# Conservation District Use Application

## PROPOSED TEMPORARY CONSTRUCTION DETOUR ROUTE FOR HONOAPIʻILANI HIGHWAY, REHABILITATION OF HONOLUA BRIDGE LĀHAINĀ, MAUI

### (TMK NOS. (2)4-1-001:010(por.) and (2)4-2-004:032(por.))

**Prepared for:**

**State of Hawaiʻi,**
**Department of Transportation**

**September 2024**



MUNEKIYO HIRAGA

Planning. Project Management. Sustainable Solutions.

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# Conservation District Use Application
## for
# PROPOSED TEMPORARY CONSTRUCTION DETOUR ROUTE FOR HONOAPIʻILANI HIGHWAY, REHABILITATION OF HONOLUA BRIDGE, LAHAINA, MAUI
## (TMK Nos. (2)4-1-001:010(por.) and (2)4-2-004:032(por.))

**INDEX**

# CONSERVATION DISTRICT USE APPLICATION

# 1

# CONSERVATION DISTRICT USE APPLICATION (CDUA)

*All permit applications shall be prepared pursuant to HAR 13-5-31*

| | |
|---|---|
| File No.: | |
| Acceptance Date: | 180-Day Expiration Date: |
| Assigned Planner: | |

*for DLNR Use*

**PROJECT NAME** Proposed Temporary Construction Detour Route for Honoapiʻilani Highway, Rehabilitation of Honolua Bridge

Conservation District Subzone: Resource

Identified Land Use: P-6 Public Purpose Uses, D-1

*(Identified Land Uses are found in Hawai'i Administrative Rules (HAR) §13-5-22 through §13-5-25)*

Project Address: Milepost 32.4 at the Honolua Bridge Crossing
Honoapiʻilani Highway
Lāhainā, Maui Hawaiʻi

Tax Map Key(s): (2)4-1-001:010(por.) and (2)4-2-004:032(por.)

Ahupuaʻa: Honolua

County: Maui

Proposed Commencement Date:
**Following Special Management Area Use Permit and Conservation District Use Permit approvals**

Estimated Project Cost: $3.0 Million

District: Lahaina Judicial District

Island: Maui

Proposed Completion Date: Within four (4) months following commencement date

**TYPE OF PERMIT SOUGHT** ☒ **Board Permit** ☐ **Departmental Permit**

## ATTACHMENTS

$ __ Application Fee. 2.5% of project cost for Board Permits, but no less than $250, up to a maximum of $2500; $250 for Departmental Permits (*ref §13-5-32 through 34)*. **Application fee for State projects is waived**

$ __ Public Hearing Fee *($250 plus publication costs; ref §13-5-40)* **Application fee for State projects is waived**

☒ 20 copies of CDUA (*5 hard + 15 hard or digital copies)*

☒ Draft/Final Environmental Assessment (EA) *or* Draft / Final Environmental Impact Statement (EIS) *or* Statement of Exemption See **Exhibit "B"**.

☒ State Historic Preservation Division HRS 6E Submittal Form See **Exhibit "C"**. (dlnr.hawaii.gov/shpd/review-compliance/forms)

☐ Management Plan *or* Comprehensive Management Plan (*ref §13-5-39)* if required

☒ Special Management Area Determination *(ref Hawai'i Revised Statutes 205A)* See **Exhibit "D"**.

☐ Shoreline Certification (*ref §13-5-31(a)(8))* if land use is subject to coastal hazards.

☐ Kuleana documentation (*ref §13-5-31(f))* if applying for a non-conforming kuleana use.

☐ Boundary Determination *(ref §13-5-17)* if land use lies within 50 feet of a subzone boundary.

## REQUIRED SIGNATURES

**Applicant**

| | |
|---|---|
| Name: | Edwin Sniffen |
| Title; Agency: | Director, State of Hawai'i, Department of Transportation |
| Mailing Address: | 869 Punchbowl Street<br>Honolulu, Hawai'i 96813 |
| Contact Person & Title: | Andrew J. Hirano, P.E., Project Manager |
| Phone: | (808)692-7546 |
| Email: | andrew.j.hirano@hawaii.gov |
| Interest in Property: | Temporary use of construction detour route and staging areas for rehabilitation of Honolua Bridge. |

**Signature**: _____ **Date:** Feb 20, 2024

*Signed by an authorized officer if for a Corporation, Partnership, Agency or Organization*

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**Landowner (if different than the applicant) (**TMK(2)4-2-004:032)

| | |
|---|---|
| Name: | Dean Frampton |
| Title; Agency: | Vice President, Maui Land & Pineapple Company |
| Mailing Address: | 200 Village Road, Lāhainā, Hawai'i 96761 |
| Phone: | (808)877-3351 |
| Email: | --- |

**Signature**: See Letter of Authorization **Date:** _____

*For State and public lands, the State of Hawai'i or government entity with management control over the parcel shall sign as landowner.*

---

**Agent or Consultant**

| | |
|---|---|
| Agency: | Munekiyo Hiraga |
| Contact Person & Title: | Gwendolyn Rivera, Manager |
| Mailing Address: | 305 High Street, Suite 104, Wailuku, Hawai'i 96793 |
| Phone: | (808)244-2015 |
| Email: | planning@munekiyohiraga.com |

**Signature**: _____ **Date:** March 15, 2024

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**For DLNR Managed Lands (**TMK (2)4-1-001:010)

**State of Hawai'i**
Chairperson, Board of Land and Natural Resources
State of Hawai'i
Department of Land and Natural Resources
P.O. Box 621
Honolulu, Hawai'i 96809-0621

**Signature**: _____ **Date:** Mar 11, 2024

**PROPOSED USE**

Total size/area of proposed use (indicate in acres or sq. ft.): 0.45 Acre

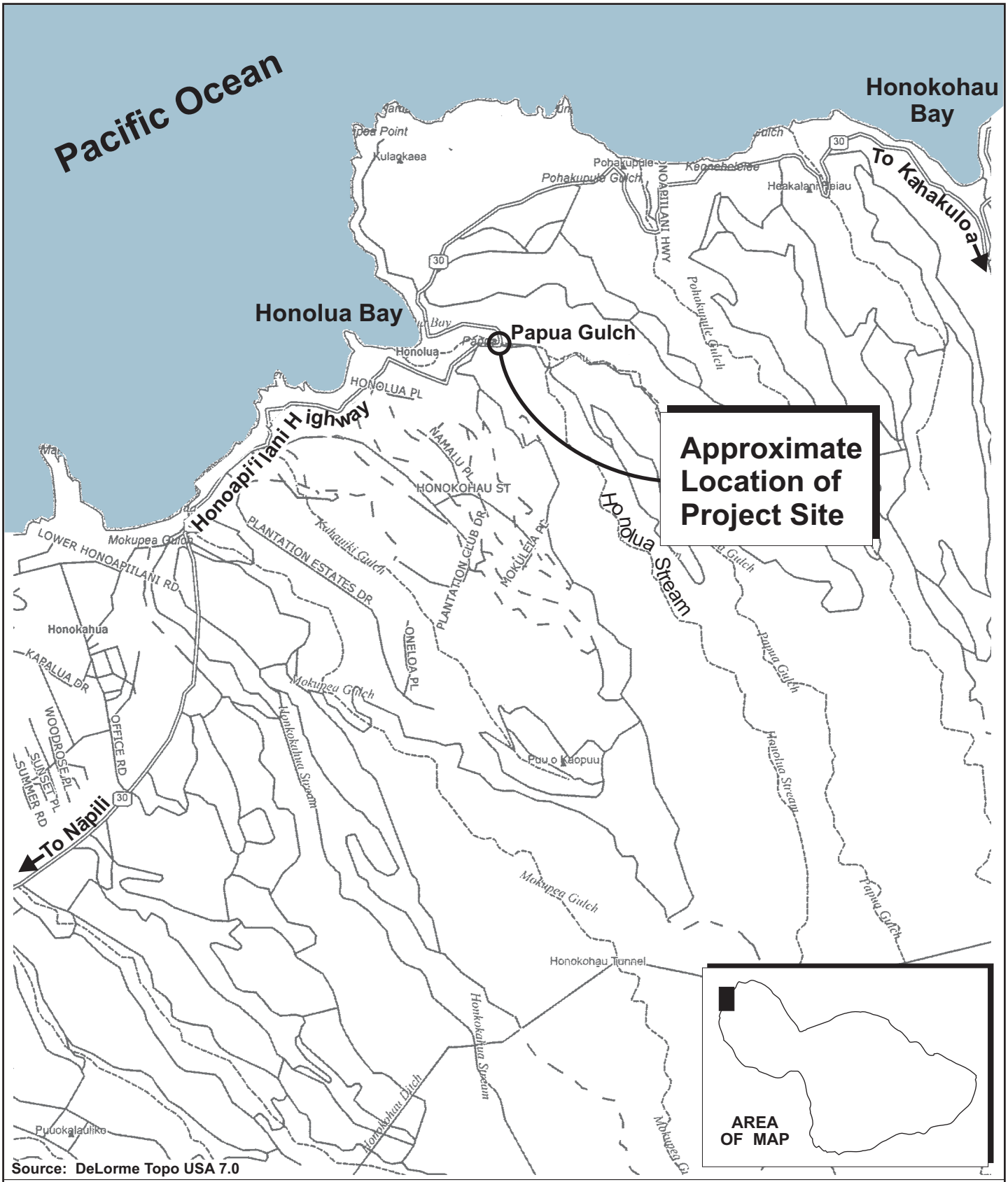
Please provide a detailed description of the proposed land use(s) in its entirety. Information should describe what the proposed use is; the need and purpose for the proposed use; the size of the proposed use (provide dimensions and quantities of materials); and how the work for the proposed use will be done (methodology). If there are multiple components to a project, please answer the above for each component. Also include information regarding secondary improvements including, but not limited to, grading and grubbing, placement of accessory equipment, installation of utilities, roads, driveways, fences, landscaping, etc.

Attach any and all associated plans such as a location map, site plan, floor plan, elevations, and landscaping plans drawn to scale (*ref §13-5-31)*.

The State of Hawai'i, Department of Transportation (HDOT) has implemented a Highways Modernization Plan with the goal of improving highway safety and reducing traffic congestion through maintenance, and upgrading of critical highway projects throughout the State of Hawai'i. Honolua Bridge, located along Honoapi'ilani Highway between milepost 32.40 and 32.51 at the Honolua Stream crossing in the Lāhainā District, on the northwestern coast of Maui, is included in this plan under the Bridge Preservation Program. See **Figure 1**. Honolua Bridge was constructed in 1924, and is a one-lane bridge, approximately 24-feet in length and 18-feet in width and serves both inbound and outbound traffic on Honoapi'ilani Highway. The existing Honolua Bridge does not meet current American Association of State Highway Transportation Officials (AASHTO) standard specifications for highway bridges, in terms of geometrics, weight load capacity, and hydraulic capacity. The proposed improvements include excavation and embankment work, rehabilitation of the existing bridge, extension of the existing railing, roadway signage and striping, as well as new guardrails.

During construction, a temporary detour road and temporary bridge structure spanning Honolua Stream will be installed makai (ocean-side) of the existing bridge to allow the highway to remain open while the Honolua Bridge undergoes rehabilitation. The detour road will be approximately 23.5 feet wide with an asphaltic concrete surface, and take off from the existing highway approximately 100 feet from the south side of the bridge, and reconnect to the highway approximately 100 feet north of the bridge. See **Figure 2** and Project Plans in **Exhibit "A"**. The temporary bridge structure will measure 70-feet in length and 27.5-feet in width with an 11-foot vehicle travel lane, 15-inch shoulder on each side and a 6-foot sidewalk with handrails. Refer to **Figure 2** and see **Figure 3**. It will be pre-fabricated and set over Honolua Stream and connect to an asphaltic concrete roadway on either side of the stream.

Following construction, the temporary bridge will be removed, and the area will be returned to its original condition, as practical. Two (2) areas have been designated for construction staging. Both are located adjacent to the existing roadway on the makai side. Staging Area 1 is located directly to the south of the




# Figure 1

# Honoapi'ilani Highway Rehabilitation of Honolua Bridge

## Regional Location Map

1,000 Feet
0 500 2,000

**Prepared for: State of Hawai'i, Department of Transportation**

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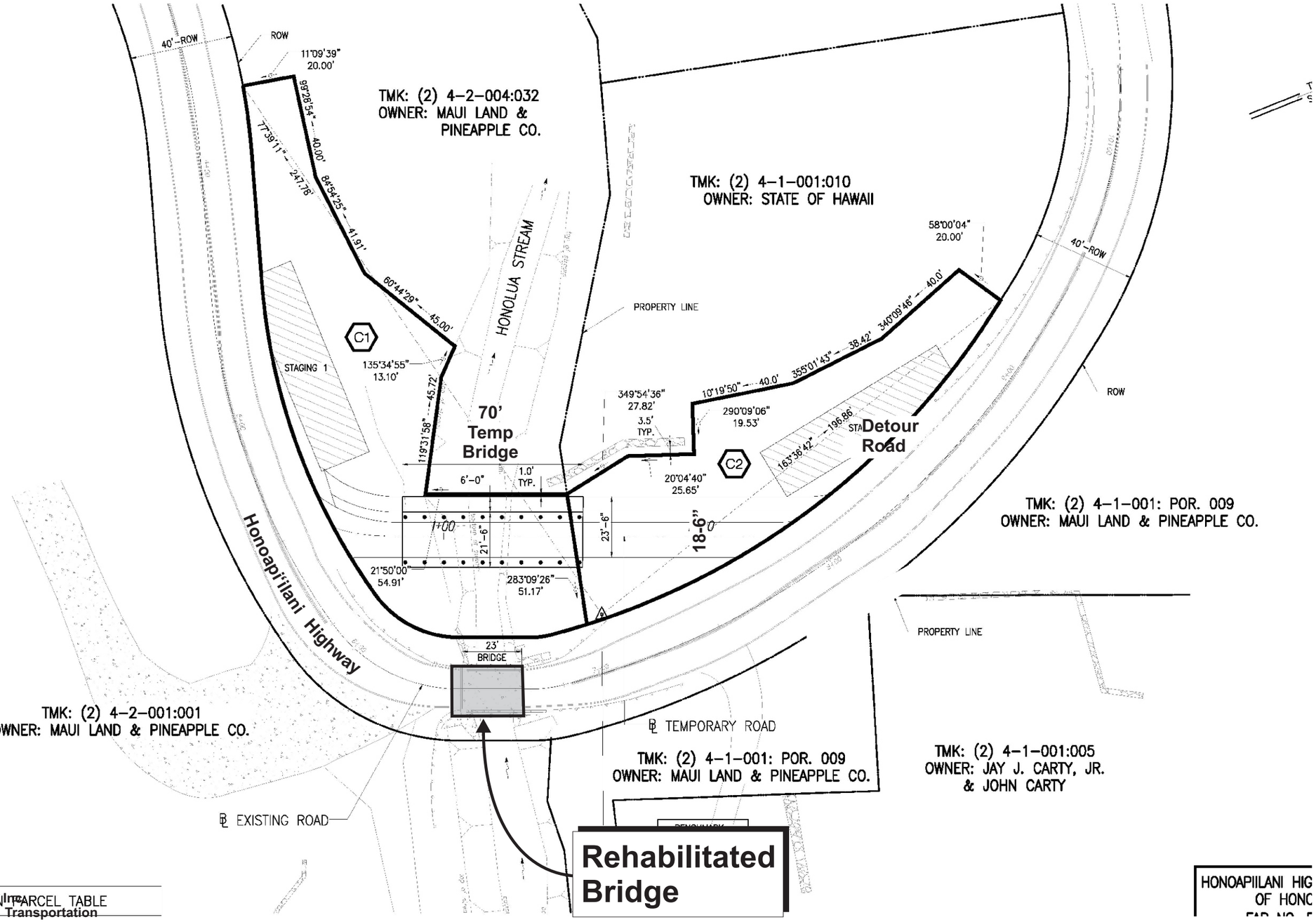


Source: Austin, Tsutsumi & Associates, Inc.
State of Hawai'i, Department of Transportation

Figure 2

# Honoapi'ilani Highway Rehabilitation of Honolua Bridge
## Temporary Bridge and Detour Road Plan

NOT TO SCALE

Prepared for: State of Hawai'i, Department of Transportation

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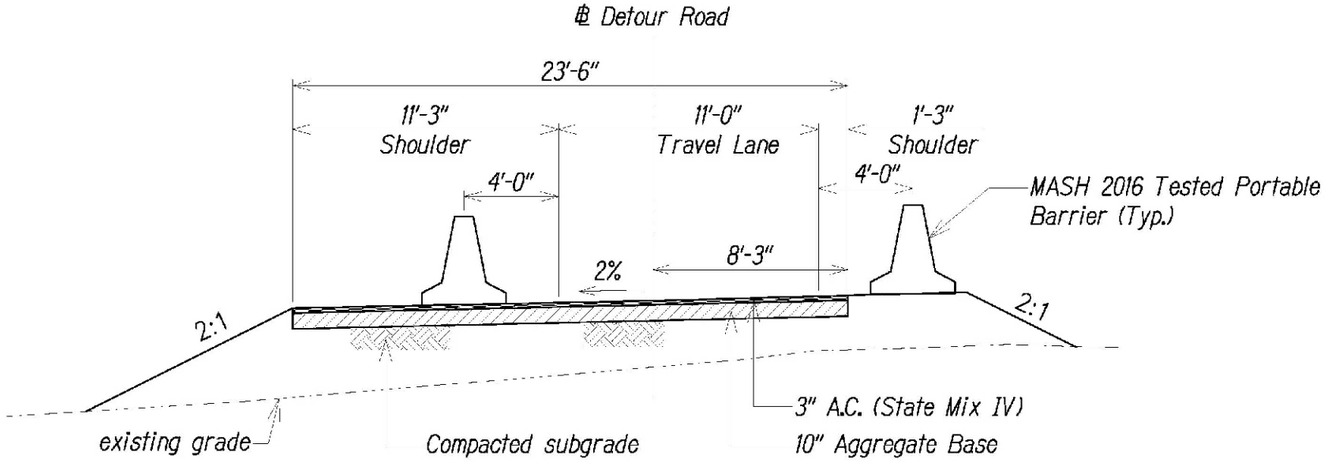
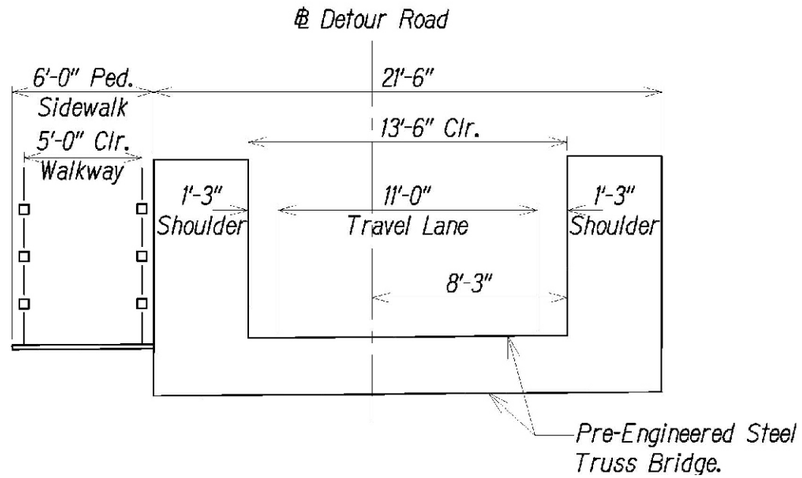
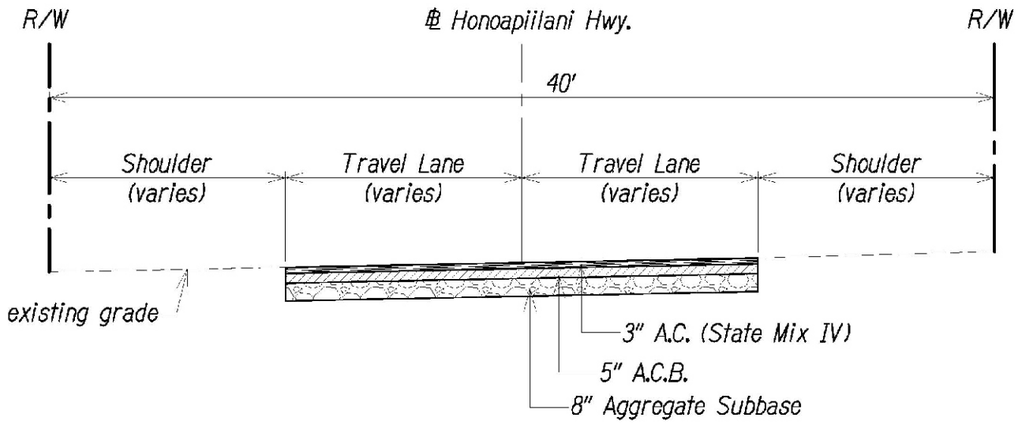


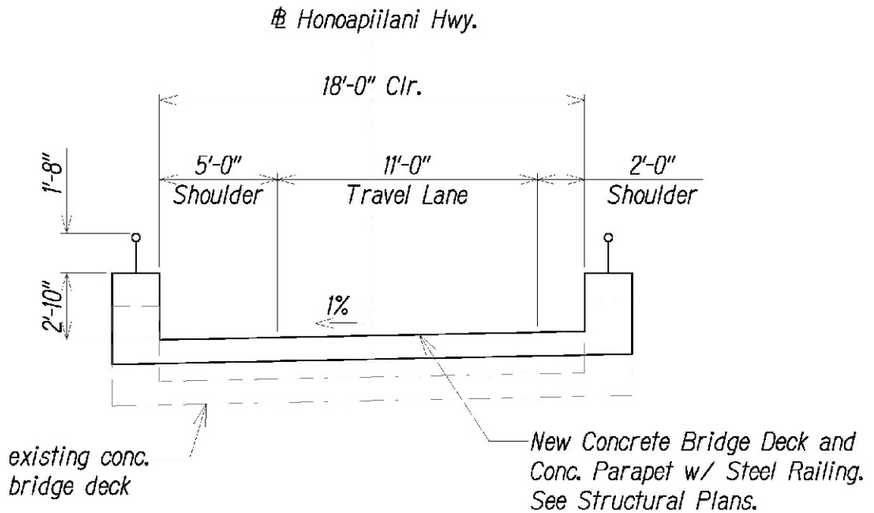

## Temporary Detour Road Section




## Temporary Detour Bridge Section




## Typical Honoapi‘ilani Highway Section




## Typical Honolua Bridge Section

Source: Austin, Tsutsumi & Associates, Inc.
State of Hawai‘i, Department of Transportation

Figure 3

# Honoapi‘ilani Highway Rehabilitation of Honolua Bridge

Temporary Bridge and Detour Road Section

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temporary detour route, and Staging Area 2 is directly to the north of the temporary detour route. Refer to **Figure 2**.

The existing Honoapi'ilani Highway right-of-way and Honolua Bridge are located outside of the State Land Use Conservation District. As such, the proposed improvements to Honolua Bridge do not involve the Conservation District. However, the detour route, temporary bridge, and staging areas will involve lands located outside of the right-of-way and within the Conservation district. Approximately 0.45 acre of land in the "Conservation" district will be required for the temporary detour route and staging areas. The temporary detour route and staging areas will be in operation for a duration of approximately four (4) months.

**EXISTING CONDITIONS**

Please describe the following, and attach maps, site plans, topo maps, colored photos, and biological or archaeological surveys as appropriate:

Existing access to site:

Access to the construction staging and detour areas will be located approximately 100 feet to the south of Honolua Bridge and approximately 100 feet to the north of Honolua Bridge off of Honoapi'ilani Highway.

Existing buildings/structures:

There are no existing buildings or structures in the construction staging and detour areas.

Existing utilities (electrical, communication, gas, drainage, water & wastewater):

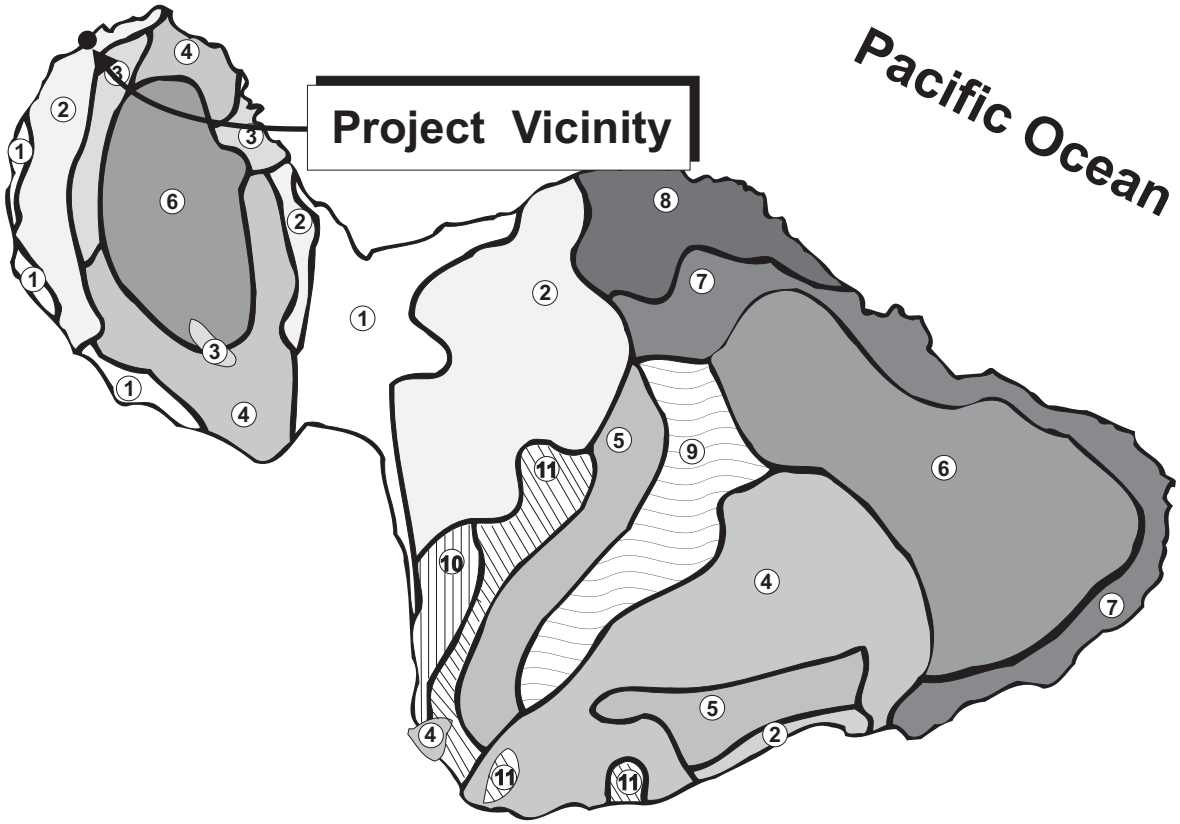
There are no existing utilities in the construction staging and detour areas.

Physiography (geology, topography, & soils):

The area surrounding Honolua Bridge and the detour route is surrounded by undeveloped agricultural and conservation lands covered in dense brush, weeds and tree canopies. According to the Preliminary Engineering Report (PER) prepared by Austin, Tsutsumi & Associates, Inc., the existing ground near Honolua Bridge is relatively flat with a slight slope downward from the north to south direction with elevations ranging from approximately 33 feet to 32.5 feet mean sea level (MSL). See **Exhibit "B"**, Appendix B. Underlying the project site are soils of the Waiakoa- Keahua-Molokai association. See **Figure 4**. This series consists of well-drained, moderately fine textured soils on low uplands. The soils are nearly level to moderately steep. These soils

# KEY

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




**Source: USDA, Soil Conservation Service**

Figure 4

# Honoapi‘ilani Highway
# Rehabilitation of Honolua Bridge
## Soil Association Map

**NOT TO SCALE**

**Prepared for: State of Hawai‘i, Department of Transportation**

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ATA\HonoluaBridge\CDUA\Figures\Soil Association Map

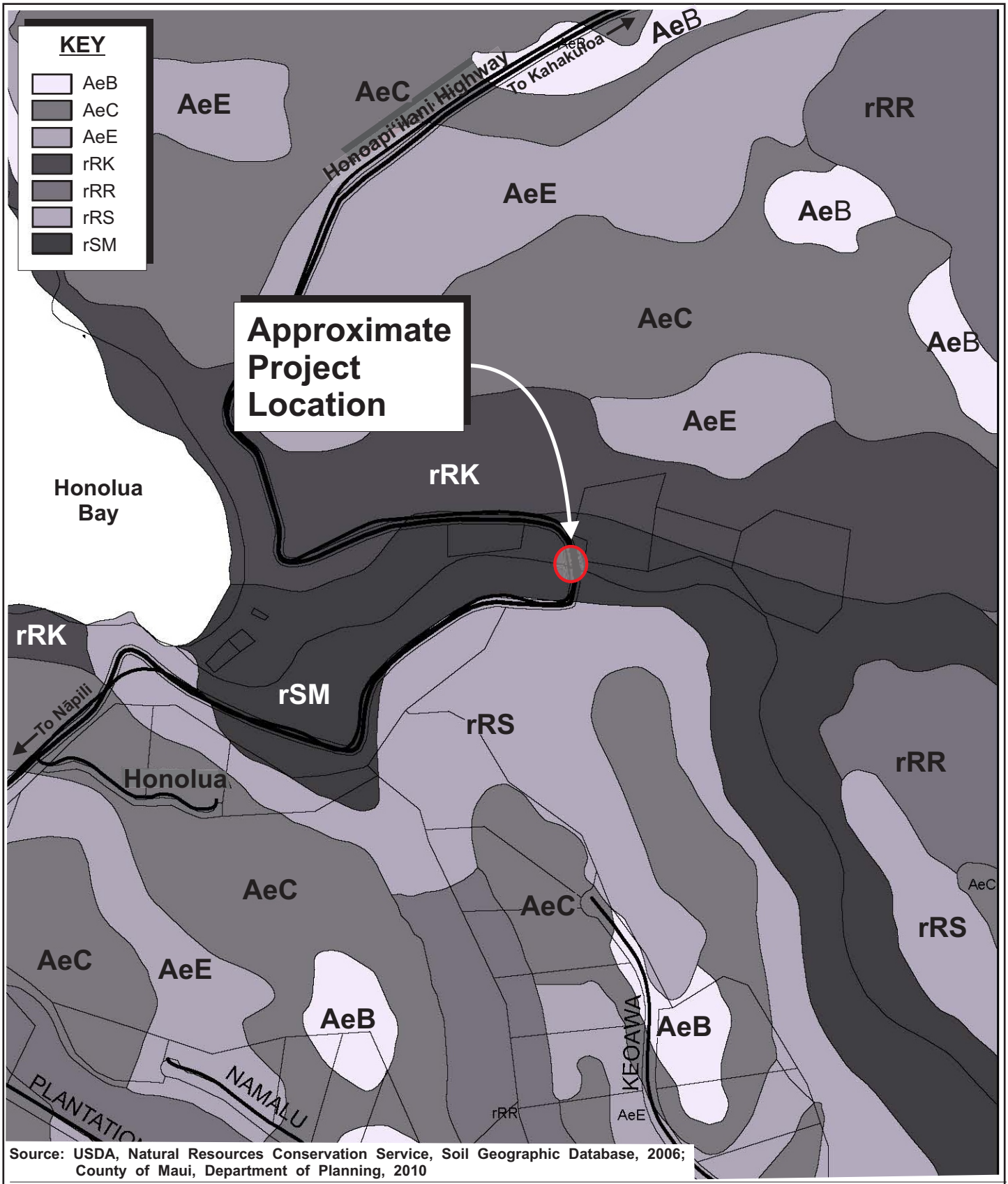
were developed in material weathered from basic igneous rock. The association makes up about 15 percent of the island. The soil classification specific to the temporary detour route is stony alluvial land (rSM). See **Figure 5**. Stony alluvial land (rSM) consists of stones, boulders, and soil deposited 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 MSL. The annual rainfall ranges from 15 to 200 inches. This land type is suited to pasture in the dry areas, and to pasture and woodland in the wet areas. Improvement on this land is difficult because of the stones and boulders (USDA 1972).

Hydrology (surface water, groundwater, coastal waters, & wetlands):

According to the Biological and Water Quality Surveys report prepared by AECOS, Inc., (See **Exhibit "B"**, Appendix E), the waters of Honolua Stream originate along the western slopes of Puʻu Kukui in the West Maui Mountains. Honolua Stream is a 12-mile long waterway which has been classified as a perennial stream by the Division of Aquatic Resources (DAR). The stream originates at an elevation of approximately 3,750 feet and flows north-northwest for 11.6 miles before it converges with Papua Stream at an elevation of 55 feet.

Papua Stream originates at an elevation of 1,600 feet and is the only tributary that feeds Honolua Stream from within the 4.5 square mile watershed. Below the converging point with Papua Stream, Honolua Stream flows to the west for approximately 1,970 feet before it enters the Pacific Ocean at Honolua Bay within the Honolua-Mokuleia Marine Life Conservation District. This area is known for its abundance and diversity of marine life.

At the project site, the approximately 20 feet wide stream bed is typically dry due to upstream diversions. Water only flows through the stream during periods of heavy rain. The existing 100-year/24-hour peak discharge was calculated to be 2,400 cubic feet per second (cfs). Refer to **Exhibit "B"**, Appendix B. The stream bed consists of basalt boulders and cobbles with some smaller particulates present. The only water found in the surveyed segment of Honolua Stream during AECOS, Inc.'s field survey was confined to an isolated, estuarine pool approximately 33 feet from Honolua Bay separated from the ocean by a sand berm. The water in the pool is a mix of seawater that enters during spring tides or heavy surf conditions, and fresh water from groundwater or infrequent stream flow.




Source: USDA, Natural Resources Conservation Service, Soil Geographic Database, 2006; County of Maui, Department of Planning, 2010

Figure 5

# Honoapi'ilani Highway Rehabilitation of Honolua Bridge

## Soil Classification Map

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Prepared for: State of Hawai'i, Department of Transportation

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ATA\HonoluaBridge\CDUA\Figures\Soil Class

The report prepared by AECOS, Inc. (refer to **Exhibit "B"**, Appendix E) determined that although water quality parameters were within range supportive of aquatic life, water quality in the pool was generally poor. The report further notes that Honolua Stream is listed on the Department of Health (DOH) 2006 list of impaired waters in Hawai'i. The listing indicates that the stream may not meet the Hawai'i Water Quality Standards for certain parameters. Nitrogen (total nitrogen and nitrate nitrite) ammonia, phosphorus (total phosphorus), turbidity and chlorophyll levels were elevated with respect to the State's water quality criteria. The segment of Honolua Stream at the project area rarely has water present.

Flora & fauna (indicate if rare or endangered plants and/or animals are present):

The surrounding area is mostly composed of a canopy of various trees and low shrubs, vines, and grasses, which form a dense under foliage. Indigenous plants in the area have been overrun by introduced plants, including koa haole (*Leucaena latisiliqua*), African Tulip trees (*Spathodea campanulata*), Java Plum (*Syzygium cumini*), castor bean (*Ricinus communis*), and monkey pod (*Pithecelobium saman*). Observed native plant species consisted of medicinal noni (*Morinda citridolia*) and kukui (*Aleurites moluccana*). Refer to AECOS report, in **Exhibit "B"**, Appendix E. The Biological and Water Quality Survey prepared by AECOS, Inc. in 2009 found no rare, threatened, or endangered species of land based plants or wildlife in the vicinity of the project area. The stream banks near the bridge are overgrown with introduced species, such as elephant grass (*Pennisetum purpuraum*) and koa haole (*Leucaena leucocephala*) saplings. In both upstream and downstream directions the dry stream is bordered by a forest of Java plum (*Syzygium cumin*).

The Department of Land and Natural Resources (DLNR), Division of Forestry and Wildlife (DOFAW) has advised that the State and Federally listed Hawaiian hoary bat or 'Ope'ape'a (Lasiurus cinereus semotus) has the potential to occur in the vicinity of the project, and that during the bat breeding season tree removal activities can pose a danger to young Hawaiian hoary bats. As appropriate, to minimize impacts on this species, mitigation measures suggested by DOFAW will be implemented. Specifically, site clearing activities will be scheduled to avoid disturbance to Hawaiian hoary bats, and no woody plants taller than 15 feet will be disturbed, removed or trimmed during the bat birthing and pup rearing season of June 1 through September 15. DOFAW also advised "seabird-friendly" lighting to avoid adverse impacts to native seabirds which may overfly the area. Construction activities are expected to be limited to daylight hours. However, should construction flood lights be required for night activities, these lights will be shielded and directed downward to minimize potential impacts to seabirds that may be confused by bright lights. Should

large flood/work lights be used, they will be placed on poles high enough to allow the lights to be pointed directly downward at the ground. Once installed, the proposed improvements will not require any new lighting.

As the stream bed near the Honolua Bridge is dry, aquatic organisms observed or reported in Honolua Stream were located in an isolated pool in the estuarine reach of the stream approximately 33 feet from Honolua Bay. The pool extended approximately 500 feet with an average depth of less than three (3) feet. Swordtails (*Xiphophorus hellen*) were abundant throughout the isolated pool. Guppies (*Poecilia reticulafa*) and mosquitofish (*Gambia affinis*) are common near the surface along the margins of the pool. No aquatic invertebrates, insects, or algae were observed in the survey area.

Two (2) endemic species, ʻoʻopu akupa (*Eleotris sandwicensis*) and ʻopaekala ʻole (*Atyoida bisculata*), are reported to utilize Honolua Stream. Hawaiʻi Administrative Rules (HAR) 13-100 and 188-43.5 regulate the taking of all ʻoʻopu in Hawaiian waters while HAR 188-42.5 prohibits the sale or trade of ʻopaekalaʻole (DLNR, 2007). Under typical conditions, these two (2) endemic species are likely to be found some distance from the proposed project site, since they are characteristic of the higher stream reaches. Refer to **Exhibit "B"**, Appendix E. The native ʻoʻopu may migrate through the project site and the entire stream bed should not be blocked or altered in a manner that would prevent upstream migration. Inasmuch as no work is proposed within the stream bed, oʻopu migration will not be impacted. Also, BMPs recommended by U.S. Fish and Wildlife Service to minimize degradation of water quality will also be implemented.

The nearby Honolua Bay is included in the Honolua-Mokuleia Marine Life Conservation District. Implementation of the construction BMPs to minimize degradation of water quality would ensure adverse impacts to the Honolua-Mokuleia Marine Life Conservation District are avoided or minimized. See Evaluation Criteria, Section 4, below for a list of construction BMPs, as per USFWS and NOAA.

In summary, significant impacts from the proposed project to flora and fauna due to the degradation of water quality will be mitigated through implementation of a comprehensive BMPs program during construction. From a long-term perspective the bridge will remain a one lane bridge and no adverse impacts to flora and fauna are anticipated.

Natural hazards (erosion, flooding, tsunami, seismic, etc.)

The Federal Emergency Management Agency's (FEMA) Flood Insurance Rate Map (FIRM) (Panel No. 150003 0266F) for the area indicates that the project site is located in Flood Zone A, a special flood hazard area subject to inundation by the one (1) percent annual chance flood where no base flood elevations have been determined. See **Figure 6**. The one (1) percent annual chance flood (100-year flood), also known as the base flood, is the flood that has a one (1) percent chance of being equaled or exceeded in any given year. A flood development permit for the project was approved by the County of Maui.

The temporary detour route is also located in the tsunami evacuation zone. See **Figure 7**. The temporary detour route will allow the Honoapi'ilani Highway to remain open during project construction, ensuring continued access and evacuation routes during times of natural disaster.

Historic & cultural resources:

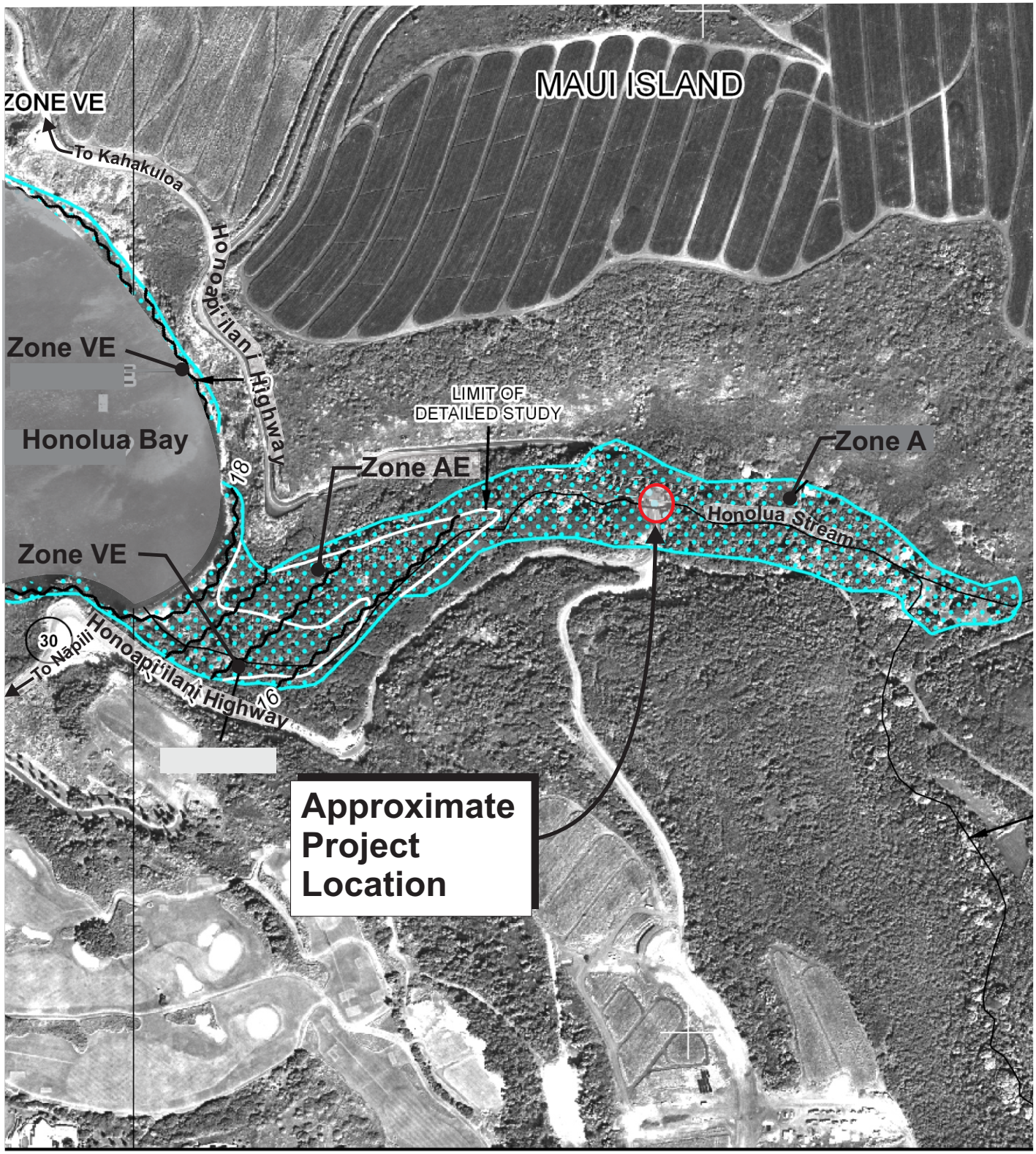
Scientific Consultant Services, Inc. (SCS) completed an Archaeological Inventory Survey (AIS) of all areas within a 150-foot radius of the center of Honolua Bridge which included the detour route site. Refer to **Exhibit "B"**, Appendix C. The AIS notes that three (3) sites comprised of four (4) features documented in the project area during this survey were considered significant. One (1) of the features, the earth and the basalt terrace (SIHP No. 50-50-10-1471 Feature 12), was previously identified and was found significant under Criterion D. Site-1754 Feature 6, the basalt wall, was found significant under Criteria C and D. No further work was previously recommended on the sites and the State Historic Preservation Division (SHPD) accepted this finding and recommendation.

The proposed project has not altered the original assessment nor recommendations. The newly identified, Site-6812 (erosion control structure) is considered significant under Criterion D and Site-1754 Feature 11 (bridge) is considered significant under Criteria C. See **Figure 8**.

The AIS notes that,

> *. . . while the general Honolua area contains a wide variety of site types and temporal affiliations, the current project area was delimited by previous construction (road, bridge), which unlikely altered the prehistoric landscape to its state today. No significant sites, per se, occur within the current project area.*

An Area of Potential Effects (APE) was identified within the AIS study area. See **Figure 9**. The SHPD provided concurrence with the APE and with FHWA's determination of "no adverse effect" pursuant to the National




Source: National Flood Insurance Program; Map No. 1500030266F

Figure 6

# Honoapi'ilani Highway
# Rehabilitation of Honolua Bridge
## Flood Insurance Rate Map

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ATA\HonoluaBridge\CDUA\Figures\FIRM

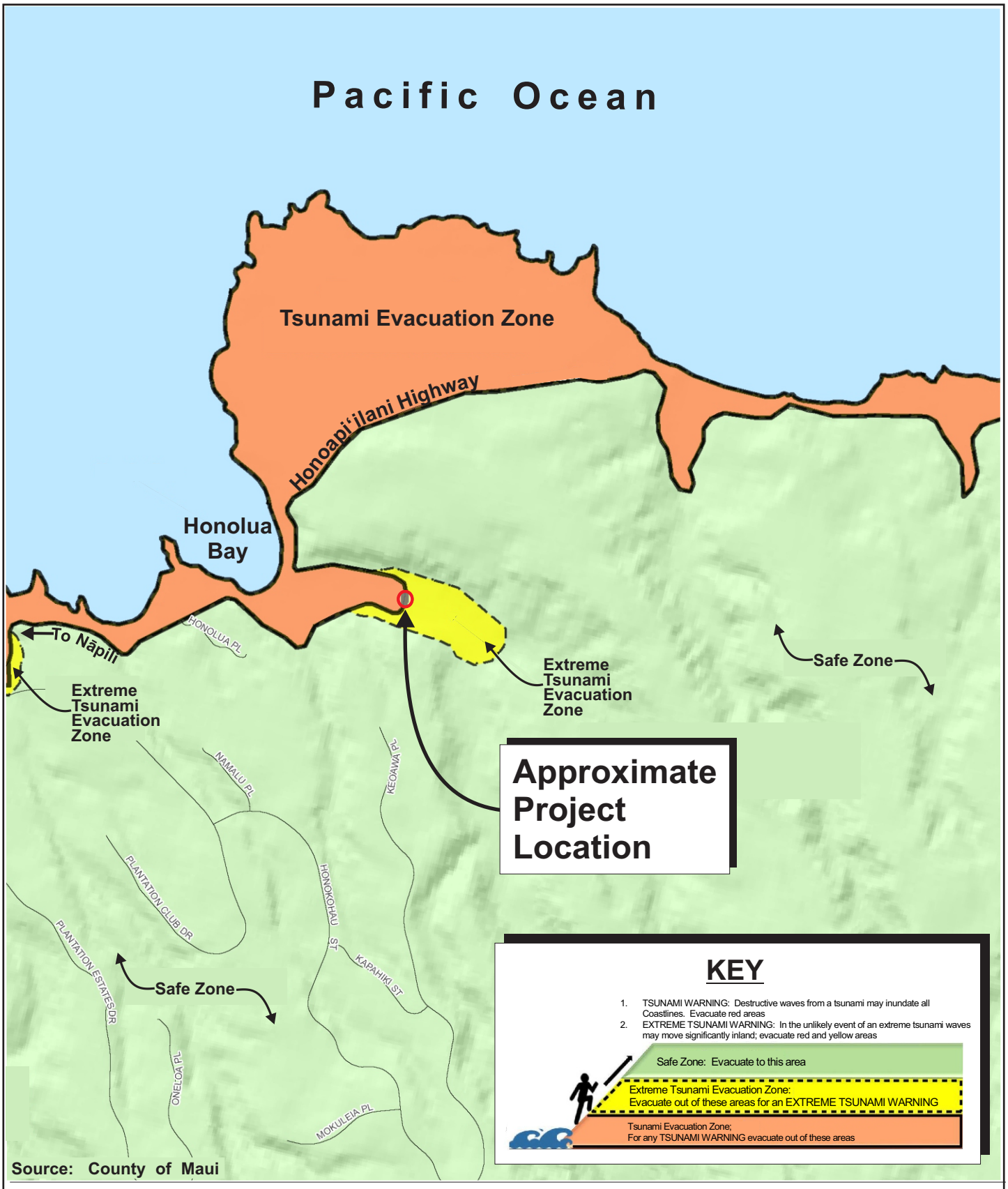


Figure 7

# Honoapi‘ilani Highway Rehabilitation of Honolua Bridge

## Tsunami Evacuation Map

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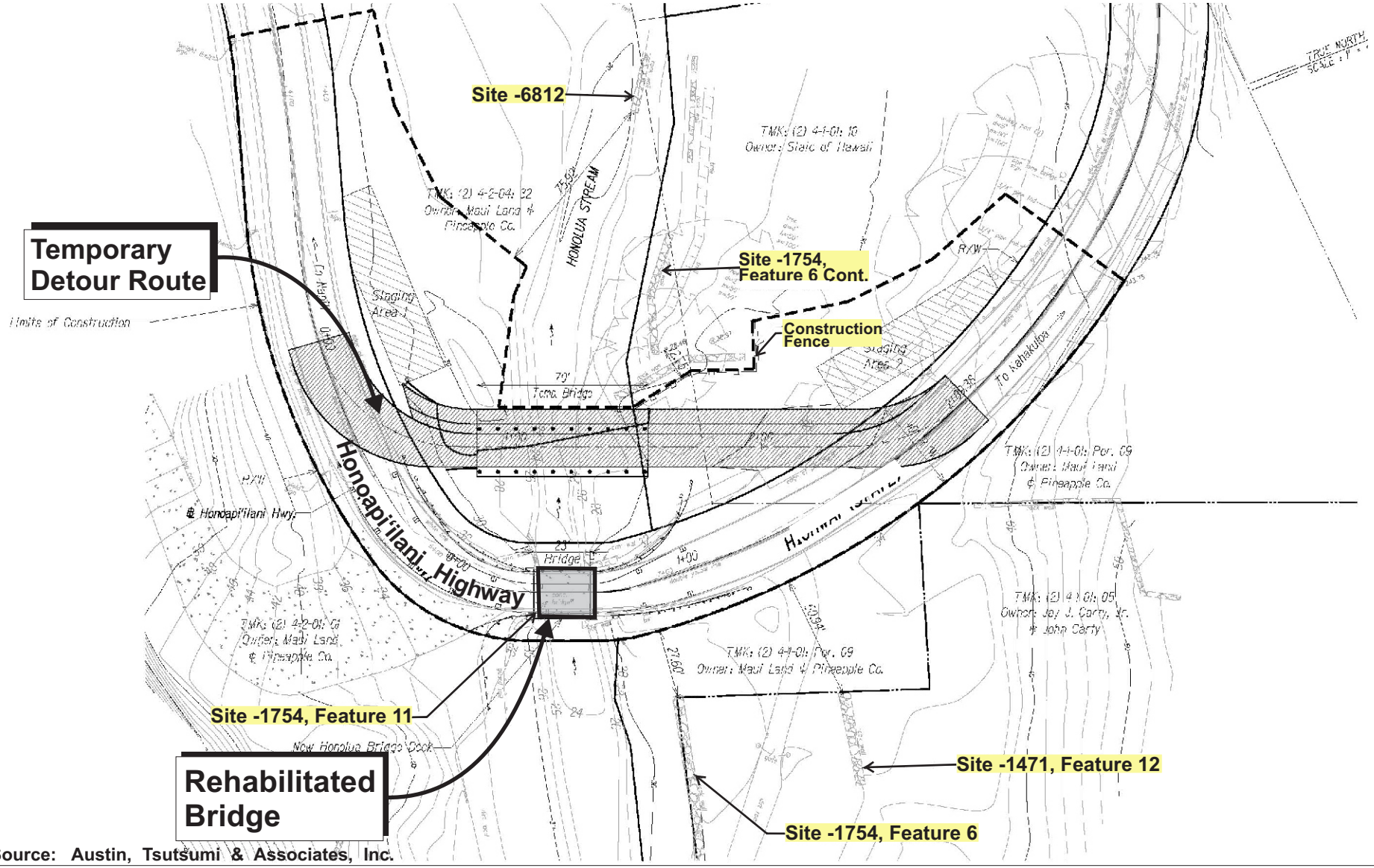


Source: Austin, Tsutsumi & Associates, Inc.

# Figure 8 Honoapi'ilani Highway Rehabilitation of Honolua Bridge

## Archaeological Site Map

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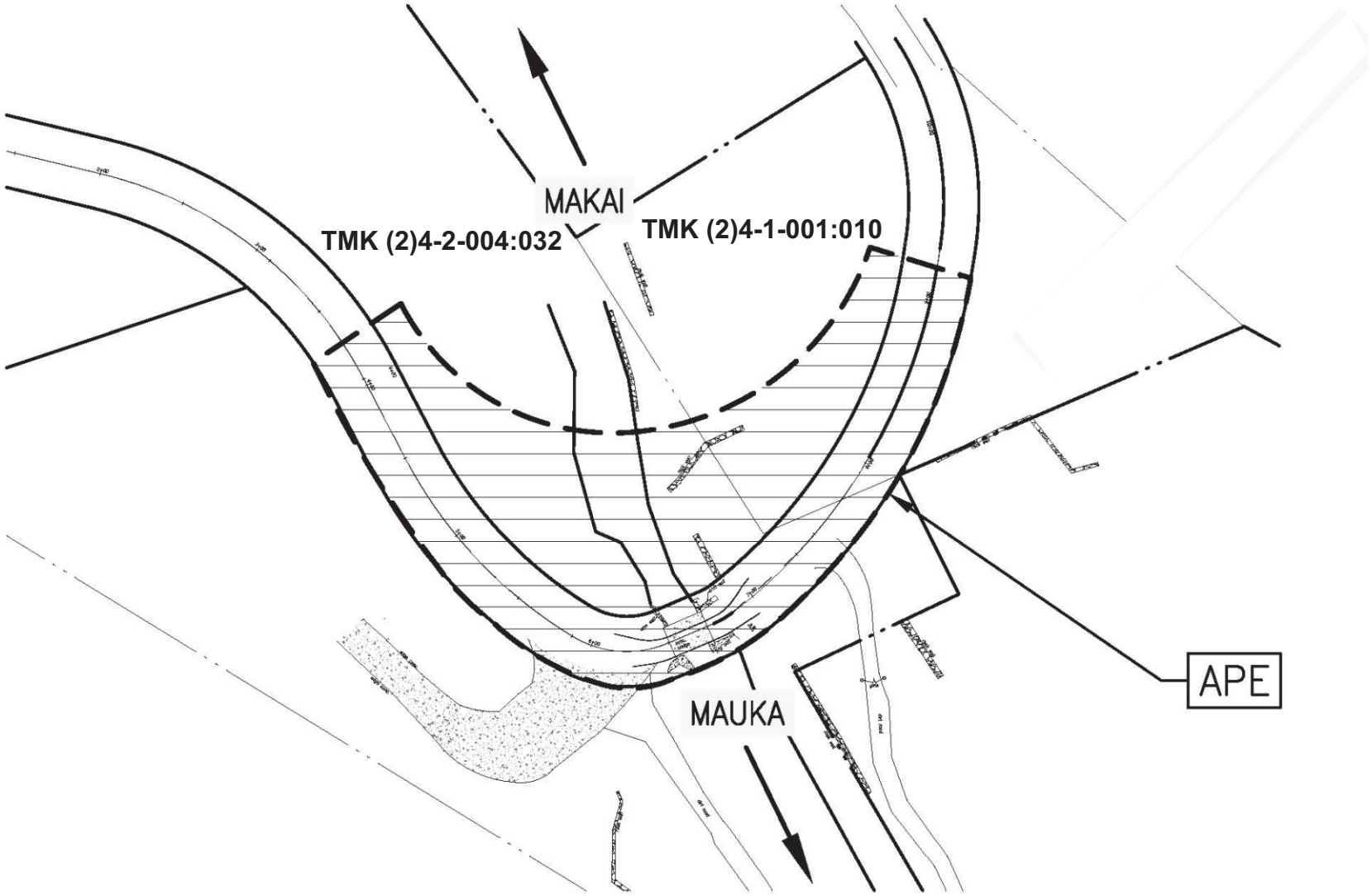


Source: Austin, Tsutsumi & Associates, Inc.

Figure 9 Honoapi‘ilani Highway Rehabilitation of Honolua Bridge

Area of Potential Effects (APE)

NOT TO SCALE

Prepared for: State of Hawai‘i, Department of Transportation

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Historic Preservation Act (NHPA) Section 106 review, based on FHWA's commitment to follow the Secretary of Interior's Standards for Rehabilitation for the Honolua Stream Bridge; to avoid other historic properties by implementing interim protection measures to ensure sites are not inadvertently impacted during construction; and to conduct archaeological monitoring. Accordingly, an archaeological monitoring plan (AMP) was prepared and submitted to and approved by SHPD. Pursuant to Chapter 6E, HRS, SHPD concurred with HDOT's determination of effect, with proposed mitigation commitments. The mitigation includes (1) installation of a construction fence to buffer SIHP No. 50-50-10-1754, Feature 6; (2) provision of photos of the fence and the start of archaeological monitoring just before the project work starts; and (3) archaeological monitoring in accordance with the AMP. See **Exhibit "C"**

At the request of SHPD, an Architectural Inventory Survey was conducted by Mason Architects, Inc. Refer to **Exhibit "B"**, Appendix C-2. Honolua Bridge is a small tee-beam reinforced concrete deck bridge on lava rock and concrete mortar abutments with a single, approximate 20-foot span over the stream that carries one lane of vehicular traffic. The bridge has plain solid parapets. The bridge is in good condition and retains much historic integrity.

Honolua Bridge still retains a full measure of integrity of location, setting, feeling and association. Integrity of design and materials are reduced due to the addition of W-beam guardrails. All aspects of integrity are still present in amounts ample for the property to retain the identity for which it is significant and to allow listing in the National Register of Historic Places. However, the bridge does not meet current American Association of State Highway Transportation Officials (AASHTO) standard specifications for bridges and is scheduled for rehabilitation. The HDOT will follow the Secretary of the Interior (SOI) Standards and Guidelines for the Treatment of Historic Properties. These guidelines permit deteriorated historic features to be repaired rather than replaced. Where the severity of deterioration requires replacement of a distinctive feature, the new feature will match the old in design, color, texture, and, where possible, materials. Further, new additions, such as the guardrail, shall not destroy historic materials, features, and spatial relationships that characterize the historic property. The significant historic character defining features of the Honolua Bridge that will be retained include the original bridge alignment, width, and basalt abutments.

The reconstruction of the concrete deck will not significantly alter the bridge's appearance. Replacement of the parapets will match the appearance of the original 32-inch high parapets with the addition of a round stainless steel tubular bridge rail mounted on the concrete parapet at a total height of 54 inches to meet AASHTO Manual for Assessing Safety Hardware (MASH) 2016 standards. The concrete parapets will be indistinguishable from the originals by anyone other than an informed observer. The narrow stainless steel railing will have minimal effect on sightlines from the bridge and will be installed, such that it can be removed without damaging historic features or materials.

In accordance with 36 CFR PART 800.5 - Section 106 Assessment of Adverse Effects, alteration of a property, including restoration, rehabilitation, repair, maintenance, stabilization, hazardous material remediation and provision of handicapped access, that is consistent with the Secretary's Standards for the Treatment of Historic Properties (36 CFR part 68) and applicable guidelines is not considered an adverse effect.

A Cultural Impact Assessment (CIA) for the project was carried out by Cultural Surveys Hawai'i. Preparation of the CIA involved consultation with Hawaiian cultural organizations, government agencies, and individuals with knowledge of or concerns for traditional cultural practices in the area. Overall, individuals consulted in the preparation of the CIA agreed that Honolua Bridge should be repaired and made safe. The general consensus was to make the bridge safe while altering its size and appearance as little as possible. Those consulted did not support widening the bridge, which was viewed as contrary to the rural and undeveloped nature of the area.

The proposed project proposes to keep the historical nature of the bridge as a one-lane bridge without increasing its size while improving the safety of the bridge. Development plans for the rehabilitation of the bridge have considered the community's desire to not alter its size or appearance. Construction activities will be within the highway right-of-way (ROW) and unpaved parking area makai of the ROW, as much as possible, to avoid encroachment on the Honua'ula heiau. The temporary detour road, bridge, and staging areas will be removed on completion of construction, and the area restored as much as possible to its undeveloped condition. As such, the project is not anticipated to have significant adverse impacts on cultural resources.

**EVALUATION CRITERIA**

The Department or Board will evaluate the merits of a proposed land use based upon the following eight criteria (*ref §13-5-30(c))*

1. The purpose of the Conservation District is to conserve, protect, and preserve the important natural and cultural resources of the State through appropriate management and use to promote their long-term sustainability and the public health, safety, and welfare. *(ref §13-5-1)* How is the proposed land use consistent with the purpose of the conservation district?

   The proposed temporary detour route is located within the State Conservation District. Section 13-5-1, Hawai'i Administrative Rules (HAR), Purpose, identifies the purpose of the Conservation District, stating: The purpose of this chapter is to regulate land-use in the conservation district for the purpose of conserving, protecting, and preserving the important natural and cultural resources of the State through appropriate management and use to promote their long-term sustainability and the public health, safety, and welfare. As noted previously, the proposed temporary detour route will be utilized during the construction (or execution) of the Honolua Bridge Rehabilitation project, which promotes integrity and safety of the State highway system. It is anticipated that use of the temporary detour route will be terminated within four (4) months of initiation of the bridge rehabilitation project. The proposed action involves clearing, grubbing, laydown of roadbed gravel and placement of a prefabricated bridge crossing. Following construction, the temporary bridge crossing will be removed and the graded area will be returned to its natural state, as practicable. Long-term impacts to the land and physical environment are not anticipated. The proposed temporary detour route provides a safe route of the traveling public during construction and does not contravene the purpose of the Conservation District to protect and preserve the important resources of the State.

2. How is the proposed use consistent with the objectives of the subzone of the land on which the land use will occur? *(ref §13-5-11 through §13-5-15)*

   The project area makai of Honolua Bridge is located in the "Resource" subzone. See **Figure 10**. The objective of this subzone is to ensure, with proper management, the sustainable use of the natural resources of those areas. The Resource subzone shall encompass:

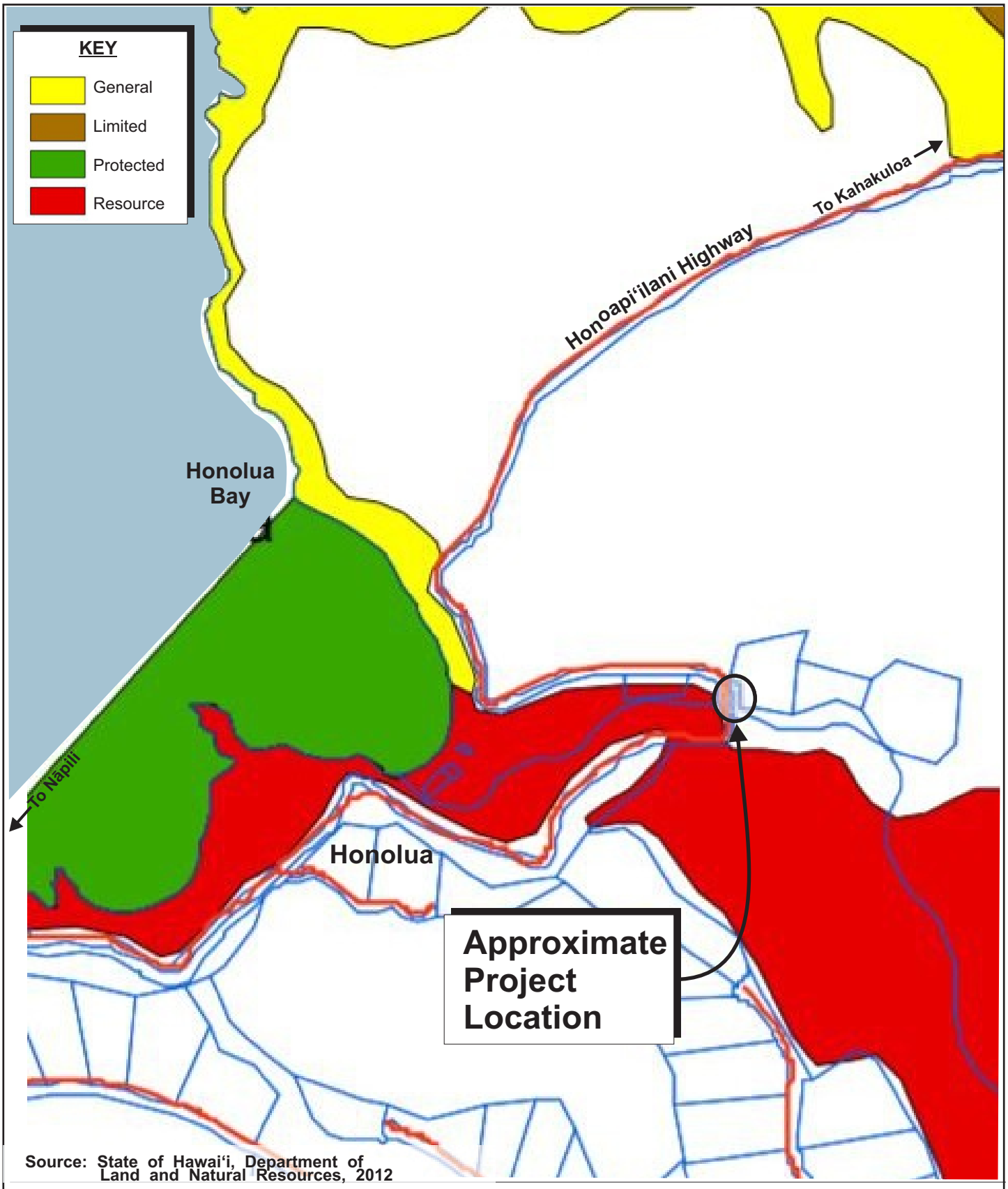
   (1) Lands necessary for providing future parkland and lands presently used for national, state, county, or private parks;

   (2) Lands suitable for growing and harvesting of commercial timber or other forest products;

   (3) Lands suitable for outdoor recreational uses such as hunting, fishing, hiking, camping, and picnicking;

   (4) Offshore islands of the State of Hawaii, unless placed in a (P) or (L) subzone;

   (5) Lands and state marine waters seaward of the shoreline to the extent of the State's jurisdiction, unless placed in a (P) or (L) subzone.




Source: State of Hawai‘i, Department of Land and Natural Resources, 2012

Figure 10

# Honoapi‘ilani Highway Rehabilitation of Honolua Bridge

## Conservation District Subzone Map

NOT TO SCALE

Prepared for: State of Hawai‘i, Department of Transportation

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ATA\HonoluaBridge\CDUA\Figures\CD subzone

Pursuant to Section 13-5-24, Hawai'i Administrative Rules (HAR), the permitted uses in this subzone include uses in the Protective subzone. In the "Protective" subzone, public purpose uses that are not for profit and in support of a public service by a state agency may be permitted, provided a Conservation District Use Permit (CDUP) is obtained from the Board of Land and Natural Resources (BLNR).

> *Not for profit land uses undertaken in support of a public service by an agency of the county, state, or federal government, or by an independent non-governmental entity, except that an independent non-governmental regulated public utility may be considered to be engaged in a public purpose use. Examples of public purpose uses may include but are not limited to public roads, marinas, harbors, airports, trails, water systems and other utilities, energy generation from renewable sources, communication systems, flood or erosion control projects, recreational facilities, community centers, and other public purpose uses, intended to benefit the public in accordance with public policy and the purpose of the conservation district.*

The proposed use of the construction detour route for the Honolua Bridge Rehabilitation project is consistent with the objectives of the Resource subzone in that it is a use undertaken by the State to fulfill a mandated governmental highway function (transportation system). In addition, a Conservation District Use Application (CDUA) for the temporary detour route is submitted as required.

3. Describe how the proposed land use complies with the provisions and guidelines contained in chapter 205A, HRS, entitled "Coastal Zone Management" *(see 205A objectives on p. 9).*

The Hawai'i Coastal Zone Management Program (HCZMP), as formalized in Chapter 205A, Hawai'i Revised Statutes (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 project site is located within the County of Maui's Special Management Area (SMA). See **Figure 11**. A SMA Use Permit Application has been submitted for approval by the Maui Planning Commission. See **Exhibit "D"**. The analysis which follows is provided to address overall requirements of Chapter 205A, HRS.

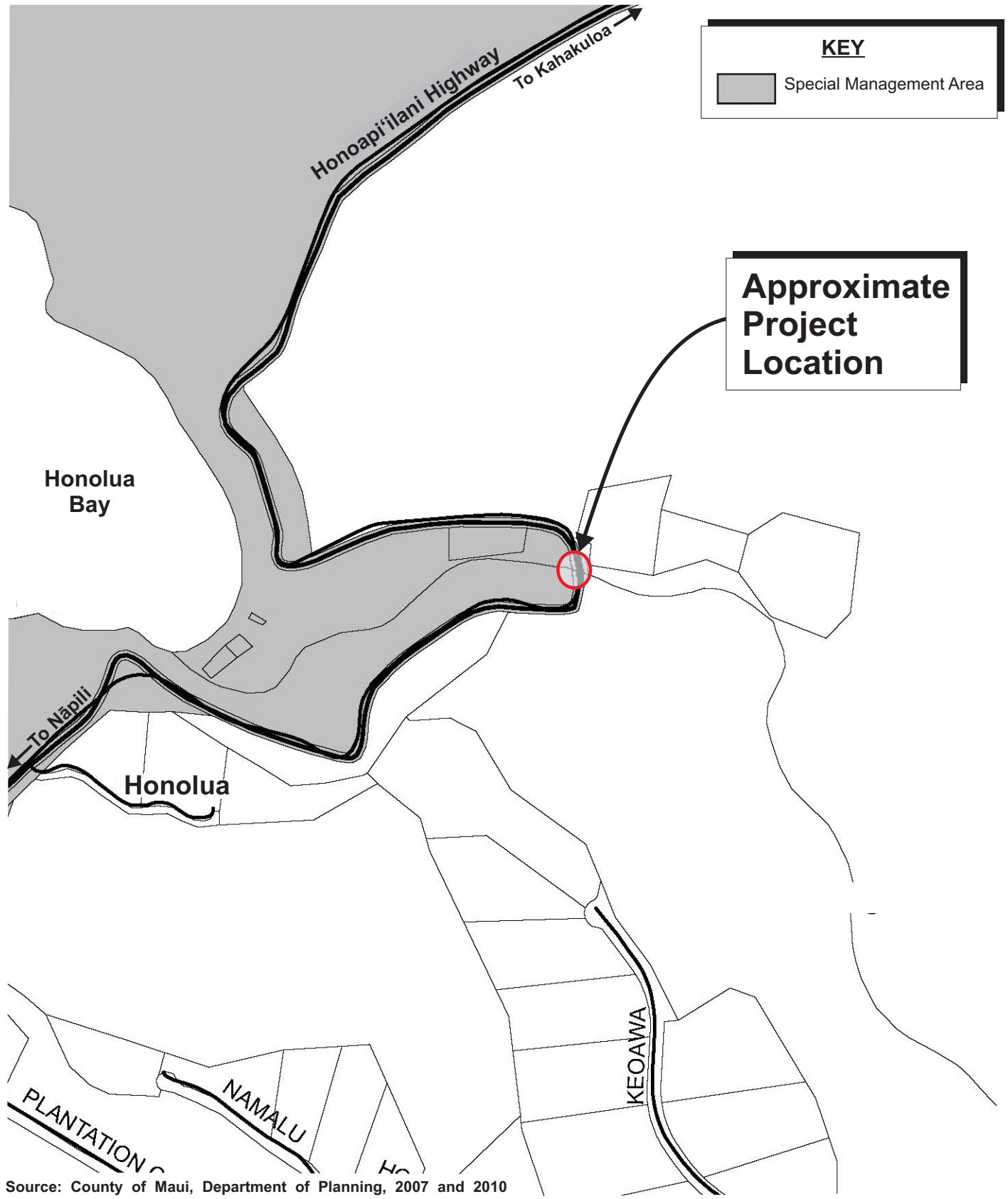
***1. Recreational Resources***

***Objective:***

*Provide coastal recreational opportunities accessible to the public.*

***Policies:***

*a. Improve coordination and funding of coastal recreational planning and management; and*




Source: County of Maui, Department of Planning, 2007 and 2010

Figure 11

# Honoapi'ilani Highway Rehabilitation of Honolua Bridge

## Special Management Area Map

NOT TO SCALE

Prepared for: State of Hawai'i, Department of Transportation

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*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 restoration of coastal resources that have recreational and ecosystem value including, but not limited to coral reefs, surfing sites, fishponds, sand beaches, and coastal dunes when these resources will be unavoidably damaged by development; or requiring monetary compensation to the State for recreation when restoration 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; 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. Adopting water quality standards and regulating point and nonpoint sources of pollution to protect, and where feasible, restore the recreational value of coastal waters;*

*vii. Developing new shoreline recreational opportunities, where appropriate, such as artificial lagoons, artificial beaches, and artificial reefs for surfing and fishing; and*

*viii. 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.*

***Response:*** In the long term, the proposed rehabilitation of Honolua Bridge is not expected to affect existing coastal recreation areas such as Honolua Bay. However, during construction there may be temporary disruption of access to Honolua Bay and reduction of parking for the public. However, after construction is completed, the area of the detour route will be restored to its pre-construction condition, to the extent practical, and the unimproved roadside parking affected will be restored with a gravel surface. In the long term, access to Honolua Bay will not be interrupted.

## 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:*** An Archaeological Inventory Survey (AIS) prepared for the Honoapi‘ilani Highway, Rehabilitation of Honolua Bridge project identified three (3) sites in close proximity of the Honolua Bridge and detour route. The bridge is also identified as a historic site. The proposed rehabilitation work will modify the existing bridge and involve minor ground altering activities associated with the detour route. Structural modifications to the existing bridge will be mitigated by incorporating the Secretary of the Interior’s Standards and Guidelines for the Treatment of Historic Properties, including historic design elements to the bridge railings. Construction of the detour route will involve ground altering work, such as grubbing and minor grading, which may impact subsurface archaeological and/or cultural remains. Archaeological monitoring will be carried out for all ground-altering work. An archaeological monitoring plan (AMP) has been submitted to and approved by SHPD. In the event archaeological resources are uncovered during construction, appropriate “stop work”, review and mitigation protocols will be implemented by the contractor and the State Department of Transportation (HDOT). The State Historic Preservation Division (SHPD) will be contacted to establish appropriate preservation measures.

## 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. Identity valued scenic resources in the coastal zone management area;*

*b. Ensure that new developments are compatible with their visual environment by designing and locating those 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*
*Encourage those developments that are not coastal dependent to locate in inland areas.*

***Response:*** Construction of the temporary detour route is not anticipated to adversely impact public view corridors and scenic resources in the surrounding area. Upon completion of the project, the natural pre-construction conditions along the detour route alignment will be restored to the extent as practicable. Once the rehabilitation of Honolua Bridge is completed, public view corridors and scenic resources will be restored from Honolua Bridge. In the long term, significant adverse impacts to coastal scenic and open space resources or adverse effects on public views to and along the shoreline are not anticipated.

***4. Coastal Ecosystems***

***Objective:***

*Protect valuable coastal ecosystems, including reefs, beaches, and coastal dunes, 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 of significant biological or economic importance, including reefs, beaches, and dunes;*

*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:*** During construction of the detour route, Best Management Practices (BMPs) will be used to mitigate potential adverse impacts to coastal ecosystems.

***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. Ensure that coastal dependent development and coastal related development are located, designed, and constructed to minimize exposure to coastal hazards and adverse social, visual, and environmental impacts in the coastal zone management area; and*
*c. Direct the location and expansion of coastal development to areas designated and used for that development and permit reasonable long-term growth at those areas, and permit coastal development outside of 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 detour route will have a beneficial short- term impact on the economy through increased expenditures and generation of construction-related employment opportunities. Keeping the highway open during construction via the detour route will not disrupt economic activity in the area as with closing the road. 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 coastal hazards.*

***Policies:***

*a. Develop and communicate adequate information about the risk of coastal hazards;*
*b. Control development, including planning and zoning control, in areas subject to coastal hazards;*

c. *Ensure that developments comply with requirements of the National Flood Insurance Program; and*
d. *Prevent coastal flooding from inland projects.*

***Response:*** The proposed project involves work within the Special Flood Hazard Area of Honolua Stream and will comply with Chapter 19.62 Flood Hazard Area, Maui County Code. A flood development permit was approved by the County of Maui for the project. The temporary bridge will maintain the hydraulic capacity of the stream.

## *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 or 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 (HRS), a Final Environmental Assessment (EA) was published in the Office of Environmental Quality Control, Environmental Bulletin on September 8, 2018 to facilitate public understanding and input for the Honoapi‘ilani Highway, Rehabilitation of Honolua Bridge project. In addition, applicable Federal, State, and County requirements will be adhered to the design and construction of the project and detour route. Agency reviews and public notices of the 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 May 29, 2009 by the HDOT. The purpose of the meeting was to solicit input on the proposed project. Also, during the EA process comments were solicited from agencies and the public. The various permit processes, such as this application and the SMA Use Permit application, will also provide for public dialogue and input.

***9. Beach Protection***

**Objective:**

*a. Protect beaches and coastal dunes for:*
*(i) Public use and recreation;*
*(ii) The benefit of coastal ecosystem; and*
*(iii) Use as natural buffers against coastal hazards; and*

*b. Coordinate and fund beach management and protection.*

**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 shoreline hardening structures, including seawalls and reventments, at sites having sand beaches and at sites where shoreline hardening structures interfere with existing recreational and waterline activities;*
*c. Minimize the construction of public shoreline hardening structures, including seawalls and revetments at sites having sand beaches and at sites where shoreline hardening structures interfere with existing recreational and waterline activities;*
*d. Minimize grading of and damage to coastal dunes;*
*e. Prohibit private property owners from creating a public nuisance by inducing or cultivating the private property owner's vegetation in a beach transit corridor; and*

*f. Prohibit private property owners from creating a public nuisance by allowing the private property owner's unmaintained vegetation to interfere or encroach upon a beach transit corridor.*

***Response:*** During construction of the bridge rehabilitation project and detour route, parking and beach access to Honolua Bay will be temporarily affected. The temporary detour road and bridge will affect some unimproved roadside parking and beach access. The width of the beach access will be reduced during the construction but will still provide ample room to access the beach. Limited road-side parking will still be available. In the long term, access and the area used for the detour route will be restored to pre-construction conditions, as practicable.

## *10. Marine and Coastal 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;*
*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;*
*c. Promote research, study, and understanding of ocean and coastal processes, impacts of climate change and sea level rise, marine life, and other ocean resources to acquire and inventory information necessary to understand how coastal development activities relate to and impact ocean and coastal resources; and*
*d. Encourage research and development of new, innovative technologies for exploring, using, or protecting marine and coastal resources.*

***Response:*** During construction, appropriate BMPs will be implemented to ensure that stormwater runoff is properly contained during construction. A National Pollutant Discharge Elimination System Permit (NPDES) may be required for construction of the detour route. BMPs to be implemented for the project are outlined in the response to Evaluation Criteria, **Section 4**.

4. Describe how the proposed land use will not cause substantial adverse impact to existing natural resources within the surrounding area, community or region.

The detour road and temporary bridge located on the makai (ocean) side of the existing bridge will temporarily alter the rural character during construction. However, once construction is completed, the detour road and temporary bridge will be removed and the area restored to its pre-construction condition, to the extent practicable. The project area is located between Mileposts 32.40 and 32.51 on Honoapi‘ilani Highway at the Honolua Stream crossing on the northwestern coast of Maui. The area surrounding Honolua Bridge is surrounded by undeveloped agricultural and conservation lands covered in dense brush, weeds and tree canopies.

The temporary detour route crossing will maintain the hydraulic capacity of the gulch. Upon completion of the bridge rehabilitation, the detour route and temporary bridge crossing will be removed.

Construction of the detour route will involve minor grubbing and grading the area for the temporary detour alignment. However, this action is not anticipated to adversely impact any natural resources in the area.

The U.S. Fish and Wildlife Service (USFWS) recommends implementation of Best Management Practices (BMPs) to minimize the degradation of water quality and minimize impacts to fish and wildlife resources. The following applicable BMPs will be followed:

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. 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.

3. All debris removed from the marine/aquatic environment shall be disposed of at an approved upland or ocean dumping site.

4. 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.haccpnrm.org/Wizard/default.aspJ to prevent attraction and introduction of non-native species.

5. 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 onsite, if appropriate, to facilitate the clean-up of accidental petroleum releases.

6. Any under-layer fills used in the project shall be protected from erosion with stones (or core-Joe units), as soon after placement, as practicable.

7. 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, hydro seeding, etc.) .

In summary, impacts to flora, fauna, and aquatic resources due to the degradation of water quality will be avoided through implementation of a comprehensive BMPs program during construction. As such, no long-term adverse impacts to flora, fauna, and aquatic resources are anticipated.

No federally endangered or threatened species were encountered during the biological survey, and none is anticipated to utilize stream habitats in the project area. As noted previously, the USFWS recommends implementation of BMPs to minimize the degradation of water quality and minimize impacts to aquatic resources.

DLNR's Division of Forestry and Wildlife (DOFAW) has advised that the State and Federally listed Hawaiian hoary bat or *ʻŌpeʻapeʻa* (*Lasiurus cinereus semotus*) has the potential to occur in the vicinity of the project, and that during the bat breeding season tree removal activities can pose a danger to young Hawaiian hoary bats. As appropriate, to minimize impacts on this species, mitigation measures suggested by DOFAW will be implemented. Specifically, site clearing activities will be scheduled to avoid disturbance to Hawaiian hoary bats, and no woody plants taller than 15 feet will be disturbed, removed or trimmed during the bat birthing and pup rearing season of June 1 through September 15.

DOFAW also advised "seabird-friendly" lighting to avoid adverse impacts to native seabirds which may overfly the area. Construction activities are expected to be limited to daylight hours. However, should construction flood lights be required for night activities, these lights will be shielded and directed downward to minimize potential impacts to seabirds that may be confused by bright lights. Should large flood/work lights be used, they will be placed on poles high enough to allow the lights to be pointed directly downward at the ground. Once installed, the proposed improvements will not require any new lighting.

Further, although the project site is not directly located in any Essential Fish Habitat, during early consultation the National Oceanic and Atmospheric Agency (NOAA), Fisheries Habitat Conservation Division voiced concern that the project site was near Honolua Bay which contains coral and turf biological cover, as well as

aggregate reef, pavement, and sand morphology. NOAA recommended the following:

1. Design bridge abutments to minimize disturbing access to stream banks and place abutments outside of the floodplain, whenever possible.
2. Specify erosion control measures in construction plans.
3. Avoid side casting of road materials into streams.
4. Use only native vegetation for stabilization of plantings and maintain or stabilize upstream and downstream channel and bank conditions. If the structure causes erosion or accretion problems.
5. Use seasonal restrictions to avoid water quality impacts to coral reef habitat during species critical life history stages: June through August for coral reef spawning.
6. Conduct in-water construction activities during the dry season to prevent environmental impacts to aquatic species. Temporary diversions and coffer dams may be suitable alternatives with proper planning.
7. Design and install new structures in a manner not to interfere with aquatic organism passage and that complies with all applicable regulations.
8. Design the structure to maintain or replicate natural stream channel and flow conditions to the greatest extent practicable. The structure should be able to pass peak flows in accordance with state and federal regulations. Ensure sufficient hydrological data have been collected.
9. Address the cumulative impacts of past, present and foreseeable future development activities on aquatic habitats by considering them in the review process for road construction projects.

Construction of the detour route will not involve work within Honolua Stream, however, impacts are limited to the potential for the degradation of water quality during the detour construction period. Impacts to aquatic resources associated with the detour route is limited to the potential for the degradation of water quality during construction. BMPs recommended by NOAA and the USFWS will be implemented during the construction phase over Honolua Stream to minimize the degradation of water quality and impacts to aquatic habitats. As such, no adverse impacts on aquatic resources are anticipated.

5. Describe how the proposed land use, including buildings, structures and facilities, is compatible with the locality and surrounding areas, appropriate to the physical conditions and capabilities of the specific parcel or parcels.

The proposed temporary construction detour route located makai (on the ocean side) of Honoapiʻilani Highway, is surrounded by undeveloped "Conservation" land.

The proposed temporary construction detour route is a temporary use that would be limited to the approximately four-month construction period for the Honolua Bridge Rehabilitation project. Following completion of construction, the proposed temporary construction detour route area will be restored to its natural pre-construction condition, to the extent practicable. It is anticipated that the detour route area will be restored within four (4) months of initiation of construction for the bridge rehabilitation project. Implementation and operation of the detour route is not anticipated to adversely affect commercial or residential uses in the area. In the long term, the proposed project is considered to be compatible with existing land uses in the Honolua area.

6. Describe how the existing physical and environmental aspects of the land, such as natural beauty and open space characteristics, will be preserved or improved upon.

   The proposed temporary construction detour route area will support the construction of the proposed Honolua Bridge Rehabilitation project, which is anticipated to take approximately four (4) months for completion of construction. The proposed temporary detour route area will be restored to its natural pre- construction condition, to the extent practicable, except the unpaved parking area which will be graveled. As such, long-term impacts to the existing physical and environmental aspects of the land, including natural beauty and open space characteristics, are not anticipated.

7. If applicable, describe how subdivision of land will not be utilized to increase the intensity of land uses in the Conservation District.

   The proposed use in the "Conservation" district does not involve the subdivision of land or increase the intensity of land use.

8. Describe how the proposed land use will not be materially detrimental to the public health, safety and welfare.

   The proposed temporary detour route and bridge crossing will be located in an undeveloped area makai of Honopi'ilani Highway. The temporary construction detour route will be designed to federal and state standards to ensure the safety of travelers driving on the roadway segment. The proposed temporary detour route and bridge crossing will not be detrimental to the public health, safety and welfare.

   As previously mentioned, the proposed temporary construction detour route will support the completion of much needed repair work to the Honolua Bridge that currently does not meet State and Federal highway design standards. The proposed temporary construction detour route, which is a necessary component of the bridge rehabilitation project, will promote public welfare by allowing the highway to remain open for public access during construction.

**CULTURAL IMPACTS**

Articles IX and XII of the State Constitution, other state laws, and the courts of the State, require government agencies to promote and preserve cultural beliefs, practices, and resources of Native Hawaiians and other ethnic groups.

Please provide the identity and scope of cultural, historical, and natural resources in which traditional and customary native Hawaiian rights are exercised in the area.

A Cultural Impact Assessment (CIA) for the Honolua Bridge Rehabilitation project was prepared by Cultural Surveys Hawai'i (CSH). Refer to **Exhibit "B"**, Appendix F. A summary of the CIA findings is provided as follows.

The Honolua Stream is situated within Honolua Valley, one (1) of five (5) valleys within the traditional cultural district (moku) of Kāʻanapali. In traditional Hawaiian times, the valleys provided West Maui with rich, substantial lands amenable to the construction and use of large agricultural systems. Hawaiians in the area developed extensive irrigated taro terraces (loi) and drainage systems (auwa,) that supported a large Hawaiian population. Also, extensive cultivation of dry land taro and sweet potatoes, supplemented by coastal fishing, supported this population. Pre-contact Honolua centered on Honolua Bay, identified as one (1) of the six (6) bays in the possession of Piilani (born ca 1577), the ruling chief of Maui. Honoapiʻilani Highway which crosses Honolua Stream, is named for high chief Kihapiilani who was responsible for an elaborate trail that encircled Maui in the early 1500s. Remnants of the ancient trail are still scattered throughout the island.

After the first contact with Europeans, whale hunters, missionaries, businessmen, and foreigners migrated to the islands. In the 1820s, Lāhainā was a central port for whalers. The old ways were changing. When missionaries arrived in 1820, the new religion was widely accepted. Lāhainā was one of Hawaiʻi's central locations for missionaries and Christian services. Lāhainā was also the center for education throughout the islands (SCS, 2011). With change, a Hawaiian monarchy ensued and society changed drastically from ancient Hawaiian days. Lāhainā was once the port of choice for commercial endeavors that succeeded the traditional economy. With the demise of the whaling industry and the capitol location change of the Hawaiian Kingdom from Lāhainā to Honolulu, population fluctuated. By the mid-1800s, the area was entirely converted from traditional agriculture to commercial sugar cane (SCS, 2011).

In the mid-1800s the Great Mahele introduced native Hawaiians who had been cultivating and living on the lands to private property ownership. A total of 23 Land Commission Awards (LCA) were recorded in the Honolua ahupuaʻa. LCA number 3802 was issued for land within the Honolua Bay area consisting of 2.44 acres. The award consisted of three (3) apana: a house lot, Kula land, a Joi kalo and a sweet potato moo (CSH, 2011).

In the later 19th century, these lands were owned by James Campbell, who first established the Honolua Ranch. Around 1888 or 1889, J. Campbell sold the lands of Honolua and Honokahua to Samuel Damon. Cattle ranching started in the area at this time and it was continued by Henry Perrine Baldwin. H. Baldwin began purchasing and leasing land in Honolua and acquired the lands from J. Campbell and others in the early 1890s (SCS, 2011).

In 1911, David T. Fleming became the manager of Honolua Ranch and gradually shifted the ranch from cattle to pineapple production. A major pineapple industry emerged in West Maui during the 1920s. The plantation communities of Honokahua and Napili emerged and developed as part of the Honolua Ranch/Baldwin Packers pineapple operations and the population of the Lāhainā area increased with the successful economic operations of the pineapple plantation (SCS, 2011).

Honolua Ranch developed numerous waterworks beginning with the Honokohau Ditch in 1902. The irrigation systems developed by Honolua Ranch, Maui Land & Pineapple Company, and Pioneer Mill Company supplied irrigation water to the emerging pineapple and sugar plantation which changed agricultural cultivation. The last sugar cane harvest was in 1999 with the mill closing in 2003 (CSH1 2011). Maui Land & Pineapple ended its pineapple operation in 2009.

During the plantation era, fishing provided an important food resource for the workers in the various camps from Honolua to Honokowai. Akule was known to visit the bays of Hawai‘i, including Honolua Bay where akule schools migrated. Fishermen working for Mr. D.T. Fleming harvested the akule as a commercial fishing operation at Honolua Bay until around 1955 (Ashdown et al, 1987).

The years following statehood, in 1959 introduced the first resort on sugar cane lands owned by American Factors (Amfac) at Kā‘anapali in 1962, with the opening of the Sheraton Hotel. Since then, Maui Land & Pineapple Company’s parent company of Kapalua Land Company, Ltd. established the Kapalua Resort with the opening of the Kapalua Bay Hotel in 1978 on lands once part of Honolua Ranch. Today the visitor industry is a major employer in West Maui.

***Community Consultation***

Preparation of the CIA involved consultation with Hawaiian cultural organizations, government agencies, and individuals with knowledge of or concerns for traditional cultural practices in the area. Consultation included meeting with the Maui County Cultural Resources Commission (MCCRC) on October 7, 2010. At the meeting Ms. Elle Cochran, a Honolua resident of Hawaiian ancestry, noted that the nearest cultural feature to the Honolua Bridge is the Honuaula Heiau, which was severely impacted by the original road construction that cut through the heiau. Ms. Cochran supports upgrades to the bridge for safety purposes but opposes widening the bridge and would like to see the bridge remain a one-lane bridge. Mr. Ramon

Madden also testified at the MCCRC meeting and voiced concerns that widening the bridge will open the area to development and encourage speeding.

At the meeting the MCCRC supported repair of the bridge to maintain the historic integrity of the bridge.

Individuals consulted noted the following:

a. *The Honolua Stream Bridge is an important landmark that marks the area that the community has utilized for fishing and surfing. Also, the bridge was built over the Honuaula Heiau and great care should be taken regarding disturbances of surrounding archaeological features that would be an act of desecration.*

b. *The existing highway damaged a portion of the Honuaula Heiau. The heiau and Hawaiian archaeology in the area should be protected.*

c. *Widening the bridge would further develop northwest Maui, and affect water resources and traditional cultural structures and practices. As such, the bridge should be improved with as little change to its structure, as possible.*

d. *At one time there was an akule fish processing plant near Honolua Bay that was used by the akule fishermen.*

e. *There are approximately 60 human burials along the foot path to Honolua Bay.*

f. *Based on the number of platform features present in the area, the heiau is a Mapele heiau or an agricultural or economy-related heiau dedicated to Lono.*

g. *The Honolua Stream flow perennially and there are remnant taro loi located approximately two (2) miles up the valley.*

h. *Honolua Stream once flowed 25 million gallons of water per day which has been diverted to provide water for the commercial crop agriculture.*

At a subsequent meeting on June 2, 2022, the MCCRC reviewed the SMA Use Permit application for the project and provided the following comments:

1. The Commission questioned whether it is more invasive to retain the existing span/superstructure and reinforce the abutments or to replace the span/superstructure and retain the abutments.
2. The Commission asked whether it would be possible to build a new span made of concrete without having to adjust the abutments.
3. The Commission asked whether the Hawai‘i Department of Transportation (DOT) explored an alternative that involved building a new bridge next to the existing one, leaving the old one intact.
4. The replacement span should be a replica of the existing span (look exactly

like it) but use new technology and leave the existing abutments intact.

5. The DOT should research how other communities preserve historic bridges. Are there special engineers who work on historic bridges?
6. The Commission wants to review the bridge plans once they are finalized.
7. The DOT should complete Historic American Engineering Record (HAER) documentation of the bridge before construction begins.

Following the MCCRC's review of the project, the HDOT adjusted the proposed bridge's design. A new prefabricated fiber reinforced polymer (FRP) bridge deck was previously proposed to replace the existing concrete bridge deck, retaining the bridge's existing cement rubble masonry (CRM) abutments. Following the design adjustment, a new concrete bridge deck is proposed in lieu of the FRP deck. The existing CRM abutments will still be retained, however, the capacity of the existing CRM abutments will not be structurally adequate since the self-weight of the concrete deck will be significantly greater than the FRP deck alternative. Therefore, new abutments will be required behind the existing abutments to provide adequate structural capacity. The comments from the MCCRC did not pertain to the temporary bridge structure, which is the subject of this CDUA.

Identify the extent to which those resources, including traditional and customary Native Hawaiian rights, will be affected or impaired by the proposed action.

Overall, individuals consulted in the preparation of the CIA agree that Honolua Bridge should be repaired and made safe. The general consensus was to make the bridge safe, altering its size and appearance as little as possible. The community has sentimental ties to the area and the bridge is viewed as one of the last remaining structures from the plantation era. In addition, widening the bridge is viewed as a threat to the current undeveloped, rural region of Maui. Those consulted voiced a fear that the wider road would encourage increased traffic and residential development, which they do not support.

***Recommended Mitigation Measures***

There are multiple archaeological sites in close proximity of Honolua Bridge. Of particular concern noted by cultural informants is the Honuaula Heiau which was impacted by the construction of Honolua Bridge. Remnants of the heiau was noted as State Inventory of Historic Places (SIHP) 50-50-10-1471 FE 12 (Refer to **Figure 8**), which is located outside of the Area of Potential Effects (APE) (Refer to **Figure 9**). It is important that the final project plans are reviewed by SHPD and required archaeological studies, archaeological monitoring plans, preservation plans, and burial treatment plans are in place prior to any preliminary or construction staging.

The CIA also recommends the following mitigation measures:

- It is recommended that safe access mauka and makai to Honolua Bay is maintained during all phases of construction.

- Precautionary measures to limit the amount of silt or dust resulting from construction activities need to be taken to prevent shoreline and off-shore fishing ground degradation and contamination. Best management practices are required to be at the forefront of any construction activity associated with the proposed project area.

- Safe access to Honuaula heiau for religious and ceremonial purposes should be maintained during all phases of construction.

- It is critical that construction activities avoid encroachment on the Honuaula heiau (SIHP 50-50-05-1471), and all associated features of this site of which includes Feature 12. Refer to **Figure 8**.

- It is strongly recommended that archaeological recommendations set forth in Preiznski and Dega (2009) and Pickett and Dega (2007) for historic properties within the ROW and area of direct impact are established. Consultation with neighboring landowners may be required to ensure avoidance of significant historic properties.

- Per the outcome of the October 2010 Maui County Cultural Resource Commission meeting, it is strongly recommended that the historical nature of the Honolua Stream Bridge is maintained. It is recommended that the bridge remain single lane and that alterations to its appearance are minimized. This recommendation would minimize adverse impacts to the surrounding cultural and religious historic properties.

The Rehabilitation of Honolua Bridge project proposes to keep the bridge as a one-lane bridge without increasing its size while improving the safety of the bridge. Development plans for the rehabilitation of the bridge considered the community's desire to not alter its size or appearance. Construction of the detour road and temporary crossing of Honolua Stream makai of Honolua Bridge may also impact archeological sites in close proximity. As recommended in the AIS, archaeological monitoring during ground alteration will be conducted. An Archaeological Monitoring Plan has been submitted to and approved by the SHPD. The temporary structures will be removed on completion of construction, the area restored, as much as possible, to its undeveloped condition, except the unpaved parking area will be graveled.

What feasible action, if any, could be taken by the Board of Land and Natural Resources in regards to your application to reasonably protect Native Hawai'i rights?

The proposed project will incorporate avoidance, and mitigation measures to ensure native Hawaiian rights will not be adversely impacted. The detour route during construction is a temporary use of currently vacant land. Following the completion of the Rehabilitation of Honolua Bridge project, all disturbed areas will

be restored to its natural pre-construction condition, as practicable, except the parking area which will be graveled.

## OTHER IMPACTS

Does the proposed land use have an effect (positive/negative) on public access to and along the shoreline or along any public trail?

The proposed use temporary detour route and staging areas will be limited to a four (4) month construction period of the Rehabilitation of Honolua Bridge project. Upon completion of construction, the disturbed areas will be returned to their natural pre-construction condition, as practical. Care will be taken to ensure that the detour route will not impact, nor limit access to traditional trails. The short-term use of the 0.45-acre area of the "Conservation" district for the temporary detour route is not anticipated to have a long-term effect on public access to and along the shoreline or along any public trail.

Does the proposed use have an effect (positive/negative) on beach processes?

BMPs such as temporary sediment basins, silt fences, stabilized construction entrances, and truck wash-down areas will be utilized to minimize the potential for soil loss and erosion hazards. The proposed temporary construction detour route is located over 1,000 feet from the shoreline and is not anticipated to interfere with beach processes.

Will the proposed use cause increased sedimentation?

The construction of the proposed temporary detour route and use of the staging areas will not result in a significant increase of impervious surface area. BMPs will be implemented to minimize construction-related water quality impacts. As such, there will be no significant impacts on downstream properties generated by the proposed action.

Will the proposed use cause any visual impact on any individual or community?

The proposed detour route and use of the staging areas are a short-term action which will not adversely affect views of the ocean as seen from Honoapi'ilani Highway. However, following completion of construction, the disturbed area for the proposed temporary detour route will be restored to its natural preconstruction condition, as practicable, the unimproved parking area will be graveled. As such, long-term impacts to visual resources are not anticipated with implementation of the proposed project.

Please describe any sustainable design elements that will be incorporated into the proposed land use (*e.g. the use of efficient ventilation and cooling systems; renewable energy generation; sustainable building materials; permeable paving materials; efficient energy and water systems; efficient waste management systems; etc.).*

Not applicable. No permanent buildings or structures are proposed as part of the temporary detour route. The use is limited to a period of approximately four (4) months.

If the project involves landscaping, please describe how the landscaping is appropriate to the Conservation District (*e.g. use of indigenous and endemic species; xeriscaping in dry areas; minimizing ground disturbance; maintenance or restoration of the canopy; removal of invasive species; habitat preservation and restoration; etc.)*

The proposed temporary detour route does not entail any new landscaping. Following completion of construction, the disturbed areas will be returned to its natural pre-construction condition, as practicable, and the unimproved parking area will be graveled.

Please describe Best Management Practices that will be used during construction and implementation of the proposed land use.

As mentioned previously, BMPs will be implemented, such as temporary erosion control measures during construction to minimize soil loss and erosion hazards. Periodic water spraying of loose soils will also be implemented to minimize airborne dirt particles from reaching adjacent properties. BMPs recommended by the USFWS, NOAA, and DOFAW will also be implemented. Refer to Evaluation Criteria, **Section 4**.

Please describe the measures that will be taken to mitigate the proposed land use's environmental and cultural impacts.

Environmental impacts associated with the proposed temporary construction of the detour route will be mitigated through the use of appropriate BMPs. The mitigation measures are described in detail in the response to Evaluation Criteria, **Section 4** above, and include BMPs recommended by the USFWS, NOAA, and DOFAW to minimize the degradation of water quality and impacts to fish and wildlife resources will be implemented. Following completion of construction, disturbed areas of the detour route will be returned to its natural pre-construction condition, as practicable, and the unimproved parking area will be graveled.

The Archaeological Inventory Survey conducted for the proposed Rehabilitation of Honolua Bridge project identified historic sites in the area to ensure adverse impacts will be avoided. As noted previously, Archaeological Monitoring will be carried out during ground altering activities. Refer to **Exhibit "B"**, Appendix C. Mitigation measures recommended by the CIA, as detailed on page 39 of this application, will also be implemented.

**SINGLE FAMILY RESIDENTIAL STANDARDS (NOT APPLICABLE)**

Single Family Residences must comply with the standards outlined in HAR Chapter 13-5, Exhibit 4. Please provide preliminary architectural renderings (e.g. building foot print, exterior plan view, elevation drawings; floor plan, etc.) drawn to scale.

SIZE OF LOT

| | Existing | Proposed | Total |
|---|---|---|---|
| Proposed building footprint | | | |
| Paved areas/ impermeable surfaces | | | |
| Landscaped areas | | | |
| Unimproved areas | | | |

SETBACKS Front: Side: Back:

SHORELINE PROPERTIES

Average Lot Depth (ALD): Average annual coastal erosion rate:

Minimum shoreline setback based on Exhibit 4:

Actual shoreline setback or proposed structure:

---

MAXIMUM DEVELOPABLE AREA

The Maximum Developable Area includes all floor areas under roof, including first, second, and third stories, decks, pools, saunas, garage or carport, and other above ground structures.

Maximum Developable Area based on Exhibit 4:

Actual Developable Area of proposed residence:

Actual height of the proposed building envelope as defined in Exhibit 4:

---

COMPATIBILITY

Provide justification for any propose deviation from the established residential standards.

How is the design of the residence compatible with the surrounding area?

If grading is proposed, include a grading plan which provides the amount of cut and fill. Has grading or contouring been kept to a minimum?

## CHAPTER 205A – COASTAL ZONE MANAGEMENT

Land uses are required to comply with the provisions and guidelines contained in Chapter 205A, Hawai‘i Revised Statutes (HRS), entitled "Coastal Zone Management," as described below:

- **Recreational resources:** Provide coastal recreational opportunities accessible to the public.
- **Historic resources:** 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.
- **Scenic and open space resources:** Protect, preserve, and, where desirable, restore or improve the quality of coastal scenic and open space resources.
- **Coastal ecosystems:** Protect valuable coastal ecosystems, including reefs, from disruption and minimize adverse impacts on all coastal ecosystems.
- **Economic uses:** Provide public or private facilities and improvements important to the State's economy in suitable locations.
- **Coastal hazards:** Reduce hazard to life and property from tsunami, storm waves, stream flooding, erosion, subsidence, and pollution.
- **Managing development:** Improve the development review process, communication, and public participation in the management of coastal resources and hazards.
- **Public participation:** Stimulate public awareness, education, and participation in coastal management.
- **Beach protection:** Protect beaches for public use and recreation.
- **Marine resources:** Promote the protection, use, and development of marine and coastal resources to assure their sustainability.

## CERTIFICATION

I hereby certify that I have read this completed application and that, to the best of my knowledge, the information in this application and all attachments and exhibits is complete and correct. I understand that the failure to provide any requested information or misstatements submitted in support of the application shall be grounds for either refusing to accept this application, for denying the permit, or for suspending or revoking a permit issued on the basis of such misrepresentations, or for seeking of such further relief as may seem proper to the Land Board.

I hereby authorize representatives of the Department of Land and Natural Resources to conduct site inspections on my property. Unless arranged otherwise, these site inspections shall take place between the hours of 8:00 a.m. and 4:30 p.m.

Gwendolyn Rivera

*Signature of authorized agent(s) or if no agent, signature of applicant*

## AUTHORIZATION OF AGENT

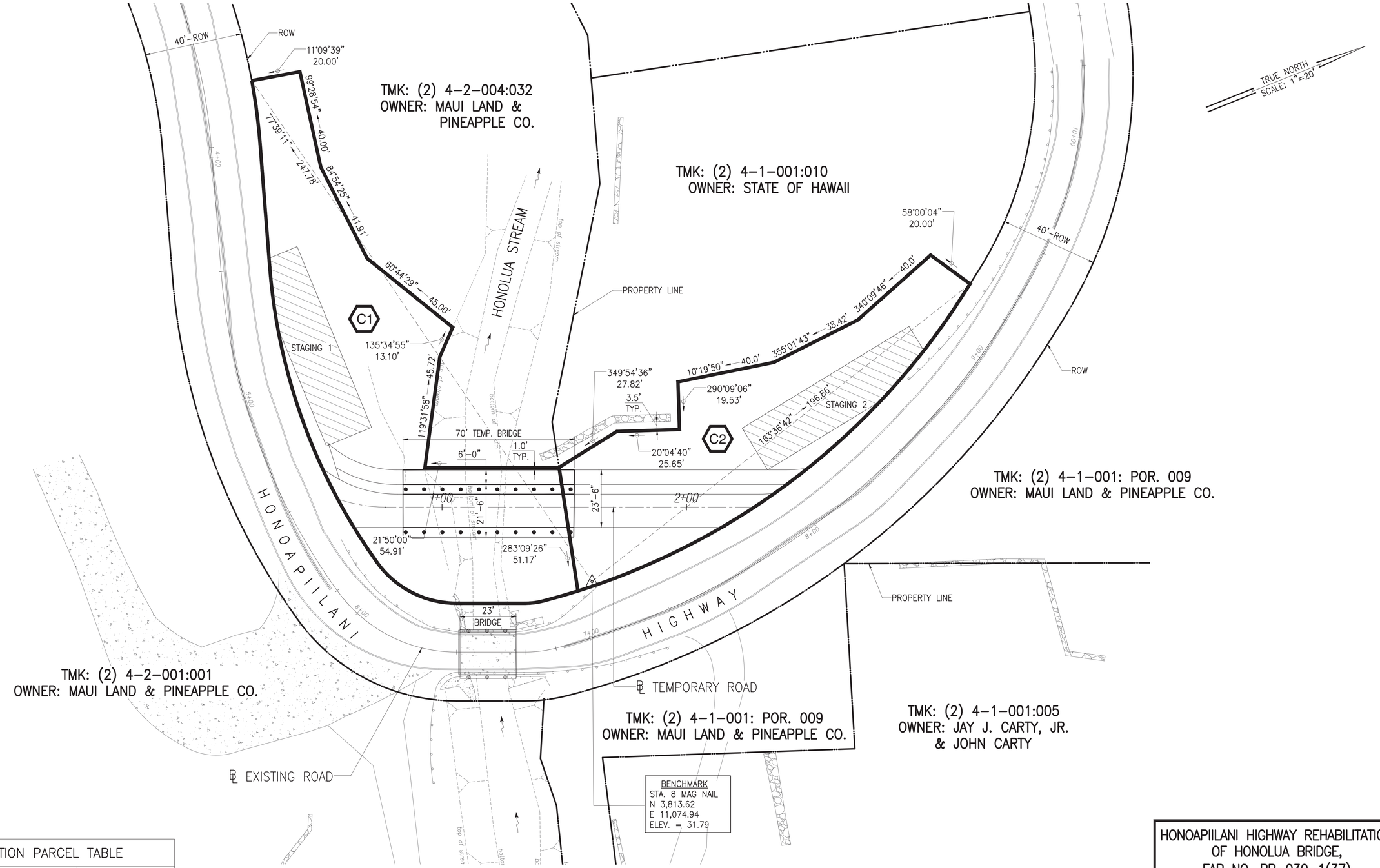
I hereby authorize Munekiyo Hiraga to act as my representative and to bind me in all matters concerning this application.

*Signature of applicant(s)* Director, State of Hawai'i
Department of Transportation

# EXHIBIT

# PROJECT PLANS

# A




| CONSTRUCTION PARCEL TABLE | | |
|---|---|---|
| NUMBER | AREA (SQ.FT.) | AREA (ACRE) |
| C1 | 11,493 | 0.2638 |
| C2 | 8,105 | 0.1861 |

## CONSTRUCTION PARCEL MAP

SCALE: 1"=20'

HONOAPIILANI HIGHWAY REHABILITATION
OF HONOLUA BRIDGE,
FAP NO. BR-030-1(37)

CONSTRUCTION PARCEL MAP

| DESIGNED BY | DRAWN BY | CHECKED BY |
|---|---|---|

APPROVED — DATE

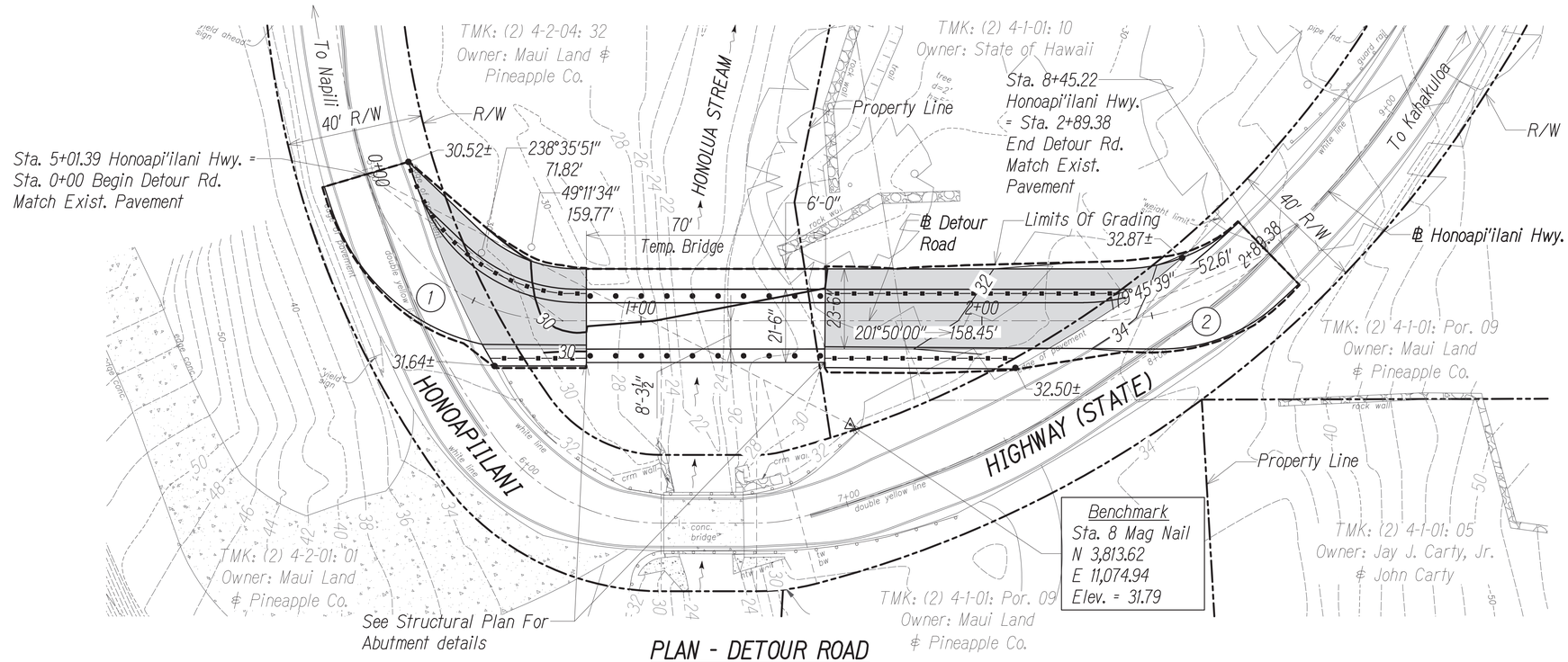
SUBMITTED BY — FIRM MEMBER — DATE

| FILE | POCKET | FOLDER | NO. |
|---|---|---|---|
| | | | |

JOB NO.

FN: 01 BRIDGES\VIEW-BORDER SHEET 30.DGN

| DIST. NO. | STATE | FED. AID PROJ. NO. | FISCAL YEAR | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|
| MAUI | HAW. | BR-030-1(37) | 2024 | 13 | 36 |




## PLAN - DETOUR ROAD

Scale: 1"=20'

TRUE NORTH
SCALE : 1" = 20'

### Estimated Onsite Earthwork Summary:

Detour Road:

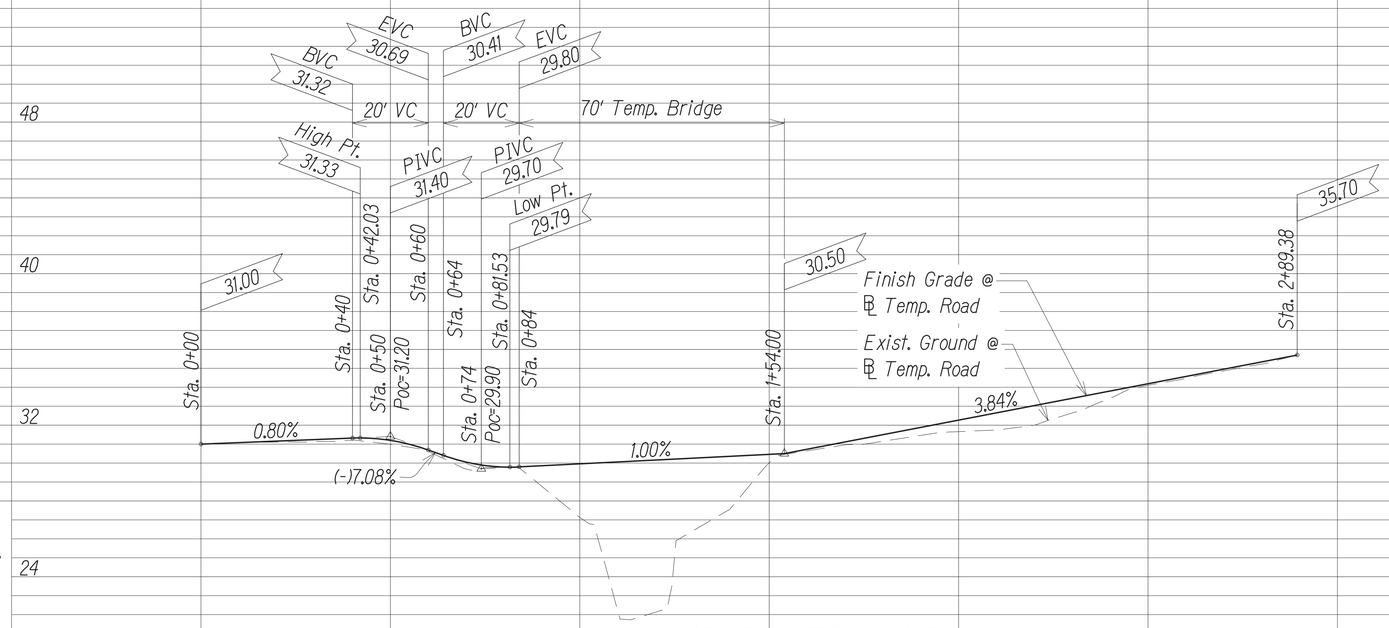
| | |
|---|---|
| Area Of Clearing, Grubbing & Grading: | 0.12 Acres |
| Excavation Volume: | 3 Cu. Yd. |
| Embankment Volume: | 68 Cu. Yd. |
| Net Volume: | 65 Cu. Yd. (Fill) |

| Curve Data | | | | | | |
|---|---|---|---|---|---|---|
| Curve # | Δ | Δ/2 | R | T | Ch | Lc |
| (1) | 73°31'40" | 36°45'50" | 60.00' | 44.83' | 71.82' | 77.00' |
| (2) | 44°08'42" | 22°04'21" | 70.00' | 28.38' | 52.61' | 53.93' |

LEGEND:

Portable Concrete Barrier

New A.C. Pavement




## PROFILE - DETOUR ROAD

Scale: Horiz: 1"=20'
Vert.: 1"=4'

GRAPHIC SCALE:

20' 10' 0 20' 40'
SCALE: 1" = 20'

4' 2' 0 4' 8'
SCALE: 1" = 4'

| ORIGINAL PLAN | SURVEY PLOTTED BY | DATE |
|---|---|---|
| | DRAWN BY | |
| | TRACED BY | |
| NOTE BOOK | DESIGNED BY | |
| No. | QUANTITIES BY | |
| | CHECKED BY | |

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APRIL 30, 2024
LIC. EXP. DATE

STATE OF HAWAI'I
DEPARTMENT OF TRANSPORTATION
HIGHWAYS DIVISION

# PLAN AND PROFILE DETOUR ROAD

Honoapi'ilani Highway
Rehabilitation of Honolua Bridge
F.A.P No. BR-030-1(37)

Scale: As Shown Date: December 2023

SHEET No. C2.01 OF 36 SHEETS

| DIST. NO. | STATE | FED. AID PROJ. NO. | FISCAL YEAR | SHEET NO. | TOTAL SHEETS |
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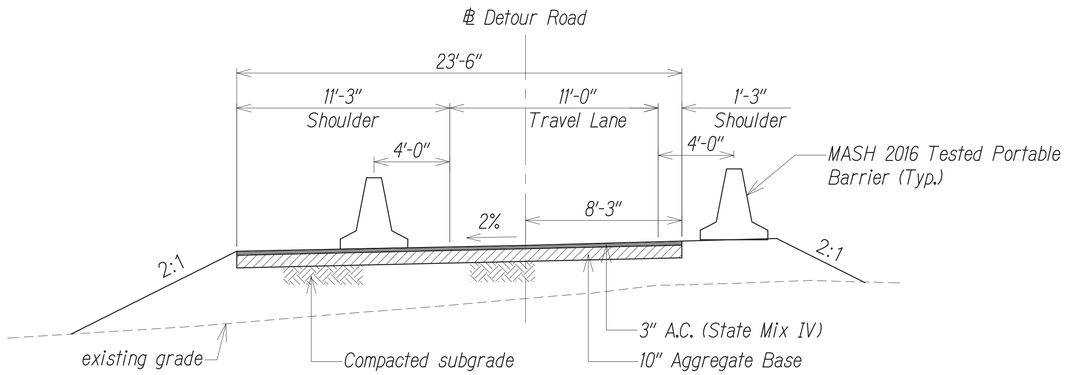
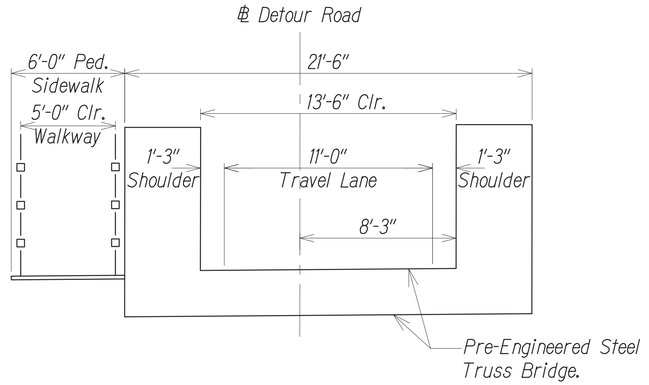


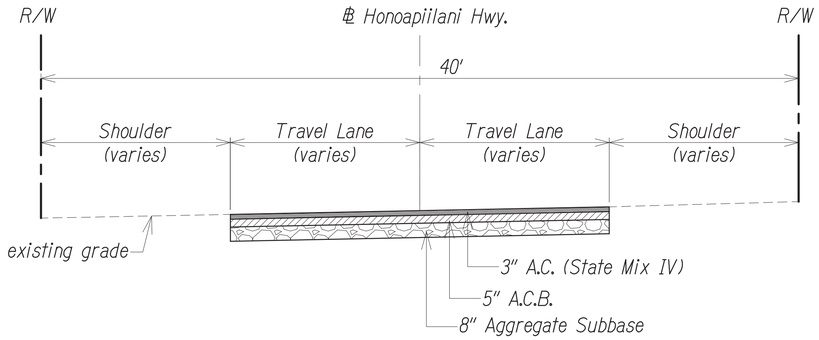

## TEMPORARY DETOUR ROAD SECTION

Scale: 1/4"=1'-0"



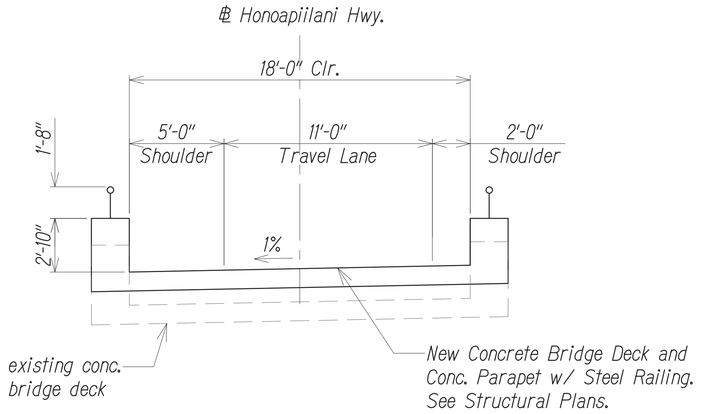

## TEMPORARY DETOUR BRIDGE SECTION

Scale: 1/4"=1'-0"



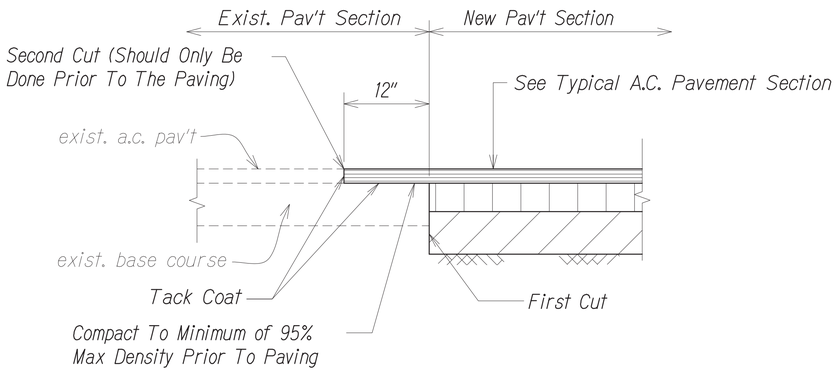

## TYPICAL HONOAPIILANI HIGHWAY SECTION

Scale: 1/4"=1'-0"




## TYPICAL HONOLUA BRIDGE SECTION

Scale: 1/4"=1'-0"




## A.C. PAVEMENT CONNECTION DETAIL

Scale: NTS

| ORIGINAL PLAN | SURVEY PLOTTED BY | DATE |
|---|---|---|
| NOTE BOOK | DRAWN BY | |
| No. | TRACED BY | |
| | DESIGNED BY | |
| | QUANTITIES BY | |
| | CHECKED BY | |

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APRIL 30, 2024
LIC. EXP. DATE

STATE OF HAWAI'I
DEPARTMENT OF TRANSPORTATION
HIGHWAYS DIVISION

# TYPICAL ROADWAY SECTIONS

Honoapi'ilani Highway
Rehabilitation of Honolua Bridge
F.A.P No. BR-030-1(37)

Scale: As Shown Date: December 2023

SHEET No. C1.09 OF 36 SHEETS

| DIST. NO. | STATE | FED. AID PROJ. NO. | FISCAL YEAR | SHEET NO. | TOTAL SHEETS |
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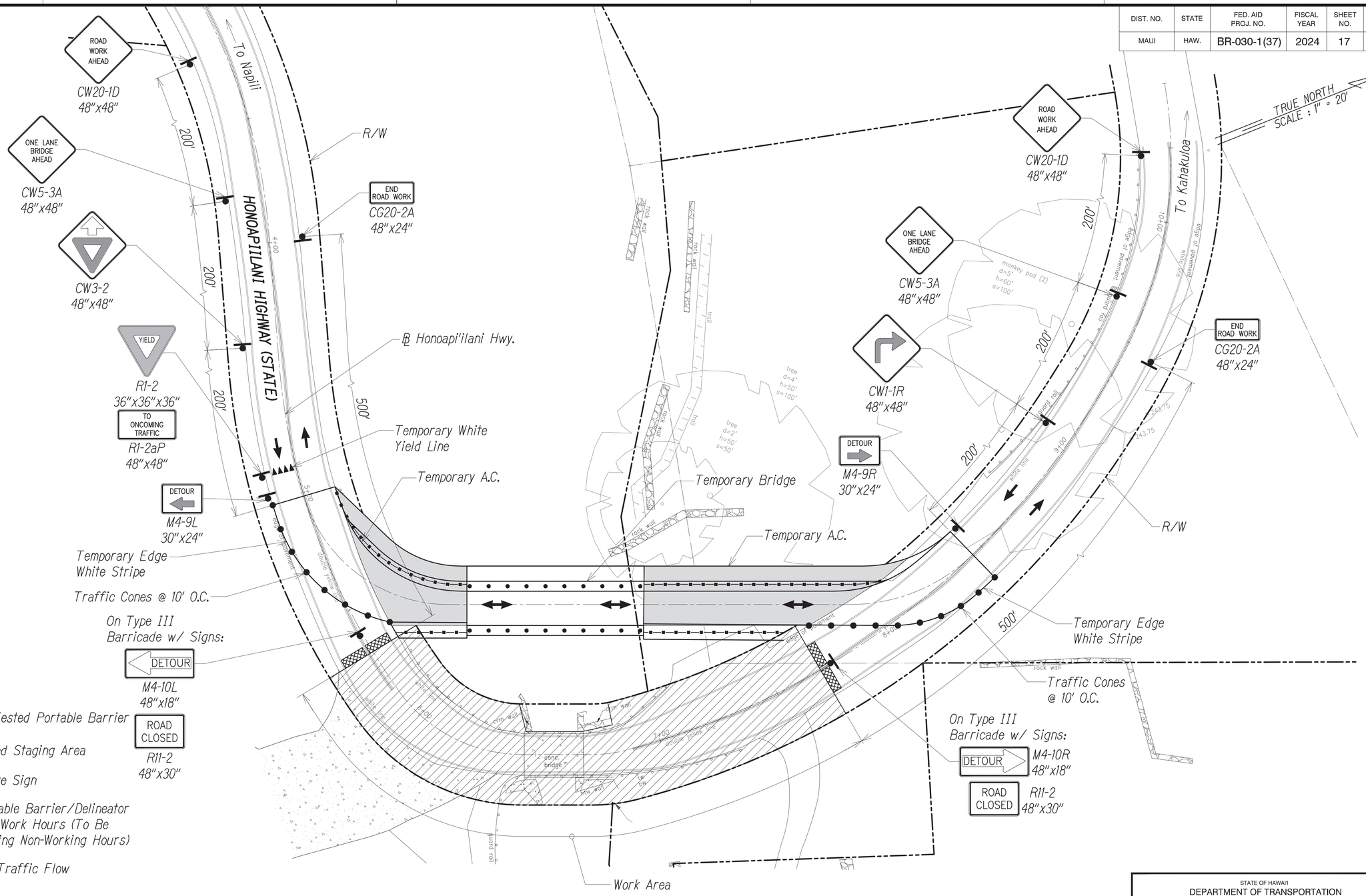


## LEGEND:

- MASH 2016 Tested Portable Barrier
- Work Area and Staging Area
- Retroreflective Sign
- Cone or Portable Barrier/Delineator Used During Work Hours (To Be Removed During Non-Working Hours)
- Direction of Traffic Flow
- Type III Barricade With Flashing Amber Light

## GRAPHIC SCALE:

20' 10' 0 20' 40'

SCALE: 1" = 20'

## TRAFFIC CONTROL PLAN - 2

Scale: 1"=20'

ORIGINAL PLAN

| | DATE |
|---|---|
| SURVEY PLOTTED BY | |
| DRAWN BY | |
| TRACED BY | |
| DESIGNED BY | |
| QUANTITIES BY | |
| CHECKED BY | |

NOTE BOOK No.

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APRIL 30, 2024
LIC. EXP. DATE

STATE OF HAWAI'I
DEPARTMENT OF TRANSPORTATION
HIGHWAYS DIVISION

# TRAFFIC CONTROL PLAN - 2

Honoapi'ilani Highway
Rehabilitation of Honolua Bridge
F.A.P No. BR-030-1(37)

Scale: As Shown Date: December 2023

SHEET No. C4.02 OF 36 SHEETS

# FINAL ENVIRONMENTAL ASSESSMENT

# EXHIBIT B

**THE FINAL EA CAN BE VIEWED AT THE FOLLOWING WEBSITE:**

**https://files.hawaii.gov/dbedt/erp/EA_EIS_Library/2018-09-08-MA-FEA-Honolua-Bridge-Rehabilitation.pdf**

# CHAPTER 6E, HRS REVIEW AND SECTION 106, NHPA COMPLIANCE

# EXHIBIT C

**STATE OF HAWAII | KA MOKU'ĀINA 'O HAWAI'I**
**DEPARTMENT OF LAND AND NATURAL RESOURCES**
**KA 'OIHANA KUMUWAIWAI 'ĀINA**

**STATE HISTORIC PRESERVATION DIVISION**
**KAKUHIHEWA BUILDING**
**601 KAMOKILA BLVD, STE 555**
**KAPOLEI, HAWAII 96707**

August 22, 2024

IN REPLY REFER TO:
Project No.: 2019PR31792
Doc No.: 2408SH12
Archaeology
Architecture

Edwin H. Sniffen
Director of Transportation
State of Hawai'i, Department of Transportation
869 Punchbowl Street
Honolulu, Hawai'i 96813-5097
Email Reply to: Andrew.j.Hirano@hawaii.gov
Electronic Transmittal Only, No Hard Copy to Follow

Dear Edwin Sniffen:

SUBJECT: **Hawai'i Revised Statutes (HRS) Chapter 6E-8 Historic Preservation Review – Initiation of Consultation and Request for Concurrence with the Effect Determination**
**Honoapiilani Highway, Rehabilitation of Honolua Bridge**
**HDOT Ref. No. HWY-DS 2.20533**
**Honolua Ahupua'a, Kā'anapali District, Island of Maui**
**TMK: (2) 4-1-001:010 por., (2) 4-1-999:999 por., (2) 4-2-004:032 por., (2) 4-2-999:999 por.**

The State Historic Preservation Division (SHPD) received a letter dated May 13, 2024 from the State of Hawai'i, Department of Transportation (HDOT) to initiate the HRS Chapter 6E historic preservation review and to request the SHPD's concurrence with the effect determination for the Honoapiilani Highway, Rehabilitation of Honolua Bridge project on the island of Maui. The SHPD received this submittal on May 1, 2024 (HICRIS Submission No. 2019PR31792.007).

The proposed HDOT project will receive funding from the Federal Highway Administration (FHWA) and is therefore a federal undertaking as defined in 36 CFR 800.16(y); the undertaking is subject to compliance with Section 106 of the NHPA. In a letter dated April 14, 2021, the State Historic preservation Officer (SHPO) concurred with a Section 106 effect determination of *no adverse effect* based on FHWA's commitments as outlined in the SHPD letter (SHPD Doc. No.: 2104SH08). The project is also subject to compliance with HRS Chapter 6E.

According to the document received, the proposed project will be located in Honolua at the existing bridge crossing Honolua Stream (HDOT Bridge Inventory No. 009000300300346), approximately 4 miles north of Kapalua, Maui. The project area is defined as the area that extends from the existing Honolua Bridge along Honoapiilani Highway, located approximately between mile post markers 32.40 and 32.51 and is approximately 1.0 acre. The project area extends from the bridge in the following directions: 250 feet along Honoapiilani Highway in the northwest direction, 275 feet along Honoapiilani Highway in the southwest direction, 12 feet in the mauka direction, and 120 feet in the makai direction.

HDOT's letter states that the project consists of upgrading the existing Honolua Bridge as a single lane bridge. The rehabilitation of the existing bridge consists of the structure remaining 18-feet-wide and improved with a single 11-foot-wide travel lane, a 5-foot-wide shoulder for pedestrian and bike travel on the makai (ocean) side, and a 2-foot-wide shoulder on the mauka side. New concrete abutments will extend behind the existing Concrete Rock Masonry abutments which shall remain in place. The proposed bridge alignment and width will closely match the existing bridge. The new concrete deck will maintain the existing clearance over the waterway.

Additionally, the current guardrail and end treatment connections will be upgraded. The concrete parapets will be replaced with new solid concrete parapets that match the height of the existing and are compliant with the Manual for Assessing Safety Hardware. A one-foot eight-inches high metal pipe rail will be added to the top of the concrete parapet for bicyclist and pedestrian safety. Signage and striping will be required and shall comply with the HDOT Standards and the Manual on Uniform Traffic Control Devices.

Lastly, a temporary traffic detour road and temporary bridge will be constructed on the makai side of the highway right-of-way to allow the road to remain open during construction.

The efforts to identify historic properties in the project area found several historic properties or features of larger sites are within the project area. The historic properties include the Honolua Stream Bridge as well as State Inventory of Historic Places (SIHP) No. 50-50-10-1754 (Feature 6) – a wall, SIHP No. 50-50-10-6812 – a water diversion wall, and SIHP No. 50-50-10-1471 (Feature 12) – a terrace. The SHPD notes that directly adjacent and to the left of the project area is SIHP 50-50-01-01755 – a house platform/burial complex consisting of a large walled area and comprised of ten features, just makai of the east bend of Honoapi‘ilani Hwy on north side of valley.

SHPD reiterates its 2021 response to FHWA stating, “At this time, the SHPD opines SIHP No. 50-50-10-1754 and possibly SIHP No. 50-50-10-6812, depending on its period of significance, should be re-assessed for context, integrity, and significance by a person or persons qualified under the Secretary of Interior Standards for Architecture, Architectural History and/or historic Architecture, should any future projects be proposed that may impact these sites. The context of SIHP No. 50-50-10-1471, Feature 12 may also warrant re-evaluation should future projects be proposed that might impact this site” (SHPD Doc. No. 2104SH08).

An archaeological inventory survey (AIS) was conducted for the proposed project but involved a pedestrian survey only. In a previous letter related to this project, the SHPO recommended archaeological monitoring to be conducted under a SHPD-accepted Archaeological Monitoring Plan (AMP) during ground disturbing activities to identify, as well as minimize or avoid effects to, any previously unidentified subsurface historic properties that may be encountered during project work (SHPD Log No. 2018.02656, Doc. No. 1812TGM04). The FHWA, under the Section 106 historic preservation consultation process committed to preparing and submitting an AMP for SHPD’s review and approval. In a letter dated June 7, 2024, the SHPO accepted the AMP prepared by Scientific Consultants Services, Inc. titled, *Archaeological Monitoring Plan for the Honoapi‘ilani Highway, Rehabilitation Of Honolua Bridge Project, Honolua Ahupua‘a, Lāhainā District (Kā‘anapali Moku), Island of Maui, TMK: (2) 4-1-001:010 por.; (2) 4-2-004:032 por. (Jin and Dega, August 2022)*.

HDOT has made a determination of “Effect, with proposed mitigation commitments” for the subject project stating the deterioration of Honolua Bridge necessitates replacement of the bridge deck and parapet rails in their current alignment. HDOT states that according to the Secretary of the Interior's Standards for Rehabilitation (Standards), “where the severity of deterioration requires replacement of a distinctive feature, the new feature shall match the old in design, color, texture, and other visual qualities and, where possible, materials”.

HDOT proposes the following mitigation:

1. HDOT proposes to replace historic character-defining features of the bridge in-kind to maintain the existing architectural character of the Honolua Bridge in accordance with the Standards.
2. HDOT will document the existing bridge according to Historic American Engineering Record standards prior to the rehabilitation project.

Additionally, in an email dated August 22, 2024, the HDOT agreed to the following under the Chapter 6E historic preservation review (Email Correspondence Andrew Hirano [HDOT] and Stephanie Hacker [SHPD]):

1. A construction fence will be provided as a buffer for SIHP No. 50-50-10-1754, Feature 6. The construction fence will provide a 12.74-foot-wide buffer; the fence will be approximately 4’ in height made of orange mesh with wooden/rebar stakes. The location of the construction fence will be noted on the construction drawings to be at the edge of the leased construction parcel.
2. HDOT shall provide photos of the fence installation and the start of archaeological monitoring just before the project work starts.

3. Archaeological monitoring will occur in accordance with the Jin and Dega, August 2022 AMP.

Based on the above commitments, **the SHPO concurs** with HDOT's effect determination of Effect, with proposed mitigation commitments.

The SHPO's concurrence is based on the project area defined and the written scope of work received from the HDOT. Any deviations from the scope of work or the project area requires the historic preservation review is re-opened prior to the project moving forward, to consider the potential for effects to historic properties resulting in project scope or project area revisions.

**Please submit** verification of the fence installation prior to the start of the project and notification at the start of archaeological monitoring via email and HICRIS. Within 30 days of completion of archaeological monitoring fieldwork, SHPD looks forward to receiving a brief archaeological monitoring letter report of findings as specified in HAR §13-282-3(f)(1). Within 60 days of the completion of archaeological monitoring field work, SHPD looks forward to receipt of an archaeological monitoring report meeting the requirements of HAR §13-279-5 for review and acceptance.

**Please submit** the Archaeological Monitoring Report and all forthcoming information and correspondence related to the subject project to SHPD via HICRIS under Project No. 2019PR31792 using the Project Supplement option.

Should any potential historic properties be encountered please immediately halt work in the vicinity of the find and notify the SHPD in writing for SHPD's review and approval prior to resuming work in the vicinity of the find.

The HDOT and FHWA are the offices of record for this undertaking. Please maintain a copy of this letter with your environmental review record for this undertaking.

Please contact Stephanie Hacker, Historic Preservation Archaeologist IV, at Stephanie.Hacker@hawaii.gov or at (808) 692-8046 for matters regarding archaeological resources or this letter.

Aloha,

Susan A. Lebo

Susan A. Lebo, PhD
Archaeology Branch Chief
Acting Administrator, State Historic Preservation Division

cc: Meesa Otani, FHWA (Meesa.Otani@dot.gov)
Lawrence Laus, HDOT (Lawrence.M.Laus@hawaii.gov)
Kevin Ito, HDOT (Kevin.Ito@hawaii.gov)
Kyle Shinyama, Austin, Tsutsumi & Associates, Inc. (kshinyama@atahawaii.com)
Barbara Shideler, Mason Architecture & Historic Consulting (bss@masonarch.com)
Michael Dega, Scientific Consultant Services, Inc. (mike@scshawaii.com)
Gwendolyn Rivera, Munekiyo Hiraga (gwendolyn@munekiyohiraga.com)
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**JOSH GREEN, M.D.**
GOVERNOR | KE KIAʻĀINA

**SYLVIA LUKE**
LIEUTENANT GOVERNOR | KA HOPE KIAʻĀINA

**STATE OF HAWAIʻI | KA MOKUʻĀINA ʻO HAWAIʻI**
**DEPARTMENT OF LAND AND NATURAL RESOURCES**
**KA ʻOIHANA KUMUWAIWAI ʻĀINA**

STATE HISTORIC PRESERVATION DIVISION
KAKUHIHEWA BUILDING
601 KAMOKILA BLVD, STE 555
KAPOLEI, HAWAII 96707



June 7, 2024

IN REPLY REFER TO:
Project No.: 2019PR31792
Doc. No.: 2405SH09
Archaeology

Edwin H. Sniffen, Director
State of Hawaiʻi Department of Transportation
869 Punchbowl Street
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Richelle M. Takara, Division Administrator
U.S. Department of Transportation
Federal Highway Administration
300 Ala Moana Blvd, Rm 3-229
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Honolulu, Hawaii 96850
Email Reply to: Richelle.Takara@dot.gov

Electronic Transmittal Only, No Hard Copy to Follow

Dear Edwin Sniffen and Richelle Takara:

SUBJECT: **National Historic Preservation Act (NHPA) Section 106 Review – Honoapiʻilani Highway, Honolua Stream Bridge Rehabilitation Federal-Aid Project No. BR-030-1(37) Archaeological Monitoring Plan Honolua Ahupuaʻa, Kāʻanapali District, Island of Maui TMKs: (2) 4-1-001:010 por. and (2) 4-2-004:032 por. (Honoapiilani Highway ROW)**

The State Historic Preservation Division (SHPD) received a draft archaeological monitoring plan (AMP) titled, *Archaeological Monitoring Plan for the Honoapiʻilani Highway, Rehabilitation Of Honolua Bridge Project, Honolua Ahupuaʻa, Lāhainā District (Kāʻanapali Moku), Island of Maui TMK: (2) 4-1-001:010 por.; (2) 4-2-004:032 por.* (Jin and Dega, August 2022) in support of the State of Hawaiʻi Department of Transportation's (HDOT's) Honoapiilani Highway, Honolua Stream Bridge Rehabilitation project. The SHPD received this submittal on August 26, 2022 (HICRIS Submission No. 2019PR31792.006). The SHPD received and reviewed two previous drafts of the AMP; SHPD last requested revisions to the plan on August 17, 2022 (HICRIS Submission No. 2019PR31792.005), and received the current version on August 26, 2022, along with a document that outlines the revisions made.

The proposed HDOT project will receive funding from the Federal Highway Administration (FHWA) and is therefore a federal undertaking as defined in 36 CFR 800.16(y); the FHWA determined the proposed project is subject to compliance with Section 106 of the NHPA. Pursuant to the Programmatic Delegation of Authority (May 2016), the FHWA delegated Section 106 consultation to HDOT. The project is also subject to historic preservation review under Hawaiʻi Revised Statutes (HRS) §6E-8 as it will be carried out by a state agency. The SHPD received the HDOT's initiation of the HRS §6E historic preservation review process and a request for the SHPD's concurrence with the HDOT's effect determination (HICRIS Submission No. 2019PR31792.007).

The State Historic Preservation Officer (SHPO) concurred with the FHWA's Section 106 effect determination of *no adverse effect* based on FHWA's commitment to 1) follow Secretary of Interior's Standards for Rehabilitation for the Honolua Stream Bridge, 2) to avoid the other three historic properties by implementing interim protection measures to ensure the sites are not inadvertently impacted during construction, and 3) to conduct archaeological monitoring for identification as well as to provide the opportunity to avoid, minimize, and or mitigate impacts to any subsurface archaeological resources within the APE during the project. Therefore, the draft AMP was received for SHPD review and approval.

The proposed project will be located at the existing bridge crossing Honolua Stream, approximately 4 miles north of Kapalua. The Area of Potential Effects (APE) is defined as the area that extends from the existing Honolua Bridge along Honoapiilani Highway, located approximately between mile post markers 32.40 and 32.51 and comprises approximately 1.0 acre. The project area extends from the bridge in the following directions: 250 feet along Honoapiilani Highway in the northwest direction, 275 feet along Honoapiilani Highway in the southwest direction, 12 feet in the mauka direction, and 120 feet in the makai direction.

The project includes rehabilitating the existing Honolua Stream Bridge including changes to the guardrail and end treatment connections as well as the installation of signage and new striping. The rehabilitation of the existing bridge consists of the structure remaining 18-feet wide and improved with one single 12-foot-wide travel lane, one 5-foot-wide shoulder for pedestrian and bike travel on the makai side, a 1-foot-wide shoulder on the mauka side, and bike rails on the makai bridge parapet. The current guardrail and end treatment connections will be upgraded. Additionally, HDOT proposes the construction of a temporary traffic detour road and a temporary bridge that would be constructed on the seaward portion of the highway ROW to allow the road to remain open during construction.

SHPD previously reviewed and accepted an archaeological inventory survey (AIS) report prepared by Scientific Consultant Services, Inc. (Perzinski and Dega, July 2014) for a Honolua Bridge Replacement project (Log No. 2014.03793, Doc. No. 1502MD36). Scientific Consultant Services, Inc. (SCS) conducted the survey over a 1.6-acre project area and identified three historic properties assigned State Inventory of Historic Places (SIHP) Nos. 50-50-10-06812 (a water diversion wall), 50-50-10-01471, Feature 12 (an agricultural terrace), and 50-50-10-01754, Feature 6 (a wall associated with the bridge). SHPD agreed that all three sites are significant historic properties per HRS §6E under Criteria a and d and are eligible for listing in the National Register of Historic Places (NHPA) under Criteria A and D. In a letter dated November 14, 2019 (SHPD Log No. 2019.02531), the FHWA stated that project improvements have been designed to avoid Site 50-50-10-1754, Feature 6; Site 50-50-10-6812; and Site 50-50-10-1471, Feature 12.

On October 27, 2021, SHPD received a submission from the FHWA continuing the NHPA Section 106 process and requesting the State Historic Preservation Officer's (SHPO's) concurrence with an effect determination of *no adverse effect* along with a draft of the subject AMP dated September 2021. The SHPO concurred with FHWA's effect determination of *no adverse effect* based on FHWA's commitments as listed above.

On February 24, 2022, SHPD received a revised draft of the AMP dated February 2022, however due to inconsistencies between the TMKs listed in the plan and in the Section 106 correspondence (which may be due to project changes), SHPD requested HDOT submit a list of the TMKs in the APE/project area and confirmation of the total acreage of the APE/project area. The SHPD also requested minor revisions to the AMP (Submission No. 2019PR31792.005). SHPD received the current draft of the revised AMP on August 26, 2022, however, SHPD did not received the requested information from HDOT.

SCS produced the subject AMP for identification purposes in support of the subject project. The plan includes summaries of historic land use practices and previous archaeological investigations that have occurred in the vicinity of the project area. Additionally, the plan includes archaeological monitoring conventions to be implemented by the archaeological monitor during all ground disturbing work associated with the project.

The AMP meets the minimum requirements of HAR §13-279-4 and the SOI for Archaeological Documentation. **It is accepted.** Please send **two** hard copies of the document, clearly marked FINAL along with a copy of this letter and a text-searchable PDF version of the AMP to the Kapolei SHPD office, attention SHPD Library. Also, submit a text-searchable PDF copy of the final AMP to HICRIS Project No. 2019PR31792 using the Project Supplement option and send a text-searchable pdf copy to lehua.k.soares@hawaii.gov.

**SHPD hereby notifies HDOT** the AMP has been accepted.

On May 1, 2024, the SHPD received a letter from the HDOT requesting the SHPD's concurrence with their HRS §6E effect determination (SHPD HICRIS Submission No. 2019PR31792.007). This concurrence request is currently under SHPD review.

**SHPD will notify** HDOT and FHWA when our office has concurred with the HRS §6E effect determination (SHPD HICRIS Submission No. 2019PR31792.007) and project initiation may begin.

Please contact Susan A. Lebo, PhD, Archaeology Branch Chief, at Susan.A.Lebo@hawaii.gov for any questions regarding this letter.

Aloha,

Dawn N. S. Chang
DLNR Chairperson
State Historic Preservation Officer

cc: Kevin Ito, HDOT, kevin.ito@hawaii.gov
Lawrence Laus, HDOT, lawrence.m.laus@hawaii.gov
Kyle Shinyama, Austin, Tsutsumi & Associates, Inc., kshinyama@atahawaii.com
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Mike Dega, SCS, mike@scshawaii.com
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**STATE OF HAWAII**
**DEPARTMENT OF LAND AND NATURAL RESOURCES**

STATE HISTORIC PRESERVATION DIVISION
KAKUHIHEWA BUILDING
601 KAMOKILA BLVD, STE 555
KAPOLEI, HAWAII 96707

February 23, 2015

Meesa Otani, Environmental Engineer
U.S. Department of Transportation
Federal Highway Administration
300 Ala Moana Blvd., Room 3-306
Box 50206
Honolulu, HI 96850-3306

LOG NO: 2014.03793
DOC NO: 1502MD36
Archaeology

Dear Ms. Otani:

SUBJECT: **Hawai'i Revised Statute Chapter 6E-8 Historic Preservation Review and National Historic Preservation Act (NHPA) Section 106 Consultation – Draft Archaeological Inventory Survey for the Honolua Bridge Replacement Honolua Ahupua'a, Lāhainā District, Island of Maui TMK (2) 4-1-001:005 (por.), 009 (por.) and 010 (por.)**

Thank you for the opportunity to review the draft report titled *Archaeological Inventory Survey Report for a Bridge Replacement in Honolua, Honolua Ahupua'a, Lāhaina District, Maui Island, [TMK: (2) 4-1-001:05 (por.), :09 (por.) and :10 (por.)]* (Perzinski and Dega July 2014; SCS Project Number 1023-6), which we received on August 18, 2014. We apologize for the delayed review. We previously reviewed an earlier draft of this report and requested revisions (*Log No. 2013.2341, Doc. No. 0313LS01*). We have since been informed that this project has been identified in the FY 2011 Statewide Transportation Improvement plan as having federal, state and local funding through the System Preservation Programming. Thus, this project is a federal undertaking as defined by 36 CFR 800.16(y), requiring historic preservation review under Section 106 of the National Historic Preservation Act (NHPA) and compliance with the National Environmental Policy Act (NEPA), and is a project subject to Hawai'i Revised Statute (HRS) Chapter 6E-8 requirements.

The bridge is owned by Maui County and it is located at mile post 32.40 on the Honoapiilani Highway (Route 30) on the west side of Maui. The bridge (originally constructed in 1924) has a sufficiency rating of 42, therefore it is being considered for replacement with a wider, longer structure on the same alignment. Project alternatives are being considered, including a No-Build alternative; repair/rehabilitation/widening of existing structure; and a new structure on new alignment either downstream or upstream from the current crossing.

This archaeological inventory survey (AIS) was prepared at the request of Austin, Tsutsumi & Associates, Inc. and the initial reviews were conducted pursuant to HRS Chapter 6E-8 only (*Log No. 2009.2358, Doc. No. 0908ST12*). Archaeological field survey was conducted on February 24 and 25, 2009; Dr. Michael F. Dega, Ph.D. served as the Principal Investigator. The area of potential effect (APE) for the purposes of the archaeological survey was defined as a 150 foot radius encircling the bridge (approximately 1.6 acres total). The survey newly identified Site 50-50-10-6812 (a water-diverting wall located along the east side of Honolua Stream), and further documented Feature 12 (terrace) at previously recorded Site 50-50-10-1471 and Features 6 (wall) and 11 (historic bridge) at previously recorded Site 50-50-10-1754. The AIS involved pedestrian survey only.

Site 6812 and the features of Sites 1471 and 1754 are identified as eligible for the State and National Register of Historic Places (NRHP) under Criterion D (has yielded, or has potential to yield, information to prehistory or history). Site 1754 Feature 11 (historic bridge) is also identified as eligible under Criteria A (associated with events that have

made a significant contribution to the broad pattern of history) and C associated with the lives of significant persons in the past). Site 1472 Feature 12 (Moore 1974) and Site 1754 Feature 6 (Tome 2002) were previously recommended for no further work. Site 1754 Feature 11 has been documented both in this AIS and in an architectural survey, and is recommended for no further work. We concur with these assessments. We also concur that archaeological monitoring may be appropriate for future work involving this project.

The AIS meets the requirements of Hawai'i Administrative Rule § 13-276. It is accepted by SHPD. Please send one hardcopy of the final document, clearly marked FINAL, along with a copy of this review letter and a text-searchable PDF version on CD to the Kapolei SHPD office, attention SHPD Library.

Initially, this project was reviewed for compliance with HRS Chapter 6E-8; however, due to the federal funds provided by the U.S. Federal Highways Administration for this project, this bridge repair/replacement project is subject to multiple environmental reviews including NEPA, Section 106 of the NHPA, and Section 4(f) of the DOTA (among others). The State Historic Preservation Officer (SHPO) accepts this report as a baseline, existing-conditions report only. It is early in the NEPA planning and environmental review process; therefore, project alternatives will determine the extent to which further cultural resources work will be needed. Section 106 of the NHPA alone will require the delineation of an APE that takes into consideration the locations/alignments of all the alternatives considered during project development and the potential direct, indirect, and cumulative impacts causes by the proposed project.

Please contact Maui Lead Archaeologist Morgan Davis at (808) 243-4641 or at Morgan.E.Davis@hawaii.gov if you have any questions or concerns regarding this letter.

Mahalo,

Alan S. Downer, Ph.D.
Deputy State Preservation Officer
Historic Preservation Division

cc: County of Maui
Department of Planning
(Planning@co.maui.hi.us)

County of Maui
Department of Public Works – DSA
(Renee.Segundo@co.maui.hi.us)

County of Maui
Cultural Resources Commission
(Annalise.Kehler@co.maui.hi.us)

Michael F. Dega, Ph.D.
Scientific Consultant Services, Inc.
(mike@scshawaii.com)

Austin, Tsutsumi & Associates, Inc.
501 Summer Street, Suite 521
Honolulu, Hawaii 96817

Ferdinand Caijal
State of Hawaii Department of Transportation
(Ferdinand.Caijal@hawaii.gov)

# SECTION 106 DETERMINATION LETTER

# STATE OF HAWAII
## DEPARTMENT OF LAND AND NATURAL RESOURCES

STATE HISTORIC PRESERVATION DIVISION
KAKUHIHEWA BUILDING
601 KAMOKILA BLVD., STE 555
KAPOLEI, HI 96707

April 14, 2021

IN REPLY REFER TO:
Project No.: 2019PR31792
Submission No.: 2019PR31792.001
Log No.: 2019.02531
Doc. No.: 2104SH08
Archaeology

Meesa T. Otani, Environmental Engineer
Federal Highways Administration
U.S. Department of Transportation
300 Ala Moana Boulevard, Room 3-306
Box 50206
Honolulu, Hawai‘i 96850
Email: Meesa.Otani@dot.gov

Dear Meesa Otani:

SUBJECT: **National Historic Preservation Act (NHPA) Section 106 Review –**
**Continued Consultation and Request for Concurrence with the Effect Determination**
**Honoapiilani Highway, Honolua Stream Bridge Rehabilitation**
**Ref. No. HDA-HI, Federal Aid Project No. BR-030-1(37)**
**Honolua Ahupua‘a, Lahaina District, Island of Maui**
**TMK: (2) 4-1-001:010 por., and (2) 4-2-004:032 por.**

The State Historic Preservation Division (SHPD) received a letter dated November 14, 2019 from the Federal Highway Administration (FHWA) to provide additional information requested by the SHPD on December 19, 2019 (Ref. HDA-HI; SHPD Log No. 2018.02656; Doc. No. 1812TGM04) and to request the State Historic Preservation Officer’s (SHPO’s) concurrence with the effect determination for the Honoapiilani Highway Honolua Stream Bridge Rehabilitation project on the island of Maui. The SHPD received this submittal on November 15, 2019.

The proposed Hawai‘i Department of Transportation (HDOT) project will receive funding from the Federal Highways Administration (FHWA) and has been determined a federal undertaking as defined in 36 CFR 800.16(y). The proposed project is subject to compliance with Section 106 of the NHPA.

A total of four historic properties were identified within the Area of Potential Effects (APE). This includes the Honolua Stream Bridge and State Inventory of Historic Places (SIHP) No. 50-50-10-1754 (Feature 6), SIHP No. 50-50-10-6812, and SIHP No. 50-50-10-1471 (Feature 12). In the December 19, 2018 letter, the SHPO requested information on how the undertaking will affect SIHP No. 50-50-10-1754 (Feature 6), SIHP No. 50-50-10-6812, and SIHP No. 50-50-10-1471 (Feature 12).

SIHP 50-50-10-1754, Feature 6: This is a discontiguous basalt wall paralleling the north side of Honolua Stream approximately 8 meters from the north bank that is associated with the bridge. This wall was documented by Moore (1974) and Perzinski and Dega (2014). The wall was determined significant per HAR §13-275-6 and eligible for listing on the National Register of Historic Places (NRHP) under Criterion D.

SIHP 50-50-10-6812: This is a water diversion wall built along the north bank of Honolua Stream, just west (less than 50 m) from the bridge. According to Perzinski and Dega (2014), the wall appears to be an erosion control structure to prevent the outside bend of the bank from further erosion. The wall measures approximately 18 meters in length with a maximum height of 1.5 meters (up to 5 courses) and is constructed of basalt cobbles and boulders that abut the north side of the stream. The wall appears to have been built to prevent Honolua Stream from meandering into the valley and was recorded as being in good condition (Perzinski and Dega 2014:30). This site was

assessed as significant per HAR §13-275-6 and eligible for listing on the National Register of Historic Places (NRHP) under Criterion D.

SIHP 50-50-10-1471, Feature 12. SIHP 50-50-10-1471, Honua‘ula Heiau was documented during a survey conducted by Bishop Museum for Maui Land and Pineapple Co. Ltd. (Moore: 1974) Perzinski and Dega states that according to the report, the *heiau* measures approximately 128 meters by 60 meters. It was recorded as a complex series of walls, platforms, and enclosures. The Bishop Museum Site number is D14-5 and was deemed in "an excellent state of preservation and offers very good opportunity for further research" (Moore 1974:6). The *heiau* was re-investigated during an Archaeological Inventory Survey conducted by Scientific Consultant Services in July 2002 and a preservation plan was submitted in August of the same year (Dega 2002). Survey results deduced that the area was in permanent use for at least the last 500 years (Tome ibid. 2002: 50). According to Perzinski and Dega (2014) SIHP 50-50-10-1471, Feature 12 is an earth and basalt agricultural terrace located on the north side of Honolua Stream and situated approximately 4 meters east of Honoapi‘ilani Highway on its western extent. The Perzinski and Dega AIS states the terrace wall is constructed of waterworn basalt and at least three waterworn aggregate boulders indicating an historic date for construction. The surface of the terrace is strewn with cobbles to a maximum width of 2.55 meters. Perzinski and Dega opine, “Though the feature retains the same site designation as Honua‘ula Heiau, it is in no way, other than spatially, associated with it” (Perzinski and Dega 2009:18). FHWA states the feature was recorded and evaluated three times [Moore (1974), Tome et al. (2002), and Perzinski and Dega (2014)]. The terrace has been assessed as significant per HAR §13-275-6 and eligible for listing on the National Register of Historic Places (NRHP) under Criterion D. Tome et al. (2002) recommended no further work for the feature.

At this time, the SHPD opines SIHP 50-50-10-1754 and possibly SIHP 50-50-10-6812, depending on its period of significance, should be re-assessed for context, integrity, and significance by a person or persons qualified under the Secretary of Interior Standards for Architecture, Architectural History and/or historic Architecture, should any future projects be proposed that may impact these sites. The context of SIHP 50-50-10-1471, Feature 12 may also warrant re-evaluation should future projects be proposed that might impact this site.

FHWA states that project improvements have been designed to avoid Site 50-50-10-1754 (Feature 6), Site 50-50-10-6812, and Site 50-50-10-1471 (Feature 12). FHWA has committed to interim protection measures that will be implemented to ensure the sites are not inadvertently impacted during construction. In an email dated April 12, 2021 SHPD requested additional information regarding the proposed interim protection measures. HDOT responded stating, of the three archaeological sites/features, only one will be within 30 feet of the construction, SIHP 50-50-10-1754. Therefore, a construction fence will be provided as a buffer for SIHP 50-50-10-1754, Feature 6 on the makai side of the site. The construction fence will provide a 12.74-foot-wide buffer; the fence will be approximately 4’ in height made of orange mesh with wooden/rebar stakes. The location of the construction fence will be noted on the construction drawings to be at the edge of the leased construction parcel. (Email Correspondence; Stephanie Hacker [SHPD] and Andrew Hirano [HDOT]).

An archaeological inventory survey (AIS) was conducted for the proposed project but involved a pedestrian survey only. The SHPD letter accepting the AIS (SHPD Log No. 2014.03793, Doc. No. 1502MD36) notes the AIS report states archaeological monitoring may be appropriate during future work involving the proposed project. In a previous letter, the SHPO recommended archaeological monitoring to be conducted under a SHPD-accepted Archaeological Monitoring Plan (AMP) during ground disturbing activities to identify, as well as minimize or avoid effects to, any previously unidentified subsurface historic properties that may be encountered during project work (SHPD Log No. 2018.02656, Doc. No. 1812TGM04). The FHWA has committed to preparing and submitting an AMP for SHPD’s review and approval.

The significant historic character-defining features of the Honolua Bridge will be retained and the new features shall match the old in design, color, texture, and other visual qualities. The proposed project follow’s Secretary of Interior Standards for Rehabilitation and, therefore, will not affect the design, workmanship, materials, location, setting, association and feeling of the historic structure.

FHWA is requesting SHPO’s concurrence with the determination of, *no adverse effect*, for the Honoapiilani Highway, Honolua Stream Bridge Rehabilitation project. **The SHPO concurs** with the effect determination based on FHWA’s commitment to 1) follow Secretary of Interior’s Standards for Rehabilitation for the Honolua Stream Bridge, 2) to avoid the other three historic properties by implementing interim protection measures to ensure the

sites are not inadvertently impacted during construction, and 3) to conduct archaeological monitoring for identification as well as to provide the opportunity to avoid, minimize, and or mitigate impacts to any subsurface archaeological resources within the APE during the project.

Please submit a draft AMP meeting the requirements of HAR §13-279-4 for SHPD review and acceptance prior to the start of work. The AMP also shall include the proposed measures to be implemented during project work to avoid impact to Site 50-50-10-1754 (Feature 6), Site 50-50-10-6812, and Site 50-50-10-1471 (Feature 12).

The FHWA and HDOT are the offices of record for this undertaking. Please maintain a copy of this letter with your environmental review record for this undertaking.

Please contact Stephanie Hacker, Historic Preservation Archaeologist IV, at Stephanie.Hacker@hawaii.gov or at (808) 692-8046 for matters regarding archaeological resources or this letter.

Aloha,
Alan Downer

Alan S. Downer, PhD
Administrator, State Historic Preservation Division
Deputy State Historic Preservation Officer

cc: Andrew Hirano, HDOT (Andrew.j.Hirano@hawaii.gov)
Misako Mimura, HDOT (Misako.k.Mimura@hawaii.gov)

# SPECIAL MANAGEMENT AREA USE PERMIT APPROVAL

# EXHIBIT D

**RICHARD T. BISSEN, JR.**
Mayor

**KATE L. K. BLYSTONE**
Director

**ANA LILLIS**
Deputy Director

**DEPARTMENT OF PLANNING**
COUNTY OF MAUI
ONE MAIN PLAZA
2200 MAIN STREET, SUITE 315
WAILUKU, MAUI, HAWAI'I 96793

April 17, 2024

CERTIFIED MAIL: # 9589 0710 5270 1030 7895 59

Mr. Edward Sniffen, Director
State of Hawaii Department of Transportation
869 Punchbowl Street
Honolulu, Hawai`i 96813

Dear Mr. Sniffen:

**SUBJECT: APPROVAL OF A SPECIAL MANAGEMENT AREA (SMA) USE PERMIT TO 1) REHABILITATE HONOLUA BRIDGE LOCATED ON HONOAPIILANI HIGHWAY (ROUTE 30), AT APPROXIMATELY MILE MARKER 32 ON THE NORTHWESTERN COAST OF MAUI ISLAND, AND 2) CONSTRUCT A TEMPORARY TRAFFIC DETOUR ROAD AND TEMPORARY BRIDGE TO ALLOW THE ROAD TO REMAIN OPEN DURING THE BRIDGE REHABILITATION LOCATED AT ISLAND OF MAUI, HAWAI`I; TMKS: (2) 4-2-004:032 (POR.) & (2) 4-1-001:010 (POR.) (SM120200013)**

At its regularly scheduled meeting, on February 27, 2024, the Maui Planning Commission (Commission) reviewed the subject request and after due deliberation, voted for approval, subject to the following conditions:

**STANDARD CONDITIONS:**

1. That to the satisfaction of the Planning Department (Department), construction of the proposed project shall be initiated by **March 31, 2026**. Evidence of the initiation of construction shall be submitted to the Department prior to this date. Failure to comply by this date will automatically terminate this SMA Use Permit unless a time-extension is requested, which should be submitted at least 60 days prior to the expiration date.

2. That to the satisfaction of the Department, the construction of the project shall be completed within two years after the date of its initiation. Evidence of the date of

the completion of construction shall be submitted to the Department. Any request for a time extension should be submitted no later 90 days prior to the completion deadline. A time-extension shall be processed in accordance with the provisions of Section 12-202-17 of the SMA Rules. Failure to complete construction of this project within this time period may require unfinished portions of the project to obtain a new SMA Use Permit.

3. That the Applicant shall develop the property in substantial compliance with the representations made to the Commission in obtaining the SMA Use Permit. Failure to so develop the property may result in the revocation of the permit and/or other enforcement.

4. That within 180 days of completion of the project, the Applicant shall submit to the Department a report addressing its compliance with the conditions established with the subject SMA Use Permit. One hard copy and one digital copy shall be submitted.

**PROJECT SPECIFIC CONDITIONS**

1. That the Applicant shall provide the Maui Police Department and the Maui Department of Fire and Public Safety with at least 14 days notice prior to commencement of construction.

2. That the Applicant shall ensure construction and detour signage, as described in the project plans and this report, is visible and in place at all times until construction is complete. Additional signage shall list the permits associated with this project as information for the public.

3. That during construction, the Applicant shall ensure approximately 30 parking spots of a total of approximately 50 available roadside parking spots are available at all times.

4. That the Applicant shall maintain safe pedestrian access mauka and makai to Honolua Bay during all phases of construction, as reasonable.

5. That the Applicant shall implement Best Management Practices (BMPs) for silt and dust to minimize shoreline and runoff from the project area towards the marine environment.

6. That the Applicant shall ensure safe access to Honuaula Heiau for religious and ceremonial purposes, is maintained during all phases of construction.

7. That in order to avoid disturbance to Hawaiian-Hoary-bat-birthing and pup-rearing season June 1 to September 15, and to the satisfaction of the Department of Land and Natural Resources, Division of Forestry and Wildlife, the Applicant shall ensure site clearing activities associated with the project will not be scheduled from

June 1 through September 15. Specifically, no woody plants taller than 15 feet will be disturbed, removed or trimmed during these dates.

8. That the Applicant shall ensure storage materials and heavy equipment will be contained within a construction easement obtained by the Hawaii Department of Transportation (HDOT).

9. That in order to accommodate any site condition changes and associated non-substantial scope of work changes, the Applicant may transmit these changes to the Department for assessment and approval by the Department via email documentation.

10. That the Applicant shall improve existing roadside parking conditions to minimize and mitigate the existing dirt condition of the parking area.

11. That the Applicant shall obtain all necessary permits for the proposed project and full compliance with all other applicable Federal, State, and County regulations are met

Thank you for your cooperation. If additional clarification is required, please contact Staff Planner James Buika at james.buika@mauicounty.gov or (808) 270-6271.

Sincerely,

KATE L.K. BLYSTONE
Planning Director

xc: Danny A. Dias, Planning Program Administrator (PDF)
Candace Thackerson, Environmental Planning Supervisor (PDF)
Edward Sniffen, Department of Transportation, Applicant (PDF)

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# LETTER OF AUTHORIZATION

EXHIBIT

E

MAUI LAND
& PINEAPPLE COMPANY INC.

December 27, 2023

Kathleen Aoki, Director
Department of Planning
County of Maui
One Main Plaza, Suite 315
2200 Main Street
Wailuku, Hawaii 96793

Subject: Proposed Honolua Bridge Rehabilitation Project at Honoapiilani Highway, TMK (2)4-2-004:032, Honolua, Hawaii

Dear Ms. McLean:

As the landowner of TMK (2) 4-2-004:032 we hereby authorize the State of Hawaii Department of Transportation and its consultant, Munekiyo Hiraga, to prepare, file and process a Special Management Area (SMA) Use Permit Application and other related approvals, as applicable for the proposed Honolua Bridge Rehabilitation Project.

Should you have any questions, please contact Gwendolyn Rivera of Munekiyo Hiraga via email at planning@munekiyohiraga.com.

Thank you very much,

Dean Frampton
*Vice President of Land & Natural Resources*
Maui Land & Pineapple Company, Inc.

Attachment

cc: Gwendolyn Rivera, Munekiyo Hiraga
Andrew Hirano, State of Hawaii, Department of Transportation, Highways

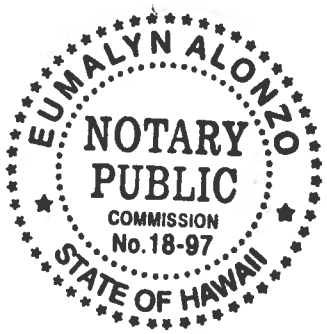
STATE OF HAWAII )
) SS.
COUNTY OF MAUI )

On this 20 day of December, 2023, before me personally appeared **DEAN FRAMPTON**, to me personally known, who, being by me duly sworn or affirmed, did say that such person executed the foregoing instrument as the free act and deed of such person, and if applicable in the capacity shown, having been duly authorized to execute such instrument in such capacity.

I further certify the following with regard to the foregoing instrument:

Doc. Date: December 27, 2023 or ☐ Undated at time of notarization No. of Pages: 2

Document Identification or Description: **Letter with Subject: Proposed Honolua Bridge Rehabilitation Project at Honoapiilani Highway, TMK (2)4-2-004:032, Honolua, Hawaii**




(Official Stamp or Seal)

Eumalyn Alonzo
Signature of Notary Public

Name: Eumalyn Alonzo
Notary Public, State of Hawaii

My commission expires: 3/18/2026

Jurisdiction in which notarial act is performed:
Second Circuit, State of Hawaii

MUNEKIYO HIRAGA

Planning. Project Management. Sustainable Solutions.