From: elizabeth.zelasko@dot.gov
To: Miyamoto, Faith
Sent: 7/27/2010 3:42:13 AM
Subject: RE: Honolulu Rail Project

Thank you, Faith. We will let you know if we have more questions.

Elizabeth Zelasko
Federal Transit Administration

From: Miyamoto, Faith [mailto:fmiyamoto@honolulu.gov]
Sent: Monday, July 26, 2010 11:06 PM
To: Zelasko, Elizabeth (FTA)
Cc: Matley, Ted (FTA); Bausch, Carl (FTA); Judy Aranda; Hamayasu, Toru
Subject: RE: Honolulu Rail Project

Hi Liz –

Providing you with the following in response to your email.

The FEIS discusses construction staging areas in the following sections:

Page 2-47
Station areas, park-and-ride lots, and the maintenance and storage facility site will function as construction staging areas for the first construction phase. The vehicle maintenance and storage facility near Leeward Community College is the preferred location; however, the Ho'opili site remains an option. The remainder of the Project likely will be built in three overlapping phases continuing Koko Head from Pearl Highlands—first to Aloha Stadium, then to Middle Street, and finally to Ala Moana Center. Construction staging areas for future phases beyond station areas, park-and-ride lots, and the maintenance and storage facility site will be identified and developed by the contractors and approved by the City.

Page 3-64
Construction staging areas and plans will be identified and developed by the contractors and approved by the City. Specific details will be developed and reviewed with the relevant authorities and approvals sought (see Section 4.21, Anticipated Permits, Approvals, and Agreements). These details will include, but are not limited to, the following:
• Specific permitted lane closures or road closures
• Hours of operation
• Penalties for extending beyond permitted hours
• Holiday restrictions

The maintenance and storage facility, park-and ride facilities, and stations could be used for construction staging areas. Additional areas will be identified by the contractor. The contractor will be responsible for identifying necessary permits and approvals and, where applicable, the City will be the permit applicant. Additional construction and staging areas identified and requested by the contractor will be reviewed and approved by the City. Staging areas will be fenced to deter unauthorized entry. Upon completion of work, staging areas will be restored to a condition equal to or better than existing conditions as appropriate.

Page 3-71
The MOT Plan will also address the delivery and unloading of pre-cast guideway sections, including crane positioning for unloading. The contractor will submit any proposed changes to the MOT Plan to the City for approval.

Page 4-200
The parcels acquired for the maintenance and storage facility, park-and-ride lots, and stations could be used for construction staging areas. Additional areas will be identified and obtained by the contractor as needed. The contractor is responsible for obtaining and preparing required permits and approvals. The effects of activities in the staging areas known at this time are included in the discussion of construction effects on the natural and built environments. Section 4.21 identifies who is responsible for obtaining anticipated permits, approvals, and agreements.

According to the contractor, other sites are under consideration for the pre-cast yard.

Special Provisions (SP) 21 of the West Oahu Farrington Highway contract includes the general requirements for the Precast Yard. Some language from the SP follows:

1. The Design-Builder will be responsible for determining Precast Yard requirements for the Project. No areas will be provided by the City for the Precast Yard and it will be at the Design-Builder's discretion whether the Precast Yard shall be sited, subject to compliance with all other Contract provisions. In the event that this may be a new precasting facility, the Design-Builder will be responsible to make all necessary agreements with property owners for the Precast Yard and will be responsible for acquiring any permits necessary for that use.
2. In selecting the location for the Precast Yard, the Design-Builder's attention is drawn to haul routes which the Design-Builder shall submit for approval of the city. The Design-Builder shall submit to the City a site plan for the Precast Yard it proposes to use. The site plan shall include locations of perimeter fencing, gates, and access points and proposed means of handling and transporting precast elements from the Precast Yard to the Project site including haul routes.
3. The Design-Builder shall perform all Work in accordance with all Federal, State and local laws and regulations regarding air pollution and quality and shall control dust to ensure that excessive dust is not transported beyond the limits of the Precast Yard and does not interfere with normal traffic operations or adjacent properties.
4. Clearance and Permits for the Precast Yard. The Design-Builder shall assess the proposed Precast Yard and obtain clearance, approval and permitted use for the proposed precast operations by all concerned regulatory agencies for archeological, wetland, and biological issues prior to construction.

Please let me know if you need anything else.

Thanks.

Faith

From: elizabeth.zelasko@dot.gov [mailto:elizabeth.zelasko@dot.gov]
Sent: Thursday, July 22, 2010 3:57 AM
To: Miyamoto, Faith
Cc: Ted.Matley@dot.gov; Carl.Bausch1111@dot.gov
Subject: RE: Honolulu Rail Project

Faith,

As we discussed on the phone yesterday, I consulted with my FTA colleagues on the precasting concrete yard proposed by Kiewit Infrastructure West Co.
We would like some additional information on the precasting yard. While we are reviewing this information, it is our understanding that the City has instructed Kiewit to stop further work on this precast yard.

On our call yesterday, you mentioned that staging areas were mentioned in the FEIS. Could you direct us locations where the precast concrete yard is discussed. I did find a location on page 4-200 of the FEIS that stated, "The parcels acquired for the maintenance and storage facility, park and ride lots, and stations could be used for construction staging areas. Additional areas will be identified and obtained by the contractor as needed. The contractor is responsible for obtaining and preparing required permits and approvals." Is there information in other locations, including appendices?

As mentioned on page 4-200, parcels acquired for the maintenance and storage facility, park and ride lots, and stations could be used as construction staging areas. Could one of those locations, including the alternate maintenance facility location, be used for this precast yard?

We would also like more detail on the specific terms of the contract that the City has with Kiewit and the level of autonomy the City has provided Kiewit to make location decisions for staging areas.

Please call if you have questions. Thank you,

Liz

Elizabeth Zelasko
Federal Transit Administration

From: Miyamoto, Faith [mailto:fmiyamoto@honolulu.gov]
Sent: Tuesday, July 20, 2010 12:25 AM
To: Zelasko, Elizabeth (FTA); Matley, Ted (FTA)
Subject: Honolulu Rail Project

Hi Liz and Ted –

Thanks for informing us of the extension to the FEIS comment period. Liz, I forgot to ask you during our conversation today whether we need to notice this extension locally. Please let me know if we need to place a newspaper ad or if we can just notice it on the website.

Also, last Friday I got the attached letter from SSFM, a consultant to the West Oahu Farrington Highway Contractor. It was pre-assessment consultation letter for the casting yard that the contractor is proposing for our project. I am sending this for your information because it was sent to some of our cooperating agencies (FAA and HDOT) and so you may be contacted regarding this.

Faith Miyamoto
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