

## HONOLULU HIGH-CAPACITY TRANSIT CORRIDOR PROJECT

### Review Comments Form

<b>Submittal/Document Title: Admin Final EIS</b>				<b>Reviewer: FHWA</b>		<b>Date: 7/16/09</b>	
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	FHWA Letter dated 07/16/09 Page 1, Para 1	Traffic impact analysis and information for the Pearl Highlands transit center and ramp near the H-1 and H-2 Interchange to determine that the transit proposal does not: (1) impair the highway network; (2) does not interfere with the free and safe flow of traffic during construction; and (3) does not interfere with the operation and maintenance of the transit facilities within the Interstate right-of-way.	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 proposed ramp and traffic analysis is shown in the addendum to the Transportation Technical Report and summarized in the Final EIS Chapter 3, section 3.4.3 as follows: 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 the existing H-2 northbound on-ramp at Kamehameha Highway, and effects to westbound Farrington Highway between Waiawa Drive and Kamehameha Highway. The analysis found that traffic		

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					from the Pearl Highlands Station will not significantly affect highway segments in the area. Final EIS Figures 3-12 and 3-13 show predicted 2030 traffic volumes with and without the Project. The complete results of the analysis are included in Addendum 02 to the Transportation Technical Report.		
2	FHWA Letter dated 07/16/09 Page 1, Para 2	FHWA has approval authority for use of airspace within the right-of-way limits of the Interstate. Our office will need to assess the environmental impacts before approving any Interstate airspace use. As a cooperating agency, we anticipate adoption of evaluations performed in the EIS to serve as the basis for our environmental decision document.	Mark Garrity	A	<p>A new section to Chapter 3, section 3.4.3, of the Final EIS has been added:</p> <p>Effects on Interstate Freeways</p> <p>There are three locations where the Project will cross an interstate freeway requiring structural supports and the use of freeway airspace. The guideway will cross H-1 in two locations, and a ramp from H-2 to the Pearl Highlands station parking garage and transit center will cross over H-2. These will require continued</p>		

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					coordination with and, ultimately, approval by the Federal Highway Administration, including appropriate environmental clearances and an Interstate Access Modification for the ramp over H-2. The three crossing locations can be seen in Final EIS Figure 2-9. The ramp over H-2 is shown in Chapter 3, Figures 3-12 and 3-13. Plan and profile drawings of the proposed structures are shown in Appendix B. There are no other identified effects resulting from the Project crossings of the interstate.		
3	FHWA Letter dated 07/16/09 Page 2,	Should the engineering staff determine that design exceptions on the National Highway System are needed for the transit proposal, coordinate with FHWA and Hawaii Department of Transportation Highways Division	Mark Garrity	A	No design exceptions are proposed.		

**Exhibit QP 3.10-2 – Review Comments Form**