



# Honoapi'ilani Highway Improvements

## PROJECT OVERVIEW

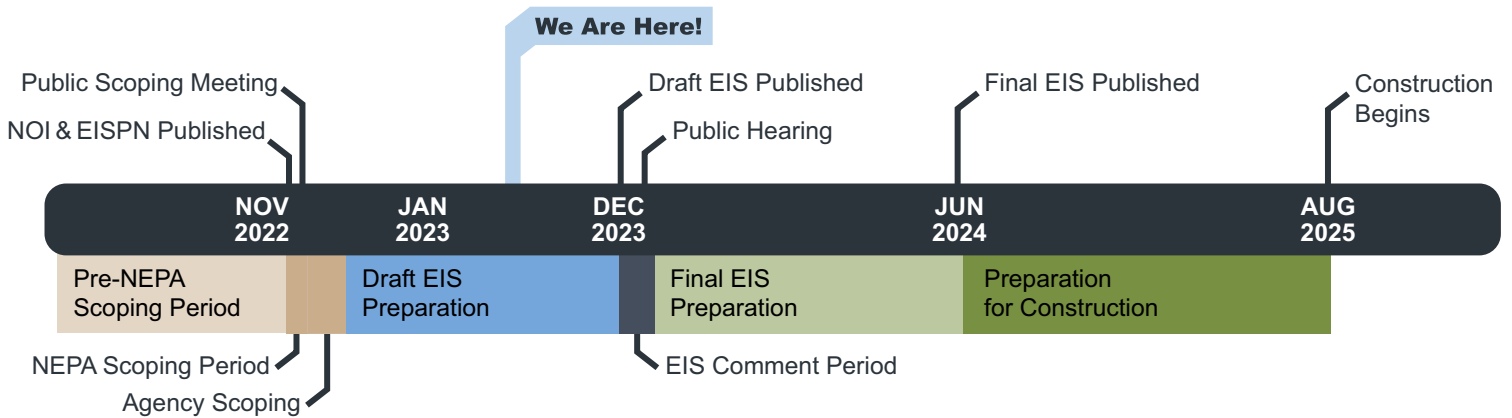
The scenic coastal Honoapi'ilani Highway (State Route 30) is a two-lane highway that currently serves as the primary access route to and from West Maui. This project aims to improve the resiliency of approximately 6-miles of Honoapi'ilani Highway between Ukumehame and Launiupoko.

Flooding caused by high wave wash are regular occurrences on this low-lying highway, which results in hazardous conditions, roadway closures, and delays. These closures have significant impacts on the quality of life for West Maui residents and economy.

An Environmental Impact Statement (EIS) will evaluate the potential social, economic, and environmental effects resulting from Build and No-Build Alternatives (describe on next page).

Additional areas of investigation:

- consistency with existing plans and land uses
- cultural and archaeological resources
- air quality
- noise and vibration impacts
- shoreline access
- land use (residential and business impacts)
- recreational resources
- visual impacts
- traffic impacts
- engineering feasibility
- ease of implementation.



## SUBMIT A COMMENT

Everyone is invited to comment on this project.

We want to hear what you think about proposed alternatives, expected impacts, and about the Environmental Impact Statement evaluation.

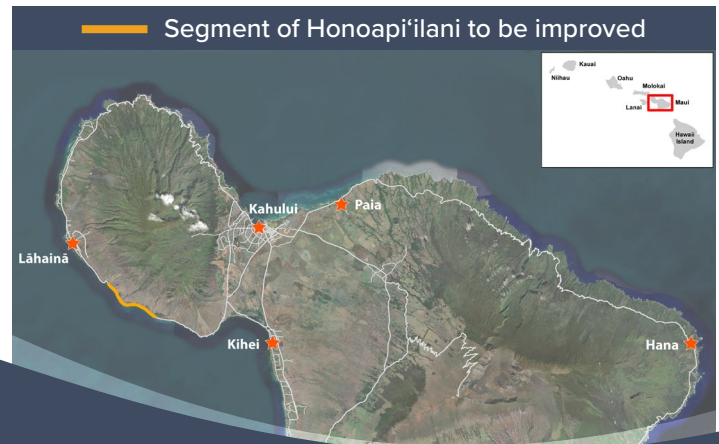
We Want to Hear from You!

[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 resiliency 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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## BUILD ALTERNATIVES

1 Alternative 1   2 Alternative 2   3 Alternative 3   4 Alternative 4   — Area of Potential Effect (APE)

The proposed alignments were adapted from the County of Maui’s Pali to Puamana plan. The alignments converge at several 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 Honoapiʻilani 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 Honoapiʻilani 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 Honoapiʻilani 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