



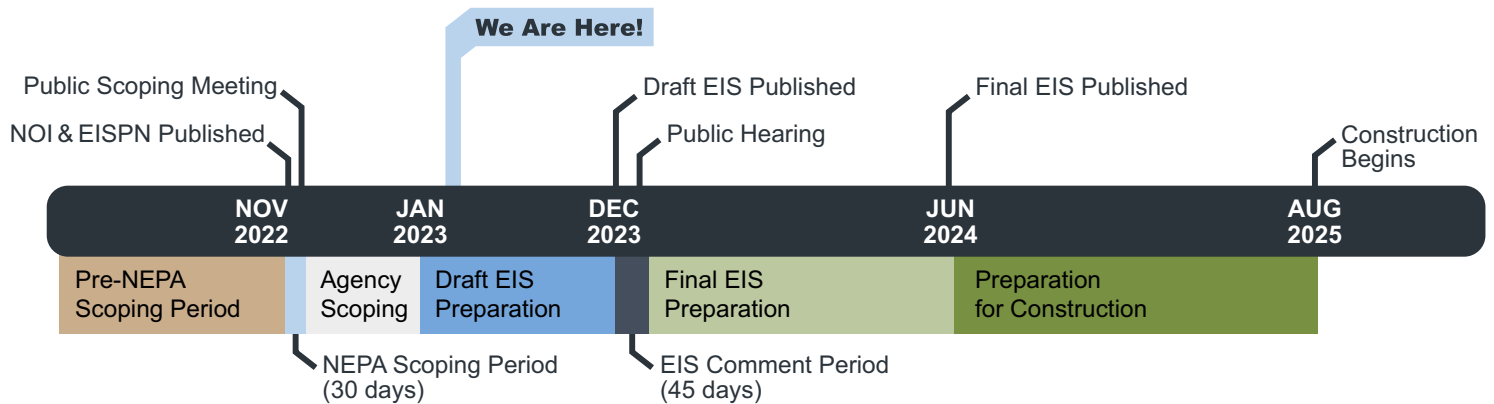
# Honoapi'ilani Highway Improvements

## PROJECT OVERVIEW

The scenic coastal Honoapi'ilani Highway (State Route No. 30) is a two-lane highway that currently serves as the primary access route to and from West Maui. This project is being proposed to improve the resiliency of approximately 6 miles of Honoapi'ilani Highway (State Route 30) between Ukumehame and Launiupoko.

Flooding caused by high wave wash are regular occurrences on this low-lying highway, which results in hazardous conditions, delay and roadway closures. As the primary access to West Maui, when these road closures occur, they have significant impacts on the quality of life for West Maui residents, and the West Maui economy.

An Environmental Impact Statement will be prepared for this project, which will evaluate the potential social, economic, and environmental effects resulting from the implementation of the Build Alternatives and the No-Build Alternative (describe on page 2). Additional areas of investigation for this project will include, but not be limited to, consistency with existing plans and land uses, biological resources, cultural resources, archaeological resources, air quality, noise and vibration impacts, social impacts such as shoreline access, land use (residential displacements and local business impacts), recreational resources, visual impacts, traffic impacts, engineering feasibility, project schedule, and ease of implementation.



## SUBMIT A COMMENT

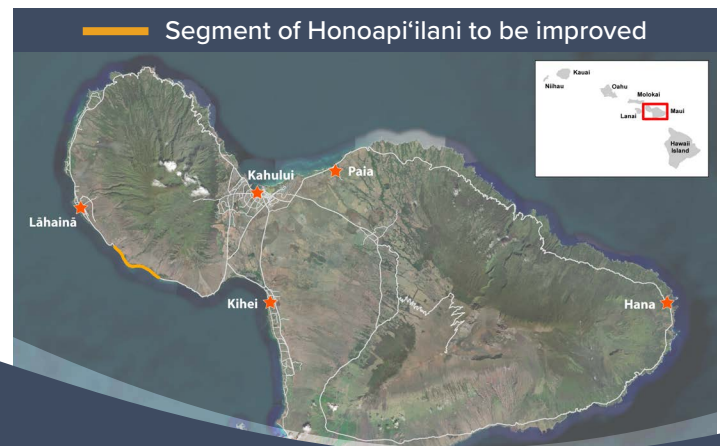
Agencies, stakeholders, and the public are invited to comment on the proposed alternatives, expected impacts to be analyzed in the EIS, as well as avoidance, minimization, and mitigation measures.

**We Want to Hear from You!**

 [honoapiilanihwyimprovements.com](https://honoapiilanihwyimprovements.com)

## PROJECT PURPOSE

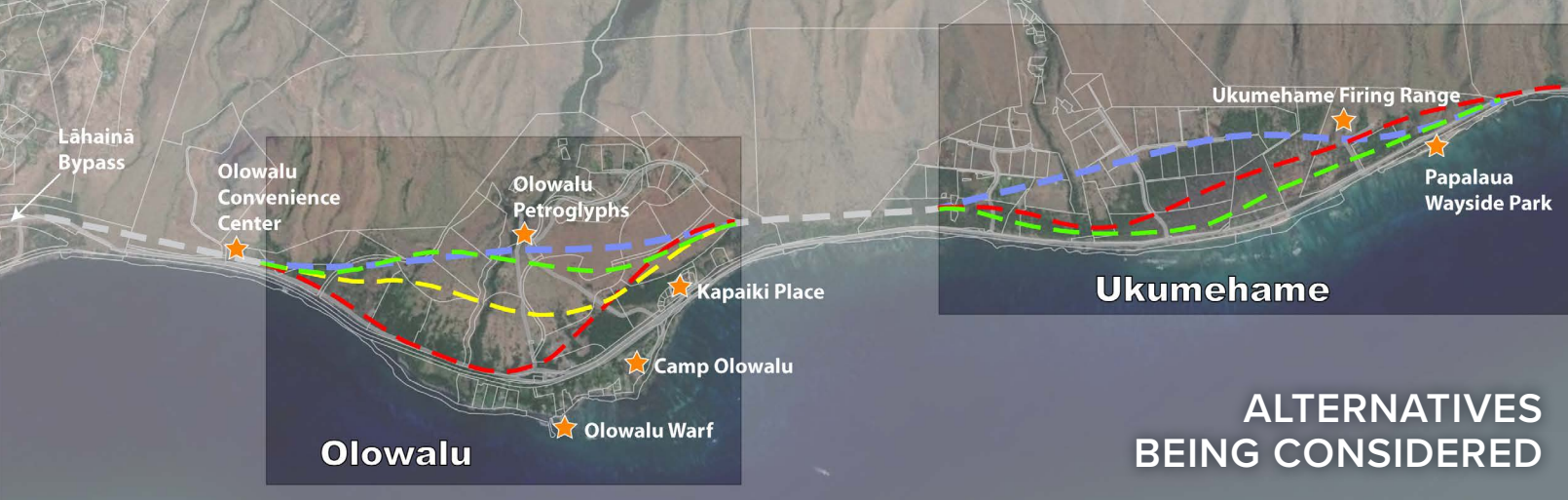
This project is being proposed to provide a reliable transportation facility and to improve Honoapi'ilani Highway's resilience by reducing the highway's vulnerability to coastal hazards, specifically existing coastal erosion and flooding, as well as future coastal erosion and flooding.



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## ALTERNATIVES BEING CONSIDERED

The proposed alignments were adapted from the County of Maui's Pali to Puamana plan. The alignments converge at serval points with two distinct areas where the alignments differ from one another: one in Olowalu and the other in Ukumehame. The preferred alternative may be selected from two differing proposed alternatives one in each of the two differing areas.

1

**ALTERNATIVE 1:** Adapted from the County of Maui's Pali to Puamana Parkway 2005 coastal or makai concept.

A key element of this alternative is to maximize use of the existing Honoapi'ilani Highway right-of-way. In Ukumehame, this alignment generally represents the furthest in-land route to avoid the high-wave and future sea-level rise inundation zone, while remaining within County and State-owned properties.

2

**ALTERNATIVE 2:** was adapted from the County of Maui's Pali to Puamana Parkway 2005 "middle" concept.

In Launiupoko, this alignment would remain close to the existing Honoapi'ilani Highway. In Ukumehame, this alignment follows a more makai route to maximize use of County and State-owned property and stays closer to the existing Honoapi'ilani Highway.

3

**ALTERNATIVE 3:** was adapted from the County of Maui's Pali to Puamana Parkway 2005 "mauka" concept.

It is identical to Alternative 2, except in Olowalu where the alignment is further inland or mauka. This alternative attempts to follow an existing roadway and utility easement within the "Olowalu Mauka Roadway and Greenway Plan", once the AASHTO design standards have been applied.

4

**ALTERNATIVE 4:** was adapted from the County of Maui's Pali to Puamana Parkway 2005 "mauka" concept.

This alignment realigns the highway as much as possible away from the affects of sea level rise and high waves, without as much consideration for property ownership as other Build Alternatives.

**NO-BUILD:** (Existing Highway) This alternative considers future conditions if the project is not constructed and will be included as a baseline for comparison.

## ANTICIPATED APPROVALS, PERMITS & AUTHORIZATIONS:

### FEDERAL

- Department of Army Permit, Section 404 Clean Water Act and Section 10 of the Rivers and Harbors Act
- Department of Transportation Act of 1966, Section 4(f) Evaluation
- Federal Emergency Management Agency (FEMA) Floodplain Coordination
- Endangered Species Act, Section 7 consultation
- Farmland Conversion Impact Rating, pursuant to the Farmland Protection Policy Act
- Magnuson-Stevens Fishery Conservation and Management Act, Essential Fish Habitat coordination
- National Historic Preservation Act Section 106 consultation
- Clean Air Act, Section 309
- U.S. Coast Guard (USCG) Bridge Permit Coordination

### STATE OF HAWAII

- Hawaii Revised Statutes (HRS) Chapter 343 EIS
- Coastal Zone Management Act (CZMA), Consistency Determination
- CWA Section 401, Water Quality Certification
- CWA Section 402, National Pollutant Discharge Elimination System (NPDES) Permit
- HRS Chapter 6E-8, Historic Preservation Review
- Stream Channel Alteration Permit (SCAP)
- Conservation District Use Permit
- Americans with Disabilities Act Accessibility Guidelines
- Community Noise Permit / Community Noise Variance

### COUNTY OF MAUI

- Special Management Area (SMA) Permit
- Building and Grading permits



For more information, please visit  
[honoapiilanihwyimprovements.com](http://honoapiilanihwyimprovements.com)