDOT-funded project includes funding support from the FHWA, thereby triggering requirements of the National Environmental Policy Act (NEPA).

This EA has been prepared to evaluate the proposed action in the context of Chapter 343, HRS and is limited in scope to that section between Hokiokio Place and the vicinity of the former Olowalu Landfill Site to accommodate the proposed relocation of the south terminus of the Lahaina Bypass Project.

HDOT is currently in the process of addressing the NEPA compliance requirements for the project with FHWA.

**F. ENVIRONMENTAL ASSESSMENT TIME SCHEDULE**

The EA schedule will not affect the implementation of the Lahaina Bypass. Both Phases 1A and 1B-1 (encompassing the segment between Keawe Street and Hokiokio Place) have been completed and are not affected by the proposed southern terminus relocation project. Phase 1B-2 would be modified with the new terminus location, resulting in an inland realignment. As such, the EA for the southern terminus relocation is in keeping with the overall implementation sequencing for the initial construction phases for the Lahaina Bypass and will not cause delays to these elements of work.

## **II. ALTERNATIVES ANALYSIS**

## II. ALTERNATIVES ANALYSIS

### A. SOUTHERN TERMINUS RELOCATION ALTERNATIVES ANALYSIS

#### 1. Background

As reflected in the 2003 Record of Decision for the Final Supplemental Environmental Impact Statement (FSEIS) for the Lahaina Bypass Modified Project (2003 SEIS/ROD), the preferred alternative involved extending the Lahaina Bypass to Launiupoko. Refer to **Figure 3**. This alternative was deemed appropriate in the context of addressing shoreline erosion threats along the existing Honoapiilani Highway.

Since the issuance of the 2003 SEIS/ROD, a number of regional transportation planning initiatives have been developed to examine the larger regional transportation planning context for the West Maui region. These initiatives include the County of Maui's Pali to Puamana Master Plan and the HDOT's initial scoping efforts on Honoapiilani Highway Realignment/Widening, Maalaea to Launiupoko Study. Additionally, landowners in the area have undertaken highway alignment studies as part of their respective master development plans.

#### 2. Alternatives Analysis Evaluative Criteria

In examining the need for relocating the Lahaina Bypass Southern Terminus further south, various alternatives were evaluated in the process of determining the preferred alternative.

In identifying the preferred alternative, the following six (6) evaluative criteria were reviewed as they relate to the preservation of the State Highway System from coastal hazards, and improvement of congestion in the region.

##### Transportation Objectives:

1. Does the alternative increase the roadway capacity and advance long-term transportation planning objectives?



2. Does the alternative enhance the preservation of the State Highway System by providing a route which avoids high risk coastal hazard areas?
3. Does the alternative provide for an appropriate intersection configuration with Kai Hele Ku Street that minimizes need for roadway realignment work.

Environmental Factors:

4. Does the alternative avoid negative impacts to environmental resources (wetlands, streams, sensitive habitats, etc.)?

Historic/Cultural Resources:

5. Does the alternative avoid impacts to historic or cultural sites?

Community Planning Efforts:

6. Does the alternative facilitate the planning and provision of additional coastal open space and recreation areas as contemplated by the County of Maui's Pali to Puamana Parkway Master Plan and recent land acquisition?

3. **Alternatives**

Three (3) alternatives were reviewed and assessed with respect to the foregoing questions. All three (3) alternatives have the same right-of-way width and typical cross-section. The results of the alternatives analysis follow:

a. **Alternative 1 (No Action Alternative)**

This option would retain the plan for a four-lane bypass terminating at its current planned location at Launiupoko as described in the 2003 SEIS/ROD. Refer to **Figure 3**. The "no action" alternative would forego the implementation of the proposed project and issues relating to coastal hazards and roadway safety will continue to affect the existing Honoapiilani Highway in the vicinity of Mile Marker 17 to north of the former Olowalu Landfill. The traveling public will be exposed to possibility of highway closures and traffic delays during high wave, tsunami or storm events. As well, the "no action" alternative would likely require ongoing roadway repairs and



maintenance and associated traffic delays in order to address coastal wave damage likely to affect the existing highway.

With this alternative, shoreline erosion mitigation would be undertaken to preserve the long-term structural integrity and operational viability of Honoapiilani Highway. Such mitigative measures would include shoreline hardening (e.g., use of revetments) or realigning the roadway within the existing right-of-way. From a long-term perspective these measures, while utilized in the past, are not necessarily deemed environmentally appropriate. Moreover, the continued erosion of the shoreline areas may require right-of-way acquisition to secure additional lands for highway alignment relocations away from eroding areas.

From a long-term highway capacity standpoint, the “no action” alternative would require additional travel lanes south of Launiupoko to supplement the existing two-lane Honoapiilani Highway typical section. With the terminus remaining at Launiupoko, the options for providing additional capacity would require an examination of a separate highway right-of-way inland of the existing Honoapiilani Highway as reflected in Alternatives 2 & 3, or, widening of the existing highway through acquisition of adjoining mauka lands.

Furthermore, since the highway would continue to abut the shoreline and, as previously discussed, may require the acquisition of additional land for additional right-of-way to accommodate future capacity, this option would eliminate opportunities for coastal recreational area enhancement and would potentially impact sensitive coastal resources.

**b. Alternative 2 (Pali to Puamana Alternative - Mid-Level Alignment)**

As previously discussed, in February 2005, the County of Maui completed its Pali to Puamana Parkway Master Plan. The purposes of the plan were as follows:

1. Recommend a proposed realignment of the Honoapiilani Highway from Papalaua Park (near the Pali) to Puamana Park;

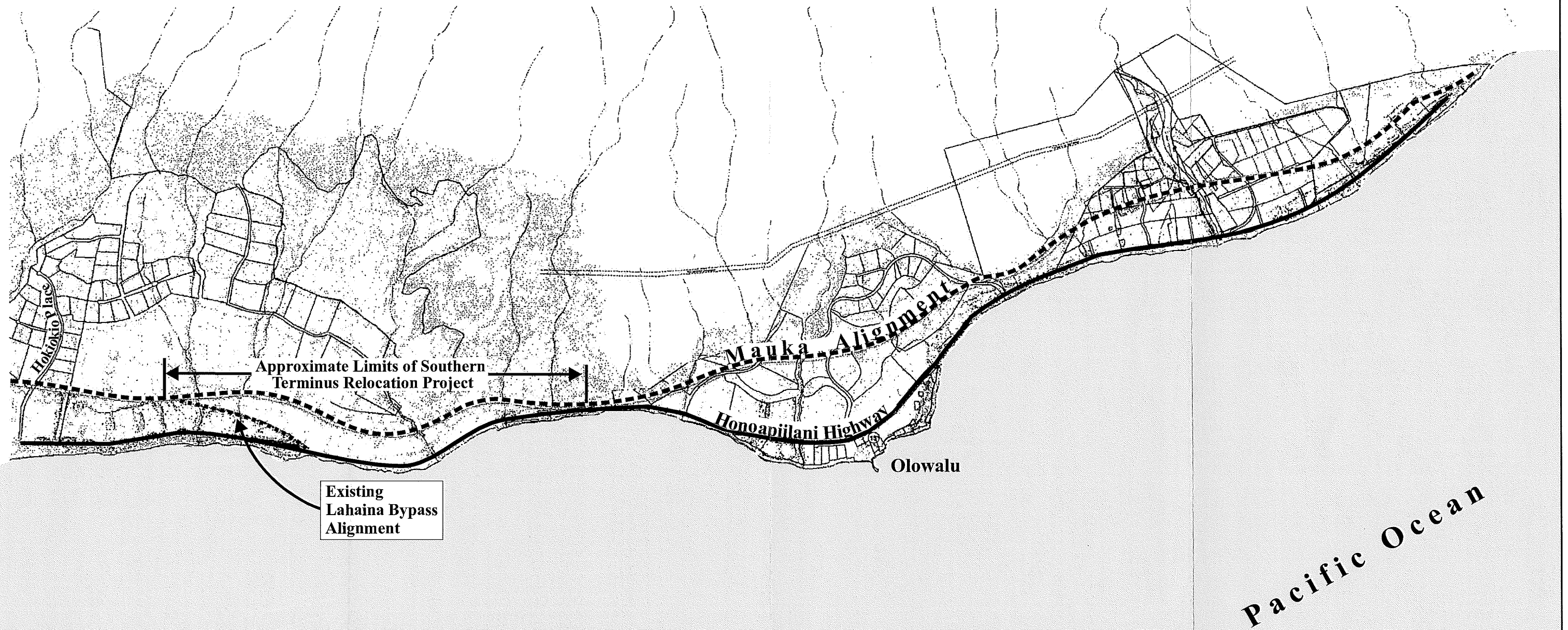
2. Recommend a proposed open space preserve and to protect the shoreline environment;
3. Increase roadway capacity;
4. Protect public health and safety by relocating the Honoapiilani Highway out of the tsunami inundation zone; and
5. Recommend methods of accommodating new land uses for the area through implementation of the West Maui Community Plan.

Through this planning study, three (3) realignment alternatives were identified: (1) a Mauka Alignment (which corresponds to the ‘preferred alignment’ for the proposed Southern Terminus Relocation project) which creates a large contiguous area makai of the proposed alignment; (2) a Makai Alignment (similar to the ‘no action alternative’ addressed in this section for the proposed project) which requires minimum land acquisition and avoids natural hazards; and (3) a Mid-Level Alignment (referred to now as the ‘Pali to Puamana Master Plan Alignment’) that requires moderate land acquisition and avoids natural hazards. See **Figure 8**, **Figure 9** and **Figure 10**.

#### **Pali to Puamana Master Plan Alignment**

Based on an iterative evaluation process, the Mid-Level Alignment was identified as the Master Plan alignment in 2005. This alignment corresponds to Alternative 2 in this analysis. See **Figure 11**. (It is noted that a HRS, Chapter 343 Final EA proposing to implement the Master Plan through Community Plan Amendments was accepted by the Maui Planning Commission in 2008. Implementation strategies differed from the 2005 version. See **Appendix “A”**.) This alignment addresses shoreline erosion issues along this segment of Honoapiilani Highway and was developed in the context of a long-range transportation plan. The alignment also provides lands west (makai) of the roadway for added coastal recreation areas.

A major consideration which supported the Mid-Level Alignment was the



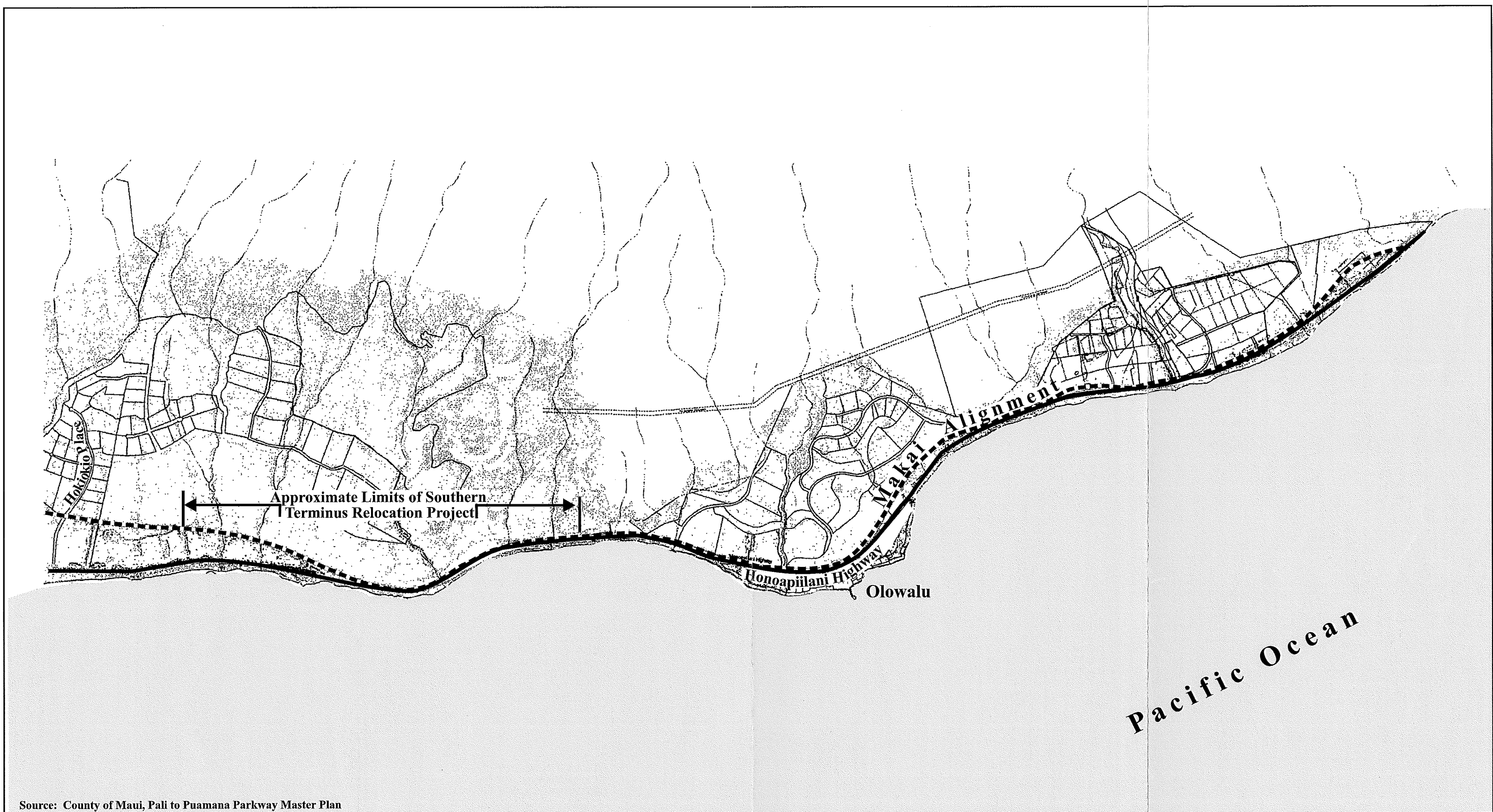
Source: County of Maui, Pali to Puamana Parkway Master Plan

Figure 8

Proposed Lahaina Bypass Southern Terminus Relocation  
Pali to Puamana Parkway Mauka Alignment

NOT TO SCALE





Source: County of Maui, Pali to Puamana Parkway Master Plan

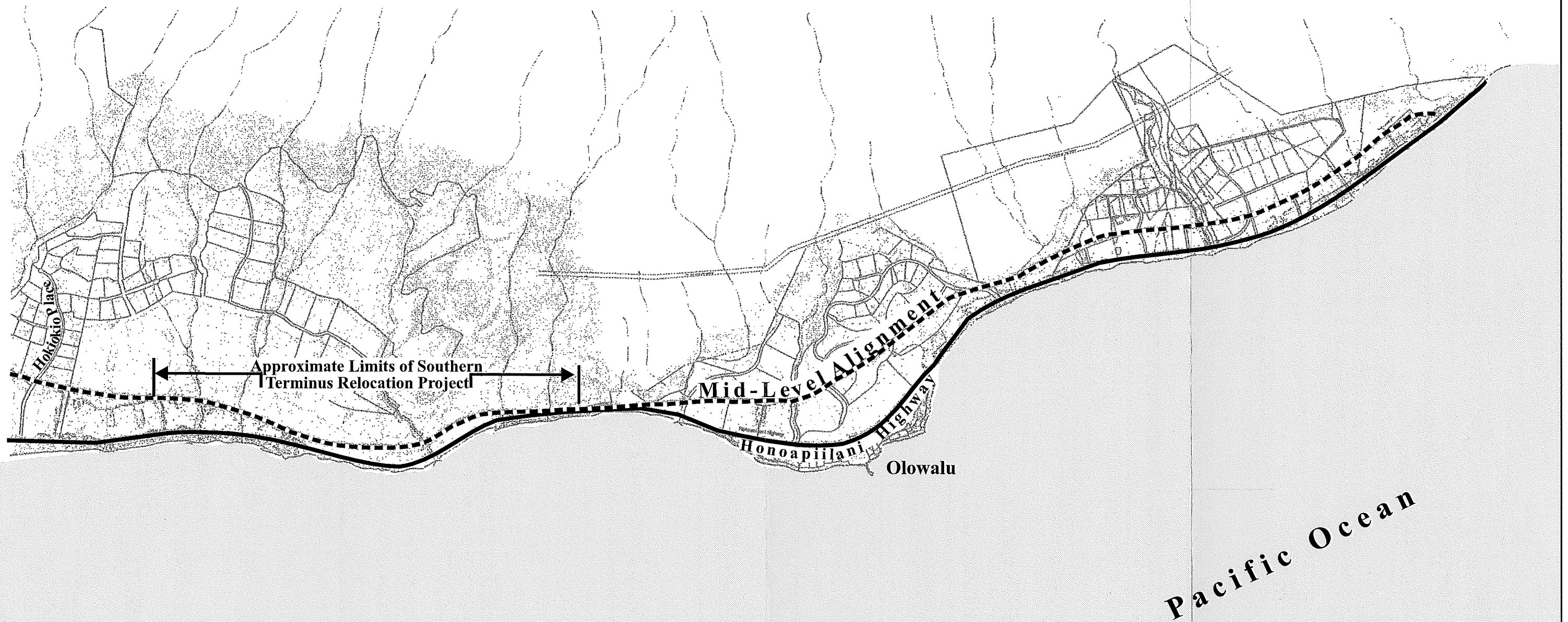
Figure 9

# Proposed Lahaina Bypass Southern Terminus Relocation Pali to Puamana Parkway Makai Alignment

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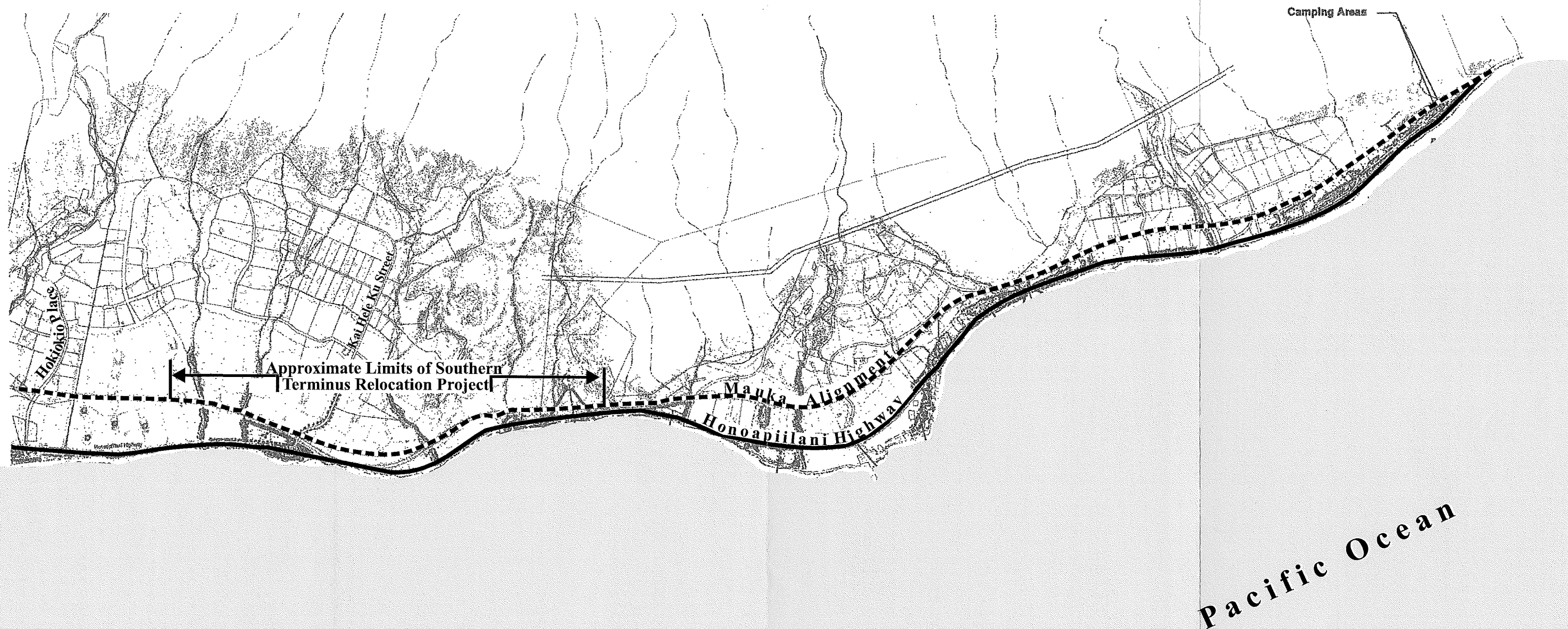
Source: County of Maui, Pali to Puamana Parkway Master Plan

Figure 10

# Proposed Lahaina Bypass Southern Terminus Relocation Pali to Puamana Parkway Mid-Level Alignment

NOT TO SCALE





Source: Warren S. Unemori Engineering, Inc.

Figure 11

# Proposed Lahaina Bypass Southern Terminus Relocation Pali to Puamana Parkway Master Plan Alignment

NOT TO SCALE



cost implications of land acquisition under the mauka alignment. The rationale was that the mid-level alignment provided a more modest amount of land for County acquisition between the Bypass and the existing Honoapiilani Highway. However, in January 2014 the Maui County Council approved the acquisition of 148 acres of land south of Kai Hele Ku Street, which includes all of the lands between the existing highway and the mauka alignment south of Kai Hele Ku Street. Thus, the land acquisition concerns which supported the mid-level alignment are no longer applicable. Refer to **Figure 5**.

The Master Plan (Mid-Level) alignment also intersects Kai Hele Ku Street in the middle of a curved portion of the roadway. Optimal intersection alignments would have the roadways intersect at a ninety (90) degree angle. The Master Plan (Mid-Level) alignment does not provide for this optimal angle and, thus, would require a realignment of Kai Hele Ku Street in order to establish an appropriate intersection configuration. Refer to **Figure 5**.

c. **Alternative 3 (Preferred Alternative)**

This Alternative corresponds to the Mauka Alignment identified in the Pali to Puamana Master Plan. As with Alternative 2 (Mid-Level Alignment), a lineal distance of approximately 4,800 feet would be added to the 2003 SEIS/ROD bypass alignment, thereby extending it from its current planned terminus point further south to the vicinity of the former Olowalu Landfill. In regards to the 2003 SEIS/ROD approved alignment, the approximately 2,500 lineal foot segment from Hokiokio Place to Punakea Loop will remain unchanged. The 6,900 lineal foot segment from Punakea Loop to the 2003 SEIS/ROD approved terminus will be shifted mauka, or inland, and approximately 4,800 lineal feet as measured along Honoapiilani Highway will be added to shift the terminus further south. This proposed shift would extend the bypass approximately one (1) mile and relocate the State highway facility outside of the shoreline erosion and coastal hazard area.

The Preferred Alternative addresses shoreline erosion and coastal hazard issues by establishing an inland route away from shoreline areas. From a long-term transportation planning standpoint, the Preferred Alternative provides a separate right-of-way which can accommodate an approximately 150-foot wide corridor for the provision of added highway capacity. For

Hokiokio Place and Kai Hele Ku Street, the final build-out right-of-way for the State Highway will be to the far curb return. Drainage basins shall be in the State right-of-way. As proposed, the Preferred Alternative would provide for the best intersection configuration with Kai Hele Ku Street eliminating the need for significant realignment work. Refer to **Figure 6**.

Additionally, the Preferred Alternative would provide for greater separation between the Lahaina Bypass and the Honoapiilani Highway, which is more desirable from a land use and highway network planning perspective.

The Preferred Alternative would maximize the opportunities for preservation of coastal open space and enhancement of recreational opportunities contemplated by the County of Maui's 2014 land acquisition.

**d. Summary**

A summary of the foregoing alternative analysis is presented in **Table 2**.

**Table 2.** Summary of Alternatives Assessment

Evaluation Criteria		Alternative 1 (No Action)	Alternative 2 (Pali to Puamana)	Alternative 3 (Preferred)
1	Increases Roadway Capacity and Advances Long-Term Transportation Planning Objectives	No	Yes	Yes
2	Enhances highway system preservation by avoiding coastal hazards	No	Yes	Yes
3	Provides for Adequate Intersection Configuration with Kai Hele Ku Street	No	No	Yes
4	Avoids Negative Impacts to Environmental Resources	No	Yes	Yes
5	Avoids Impacts to Historic or Cultural Sites	Yes	Yes	Yes
6	Provides optimal alignment for land uses contemplated by the County's 2014 148-acre land acquisition	No	No	Yes



It is noted that with respect to Alternative 2 (Pali to Puamana Master Plan), the preceding assessment is limited to that roadway section between Launiupoko and the vicinity of the former Olowalu Landfill Site. It does not apply to sections between the Olowalu Landfill Site to Ukumehame, which encompasses the remaining limits of the Pali to Puamana Master Plan Study.

As reflected in **Table 2**, Alternative 3 (Preferred Alternative) meets all six (6) of the evaluative criteria listed above whereas Alternative 2 (Pali to Puamana Master Plan) meets four (4) of the six (6) evaluative criteria.

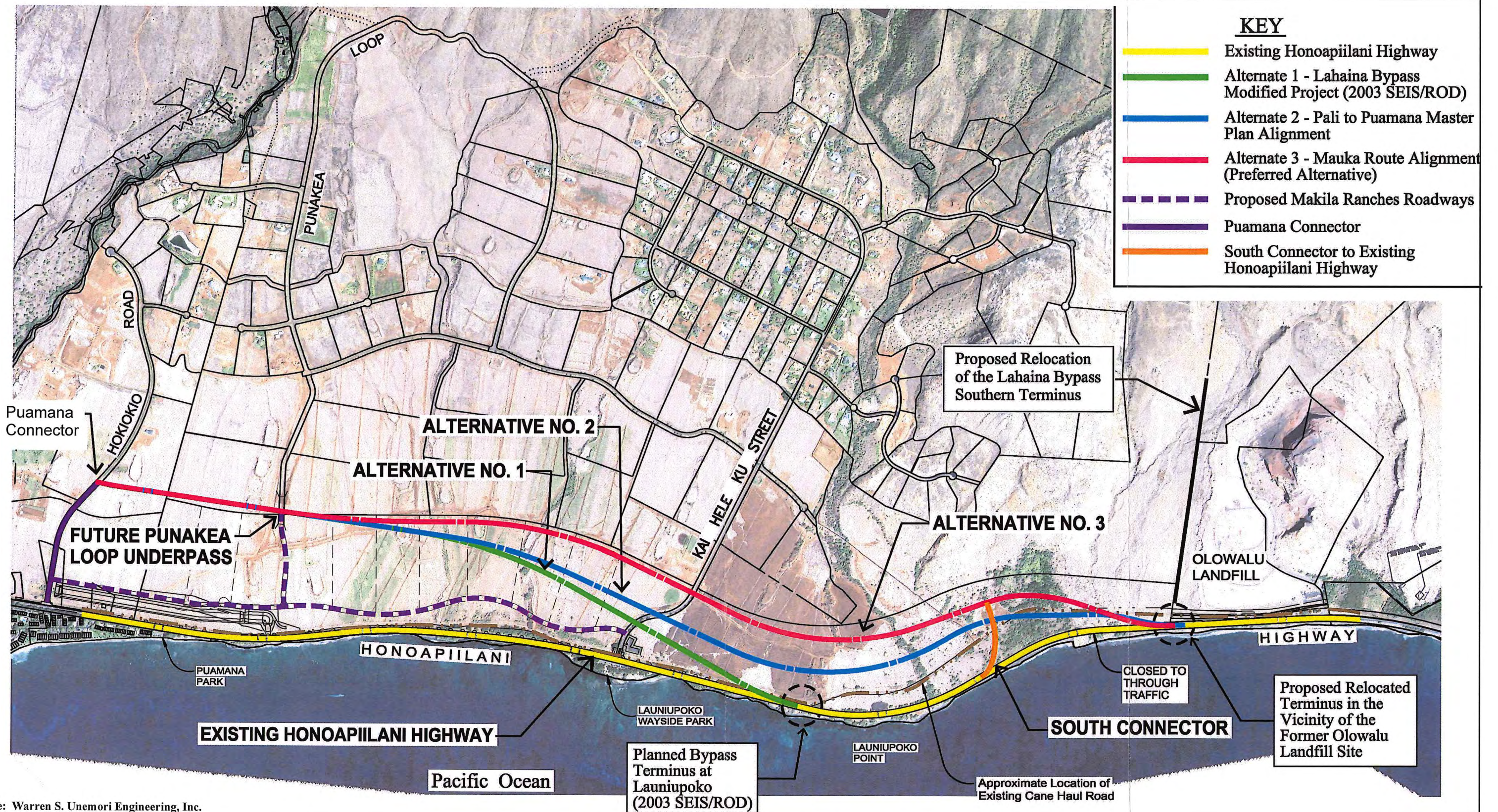
As depicted in **Figure 12**, Alternatives 2 and 3 are comparable in location, however, the Preferred Alternative (Alternative 3) accounts for a better intersection design with Kai Hele Ku Street. Both Alternative 1 and Alternative 2 offer less than optimal intersection configurations due to the alignments intersecting Kai Hele Ku Street along curved portions of the existing roadway. More importantly, Alternative 3 avoids bifurcation of the County's Pali to Puamana 2014 land acquisition area. Given the foregoing analysis, the Preferred Alternative (Alternative 3) is considered to be the most appropriate planning solution.

In response to public comments on the HRS Chapter 343 Draft EA for the proposed action, the alignment for the Preferred Alternative has been adjusted in the vicinity of Launiupoko Point in order to more closely follow existing contours which has led to a reduction in necessary earthwork. The vertical profile was also adjusted with the goal of minimizing necessary earthwork. Lastly, the southern connector between the realigned section of the Bypass and Honoapiilani Highway was relocated further north to an area outside of the recently expanded flood hazard zone so as to not be located in an area subject to coastal flood hazards. The location of the southern connector's transition to the existing highway may be further adjusted during the SMA permitting or detailed design phase based on refined topographic or coastal hazard information. Refer to **Figure 12**.

e. **Cost**

A relative cost comparison of the three (3) Alternatives was prepared by a licensed civil engineer. The cost estimates did not include items common to each of the three (3) alternatives, such as drainage culvert structures,





Source: Warren S. Unemori Engineering, Inc.

Figure 12

# Proposed Lahaina Bypass Southern Terminus Relocation Project Alternate Alignment Comparison

NOT TO SCALE





intersection improvements at Hokiokio Place, Punakea Loop Extension underpass and detention basins. Also, the cost estimates provided below do not include costs for acquisition . A summary of the preliminary estimates are shown, as follows in **Table 3**:

**Table 3. Relative Cost Comparison**

<b>Alternative No.</b>	<b>Relative Cost Estimate</b>
1 (No Action)	\$13,300,000
2 (Pali to Puamana)	\$19,500,000
3 (Preferred)	\$18,900,000

The least expensive alternative is Alternative 1 as it is the shortest alternative with the terminus at Launiupoko, while Alternative 2 (Pali to Puamana) is the most expensive as it is the longest alternative. The estimated relative cost of Alternative 3 is approximately \$18.9 million, which is approximately \$5.6 million more than the No Action Alternative (Alternative 1).

## **B. PUAMANA CONNECTOR OPTIONS ANALYSIS**

This section presents an analysis of connector roadway alignments that were considered by HDOT for implementation as part of the proposed Lahaina Bypass Southern Terminus Relocation Project. As previously noted, the Lahaina Bypass Modified Project planned for the Puamana Connector was to be located in the vicinity of Puamana Beach Park. The Puamana Connector is identified as a mauka-makai roadway which would provide access between the Lahaina Bypass Highway and the portion of the Honoapiilani Highway entering Lahaina Town from the south. Two (2) alternative locations were assessed which (for the purposes of this analysis) are referred to as the Hokiokio Place and Punakea Loop Extension options. After the receipt of comments on the Draft EA, additional analysis was conducted and summarized in the 2014 Traffic Addendum. See **Appendix “M-1”**. The alignments of these two connector roadways are shown on **Figure 12**. A description and analysis of each of these connector options is presented below:

## 1. **Hokiokio Place Option**

Hokiokio Place is a recently upgraded two-lane local roadway that was originally built to provide access to Honoapiilani Highway for residents living within the Puunoa subdivision. The Puunoa subdivision is located on the foothills of the West Maui Mountains mauka of the existing Honoapiilani Highway. Since the preparation of the Draft EA, Phase 1B-1 of the Lahaina Bypass was completed and opened with Hokiokio Place acting as the southern terminus point for the existing Bypass alignment. Mauka of the Bypass, Hokiokio Place does not act as a circulatory roadway as there is currently no direct road connection between the Puunoa subdivision and the neighboring Makila Plantation and Mahanalua Nui subdivisions located to the southeast. Refer to **Figure 12**. Hokiokio Place now serves as a connector roadway for residents living mauka of the Bypass as well as providing a connector route between the Bypass and Honoapiilani Highway.

The following considerations were reviewed as part of the analysis of this roadway option as a permanent connector for the Bypass:

- The connector roadway at this location would serve those residents living mauka of the newly aligned highway in the Puunoa subdivision. Due to proximity to other intersections, this option would necessitate an underpass at Punakea Loop in order to maintain existing access to mauka residences. The underpass would connect the Punakea Loop to a future roadway parallel to Honoapiilani Highway. Refer to **Figure 12**. At a minimum, the roadway surface will be placed back to the existing conditions. At the approval of the State, a better pavement may be used.

## 2. **Punakea Loop Extension Option**

A second alignment option for a connector roadway to serve the newly aligned Lahaina Bypass extension between Puamana Beach Park and Launiupoko Wayside Park was identified. This option is referred to as the Punakea Loop Extension for the purposes of this analysis.

The Punakea Loop Extension roadway would be located on lands owned by Makila Land Company, LLC and would provide an east-west connection between Honoapiilani Highway and the realigned Bypass extension via Punakea Loop, a local subdivision roadway located within the Makila Plantation and Makila Ranches

subdivisions. Punakea Loop connects with Haniu Street which eventually intersects with Kai Hele Ku Street. The roadway corridor currently provides a connection to Honoapiilani Highway via Hokiokio Place and is used to access lands along Kauaula Stream. The roadway also serves as a secondary emergency access route to Honoapiilani Highway for residents of the Makila Plantation and Mahanalua Nui Subdivisions. The Punakea Loop Extension option would provide an intersection along the Bypass extension approximately 2,400 feet to the south of Hokiokio Place and approximately 5,200 feet north of Kai Hele Ku Street. It would also require the construction of a new intersection along Honoapiilani Highway south of the Lahaina Flood Control structure. Under a post-development scenario, this road would then serve as a connector roadway for Kauaula Stream properties and residents living in the Makila Plantation and Mahanalua Nui subdivisions as well as providing a route for traffic using the Bypass to access the Honoapiilani Highway along the coast. Due to intersection spacing requirements, construction at this location would require the current alignment of Hokiokio Place to be dead-ended at its intersection with the newly aligned Lahaina Bypass extension. A local roadway connection from Hokiokio Place would, therefore, need to be provided to enable residents within the Puunoa subdivision to gain access to and from the Lahaina Bypass.

The following considerations were reviewed as part of the analysis of this roadway connector option:

- A connector roadway at this location would maintain access to residences located mauka of the highway along Kauaula Stream and in the Makila Plantation and Mahanalua Nui subdivisions. This roadway would continue to serve as a secondary form of ingress/egress for residents and emergency services in times of wild fire incidents and other natural disasters.
- There is no existing connection to Honoapiilani Highway at this particular location. As such, implementation of this alternative would require the planning, design and construction of a new intersection at Honoapiilani Highway south of the Lahaina Flood Control outlet.
- Access from the Bypass to the less populated Puunoa subdivision could be provided via a local roadway connection from Hokiokio Place which would run parallel to the newly aligned highway extension and connect to the Punakea connector intersection.

### 3. Summary

The Punakea Loop Extension option would require a new intersection along Honoapiilani Highway south of the recently completed flood control channel. Additionally, a mauka frontage road connection would be required from Hokiokio Place to the Punakea Connector intersection since there would be no access to the Lahaina Bypass at Hokiokio Place. Further, Punakea Loop is an agricultural subdivision road and the seaward (makai) portion would need to be constructed according to connector roadway standards.

Based on the foregoing analysis, Hokiokio Place (which is currently serving as temporary connector) has been selected by HDOT as the preferred permanent connector location based on its proximity to Lahaina town and the avoidance of conflicts that would result from the Punakea option that routes Lahaina town-bound traffic along the shoreline. In addition, the Hokiokio Place option utilizes an existing roadway and intersection as opposed to constructing a new intersection and roadway improvements to provide a new connector between Honoapiilani Highway and the Lahaina Bypass.

With use of Hokiokio Place as the connector for the Bypass, the construction of the Punakea Loop underpass would maintain access for families living along Kauaula Stream as well as emergency and secondary access for residents of the Makila Plantation Subdivision and neighboring Mahanalua Nui Subdivision during emergency situations, such as wildfires or traffic accidents, that could close-down operations along Kai Hele Ku Street. Refer to **Figure 12**. It is noted that additional improvements to Hokiokio Place, as needed, will be done by others.

# **III. DESCRIPTION OF THE EXISTING ENVIRONMENT, POTENTIAL IMPACTS, AND MITIGATION MEASURES**

### **III. DESCRIPTION OF THE EXISTING ENVIRONMENT, POTENTIAL IMPACTS, AND MITIGATION MEASURES**

This chapter provides an analysis of the preferred alternative (Alternative 3) and the other two (2) alternatives (Alternatives 1 and 2) addressed herein in the context of existing conditions, potential impacts and mitigation measures.

#### **A. PHYSICAL SETTING**

##### **1. Existing and Planned Land Uses**

###### **a. Existing Conditions**

The project area is located in West Maui approximately 17.5 miles from Wailuku and 2.5 miles from Lahaina Town. This area was utilized for sugarcane production for decades and has stood fallow with the cessation of sugar production by Pioneer Mill Company since 1999.

The existing Honoapiilani Highway is a two-lane highway with paved shoulders on both sides located to the west of the project corridor. The highway right-of-way averages 80 feet. Posted speed limits range from 35 to 55 miles per hour at various turns and points along the highway. Coastal erosion is evident along portions of the highway. There are jersey barriers along the segment of the highway north of the former Olowalu Landfill to deter the ocean waves from impacting traffic flow. Refer to **Figure 7**.

Various agricultural subdivisions have been completed in the area since 2000. East, or mauka, of the proposed corridor are the Makila Plantation, Makila Ranches, and the Mahanalua Nui Agricultural Subdivisions, while lands to the northeast encompass the Puunoa Agricultural Subdivision. The subdivisions contain approximately 250 lots of various sizes ranging from two (2) to over forty acres. Most of the existing lots contain farm dwellings used for residential purposes. The east-west roadways serving this area include Kai Hele Ku Street and Hokiokio Place (serving the Puunoa Subdivision). An existing access easement connecting Punakea Loop to



Hokiokio Place provides access to mauka parcels along Kauaula Stream and serves as an emergency evacuation route. Makai of the Kai Hele Ku Street-Honoapiilani Highway intersection is the County's Launiupoko Beach Park.

Relative to proximity of the alternative routes to the mauka agricultural lots and dwellings, the 2003 SEIS/ROD approved alignment (Alternative 1) was planned to cross Kai Hele Ku Street approximately 500 feet mauka of the existing Honoapiilani Highway. The preferred alternative (Alternative 3) would shift the crossing at Kai Hele Ku Street approximately 700 feet mauka of the 2003 SEIS/ROD route. The closest existing residential dwelling along Kai Hele Ku Street is located approximately 1,500 feet mauka of the preferred alternative's crossing.

The majority of the mauka agricultural lots and dwellings are concentrated between Hokiokio Place and Kai Hele Ku Street (a distance of approximately 7,700 lineal feet). Approximately 2,500 lineal feet of the alignment between Hokioko Place and Kai Hele Ku Street is the same for all three (3) alternatives. Under the preferred alternative, the remaining 5,200 lineal foot segment to Kai Hele Ku Street would be shifted up to approximately 700 feet mauka.

Proposed uses in the vicinity include the master planned Makila Rural Residential Community east (mauka) of the alignment. This proposed project is identified as a Rural Growth area in the Maui Island Plan (MIP). The location of the rural growth area, as depicted in the MIP, as well as the general location of the agricultural subdivisions, are shown on **Figure 13**.

Other future uses could include expanded shoreline recreational opportunities, which would require relocating or closing portions of the existing Honoapiilani Highway to vehicular access. At present, the existing highway location precludes the opportunity to expand areas for safe access to shoreline areas. Under the Pali to Puamana Master Plan, an expansion to Launiupoko Park is recommended. In addition, there is the potential to expand the existing Puamana Park and to create a new coastal park at Waianukole, near the surf spot commonly referred to as "guardrails". As previously noted, the County of Maui in 2014 acquired a large tract of coastal

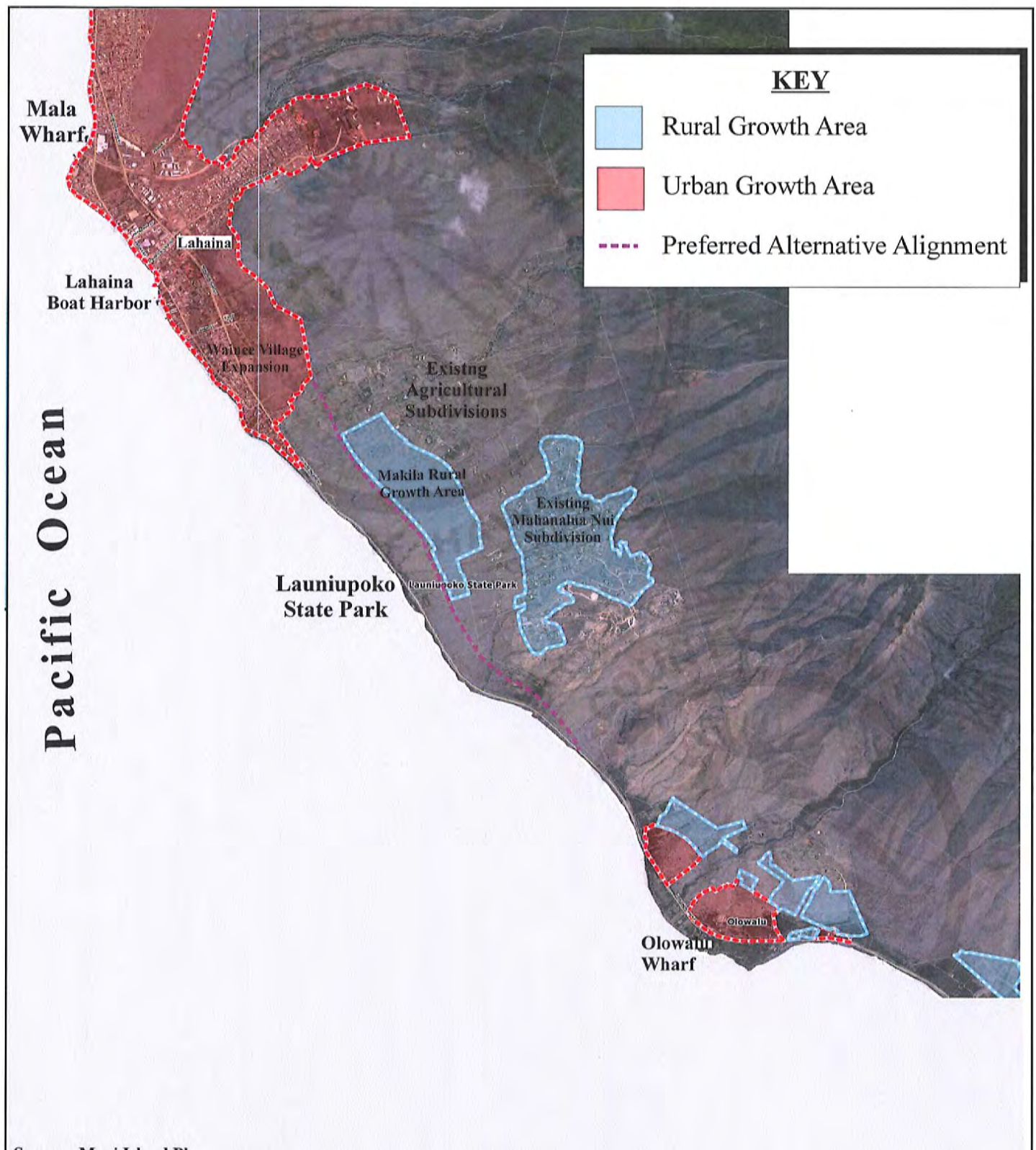


Figure 13

# Proposed Lahaina Bypass Southern Terminus Relocation Project Maui Island Plan Growth Areas

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land in vicinity of the proposed project - most of which lies makai of the preferred alignment, south of Kai Hele Ku Street.

Other potential coastal dependant uses which have been considered in this area include an inland small boat harbor and/or boat launching facility; and, an ocean orientated camping facility just north of the former landfill site and south of Launiupoko Stream. A privately commissioned study identified that this area of coastline could accommodate an inland small boat harbor (Moffatt and Nichols, November, 2005).

**b. Potential Impacts and Mitigation Measures**

The proposed terminus relocation of the Lahaina Bypass from the vicinity of Launiupoko to the vicinity of the former Olowalu Landfill site will traverse or run adjacent to existing agricultural lots and vacant lands, which in the long term, may include a proposed master-planned rural residential community as well as future open space/park lands. The potential for the new alignment of the Bypass extension has been incorporated in these planned uses.

Several residents of the agricultural subdivisions mauka of the proposed alignment expressed concern during review of the Draft EA over impacts to the overall character of the area. Specific concerns included: increased noise impacts from the preferred mauka realignment, visual impacts, and the potential for increased fire risks. These concerns are addressed in more detail in the following relevant sections of this document. From an overall perspective, the potential impacts to the mauka property owners (due to the shift in alignment from the no action alternative to the preferred alternative) are not anticipated to outweigh the benefits to the larger community from the proposed action.

The preferred alternative (Alternative 3) maximizes opportunities for long-term planning for open space and recreational uses as contemplated by the County's Pali to Puamana Parkway Master Plan, as well as other coastal development uses, such as a harbor or small boat related recreational uses. Thus, the terminus relocation facilitates the achievement of near-term and long-term objectives of coastal hazard avoidance and shoreline erosion mitigation, expansion of coastal recreation resources, and provides a more

inland highway alignment to meet regional planning needs as described in Chapter I. Moreover, there would be no residential or business displacement with implementation of the proposed action. The engineering designs for the terminus extension will provide for appropriate integration of Kai Hele Ku Street as well as the connection at Honoapiilani Highway.

Conversely, the No Action Alternative (Alternative 1) routes the Bypass makai of a majority of the previously mentioned County-acquired lands, thereby limiting long-term planning for these lands and leaving the existing highway still susceptible to coastal hazards. Similarly, the Pali to Puamana Alternative (Alternative 2) would result in the Bypass alignment bifurcating the County-acquired lands, also limiting the long-term planning options for these lands.

## **2. Agricultural Productivity Considerations**

### **a. Existing Conditions**

In 1977, the State Department of Agriculture developed a classification system to identify Agricultural Lands of Importance to the State of Hawai‘i (ALISH), based primarily, though not exclusively, on their soil characteristics. The three (3) classes of ALISH lands are “Prime”, “Unique”, and “Other Important” agricultural land, with the remaining non-classified lands termed “Unclassified”. When utilized with modern farming methods, “Prime” agricultural lands have a soil quality, growing season, and moisture supply needed to produce sustained crop yields economically; while “Unique” agricultural lands possess a combination of soil quality, growing season, and moisture supply to produce sustained high yields of a specific crop. “Other Important” agricultural lands include those important agricultural lands that have not been rated as “Prime” or “Unique”.

As reflected by the ALISH map for the West Maui region, the project area is comprised of lands that have been defined as “Unclassified” or “Other Important” agricultural lands. See **Figure 14**.

The University of Hawai‘i, Land Study Bureau (LSB) developed the Overall Productivity Rating, which classified soils according to five (5) levels, with “A” representing the class of highest productivity soils and “E” representing



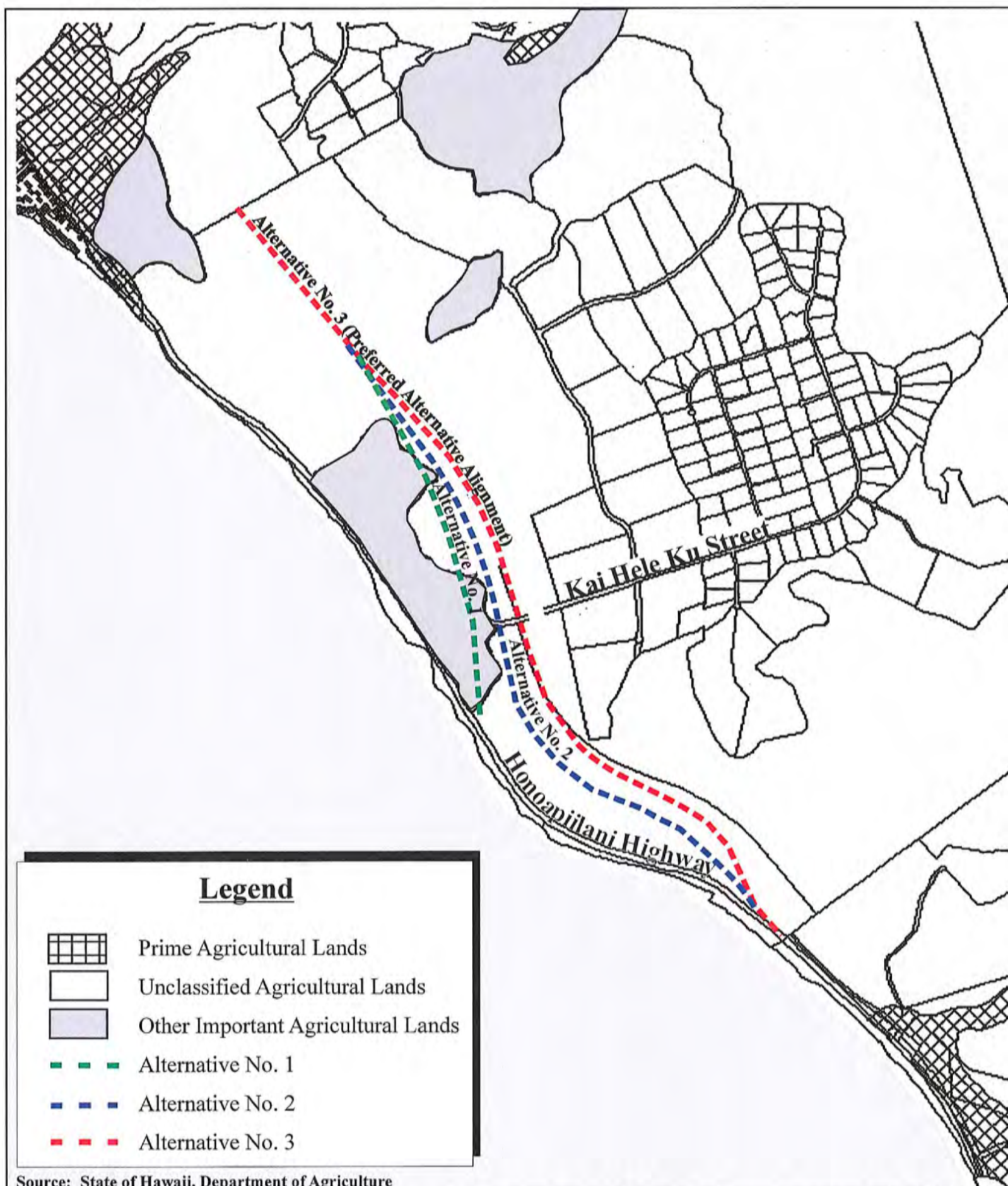


Figure 14

Proposed Lahaina Bypass  
Southern Terminus Relocation Project  
Agricultural Lands of Importance  
to the State of Hawaii

NOT TO SCALE



the lowest. These letters are followed by numbers which further classify the soil types by conveying such information as texture, drainage and stoniness.

The LSB classifications for the project area include “B87i” and “E73”. See **Figure 15**.

The “B87i” classification reflects soils which are stony to very stony. The soil depth is deep and slope percentages range from 0 to 10 with inclusions of steeper slopes. The texture is fine and well-drained with an elevation of 10 to 1,000 feet with a mean annual rainfall of 10 to 20 inches. The color of the soils is dark reddish brown and is part of the Waianae soil series.

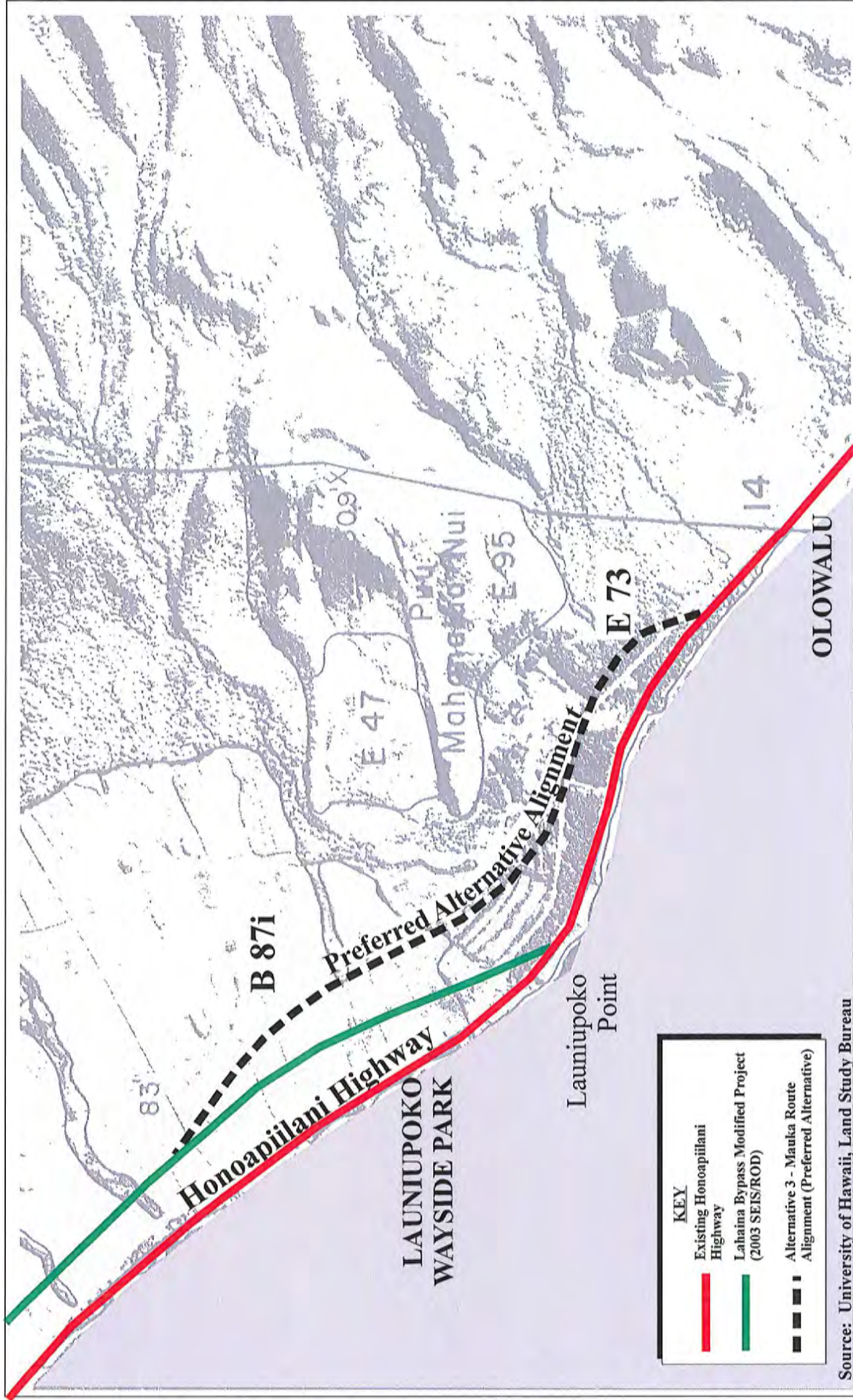
The “E73” classification characterizes soils which are rocky, with variable depths and slope percentages of 0 to 35, with an average of 4 to 9 percent. The soil composition is fine to moderately fine texture, well-drained with an elevation of 0 to 750 feet with a mean annual rainfall of 10 to 30 inches. The color of the soils is dark brown to dark reddish brown and is part of the Pulehu, Puunene, Lanai, Molokai, Waiakoa, and Waianae series.

**b. Potential Impacts and Mitigation Measures**

The Farmland Project Policy Act requires federal agencies to identify and consider adverse effects of their actions on the preservation of farmland. The preferred alternative (Alternative 3) will encompass approximately 39 acres of agricultural lands. The removal of these lands is not expected to adversely impact agricultural productivity in the region. Lands underlying the new right-of-way alignment are presently fallow and not expected to affect the inventory of land for diversified or large-scale single crop agricultural use. The preferred alternative (Alternative 3) is deemed to have beneficial results in terms of long-range planning considerations as well as benefits arising from shoreline erosion mitigation and provision of new coastal recreation opportunities.

Alternatives 1 and 2 traverse portions of land designated as “Other Important Agricultural Lands” and, as such, may present concerns with regards to agricultural productivity considerations.





Source: University of Hawaii, Land Study Bureau

**Figure 15** Proposed Lahaina Bypass Southern Terminus Relocation Project Soil Productivity Classification Map



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### 3. Topography and Soil Characteristics

#### a. Existing Conditions

Most of the area surrounding the project site was formerly utilized for sugar cultivation and is currently comprised of agricultural subdivisions and fallow lands. The topography of this area reflects the general topographical patterns of the West Maui region. Near the shoreline, the topography is generally flat to slightly sloping. Proceeding upland, the land slopes gently higher to the foothills of the West Maui mountains. Elevations in this area generally range from sea level to approximately 400 feet above sea level. The topography of the project site ranges from 7 to 8 percent slope. Grades along the profiles for the new roadway alignment are estimated to range between 0.5 percent and 5.0 percent.

Underlying the project area are soils of the Pulehu-Ewa-Jaucas association according to United States Department of Agriculture (USDA) Soil Characteristics Service. See **Figure 16**. This series consists of well-drained soils on alluvial fans and stream terraces and in basins. These soils were developed in alluvium washed from basic igneous rock.

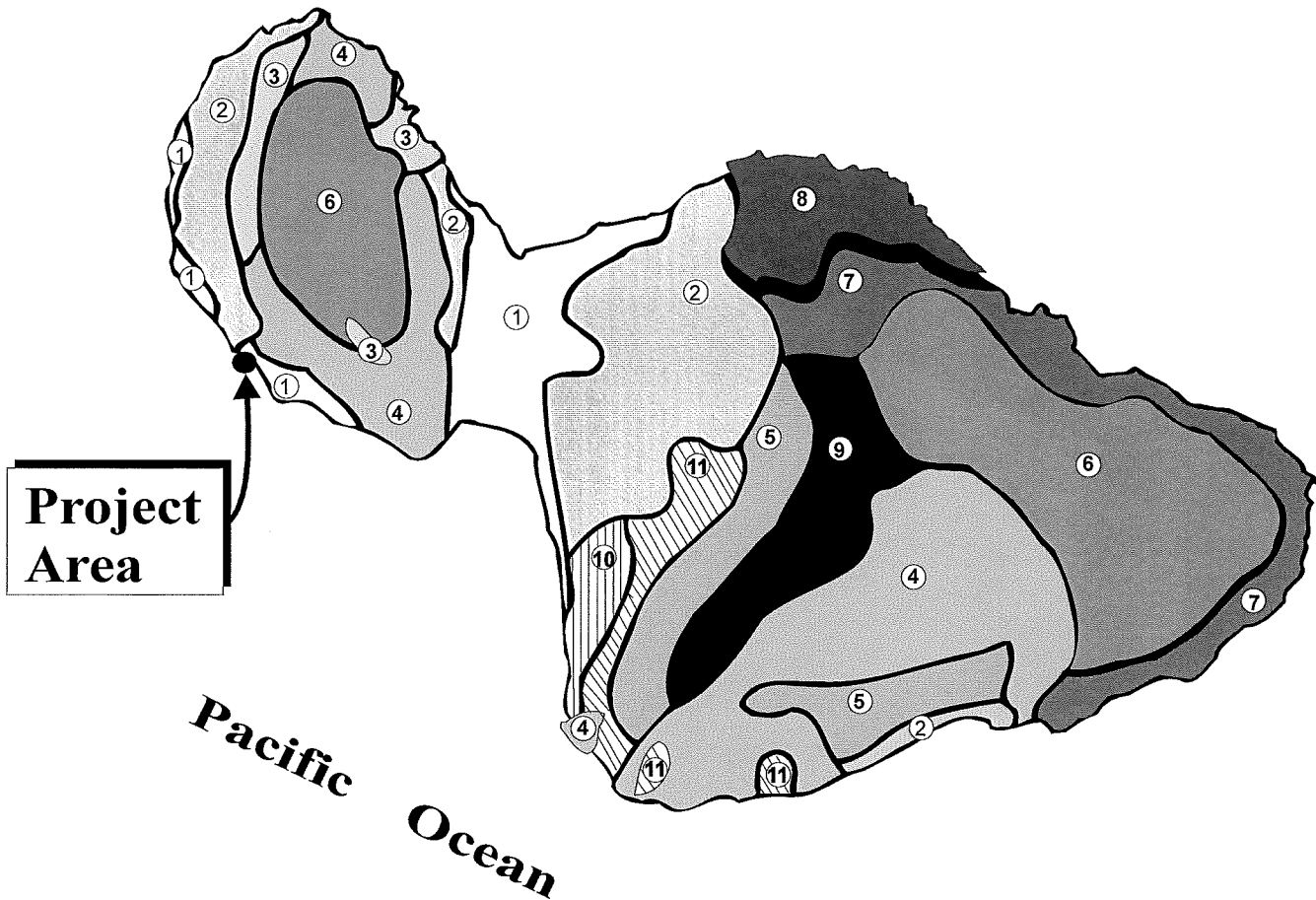
According to the soil survey of Islands of Kauai, Oahu, Maui, Molokai, and Lanai, State of Hawai'i, the majority of the project area consists of stony alluvial land (rSM). This soil consists of stones, boulders, and soil deposited by streams along the bottoms of gulches and on alluvial fans. In most places the slope is 3 to 15 percent. Elevations range from nearly sea level to 1,000 feet. The annual rainfall amounts to 15 to 200 inches. This land type is suited to pasture in the dry areas and to pasture and woodland in the wet areas. The natural vegetation consists of kiawe, klu, ilima, piligrass, and lantana in the dry areas and guava, kukui, hilograss, and Christmas berry in the wet areas. Improvement of this land is difficult because of the stones and boulders.

The remainder of the project area consists of Wainee Series, specifically Wainee extremely stony silty clay and Wainee very stony silty clay (WyC and WxB). See **Figure 17**. WyC has 7 to 15 percent slopes. This soil is moderately sloping and occurs on smooth, alluvial fans. In a representative profile, the surface layer is dark reddish-brown silty clay about 12 inches thick. Stones make up 10 to 15 percent of the volume. The subsoil, 24 inches



# LEGEND

- |  |  |
|--|--|
| ① Pulehu-Ewa-Jaucas association                | ⑦ Hana-Makaalae-Kailua association     |
| ② Waiakoa-Keahua-Molokai association           | ⑧ Pauwela-Haiku association            |
| ③ Honolua-Olelo association                    | ⑨ Laumaia-Kaipoipoi-Olinda association |
| ④ Rock land-Rough mountainous land association | ⑩ Keawakapu-Makena association         |
| ⑤ Puu Pa-Kula-Pane association                 | ⑪ Kamaole-Oanapuka association         |
| ⑥ Hydrandepts-Tropaquods association           |  |

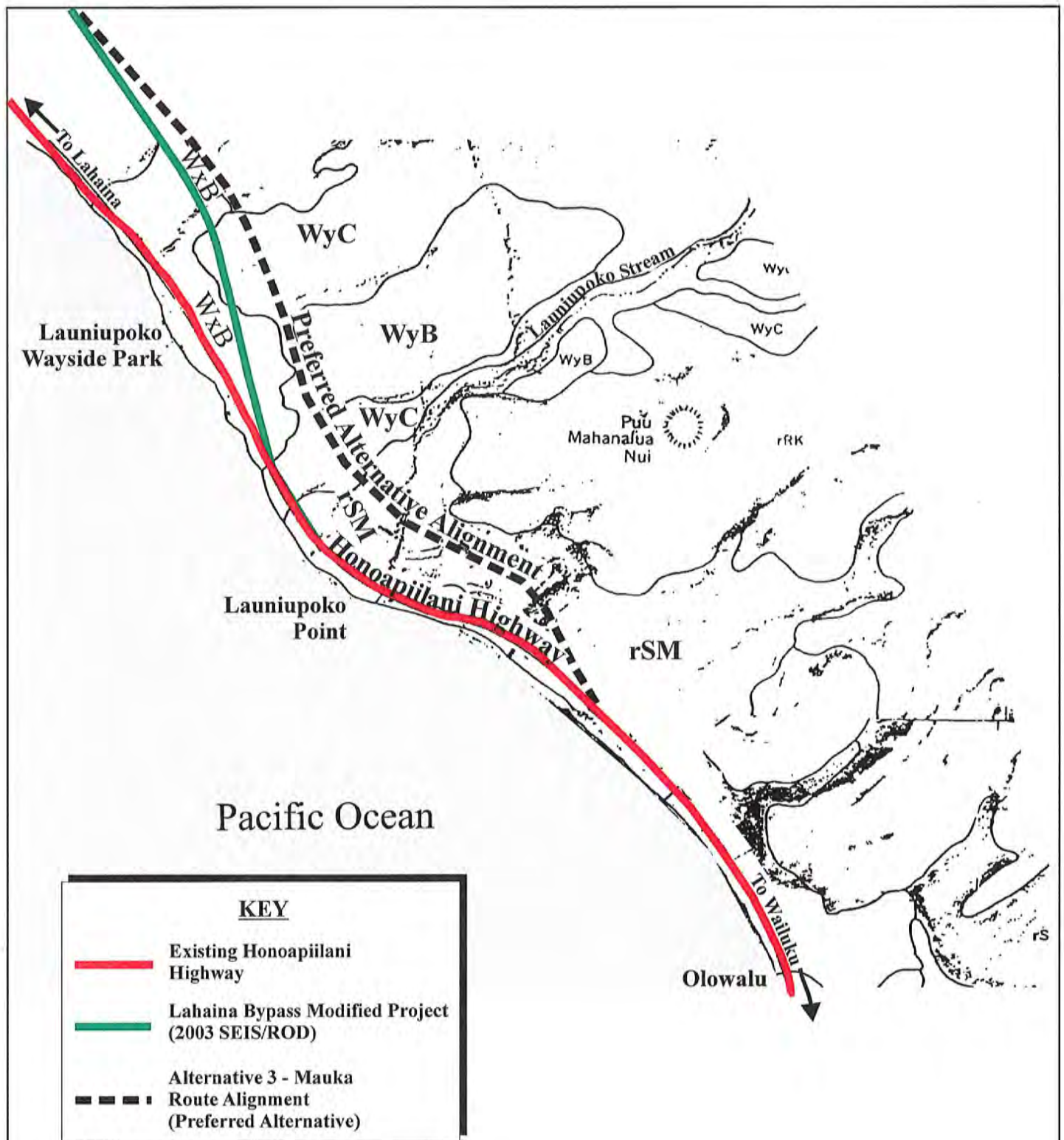


Source: USDA Soil Conservation Service

**Figure 16** Proposed Lahaina Bypass  
Southern Terminus Relocation Project  
Soil Association Map

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Source: U.S. Department of Agriculture, Soil Conservation Service

Figure 17

# Proposed Lahaina Bypass Southern Terminus Relocation Project Soil Classification Map

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thick, consists of dark reddish-brown silty clay that has subangular blocky structure. Gravel, cobblestones, and stones make up 30 to 80 percent of the volume. The substratum is dark-brown silty clay. As much as 80 to 90 percent of this layer is gravel, cobblestones, and stones. This soil is neutral in the surface layer and subsoil. Permeability is moderately rapid. Runoff is slow to medium, and the erosion hazard is slight to moderate. The available water capacity is about 0.6 inch per foot of soil. Stones cover 3 to 15 percent of the surface. Roots penetrate to a depth of 5 feet or more.

WxB has 3 to 7 percent slopes and has a make-up similar to that of Wainee extremely stony silty clay. Runoff is slow and the erosion hazard is slight. This soil is primarily used for sugarcane cultivation.

**b. Potential Impacts and Mitigation Measures**

Vertical roadway profile cuts and fills will not alter local topographic and soil conditions significantly. The underlying soil conditions are not anticipated to limit pavement designs nor require extraordinary geotechnical mitigation measures for pavement stability. Based on comments received during the Draft EA public review period, adjustments were made to the highway alignments and profiles in order to minimize earthwork quantities and associated visual impacts. Further adjustments may be made during the detailed design phase of the project.

None of the three (3) alternatives evaluated in this analysis are anticipated to present significant adverse impacts with regards to topography and soil characteristics.

The results of the design refinements reduced the amount of fill/embankment for the preferred alternative for initial estimates of over 2,000,000 cubic yards (cy) to approximately 400,000 cy.

**4. Climate**

**a. Existing Conditions**

Like most areas of Hawai'i, the climate in this area, between Launiupoko and Olowalu, is relatively uniform year round. This stability is attributed to its

tropical latitude, its position relative to storm tracts and the Pacific anticyclone, and the surrounding ocean. Variations in climate among different regions, then, are largely left to local terrain.

In Lahaina, August is historically the warmest month with an average high temperature of approximately 88.1 degrees Fahrenheit and average low temperature of 69.7 degrees Fahrenheit. February is normally the coolest month of the year with an average high temperature of 81.4 degrees Fahrenheit and an average low temperature of approximately 63 degrees Fahrenheit (Maui County Data Book, 2014).

Rainfall in West Maui, as measured at Kapalua-West Maui Airport, is highly seasonal, with most precipitation occurring from October to March when winter storms hit the area. Precipitation data for West Maui in 2014 shows that on average, January was the wettest month, with 3.15 inches of rainfall. The annual average precipitation for the year was 14.62 inches (Maui County Data Book, 2014).

The winds in the region are also seasonal. Wind patterns also vary on a daily basis, with tradewinds generally being stronger in the afternoon. During the day, winds blow onshore toward the warmer land mass. In the evening, the reverse occurs, as breezes blow toward the relatively warm ocean.

**b. Potential Impacts and Mitigation Measures**

The preferred alternative (Alternative 3), as well as the No Action Alternative (Alternative 1) and Alternative 2, will not have a significant adverse effect on micro-climates in the vicinity of the proposed project corridor.

**5. Flood and Tsunami Hazards**

**a. Existing Conditions**

The Flood Insurance Rate Map (FIRM) indicates that the project site is located within Zone X, an area of minimal flooding. See **Figure 18**. The alignment resulting from the proposed southern terminus relocation traverses an east to west slope. Stormwater runoff from upland areas flows towards the coastline via local drainage gullies and gulches. After moderate storms, runoff occurs



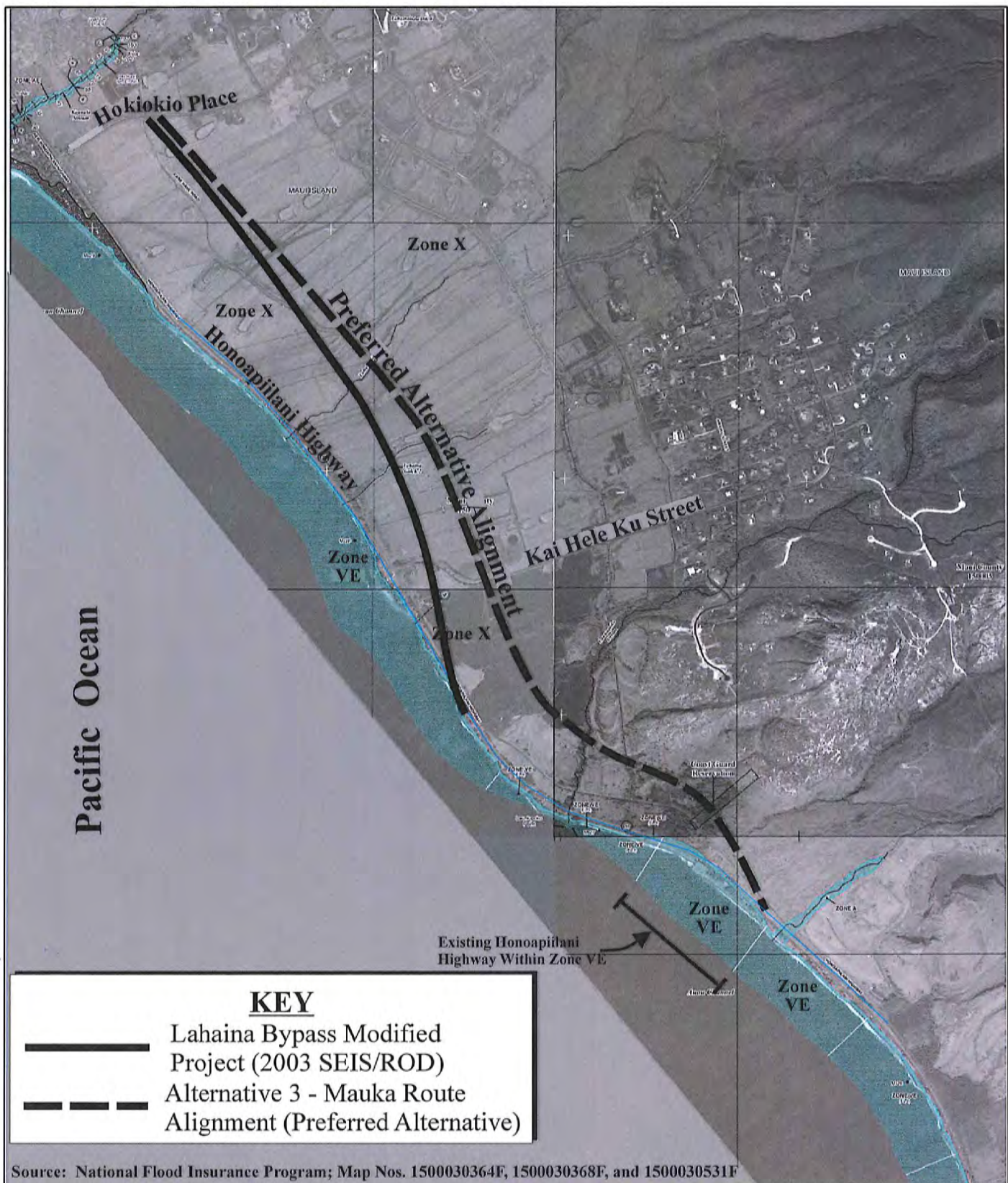


Figure 18

# Proposed Lahaina Bypass Southern Terminus Relocation Project Flood Insurance Rate Map

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on the highways and has caused road hazards. During severe storm events, debris deposited by high wave action has created traffic hazards on the highway and has impacted highway operations.

As shown on **Figure 18**, there is an area subject to the 100-year coastal flood with velocity (wave action) running along the coastline identified as Zone VE. The base flood elevation and coastal flood zone with wave action within these areas has been determined at eleven (11) feet, based on recently updated FIRM. The inland boundary of this flood zone extends over the existing Honoapiilani Highway north of the former Olowalu Landfill.

As discussed above, with the exception of Zone VE located north of the former Olowalu Landfill, there are no regulatory flood zones established by the Federal Emergency Management Agency (FEMA) for administration of the National Flood Insurance program within the project limits. As discussed in the Drainage Report prepared for the proposed action, there are eight (8) contributory drainage areas located above, or upstream, of the proposed realignment project. Three (3) of these drainage areas (two (2) unnamed basins and the Launiupoko Gulch) are greater than one (1) square mile (and thus are considered floodways) and will be bifurcated by the proposed project. Since the proposed action traverses these three (3) floodways, the provisions of Code of Federal Regulations (CFR) 650 (Bridges, Structures, and Hydraulics) will be applicable to the proposed project.

The existing Honoapiilani Highway from Puamana Park to the Olowalu Landfill is located within the tsunami evacuation zone. See **Figure 19**. The existing highway has been closed several times in recent years due to tsunami events. The Preferred Alternative (Alternative 3) will be located outside of the tsunami evacuation zone except for the area near the Olowalu Landfill where the Bypass alignment veers seaward to connect to the existing highway. In evaluating all three (3) alternatives, the Preferred Alternative (Alternative 3) traverses the shortest distance within the tsunami evacuation zone. Refer to **Figure 19**.

According to the State of Hawai'i, Department of Defense Civil Defense Agency (CDA), the project area is located within the coverage areas of existing warning sirens.



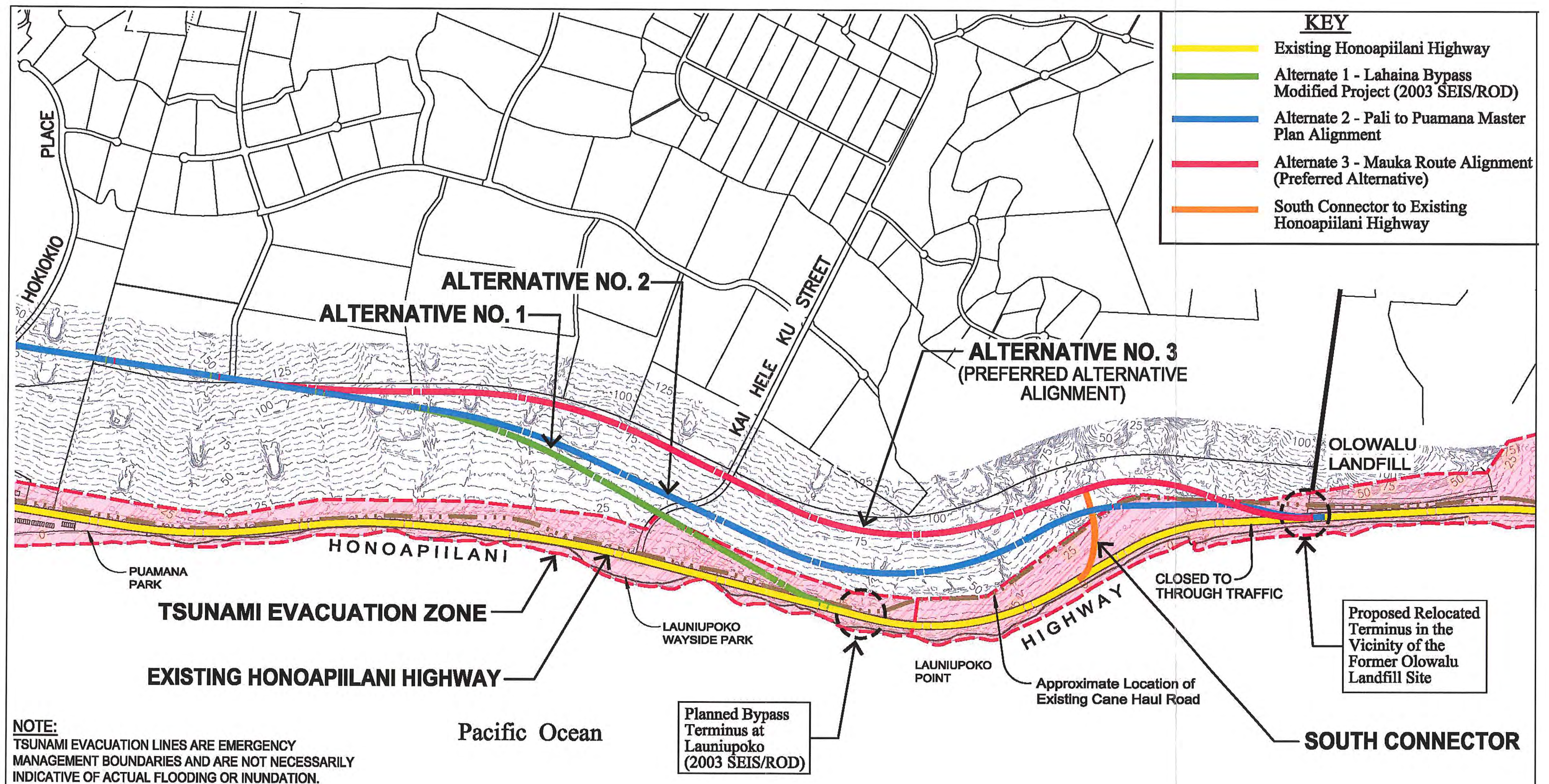


Figure 19

# Proposed Lahaina Bypass Southern Terminus Relocation Project Tsunami Evacuation Zone Along Honoapiilani Highway

0 500 1000  
250 Feet



Executive Order 11988 Floodplain Management was issued to avoid to the extent possible the long- and short-term adverse impacts associated with the occupancy and modification of floodplains and to avoid direct or indirect support of floodplain development wherever there is a practicable alternative.

**b. Potential Impacts and Mitigation Measures**

A Drainage Report has been completed to examine the existing drainage conditions and any improvements that may be required to comply with CFR 650. See **Appendix “B”**.

As noted above, three (3) floodways identified within the project limits will be affected by the project. These three (3) drainage areas generally flow from the mountain slopes to the ocean. As such, there is no practical alternative to avoid encroachment by the project. These encroachments are not significant and can be mitigated by sizing and designing the drainage structures to maintain the status quo. The design of the project will provide for culvert crossings which will accommodate stormwaters generated from the mauka side of the proposed roadway route. The structures may include side-tapered and slope-tapered transitional inlet structures in the drainageways that are being lowered and channelized.

Although the Drainage Report recommended designing for the 100-year storm to prevent overtopping, Section 650.115 of CFR and HDOT’s design standards allow the use of 50-year storms to size the drainage structures.

Desilting and retention basins will also be installed to capture the additional runoff generated by the impermeable pavement structures on the new highway to maintain the current peak runoff during a 50-year storm. Energy dissipators may also be installed at outlets of drainage structures where necessary to maintain the existing velocities in the drainageways.

The Drainage Report concludes that the encroachment across the three (3) above-noted floodways can be mitigated readily during the design phase to maintain the status quo in compliance with the provisions of CFR 650. Refer to **Appendix “B”**.



The CDA recommends the identification of emergency evacuation routes, as appropriate, during the construction phase of the project and in the event of a natural disaster.

As previously noted, the southern connector location (between Alternatives 2 and 3 and the existing highway) was shifted north in order to avoid utilizing a section of the existing highway which is designated as a flood hazard area. With this adjustment, no adverse effects from flood and tsunami hazards are expected as a result of the proposed action for Alternatives 2 and 3. By providing a more inland transportation route, the proposed action will address traffic flow disruption attributed to coastal hazards and will facilitate evacuations to inland (mauka) areas.

In summary, the project area is located within Flood Insurance Rate Map Zone X, an area of minimal flooding. However, the proposed road corridor will traverse over three (3) floodways (two (2) unnamed drainage basins and Launiupoko Gulch), which will be subject to the provisions of CFR 650. These floodways generally flow from the mountain slopes to the ocean. As such, there is no practical alternative to avoidance. As mentioned above, the design of these encroachments can be readily mitigated during the design phase to maintain the status quo in compliance with the provisions of CFR 650. Refer to **Appendix "B"**. Therefore, no adverse effects from development of a floodplain area are expected as a result of the proposed action.

Alternative 1 (No Action) maintains the existing highway corridor within the tsunami inundation zone, and in an area that is known to be prone to coastal and storm wave hazards. Conversely, the Preferred Alternative (Alternative 3) and Alternative 2 are located more inland and will avoid these coastal hazard areas. As previously noted, Alternative 3 traverses the shortest distance within the tsunami evacuation zone. In this regard, due to the larger separation provided by Alternative 3 from potential coastal hazards, the Preferred Alignment is considered the most desirable alignment from a highway network planning perspective.

## 6. Terrestrial Flora and Fauna

### a. Existing Conditions

A Biological Resources Survey conducted in December 2006 and updated in November 2012 encompassed both a botanical survey and a fauna survey. See **Appendix “C”** and **Appendix “C-1”**. In addition, informal consultation was undertaken with U.S. Fish and Wildlife Service (USFWS) in accordance with Section 7 of the Endangered Species Act. See **Appendix “D”**. The Endangered Species Act (ESA) provides a program for the conservation of threatened and endangered plants and animals and the habitats in which they are found. The law requires federal agencies to ensure that actions they authorize, fund, or carry out are not likely to jeopardize the continued existence of any listed species or result in the destruction or adverse modification of designated critical habitat of such species. The law also prohibits any action that causes a “taking” of any listed species of endangered fish or wildlife.

A walk-through botanical survey method was used following both sides of the proposed right-of-way to ensure maximum coverage of the area. Areas most likely to harbor native or rare plants were more intensively examined. About 80 percent of the area surveyed consists primarily of grass species with a mixture of agricultural and pasture weeds. The remaining 20 percent is made up of mixed dryland forest and shrub land. A total of 65 plant species were recorded during the survey. Of these, 3 species were indigenous to Hawai‘i as well as other Pacific islands. They were ilima (*Sida fallax*), aalii (*Dodonaea viscosa*), and uhaloa. Each of these is extremely widespread and common throughout Hawai‘i. The remaining 62 species are all common non-native agricultural or pasture plants.

The fauna survey was conducted in conjunction with the botanical survey work. Six (6) species of mammals were observed during two (2) separate surveys to the property: mongoose, cattle, horse, dog, cats, and the Hawaiian Hoary Bat, a federally listed endangered species. Other non-native mammals of rats and mice would also be expected in this area. A number of species of birds were observed, including zebra dove, barred dove, common myna, gray francolin, house finch, northern cardinal, and Japanese white-eye. The surveys also took note of insect species found in the area. There was no evidence of

the Blackburn's Sphinx Moth or their larvae, nor was there any finding of its host plants, the aiea or tree tobacco plant. While not observed during the survey, USFWS staff noted that due to its range and foraging behavior, the Hawaiian goose (nene) may be present in the vicinity of the project at any time of the year. USFWS has also noted that the endangered Hawaiian petrel and threatened Newell's shearwater, collectively known as seabirds, may transit through the project area.

**b. Potential Impacts and Mitigation Measures**

No Federally listed endangered or threatened plant species were found in the survey area, nor were any species found that are candidate for such status. impact on the botanical resources in this part of Maui.

With respect to fauna species, common, non-native mammals, birds, and insects were observed during the course of the survey. Only one (1) Federally listed endangered species was observed, the Hawaiian Hoary Bat. Since the bat is known to leave young unattended in "nursery" trees and shrubs, the USFWS recommends that woody plants taller than 15 feet not be removed or trimmed during the bat breeding season (June 1 to September 15). As such, this mitigation measure will be incorporated into the project construction documents.

In addition, the Hawaiian goose (nene), due to its range and foraging behavior, may be present in the project vicinity at any time of the year. To that end, the following mitigation measures will be implemented.

- After the initial establishment of groundcover grasses to address erosion control, temporary irrigation will be removed 90 days prior to the opening of the new Highway. The established vegetation will then be allowed to harden and adapt to the arid West Maui climate. Removal of the temporary overhead irrigation system, and allowing time for established grasses to mature past the young succulent phase, will abrogate the attractive nuisance for the Hawaiian goose on the highway shoulder. Additionally, grasses will be allowed to establish without mowing. The presence of a taller, year-round, vegetative stature will further deter Hawaiian geese from foraging on road

shoulders, berms, and earthworks within the proposed project area. No erosion control matting will be used to avoid Hawaiian goose entanglement.

- If a Hawaiian goose appears within 100 feet of ongoing work, all activity will be temporarily suspended until the bird moves off to a safe distance of its own volition. Moreover, a biologist familiar with the nesting behavior of the Hawaiian goose will survey the area around the proposed construction area prior to the initiation of work during the Hawaiian goose breeding season (December through April), or after any subsequent delay of work during that time period of three or more days (as the birds may attempt to nest). If a nest is discovered within a radius of 150 feet of proposed construction activity, or a previously undiscovered nest is found within said radius after work begins, all work will cease immediately and the Service will be contacted for further guidance. Grasses will be allowed to establish without mowing.

Lastly, in order to minimize and avoid effects to seabirds which may transit the project area, artificial lighting, such as flood lighting for construction work, storage site security, and street lighting will be down-shielded to minimize glare. Outdoor lighting will be constructed in a manner that fully shields lighting sources and directs light downward. No significant changes in location of transmission lines will occur. Additionally, no nighttime construction work will be undertaken during the peak seabird fall out period of September 15 through December 15.

Based on the aforementioned mitigation measures to avoid and minimize impacts to listed and threatened species, the preferred alternative may affect, but is not likely to adversely affect, listed species as well as botanical resources in this part of Maui, including the endangered Hawaiian hoary bat (*Lasiurus cinereus semotus*), Hawaiian goose (*Branta sandvicensis*), Blackburn's sphinx moth (*Manduca blackburni*), Hawaiian petrel (*Pterodroma sandwichensis*), or threatened Newell's shearwater (*Puffinus auricularis newllii*). The USFWS by letter dated August 15, 2013 concurred with the determination and no further action is needed pursuant to Section 7 of the Endangered Species Act (ESA). Refer to **Appendix "D"**.

Similarly, Alternatives 1 and 2 are not anticipated to present adverse effects with regards to terrestrial flora and fauna resources.

## 7. Streams and Wetlands

### a. Existing Conditions

The proposed action crosses three (3) unnamed drainage gulches which are identified as ephemeral<sup>1</sup> with annual flow rates ranging from three (3) days to 10 days per year. The proposed alignment will also traverse the Launiupoko Gulch. According to the Hawai'i Stream Assessment (HSA), Launiupoko Gulch is not perennial<sup>2</sup>, flowing during storm events only. However, according to the Aquatic Resource Survey completed by Robert Hobdy in September 2013 (Revised October 2013), Launiupoko Stream is perennial in upper reaches and ephemeral in lower reaches due to an old plantation diversion. See **Appendix "E"**. There are no outstanding aquatic resources identified at Launiupoko Stream, nor are there significant riparian resources identified. Photos of the Launiupoko Stream in the vicinity of the proposed action are presented in **Figure 20**. There are no designated wild and scenic rivers (pursuant to the 1968 National Wild and Scenic Rivers Act) in the project vicinity. The three (3) unnamed gulches and the Launiupoko Gulch demonstrate a significant nexus with the Pacific Ocean and flow directly into a traditional navigable water and thus are considered to be Jurisdictional Waters of the U.S. administered by the U.S. Army Corps of Engineers (USACE) pursuant to Section 404 of the Clean Water Act. A copy of the jurisdictional determination letter from the USACE is provided in **Appendix "F"**.

---

1

**Ephemeral Stream:** An ephemeral stream has flowing water only during, and for a short duration after, precipitation events in a typical year. Ephemeral stream beds are located above the water table year-round. Groundwater is not a source of water for the stream. Runoff from rainfall is the primary source of water for stream flow.

2

**Perennial Stream:** A perennial stream has flowing water year-round during a typical year. The water table is located above the stream bed for most of the year. Groundwater is the primary source of water for stream flow. Runoff from rainfall is a supplemental source of water for stream flow.





**View of Gulch From Mauka Crossing  
Looking West (Makai)**



**View of Gulch From Cane Haul Road Crossing,  
Bridge Looking East (Mauka)**



**View of Honoapiilani Highway Bridge  
Looking East (Mauka) From Shoreline**



**View of Gulch From Mauka Crossing  
Looking East (Mauka)**



**View Across Cane Haul Road  
Crossing Looking North**



**View of Shoreline Looking West (Makai) From  
Honoapiilani Highway Bridge**

Source: Makila Land Co., LLC

**Figure 20**

# **Proposed Lahaina Bypass Southern Terminus Relocation Project Photos of Launiupoko Gulch**

NOT TO SCALE



Executive Order 11990 Protection of Wetlands was issued to minimize the destruction, loss, or degradation of wetlands and to preserve and enhance the natural and beneficial values of wetlands. Based on the Aquatic Resource Survey, there are no wetlands found in the vicinity of the project area.

Further, there is no water body and wildlife refuge located within or around the vicinity of the project.

**b. Potential Impacts and Mitigation Measures**

The natural drainage characteristics of the Launiupoko Gulch and the three (3) other drainage gulches will not be substantially altered with implementation of the proposed action. A Drainage Report has been prepared to describe the proposed drainage system for the project.

Given the flow characteristics of these drainageways, culverts are proposed as the best practical alternative for highway crossings. Refer to **Appendix “B”**. Standard HDOT mitigation measures, such as Best Management Practices (BMPs) for erosion and sedimentation control addressed in the preliminary drainage report will be required and implemented in the design and construction of the proposed project. A list of standard BMP measures required for HDOT projects is presented in **Appendix “B”**, Hawai‘i Standard Specifications for Road Bridge and Public Works Construction, Section 209 - Temporary Water Pollution, Dust, and Erosion Control. In addition, the culverts will be designed to accommodate 50-year flood flows and may include side tapered and slope tapered transitional inlets as well as energy dissipaters as necessary to maintain the existing velocities in the drainageways, as necessary.

Since the unnamed gulches and Launiupoko Gulch are jurisdictional waters of the U.S., administered by the USACE, appropriate Department of Army (DA) permits will be obtained and the crossings will be designed to minimize impacts on the unnamed gulches and Launiupoko Gulch. In addition, related regulatory requirements, such as the Section 401 Water Quality Certification and Coastal Zone Management Consistency Approval, will also be coordinated with the State Department of Health and the State Office of Planning, respectively, for the project. Refer to **Appendix “F”**. Additionally, coordination will be undertaken with the State Commission on Water

Resource Management to address applicable Stream Channel Alteration Permit requirements. Furthermore, there are no wetlands found in the vicinity of the project area. Refer to **Appendix “E”**.

As such, the proposed project is not likely to present adverse impacts on streams and wetlands.

The Bypass route as approved in Alternative 1 does not cross the Launiupoko Stream and one (1) of the unnamed gulches that was determined to be jurisdictional by USACE. However, the Preferred Alternative is still being sought as the overall benefits of a more southern terminus are determined to be of greater significance. When compared to the preferred alternative, Alternative 2 would also necessitate crossing the same unnamed gulches and the Launiupoko Gulch as the Preferred Alternative.

## **8. Air Quality**

### **a. Existing Conditions**

The West Maui region in general does not experience adverse air quality conditions due to its low humidity and dry temperatures. There are no point sources of airborne emissions within close proximity of the project area. There is occasional fugitive dust generated from home construction and small farming activities within the agricultural subdivisions located upland of the proposed roadway route. However, these activities are considered intermittent with no adverse impacts to regional air quality parameters.

### **b. Potential Impacts and Mitigation Measures**

The implementation of all three (3) alternatives will result in construction-related air impacts. Airborne particulates, including dust, may be generated as a result of construction-related activities.

Dust control measures, such as regular watering and sprinkling, will be implemented to minimize wind-blown emissions. Other appropriate BMPs will be employed to ensure that fugitive dust from the project site is minimized.

The potential for major highway projects to impact air quality via Mobile Source Air Toxics (MSAT) has been an emerging area of environmental concern. MSATs are a subset of the 188 air toxins defined by the Clean Air Act. The MSATs for the proposed projects are compounds emitted from highway vehicles and non-road equipment.

The purpose of the proposed project is to relocate the southern terminus of the Lahaina Bypass from its currently approved location at Launiupoko to the vicinity of the former Olowalu Landfill, approximately 4,800 feet to the south.

The traffic analysis for the project concluded that all three (3) alternatives would have very similar traffic forecasts. In essence, there would be no meaningful difference between the no-build alternative and the two alternative alignments in terms of traffic volumes, vehicle mix, basic project location, or any other factors that would cause an increase in MSAT impacts from the project. Thus, the proposed project has been determined to generate minimal air quality impacts for criteria pollutants and has not been linked with any special MSAT concerns.

Moreover, Environmental Protection Agency (EPA) regulations for vehicle engines and fuels will cause overall MSAT emissions to decline significantly over the next several decades. Based on regulations now in effect, an analysis of national trends with EPA's MOVES model forecasts a combined reduction of 80 percent in the total annual emission rate for the priority MSAT from 2010 to 2050 while vehicle-miles of travel are projected to increase by over 100 percent. This will both reduce the background level of MSAT as well as the possibility of even minor MSAT emissions from this project.

In summary, there are no significant adverse impacts anticipated with regards to air quality from the three (3) alternatives evaluated in the analysis.

## **9. Noise**

### **a. Existing Conditions**

An Acoustic (Noise) Study was prepared for the proposed project in July 2013 following receipt of comments during review of the Draft EA including specific concerns regarding noise impacts from residents living within

subdivisions located above (mauka of) the proposed project. See **Appendix “G”**. Existing traffic and background ambient noise levels along the project corridor were measured in October 2012 at 15 locations. The existing traffic on Honoapiilani Highway was determined to be the dominant background noise source in the area. The existing noise levels in and around the project area currently do not exceed the criteria set forth by the Highway Noise Policy and Abatement Guidelines (Noise Guidelines) adopted by the U.S. Federal Highway Administration (FHWA) and HDOT in 2011.

**b. Potential Impacts and Mitigation Measures**

Besides obtaining existing noise measurements, the Acoustic Study developed future traffic noise predictions and analyzed impacts in accordance with the Noise Guidelines. The Noise Guidelines have two (2) noise abatement criteria that would be applicable for the proposed project. The first criterion is future noise levels equal to or greater than 66 equivalent (or average) hourly sound level (leq (h)). The second criterion is future noise levels increase equal to or greater than 15 decibels (dB). If either of these two (2) conditions are met or exceeded for future noise levels anticipated at any noise sensitive receptor, further analysis is required to determine whether noise abatement measures to mitigate the increase in noise levels are required.

The Acoustic Study concluded that the future noise levels of the proposed project for all three (3) alignment alternatives would result in similar traffic noise levels along their rights-of-way. It is noted that Alternative 2 and the Preferred Alternative (Alternative 3) extend the traffic noise levels from the Bypass mauka and toward the south beyond the currently approved terminus point (Alternative 1).

While none of the alternatives would result in exceeding HDOT’s noise abatement criteria at noise sensitive receptors, selection of Alternative 1 or 2 would result in generally lower noise levels for lots mauka of the Alternative 3 alignment.

For the preferred alternative, (Alternative 3) the study concluded the following:

- HDOT's ">15 dB increase" criteria for substantial change in traffic noise levels will not be exceeded at any existing or planned noise sensitive structure for which a Maui County building permit has been approved or is pending.
- Traffic noise mitigation measures are not required by current HDOT noise policy and abatement guidelines.
- The two (2) closest lots which have structures or dwellings on or planned will have traffic noise levels less than the "66 Leq(h)" criteria level for residences. Future noise levels are predicted to exceed the "15 dB increase" criteria at the western regions of these lots. Existing or permit applications for noise sensitive structures on these lots do not appear to warrant traffic noise abatement measures due to the distance from the proposed highway and intended use.
- The existing Launiupoko and Puamana Beach Parks and existing residences of the Puamana Community, south of Hokiokio Place should experience lower future traffic noise levels. Existing residences north of Hokiokio Place should experience slightly higher future traffic noise levels estimated to be an increase of 1 dB.
- No parks are located within the limits of project construction and will not be affected by project construction or require mitigation measures under the Build Alternative.

As noted, by 2035 under the Preferred Alternative, future noise levels are not expected to exceed the HDOT "66 leq(h)" or "15 dB increase" criteria at existing or permitted noise sensitive receptors within the immediate vicinity of the project. For example, in the vicinity of Kai Hele Ku Street, the 15 dB increase criteria will be exceeded up to approximately 300 feet from the edge of the project. All lands for which the criteria will be exceeded are currently vacant and under current HDOT noise policy, traffic noise mitigation measures would not be required. Future noise sensitive facilities or housing units which may be constructed alongside the preferred alternative may exceed the 66 Leq(h) if adequate noise mitigation measures are not incorporated into the planning of these future projects. Noise abatement measures such as adequate setbacks, sound attenuating walls or berms, or closure and air



conditioning should be incorporated into new developments along the roadway. Under existing HDOT policy new structures whose building permits are obtained after the date of public knowledge of this project will not qualify for federal participation in future highway noise abatement measures.

In conclusion, the Acoustic Study reflects that future noise levels from the proposed project will be within the HDOT's acceptable limits and concludes that the project will likely have no significant adverse impacts to noise levels.

In the short term the implementation of the Lahaina Bypass Southern Terminus Relocation project will result in construction-related noise impacts. Heavy construction equipment, such as bulldozers, front-end loaders, and material transport vehicles, will likely be the dominant source of noise during the construction period.

In order to mitigate noise impacts, noisy construction activities will be limited to the hours between 7:00 a.m. to 6:00 p.m. from Monday through Friday, and 9:00 a.m. to 6:00 p.m. on Saturdays, with construction not permitted on Sundays and excludes certain holidays. Construction noise will be minimized through adherence to the State Department of Health (DOH) noise regulations and use of applicable BMPs.

## **10. Scenic and Open Space Resources**

### **a. Existing Conditions**

The project area contains high quality scenic resources and offers excellent views and vistas of the Pacific Ocean, as well as the islands of Lanai and Kahoolawe. According to the County's 2006 Scenic Resources Inventory, the location of the proposed action is in an area containing scenic resources. Open space resources in the region are also characterized by the West Maui Mountains, as well as the vast expanse of former agricultural lands that lie between the mountains and the proposed realigned right-of-way. From different locations along the proposed right-of-way, the views are panoramic with a portion of the islands of Kahoolawe, Lanai and Molokai in sight.

b. **Potential Impacts and Mitigation Measures**

No major effect on the public's experience of scenic and open space resources is anticipated in connection with the proposed project. The result of the more inland alignment would include the loss of immediate roadway adjacency to the ocean and the associated scenic attribute of the coastal drive. However, this scenic route can be utilized should drivers decide to take the older and "slower" Honoapiilani route, once the Bypass segment is completed.

A Massing and Viewplane Simulation Study was prepared in conjunction with proposed agricultural subdivisions in the project vicinity by Makila Land Co., LLC. See **Appendix "H"**. The visual study was developed for the purpose of providing an elevation-correct simulation of the coastal views from the proposed action and to provide a scale-accurate simulation of potential residential structures which could be constructed in the proposed agricultural subdivisions. It is noted that the preferred alignment for the Southern Terminus Relocation Project is identified as Highway Alignment No. 3 in the Massing and Viewplane Simulation Study. Refer to **Appendix "H"**.

The Massing and Viewplane Simulation Study illustrates that views of the ocean will not be significantly adversely impacted by the proposed project. This is due to the large size of the respective agricultural lots and the distance of the structures from the future highway alignment.

Since the Draft EA, the County of Maui has acquired the lands south of Kai Hele Ku Street and west (makai) of the proposed action (Preferred Alternative) for park and open space. Vertical construction makai of this portion of the relocated Bypass will be limited to park structures. A portion of the lands north of Kai Hele Ku Street will remain in Agriculture and the massing and viewplane simulation study is applicable to those lands. Refer to **Appendix "H"**.

As previously noted, based on comments received during the Draft EA public comment period, adjustments were made to the highway alignment and profiles in order to minimize earthwork quantities and associated visual impacts.

Further refinement of grading profiles during detailed design phases will seek to minimize earthwork quantities, reduce massing of the facility, and enhance makai and mauka views from the facility. Concerns were expressed by nearby residents that the proposal to relocate the bypass could impact private views towards the ocean from mauka residences. Given the sloping topography of the area and the separation between existing homes and the proposed highway corridor, the highway may be visible from mauka residences, however, ocean views from existing residences will not be blocked. As such, despite the more inland alignment, the preferred alternative is not anticipated to significantly impact views towards the Pacific Ocean from dwellings in the Launiupoko agricultural subdivisions.

Ocean and mountain views would be similar from Alternatives 2 and 3, the higher elevation of Alternative 3 would provide a slightly more mauka perspective. Alternative 1 would maintain the existing highway's proximity to the ocean, however, the ability to experience this shoreline drive will still be maintained for the majority of the existing highway's alignment with implementation of Alternatives 2 or 3. Also, as previously noted, Alternative 2 would bifurcate the County's acquired lands.

## **11. Historical and Archaeological Resources**

### **a. Existing Conditions**

An Archaeological Inventory Survey (Paraso and Dega, 2006) was performed on the larger parcels which encompasses the proposed roadway right-of-way for the Southern Terminus Relocation Project. See **Appendix "I"**. In general, the project area has been significantly altered by sugar cultivation activities. Subsurface testing conducted in connection with the previous archaeological inventory survey yielded negative results. The State Historic Preservation Division (SHPD) review and acceptance letter for this study is provided in **Appendix "I-1"**.

An archaeological field inspection was undertaken on October 31, 2006 and November 1, 2006, specifically for the corridor that was being proposed for the project. See **Appendix "I-2"**.



Based on the studies completed and consultation efforts to date, seven (7) sites have been documented within the vicinity of the project's Area of Potential Effect (APE), none of which are currently listed on the National Register of Historic Places. These seven (7) sites include: Site 2665 (rock wall), Site 4787 D (Lahaina Pump Ditch), Site 5953 (slag scatter), Site 5954 (rock wall), Site 5955 (activity area), Site 5956 (activity area) and Site 5950 (rock mounds), which consists of pushpiles of large rocks that are the result of rock removal programs during former plantation use of the land. Large boulders that characterized the geology of the southern slopes of the West Maui Mountains were piled into large mounds across the lower and upper plains. Similar features of this type can be found across the West Maui region from Ukumehame to Honokowai. Site 5950 consists of a total of 17 rock clearing mounds, five (5) or six (6) of which may be affected by the proposed alignments. All of the sites were determined to be from the historic sugar plantation or cattle ranching eras.

Due to the involvement of federal funds, the proposed project is considered a federal action subject to the consultation requirements of Section 106 of the National Historic Preservation Act (NHPA) and the Advisory Council on Historic Preservation's implementation procedures (CFR Part 800). Section 106 of the NHPA requires federal agencies to take into account the effects of federal actions on historic properties. Historic properties are defined as properties that are included in the National Register of Historic Places or that meet the criteria for the National Register. The Section 106 process seeks to accommodate historic preservation concerns with the needs of federal actions through consultation among the agency official and interested parties. The goal of consultation is to identify historic properties potentially affected by the action, assess the effects and seek ways to avoid, minimize, or mitigate any adverse effects on historic properties.

Section 106 consultation was integrated with the State of Hawai'i environmental review process for the proposed project. The environmental review process was initiated in 2006 with early consultation with various agencies and organizations, including the State Historic Preservation Division (SHPD), the Office of Hawaiian Affairs (OHA), and the Department of Hawaiian Home Lands (DHHL), and included the pre-assessment, agency, and public consultation conducted during the preparation and publication of a State of Hawai'i Draft Environmental Assessment (EA). A Cultural Impact

Assessment (CIA) report was also completed for the proposed action in February 2007 by Scientific Consultant Services, Inc. (SCS), pursuant to Act 50 of the Hawai‘i State Legislature (2000), which requires that environmental review documents include an assessment of cultural practices. As part of the CIA preparation process, consultation was sought from various agencies, civic groups and individuals such as the Maui and Honolulu offices of the OHA, the SHPD, the Maui Planning Department, Na Kapuna O Maui, and Clifford Naeole (Cultural Advisor for the Ritz Carlton Kapalua). See **Appendix “I-3”**.

Section 106 and Section 4(f) consultations have been undertaken for the proposed project. Copies of the respective agency determination letters are presented in **Appendix “J”** and **Appendix “K”**.

**b. Potential Impacts and Mitigation Measures**

All seven (7) sites, discussed above, have been determined to be significant under Criterion D, established for the National Register of Historic Places (i.e., likely to yield information important for research on prehistory or history). All of the sites have been thoroughly mapped and recorded. No further work is recommended for these sites.

The project area has been significantly altered by sugarcane cultivation and subsurfacing testing yielded negative results, thus, the presence of intact subsurface cultural deposits appears very low. As such, a no adverse effect on historic properties determination has been issued by FHWA with concurrence from SHPD. See **Appendices “J”** and **“K”**.

Although no further work or mitigation was recommended for these sites during the archaeological review process for the project, it is noted that under Alternative 1, three (3) of the seven (7) identified sites would not be impacted. These sites are 2665 (rock wall), 5953 (slag scatter), and 5954 (rock wall).

## 12. Cultural Resources

### a. Existing Conditions

Act 50 of the Hawai'i State Legislature (2000) requires that Environmental Assessment (EA) and Environmental Impact Statement (EIS) documents include an assessment of cultural practices, and further mandates that the planning process takes said practices into account. Consequently, a Cultural Impact Assessment (CIA) report was prepared by Scientific Consulting Services, Inc. for the project in February 2007. See **Appendix "I-3"**. The CIA report was based on consultation sought from various agencies, civic groups and individuals such as the Maui and Honolulu Offices of Hawaiian Affairs (OHA), the State Historic Preservation Division (SHPD), the Maui Planning Department, Na Kapuna O Maui, and Clifford Naeole (Cultural Advisor for the Ritz Carlton Kapalua). Archival research was also conducted and historical source materials were consulted.

### b. Potential Impacts and Mitigation Measures

Based on these consultations and research, the report found no evidence that the project area had been used for traditional cultural practices in recent times, and concluded that Hawaiian rights related to gathering, access, and other customary activities would not be affected by the proposed project. Consulted community members did recognize that the adjacent coastal areas contain resources which are critical for the continuance of traditional and customary native Hawaiian practices (pole fishing, diving, collecting limu, camping, etc.). The consulted community members recognized that the proposed extension could lessen highway associated impacts to coastal access and could eventually lead to an expansion of coastal activity areas. However, they also recognized that the Bypass has the potential to inhibit opportunities for mauka/makai access and suggested that the Bypass be designed to allow for safe mauka/makai access. Lastly, the consulted community members expressed the importance of preserving a lateral coastal road, in addition to the Bypass, in order to preserve ocean views and continuous coastal access.

In particular, it was noted that the following comments and suggestions offered by the Lahaina Chapter of the Hawaiian Civic Club should be considered during the planning and design phase for the project:



- Incorporate pedestrian underpasses at major drainage crossings and streams, since those areas would have been used as traditional mauka/makai access by native Hawaiians.
- The current road provides continuous access and is also very scenic. The visual plain is a cultural resource often overlooked and needs to be preserved. Design plans should continue to allow vehicle access to this section of the shoreline.
- It is important to preserve a continuous coastal road (in addition to the Bypass) as an alternative route in case of emergencies.
- There are concerns about private control of new coastal accesses or roadways. Legal mechanisms should be in place which allows for public use in perpetuity.

The existing Honoapiilani Highway is anticipated to continue to be maintained as a scenic highway parallel to the coastline and used as a local roadway and is not expected to impact the traditional cultural landscape. Access to the beach for cultural practices, such as fishing and limu gathering, is not anticipated to be negatively impacted. The use of the existing roadway will continue the scenic drive along the coastline. Providing a mauka alignment for the majority of traffic would lessen impacts on coastal access from the existing highway.

For safety reasons, mauka/makai pedestrian access will be accommodated at the Kai Hele Ku Street intersection as well as the Punakea Loop underpass, rather than at the proposed drainage culverts.

In summary, the construction of the proposed highway Bypass along the southern terminus relocation route (Preferred Alternative) is not expected to have an adverse effect on cultural beliefs, practices, resources, or gathering rights along the project corridor.

Similarly, Alternative 2 is not anticipated to present adverse impacts with regards to cultural resources.

Alternative 1 would maintain high traffic volumes on the existing highway south of the terminus, thus maintaining highway associated impacts to coastal access.

### 13. Marine Environment

#### a. Existing Conditions

The marine environment where Launiupoko Stream mouth and the aforementioned unnamed gulches meet the Pacific Ocean is characterized as coral reef, spur and groove structures, and sandy areas.

In most open coastal areas of Hawai‘i physical forces from wave energy are the dominant factors responsible for reef structure and species assemblages. Deposition of terrigenous sediment emanating from streams are known to create a habitat where coral communities are limited to species and growth forms that can withstand the conditions created by sediment deposition (Olowalu Town Marine Assessment; July, 2011).

Based upon consultation with the National Oceanic and Atmospheric Administration (NOAA), National Marine Fisheries Service (NMFS), endangered species in the area may include the Hawaiian monk seal (*Monachus schauinslandi*), as well as sea turtles: green (*Cheloniemydas*), hawksbill (*Eretmochelys imbricate*), loggerhead (*Carettacaretta*), olive ridley (*Lepidochelys olivacea*), and the leatherback (*Dermochelys coriacea*). These species may reside in the near shore waters in proximity to the project site. In addition, the Hawaiian monk seal is known to frequent sand and cobble beaches in the area. See **Appendix “D”**.

The benthic habitat, where Launiupoko Gulch and the unnamed gulches meet the Pacific Ocean, is characterized as having geomorphological structures of coral covered aggregate reef, spur and groove structures, and uncolonized sand. The seafloor where these coral reef ecosystems occur qualify as Essential Fish Habitat (EFH), pursuant to the Magnuson Stevens Fishery Conservation and Management Act. The Magnuson Stevens Fishery Conservation and Management Act of 1966, 16 U.S.C. et seq and associated federal regulations found at 50 CFR 600, requires, among other protections, *the protection of essential fish habitat in the review of projects conducted*

*under Federal permits, licenses, or other authorities that affect or have the potential to affect such habitat.* The seafloor is also designated as EFH for the bottom fish management unit species (MUS) group and the crustacean MUS. In addition, the water column has been designated as EFH for coral reef ecosystem MUS, bottomfish MUS, crustacean MUS and pelagic MUS.

As previously discussed, the proposed project will traverse three (3) unnamed gulches and Launiupoko Gulch, which directly discharge to the ocean. The gulches and stream crossings for the project are unavoidable. These gulches are dry for most of the year but convey flow into the ocean only during large storm events. Launiupoko Gulch is perennial in the upper valley and ephemeral in the lower portion due to an old plantation diversion. The stream runs dry for most of the year and flows only following large storm events. Refer to **Appendix “E”**.

**b. Potential Impacts and Mitigation Measures**

Since all construction activities will occur on land, inland of coastal shoreline features and marine environment, no direct impacts to marine species, habitats or coral reef ecosystems are anticipated. Indirect impacts may occur to the marine environment from the increase of sedimentation in coastal waters associated with upland construction activities.

Coral reef cover can decline if sedimentation in the water increases from upland sources and coral becomes smothered in sediment. Increases in sediment have the potential of occurring during the construction phase or as a result of changes in water velocity. Long term changes in water flow and/or volume in gulches have the potential to alter freshwater input. Freshwater input can be impacted by the increase in impermeable surfaces from the new roadway or culverts. Upon full buildout of the project, the total amount of impervious surface will be approximately 32 acres.

A comprehensive BMP program will be implemented during the construction of the project to mitigate the potential for sedimentation impacts to near shore waters and coral reef ecosystems. The contractor will be required to implement BMPs as outlined in **Appendix “B”**. The contractor will also be required to follow Maui County’s rules related to soil erosion and sedimentation control including BMPs required by Maui County’s Soil



Erosion and Sedimentation Control Ordinance, Chapter 20.08, Maui County Code.

Long-term measures will include establishment of retention basins to capture the additional runoff generated by the impermeable paved highway to maintain the current peak runoff during a 50-year storm. In addition, Maui County has adopted “Rules for Storm Water Treatment Best Management Practices” which establish requirements for appropriate desilting and/or filtering mechanisms to minimize impacts from changes in storm water runoff quality. Lastly, the drainage structures will be designed to accommodate 50-year flood flows and may include side-tapered and slope- tapered transitional inlets as well as energy dissipaters as necessary to maintain the existing velocities in the drainageways.

Specific measures to be implemented to prevent contamination of the marine environment from project-related construction activities include:

1. The project manager and heavy equipment operators shall perform daily pre-work equipment inspections for cleanliness and leaks. All heavy equipment operations shall be postponed or halted should a leak be detected, and shall not proceed until the leak is repaired and equipment cleaned.
2. Turbidity and siltation from project-related work shall be minimized and contained through the appropriate use of erosion control practices, effective silt containment devices, and the curtailment of work during adverse weather and tidal/flow conditions.
3. The project’s specifications will include requirements for the contractor to prevent debris and other wastes from entering or remaining in the marine environment during the project.
4. All heavy machinery work shall be postponed or halted when ESA-listed marine species are within 50 yards of the proposed work, and shall only begin/resume after the animals have voluntarily departed the area. If ESA-listed marine species are noticed within 50 yards after work has already begun, that work may continue only if, in the best

judgment of the project supervisor, that there is no way for the activity to adversely affect the animal(s).

The NOAA/NMFS has determined that, with appropriate BMPs incorporated into the project, the potential stresses posed by the proposed action would result in insignificant impacts, or the likelihood of impacts would be discountable for ESA-listed sea turtles and monk seals. Refer to **Appendix “D”**.

Further, based on the relocation of the Bypass further inland from the shoreline (the Preferred Alternative), EFH being present outside of and away from project construction, and implementation of BMPs, NOAA/NMFS has concurred with the FHWA that the proposed project would not adversely affect EFH, including coral reef resources in the project vicinity. Refer to **Appendix “L”**.

In summary, FHWA has determined and NOAA/NMFS has concurred that the proposed project is not likely to adversely affect ESA-listed marine species, designated critical habitat or EFH. The proposed action will, therefore, have minimal adverse effect to the marine environment including coral reef ecosystems in the project vicinity.

The above findings would be generally similar for Alternative 2, given the similar scope and length of the corridors. Alternative 1 would involve less of a construction footprint, so there is a lower potential for short-term impacts during construction due to the smaller project size. However, Alternative 1 would also maintain high traffic volumes on the section of existing Highway south of the terminus, thus marine and shoreline conditions would not benefit from the more inland highway alignment as presented in Alternative 3.

## **B. SOCIO-ECONOMIC ENVIRONMENT**

### **1. Regional Land Use and Community Character**

#### **a. Existing Conditions**

The vast majority of lands in West Maui are either State designated “Conservation” or “Agricultural”. Generally, “Conservation” lands occupy

the higher elevations, while the “Agricultural” district spans the middle ground. “Urban” designated lands, then, are left to occupy the lower elevations along the coast. The proposed project corridor traverses lands that are designated “Agricultural”.

The region contains a diverse range of physical and socio-economic environments. With its dry and mild climate and proximity to recreation-oriented shoreline resources, the visitor-based economy has grown steadily over the years.

West Maui’s attraction can be attributed to its year-round dry and warm climate, complemented by its rich natural resources including many white-sand beaches and scenic landscapes. Visitor accommodations are located in Lahaina and the resort communities of Kaanapali, Napili, and Kapalua. A number of internationally recognized luxury hotels and golf courses are located along the coastline at Kaanapali. The Kapalua-West Maui airport links this region to Oahu and other neighbor islands.

Lahaina, meanwhile, encompasses a diverse mix of land uses, including residential, business, light industrial, recreational, and agricultural uses. The town of Lahaina, located approximately three (3) miles north of the proposed project site, is the commercial center of West Maui. The town contains several shopping centers and retail business areas, and serves as a hub for the region’s residential housing.

The southern terminus relocation route of the Lahaina Bypass is within the Launiupoko area that has been historically used for sugarcane cultivation. Since the termination of sugar cultivation by Pioneer Mill Company in 1999, the area has transitioned to smaller agricultural lots with associated residences.

Launiupoko Beach Park is a Maui county park approximately 6.7 acres in size and located just west of the project corridor. There are swimming, picnic areas, public restrooms, showers, and onsite parking.

There are other County parks located along Honoapiilani Highway north and south of the proposed project as well. Puamana Beach Park is located to the northwest of the proposed project site, while Papalaua and Ukumehame Beach Parks are located to the south.



**b. Potential Impacts and Mitigation Measures**

The proposed southern terminus relocation is a minor component of the overall approved Lahaina Bypass project and is not anticipated to adversely impact the land use and community character of West Maui or its sub-region of Launiupoko. The roadway alignment has been incorporated in subdivision planning and longer-range master planning for the area. Residences and businesses will not be directly affected by the new alignment and the implementation of the southern terminus extension (Preferred Alternative) can be accomplished without adversely affecting agricultural operations.

As previously discussed, Alternative 1 routes the Bypass makai of a majority of the previously mentioned County-acquired lands, thereby limiting long-term planning for these lands and leaving the existing highway still susceptible to coastal hazards. Similarly, Alternative 2 results in the Bypass alignment bifurcating the County-acquired lands, also limiting the long-term planning options for these lands.

**2. Population**

**a. Existing Conditions**

The island of Maui has the fastest growing population in the State of Hawai'i. According to the latest census figures, there are an average of 50,000 residents and visitors in West Maui daily. The resident population of the West Maui Community Plan region has demonstrated a substantial increase over the last two decades. Population gains were especially evident in the 1970's as the rapidly developing visitor industry served as a catalyst for attracting new jobs and new residents. According to the U.S. Census data in 2010, the population in West Maui increased from 18,578 in 2000 to 22,156 in 2010. Projections of the resident population for West Maui for the years 2020 and 2030 are 25,096 and 28,903, respectively (County of Maui, June 2006).

Growth at the County level exhibits a similar pattern. The County's resident population increased from 128,094 in 2000 to 154,834 in 2010 according to the U.S. Census. Projections for the resident County population in 2020 and 2030 are 174,450 and 199,550, respectively (County of Maui, June 2006).

The island's defacto (residents and visitors) population is projected at 246,532 in 2030 if increases continue at historic rates. West Maui currently attracts the majority of Maui's visitors.

**b. Potential Impacts and Mitigation Measures**

The proposed relocation of the southern terminus to the vicinity of the former Olowalu Landfill site is a minor component of the overall approved Lahaina Bypass project and will not impact population parameters. As a fundamental infrastructure improvement needed to improve existing and long-term transportation needs of West Maui, none of the three (3) alternatives evaluated in this analysis are anticipated to present adverse impacts on population parameters.

**3. Economy**

**a. Existing Conditions**

The economy of Maui is heavily dependent upon the visitor industry. The dependency on the visitor industry is especially evident in West Maui, which is one of the State's major resort destination areas. The Kaanapali district includes a number of hotels, including the Maui Marriott Resort, Hyatt Regency Maui, the Westin Maui, and the Sheraton Maui. The foundation for the region's visitor strength lies in the natural resources from the mountains to the sea as well as year round favorable climatic conditions throughout West Maui.

In addition, West Maui's visitor orientation is reflected in the character of Lahaina Town, which serves as a center for visitor-related retail outlets, as well as visitor-related activities.

In terms of the agriculture industry, Pioneer Mill Company, Inc. ceased sugarcane cultivation on its lands in 1999. Of its 6,700 acres, approximately 500 acres are now currently utilized for the growing of coffee.

The State's seasonally unadjusted unemployment rate was 3.4 percent for the month of October 2015. Maui County's seasonally unadjusted unemployment

rate for the same period was 3.6 percent (State Department of Labor and Industrial Relations, November 2015).

**b. Potential Impacts and Mitigation Measures**

During the construction phase of the proposed project, benefits will accrue to the local economy as a direct result of construction expenditures. These beneficial impacts include contributions made in the form of wages and salaries. In the long term, the proposed action will improve existing roadway system operations for Maui residents, visitors, and businesses by providing a more efficient travel route and facilitating traffic movement.

There are no adverse economic impacts associated with any of the alternatives. The roadway right-of-way has been planned in the context of proposed subdivisions and master planned land uses and, therefore, does not involve the displacement of residences and business, including the displacement of existing agricultural operations.

**4. Environmental Justice and Civil Rights**

Executive Order 12898 on Environmental Justice requires federal agencies and recipients of federal funds to take appropriate steps to identify and address disproportionately high and adverse human health or environmental effects of federal projects on minority or low income populations. Similar non-discrimination protection is provided under Title VI of the Civil Rights Act of 1964.

All three (3) alternatives do not create a disproportionately high and adverse human health or environmental effect on minority and low income populations. All ethnicities and socio-economic population of Maui will be allowed to utilize the proposed road corridor. In addition, outreach for the project was provided through public scoping meetings held on April 26, 2007 and June 12, 2012. Also, the environmental review process has provided opportunities for the public to provide feedback on the proposed project.

## **C. PUBLIC SERVICES**

### **1. Police and Fire Protection**

#### **a. Existing Conditions**

The project site is within the Lahaina Police Station service area, which services all of the Lahaina district. The Lahaina Station is located in the Lahaina Civic Center complex at Wahikuli, approximately 7.5 miles from the project site.

Fire prevention, suppression, and protection services for the Lahaina District are provided by the Lahaina Fire Station, also located in the Lahaina Civic Center and the Napili Fire Station, located in Napili. The Lahaina Fire Station includes an engine and a ladder company, and is staffed by 30 full-time personnel. The Napili Fire Station consists of an engine company including fifteen (15) full-time fire fighting personnel.

#### **b. Potential Impacts and Mitigation Measures**

The proposed project will not affect the service area limits or requirements for police and fire protection. The provisions of a more efficient roadway, not subject to closure or disruption from coastal hazards and related erosion incidents will benefit emergency response conditions for both the Department of Fire and Public Safety and the Police Department.

Several comments were received on the Draft EA concerning potential fire impacts. Based on discussions with the Department of Fire and Public Safety's Wildland Fire Program Coordinator, the proposed project is not anticipated to significantly increase the risk of wild fires from occurring in the area. Risks can be minimized by maintaining low fire fuel loads along the new highway's shoulders through regular maintenance of landscaped areas. Overall, the proposed project is anticipated to have beneficial impacts to the public by:

- 1) increasing the ability for emergency services to access homes and structures;



- 2) enhancing evacuation routes for existing residents;
- 3) enhancing access for emergency services to potential wildfire areas;  
and
- 4) creating an additional fire break to prevent the spread of wild fires.

To note, the proposed project area falls within coverage area of existing Civil Defense warning sirens. Construction evacuation routes will be identified, as appropriate.

In summary, the three (3) alternatives evaluated in this analysis are not anticipated to present adverse impacts with regards to police and fire protection capabilities.

## **2. Medical Facilities**

### **a. Existing Conditions**

The only major medical facility on the Island is Maui Memorial Medical Center, located approximately 18 miles from the project site, midway between Wailuku and Kahului. The 231-bed facility provides general, acute, and emergency care services.

Regular hours are offered by private medical practices in Lahaina, which include the Maui Medical Group, Lahaina Physicians, West Maui Healthcare Center, and Kaiser Permanente Lahaina Clinic.

### **b. Potential Impacts and Mitigation Measures**

The proposed project will not affect the service area limits or requirements for medical services. As with fire and police services, the new roadway alignment to the vicinity of the former Olowalu Landfill site will provide for improved travel conditions for medical emergency response. As previously noted, the proposed action (Preferred Alternative) will benefit residents and visitors with a more efficient roadway to accommodate a higher capacity of traffic and a roadway less subject to road closure due to coastal hazards.

In summary, the three (3) alternatives evaluated in this analysis are not anticipated to present adverse impacts with regards to the provision of medical services or facilities.

### 3. **Recreational Facilities**

#### a. **Existing Conditions**

West Maui is served by numerous recreational facilities offering diverse opportunities for the region's residents. There are seventeen (17) County parks and three (3) State beach parks in West Maui. Approximately one-third of the County parks are situated along the shoreline and provide excellent swimming, diving, and snorkeling opportunities.

In addition, Kaanapali and Kapalua Resorts operate world-class golf courses which are available for public use.

County park facilities in the vicinity of the proposed southern terminus relocation project include the Puamana Beach Park and the Launiupoko Beach Park. The Puamana Beach Park is located approximately 1.5 miles to the northwest of the proposed project vicinity. This 1.4-acre park includes picnic tables, portable toilets, an outdoor shower and parking for approximately 32 vehicles.

The Launiupoko Beach Park is located to the west of the proposed project route, seaward of the intersection of Honoapiilani Highway and Kai Hele Ku Street. Launiupoko Beach Park is 6.7 acres in size and offers picnic tables, comfort station, an outdoor shower, and paved parking.

Furthermore, the coastline at various locations is used by residents and visitors alike for coastal recreation uses. These beaches are busy with a wide variety of ocean activities, including fishing, surfing, snorkeling, and sun bathing.

Additionally, as previously discussed, Section 4(f) refers to the original section within the Department of Transportation (DOT) Act of 1966 (49 USC 303123 CFR 774.3 (a) and (b)) which mandates that *“special effort should be made to preserve the natural beauty of the countryside and public park and recreational lands, wildlife and waterfowl refuges, and historic sites”* in

transportation project development. Section 4(f) requirements are implemented by the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA). Section 4(f) applies to any significant publicly owned public park, recreation area, or wildlife and waterfowl refuge and any land from a historic site of national, state, or local significance.

**b. Potential Impacts and Mitigation Measures**

The Preferred Alternative will not impact existing public recreational facilities which are located along the coastline. Once completed, opportunities for increasing coastal recreation areas in the area can be further explored. It is noted that the County of Maui has recently acquired a large area of coastal land in the project vicinity for the purpose of future open space/park land planning. The preferred alignment for the project does not conflict with this intended long-term use, nor is the proposed project anticipated to affect Section 4(f) properties. Refer to **Appendix “K”**.

As previously discussed, Alternative 1 routes the Bypass makai of a majority of the previously mentioned County-acquired lands, thereby limiting long-term planning for these lands and leaving the existing highway still susceptible to coastal hazards. Similarly, Alternative 2 results in the Bypass alignment bifurcating the County-acquired lands, also limiting the long-term planning options for coastal related uses for these lands.

**4. Schools**

**a. Existing Conditions**

The West Maui area is served by four public schools operated by the State of Hawai‘i, Department of Education as shown in **Table 4**.

**Table 4.** Department of Education (DOE) Schools Located in West Maui

School	Enrollment (2015-2016)
Kamehameha III Elementary School	733
Princess Nahienaena Elementary School	668
Lahaina Intermediate School	603
Lahainaluna High School	859
Source: State of Hawai'i, Department of Education, 2015.	

All of the public schools are located within the Lahaina Town area.

University of Hawai'i-Maui College is located in Kahului and is a branch of the University of Hawai'i system. This is the primary higher education institution serving the County of Maui. Private schools in the West Maui region include Sacred Hearts School and Maui Preparatory Academy.

**b. Potential Impacts and Mitigation Measures**

Inasmuch as the proposed southern terminus relocation of the Lahaina Bypass corridor to the vicinity of the former Olowalu Landfill site is not a direct population generator, none of the three (3) alternatives evaluated in this analysis are anticipated to present adverse impacts on school enrollments and educational facility requirements in the region.

**5. Solid Waste**

**a. Existing Conditions**

Single-family residential solid waste collection service is provided by the County of Maui on a once-a-week basis. Residential solid waste collected by County crews is disposed at the County's Central Maui Landfill, located four (4) miles southeast of the Kahului Airport. In addition to County-collected refuse, the Central Maui Landfill accepts commercial waste from private collection companies.



To facilitate solid waste collection services for the West Maui region, a refuse transfer station has been established at the former County landfill site at Olowalu which is located near the proposed new southern terminus.

**b. Potential Impacts and Mitigation Measures**

Cleared and grubbed materials from the roadway right-of-way will be disposed for composting use, as applicable. Construction waste which may be generated from the building of the roadway (e.g., wood used for casting and forming) will be either recycled or disposed of at an approved construction waste site. With these solid waste management provisions, the contribution of construction waste to the County's Central Maui Landfill will be minimized. Thus, none of the three (3) alternatives evaluated in this analysis are anticipated to present adverse impacts on collection or capacity parameters of the County's solid waste disposal system.

**D. INFRASTRUCTURE**

**1. Roadways**

**a. Existing Conditions**

A Traffic Impact Analysis Report (2009 TIAR) was prepared in February 2009 to analyze the impact of the proposed relocation of the Lahaina Bypass southern terminus on future traffic operations of the planned Lahaina Bypass Highway. See **Appendix "M"**. In response to comments from the public and reviewing agencies during the Draft EA review period, a Traffic Addendum was prepared in February 2014. Refer to **Appendix "M-1"**. The study area used in both reports extends from Hokiokio Place to the proposed new location for the intersection of the southern terminus with the Honoapiilani Highway.

To provide context, a summary of the roadway network (including existing and planned facilities) within the study area is provided below:

- **Honoapiilani Highway (Existing)**

Honoapiilani Highway is an existing state-owned and maintained

regional principal arterial. It is currently the only major roadway facility providing vehicular access between West Maui with the central valley of the island. The highway in the vicinity of the Olowalu and Launiupoko area primarily serves as access for vehicles traveling to and from the Lahaina, Kaanapali, and Kapalua areas. Honoapiilani Highway is used by the local resident population to travel to and from their homes, work, school, stores, recreation, etc. The highway in the project area is a two-lane rural highway generally aligned in a north to south direction following the coastline. The highway has a posted speed limit of 35 miles per hour (mph) in the Olowalu area, increasing to 45 mph toward Lahaina Town. In the project area, the highway has 12-foot-wide lanes with paved shoulders varying in widths from about 6 to 10 feet wide.

- **Lahaina Bypass Highway (Planned)**

The Lahaina Bypass Highway will initially be constructed as a two-lane principal arterial between the northern terminus located in Honokowai and the southern terminus by the year 2020. Two (2) portions of the project have been completed, Phase 1A and Phase 1B-1. The roadway network created as a result of the proposed relocation of the southern terminus would fall under Phase 1B-2 of the Lahaina Bypass project. As part of Phase 1B-1, improvements were made to Hokiokio Place, a makai-mauka roadway referred to as the Puamana Connector, between the Honoapiilani Highway and the Lahaina Bypass. Refer to **Figure 5**. Upon completion of construction of the two-lane Lahaina Bypass project, the highway will then be widened by the State from two (2) to four (4) lanes by 2035 in order to accommodate projected traffic growth in the West Maui region. The roadway network between Hokiokio Place and the relocated southern terminus would consist of five (5) intersections. Refer to **Figure 5** and **Table 5**, as follows:

**Table 5. Study Area Intersections**

Intersection	Location
A	Lahaina Bypass Highway and Honoapiilani Highway (Proposed Southern Terminus)
B	Lahaina Bypass Highway and Kai Hele Ku Street
C	Lahaina Bypass Highway and Puamana Connector (Hokiokio Place)
D	Honoapiilani Highway and Puamana Connector (Hokiokio Place)
E	Honoapiilani Highway and Kai Hele Ku Street

- **Puamana Connector (Existing)**

As noted above, the Puamana Connector (Hokiokio Place) is the mauka-makai collector roadway which provides access between the Lahaina Bypass Highway and the portion of the Honoapiilani Highway entering Lahaina Town in the general vicinity of Puamana Beach Park. Refer to **Figure 5**. Two (2) alternative alignments for the Puamana Connector (Hokiokio Place and Punakea Loop Extension) were evaluated for implementation in the 2014 Traffic Addendum. Refer to **Appendix “M-1”**. A discussion of these alternatives is presented in Section II of this document.

The Hokiokio Place Connector alternative was selected by HDOT as the preferred connector location based on its proximity to Lahaina town and the avoidance of conflicts that would result from the Punakea Loop Extension alternative that routes Lahaina town-bound traffic along the shoreline. In addition, the Hokiokio Place alternative utilizes an existing roadway and intersection as opposed to constructing a new intersection and roadway improvements to provide a new connector between Honoapiilani Highway and the Lahaina Bypass. It is noted that additional improvements to Hokiokio Place, as needed, will be done by others.

- **Kai Hele Ku Street (Existing)**

Kai Hele Ku Street is an existing local roadway which intersects Honoapiilani Highway as a signalized intersection across from

Launiupoko Wayside Beach Park. The roadway provides access to existing residential areas located mauka of the Honoapiilani Highway. The proposed Bypass would require construction of an intersection along this roadway. The amended Lahaina Bypass alignment resulting from the proposed relocation of the southern terminus would provide for a more appropriate intersection angle with Kai Hele Ku Street than was previously planned under the original approved alignment. Refer to **Figure 5**.

- **Punakea Loop (Existing)**

Punakea Loop is an existing roadway providing access to the Makila Plantation, Makila Ranches, and Mahanalua Nui subdivisions as well as properties along Kauaula Stream. The mauka portion is paved and the makai section (below Haniu Place) is gravel surface. (It is noted that as of November 2015, construction work has been initiated to pave the makai section of Punakea Loop.) The roadway provides a connection to Honoapiilani Highway via Hokiokio Place. Several native Hawaiian families have historically accessed properties along Kauaula Stream through this corridor. The properties are situated mauka of the Bypass alignment. In 2008 the right to utilize this route for mauka access was memorialized in a declaration of access easement recorded as Document No. 2008-122078. The route is also designated as an emergency access route for the residents of the Launiupoko community. As noted in the Section II.B. of this report, since Hokiokio Place has been selected as the preferred location for the Puamana Connector and due to the close proximity of Punakea Loop to Hokiokio Place, an underpass would be constructed to maintain existing access at the Punakea Loop corridor.

**b. Potential Impacts and Mitigation Measures**

The 2009 TIAR analyzed the traffic impacts of the proposed southern terminus relocation project during both the morning and afternoon peak hour periods in the 2020 and 2035 planning time horizons. A subsequent analysis showed that the traffic forecasts would be similar for all three (3) alignments being considered for the Lahaina Bypass Southern Terminus Relocation Project. The first study year (2020) is the expected completion of the entire Bypass



highway as a two-lane highway and the second study year (2035) is its completion as a four (4) lane highway. The study also developed conceptual recommendations for the design of the five (5) intersections that would fall along the proposed amended alignment. In addition to the construction and widening of the Lahaina Bypass, the study assumed that the portion of the Honoapiilani Highway immediately south of the proposed location for the southern terminus would also be widened to four (4) lanes by 2020 to accommodate projected traffic volumes.

The study developed morning and afternoon peak hour traffic projections (for 2020 and 2035) for the five (5) intersections that would be developed within the study area by using baseline traffic data prepared for both the modified Lahaina Bypass Highway and the Honoapiilani Highway Widening/Realignment (Maalaea to Launiupoko) project. The baseline data was updated to reflect recent and future residential development on either side of the Bypass highway alignment.

A Level of Service (LOS) analysis was then prepared for those five (5) intersections using the traffic projections to identify potential traffic impacts and propose mitigation strategies and intersection design solutions, as applicable. LOS ratings are commonly utilized in traffic studies to measure the quality of traffic flow on roadway facilities, particularly at signalized intersections. LOS designations range from the best, most efficient rating of “A” (average delays of less than 10 seconds) to the least efficient rating of “F” (average delays longer than 80 seconds). Service level ratings between “A” and “D” are generally considered acceptable for major roadway facilities. LOS ratings “E” and “F” are, however, indicative of the need for the formulation and application of mitigation measures. Notwithstanding the foregoing service assessment criteria, intersections are often designed with the priority of facilitating a higher level of service for approaches along major streets. Lower levels of service along minor street approaches to intersections can, therefore, be tolerated if they allow major roadways with higher volumes of traffic to operate at acceptable levels of service. A discussion of the findings of the LOS analysis is provided in the 2009 TIAR. Refer to **Exhibit “M”**.

Following completion of the traffic projections and LOS analysis components of the 2009 TIAR, a series of conceptual design recommendations for the five

(5) intersections were presented based upon an assessment of potential alternatives. The recommended intersection designs were based upon projected improvements in service ratings relative to the level of mitigation necessitated by the traffic forecasts.

In considering alternative intersection designs during preparation of the 2009 TIAR, roundabouts were not considered feasible since they did not conform to several guidelines set forth in the HDOT's memo on Modern Roundabouts Policy Guideline dated December 19, 2008.

### **2020 Study Year**

Due to projected continued increases in roadway usage in West Maui, the proposed section of roadway generated by the relocated southern terminus will operate over recommended capacity limits by the year 2020. The two-lane Bypass highway would, therefore, not be adequate toward meeting the projected 2020 travel element between the southern terminus and the Puamana Connector. To meet 2020 traffic demand projections, the existing section of the Honoapiilani Highway will need to be maintained as a regional roadway until the widening of the Lahaina Bypass to four (4) lanes by 2035. Furthermore, the study noted that Honoapiilani Highway will need to be widened to four (4) lanes south of the relocated southern terminus by 2020 based on the forecasted volumes.

According to the Findings of the 2009 TIAR, all of the five (5) study intersections would require signalization by 2020. A summary of the recommended design concept for each of the five (5) study intersections in 2020 is presented in **Table 6** below. Graphic illustrations for each of these recommended intersection designs are provided in the 2009 TIAR. Refer to **Appendix "M"**.

**Table 6.** Recommended Intersection Designs for 2020 Study Year

Intersection Description		2020 Recommended Design	2009 TIAR Date/Figure Reference No.
A	Lahaina Bypass Highway and Honoapiilani Highway (Proposed Southern Terminus)	Signalized T-Intersection	Page 30 (Figure D-1)
B	Lahaina Bypass Highway and Kai Hele Ku Street	Traditional Signalized Intersection	Page 35 (Figure D-4)
C	Lahaina Bypass Highway and Puamana Connector	Traditional Signalized Intersection	Page 40 (Figure D-7)
D	Honoapiilani Highway and Puamana Connector	Signalized T-Intersection	Page 45 (Figure D-10)
E	Honoapiilani Highway and Kai Hele Ku Street	Existing Signalized Intersection	Page 48 (Figure D-12)

### 2035 Study Year

As discussed previously, the Lahaina Bypass is expected to be operating as a four (4) lane highway by the study year 2035. The 2009 TIAR concluded that the four (4) lane highway network will provide adequate capacity to accommodate all north-south traffic flows in the year 2035. Two scenarios for utilizing the existing Honoapiilani Highway would then be available. First, the Honoapiilani Highway would have the ability to be converted into a local recreational roadway from 2035 onwards. Under this scenario (Scenario A), the intersections at either end of this portion of the Honoapiilani Highway would not require signalization and would not permit cross-traffic movements onto the Lahaina Bypass.

Alternatively, Honoapiilani Highway could be retained as a two-lane minor arterial roadway between the southern terminus and the Puamana Connector (Scenario B). This scenario would further improve traffic operations along the Lahaina Bypass corridor by providing diversion opportunities for traffic using the facility. Under this scenario, the intersections at either end of this section of the Honoapiilani Highway would require signalization to facilitate cross traffic movements onto the Lahaina Bypass.

To ensure acceptable LOS, the 2009 TIAR included the following recommendations for the design of the five (5) intersections along the realigned Lahaina Bypass Highway under the two (2) above-noted scenarios, which are summarized in **Table 7**. Again, Scenario A represents the case where Honoapiilani Highway would be made into a local roadway whereas Scenario B illustrates the situation where Honoapiilani Highway would continue to operate as a two-lane highway.

**Table 7.** 2009 TIAR Recommended Intersection Design for 2035 Study Year

Intersection Description		SCENARIO A 2035 Recommended Design (No Diversion)	2009 TIAR Page/Figure Reference	SCENARIO B 2035 Recommended Design (With Diversion)	2009 TIAR Page (Figure) Reference
A	Lahaina Bypass Highway and Honoapiilani Highway	T-Intersection	Page 31 (Figure D-2)	Signalized T-Intersection	Page 32 (Figure D-3)
B	Lahaina Bypass Highway and Kai Hele Ku Street	Michigan U-Turn	Page 37 (Figure D-6)	Same	Same
C	Lahaina Bypass Highway and Puamana Connector	Partial Interchange	Page 42 (Figure D-9)	Same	Same
D	Honoapiilani Highway and Puamana Connector	T-Intersection	Page 46 (Figure D-11)	Signalized T-Intersection	Page 45 (Figure D-10)
E	Honoapiilani Highway and Kai Hele Ku Street	Signalized Intersection (Existing)	Page 48 (Figure D-12)	Same	Same

A subsequent Traffic Signal Warrant Analysis was performed on the study intersections as part of the 2014 Traffic Addendum. This study assessed the traffic conditions, pedestrian characteristics, and physical characteristics of each location to determine whether installation of a traffic signal is justified. Refer to **Appendix “M-1”**. As stated in the 2014 Traffic Addendum, traffic signal warrants passed for most intersection scenarios. Due to the small minor road volumes, traffic signal warrants did not pass for the intersection of Lahaina Bypass at Puamana Connector (Hokiokio Place) in 2020 and the intersections of Honoapiilani Highway at Puamana Connector, for both Punakea Loop and Hokiokio Place scenarios for the 2035 baseline option.



The intersection of Honoapiilani Highway at Kai Hele Ku Street did not pass the vehicular volume traffic signal warrants although the intersection is currently signalized, providing pedestrians a safe crossing between Launiupoko Beach Park and a mauka overflow parking lot. Future traffic control should consider vehicle and pedestrian conflicts at that time and a traffic signal should be retained if pedestrian safety concerns warrant it.

Further analysis of the potential for roundabouts in the 2014 Traffic Addendum determined that roundabouts would not be feasible at intersections along the Lahaina Bypass and Puamana Connector (Hokiokio Place) although possible at the intersection of Honoapiilani Highway and Kai Hele Ku Street.

Additional alternative intersection traffic control options were also evaluated as part of the 2014 Traffic Addendum using individual intersection geometric and forecast volume constraints at the two (2) primary intersections with the Lahaina Bypass; (1) Kai Hele Ku Street (standard at-grade intersection vs. Michigan U-Turn), and, (2) the Puamana Connector at Hokiokio Place (Partial Grade Separation vs. Displaced Left Turn vs. Jug-Handle vs. Quadrant Roadway). The study concluded that the alternative designs had geometric, operation, or cost constraints that made them not as feasible as a comparable standard at-grade intersection. The detailed findings of this evaluation are provided in **Appendix “M-1”**.

### **Summary**

Upon completion of the intersection traffic control analysis, the 2014 Traffic Addendum recommended that all five (5) study intersections be at-grade, signalized intersections in the 2035 study year, as summarized in **Table 8**, below. The proposed intersection traffic control for the full build (2035) scenario with land configurations is shown in Figure 9 of the 2014 Traffic Addendum (Refer to **Appendix “M-1”**). As noted previously, the Honoapiilani Highway/Kai Hele Ku Street intersection has been identified as a potential location for a roundabout in the future.

The 2014 Traffic Addendum recommends that future traffic volumes be monitored and specific intersection traffic control, lane configuration, storage lengths, and traffic signal timing be modified to accommodate needs at that time.

**Table 8. Intersection Traffic Control**

<b>Intersection</b>	<b>Traffic Control</b>
A - Lahaina Bypass at Honoapiilani Highway	Traffic Signal
B - Lahaina Bypass at Kai Hele Ku Street	Traffic Signal
C - Lahaina Bypass at Puamana Connector (Hokiokio Place)	Traffic Signal (by 2035 or when warranted)
D - Honoapiilani Highway at Puamana Connector (Hokiokio Place)	Traffic Signal
E - Honoapiilani Highway at Kai Hele Ku Street	Traffic Signal or Roundabout

With implementation of the recommended intersection designs and maintenance of the Honoapiilani Highway as a through road until the year 2035, the amended alignment of the Lahaina Bypass Project is expected to operate at acceptable levels of service in both the 2020 and 2035 planning time horizons. Based on the findings of the traffic studies included herein, the relocation of the southern terminus will not adversely impact the future traffic operating conditions of the Lahaina Bypass Highway project. Refer to **Appendix “M”** and **Appendix “M-1”**.

During the construction phase, short-term impacts on traffic are anticipated from construction vehicles and equipment and construction workers traveling on Honoapiilani Highway to the project area. Since the project involves construction of a new facility in a new corridor, direct impacts to existing traffic flows will be minimal. A construction traffic management plan will be developed prior to the initiation of construction activities to minimize the potential for traffic conflicts.

## **2. Water**

### **a. Existing Conditions**

An Engineering Assessment Report has been completed for the proposed project. See **Appendix “N”**. The water systems in Launiupoko area are privately owned and regulated by the Public Utilities Commission (PUC) Company. The existing, source, storage, and water distribution systems are located mauka and east of the proposed highway corridor. There is no water

system within the proposed project corridor except for existing lines along Kai Hele Ku Street and planned waterlines along the Punakea Loop Extension. (It is noted that as of November 2015, construction work has been initiated to install the waterlines along the Punakea Loop extension.

**b. Potential Impacts and Mitigation Measures**

The proposed project (Preferred Alternative) is not anticipated to impact water demand or affect water infrastructure requirements. In order to maintain existing and planned service, the HDOT proposes to install new pipeline sleeves to relocate existing waterlines across the right-of-way to service lands on the makai side of the highway. Refer to **Appendix “N”**.

The Department of Water Supply (DWS) recommended the following mitigation measures to be implemented during construction in order to minimize impacts to groundwater sources:

- Keep run-off on site;
- Prevent cement products, oil, fuel and other toxic substances from leaching into the ground.
- Properly install and maintain erosion control barriers such as silt fencing or straw bales
- Retain ground cover until the last possible date
- Disturb the smallest area possible;
- Properly and promptly dispose of all loosened and excavated soil and debris material; and
- Stabilize denuded areas by sodding as soon as possible.

Similarly, Alternatives 1 and 2 are not anticipated to present adverse impacts with regards to water.

### 3. Wastewater

#### a. Existing Conditions

There are no County operated wastewater disposal facilities in the area, including the project site. Individual wastewater disposal needs in the Launiupoko area are currently addressed either by septic tanks with leach fields or equivalent individual treatment systems (i.e., seepage pits).

#### b. Potential Impacts and Mitigation Measures

The proposed project (Preferred Alternative) is not anticipated to create an additional demand for wastewater services.

Similarly, Alternatives 1 and 2 are not anticipated to present adverse impacts with regards to wastewater.

### 4. Drainage

#### a. Existing Conditions

As previously discussed in this report, a Drainage Report was completed for the Southern Terminus Relocation Project to examine existing drainage improvements and any improvements that will be required to comply with Code of Federal Regulations - CFR 650 (Bridges, Structures and Hydraulics). Refer to **Appendix "B"**.

There are eight (8) upland drainage or watershed areas which contribute to drainage flows across the project area. These drainage areas are located on the westerly slopes of the West Maui Mountains, and consist of both steep slopes and flatter lands, the latter of which was previously utilized for cultivation of sugar cane prior to the closure of Pioneer Mill in 1999. Portions of these flatter slopes have been subdivided in recent years and are now characterized by single-family residential housing.

The recommended drainage systems for the realigned highway, summarized below in **Table 9**, along with estimated drainage rates, were sized to maintain surface run-off for the 100-year, 24-hour storm from mauka lands at pre-



development rates and volumes. A graphic depiction of these improvements for the proposed realignment is presented in Exhibit “C” of the Drainage Report (Refer to **Appendix “B”** in this document).

**Table 9:** Recommended Project-Related Drainage Improvements

Drainage Basin	Drainage Area (acres)	Estimated Run-off Rate (cfs)	Size of Proposed Drainage Structure
1	866	1768 <sup>1</sup>	Single 9' x 20' Box Culvert
2	785	1646 <sup>1</sup>	Single 8' x 20' Box Culvert
3	1581	3067 <sup>1</sup>	Twin 8' x 18' Box Culvert
4	261	333 <sup>1</sup>	84" C.M. Pipe
5a	115	117	54" C.M. Pipe
5b	212	216 <sup>1</sup>	72" C.M. Pipe
6a	76	80	48" C.M. Pipe
6b	231	227 <sup>1</sup>	72" C.M. Pipe
6c	26	34	36" C.M. Pipe
7a	82	94	54" C.M. Pipe
7b	78	91	54" C.M. Pipe
8	81	79	48" C.M. Pipe
cfs - cubic feet per second <sup>1</sup> - 100-year, 24-hour storm			

In summary, the drainage system along the realigned highway within the project area is proposed to consist of four (4) box culverts and nine (9) corrugated metal (C.M.) Pipe structures.

Although the Drainage Report recommended designing for the 100-year storm to prevent overtopping, it is noted that Section 650.115 of CFR and HDOT’s design standards allow the use of 50-year storms to size the drainage structures. This may result in the reduction in sizes of the proposed drainage structures in **Table 9**.

Desilting and retention basins will also be installed to capture the additional runoff generated by the impermeable pavement structures on the new highway. Energy dissipaters will also be installed at outlets of drainage structures where

necessary to maintain the existing velocities in the drainageways. Refer to **Appendix “B”**.

**b. Potential Impacts and Mitigation Measures**

With implementation of the proposed drainage improvements along the amended alignment, the proposed project is not anticipated to impact downstream properties or coastal resources. Nonetheless, the proposed drainage improvements will comply with applicable provisions of H Administrative Rules, Section 11-54-1.1, 11-54-3, 11-54-4 through 11-54-8. Additionally, a National Pollutant Discharge Elimination System (NPDES) permit is required for the proposed project. As such, a NPDES permit application will be submitted prior to initiation of project construction activities.

The contractor will be required to follow the Water Pollution and Erosion Control specifications outlined in Section 201 of the “Hawai‘i Standard Specifications for Road, Bridge, and Public Works Construction” (see **Appendix “B”**) and the County of Maui “Rules for the Design of Storm Drainage Facilities” and “Rules for Storm Water Treatment Best Management Practices”.

Also, as previously discussed, the Bypass route as approved in Alternative 1 does not cross the Launiupoko Gulch and one (1) of the unnamed gulches that was determined to be jurisdictional by USACE. However, the Preferred Alternative is still being sought as the overall benefits of a more southern terminus are determined to be of greater significance. Similar to Alternative 3, pursuit of Alternative 2 would necessitate crossing the same unnamed gulches and the Launiupoko Gulch as the Preferred Alternative.

**5. Electrical, Telephone, and CATV Systems**

**a. Existing Conditions**

Electrical power and telephone service are provided to the Launiupoko area by Maui Electric Company, Ltd. (MECO) and Hawaiian Telcom, via overhead distribution lines situated along Honoapiilani Highway. MECO’s main high voltage transmission line connecting the Lahaina and Central Maui areas, runs

along the foothills of the West Maui Mountains approximately one mile east (mauka) of the proposed project corridor. Access to the regional line is currently provided via an easement route which will be crossed by the preferred alignment. An overhead distribution system providing electrical service to residential areas mauka of the proposed project corridor also exists along Kai Hele Ku Street.

**b. Potential Impacts and Mitigation Measures**

The proposed project will not impact the regional transmission line, nor will it require infrastructural improvements to the existing distribution lines along Honoapiilani Highway. Access to the mauka regional transmission lines will be provided via right-turn in and right-turn out driveways off of the Bypass. The overhead distribution system along Kai Hele Ku Street will be placed underground across the proposed project corridor during construction.

Similarly, Alternatives 1 and 2 are not anticipated to present significant adverse impacts with regards to electrical, telephone, and CATV systems.

**E. CUMULATIVE AND SECONDARY IMPACTS**

The proposed relocation of the Lahaina Bypass terminus from Launiupoko to the vicinity of the former Olowalu Landfill site is part of the larger Lahaina Bypass project which will extend to Honokowai to the north. As previously stated in Chapter I, the Supplemental Final EIS for the Lahaina Bypass was concluded in April 2002. The action covered under this Final Environmental Assessment does not alter the scope of the Lahaina Bypass project as previously described in the Supplemental Final EIS, with the exception that the southern terminus would be extended by approximately 4,800 feet to the south.

The realignment of the Lahaina Bypass right-of-way upland does provide for associated benefits as described in Chapter I. In particular, by moving the major high speed transportation corridor inland, there would also be opportunities to expand coastal recreational areas by modifying the alignment of the existing Honoapiilani Highway to create a local coastal access roadway. If this coastal recreational concept is realized, public benefits will include improved access to shoreline areas, and safer access to coastal areas as the high-speed Honoapiilani Highway may be functionally reclassified to a lower class of roadway serving local shoreline areas only. Additionally, the need to artificially armor the shoreline to mitigate shoreline erosion will be minimized, thus providing for natural beach processes to continue

without intervention.

In light of the preceding discussion, there are no adverse cumulative or secondary impacts anticipated from the three (3) alternatives that have been evaluated as part of this analysis.

## **F. SUMMARY OF MITIGATION MEASURES**

Following evaluation of the potential impacts associated with the three (3) alternatives considered, HDOT has selected the Preferred Alternative (Alternative 3) for the project.

A summary of the proposed mitigation measures for the preferred alternative (mauka alignment) for the project is presented in the table below:

**Table 10: Mitigation Table**

<b>Functional Area</b>	<b>Parameter</b>	<b>Proposed Mitigation</b>
Physical Setting	Existing and Planned Land Uses	Additional community consultation will take place prior to initiation of the detailed design and construction phases.
	Topography and Soil Characteristics	Further refinement of grading plans and facility design will seek to minimize earthwork quantities and reduce massing of facility.
	Flood and Tsunami Hazards	For the three (3) floodways identified within the project limits, the proposed design will provide for culvert crossings which will accommodate the runoff from mauka of the roadway alignment and may include the use of side-tapered and slope-tapered transitional inlet structures. These structures will be sized to handle 50-year storms. Desilting and retention basins will also be installed to capture the runoff from the impermeable roadway surface. The location of the southern connection from the bypass to Honoapiilani Highway has been shifted north to avoid Flood Zone VE. Detailed siting and design of the southern connection should avoid activities within Zone VE.



**Table 10: Mitigation Table**  
(continued)

Functional Area	Parameter	Proposed Mitigation
Physical Setting	Terrestrial Flora and Fauna	<p>The U.S. Fish and Wildlife Service recommended the following mitigation measures:</p> <ul style="list-style-type: none"> <li>- that woody plants taller than 15 feet not be trimmed during the breeding season for the Hawaiian Hoary Bat (June 1 to September 15);</li> <li>- that temporary irrigation be removed 90 days prior to the opening of the project to deter the Hawaiian Nene Goose from foraging in the area;</li> <li>- that grasses will be allowed to establish without mowing;</li> <li>- that no erosion control matting will be used to avoid entanglement of Nene;</li> <li>- that a biologist, familiar with the nesting behavior of the Nene, survey the area prior to the initiation of work during the Nene breeding season, or after any subsequent delay of work of three (3) or more days;</li> <li>- that all work would cease immediately following the discovery of a Nene nest within 150 feet of the construction area and that USFWS be called for guidance;</li> <li>- that all work be suspended temporarily if a Nene appears within 100 feet of the construction area until the bird moves off to a safe distance of its own volition;</li> <li>- that artificial lighting be downward shielded to minimize glare to protect migratory seabirds; and</li> <li>- that no nighttime construction be undertaken during peak seabird fallout period of September 15 to December 15.</li> </ul>
	Streams and Wetlands	<p>Culverts have been determined to be the best practical alternative for the highway crossings at the four (4) affected drainageways within the project limits determined to be jurisdictional waters of the U.S. The culverts will be designed to accommodate the 50-year storm events and may include side-tapered and slope-tapered transitional inlets and energy dissipaters, as necessary. These four (4) proposed crossings will comply with Department of Army Section 404 permitting requirements, Department of Health administered Section 401 Water Quality Certification and Coastal Zone Management Consistency Approval, as appropriate. Furthermore, the standard Best Management Practices (BMPs) required for Hawaii Department of Transportation (HDOT) projects will be required and implemented in the design and construction of the project.</p>

**Table 10: Mitigation Table**  
(continued)

Functional Area	Parameter	Proposed Mitigation
Physical Setting	Air Quality	Dust control measures and other appropriate BMPs will be implemented to minimize wind-blown emissions during the construction phase. Post-implementation, the proposed project is not anticipated to result in adverse ambient air quality impacts requiring mitigation.
	Noise	To minimize construction noise, construction activities will be limited to the hours between 7:00am and 6:00pm Monday through Friday and 9:00am and 6:00pm on Saturdays, as well as through the implementation of applicable BMPs and adherence to Department of Health noise regulations.
	Scenic and Open Space Resources	Refinement of grading plans and facility design will seek to minimize earthwork quantities, reduce massing of facility and enhance opportunities for mauka and makai views from the facility.
	Historical and Archaeological Resources	Although archaeological monitoring was not recommended, should cultural or historical materials be inadvertently discovered during construction, work will cease in the vicinity of the find, and the State Historic Preservation Division will be contacted for further guidance.
	Cultural Resources	Mauka/makai pedestrian access to be accommodated at the Kai Hele Ku Street and Punakea Loop underpass. Further examination of a pedestrian underpass/trail at Launiupoko Gulch crossing will occur during detailed design.
	Marine Environment	<p>The contractor will implement a BMP program, including adherence to Maui County's rules related to soil erosion and sedimentation control to minimize impacts to the marine environment. Specific measures to be implemented include:</p> <ul style="list-style-type: none"> <li>- daily pre-work inspections of machinery and vehicles for cleanliness and leaks;</li> <li>- appropriate use of erosion control practices;</li> <li>- silt containment devices, and curtailment of work during adverse weather and tidal conditions to minimize turbidity and siltation;</li> <li>- measures to prevent debris and other wastes from entering the marine environment; and curtailment of work when Endangered Species Act-listed marine species are within 50 yards of the construction area.</li> </ul>

**Table 10: Mitigation Table**  
(continued)

Functional Area	Parameter	Proposed Mitigation
Public Services	Solid Waste	Cleared and grubbed materials from the right-of-way area will be disposed of for composting use as applicable, and construction waste which may be generated by construction activities will be either recycled or disposed of at an approved construction waste site.
Infrastructure	Roadways	<p>-Maintain existing mauka/makai access easement at Punakea Loop via construction of an underpass.</p> <p>-Monitor future traffic volumes and modify, as appropriate, specific intersection traffic control, lane configuration, storage lengths, and traffic signal timing to address needs prior to finalizing detailed design plans.</p> <p>- Prior to initiation of construction, a construction management plan will be developed and implemented to minimize the effect for potential traffic conflicts.</p>
	Water	<p>Maintain existing or planned water service at Kai Hele Ku Street and Punakea Loop through installation of pipe sleeves or relocation of waterlines, as necessary.</p> <p>The Department of Water Supply recommended the following mitigation measures in order to minimize impacts to groundwater sources during construction:</p> <ul style="list-style-type: none"> <li>- keep run-off on site; prevent cement products, oil, fuel and other toxic substances from leaching into the ground;</li> <li>- properly install and maintain erosion control barrier such as silt fencing or straw bales;</li> <li>- retain ground cover until the last possible date;</li> <li>- disturb the smallest area possible;</li> <li>- properly and promptly dispose of all loosened and excavated soil and debris material; and</li> <li>- stabilize denuded areas by sodding as soon as possible.</li> </ul>

**Table 10: Mitigation Table**  
(continued)

Functional Area	Parameter	Proposed Mitigation
	Drainage	Culverts have been determined to be the best practical alternative for the highway crossings at the affected drainageways within the project limits. The culverts will be designed to accommodate the 50-year storm events and may include side-tapered and slope-tapered transitional inlets and energy dissipaters as necessary. Desilting and retention basins will also be installed to capture the runoff from the impermeable roadway surface. Furthermore, the standard Best Management Practices (BMPs) required for HDOT projects will be required and implemented in the design and construction of the project.
Infrastructure	Electrical, Telephone, and CATV Systems	<p>-Provide limited vehicle access off of bypass to maintain existing access easement to mauka regional transmission lines.</p> <p>-Maintain electrical, telephone, and cable distribution service along Kai Hele Ku Street.</p>

An analysis of the Preferred Alternative in the context of its relationship with land use plans, policies and controls is provided in the next chapter.



# **IV. RELATIONSHIP TO FEDERAL ENVIRONMENTAL REQUIREMENTS, LAND USE PLANS, POLICIES, AND CONTROLS**

## IV. RELATIONSHIP TO FEDERAL ENVIRONMENTAL REQUIREMENTS, LAND USE PLANS, POLICIES, AND CONTROLS

### A. COMPLIANCE WITH FEDERAL ENVIRONMENTAL REQUIREMENTS

The project's compliance with federal environmental requirements have been evaluated as summarized in **Table 11** below.

**Table 11.** Analysis of Project Compliance with Federal Environmental Requirements

	Federal Environmental Requirement	Response
A	Section 4(f), U.S. Department of Transportation Act	Through consultation with the Federal Highway Administration (FHWA), it was concluded that Section 4(f) properties will not be affected by the proposed project. Refer to Chapter III, Section C.3. and <b>Appendix "K"</b> .
B	Section 106, National Historic Preservation Act	Consultation was undertaken, and it was determined by FHWA and the State Historic Preservation Division (SHPD) that the project will have no adverse effect on historic properties. Refer to Chapter III, Section A.11. and <b>Appendix "J"</b> .
C	Section 7, Endangered Species Act	Mitigation measures have been developed to avoid and minimize impacts to listed and threatened species. In light of this, the U.S. Fish and Wildlife Service (USFWS) has determined that the proposed project may affect, but it is not likely to adversely affect listed species. Refer to Chapter III, Section A.6. and <b>Appendix "D"</b> .
D	Executive Order 11990 Protection of Wetlands	There are no wetlands found in the vicinity of the project corridor. Refer to Chapter III, Section A.7.

**Table 11.** Analysis of Project Compliance with Federal Environmental Requirements  
(continued)

	Federal Environmental Requirement	Response
E	Executive Order 11988 Floodplain Management	<p>The project area is located within the Federal Emergency Management Agency's (FEMA) Flood Insurance Rate Map (FIRM) Zone X, an area of minimal flooding.</p> <p>Additionally, the proposed road corridor will traverse over the Launiupoko Gulch and two (2) unnamed drainageways, which will be subject to Code of Federal Regulations (CFR) 650 Bridges, Structures, and Hydraulics. The drainageways flow from the mountain to the ocean over natural contours, leaving no practical alternative to avoidance. The project will be designed in accordance with applicable requirements of CFR 650 and HDOT's design standards to maintain the status quo.</p> <p>As such, there will be no adverse effects from development of a floodplain area expected as a result of the proposed project. Refer to Chapter III, Section A.5. and <b>Appendix "B"</b>.</p>
F	Coastal Zone Management Act	An analysis of the project's compliance with the Coastal Zone Management Act (CZMA) is outlined in the Hawaii Coastal Zone Management Program section of this Final EA document. Refer to Chapter IV, Section F.
G	Farmland Project Policy Act	lands underlying the new right-of-way alignment are presently fallow. The project is not expected to present adverse impacts on the inventory of land for diversified or large-scale single crop agricultural use. Refer to Chapter III, Section A.2.
H	Executive Order 12898 on Environmental Justice and Title VI of the Civil Rights Act	The proposed project does not create a disproportionately high and adverse human health or environmental effect on minority and low income populations. All ethnicities and socio-economic population of Maui will be provided access to the proposed road corridor. In addition, outreach for the project was provided through public scoping meetings held on April 26, 2007 and June 12, 2012. Also, the environmental review process has provided opportunities for the public to provide feedback on the proposed project. Refer to Chapter III, Section B.4.
I	Essential Fish Habitat, Magnuson Stevens Fishery Conservation and Management Act	As previously discussed, BMPs have been developed for project construction to minimize the potential stressors posed by the project. Furthermore, the relocation of the Bypass further inland from the shoreline ensures that construction activities will be located outside of and away from Essential Fish Habitats (EFH). As such, FHWA, NOAA, and NMFS have determined that the proposed project will have minimal adverse effect to EFH including coral reef resources. Refer to Chapter III, Section A.13. and <b>Appendix "L"</b> .

**Table 11.** Analysis of Project Compliance with Federal Environmental Requirements  
(continued)

	Federal Environmental Requirement	Response
J	Section 404, Clean Water Act	As the proposed road corridor will bifurcate the Launiupoko Gulch and three (3) unnamed gulches, which have been determined to be jurisdictional waters of U.S., related regulatory requirements such as Department of the Army permits, Section 401 Water Quality Certification, and Coastal Zone Management Consistency Approval will be coordinated with the U.S. Army Corps of Engineers, State Department of Health, and State Office of Planning, respectively. Refer to Chapter III, Section A.7. and <b>Appendix “F”</b> .

## **B. STATE LAND USE DISTRICTS**

Chapter 205, H Revised Statutes, relating to the Land Use Commission, establishes four (4) major land use districts in which all lands in the State are placed. These districts are designated “Urban”, “Rural”, “Agricultural”, and “Conservation”. The project area encompasses lands classified as “Agricultural”. See **Figure 21**. Roadways are a permitted use in the Agricultural district.

## **C. MAUI COUNTY GENERAL PLAN**

As indicated by the Maui County Charter, the purpose of the general plan shall be to:

*... indicate desired population and physical development patterns for each island and region within the county; shall address the unique problems and needs of each island and region; shall explain opportunities and the social, economic, and environmental consequences related to potential developments; and shall set forth the desired sequence, patterns and characteristics of future developments. The general plan shall identify objectives to be achieved, and priorities, policies, and implementing actions to be pursued with respect to population density; land use maps, land use regulations, transportation systems, public and community facility locations, water and sewage systems, visitor destinations, urban design, and other matters related to development.*

Chapter 2.80B of the Maui County Code, relating to the General Plan and Community Plans, implements the foregoing Charter provision through enabling legislation which calls for a Countywide Policy Plan and a Maui Island Plan. The Countywide Policy Plan was adopted as Ordinance No. 3732 on March 24, 2010. The Maui Island Plan was adopted as Ordinance No. 4004 on December 28, 2012.

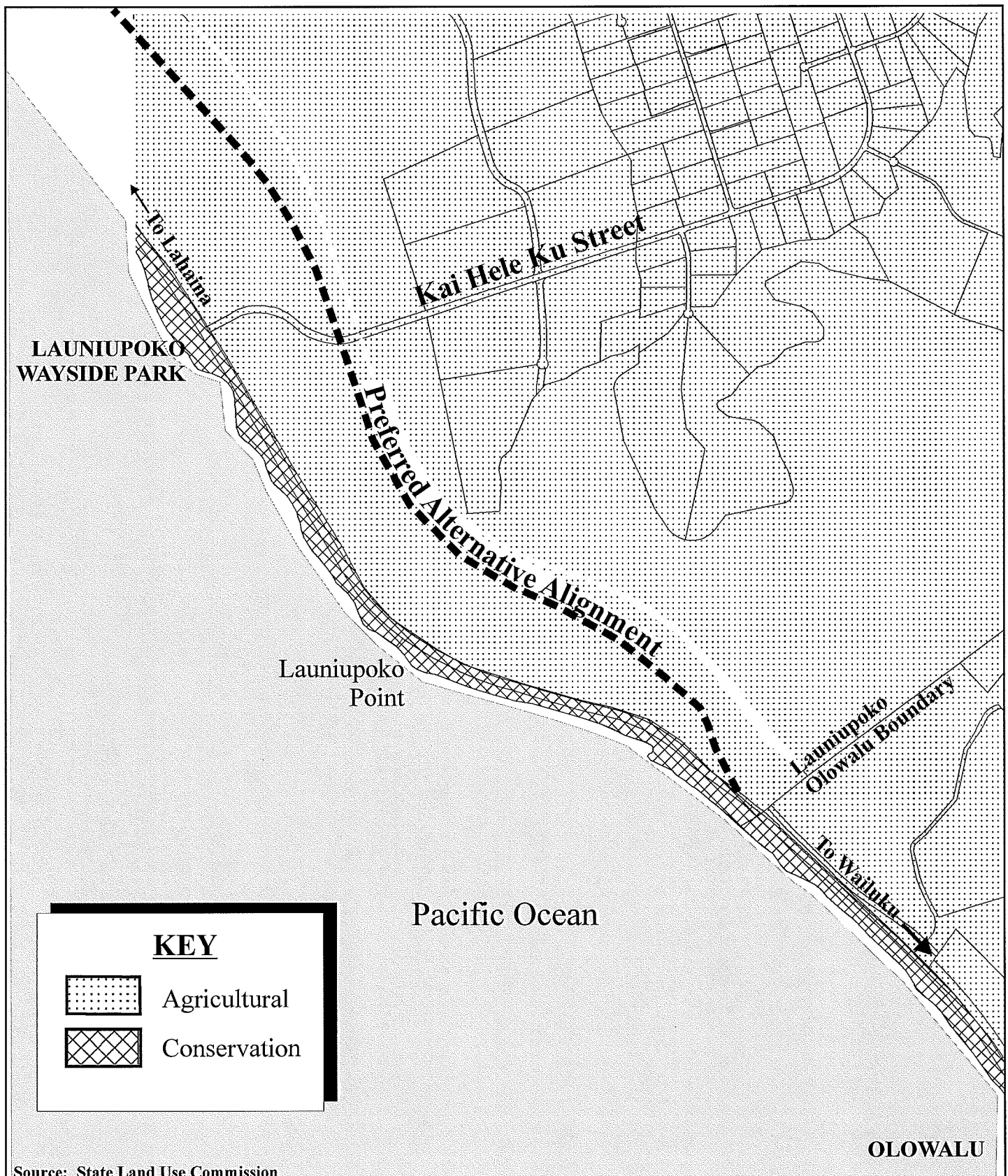
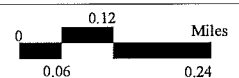


Figure 21

# Proposed Lahaina Bypass Southern Terminus Relocation Project State Land Use Designations





1. **Countywide Policy Plan**

With regard to the Countywide Policy Plan, Section 2.80B.030 of the Maui County Code states the following.

*The countywide policy plan shall provide broad policies and objectives which portray the desired direction of the County's future. The countywide policy plan shall include:*

1. *A vision for the County;*
2. *A statement of core themes or principles for the County; and*
3. *A list of countywide objectives and policies for population, land use, the environment, the economy, and housing.*

Core principles set forth in the Countywide Policy Plan are listed as follows:

1. *Excellence in the stewardship of the natural environment and cultural resources;*
2. *Compassion for and understanding of others;*
3. *Respect for diversity;*
4. *Engagement and empowerment of Maui County residents;*
5. *Honor for all cultural traditions and histories;*
6. *Consideration of the contributions of past generations as well as the needs of future generations;*
7. *Commitment to self-sufficiency;*
8. *Wisdom and balance in decision making;*
9. *Thoughtful, island appropriate innovation; and*
10. *Nurturance of the health and well-being of our families and our communities.*

Congruent with these core principles, the Countywide Policy Plan identifies goals objectives, policies and implementing actions for pertinent functional planning categories, which are identified as follows:

1. *Natural environment*
2. *Local cultures and traditions*
3. *Education*
4. *Social and healthcare services*
5. *Housing opportunities for residents*
6. *Local economy*
7. *Parks and public facilities*
8. *Transportation options*
9. *Physical infrastructure*
10. *Sustainable land use and growth management*
11. *Good governance*

The Countywide Policy Plan includes numerous goals, objectives, policies, and actions to guide future growth in the County of Maui. These goals, objectives, policies, and actions address various desires of the community and seek numerous outcomes, some of which may not be applicable to specific projects or may be contrary to each other. For example, educational goals, objectives, policies, and actions in the Countywide Policy Plan offer no connection to the proposed Lahaina Bypass Southern Terminus Relocation Project. Also, the implementation of public infrastructure improvement projects, such as the proposed action, may at times be contrary to other goals such as maintaining open space and the natural environment. These projects, however, are consistent with the important goals and objectives under the plan and offer community-wide benefits related to accessibility and economic growth.

Notwithstanding, with respect to the proposed relocation of the Lahaina Bypass Southern Terminus from Launiupoko to the vicinity of the former Olowalu Landfill site, the following goals, objectives, policies and implementing actions are illustrative of the project's compliance with the Countywide Policy Plan:

\* \* \*

## **H. DIVERSIFY TRANSPORTATION OPTIONS**

**Goal:** *Maui County will have an efficient, economical, and environmentally sensitive means of moving people and goods.*

**Objective:**

- *Provide an effective, affordable, and convenient ground-transportation system that is environmentally sustainable.*

**Policies:**

- *Execute planning strategies to reduce traffic congestion.*
- *Plan for the efficient relocation of roadways for the public benefit.*
- *Ensure that roadway systems are safe, efficient, and maintained in good condition.*
- *Evaluate all alternatives to preserve quality of life before widening roads.*

## **I. IMPROVE PHYSICAL INFRASTRUCTURE**

**Goal:** *Maui County's physical infrastructure will be maintained in optimum condition and will provide for and effectively serve the needs of the County through clean and sustainable technologies.*

**Objective:**

- *Improve the planning and management of infrastructure systems.*

**Policies:**

- *Discourage the development of critical infrastructure systems within hazard zones and the tsunami-inundation zone to the extent practical.*
- *Ensure that basic infrastructure needs can be met during a disaster.*

In summary, the proposed relocation of the Lahaina Bypass Southern Terminus from Launiupoko to the vicinity of the former Olowalu Landfill site, is consistent with the themes and principles of the Countywide Policy Plan.

## 2. Maui Island Plan

The Maui Island Plan (MIP) is applicable to the island of Maui only, providing more specific policy based strategies for population, land use, transportation, public and community facilities, water and sewage systems, visitor destination, urban design and other matters relating to growth.

As provided by Chapter 2.80B, the MIP shall include the following components:

1. *An island-wide land use strategy, including a managed and directed growth plan*
2. *A water element assessing supply, demand, and quality parameters*
3. *A nearshore ecosystem element assessing nearshore waters and requirements for preservation and restoration*
4. *An implementation program which addresses the county's 20-year capital improvement requirements, financial program for implementation, and action implementation schedule*
5. *Milestone indicators designed to measure implementation progress of the MIP*

It is noted that Ordinance No. 4004 does not address the component relating to the implementation program. Chapter 2.80B of the Maui County Code, relating to the General Plan, was amended by Ordinance No. 3979, effective October 5, 2012, to provide that the implementation program component be adopted no later than one (1) year following the effective date of Ordinance No. 4004. The implementation program component of the MIP was due on December 28, 2013, however, through Resolution No. 14-33 adopted on March 11, 2014 the deadline was extended to May 29, 2014. The implementation program component was adopted on May 29, 2014 through Resolution No. 4126.

The MIP addresses a number of planning categories with detailed policy analysis and recommendations which address the following areas:

1. *Population*
2. *Heritage Resources*
3. *Natural Hazards*

4. *Economic Development*
5. *Housing*
6. *Infrastructure and Public Facilities*
7. *Land Use*
8. *Directed Growth Plan*
9. *Monitoring and Evaluation*

Chapter 6, Infrastructure and Public Facilities of the MIP includes the following recommended implementing action: *“Urge the State to relocate Honoapiilani Highway mauka between the Pali and Puamana, and develop a network of parks and open space on the makai side of the highway, in accordance with the Pali to Puamana Master Plan”*. The Pali to Puamana Parkway Master Plan, February 2005, proposes the realignment of Honoapiilani Highway from the Pali, through Olowalu and Launiupoko to Puamana Beach Park connecting to the Lahaina Bypass route south of Kai Hele Ku Street. Refer to **Appendix “A”**.

According to Chapter 8, Directed Growth Plan of the MIP, *“the West Maui community plan region is a predominantly linear community dependent on one major highway. Resident and visitor population growth have surpassed the capacity of the Honoapi'ilani Highway, and traffic congestion has become an everyday problem. The Lahaina Bypass project and the realignment of the highway South of Lahaina Town (in accordance with the Pali to Puamana Parkway Master Plan) is necessary to alleviate this congestion, accommodate future growth, and mitigate the impact of flooding and erosion on the highway. Highway realignment also presents an important opportunity to create recreational and open space on the makai side of the highway”*.

Although the MIP recommends the realignment of Honoapiilani Highway in accordance with the Pali to Puamana Parkway Master Plan, the MIP includes a provision that the *“specific alignment of the new highway corridor shown in Figure 8-15 (Pali to Puamana Parkway) will be finalized through environmental review processes administered by the State of Hawaii Department of Transportation in consultation with the County”*.

Also, the MIP notes that *“the final route of the Lahaina By-Pass Phase 1B-2 will be*



*accommodated within the area designated as Park on Diagram WC-1 (Lahaina Central), south of Kai Hele Ku Street to the vicinity of the former Olowalu landfill. The Park designation shall not apply to the final route selected for the Lahaina Bypass Phase 1B-2.”*

As previously noted, the County of Maui has acquired lands for the purpose of implementing these recommendations. Alternative 3 (preferred alternative) would maximize the opportunity to implement the Pali to Puamana Parkway Master Plan concept. Alternative 2 would bifurcate the recently acquired lands, limiting opportunities to plan for coastal recreational alternatives. The No Action alternative would maintain the existing regional highway corridor makai of the County’s lands, limiting options for coastal recreational planning.

Based on the foregoing discussion, the proposed Lahaina Bypass Southern Terminus Relocation project is consistent with the applicable provisions of the Maui Island Plan.

#### **D. WEST MAUI COMMUNITY PLAN**

The project site is located in the West Maui Community Plan region. This region is one (1) of nine (9) Community Plan regions established in the County of Maui. The Community Plans establish regional planning guidelines. The West Maui Community Plan Land Use Map designates the project area as “Agricultural”.

The proposed project implements the following goals, objectives, and policies of the West Maui Community Plan:

##### **LAND USE**

###### **Goal**

*An attractive, well-planned community with a mixture of compatible land uses in appropriate areas to accommodate the future needs of residents and visitors in a manner that provides for the stable social and economic well-being of residents and the preservation and enhancement of the region’s open space areas and natural environmental resources.*

###### **Objectives and Policies**

- *Preserve and enhance the mountain and coastal scenic vistas and the open space areas of the region.*

- *Where possible, relocate the Honoapiilani Highway south of Puamana in order to reduce potential inundation and disruption of service due to storm-generated wave action. Where the highway is relocated for the purpose stated, lands makai of the new alignment shall be designated Open Space (OS) or Park (PK) to provide for ocean-related recreational use. Notwithstanding the foregoing, continued agriculture use shall be allowed within these areas.*

## **ENVIRONMENT**

### **Goal**

*A clean and attractive physical, natural and marine environment in which man-made developments on or alterations to the natural and marine environment are based on sound environmental and ecological practices, and important scenic and open space resources are preserved and protected for public use and enjoyment.*

### **Objectives and Policies**

- *Protect the quality of nearshore and offshore waters. Monitor outfall systems, streams and drainage ways and maintain water quality standards. Continue to investigate, and implement appropriate measures to mitigate, excessive growth and proliferation of algae in nearshore and offshore waters.*
- *Prohibit the construction of vertical seawalls and revetments except as may be permitted by rules adopted by the Maui Planning Commission governing the issuance of Shoreline Management Area (SMA) emergency permits, and encourage beach nourishment by building dunes and adding sand as a sustainable alternative.*
- *Protect the shoreline and beaches by preserving waterfront land as open space wherever possible. This protection shall be based on a study and analysis of the rate of shoreline retreat plus a coastal hazard buffer zone. Where new major waterfront structures or developments are to be approved, preservation should be assured for 50-100 years by employing a shoreline setback based on the rate established by the appropriate study.*

## **CULTURAL RESOURCES**

### **Objective and Policy**

- *Ensure that new projects or developments address potential impacts on archaeological, historical, and cultural resources and identify all cultural resources located within the project area as part of initial project studies. Further require that all proposed activity adequately mitigate potential adverse impacts on cultural resources.*

## **URBAN DESIGN**

### **Objectives and Policies for the West Maui Region in General**

- *Enhance the appearance of major public roads and highways in the region.*
- *Existing and future public rights-of-way along roads and parks shall be planted with appropriate trees, turf grass and groundcovers.*

## **INFRASTRUCTURE**

### **Goal**

*Timely and environmentally sound planning, development, and maintenance of infrastructure systems which serve to protect and preserve the safety and health of the region's residents, commuters, and visitors through the provision of clean water, effective waste disposal and efficient transportation systems which meets the needs of the community.*

## **TRANSPORTATION**

### **Objectives and Policies**

- *Support construction of the planned Lahaina Bypass Road in such a way as to promote safe, efficient travel across the region without encouraging further urbanization or impeding agricultural operations.*
- *Support the provision of an alternative route between West Maui and Central Maui.*

### **Implementing Actions**

- *Widen the existing highway to four lanes from the pali to Lahaina town and from Kaanapali Parkway to Office Road.*
- *Discourage at-grade intersections along the planned Lahaina Bypass Road, in order to maintain safe and efficient traffic flow without traffic signals. When and where appropriate, provide for the safe under passage of agricultural equipment and vehicles, such as via stream crossings.*

## **SOCIAL INFRASTRUCTURE**

### **Goal**

*Develop and maintain an efficient and responsive system of public services which promotes a safe, healthy, and enjoyable lifestyle, and offers opportunities for self improvement and community well being.*

## **RECREATION AND OPEN SPACE**

### **Objective and Policy**

- *Provide resource-oriented regional park facilities and public access along the shoreline for picnicking, camping, informal play, swimming, sunbathing, and other coastal-related activities along coastal lands makai of the existing or future realigned coastal highways from Honokahua Bay to the district's north boundary and from Puamana to the district's south boundary, except for the agriculture designated lands makai of the highway at Olowalu.*

## **GOVERNMENT**

### **Goal**

*Government that demonstrates the highest standards of fairness, responsiveness to the needs of the community, fiscal integrity, effectiveness in planning and implementing programs and projects to accommodate a stable social and economic well-being for residents, a fair and equitable approach to taxation, and efficient and results-oriented management.*

### **Objectives and Policies**

- *Coordinate and direct future public and private development, including capital improvement projects, consistent with the Community Plan and the island-wide directed and managed growth plan required by the General Plan.*
- *Insure that adequate infrastructure is or will be available to accommodate planned development.*
- *Support public and private partnerships to fund the planning and construction of infrastructure, subject to advanced public notification.*

## **E. MAUI COUNTY ZONING**

The project area is zoned “Agricultural” by the County of Maui. The proposed southern terminus relocation project is allowable under the current zoning designation for the property.

## **F. HAWAI‘I COASTAL ZONE MANAGEMENT PROGRAM**

The Hawai‘i Coastal Zone Management Program (HCZMP), as formalized in Chapter 205A, HRS, establishes objectives and policies for the preservation, protection, and restoration of natural resources within Hawai‘i’s coastal zone.

It is noted that the new southern terminus point where the Lahaina Bypass connects to Honoapiilani Highway as well as the intersection of the southern connector road with Honoapiilani Highway will involve work within the County of Maui’s Special Management Area or SMA. The specific details of the connection point will be better defined following completion of more detailed engineering work. As such, a SMA Permit will be required. Depending on the scope and cost of improvements falling within the SMA, the permit may be issued as a “Minor Permit” which is issued administratively, or a “SMA Use Permit” which requires the approval of the Maui Planning Commission. The analysis which follows is provided to address overall requirements of Chapter 205A, HRS, as well as SMA permitting needs.

### **(1) Recreational Resources**

**Objective:** *Provide coastal recreational opportunities accessible to the public.*

**Policies:**

- a. *Improve coordination and funding of coastal recreational planning and management; and*
- b. *Provide adequate, accessible, and diverse recreational opportunities in the coastal zone management area by:*
  - i. *Protecting coastal resources uniquely suited for recreational activities that cannot be provided in other areas;*
  - ii. *Requiring replacement of coastal resources having significant recreational value including, but not limited to, surfing sites, fishponds, and sand beaches, when such resources will be unavoidably damaged by development; or requiring reasonable monetary*



*compensation to the state for recreation when replacement is not feasible or desirable;*

- iii. Providing and managing adequate public access, consistent with conservation of natural resources, to and along shorelines with recreational value;*
- iv. Providing an adequate supply of shoreline parks and other recreational facilities suitable for public recreation;*
- v. Ensuring public recreational uses of county, state, and federally owned or controlled shoreline lands and waters having recreational value consistent with public safety standards and conservation of natural resources;*
- vi. Encouraging reasonable dedication of shoreline areas with recreational value for public use as part of discretionary approvals or permits by the land use commission, board of land and natural resources, and county authorities; and crediting such dedication against the requirements of Section 46-6, HRS.*

**Response:** The proposed southern terminus relocation project will not affect existing coastal recreation areas such as Launiupoko Beach Park or Puamana Beach Park. The inland alignment of the Bypass resulting from the terminus relocation to the south will provide opportunity for enhancing coastal recreation areas.

## **(2) Historic Resources**

**Objective:** *Protect, preserve and, where desirable, restore those natural and manmade historic and prehistoric resources in the coastal zone management area that are significant in Hawaiian and American history and culture.*

### **Policies:**

- a. Identify and analyze significant archeological resources;*
- b. Maximize information retention through preservation of remains and artifacts or salvage operations; and*
- c. Support state goals for protection, restoration, interpretation, and display of historic resources.*

**Response:** Based on archaeological studies completed and consultation efforts to date, seven (7) sites have been documented within the vicinity of the project's Area of Potential Effect (APE), none of which are currently listed on the National Register of Historic Places. Seven (7) sites documented in the Archaeological Inventory Survey (AIS) are contained within the vicinity of the proposed alignments. These seven (7) sites include: Site 2665 (rock wall), Site 4787 D (Lahaina Pump Ditch), Site 5953 (slag scatter), Site 5954 (rock wall), Site 5955 (activity area), Site 5956 (activity area) and Site 5950 (rock mounds), which consists of pushpiles of large rocks that are the result of rock removal programs during former plantation use of the land. Site 5950 consists of a total of 17 rock clearing mounds, five (5) or six (6) of which may be affected by the proposed alignments. All seven (7) sites have been determined to be significant under Criterion D, established for the National Register of Historic Places (i.e., likely to yield information important for research on prehistory or history). All of the sites have been thoroughly mapped and recorded. No further work is recommended for these sites.

The project area has been significantly altered by sugarcane cultivation and subsurfacing testing yielded negative results. Thus, the presence of intact subsurface cultural deposits appears very low. As such, the proposed project is likely to have no adverse effect on historic properties and the FHWA has found, and SHPD has concurred, that there will be no adverse effect on historic properties. See **Appendices "J" and "K"**.

(3) **Scenic and Open Space Resources**

**Objective:** *Protect, preserve and, where desirable, restore or improve the quality of coastal scenic and open space resources.*

**Policies:**

- a. *Identify valued scenic resources in the coastal zone management area;*
- b. *Ensure that new developments are compatible with their visual environment by designing and locating such developments to minimize the alteration of natural landforms and existing public views to and along the shoreline;*
- c. *Preserve, maintain, and, where desirable, improve and restore shoreline open space and scenic resources; and*

- d. *Encourage those developments that are not coastal dependent to locate in inland areas.*

**Response:** The proposed project will maintain public view corridors and scenic resources from the highway. While above-ground structures associated with roadway construction may include utility poles and railings, these ancillary design elements are not considered significant in terms of view obstruction. Based on comments received during the Draft EA review period, adjustments were made to the highway alignment and profiles in order to minimize earthwork quantities. Further, adjustments may be made during the detailed design phase of the project. Adverse impacts to coastal scenic and open space resources or adverse effects on public views to and along the shoreline resulting from the proposed action are not anticipated.

(4) **Coastal Ecosystems**

**Objective:** *Protect valuable coastal ecosystems, including reefs, from disruption and minimize adverse impacts on all coastal ecosystems.*

**Policies:**

- a. *Exercise an overall conservation ethic, and practice stewardship in the protection, use, and development of marine and coastal resources;*
- b. *Improve the technical basis for natural resource management;*
- c. *Preserve valuable coastal ecosystems, including reefs, of significant biological or economic importance;*
- d. *Minimize disruption or degradation of coastal water ecosystems by effective regulation of stream diversions, channelization, and similar land and water uses, recognizing competing water needs; and*
- e. *Promote water quantity and quality planning and management practices that reflect the tolerance of fresh water and marine ecosystems and maintain and enhance water quality through the development and implementation of point and nonpoint source water pollution control measures.*

**Response:** The proposed project is not anticipated to adversely impact coastal ecosystems. As discussed previously in this document, Best Management Practices (BMPs) will be utilized during construction activities to ensure that coastal ecosystems are not impacted. Drainage systems associated with roadway construction will be designed to mitigate impacts from discharges to marine waters.

(5) **Economic Uses**

**Objective:** *Provide public or private facilities and improvements important to the State's economy in suitable locations.*

**Policies:**

- a. *Concentrate coastal dependent development in appropriate areas;*
- b. *Direct the location and expansion of coastal dependent developments to areas presently designated and used for such developments and permit reasonable long-term growth at such areas, and permit coastal dependent development outside of presently designated areas when:*
  - i. *Use of presently designated locations is not feasible;*
  - ii. *Adverse environmental effects are minimized; and*
  - iii. *The development is important to the State's economy.*

**Response:** Construction of the proposed southern terminus relocation project will have a beneficial short-term impact on the economy through increased expenditures and generation of construction-related employment opportunities. In the long term, the completed project will enhance the movement of goods and services, contributing to the general health of the economy.

(6) **Coastal Hazards**

**Objective:** *Reduce hazard to life and property from tsunami, storm waves, stream flooding, erosion, subsidence and pollution.*

**Policies:**

- a. *Develop and communicate adequate information about storm wave, tsunami, flood, erosion, subsidence, and point and nonpoint source pollution hazards;*
- b. *Control development in areas subject to storm wave, tsunami, flood, erosion, hurricane, wind, subsidence, and point and nonpoint pollution hazards;*
- c. *Ensure that developments comply with requirements of the Federal Flood Insurance Program; and*
- d. *Prevent coastal flooding from inland projects.*

**Response:** The new right-of-way resulting from the southern terminus relocation falls within Zone X, an area of minimal flooding. Also, the location of the south connector to the existing highway has been shifted to the north so that it will be located outside of the recently expanded Zone VE, north of the former Olowalu Landfill. Appropriate soil erosion control measures will be incorporated during the construction period to minimize soil loss and erosion. Temporary drainage improvements will be utilized during construction activities. Interim and long-term drainage improvements will be coordinated with applicable regulatory agencies and landowners. These improvements will be designed to applicable government standards to ensure that there are no adverse drainage impacts to adjoining and downstream properties. The resulting inland route will facilitate evacuations during high waves, tsunami, and storm events, alleviate traffic congestion, and reduce the traffic flow on the existing Honoapiilani Highway.

(7) **Managing Development**

**Objective:** *Improve the development review process, communication, and public participation in the management of coastal resources and hazards.*

**Policies:**

- a. *Use, implement, and enforce existing law effectively to the maximum extent possible in managing present and future coastal zone development;*
- b. *Facilitate timely processing of applications for development permits and resolve overlapping of conflicting permit requirements; and*
- c. *Communicate the potential short and long-term impacts of proposed significant coastal developments early in their life cycle and in terms understandable to the public to facilitate public participation in the planning and review process.*

**Response:** In compliance with requirements of Chapter 343, Hawai'i Revised Statutes, this Final Environmental Assessment (EA) has been prepared to facilitate public understanding and input for the project.

Applicable Federal, State and County requirements will be adhered to in the design and construction of the terminus segment of the Lahaina Bypass. Agency reviews and public notices of the filing of an EA, which are required elements of the EA review process, have advanced the objectives and policies for managing development.



(8) **Public Participation**

**Objective:** *Stimulate public awareness, education, and participation in coastal management.*

**Policies:**

- a. *Promote public involvement in coastal zone management processes;*
- b. *Disseminate information on coastal management issues by means of educational materials, published reports, staff contact, and public workshops for persons and organizations concerned with coastal issues, developments, and government activities; and*
- c. *Organize workshops, policy dialogues, and site-specific mediations to respond to coastal issues and conflicts.*

**Response:** A public scoping meeting was held on April 26, 2007. The purpose of the meeting was to solicit input on the proposed southern terminus relocation project. A summary of the meeting comments is included in **Appendix “O”** of this report. A community meeting was also held on June 12, 2012 in Lahaina to receive comments from the public on the Draft EA document for the project. Comment forms received at the April 26, 2007 and June 12, 2012 meetings are presented in Chapters VII and VIII along with response letters to each. Further opportunities for public review will occur during the SMA permitting process.

(9) **Beach Protection**

**Objective:** *Protect beaches for public use and recreation.*

**Policies:**

- a. *Locate new structures inland from the shoreline setback to conserve open space, minimize interference with natural shoreline processes, and minimize loss of improvements due to erosion;*
- b. *Prohibit construction of private erosion-protection structures seaward of the shoreline, except when they result in improved aesthetic and engineering solutions to erosion at the sites and do not interfere with existing recreational and waterline activities; and*
- c. *Minimize the construction of public erosion-protection structures seaward of the shoreline.*

**Response:** The alignment of the existing Honoapiilani Highway, between Launiupoko and the vicinity of the former Olowalu Landfill site, is in close proximity to the shoreline. Areas along the existing highway are subject to coastal hazards and have experienced ocean waves washing over the highway during storm events. These same areas are subject to shoreline erosion which can be mitigated with revetment type solutions. However, given the opportunity to have a more inland road alignment associated with the southern terminus relocation, such less-than-optimum mitigative measures can be avoided. In this regard, the proposed action is considered to be in keeping with the objective and policies for beach protection.

(10) **Marine Resources**

**Objective:** *Promote the protection, use, and development of marine and coastal resources to assure their sustainability.*

**Policies:**

- a. *Ensure that the use and development of marine and coastal resources are ecologically and environmentally sound and economically beneficial;*
- b. *Coordinate the management of marine and coastal resources and activities to improve effectiveness and efficiency;*
- c. *Assert and articulate the interests of the State as a partner with federal agencies in the sound management of ocean resources within the United States exclusive economic zone;*
- d. *Promote research, study, and understanding of ocean processes, marine life, and other ocean resources in order to acquire and inventory information necessary to understand how ocean development activities relate to and impact upon ocean and coastal resources; and*
- e. *Encourage research and development of new, innovative technologies for exploring, using, or protecting marine and coastal resources.*

**Response:** During construction of the segment of the Lahaina Bypass between Launiupoko and the vicinity of the former Olowalu Landfill site, appropriate Best Management Practices (BMPs) will be implemented to ensure that construction runoff is properly contained. A National Pollutant Discharge Elimination System (NPDES) Permit will be required. From a long-term perspective, the new alignment is considered preferable to the existing Honoapiilani Highway location as the inland

route provides physical separation from the ocean, which is considered beneficial in managing direct runoff from the road into the ocean.

## **G. BIKE PLAN HAWAI'I**

Bike Plan Hawai'i 2003 is a modal master plan prepared by the State Department of Transportation (HDOT). The plan establishes a long-term strategy for bicycle facility improvements statewide. The plan is conceptual in nature. Implementation of the *Bike Plan Hawai'i* is dependent on available funds. Approval of the plan by HDOT does not guarantee adequate financial resources to carry out the projects, nor can HDOT commit the financial resources of other public agencies or organizations.

Bike Plan Hawai'i identifies three (3) potential facilities in the vicinity of the project. The Lahaina Bypass is proposed to be a "signed shared roadway", which means that the bikeway will utilize the shoulder of the paved facility. HDOT intends on incorporating this recommendation as part of the implementation of the Lahaina Bypass.

The other two (2) recommended facilities are envisioned to occur as bike paths, defined as a bikeway physically separated from motorized vehicular travel by an open space or barrier, and either within the highway right-of-way or an independent right-of-way. The West Maui Greenway would occur along the cane haul road parallel to and just inland from Honoapiilani Highway. The other path is identified as the Honoapiilani Highway Greenway which would run along the makai side of Honoapiilani Highway along the shoreline. These greenways are defined as a pathway for various modes of transportation, including bicycles, that contains elements of a linear park. These two (2) facility recommendations will not be developed in conjunction with the proposed project.

**V. UNAVOIDABLE  
ADVERSE  
ENVIRONMENTAL  
EFFECT AND  
IRREVERSIBLE AND  
IRRETRIEVABLE  
COMMITMENTS OF  
RESOURCES**

## **V. UNAVOIDABLE ADVERSE ENVIRONMENTAL EFFECT AND IRREVERSIBLE AND IRRETRIEVABLE COMMITMENTS OF RESOURCES**

During the short term, the proposed project will result in unavoidable construction-related impacts which include noise-generated impacts occurring from the construction of the proposed roadway. In addition, there may be temporary air quality impacts associated with dust generated from site work and exhaust emissions discharged by construction equipment. These impacts will be temporary in nature and will be mitigated to the extent practicable through implementation of appropriate BMPs.

Background noise levels in the vicinity of the proposed project will increase due to noise from vehicle traffic. However, the noise increases at noise sensitive receptors will not exceed adopted thresholds for mitigation.

Beneficial impacts are related to safety and the achievement of near-term and long-term objectives of shoreline erosion mitigation, expansion of coastal recreational resources and the provisions of a more inland highway alignment to meet regional planning needs.

The proposed southern terminus relocation for the Lahaina Bypass will result in additional acreage of agricultural land being utilized to meet roadway infrastructure needs. The current fallow state of these lands were considered in setting the roadway's alignment. Other resources which will be committed in the implementation of the proposed action include material and fuel resources.

The unavoidable impacts and commitments noted above have been weighed against the immediate and long-term benefits of the action. These tradeoffs consider coastal hazards, shoreline erosion, and coastal recreation enhancement opportunities.



## **VI. FINDINGS AND REASONS SUPPORTING THE DETERMINATION**

## VI. FINDINGS AND REASONS SUPPORTING THE DETERMINATION

The “Significance Criteria”, Section 12 of the Administrative Rules, Title 11, Chapter 200, “Environmental Impact Statement Rules”, were reviewed and analyzed to determine whether the proposed project will have significant impacts to the environment. The following criteria and analysis are provided:

1. **Involves an Irrevocable Commitment to Loss or Destruction of any Natural or Cultural Resource**

The project area has been previously disturbed in connection with former agricultural use of the subject property. The area is not considered a significant natural resource. It has been determined that there will be no adverse effect on historic sites. Similarly, there are no significant cultural resources which will be impacted by the project.

Based on findings of the Botanical Resources Survey conducted on December 2006, an updated survey in November 2012, and previously discussed mitigation measures, the proposed action is not anticipated to adversely impact known habitats of rare, threatened, or endangered species of flora, fauna, or avifauna that are located along the project’s alignment.

2. **Curtails the Range of Beneficial Uses of the Environment**

The proposed project and the commitment of land resources are not expected to curtail the range of beneficial uses of the environment. No adverse physical environmental impacts associated with the proposed action are anticipated. The proposed project supports the County’s goal of providing a continuous inland alignment of its main highway in the West Maui region. It further facilitates the State’s goal of providing the needed additional highway capacity between Maalaea and Launiupoko.

3. **Conflicts with the State's Long-term Environmental Policies or Goals and Guidelines as Expressed in Chapter 344, HRS, and Any Revisions Thereof and Amendments Thereto, Court Decisions, or Executive Orders**

The State's Environmental Policy and Guidelines are set forth in Chapter 344, Hawai'i Revised Statutes. The proposed action does not contravene provisions of Chapter 344, Hawai'i Revised Statutes.

4. **Substantially Affects the Economic, Welfare, Social Welfare and Cultural Practices of the Community or State**

The proposed project would have a direct beneficial effect on the local economy during construction and ongoing operations. From a long-term perspective, the proposed action will enhance the community welfare benefit of a much needed highway inland and away from the shoreline to meet West Maui's long range transportation planning objectives.

5. **Substantially Affects Public Health**

No adverse impacts to the public's health and welfare are anticipated as a result of the proposed project. The proposed project will improve traffic circulation conditions enhancing responses to emergency conditions.

6. **Involves Substantial Secondary Impacts, Such as Population Changes or Effects on Public Facilities**

No significant population changes are anticipated as a result of the proposed project with no adverse secondary impacts anticipated. The design and implementation of the project will be coordinated with the appropriate governmental agencies.

7. **Involves a Substantial Degradation of Environmental Quality**

During the construction phase of the project, there will be short-term air quality and noise impacts as a result of the project. There are no sensitive environments (e.g., wetlands, erosion prone areas, etc.) which will be affected by the proposed action, nor will scenic views be negatively affected. No substantial degradation of environmental quality resulting from the project is anticipated.

8. **Is Individually Limited but Cumulatively has Considerable Effect Upon the Environment or Involves a Commitment for Larger Actions**

The proposed action is one component of the Lahaina Bypass project which stretches from Honokowai to the new southern terminus location. From a regional planning perspective, the action will be integrated as part of the Maalaea to Launiupoko study effort to identify viable alternatives for providing needed highway capacity along this corridor. However, the project is considered to have independent utility in terms of addressing shoreline erosion and coastal hazard mitigation and meeting long-term local community planning objectives in the specific locale between Launiupoko and the former Olowalu Landfill. Thus, the action itself, does not hold implications for other environmental, design, and implementation elements of the overall Lahaina Bypass project. The proposed action will not affect construction timetables nor will it require a re-evaluation of the scope and impact parameters for other sections of the Bypass.

9. **Substantially Affects a Rare, Threatened or Endangered Species or Its Habitat**

There are no rare, threatened, or endangered species of flora, fauna, avifauna or their habitats that will be adversely affected by the proposed action.

10. **Detrimentially Affects Air or Water Quality Or Ambient Noise Levels**

Construction activities will result in short-term air quality and noise impacts. Dust control measures, such as regular watering and sprinkling, will be implemented to minimize wind-blown emissions. Noise impacts will occur primarily from construction-related activities. It is anticipated that construction will be limited to daylight working hours. Best Management Practices (BMPs) will be used during construction and water quality is not expected to be affected as a result.

Background noise levels in the vicinity of the proposed project will increase due to noise from vehicle traffic. However, the noise increases at noise sensitive receptors will not exceed adopted thresholds for mitigation.

**11. 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**

The project is not located within and would not affect environmentally sensitive areas. The proposed action will result in a highway alignment removed from coastal hazards and shoreline erosion areas. Importantly, hydraulic design parameters for drainage gulch crossings will ensure the safe “pass-through” of runoff without adversely impacting roadway operations or downstream properties.

**12. Substantially Affects Scenic Vistas and View Planes Identified in County or State Plans or Studies**

The project area contains high quality scenic resources and offers excellent views and vistas of the Pacific Ocean, as well as the islands of Lanai and Kahoolawe. According to the County’s 2006 Scenic Resources inventory, the location of the proposed action is in an area containing scenic resources. No major effect on the public’s experience of scenic and open space resources is anticipated in connection with the project. Further refinement of grading profiles and facility design will seek to minimize earthwork quantities, reduce massing, and enhance opportunities for mauka and makai views from the facility.

**13. Requires Substantial Energy Consumption**

The proposed project will involve the short-term commitment of fuel for equipment, vehicles, and machinery during construction activities. However, this use is not anticipated to result in a substantial consumption of energy resources. In the long-term, the proposed action will not create substantial new demand for energy sources.

Given the findings of the preceding analysis and the information contained in this Final EA, a Finding of No Significant Impact (FONSI) determination has been issued by HDOT for the proposed Lahaina Bypass Southern Terminus Relocation Project (Preferred Alternative - Alternative 3).



**VII. AGENCIES,  
ORGANIZATIONS, AND  
PERSONS CONSULTED  
DURING THE  
PREPARATION OF THE  
DRAFT ENVIRONMENTAL  
ASSESSMENT, LETTERS  
RECEIVED, AND  
RESPONSES TO  
SUBSTANTIVE  
COMMENTS**

# **VII. AGENCIES, ORGANIZATIONS, AND PERSONS CONSULTED DURING THE PREPARATION OF THE DRAFT ENVIRONMENTAL ASSESSMENT, LETTERS RECEIVED, AND RESPONSES TO SUBSTANTIVE COMMENTS**

The following agencies and organizations were consulted during the EA preparation phase of work. Comment letters received and responses to substantive comments are included in this Chapter as well.

It is noted that public comments were received during the public scoping meeting held on April 26, 2007. Written comments received during that meeting, together with responses to those comments, are also included in this section.

## **FEDERAL AGENCIES**

- |  |   |
|--|---|
| 1. Larry Yamamoto, State Conservationist<br><b>U. S. Department of Agriculture</b><br>Natural Resources Conservation Service<br>P. O. Box 50004<br>Honolulu, Hawai'i 96850-0001  | 5. Rod McInnis, Regional Director<br><b>National Oceanic and Atmospheric Administration</b><br>National Marine Fisheries Service<br>Southwest Region<br>300 South Ferry Street<br>Terminal Island, California 90731 |
| 2. Ranae Ganske-Cerizo, Soil Conservationist<br><b>Natural Resources Conservation Service</b><br><b>U.S. Department of Agriculture</b><br>210 Imi Kala Street, Suite 209<br>Wailuku, Hawai'i 96793-2100                              | 6. George Young<br>Chief, Regulatory Branch<br><b>U. S. Department of the Army</b><br>U.S. Army Engineer District, Honolulu<br>Regulatory Branch<br>Building 230<br>Fort Shafter, Hawai'i 96858-5440                |
| 3. Mike Johanns, Secretary of Agriculture<br><b>U. S. Department of Agriculture</b><br>Office of the Secretary<br>Administration Building, Rm. 240W<br>14 <sup>th</sup> Street & Independence Avenue, S.W.<br>Washington, D.C. 20250 | 7. Carol Borgstrom, Director<br><b>U. S. Department of Energy</b><br>Office of NEPA Policy & Compliance<br>1000 Independence Avenue, S.W.<br>Washington, D.C. 20585   |
| 4. Lt. Doug Jannusch, Commander<br><b>U. S. Coast Guard</b><br>Fourteenth Coast Guard District<br>300 Ala Moana Boulevard<br>Honolulu, Hawai'i 96850-4982  | 8. Wayne Nastri, Regional Administrator<br><b>U. S. Environmental Protection Agency</b><br>Region 9<br>75 Hawthorne Street<br>San Francisco, California 94105   |

9. Gordon Furutani, Field Office Director  
**U. S. Department of Housing and Urban Development**  
500 Ala Moana Boulevard, Suite 3A  
Honolulu, Hawai'i 96813-4918
10. Dave Wesley, Deputy Regional Director  
**U. S. Fish and Wildlife Service**  
Pacific Region  
911 NE 11<sup>th</sup> Avenue  
Portland, Oregon 97232
11. Robert P. Smith  
Field Supervisor  
**U.S. Fish and Wildlife Service**  
300 Ala Moana Blvd., Rm. 3-122  
Box 50088  
Honolulu, Hawai'i 96813
12. Patricia Port  
**U. S. Department of Interior**  
Regional Environmental Officer  
Environmental Policy and Compliance  
Oakland Region  
Jackson Center One  
1111 Jackson Street, Suite 520  
Oakland, California 94607
13. Cynthia Burbank, Associate  
Administrator  
**U. S. Department of Transportation**  
Planning, Environment and Realty  
Federal Highway Administration  
400 7<sup>th</sup> Street, S.W.  
Washington, D.C. 20590-9898
14. James Weyman, Area Manager  
**National Oceanic and Atmospheric Administration**  
Pacific Region Headquarters  
737 Bishop Street, No. 2200  
Honolulu, Hawai'i 96813
15. Karen Armes, Acting Regional Director  
**Federal Emergency Management Agency**  
1111 Broadway, Suite 1200  
Oakland, California 94607-4052
16. The Honorable Daniel K. Inouye  
**U. S. Senator**  
300 Ala Moana Blvd., Rm. 7325  
Honolulu, Hawai'i 96813

17. The Honorable Daniel K. Akaka  
**U. S. Senator**  
300 Ala Moana Blvd., Rm. 3104  
Honolulu, Hawai'i 96813
18. The Honorable Mazie Hirono  
**U. S. Congress**  
300 Ala Moana Blvd., Rm. 5104  
Honolulu, Hawai'i 96813

#### STATE AGENCIES

19. Barry Fukunaga, Director of  
Transportation  
**H Department of Transportation**  
869 Punchbowl Street  
Honolulu, Hawai'i 96813-5097  
cc: Fred Cajigal
20. Ed Texeira, Vice Director  
**H State Civil Defense**  
3949 Diamond Head Road  
Honolulu, Hawai'i 96816-4495
21. Russ Saito, State Comptroller  
**Department of Accounting and General Services**  
1151 Punchbowl Street, #426  
Honolulu, Hawai'i 96813
22. Sandra Lee Kunimoto, Chair  
**Department of Agriculture**  
1428 South King Street  
Honolulu, Hawai'i 96814-2512
23. Stanley Shiraki, Deputy Director  
**Department of Budget and Finance**  
P. O. Box 150  
Honolulu, Hawai'i 96810
24. Theodore Liu, Director  
**Department of Business, Economic Development and Tourism**  
P.O. Box 2359  
Honolulu, Hawai'i 96804
25. Patricia Hamamoto, Superintendent  
**Department of Education**  
P. O. Box 2360  
Honolulu, Hawai'i 96804
26. Genevieve Salmonson, Director  
**Office Of Environmental Quality Control**  
235 S. Beretania Street, Suite 702  
Honolulu, Hawai'i 96813

27. Haunani Apoliona, Madam Chair  
**Office of Han Affairs**  
711 Kapiolani Blvd, Suite 500  
Honolulu, Hawai'i 96813
28. Micah Kane, Chairman  
**Department of Hawaiian Home Lands**  
P. O. Box 1879  
Honolulu, Hawai'i 96805
29. Melanie Chinen, Administrator  
**State Historic Preservation Division**  
601 Kamokila Boulevard  
Suite 555  
Kapolei, Hawai'i 96707
30. Peter Young, Chairperson  
**Department of Land and Natural Resources**  
P.O. Box 621  
Honolulu, Hawai'i 96809
31. Mary Lou Kobayashi  
Planning Program Administrator  
**Office of Planning**  
P. O. Box 2359  
Honolulu, Hawai'i 96804
32. Ken Nomura  
Complex Area Superintendent  
(Central/Upcountry Maui)  
**Department of Education**  
54 High Street, 4th Floor  
Wailuku, Hawai'i 96793
33. Ron Okumura  
Complex Area Superintendent  
(Lanai/Molokai/Hana/Lahaina)  
**Department of Education**  
54 High Street, 4th Floor  
Wailuku, Hawai'i 96793
34. Herbert Matsubayashi  
District Environmental Health  
Program Chief  
State of H  
**Department of Health**  
54 High Street  
Wailuku, Hawai'i 96793

#### COUNTY AGENCIES

35. Charmaine Tavares, Mayor  
County of Maui  
200 South High Street  
Wailuku, Hawai'i 96793
36. Deidre Tegarden, Director  
County of Maui  
**Office of Economic Development**  
2200 Main Street, Suite 305  
Wailuku, Hawai'i 96793
37. Gen Iinuma, Administrator  
**Maui Civil Defense Agency**  
200 South High Street  
Wailuku, Hawai'i 96793
38. Carl Kaupalolo, Chief  
County of Maui  
**Department of Fire and Public Safety**  
200 Dairy Road  
Kahului, Hawai'i 96732
39. Vanessa Medeiros, Director  
County of Maui  
**Department of Housing and Human Concerns**  
200 South High Street  
Wailuku, Hawai'i 96793
40. G. Riki Hokama, Council Chair  
**Maui County Council**  
200 South High Street  
Wailuku, Hawai'i 96793
41. Councilmember Danny Mateo  
**Maui County Council**  
200 South High Street  
Wailuku, Hawai'i 96793
42. Councilmember Joseph Pontanilla  
**Maui County Council**  
200 South High Street  
Wailuku, Hawai'i 96793
43. Councilmember Mike Victorino  
**Maui County Council**  
200 South High Street  
Wailuku, Hawai'i 96793

44. Councilmember Jo Anne Johnson  
**Maui County Council**  
200 South High Street  
Wailuku, Hawai'i 96793
45. Councilmember Michael J. Molina  
**Maui County Council**  
200 South High Street  
Wailuku, Hawai'i 96793
46. Councilmember Michelle Anderson  
**Maui County Council**  
200 South High Street  
Wailuku, Hawai'i 96793
47. Councilmember Bill Medeiros  
**Maui County Council**  
200 South High Street  
Wailuku, Hawai'i 96793
48. Councilmember Gladys Baisa  
**Maui County Council**  
200 South High Street  
Wailuku, Hawai'i 96793
49. Jeff Hunt, Director  
County of Maui  
**Department of Planning**  
250 South High Street  
Wailuku, Hawai'i 96793
50. Tamara Horcajo, Director  
County of Maui  
**Department of Parks and Recreation**  
700 Hali'a Nako Street, Unit 2  
Wailuku, Hawai'i 96793
51. Thomas Phillips, Chief  
County of Maui  
**Police Department**  
55 Mahalani Street  
Wailuku, Hawai'i 96793
52. Milton Arakawa, Director  
County of Maui  
**Department of Public Works  
and Environmental Management**  
200 South High Street  
Wailuku, Hawai'i 96793
53. Don Medeiros, Director  
County of Maui  
**Department of Transportation**  
200 South High Street  
Wailuku, Hawai'i 96793

54. Jeff Eng, Director  
County of Maui  
**Department of Water Supply**  
200 South High Street  
Wailuku, Hawai'i 96793

#### **OTHER CONSULTED PARTIES**

55. Sandy Baz, Executive Director  
**Maui Economic Opportunity**  
99 Mahalani Street  
Wailuku, Hawai'i 96793
56. Stacie Thorlakson, President  
**Maui Chamber of Commerce**  
70 Kaahumanu Avenue, Unit B-9  
Kahului, Hawai'i 96732
57. Leimamo Lind, Executive Director  
**Maui Hotel Association**  
1727 Wili Pa Loop, Suite B  
Wailuku, Hawai'i 96793
58. Neal Shinyama, Manager - Engineering  
**Maui Electric Company, Ltd.**  
P. O. Box 398  
Kahului, Hawai'i 96732
59. Joe Pluta, President  
**West Maui Taxpayers Association**  
P. O. Box 10338  
Lahaina, Hawai'i 96761
60. Theo Morrison, Executive Director  
**Lahaina Bypass Now**  
505 Front Street, Suite 202  
Lahaina, Hawai'i 96761
61. Karee Karlucci, Executive Director  
**Lahaina Town Action Committee**  
648 Wharf Street, Suite 102  
Lahaina, Hawai'i 96761
62. Keoki Freeland, Executive Director  
**Lahaina Restoration Foundation**  
120 Dickenson Street  
Lahaina, Hawai'i 96761
63. **West Maui Mountains Watershed  
Partnership**  
255B East Waiko Road  
Wailuku, Hawai'i 96793



- 64. Barry Aoki  
761 Paunau Street  
Lahaina, Hawai'i 96761
- 65. Judy Flemate  
50 Pua Anoano Street, #2801  
Lahaina, Hawai'i 96761
- 66. Dr. George Lavenson, M.D.  
50 Pua Anoano Street, #2801  
Lahaina, Hawai'i 96761
- 67. Mike White  
2525 Kaanapali Parkway  
Lahaina, Hawai'i 96761

# **FEDERAL AGENCIES**

U.S. Department of  
Homeland Security

United States  
Coast Guard



Commander  
Fourteenth Coast Guard District

300 Ala Moana Blvd, 9-216  
Honolulu, HI 96850-4982  
Staff Symbol: (dpw)  
Phone: (808) 541-2320  
Fax: (808) 541-2309

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APR 26 2007

State of Hawaii  
Department of Transportation  
Attn: Mr. Wayne Kawahara  
869 Punchbowl Street, Room 301  
Honolulu, HI 96813-5097

Dear Mr. Kawahara,

The Coast Guard has received the State of Hawaii's proposed Lahaina Bypass Southern Terminus Relocation project overview and request for input dated 7 March 2007. The overview states that the proposed bypass will cross Launiupoko Stream.

Under 33 CFR 114-118, the Coast Guard is responsible for approving the locations and plans for bridges and causeways constructed across navigable waters of the United States. In order to assist us in making an accurate assessment regarding the navigability of Launiupoko Stream and any potential bridge permitting requirements, please complete the enclosed bridge project questionnaire and return it to this office.

If you have any questions or concerns, please do not hesitate to contact my representative in this matter, LT Doug Jannusch, at (808) 541-2319 or [Douglas.A.Jannusch@uscg.mil](mailto:Douglas.A.Jannusch@uscg.mil).

Sincerely,

A handwritten signature in black ink, appearing to read "B. A. Havlik".

B. A. HAVLIK  
Commander, U. S. Coast Guard  
Chief, Waterways Management Branch  
By direction

Enclosure: 1) Bridge Project Questionnaire



## BRIDGE PROJECT QUESTIONNAIRE

Please provide the following information:

### A. NAVIGATION DATA:

1. Name of Waterway: \_\_\_\_\_
- 1a. Mileage along waterway measured from mouth or confluence \_\_\_\_\_
- 1b. Tributary of: \_\_\_\_\_
2. Geographic Location: \_\_\_\_\_  
(Road Number, City, County)
3. Township, section and range, if applicable: \_\_\_\_\_
4. Tidally influenced at proposed bridge site? Yes \_\_\_\_ No \_\_\_\_ .  
Range of tide: \_\_\_\_\_  
Tidal data source: \_\_\_\_\_
5. Depth and width of waterway at proposed bridge site:

	Depths	Widths
At Mean High Tide	_____	_____
At Mean Low Tide	_____	_____
6. Character of present vessel traffic on waterway. If none , so state: None \_\_\_\_ .  
Canoe \_\_\_\_\_ Rowboat \_\_\_\_\_ Small Motorboat \_\_\_\_\_ Cabin Cruiser \_\_\_\_\_ .  
Houseboat \_\_\_\_\_ Pontoon Boat \_\_\_\_\_ Sailboat .
- 6a. Provide vertical clearance requirement for largest vessel using the waterway: \_\_\_\_.
- 6b. Provide photograph of each type of vessel using the waterway.
7. Are these waters used to transport interstate or foreign commerce?  
Yes \_\_\_\_ No \_\_\_\_ .
- 7a. Are these waters susceptible to use in their natural condition or by reasonable improvement as a means to support interstate or foreign commerce?  
Yes \_\_\_\_ No \_\_\_\_ .
- 7b. Any planned waterway improvements to permit larger vessels to navigate (to your knowledge)? \_\_\_\_\_ If so, what are they? \_\_\_\_\_

**ENCLOSURE**

8. Any natural or manmade obstructions, bridges, dams, weirs, etc. downstream or upstream? Yes \_\_\_\_\_ No \_\_\_\_\_ .
- 8a. If yes, provide upstream/downstream location with relation to the proposed bridge. \_\_\_\_\_
- 8b. If bridges are located upstream or downstream, provide vertical clearance at mean high water and mean low water and horizontal clearance normal to the axis of the channel. \_\_\_\_\_
- 8c. Provide a photograph of the bridge from the waterway showing channel spans.
9. Will the structure replace an existing bridge? Yes \_\_\_\_\_ No \_\_\_\_\_ .
- 9a. Provide permit number and issuing agencies of permits for bridge(s) to be replaced. \_\_\_\_\_
- 9b. Provide vertical clearance at mean high water and mean low water and horizontal clearance normal to the axis of the channel for the proposed bridge.  
\_\_\_\_\_
10. List names and addresses of persons whose property adjoins bridge right-of-way.  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_
11. List names and addresses/location of marinas, marine repair facilities, public boat ramps, private piers/docks along the waterway within ½ mile of the bridge site.  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_
12. Attach location map and plans for the proposed bridge; including vertical clearances above mean high water and mean low water and horizontal clearance normal to axis of the waterway.
13. Attach three (3) photographs taken at the proposed bridge site: one looking upstream, one looking downstream, and one looking along the alignment centerline across the bridge site.

Name of applicant: \_\_\_\_\_

Name of agent completing questionnaire: \_\_\_\_\_

Name of agent's firm: \_\_\_\_\_

Agent's telephone number: \_\_\_\_\_

Address for correspondence: \_\_\_\_\_

Applicant's telephone number: \_\_\_\_\_

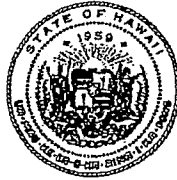
Date: \_\_\_\_\_ Signature: \_\_\_\_\_

**PLEASE NOTE: MISSING INFORMATION AND REQUIRED SIGNATURES WILL  
DELAY PROCESSING**

Attachments: Location Map  
Bridge Plans  
Photographs



NEIL ABERCROMBIE  
GOVERNOR



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

GLENN M. OKIMOTO  
DIRECTOR

Deputy Directors  
JADE T. BUTAY  
FORD N. FUCHIGAMI  
RANDY GRUNE  
JADINE URASAKI

IN REPLY REFER TO:  
HWY-PA  
2.0629

February 3, 2012

Lt. Doug Jannusch  
Commander, U.S. Coast Guard  
300 Ala Moana Boulevard 9-126  
Honolulu, Hawaii 96850-4982

Dear Lt. Jannusch:

Subject: Proposed Lahaina Bypass Southern Terminus Relocation Project  
Portion of TMK: (2) 4-7-001:026, 027, and 030

Enclosed is the completed bridge project questionnaire form. Also enclosed are the following:

- Drain Area Map, Figure 2 (see drainage Basin No. 3)
- Proposed alignment map with profile sections for Alternative 3 (Launiupoko Stream is south of and roughly parallel to section "D")
- Photographs of the stream/gulch bed at various locations taken on March 13, 2009

According to the Hawaii Stream Assessment, Launiupoko Stream is not perennial, flowing during storm events only. The average slope of the Stream bed in the vicinity of the project area is approximately 8% (see transect D on enclosed alignment map).

A copy of the Draft Environmental Assessment will be provided to your office for review and comment. If you have any questions, please do not hesitate to contact Darell Young at 587-1835.

Very truly yours,

A handwritten signature in black ink, appearing to read "Glenn M. Okimoto".

GLENN M. OKIMOTO, Ph.D.  
Director of Transportation

Enclosures

bc: Wayne Kaneshiro, FHWA  
Mark Alexander Roy, Munekiyo & Hiraga, Inc.  
HWY-M, HWY-PA

DY:th



## BRIDGE PROJECT QUESTIONNAIRE

Please provide the following information:

### A. NAVIGATION DATA:

1. Name of Waterway: Launiupoko Stream - not perennial, only flows during storms
- 1a. Mileage along waterway measured from mouth or confluence Approx. 1,300 ft.
- 1b. Tributary of: n/a
2. Geographic Location: Honoapiilani Hwy, Lahaina, Maui  
(Road Number, City, County)
3. Township, section and range, if applicable: N/A
4. Tidally influenced at proposed bridge site? Yes      No XX.  
Range of tide: N/A  
Tidal data source: N/A
5. Depth and width of waterway at proposed bridge site:

	Depths	Widths
At Mean High Tide *	<u>N/A</u>	<u>N/A</u>
At Mean Low Tide *	<u>N/A</u>	<u>N/A</u>

\* Stream is intermitant.
6. Character of present vessel traffic on waterway. If none, so state: None X.  
Canoe      Rowboat      Small Motorboat      Cabin Cruiser     .  
Houseboat      Pontoon Boat      Sailboat     .
- 6a. Provide vertical clearance requirement for largest vessel using the waterway: N/A.
- 6b. Provide photograph of each type of vessel using the waterway.
7. Are these waters used to transport interstate or foreign commerce?  
Yes      No XX.
- 7a. Are these waters susceptible to use in their natural condition or by reasonable improvement as a means to support interstate or foreign commerce?  
Yes      No x, not at all, it rarely flows
- 7b. Any planned waterway improvements to permit larger vessels to navigate (to your knowledge)? N/A If so, what are they?

ENCLOSURE

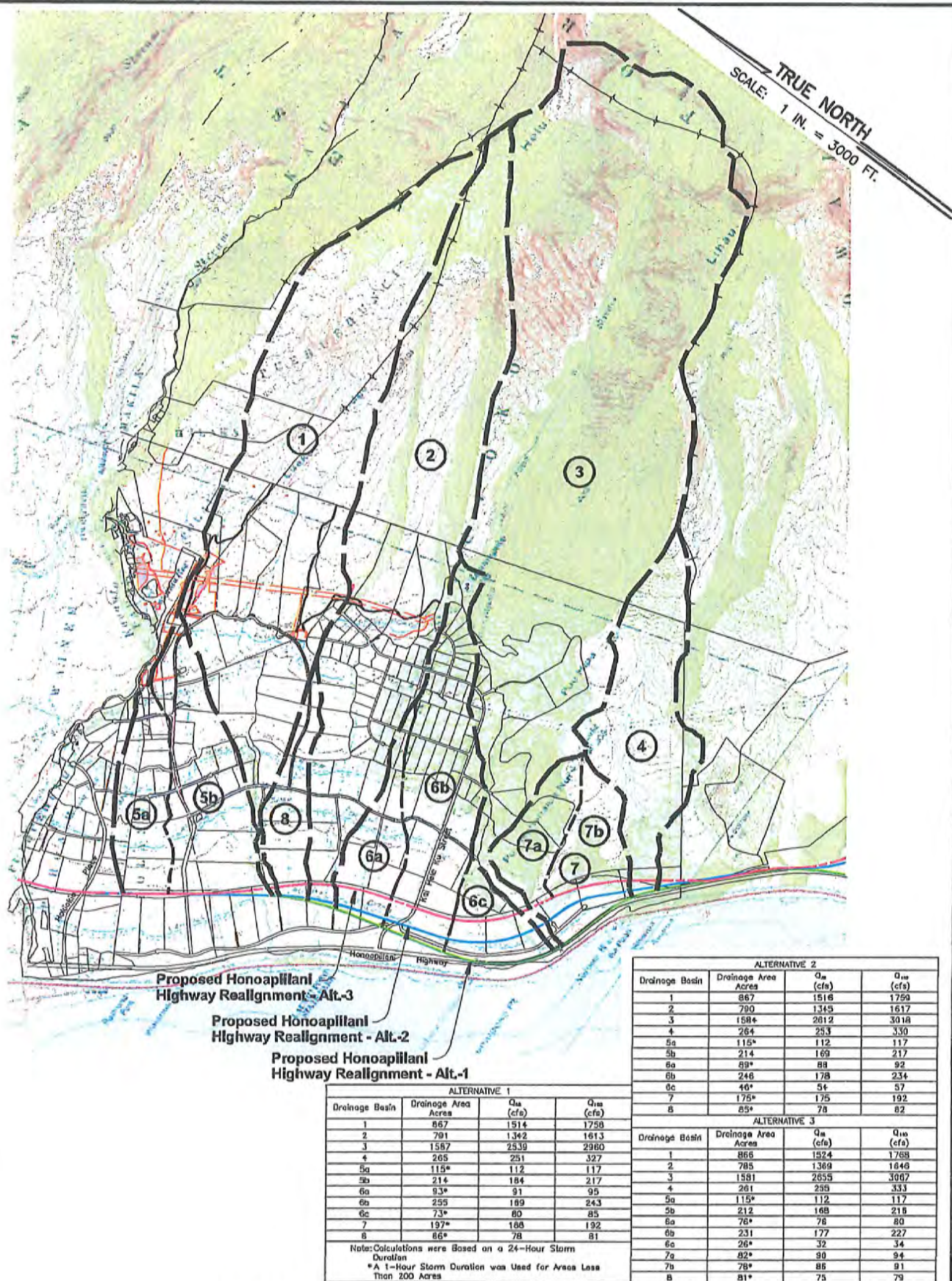
- Name of applicant: State of Hawaii, Dept of Transportation, Highways  
 Name of agent completing questionnaire: Rory Frampton  
 Name of agent's firm: Rory Frampton, Land Use Planning Consultant  
 Agent's telephone number: 808 298 4956

Address for correspondence: 869 Punchbowl, Rm 301, Honolulu 96813  
attn: Wayne Kawahara  
Applicant's telephone number: 808 587 6357

Date: \_\_\_\_\_ Signature: \_\_\_\_\_

**PLEASE NOTE: MISSING INFORMATION AND REQUIRED SIGNATURES WILL  
DELAY PROCESSING**

Attachments: Location Map  
Bridge Plans  
Photographs



**DRAIN AREA MAP**

**FIGURE 2**

April 10, 2008









Photo 1 – Launiupoko Stream: Mauka crossing, looking west (makai)



Photo 2 – Launiupoko Stream: Mauka crossing, looking east (mauka)





Photo 3 – Launiupoko Stream: Cane Haul road crossing, looking west (makai)



Photo 4 – Launiupoko Stream: Cane Haul road crossing, looking east (mauka)



Photo 5 – Launiupoko Stream: Cane Haul road crossing bridge, north view





Photo 6 – Launiupoko Stream: Looking east (mauka) from shoreline towards Honoapiilani Highway Bridge



Photo 7 – Launiupoko Stream: Looking west (makai) from Honoapiilani Highway Bridge towards shoreline



REPLY TO  
ATTENTION OF

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

APR 6 2007

April 5, 2007

Regulatory Branch

File No. POH-2007-99

Rochelle Ka'ula  
Munekiyo & Hiraga, Inc.  
305 South High Street, Suite 104  
Wailuku, HI 96793

Dear Ms. Ka'ula

This is in response to a State of Hawaii, Department of Transportation letter dated March 7, 2007 for comments on the proposed relocation of the southern terminus of the proposed Lahaina Bypass Highway from its current terminus point at Launiupoko to the vicinity of the former Olowalu Landfill Site, Maui Island, Hawaii. We have reviewed the information you provided under the Corps' authority to issue Department of the Army (DA) permits pursuant to Section 10 of the Rivers and Harbors Act (RHA) of 1899 (33 USC 403) and Section 404 of the Clean Water Act (CWA) (33 USC 1344).

Based on the information provided in letter on behalf of the applicant, the State of Hawaii Department of Transportation, we can not conclusively determine whether a permit will be required for the proposed relocation project. Please forward to this office for review a copy of the draft Environmental Assessment, project plans, and area photographs of all streams and waterbodies (i.e. wetlands, ditches, drainages, etc) that the proposed relocated bypass road will cross.

Should the applicant or his designated agent have any questions regarding this information request, please contact Ms. Joy Anamizu by phone at 808-438-7023 or by e-mail at [joy.n.anamizu@usace.army.mil](mailto:joy.n.anamizu@usace.army.mil) and refer to the file number above.

Sincerely,

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

Copy Furnished  
Ronald Tsuzuki, State of HI, Dept. of Transportation, 869<sup>th</sup> Punchbowl Street, Honolulu, HI  
96813-5097

NEIL ABERCROMBIE  
GOVERNOR



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

GLENN M. OKIMOTO  
DIRECTOR

Deputy Directors  
JADE T. BUTAY  
FORD N. FUCHIGAMI  
RANDY GRUNE  
JADINE URASAKI

IN REPLY REFER TO:

HWY-PA  
2.0621

February 3, 2012

Mr. George P. Young, P.E.  
Chief  
U.S. Department of the Army  
Regulatory Branch  
U.S. Army Engineer District, Honolulu  
Fort Shafter, Hawaii 96858

Dear Mr. Young:

Subject: Proposed Lahaina Bypass Southern Terminus Relocation Project  
Portion of TMK: (2) 4-7-001:026, 027, and 030

Thank you for your letter providing comments on the subject project.

We will forward your office a copy of the Draft Environmental Assessment (EA) as soon as it is available. The Draft EA will include project plans and information regarding all streams and waterbodies that the proposed project will traverse. In addition, a request for jurisdictional determination related to drainageways that will be crossed by the project has been sent to your office and is currently under review (Corps file number: POH-2007-00099).

If you have any questions, please do not hesitate to contact Darell Young at 587-1835.

Very truly yours,

A handwritten signature in cursive script, reading "Glenn M. Okimoto".

GLENN M. OKIMOTO, Ph.D.  
Director of Transportation

bc: Wayne Kaneshiro, FHWA  
Mark Alexander Roy, Munekiyo & Hiraga, Inc.  
HWY-M, HWY-PA

DY:th

APR 02 2007

U.S. Department of Homeland Security  
FEMA Region IX  
1111 Broadway, Suite 1200  
Oakland, CA. 94607-4052



FEMA

March 28, 2007

Rochelle Ka'ula  
Munekiyo & Hiraga, Inc.  
305 High Street, Suite 104  
Wailuku, Hawaii 96793

Dear Ms. Ka'ula:

This is in response to your request for comments on the Early Consultation Input for Proposed Lahaina Bypass Southern Terminus Relocation project.

Please review the current effective Flood Insurance Rate Maps (FIRMs) for the County of Maui (Community Number 150003), Map revised May 15, 2002. Please note that the County of Maui, Hawaii is a participant in the National Flood Insurance Program (NFIP). The minimum, basic NFIP floodplain management building requirements are described in Vol. 44 Code of Federal Regulations (44 CFR), Sections 59 through 65.

A summary of these NFIP floodplain management building requirements are as follows:

- All buildings constructed within a riverine floodplain, (i.e., Flood Zones A, AO, AH, AE, and A1 through A30 as delineated on the FIRM), must be elevated so that the lowest floor is at or above the Base Flood Elevation level in accordance with the effective Flood Insurance Rate Map.
- If the area of construction is located within a Regulatory Floodway as delineated on the FIRM, any **development** must not increase base flood elevation levels. **The term development means any man-made change to improved or unimproved real estate, including but not limited to buildings, other structures, mining, dredging, filling, grading, paving, excavation or drilling operations, and storage of equipment or materials.** A hydrologic and hydraulic analysis must be performed *prior* to the start of development, and must demonstrate that the development would not cause any rise in base flood levels. No rise is permitted within regulatory floodways.



Ms. Rochelle Ka'ula

Page 2

March 28, 2007

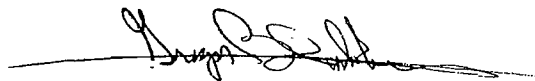
- All buildings constructed within a coastal high hazard area, (any of the "V" Flood Zones as delineated on the FIRM), must be elevated on pilings and columns, so that the lowest horizontal structural member, (excluding the pilings and columns), is elevated to or above the base flood elevation level. In addition, the posts and pilings foundation and the structure attached thereto, is anchored to resist flotation, collapse and lateral movement due to the effects of wind and water loads acting simultaneously on all building components.
- Upon completion of any development that changes existing Special Flood Hazard Areas, the NFIP directs all participating communities to submit the appropriate hydrologic and hydraulic data to FEMA for a FIRM revision. In accordance with 44 CFR, Section 65.3, as soon as practicable, but not later than six months after such data becomes available, a community shall notify FEMA of the changes by submitting technical data for a flood map revision. To obtain copies of FEMA's Flood Map Revision Application Packages, please refer to the FEMA website at <http://www.fema.gov/business/nfip/forms.shtm>.

**Please Note:**

Many NFIP participating communities have adopted floodplain management building requirements which are more restrictive than the minimum federal standards described in 44 CFR. Please contact the local community's floodplain manager for more information on local floodplain management building requirements. The Maui County floodplain manager can be reached by calling Francis Cerizo, Civil Engineer at (808) 270-2753.

If you have any questions or concerns, please do not hesitate to call Cynthia McKenzie of my staff at (510) 627-7190.

Sincerely,



for Michael Shore  
Branch Chief  
Community Mitigation Programs

cc:

Ronald Tsuzuki, State of Hawaii, Department of Transportation

Francis Cerizo, Civil Engineer, County of Maui

Carol L. Tyau-Beam, State of Hawaii, NFIP Coordinator

Cynthia McKenzie, Floodplanner, DHS/FEMA Region IX

Sandro Amaglio, Environmental Officer, DHS/FEMA Region IX

NEIL ABERCROMBIE  
GOVERNOR



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

GLENN M. OKIMOTO  
DIRECTOR

Deputy Directors  
JADE T. BUTAY  
FORD N. FUCHIGAMI  
RANDY GRUNE  
JADINE URASAKI

IN REPLY REFER TO:  
HWY-PA  
2.0628

February 3, 2012

Mr. Michael Shore  
Branch Chief  
U. S. Department of Homeland Security  
FEMA Region IX  
1111 Broadway, Suite 1200  
Oakland, California 94607-4052

Attention: Cynthia McKenzie

Dear Mr. Shore:

Subject: Proposed Lahaina Bypass Southern Terminus Relocation Project  
Portion of TMK: (2) 4-7-001:026, 027, and 030

Thank you for your letter providing early consultation input on the subject project. We offer the following in response to your comments.

1. A review of the current effective Flood Insurance Rate Map for the County of Maui will be discussed in the Draft Environmental Assessment (EA) report.
2. We note that the County of Maui, Hawaii is a participant in the National Flood Insurance Program (NFIP).

The project will be designed to conform to applicable NFIP flood plan building requirements as set forth by Volume 44 (Sections 59-65) of the Code of Federal Regulations.

We appreciate the input provided by your office. A copy of the Draft EA will be provided to you for review and comment. If you have any questions, please do not hesitate to contact Darell Young at (808) 587-1835.

Very truly yours,

A handwritten signature in black ink, appearing to read "Glenn M. Okimoto".

GLENN M. OKIMOTO, Ph.D.  
Director of Transportation

bc: Wayne Kaneshiro, Federal Highways Administration  
Mark Alexander Roy, Munekiyo & Hiraga, Inc.  
HWY-M, HWY-PA

DY:th

# STATE AGENCIES

MAR 15 2007

LINDA LINGLE  
GOVERNOR



RUSS K. SAITO  
COMPTROLLER

**STATE OF HAWAII**  
DEPARTMENT OF ACCOUNTING AND GENERAL SERVICES  
P.O. BOX 119, HONOLULU, HAWAII 96810

(P)1060.7

MAR 14 2007

Ms. Rochelle Ka'ula  
Munekiyo & Hiraga, Inc  
305 High Street, Suite 104  
Wailuku, Hawaii 96793

Dear Ms. Ka'ula:

Subject: Request for Early Consultation Input for  
Proposed Lahaina Bypass Southern Terminus Relocation

Your letter of March 7, 2007 requested early review and comment on the proposed action to relocate the southern terminus of the proposed Lahaina Bypass Highway from its current terminus point at Launiupoko to the vicinity of the former Olowalu Landfill Site. The relocation of the terminus point does not impact any of the Department of Accounting and General Services' projects or existing facilities, and we have no comments to offer.

If you have any questions regarding the above, please have your staff call Mr. Clarence Kubo of the Planning Branch at 808-586-0488.

Sincerely,

A handwritten signature in dark ink, appearing to read "Ernest Y.W. Lau".

ERNEST Y.W. LAU  
Public Works Administrator

CKK:mo

c: Mr. Ronald Tsuzuki, DOT Highways Division, Planning

LINDA LINGLE  
GOVERNOR

APR 04 2007  
PATRICIA HAMAMOTO  
SUPERINTENDENT



STATE OF HAWAII  
DEPARTMENT OF EDUCATION  
P.O. BOX 2360  
HONOLULU, HAWAII 96804

OFFICE OF THE SUPERINTENDENT

April 2, 2007

Ms. Rochelle Ka'ula, Planner  
Munekiyo & Hiraga, Inc.  
305 High Street, Suite 104  
Wailuku, Hawai'i 96793

Dear Ms. Ka'ula:

Subject: Early Consultation on Relocation of Southern Terminus of the  
Lahaina Bypass, Olowalu, Maui

The Department of Education has no comment to offer as early consultation.

If you have any questions, please call Heidi Meeker of the Facilities Development Branch at (808) 733-4862.

Very truly yours,

A handwritten signature in cursive script, reading "Patricia Hamamoto".

Patricia Hamamoto  
Superintendent

PH:jmb

c: Randolph Moore, Acting Assistant Superintendent, OBS  
Duane Kashiwai, Public Works Administrator, FDB  
Ronald Tsuzuki, Department of Transportation



APR 10 2007

LINDA LINGLE  
GOVERNOR OF HAWAII



STATE OF HAWAII  
DEPARTMENT OF LAND AND NATURAL RESOURCES  
LAND DIVISION

POST OFFICE BOX 621  
HONOLULU, HAWAII 96809

PETER T. YOUNG  
CHAIRPERSON  
BOARD OF LAND AND NATURAL RESOURCES  
COMMISSION ON WATER RESOURCE MANAGEMENT

ROBERT K. MASUDA  
DEPUTY DIRECTOR

AQUATIC RESOURCES  
BOATING AND OCEAN RECREATION  
BUREAU OF CONVEYANCES  
COMMISSION ON WATER RESOURCE MANAGEMENT  
CONSERVATION AND COASTAL LANDS  
CONSERVATION AND RESOURCES ENFORCEMENT  
ENGINEERING  
FORESTRY AND WILDLIFE  
HISTORIC PRESERVATION  
KAHOOLAWE ISLAND RESERVE COMMISSION  
LAND  
STATE PARKS

April 9, 2007

Munekiyo & Hiraga, Inc.  
305 High Street Suite 104  
Wailuku, Hawaii 96793  
Attention: Rochelle Ka'ula

Department of Transportation  
Highways Division, Planning Branch  
869 Punchbowl Street Suite 301  
Honolulu, Hawaii 96813  
Attention: Ronald Tsuzuki


Gentlemen:

Subject: Early Consultation for Proposed Lahaina Bypass Southern Terminus  
Relocation, Launiupoko to Honokowai, Maui

Thank you for the opportunity to review and comment on the subject matter. The Department of Land and Natural Resources' (DLNR) Land Division distributed or made available a copy of your report pertaining to the subject matter to DLNR Divisions for their review and comment.

Other than the comments from Division of Boating & Ocean Recreation, Engineering Division, Division of State Parks, Division of Water Resource Management, Land Division – Maui District, Division of Forestry & Wildlife, the Department of Land and Natural Resources has no other comments to offer on the subject matter. Should you have any questions, please feel free to call our office at 587-0433. Thank you.

Sincerely,

  
Russell Y. Tsuji  
Administrator

LINDA LINGLE  
GOVERNOR OF HAWAII



2007 MAR 16 AM 10:57



DEPT OF LAND &  
NATURAL RESOURCES  
**STATE OF HAWAII**  
DEPARTMENT OF LAND AND NATURAL RESOURCES  
LAND DIVISION

POST OFFICE BOX 621  
HONOLULU, HAWAII 96809

PETER T. YOUNG  
CHAIRPERSON  
BOARD OF LAND AND NATURAL RESOURCES  
COMMISSION ON WATER RESOURCE MANAGEMENT

ROBERT K. MASUDA  
DEPUTY DIRECTOR

AQUATIC RESOURCES  
BOATING AND OCEAN RECREATION  
BUREAU OF CONVEYANCES  
COMMISSION ON WATER RESOURCE MANAGEMENT  
CONSERVATION AND COASTAL LANDS  
CONSERVATION AND RESOURCES ENFORCEMENT  
ENGINEERING  
FORESTRY AND WILDLIFE  
HISTORIC PRESERVATION  
KAHOOLAWE ISLAND RESERVE COMMISSION  
LAND  
STATE PARKS

March 13, 2007

MEMORANDUM

TO: **DLNR Agencies:**  
☒ Div. of Aquatic Resources  
☒ Div. of Boating & Ocean Recreation  
☒ Engineering Division  
☒ Div. of Forestry & Wildlife  
☒ Div. of State Parks  
☒ Div. of Water Resource Management  
☒ Office of Conservation & Coastal Lands  
☒ Land Division – Maui District

FROM: Russell Y. Tsuji  
SUBJECT: Consultation for Draft Environmental Assessment for Proposed Lahaina Bypass  
Southern Terminus Relocation  
LOCATION: Launiupoko to Honokowai, Maui  
APPLICANT: Munekiyo & Hiraga, Inc. on behalf of Department of Transportation

Transmitted for your review and comment on the above referenced document. We would appreciate your comments on this document. Please submit any comments by April 5, 2007.

If no response is received by this date, we will assume your agency has no comments. If you have any questions about this request, please contact my office at 587-0433. Thank you.

Attachments

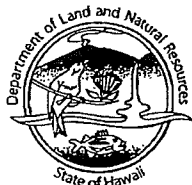
- ☒ We have no objections.  
☐ We have no comments.  
☐ Comments are attached.

Signed: \_\_\_\_\_

Date: 3/15/07

NR014707-07 6:34:00 PM

LINDA LINGLE  
GOVERNOR OF HAWAII



STATE OF HAWAII  
DEPARTMENT OF LAND AND NATURAL RESOURCES  
LAND DIVISION

POST OFFICE BOX 621  
HONOLULU, HAWAII 96809

PETER T. YOUNG  
CHAIRPERSON  
BOARD OF LAND AND NATURAL RESOURCES  
COMMISSION ON WATER RESOURCE MANAGEMENT

ROBERT K. MASUDA  
DEPUTY DIRECTOR

AQUATIC RESOURCES  
BOATING AND OCEAN RECREATION  
BUREAU OF CONVEYANCES  
COMMISSION ON WATER RESOURCE MANAGEMENT  
CONSERVATION AND COASTAL LANDS  
CONSERVATION AND RESOURCES ENFORCEMENT  
ENGINEERING  
FORESTRY AND WILDLIFE  
HISTORIC PRESERVATION  
KAILOLAWE ISLAND RESERVE COMMISSION  
LAND  
STATE PARKS

March 13, 2007

MEMORANDUM

TO: DLNR Agencies:  
☒ Div. of Aquatic Resources  
☒ Div. of Boating & Ocean Recreation  
☒ Engineering Division  
☒ Div. of Forestry & Wildlife  
☒ Div. of State Parks  
☒ Div. of Water Resource Management  
☒ Office of Conservation & Coastal Lands  
☒ Land Division – Maui District

RECEIVED  
LAND DIVISION  
2007 MAR 15 A 8:33

FROM: Russell Y. Tsuji  
SUBJECT: Consultation for Draft Environmental Assessment for Proposed Lahaina Bypass  
Southern Terminus Relocation  
LOCATION: Launiupoko to Honokowai, Maui  
APPLICANT: Munekiyo & Hiraga, Inc. on behalf of Department of Transportation

Transmitted for your review and comment on the above referenced document. We would appreciate your comments on this document. Please submit any comments by April 5, 2007.

If no response is received by this date, we will assume your agency has no comments. If you have any questions about this request, please contact my office at 587-0433. Thank you.

Attachments

( ) We have no objections.  
( ) We have no comments.  
☒ Comments are attached.

Signed: 

Date: 3/15/07

**DEPARTMENT OF LAND AND NATURAL RESOURCES  
ENGINEERING DIVISION**

**LD/RYT**

**ReF.: ConDEALahainaBypass  
Maui.354**

**COMMENTS**

- ( ) We confirm that the project site, according to the Flood Insurance Rate Map (FIRM), is located in Flood Zone \_\_\_\_.
- (X) **Please take note that the project site, according to the Flood Insurance Rate Map (FIRM), is located in Flood Zone C. The National Flood Insurance Program does not have any regulations for developments within Zone C.**
- ( ) Please note that the correct Flood Zone Designation for the project site according to the Flood Insurance Rate Map (FIRM) is \_\_\_\_.
- ( ) Please note that the project must comply with the rules and regulations of the National Flood Insurance Program (NFIP) presented in Title 44 of the Code of Federal Regulations (44CFR), whenever development within a Special Flood Hazard Area is undertaken. If there are any questions, please contact the State NFIP Coordinator, Ms. Carol Tyau-Beam, of the Department of Land and Natural Resources, Engineering Division at (808) 587-0267.

Please be advised that 44CFR indicates the minimum standards set forth by the NFIP. Your Community's local flood ordinance may prove to be more restrictive and thus take precedence over the minimum NFIP standards. If there are questions regarding the local flood ordinances, please contact the applicable County NFIP Coordinators below:

- ( ) Mr. Robert Sumimoto at (808) 523-4254 or Mr. Mario Siu Li at (808) 523-4247 of the City and County of Honolulu, Department of Planning and Permitting.
- ( ) Mr. Kelly Gomes at (808) 961-8327 (Hilo) or Mr. Kiran Emler at (808) 327-3530 (Kona) of the County of Hawaii, Department of Public Works.
- ( ) Mr. Francis Cerizo at (808) 270-7771 of the County of Maui, Department of Planning.
- ( ) Mr. Mario Antonio at (808) 241-6620 of the County of Kauai, Department of Public Works.
- ( ) The applicant should include project water demands and infrastructure required to meet water demands. Please note that the implementation of any State-sponsored projects requiring water service from the Honolulu Board of Water Supply system must first obtain water allocation credits from the Engineering Division before it can receive a building permit and/or water meter.
- ( ) The applicant should provide the water demands and calculations to the Engineering Division so it can be included in the State Water Projects Plan Update.
- ( ) Additional Comments:
- ( ) Other: \_\_\_\_\_

Should you have any questions, please call Ms. Alyson Yim of the Planning Branch at 587-0259.

Signed: \_\_\_\_\_

ERIC T. HIRANO, CHIEF ENGINEER

Date: \_\_\_\_\_

3/15/07

MAR 13 2007

LINDA LINGLE  
GOVERNOR OF HAWAII



STATE OF HAWAII  
DEPARTMENT OF LAND AND NATURAL RESOURCES  
LAND DIVISION

POST OFFICE BOX 621  
HONOLULU, HAWAII 96809

March 13, 2007

MEMORANDUM

TO: **DLNR Agencies:**  
☒ Div. of Aquatic Resources  
☒ Div. of Boating & Ocean Recreation  
☒ Engineering Division  
☒ Div. of Forestry & Wildlife  
☒ Div. of State Parks  
☒ Div. of Water Resource Management  
☒ Office of Conservation & Coastal Lands  
☒ Land Division – Maui District

FROM: Russell Y. Tsuji  
SUBJECT: Consultation for Draft Environmental Assessment for Proposed Lahaina Bypass  
Southern Terminus Relocation  
LOCATION: Launiupoko to Honokowai, Maui  
APPLICANT: Muneikiyo & Hiraga, Inc. on behalf of Department of Transportation

Transmitted for your review and comment on the above referenced document. We would appreciate your comments on this document. Please submit any comments by April 5, 2007.

If no response is received by this date, we will assume your agency has no comments. If you have any questions about this request, please contact my office at 587-0433. Thank you.

Attachments

*DOFAW will wait  
to review the EISP  
for this project.*

- ☐ We have no objections.  
☒ We have no comments.  
☒ Comments are attached.

Signed: *[Signature]*

Date:

*[Signature]*  
**PAUL J. CONRY, ADMINISTRATOR**  
**DIVISION OF FORESTRY AND WILDLIFE**

MAR 21 2007

*→ NA - [Signature]*

PETER T. YOUNG  
CHAIRPERSON  
BOARD OF LAND AND NATURAL RESOURCES  
COMMISSION ON WATER RESOURCE MANAGEMENT

ROBERT K. MASUDA  
DEPUTY DIRECTOR

AQUATIC RESOURCES  
BOATING AND OCEAN RECREATION  
BUREAU OF CONVEYANCES  
COMMISSION ON WATER RESOURCE MANAGEMENT  
CONSERVATION AND COASTAL LANDS  
CONSERVATION AND RESOURCES ENFORCEMENT  
ENGINEERING  
FORESTRY AND WILDLIFE  
HISTORIC PRESERVATION  
KAHOOLAWE ISLAND RESERVE COMMISSION  
LAND  
STATE PARKS

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LAND DIVISION  
2007 MAR 22 A 10:10

LINDA LINGLE  
GOVERNOR OF HAWAII



RECEIVED  
LAND DIVISION



2007 MAR 19 P 3:07

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STATE PARKS DIV

STATE OF HAWAII  
DEPARTMENT OF LAND AND NATURAL RESOURCES  
LAND DIVISION

POST OFFICE BOX 621  
HONOLULU, HAWAII 96809

'07 MAR 13 AM 11:34

DEPT OF LAND &  
March 13, 2007 NATURAL RESOURCES

PETER T. YOUNG  
CHAIRPERSON  
BOARD OF LAND AND NATURAL RESOURCES  
COMMISSION ON WATER RESOURCE MANAGEMENT

ROBERT K. MASUDA  
DEPUTY DIRECTOR

AQUATIC RESOURCES  
BOATING AND OCEAN RECREATION  
BUREAU OF CONVEYANCES  
COMMISSION ON WATER RESOURCE MANAGEMENT  
CONSERVATION AND COASTAL LANDS  
CONSERVATION AND RESOURCES ENFORCEMENT  
ENGINEERING  
FORESTRY AND WILDLIFE  
HISTORIC PRESERVATION  
KAHOOLAWE ISLAND RESERVE COMMISSION  
LAND  
STATE PARKS

TO:  
ADMINISTRATOR  
ASST ADMIN  
DEV BR  
PLAN BR  
RES MGT BR  
CLERICAL  
ADMIN ASST  
INTERP BR

FOR:  
CIRC/POST/STAFF RM  
COMMENTS & REC  
DRAFT REPLY  
FILE  
FOLLOW UP  
INFO  
RUN COPIES  
RUSH DUE  
SEE ME  
FAX/SEND COPY TO

# MEMORANDUM

TO: DLNR Agencies:  
☒ Div. of Aquatic Resources  
☒ Div. of Boating & Ocean Recreation  
☒ Engineering Division  
☒ Div. of Forestry & Wildlife  
☒ Div. of State Parks  
☒ Div. of Water Resource Management  
☒ Office of Conservation & Coastal Lands  
☒ Land Division - Maui District

FROM: Russell Y. Tsuji  
SUBJECT: Consultation for Draft Environmental Assessment for Proposed Lahaina Bypass  
Southern Terminus Relocation  
LOCATION: Launiupoko to Honokowai, Maui  
APPLICANT: Munekiyo & Hiraga, Inc. on behalf of Department of Transportation

Transmitted for your review and comment on the above referenced document. We would appreciate your comments on this document. Please submit any comments by April 5, 2007.

If no response is received by this date, we will assume your agency has no comments. If you have any questions about this request, please contact my office at 587-0433. Thank you.

## Attachments

- ( ) We have no objections.
- ( / ) We have no comments.
- ( ) Comments are attached.

Signed:   
Date: 3/16/07



LINDA LINGLE  
GOVERNOR OF HAWAII



PETER T. YOUNG  
CHAIRPERSON  
MEREDITH J. CHING  
JAMES A. FRAZIER  
NEAL S. FUJIMURA  
CHIYOME L. FUKINO, M.D.  
LAWRENCE H. MIKE, M.D., J.D.  
STEPHANIE A. WHALEN

STATE OF HAWAII  
DEPARTMENT OF LAND AND NATURAL RESOURCES  
COMMISSION ON WATER RESOURCE MANAGEMENT  
P.O. BOX 621  
HONOLULU, HAWAII 96809

March 15, 2007

TO: Russell Tsuji, Administrator  
Land Division

FROM: W. Roy Hardy, Hydrologic Program Manager  
Commission on Water Resource Management

SUBJECT: Lahaina Bypass Supplemental EIS

FILE NO.:

R

RECEIVED  
LAND DIVISION  
2007 MAR 16 P 3:38

Thank you for the opportunity to review the subject document. The Commission on Water Resource Management (CWRM) is the agency responsible for administering the State Water Code (Code). Under the Code, all waters of the State are held in trust for the benefit of the citizens of the State, therefore, all water use is subject to legally protected water rights. CWRM strongly promotes the efficient use of Hawaii's water resources through conservation measures and appropriate resource management. For more information, please refer to the State Water Code, Chapter 174C, Hawaii Revised Statutes, and Hawaii Administrative Rules, Chapters 13-167 to 13-171. These documents are available via the Internet at <http://www.hawaii.gov/dlnr/cwrn>.

Our comments related to water resources are checked off below.

- ☐ 1. We recommend coordination with the county to incorporate this project into the county's Water Use and Development Plan. Please contact the respective Planning Department and/or Department of Water Supply for further information.
- ☐ 2. We recommend coordination with the Engineering Division of the State Department of Land and Natural Resources to incorporate this project into the State Water Projects Plan.
- ☐ 3. There may be the potential for ground or surface water degradation/contamination and recommend that approvals for this project be conditioned upon a review by the State Department of Health and the developer's acceptance of any resulting requirements related to water quality.

Permits required by CWRM: Additional information and forms are available at [www.hawaii.gov/dlnr/cwrn/forms.htm](http://www.hawaii.gov/dlnr/cwrn/forms.htm).

- ☐ 4. The proposed water supply source for the project is located in a designated ground-water management area, and a Water Use Permit is required prior to use of ground water.
- ☐ 5. A Well Construction Permit(s) is (are) required before the commencement of any well construction work.
- ☐ 6. A Pump Installation Permit(s) is (are) required before ground water is developed as a source of supply for the project.

DRF-IA 03/02/2006

4-2-07

LINDA LINGLE  
GOVERNOR OF HAWAII



STATE OF HAWAII  
DEPARTMENT OF LAND AND NATURAL RESOURCES  
LAND DIVISION

POST OFFICE BOX 621  
HONOLULU, HAWAII 96809

PETER T. YOUNG  
CHAIRPERSON  
BOARD OF LAND AND NATURAL RESOURCES  
COMMISSION ON WATER RESOURCE MANAGEMENT  
ROBERT K. MASUDA  
DEPUTY DIRECTOR  
AQUATIC RESOURCES  
BOATING AND OCEAN RECREATION  
BUREAU OF CONVEYANCES  
COMMISSION ON WATER RESOURCE MANAGEMENT  
CONSERVATION AND COASTAL LANDS  
CONSERVATION AND RESOURCES ENFORCEMENT  
ENGINEERING  
FORESTRY AND WILDLIFE  
HISTORIC PRESERVATION  
KAHOOLAWE ISLAND RESERVE COMMISSION  
LAND  
STATE PARKS

March 13, 2007

MEMORANDUM

TO:

DLNR Agencies:

- ☒ Div. of Aquatic Resources
- ☒ Div. of Boating & Ocean Recreation
- ☒ Engineering Division
- ☒ Div. of Forestry & Wildlife
- ☒ Div. of State Parks
- ☒ Div. of Water Resource Management
- ☒ Office of Conservation & Coastal Lands
- ☒ Land Division - Maui District

FROM:

Russell Y. Tsuji

SUBJECT:

Consultation for Draft Environmental Assessment for Proposed Lahaina Bypass  
Southern Terminus Relocation

LOCATION: Launiupoko to Honokowai, Maui

APPLICANT: Munekiyo & Hiraga, Inc. on behalf of Department of Transportation

Transmitted for your review and comment on the above referenced document. We would appreciate your comments on this document. Please submit any comments by April 5, 2007.

If no response is received by this date, we will assume your agency has no comments. If you have any questions about this request, please contact my office at 587-0433. Thank you.

Attachments

- ☐ We have no objections.
- ☐ We have no comments.
- ☒ Comments are attached.

Signed:

*W. P. [Signature]*

Date:

3/14/07

COMMISSION ON WATER  
RESOURCE MANAGEMENT

07 MAR 13 AM 11:34

RECEIVED

LINDA LINGLE  
GOVERNOR OF HAWAII



MAUI DISTRICT  
LAND DIVISION

2007 MAR 14 PM 1:23

STATE OF HAWAII  
DEPARTMENT OF LAND AND NATURAL RESOURCES  
LAND DIVISION

POST OFFICE BOX 621  
HONOLULU, HAWAII 96809

PETER T. YOUNG  
CHAIRPERSON  
BOARD OF LAND AND NATURAL RESOURCES  
COMMISSION ON WATER RESOURCE MANAGEMENT  
  
ROBERT K. MASUDA  
DEPUTY DIRECTOR  
  
AQUATIC RESOURCES  
BOATING AND OCEAN RECREATION  
BUREAU OF CONVEYANCES  
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FORESTRY AND WILDLIFE  
HISTORIC PRESERVATION  
KAHOOLAWE ISLAND RESERVE COMMISSION  
LAND  
STATE PARKS

March 13, 2007

MEMORANDUM

TO: **DLNR Agencies:**  
☒ Div. of Aquatic Resources  
☒ Div. of Boating & Ocean Recreation  
☒ Engineering Division  
☒ Div. of Forestry & Wildlife  
☒ Div. of State Parks  
☒ Div. of Water Resource Management  
☒ Office of Conservation & Coastal Lands  
☒ Land Division - Maui District

RECEIVED  
LAND DIVISION  
2007 MAR 16 A 8:33

FROM: Russell Y. Tsuji  
SUBJECT: Consultation for Draft Environmental Assessment for Proposed Lahaina Bypass  
Southern Terminus Relocation  
LOCATION: Launiupoko to Honokowai, Maui  
APPLICANT: Muneikiyo & Hiraga, Inc. on behalf of Department of Transportation

Transmitted for your review and comment on the above referenced document. We would appreciate your comments on this document. Please submit any comments by April 5, 2007.

If no response is received by this date, we will assume your agency has no comments. If you have any questions about this request, please contact my office at 587-0433. Thank you.

Attachments

- ( ) We have no objections.  
( ) We have no comments.  
(X) Comments are attached.

Signed:

Date: 3/14/07

DOT should also consider realigning the northern terminus closer to the Kapalua airport to minimize traffic along Honouliuli Hwy, connect major nodes of transportation, i.e. the airport, and to provide better access to State and DNLR lands in Honokowai mauka areas.

NEIL ABERCROMBIE  
GOVERNOR



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

GLENN M. OKIMOTO  
DIRECTOR

Deputy Directors  
JADE T. BUTAY  
FORD N. FUCHIGAMI  
RANDY GRUNE  
JADINE URASAKI

IN REPLY REFER TO:

HWY-PA  
2.0620

February 3, 2012

TO: RUSSELL TSUJI  
ADMINISTRATOR  
LAND DIVISION  
DEPARTMENT OF LAND AND NATURAL RESOURCES

FROM: GLENN M. OKIMOTO, Ph.D. *Glenn M. Okimoto*  
DIRECTOR OF TRANSPORTATION

SUBJECT: PROPOSED LAHAINA BYPASS SOUTHERN TERMINUS RELOCATION  
PROJECT, PORTION OF TMK: (2) 4-7-001: 026, 027 AND 030

Thank you for your letter providing early consultation input on the subject project. We offer the following in response to your comments.

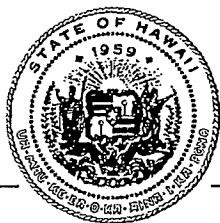
1. The Draft Environmental Assessment (EA) will reflect the project area's flood zone designation.
2. Although long-term planning warrants consideration of providing required highway capacity north of Honokowai, the State Department of Transportation has determined that priority for the provision of highway capacity and alignment improvements lies at the southern terminus of the Lahaina Bypass. This prioritization allows for the allocation of limited State and Federal funds to a segment of the bypass highway which can most readily benefit West Maui highway users.

We appreciate the input provided by your office. A copy of the Draft EA will be provided to you for review and comment. If you have any questions, please do not hesitate to contact Darell Young at 587-1835.

bc: Wayne Kaneshiro, FHWA  
Mark Alexander Roy, Munekiyo & Hiraga, Inc.  
HWY-M, HWY-PA

DY:th

APR 17 2007



## DEPARTMENT OF BUSINESS, ECONOMIC DEVELOPMENT & TOURISM

### OFFICE OF PLANNING

235 South Beretania Street, 6th Floor, Honolulu, Hawaii 96813  
Mailing Address: P.O. Box 2359, Honolulu, Hawaii 96804

LINDA LINGLE  
GOVERNOR  
THEODORE E. LIU  
DIRECTOR  
MARK K. ANDERSON  
DEPUTY DIRECTOR  
LAURA H. THIELEN  
DIRECTOR  
OFFICE OF PLANNING

Telephone: (808) 587-2846  
Fax: (808) 587-2824

Ref. No. P-11708

April 13, 2007

Ms. Rochelle Ka'ula  
Munekiyo & Hiraga, Inc.  
305 High Street, Suite 104  
Wailuku, Hawaii 96793

Dear Ms. Ka'ula:

Subject: Request for Early Consultation on Draft Environmental Assessment  
Project: Proposed Lahaina Bypass Southern Terminus Relocation  
Applicant: State Department of Transportation, Federal Highway  
Administration  
Landowner: Makila Land Company, LLC  
Location: Olowalu, Maui

We have received the State Department of Transportation's (DOT) request for early consultation on the proposed Lahaina Bypass Southern Terminus relocation and we offer the following comments.

The proposed relocation of the southern terminus of the proposed Lahaina Bypass highway will extend the mauka alignment almost a mile further before merging with the existing Honoapi'ilani Highway. The landowner, Makila Land Company, LLC, is proposing to set-aside the required road right-of-way to DOT as part of a preliminary agricultural subdivision application filed with the County of Maui. The proposed agricultural subdivision will include agricultural lots, a subdivision roadway, and 75 acres for future shoreline recreational purposes.

The draft environmental assessment should address the impacts of the relocation project in its entirety, including the following cross-cutting issues of State concern:

1. **Agricultural lands** --- Preservation of important agricultural lands is a priority for the State. Please address how the extension of the bypass highway will impact the agricultural lands that will be bisected by the new alignment.

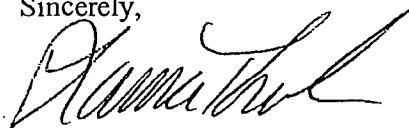
Ms. Rochelle Ka'ula  
Page 2  
April 13, 2007

2. **Ocean Resources** --- The State has an affirmative duty to protect Hawaii's nearshore waters. Please discuss what design standards, including low impact design strategies, will be incorporated to reduce stormwater runoff from the highway to the ocean.

3. **Coastal Zone Management** --- The State oversees protection of natural and cultural resources within the coastal zone. Please discuss how the proposed relocation will balance the competing values of economic development and preservation of coastal resources, including protection from hurricanes, tsunami, and shoreline erosion.

The Office of Planning looks forward to receiving the DEA with the potential impacts and mitigation measures for the above issues addressed. If you have any questions, please call Mary Alice Evans at 587-2802.

Sincerely,

A handwritten signature in black ink, appearing to read 'Laura H. Thielen', written in a cursive style.

Laura H. Thielen  
Director

c: Mr. Ronald Tsuzuki, Planning Branch, Highways Division, DOT



NEIL ABERCROMBIE  
GOVERNOR



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

GLENN M. OKIMOTO  
DIRECTOR

Deputy Directors  
JADE T. BUTAY  
FORD N. FUCHIGAMI  
RANDY GRUNE  
JADINE URASAKI

IN REPLY REFER TO:

HWY-PA  
2.0618

February 3, 2012

TO: MARY ALICE EVANS, DEPUTY DIRECTOR  
DEPARTMENT OF BUSINESS, ECONOMIC DEVELOPMENT & TOURISM

ATTN: JESSE K. SOUKI, DIRECTOR  
OFFICE OF PLANNING  
DEPARTMENT OF BUSINESS, ECONOMIC DEVELOPMENT & TOURISM

FROM: GLENN M. OKIMOTO, Ph.D. *Glenn M. Okimoto*  
DIRECTOR OF TRANSPORTATION

SUBJECT: PROPOSED LAHAINA BYPASS SOUTHERN TERMINUS RELOCATION  
PORTION OF TMK: (2) 4-7-001: 026, 027 AND 030

Thank you for your letter providing comments on the subject project. The Draft Environmental Assessment (EA) report will discuss agricultural lands, ocean resources and coastal zone management, its potential impacts and mitigation measures, as it relates to the proposed Lahaina Bypass Southern Terminus Relocation project.

We appreciate the input provided by your office. A copy of the Draft EA will be provided to you for review and comment. If you have any questions, please do not hesitate to contact Darell Young at 587-1835.

c: Richard Lim, Director, Department of Business, Economic Development & Tourism

bc: Wayne Kaneshiro, FHWA  
Mark Alexander Roy, Munekiyo & Hiraga, Inc.  
HWY-M, HWY-PA

DY:th

MAR 28 2007

LINDA LINGLE  
GOVERNOR OF HAWAII



**STATE OF HAWAII**  
**DEPARTMENT OF HEALTH**  
**MAUI DISTRICT HEALTH OFFICE**  
54 HIGH STREET  
WAILUKU, MAUI, HAWAII 96793-2102

CHIYOME L. FUKINO, M. D.  
DIRECTOR OF HEALTH  
LORRIN W. PANG, M. D., M. P. H.  
DISTRICT HEALTH OFFICER

March 27, 2007

The Honorable Brennon T. Morioka, Ph.D., P.E.  
Deputy Director – Highways  
Department of Transportation  
State of Hawaii  
869 Punchbowl Street  
Honolulu, Hawai'i 96813-5097

Dear Mr. Morioka:

Subject: **Proposed Lahaina Bypass Southern Terminus Relocation  
Olowalu, Maui**

Thank you for the opportunity to participate in the early consultation process for the proposed relocation of the southern terminus of the Lahaina Bypass. The following comments are offered:

1. The noise created during the construction phase of the project may exceed the maximum allowable levels as set forth in Hawaii Administrative Rules (HAR), Chapter 11-46, "Community Noise Control". A noise permit may be required and should be obtained before the commencement of work.
2. National Pollutant Discharge Elimination System (NPDES) permit coverage is required for this project. The Clean Water Branch should be contacted at 808 586-4309.

The Honorable Brennon T. Morioka  
March 27, 2007  
Page 2

It is strongly recommended that the Standard Comments found at the Department's website: [www.state.hi.us/health/environmental/env-planning/landuse/landuse.html](http://www.state.hi.us/health/environmental/env-planning/landuse/landuse.html) be reviewed, and any comments specifically applicable to this project should be adhered to.

Should you have any questions, please call me at 808 984-8230.

Sincerely,

A handwritten signature in black ink, appearing to be "H. Matsubayashi", enclosed within a large, loopy oval shape.

Herbert S. Matsubayashi  
District Environmental Health Program Chief

c: Rochelle Ka'ula  
Ronald Tsuzuki  
EPO

NEIL ABERCROMBIE  
GOVERNOR



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

GLENN M. OKIMOTO  
DIRECTOR

Deputy Directors  
JADE T. BUTAY  
FORD N. FUCHIGAMI  
RANDY GRUNE  
JADINE URASAKI

IN REPLY REFER TO:  
HWY-PA  
2.0716

February 3, 2012

TO: PATTI KITKOWSKI  
ACTING DISTRICT ENVIRONMENTAL HEALTH PROGRAM CHIEF  
MAUI DISTRICT HEALTH OFFICE  
DEPARTMENT OF HEALTH

FROM: GLENN M. OKIMOTO, Ph.D. *Glenn M. Okimoto*  
DIRECTOR OF TRANSPORTATION

SUBJECT: PROPOSED LAHAINA BYPASS SOUTHERN TERMINUS RELOCATION  
PROJECT, PORTION OF TMK: (2) 4-7-001:026, 027, AND 030

Thank you for the letter from your department providing comments on the subject project. We offer the following information in response to your comments:

1. Construction noise parameters will be monitored to ensure compliance with Hawaii Administrative Rules, Chapter 11-46, "Community Noise Control." A noise permit, if applicable, will be obtained prior to the commencement of construction.
2. A National Pollutant Discharge Elimination System Permit will be secured for the proposed action, as applicable.

We note that other applicable regulatory requirements of the State Department of Health will be addressed as well.

We appreciate the input provided by your office. A copy of the Draft Environmental Assessment will be provided to you for review and comment. If you have any questions, please do not hesitate to contact Darell Young at (808) 587-1835.

bc: Wayne Kaneshiro, FHWA  
Mark Alexander Roy, Munekiyo & Hiraga, Inc.  
HWY-M, HWY-PA

DY:th

# COUNTY AGENCIES



DEPARTMENT OF  
**HOUSING AND HUMAN CONCERNS**  
HOUSING DIVISION  
COUNTY OF MAUI

MAR 28 2007

CHARMAINE TAVARES  
Mayor

VANESSA A. MEDEIROS  
Director

LORI TSUHAKE  
Deputy Director

---

86 W. KAMEHAMEHA AVENUE • KAHULUI, HAWAII 96732-2259 • PHONE (808) 270-7351 • FAX (808) 270-6284

March 19, 2007

Ms. Rochelle Ka'ula  
Munekiyo & Hiraga, Inc.  
305 High Street, Suite 104  
Wailuku, Hawaii 96793

Dear Ms. Ka'ula:

**Subject: Proposed Lahaina Bypass Southern Terminus  
Relocation Project**

We have reviewed the project overview that was attached to Mr. Brennon T. Morioka's early consultation letter of March 7, 2007, and would like to offer the following comments:

1. We support the relocation of the southern terminus of the project from Launiupoko to the vicinity of the former Olowalu landfill site.
2. The proposed project will provide a better intersection at Kai Hele Ku Street since it will be along a straight section of Kai Hele Ku Street as opposed to the existing location which is on a curve.
3. The relocation of the southern terminus to an area further south will move the Honoapiilani Highway further inland in the Launiupoko Park-former Olowalu landfill area and avoid an area that is subject to high surf inundation.



Ms. Rochelle Ka'ula

Page 2

March 19, 2007

4. Makila Land Company, LLC's offer to dedicate the right-of-way to extend the roadway to the southern boundary of its land holdings near the vicinity of the former Olowalu landfill site is a significant contribution to the project.
5. The relocation of the Honoapiilani Highway further inland will provide greater opportunities for coastal recreational uses.

Thank you for the opportunity to comment.

Very truly yours,



VANESSA A. MEDEIROS  
Director

ETO:bp

c: Housing Administrator  
Mr. Ronald Tsuzaki

NEIL ABERCROMBIE  
GOVERNOR



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

GLENN M. OKIMOTO  
DIRECTOR

Deputy Directors  
JADE T. BUTAY  
FORD N. FUCHIGAMI  
RANDY GRUNE  
JADINE URASAKI

IN REPLY REFER TO:

HWY-PA  
2.0619

February 3, 2012

Ms. JoAnn Riодao  
Director  
County of Maui  
Department of Housing and Human Concerns  
Housing Division  
One Main Plaza  
2200 Main Street, Suite 546  
Wailuku, Hawaii 96793

Dear Ms. Riодao:

Subject: Proposed Lahaina Bypass Southern Terminus Relocation Project  
Portion of TMK: (2) 4-7-001:026, 027, and 030

Thank you for your letter providing comments on the subject project. We appreciate your support for the proposed relocation of the southern terminus of the Lahaina Bypass to the vicinity of the former Olowalu Landfill site.

A copy of the Draft Environmental Assessment will be provided to your office for review and comment. If you have any questions, please do not hesitate to contact Darell Young at (808) 587-1835.

Very truly yours,

A handwritten signature in black ink, appearing to read "Glenn M. Okimoto".

GLENN M. OKIMOTO, Ph.D.  
Director of Transportation

bc: Wayne Kaneshiro, FHWA  
Mark Alexander Roy, Munekiyo & Hiraga, Inc.  
HWY-M, HWY-PA

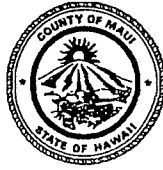
DY:th

CHARMAINE TAVARES  
Mayor

JEFFREY S. HUNT  
Director

COLLEEN M. SUYAMA  
Deputy Director

MAY 18 2007



COUNTY OF MAUI  
**DEPARTMENT OF PLANNING**

May 15, 2007

Ms. Rochelle Ka'ula  
Munekiyo & Hiraga, Inc.  
305 High Street, Suite 104  
Wailuku, Hawaii 96793

Dear Ms. Ka'ula:

**SUBJECT: Pre-consultation Comments in Preparation of a Draft  
Environmental Assessment for the Proposed Lahaina Bypass  
Southern Terminus Relocation (EAC2007/0008)**

The Maui Planning Department (Department) is in receipt of the State of Hawaii Department of Transportation's (SDOT) letter dated March 7, 2005, requesting early consultation comments on the proposal to relocate the southern terminus of the proposed Lahaina Bypass Highway from its current terminus point at Launiupoko to the vicinity of the former Olowalu Landfill Site.

The proposed action involves extending the terminus of the Lahaina Bypass 10,000 lineal feet (proposed right-of-way) to the south and shifting the intersection at Kai Hele Ku Street more mauka or inland. The proposed right-of-way is reflected in Makila Land Company, LLC's preliminary subdivision application filed with the County of Maui. This subdivision includes the creation of agricultural lots makai of the proposed right-of-way.

The Department has reviewed this information and provides the following comments:

1. The Department recommends review by the Cultural Resources Commission (CRC) relative to potential impacts to cultural, historic, or archaeological sites in the area. Please contact Mr. Stanley Solamillo, of my office, at 270-7506 for scheduling.
2. Discuss how this proposal is consistent with the West Maui Community Plan policies regarding the:
  - a. Preservation of coastal scenic views.

Ms. Rochelle Ka'ula  
May 15, 2007  
Page 2

- b. Provision of shoreline access.
  - c. Accommodating a sufficient supply of land for parks.
  - d. Preservation of archeological, historical and cultural resources.
  - e. Protection and enhancement of open space.
  - f. Support of bikeways and pedestrian walkways.
3. Discuss how the proposal is consistent with the Pali to Puamana Parkway Master Plan which designates the area makai of the currently proposed highway alignment in this area as open space (Figure 15, page 45).
4. Discuss the options and implications of relocating the bypass further mauka of the currently proposed highway alignment, tsunami inundation areas, coastal erosion areas and coastal flood hazard zones (i.e. views, development potential, open space and park expansion, etc.)
5. The SDOT should coordinate with the County to determine what is the best location of the realignment in consideration of applicable plans and policies.

The Department supports the relocation of the southern terminus of the Lahaina Bypass from Launiupoko to Olowalu. However, the Pali to Puamana Parkway Master Plan, which included two years of both general public and public agency input, outlines a plan to not only relocate the highway out of the danger zones but to also provide a continued corridor of open space and park land with little or no development makai of the highway alignment. The Department is concerned of the proposal to move the alignment further mauka which will lead to challenges in the County's ability to finance the acquisition of the all the lands makai of the realigned highway in order to support the intent of the West Maui Community Plan. This proposed mauka alignment also provides more opportunity for the landowner to develop the lands makai of the alignment than would be available should the alignment follow what is proposed in the Pali to Puamana Parkway Master Plan.

The Department is currently processing an Environmental Assessment to address proposed changes in land use designations for areas identified in the Pali to Puamana Parkway Master Plan as well as some additional lands for open space and park. The Department will be incorporating the comments provided by the major landowner in this area as well as those provided by others. The Department is open to discussing this project with SDOT and the landowner, however, the Department is ultimately obligated to

Ms. Rochelle Ka'ula  
May 15, 2007  
Page 3

abide by, as well, as implement the goals, objectives and policies of the West Maui Community Plan.

Thank you for the opportunity to comment. Please include the Department on the distribution list for the Draft EA. Should you require further clarification, please contact Ms. Kathleen Ross Aoki, Staff Planner, at 270-5529.

Sincerely,



JEFFREY S. HUNT  
Planning Director

JSH:KRA:

c: Colleen Suyama, Deputy Planning Director  
Ronald Tsuzuki, State Department of Transportation  
Clayton I Yoshida, Planning Program Administrator  
John Summers, Planning Program Administrator  
Kathleen Ross Aoki, Staff Planner  
Robyn Loudermilk, Staff Planner  
Project File  
General File  
K:\WP\_DOCS\PLANNING\EAC\2007\0008\_LahainaByPassSouth\0008 early consult final 05-15-07.wpd

NEIL BERGROMBIE  
GOVERNOR



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

GLENN M. OKIMOTO  
DIRECTOR

Deputy Directors  
JADE T. BUTAY  
FORD N. FUCHIGAMI  
RANDY GRUNE  
JADINE URASAKI

IN REPLY REFER TO:

HWY-PA  
2.0626

February 3, 2012

Mr. William Spence  
Director  
Department of Planning  
County of Maui  
250 South High Street  
Wailuku, Hawaii 96793

Dear Mr. Spence:

Subject: Proposed Lahaina Bypass Southern Terminus Relocation Project  
Portion of TMK: (2) 4-7-001:026, 027, and 030

Thank you for your offering your comments on the proposed Lahaina Bypass Southern Terminus Relocation Project. The following responses (listed in the same order as your letter) are provided for your consideration:

1. An archaeological report and cultural impact assessment will be included in the Draft Environmental Assessment (EA). Since the proposed action is subject to Section 106 requirements of the National Historic Preservation Act, copies of the Draft EA will be transmitted to the Cultural Resources Commission for review and comment.
2. The Draft EA will discuss Community Plan policies relating to scenic views, shoreline access, coastal recreation and open space, archaeological and cultural resources, and bikeways and pedestrian walkways.
3. The Draft EA will discuss the relationship of the proposed action to the Pali to Puamana Parkway Master Plan.
4. Options and alternatives to the proposed action will be addressed in the Draft EA. Evaluative parameters such as coastal erosion, tsunami inundation, coastal recreation and development considerations will be included in the alternatives assessment.
5. The State Department of Transportation (SDOT) is coordinating with the County to determine the best location of the Lahaina Bypass Terminus Relocation in consideration with applicable plans and policies.



Mr. William Spence  
Page 2  
February 3, 2012

HWY-PA  
2.0626

As part of the EA process, the SDOT will arrange a meeting with the Planning Department to continue dialogue to foster outcomes of a mutual benefit.

We appreciate the input provided by your office. A copy of the Draft EA will be provided to you for review and comment. If you have any questions, please do not hesitate to contact Darell Young at (808) 587-1835.

Very truly yours,

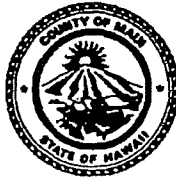


GLENN M. OKIMOTO, Ph.D.  
Director of Transportation

bc: Wayne Kaneshiro, FHWA  
Mark Alexander Roy, Munekiyo & Hiraga, Inc.  
HWY-M, HWY-PA

DY:th

CHARMAINE TAVARES  
Mayor



**DEPARTMENT OF PARKS & RECREATION**  
**Planning & Development Division**  
700 Hali'a Nakoa Street, Unit 2, Wailuku, Hawaii 96793

MAY 10 2007  
TAMARA HORCAJO  
Director

ZACHARY Z. HELM  
Deputy Director

(808) 270-7931  
Fax (808) 270-7162

April 30, 2007

Rochelle Ka'ula, Planner  
Munekiyo & Hiraga, Inc.  
305 High Street, Suite 104  
Wailuku, Hawaii 96793

**RE: Request for Early Consultation Input for Proposed  
Lahaina Bypass Southern Terminus Relocation**

Dear Ms. Ka'ula:

Thank you for the opportunity to review and comment on the Request for Early Consultation Input for Proposed Lahaina Bypass Southern Terminus Relocation.

At this time we do not have any comment to offer regarding this relocation.

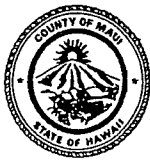
Should you have any questions or need of additional information, please call me or Patrick Matsui, Chief of Parks Planning & Development at 808-270-7387

Sincerely,

A handwritten signature in black ink, appearing to be "T. Horcajo", written over a horizontal line.

Tamara Horcajo  
*for* Director

c: Patrick Matsui, Chief of Parks Planning & Development  
Ronald Tsuzuki, State DOT, Highways Division



CHARMAINE TAVARES  
MAYOR

OUR REFERENCE  
ti  
YOUR REFERENCE

# POLICE DEPARTMENT

## COUNTY OF MAUI

55 MAHALANI STREET  
WAILUKU, HAWAII 96793  
(808) 244-6400  
FAX (808) 244-6411

March 15, 2007



THOMAS M. PHILLIPS  
CHIEF OF POLICE

GARY A. YABUTA  
DEPUTY CHIEF OF POLICE

Ms. Rochelle Ka'ula  
Munekiyo & Hiraga, Inc.  
305 High Street, Suite 104  
Wailuku, HI 96793

Dear Ms. Ka'ula:

SUBJECT: Request for Early Consultation Input for Proposed Lahaina Bypass  
Southern Terminus Relocation

Thank you for your letter of March 7, 2007, requesting comments on the above subject.

We have reviewed the information submitted for this project and offer the enclosed comments and recommendations. Thank you for giving us the opportunity to comment on this project.

Very truly yours,

AC Wayne T. Ribao  
Assistant Chief Wayne T. Ribao  
for: Thomas M. Phillips  
Chief of Police

c: Jeff Hunt, Planning Department  
Ronald Tsuzuki, State Dept. of Transportation

Enclosure

COPY

TO : THOMAS PHILLIPS, CHIEF OF POLICE, MAUI POLICE  
DEPARTMENT  
VIA : CHANNELS  
FROM : CHARLES M. HIRATA, CAPTAIN, LAHAINA PATROL  
SUBJECT : PROPOSED LAHAINA BYPASS SOUTHERN TERMINUS  
RELOCATION

CONCUR WITH  
CAPT. HIRATA

AC [signature]  
03/14/07

Sir,

I am in agreement with the proposal to shift the southern terminus of the Lahaina Bypass to the vicinity of the former Olowalu Landfill site. This action will move the bypass away from Launiupoko Park. During periods of good surf, there is increased traffic in and out of Launiupoko Park, impacting through traffic on Honoapiilani Hwy.

I am also in agreement that the original alignment will be impacted by coastal processes, namely shoreline erosion. During periods of high tide and high surf, the highway is often covered with salt water and debris. This tends to slow traffic. In addition, the presence of whales during the winter months slows traffic when cetaceans are active close to shore. This occurs a lot near Mile Post 17, which is in the area where the highway would be moved further mauka.

Moving the highway further mauka will facilitate evacuation and movement before or after a tsunami or hurricane. Since there are no residences in the proposed route, there will be no displacement of people and impact will be minimal.

I support the proposed realignment of Honoapiilani Hwy. and new terminus.



Charles M. Hirata E-4855  
Captain, Lahaina Patrol  
3/12/2007 4:36 PM

NEIL ABERCROMBIE  
GOVERNOR



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

GLENN M. OKIMOTO  
DIRECTOR

Deputy Directors  
JADE T. BUTAY  
FORD N. FUCHIGAMI  
RANDY GRUNE  
JADINE URASAKI

IN REPLY REFER TO:

HWY-PA  
2.0625

February 3, 2012

Mr. Gary Yabuta  
Chief of Police  
Maui Police Department  
55 Mahalani Street  
Wailuku, Hawaii 96793

Dear Chief Yabuta:

Subject: Proposed Lahaina Bypass Southern Terminus Relocation Project  
Portion of TMK: (2) 4-7-001:026, 027, and 030

Thank you for your department's letter providing comments on the subject project. We appreciate the Department's support for the proposed relocation of the southern terminus of the Lahaina Bypass to the vicinity of the former Olowalu Landfill site.

We appreciate the input provided by your office. A copy of the Draft Environmental Assessment will be provided to you for review and comment. If you have any questions, please do not hesitate to contact Darell Young at (808) 587-1835.

Very truly yours,

A handwritten signature in cursive script, appearing to read "Glenn M. Okimoto".

GLENN M. OKIMOTO, Ph.D.  
Director of Transportation

bc: Wayne Kaneshiro, FHWA  
Mark Alexander Roy, Munekiyo & Hiraga, Inc.  
HWY-M, HWY-PA

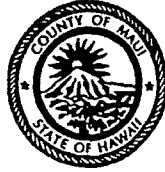
DY:th

CHARMAINE TAVARES  
Mayor

MILTON M. ARAKAWA, A.I.C.P.  
Director

MICHAEL M. MIYAMOTO  
Deputy Director

Telephone: (808) 270-7845  
Fax: (808) 270-7955



COUNTY OF MAUI  
**DEPARTMENT OF PUBLIC WORKS  
AND ENVIRONMENTAL MANAGEMENT**  
200 SOUTH HIGH STREET, ROOM 322  
WAILUKU, MAUI, HAWAII 96793

APR 10 2007

RALPH NAGAMINE, L.S., P.E.  
Development Services Administration

DAVID TAYLOR, P.E.  
Wastewater Reclamation Division

CARY YAMASHITA, P.E.  
Engineering Division

BRIAN HASHIRO, P.E.  
Highways Division

TRACY TAKAMINE, P.E.  
Solid Waste Division

April 3, 2007

Ms. Rochelle Ka`ula  
Munekiyō & Hiraga, Inc.  
305 High Street, Suite 104  
Wailuku, Maui, Hawaii 96793

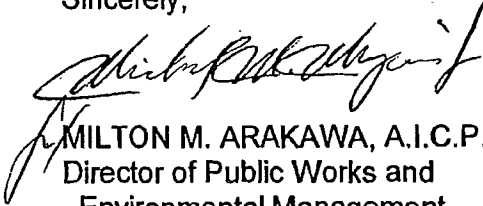
Dear Ms. Ka`ula:

SUBJECT: EARLY CONSULTATION INPUT FOR PROPOSED  
LAHAINA BYPASS SOUTHERN TERMINUS  
RELOCATION

We reviewed the subject application and have no comments to offer at this time.

Please call Michael Miyamoto at 270-7845 if you have any questions regarding this letter.

Sincerely,

  
MILTON M. ARAKAWA, A.I.C.P.  
Director of Public Works and  
Environmental Management

MMA:MMM:ls

S:\LUCA\ZM\Draft Comments\Porp\_Lah\_bypass\_south\_terminus\_reloc\_erty\_consult\_ls.wpd



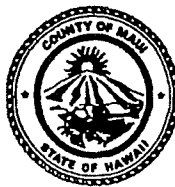
APR 05 2007

CHARMAINE TAVARES  
Mayor

MILTON M. ARAKAWA, A.I.C.P.  
Director

MICHAEL M. MIYAMOTO  
Deputy Director

Telephone: (808) 270-7745  
Fax: (808) 270-7975



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

RALPH NAGAMINE, L.S., P.E.  
Development Services  
Administration

DAVID TAYLOR, P.E.  
Wastewater Reclamation Division

CARY YAMASHITA, P.E.  
Engineering Division

BRIAN HASHIRO, P.E.  
Highways Division

TRACY TAKAMINE, P.E.  
Solid Waste Division

April 2, 2007

Munekiyo and Hiraga, Inc.  
Attn: Rochelle Ka'ula  
305 High Street, Suite 104  
Wailuku, HI. 96793

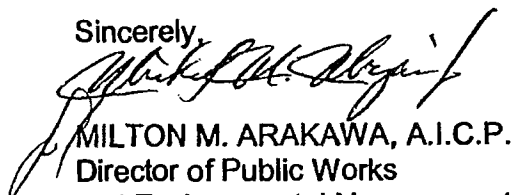
**SUBJECT: REQUEST FOR EARLY CONSULTATION INPUT FOR PROPOSED  
LAHAINA BYPASS SOUTHERN TERMINUS RELOCATION**

Dear Ms. Ka'ula:

Thank you for the opportunity to comment on the proposed relocation of the southern terminus for the Lahaina Bypass. We have no comments to offer at this time.

If you have any questions regarding this matter, please call Cary Yamashita of our Engineering Division at 270-7745.

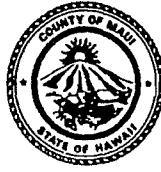
Sincerely,

  
MILTON M. ARAKAWA, A.I.C.P.  
Director of Public Works  
and Environmental Management

CY:nco(ED07-215)  
S:\ENGVAL\cary\lahainabypasssouthernterminus.wpd

cc: Ronald Tsuzuki, State of Hawaii DOT

CHARMAINE TAVARES  
MAYOR



MAR 28 2007

DON A. MEDEIROS  
Director  
WAYNE A. BOTEILHO  
Deputy Director  
Telephone (808) 270-7511  
Facsimile (808) 270-7505

DEPARTMENT OF TRANSPORTATION

COUNTY OF MAUI  
200 South High Street  
Wailuku, Hawaii, USA 96793-2155

March 21, 2007

Ms. Rochelle Ka'ula  
Munekiyo & Hiraga, Inc.  
305 High Street  
Suite 104  
Wailuku, HI 96793

SUBJECT: Request for Early Consultation Input for Proposed Lahaina Bypass Southern  
Terminus Relocation

Dear Ms. Ka'ula:

In response to your letter regarding the above subject matter, we have reviewed the project overview and location maps and have no comments to add at this time.

Should you have any questions, or require additional information, please feel free to contact our office at 270-7511.

Sincerely,

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

Don Medeiros  
Director

/dcy

xc: Ronald Tsuzuki, State of Hawaii DOT

## **OTHER CONSULTED PARTIES**

MAR 16 2007

Maui Electric Company, Ltd. • 210 West Kamehameha Avenue • PO Box 398 • Kahului, Maui, HI 96733-6898 • (808) 871-846



March 15, 2007

Munekiyo & Hiraga, Inc.  
Attn: Rochelle Ka'ula  
305 High Street, Suite 104  
Wailuku, Hawaii 96793

Subject: Request for Early Consultation Input for Proposed Lahaina Bypass Southern  
Terminus Relocation

Dear Ms. Ka'ula,

Thank you for allowing us to comment on the "Request for Early Consultation Input" for the subject project, which was received on March 9, 2007.

In reviewing our records and the information received, Maui Electric Company (MECO) has no objection to the subject project at this time.

Should you have any other questions or concerns, please call Mark Suehiro at 872-3273.

Sincerely,

A handwritten signature in black ink that reads "Fred Osburn". The signature is written in a cursive, flowing style.

for Neal Shinyama  
Manager, Engineering

NS/ms:lh  
cc: Ronald Tsuzuki

APR 23 2007

# Lahaina Bypass.com

*Let's get it built!*

April 17, 2007

Munekiyo & Hiraga, Inc.  
Atten: Rochelle Ka'ula  
305 High Street, Suite 104  
Wailuku, HI 96793

Ronald Tsuzuki  
State of Hawaii  
Department of Transportation  
Highways Division, Planning Branch  
869 Punchbowl Street, #301  
Honolulu, HI 96813

Re: Comments on Proposed Lahaina Bypass Southern Terminus Relocation

Aloha,

Lahaina Bypass Now is a community group committed to accelerating the development of an effective regional transportation system for West Maui.

We support DOT's proposed relocation of the southern terminus of the Lahaina Bypass Highway from its current terminus point at Launiupoko to the vicinity of the former Olowalu Landfill Site. We cite the following as our rationale:

- 1) Continuing shoreline erosion of the existing highway in this area
- 2) An inland road relocation supports a coastal recreation plan for this area
- 3) The area for the road relocation does not show any historic sites, Kuleana lands, LCA's and has few native plant species. In addition no current residences would be affected. The land is designated agriculture and is of gentle topography with only one stream crossing.
- 4) This relocation is in keeping with HDOT's long range transportation planning considerations for West Maui.

Thank you for allowing us to comment.

Sincerely,

  
Theo Morrison  
Executive Director

505 Front Street, Suite 202 · Lahaina, HI 96761  
Telephone: 808-667-2516, Fax: 808-661-2058  
[www.lahainabypassnow.com](http://www.lahainabypassnow.com)

NEIL ABERCROMBIE  
GOVERNOR



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

GLENN M. OKIMOTO  
DIRECTOR

Deputy Directors  
JADE T. BUTAY  
FORD N. FUCHIGAMI  
RANDY GRUNE  
JADINE URASAKI

IN REPLY REFER TO:

HWY-PA  
2.0623

February 3, 2012

Mr. Bob Pure  
President  
Lahaina Bypass Now  
P. O. Box 11205  
Lahaina, Hawaii 96761

Dear Mr. Pure:

Subject: Proposed Lahaina Bypass Southern Terminus Relocation Project  
Portion of TMK: (2) 4-7-001:026, 027, and 030

Thank you for your letter providing comments on the subject project. We appreciate your support for the proposed relocation of the southern terminus of the Lahaina Bypass to the vicinity of the former Olowalu Landfill site.

A copy of the Draft Environmental Assessment will be provided to you for review and comment. If you have any questions, please do not hesitate to contact Darell Young at (808) 587-1835.

Very truly yours,

A handwritten signature in black ink, appearing to read "Glenn M. Okimoto", is written over a horizontal line.

GLENN M. OKIMOTO, Ph.D.  
Director of Transportation

bc: Wayne Kaneshiro, Federal Highways Administration  
Mark Alexander Roy, Munekiyo & Hiraga, Inc.  
HWY-M, HWY-PA

DY:th



## COMMENT FORM

### PROPOSED RELOCATION OF THE LAHAINA BYPASS SOUTHERN TERMINUS

Aloha! Welcome to the public scoping meeting for the proposed Relocation of the Lahaina Bypass Southern Terminus project. The Hawaii Department of Transportation (HDOT) and Federal Highway Administration (FHWA) encourage all interested individuals and organizations to comment on the project.

To submit this comment form at tonight's meeting, please deposit into the Comment Box. To submit this comment form by mail, please fold and staple, and affix proper postage (see reverse side for guide). We ask that written comments be submitted by May 15, 2007. For more information on the project, please contact Wayne Kawahara at HDOT by phone at (808)587-6357, or by email at [wayne.kawahara@hawaii.gov](mailto:wayne.kawahara@hawaii.gov).

Name: JOSEPH PLUTA Address: PO Box 12278  
Phone: 661-7990 LAHAINA, HI 96761  
Email: PLUTA@MAUI.NET

#### Comments:

- 1) CONCERN OF ANY FURTHER DELAY IN COMPLETION OF BYPASS DUE TO EXTENSIONS.
- 2) IF EXTENDING, WHY NOT EXTEND TO WHERE IT TRULY SHOULD BE EXTENDED TO, THAT IS MAALEA!
- 3) THE LENGTH OF TIME TO GET PROJECT COMPLETED NEEDS TO BE BROUGHT TO GET THE BYPASS PORTION TO MAALEA HAS TO BE EXPEDITED.
- 4) COMMENT: RUSHING TO GET STUCK ON THE PALI DUE TO A ROAD CLOSURE, EARTHQUAKE ROCK SLIDE, SOUTH SWELL WASHING OUT THE ROAD AT UKUMEHAME IS THE REAL PENDING DISASTER.
- 5) THERE IS CURRENTLY AN IMMEDIATE PENDING HEALTH + SAFETY DISASTER ISOLATING WEST MAUI! 50,000 + FROM SOLA HOSPITAL + MAJOR AIRPORT. THE IMMEDIATE DANGER IS SEEN BY ROCKS FALLING ONTO HIGHWAY NOW + ROADWAY FALLING INTO OCEAN NOW!

6. STUDY SHOULD EXAMINE IF FEDERAL FUNDING AVAILABILITY OF LANE OR ROAD CAN INCLUDE GETTING FUNDS FROM ALL OTHER SOURCES DUE TO URGENCY AND DEADLINE ECONOMIC CHAOS WHEN WEST MOORE IS ISOLATED FROM HAWAIIAN AIRPORT. WE MUST HAVE ANOTHER RUNNING ANALYSIS THAT LOOKS + WEIGHS THE ECONOMIC COST OF LIMITATIONS ON WAITING FOR FEDERAL FUNDS VS USING IT OUTSIDE THE BOX: STATE + PRIVATE FUNDS VIA LAND OWNERS. INCLUDING TOLL ROAD OPTIONS.
7. FUNDING OF \$40 MILLION FOR PHASE B1+B2 - WHAT HAPPENS WHEN BIDS COME IN HIGHER? CAN IT BE STRUCTURED TO CONTINUE THE PROJECT TO THE EXTENT EXISTING FUNDS PERMIT WHILE THE SHORTFALL IS BEING DEALT WITH, RATHER THAN STOPPING THE WHOLE THING?

FOLD HERE

Return Address

Place  
Postage  
Here

Hawai'i Department of Transportation  
Highways Division  
Attention: Proposed Relocation of  
The Lahaina Bypass Southern Terminus  
869 Punchbowl Street, Room 301  
Honolulu, HI 96813

STAPLE HERE

NEIL ABERCROMBIE  
GOVERNOR



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

GLENN M. OKIMOTO  
DIRECTOR

Deputy Directors  
JADE T. BUTAY  
FORD N. FUCHIGAMI  
RANDY GRUNE  
JADINE URASAKI

IN REPLY REFER TO:

HWY-PA  
2.0627

February 3, 2012

Mr. Joseph Pluta  
P.O. Box 12278  
Lahaina, Hawaii 96761

Dear Mr. Pluta:

Subject: Proposed Lahaina Bypass Southern Terminus Relocation Project  
Portion of TMK: (2) 4-7-001:026, 027, and 030

The State Department of Transportation (SDOT) would like to thank you for attending the April 26, 2007 public scoping meeting for the Proposed Lahaina Bypass Southern Terminus Relocation project. SDOT also thanks you for taking the time to complete and submit a comment card at the meeting.

We offer the following in response to the comments that you submitted:

#### CONSTRUCTION SCHEDULE

Due to project scope and funding requirements, the Lahaina Bypass project is being implemented in phases. The proposed relocation of the southern terminus is scheduled as the final segment of Phase 1B-2 and as such, is not anticipated to affect the overall construction schedule for the Lahaina Bypass project. Information regarding the projected timing for each phase of the Lahaina Bypass project will be included in the Draft Environmental Assessment (EA).

#### SCOPE OF PROJECT

The relocation of the southern terminus is being undertaken by SDOT in conjunction with the Federal Highway Administration. The length of the new right-of-way alignment created by the relocation is approximately 10,300 feet and falls within lands owned by Makila Land Co., LCC. As noted in your comment card, the proposed project creates an opportunity for government and private sector to work together.

The project is being proposed to increase traffic capacity in the project area, provide a long-term solution for coastal erosion, and ensure consistency with the long-term transportation and land-use planning objectives in the region including synchronization with regional planning efforts for the SDOT's Honoapiilani Highway Realignment/Widening (Maalaea to Launiupoko) project and the County of Maui's Pali to Puamana Parkway Master Plan.

Mr. Joseph Pluta  
Page 2  
February 3, 2012

HWY-PA  
2.0627

### EMERGENCY ACCESS CONSIDERATIONS

SDOT notes your comments regarding the current Honoapiilani Highway and its access implications to emergency and transportation services located in the central valley in Wailuku-Kahului. Efforts are currently underway to minimize the vulnerability of this roadway to threats from coastal erosion, high waves, storm damage and other hazards. From a regional perspective, SDOT is currently involved in the early planning phases of the Honoapiilani Highway Realignment/Widening (Maalaea to Launiupoko) project, a master-planning study that proposes the widening and relocation of portions of the existing Honoapiilani Highway further mauka (inland) away from coastal erosion, tsunami evacuation and flood hazard zones. An Environmental Impact Statement (EIS) is currently being prepared for this project to evaluate the feasibility, funding requirements, probable impacts and suggested mitigation measures for a range of alternative design solutions aimed at providing additional access opportunities to and from the West Maui region. In regards to the project at hand, the relocation of the southern bypass terminus will allow a greater proportion of the Lahaina Bypass to be located further mauka away from high coastal hazard areas, thereby reducing maintenance costs across the lifetime of this new regional roadway. The completion of the Lahaina Bypass project and the Honoapiilani Highway Realignment/Widening (Maalaea to Launiupoko) project will provide a regional highway connection between West Maui and Central Maui that offers enhanced functionality and reliability under emergency situations or in times of natural disasters.

### FUNDING

Financing sources for the Honoapiilani Highway Realignment/Widening (Maalaea to Launiupoko) project will be identified and secured as planning and design for the project proceeds.

Once again, we would like to thank you for your input at the public scoping meeting. A copy of the Draft EA will be provided to you for review and comment. If you have any questions, please do not hesitate to contact Darell Young at (808) 587-1835.

Very truly yours,



GLENN M. OKIMOTO, Ph.D.  
Director of Transportation

bc: Wayne Kaneshiro, FHWA  
Mark Alexander Roy, Munekiyo & Hiraga, Inc.  
HWY-M, HWY-PA

DY:th

## COMMENT FORM

### PROPOSED RELOCATION OF THE LAHAINA BYPASS SOUTHERN TERMINUS

Aloha! Welcome to the public scoping meeting for the proposed Relocation of the Lahaina Bypass Southern Terminus project. The Hawaii Department of Transportation (HDOT) and Federal Highway Administration (FHWA) encourage all interested individuals and organizations to comment on the project.

To submit this comment form at tonight's meeting, please deposit into the Comment Box. To submit this comment form by mail, please fold and staple, and affix proper postage (see reverse side for guide). We ask that written comments be submitted by May 15, 2007. For more information on the project, please contact Wayne Kawahara at HDOT by phone at (808)587-6357, or by email at [wayne.kawahara@hawaii.gov](mailto:wayne.kawahara@hawaii.gov).

Name:  Barry Aoki Address: 761 Paunau St

Phone: 244-6400 Lahaina, HI 96761

Email: \_\_\_\_\_

#### Comments:

① Concerned about the existing highway. What happens to it? Is the SDOT going to maintain ownership? Or turn it over to the County? Concerned SDOT will transfer ownership to the landowner in exchange for their "donation" of the right-of-way.

② I applaud public-private partnership. However, this <sup>must</sup> involve the landowner getting something in exchange for their 1) paying for this study and 2) donating the right-of-way? Why is this alignment advantageous to the landowner? Worried about shoreline access! Worried about development between the new alignment and the shoreline.

③ This proposed extension is a great idea - IF it / the landowner supports the Pali to Puamana project. There's no need to go more mauka than necessary - doing so only makes it look like the landowner wants to develop (more density than currently allowed) makai of the bypass.

NEIL ABERCROMBIE  
GOVERNOR



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

GLENN M. OKIMOTO  
DIRECTOR

Deputy Directors  
JADE T. BUTAY  
FORD N. FUCHIGAMI  
RANDY GRUNE  
JADINE URASAKI

IN REPLY REFER TO:

HWY-PA  
2.0617

February 3, 2012

Mr. Barry Aoki  
761 Paunau Street  
Lahaina, Hawaii 96761

Dear Mr. Aoki:

Subject: Proposed Lahaina Bypass Southern Terminus Relocation Project  
Portion of TMK: (2) 4-7-001:026, 027, and 030

The State Department of Transportation (SDOT) would like to thank you for attending the April 26, 2007 public scoping meeting for the Proposed Lahaina Bypass Southern Terminus Relocation project. SDOT also thanks you for taking the time to complete and submit a comment card at the meeting.

We offer the following response to your comments that you submitted:

#### OWNERSHIP OF HONOAPIILANI HIGHWAY

The current alignment of Honoapiilani Highway is owned and maintained by the State of Hawaii. Upon completion of the proposed relocation of the southern terminus for the Lahaina Bypass, the portion of the Honoapiilani Highway from Launiupoko Beach Park to the new terminus is intended to function as a secondary (local) roadway into Lahaina Town. The new alignment for the Lahaina Bypass between Hokiokio Road and the new southern terminus will fall under the ownership and control of the State of Hawaii. No portion of the Lahaina Bypass or the Honoapiilani Highway will fall under the ownership of Makila Land Co., LLC.

#### SHORELINE ACCESS

The relocation of the southern terminus is being undertaken by SDOT in conjunction with the Federal Highway Administration as part of the overall Lahaina Bypass project. The length of the new right-of-way alignment created by the relocation is approximately 10,300 feet and falls within lands owned by Makila Land Co., LLC. As noted in your comment card, the proposed project creates an opportunity for government and private sector to work together. Following implementation of the project, the realigned section of highway will fall under public ownership. By virtue of the roadway alignment being adjusted inland, opportunities to create added coastal recreational opportunities become available.



A discussion of shoreline access considerations in relation to the proposed southern terminus relocation project will be included in the Draft EA.

#### LOCATION AND ROADWAY ALIGNMENT FOR SOUTHERN TERMINUS

The relocation of the southern terminus of the Lahaina Bypass to the new proposed location (in the vicinity of the Olowalu Landfill) is being proposed to increase traffic capacity in the project area. It will also ensure consistency with the long-term transportation and land-use planning objectives in the region including synchronization with regional planning efforts for the SDOT's Honoapiilani Highway Realignment/Widening (Maalaea to Launiupoko) project and the County of Maui's Pali to Puamana Parkway Master Plan.

The possible alignments for the section of the Lahaina Bypass that would connect to the Honoapiilani Highway (at the new Southern Terminus) are based on the need to account for the above-noted long-term planning considerations while also meeting the design requirements imposed by physical parameters such as topographic conditions, locations of existing gulches and connections with intersecting roadways such as Kai Hele Ku Street.

Once again, we would like to thank you for your input at the public scoping meeting. A copy of the Draft EA will be provided to you for review and comment. If you have any questions, please do not hesitate to contact Darell Young at (808) 587-1835.

Very truly yours,



GLENN M. OKIMOTO, Ph.D.  
Director of Transportation

bc: Wayne Kaneshiro, FHWA  
Mark Alexander Roy, Munekiyo & Hiraga, Inc.  
HWY-M, HWY-PA

DY:th

## COMMENT FORM

### PROPOSED RELOCATION OF THE LAHAINA BYPASS SOUTHERN TERMINUS

Aloha! Welcome to the public scoping meeting for the proposed Relocation of the Lahaina Bypass Southern Terminus project. The Hawaii Department of Transportation (HDOT) and Federal Highway Administration (FHWA) encourage all interested individuals and organizations to comment on the project.

To submit this comment form at tonight's meeting, please deposit into the Comment Box. To submit this comment form by mail, please fold and staple, and affix proper postage (see reverse side for guide). We ask that written comments be submitted by May 15, 2007. For more information on the project, please contact Wayne Kawahara at HDOT by phone at (808)587-6357, or by email at [wayne.kawahara@hawaii.gov](mailto:wayne.kawahara@hawaii.gov).

Name: JUDY FLEMADE Address: 50 Pua Ana Ave #2801  
Phone: 808 - 667-9300 Lahaina HI  
Email: Ja.Flema@AOL.com 96761

Comments:

I'm against relocation of the  
Lahaina bypass southern terminus, because  
what I see are developers benefiting  
from the property by developing million dollar homes.  
We will lose our world class view, that  
makes Maui so unique; why tourists come to  
visit or people dream to live in such a unique  
Island, I feel it's a privilege to live on this  
beautiful island. <sup>I talk too</sup> People from the community  
their misinformed, they think that going  
to be a parking & bike / walking paths.  
This is a misconception. Please tell the  
community the TRUTH!!

Please keep our shoreland, only 10'6  
needs to be reconstructed to prevent further  
erosion. This bypass will only cause more  
congestion, and more development, who will  
benefit, only the rich, who don't even live here  
all year round!! ; or care about our community!

NEIL ABERCROMBIE  
GOVERNOR



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

GLENN M. OKIMOTO  
DIRECTOR

Deputy Directors  
JADE T. BUTAY  
FORD N. FUCHIGAMI  
RANDY GRUNE  
JADINE URASAKI

IN REPLY REFER TO:

HWY-PA  
2.0622

February 3, 2012

Ms. Judy Flemate  
50 Puu Anoano, #2801  
Lahaina, Hawaii 96761

Dear Ms. Flemate:

Subject: Proposed Lahaina Bypass Southern Terminus Relocation Project  
Portion of TMK: (2) 4-7-001:026, 027, and 030

The State Department of Transportation (SDOT) would like to thank you for attending the April 26, 2007 public scoping meeting for the Proposed Lahaina Bypass Southern Terminus Relocation project. SDOT also thanks you for taking the time to complete and submit a comment card at the meeting.

We offer the following to the comments that you submitted:

RATIONALE FOR PROPOSED RELOCATION OF SOUTHERN TERMINUS

The relocation of the southern terminus of the Lahaina Bypass to the new proposed location (in the vicinity of the Olowalu Landfill) is being proposed to increase traffic capacity in the project area. It will also ensure consistency with the long-term transportation and land-use planning objectives in the region including synchronization with regional planning efforts for the SDOT's Honoapiilani Highway Realignment/Widening (Maalaea to Launiupoko) project and the County of Maui's Pali to Puamana Parkway Master Plan. Implementation of the southern terminus relocation project will also provide an opportunity to address a long-term solution for coastal erosion mitigation and as such will reduce maintenance expenditures over the lifetime of the new roadway. The existing Honoapiilani Highway has been vulnerable to the effects of coastal erosion over the years, portions of which have required various shoreline hardening, pavement widening and restriping improvements to ensure continued functionality as a regional roadway. Occasional high surf episodes in the area impact the operational viability of the present roadway, which would be avoided with the relocation of the southern terminus. Further, the area of land selected for the proposed project does not present any apparent adverse impacts to sensitive environments or human settlements. A discussion of the foregoing transportation and land-use planning considerations will be included in the Draft Environmental Assessment (EA) that is currently being prepared for the project.

### PROPOSING ENTITY

The relocation of the southern terminus is being undertaken by SDOT in conjunction with the Federal Highway Administration. The length of the new right-of-way alignment created by the relocation is approximately 10,300 feet and falls within lands owned by Makila Land Co., LLC. The proposed project creates an opportunity for government and private sector to work together. Following project implementation, the realigned highway corridor will fall under public ownership.

### SHORELINE ACCESS & RECREATIONAL RESOURCES

The section of Honoapiilani Highway from Launiupoko to the proposed southern terminus of the Lahaina Bypass is intended to be maintained to function as a local (County owned and maintained) roadway which will provide both secondary access and scenic tour opportunities into Lahaina Town. By virtue of the roadway alignment being adjusted inland, opportunities to create added coastal recreational opportunities become available.

A discussion of shoreline access and recreational resources considerations in relation to the proposed southern terminus relocation project will be included in the Draft EA.

Once again, we would like to thank you for the input provided at the public scoping meeting. A copy of the Draft EA will be provided to you for review and comment. If you have any questions, please do not hesitate to contact Darell Young at (808) 587-1835.

Very truly yours,



GLENN M. OKIMOTO, Ph.D.  
Director of Transportation

bc: Wayne Kaneshiro, FHWA  
Mark Alexander Roy, Munekiyo & Hiraga, Inc.  
HWY-M, HWY-PA

DY:th

## COMMENT FORM

### PROPOSED RELOCATION OF THE LAHAINA BYPASS SOUTHERN TERMINUS

Aloha! Welcome to the public scoping meeting for the proposed Relocation of the Lahaina Bypass Southern Terminus project. The Hawaii Department of Transportation (HDOT) and Federal Highway Administration (FHWA) encourage all interested individuals and organizations to comment on the project.

To submit this comment form at tonight's meeting, please deposit into the Comment Box. To submit this comment form by mail, please fold and staple, and affix proper postage (see reverse side for guide). We ask that written comments be submitted by May 15, 2007. For more information on the project, please contact Wayne Kawahara at HDOT by phone at (808)587-6357, or by email at [wayne.kawahara@hawaii.gov](mailto:wayne.kawahara@hawaii.gov).

Name: George C. LAVENSON, MD Address: 50 POU ANO ANO #2801  
Phone: 667-9300 LAHAINA  
Email: GLAVENSON@AOL.COM HL 98761

- Comments:
- (1) THE LAHAINA BYPASS SHOULD END AT POU ANO ANO
  - (2) THE SOUTHERN END OF LAHAINA - THE ORIGINAL PLAN
  - (3) THERE IS NOTHING SOUTH OF POU ANO ANO TO BY-PASS
  - (4) THE ONLY REASON FOR EXTENDING IT IS SO DEVELOPERS  
& DEVELOPERS CAN BUILD MAUI TO REALIGNED  
PILANI HIGHWAY & PUT MILLIONAIRES ON THE SHORE -
  - (5) THIS WILL BLOCK THE PUBLIC FROM THE SHORE -  
GIVING IT PREFERENTIALITY TO MILLIONAIRES & MAUI LAND
  - (6) PILANI HIGHWAY DOES NOT NEED TO BE REMOVED  
ONLY 10% MIGHT NEED TO BE REMOVED, IN ETC.
  - (7) IT IS ONLY BEING REALIGNED FOR DEVELOPERS -  
LAHAINA BY-PASS COMMITTEE ENTIRELY FUNDED BY  
MAUI LAND & P. NO -
  - (8) THE SHORELINE DRIVE SHOULD NOT BE TAKEN FROM  
THE PUBLIC OR MAUI IE. BEACHING, FISHING, SURFING ETC
  - (9) DOT, A PUBLIC ENTITY, SHOULD NOT PARTNER  
WITH THE RICH LANDOWNERS & DEVELOPERS AGAINST  
THE PUBLIC
  - (10) THE PUBLIC HAS NOT BEEN TOLD THAT THE PRESENT  
PILANI HWY WILL BE TORN UP FOR DEVELOPMENT & THAT  
THEIR ACCESS WILL BE RESTRICTED -

NEIL ABERCROMBIE  
GOVERNOR



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

GLENN M. OKIMOTO  
DIRECTOR

Deputy Directors  
JADE T. BUTAY  
FORD N. FUCHIGAMI  
RANDY GRUNE  
JADINE URASAKI

IN REPLY REFER TO:  
HWY-PA  
2.0624

February 3, 2012

Dr. George Lavenson, M.D.  
50 Puu Anoano Street, #2801  
Lahaina, Hawaii 96761

Dear Dr. Lavenson:

Subject: Proposed Lahaina Bypass Southern Terminus Relocation Project  
Portion of TMK: (2) 4-7-001: 026, 027, and 030

The State Department of Transportation (SDOT) would like to thank you for attending the April 26, 2007 public scoping meeting for the Proposed Lahaina Bypass Southern Terminus Relocation project. SDOT also thanks you for taking the time to complete and submit a comment card at the meeting.

We offer the following in response to the comments that you submitted:

LOCATION OF SOUTHERN TERMINUS

We note your comment regarding your preference in favor of the original southern terminus location (in the vicinity of Puamana Beach Park) for the Lahaina Bypass.

RATIONALE FOR PROPOSED RELOCATION OF SOUTHERN TERMINUS

The relocation of the southern terminus of the Lahaina Bypass to the new proposed location (in the vicinity of the Olowalu Landfill) is being proposed to increase traffic capacity in the project area. It will also ensure consistency with the long-term transportation and land-use planning objectives in the region including synchronization with regional planning efforts for the SDOT's Honoapiilani Highway Realignment/Widening (Maalaea to Launiupoko) project and the County of Maui's Pali to Puamana Parkway Master Plan. Implementation of the southern terminus relocation project will also provide an opportunity to address a long-term solution for coastal erosion mitigation and as such will reduce maintenance expenditures over the lifetime of the new roadway. The existing Honoapiilani Highway has been vulnerable to the effects of coastal erosion over the years, portions of which have required various shoreline hardening, pavement widening and restriping improvements to ensure continued function as a regional roadway. Occasional high surf episodes in the area impact the operational viability of the present roadway, which would be avoided with the relocation of the southern terminus. Further, the area of land selected for the proposed project does not present any apparent adverse impacts to sensitive environments or human settlements. A discussion of the foregoing transportation and land-use planning considerations will be provided in the Draft Environmental Assessment (EA) that is currently being prepared for the project.

### VIEW IMPACT CONSIDERATIONS

A discussion of the potential for perceived impacts from the project on mauka/makai view corridors will be provided in the Draft EA.

### PROPOSING ENTITY

The relocation of the southern terminus is being undertaken by SDOT in conjunction with the Federal Highway Administration. The length of the new right-of-way alignment created by the relocation is approximately 10,300 feet and falls within lands owned by Makila Land Co., LLC. The proposed project creates an opportunity for government and private sector to work together. Following project implementation, the realigned highway corridor will fall under public ownership.

### SHORELINE ACCESS

The section of Honoapiilani Highway from Launiupoko to the proposed southern terminus of the Lahaina Bypass is intended to be maintained to function as a local (County owned and maintained) roadway which would provide both secondary access and scenic tour opportunities into Lahaina Town. In addition, by virtue of the roadway alignment being adjusted inland, opportunities to create added coastal recreational opportunities become available.

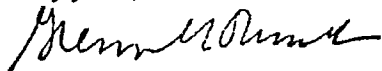
A discussion of shoreline access considerations in relation to the proposed southern terminus relocation project will be included in the Draft EA.

### PUBLIC INVOLVEMENT

The proposed project is currently in the early planning phase of work, an element of which includes (due to use of federal funding) the preparation of an EA in accordance with the requirements of Chapter 343, Hawaii Revised Statutes and National Environmental Policy Act.

Once again, we would like to thank you for providing input at the public scoping meeting. A copy of the Draft EA will be provided to you for review and comment. If you have any questions, please do not hesitate to contact Darell Young at (808) 587-1835.

Very truly yours,



GLENN M. OKIMOTO, Ph.D.  
Director of Transportation

bc: Wayne Kaneshiro, FHWA  
Mark Alexander Roy, Munekiyo & Hiraga, Inc.  
HWY-M, HWY-PA

DY:th



## COMMENT FORM

### PROPOSED RELOCATION OF THE LAHAINA BYPASS SOUTHERN TERMINUS

Aloha! Welcome to the public scoping meeting for the proposed Relocation of the Lahaina Bypass Southern Terminus project. The Hawaii Department of Transportation (HDOT) and Federal Highway Administration (FHWA) encourage all interested individuals and organizations to comment on the project.

To submit this comment form at tonight's meeting, please deposit into the Comment Box. To submit this comment form by mail, please fold and staple, and affix proper postage (see reverse side for guide). We ask that written comments be submitted by May 15, 2007. For more information on the project, please contact Wayne Kawahara at HDOT by phone at (808)587-6357, or by email at [wayne.kawahara@hawaii.gov](mailto:wayne.kawahara@hawaii.gov).

Name: MIKE WHITE Address: 2525 KAHANAPIPAHI PIKE

Phone: 667-0211 LAHAINA, HI 96761

Email: MWHITE@KBHMAHI.COM

Comments:

I SUPPORT THE RELOCATION OF THE  
SOUTHERN TERMINUS.

NEIL ABERCROMBIE  
GOVERNOR



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

GLENN M. OKIMOTO  
DIRECTOR

Deputy Directors  
JADE T. BUTAY  
FORD N. FUCHIGAMI  
RANDY GRUNE  
JADINE URASAKI

IN REPLY REFER TO:  
HWY-PA  
2.0630

February 3, 2012

The Honorable Mike White  
Chair  
Economic Development, Agriculture  
and Recreation Committee  
County Council  
County of Maui  
200 South High Street  
Wailuku, Hawaii 96793

Dear Councilmember White:

Subject: Proposed Lahaina Bypass Southern Terminus Relocation Project  
Portion of TMK: (2) 4-7-001:026, 027, and 030

The State Department of Transportation (SDOT) would like to thank you for attending the April 26, 2007 public scoping meeting for the Proposed Lahaina Bypass Southern Terminus Relocation project. SDOT also thanks you for taking the time to complete and submit a comment card at the meeting.

We appreciate your support for the proposed relocation of the southern terminus for the Lahaina Bypass.

A copy of the Draft Environmental Assessment will be provided to you for review and comment. If you have any questions, please do not hesitate to contact Darell Young at (808) 587-1835.

Very truly yours,

A handwritten signature in black ink, appearing to read "Glenn M. Okimoto".

GLENN M. OKIMOTO, Ph.D.  
Director of Transportation

bc: Wayne Kaneshiro, FHWA  
Mark Alexander Roy, Munekiyo & Hiraga, Inc.  
HWY-M, HWY-PA

DY:th

**VIII. AGENCIES,  
ORGANIZATIONS, AND  
PERSONS CONSULTED  
DURING THE 30-DAY  
COMMENT PERIOD FOR  
THE DRAFT  
ENVIRONMENTAL  
ASSESSMENT, LETTERS  
RECEIVED, AND  
RESPONSES TO  
SUBSTANTIVE  
COMMENTS**

# VIII. AGENCIES, ORGANIZATIONS, AND PERSONS CONSULTED DURING THE 30-DAY COMMENT PERIOD FOR THE DRAFT ENVIRONMENTAL ASSESSMENT, LETTERS RECEIVED, AND RESPONSES TO SUBSTANTIVE COMMENTS

The following agencies and organizations were consulted during the 30-day comment period for the Draft Environmental Assessment (EA). Comment letters received and responses to substantive comments are included in this Chapter as well.

It is noted that public comments were received during a public meeting held on June 12, 2012. Written comments received during that meeting and after, together with responses to those comments, are also included in this section.

## FEDERAL AGENCIES

- |  |   |
|--|---|
| 1. Larry Yamamoto, State Conservationist<br><b>U. S. Department of Agriculture</b><br>Natural Resources Conservation Service<br>P. O. Box 50004<br>Honolulu, Hawai'i 96850-0001  | 5. Rod McInnis, Regional Director<br><b>National Oceanic and Atmospheric Administration</b><br>National Marine Fisheries Service<br>Southwest Region<br>300 South Ferry Street<br>Terminal Island, California 90731 |
| 2. Ranae Ganske-Cerizo, Soil Conservationist<br><b>Natural Resources Conservation Service</b><br><b>U.S. Department of Agriculture</b><br>210 Imi Kala Street, Suite 209<br>Wailuku, Hawai'i 96793-2100                              | 6. George Young<br>Chief, Regulatory Branch<br><b>U. S. Department of the Army</b><br>U.S. Army Engineer District, Honolulu<br>Regulatory Branch<br>Building 230<br>Fort Shafter, Hawai'i 96858-5440                |
| 3. Mike Johanns, Secretary of Agriculture<br><b>U. S. Department of Agriculture</b><br>Office of the Secretary<br>Administration Building, Rm. 240W<br>14 <sup>th</sup> Street & Independence Avenue, S.W.<br>Washington, D.C. 20250 | 7. Carol Borgstrom, Director<br><b>U. S. Department of Energy</b><br>Office of NEPA Policy & Compliance<br>1000 Independence Avenue, S.W.<br>Washington, D.C. 20585   |
| 4. Lt. Doug Jannusch, Commander<br><b>U. S. Coast Guard</b><br>Fourteenth Coast Guard District<br>300 Ala Moana Boulevard<br>Honolulu, Hawai'i 96850-4982  | 8. Wayne Nastri, Regional Administrator<br><b>U. S. Environmental Protection Agency</b><br>Region 9<br>75 Hawthorne Street<br>San Francisco, California 94105   |

9. Dave Wesley, Deputy Regional Director  
**U. S. Fish and Wildlife Service**  
Pacific Region  
911 NE 11<sup>th</sup> Avenue  
Portland, Oregon 97232

10. Robert P. Smith  
Field Supervisor  
**U.S. Fish and Wildlife Service**  
300 Ala Moana Blvd., Rm. 3-122  
Box 50088  
Honolulu, Hawai'i 96813

11. Patricia Port  
**U. S. Department of Interior**  
Regional Environmental Officer  
Environmental Policy and Compliance  
Oakland Region  
Jackson Center One  
1111 Jackson Street, Suite 520  
Oakland, California 94607

12. Cynthia Burbank, Associate  
Administrator  
**U. S. Department of Transportation**  
Planning, Environment and Realty  
Federal Highway Administration  
400 7<sup>th</sup> Street, S.W.  
Washington, D.C. 20590-9898

14. James Weyman, Area Manager  
**National Oceanic and Atmospheric  
Administration**  
Pacific Region Headquarters  
737 Bishop Street, No. 2200  
Honolulu, Hawai'i 96813

15. Karen Armes, Acting Regional Director  
**Federal Emergency Management Agency**  
1111 Broadway, Suite 1200  
Oakland, California 94607-4052

16. The Honorable Daniel K. Inouye  
**U. S. Senator**  
300 Ala Moana Blvd., Rm. 7325  
Honolulu, Hawai'i 96813

17. The Honorable Daniel K. Akaka  
**U. S. Senator**  
300 Ala Moana Blvd., Rm. 3104  
Honolulu, Hawai'i 96813

18. The Honorable Mazie Hirono  
**U. S. Congress**  
300 Ala Moana Blvd., Rm. 5104  
Honolulu, H 96813

#### STATE AGENCIES

19. Barry Fukunaga, Director of  
Transportation  
**Hawai'i Department of Transportation**  
869 Punchbowl Street  
Honolulu, Hawai'i 96813-5097  
cc: Fred Cajigal

20. Ed Texeira, Vice Director  
**Hawai'i State Civil Defense**  
3949 Diamond Head Road  
Honolulu, Hawai'i 96816-4495

21. Russ Saito, State Comptroller  
**Department of Accounting and General  
Services**  
1151 Punchbowl Street, #426  
Honolulu, Hawai'i 96813

22. Sandra Lee Kunimoto, Chair  
**Department of Agriculture**  
1428 South King Street  
Honolulu, Hawai'i 96814-2512

23. Stanley Shiraki, Deputy Director  
**Department of Budget and Finance**  
P. O. Box 150  
Honolulu, Hawai'i 96810

24. Theodore Liu, Director  
**Department of Business, Economic  
Development and Tourism**  
P.O. Box 2359  
Honolulu, Hawai'i 96804

25. Patricia Hamamoto, Superintendent  
**Department of Education**  
P. O. Box 2360  
Honolulu, Hawai'i 96804

26. Genevieve Salmonson, Director  
**Office Of Environmental Quality Control**  
235 S. Beretania Street, Suite 702  
Honolulu, Hawai'i 96813

27. Haunani Apoliona, Madam Chair  
**Office of Hawaiian Affairs**  
711 Kapiolani Blvd, Suite 500  
Honolulu, Hawai'i 96813

28. Micah Kane, Chairman  
**Department of Hawaiian Home Lands**  
P. O. Box 1879  
Honolulu, Hawai'i 96805
29. Melanie Chinen, Administrator  
**State Historic Preservation Division**  
601 Kamokila Boulevard  
Suite 555  
Kapolei, Hawai'i 96707
30. Peter Young, Chairperson  
**Department of Land and Natural Resources**  
P.O. Box 621  
Honolulu, Hawai'i 96809
31. Mary Lou Kobayashi  
Planning Program Administrator  
**Office of Planning**  
P. O. Box 2359  
Honolulu, Hawai'i 96804
32. Ken Nomura  
Complex Area Superintendent  
(Central/Upcountry Maui)  
**Department of Education**  
54 High Street, 4th Floor  
Wailuku, H 96793
33. Ron Okumura  
Complex Area Superintendent  
(Lanai/Molokai/Hana/Lahaina)  
**Department of Education**  
54 High Street, 4th Floor  
Wailuku, Hawai'i 96793
34. Herbert Matsubayashi  
District Environmental Health  
Program Chief  
State of H  
**Department of Health**  
54 High Street  
Wailuku, Hawai'i 96793

#### COUNTY AGENCIES

35. Charmaine Tavares, Mayor  
County of Maui  
200 South High Street  
Wailuku, Hawai'i 96793
36. Deidre Tegarden, Director  
County of Maui  
**Office of Economic Development**  
2200 Main Street, Suite 305  
Wailuku, Hawai'i 96793
37. Gen Iinuma, Administrator  
**Maui Civil Defense Agency**  
200 South High Street  
Wailuku, Hawai'i 96793
38. Carl Kaupalolo, Chief  
County of Maui  
**Department of Fire and Public Safety**  
200 Dairy Road  
Kahului, Hawai'i 96732
39. Vanessa Medeiros, Director  
County of Maui  
**Department of Housing and Human Concerns**  
200 South High Street  
Wailuku, Hawai'i 96793
40. G. Riki Hokama, Council Chair  
**Maui County Council**  
200 South High Street  
Wailuku, Hawai'i 96793
41. Councilmember Danny Mateo  
**Maui County Council**  
200 South High Street  
Wailuku, Hawai'i 96793
42. Councilmember Joseph Pontanilla  
**Maui County Council**  
200 South High Street  
Wailuku, Hawai'i 96793
43. Councilmember Mike Victorino  
**Maui County Council**  
200 South High Street  
Wailuku, Hawai'i 96793

44. Councilmember Jo Anne Johnson  
**Maui County Council**  
200 South High Street  
Wailuku, Hawai'i 96793
45. Councilmember Michael J. Molina  
**Maui County Council**  
200 South High Street  
Wailuku, Hawai'i 96793
46. Councilmember Michelle Anderson  
**Maui County Council**  
200 South High Street  
Wailuku, Hawai'i 96793
47. Councilmember Bill Medeiros  
**Maui County Council**  
200 South High Street  
Wailuku, Hawai'i 96793
48. Councilmember Gladys Baisa  
**Maui County Council**  
200 South High Street  
Wailuku, Hawai'i 96793
49. Jeff Hunt, Director  
County of Maui  
**Department of Planning**  
250 South High Street  
Wailuku, Hawai'i 96793
50. Tamara Horcajo, Director  
County of Maui  
**Department of Parks and Recreation**  
700 Hali'a Nakoa Street, Unit 2  
Wailuku, Hawai'i 96793
51. Thomas Phillips, Chief  
County of Maui  
**Police Department**  
55 Mahalani Street  
Wailuku, Hawai'i 96793
52. Milton Arakawa, Director  
County of Maui  
**Department of Public Works  
and Environmental Management**  
200 South High Street  
Wailuku, Hawai'i 96793
53. Don Medeiros, Director  
County of Maui  
**Department of Transportation**  
200 South High Street  
Wailuku, Hawai'i 96793

54. Jeff Eng, Director  
County of Maui  
**Department of Water Supply**  
200 South High Street  
Wailuku, Hawai'i 96793

#### **OTHER CONSULTED PARTIES**

55. Sandy Baz, Executive Director  
**Maui Economic Opportunity**  
99 Mahalani Street  
Wailuku, Hawai'i 96793
56. Stacie Thorlakson, President  
**Maui Chamber of Commerce**  
70 Kaahumanu Avenue, Unit B-9  
Kahului, Hawai'i 96732
57. Leimamo Lind, Executive Director  
**Maui Hotel Association**  
1727 Wili Pa Loop, Suite B  
Wailuku, Hawai'i 96793
58. Neal Shinyama, Manager - Engineering  
**Maui Electric Company, Ltd.**  
P. O. Box 398  
Kahului, Hawai'i 96732
59. Joe Pluta, President  
**West Maui Taxpayers Association**  
P. O. Box 10338  
Lahaina, Hawai'i 96761
60. Theo Morrison, Executive Director  
**Lahaina Bypass Now**  
505 Front Street, Suite 202  
Lahaina, Hawai'i 96761
61. Karee Karlucci, Executive Director  
**Lahaina Town Action Committee**  
648 Wharf Street, Suite 102  
Lahaina, Hawai'i 96761
62. Keoki Freeland, Executive Director  
**Lahaina Restoration Foundation**  
120 Dickenson Street  
Lahaina, Hawai'i 96761
63. **West Maui Mountains Watershed  
Partnership**  
255B East Waiko Road  
Wailuku, Hawai'i 96793



- |     |  |      |  |
|-----|--|------|--|
| 64. | Barry Aoki<br>761 Paunau Street<br>Lahaina, Hawai'i 96761                          | 88.  | Stan Dunn<br>1045 Front Street<br>Lahaina, Hawai'i 96761                 |
| 65. | Judy Flemate<br>50 Pua Anoano Street, #2801<br>Lahaina, Hawai'i 96761              | 89.  | Pam English<br>206 Awaiku Street<br>Lahaina, Hawai'i 96761               |
| 66. | Dr. George Lavenson, M.D.<br>50 Pua Anoano Street, #2801<br>Lahaina, Hawai'i 96761 | 90.  | Michael Gronemeyer<br>105 Awaiku Street<br>Lahaina, Hawai'i 96761        |
| 67. | Mike White<br>2525 Kaanapali Parkway<br>Lahaina, Hawai'i 96761                     | 91.  | David and Linda Jenkins  |
| 68. | Dick Starkweather  | 92.  | Donna Kroetsch   |
| 69. | Richard Hoehn<br>390 Pualoa Nani Place<br>Kihei, Hawai'i 96753                     | 93.  | D. LaTendresse<br>12 Wai Kulu Place<br>Lahaina, Hawai'i 96761            |
| 70. | Victoria Huffman, P.E.<br>9909 Lemon Avenue<br>La Mesa, CA 91941                   | 94.  | Laurie Lowson<br>P.O. Box 11494<br>Lahaina, Hawai'i 96761-6494           |
| 80. | Bill Reed<br>715 S. Kihei Road<br>Kihei, Hawai'i 96753                             | 95.  | Janet Maher<br>100 Punakea Loop<br>Lahaina, Hawai'i 96761                |
| 81. | Mark Albers<br>200 Pua Niu Way<br>Lahaina, Hawai'i 96761                           | 96.  | Lynn McFarlane<br>167 Awaiku Street<br>Lahaina, Hawai'i 96761            |
| 82. | Suzanne Albers<br>806 Paia Pohaku<br>Lahaina, Hawai'i 96761                        | 97.  | Dave Minami<br>390 Punakea Street<br>Lahaina, Hawai'i 96761              |
| 83. | Debbie and Gary Arakaki<br>P.O. Box 175<br>Lahaina, Hawai'i 96767                  | 98.  | Kiyoshi Murata<br>79 Wai Kulu Place<br>Lahaina, Hawai'i 96761            |
| 84. | David Boote<br>26 Huapala Place<br>Lahaina, Hawai'i 96761                          | 99.  | Katherine Monroe   |
| 85. | Kevin Brooke<br>120 Punakea Loop<br>Lahaina, Hawai'i 96761                         | 100. | Gregory and Bernadette Owens<br>P.O. Box 11286<br>Lahaina, Hawai'i 96761 |
| 86. | Kelly Chapman  | 101. | Bo Petty<br>P.O. Box 1172<br>Lahaina, Hawai'i 96767                      |
| 87. | Jamie Dinkelacker<br>39 Pua Niu Way<br>Lahaina, Hawai'i 96761                      | 102. | Mike Segura<br>117 Awaiku Street<br>Lahaina, Hawai'i 96761               |

- 103. Pam Van Poollen  
233 Wailau Place  
Lahaina, Hawai'i 96761
- 104. Beverly Will  
P.O. Box 1178  
Lahaina, Hawai'i 96767
- 105. Veronica Pietsch  
304 Hokiokio Place  
Lahaina, Hawai'i 96761
- 106. Maria Kato
- 107. Rebecca Hill  
25 Akeu Place  
Kihei, Hawai'i 96753
- 108. Lisa Segura
- 109. John Cote  
150 Puukolii, #25  
Lahaina, Hawai'i 96761
- 110. May Fujiwara  
P.O. Box 1086  
Lahaina, Hawai'i 96767
- 111. Carolyn Fox  
39 Pua Niu Way  
Lahaina, Hawai'i 96761
- 112. Don Gerbig  
6 Tulip Place  
Lahaina, Hawai'i 96761

# FEDERAL AGENCIES

JUN 12 2012



## United States Department of the Interior

### FISH AND WILDLIFE SERVICE

Pacific Islands Fish and Wildlife Office  
300 Ala Moana Boulevard, Room 3-122, Box 50088  
Honolulu, Hawaii 96850



In Reply Refer To:  
2012-TA-0302

JUN 08 2012

Mr. Mark Alexander Roy  
Vice President  
Munekiyo and Hiraga, Inc.  
305 High Street, Suite 104  
Wailuku, Hawaii 96793

Subject: Draft Environmental Assessment for the Proposed Relocation of the Lahaina Bypass Southern Terminus, Maui

Dear Mr. Roy:

The U.S. Fish and Wildlife Service (Service) received your letter on May 7, 2012, requesting our technical assistance regarding the Draft Environmental Assessment (Draft EA) for the proposed relocation of the Honoapiilani Highway Lahaina Bypass Southern Terminus on Maui. The State of Hawaii, Department of Transportation (HDOT), in coordination with the Federal Highways Administration (FHWA), is proposing the relocation of the southern terminus of the proposed Lahaina Bypass Highway from its current terminus point at Launiupoko to the vicinity of the former Olowalu Landfill, a distance of approximately 4,800 lineal feet. HDOT has modified the scope of the project to extend the northern terminus from Kaanapali to Honokowai and to extend the southern terminus from Puamana Park to Launiupoko. This response is in accordance with section 7 of the Endangered Species Act (ESA) of 1973, as amended (16 U.S.C. 1531 *et seq.*).

A biological survey was conducted in December 2006 that addressed the lands located between Launiupoko and Polanui in west Maui. We have two concerns regarding the biological information: (1) the survey was conducted over six years ago, and needs to be updated to be relevant; and (2) it is difficult for us to determine from the documentation if the new proposed project highway alignment was included in the initial surveys. According to our database, several federally listed species may be found in the vicinity of the proposed highway alignment including: the endangered Hawaiian hoary bat (*Lasiurus cinereus semotus*); Hawaiian goose (*Branta sandvicensis*); Blackburn's sphinx moth (*Manduca blackburni*); Hawaiian petrel (*Pterodroma sandwichensis*); and Newell's shearwater (*Puffinus auricularis newellii*). We recommend that new biological surveys be conducted for the aforementioned species following Service survey protocols. We will be available to assist you with these survey recommendations.

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IN AMERICA

In addition, pursuant to section 7 of the ESA, FHWA as the lead Federal agency, is responsible to determine if any project actions may directly or indirectly affect listed species.

### Species that May Found in the Project Area

#### *Hawaiian Hoary Bat*

The Hawaiian hoary bat roosts in both exotic and native woody vegetation and, while foraging, will leave young unattended in "nursery" trees and shrubs. If trees or shrubs suitable for bat roosting are cleared during the breeding season, there is a risk that young bats could inadvertently be harmed or killed. As a result, the Service recommends that woody plants greater than 15 feet tall should not be removed or trimmed from June 1 to September 15.

#### *Hawaiian Goose*

Due to its range and foraging behavior, the Hawaiian goose may be present in the vicinity of the proposed action at any time of the year. There have been numerous fatalities of Hawaiian geese associated with road construction in the West Maui region in the past due to the species' attraction to young grass growing on the embankments of new roadways during and after the construction phase. Foraging behavior along those corridors sometimes results in interaction with speeding vehicles which almost always results in goose mortality. We need additional information to help us determine the potential for attraction of Hawaiian goose to this stretch of highway.

#### *Blackburn's Sphinx Moth*

The Blackburn's sphinx moth has been historically documented as breeding and feeding within the proposed action area. Adult moths feed on nectar from native plants, including beach morning glory (*Ipomoea pes-caprae*), iliee (*Plumbago zeylanica*), and maiapilo (*Capparis sandwichiana*); larvae feed upon non-native tree tobacco (*Nicotiana glauca*) and native aiea (*Nothocestrum latifolium*). Other host plants may include non-native plants such as jimson weed (*Datura stramonium*), sweet and chili pepper (*Capsicum* spp.), ornamental plants (*Cestrum* spp. and *Lycium* spp.), tomatillo (*Cymphomandra* spp.), petunia (*Petunia* spp.), tomatillo and ground cherry (*Physalis* spp.), *Solantra* spp., and *Solanum* spp. (potato, eggplant, Christmas cherry, nightshade). To assess if the Blackburn's sphinx moth or its larvae are present, the Service recommends that a qualified biologist survey the project area for the presence of potential host plants during the wettest portion of the year (usually November to April). We have a survey protocol for this species.

#### *Listed Seabirds*

The endangered Hawaiian petrel and threatened Newell's shearwater, collectively known as seabirds, may transit the proposed action area while flying between the ocean and nesting sites in the mountains during their breeding season (March through December). Seabird fatalities resulting from collisions with high-tension power lines, utility poles, and other artificial appurtenances have been documented throughout the State of Hawaii where high densities of transiting seabirds occur. Due to the presence of extant populations of Hawaiian petrels and Newell's shearwaters in the West Maui Mountains, the Service recommends that nocturnal avian radar surveys be conducted during the seabird breeding season to assess potential impacts resulting from the installation of project-related lighting or structures which may extend above the surrounding vegetation. Artificial lighting, such as flood lighting for construction work,

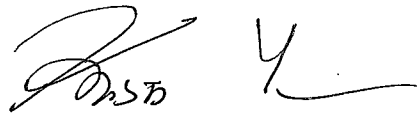
Mr. Mark Alexander Roy

3

storage site security, and street lighting can adversely impact seabirds by causing disorientation which may result in collision with utility lines, buildings, fences, and vehicles. Furthermore, fledging seabirds attracted to artificial lighting have a tendency to exhaust themselves while circling the light source and can become grounded. Too weak to fly, these birds become vulnerable to depredation by feral predators, such as dogs, cats, and mongoose. If lighting is proposed for night construction or permanent highway lighting will be installed, then we recommend we meet to discuss lighting impacts to listed seabirds.

In addition, to assist you we have enclosed our standard Best Management Practices to help you minimize project impacts to aquatic resources and reduce project erosion and sedimentation. Thank you for granting the Service an extension until June 8, 2012, for submittal of our Draft EA comments. If you have any questions or concerns regarding these recommendations, please contact Ian Bordenave, Fish and Wildlife Biologist (phone: 808-792-9400, email: [ian\\_bordenave@fws.gov](mailto:ian_bordenave@fws.gov)).

Sincerely,

A handwritten signature in black ink, appearing to read 'L. Mehrhoff', followed by a long horizontal line.

for Loyal Mehrhoff  
Field Supervisor

Enclosure: U.S. Fish and Wildlife Service Sedimentation and Erosion BMPs

**U.S. Fish and Wildlife Service  
Recommended Standard Best Management Practices**

The U.S. Fish and Wildlife Service recommends that the measures below be incorporated into projects to minimize the degradation of water quality and minimize the impacts to fish and wildlife resources.

1. Turbidity and siltation from project-related work shall be minimized and contained within the vicinity of the site through the appropriate use of effective silt containment devices and the curtailment of work during adverse tidal and weather conditions.
2. Dredging/filling in the marine environment shall be scheduled to avoid coral spawning and recruitment periods and sea turtle nesting and hatching periods.
3. Dredging and filling in the marine/aquatic environment shall be designed to avoid or minimize the loss special aquatic site habitat (beaches, coral reefs, wetlands, etc.) and the function of such habitat shall be replaced.
4. All project-related materials and equipment (dredges, barges, backhoes, etc.) shall be cleaned of pollutants prior to use.
5. No project-related materials (fill, revetment rock, pipe, etc.) should be stockpiled in the water (intertidal zones, reef flats, stream channels, wetlands, etc.) or on beach habitats.
6. All debris removed from the marine/aquatic environment shall be disposed of at an approved upland or ocean dumping site.
7. No contamination (trash or debris disposal, non-native species introductions, attraction of non-native pests, etc.) of adjacent habitats (reef flats, channels, open ocean, stream channels, wetlands, beaches, forests, etc.) shall result from project-related activities. This shall be accomplished by implementing a litter-control plan and developing a Hazard Analysis and Critical Control Point Plan (HACCP – see <http://www.haccp-nrm.org/Wizard/default.asp>) to prevent attraction and introduction of non-native species.
8. Fueling of project-related vehicles and equipment should take place away from the water and a contingency plan to control petroleum products accidentally spilled during the project shall be developed. Absorbent pads and containment booms shall be stored on-site, if appropriate, to facilitate the clean-up of accidental petroleum releases.
9. Any under-layer fills used in the project shall be protected from erosion with stones (or core-loc units) as soon after placement as practicable.
10. Any soil exposed near water as part of the project shall be protected from erosion (with plastic sheeting, filter fabric etc.) after exposure and stabilized as soon as practicable (with native or non-invasive vegetation matting, hydroseeding, etc.).





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

FORD N. FUCHIGAMI  
DIRECTOR

DEPUTY DIRECTORS  
JADE T. BUTAY  
ROSS M. HIGASHI  
EDWIN H. SNIFFEN  
DARRELL T. YOUNG

IN REPLY REFER TO:  
HWY-PA 2.1214

November 17, 2015

Mr. Loyal Mehrhoff, Field Supervisor  
U.S. Fish and Wildlife Service  
Pacific Islands Fish and Wildlife Office  
300 Ala Moana Boulevard  
Room 3-122, Box 50088  
Honolulu, Hawaii 96850

Dear Mr. Mehrhoff:

Subject: Draft Environmental Assessment Comments  
Proposed Relocation of Lahaina Bypass Southern Terminus, Maui, Hawaii

Thank you for your letter dated June 8, 2012, providing input on the Draft Environmental Assessment (EA) for the Proposed Relocation of the Lahaina Bypass Southern Terminus. The State of Hawaii, Department of Transportation (HDOT) offers the following information in response to the comments in your letter.

Subsequent to your letter dated June 8, 2012, informal consultation with your agency was conducted and an updated biological survey was undertaken (see attached letter dated August 15, 2013). In consideration of the informal consultation and agreement to undertake measures to avoid and minimize impacts to the Endangered Species Act (ESA)-listed species, the U.S. Fish and Wildlife Service (USFWS) concurred with the determination that the proposed project may affect, but is not likely to adversely affect, listed species. The letter further concludes that no further action is needed pursuant to Section 7 of the ESA.

The potential presence of the Hawaiian Hoary Bat was confirmed during preparation of an updated flora/fauna survey of the project site in November 2012. As recommended by the USFWS, woody plants greater than 15-ft. tall shall not be removed or trimmed from June 1 to September 15, as practicable.

As recommended by the USFWS, mitigation measures to minimize impacts to the Hawaiian goose will include, but are not limited to, removal of temporary irrigation at least 90 days prior to the opening of the Bypass, allowing grasses to establish without mowing, and avoiding the use of erosion control matting. In addition, if a Hawaiian goose appears within 100-ft. of ongoing work, all activity will be temporarily suspended until the bird moves off to a safe distance of its own volition. Furthermore, if a nest is discovered within 150-ft., all work will cease immediately and the USFWS will be contacted for further guidance.

Mr.Loyal Mehrhoff  
November 17, 2015  
Page 2

HWY-PA 2.1214

According to surveys undertaken in November 2012, no host plants for the Blackburn's sphinx moth were found to occur within the proposed project area.

As discussed during the informal consultation with the USFWS, the HDOT will ensure that artificial lighting including construction, outdoor, and street lighting will be down-shielded to minimize glare and avoid causing adverse impacts with regards to seabirds that may transit the area. The HDOT is not anticipating significant changes to the location of the transmission lines in conjunction with the proposed project. In addition, no night-time construction work will be done during the peak seabird fallout period from September 15 through December 15.

Thank you for providing the list of standard Best Management Practices (BMPs) as part of your comment letter. These recommendations will be reviewed and incorporated into the project's BMP program, where applicable, to minimize potential impacts to aquatic resources and reduce project-related soil erosion and sedimentation.

Thank you again for your participation in the EA review process for this important highway improvement project. A copy of your office's letters and this response letter will be included in the Final EA for the project. If you have any questions, please contact Darell Young, Highways Division, Planning Branch, at (808) 587-1835.

Sincerely,

A handwritten signature in black ink, appearing to read "Ford N. Fuchigami". The signature is fluid and cursive, with a large, sweeping "F" and a long, horizontal stroke extending to the right.

FORD N. FUCHIGAMI  
Director of Transportation

Attachment: USFWS Concurrence Letter 08/15/13

c: Rory Frampton - Makila Land Company  
Mark Alexander Roy - Munekiyo & Hiraga, Inc.

bc: HWY-PA

DY:emk



## United States Department of the Interior

FISH AND WILDLIFE SERVICE  
Pacific Islands Fish and Wildlife Office  
300 Ala Moana Boulevard, Room 3-122  
Honolulu, Hawaii 96850



In Reply Refer To:  
2012-I-0380

RECEIVED

AUG 17 2013

HAWAII DIVISION

Mr. Wayne Kaneshiro  
Transportation Engineer  
U.S. Department of Transportation  
Federal Highway Administration  
300 Ala Moana Boulevard, Room 3-036  
Honolulu, Hawaii 96850

AUG 15 2013

Subject: Informal Consultation for the Proposed Relocation of the Lahaina Bypass  
Southern Terminus, Maui

Dear Mr. Kaneshiro:

The U.S. Fish and Wildlife Service (Service) received your letter on July 18, 2013, requesting concurrence with your determination that the proposed relocation of the Honoapiilani Highway Lahaina Bypass Southern Terminus on Maui is not likely to adversely affect the endangered Hawaiian hoary bat (*Lasiurus cinereus semotus*), Hawaiian goose (*Branta sandvicensis*), Blackburn's sphinx moth (*Manduca blackburni*), Hawaiian petrel (*Pterodroma sandwichensis*), or threatened Newell's shearwater (*Puffinus auricularis newellii*). This response is in accordance with section 7 of the Endangered Species Act (ESA) of 1973, as amended (16 U.S.C. 1531 *et seq.*).

### *Project Description*

The State of Hawaii, Department of Transportation (HDOT), in coordination with the Federal Highways Administration (FHWA), is proposing the relocation of the southern extension of the Lahaina Bypass Highway. This alignment is to be constructed mauka and roughly parallel to the existing Honoapiilani Highway, between Puamana and the former Olowalu Landfill. Total length of the new highway corridor will be approximately two miles, and total width of the construction corridor will be approximately 150 feet. The construction phase is expected to last 18 to 24 months, and traffic will not be travelling on the new highway segment until the construction phase is complete. Major grading, earthworks, and construction activities will comprise the majority of the early part of the construction phase. After these activities are completed, bare soils will be re-vegetated as part of erosion control Best Management Practices (BMPs). Temporary irrigation will be in place until landscape cover has been established, which



should take approximately 30 to 45 days. No relocation of overhead transmission lines will be taking place, and permanent street lighting will only be installed at proposed intersections.

Conservation measures, as outlined below, have been crafted cooperatively between the FHWA and the Service to avoid and minimize impacts to listed species which may occur within the action area of the proposed project. These conservation measures are considered part of the project description. Any changes to, modifications of, or failure to implement these conservation measures may result in the need to reinitiate this consultation.

#### *Species Affected*

##### Hawaiian hoary bat

The Hawaiian hoary bat roosts in both exotic and native woody vegetation and, while foraging, will leave young unattended in "nursery" trees and shrubs. If trees or shrubs suitable for bat roosting are cleared during the breeding season, there is a risk that young bats could inadvertently be harmed or killed. As a result, the Service recommends that woody plants greater than 15 feet tall should not be removed or trimmed from June 1 to September 15. According to your letter, the action agency will incorporate this avoidance measure into the project requirements to ensure that potential impacts to the Hawaiian hoary bat from construction activities are discountable.

##### Hawaiian goose

Due to its range and foraging behavior, the Hawaiian goose may be present in the vicinity of the proposed action at any time of the year. There have been numerous fatalities of Hawaiian geese associated with road construction in the West Maui region in the past due to the species' attraction to grasses growing on the embankments of new roadways during and after the construction phase. Foraging behavior along those corridors can result in interaction with speeding vehicles, which may result in Hawaiian goose mortality. Accordingly, the action agency will ensure that, after the initial establishment of groundcover grasses to address erosion control, temporary irrigation will be removed 90 days prior to the opening of the new Highway. The established vegetation will then be allowed to harden and adapt to the arid West Maui climate. Removal of the temporary overhead irrigation system, and allowing time for established grasses to mature past the young succulent phase, will abrogate the attractive nuisance for the Hawaiian goose on the highway shoulder. Additionally, grasses will be allowed to establish without mowing. The presence of a taller, year-round, vegetative stature will further deter Hawaiian geese from foraging on road shoulders, berms, and earthworks within the proposed project area. No erosion control matting will be used to avoid Hawaiian goose entanglement. Lastly, if a Hawaiian goose appears within 100 feet of ongoing work, all activity will be temporarily suspended until the bird moves off to a safe distance of its own volition. Moreover, a biologist familiar with the nesting behavior of the Hawaiian goose will survey the area around the proposed construction area prior to the initiation of work during the Hawaiian goose breeding season (December through April), or after any subsequent delay of work during that time period of three or more days (as the birds may attempt to nest). If a nest is discovered within a radius of 150 feet of proposed construction activity, or a previously undiscovered nest is found within said radius after work begins, all work will cease immediately and the Service will be contacted for further guidance.

##### Blackburn's sphinx moth

The Blackburn's sphinx moth has been historically documented as breeding and feeding within the proposed action area. Adult moths feed on nectar from native plants, including beach

morning glory (*Ipomoea pes-caprae*), iliee (*Plumbago zeylanica*), and maiapilo (*Capparis sandwichiana*); larvae feed upon non-native tree tobacco (*Nicotiana glauca*) and native aiea (*Nothocestrum latifolium*). According to surveys undertaken in November of 2012 by consulting biologist, Robert Hobdy, no host plants for the species (including the larval host plant *Nicotiana glauca*) were found to occur within the proposed project area.

#### Listed seabirds

The endangered Hawaiian petrel and threatened Newell's shearwater, collectively known as seabirds, have been documented transiting through the proposed action area while flying between the ocean and nesting sites in the mountains during their breeding season (March through December). Seabird fatalities resulting from collisions with high-tension power lines, utility poles, and other artificial appurtenances have been documented throughout the State of Hawaii where high densities of transiting seabirds occur. Additionally, artificial lighting, such as flood lighting for construction work and site security, can adversely impact seabirds by causing disorientation which may result in collision with utility lines, buildings, fences, and vehicles. Fledging seabirds are especially affected by artificial lighting and have a tendency to exhaust themselves while circling the light sources and become grounded. Too weak to fly, these birds become vulnerable to depredation by feral predators such as dogs, cats, and mongoose. According to your letter, the action agency will ensure that artificial lighting, such as flood lighting for construction work, storage site security, and street lighting will be down-shielded to minimize glare. Outdoor lighting will be constructed in a manner that fully shields lighting sources and directs light downward. No significant changes in location of transmission line will occur. Lastly, no night-time construction work will be undertaken during the peak seabird fall-out period, from September 15 through December 15.

#### Conclusion

Due to the aforementioned conservation measures to avoid and minimize impacts to ESA-listed species, the Service concurs with your determination that the proposed project may affect, but is not likely to adversely affect, listed species. Unless the project description changes, or new information reveals that the proposed project may affect listed species in a manner or to an extent not considered, or a new species or critical habitat is designated that may be affected by the proposed action, no further action pursuant to section 7 of the ESA is necessary.

If you have any questions or concerns regarding this informal consultation, please contact Ian Bordenave, Fish and Wildlife Biologist (phone: 808-792-9400, email: [ian\\_bordenave@fws.gov](mailto:ian_bordenave@fws.gov)).

Sincerely,



Loyal Mehrhoff  
Field Supervisor

**From:** Aydee Zielke [mailto:aydee.zielke@noaa.gov]  
**Sent:** Friday, June 29, 2012 10:56 AM  
**To:** General eMail  
**Cc:** PIRO HelpDesk; Donald Hubner  
**Subject:** Relocation of Lahaina Bypass South Terminus Draft EA comments for EFH mandate

Aloha,

The NOAA National Marine Fisheries Service (NMFS), Habitat Conservation Division has reviewed the Draft EA for the Relocation of Lahaina Bypass South Terminus as pursuant to Essential Fish Habitat (EFH), the Magnuson Stevens Fishery Conservation and Management Act of 1996 (Magnuson-Stevens Act), 16 U.S.C. et seq and associated federal regulations found at 50 CFR 600. EFH concerns should be considered for this project since there is a federal nexus with the FHWA. In addition, impacts to EFH will be analyzed when the HDOT applies for 404 permit with US Army Corp of Engineers.

The HDOT (coordinating with FHWA), proposed the relocation of Lahaina bypass southern terminus existing terminus point at Launiupoko to the vicinity of the former Olowalu Landfill site. The proposed realignment will move the terminus inland from the shoreline. The existing route is experiencing erosion and is exposed to high surf conditions. The proposed terminus relocation is a long term solution to coastal erosion mitigation and anticipated sea level rise from climate change.

Both the alternatives being proposed would be built on base flood plains and bifurcated of three streams (Launiupoko Stream and two unnamed gulches) in the Launiupoko watershed. Desilting and retention basins are proposed in addition to using box culverts and side-tapered and slope-tapered inlets. Stream beds (draining channels) would be lowered and channelized to handle 100-year storms to minimize the probability of over topping. The watershed, which is characterized as having moderately permeability, drains to the Pacific Ocean. The benthic habitat where Launiupoko Stream mouth and tributaries meet the Pacific Ocean is characterized as having geomorphological structures of coral covered aggregate reef, spur and groove structures, and

uncolonized sand (NOAA Technical Memorandum NOS NCCOS 61, 2007). Coral reef ecosystems are a type of Essential Fish Habitat. Coral reef cover can significant decline if sedimentation in the water increases from upland sources and coral become smothered in sediment.

The NMFS is concerned with both current alternatives which do not consider soft approach designs for the stream beds (draining channels) except hardening by channelizing with impervious surfaces. Also, the possibility of bridges are not found in the alternatives, only culverts are mentioned. Given that the existing stream and gulches have moderately permeability, NMFS is concerned with the potential of sediment entering the Pacific Ocean and affecting the areas coral reefs with an increasing of impervious surface being introduced into the watershed. In addition, ground water recharge may be affected. The NMFS suggests considering the following for alternative designs;

- Make the best effort to cite roads away from sensitive areas such as streams, wetlands, and steep slopes.
- Build bridges when possible. If culverts must be used, they should be sized, constructed, and maintained to match the gradient and width of the stream, so as to accommodate 100-year flood flows. Locate stream crossings in stable stream reaches.
- Design bridge abutments to minimize disturbances to streambanks and place abutments outside of the floodplain whenever possible.
- Use methods such as bioswales, sediment ponds, sediment traps, and other facilities designed to slow water runoff and trap sediment.
- Avoid road construction across alluvial floodplains, mass wastage areas, or braided stream bottom lands when possible, unless site-specific protection can be implemented to ensure protection of soils, water, and associated resources.
- Alternative stream bank reinforcement designs that avoid or minimize hardening of the stream and/or utilize soft approaches should always be analyzed when the fill of riparian areas are proposed. Designs should attempt to use minimal-to-no hardening if possible.
- Incorporate erosion control and stabilization measures into road construction plans to reduce erosion potential. Utilize BMPs to limit and control the amount and extent of turbidity and sedimentation in riparian areas by using silt fences in-water, around the staging area, and covering excavated sediment deposits that are temporarily being stored in staging area to contain sediments.
- Schedule project activities in riparian areas during the summer when precipitation is typically minimal to avoid sediment runoff from heavy rains.

The NMFS understands that the proposed terminus relocation is a long term solution to coastal erosion mitigation and anticipated sea level rise from climate change. The relocation is much needed at the existing route is a hazard and coastal erosion has become problematic. We appreciate the HDOT considering our suggestions for the both alternative deigns. Please do not hesitate to contact the NOAA NMFS Pacific Islands Regional Office should further questions or concerns arise.

Please *do not* send documents to the NOAA NMFS Southwest Regional Office. Hawaii documents should be sent to the NOAA NMFS Pacific Islands Regional Office in Honolulu. We received the Draft EA past it's comment postmark date because the document was originally sent to the Southwest Regional Office.

Please send documents to NOAA NMFS Pacific Islands Regional Office:



Michael Tosatto, Regional Administrator  
National Oceanic and Atmospheric Administration  
National Marine Fisheries Service  
1601 Kapiolani Blvd.  
Suite 1100  
Honolulu, HI 96814

Thank you for the opportunity to comment,  
Aydee Zielke  
808-944-2146  
[aydee.zielke@noaa.gov](mailto:aydee.zielke@noaa.gov)  
Scientist (Ocean Associates Inc. Contractor)  
NOAA, National Marine Fisheries Service  
Pacific Islands Regional Office, Habitat Conservation Division



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

FORD N. FUCHIGAMI  
DIRECTOR

DEPUTY DIRECTORS  
JADE T. BUTAY  
ROSS M. HIGASHI  
EDWIN H. SNIFFEN  
DARRELL T. YOUNG

IN REPLY REFER TO:  
HWY-PA 2.1215

November 17, 2015

Mr. Michael Tosatto  
Regional Administrator  
National Oceanic and Atmospheric Administration  
Pacific Islands Regional Office  
National Marine Fisheries Service  
1601 Kapiolani Boulevard, Suite 1100  
Honolulu, Hawaii 96814

Attention: Danielle Jayewardene, Habitat Conservation Division

Dear Mr. Tosatto:

Subject: Draft Environmental Assessment Comments  
Proposed Relocation of Lahaina Bypass Southern Terminus, Maui, Hawaii

Thank you for your email dated June 29, 2012, providing input on the Draft Environmental Assessment (EA) for the subject project. The State of Hawaii Department of Transportation (HDOT) offers the following information in response to your June 29, 2012 email.

We note your comment that Essential Fish Habitat (EFH) concerns should be considered because of the federal nexus with Federal Highway Administration (FHWA) as well as your statement that essential fish habitats impacts will be analyzed when the HDOT applies for a 404 Permit with U.S. Army Corps of Engineers. We further note your comment that benthic habitat where Launiupoko Stream mouth and the unnamed gulches meet the Pacific Ocean is characterized as having coral reef systems and these systems qualify as EFH. We understand that coral reef cover can decline if sedimentation in the water increases from upland sources.

As you may know, pursuant to your request, consultation with National Oceanic Atmospheric Administration (NOAA) in regards to EFH, the Magnuson-Stevens Fishery Conservation and Management Act of 1966, 16 U.S.C. et seq. and associated federal regulations found at 50 CFR 600 has been undertaken. Please see attached correspondence (Exhibit A).

We thank you for your suggestions for consideration of design alternatives presented in your June 29, 2012 email. Detailed responses to these concerns were addressed in the subsequent EFH consultation process, however, we would like to also offer the following summary responses to each comment in the order that they are presented in your June 29, 2012 email:

1. An Aquatics Resources Survey has been completed for the project corridor by environmental consultant, Robert Hobdy. As identified by the survey, the proposed project crosses three (3) unnamed drainage gulches and the Launiupoko Stream. The crossing of these aforementioned gulches, as well as Launiupoko Stream, is unavoidable since the Lahaina Bypass is a regional roadway system.

The three (3) unnamed gulches are classified as ephemeral (intermittent) with annual flow rates ranging from three (3) days to 10 days per year. These gulches are dry for most of the year but convey flow into the ocean only during large storm events.

The Launiupoko Stream originates deep in the West Maui Mountains and is fed by both rainfall and artesian groundwaters. It has perennial flow in the upper valley, but only flows for about a mile before it is intercepted by a diversion that channels the stream down to an old plantation reservoir that dates from the early 1900's. According to the Hawaii Stream Assessment (HAS), Launiupoko Stream in its lower reaches (i.e., the locale of the project site) is not considered to be perennial as it runs dry for most of the year and flows only following large storm events.

The Aquatics Resources Survey has also confirmed that there are no wetlands located in the vicinity of the proposed project corridor. In regards to slope, the topography of the project site is generally flat to slightly sloping towards the ocean.

A copy of the Aquatic Resources Survey will be included in the Final EA for the project.

2. We note your comment regarding the use of bridges. Given that the gulches and Launiupoko Stream flow only during storm events, potential sedimentation to the ocean can be adequately mitigated by sizing and designing culvert crossings to accommodate 50-year flood flows. Additionally, as recommended, the stream crossings will be located in stable stream reaches. With these improvements and the use of desilting and retention basins, as discussed below, there are no significant impacts on EFH anticipated with implementation of the proposed project.
3. As mentioned above, culverts are currently being proposed for the project in place of bridge structures. It is noted, however, that the drainage improvements for the project will be implemented to minimize disturbances on stream banks, where possible.
4. Desilting and retention basins will be installed as part of the project to capture the additional runoff generated by the impermeable paved highway to maintain the current peak runoff during a 50-year storm. Energy dissipators will also be installed at the outlets of drainage structures, where necessary, to maintain the existing velocities in the gulches and Launiupoko Stream. With these drainage mitigation measures in place, the proposed project is not anticipated to present significant impacts on existing EFH along the Launiupoko coastline.
5. The project site is not located within a FEMA-designated floodplain, mass wastage areas, or braided stream bottom lands. However, a comprehensive program of Best Management Practices (BMPs) will be implemented to ensure protection of soils, water, and associated resources during project construction activities.

6. The highway crossings will be located within the aforementioned gulches and Launiupoko Stream, of which run dry for most of the year and, as such, do not contain significant flora/fauna resources. A copy of the flora/fauna survey for the project, also prepared by Robert Hobdy, will be included in the Final Environmental Assessment (EA). As discussed previously, given flow characteristics with the three (3) unnamed gulches and Launiupoko Stream, culverts are being proposed as the best practicable alternative for the highway crossings in these areas.
7. As recommended, a comprehensive BMP program will be implemented during the construction of the project as well as long-term operations of the highway to mitigate the potential for sedimentation impacts to EFH.
8. The construction schedule for this highway project will likely span several years. Opportunities will, however, be evaluated for the installation of the proposed drainage culverts within the gulches and Launiupoko Stream to be scheduled, where feasible, during the summer months. Should this not be possible, site-specific BMPs will be installed during construction in these areas to ensure effective mitigation of potential sedimentation impacts during rainfall events.

We appreciate your understanding that the proposed project is a long-term solution to coastal erosion mitigation and anticipated sea level rise, and, that the project is much needed.

We apologize for sending the draft EA document to the NOAA National Marine Fisheries Services Southwest Regional Office. We have since updated our mailing information to the Pacific Islands Regional Office in Honolulu.

Thank you again for providing input on the draft EA. A copy of your comment email and this response letter will be included in the Final EA for the project.

Should you have any further questions, please feel free to contact Darell Young, Highways Division, Planning Branch at (808) 587-1835.

Sincerely,



FORD N. FUCHIGAMI  
Director of Transportation

Attachment: Exhibit A

c: Rory Frampton - Makila Land Company (Rory Frampton)  
Mark Alexander Roy - Munekiyo & Hiraga, Inc.

bc: HWY-PA

DY:emk



U.S. Department  
of Transportation  
**Federal Highway  
Administration**

**Hawaii Federal-Aid Division**

September 20, 2013

300 Ala Moana Blvd, Rm 3-306  
Box 50206  
Honolulu, Hawaii 96850  
Phone: (808) 541-2700  
Fax: (808) 541-2704

In Reply Refer To:  
HDA-HI

Michael Tosatto  
Regional Administrator, Pacific Islands Regional Office (PIRO)  
National Oceanic and Atmospheric Administration/NMFS  
1601 Kapiolani Boulevard, Suite 1110  
Honolulu, HI 96814

Subject: Proposed Relocation of Lahaina Bypass Southern Terminus  
Launiupoko, Island of Maui  
Federal-aid Project No. NH-030-1(051)  
Informal Section 7 Consultation

Dear Mr. Tosatto:

The Federal Highway Administration (FHWA) intends to fund the State of Hawaii Department of Transportation's (HDOT) relocation of the southern terminus of the Lahaina Bypass Highway in West Maui. We are seeking concurrence from your office that the proposed action may affect, but is not likely to adversely affect the Hawaiian monk seal (*Monachus schauinslandi*), as well as sea turtles: green (*Cheloniemydas*), hawksbill (*Eretmochelys imbricate*), loggerhead (*Caretta caretta*), olive ridley (*Lepidochelys olivacea*), and the leatherback (*Dermochelys coriacea*).

#### Section 7 Consultation History

The FHWA designated the HDOT and its consultant, Munekiyo and Hiraga Inc., as non-federal representatives to consult with National Oceanic and Atmospheric Administration (NOAA) regarding the potential impact of the project to species of concern covered under the Endangered Species Act (ESA) via letter dated June 7, 2013. As part of early coordination and pre-consultation, a preliminary teleconference was held with the NOAA PIRO on July 2, 2013, and a follow up telephone conference was held with Mr. David Nichols and Mr. Don Hubner of the Protected Resources Division on July 14, 2013. The Draft Environmental Assessment (DEA) for the project was transmitted to the Protected Resources Division subsequent to the July 2, 2013, teleconference and prior to the July 14, 2013, teleconference. The DEA contains a detailed description of the project and its environmental setting. The information below is presented in response to discussions and issues raised during the July 14, 2013, teleconference.

#### Project Description

The project involves the southern extension of the Lahaina Bypass Highway, which is to be constructed mauka (inland) and roughly parallel to the existing Honoapiʻilani Highway between Puamana and the former Olowalu Landfill in West Maui. Total length of new roadway corridor

will be approximately 2 miles. On average, the corridor route is roughly 1,000 feet inland from the existing Honoapi'ilani Highway. At the southern end of the project, a connection will be made to the existing Honoapi'ilani Highway. All construction activities will be land based, no work will occur seaward of the exiting highway.

The project corridor traverses the moderately sloping alluvial fans of the Kaua'ula and Launiupoko streams and passes beneath Mahanaluani Cinder Cone. The corridor is situated on elevated, sloping terrain where water runs off readily and does not accumulate. The project site is not located within a Federal Emergency Management Agency designated floodplain, mass wastage areas, or braided stream bottom lands. The corridor crosses three unnamed gulches and Launiupoko Stream, which directly discharge to the ocean. The gulch and stream crossings are unavoidable given the route of this regional transportation corridor, which runs inland and parallel to the coast. The 3 unnamed gulches are classified as ephemeral (intermittent) with annual flow rates ranging from 3-10 days per year. These gulches are dry for most of the year but convey flow into the ocean only during large storm events.

Launiupoko Stream originates deep in the West Maui mountains and is fed by both rainfall and artesian groundwaters. It has perennial flow in the upper valley, but only flows for about a mile before it is intercepted by a diversion that channels the stream down to an old plantation reservoir that dates from the early 1900's. According to the Hawaii Stream Assessment, Launiupoko Stream in its lower reaches (i.e. the locale of the project site) is not considered to be perennial as it runs dry for most of the year and flows only following large storm events.

While bridges were considered, given the flow characteristics within the 3 unnamed gulches and Launiupoko Stream, culverts are being proposed as the best practicable alternative for the highway crossings in these areas. Overall, the length of the proposed culverts (approximately 150-200 ft) represents a small percentage of the overall length of these drainageways, which extend approximately 2 miles inland. The remainder of the drainageways will not be altered. Thus, only a small percentage of the drainage ways will be hardened. The culverts will be designed to accommodate 100-year flood flows and will include side tapered and slope tapered transitional inlets, as well as energy dissipaters necessary to maintain the existing velocities in the drainageways. The construction schedule for this highway project will likely span several years; however, opportunities will be evaluated for the installation of the proposed drainage culverts to be scheduled, where feasible, during the summer months. In addition, site specific best management practices (BMP) will be installed during construction in these areas to mitigate the potential for sedimentation impacts during rainfall events.

The construction phase is expected to last approximately 18-24 months. Major grading and earthwork activities will occur in the early phases of the project. A comprehensive BMP program will be implemented during the construction of the project to mitigate the potential for sedimentation impacts to near shore waters and marine species.

#### Listed Marine Species within the Action Area, potential effects and mitigation measures

Based on consultation with the Protected Resources Division staff, ESA species in the area may include the Hawaiian monk seal (*Monachus schauinslandi*), as well as sea turtles: green (*Cheloniemydas*), hawksbill (*Eretmochelys imbricate*), loggerhead (*Caretta caretta*), olive ridley (*Lepidochelys olivacea*), and the leatherback (*Dermochelys coriacea*). There is no designated

critical habitat in the project area or vicinity. These species may reside in the near shore waters in proximity to the project site. In addition, the Hawaiian monk seal is known to frequent sand and cobble beaches in the area.

Since all construction activities will occur on land, inland of coastal shoreline features, no direct impacts to marine species or habitats are anticipated. Indirect impacts may occur from increased sedimentation in coastal waters associated with upland construction activities. As noted above, a comprehensive BMP program will be implemented during the construction of the project to mitigate the potential for sedimentation impacts to near shore waters and marine species. Long term measures include establishment of desilting and retention basins to capture the additional runoff generated by the impermeable paved highway to maintain the current peak runoff during a 100-year storm.

Specific measures to be implemented to prevent contamination of the marine environment from project related activities include:

1. The project manager and heavy equipment operators shall perform daily pre-work equipment inspections for cleanliness and leaks. All heavy equipment operations shall be postponed or halted should a leak be detected, and shall not proceed until the leak is repaired and equipment cleaned.
2. Turbidity and siltation from project-related work shall be minimized and contained through the appropriate use of erosion control practices, effective silt containment devices, and the curtailment of work during adverse weather and tidal/flow conditions.
3. A plan shall be developed to prevent debris and other wastes from entering or remaining in the marine environment during the project.

Protected Resources Division staff also raised concerns regarding acoustic impacts to the monk seal and sea turtles during the construction phase for portions of the project near the coastline in the vicinity of the southern connection point to the existing highway. Species may be impacted from noise generated by heavy machinery work if the species are in the nearby vicinity. As such, the following condition will apply during the construction phase of the project.

4. All heavy machinery work shall be postponed or halted when ESA-listed marine species are within 50 yards of the proposed work, and shall only begin/resume after the animals have voluntarily departed the area. If ESA-listed marine species are noticed within 50 yards after work has already begun, that work may continue only if, in the best judgment of the project supervisor, that there is no way for the activity to adversely affect the animal(s).

In conclusion, we have determined that the proposed action may affect, but is not likely to adversely affect the Hawaiian monk seal (*Monachus schauinslandi*), as well as sea turtles: green (*Cheloniemydas*), hawksbill (*Eretmochelys imbricate*), loggerhead (*Caretta caretta*), olive ridley (*Lepidochelys olivacea*), and the leatherback (*Dermochelys coriacea*). We seek concurrence from your office that the proposed action is not likely to adversely affect the species listed and discussed above. We would appreciate your response within 30 days of receipt of the letter.



If you have any questions or would like additional information, please contact me at (808) 541-2326 or by email at [wayne.kaneshiro@dot.gov](mailto:wayne.kaneshiro@dot.gov). You may also contact the HDOT project manager Mr. Darell Young, at (808) 587-1835 or by email at [darell.young@hawaii.gov](mailto:darell.young@hawaii.gov). Thank you for your assistance.

Sincerely yours,

A handwritten signature in black ink, appearing to read "Wayne Kaneshiro". The signature is fluid and cursive, with the first name "Wayne" written in a larger, more prominent script than the last name "Kaneshiro".

Wayne Kaneshiro  
Highway Engineer

cc: Darell Young, HDOT, HWY-P  
Mr. Mark Roy, Munekiyo and Hiraga, Inc.



U.S. Department  
of Transportation  
**Federal Highway  
Administration**

**Hawaii Federal-Aid Division**

October 8, 2013

300 Ala Moana Blvd, Rm 3-306  
Box 50206  
Honolulu, Hawaii 96850  
Phone: (808) 541-2700  
Fax: (808) 541-2704

In Reply Refer To:  
HDA-HI

Mr. Michael Tosatto, Regional Administrator  
National Oceanic and Atmospheric Administration, Pacific Islands Regional Office  
National Marine Fisheries Service  
1601 Kapiolani Blvd., Suite 1100  
Honolulu, HI 96814

Dear Mr. Tosatto:

Subject: Essential Fish Habitat Consultation  
Proposed Relocation of the Lahaina Bypass Southern Terminus  
Launiupoko, Island of Maui  
Federal-aid Project No. NH-030-1(051)

The Federal Highways Administration (FHWA) intends to fund the State of Hawaii Department of Transportation's (HDOT) relocation of the southern terminus of the Lahaina Bypass Highway in West Maui. We are continuing the consultation process with the National Oceanic and Atmospheric Administration (NOAA) pursuant to the Essential Fish Habitat (EFH), the Magnuson Stevens Fishery Conservation and Management Act of 1996, 16 U.S.C. et seq and associated federal regulations found at 50 CFR 600.

The proposed project involves the construction of the southern portion of the proposed Lahaina Bypass Highway near Launiupoko. It is located inland and does not involve construction activities within the marine involvement. However, given the proximity of the project to the shoreline, appropriate measures will take place to minimize impacts to water quality. Enclosed for your review is an analysis of potential impacts to the EFH prepared by the HDOT consultant.

We are seeking concurrence from your office that the proposed action will have minimal adverse impacts to the EFH. If you have any questions, or would like additional information please contact me at (808) 541-2326, or the designated non-federal representatives Darell Young of HDOT at (808) 587-1835 and the HDOT's Planning Consultant, Mark Roy at (808) 244-2015.

Sincerely yours,

*FOR* Wayne Kaneshiro  
Transportation Engineer

Enclosures

cc: Mr. Darell Young/HWY-P, Mr. Mark Roy, Munekiyo and Hiraga, Inc.

Essential Fish Habitat Consultation  
Proposed Relocation of the Lahaina Bypass Southern Terminus  
Launiupoko, Island of Maui  
Federal Aid Project No. NH-030-1(051)

**Project Description**

The Federal Highways Administration (FHWA) intends to fund the State of Hawaii Department of Transportation's (HDOT) relocation of the southern terminus of the Lahaina Bypass Highway in West Maui.

The project involves the southern extension of the Lahaina Bypass Highway which is to be constructed mauka (inland) and roughly parallel to the existing Honoapi'ilani Highway between Puamana and the former Olowalu Landfill in West Maui. Total length of new roadway corridor will be approximately 2 miles. The total width of the right of way or construction corridor will be approximately 150 ft. On average, the corridor route is roughly 1,000 feet inland from the existing Honoapi'ilani Highway. At the southern end of the project, a connection will be made to the existing Honoapi'ilani Highway. All construction activities will be land based, no work will occur seaward of the exiting Highway. Figures 1 and 2 shows the project location and vicinity as well as the proposed Highway alignments. Alternative 3 has been identified as the preferred alignment, see Exhibit C.

The project corridor traverses the moderately sloping alluvial fans of the Kaua'ula and Launiupoko streams and passes beneath Mahanaluani Cinder Cone. The corridor is situated on elevated, sloping terrain where water runs off readily and does not accumulate. The project site is not located within a FEMA-designated floodplain, mass wastage areas, or braided stream bottom lands. The corridor crosses three un-named gulches and Launiupoko Stream, which directly discharge to the ocean. See Figure 3. The gulch and stream crossings are unavoidable given the route of this regional transportation corridor which runs inland and parallel to the coast. The three (3) unnamed gulches are classified as ephemeral (intermittent) with annual flow rates ranging from three (3) days to 10 days per year. These gulches are dry for most of the year but convey flow into the ocean only during large storm events.

Launiupoko Stream originates deep in the West Maui Mountains and is fed by both rainfall and artesian groundwaters. It has perennial flow in the upper valley, but only flows for about a mile before it is intercepted by a diversion that channels the stream down to an old plantation reservoir that dates from the early 1900's. According to the Hawaii Stream Assessment (HAS), Launiupoko Stream in its lower reaches (i.e. the locale of the project site) is not considered to be perennial as it runs dry for most of the year and flows only following large storm events.

While bridges were considered, given the flow characteristics within the three (3) unnamed gulches and Launiupoko Stream, culverts are being proposed as the best practicable alternative for the highway crossings in these areas. Overall, the length of the proposed culverts (approximately 150-200 ft) represents a small percentage of the overall length of these drainageways, which extend approximately 4 miles inland. Specifically, drainage ways Nos. 1, 2 and 4 extend inland approximately 20,461 ft, 18,382 ft. and 8,714 ft., respectively, while Launiupoko Stream, extends approximately 24,538 ft. inland. The remaining length of each

Essential Fish Habitat Consultation  
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drainageway will not be altered. Thus, only a small percentage of the drainage ways (less than 1% for drainage ways 1, 2 and Launiupoko Stream) will be hardened by the culverts.

The culverts will be designed to accommodate 100-year flood flows and will include side tapered and slope tapered transitional inlets as well as energy dissipaters as necessary to maintain the existing velocities in the drainageways. The construction schedule for this highway project will likely span several years, however, opportunities will be evaluated for the installation of the proposed drainage culverts to be scheduled, where feasible, during the summer months. In addition, site-specific Best Management Practices (BMP) will be installed during construction in these areas to mitigate the potential for sedimentation impacts during rainfall events.

The construction phase is expected to last approximately 18-24 months. Major grading and earthwork activities will occur in the early phases of the project. A comprehensive BMP program will be implemented during the construction of the project to mitigate the potential for sedimentation impacts to near shore waters and marine species.

#### **Potential for adverse effects on EFH**

As noted in your office's June 29, 2012 e-mail, the benthic habitat where Launiupoko Stream mouth and the unnamed gulches meet the Pacific Ocean is characterized as having geomorphological structures of coral covered aggregate reef, spur and groove structures, and uncolonized sand. The sea floor where these coral reef ecosystems occur qualify as EFH. The seafloor is also designated as EFH for bottom fish management unit species (MUS) group and the crustacean MUS. In addition, the water column has been designated as EFH for coral reef ecosystem MUS, bottomfish MUS, crustacean MUS and pelagic MUS.

Since all construction activities will occur on land, inland of coastal shoreline features and the marine environment, no direct impacts to marine species, habitats or coral reef ecosystems are anticipated. Indirect impacts may occur from increased sedimentation in coastal waters associated with upland construction activities. Coral reef cover can decline if sedimentation in the water increases from upland sources and coral becomes smothered in sediment. Increases in sediment have the potential of occurring during the construction phase or as a result of changes in water velocity. Long term changes in water flow and/or volume in gulches have the potential to alter freshwater input. Freshwater input can be impacted by the increase in impermeable surfaces from the new roadway or culverts. Upon full buildout of the project, the total amount of impervious surface will be approximately 32 acres.

In considering the relative significance of the impacts from the project, it is important to note that the watersheds upslope of the project area total approximately 4,500 acres as shown on Figure 3. The project will encompass an area approximately 70 acres in size and thus represents a relatively small percentage (1.1%) of land area contributing to stormwater flows within the area's watersheds. This minimizes the potential for having a significant effect on the quantity or quality of stormwater runoff generated by the watershed. Nevertheless, BMPs will be employed

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to minimize potential negative impacts to water quality in order to minimize the potential for contributing to cumulative impacts to coastal water quality.

**Proposed Mitigation Measures**

A comprehensive BMP program will be implemented during the construction of the project to mitigate the potential for sedimentation impacts to near shore waters and coral reef ecosystems. The contractor will be required to follow the Water Pollution and Erosion Control specifications outlined in Section 209 of the "Hawaii Standard Specifications for Road, Bridge and Public Works Construction" (Appendix 1). The Erosion Control notes which were established for Phase 1B-1 of the Lahaina Bypass project is attached as an example of the requirements which will be established for the subject project (Appendix 2). The contractor will also be required to follow Maui County's rules related to soil erosion and sedimentation control; a list of minimum BMPs required by Maui County's Soil Erosion and Sedimentation Control Ordinance, Chapter 20.08, Maui County Code (Appendix 3).

Long term measures will include establishment of retention basins to capture the additional runoff generated by the impermeable paved highway to maintain the current peak runoff during a 100-year storm, in accordance with Maui County's "Rules for the Design of Storm Drainage Facilities". In addition, Maui County has recently adopted "Rules for Storm Water Treatment Best Management Practices" which establish requirements for appropriate desilting and/or filtering mechanisms to minimize impacts from changes in storm water runoff quality. Lastly, as noted above, the culverts will be designed to accommodate 100-year flood flows and will include side tapered and slope tapered transitional inlets as well as energy dissipaters as necessary to maintain the existing velocities in the drainageways.

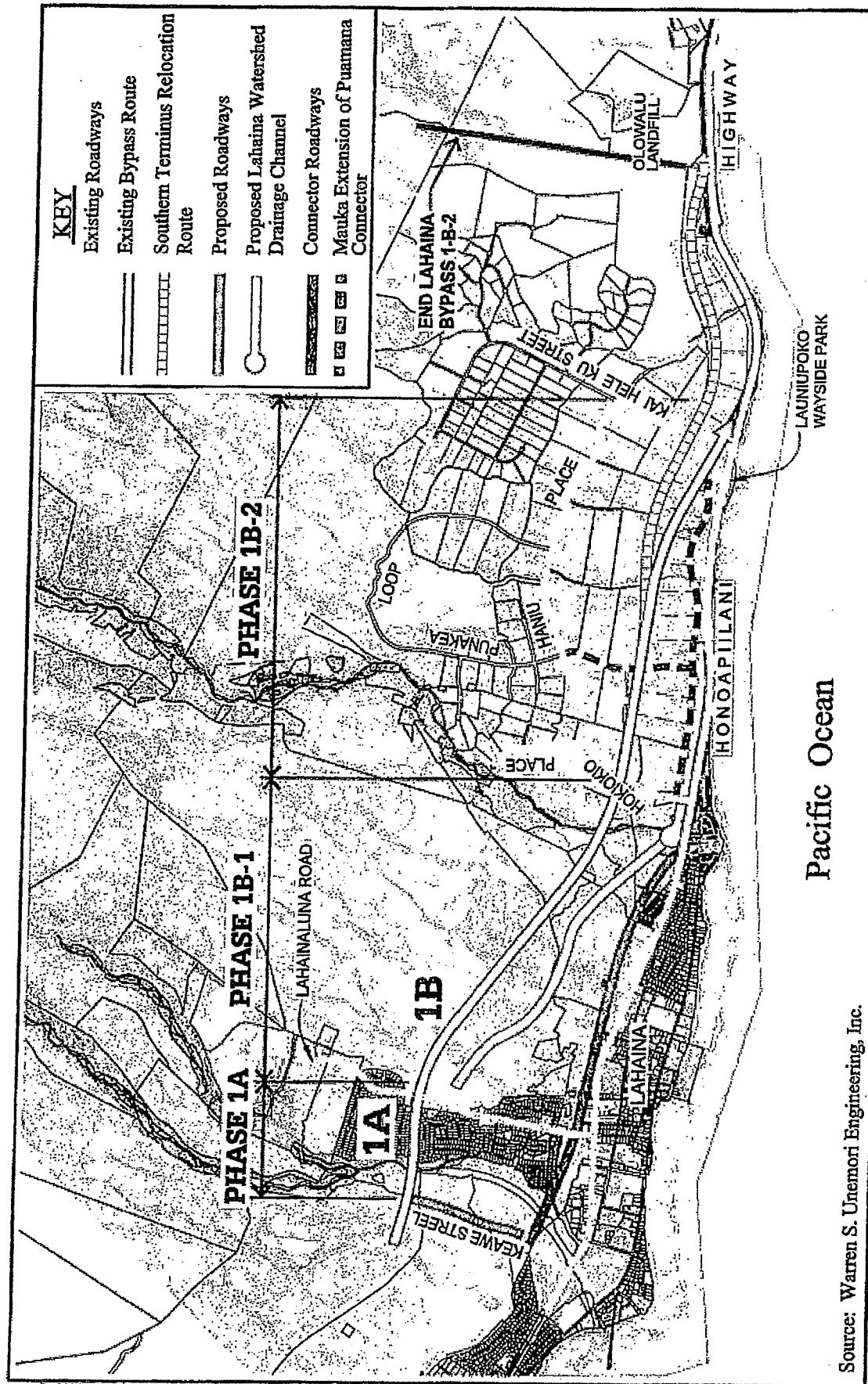
Specific measures to be implemented to prevent contamination of the marine environment from project-related construction activities include:

1. The project manager and heavy equipment operators shall perform daily pre-work equipment inspections for cleanliness and leaks. All heavy equipment operations shall be postponed or halted should a leak be detected, and shall not proceed until the leak is repaired and equipment cleaned.
2. Turbidity and siltation from project-related work shall be minimized and contained through the appropriate use of erosion control practices, effective silt containment devices, and the curtailment of work during adverse weather and tidal/flow conditions.
3. The project's specifications will include requirements for the contractor to prevent debris and other wastes from entering or remaining in the marine environment during the project.

Essential Fish Habitat Consultation  
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Federal Aid Project No. NH-030-1(051)

**Conclusion**

Based on the analysis above, it has been determined that the proposed action will have minimal adverse effect to EFHs including coral reef ecosystems in the project vicinity. This conclusion is based on the following considerations: (1) the project is land based and will not involve construction activities seaward of the existing highway, thus no direct impacts to EFH including coral reef ecosystems will occur; (2) incorporation of BMPs during the construction phase to mitigate potential impacts from sedimentation in storm water runoff; (3) installation of desilting and retention facilities to mitigate long term impacts from the increase in impermeable surfaces; and (4) the relative size of the footprint of the project in relation to the overall watershed.



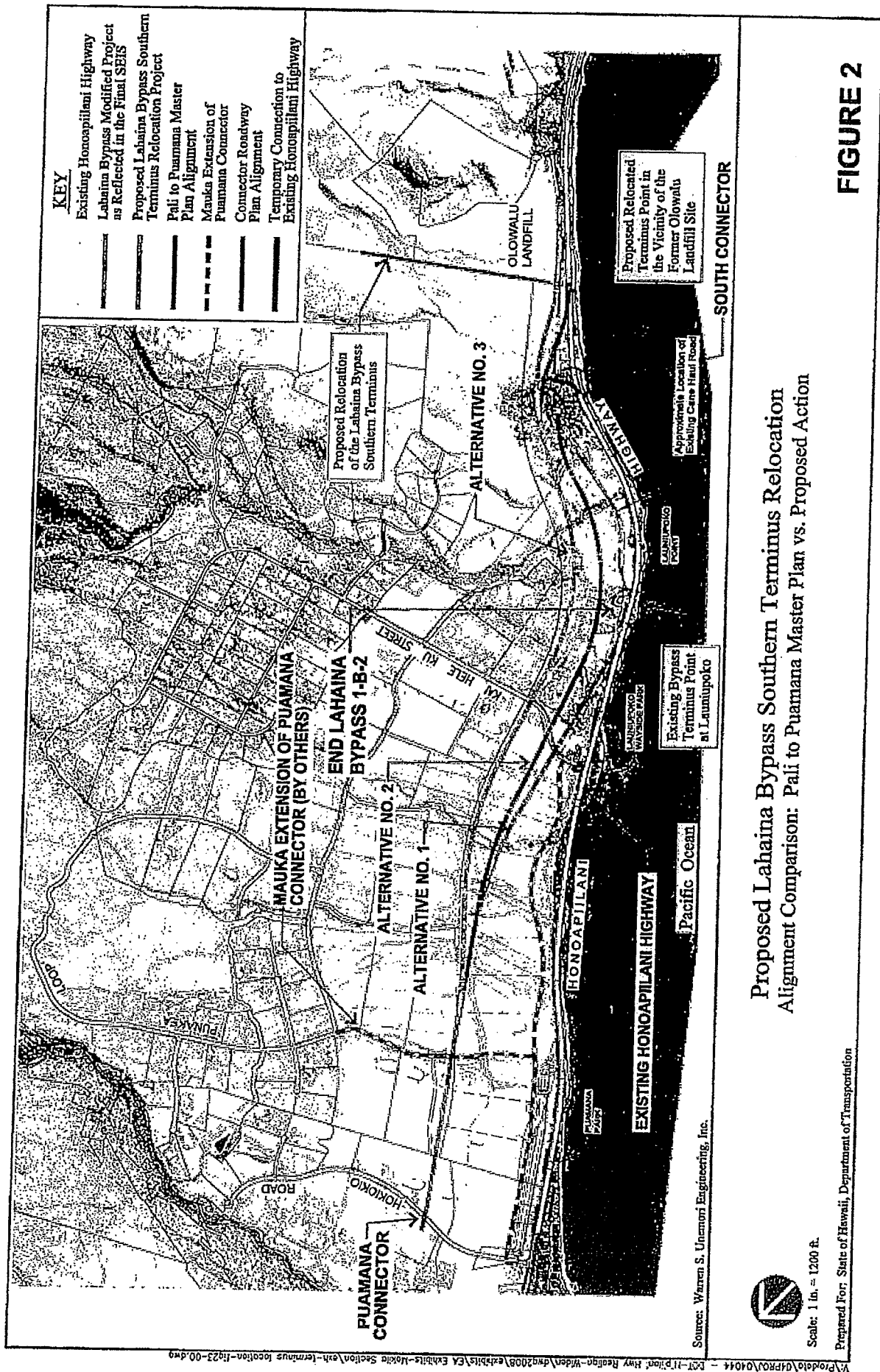
**Proposed Lahaina Bypass Southern Terminus Relocation**

**Initial Construction Phases for the Lahaina Bypass**

**FIGURE 1**

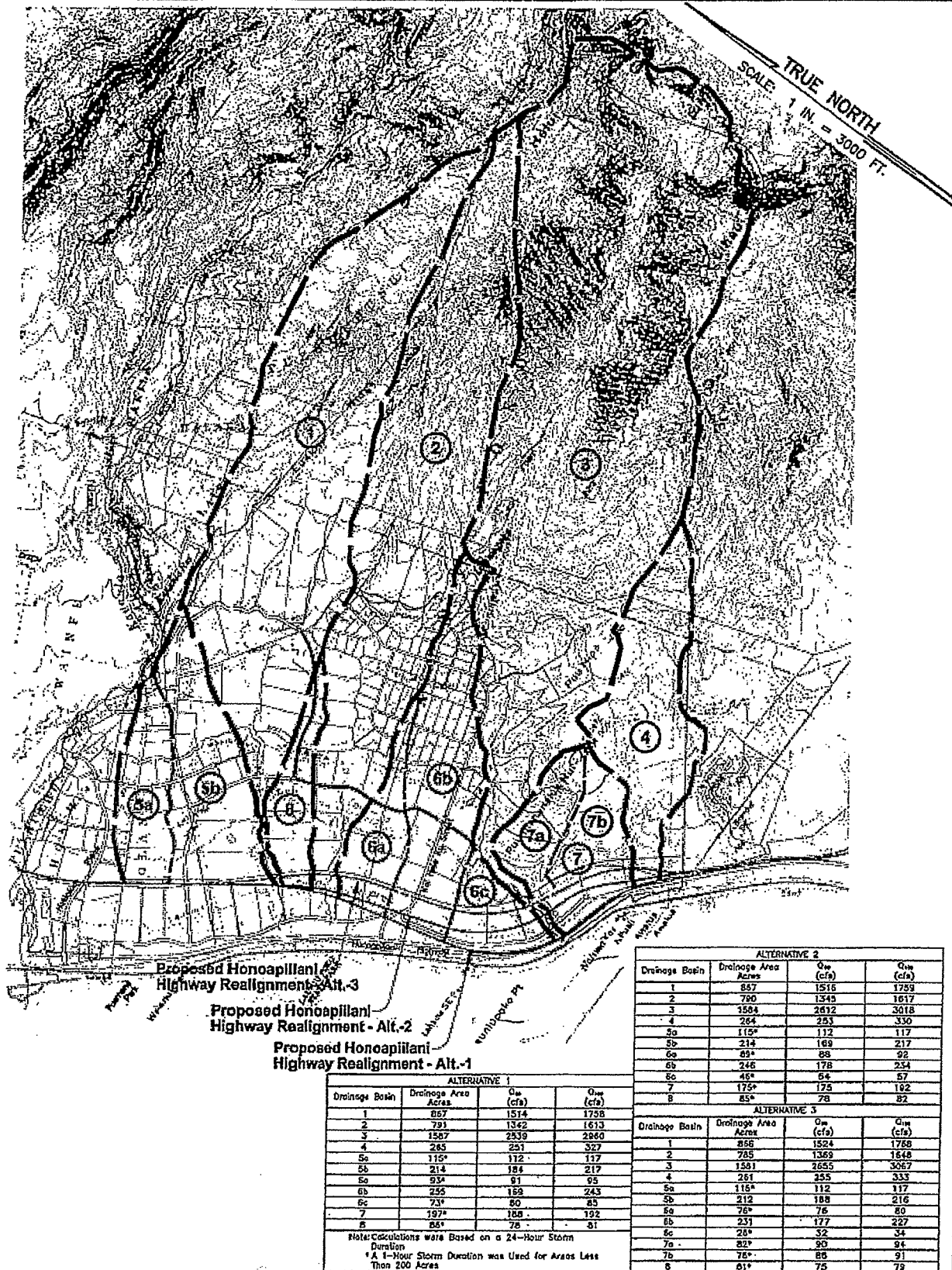
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Prepared For: State of Hawaii, Department of Transportation





**FIGURE 2**

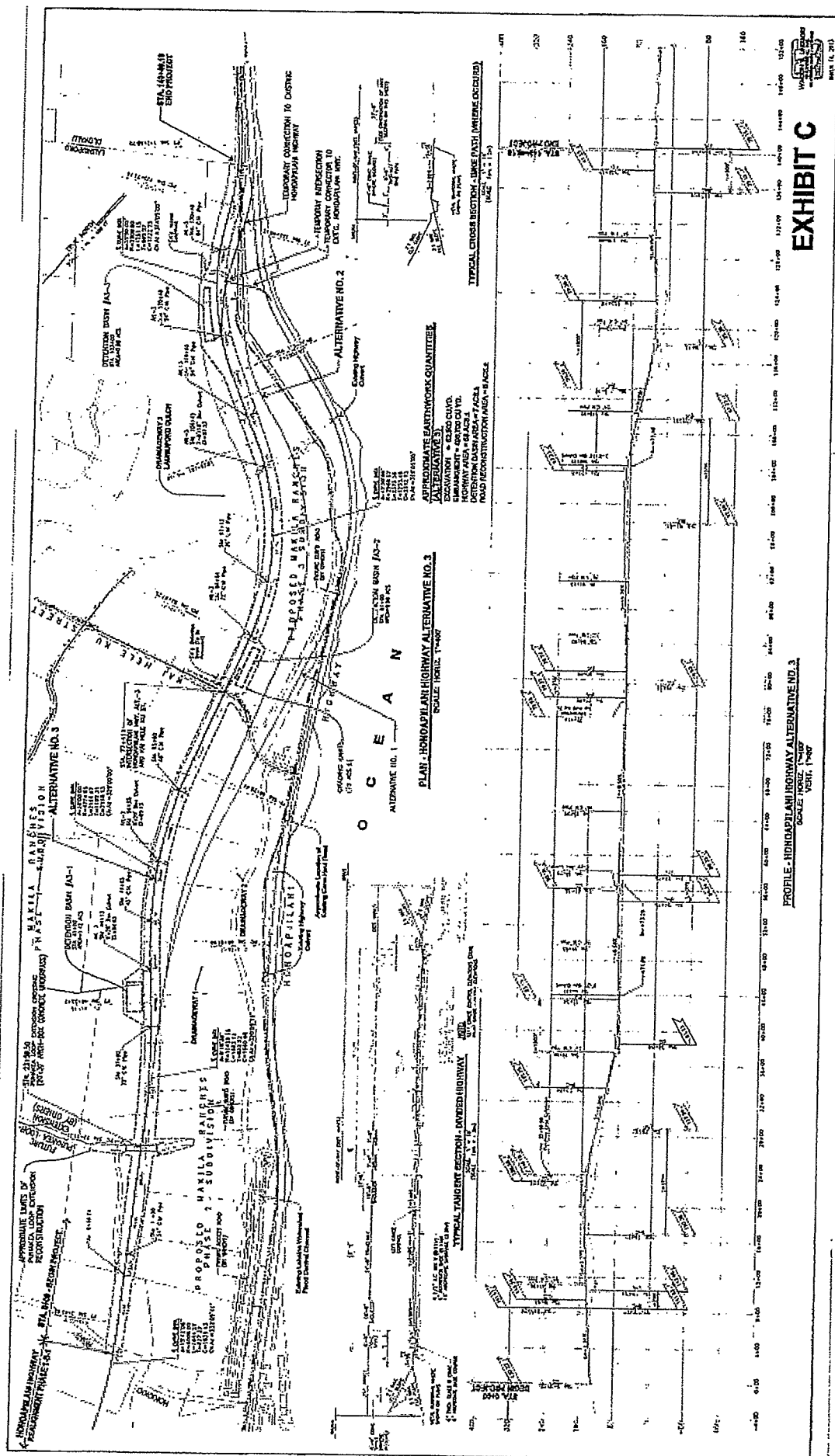
**Proposed Lahaina Bypass Southern Terminus Relocation  
Alignment Comparison: Pali to Puamana Master Plan vs. Proposed Action**



## DRAIN AREA MAP

**FIGURE 3**

April 10, 2008



# Appendix 1 - Hawaii Standard Specifications for Road, Bridge and Public Works Construction

209.01

## SECTION 209 - TEMPORARY WATER POLLUTION, DUST, AND EROSION CONTROL

**209.01 Description.** This section describes the following:

(A) Including detailed plans, diagrams, and written site-specific best management practices (BMP); constructing, maintaining, and repairing temporary water pollution, dust, and erosion control measures at the project site, including local material sources, work areas and haul roads; removing and disposing hazardous wastes; control of fugitive dust (defined as uncontrolled emission of solid airborne particulate matter from any source other than combustion); and complying with applicable State and Federal permit conditions.

(B) Work associated with dewatering activities and complying with conditions of the National Pollutant Discharge Elimination System (NPDES) general permit coverage authorizing discharges associated with construction activity dewatering.

Requirements of this section also apply to borrow pit operations, haul roads and Contractor's storage sites located outside State Right-of-Way.

**209.02 Materials.** Materials shall conform to the following:

(A) **Slope Drains.** Slope drains may be constructed of pipe, fiber, mats, erosion control fabric, geotextiles, rubble, portland cement concrete, bituminous concrete, plastic sheets, or other materials acceptable to Engineer.

(B) **Mulches.** Mulches shall be recycled materials include bagasse, hay, straw, wood cellulose, bark, wood chips, or other materials acceptable to Engineer. Mulches shall be clean and free of noxious weeds and deleterious materials.

(C) **Grass.** Grass shall be a quick growing species such as rye grass, Italian rye grass, or cereal grasses. Grass shall be suitable to the area and provide a temporary cover that will not compete later with permanent cover. Alternative grasses are allowable if acceptable to Engineer.

(D) **Fertilizer and Soil Conditioners.** Fertilizer and soil conditioners shall be a standard commercial grade acceptable to the Engineer. Fertilizer shall conform to Subsection 619.02(H)(1) - Commercial Fertilizer.

(E) **Hydro-mulching.** Hydro-mulching used as a BMP shall consist of materials in Subsections 209.02(B) - Mulches, 209.02(C) - Grass, and 209.02(D) - Fertilizer and Soil conditioners, with potable water meeting the

## 209.02

requirements of Subsection 712.01 - Water. Installation and other requirements shall in accordance with portions of Section 641-Hydro-Mulch Seeding.

(F) **Silt Fences.** Silt fences shall be synthetic filter fabric mounted on posts and embedded in compacted ground in accordance with contract documents, and shall be in compliance with ASTM D6462, Standard Practice for Silt Fence Installation.

(G) **Berms.** Berms shall be gravel or sand wrapped with geotextile material. Alternate materials are allowable if acceptable to Engineer.

Alternative materials or methods to control, prevent, remove and dispose pollution are allowable if acceptable to Engineer.

## 209.03 Construction.

### (A) Preconstruction Requirements.

(1) **Water Pollution, Dust, and Erosion Control Meeting.** Submit site specific BMP to Engineer. Schedule a water pollution, dust, and erosion control meeting with Engineer after site specific BMP is accepted in writing by Engineer. Meeting shall be scheduled 14 days before start of construction work. Discuss sequence of work, plans and proposals for water pollution, dust, and erosion control.

(2) **Water Pollution, Dust, and Erosion Control Submittals.** Submit the following:

(a) Written site-specific BMP describing activities to minimize water pollution and soil erosion into State waters, drainage or sewer systems. BMP shall include the following:

1. An identification of potential pollutants and their sources.

2. A list of all materials and heavy equipment to be used during construction.

3. Descriptions of the methods and devices used to minimize the discharge of pollutants into State waters, drainage or sewer systems.

4. Details of the procedures used for the maintenance and subsequent removal of any erosion or siltation control devices.

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5. Methods of removing and disposing hazardous wastes encountered or generated during construction.
  6. Methods of removing and disposing concrete and asphalt pavement cutting slurry, concrete curing water, and hydrodemolition water.
  7. Spill control.
  8. Fugitive dust control, including dust from grinding, sweeping, or brooming off operations or combination thereof.
  9. Methods of storing and handling of oils, paints and other products used for the project.
  10. Material storage and handling areas, and other staging areas.
  11. Concrete truck washouts.
  12. Concrete waste control.
  13. Fueling and maintenance of vehicles and other equipment.
  14. Tracking of sediment offsite from project entries and exits.
  15. Litter management.
  16. Toilet facilities.
  17. Other factors that may cause water pollution, dust and erosion control.
- (b) Provide plans indicating location of water pollution, dust and erosion control devices; provide plans and details of BMPs to be installed or utilized; show areas of soil disturbance in cut and fill, indicate areas used for storage of aggregate (indicate type of aggregate), asphalt cold mix, soil or waste, and show areas where vegetative practices are to be implemented. Indicate intended drainage pattern on plans. Include separate drawing for each phase of construction that alters drainage patterns. Indicate approximate date when device will be installed and removed.

## 209.03

(c) Construction schedule.

(d) Name(s) of specific individual(s) designated responsible for water pollution, dust, and erosion controls on the project site. Include home and business telephone numbers, fax numbers, and e-mail addresses.

(e) Description of fill material to be used.

Date and sign BMP. Keep accepted copy on site throughout duration of the project. Revisions to the BMP shall be included with original BMP. Modify contract documents to conform to revisions. Include actual date of installation and removal of BMP. Obtain written acceptance by Engineer before revising BMP.

Follow guidelines in the "Best Management Practices Manual for Construction Sites in Honolulu", in developing, installing, and maintaining BMPs for all projects. Follow Honolulu's City and County "Rules for Soil Erosion Standards and Guidelines" for all projects on Oahu. Use respective Soil Erosion Guidelines for Maui, Kauai and Hawaii projects.

**(B) Construction Requirements.** Do not begin work until submittals detailed in Subsection 209.03(A)(2) - Water Pollution, Dust, and Erosion Control Submittals are completed and accepted in writing by Engineer.

Install, maintain, monitor, repair and replace site-specific BMP measures, such as for water pollution, dust and erosion control; installation, monitoring, and operation of hydrotesting activities; removal and disposal of hazardous waste indicated on plans, concrete cutting slurry, concrete curing water; or hydrodemolition water.

Furnish, install rain gage in a secure location for projects that require NPDES permit from the Department of Health prior to field work including installation of site-specific BMP. Provide rain gage with a tolerance of at least 0.05 inches of rainfall, and an opening of at least 1-inch diameter. Install rain gage on project site in an area that will not deter rainfall from entering the gate opening. Maintain rain gage and replace rain gage that is stolen, does not function properly or accurately, is worn out, or needs to be relocated. Do not begin field work until rain gauge is installed and site specific BMPs are in place. Do not begin field work until rain gauge is installed and site specific BMPs are in place.

Address all comments received from Engineer.



188           Modify and resubmit plans and construction schedules to correct  
189 conditions that develop during construction which were unforeseen during the  
190 design and pre-construction stages.

191  
192           Coordinate temporary control provisions with permanent control  
193 features throughout the construction and post-construction period.

194  
195           Limit maximum surface area of earth material exposed at any time to  
196 300,000 square feet. Do not expose or disturb surface area of earth material  
197 (including clearing and grubbing) until BMP measures are installed and  
198 accepted in writing by Engineer. Protect temporarily or permanently  
199 disturbed soil surface from rainfall impact, runoff and wind before end of  
200 workday.

201  
202           Protect exposed or disturbed surface area with mulches, grass seeds  
203 or hydromulch. Spray mulches at a rate of 2,000 pounds per acre. Add  
204 tackifier to mix at a rate of 85 pounds per acre. Apply grass seeds at a rate  
205 of 125 pounds per acre. For hydromulch use the ingredients and rates  
206 required for mulches and grass seeds.

207  
208           Apply fertilizer to mulches, grass seed or hydromulch at a rate of 450  
209 pounds per acre. Apply an additional 250 pounds per acre every 90 calendar  
210 days.

211  
212           Install velocity dissipation measures when exposing erodible surfaces  
213 greater than 15 feet in height.

214  
215           BMP measures shall be in place and operational (such as shaping the  
216 earthwork to control and directing the runoff) at the end of workday. Shaping  
217 earthwork may include constructing earth berms along the top edges of  
218 embankments if acceptable to Engineer.

219  
220           Install and maintain either or both stabilized construction entrances  
221 and wheel washes to minimize tracking of dirt and mud onto roadways.  
222 Restrict traffic to stabilized construction areas only. Clean dirt, mud, or other  
223 material tracked onto the road immediately. Modify stabilized construction  
224 entrances to prevent mud from being tracked onto road. Stabilize entire  
225 access roads if necessary.

226  
227           Chemicals may be used as soil stabilizers for either or both erosion  
228 and dust control if acceptable to Engineer.

229  
230           Provide temporary slope drains of rigid or flexible conduits to carry  
231 runoff from cuts and embankments. Provide portable flume at the entrance.  
232 Shorten or extend temporary slope drains to ensure proper function.

233  
234           Protect ditches, channels, and other drainageways leading away from  
235 cuts and fills at all times by either:

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- (1) Hydro-mulching the lower region of embankments in the immediate area.
  - (2) Placing an 8- to 15-inch layer of excavated rock, if available on-site, without reducing the cross section of the drainageway. Rocks shall be less than four inches in diameter.
  - (3) Installing check dams and salutation control devices.
  - (4) Other methods acceptable to Engineer.
- Provide for controlled discharge of waters impounded, directed, or controlled by project activities or erosion control measures.
- Cover exposed surface of materials completely with tarpaulin or similar device when transporting aggregate, soil, excavated material or material that may be source of fugitive dust.
- Cleanup and remove any pollutant that can be attributed to Contractor.
- Install or modify BMP measures due to change in Contractor's means and methods, or for omitted condition that should have been allowed for in the accepted site specific BMP or a BMP that replaces an accepted site specific BMP that is not satisfactorily performing.
- Properly maintain all BMP features. Inspect, prepare a written report, and make repairs to BMP measures at following intervals:
- (1) Weekly during dry periods.
  - (2) Within 24 hours of any rainfall of 0.5 inch or greater which occurs in a 24-hour period.
  - (3) Daily during periods of prolonged rainfall.
  - (4) When existing erosion control measures are damaged or not operating properly as required by site specific BMP.
- Remove, destroy, replace or relocate any BMP that must be removed, destroyed, replaced or relocated due to potential or actual flooding, or potential danger or damage to project or public.

279 Maintain records of inspections of BMP work. Keep continuous  
 280 records for duration of the project. Submit weekly copy of records to  
 281 Engineer.  
 282

283 In addition to weekly reports, submit to Engineer all amounts spent  
 284 initializing and maintaining BMP during previous week. Amount spent  
 285 includes, but is not limited to: purchases of erosion control material,  
 286 construction of storage areas, and installation of water pollution, erosion and  
 287 dust control measures. Submit report weekly along with site inspection  
 288 report.  
 289

290 Protect finished and previously seeded areas from damage and from  
 291 spillover materials placed in upper lifts of embankment.  
 292

293 The Contractor's designated representative specified in Subsection  
 294 209.03(A)(2)(d) shall address any BMP concerns brought up by Engineer  
 295 within 24 hours of notification, including weekends and holidays. Failure to  
 296 satisfactorily address these concerns, Engineer reserves the right to employ  
 297 outside assistance or use Engineer's own labor forces to provide necessary  
 298 corrective measures. Engineer will charge Contractor such incurred costs  
 299 plus any associated project engineering costs. Engineer will make  
 300 appropriate deductions from Contractor's monthly progress estimate. Failure  
 301 to apply BMP measures shall result in either or both the establishment and  
 302 increase in the amount of retainage due to unsatisfactory progress or  
 303 withholding of monthly progress payment. Continued failure to apply BMP  
 304 measures may result in one or more of the following: assessment of  
 305 liquidated damages, suspension, or cancellation of Contract with Contractor  
 306 being fully responsible for all additional costs incurred by State.  
 307

308 **(C) Hydrotesting Activities.** If work includes removing, relocation or  
 309 installing waterlines, and Contractor elects to flush waterline or discharge  
 310 hydrotesting effluent into State waters or drainage systems, obtain an  
 311 NPDES Hydrotesting Waters Permit from Department of Health, Clean Water  
 312 Branch (DOH-CWB).  
 313

314 Do not begin hydrotesting activities until the DOH-CWB has issued a  
 315 Notice of General Permit Coverage (NGPC). Hydrotesting operations shall  
 316 be in accordance with conditions in NGPC. Submit a copy of the NPDES  
 317 Hydrotesting Waters Application and Permit to Engineer.  
 318

319 **(D) Dewatering Activities.** If excavation or backfilling operations require  
 320 dewatering, and Contractor elects to discharge dewatering effluent into State  
 321 waters or existing drainage systems, obtain NPDES General Permit  
 322 Coverage authorizing discharges associated with construction activity  
 323

### 209.03

323 dewatering from Department of Health, Clean Water Branch (DOH-CWB). If  
324 permit is required, prepare and submit permit application (CWB-NOI Form G)  
325 to DOH-CWB.

326  
327 Do not begin dewatering activities until DOH-CWB has issued Notice  
328 of General Permit Coverage (NGPC). Conduct dewatering operations in  
329 accordance with conditions in NGPC. Submit copy of NPDES Hydrotesting  
330 Waters Application and Permit to Engineer.

331

### 332 209.04 Measurement.

333

334 (A) Installation, maintenance, monitoring, and removal of BMP will be paid  
335 on a lump sum basis. Measurement for payment will not apply.

336

337 (B) Engineer will only measure additional water pollution, dust and erosion  
338 control required and requested by Engineer on a force account basis in  
339 accordance with Subsection 109.06 – Force Account Provisions and  
340 Compensation.

341

342 209.05 Payment. Engineer will pay for accepted pay items listed below at  
343 contract price per pay unit, as shown in the proposal schedule. Payment will be full  
344 compensation for work prescribed in this section and contract documents.

345

346 Engineer will pay for each of the following pay items when included in  
347 proposal schedule:

348

349 Pay Item	Pay Unit
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350

351 Installation, Maintenance, Monitoring, and Removal of BMP	Lump Sum
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352

353 Additional Water Pollution, Dust, and Erosion Control	Force Account
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355 An estimated amount for force account is allocated in proposal schedule  
356 under 'Additional Water Pollution, Dust, and Erosion Control', but actual amount to  
357 be paid will be the sum shown on accepted force account records, whether this sum  
358 be more or less than estimated amount allocated in proposal schedule. Engineer  
359 will pay for BMP measures requested by Engineer that are beyond scope of  
360 accepted site specific BMP and for litter management due to rubbish created by the  
361 public on a force account basis.

362

363 No progress payment will be authorized until Engineer accepts in writing site-  
364 specific BMP or when Contractor fails to maintain project site in accordance with  
365 accepted BMP.

366

367 For all citations or fines received by the Department for non-compliance with  
368 Notice of General Permit Coverage (NGPC), the Contractor shall reimburse State  
369

**209.05**

369 within 30 days for full amount of outstanding cost State has incurred, or Engineer will  
370 deduct cost from progress payment.

371

372 Engineer will assess liquidated damages up to \$27,500 per day for non-  
373 compliance of each BMP requirement and all other requirements in this section.

374

375

376

**END OF SECTION 209**

**209-9**

# Appendix 2- Construction Plan Notes from Lahaina Bypass Phase 1-B-1

## WATER POLLUTION AND EROSION CONTROL NOTES.

### A. GENERAL

- See Section 205 - Water Pollution and Erosion Control in the Hawaii Standard Specifications for Road, Bridge and Public Works Construction. Section 205 describes but is not limited to the following requirements: scheduling of a water pollution and erosion control conference with the Engineer; construction requirements; methods of measurement; and basis of payment.
- The Contractor shall follow the guidelines in the "Construction Best Management Practices Manual" dated January 2003 in developing, installing and maintaining its Best Management Practices (BMP) for the project.
- The Contractor shall follow the guidelines in the Honolulu City & County "Rules Relating to Soil Erosion Standards and Guidelines" along with applicable Soil Erosion Guidelines for projects on Maui, Molokai, Lanai, and Hawaii.
- The Engineer may assess required damages of up to \$27,500 for non-compliance of each BMP requirement and each requirement stated in Section 205, for every day of non-compliance. There is no maximum limit on the amount assessed per day.
- The Engineer will deduct the cost from the progress payment for all citations received by the Contractor for non-compliance or the Contractor shall reimburse the State for the full amount of the outstanding cost incurred by the State.
- For projects that require an NPDES Permit from the Department of Health, install a rain pipe prior to any field work including the installation of any site-specific best management practices. The rain pipe shall have a tolerance of at least 1/8 inch of rainfall, and have an opening of at least one-inch in diameter. Install the rain pipe on the project site in an area that will not cause rainfall from entering the pipe opening. The rain pipe installation shall be stable and plumb. Do not begin field work until the rain pipe is installed and site-specific best management practices are in place.

### B. WASTE DISPOSAL

- Waste Materials
  - All waste materials shall be collected and stored in a securely fitted and covered. The contractor shall use all best and safe solid waste management regulations. All trash and construction debris from the site shall be deposited in the dumpster. The dumpster shall be emptied at a minimum of twice per week or as often as is deemed necessary. No construction waste materials shall be burned onsite. The Contractor's supervisory personnel shall be instructed regarding the correct procedure for waste disposal. Unless stating these practices shall be noted in the permit and the Contractor shall be responsible for seeing that these procedures are followed.
- Hazardous Waste
  - All hazardous waste materials shall be disposed of in the manner specified by local or State regulations or by the manufacturer. The Contractor's site personnel shall be instructed in these practices and shall be responsible for seeing that these practices are followed.
- Sewerage Waste
  - All sanitary waste shall be collected from the portable toilet a minimum of once per week, or as required.

### C. EROSION AND SEDIMENT CONTROL, INSPECTION AND MAINTENANCE PRACTICES.

- All control measures shall be inspected at least once each week and following any rainfall event of 1/8 inch or greater, within a 24 hour period.
- All measures shall be maintained in good working order. If repair is necessary, it shall be initiated within 24 hours after the inspection.
- Build-up sediment shall be removed from all areas when it has reached one-third the height of the fence.
- Stiff screen or fence shall be inspected for depth of sediment, tears, to verify that the fabric is securely attached to the fence posts or concrete slab and to verify that the fence posts are firmly in the ground. Inspect and verify the bottom of the sill screen is buried a minimum of 6 inches below the existing ground.
- Temporary and permanent seeding and planting shall be inspected for bare spots, weeds, and healthy growth.
- A maintenance inspection report shall be made promptly after each inspection by the Contractor. The Contractor shall submit a copy of the maintenance inspection report to the Engineer no later than one week from the date of the inspection.

- The Contractor shall provide a stabilized construction entrance to reduce vehicle tracking of sediments. The stabilized construction entrance shall be included in the Water Pollution, Erosion and Erosion Control submittals. The minimum length shall be 50 feet. The minimum width shall be 30 feet. The minimum depth shall be 6 inches and underlain with geotextile fabric. The Contractor shall maintain the entrance adjacent to the site entrance daily or as required to remove any excess mud, cold placed materials, dirt or rock tracked from the site. Deep tracks leaving material from the construction site shall be covered with a tarpaulin.
- Designated Concrete Washout Areas shall be included in the Water Pollution, Erosion and Erosion Control submittals.
- The Contractor shall submit the name of a specific individual designated responsible for inspecting, maintaining and repair activities and filling out the inspection and maintenance report.
- Personnel assigned for the inspection and maintenance responsibilities shall receive training from the Contractor. They shall be trained in all the inspection and maintenance practices necessary for keeping the erosion and sediment controls used onsite in good working order.
- Catch basins and drains shall be cleaned from one end of project to the other in accordance with approved BMP practices. Payment for softwashing, mowing, and disposal of debris shall be considered incidental to the various contract items.

### D. GOOD HOUSEKEEPING BEST MANAGEMENT PRACTICES:

- Materials Pollution Prevention Plan
  - Applicable materials or substances listed below are expected to be present onsite during construction. Other materials and substances not listed below shall be added to the inventory.
    - Concrete
      - Rebar
      - Formwork
      - Paints (drummed and label)
      - Joint Slabs
      - Joint Sealers
    - Fertilizers
      - Polysulfone Based Products
      - Cleaning Solvents
      - Wood
      - Heavy Metal
  - Material Management Practices shall be used to reduce the risk of spills or other accidental exposure of materials and substances to storm water runoff. An effort shall be made to store any excess product as is required to do the job.
  - All materials stored onsite shall be stored in a well, orderly manner in their appropriate containers and in position under a roof or other enclosure.
  - Products shall be kept in their original containers with the original manufacturer's label.
  - Solvents shall not be stored with any other containers recommended by the manufacturer.
  - Whenever possible, a product shall be used up completely before disposal of the container.
  - Manufacturer's recommendations for proper use and disposal shall be followed.
- The Contractor shall conduct a daily inspection to ensure proper use and disposal of materials onsite.

### E. HAZARDOUS MATERIAL POLLUTION PREVENTION PLAN

- Problems shall be kept in original containers unless they are not reusable.
- Original labels and material safety data sheets (MSDS) shall be retained.
- Surplus products shall be disposed of according to manufacturer's instructions or local and State recommended methods.
- Onsite and Offsite Product Specific Plan
  - The following product specific practices shall be followed onsite:
    - Polysulfone Based Products
      - All onsite vehicles shall be maintained for leaks and receive regular preventive maintenance to reduce the chances of leakage. Polysulfone products shall be stored in tightly sealed containers which are clearly labeled. Any spills, substances used onsite shall be applied according to the manufacturer's recommendation.
    - Fertilizers
      - Fertilizers used shall be applied only in the minimum amounts recommended by the manufacturer. Once applied, fertilizers shall be watered into the soil to limit exposure to storm water. Storage shall be in a covered area. The contents of any partially used bags of fertilizer shall be transferred to a suitable plastic bin to avoid spills.

DATE	REVISED	BY	DATE	REVISED	BY	TOTAL SHEETS
1/1/00	1/1/00	1/1/00	1/1/00	1/1/00	1/1/00	23

- Permits
  - All containers shall be properly sealed and stored when not required for use. Excess paint shall not be disposed in the existing drainage system but shall be properly disposed of according to manufacturer's instructions of State and local regulations.
- Concrete Trucks
  - Wash Out or discharge concrete from truck wash water only at a designated site. Do not discharge water in the highway drainage system or waters of the United States. The Contractor shall contact the Hawaii Water Branch, Department of Health at 586-0259 to receive permission to designate a disposal site. The Contractor shall clean disposal site as required or as requested by the Owner's representative.
- Spill Control Plan
  - A spill prevention plan shall be posted to include measures to prevent and clean up each spill.
  - The Contractor shall be the spill prevention and cleanup coordinator. The Contractor shall designate at least three site personnel who shall receive spill prevention and cleanup training. These individuals shall each become responsible for a particular aspect of prevention and cleanup. The names of responsible spill personnel shall be posted in the material storage area and in the office trailer onsite.
  - Manufacturer's recommended methods for spill cleanup shall be clearly posted and site personnel shall be made aware of the procedures and the location of the information and cleanup supplies.
  - Materials and equipment necessary for spill cleanup shall be kept in the material storage area onsite.
  - All spills shall be cleaned up immediately after discovery.
  - The spill area shall be well ventilated and personnel shall wear appropriate protective clothing to prevent injury from contact with a hazardous substance.
  - Spills of toxic hazardous material shall be reported to the appropriate State or local government agency, regardless of the size.

### PERMIT REQUIREMENTS:

- If a National Pollution Discharge Elimination System (NPDES) Permit is required for construction activities at one area or more, the Contractor shall submit to the Engineer six sets of the Water Pollution and Erosion Control Submittals as defined in Subsection 200.02 of the Specifications.
- If an NPDES Permit for Construction Discharging is required, the Contractor shall be responsible to obtain the Permit from the Department of Health, Clean Water Branch. The Contractor shall comply with all applicable State and Federal Permit conditions. Permits may include but are not limited to the following:
  - NPDES Permit for Construction Activities
  - NPDES Permit for Construction Dewatering
  - NPDES Permit for Construction Sedimentation
  - Water Quality Certification
  - Storm Water Pollution Prevention
  - Section 404 Army Corps of Engineers Permit

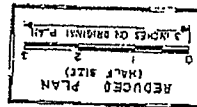


Robert J. Smith  
Professional Engineer  
State of Hawaii  
License No. 10000  
Mechanical Engineering

STATE OF HAWAII  
DEPARTMENT OF HEALTH  
WATER POLLUTION AND  
EROSION CONTROL NOTES

HAZARDOUS MATERIAL POLLUTION PREVENTION PLAN  
Lahaina Bypass Phase 1-B-1  
Federal Aid Project No. H4-030-1389  
Scale: As Shown  
Date: November 23, 2009

SHEET NO. 3 OF 5 SHEETS



## Appendix 3 - Excerpts from Chapter 20.08, Maui County Code

### 20.08.010 Purpose.

The purpose of this chapter is to provide minimum standards to safeguard life and limb, protect property, and promote public welfare, and to preserve and enhance the natural environment, including but not limited to water quality, by regulating and controlling grubbing and grading operations within the County. The public health, safety and welfare requires that environmental considerations contribute to the determination of these standards insofar as they relate to protecting against erosion and sediment production.

(Ord. 2684 § 1, 1998; Ord. 816 § 1 (part), 1975; prior code § 24-1.1)

### 20.08.035 Minimum bmps.

Regardless of whether a permit is required pursuant to this chapter, all grading, grubbing and stockpiling activities shall provide bmps to the maximum extent practicable to prevent damage by sedimentation to streams, watercourses, natural areas and the property of others. It shall be the permittee's and the property owner's responsibility to ensure that the bmps are satisfactorily implemented.

- A. Drainage. On-site drainage shall be handled in such a way as to control erosion, prevent damage to downstream properties and to return waters to the natural drainage course in a manner which minimizes sedimentation or other pollution to the maximum extent practicable.
- B. Dust control. All areas disturbed by construction activities shall control dust emissions to the maximum extent practicable through the application of bmps, that may include watering with trucks or sprinklers, erection of dust fences, limiting the area of disturbance, and timely grassing of finished areas.
- C. Vegetation. Whenever feasible, natural vegetation, especially grasses, should be retained. If it is necessary to be removed, trees, timber, plants, shrubbery and other woody vegetation, after being uprooted, displaced or dislodged from the ground by excavation, clearing or grubbing, shall not be stored in or deposited along the banks of any stream, river or natural watercourse. The director may require the removal and disposal of such vegetation from the site within a reasonable time but not to exceed three months.
- D. Erosion controls. All disturbed areas shall be stabilized with erosion control measures that may include: staging construction; clearing only areas essential for construction; locating potential nonpoint pollutant sources away from steep slopes, water bodies, and critical areas; routing construction traffic to avoid existing or newly planted vegetation; protecting natural vegetation with fencing, tree armoring, and retaining walls or tree wells; stockpiling topsoil, covering the stockpile to prevent dust, and reapplying the topsoil; covering or stabilizing all soil stockpiles; using wind erosion control; intercepting runoff above disturbed slopes and conveying it to a permanent channel or storm drain; constructing benches, terraces, or ditches at regular intervals to intercept runoff on long or steep disturbed or man-made slopes; providing linings or other method to prevent erosion of storm water conveyance channels; using check dams where needed to slow flow velocities; using seeding and fertilizing, mulching, sodding, matting, blankets, bonded fiber matrices, or other effective soil erosion control technique; and providing vehicle wheel wash facilities for vehicles before they leave the site.



- E. Sediment control. In addition to the erosion control measures of this section, providing practices to capture sediment that is transported in runoff to minimize the sediment from leaving the site. Filtration and detention (gravitational settling) are the main processes used to remove sediment from construction site runoff. Sediment control measures include sediment basins; sediment traps; filter fabric silt fences; straw bale, sand bag, or gravel bag barriers; inlet protection; stabilized construction entrances, and other measures to minimize off site tracking of sediment by construction vehicles; and vegetated filter strips.
- F. Material and waste management. Measures to insure the proper storage of toxic material and prevent the discharge of pollutants associated with construction materials and wastes shall be implemented.
- G. Timing of control measure implementation. Timing of control measure implementation shall be in accordance with the approved erosion control plan if such plan is required. At a minimum disturbed areas of construction sites that will not be redisturbed for twenty-one days or more will be stabilized (grasses or graveled) by no later than the fourteenth day after last disturbance.
- H. The use of soil as fill is prohibited within any shoreline area, as defined by chapter 205A-41, Hawaii Revised Statutes, except for sand as defined in section 20.08.020.
- I. Any grading of a coastal dune within the shoreline area or a frontal dune, is prohibited except that sand may be imported and placed on the area of the coastal dune mauka of the shoreline, with a grading permit required by section 20.08.040 for the purposes of rebuilding or enhancing the protective capacity and environmental quality of the coastal dune.
- J. Upon prior approval of the director, sand that is blocking a drainage outlet may be removed to the minimum depth necessary to allow for the passage of flood waters. Any sand removed shall be placed on the adjacent shoreline.

(Ord. 3135 § 6, 2003; Ord. 2684 § 5, 1998)

#### **20.08.060 Grading permit submittal requirements.**

Each application for a grading permit shall also be accompanied by plans and specifications, including:

- A. A plot plan and grading plan showing the location of the grading limits, property lines, best management practices to prevent erosion and sedimentation to the maximum extent practicable, neighboring public ways, sufficient dimensions and other data, for example photographs, to show the location of all work; details and location of existing and proposed land drainage patterns, drainage structures, drainage pipes, and retaining walls; and any other information as may be required by the director to carry out the purposes of this chapter.
- B. Erosion control plan, and drainage plan and report. In the event the graded area is more than one acre or in the event a proposed cut or fill is greater than fifteen feet in height, an erosion control plan and a drainage plan and report shall be submitted with the plot plan. The erosion control plan and the drainage plan and report shall be prepared by an engineer.
1. Erosion control plan. The erosion control plan shall employ best management practices to the maximum extent practicable to prevent or reduce pollutants from water bodies, including sediment and other contaminants, in discharges from a construction site. The erosion control plan shall include drawings with notes and details on the bmps to be implemented for the project, pursuant to section

20.08.035, minimum bmps. The erosion control plan shall address the following to the extent applicable:

- a. Stabilization of denuded areas;
  - b. Protection/stabilization of soil stockpiles;
  - c. Permanent soil stabilization;
  - d. Establishment and maintenance of permanent vegetation;
  - e. Protection of adjacent properties and water bodies;
  - f. Sediment trapping measures;
  - g. Sediment basins;
  - h. Cut and fill slopes (terracing);
  - i. Stormwater management;
  - j. Sequence of construction operations, including phased and successive development projects;
  - k. Stabilization of waterways and outlets;
  - l. Storm sewer inlet protection;
  - m. Control of access and vehicular movement;
  - n. Vehicular control on residential lots during construction;
  - o. Working in or crossing watercourses;
  - p. Underground utility construction;
  - q. Timely installation of permanent erosion and sediment control;
  - r. Maintenance of erosion control facilities;
  - s. Protection of existing vegetation; and
  - t. Dust control.
2. Drainage plan and report. The drainage plan and report shall provide hydrologic and hydraulic calculations and information in accordance with title 15, "rules for the design of storm drainage facilities in the County of Maui," and revisions thereof, and other standards approved by the department of public works. The potential effects of the water runoff from the entire area covered by the permit on lower lying housing, businesses and other developments, and on water bodies, shall be included in the drainage plan and report.
- C. Engineer's soils report. In the event a proposed cut or fill is greater than fifteen feet in height, or in the event any fill is in the water, including wetlands and streams, or in the event the fill material will be a highly plastic clay, the applicant shall submit an engineer's soils report, to include data regarding the nature, distribution, and engineering characteristics of existing soils, the subsurface conditions at the site or the presence of ground water when detected, and recommending the limits for the proposed grading, the fill material to be used and the manner of placing it, including the height and slopes of cut and fill sections. Terminology for describing soils in the engineer's soils report, insofar as practical, shall be based on the soil survey of islands of Kauai, Oahu, Maui, Molokai, and Lanai, State of Hawaii, or its revisions, issued by the soil conservation service in connection with the university of Hawaii agriculture experiment station.
- D. Engineering slope hazard report. If the proposed construction includes grading affecting an existing slope with a height greater than fifteen feet and with a grade steeper than thirty-five percent (10H:3.5V) where such grading is located above and may adversely impact residential or other developed areas as determined by the director, the applicant shall submit an engineering slope hazard report. The report shall, at a minimum, include an evaluation of hazards posed by potential surface and subsurface ground movement

to the proposed development, and an evaluation of the hazard posed to adjacent properties or existing buildings by the proposed construction. The engineering slope hazard report and construction plans shall include mitigative measures to minimize the hazards posed by potential surface and subsurface ground movement and the threat that the development poses to properties adjacent to the proposed construction. The engineering slope hazard report shall also include a plan for re-vegetation of all disturbed and exposed slopes. The director may require additional mitigative measures as conditions of the permit.

- E. Responsibility. The permittee and the property owner shall be responsible for construction, installation, and maintenance of structural and nonstructural bmps at construction sites in accordance with the approved erosion control and drainage plans. The adequacy of bmps employed, the implementation of corrective action, if needed, and the cost thereof, shall be the responsibility of the permittee and the property owner.

*(Ord. No. 3895, § 3, 2011; Ord. 2684 § 8, 1998; Ord. 816 § 1 (part), 1975; prior code § 24-2.2(b))*

---

**From:** Danielle Jayewardene- NOAA Affiliate <danielle.jayewardene@noaa.gov>  
**Sent:** Tuesday, November 12, 2013 4:57 PM  
**To:** Wayne.KANESHIRO@dot.gov  
**Cc:** darell.young@hawaii.gov; Rory@westmauland.com; Mark Roy; Gerry.Davis@noaa.gov  
**Subject:** NMFS final EFH comments re the Lahaina Bypass project on Maui

Hi Wayne,

I hope this e-mail finds you well. I have not yet been able to track down the hard-copy of the EFH consultation request package that you shared with me electronically as per below 10/10/13 e-mail. I have however, reviewed the electronic copy, which is sufficient in this case to provide our NMFS comments for the project pursuant to the Essential Fish Habitat (EFH) provision §305(b) of the Magnuson Stevens Fishery Conservation and Management Act (MSA;16 U.S.C. 1855(b)).

Based on a) the proposed project i.e. relocation of the Lahaina Bypass Southern Terminus on Maui being land-based with road construction occurring generally away from shoreline; b) EFH being present outside of and away from the direct project construction footprint; and c) the implementation of best management practices (BMP's) to avoid impact to EFH, we determine that the subject mentioned action *would not adversely affect EFH*.

To ensure that potential indirect and cumulative impact to coral reef resources and EFH is avoided/minimized, NMFS does recommend that the US Department of Transportation Federal Highway Administration and Hawaii State Department of Transportation reiterate to the contractor that they should ensure that each of the BMPs proposed in Appendix 1 and 3 in the 10/8/2013 EFH assessment are successfully implemented and monitored for effectiveness throughout the construction period. If BMPs are found to be ineffective, the contractor should halt construction and re-initiate construction only when effective BMPs have been implemented.

Thank you again for effectively working with us to complete your EFH consultation for this project. Don't hesitate to contact me should you have any further comments or questions.

Aloha,  
Danielle

On 11/4/2013 10:22 AM, Danielle Jayewardene- NOAA Affiliate wrote:

Hi Wayne,

Thanks, and sorry for my slow response: yes was out then on annual leave so just got back to the office today. I have yet to sift through my many e-mails and mail but will keep a look out for the letter you attached and get back to you as soon as I can. If you don't hear from me and need to get a hold of me soon, please feel free to call me at 944 2162.

Thanks,  
Danielle



U.S. DEPARTMENT OF COMMERCE  
National Oceanic and Atmospheric Administration  
NATIONAL MARINE FISHERIES SERVICE  
Pacific Islands Regional Office  
1601 Kapiolani Blvd., Suite 1110  
Honolulu, Hawaii 96814-4700  
(808) 944-2200 • Fax (808) 973-2941

DEC 10 2013

Wayne Kaneshiro, Highway Engineer  
Department of Transportation  
Federal Highway Administration  
Hawaii Federal Aid Division  
300 Ala Moana Blvd., Rm 3-306, Box 50206  
Honolulu, Hawaii 96850

Dear Mr. Kaneshiro:

This letter responds to your September 20, 2013 letter regarding the proposal from the U.S. Federal Highway Administration (FHWA) and the State of Hawaii Department of Transportation's (HDOT) relocation of the southern terminus of the Lahaina Bypass Highway in West Maui (Federal-aid Project No. NH-030-1(051)). The letter requested our concurrence under section 7 of the Endangered Species Act of 1973 (ESA), as amended (16 U.S.C. §1531 et seq.), with the FHWA determination that the proposed action is not likely to adversely affect endangered or threatened species under National Marine Fisheries Service (NMFS) jurisdiction.

Proposed Action/Action Area: The proposed action would consist of FHWA funding the HDOT project described in your letter (FHWA 2013). In summary, the project involves the relocation of the southern terminus of the Lahaina Bypass Highway inland and roughly parallel to the existing Honoapi'ilani Highway between Puamana and the former Olowalu Landfill in West Maui. All construction activities will be land based and no work is to occur seaward of the existing highway. The construction phase is expected to last approximately 18-24 months. Major grading and earthwork activities will occur in the early phases of the project. Comprehensive best management practices (BMPs) will be implemented during the project to prevent contamination of the environment from project related activities as well as addressing concerns regarding acoustic impacts. These BMPs will help mitigate the potential impacts from sedimentation to marine species in nearshore waters as well as address potential acoustic impacts to species that may be in or near the project area. The action area for this project is estimated to be the in-water area within 50-yards around project-related activities, and the in-water extent of any plumes that may result from mobilized sediments or discharges of wastes or toxic chemicals such as fuels and/or lubricants associated with the machinery used for this activity.

Species That May Be Affected: Based on the project's location, scope, and timing, FHWA determined that the proposed action may affect but is not likely to adversely affect green sea turtles (*Chelonia mydas*), hawksbill sea turtles (*Eretmochelys imbricata*), loggerhead sea turtles (*Caretta caretta*), olive ridley sea turtles (*Lepidochelys olivacea*), leatherback sea turtles (*Dermochelys coriacea*) and Hawaiian monk seals (*Monachus schauinslandi*). No other ESA-listed marine species are expected to be affected by the proposed action. Detailed information



about the biology, habitat, and conservation status of sea turtles and monk seals can be found in their recovery plans and other sources at <http://www.nmfs.noaa.gov/pr/species>.

Critical Habitat: There is no designated critical habitat for any listed marine species within or adjacent to the action area. Therefore, this project will have no effect on designated critical habitat. However, please be aware that NMFS has proposed designating additional Hawaiian monk seal critical habitat in areas around the main Hawaiian Islands (76 FR 32026).

Analysis of Effects: In order to determine that a proposed action is not likely to adversely affect listed species, NMFS must find that the effects of the proposed action are expected to be insignificant, discountable, or beneficial as defined in the Endangered Species Consultation Handbook (USFWS & NMFS 1998): (1) insignificant effects relate to the size of the impact and should never reach the scale where take occurs; (2) discountable effects are those that are extremely unlikely to occur; and (3) beneficial effects are positive effects without any adverse effects. This standard, as well as consideration of the probable duration, frequency, and severity of potential interactions between ESA-listed marine species and the proposed action, were applied during the analysis of effects of the proposed action, as is described in detail in the FHWA letter.

The most likely potential stressors and impacts on marine listed species are: (1) disturbance from human activity and equipment operations; (2) exposure to elevated noise levels; (3) exposure to elevated turbidity; and (4) exposure to wastes and discharges. FHWA specifically addressed these stressors in their letter, providing impact analyses to justify their determination. Based on the effects analyses provided by FHWA and the Draft Environmental Assessment for the Proposed Relocation of Lahaina Bypass Southern Terminus (2012), NMFS agrees that with the appropriate BMPs incorporated into the project the potential stressors posed by the proposed action would result in insignificant impacts, or the likelihood of impacts would be discountable, for ESA-listed sea turtles and monk seals.

Conclusion: NMFS concurs with your determination that funding the proposed relocation of the Lahaina Bypass Southern Terminus is not likely to adversely affect ESA-listed marine species or designated critical habitat. Our concurrence is based on the finding that the effects of the proposed action are expected to be insignificant, discountable, or beneficial as defined in the joint USFWS-NMFS Endangered Species Consultation Handbook (USFWS-NMFS 1998) and summarized above. This concludes your consultation responsibilities under the ESA for species under NMFS jurisdiction. However, this consultation focused solely on compliance with the ESA. Any additional compliance review that may be required of NMFS for this action (such as assessing impacts on Essential Fish Habitat) would be completed by NMFS Habitat Conservation Division in separate communication, if applicable.

ESA Consultation must be reinitiated if: (1) a take occurs; (2) new information reveals effects of the action that may affect listed species or designated critical habitat in a manner or to an extent not previously considered; (3) the identified action is subsequently modified in a manner causing effects to listed species or designated critical habitat not previously considered; or (4) a new species is listed or critical habitat designated that may be affected by the identified action.

If you have further questions please contact David Nichols on my staff at (808) 944-2243 or David.Nichols@NOAA.gov. Thank you for working with NMFS to protect our nation's living marine resources.

Sincerely,



Michael D. Tosatto  
Regional Administrator

cc: Tony Montgomery, Coastal Conservation, USFWS, Honolulu

NMFS File No. (PCTS): PIR-2013-9362  
PIRO Reference No.: I-PI-13-1133-LVA



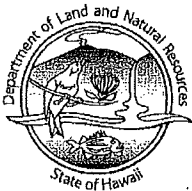
#### Literature Cited

Federal Highway Administration (FHWA). 2013. ESA consultation request letter, re. Proposed Relocation of Lahaina Bypass Southern Terminus (FHWA Project No. NH-030-1(051)). U.S. Department of Transportation, FHWA, Honolulu, HI. September 20, 2013.

U.S. Fish and Wildlife Service and National Marine Fisheries Service. 1998. Endangered Species Consultation Handbook. Procedures for Conducting Consultation and Conference Activities Under Section 7 of the Endangered Species Act.  
[http://www.nmfs.noaa.gov/pr/pdfs/laws/esa\\_section7\\_handbook.pdf](http://www.nmfs.noaa.gov/pr/pdfs/laws/esa_section7_handbook.pdf)

# STATE AGENCIES

NEIL ABERCROMBIE  
GOVERNOR OF HAWAII



JUN 08 2012

WILLIAM J. AILA, JR.  
CHAIRPERSON  
BOARD OF LAND AND NATURAL RESOURCES  
COMMISSION ON WATER RESOURCE MANAGEMENT

STATE OF HAWAII  
DEPARTMENT OF LAND AND NATURAL RESOURCES  
LAND DIVISION

POST OFFICE BOX 621  
HONOLULU, HAWAII 96809

June 6, 2012

Department of Transportation  
Attention: Mr. Darrell Young  
869 Punchbowl Street  
Honolulu, Hawaii 96813

Munekiyo & Hiraga, Inc.  
Attention: Mr. Mark Alexander Roy, AICP, Vice President  
305 High Street, Suite 104  
Wailuku, Hawaii 96793

Dear Mr. Young and Mr. Roy:

SUBJECT: Draft Environmental Assessment (EA) for the Proposed Relocation of the  
Lahaina Bypass Southern Terminus, TMK (2) 4-7-001:026, 027 AND 030

Thank you for the opportunity to review and comment on the subject matter. The Department of Land and Natural Resources' (DLNR) Land Division distributed or made available a copy of your report pertaining to the subject matter to DLNR Divisions for their review and comments.

At this time, enclosed are comments from (a) Commission on Water Resource Management, (b) Division of Boating & Ocean Recreation, and (c) Office of Conservation & Coastal Lands on the subject matter. Should you have any questions, please feel free to call Lydia Morikawa at 587-0410. Thank you.

Sincerely,

A handwritten signature in black ink, appearing to read "Russell Y. Tsuji".

Russell Y. Tsuji  
Land Administrator

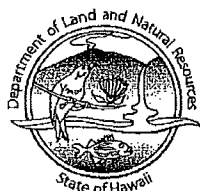
Enclosure(s)  
cc: Central Files

5/30/12

NEIL ABERCROMBIE  
GOVERNOR OF HAWAII



WILLIAM J. AJLA, JR.  
CHAIRPERSON  
BOARD OF LAND AND NATURAL RESOURCES  
COMMISSION ON WATER RESOURCE MANAGEMENT



STATE OF HAWAII  
DEPARTMENT OF LAND AND NATURAL RESOURCES  
LAND DIVISION

POST OFFICE BOX 621  
HONOLULU, HAWAII 96809

May 10, 2012

MEMORANDUM

DEPT. OF LAND &  
NATURAL RESOURCES  
STATE OF HAWAII

2012 MAY 18 P 3:06

RECEIVED  
LAND DIVISION

2012 MAY 14 AM 11:52

COMMUNITY DEVELOPMENT

FROM:

**DLNR Agencies:**

- ☒ Div. of Aquatic Resources
- ☒ Div. of Boating & Ocean Recreation
- ☒ Engineering Division
- ☐ Div. of Forestry & Wildlife
- ☒ Div. of State Parks
- ☒ Commission on Water Resource Management
- ☒ Office of Conservation & Coastal Lands
- ☒ Land Division - Maui District
- ☒ Historic Preservation

TO:

FROM: Russell Y. Tsuji, Land Administrator  
SUBJECT: Draft Environmental Assessment (EA) for the Proposed Relocation of the Lahaina Bypass Southern Terminus  
LOCATION: Launiupoko, Island of Maui; TMK: (2) 4-7-001:026, 027, and 030  
APPLICANT: Department of Transportation

Transmitted for your review and comment on the above referenced document. We would appreciate your comments on this document. Please submit any comments by June 5, 2012.

Only one (1) copy of the document is available for your review in Land Division office, Room 220.

If no response is received by this date, we will assume your agency has no comments. If you have any questions about this request, please contact Lydia Morikawa at 587-0410. Thank you.

Attachments

- ☐ We have no objections.
- ☒ We have no comments.
- ☐ Comments are attached.

Signed: W. Papafant  
Date: 5/17/12

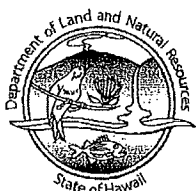
cc: Central Files

FILE ID: REF.35956  
DOC ID: 9346

NEIL ABERCROMBIE  
GOVERNOR OF HAWAII



WILLIAM J. AILA, JR.  
CHAIRPERSON  
BOARD OF LAND AND NATURAL RESOURCES  
COMMISSION ON WATER RESOURCE MANAGEMENT



STATE OF HAWAII  
DEPARTMENT OF LAND AND NATURAL RESOURCES  
LAND DIVISION

POST OFFICE BOX 621  
HONOLULU, HAWAII 96809

May 10, 2012

MEMORANDUM

TO:

**DLNR Agencies:**

- ☒ Div. of Aquatic Resources
- ☒ Div. of Boating & Ocean Recreation
- ☒ Engineering Division
- ☐ Div. of Forestry & Wildlife
- ☒ Div. of State Parks
- ☒ Commission on Water Resource Management
- ☒ Office of Conservation & Coastal Lands
- ☒ Land Division – Maui District
- ☒ Historic Preservation

RECEIVED  
LAND DIVISION  
2012 MAY 18 P 3:06  
DEPT. OF LAND &  
NATURAL RESOURCES  
STATE OF HAWAII

FROM:

Russell Y. Tsuji, Land Administrator

SUBJECT:

Draft Environmental Assessment (EA) for the Proposed Relocation of the Lahaina Bypass Southern Terminus

LOCATION:

Launiupoko, Island of Maui; TMK: (2) 4-7-001:026, 027, and 030

APPLICANT:

Department of Transportation

Transmitted for your review and comment on the above referenced document. We would appreciate your comments on this document. Please submit any comments by June 5, 2012.

*Only one (1) copy of the document is available for your review in Land Division office, Room 220.*

If no response is received by this date, we will assume your agency has no comments. If you have any questions about this request, please contact Lydia Morikawa at 587-0410. Thank you.

Attachments

- ☐ We have no objections.
- ☒ We have no comments.
- ☐ Comments are attached.

Signed:

Date:

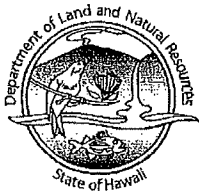
5/18/12

cc: Central Files

NEIL ABERCROMBIE  
GOVERNOR OF HAWAII



WILLIAM J. AILA, JR.  
CHAIRPERSON  
BOARD OF LAND AND NATURAL RESOURCES  
COMMISSION ON WATER RESOURCE MANAGEMENT



RECEIVED  
CONSERVATION  
LANDS

STATE OF HAWAII 2012 MAY 14 P 1:58  
DEPARTMENT OF LAND AND NATURAL RESOURCES  
LAND DIVISION  
POST OFFICE BOX 621  
HONOLULU, HAWAII 96809  
DEPT. OF LAND &  
NATURAL RESOURCES  
STATE OF HAWAII

May 10, 2012

**MEMORANDUM**

TO:

**DLNR Agencies:**

- ☒ Div. of Aquatic Resources
- ☒ Div. of Boating & Ocean Recreation
- ☒ Engineering Division
- ☐ Div. of Forestry & Wildlife
- ☒ Div. of State Parks
- ☒ Commission on Water Resource Management
- ☒ Office of Conservation & Coastal Lands
- ☒ Land Division – Maui District
- ☒ Historic Preservation

FROM:

Russell Y. Tsuji, Land Administrator

SUBJECT:

Draft Environmental Assessment (EA) for the Proposed Relocation of the  
Lahaina Bypass Southern Terminus

LOCATION:

Launiupoko, Island of Maui; TMK: (2) 4-7-001:026, 027, and 030

APPLICANT:

Department of Transportation

RECEIVED  
LAND DIVISION  
2012 MAY 31 P 2:59  
DEPT. OF LAND &  
NATURAL RESOURCES  
STATE OF HAWAII

Transmitted for your review and comment on the above referenced document. We would appreciate your comments on this document. Please submit any comments by June 5, 2012.

*Only one (1) copy of the document is available for your review in Land Division office, Room 220.*

If no response is received by this date, we will assume your agency has no comments. If you have any questions about this request, please contact Lydia Morikawa at 587-0410. Thank you.

**Attachments**

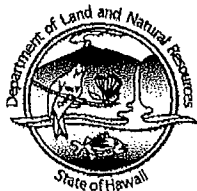
- ☐ We have no objections.
- ☐ We have no comments.
- ☒ Comments are attached.

Signed:

Date: 5.31.2012

cc: Central Files

NEIL ABERCROMBIE  
GOVERNOR OF HAWAII



**STATE OF HAWAII**  
**DEPARTMENT OF LAND AND NATURAL RESOURCES**  
**Office of Conservation and Coastal Lands**  
POST OFFICE BOX 621  
HONOLULU, HAWAII 96809

WILLIAM J. AILA, JR.  
CHAIRPERSON  
BOARD OF LAND AND NATURAL RESOURCES  
COMMISSION ON WATER RESOURCE MANAGEMENT

GUY H. KAULUKUKUI  
FIRST DEPUTY

WILLIAM M. TAM  
DEPUTY DIRECTOR - WATER

AQUATIC RESOURCES  
BOATING AND OCEAN RECREATION  
BUREAU OF CONVEYANCES  
COMMISSION ON WATER RESOURCE MANAGEMENT  
CONSERVATION AND COASTAL LANDS  
CONSERVATION AND RESOURCES ENFORCEMENT  
ENGINEERING  
FORESTRY AND WILDLIFE  
HISTORIC PRESERVATION  
KAHOOLAWE ISLAND RESERVE COMMISSION  
LAND  
STATE PARKS

DLNR:OCCL:SL

May 29, 2012

CORR: MA-12-249

**MEMORANDUM:**

TO: Department of Transportation

FROM: Samuel J. Lemmo, Administrator  
Office of Conservation and Coastal Lands

SUBJECT: Draft Environmental Assessment (EA) for the Proposed Relocation of the Lahaina Bypass Southern Terminus

A large, stylized handwritten signature, likely of Samuel J. Lemmo, is written over the "FROM:" line of the memorandum.

The Office of Conservation and Coastal Lands (OCCL) has reviewed the April 2012 draft EA for the Proposed Relocation of the Lahaina Bypass Southern Terminus and has no objections to the proposed plan.

While not part of the proposed Lahaina Bypass plan, the OCCL supports the language in the draft EA indicating that the Hawaii Department of Transportation continues to pursue mauka realignment of Honoapiilani Highway from the Pali to Puamana. The highway is a vital access route into the west Maui region. Much of the coastal highway in this region was constructed too close to low-lying and chronically eroding beaches. The highway is threatened by undermining from coastal erosion and inundation from high waves, storms, and sea-level rise. Mauka realignment of the highway in this region will protect public health and safety by improving the resiliency of this vital access route to natural hazards, protect the coastal environment, and preserve public beach access.

Should you have any questions about coastal processes or coastal hazards as related to these projects, please feel free to contact University of Hawaii Sea Grant Extension Agent Brad Romine, at the Office of Conservation and Coastal Lands at 587-0049 or romine@hawaii.edu.

CC: Mark Alexander, Vice President, Munekiyo & Hiraga, Inc.

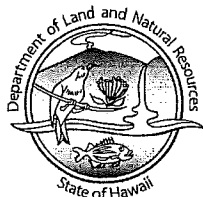


JUN 13 2012

NEIL ABERCROMBIE  
GOVERNOR OF HAWAII



WILLIAM J. AILA, JR.  
CHAIRPERSON  
BOARD OF LAND AND NATURAL RESOURCES  
COMMISSION ON WATER RESOURCE MANAGEMENT



STATE OF HAWAII  
DEPARTMENT OF LAND AND NATURAL RESOURCES  
LAND DIVISION

POST OFFICE BOX 621  
HONOLULU, HAWAII 96809

June 12, 2012

Department of Transportation  
Attention: Mr. Darrell Young  
869 Punchbowl Street  
Honolulu, Hawaii 96813

Munekiyo & Hiraga, Inc.  
Attention: Mr. Mark Alexander Roy, AICP, Vice President  
305 High Street, Suite 104  
Wailuku, Hawaii 96793

Dear Mr. Young and Mr. Roy:

SUBJECT: Draft Environmental Assessment (EA) for the Proposed Relocation of the  
Lahaina Bypass Southern Terminus, TMK (2) 4-7-001:026, 027 AND 030

Thank you for the opportunity to review and comment on the subject matter. In addition to the comments previously sent you on June 6, 2012, enclosed are comments from the Engineering Division on the subject matter. Should you have any questions, please feel free to call Lydia Morikawa at 587-0410. Thank you.

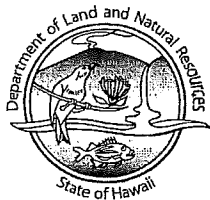
Sincerely,

A handwritten signature in black ink, appearing to read "Russell Y. Tsuji".

Russell Y. Tsuji  
Land Administrator

Enclosure

cc: Central Files



STATE OF HAWAII  
DEPARTMENT OF LAND AND NATURAL RESOURCES  
LAND DIVISION

POST OFFICE BOX 621  
HONOLULU, HAWAII 96809

WILLIAM J. AILA, JR.  
CHAIRPERSON  
BOARD OF LAND AND NATURAL RESOURCES  
COMMISSION ON WATER RESOURCE MANAGEMENT

RECEIVED  
LAND DIVISION

2012 JUN -8 A 10:21

DEPT. OF LAND &  
NATURAL RESOURCES  
STATE OF HAWAII

May 10, 2012

MEMORANDUM

TO:

DLNR Agencies:

- ☒ Div. of Aquatic Resources
- ☒ Div. of Boating & Ocean Recreation
- ☒ Engineering Division ✓
- ☐ Div. of Forestry & Wildlife
- ☒ Div. of State Parks
- ☒ Commission on Water Resource Management
- ☒ Office of Conservation & Coastal Lands
- ☒ Land Division – Maui District
- ☒ Historic Preservation

DEPT. OF LAND &  
NATURAL RESOURCES  
STATE OF HAWAII

2012 JUN -8 P 1:24

RECEIVED  
LAND DIVISION

FROM:

Russell Y. Tsuji, Land Administrator

SUBJECT:

Draft Environmental Assessment (EA) for the Proposed Relocation of the  
Lahaina Bypass Southern Terminus

LOCATION:

Launiupoko, Island of Maui; TMK: (2) 4-7-001:026, 027, and 030

APPLICANT:

Department of Transportation

Transmitted for your review and comment on the above referenced document. We would appreciate your comments on this document. Please submit any comments by June 5, 2012.

*Only one (1) copy of the document is available for your review in Land Division office, Room 220.*

If no response is received by this date, we will assume your agency has no comments. If you have any questions about this request, please contact Lydia Morikawa at 587-0410. Thank you.

Attachments

- ☐ We have no objections.
- ☐ We have no comments.
- ☒ Comments are attached.

Signed: \_\_\_\_\_

Date: 6/7/12

cc: Central Files

**DEPARTMENT OF LAND AND NATURAL RESOURCES  
ENGINEERING DIVISION**

**LD/LydiaMorikawa**  
**REF.:DEARelocationLahainaBypass**  
**Maui.573**

**COMMENTS**

- (X) **We confirm that the project site, according to the Flood Insurance Rate Map (FIRM), is located in Zone X. The National Flood Insurance Program does not have any regulations for developments within Zone X.**
- ( ) Please take note that the project site, according to the Flood Insurance Rate Map (FIRM), is located in Zone \_\_\_\_.
- ( ) Please note that the correct Flood Zone Designation for the project site according to the Flood Insurance Rate Map (FIRM) is \_\_\_\_.
- ( ) Please note that the project must comply with the rules and regulations of the National Flood Insurance Program (NFIP) presented in Title 44 of the Code of Federal Regulations (44CFR), whenever development within a Special Flood Hazard Area is undertaken. If there are any questions, please contact the State NFIP Coordinator, Ms. Carol Tyau-Beam, of the Department of Land and Natural Resources, Engineering Division at (808) 587-0267.

Please be advised that 44CFR indicates the minimum standards set forth by the NFIP. Your Community's local flood ordinance may prove to be more restrictive and thus take precedence over the minimum NFIP standards. If there are questions regarding the local flood ordinances, please contact the applicable County NFIP Coordinators below:

- ( ) Mr. Mario Siu Li at (808) 768-8098 or Ms. Ardis Shaw-Kim at (808) 768-8296 of the City and County of Honolulu, Department of Planning and Permitting..
- ( ) Mr. Frank DeMarco at (808) 961-8042 of the County of Hawaii, Department of Public Works.
- ( ) Mr. Francis Cerizo at (808) 270-7771 of the County of Maui, Department of Planning.
- ( ) Ms. Wynne Ushigome at (808) 241-4890 of the County of Kauai, Department of Public Works.
- ( ) The applicant should include water demands and infrastructure required to meet project needs. Please note that projects within State lands requiring water service from the Honolulu Board of Water Supply system will be required to pay a resource development charge, in addition to Water Facilities Charges for transmission and daily storage.
- ( ) he applicant should provide the water demands and calculations to the Engineering Division so it can be included in the State Water Projects Plan Update
- ( ) Additional Comments: \_\_\_\_\_
- ( ) Other: \_\_\_\_\_

Should you have any questions, please call Ms. Suzie S. Agraan of the Planning Branch at 587-0258.

Signed:   
CARTY S. CHANG, CHIEF ENGINEER

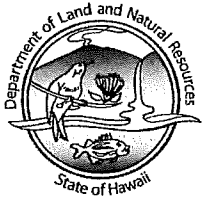
Date: 6/7/12

JUN 27 2012

NEIL ABERCROMBIE  
GOVERNOR OF HAWAII



WILLIAM J. AILA, JR.  
CHAIRPERSON  
BOARD OF LAND AND NATURAL RESOURCES  
COMMISSION ON WATER RESOURCE MANAGEMENT



STATE OF HAWAII  
DEPARTMENT OF LAND AND NATURAL RESOURCES  
LAND DIVISION

POST OFFICE BOX 621  
HONOLULU, HAWAII 96809

June 26, 2012

Department of Transportation  
Attention: Mr. Darrell Young  
869 Punchbowl Street  
Honolulu, Hawaii 96813

Munekiyo & Hiraga, Inc.  
Attention: Mr. Mark Alexander Roy, AICP, Vice President  
305 High Street, Suite 104  
Wailuku, Hawaii 96793

Dear Mr. Young and Mr. Roy:

SUBJECT: Draft Environmental Assessment (EA) for the Proposed Relocation of the  
Lahaina Bypass Southern Terminus, TMK (2) 4-7-001:026, 027 AND 030

Thank you for the opportunity to review and comment on the subject matter. In addition to the comments previously sent you on June 6, and June 12, 2012, enclosed are comments from the Land Division – Maui District on the subject matter. Should you have any questions, please feel free to call Lydia Morikawa at 587-0410. Thank you.

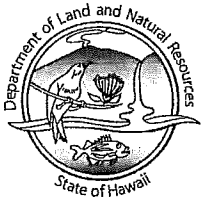
Sincerely,

A handwritten signature in black ink, appearing to read "Russell Y. Tsuji".

Russell Y. Tsuji  
Land Administrator

Enclosure  
cc: Central Files

NEIL ABERCROMBIE  
GOVERNOR OF HAWAII



STATE OF HAWAII  
DEPARTMENT OF LAND AND NATURAL RESOURCES  
LAND DIVISION

POST OFFICE BOX 621  
HONOLULU, HAWAII 96809

May 10, 2012

MEMORANDUM

TO:

**DLNR Agencies:**

- ☒ Div. of Aquatic Resources
- ☒ Div. of Boating & Ocean Recreation
- ☒ Engineering Division
- ☐ Div. of Forestry & Wildlife
- ☒ Div. of State Parks
- ☒ Commission on Water Resource Management
- ☒ Office of Conservation & Coastal Lands
- ☒ Land Division – Maui District ✓
- ☒ Historic Preservation

FROM:

SUBJECT:

LOCATION:

APPLICANT:

Russell Y. Tsuji, Land Administrator

Draft Environmental Assessment (EA) for the Proposed Relocation of the  
Lahaina Bypass Southern Terminus

Launiupoko, Island of Maui; TMK: (2) 4-7-001:026, 027, and 030

Department of Transportation

Transmitted for your review and comment on the above referenced document. We would appreciate your comments on this document. Please submit any comments by June 5, 2012.

*Only one (1) copy of the document is available for your review in Land Division office, Room 220.*

If no response is received by this date, we will assume your agency has no comments. If you have any questions about this request, please contact Lydia Morikawa at 587-0410. Thank you.

Attachments

- ☐ We have no objections.
- ☒ We have no comments.
- ☐ Comments are attached.

Signed: \_\_\_\_\_

Date: \_\_\_\_\_

*[Signature]*  
6/22/12

cc: Central Files

WILLIAM J. AILA, JR.  
CHAIRPERSON  
BOARD OF LAND AND NATURAL RESOURCES  
COMMISSION ON WATER RESOURCE MANAGEMENT

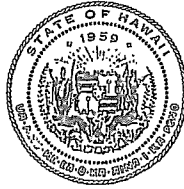
2012 MAY 14 PM 12:26

RECEIVED  
MAUI DISTRICT  
LAND DIVISION

DEPT. OF LAND &  
NATURAL RESOURCES  
STATE OF HAWAII

2012 JUN 25 A 10:20

RECEIVED  
LAND DIVISION



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

GLENN M. OKIMOTO  
DIRECTOR

Deputy Directors  
JADE T. BUTAY  
FORD N. FUCHIGAMI  
RANDY GRUNE  
JADINE URASAKI

IN REPLY REFER TO:  
HWY-PA  
2.5010

June 19, 2013

TO: RUSSELL Y. TSUJI  
ADMINISTRATOR  
LAND DIVISION  
DEPARTMENT OF LAND AND NATURAL RESOURCES

FROM: GLENN M. OKIMOTO, PH.D. *Glenn M. Okimoto*  
DIRECTOR OF TRANSPORTATION

SUBJECT: DRAFT ENVIRONMENTAL ASSESSMENT COMMENTS  
PROPOSED RELOCATION OF THE LAHAINA BYPASS SOUTHERN  
TERMINUS, MAUI, HAWAII

Thank you for your letters dated June 6, 2012, June 12, 2012 and June 26, 2012 providing input on the Draft Environmental Assessment (EA) for the Proposed Relocation of the Lahaina Bypass Southern Terminus. The Hawaii Department of Transportation would like to offer the following information, which addresses the comments from the Office of Conservation & Coastal Lands (OCCL) and Engineering Division. We acknowledge that Commission on Water Resource Management, Division of Boating & Ocean Recreation, and Land Division Maui District Office had no comments on the project.

Office of Conservation & Coastal Lands

1. We acknowledge that the OCCL has no objections to the proposed project.
2. We acknowledge the OCCL's comment in support of the Department's ongoing planning efforts regarding the Honoapiilani Highway Realignment/Widening Project (Maalaea to Launiupoko).

Engineering Division

As noted in your letter, the FEMA Flood Insurance Rate Map indicates that the project site is located within Flood Zone X, an area of minimal flooding. Although the majority of the project is located within an area of minimal flooding, there is a small portion of the project at the southern connection point to Honoapiilani Highway that is subject to the 100-year coastal flood from wave action - identified as zone VE. The base flood elevation and coastal flood zone with wave action within this area has been determined to be eleven (11) feet. Since this is the point of connection back to Honoapiilani Highway, there is no practical alternative to avoid the VE zone.

Russell Y. Tsuji  
June 19, 2013  
Page 2

HWY-PA  
2.5010

Therefore, this portion of the project will be required to meet applicable Special Flood Hazard Area permitting requirements.

Thank you again for your participation in the EA review process for this important highway improvement project. A copy of your letter and this response letter will be included in the Final EA for the project. If you have any questions, please contact Darell Young, Highways Division, Planning Branch at 587-1835.

bc: Makila Land Company (Rory Frampton)  
Munekiyo & Hiraga, Inc. (Mark Alexander Roy)  
HWY-PA

DY:th

NEIL ABERCROMBIE  
GOVERNOR OF HAWAII



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

MAY 10 2012

LORETTA J. FUDDY, A.C.S.W., M.P.H.  
DIRECTOR OF HEALTH

In reply, please refer to:  
File:  
12-088 Lahaina Bypass

May 8, 2012

Mr. Darell Young  
Department of Transportation  
869 Punchbowl Street  
Honolulu, Hawaii

Dear Mr. Young:

**SUBJECT: Draft Environmental Assessment for the Proposed Relocation of the Lahaina Bypass Southern Terminus, Maui, Hawaii**

The Department of Health (DOH), Environmental Planning Office (EPO), acknowledges receipt of your letter, dated May 4, 2012. Thank you for allowing us to review and comment on the subject document. The document was routed to the various branches of the Environmental Health Administration. The following comments are offered:

1. The noise created during the construction phase of the project may exceed the maximum allowable levels as set forth in Hawaii Administrative Rules (HAR), Chapter 11-46, "Community Noise Control". A noise permit may be required and should be obtained before the commencement of work.
2. National Pollutant Discharge Elimination System (NPDES) permit coverage is required for this project. The Clean Water Branch should be contacted at (808) 586-4309.

We strongly recommend that you review all of the Standard Comments on our website: [www.hawaii.gov/health/environmental/env-planning/landuse/landuse.html](http://www.hawaii.gov/health/environmental/env-planning/landuse/landuse.html). Any comments specifically applicable to this application should be adhered to.

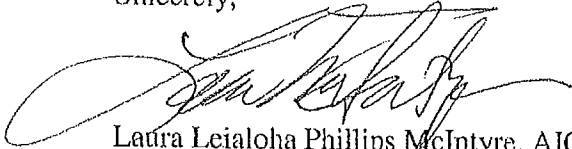
The United States Environmental Protection Agency (EPA) provides a wealth of information on their website including strategies to help protect our natural environment and build sustainable communities at: <http://water.epa.gov/infrastructure/sustain/>. The DOH encourages State and county planning departments, developers, planners, engineers and other interested parties to apply these strategies and environment principles whenever they plan or review new developments or redevelopments projects. We also ask you to share this information with others to increase community awareness on healthy, sustainable community design.

If there are any questions about these comments please contact me.



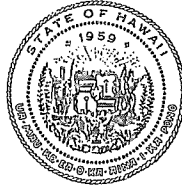
Mr. Darell Young  
May 8, 2012  
Page 2

Sincerely,



Laura Leialoha Phillips McIntyre, AICP  
Environmental Planning Office Manager  
Environmental Health Administration  
Department of Health  
919 Ala Moana Blvd., Ste. 312  
Honolulu, Hawaii 96814  
Phone: 586-4337  
Fax: 586-4370  
[laura.mcintyre@doh.hawaii.gov](mailto:laura.mcintyre@doh.hawaii.gov)

c:/Mr. Mark Alexander Roy, AICP, Munekiyo & Hiraga, Inc.



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


February 13, 2014

GLENN M. OKIMOTO  
DIRECTOR

Deputy Directors  
FORD N. FUCHIGAMI  
RANDY GRUNE  
AUDREY HIDANO  
JADINE URASAKI

IN REPLY REFER TO:  
HWY-PA 2.6493

TO: LAURA LEIALOHA PHILLIPS MCINTYRE, AICP  
ENVIRONMENTAL PLANNING OFFICE MANAGER  
ENVIRONMENTAL HEALTH ADMINISTRATION  
DEPARTMENT OF HEALTH

FROM: GLENN M. OKIMOTO, PH.D.  
DIRECTOR OF TRANSPORTATION 

SUBJECT: DRAFT ENVIRONMENTAL ASSESSMENT COMMENTS  
PROPOSED RELOCATION OF THE LAHAINA BYPASS SOUTHERN  
TERMINUS, MAUI, HAWAII

Thank you for your letter providing input on the Draft Environmental Assessment (EA) for the Proposed Relocation of the Lahaina Bypass Southern Terminus. The State of Hawaii, Department of Transportation offers the following information in response to the comments in your letter:

- A community noise permit will be obtained for the project, as applicable.
- We acknowledge that a National Pollutant Discharge Elimination System (NPDES) permit is required for this project. As such, an NPDES permit application will be submitted for processing prior to the initiation of project construction activities.
- The standard comments on the Department of Health website will be reviewed by the design team and all applicable comments adhered to prior to construction.
- Thank you for providing the website link to the Environmental Protection Agency information related to the protection of the natural environment and the creation of sustainable communities. This information will be forwarded to the design project team for this project so that it may be reviewed and measures implemented, as applicable, as construction plans are developed.

Thank you again for your participation in this Draft EA review process for this important highway improvement project. A copy of your letter and this response letter will be included in the Final EA for the project. If you have any questions, please contact Darell Young, Highways Division, Planning Branch at 587-1835.

c: Makila Land Company (Rory Frampton)  
Munekio and Hiraga (Mark Alexander Roy)



**STATE OF HAWAII**  
**DEPARTMENT OF HEALTH**  
P. O. BOX 3378  
HONOLULU, HI 96801-3378

JUN 12 2012

LORETTA J. FUDDY, A.C.S.W., M.P.H.  
DIRECTOR OF HEALTH

In reply, please refer to:  
DOH/CWB

06010PMT.12

June 6, 2012

Mr. Mark Alexander Roy, AICP  
Vice President  
Munekiyo & Hiraga, Inc.  
305 High Street, Suite 104  
Wailuku, Hawaii 96793

Dear Mr. Roy:

**SUBJECT: Draft Environmental Assessment  
Proposed Relocation of the Lahaina Bypass Southern Terminus  
Lahaina, Island of Maui, Hawaii**

The Department of Health (DOH), Clean Water Branch (CWB), has reviewed the subject document transmitted by letter dated May 4, 2012, and offers these comments on your project. Please note that our review is based solely on the information provided in the subject document and its compliance with Hawaii Administrative Rules (HAR), Chapters 11-54 and 11-55. You may be responsible for fulfilling additional requirements related to our program. We recommend that you also read our standard comments on our website at <http://www.hawaii.gov/health/environmental/env-planning/landuse/CWB-standardcomment.pdf>.

1. Any project and its potential impacts to State waters must meet the following criteria:
  - a. Antidegradation policy (HAR, Section 11-54-1.1), which requires that the existing uses and the level of water quality necessary to protect the existing uses of the receiving State water be maintained and protected.
  - b. Designated uses (HAR, Section 11-54-3), as determined by the classification of the receiving State waters.
  - c. Water quality criteria (HAR, Sections 11-54-4 through 11-54-8).
2. The Launiupoko Street Wayside Park, Pacific Ocean waters is identified as a Category 5 waters in the Clean Water Act, Section 303(d) list of impaired water

bodies in Chapter IV of the *2006 State of Hawaii Water Quality Monitoring and Assessment Report*. Priority 5 waters are described as surface waters where available data and/or information indicate that at least one (1) of the designated use is not being supported or is threatened. The Launiupoko Street Wayside Park, Pacific Ocean waters is presently identified as not attaining the applicable water quality criteria for enterococci and turbidity. Accordingly, the subject project should include considerations toward ensuring the protection and improvement of the Launiupoko Street Wayside Park, Pacific Ocean waters.

3. You are required to obtain a National Pollutant Discharge Elimination System (NPDES) permit for discharges of wastewater, including storm water runoff, into State surface waters (HAR, Chapter 11-55). For the following types of discharges into Class A or Class 2 State waters, you may apply for NPDES general permit coverage by submitting a Notice of Intent (NOI) form:
  - a. Storm water associated with 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. This includes area used for a construction base yard and the storage of any construction related equipment, material, and waste products. An NPDES permit is required before the start of the construction activities.
  - b. Construction dewatering effluent.
  - c. Hydrotesting water effluent.

You must submit a separate NOI form for each type of discharge at least 30 calendar days prior to the start of the discharge activity, except when applying for coverage for discharges of storm water associated with construction activity. For this type of discharge, the NOI must be submitted 30 calendar days before to the start of construction activities. The NOI forms may be picked up at our office or downloaded from our website at <http://www.hawaii.gov/health/environmental/water/cleanwater/forms/genl-index.html>.

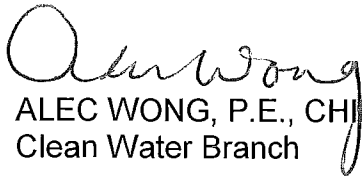
4. For types of wastewater not listed in Item 3 above or wastewater discharging into Class 1 or Class AA waters, you may need an NPDES individual permit. The NPDES application forms may be picked up at our office or downloaded from our website at <http://www.hawaii.gov/health/environmental/water/cleanwater/forms/indiv-index.html>.
5. Please call the Army Corps of Engineers at (808) 438-9258 to determine if the subject project will require a Department of the Army (DA) permit(s). Permits may

be required for work performed in, over, and under navigable waters of the United States. Projects requiring a DA permit also require a Section 401 Water Quality Certification (WQC) from our office.

6. Please note that all discharges related to the project construction or operation activities, whether or not a NPDES permit coverage and/or 401 WQC are required, must comply with the State's Water Quality Standards. Noncompliance with water quality requirements contained in HAR, Chapter 11-54, and/or permitting requirements, specified in HAR, Chapter 11-55, may be subject to penalties of \$25,000 per day per violation.

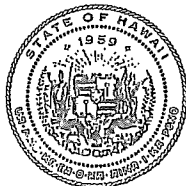
If you have any questions, please visit our website at <http://www.hawaii.gov/health/environmental/water/cleanwater/index.html>, or contact the Engineering Section, CWB, at 586-4309.

Sincerely,

  
ALEC WONG, P.E., CHIEF  
Clean Water Branch

MT:jst

- c: DOH - EPO # 12-088 [via email only]  
Mr. Glenn Okimoto, Director, Department of Transportation (via email only)  
Mr. Ken Tatsuguchi, Department of Transportation, Highways Division,  
Planning Branch (via email only)  
Mr. Darell Young, Department of Transportation, Highways Division,  
Planning Branch (via email only)  
Mr. Roland Asakura, CWB-Maui, Kauai District Health Office [via email only]



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


GLENN M. OKIMOTO  
DIRECTOR

Deputy Directors  
JADE T. BUTAY  
FORD N. FUCHIGAMI  
RANDY GRUNE  
JADINE URASAKI

IN REPLY REFER TO:  
HWY-PA  
2.5011

June 19, 2013

TO: ALEC WONG, P.E.  
CHIEF  
CLEAN WATER BRANCH  
DEPARTMENT OF HEALTH

FROM: GLENN M. OKIMOTO, PH.D.   
DIRECTOR OF TRANSPORTATION

SUBJECT: DRAFT ENVIRONMENTAL ASSESSMENT COMMENTS  
PROPOSED RELOCATION OF THE LAHAINA BYPASS SOUTHERN  
TERMINUS, MAUI, HAWAII

Thank you for your letter dated June 6, 2012 providing input on the Draft Environmental Assessment (EA) for the Proposed Relocation of the Lahaina Bypass Southern Terminus. The Hawaii Department of Transportation offers the following information, in response to your comments as listed in your letter.

1. The standard comments as listed on the Department of Health Clean Water Branch's website have been reviewed. Responses to applicable comments are included below. The proposed project does not qualify for federal grants for Coastal Nonpoint Pollution Control Management and Polluted Runoff Control projects.
2. The project will comply with the applicable provisions of Hawaii Administrative Rules, Section 11-54-1.1, Section 11-54-3 and Sections 11-54-4 through 11-54-8.
3. We acknowledge your comment that the Pacific Ocean waters adjacent to the Launiupoko Wayside Park are identified as Category 5 waters in the Clean Water Act, Section 303(d) list of impaired water bodies for not attaining the applicable water quality criteria for enterococci and turbidity. As such, a comprehensive program of Best Management Practices measures will be implemented as part of the proposed project to ensure the protection of nearshore waters in vicinity of Launiupoko Wayside Park.
4. We acknowledge that a National Pollutant Discharge Elimination System (NPDES) permit is required for this project. As such, a NPDES permit application will be obtained prior to initiation of project construction activities.

5. If determined to be necessary for wastewater discharge into Class 1 or Class AA waters, a NPDES individual permit(s) will be obtained for the project prior to the initiation of construction.
6. As recommended, consultation with the U.S. Army Corps of Engineers is currently being undertaken as part of the EA preparation process to ascertain the applicability of Department of Army and related permitting requirements.
7. We acknowledge that the project construction must comply with the State's Water Quality Standards and that non-compliance may be subject to penalties of \$25,000 per day per violation.

Thank you again for your participation in the EA review process for this important highway improvement project. A copy of your letter and this response letter will be included in the Final EA for the project. If you have any questions, please contact Darell Young, Highways Division, Planning Branch at 587-1835.

bc: Makila Land Company (Rory Frampton)  
Munekiyo & Hiraga, Inc. (Mark Alexander Roy)  
HWY-PA

DY:th

NEIL ABERCROMBIE  
GOVERNOR



MAY 15 2012

DEAN H. SEKI  
COMPTROLLER

STATE OF HAWAII  
DEPARTMENT OF ACCOUNTING AND GENERAL SERVICES


P.O. BOX 119, HONOLULU, HAWAII 96810-0119

MAY 11 2012

(P)1103.2

**MEMORANDUM**

TO: Mr. Darell Young  
Highways Division, Planning Branch  
Department of Transportation

FROM: Dean H. Seki   
State Comptroller

SUBJECT: Draft Environmental Assessment (EA) for the Proposed Relocation  
Of the Lahaina Bypass, Southern Terminus, Maui, Hawaii'  
TMK: (2) 4-7-001:026, 027, and 030.

Thank you for the opportunity to provide comments for the subject project. This project does not impact any Department of Accounting and General Services' projects or existing facilities in the general area, and we have no comments to offer at this time.

If you have any questions, please call me at 586-0400 or have your staff call Mr. Alva Nakamura of the Public Works Division at 586-0488.

c: ✓ Mark Alexander Roy, AICP, Munekiyo & Hiraga, Inc.



NEIL ABERCROMBIE  
GOVERNOR



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


GLENN M. OKIMOTO  
DIRECTOR

Deputy Directors  
JADE T. BUTAY  
FORD N. FUCHIGAMI  
RANDY GRUNE  
JADINE URASAKI

IN REPLY REFER TO:  
HWY-PA  
2.5007

June 19, 2013

TO: THE HONORABLE DEAN H. SEKI  
COMPTROLLER  
DEPARTMENT OF ACCOUNTING AND GENERAL SERVICES

FROM: GLENN M. OKIMOTO, PH.D.   
DIRECTOR OF TRANSPORTATION

SUBJECT: DRAFT ENVIRONMENTAL ASSESSMENT COMMENTS  
PROPOSED RELOCATION OF THE LAHAINA BYPASS SOUTHERN  
TERMINUS, MAUI, HAWAII

Thank you for your letter dated May 11, 2012 providing input on the Draft Environmental Assessment (EA) for the Proposed Relocation of the Lahaina Bypass Southern Terminus. The Hawaii Department of Transportation acknowledges your comment that the proposed project does not impact any Department of Accounting and General Service's projects or existing facilities in the general area.

Thank you again for your participation in the EA review process for this important highway improvement project. A copy of your letter and this response letter will be included in the Final EA for the project. If you have any questions, please contact Darell Young, Highways Division, Planning Branch at 587-1835.

bc: Makila Land Company (Rory Frampton)  
Munekiyo & Hiraga, Inc. (Mark Alexander Roy)  
HWY-PA

DY:th

----- Forwarded by Lahaina Bypass/HWY/HIDOT on 06/25/2012 07:38 AM -----

"Rep. Angus McKelvey"  
<repmckelvey@capitol.hawaii.gov>

To "Lahaina.Bypass@hawaii.gov" <Lahaina.Bypass@hawaii.gov>

cc

06/22/2012 03:50 PM

Subject Rep McKelvey comments on EIS for Lahaina Bypass 1B2 southern terminus

TO: Hawaii State Department of Transportation

FROM: State Rep. Angus McKelvey

RE: Lahaina Bypass 1B2 proposed southern terminus EIS

To whom it may concern,

I'm humbly submitting this testimony on behalf of my constituents as the State Representative for District 10, which encompasses the area in which the EIS for the Lahaina bypass southern terminus is being conducted.

6/25/2012

I recently attended the public hearing that was held in Lahaina for the purposes of receiving input from the community at the meeting. Subsequently, I have also discussed the proposals with other community groups and members throughout West Maui. After numerous conversations with people from all walks of life on the West Side, it is become apparent the the majority of the community supports the redline option because 1) it will give the community an opportunity to secure a substantial amount of coastline as open space and 2) it offers the proverbial "biggest bang for the buck" for competing the Lahaina Bypass, which especially important given the diminishing funding for highway projects statewide.

The "redline" is it has been named by the community will bring the bypass route all the way to the north end of the Olowalu landfill, thus substantially extending the length of the Lahaina Bypass 1B2 over the other options. Furthermore, the distance between the redline and the existing coastal road provides the most possible acreage for the County of Maui to pursue a possible park option. Although I have reservations about the feasibility of a manicured park system, I do believe that the area offers the opportunity to serve the people as a wilderness park area or to be a more naturally groomed tarea like Ala Moana Beach Park. Besides being a welcome recreational area for our residents, the acreage between the red line and the coast will also provide a magnet for the visitor industry and helping to attract eco-tourists or recreational minded visitors.

The proposed terminus of the redline also will give us the ability to turn the existing Honoapiilani Highway into a true scenic route much sooner than if the other options were to be pursued. Additionally, the redline option will create the opportunity for a much more seamless integration into the existing highway then the other proposed routes in particular the "greenline" or original EIS route.

I believe concerns about noise are overstated. Even if the highway were to be built at the blue option, or the option that was detailed under the Pali to Puamana Park Plan that was developed during the Tavares Administration, the noise impact upon the surrounding areas would be about the same. In fact, as one who lives in the area, the traffic noise from the existing highway already audible and one can even hear the surf on big days. Additionally, under both state and county ordinances the type of noise that is allowable for agricultural activities in the existing area creates much more of an impact on the area residents then background traffic. Therefore, I believe the redline bypass route would not have a significant noise impact as thought by many when compared to existing impacts. Another factor in support of the redline option is that the administration which developed proposed blueline is no longer in office and as such the county is pursuing the acreage which is reflected by the redline and not the blueline as laid out in the Park Plan. Given that the landowner and the county are working on conveying the acreage under the red line, the blue line option should be discarded at this point.

The only area of concern that I see with the redline option is at the intersection of the Lahaina Bypass and Kai Hele Ku Street. Under the current proposed cost-benefit analysis the option being considered at the intersection is a traffic light. This would create numerous problems insofar as area gridlock in the area between the new light and the existing light at the Kai Hele Ku and the Honoapiilani Highway is concerned, especially during periods of high surf when the area around that interchange is overflowing with cars both parking and driving. This proposed light also creates a stop on the Lahaina Bypass and runs contrary to the intent of the project which is to create an express route. As such, it should be free and clear from as many traffic interruptions as possible. Rather than pursuing a light I believe a roundabout offers a much more cost-effective solution while keeping the bypass as a true bypass. Not only should a roundabout be less expensive to build, but there is already an existing one just mauka of where the intersection would be on Kai Hele Ku Street. As such local area residents are already used to using them but the DOT should look at an educational campaign on the proper rules for roundabout use to minimize accidents that happened because unfamiliarity with the system.

In the end I believe the best option for the community is the redline proposal mainly because the opportunity to obtain the maximum amount of open space for the area and being able to stretch the length of the overdue Bypass given our limited

highway funding dollars. I hope that when all things are weighed equally that the needs of the many will outweigh the possible impacts to the few and as such the state and federal government will look to the redline option as the one to pursue. should this be the end result I would conclude by asking decisionmakers to eriously look at implementing a roundabout at the interchange Kai Hele Ku and Bypass intersectipn should this option be the one chosen.

Sincerely Yours,

State Rep. Angus L.K. McKelvey  
State Capitol Building  
415 South Beretania St., #427  
Honolulu, HI 96761  
586-6160  
repmckelvey@capitol.hawaii.gov

DAVID Y. IGE  
GOVERNOR



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

FORD N. FUCHIGAMI  
DIRECTOR

Deputy Director  
JADE T. BUTAY  
ROSS M. HIGASHI  
EDWIN H. SNIFFEN

IN REPLY REFER TO:  
HWY-PA 2.8674

January 16, 2015

The Honorable Angus L.K. McKelvey  
10<sup>th</sup> Representative District  
State Capitol, Room 320  
Honolulu, Hawaii 96813

Dear Representative McKelvey:

Subject: Draft Environmental Assessment Comments  
Proposed Relocation of Lahaina Bypass Southern Terminus, Maui, Hawaii

Thank you for your email providing input on the Draft Environmental Assessment (EA) for the Proposed Relocation of the Lahaina Bypass Southern Terminus. The State of Hawaii Department of Transportation (HDOT) offers the following information in response to the comments in your email:

**Comment No. 1:**

I recently attended the public hearing that was held in Lahaina for the purposes of receiving input from the community at the meeting. Subsequently, I have also discussed the proposals with other community groups and members throughout West Maui. After numerous conversations with people from all walks of life on the West Side, it is become apparent that the majority of the community supports the redline option because 1) it will give the community an opportunity to secure a substantial amount of coastline as open space and 2) it offers the proverbial "biggest bang for the buck" for completing the Lahaina Bypass, which especially important given the diminishing funding for highway projects statewide.

The "redline" is it has been named by the community will bring the bypass route all the way to the north end of the Olowalu landfill, thus substantially extending the length of the Lahaina Bypass 1B2 over the other options. Furthermore, the distance between the redline and the existing coastal road provides the most possible acreage for the County of Maui to pursue a possible park option. Although I have reservations about the feasibility of a manicured park system, I do believe that the area offers the opportunity to serve the people as a wilderness park area or to be a more naturally groomed area like Ala Moana Beach Park. Besides being a welcome recreational area for our residents, the acreage between the red line and the coast will also provide a magnet for the visitor industry and helping to attract eco-tourists or recreational minded visitors.

We acknowledge your statement in support of the preferred alternative alignment for the proposed project as it will extend the bypass route further south toward the former Olowalu landfill and will provide the most inland (mauka) option from the existing Honoapiilani Highway thereby allowing the greatest acreage for a future County park and/or coastal open space.

**Comment No. 2:**

The proposed terminus of the redline also will give us the ability to turn the existing Honoapiilani Highway into a true scenic route much sooner than if the other options were to be pursued.

**Response:**

We note your comment that the "redline" alternative, also known as the preferred alternative in the Draft EA for the project will provide the opportunity for the existing Honoapiilani Highway to become a scenic route.

**Comment No. 3:**

Additionally, the redline option will create the opportunity for a much more seamless integration into the existing highway than the other proposed routes in particular the "greenline" or original EIS route.

**Response:**

We note your comment that the "redline" alternative will provide for better transition into the existing Honoapiilani Highway.

**Comment No. 4:**

I believe concerns about noise are overstated. Even if the highway were to be built at the blue option, or the option that was detailed under the Pali to Puamana Park Plan that was developed during the Tavares Administration, the noise impact upon the surrounding areas would be about the same. In fact, as one who lives in the area, the traffic noise from the existing highway already audible and one can even hear the surf on big days. Additionally under both state and county ordinances the type of noise that is allowable for agricultural activities in the existing area creates much more of an impact on the area residents than background traffic. Therefore, I believe the redline bypass route would not have a significant noise impact as thought by many when compared to existing impacts.

**Response:**

Existing and future traffic noise levels in the project vicinity have been studied to evaluate the potential impacts associated with the proposed project. A copy of the Acoustic Study will be included and discussed in the Final EA that is currently being prepared for the project. In

summary, the study concluded that HDOT's noise abatement criteria will not be exceeded at any existing or permitted noise sensitive or public use structure within the vicinity of the proposed project.

**Comment No. 5:**

Another factor in support of the redline option is that the administration which developed proposed blueline is no longer in office and as such the county is pursuing the acreage which is reflected by the redline and not the blueline as laid out in the Park Plan. Given that the landowner and the county are working on conveying the acreage under the red line, the blue line option should be discarded at this point.

**Response:**

We note your comment stating that the "blueline" alternative, also known as Alternative No. 2 in the Draft EA for the project, should be discarded as a viable alternative for this project due to the County of Maui's acquisition of the land under the realigned (redline) section of roadway for future park and open space.

**Comment No. 6:**

The only area of concern that I see with the redline option is at the intersection of the Lahaina Bypass and Kai Hele Ku Street. Under the current proposed cost benefit analysis the option being considered at the intersection is a traffic light. This would create numerous problems insofar as area gridlock in the area between the new light and the existing light at the Kai Hele Ku and the Honoapiilani Highway is concerned, especially during periods of high surf when the area around that interchange is overflowing with cars both parking and driving. This proposed light also creates a stop on the Lahaina Bypass and runs contrary to the intent of the project which is to create an express route. As such, it should be free and clear from as many traffic interruptions as possible. Rather than pursuing a light I believe a roundabout offers a much more cost-effective solution while keeping the bypass as a true bypass. Not only should a roundabout be less expensive to build, but there is already an existing one just mauka of where the intersection would be on Kai Hele Ku Street. As such local area residents are already used to using them but the DOT should look at an educational campaign on the proper rules for roundabout use to minimize accidents that happened because unfamiliarity with the system.

**Response:**

We acknowledge your recommendation to use a roundabout at the intersection of the Lahaina Bypass and Kai Hele Ku Street. Additional evaluation of different design options for this intersection has been undertaken and a summary will be included in an Addendum to the original Traffic Impact Assessment Report (TIAR) that will be included in the Final EA. In summary, use of roundabouts on multi-lane highway facilities is not supported by current HDOT policy. Since the proposed project ultimately will be a 4-lane facility, with multiple lanes in each direction, a roundabout design is not supported at the Lahaina Bypass and Kai Hele Ku Street

intersection. Regarding your concern for potential congestion due to the spacing between the intersections on Kai Hele Ku Street, we note that the preferred alignment will maximize the distance between the bypass and the existing highway which should minimize the potential for gridlock.

**Comment No. 7:**

In the end I believe the best option for the community is the redline proposal mainly because the opportunity to obtain the maximum amount of open space for the area and being able to stretch the length of the overdue Bypass given our limited highway funding dollars. I hope that when all things are weighed equally that the needs of the many will outweigh the possible impacts to the few and as such the state and federal government will look to the redline option as the one to pursue. Should this be the end result I would conclude by asking decisionmakers to seriously look at implementing a roundabout at the interchange Kai Hele Ku and Bypass intersection should this option be the one chosen.

**Response:**

We acknowledge your support of the "redline" alignment for the project. This alternative, also known as the preferred alternative alignment in the Draft EA, was selected in favor of the other alternatives based on the results of a criteria analysis that was presented and discussed in the Draft EA. Additional analysis and consideration during the preparation of the Final EA has resulted in the same conclusion.

As mentioned previously, potential alternative design configurations for the Kai Hele Ku Street intersection with the realigned section of the Lahaina Bypass have been evaluated as part of the TIAR addendum, a copy of which will be included in the Final EA for the project.

Thank you again for your participation in the EA review process for this important highway improvement project. A copy of your email and this response letter will be included in the Final EA for the project. If you have any questions, please contact Darell Yóung, Highways Division, Planning Branch at (808) 587-1835.

Sincerely,



FORD N. FUCHIGAMI  
Director of Transportation

bc: Makila Land Company (Rory Frampton)  
Munekiyo & Hiraga, Inc. (Mark Alexander Roy)  
HWY-PA

DY:th



NEIL ABERCROMBIE  
GOVERNOR



MAY 24 2012

KALBERT K. YOUNG  
DIRECTOR

LUIS P. SALAVERIA  
DEPUTY DIRECTOR

**STATE OF HAWAII**  
**DEPARTMENT OF BUDGET AND FINANCE**

P.O. BOX 150  
HONOLULU, HAWAII 96810-0150

EMPLOYEES' RETIREMENT SYSTEM  
HAWAII EMPLOYER-UNION HEALTH BENEFITS TRUST FUND  
OFFICE OF THE PUBLIC DEFENDER  
PUBLIC UTILITIES COMMISSION

ADMINISTRATIVE AND RESEARCH OFFICE  
BUDGET, PROGRAM PLANNING AND  
MANAGEMENT DIVISION  
FINANCIAL ADMINISTRATION DIVISION  
OFFICE OF ECONOMIC RECOVERY  
AND REINVESTMENT (ARRA)

May 17, 2012

Mr. Darell Young  
Department of Transportation  
869 Punchbowl Street  
Honolulu, Hawaii 96813

Dear Mr. Young:

This is to acknowledge receipt of a letter from Munekiyo and Hiraga, Inc., dated May 4, 2012, which is soliciting comments on the Draft Environmental Assessment for the Proposed Relocation of Lahaina Bypass Southern Terminus, Maui, Hawaii.

We have no comments at this time.

Aloha,

A handwritten signature in black ink, appearing to read "Kalbert K. Young".

KALBERT K. YOUNG  
Director of Finance

c:/Mr. Mark Alexander Roy

NEIL ABERCROMBIE  
GOVERNOR  
STATE OF HAWAII



JOBIE M. K. MASAGATANI  
CHAIRMAN DESIGNATE  
HAWAIIAN HOMES COMMISSION

MICHELLE K. KAUHANE  
DEPUTY TO THE CHAIRMAN

STATE OF HAWAII  
DEPARTMENT OF HAWAIIAN HOME LANDS

P.O. BOX 1879  
HONOLULU, HAWAII 96805

June 5, 2012

Mr. Darell Young  
Department of Transportation  
869 Punchbowl Street  
Honolulu, Hawaii  
96813

Aloha Mr. Young:

Thank you for your letter dated May 4, 2012 regarding the Draft Environmental Assessment (EA) for the Proposed Relocation of the Lahaina Bypass Southern Terminus located on the on the Island of Maui.

The Department of Hawaiian Home Lands is the State of Hawaii's largest affordable housing developer serving the needs of native Hawaiians pursuant to the Hawaiian Homes Commission Act, 1920, as amended.

DHHL anticipates the project will not impact DHHL's statewide development program and therefore has no comments to add to the Draft Environmental Assessment.

Thank you for the opportunity to provide these comments. If you have any questions, please do not hesitate to contact me at (808) 620-9501 or the DHHL Planning Office staff, Bob Freitas at (808) 620-9484.

Aloha,

Jobie M.K. Masagatani  
Chairman Designate  
Hawaiian Homes Commission

RECEIVED  
STATE DEPARTMENT  
OF TRANSPORTATION  
12 JUL 27 AM 10:20  
HIGWAYS DIVISION  
PLANNING BRANCH



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

February 13, 2014

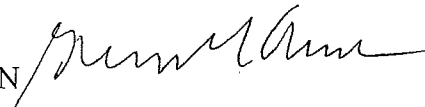
FEB 14 2014

GLENN M. OKIMOTO  
DIRECTOR

Deputy Directors  
FORD N. FUCHIGAMI  
RANDY GRUNE  
AUDREY HIDANO  
JADINE URASAKI

IN REPLY REFER TO:  
HWY-PA 2.6492

TO: JOBIE M.K. MASAGATANI  
CHAIRMAN  
HAWAIIAN HOMES COMMISSION  
DEPARTMENT OF HAWAIIAN HOME LANDS

FROM: GLENN M. OKIMOTO, PH.D.  
DIRECTOR OF TRANSPORTATION 

SUBJECT: DRAFT ENVIRONMENTAL ASSESSMENT COMMENTS  
PROPOSED RELOCATION OF THE LAHAINA BYPASS SOUTHERN  
TERMINUS, MAUI, HAWAII

Thank you for your letter providing input on the Draft Environmental Assessment (EA) for the Proposed Relocation of the Lahaina Bypass Southern Terminus. The State of Hawaii, Department of Transportation offers the following information in response to the comments in your letter:

- We note your determination that the project will not impact the Department of Hawaiian Home Lands's statewide development program and that your office does not have any comments on the Draft EA.

Thank you again for your participation in this Draft EA review process for this important highway improvement project. A copy of your letter and this response letter will be included in the Final EA for the project. If you have any questions, please contact Darell Young, Highways Division, Planning Branch at 587-1835.

c: Makila Land Company (Rory Frampton)  
Munekiyo and Hiraga (Mark Alexander Roy)

NEIL ABERCROMBIE  
GOVERNOR

MAJOR GENERAL DARRYL D. M. WONG  
DIRECTOR OF CIVIL DEFENSE

DOUG MAYNE  
VICE DIRECTOR OF CIVIL DEFENSE



PHONE (808) 733-4300  
FAX (808) 733-4287

**STATE OF HAWAII**  
**DEPARTMENT OF DEFENSE**  
**OFFICE OF THE DIRECTOR OF CIVIL DEFENSE**  
3949 DIAMOND HEAD ROAD  
HONOLULU, HAWAII 96816-4495

May 29, 2012

Mr. Darell Young  
Department of Transportation  
State of Hawaii  
869 Punchbowl Street  
Honolulu, Hawaii 96813

Dear Mr. Young:

Draft Environmental Assessment (DEA) for the Proposed Relocation  
of the Lahaina Bypass Southern Terminus, Maui, Hawaii

Thank you for the opportunity to comment on this proposed project. After review of the DEA, we have determined that the proposed project area falls within coverage arcs of existing warning sirens. However, we strongly recommend the identification of emergency evacuation routes, as appropriate, during the construction phase and in the event of a natural disaster.

Additionally, we recommend incorporation of natural hazard mitigation measures into project design. Although the proposed project is located in Flood Zone X, long-term measures to reduce or eliminate future natural hazard risk should be considered.

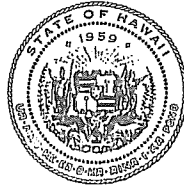
If you have any questions please call Ms. Havinne Okamura, Hazard Mitigation Planner, at 733-4300, extension 556.

Sincerely,

  
DOUG MAYNE  
Vice Director of Civil Defense

12 MAY 30 P4:11

RECEIVED  
STATE DEPARTMENT  
OF TRANSPORTATION



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

GLENN M. OKIMOTO  
DIRECTOR

Deputy Directors  
JADE T. BUTAY  
FORD N. FUCHIGAMI  
RANDY GRUNE  
JADINE URASAKI

IN REPLY REFER TO:  
HWY-PA  
2.5005

June 19, 2013

TO: DOUG MAYNE  
VICE DIRECTOR  
OFFICE OF THE DIRECTOR OF CIVIL DEFENSE  
DEPARTMENT OF DEFENSE

FROM: GLENN M. OKIMOTO, PH.D. *Glenn M. Okimoto*  
DIRECTOR OF TRANSPORTATION

SUBJECT: DRAFT ENVIRONMENTAL ASSESSMENT COMMENTS  
PROPOSED RELOCATION OF THE LAHAINA BYPASS SOUTHERN  
TERMINUS, MAUI, HAWAII

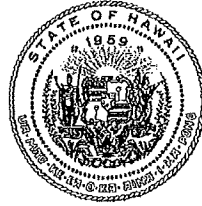
Thank you for your letter dated May 29, 2012 providing input on the Draft Environmental Assessment (EA) for Proposed Relocation of the Lahaina Bypass Southern Terminus. The State of Hawaii Department of Transportation offers the following information in response to the comments in your letter:

1. We acknowledge that the project area falls within the coverage area of existing warning sirens. However, as recommended in your letter, during construction, evacuation routes will be identified, as appropriate.
2. As noted in your letter, the FEMA Flood Insurance Rate Map indicates that the project site is located within Flood Zone X, an area of minimal flooding. Although the majority of the project is located within an area of minimal flooding, there is a small portion of the project at the southern connection point to Honoapiilani Highway that is subject to the 100-year coastal flood from wave action - identified as Zone VE. The base flood elevation and coastal flood zone with wave action within this area has been determined to be eleven (11) feet. Since this is the point of connection back to Honoapiilani Highway, there is no practical alternative to avoid the VE zone. Therefore, this portion of the project will be required to meet applicable Special Flood Hazard Area permitting requirements.

Thank you again for your participation in the EA review process for this important highway improvement project. A copy of your letter and this response letter will be included in the Final EA for the project. If you have any questions, please contact Darell Young, Highways Division, Planning Branch at 587-1835.

bc: Makila Land Company (Rory Frampton)  
Munekio & Hiraga, Inc. (Mark Alexander Roy)  
HWY-PA  
DY:th

NEIL ABERCROMBIE  
GOVERNOR OF HAWAII



STATE OF HAWAII  
DEPARTMENT OF LAND AND NATURAL RESOURCES  
DIVISION OF FORESTRY AND WILDLIFE  
1151 PUNCHBOWL STREET, ROOM 325  
HONOLULU, HAWAII 96813

April 8, 2013

Mr. Mark Alexander Roy  
Vice President  
Munekiyo and Hiraga, Inc.  
305 High Street, Suite 104  
Wailuku, Hawaii 96793

Dear Mr. Roy:

Thank you for the opportunity to comment on the Draft Environmental Assessment (EA), Proposed Relocation of Lahaina Bypass Southern Terminus (April 2012), on the island of Maui. The State of Hawai'i, Department of Transportation, in coordination with the Federal Highway Administration, is proposing the relocation of the southern terminus point of the Lahaina Bypass Highway from its current terminus point at Launiupoko to the former Olowalu Landfill site, a distance of approximately 4,800 lineal feet to the south. The Department of Land and Natural Resources Division of Forestry and Wildlife (DOFAW) has reviewed this draft EA for potential effects to endangered or threatened species, pursuant to Hawai'i Revised Statutes Chapter 195D-4, and provides the following comments.

The project proposed has the potential to impact several endangered species including the Hawaiian Hoary Bat or 'Ōpe'ape'a (*Lasiurus cinereus semotus*), Blackburn's Sphinx Moth (*Manduca blackburni*), Hawaiian Petrel or 'Ua'u (*Pterodroma sandwichensis*), Newell's Shearwater or 'A'o (*Puffinus auricularis newelli*), and the Hawaiian Goose or Nēnē (*Branta sandvicensis*).

The Hawaiian Hoary Bat or 'Ōpe'ape'a was detected from one evening survey conducted by Robert Hobdy at the project site. Due to the presence of bats, DOFAW recommends no clearing of woody vegetation taller than 15 feet during the bat pupping season (June 1 – September 15).

The Blackburn's Sphinx Moth was not detected during the floral and faunal survey conducted by Robert Hobdy in November of 2012. The vegetation survey also indicated no known host plants for this species were present at the project site.

The Newell's Shearwater or 'A'o and the Hawaiian Petrel or 'Ua'u may transit the proposed action area during their breeding season (March – December). No ornithological radar surveys were conducted for seabirds at the project site to determine the density or presence of these species.

Artificial lighting can adversely impact seabirds causing disorientation which may result in collision with manmade artifacts. In addition, during the fledging period (September – December), young seabirds attracted to artificial lighting may become grounded due to exhaustion from circling these light sources. Unable to take-off these birds become vulnerable to predation from predators such as mongoose, cats, pigs, and dogs.

APR 15 2013

WILLIAM J. AIL-A, JR.  
CHAIRPERSON  
BOARD OF LAND AND NATURAL RESOURCES  
COMMISSION ON WATER RESOURCE MANAGEMENT

ESTHER KIA'AINA  
FIRST DEPUTY

WILLIAM M. TAAI  
DEPUTY DIRECTOR - WATER

AQUATIC RESOURCES  
BOATING AND OCEAN RECREATION  
BUREAU OF CONVEYANCES  
COMMISSION ON WATER RESOURCE MANAGEMENT  
CONSERVATION AND COASTAL LANDS  
CONSERVATION AND RESOURCES ENFORCEMENT  
ENGINEERING  
FORESTRY AND WILDLIFE  
HISTORIC PRESERVATION  
KAHOOLAWE ISLAND RESERVE COMMISSION  
LAND  
STATE PARKS

The draft EA indicates construction will be limited to daylight hours to mitigate for noise impacts (Proposed Relocation of Lahaina Bypass Southern Teminus April 2012, page 48 and 96). If lighting will be utilized or permanently installed for use between sunset to sunrise or if any activities are planned to occur during this time, DOFAW recommends meeting to discuss the use of seabird friendly lighting.

The Hawaiian Goose or Nēnē was not observed in the survey conducted by Robert Hobdy. Nēnē are known to be present in proximity to the proposed action area and are often attracted to newly seeded and irrigated areas that are part of the actions proposed. It is our understanding that minimization and avoidance measures for Nēnē will be applied to include: establishing hardened vegetated ground cover early in the project (i.e., bypass road will not be open while young vegetative shoots are present), removing temporary irrigation at least 90 days before opening of the bypass, avoiding the use of geotextile matting, and preventing areas from ponding.

DOFAW recommends educating employees on the identification and possible presence of Nēnē on the project site, enforcing slow speed limits, and prohibiting employees from feeding and approaching Nēnē. If Nēnē become present on the project site, notification to John Medeiros, DOFAW Maui Branch Wildlife Manager at (808) 984-8100, is requested. In addition, if a Nēnē nest is discovered on the project site during construction, we request you contact the DOFAW Wildlife Manager immediately and halt all activity.

At this time, take of endangered or threatened species appears to be unlikely as proposed with the aforementioned minimization and avoidance measures and with project activity limited to daylight hours.

DOFAW recommends monitoring to document any injuries or fatalities that may occur. Should on-site monitoring identify any take of endangered species or if changes in the project are anticipated or new information reveals that threatened or endangered species are likely to be affected, we request you to schedule a meeting with DOFAW to consult on the potential impacts of the project.

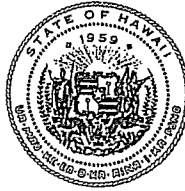
If you have any questions, please contact Ms. Lasha-Lynn Salbosa, Conservation Initiatives Coordinator, at 808-587-4148.

Aloha,



Roger H. Imoto  
Administrator

Cc via email: U.S. Fish and Wildlife Service, Pacific Islands Fish and Wildlife Office



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


FORD N. FUCHIGAMI  
DIRECTOR

DEPUTY DIRECTORS  
JADE T. BUTAY  
ROSS M. HIGASHI  
EDWIN H. SNIFFEN  
DARRELL T. YOUNG

IN REPLY REFER TO:  
HWY-PA 2.1216

NOVEMBER 17, 2015

TO: LISA J. HADWAY  
ADMINISTRATOR  
DIVISION OF FORESTRY AND WILDLIFE  
DEPARTMENT OF LAND AND NATURAL RESOURCES

FROM: FORD N. FUCHIGAMI   
DIRECTOR OF TRANSPORTATION

SUBJECT: DRAFT ENVIRONMENTAL ASSESSMENT COMMENTS  
PROPOSED RELOCATION OF THE LAHAINA BYPASS SOUTHERN  
TERMINUS, MAUI, HAWAII

Thank you for the letter dated April 8, 2013, providing input on the Draft Environmental Assessment (EA) for the Proposed Relocation of the Lahaina Bypass Southern Terminus. The State of Hawaii, Department of Transportation offers the following information in response to your comments as listed in your letter.

We acknowledge your comment that the proposed project has the potential to impact several endangered species including the Hawaiian Hoary Bat, Blackburn's Sphinx Moth, Hawaiian Petrel, Newell's Shearwater, and the Hawaiian Goose (Nene).

An updated floral and faunal survey was conducted by Robert Hobdy in November 2012. Of the potentially impacted endangered species, the Hawaiian Hoary Bat alone was detected at the project site, although it is understood that the Hawaiian Petrel and Newell's Shearwater may transit the site during their breeding season, and that Nene are known to be present in proximity to the proposed project area and are often attracted to newly seeded and irrigated areas, such as those that are components of the proposed project.

In regards to the Hawaiian Hoary Bat, no clearing of vegetation taller than 15-ft. during the bat pupping season of June 1 to September 15 will occur as recommended, to the extent practicable.

Furthermore, seabird friendly lighting will be utilized to avoid adverse impacts to the Hawaiian Petrel and Newell's Shearwater to the extent practicable.



LISA J. HADWAY  
November 17, 2015  
Page 2

HWY-PA 2.1216

We confirm that minimization and avoidance measures for Nene will be applied, which include but are not limited to establishing hardened vegetated ground cover early in the project, removing temporary irrigation at least 90 days prior to opening of the bypass, avoiding the use of geotextile matting, preventing areas from ponding and construction personnel education. In addition, if Nene become present on the project site, notification to the Division of Forestry and Wildlife (DOFAW) Maui Branch Wildlife Manager will be given by the department. Similarly, if a nest is inadvertently discovered, all activity will be halted, and the DOFAW Maui Branch Wildlife Manager will be contacted for further guidance.

It is acknowledged that take of endangered or threatened species appears to be unlikely at this time with the aforementioned proposed minimization and avoidance measures and with project activity limited to daylight hours.

Finally, monitoring will be undertaken as recommended to document any injuries or fatalities of endangered or threatened species. Should on-site monitoring identify any taking, or if changes in the project are anticipated or new information reveals that endangered or threatened species will be affected, the DOFAW will be contacted for consultation on the potential impacts of the project.

Thank you again for your participation in this draft EA review process for this important highway improvement project. A copy of your letter and this response letter will be included in the final EA for the project. If you have any questions, please call Darell Young, Highways Division, Planning Branch, at (808) 587-1835.

c: Rory Frampton - Makila Land Company  
Mark Alexander Roy - Munekiyo & Hiraga, Inc.

bc: HWY-PA

DY:emk

# COUNTY AGENCIES

## COMMENT FORM

### PROPOSED RELOCATION OF THE LAHAINA BYPASS SOUTHERN TERMINUS

Aloha! Welcome to the public meeting for the proposed Relocation of the Lahaina Bypass Southern Terminus project. The Hawaii Department of Transportation (HDOT) encourage all interested individuals and organizations to comment on the Draft Environmental Assessment (EA) for the project.

To submit this comment form at tonight's meeting, please deposit it into the Comment Box before you leave. To submit this comment form by mail, please fold and staple, and affix proper postage. We ask that written comments be submitted by June 22, 2012. For more information on the project, please contact Darell Young at HDOT by phone at (808)587-1835, or by email at [darell.young@hawaii.gov](mailto:darell.young@hawaii.gov).

Name: Alan Arakawa (Mayor) Address: 200 S. High St.

Phone: 270-7855 Wailuku Maui

Email: mayors.office @ maui county.gov. www.maui county.gov.

Comments:

The County of Maui respectfully requests the  
relocation of the Honoapiilani Highway as requested  
by the state DOT as the preferred alignment (and this  
in presentation)

We are in the process of acquiring the coastline  
area for park purposes. We would prefer not having  
the new highway alignment running through the park.

April 20, 2012  
 TNRW Mox. (2) 4-7-001: 0.26 (portion) and 0.30  
 Mox is conceptual and is not to scale.

NEIL ABERCROMBIE  
GOVERNOR



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

June 19, 2013

GLENN M. OKIMOTO  
DIRECTOR

Deputy Directors  
JADE T. BUTAY  
FORD N. FUCHIGAMI  
RANDY GRUNE  
JADINE URASAKI

IN REPLY REFER TO:  
HWY-PA  
2.5018

The Honorable Alan Arakawa  
Mayor  
County of Maui  
200 South High Street  
Kalana O Maui Building 9<sup>th</sup> Floor  
Wailuku, Hawaii 96793-2155

Dear Mayor Arakawa:

Subject: Draft Environmental Assessment Comments  
Proposed Relocation of the Lahaina Bypass Southern Terminus, Maui, Hawaii

Thank you for attending the public meeting on June 12, 2012 and for your comment form providing input on the Draft Environmental Assessment (EA) for the proposed relocation of the southern terminus of the Lahaina Bypass. The Hawaii Department of Transportation acknowledges your support of the preferred alignment (Alternative #3) for the project as presented at the June 12, 2012 public informational meeting.

The Department also acknowledges your comment that the County of Maui is interested in acquiring land in the area for purposes of establishing a future coastal park. It is also our understanding that the County anticipates that the highway alignment will be located within the land area contemplated for purchase and that language has been included in the Maui Island Plan which clarifies that the County's acquisition of the land for future park purpose is not intended to hinder route selection through this area and that once the route is selected, the corridor will not be considered as future park land.

Thank you again for your participation in the EA review process for this important highway improvement project. A copy of your comment form and this response letter will be included in the Final EA for the project. If you have any questions, please contact Darell Young, Highways Division, Planning Branch at (808) 587-1835.

Very truly yours,

A handwritten signature in black ink, appearing to read "Glenn M. Okimoto".

GLENN M. OKIMOTO, Ph.D.  
Director of Transportation

bc: Makila Land Company (Rory Frampton)  
Munekiyo & Hiraga, Inc. (Mark Alexander Roy)  
HWY-PA

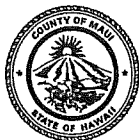
DY:th

MAY 11 2012

Council Chair  
Danny A. Mateo

Vice-Chair  
Joseph Pontanilla

Council Members  
Gladys C. Baisa  
Robert Carroll  
Elle Cochran  
Donald G. Couch, Jr.  
G. Riki Hokama  
Michael P. Victorino  
Mike White



Director of Council Services  
Ken Fukuoka

**COUNTY COUNCIL**  
COUNTY OF MAUI  
200 S. HIGH STREET  
WAILUKU, MAUI, HAWAII 96793  
[www.mauicounty.gov/council](http://www.mauicounty.gov/council)

May 9, 2012

Department of Transportation  
State of Hawaii  
Attn: Darell Young  
869 Punchbowl Street  
Honolulu, HI 96813

**SUBJECT: Draft Environmental Assessment (EA) for the Proposed  
Relocation of the Lahaina Bypass Southern Terminus, Maui,  
Hawaii**

Dear Mr. Young:

Thank you for the opportunity to provide review and comments for the Draft Environmental Assessment For The Proposed Relocation of the Lahaina Bypass Southern Terminus.

After review of the information presented, I have no comments at the present time on the proposed relocation.

Sincerely,

  
JOSEPH PONTANILLA,  
COUNCIL VICE-CHAIR

Cc: Munekiyo & Hiraga, Inc., Mark Alexander Roy, AICP, Vice President



DEPARTMENT OF  
**HOUSING AND HUMAN CONCERNS**  
HOUSING DIVISION  
COUNTY OF MAUI

MAY 11 2012

ALAN M. ARAKAWA  
Mayor

JO-ANN T. RIDAO  
Director

JAN SHISHIDO  
Deputy Director

35 LUNALILO STREET, SUITE 102 • WAILUKU, HAWAII 96793 • PHONE (808) 270-7351 • FAX (808) 270-6284

May 9, 2012

Mr. Darell Young  
Department of Transportation  
869 Punchbowl Street  
Honolulu, Hawaii 96813

Dear Mr. Young:

**Subject: Draft Environmental Assessment (EA) for the  
Proposed Relocation of the Lahaina Bypass Southern  
Terminus, Maui, Hawaii**

The Department has reviewed the request for the Draft Environmental Assessment (EA) for the above subject project. Based on our review, we have determined that the subject project is not subject to Chapter 2.96, Maui County Code. At the present time, the Department has no additional comments to offer.

Please call Mr. Veranio Tongson Jr. of our Housing Division at (808) 270-1741 if you have any questions.

Sincerely,

WAYDE T. OSHIRO  
Housing Administrator

cc: Director of Housing and Human Concerns  
Munekiyo & Hiraga, Inc. ✓

NEIL ABERCROMBIE  
GOVERNOR



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

GLENN M. OKIMOTO  
DIRECTOR

Deputy Directors  
JADE T. BUTAY  
FORD N. FUCHIGAMI  
RANDY GRUNE  
JADINE URASAKI

IN REPLY REFER TO:

HWY-PA  
2.5040

June 19, 2013

Mr. Wayde T. Oshiro  
Housing Administrator  
County of Maui  
Department of Housing and Human Concerns  
35 Lunalilo Street, Suite 102  
Wailuku, Hawaii 96793

Dear Mr. Oshiro:

Subject: Draft Environmental Assessment Comments  
Proposed Relocation of the Lahaina Bypass Southern Terminus, Maui, Hawaii

Thank you for your letter dated May 9, 2012 providing input on the Draft Environmental Assessment (EA) for the Proposed Relocation of the Lahaina Bypass Southern Terminus.

We acknowledge the confirmation from your office that the proposed project is not subject to Maui County Code, Chapter 2.96 Workforce Housing requirements.

Thank you again for your participation in the EA review process for this important highway improvement project. A copy of your letter and this response letter will be included in the Final EA for the project. If you have any questions, please contact Darell Young, Highways Division, Planning Branch at (808) 587-1835.

Very truly yours,

A handwritten signature in black ink, appearing to read "Glenn M. Okimoto".

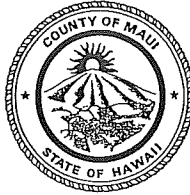
GLENN M. OKIMOTO, Ph.D.  
Director of Transportation

bc: Makila Land Company (Rory Frampton)  
Munekiyo & Hiraga, Inc. (Mark Alexander Roy)  
HWY-PA

DY:th



ALAN M. ARAKAWA  
Mayor



MAY 17 2012

GLENN T. CORREA  
Director

PATRICK T. MATSUI  
Deputy Director

(808) 270-7230  
FAX (808) 270-7934

**DEPARTMENT OF PARKS & RECREATION**

700 Hali'a Nakoa Street, Unit 2, Wailuku, Hawaii 96793

May 11, 2012

Darell Young  
Department of Transportation  
869 Punchbowl Street  
Honolulu, HI 96813

**SUBJECT: Draft Environmental Assessment (EA) for the Proposed  
Relocation of the Lahaina Bypass Southern Terminus, Maui,  
Hawaii**

Dear Mr. Young:

Based on our review of the information provided in the Draft Environmental Assessment (EA) for the proposed Relocation of the Lahaina Bypass Southern Terminus, the Department of Parks and Recreation supports the project.

Thank you for the opportunity to review and comment on this matter. Should you have any questions or need of additional information, please contact me or Robert Halvorson at 808.870.5942 or [robert.halvorson@co.maui.hi.us](mailto:robert.halvorson@co.maui.hi.us)

Sincerely,

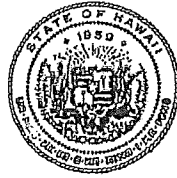
A handwritten signature in black ink, appearing to read "GLENN T. CORREA", is written over the printed name.

GLENN T. CORREA  
Director

c: Robert Halvorson, Planning & Development  
Mark Alexander Roy, Munekiyo & Hiraga, Inc.

GTC:RH:do

NEIL ABERCROMBIE  
GOVERNOR



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

GLENN M. OKIMOTO  
DIRECTOR

Deputy Directors  
JADE T. BUTAY  
FORD N. FUCHIGAMI  
RANDY GRUNE  
JADINE URASAKI

IN REPLY REFER TO:  
HWY-PA  
2.5012

June 19, 2013

Mr. Glenn T. Correa  
Director  
County of Maui  
Department of Parks & Recreation  
700 Halia Nakoa Street, Unit 2  
Wailuku, Hawaii 96793

Dear Mr. Correa:

Subject: Draft Environmental Assessment Comments  
Proposed Relocation of the Lahaina Bypass Southern Terminus, Maui, Hawaii

Thank you for your letter dated May 11, 2012 providing input on the Draft Environmental Assessment (EA) for the Proposed Relocation of the Lahaina Bypass Southern Terminus.

We acknowledge that the Department of Parks & Recreation is in support of the proposed project.

Thank you again for your participation in the EA review process for this important highway improvement project. A copy of your letter and this response letter will be included in the Final EA for the project. If you have any questions, please contact Darell Young, Highways Division, Planning Branch at (808) 587-1835.

Very truly yours,

A handwritten signature in cursive script, appearing to read "Glenn M. Okimoto", is written over a horizontal line.

GLENN M. OKIMOTO, Ph.D.  
Director of Transportation

bc: Makila Land Company (Rory Frampton)  
Munekiyo & Hiraga, Inc. (Mark Alexander Roy)  
HWY-PA

DY:th

ALAN M. ARAKAWA  
Mayor

WILLIAM R. SPENCE  
Director

MICHELE CHOUTEAU McLEAN  
Deputy Director



JUN 19 2012

COUNTY OF MAUI  
**DEPARTMENT OF PLANNING**

June 18, 2012

Mr. Darell Young  
State of Hawaii Department of Transportation  
869 Punchbowl Street  
Honolulu, Hawaii 96813

Dear Mr. Young:

**SUBJECT: COMMENTS REGARDING THE DRAFT ENVIRONMENTAL ASSESSMENT  
(EA) FOR THE PROPOSED RELOCATION OF THE LAHAINA BYPASS  
SOUTHERN TERMINUS, LAUNIUPOKO, ISLAND OF MAUI, HAWAII;  
TMKS: (2) 4-7-001:026, 027, AND 030 (EAC 2012/0007)**

The Department of Planning (Department) has the following comments in regards to your letter dated May 4, 2012, requesting comments on the Draft EA.

The Department understands the proposed action includes the following:

- The relocation of the southern terminus of the Lahaina Bypass Highway from its current terminus point just south of Launiupoko Beach Park to the vicinity of the Olowalu Transfer Station; and
- To analyze connector roadway alignments in the vicinity of Puamana.

Based on the foregoing, the Department provides the following comments on the Draft EA:

1. If the Maui Island Plan is adopted prior to the submittal of the Final EA, then include in the Final EA an analysis of how the proposed project complies with the Maui Island Plan;
2. The Draft EA states that the policies and objectives of the Countywide Policy Plan (CPP) and the West Maui Community Plan (WMCP) are further discussed in Chapter IV. The Department suggests that the Applicant further expand its analysis on relevant policies and objectives, and include others that were omitted from the Draft EA.;
3. Page 9: Please include a citation and map, if applicable, for the statement that the beach has decreased by thirty-four percent (34%) between 1949 and 1997;
4. Page 12: The Applicant states that it is using the Pali to Puamana Parkway MastMaster Plan (P to P plan) as a complimentary document to support its actions (and mauka alignment). However, the Department notes that many of the objectives and policies described in the P to P Plan that support its preferred alignment,s not support the Applicant's preferred mauka alignment, are omitted from the Draft EA.

As stated in No. 2 above, please include those policies applicable to this project and address them in the Draft EA;

5. Chapter II: Please provide a cost analysis for all three (3) proposed alignments/alternatives. The costs should include intersection infrastructure, roundabouts, underpasses, drainage improvements, land acquisition, etc.;
6. Page 15, No. 1, paragraph 2: Although the State Department of Transportation (DOT) has begun the initial stages of drafting an EIS for the relocation of Honoapi'ilani Highway (from Maalaea to Launiupoko), the effort has been slow-going, the Draft EIS has yet to be completed and there has been no funding secured for the project. The Applicant's language in this section gives a different impression. Please reword this to reflect the proper status of the project and its estimated timeline;
7. Page 23: Please clarify if the ROW corridor is proposed to be 150 feet wide (see Page 13 and possibly others) or 160 feet wide (Pages 23 and 29 and possibly others) as there are references to both numbers within the Draft EA;
8. Page 23, paragraph 1: The Applicant states that Kai Hele Ku would require "significant" realignment under Alternative 2. Please elaborate on what is meant by "significant";
9. Chapter III: Please include a Zoning map as a Figure;
10. Page 30, paragraph 1: Please rephrase the text, "*Planned* uses in the vicinity of the corridor..." The use of the word "planned" can mislead the reader into believing that approvals have been granted for this type of use. A suggested term is "proposed";
11. Page 30, item (b): Please rephrase the text, "...will traverse or run adjacent to land, which in the long run, will include agricultural lots and a master-planned rural residential community." As stated above, there have been no approvals given by either the State or the County to support such a community and to imply otherwise is misleading;
12. Figure 13: The figure's key states "Proposed..." and the title states "Planned...", so it is unclear how these are being proposed or planned. The Department suggests that the key identifies proposed Maui Island Plan designations, and that the map and/or title better indicate how other uses are being planned;
13. Page 44: Please amend the statement that Launiupoko Stream is "not perennial" so that it is qualified as "perennial in upper reaches and intermittent in lower reaches";
14. Page 46: Best Management Practices (BMPs) for erosion and sediment control are absent from the preliminary drainage report (Appendix B). Please provide information on BMPs to prevent sediment, either airborne or in runoff, from entering

- the stream channels or coastal waters and impacting the marine resources, particularly the Olowalu unique and extensive coral reefs;
15. Pages 48, 49, and 97 (and possibly other areas within the Draft EA): Please revise text that states the proposed action is not part of a significant view corridor as the County's 2006 Scenic Resource Inventory rated this corridor as high for scenic resources;
  16. Page 52: Please clarify that the recommendations made by the Lahaina Chapter of the Hawaiian Civic Club are being incorporated into the project and discuss how;
  17. Pages 54 and 55: Please replace census data with the updated 2010 Census figures;
  18. Page 55, No. 3: Please revise the text in this paragraph to exclude the Ritz-Carlton Kapalua from the Ka'anapali district;
  19. Page 55: The Department notes that having the "availability of vacation rentals, world-class resorts, and recreational facilities" is not the only foundation for the region's visitor strength. It would be remiss to exclude the region's dry, sunny climate; spectacular ocean resources; distant island views; West Maui Mountains; world-class beaches and coral reefs; and the Lahaina Historic District;
  20. Page 61: Under "Honoapiilani Highway (Existing)", please include language that indicates that the local resident population also uses the highway to get to and from their homes, work, school, stores, recreation, etc. and not just to the resort areas of Lahaina, Kaanapali, and Kapalua;
  21. Pages 63 and 64: The Traffic Impact Analysis Report (TIAR) should be revised to address the assumption that "the portion of the Honoapiilani Highway immediately south of the proposed location for the southern terminus would be widened to four (4) lanes by 2020 to accommodate projected traffic volumes". There is little likelihood of the State completing its EIS for the relocation project, nor securing funding by 2020 to construct four (4) lanes, and there is also no evidence to support the construction by private entities.;
  22. Page 65: The Department would recommend a more thoughtful discussion of roundabouts. For example, the "non-conforming items" indicate that operating speeds should not exceed 35 miles per hour while the Bypass is designed for 55 mph; please explain how this compares to the reduction in speed to zero mph for a stop light and then the start up speeds compared to a reduction in speed approaching a roundabout and then proceeding through at 25 to 35 mph. Please include cost, traffic flow, capacity and time delay comparisons for lighted intersections, over/underpasses and roundabouts;
  23. Page 65: The fourth bullet appears to contradict text on Page 36 which states the topography is "generally flat to slightly sloping towards the ocean;"

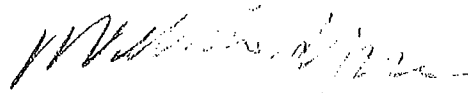
24. Please provide a timeline on when the entire Lahaina Bypass will be expanded to include four (4) lanes. Will this occur between 2013 and 2035?
25. Page 86: The Department is concerned about the level of public participation in this project. The Department would highly recommend that more public meetings be held and that, at a minimum, the Applicant seek review and comment from the Cultural Resources Commission and the Maui Planning Commission. It is likely, if not certain, that the Maui Planning Commission will consider Special Management Area applications for proposed subdivisions makai of the bypass alignment in the Launiupoko vicinity and the intersection/connection with the existing highway near the Olowalu transfer station;
26. Page 88: The Department encourages the implementation of Bike Plan Hawaii and supports the Applicant's intention to incorporate any and all recommendations made in the plan; and
27. The Department offers these comments for Appendices E and G:
  - a) "Mākila" is a site located in an ahupua'a of the same name in the district or moku of Lahaina. It is not associated with Launiupoko. Mākila is also located within the Lahaina National Historic Landmark, was the site of Wailehua Heiau (1738-1740), and has an authentic history. The current uses of Hawaiian place names can erode traditional Hawaiian culture and sever the associations of place names with actual places;
  - b) The proposed *mauka* movement of the alignment of the highway alters the traditional cultural landscape. This scenic highway has closely paralleled the coastline since it was first completed in 1901. It remains a very popular tourist attraction because of its view planes and vistas of the West Maui coast as well as the islands of Kaho'olawe and Lāna'i. In addition, the highway provides travelers with ample opportunities to stop along the shore, access numerous beaches, and utilize public parks. The proposed *mauka* movement of the alignment severs this historical relationship between the road and the sea and severely impacts the tourist experience.
  - c) The research (Graves et al 1998) provided in Appendix E is dated and some of the findings conflict with current research findings;
  - d) Appendix E, Page 5, paragraph 2 and Page 8, paragraph 1: "Lahaina served as the capital until 1850." This is incorrect. The capital of the Hawaiian Kingdom was moved from Lahaina to Honolulu in 1845;
  - e) Appendix E, Page 12, paragraph 3: "Horner and Isenberg's agent was H. Hackfeld Co., which later became Amfac, Inc." This is incorrect. Hackfeld did not become Amfac. See Pioneer Mill Company, Ltd. Office, Nomination to the National Register of Historic Places, Solamillo 2007 and revise

Mr. Darell Young  
June 18, 2012  
Page 5

accordingly.;

Thank you for the opportunity to comment. If you require further clarification, please contact Staff Planner Kathleen Ross Aoki at [kathleen.aoki@mauicounty.gov](mailto:kathleen.aoki@mauicounty.gov) or at (808) 270-5529.

Sincerely,

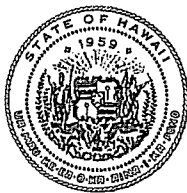


WILLIAM SPENCE  
Planning Director

xc: Clayton I. Yoshida, AICP, Planning Program Administrator (PDF)  
John F. Summers, Planning Program Administrator (PDF)  
David Yamashita, Long Range Division Planner Supervisor (PDF)  
Kathleen Ross Aoki, Staff Planner (PDF)  
Ken Tatsuguchi, Hawaii Department of Transportation - Planning Division  
Michael Munekiyo, Munekiyo & Hiraga, Inc., Consultant  
Rory Frampton, Makila Land Company  
Project File  
General File

WRS:KRA:rm

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

FORD N. FUCHIGAMI  
DIRECTOR

DEPUTY DIRECTORS  
JADE T. BUTAY  
ROSS M. HIGASHI  
EDWIN H. SNIFFEN  
DARRELL T. YOUNG

IN REPLY REFER TO:  
HWY-PA 2.1221

November 17, 2015

Mr. William Spence  
Director  
Planning Department  
County of Maui  
2200 Main Street, Suite 315  
Wailuku, Hawaii 96793

Dear Mr. Spence:

Subject: Draft Environmental Assessment Comments  
Proposed Relocation of Lahaina Bypass Southern Terminus, Maui, Hawaii

Thank you for your letter dated June 18, 2012, providing input on the Draft Environmental Assessment (EA) for the Proposed Relocation of the Lahaina Bypass Southern Terminus. The State of Hawaii Department of Transportation offers the following information in response to the comments in your letter:

***Comment No. 1:***

*If the Maui Island Plan is adopted prior to the submittal of the Final EA, then include in the Final EA an analysis of how the proposed project complies with the Maui Island Plan;*

***Response:***

The Maui Island Plan was adopted in December 2012. As such, the Final EA will include an analysis of how the proposed project is consistent with the Maui Island Plan.

***Comment No. 2:***

*The Draft EA states that the policies and objectives of the Countywide Policy Plan (CPP) and the West Maui Community Plan (WMCP) are further discussed in Chapter IV. The Department suggests that the Applicant further expand its analysis on relevant policies and objectives, and include others that were omitted from the Draft EA;*



***Response:***

The Final EA will include an analysis of the policies and objectives of the Countywide Policy Plan and the West Maui Community Plan that are pertinent to the proposed project.

***Comment No. 3:***

*Page 9: Please include a citation and map, if applicable, for the statement that the beach has decreased by thirty-four percent (34%) between 1949 and 1999;*

***Response:***

Thank you for your comment. We will include this requested information in the Final EA for the project.

***Comment No. 4:***

*Page 12: The Applicant states that it is using the Pali to Puamana Parkway Master Plan (P to P plan) as a complimentary document to support its actions (and mauka alignment). However, the Department notes that many of the objectives and policies described in the P to P Plan that support its preferred alignments not support the Applicant's preferred mauka alignment, are omitted from the Draft EA. As stated in No. 2 above, please include those policies applicable to this project and address them in the Draft EA;*

***Response:***

We note your comment regarding the objectives and policies set forth in the Pali to Puamana Parkway Master Plan. It is our understanding that a version of the Master Plan was presented to the County Council in 2005, but that it has not been officially adopted. A Final EA proposing to implement the Master Plan through Community Plan amendments was accepted by the Maui Planning Commission in 2008, however, the proposed implementation strategies differed from the 2005 version of the Master Plan. A secondary review of the accepted Final EA will be completed and any applicable objectives/policies included in the Final EA for the project.

***Comment No. 5:***

*Chapter II: Please provide a cost analysis for all three (3) proposed alignments/alternatives. The costs should include intersection infrastructure, roundabouts, underpasses, drainage improvements, land acquisition, etc.*

***Response:***

A relative cost comparison has been prepared for all three (3) alternatives and will be included in the Final EA. A traffic addendum report has also been prepared and utilized relative cost estimates to analyze various intersection options, as appropriate. Cost estimates for roundabouts were not conducted since they were ruled out of consideration based on other factors.

***Comment No. 6:***

*Page 15, No. 1, paragraph 2: Although the State Department of Transportation (DOT) has begun the initial stages of drafting an EIS for the relocation of Honoapi'ilani Highway (from Maalaea to Launiupoko), the effort has been slow-going, the Draft EIS has yet to be completed and there has been no funding secured for the project. The Applicant's language in this section gives a different impression. Please reword this to reflect the proper status of the project and its estimated timeline;*

***Response:***

Revised language will be included in the Final EA that clearly states that the Department is in its initial scoping phase for the Honoapiilani Highway Realignment/Widening, Maalaea to Launiupoko Study.

***Comment No. 7:***

*Page 23: Please clarify if the ROW corridor is proposed to be 150 feet wide (see Page 13 and possibly others) or 160 feet wide (Pages 23 and 29 and possibly others) as there are references to both numbers within the Draft EA;*

***Response:***

The minimum Right-of-Way (ROW) width is 150 ft. wide. Based on cut and fill the ROW width may vary and in some locations be wider than 150 ft. Nonetheless, the Final EA will be consistent by reflecting the ROW width as a "minimum" of 150 feet wide.

***Comment No. 8:***

*Page 23, paragraph 1: The Applicant states that Kai Hele Ku would require "significant" realignment under Alternative 2. Please elaborate on what is meant by "significant";*

***Response:***

Plans included in the Final EA will better illustrate the intersection configurations of Kai Hele Ku Street with the project alternatives.

***Comment No. 9***

*Chapter III: Please include a Zoning map as a Figure;*

***Response***

At this time, a zoning figure for the project area is unavailable, as the existing County zoning maps end at the Puamana area.

***Comment No. 10:***

*Page 30, paragraph 1: Please rephrase the text, "Planned uses in the vicinity of the corridor...." The use of the word "planned" can mislead the reader into believing that approvals have been granted for this type of use. A suggested term is "proposed";*

***Response:***

Thank you for your suggestion. The word "planned" will be replaced with the word "proposed" in the Final EA as appropriate.

***Comment No. 11:***

*Page 30, item (b): Please rephrase the text, "...will traverse or run adjacent to land which in the long run, will include agricultural lots and a master-planned rural residential community." As stated above, there have been no approvals given by either the State or the County to support such a community and to imply otherwise is misleading;*

***Response:***

The word "proposed" will be inserted prior to "a master-planned rural residential community." The document will also note the inclusion of the proposed project in the Maui Island Plan.

***Comment No. 12:***

*Figure 13: The figure's key states "Proposed..." and the title states "Planned....", so it is unclear how these are being proposed or planned. The Department suggests that the key identifies proposed Maui Island Plan designations, and that the map and/or title better indicate how other uses are being planned;*

***Response:***

Thank you for your suggestion. An updated figure will be included in the Final EA which illustrates the adopted Maui Island Plan designations and which classifies the status of the labeled areas.

***Comment No. 13:***

*Page 44: Please amend the statement that Launiupoko Stream is “not perennial” so that it is qualified as “perennial in upper reaches and intermittent in lower reaches”;*

***Response:***

This statement will be revised to reflect that the stream is ephemeral in the lower reaches.

***Comment No. 14:***

*Page 46: Best Management Practices (BMPs) for erosion and sediment control are absent from the preliminary drainage report (Appendix B). Please provide information on BMPs to prevent sediment, either airborne or in runoff, from entering the stream channels or coastal waters and impacting the marine resources, particularly the Olowalu unique and extensive coral reefs;*

***Response:***

A comprehensive Best Management Practices (BMPs) program will be implemented during the construction of the project to mitigate the potential for sedimentation impacts to near shore waters and coral reef ecosystems. The contractor will be required to follow the Water Pollution and Erosion Control specifications outlined in Section 209 of the “Hawaii Standard Specifications for Road, Bridge and Public Works Construction.” The contractor will also be required to follow Maui County’s rules related to soil erosion and sedimentation control. Long term measures will include establishment of retention basins to capture the additional runoff generated by the impermeable paved highway to maintain the current peak runoff during a 50-year storm, in accordance with Maui County’s “Rules for the Design of Storm Drainage Facilities”. In addition, Maui County has recently adopted “Rules for Storm Water Treatment Best Management Practices” which establish requirements for appropriate desilting and/or filtering mechanisms to minimize impacts from changes in storm water runoff quality.

***Comment No. 15:***

*Pages 48, 49, and 97 (and possibly other areas within the Draft EA): Please revise text that states the proposed action is not part of a significant view corridor as the County’s 2006 Scenic Resource Inventory rated this corridor as high for scenic resources;*

***Response:***

Thank you for your comment. The applicable sections of the Final EA will be revised to reflect that the project corridor is in an area containing high quality scenic resources.

***Comment No. 16:***

*Page 52: Please clarify that the recommendations made by the Lahaina Chapter of the Hawaiian Civic Club are being incorporated into the project and discuss how;*

***Response:***

The Final EA will clarify how the recommendations made by the Lahaina Chapter of the Hawaiian Civic Club during preparation of the Cultural Impact Assessment will be incorporated into the proposed project.

***Comment No. 17:***

*Pages 54 and 55: Please replace census data with the updated 2010 Census figures;*

***Response:***

Updated 2010 census data will be used for the population analysis provided in the Final EA.

***Comment No. 18:***

*Page 55, No. 3: Please revise the text in this paragraph to exclude the Ritz-Carlton Kapalua from the Ka'anapali district;*

***Response:***

As suggested, the statement will be revised to remove the Ritz-Carlton Kapalua from the Kaanapali District.

***Comment No. 19:***

*Page 55: The Department notes that having the "availability of vacation rentals, world-class resorts, and recreational facilities" is not the only foundation for the region's visitor strength. I would be remiss to exclude the region's dry, sunny climate; spectacular ocean resources; distant island views; West Maui Mountains; world-class beaches and coral reefs; and the Lahaina Historic District;*

**Response:**

As suggested, this section of the Final EA will include reference to the climate and natural resources when discussing the popularity of the West Maui region for tourists.

**Comment No. 20:**

*Page 61: Under "Honoapiilani Highway (Existing)", please include language that indicates that the local resident population also uses the highway to get to and from their homes, work, school, stores, recreation, etc. and not just to the resort areas of Lahaina, Kaanapali, and Kapalua.*

**Response:**

Language will be added to the Final EA to clarify that the local residential population also uses the Honoapiilani Highway to get to and from their homes, work, school, store, recreation, etc.

**Comment No. 21:**

*Pages 63 and 64: The Traffic Impact Analysis Report (TIAR) should be revised to address the assumption that "the portion of the Honoapiilani Highway immediately south of the proposed location for the southern terminus would be widened to four (4) lanes by 2020 to accommodate project traffic volumes:. There is little likelihood of the State completing its EIS for the relocation project, nor securing funding by 2020 to construct four (4) lanes, and there is also no evidence to support the construction by private entities.;*

**Response:**

As previously mentioned, revised language will be included in the Final EA that clearly states that the Department is in its initial scoping phase for the Honoapiilani Highway Realignment/Widening, Maalaea to Launiupoko Study.

**Comment No. 22:**

*Page 65: The Department would recommend a more thoughtful discussion of roundabouts. For example, the "non-conforming items" indicate that operating speed should not exceed 35 miles per hour while the Bypass is designed for 55 mph; please explain how this compares to the reduction in speed to zero mph for a stop light and then the start up speeds compared to a reduction in speed approaching a roundabout and then proceeding through at 25 to 35 mph. Please include cost, traffic flow, capacity and time delays comparisons for lighted intersections, over/underpasses and roundabouts;*

***Response:***

A TIAR Addendum has been prepared as part of the Final EA preparation process. The TIAR Addendum includes an analysis of Hawaii Department of Transportation's (HDOT) December 18, 2008, Modern Roundabout Policy Guideline, which provides general guidelines, concepts and design elements regarding modern roundabouts as an alternative form of intersection configuration that should be considered. Study intersections were evaluated for consideration of a roundabout using the future forecast volume scenarios.

Modern roundabout designs must be based on long-term traffic projections and consider full build-out needs. If an intersection is not acceptable in 2035, then it is not possible in 2020. The Modern Roundabout Policy Guideline (HDOT, 2008) states, "it is the policy of the department to generally limit consideration to modern single-lane roundabouts only. While modern multi-lane roundabouts can accommodate high volumes of traffic, there are inherent operational and design complexities with modern multi-lane roundabouts." Intersections along the Lahaina Bypass and Puamana Connector are precluded from considering a roundabout due to the latest policy of the Department that limits consideration to single-lane roundabouts only. Full build-out operations of the Lahaina Bypass and Puamana Connector are planned for four (4) lanes which would require a multi-lane roundabout at intersections.

***Comment No. 23:***

*Page 65: The fourth bullet appears to contradict text on Page 36 which states the topography is "generally flat to slightly sloping toward the ocean;"*

***Response:***

Thank you for your comment. We will clarify these statements in the Final EA.

***Comment No. 24:***

*Please provide a timeline on when the entire Lahaina Bypass will be expanded to include four (4) lanes. Will this occur between 2013 and 2035?*

***Response:***

Thank you for your comment. The TIAR assumes that the Lahaina Bypass will be widened to four (4) lanes by 2035.

**Comment No. 25:**

*Page 86: The Department is concerned about the level of public participation in this project. The Department would highly recommend that more public meetings be held and that, at a minimum, the Applicant seek review and comment from the Cultural Resources Commission and the Maui Planning Commission. It is likely, if not certain, that the Maui Planning Commission will consider Special Management Area applications for proposed subdivisions makai of the bypass alignment in the Launiupoko vicinity and the intersection/connection with the existing highway near the Olowalu transfer station;*

**Response:**

We note your comment regarding public participation and that Special Management Area (SMA) Applications, as required, will be reviewed by the Maui Planning Commission for future improvements in vicinity of the proposed alignment. An SMA application for the new intersection of the Lahaina Bypass with the existing Honoapillani Highway will be submitted to the Department of Planning upon completion of the environmental review process for the proposed Southern Terminus Relocation Project.

**Comment No. 26:**

*Page 88: The Department encourages the implementation of Bike Plan Hawaii and supports the Applicant's intention to incorporate any and all recommendations made in the plan; and*

**Response:**

We note your support of implementation of the recommendations of Bike Plan Hawaii. As noted in the Draft EA, Bike Plan Hawaii recommended the Lahaina Bypass as a "shared sign roadway", which means that the bikeway will utilize the shoulder of the paved facility. This recommendation will be incorporated as part of the implementation of the Bypass. The other two (2) recommended facilities in the area are envisioned to occur as separated bikepaths generally running along either side of the existing Honoapiilani Highway. These two (2) facility recommendations will not be developed in conjunction with the proposed project.

**Comment No. 27:**

*The Department offers these comments for Appendices E and G:*

- a) *"Mākila" is a site located in an ahupua'a of the same name in the district or moku of Lahaina. It is not associated with Launiupoko. Mākila is also located within the Lahaina National Historic Landmark, was the site of Wailehua Heiau (1738-1740), and has an authentic history. The current uses of Hawaiian place names can erode traditional Hawaiian culture and sever the associations of place names with actual places;*



- b) *The proposed mauka movement of the alignment of the highway alters the traditional cultural landscape. This scenic highway has closely paralleled the coastline since it was first completed in 1901. It remains a very popular tourist attraction because of its view planes and vistas of the West Maui coast as well as the islands of Kaho‘olawe and Lāna‘i. In addition, the highway provides travelers with ample opportunities to stop along the shore, access numerous beaches, and utilize public parks. The proposed mauka movement of the alignment severs this historical relationship between the road and the sea and severely impacts the tourist experience.*
- c) *The research (Graves et al 1998) provided in Appendix E is dated and some of the findings conflict with current research findings;*
- d) *Appendix E, Page 5, paragraph 2 and Page 8, paragraph 1: “Lahaina served as the capital until 1850. This is incorrect. The capital of the Hawaiian Kingdom was moved from Lahaina to Honolulu in 1845;*
- e) *Appendix E, Page 12, paragraph 3: “Homer and Isenberg’s agent was H. Hackfeld Co., which later became Amfac, Inc.” This is incorrect. Hackfeld did not become Amfac. See Pioneer Mill Company, Ltd. Office, Nomination to the National Register of Historic Places, Solamill 2007 and revise accordingly.;*

**Response:**

- a. We note your comments regarding the use of Hawaiian place names in the Lahaina National Historic Landmark District.
- b. The existing Honoapiilani Highway is anticipated to continue to be maintained as a scenic highway parallel to the coastline used as a local roadway with slower vehicle speeds than the Lahaina Bypass and is not expected to impact the traditional cultural landscape. Access to the beach for cultural practices, such as fishing and limu gathering is, therefore, not expected to be impacted by the relocation of the southern terminus of the bypass. The use of the existing Honoapiilani Highway as a local roadway would also provide roadway users with a scenic drive along the coastline should they so choose to take the “slower” Honoapiilani Highway route, once this Lahaina Bypass segment is completed. In addition, an inland highway alignment has been supported by the Planning Department's initiatives, including the Pali to Puamana Parkway Plan (2005) and an adopted Environmental Assessment for said plan. The Maui Island Plan also contains objectives supporting the inland highway alignment.
- c. The Scientific Consultant Services, Inc. (SCS) preparer of the archaeological report, acknowledges that their findings did slightly contradict Graves et al 1998. The research authored by Graves et al was conducted in the project area and provided background

information that is acceptable by SHPD. The SCS further acknowledges that typically, current research contradicts older research as more information becomes available.

- d. Thank you for pointing out this incorrect information regarding the year the capital moved to Honolulu.
- e. We note your comment regarding this item. The research conducted by the SCS indicates that H. Hackfield Co. later would become AMFAC. Between 1885 and 1895, the mill changed hands three (3) times before finally falling under the control of Homer and Isenberg who incorporated the mill in 1895 (Goodwin and Leineweber 1997). Homer and Isenberg's agent was H. Hackfield Co. which later became AMFAC, Inc. According to the Harvard Business School Historical Collections, AMFAC, Inc., was incorporated in Hawaii in July 1918 as American Factors, Ltd., to take over the business of H. Hackfield & Company, Ltd., a company that was originally established in 1849. The name AMFAC was adopted in April 1966 (Harvard Business School, Baker Library, Historical Collections).

Thank you again for your participation in the EA review process for this important highway improvement project. A copy of your letter and this response letter will be included in the Final EA for the project. If you have any questions, please contact Darell Young, Highways Division, Planning Branch, at (808) 587-1835.

Sincerely,

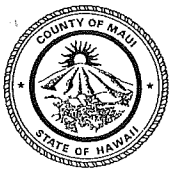


FORD N. FUCHIGAMI  
Director of Transportation

c: Rory Frampton - Makila Land Company  
Mark Alexander Roy - Munekiyo & Hiraga, Inc.

bc: HWY-PA

DY:emk



ALAN M. ARAKAWA  
MAYOR

OUR REFERENCE

YOUR REFERENCE

# POLICE DEPARTMENT

## COUNTY OF MAUI

55 MAHALANI STREET  
WAILUKU, HAWAII 96793  
(808) 244-6400  
FAX (808) 244-6411

June 8, 2012



GARY A. YABUTA  
CHIEF OF POLICE

CLAYTON N.Y.W. TOM  
DEPUTY CHIEF OF POLICE

Mr. Darell Young  
Department of Transportation  
869 Punchbowl Street  
Honolulu, HI 96813

Dear Mr. Young:

SUBJECT: Draft Environmental Assessment (EA) for the Proposed Relocation of  
the Lahaina Bypass Southern Terminus

This is in response to the request for comments on the above subject.

We have reviewed the information submitted for this project and have submitted our  
comments and/or recommendations. Thank you for giving us the opportunity to comment  
on this project.

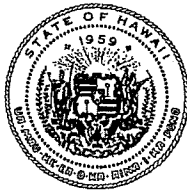
Very truly yours,

Assistant Chief Victor K. Ramos  
for: Gary A. Yabuta  
Chief of Police

Enclosure

c: William Spence, Planning Department  
✓Mark Alexander Roy, Munekiyo & Hiraga





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

FORD N. FUCHIGAMI  
DIRECTOR

DEPUTY DIRECTORS  
JADE T. BUTAY  
ROSS M. HIGASHI  
EDWIN H. SNIFFEN  
DARRELL T. YOUNG

IN REPLY REFER TO:  
HWY-PA 2.1257

November 23, 2015

Mr. Gary Yabuta  
Chief  
Police Department  
County of Maui  
55 Mahalani Street  
Wailuku, Hawaii 96793

Dear Chief Yabuta:

Subject: Draft Environmental Assessment Comments  
Proposed Relocation of Lahaina Bypass Southern Terminus, Maui, Hawaii

Thank you for your letter dated June 8, 2012, providing input on the Draft Environmental Assessment (EA) for the Proposed Relocation of the Lahaina Bypass Southern Terminus. The State of Hawaii, Department of Transportation (HDOT) offers the following information, in response to the comments in your letter:

- The HDOT notes your comments regarding traffic impacts during the construction of the proposed project and that there could be impacts to traffic when constructing the connection to Honoapiilani Highway at the southern terminus point. A construction management plan will be developed prior to initiation of construction activities at this location to minimize the potential for traffic conflicts.
- The potential for a bottleneck resulting from change in roadway capacity and number of lanes is acknowledged in the TIAR.
- The HDOT acknowledges and thanks you for your support of the proposed project.

Thank you again for your participation in the EA review process for this important highway improvement project. A copy of your letter and this response letter will be included in the Final EA for the project. If you have any questions, please contact Darell Young, Highways Division, Planning Branch, at (808) 587-1835.

Sincerely,

A handwritten signature in black ink, appearing to read "Ford N. Fuchigami".

FORD N. FUCHIGAMI  
Director of Transportation

c: Rory Frampton - Makila Land Company  
Mark Alexander Roy - Munekiyo & Hiraga, Inc.

bc: HWY-PA  
DY:emk

ALAN M. ARAKAWA  
Mayor



JUN 14 2012

DAVID TAYLOR, P.E.  
Director

PAUL J. MEYER  
Deputy Director

**DEPARTMENT OF WATER SUPPLY**

**COUNTY OF MAUI**

200 SOUTH HIGH STREET  
WAILUKU, MAUI, HAWAII 96793-2155  
[www.mauiwater.org](http://www.mauiwater.org)

June 6, 2012

Mr. Mark Alexander Roy  
Munekiyo & Hiraga, Inc.  
305 High St., Ste 104  
Wailuku, HI 96793

Re: TMK: (2) 4-7-001:026, 027, 030  
Project Name: Proposed Relocation of the Lahaina Bypass Southern Terminus

Dear Mr. Roy:

Thank you for the opportunity to comment on this Draft Environmental Assessment (DEA).

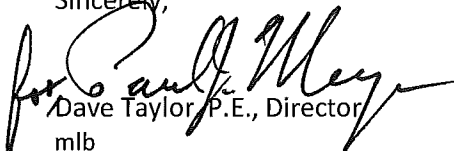
The project site is served by the Makila Water Company, a privately owned water utility company regulated by the Public Utilities Commission. The Department of Water Supply has no jurisdiction over projects served by private water systems.

The project overlies the Launipoko Aquifer. In order to protect groundwater sources, we recommend that the following mitigation measures be included in the EA and implemented during construction:

- Keep run-off on site.
- Prevent cement products, oil, fuel and other toxic substances from leaching into the ground.
- Properly install and maintain erosion control barriers such as silt fencing or straw bales.
- Retain ground cover until the last possible date.
- Disturb the smallest area possible.
- Properly and promptly dispose of all loosened and excavated soil and debris material.
- Stabilize denuded areas by sodding as soon as possible.

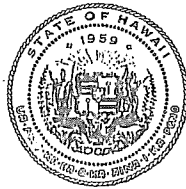
Should you have any questions, please contact Water Resources Staff Planner Marti Buckner at [marti.buckner@mauicounty.gov](mailto:marti.buckner@mauicounty.gov) or 808-463-3104.

Sincerely,

  
Paul J. Meyer  
Dave Taylor, P.E., Director  
mlb

cc: engineering division, applicant

*"By Water All Things Find Life"*



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

June 19, 2013

GLENN M. OKIMOTO  
DIRECTOR

Deputy Directors  
JADE T. BUTAY  
FORD N. FUCHIGAMI  
RANDY GRUNE  
JADINE URASAKI

IN REPLY REFER TO:  
HWY-PA  
2.5013

Mr. David Taylor, P.E.  
Director  
County of Maui  
Department of Water Supply  
200 South High Street  
Wailuku, Hawaii 96793-2155

Dear Mr. Taylor:

Subject: Draft Environmental Assessment Comments  
Proposed Relocation of the Lahaina Bypass Southern Terminus, Maui, Hawaii

Thank you for your letter dated June 6, 2012 providing input on the Draft Environmental Assessment (EA) for the Proposed Relocation of the Lahaina Bypass Southern Terminus. The Hawaii Department of Transportation offers the following information in response to your comments:

1. We acknowledge that the project site is served by the privately-owned Launiupoko Water Company and that the Department of Water Supply has no jurisdiction over projects served by private water systems. The proposed project is not anticipated to impact County water demand or affect County water infrastructure systems.
2. We thank you for your department's recommendations regarding protection of groundwater sources overlying the Launiupoko Aquifer. The mitigation measures noted in your letter will be reviewed by the design team and implemented to the extent practicable.

Thank you again for your participation in the EA review process for this important highway improvement project. A copy of your letter and this response letter will be included in the Final EA for the project. If you have any questions, please contact Darell Young, Highways Division, Planning Branch at (808) 587-1835.

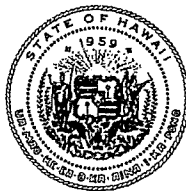
Very truly yours,

A handwritten signature in cursive script, appearing to read "Glenn M. Okimoto".

GLENN M. OKIMOTO, Ph.D.  
Director of Transportation

bc: Makila Land Company (rory Frampton)  
Munekiyō & Hiraga, Inc. (Mark Alexander Roy)  
HWY-PA

DY:th



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

FORD N. FUCHIGAMI  
DIRECTOR

DEPUTY DIRECTORS  
JADE T. BUTAY  
ROSS M. HIGASHI  
EDWIN H. SNIFFEN  
DARRELL T. YOUNG

IN REPLY REFER TO:  
HWY-PA 2.1217

November 17, 2015

Mr. David Taylor, P.E.  
Director  
County of Maui  
Department of Water Supply  
200 South High Street  
Wailuku, Hawaii 96793-2155

Dear Mr. Taylor:

Subject: Draft Environmental Assessment Comments  
Proposed Relocation of Lahaina Bypass Southern Terminus, Maui, Hawaii

Thank you for your letter dated June 6, 2012, providing input on the Draft Environmental Assessment (EA) for the proposed relocation of the southern terminus of the Lahaina Bypass. The State of Hawaii, Department of Transportation offers the following information in response to your comments:

1. We note that the project site is served by the privately-owned Launiupoko Water Company and that the Department of Water Supply has no jurisdiction over projects served by private water systems. The proposed project is not anticipated to impact County water demand or affect County water infrastructure systems.
2. We thank you for your department's recommendations regarding protection of groundwater sources overlying the Launiupoko Aquifer. The mitigation measures noted in your letter will be reviewed by the design team and implemented to the extent practicable.

Thank you again for your participation in the EA review process for this important highway improvement project. A copy of your letter and this response letter will be included in the Final EA for the project. Should you have any questions, please feel free to contact Darell Young, Highways Division, Planning Branch, at (808) 587-1835.

Sincerely,

A handwritten signature in black ink, appearing to read "Ford N. Fuchigami", is written over a horizontal line.

FORD N. FUCHIGAMI  
Director of Transportation

c: Rory Frampton - Makila Land Company  
Mark Alexander Roy - Munekiyo & Hiraga, Inc.

bc: HWY-PA

DY:emk



JUL 09 2012

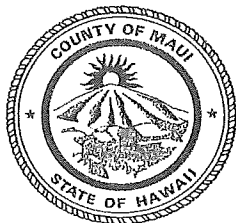
ALAN M. ARAKAWA  
Mayor

KYLE K. GINOZA, P.E.  
Director

MICHAEL M. MIYAMOTO  
Deputy Director

TRACY TAKAMINE, P.E.  
Solid Waste Division

ERIC NAKAGAWA, P.E.  
Wastewater Reclamation Division



**COUNTY OF MAUI  
DEPARTMENT OF  
ENVIRONMENTAL MANAGEMENT**

2200 MAIN STREET, SUITE 100  
WAILUKU, MAUI, HAWAII 96793

July 3, 2012

Mr. Darell Young  
Department of Transportation  
869 Punchbowl Street  
Honolulu, Hawaii 96813

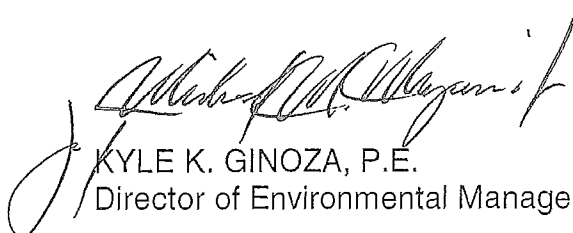
**SUBJECT: RELOCATION OF LAHAINA BYPASS SOUTHERN TERMINUS  
DRAFT ENVIRONMENTAL ASSESSMENT**

We reviewed the subject application and have the following comments:

1. Solid Waste Division comments:
  - a. None.
2. Wastewater Reclamation Division (WWRD) comments:
  - a. None. The County does not have a wastewater system in the vicinity of the subject project

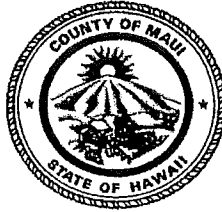
If you have any questions regarding this memorandum, please contact Michael Miyamoto at 270-8230.

Sincerely,

  
KYLE K. GINOZA, P.E.  
Director of Environmental Management

xc: Mr. Alexander Roy  
Munekiyo & Hiraga  
305 High Street, Suite 104  
Wailuku, Hawaii 96793

ALAN M. ARAKAWA  
Mayor  
KYLE K. GINOZA, P.E.  
Director  
MICHAEL M. MIYAMOTO  
Deputy Director



TRACY TAKAMINE, P.E.  
Solid Waste Division  
ERIC NAKAGAWA, P.E.  
Wastewater Reclamation Division

**COUNTY OF MAUI  
DEPARTMENT OF  
ENVIRONMENTAL MANAGEMENT**

2200 MAIN STREET, SUITE 100  
WAILUKU, MAUI, HAWAII 96793

August 15, 2012

HIGGINS  
PLANNING BRANCH

12 AUG 22 P2:45

Mr. Darell Young  
Department of Transportation  
869 Punchbowl Street  
Honolulu, Hawaii 96813

Dear Mr. Young:

**SUBJECT: RELOCATION OF LAHAINA BYPASS SOUTHERN TERMINUS  
DRAFT ENVIRONMENTAL ASSESSMENT**

We reviewed the subject application and have the following comments:

1. Solid Waste Division comments:
  - a. None.
2. Wastewater Reclamation Division (WWRD) comments:
  - a. None. The County does not have a wastewater system in the vicinity of the subject project

If you have any questions regarding this memorandum, please contact Michael Miyamoto at 270-8230.

Sincerely,

KYLE K. GINOZA, P.E.  
Director of Environmental Management

xc: Mr. Alexander Roy  
Munekiyo & Hiraga  
305 High Street, Suite 104  
Wailuku, Hawaii 96793

NEIL ABERCROMBIE  
GOVERNOR



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

GLENN M. OKIMOTO  
DIRECTOR

Deputy Directors  
JADE T. BUTAY  
FORD N. FUCHIGAMI  
RANDY GRUNE  
JADINE URASAKI

IN REPLY REFER TO:  
HWY-PA  
2.5009

June 19, 2013

Mr. Kyle K. Ginoza, P.E.  
Director  
County of Maui  
Department of Environmental Management  
2200 Main Street  
Wailuku, Hawaii 96793

Dear Mr. Ginoza:

Subject: Draft Environmental Assessment Comments  
Proposed Relocation of Lahaina Bypass Southern Terminus, Maui, Hawaii

Thank you for your letters dated July 3, 2012 and August 15, 2012 providing input on the Draft Environmental Assessment (EA) for the Proposed Relocation of the Lahaina Bypass Southern Terminus. The Hawaii Department of Transportation would like to offer the following information, which addresses your comments in the order listed in your letter:

1. We acknowledge that the Solid Waste Division has no comments on the proposed project.
2. We acknowledge the confirmation from the Wastewater Reclamation Division that the County does not have a wastewater system in the vicinity of the proposed project.

Thank you again for your participation in the EA review process for this important highway improvement project. A copy of your letter and this response letter will be included in the Final EA for the project. If you have any questions, please contact Darell Young, Highways Division, Planning Branch at (808) 587-1835.

Very truly yours,

A handwritten signature in black ink, appearing to read "Glenn M. Okimoto", is written over a horizontal line.

GLENN M. OKIMOTO, Ph.D.  
Director of Transportation

bc: Makila Land Company (Rory Frampton)  
Munekiyo & Hiraga, Inc. (Mark Alexander Roy)  
HWY-PA  
DY:th



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

FORD N. FUCHIGAMI  
DIRECTOR

DEPUTY DIRECTORS  
JADE T. BUTAY  
ROSS M. HIGASHI  
EDWIN H. SNIFFEN  
DARRELL T. YOUNG

IN REPLY REFER TO:  
**HWY-PA 2.1222**

November 17, 2015

Mr. Kyle K. Ginoza, P.E.  
Director  
County of Maui  
Department of Environmental Management  
2200 Main Street  
Wailuku, Hawaii 96793

Dear Mr. Ginoza:

Subject: Draft Environmental Assessment Comments  
Proposed Relocation of Lahaina Bypass Southern Terminus, Maui, Hawaii

Thank you for your letters dated July 3 and August 15, 2012, providing input on the Draft Environmental Assessment (EA) for the proposed relocation of the southern terminus of the Lahaina Bypass. The State of Hawaii, Department of Transportation (HDOT) would like to offer the following information, which addresses your comments in the order listed in your letter:

1. We acknowledge that the Solid Waste Division has no comments on the proposed project.
2. The HDOT notes the confirmation from the Wastewater Reclamation Division that the County does not have a wastewater system in the vicinity of the proposed project.

Thank you again for your participation in the EA review process for this important highway improvement project. A copy of your letter and this response letter will be included in the Final EA for the project. Should you have any questions, please feel free to contact Darell Young, Highways Division, Planning Branch, at (808) 587-1835.

Sincerely,

A handwritten signature in black ink, appearing to read "Ford N. Fuchigami", is written over a horizontal line.

FORD N. FUCHIGAMI  
Director of Transportation

c: Rory Frampton - Makila Land Company  
Mark Alexander Roy - Munekiyo & Hiraga, Inc.

bc:HWY-PA

DY:emk

## **OTHER CONSULTED PARTIES**

# Lahaina Bypass Now

June 13, 2012

Munekiyo & Hiraga, Inc.  
Attn: Mark Alexander Roy  
305 High St. Suite 104  
Wailuku, HI 96793

Re: Proposed Relocation of the Lahaina Bypass Southern Terminus

Lahaina Bypass Now is in total support of the State Dept. of Transportation extending the southern terminus of the Bypass from Launiupoko to the vicinity of the Olowalu landfill.

We also support using "Alternative #3" the most mauka alignment as the best possible solution.

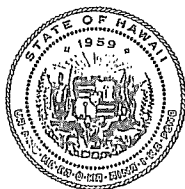
With shoreline erosion an ongoing problem, it is essential that the State DOT extend the Bypass terminus and incorporate this into their planning process.

Adopting "alternative #3" will also allow the County to build a new park along the ocean that will be a much needed addition to the West Maui park system.

Extending the Bypass and creating an alternative highway away from the shoreline needs to be done before we have an erosion catastrophe on our hands. And having as much separation as possible between the two roads will be a disaster lifeline for the residents in the area if a major fire occurs.

Lahaina Bypass Now continues to work with the State DOT and the County of Maui in supporting transportation projects that we believe are in the best interests of both our residents and our visitors. We believe in sensible well thought out solutions that make sense now and for our future.

Bob Pure  
President, Board of Directors  
Lahaina Bypass Now



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

June 19, 2013

GLENN M. OKIMOTO  
DIRECTOR

Deputy Directors  
JADE T. BUTAY  
FORD N. FUCHIGAMI  
RANDY GRUNE  
JADINE URASAKI

IN REPLY REFER TO:  
HWY-PA  
2.5016

Mr. Bob Pure  
Lahaina Bypass Now  
P.O. Box 11205  
Lahaina, Hawaii 96761

Dear Mr. Pure:

Subject: Draft Environmental Assessment Comments  
Proposed Relocation of the Lahaina Bypass Southern Terminus, Maui, Hawaii

Thank you for your letter dated June 13, 2012 providing input on the Draft Environmental Assessment (EA) for the Proposed Relocation of the Lahaina Bypass Southern Terminus. The Hawaii Department of Transportation would like to offer the following information, which addresses your comments in the order listed in your letter.

1. We acknowledge your support of the proposed project.
2. We acknowledge your support of Alternative #3 which will mitigate shoreline erosion and allow the Pali to Puamana Park to be built. It is noted that Alternative #3 is the preferred alternative that was presented at the June 12, 2012 public informational meeting.

Thank you again for your participation in the EA review process for this important highway improvement project. A copy of your letter and this response letter will be included in the Final EA for the project. If you have any questions, please contact Darell Young, Highways Division, Planning Branch at (808) 587-1835.

Very truly yours,

A handwritten signature in cursive script, appearing to read "Glenn M. Okimoto".

GLENN M. OKIMOTO, Ph.D.  
Director of Transportation

bc: Makila Land Company (Rory Frampton)  
Munekiyo & Hiraga, Inc. (Mark Alexander Roy)  
HWY-PA

DY:th



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

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DIRECTOR

DEPUTY DIRECTORS  
JADE T. BUTAY  
ROSS M. HIGASHI  
EDWIN H. SNIFFEN  
DARRELL T. YOUNG

IN REPLY REFER TO:  
HWY-PA 2.1223

November 17, 2015

Mr. Bob Pure  
Lahaina Bypass Now  
P.O. Box 11205  
Lahaina, Hawaii 96761

Dear Mr. Pure:

Subject: Draft Environmental Assessment Comments  
Proposed Relocation of Lahaina Bypass Southern Terminus, Maui, Hawaii

Thank you for your letter dated June 13, 2012, providing input on the Draft Environmental Assessment (EA) for the proposed relocation of the southern terminus of the Lahaina Bypass. The State of Hawaii, Department of Transportation (HDOT) would like to offer the following information, which addresses your comments in the order listed in your letter.

1. We acknowledge your support of the proposed project.
2. We acknowledge your support of Alternative #3 which will mitigate shoreline erosion and allow the Pali to Puamana Park to be built. It is noted that Alternative #3 is the preferred alternative that was presented at the June 12, 2012 public informational meeting.

Thank you again for your participation in the EA review process for this important highway improvement project. A copy of your letter and this response letter will be included in the Final EA for the project. Should you have any questions, please feel free to contact Darell Young, Highways Division, Planning Branch, at (808) 587-1835.

Sincerely,

A handwritten signature in black ink, appearing to read "Ford N. Fuchigami", is written over a horizontal line.

FORD N. FUCHIGAMI  
Director of Transportation

c: Rory Frampton - Makila Land Company  
Mark Alexander Roy - Munekiyo & Hiraga, Inc.

bc: HWY-PA

DY:emk





Maui Economic Opportunity, Inc.

MAY 14 2012

P.O. Box 2122  
Kahului, HI 96733  
808-249-2990  
Fax: 808-249-2991  
www.meoinc.org

May 10, 2012

Department of Transportation  
869 Punchbowl Street  
Honolulu, Hawaii 96813  
ATTN: Darell Young

SUBJECT: Draft Environmental Assessment (EA) for the Proposed Relocation of the  
Lahaina Bypass Southern Terminus, Maui Hawaii

Dear Mr. Young,

Thank you for sending MEO the draft EA for the above subject. MEO has no comments at  
this time on the proposed relocation.

Sincerely,

Lyn McNeff  
CEO

Cc: Munekiyo & Hiraga, Inc.

---

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# PROPOSED RELOCATION OF THE LAHAINA BYPASS SOUTHERN TERMINUS

To submit this comment form at tonight's meeting, please deposit it into the Comment Box before you leave. To submit this comment form by mail, please fold and staple, and affix proper postage. We ask that written comments be submitted by **June 22, 2012**. For more information on the project, please contact Darell Young at HDOT by phone at (808)587-1835, or by email at [darell.young@hawaii.gov](mailto:darell.young@hawaii.gov).

Comments: ATTACHED LETTER FROM WMTA

Comments: ATTACHED LETTER FROM WMTA

JUN 20 2012

# West Maui Taxpayers Association

P.O. Box 10338 • Lahaina, HI 96761 • Office (808) 661-7990 • Fax (808) 661-7992 • Visit [www.WestMaui.org](http://www.WestMaui.org)

**TO: Munekiyo & Hiraga**  
**Attention: Mark Alexander Roy**  
**305 High Street, Suite 104**  
**Wailuku, HI 96793**

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Uwe Schulz

**FROM: West Maui Taxpayers Association**

**RE: Support for the Proposed Relocation of the Lahaina Bypass Southern Terminus**

**Aloha,**

West Maui Taxpayers Association (WMTA) strongly supports the proposed relocation as discussed at the Public Meeting on June 12, 2012. WMTA is a community group that has supported infrastructure investment, especially traffic mitigation measures, in West Maui for some four decades. WMTA is an established advocate for the West Maui community, and speaks for a good number of those who live, work, visit or own property in West Maui.

In our opinion, there are overwhelmingly persuasive arguments **FOR** the proposed relocation:

The relocation brings the bypass to a natural pinch point at the Olowalu land fill and provides maximum separation between the bypass and the existing shoreline road. This is in keeping with the DOT long range planning for West Maui, and ensures that one road may be open if the other is closed because of fires or accidents. This also ensures there will not have to be any future realignment of the bypass.

The existing roadway is subject to erosion from wave action. Repairs on a high volume highway are always problematic, especially when there is recreational activity. An alternative roadway as far from the shoreline as possible is essential to protect access to West Maui. The proposed alignment also provides sufficient land for play fields and park facilities, which are sorely lacking in West Maui.

The relocation will create a much safer and useable recreation area, and provides the possibility of a park that should bring higher property values through greater recreational opportunities to the homes in the Launiupoko area. This was ignored by the area residents arguing against the relocation. All of West Maui and many visitors will also benefit from the safer and expanded recreational facilities as well as the easier access and better traffic flow into Lahaina Town.

The major objection raised by the Launiupoko residents was noise. The only example given was noise from Launiupoko Wayside Park, which will not change with the proposed relocation. Roadway noise was not mentioned, and most of the residents will remain relatively distant from the roadway. The one exception was a recently purchased property whose buyer was informed of the relocation and undoubtedly considered it when negotiating the purchase price. While WMTA is sympathetic to the Launiupoko residents and their emotional NIMBY concerns, their objections seem rather insignificant when balanced against all of the benefits for West Maui in the proposed relocation.

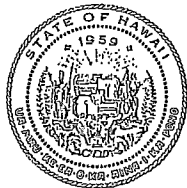
WMTA is a non profit 501 c 4. WMTA, as a dedicated Lobbyist organization, has a mission for our West Maui Community. The objectives of this Organization are to associate the interests, concerns, and efforts of residents and taxpayers of the West Maui area, and others interested in the orderly development and improvement of the area, in a cooperative effort, whether provided by, or to be provided by, the State or County governments, or by others.

The proposed relocation also improves the intersections of the bypass with Honoapiilani Highway and Kai Hele Ku Street when compared to the original location, which will improve traffic flow and avoid conflict with shoreline activities. The relocated roadway will provide superb views for travelers, while the existing roadway will remain for those who choose to use it. All in all, the proposed relocation appears to be a win/win situation for West Maui with greatly improved traffic flow and the exciting potential of a regional park.

Thank you for considering WMTA's comments on this very important project. Please feel free to contact WMTA if you have any questions on these comments.



Donald E. Lehman  
President, WMTA



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

GLENN M. OKIMOTO  
DIRECTOR

Deputy Directors  
FORD N. FUCHIGAMI  
RANDY GRUNE  
AUDREY HIDANO  
JADINE URASAKI

IN REPLY REFER TO:  
HWY-PA 2.6494

February 13, 2014

Mr. Donald Lehman  
President  
West Maui Taxpayers Association  
P. O. Box 10338  
Lahaina, Hawaii 96761

Dear Mr. Lehman:

Subject: Draft Environmental Assessment Comments  
Proposed Relocation of the Lahaina Bypass Southern Terminus, Maui, Hawaii

Thank you for your letter providing input on the Draft Environmental Assessment (EA) for the Proposed Relocation of the Lahaina Bypass Southern Terminus. The State of Hawaii, Department of Transportation (HDOT) offers the following information in response to the comments in your letter:

- HDOT acknowledges your support of the proposed project.
- HDOT acknowledges your statement supporting the purpose and need for the proposed project.
- HDOT acknowledges your comment in support of an alternative roadway corridor for the project that is as far from the shoreline as possible.
- HDOT acknowledges your comment that the preferred alignment, as reflected in the Draft EA, would provide for additional land that could be utilized for recreational purposes in the future.
- HDOT acknowledges your comment regarding the perceptions shared by several area residents that the project would result in significant noise impacts. To address these comments received during the review of the Draft EA, HDOT has elected to have a noise (acoustics) study prepared for the project. A copy of the noise (acoustics) study will be included and discussed in the Final EA for the project.
- HDOT will note your comment in support of the preferred alignment for the project (referred to as Alternative 3 in the Draft EA) and that it will improve conditions at the intersection of the Honoapiilani Highway and Kai Hele Ku Street.

Mr. Donald Lehman  
February 13, 2014  
Page 2

HWY-P 2.6494

- HDOT will note your opinion that this project is beneficial to the West Maui community and the benefits that would be afforded to residents choosing to travel along either the preferred alignment or the existing Honoapiilani Highway that would be maintained as a local roadway with implementation of the project.

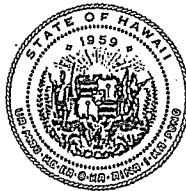
Thank you again for your participation in this Draft EA review process for this important highway improvement project. A copy of your letter and this response letter will be included in the Final EA for the project. If you have any questions, please contact Darell Young, Highways Division, Planning Branch at (808) 587-1835.

Very truly yours,



GLENN M. OKIMOTO, Ph.D.  
Director of Transportation

c: Makila Land Company (Rory Frampton)  
Munekiyo and Hiraga (Mark Alexander Roy)



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

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DIRECTOR

DEPUTY DIRECTORS  
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ROSS M. HIGASHI  
EDWIN H. SNIFFEN  
DARRELL T. YOUNG

IN REPLY REFER TO:  
HWY-PA 2.1224

November 17, 2015

Mr. Donald Lehman  
President  
West Maui Taxpayers Association  
P.O. Box 10338  
Lahaina, Hawaii 96761

Dear Mr. Lehman:

Subject: Draft Environmental Assessment Comments  
Proposed Relocation of Lahaina Bypass Southern Terminus, Maui, Hawaii

Thank you for your letter dated June 20, 2012, providing input on the Draft Environmental Assessment (EA) for the Proposed Relocation of the Lahaina Bypass Southern Terminus. The State of Hawaii, Department of Transportation (HDOT) offers the following information in response to the comments in your letter:

- The HDOT acknowledges your support of the proposed project.
- The HDOT acknowledges your statement supporting the purpose and need for the proposed project.
- The HDOT acknowledges your comment in support of an alternative roadway corridor for the project that is as far from the shoreline as possible.
- The HDOT also acknowledges your comment that the preferred alignment, as reflected in the Draft EA, would provide for additional land that could be utilized for recreation purposes in the future.
- The HDOT acknowledges your comment regarding the perceptions shared by several area residents that the project would result in significant noise impacts. To address these comments received during review of the Draft EA, the HDOT has elected to have a noise (acoustics) study prepared for the project. A copy of the noise (acoustics) study will be included and discussed in the Final EA for the project.

Mr. Donald Lehman  
November 17, 2015  
Page 2

HWY-PA 2.1224

- The HDOT notes your comment in support of the preferred alignment for the project (referred to as Alternative 3 in the Draft EA) and that it will improve conditions at the intersection of the Honoapiilani Highway and Kai Hele Ku Street.
- The HDOT notes your opinion that this project is beneficial for West Maui community and the benefits that would be afforded to residents choosing to travel along either the preferred alignment or the existing Honoapiilani Highway that would be maintained as a local roadway with implementation of the project.

Thank you again for your participation in the EA review process for this important highway improvement project. A copy of your letter and this response letter will be included in the Final EA for the project. If you have any questions, please contact Darell Young, Highways Division, Planning Branch, at (808) 587-1835.

Sincerely,



FORD N. FUCHIGAMI  
Director of Transportation

c: Rory Frampton - Makila Land Company  
Mark Alexander Roy - Munekiyo & Hiraga, Inc.

bc: HWY-PA

DY:emk



JUL 13 2012



July 10, 2012

Mr. Darell Young  
Department of Transportation  
869 Punchbowl Street  
Honolulu, Hawaii 96813

Subject: Draft Environmental Assessment (EA) for the Proposed Relocation of the  
Lahaina Bypass Southern Terminus  
Tax Map Key: (2) 4-7-001:026, 027, and 030  
Launiupoko, Maui, Hawaii

Dear Mr. Young,

Thank you for allowing us to comment on the Draft Environmental Assessment for the subject project.

In reviewing our records and the information received, Maui Electric Company (MECO) has facilities within the project area. We highly encourage the customer to submit survey and civil plans to us as soon as practical to verify the project's location requirements and address any possible relocations or conversions of our facilities.

Should you have any questions or concerns, please call Kelcie Kawamura at 872-3246.

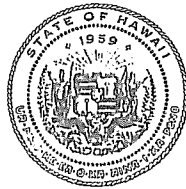
Sincerely,

A handwritten signature in dark ink, appearing to read 'R. Okazaki'. The signature is fluid and cursive, with a prominent initial 'R' and a trailing flourish.

Ray Okazaki  
Supervisor, Engineering

c: Mr. Mark Alexander Roy, AICP, Vice President, Munekiyo & Hiraga, Inc.

NEIL ABERCROMBIE  
GOVERNOR



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

GLENN M. OKIMOTO  
DIRECTOR

Deputy Directors  
JADE T. BUTAY  
FORD N. FUCHIGAMI  
RANDY GRUNE  
JADINE URASAKI

IN REPLY REFER TO:

HWY-PA  
2.5019

June 19, 2013

Mr. Ray Okazaki  
Supervisor, Engineering  
Maui Electric Company, Ltd.  
P. O. Box 398  
Kahului, Hawaii 96733

Dear Mr. Okazaki:

Subject: Draft Environmental Assessment Comments  
Proposed Relocation of the Lahaina Bypass Southern Terminus, Maui, Hawaii

Thank you for your letter dated July 10, 2012 providing input on the Draft Environmental Assessment (EA) for the Proposed Relocation of the Lahaina Bypass Southern Terminus. The Hawaii Department of Transportation will submit the survey and civil plans to the Maui Electric Company as soon as practical for review.

Thank you again for your participation in the EA review process for this important highway improvement project. A copy of your letter and this response letter will be included in the Final EA for the project. If you have any questions, please contact Darell Young, Highways Division, Planning Branch at (808) 587-1835.

Very truly yours,

A handwritten signature in black ink, appearing to read "Glenn M. Okimoto".

GLENN M. OKIMOTO, Ph.D.  
Director of Transportation

bc: Makila Land Company (Rory Frampton)  
Munekiyo & Hiraga, Inc. (Mark Alexander Roy)  
HWY-PA

DY:th

---

From: Dick Starkweather

Sent: Friday, May 25, 2012 9:15:21 AM (UTC-10:00) Hawaii

To: Bob Pure

Cc: Mark Roy

Subject: Fw: State DOT proposes change in plans for Lahaina Bypass -  
LahainaNews.com | News, Information, Lahaina and Western Maui, Hawaii -  
Lahaina News

Bob and Mark,

Is there plans to eliminate the intersection and stoplight at Hokiokio and  
Honoapiilani Highway when the Bypass continues to Olawalu? Or will it  
remain forever? Is the intersection a short-term solution?

See 17 May 2012 Lahaina News article.

[http://www.lahainanews.com/page/content.detail/id/508156/State-DOT-proposes-  
change-in-plans-for-Lahaina-Bypass.html?nav=19](http://www.lahainanews.com/page/content.detail/id/508156/State-DOT-proposes-change-in-plans-for-Lahaina-Bypass.html?nav=19)

Dick

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# State DOT proposes change in plans for Lahaina Bypass

May 17, 2012

Lahaina News

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LAHAINA - The state Department of Transportation, in coordination with the Federal Highway Administration, proposes relocating the southern terminus of the Lahaina Bypass Highway from its current point at Launiupoko to the vicinity of the former Olowalu Landfill, a distance of approximately 4,800 lineal feet.

The Relocation of the Lahaina Bypass Southern Terminus Draft Environmental Assessment is available for review at [oeqc.doh.hawaii.gov/Shared%20Documents/EA\\_and\\_EIS\\_Online\\_Library/Maui/2010s/2012-05-08-DEA-Relocation-of-Lahaina-Bypass-Southern-Terminus.pdf](http://oeqc.doh.hawaii.gov/Shared%20Documents/EA_and_EIS_Online_Library/Maui/2010s/2012-05-08-DEA-Relocation-of-Lahaina-Bypass-Southern-Terminus.pdf).

Although the terminus is aimed to be moved approximately 4,800 feet to the south as measured along Honoapiilani Highway, the length of the new right-of-way corridor will be approximately 10,300 lineal feet.

According to the EA, "The basic configuration of the Lahaina Bypass Project in terms of functional traffic flow will not change; the location of the proposed terminus will simply be shifted further south. The roadway's alignment will still intersect with Kal Hele Ku Street; however, the location of this intersection will be shifted mauka or inland. There will be no additional intersections created as a result of the proposed terminus relocation."

Erosion along the highway in the Launiupoko area and a projected rise in traffic congestion between the current bypass terminus point at Launiupoko to the vicinity of the Olowalu Landfill site are cited as reasons for the change in plans.

Charlene Shibuya of the state DOT explained the roadway's southern terminus change to Fifth District Sen. Rosalyn Baker in an e-mail last week: "Considerations were given to the current shoreline erosion patterns along Puamana to Launiupoko and advancing the objective of the Honoapiilani Highway Realignment/Widening, Maalaea to Launiupoko study to establish a better point of connecting further south.

"The proposed relocated terminus is at the 'pinchpoint' between the former Olowalu Landfill and the shoreline. This alternative is also consistent with the 2005 Pali to Puamana Parkway Master Plan and policies in the West Maui Community Plan to realign portions of the existing highway impacted from coastal processes."

The public may comment on the Draft EA until June 7. Send comments to the State of Hawaii, Department of Transportation, 869 Punchbowl St., Honolulu, HI 96813, Attention Darell Young; Muneikiyo & Hiraga Inc., 305 High St., Suite 104, Wailuku, HI 96793, Attention Mark Alexander Roy; and Office of Environmental Quality Control, 235 South Beretania St., Suite 702, Honolulu, HI 96813.

The first two phases of the Lahaina Bypass - Phase 1A from Keawe Street to Lahainaluna Road, and Phase 1B-1 from Lahainaluna Road to Hokiokio Road - are expected to be finished in late 2012.

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Lahaina, HI

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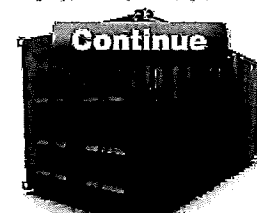
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## Article Photos



Shoreline erosion patterns from Puamana to Launiupoko fac...

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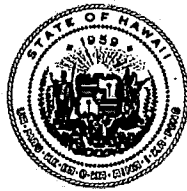
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**Lahaina News**

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DAVID Y. IGE  
GOVERNOR



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

FORD N. FUCHIGAMI  
DIRECTOR

Deputy Director  
JADE T. BUTAY  
ROSS M. HIGASHI  
EDWIN H. SNIFFEN

IN REPLY REFER TO:  
HWY-PA 2.8666

January 16, 2015

Mr. Dick Starkweather  
[Puamanaas001@hawaii.rr.com](mailto:Puamanaas001@hawaii.rr.com)

Dear Mr. Starkweather:

Subject: Draft Environmental Assessment Comments  
Proposed Relocation of Lahaina Bypass Southern Terminus, Maui, Hawaii

Thank you for your email providing input on the Draft Environmental Assessment (EA) for the Proposed Relocation of the Lahaina Bypass Southern Terminus. The State of Hawaii, Department of Transportation offers the following information in response to the comment in your email:

**Comment:**


Is there plans to eliminate the intersection and stoplight at Hokiokio and Honoapiilani Highway when the Bypass continues to Olowalu? Or will it remain forever? Is the intersection a short-term solution?

**Response:**

Hokiokio Place will remain as the primary connector between Honoapiilani Highway and the Lahaina Bypass after the extension of the Bypass to Olowalu.

Thank you again for your participation in the EA review process for this important highway improvement project. A copy of your email and this response letter will be included in the Final EA for the project. If you have any questions, please contact Darell Young, Highways Division, Planning Branch at (808) 587-1835.

Sincerely,



FORD N. FUCHIGAMI  
Director of Transportation

June 2, 2012

State of Hawaii  
Department of Transportation  
869 Punchbowl Street  
Honolulu, Hawaii 96813

Attention: Darrel Young

Via Certified Mail Return Receipt:

Re: Draft Environmental Assessment for the Proposed Relocation of the Lahaina Bypass  
Southern Terminus.

My Comments:

Page 9 - Title Shoreline Erosion - The actual portion of the proposed relocation that has the concrete jersey barriers is approximately 540 lineal feet (top photo in Figure 7) this is approximately 11% of the 4800 lineal feet of proposed relocation. This is the only portion of the existing Honoapiilani Highway that is 8 feet or below sea level. The balance of the highway is at least 18-20 feet above sea level and shows no sign of any erosion of any kind.

The lower photo (Figure 7) also showing concrete jersey barriers (titled shoreline erosion conditions in the project vicinity) I could not locate this area within the 4800 feet of proposed relocation of the bypass. I was looking specifically between the end of the Modified Project as reflected in the final SEIS and the proposed terminus at Olowalo land fill area.

If in fact this photo (bottom photo in Figure 7) is not contained in this specific area of question it is at the least misleading and should be removed from this EA. These photos provide a majority of the reason why the Department of Transportation is again relocating the southern terminus for the bypass.

Page 12- "establishing a viable connection for the next phase of work which will be identified by the Maalaea to Launiupoko study" Can you please explain to me how this connection would be different than the existing Honoapiilani Highway since the proposed relocation terminates in the same place.

Page 13 "Cost Implications" Resulting in an additional cost of \$12 million dollars. Has there been any study to compare what the cost would be to improve the only erosion prone part of the existing Honoapiilani highway, some 540 lineal feet (shown in photo Figure 7) with the cost of the new proposed relocation.

Page 14      Provides "Continued Access"      How does this relocation provide any greater access than the existing section of Honoapiilani Highway? To my knowledge this section of the highway has never been closed due to high surf or erosion. I have lived on Maui for the past 24 years and I have never heard of or read of any Honoapiilani Highway between Maalaea and Lahaina being closed for high surf or shore line erosion.

Page 15      Environmental Impact Considerations      "There were no established human settlement areas which would be impacted by the terminus relocation" This is a false and misleading statement. The relocation of the Honoapiilani Highway some 1200 -1500 feet mauka away from the ocean and close proximity of all of the existing home sites and lots in Launiupoko subdivision development will have a significant effect on the quality of life for all of the individuals. One of the lots in the Makila Plantations Phase 1 (Lot #2) looks to be within 20-30 feet of the proposed road right of way.

Has there been any noise study done for the benefit of any of these properties? If no, why not. You are proposing to move this 4 lane highway with a projected speed limit of 60 mph some 1200 to 1500 feet closer to all of these properties and you think there will be "NO IMPACT" on these properties.

The Launiupoko area is very dry with a very small amount of rainfall. The fire conditions are critical this time of year and everyone is still aware of how dangerous those fires can be from the last situation 4 years ago. Moving this amount of traffic that much closer to this entire subdivision puts all of the residents and land owners at increased risk. They would have little or no time to prepare for the fire.

Page 16      Alternatives Analysis Evaluative Criteria ( Environmental Factors)  
Environmental Factors should have included an assessment on external factors (noise) on the Launiupoko community. Both alternatives 2 and 3 would have failed.

Page 17      "Provide for coastal recreational enhancement"- How does the relocation of the highway do anything but eliminate immediate access to the beach and coastal area. How will the development of 18 private oceanfront lots enhance any recreational activity in this area?

If we look at the map for the Lahaina Bypass Modified Project as Reflected in the Final SEIS, we can see that the original bypass highway would dissect the Future Makila Ranches , lots 5,6,7,8,9 10 and 11. Also, this project would have placed the bypass on the ocean side of Makila Ranches Phase 3- Lots 1,2,3,4,5,6,and 7. (see map enclosed)

No wonder West Maui Land is giving the State of Hawaii the land for the relocation of the southern terminus to Olowalo.



Page 18    Master Plan Alignment (Alternative 2)    This plan would dissect all of the Makila Ranches Phase 3- includes lots 1,2,3,4,5,6 and 7.    So again we have a rejection of this plan.

Page 24    Table 2    Alternatives Assessments    Evaluation Criteria    for Alternative 1

Item #1    Increase roadway capacity-    If the Department of Transportation would spend \$12 million dollars on the existing Honoapiilani Highway some 4800 lineal feet there would be an absolute increase in capacity.

Item #2    Adequate separation    ( no need)

Item #3    Intersection with Kai Hele Ku Street    intersects at approximately same angle as alternative 2.

Item #4    Avoids negative impacts (yes)

Item #5    Avoids impacts to historic areas (yes)

Item #6    Provides immediate access to coastal areas and vistas, provides access to visitors that will not normally exit the main highway to experience the breath taking coastal views from the roadside. Includes occasional Monk Seal on this beach ( Feb. this year) Observe the whales off the coast 200-300 yards in some instances. If you are 1200 to 1500 feet further away from the ocean you will absolutely not have the same experience.

Page 29    Existing Conditions        “Vacant lands extend along the mountain and ocean sides of this stretch of Honoapiilani Highway.    Not true- There will be housing in very close proximity to the proposed relocation.    Lot #2 Makila Plantations Phase 1- will be within 20-30 feet of the right of way of the highway. (see map)

Page 30    Paragraph 4    “There are jersey barriers along segments of the highway in the project vicinity”    There is only one such barrier and that barrier is the top photo in Figure 7. This statement should read- there are jersey barriers along one segment of the existing highway.

Page 40    Existing Conditions    paragraph 1    “During severe storm events the highway can be shut down and closed to traffic due to high wave action.    Can you please tell me when this highway was ever closed or shut down from high wave action from this section of the highway. I, personally have never heard of that happening.

Page 48    Potential Impacts and Mitigation Measures        paragraph #3    “The project is not

expected to adversely impact local or regional ambient noise conditions” How can a project of this magnitude- (a 4 lane highway with speeds up to 60 mph) moving 1200 to 1500 feet closer to a residential neighborhood have no effect on ambient noise conditions in this neighborhood? Can you please explain.

Scenic and Open Space Resources      Existing Conditions-      “location of the proposed action is not a part of a significant view corridor. Can you please explain to me what you think is a significant view corridor. The individuals that have purchased lots in the Makila Plantations have paid upwards of \$ 3 million dollars for the views from this project area. The main reason they have purchased their property is for the beautiful view corridors.

Potential Impacts and Mitigation Measures      “No major effect on scenic and open space resources is anticipated in connection with the proposed project. Can you please explain to me how moving the highway 1200 to 1500 feet away from the ocean will not have an adverse effect on any thing that I could have otherwise seen from the beachfront. The Monk seal that I observed last February would have not even been visible from the proposed relocation of the highway.

If the scenic and slower route (existing Honoapiilani Highway) can be utilized by the driving public who is going to maintain the existing highway and what extra expense to the taxpayers. If you are going to maintain the existing road anyway why have an additional relocated highway in this area.

Conclusion: We are talking about a small portion of the entire Lahaina Bypass project, this particular portion that moves the Honoapiilani Highway inland 1200 to 1500 feet to accommodate the developer at the expense of the existing owners of Launipoko is just wrong. If you just think about what you are doing and why the Lahaina Bypass Modified Project as Reflected in the final SEIS is again being changed or modified after a final SEIS you should come to the same conclusion that I have. We should not extend the southern terminus to Olowalo.

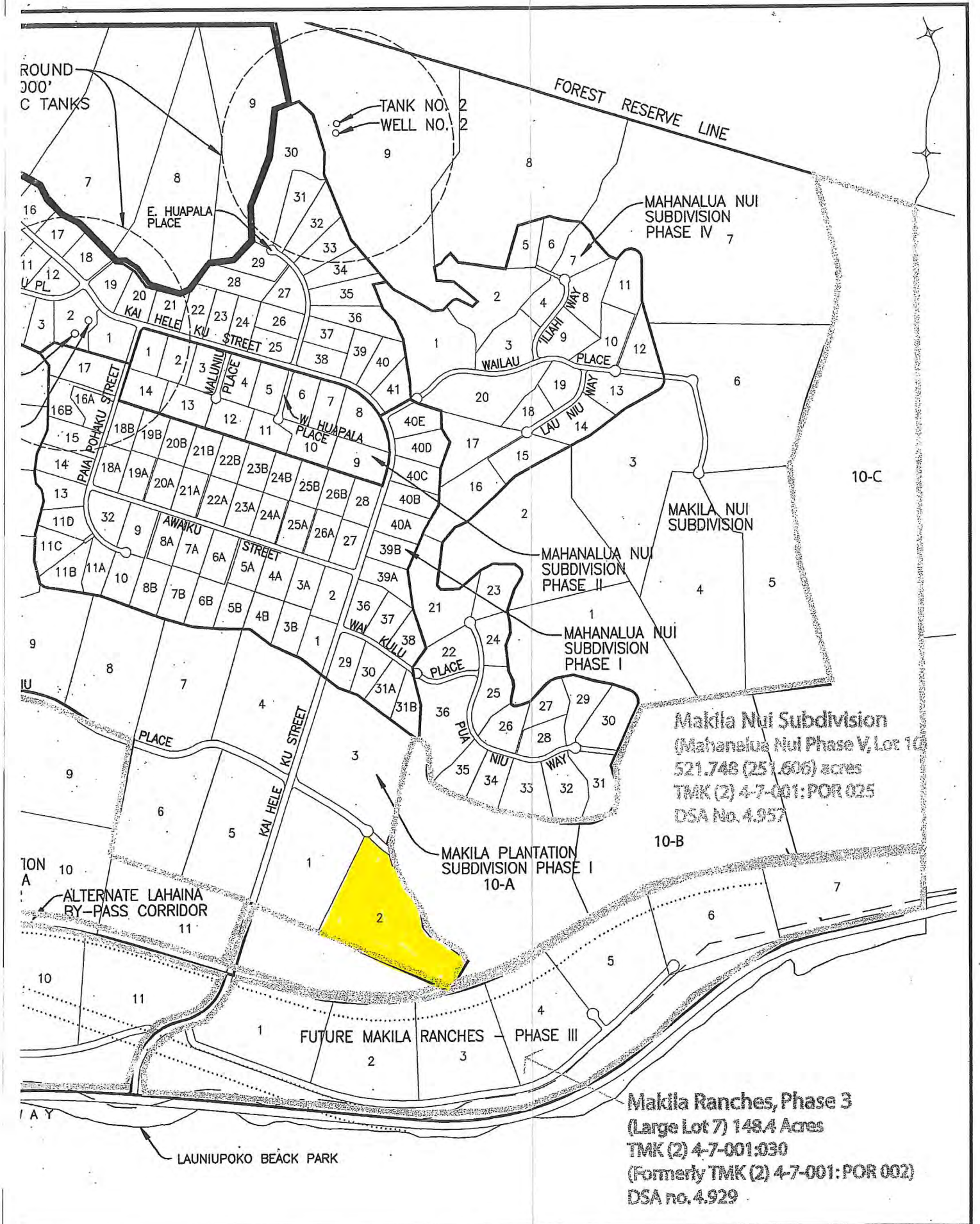
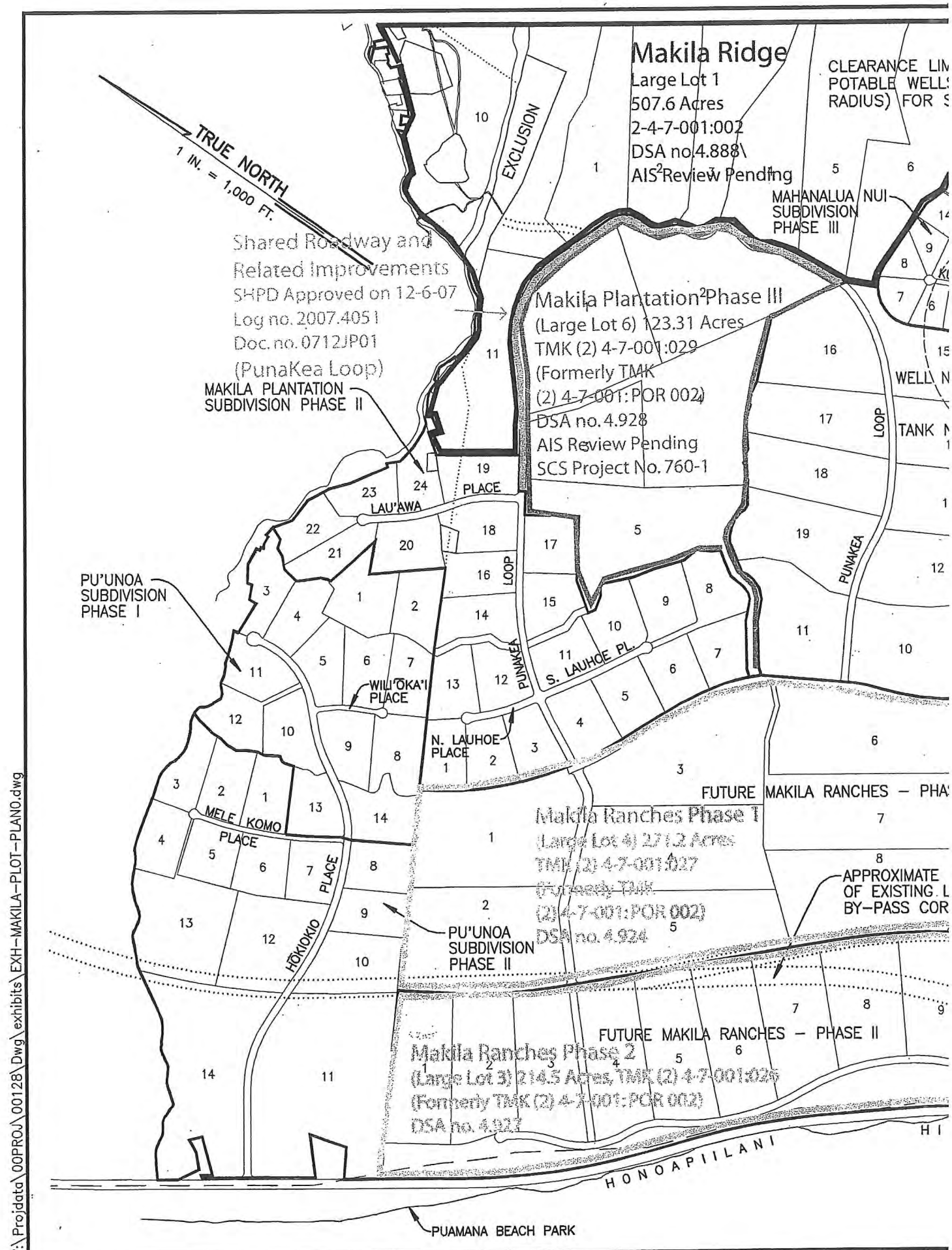
Respectfully submitted,



Richard Hoehn, owner Lot #2 Makila Plantations Phase 1  
390 Pualoa Nani Place  
Kihei, Hawaii

cc. Munekiyo & Hiraga, Inc  
305 High Street  
Wailuku, Hawaii 96793









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

FORD N. FUCHIGAMI  
DIRECTOR

DEPUTY DIRECTORS  
JADE T. BUTAY  
ROSS M. HIGASHI  
EDWIN H. SNIFFEN  
DARRELL T. YOUNG

IN REPLY REFER TO:  
HWY-PA 2.1218

November 17, 2015

Mr. Richard Hoehn  
390 Pualoa Nani Place  
Kihei, Hawaii 96753

Dear Mr. Hoehn:

Subject: Draft Environmental Assessment Comments  
Proposed Relocation of Lahaina Bypass Southern Terminus, Maui, Hawaii

Thank you for your letter dated June 2, 2012, providing input on the Draft Environmental Assessment (EA) for the Proposed Relocation of the Lahaina Bypass Southern Terminus. The State of Hawaii Department of Transportation (HDOT) offers the following information in response to the comments in your letter:

***Comment No. 1:***

*Page 9 - Title Shoreline Erosion - The actual portion of the proposed relocation that has the concrete jersey barriers is approximately 540 lineal feet (top photo in Figure 7) this is approximately 11% of the 4800 lineal feet of proposed relocation. This is the only portion of the existing Honoapiilani Highway that is 8 feet or below sea level. The balance of the highway is at least 18-20 feet above sea level and shows no sign of any erosion of any kind.*

*The lower photo (Figure 7) also showing concrete jersey barriers (titled shoreline erosion conditions in the project vicinity) I could not locate this area within the 4800 feet of proposed relocation of the bypass. I was looking specifically between the end of the Modified Project as reflected in the final SEIS and the proposed terminus at Olowalu land fill area.*

*If in fact this photo (bottom photo in Figure 7) is not contained in this specific area of question it is at the least misleading and should be removed from this EA. These photos provide a majority of the reason why the Department of Transportation is again relocating the southern terminus for the bypass.*

***Response:***

We note your comments regarding the photos showing the use of jersey barriers along the existing Honoapiilani Highway. The top photo represents the segment of the existing highway that is lowest in elevation and the most susceptible to impact from coastal processes. The alignment of the southern connector to the Bypass has been shifted to the north so that this section of highway will no longer be used for highway purposes. Figure 7 of the Draft EA was intended to convey examples of where coastal erosion along Honoapiilani Highway has necessitated the use of jersey barriers by the HDOT in order to prevent the ongoing threat of road closures due to localized coastal erosion. This figure will be revised to clarify the locational context of the photograph.

***Comment No. 2:***

*Page 12 - "establishing a viable connection for the next phase of work which will be identified by the Maalaea to Launiupoko study" Can you please explain to me how this connection would be different than the existing Honoapiilani Highway since the proposed relocation terminates in the same place.*

***Response:***

As further noted on Page 12 of the Draft EA, this statement is made based on the premise that the existing highway route between the approved terminus and the proposed terminus will need to be realigned because of the existing highway's proximity to the coastline and exposure to coastal processes. Connecting to a point further south would avoid having to relocate the portion of highway. The proposed terminus location is at a "pinchpoint" where an inland route is constrained by the presence of the former Olowalu Landfill and a makai route is constrained by the ocean. This "pinchpoint" makes for a logical and efficient connection for the next phase of work.

***Comment No. 3:***

*Page 13 "Cost Implications" Resulting in an additional cost of \$12 million dollars. Has there been any study to compare what the cost would be to improve the only erosion prone part of the existing Honoapiilani highway, some 540 lineal ft. (shown in photo Figure 7) with the cost of the new proposed relocation.*

***Response:***

Thank you for your comment. Please note that the Lahaina Bypass project, as approved, will ultimately relocate the Honoapiilani Highway mauka leaving the existing Honoapiilani Highway as a local roadway with slower vehicle speeds than the Lahaina Bypass. The proposed project relocates the original Southern Terminus further south. As noted above, the location of the southern connector road has been shifted north so that the most sensitive portion of the existing highway will no longer be used for highway purposes. Costs of protecting this section of highway were not considered since other project objectives, such as avoiding conflicts with coastal recreational uses and minimizing impacts to sensitive coastal resources, would not be addressed.

The proposed project to relocate the southern terminus as well as extend the roadway length by approximately 4,800 lineal ft. was anticipated to cost an additional \$12 million. An updated relative cost comparison between alternatives estimated that the cost increase is approximately \$7.4 million. The relocation of the southern terminus of the Lahaina Bypass further south has been determined by the HDOT to be a necessary investment based on the regional transportation planning benefits that it provides the community. It is noted that a future HDOT project (currently in the planning stage) will continue the Lahaina Bypass at the proposed relocated terminus further south to Maalaea. This project is known as the Honoapiilani Highway Realignment/Widening from Launiupoko to Maalaea.

***Comment No. 4:***

*Page 14 Provides "Continued Access" How does this relocation provide any greater access than the existing section of Honoapiilani Highway? To my knowledge this section of the highway has never been closed due to high surf or erosion. I have lived on Maui for the past 24 years and I have never heard of or read of any Honoapiilani Highway between Maalaea and Lahaina being closed for high surf or shore line erosion.*

***Response:***

The Maui Police Department has provided confirmation that during periods of high tides and surf, the section of highway that is being avoided by the proposed extension "is often covered with salt water and debris" which affects the operations of the highway. In addition, the Police Department has confirmed that the Highway has been closed due to tsunami events as the portions of the Highway are located within the tsunami inundation zone. In fact, the Highway has been closed several times in the past three (3) years due to tsunami events. The proposed project will relocate the Highway out of the tsunami inundation zone.

**Comment No. 5:**

*Page 15 Environmental Impact Considerations "There were no established human settlement areas which would be impacted by the terminus relocation" This is a false and misleading statement. The relocation of the Honoapiilani Highway some 1,200-1,500 ft. mauka away from the ocean and close proximity of all of the existing home sites and lots in Launiupoko subdivision development will have a significant effect on the quality of life for all of the individuals. One of the lots in the Makila Plantations Phase 1 (Lot #2) looks to be within 20-30 ft. of the proposed road right of way.*

**Response:**

We note your comment regarding human settlement areas and while not directly impacted by the preferred alignment for the project, we will update the language in the Final EA to clarify the proximity of the agricultural subdivisions to the proposed action.

**Comment No. 6:**

*Has there been any noise study done for the benefit of any of these properties? If no, why not. You are proposing to move this 4 lane highway with a projected speed limit of 60 mph some 1200 to 1500 feet closer to all of these properties and you think there will be "NO IMPACT" on these properties.*

**Response:**

In response to concerns related to noise, an Acoustic Study has been prepared for the project. Existing and future traffic noise levels were studied to evaluate potential impacts associated with the proposed project. A copy of the Acoustic (Noise) Study will be included and discussed in the Final EA that is currently being prepared.

The study involved obtaining existing noise measurements, developing future traffic noise predictions and analysis of impacts in accordance with Highway Noise Policy and Abatement Guidelines (Noise Guidelines) adopted by the Federal Highway Administration (FHWA) and the HDOT Highways Division.

In addition to outlining the methodology for analyzing noise impacts, the Noise Guidelines also establish noise abatement criteria levels for determining whether noise abatement mitigation measures are required. The two criteria involve: (1) whether noise levels from the project will exceed 66 decibels (dB); and, (2) whether there will be a substantial increase in background noise levels, defined as being greater than a 15 dB increase. If either of these two criteria are exceeded at any noise sensitive receptor (such as residences), further analysis to determine the need for noise abatement measures is required.

In summary, the study concluded that the HDOT's noise abatement criteria will not be exceeded at any noise sensitive receptor in the area. The noise criteria will be exceeded on lands in the immediate vicinity of the project. For example, in the vicinity of Kai Hele Ku Street, the 15dB increase criteria will be exceeded up to approximately 300 ft. from the edge of the project. All lands for which the criteria will be exceeded are currently vacant and no noise abatement mitigation measures are required. For your reference, the nearest residence to the project in the vicinity of Kai Hele Ku is approximately 1,500 ft. from the mauka edge of the project.

Thus, while there may be increases in noise associated with the project, a detailed noise study has determined that increases at noise sensitive receptors outside of the immediate vicinity of the project are within acceptable levels of tolerance as prescribed by the FHWA and the HDOT Highways Division's noise abatement policies.

***Comment No. 7:***

*The Launiupoko area is very dry with a very small amount of rainfall. The fire conditions are critical this time of year and everyone is still aware of how dangerous those fires can be from the last situation 4 years ago. Moving this amount of traffic that much closer to this entire subdivision puts all of the residents and land owners at increased risk. They would have little or no time to prepare for the fire.*

***Response:***

We note your comment regarding previous wildfires that have occurred throughout the West Maui region. Based on discussions with the Department of Fire and Public Safety's Wildland Fire Program Coordinator, the proposed project is not anticipated to significantly increase the risk of wild fires from occurring in the area. Risks can be minimized by maintaining low fuel loads along the new highway's shoulders. Overall, the project is anticipated to have beneficial impacts to the public by increasing the ability for emergency services to access residential areas; enhancing evacuation routes for existing residents; enhancing access to potential wildfire areas; and, creating an additional fire break to prevent the spread of wild fires.

***Comment No. 8:***

*Page 16 Alternatives Analysis Evaluative Criteria (Environmental Factors)*

*Environmental Factors should have included an assessment on external factors (noise) on the Launiupoko community. Both alternatives 2 and 3 would have failed.*



***Response:***

We note your comment regarding the need for an assessment of noise impacts on the Launiupoko community. As previously discussed, a noise study has been prepared for the proposed project, a copy of which will be included and discussed in the Final EA document.

***Comment No. 9:***

*Page 17 "Provide for coastal recreational enhancement" - How does the relocation of the highway do anything but eliminate immediate access to the beach and coastal area.*

*How will the development of 18 private oceanfront lots enhance any recreational activity in this area?*

***Response:***

The existing Honoapiilani Highway is anticipated to continue to be maintained and used as a local roadway with slower vehicle speeds than the Lahaina Bypass. Access to the beach for recreation activities is, therefore, not expected to be significantly impacted by the proposed relocation of the southern terminus of the bypass. The slower speed roadway will allow for easier access to coastal recreational areas from Puamana to Launiupoko which would further enhance recreational activities in this area.

Furthermore, it is our understanding that the County of Maui has secured ownership of portions of the lands makai of the project area for the purpose of protecting open space and for potential creation of new parks or existing park expansion. However, the HDOT is not responsible for controlling land uses makai of the proposed project area.

***Comment No. 10:***

*If we look at the map for the Lahaina Bypass Modified Project as Reflected in the Final SEIS, we can see that the original bypass highway would dissect the Future Makila Ranches, lots 5, 6, 7, 8, 9, 10 and 11. Also, this project would have placed the bypass on the ocean side of Makila Ranches Phase 3- Lots 1, 2, 3, 4, 5, 6, and 7. (see map enclosed)*

*No wonder West Maui Land is giving the State of Hawaii the land for the relocation of the southern terminus to Olowalu.*

***Response:***

We note your comment regarding the impact of the original and modified Lahaina Bypass alignments on the proposed Makila Ranches subdivisions. For your information, the owner of these lands is Makila Land Co., LLC, not West Maui Land.

***Comment No. 11:***

*Page 18 Master Plan Alignment (Alternative 2) This plan would dissect all of the Makila Ranches Phase 3 - includes lots 1, 2, 3, 4, 5, 6 and 7. So again we have a rejection of this plan.*

***Response:***

We note your comment about Alternative 2 dissecting the overall parcel. The parcel which encompasses the proposed Makila Ranches Phase 3 subdivision has recently been purchased by the County of Maui for Park and Open Space purposes.

***Comment No. 12:***

*Page 24 Table 2 Alternatives Assessments Evaluation Criteria for Alternative 1*

*Item #1 Increase roadway capacity - If the Department of Transportation would spend \$12 million dollars on the existing Honoapiilani Highway some 4,800 lineal ft. there would be an absolute increase in capacity.*

***Response:***

We note your comment proposing the continued maintenance and improvement of the existing segment of Honoapiilani Highway south of Alternative 1 as alternative to the proposed action.

The relocation of the Southern Terminus of the Lahaina Bypass is considered a prudent use of funds when compared to the alternative suggested in your comment as the project will address a number of long-range transportation objectives for the West Maui region. It will relocate the originally-approved bypass alignment further inland (mauka) and away from the ongoing threat of coastal hazards. This inland alignment will also avoid conflicts with coastal recreational activities which currently negatively impact Highway operations. It will also extend the alignment of the primary transit corridor for the West Maui region further south, thus providing an increase in roadway capacity and a logical connection point for the proposed future Honoapiilani Highway Realignment between Maalaea and Launiupoko currently being planned by the HDOT.

***Comment No. 13:***

*Page 24 Table 2 Alternatives Assessments Evaluation Criteria for Alternative 1*

*Item #2 Adequate separation (no need)*

***Response:***

As previously noted, separation is needed to provide for a functionally distinct corridor as well as to provide separation from coastal areas. Also as noted above, the Honoapiilani Highway, in its current alignment, faces the ongoing threat of road closures as portions of the roadway are located within the tsunami inundation zone. The proposed project will extend the Lahaina Bypass further south and will reduce the potential for future road closures due to coastal events. Accordingly, we will amend the response under item #2 for alternative 1 in Table 2 from “Not Applicable” to “No”.

***Comment No. 14:***

*Page 24 Table 2 Alternatives Assessments Evaluation Criteria for Alternative 1*

*Item #3 Intersection with Kai Hele Ku Street intersects at approximately same angle as alternative 2.*

***Response:***

We note your comment and will amend Table 2 to reflect that Alternatives 1 and 2 intersect Kai Hele Ku Street at approximately the same angle.

***Comment No. 15:***

*Page 24 Table 2 Alternatives Assessments Evaluation Criteria for Alternative 1*

*Item #4 Avoids negative impacts (yes)*

***Response:***

We note your comment regarding the rating of Alternative 1 in Criterion No. 4 of the alternatives assessments evaluation. However, since this alternative would continue to rely on a highway corridor which is situated on sensitive coastal lands, this Alternative would potentially impact environmental resources. Therefore, the response to this criteria in Table 2 will be changed from “Not Applicable” to “No”.

**Comment No. 16:**

*Page 24 Table 2 Alternatives Assessments Evaluation Criteria for Alternative 1*

*Item #5 Avoids impacts to historic areas (yes)*

**Response:**

We note your comment regarding the rating of Alternative 1 in Criterion No. 5 of the alternatives assessments evaluation and will amend Table 2 to reflect that it would avoid impacts to historic areas.

**Comment No. 17:**

*Page 24 Table 2 Alternatives Assessments Evaluation Criteria for Alternative 1*

*Item #6 Provides immediate access to coastal areas and vistas, provides access to visitors that will not normally exit the main highway to experience the breath taking coastal views from the roadside. Includes occasional Monk Seal on this beach (Feb. this year) Observe the whales off the coast 200-300 yards in some instances. If you are 1,200 to 1,500 ft. further away from the ocean you will absolutely not have the same experience.*

**Response:**

With completion of the Lahaina Bypass, the existing Honoapiilani Highway is anticipated to continue to be maintained and used as a local (scenic) roadway with slower vehicle speeds than the Lahaina Bypass. The scenic views and access to the beach for fishing and camping are, therefore, not expected to be negatively impacted by the relocation of the southern terminus of the bypass.

**Comment No. 18:**

*Page 29 Existing Conditions "Vacant lands extend along the mountain and ocean sides of this stretch of Honoapiilani Highway." Not true- There will be housing in very close proximity to the proposed relocation. Lot #2 Makila Plantations Phase 1- will be within 20-30 ft. of the right of way of the highway. (see map)*

**Response:**

We note your comment and would like to clarify that the section on Page 29 of the Draft EA referenced above is intended to convey information on the conditions along the existing right-of-way. We will, however, update the language in this section to clarify the location of the Launiupoko agricultural subdivisions in relation to the proposed corridor for the Lahaina Bypass Southern Terminus Relocation Project.

***Comment No. 19:***

*Page 30 Paragraph 4 "There are jersey barriers along segments of the highway in the project vicinity" There is only one such barrier and that barrier is the top photo in Figure 7. This statement should read- there are jersey barriers along one segment of the existing highway.*

***Response:***

As mentioned previously, Figure 7 (of the draft EA) will be revised to clarify the locational context of the photographs.

***Comment No. 20:***

*Page 40 Existing Conditions paragraph 1 "During severe storm events the highway can be shut down and closed to traffic due to high wave action." Can you please tell me when this highway was ever closed or shut down from high wave action from this section of the highway. I, personally have never heard of that happening.*

***Response:***

The Honoapiilani Highway has been closed in the past due to tsunami events as the portions of the Highway are located within the tsunami inundation zone. According to Maui Police Department, the Highway has been closed several times in recent years due to tsunami events.

***Comment No. 21:***

*Page 48 Potential Impacts and Mitigation Measures paragraph #3 "The project is not expected to adversely impact local or regional ambient noise conditions" How can a project of this magnitude- (a 4-lane highway with speeds up to 60 mph) moving 1,200 to 1,500 ft. closer to a residential neighborhood have no effect on ambient noise conditions in this neighborhood? Can you please explain.*

***Response:***

For your information, the proposed realignment reflects a more modest realignment than suggested in your letter. For much of the route that occurs through the Launiupoko area, the mauka adjustment above the existing approved route ranges from 0 ft in the north near Hokiokio Place to approximately 650 ft. in the vicinity of Kai Hele Ku Street. Towards the southern end of the project, which is further away from established residential areas, the maximum mauka adjustment would be approximately 950 ft. As noted above, an acoustical report has been prepared which studied anticipated impacts from the project.

***Comment No. 22:***

*Scenic and Open Space Resources Existing Conditions - "location of the proposed action is not a part of a significant view corridor." Can you please explain to me what you think is a significant view corridor. The individuals that have purchased lots in the Makila Plantations have paid upwards of \$3 million dollars for the views from this*

*project area. The main reason they have purchased their property is for the beautiful view corridors.*

***Response:***

Thank you for your comment. The applicable sections of the Final EA will be revised to reflect that the project corridor possesses high quality scenic resources.

***Comment No. 23:***

*Potential Impacts and Mitigation Measures "No major effect on scenic and open space resources is anticipated in connection with the proposed project." Can you please explain to me how moving the highway 1,200 to 1,500 ft. away from the ocean will not have an adverse effect on anything that I could have otherwise seen from the beachfront. The Monk seal that I observed last February would have not even been visible from the proposed relocation of the highway.*

***Response:***

The proposed relocation of the Southern Terminus of the Lahaina Bypass is not anticipated to significantly impact scenic and open space resources in this area of West Maui. The existing Honoapiilani Highway is anticipated to continue to be maintained and used as a roadway with slower vehicle speeds than the Lahaina Bypass. Upon completion of the Lahaina Bypass, the Honoapiilani Highway would, therefore, be expected to continue to provide roadway users with the opportunity to take a slower but more scenic drive along the coastline into Lahaina Town should they so choose.

**Comment No. 24:**

*If the scenic and slower route (existing Honoapiilani Highway) can be utilized by the driving public who is going to maintain the existing highway and what extra expense to the taxpayers. If you are going to maintain the existing road anyway why have an additional relocated highway in this area.*

**Response:**

The Lahaina Bypass project is a long-range transportation project being undertaken by the HDOT to provide additional roadway capacity along a more inland alignment for the West Maui region. The concept of relocating the highway to an inland location stems from the need to separate the regional transportation corridor from the coastal access corridor. At present, the existing highway provides unrestricted access to the shoreline while also serving as the only regional transportation route to West Maui. This greatly compromises the ability of the highway to function efficiently. Upon completion, the Honoapiilani Highway along this section is anticipated to be maintained as a local roadway that will provide users with a “slower” coastal drive should they opt to not take the Bypass around Lahaina Town. The maintenance of Honoapiilani Highway (with the Lahaina Bypass in place) will also prove beneficial as it will allow for continued traffic flow in the event of a road closure occurring on the Lahaina Bypass.

**Comment No. 25:**

*Conclusion: We are talking about a small portion of the entire Lahaina Bypass project, this particular portion that moves the Honoapiilani Highway inland 1,200 to 1,500 ft. to accommodate the developer at the expense of the existing owners of Launipoko is just wrong. If you just think about what you are doing and why the Lahaina Bypass Modified Project as Reflected in the final SEIS is again being changed or modified after a final SEIS you should come to the same conclusion that I have. We should not extend the southern terminus to Olowalu.*

**Response:**

We note your statement in opposition to the proposed project. The relocation of the Southern Terminus of the Lahaina Bypass is being proposed by the HDOT in partnership with the FHWA as it extends the Lahaina Bypass and provides for a more inland (mauka) alignment along this section of West Maui. This project offers a long-term solution to the ongoing threat of shoreline erosion in this area, one that will also increase the roadway capacity of the Bypass. Upon implementation of the proposed action, the existing Honoapiilani Highway is anticipated to be maintained as a local roadway for motorists who may choose the option of having a slower, more

Mr. Richard Hoehn  
November 17, 2015  
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scenic drive along the coastline. In addition to these long-range transportation planning benefits, the preferred alignment for the project also provides for the opportunity for additional coastal recreational areas along the seaward (makai) side of the Lahaina Bypass.

Thank you again for your participation in the EA review process for this important highway improvement project. A copy of your letter and this response letter will be included in the Final EA for the project. If you have any questions, please contact Darell Young, Highways Division, Planning Branch, at (808) 587-1835.

Sincerely,

A handwritten signature in black ink, appearing to read "Ford N. Fuchigami", with a stylized flourish at the end.

FORD N. FUCHIGAMI  
Director of Transportation

c: Rory Frampton - Makila Land Company  
Mark Alexander Roy - Munekiyo & Hiraga, Inc.

bc: HWY-PA

DY:emk



June 5, 2012

Department of Transportation  
869 Punchbowl Street  
Honolulu, Hawaii 96813

Attention: Darrell Young

Re: PROPOSED RELOCATION OF THE LAHAINA BYPASS SOUTHERN TERMINUS

Comments:

The drive from Maalaea to Lahaina is one of the most spectacular drives along a coastline a person can experience. Now a significant portion of that drive is being eliminated for thousands of tourists and commuters by the proposed bypass relocation. The reason for, to what end and at what cost is certainly questionable.

The elimination of highway erosion is supposedly the main reason for the relocation. However, there is a very short portion, approx. 500 feet or 10%, within the proposed relocation section that is not at least 8 feet above sea level. To my knowledge, at least for the last 14 years, there has never been a road closure as a result of this portion of highway. This section erosion potential can be solved at a much less cost and disruption than relocation of the entire highway.

The end result of this proposed relocation is detrimental to thousands of people and appears to benefit a very few. With this relocation of the highway this world class ocean experience will be lost forever for the majority of the tourists and commuters that presently use this highway. I have been fortunate to experience close in whale activity and I know others have experienced monk seals and turtles, which will not happen again with the relocation. During my travels I see fishing off the point and campers and individuals stopped at the 10-15 different turnouts and camp sites along the coast line from Launiupoko Wayside Park and the terminus at Olowalo as proposed.

The property owners of Launiupoko will be severely be impacted by the relocation with significantly more highway noise and view corridor impact. Net result, negative impact on many EXISTING home owners and big benefit to the developer to create a few ocean front lots. It certainly begs to differ with the comment that there is no environmental impact from the relocation. Either the studies definition was woefully inadequate or was very poorly conducted.

To clarify, I am not an expert on highway development costs, but I believe it would cost significantly less to proceed with the modified project as reflected in the final SEIS. In addition, this proposed relocation of the Lahaina bypass will result in the ongoing maintenance of the new highway and the existing highway for public access, by the County, who is already stretched to maintain what already exists throughout the County.

I live in Kihei and travel to Lahaina several times a week and look forward to the driving experience along the ocean. Moving this highway inland 800 to 1500 feet from the ocean would certainly take the joy out of the drive.

Page 2

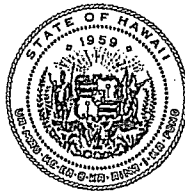
Response to Draft Environmental Assessment, Proposed Relocation  
of Lahaina Bypass Southern Terminus.

In conclusion, I am not against road improvements or responsible development, but what I am against is the benefits for a few negatively impacting thousands of people. Unfortunately, I believe this is clearly the case with this highway proposal change. I find no real study which addresses the relocation of the bypass 800 plus feet closer to the existing community of Launiupoko.

I'm sure there are some who could care less about their driving experience, just get me there, but I believe there are many more that do care. Therefore, I ask that you think about what is more important, the few who benefit or the many that loose.

With Concern,

Bill Reed  
715 S Kihei Rd  
Kihei, Hawaii 96753



DEPUTY DIRECTORS  
JADE T. BUTAY  
ROSS M. HIGASHI  
EDWIN H. SNIFFEN  
DARRELL T. YOUNG

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

IN REPLY REFER TO:  
HWY-PA 2.1219

November 17, 2015

Mr. Bill Reed  
715 South Kihei Road  
Kihei, Hawaii 96753

Dear Mr. Reed:

Subject: Draft Environmental Assessment Comments  
Proposed Relocation of Lahaina Bypass Southern Terminus, Maui, Hawaii

Thank you for your letter dated June 5, 2012, providing input on the Draft Environmental Assessment (EA) for the Proposed Relocation of the Lahaina Bypass Southern Terminus. The State of Hawaii Department of Transportation (HDOT) offers the following information in response to the comments in your letter:

***Comment No. 1:***

*The drive from Maalaea to Lahaina is one of the most spectacular drives along a coastline a person can experience. Now a significant portion of that drive is being eliminated for thousands of tourists and commuters by the proposed bypass relocation. The reason for, to what end and at what cost is certainly questionable.*

*The elimination of highway erosion is supposedly the main reason for the relocation. However, there is a very short portion, approx. 500 feet or 10%, within the proposed relocation section that is not at least 8 feet above sea level. To my knowledge, at least for the last 14 years, there has never been a road closure as a result of this portion of highway. This section erosion potential can be solved at a much less cost and disruption than relocation of the entire highway.*

***Response:***

The relocation of the Southern Terminus of the Lahaina Bypass is being proposed by the HDOT in partnership with the Federal Highways Administration (FHWA) as it extends the Lahaina Bypass and provides for a more inland (mauka) alignment along this section of West Maui. This project offers a long-term solution to the ongoing threat of shoreline erosion in this area, one that will also increase the roadway capacity of the Lahaina Bypass. Upon implementation of the proposed action, most of the existing Honoapiilani Highway is anticipated to be maintained as a local roadway for motorists who may choose the option of having a slower, more scenic drive along the coastline. The location of the southern connector road has been shifted north so that the most sensitive portion of the existing highway which you reference above will no longer be used for highway purposes. In addition to these long-range transportation planning benefits, the preferred alignment for the project also provides for the opportunity for additional coastal recreational areas along the seaward (makai) side of the Lahaina Bypass.

The Maui Police Department has provided confirmation that during periods of high tides and surf, the section of highway that is being avoided by the proposed extension "is often covered with salt water and debris" which affects the operations of the Highway. In addition, the Police Department has confirmed that the Highway has been closed due to tsunami events as the portions of the Highway are located within the tsunami inundation zone. In fact, the Highway has been closed several times in the past three (3) years due to tsunami events. The proposed project will relocate the Highway out of the tsunami inundation zone.

**Comment No. 2:**

*The end result of this proposed relocation is detrimental to thousands of people and appears to benefit a very few. With this relocation of the highway this world class ocean experience will be lost forever for the majority of the tourists and commuters that presently use this highway. I have been fortunate to experience close in whale activity and I know others have experienced monk seals and turtles, which will not happen again with the relocation. During my travels I see fishing off the point and campers and individuals stopped at the 10-15 different turnouts and camp sites along the coast line from Launiupoko Wayside Park and the terminus at Olowalu as proposed.*

**Response:**

We note your comment regarding the driving experience for residents and tourists along the existing Honoapiilani Highway. With implementation of the proposed Lahaina Bypass Southern Terminus Relocation Project, it is anticipated that the majority of the existing coastal highway below the Bypass will remain as a local roadway that will provide an alternative for those wishing to take a slower, more scenic drive into Lahaina Town.

**Comment No. 3:**

*The property owners of Launiupoko will be severely be impacted by the relocation with significantly more highway noise and view corridor impact. Net result, negative impact on many EXISTING home owners and big benefit to the developer to create a few ocean front lots. It certainly begs to differ with the comment that there is no environmental impact from the relocation. Either the studies definition was woefully inadequate or was very poorly conducted.*

**Response:**

We note your comments regarding perceived potential impacts from the proposed action. In regards to scenic and open space resources, given the sloping topography of the area and the vertical separation from existing homes and the proposed highway corridor, ocean views from existing residences will not be blocked. As such, despite taking more inland alignment, the proposed relocation of the Lahaina Bypass is not anticipated to significantly impact views of the Pacific Ocean of residents living further up the mountain in the Launiupoko agricultural subdivisions.

In terms of noise, both existing and future traffic noise levels in the project vicinity have been studied to evaluate the impacts associated with the proposed project. A copy of the Acoustic (Noise) Study will be included and discussed in the Final EA that is currently being prepared for the project. In summary, the study concluded that HDOT's noise abatement criteria will not be exceeded at any existing or permitted noise sensitive or public use structure within the vicinity of the proposed project.

***Comment No. 4:***

*To clarify, I am not an expert on highway development costs, but I believe it would cost significantly less to proceed with the modified project as reflected in the final SEIS. In addition, this proposed relocation of the Lahaina bypass will result in the ongoing maintenance of the new highway and the existing highway for public access, by the County, who is already stretched to maintain what already exists throughout the County.*

***Response:***

An updated relative cost comparison has estimated that the proposed project to relocate the southern terminus as well as to extend the roadway length by approximately 4,800 lineal feet is anticipated to cost an additional \$7.4 million. The relocation of the southern terminus of the Lahaina Bypass further south has been determined by the HDOT to be a necessary investment based on the regional transportation planning benefits that it provides the community.

***Comment No. 5:***

*I live in Kihei and travel to Lahaina several times a week and look forward to the driving experience along the ocean. Moving this highway inland 800 to 1500 feet from the ocean would certainly take the joy out of the drive.*

***Response:***

As discussed previously, the existing Honoapiilani Highway is anticipated to continue to be maintained and used as a local roadway with slower vehicle speeds than the Lahaina Bypass. The use of the existing Honoapiilani Highway as a local roadway would also provide roadway users with a scenic drive along the coastline should they so choose to take the "slower" Honoapiilani route, once the Bypass segment is completed.

***Comment No. 6:***

*In conclusion, I am not against road improvements or responsible development, but what I am against is the benefits for a few negatively impacting thousands of people. Unfortunately, I believe this is clearly the case with this highway proposal change. I find no real study which addresses the relocation of the bypass 800 plus feet closer to the existing community of Launiupoko.*

Mr. Bill Reed  
November 17, 2015  
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**Response:**

We note your opinion regarding the proposed project. We hope that the information provided in this letter and in the Final EA will be helpful toward addressing your concerns regarding potential impacts associated with the terminus relocation action.

**Comment No. 7:**

*I'm sure there are some who could care less about their driving experience, just get me there, but I believe there are many more that do care. Therefore, I ask that you think about what is more important, the few who benefit or the many that loose.*

**Response:**

As mentioned above, upon completion of the proposed project, the Honoapiilani Highway is anticipated to be maintained as local roadway, which will give users the option of taking the slower route along the coastline should they choose not to use the Bypass.

Thank you again for your participation in the EA review process for this important highway improvement project. A copy of your letter and this response letter will be included in the Final EA for the project. If you have any questions, please contact Darell Young, Highways Division, Planning Branch, at (808) 587-1835.

Sincerely,



FORD N. FUCHIGAMI  
Director of Transportation

c: Rory Frampton - Makila Land Company  
Mark Alexander Roy - Munekiyo & Hiraga, Inc.

bc: HWY-PA

DY:emk

9909 Lemon Ave  
La Mesa, CA 91941  
June 3, 2012

Mr. Darell Young  
State of Hawai'i, Department of Transportation  
869 Punchbowl Street, Honolulu, Hawai'i 96813

**Subject: *Draft Environmental Assessment for the Proposed Relocation of Lahaina Bypass Southern Terminus (TMK Nos. (2)4-7-001:026, -27, and 030)***

Dear Mr. Young:

I appreciate the opportunity to review the *Draft Environmental Assessment (DEA) for the Proposed Relocation of Lahaina Bypass Southern Terminus*. First, I wish to express my support for the Lahaina Bypass Highway, since it is a much needed infrastructure improvement for West Maui. However, as a transportation engineer and planner with over 20 years experience in municipal government, protecting public safety has been my greatest responsibility. Consequently I find the *Proposed Relocation of Lahaina Bypass Southern Terminus* (Project) DEA distressing because design features proposed in the DEA would increase the potential for collisions. Furthermore, the DEA and its Traffic Impact Analysis Report (TIAR) relies on incorrect assumptions, lacks sufficient documentation, and lacks sufficient detail to support its conclusion that the Project would have no significant traffic impacts or that the Preferred Alternative (Alternative 3) provides more benefits than the Pali to Puamana alternative (Alternative 2).

Potential Substantial Effects on Public Health:

1. The proposed traffic signal and northbound to southbound "on-ramp" at the intersection of the Lahaina Bypass Highway (Bypass) and the Puamana Connector creates a dangerous condition. The design of this intersection, as proposed and as depicted in Figures D-7, D-8, and D-9 of the DEA's TIAR, would increase the potential for rear-end collisions since vehicles would have to come to a complete stop when there were no gaps in the heavy southbound through movement. This would increase the potential for rear-end collisions particularly since the design speed of the Puamana Connector would be 55 mph. Additionally, the "on-ramp" would cause a merge which also would increase the potential of side swipes and rear-ends as vehicles try to enter the southbound stream of traffic, particularly since no acceleration lane is proposed. The TIAR states this merge would function acceptably, but this is based on freeway merging analysis where an auxiliary lane is provided for vehicles to accelerate to near the prevailing speed of the through traffic with which they are merging.

A multi-lane roundabout should be considered at this location, potentially with a bypass lane for the heavy northbound to southbound movement as shown in the *National Cooperative Highway Research Program (NCHRP) Report 672* (Attachment A, Page 2). A roundabout at this location

could enhance safety, reduce delay, and provide a less costly alternative to the "partial interchange" with an underpass that is proposed by the TIAR for this intersection in the Year 2035 scenario. The DEA's claim that the construction of a roundabout along the Bypass would not comply with HDOT's roundabout policy guideline is incorrect.

2. The proposed "Michigan U-turn" along the Bypass at Kai Hele Ku Street may also compromise public safety. The DEA should evaluate/discuss:

- The potential increase in vehicular accidents on Honoapi'ilani Highway caused by the weaving and merging maneuvers of O-turns.
- The potential increase in pedestrian and bicycle accidents on Honoapi'ilani Highway since pedestrians and bicyclists would not be provided a protected crossing, as would be provided by a traffic signal. The DEA should address how pedestrians and bicyclists will be prevented from crossing Honoapi'ilani Highway. It should be noted that restriction of pedestrians and bicyclists is contrary the goals of the *County of Maui 2030 General Plan Countywide Policy Plan* (General Plan) to provide a street supporting all modes of transportation (i.e. motorized vehicles, pedestrians, bicycles, and transit).
- On what basis the acceleration/deceleration lane lengths for the Michigan U-turn were determined and provide supporting documentation of calculations used in this determination. If these lanes are not designed long enough, this will increase the potential for vehicular crashes.

3. Left turn pocket lengths proposed at the intersections along the Bypass may not be long enough to prevent left turning vehicles from spilling into the through lanes. If left turning vehicles spill into the through lanes rear-end collisions could occur. Given that the design speed of the roadway would be 55 mph as stated in the TIAR (or 60 mph as stated in the Engineering Assessment in Appendix I) serious injury crashes could occur from these rear-end collisions. The TIAR did not provide any queueing analysis or other supporting information showing how the minimum left turn pocket lengths were determined. Additionally, the TIAR assumed excessively high cycle lengths in its analyses which would necessitate even longer pocket lengths to accommodate the left turn demand. The DEA should provide supporting documentation demonstrating how the left turn pocket lengths were determined.

4. Figures depicting proposed intersection configurations in the TIAR show improper transitions on the Lahaina Bypass for a roadway of such high design speed. (See Attachment B as an example.) Improper transitions would increase the likelihood of collisions on this high speed roadway.

5. Sufficient sight distance may not be provided for a mauka bound (eastbound) motorist approaching the Bypass on Kai Hele Ku Street due to the current "S" configuration of this roadway. A northbound motorist on Kai Hele Ku Street may not have sufficient time to stop in the event the northbound traffic signal indication is red in which case the incidence of rear-end and right-angle crashes at this intersection could increase. The DEA should demonstrate there is sufficient safe stopping distance on the eastbound approach of Kai Hele Ku Street per current American Association of State Highway and Transportation Officials (AASHTO) standards. Attachment C is a table for safe stopping distance from AASHTO's *Geometric Design of*



*Highways and Streets*, 4th Edition. Otherwise, Kai Hele Ku Street should be re-aligned to remove its current "S" configuration.

6. The proposed Year 2035 intersection of Honoapi'ilani Highway and Puamana Connector as depicted in Figure D-11 of the TIAR would have the potential for a much higher accident rate for the following reasons:

- The northbound right turn is not intersecting at right angles with Puamana Connector.
- The northbound right turn is a long tangent with a severe hook on the end of it; some motorists may have a tendency to go straight.
- The proposed design does not preclude northbound motorists from turning left at the intersection.

Incorrect Assumptions, Lack of Documentation, and Lack of Detail:

7. Honoapi'ilani Highway is assumed widened to four lanes south of the proposed new southern terminus by Year 2020. However, this improvement is not a programmed, scheduled, and fully funded public infrastructure project, nor is this improvement assured by an entitled development project. Therefore, Honoapi'ilani Highway should not be assumed widened to four lanes in any analysis scenario. As a result, the Project may have a significant impact at the intersection of the Bypass and Honoapi'ilani Highway.

8. All analyses provided in the TIAR are based on the forecasted peak hour turn volumes at the study intersections. If the turn volumes are incorrect, then the conclusions that the Project would have no significant traffic impact and that a 4 lane facility would be sufficient to adequately accommodate the Year 2035 forecast volumes may be incorrect.

- The forecast intersection turn volumes used in the TIAR were based on the "Honoapi'ilani Highway Widening/Realignment Maalaea to Launiupoko" draft traffic technical memorandum dated April 28, 2008 by CH2M Hill. The turn volumes in this draft memorandum had not been approved by the HDOT when the TIAR was completed in November 2009 and may have since been revised. Therefore, the validity of the intersection turn volumes used in the TIAR is questionable. As of April 16, 2012, the 2035 forecast data for the Maui Island Long Range Regional Plan has not been fully reviewed per CH2M Hill. (See Attachment F, Page 1.)
- No supporting documentation is provided in the TIAR regarding the development of the peak hour turning movements at the study intersections. All memos cited in the TIAR and forecasts used to determine peak hour volumes should be provided in the TIAR. It cannot be confirmed that the intersection turn volumes are accurate since the DEA lacks this supporting information.
- No discussion is provided concerning how the intersection turn volumes were derived from the forecasts. Turn volumes should not be taken directly from forecast since turn volumes taken from a forecast are considered inaccurate.

9. Many of the intersection analyses in the DEA's TIAR assumed unreasonably high cycle lengths, some as high as 215 seconds. When lower, more reasonable cycle lengths are assumed, the overall average delay per vehicle is anticipated to increase, and the project may be shown to have a significant traffic impact at one or more of the study intersections.

10. The TIAR assumes all study intersections would need to be signalized in Year 2020. *Manual on Uniform Traffic Control Devices* (MUTCD) signal warrants should be provided to show that these intersections warrant signalization. The MUTCD cautions that an unwarranted signal should not be installed. In the event that most of the 438 new dwelling units are not constructed by Year 2020 in the area of the Bypass as assumed in the TIAR, it is unlikely that the future intersection of the Bypass and Kai Hele Ku Street would warrant a traffic signal in Year 2020.

11. The DEA incorrectly assumes that the construction of roundabouts at the study intersections is infeasible, citing reasons their construction would not conform with HDOT policy guidelines for the construction of roundabouts. Three of the four reasons cited are completely inaccurate based on the HDOT policy guidelines and FHWA roundabout guidelines (i.e. *NCHRP Report 672*), and the fourth does not apply to all intersections. Roundabouts should be considered, particularly at the intersection of the Lahaina Bypass and the Puamana Connector, where a roundabout could increase capacity and enhance safety. Also, the construction of roundabouts rather than traffic signals along the Lahaina Bypass would be consistent with a goal of the Maui General Plan which calls for the support of alternative designs such as modern roundabouts. (Refer to Attachment D, Page 2.)

"Preferred" Alternative:

12. The DEA claims that the Alternative 3 is a "more beneficial" alternative to Alternative 2. The DEA cites two reasons why Alternative 3 is superior to Alternative 2. The first concerns the separation between the Lahaina Bypass and Honoapi'ilani Highway, and the second concerns the re-alignment of Ke Hele Ku Street.

The DEA claims that Alternative 2 would establish two parallel roadways in close proximity to each other which is "less desirable from a Highway network planning perspective" and that Alternative 3 would provide for greater separation between the Lahaina Bypass and the Honoapi'ilani Highway which is "more desirable from a highway network planning perspective." This statement is incorrect. From a network planning or traffic engineering perspective, Alternative 3 is not superior to Alternative 2. From a transportation perspective, there is no need for the highway to be as far from the shoreline as proposed in Alternative 3.

The DEA also claims that Alternative 3 would not require the re-alignment Kai Hele Ku Street; however, the DEA does not demonstrate that safe stopping sight would be provided so that eastbound vehicles could come to a safe stop if the eastbound traffic signal indications on Kai Hele Street are red, so the re-alignment of Kai Hele Ku Street to remove its "S" configuration may be required with Alternative 3. The DEA should demonstrate that safe stopping distance would be provided by Alternative 3 at the Bypass and Kai Hele Ku Street per AASHTO standards.

However, it is anticipated realigning the roadway could be completed with minimal cost, especially when compared to the total cost of the construction of the Lahaina Bypass itself, given that Kai Hele Ku Street is a narrow private roadway with no curb, gutter, and sidewalk, and that extending it to Honoapi'ilani Highway would require only an approximate 900 feet of new pavement. (See Attachment E.)

Right-of-way for future Light Rail Transit (LRT):

13. One of the goals of the General Plan is to diversify transportation options. (See Attachment D, Page 2.) To achieve this goal, sufficient right-of-way should be provided for the Bypass Highway to provide room for a future LRT. The DEA should be revised to discuss provision of this right-of-way and its potential future use for LRT.

Other Specific Comments to the DEA:

14. Page 23: The DEA indicates that Alternative 2 does not provide for a 90 degree angle for the intersection of the Bypass with Kai Hele Ku Street and references Figure 5 of the DEA to demonstrate this. This intersection is not shown in enough detail on Figure 5 for the reader of the DEA to concur with the DEA's assessment, particularly since it cannot be determined from Figure 5 at what angle Alternative 2 would intersect Kai Hele Ku Street. A larger figure, drawn to scale, which shows the horizontal radius of the curve in Kai Hele Ku Street should be provided in the DEA. A vertical alignment should also be provided for this intersection unless the area is relatively flat.

15. Page 23: The DEA states Alternative 2 would require "significant" realignment of Kai Hele Ku Street. The DEA should provide more information on what the word "significant" means in this context since the word "significant" is a subjective word.

16. Page 65 of the DEA (and Page 17 of its TIAR) cites four reasons why installing roundabouts are infeasible based on HDOT's memo entitled, "Modern Roundabouts Policy Guideline," dated December 19, 2008. These reasons are shown below as bulleted items, followed by why they do not preclude the consideration of roundabouts:

- The capacity of a single lane roundabout of 1,100 vehicles per hour is insufficient to handle the forecast volumes.

A multi-lane roundabout, which has more capacity than 1,100 vehicles per hour per *NCHRP Report 672* (Attachment A, Page 3), should be considered and could be constructed when the Bypass Highway is constructed as only two lanes.

- Operating speed through roundabouts should not exceed 35 miles per hour while the design speed of the roadways are 55 miles per hour.

According to "HDOT Modern Roundabout Policy Guideline" dated December 18, 2008 (Attachment G) and *NCHRP Report 672* (Attachment A, Page 4), with proper design and

deflection, the 55 mph speed along the Bypass can be sufficiently slowed so that it operates at 35 mph within the roundabout.

- Roundabouts need not be considered when less than 10% of the traffic enters the intersection from a minor street, which is the case for several intersections.

The minor approach volumes at the intersection of Puamana Connector and the Bypass exceed 10% based on the turn volumes provided in the TIAR. A roundabout should be considered at this location.

- Roundabouts are best suited for level terrain while the bypass highway alignment is in rolling terrain.

Page 2 of the Engineering Assessment for the DEA (Appendix I) states, "The topography through Launiupoko is fairly level" and, "Maximum grade in this section will be under 3%." According to *NCHRP Report 672*, installing roundabouts on grades lower than 3% is generally not problematic. (See Attachment A, Page 5.)

Therefore, roundabouts should be considered for this project at some locations.

Specific Comments to the TIAR (Appendix H of the DEA):

**17.** Supporting documentation and worksheets should be provided in the TIAR showing how the proposed lengths of all acceleration lanes, deceleration, and left turn pockets were determined.

**18. Page 9 - 10, Traffic Forecasting Methodology:**

- Provide copies of all forecasts and worksheets used to develop the turning volumes for the TIAR. Without this information, the turning volumes used in the TIAR cannot be validated.
- Explain how morning and afternoon peak hour volumes were developed from the 2020 and 2035 forecasts. Turning volumes should not be taken directly from a forecast since they are inaccurate.
- Provide a copy of the "Honoapi'ilani Highway Widening/Realignment Maalaea to Launiupoko" Draft Traffic Technical Memorandum (April 28, 2008) by CH2MHill.
- Clarify on what basis it was determined a total of 436 new homes could be located mauka and makai of the bypass highway.

**19. Page 11- 12, Figures 3 & 4:** These figures should be re-drawn to show Honoapi'ilani Highway as not a "through" street.

**20. Page 17, Development of Conceptual Intersection Designs:** The TIAR cites four items from the HDOT's memo entitled, "Modern Roundabouts Policy Guideline," dated December 19, 2008 as reasons installing roundabouts are infeasible. Three of the reasons cited are completely incorrect.

**21. Page 17, Development of Conceptual Intersection Designs** The TIAR states, "Each of the five study intersections are expected to be signalized in the year 2020." Clarify on what basis is this was assumed.

**22. Page 20, Multilane Highways Level of Service Table:** Provide HCM 2000 worksheets for the results shown in the table so the results may be verified.

**23. Page 24, Table 2, On-Ramp Level of Service Summary:** This table provides no meaningful data since the HCM 2000 procedure for analyzing freeway on-ramp merges assumes at least two through lanes on the main highway. Table 2 should be removed in its entirety from the TIAR (along with the corresponding data sheets in the appendix of the TIAR) as its results are misleading.

**24. Page 32, Figure D-1 and all other figures of the Bypass as a 4-lane facility:** Revise these figures to show a raised center median on Lahaina Bypass. The Engineering Assessment in Appendix I of the DEA indicates a median will be constructed with a minimum width of 34 feet including paved shoulders along the median.

**25. Page 37 - 39, Figures D-4 through D - 6:** Kai Hele Ku Street is incorrectly referred to as "Kai Hele Ku Road" on these figures.

**26. Page 38, Figure D-5; Page 42, Figure D-7; Page 43, Figure D-8; Page 44, Figure D-9:** All figures in the TIAR showing the Bypass as a 4-lane facility should be redrawn to depict a raised center median given the Engineering Assessment (Appendix I) indicates the Bypass will be constructed with a median which, including the paved shoulder, will have a minimum width of 34 feet.

**27. Page 42-43, Figure D-7 and Figure D-8:** No acceleration lane is shown for northbound Puamana Connector to southbound Bypass.

**28. Page 46, Honoapi'ilani Highway (north) and Puamana Connector:** The TIAR states there is no level of service calculations for the conceptual design shown in Figure D-11 of the TIAR. The northbound right turn would experience delay in waiting for a gap in traffic on the Puamana Connector. A level of service calculation should be provided for this intersection.

**29. Page 51, Conclusions:** The TIAR states, "All five study intersections would need to be signalized by 2020." Clarify on what basis this statement is true, whether all five locations would meet MUTCD signal warrants, and provide MUTCD signal warrants.

**30. Signalized Intersection Level of Service Worksheets:** 2 percent of the traffic on the bypass highway was assumed to be heavy vehicles. This assumption appears to be too low given the fact the bypass highway is anticipated to be the route used by semi-trailers delivering goods from the Kahului Harbor to the Lahaina area.

**31. Signalized Intersection Level of Service Worksheets:** Many of the analyses sheets indicate unreasonably high cycle lengths were assumed. For example, the intersection cycle lengths used in the analysis for the Lahaina Bypass at Kai Hele Kai in Year 2020 was 190 seconds in the a.m. peak hour and 205 seconds in the p.m. peak. A 215 second cycle length was used for evaluating the Lahaina Bypass at the Puamana Connector. All analyses using such high cycle lengths should be revised using lower cycle lengths. It should be noted that it is anticipated that the left turn pocket lengths for the study intersections recommended in the TIAR would be too short if the intersections ran in such high cycle lengths.

Final Remarks:

In conclusion, the Project may substantially affect public health and have a significant impact per Hawaii Administrative Rules Section 11-200-12. The Project may have other significant impacts due to erroneous assumptions and unsubstantiated data used in the DEA. Therefore, the DEA is inadequate. Further, it cannot be concluded at this time that a Finding of No Significant Impact (FONSI) is the appropriate environmental determination for this project.

Thank you once again for providing me the opportunity to review and comment on the DEA.

Sincerely,



Victoria A. Huffman, P.E.

cc: Mark Alexander Roy, Munekiyo & Hiraga, Inc. (electronic copy)  
Rory Frampton, Makila Land Company, LLC (electronic copy)

# NCHRP

## REPORT 672

### Roundabouts: An Informational Guide

*Second Edition*

TRANSPORTATION RESEARCH BOARD  
OF THE NATIONAL ACADEMIES

NATIONAL  
COOPERATIVE  
HIGHWAY  
RESEARCH  
PROGRAM

In Cooperation with



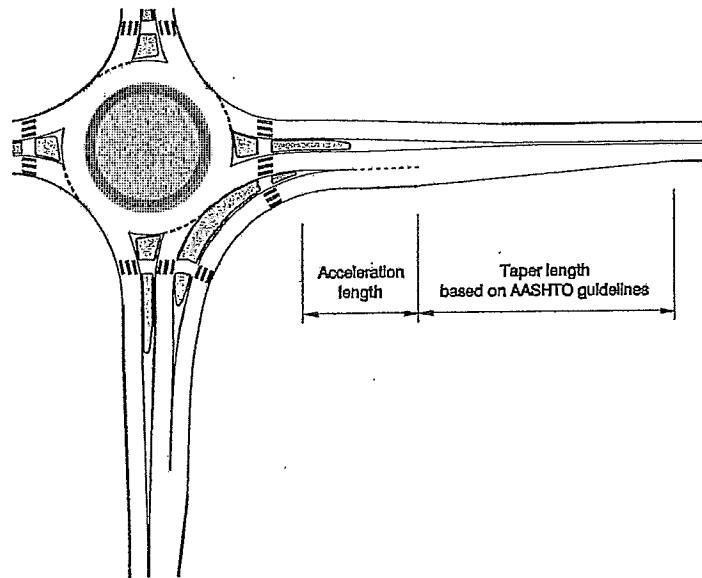
U.S. Department  
of Transportation

Federal Highway  
Administration

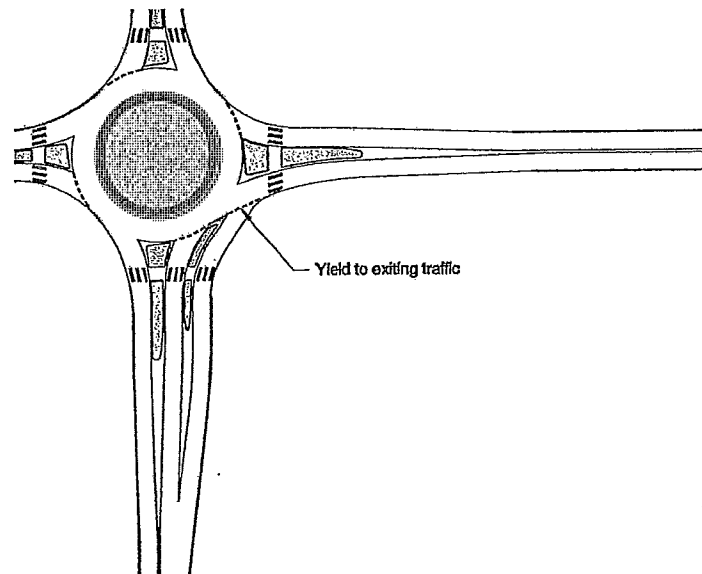
*Right-turn bypass lanes can merge back into the main exit roadway or provide a yield-controlled entrance onto the main exit roadway.*

There are two design options for right-turn bypass lanes. The first option, shown in Exhibit 6-72 (full bypass), is to carry the bypass lane parallel to the adjacent exit roadway, and then merge it into the main exit lane. Under this option, the bypass lane should be carried alongside the main roadway for a sufficient distance to allow vehicles in the bypass lane and vehicles exiting the roundabout to accelerate to comparable speeds. The bypass lane is then merged at a taper rate according to AASHTO guidelines for the appropriate design speed. The second design option (partial bypass) for a right-turn bypass lane, shown in Exhibit 6-73, is to provide a yield-controlled entrance onto the adjacent exit roadway. The first option provides better

**Exhibit 6-72**  
Configuration of Right-turn  
Bypass Lane with  
Acceleration Lane

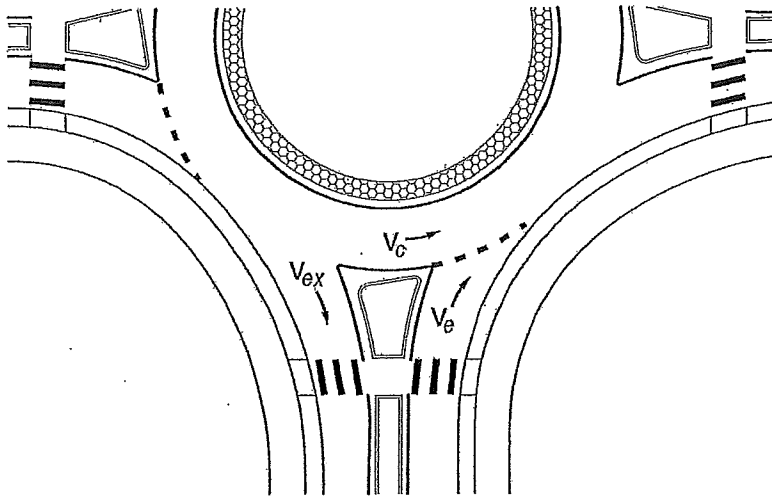


**Exhibit 6-73**  
Configuration of Right-turn  
Bypass Lane with Yield  
at Exit Leg





through the intersection. More detailed lane assignments and refinements to the lane configurations can be determined later through a more formal operations analysis.



**Exhibit 3-13**  
Traffic Flows at a Roundabout Entry

*Rule of Thumb: If the sum of the entering and circulating volumes for each approach is less than 1,000 veh/h, then a single-lane roundabout is likely to operate acceptably.*

The sum of the entering ( $v_e$ ) and conflicting ( $v_c$ ) traffic volumes, as illustrated in Exhibit 3-13, can be used to evaluate the number of lanes required on the entry (1). If the sum of the entering and conflicting volumes is less than 1,000 vehicles per hour (veh/h), then a single-lane entry can be reasonably assumed to operate within its capacity. Exhibit 3-14 provides additional planning-level lane requirements for various combinations of entering and circulating volumes, and Exhibit 3-15 gives an example of planning-level calculations.

Volume Range (sum of entering and conflicting volumes)	Number of Lanes Required
0 to 1,000 veh/h	▪ Single-lane entry likely to be sufficient
1,000 to 1,300 veh/h	▪ Two-lane entry may be needed ▪ Single-lane may be sufficient based upon more detailed analysis.
1,300 to 1,800 veh/h	▪ Two-lane entry likely to be sufficient
Above 1,800 veh/h	▪ More than two entering lanes may be required ▪ A more detailed capacity evaluation should be conducted to verify lane numbers and arrangements.

Source: New York State Department of Transportation

**Exhibit 3-14**  
Volume Thresholds for  
Determining the Number of  
Entry Lanes Required

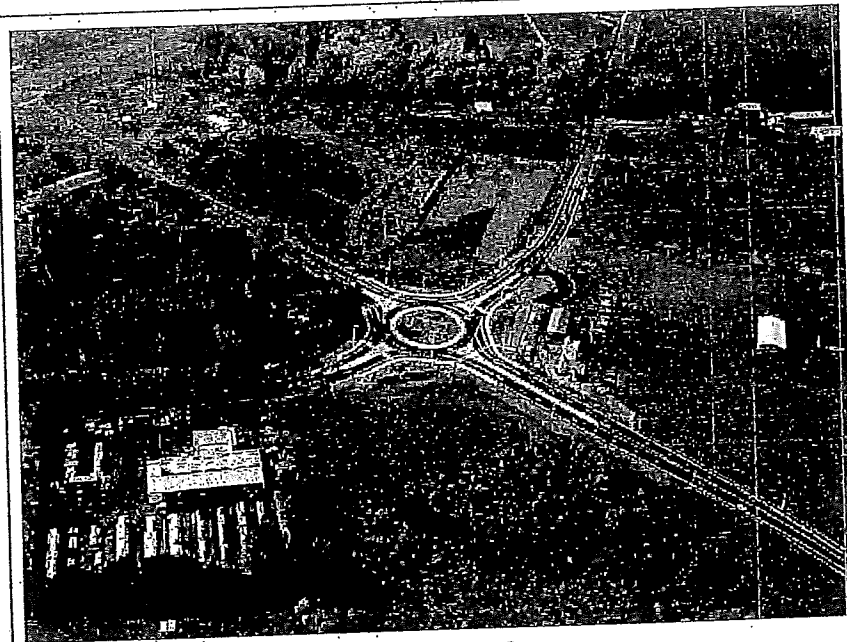
Roundabouts: An Informational Guide

### 3.4.4 RURAL SETTINGS AND SMALL COMMUNITIES

Rural settings typically have different needs than urban centers or larger communities. Safety may often be the driving factor over capacity in making a roundabout an appealing choice. Within small communities along an extended highway, a roundabout is ideal for supporting speed reductions. Roundabouts have been demonstrated to be a particularly effective treatment in reducing fatalities and injuries at intersections on high-speed roadways.

Roundabouts located on high speed roadways, particularly in rural settings (see Exhibit 3-5), may require additional design modifications to slow drivers in advance of the intersection. These can include geometric design features such as extended splitter islands and introducing horizontal curvature on high-speed approaches to slow drivers, using the physical alignment of the roadway rather than speed zones (signs) and other passive methods.

Exhibit 3-5  
Rural Setting

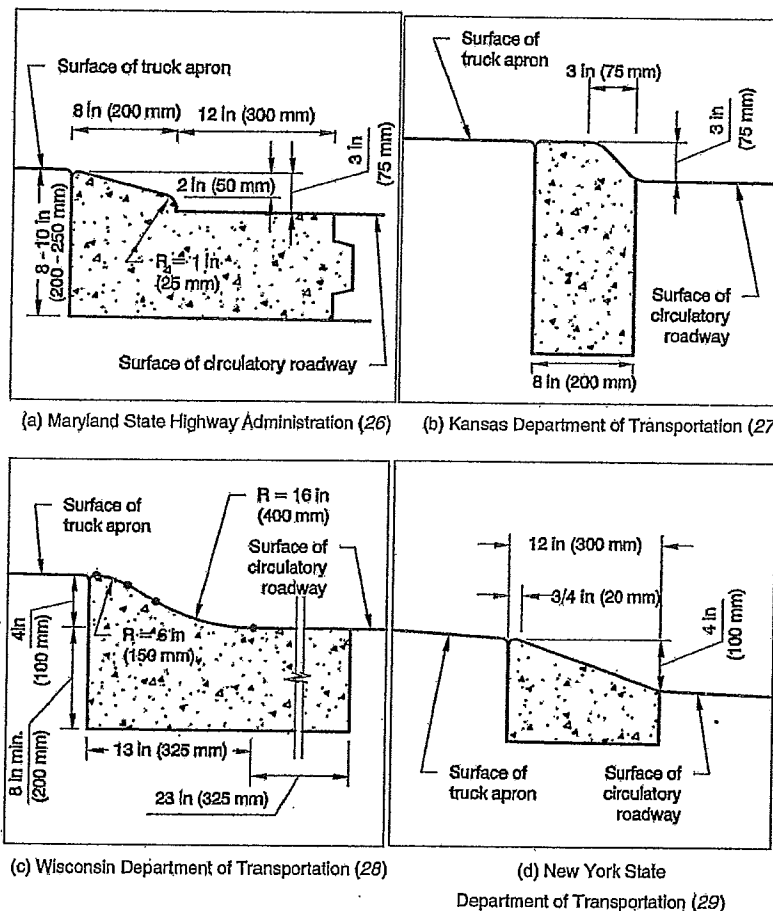


Clackamas County, Oregon

Benefits	Considerations
<ul style="list-style-type: none"> <li>• May improve operations and decrease delay compared to TWSC or signalized control</li> <li>• May provide safer alternative to signalized control for locations where TWSC fails but minor street volumes remain relatively low</li> <li>• May address an existing safety deficiency</li> <li>• Lower speeds</li> <li>• Lower maintenance costs</li> </ul>	<ul style="list-style-type: none"> <li>• Design vehicle</li> <li>• Pedestrian, bicycle and transit access</li> <li>• Central island maintenance</li> <li>• Intersection visibility under high speed conditions</li> <li>• Illumination</li> </ul>

Roundabouts: An Informational Guide

**Exhibit 6-78**  
Examples of Sloping Truck  
Apron Curb Shapes Used in  
the United States

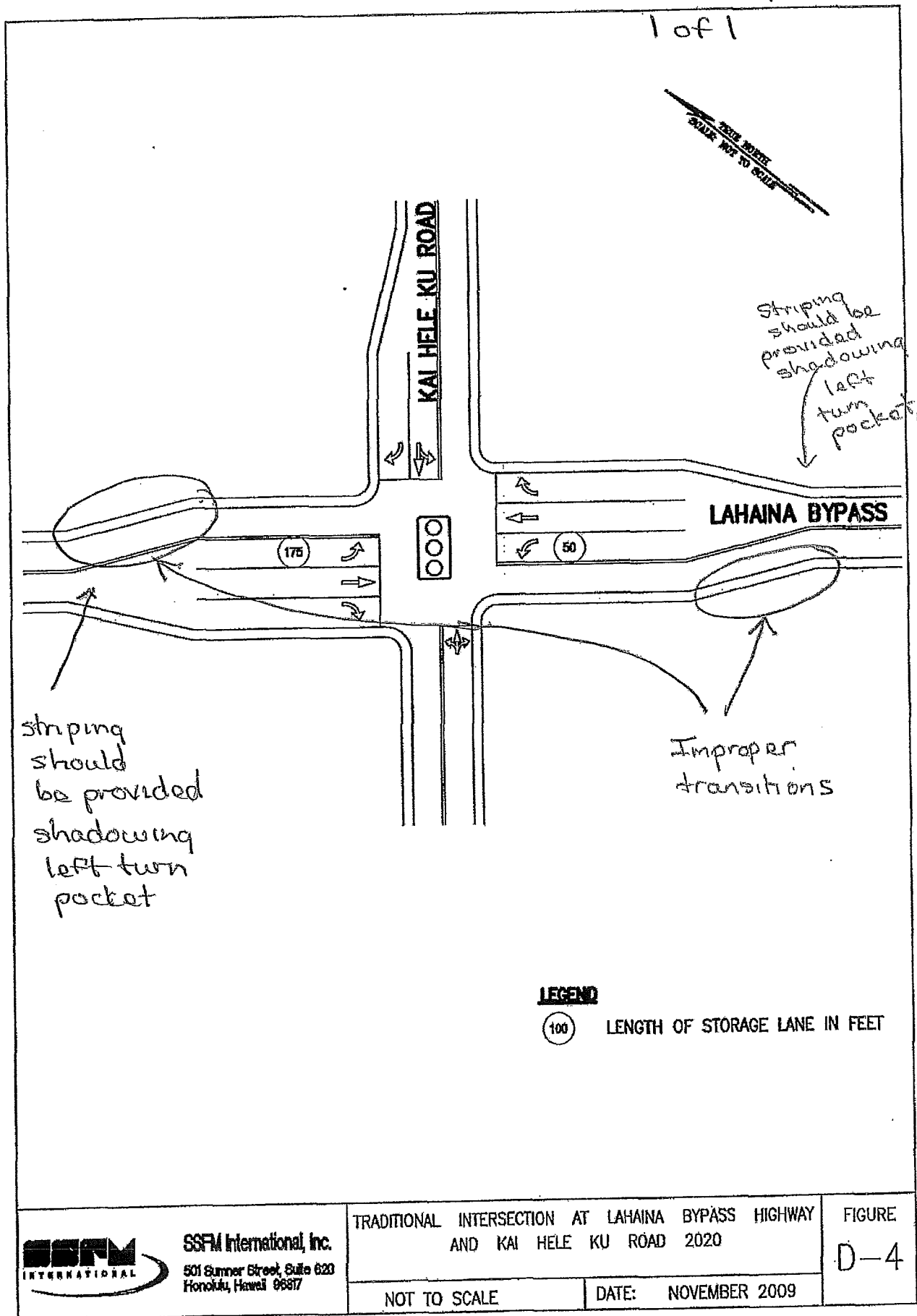


*Avoid locating roundabouts in areas where grades through the intersection are greater than 4%.*

### 6.8.7.5 Locating Roundabouts on Grades

It is generally not desirable to place roundabouts in locations where grades through the intersection are greater than 4%, although roundabouts have been installed on grades of 10% or more. Installing roundabouts on roadways with grades lower than 3% is generally not problematic (25). At locations where a constant grade must be maintained through the intersection, the circulatory roadway may be constructed on a constant-slope plane. This means, for instance, that the cross slope may vary from +3% on the high side of the roundabout (sloped toward the central island) to -3% on the low side (sloped outward). Note that the central island cross slopes will pass through a level at a minimum of two locations for roundabouts constructed on a constant grade.

Care is needed when designing roundabouts on steep grades. On approach roadways with grades steeper than -4%, it is more difficult for entering drivers to slow or stop on the approach. At roundabouts on crest vertical curves with steep approaches, a driver's sight lines may be compromised, and the roundabout may violate driver expectancy. However, under the same conditions, other types of at-grade intersections often will not provide better solutions. Therefore, the



SSFM International, Inc.  
501 Summer Street, Suite 620  
Honolulu, Hawaii 96817

TRADITIONAL INTERSECTION AT LAHAINA BYPASS HIGHWAY  
AND KAI HELE KU ROAD 2020

NOT TO SCALE

DATE: NOVEMBER 2009

FIGURE

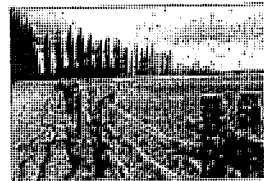
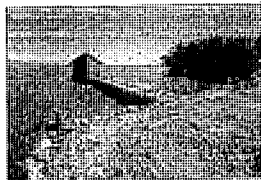
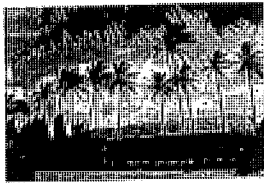
D-4

Metric					US Customary				
Design speed (km/h)	Brake reaction distance (m)	Braking distance on level (m)	Stopping sight distance		Design speed (mph)	Brake reaction distance (ft)	Braking distance on level (ft)	Stopping sight distance	
			Calculated (m)	Design (m)				Calculated (ft)	Design (ft)
20	13.9	4.6	18.5	20	15	55.1	21.6	76.7	80
30	20.9	10.3	31.2	35	20	73.5	38.4	111.9	115
40	27.8	18.4	46.2	50	25	91.9	60.0	151.9	155
50	34.8	28.7	63.5	65	30	110.3	86.4	196.7	200
60	41.7	41.3	83.0	85	35	128.6	117.6	246.2	250
70	48.7	56.2	104.9	105	40	147.0	153.6	300.6	305
80	55.6	73.4	129.0	130	45	165.4	194.4	359.8	360
90	62.6	92.9	155.5	160	50	183.8	240.0	423.8	425
100	69.5	114.7	184.2	185	55	202.1	290.3	492.4	495
110	76.5	138.8	215.3	220	60	220.5	345.5	566.0	570
120	83.4	165.2	248.6	250	65	238.9	405.5	644.4	645
130	90.4	193.8	284.2	285	70	257.3	470.3	727.6	730
					75	275.6	539.9	815.5	820
					80	294.0	614.3	908.3	910

Note: Brake reaction distance predicated on a time of 2.5 s; deceleration rate of 3.4 m/s<sup>2</sup> [11.2 ft/s<sup>2</sup>] used to determine calculated sight distance.

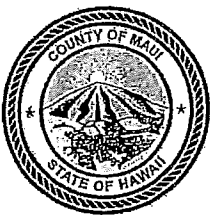
Exhibit 3-1. Stopping Sight Distance

County of Maui  
2030 General Plan  
**Countywide Policy Plan**



*'A 'ohe hana nui ke alu 'ia.*

*No task is too big when done together by all.*



## Goals, Objectives, Policies, and Actions

### H. Diversify Transportation Options

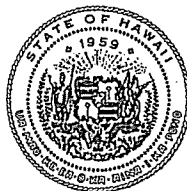
Goal: Maui County will have an efficient, economical, and environmentally sensitive means of moving people and goods.

#### Objective:

1. Provide an effective, affordable, and convenient ground-transportation system that is environmentally sustainable.

#### Policies:

- a. Execute planning strategies to reduce traffic congestion.
- b. Plan for the efficient relocation of roadways for the public benefit.
- c. Support the use of alternative roadway designs, such as traffic-calming techniques and modern roundabouts.
- d. Increase route and mode options in the ground-transportation network.
- e. Ensure that roadway systems are safe, efficient, and maintained in good condition.
- f. Preserve roadway corridors that have historic, scenic, or unique physical attributes that enhance the character and scenic resources of communities.
- g. Design new roads and roadway improvements to retain and enhance the existing character and scenic resources of the communities through which they pass.
- h. Promote a variety of affordable and convenient transportation services that meet countywide and community needs and expand ridership of transit systems.
- i. Collaborate with transit agencies, government agencies, employers, and operators to provide planning strategies that reduce peak-hour traffic.
- j. Develop and expand an attractive, island-appropriate, and efficient public-transportation system.
- k. Provide and encourage the development of specialized transportation options for the young, the elderly, and persons with disabilities.
- l. Evaluate all alternatives to preserve quality of life before widening roads.
- m. Encourage businesses in the promotion of alternative transportation options for resident and visitor use.
- n. Support the development of carbon-emission standards and an incentive program aimed at achieving County carbon-emission goals.



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

FORD N. FUCHIGAMI  
DIRECTOR

DEPUTY DIRECTORS  
JADE T. BUTAY  
ROSS M. HIGASHI  
EDWIN H. SNIFFEN  
DARRELL T. YOUNG

IN REPLY REFER TO:  
HWY-PA 2.1245

November 20, 2015

Ms. Victoria Huffman  
5440 Baltimore Drive, Unit 150  
La Mesa, California 91942

Dear Ms. Huffman:

Subject: Draft Environmental Assessment Comments  
Proposed Relocation of Lahaina Bypass Southern Terminus, Maui, Hawaii

Thank you for your letter dated June 3, 2012, providing input on the Draft Environmental Assessment (EA) for the Proposed Relocation of the Lahaina Bypass Southern Terminus. The State of Hawaii, Department of Transportation (HDOT) offers the following information in response to the comments in your letter:

***Comment No. 1:***

*First, I wish to express my support for the Lahaina Bypass Highway, since it is a much needed infrastructure improvement for West Maui.*

***Response:***

We acknowledge your statement in support of the overall Lahaina Bypass Highway project.

***Comment No. 2:***

*However, as a transportation engineer and planner with over 20 years experience in municipal government, protecting public safety has been my greatest responsibility. Consequently I find the Proposed Relocation of Lahaina Bypass Southern Terminus (Project) DEA distressing because design features proposed in the DEA would increase the potential for collisions.*

***Response:***

Public safety is a primary concern for the HDOT in all infrastructure improvements undertaken within the State of Hawaii. As noted in the Traffic Impact Analysis Report (TIAR), the design schematics presented are conceptual for planning and discussion purposes. The HDOT standards will be adhered to when the project enters the design phase.



**Comment No. 3:**

*Furthermore, the DEA and its Traffic Impact Analysis Report (TIAR) relies on incorrect assumptions, lacks sufficient documentation, and lacks sufficient detail to support its conclusion that the Project would have no significant traffic impacts or that the Preferred Alternative (Alternative 3) provides more benefits than the Pali to Puamana alternative (Alternative 2).*

**Response:**

We would like to thank you for your time and thoughtful comments on the TIAR, however, based on our following responses to your specific comments and with the recently prepared TIAR Addendum (a copy of which will be included and discussed in the Final EA), our position is that there is an adequate basis to support the selection of Alternative 3 as the preferred alternative for the project.

**Comment No. 4:**

*1. The proposed traffic signal and northbound to southbound "on-ramp" at the intersection of the Lahaina Bypass Highway (Bypass) and the Puamana Connector creates a dangerous condition. The design of this intersection, as proposed and as depicted in Figures D-7, D-8, and D-9 of the DEA's TIAR, would increase the potential for rear-end collisions since vehicles would have to come to a complete stop when there were no gaps in the heavy southbound through movement. This would increase the potential for rear-end collisions particularly since the design speed of the Puamana Connector would be 55 mph. Additionally, the "on-ramp" would cause a merge which also would increase the potential of side swipes and rear-ends as vehicles try to enter the southbound stream of traffic, particularly since no acceleration lane is proposed. The TIAR states this merge would function acceptably, but this is based on freeway merging analysis where an auxiliary lane is provided for vehicles to accelerate to near the prevailing speed of the through traffic with which they are merging.*

*A multi-lane roundabout should be considered at this location, potentially with a bypass lane for the heavy northbound to southbound movement as shown in the National Cooperative Highway Research Program (NCHRP) Report 672 (Attachment A, Page 2). A roundabout at this location could enhance safety, reduce delay, and provide a less costly alternative to the "partial interchange" with an underpass that is proposed by the TIAR for this intersection in the Year 2035 scenario. The DEA's claim that the construction of a roundabout along the Bypass would not comply with HDOT's roundabout policy guideline is incorrect.*

***Response:***

As noted in the TIAR, the design schematics presented are conceptual for planning and discussion purposes. The HDOT standards will be adhered to when designing the “on-ramp,” including a merge lane where needed. The HDOT’s December 18, 2008, Modern Roundabout Policy Guideline states, “it is the policy of the department to generally limit consideration to modern single-lane roundabouts only. While modern multi-lane roundabouts can accommodate high volumes of traffic, there are inherent operational and design complexities with modern multi-lane roundabouts.” It is because of this that multi-lane roundabouts are not being considered at this location.

***Comment No. 5:***

*2. The proposed “Michigan U-turn” along the Bypass at Kai Hele Ku Street may also compromise public safety. The DEA should evaluate/discuss:*

- The potential increase in vehicular accidents on Honoapi‘ilani Highway caused by the weaving and merging maneuvers of U-turns.*

***Response:***

The FHWA provides documentation that states that a median U-turn crossover configuration (Michigan U-turn) eliminates all crossing (left-turn) conflict points that are present in a standard four-leg signalized intersection. It also reduces the number of merge/diverge conflict points. However, based on additional analysis in an addendum to the original TIAR which will be included in the Final EA, the “Michigan U-turn” option is not being recommended as the preferred intersection design.

***Comment No. 6:***

*The proposed “Michigan U-turn” along the Bypass at Kai Hele Ku Street may also compromise public safety. The DEA should evaluate/discuss:*

- The potential increase in pedestrian and bicycle accidents on Honoapi‘ilani Highway since pedestrians and bicyclists would not be provided a protected crossing, as would be provided by a traffic signal. The DEA should address how pedestrians and bicyclists will be prevented from crossing Honoapi‘ilani Highway. It should be noted that restriction of pedestrians and bicyclists is contrary the goals of the County of Maui 2030 General Plan Countywide Policy Plan (General Plan) to provide a street supporting all modes of transportation (i.e. motorized vehicles, pedestrians, bicycles, and transit).*

***Response:***

We note your concern regarding pedestrian and bicycle safety with the “Michigan U-turn” option, however, as noted above, this option is not being recommended as the preferred intersection design for the Lahaina Bypass and Kai Hele Ku Street intersection.

***Comment No. 7:***

*The proposed “Michigan U-turn” along the Bypass at Kai Hele Ku Street may also compromise public safety. The DEA should evaluate/discuss:*

- *On what basis the acceleration/deceleration lane lengths for the Michigan U-turn were determined and provide supporting documentation of calculations used in this determination. If these lanes are not designed long enough, this will increase the potential for vehicular crashes.*

***Response:***

As noted in the TIAR, the design schematics presented are conceptual, for planning and discussion purposes. The Department standards will be adhered to when designing the acceleration and deceleration lane lengths. Also, as noted above, the “Michigan U-turn” option is not being recommended as the preferred intersection design for the Lahaina Bypass and Kai Hele Ku Street intersection.

***Comment No. 8:***

*3. Left turn pocket lengths proposed at the intersections along the Bypass may not be long enough to prevent left turning vehicles from spilling into the through lanes. If left turning vehicles spill into the through lanes rear-end collisions could occur. Given that the design speed of the roadway would be 55 mph as stated in the TIAR (or 60 mph as stated in the Engineering Assessment in Appendix I) serious injury crashes could occur from these rear-end collisions. The TIAR did not provide any queueing analysis or other supporting information showing how the minimum left turn pocket lengths were determined. Additionally, the TIAR assumed excessively high cycle lengths in its analyses which would necessitate even longer pocket lengths to accommodate the left turn demand. The DEA should provide supporting documentation demonstrating how the left turn pocket lengths were determined.*

***Response:***

Recommended storage lengths in the TIAR were calculated from the intersection peak hour operational analysis (included in the TIAR Appendix). The lengths are representative of the number of vehicles attributed to the “95 percent back of queue” multiplied by 25-feet/vehicle

which is standard HDOT practice. This value is provided for civil design use and does not include necessary deceleration and taper lengths. The HDOT standards will be adhered to when designing the auxiliary lane lengths.

High cycle lengths were recommended to minimize the impact of traffic signal delay on through-traveling vehicles along the Bypass. By delaying a small volume of minor movement (side-street) traffic, the significantly larger volume of major movement (Bypass) traffic is allowed to proceed without delay during the peak hours. During off-peak hours, the traffic signal controller should incorporate vehicle detection and max force-offs to allow for traffic actuated signal timing that does not necessitate long side-street delay when possible.

Recommended storage lengths are directly attributed to intersection peak-hour operational analysis and thus, cycle length was used in the calculation. Thereby, lowered cycle lengths would result in shorter storage length requirements.

***Comment No. 9:***

*4. Figures depicting proposed intersection configurations in the TIAR show improper transitions on the Lahaina Bypass for a roadway of such high design speed. (See Attachment B as an example.) Improper transitions would increase the likelihood of collisions on this high speed roadway.*

***Response:***

As noted in the TIAR, the design schematics presented are conceptual for planning and discussion purposes. The HDOT standards will be adhered to when designing transitions and the acceleration/deceleration lane and taper lengths.

***Comment No. 10:***

*5. Sufficient sight distance may not be provided for a mauka bound (eastbound) motorist approaching the Bypass on Kai Hele Ku Street due to the current "S" configuration of this roadway. A northbound motorist on Kai Hele Ku Street may not have sufficient time to stop in the event the northbound traffic signal indication is red in which case the incidence of rear-end and right-angle crashes at this intersection could increase. The DEA should demonstrate there is sufficient safe stopping distance on the eastbound approach of Kai Hele Ku Street per current American Association of State Highway and Transportation Officials (AASHTO) standards. Attachment C is a table for safe stopping distance from AASHTO's Geometric Design of Highways and Streets, 4th Edition. Otherwise, Kai Hele Ku Street should be re-aligned to remove its current "S" configuration.*

***Response:***

Kai Hele Ku Street provides access for a small number of vehicles to agricultural subdivisions located to the east of the proposed project area. With a posted speed limit of 30 mph at the intersection, and limited obstructions as a result of surrounding topography, potential line-of-sight and stopping sight distance concerns can be mitigated, if deemed necessary during civil intersection design, through placement of a Signal Ahead (W3-3) warning sign and/or flashing yellow beacon interconnected with the traffic signal controller assembly. AASHTO and the HDOT standards will be adhered to when designing sufficient line-of-sight for stopping distance.

***Comment No. 11:***

*6. The proposed Year 2035 intersection of Honoapi'ilani Highway and Puamana Connector as depicted in Figure D-11 of the TIAR would have the potential for a much higher accident rate for the following reasons:*

- The northbound right turn is not intersecting at right angles with Puamana Connector.*
- The northbound right turn is a long tangent with a severe hook on the end of it; some motorists may have a tendency to go straight.*
- The proposed design does not preclude northbound motorists from turning left at the intersection.*

***Response:***

As noted in the TIAR, the design schematics presented are conceptual for planning and discussion purposes. The Department standards will be adhered to when designing the intersection.

***Comment No. 12:***

*7. Honoapi'ilani Highway is assumed widened to four lanes south of the proposed new southern terminus by Year 2020. However, this improvement is not a programmed, scheduled, and fully funded public infrastructure project, nor is this improvement assured by an entitled development project. Therefore, Honoapi'ilani Highway should not be assumed widened to four lanes in any analysis scenario. As a result, the Project may have a significant impact at the intersection of the Bypass and Honoapi'ilani Highway.*

***Response:***

The TIAR addresses the potential for the road not being widened and includes the following statement: "If the highway were not widened, there would be long periods of congested traffic flows through the day. The volume of northbound traffic reaching the bypass highway would be constrained by the capacity of the two lane highway and would be lower than the volumes shown in these forecasts. Similarly, southbound traffic would back up from the two-lane section into the bypass highway and create lower traffic volumes than forecast." The TIAR utilized a worst-case, highest volume condition in its analysis.

***Comment No. 13:***

*8. All analyses provided in the TIAR are based on the forecasted peak hour turn volumes at the study intersections. If the turn volumes are incorrect, then the conclusions that the Project would have no significant traffic impact and that a 4 lane facility would be sufficient to adequately accommodate the Year 2035 forecast volumes may be incorrect.*

***Response:***

Standard traffic engineering and transportation planning practices were adhered to in the development of the forecasted traffic volumes. The best available information, at the time of the study, was used to calculate the 2035 forecasted volumes.

***Comment No. 14:***

*• The forecast intersection turn volumes used in the TIAR were based on the "Honoapi'ilani Highway Widening/Realignment Maalaea to Launiupoko" draft traffic technical memorandum dated April 28, 2008 by CH2MHill. The turn volumes in this draft memorandum had not been approved by the HDOT when the TIAR was completed in November 2009 and may have since been revised. Therefore, the validity of the intersection turn volumes used in the TIAR is questionable. As of April 16, 2012, the 2035 forecast data for the Maui Island Long Range Regional Plan has not been fully reviewed per CH2MHill. (See Attachment F, Page 1.)*

***Response:***

The best available information, at the time of the study, was used to calculate forecasted volumes. The forecasted volumes were confirmed with the HDOT that the "Honoapiilani Highway Widening/Realignment Maalaea to Launiupoko" traffic technical memorandum is still in draft form and thus, is still the latest information for use. It is also noted that this memorandum has not yet been finalized and made available for public review.

**Comment No. 15:**

• *No supporting documentation is provided in the TIAR regarding the development of the peak hour turning movements at the study intersections. All memos cited in the TIAR and forecasts used to determine peak hour volumes should be provided in the TIAR. It cannot be confirmed that the intersection turn volumes are accurate since the DEA lacks this supporting information.*

• *No discussion is provided concerning how the intersection turn volumes were derived from the forecasts. Turn volumes should not be taken directly from forecast since turn volumes taken from a forecast are considered inaccurate.*

**Response:**

Standard traffic engineering and transportation planning practices were adhered to in the development of the forecasted traffic volumes. The best available information, at the time of the study, was used to calculate the forecasted volumes. All available reference information can be found online.

**Comment No. 16:**

*9. Many of the intersection analyses in the DEA's TIAR assumed unreasonably high cycle lengths, some as high as 215 seconds. When lower, more reasonable cycle lengths are assumed, the overall average delay per vehicle is anticipated to increase, and the project may be shown to have a significant traffic impact at one or more of the study intersections.*

**Response:**

High cycle lengths were recommended to minimize the impact of traffic signal delay on through-traveling vehicles along the Lahaina Bypass. By delaying a small volume of minor movement (side-street) traffic, the significantly larger volume of major movement (Bypass) traffic is allowed to proceed without delay during the peak hours. During off-peak hours, the traffic signal controller should incorporate vehicle detection and max force-offs to allow for traffic actuated signal timing that does not necessitate long side-street delay when possible.

**Comment No. 17:**

*10. The TIAR assumes all study intersections would need to be signalized in Year 2020. Manual on Uniform Traffic Control Devices (MUTCD) signal warrants should be provided to show that these intersections warrant signalization. The MUTCD cautions that an unwarranted signal should not be installed. In the event that most of the 438 new*

*dwelling units are not constructed by Year 2020 in the area of the Bypass as assumed in the TIAR, it is unlikely that the future intersection of the Bypass and Kai Hele Ku Street would warrant a traffic signal in Year 2020.*

***Response:***

Traffic signal warrants were run using the peak-hour traffic volumes projected for future 2020 and 2035 conditions. From this, it was determined that the intersection of the Bypass at Kai Hele Ku Street does warrant traffic signals in all scenarios. Results are included in the TIAR Addendum which will be included in the Final EA.

However, it should be noted that the MUTCD states, "At a location that is under development or construction and where it is not possible to obtain a traffic count that would represent future traffic conditions, hourly volumes should be estimated as part of an engineering study for comparison with traffic signal warrants. Except for locations where the engineering study uses the satisfaction of Warrant 8 to justify a signal, a traffic control signal installed under projected conditions should have an engineering study done within 1 year of putting the signal into stop-and-go operation to determine if the signal is justified. If not justified, the signal should be taken out of stop-and-go operation or removed."

***Comment No. 18:***

*11. The DEA incorrectly assumes that the construction of roundabouts at the study intersections is infeasible, citing reasons their construction would not conform with HDOT policy guidelines for the construction of roundabouts. Three of the four reasons cited are completely inaccurate based on the HDOT policy guidelines and FHWA roundabout guidelines (i.e. NCHRP Report 672), and the fourth does not apply to all intersections. Roundabouts should be considered, particularly at the intersection of the Lahaina Bypass and the Puamana Connector, where a roundabout could increase capacity and enhance safety. Also, the construction of roundabouts rather than traffic signals along the Lahaina Bypass would be consistent with a goal of the Maui General Plan which calls for the support of alternative designs such as modern roundabouts. (Refer to Attachment D, Page 2.)*

*16. Page 65 of the DEA (and Page 17 of its TIAR) cites four reasons why installing roundabouts are infeasible based on HDOT's memo entitled, "Modern Roundabouts Policy Guideline," dated December 19, 2008. These reasons are shown below as bulleted items, followed by why they do not preclude the consideration of roundabouts:*



- *The capacity of a single lane roundabout of 1,100 vehicles per hour is insufficient to handle the forecast volumes. A multi-lane roundabout, which has more capacity than 1,100 vehicles per hour per NCHRP Report 672 (Attachment A, Page 3), should be considered and could be constructed when the Bypass Highway is constructed as only two lanes.*

- *Operating speed through roundabouts should not exceed 35 miles per hour, while the design speed of the roadways are 55 miles per hour.*

*According to "HDOT Modern Roundabout Policy Guideline" dated December 18, 2008 (Attachment G) and NCHRP Report 672 (Attachment A, Page 4), with proper design and deflection, the 55 mph speed along the Bypass can be sufficiently slowed so that it operates at 35 mph within the roundabout.*

- *Roundabouts need not be considered when less than 10% of the traffic enters the intersection from a minor street, which is the case for several intersections.*

*The minor approach volumes at the intersection of Puamana Connector and the Bypass exceed 10% based on the turn volumes provided in the TIAR. A roundabout should be considered at this location.*

- *Roundabouts are best suited for level terrain while the bypass highway alignment is in rolling terrain.*

*Page 2 of the Engineering Assessment for the DEA (Appendix I) states, "The topography through Launiupoko is fairly level" and, "Maximum grade in this section will be under 3%." According to NCHRP Report 672, installing roundabouts on grades lower than 3% is generally not problematic. (See Attachment A, Page 5.)*

*Therefore, roundabouts should be considered for this project at some locations.*

**Response:**

As noted above, each intersection was analyzed individually for consideration of roundabout use. An updated summary of this analysis is included in the TIAR Addendum. The Lahaina Bypass/Puamana Connector intersection did not meet the current State Modern Roundabout Policy Guideline (HDOT 2008).

**Comment No. 19:**

*12. The DEA claims that the Alternative 3 is a "more beneficial" alternative to Alternative 2. The DEA sites two reasons why Alternative 3 is superior to Alternative 2. The first concerns the separation between the Lahaina Bypass and Honoapi'ilani Highway, and the second concerns the re-alignment of Ke Hele Ku Street.*

*The DEA claims that Alternative 2 would establish two parallel roadways in close proximity to each other which is "less desirable from a Highway network planning perspective" and that Alternative 3 would provide for greater separation between the Lahaina Bypass and the Honoapi'ilani Highway which is "more desirable from a highway network planning perspective." This statement is incorrect. From a network planning or traffic engineering perspective, Alternative 3 is not superior to Alternative 2. From a transportation perspective, there is no need for the highway to be as far from the shoreline as proposed in Alternative 3.*

**Response:**

Your comment about the lack of difference between Alternatives 2 and 3 in terms of separation of the roadways is noted. However, we still maintain that greater separation between the Bypass and the existing Highway is preferable from both a local and regional planning perspective.

**Comment No. 20:**

*The DEA also claims that Alternative 3 would not require the re-alignment of Kai Hele Ku Street; however, the DEA does not demonstrate that safe stopping sight would be provided so that eastbound vehicles could come to a safe stop if the eastbound traffic signal indications on Kai Hele Street are red, so the re-alignment of Kai Hele Ku Street to remove its "S" configuration may be required with Alternative 3. The DEA should demonstrate that safe stopping distance would be provided by Alternative 3 at the Bypass and Kai Hele Ku Street per AASHTO standards.*

**Response:**

As mentioned previously, Kai Hele Ku Street provides access for a small number of vehicles to agricultural subdivisions located to the east of the proposed project area. With a posted speed limit of 30 mph at the intersection, and limited obstructions as a result of surrounding topography, potential line-of-sight and stopping sight distance concerns can be mitigated, if deemed necessary during civil intersection design, through placement of a Signal Ahead (W3-3) warning sign and/or flashing yellow beacon interconnected with the traffic signal controller assembly. The American Association of State and Highway Transportation Officials (AASHTO) and the HDOT standards will be adhered to when designing sufficient line-of-sight for stopping distance.

**Comment No. 21:**

*However, it is anticipated realigning the roadway could be completed with minimal cost, especially when compared to the total cost of the construction of the Lahaina Bypass itself, given that Kai Hele Ku Street is a narrow private roadway with no curb, gutter, and sidewalk, and that extending it to Honoapi'ilani Highway would require only an approximate 900 feet of new pavement. (See Attachment E.)*

**Response:**

Costs for the necessary realignment of Kai Hele Ku Street under Alternatives 1 and 2 would also include land acquisition for additional right-of-way. Relative cost comparisons for all three (3) alternatives, including the costs for the realignment of Kai Hele Ku Street, will be included in the Final EA.

**Comment No. 22:**

*13. One of the goals of the General Plan is to diversify transportation options. (See Attachment D, Page 2.) To achieve this goal, sufficient right-of-way should be provided for the Bypass Highway to provide room for a future Light Rail Transit (LRT). The DEA should be revised to discuss provision of this right-of-way and its potential future use for LRT.*

**Response:**

We acknowledge your recommendation to incorporate room for future Light Rail Transit (LRT) in the Bypass right-of-way. However, we note that development of this type of transit options would fall under the responsibility of the County of Maui. We also note that the County of Maui has recently purchased land abutting the preferred alignment and future development of the other privately-owned lands makai of the route will be reviewed for consistency with the General Plan during County review. Thus, it appears that there is sufficient opportunities for the County to provide for future LRT corridors in the project vicinity.

**Comment No. 23:**

*14. Page 23: The DEA indicates that Alternative 2 does not provide for a 90 degree angle for the intersection of the Bypass with Kai Hele Ku Street and references Figure 5 of the DEA to demonstrate this. This intersection is not shown in enough detail on Figure 5 for the reader of the DEA to concur with the DEA's assessment, particularly since it cannot be determined from Figure 5 at what angle Alternative 2 would intersect Kai Hele Ku Street. A larger figure, drawn to scale, which shows the horizontal radius of the curve in Kai Hele Ku Street should be provided in the DEA. A vertical alignment should also be provided for this intersection unless the area is relatively flat.*

*15. Page 23: The DEA states Alternative 2 would require “significant” realignment of Kai Hele Ku Street. The DEA should provide more information on what the word “significant” means in this context since the word “significant” is a subjective word.*

***Response:***

Conceptual plans showing the potential intersection of Alternative 2 with Kai Hele Ku Street will be included in the updated engineering report included in the Final EA.

***Comment No. 24:***

*17. Supporting documentation and worksheets should be provided in the TIAR showing how the proposed lengths of all acceleration lanes, deceleration, and left turn pockets were determined.*

***Response:***

Recommended storage lengths in the TIAR were calculated from the intersection peak-hour operational analysis (included in TIAR Appendix). The lengths are representative of the number of vehicles attributed to the “95% back of queue” multiplied by 25-ft./vehicle which is standard HDOT practice. This value is provided for civil design use and does not include necessary deceleration and taper lengths. The HDOT standards will be adhered to when designing the auxiliary lane lengths.

***Comment No. 25:***

- *Provide copies of all forecasts and worksheets used to develop the turning volumes for the TIAR. Without this information, the turning volumes used in the TIAR cannot be validated.*

***Response:***

Volume forecasts are based off of past analysis information and assumptions referenced in the TIAR.

***Comment No. 26:***

- *Explain how morning and afternoon peak hour volumes were developed from the 2020 and 2035 forecasts. Turning volumes should not be taken directly from a forecast since they are inaccurate.*

***Response:***

As mentioned above, volume forecasts are based off of past analysis information and assumptions referenced in the TIAR.

***Comment No. 27:***

- *Provide a copy of the “Honoapi’ilani Highway Widening Realignment Maalaea to Launiupoko” Draft Traffic Technical Memorandum (April 28, 2008) by CH2MHill.*

***Response:***

As previously noted, the “Honoapi’ilani Highway Widening Realignment Maalaea to Launiupoko” Traffic Technical Memorandum is still in its draft form and has not yet been finalized and made available for public review.

***Comment No. 28:***

- *Clarify on what basis it was determined a total of 436 new homes could be located mauka and makai of the bypass highway.*

***Response:***

The basis for estimating a potential of 436 new homes in the project vicinity came from agricultural subdivisions which had been filed with the County, as well as a landowner proposal as part of the Maui Island Plan update process.

***Comment No. 29:***

*19. Page 11- 12, Figures 3 & 4: These figures should be re-drawn to show Honoapi’ilani Highway as not a “through” street.*

***Response:***

The TIAR states that the figures are, “not-to-scale schematic maps of the proposed highway network intended to show the traffic forecast volumes. The turning movements at each intersection are not indicative of the proposed design of the intersection, but are used to show the hourly demand volumes at each intersection.”

***Comment No. 30:***

*20. Page 17, Development of Conceptual Intersection Designs: The TIAR cites four items from the HDOT's memo entitled, "Modern Roundabouts Policy Guideline," dated December 19, 2008, as reasons installing roundabouts are infeasible. Three of the reasons cited are completely incorrect.*

***Response:***

As discussed previously, each of the intersections were analyzed individually for consideration of roundabout use and undated analysis will be included in the TIAR Addendum.

***Comment No. 31:***

*21. Page 17, Development of Conceptual Intersection Designs The TIAR states, "Each of the five study intersections are expected to be signalized in the year 2020." Clarify on what basis this was assumed.*

***Response:***

Traffic signal warrants were run using the peak-hour traffic volumes projected for future 2020 conditions. Results of the signal warrant analysis will be included in the TIAR Addendum. From this, it was determined that the intersection of the Bypass at Puamana Connector (Hokiokio) and the intersection of Honoapiilani Highway at Kai Hele Ku Street do not warrant traffic signals in 2020.

The Manual of Uniform Traffic Control Devices (MUTCD) states, "At a location that is under development or construction and where it is not possible to obtain a traffic count that would represent future traffic conditions, hourly volumes should be estimated as part of an engineering study for comparison with traffic signal warrants. Except for locations where the engineering study uses the satisfaction of Warrant 8 to justify a signal, a traffic control signal installed under projected conditions should have an engineering study done within 1 year of putting the signal into stop-and-go operation to determine if the signal is justified. If not justified, the signal should be taken out of stop-and-go operation or removed."

***Comment No. 32:***

*22. Page 20, Multilane Highways Level of Service Table: Provide HCM 2000 worksheets for the results shown in the table so the results may be verified.*

**Response:**

The supporting data and methodology, provided as part of the TIAR that was included in the Draft EA, provide a basis to verify the results.

**Comment No. 33:**

*23. Page 24, Table 2, On-Ramp Level of Service Summary: This table provides no meaningful data since the HCM 2000 procedure for analyzing freeway on-ramp merges assumes at least two through lanes on the main highway. Table 2 should be removed in its entirety from the TIAR (along with the corresponding data sheets in the appendix of the TIAR) as its results are misleading.*

**Response:**

The TIAR states that HCM 2000 does not have a procedure for analyzing on-ramp movement and thus, the information in **Table 2** was presented as the best representation of proposed movements.

**Comment No. 34:**

*24. Page 32, Figure D-1 and all other figures of the Bypass as a 4-lane facility: Revise these figures to show a raised center median on Lahaina Bypass. The Engineering*

*Assessment in Appendix I of the DEA indicates a median will be constructed with a minimum width of 34 feet including paved shoulders along the median.*

**Response:**

As noted in the TIAR, the design schematics presented are conceptual for planning and discussion purposes. The HDOT standards will be adhered to when designing the intersection. A raised center median does not have an operational affect on an intersection as it relates to level of service analysis.

**Comment No. 35:**

*25. Page 37 - 39, Figures D-4 through D-6: Kai Hele Ku Street is incorrectly referred to as "Kai Hele Ku Road" on these figures.*

**Response:**

Thank you for bringing this error to our attention.

***Comment No. 36:***

*26. Page 38, Figure D-5; Page 42, Figure D-7; Page 43, Figure D-8; Page 44, Figure D-9: All figures in the TIAR showing the Bypass as a 4-lane facility should be redrawn to depict a raised center median given the Engineering Assessment (Appendix I) indicates the Bypass will be constructed with a median which, including the paved shoulder, will have a minimum width of 34 feet.*

***Response:***

The updated Preliminary Engineering Report for the project will include a cross section showing the conceptual design of the median area. For your information, a raised median will not be utilized at this location.

***Comment No. 37:***

*27. Page 42-43, Figure D-7 and Figure D-8: No acceleration lane is shown for northbound Puamana Connector to southbound Bypass.*

***Response:***

As noted in the TIAR, the design schematics presented are conceptual, for planning and discussion purposes. The HDOT standards will be adhered to when designing the intersection.

***Comment No. 38:***

*28. Page 46, Honoapi'ilani Highway (north) and Puamana Connector: The TIAR states there is no level of service calculations for the conceptual design shown in Figure D-11 of the TIAR. The northbound right turn would experience delay in waiting for a gap in traffic on the Puamana Connector. A level of service calculation should be provided for this intersection.*

***Response:***

As noted in the TIAR, Figure D-11 reflects a conceptual design. In the intersection configuration, the only delay would be to vehicles making a right-turn from northbound Honoapi'ilani to eastbound Puamana Connector. With minimal traffic volume making this movement, delay will be negligible.



***Comment No. 39:***

*29. Page 51, Conclusions: The TIAR states, "All five study intersections would need to be signalized by 2020." Clarify on what basis this statement is true, whether all five locations would meet MUTCD signal warrants, and provide MUTCD signal warrants.*

***Response:***

Traffic signal warrants were run using the peak-hour traffic volumes projected for future 2020 conditions. From this, it was determined that the intersection of the Lahaina Bypass at Puamana Connector (Hokiokio) and the intersection of Honoapiilani Highway at Kai Hele Ku Street do not warrant traffic signals in 2020. The results of this analysis will be included in the Final EA.

Furthermore, it should be noted that the MUTCD states, "At a location that is under development or construction and where it is not possible to obtain a traffic count that would represent future traffic conditions, hourly volumes should be estimated as part of an engineering study for comparison with traffic signal warrants. Except for locations where the engineering study uses the satisfaction of Warrant 8 to justify a signal, a traffic control signal installed under projected conditions should have an engineering study done within 1 year of putting the signal into stop-and-go operation to determine if the signal is justified. If not justified, the signal should be taken out of stop-and-go operation or removed."

***Comment No. 40:***

*30. Signalized Intersection Level of Service Worksheets: 2 percent of the traffic on the bypass highway was assumed to be heavy vehicles. This assumption appears to be too low given the fact the bypass highway is anticipated to be the route used by semi-trailers delivering goods from the Kahului Harbor to the Lahaina area.*

***Response:***

It is acknowledged that the heavy vehicle percent along the Bypass is projected to be higher than the 2 percent shown in the Level of Service (LOS) analysis worksheets. Due to the negligible impact to delay and LOS resulting from heavy vehicle percent, the default value (2 percent) was used for this planning level analysis.

The HDOT forecasts that heavy vehicle percent along the Bypass will likely be around 10 percent. Comparisons of Synchro analysis using 2 percent and 10 percent heavy vehicles resulted in an increase of 1.8 seconds of total intersection delay which has a negligible effect on operations.

**Comment No. 41:**

*31. Signalized Intersection Level of Service Worksheets: Many of the analyses sheets indicate unreasonably high cycle lengths were assumed. For example, the intersection cycle lengths used in the analysis for the Lahaina Bypass at Kai Hele Kai in Year 2020 was 190 seconds in the a.m. peak hour and 205 seconds in the p.m. peak. A 215 second cycle length was used for evaluating the Lahaina Bypass at the Puamana Connector. All analyses using such high cycle lengths should be revised using lower cycle lengths. It should be noted that it is anticipated that the left turn pocket lengths for the study intersections recommended in the TIAR would be too short if the intersections ran in such high cycle lengths.*

**Response:**

As discussed previously in this letter, high cycle lengths were recommended to minimize the impact of traffic signal delay on through-traveling vehicles along the Bypass. By delaying a small volume of minor movement (side-street) traffic, the significantly larger volume of major movement (Bypass) traffic is allowed to proceed without delay during the peak hours. During off-peak hours, the traffic signal controller should incorporate vehicle detection and max force-offs to allow for traffic actuated signal timing that does not necessitate long side-street delay when possible.

Recommended storage lengths in the TIAR were calculated from the intersection peak-hour operational analysis (included in TIAR Appendix). The lengths are representative of the number of vehicles attributed to the “95 percent back of queue” multiplied by 25-feet/vehicle which is standard HDOT practice. This value is provided for civil design use and does not include necessary deceleration and taper lengths. The HDOT standards will be adhered to when designing the auxiliary lane lengths.

**Comment No. 42:**

*In conclusion, the Project may substantially affect public health and have a significant impact per Hawaii Administrative Rules Section 11-200-12. The Project may have other significant impacts due to erroneous assumptions and unsubstantiated data used in the DEA. Therefore, the DEA is inadequate. Further, it cannot be concluded at this time that a Finding of No Significant Impact (FONSI) is the appropriate environmental determination for this project.*

**Response:**

The Draft EA discloses anticipated project impacts and the proposing agency, in this case, the HDOT, reviewed the Draft EA and anticipated that the project would qualify as a Finding of No Significant Impact (FONSI). The Final EA will include comments from reviewing agencies and

Ms. Victoria Huffman  
November 20, 2015  
Page 20

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the community and updated/new studies based on those comments. Upon completion of the Final EA, the FHWA/HDOT will review the analysis provided in the document and will issue a determination if the project qualifies as FONSI or if an Environmental Impact Statement must be prepared for the project.

Thank you again for your participation in the EA review process for this important highway improvement project. A copy of your letter and this response letter will be included in the Final EA for the project. If you have any questions, please contact Darell Young, Highways Division, Planning Branch, at (808) 587-1835.

Sincerely,

A handwritten signature in black ink, appearing to read "Ford N. Fuchigami". The signature is fluid and cursive, with a large initial "F" and a long, sweeping underline.

FORD N. FUCHIGAMI  
Director of Transportation

c: Rory Frampton - Makila Land Company  
Mark Alexander Roy - Munekiyo & Hiraga, Inc.

bc: HWY-PA

DY:emk

JUN 15 2012

167 Awaiku Street, Lahaina 96761 email: [lynnrossgary@msn.com](mailto:lynnrossgary@msn.com)

Comments on Public Meeting held June 12, 2012

I believe that the 2005 Mid Alignment location for the Lahaina Bypass S. Terminus is a better choice for the area. There are hundreds of homes in the Launiupoko Developments now that need to be better informed regarding changes by local government that directly effect their safety, access of streets and development arrangements by Makila Land Co.

The mayor kindly explained the arrangements between acquiring land from Makila for proposed park areas for Lahaina. An alternative suggestion from the audience was for the county to purchase land closer to Lahaina, north of the beach park from Makila and away from the old landfill – making the construction costs greatly reduced.

The area below the 2005 alignment choice could be made into an extended beach park, providing car parks, more open space to enjoy the beach, safety for surfers and community beach access thus continuing the locals use of this facility.

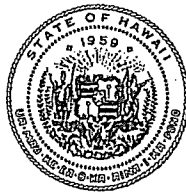
Large sport facilities with playing fields and spotlight for evening games need to be located closer to Lahaina and not incorporated into the surfing, beach, family Lauupoko Park facilities.

Save the money needed to realign up Mauka and use it on improving the area with better safer access, parking facilities, beach improvements – this area has already proved so popular for water activites – let us make it better.

There were no cost comparisons given for our discussions but it was apparent that the most important item to the audience was how the highway crossed Kie Hei Ku St. There was only a vague suggestion that the cheapest way was a light! This was a shock to most attending the meeting as it seemed incredible that this issue did not receive important discussions. Cost is important to all at this time but not to address the details of daily access and safety to this community is remiss. Surely the money and technology should be used here for a better example of good planning. A light results in even more back up delays and defeats the bypass purpose!

Purchasing land from Makila and developing parks is important but where were the previous plans from the last administration and cost?? Now is the time for input from the community to be taken seriously. Don't push this forward without more review and consideration of the present community that have been here for 13 years. We are part of Lahaina and for the most part full time residents that participate in local activities, schools, work and sports and have concern for our island.

Thank you, Lynn McFarlane



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

FORD N. FUCHIGAMI  
DIRECTOR

DEPUTY DIRECTORS  
JADE T. BUTAY  
ROSS M. HIGASHI  
EDWIN H. SNIFFEN  
DARRELL T. YOUNG

IN REPLY REFER TO:  
HWY-PA 2.1246

November 20, 2015

Ms. Lynn McFarlane  
167 Awaiku Street  
Lahaina, Hawaii 96761

Dear Ms. McFarlane:

Subject: Draft Environmental Assessment Comments  
Proposed Relocation of Lahaina Bypass Southern Terminus, Maui, Hawaii

Thank you for your letter dated June 12, 2012, providing input on the Draft Environmental Assessment (EA) for the Proposed Relocation of the Lahaina Bypass Southern Terminus. The State of Hawaii Department of Transportation (HDOT) offers the following information in response to the comments in your letter:

***Comment No. 1:***

*I believe that the 2005 Mid Alignment location for the Lahaina Bypass S. Terminus is a better choice for the area.*

***Response:***

We note your statement of preference for the mid-level alignment, which is referred to as Alternative 2 in the Draft EA for the project. The preferred alternative alignment was selected in favor of Alternative 2 based on the results of a criteria analysis that was presented and discussed in the Draft EA. Additional analysis and consideration during the preparation of the Final EA has resulted in the same conclusion.

***Comment No. 2:***

*There are hundreds of homes in the Launiupoko Developments now that need to be better informed regarding changes by local government that directly affect their safety, access of streets and development arrangements by Makila Land Co.*

***Response:***

We note your comment that residents in the Launiupoko area would like to be informed of changes in the area. With this in mind, the HDOT will continue to hold public information meetings as work proceeds on completion of the Lahaina Bypass.

**Comment No. 3:**

*The mayor kindly explained the arrangements between acquiring land from Makila for proposed park areas for Lahaina. An alternative suggestion from the audience was for the county to purchase land closer to Lahaina, north of the beach park from Makila and away from the old landfill- making the construction costs greatly reduced.*

*The area below the 2005 alignment choice could be made into an extended beach park, providing car parks, more open space to enjoy the beach, safety for surfers and community beach access thus, continuing the locals use of this facility. Large sport facilities with playing fields and spotlight for evening games need to be located closer to Lahaina and not incorporated into the surfing, beach, family Lauipoko Park facilities.*

**Response:**

The HDOT is not responsible for controlling land uses makai of the proposed project area. It is our understanding that the County of Maui has secured ownership of portions of the lands makai of the project area for the purpose of protecting open space and for potential creation of new parks or existing park expansion. The next step in the process would be for the County to formulate specific plans and locations for implementation of park improvements including the types of recreational activities that would be envisioned to occur within the area.

**Comment No. 4:**

*Save the money needed to realign up Mauka and use it on improving the area with better safer access, parking facilities, beach improvements - this area has already proved so popular for water activities - let us make it better.*

**Response:**

The preferred alignment for the proposed relocation of the southern terminus was selected on a basis of the alternative analysis that was presented in the Draft EA. For your information, preliminary cost estimates of the alternatives have been prepared and will be included in the Final EA. It is estimated that the mauka alignment would be slightly less expensive than the mid-level alignment (\$28.8 million vs. \$27.7 million). Funding for any future recreational facility enhancements in the area would not come from the HDOT, but rather would be the responsibility of the County of Maui.

**Comment No. 5:**

*There were no cost comparisons given for our discussions but it was apparent that the most important item to the audience was how the highway crossed Kai Hele Ku St. There was only a vague suggestion that the cheapest way was a light! This was a shock to most attending the meeting as it seemed incredible that this issue did not receive important discussions. Cost is important to all at this time but not to address the details of daily access and safety to this community is remiss. Surely the money and technology should be used here for a better example of good planning. A light results in even more back up delays and defeats the bypass purpose!*

**Response:**

We note your comment regarding the design of the Kai Hele Ku Street intersection under the proposed project. An addendum to the Traffic Impact Analysis Report (TIAR), that was included in the Draft EA, has been prepared to further evaluate proposed intersection treatment options for Kai Hele Ku Street. Due to the high cost and relatively low side-street traffic volumes, a grade separated interchange was not considered appropriate. A cost comparison of an alternative configuration, referred to as the Michigan-U was also completed. In summary, the additional analysis supported the initial recommendation of using a traffic signal at the Lahaina Bypass/Kai Hele Ku Street intersection. A copy of the TIAR addendum will be included in the Final EA.

**Comment No. 6:**

*Purchasing land from Makila and developing parks is important but where were the previous plans from the last administration and cost?? Now is the time for input from the community to be taken seriously. Don't push this forward without more review and consideration of the present community that have been here for 13 years. We are part of Lahaina and for the most part full time residents that participate in local activities, schools, work and sports and have concern for our island.*

**Response:**

As you know, an environmental review is currently being completed for the proposed southern terminus relocation project in accordance with Chapter 343, Hawaii Revised Statutes and the National Environmental Policy Act (NEPA). This process has incorporated several opportunities for public involvement. Two (2) public meetings have been held to date on the project; a public scoping meeting on April 26, 2007, and a public information meeting on June 12, 2012, the latter of which was held to discuss the findings of the Draft EA. Each of these meetings provided the


Ms. Lynn McFarlane  
November 20, 2015  
Page 4

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public with opportunities to provide comments on the proposed project. These comments are to be included and addressed in the Final EA that is currently being prepared for review and determination by the HDOT. Upon completion of the environmental review process, the HDOT will continue to keep the community informed as planning, design and construction proceeds for this important West Maui infrastructure project.

Thank you again for your participation in the EA review process for this important highway improvement project. A copy of your letter and this response letter will be included in the Final EA for the project. If you have any questions, please contact Darell Young, Highways Division, Planning Branch, at (808) 587-1835.

Sincerely,

A handwritten signature in black ink, appearing to read "Ford N. Fuchigami". The signature is stylized with a large, sweeping initial "F" and a long horizontal line extending to the right.

FORD N. FUCHIGAMI  
Director of Transportation

c: Rory Frampton - Makila Land Company  
Mark Alexander Roy - Munekiyo & Hiraga, Inc.

bc: HWY-PA

DY:emk



JUN 15 2012

COMMENT FORM

PROPOSED RELOCATION OF  
THE LAHAINA BYPASS SOUTHERN TERMINUS

Aloha! Welcome to the public meeting for the proposed Relocation of the Lahaina Bypass Southern Terminus project. The Hawaii Department of Transportation (HDOT) encourage all interested individuals and organizations to comment on the Draft Environmental Assessment (EA) for the project.

To submit this comment form at tonight's meeting, please deposit it into the Comment Box before you leave. To submit this comment form by mail, please fold and staple, and affix proper postage. We ask that written comments be submitted by **June 22, 2012**. For more information on the project, please contact Darell Young at HDOT by phone at (808)587-1835, or by email at [darell.young@hawaii.gov](mailto:darell.young@hawaii.gov).

Name: Mark Albers Address: 200 Pua Niu Way

Phone: 949-813-1719

Email: omwao@cox.net

Comments:

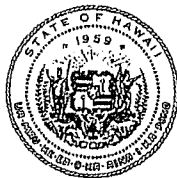
\* I am opposed to the new red line  
by pass that goes through Launipoko  
and Makila Ridge -

\* Stay with the blue line - There can  
still be parks by the ocean

\* It is not fair to the home owners up  
here who are not millionaires - I am a  
carpenter - we bought a lot up here and  
barely have enough \$ to build a cottage  
we saved for 30 years -

\* Some people want to ruin Launipoko -  
The Hawaiians should be angry at the developers  
who built the massive hotels on the  
beach - we respect & love Hawaii & the  
Hawaiian people

DAVID Y. IGE  
GOVERNOR



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

FORD N. FUCHIGAMI  
DIRECTOR

Deputy Director  
JADE T. BUTAY  
ROSS M. HIGASHI  
EDWIN H. SNIFFEN

IN REPLY REFER TO:  
HWY-PA 2.8671

January 15, 2015

Mr. Mark Albers  
200 Pua Niu Way  
Lahaina, Hawaii 96761

Dear Mr. Albers:

Subject: Draft Environmental Assessment Comments  
Proposed Relocation of Lahaina Bypass Southern Terminus, Maui, Hawaii

Thank you for attending the public meeting and for submitting a comment form providing input on the Draft Environmental Assessment (EA) for the Proposed Relocation of the Lahaina Bypass Southern Terminus. The State of Hawaii Department of Transportation (HDOT) offers the following information in response to the comments:

**Comment No. 1:**

I am opposed to the new red line bypass that goes through Launiupoko and Makila Ridge.

**Response:**

We note your opposition to the preferred alternative for the proposed project that was presented in the Draft EA.

**Comment No. 2:**

Stay with the blue line. There can still be parks by the ocean.

**Response:**

The preferred alternative alignment was selected in favor of Alternative 2 based on the results of a criteria analysis that was presented and discussed in the Draft EA. Additional analysis and consideration during the preparation of the Final EA has resulted in the same conclusion.

**Comment No. 3:**

It is not fair to the home owners up here who are not millionaires. I am a carpenter - we bought a lot up here and barely have enough \$ to build a cottage. We saved for 30+ years.

Mr. Mark Albers  
January 15, 2015  
Page 2

HWY-PA 2.8671

**Response:**

The Lahaina Bypass is identified in the HDOT's Statewide Transportation Improvement Program as a priority infrastructure project for the West Maui region.

The proposed southern terminus relocation project is important as it responds to a number of regional and local conditions affecting long-term transportation and land use planning in the region including the impact of shoreline erosion and coastal processes on the existing Honoapiilani Highway as well as projected increases in traffic congestion along the bypass corridor due to future planned development. The proposed project also considers other long-range transportation planning considerations such as the proposed future phases of the bypass between Maalaea and Launiupoko.

As such, the HDOT believes that the proposed project will benefit both residents and visitors alike as it will provide additional roadway length and capacity for the Lahaina Bypass while also allowing for Honoapiilani Highway to be maintained as a local 'scenic' roadway along the coastline.

**Comment No. 4:**

Some people want to ruin Launiupoko - The Hawaiians should be angry at the developers who built the massive hotels on the beach - we respect & love Hawaii & the Hawaiian people.

**Response:**

We note your opinion regarding development within the West Maui region.

Thank you again for your participation in the EA review process for this important highway improvement project. A copy of your comment form and this response letter will be included in the Final EA for the project. If you have any questions, please contact Darell Young, Highways Division, Planning Branch at (808) 587-1835.

Sincerely,



FORD N. FUCHIGAMI  
Director of Transportation

bc: Makila Land Company (Rory Frampton)  
Munekio & Hiraga, Inc. (Mark Alexander Roy)  
HWY-PA

DY:th

COMMENT FORMPROPOSED RELOCATION OF  
THE LAHAINA BYPASS SOUTHERN TERMINUS

Aloha! Welcome to the public meeting for the proposed Relocation of the Lahaina Bypass Southern Terminus project. The Hawaii Department of Transportation (HDOT) encourage all interested individuals and organizations to comment on the Draft Environmental Assessment (EA) for the project.

To submit this comment form at tonight's meeting, please deposit it into the Comment Box before you leave. To submit this comment form by mail, please fold and staple, and affix proper postage. We ask that written comments be submitted by **June 22, 2012**. For more information on the project, please contact Darell Young at HDOT by phone at (808)587-1835, or by email at [darell.young@hawaii.gov](mailto:darell.young@hawaii.gov).

Name: Suzanne Hilbert Address: 806 Paia Pohaku  
Phone: 661-6813 Launipoko  
Email: omwaowcox.net

## Comments:

My husband and I attended the hearing on June 12 at the Senior Center and we are opposed to the bypass road as far as the new red line is concerned which moves the highway closer to the homes in Launipoko.

We fail to see the necessity of the extreme mauka re-location so far up the hill. Even if we did not reside in that neighborhood, we would still be against the re-location.

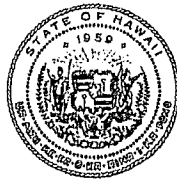
A better idea is to keep the Bypass closer to the original road and build parks near the ocean where families want to go.

Please do not ruin Launipoko - I've worked hard for 32 years to buy a \$500,000 lot up here - as a teacher - we are not wealthy -

K:\DATA\MakilaLand\HmBypassExt\061212PublicMtgCommentCard.wpd

We love Hawaii Suzanne Hilbert  
and it's people.

DAVID Y. IGE  
GOVERNOR



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

FORD N. FUCHIGAMI  
DIRECTOR

Deputy Director  
JADE T. BUTAY  
ROSS M. HIGASHI  
EDWIN H. SNIFFEN

IN REPLY REFER TO:  
HWY-PA 2.8663

January 9, 2015

Ms. Suzanne Albers  
806 Paia Pohaku Street  
Lahaina, Hawaii 96761

Dear Ms. Albers:

Subject: Draft Environmental Assessment Comments  
Proposed Relocation of Lahaina Bypass Southern Terminus, Maui, Hawaii

Thank you for attending the public meeting and for submitting a comment form providing input on the Draft Environmental Assessment (EA) for the Proposed Relocation of the Lahaina Bypass Southern Terminus. The State of Hawaii Department of Transportation offers the following information in response to the comments:

**Comment No. 1:**

My husband and I attended the hearing on June 12 at the Senior Center and we are opposed to the bypass road as far as the new red line is concerned which moves the highway closer to the homes in Launiupoko.

We fail to see the necessity of the extreme mauka re-location so far up the hill. Even if we did not reside in that neighborhood, we would still be against the re-location.

**Response:**

One of the main project objectives is to create a new inland corridor that is separated from the existing coastal highway. The separation is needed to provide for a functionally distinct corridor as well as to provide separation from coastal areas. Separation from coastal areas is important in terms of avoiding natural coastal hazards as well as conflicts with coastal recreational activities.

**Comment No. 2:**

A better idea is to keep the Bypass closer to the original road and build parks near the ocean where families want to go.

Ms. Suzanne Albers  
January 9, 2015  
Page 2

HWY-PA 2.8663

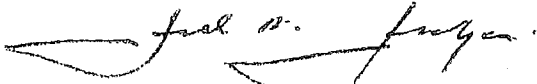
Please do not ruin Launiupoko – I've worked hard for 32 years as a teacher to buy a \$500,000 lot up here - we are not wealthy. We love Hawaii and its people.

**Response:**

As previously stated, separation from coastal areas is important in terms of avoiding natural coastal hazards as well as conflicts with coastal recreational activities.

Thank you again for your participation in the EA review process for this important highway improvement project. A copy of your comment form and this response letter will be included in the Final EA for the project. If you have any questions, please contact Darell Young, Highways Division, Planning Branch at (808) 587-1835.

Sincerely,



FORD N. FUCHIGAMI  
Director of Transportation

bc: Makila Land Company (Rory Frampton)  
Munekiyo & Hiraga, Inc. (Mark Alexander Roy)  
HWY-PA

DY:th

COMMENT FORM

JUN 15 2012

PROPOSED RELOCATION OF  
THE LAHAINA BYPASS SOUTHERN TERMINUS

Aloha! Welcome to the public meeting for the proposed Relocation of the Lahaina Bypass Southern Terminus project. The Hawaii Department of Transportation (HDOT) encourage all interested individuals and organizations to comment on the Draft Environmental Assessment (EA) for the project.

To submit this comment form at tonight's meeting, please deposit it into the Comment Box before you leave. To submit this comment form by mail, please fold and staple, and affix proper postage. We ask that written comments be submitted by **June 22, 2012**. For more information on the project, please contact Darell Young at HDOT by phone at (808)587-1835, or by email at [darell.young@hawaii.gov](mailto:darell.young@hawaii.gov).

Name: Debbie Arakaki Address: 204 Wailau Pl

Phone: 808 283 7214 Lahaina HI 96761

Email: Deb Arakaki@gmail.com

Comments: Phase 1B-2

1. As a resident of Lahaiupoko I feel it is so critical that with the opportunity available now, a second exit/entrance to the MAKILA / MAHANALUA NUI subdivisions be implemented. This would mean using the Punakea Loop to meet the Hwy. \* in favor of the PUNAHANA Connector AT PUNAKEA LOOP.
2. If the need to keep Hokiokio as the connector point, I ask that you consider the Punakea loop exit/entrance cutting across to connect to Hokiokio by way of underpass (?).
3. Concerns of how the bypass w/ interface w/ Kaitheleku & our access to the subdivision. Another long light is not preferred. A reasonable timed light ok. BYPASS / UNDERPASS Better -
- \* 4. What is the benefit of going further MAUKA w/ the proposed RED bypass vs the blue bypass?
5. PALI to PUNAHANA PARKWAY is A FANTASTIC GOAL / NEED!

DAVID Y. IGE  
GOVERNOR



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

FORD N. FUCHIGAMI  
DIRECTOR

Deputy Director  
JADE T. BUTAY  
ROSS M. HIGASHI  
EDWIN H. SNIFFEN

IN REPLY REFER TO:  
HWY-PA 2.8667

January 16, 2015

Ms. Debbie Arakaki  
204 Wailau Place  
Lahaina, Hawaii 96761

Dear Ms. Arakaki:

Subject: Draft Environmental Assessment Comments  
Proposed Relocation of Lahaina Bypass Southern Terminus, Maui, Hawaii

Thank you for attending the public meeting and for submitting a comment form providing input on the Draft Environmental Assessment (EA) for the Proposed Relocation of the Lahaina Bypass Southern Terminus. The State of Hawaii Department of Transportation offers the following information in response to the comments:

**Comment Nos. 1 and 2:**

As a resident of Launiupoko I feel it is so critical that with the opportunity available now, a second exit/entrance to the Makila/Mahanalua Nui subdivisions be implemented. This would mean using the Punakea Loop to meet the Hwy. In favor of the Puamana connector at Puankea Loop.

If the need to keep Hokiokio as the connector point, I ask that you consider the Punakea Loop exit/entrance cutting across to connect to Hokiokio by the way of underpass(?).

**Response:**

The need for a second ingress/egress point to the Makila/Mahanalua Nui subdivisions will be evaluated in the Final EA as part of the analysis of alternative connector locations for the proposed project.

**Comment No. 3:**

Concerns of how the bypass w/interfaces w/Kai Hele Ku & our access to the subdivision. Another long light is not preferred. A reasonable timed light ok. BYPASS/UNDERPASS Better.



Ms. Debbie Arakaki  
January 16, 2015  
Page 2

HWY-PA 2.8667

**Response:**

An addendum to the Traffic Impact Analysis Report (TIAR) has been prepared to further evaluate proposed intersection treatment options for Kai Hele Ku Street. In summary, the additional analysis supported the initial recommendation of using a traffic signal at the Lahaina Bypass and Kai Hele Ku Street intersection. A copy of the TIAR Addendum will be included in the Final EA.

**Comment No. 4:**

What is the benefit of going farther MAUKA w/the proposed RED bypass vs the blue bypass?

**Response:**

A total of three alternative alignments have been evaluated for the project. Alternative 3 (referred to as the red bypass in your letter) was selected as the preferred alternative for the project based on the results of a criteria analysis that was presented and discussed in the Draft EA document. Additional analysis and consideration during the preparation of the Final EA has resulted in the same conclusion. The preferred alternative has been determined to best address long-range transportation planning considerations, provides for a greater distance of separation between Lahaina Bypass and Honoapiilani Highway and allows for the best intersection configuration with Kai Hele Ku Street when compared with Alternative 2.

**Comment No. 5:**

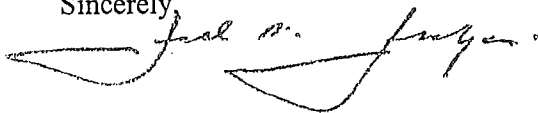
PALI TO PUAMANA PARKWAY IS A FANTASTIC GOAL/NEED!

**Response:**

We acknowledge your support of the Pali to Puamana Parkway plan.

Thank you again for your participation in the EA review process for this important highway improvement project. A copy of your comment form and this response letter will be included in the Final EA for the project. If you have any questions, please contact Darell Young, Highways Division, Planning Branch at (808) 587-1835.

Sincerely,



FORD N. FUCHIGAMI  
Director of Transportation

bc: Makila Land Company (Rory Frampton)  
Munekiyo & Hiraga, Inc. (Mark Alexander Roy)  
HWY-PA

## COMMENT FORM

### PROPOSED RELOCATION OF THE LAHAINA BYPASS SOUTHERN TERMINUS

Aloha! Welcome to the public meeting for the proposed Relocation of the Lahaina Bypass Southern Terminus project. The Hawaii Department of Transportation (HDOT) encourage all interested individuals and organizations to comment on the Draft Environmental Assessment (EA) for the project.

To submit this comment form at tonight's meeting, please deposit it into the Comment Box before you leave. To submit this comment form by mail, please fold and staple, and affix proper postage. We ask that written comments be submitted by June 22, 2012. For more information on the project, please contact Darell Young at HDOT by phone at (808)587-1835, or by email at [darell.young@hawaii.gov](mailto:darell.young@hawaii.gov).

Name: Janet Maher Address: 100 Punahoa Loop  
Phone: 808-359-9794 Lahaina, HI  
Email: jmaherehawaii@tel.net '96761

#### Comments:

As a resident of Makila Plantation  
I am extremely concerned about the  
potential noise impact of moving the  
bypass further up the hill as is being  
proposed.

If it is necessary to realign the  
highway away from the ocean due to  
coastal erosion between Launiupoko and  
Oloualy the mid level alignment (Palito  
Puamana Alignment) might be an  
acceptable alternative.

Better still, why not use the  
existing cane road as was suggested  
in the public meeting?

In any case I am vehemently  
opposed to the alignment that is being  
proposed which would make the bypass →

further up the hill.

Even with the original bypass plan (terminating in Louniupoko) or with the mid-level Bali to Puamana alignment the noise impact will be significant and I would like to know what noise mitigation measures are being proposed.

I am not against providing parks to the community and see no reason <sup>and/or make</sup> why the parks can't be constructed mauka ~~of~~ <sup>either</sup> the original bypass alignment or the Bali to Puamana alignment.

In regards to the intersection with Kai Hele Ku I am in favor of a grade separation and opposed to a traffic light.

-----



Postage

Munekiyo & Hiraga, Inc.  
Attention: Mark Alexander Roy  
305 High Street, Suite 104  
Wailuku, Hawaii 96793

From: Janet Maher <jmaher@hawaiiantel.net>  
To: letters@mauinews.com,  
Cc: darell.young@hawaii.gov, repmckelvey@capitol.hawaii.gov, senbaker@capitol.hawaii.gov  
Date: 06/14/2012 09:54 AM  
Subject: Reasonable Solution to Bypass Extension

---

Having been recently quoted in the June 14 Maui News Article "West Maui Parkway Plan is Revived" I feel compelled to clarify my views as my comments were not printed in their entirety. Far from being opposed to the West Maui Parkway, I would like nothing more than to see this area preserved for public use.

What was not mentioned in the article is that there are three possible options for the alignment of the southern end of the Lahaina Bypass. The original alignment, ending just south of Launiupoko Park, the Pali-to-Puamana alignment which would extend the southern terminus of the bypass to Olowalu, and the newly proposed alignment (currently under review by the Department of Transportation) which would also extend the southern terminus to Olowalu but would move the bypass much further up the hill.

I am in favor of the Pali-to-Puamana alignment which is a reasonable compromise that would address the needs and concerns of all parties while remaining cost effective. In this scenario, the highway is moved away from the coastline, thus addressing the issue of coastal erosion, and there is ample space for parks and shoreline access for the public. There would be much less excavation needed with this alignment, resulting in a significant cost savings, and the noise impact on area residents would be lessened.

I urge the Department of Transportation as well as our state and county officials to consider the Pali-to-Puamana alignment as the most reasonable solution to this issue.

Janet Maher  
Lahaina

Phone: 808-359-9794

06/15/2012

From: "Sen. Roz Baker" <senbaker@capitol.hawaii.gov>  
To: Janet Maher <jmaher@hawaiiantel.net>,  
Cc: "letters@mauinews.com" <letters@mauinews.com>, "darell.young@hawaii.gov" <darell.young@hawaii.gov>, "Rep. Angus McKelvey" <repmckelvey@capitol.hawaii.gov>  
Date: 06/14/2012 04:07 PM  
Subject: Re: Reasonable Solution to Bypass Extension

---

Thanks, Janet, for clarifying your quotes and expanding your thoughts on this important project. We appreciate you sharing this email with us. I sincerely believe that a revised, extended southern terminus is in everyone's best interest and that an appropriate alignment for that terminus can be found that will work for most and be as cost efficient as possible.

Mahalo for taking time to attend the meeting and share your thoughts with us and HDOT.

Roz Baker

Sent from my iPad

On Jun 14, 2012, at 9:54 AM, "Janet Maher" <jmaher@hawaiiantel.net> wrote:

> Having been recently quoted in the June 14 Maui News Article "West Maui Parkway Plan is Revived" I feel compelled to clarify my views as my comments were not printed in their entirety. Far from being opposed to the West Maui Parkway, I would like nothing more than to see this area preserved for public use.

>

> What was not mentioned in the article is that there are three possible options for the alignment of the southern end of the Lahaina Bypass. The original alignment, ending just south of Launiupoko Park, the Pali-to-Puamana alignment which would extend the southern terminus of the bypass to Olowalu,

6/14/2012

and the newly proposed alignment (currently under review by the Department of Transportation) which would also extend the southern termini to Olowalu but would move the bypass much further up the hill.

>

> I am in favor of the Pali-to-Puamana alignment which is a reasonable compromise that would address the needs and concerns of all parties while remaining cost effective. In this scenario, the highway is moved away from the coastline, thus addressing the issue of coastal erosion, and there is ample space for parks and shoreline access for the public. There would be much less excavation needed with this alignment, resulting in a significant cost savings, and the noise impact on area residents would be lessened.

>

> I urge the Department of Transportation as well as our state and county officials to consider the Pali-to-Puamana alignment as the most reasonable solution to this issue.

>

> Janet Maher

> Lahaina

>

>

> Phone: 808-359-9794



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

FORD N. FUCHIGAMI  
DIRECTOR

Deputy Directors  
JADE T. BUTAY  
ROSS M. HIGASHI  
EDWIN H. SNIFFEN  
DARRELL T. YOUNG

IN REPLY REFER TO:  
HWY-PA 2.1337

December 1, 2015

Ms. Janet Maher  
100 Punakea Loop  
Lahaina, Hawaii 96761

Dear Ms. Maher:

Subject: Draft Environmental Assessment Comments  
Proposed Relocation of Lahaina Bypass Southern Terminus, Maui, Hawaii

Thank you for attending the public meeting on June 12, 2012, and for submitting a comment form providing input on the Draft Environmental Assessment (EA) for the Proposed Relocation of the Lahaina Bypass Southern Terminus, as well as your e-mail dated June 14, 2012, providing additional input on the project. The State of Hawaii Department of Transportation (HDOT) offers the following information in response to the comments in your comment form and e-mail:

***Comment No. 1:***

*As a resident of Makila Plantation I am extremely concerned about the potential noise impact of moving the bypass further up the hill as is being proposed.*

*Even with the original bypass plan (terminus in Launiupoko) or with the mid-level Pali to Puamana alignment the noise impact will be significant and I would like to know what noise mitigation measures are being proposed.*

***Response:***

In response to concerns related to noise, an Acoustic Study has been prepared for the project. Existing and future traffic noise levels were studied to evaluate potential impacts associated with the proposed project. A copy of the Acoustic Study will be included and discussed in the Final EA that is currently being prepared.

The study involved obtaining existing noise measurements, developing future traffic noise predictions and analysis of impacts in accordance with Highway Noise Policy and Abatement Guidelines (Noise Guidelines) adopted by the Federal Highway Administration (FHWA) and the HDOT Highways Division.

In addition to outlining the methodology for analyzing noise impacts, the Noise Guidelines also establish noise abatement criteria levels for determining whether noise abatement mitigation measures are required. The two criteria involve: (1) whether noise levels from the project will exceed 66 decibels (dB); and, (2) whether there will be a substantial increase in background noise levels, defined as being greater than a 15 dB increase. If either of these two criteria are exceeded at any noise sensitive receptor (such as residences), further analysis to determine the need for noise abatement measures is required.

In summary, the study concluded that the HDOT's noise abatement criteria will not be exceeded at any noise sensitive receptor in the area. The noise criteria will be exceeded on lands in the immediate vicinity of the project. For example, in the vicinity of Kai Hele Ku Street, the 15dB increase criteria will be exceeded up to approximately 300 feet from the edge of the project. All lands for which the criteria will be exceeded are currently vacant and no noise abatement mitigation measures are required. For your reference, the nearest residence to the project in the vicinity of Kai Hele Ku is approximately 1500 feet from the mauka edge of the project.

Thus, while there may be increases in noise associated with the project, a detailed noise study has determined that increases at noise sensitive receptors outside of the immediate vicinity of the project are within acceptable levels of tolerance as prescribed by the FHWA and the HDOT's noise abatement policies.

***Comment No. 2:***

*If it is necessary to realign the highway away from the ocean due to coastal erosion between Launiupoko and Olowalu the mid level alignment (Pali to Puamana Alignment) might be an acceptable alternative.*

***Response:***

We note your comment regarding the mid-level (Pali-to-Puamana Alignment). The preferred alternative alignment, was selected following an alternatives analysis as it provides for a greater distance of separation between Lahaina Bypass and Honoapiilani Highway and allows for the best intersection configuration with Kai Hele Ku Street when compared with Pali-to-Puamana Alternative.

***Comment No. 3:***

*Better still why not use the existing cane road as was suggested in the public meeting?*



***Response:***

Regarding your question about use of the cane haul road, one of the main project objectives is to create a new inland corridor that is separated from the existing coastal highway. The separation is needed to provide for a functionally distinct corridor as well as to provide separation from coastal areas. Separation from coastal areas is important in terms of avoiding natural coastal hazards as well as conflicts with coastal recreational activities. As you are aware, the cane haul road runs parallel and in close proximity to the existing highway and shoreline and would not meet the objectives of the project.

***Comment No. 4:***

*In any case I am vehemently opposed to the alignment that is being proposed which would move the bypass further up the hill.*

***Response:***

We note your opposition to the preferred alternative for the proposed project.

***Comment No. 5:***

*I am not against providing parks for the community and see no reason why the parks can't be constructed mauka and/or makai of either the original bypass alignment or the Pali to Puamana alignment.*

***Response:***

The HDOT is not responsible for controlling land uses mauka or makai of the proposed project area. It is our understanding that the County of Maui has secured ownership of portions of the lands makai of the project area for the purpose of protecting open space and for potential creation of new parks or existing park expansion. The next step in the process would be for the County to formulate specific plans and locations for implementation of park improvements including the types of recreational activities that would be envisioned to occur within the area.

***Comment No. 6:***

*In regards to the intersection with Kai Hele Ku I am in favor of a grade separation and opposed to a traffic light.*

***Response:***

We note your comment regarding the design of the Kai Hele Ku Street intersection under the proposed project. An addendum to the Traffic Impact Analysis Report (TIAR), that will be included in the Final EA, has been prepared to further evaluate proposed intersection treatment options for Kai Hele Ku Street. In summary, the additional analysis supported the initial recommendation of using a traffic signal at the Lahaina Bypass and Kai Hele Ku Street intersection.

***Comment No. 7:***

*Having been recently quoted in the June 14 Maui News Article "West Maui Parkway Plan is Revived" I feel compelled to clarify my views as my comments were not printed in their entirety. Far from being opposed to the West Maui Parkway, I would like nothing more than to see this area preserved for public use.*

***Response:***

We acknowledge your support of the West Maui Parkway, also known as the Pali-to-Puamana Parkway plan.

***Comment No. 8:***

*What was not mentioned in the article is that there are possible options for the alignment of the southern end of the Lahaina Bypass. The original alignment, ending just south of Launiupoko Park, the Pali-to-Puamana alignment which would extend the southern terminus of the bypass to Olowalu, and the newly proposed alignment (currently under review by the Department of Transportation) which would also extend the southern terminus to Olowalu but would move the bypass much further up the hill.*

*I am in favor of the Pali-to-Puamana alignment which is a reasonable compromise that would address the needs and concerns of all parties while remaining cost effective. In this scenario, the highway is moved away from the coastline, thus addressing the issue of coastal erosion, and there is ample space for parks and shoreline access for the public. There would be much less excavation needed with this alignment, resulting in a significant cost savings, and the noise impact on area residents would be lessened.*

*I urge the Department of Transportation as well as our state and county officials to consider the Pali-to-Puamana alignment as the most reasonable solution to this issue.*

Ms. Janet Maher  
December 1, 2015  
Page 5

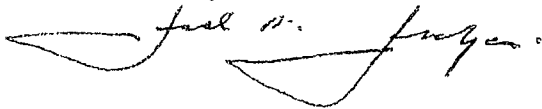
HWY-PA 2.1337

***Response:***

We note your statement in support of the Pali-to-Puamana alignment. As mentioned previously, the preferred alternative alignment was selected following an alternatives analysis as it provides for a greater distance of separation between Lahaina Bypass and Honoapiilani Highway and allows for the best intersection configuration with Kai Hele Ku Street when compared with Pali-to-Puamana Alternative. Also, the upper level alignment has been slightly modified in order to reduce excavation requirements and there is no significant difference in estimated construction costs between the mid and upper level alternatives.

Thank you again for your participation in the EA review process for this important highway improvement project. A copy of your comment form and this response letter will be included in the Final EA for the project. If you have any questions, please contact Darell Young, Highways Division, Planning Branch at (808) 587-1835.

Sincerely,

A handwritten signature in black ink, appearing to read "Ford N. Fuchigami", with a stylized flourish extending from the end.

FORD N. FUCHIGAMI  
Director of Transportation

c: Rory Frampton – Makila Land Company  
Mark Alexander Roy – Munikiyo & Hiraga, Inc.

bc: HWY-PA

DY:dn

## COMMENT FORM

### PROPOSED RELOCATION OF THE LAHAINA BYPASS SOUTHERN TERMINUS

Aloha! Welcome to the public meeting for the proposed Relocation of the Lahaina Bypass Southern Terminus project. The Hawaii Department of Transportation (HDOT) encourage all interested individuals and organizations to comment on the Draft Environmental Assessment (EA) for the project.

To submit this comment form at tonight's meeting, please deposit it into the Comment Box before you leave. To submit this comment form by mail, please fold and staple, and affix proper postage. We ask that written comments be submitted by **June 22, 2012**. For more information on the project, please contact Darell Young at HDOT by phone at (808)587-1835, or by email at [darell.young@hawaii.gov](mailto:darell.young@hawaii.gov).

Name: D. Latendresse Address: 12 Wai Kulu Place  
Lahaina HI 96761  
Phone: 808-214-9620

Email: \_\_\_\_\_

Comments:

*\*Must have another public meeting before final EA decision.*  
*I am very opposed to moving the road way up Kai Hele Ku. The noise level will be extreme and this proposal was never know by current homeowners!*  
*\*Blue line NOT Red line!!*  
*Use the old cane road or stay to the blue line proposal. Our property values are already been hit with major devalue. Moving the road would further devalue every home.*

*There is no way this should be approved so that good fellows & West main land can make millions of dollars.*

*\*Do listen to the people not developed & special interest.*

*No Traffic light. Get real Bypass means no traffic light at Kai Hele.*

Darell Young  
Munekiyo & Hiraga Inc.  
305 High Street  
Suite 104  
Wailuku, HI 96793

Attn: Mr. Mark Alexander Roy

Mr. Roy,

I attended the June 12, 2012 meeting related to the relocation of the Lahaina bypass southern terminus. I want to state that I along with many of my fellow neighbors who reside in Launiupoko are very upset and **opposed the proposed “red line” relocation** of this bypass for the following reasons.

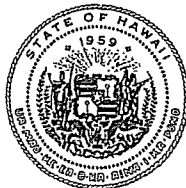
1. Bypass means “bypass” NOT traffic lights
2. The noise level of thousands of cars – 15 hours a day x 365 days a year is not acceptable for this community.
3. This is Ag land. We need to use it for sustainable growth not for making a developer richer by buying lots then being held hostage later down the road so the developer can build ocean facing condos. This is a shameful of the DOT and the developer.
4. Having the DOT, Consultants, Mayor, and etc state that there will not really be any increase in noise level is both absurd and insulting to anyone with any sense at all. Clearly, people have to stop talking rubbish and face the fact that all these cars, trucks, etc. using the road will severely impact in a negative way the sustained value of homes and standard of living for the residents of Launiupoko. The economy has already devastated the housing market adding a four lane highway with a traffic light 1200 feet further up Kai Hele Ku is an injustice and as a community we oppose this action.
5. Lot and homeowners purchased in this community for the views, quietness of the surrounding area and the availability to have some open space between homes. Developers and real estate salespeople have made millions of dollars selling this dream. We did not purchase our lots to be inundated with traffic noise and congestion. Taking away these real values of Launiupoko is both unacceptable and criminal.
6. I recognize the road erosion issue but strongly feel that original proposed alignment is adequate to address the erosion situation, growth and possible expansion of parks and green space.
7. It is my understanding that as a home owner part of my association fees goes towards the maintenance of the roadways within Launiupoko including Kai Hele Ku so, I am really confused how this private roadway maintained by funds from the Launiupoko residents can be turned into four lanes of continuous traffic noise obstruction of views and pollution. Adding injury to insult is the thought that a traffic light makes sense and/or raising the grade. The cost of excavation is not

justified nor the disruption of the existing land surface that would be impacted by moving the roadway 1200 feet. What happens to the Hawaiian owls that fly's though the current "red line" land mass? Oh yeah, no need to concern ourselves with the habitat and culture.

8. Another public meeting **MUST be held**. It must be well published with advance warning of the date, time and location. Otherwise this will be another example of government and self interest groups getting what they want at the expense of common citizen. Although many groups and people think everyone who lives in Launiupoko are millionaires I can assure you this is not the case. Many of my neighbors and me get up each day and go to work then after working at our first job we go to our second job. Respect the opinions of the community do not move the roadway do not put in additional traffic lights.

Sincerely,

D. LaTendresse  
12 Wai Kulu Place  
Lahaina, HI 96761



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

FORD N. FUCHIGAMI  
DIRECTOR

DEPUTY DIRECTORS  
JADE T. BUTAY  
ROSS M. HIGASHI  
EDWIN H. SNIFFEN  
DARRELL T. YOUNG

IN REPLY REFER TO:  
HWY-PA 2.1247

November 20, 2015

Mr. D. LaTendresse  
12 Wai Kulu Place  
Lahaina, Hawaii 96761

Dear Mr. LaTendresse:

Subject: Draft Environmental Assessment Comments  
Proposed Relocation of Lahaina Bypass Southern Terminus, Maui, Hawaii

Thank you for attending the public meeting on June 12, 2012, and for submitting a comment form providing input on the Draft Environmental Assessment (EA) for the Proposed Relocation of the Lahaina Bypass Southern Terminus, as well as for your letter dated June 19, 2012, providing additional input on the project. The State of Hawaii Department of Transportation (HDOT) offers the following information in response to the comments in your comment form and letter:

**Comment No. 1:**

*I am very opposed to moving the road way up Kai Hele Ku. The noise level will be extreme and this proposal was never known by current homeowners. (Blue line, not red line)*

**Response:**

We note your concern regarding potential noise impacts generated by the realigned corridor. A Noise Study has been prepared to address your comment, a copy of which will be included and discussed in the Final EA for the project.

Regarding your statement about area residents not knowing about the project, the Final Supplemental Environmental Impact Statement (SEIS) for the Lahaina Bypass (Bypass) was accepted in 2002. Based on acceptance of this document, the Bypass route was extended to a point south of Launiupoko Beach Park. Thus, a Bypass route which crosses Kai Hele Ku Street has been public knowledge since at least 2002. The concept of extending the terminus further south to the vicinity of the former Olowalu Landfill was officially discussed at a project scoping meeting hosted by the HDOT in Lahaina in April, 2007. It is also our understanding that the alternative route has been discussed at various homeowner association meetings for Launiupoko area residents since 2006. Area maps published by the Mahanaluani Homeowners' Association in October 2007 show the alternative alignment. Based on the above, it is our understanding that project area residents or prospective property purchasers have had ample opportunity to become aware of the project.

**Comment No. 2:**

*Use the old cane road or stay to the blue line proposal. Our property values have already been hit with major devalue. Moving the road would further devalue every home.*

**Response:**

Regarding your suggestion to use the cane haul road, one of the main project objectives is to create a new inland corridor that is separated from the existing coastal highway. The separation is needed to provide for a functionally distinct corridor as well as to provide separation from coastal areas. Separation from coastal areas is important in terms of avoiding natural coastal hazards as well as conflicts with coastal recreational activities. The cane haul road you mention in your comment runs parallel and in close proximity to the existing highway and shoreline and would not meet the objectives of the project.

**Comment No. 3:**

*There is no way this should be approved so that Goodfellows and West Maui Land can make millions of dollars.*

**Response:**

The proposed southern terminus relocation project is important as responds to a number of regional and local conditions affecting long-term transportation and land use planning in the region including the impact of shoreline erosion and coastal processes on the existing Honoapiilani Highway, as well as projected increases in traffic congestion along the bypass corridor due to future planned development. The proposed project also considers the long-range transportation planning considerations such as the proposed future phases of the Bypass between Maalaea and Launiupoko.

As such, the HDOT believes that the proposed project will benefit both residents and visitors alike as it will provide additional roadway length and capacity for the Lahaina Bypass while also allowing for Honoapiilani Highway to be maintained as a local "scenic" roadway along the coastline.

**Comment No. 4:**

*Listen to the people not developer and special interest.*

**Response:**

An environmental review is currently being completed for the proposed terminus relocation of the Lahaina Bypass in accordance with Chapter 343, Hawaii Revised Statutes. This process has incorporated several opportunities for public involvement. Two (2) public meetings have been held to date on the project; a public scoping meeting on April 26, 2007, and a public information meeting on June 12, 2012, the latter of which was held to discuss the findings of the Draft EA. Each of these meetings provided the public with opportunities to provide comments on the proposed project. These comments are to be included and addressed in the Final EA that is currently being prepared. The HDOT will continue to keep the community informed as planning, design and construction proceed for this important West Maui infrastructure project.



**Comment No. 5:**

*No Traffic light. Get real Bypass means no traffic light at Kai Hele Ku.*

**Response:**

We note your comment regarding the design of the Kai Hele Ku intersection under the proposed project. An addendum to the Traffic Impact Analysis Report (TIAR), that was included in the Draft EA, has been prepared to further evaluate proposed intersection treatment options for Kai Hele Ku Street. In summary, the additional analysis supported the initial recommendation of using a traffic signal at the Lahaina Bypass/Kai Hele Ku intersection. A copy of the TIAR addendum will be included in the Final EA.

**Comment No. 6:**

*Must have another public meeting before Final EA decision*

**Response:**

We have noted your comment. As previously mentioned, the HDOT will continue to keep the community informed as planning, design and construction proceeds for this important West Maui infrastructure project.

**Comment No. 7:**

*I attended the June 12, 2012 meeting related to the relocation of the Lahaina bypass southern tenninus. I want to state that I along with many of my fellow neighbors who reside in Launiupoko are very upset and opposed to the proposed "red line" relocation of this bypass.*

**Response:**

We note your opposition to the preferred alternative for the proposed project that was presented in the Draft EA.

**Comment No. 8:**

*1. Bypass means "bypass" NOT traffic lights.*

**Response:**

It is noted that the original planning for the Lahaina Bypass has always contemplated at grade intersections at the major connection points. The SEIS adopted in 2002 included an intersection at Kai Hele Ku Street.

**Comment No. 9:**

*2. The noise level of thousands of cars - 15 hours a day x 365 days a year is not acceptable for this community.*

*4. Having the DOT, Consultants, Mayor, and etc state that there will not really be any increase in noise level is both absurd and insulting to anyone with any sense at all.*

**Response:**

In response to concerns related to noise, an Acoustic Study has been prepared for the project. Existing and future traffic noise levels were studied to evaluate potential impacts associated with the proposed project. A copy of the Acoustic Study will be included and discussed in the Final EA that is currently being prepared.

The study involved obtaining existing noise measurements, developing future traffic noise predictions and analysis of impacts in accordance with Highway Noise Policy and Abatement Guidelines (Noise Guidelines) adopted by the Federal Highway Administration (FHWA) and the HDOT Highways Division.

In addition to outlining the methodology for analyzing noise impacts, the Noise Guidelines also establish noise abatement criteria levels for determining whether noise abatement mitigation measures are required. The two criteria involve: (1) whether noise levels from the project will exceed 66 decibels (dB); and, (2) whether there will be a substantial increase in background noise levels, defined as being greater than a 15 dB increase. If either of these two criteria are exceeded at any noise sensitive receptor (such as residences), further analysis to determine the need for noise abatement measures is required.

In summary, the study concluded that the HDOT's noise abatement criteria will not be exceeded at any noise sensitive receptor in the area. The noise criteria will be exceeded on lands in the immediate vicinity of the project. For example, in the vicinity of Kai Hele Ku Street, the 15dB increase criteria will be exceeded up to approximately 300 ft. from the edge of the project. All lands for which the criteria will be exceeded are currently vacant and no noise abatement mitigation measures are required. For your reference, the nearest residence to the project in the vicinity of Kai Hele Ku Street is approximately 1,500 ft. from the mauka edge of the project.

Thus, while there may be increases in noise associated with the project, a detailed noise study has determined that increases at noise sensitive receptors outside of the immediate vicinity of the project are within acceptable levels of tolerance as prescribed by the FHWA and the HDOT's noise abatement policies.

**Comment No. 10:**

*3. This is Ag land. We need to use it for sustainable growth not for making a developer richer by buying lots then being held hostage later down the road so the developer can build ocean facing condos. This is a shameful of the DOT and the developer.*

**Response:**

We note your comment regarding the impact of the proposed project on agriculture.

In regards to the underlying value of these lands for future agricultural pursuits, the State Department of Agriculture has developed a classification system to identify Agricultural Lands of Importance to the

State of Hawaii (ALISH). The three classes are "Prime", "Unique", and "Other Important" agricultural land, with the remaining non-classified lands termed "Unclassified". The lands affected by the proposed project have been defined as "Unclassified" agricultural lands by the ALISH map. Further, the University of Hawaii, Land Study Bureau (LSB) has developed the Overall Productivity Rating, which classifies soils according to five levels, with "A" representing the class of highest productivity and "E" representing the lowest. These letters are followed by numbers which further classify soil types by conveying such information as texture, drainage, and stoniness. The LSB classifications for the project area are "B87i" and "E73". The majority of the lands underlying the proposed southern terminus extension have, therefore, been rated as possessing relatively low value in terms of productivity for future agriculture.

In light of the foregoing, the use of a relatively small area (approximately 67 acres) of agricultural lands for purposes of relocating the Southern Terminus of the Lahaina Bypass is anticipated to have a negligible impact on Maui's agricultural operations.

**Comment No. 11:**

*Clearly, people have to stop talking rubbish and face the fact that all these cars, trucks, etc. using the road will severely impact in a negative way the sustained value of homes and standard of living for the residents of Launiupoko. The economy has already devastated the housing market adding a four lane highway with a traffic light 1200 feet further up Kai Hele Ku is an injustice and as a community we oppose this action.*

**Response:**

We note your concerns regarding home values and standard of living for residents of Launiupoko and the fact that over the last several years the economy has had a negative impact on the housing market. However, we also note that the Lahaina Bypass has been long planned for this area. The Final SEIS was adopted in 2002 and was an update of the original Environmental Impact Statement (EIS) which was adopted in 1991. The route which was included in the 2002 SEIS (the approved route) crosses Kai Hele Ku Street approximately 500 ft. mauka of the existing highway. The preferred route being considered in the current EA would move the crossing at Kai Hele Ku Street approximately 700 ft. mauka of the approved alignment. We also note that for a significant portion of the route between Hokiokio Road and Kai Hele Ku Street (approximately 3,500 ft.), the approved route and the route being considered are identical. Thus, the route being considered in the current EA does not represent as dramatic of a shift in the alignment as represented in your letter. Nevertheless, since the publication of the Draft EA, a noise impact analysis has been conducted in accordance with the HDOT Highways Division's Noise Abatement Policy to determine whether noise mitigation measures are appropriate. As discussed previously, the conclusion of the study was that noise abatement measures will not be required to be implemented. In regards to your comment about the standard of living, the HDOT feels that improved regional transportation infrastructure is considered by many to raise the standard of living for the overall community.

**Comment No. 12:**

*5. Lot and homeowners purchased in this community for the views, quietness of the surrounding area and the availability to have some open space between homes. Developers and real estate salespeople have made millions of dollars selling this dream. We did not purchase our lots to be*

*inundated with traffic noise and congestion. Taking away these real values of Launiupoko is both unacceptable and criminal.*

**Response:**

We note your concerns regarding the proposed project. The Lahaina Bypass is a regional transportation improvement project, the planning for which was initiated over 30 years ago by the HDOT. The already-approved terminus point for the southern end of the Bypass is in vicinity of Launiupoko Wayside Beach Park and the Kai Hele Ku Street intersection. The proposed action is limited in scope to relocating this terminus point of the Bypass further south to the vicinity of the Olowalu Landfill. When compared to the approved southern terminus location, the proposed action is not anticipated to significantly impact scenic and open space resources in this area of West Maui. The portion of the proposed roadway corridor connecting to the new terminus location will be constructed at or near to existing grade conditions and given the sloping topography of the area is not expected to substantially alter existing views of the Pacific Ocean for residents living further up the mountain in the Launiupoko agricultural subdivisions corridors

In terms of noise, both existing and future traffic noise levels in the project vicinity have been studied to evaluate the impacts associated with the proposed project. A copy of the Acoustic Study will be included and discussed in the Final EA that is currently being prepared for the project. In summary, the study concluded that the HDOT's noise abatement criteria will not be exceeded at any existing or permitted noise sensitive or public use structure within the vicinity of the proposed project.

**Comment No. 13:**

*6. I recognize the road erosion issue but strongly feel that original proposed alignment is adequate to address the erosion situation, growth and possible expansion of parks and green space.*

**Response:**

A total of three (3) alternative alignments have been evaluated for the proposed project. The upper alignment, Alternative 3, was selected as the preferred alternative for the project based on the results of a criteria analysis that was presented and discussed in the Draft EA document. The preferred alternative has been determined to best address long-range transportation planning considerations and provides for a greater distance of separation between Lahaina Bypass and Honoapiilani Highway. It also allows for additional roadway capacity and coastal recreation opportunities when compared with Alternative 1 (referred to as the "original proposed alignment in your letter).

**Comment No. 14:**

*7. It is my understanding that as a home owner part of my association fees goes towards the maintenance of the roadways within Launiupoko including Kai Hele Ku so, I am really confused how this private roadway maintained by funds from the Launiupoko residents can be turned into four lanes of continuous traffic noise obstruction of views and pollution.*

**Response:**

There is no proposal to widen Kai Hele Ku Street to four lanes. The Bypass alignment will cross Kai Hele Ku Street and as part of the project an intersection will be constructed at that location. The HDOT will be responsible for the construction costs associated with the project and also will be responsible for maintenance of the intersection. Any land necessary to establish the right-of-way will be acquired following State laws and regulations regarding acquisition of private property for public transportation projects.

**Comment No. 15:**

*Adding injury to insult is the thought that a traffic light makes sense and/or raising the grade. The cost of excavation is not justified nor the disruption of the existing land surface that would be impacted by moving the roadway 1200 feet.*

**Response:**

As presented in the Draft EA, the project is supported by a number of regional planning considerations which would justify the preferred alignment of the proposed project.

**Comment No 16:**

*What happens to the Hawaiian owls that fly's though the current "red line" land mass? Oh yeah, no need to concern ourselves with the habitat and culture.*

**Response:**

Potential impacts to "habitat and culture" were thoroughly assessed during the EA process as part of separate studies on biological and cultural resources. This included review and comment from government agencies including the U.S. Fish and Wildlife Service and the State Department of Land and Natural Resources. The resultant conclusions were that with the incorporation of appropriate mitigation measures there would be no significant impacts to biological or cultural resources as a result of the proposed project.

**Comment No. 17:**

*8. Another public meeting MUST be held. It must be well published with advance warning of the date, time and location. Otherwise this will be another example of government and self interest groups getting what they want at the expense of common citizen. Although many groups and people think everyone who lives in Launiupoko are millionaires I can assure you this is not the case. Many of my neighbors and me get up each day and go to work then after working at our first job we go to our second job. Respect the opinions of the community do not move the roadway do not put in additional traffic lights.*

Mr. D. LaTendresse  
November 20, 2015  
Page 8

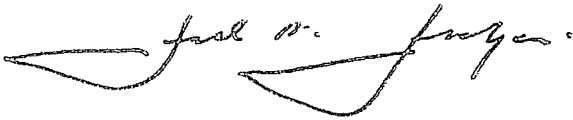
HWY-PA 2.1247

**Response:**

As mentioned previously, the HDOT is committed to keeping the community informed as planning, design and construction proceeds for this important West Maui infrastructure project. A notice will be published well in advance of any future public meetings schedule on this project.

Thank you again for your participation in the EA review process for this important highway improvement project. A copy of your comment form and letter, as well as this response letter will be included in the Final EA for the project. If you have any questions, please contact Darell Young, Highways Division, Planning Branch, at (808) 587-1835.

Sincerely,

A handwritten signature in black ink, appearing to read "Ford N. Fuchigami". The signature is fluid and cursive, with a large, sweeping initial "F" and a long, horizontal tail stroke.

FORD N. FUCHIGAMI  
Director of Transportation

c: Rory Frampton - Makila Land Company  
Mark Alexander Roy - Munekiyo & Hiraga, Inc.

bc: HWY-PA

DY:emk

## COMMENT FORM

### PROPOSED RELOCATION OF THE LAHAINA BYPASS SOUTHERN TERMINUS

Aloha! Welcome to the public meeting for the proposed Relocation of the Lahaina Bypass Southern Terminus project. The Hawaii Department of Transportation (HDOT) encourage all interested individuals and organizations to comment on the Draft Environmental Assessment (EA) for the project.

To submit this comment form at tonight's meeting, please deposit it into the Comment Box before you leave. To submit this comment form by mail, please fold and staple, and affix proper postage. We ask that written comments be submitted by **June 22, 2012**. For more information on the project, please contact Darell Young at HDOT by phone at (808)587-1835, or by email at [darell.young@hawaii.gov](mailto:darell.young@hawaii.gov).

Name: Kevin Brooks Address: 120 PUNAKA LA

Phone: 661-1616 LAHAINA HI

Email: ~~sparkybrooks~~  
SPARKYBROOKS 22 @YAHOO.COM

Comments:

Where the "proposed bypass" intercepts  
Kai Hele Ku. Please do not have  
a Traffic light at that intersection.  
Let the B & PASS be a bypass.

Just go right over Kai Hele Ku  
with no on ramps or off ramps.  
Kai Hele Ku drivers would go down  
to the current H highway & use  
that to get to Lahaina Town.  
Lahaina residents would not  
use the bypass to get to  
Lahaina Town.

Kevin Brooks



STATE OF HAWAII  
DEPARTMENT OF TRANSPORTATION  
869 PUNCHBOWL STREET  
HONOLULU, HAWAII 96813-5097  
February 13, 2014

GLENN M. OKIMOTO  
DIRECTOR

Deputy Directors  
FORD N. FUCHIGAMI  
RANDY GRUNE  
AUDREY HIDANO  
JADINE URASAKI

IN REPLY REFER TO:  
HWY-PA 2.6495

Mr. Kevin Brooks  
120 Punakea Loop  
Lahaina, Hawaii 96761

Dear Mr. Books:

Subject: Draft Environmental Assessment Comments  
Proposed Relocation of the Lahaina Bypass Southern Terminus, Maui, Hawaii

Thank you for your letter providing input on the Draft Environmental Assessment (EA) for the Proposed Relocation of the Lahaina Bypass Southern Terminus. The State of Hawaii, Department of Transportation offers the following information in response to the comment submitted on your comment form:

Comment:

"Where the "preferred bypass" intercepts Kai Hele Ku, Please do not have a Traffic light at the intersection. Let the BYPASS be a bypass. Just go right over Kai Hele Ku with no on ramps or off ramps. Kai Hele Ku drivers would go down the current H highway & use that to get to Lahaina Town. Launiupoko residents would not use the bypass to get to Lahaina Town."

Response:

We note your comment regarding the design of the Kai Hele Ku intersection under the proposed project. An addendum to the Traffic Impact Analysis Report (TIAR) has been prepared to further evaluate proposed intersection treatment options for Kai Hele Ku Street. In summary, the additional analysis supports the initial recommendation of using a traffic signal at the Lahaina Bypass and Kai Hele Ku intersection. A copy of the TIAR addendum will be included and further discussed in the Final EA for the project.

Thank you again for your participation in this Draft EA review process for this important highway improvement project. A copy of your letter and this response letter will be included in the Final EA for the project. If you have any questions, please contact Darell Young, Highways Division, Planning Branch at (808) 587-1835.

Very truly yours,

A handwritten signature in black ink, appearing to read "Glenn M. Okimoto", is written over a horizontal line.

GLENN M. OKIMOTO, Ph.D.  
Director of Transportation

c: Makila Land Company (Rory Frampton)  
Munekiyo and Hiraga (Mark Alexander Roy)



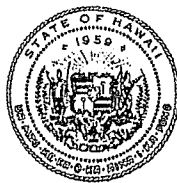
# PROPOSED RELOCATION OF THE LAHAINA BYPASS SOUTHERN TERMINUS

To submit this comment form at tonight's meeting, please deposit it into the Comment Box before you leave. To submit this comment form by mail, please fold and staple, and affix proper postage. We ask that written comments be submitted by **June 22, 2012**. For more information on the project, please contact Darell Young at HDOT by phone at (808)587-1835, or by email at [darell.young@hawaii.gov](mailto:darell.young@hawaii.gov).

Comments:

NEED A GRADE SEPARATED CROSSING FOR NEW POND AREA  
ROAD. UNDER PASS.

DAVID Y. IGE  
GOVERNOR



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

FORD N. FUCHIGAMI  
DIRECTOR

Deputy Director  
JADE T. BUTAY  
ROSS M. HIGASHI  
EDWIN H. SNIFFEN

IN REPLY REFER TO:  
HWY-PA 2.8661

January 9, 2015

Mr. Dave Minami  
390 Punakea Loop  
Lahaina, Hawaii 96761

Dear Mr. Minami:

Subject: Draft Environmental Assessment Comments  
Proposed Relocation of Lahaina Bypass Southern Terminus, Maui, Hawaii

Thank you for attending the public meeting and for submitting a comment form providing input on the Draft Environmental Assessment (EA) for the Proposed Relocation of the Lahaina Bypass Southern Terminus. The State of Hawaii Department of Transportation offers the following information in response to the comment:

**Comment:**

Need a grade separated crossing for new Punakea Road. Underpass.

**Response:**

The project plans will include an underpass at Punakea Road in order to accommodate existing accesses at this location as well as to provide a secondary access for the existing Launiupoko community.

Thank you again for your participation in the EA review process for this important highway improvement project. A copy of your comment form and this response letter will be included in the Final EA for the project. If you have any questions, please contact Darell Young, Highways Division, Planning Branch at (808) 587-1835.

Sincerely,

  
FORD N. FUCHIGAMI  
Director of Transportation

bc: Makila Land Company (Rory Frampton)  
Munekiyo & Hiraga, Inc. (Mark Alexander Roy)  
HWY-PA  
DY:th

From: Katherine Monroe <katherinemonroe@hotmail.com>  
To: <darell.young@hawaii.gov>,  
Date: 06/12/2012 04:52 PM  
Subject: Comments in regards to Lahaina Bypass relocation

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June 12, 2012

Aloha Darrell Young,

Thank you for your time in reviewing my comments on the proposed relocation of the Lahaina Bypass Southern Terminus.

I am having some difficulty understanding how this proposed plan will benefit the residents and visitors of Maui. In fact after reviewing the proposal I feel that the greatest benefit would be to the land developer who is offering up Mauka land in trade for the more valuable Makai property.

If I understand correctly it seems that a major consideration of this relocation is the erosion of the existing highway. I find this to be somewhat misleading. It seems a very small percentage of this highway is undergoing this problem and I am confused at how maintaining two separate roads would be a financial benefit to the taxpayers of this state. Also I have not seen the roadway flooded over the past 15 years and wonder how these considerations were determined to be valid.

As a longtime resident on Maui I will greatly miss this part of the scenic drive on my daily commute. In addition I feel that the visitors who continue to return to Maui year after year will be deprived of this truly unique and scenic route.

I plan to attend the public meeting this evening in Lahaina in hopes that some of my concerns will be addressed. After listening to comments of others I will most likely submit a letter to you with revised points.

Once again I thank you for your time in review.

Sincerely,

Katherine Monroe

6/13/2012

From: Katherine Monroe <katherinemonroe@hotmail.com>  
To: <darell.young@hawaii.gov>,  
Date: 06/22/2012 05:49 PM  
Subject: Lahaina Bypass

---

Aloha Darell,

Just a few more comments since my last comments to you earlier this month. I do not own land at Launiupoko so my concerns are not based on my own personal gain. I believe that should the bypass follow the plans promoted by West Maui Land Co. that they are the only ones who will benefit. The proposed park is something the taxpayers can ill afford at this time and so the land will likely sit unused.

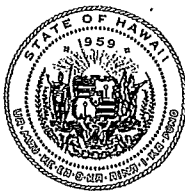
Maui Land Company will receive several large valuable oceanside parcels and the taxpayers and visitors to Maui will be denied the use of this land. I agree that the existing cane road should be utilized as much as possible and let's take a look at the great benefit that this sell out will provide Maui Land Co. at the expense of the people of this community.

Thank you for your consideration.

Sincerely,

Katherine Monroe

6/25/2012



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

FORD N. FUCHIGAMI  
DIRECTOR

DEPUTY DIRECTORS  
JADE T. BUTAY  
ROSS M. HIGASHI  
EDWIN H. SNIFFEN  
DARRELL T. YOUNG

IN REPLY REFER TO:  
HWY-PA 2.1248

November 23, 2015

Ms. Katherine Monroe

Via E-Mail: [katherinemonroe@hotmail.com](mailto:katherinemonroe@hotmail.com)

Dear Ms. Monroe:

Subject: Draft Environmental Assessment Comments  
Proposed Relocation of Lahaina Bypass Southern Terminus, Maui, Hawaii

Thank you for your e-mails dated June 13, 2012 and June 25, 2012, providing input on the Draft Environmental Assessment (EA) for the Proposed Relocation of the Lahaina Bypass Southern Terminus. The State of Hawaii Department of Transportation (HDOT) offers the following information in response to the comments in your e-mails:

***Comment No. 1:***

*I am having some difficulty understanding how this proposed plan will benefit the residents and visitors of Maui. In fact after reviewing the proposal I feel that the greatest benefit would be to the land developer who is offering up Mauka land in trade for the more valuable Makai property.*

***Response:***

This important project responds to a number of regional and local conditions affecting long-term transportation and land use planning in the region including the impact of shoreline erosion and coastal processes on the existing Honoapiilani Highway as well as projected increases in traffic congestion along the bypass corridor due to future planned development in West Maui. The proposed project also considers the long-range transportation planning considerations such as the proposed future Honoapiilani Highway Realignment between Maalaea and Launiupoko.

As such, the HDOT believes that the proposed project will benefit both residents and visitors alike as it will provide additional roadway length and capacity for the Lahaina Bypass while also allowing for Honoapiilani Highway to be maintained as a local 'scenic' roadway along the coastline.

**Comment No. 2:**

*If I understand correctly it seems that a major consideration of this relocation is the erosion of the existing highway. I find this to be somewhat misleading. It seems a very small percentage of this highway is undergoing this problem and I am confused at how maintaining two separate roads would be a financial benefit to the taxpayers of this state.*

**Response:**

The relocation of the Southern Terminus of the Lahaina Bypass is being proposed by the HDOT in partnership with the Federal Highway Administration (FHWA) as it extends the Bypass and provides for a more inland (mauka) alignment along this section of West Maui. As mentioned above, this project offers a long-term solution to the ongoing threat of shoreline erosion in this area, one that will also increase the roadway capacity of the Bypass. Upon implementation of the proposed action, the existing Honoapiilani Highway is anticipated to be maintained as a local roadway for motorists who may choose the option of having a slower, more scenic drive along the coastline. In addition to these long-range transportation planning benefits, the preferred alignment for the project also provides for the opportunity for additional coastal recreational areas along the seaward (makai) side of the Bypass.

**Comment No. 3:**

*Also I have not seen the roadway flooded over the past 15 years and wonder how these considerations were determined to be valid.*

**Response:**

The Maui Police Department has provided confirmation that during periods of high tides and surf, the section of highway that is being avoided by the proposed extension “is often covered with salt water and debris” which affects the operations of the highway. Portions of the highway are located within the tsunami inundation zone. According to the Maui Police Department, the highway has been closed several times in recent years due to tsunami events. The proposed project will provide the public with greater access to the Lahaina Bypass should similar events along Honoapiilani Highway occur in the future.

**Comment No. 4:**

*As a longtime resident on Maui I will greatly miss this part of the scenic drive on my daily commute. In addition I feel that the visitors who continue to return to Maui year after year will be deprived of this truly unique and scenic route.*

***Response:***

As noted previously, the existing Honoapiilani Highway is anticipated to continue to be maintained and used as a local roadway with slower vehicle speeds than the Lahaina Bypass. The use of the existing Honoapiilani Highway as a local roadway would also provide roadway users with a scenic drive along the coastline should they so choose to take the “slower” Honoapiilani Highway route, once this segment of the Lahaina Bypass is completed.

***Comment No. 5:***

*I believe that should the bypass follow the plans promoted by West Maui Land Co. that they are the only ones who will benefit.*

***Response:***

We note your opinion, but believe that this project will benefit the entire West Maui community, as well as visitors to the region.

***Comment No. 6:***

*The proposed park is something the taxpayers can ill afford at this time and so the land will likely sit unused.*

***Response:***

We note your statement that you are concerned regarding the County of Maui's ability to secure the necessary funding for the implementation of park improvements within the lands falling on the makai side of the preferred alignment for the southern terminus relocation project.

***Comment No. 7:***

*Maui Land Company will receive several large valuable oceanside parcels and the taxpayers and visitors to Maui will be denied the use of this land.*

***Response:***

Makila Land Co. LLC was the owner of the land parcels affected by the proposed southern terminus relocation project. It is our understanding that the County of Maui has acquired portions of the lands makai of the project area for the purpose of protecting open space and potentially creating new parks or expanding existing parks for taxpayers and visitors.

Ms. Katherine Monroe  
November 23, 2015  
Page 4

HWY-PA 2.1248

**Comment No. 8:**

*I agree that the existing cane road should be utilized as much as possible and let's take a look at the great benefit that this sell out will provide Maui Land Co. at the expense of the people of this community.*

**Response:**

One of the main objectives of the proposed project is to create a new inland corridor that is separated from the existing coastal highway. The separation is needed to provide for a functionally distinct corridor as well as to provide separation from coastal areas. Separation from coastal areas is important in terms of avoiding natural coastal hazards as well as conflicts with coastal recreational activities. As you are aware, portions of the cane haul road runs parallel and in close proximity to the existing highway and shoreline and would not meet the objectives of the project.

Thank you again for your participation in the EA review process for this important highway improvement project. A copy of your e-mails as well as this response letter will be included in the Final EA for the project. If you have any questions, please contact Darell Young, Highways Division, Planning Branch, at (808) 587-1835.

Sincerely,



FORD N. FUCHIGAMI  
Director of Transportation

c: Rory Frampton - Makila Land Company  
Mark Alexander Roy - Munekiyo & Hiraga, Inc.



From: Stan Dunn <stan@mauiprop.com>  
To: darell.young@hawaii.gov,  
Date: 06/13/2012 04:55 AM  
Subject: Proposed Relocation of the Lahaina Bypass

---

June 13, 2012

State of Hawaii  
Dept. of Transportaion  
869 Punchbowel Street  
Honolulu, Hi. 96813

Attention: Darrell Young -

In regards to the above subject:

The statement below does not take into consideration that the road will be impacting the existing lots with noise by moving the bypass 1500 feet closer to the Launiupoko subdivision. Also by moving the road upwards the impact to access to the beach for fishing and camping is significant. Moving the bypass upwards will only benefit the developer. In regards to page 15 "no established settlement areas which would be impacted by the terminus location" is misleading as Launiupoko is an "established settlement area" and will be greatly impacted. A noise study was never done. All you have to do is stand up there on Hinau street and listen to the existing hiway noise and you can imagine how noisy it will be with a 4 lane hiway and 60 mph traffic 1500 feet closer to you. Also the fact the hiway would be moved in such close proximity to existing lots is totally unacceptable. This is a huge impact on existing lots.

Also in paragraph 2 Environmental Impact consideration :There are established human

6/13/2012

settlement areas being impacted, just look at figure 5 alternative no. 3 looks like it touches the tip lot 2!!

The State of Hawaii Department of Transportation (HDOT) has reviewed the Draft Environmental Assessment (EA) for the subject project and anticipates a Finding of No Significant Impact (FONSI).

I have never understood why a study was not done to take advantage of the cane haul road adjacent to the existing hiway and improve the existing hiway to 4 lanes? Has this idea ever been presented?

Why is the county or state even considering changing from alternative 1? Who is behind alternative 3 in pushing this idea through?

In my opinion Alternative 1 should be left as the route for the the bypass.

Stan Dunn  
1045 Front St.  
Lahaina, Hi 96761

COMMENT FORMPROPOSED RELOCATION OF  
THE LAHAINA BYPASS SOUTHERN TERMINUS

Aloha! Welcome to the public meeting for the proposed Relocation of the Lahaina Bypass Southern Terminus project. The Hawaii Department of Transportation (HDOT) encourage all interested individuals and organizations to comment on the Draft Environmental Assessment (EA) for the project.

To submit this comment form at tonight's meeting, please deposit it into the Comment Box before you leave. To submit this comment form by mail, please fold and staple, and affix proper postage. We ask that written comments be submitted by June 22, 2012. For more information on the project, please contact Darell Young at HDOT by phone at (808)587-1835, or by email at [darell.young@hawaii.gov](mailto:darell.young@hawaii.gov).

Name: Stan O'Brien Address: 1445 Front St

Phone: 808 298 1031 LAHAINA HI 96761

Email: STAN@MAUIPROP.COM

Comments:

SEE ATTACHED

1. COMMENTS

2. MAP OF PROPOSED TERMINUS

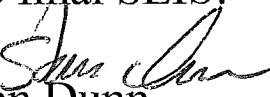
3. MAP HIGHWAY AROUND OLIVIA STORE

Stan

COMMENTS ON PROPOSED RELLOCATION OF THE  
LAHAINA BYPASS SOUTHERN TERMINUS  
ATTACHED TO COMMENT FORM

Comments:

Rationale – it is NOT difficult or impossible to have unrestricted access to shoreline and efficient high volume hiway in the same place as evidenced by shoreline hiways Atlantic coast Florida and California Coast line. Use the GREEN line on the map to keep cost down and preserve and improve the existing hiway. Use of the existing cane haul road for improvement of the existing shoreline hiway makes sense. Moving to the red line and having the hiway move up within 30 feet of existing lots makes no sense at all . Our economy based on tourism needs to take into account the enjoyment expressed by our guests driving along the shoreline on the existing hiway on the way to Lahaina and staying on West Maui! Use the GREEN line for realignment! Retain the Lahaina Bypass as Reflected in the final SEIS!

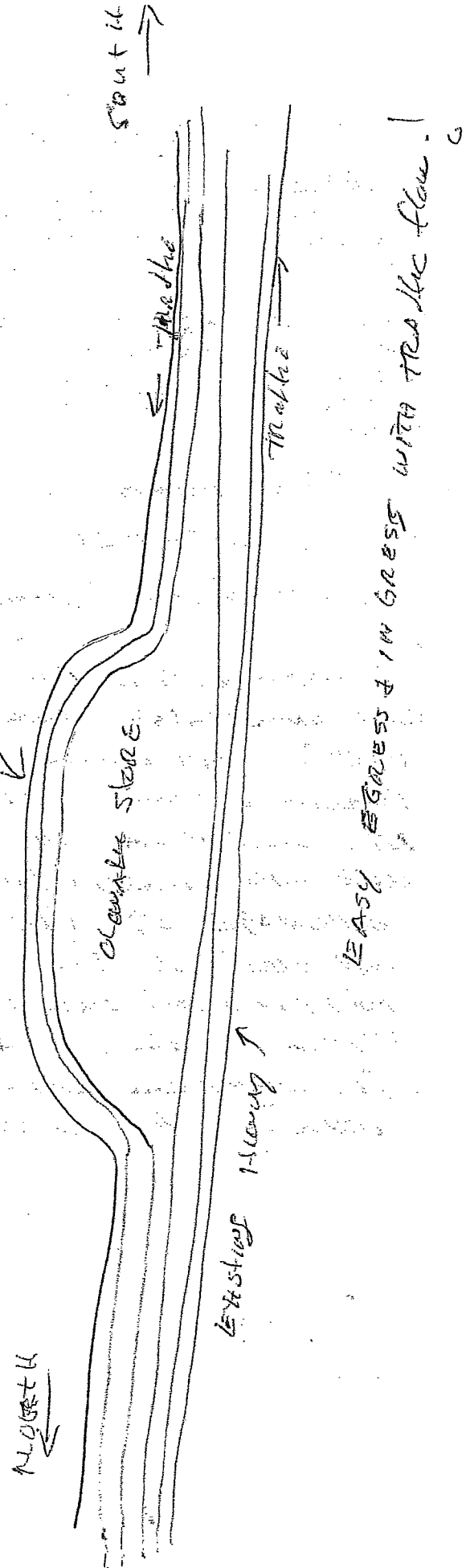
  
Stan Dunn

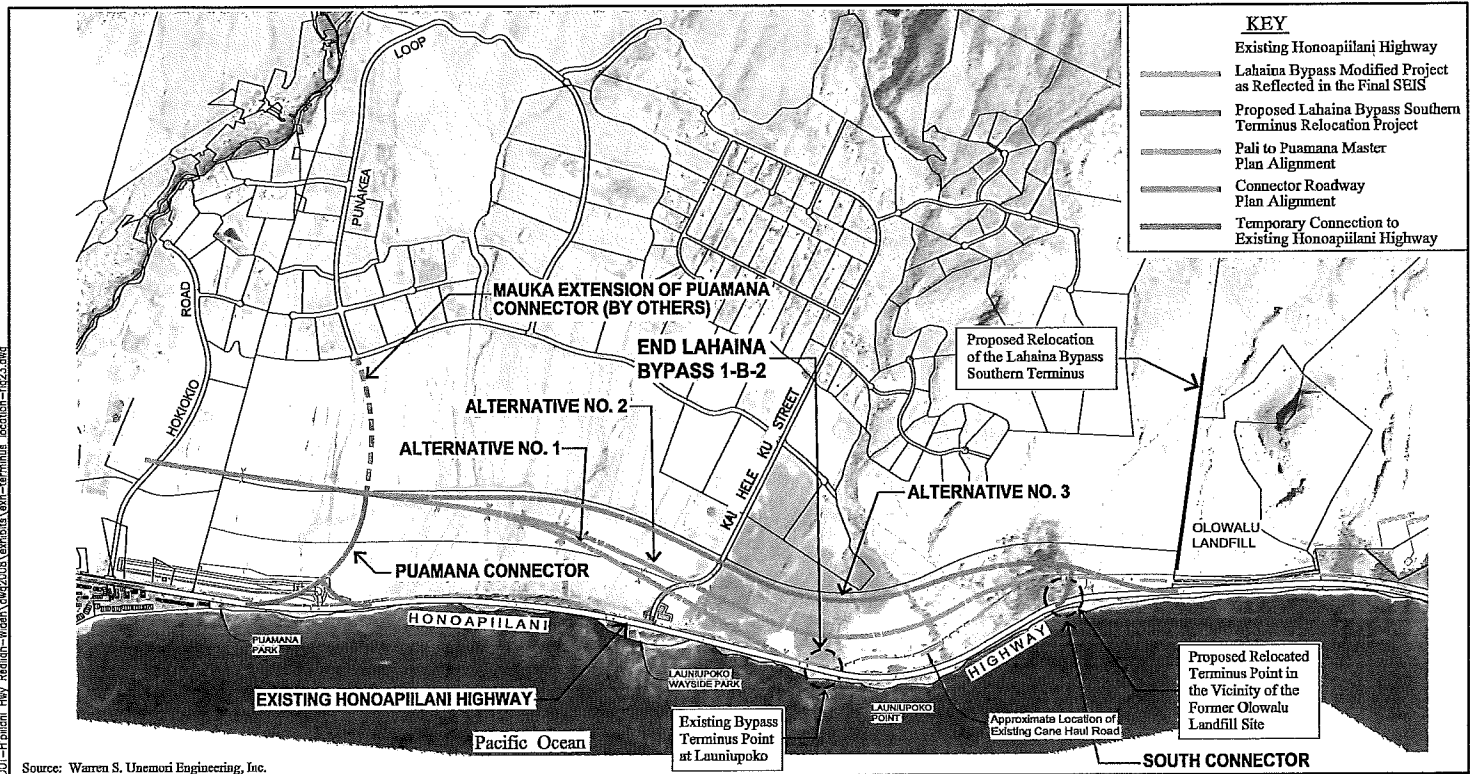
1045 Front St.  
Lahaina, Hi 96761  
808 298-1031

SAVE MONEY!

USE EXISTING CAVE GRACE ROAD!  
HIGHWAY BY THE OCEAN

CAVE GRACE ROAD





Source: Warren S. Unemori Engineering, Inc.

**FIGURE 2**



Scale: 1 in. = 1200 ft.

Prepared For: State of Hawaii, Department of Transportation

### Proposed Lahaina Bypass Southern Terminus Relocation Alignment Comparison: Pali to Puamana Master Plan vs. Proposed Action

DAVID Y. IGE  
GOVERNOR



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

FORD N. FUCHIGAMI  
DIRECTOR

Deputy Director  
JADE T. BUTAY  
ROSS M. HIGASHI  
EDWIN H. SNIFFEN

IN REPLY REFER TO:  
HWY-PA 2.8668

January 16, 2015

Mr. Stan Dunn  
1045 Front Street  
Lahaina, Hawaii 96761

Dear Mr. Dunn:

Subject: Draft Environmental Assessment Comments  
Proposed Relocation of Lahaina Bypass Southern Terminus, Maui, Hawaii

Thank you for attending the public meeting on and for submitting a comment form providing input on the Draft Environmental Assessment (EA) for the Proposed Relocation of the Lahaina Bypass Southern Terminus, as well as your email providing additional input on the project. The State of Hawaii Department of Transportation (HDOT) offers the following information in response to the comments:

**Comment No. 1:**

Rationale - it is not difficult or impossible to have unrestricted access to shoreline and efficient high volume highway in the same place as evidenced by shoreline highways Atlantic coast Florida and California Coast line. Use the Green line on the map to keep cost down and preserve and improve the existing highway.

**Response:**

We respectfully disagree with your comment that unrestricted access to the shoreline and an efficient high volume highway can occur in the same place as it refers to the current location of Honoapiilani Highway. Portions of the existing highway are simply too close to the shoreline to allow unrestricted coastal access and efficient movement of high volumes of vehicles. Here, along the West Maui coastline, Honoapiilani Highway is currently the only major transportation link from the central valley. This project is being pursued to address long-term traffic growth and conflicts with public use of coastal resources and impacts from natural shoreline processes. The project will increase the resilience of the region during natural disasters or in times of emergency.

**Comment No. 2:**

Use of the existing cane haul road for improvement of the existing shoreline highway makes sense.

**Response:**

One of the main project objectives is to create a new inland corridor that is separated from the existing coastal highway. The separation is needed to provide for a functionally distinct corridor as well as to provide separation from coastal areas. Separation from coastal areas is important in terms of avoiding natural coastal hazards as well as conflicts with coastal recreational activities. The cane haul road you mention runs parallel and in close proximity to the existing highway and shoreline and would not meet the objectives of the project.

**Comment No. 3:**

Moving to the red line and having the highway move up within 30 feet of existing lots makes no sense at all

**Response:**

We note your concern with regard to the preferred alignment for the project.

**Comment No. 4:**

Our economy based on tourism needs to take into account the enjoyment expressed by our guests driving along the shoreline on the existing hiway on the way to Lahaina and staying on West Maui! Use the Green line for realignment! Retain the Lahaina Bypass as Reflected in the final SEIS!

**Response:**

Upon completion of the proposed terminus relocation project, the existing Honoapiilani Highway is anticipated to continue to be maintained and used as a local roadway with slower vehicle speeds than the Lahaina Bypass. The use of the existing Honoapiilani Highway as a local roadway would also provide roadway users with a scenic drive along the coastline should they so choose to take the "slower" Honoapiilani route, once the bypass segment is completed.

**Comment No. 5:**

The statement below does not take into consideration that the road will be impacting the existing lots with noise by moving the bypass 1500 feet closer to the Launiupoko subdivision.

The State of Hawaii Department of Transportation (HDOT) has reviewed the Draft Environmental Assessment (EA) for the subject project and anticipates a Finding of No Significant Impact (FONSI).



**Response:**

The proposed realignment reflects a more modest realignment than suggested in your letter. For much of the route that occurs through the Launiupoko area, the mauka adjustment above the existing approved route ranges from 0 ft in the north near Hokiokio Place to approximately 650 ft in the vicinity of Kai Hele Ku Street. Towards the southern end of the project, which is further away from established residential areas, the maximum mauka adjustment would be approximately 950 ft.

**Comment No. 6:**

Also by moving the road upwards the impact to access to the beach for fishing and camping is significant.

**Response:**

As mentioned previously, the existing Honoapiilani Highway is anticipated to continue to be maintained and used as a local roadway with slower vehicle speeds than the Lahaina Bypass. Therefore, the access to the beach for fishing and camping is not expected to be impacted by the relocation of the southern terminus of the bypass.

**Comment No. 7:**

Moving the bypass upwards will only benefit the developer.

**Response:**

The proposed project will benefit residents and visitors alike as it will provide additional roadway capacity from the original terminus alignment that ended at Launiupoko. The additional roadway capacity will extend the bypass another 4,800 feet towards the old Olowalu landfill, thereby alleviating traffic congestion on Honoapiilani Highway along the area of the extension. The proposed project will also result in a further inland alignment avoiding ongoing shoreline erosion. Additionally, the proposed project will also create potential future opportunities for open space and recreational areas makai of the highway alignment.

**Comment No. 8:**

In regards to page 15 "no established settlement areas which would be impacted by the terminus location" is misleading as Launiupoko is an "established settlement area" and will be greatly impacted.

**Response:**

We note your comment regarding human settlement areas and while not directly impacted by the preferred alignment for the project, we will update the language in the Final EA to clarify the proximity of the Launiupoko agricultural subdivisions to the proposed action.

**Comment No. 9:**

A noise study was never done. All you have to do is stand up there on Hinau street and listen to the existing highway noise and you can imagine how noisy it will be with a 4 lane highway and 60 mph traffic 1500 feet closer to you.

**Response:**

An Acoustic Study has been prepared for the project. Existing and future traffic noise levels were studied to evaluate potential impacts associated with the proposed project. A copy of the Acoustic Study will be included and discussed in the Final EA that is currently being prepared.

The study involved obtaining existing noise measurements, developing future traffic noise predictions and analysis of impacts in accordance with Highway Noise Policy and Abatement Guidelines (Noise Guidelines) adopted by the Federal Highway Administration (FHWA) and the HDOT Highways Division.

In addition to outlining the methodology for analyzing noise impacts, the Noise Guidelines also establish noise abatement criteria levels for determining whether noise abatement mitigation measures are required. The two criteria involve: (1) whether noise levels from the project will exceed 66 decibels (dB) and, (2) whether there will be a substantial increase in background noise levels, defined as being greater than a 15 dB increase. If either of these two criteria are exceeded at any noise sensitive receptor (such as residences), further analysis to determine the need for noise abatement measures is required.

In summary, the study concluded that the HDOT's noise abatement criteria will not be exceeded at any noise sensitive receptor in the area. The noise criteria will exceed on land in the immediate vicinity of the project. For example, in the vicinity of Kai Hele Ku Street, the 15dB increase criteria exceeded up to approximately 300 feet from the edge of the project. All lands for which the criteria exceeded are currently vacant and no noise abatement mitigation measures are required. The nearest residence to the project in the vicinity of Kai Hele Ku Street is approximately 1,500 feet from the mauka edge of the project.

Thus, while there may be increases in noise associated with the project, a detailed noise study has determined that increases at noise sensitive receptors outside of the immediate vicinity of the project are within acceptable levels of tolerance as prescribed by the FHWA and the HDOT's noise abatement policies.

**Comment No. 10:**

Also the fact the highway would be moved in such close proximity to existing lots is totally unacceptable. This is a huge impact on existing lots.

**Response:**

The purpose of the proposed project is to provide additional roadway capacity from the original bypass terminus alignment that ended at Launiupoko. The additional roadway capacity will extend the bypass another 4,800 feet towards the old Olowalu landfill, thereby alleviating traffic congestion on Honoapiilani Highway. The proposed project will also reduce the threat of ongoing shoreline erosion and create potential future opportunities for open space and recreational areas makai of the existing highway. A Final EA is currently being prepared to evaluate the potential environmental impacts associated with the project. Once complete, the Final EA will be reviewed by both the HDOT and the FHWA to determine if the project will qualify as a FONSI determination.

**Comment No. 11:**

Also in paragraph 2 Environmental Impact consideration: There are established human settlement areas being impacted, just look at figure 5 alternative no. 3 looks like it touches the tip lot 2!!

**Response:**

As previously mentioned, the Final EA will reflect the current status of the surrounding land uses near the proposed project including the Launiupoko agricultural subdivisions.

**Comment No. 12:**

I have never understood why a study was not done to take advantage of the cane haul road adjacent to the existing highway and improve the existing highway to 4 lanes? Has this idea ever been presented?

**Response:**

One of the main project objectives is to create a new inland corridor that is separated from the existing coastal highway. The separation is needed to provide for a functionally distinct corridor as well as to provide separation from coastal areas. Separation from coastal areas is important in terms of avoiding natural coastal hazards as well as conflicts with coastal recreational activities. The cane haul road mentioned in your comment runs parallel and in close proximity to the existing highway and shoreline and would not meet the objectives of the project.

**Comment No. 13:**

Why is the county or state even considering changing from alternative 1? Who is behind alternative 3 in pushing this idea through?

Mr. Stan Dunn  
January 16, 2015  
Page 6

HWY-PA 2.8668

**Response:**

The preferred alternative for the project has been selected through analysis of six specific evaluation criteria, the assessment of which is presented in the Draft EA. The preferred alternative scored the highest out of all other alternative alignments that were studied as it responds to a number of regional and local conditions affecting long-term transportation and land use planning including the impact of shoreline erosion and coastal processes on the existing Honoapiilani Highway as well as projected increases in traffic congestion along the bypass corridor due to future proposed and planned development. The proposed project also considers the long-range transportation planning considerations such as the proposed future phases of the bypass between Maalaea and Launiupoko.

**Comment No. 14:**

In my opinion Alternative 1 should be left as the route for the bypass.

**Response:**

A total of three alternative alignments have been evaluated for the project. The upper alignment, Alternative 3, was selected as the preferred alternative for the project based on the results of a criteria analysis that was presented and discussed in the Draft EA. Additional analysis and consideration during the preparation of the Final EA has resulted in the same conclusion. The preferred alternative has been determined to best address long-range transportation planning considerations and provides for a greater distance of separation between Lahaina Bypass and Honoapiilani Highway. It also allows for additional roadway capacity and coastal recreational opportunities when compared with Alternative 1.

Thank you again for your participation in the EA review process for this important highway improvement project. A copy of your comment form and email, as well as this response letter, will be included in the Final EA for the project. If you have any questions, please contact Darell Young, Highways Division, Planning Branch at (808) 587-1835.

Sincerely,



FORD N. FUCHIGAMI  
Director of Transportation

bc: Makila Land Company (Rory Frampton)  
Munekiyo & Hiraga, Inc. (Mark Alexander Roy)  
HWY-PA

DY:th

## COMMENT FORM

### PROPOSED RELOCATION OF THE LAHAINA BYPASS SOUTHERN TERMINUS

Aloha! Welcome to the public meeting for the proposed Relocation of the Lahaina Bypass Southern Terminus project. The Hawaii Department of Transportation (HDOT) encourage all interested individuals and organizations to comment on the Draft Environmental Assessment (EA) for the project.

To submit this comment form at tonight's meeting, please deposit it into the Comment Box before you leave. To submit this comment form by mail, please fold and staple, and affix proper postage. We ask that written comments be submitted by June 22, 2012. For more information on the project, please contact Darell Young at HDOT by phone at (808)587-1835, or by email at [darell.young@hawaii.gov](mailto:darell.young@hawaii.gov).

Name: David Boote Address: 26 Huapala Pl  
Phone: 808-283-2453 Lahaina, HI  
Email: daveboote@hawaii.rr.com 96761

Comments:

I was a member of the task force that worked with the state to determine the  
Puamana to the Pali route. I am happy to see that another alternative to the  
terminus is being considered rather than the original location. I am very much in  
favor of alternative number 3 as it gives us the best chance to preserve shoreline  
and future park space from the development of an interesection.

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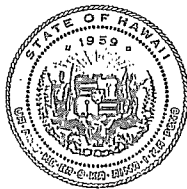
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NEIL ABERCROMBIE  
GOVERNOR



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

GLENN M. OKIMOTO  
DIRECTOR

Deputy Directors  
JADE T. BUTAY  
FORD N. FUCHIGAMI  
RANDY GRUNE  
JADINE URASAKI

IN REPLY REFER TO:  
HWY-PA  
2.5008

June 19, 2013

Mr. David Boote  
26 Huapala Place  
Lahaina, Hawaii 96761

Dear Mr. Boote:

Subject: Draft Environmental Assessment Comments  
Proposed Relocation of the Lahaina Bypass Southern Terminus, Maui, Hawaii

Thank you for attending the public meeting on June 12, 2012 and for submitting a comment form providing input on the Draft Environmental Assessment (EA) for the Proposed Relocation of the Lahaina Bypass Southern Terminus.

We acknowledge that you are in support of the Alternative #3 as reflected in the Draft EA for the proposed project as it represents the best opportunity to preserve the shoreline and future park space.

Thank you again for your participation in the EA review process for this important highway improvement project. A copy of your letter and this response letter will be included in the Final EA for the project. If you have any questions, please contact Darell Young, Highways Division, Planning Branch at (808) 587-1835.

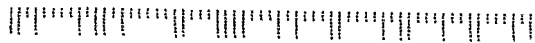
Very truly yours,

A handwritten signature in black ink, appearing to read "Glenn M. Okimoto", is written over a horizontal line.

GLENN M. OKIMOTO, Ph.D.  
Director of Transportation

bc: HWY-PA  
Makila Land Company (Rory Frampton)  
Munekiyo & Hiraga, Inc. (Mark Alexander Roy)

DY:th

COMMENT FORM

JUN 22 2012

PROPOSED RELOCATION OF  
THE LAHAINA BYPASS SOUTHERN TERMINUS

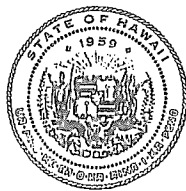
Aloha! Welcome to the public meeting for the proposed Relocation of the Lahaina Bypass Southern Terminus project. The Hawaii Department of Transportation (HDOT) encourage all interested individuals and organizations to comment on the Draft Environmental Assessment (EA) for the project.

To submit this comment form at tonight's meeting, please deposit it into the Comment Box before you leave. To submit this comment form by mail, please fold and staple, and affix proper postage. We ask that written comments be submitted by June 22, 2012. For more information on the project, please contact Darell Young at HDOT by phone at (808)587-1835, or by email at [darell.young@hawaii.gov](mailto:darell.young@hawaii.gov).

Name: Pam Van Pordlen Address: 233 Wai'anae Pl  
Phone: 808 344 4675 Lahaina HI 96761  
Email: \_\_\_\_\_

Comments: Please include the Inaakee Loop connector  
so the residents can have a secondary  
road for access - for health & safety reasons  
in case of fire, or other emergencies!

NEIL ABERCROMBIE  
GOVERNOR



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

GLENN M. OKIMOTO  
DIRECTOR

Deputy Directors  
JADE T. BUTAY  
FORD N. FUCHIGAMI  
RANDY GRUNE  
JADINE URASAKI

IN REPLY REFER TO:

HWY-PA  
2.5020

June 19, 2013

Ms. Pam Van Poolen  
233 Wailau Place  
Lahaina, Hawaii 96761

Dear Ms. Van Poolen:

Subject: Draft Environmental Assessment Comments  
Proposed Relocation of the Lahaina Bypass Southern Terminus, Maui, Hawaii

Thank you for attending the public meeting on June 12, 2012 and for submitting a comment form providing input on the Draft Environmental Assessment (EA) for the Proposed Relocation of the Lahaina Bypass Southern Terminus.

We acknowledge your comment in support of a connector location at Punakea Loop to create a secondary access for subdivision residents during emergencies.

Thank you again for your participation in the EA review process for this important highway improvement project. A copy of your comment form and this response letter will be included in the Final EA for the project. If you have any questions, please contact Darell Young, Highways Division, Planning Branch at (808) 587-1835.

Very truly yours,

A handwritten signature in cursive script, appearing to read "Glenn M. Okimoto", is written over a horizontal line.

GLENN M. OKIMOTO, Ph.D.  
Director of Transportation

bc: Makila Land Company (Rory Frampton)  
Munekiyo & Hiraga, Inc. (Mark Alexander Roy)  
HWY-PA

DY:th



From: "Ronniep" <ronniep@hawaii.rr.com>  
To: <darell.young@hawaii.gov>,  
Date: 06/22/2012 01:43 PM  
Subject: Lahaina Bypass

---

Aloha,

I would like to voice my opinion of the proposed relocation of the Lahaina bypass.

We appreciate the meeting but think there should be more meetings and better communication.

Please explain why you can spend so much money on the bridge at Lahainaluna for 5 houses but have nothing in the budget for one at Launiupoko. The idea of a stop light on the bypass is absurd. Can we please see the figures that you use to make decisions.

Could we please have a good reason why the cane road is not an option. It seems an obvious solution to many of us...at least for the lower road.

The proposed location of the park is not by a usable swimming or surfing beach. What we need is upgrading, maintenance and parking from Launiopoko to Puamana parks.

Are we building a bypass or a new highway?

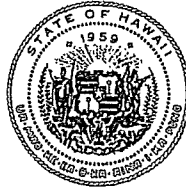
6/22/2012

Thank you for your time.

Veronica Pietsch

304 Hokiokio Place  
Lahaina

808 661 8884  
[ronniep@hawaii.rr.com](mailto:ronniep@hawaii.rr.com)



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

FORD N. FUCHIGAMI  
DIRECTOR

DEPUTY DIRECTORS  
JADE T. BUTAY  
ROSS M. HIGASHI  
EDWIN H. SNIFFEN  
DARRELL T. YOUNG

IN REPLY REFER TO:  
HWY-PA 2.1259

November 23, 2015

Ms. Veronica Pietsch  
304 Hokiokio Place  
Lahaina, Hawaii 96761

Dear Ms. Pietsch:

Subject: Draft Environmental Assessment Comments  
Proposed Relocation of Lahaina Bypass Southern Terminus, Maui, Hawaii

Thank you for your e-mail dated June 22, 2012, providing input on the Draft Environmental Assessment (EA) for the Proposed Relocation of the Lahaina Bypass Southern Terminus. The State of Hawaii Department of Transportation (HDOT) offers the following information in response to the comments in your e-mail:

**Comment No. 1:**

*We appreciate the meeting but think there should be more meetings and better communication.*

**Response:**

An environmental review is currently being completed for the proposed terminus relocation of the Lahaina Bypass in accordance with Chapter 343, Hawaii Revised Statutes. This process has incorporated several opportunities for public involvement. Two (2) public meetings have been held to date on the project; a public scoping meeting on April 26, 2007, and a public information meeting on June 12, 2012, the latter of which was held to discuss the findings of the Draft EA. Each of these meetings provided the public with opportunities to provide comments on the proposed project. These comments are to be included and addressed in the Final EA that is currently being prepared. The HDOT will continue to keep the community informed as planning, design and construction proceeds for this important West Maui infrastructure project.

**Comment No. 2:**

*Please explain why you can spend so much money on the bridge at Lahainaluna for 5 houses but have nothing in the budget for one at Launiupoko. The idea of a stop light on the bypass is absurd. Can we please see the figures that you use to make decisions.*

**Response:**

We note your comment regarding the design of the Kai Hele Ku intersection under the proposed project. An addendum to the Traffic Impact Analysis Report (TIAR), that will be included in the Final EA, has been prepared to further evaluate proposed intersection treatment options for Kai Hele Ku Street. In summary, the additional analysis supported the initial recommendation of using a traffic signal at the Lahaina Bypass and Kai Hele Ku intersection.

**Comment No. 3:**

*Could we please have a good reason why the cane road is not an option. It seems an obvious solution to many of us...at least for the lower road.*

**Response:**

Regarding your question about use of the cane haul road, one of the main objectives of this project is to create a new inland corridor that is separated from the existing coastal highway. The separation is needed to provide for a functionally distinct corridor as well as to provide separation from coastal areas. Separation from coastal areas is important in terms of avoiding natural coastal hazards as well as conflicts with coastal recreational activities. As you are aware, the cane haul road runs parallel and in close proximity to the existing highway and shoreline and would not meet the objectives of the project.

**Comment No. 4:**

*The proposed location of the park is not by a usable swimming or surfing beach. What we need is upgrading, maintenance and parking from Launiopoko to Puamana parks.*

**Response:**

We note your comments regarding the need to upgrade and expand existing park facilities in the Launiupoko to Puamana area. It is our understanding that the County of Maui has secured ownership of portions of the lands makai of the project area for the purpose of protecting open space and for potential creation of new parks or existing park expansion. With acquisition of these properties, the next step in the process would be for the County to formulate specific plans and locations for implementation of park improvements including the types of recreational activities that would be envisioned to occur within the area.

Ms. Veronica Pietsch  
November 23, 2015  
Page 3

HWY-PA 2.1259

**Comment No. 5:**

*Are we building a bypass or a new highway?*

**Response:**

The proposed project is to extend the original bypass terminus location from Launiupoko further south to the area near the old Olowalu landfill, a distance of approximately 4,800 lineal ft.. The basic configuration of the original Bypass alignment in terms of functional traffic flow will not change; the location of the proposed terminus will be shifted further south and mauka. The proposed project is being proposed in response to a number of regional and local conditions affecting long-term transportation and land use planning in the region including the impact of shoreline erosion and coastal processes on the existing Honoapiilani Highway as well as projected increases in traffic congestion along the bypass corridor due to future proposed and planned development. The proposed project also considers the long-range transportation planning considerations such as the proposed future phases of the Bypass between Maalaea and Launiupoko.

Thank you again for your participation in the EA review process for this important highway improvement project. A copy of your e-mail and this response letter will be included in the Final EA for the project. If you have any questions, please contact Darell Young, Highways Division, Planning Branch, at (808) 587-1835.

Sincerely,



FORD N. FUCHIGAMI  
Director of Transportation

c: Rory Frampton - Makila Land Company  
Mark Alexander Roy - Munekiyo & Hiraga, Inc.

bc: HWY-PA

DY:emk

JUN 26 2012

## COMMENT FORM

### PROPOSED RELOCATION OF THE LAHAINA BYPASS SOUTHERN TERMINUS

Aloha! Welcome to the public meeting for the proposed Relocation of the Lahaina Bypass Southern Terminus project. The Hawaii Department of Transportation (HDOT) encourage all interested individuals and organizations to comment on the Draft Environmental Assessment (EA) for the project.

To submit this comment form at tonight's meeting, please deposit it into the Comment Box before you leave. To submit this comment form by mail, please fold and staple, and affix proper postage. We ask that written comments be submitted by June 22, 2012. For more information on the project, please contact Darell Young at HDOT by phone at (808)587-1835, or by email at [darell.young@hawaii.gov](mailto:darell.young@hawaii.gov).

Name: Gregory Owens P.C. Address: PO Box 11286  
Phone: (808) 357-0031 Lahaina, HI 96761  
Email: bmomauie@aol.com

#### Comments:

I am currently a land owner in the Makilo Phase-1 Subdivision, Lot #5, and am against the proposed changes to realign the Lahaina Bypass as outlined in last Tuesday's meeting. Please see attached regarding my reservations pertaining to said recommendations.

MANAUI,

  
Gregory M. Owens, P.C.  
Lot #5 owner

RECEIVED  
STATE DEPARTMENT  
OF TRANSPORTATION  
JUN 26 2012

12 JUN 20 12:36

## Gregory and Bernadette Owens

P.O. Box 11286  
Lahaina, HI 96761  
(808) 357-0031 email: [bmomaui@aol.com](mailto:bmomaui@aol.com)

June 16, 2012

Elle Cochran

Maui County Council Member/ West Maui  
Kalana O Maui Bldg.  
200 South High Street, Eighth Floor  
Wailuku, HI 96793  
(808) 270-5504, email: [elle.cochran@mauicounty.us](mailto:elle.cochran@mauicounty.us)

RE: [oehc.doh.hawaii.gov/shared%20Documents/EA\\_and\\_EIS\\_Online\\_Library/  
Maui/2010s/2012-05-08-DEA-relocation-of Lahaina-Bypass-Southern-Terminus.pdf](http://oehc.doh.hawaii.gov/shared%20Documents/EA_and_EIS_Online_Library/Maui/2010s/2012-05-08-DEA-relocation-of%20Lahaina-Bypass-Southern-Terminus.pdf)

Aloha Elle,

I have known you and Wayno for over 15 years and never have I once asked a favor of either of you in all these years until now. As you may know, Bernadette and I are lot owners residing in the Makila Plantation Phase-1 Subdivision. Truth is, to my knowledge, we are the only ones currently living on the front line lots of our subdivision thus we will be impacted the most (noise, loss in property values, exposure to fire, etc.) by the proposals for relocating the Lahaina Bypass as presented this past week in the meeting you attended recently should the Bypass be moved from its current established position (see Final EIS) to either of the proposed new positions. When Bernadette and I purchased our lot in 2004 and we based our decision upon assurances from the County, our realtors and West Maui Land, Co. (WMLC). Additionally, two years ago, Dave Minami, WML Supervisor, pointed out to us, through PVC piping clearly marking the location of the Bypass, that the Bypass would be located in its current established position rather than either of the new proposed alignments today. Being satisfied with the placement of the Bypass at the time, we proceeded to purchase our property and built our little cottage upon it.

Unfortunately, we now find ourselves in a difficult situation. The meeting you attended, along with a myriad of other elected officials, last week Tuesday concerning the Bypass, held in conjunction with the Department of Transportation regarding moving the already agreed upon Lahaina Bypass as reflected in the Final SEIS, has and will directly impact my family should the Bypass be changed from its current location to either the "Proposed Lahaina Bypass Southern Terminus Relocation Project" or "Palī to Puamana Master Plan Alignment" as per "Figure 2: Proposed Lahaina Bypass Southern Terminus Relocation" presented at this meeting. Since I always wish to achieve a Win-Win solution, my request is that you hear just how this action, should it come to fruition, has and will impact Bernadette and I in a negative way and that, should you so chose, help me in whatever manner that you can within your capacity as my elected official. I believe your standing in chairing the Infrastructure Management Committee and your being a member of General Planning, Land Use and Policy Committees makes you the ideal person to be of help to me and my family in our hour of need. What I would really love is to invite my neighbors, members of the County Council, the Mayor's Office, The Department of Transportation, Senator Baker and Representative McKelvey, and whoever you feel is appropriate, for a site visit to discuss my concerns to possibly work out a compromise if possible. Of course, any and all help you can provide will be greatly appreciated.

Unfortunately, I was not able to attend the meeting due to only finding out about it just days before, due to my inability to take time from my clients, my inability to forgo the income generated from serving the needs of our community and my inability to find a replacement doctor in time to serve my clients. Tuesdays are my busy days where I serve the needs of my clients in Central Maui between 9 A.M and 7:30 P.M. Although I was unable to attend the meeting, I have heard from many who attended the meeting. I have read in depth the Maui News Article "W. Maui parkway plan *is revised*" which, after reading the article and speaking with those who attended, makes me believe that this issue is already a "done deal" as one person put it.

Unfortunately, one of my local clients told me that "it was a bash the rich Haole on the Hill event" which I hope wasn't true. The honest facts Elle are that Bernadette and I have been through financial hell and back these past few years due to the current economic downturn we face today, losing our home in Kahana, trying to climb out of the debt we incurred in trying to save that home, facing bankruptcy and praying to God that somehow we can come up with the

money to keep Jackie in college this upcoming year. In other words, we're probably the hardest hit family up here and definitely not "the rich Haole on the Hill." In an effort to save us from financial ruin, we have been trying to sell part of our lot, Lot 5; these past six months only to have potential buyers back out due to the possibility of the Bypass being relocated. This has happened to us four times with one of those times being under contract thus, should the Bypass be moved higher up the hill, it will have cost us money and severely impacted our property thereby depreciating it. And, since one of these events occurred while being under contract, our attorney advises us that we have a legitimate claim against the County if we so chose yet, unlike my subdivision neighbors, I'd rather not go down this path if possible.

According to the article in the Maui News, one of our friends, Dave Minami, who I have known for years, was quoted as saying: *"Noise is part of being a part of the ag community...If you no like noise, you better move Hana."* Over the years, I have come to know Dave as a company man first and foremost. Since he works for WMLC, I can understand his position considering the following: If the proposal to move the Bypass goes forward, WMLC stands to immediately get "\$16 million" in addition to the funds provided by the State for a property that WMLC has been unable to develop as denied by the Council. Looking at the maps provided at the meeting, obtained from one of my clients and given to me, WMLC, by having the Bypass moved from its current position to the "Red Line", will prevent its future Makila Ranches lots, lots 5,6,7,8,9,10 and 11, from being bisected and would create 18 private oceanfront lots. Now, even in today's real estate market, this will represent a windfall for WMLC. Preventing the bisection of Lots 5-11, I estimate that WMLC will gain an additional \$7-10 million and with ocean front lots in the area going from between \$3-5 million, WMLC stands to benefit significantly from the realignment to the tune of upwards of \$100 million not including what has already been paid by the State. Not bad for a property that they have been denied to develop. No wonder WMLC performed the EAS being used to justify the realignment, out of the goodness of their heart of course, and is giving the State of Hawaii the land for the relocation of the southern terminus to Olowalu. They stand to make millions on the deal. I'm sure your predecessor, JoAnne Johnson, would concur. After all, she, like you, asks the tough questions.

Considering the above, I can fully understand Dave's stance on this issue. Regarding the noise issue brought up by Dave, it is easy for him to say what he says as he will not be impacted in the slightest by the repositioning of the highway as proposed. If you look at the map on "Figure 2" you'll see my property on the bottom closest to the proposed realignment whereas Dave's lot and house can't even be seen on top of the map as it is too high and too far away to even be on the map. Today, I measured the distance between the proposed changed location to the Makai side of my property (which originally should have been at least 1,600' from the Bypass according to the Final SEIS) and compared it to his location and the difference is startling. My lot is less than 300' away from the proposed change to the Bypass whereas the distance between the proposed changed Bypass and Dave Minami's property is some 8,976' or almost 30 football fields-- equivalent to the distance between Honoapiilani Hwy and Lahainaluna High School. Any reasonable person would know that this change represents a major impact on my property and NONE to his. Please imagine the noise generated being that close to the Bypass where four-lanes of cars will be travelling 55 MPH day and night and you will see my—and others interested in my property, concern. Currently, Bernadette and I always hear the noise from Honoapiilani Hwy as it is, over 1,600' below where they plan realigning the Bypass so you can see why we are concerned. The irony of irony is that our local client, who attended the meeting, said that he felt that Dave was espousing the "bash the rich Haole on the Hill" mentality while he, himself, has one of the biggest lots in the area with a beautiful home with cottage and pool (compared to my little cottage), has put his kids through arguably the most expensive private school in the state and who works for WMLC, and you can see how transparent it all is. What concerns me the most is that, from those I've spoken to who attended the meeting, that the realignment of the Bypass is, they felt, a "done deal" without ever hearing from the ones who will be most impacted should such realignment go through. Honestly, it is all very fishy to me and, I hope, to you as well. I have voted for you because I feel that you always seek the truth and ask the tough questions. I hope that my vote has not been in vain and that you still are the person I voted for.

Seeking answers, I have consulted with my neighbors, clients from within the County, clients who work for Goodfellow Brothers and the DOT, my attorney, former council members and even a former Maui County Mayor and they all had very good questions which were brought up. Please reference the enclosed attachment for questions that I believe need to be answered BEFORE a vote is taken on the Bypass issue. I believe that these questions should be answered, that an on-site meeting be held BEFORE proceeding to implement any changes in the Bypass and that all parties come together to forge a more fair and equitable solution.



Well Elle, I appreciate your taking the time to read this lengthy letter and for hearing my concerns and hope that you are able to help Bernadette and I with this. I am impassionate because this has already and will continue to affect me and my family directly, both in quality of life and financially. I am impassionate because I smell something fishy in this whole ordeal. Any simpleton can see right through what is happening to know that a deal has been struck which will make West Maui Land, Co. and its agents wealthier for it now and into the foreseeable future. You know I have fully supported the Bypass for years and feel that it is needed yet, not in the manner that it is being suggested and not in the clandestine manner in which it is taking place. I hope that you are above that and do what is Pono. I would like to leave with this before signing off:

*"For many of us, buying a home is about more than a roof over our heads. It's the place where we'll watch our kids grow up and an investment that will guarantee our long term financial security. There's a reason that a home is an essential part of the American dream. But right now, owning a home is a source of anxiety for millions of Americans. Last week, we heard from thousands of homeowners who are paying their bills on time but struggling..."*

David Plouffe/ Senior Advisor to the President

I couldn't have said it better than David Plouffe myself in what my property represents to me and sincerely hope that you are able to preserve our part of the American dream for which we have and are working so hard to protect. Since the proposed changes in location of the Bypass we are talking about represents such a small portion of the entire Lahaina Bypass project, this particular portion of the Bypass that moves it inland 1200 to 1500 feet to accommodate the developer, and gives significant amounts of money to both WMLC and Good Fellows at the expense of the existing owners of Launiupoko is just plain wrong. If you just think about what is happening and why the Lahaina Bypass Modified Project as Reflected in the final SEIS is again being changed or modified after final SEIS I believe you will come to the same conclusion that I have.

Mahalo Nui Loa for all of your Kokua!

Sincerely,



Dr. Greg and Bernadette Owens

Cc: Mark Alexander Roy/ Munekiyo & Hiraga, Darell Young/DOT, Roz Baker/Senator, Angus McKelvey/Rep, Alan Arakawa/Mayor, Neil Abercrombie/Governor, Mark Schatz/Lt. Governor, Brennon T. Morioka/Interim Dir. DOT, Clay Sutherland/Attorney

Contacts:

Elle Cochran [elle.cochran@mauicounty.us](mailto:elle.cochran@mauicounty.us)  
Roz Baker [senbaker@capitol.hawaii.gov](mailto:senbaker@capitol.hawaii.gov)  
Alan Arakawa [mayors.office@co.maui.hi.us](mailto:mayors.office@co.maui.hi.us)  
Brennon T. Morioka [dotpao@hawaii.gov](mailto:dotpao@hawaii.gov)

Darell Young [darell.young@hawaii.gov](mailto:darell.young@hawaii.gov)  
Angus McKelvey [repmckelvey@capitol.hawaii.gov](mailto:repmckelvey@capitol.hawaii.gov)  
Mark Alexander [planning@mhplanning.com](mailto:planning@mhplanning.com)

#### **QUESTIONS REGARDING THE BYPASS THAT WAS BROUGHT UP THROUGH MY SPEAKING WITH OTHERS**

1. Why is it that, considering the proposed changes to the Bypass have been in the works for well over one year, I am being given such a short window of opportunity (less than 2 weeks) to prepare a response to the proposed changes directly affecting my property? According to a former Mayor, "this is highly unusual."
2. Why wasn't our Home Owner's Association afforded the opportunity to provide input on this amendment two months ago during our annual meeting?
3. Why wasn't either our association or the homeowners most affected by the proposed changes notified that said changes were being considered?
4. Why wasn't a site visit conducted between all parties involved to discuss the ramifications of moving the Bypass and to seek solutions to mitigate the negative impacts of any such move?
5. Since the Mayor's office has, in conjunction with the County Council, "already" appropriated the monies for this project some time ago and has already determined a pre-agreed upon price, has there not been ample time to inform us most affected by this project of the potential negative impacts and offered solutions to our concern?
6. How was the amount of \$16 million calculated and when did this process begin?
7. Why didn't anyone at the meeting ask the Mayor's office just how to justify the \$16 million amount for a piece of property that has been denied previous subdivision approval?
8. Did anyone present at the meeting ask how \$16 million for 145 acres of non-developed lands (without roads, water meters, greenways, etc.) equating to \$110,345/ acre compares to existing comps in the area per acre.
9. Has any State monies been already paid for the land or approved for the purchase of the additional 145 acres in addition to County money? If so, how much and when?
10. Has there been some agreement made which entitles WMLC certain rights to develop lots in the future which will be greatly enhanced by the moving of the Bypass and, if so, do we get a copy of said proposed changes BEFORE the adoption of the changes as envisioned?
11. With what appears to have been clandestine meetings between the Mayor's office and WMLC and other parties involved, are we, as your constituents, going to be given a more transparent accounting of the happenings involved with this project? Perhaps set up a website?
12. Have all parties within government been vetted and recused for possible conflicts of interest regarding this project? If so, can you supply records to that effect? If not, why not?
13. Has anyone in government discussed the potential monetary gain for WMLC if the proposal goes through?
14. Has anyone in government discussed the potential monetary gain of \$12 million for Good Fellows?
15. Is this project a "done deal" as one of my clients who attended the meeting and DOT clients say or is there a chance that we can compromise on the proposed changes. Will a new EIS be required and performed?
16. Since the proposed changes have already impacted the valuation of my property and my ability to sell it is the County or other parties involved willing to negotiate with me and the other owners in the area to compensate for our loss? If not, do we have to go down the path of litigation?
17. Is there any way possible that we could set up an on-site meeting with the officials who attended the meeting to discuss our concerns? A site visit perhaps to have you and others see exactly the impact; noise, proximity, loss of opportunity to sell, heightened potential for fire, etc. Have there been any noise studies or fire projections conducted to see how negative the potential impacts are to our subdivision and are they available?
18. Speaking of fire, did anyone at the meeting notice the darkened area seen in "Figure 2" which showed the proposed changes to the Bypass? Did they ask questions as to what it is? Well, it shows a fire which occurred approximately 4 years ago that almost took my house if not for the heroic measures taken by MFD. Since the Bypass will be closer by far should the realignment take place, will the County provide adequate fire protection and/or insurance to protect myself and the other homeowners from fire in the future?
19. Has planning, architectural and engineering departments advised the County as to the ramifications and costs involved of trying to build soccer fields, baseball fields, etc. on sloping land and has a preliminary estimate been made? If so, where can we as citizens find such information and how much will it all cost?
20. If the amended revisions are to take place and this whole meeting was nothing other than a sham to show the public when all is said and done is there the possibility that I and the other homeowners most affected, will be able to have an impact on the final design planning stages?
21. Will the Bypass be elevated above ground level as in Puunoa which will further impede view corridors?

From: bmomaui@aol.com  
To: elle.cochran@maulicounty.us,  
Cc: darell.young@hawaii.gov  
Date: 06/20/2012 08:11 PM  
Subject: Lahaina Bypass

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Aloha Elle,

I hope you had a great trip and returned safe and sound. I apologize for contacting you while you were away but this Bypass thing represents an extreme challenge to Bernadette and I to say the least. An impromptu land owners meeting was held this past Tuesday to discuss the potential impacts of the Bypass and what to do about it. Although I was unable to attend the meeting as I had to work, I heard from others who attended it and it appears that all were opposed to changing the Bypass from the earlier SEIS. It appears that all were concerned about it with some in attendance recommending setting up a legal fund to litigate and stop the State from realigning the Bypass. Of course, I don't believe that this is in the best interest of all parties concerned. Then, I began to pray and think of different ways to create lemonade out of the lemons and opportunity out of adversity that all are facing. Regarding the lemons, from looking over my lengthy email, you can see a bunch of reasons, noise, depressed property values, etc., that it would hurt us up here. Today, I spoke with four prominent real estate brokers and two appraisers at length about it and each and everyone said that it, realigning the bypass, would be severely damaging to our property values to us that live in the front row lots. They all said I and the three other lot owners would lose over 50% in the value of our property at the minimum and Lot #1, directly abutting the Bypass, would most likely be unsaleable. Of course, I would have most to lose due to my being the only one currently living on any of the lots and having been the only one who has built out his/her lot. Of course, at the meeting, it was discussed that I would have the most to gain from a potential law suit as I can show proof of having multiple offers on my property fall out due the repositioning potential of the Bypass, that I have a home built on the property and thus have more claim to damages and that I have had contracts broken because of it. Pondering it all hard and praying to the Big Guy Upstairs, then it came to me. You see, everyone wants something and, knowing what everyone wants, perhaps we could work out a solution that would give:

The County what it wants (and more): A legacy for Mayor Arakawa for building a magnificent park plus...

The State DOT: After speaking with Darell at HDOT today, it appears that the State DOT favors the "Red Line" thus giving them that option with no objections and no litigation from the subdivision or its

6/21/2012

homeowners would be great for them.

West Maui Land Co: Wants to have the Bypass afford them the best options for the next phase of its subdivision process and be able to sell their land at a premium.

Lot Owners: Want to protect their assests, avoid exposure to the Bypass and make their lots saleable in the future.

And You: To do what is Pono for your community and, of course, to have everyone in your constituency thank you for "getting it done" as Arakawa's slogan goes.

All this said, I would love to sit down with you for 20 minutes to go over my proposal and I know that you would love what I have to say. After that, I would like for you to set up a meeting with all parties involved to discuss a solution to the problem at hand. This would involve the Mayor, You, Peter Martin of West Maui Land and myself and would again require 20 minutes to discuss what I have to say. I believe that we can make it all work out in a way that would be Pono with everyone concerned. Of course, I'd have to convince the landowners up here but I believe that I can do it with the right approach.

Of course, time is of the essence and we need cooler heads to prevail. The parties involved are seeking legal counsel and I'd rather have a solution worked out before it goes to the next level. We both know that once attorneys get involved, things will get much more complicated. I believe we have about 10 days before it gets to that point.

What I believe we will accomplish is Arakawa can lay claim to getting the park of his dreams albeit bigger and better, You can get credit for "making it all happen" and for getting the go-ahead for the Bypass, the State will be able to build its highway the way it wants without delay or fear of litigation, West Maui Land Co will be able to build and sell its lots and I will be able to be free from the worry of what could have happened. This will result in the public thanking you and Mayor Arakawa for being creative and this will translate to votes for both of you well into the future. The County getting its park, Peter Martin to be able to build and sell his lots and the landowners to feel that they were heard and protected.

Welll Elle, with your help, I hope we can get the ball rolling when you get back and look forward to seeing you when you do. Mahalo for your Kokual

Doc Greg

**From:** bmomaui@aol.com [mailto:bmomaui@aol.com]  
**Sent:** Sunday, June 17, 2012 8:51 PM  
**To:** General eMail  
**Subject:** Proposed Relocation of the Lahaina Bypass Southern Terminus

Aloha Mark,

Please find enclosed a copy of an email I have sent to Council Member Elle Cochran, Representing my district of West Maui, whereby I express my reservations to the proposed changes to realign the Lahaina Bypass from its currently accepted Final SEIS recommendations in 2003. In this email, please find my reservations to this proposed realignment as well as both questions and suggestions regarding proceeding further.

I apologize in advance for the length of my email but feel that this is too important of a topic to allow for brevity in making my points. Please do not hesitate in contacting me should you have any questions or have any ideas to put forth. I seek not to hinder but to have answered and desire to achieve a Win-Win solution to this process.

You may contact me via mail, email, or by phone at (808) 357-0031

Mahalo for your kokua. Sincerely,

Gregory M. Owens, D.C./ Makila Phase-1 Lot #5 Owner

***Gregory and Bernadette Owens***

P.O. Box 11286  
Lahaina, HI 96761  
(808) 357-0031 email: [bmomaui@aol.com](mailto:bmomaui@aol.com)

June 16, 2012

Elle Cochran

Maui County Council Member/ West Maui  
Kalana O Maui Bldg.  
200 South High Street, Eighth Floor  
Wailuku, HI 96793

(808) 270-5504, email: [elle.cochran@mauicounty.us](mailto:elle.cochran@mauicounty.us)

RE: [oegc.doh.hawaii.gov/shared%20Documents/EA\\_and\\_EIS\\_Online\\_Library/Maui/2010s/2012-05-08-DEA-relocation-of Lahaina-Bypass-Southern-Terminus.pdf](http://oegc.doh.hawaii.gov/shared%20Documents/EA_and_EIS_Online_Library/Maui/2010s/2012-05-08-DEA-relocation-of%20Lahaina-Bypass-Southern-Terminus.pdf)

Aloha Elle,

I have known you and Wayno for over 15 years and never have I once asked a favor of either of you in all these years until now. As you may know, Bernadette and I are lot owners residing in the Makila Plantation Phase-1 Subdivision. Truth is, to my knowledge, we are the only ones currently living on the front line lots of our subdivision thus we will be impacted the most (noise, loss in property values, exposure to fire, etc.) by the proposals for relocating the Lahaina Bypass as presented this past week in the meeting you attended recently should the Bypass be moved from its current established position (see Final EIS) to either of the proposed new positions. When Bernadette and I purchased our lot in 2004 and we based our decision upon assurances from the County, our realtors and West Maui Land, Co. (WMLC). Additionally, two years ago, Dave Minami, WML Supervisor, pointed out to us, through PVC piping clearly marking the location of the Bypass, that the Bypass would be located in its current established position rather than either of the new proposed alignments today. Being satisfied with the placement of the Bypass at the time, we proceeded to purchase our property and built our little cottage upon it.

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Contacts: Elle Cochran [elle.cochran@mauicounty.us](mailto:elle.cochran@mauicounty.us) Darell Young [darell.young@hawaii.gov](mailto:darell.young@hawaii.gov)  
Roz Baker [senbaker@capitol.hawaii.gov](mailto:senbaker@capitol.hawaii.gov) Angus McKelvey  
[repmckelvey@capitol.hawaii.gov](mailto:repmckelvey@capitol.hawaii.gov)  
Alan Arakawa [mayors.office@co.maui.hi.us](mailto:mayors.office@co.maui.hi.us) Mark Alexander [planning@mhplanning.com](mailto:planning@mhplanning.com)



**QUESTIONS REGARDING THE BYPASS THAT WAS BROUGHT UP THROUGH MY SPEAKING WITH**

**OTHERS**

1. Why is it that, considering the proposed changes to the Bypass have been in the works for well over one year, I am being given such a short window of opportunity (less than 2 weeks) to prepare a response to the proposed changes directly affecting my property? According to a former Mayor, "this is highly unusual."
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5. Since the Mayor's office has, in conjunction with the County Council, "already" appropriated the monies for this project some time ago and has already determined a pre-agreed upon price, has there not been ample time to inform us most affected by this project of the potential negative impacts and offered solutions to our concern?
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7. Why didn't anyone at the meeting ask the Mayor's office just how to justify the \$16 million amount for a piece of property that has been denied previous subdivision approval?
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9. Has any State monies been already paid for the land or approved for the purchase of the additional 145 acres in addition to County money? If so, how much and when?
10. Has there been some agreement made which entitles WMLC certain rights to develop lots in the future which will be greatly enhanced by the moving of the Bypass and, if so, do we get a copy of said proposed changes BEFORE the adoption of the changes as envisioned?
11. With what appears to have been clandestine meetings between the Mayor's office and WMLC and other parties involved, are we, as your constituents, going to be given a more transparent accounting of the happenings involved with this project? Perhaps set up a website?
12. Have all parties within government been vetted and recused for possible conflicts of interest regarding this project? If so, can you supply records to that effect? If not, why not?
13. Has anyone in government discussed the potential monetary gain for WMLC if the proposal goes through?
14. Has anyone in government discussed the potential monetary gain of \$12 million for Good Fellows?
15. Is this project a "done deal" as one of my clients who attended the meeting and DOT clients say or is there a chance that we can compromise on the proposed changes. Will a new EIS be required and performed?
16. Since the proposed changes have already impacted the valuation of my property and my ability to sell it is the County or other parties involved willing to negotiate with me and the other owners in the area to compensate for our loss? If not, do we have to go down the path of litigation?
17. Is there any way possible that we could set up an on-site meeting with the officials who attended the meeting to discuss our concerns? A site visit perhaps to have you and others see exactly the impact; noise, proximity, loss of opportunity to sell, heightened potential for fire, etc. Have there been any noise studies or fire projections conducted to see how negative the potential impacts are to our subdivision and are they available?

18. Speaking of fire, did anyone at the meeting notice the darkened area seen in "Figure 2" which showed the proposed changes to the Bypass? Did they ask questions as to what it is? Well, it shows a fire which occurred approximately 4 years ago that almost took my house if not for the heroic measures taken by MFD. Since the Bypass will be closer by far should the realignment take place, will the County provide adequate fire protection and/or insurance to protect myself and the other homeowners from fire in the future?
19. Has planning, architectural and engineering departments advised the County as to the ramifications and costs involved of trying to build soccer fields, baseball fields, etc. on sloping land and has a preliminary estimate been made? If so, where can we as citizens find such information and how much will it all cost?
20. If the amended revisions are to take place and this whole meeting was nothing other than a sham to show the public when all is said and done is there the possibility that I and the other homeowners most affected, will be able to have an impact on the final design planning stages?
21. Will the Bypass be elevated above ground level as in Puunoa which will further impede view corridor?

From: [bmomaui@aol.com](mailto:bmomaui@aol.com)  
To: [darell.young@hawaii.gov](mailto:darell.young@hawaii.gov),  
Date: 06/17/2012 08:23 PM  
Subject: Lahaina Bypass Proposed Realignment/ Relocation

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Aloha Darell,

Per your instructions given this past Tuesday, please find attached my submitted comment(s) which I am sending Council Woman Elle Cochran expressing my desire not to have said changes made to the existing Lahaina Bypass per the 2003 Final SEIS. Please note my reservations as outlined and recommendations suggested as I believe it would prove most useful. You may contact me at either the addresses submitted, via email or by phone at (808)357-0031. I will be sending you a hard copy for your convenience.

Mahalo for your Kokua, Sincerely,

Greg Owens, D.C.  
Lot #5 Owner

*Gregory and Bernadette Owens*

P.O. Box 11286  
Lahaina, HI 96761  
(808) 357-0031 email: [bmomaui@aol.com](mailto:bmomaui@aol.com)

June 16, 2012

Elle Cochran

Maui County Council Member/ West Maui  
Kalana O Maui Bldg.  
200 South High Street, Eighth Floor  
Wailuku, HI 96793

(808) 270-5504, email: [elle.cochran@mauicounty.us](mailto:elle.cochran@mauicounty.us)

RE: [oegc.doh.hawaii.gov/shared%20Documents/EA\\_and\\_EIS\\_Online\\_Library/Maui/2010s/2012-05-08-DEA-relocation-of Lahaina-Bypass-Southern-Terminus.pdf](http://oegc.doh.hawaii.gov/shared%20Documents/EA_and_EIS_Online_Library/Maui/2010s/2012-05-08-DEA-relocation-of-Lahaina-Bypass-Southern-Terminus.pdf)

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Contacts: Elle Cochran [elle.cochran@mauicounty.us](mailto:elle.cochran@mauicounty.us)  
[darell.young@hawaii.gov](mailto:darell.young@hawaii.gov)

Darell Young

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Angus McKelvey

Alan Arakawa [mayors.office@co.maui.hi.us](mailto:mayors.office@co.maui.hi.us)  
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13. Has anyone in government discussed the potential monetary gain for WMLC if the proposal goes through?

14. Has anyone in government discussed the potential monetary gain of \$12 million for Good Fellows?

15. Is this project a "done deal" as one of my clients who attended the meeting and DOT clients say or is there a chance that we can compromise on the proposed changes. Will a new EIS be required and performed?

16. Since the proposed changes have already impacted the valuation of my property and my ability to sell it is the County or other parties involved willing to negotiate with me and the other owners in the area to compensate for our loss? If not, do we have to go down the path of litigation?

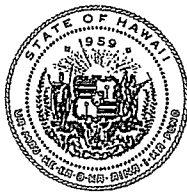
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18. Speaking of fire, did anyone at the meeting notice the darkened area seen in "Figure 2" which showed the proposed changes to the Bypass? Did they ask questions as to what it is? Well, it shows a fire which occurred approximately 4 years ago that almost took my house if not for the heroic measures taken by MFD. Since the Bypass will be closer by far should the realignment take place, will the County provide adequate fire protection and/or insurance to protect myself and the other homeowners from fire in the future?

19. Has planning, architectural and engineering departments advised the County as to the ramifications and costs involved of trying to build soccer fields, baseball fields, etc. on sloping land and has a preliminary estimate been made? If so, where can we as citizens find such information and how much will it all cost?



20. If the amended revisions are to take place and this whole meeting was nothing other than a sham to show the public when all is said and done is there the possibility that I and the other homeowners most affected, will be able to have an impact on the final design planning stages? Will the Bypass be elevated above ground level as in Puunoa which will further impede view corrido



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

FORD N. FUCHIGAMI  
DIRECTOR

DEPUTY DIRECTORS  
JADE T. BUTAY  
ROSS M. HIGASHI  
EDWIN H. SNIFFEN  
DARRELL T. YOUNG

IN REPLY REFER TO:  
HWY-PA 2.1250

November 23, 2015

Mr. Gregory Owens  
P.O. Box 11286  
Lahaina, Hawaii 96761

Dear Mr. Owens:

Subject: Draft Environmental Assessment Comments  
Proposed Relocation of Lahaina Bypass Southern Terminus, Maui, Hawaii

Thank you for submitting a comment form providing input on the Draft Environmental Assessment (EA) for the Proposed Relocation of the Lahaina Bypass Southern Terminus (Bypass), as well as for your letter dated June 16, 2012, to Councilmember Elle Cochran and email dated June 17, 2012, also to Councilmember Elle Cochran, providing additional input on the project. The State of Hawaii Department of Transportation (HDOT) offers the following information in response to comments in your comment form, email, and letter:

***PUBLIC PARTICIPATION***

***Comment No. 1:***

*As you may know, Bernadette and I are lot owners residing in the Makila Plantation Phase-1 Subdivision. Truth is, to my knowledge, we are the only ones currently living on the front line lots of our subdivision thus we will be impacted the most (noise, loss in property values, exposure to fire, etc.) by the proposals for relocating the Lahaina Bypass as presented this past week in the meeting you attended recently should the Bypass be moved from its current established position (see Final EIS) to either of the proposed new positions.*

*When Bernadette and I purchased our lot in 2004 and we based our decision upon assurances from the County, our realtors and West Maui Land, Co. (WMLC). Additionally, two years ago, Dave Minami, WML Supervisor, pointed out to us, through PVC piping clearly marking the location of the Bypass, that the Bypass would be located in its current established position rather than either of the new proposed alignments today. Being satisfied with the placement of the Bypass at the time, we proceeded to purchase our property and built our little cottage upon it.*

*Unfortunately, we now find ourselves in a difficult situation. The meeting you attended, along with a myriad of other elected officials, last week Tuesday concerning the Bypass, held in conjunction with the Department of Transportation regarding moving the already agreed upon Lahaina Bypass as reflected in the Final SEIS, has and will directly impact my family should the Bypass be changed from its current location to either the "Proposed Lahaina Bypass Southern Terminus Relocation Project" or "Pali to Puamana Master Plan Alignment" as per "Figure 2: Proposed Lahaina Bypass Southern Terminus Relocation" presented at this meeting. Since I always wish to achieve a Win-Win solution, my request is that you hear just how this action, should it come to fruition, has and will impact Bernadette and I in a negative way and that, should you so chose, help me in whatever manner that you can within your capacity as my elected official. I believe your standing in chairing the Infrastructure Management Committee and your being a member of General Planning, Land Use and Policy Committees makes you the ideal person to be of help to me and my family in our hour of need. What I would really love is to invite my neighbors, members of the County Council, the Mayor's Office, The Department of Transportation, Senator Baker and Representative McKelvey, and whoever you feel is appropriate, for a site visit to discuss my concerns to possibly work out a compromise if possible. Of course, any and all help you can provide will be greatly appreciated.*

*Seeking answers, I have consulted with my neighbors, clients from within the County, clients who work for Goodfellow Brothers and the DOT, my attorney, former council members and even a former Maui County Mayor and they all had very good questions which were brought up. Please reference the enclosed attachment for questions that I believe need to be answered BEFORE a vote is taken on the Bypass issue. I believe that these questions should be answered, that an on-site meeting be held BEFORE proceeding to implement any changes in the Bypass and that all parties come together to forge a more fair and equitable solution.*

**Response:**

We thank you for your comments and have noted your concerns. An environmental review is currently being completed to assess the potential impacts associated with the proposed relocation of the Bypass in accordance with Chapter 343, Hawaii Revised Statutes (HRS). Once complete, the Final EA will be reviewed by the HDOT and the Federal Highway Administration (FHWA) to ascertain if the project qualifies as a 'Finding of No Significant Impact' (FONSI) determination.

The proposed southern terminus relocation project is important as it responds to a number of regional and local conditions affecting long-term transportation and land use planning in the region including the impact of shoreline erosion and coastal processes on the existing Honoapiilani Highway as well as projected increases in traffic congestion along the Bypass

corridor due to future planned development. The proposed project also considers other long-range transportation planning considerations such as the proposed future phases of the Bypass between Maalaea and Launiupoko. As such, the HDOT believes that the proposed project will benefit both residents and visitors alike as it will provide additional roadway length and capacity for the Lahaina Bypass while also allowing for Honoapiilani Highway to be maintained as a local 'scenic' roadway along the coastline.

Please note that all comments received at the community meetings held, along with all other comments received during review of the Draft EA for the project, are being reviewed and will be included in the Final EA. We have reviewed the list of questions attached to your letter and have included responses to each as part of this response letter.

***Comment No. 2:***

*Why is it that, considering the proposed changes to the Bypass have been in the works for well over one year, I am being given such a short window of opportunity (less than 2 weeks) to prepare a response to the proposed changes directly affecting my property? According to a former Mayor, "this is highly unusual"*

***Response:***

The deadline for comments to a Draft EA is 30-days from publication of the Draft EA in the Environmental Notice. The proposed project's Draft EA was published in the Office of Environmental Quality Control's (OEQC) Environmental Notice bulletin on May 8, 2012, with a 30-day comment deadline of June 6, 2012. However, the comment period deadline was extended by the HDOT to June 22, 2012, to give the general public who attended the June 12, 2012, public information meeting additional time and opportunity to submit comments on the Draft EA.

***Comment No. 3:***

*Why wasn't our Home Owners Association afforded the opportunity to provide input on this amendment two months ago during our annual meeting?*

*Why wasn't either our association or the homeowners most affected by the proposed changes notified that said changes were being considered?*

***Response:***

As you are aware, the Final Supplemental Environmental Impact Statement (SEIS) for the Lahaina Bypass was accepted in 2002. Based on acceptance of this document, the Bypass route was extended to a point south of Launiupoko Beach Park. Thus, a Bypass route which crosses

Kai Hele Ku Street has been public knowledge since this time. The concept of extending the terminus further south to the vicinity of the former Olowalu Landfill was officially discussed at a project scoping meeting hosted by the HDOT in Lahaina in April 2007. It is also our understanding that the alternative route has been discussed at various homeowner association meetings for Launiupoko area residents since 2006. Area maps published by the Mahanaluani Homeowners' association in October 2007 show the alternative alignment. Based on the above, it is our understanding that project area residents or prospective property purchasers have had ample opportunity to become aware of the project.

***Comment No. 4.***

*Why wasn't a site visit conducted between all parties involved to discuss the ramifications of moving the Bypass and to seek solutions to mitigate the negative impacts of any such move?*

*Is there any way possible that we could set up an on-site meeting with the officials who attended the meeting to discuss our concerns? A site visit perhaps to have you and others see exactly the impact; noise, proximity, loss of opportunity to sell, heightened potential for fire, etc. Have there been any noise studies or fire projections conducted to see how negative the potential impacts are to our subdivision and are they available?*

***Response:***

As discussed in our response to Comment No. 1, an environmental review is currently being completed for the proposed southern terminus relocation project in accordance with Chapter 343, HRS. An EA, involving a range of technical impact assessment studies (i.e. noise, engineering, flora/fauna etc.) is being prepared to ensure that a full assessment of the potential impacts associated with the proposed project is provided and mitigation measures identified, as applicable.

Once completed, the Final EA will be reviewed by the HDOT and the FHWA and a determination rendered as to the acceptability of the document. A notice informing the public of the final determination on the Final EA by the HDOT and FHWA will then be published in the OEQC Environmental Notice.

***Comment No. 5.***

*Since the Mayor's office has, in conjunction with the County Council, "already" appropriated the monies for this project some time ago and has already determined a pre-agreed upon price, has there not been ample time to inform us most affected by this project of the potential negative impacts and offered solutions to our concern?*

***Response:***

The proposed Lahaina Bypass Southern Terminus Relocation Project is being implemented by the HDOT and the FHWA. To our knowledge, the County of Maui has not appropriated monies for this project.

***Comment No. 6.***

*With what appears to have been clandestine meetings between the Mayor's office and WMLC and other parties involved, are we, as your constituents, going to be given a more transparent accounting of the happenings involved with this project? Perhaps set up a website?*

***Response:***

The EA preparation process has incorporated several opportunities for public involvement. Two public meetings have been held to date on the project; a public scoping meeting on April 26, 2007, and a public informational meeting on June 12, 2012, the latter of which was held to discuss the findings of the Draft EA. Each of these meetings provided the public with opportunities to provide comments on the proposed project. These comments are to be included and addressed in the Final EA that is currently being prepared. The HDOT will continue to keep the community informed as planning, design and construction proceeds for this important West Maui infrastructure project.

***Comment No. 7.***

*Is this project a "done deal" as one of my clients who attended the meeting and DOT clients say or is there a chance that we can compromise on the proposed changes. Will a new EIS be required and performed?*

***Response:***

A Draft EA and anticipated Finding of No Significant Impact (A-FONSI) was published on May 8, 2012 for the proposed project. The A-FONSI was issued based on the assessment of potential impacts provided in the Draft EA. Upon completion of the Final EA for the project (of which will incorporate various new and updated studies, including a noise study), the HDOT will review the updated analysis of the project's potential impacts based on the comments provided during the Draft EA review phase and will render a determination as to if the project qualifies for a FONSI or if an Environmental Impact Statement (EIS) should be prepared for the project.

**Comment No. 8.**

*If the amended revisions are to take place and this whole meeting was nothing other than a sham to show the public when all is said and done is there the possibility that I and the other homeowners most affected, will be able to have an impact on the final design planning stages?*

**Response:**

All input received during the June 12, 2012, public meeting has been reviewed and will be included in the Final EA for the project. Where applicable, certain revisions have been made to the project plans to address comments raised during review of the Draft EA. As an example, minor modifications have been made to the preferred alignment for the project in an effort to minimize the extent of grading activities that will be necessary during construction of the project.

**Comment No. 9.**

*An impromptu land owners meeting was held this past Tuesday to discuss the potential impacts of the Bypass and what to do about it. Although I was unable to attend the meeting as I had to work, I heard from others who attended it and it appears that all were opposed to changing the Bypass from the earlier SEIS. It appears that all were concerned about it with some in attendance recommending setting up a legal fund to litigate and stop the State from realigning the Bypass. Of course, I don't believe that this is in the best interest of all parties concerned. Then, I began to pray and think of different ways to create lemonade out of the lemons and opportunity out of adversity that all are facing. Regarding the lemons, from looking over my lengthy email, You can see a bunch of reasons, noise, depressed property values, etc., that it would hurt us up here. Today, I spoke with four prominent real estate brokers and two appraisers at length about it and each and everyone said that it, realigning the bypass, would be severely damaging to our property values to us that live in the front row lots. They all said I and the three other lot owners would lose over 50% in the value of our property at the minimum and Lot #1, directly abutting the Bypass, would most likely be unsaleable. Of course, I would have most to lose due to my being the only one currently living on any of the lots and having been the only one who has built out his/her lot. Of course, at the meeting, it was discussed that I would have the most to gain from a potential law suit as I can show proof of having multiple offers on my property fallout due the repositioning potential of the Bypass, that I have a home built on the property and thus have more claim to damages and that I have had contracts broken because of it. Pondering it all hard and praying to the Big Guy Upstairs, then it came to me. You see, everyone wants something and, knowing what everyone wants, perhaps we could work out a solution that would give:*

*The County what it wants (and more): A legacy for Mayor Arakawa for building a magnificent park plus ...*

*The State DOT: After speaking with Darell at HDOT today, it appears that the State DOT favors the "Red Line" thus giving them that option with no objections and no litigation from the subdivision or its homeowners would be great for them.*

***Response:***

We note your concerns regarding property values and standards of living for residents of Launiupoko. However, we also note that the Lahaina Bypass has been long planned for this area. The Final SEIS was adopted in 2002 and was an update of the original EIS which was adopted in 1991. The route which was included in the 2002 SEIS (the approved route) crosses Kai Hele Ku Street approximately 500 ft. mauka of the existing highway. The preferred route being considered in the current EA would move the crossing at Kai Hele Ku Street approximately 700 ft. mauka of the approved alignment. We also note that for a significant portion of the route between Hokiokio Place and Kai Hele Ku Street (approximately 3,500 ft.) the approved route and the route being considered are identical. Thus, the route being considered in the current EA does not represent a dramatic shift in alignment. Nevertheless, since the publication of the Draft EA, a noise impact analysis has been conducted in accordance with the HDOT's Noise Abatement Policy to determine whether noise mitigation measures are appropriate for the project. The conclusion of the study was that noise abatement criteria will not be exceeded at any noise sensitive receptor in the area and, as such, noise abatement measures will not be necessary to be implemented. A copy of the noise study will be included in the Final EA for the project. In regards to your comment about the surrounding property values, the HDOT feels that improved regional transportation infrastructure is considered by many to raise the standard of living for the overall community.

***Comment No. 10.***

*West Maui Land Co: Wants to have the Bypass afford them the best options for the next phase of its subdivision process and be able to sell their land at a premium.*

*Lot Owners: Want to protect their assets, avoid exposure to the Bypass and make their lots saleable in the future.*

*And You: To do what is Pono for your community and, of course, to have everyone in your constituency thank you for "getting it done" as Arakawa's slogan goes.*

*All this said, I would love to sit down with you for 20 minutes to go over my proposal and I know that you would love what I have to say. After that, I would like for you to set up a meeting with all parties involved to discuss a solution to the problem at hand. This would*



*involve the Mayor, You, Peter Martin of West Maui Land and myself and would again require 20 minutes to discuss what I have to say. I believe that we can make it all work out in a way that would be Pono with everyone concerned. Of course, I'd have to convince the landowners up here but I believe that I can do it with the right approach.*

*Of course, time is of the essence and we need cooler heads to prevail. The parties involved are seeking legal counsel and I'd rather have a solution worked out before it goes to the next level. We both know that once attorneys get involved, things will get much more complicated. I believe we have about 10 days before it gets to that point.*

*What I believe we will accomplish is Arakawa can lay claim to getting the park of his dreams albeit bigger and better. You can get credit for "making it all happen" and for getting the go-ahead for the Bypass, the State will be able to build its highway the way it wants without delay or fear of litigation, West Maui Land Co will be able to build and sell its lots and I will be able to be free from the worry of what could have happened. This will result in the public thanking you and Mayor Arakawa for being creative and this will translate to votes for both of you well into the future. The County getting its park, Peter Martin to be able to build and sell his lots and the landowners to feel that they were heard and protected.*

***Response:***

We note your comment. As previously discussed, an environmental review is currently being completed for the proposed southern terminus relocation project in accordance with Chapter 343, HRS. This process has incorporated several opportunities for public involvement. Two public meetings have been held to date on the project; a public scoping meeting on April 26, 2007, and a public informational meeting on June 12, 2012, the latter of which was held to discuss the findings of the Draft EA. Each of these meetings provided the public with opportunities to provide comments for the project team's consideration on the proposed project. Also as part of this process, governmental agencies, including the Office of the Mayor were given an opportunity to provide comments. These comments are to be included and addressed in the Final EA that is currently being prepared. The HDOT will continue to keep the community and lawmakers informed as planning, design and construction proceeds for this important West Maui infrastructure project.

***GENERAL***

***Comment No. 11.***

*Have all parties within government been vetted and recused for possible conflicts of interest regarding this project? If so, can you supply records to that effect? If not, why not?*

***Response:***

There are no conflicts of interest issues associated with the proposed project. The proposed action is to extend the original bypass terminus location from Launiupoko further south to the area near the old Olowalu landfill, a distance of approximately 4,800 lineal ft.. The basic configuration of the original Bypass alignment in terms of functional traffic flow will not change; the location of the proposed terminus will be shifted further south and mauka. The proposed project is being proposed in response to a number of regional and local conditions affecting long-term transportation and land use planning in the region including the impact of shoreline erosion and coastal processes on the existing Honoapiilani Highway as well as projected increases in traffic congestion along the bypass corridor due to future planned development. The proposed project also considers the long-range transportation planning considerations such as the proposed future Honoapiilani Highway Realignment between Maalaea and Launiupoko.

***PROPERTY VALUES***

***Comment No. 12.***

*Unfortunately, one of my local clients told me that "it was a bash the rich Haole on the Hill event" which I hope wasn't true. The honest facts Elle are that Bernadette and I have been through financial hell and back these past few years due to the current economic downturn we face today, losing our home in Kahana, trying to climb out of the debt we incurred in trying to save that home, facing bankruptcy and praying to God that somehow we can come up with the money to keep Jackie in college this upcoming year. In other words, we're probably the hardest hit family up here and definitely not "the rich Haole on the Hill". In an effort to save us from financial ruin, we have been trying to sell part of our lot, Lot 5; these past six months only to have potential buyers back out due to the possibility of the Bypass being relocated. This has happened to us four times with one of those times being under contract thus, should the Bypass be moved higher up the hill, it will have cost us money and severely impacted our property thereby depreciating it. And, since one of these events occurred while being under contract, our attorney advises us that we have a legitimate claim against the County if we so chose yet, unlike my subdivision neighbors, I'd rather not go down this path if possible.*

***Response:***

Thank you for your comment and we are sorry that you were unable to attend the community meeting. We again note that the Lahaina Bypass has been long planned for this area. The HDOT feels that this improved regional transportation infrastructure is considered by many to raise the standard of living for the overall community.

**Comment No. 13.**

*According to the article in the Maui News, one of our friends, Dave Minami, who I have known for years, was quoted as saying: "Noise is part of being a part of the ag community ... If you no like noise, you better move Hana." Over the years, I have come to know Dave as a company man first and foremost. Since he works for WMLC, I can understand his position considering the following: If the proposal to move the Bypass goes forward, WMLC stands to immediately get "\$16 million" in addition to the funds provided by the State for a property that WMLC has been unable to develop as denied by the Council. Looking at the maps provided at the meeting, obtained from one of my clients and given to me, WMLC, by having the Bypass moved from its current position to the "Red Line", will prevent its future Makila Ranches lots, lots 5,6,7,8,9,10 and 11, from being bisected and would create 18 private oceanfront lots. Now, even in today's real estate market, this will represent a windfall for WMLC. Preventing the bisection of Lots 5-11, I estimate that WMLC will gain an additional \$7-10 million and with ocean front lots in the area going from between \$3-5 million, WMLC stands to benefit significantly from the realignment to the tune of upwards of \$100 million not including what has already been paid by the State. Not bad for a property that they have been denied to develop. No wonder WMLC performed the EAS being used to justify the realignment, out of the goodness of their heart of course, and is giving the State of Hawaii the land for the relocation of the southern terminus to Olowalu. They stand to make millions on the deal. I'm sure your predecessor, JoAnne Johnson, would concur. After all, she, like you, asks the tough questions.*

**Response:**

As noted earlier, the proposed southern terminus relocation project responds to a number of regional and local conditions affecting long-term transportation and land use planning in the region including the impact of shoreline erosion and coastal processes on the existing Honoapiilani Highway, as well as projected increases in traffic congestion along the bypass corridor due to future planned development in West Maui. The proposed project also considers other long-range transportation planning considerations such as the proposed future Honoapiilani Highway Realignment between Maalaea and Launiupoko. The HDOT does not control land uses outside of the future highway right-of-way. Any future use makai of the future Highway right-of-way will need to comply with existing Agricultural zoning requirements, or request changes to existing County and State land use and planning controls.

**Comment No. 14.**

*Well Elle, I appreciate your taking the time to read this lengthy letter and for hearing my concerns and hope that you are able to help Bernadette and I with this. I am impassionate because this has already and will continue to affect me and my family*

*directly, both in quality of life and financially. I am impassionate because I smell something fishy in this whole ordeal. Any simpleton can see right through what is happening to know that a deal has been struck which will make West Maui Land, Co. and its agents wealthier for it now and into the foreseeable future. You know I have fully supported the Bypass for years and feel that it is needed yet, not in the manner that it is being suggested and not in the clandestine manner in which it is taking place. I hope that you are above that and do what is Pono. I would like to leave with this before signing off:*

*“For many of us, buying a home is about more than a roof over our heads. It’s the place where we’ll watch our kids grow up and an investment that will guarantee our long term financial security. There’s a reason that a home is an essential part of the American dream. But right now, owning a home is a source of anxiety for millions of Americans. Last week, we heard from thousands of homeowners who are paying their bills on time but struggling...” David Plouffe/Senior Advisor to the President*

*I couldn’t have said it better than David Plouffe myself in what my property represents to me and sincerely hope that you are able to preserve our part of the American dream for which we have and are working so hard to protect. Since the proposed changes in location of the Bypass we are talking about represents such a small portion of the entire Lahaina Bypass project, this particular portion of the Bypass that moves it inland 1200 to 1500 feet to accommodate the developer, and gives significant amounts of money to both WMLC and Good Fellows at the expense of the existing owners of Launiupoko is just plain wrong. If you just think about what is happening and why the Lahaina Bypass Modified Project as Reflected in the final SEIS is again being changed or modified after final SEIS I believe you will come to the same conclusion that I have.*

**Response:**

As previously noted, the intent of the project is to address regional transportation issues and provide long-term transportation improvements for the public traveling to and from West Maui. For your clarification, the preferred alignment represents an inland shift of approximately 700 ft. mauka from the previous alignment. We also note that the County of Maui has recently acquired a significant portion of the land area makai of the proposed alignment for park and open space purposes.

**Comment No. 15.**

*Since the proposed changes have already impacted the valuation of my property and my ability to sell it is the County or other parties involved willing to negotiate with me and the other owners in the area to compensate for our loss? If not, do we have to go down the path of litigation?*

***Response:***

We again note that the Lahaina Bypass has been long planned for this area. The HDOT feels that this improved regional transportation infrastructure is considered by many to raise the standard of living for the overall community.

***COSTS***

***Comment No. 16.***

*How was the amount of \$16 million calculated and when did this process begin?*

*Did anyone present at the meeting ask how \$16 million for 145 acres of non-developed lands (without roads, water meters, greenways, etc.) equating to \$110,345/ acre compares to existing comps in the area per acre.*

***Response:***

It is our understanding that the \$16 million dollar figure which was discussed at the June 12, 2012, public meeting was referring to the County negotiations for acquisition of land (makai of the preferred alignment for the project) which were ongoing at the time. Since then, the Maui County Council held a number of public meetings in which the purchase price for this future park land was discussed and eventually agreed to.

***Comment No. 17.***

*Has any State monies been already paid for the land or approved for the purchase of the additional 145 acres in addition to County money? If so, how much and when?*

***Response:***

No State funds have been used to date to purchase lands for the proposed Lahaina Bypass Southern Terminus project.

***MAKAI PARK***

***Comment No. 18.***

*Since the Mayor's office has, in conjunction with the County Council, "already" appropriated the monies for this project some time ago and has already determined a pre-agreed upon price, has there not been ample time to inform us most affected by this project of the potential negative impacts and offered solutions to our concern?*

***Response:***

As noted above, the County of Maui was in the midst of the land acquisition negotiations (for a portion of the land makai of the preferred alignment) at the time of the public meeting on June 12, 2012. The proposed acquisition for these future park lands was eventually considered by the Maui County Council during a number of meetings which were open to the public.

***Comment No. 19.***

*Why didn't anyone at the meeting ask the Mayor's office just how to justify the \$16 million amount for a piece of property that has been denied previous subdivision approval?*

***Response:***

The HDOT was not involved in the negotiations involving the acquisition of lands makai of the project area by the County of Maui. However, our understanding is that the Maui County Council recently approved the County's acquisition of this future open space land.

***Comment No. 20.***

*Has planning, architectural and engineering departments advised the County as to the ramifications and costs involved of trying to build soccer fields, baseball fields, etc. on sloping land and has a preliminary estimate been made? If so, where can we as citizens find such information and how much will it all cost?*

***Response:***

The HDOT is not responsible for controlling land uses mauka or makai of the proposed project area. It is our understanding that the County of Maui has recently secured ownership of portions of the lands makai of the project area for the purpose of protecting open space and for potential creation of new parks or existing park expansion. The next step in the process would be for the County to formulate specific plans and locations for implementation of park improvements including the types of recreational activities that would be envisioned to occur within the area. Cost implications will likely be a considered during these deliberations.

***FIRE***

***Comment No. 21.***

*Speaking of fire, did anyone at the meeting notice the darkened area seen in "Figure 2" which showed the proposed changes to the Bypass? Did they ask questions as to what it*

*is? Well, it shows a fire which occurred approximately 4 years ago that almost took my house if not for the heroic measures taken by MFD. Since the Bypass will be closer by far should the realignment take place, will the County provide adequate fire protection and/or insurance to protect myself and the other homeowners from fire in the future?*

***Response:***

We note your comment regarding previous wildfires that have occurred throughout the West Maui region. Based on discussions with the Department of Fire and Public Safety's Wildland Fire Program Coordinator, the proposed project is not anticipated to significantly increase the risk of wildfires from occurring in the area. Risks can be minimized by maintaining low fuel loads along the new highway's shoulders. Overall, the project is anticipated to have beneficial impacts to the public by increasing the ability for emergency services to access residential areas; enhancing evacuation routes for existing residents; enhancing access to potential wildfire areas; and, creating an additional fire break to prevent the spread of wild fires.

***PUBLIC-PRIVATE PARTNERSHIPS***

***Comment No. 22.***

*Has anyone in government discussed the potential monetary gain for WMLC if the proposal goes through?*

***Response:***

It is our understanding that West Maui Land Company does not own land in the vicinity of the project. All of the potential routes being considered cross over land that is owned by Makila Land Co., LLC. The landowner has funded the HDOT's EA process in order to define the Bypass route through their properties. Any future use of the properties which abut the Bypass alignment will be controlled by State and County Land Use Laws which are administered by the State Land Use Commission and Maui County Council, respectively. Also, as previously noted, the Maui County Council has recently approved the County's acquisition of the future park lands located south of Kai Hele Ku Street from Makila Land Co., LLC.

***Comment No. 23.***

*Has anyone in government discussed the potential monetary gain of \$12 million for Good Fellows?*

***Response:***

This statement assumes that Goodfellow Brothers Inc. will be the successful bidder for the construction phase of this highway project. However, the construction contract will be awarded through a competitive bidding process in accordance with State procurement laws and it would be speculative to anticipate who the successful bidder would be at this point in time.

**HOUSING**

***Comment No. 24.***

*Has there been some agreement made which entitles WMLC certain rights to develop lots in the future which will be greatly enhanced by the moving of the Bypass and, if so, do we get a copy of said proposed changes BEFORE the adoption of the changes as envisioned?*

***Response:***

The HDOT is not responsible or able to control the use of the land outside of the highway right-of-way. Potential land uses in the area are controlled by the State and County Land Use, Zoning and Planning laws. We do note that the County and State land use designations for the properties makai of the bypass are "Agricultural" and any new development not allowed under the existing land use designations would be required to obtain changes in land use entitlements which would involve opportunity for public review and input.

**NOISE**

***Comment No. 25.***

*Considering the above, I can fully understand Dave's stance on this issue. Regarding the noise issue brought up by Dave, it is easy for him to say what he says as he will not be impacted in the slightest by the repositioning of the highway as proposed. If you look at the map on "Figure 2" you'll see my property on the bottom closest to the proposed realignment whereas Dave's lot and house can't even be seen on top of the map as it is too high and too far away to even be on the map. Today, I measured the distance between the proposed changed location to the Makai side of my property (which originally should have been at least 1,600' from the Bypass according to the Final SEIS) and compared it to his location and the difference is startling. My lot is less than 300' away from the proposed change to the Bypass whereas the distance between the proposed changed Bypass and Dave Minami's property is some 8,976' or almost 30 football fields--equivalent to the distance between Honoapiilani Hwy and Lahainaluna High School. Any reasonable person would know that this change represents a major impact on my*



*property and NONE to his. Please imagine the noise generated being that close to the Bypass where four-lanes of cars will be travelling 55 MPH day and night and you will see my-and others interested in my property, concern. Currently, Bernadette and I always hear the noise from Honoapiilani Hwy as it is, over 1,600' below where they plan realigning the Bypass so you can see why we are concerned. The irony of irony is that our local client, who attended the meeting, said that he felt that Dave was espousing the "bash the rich Haole on the Hill" mentality while he, himself, has one of the biggest lots in the area with a beautiful home with cottage and pool (compared to my little cottage), has put his kids through arguably the most expensive private school in the state and who works for WMLC, and you can see how transparent it all is. What concerns me the most is that, from those I've spoken to who attended the meeting, that the realignment of the Bypass is, they felt, a "done deal" without ever hearing from the ones who will be most impacted should such realignment go through. Honestly, it is all very fishy to me and, I hope, to you as well. I have voted for you because I feel that you always seek the truth and ask the tough questions. I hope that my vote has not been in vain and that you still are the person I voted for.*

**Response:**

The proposed realignment reflects a more modest realignment than suggested in your letter. The distance between the mauka edge of the previously approved alignment and your makai property line is approximately 1,300 ft. The distance between the mauka edge of the proposed alignment and your property is approximately 600 ft.

In response to concerns related to noise from the project, an Acoustic Study (Noise Impact Analysis) has been prepared for the project. Existing and future traffic noise levels were studied to evaluate potential impacts associated with the proposed project. A copy of the Acoustic Study will be included and discussed in the Final EA that is currently being prepared.

The study involved obtaining existing noise measurements, developing future traffic noise predictions and analysis of impacts in accordance with Highway Noise Policy and Abatement Guidelines (Noise Guidelines) adopted by the FHWA and the HDOT Highways Division.

In addition to outlining the methodology for analyzing noise impacts, the Noise Guidelines also establish noise abatement criteria levels for determining whether noise abatement mitigation measures are required. The two criteria involve: 1) whether noise levels from the project will exceed 66 decibels (dB); and, 2) whether there will be a substantial increase in background noise levels, defined as being greater than a 15 dB increase. If either of these two criteria are exceeded at any noise sensitive receptor (such as residences), further analysis to determine the need for noise abatement measures is required.

In summary, the study concluded that the HDOT's noise abatement criteria will not be exceeded at any noise sensitive receptor in the area. The noise criteria will be exceeded on lands in the immediate vicinity of the project. For example, in the vicinity of Kai Hele Ku Street, the 15dB increase criteria will be exceeded up to approximately 300 ft. from the edge of the project. All lands for which the criteria will be exceeded are currently vacant and no noise abatement mitigation measures are required. For your reference, your existing residential dwelling is approximately 1,500 ft. from the mauka edge of the project.

Thus, while there may be increases in noise associated with the project, a detailed noise study has determined that increases at noise sensitive receptors outside of the immediate vicinity of the project are within acceptable levels of tolerance as prescribed by the FHWA and the HDOT's noise abatement policies.

### ***OPPOSITION TO PROJECT***

#### ***Comment No. 26.***

*I am currently a landowner in the Makila Phase I subdivision, Lot #5, and am against the proposed changes to realign the Lahaina Bypass as outlined in last Tuesday's meeting. Please see attached regarding my reservations pertaining to said recommendations.*

#### ***Response:***

We note your opposition to the preferred alternative for the proposed project that was presented in the Draft EA.

### ***VIEWS***

#### ***Comment No. 27.***

*Will the Bypass be elevated above ground level as in Puunoa which will further impede view corridor?*

#### ***Response:***

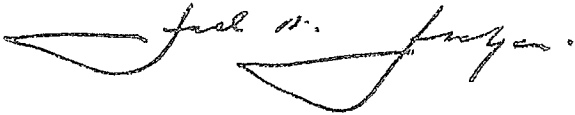
Based on preliminary conceptual design, the portion of the roadway corridor connecting to the new southern terminus location will be constructed at or near to existing grade conditions in the vicinity of Kai Hele Ku Street and, given the sloping topography of the area, is not expected to substantially alter existing views of the Pacific Ocean for residents living further up the mountain in the Launiupoko agricultural subdivisions.

Mr. Gregory Owens  
November 23, 2015  
Page 18

HWY-PS 2.0750

Thank you again for your participation in the EA review process for this important highway improvement project. A copy of your correspondence and this response letter will be included in the Final EA for the project. If you have any questions, please contact Darell Young, Highways Division, Planning Branch, at (808) 587-1835.

Sincerely,

A handwritten signature in black ink, appearing to read "Ford N. Fuchigami". The signature is fluid and cursive, with a large, sweeping initial "F" and a distinct "N" and "F" in the middle.

FORD N. FUCHIGAMI  
Director of Transportation

c: Rory Frampton - Makila Land Company  
Mark Alexander Roy - Munekiyo & Hiraga, Inc.

bc: HWY-PA

DY:emk

## COMMENT FORM

### PROPOSED RELOCATION OF THE LAHAINA BYPASS SOUTHERN TERMINUS

Aloha! Welcome to the public meeting for the proposed Relocation of the Lahaina Bypass Southern Terminus project. The Hawaii Department of Transportation (HDOT) encourage all interested individuals and organizations to comment on the Draft Environmental Assessment (EA) for the project.

To submit this comment form at tonight's meeting, please deposit it into the Comment Box before you leave. To submit this comment form by mail, please fold and staple, and affix proper postage. We ask that written comments be submitted by June 22, 2012. For more information on the project, please contact Darell Young at HDOT by phone at (808)587-1835, or by email at [darell.young@hawaii.gov](mailto:darell.young@hawaii.gov).

Name: GARY ARAKAKI Address: 204 WAILAU PL

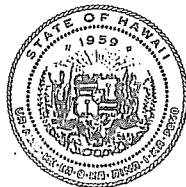
Phone: 280-6830

Email: ARAKAKIGARY@GMAIL.COM

Comments:

I'm in favor of using Punakea Loop as a  
connector road so we can have a secondary  
access for emergency.

NEIL ABERCROMBIE  
GOVERNOR



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

JUN 26 2013

GLENN M. OKIMOTO  
DIRECTOR

Deputy Directors  
JADE T. BUTAY  
FORD N. FUCHIGAMI  
RANDY GRUNE  
JADINE URASAKI

IN REPLY REFER TO:  
HWY-PA  
2.5004

June 19, 2013

Mr. Gary Arakaki  
204 Wailau Place  
Lahaina, Hawaii 96761

Dear Mr. Arakaki:

Subject: Draft Environmental Assessment Comments  
Proposed Relocation of the Lahaina Bypass Southern Terminus, Maui, Hawaii

Thank you for attending the public meeting on June 12, 2012 and for submitting a comment form providing input on the Draft Environmental Assessment (EA) for the Proposed Relocation of the Lahaina Bypass Southern Terminus.

We acknowledge your comment supporting Punakea Loop as a connector road as it would create a secondary access for subdivision residents during emergencies.

Thank you again for your participation in the EA review process for this important highway improvement project. A copy of your comment form and this response letter will be included in the Final EA for the project. If you have any questions, please contact Darell Young, Highways Division, Planning Branch at (808) 587-1835.

Very truly yours,

A handwritten signature in cursive script, appearing to read "Glenn M. Okimoto".

GLENN M. OKIMOTO, Ph.D.  
Director of Transportation

bc: Makila Land Company (Rory Franpton)  
Munekiyo & Hiraga, Inc. (Mark Alexander Roy)  
HWY-PA

DY:th

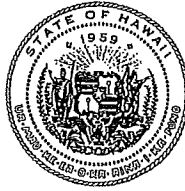
From: kelly chapman <chapkel@hotmail.com>  
To: <darell.young@hawaii.gov>,  
Date: 06/16/2012 03:25 PM  
Subject:

---

Aloha Darell

Thank you for giving me the opportunity to voice my personal thoughts about the Lahaina Bypass Southern Terminus. The letter I received on June 16th states that ambient noise is not expected to impact the neighborhood seems truly unlikely. One of the main reasons I love living in the Launiopoko area is because of the silent nights and no traffic. During the winter months I can hear the whales breaching from my porch. It seems certain that if a four lane highway is built below that the sounds of busy traffic will become a issue. Also, as i am sure you are aware, this area is extremely dry. This will increase more fire hazards to this area. We can not control people from throwing their cigarettes out of their vehicles. In recent years several fires have started off the highway that is in use now. This is one of my biggest concerns. We do not want Maui to become another Oahu.

Best Regards,  
Kelley



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

FORD N. FUCHIGAMI  
DIRECTOR

DEPUTY DIRECTORS  
JADE T. BUTAY  
ROSS M. HIGASHI  
EDWIN H. SNIFFEN  
DARRELL T. YOUNG

IN REPLY REFER TO:  
HWY-PA 2.1258

November 23, 2015

Ms. Kelley Chapman  
Via E-Mail: [chapkel@hotmail.com](mailto:chapkel@hotmail.com)

Dear Ms. Chapman:

Subject: Draft Environmental Assessment Comments  
Proposed Relocation of Lahaina Bypass Southern Terminus, Maui, Hawaii

Thank you for your e-mail dated June 16, 2012, providing input on the Draft Environmental Assessment (EA) for the Proposed Relocation of the Lahaina Bypass Southern Terminus. The State of Hawaii Department of Transportation (HDOT) offers the following information in response to the comments in your e-mail:

**Comment No. 1:**

*The letter I received on June 16th states that ambient noise is not expected to impact the neighborhood seems truly unlikely. One of the main reasons I love living in the Launiopoko area is because of the silent nights and no traffic. During the winter months I can hear the whales breaching from my porch. It seems certain that if a four lane highway is built below that the sounds of busy traffic will become an issue.*

**Response:**

We note your concerns regarding the completion of the Lahaina Bypass Project, which has been a long planned project for the region. The Final Supplemental Environmental Impact Statement (SEIS) was adopted in 2002 and was an update of the original EIS which was adopted in 1991. The route which was included in the 2002 SEIS (the approved route) crosses Kai Hele Ku approximately 500 ft. mauka of the existing highway. The preferred route being considered in the current Environmental Assessment (EA) would move the crossing at Kai Hele Ku approximately 700 ft. mauka of the approved alignment. We also note that for a significant portion of the route between Hokiokio and Kai Hele Ku (approximately 3,500 ft.) the approved route and the route being considered are identical. Thus, the route being considered in the current Environmental Assessment does not represent as dramatic of a shift in the alignment. Nevertheless, since the publication of the Draft EA, a noise impact analysis has been conducted in accordance with the HDOT's Noise Abatement Policy to determine whether noise mitigation

measures are appropriate. Existing and future traffic noise levels were studied to evaluate potential impacts associated with the southern terminus relocation action. A copy of the Acoustic Study will be included and discussed in the Final EA that is currently being prepared.

The study involved obtaining existing noise measurements, developing future traffic noise predictions and analysis of impacts in accordance with Highway Noise Policy and Abatement Guidelines (Noise Guidelines) adopted by the Federal Highway Administration (FHWA) and the HDOT's Highways Division.

In addition to outlining the methodology for analyzing noise impacts, the Noise Guidelines also establish noise abatement criteria levels for determining whether noise abatement mitigation measures are required. The two criteria involve: (1) whether noise levels from the project will exceed 66 decibels (dB); and, (2) whether there will be a substantial increase in background noise levels, defined as being greater than a 15 dB increase. If either of these two criteria are exceeded at any noise sensitive receptor (such as residences), further analysis to determine the need for noise abatement measures is required.

In summary, the study concluded that the HDOT's noise abatement criteria will not be exceeded at any noise sensitive receptor in the area. The noise criteria will be exceeded on lands in the immediate vicinity of the project. For example, in the vicinity of Kai Hele Ku Street, the 15dB increase criteria will be exceeded up to approximately 300 feet from the edge of the project. All lands for which the criteria will be exceeded are currently vacant and no noise abatement mitigation measures are required. For your reference, the distance between the nearest existing residence to the project is approximately 1,500 ft. from the mauka edge of the project.

Thus, while there may be increases in noise associated with the project, a detailed noise study has determined that increases at noise sensitive receptors outside of the immediate vicinity of the project are within acceptable levels of tolerance as prescribed by the FHWA and the HDOT's noise abatement policies.

**Comment No. 2:**

*Also, as I am sure you are aware, this area is extremely dry. This will increase more fire hazards to this area. We cannot control people from throwing their cigarettes out of their vehicles. In recent years several fires have started off the highway that is in use now. This is one of my biggest concerns.*



**Response:**

We note your comment regarding previous wildfires that have occurred throughout the West Maui region. Based on discussions with the Department of Fire and Public Safety's Wildland Fire Program Coordinator, the proposed project is not anticipated to significantly increase the risk of wild fires from occurring in the area. Risks can be minimized by maintaining low fuel loads along the highway's shoulders. The project is anticipated to have beneficial impacts by increasing the ability for emergency services to access residential areas; enhancing evacuation routes for existing residents; enhancing access to potential wildfire areas; and, creating an additional fire break to prevent the spread of wild fires.

**Comment No. 3:**

*We do not want Maui to become another Oahu.*

**Response:**

We note your comment.

Thank you again for your participation in the EA review process for this important highway improvement project. A copy of your e-mail and this response letter will be included in the Final EA for the project. If you have any questions, please contact Darell Young, Highways Division, Planning Branch, at (808) 587-1835.

Sincerely,

A handwritten signature in black ink, appearing to read 'Ford N. Fuchigami', with a horizontal line extending to the right.

FORD N. FUCHIGAMI  
Director of Transportation

c: Rory Frampton - Makila Land Company  
Mark Alexander Roy - Munekiyo & Hiraga, Inc.

June 17, 2012

Munekiyo & Hiraga, Inc.  
Attn: Mark Alexander Roy  
305 High Street, Suite 104  
Wailuku, HI 96793

EMAIL: mark@mhplanning.com  
darell.young@hawaii.gov

### **Proposed Relocation of Lahaina ByBass Southern Terminus**

Aloha,

I am a resident of the Launiupoko Agricultural Subdivision. I was one of the first purchasers in the first phase of the agricultural area. At the time of purchase, I was aware of the plans for the Lahaina ByPass and understood and agreed with the eventual mauka alignment of the new roadway. I was also aware of the plan for the Pali to Puamana Parkway vision, and in complete agreement with the vision for the coastal parkway.

At this time, I would like to express my **complete agreement and support** for both the proposed relocation of the Lahaina ByPass Southern Terminus (as depicted in the map as the **RED line**) as well as complete support for the continued planning, land acquisition and processing of the Pali to Puamana Parkway and parks lands planning.

I understand that the Dept of Transportation is taking community input on the way the southern end of the Lahaina bypass will intersect with the current highway and that Mayor Arakawa is in negotiations to try to acquire the lands to the southern area of Kai Hele Ku up to as far as the new proposed red line, moving the Lahaina Bypass more Mauka.

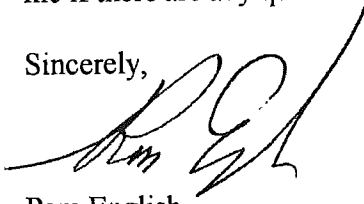
By moving the bypass up to the red line, the area of land below would then be bought and owned by the county of Maui to create parks and a green belt for the West side community. This vision is far reaching and would preserve one of the most scenic and precious coastlines that Maui has. Development along Maui's coastline has forever removed our scenic vistas along the Kihei/Makena roadway and the Lower Honoapi'ilani Road in West Maui. This is our last chance to preserve this signature island roadway for future generations. Parks land in West Maui are extremely deficit and beach access is nearly impossible with a handful of "beach access" stalls for the finest coast line beaches. Imagine this parkway open to all for enjoyment in perpetuity! I understand that the County Council is aware of the desire and need to purchase this land and have set aside money's in the budget to do so. The red line is higher and will allow an easier time with more space to design usable parks and fields.

In addition to this overall community benefit, the Launiupoko Subdivision, like many other Maui subdivisions, was planned with only one access point to the main highway. As we have seen during emergencies, this is cause for alarm in what has now become

quite heavily populated. I understand that a secondary access to the bypass is also being planned as part of this section of the bypass project. The options are to keep it at the Hokiokio Road terminus to feed into Lahaina, or to create the Punakea Loop extension to come down to the highway. By choosing the Punakea Loop, it would allow a secondary entrance/ exit for the Launiupoko community. This is, I feel, a critically important component for the health and safety of residents to allow them a secondary exit road in case of emergency or other needs. I understand that the SDOT will allow only one access point in the vicinity of the southern terminus of the Lahaina Bypass, and urge the approval of the Punakea Loop, that will eventually tie into the main subdivision roadway system in the Launiupoko area.

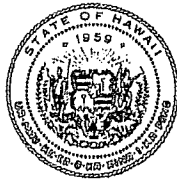
Thank you for the opportunity to comment on these matters. Please feel free to contact me if there are any questions in regard to this testimony.

Sincerely,

A handwritten signature in black ink, appearing to read 'Pam English', with a long, sweeping flourish extending upwards and to the right.

Pam English  
206 Awaiku Street  
Lahaina, HI 96761  
808-757-0510

DAVID Y. IGE  
GOVERNOR



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

FORD N. FUCHIGAMI  
DIRECTOR

Deputy Director  
JADE T. BUTAY  
ROSS M. HIGASHI  
EDWIN H. SNIFFEN

IN REPLY REFER TO:  
HWY-P 2.8662

January 9, 2015

Ms. Pam English  
206 Awakiu Street  
Lahaina, Hawaii 96761

Dear Ms. English:

Subject: Draft Environmental Assessment Comments  
Proposed Relocation of Lahaina Bypass Southern Terminus, Maui, Hawaii

Thank you for your letter providing input on the Draft Environmental Assessment (EA) for the Proposed Relocation of the Lahaina Bypass Southern Terminus. The State of Hawaii Department of Transportation offers the following information in response to the comments:

**Comment No. 1:**

I am a resident of the Launiupoko Agricultural Subdivision. I was one of the first purchasers in the first phase of the agricultural area. At the time of purchase, I was aware of the plans for the Lahaina ByPass and understood and agreed with the eventual mauka alignment of the new roadway. I was also aware of the plan for the Pali to Puamana Parkway vision, and in complete agreement with the vision for the coastal parkway.

At this time, I would like to express my complete agreement and support for both the proposed relocation of the Lahaina ByPass Southern Terminus (as depicted in the map as the RED line) as well as complete support for the continued planning, land acquisition and processing of the Pali to Puamana Parkway and parks lands planning.

**Response:**

Thank you for your support of the proposed Lahaina Bypass Southern Terminus Relocation Project.

**Comment No. 2:**

I understand that the Dept of Transportation is taking community input on the way the southern end of the Lahaina bypass will intersect with the current highway and that

Mayor Arakawa is in negotiations to try to acquire the lands to the southern area of Kai Hele Ku up to as far as the new proposed red line, moving the Lahaina Bypass more Mauka.

By moving the bypass up to the red line, the area of land below would then be bought and owned by the County of Maui to create parks and a green belt for the West side community. This vision is far reaching and would preserve one of the most scenic and precious coastlines that Maui has. Development along Maui's coastline has forever removed our scenic vistas along the Kihei/Makena roadway and the Lower Honoapi'ilani Road in West Maui. This is our last chance to preserve this signature island roadway for future generations. Parks land in West Maui are extremely deficit and beach access is nearly impossible with a handful of "beach access" stalls for the finest coast line beaches. Imagine this parkway open to all for enjoyment in perpetuity! I understand that the County Council is aware of the desire and need to purchase this land and have set aside money's in the budget to do so. The red line is higher and will allow an easier time with more space to design usable parks and fields.

**Response:**

We acknowledge your support of the preferred alignment for the proposed project.

**Comment No. 3:**

In addition to this overall community benefit, the Launiupoko Subdivision, like many other Maui subdivisions, was planned with only one access point to the main highway. As we have seen during emergencies, this is cause for alarm in what has now become quite heavily populated. I understand that a secondary access to the bypass is also being planned as part of this section of the bypass project. The options are to keep it at the Hokiokio Road terminus to feed into Lahaina, or to create the Punakea Loop extension to come down to the highway. By choosing the Punakea Loop, it would allow a secondary entrance/exit for the Launiupoko community. This is, I feel, a critically important component for the health and safety of residents to allow them a secondary exit road in case of emergency or other needs. I understand that the SDOT will allow only one access point in the vicinity of the southern terminus of the Lahaina Bypass, and urge the approval of the Punakea Loop, that will eventually tie into the main subdivision roadway system in the Launiupoko area.

**Response:**

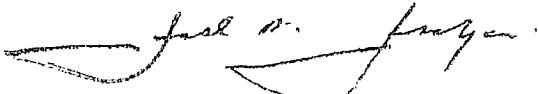
The project plans will include an underpass at Punakea Road in order to accommodate existing accesses at this location as well as to provide a secondary access for the existing Launiupoko community.

Ms. Pam English  
January 9, 2015  
Page 3

HWY-PA 2.8662

Thank you again for your participation in the EA review process for this important highway improvement project. A copy of your letter and this response letter will be included in the Final EA for the project. If you have any questions, please contact Darell Young, Highways Division, Planning Branch at (808) 587-1835.

Sincerely,

A handwritten signature in black ink, appearing to read "Ford N. Fuchigami", written over a horizontal line.

FORD N. FUCHIGAMI  
Director of Transportation

bc: Makila Land Company (Rory Frampton)  
Munekiyo & Hiraga, Inc. (Mark Alexander Roy)  
HWY-PA

DY:th

JUN 19 2012

COMMENT FORMPROPOSED RELOCATION OF  
THE LAHAINA BYPASS SOUTHERN TERMINUS

Aloha! Welcome to the public meeting for the proposed Relocation of the Lahaina Bypass Southern Terminus project. The Hawaii Department of Transportation (HDOT) encourage all interested individuals and organizations to comment on the Draft Environmental Assessment (EA) for the project.

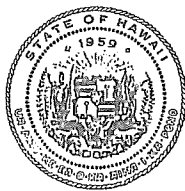
To submit this comment form at tonight's meeting, please deposit it into the Comment Box before you leave. To submit this comment form by mail, please fold and staple, and affix proper postage. We ask that written comments be submitted by June 22, 2012. For more information on the project, please contact Darell Young at HDOT by phone at (808)587-1835, or by email at [darell.young@hawaii.gov](mailto:darell.young@hawaii.gov).

Name: BEVERLY WILL Address: PO Box 1178  
Phone: 808 268.0770 Lahaina HI 96767  
Email: bev@bevwill.com

## Comments:

I am in favor of Maui County purchasing the  
larger parcels of land as shown on  
the proposed Bypass relocation map — the  
red line —

I'm also in favor of a Punakea loop extension  
allowing a secondary ingress/egress for the  
residences in the Lannipoko community. A  
prudent safety decision



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

GLENN M. OKIMOTO  
DIRECTOR

Deputy Directors  
JADE T. BUTAY  
FORD N. FUCHIGAMI  
RANDY GRUNE  
JADINE URASAKI

IN REPLY REFER TO:

HWY-PA  
2.5021

June 19, 2013

Ms. Beverly Will  
P. O. Box 1178  
Lahaina, Hawaii 96767

Dear Ms. Will:

Subject: Draft Environmental Assessment Comments  
Proposed Relocation of the Lahaina Bypass Southern Terminus, Maui, Hawaii

Thank you for attending the public meeting on June 12, 2012 and also for submitting a comment form providing input on the Draft Environmental Assessment (EA) for the Proposed Relocation of the Lahaina Bypass Southern Terminus. The Hawaii Department of Transportation would like to offer the following information in response to your comments:

1. We acknowledge that you are in support of the preferred alignment (Alternative #3) for the proposed project as presented at the June 12th meeting.
2. We also acknowledge that you are in favor of extending Punakea Loop to facilitate a connection to the Lahaina Bypass so that secondary access is provided for subdivision residents during emergencies.

Thank you again for your participation in the EA review process for this important highway improvement project. A copy of your comment form and this response letter will be included in the Final EA for the project. If you have any questions, please contact Darell Young, Highways Division, Planning Branch at (808) 587-1835.

Very truly yours,

A handwritten signature in black ink, appearing to read "Glenn M. Okimoto".

GLENN M. OKIMOTO, Ph.D.  
Director of Transportation

bc: Makila Land Company (Rory Frampton)  
Munekiyo & Hiraga, Inc. (Mark Alexander Roy)  
HWY-PA

DY:th



JUN 26 2012

COMMENT FORM

PROPOSED RELOCATION OF  
THE LAHAINA BYPASS SOUTHERN TERMINUS

Aloha! Welcome to the public meeting for the proposed Relocation of the Lahaina Bypass Southern Terminus project. The Hawaii Department of Transportation (HDOT) encourage all interested individuals and organizations to comment on the Draft Environmental Assessment (EA) for the project.

To submit this comment form at tonight's meeting, please deposit it into the Comment Box before you leave. To submit this comment form by mail, please fold and staple, and affix proper postage. We ask that written comments be submitted by June 22, 2012. For more information on the project, please contact Darell Young at HDOT by phone at (808)587-1835, or by email at [darell.young@hawaii.gov](mailto:darell.young@hawaii.gov).

Name: JOHN COTE Address: 150 POUKOU, #25  
Phone: 808-870-0503 LAHAINA HI 96761  
Email: JOHNCOTE@COWSON.COM

Comments: ALOHA DARELL,

GOOD THINKING MOVING THE HWY. MAUKA TO  
PREVENT ANY MORE OF OUR AINA GOING INTO THE  
OCEAN. I TOTALLY SUPPORT MOVING THE HWY  
500 YDS. MAUKA. (EXTENDING) CONTINUING THE HWY. TO THE  
REFUSE CENTER. MAHALO.

John Cote

NEIL ABERCROMBIE  
GOVERNOR



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

GLENN M. OKIMOTO  
DIRECTOR

Deputy Directors  
JADE T. BUTAY  
FORD N. FUCHIGAMI  
RANDY GRUNE  
JADINE URASAKI

IN REPLY REFER TO:  
HWY-PA  
2.5006

June 19, 2013

Mr. John Cote  
150 Puukolii, #25  
Lahaina, Hawaii 96761

Dear Mr. Cote:

Subject: Draft Environmental Assessment Comments  
Proposed Relocation of the Lahaina Bypass Southern Terminus, Maui, Hawaii

Thank you for attending the public meeting on June 12, 2012 and providing input on the Draft Environmental Assessment (EA) for the Proposed Relocation of the Lahaina Bypass Southern Terminus. The Hawaii Department of Transportation acknowledges your support of the proposed project.

We also acknowledge your comment which supports moving the highway mauka to prevent any more impact from shoreline erosion.

Thank you again for your participation in the EA review process for this important highway improvement project. A copy of your comment form and this response letter will be included in the Final EA for the project. If you have any questions, please contact Darell Young, Highways Division, Planning Branch at (808) 587-1835.

Very truly yours,

A handwritten signature in black ink, appearing to read "Glenn M. Okimoto", is written over the typed name.

GLENN M. OKIMOTO, Ph.D.  
Director of Transportation

bc: Makila Land Company (Rory Frampton)  
Munekiyo & Hiraga, Inc. (Mark Alexander Roy)  
HWY-PA

DY:th

JUN 26 2012

RECEIVED  
STATE DEPARTMENT  
OF TRANSPORTATION

Rebecca Hill  
25 Akeu Pl.  
Kihei, HI 96753

'12 JUN 20 P2:36

To Whom It May Concern:

HIGHWAYS DIVISION  
PLANNING BRANCH

I am writing in regards to the proposed highway expansion near Launiopoko in Maui. The state has neglected to fully disclose the impacts of widening the highway and increasing the speed limit by declaring that there will be "no significant impact" from this project. A new and accurate Environmental Impact Statement must be completed that discloses the noise, scenery, and public access impacts this project will have.

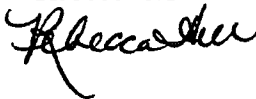
As a resident and beach user, cutting off beach access from this portion of the highway prevents local people from parking close to where they can surf, swim, and kayak. Building beach parking lots that people can use to walk to the beach doesn't give the same experience as being able to park and picnic right on the shore. In addition, the proposed highway re-routing will vastly diminish the natural beauty of one of the island's most scenic drives.

I am concerned that the increased speed limit and increased lanes of traffic will be much noisier than the existing road. This is a significant impact. Though some of the land that is close to the proposed highway re-routing is currently vacant, there are land owners who do have plans to build there in the future. By the time this project is underway, there will be homes in close proximity to the road that were unaccounted for in the original plan.

The National Environmental Protection Act (NEPA) requires the state of Hawaii to disclose the potential environmental impacts of a project of this magnitude. Clearly the impacts of this project were not examined thoroughly in the current documentation. The finding of "no significant impact" shows negligent and faulty documentation by the state of Hawaii. Please revisit the visual, noise, and social impacts of this project.

Sincerely,

Rebecca Hill





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

FORD N. FUCHIGAMI  
DIRECTOR

DEPUTY DIRECTORS  
JADE T. BUTAY  
ROSS M. HIGASHI  
EDWIN H. SNIFFEN  
DARRELL T. YOUNG

IN REPLY REFER TO:  
HWY-PA 2.1249

November 23, 2015

Ms. Rebecca Hill  
25 Akeu Place  
Lahaina, Hawaii 96761

Dear Ms. Hill:

Subject: Draft Environmental Assessment Comments  
Proposed Relocation of Lahaina Bypass Southern Terminus, Maui, Hawaii

Thank you for your letter dated June 20, 2012, providing input on the Draft Environmental Assessment (EA) for the Proposed Relocation of the Lahaina Bypass Southern Terminus. The State of Hawaii Department of Transportation (HDOT) offers the following information in response to the comments in your letter:

***Comment No. 1:***

*The state has neglected to fully disclose the impacts of widening the highway and increasing the speed limit by declaring that there will be "no significant impact" from this project. A new and accurate Environmental Impact Statement must be completed that discloses the noise, scenery, and public access impacts this project will have.*

***Response:***

A Draft EA and Anticipated Finding of No Significant Impact (A-FONSI) was published in 2012 for the project. The A-FONSI was issued based on the assessment of potential impacts provided in the Draft EA. Upon completion of the Final EA for the project (which will incorporate various new and updated studies including a noise study), the HDOT will review the updated analysis of the project's potential impacts based on the comments provided during the Draft EA review phase and will render a determination as to if the project qualifies for a Finding of No Significant Impact (FONSI) or if an Environmental Impact Statement (EIS) should be prepared for the project.

***Comment No. 2:***

*As a resident and beach user, cutting off beach access from this portion of the highway prevents local people from parking close to where they can surf, swim, and kayak. Building beach parking lots that people can use to walk to the beach doesn't give the same experience as being able to park and picnic right on the shore.*

***Response:***

Upon project implementation, the existing Honoapiilani Highway is anticipated to continue to be maintained and used as a local roadway with slower vehicle speeds than the Lahaina Bypass. Access to the beach for recreation activities is, therefore, not expected to be negatively impacted by the proposed relocation of the southern terminus of the bypass.

***Comment No. 3:***

*In addition, the proposed highway re-routing will vastly diminish the natural beauty of one of the island's most scenic drives.*

***Response:***

As mentioned above, the existing Honoapiilani Highway is anticipated to continue to be maintained and used as a local roadway with slower vehicle speeds than the Lahaina Bypass. The use of the existing Honoapiilani Highway as a local roadway would also provide roadway users with a scenic drive along the coastline should they so choose to take the "slower" Honoapiilani route, once the proposed project is completed.

***Comment No. 4:***

*I am concerned that the increased speed limit and increased lanes of traffic will be much noisier than the existing road. This is a significant impact. Though some of the land that is close to the proposed highway re-routing is currently vacant, there are land owners who do have plans to build there in the future. By the time this project is underway, there will be homes in close proximity to the road that were unaccounted for in the original plan.*

***Response:***

In response to concerns related to noise, an Acoustic Study has been prepared for the project. Existing and future traffic noise levels were studied to evaluate potential impacts associated with the proposed project. A copy of the Acoustic Study will be included and discussed in the Final EA that is currently being prepared.

The study involved obtaining existing noise measurements, developing future traffic noise predictions and analysis of impacts in accordance with Highway Noise Policy and Abatement Guidelines (Noise Guidelines) adopted by the Federal Highway Administration (FHWA) and the HDOT Highways Division.

In addition to outlining the methodology for analyzing noise impacts, the Noise Guidelines also establish noise abatement criteria levels for determining whether noise abatement mitigation measures are required. The two criteria involve: (1) whether noise levels from the project will exceed 66 decibels (dB); and, (2) whether there will be a substantial increase in background noise levels, defined as being greater than a 15 dB increase. If either of these two criteria are exceeded at any noise sensitive receptor (such as residences), further analysis to determine the need for noise abatement measures is required.

In summary, the study concluded that the HDOT's noise abatement criteria will not be exceeded at any noise sensitive receptor in the area. The noise criteria will be exceeded on lands in the immediate vicinity of the project. For example, in the vicinity of Kai Hele Ku Street, the 15dB increase criteria will be exceeded up to approximately 300 ft. from the edge of the project. All lands for which the criteria will be exceeded are currently vacant and no noise abatement mitigation measures are required. For your reference, the nearest residence to the project in the vicinity of Kai Hele Ku is approximately 1,500 ft. from the mauka edge of the project.

Thus, while there may be increases in noise associated with the project, a detailed noise study has determined that increases at noise sensitive receptors outside of the immediate vicinity of the project are within acceptable levels of tolerance as prescribed by the FHWA and the HDOT's noise abatement policies.

***Comment No. 5:***

*The National Environmental Protection Act (NEPA) requires the state of Hawaii to disclose the potential environmental impacts of a project of this magnitude. Clearly the impacts of this project were not examined thoroughly in the current documentation. The finding of "no significant impact" shows negligent and faulty documentation by the state of Hawaii. Please revisit the visual, noise, and social impacts of this project.*

***Response:***

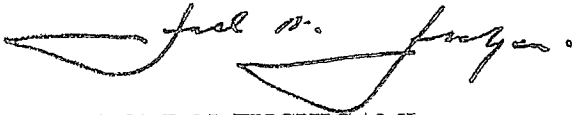
The environmental review for the proposed southern terminus relocation project is being conducted in accordance with Chapter 343, Hawaii Revised Statutes and the National Environmental Policy Act (NEPA). Based on review of the analysis presented in the Draft EA, the HDOT determined that the project is anticipated to result in a Finding of No Significant Impact (FONSI) determination. The next step for the HDOT is to prepare a Final EA pursuant to Chapter 343, HRS, requirements that respond to the comments received from agencies and the general public during review of the Draft EA. Based on comments received, this process will involve the preparation of updated studies for the proposed project, including a noise (acoustics) impact analysis, a copy of which will be included in the Final EA document. Upon review of the Final EA, the HDOT will issue a determination as to whether the project will qualify for a FONSI determination.

Ms. Rebecca Hill  
November 23, 2015  
Page 4

HWY-PA 2.1249

Thank you again for your participation in the EA review process for this important highway improvement project. A copy of your letter and this response letter will be included in the Final EA for the project. If you have any questions, please contact Darell Young, Highways Division, Planning Branch, at (808) 587-1835.

Sincerely,

A handwritten signature in black ink, appearing to read "Ford N. Fuchigami". The signature is fluid and cursive, with a large, sweeping initial "F".

FORD N. FUCHIGAMI  
Director of Transportation

c: Rory Frampton - Makila Land Company  
Mark Alexander Roy - Munekiyo & Hiraga, Inc.

cc: HWY-PA

DYemk

From: "Mike Segura" <1segura@hawaiiantel.net>  
To: <darell.young@hawaii.gov>,  
Date: 06/22/2012 03:48 PM  
Subject: Opposed to the relocation of the Lahaina Bypass

---

Can you please explain how this relocation will not have an impact on the local or regional noise level as stated in the Environmental Assessment on Page 48. Is the department of transportation going to conduct any noise mediation studies to our community?

Explain the statement on page 15 of the Environmental Assessment that states " there were no established human settlement areas which would be impacted by the terminus relocation. Does the state department of transportation consider the Launiupoko area a human settlement?

Has the department of transportation considered the cost to repair the small portion of the existing Honoapiilani Highway (some 500 feet) that is 8 foot above sea level. This section with picture (figure 7) of the Environmental Assessment, top photo only, bottom photo is not part of the relocation. Can the Department of Transportation fix this portion of the highway for less than the proposed \$ 12 million for the relocation to Olowalu landfill?

The Modified Relocation of the Lahaina Bypass that was approved in 2003 needs to have further consideration. This relocation terminates at Launiupoko Point.

This 2003 approved relocation moves the existing Honoapiilani Highway mauka 400 feet where it would cross Kai Hele Ku Street thereby creating additional area for parking and expansion of the beach park. Both the parking areas and the beach park would be on the makai side of the highway.

6/22/2012

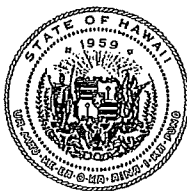


Has the department of transportation addressed the potential for fire hazard to our community?

Page 17 of the Environmental Assessment states that the relocation will provide for coastal recreational enhancement. There are some 14 areas on this proposed 4800 foot relocation that are being used for camping and fishing. There are no swimming beaches located on this 4800 foot proposed relocation, the entire shoreline is composed of large rocks.

Can you please provide us with any existing information that this 4800 foot proposed relocation was ever closed to traffic due to high surf. (page 40 of the environmental assessment)

Thank you,  
Lisa Segura



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

FORD N. FUCHIGAMI  
DIRECTOR

DEPUTY DIRECTORS  
JADE T. BUTAY  
ROSS M. HIGASHI  
EDWIN H. SNIFFEN  
DARRELL T. YOUNG

IN REPLY REFER TO:  
HWY-PA 2.1251

November 23, 2015

Ms. Lisa Segura

Via E-Mail: [lsegura@hawaiiantel.net](mailto:lsegura@hawaiiantel.net)

Dear Ms. Segura:

Subject: Draft Environmental Assessment Comments  
Proposed Relocation of Lahaina Bypass Southern Terminus, Maui, Hawaii

Thank you for your e-mail dated June 22, 2012, providing input on the Draft Environmental Assessment (EA) for the Proposed Relocation of the Lahaina Bypass Southern Terminus. The State of Hawaii Department of Transportation (HDOT) offers the following information in response to the comments in your e-mail:

***Comment No. 1:***

*Can you please explain how this relocation will not have an impact on the local or regional noise level as stated in the Environmental Assessment on Page 48. Is the department of transportation going to conduct any noise mediation studies to our community?*

***Response:***

In response to concerns related to noise, an Acoustic Study has been prepared for the project. Existing and future traffic noise levels were studied to evaluate potential impacts associated with the proposed project. A copy of the Acoustic Study will be included and discussed in the Final EA that is currently being prepared.

The study involved obtaining existing noise measurements, developing future traffic noise predictions and analysis of impacts in accordance with Highway Noise Policy and Abatement Guidelines (Noise Guidelines) adopted by the Federal Highway Administration (FHWA) and the HDOT Highways Division.

In addition to outlining the methodology for analyzing noise impacts, the Noise Guidelines also establish noise abatement criteria levels for determining whether noise abatement mitigation measures are required. The two criteria involve: (1) whether noise levels from the project will exceed 66 decibels (dB); and, (2) whether there will be a substantial increase in background

noise levels, defined as being greater than a 15 dB increase. If either of these two criteria are exceeded at any noise sensitive receptor (such as residences), further analysis to determine the need for noise abatement measures is required.

In summary, the study concluded that the HDOT's noise abatement criteria will not be exceeded at any noise sensitive receptor in the area. The noise criteria will be exceeded on lands in the immediate vicinity of the project. For example, in the vicinity of Kai Hele Ku Street, the 15dB increase criteria will be exceeded up to approximately 300 ft. from the edge of the project. All lands for which the criteria will be exceeded are currently vacant and no noise abatement mitigation measures are required. For your reference, the nearest residence to the project in the vicinity of Kai Hele Ku is approximately 1,500 ft. from the mauka edge of the project.

Thus, while there may be increases in noise associated with the project, a detailed noise study has determined that increases at noise sensitive receptors outside of the immediate vicinity of the project are within acceptable levels of tolerance as prescribed by the FHWA and the HDOT's noise abatement policies.

***Comment No. 2:***

*Explain the statement on page 15 of the Environmental Assessment that states "there were no established human settlement areas which would be impacted by the terminus relocation." Does the state department of transportation consider the Launiupoko area a human settlement?*

***Response:***

We note your comment regarding human settlement areas and while not directly impacted by the preferred alignment for the project, we will update the language in the Final EA to clarify the proximity of the existing agricultural subdivisions to the proposed action.

***Comment No. 3:***

*Has the department of transportation considered the cost to repair the small portion of the existing Honoapiilani Highway (some 500 feet) that is 8 foot above sea level. This section with picture (figure 7) of the Environmental Assessment, top photo only, bottom photo is not part of the relocation. Can the Department of Transportation fix this portion of the highway for less than the proposed \$12 million for the relocation to Olowalu landfill?*

***Response:***

In the long term, it is preferable to locate the Lahaina Bypass route away from the shoreline and coastal processes. The costs to protect the existing Honoapiilani Highway from coastal damage are not inexpensive. To date, over \$12 million dollars have been committed towards protection of portions of the existing highway. The proposed inland route would also achieve additional planning objectives, including enhanced capacity of the regional transportation network and avoidance of conflicts with coastal recreational uses.

***Comment No. 4:***

*The Modified Relocation of the Lahaina Bypass that was approved in 2003 needs to have further consideration. This relocation terminates at Launiupoko Point.*

***Response:***

A total of three (3) alternative alignments have been evaluated for the project, one (1) of which was utilizing the previously approved alignment (Alternative 1). The upper alignment, Alternative 3, was selected as the preferred alternative for the project based on the results of a criteria analysis that was presented and discussed in the Draft EA document. Additional analysis and consideration during the preparation of the Final EA has resulted in the same conclusion. The preferred alternative has been determined to best address long-range transportation planning considerations and provides for a greater distance of separation between Lahaina Bypass and Honoapiilani Highway. It also allows for additional roadway capacity and coastal recreation opportunities when compared with the original approval alignment for the Lahaina Bypass.

***Comment No. 5:***

*This 2003 approved relocation moves the existing Honoapiilani Highway mauka 400 feet where it would cross Kai Hele Ku Street thereby creating additional area for parking and expansion of the beach park. Both the parking areas and the beach park would be on the makai side of the highway. Has the department of transportation addressed the potential for fire hazard to our community?*

***Response:***

Based on discussions with the Department of Fire and Public Safety's Wildland Fire Program Coordinator, the proposed project is not anticipated to significantly increase the risk of wild fires from occurring in the area. Risks can be minimized by maintaining low fuel loads along the highway's shoulders. The project is anticipated to have beneficial impacts by increasing the ability for emergency services to access residential areas; enhancing evacuation routes for existing residents; enhancing access to potential wildfire areas; and, creating an additional fire break to prevent the spread of wild fires.

**Comment No. 6:**

*Page 17 of the Environmental Assessment states that the relocation will provide for coastal recreational enhancement. There are some 14 areas on this proposed 4800 foot relocation that are being used for camping and fishing. There are no swimming beaches located on this 4800 foot proposed relocation, the entire shoreline is composed of large rocks. Can you please provide us with any existing information that this 4800 foot proposed relocation was ever closed to traffic due to high surf. (page 40 of the environmental assessment)*

**Response:**

The Honoapiilani Highway has been closed in the past due to tsunami events as the portions of the Highway are located within the tsunami inundation zone. According to the Maui Police Department, the Highway has been closed several times in recent years due to tsunami events. In addition, the Maui Police Department has provided confirmation that during periods of high tides and surf, the section of highway that is being avoided by the proposed extension "is often covered with salt water and debris" which affects the operations of the highway.

Thank you again for your participation in the EA review process for this important highway improvement project. A copy of your e-mail and this response letter will be included in the Final EA for the project. If you have any questions, please contact Darell Young, Highways Division, Planning Branch, at (808) 587-1835.

Sincerely,



FORD N. FUCHIGAMI  
Director of Transportation

c: Rory Frampton - Makila Land Company  
Mark Alexander Roy - Munekiyo & Hiraga, Inc.

JUN 26 2012

RECEIVED  
STATE DEPARTMENT  
OF TRANSPORTATION

'12 JUN 19 P1:31

June 16, 2012

HIGHWAYS DIVISION  
PLANNING BRANCH

State of Hawaii  
Department of Transportation  
869 Punchbowl Street  
Honolulu, Hawaii 96813

Attention: Darrel Young

Re: Proposed Relocation of the Lahaina Bypass Southern Terminus

Dear members of the Department of Transportation:

I see the traffic build up on the south side of the street light at Laniupoku and I recognize the need for a Lahaina bypass road, however; I do not understand the justification for spending an additional \$12 million for the proposed relocation of the Lahaina Bypass Southern Terminus.

The Environmental Assessment (EA) states that erosion along the highway in the Launiupoko area and potential flooding from the ocean could lead to possible road closures as one of the main reasons for the relocation. Looking at maps from the EA, it appears only a small stretch of highway (540 ft) between Laniupoku and Olowalu is 8ft or below sea level. Wouldn't a remediation of a short stretch of highway be more cost effective?

Even if flooding and a road closure can be prevented between Laniupoku and Olowalu, large stretches between Olowalu through Ukumehame are equally susceptible. Consequently, even after spending an additional \$12 million to "fix" Laniupoku, a flood that would've closed Laniupoku would effect Honoapiilani Highway at Ukumehame resulting in West Maui cut off from central Maui. What is the EA's plan for fixing that area of highway? If the recommendation for fixing Laniupoku to Olowalu requires the relocation of the bypass road mauka to an elevation at least 18-20 feet above sea level, then the ONLY reasonable recourse is to do the same for the section of roads between Olowalu and Ukumehame. Will there be a proposal to move that stretch of Honoapiilani Highway inland to a similar elevation as the proposed new relocated bypass? If not, then why? Are there other more practical remediation alternatives and why aren't these alternatives applied to the Laniupoku bypass?

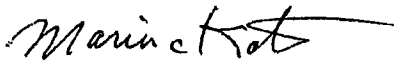
The report cited the projected rise in traffic congestion from future development projects as the other reason for the terminus relocation. The EA preferred plan is to add 4,800 feet of new four lane roadway. I would like the planners to consider planning for another lane

in the future and/or adding a dedicated turn lane at Honoapiilani Highway that begins near Olowalu where the proposed relocated southern terminus meets Honoapiilani Highway. Because the Lahaina Bypass Southern Terminus is a 3 way intersection, an extra dedicated turn lane will allow unimpeded access to the bypass road and alleviate traffic build up on the south side of the street light at Laniupoku.

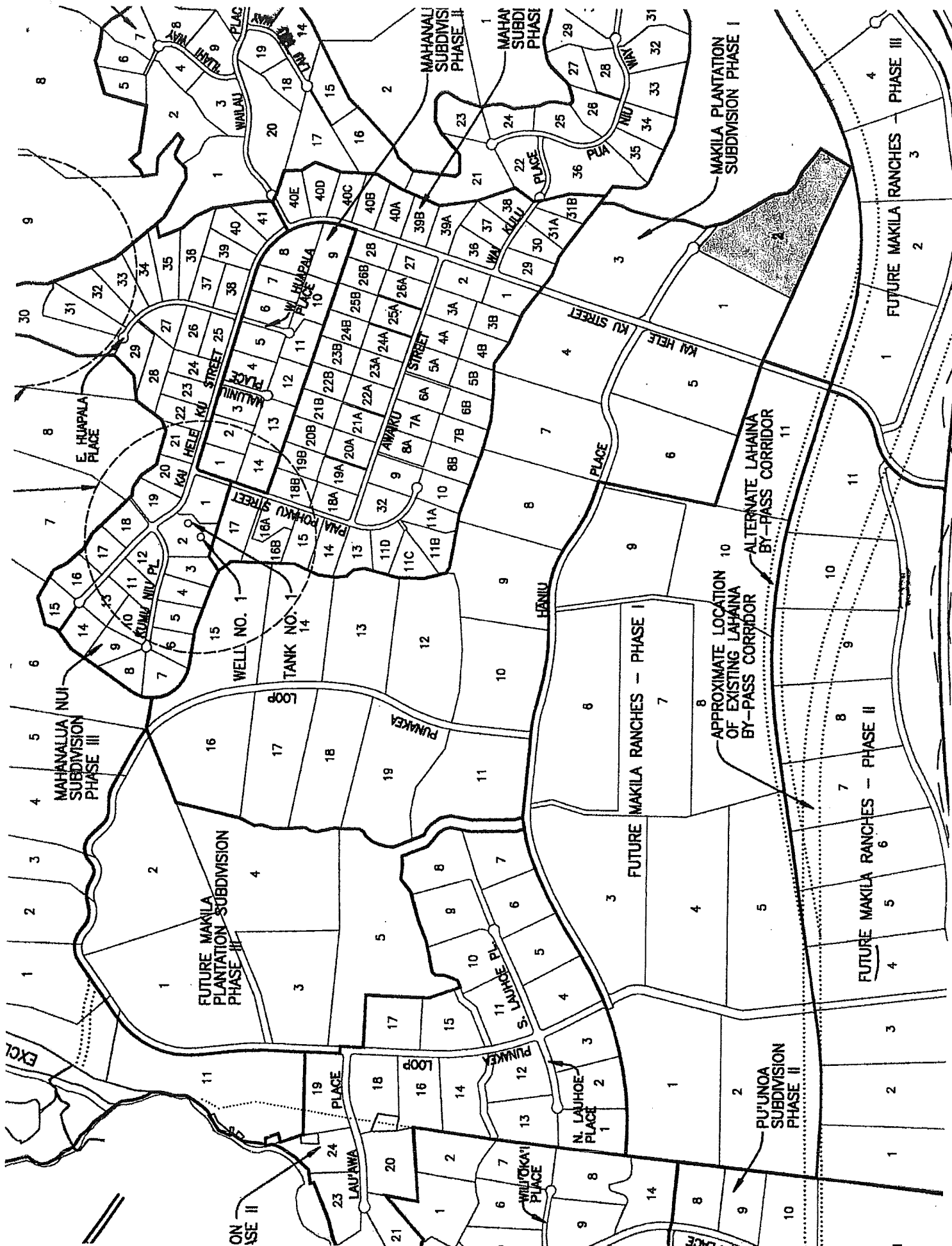
I did not understand the motivation behind the proposed relocation of bypass road 1200 - 1500 feet mauka until I saw the attached map. The new proposed bypass road will create 3 salable lots in the Makila Ranches - Phase II subdivision (lots 8, 9 and 10) and enhance the value of lots 6, 7 and 11 in the same subdivision. That is great for the developer but at a cost to the taxpayer of \$12 million.

The proposed relocation of the Lahaina Bypass Southern Terminus provokes more questions than answers. First, the proposed relocation will fix only a small section of the highway from potential closures from flood damage but will not fix the entire problem. Why spend \$12 million to delay a road closure for another mile? Second, there does not seem to be a thorough exploration of other more cost effective alternatives. According to the Center on Budget and Policy Priorities, ([www.cbpp.org](http://www.cbpp.org)) the State of Hawaii is faced with a \$500 million budget shortfall for fiscal year 2013 yet the planners found the most expensive alternative to solve only a portion of a potential problem.

Sincerely,

A handwritten signature in cursive script, appearing to read "Maria Kato".

Maria Kato





DAVID Y. IGE  
GOVERNOR



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

FORD N. FUCHIGAMI  
DIRECTOR

Deputy Director  
JADE T. BUTAY  
ROSS M. HIGASHI  
EDWIN H. SNIFFEN

IN REPLY REFER TO:  
HWY-PA 2.8669

January 16, 2015

Ms. Maria Kato  
80 Haniu Street  
Lahaina, Hawaii 96761

Dear Ms. Kato:

Subject: Draft Environmental Assessment Comments  
Proposed Relocation of Lahaina Bypass Southern Terminus, Maui, Hawaii

Thank you for your letter providing input on the Draft Environmental Assessment (EA) for the Proposed Relocation of the Lahaina Bypass Southern Terminus. The State of Hawaii, Department of Transportation (HDOT) offers the following information in response to the comments:

**Comment No. 1:**

I see the traffic build up on the south side of the street light at Laniupoko and I recognize the need for a Lahaina bypass road, however; I do not understand the justification for spending an additional \$12 million for the proposed relocation of the Lahaina Bypass Southern Terminus.

**Response:**

The proposed project is limited to the relocation of approved bypass southern terminus location from Launiupoko further south to the area near the old Olowalu landfill, a distance of approximately 4,800 lineal feet. The basic configuration of the Lahaina Bypass in terms of functional traffic flow will not change; the location of the proposed terminus will be shifted further south and mauka. The proposed project is being proposed in response to a number of regional and local conditions affecting long-term transportation and land use planning in West Maui including the impact of shoreline erosion and coastal processes on the existing Honoapiilani Highway as well as projected increases in traffic congestion along the bypass corridor due to future planned development. The proposed project also considers the long-range transportation planning considerations such as the proposed future phases of the Lahaina Bypass between Maalaea and Launiupoko.

**Comment No. 2:**

The Environmental Assessment (EA) states that erosion along the highway in the Launiupoko area and potential flooding from the ocean could lead to possible road closures as one of the main reasons for the relocation. Looking at maps from the EA, it appears only a small stretch of highway (540ft) between Launiupoko and Olowalu is 8ft or below sea level. Wouldn't a remediation of a short stretch of highway be more cost effective?

Even if flooding and a road closure can be prevented between Launiupoko and Olowalu, large stretches between Olowalu through Ukumehame are equally susceptible. Consequently, even after spending an additional \$12 million to "fix" Launiupoko, a flood that would've closed Launiupoko would effect Honoapiilani Highway at Ukumehame resulting in West Maui cut off from central Maui. What is the EA's plan for fixing that area of highway? If the recommendation for fixing Launiupoko to Olowalu requires the relocation of the bypass road mauka to an elevation at least 18-20 feet above sea level, then the ONLY reasonable recourse is to do the same for the section of roads between Olowalu and Ukumehame. Will there be a proposal to move that stretch of Honoapiilani Highway inland to a similar elevation as the proposed new relocated bypass? If not, then why?

**Response:**

The proposed project is limited to the relocation of the approved bypass southern terminus location from Launiupoko further south to the area near the old Olowalu landfill, a distance of approximately 4,800 lineal feet. The basic configuration of the bypass in terms of functional traffic flow will not change; the location of the proposed terminus will be shifted further south and mauka. As mentioned above, the proposed project is being proposed in response to a number of regional and local conditions affecting long-term transportation and land use planning in the region out of which shoreline erosion is only one of the issues. Addressing shoreline erosion between Launiupoko and Olowalu will not address the other conditions on the existing Honoapiilani Highway such as projected increases in traffic congestion along the bypass corridor due to future planned development. The proposed project also considers the long-range transportation planning considerations such as the proposed future phases of the Bypass between Maalaea and Launiupoko.

The long-term costs to maintain the Honoapiilani Highway in its current alignment as the only major roadway between the west and central Maui regions are anticipated to far exceed the estimated construction cost of the proposed Southern Terminus Relocation Project.

Lastly, HDOT is in the process of studying long term alternatives to increasing highway capacity and reliability along the remaining stretches of Honoapiilani Highway between Launiupoko and Maalaea. The various alternatives will be evaluated based on factors specific to each of the major stretches involved.

**Comment No. 3:**

Are there other more practical remediation alternatives and why aren't these alternatives applied to the Laniupoku bypass?

**Response:**

The three alternative alignments discussed in the Draft EA were determined to be the most practicable alternatives for the project.

**Comment No. 4:**

The report cited the projected rise in traffic congestion from future development projects as the other reason for the terminus relocation. The EA preferred plan is to add 4,800 feet of new four lane roadway. I would like the planners to consider planning for another lane in the future and/or adding a dedicated turn lane at Honoapiilani Highway that begins near Olowalu where the proposed relocated southern terminus meets Honoapiilani Highway. Because the Lahaina Bypass Southern Terminus is a 3 way intersection, an extra dedicated turn lane will allow unimpeded access to the bypass road and alleviate traffic build up on the south side of the street light at Laniupoku.

**Response:**

Under the proposed project, the design concept for the southern intersection of the Lahaina Bypass and Honoapiilani Highway will include dedicated through lanes for north bound traffic traveling from the existing highway onto the bypass at the Southern Terminus intersection, as well as dedicated left turn storage lanes for those waiting to travel on the existing highway.

**Comment No. 5:**

I did not understand the motivation behind the proposed relocation of bypass road 1200-1500 feet mauka until I saw the attached map. The new proposed bypass road will create 3 salable lots in the Makila Ranches - Phase II subdivision (lots 8, 9 and 10) and enhance the value of lots 6, 7 and 11 in the same subdivision. That is great for the developer but at a cost to the taxpayer of \$12 million.

The proposed relocation of the Lahaina Bypass Southern Terminus provokes more questions than answers. First, the proposed relocation will fix only a small section of the highway from potential closures from flood damage but will not fix the entire problem. Why spend \$12 million to delay a road closure for another mile?

**Response:**

As previously mentioned, the relocation of the Southern Terminus of the Lahaina Bypass is being proposed in response to a number of regional and local conditions affecting long-term

Ms. Maria Kato  
January 16, 2015  
Page 4

HWY-PA 2.8669

transportation and land use planning in West Maui including the impact of shoreline erosion and coastal processes on the existing Honoapiilani Highway as well as projected increases in traffic congestion along the bypass corridor due to future planned development. The proposed project also considers the long-range transportation planning considerations such as the proposed future phases of the bypass between Maalaea and Launiupoko.

**Comment No. 6:**

Second, there does not seem to be a thorough exploration of other more cost effective alternatives. According to the Center on Budget and Policy Priorities, ([www.cbpp.org](http://www.cbpp.org)) the State of Hawaii is faced with a \$500 million budget shortfall for fiscal year 2013 yet the planners found the most expensive alternative to solve only a portion of a potential problem.

**Response:**

As discussed at the June 2012 community meeting, the upper alignment (Alternative 3), was selected as the preferred alternative for the project based on the results of a criteria analysis that was presented and discussed in the Draft EA document. Additional analysis and consideration during the preparation of the Final EA has resulted in the same conclusion. The preferred alternative has been determined to best address long-range transportation planning considerations and provides for a greater distance of separation between Lahaina Bypass and Honoapiilani Highway. It also allows for additional roadway capacity and coastal recreation opportunities when compared with the other alternatives. Additional estimated cost information will be included for each alternative assessed in the Final EA.

Thank you again for your participation in the EA review process for this important highway improvement project. A copy of your letter and this response letter will be included in the Final EA for the project. If you have any questions, please contact Darell Young, Highways Division, Planning Branch at (808) 587-1835.

Sincerely,



FORD N. FUCHIGAMI  
Director of Transportation

bc: Makila Land Company (Rory Frampton)  
Munekiyo & Hiraga, Inc. (Mark Alexander Roy)  
HWY-PA

DY:th

## COMMENT FORM

JUN 25, 2012

### PROPOSED RELOCATION OF THE LAHAINA BYPASS SOUTHERN TERMINUS

Aloha! Welcome to the public meeting for the proposed Relocation of the Lahaina Bypass Southern Terminus project. The Hawaii Department of Transportation (HDOT) encourage all interested individuals and organizations to comment on the Draft Environmental Assessment (EA) for the project.

To submit this comment form at tonight's meeting, please deposit it into the Comment Box before you leave. To submit this comment form by mail, please fold and staple, and affix proper postage. We ask that written comments be submitted by June 22, 2012. For more information on the project, please contact Darell Young at HDOT by phone at (808)587-1835, or by email at [darell.young@hawaii.gov](mailto:darell.young@hawaii.gov).

Name: May Fujiwara Address: P.O. Box 1086

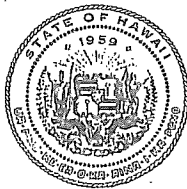
Phone: (808) 661-4208 Lahaina, HI 96761

Email: fujiwaramitsu@aol.com

Comments:

Alternative #2 would be my choice.  
We need more parks on the west side.  
Good investment

NEIL ABERCROMBIE  
GOVERNOR



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

GLENN M. OKIMOTO  
DIRECTOR

Deputy Directors  
JADE T. BUTAY  
FORD N. FUCHIGAMI  
RANDY GRUNE  
JADINE URASAKI

IN REPLY REFER TO:  
HWY-PA  
2.5014

June 13, 2013

Ms. May Fujiwara  
P.O. Box 1086  
Lahaina, Hawaii 96767

Dear Ms. Fujiwara:

Subject: Draft Environmental Assessment Comments  
Proposed Relocation of the Lahaina Bypass Southern Terminus, Maui, Hawaii

Thank you for your attending the public meeting on June 12, 2012 and providing input on the Draft Environmental Assessment (EA) for the Proposed Relocation of the Lahaina Bypass Southern Terminus. The Hawaii Department of Transportation acknowledges your support of Alternative #3 for the project as presented at the June 12, 2012 public meeting.

Thank you again for your participation in the EA review process for this important highway improvement project. A copy of your comment form and this response letter will be included in the Final EA for the project. If you have any questions, please contact Darell Young, Highways Division, Planning Branch at (808) 587-1835.

Very truly yours,

A handwritten signature in black ink, appearing to read "Glenn M. Okimoto", is written over a horizontal line.

GLENN M. OKIMOTO, Ph.D.  
Director of Transportation

bc: Makila Land Company (Rory Frampton)  
Munekiyo & Hiraga, Inc. (Mark Alexander Roy)  
HWY-PA

DY:th

COMMENT FORM

JUN 25 2012

PROPOSED RELOCATION OF  
THE LAHAINA BYPASS SOUTHERN TERMINUS

Aloha! Welcome to the public meeting for the proposed Relocation of the Lahaina Bypass Southern Terminus project. The Hawaii Department of Transportation (HDOT) encourage all interested individuals and organizations to comment on the Draft Environmental Assessment (EA) for the project.

To submit this comment form at tonight's meeting, please deposit it into the Comment Box before you leave. To submit this comment form by mail, please fold and staple, and affix proper postage. We ask that written comments be submitted by June 22, 2012. For more information on the project, please contact Darell Young at HDOT by phone at (808)587-1835, or by email at [darell.young@hawaii.gov](mailto:darell.young@hawaii.gov).

Name: Carolyn Fox Address: 39 Puallia Way  
Phone: 667-1969 Lahaina, 96761  
Email: foxcarolyn@gmail.com

Comments:

- In addition to blue and red alternatives  
① please do analysis on using Cane Haul  
Road for bypass.  
② Also using elevated pedestrian overpasses  
at Kai Hala Ku and north would address  
safety issues.

Would like to see estimates for above as  
well as red & blue.



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

FORD N. FUCHIGAMI  
DIRECTOR

DEPUTY DIRECTORS  
JADE T. BUTAY  
ROSS M. HIGASHI  
EDWIN H. SNIFFEN  
DARRELL T. YOUNG

IN REPLY REFER TO:  
HWY-PA 2.1252

November 23, 2015

Ms. Carolyn Fox  
39 Pua Niu Way  
Lahaina, Hawaii 96761

Dear Ms. Fox:

Subject: Draft Environmental Assessment Comments  
Proposed Relocation of Lahaina Bypass Southern Terminus, Maui, Hawaii

Thank you for attending the public meeting on June 12, 2012, and for submitting a comment form providing input on the Draft Environmental Assessment (EA) for the Proposed Relocation of the Lahaina Bypass Southern Terminus. The State of Hawaii Department of Transportation (HDOT) offers the following information in response to the comments in your comment form:

***Comment No. 1:***

*In addition to blue and red alternatives please do analysis on using Cane Haul Road for bypass.*

***Response:***

One of the main project objectives is to create a new inland corridor that is separated from the existing coastal highway. The separation is needed to provide for a functionally distinct corridor as well as to provide separation from coastal areas. Separation from coastal areas is important in terms of avoiding natural coastal hazards as well as conflicts with coastal recreational activities. As you are aware, portions of the cane haul road runs parallel and in close proximity to the existing highway and shoreline and would not meet the objectives of the project.

***Comment No. 2:***

*Also using elevated pedestrian over passes at Kai Hale Ku and north would address safety issues.*

***Response:***

The intersection at Kai Hele Ku Street will be signalized and designed to provide safe pedestrian crossings. There will be a vehicular underpass provided at the intersection of the Punakea Loop extension to the north, which will allow for grade separated pedestrian crossings.



Ms. Carolyn Fox  
November 23, 2015  
Page 2

HWY-PA 2.1252

**Comment No. 3:**

*Would like to see estimates for above as well as red & blue.*

**Response:**

The proposed project to relocate the southern terminus as well as extend the roadway length by approximately 4,800 lineal ft. was originally anticipated to cost an additional \$12 million compared to the previously approved alignment. An updated relative cost comparison estimates that the mid-level alignment (blue alternative) will cost an additional \$8.5 million, while the preferred alignment (red alternative) will cost an estimated \$7.4 million. The updated relative cost estimates for all three (3) alternatives will be included in the Final EA. The relocation of the southern terminus of the Lahaina Bypass further south has been determined by the HDOT to be a necessary investment based on the regional transportation planning benefits that it provides the community.

Thank you again for your participation in the EA review process for this important highway improvement project. A copy of your comment form and this response letter will be included in the Final EA for the project. If you have any questions, please contact Darell Young, Highways Division, Planning Branch, at (808) 587-1835.

Sincerely;



FORD N. FUCHIGAMI  
Director of Transportation

c: Rory Frampton - Makila Land Company  
Mark Alexander Roy - Munekiyo & Hiraga, Inc.

bc: HWY-PA

DY:emk

## COMMENT FORM

JUN 25 2012

### PROPOSED RELOCATION OF THE LAHAINA BYPASS SOUTHERN TERMINUS

Aloha! Welcome to the public meeting for the proposed Relocation of the Lahaina Bypass Southern Terminus project. The Hawaii Department of Transportation (HDOT) encourage all interested individuals and organizations to comment on the Draft Environmental Assessment (EA) for the project.

To submit this comment form at tonight's meeting, please deposit it into the Comment Box before you leave. To submit this comment form by mail, please fold and staple, and affix proper postage. We ask that written comments be submitted by June 22, 2012. For more information on the project, please contact Darell Young at HDOT by phone at (808)587-1835, or by email at [darell.young@hawaii.gov](mailto:darell.young@hawaii.gov).

Name: DON CERBIG Address: 6 TULIP PL

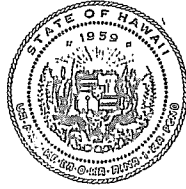
Phone: 808-669-6463 LAHAINA HI 96761

Email: \_\_\_\_\_

Comments: THIS IS THE MOST LOGICAL CHOICE  
BECAUSE WE OBTAIN MORE HIGHWAY  
FOR THE DOLLARS SPENT

Don Cerbig

NEIL ABERCROMBIE  
GOVERNOR



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

GLENN M. OKIMOTO  
DIRECTOR

Deputy Directors  
JADE T. BUTAY  
FORD N. FUCHIGAMI  
RANDY GRUNE  
JADINE URASAKI

IN REPLY REFER TO:  
HWY-PA  
2.5015

June 19, 2013

Mr. Don Gerbig  
6 Tulip Place  
Lahaina, Hawaii 96761

Dear Mr. Gerbig:

Subject: Draft Environmental Assessment Comments  
Proposed Relocation of the Lahaina Bypass Southern Terminus, Maui, Hawaii

Thank you for your attending the public meeting on June 12, 2012 and providing input on the Draft Environmental Assessment (EA) for the Proposed Relocation of the Lahaina Bypass Southern Terminus. The Hawaii Department of Transportation acknowledges your support of the proposed project.

Thank you again for your participation in the EA review process for this important highway improvement project. A copy of your comment form and this response letter will be included in the Final EA for the project. If you have any questions, please contact Darell Young, Highways Division, Planning Branch at (808) 587-1835.

Very truly yours,

A handwritten signature in black ink, appearing to read "Glenn M. Okimoto".

GLENN M. OKIMOTO, Ph.D.  
Director of Transportation

bc: Makila Land Company (Rory Frampton)  
Munekiyo & Hiraga, Inc. (Mark Alexander Roy)  
HWY-PA

DY:th



Comment Attachment for Proposed Relocation of the Lahaina Bypass Southern Terminus

explanation as to why an intersection or interchange was required at Kai Hele Ku. I prefer an explanation as to the reason an access point is needed on Kai Hele Ku Street, including cost alternatives for other options. For example, perhaps building the “middle” alternative would save enough money (compared to the “mauka” alternative) to be able to pay for an “overpass/underpass” or “tunnel” arrangement *without* an interchange. This would smooth the flow of traffic along the bypass and avoid additional traffic and interruption on Kai Hele Ku Street. It would also avoid potential significant and costly realignments of Kai Hele Ku Street to establish an appropriate intersection configuration, preserve the private road nature of Kai Hele Ku Street, and avoid additional impact to that neighborhood. Access to Launiupoko Beach Park would still remain available to all bypass travelers by exiting the bypass at the approved Puamana interchange or at the southern terminus (and future Pali to Puamana Master Plan junction point when traveling from further south or the other side of the island). Both of these interchange locations are within a mile from the entrance to Launiupoko Beach Park (and Kai Hele Ku Street). Without an additional bypass traffic light at Kai Hele Ku Street, Launiupoko and Puamana beach access would remain easy and should not significantly affect traffic along the existing Honoapiilani Highway. Such traffic would match the intended local traffic use of the highway for beach access in that area to both Launiupoko and Puamana beach parks. In any case, an additional traffic light or interchange on Kai Hele Ku does not appear to be needed. More specific reasoning, cost considerations and alternatives need to be explained for that proposal.

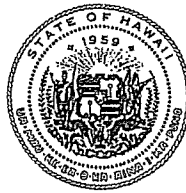
I am in favor of relocating the bypass southern terminus but currently only see the “middle” (Blue Line) alternative, without a traffic light or grade-separated interchange on Kai Hele Ku Street, as the appropriate, cost effective choice. This alternative requires minimum land acquisition, avoids natural hazards, and fits well with the Mid Level Alignment, also known as the ‘Pali to Puamana Master Plan Alignment.’ This alternative addresses shoreline erosion issues along this segment of Honoapiilani Highway and fits the long-range transportation plan. The “middle” alternative also provides lands makai

Comment Attachment for Proposed Relocation of the Lahaina Bypass Southern Terminus

of the roadway for added coastal recreation areas which advances the objectives and policies of the West Maui Community Plan. It also avoids setting up potential additional “development” sites for potential urban or commercial growth while preserving scenic coastal areas. It avoids significantly altering the private nature of the existing neighborhood with additional traffic lights while limiting costly encroachment further mauka into the neighborhood. The “middle” alternative would be less desirable from a Highway network planning perspective but it appears to reasonable separation when comparing costs.

Perhaps I would change that opinion if better explanations were provided for all to hear at a near-future public informational meeting before making the Draft Environmental Assessment into the Final EA. Won’t you please arrange a new meeting with better details available?

Mahalo.



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

FORD N. FUCHIGAMI  
DIRECTOR

DEPUTY DIRECTORS  
JADE T. BUTAY  
ROSS M. HIGASHI  
EDWIN H. SNIFFEN  
DARRELL T. YOUNG

IN REPLY REFER TO:  
HWY-PA2.1253

November 23, 2015

Mr. Bo Petty  
P.O. Box 1172  
Lahaina, Hawaii 96761

Dear Mr. Petty:

Subject: Draft Environmental Assessment Comments  
Proposed Relocation of Lahaina Bypass Southern Terminus, Maui, Hawaii

Thank you for attending the public meeting on June 12, 2012, and for submitting a comment form providing input on the Draft Environmental Assessment (EA) for the Proposed Relocation of the Lahaina Bypass Southern Terminus. The State of Hawaii Department of Transportation (HDOT) offers the following information in response to the comments in your comment form:

***Comment No. 1:***

*Please arrange another public meeting on the Lahaina side before the final EA for the Lahaina Bypass Proposed Southern Terminus Relocation is finalized.*

***Response:***

The environmental review for the proposed southern terminus relocation project is being conducted in accordance with Chapter 343, Hawaii Revised Statutes and the National Environmental Policy Act (NEPA). This process has incorporated several opportunities for public involvement. Two (2) public meetings have been held to date on the project; a public scoping meeting on April 26, 2007 and a public informational meeting on June 12, 2012, the latter of which was held to discuss the findings of the Draft EA. Each of these meetings provided the public with opportunities to provide comments on the proposed project. These comments are to be included and addressed in the Final EA that is currently being prepared for review and final determination by the HDOT. Upon completion of the environmental review process, the HDOT will continue to keep the community informed as planning, design and construction proceeds for this important West Maui infrastructure project.

***Comment No. 2:***

*During the recent June 12, 2012 Public Informational Meeting in Lahaina, a clear discussion of proposed alternative terminus locations cost comparisons did not appear to*

*be available when questions arose about the alternatives. For example, the “mauka” (aka “Red Line”, “Preferred Alternative”) extension costs “would likely be” much higher than the “middle” (aka “Blue Line”) extension costs.*

***Response:***

A more detailed comparison of the construction costs has been prepared and will be included in the Final EA. The estimated cost difference between the upper and mid-level alternatives are actually quite minimal (\$27.7 million vs. \$28.8 million, respectively), however, as noted, the upper level alignment is preferred for reasons other than costs.

***Comment No. 3:***

*Additionally, the “mauka” alternative was being proposed as a way to make room for future county park playing fields, but those fields have not yet been proposed to the county council or the general public and have no allotted budget so may never be created. Not only that, but the public would be better served by spending county park money, were it available, improving and upgrading existing playing fields in Lahaina, locating new playing fields (if needed) in cooler playing locations much further north of Launiupoko. Any additional budgeted park money should be first spent by improving Puamana Beach Park beach front infrastructure at Puamana and extending the park south toward and perhaps including Launiupoko for families to gather and play during the day and early evenings as tends to be the preferred custom at Launiupoko and Puamana beach parks now, in addition to surfing access.*

***Response:***

We note your recommendations for park improvements for West Maui. The HDOT is not responsible for controlling land uses makai of the project area or for the County of Maui’s decisions related to park improvements. It is our understanding that the County has secured ownership of portions of the lands makai of the future Lahaina Bypass Highway for the purpose of protecting open space and for potential creation of new parks or existing park expansion. The next step in the process would be for the County to formulate specific plans and locations for implementation of park improvements including the types of recreational activities that would be envisioned to occur within the area.

***Comment No. 4:***

*There was mention that the “middle” alternative would be in close proximity to the parallel Honoapiilani Highway and would be less desirable from a Highway network*



*planning perspective but it appears to have more separation from the highway along Launiupoko than either alternative has along the section just south of Launiupoko and just north of Olowalu.*

**Response:**

We note your comment regarding separation distances from the existing Honoapiilani Highway. Following review of comments received during review of the Draft EA and completion of additional analysis, the preferred alternative has been determined to best address long-range transportation planning considerations for the West Maui region. When compared to other alignments, it also provides for a greater separation distance along its entire alignment between Lahaina Bypass and Honoapiilani Highway. The preferred alternative also offers additional benefits in terms of additional roadway capacity for future traffic growth as well as greater coastal recreation opportunities for residents and tourists alike.

**Comment No. 5:**

*There is another important point, namely that a new, at-grade, traffic light was the “likely” solution to dealing with the bypass and bypass extension crossing Kai Hele Ku Street. There was no explanation as to why an intersection or interchange was required at Kai Hele Ku. I prefer an explanation as to the reason an access point is needed on Kai Hele Ku Street, including cost alternatives for other options. For example, perhaps building the “middle” alternative would save enough money (compared to the “mauka” alternative) to be able to pay for an “overpass/underpass” or “tunnel” arrangement without an interchange. This would smooth the flow of traffic along the bypass and avoid additional traffic and interruption on Kai Hele Ku Street. It would also avoid potential significant and costly realignments of Kai Hele Ku Street to establish an appropriate intersection configuration, preserve the private road nature of Kai Hele Ku Street, and avoid additional impact to that neighborhood. Access to Launiupoko Beach Park would still remain available to all bypass travelers by exiting the bypass at the approved Puamana interchange or at the southern terminus (and future Pali to Puamana Master Plan junction point when traveling from further south or the other side of the island). Both of these interchange locations are within a mile from the entrance to Launiupoko Beach Park (and Kai Hele Ku Street). Without an additional bypass traffic light at Kai Hele Ku Street, Launiupoko and Puamana beach access would remain easy and should not significantly affect traffic along the existing Honoapiilani Highway. Such traffic would match the intended local traffic use of the highway for beach access in that area to both Launiupoko and Puamana beach parks. In any case, an additional traffic light or interchange on Kai Hele Ku does not appear to be needed. More specific reasoning, cost considerations and alternatives need to be explained for that proposal.*

**Response:**

We note your comments regarding the Kai Hele Ku Street intersection under the proposed project. The provision of an intersection at Kai Hele Ku Street is considered an important connection point for mauka residents to access the Lahaina Bypass and was anticipated in the Supplemental Environmental Impact Statement for Lahaina Bypass which was accepted in 2002. An addendum to the Traffic Impact Analysis Report (TIAR), that will be included in the Final EA, has been prepared to further evaluate proposed intersection treatment options for Kai Hele Ku Street. Included in the addendum is a traffic signal warrant analysis. In summary, the additional analysis supported the initial recommendation of using a traffic signal at the Lahaina Bypass and Kai Hele Ku Street intersection.

The need for an intersection at Kai Hele Ku Street is primarily based on providing access to the Bypass for the existing and planned residences in the various mauka subdivisions. Your comment suggests providing no direct access to the Bypass for the mauka residences. The only access to the regional highway network would be along the existing highway route which runs along the coastline. This could lead to the residents of the area being isolated from the regional highway network in the event of closure of the existing highway due to impacts from coastal processes such as hurricane, tsunami or high surf. For this reason, access to the bypass at Kai Hele Ku Street will serve as the primary access to the mauka residents over the long term, with the existing highway along the coastline serving as a secondary or alternate access.

**Comment No. 6:**

*I am in favor of relocating the bypass southern terminus but currently only see the "middle" (Blue Line) alternative, without a traffic light or grade-separated interchange on Kai Hele Ku Street, as the appropriate, cost effective choice. This alternative requires minimum land acquisition, avoids natural hazards, and fits well with the Mid Level Alignment, also known as the 'Pali Alignment.' This alternative addresses shoreline erosion issues along this segment of Honoapiilani Highway and fits the long-range transportation plan. The "middle" alternative also provides lands makai of the roadway for added coastal recreation areas which advances the objectives and policies of the West Maui Community plan. It also avoids setting up potential additional "development" sites for potential urban or commercial growth while preserving scenic coastal areas. It avoids significantly altering the private nature of the existing neighborhood with additional traffic lights while limiting costly encroachment further mauka into the neighborhood. The "middle" alternative would be less desirable from a Highway network planning perspective but it appears to reasonable separation when comparing costs.*

Mr. Bo Petty  
November 23, 2015  
Page 5

HWY-PA 2.1253

*Perhaps I would change that opinion if better explanations were provided for all to hear at a near-future public informational meeting before making the Draft Environmental Assessment into the Final EA. Won't you please arrange a new meeting with better details available?*

**Response:**

We note your statement of preference towards the mid-level alignment. Additional information will be provided in the Final EA regarding the cost comparison between the project alternatives as well as an analysis of intersection treatment options. We also acknowledge that both the mid-level alternative and the upper level (preferred) alternatives avoid natural hazards and shoreline erosion issues. However, as you also point out, the upper level alternative is preferable from a regional highway planning network perspective. Also, as you may be aware, your concerns regarding potential creation of "development" sites appears to have been significantly mitigated by the recent decision of the Maui County Council to acquire all of the land makai of the upper level alternative south of Kai Hele Ku Street.

Thank you again for your participation in the EA review process for this important highway improvement project. A copy of your comment form and this response letter will be included in the Final EA for the project. If you have any questions, please contact Darell Young, Highways Division, Planning Branch, at (808) 587-1835.

Sincerely,



FORD N. FUCHIGAMI  
Director of Transportation

c: Rory Frampton - Makila Land Company  
Mark Alexander Roy - Munekiyo & Hiraga, Inc.

bc: HWY-PA

DY:emk

COMMENT FORMPROPOSED RELOCATION OF  
THE LAHA'INA BYPASS SOUTHERN TERMINUS

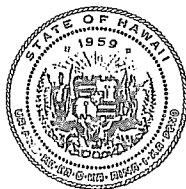
Aloha! Welcome to the public meeting for the proposed Relocation of the Lahaina Bypass Southern Terminus project. The Hawaii Department of Transportation (HDOT) encourage all interested individuals and organizations to comment on the Draft Environmental Assessment (EA) for the project.

To submit this comment form at tonight's meeting, please deposit it into the Comment Box before you leave. To submit this comment form by mail, please fold and staple, and affix proper postage. We ask that written comments be submitted by June 22, 2012. For more information on the project, please contact Darell Young at HDOT by phone at (808)587-1835, or by email at [darell.young@hawaii.gov](mailto:darell.young@hawaii.gov).

Name: Laurie Lowson Address: P.O. Box 11494  
Phone: 808 276-8001 Lahaina, HI  
Email: Laurie@Lowson.com 96761-6494

Comments:

Think Alternative No 3 is great!  
Good idea. Alternative #3.  
Laurie Lowson



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

GLENN M. OKIMOTO  
DIRECTOR

Deputy Directors  
JADE T. BUTAY  
FORD N. FUCHIGAMI  
RANDY GRUNE  
JADINE URASAKI

IN REPLY REFER TO:  
HWY-PA  
2.5017

June 19, 2013

Ms. Laurie Lowson  
P. O. Box 11494  
Lahaina, Hawaii 96761-6494

Dear Ms. Lowson:

Subject: Draft Environmental Assessment Comments  
Proposed Relocation of the Lahaina Bypass Southern Terminus, Maui, Hawaii

Thank you for attending the public meeting on June 12, 2012 and for submitting a comment form providing input on the Draft Environmental Assessment (EA) for the Proposed Relocation of the Lahaina Bypass Southern Terminus. The Hawaii Department of Transportation acknowledges your support for Alternative #3 of the proposed project.

Thank you again for your participation in the EA review process for this important highway improvement project. A copy of your comment form and this response letter will be included in the Final EA for the project. If you have any questions, please contact Darell Young, Highways Division, Planning Branch at (808) 587-1835.

Very truly yours,

A handwritten signature in black ink, appearing to read "Glenn M. Okimoto", is written over a horizontal line.

GLENN M. OKIMOTO, Ph.D.  
Director of Transportation

bc: Makila Land Company (Rory Frampton)  
Munekiyo & Hiraga, Inc. (Mark Alexander Roy)  
HWY-PA

DY:th

To: Darell Young [darell.young@hawaii.gov](mailto:darell.young@hawaii.gov)

From: Michael Gronemeyer

Date : June 21 , 2012

Subject: COMMENTS CONCERNING THE PROPOSED RELOCATION OF  
THE LAHAINA BYPASS SOUTHERN TERMINUS TO THE OLOWALU  
LANDFILL

In reviewing the alternatives 1, 2, and 3. (see figure 5 attached) it seems to me that Alternative 2 is the best. Other than the intersection with kai Hele Ku the reasons for alternative 3 shape are not well explained. If you want alternative 3, there is no reason why it needs to go so far mauka before it heads back makai to intersect with Kai Hele Ku. This will add to the cost (distance) and will increase the noise level for the hundreds of people living mauka.

Also there appears to be no reason why this proposed alternative 3 swerves so far mauka near Launiupoko point. Surely common sense can result in a better option. The intersection with Kai hele Ku could stay in the same location and the weaving mauka and makai can be reduced.

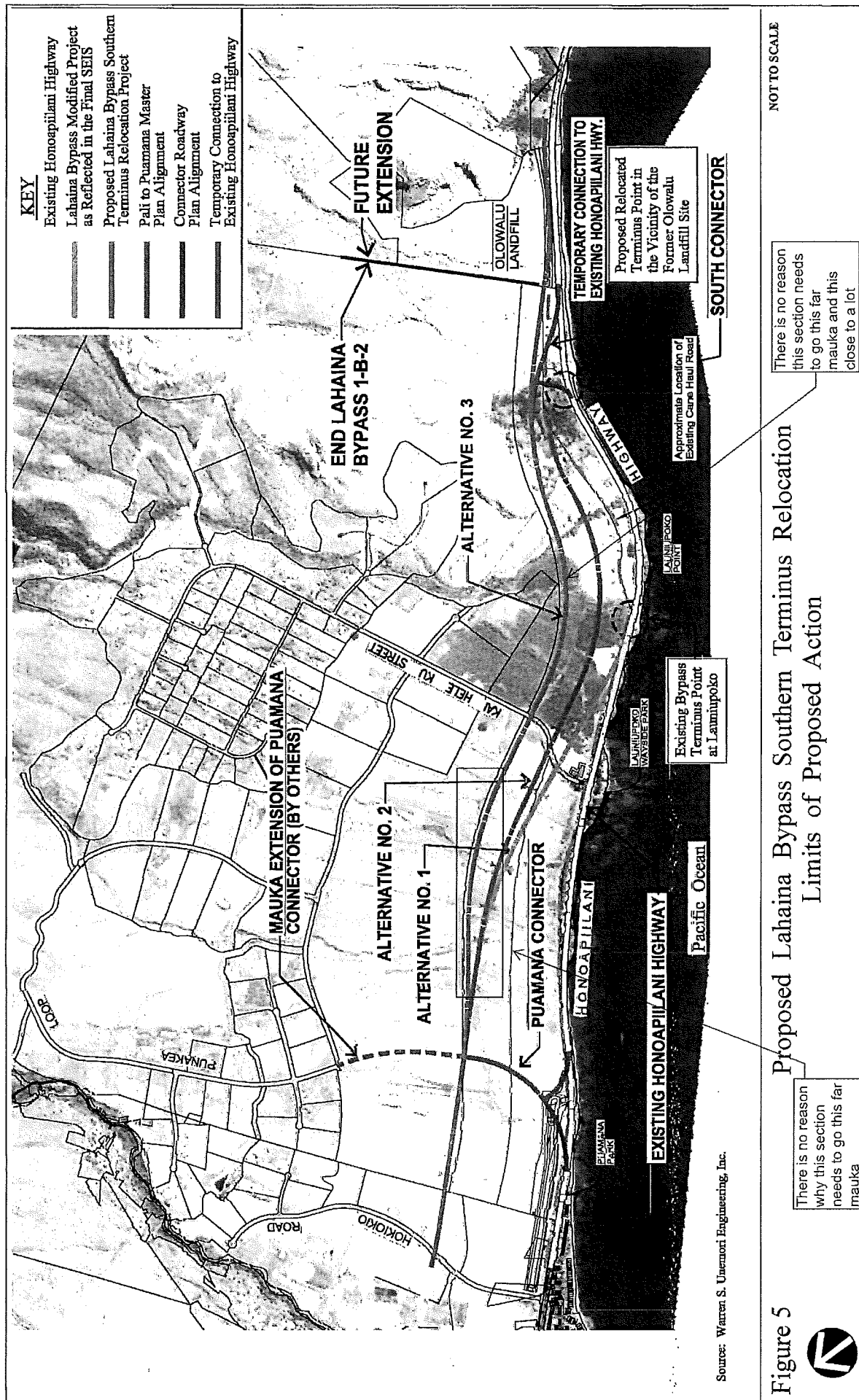
Also , as you know, Kai Hele Ku is the only access road for hundreds of families living mauka of the bypass. I did not see any indication how this project will minimize the impact to the traffic along Kai Hele Ku St. during construction. I am very concerned that the study says the bypass will be "at grade" which implies yet another traffic signal!

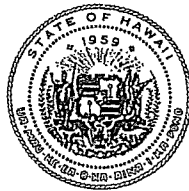
Please give this serious consideration

Mahalo,

Michael Gronemeyer  
105 Awaiku St.  
Lahaina HI 96761

[mike@mymauifarm.com](mailto:mike@mymauifarm.com)





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

FORD N. FUCHIGAMI  
DIRECTOR

DEPUTY DIRECTORS  
JADE T. BUTAY  
ROSS M. HIGASHI  
EDWIN H. SNIFFEN  
DARRELL T. YOUNG

IN REPLY REFER TO:  
HWY-PA 2.1254

November 23, 2015

Mr. Michael Gronemeyer  
105 Awaiku Street  
Lahaina, Hawaii 96761

Dear Mr. Gronemeyer:

Subject: Draft Environmental Assessment Comments  
Proposed Relocation of Lahaina Bypass Southern Terminus, Maui, Hawaii

Thank you for your letter dated June 21, 2012, providing input on the Draft Environmental Assessment (EA) for the Proposed Relocation of the Lahaina Bypass Southern Terminus. The State of Hawaii Department of Transportation (HDOT) offers the following information in response to the comments in your letter:

***Comment No. 1:***

*In reviewing the alternatives 1, 2, and 3. (see figure 5 attached) it seems to me that Alternative 2 is the best. Other than the intersection with Kai Hele Ku the reasons for alternative 3 shape are not well explained. If you want alternative 3, there is no reason why it needs to go so far mauka before it heads back makai to intersect with Kai Hele Ku. This will add to the cost (distance) and will increase the noise level for the hundreds of people living mauka.*

*Also there appears to be no reason why this proposed alternative 3 swerves so far mauka near Launiupoko point. Surely common sense can result in a better option. The intersection with Kai Hele Ku could stay in the same locations and the weaving mauka and makai can be reduced.*

**Response:**

The alignment of Alternative 3 (the preferred alternative) has been selected in order to provide maximum separation between the existing highway while avoiding steeper terrain located further inland (mauka) near the vicinity of Launiupoko Point. There is little difference in linear distance between Alternatives 2 and 3 (14,304 linear ft. vs. 14,111 linear ft., respectively). In addition, Alternative 3 is slightly straighter than Alternative 2. Estimated costs for the two alignments are also very similar (\$28.8 million for Alternative 2 and \$27.7 million for Alternative 3). The alignment for Alternative 3 has been adjusted in the vicinity of Launiupoko Point in order to more closely follow existing contours which has led to a reduction in necessary earthwork.



Mr. Michael Gronemeyer  
November 23, 2015  
Page 2

HWY-PA 2.1254

Lastly, a noise impact analysis has been prepared and has concluded that the HDOT noise abatement criteria thresholds will not be exceeded under Alternative 3. A copy of the noise study will be included in the Final EA for the project.

**Comment No. 2:**

*Also, as you know, Kai Hele Ku is the only access road for hundreds of families living mauka of the bypass. I did not see any indication how this project will minimize the impact to the traffic along Kai Hele Ku St. during construction. I am very concerned that the study says the bypass will be "at grade" which implies yet another traffic signal!*


**Response:**

Mitigation measures including temporary detour routes will be utilized, as necessary, during the construction phase to ensure that access is provided to mauka residences.

We note your comment regarding the design of the Kai Hele Ku Street intersection under the proposed project. An addendum to the Traffic Impact Analysis Report (TIAR), that will be included in the Final EA, has been prepared to further evaluate proposed intersection treatment options for Kai Hele Ku Street. In summary, the additional analysis supported the initial recommendation of using a traffic signal at the Lahaina Bypass and Kai Hele Ku Street intersection. We would also note that an at-grade intersection at Kai Hele Ku Street was contemplated in the Supplemental Environmental Impact Statement (SEIS) for the Lahaina Bypass that was adopted in 2002.

Thank you again for your participation in the EA review process for this important highway improvement project. A copy of your letter and this response letter will be included in the Final EA for the project. If you have any questions, please contact Darell Young, Highways Division, Planning Branch, at (808) 587-1835.

Sincerely,



FORD N. FUCHIGAMI  
Director of Transportation

c: Rory Frampton - Makila Land Company  
Mark Alexander Roy - Munekiyo & Hiraga, Inc.

bc HWY-PA

DY:emk

NEW Proposal  
Much closer to  
Homes

COMMENT FORM

URGENT - See  
Maui News paper  
Today 6/14

PROPOSED RELOCATION OF  
THE LAHAINA BYPASS SOUTHERN TERMINUS

JUN 22 2012

Aloha! Welcome to the public meeting for the proposed Relocation of the Lahaina Bypass Southern Terminus project. The Hawaii Department of Transportation (HDOT) encourage all interested individuals and organizations to comment on the Draft Environmental Assessment (EA) for the project.

To submit this comment form at tonight's meeting, please deposit it into the Comment Box before you leave. To submit this comment form by mail, please fold and staple, and affix proper postage. We ask that written comments be submitted by June 22, 2012. For more information on the project, please contact Darell Young at HDOT by phone at (808)587-1835, or by email at [darell.young@hawaii.gov](mailto:darell.young@hawaii.gov).

Name: MIKE SEGURA Address: 117 AWAIKU STREET

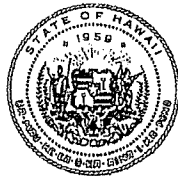
Phone: 661-8488 LAHAINA, HI. 96761

Email: 1SEGURA@HAWAIIHOTEL.NET

Comments:

FINANCIALLY AND LOGISTICALLY IT MAKES NO  
SENSE TO LOCATE/BUILD THE LAHAINA BYPASS SO THAT  
THE CONNECTION SOUTH OF LAHAINA TOWN CROSSES  
KAI HELE KU STREET. BY DOING SO THE PROJECT WILL  
INCUR SUBSTANTIAL OVER COSTS TO FACILITATE THE  
CROSS AT A TIME WHEN THE ECONOMY IS AT A BREAKING  
POINT. TO POSITION THE STARTING POINT SLIGHTLY NORTH  
WEST OF KAI HELE KU MAKES NO DIFFERENCE IN THE  
POSITIVE ATTRIBUTES OF THE BYPASS BUT REFLECTS A HUGE  
SAVINGS FOR THE TAXPAYERS. NOISE AND AESTHETICS  
ARE NOT THE ISSUES HERE, COMMON SENSE, DESIGN,  
FUNCTION, RETURN ON INVESTMENT AND RESPONSIBLE  
USE OF FUNDS DEMAND A THOROUGH AND EDUCATED  
DECISION MAKING PROCESS FOR THIS PROJECT. FOR OVER  
THIRTY YEARS THE BYPASS HAS BEEN PROPOSED TO ACCOMMODATE  
THE GROWING TRAFFIC NEEDS ON THE WEST SIDE, NOT TO ADD TO  
THE TRAFFIC PROBLEMS.

DAVID Y. IGE  
GOVERNOR



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

FORD N. FUCHIGAMI  
DIRECTOR

Deputy Director  
JADE T. BUTAY  
ROSS M. HIGASHI  
EDWIN H. SNIFFEN

IN REPLY REFER TO:  
HWY-PA 2.8672

January 16, 2015

Mr. Mike Segura  
117 Awaiku Street  
Lahaina, Hawaii 96761

Dear Mr. Segura:

Subject: Draft Environmental Assessment Comments  
Proposed Relocation of Lahaina Bypass Southern Terminus, Maui, Hawaii

Thank you for attending the public meeting and for submitting a comment form providing input on the Draft Environmental Assessment (EA) for the Proposed Relocation of the Lahaina Bypass Southern Terminus. The State of Hawaii Department of Transportation offers the following information in response to the comment in your comment form:

**Comment No. 1:**

Financially and logistically it makes no sense to locate/build the Lahaina Bypass so that the connection south of Lahaina Town crosses Kai Hele Ku Street. By doing so the project will incur substantial over costs to facilitate the cross at a time when the economy is at a breaking point. To position the starting point slightly north west of Kai Hele Ku makes no difference in the positive attributes of the bypass but reflects a huge savings for the taxpayers. Noise and aesthetics are not the issues here, common sense, design, function, return on investment and responsible use of funds demand a thorough and educated decision making process for this project. For over thirty years the bypass has been proposed to accommodate the growing traffic needs on the west side, not to add to the traffic problems.

**Response:**

The decision to shift the terminus to the south of Kai Hele Ku Street was made as part of the Supplemental Environmental Impact Statement process for the Lahaina Bypass in 2002 and 2003. The decision was made in large part due to the need to realign the regional highway corridor away from the shoreline in order to avoid impacts from coastal processes and conflicts with ocean recreational uses. This decision also reflects the need to address long term regional highway planning needs of the area.

Mr. Mike Segura  
January 16, 2015  
Page 2

HWY-PA 2.8672

Thank you again for your participation in the EA review process for this important highway improvement project. A copy of your letter and this response letter will be included in the Final EA for the project. If you have any questions, please contact Darell Young, Highways Division, Planning Branch at (808) 587-1835.

Sincerely,



FORD N. FUCHIGAMI  
Director of Transportation

bc: Makila Land Company (Rory Frampton)  
Munekiyo & Hiraga, Inc. (Mark Alexander Roy)  
HWY-PA

DY:th

COMMENT FORM

JUN 22 2012

PROPOSED RELOCATION OF  
THE LAHAINA BYPASS SOUTHERN TERMINUS

Aloha! Welcome to the public meeting for the proposed Relocation of the Lahaina Bypass Southern Terminus project. The Hawaii Department of Transportation (HDOT) encourage all interested individuals and organizations to comment on the Draft Environmental Assessment (EA) for the project.

To submit this comment form at tonight's meeting, please deposit it into the Comment Box before you leave. To submit this comment form by mail, please fold and staple, and affix proper postage. We ask that written comments be submitted by June 22, 2012. For more information on the project, please contact Darell Young at HDOT by phone at (808)587-1835, or by email at [darell.young@hawaii.gov](mailto:darell.young@hawaii.gov).

Name: JAMIE DINKELACKER Address: 39 Pua Nui Way  
Phone: \_\_\_\_\_ Lahaina HI 96761  
Email: jamie.dinkelacker@gmail.com

Comments:

Insufficient transparency. Want to have distributed for public comment the financial (detailed) regarding:

① Projected completion date and late/delay penalties.

② Comparative cost of proposed new roadway & excavation, vs. using the existing Connetquot Road pathway.

③ Costs and completion dates of two (potential) pedestrian overpasses near Kai Hele Ku: just north, now instead of pending other roadway completion

LET'S SEE THE NUMBERS AND DOLLAR SIGNS.



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

FORD N. FUCHIGAMI  
DIRECTOR

DEPUTY DIRECTORS  
JADE T. BUTAY  
ROSS M. HIGASHI  
EDWIN H. SNIFFEN  
DARRELL T. YOUNG

IN REPLY REFER TO:  
HWY-PA 2.1260

November 23, 2015

Mr. Jamie Dinkelacker  
39 Pua Niu Way  
Lahaina, Hawaii 96761

Dear Mr. Dinkelacker:

Subject: Draft Environmental Assessment Comments  
Proposed Relocation of Lahaina Bypass Southern Terminus, Maui, Hawaii

Thank you for attending the public meeting on June 12, 2012, and for submitting a comment form providing input on the Draft Environmental Assessment (EA) for the Proposed Relocation of the Lahaina Bypass Southern Terminus. The State of Hawaii Department of Transportation (HDOT) offers the following information in response to the comments in your comment form:

***Comment No. 1:***

*Insufficient transparency. Want to have distributed for public comment the financial (detailed) regarding: (1) projected completion date and late/delay penalties.*

***Response:***

The projected completion date is contingent on available funding for design and construction. Any provisions for late/delay type penalties will be specified during the construction bidding/procurement process.

***Comment No. 2:***

*Insufficient transparency. Want to have distributed for public comment the financial (detailed) regarding: (2) comparative cost of proposed new roadway & excavation, vs. using the existing Cane Haul Road pathway.*

***Response:***

A relative cost comparison, including estimated excavation amounts has been completed and will be included in the Final EA. Your suggested alternative of using the Cane Haul Road pathway is considered to be represented by Alternative 2, which follows or is in close proximity to portions

Mr. Jamie Dinkelacker  
November 23, 2015  
Page 2

HWY-PA 2.1260

of the Cane Haul Road alignment. A route which follows the cane haul route exactly was not further evaluated since portions of the cane haul road are in close proximity to the existing highway and would not meet a primary project objective which is to create a new inland corridor that is separated from the existing coastal highway.

**Comment No. 3:**

*Insufficient transparency. Want to have distributed for public comment the financial (detailed) regarding: (3) costs and completion dates of two (potential) pedestrian overpasses near Kai Hele Ku & just north, now instead of pending other roadway completion. Lets see the numbers and dollar signs.*

**Response:**

Pedestrian overpasses have not been included as part of this project primarily due to the need to design any such crossing to be accessible for persons with disabilities. These design requirements lead to elaborate structures which are further complicated and expanded when having to account for sloping material grades as is the case here. It is the HDOT's experience that the pedestrians tend to avoid using these types of overpasses. Pedestrian crossings at Kai Hele Ku Street will be provided at the signalized intersection and an underpass would be provided further north, in alignment with Punakea Loop that would accommodate pedestrian access.

Thank you again for your participation in the EA review process for this important highway improvement project. A copy of your letter and this response letter will be included in the Final EA for the project. If you have any questions, please contact Darell Young, Highways Division, Planning Branch, at (808) 587-1835.

Sincerely,



FORD N. FUCHIGAMI  
Director of Transportation

c: Rory Frampton - Makila Land Company  
Mark Alexander Roy - Munekiyo & Hiraga, Inc.

bc: HWY-PA

DY:emk

From: Donna Kroetsch <DKROETSCH@HAWAII.RR.COM>  
To: darell.young@hawaii.gov,  
Date: 06/19/2012 07:56 PM  
Subject: The Lahaina Bypass S. Ternimus

---

Dear Darell,

I have a number of concerns which adversely affect our community in respect to the proposed relocation of the bypass, with cost, noise, impact, poor park location, and I question if this is really a bypass at all or just moving the highway up the mountain. It appears to me that Makila Land Co has been misleading in respect to erosion. I believe this is a lose lose situation for our community and a win win for only the developer.

Cost - Our county cannot afford the preferred relocation (red line, upper line). Our annual revenues are already lacking and being blamed on rebates for Photo Voltaic among other things. We are taxed more and have lost a third of our home owner

6/20/2012



exceptions and still in deficit for the year. Where is the 30 million \$++ going to come from and how can it be justified when there are better alternatives.

We are willing to compromise but WILL NOT accept this "preferred route" as the developer is calling it.

Moving up from the lower lines to the upper line means moving at least 65% more rock and cubic yards of material costing millions of dollars more. It is all rock and a 9% grade. You know what that means in construction costs.

Park - There is no sandy beach in the proposed area, it is all rock, beach parks are put on sandy beaches. It would be limited to a ball park only which can be anywhere not on the ocean.

Erosion - There is no erosion problem in this area. From Kai Hele Ku St. to the Dump where the proposed route will end, has only a tiny area which can be shored up with folders to prevent erosion. It is about 75 yards. The rest of the highway has quite a bit of land between the road and shoreline. The photos Makila Land Co submitted are from other areas and appear fraudulent.

Noise - This morning laying in bed I could hear the waves hitting the shore and I live 2 miles up the hill at Launiupoko. This proposed bypass is the highest proposed route. The noise will be generated by being closer to residential homes and peaceful farms. It will be further elevated 35-40 feet allowing noise to travel easier. Vehicles will be traveling faster, than they do on the present road, since it is a bypass, thus more noise. The noise reduction walls put up on the highway in Lahaina actually are causing the residents more noise.

Residents have told me it seems the sound vertebrates within the wall and sirens and truck sounds are magnified.

So closer, higher, faster speeds all equal no more peace and quiet, the reason most of us old timers moved up there. I farm, I have 300 christmas trees and goats, I love the quiet, getting away from tourism.

It's the only reason I moved up there and invested everything. I am a single woman , an RN and 35 year resident of Maui.

Is this really a Bypass? - In the meeting it was said that the lower road may or may not remain. I understand it will be a park road. I called the Mayors office last week and was told that as a Park Rd the speed would probably be 5 MPH. Once it is eroded, if that happens it may never be re established. So this "Bypass Highway" sounds more like you are just relocating the highway up the hill and we loose the lower road. That defeats the purpose of having a lower sight seeing route, a alternative route for fires and car accidents that close the road.

Environmental Assessment Report - how interesting that it was funded by Makila Land Co the developer who is the only party in this proposal that stands to win anything. Unless of course in the future the Mayor decides that this proposed park is too expensive and cannot do it. He then sells it back to the developer at a higher price.

The county now has made a profit and the developer never lost a thing. He got the old highway move up the hill so he could sell his million dollar lots below the highway and as close to ocean property as he could be. The community may not really be ending up with a bypass , or a park, or at least a good park. We just got more noise and maybe just more in debt.

Donna Kroetsch  
808-385-0360

From: Donna Kroetsch <dkroetsch@hawaii.rr.com>  
To: darell.young@hawaii.gov,  
Date: 06/19/2012 09:48 PM  
Subject: proposed Lahaina Bypass

---

Dear Darell

Correction on my last e-mail regarding erosion photos. It was only one photo, that was not from that stretch of road and someone from our association called them and told them they should remove it from their page.

Members of our community and association met tonight and we have agreed that we would like another meeting with you. Would you consider that?

I have a question about zoning. I am concerned that one day we may end up with condos, time shares, hotels at the bottom of our hill on the ocean. It is not zoned that way now and there presently are height restrictions. We all know how zoning can change. If we put the new highway below the 15 acre lots we have less worry of them being turned into commercial rentals. I would like to see this new road below the 15 acre lots.

Two years ago, West Maui Land Co, had a series of 5 or 6 meetings with members of the community and tried to propose the blue line to us. Even back then we were suspicious of allowing the large lots to be between the new road and the ocean. Even then we wanted the new road below the lots so we would be sure to never lose the ocean view, access and beauty. This has happened in other areas on Maui and I am very distrusting of development. It happened up on North Beach and Makena to mention a few. You can no longer see the ocean because of the buildings and development. It is heart breaking. We did not want the blue line which is lower than the red line, how can you think we would want to approve the red line, the so called "preferred line", especially at the enormous cost increase to move the road higher.

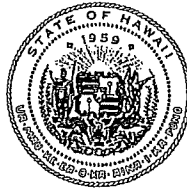
6/20/2012

I believe this 30 million dollar project you proposed may cost 50 million dollars. We could spend less money and get more for it if we re think this proposal. We should not spend money we don't have. And especial not that much money.

Do you really believe tourists will come to West Maui once the charm of West Maui is gone. We need to preserve the cultural and historic feeling. I don't believe people come, just for the climate.

Thank you for your time and consideration

Donna Kroetsch



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

FORD N. FUCHIGAMI  
DIRECTOR

DEPUTY DIRECTORS  
JADE T. BUTAY  
ROSS M. HIGASHI  
EDWIN H. SNIFFEN  
DARRELL T. YOUNG

IN REPLY REFER TO:  
HWY-PA 2.1255

November 23, 2015

Ms. Donna Kroetsch  
(Via E-mail): [dkroetsch@hawaii.rr.com](mailto:dkroetsch@hawaii.rr.com)

Dear Ms. Kroetsch:

Subject: Draft Environmental Assessment Comments  
Proposed Relocation of Lahaina Bypass Southern Terminus, Maui, Hawaii

Thank you for your e-mails dated June 19, 2012, providing input on the Draft Environmental Assessment (EA) for the Proposed Relocation of the Lahaina Bypass Southern Terminus. The State of Hawaii Department of Transportation (HDOT) offers the following information in response to the comments in your e-mails:

***Comment No. 1:***

*I have a number of concerns which adversely affect our community in respect to the proposed relocation of the bypass, with cost, noise, impact, poor park location, and I question if this is really a bypass at all or just moving the highway up the mountain. It appears to me that Makila Land Co has been misleading in respect to erosion. I believe this is a lose lose situation for our community and a win win for only the developer.*

***Response:***

We thank you for this comment and note your concerns regarding the proposed project. An environmental review is currently being completed to assess the potential impacts associated with the proposed terminus relocation of the Lahaina Bypass in accordance with Chapter 343, Hawaii Revised Statutes and the National Environmental Policy Act (NEPA). This process has incorporated several opportunities for public involvement. Two (2) public meetings have been held to date on the project; a public scoping meeting on April 26, 2007, and a public information meeting on June 12, 2012, the latter of which was held to discuss the findings of the Draft EA. Each of these meetings provided the public with opportunities to provide comments on the proposed project. These comments are to be included and addressed in the Final EA that is currently being prepared for review and determination by the HDOT. Upon completion of the environmental review process, the HDOT will continue to keep the community informed as planning, design and construction proceed for this important West Maui infrastructure project.

***Comment No. 2:***

*Cost - Our County cannot afford the preferred relocation (red line, upper line). Our annual revenues are already lacking and being blamed on rebates for Photo Voltaic among other things. We are taxed more and have lost a third of our home owner exceptions and still in deficit for the year. Where is the 30 million \$++ going to come from and how can it be justified when there are better alternatives.*

*We are willing to compromise but WILL NOT accept this "preferred route" as the developer is calling it.*

*Moving up from the lower lines to the upper line means moving at least 65% more rock and cubic yards of material costing millions of dollars more. It is all rock and a 9% grade. You know what that means in construction costs."*

***Response:***

Construction costs for this project are anticipated to come from Federal and State Highway improvement sources on an 80:20 cost sharing ratio. It is not anticipated that County funds will be used for construction costs. Relative construction cost comparisons between the middle and upper level alternatives have been completed and show very similar costs and excavation/embankment quantities.

***Comment No. 3:***

*Park - There is no sandy beach in the proposed area, it is all rock, beach parks are put on sandy beaches. It would be limited to a ball park only which can be anywhere not on the ocean.*

***Response:***

The HDOT is not responsible for controlling land uses makai of the proposed Highway realignment. It is our understanding that the County of Maui has secured ownership of portions of the lands makai of the future Highway for the purpose of protecting open space and for potential creation of new parks or existing park expansion. The next step in the process would be for the County to formulate specific plans and locations for implementation of park improvements including the types of recreational activities that would be envisioned to occur within the area.

**Comment No. 4:**

*Erosion - There is no erosion problem in this area. From Kai Hele Ku St. to the Dump where the proposed route will end, has only a tiny area which can be shored up with folders to prevent erosion. It is about 75 yards. The rest of the highway has quite a bit of land between the road and shoreline. The photos Makila Land Co submitted are from other areas and appear fraudulent.*

**Response:**

We note your comments regarding the photos of the use of jersey barriers along the existing Honoapiilani Highway. Figure 7 of the Draft EA was intended to convey examples of where coastal erosion along Honoapiilani Highway has necessitated the use of jersey barriers by the HDOT in order to prevent the ongoing threat of road closures due to localized coastal erosion. This figure will be revised to clarify the location context of the photographs. We also note that in addition to concerns related to coastal erosion, other potential impacts from coastal processes include tsunami inundation as well as storm surge related to hurricanes. We feel that over the long term, the threat of these potential impacts as well as existing conflicts with coastal recreational users justifies the mauka location of the Lahaina Bypass.

**Comment No. 5:**

*Noise - This morning laying in bed I could hear the waves hitting the shore and I live 2 miles up the hill at Launiupoko. This proposed bypass is the highest proposed route. The noise will be generated by being closer to residential homes and peaceful farms. It will be further elevated 35-40 feet allowing noise to travel easier. Vehicles will be traveling faster, than they do on the present road, since it is a bypass, thus more noise. The noise reduction walls put up on the highway in Lahaina actually are causing the residents more noise. Residents have told me it seems the sound vibrates within the wall and sirens and truck sounds are magnified. So closer, higher, faster speeds all equal no more peace and quiet, the reason most of us old timers moved up there. I farm, I have 300 Christmas trees and goats, I love the quiet, getting away from tourism. It's the only reason I moved up there and invested everything. I am a single woman, an RN and 35 year resident of Maui.*

**Response:**

In response to concerns related to noise, an Acoustic Study has been prepared for the project. Existing and future traffic noise levels were studied to evaluate potential impacts associated with the proposed project. A copy of the Acoustic (Noise) Study will be included and discussed in the Final EA that is currently being prepared.

The study involved obtaining existing noise measurements, developing future traffic noise predictions and analysis of impacts in accordance with Highway Noise Policy and Abatement Guidelines (Noise Guidelines) adopted by the FHWA and the HDOT Highways Division.

In addition to outlining the methodology for analyzing noise impacts, the Noise Guidelines also establish noise abatement criteria levels for determining whether noise abatement mitigation measures are required. The two criteria involve: (1) whether noise levels from the project will exceed 66 decibels (dB); and, (2) whether there will be a substantial increase in background noise levels, defined as being greater than a 15 dB increase. If either of these two criteria are exceeded at any noise sensitive receptor (such as residences), further analysis to determine the need for noise abatement measures is required.

In summary, the study concluded that the HDOT's noise abatement criteria will not be exceeded at any noise sensitive receptor in the area. The noise criteria will be exceeded on lands in the immediate vicinity of the project. For example, in the vicinity of Kai Hele Ku Street, the 15dB increase criteria will be exceeded up to approximately 300 ft. from the edge of the project. All lands for which the criteria will be exceeded are currently vacant and no noise abatement mitigation measures are required. For your reference, the nearest residence to the project in the vicinity of Kai Hele Ku Street is approximately 1,500 ft. from the mauka edge of the project.

Thus, while there may be increases in noise associated with the project, a detailed noise study has determined that increases at noise sensitive receptors outside of the immediate vicinity of the project are within acceptable levels of tolerance as prescribed by the FHWA and the HDOT's noise abatement policies.

**Comment No. 6:**

*Is this really a Bypass? - In the meeting it was said that the lower road may or may not remain. I understand it will be a park road. I called the Mayors office last week and was told that as a Park Rd the speed would probably be 5 MPH. Once it is eroded, if that happens it may never be re established. So this "Bypass Highway" sounds more like you are just relocating the highway up the hill and we loose the lower road. That defeats the purpose of having a lower sight seeing route, a alternative route for fires and car accidents that close the road.*

**Response:**

The existing Honoapiilani Highway is anticipated to continue to be maintained and used as a local roadway with slower vehicle speeds than the Bypass. As such, the project is not expected to impact the ability for residents to drive along the coastline if they so choose. It also provides an alternative roadway for use when emergencies may close the road such as fires and car accidents.



**Comment No. 7:**

*Environmental Assessment Report - how interesting that it was funded by Makila Land Co the developer who is the only party in this proposal that stands to win anything. Unless of course in the future the Mayor decides that this proposed park is too expensive and cannot do it. He then sells it back to the developer at a higher price. The county now has made a profit and the developer never lost a thing. He got the old highway move up the hill so he could sell his million dollar lots below the highway and as close to ocean property as he could be. The community may not really be ending up with a bypass, or a park, or at least a good park. We just got more noise and maybe just more in debt.*

**Response:**

The proposed project is to extend the original bypass terminus location from Launiupoko further south to the area near the old Olowalu landfill, a distance of approximately 4,800 lineal ft. The basic configuration of the original Bypass alignment in terms of functional traffic flow will not change; the location of the proposed terminus will be shifted further south and mauka. The proposed project is being proposed in response to a number of regional and local conditions affecting long-term transportation and land use planning in the region including the impact of shoreline erosion and coastal processes on the existing Honoapiilani Highway as well as projected increases in traffic congestion along the bypass corridor due to future planned development. The proposed project also considers the long-range transportation planning considerations such as the proposed future Honoapiilani Highway Realignment between Maalaea and Launiupoko.

**Comment No. 8:**

*Correction on my last e-mail regarding erosion photos. It was only one photo, that was not from that stretch of road and someone from our association called them and told them they should remove it from their page.*

**Response:**

As mentioned previously, Figure 7 of the Draft EA was intended to convey examples of where coastal erosion has necessitated the use of jersey barriers by the HDOT in order to prevent the ongoing threat of road closures due to localized coastal erosion. The title of this figure will be revised to clarify this intent.

**Comment No. 9:**

*Members of our community and association met tonight and we have agreed that we would like another meeting with you. Would you consider that?*

**Response:**

As you know, an environmental review is currently being completed for the proposed southern terminus relocation project in accordance with Chapter 343, HRS and NEPA. This process has incorporated several opportunities for public involvement. Two (2) public meetings have been held to date on the project; a public scoping meeting on April 26, 2007 and a public information meeting on June 12, 2012, the latter of which was held to discuss the findings of the Draft EA. Each of these meetings provided the public with opportunities to provide comments on the proposed project. These comments are to be included and addressed in the Final EA that is currently being prepared for review and determination by the HDOT. Following completion of the environmental review process, the HDOT will continue to keep the community informed as planning, design and construction proceeds for this important West Maui infrastructure project.

**Comment No. 10:**

*I have a question about zoning. I am concerned that one day we may end up with condos, time shares/ hotels at the bottom of our hill on the ocean. It is not zoned that way now and there presently are height restrictions. We all know how zoning can change. If we put the new highway below the 15 acre lots we have less worry of them being turned into commercial rentals. I would like to see this new road below the 15 acre lots.*

**Response:**

We note your concern regarding future commercial uses occurring on lands makai of the preferred alignment for the project. The existing land makai of the preferred alignment (Alternative #3) is currently zoned Agricultural by the County of Maui. Also, the area makai of the alignment is not within the Urban or Rural growth boundaries of the Maui Island Plan. A large portion of this area below the preferred alignment has recently been purchased by the County of Maui for use as a future park and open space.

**Comment No. 11:**

*Two years ago, west Maui Land Co, had a series of 5 or 6 meetings with members of the community and tried to propose the blue line to us. Even back then we were suspicious of allowing the large lots to be between the new road and the ocean. Even then we wanted the new road below the lots so we would be sure to never loose the ocean view, access and beauty. This has happened in other areas on Maui and I am very distrusting of*

*development. It happened up on North Beach and Makena to mention a few. You can no longer see the ocean because of the buildings and development. It is heart breaking. We did not want the blue line which is lower than the red line, how can you think we would want to approve the red line, the so called "preferred line", especially at the enormous cost increase to move the road higher.*

***Response:***

We note your opposition to the preferred alternative for the proposed project that was presented in the Draft EA.

The preferred alternative alignment, also known as the red line alignment, was selected following an alternatives analysis as it provides for a greater distance of separation between Lahaina Bypass and Honoapiilani Highway and allows for the best intersection configuration with Kai Hele Ku Street when compared with Alternative 2 (the blue line).

We note your concerns regarding the potential for urban type development makai of the preferred alignment. The HDOT is not responsible for controlling the use of the land outside of the highway right-of-way. We do note that the County and State land use designations for the properties makai of the Highway are Agricultural and any new development not allowed for under the existing land use designations would be required to obtain changes in land use entitlements which would involve opportunity for public review and input.

A cost analysis of the mid-level and upper alignments has been completed as part of the Final EA preparation process, which has shown no significant difference between the cost of these two (2) alternatives.

***Comment No. 12:***

*I believe this 30 million dollar project you proposed may cost 50 million dollars. We could spend less money and get more for it if we re-think this proposal. We should not spend money we don't have. And especial not that much money.*

***Response:***

The proposed project is limited to the relocation of the southern terminus of the Lahaina Bypass, which will extend the roadway length by approximately 4,800 lineal ft.. The estimated cost increase to accommodate the relocation is approximately \$8 million. The HDOT firmly believes that the benefits (i.e., additional roadway capacity, avoidance of future maintenance costs associated with coastal erosion impacts etc.) significantly outweigh the financial cost.

***Comment No. 13:***

*Do you really believe tourists will come to West Maui once the charm of West Maui is gone. We need to preserve the cultural and historic feeling. I don't believe people come, just for the climate.*

***Response:***

The HDOT believes that the proposed project will benefit both residents and visitors alike as it will provide additional roadway length and capacity for the Lahaina Bypass while also allowing for Honoapiilani Highway to be maintained as a local scenic roadway along the coastline.

Thank you again for your participation in the EA review process for this important highway improvement project. A copy of your e-mails and this response letter will be included in the Final EA for the project. If you have any questions, please contact Darell Young, Highways Division, Planning Branch, at (808) 587-1835.

Sincerely,



FORD N. FUCHIGAMI  
Director of Transportation

c: Rory Frampton - Makila Land Company  
Mark Alexander Roy - Munekiyo & Hiraga, Inc.

From: Linda Jenkins <linda\_m\_jenkins@msn.com>  
To: <darell.young@hawaii.gov>,  
Date: 06/20/2012 04:18 AM  
Subject: Hawaii by-pass re-alignment and "park development" makai of Launiupoko

---

Dear Sir

We are residents of the Makila sub-division of Launiupoko who will be detrimentally effected by the by-pass re-alignment and any subsequent property development of the existing agricultural land makai of our property. We understand you are the correct channel for government input.

It looks to people directly effected that this is a stealth development, using considerable misinformation to the public, of plans, which have, in the past, been blocked by public objection and these are the grounds for our comments.

What seems to be happening is that one of the largest property developers on the island, WML/Peter Martin is resurrecting his plan for high density development of the current cattle pastures above Puamana through to Launiupoko and is being helped by current Mayor Arakawa who is obscuring this with a simultaneous parkland proposal. During Arakawa's previous administration the idea of a swap of land for 'parks' in return for development rights was rejected and it is hard to see how this renewed effort to get round planning regulations differs in intent.

At the recent public meeting with Mayor Arakawa employees of WML and a government employee working for Arakawa both claiming to be speaking for themselves (unlikely) spoke in support of plans being pushed by their employers ; this was then reported to the public in The Maui News. In particular having an Arakawa administration employee accuse Launiupoko residents of NIMBY attitudes was

6/20/2012

objectionable and unprofessional.

Arakawa himself at the meeting seemed to view this as a NIMBY/ social class issue when he claimed that 'local people' needed more parks to take their keiki as they did not have large properties like people in Launiupoko. State Government should be concerned when county elected officials approach a property development issue with an inherent social bias.

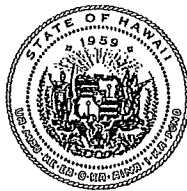
On the issue of the rationale for realignment of the Lahaina bypass again the information has been leached out piecemeal as if it is totally unconnected to the development issue....which seems unlikely. The existing long posted route is closer to the sea than the mauka shifted alternatives now being proposed. Rationale given two month ago for this late change is erosion and traffic congestion around Launiupoko.

The erosion rationale is simply not credible as the new route half a mile inland of the long published route will be safe from erosion for about 50,000 years or more! Down by Ukumehame Beach Park the solution now being engineered for similar erosion is a concrete sea wall when it would have been easy to move the road inland .....but of course there was no proposed development down there which would only be made possible by shifting the road mauka. Why no sea wall at Launiupoko if it was the right solution for Ukumehame?

As far as traffic congestion is concerned again the reason given seems spurious as it would be easy to move the start point as proposed towards the landfill to solve congestion without then moving the route half a mile inland in the area where we now two month later hear of development proposals. This does not pass the smell test.

It is easy for Mayor Arakawa and his employees to toss out NIMBY at people who have chosen to buy in Launiupoko on published assumptions about future development when it is they who are now disingenuously changing the rules in a way that will enable development not currently allowed. There seems to be a distinct lack of transparency to put it politely going on here between elected officials and developers which is cause for concern for everyone not just Launiupoko residents.

David and Linda Jenkins



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

FORD N. FUCHIGAMI  
DIRECTOR

DEPUTY DIRECTORS  
JADE T. BUTAY  
ROSS M. HIGASHI  
EDWIN H. SNIFFEN  
DARRELL T. YOUNG

IN REPLY REFER TO:  
HWY-PA 2.1256

November 23, 2015

David and Linda Jenkins  
(linda\_m\_jenkins@msn.com)

Dear Mr. and Ms. Jenkins:

Subject: Draft Environmental Assessment Comments  
Proposed Relocation of Lahaina Bypass Southern Terminus, Maui, Hawaii

Thank you for your e-mail dated June 20, 2012, providing input on the Draft Environmental Assessment (EA) for the proposed relocation of the southern terminus of the Lahaina Bypass. The State of Hawaii Department of Transportation (HDOT) offers the following information, in response to the comments in your e-mail:

**Comment No. 1:**

*We are residents of the Makila sub-division of Launiupoko who will be detrimentally effected by the by-pass re-alignment and any subsequent property development of the existing agricultural land makai of our property. We understand you are the correct channel for government input.*

*It looks to people directly effected that this is a stealth development, using considerable misinformation to the public, of plans, which have, in the past, been blocked by public objection and these are the grounds for our comments.*

**Response:**

We note your concerns regarding the proposed project. An environmental review is currently being completed for the proposed terminus relocation of the Lahaina Bypass in accordance with Chapter 343, Hawaii Revised Statutes. This process has incorporated several opportunities for public involvement. Two (2) public meetings have been held to date on the project; a public scoping meeting on April 26, 2007, and a public information meeting on June 12, 2012, the latter of which was held to discuss the findings of the Draft EA. Each of these meetings provided the public with opportunities to provide comments on the proposed project. All comments received during review of the Draft EA are to be included and addressed in the Final EA that is currently being prepared. The HDOT will continue to keep the community informed as planning, design and construction processes proceed for this important West Maui infrastructure project.

**Comment No. 2:**

*What seems to be happening is that one of the largest property developers on the island, WML/Peter Martin is resurrecting his plan for high density development of the current cattle pastures above Puamana through to Launiupoko and is being helped by current Mayor Arakawa*

*who is obscuring this with a simultaneous parkland proposal. During Arakawa's previous administration the idea of a swap of land for 'parks' in return for development rights was rejected and it is hard to see how this renewed effort to get round planning regulations differs in intent.*

**Response:**

We note your comments regarding potential land use changes and development in the Launiupoko area. The HDOT is not responsible for controlling the use of the land outside of the highway right-of-way. We also note that the County and State land use and planning designations for the properties makai of the Highway are 'Agricultural' and any new development, not allowed for under the existing land use designations, would be required to obtain changes in entitlements, including County Zoning, Community Plan Land Use Designation and State Land Use District. Any request for such a change would involve opportunity for public review and input. The agencies responsible for deciding on potential increases in density beyond what is allowed for in the Agricultural District are the Maui County Council and State Land Use Commission.

**Comment No. 3:**

*At the recent public meeting with Mayor Arakawa employees of WML and a government employee working for Arakawa both claiming to be speaking for themselves (unlikely) spoke in support of plans being pushed by their employers; this was then reported to the public in The Maui News. In particular having an Arakawa administration employee accuse Launiupoko residents of NIMBY attitudes was objectionable and unprofessional.*

*Arakawa himself at the meeting seemed to view this as a NIMBY/social class issue when he claimed that 'local people' needed more parks to take their keiki as they did not have large properties like people in Launiupoko. State Government should be concerned when county elected officials approach a property development issue with an inherent social bias.*

**Response:**

We note your statements regarding the comments made by the County of Maui during the public information meeting that was held on June 12, 2012.

**Comment No. 4:**

*On the issue of the rationale for realignment of the Lahaina bypass again the information has been leached out piecemeal as if it is totally unconnected to the development issue .... which seems unlikely. The existing long posted route is closer to the sea than the mauka shifted alternatives now being proposed. Rationale given two month ago for this late change is erosion and traffic congestion around Launiupoko.*

*The erosion rationale is simply not credible as the new route half a mile inland of the long published route will be safe from erosion for about 50,000 years or more! Down by Ukumehame Beach Park the solution now being engineered for similar erosion is a concrete sea wall when it*



*would have been easy to move the road inland ..... but of course there was no proposed development down there which would only be made possible by shifting the road mauka. Why no sea wall at Launiupoko if it was the right solution for Ukumehame?*

**Response:**

The proposed project is intended to provide a long-term solution to the ongoing threat of shoreline erosion and other coastal hazards in this area, and will also increase regional roadway capacity. In addition to these long-range transportation planning benefits, the preferred alignment for the project also provides the opportunity for additional coastal recreational areas along the seaward (makai) side of the Bypass. We note that a significant portion of the area which will be makai of the southern extension route has been purchased by the County of Maui for park and open space purposes.

The seawall improvements mentioned in your comment along the Ukumehame section of Honoapiilani Highway were recently completed out of necessity to respond to immediate shoreline erosion concerns in the area. Such concerns if left unaddressed would most likely have resulted in interrupted access to the West Maui region due to the lack of alternative access routes in the immediate vicinity (such as the Lahaina Bypass). The proposed southern terminus relocation project is aimed at addressing long-term transportation needs of the region so that situations such as those that prompted the immediate need to construct a seawall at Ukumehame can be avoided.

**Comment No. 5:**

*As far as traffic congestion is concerned again the reason given seems spurious as it would be easy to move the start point as proposed towards the landfill to solve congestion without then moving the route half a mile inland in the area where we now two month later hear of development proposals. This does not pass the smell test.*

**Response:**

The proposed alignment was selected (following completion of an alternatives analysis as summarized in the Draft EA) as the preferred alternative for the project as it offers the best opportunity to address local and regional transportation objectives for this area of West Maui. While the existing Honoapiilani Highway is anticipated to be maintained as a local roadway once the Bypass is completed, the proposed southern terminus relocation will provide users with access onto the Lahaina Bypass at a more southerly location should either shoreline erosion, coastal hazards or traffic accidents affect operations along the section of Honoapiilani Highway between the former Olowalu landfill and Lahaina Town. The preferred alternative alignment provides for a greater distance of separation between the Lahaina Bypass and Honoapiilani Highway and allows for the best intersection configuration with Kai Hele Ku Street when compared with the mid-level alternative.

**Comment No. 6:**

*It is easy for Mayor Arakawa and his employees to toss out NIMBY at people who have chosen to buy in Launiupoko on published assumptions about future development when it is they who are now disingenuously changing the rules in a way that will enable development not currently*

Mr. David Jenkins and Mrs. Linda Jenkins  
November 23, 2015  
Page 4

HWY-PA 2.1256


*allowed. There seems to be a distinct lack of transparency to put it politely going on here between elected officials and developers which is cause for concern for everyone not just Launiupoko residents.*

***Response:***

We note your comments regarding potential land use changes and development in the Launiupoko area. As noted above, the HDOT is not responsible for controlling the use of the land outside of the highway right-of-way. Any new development not allowed for under the existing land use designations would be required to obtain changes in land use entitlements which would involve opportunity for public review and input. With regards to the proposed project, the HDOT has and will continue to keep the community informed as planning, design and construction processes proceed for this important West Maui infrastructure project.

Thank you again for your participation in the EA review process for this important highway improvement project. A copy of your e-mail and this response letter will be included in the Final EA for the project. If you have any questions, please contact Darell Young, Highways Division, Planning Branch, at (808) 587-1835.

Sincerely,



FORD N. FUCHIGAMI  
Director of Transportation

c: Rory Frampton - Makila Land Company  
Mark Alexander Roy - Munekiyo & Hiraga, Inc.

bc HWY-PA

DY:emk

**COMMENT FORM**  
**PROPOSED RELOCATION OF THE LAHAINA BYPASS SOUTHERN TERMINUS**

Name: Kiyoshi Murata  
Phone: 808 419 1666

Address: 79 Wai Kulu Place, Lahaina, HI 96761  
Email: kiyoshi.murata@gmail.com

**PRIMARY NEEDS** for the relocation: Coastal erosion, Traffic congestion, Public Safety, Recreational development. Secondary need: land cost negotiation.

I understand and **SUPPORT OF THE RELOCATION**. As presented at the public meeting, both the Proposed Alignment (red) and the Mid-Level Alignment (blue) meet the above primary needs.

As expressed by many at the meeting, I am **OPPOSED TO THE PROPOSED ALIGNMENT (RED)** for two reasons.

The **TRAFFIC NOISE** will be considerably closer to the residential community.

The land between the Proposed Alignment (red) and the existing Honoapiilani Hwy (yellow) made available for development is a great concern. This property can be and most likely will be Re-Zoned in the future for its "best and highest use." A **MULTI-LEVEL CONDOMINIUM AND/OR A HOTEL** project can be the result. This may not be intended at this time, but Proposed Alignment (RED) is creating the potential for this unintended results.

I am in **SUPPORT THE MID-LEVEL ALIGNMENT (BLUE)**

This alignment **MEETS ALL THE PRIMARY NEEDS** as well as the Proposed Alignment.

The real estate for a **POTENTIAL UNDESIRABLE DEVELOPMENT WILL NOT EXIST**.

**IMPORTANCE OF A TUNNEL** (level change intersection) at the proposed bypass and Kai Hele Ku Street.

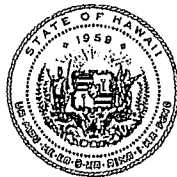
As a **BYPASS, EXITS MUST BE LIMITED**, to only the important and necessary locations.

Existing traffic light at Honoapiilani Hwy and Kai Hele Ku St **DEMONSTRATES THE DANGER** with many pedestrians and motorists running the red light.

**A TUNNEL, WILL REDUCE TRAFFIC NOISE** that will be created by a traffic light at the new intersection. The **DECELERATION AND ACCELERATION** of vehicles, causes high level of traffic noise.

The cost and the budget of the project are assisted with the negotiation with the current land owner(s). However, the **COST OF THE PROJECT SHOULD NOT BE A REASON FOR BAD PLANNING**.

DAVID Y. IGE  
GOVERNOR



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

FORD N. FUCHIGAMI  
DIRECTOR

Deputy Director  
JADE T. BUTAY  
ROSS M. HIGASHI  
EDWIN H. SNIFFEN

IN REPLY REFER TO:  
HWY-PA 2.8673

January 16, 2015

Mr. Kiyoshi Murata  
79 Wai Kulu Place  
Lahaina, Hawaii 96761

Dear Mr. Murata:

Subject: Draft Environmental Assessment Comments  
Proposed Relocation of Lahaina Bypass Southern Terminus, Maui, Hawaii

Thank you for attending the public meeting and for submitting a comment form providing input on the Draft Environmental Assessment (EA) for the Proposed Relocation of the Lahaina Bypass Southern Terminus. The State of Hawaii Department of Transportation (HDOT) offers the following information in response to the comments:

**Comment No. 1:**

Primary Needs for the relocation: Coastal erosion, Traffic congestion, Public Safety, Recreational development. Secondary need: land cost negotiation.

I understand and support of the relocation. As presented at the public meeting, both the Proposed Alignment (red) and the Mid-Level Alignment (blue) meet the above primary needs.

**Response:**

We thank you for your statement supporting the proposed Lahaina Bypass Southern Terminus Relocation Project and further note your opinion that both the preferred alignment (red) and the mid-level alignment (blue) as presented at the June 2012 community meeting would fulfill the purpose and need for the proposed action.

**Comment No. 2:**

As expressed by many at the meeting, I am OPPOSED TO THE PROPOSED ALIGNMENT (RED) for two reasons.

The traffic noise will be considerably closer to the residential community.

The land between the Proposed Alignment (red) and the existing Honoapiilani Hwy (yellow) made available for development is a great concern. This property can be and most likely will be

Mr. Kiyoshi Murata  
January 16, 2015  
Page 2

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Re-Zoned in the future for its “best and highest use.” A multi-level condominium and/or a hotel project can be the result. This may not be intended at this time, but Proposed Alignment (red) is creating the potential for this unintended results.

**Response:**

We note your statement that you are opposed to the preferred alignment for the project due to concerns regarding traffic noise and future commercial development occurring on the makai side of the relocated Bypass. A noise study has been prepared to assess the potential noise impact of the project. A copy of the noise study and its findings will be included in the Final EA. In terms of future land uses envisioned for the area, the existing land makai of the preferred alignment is currently zoned “Agricultural” by the County of Maui. Also, the area makai of the alignment is not within the Urban or Rural growth boundaries of the Maui Island Plan. Any subsequent request for a change in these designations would need to be processed through the Maui County Council and State Land Use Commission. The County of Maui has recently acquired a large portion of these lands for use as a future park and open space.

**Comment No. 3:**

I am in support the mid-level alignment (blue)

This alignment meets all the primary needs as well as the Proposed Alignment.

The real estate for a potential undesirable development will not exist.

Importance of a tunnel (level change intersection) at the proposed bypass and Kai Hele Ku Street.

As a Bypass, exits must be limited, to only the important and necessary locations.

Existing traffic light at Honoapiilani Hwy and Kai Hele Ku St demonstrates the danger with may pedestrians and motorists running the red light.

A tunnel, will reduce traffic noise that will be created by a traffic light at the new intersection. The deceleration and acceleration of vehicles, causes high level of traffic noise.

**Response:**

We note your statement of support for the mid-level (blue) alignment as well as your comment regarding the design of the Kai Hele Ku intersection under the proposed project. An addendum to the Traffic Impact Analysis Report (TIAR), that will be included in the Final EA, has been prepared to further evaluate proposed intersection treatment options for Kai Hele Ku Street. In summary, the additional analysis supported the initial recommendation of using a traffic signal at

Mr. Kiyoshi Murata  
January 16, 2015  
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the Lahaina Bypass and Kai Hele Ku intersection. In addition, a noise impact analysis has been prepared and will also be included in the Final EA.

**Comment No. 4:**

The cost and the budget of the project are assisted with the negotiation with the current land owner(s). However, the cost of the project should not be a reason for bad planning.

**Response:**

The HDOT considers this an important project as it responds to a number of regional and local conditions affecting long-term transportation and land use planning in the region including the impact of shoreline erosion and coastal processes on the existing Honoapiilani Highway as well as projected increases in traffic congestion along the bypass corridor due to future planned development in West Maui. The proposed project also considers the long-range transportation planning considerations such as the proposed future phases of the bypass between Maalaea and Launiupoko.

Thank you again for your participation in the EA review process for this important highway improvement project. A copy of your comment form and this response letter will be included in the Final EA for the project. If you have any questions, please contact Darell Young, Highways Division, Planning Branch at (808) 587-1835.

Sincerely,



FORD N. FUCHIGAMI  
Director of Transportation

bc: Makila Land Company (Rory Frampton)  
Munekiyo & Hiraga, Inc. (Mark Alexander Roy)  
HWY-PA

DY:th

# **IX. LIST OF PERMITS AND APPROVALS**

## **IX. LIST OF PERMITS AND APPROVALS**

The following permits and approvals will be required prior to the implementation of the proposed project:

### **Federal**

National Environmental Policy Act Compliance

U.S. Department of Army Permit, as applicable

### **State of Hawai'i**

Hawai'i Revised Statutes, Chapter 343 Compliance

Section 401, Water Quality Certification, as applicable

National Pollutant Discharge Elimination System (NPDES) Permit

Coastal Zone Management (CZM) Consistency Determination, as applicable

Community Noise Permit, as applicable

### **County of Maui**

Construction Permits (Grading)

Special Management Area (SMA) Permit

Special Flood Hazard Area Development (SFHAD) Permit, as applicable



## **X. REFERENCES**

## **X. REFERENCES**

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