PAIA RELIEF ROUTE PROJECT
State of Hawaii, Department of Transportation
Project No. STP-036-1(11)

Paia Relief Route Advisory Group (PRAG) Meeting No. 4 Day One Summary
Monday, June 29, 2009 – 5:30 p.m.
Paia Community Center
Paia, Hawaii

PURPOSE:

1) Provide an explanation of the Agency Coordination Plan and process and SAFETEA-LU; 2) Evaluate full set of alternatives based on destination and user; and 3) Provide PRAG with information on cultural resources and agricultural operations.

SUMMARY OF MEETING:

I. Opening Remarks – Jiro Sumada, Hawaii Department of Transportation (HDOT) Deputy Director

Mr. Sumada opened up the meeting. It was noted that the Paia Relief Route project was discussed on a local radio broadcast. One PRAG Member called into the radio station to clarify that the merchants are in support of the project.

State of Hawaii Department of Transportation (HDOT) – Wayne Kawahara and Darell Young from the Planning Branch; and Bob Spilker from the Maui District Office.

SSFM International, Inc. – Cheryl Soon, Lowell Chun, Robin Barnes, Jo-Anna Herkes, and Heather Forester; and Linda Colburn, Were Talk Works.

The PRAG members present at this meeting are identified with a "❖" symbol.

	Name	Group
❖	Susan Alivado	Paia Elementary School, Principal
	Kaleo Amadeo	Ocean Safety Officer/Baldwin Beach/Paia Resident
❖	Milton Arakawa	County of Maui, Department of Public Works
	Sandy Baz	Maui Economic Opportunity
	Gregg Blue	Haiku Resident
	Wayne Boteilho	County of Maui, Department of Transportation
❖	Patricia Cadiz	Spreckelsville Resident
	Karen Chun	Kuau Resident
❖	Grant Chun	A & B Properties, Inc.
❖	Walter Enomoto	Maui Bicycle Alliance
❖	Greg Godwin	Paia Resident

	Name	Group
❖	Garret Hew	Hawaii Commercial & Sugar Company
	Lance Holter	Sierra Club – Maui Group
	Bill Kirton	Hāna Bay Picnic Company
❖	Mark Lopes	Representing Hawaii Transportation Association
❖	Philip Lowenthal	Disabled Biking Enthusiast/Haʻikū Resident
❖	Marcy Martin	Surfer/Kuau
	Charles Kauluwehi Maxwell Sr.	Cultural Consultant
	Neal Kunin	Haiku Resident
	Mike Molina	County of Maui, County Council
❖	Kai Nishiki	Haiku Resident
	William Palmer	Full Circle Publishing/Pukalani Resident
	Rob Parsons	Writer for Sierra Club & Maui Tomorrow/Haiku Resident
❖	Jocelyn Perreira	Tri-Isle Main Street Resource Center & Haiku Resident
❖	Doug Sameshima	Pāʻia Main Street Association
❖	Roy Silva	County of Maui, Office of the Mayor
	Elisabeth Smith	Spreckelsville V Homeowners Association
❖	Lisa Starr	Paia Main Street Association
	Mercer "Chubby" Vicens	Native Hawaiian/Wailuku Loan Advisory Committee
	Warren Watanabe	Maui County Farm Bureau
❖	Michael Westfall	Kuau Resident

Friends of the Advisory Group in attendance included: Randall Moore, Rick Volner, Jr., Erin Westfall, Mike Welch, and Clyde Anakalea.

II. Overview of the Two Part Meeting – Cheryl Soon, SSFM International

Ms. Soon outlined the agenda and explained that some items were removed due to time constraints. These omitted topics, including Traffic Forecasts and Accident Data, will be presented at PRAG Meeting #5. The PowerPoint presentation can be found in Attachment 1.

III. Explanation of the Agency Coordination Plan and process and SAFETEA-LU – Cheryl Soon, SSFM International

The Federal Highways Administration (FHWA) requires specific agency coordination and documentation in accordance with Section 139 of the U.S. Code. Agencies will be involved in scoping, purpose and need statement, determining alternatives, and other collaboration efforts. Letters of Invitation to become a participating or cooperating agency are scheduled to be distributed this month.

In addition, a Draft Coordination Plan has been developed. It was noted that FHWA will review and evaluate the Purpose and Need developed by the PRAG. A determination will need to be made by the Corps of Engineers if the project includes Waters of the U.S.

IV. Results of the Previous Meeting Preliminary Development of Criteria for Evaluating and Narrowing the Full set of Alternatives for Alignment – Lowell Chun, SSFM International

Twenty criteria developed by the PRAG were used to evaluate the alignments (Attachment 2).

V. Preliminary Evaluation of the Full Set of Alternatives from Destination and User Perspectives – Linda Colburn, Where Talk Works

Each alignment was rated based on Destination and User perspectives. A rating of "+2" was the highest rating, "0" was a neutral rating, and "-2" was the lowest rating. Rating sheets and a project location map can be found in Attachment 3. In addition to handouts, enlarged maps were displayed around the room for enlarged viewing.

It was noted that cyclists and pedestrians were not included on the "user" rating sheet. In order to document these users, the PRAG was asked to add their comments on the rating sheet. The destination rating sheets did not have a column for Spreckelsville, so PRAG Members were asked to add a column and rate that destination.

Members were given as much time as they needed to complete the sheets. Once finished, rating sheets were collected for evaluation.

VI. Examination of the Full set of Alternatives in Relation to Influencing Factors

A. Road Ownership within the project limits was outlined by Mr. Darell Young, HDOT. A summary of this information can be found in Attachment 4.

B. Current Agricultural Operations by Alexander and Baldwin/Hawaiian Commercial and Sugar (A&B/HC&S) was summarized by Mr. Garrett Hew (Attachment 5). A&B/HC&S is a 24-hour operation. Sugar cane is a two-year crop and when harvested, is transported in haulers weighing 120 ton with a full load.

   Current crossings at Baldwin Avenue are not controlled by a signal; rather, haulers stop at the intersection and proceed when safe. The property contains Kalua Gulch and two unnamed ditches. Gulches are wider mauka and narrower makai. Some waterways may need bridges and/or culverts. It was noted that the use of Sunnyside Road would negatively impact agricultural operations. The goal of A&B/HC&S is to preserve agriculture.

C. Mr. Hal Hammet and Tanya Lee-Greig, Cultural Surveys Hawaii, presented information on historic properties and culturally significant areas. Each route was evaluated and placed in one of three categories (minor, medial, and major) based on its impacts. A description of the evaluation criteria can be found in Attachment 6. These finding are preliminary and will need to be evaluated further, as the project area has only been assessed by literature searches and have yet to be ground truthed. It was noted that the Mill Complex, Hookipa, and other sensitive areas remain a concern.

VII. Examination of the Full Set of Alternatives in Relation to Influencing Factors

The PRAG was asked to rate the proposed alternatives using on all of the information present which included considerations for users, destinations, agricultural operations, and cultural resources (Attachment 3).

The next PRAG Meeting #4 Day Two will be held on July 6, 2009 at 5:30 PM at Paia Community Center.

ATTACHMENT 1

PowerPoint Presentation by Project Team on June 29, 2009

Paia Relief route Advisory Group

Meeting #4

Paia Community Center

AGENCY CONSULTATION AND THE ENVIRONMENTAL REVIEW PROCESS

Section 139 of Title 23 Covers Environmental Review of Transportation Projects

- Sponsor Agency – the State Department of Transportation
- Lead Agency – Typically Federal Highway Administration
- Participating Agency – any federal agency with an interest in the project
- Cooperating Agency – those participating agencies with jurisdiction by law, or that have special expertise

Key Steps in Agency Consultation

- **Initiation Notice** – The Department of Transportation (sponsor) notifies FHWA (Lead agency) that it wishes to start environmental review of a potential project
- Agencies are **invited to participate** through a letter
- A **Coordination Plan** is prepared
- A **Notice of Intent (NOI)** is published in the Federal Register
- A public **Scoping Meeting** is held inviting comments on purpose and need, alternatives and important issues

Coordination Plan

Helps to identify:

- Project-specific issues that need special attention
- "Issues of Concern" that could substantially delay or prevent an agency from granting a needed permit or approval
- Streamlining measures
- Dispute resolution procedures
- Schedule, including deadlines for comments

Agency Opportunities for Involvement

- Scoping Process
- Defining Purpose and Need
- Determining the range of alternatives
- Collaboration on methodologies for studying alternatives
- NEPA/404 merger agreements- Corps of Engineers process for surface waters
- Mitigation measures for the preferred alternative

Agency Consultation for Paia Relief Road

- Starting shortly
- Will parallel work of the PRAG
- PRAG Will be informed of agency comments and issues as we proceed
- Public and agencies both participate in the Scoping Process

Alignment Evaluation Criteria

THE ALIGNMENT

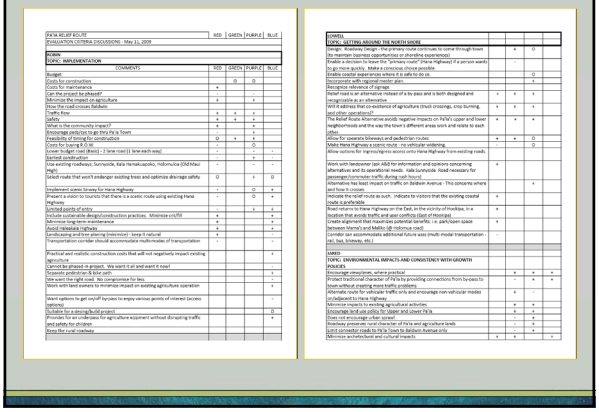
- Adequately accommodates current and future traffic demand
- Adequately accommodates emergency travel needs
- Adequately accommodates coastal evacuation needs
- Can reduce travel times
- Provides for safe coastal driving conditions where possible
- Avoids natural and man-made hazards
- Maximizes safety and minimizes activity conflicts among all onsite and adjacent users

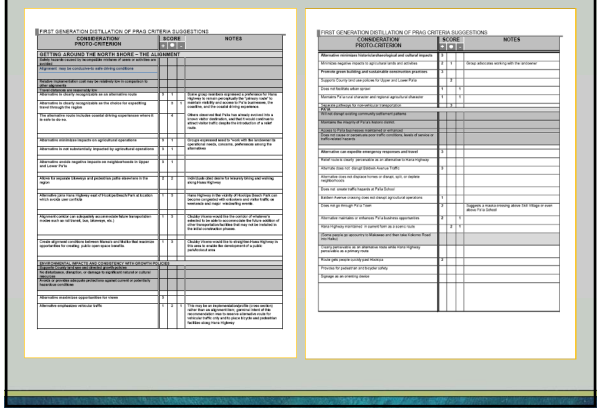
PERTINENT FACTORS AND ACTIVITIES

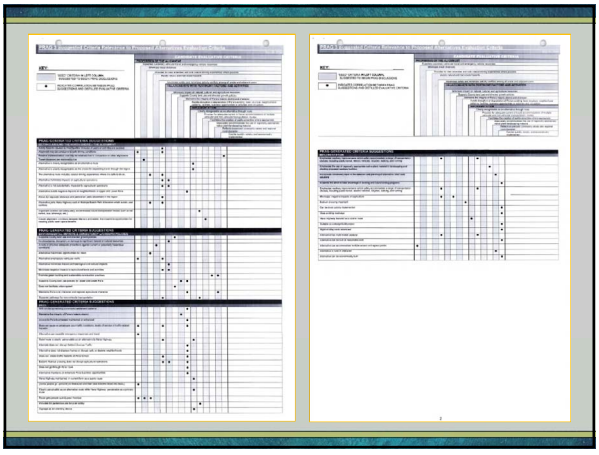
- Supports County land use and directed growth policies
- Avoids or can adequately mitigate impacts on natural or cultural resources
- Avoids or can adequately mitigate conflicts with agricultural uses
- Maintains the integrity of Pa'ia's historic district and character
- Avoids disruption or degradation of Pa'ia's existing town structure and neighborhood patterns.
- Avoids disruption or degradation of Pa'ia's vehicular circulation patterns
- Avoids the creation or exacerbation of traffic-generated hazards at Pa'ia

IMPLEMENTATION

- Clearly recognizable as an alternative through route
- Provides for adequate current or future accommodations of multiple vehicular and non-vehicular transportation modes
- Facilitates the creation of public amenities where appropriate
- Adequately accommodates the use of regionally-appropriate native plant landscaping material
- Reflects expressed community values and regional rural character
- Can be quickly, simply, and economically implemented







Alignment Evaluation Criteria

THE ALIGNMENT

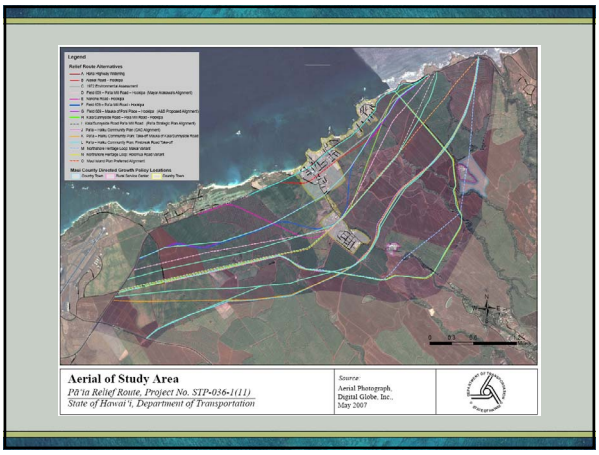
- Adequately accommodates current and future traffic demand
- Adequately accommodates emergency travel needs
- Adequately accommodates coastal evacuation needs
- Can reduce travel times
- Provides for safe coastal driving conditions where possible
- Avoids natural and man-made hazards
- Maximizes safety and minimizes activity conflicts among all onsite and adjacent users

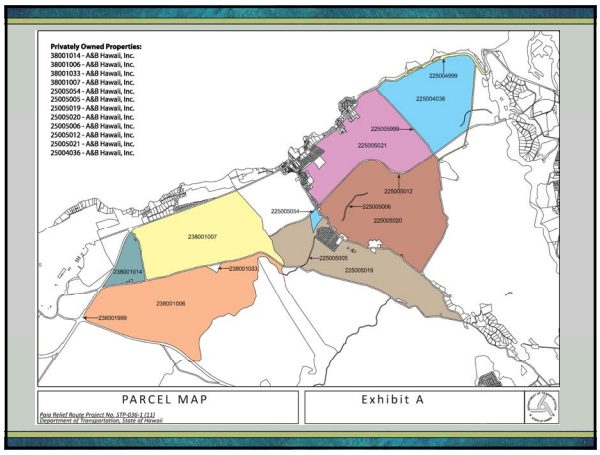
PERTINENT FACTORS AND ACTIVITIES

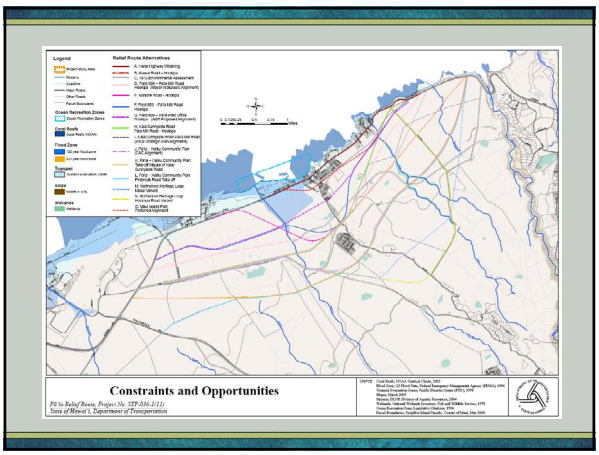
- Supports County land use and directed growth policies
- Avoids or can adequately mitigate impacts on natural or cultural resources
- Avoids or can adequately mitigate conflicts with agricultural uses
- Maintains the integrity of Pa'ia's historic district and character
- Avoids disruption or degradation of Pa'ia's existing town structure and neighborhood patterns.
- Avoids disruption or degradation of Pa'ia's vehicular circulation patterns
- Avoids the creation or exacerbation of traffic-generated hazards at Pa'ia

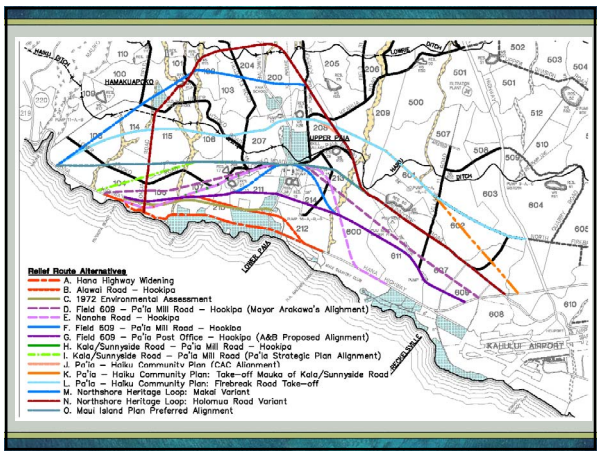
IMPLEMENTATION

- Clearly recognizable as an alternative through route
- Provides for adequate current or future accommodations of multiple vehicular and non-vehicular transportation modes
- Facilitates the creation of public amenities where appropriate
- Adequately accommodates the use of regionally-appropriate native plant landscaping material
- Reflects expressed community values and regional rural character
- Can be quickly, simply, and economically implemented


Legend
Relief Route Alternatives
Aerial of Study Area
Pā'ia Relief Route, Project No. STP-036-1(11)
State of Hawai'i, Department of Transportation
Source:
Aerial Photograph,
Digital Globe, Inc.,
May 2007


Privately Owned Properties:
38001014 - A&B Hawaii, Inc.
38001006 - A&B Hawaii, Inc.
38001033 - A&B Hawaii, Inc.
38001007 - A&B Hawaii, Inc.
25005054 - A&B Hawaii, Inc.
25005005 - A&B Hawaii, Inc.
25005019 - A&B Hawaii, Inc.
25005020 - A&B Hawaii, Inc.
25005006 - A&B Hawaii, Inc.
25005012 - A&B Hawaii, Inc.
25005021 - A&B Hawaii, Inc.
25004036 - A&B Hawaii, Inc.
PARCEL MAP
Exhibit A


Legend
Relief Route Alternatives
Constraints and Opportunities
Pā'ia Relief Route, Project No. STP-036-1(11)
State of Hawai'i, Department of Transportation

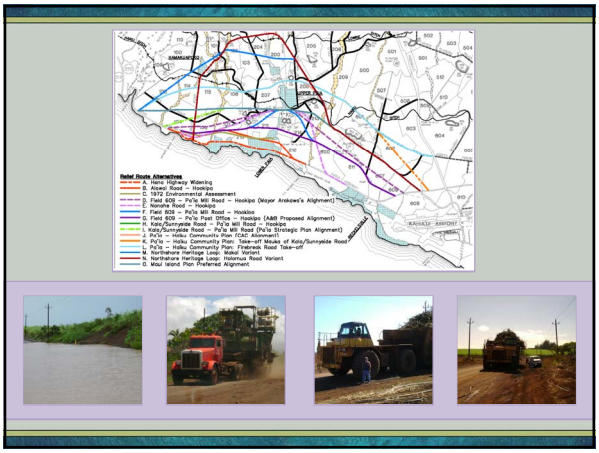

Relief Route Alternatives
A. Hana Highway Widening
B. Alaeoi Road – Hookipa
C. 1972 Environmental Assessment
D. Field 609 – Pa'ia Mill Road – Hookipa (Mayor Arakawa's Alignment)
E. Nanahe Road – Hookipa
F. Field 609 – Pa'ia Mill Road – Hookipa
G. Field 609 – Pa'ia Post Office – Hookipa (A&B Proposed Alignment)
H. Kala/Sunnyside Road – Pa'ia Mill Road – Hookipa
I. Kala/Sunnyside Road – Pa'ia Mill Road (Pa'ia Strategic Plan Alignment)
J. Pa'ia – Haiku Community Plan (CAC Alignment)
K. Pa'ia – Haiku Community Plan: Take-off Mauka of Kala/Sunnyside Road
L. Pa'ia – Haiku Community Plan: Firebreak Road Take-off
M. Northshore Heritage Loop: Makai Variant
N. Northshore Heritage Loop: Halomua Road Variant
O. Maui Island Plan Preferred Alignment
HANA HWY
HAIKU DITCH
LOWER HAIKU DITCH
HAMAKUAPOKO
UPPER HAIKU
KAHULUI AIRPORT
SECURITY WALL

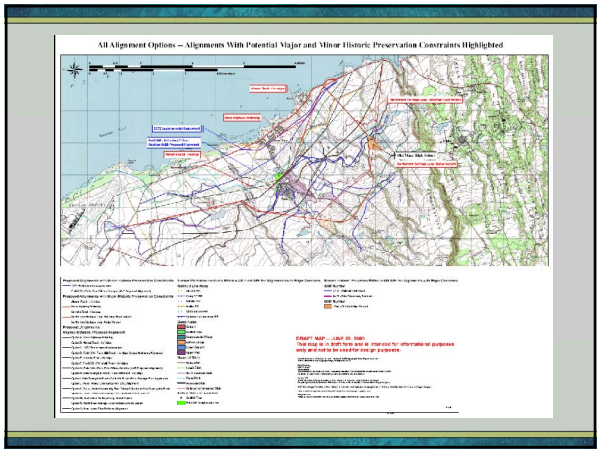


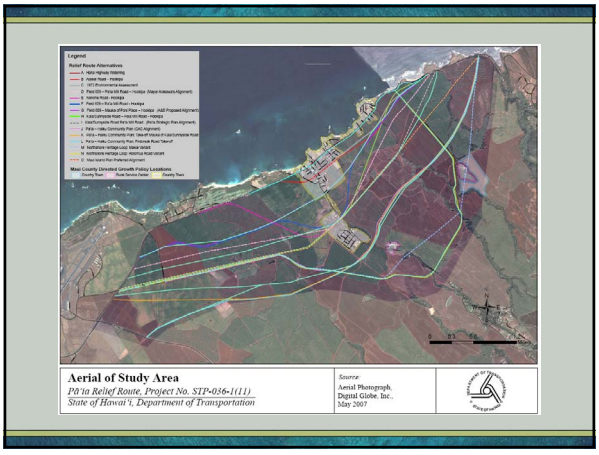












Paia Relief route Advisory Group

Meeting #4

Paia Community Center

ATTACHMENT 2

Alternatives Evaluation Criteria

Alignment Evaluation Criteria

THE ALIGNMENT

- Adequately accommodates current and future traffic demand
- Adequately accommodates emergency travel needs
- Adequately accommodates coastal evacuation needs
- Can reduce travel times
- Provides for safe coastal driving conditions where possible
- Avoids natural and man-made hazards
- Maximizes safety and minimizes activity conflicts among all onsite and adjacent users

PERTINENT FACTORS AND ACTIVITIES

- Supports County land use and directed growth policies
- Avoids or can adequately mitigate impacts on natural or cultural resources
- Avoids or can adequately mitigate conflicts with agricultural uses
- Maintains the integrity of Pa'ia's historic district and character
- Avoids disruption or degradation of Pa'ia's existing town structure and neighborhood patterns.
- Avoids disruption or degradation of Pa'ia's vehicular circulation patterns
- Avoids the creation or exacerbation of traffic-generated hazards at Pa'ia

IMPLEMENTATION

- Clearly recognizable as an alternative through route
- Provides for adequate current or future accommodations of multiple vehicular and non-vehicular transportation modes
- Facilitates the creation of public amenities where appropriate
- Adequately accommodates the use of regionally-appropriate native plant landscaping material
- Reflects expressed community values and regional rural character
- Can be quickly, simply, and economically implemented

ATTACHMENT 3

Alternative Rating Sheets with Project Location Map

Legend

Relief Route Alternatives

- A Hana Highway Widening
- B Alawai Road – Hookipa
- C 1972 Environmental Assessment
- D Field 609 – Pa'ia Mill Road – Hookipa (Mayor Arakawa's Alignment)
- E Nonohe Road - Hookipa
- F Field 609 – Pa'ia Mill Road - Hookipa
- G Field 609 – Mauka of Poni Place – Hookipa (A&B Proposed Alignment)
- H Kala/Sunnyside Road – Paia Mill Road - Hookipa
- I Kala/Sunnyside Road Pa'ia Mill Road (Pa'ia Strategic Plan Alignment)
- J Pa'ia – Haiku Community Plan (CAC Alignment)
- K Pa'ia – Haiku Community Plan: Take-off Mauka of Kala/Sunnyside Road
- L Pa'ia – Haiku Community Plan: Firebreak Road Take-off
- M Northshore Heritage Loop: Makai Variant
- N Northshore Heritage Loop: Holomua Road Variant
- O Maui Island Plan Preferred Alignment

Maui County Directed Growth Policy Locations

Country Town | Rural Service Center | Country Town

N
W E
S

0 0.3 0.6 1.2 Miles

Aerial of Study Area

Pā'ia Relief Route, Project No. STP-036-1(11)

State of Hawai'i, Department of Transportation

Source:

Aerial Photograph,
Digital Globe, Inc.,
May 2007

DEPARTMENT OF TRANSPORTATION
STATE OF HAWAII

DESTINATION:

How well does each proposed Alternative Relief Route alignment serve the following communities?

Please think in terms of the potential benefits to the community being served.

Please rate the following destinations in accordance with the following scoring system:

+2	***ADEQUATELY + SAFELY + CONVENIENTLY + EFFICIENTLY***
+1	**ADEQUATELY + SAFELY + CONVENIENTLY**
0	**ADEQUATELY – NO STRONG FEELINGS**
-1	**SOME HAZARD + SOME INCONVENIENCE**
-2	**INADEQUATE/ SUBSTANTIAL HAZARD + SUBSTANTIAL INCONVENIENCE**

SCORING TABLE: PLACE YOUR SCORES HERE

RELIEF ROUTE ALTERNATIVE		DESTINATION COMMUNITY (Place numerical score in the columns below)					
		PA'IA NEIGHBOR-HOODS	KUAU	UPCOUNTRY	HAIKU	TOTALS	NOTES
A	Hana Highway Widening						
B	Alawai Road – Hookipa						
C	1972 Environmental Assessment						
D	Field 609 – Pa'ia Mill Road - Hookipa (Mayor Arakawa's Alignment)						
E	Nonohe Road – Hookipa						
F	Field 609 – Pa'ia Mill Road – Hookipa						
G	Field 609 – Mauka of Poni Place – Hookipa (A&B Proposed Alignment)						
H	Kala/Sunnyside Road – Pa'ia Mill Road - Hookipa						
I	Kala/Sunnyside Road – Pa'ia Mill Road - Hookipa (Pa'ia Strategic Plan Alignm't)						
J	Pa'ia – Haiku Community Plan						
K	Pa'ia – Haiku Community Plan: Take-off Mauka of Kala/Sunnyside Rd.						
L	Pa'ia – Haiku Community Plan: Firebreak Road						
M	Northshore Heritage Loop: Makai Variant						
N	Northshore Heritage Loop: Holomua Road Variant						
O	Maui Island Plan Preferred Alignment						

BLUE

TYPE OF USER

How well does each proposed Alternative Relief Route alignment serve the following types of roadway user?

Please rate the following destinations in accordance with the following scoring system:

SCORE	QUALITIES
+2	***ADEQUATELY + SAFELY + CONVENIENTLY + EFFICIENTLY***
+1	ADEQUATELY + SAFELY + CONVENIENTLY
0	ADEQUATELY – NO STRONG FEELINGS
-1	SOME HAZARD + SOME INCONVENIENCE
-2	INADEQUATE/ SUBSTANTIAL HAZARD + SUBSTANTIAL INCONVENIENCE

SCORING TABLE: PLACE YOUR SCORES HERE

RELIEF ROUTE ALTERNATIVE		DESTINATION COMMUNITY (Place numerical score in the columns below)					
		COMMUTER	RESIDENT (for non-commuter trips)	VISITOR	RECREA-TIONIST	TOTALS	NOTES
A	Hana Highway Widening						
B	Alawai Road – Hookipa						
C	1972 Environmental Assessment						
D	Field 609 – Pa'ia Mill Road - Hookipa (Mayor Arakawa's Alignment)						
E	Nonohe Road – Hookipa						
F	Field 609 – Pa'ia Mill Road – Hookipa						
G	Field 609 – Mauka of Poni Place – Hookipa (A&B Proposed Alignment)						
H	Kala/Sunnyside Road – Pa'ia Mill Road - Hookipa						
I	Kala/Sunnyside Road – Pa'ia Mill Road - Hookipa (Pa'ia Strategic Plan Alignm't)						
J	Pa'ia – Haiku Community Plan						
K	Pa'ia – Haiku Community Plan: Take-off Mauka of Kala/Sunnyside Rd.						
L	Pa'ia – Haiku Community Plan: Firebreak Road						
M	Northshore Heritage Loop: Makai Variant						
N	Northshore Heritage Loop: Holomua Road Variant						
O	Maui Island Plan Preferred Alignment						

YELLOW

INFLUENCING FACTORS

Please rate the proposed Alternative Alignments according to how they relate to the following categories of potentially influencing factors.

Please rate the following destinations in accordance with the following scoring system:

SCORE	NATURAL, TOPOGRAPHIC, PHYSICAL CONSTRAINTS	AGRICULTURAL OPERATIONS AND NEEDS	CULTURAL RESOURCES
+2	NO INTERACTIONS, CHALLENGES OR CONFLICTS	NO INTERACTIONS, CHALLENGES OR CONFLICTS	NO INTERACTIONS, CHALLENGES OR CONFLICTS
+1	POSSIBLE/POTENTIAL BUT RESOLVABLE CHALLENGE OR CONFLICT	POSSIBLE/POTENTIAL BUT RESOLVABLE CHALLENGE OR CONFLICT	POSSIBLE/POTENTIAL BUT RESOLVABLE CHALLENGE OR CONFLICT
0			
-1	CLEAR BUT RESOLVABLE CHALLENGE OR CONFLICT	CLEAR BUT RESOLVABLE CHALLENGE OR CONFLICT	CLEAR BUT RESOLVABLE CHALLENGE OR CONFLICT
-2	SUBSTANTIAL OR UNRESOLVABLE CHALLENGE OR CONFLICT	SUBSTANTIAL OR UNRESOLVABLE CHALLENGE OR CONFLICT	SUBSTANTIAL OR UNRESOLVABLE CHALLENGE OR CONFLICT

SCORING TABLE: PLACE YOUR SCORES HERE

RELIEF ROUTE ALTERNATIVE		DESTINATION COMMUNITY (Place numerical score in the columns below)				
		NATURAL, TOPOGRAPHIC, PHYSICAL CONSTRAINTS	AGRICULTURAL OPERATIONS AND NEEDS	CULTURAL RESOURCES	TOTALS	NOTES
A	Hana Highway Widening					
B	Alawai Road – Hookipa					
C	1972 Environmental Assessment					
D	Field 609 – Pa'ia Mill Road - Hookipa (Mayor Arakawa's Alignment)					
E	Nonohe Road – Hookipa					
F	Field 609 – Pa'ia Mill Road – Hookipa					
G	Field 609 – Mauka of Poni Place – Hookipa (A&B Proposed Alignment)					
H	Kala/Sunnyside Road – Pa'ia Mill Road - Hookipa					
I	Kala/Sunnyside Road – Pa'ia Mill Road - Hookipa (Pa'ia Strategic Plan Alignment)					
J	Pa'ia – Haiku Community Plan					
K	Pa'ia – Haiku Community Plan: Take-off Mauka of Kala/Sunnyside Rd.					
L	Pa'ia – Haiku Community Plan: Firebreak Road					
M	Northshore Heritage Loop: Makai Variant					
N	Northshore Heritage Loop: Holomua Road Variant					
O	Maui Island Plan Preferred Alignment					

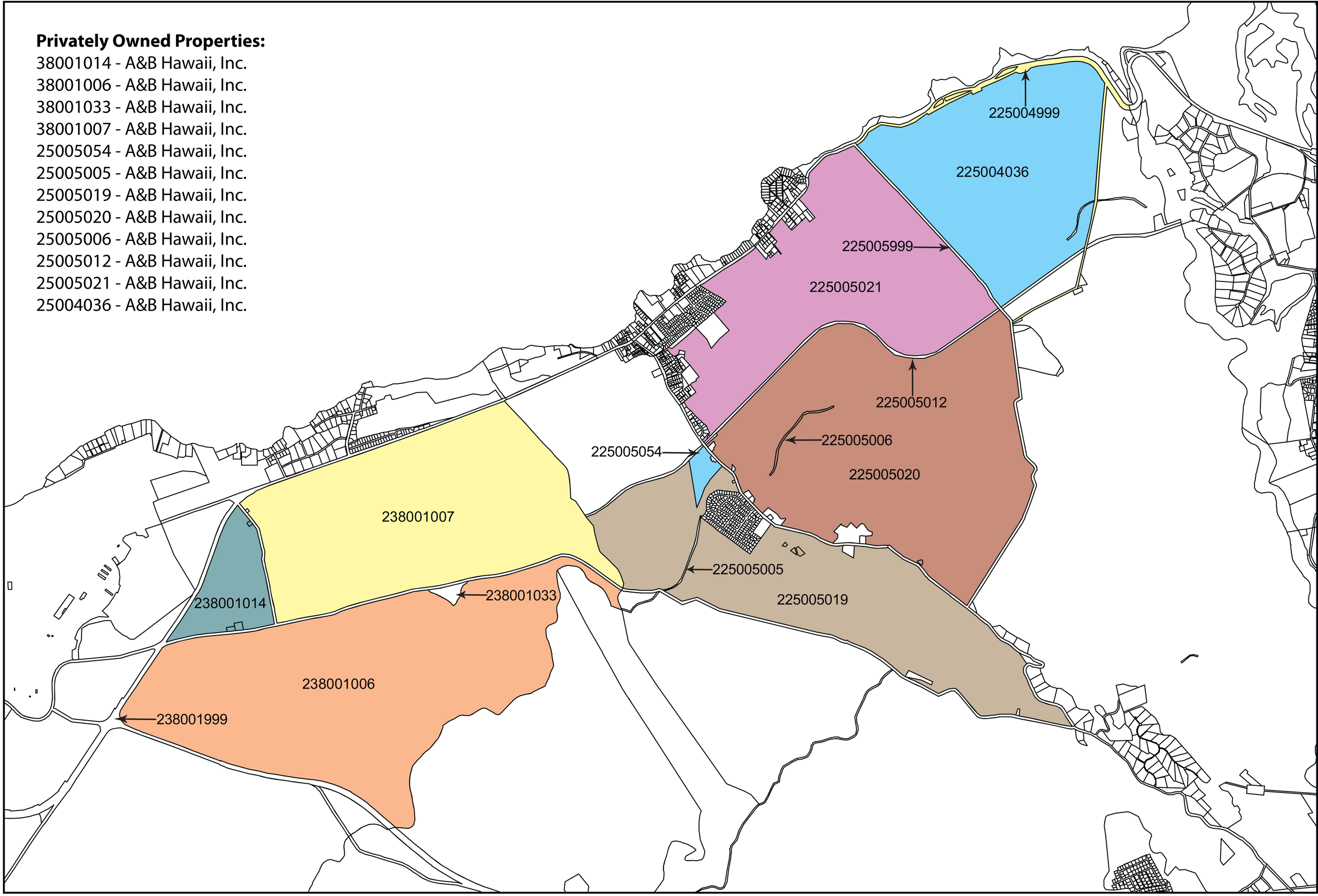
GREEN

ATTACHMENT 4

Road Ownership Map

Privately Owned Properties:

38001014 - A&B Hawaii, Inc.
38001006 - A&B Hawaii, Inc.
38001033 - A&B Hawaii, Inc.
38001007 - A&B Hawaii, Inc.
25005054 - A&B Hawaii, Inc.
25005005 - A&B Hawaii, Inc.
25005019 - A&B Hawaii, Inc.
25005020 - A&B Hawaii, Inc.
25005006 - A&B Hawaii, Inc.
25005012 - A&B Hawaii, Inc.
25005021 - A&B Hawaii, Inc.
25004036 - A&B Hawaii, Inc.



PARCEL MAP

Paia Relief Route Project No. STP-036-1 (11)
Department of Transportation, State of Hawaii

Exhibit A

DEPARTMENT OF TRANSPORTATION
STATE OF HAWAII

ATTACHMENT 5

Information Provided by A&B/HC&S

HC&S Presentation
6/29/2009 PRAG Meeting #4

Slide 1 – Paia Bypass Alternatives on HC&S Field Map

- Hauler roads funnels traffic onto main Sunnyside road to mill.
- Gulch crossings – Deeper and wider as you go further mauka, construction costs are higher
- Economies of scale – Fields are contiguous
- Efficiencies – need to provide steady rate of cane to mill
- Preservation of agriculture

Slide 2 – Portion of Sunnyside road adjacent to Kailua gulch (168)

- Flooding in December 2007
- Waterways need to be kept open
- Need to construct bridge or install culverts for road construction

Slide 3 – Types of agricultural machines (758)

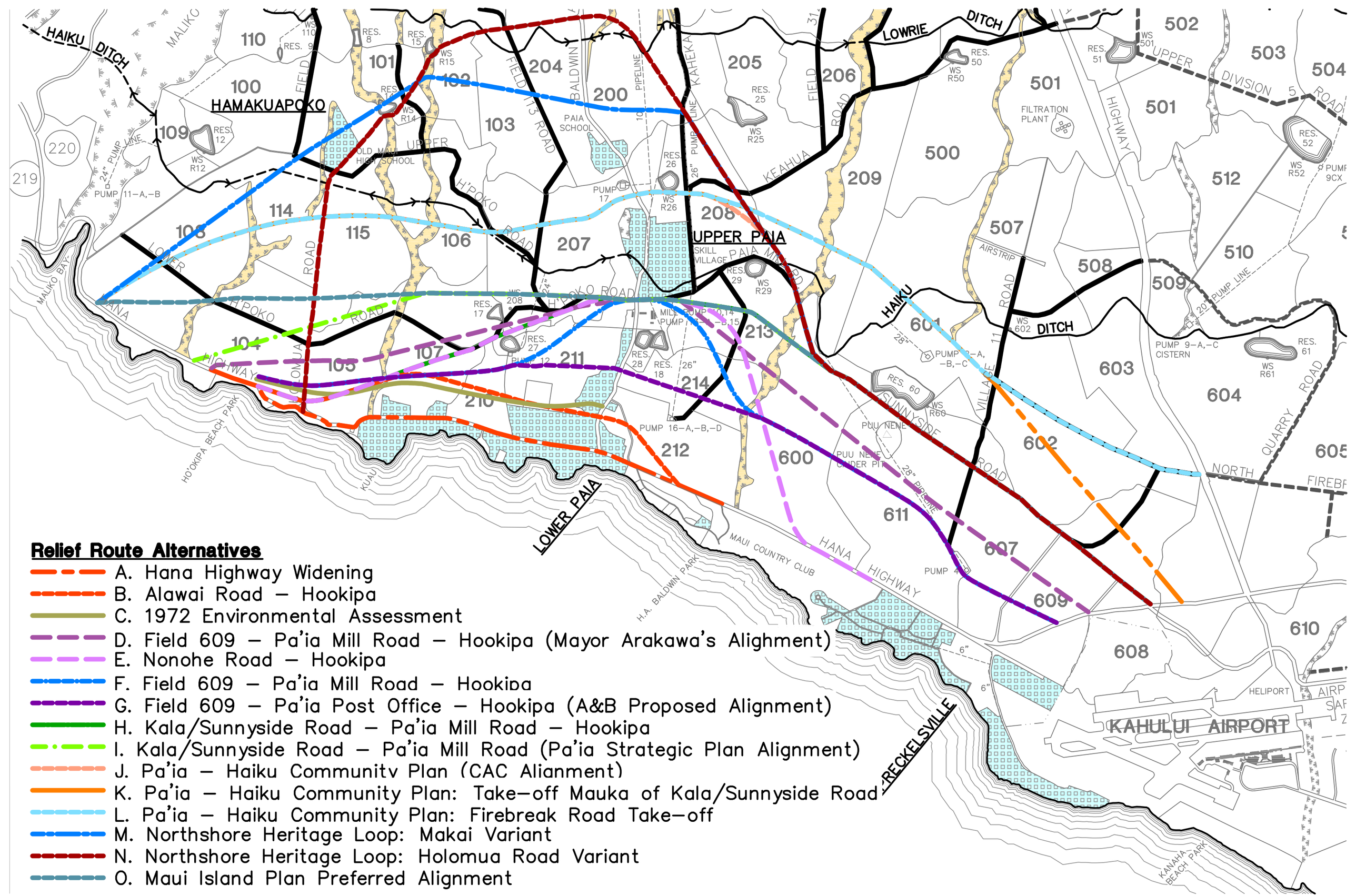
- Lowboy trailer transporting planter onto Sunnyside road to another field

Slide 4 – Driver standing next to hauler tire (1024)

- Machinery are all very large
- Hauler is a modified mining truck

Slide 5 – Hauler next to pickup truck (1023)

- HC&S agricultural equipment is not compatible with other vehicle on same road
- Safety issue



Relief Route Alternatives

- A. Hana Highway Widening
- B. Alawai Road – Hookipa
- C. 1972 Environmental Assessment
- D. Field 609 – Pa'ia Mill Road – Hookipa (Mayor Arakawa's Alighment)
- E. Nonohe Road – Hookipa
- F. Field 609 – Pa'ia Mill Road – Hookipa
- G. Field 609 – Pa'ia Post Office – Hookipa (A&B Proposed Alignment)
- H. Kala/Sunnyside Road – Pa'ia Mill Road – Hookipa
- I. Kala/Sunnyside Road – Pa'ia Mill Road (Pa'ia Strategic Plan Alignment)
- J. Pa'ia – Haiku Community Plan (CAC Alianment)
- K. Pa'ia – Haiku Community Plan: Take–off Mauka of Kala/Sunnyside Road
- L. Pa'ia – Haiku Community Plan: Firebreak Road Take–off
- M. Northshore Heritage Loop: Makai Variant
- N. Northshore Heritage Loop: Holomua Road Variant
- O. Maui Island Plan Preferred Alignment

ATTACHMENT 6

Summary of Preliminary Cultural Findings by Cultural Surveys Hawaii

INTRODUCTION

A preliminary analysis of the historic preservation concerns for the existing Pāʻia Bypass/Relief Route Alternatives (n=15) was undertaken to understand the potential archaeological and cultural constraints and/or concerns for each alternative. The following resources were used for the purpose of this analysis:

1. Previous archaeological studies conducted within the area covered by all 15 alternatives;
2. Historic maps showing the locations of plantation infrastructure, operations, and living areas;
3. The draft SHPD GIS database – last updated Dec. 9, 2004; and
4. The draft SHPD Site database – last updated Dec. 9, 2004.

It should be noted that this preliminary analysis is purely academic as the data has not been field verified for locational accuracy. In order to give a conservative and realistic account of potential concerns, the evaluation of historic preservation constraints were based on a 400 ft. wide buffer for each line that represented a proposed alignment.

Each of the 15 proposed alternatives were weighed against six criteria, defined below, in order to approach an overall historic preservation constraint rating and assign a rating value that scaled from minor constraints to major constraints. The analysis results discussed herein show that five of the proposed alignments were identified as having major potential constraints while only two proposed alignments were identified as having minor potential constraints. The eight remaining alignments fall between the two.

CRITERIA DEFINITIONS

Number of Previously Identified Historic Properties: Historic properties, both Pre-Contact and Historic Era, that have been identified and recorded during previous archaeological assessments and inventory surveys.

Potential for Surface Pre-Contact Historic Properties: Evaluation of the potential for encountering significant traditional Hawaiian historic properties within a proposed corridor on a scale from Low to High. The following are the factors that were taken into consideration:

Low	Medium	High
•Surrounding environment completely built out during historic and modern times •Lands under at least 50 yrs of continuous commercial agriculture cultivation •Lands historically cleared and mechanically graded	•Portions of the corridor have not undergone direct disturbance (eg. corridor extends across natural gullies and stream tributaries)	•Surrounding environment appears to be in an apparent natural state •No evidence that the area was built out during historic and modern times •No evidence of previous commercial cultivation

Potential for Extant Historic Architecture: Potentially significant historic era features were identified by researching historic plantation maps, remnants of which may or may not exist today. Evaluation of the potential for encountering significant intact or remnant Plantation or Historic Era historic properties within a proposed corridor on a scale from Low to High. These types of sites generally fall under the purview of the Historic Architecture Branch of the State Historic Preservation Division. The following lists the factors that were taken into consideration:

Low	Medium	High
•Corridor extends across an old field system with no apparent irrigation or transportation infrastructure •Corridor extends across a field where camps/village where once located and have been sugar cane in modern times as indicated by a review of historic field maps and modern aerial photos	•Corridor extends across former railroad lines and irrigation ditches. •Corridor extends into areas where camp/village infrastructure was abandoned and not known to have been converted to sugar cane field	•Corridor runs through or directly adjacent to the historic portions of Paia Town •Corridor runs through the Mill Complex •Corridor runs through the Old Maui High School parcel

HABS/HAER Constraints: Evaluation of the potential for having to undertake a Historic American Buildings Survey/Historic American Engineering Record study on multiple structures. Depending on the level of HABS/HAER recordation, these studies may require the added expertise of a historic architect. Constraint rating follows the "Potential for Extant Historic Architecture."

Potential for Subsurface Pre-Contact Deposits: Evaluation of the potential for encountering pre-contact or traditional Hawaiian cultural materials in a subsurface context. The following are the factors that were taken into consideration:

Low	Medium	High
•Surrounding environment completely built out during historic and modern times •Lands under at least 50 yrs of continuous commercial agriculture cultivation •Located on lands that have undergone excavation and fill events during historic and modern times •Lands are located at the mid-elevation range between the coastal and upland settlement area	•Portions of the corridor have not undergone direct disturbance (eg. corridor extends across natural gullies and stream tributaries) •Portions of the corridor are located in the coastal settlement area •Pre-contact subsurface deposits and/or human burials have been previously identified directly adjacent to the corridor	•Corridor is located within the coastal settlement zone •Pre-contact subsurface deposits and/or human burials have been previously identified within the corridor

Potential for Subsurface Historic Era Deposits: Evaluation of the potential for encountering historic era cultural materials in a subsurface context. The following are the factors that were taken into consideration:

Low	Medium	High
•Lands cross fields that have been under continuous commercial agriculture for at least 75 yrs	•Lands cross fields where at least one plantation camp/village was formerly located •Historic era subsurface deposits have been previously identified directly adjacent to the corridor	•Corridor crosses the Mill Complex •Corridor crosses the Old Maui High School parcel •Corridor crosses the previous locations of multiple plantation camps /villages •Historic era subsurface deposits have been previously identified within the corridor

Constraint Rating: Evaluation of potential historic preservation constraints based on the GIS analysis of the criteria listed above and rated on a scale from Minor to Major.

Minor	Medial	Major

• Low or Low to Medium rating in all of the above categories	• Low or Low to Medium rating in categories dealing with the potential for encountering pre-contact historid properties
	• Medium or Medium to High rating in categories dealing with the potential for extant historic architecture and potential HABS/HAER constraints
	  • Alignment passess through the Mill Complex
	  • Alignment passes through historically known irrigation ditches and railroad lines
		• Presence of known burials identified within the corridor
		• Presence of known pre-contact sites within the corridor
		• Medium to High or High rating in categories dealing with the potential for encountering pre-contact historic properties
		• High rating in categories dealing with the potential for extant historic architecture and potential HABS/HAER constraints
		  • Corridor crosses the Old Maui High School parcel
		  • Corridor crosses through historic Paia Town and known historic era architecture

PROPOSED ALIGNMENTS WITH MAJOR HISTORIC PRESERVATION CONSTRAINTS

A total of five proposed alignment options were evaluated as having major constraints.

Option A – Hana Highway Widening

- Total of four known burial site or cemeteries were identified within the corridor.
- At total of five known pre-contact cultural deposits were identified within the corridor.
- A total of seven isolated fire pit/hearth features were identified within the corridor.
- Historic buildings line the current section of Hana Highway as it passes through Paia town thus presenting a significant amount of HABS/HAER documentation.
- Known pre-contact and historic era cemeteries and isolated burials, as well as, cultural material deposits present a high potential for encountering additional significant subsurface archaeological findings.

Option B – Alawai Road to Hoʻokipa

- One known pre-contact burial site identified within the corridor.
- Known pre-contact presents a high potential for encountering additional significant subsurface archaeological findings.

Option E – Nonohe Road to Hoʻokipa

- One known pre-contact burial site identified within the corridor.
- Known pre-contact presents a high potential for encountering additional significant subsurface archaeological findings.

Option M – Northshore Heritage Loop: Makai Variant

- Passes through the Old Maui High School parcel currently being evaluated for placement on the State and National Register of Historic Places.
- Historic buildings and structures associated with the Old Maui High School presents a significant amount of HABS/HAER documentation.
- Passes through six former camp/village locations presenting a medium to high potential for encountering significant subsurface historic era deposits.
- Passes through 11 historically known plantation infrastructure features thus adding to the high potential for additional HAER documentation

Option N – Northshore Heritage Loop: Holomua Road Variant

- Directly adjacent to the Old Maui High School parcel currently being evaluated for placement on the State and National Register of Historic Places.
- Historic buildings and structures associated with the Old Maui High School presents a significant amount of HABS/HAER documentation.
- Passes through four former camp/village locations presenting a medium to high potential for encountering significant subsurface historic era deposits.
- Passes through 13 historically known plantation infrastructure features thus adding to the high potential for additional HAER documentation.

PROPOSED ALIGNMENTS WITH MINOR HISTORIC PRESERVATION CONSTRAINTS

Option C – 1972 Environmental Assessment

- Low to Medium potential in all evaluation categories.
- No known pre-contact or historic era historic properties within the evaluation corridor.
- One historically known plantation infrastructure feature presenting the potential for only nominal HAER documentation.

Option G – Field 609 – Paʻia Post Office – Hoʻokipa (A&B Proposed Alignment)

- Low and Low to Medium potential in all evaluation categories.
- No known pre-contact or historic era historic properties within the evaluation corridor.
- Passes through five historically known plantation infrastructure features presenting the potential for only nominal HAER documentation.
- Passes through one former camp/village locations presenting low to medium potential for encountering significant subsurface historic era deposits.