

Kaumana Drive Flood Protection Project Wailuku-Alenaio Watershed *Fact Sheet*

What is the Wailuku-Alenaio Watershed Project?

The Wailuku-Alenaio Watershed project was approved in 1976 by the NRCS (then known as the Soil Conservation Service), the County of Hawaii, and the Waiakea and Mauna Kea Soil and Water Conservation Districts. The project provided rural and agricultural flood control and erosion control in the upper Alenaio and Ainako Streams. The major construction phases installed in the 1980s include the Akolea Road Diversion (Diversion #4), Chongmanville Diversion (Diversion #3), and Chong's Bridge improvements. Other construction phases identified in the Watershed Workplan were not installed due to changed agricultural conditions and lack of interest.

Have these projects been effective in reducing flood damage?

An economic analysis to quantify the flood damage reduction has not been conducted. However, the Akolea Road Diversion has prevented significant flood damage to homes in the Ainako subdivisions in recent storms, particularly during the November 2000 storm and earlier this year in February.

In what year was the Watershed project reactivated?

The request to reactivate the Wailuku-Alenaio Watershed came in letters from the Mauna Kea Soil and Water Conservation District and the Hawaii County Chief Engineer in June 1997. NRCS was requested to evaluate another diversion structure upslope of the Akolea Road diversion. That proposal eventually was transformed into the current Kaumana Road project.

What's involved in expanding the flood protection plan?

The Kaumana Drive Flood Protection Project is not included as a phase of the 1976 Wailuku-Alenaio Watershed Plan and Final EIS. The Watershed Plan will be supplemented to include the Kaumana Drive phase to make it eligible for funding under the authorized Watershed project, and a stand-alone Environmental Assessment will be prepared for the Kaumana Drive phase.

How much of the project is federally funded?

The Wailuku-Alenaio Watershed cost-sharing arrangement is directed by the NRCS' Watershed Protection and Flood Prevention Program policy. The NRCS will pay up to 100% of the planning and design cost for the Kaumana Drive project. These funds have been requested for 2009. During the construction phase, NRCS can pay up to 100% of the construction cost for flood control improvements. The sponsor (County of Hawaii) will acquire land rights, permits, and fund costs for modifying or building utility or transportation infrastructure. The sponsor typically also manages the construction contracts. The sponsor is responsible for the long term operation and maintenance of the structures.

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