Federal-aid Project Number: BR-019-2(61)

State of Hawaii
Department of Transportation
Highways Division

DOCUMENTATION FOR CATEGORICAL EXCLUSIONS LISTED UNDER 23 CFR §771.117(d)

Project Title: Rehabilitation of Umauma Stream Bridge Project

1) DESCRIPTION

Estimated Project Cost		*Project Length*	*Number of Lanes*
ROW: $ N/A CON: $ 35 million		0.068 mi	2 Existing 2 Proposed
Design Speed 55 MPH Existing 55 MPH Proposed	*Functional Classification - 1= Principal Arterial, 2 = Minor Arterial, 3= Major Collector, 4= Minor Collector, 5= Local Road* 2 Existing 2 Proposed		*Proposed Typical Section* ✓ Rural Urban
Bridge ✓ Yes No		*Bridge Sufficiency Rating* 62.6%	*Bridge ID* 001000190308346

Project Description (attach project location map and other appropriate graphics):
The project site is located on the Hawai`i Belt Road (Highway No. 19) at approximately milepost 16.02 in the North Hilo District, Hawai`i Island. The bridge is located entirely within the State right-of-way. The State of Hawai'i, Department of Transportation, Highways Division (DOT), with funding assistance from the Federal Highway Administration (FHWA), plans to construct bridge widening and structural rehabilitation of the existing historic Umauma Bridge. Improvements include constructing concrete support columns to be placed within and adjacent to the existing steel support towers, widening of the bridge deck and roadway shoulders, replacing drain inlets and constructing a new concrete railing. See Attachment 1, Environmental Assessment, Project Description pgs. 5-18. The existing bridge would remain open and in use as the improvements are constructed.
The project will be federally and state funded.

2) PURPOSE AND NEED

Purpose and need of proposed action. Include description of existing facilities and abutting facilities.

The existing Umauma Bridge was constructed in 1911. In the early 1950s, the bridge, including the trestles, was widened to support a two-lane highway for vehicular traffic. The bridge was retrofitted in the early 2000s to resist updated earthquake design loads. Umauma Bridge is a historic bridge and under the jurisdiction of the State Historic Preservation Division (SHPD). The steel framed Umauma Bridge is showing signs of steel deterioration. Repair and maintenance projects have been completed and are currently in progress to minimize steel deterioration. The proposed rehabilitation project would install new concrete towers that would support bridge loads, and existing steel towers would become non-structural, as the new concrete piers would be the primary load carrying elements.

The proposed project would also improve safety and correct existing roadway deficiencies. The removal of the existing sidewalks and bridge railings, the widening of the bridge deck and constructing new bridge railings (which conform to current acceptable standards) along both sides of the bridge would improve the safety for high-speed vehicular traffic by eliminating a vaulting hazard that a sidewalk would present. Also, wider shoulders and taller bridge railings along both sides of the bridge would improve safety for bicyclists and pedestrians.

The State DOT has identified the following objectives of the Rehabilitation of Umauma Stream Bridge Project:
1) To rehabilitate the deteriorating, steel framed Umauma Bridge while satisfying SHPD historical requirements.
2) To bring the bridge roadway in compliance with FHWA regulations and current safety standards.

Federal-aid Project Number: BR-019-2(61)

3) ISSUES

SECTION 1: YES OR NO FOR EACH ISSUE (Attached coordination letters): *Note: If "NO" is checked, please provide documentation or contact the FHWA Division*	YES	NO
SOCIAL-ECONOMIC FACTORS		
A. General Economics No adverse effects on the general economics of the community.	X	
B. Community & Residential No changes in the access controls along the length of the project.	X	
C. Industrial & Commercial No changes in the access controls along the length of the project.	X	
D. Prime, Unique, Statewide, Local Important Farmland No land on the Agricultural Lands of Importance for Hawaii Classification (ALISH) will be acquired.	X	
E. Land Use/Urban Policy Consistent with the local transportation improvement plans, land use plans and urban policy.	X	
F. Right-of-Way 1. No right-of-way acquisition is required as part of the proposed project, **OR** 2. Right of way that may be acquired by fee simple purchase, permanent or temporary easement, right of entry, gift, or other device are within the following limits: 1. Resurfacing, Reconditioning, Restoration, Rehabilitation Projects. a. Permanent - Less than one acre for any one mile b. Temporary - Less than 2 acres for any one mile 2. Bridge Rehabilitation (including full deck replacement) or Minor Replacement Less than one half acre per bridge	X	
Displacements Residential, commercial, or industrial displacements will not occur as a result of the proposed project. Vacant buildings which are not significant cultural resources will not be acquired.	X	
G. Environmental Justice Minority or low-income populations will not receive disproportionately high or adverse impacts as a result of the proposed project.	X	
NATURAL & PHYSICAL ENVIRONMENTAL FACTORS		
H. Wetlands A Section 404 permit is not required.		X
I. Flood Plains No encroachment into a floodplain.	X	
J. Streams, Rivers, Shoreline Encroachments 1. A Section 404 or Section 10 permit is not required.		X
2. Project is consistent with the goals of the Coastal Zone Management Plan.	X	
3. No use of lands, waters, or rivers designated as Wild/Scenic Rivers by the U.S. Government (DOI National Park Service and/or US Fish & Wildlife Service)	X	
4. No permit required from the United States Coast Guard & Department of Accounting and General Services (DAGS).	X	
K. Sole Source Aquifers Project is not within the boundaries of the Southern Oahu Basal Aquifer or Molokai Aquifer.	X	
L. Migratory Bird Treaty Act Migratory birds or migratory bird habitat will not be affected.	X	

Federal-aid Project Number: BR-019-2(61)

SECTION 1: YES OR NO FOR EACH ISSUE (Attached coordination letters): *Note: If "NO" is checked, please provide documentation or contact the FHWA Division*	YES	NO
M. Essential Fish Habitat (Magnuson-Stevens Fishery Conservation and Management Act of 1996) Essential fish habitat will not be adversely affected. **Additional information at http://www.fpir.noaa.gov/HCD/hcd_efh_consultation.html** ***(Note: Clean Water Act, Section 404 may be a trigger.)***	X	
N. 6(f) Properties No acquisition of lands under the protection of Section 6(f) of the Land And Water Conservation Act of 1965.	X	
O. Noise Quality A noise analysis is not required per 23 CFR §772.5.	X	
P. Hazardous Waste No properties with hazardous waste will be acquired.	X	
Q. Visual and Aesthetic No adverse effect to viewshed.	X	
SECTION 2: CHOOSE ONE OF THE FOLLOWING FOR EACH ISSUE:		
R. Rare, Threatened & Endangered Species **Choose one of the following, based on concurrence from USFWS. Attach USFWS's concurrence letter. Additional information at: http://www.fws.gov/pacificislands/index.html**		
1. "No Effect" determination on rare, threatened, and endangered species or their habitat.		
2. "May Affect, but Not Likely to Adversely Affect" determination on rare, threatened, and endangered species or their habitat	X	
S. Section 106, Historical & Cultural **Choose one of the following, based on concurrence from the Hawaii SHPO/SHPD. Attached concurrence letter.**		
1. Adverse Effects to a significant cultural and/or historical resource. *(Cultural and Historical resources are significant only if they are on or eligible for the National Register of Historic Places.)*		
2. No Adverse Effect	X	
3. No Historic Properties Affected		
T. Section 4(f) **Choose one of the following.**		
1. No 4(f) properties affected	X	
2. Use of Section 4(f) property is considered *de minimis*, include written concurrence from the official with jurisdiction over the 4(f) property.		
3. A Programmatic Section 4(f) approval has been made by the FHWA. Attach approval.		
U. Air Quality **Choose one of the following:**		
1. Anticipate Carbon Monoxide levels that exceed 90% of the Federal standards of 9 ppm in 8 hours. Mobile Source Air Toxics (MSATs). Project is exempt under Clean Air Act conformity rule 40 CFR 93.126 or project qualifies under 23 CFR 771.117 (c).		
2. **The purpose of this project is stated in Item #2, purpose and need.** This project will not result in any meaningful changes in traffic volumes, vehicle mix, location of the existing facility, or any other factor that would cause an increase in emissions impacts relative to the no-build alternative. As such, FHWA has determined that this project will generate minimal air quality impacts for Clean Air Act criteria pollutants and has not been linked with any special MSAT concerns. Consequently, this effort is exempt from analysis for MSATs.	X	

Federal-aid Project Number: BR-019-2(61)

4) PREVENTIVE MEASURES TO AVOID, MINIMIZE AND MITIGATE ENVIRONMENTAL IMPACTS

☐ Not Applicable ☐ No night work ☐ Archaeological monitoring

☐ Work schedule restrictions for contractor(s) ☑ **Others: explain below or attach documentation**

Note: Preventive measures and environmental mitigations should be reflected in the contract specifications.

See Attachment 1, Environmental Assessment, Description of Affected Environment pgs. 5-42 and
See Attachment 2 for Best Management Practices to mitigate environmental and cultural impacts.
See Attachment 3 for lead mitigation to control discharge from existing lead-based paint during construction.

5) DETERMINATION

☑ **Categorical Exclusion**
It is determined, after review of this document and coordination with other agencies, that no significant environment effects will result from the implementation of this project.

☐ **Environmental Assessment (EA) / Environmental Impact Statement (EIS)**
It is determined, after review of this document and coordination with other agencies, that further study is required to determine if there will be significant environmental consequences. An Environmental Assessment is required.

6) SIGNATURES

Prepared By:

8-13-2012
Date

Project Engineer/Manager
Hawaii Department of Transportation or Local Public Agency (LPA)

Approved By:

8/15/12
Date

Administrator, Highway Division
Hawaii Department of Transportation

8/17/12
Date

Federal Highway Administration
Civil Engineer

revised 07/2011