AR00073048

HONOLULU HIGH-CAPACITY TRANSIT CORRIDOR PROJECT
Review Comments Form

Submittal/Document Title: Admin Final EIS | **Reviewer: HDOT** | **Date: 07/20/09**

Response Code: A - Agree and will comply B - Will investigate and comment C - Clarification needed D - Disagree for reasons noted E – No action Needed

Comment No.	Reference	Comment	Responsible Party	Response Code	Response:	Reviewer's Concurrence	Verification of Incorporation
1	HDOT Letter dated 07/20/09 Page 1; Airports	The subject FEIS does not disclose that the rail alignment through HNL property will impact the airport modernization projects and that on-going discussions between the Airports Division and DTS must continue.	Mark Garrity	A	Language has been added to Chapter 4.5 of the Final EIS. DTS will continue to coordinate with HDOT Airports Division as the Project moves forward. The following text was added to the FEIS: The guideway alignment is being designed to minimize the effect on current and future operations at the airport. The guideway alignment has been located to avoid the new Mauka Terminal and airplane tarmac planned for where the existing commuter terminal parking lot is located. A total of approximately two acres of airport land will be needed to accommodate the placement of elevated guideway support columns and for two passenger stations on airport property. Near the overseas parking garage, a station entrance building would be constructed on what is now a surface parking lot just Ewa of the parking garage exit lanes, fronting Alaonaona Street, removing about 100 existing parking spaces. There will be a need to build pedestrian		

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					connections from the station to both the overseas and interisland terminals. Farther Diamond Head along Aolele Street, land will be needed for a station and approaching Lagoon Drive the guideway will pass near the end of runways 22R/4L and 22L/4R. The City will work with the Airport to relocate Runway 22R/4L approximately 750' makai and Runway 22L/4R approximately 300' makai, to make the Runway Protection Zones (RPZ) compatible with the Project and existing buildings near Lagoon Drive. The City is working with the Airport and FAA to eliminate or mitigate any other obstructions that may exist ,and coordination is taking place to ensure the Project will not affect airport operations. This approach was agreed upon at a meeting held on September 30, 2009 between the City, FAA and HDOT-Airports and verified in a phone call on October 7, 2009 involving the City, FAA, HDOT-A and FTA. In addition, FAA Form 7460-1, Notice of Proposed Construction or		

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					Alteration, will be submitted to the Federal Aviation Administration prior to construction. Preparation of the necessary submittal materials has begun with assistance from HDOT-Airports staff.		
2	HDOT Letter dated 07/20/09 Page 2; Airports	There are several operational and engineering issues that still have not been addressed In addition to the alignment of the rail, the size and locations of the concrete support columns will impact the roadways within HNL.	Mark Garrity	A	DTS will continue to coordinate with HDOT Airports Division on the final alignment, as well as location of support columns.		
3	Letter dated 07/20/09 Page 2; Airports	The subject FEIS does not provide alternative alignments or mitigation measures to minimize impacts to the State airports facilities.	Mark Garrity	D	Based on discussions with both HDOT Airports Division and USPS, DTS has adjusted the alignment to minimize overall impact to both facilities. Other design measures have been taken to minimize impact to Airport facilities. DTS will continue to coordinate with HDOT Airports Division and USPS on final alignment and design as the Project moves forward. In a meeting on 9/30/09, HDOT-A and FAA were shown drawings of the revised alignment and station locations.		

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4	Letter dated 07/20/09 Page 2; Airports	DOT highly recommends that the rail allow and accommodate travelers' accompanying baggage.	Mark Garrity	E	As stated in Final EIS Chapter 2, Section 2.5.1, travelers' baggage will be allowed on trains.		
5	Letter dated 07/20/09 Page 2; Harbors	Ref Pages 3-18 and 3-46. The FEIS mentions that trucks carrying freight contribute to congested traffic conditions. However, passenger traffic is also and important consideration. Piers 2, 10 and 11 operate as cruise ship passenger terminals that could also impact traffic conditions affecting Ala Moana Boulevard and Nimitz Highway when in use.	Mark Garrity	A	Final EIS Chapter 3, Section 3.3.3 has been modified to mention cruise ship passenger traffic.		
6	Letter dated 07/20/09 Page 2; Harbors	DOT notes the site of the downtown station in the area between Irwin Park and the Honolulu Electric Company (HECO) Power Station. DOT reiterates that the proper placement of the transfer station is critical to minimizing impacts to this area and recommends that DTS consult DOT and the downtown stakeholders to determine	Mark Garrity	D	Various locations for the downtown station were examined. The current location was found to provide the best access for the largest number of people while minimizing overall impacts. DTS will continue to coordinate with HDOT and downtown stakeholders on station design as the Project moves forward.		

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		appropriate location of this transit station.					
7	Letter dated 07/20/09 Page 2; Highways	DOT requests that DTS continue the current coordination meetings with the Highways Division through the Division's Planning Branch on factors affecting highway corridors and right-of-ways.	Mark Garrity	A	Agree that coordination will continue.		
8	Letter dated 01/29/09 Page 2; Intro	The project must be carefully integrated within the existing systems and enable travelers' transfers between these systems. DOT therefore recommends that these linkages and public use patterns for all modes of travel (i.e. bike, pedestrian, etc.) be further analyzed. DOT is particularly interested in the evaluations, findings and recommendations at the sites where DOT facilities are located.	Mark Garrity	A	Stations are being designed to meet all ADA accessibility requirements (See Section 2.5 of the Final EIS). In addition, Following text added to Section 3.4.2, Access to Fixed Guideway Stations: DTS will continue to coordinate with HDOT, DPP and other State or City agencies as appropriate to develop and enhance connections between the stations and the surrounding transportation systems.		
9	Letter dated 01/29/09 Page 2 Airports	The Airports Division understands that the Airport Alternative involves two stations on the Honolulu International Airport (HNL) property on Aolele Street. One is next to the new parking structure and	Mark Garrity	A	Project staff have and will continue to coordinate with HDOT Airports Division Planning staff. In a meeting on 9/30/09, HDOT-A and FAA were shown drawings of the revised alignment and station		

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		the other is at Lagoon Drive. DOT requests that DTS contact the Airports Division Planning Section to address.			locations.		
10	Letter dated 01/29/09 Page 2; Airports	The station adjacent to the new parking structure will be connected to the structure. Clear signage is necessary for rider's access of the other airport terminal buildings. There are several operational and engineering issues related to a transit station located near an Airport terminal in relative proximity of airport operational areas (AOA). DTS should meet with Airports staff and the Airports modernization team to address the rail station's location, its impact on airport operations and future airport improvements.	Mark Garrity	A	Project staff will continue to coordinate with HDOT Airports Division Planning staff, and specifically on the connection between the rail station and airport terminals. Signage and wayfinding are being addressed in the station design process. In a coordination meeting held on 9/30/09, HDOT-A and FAA were shown drawings of the revised alignment and station locations. Potential impacts and mitigation measures were discussed.		
11	Letter dated 01/29/09 Page 2; Airports	To ensure that the Lagoon Drive station meets the Federal Aviation Administration (FAA) FAA Part 77 obstruction height limits for the end of Runway 22R, DTS should submit a FAA Form 7460-1, Notice of Proposed Construction or	Mark Garrity	A	FAA Form 7460-1 is being prepared and will be submitted to FAA at the appropriate time. This has been added to the list of permits and approvals in Section 4.21 of the Final EIS		

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		Alteration, to the FAA.					
12	Letter dated 01/29/09 Page 2; Airports	DTS should also meet with the Transportation Security Administration (TSA) to review any security issues or requirements for the rail stations at HNL.	Mark Garrity	A	Project staff have and will continue to coordinate with TSA personnel.		
13	Letter dated 01/29/09 Page 3; Harbors	Page 2-32. The DOT understands that the rail system interfaces with Nimitz Highway in the area between the Pier 15 area and past the HECO power station area. Figures 2-33 and 2-34 show the two stations in this area. The stations appear to avoid conflicts with the entrances to Harbors' major shipping terminals. DOT requests that DTS address this comment and initiate or continue coordination with the Harbors Division Planning Section.	Mark Garrity	A	Project staff have and will continue to coordinate with HDOT Harbors Division Planning staff.		
14	Letter dated 01/29/09 Page 3; Harbors	DOT requests consideration for a station located at the Aloha Tower complex to provide direct access to the complex and to downtown via Fort Street. If this location is given consideration, then Harbors Division is willing to discuss	Mark Garrity	D	Thank you for being amenable to locating a station in your building. Station locations were selected in part to minimize negative effects and geometric challenges (such as building on a curve) and maximize opportunities to serve the community and promote ridership.		

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		options for redeveloping its current office building into a combination parking structure and transit station, subject to the need to satisfy the community's concern regarding the image and appearance of downtown Honolulu and Nimitz Highway as a pathway to Waikiki.			The Downtown station location was selected for Nimitz Highway between Alakea and Bishop Streets because it was the best location from a geometric design perspective and allowed the station to serve the center of town effectively.		
15	Letter dated 01/29/09 Page 3; Harbors	Given the importance of this section of Nimitz Highway to the waterfront area and to downtown Honolulu, additional study is needed to ensure proper siting of a transfer station. Proper placement is critical for minimizing impacts to the harbor area, the highway system and the Aloha Tower complex, and also for maintain the proper aesthetics for downtown Honolulu. DTS should consult with DOT and the downtown stakeholders on the location of this transit station.	Mark Garrity	E	The identified location for the Downtown Station emphasizes pedestrian safety by connecting the mauka and makai sides of Nimitz Highway with a mezzanine, thus providing access to the waterfront, Aloha Tower Marketplace, and Downtown destinations. Alternative downtown station locations were evaluated in Chapter 5 of the Final EIS. As stated in Chapter 2 of the Final EIS (Section 2.5.5), design criteria developed for Project stations place highest emphasis on walk and bicycle access. Pedestrian access to stations, including accessible routes, shall be given first priority for safety reasons. The design criteria also state that, as a		

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					non-motorized mode, bicycles will be given second priority.		
16	Letter dated 01/29/09 Page 3; Harbors	Page 3-14. Please note that Kewalo Basin is DOT harbors third Oahu harbor but is soon to be transferred to the Hawaii Community Development Authority (HCDA). Charter Boat operations as mentioned in the document occur at this harbor and not at Honolulu or Kalaeloa barbers Point Harbor.	Mark Garrity	A	The reference to Kewalo Basin operations has been revised in Final EIS Chapter 3.		
17	Letter dated 01/29/09 Page 3; Harbors	Page 3-14. Ocean Recreation is not an activity of DOT's commercial harbor system. Ocean Recreation is under the jurisdiction of the DLNR – Division of Boating and Ocean Recreation.	Mark Garrity	A	Text in Section 3.3.4 has been revised to say "Ocean transportation, shipbuilding and repair, commercial fishing, ocean recreation (as operated by the Division of Land and Natural Resources, Division of Boating and Ocean Recreation), and other support industries are the main activities in O'ahu's commercial harbors."		
18	Letter dated 01/29/09 Page 3; Harbors	Page 3-14. Trucks carrying freight enter Honolulu Harbor through Nimitz Highway and also Ala Moana Boulevard (at Fort Armstrong). The roadway fronting Fort Armstrong is Ala Moana Boulevard and not Nimitz Highway.	Mark Garrity	A	Final EIS Chapter 3 has been revised to say that freight uses both Nimitz Highway and Ala Moana Boulevard.		

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19.	Letter dated 01/29/09 Page 3; Harbors	Page 3-14. Please also include Kalihi Street in the discussion of freight movement. Eastbound container trucks utilize Kalihi Street to get onto Interstate Route H-1.	Mark Garrity	A	Kalihi Street has been identified as an access to the H-1 Freeway in the Final EIS Chapter 3.		
20	Letter dated 01/29/09 Page 4; Harbors	Page 3-44. The correct name for Oahu's second harbor is Kalaeloa Barbers Point Harbor. It is noted as Barbers Point Harbor on this page and elsewhere.	Mark Garrity	A	The reference to Kalaeloa Barbers Point been revised in Final EIS Chapter 3.		
21	Letter dated 01/29/09 Page 4; Harbors	Page 3-48. It is noted that alternative routes may be required as an impact of the construction of improvements. Any improvement required to facilitate alternative routes (turning radius, etc.) should be the responsibility of the Project as a mitigation measure.	Mark Garrity	A	As mentioned in the Final EIS (Section 3.5.6), a Maintenance of Traffic (MOT) Plan and Transit Mitigation Program will identify measures to mitigate temporary construction related effects on transportation. These items would be developed by the contractor for each phase and coordinated with and approved by HDOT for HDOT highways.		
22	Letter dated 01/29/09 Page 4; Harbors	Page 4-61. Kewalo Basin should also be included in the discussion of the makai edge.	Mark Garrity	A	The affected environment discussion referenced by the comment is found under the Kalihi to Ala Moana Center landscape Unit Heading in Section 4.8.2 of the Final EIS. The discussion mentions that the mountains and shoreline that define the mauka and makai		

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					edge of this landscape unit are dominant elements of the landscape. The Kewalo Basin is part of this landscape.		
23	Letter dated 01/29/09 Page 4; Harbors	Page 4-171. There is no "Kalaeloa Harbor 2020 Master Plan" or "Honolulu Harbor 2020 Master Plan". The Oahu Commercial Harbors 2020 Master Plan incorporates both Honolulu and Kalaeloa Barbers Point Harbors.	Mark Garrity	A	Section 4.19.3 of the Final EIS has been revised to include "Oahu Commercial Harbors 2020 Master Plan improvements" and Kalaeloa Barbers Point Harbor and Honolulu Harbor will be removed in lieu of the Oahu Commercial Harbors replacement.		
24	Letter dated 01/29/09 Page 4; Highways	Chapter 3 various pages. Planning horizon of 2030 is used throughout the document. Standard practice is 20 years after construction completion. With a construction completion in 2018, the planning horizon should be 2038. DOT requests that DTS address this comment and initiate or continue coordination with the Highways Division Planning Branch.	Mark Garrity	D	In 2005, the Federal Transit Administration provided guidance to DTS that a 2030 planning horizon could be used, provided that it is consistent with forecasts used by the local Metropolitan Planning Organization (MPO). The planning horizon used for this project corresponds to that used by the O'ahu Regional Transportation Plan developed by the O'ahu MPO. This provides consistency with the Island's long range plan. 2030 was the longest comprehensive planning horizon existing in Honolulu at the time the Project was developed.		
25	Letter	Page 4-98 3rd paragraph. The	Mark Garrity	A	Section 4.10.1 has been revised to		

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	dated 01/29/09 Page 4; Highways	reference, "The State of Hawaii regulates community noise pollution through HAR 11-16," is incorrect. The correct reference is HAR 11-46. In addition, Hawaii's noise levels are more restrictive than the Federal levels and the Project needs to conform to both requirements. HAR 11-46-4 has maximum permissible sound levels in dBA (dBA defined as the A-weighted sound level or unit of measurement describing the total sound level of all noise as measured with a sound level meter using the "A" weighting network). [See Letter for maximum level and explanation.]			reference HAR 11-46 and clarifies that it regulates community noise and are applicable to stationary noise sources, such as traction powered sub stations and the vehicle maintenance and storage facility.		
26	Letter dated 01/29/09 Page 5; Highways	Kamehameha Highway Improvements – Waihona Street to Center Drive. DTS should coordinate Project work with improvements to this area.	Mark Garrity	A	DTS will continue the ongoing regular coordination with HDOT as the Project progresses.		
27	Letter dated 01/29/09 Page 5; Highways	Design Criteria. DOT Highways requests that all streetscape improvements by DTS utilize DOT Highway standard drawings, details, and	Mark Garrity	A	DTS has developed specifications and design criteria to address the City and County of Honolulu's requirements for the Project. Where appropriate, the City will use the		

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		specifications.			applicable DOT Highway standards. Chapters 10.0 and 11.0 of the Project Design Criteria are dedicated to Architecture and Landscape Architecture, which includes all stations.		
28	Letter dated 01/29/09 Page 5; Highways	Design Criteria. A visual picture record of assets within the highway right-of-way prior to construction shall be made by DTS and approved by DOT's Highway Landscape Architect for restoration afterwards. In general, all landscaping shall be restored to its original condition after construction is complete. DTS should provide As-built drawings in the form of both full size drawings and electronic files of all work within the highway right-of-way.	Mark Garrity	A	Landscape plans for work performed on State Highways will be prepared and submitted to HDOT for review. Contractor shall be required to maintain designated landscape areas in accordance with Hawaii Standard Specifications Section 643 – Maintenance of Existing Landscape Areas. Final EIS Section 4.8.3 provides a more detailed description of applicable design criteria.		
29	Letter dated 01/29/09 Page 5; Highways	Design Criteria. Work within the highway right-of-way shall employ DOT Highway standard Invasive Species Management specifications and Tree Protection zone construction detail. All transplantable trees as determined by DOT to be removed by construction shall be transplanted at DTS's	Mark Garrity	A	Your comment is noted and DTS will comply. Trees (suitable for transplanting) displaced by construction will be relocated to C&C project nursery until they can be transplanted to another part of the project area. DTS will coordinate with DOT's Highway Landscape Architect. This requirement is included in the		

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		expense to another State right-of-way site approved by DOT's Highway Landscape Architect.			Project Design Criteria, which is summarized in Final EIS Section 4.8.3. Invasive species management during construction is discussed in Final EIS Section 4.18.9		
30	Letter dated 01/29/09 Page 5; Highways	Design Criteria. DTS shall not move relocated utilities under DOT sidewalks and should consult with DOT for exceptions. New utility boxes shall be screened by landscaping or placed in underground vaults.	Mark Garrity		DTS will coordinate with DOT on the location of relocated utilities. As described in the Final EIS Chapter 4, section 4.8.3, Tall vertical plantings for vines will be used to screen or minimize the impact of the traction power substation structures, as appropriate. Plants or vines will be a minimum of 6-foot height in secure areas while maintaining visibility to the entrances. New utility boxes will be screened by landscaping or placed in underground vaults.		
31	Letter dated 01/29/09 Page 5; Highways	Design Criteria. The handling of the anticipated trash in between stations needs further explanation.	Mark Garrity		A reference to development of a maintenance agreement has been added to Final EIS Chapter 4.21.		
32	Letter dated 01/29/09 Page 5; Highways	Design Criteria. All median underneath the rail shall below maintenance rockscape or decorative paving with limited, shade tolerant plantings at	Mark Garrity		For those areas of the Project in HDOT roadways, landscape plans, including those covering median areas, will be prepared and submitted to HDOT for review. This		

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		intersections.			requirement has been added to Final EIS Chapter 4, Table 4-38.		
33	Letter dated 01/29/09 Page 5; Highways	Design Criteria. New plantings shall be non-invasive plants as defined by the Hawaii Chapter of the American Society of Landscape Architects. DTS shall employ native plants where they are the best choice for the conditions.	Mark Garrity		ASLA's Invasive Species List has been incorporated into the Design Criteria as a "do not plant" list. A plant palette of native species has also been included with encouragement for their use and caution to consider water and nutrient requirements. This requirement is included in the Project Design Criteria		
34	Letter dated 01/29/09 Page 6; Highways	Design Criteria. The design of the rail should include measures to limit bird nesting and perches that produce bird droppings.	Mark Garrity		Design of the stations and guideway will include measures to limit bird nesting and perches, as appropriate. This is addressed in Project Design Criteria.		
35	Letter dated 01/29/09 Page 6; Highways	Construction Criteria. During construction, DTS shall maintain all landscaped areas to DOT Highway standards utilizing DOT maintenance specifications including mowing, edging and trimming, weeding, pruning and care of shrubs and trees, fertilizing, pesticide and herbicides, clearing gutters, swales and ditches, invasive plant removal and rubbish and debris removal and disposal.	Mark Garrity	A	Contractor shall be required to maintain designated landscape areas in accordance with Hawaii Standard Specifications Section 643 – Maintenance of Existing Landscape Areas. Final EIS Section 4.18.3 includes mitigation that vegetation is to replaced as soon as practical after construction is completed.		

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36	Letter dated 01/29/09 Page 6; Highways	Construction Criteria. DTS shall be responsible for maintaining all irrigation impacted during construction and provide watering as necessary. All site furnishings that are removed during construction including but not limited to traffic signal poles and head, irrigation controllers and valves, backflow preventers, fence fabric and utility boxes shall be delivered at DTS' expense to the DOT Highways Oahu District Baseyard or disposed of at DTS' expense if DOT does not desire to keep the items.	Mark Garrity	A	Contractor shall be required to maintain designated landscape areas and repair damaged irrigation in accordance with Hawaii Standard Specifications Section 643 – Maintenance of Existing Landscape Areas and Section 644 – Repair of Existing Sprinkler System. Detailed material salvage procedures are incorporated into the construction contract documents, specifically in Standard Specification 02 41 00 - Demolition. The materials will be returned to HDOT at the O'ahu District Baseyard. .		
37	Letter dated 01/29/09 Page 6; Highways	Farrington Highway – Fort Weaver Road to Interstate Route H-1. In recognition of Farrington Highway as the main street depot of Waipahu, DOT spent $4 million dollars in 2002 for a main street revitalization project. In 2005, the project received the Betty Crocker Landscape Award from the Scenic Hawaii organization. *"This project sponsored by the State Department of*	Mark Garrity	E	Your comment is noted.		

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		Transportation helped transform a bleak, lifeless, uninviting part of Farrington Highway for motorists. The result is landscaping effort that quickly changed the area and which will continue to improve…"					
38	Letter dated 01/29/09 Page 6; Highways	Farrington Highway – Fort Weaver Road to Interstate Route H-1. DOT's interaction with the Waipahu community has been overwhelming positive and the improvements to Farrington Highway have contributed to a greater sense of pride and renewal in the community. As a result, adjacent properties have been improved and new businesses have moved in along the highway.	Mark Garrity	E	Your comment is noted.		
39	Letter dated 01/29/09 Page 6; Highways	Farrington Highway – Fort Weaver Road to Interstate Route H-1. Since the Project is going to remove these significant improvements to Waipahu's main street and add a rail structure further affecting the aesthetics, DOT requests DTS consult with DOT and the	Mark Garrity		DTS will coordinate and consult with HDOT and other agencies as appropriate on the final design of the streetscape affected by the project.		

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		Waipahu stakeholders to provide equitable improvements to the sidewalks to include material sidewalk improvements, street trees, site furnishings and undergrounding of overhead utilities.					
40	Letter dated 01/29/09 Page 7; Highways	Farrington Highway – Fort Weaver Road to Interstate Route H-1. All existing median trees to be removed by Project construction shall be transplanted at DTS's expense to another State right-of-way site approved by DOT's Highway Landscape Architect.	Mark Garrity		Your comment is noted and DTS will comply. Trees (suitable for transplanting) displaced by construction will be relocated to C&C project nursery until they can be transplanted to another part of the project area. DTS will coordinate with DOT's Highway Landscape Architect. This requirement is included in the Project Design Criteria.		
41	Letter dated 01/29/09 Page 7; Highways	Kamehameha Highway – Interstate Route H-1 to Aloha Stadium. Kamehameha Highway is the main street for two communities; Aiea and Pearl City. Since 2005, DOT has worked with the Aiea and Pearl City communities through an extensive public involvement process to identify improvements to this main street. Through this process,	Mark Garrity		DTS will coordinate and consult with HDOT and other agencies as appropriate on the final design of the streetscape affected by the project.		

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		the community and DOT agreed to improvements that were suspended pending the outcome of the rail. This Project installs a rail structure to that area, which could negatively impact the area aesthetics. Therefore, DOT requests that DTS consult with DOT and the Aiea and Pearl City stakeholders to provide equitable improvements to the sidewalks, such as material sidewalk improvements, street trees, site furnishings, enhancement of areas around Sumida Watercress farms and undergrounding of overhead utilities.					
42	Letter dated 01/29/09 Page 7; Highways	Nimitz Highway - Nuuanu Stream Bridge to Halekauwila Boulevard. – Nimitz Highway from Nuuanu Stream Bridge to Halekauwila Boulevard abuts the downtown center business district waterfront and some of the most valuable real estate in the State of Hawaii. It is also the point of arrival for all cruise ship visitors to Oahu. Additionally, Hawaii Tourism	Mark Garrity	A	DTS will coordinate and consult with HDOT and other agencies as appropriate on the final design of the streetscape affected by the project.		

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		Authority's research indicates over 80% of Oahu visitors' first impression of Hawaii is driving from the Airport to Waikiki via Nimitz Highway. For over 20 years, the downtown community has explored means to relocate the HECO power plant that detracts from this valuable waterfront area. The addition of a rail structure and station located near the HECO power plant will require further study of the Nimitz Highway corridor and a careful analysis of impacts to the Aloha Tower complex and adjacent harbor facilities. Also, care must be taken to maintain pedestrian safety as well as to avoid creating a less than desirable visual and spatial atmosphere for visitors and residents moving through this area. The aesthetics, image and appearance of downtown Honolulu are areas of great concern to the community. Therefore, DOT requests DTS consult with DOT and downtown stakeholders on this					

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		matter and to provide equitable improvements to the sidewalks including material sidewalk improvements, street trees and site furnishings.					
43	Letter dated 01/29/09 Page 7; Highways	Nimitz Highway - Nuuanu Stream Bridge to Halekauwila Boulevard. Recognizing the importance of this stretch of Nimitz Highway, in 2008 DOT installed plantings of coconut palms. As such, all existing median trees to be removed by Project construction shall be transplanted at DTS' expense to another state right-of-way site approved by the DOT's Highway Landscape Architect.	Mark Garrity		Your comment is noted and DTS will comply. Trees (suitable for transplanting) displaced by construction will be relocated to C&C project nursery until they can be transplanted to another part of the project area. DTS will coordinate with DOT's Highway Landscape Architect. This requirement is included in the Project Design Criteria		
44	Letter dated 01/29/09 Page 7/8	It would be beneficial to have DTS make periodic presentations to DOT as part of the on-going Project planning and coordination with DOT. Presentations should cover issues such as the Project task list and timeline, coordination for design and construction phasing, environmental issues and mitigation measures and physical impacts to and integration with DOT airport,	Mark Garrity	A	Project staff will continue to coordinate with HDOT staff and provide updates as requested.		

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		harbors and highway systems. Further, these meetings should include all or combinations of the modal divisions based on the particular subject matter or area and location being discussed.					
45	Meeting 07/20/09	Recommend that the Final EIS include a discussion on the proposed new off-ramp from H-2 Freeway in the southbound direction that will provide a direct connection to the proposed Pearl Highlands parking garage. The report should discuss how this proposed exit ramp connects to southbound H-2 Freeway to westbound H-1 Freeway ramp and it's potential impacts to traffic operations on both H-1 Freeway and H-2 Freeway.	Mark Garrity	A	The proposed park-and-ride access ramp from southbound H-2 was examined for traffic impacts. No significant impact is anticipated. A full description of the proposal and analysis is shown in the Addendum 02 to the Transportation Technical Report and summarized in Final EIS Chapter 3, Section 3.4.3. This issue was discussed at a coordination meeting with HDOT on 9/16/09.		
46	Meeting 07/20/09	The Final EIS should include a discussion on the potential impacts to Kamehameha Highway northbound H-2 Freeway on-ramp. The Pearl Highlands transit center will increase traffic volumes on this ramp, impacting operations. Current geometric conditions at	Mark Garrity	A	An additional traffic analysis examined the potential effects on highways surrounding the Pearl Highlands Station. The analysis focused on the H-1/H-2 interchange, including the effects of a new H-2 southbound off-ramp with direct access to the park-and-ride and transit center, effects on		

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		this existing on-ramp significantly reduce overall ramp capacity.			the existing H-2 northbound on-ramp at Kamehameha Highway, and effects to westbound Farrington Highway between Waiawa Road and Kamehameha Highway. The analysis found that traffic from the Pearl Highlands Station will not significantly affect highway segments in the area. Figures 3-12 and 3-13 show predicted 2030 traffic volumes with and without the Project. In the case of the H-2 northbound on-ramp at Kamehameha Highway, the Project will result in approximately 200 additional p.m. peak-hour trips, although it will also reduce mainline trips by about 300. To mitigate for the additional merging traffic, the Project will restripe the section of H-2 near the ramp merge area to provide a parallel merge lane that will continue for approximately 500 feet across an existing bridge. The complete results of the analysis, including an Operational and Safety Analysis Report submitted to the Federal Highway Administration (FHWA), are included in Addendum 02 to the Transportation Technical		

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					Report.		
47	Meeting 07/20/09	The Final EIS should include a review of the potential impacts of the Pearl Highlands transit center on westbound Farrington Highway and to the westbound H-1 Freeway Waipahu Street off-ramp. The proposed transit station will increase traffic volume on Farrington Highway in the westbound direction making the weave maneuver from the westbound H-1 Freeway Waipahu Street off-ramp more difficult. The westbound H-1 Freeway Waipahu Street off-ramp is very congested during the PM peak period as it is a left-hand merge with Farrington Highway and since many drivers on this off-ramp weave across two lanes of westbound Farrington Highway traffic to exit onto northbound Kamehameha Highway. The additional westbound traffic on Farrington Highway will make this maneuver more difficult potentially creating greater backup on to westbound H-1	Mark Garrity	A	A traffic analysis of the area surrounding the Pearl Highlands park-and-ride was conducted. An analysis of the weaving traffic on westbound Farrington Highway found the Project would not have a significant impact. A full description of the analysis is shown in the Addendum 02 to the Transportation Technical Report and summarized in Final EIS Chapter 3, Section 3.4.3. This issue was discussed at a coordination meeting with HDOT on 9/16/09.		

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		Freeway.					
48	Meeting 07/20/09	It must also be noted that HDOT neither accepts nor approves the "Summary of Potential Effects" identified in Table 3-21 regarding potential reduction in lane widths and/or removal of left-turn pockets along State Highway facilities. Such specific proposals must be discussed in greater detail with HDOT and is subject to our review and approval	Mark Garrity	A	Project staff will continue to coordinate with HDOT as the Project moves forward. The following text was added to Section 3.4.3 of the Final EIS: During Final Design, the relationship of travel lanes, shoulders, sidewalks and horizontal clearances to obstructions such as columns will be considered together in determining the final widths of each item. Some lane widths could be increased from what is shown in Table 3-21. Permits for construction will not be approved unless a roadway is safe and acceptable to the responsible transportation agency. Lane widths will meet American Association of State Highway and Transportation Officials and HDOT standards and will not be a hazard for larger trucks.		

Exhibit QP 3.10-2 – Review Comments Form