



Contents

Abbreviations and Acronyms iii

Hawaiian Terms viii

S. Summary S-1

 WHAT IS AN EIS?..... S-1

 What is the process in creating an EIS?..... S-1

 What are the key milestones for an EIS? S-2

 What are the key dates for this Draft EIS?..... S-2

 WHO IS LEADING THE EIS? S-2

 WHAT OTHER AGENCIES ARE INVOLVED IN THIS EIS?..... S-2

 WHERE IS THE PROJECT AREA? S-4

 WHY IS THIS PROJECT IMPORTANT? S-7

 WHAT IS THE PURPOSE AND NEED OF THE PROJECT?..... S-7

 WHAT OPTIONS OR ALTERNATIVES WERE EVALUATED?..... S-8

 WHAT ARE THE POTENTIAL IMPACTS OF THE PROJECT AND IS THERE A PREFERRED ALTERNATIVE? S-13

 How are alternatives are evaluated?..... S-13

 What is the design-build construction process?..... S-13

 WHAT ARE THE PRELIMINARY COST ESTIMATES FOR THE PROJECT?..... S-20

 WHEN WILL THE PREFERRED ALTERNATIVE BE CONSTRUCTED? S-20

 HOW HAS THE PUBLIC BEEN INVOLVED IN THE PROJECT? S-20

 WILL THERE BE ADDITIONAL OPPORTUNITIES FOR PUBLIC PARTICIPATION?..... S-21

 WHO CAN I CONTACT FOR FURTHER INFORMATION OR TO SUBMIT COMMENTS ON THIS DRAFT EIS?..... S-21

APPENDICES

- APPENDIX 2: GOVERNMENT PLANS
- APPENDIX 3.6: ARCHAEOLOGICAL AND ARCHITECTURAL HISTORIC PROPERTIES – SUPPLEMENTAL INFORMATION
- APPENDIX 3.7: CULTURAL RESOURCES AND PRACTICES – SUPPLEMENTAL INFORMATION
- APPENDIX 3.9: WATER RESOURCES, WETLANDS, AND FLOODPLAINS - SUPPLEMENTAL INFORMATION
- APPENDIX 3.10: FLORA AND FAUNA, ENDANGERED SPECIES - SUPPLEMENTAL INFORMATION AND CORRESPONDENCE
- APPENDIX 3.13: CLIMATE CHANGE AND SEA LEVEL RISE - SUPPLEMENTAL INFORMATION
- APPENDIX 3.14: TRANSPORTATION – SUPPLEMENTAL INFORMATION
- APPENDIX 3.15: AIR QUALITY AND ENERGY – SUPPLEMENTAL INFORMATION
- APPENDIX 3.16: NOISE – SUPPLEMENTAL INFORMATION
- APPENDIX 3.18: HAZARDOUS MATERIALS – SUPPLEMENTAL INFORMATION
- APPENDIX 4: SECTION 4(F) – SUPPLEMENTAL INFORMATION
- APPENDIX 5: EVALUATION OF VIADUCT AND EMBANKMENT FOR UKUMEHAME PREFERRED ALTERNATIVE ALIGNMENT
- APPENDIX 8: SCOPING REPORT



TABLES

TABLE S-1.	Anticipated Permits and Approvals and Cooperating Agencies.....	S-3
TABLE S-2.	Environmental Effects in Olowalu.....	S-16
TABLE S-3.	Environmental Effects in Ukumehame.....	S-17
TABLE S-4.	Evaluation of No Build Alternative and Build Alternatives in Olowalu.....	S-18
TABLE S-5.	Evaluation of No Build Alternative and Build Alternatives in Ukumehame.....	S-19
TABLE S-6.	Preliminary Cost Estimate (Build Alternatives).....	S-20
TABLE S-7.	Preliminary Cost Estimate for the Preferred Alternative.....	S-20

FIGURES

FIGURE S-1.	Vicinity Map.....	S-5
FIGURE S-2.	Project Area.....	S-6
FIGURE S-3.	Build Alternatives: Full Project Area.....	S-9
FIGURE S-4.	Build Alternatives: Olowalu.....	S-10
FIGURE S-5.	Build Alternatives: Ukumehame.....	S-11
FIGURE S-6.	Preferred Alternative.....	S-15



S. Summary

The State of Hawaiʻi Department of Transportation (HDOT), as the project sponsor and lead agency, in coordination with the Federal Highway Administration (FHWA), the federal lead agency, has prepared this Draft Environmental Impact Statement (Draft EIS) for the Honoapiʻilani Highway Improvements Project (the Project) in accordance with the requirements of the Council on Environmental Quality's regulations for implementing the procedural provisions of the National Environmental Policy Act (NEPA) and the Hawaii Environmental Policy Act (HEPA) (HRS Chapter 343). Consistent with HRS 343-5(h), whenever an action is subject to both NEPA and HRS 343, The State of Hawaiʻi, Office of Planning and Sustainable Development, Environmental Review Program and State agencies will cooperate with federal agencies as much as possible. A single Draft EIS has been prepared jointly to satisfy the requirements of both the applicable federal and State of Hawaiʻi environmental review regulations.

Consistent with the Council on Environmental Quality's regulations for the implementation of NEPA (2022 Phase One revisions to 2020 CEQ regulations, 40 CFR §1502.12), this summary provides information regarding the major conclusions and issues considered in this Draft EIS. Specifically, this summary discusses the purpose and need for the Project, the alternatives considered to address the purpose and need, the costs of the proposed improvements, the potential environmental effects, agency coordination, public involvement, and next steps. This summary is presented in a question-and-answer format and includes commonly asked questions. These questions are generally presented in the order in which a discussion of each topic is introduced in this document. This Draft EIS has been prepared in compliance with the Environmental Review Process of 23 U.S.C. 139 and meets the criteria of a "major project" to apply One Federal Decision provisions.

WHAT IS AN EIS?

An EIS is a document required by NEPA and HEPA for projects that are likely to significantly affect the environment. An EIS considers the environmental effects of federal and State agency actions—in this case, the action is to approve and fund the Project.

What is the process in creating an EIS?

The first step in the process is publication of the NEPA Notice of Intent (NOI) and the HEPA EIS Preparation Notice, which provides an opportunity for the public and other agencies to review and provide comments on the Project and the federal and local actions necessary for implementation. Pursuant to NEPA regulations, the NOI was published in the *Federal Register* on November 23, 2022. In accordance with HEPA (HRS 343-5(a)(1) and HRS 343-5(b)), the environmental review process for the Project began with the publication of an EIS Preparation Notice, which was published in the Hawaiʻi Environmental Review Program's *The Environmental Notice* on November 24, 2022. Three public scoping meetings (one in-person, two virtual) were held in December 2022, and a final [Scoping Report](#) was issued in May 2023.



What are the key milestones for an EIS?

An EIS process has three milestones:

- First, when the federal lead agency determines that the environmental document is sufficiently ready for public review and comment, the Draft EIS is published.
- Next, upon completion of the public review period of 45 days, the lead agency will direct the preparation of a Final EIS, which provides any refinements to the impact assessment (or to a project itself) and responses to substantive public and agency comments on the Draft EIS.
- Finally, the lead agency completes the Record of Decision (ROD), which memorializes the agency's evaluation of environmental considerations and is the basis for agency decision-making on actions necessary to implement a project.

Consistent with NEPA regulations, the intent for the Project is to issue the Final EIS and ROD at the same time. For HEPA, HDOT will coordinate completion of the Final EIS and upon its acceptance by the governor, a notice of acceptance will be published in *The Environmental Notice*.

What are the key dates for this Draft EIS?

The joint Draft EIS public comment period extends to February 24, 2025, to provide a minimum 45-day public review period from both the January 3, 2025, Draft EIS Notice of Availability in the *Federal Register* and the January 8, 2025, publication in the State of Hawaii's *The Environmental Notice*. Two public hearings are scheduled to allow for one virtual public hearing on January 28, 2025, and one in-person public hearing on January 23, 2025.

Project documents, a calendar of hearings, presentation materials, and a comment form are available on the Project's website at <https://www.honoapiilanihwyimprovements.com/>.

WHO IS LEADING THE EIS?

The FHWA is responsible for authorizing federal funds to implement the Project and is therefore identified as the lead federal agency for NEPA. HDOT is the lead State agency and is responsible for administering federal funds for highway improvements in Hawaii. HDOT is also the lead agency coordinating the HEPA review.

WHAT OTHER AGENCIES ARE INVOLVED IN THIS EIS?

Many local, state, and federal agencies participate and provide information and guidance as part of an EIS. For the Project, this includes various agencies within Maui County (that is, Planning and Parks and Recreation), Hawai'i State agencies such as multiple division of the Department of Land and Natural Resources and the Department of Health, as well as key federal agencies with roles in the development of the EIS and the necessary permits required by the Project (the U.S. Environmental Protection Agency, the U.S. Army Corps of Engineers, the National Oceanic and Atmospheric Administration, and the U.S. Fish and Wildlife Service). Chapter 8, Public Involvement and Agency



Coordination, summarizes this agency coordination and public participation efforts. This outreach from the FHWA and HDOT was guided by the detailed *Coordination Plan for Public and Agency Participation* (published in November 2022) and was developed in compliance with applicable legislation and policies that guide public involvement in project development.

The roles of agencies involved in project consultation are described in 23 United States Code 139 including the roles of lead agencies, cooperating agencies, and participating agencies. According to the Council on Environmental Quality (40 Code of Federal Regulations Part 1508.1(e)), “cooperating agency” means any federal agency, other than a lead agency, which has jurisdiction by law or special expertise with respect to any environmental impact involved in a proposed project or project alternative. A participating agency is a federal, State, regional, or local government agency that has an interest in the Project and has agreed to participate in the NEPA/HEPA and scoping processes (40 CFR 1508.1(w)).

TABLE S-1 identifies the federal, State of Hawaiʻi, and County of Maui agencies and their role in implementing the Project. These agencies have been contacted and accepted roles as cooperating and participating agencies. Please note that the FHWA and HDOT will continue to consult with some agencies regardless of their status as a coordinating or participating agency.

TABLE S-1. **Anticipated Permits and Approvals and Cooperating Agencies**

PERMIT/APPROVAL	ISSUING/APPROVING AGENCY
FEDERAL	
National Environmental Policy Act	FHWA
Department of Army Permit, Clean Water Act, Section 404	U.S. Army Corps of Engineers (USACE)
Department of Transportation Act of 1966, Section 4(f) Evaluation	FHWA
Endangered Species Act, Section 7 consultation	U.S. Fish and Wildlife Service, National Oceanic and Atmospheric Administration, National Marine Fisheries Service
Farmland and Conversion Impact Rating, pursuant to the Farmland Protection Policy Act	U.S. Department of Agriculture, Natural Resources Conservation Service
Magnuson-Stevens Fishery Conservation and Management Act, Essential Fish Habitat coordination	National Oceanic and Atmospheric Administration, National Marine Fisheries Service (NOAA, NMFS)
National Historic Preservation Act Section 106 consultation	Advisory Council on Historic Preservation, State Historic Preservation Officer (SHPO)
Section 309 of the Clean Air Act	U.S. Environmental Protection Agency (USEPA)
U.S. Coast Guard Bridge Permit Coordination	U.S. Coast Guard (USCG)
Flood Map Change Request (if no-rise condition cannot be achieved)	Federal Emergency Management Agency (FEMA), County of Maui Emergency Management Agency
STATE OF HAWAII	
Hawaiʻi Revised Statutes (HRS) Chapter 343, environmental review compliance	Governor, State of Hawaiʻi



PERMIT/APPROVAL	ISSUING/APPROVING AGENCY
Coastal Zone Management Act Consistency Determination	Department of Business, Economic Development and Tourism, Office of Planning and Sustainable Development, Coastal Zone Management Program (DBEDT-OPSD, CZM)
Clean Water Act, Section 401, Water Quality Certification	Hawaiʻi Department of Health (HDOH), Clean Water Branch
Clean Water Act, Section 402, National Pollutant Discharge Elimination System Permit	HDOH, Clean Water Branch
HRS Chapter 6E-8, State Historic Preservation review	Department of Land and Natural Resources (DLNR), State Historic Preservation Division (SHPD)
HRS Chapter 195D, Conservation of Aquatic Life, Wildlife, and Land Plants	DLNR, Division of Forestry and Wildlife and Division of Aquatic Resources (DAR)
Stream Channel Alteration Permit	DLNR, Commission on Water Resource Management (CWRM)
Conservation District Use Permit	DLNR, Office of Conservation and Coastal Lands (OCCL)
Americans with Disabilities Act Accessibility Guidelines	HDOH, Disability and Communication Access Board (DCAB)
Community Noise Permit/Community Noise Variance	HDOH, Indoor and Radiological Health Branch
COUNTY OF MAUI	
Special Management Area Permit	County of Maui Planning Department
Building and Grading Permits	County of Maui Planning Department
Flood Map Change Request (if no-rise condition cannot be achieved)	County of Maui Emergency Management Agency, FEMA

WHERE IS THE PROJECT AREA?

As shown in FIGURE S-1, the Project is located in West Maui south of Lāhainā and generally within the ahupuaʻa of Ukumehame and Olowalu. FIGURE S-2 provides a closer look at the project area between milepost 11 and milepost 17 on the existing Honoapiʻilani Highway, which is from the point where the highway connects with the Pali portion of the existing highway towards Central Maui and where it reconnects with the existing Lāhainā Bypass to the north.

The proposed southern terminus of the Project at milepost 11 is in Ukumehame at the Pali connection and within the vicinity of Pāpalaua Wayside Park. The northern terminus of the Project is at milepost 17 in Launiupoko, where Honoapiʻilani Highway intersects the southern terminus of Lāhainā Bypass. FIGURE S-3 shows the approximately 6-mile-long and 0.75-mile-wide project area encompassing all of the Build Alternatives identified in FIGURE S-4.



FIGURE S-1. Vicinity Map

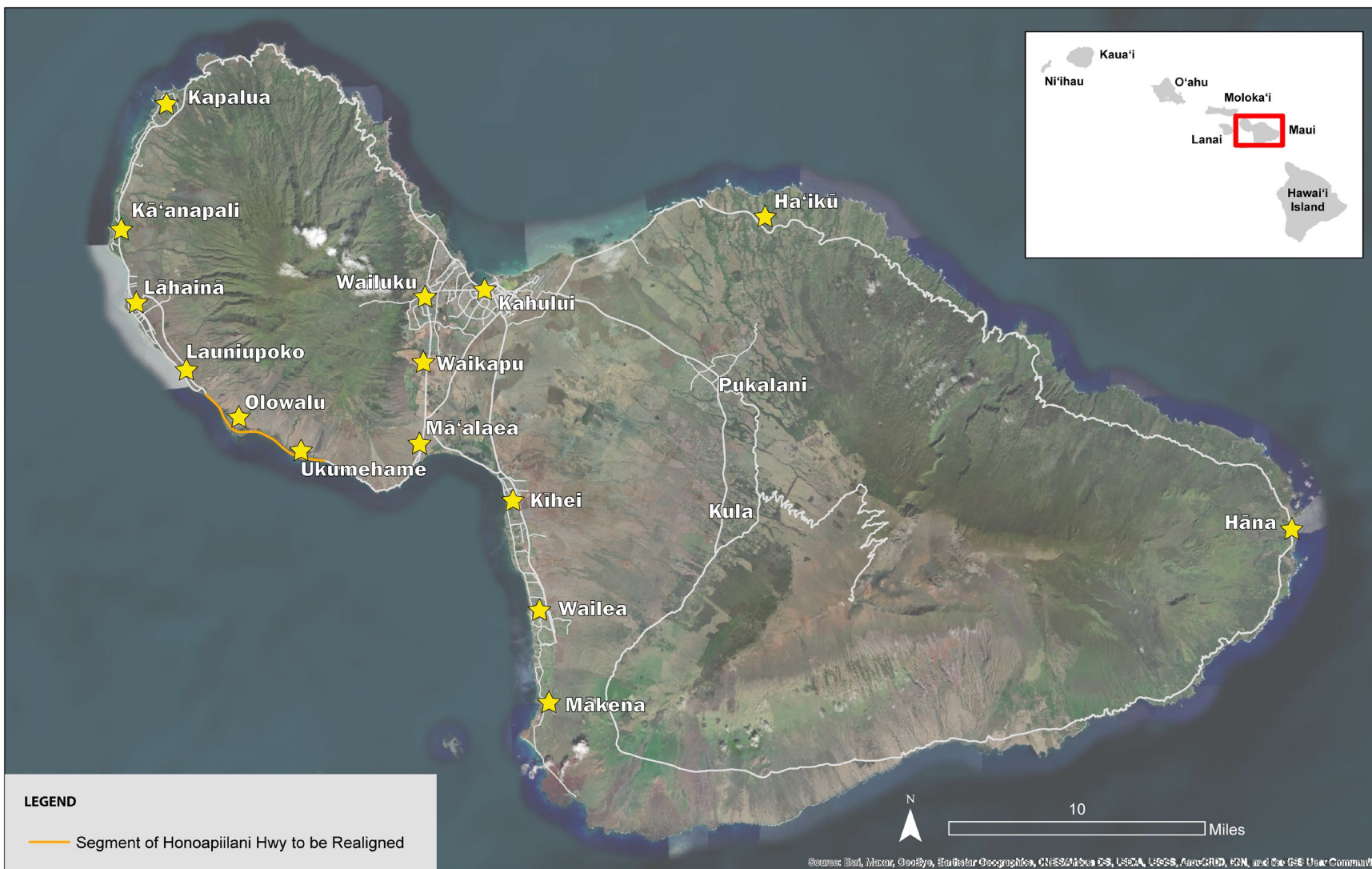


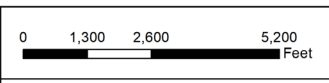


FIGURE S-2. Project Area



Legend

- Project Area
- Study Segment of the Existing Honoapi'iiani Highway
- Roads
- Streams
- Landmarks
- Mile Marker



Service Layer Credit Sources: Esri, HERE, DeLorme, increment P Corp., NPS, NRCAN, Ordnance Survey, © OpenStreetMap contributors, USGS, NGA, NASA, CGIAR, N





WHY IS THIS PROJECT IMPORTANT?

Honoapiʻilani Highway is the primary transportation route for people and goods between West Maui and the rest of the island. As part of Maui's Belt Road system, Honoapiʻilani Highway is a two-lane principal arterial highway that provides the main access between communities along Maui's west coast and the rest of the island. The highway connects West Maui to transportation hubs such as Kahului Airport and Kahului Harbor, hospital and medical services, and goods and services not readily available in West Maui. While its population is only about 15% of the island's total population, West Maui is the second largest employment center. West Maui is a hub of tourism and many workers in the tourist industry travel from outside of West Maui. As the main access to this part of the island, roadway closures and delays carry severe consequences to West Maui's economy and residents.

Over the past 10 years, Honoapiʻilani Highway has been repaired three times after storm and high-wave events undermined pavement sections and overtopped the highway, making the roadway impassable. These projects are short-term fixes because they address only the most severe locations where Honoapiʻilani Highway is already undermined. The need for the Project is directly tied with climate change and sea level rise and the harm it is already causing to the existing highway. A comprehensive model of predicted change developed by the Hawai'i Climate Change Mitigation and Adaptation Commission, the Sea Level Rise Exposure Area (SLR-XA) confirms that road disruptions and emergency repairs will increase over time as a result of more frequent and severe flooding. The SLR-XA is a comprehensive model of the effects of sea level rise including passive flooding, coastal erosions, and high-wave flooding.

As presented in more detail in Chapters 1 and 2 of this Draft EIS, HDOT commissioned the *Statewide Coastal Highway Program Report* in 2019. The report utilized a scientifically rigorous methodology to assess and rank the susceptibility of Hawai'i's coastal roads to erosion and structural degradation caused by multiple ocean hazards (for example, waves, currents, tides, and sea level rise). The report evaluated over 300 individual coastal highway segments statewide that are threatened by coastal hazards and climate change and then prioritized these segments using a new ranking system called the Coastal Road Erosion Susceptibility Index. The report ranked a segment of Honoapiʻilani Highway in Olowalu that is within the project area as second in priority statewide and recommended hardening or relocating the segment. Ukumehame is ranked 11th in priority with a recommendation to elevate or relocate this segment of Honoapiʻilani Highway. The HDOT *Hawaii Highways Climate Adaptation Action Plan: Exposure Assessments* (2021) build on the *Statewide Coastal Highway Program Report* and further confirms the vulnerability of this segment of highway.

WHAT IS THE PURPOSE AND NEED OF THE PROJECT?

The Purpose and Need Statement establishes why a public agency is proposing a project and serves as the primary criteria in the alternatives screening process. In other words, project alternatives (that is, different approaches to designing and building a proposed project) are screened based on whether they align with the Purpose and Need Statement. As detailed in Chapter 1, Introduction, Purpose and Need, the Project's purpose is to provide a reliable transportation facility in West Maui that can serve the community with increased reliability and safety to withstand coastal hazards.



Specifically, the Project is intended to address existing coastal erosion and flooding, as well as future coastal erosion and flooding caused by anticipated sea level rise. Much of existing Honoapi'ilani Highway in the project area (51% in Olowalu and 73% in Ukumehame) is within the projected 3.2-foot SLR-XA as defined by the Hawai'i Climate Change Mitigation and Adaptation Commission and the Hawai'i Department of Land and Natural Resources.

In short, the primary purpose of the Project is to reduce the highway's exposure to the SLR-XA, where feasible. Because there is no other route to central Maui, road closures, and even slowing traffic along this stretch can have significant effects on the movement of people and freight. Strengthening and reinforcing the highway's reliability would improve the efficiency of daily travel demands important not only to Maui residents, businesses, and visitors, but also to critical emergency response services as it would provide a more reliable evacuation route from wildfires and other disaster situations.

Two secondary objectives support the overall purpose and need for the Project:

- Provide regional transportation system linkages that support safe movement of people and goods
- Conform with regional land use and transportation plans

WHAT OPTIONS OR ALTERNATIVES WERE EVALUATED?

Federal and State environmental laws (that is, NEPA and HEPA) require the evaluation of reasonable build alternatives. As summarized in the [Scoping Report](#) issued in May 2023, the Draft EIS has considered a No Build Alternative as well as four Build Alternatives. The Build Alternatives are essentially different ways of routing the new highway alignments within the project area and were originally developed and refined based on prior planning studies by both the State of Hawai'i and Maui County (most notably the 2005 Maui County *Pali to Puamana Parkway Master Plan*) as well as early engagement with the community. Before the Draft EIS was started, the planning process identified additional alternatives and options to enhance the performance of the existing transportation network. But these alternatives were not considered further because they did not meet the Project's purpose and need.

Makai (toward the sea) and mauka (toward the mountains), Hawaiian terms that are typically used to define geographic orientation, are used extensively to define and describe conditions in this Draft EIS. As described with more detail in Chapter 2, Alternatives, and as shown in **FIGURE S-3**, the Build Alternatives include highway alignments that reflect variations to provide makai, middle, and mauka options in order to evaluate the potential positive and negative environmental effects (typically referred to as beneficial or adverse effects). As shown in **FIGURE S-4** and **FIGURE S-5**, during the development of the Draft EIS (and in response to public comments during scoping), the Build Alternatives were further refined to assess the best option in two distinct segments for Olowalu and Ukumehame. In certain areas at each end of the project area and in the middle, there is only one viable alignment option due to rugged terrain, feasibility/constructability, and significant adverse effects to both the natural and cultural environment.



FIGURE S-3. **Build Alternatives: Full Project Area**

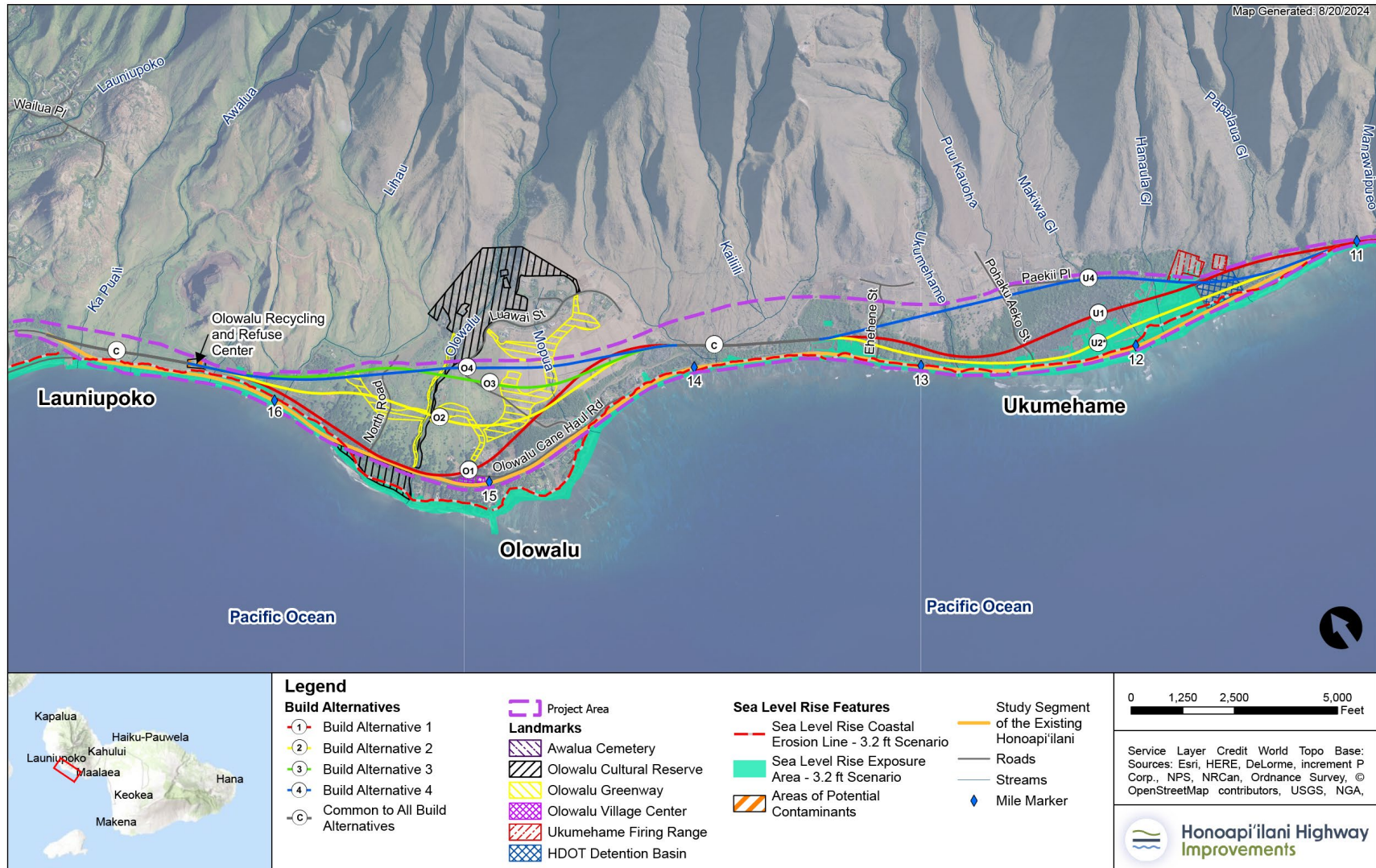




FIGURE S-4. **Build Alternatives: Olowalu**

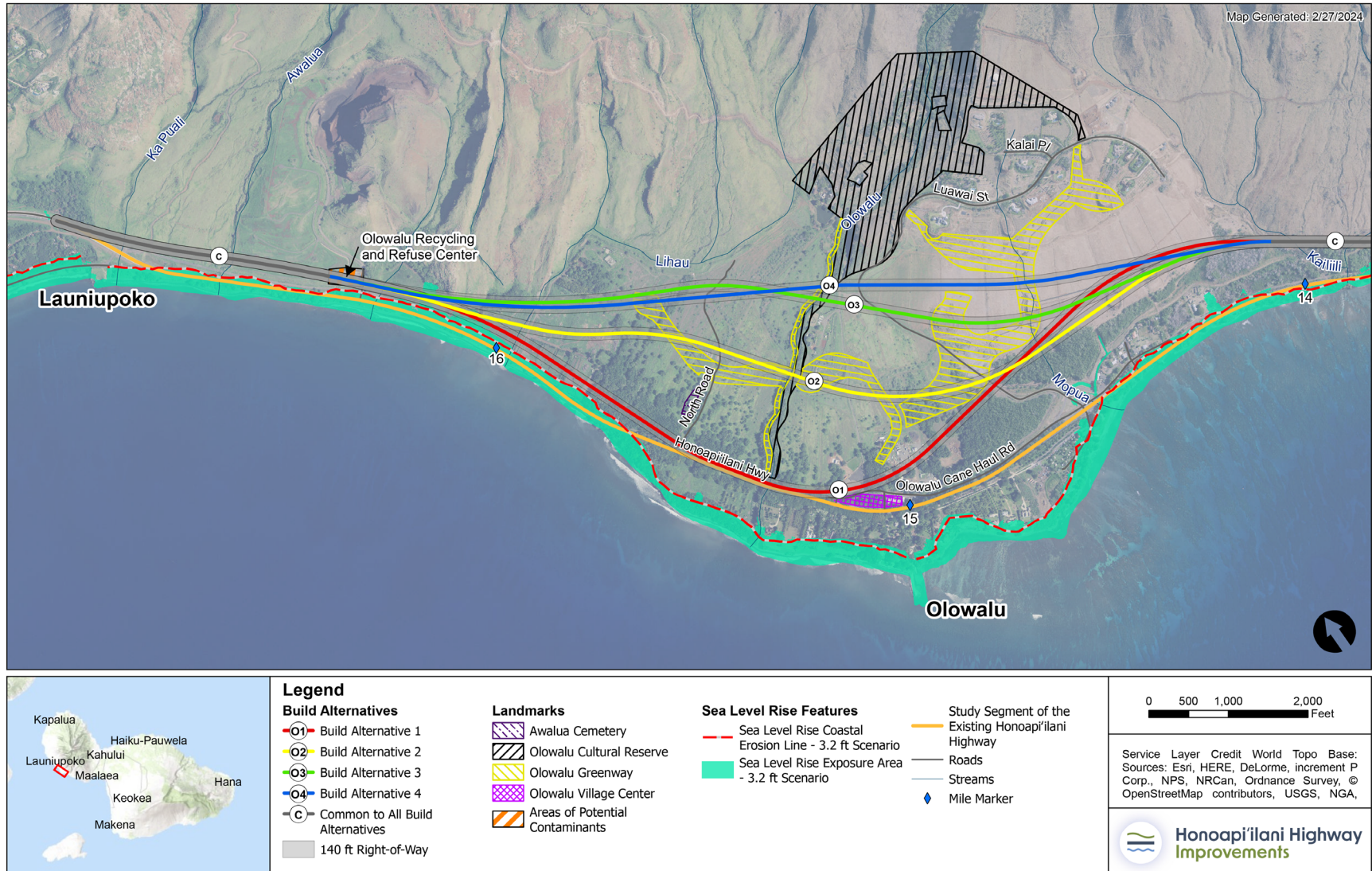
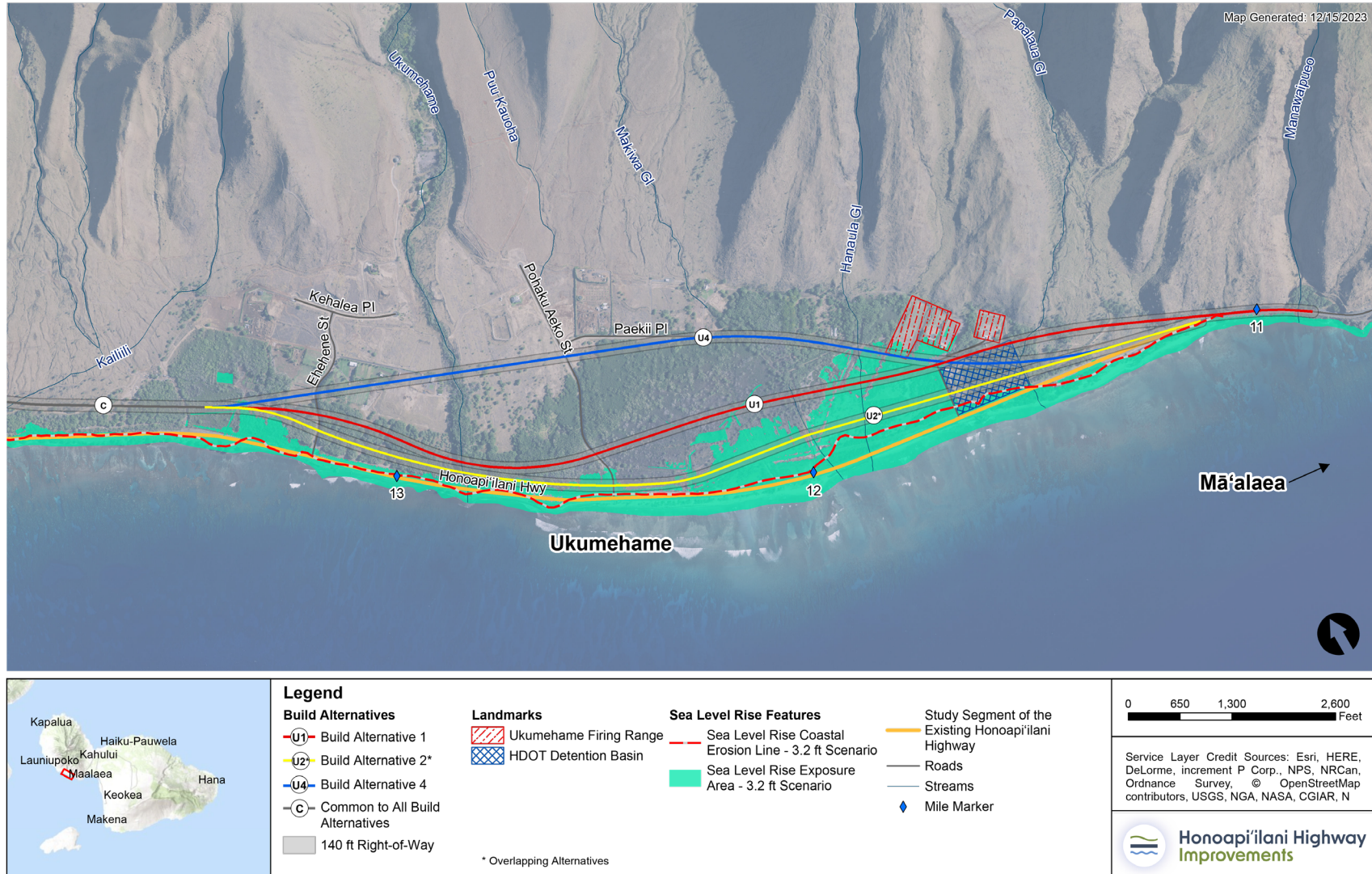




FIGURE S-5. **Build Alternatives: Ukumehame**





Over the last decade, the transportation network just north of the Project's limits has changed. HDOT constructed Lāhainā Bypass Phase 1A from the Keawe Street Extension to Lāhaināluna Road in 2012; Phase 1B-1 from Lāhaināluna Road to Hōkiokio Place was completed in 2013; and Phase 1B-2 from Hōkiokio Place to the southern terminus of the Lāhainā Bypass was completed in 2018. These improvements are currently functioning as a two-lane highway but grading, drainage, and structures were designed to be fully built out to four lanes (two travel lanes in each direction), if the need arises and funding is available.

To invest in a new highway alignment that is consistent with these recent highway improvements, the Build Alternatives would have an average right-of-way width of approximately 140 feet with additional area required for intersections and stormwater management infrastructure. The full right-of-way would be cleared and graded but only two lanes (one moving lane in each direction) would be constructed. Other than intersections with existing cross streets that in turn provide access to the existing Honoapiʻilani Highway—which is proposed to become a local Maui County road to provide continued access to homes, business, parks, and a publicly accessible shoreline—the new highway would be limited-access with no driveways or access points to adjacent uses. Should HDOT pursue completion of a four-lane configuration, a supplemental NEPA/HEPA environmental assessment will be undertaken.

This Draft EIS assessment is based on preliminary concept designs that implement the Build Alternatives as established during the scoping process. Refinements will be made to the Preferred Alternative design during the Final EIS and effects from refined design will be documented in the Final EIS/ROD. For all Build Alternatives, permanent stormwater best management practice (permanent BMP) structures would include grassed swales located in the median and on the outside edges of the pavement structure as well as detention ponds situated at low points along the roadway profile that would collect and detain roadway stormwater. In addition, concept design includes the use of culverts, bridges, and viaducts (that is, longer multispan bridges) that allow for stream crossings or to avoid and minimize potential adverse effects with a Build Alternative.

All Build Alternatives in the Ukumehame segment would be on viaduct through environmentally sensitive areas. A roadway on embankment would harden the shoreline and not meet the Project's need to reduce roadway exposure to sea level rise. Viaduct would avoid new shoreline hardening and reduce effects to sensitive environmental areas. See Chapter 3, Affected Environment and Environmental Consequences, for details on environmental resources. And see Chapter 2, Alternatives, and Appendix 5.1 for more information on viaduct considerations.

The ultimate determination of culvert and bridge specifications, or the use of viaducts to span larger areas, would be based on the selected Preferred Alternative and the length of the span required. Environmental effects, constructability, and costs would also be considered. This will be further evaluated as part of the Final EIS but would be completed during the development of final design documents in the design-build process.



WHAT ARE THE POTENTIAL IMPACTS OF THE PROJECT AND IS THERE A PREFERRED ALTERNATIVE?

How are alternatives are evaluated?

Based on a comprehensive evaluation of the Project’s Build Alternatives in this Draft EIS, the FHWA and HDOT have identified a Preferred Alternative that comprises Build Alternative 2 in Olowalu and Build Alternative 1 in Ukumehame **FIGURE S-5**). While the Preferred Alternative would provide the best overall alignment, this Draft EIS identified certain adverse effects on cultural resources. In identifying the Preferred Alternative, HDOT and the FHWA have incorporated refinements that would avoid and minimize these adverse effects (Chapter 5, Preferred Alternative, provides a more detailed description). The final design and the design-build process may provide additional opportunities to further refine the Preferred Alternative to optimize constructability, lower costs, and minimize environmental effects.

The comprehensive assessment of the Build Alternatives is presented in Chapter 3, Affected Environment and Environmental Consequences. **FIGURE S-6** and **TABLE S-2** provide a summary of the environmental effects of the Build Alternatives and the Preferred Alternative for Olowalu and Ukumehame, respectively. **TABLE S-3** and **TABLE S-4** provide a high-level characterization of the impact assessment leading to the identification of the Preferred Alternative for Olowalu and Ukumehame.

The refined Preferred Alternative will be assessed through the development of the Final EIS as well as the Section 106 Programmatic Agreement. This agreement will govern archaeological and architectural reviews through the Final EIS/ROD into final design for the Project, including the identification of archaeological resources and historic properties for the complete Preferred Alternative.

What is the design-build construction process?

Once a Preferred Alternative is determined, HDOT uses a design-build construction process to implement major capital projects. With design-build, HDOT procures a contractor through a competitive review of proposals that are submitted in response to a public request for proposals (RFP). The RFP delineates the project area, provides a detailed conceptual engineering package for a Preferred Alternative (as determined through the NEPA process), and identifies the environmental commitments and mitigation that must be incorporated into the contractor’s scope and bid. Finally, the private construction team completes final design and construction documents, obtains final approvals and permits, and builds the project for HDOT.

Contractors who submit proposals for a project may identify additional or alternative measures to meet the RFP design or environmental mitigation requirements—measures which may or may not match the completed environmental findings. Such measures may identify ways to complete the work more efficiently (affecting price and schedule) or to more effectively mitigate or meet environmental compliance requirements and reflect the contractor’s past experience and approach to design, construction, and project management. These changes may require a new assessment to ensure that



the Project remains in conformance with the environmental findings of the ROD. This may require the contractor to complete a NEPA reevaluation of the environmental findings and commitments (once the new design is finalized and before construction can begin).

Overall, HDOT design-build projects have shown to be an effective way to procure large capital projects that can result in cost and time savings.



FIGURE S-6. Preferred Alternative

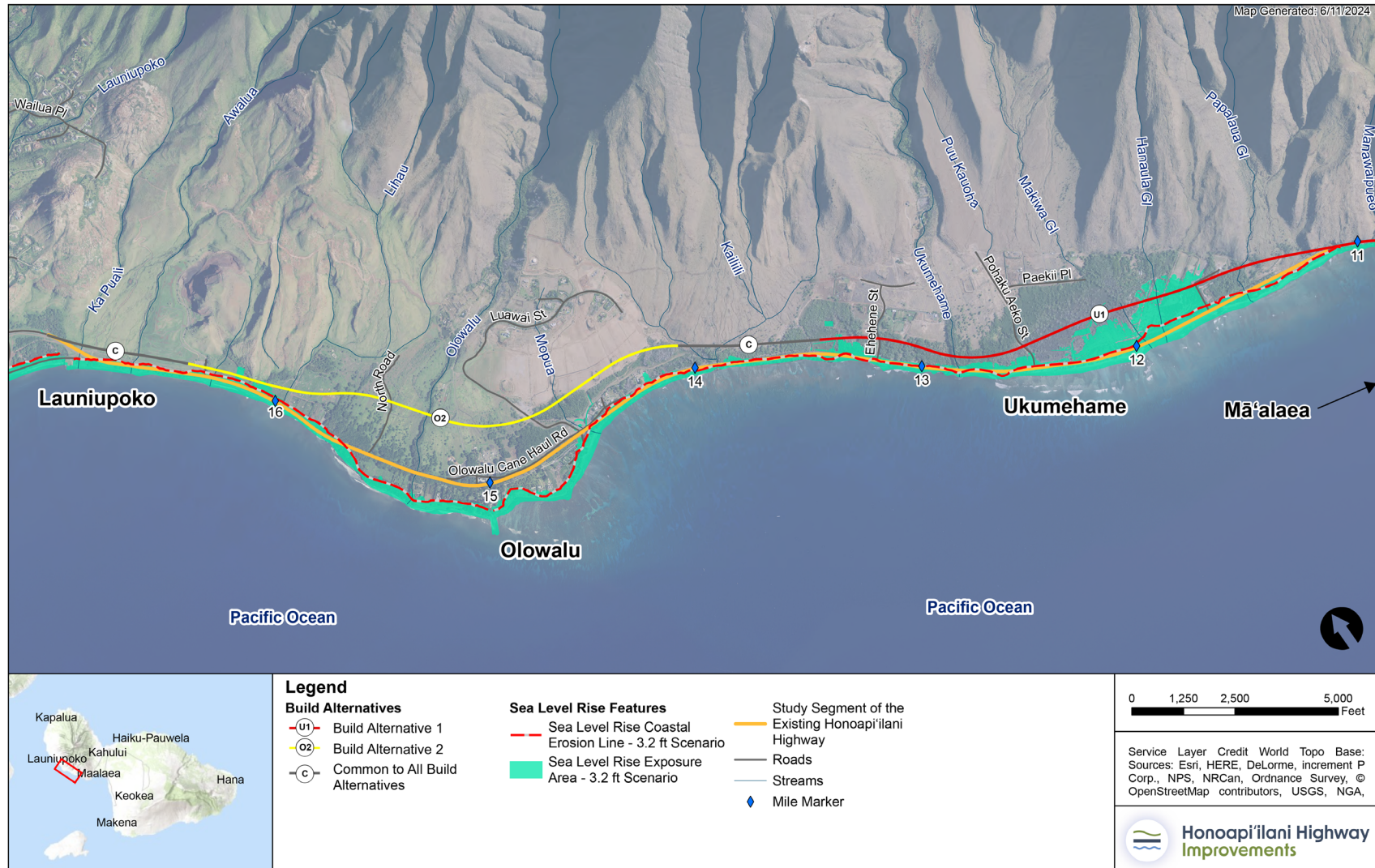




TABLE S-2. **Environmental Effects in Olowalu**

IMPACT ASSESSMENT	NO BUILD ALTERNATIVE	ALTERNATIVE 1	ALTERNATIVE 2	ALTERNATIVE 3	ALTERNATIVE 4	PREFERRED
Number of Private Tax Map Key Properties Affected	0	15	15	15	16	15
Number of Kuleana Properties Affected ³	0	3	5	8	5	5
Potential Residential Relocation	0	0	0	11	11	0
Potential Commercial/Agricultural Relocation	0	1	1	1	1	1
Community Facilities Relocation	0	0	0	0	0	0
Parks and Recreation Facilities Relocation	0	0	0	0	0	0
Historic Archaeological Resources (Adverse Effects)	0	2	2	2	2	2
Historic Architectural Resources (Adverse Effects)	0	0	0	0	0	0
Traffic Intersection Level of Service	F	A	A	A	A	A
Traffic Impacts	NA	0	0	0	0	0
Air Quality Impacts	0	0	0	0	0	0
Noise Impacts	0	0	0	0	1	0
Visual and Scenic Character Effects (High, Medium, Low)	Medium	Medium	Low	Medium	High	Low
Wetlands and Other Waters (acres)	0.0	0.7	0.5	0.5	0.6	0.5
Flora and Fauna, Endangered Species (High, Medium, Low)	Low	Low	Low	Low	Low	Low
Sea Level Rise Exposure (percent within SLR-XA) ²	51%	3%	2%	1%	1%	2%
Hazardous Materials Sites, Low Risk	0	2	1	1	1	1
Environmental Justice – Likely Disproportionate Adverse Effect	No	No	No	No	No	No

¹ Overall property is affected by Build Alternative but may not require relocation of the residential use and would be determined during right-of-way acquisition negotiation

² 61% of the No Build Alternative is within the SLR-XA

³ Kuleana properties are Land Commission Awards rights granted by the Hawaiian monarchy in the 19th Century



TABLE S-3. **Environmental Effects in Ukumehame**

IMPACT ASSESSMENT	NO BUILD ALTERNATIVE	BUILD ALTERNATIVE 1	BUILD ALTERNATIVES 2 AND 3	BUILD ALTERNATIVE 4	PREFERRED ALTERNATIVE
Number of Private Tax Map Key Properties Affected	0	3	1	20	3
Number of Kuleana Properties Affected	0	5	6	7	5
Potential Residential Relocation	0	0	0	0	0
Potential Commercial/Agricultural Relocation	0	0	0	2	0
Community Facilities Relocation	0	0	0	0	0
Parks and Recreation Facilities Relocation	0	0	0	0	0
Historic Archaeological Resources (Adverse Effects)	0	6	2	2	2
Historic Architectural Resources (Adverse Effects)	0	0	0	0	0
Traffic Intersection Level of Service	E	A	A	A	A
Traffic Impacts	NA	0	0	0	0
Air Quality Impacts	0	0	0	0	0
Noise Impacts	0	0	0	0	0
Visual and Scenic Character Effects (High, Medium, Low)	Medium	Low	Low	High	Low
Wetlands and Other Waters (acres)	XXXX	6.36	15.87	1.96	4.93
Flora and Fauna, Endangered Species (High, Medium, Low)	Low	Low	Low	Low	Low
Sea Level Rise Exposure (percent within SLR-XA) ¹	XXXX	12%	35%	8%	12%
Hazardous Materials Sites, Low Risk	0	1	0	1	1
Environmental Justice – Likely Disproportionate Adverse Effect	No	No	No	No	No

¹ 100% of the No Build Alternative is within the SLR-XA

² Kuleana properties are Land Commission Awards rights granted by the Hawaiian monarchy in the 19th Century



TABLE S-4. Evaluation of No Build Alternative and Build Alternatives in Olowalu

TOPIC	NO BUILD ALTERNATIVE	BUILD ALTERNATIVE 1	BUILD ALTERNATIVE 2	BUILD ALTERNATIVE 3	BUILD ALTERNATIVE 4	PREFERRED ALTERNATIVE
Preliminary Construction Cost Estimates	●	●	●	●	●	●
Land Use and Zoning	●	●	●	●	●	●
Agriculture and Farmlands	●	●	●	●	●	●
Community Services	●	●	●	●	●	●
Land Acquisition, Displacement, and Relocation	●	●	●	●	●	●
Parklands and Recreational Resources	●	●	●	●	●	●
Archaeological and Architectural Historic Properties	●	●	●	●	●	●
Cultural Resources	●	●	●	●	●	●
Visual and Scenic Character	●	●	●	●	●	●
Water Resources, Wetlands, and Floodplains	○	●	●	●	●	●
Flora and Fauna, Endangered Species	●	●	●	●	●	●
Geology, Soils, and Natural Hazards	●	●	●	●	●	●
Coastal Zone Management/Hawai'i Special Management Areas	○	●	●	●	●	●
Climate Change and Sea Level Rise	○	●	●	●	●	●
Transportation	○	●	●	●	●	●
Air Quality and Energy	●	●	●	●	●	●
Noise	●	●	●	●	●	●
Infrastructure and Utilities	●	●	●	●	●	●
Hazardous Materials	●	●	●	●	●	●
Environmental Justice	●	●	●	●	●	●
OLOWALU OVERALL ASSESSMENT	●	●	●	●	●	●

○ = Worst; ● = Poor; ● = Neutral; ● = Good; ● = Best



TABLE S-5. Evaluation of No Build Alternative and Build Alternatives in Ukumehame

TOPIC	NO BUILD ALTERNATIVE	BUILD ALTERNATIVE 1	BUILD ALTERNATIVES 2 AND 3	BUILD ALTERNATIVE 4	PREFERRED ALTERNATIVE
Preliminary Construction Cost Estimates	●	●	●	●	●
Land Use and Zoning	●	●	●	●	●
Agriculture and Farmlands	●	●	●	●	●
Community Services	●	●	●	●	●
Land Acquisition, Displacement, and Relocation	●	●	●	○	●
Parklands and Recreational Resources	●	●	●	●	●
Archaeological and Architectural Historic Properties	●	●	●	●	●
Cultural Resources	●	●	●	●	●
Visual and Scenic Character	●	●	●	●	●
Water Resources, Wetlands, and Floodplains	●	●	○	●	●
Flora and Fauna, Endangered Species	●	●	●	●	●
Geology, Soils, and Natural Hazards	●	●	●	●	●
Coastal Zone Management/Hawai'i Special Management Areas	○	●	●	●	●
Climate Change and Sea Level Rise	○	●	●	●	●
Transportation	○	●	●	●	●
Air Quality and Energy	●	●	●	●	●
Noise	●	●	●	●	●
Infrastructure and Utilities	●	●	●	●	●
Hazardous Materials	●	●	●	●	●
Environmental Justice	●	●	●	●	●
UKUMEHAME OVERALL ASSESSMENT	●	●	●	●	●

○ = Worst; ● = Poor; ● = Neutral; ● = Good; ● = Best



WHAT ARE THE PRELIMINARY COST ESTIMATES FOR THE PROJECT?

The Project has a preliminary construction cost estimate of about \$160 million. TABLE S-6 presents a preliminary construction cost estimate for the Project broken down by the Olowalu and Ukumehame segments for each of the Build Alternatives. Because each segment would be selected independently, there is no single total per alternative. Therefore, the range in preliminary construction costs are from \$151.1 million (Olowalu Build Alternative 3 plus Ukumehame Build Alternative 4) to \$159.5 million (Olowalu Build Alternative 2 plus Ukumehame Build Alternatives 2 and 3). TABLE S-7 summarizes the preliminary cost estimate for the Preferred Alternative, which is estimated at about \$160.8 million including the refinements to the alignment described in Chapter 5, Preferred Alternative.

TABLE S-6. **Preliminary Cost Estimate (Build Alternatives)**

SEGMENT	BUILD ALTERNATIVE 1 (MILLIONS)	BUILD ALTERNATIVE 2 (MILLIONS)	BUILD ALTERNATIVE 3 (MILLIONS)	BUILD ALTERNATIVE 4 (MILLIONS)
Olowalu	\$63.8	\$68.2	\$62.9	\$64.0
Ukumehame	\$90.6	\$91.3	\$91.3	\$88.2

TABLE S-7. **Preliminary Cost Estimate for the Preferred Alternative**

SEGMENT	PREFERRED ALTERNATIVE (MILLIONS)
Olowalu	\$71.1
Ukumehame	\$89.7
Total	\$160.8

WHEN WILL THE PREFERRED ALTERNATIVE BE CONSTRUCTED?

The project sponsors anticipate a combined Final EIS/ROD in mid-2025. As noted above, HDOT would then commence a design-build contractor selection process that would allow for construction to start about a year later. In short, HDOT anticipates that project construction would take approximately four years and the Project could potentially be complete and operational by 2030.

HOW HAS THE PUBLIC BEEN INVOLVED IN THE PROJECT?

The Project has offered the public ongoing opportunities to get involved and provide input on project planning and scoping. In 2022, the year prior to starting the EIS, a series of community meetings were held to inform the public about the Project and provide opportunities for early input. Formal scoping meetings on the Draft EIS were held in December 2022. Additional meetings continue to be held with the community, including outreach to Native Hawaiian organizations, business and community leaders. And the Project continues to share documents and other important information at key milestones through its website at <https://www.honoapiilanihwyimprovements.com/>.



Chapter 8, Public Involvement and Agency Coordination, summarizes the Project's agency coordination and public participation efforts.

WILL THERE BE ADDITIONAL OPPORTUNITIES FOR PUBLIC PARTICIPATION?

There are additional opportunities for public participation in the EIS process and in the implementation of the Project leading into construction activities. Specifically related to the publication of the Draft EIS, the public comment period has the following timeline:

- Publication of this Draft EIS starts a formal public review and comment period that lasts for 45 days.
- Within this timeframe, the FHWA and HDOT will accept written comments on the Project and will hold three public hearings where the public can provide their comments on this Draft EIS. Comments provided at the public hearing will be recorded, and written comments can be submitted by email, through the Project's website, or by traditional mail addressed to the people listed below.
- The Final EIS will summarize and respond to all substantive comments on this Draft EIS that are submitted during the 45-day comment period.

WHO CAN I CONTACT FOR FURTHER INFORMATION OR TO SUBMIT COMMENTS ON THIS DRAFT EIS?

For more information, please visit the Project's website at www.Honoapiilanihwyimprovements.com or contact:

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