From: Mantych, Timothy
To: Sukys, Raymond (FTA)
CC: Luu, Catherine (FTA); Matley, Ted (FTA); Tsiforas, William; Zelasko, Elizabeth (FTA); Marler, Renee (FTA); VanWyk, Christopher (FTA); Tahir, Nadeem (FTA)
Sent: 4/22/2010 10:44:58 AM
Subject: RE: New alignment near HNL

Ray – Take a look at this and let me know if you have any questions:

"Heading Koko Head from the Honolulu Airport Station, the alignment follows Aolele Street (mauka side) approximately 5,000 feet until it begins a transition across 6 parcels (all partial takes owned by HDOT) to Ualena Street. This parallel shift of approximately 200 feet mauka (approximate length of the parcel) places the rail alignment on a course to avoid all but a short non-central edge of the RPZ for runway 4R/22L. The alignment continues on Ualena to the newly located Lagoon Drive Station which takes 2 full and 4 partial parcels and 3 businesses. East of Lagoon Drive the street name changes to Waiwai Loop and takes 2 full and 1 partial parcels and 1 business to enter Keehi Lagoon Park. Within Keehi Lagoon Park the alignment travels about 1,200 feet until it intersects the alignment described in the 2008 DEIS. Overall, the shift to Ualena shortens the amount of alignment in the park by 800 feet from 2,000 feet in the 2008 DEIS to 1,200 feet in the 2010 FEIS. "

Thanks,

Timothy L. Mantych, P.E. (MO, IL)
Jacobs
FTA PMOC Program Manager
501 North Broadway
St. Louis, MO 63102
Phone: 314.335.4454
Mobile: 314.614.1386
tim.mantych@jacobs.com

-----Original Message-----
From: Raymond.Sukys@dot.gov [mailto:Raymond.Sukys@dot.gov]
Sent: Thursday, April 22, 2010 2:09 PM
To: Mantych, Timothy
Cc: Catherine.Luu@dot.gov; Ted.Matley@dot.gov; Tsiforas, William; elizabeth.zelasko@dot.gov; Renee.Marler@dot.gov; Christopher.VanWyk@dot.gov
Subject: RE: New alignment near HNL

Hi Tim,

We are working on a memorandum that documents FTA's decision to not require a supplemental. I am wondering if you could have someone, possibly Keith, help us describe the alignment and help us with measurements. I am thinking something like the following:

"Heading eastward from the Honolulu Airport Station, the alignment follows Aolele Street (mauka side) approximately xx feet until it begins a transition across 3 parcels to Ualena Street. This shift of approximately xx feet (approximate length of the parcel) places the rail alignment on a course to avoid all but a short non-central edge of the RPZ for runway 4R/22L. The alignment continues on Ualena to the newly located Lagoon Drive Station which takes 3 parcels and #businesses. East of Lagoon Drive the street name changes to Waiwai Loop and takes a single parcel and business name to enter Keehi Lagoon Park. Within Keehi Lagoon Park the alignment travels about xx feet until it intersects the alignment described in the 2008 DEIS. Overall, the shift to Ualena shortens the amount of alignment in the park by xx feet from xx feet in the 2008 DEIS to xx feet in the 2010 FEIS. "

Please correct any error in the above paragraph.

I hate to do this but we need this urgently.

Thank you so much.

Ray

From: Mantych, Timothy [mailto:Timothy.Mantych@jacobs.com]
Sent: Wednesday, April 07, 2010 10:31 AM
To: Tahir, Nadeem (FTA); Sukys, Raymond (FTA)
Cc: Luu, Catherine (FTA); Zelasko, Elizabeth (FTA); Matley, Ted (FTA); Tsiforas, William; Nguyen, Kim (FTA)
Subject: RE: New alignment near HNL

Nadeem - You have some good points. A few comments:

- We know the businesses will be impacted. My suggestion to the City would be to solicit community input before preparing any contract packages for this work (remember there will be one for guideway and one for the station). The City should see what can be done to least impact the businesses without putting "handcuffs" on the contractor. For example, can some of this work be at night to minimize access issues? Do any of the busniesses rely on regular shipping schedules that should be avoided if possible (i.e. heavy tractor trailer traffic first week of each month or during a particluar month of the year)? Should the contractor be limited to one drill rig within this area to minimize impacts? There are obviously costs associated with such considerations, and the preliminary estimate took this into account somewhat, but the City will need to look at production rates when they complete PE in this area and develop a bottoms-up estimate.

- I would not suggest curves that severely impact operations, cause increased environmental impacts, or increase maintenance. What I am suggesting is whether they can tighen the curves to minimize parcel impacts while maintaining a similar average operating speed in this area, which is 25 mph west of Lagoon Drive Station and 33 mph east of Lagoon Drive Station in this section. There are other sections along the alignment with tighter curves and slower average speeds (as low as 16 mph). I asked Keith Konradi to look at this issue. He prepared a rough sketch that indicates minor changes to the curves in the alignment resulting in operating speeds of 20-25 mph that may be considered.

- Finally, I do not see any fatal flaws in this proposed alignment Any suggestions we have could be considered in the future as the design develops.

I hope this helps.

Thanks
Tim

From: Nadeem.Tahir@dot.gov [mailto:Nadeem.Tahir@dot.gov]
Sent: Wed 4/7/2010 11:01 AM
To: Mantych, Timothy; Raymond.Sukys@dot.gov
Cc: Catherine.Luu@dot.gov; elizabeth.zelasko@dot.gov; Ted.Matley@dot.gov; Tsiforas, William; Kim.Nguyen@dot.gov
Subject: RE: New alignment near HNL

Tim: What is the concern about business impacts during construction? Some further clarification will be helpful. For example, during construction many projects and businesses along projects have impacts and require business parcels. I am assuming that these impacts are identified and disclosed in the environmental documents . I also understand that federal requirements need to be considered in mitigation plans. I do not believe that loss of business is allowable under federal requirements but I am not current on this and of course parcel acquisition must follow FTA requirements as spelled out in the project RAMP. Are you suggesting that a project should not impact businesses or that they are excessively high here?

I would also suggest that we need to be very careful about suggesting to the grantee that they consider tighter curves to save some parcels. Tighter curves can have major environmental and operational problems of higher noise and vibration, higher wear and tear on wheels and track work and could saddle the project with these long term. I do not see our job as designing the grantees project. If we however feel that something should be considered, we should require to study it first and a refinement of curves could be left for PE which we have just approved them to do or in final design. At this point the environmental documents should in my opinion identify the maximum or highest or worst case condition and if this includes a possibility of acquisition of parcels and impacts to businesses it should so disclose, shouldn't it?

Additionally, are you suggesting that these impacts will be very high here and some important businesses may go under since they will not be able to sustain themselves during the construction period or parcels required should not be acquired and so by your concern about the business impacts are you suggesting that this is a fatal flaw in this alignment? Again some more detail will be helpful. Thanks.

Nadeem S. Tahir, P.E.
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U.S.D.O.T. Federal Transit Administration, Region IX
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From: Mantych, Timothy [mailto:Timothy.Mantych@jacobs.com]
Sent: Wednesday, April 07, 2010 8:27 AM
To: Sukys, Raymond (FTA)
Cc: Luu, Catherine (FTA); Tahir, Nadeem (FTA); Zelasko, Elizabeth (FTA); Matley, Ted (FTA); Tsiforas, William; Nguyen, Kim (FTA)
Subject: RE: New alignment near HNL

Ray - We have looked at the infromation provided by the City, including their response to your email last Friday asking for additonal clarification. In addition, Bill and I visted the site yesterday afternoon with the proposed plans to get a better sense of the impacts.

We have not identified any additional major issues with the proposed alignment along Ualena. My main concern is business impacts during construction, both west and east of Lagoon Drive. It is a tight area and there are limited alternatives for access in this corridor.

It may be possible to mitigate some of the parcel acquisitions west of Lagoon Drive Station through potentially tighter curves and slower operating speeds. However, it does not appear that they could avoid any of the full takes or business displacements as a result of such changes. The City should refine the alignment in this area during Final Design to see what can be done.

Please let me know if you need anything additional at this time or need us to look at something else in the field while we are in Honolulu.

Thanks,
Tim

From: Raymond.Sukys@dot.gov [mailto:Raymond.Sukys@dot.gov]
Sent: Thu 4/1/2010 9:41 AM
To: Mantych, Timothy
Cc: Catherine.Luu@dot.gov; Nadeem.Tahir@dot.gov; elizabeth.zelasko@dot.gov; Ted.Matley@dot.gov
Subject: New alignment near HNL

Hi Tim,

Here is the latest. Let me know if you notice anything. Also, I am wondering whether the alignment could avoid some property takes as the alignment transitions from Aolele to Ualena especially since speeds will be low because of Lagoon Drive Station.

A short e-mail from you would suffice for now. Later, we might want a report.

Thank you,

Ray

From: Hamayasu, Toru [mailto:thamayasu@honolulu.gov]

Sent: Wednesday, March 31, 2010 4:58 PM
To: Sukys, Raymond (FTA); Ryan, James (FTA)
Cc: Rogers, Leslie (FTA); Borinsky, Susan (FTA); Bausch, Carl (FTA); VanWyk, Christopher (FTA); Miyamoto, Faith; Hogan, Steven; Souki, Jesse K.
Subject: Ualena Information

Attached are the information files on Ualena as requested during the phone conf this morning. Please let us know if any clarification or explanation is needed.

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