

NEIL ABERCROMBIE
GOVERNOR



STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
869 PUNCHBOWL STREET
HONOLULU, HAWAII 96813-5097

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IN REPLY REFER TO:
DIR 0072
HWY-DS 2.3643

February 4, 2013

Ms. Johnnie-Mae L. Perry
Waianae Coast Neighborhood Board, Chair
c/o Neighborhood Commission
530 South King Street, Room 406
Honolulu, Hawaii 96813

Dear Ms. Perry:

Subject: Farrington Highway
Replacement of Makaha Bridges No. 3 and No. 3A
Federal Aid Project No. BR-093-1(20)

Thank you for your interest in the Makaha Bridges project. Our staff and design consultant have reviewed your resolution, WCNB Resolution 2013-01, and offer the attached enclosure in response to your concerns.

Should you have any questions, please contact our Project Manager, Mr. Henry Kennedy at 692-7550, Technical Design Services Office, Design Branch, Highways Division or by email at henry.kennedy@hawaii.gov.

Very truly yours,

A handwritten signature in black ink, appearing to read "Glenn M. Okimoto".

GLENN M. OKIMOTO, Ph.D.
Director of Transportation

Enclosures

hk/

c: FHWA (D. Galicinao), RM Towill Corp. (M. Okamoto, B. Takeda)

WCNB Resolution 2013-01: Regarding Makaha Bridges 3 and 3A Project

RESOLUTION URGING THE STATE OF HAWAII TO RECONSIDER THE PLACEMENT OF THE TEMPORARY BYPASS ROAD AND THE REPLACEMENT BRIDGES FOR THE MAKAHA BRIDGES 3 AND 3A REPLACEMENT PROJECT.

1. WHEREAS, the Waianae Community strongly desires the internationally famous Makaha Surfing Beach and its facilities be preserved and protected.

No comment

2. WHEREAS, the Waianae Community believes the placing of the PROJECT's temporary bypass road on the makai side of Farrington Highway will place the Makaha Beaches ecosystem in immediate peril.

No comment, see below.

3. WHEREAS, the Waianae Community believes the placing of the PROJECT's temporary bypass road on the makai side of Farrington Highway will place the Makaha Beaches ecosystem in long term peril should the "five-year flood level standard" temporary bridges be washed to sea by inland flooding or ocean surge.

The assumption that a flood event in excess of the design standard for the temporary bridges would wash out the bridges is not correct. Although a flood event greater than the design standard may over top the road, the temporary culverts and bridges for the by-pass road are designed to resist flooding and wave surge.

4. WHEREAS, the Waianae Community believes the placing of the PROJECT's temporary bypass road on the makai side of Farrington Highway will cutoff and strand residents and tourists west of the PROJECT should the "five-year flood level standard" temporary bridges be washed to sea by inland flooding or ocean surge.

No comment, see above

5. WHEREAS, the Waianae Community believes an undetermined amount of temporary and permanent damage will occur that can't actually be specified or quantified since an inferior, less comprehensive Environmental Assessment (EA) was performed for the PROJECT versus an Environmental Impact Study (EIS).

This comment suggests the EIS law was disregarded which isn't correct and a misrepresentation of the facts. Under Hawaii's EIS law, we prepared an EA including a number of special studies including flora, fauna, archaeology, hydrology and flood studies. The EA was then published and the public was afforded the opportunity to comment during a 30-day comment period. The DOT responded to all comments and a Final EA was prepared in accordance with law. The result was that a Finding of No Significant Impact based on the evaluation of the project by public agencies, organizations and the community, could be filed. In addition the project's Final EA identified a number of mitigation measures and other methods, and practices to ensure against the potential for adverse effects. When the Final EA and FONSI were filed with the OEQC in accordance with law the community again had a 60-day period in which to file a legal challenge to the project. The DOT received no challenges to the project in the course of meeting its environmental obligations. Because the Final EA and FONSI statement were issued Hawaii law states that an EIS is therefore not required.

6. WHEREAS, the Waianae Community believes that at least 7 and as many as 10 of the 13 "significant criteria" referenced in Hawaii Administrative Rules 11-200-12 trigger the need for an EIS for the PROJECT and related SMA and SV.

See response above.

7. WHEREAS, the Waianae Community believes the narrow width and metal surface bridge of the PROJECT's temporary bypass road will be unsafe for motorists, pedestrians and bicyclists.

Not true. The temporary bypass road will have an AC riding surface, similar to the existing roadway. The temporary bypass road is designed in accordance with all State and Federal guidelines.

8. WHEREAS, the Waianae Community believes the Makaha Beaches ecosystem can best be preserved and protected if the replacement bridges are located just slightly mauka of the bridges being replaced as proposed in the 1957 Capital Investment Makaha Valley Development Plan, the 1968 Farrington Highway Realignment Study and multiple times by community members between 1998 and 2012 for the current PROJECT.

This statement is conjecture, there is no study or evaluation comparing impacts to the beach's ecosystem based on the relative location of the temporary bridge versus the existing roadway.

9. WHEREAS, the Waianae Community believes the PROJECT will not meet the 1951 State of Hawaii Land Court requirements to ensure the free flowage of water flowing from the Makaha streams through the PROJECT area and adjacent properties.

The proposed project does not impede the free flow of water under the bridges. Actually, the new bridges will increase the amount of water that can be conveyed.

10. WHEREAS, the Waianae Community believes a single bridge, longer in span, and not two separate bridges very close to each other, would be a better engineering design for the drainage of the Makaha Valley streams ensuring the free flowage of water since the floodway spans the distance between the existing two bridges and the proposed PROJECT bridges.

The single-span bridge was never considered for the following reasons:

- a. Impacts to the muliwai (wetland) at Bridge No. 3A.
- b. Greater impacts to Makaha Beach due to the wider conveyance area between the two streams.
- c. Additional studies would be required to identify potential flora and fauna etc.

11. WHEREAS, Kili Drive's connection to Farrington Highway, which was not properly vetted by DPP, nor approved by the State Highways Director and did not meet the C&C detailed Land Use Map, required the addition of unapproved fill to raise the elevation of Kili Drive, creating an unauthorized dam within the floodway, permanently blocking flood waters from their natural path and preventing the free flowage of water in the Makaha Streams; a violation which can be resolved by relocating or redesigning the bridges as the community desires.

No comment. Kili Drive is a private roadway not under the jurisdiction of the State.

12. WHEREAS, the Waianae Community believes the PROJECT fails to meet increased traffic requirements expected to result from current and planned development projects in Makaha Valley, which could add more than 2,000 new housing units near the PROJECT within the next ten years.

Onsite and offsite improvements to address impacts from development are the responsibility of the developer.

13. WHEREAS, the Waianae Community believes the PROJECT fails to meet the minimum standards of the State of Hawaii's complete streets project.

Not true. The project addresses multi-modal use as required in Complete Streets and serves pedestrians, bicyclists, and motorists.

14. WHEREAS, the Waianae Community believes the PROJECT and specifically the temporary bypass road will cause temporary and permanent economic hardship on tourism and the recreational aspects associated with the World famous Makaha Beach.

No adverse impacts are anticipated.

15. WHEREAS, the Waianae Community believes temporary and permanent disfigurement of Makaha Beach resulting from the temporary bypass road will devastate, sadden and embarrass the community for many years to come.

See above response.

16. BE IT RESOLVED, that the Waianae Community requests the Governor direct the Department of Transportation redesign the PROJECT to meet the needs and desires of the community.

N/A

17. BE IT FURTHER RESOLVED, that the Waianae Community requests that all State of Hawaii agencies and departments involved with transportation, highways, safety, environmental, tourism, natural resources, and planning assist in requiring the PROJECT meet the needs and desires of the community.

N/A

18. BE IT FINALLY RESOLVED, that copies of this Resolution be transmitted to the Governor, the Director of Transportation, the Oahu Metropolitan Management Office, the Department of Health, the Division of Land and Natural Resources, Department of Tourism, the Mayor, and the Presiding Officer of the City Council, FEMA, and the U.S. Department of Transportation.

N/A

DATE OF INTRODUCTION: December 4, 2012

SUBMITTED BY: Makaha Bridges Permitted Interaction Group (Mr. Silva and Mr. Frenzel)

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Johnnie-Mae L. Perry

January, 8 2013

Waianae Coast Neighborhood Board, Chair