Honolulu High Capacity Transit Corridor Project

MEETING NOTES (Revised)

Meeting: Meeting to discuss Rail Project impacts to Airport property

Date: September 30, 2009

Purpose: To provide an update to HDOT-A and FAA personnel regarding Rail Project alignment and impacts to Airport property, and specifically to show the realignment to avoid the Mauka terminal and to discuss impacts to runways 22R/4L and 22L/4R.

Attendees:

HDOT:	Lynn Becones, Jeff Chang, Jim Pratt, Guy Ichinotsubo
FAA:	Brian Yamada, Steve Wong
RTD:	Simon Zweighaft, Ryan Tam
PB:	Jim Dunn, Mark Garrity, Gary Takahashi (RM Towill)

Minutes:

1. Overview of Rail Transit Alignment.
    a. Jim and Gary provided an overview of the current alignment and showed HDOT-A staff how it now avoids the Mauka terminal by impacting H-1 airspace. There was discussion about the exact configuration of the alignment through Airport property, potential column locations (not completely fixed yet) and the two station locations.
    b. Regarding Airport station location, the current plan (and what will be shown in the Final EIS) is for a station location adjacent to the new parking garage, near the lei stands and parking exit booths.
    c. Guy mentioned they are planning to construct a new consolidated rental car facility further diamond head along Aolele Street and asked if the Project would be interested in moving the station to this facility. The Airport plans to run regular shuttle service between this facility and the terminals, which could be used by both car rental and transit patrons. It was agreed that RTD and HDOT would continue to coordinate on this issue.

2. Lagoon Drive Station.
    a. The station was moved to avoid the extended runway protection zone beyond runways 22R/4L and 22L/4R.
    b. The new location of was shown as being about 1000' ewa of Lagoon Drive. Impacts to Airport property would be to two lots currently occupied with paved surface lots.
    c. The station is intended to serve nearby businesses and the Salt Lake/Mapunapuna area via local bus access.

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3. Runways 22R/4L and 22L/4R
    a. Jim Dunn mentioned that the Rail Project would like to participate in the relocation of Runway 22R/4L 750' makai. Relocation would include paving, striping and additional taxiway as needed. This would result in moving the RPZ far enough away from the guideway to not be an issue for the Rail Project.
    b. Jeff Chang agreed that the environmental clearance for the runway relocation would be addressed in the Airport Master Plan revision, presently under study.
    c. Regarding 22L/4R, it was discussed whether the guideway penetrating the outer portions of the RPZ was acceptable. Steve Wong noted that even though large aircraft use Runway 4R for arrivals only, that the 1700' RPZ applies to both the arrival and departure ends of Runway 4R – due to the case of missed approaches. He felt it would be best if the declared landing distance of 4R could be shortened by approximately 300'. That would allow the RPZ to move makai enough to avoid the guideway. To accomplish this, the runway users (commercial airlines) will need to be consulted. It will take several weeks for an answer. HDOT-A staff were receptive to this approach.

4. Other
    a. Mark Garrity asked Guy Ichinotsubo if HDOT-A is satisfied with the level of coordination that is happening with the Rail Project, and if so would he be willing to revise the latest comments on the Final EIS asking for more Project detail. Guy indicated that based on the latest alignment shown at the meeting, he is satisfied with the level of coordination and design details provided to HDOT-A. Guy reiterated that the rental car access road cannot be impacted.

5. Next Steps
    a. The Rail Project Final EIS will include language describing the relocation of Runway 22R/4L 750' makai.
    b. The Rail Project will begin to prepare FAA Form 7460-1, but it is too early to submit to FAA.
    c. HDOT-A will contact the commercial airlines to determine if 4R could be shortened by 300'.
    d. Steve Wong will discuss the runway issue with Ray Sukys (FTA) on Thursday, October 1, to assure him it can be resolved through coordination and does not need to hold up the Record of Decision.

Mark Garrity
October 1, 2009 (revised October 9, 2009 based on comments received)

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APPROXIMATE GUIDEWAY ELEVATIONS AT RUNWAY ZONES

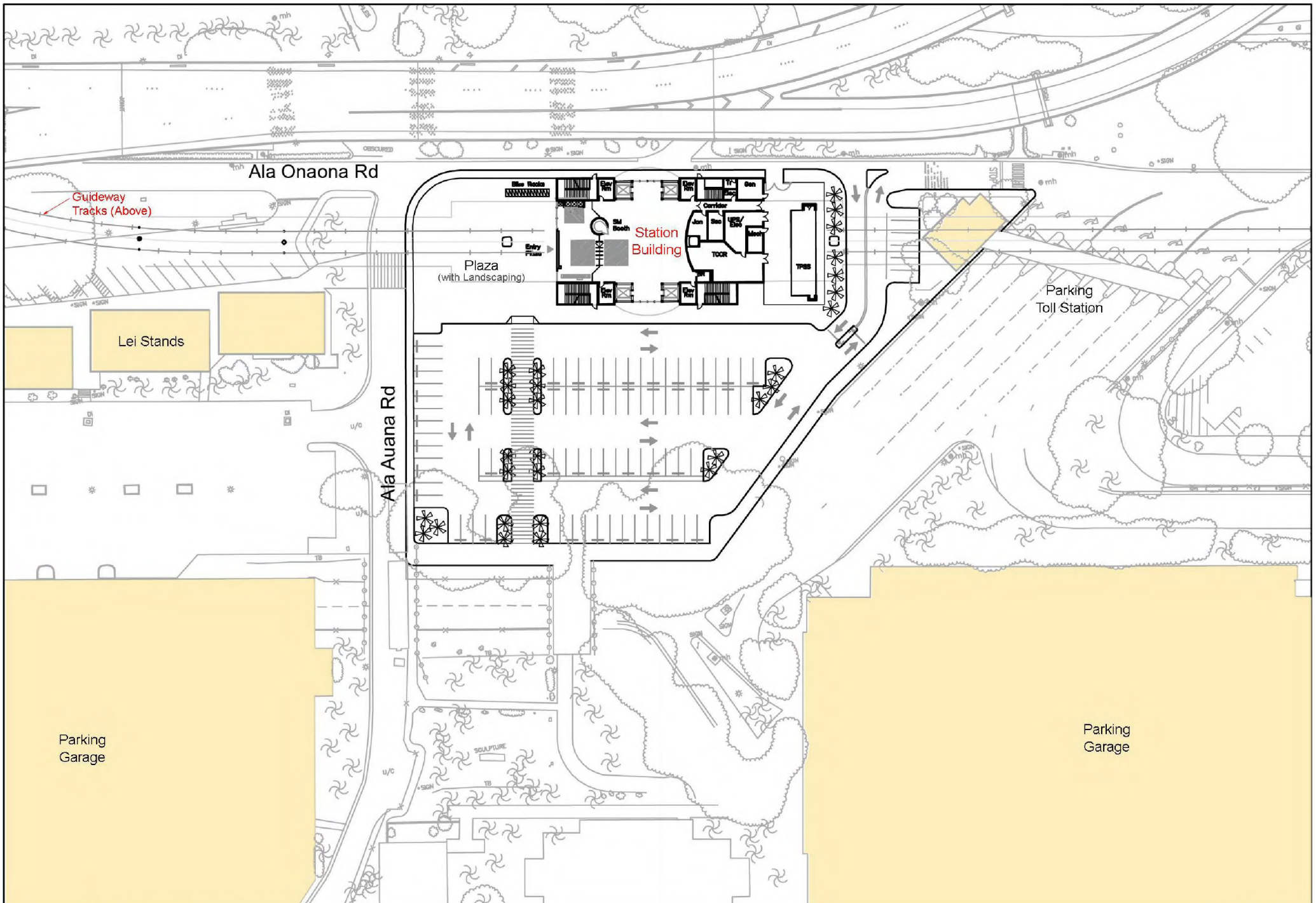
FAA Criteria	Imaginary Surface	Width	Length	Slope	Runway	EB Station	Elevation (MSL) Top Rail	Elevation (MSL) Surface	Δ	Description
AC 5300-13	Runway Object Free Area (ROFA)	800	1000	-	4R/22L	No Incursion				
					4L/22R	No Incursion				
	Runway Object Free Area (ROFA) Extended	800	1700	-	4R/22L	1201+35.12	33.9	-		West End
						1204+81.40	35.7	-		East End
					4L/22R	1194+45.62	36.0	-		West End
						1204+09.14	35.3	-		East End
	Runway Free Zone (ROFZ)	800	200	-	4R/22L	No Incursion				
					4L/22R	No Incursion				
	Runway Protection Zone (RPZ)	Inner - 500 Outer - 1010	1700	-	22L	1200+90.38	33.7	-		West End
						1203+45.52	35.0	-		West Central Portion
						1207+78.60	37.2	-		East End
					22R	1194+75.70	35.9	-		West End
						1196+53.13	35.0	-		West Central Portion
						1230+45.64	37.3	-		East Central Portion
						1196+85.54	34.8	-		East End
	Table A2-1 Row 4 - Approach end of runways expected to support instrument night circling	Inner - 400 Outer - 3400	10000	20:1	22L	1201+50.87	34.0	72.2	38.2	West End
						1213+21.81	39.9	109.6	69.8	East End
					22R	1195+36.20	35.6	53.4	17.9	West End
						1206+16.67	36.4	90.8	54.4	East End
	Table A2-1 Row 11 - Departure runway ends for all instrument operations	Inner - 1000 Outer - 6466	10200	40:1	22L	1195+96.69	35.3	35.8	0.5	West End
						1248+05.14	60.8	137.6	76.9	East End
					22R	1190+30.22	38.1	27.3	-10.8	West End
						1191+63.21	37.5	29.6	-7.9	West End of Station Platform
						1194+03.21	36.3	33.7	-2.5	East End of Station Platform
						1236+41.80	48.8	116.8	67.9	East End
	Table A2-1 Row 12 - Departure runway ends supporting Air Carrier operations	Inner - 600 Outer - 12000	50000	62.5:1	4R	1200+52.25	33.6	31.1	-2.6	West End
						1214+28.45	40.4	45.6	5.2	East End
FAR Part 77	Approach Surface	Inner - 500 Outer - 1500	5000	20:1	22L	1201+43.17	34.0	81.9	47.9	West End
						1212+69.03	39.6	117.7	78.1	East End
					22R	1195+04.43	35.7	62.3	26.6	West End
						1205+98.06	36.3	100.1	63.9	East End
TERPS	Visual Portion of Final Approach Segment	Inner - 400 Outer - 3400	10000	20:1	22L	1201+50.87	34.0	72.2	38.2	West End
						1213+21.81	39.9	109.6	69.8	East End
					22R	1195+36.20	35.6	53.4	17.9	West End
						1206+16.67	36.4	90.8	54.4	East End

Note: FAA Criteria based on Memorandum from Jacobs Engineering Group Inc. dated June 17, 2009

Top of Rail to Top of Canopy = 23.77 Per K. Parmar

Approximate Runway Elevation = 8.6 Based on Airport Map Dated August 28, 1998

Central Portion of RPZ Width = 500



Honolulu International Airport Station

Site Plan

09 - 30 - 09

Scale: 1" = 80'

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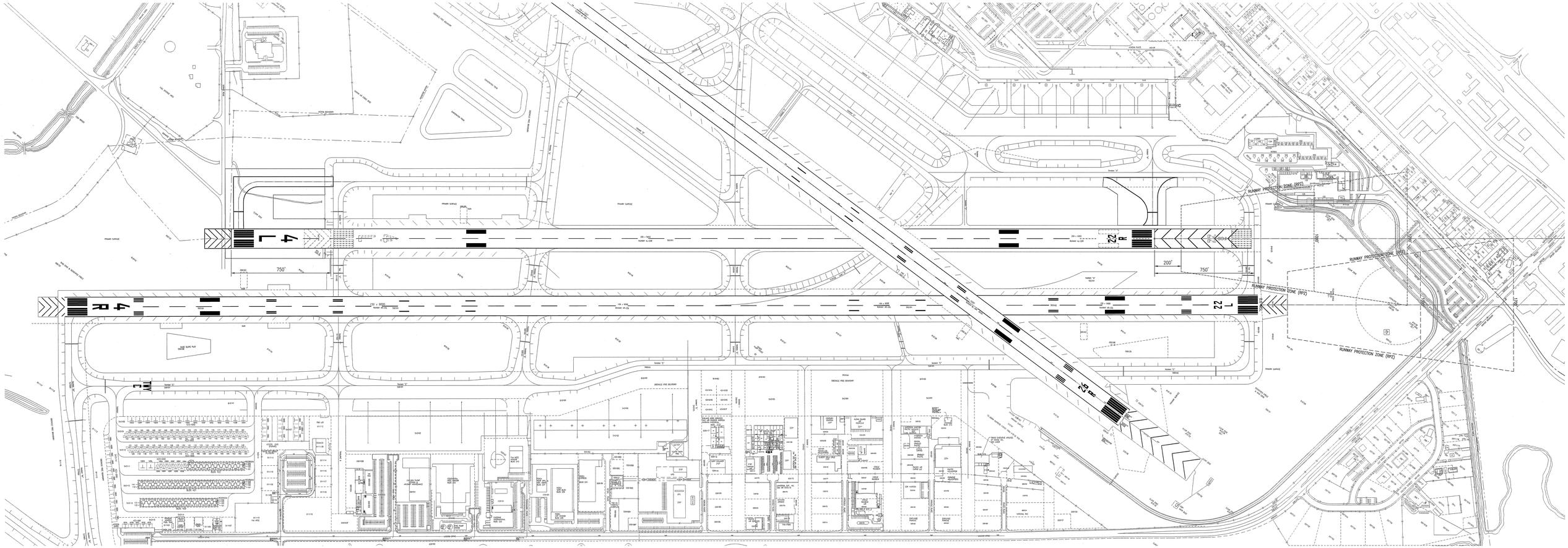
4 L
4 R
22 R
22 L
23 R
750'
200'
750'
RUNWAY PROTECTION ZONE (RPZ)
RUNWAY PROTECTION ZONE (RPZ)
RUNWAY PROTECTION ZONE (RPZ)
RUNWAY PROTECTION ZONE (RPZ)
150 x 9000
Runway 4L-22R
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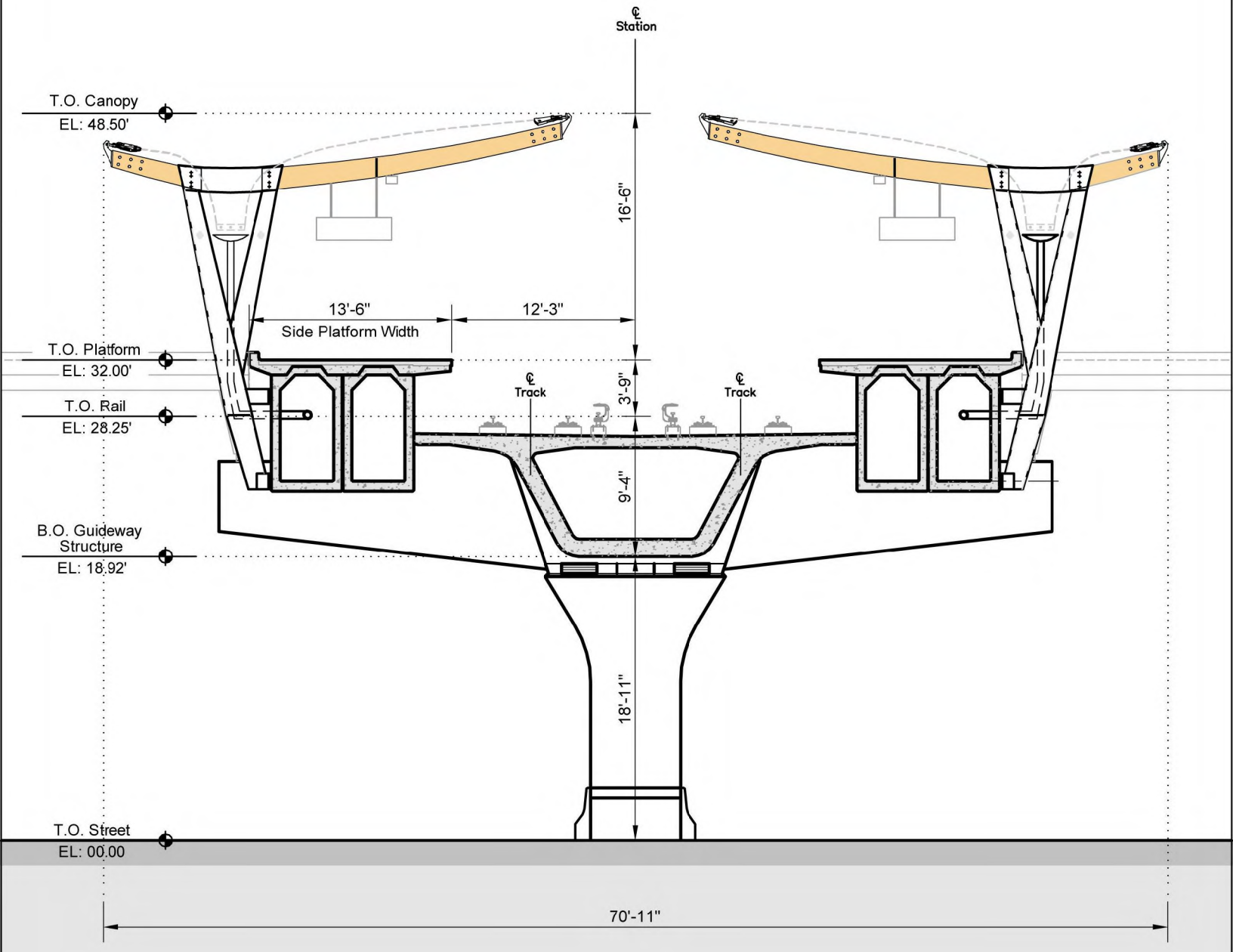
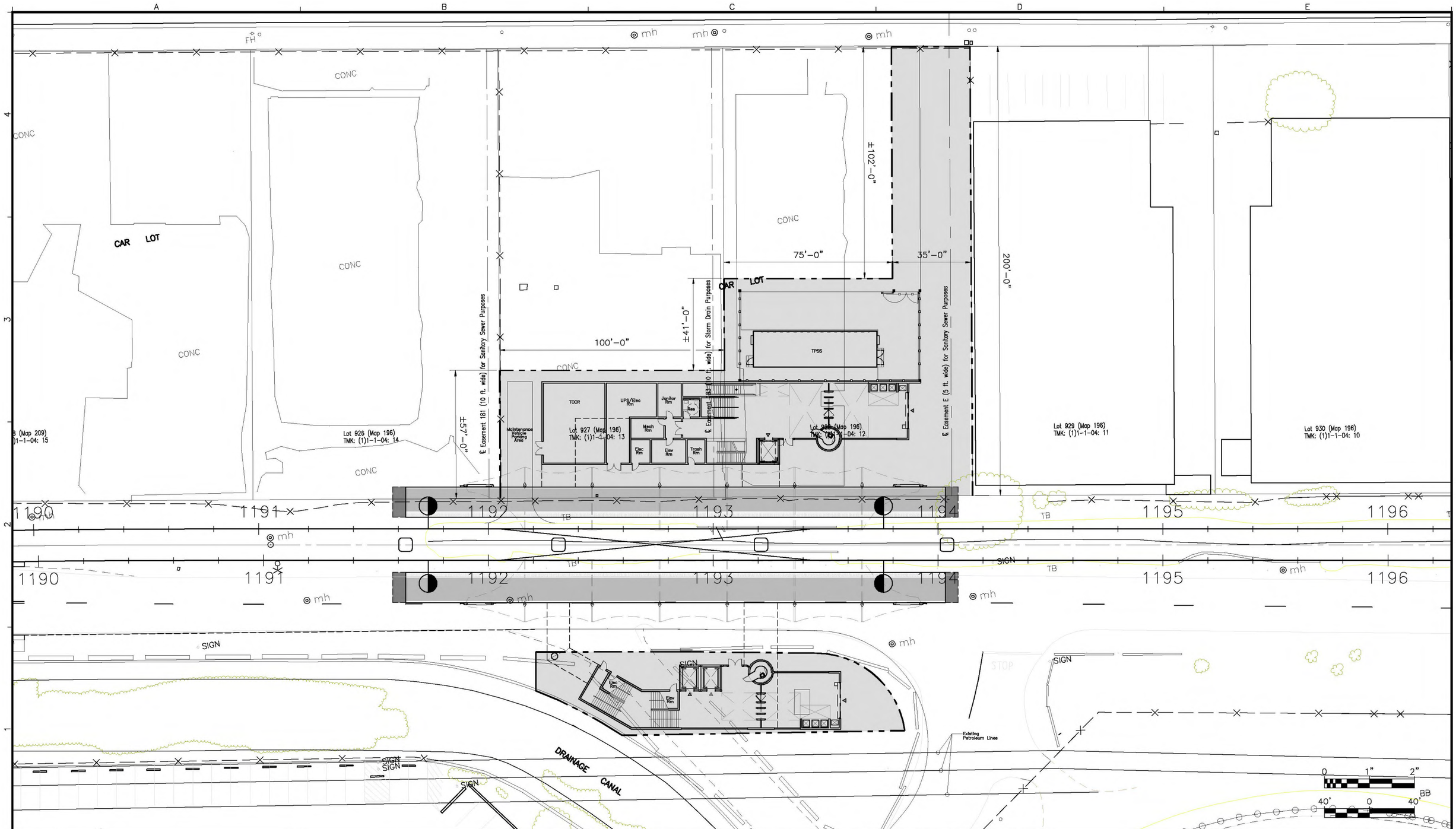

℄ Station
T.O. Canopy
EL: 48.50'
16'-6"
13'-6"
12'-3"
Side Platform Width
T.O. Platform
EL: 32.00'
℄ Track
℄ Track
3'-9"
T.O. Rail
EL: 28.25'
9'-4"
B.O. Guideway Structure
EL: 18.92'
18'-11"
T.O. Street
EL: 00.00
70'-11"



Rev	By	Date	Description

Designed:
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Checked:
Approved:
Date: 09-24-09

HONOLULU HIGH-CAPACITY TRANSIT CORRIDOR PROJECT

CITY & COUNTY OF HONOLULU - DEPARTMENT OF TRANSPORTATION SERVICES - RAPID TRANSIT DIVISION

Prime Consultant: PARSONS BRINCKERHOFF
1003 Bishop Street, Suite 2250 – Honolulu, HI 96813

Subconsultant:

For reduced prints, original page size in inches: 0 1 2 3 4

LAGOON DRIVE STATION

ARCHITECTURAL SITE PLAN

Contract No.: SV-440
CADD File: SJ5-agfp240
Drawing No: Drawing No.
Rev. Rev
Scale: Scale
Page No. ____ of ____

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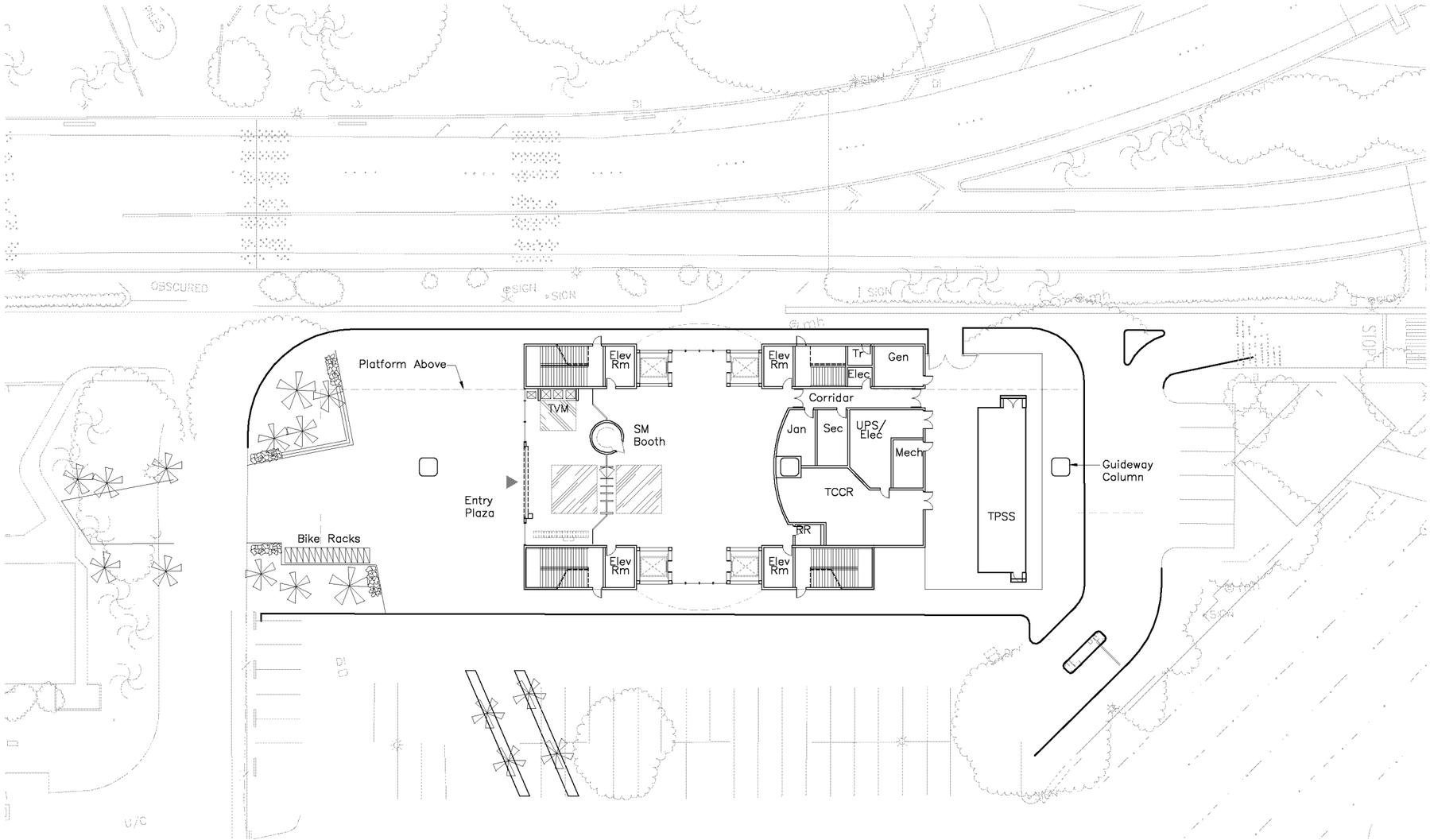

GROUND LEVEL FLOOR PLAN (1 / AR002)
1"=20'-0"

20' 0 20'

Rev	By	Date	Description

PRELIMINARY ENGINEERING SUBJECT TO REVISION

Designed: Designed
Drawn: Drawn
Checked: Checked
Approved: K. PARMAR
Date: 8/28/09

HONOLULU HIGH-CAPACITY TRANSIT CORRIDOR PROJECT
CITY & COUNTY OF HONOLULU - DEPARTMENT OF TRANSPORTATION SERVICES - RAPID TRANSIT DIVISION

Prime Consultant: PARSONS BRINCKERHOFF
1003 Bishop Street, Suite 2250 – Honolulu, HI 96813

Subconsultant:

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HONOLULU INTERNATIONAL AIRPORT STATION
GROUND LEVEL FLOOR PLAN

Contract No.: SV-440
CADD File: SJ4-H03-AR002
Drawing No: AR002
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