
Final

**Archaeological Monitoring Plan for the
H-1 Guardrail and Shoulder Improvements,
Kapi‘olani Interchange to ‘Āinakoa Avenue Project,
Pālolo and Wai‘alae Ahupua‘a, Honolulu District, O‘ahu
TMKs: [1] 2-7-029, 2-7-030, 3-2-001, 3-2-007, 3-2-009,
3-2-010, 3-2-011, 3-2-012, 3-2-013, 3-2-014, 3-2-038, 3-2-039,
3-2-040, 3-2-041, 3-2-042, 3-2-043, 3-3-011, 3-3-012, 3-5-016,
3-5-017, 3-5-019, 3-5-023, 3-5-025, 3-5-044**

**Prepared for
R.M. Towill Corporation
On behalf of
Hawai‘i Department of Transportation**

**Prepared by
Constance R. O’Hare, B.A.,
Scott A. Belluomini, B.A.,
and
Hallett H. Hammatt, Ph.D.**

**Cultural Surveys Hawai‘i, Inc.
Kailua, Hawai‘i
(CSH Job Code: WAIALAE 14)**

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**O‘ahu Office
P.O. Box 1114
Kailua, Hawai‘i 96734
Ph.: (808) 262-9972
Fax: (808) 262-4950**

www.culturalsurveys.com

**Maui Office
1860 Main St.
Wailuku, Hawai‘i 96793
Ph.: (808) 242-9882
Fax: (808) 244-1994**

Management Summary

Reference	Archaeological Monitoring Plan for the H-1 Guardrail and Shoulder Improvements, Kapiolani Interchange to ‘Āinakoa Avenue Project, Pālolo and Wai‘ālae Ahupua‘a, Honolulu District, O‘ahu, TMKs: [1] 2-7-029, 2-7-030, 3-2-001, 3-2-007, 3-2-009, 3-2-010, 3-2-011, 3-2-012, 3-2-013, 3-2-014, 3-2-038, 3-2-039, 3-2-040, 3-2-041, 3-2-042, 3-2-043, 3-3-011, 3-3-012, 3-5-016, 3-5-017, 3-5-019, 3-5-023, 3-5-025, 3-5-044 (O‘Hare et al. 2018)
Date	February 2018
Project Number(s)	Cultural Surveys Hawai‘i, Inc. (CSH) Job Code: WAIALAE 14
Investigation Permit Number	CSH will likely complete the archaeological monitoring fieldwork under archaeological fieldwork permit number 17-08, issued by the Hawai‘i State Historic Preservation Division (SHPD) per Hawai‘i Administrative Rules (HAR) §13-282.
Agencies	SHPD
Land Jurisdiction	Hawai‘i Department of Transportation (HDOT)
Project Proponent	HDOT
Project Funding	U.S. Department of Transportation (USDOT), Federal Highways Administration (FHWA)
Project Location	The project area includes approximately 2.5 miles (4.02 km) of H-1 Interstate Highway from the Kapi‘olani interchange to ‘Āinakoa Avenue, the ‘Āinakoa Avenue intersection, and the out-bound Wai‘ālae Avenue off-ramp and in-bound Wai‘ālae Avenue on-ramp. The project area is depicted on a portion of the 1998 Honolulu U.S. Geological Survey (USGS) 7.5-minute topographic quadrangle.
Project Description	The guardrail improvements project is comprised of guardrail replacements and improvements; replacement of three beams (two metal W-beam guardrails formed into one single shape) over select catch basins; connection of new three beams to existing guardrails and end posts; relocation of existing light poles from the shoulder to the median and repair of associated retaining walls; associated electrical connections to the new street lights and traffic signal; addition of a crash attenuator to the gore area (gap between ramp and merge lane) at Wai‘ālae Avenue off-ramp; improvements to retaining walls; addition of a bike lane and replacement of traffic signals at the ‘Āinakoa Avenue intersection; modifications to medians for new street lighting foundations; restriping; upgrades to the bridge, wing wall, and retaining wall railings; upgrades to guardrail end posts; additions and improvements to concrete walls and barriers; and reconstruction of selected existing curbs.

Project Acreage and Area of Potential Effect (APE)	The project APE is approximately 5.3 acres (2.14 hectares). The APE consists of 25 discontinuous locations along the H-1 Interstate Highway corridor right-of-way (ROW) from mile post 25 to 27.
Project-Related Disturbance	Much of the proposed undertaking will involve no ground disturbance. Most subsurface excavations will extend only 3.0 m (10 feet [ft]) below the current ground surface; however, for the installation of a new traffic signal at the 'Āinakoa Avenue intersection, an excavation as deep as 6.1 m (20 ft) may be needed.
Historic Preservation Regulatory Context	<p>This archaeological monitoring plan (AMP) was designed to comply with both federal and Hawai'i State environmental and historic preservation review legislation. Due to federal (USDOT FHWA) funding, this project is a federal undertaking, requiring compliance with Section 106 of the National Historic Preservation Act (NHPA), the National Environmental Policy Act (NEPA) and, due to funding from USDOT, Section 4(f) of the Department of Transportation Act. As an HDOT project within a State ROW, the project is also subject to Hawai'i State environmental and historic preservation review legislation (Hawai'i Revised Statutes [HRS] §343 and HRS §6E-8/HAR §13-275, respectively).</p> <p>The USDOT FHWA requested the State Historic Preservation Officer's concurrence on the effect determination for the proposed H-1 guardrails improvements project, in a letter dated 25 July 2016 (HDOT 2016). HDOT did not identify any historic properties within the project's APE, but did identify 18 historic properties adjacent to the APE, which will not be affected by the proposed project. FHWA recommended a "no historic properties affected" determination for the subject property. HDOT determined the affected portion of H-1 Interstate Highway was not eligible for inclusion on the National Register of Historic Places.</p> <p>The SHPD responded with a letter dated 6 September 2016 (LOG NO.: 2016.02508, DOC. NO.: 1611JLP10) and a letter dated 29 March 2017 (LOG NO.: 2016.02985, DOC. NO.:1703SL20 which replaced LOG NO.: 2016.02985, DOC. NO.:1701KM15 dated 18 January 2017), indicating a concurrence with the determination of "no historic properties affected" within the proposed APE.</p> <p>In consultation with the SHPD, this AMP was prepared in consideration of the Secretary of the Interior's <i>Standards for Archaeology and Historic Preservation</i> and fulfills the requirements of HAR §13-279-4.</p> <p>If human skeletal remains are discovered during this monitoring program, their identification and treatment will comply with Hawai'i State burial law (HRS §6E-43 and HAR §13-300), when applicable.</p>

Historic Properties Potentially Affected	No historic properties affected per SHPD review letter dated 6 September 2016 (LOG NO.: 2016.02508, DOC. NO.: 1611JLP10).
Monitoring Recommendations	<p>Archaeological monitoring for all ground disturbing activities under an accepted monitoring plan is required. In addition, as part of the consultation process, the Historic Hawai'i Foundation requested the basalt retaining walls between Koko Head Avenue and Wai'alae Avenue be protected during project construction and that any damage incurred during construction be replaced with in-kind materials and design.</p> <p>These walls will be documented prior to any work in the area by the on-site archaeologist, documentation to include photographic documentation of the basalt retaining walls prior to any work in the area and after the completion of work. Per SHPD requirements, in the event the basalt retaining walls are damaged during project construction, HDOT shall submit to SHPD documentation of the in-kind repair.</p>