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IN REPLY REFER TO:
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March 13, 2018

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TO: THE HONORABLE SCOTT GLENN, DIRECTOR
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FROM: JADE T. BUTAY
DIRECTOR OF TRANSPORTATION

SUBJECT: DRAFT ENVIRONMENTAL ASSESSMENT (DEA) FOR LEEWARD BIKEWAY: PHILIPPINE SEA ROAD TO WAIPAHU DEPOT STREET, EWA DISTRICT, ISLAND OF OAHU, HAWAII
FEDERAL-AID PROJECT NO. STP-BW-0300(8)
TAX MAP KEY: (PORTIONS) (1) 9-1-17: 003, 008, 044, 045, 055; 9-1-64: 116; 9-1-69: 002, 003, 010; 9-1-126: 008, 013; 9-3-01: 006, 021; 9-3-02: 029; 9-4-01: 002, 011; AND 9-4-11: 011, 104

With this letter, the State of Hawaii, Department of Transportation (HDOT), hereby transmits the Draft Environmental Assessment and Anticipated Finding of No Significant Impact (DEA-AFONSI) for the Leeward Bikeway project, TMK: (portions) (1) 9-1-17: 003, 008, 044, 045, 055; 9-1-64: 116; 9-1-69: 002, 003, 010; 9-1-126: 008, 013; 9-3-01: 006, 021; 9-3-02: 029; 9-4-01: 002, 011; and 9-4-11: 011, 104, in the District of Ewa on the Island of Oahu for publication in the next available edition of the Environmental Notice.

Enclosed is one (1) hard copy of the completed OEQC Publication Form; one (1) hard copy of the DEA-AFONSI; (1) CD with electronic copy of the DEA-AFONSI document (PDF) and publication form (MS Word).

If there are any questions, please contact Robert Sun, Project Manager at (808) 692-7578, Design Section, Design Branch, Highways Division.

Enclosures

c: Brian Takeda (R. M. Towill Corporation)

18-443.

AGENCY
PUBLICATION FORM

Project Name:	Leeward Bikeway: Philippine Sea Road to Waipahu Depot Street
Project Short Name:	Leeward Bikeway
HRS §343-5 Trigger(s):	Use of state lands and funds
Island(s):	Oahu
Judicial District(s):	Ewa District
TMK(s):	Former O'ahu Railway and Land Company right-of-way (OR&L ROW): (1) 9-1-17: 003, 008, 044, 045, 055; 9-4-01: 011; and 9-4-11: 104 Work support areas outside the former OR&L ROW: (Portions of) (1) 9-1-64: 116; 9-1-69: 002, 003, 010; 9-1-126: 008, 013; 9-3-01: 006, 021; 9-3-02: 029; 9-4-01: 002, 011; and 9-4-11: 011
Permit(s)/Approval(s):	*FEDERAL*: National Environmental Policy Act; Dept. of the Army Permit, Section 404, Clean Water Act (CWA), and Section 10, Rivers and Harbors Act (RHA); U. S. Coast Guard Clearance, Section 9, RHA; Section 4(f) Dept. of Transportation Act; Section 7, Endangered Species Act Consultation; Essential Fish Habitat and Magnuson-Stevens Fishery Conservation and Management Act Consultation; Section 106, National Historic Preservation Act Consultation. *STATE*: Hawai'i Revised Statutes (HRS), Chapters 343, 195D, and 6E; Section 401, Water Quality Certification; Section 402, CWA, National Pollutant Discharge Elimination System permit for construction storm water and dewatering discharges; Noise Variance, and HDOT Plan Review. *CITY AND COUNTY OF HONOLULU*: Special Management Area Permit, Grading Permit and Building Permit
Proposing/Determining Agency:	Department of Transportation, Highways Division
Contact Name, Email, Telephone, Address	Rob Sun, Robert.sun@hawaii.gov (808) 692-7578, HDOT Highways Division, Technical Design Section, Kakuhihewa Building, Rm. 688 601 Kamokila Boulevard, Kapolei, Hawaii 96707
Accepting Authority:	(for EIS submittals only)
Contact Name, Email, Telephone, Address	N/A
Consultant:	R. M. Towill Corporation
Contact Name, Email, Telephone, Address	Brian Takeda, Planning Project Manager, briant@rmtowill.com, (808) 842-1133, 2024 North King Street, Suite 200, Honolulu, Hawai'i 96819-3494

Status (select one)	**Submittal Requirements**
_X_ DEA-AFNSI	Submit 1) the proposing agency notice of determination/transmittal letter on agency letterhead, 2) this completed OEQC publication form as a Word file, 3) a hard copy of the DEA, and 4) a searchable PDF of the DEA; a 30-day comment period follows from the date of publication in the Notice.
____ FEA-FONSI	Submit 1) the proposing agency notice of determination/transmittal letter on agency letterhead, 2) this completed OEQC publication form as a Word file, 3) a hard copy of the FEA, and 4) a searchable PDF of the FEA; no comment period follows from publication in the Notice.
____ FEA-EISPN	Submit 1) the proposing agency notice of determination/transmittal letter on agency letterhead, 2) this completed OEQC publication form as a Word file, 3) a hard copy of the FEA, and 4) a searchable PDF of the FEA; a 30-day comment period follows from the date of publication in the Notice.
____ Act 172-12 EISPN ("Direct to EIS")	Submit 1) the proposing agency notice of determination letter on agency letterhead and 2) this completed OEQC publication form as a Word file; no EA is required and a 30-day comment period follows from the date of publication in the Notice.
____ DEIS	Submit 1) a transmittal letter to the OEQC and to the accepting authority, 2) this completed OEQC publication form as a Word file, 3) a hard copy of the DEIS, 4) a searchable PDF of the DEIS, and 5) a searchable PDF of the distribution list; a 45-day comment period follows from the date of publication in the Notice.
____ FEIS	Submit 1) a transmittal letter to the OEQC and to the accepting authority, 2) this completed OEQC

	publication form as a Word file, 3) a hard copy of the FEIS, 4) a searchable PDF of the FEIS, and 5) a searchable PDF of the distribution list; no comment period follows from publication in the Notice.
____ FEIS Acceptance Determination	The accepting authority simultaneously transmits to both the OEQC and the proposing agency a letter of its determination of acceptance or nonacceptance (pursuant to Section 11-200-23, HAR) of the FEIS; no comment period ensues upon publication in the Notice.
FEIS Statutory Acceptance	Timely statutory acceptance of the FEIS under Section 343-5(c), HRS, is not applicable to agency actions.
____ Supplemental EIS Determination	The accepting authority simultaneously transmits its notice to both the proposing agency and the OEQC that it has reviewed (pursuant to Section 11-200-27, HAR) the previously accepted FEIS and determines that a supplemental EIS is or is not required; no EA is required and no comment period ensues upon publication in the Notice.
____ Withdrawal	Identify the specific document(s) to withdraw and explain in the project summary section.
____ Other	Contact the OEQC if your action is not one of the above items.

Project Summary

Provide a description of the proposed action and purpose and need in 200 words or less.

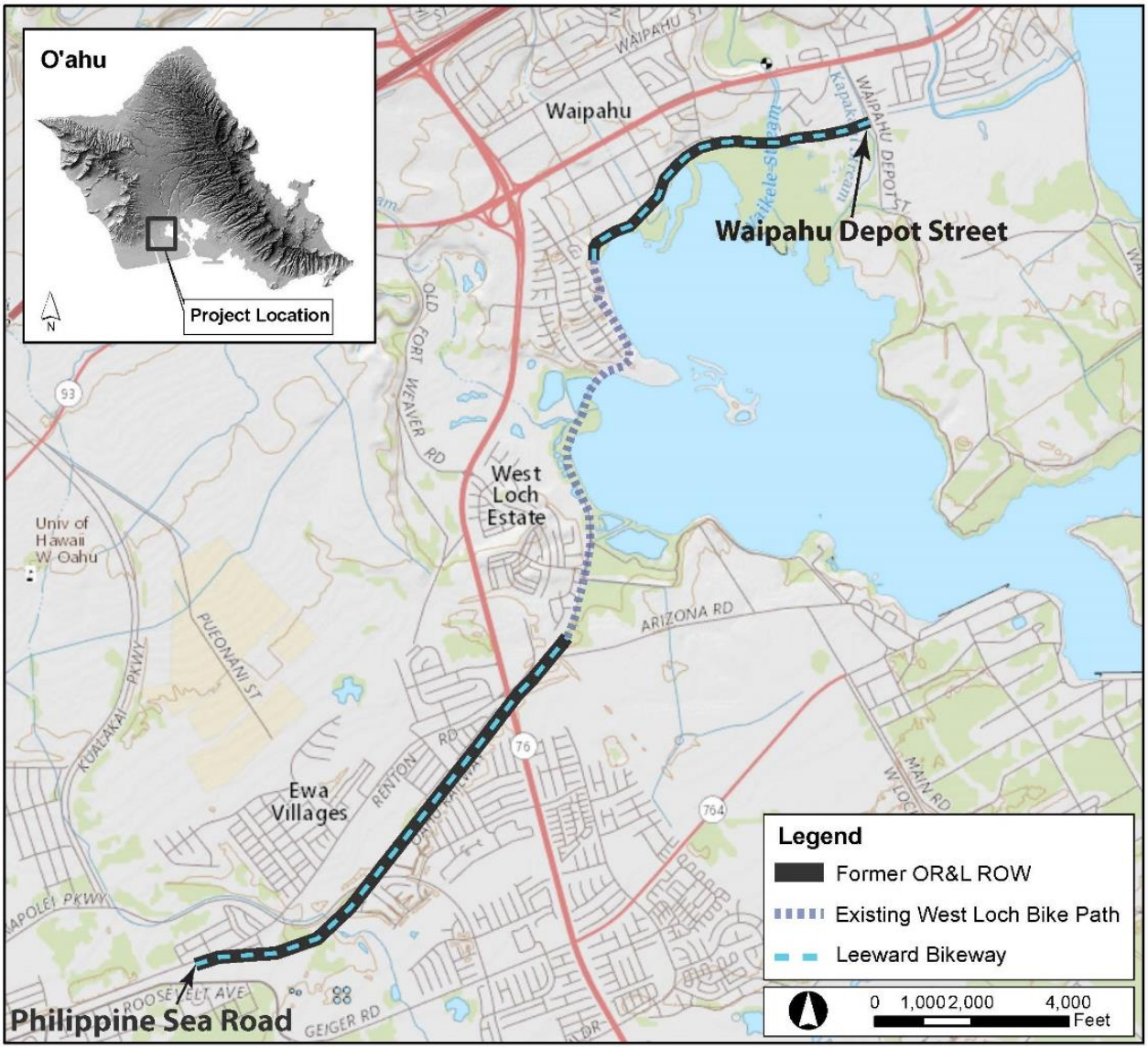
The State of Hawai'i, Department of Transportation (HDOT), Highways Division proposes to construct the Leeward Bikeway within the 40-foot former O'ahu Railway and Land Company right-of-way. The proposed undertaking involves the construction of a new two section 8-10-foot-wide approximately 3-mile-long asphalt concrete bikeway facility beginning at Philippine Sea Road and extending east to Waipahu Depot Street. The bikeway sections would be linked by the existing West Loch Bike Path on either end to form a continuous path. Along most of its length, the Leeward Bikeway would be separated from vehicular traffic. However, where the bikeway crosses existing roadways (i.e., Kapolei Parkway and Fort Weaver Road), the bikeway users would be guided by signs to roadway crossings that utilize pedestrian signals. Project work would include the construction of the bikeway, retrofitting of two bridges (i.e., Waikele and Kapakahi Stream Bridges), storm drain improvements near Kapolei Parkway, relocation of utility lines and poles, construction of retaining walls, relocation and replacement of existing fencing, and installation of bollards, signage and striping. The purpose of the project is to create an alternative transportation mode in Leeward O'ahu. The proposed project has the potential for beneficial and/or adverse environmental impacts.

Draft Environmental Assessment

Prepared in Accordance with Hawaii Revised Statutes,
Chapter 343, and Hawaii Administrative Rules, Title 11, Chapter 200

Leeward Bikeway: Philippine Sea Road to Waipahu Depot Street

District of ʻEwa, Oʻahu, Hawaiʻi, Federal Aid Project No. STP-BW-0300(8)



March 2018

Proposing Agency:
State of Hawaiʻi, Department of Transportation, Highways Division
869 Punchbowl Street
Honolulu, Hawaiʻi 96813

Draft Environmental Assessment

Prepared in Accordance with Hawaii Revised Statutes,
Chapter 343, and Hawaii Administrative Rules, Title 11, Chapter 200

Leeward Bikeway: Philippine Sea Road to Waipahu Depot Street

District of ʻEwa, Oʻahu, Hawaiʻi, Federal Aid Project No. STP-BW-0300(8)

March 2018

Prepared For:
State of Hawaiʻi,
Department of Transportation, Highways Division
869 Punchbowl Street
Honolulu, Hawaiʻi 96813

Prepared By:
R. M. Towill Corporation
2024 North King Street, Suite 200
Honolulu, Hawaiʻi 96819-3494

Project No. 21655-00P

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Appendices

Appendix A Leeward Bikeway Record of Consultation under Section 106, National Historic Preservation Act (NHPA)

Appendix B Comments Received during the Pre-Assessment Consultation for the Environmental Assessment and Responses from the Hawai‘i Department of Transportation

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Acronyms and Abbreviations

Acronym or Abbreviation	Meaning
AASHTO	American Association of State Highway and Transportation Officials
ACHP	Advisory Council on Historic Preservation
ADA	Americans with Disabilities Act
ADAAG	Americans with Disabilities Act Accessibility Guidelines
ANSI	American National Standards Institute
APE	Area of Potential Effect
AREA	American Railway Engineering Association
BMPs	Best Management Practices
BPH	Bike Plan Hawai‘i
BPNAS	Barbers Point Naval Air Station
BRAC	Base Realignment and Closure
CCH	City and County of Honolulu
CFR	Code of Federal Regulations
CO	Carbon monoxide
CO^2	Carbon dioxide
COSCP	Central O‘ahu Sustainable Communities Plan
CWA	Clean Water Act of 1972, as amended
CWB	Clean Water Branch, DOH
CWRM	Commission on Water Resource Management, DLNR
CZM	Coastal Zone Management
CZMA	Coastal Zone Management Act
CZMP	Coastal Zone Management Program
DAR	Division of Aquatic Resources, DLNR

Acronym or Abbreviation	Meaning
dB	Decibel
dBA	A-Weighted Decibel
DBEDT	State of Hawai‘i, Department of Business, Economic Development & Tourism
DEA	Draft Environmental Assessment
DLNR	State Department of Land and Natural Resources
DOE	State Department of Education
DOFAW	Division of Forestry and Wildlife, DLNR
DOH	State Department of Health
DOTA	Department of Transportation Act
DP	Development Plan (of the CCH, DPP)
DPP	Department of Planning and Permitting, CCH
EA	Environmental Assessment
ECP	Erosion Control Plan
EDP	‘Ewa Development Plan
EIS	Environmental Impact Statement
EPA	Environmental Protection Agency
ESA	Endangered Species Act
F	Fahrenheit
FEA	Final Environmental Assessment
FEMA	Federal Emergency Management Agency
FIRM	Flood Insurance Rate Map
FHWA	Federal Highway Administration
FONSI	Finding of No Significant Impact
GHG	Greenhouse Gas

Acronym or Abbreviation	Meaning
HAR	Hawai‘i Administrative Rules
HAER	Historic American Engineering Record
HDOT	State Department of Transportation
HECO	Hawaiian Electric Company
HPD	Honolulu Police Department
HRS	Hawai‘i Revised Statutes
HSTP	Hawai‘i Statewide Transportation Plan
IARII	International Archaeological Research Institute, Inc.
IBC	International Building Code
IPCC	Intergovernmental Panel on Climate Change’s
KABP	Kapolei Area Bike Plan
LUO	Land Use Ordinance
LRFD	Load Resistance Factor Design
LWCF	Land and Water Conservation Fund
MHW	Mean High Water
MOA	Memorandum of Agreement
mph	Miles Per Hour
MSL	Mean Sea Level
NEPA	National Environmental Policy Act
NHO	Native Hawaiian Organization
NHPA	National Historic Preservation Act
NMFS	National Marine Fisheries Service, NOAA
NOAA	National Oceanic and Atmospheric Administration
NPDES	National Pollutant Discharge Elimination System

Acronym or Abbreviation	Meaning
NRHP	National Register of Historic Places
OEQC	Office of Environmental Quality Control
OMPO	O‘ahu Metropolitan Planning Organization
OR&L	O‘ahu Railway and Land Company
ORTP	O‘ahu Regional Transportation Plan
PHHT	Pearl Harbor Historic Trail
PHNWR	Pearl Harbor National Wildlife Refuge
RHA	Rivers and Harbors Act of 1899
RMTC	R. M. Towill Corporation
ROH	Revised Ordinances of Honolulu
ROW	Right-of-Way
SB	Senate Bill
SCAP	Stream Channel Alteration Permit
SCORP	Statewide Comprehensive Outdoor Recreation Plan
SCP	Sustainable Communities Plan (of the CCH, DPP)
SHPD	State Historic Preservation Division, DLNR
SHPO	State Historic Preservation Officer, DLNR
SIHP	State Inventory of Historic Places
SLH	Session Laws of Hawai‘i
SLUD	State Land Use District
SMA	Special Management Area
SOBA	Southern O‘ahu Basal Aquifer
SOEST	School of Ocean and Earth Science and Technology, University of Hawai‘i
TMK	Tax Map Key

Acronym or Abbreviation	Meaning
TOD	Transit-Oriented Development
USACE	U. S. Army Corps of Engineers
USC	United States Code
USCG	U. S. Coast Guard
USDA	U. S. Department of Agriculture
USFWS	U. S. Fish and Wildlife Service
USGS	U. S. Geological Survey
WGSL	Waimānalo Gulch Sanitary Landfill
WOUS	Waters of the United States
WQC	Water Quality Certification
YKE	Yogi Kwong Engineers, LLC

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Section 1
Project Summary

Project Name	Leeward Bikeway: Philippine Sea Road to Waipahu Depot Street Federal Aid Project No. STP-BW-0300(8), District of ‘Ewa, O‘ahu, Hawai‘i
Agency/Accepting Authority	State of Hawai‘i, Department of Transportation (HDOT) 869 Punchbowl Street, Honolulu, Hawai‘i 96813
Agent	R. M. Towill Corporation (RMTC) 2024 North King Street, Suite 200, Honolulu, Hawai‘i 96819-3494 Contact: Brian Takeda, Planning Project Manager
Tax Map Key (TMKs)	Former O‘ahu Railway and Land Company right-of-way (OR&L ROW): (1) 9-1-17: 003, 008, 044, 045, 055; 9-4-01: 011; and 9-4-11: 104 Work support areas outside the former OR&L ROW: (Portions of) (1) 9-1-64: 116; 9-1-69: 002, 003, 010; 9-1-126: 008, 013; 9-3-01: 006, 021; 9-3-02: 029; 9-4-01: 002, 011; and 9-4-11: 011
Project Description	The HDOT proposes to construct the Leeward Bikeway within the 40-foot former OR&L ROW. The proposed undertaking involves the construction of a new two section 8-10-foot-wide approximately 3-mile-long asphalt concrete bikeway facility beginning at Philippine Sea Road and extending east to Waipahu Depot Street. The bikeway sections would be linked by the existing approximately 2-mile West Loch Bike Path on either end to enable improved continuity between ‘Ewa and Waipahu. The first section beginning at Philippine Sea Road would extend approximately 10,500 feet east to connect with the southwest end of the West Loch Bike Path. The second section would begin at the northeast end of the West Loch Bike Path and extend approximately 6,900 feet east to its terminus at Waipahu Depot Street. East of Waipahu Depot Street the proposed bikeway would also link to the existing 5.8-mile-long Pearl Harbor Historic Trail (PHHT) to enable improved continuity to ‘Aiea. Along most of its length, the Leeward Bikeway would be separated from vehicular traffic. However, where the bikeway crosses existing roadways (i.e., Kapolei Parkway and Fort Weaver Road), the bikeway users would be guided by signs to roadway crossings that utilize pedestrian signals. Project work would include the construction of the bikeway, retrofitting of two bridges (i.e., Waikele and Kapakahi Stream Bridges), storm drain improvements near Kapolei Parkway, relocation of utility lines and poles, construction of retaining walls, relocation and replacement of existing fencing, and installation of bollards, signage and striping.
Land Area	Approximately 17.78 acres
State Land Use District (SLUD)	Urban
County Zoning	Restricted Agriculture (AG-1), Low Density Apartment (A-1), and Residential (R-5)
Existing Uses	Various (vacant, undeveloped, utility corridor, bikeway, railway, and other miscellaneous uses)
Permits and Approvals that May be Required	*FEDERAL*: National Environmental Policy Act (NEPA); Dept. of the Army Permit, Section 404, Clean Water Act (CWA), and Section 10, Rivers and Harbors Act (RHA); U. S. Coast Guard (USCG) Clearance, Section 9, RHA; Section 4(f) Dept. of Transportation Act (DOTA); Section 7, Endangered Species Act (ESA) Consultation; Essential Fish Habitat (EFH) and Magnuson-Stevens Fishery Conservation and Management Act Consultation; Section 106, National Historic Preservation Act (NHPA) Consultation. *STATE*: Hawai‘i Revised Statutes (HRS), Chapters 343, 195D, and 6E; Section 401, Water Quality Certification (WQC); Section 402, CWA, National Pollutant Discharge Elimination System (NPDES) permit for construction storm water and dewatering discharges; Noise Variance, and HDOT Plan Review. *CITY AND COUNTY OF HONOLULU (CCH)*: Special Management Area (SMA) Permit, Grading Permit and Building Permit

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Section 2
Project Description

2.1 Purpose of the Draft Environmental Assessment (DEA)

This Draft Environmental Assessment (DEA) is prepared pursuant to the requirements of HRS, Chapter 343, *Environmental Impact Statement Law*; and Hawai‘i Administrative Rules (HAR), Chapter 11-200, *Environmental Impact Statement Rules*. The applicant for the proposed action is the HDOT.

The specific actions requiring the preparation of EA documentation for this project involve: (1) the use of State lands and/or funds for construction of the project.

This DEA will inform interested parties of the proposed project and seek relevant public comment on subjects of concern for EA documentation. The filing and publication of this DEA with the Office of Environmental Quality Control (OEQC) will be followed by a 30-day public comment period. All relevant written public comments received during the 30-day public comment period will receive a written response for inclusion and use in the preparation in the project’s forthcoming Final Environmental Assessment (FEA). This DEA addresses the proposed construction of the Leeward Bikeway in the District of ‘Ewa on the southern coast of the island of O‘ahu, Hawai‘i.

This document describes the following elements:

- The proposed construction of a new 8 foot- to 10 foot-wide asphalt concrete bikeway facility within the 40-foot wide former OR&L ROW beginning at Philippine Sea Road and extending east to Waipahu Depot Street; retrofitting of two bridges (i.e., Waikele and Kapakahi Stream Bridges); storm drain improvements near Kapolei Parkway; relocation of utility lines and poles; construction of retaining walls; relocation and replacement of existing fencing; and installation of bollards, signage and striping; the potential for environmental impacts; and the proposed mitigation measures designed to eliminate or minimize the potential for adverse environmental effects.
- Documentation of the community scoping and consultation process providing public input into the EA process.

All activities conducted in support of this DEA, including reports, field investigations, technical studies, and ongoing public involvement have been or will be conducted in accordance with HRS, Chapter 343, *Environmental Impact Statements*; HAR, Title 11, Chapter 200, *Environmental Impact Statement Rules*; and Session Laws of Hawai‘i (SLH), Act 50, 2000, *Relating to Environmental Impact Statements*, requiring adverse effects to Hawai‘i’s culture, traditional cultural properties and practices, and customary rights to be addressed in the environmental review process.

Information obtained from field investigations, technical studies, and consultation with governmental agencies and the public will be used in the preparation of this HRS, Chapter 343, DEA, and forthcoming NEPA environmental documentation for this project.

2.2 Project Location

The proposed project is located in the District of ‘Ewa on the southern coast of the Island of O‘ahu, and involves the construction of a new 8-10 foot-wide asphalt concrete bikeway facility within the 40-foot wide former OR&L ROW beginning at Philippine Sea Road and extending east to Waipahu Depot Street (**Figure 1**). The section of the former OR&L ROW within the project limits is under the jurisdiction of the HDOT as stipulated in the 1980 deed transferring the title from the U. S. Department of Transportation.

The project limits for the bikeway include two sections connected by the existing approximately two mile West Loch Bike Path on either end to form a continuous path. The first section of the bikeway would begin at Philippine Sea Road and extend approximately 10,500 feet east to connect with the southwest end of the West Loch Bike Path. The second section of the bikeway would begin at the northeast end of the West Loch Bike Path and extend approximately 6,900 feet east to its terminus at Waipahu Depot Street.

The project area required for construction would be approximately 17.78 acres, and includes the area proposed for the installation of erosion controls, minor grading, construction of the bikeway, retrofitting of two bridges (i.e., Waikele and Kapakahi Stream Bridges), storm drain improvements near Kapolei Parkway, relocation of utility lines and poles, construction of retaining walls, relocation and replacement of existing fencing, and installation of bollards, signage and striping. Relevant TMKs (and landowners) within the project area are provided below.

Project Area:

Former OR&L ROW:
TMK (1) 9-1-017: 003, 008, 044, 045, 055; 9-4-01: 011; and 9-4-11: 104 (State of Hawai‘i)

Construction and work support areas outside the former OR&L ROW:
TMK (Portions of) (1) 9-1-64: 116 (West Loch Fairways Association); 9-1-69: 002 (Hui O Pupu A`O` ‘Ewa), 003 (CCH), 010 (Coral Creek Golf, Inc.); 9-1-126: 008, 013 (CCH); 9-3-01: 006, 021 (CCH); 9-3-02: 029 (CCH); and 9-4-01: 002 (CCH), 011 (State of Hawai‘i); and 9-4-11: 011 (State of Hawai‘i)

The proposed project site is in the State Land Use Urban District. CCH zoning includes Restricted Agriculture (AG-1), Low Density Apartment (A-1), and Residential (R-5). The section of the bikeway between the northeast end of the West Loch Bike Path and Waipahu Depot Street is adjacent to the shoreline and within the SMA as defined by the State of Hawai‘i, Office of Planning.

The Hawaiian Railway Society Station (in ‘Ewa) and train operational area is located west of Philippine Sea Road. Construction of the proposed project will not encompass the area in which Hawaiian Railway Society train operations are active or impact the Station. Within the section between Philippine Sea Road and the West Loch Bike Path portions of remnant railroad tracks are present in the vicinity of the proposed project and will be avoided. No remnant railroad tracks are present within the section between the West Loch Bike Path and Waipahu Depot Street. To the east of Waipahu Depot Street is the PHHT, a 5.8 mile multi-use path which extends from Waipahu Depot Street in Waipahu to just beyond the Arizona Memorial parking lot and Pearl Harbor Marina in ‘Aiea.

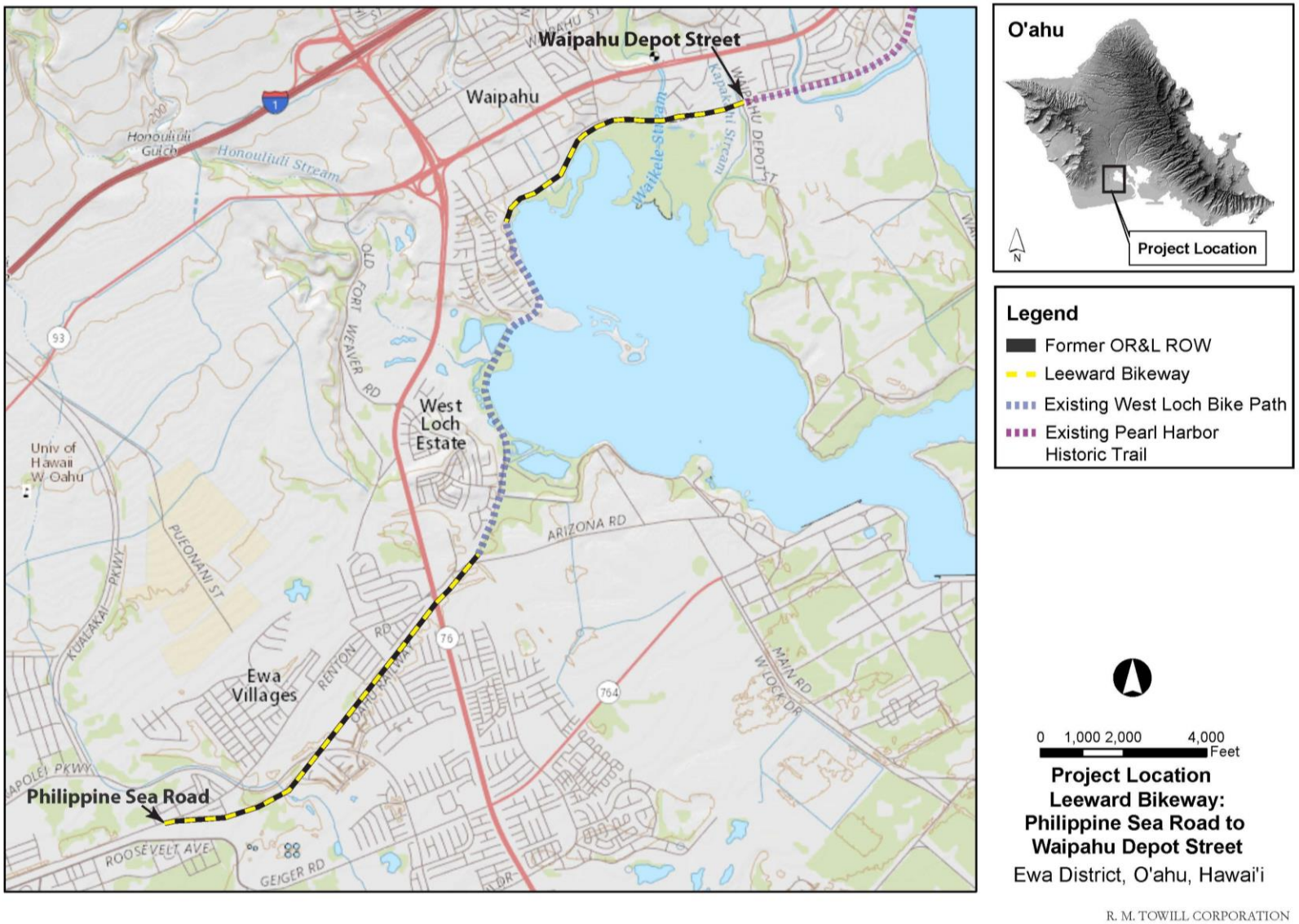

Figure 1. Project Location

2.3 Project Background and Context

The HDOT proposes to construct the Leeward Bikeway in ‘Ewa, beginning at Philippine Sea Road and extending east to Waipahu Depot Street. The implementation of the project is in response to the 1980 transfer of title of an approximately 14-mile long section of the 40-foot wide former OR&L ROW from the Federal Government to the State of Hawai‘i that requires the HDOT to use the transferred land for highway purposes, i.e. bicycle lanes or paths and pedestrian walkways. The bikeway is planned as a dedicated, shared use path primarily for pedestrians and bicyclists. The mostly 8-10-foot-wide, asphalt concrete facility would be separated from vehicular traffic except where it crosses existing roadways.

Several current planning documents define the need for a shared use path to link neighborhoods to beach parks and other recreation areas, regional attractions, historic sites, and nature habitats between Nānākuli and ‘Aiea and identify the former OR&L ROW as a valuable resources to provide a safe and continuous bicycle and pedestrian path. These include the *PHHT Master Plan (2003)*; *Central O‘ahu Sustainable Communities Plan (COSCP) (proposed revised plan, 2016)*; *The O‘ahu Bike Plan, A Bicycle Master Plan (2012)*; and *‘Ewa Development Plan (EDP) (2013)*.

1. The development of the Leeward Bikeway project is included in the *PHHT Master Plan*. The intent of the *PHHT Master Plan* is to encourage the incorporation of a combination of shared-use paths and railway corridors to enhance and link the communities from Nānākuli to ‘Aiea. The *PHHT Master Plan* reflects the planned project: “provide a shared-use path for outdoor recreation, physical fitness, and transportation that: (1) is continuous from ‘Aiea to Nānākuli; (2) is accessible to the community; (3) links important community activity centers and attractions; (4) is fun to use because of its many recreation amenities and opportunities; and (5) is well maintained, safe, and secure.” The existing PHHT consists of a 5.8-mile multi-use path that extends from Waipahu Depot Street in Waipahu to just beyond the Arizona Memorial parking lot and Pearl Harbor Marina in ‘Aiea. While the current project would not extend to Nānākuli, it would connect to the West Loch Bike Path and PHHT providing a continuous, accessible, and safe shared-use path linking the communities from ‘Ewa to ‘Aiea and enhance the quality of life for Hawai‘i residents and visitors.
2. The proposed project is included in the current version of the *COSCP*. The intent of the *COSCP* is to provide for orderly and coordinated public and private sector development in the COSCP area in a manner that is consistent with applicable general plan provisions, including the designation of Central O‘ahu as an urban fringe area which is to be developed to relieve development pressures in the remaining urban-fringe and rural areas and to meet housing needs not readily provided in the primary urban center. Identified by the *COSCP* Open Space Map (**Figure 43**) and Public Facilities Map (**Figure 44**), is the section of the proposed bikeway between the northeast end of the West Loch Bike Path and Waipahu Depot Street. The *COSCP* encourages bikeways which are separated from the roadway and reflects the planned project: “Expansion and use of the railroad to promote the history and culture of the area should be encouraged. There should be a parallel paved shared-use path for bicycles and pedestrians along the length of the rail route, either within or adjacent to the ROW. The path should be provided even in those sections where the railroad itself is not operational.”

3. In 1994, the City Council and Mayor adopted Ordinance 94-39 which directed that a bikeway system master plan for urban Honolulu be prepared and updated every five years. In 1999, *The Bike Plan* was broadened in scope to include the entire island. The goals of the most recent *2012 O'ahu Bike Plan* are to: (1) increase the mode share of bicycle trips; (2) enhance cooperation between roadway users; (3) encourage and promote bicycling as a safe, convenient, and pleasurable means of travel; and (4) be recognized by the League of American Bicyclists as a Bicycle-Friendly Community. The proposed Leeward Bikeway project addresses the goals of the *2012 O'ahu Bike Plan* and is identified by the plan as a Priority 1 project.
4. The proposed project is included in the current version of the *EDP*. Identified in the *EDP* Public Facilities Map (**Figure 41**) is the section of the proposed bikeway between Philippine Sea Road and the southwest end of the West Loch Bike Path. While the proposed project would not extend to Nānākuli it does support the *EDP's* expressed goal to use established open corridors, such as the former OR&L ROW (which also serves as a utility or "corridor"), as opportunities to link communities in the region with pedestrian and bike paths. The plan also supports the use of such corridors for more than one purpose, e.g., serving as both a bikeway and a railway track, and acknowledges that the relatively flat terrain is favorable to bicycle travel and would encourage families to use the facility together because of the safety of a separate bikeway away from roadways and reduced level of difficulty due to terrain.

The proposed project would complete important components of these development plans by providing a continuous bikeway linking the communities from 'Ewa to 'Aiea. The project would also help to address major residential, business, and commercial growth in the Central O'ahu and 'Ewa area occurring over the past several decades and proposed in the future, by providing an important corridor that would serve as an outstanding recreational resource and alternative non-motorized transportation facility.

Starting in 2000 and ending in 2010 the HDOT prepared two EAs for a previously proposed 14 mile Leeward Bikeway project that would extend from Lualualei Naval Road in Nānākuli to Waipi'o Point Access Road in Waipahu:

- In 2000, the HDOT published the FEA and Finding of No Significant Impact (FONSI) for the *Leeward Bikeway, OR&L Right-of-Way, 'Ewa and Wai'anae Districts, O'ahu* (Earth Tech, 2000)[1]. Following the FONSI by HDOT, the project was delayed for approximately ten years due to the need to address major roadway development projects and other State priorities in 'Ewa and Central O'ahu to meet the growing demand for highway infrastructure. These projects included the North-South Road (Kualakai Parkway), Kalaeloa Boulevard Improvements, Kamokila Boulevard Improvements, Fort Weaver Road Improvements, Makakilo Drive Extension, and other activities such as those related to the Base Realignment and Closure (BRAC) of the Barbers Point Naval

[1] The 2000 FEA may be found on the Office of Environmental Quality Control web site at the following URL address: http://oeqc.doh.hawaii.gov/Shared%20Documents/EA_and_EIS_Online_Library/Oahu/2000s/2000-08-23-OA-FEA-LEEWARD-BIKEWAY.pdf

Air Station (BPNAS). Although the proposed Leeward Bikeway was not slated for development during this period, any nearby development was mandated to exclude the former OR&L ROW to keep it intact for the full alignment that will be used by the bikeway.

- In 2010, the HDOT published the Supplemental DEA for the *Leeward Bikeway, Districts of Waiʻanae and ʻEwa, Oʻahu, Hawaiʻi* (RMTC 2010)[2]. The Supplemental DEA represented substantially the same project as the 2000 FEA and updated the project's design alternatives and other relevant changes since 2000. It also added environmental documentation under HRS, Chapter 343, for the Betty Nagamine Bliss Memorial Overloook, and identified the Farrington Highway Nānākuli Intersection Project as a separate action.

In the years during and following the publication of the 2000 and 2010 EA documents for the former alignment of the Leeward Bikeway, the HDOT engaged in numerous consultations with the community and governmental agencies to obtain input and identify public concerns about the project. From the year 2012 to date the HDOT has engaged in 20+ consultations/meetings. During these early consultations it was identified that that there are currently a number of obstacles to establishing the alignment of the Leeward Bikeway from Nānākuli to Waipiʻo Point Access Road in Waipahu including the locations of historic resources, existing land uses, and public and fiscal concerns.

For these reasons the HDOT has created a new project. The selection of the new project extents between Philippine Sea Road and Waipahu Depot Street is based on the results of consultations with the community and governmental agencies, the desire to fulfill regional and development plans, and the need to fulfill the 1980 deed requirements. By creating the new project extents the HDOT will ensure the development of a bikeway to provide a safe and secure alternative to non-motorized transportation, while minimizing impacts, meeting current environmental regulatory requirements, and meeting the HDOTs fiscal abilities.

The current project design connects logical termini identified in past and present regional and development plans and is of sufficient length to serve as an independent utility (i.e., a usable and reasonable expenditure even if no additional transportation improvements in the area are made). By linking to existing facilities (West Loch Bike Path and PHHT) the development of the proposed bikeway will serve to connect the communities from ʻEwa to ʻAiea and help to address major residential, business, and commercial growth in the ʻEwa and Central Oʻahu areas occurring over the past several decades and proposed in the future. The action to link the proposed project to existing facilities would not require other project improvements, nor would construction of the proposed project disrupt the use of existing facilities.

[2] The 2010 Supplemental DEA may be found on the Office of Environmental Quality Control web site at the following URL address:
http://oeqc.doh.hawaii.gov/Shared%20Documents/EA_and_EIS_Online_Library/Oahu/2010s/2010-10-23-OA-SDEA-Leeward-Bikeway.pdf

2.4 Project Purpose and Need

The purpose of the project is to create an alternative transportation mode in Leeward O‘ahu by constructing the two sections of the Leeward Bikeway totaling approximately 3-miles-long connected by the existing 2 mile West Loch Bike Path. The project would result in a continuous bikeway stretching approximately 5.3 miles from Philippine Sea Road in the ‘Ewa Plain to Waipahu Depot Street in Waipahu. The construction of this project would fulfill a legal requirement of the 1980 transfer of title to the former OR&L ROW from the Federal government to the State of Hawai‘i.

The Leeward Bikeway represents a multi-agency, State, and Federal effort to promote a new transportation, and recreational resource that is intended to benefit residents and visitors.

The Leeward Bikeway would serve as a regional transportation, recreational and fitness amenity that supports alternatives to the use of the automobile. The bikeway would benefit residents and visitors by connecting residential communities, resorts, public schools, commercial centers, and parks. When complete, the bikeway would provide the ‘Ewa region with a continuous, dedicated Pearl-Harbor-to-‘Ewa bicycling and pedestrian path using a combination of new construction and the linking to existing bike paths.

The reasons for supporting the Leeward Bikeway are summarized as follows:

1. HDOT is committed to constructing the currently proposed Leeward Bikeway to fulfill the requirements of the 1980 deed to the former OR&L ROW and ownership by the State of Hawai‘i.
2. There is no regional bikeway facility linking Central and South O‘ahu and the schools, parks, and points of interest along the way.
3. Existing bikeways traverse part of the area but are not linked to create a continuous, uninterrupted bikeway facility.
4. The State of Hawai‘i needs to reduce dependency on motor vehicles for transportation. Fitness gained from bicycling and walking has proven health benefits.
5. The project is specifically supported by approved plans, such as the *COSCP* and numerous bike-related plans.

HDOT is required by a provision of the 1980 deed transferring title of the former OR&L ROW from the Federal government to utilize the transferred land for highway purposes, i.e., the development of “bicycle lanes or paths and pedestrian walkways.” The deed further stipulates that all provisions of Federal laws and regulations which protect archaeological, historic, and cultural resources will be applicable to the use of the land.

The Leeward Bikeway project is designed to facilitate a reduction in dependency on the use of motor vehicles. Anticipated health benefits for residents and visitors from bicycling include improved cardiovascular function, the development of muscle tone, and improved respiratory function.

The two sections of the proposed Leeward Bikeway alignment would total approximately 3-miles and be located along relatively flat terrain within the ‘Ewa Plain. The proposed project includes linking with the West Loch Bike Path and the PHHT, which currently functions as

isolated bicycling facilities without connections to a continuous regional bikeway. The proposed project would link with the existing 2-mile-long West Loch Bike Path on either end to enable improved continuity between ‘Ewa and Waipahu, and the existing 5.8-mile-long PHHT to enable improved continuity to ‘Aiea to the east. [Note: The *PHHT Master Plan* includes the entire former OR&L ROW, including the Leeward Bikeway project area and the existing West Loch Bike Path, plus additional bikeway facilities east of the vicinity of Waipi‘o Point Access Road.] Following construction, the two sections of the Leeward Bikeway would provide linkages with both the West Loch Bike Path and PHHT to create a continuous, uninterrupted approximatly11-mile-long bikeway facility stretching from the ‘Ewa Plain to ‘Aiea.

At the western end of the project near Philippine Sea Road the bikeway would provide continuity with the Hawaiian Railway Society train station and would serve to connect major residential and business areas in the ‘Ewa area.

2.5 Preferred Alternative

2.5.1 Overview

The HDOT proposes to construct the Leeward Bikeway within the 40-foot former OR&L ROW. The proposed undertaking involves the construction of a new two section 8-10-foot-wide approximately 3-mile-long asphalt concrete bikeway facility beginning at Philippine Sea Road in ‘Ewa and extending east to Waipahu Depot Street in Waipahu. The bikeway sections would be linked by the existing approximately 2-mile West Loch Bike Path on either end to enable improved continuity between ‘Ewa and Waipahu. The first section beginning at Philippine Sea Road would extend approximately 10,500 feet east to connect with the southwest end of the West Loch Bike Path. The second section would begin at the northeast end of the West Loch Bike Path and extend approximately 6,900 feet east to its terminus at Waipahu Depot Street. East of Waipahu Depot Street the proposed bikeway would also link to the existing 5.8-mile-long PHHT to enable improved continuity to ‘Aiea. Overall, by linking to both the West Loch Bike Path and PHHT, the proposed project would create a continuous uninterrupted approximately 11-mile-long bikeway facility stretching from the ‘Ewa Plain to ‘Aiea. Along most of its length, the Leeward Bikeway would be separated from vehicular traffic. However, where the bikeway crosses existing roadways (i.e., Kapolei Parkway and Fort Weaver Road), the bikeway users would be guided by signs to roadway crossings that utilize pedestrian signals.

Project work would consist of the following:

- Construction of the Leeward Bikeway facility beginning at Philippine Sea Road in ‘Ewa and extending east to Waipahu Depot Street in Waipahu;
- Retrofitting of two bridges (i.e., Waikele and Kapakahi Stream Bridges);
- Storm drain improvements near Kapolei Parkway;
- Relocation of utility lines and poles;
- Construction of retaining walls;
- Relocation and replacement of existing fencing; and
- Installation of bollards, signage and striping.

The project work is described in more detail below.

2.5.2 Design Objectives and Guidelines

The design objective for this project is to establish a connection with the projects described above in a continuous, Americans with Disabilities Act (ADA)-accessible bikeway separated from motor vehicular traffic to accommodate safe pedestrian and bicycling use. The design for the Leeward Bikeway is planned to be consistent with the following standards and guidelines:

- American Association of State Highway and Transportation Officials (AASHTO) Guide for the Development of Bicycle Facilities, 1999.
- State of Hawai‘i, HDOT Highways Division, Standard Specifications for Road and Bridge Construction.
- Current edition of the American Railway Engineering Association (AREA) Manual for Railway Engineering.
- Americans with Disabilities Act Accessibility Guidelines (ADAAG), amended in 2002.

2.5.3 Design Features

The Leeward Bikeway would consist of a continuous, 8-10-foot wide, separated asphalt concrete bicycling and pedestrian use path. The total length of both sections is approximately 17,400 linear feet. The project’s scope of work includes clearing, grubbing, demolition, grading, installation of asphalt concrete pavement, bridge retrofitting, retaining walls, sidewalk connection, storm drainage improvements, utility and utility pole relocation, and installation of erosion controls, fencing, bollards, and signage. The project would extend approximately (-) 16 inches below the ground surface for installation of the bikeway, and approximately (-) 1 to (-) 5 feet or more below the ground surface for the relocation of utilities and storm drain improvements. Existing utility poles along Waipahu Depot Street requiring relocation would be reconstructed and would require disturbance to a depth of approximately (-) 13 feet or more to accommodate sufficient footing depths. During construction the project area along the majority of the bikeway would be approximately 40 feet wide and encompass the former OR&L ROW. The project area would extend to approximately 52 feet wide in areas required for grading, construction of retaining walls, and other improvements located outside the former OR&L ROW. In certain areas, property area adjustments would be required to accommodate the necessary design elements (see **Section 2.5.5**).

Section 1 Design Features: Philippine Sea Road to West Loch Bike Path

The first section (**Figure 2**) of the proposed 8-10-foot-wide asphalt concrete bikeway would begin just east of Philippine Sea Road and the Hawaiian Railway Society Station (Station 0+00) and extend approximately 10,500 feet east to connect with the southwest end of the West Loch Bike Path (Station 104+54.61) (see **Figures 3 to 7**). Along most of its length the bikeway would be separated from vehicular traffic. However, where the bikeway crosses existing roadways (i.e., Kapolei Parkway and Fort Weaver Road) the bikeway users would be guided by signs to roadway crossings that utilize pedestrian signals.

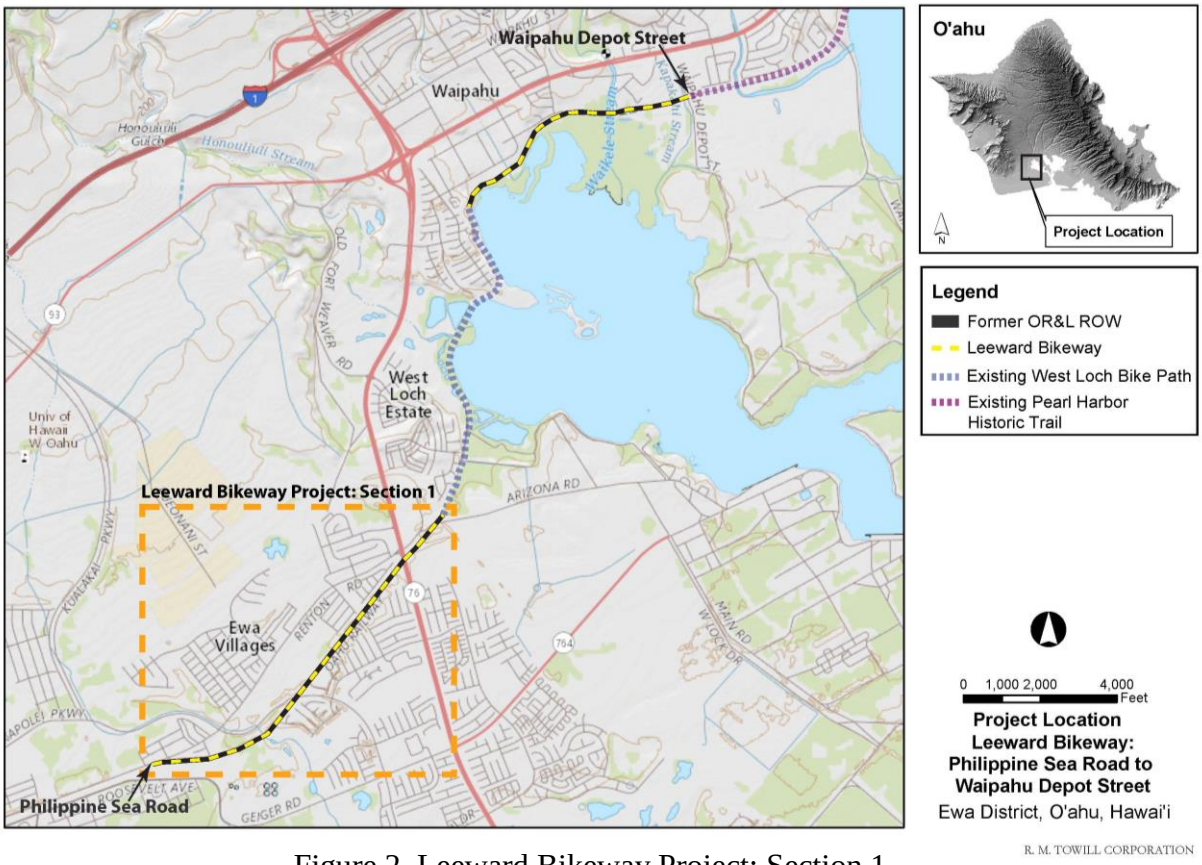

Figure 2. Leeward Bikeway Project: Section 1
(Philippine Sea Road to West Loch Bike Path)

Remnant railroad tracks are present along this stretch of the bikeway however there are no Hawaiian Railway Society operations in this area. Project work along this section of the bikeway would include the construction of the bikeway, connection to an existing bridge crossing at Kalo‘i Gulch, storm drain improvements near Kapolei Parkway (i.e., construction of a new catch basin and replacement of existing subdrain lateral pipes (6” perforated pipe) affected by the median work), relocation of utility lines and poles, construction of retaining walls, relocation and replacement of existing fencing, and installation of bollards, signage and striping.

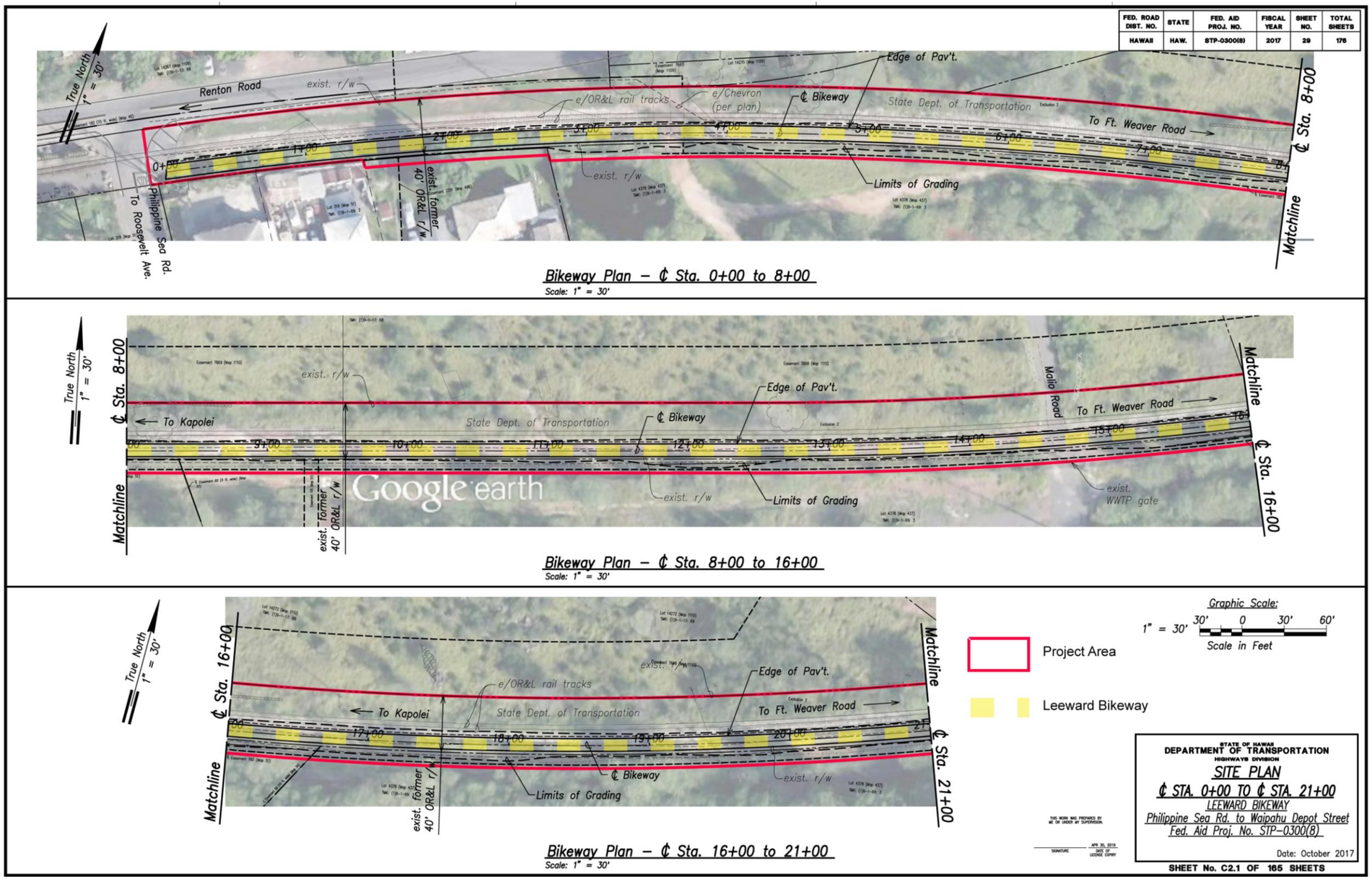

Figure 3. Leeward Bikeway Site Plan: Section 1
(Sta. 0+00 to 21+00)

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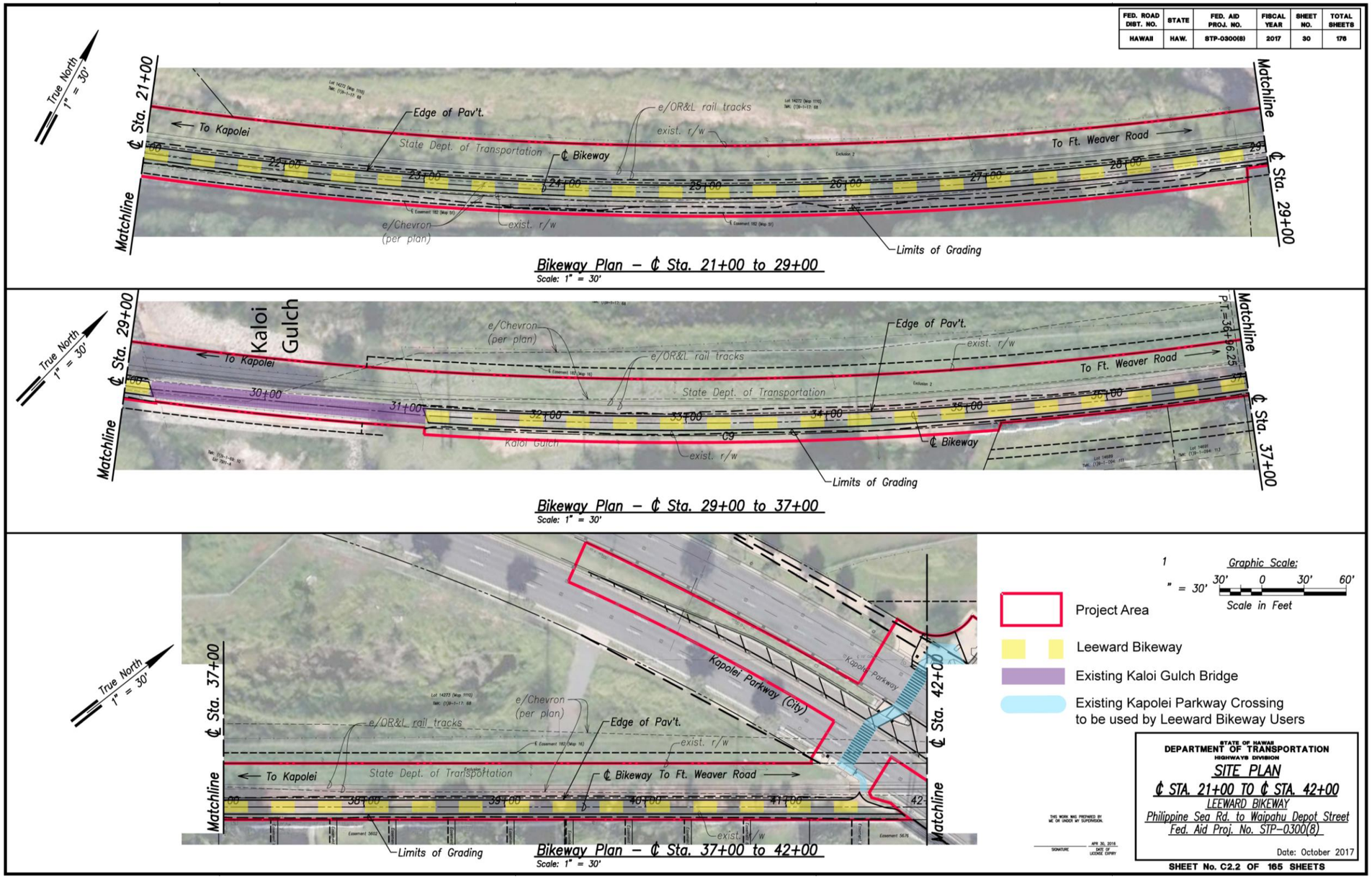

Figure 4. Leeward Bikeway Site Plan: Section 1
(Sta. 21+00 to 42+00)

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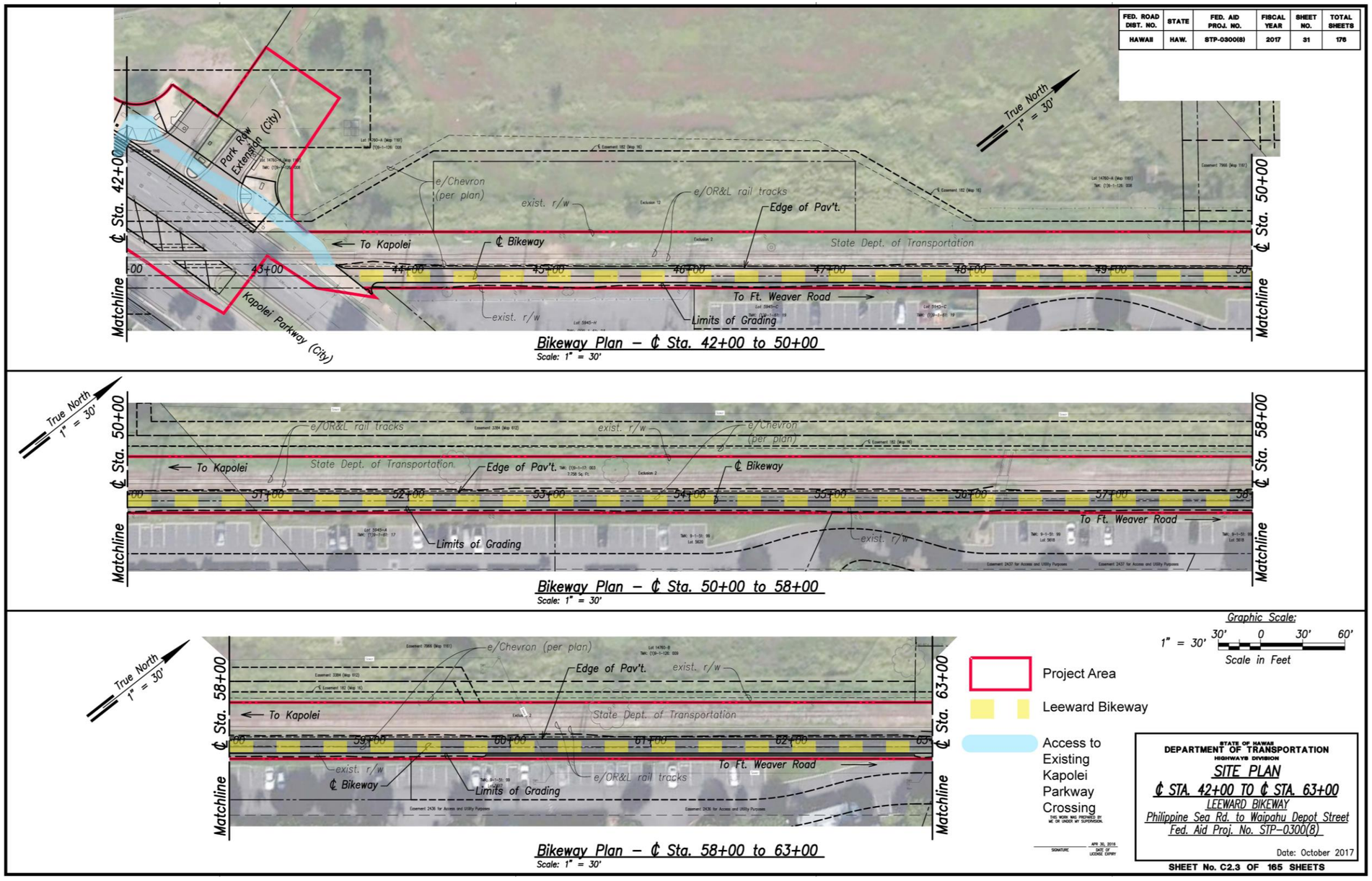

Figure 5. Leeward Bikeway Site Plan: Section 1
(Sta. 42+00 to 63+00)

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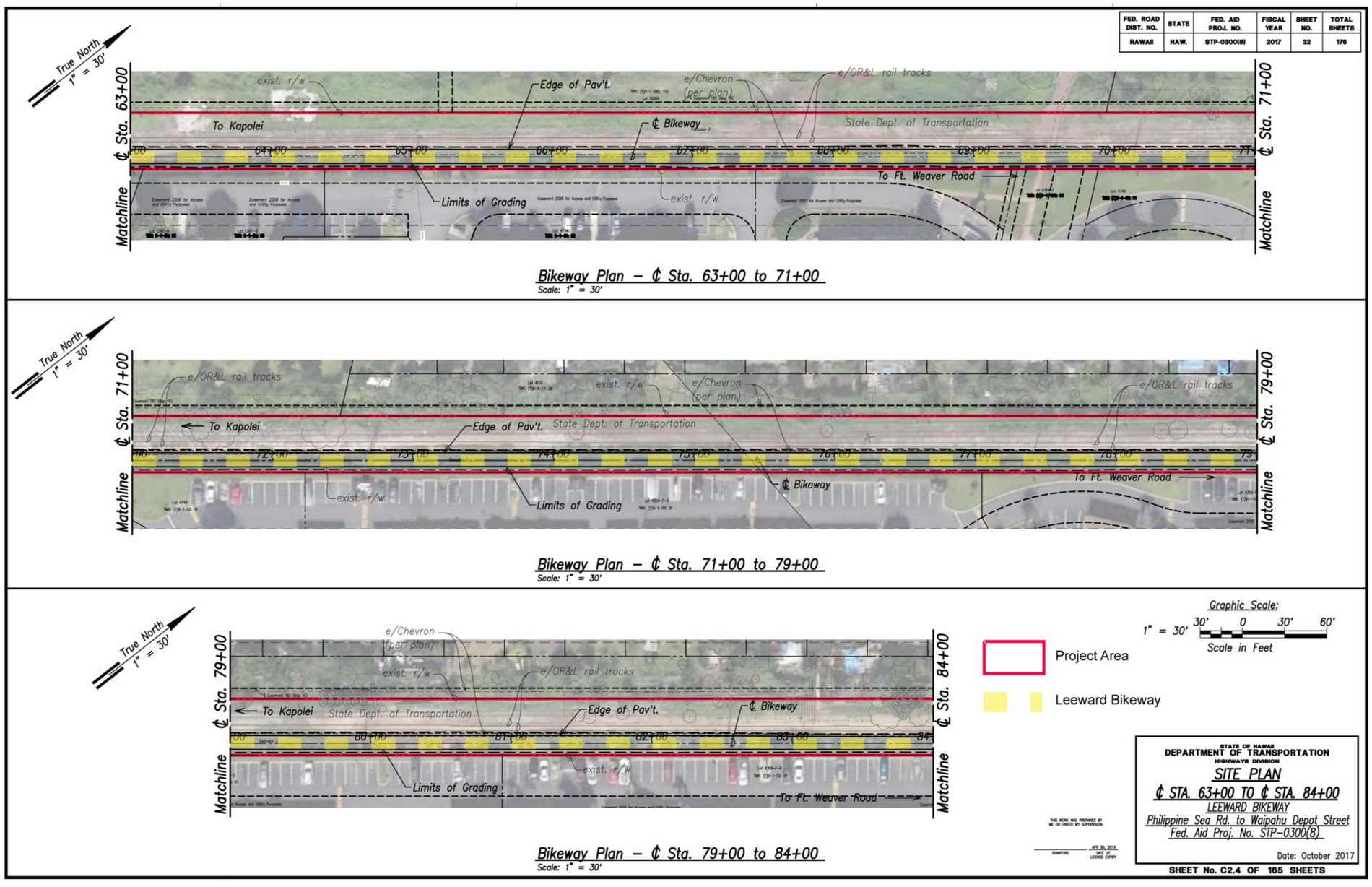

Figure 6. Leeward Bikeway Site Plan: Section 1
(Sta. 63+00 to 84+00)

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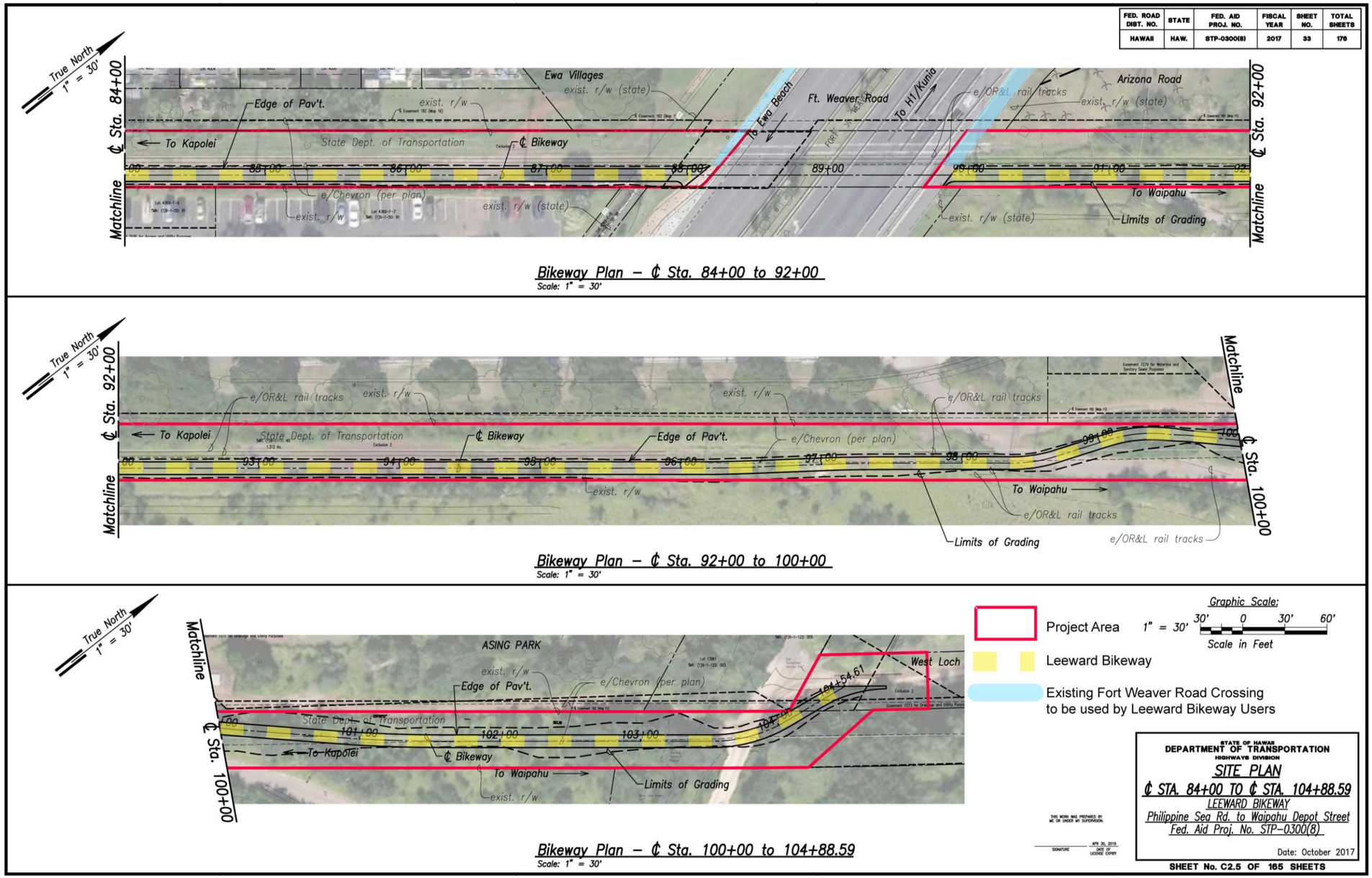

Figure 7. Leeward Bikeway Site Plan: Section 1
(Sta. 84+00 to 104+88.59)

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East of Philippine Sea Road the bikeway would connect to the existing Kaloʻi Gulch Bridge (**Figure 8**). The location of the bridge in relationship to the proposed bikeway is shown in **Figures 3** (Station 29+00 to 31+00). No work would be required in or over the stream channel.

Figure 8. Existing Kaloʻi Gulch Bridge Crossing (facing west)

East of the Kaloʻi Gulch crossing, the bikeway would cross Kapolei Parkway and Fort Weaver Road. At the intersection of the bikeway with Kapolei Parkway and Fort Weaver Road the bikeway users would be guided to roadway crossings that utilize pedestrian signage and signals. The location of the Kapolei Parkway roadway crossing is shown on **Figures 4, 5, and 9** (Station 41+00 to Station 44+00). The location of the Fort Weaver Road crossing is shown on **Figures 7 and 10** (Station 88+00 to Station 90+00).

Figures 11 to 13 show the typical sections of the bikeway between Philippine Sea Road and the southwest end of the West Loch Bike Path along and within the former OR&L ROW and includes clearance for the existing remnant railroad tracks, property adjustments, grading operations, construction of the bikeway, construction of retaining walls, and relocation and replacement of existing fencing.

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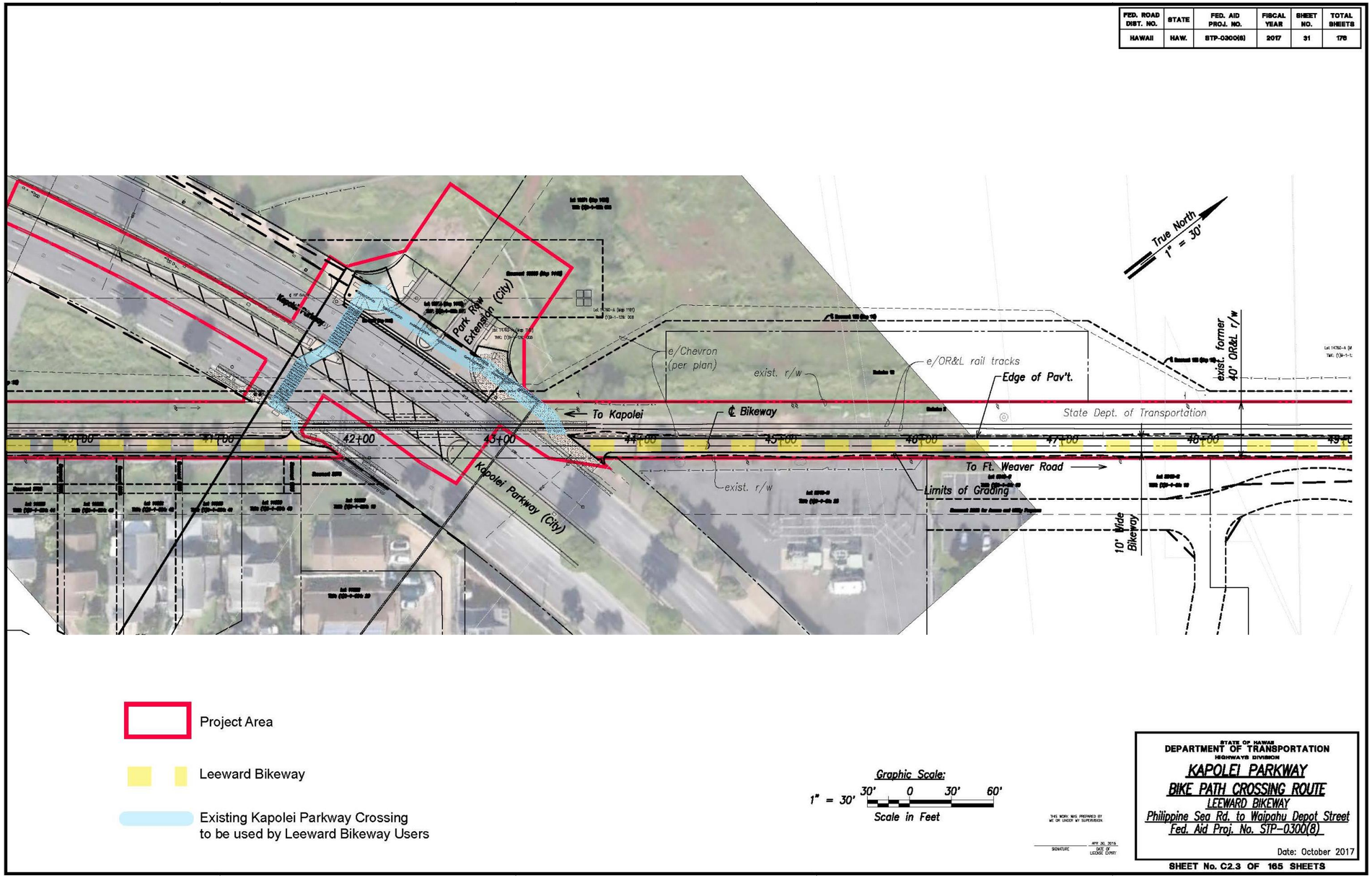

Figure 9. Kapolei Parkway Bikeway Crossing
(Sta. 41+00 to Sta. 44+00)

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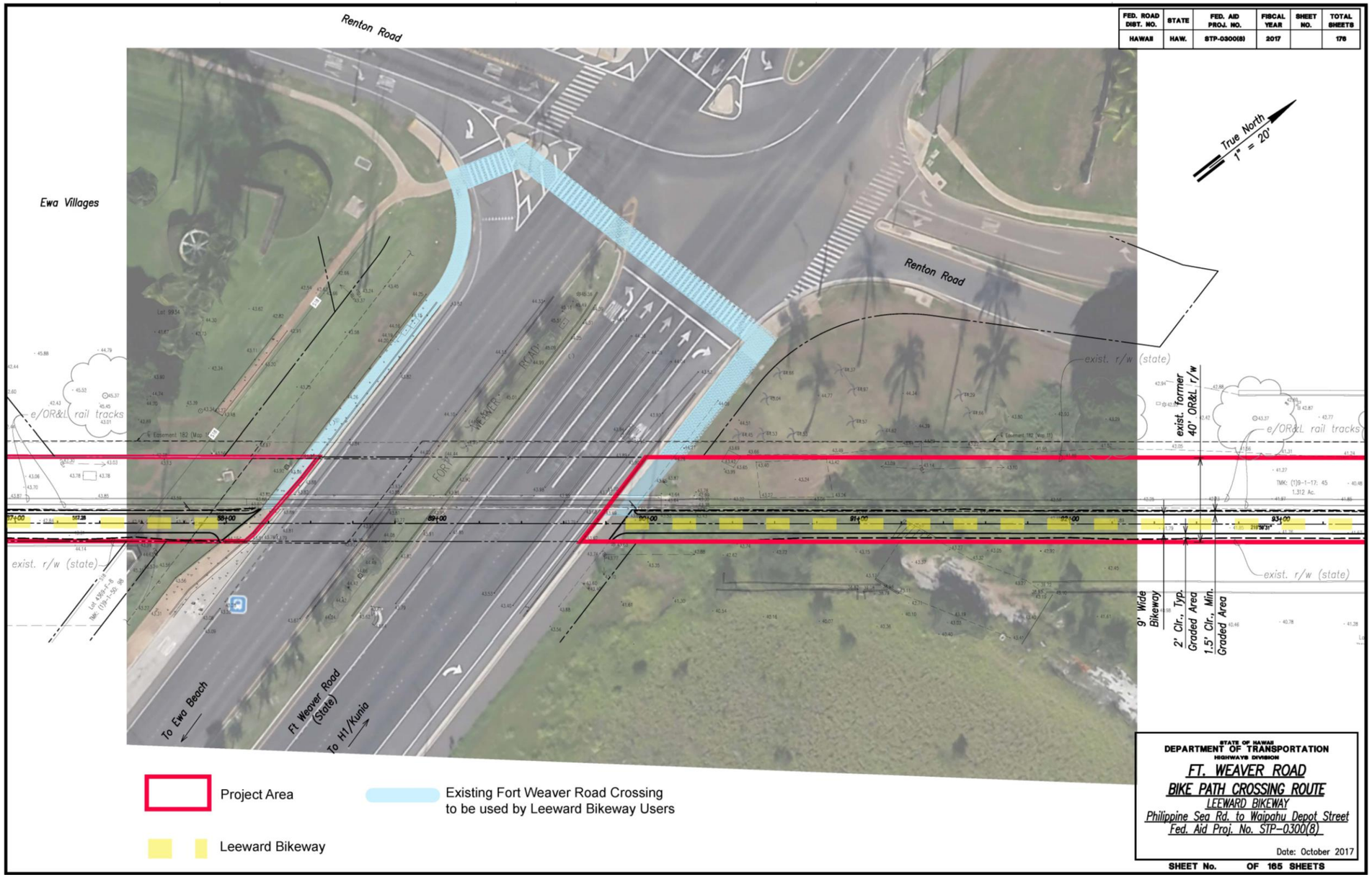

Figure 10. Fort Weaver Road Bikeway Crossing
(Sta. 88+00 to Sta. 90+00)

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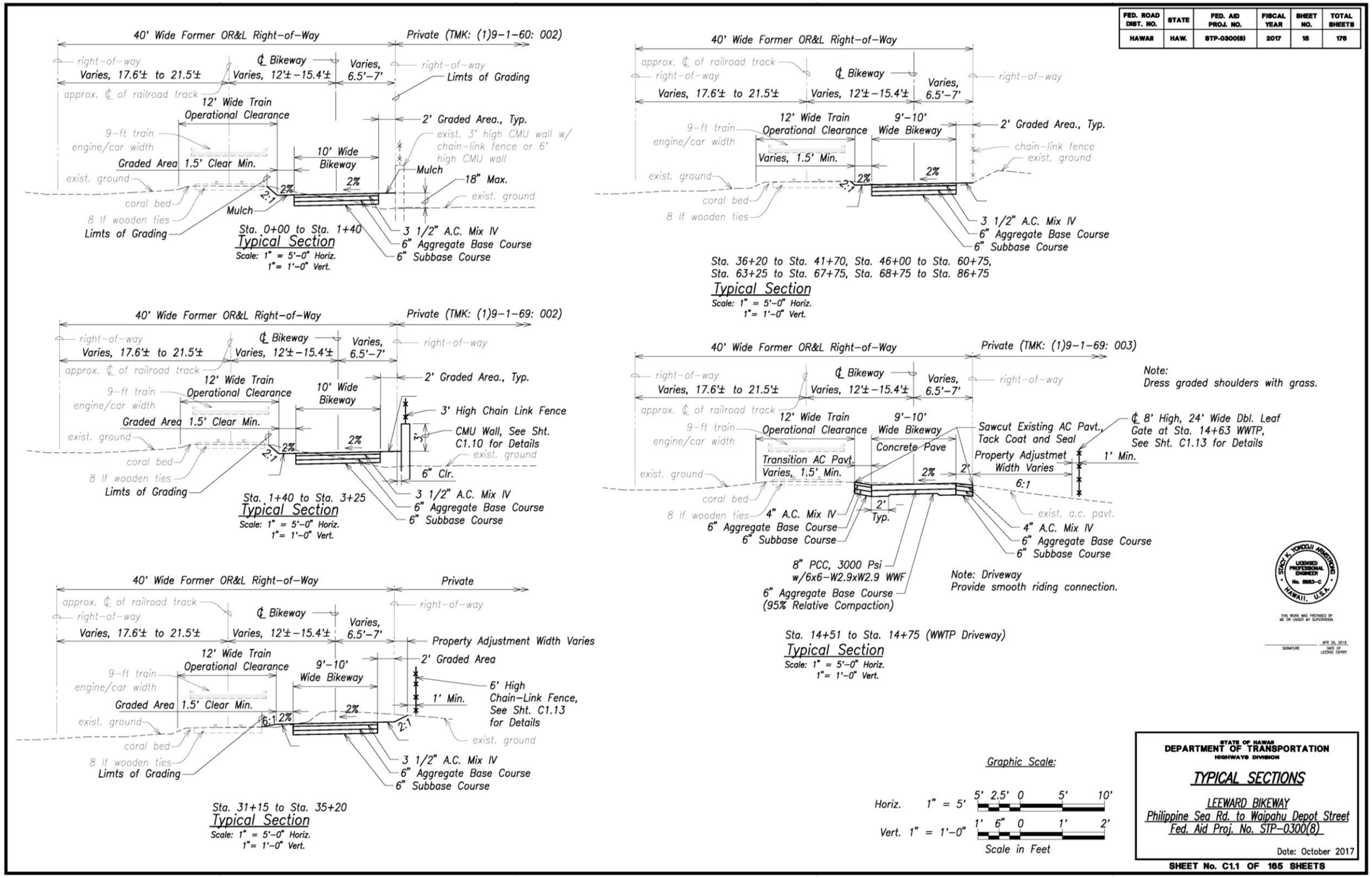

Figure 11. Typical Section: Section 1 (Philippine Sea Road to West Loch Bike Path)
(1 of 3)

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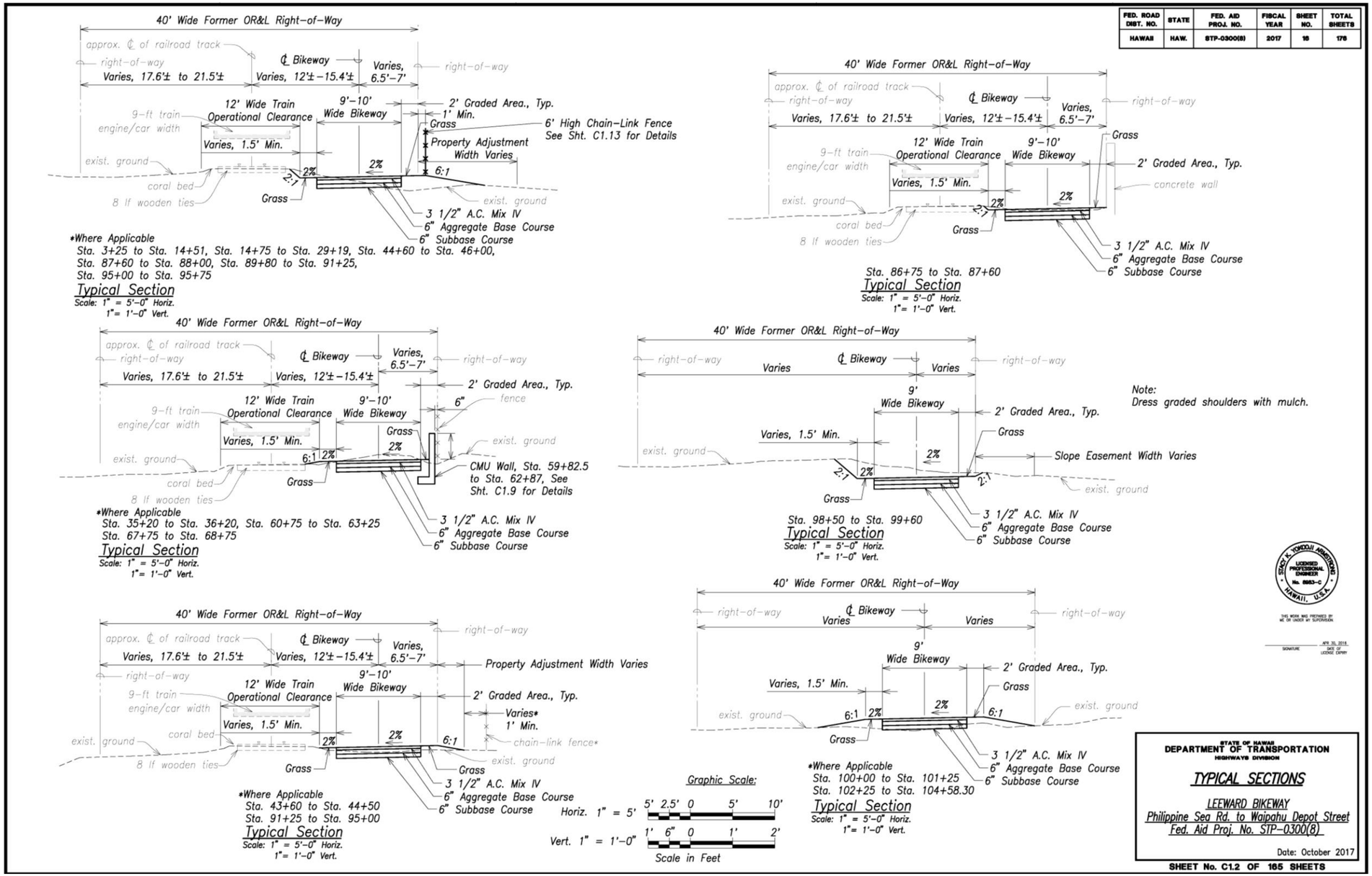

Figure 12. Typical Section: Section 1 (Philippine Sea Road to West Loch Bike Path)
(2 of 3)

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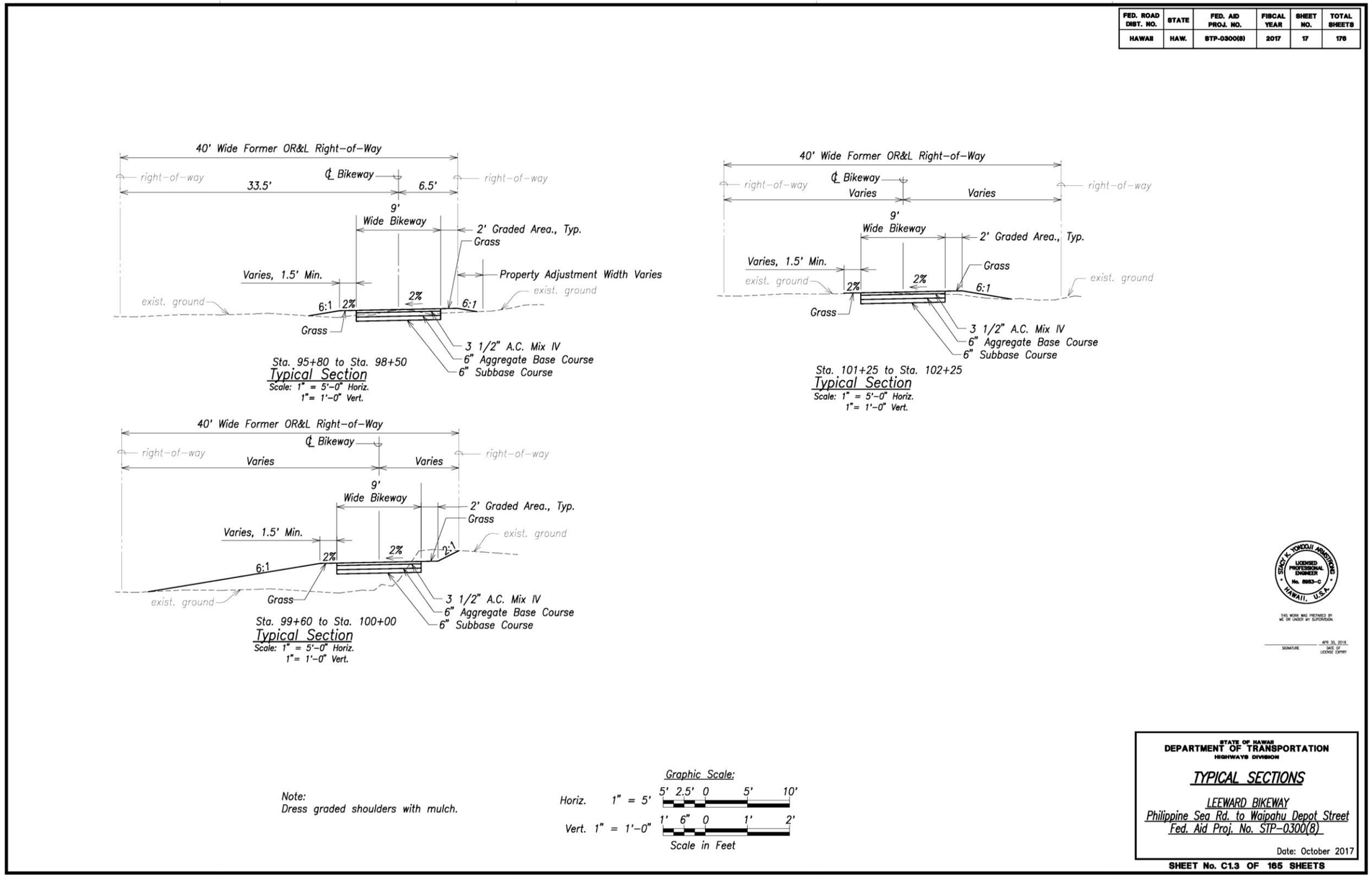

Figure 13. Typical Section: Section 1 (Philippine Sea Road to West Loch Bike Path)
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Section 2 Design Features: West Loch Bike Path to Waipahu Depot Street

The second section (**Figures 14**) of the proposed 8-10-foot-wide asphalt concrete bikeway would begin at the northeast end of the West Loch Bike Path (Station 117+00) and extend approximately 6,900 feet east to its terminus at Waipahu Depot Street (Station 185+72) (see **Figures 15 to 18**). At its terminus the bikeway would connect with the existing 5.8-mile-long PHHT.

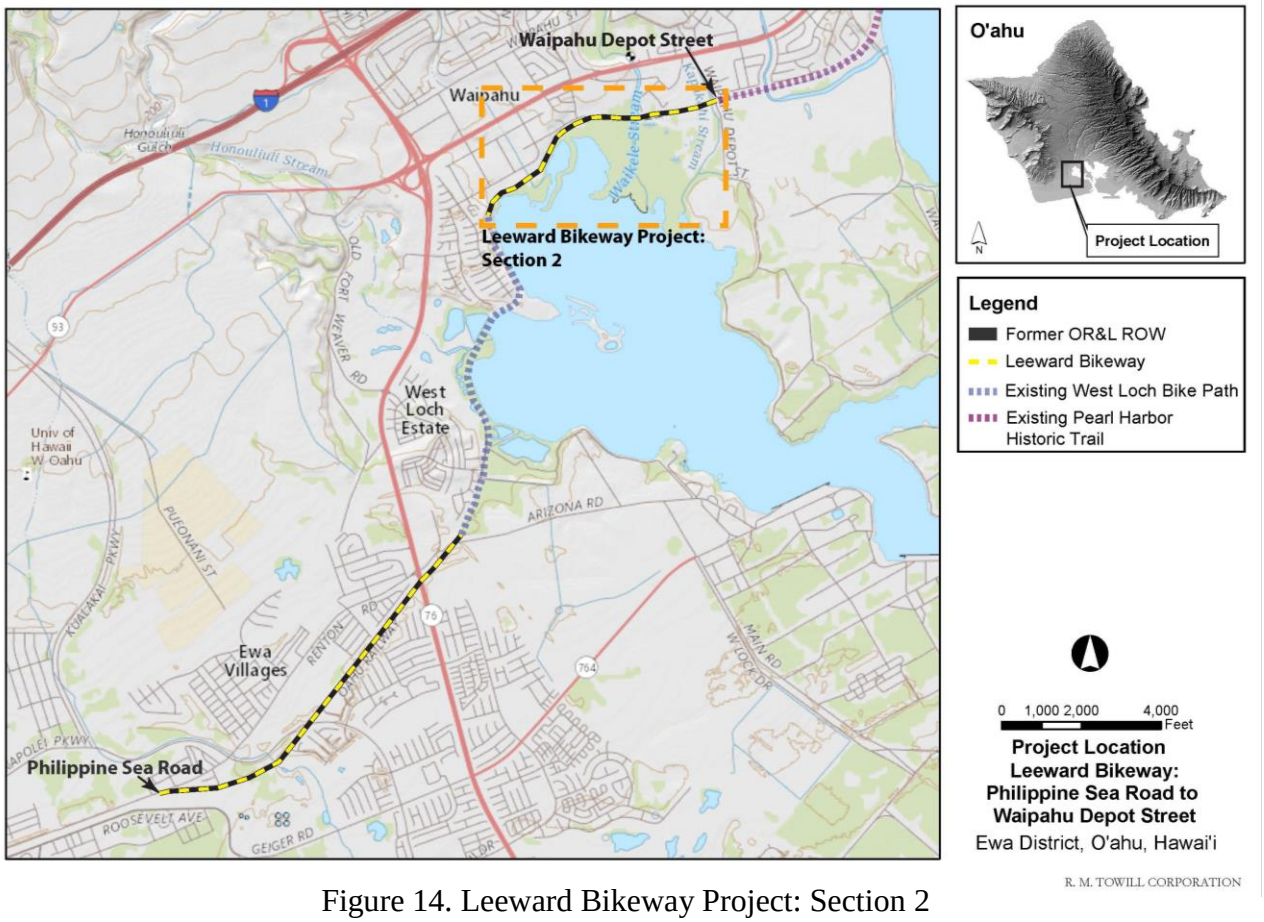

Figure 14. Leeward Bikeway Project: Section 2
(Philippine Sea Road to West Loch Bike Path)

Along this section of the project extents there are no existing remnant railroad tracks present and no Hawaiian Railway Society operations. Therefore, no clearance is proposed from the center of the former OR&L ROW. Project work along this section of the bikeway would include the construction of the bikeway, connection to an existing bridge crossing at Hō‘ae‘ae Stream, retrofitting of two bridges (Waikele Stream Bridge and Kapakahi Stream Bridge), relocation of utility lines and poles, construction of retaining walls, relocation and replacement of existing fencing, and installation of bollards, signage and striping.

Figure 19 shows the typical sections of the bikeway between the northeast end of the West Loch Bike Path and Waipahu Depot Street along and within the former OR&L ROW and includes, grading operations, construction of the bikeway, construction of retaining walls, and relocation and replacement of existing fencing.

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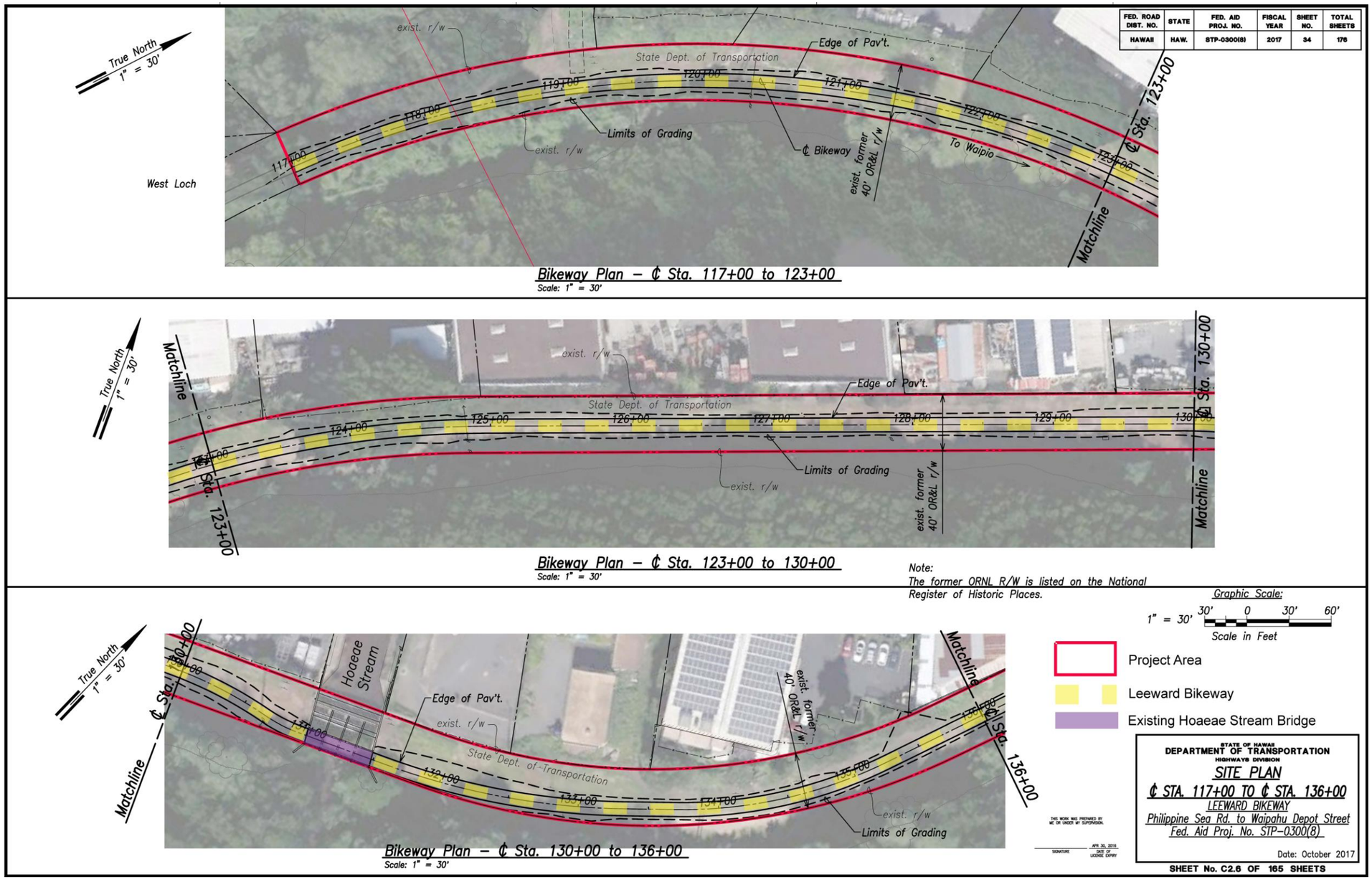

Figure 15. Leeward Bikeway Site Plan: Section 2
(Sta. 117+00 to 136+00)

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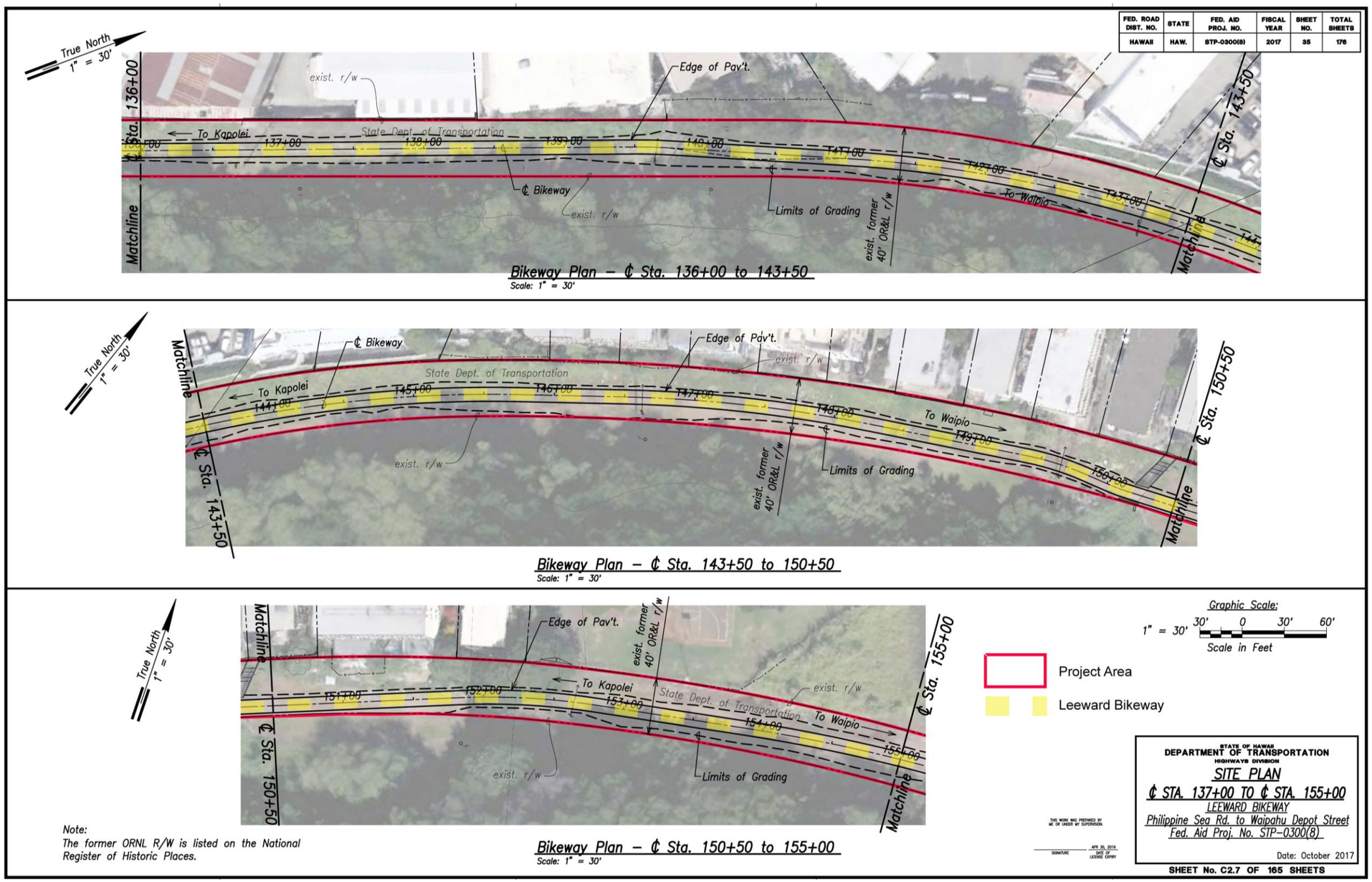

Figure 16. Leeward Bikeway Site Plan: Section 2
(Sta. 136+00 to 155+00)

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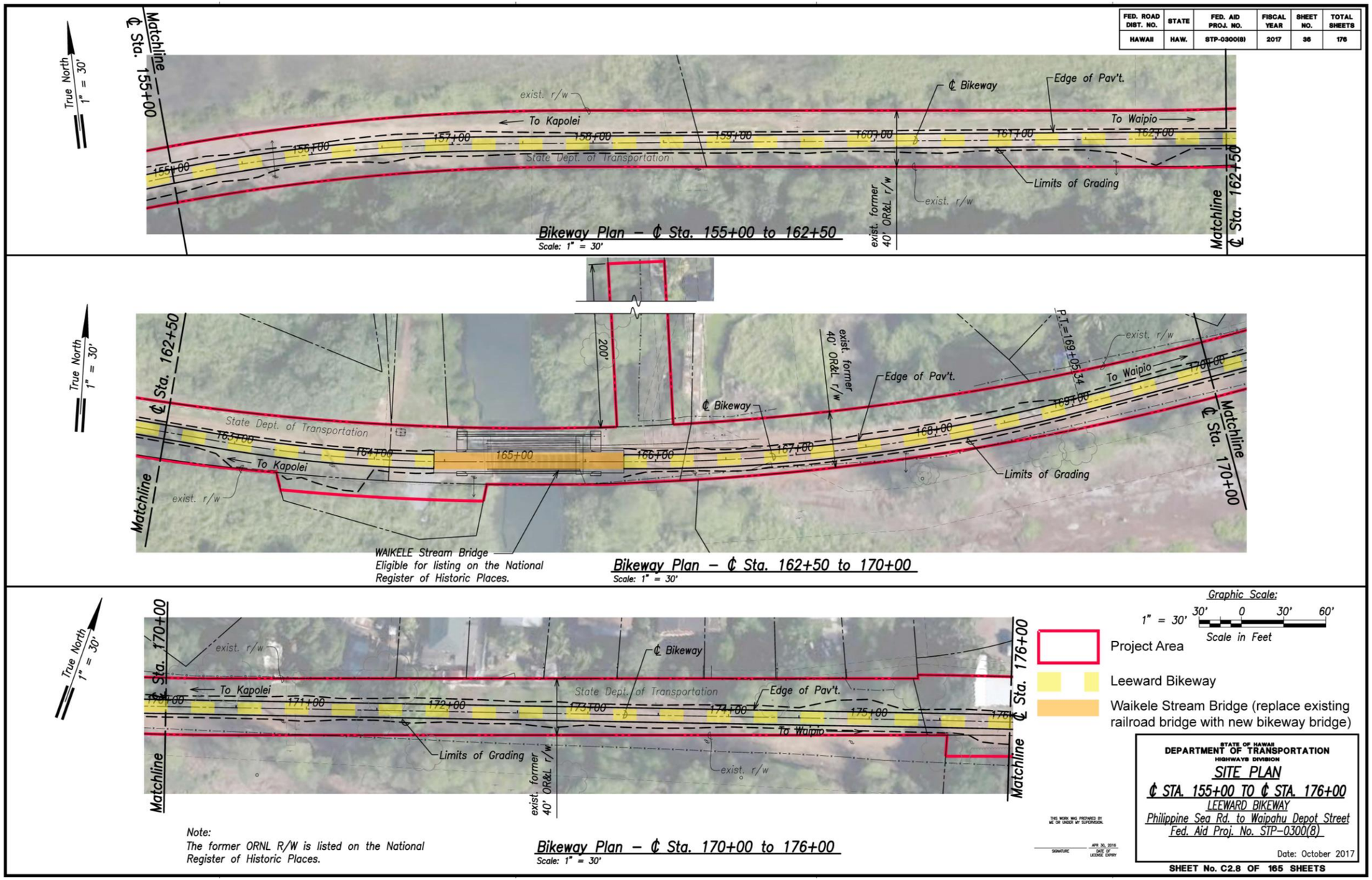

Figure 17. Leeward Bikeway Site Plan: Section 2
(Sta. 155+00 to 176+00)

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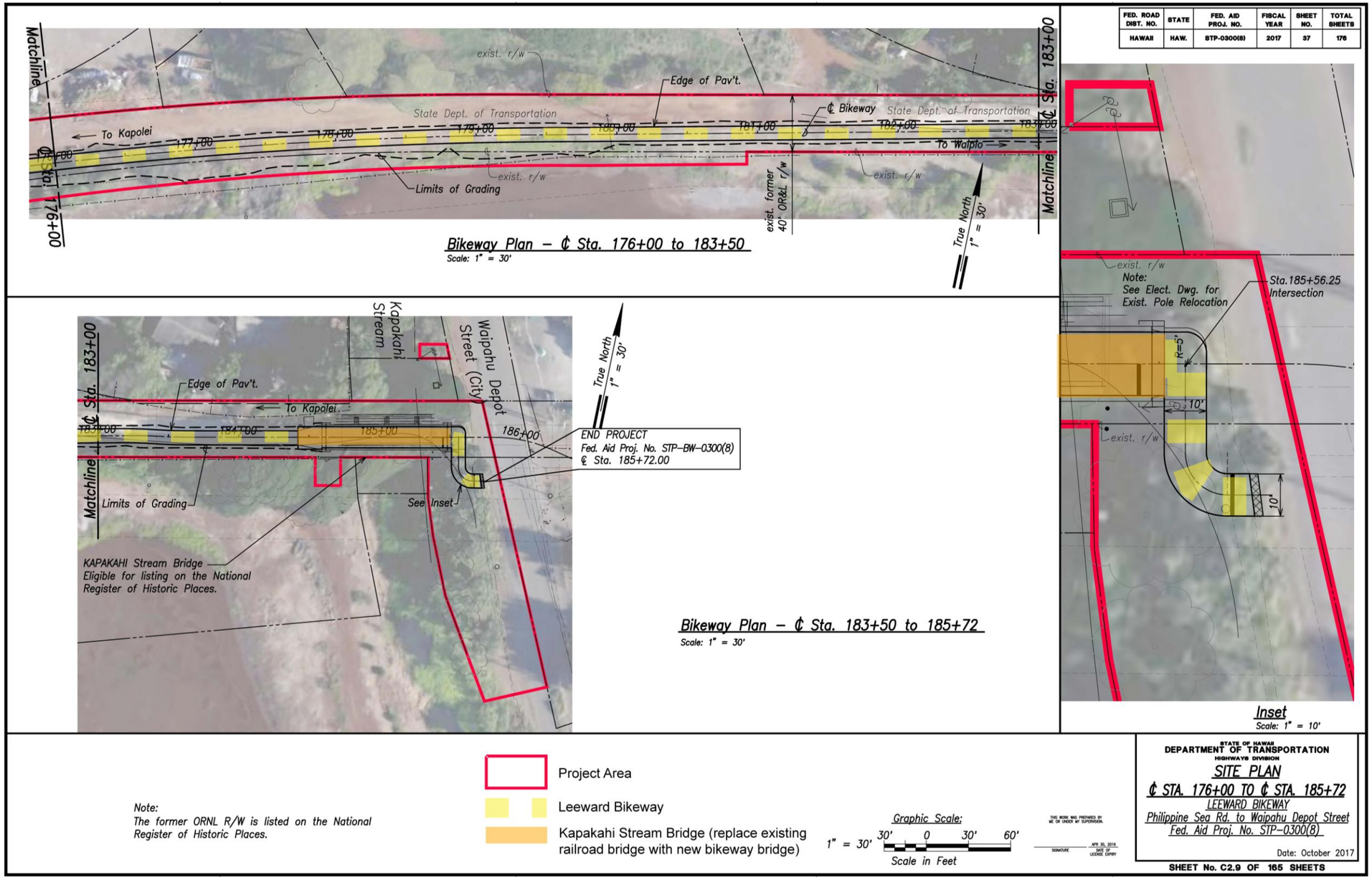

Figure 18. Leeward Bikeway Site Plan: Section 2
(Sta. 176+00 to 185+72)

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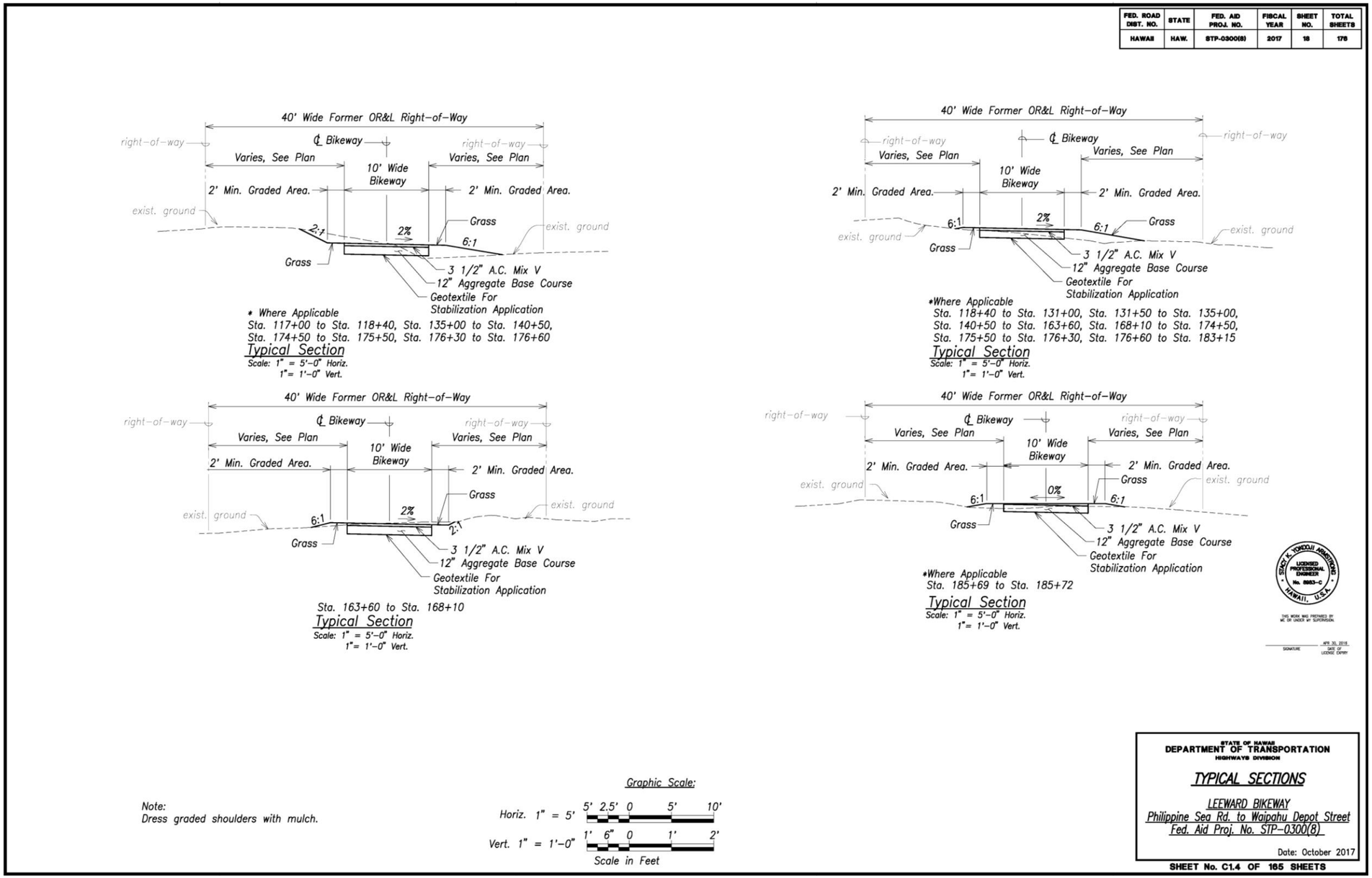

Figure 19. Typical Section: Section 2 (West Loch Bike Path to Waipahu Depot Street)

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East of the northeast end of the West Loch Bike Path the bikeway would connect to the existing Hōʻaeʻae Stream Bridge (**Figure 20**). The location of the bridge in relationship to the proposed bikeway is shown in **Figures 15** (Station 131+00 to 132+00). No work would be required in or over the stream channel.

Figure 20. Existing Hōʻaeʻae Stream Bridge Crossing

East of the Hōʻaeʻae Stream crossing, two bridges (i.e., Waikele and Kapakahi Stream Bridges) along the former OR&L ROW would be replaced in order to accommodate the bikeway. **Figure 21** shows the location of the two bridges to be replaced. The location of the Waikele Stream Bridge crossings in relation to the proposed bikeway is shown on **Figure 17** (Station 164+00 to Station 4166+00). The location of the Kapakahi Stream Bridge crossing in relation to the proposed bikeway is shown on **Figure 18** (Station 184+00 to Station 186+00).

The bridge retrofitting work is discussed in more detail below.

Waikele Stream Railroad Bridge Retrofitting

The existing Waikele Stream Bridge (**Figure 22**) is deficient due to age and dilapidation, and requires retrofitting. The proposed work is required for the project to provide safe crossings for bikeway users. In addition, Energy Corridor pipelines must be accommodated in a casing beneath or alongside the new bridge.

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Figure 21. Bridges to be Replaced

View of downstream portion of Waikele Railroad Bridge

View across Waikele Railroad Bridge showing pipelines associated with the Energy Corridor

Figure 22. Waikele Stream Railroad Bridge and Environs, Existing Conditions (bridge found to be deficient and requires retrofitting along same alignment within the stream)

The new concrete bridge would be a single clear span and would not enter, alter, or affect the existing stream channel. **Figure 23** shows the proposed design for the Waikele Stream Bridge. Work would require disturbance to a depth of approximately (-) 50 feet or more. The depth of work required for the new bridge is to accommodate the use of micropiles for the bridge foundations. All work proposed for the retrofitting of the Waikele Stream Bridge would be completed above and along the outer banks of the streams and no work is proposed within the stream. No debris will be allowed to fall or enter the stream.

An approximately 8,000 square foot staging area outside the former OR&L ROW will be required to support the construction of the new Waikele Stream Bridge. The final design for the Waikele Stream Bridge would be based on consultations with the State Historic Preservation Division (SHPD) and community.

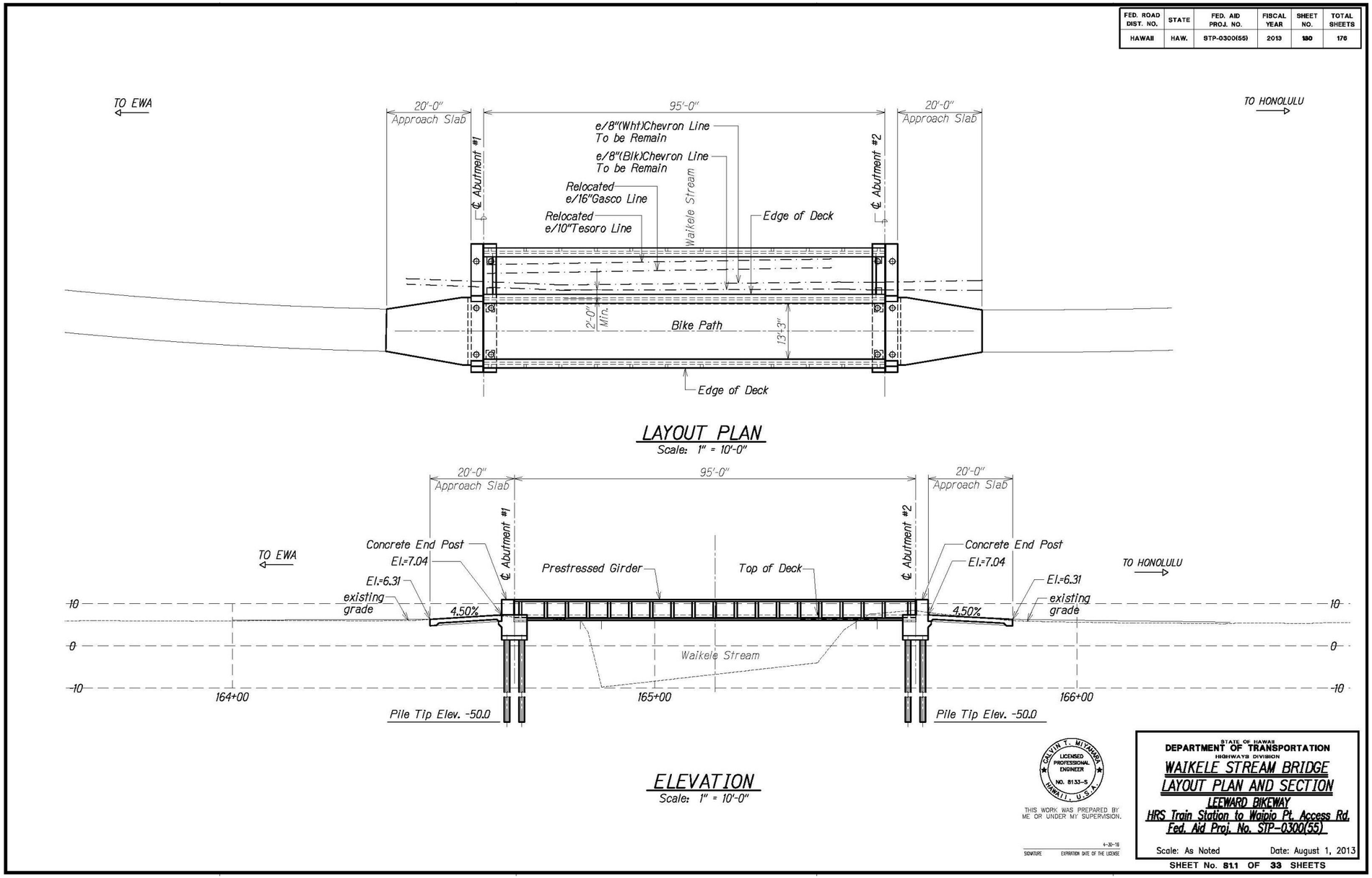

Figure 23. Waikele Stream Bridge Layout Plan and Section

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Kapakahi Stream Railroad Bridge Retrofitting

The existing Kapakahi Stream Bridge (**Figure 24**) is deficient due to age and dilapidation, and requires retrofitting. The work is required for the project to provide safe crossings for bikeway users.

Kapakahi Stream Railroad Bridge

Downstream View

View of Energy Corridor including pipelines

Figure 24. Kapakahi Stream Railroad Bridge and Environs, Existing Conditions (bridge found to be deficient and requires retrofitting along same alignment within the stream)

The new concrete bridge would be a single clear span and would not alter or adversely affect the existing stream channel. The new bridge would be built to standards for shared use by pedestrians and bicyclists. **Figure 25** shows the proposed design for the Kapakahi Stream Bridge. Retrofitting of the Kapakahi Stream Bridge would require disturbance to a depth of approximately (-) 95 feet or more. The depth of work required is to accommodate the use of micropiles for the bridge foundations. All work proposed for the retrofitting of the Kapakahi Stream Bridge would be completed above and along the outer banks of the streams and no work is proposed within the stream. No debris will be allowed to fall or enter the stream. Following the retrofitting of the existing Kapakahi Stream Bridge (deck and abutments) work would be required within the stream channel for minor maintenance dredging along the east and west banks. **Figure 26** shows the proposed locations where dredging is proposed. In addition, Energy Corridor pipelines must be accommodated in a casing beneath or alongside the new bridge.

An approximately 9,104 square foot staging area outside the former OR&L ROW would be required to support the retrofitting of the new Kapakahi Stream Bridge. The final designs for the Kapakahi Stream Bridge would be based on consultations with the SHPD and community.

2.5.4 Construction Summary

The approximately 3-mile long, 8–10 foot wide Leeward Bikeway width may require minor adjustments in various locations according to space availability. The following steps are anticipated for the construction of the Leeward Bikeway:

Bikeway Construction

- Relocate telephone and electrical poles as needed
- Grade work area
- Pave bikeway with asphalt concrete
- Connect asphalt concrete pavement to existing sidewalks and bridges as needed
- Install concrete bollards as needed to protect bikeway users from vehicular traffic
- Install signs as needed

Removal and Relocation of Existing Facilities

- Remove and replace chain link fences, various locations
- Remove and replace signs, various locations
- Perform roadway striping, various locations
- Construct retaining walls, various locations
- Remove and re-install electrical guy wires/poles and joint poles, various locations
- Temporarily relocate utilities attached to Waikele and Kapakahi Stream Bridges
- Demolish Waikele and Kapakahi Stream Bridges and construct new bridges
- Provide storm drain improvements near Kapolei Parkway

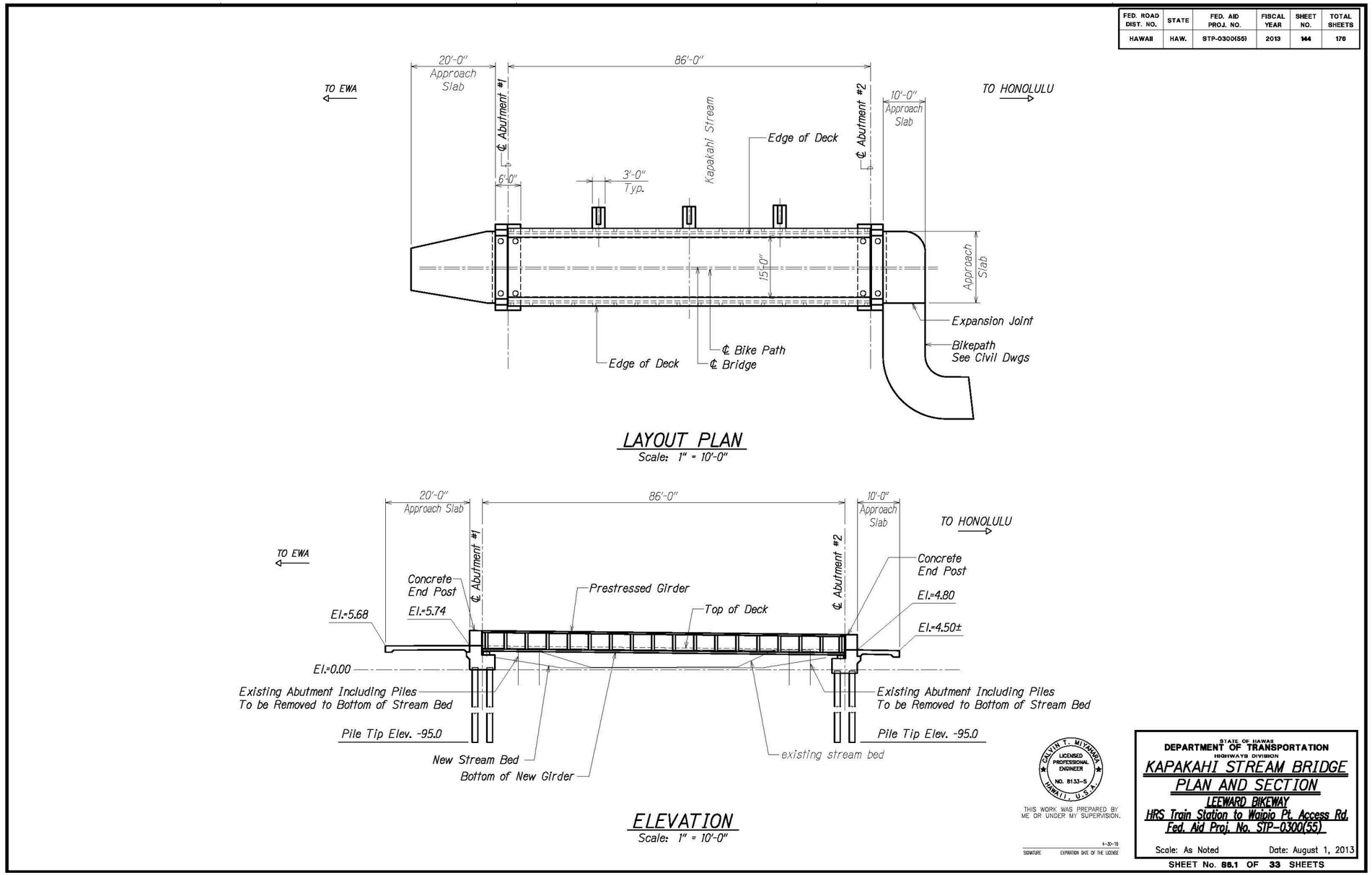

Figure 25. Kapakahi Stream Bridge Layout Plan and Section

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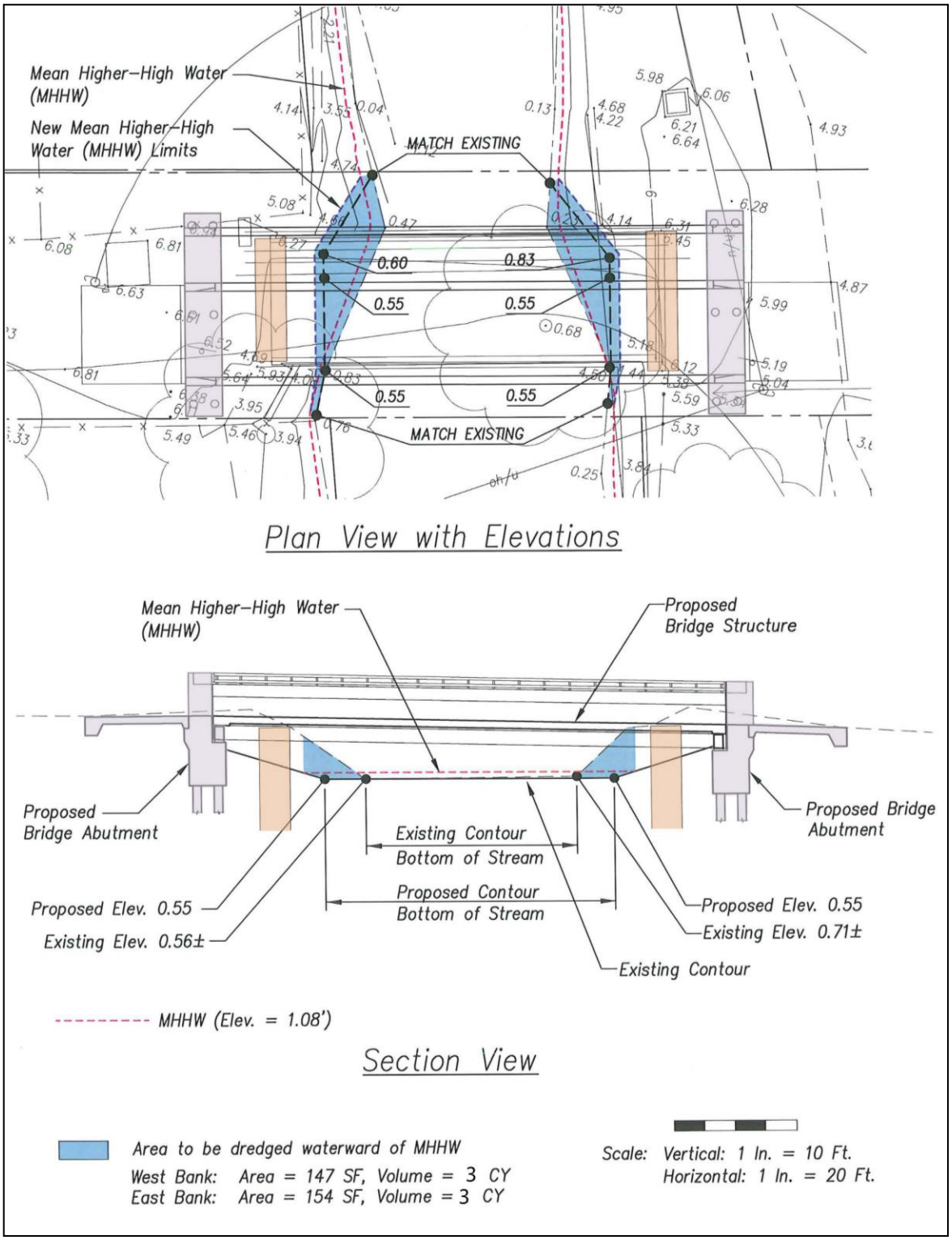

Figure 26. Kapakahi Bridge Dredge Plan

2.5.5 Ownership and Property Requirements

In 1980, the U. S. Government transferred the title of the former OR&L ROW to HDOT. A provision of the deed to the former OR&L ROW requires HDOT to use the transferred land for "highway purposes, i.e. bicycles lanes or paths and pedestrian walkways." The limits of this land transfer are from the Honoʻuliʻuli-Honea boundary to the Waiʻanae Coast at Lualualei Naval Road in Nānākuli.

The deed stipulates that the use of the transferred land comply with provisions of Federal laws and regulations, which protect archaeological, historic and cultural resources. Additionally, the deed supports, under 23 United States Code (USC) Section 217, the construction of "…separate or preferential bicycle lanes or paths and pedestrian walkways in conjunction with Federal-aid highways" (USA, 1980).

In certain areas, property area adjustments will be required to accommodate the necessary design elements. These adjustments will be coordinated with the landowners and are discussed in more detail below.

Property Area Adjustment

The proposed use of the former OR&L ROW for the Leeward Bikeway will not provide adequate space for construction of the bikeway in only a few isolated areas. In lieu of an outright land purchase or condemnation of the required areas, a property adjustment (also known as a property line adjustment) will be utilized to permit grading and the use of narrow linear strips of land for shoulder areas of the bikeway. If feasible, short retaining walls may also be employed to minimize the use of property adjustment. The HDOT has initiated discussion with the affected landowners. Because the land requirements are minimal, located roughly adjacent to the former OR&L ROW, and are for a public purpose, it is anticipated that acceptable agreements would be established with the other landowners.

The total required for property adjustment will be approximately 1.53 acres, as shown in **Table 1**. The use of property adjustment will require the use of linear strips of land to provide adequate shoulders for the Leeward Bikeway. As noted, short retaining walls may also be used.

Table 1. Estimate of Land Area Required for Property Adjustment

TMK(s) (portions of)	Landowner of Record	Area	
9-1-126:013	City & County of Honolulu	0.41	acres
9-1-126:008	City & County of Honolulu	0.18	acres
9-1-069: 003	City & County of Honolulu*	0.61	acres
9-1-069: 010	Coral Creek Golf, Inc.	0.05	acres
9-3-001: 006	City & County of Honolulu	0.15	acres
9-1-064: 116	West Loch Fairways Association*	0.08	acres
9-4-001: 002	City & County of Honolulu	0.05	acres
	Total Property Adjustment Acreage:	**1.53**	**acres**

Note:
(1) *CCH Waste Water Treatment Plant (TMK 9-1-069: 003) and West Loch Fairways Association (TMK 9-1-064: 116) have preliminarily agreed in principle for the use of land for bikeway uses. The area of use is proposed to be used for property maintenance purposes; and
(2) All other land owners have agreed to the property adjustment.

The bikeway width will be adjusted to accommodate the space available. No displacement or relocation of land owners or lessees is required for construction of the bikeway and therefore, no adverse effects with regard to relocation or displacement are anticipated.

2.5.6 Environmental Factors

See **Section 3, Environmental Setting, Potential Effects and Proposed Mitigation Measures**, concerning the potential for environmental effects including proposed mitigative measures to address the potential for adverse environmental effects.

2.5.7 Project Schedule and Costs

The HDOT proposes to commence construction of the Leeward Bikeway upon approval of all required environmental permits, anticipated to be in late-2018. The overall duration of the project is expected to be approximately one year.

The estimated cost of construction is approximately $10 million. The HDOT and Federal Highway Administration (FHWA) will jointly fund the design and construction of the project.

2.6 Alternatives Considered But Not Carried Forward

2.6.1 No Action and Delayed Action Alternatives

The “No Action” alternative would involve no further effort to provide a continuous, ADA-accessible bikeway facility separated from motor vehicle traffic to accommodate safe pedestrian and bicycle use in Leeward O‘ahu. Similar to taking no further action, the “Delayed Action” alternative would propose the construction of the project, but at a later date.

Under the No Action alternative, potential environmental impacts, such as changes to the landscape, would be averted and natural resources, human resources, and development costs would be avoided.

Under the Delayed Action alternative, the project would be further delayed beyond the 17+ years it has been planned. The potential for environmental impacts associated with the project also would be further delayed. While the potential for environmental impacts and costs would be spared in the short term, long-term effects would include higher development costs due to inflation and changes in environmental laws and regulations.

The "No Action" and “Delayed Action” alternatives for the Leeward Bikeway were rejected because: (1) they would fail to address HDOT’s objectives of constructing a continuous bikeway facility between ‘Ewa and Central O‘ahu; (2) they would fail to meet the access requirements of the 1980 deed transferring ownership of the former OR&L ROW to the State of Hawai‘i from the U. S. Government; and (3) they would fail to address planning and policy documents that previously identified the Leeward Bikeway for development. Because both alternatives would fail to meet the access requirements of the deed, it is possible that a forfeiture of the parcel back to the U. S. Government could result. Because of this, both the No Action and Delayed Action alternatives are considered infeasible.

2.6.2 Construction Alternatives Considered but Not Carried Forward

Design alternatives involving the proposed Leeward Bikeway that were considered but not carried forward included the following:

Widened Bikeway Facility

A 14-foot-wide bikeway was considered in lieu of the proposed 8-10-foot-wide Preferred Alternative. However, remnant railroad tracks are located in the center of the 40-foot wide former OR&L ROW between Philippine Sea Road and the West Loch Bike Path and there would be insufficient space remaining to support a widened bikeway. Providing a minimum of 4 feet clearance between the edge of the bikeway and the remnant railroad tracks, the area remaining would be limited to an 8-10 foot wide bikeway with 2-foot shoulders.

Rehabilitation vs. Retrofitting of Existing Railroad Bridges

Use of elements of the railroad bridges crossing over the Waikele and Kapakahi Stream Bridges within the alignment was considered but rejected in favor of retrofitting major elements of degraded bridge structures. Use of existing bridge components were considered but deemed infeasible due to severe corrosion and dilapidation. The project will retrofit the Waikele and Kapakahi Stream Bridges by utilizing clear span bridges capable of supporting a joint use bicycling and pedestrian path. The use of clear spans would avoid the potential for environmental impacts to the stream since no work would be required within the existing stream channels for construction activities. Work within the stream at Kapakahi Stream Bridges will be for maintenance dredging along the east and west banks of the stream beneath the bridge to improve stream flows.

Section 3
Environmental Setting, Potential Effects and Proposed Mitigation Measures

This section describes the existing environmental and public infrastructure setting, potential short- and long-term, secondary, and cumulative effects of the proposed project, and mitigation measures. Short-term effects are from construction and infrastructure repair activities, while long-term effects continue or occur after the project is completed. Secondary impacts are generally defined as those induced or caused by an action and are later in time or farther removed in distance, but are still reasonably foreseeable (40 Code of Federal Regulations [CFR] § 1500-1508). Potential cumulative effects may result from the incremental consequences of an action when added to other past, present, and reasonably foreseeable future actions (40 CFR §1508.7).

3.1 Physical Environment

3.1.1 Climate

The Island of O‘ahu has a mild subtropical climate which is characterized by abundant sunshine, persistent northeast tradewinds, relatively constant temperatures and moderate humidity. Mean monthly temperatures range from an average 80° Fahrenheit (F) in the summer months, to 70° F during the winter, with night and day temperatures differing by an average of 17°. Extreme fluctuations in temperature are moderated by proximity to the ocean and temperatures of 80° F and higher are not uncommon throughout the year. The average annual rainfall for O‘ahu is approximately 24 inches. According to data recorded by the University of Hawai‘i at Mānoa Geography Department, the mean annual rainfall for Waipahu was 24 inches in 2011, while data stations in the ‘Ewa Plain recorded a mean annual rainfall between 21 and 23 inches (Giambelluca et al., 2013). Average wind velocity in the area varies from 10 to 20 miles per hour (mph) (RMTC, 2009).

According to research conducted at the University of Hawai‘i (IPRC 2013, var.), the effects of climate change are increasingly evident in Hawai‘i: air temperature has risen; rain intensity has increased while total rainfall has decreased; stream flows have decreased; sea surface temperatures and sea levels have increased; and the ocean is becoming more acidic (SB No. 2745, 2012). Research is also in agreement that greenhouse gas (GHG) emissions, including carbon dioxide, methane, nitrous oxide, and fluorinated gases, are a key contributor to the increases in global atmospheric warming over the past century (EPA 2011, IPRC 2013). These trends are projected to continue to increase in the future posing unique and considerable challenges to Hawai‘i.

Findings published in the Hawaii Sea Level Rise Vulnerability and Adaptation Report (December 2017) by the State Climate Change and Mitigation Commission provides the first state-wide assessment of Hawaii’s vulnerability to sea level rise and recommendations to reduce exposure and sensitivity to sea level rise and increase adaption capacity. Sea level is rising at increasing rates due to global warming of the atmosphere and oceans and melting of the glaciers and ice sheets. Rising sea level and projections of stronger and more frequent El Niño events and tropical cyclones in waters surrounding Hawai‘i all indicate a growing vulnerability to coastal

flooding and erosion. While the Intergovernmental Panel on Climate Change's (IPCC) "business as usual" scenario, where GHG emissions continue at the current rate of increase, predicts up to 3.2 feet of global sea level rise by year 2100 (IPCC 2014), recent observations and projections suggest that this magnitude of sea level rise could occur as early as year 2060 under more recently published highest-end scenarios (Sweet et al. 2017). As such, questions remain around the exact timing of that rise due largely to uncertainties around future behavior of Earth's cryosphere and global GHG emission trajectories. For this reason, it is vital that the magnitude and rate of sea level rise is tracked as new projections emerge, plan for 3.2 feet of sea level rise now, and be ready to adjust that projection upward. It is also important to recognize that global sea level rise will not stop at the year 2100, but will likely continue on for centuries.

Potential Effects and Proposed Mitigation

The proposed project is not expected to result nor constitute a source of impact to rainfall resources or the climate of the project area or region. Trade wind, limited rainfall, and favorable temperature conditions of the Leeward Oʻahu area are anticipated to enhance and contribute to the public use of the Leeward Bikeway.

Climate change and sea level rise and associated coastal impacts are a concern for the State of Hawaiʻi and the world, and requires a global response. The existing Hawaiʻi infrastructure in low land areas are currently subject to potential inundation on a regular basis. Although sea level rise is projected to affect infrastructure in low land areas, the project would not result nor constitute a source of impact to the climate of the project area or region. The project is expected to result in long-term positive impacts to the climate by encouraging the use of bicycles as an alternative mode of transportation, which would help to decrease overall GHG emissions.

Potential impacts associated with climate change are being addressed through long-range planning. In 2014, the Hawaiʻi State legislature passed the Hawaiʻi Climate Adaptation Initiative Act (Act 83, 2014), and in 2017 it was expanded by Act 32 (Hawaiʻi Climate Change Mitigation and Adaptation Initiative). The purpose of the act is to address the effect of climate change by implementing a climate adaption plan. Studies supporting this plan projected sea level to rise one foot by 2050 and three feet by 2100. The Hawaiʻi State Legislature also passed a law (Senate Bill [SB] 2745) in 2012 that amends the State Planning Act to include climate change as one of the priority guidelines. The HDOT is engaged in efforts to develop adaptation strategies to address the long-term impacts of climate change. This includes collaborating with other agencies and incorporating climate change adaptation into project designs. The proposed project addresses climate change and is consistent with the priority guidelines (**Section 4.2.1**).

No significant secondary or cumulative impacts at the project site are anticipated from climate change, as plans for adaptation are established, e.g., Act 83, Hawaiʻi Climate Adaptation Initiative Act 2014.

Potential Impacts of Alternatives

No alternative considered for the proposed project is expected to affect the climate in the project area or region, or lead to an increase in the generation of GHGs.

3.1.2 Geology, Topography and Soils

Geology

The island of O‘ahu was created from two major shield volcano formations: the older, Wai‘anae Volcano, in the west and the larger and younger Ko‘olau Volcano in the east. Each experienced massive submarine landslides, the Wai‘anae Slump to the southwest and the Nu‘uanu Slide to the northeast. The remnants of these volcanoes and landslides form two roughly parallel mountain ranges extending generally from the northwest to southeast and joined by a central plateau. These range in age from approximately 2.9 million to 4 million years ago (YKE, 2009).

Topography

Changes in the topography of the ‘Ewa and Waipahu areas have been ongoing for the past century based on agricultural and residential uses, particularly with the cultivation of sugarcane and the development of the ‘Ewa region as the island’s secondary urban center. The proposed bikeway is located along the southwestern (leeward) slopes of the Wai‘anae Range on the western boundary of the ‘Ewa coastal plain. Slopes are gradual and nearly imperceptible along this plain. Along the first section of the Leeward Bikeway the elevation of the bikeway would be approximately 40 feet above mean sea level (MSL) near Philippine Sea Road and gradually decline to approximately 20 feet MSL where it connects with the southwest end of the West Loch Bike Path. The second section of the bikeway between the northeast end of the West Loch Bike Path and Waipahu Depot Street is along the coast of the West Loch Pearl Harbor and would be near sea level. See **Figure 27, Topography**.

Soils

The project land type is the Lualualei-Fill land-Ewa Association. According to the U. S. Department of Agriculture (USDA), Soil Conservation Service publication, “Soil Survey of the Islands of Kauai, Oahu, Maui, Molokai, and Lanai, State of Hawaii, 1972” this association consists of well-drained, fine textured and moderately fine textured soils on fans and in drainageways on the southern and western coastal plains. Soils found in this association are nearly level to moderately sloping. This association makes up about 14 percent of the land area of O‘ahu (USDA, 1972).

Several soil types comprise the project area (see **Figure 28, Soils Map**):

Leeward Bikeway Section 1, Philippine Sea Road to southwest end of West Loch Bike Path

- Honouliuli Clay, 0-2 percent slopes (HxA) – characterized by slow runoff and an erosion hazard that is no more than slight. This soil occurs in the lowlands along the coastal plains.
- Mamala stony silty clay loam, 0 to 12 percent slopes (MnC) – characterized by very slow to medium runoff and an erosion hazard that is slight to moderate. Stones, mostly coral rock fragments, are common in the surface layer.

Leeward Bikeway Section 2, Northeast end of West Loch Bike Path to Waipahu Depot Street

- Tropaquepts (TR) – characterized by poorly drained soils that are periodically flooded by irrigation in order to grow crops that thrive in water (such as taro or rice). They occur as nearly level flood plains.
- Pearl Harbor clay (Ph) – characterized by runoff that is very slow to ponded, with an erosion hazard that is no more than slight. This soil is found on low coastal plains adjacent to the ocean.

- Waipahu silty clay, 0 to 2 percent slopes (WzA) – characterized by slow or very slow runoff, and an erosion hazard that is none to slight. This soil is nearly level and occurs on dissected terraces adjacent to the ocean.
- Waialua silty clay, 0 to 3 percent slopes (WkA) – characterized by slow runoff and an erosion hazard that is no more than slight. Waialua soils are typically used for sugarcane.
- Waipahu silty clay, 6 to 12 percent slopes (WzC) - characterized by medium runoff and moderate erosion hazard. This soil is used for sugarcane and home sites.
- Helemano silty clay, 30 to 90 percent slopes (HLMG) – characterized by medium to very rapid runoff and an erosion hazard that is severe to very severe. This soil is typically found on the sides of V-shaped gulches.
- HxA (see description under Section 1).

Potential Effects and Proposed Mitigation

The potential for significant adverse effects to geology, topography and soils are not anticipated based on the limited scope and scale of the proposed project. The new bike path pavement would be at or near existing heights and would not affect the geology or topography of the area. Grading and excavation required for construction of the proposed bikeway would generally follow the topography within the former OR&L ROW and be designed to minimize cut and fill. The bikeway design will meet ADA accessibility standards for slopes with minimal ground disturbance.

The proposed project would involve minor grading, excavation and backfill activities to prepare the site for development. Earthwork would consist of minor grading to prepare the paving of the bikeway, retrofitting of bridges, and relocation of utilities. Prior to construction all known utilities and underground pipelines shall be identified by the contractor and shall be subsequently disconnected, removed, or avoided. No mitigation measures are necessary or recommended.

During construction, the potential for release of sediments in storm water runoff from excavated areas will be addressed through a CCH-approved Erosion Control Plan (ECP) that will be secured for this project. A NPDES permit will be obtained for this project from the State Department of Health (DOH), Clean Water Branch (CWB). The ECP and NPDES permit applications will provide for the use of Best Management Practices (BMPs) to prevent or mitigate the potential for impacts to State waters as a result of storm water runoff from the construction site.

No secondary or cumulative impacts to geology, topography and soils are expected during the operation of the proposed project, or during the implementation of other past, present, and reasonably foreseeable future actions.

Potential Impacts of Alternatives

No significant impacts to geology, topography, or soils are expected to result from this project or any project alternatives. Grading, excavation, and other construction activities required for the project will be in accordance with Federal, State, and CCH regulatory requirements.

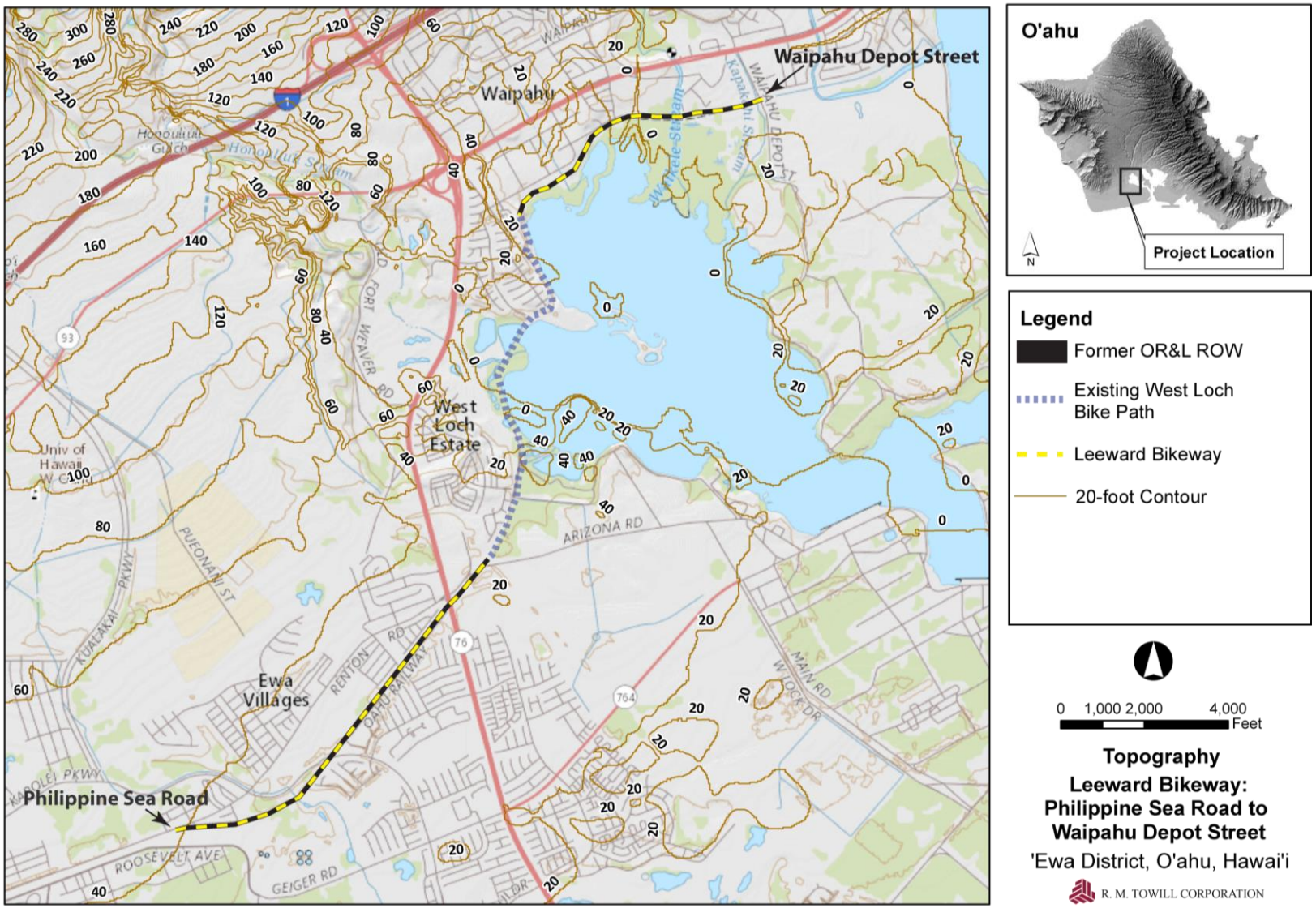

Figure 27. Topography

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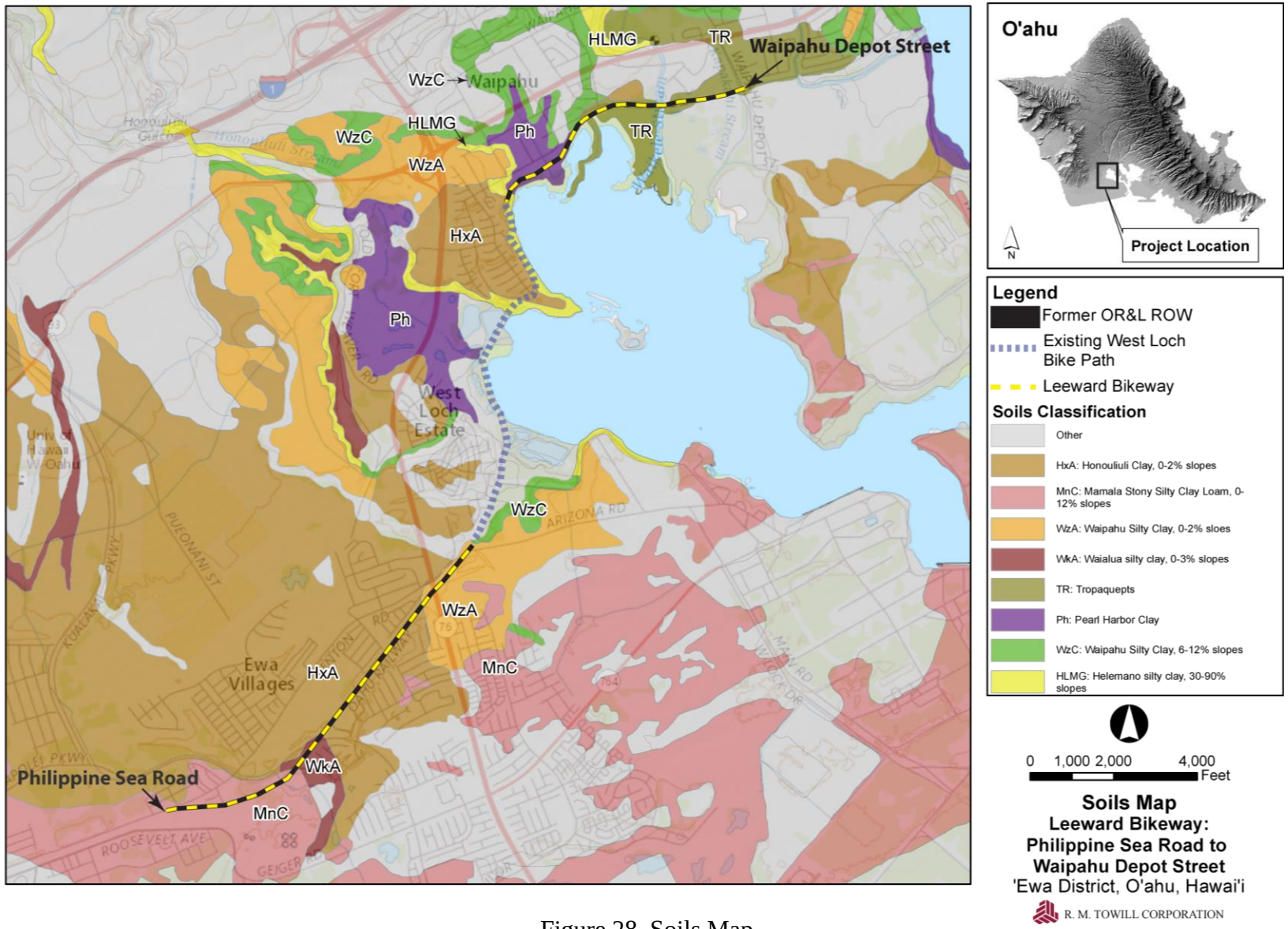

Figure 28. Soils Map

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3.1.3 Water Resources

Water resources relate to the availability and characteristics of water, including surface water and groundwater. Surface water may include marine water, rivers, streams (including intermittent streams), wetlands, runoff and drainage. Water resources are also concerned with supply and quality of the water, including groundwater contained in aquifers.

The relevant project area for water resources includes the surface water bodies, gulches and drainage features traversing and downgradient from the former OR&L ROW as well as the underlying aquifers. The proposed project site is located adjacent to the coastal West Loch area, while being approximately 1 mile inland of coastal areas in the ‘Ewa Plain area (Earth Tech, 2000).

Surface Water

Perennial and non-perennial streams cross the project area, as shown in **Figure 29**. Section 1 of the proposed bikeway includes one stream crossing: Kalo‘i Gulch (non-perennial). Section 2 includes three stream crossings: Hō‘ae‘ae Stream (non-perennial), and Waikele Stream (perennial), Kapakahi Stream (perennial). Further detail of each stream is provided below:

- ***Kalo‘i Gulch-*** The gulch is an intermittent water course, and is a part of the drainage network that emanates from the Wai‘anae Mountain Range and drains a portion of the Makakilo community. Water collected in Kalo‘i Gulch is conveyed under Interstate H-1 and continues towards the ocean from Kalaeloa. The existing bridge crossing the gulch would remain in use. Kalo‘i Gulch is not listed on the State DOH 303(d) Impaired list.
- ***Hō‘ae‘ae Stream –***The proposed bikeway would utilize an existing bridge crossing at the *Hō‘ae‘ae* Stream. No work would be required in, over or under the stream. The Hō‘ae‘ae Stream is not listed on the State DOH 303(d) Impaired list.
- ***Waikele Stream and Kapakahi Stream*** – The Waikele Stream originates in the Ko‘olau Mountains and drains the second largest watershed on O‘ahu. The Kapakahi Stream is a tributary of Waikele Stream, formed just north of the H-1 freeway. Both streams flow through the Pouhala Marsh and into Pearl Harbor (West Loch). These two stream crossings within the project area consist of the remnants of steel railroad bridges supporting petroleum pipelines which are part of O‘ahu’s Energy Corridor. Construction of the proposed bikeway would require retrofitting of the remnant railroad bridges traversing the two streams and minor maintenance dredging along the east and west bank of Kapakahi Stream beneath the bridge. Both streams are estuarine within the project extents and are listed on the State DOH 303(d) List of Impaired Waters (2016).

Storm water that falls on the project site generally drains toward the ocean, either over land, via streams, or through existing storm sewer systems and is discharged into West Loch Pearl Harbor or the Pacific Ocean at several locations. The nearby Pouhala Marsh would be protected by the distance between the path and wetland, and existing intervening vegetative buffers and fences. After completion of the bikeway improvements, storm water would continue to follow existing drainage patterns and utilize existing drainage infrastructure.

Potential Effects and Proposed Mitigation

No adverse effects to surface water resources are expected. Two perennial (Waikele and Kapakahi Stream) and two non-perennial (Kaloʻi Gulch and Hōʻaeʻae Stream) streams are traversed by the bikeway. Project activities potentially affecting water quality would involve the construction of the bikeway, retrofitting of the Waikele and Kapakahi Stream Bridges, and minor maintenance dredging along the banks of the Kapakahi Stream. Proposed bridge crossings will be designed and constructed to ensure that flows within these streams are unimpeded during normal flow and flood conditions. No wetlands are located within the project site (see **Section 3.1.5**).

During construction, there is the potential for storm water runoff (i.e., construction-related pollutants that have contacted or commingled with storm water runoff) and non-storm water runoff (i.e., polluted water used for construction activities) pollutants to discharge from the project site into nearby surface waters. Potential for adverse impacts to surface water from construction activities associated with this project would be addressed through the following proposed measures and practices:

- The CWA of 1977 (33 USC §§ 1251 et. seq.) regulates pollutant discharges that could affect aquatic life forms or human health and safety. Section 402 of the CWA requires a NPDES permit for point source discharges including storm water discharges associated with construction activities. The DOH-CWB issues the NPDES for Hawaiʻi waters. An NPDES permit would be filed with the DOH-CWB based on the use and disturbance of a land area that would exceed 1.0 acres and the discharge of storm water from the construction site to State waters. All work within State waters will be coordinated the DOH, CWB to identify requirements pertaining to their jurisdiction under Section 401, WQC. BMPs would be employed to prevent soil loss and sediment discharges from work sites. Project activities and operation of the system following project completion would comply with DOH regulations as set forth in HAR, Title 11 Chapter 54 - Water Quality Standards, and Chapter 55 - Water Pollution Control.
- The RHA of 1899 gives the U. S. Army Corps of Engineers (USACE) jurisdiction over construction activities for any action affecting navigable "Waters of the United States" (WOUS). Because the Waikele and Kapakahi Streams are both tidally-influenced, they are categorized as navigable waters and fall under USACE jurisdiction. Maintenance dredging work proposed within the Kapakahi Stream would require the filing of a Department of the Army permit. All work in WOUS and potential mitigation, will be coordinated with the USACE, Honolulu Branch.
- Removal of any existing illegally dumped waste material within the ROW could occur during clearing and grading activities. In the event that subsurface contamination is encountered, it will be identified and handled appropriately in accordance with State of Hawaiʻi and Environmental Protection Agency (EPA) regulations. A mitigation plan and measures would be in place to address unforeseen pipeline breakage or punctures during bridge work/ pipeline relocation and/or during grading activities. To mitigate problems in transporting hazardous materials and wastes, transporters of such materials are required follow HDOT and EPA regulations.

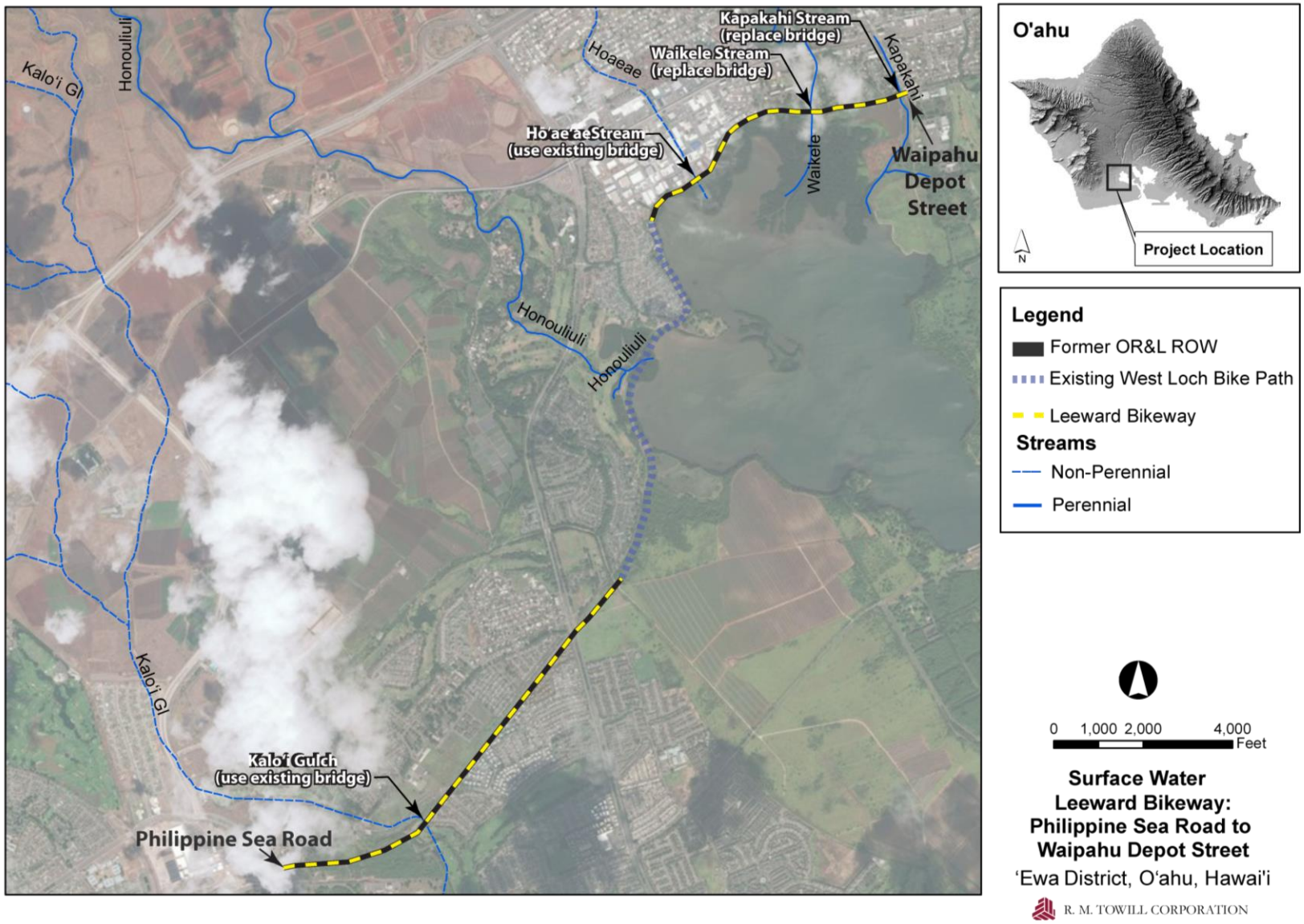

Figure 29. Surface Water Map

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- Discharge pollution prevention measures would be employed during all phases of the project. Control measures would be in place and functional before construction activities begin, and would be maintained throughout the construction period. A site-specific plan to prevent runoff and the discharges of other pollutants into State waters, including removal procedures for the construction site BMPs, would be prepared by the construction contractor as part of the project construction plan. The construction plan would be submitted to the DOH-CWB for review. Natural drainage flows will be maintained for the duration of the project so as not to affect the movement of fish and other aquatic species upstream and downstream of the project site.
- Project BMPs will include guidelines and mitigation measures to prevent runoff, discharge pollution, and other detrimental impacts related to construction activities. In addition, BMPs will include contingency plans to respond to heavy rainfall conditions.
- Mitigation measures, in addition to the discharge pollution controls described above, shall include, but not be limited to, the following:
    - Clearing and excavation shall be held to the minimum necessary to meet project design and construction plan requirements.
    - Construction shall be phased to minimize the exposure time of cleared or excavated areas. Existing ground cover shall not be destroyed, removed or disturbed more than 20 calendar days prior to the start of construction.
    - Stabilization shall be accomplished by temporarily or permanently protecting the disturbed surface from rainfall impacts and runoff.
    - Storm water flowing toward active project areas shall be diverted as much as practicable using appropriate controls, including berms and silt fences, as determined by the contractor according to site conditions.
    - Areas that remain unfinished for more than 30 calendar days shall be hydro-mulched or seeded to provide temporary soil stabilization.
- The contractor, based on professional experience and site conditions, may modify the proposed BMP mitigation measures as necessary to account for unanticipated or site specific conditions.

With implementation of the above measures, no direct, secondary, or cumulative adverse impacts to surface water resources in the area are expected.

Potential Impacts of Alternatives

Under the No Action Alternative, the bikeway would not be constructed, Waikele and Kapakahi Stream Bridges would not be replaced, and maintenance dredging would not be completed along the banks of Kapakahi Stream. This would result in the lack of the use of the area for recreational use and the continuing decline in stream flows in Kapakahi Stream.

All Build Action Alternatives would involve work over the Waikele and Kapakahi Stream for the retrofitting of the two remnant railroad bridges and within Kapakahi Steam for the minor maintenance dredging along the east and west banks. No significant impacts to surface water resources are expected to result from this project or any project alternatives.

Groundwater

An important source of groundwater supply for the Island of O‘ahu is an exceptional lens of basal groundwater in the Honolulu-Pearl Harbor area (USDA, 1972). Southern O‘ahu’s coastal plain is underlain by sedimentary deposits that form a caprock which retards the seaward movement of fresh groundwater from the basal aquifer. The caprock extends along the coastline from 800 to 900 ft below sea level.

O‘ahu has been divided into seven major groundwater areas, primarily on the basis of geologic or hydrologic differences. The most important sources of ground water in Hawai‘i are from the freshwater parts of these systems in volcanic rocks (USGS, 1999).

The project area is located within the designated Southern O‘ahu freshwater lens groundwater area (see **Figure 30, O‘ahu Groundwater**). A freshwater-lens system includes a lens-shaped freshwater body, an intermediate transition zone of brackish water, and underlying saltwater. The transition zone can be quite thick (several tens to hundreds of feet) depending on the extent of mixing between freshwater and saltwater. Freshwater-lens systems are found in dike-free volcanic rocks and sedimentary deposits under confined or unconfined conditions.

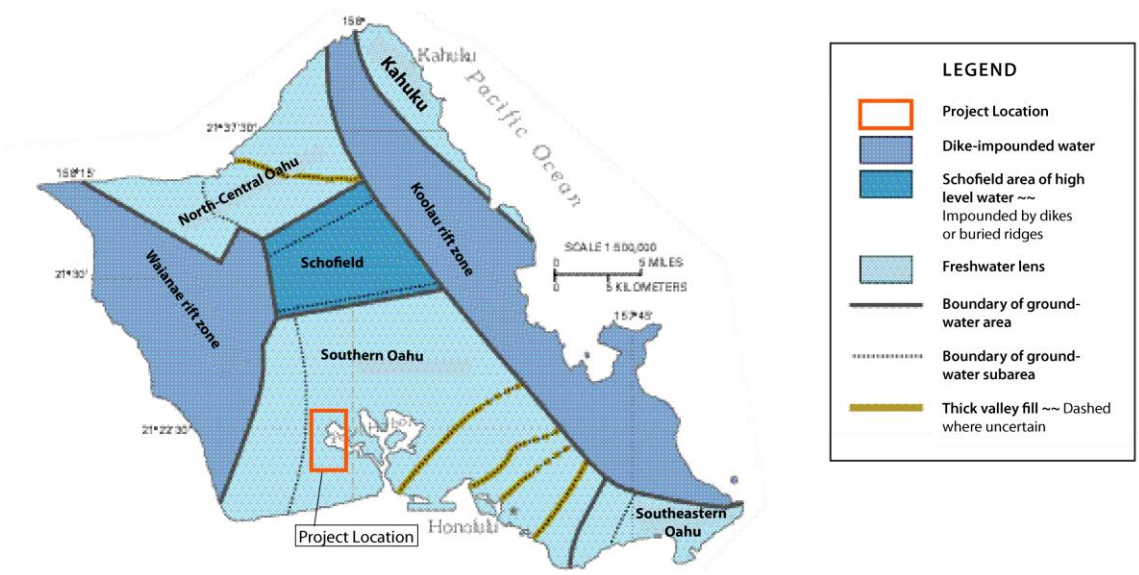

Figure 30. O‘ahu Groundwater

This potable, artesian ground water resource, known as the Southern O‘ahu Basal Aquifer (SOBA), lies in part beneath the ‘Ewa region, and is designated a sole source aquifer by the EPA in accordance with the Safe Drinking Water Act of 1974. A sole source aquifer is defined as supplying 50 percent or more of the drinking water for an area. Once an aquifer is given this

designation, any project planned in areas above the aquifer receiving Federal funds must be coordinated with the Region 9 EPA Office in San Francisco.

The Pearl Harbor aquifer is located within the SOBA and is O‘ahu’s largest freshwater aquifer. This aquifer system fulfills approximately 60 percent of O‘ahu's drinking water requirements. This includes 100 percent of the water consumed in the central O‘ahu-‘Ewa area, 60 percent of the Leeward Coast’s drinking water, and 50 percent of urban Honolulu’s drinking water (Yoshishige 1993 in USFWS, 2010).

Potential Effects and Proposed Mitigation

Ground-altering activities that threaten Sole Source Aquifers are typically associated with well drilling and other activities that require boring to considerable depth. Ground alterations required for the proposed bikeway would be limited to minor grading, and debris and vegetation removal.

The project would extend approximately (-) 16 inches below the ground surface for installation of the bikeway, and approximately (-) 1 to (-) 5 feet or more below the ground surface for the relocation of utilities and storm drain improvements. Existing utility poles along Waipahu Depot Street requiring relocation would be reconstructed and would require disturbance to a depth of approximately (-) 13 feet or more to accommodate sufficient footing depths. Retrofitting of the Kapakahi Stream Bridge would require disturbance to a depth of approximately (-) 95 feet or more, and retrofitting of the Waikele Stream Bridge would require disturbance to a depth of approximately (-) 50 feet or more. The depth of work required for the bridge work is to accommodate the use of micropiles for the bridge foundations.

The project is not expected to have any significant impacts to groundwater or hydrogeological resources in the area. The groundwater where the bridge work will be installed is tidally influenced and brackish. Appropriate mitigative measures and controls would be applied consistent with sound engineering and operating practices for the protection of groundwater.

No short- or long-term, secondary, or cumulative adverse impacts to groundwater resources are expected to result from this project.

Potential Impacts of Alternatives

No significant impacts to groundwater or hydrogeological resources are expected to result from this project or any project alternative.

3.1.4 Drainage

Storm water runoff throughout the project area is conveyed in both natural drainage channels and improved drainage systems comprised of concrete pipes, culverts, drain inlets, and lined and unlined ditches. Surface water drainage typically begins high in the mountains during rainstorms and proceeds down gradient, collecting in streams and dry gulches. A portion of surface water infiltrates through the streambeds and over sections of the ‘Ewa Plain across the project area, recharging the underlying aquifer. Potential drainage issues arise when gulches or streams are changed in their course or carrying capacity, causing flooding and scour damage, which in turn

affects water quality downstream, ultimately polluting marine water bodies and decreasing the supply and quality of groundwater sources.

The project would benefit from improvements already made to the former OR&L ROW, as well as extensive regional drainage systems constructed to support master planned communities in Central O‘ahu and ‘Ewa, such as West Loch, ‘Ewa Villages, and Villages of Kapolei.

Because the proposed bikeway and former OR&L railroad bed is raised above the existing topography in many areas, these elevated portions of the project area have the potential to adversely impact drainage. However, existing drainage culverts will be maintained during the development of the proposed bikeway (Earth Tech, 2000).

Potential Effects and Proposed Mitigation

No adverse primary, secondary, or cumulative effects to drainage are expected to result from development or long-term use of the Leeward Bikeway. Existing drainage patterns will be maintained and current facilities kept intact. No new drain inlets are proposed. Storm drain improvements near Kapolei Parkway will include construction of a new catch basin and replacement of existing subdrain lateral pipes (6” perforated pipe) affected by the median work. Short-term and long-term effects on storm water drainage are outlined below for the project components.

Planned improvements would require grading work to achieve proper elevations and grades for construction of the bikeway, minor maintenance dredging along the banks of Kapakahi Stream, and drainage improvements at Kapolei Parkway. Potential impacts include discharge of sediments or other pollutants in construction-related storm water runoff. During construction, project activities will be conducted in compliance with HAR 11-54 Water Quality Standards, HAR 11-55 Water Pollution Control, and CCH grading and erosion control standards. Because planned improvements will result in more than one acre of ground disturbance during construction, project activities will be subject to a NPDES for Storm Water Discharges Associated with Construction Activity from the State DOH-CWB. The permit requires implementation of BMPs, including site management measures and physical controls (e.g. diversion berms, silt fences, detention ponds) to reduce pollutants in construction storm water runoff and ensure that the project complies with State water quality standards. BMPs under the Section 10 and 404, Department of the Army Permit, and Section 401, WQC, would also be adhered to.

General BMPs would include the following:

General BMPs

- Limit construction near drainageways to avoid the potential for release of sediments into storm water.

Before Construction

- Existing ground cover will not be destroyed, removed or disturbed more than 20 calendar days prior to start of construction.

- Erosion and sediment control measures will be in place and functional before earthwork may begin, and will be maintained throughout the construction period. Temporary measures may be removed at the beginning of the work day, but shall be replaced at the end of the work day.

During Construction

- Clearing shall be held to the minimum necessary for grading, equipment operation, and site work.
- Construction shall be sequenced to minimize the exposure time of cleared surface areas. Areas of one phase shall be stabilized before another phase can be initiated. Stabilization shall be accomplished by protecting areas of disturbed soils from rainfall and runoff by use of structural controls such as PVC sheets, geotextile filter fabric, berms or sediment basins, or vegetative controls such as grass seeding or hydromulch.
- Temporary soil stabilization with appropriate vegetation shall be applied on areas that remain unfinished for more than 30 calendar days, and permanent soil stabilization using vegetative controls shall be applied as soon as practicable after final grading.
- All control measures shall be checked and repaired as necessary, e.g., weekly in dry periods and within 24 hours after any heavy rainfall event. During periods of prolonged rainfall, daily checking shall be conducted.

Following Construction

- All areas of ground disturbance will be stabilized with landscaping consisting of various plant species and ground covers.

During Adverse Weather Conditions

- The contractor shall listen to weather reports daily while conducting work. If an emergency weather warning is issued, work shall cease. All equipment and materials shall be secured against wind, rainfall and flooding, and the work area cleared of construction debris to the extent practicable. Work shall not resume until conditions improve and weather warnings are rescinded.
- Prior to recommencement of work activities following an event, the Contractor shall inspect all BMPs, including silt fence, sandbag barriers, and stabilized construction entrance, to ensure that they are not damaged, and that all BMP's are properly installed and functioning
- Construction materials and debris that is dispersed due to wind or rainfall shall be collected by the Contractor and reused or disposed of in compliance with State and County regulations.

Impacts related to construction activities would be of short duration and cease upon completion of the project.

Construction of the bikeway would result in an increase in impervious area and related surface runoff. Due to the narrow, linear nature of the path, the increase in runoff from project improvements is expected to be slight in relation to the size of the project

corridor. During and following construction of the Leeward Bikeway storm water discharges are not expected to generate significant concentrations of storm water runoff that would adversely affect coastal ecosystems. Following construction, storm water will sheet-flow off the linear path surface and percolate into adjacent groundcover areas or drain into the existing storm drain system.

Potential Impacts of Alternatives

No significant impacts to drainage are expected to result from this project or any project alternative.

3.1.5 Wetlands

The USACE and EPA define wetlands as: *those areas that are inundated or saturated by surface or ground water at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions*. Wetlands generally include swamps, marshes, bogs, and similar areas. The USACE evaluates three indicators of wetlands when making wetland determinations: (1) vegetation; (2) soil; and (3) hydrology. All three characteristics must be present during some portion of the growing season for an area to be a wetland. If the area occurs in a floodplain or otherwise has low spots in which water stands at or above the soil surface during the growing season, it meets the criteria for wetland hydrology.

Native wetland ecosystems on O‘ahu have undergone tremendous changes over time. As human populations expanded, residential, commercial, and agricultural developments and other activities have contributed to the loss of wetland habitats. Accidental and intentional introductions of non-native plants and animals have also been factors in the decline of wetland ecosystems.

There are U. S. Fish and Wildlife Service (USFWS) National Wetlands Inventory coded wetlands in the immediate vicinity of the proposed project site; these include Estuarine and Marine Wetlands (Classification: E2FO3N) and Estuarine and Marine Deepwater (Classification: E1UBL). The wetland most relevant to the proposed project is the Pouhala Marsh, which borders Section 2 of the proposed Leeward Bikeway to the south. The nearshore waters within Pouhala Marsh adjacent to the project site are classified by the USFWS as Estuarine and Marine Wetland and are designated E2FO3N (USFWS, 2017).

The following is the USFWS description for code E2FO3N (**Figure 31**):

> **E -** System ESTUARINE: The Estuarine System consists of deepwater tidal habitats and adjacent tidal wetlands that are usually semi enclosed by land but have open, partly obstructed, or sporadic access to the open ocean, and in which ocean water is at least occasionally diluted by freshwater runoff from the land. The salinity may be periodically increased above that of the open ocean by evaporation. Along some low-energy coastlines there is appreciable dilution of sea water. Offshore areas with typical estuarine plants and animals, such as red mangroves (*Rhizophora mangle*) and eastern oysters (*Crassostrea virginica*), are also included in the Estuarine System.
>
> **2 -** Subsystem INTERTIDAL: The substrate in these habitats is flooded and exposed by tides; includes the associated splash zone.
>
> **FO -** Class FORESTED: Characterized by woody vegetation that is 6 m tall or taller.

3 - Subclass Broad-Leaved Evergreen: Woody angiosperms (trees or shrubs) with relatively wide, flat leaves that generally remain green and are usually persistent for a year or more; e.g. red mangrove (*Rhizophora mangle*).

N - Water Regime Regularly Flooded: Tides alternately flood and expose the substrate at least once daily.

Pouhala Marsh serves as an intermediate wetland to serve birds migrating between the Honouliuli and Waiawa Units of the Pearl Harbor National Wildlife Refuge (PHNWR). Both Pouhala Marsh and PHNWR are discussed in more detail below.

Pouhala Marsh

The Pouhala Marsh is a 70-acre tidal wetland located west of Waipahu Depot Street, the proposed project terminus (**Figure 31**). The former OR&L ROW and proposed location of Section 2 of the Leeward Bikeway traverses just mauka of the Pouhala Marsh for approximately 6,500 feet. Pouhala Marsh is the largest remaining wetland in the Pearl Harbor complex. The marsh is owned by the CCH and the State of Hawaiʻi. The State Department of Land and Natural Resources (DLNR), Division of Forestry and Wildlife (DOFAW) manages the area as a wildlife sanctuary through a land lease agreement with the City (USFWS 1995).

The State Land Use designation is "Conservation" (C) with a subzone designated as "Protected". The CCH Zoning designation for the marsh is "Open" and the entirety of Pouhala Marsh is within the SMA. The marsh is considered part of the Waikele watershed and is comprised of a remnant fishpond and coastal marsh in the West Loch area of Pearl Harbor (DLNR, 2017).

The USFWS has identified Pouhala Marsh as a "wetland of critical concern" for protection and habitat enhancement, as it serves as habitat for native endangered waterbirds and several species of migratory shorebirds. Efforts are being made to restore the original wetlands through invasive plant removal, refuse removal, native outplantings, fencing to prevent predation, trespassing, and illegal dumping (DLNR, 2017). Restoration activities also include sculpting basins, levee removal, debris removal, placement of fish screens, fencing and removal of fill material.

Pearl Harbor National Wildlife Refuge (PHNWR)

The PHNWR is comprised of three units on the southern portion of Oʻahu: the Kalaeloa Unit, Honouliuli Unit, and the Waiawa Unit (USFWS, 2010) (**Figure 32**). While none of the PHNWR units are within the vicinity of the project site, the Pouhala Marsh serves as an intermediate wetland to serve birds migrating between the Honouliuli and Waiawa Units. The Honouliuli Unit located on the west side of West Loch Pearl Harbor and Waiawa Unit located on the east side of Middle Loch Pearl Harbor are managed under a cooperative agreement between the USFWS and U. S. Navy to provide wetland habitat for four of Hawaiʻi's endangered waterbirds: aeʻo (Hawaiian stilt), ʻalae, keʻokeʻo (Hawaiian coot), ʻalae ʻula (Hawaiian moorhen), and koloa maoli (Hawaiian duck).

Potential Effects and Proposed Mitigation

The identified wetland areas are located outside of the project site and would therefore not be directly impacted by the proposed project. The potential for temporary construction related impacts to the wetlands and waters of Pouhala Marsh are anticipated to be primarily from discharges associated with storm water runoff. The nearby Pouhala

Marsh would be protected by the distance between the path and wetland, and existing intervening vegetative buffers and fences. Additionally, the proposed bikeway would have a consistently higher elevation than Pouhala Marsh and therefore is not expected to affect the marsh. No long term impacts to Pouhala Marsh are expected from the operational use of the bikeway.

Construction activities would be completed with as little disruption as possible to wetland-related areas of concern. Runoff from construction areas would be regulated through adherence to the NPDES permit conditions. BMPs would be employed to prevent soil loss and sediment discharges from work sites. Project activities and operation of the system following project completion would comply with DOH regulations as set forth in HAR, Title 11 Chapter 54 - Water Quality Standards, and Chapter 55 - Water Pollution Control. BMPs under the Section 10 and 404, Department of the Army Permit and Section 401, WQC would also be adhered to.

Mitigation measures for construction equipment and supplies, including petroleum products, are expected to consist of confined storage areas away from stream and wetland areas. Storage containers would be equipped with containment devices to contain spills or releases. All refueling and maintenance activities would take place on paved land, away from sensitive areas. To the extent possible, equipment would be kept free of pollutants during construction activities.

Garbage and waste receptacles would be provided on site for waste containment. All wastes would be removed from the project area after completion of the project.

A contingency plan to control accidental spills of petroleum products shall be developed and implemented at the project site. Absorbent pads and containment booms shall be stored on site to facilitate quick response and clean-up of any spills. The contractor would not dump any material in the streams or wetlands.

Construction storm water runoff toward the ocean will be controlled through the implementation of the controls identified in **Section 3.1.3** and **Section 3.1.4** for the construction of the proposed bikeway facility. If water is encountered and removed during construction of the proposed project, any such discharged water must comply with federal NPDES requirements. During operation of the proposed project, a BMPs plan and an ECP will be implemented.

No direct, secondary, or cumulative adverse impacts to the area wetlands are expected and no further mitigation is anticipated to be required. All work proposed would adhere to USACE, DOH, and CCH regulatory requirements.

Potential Impacts of Alternatives

No significant impacts to wetlands are expected to result from this project or any project alternatives.

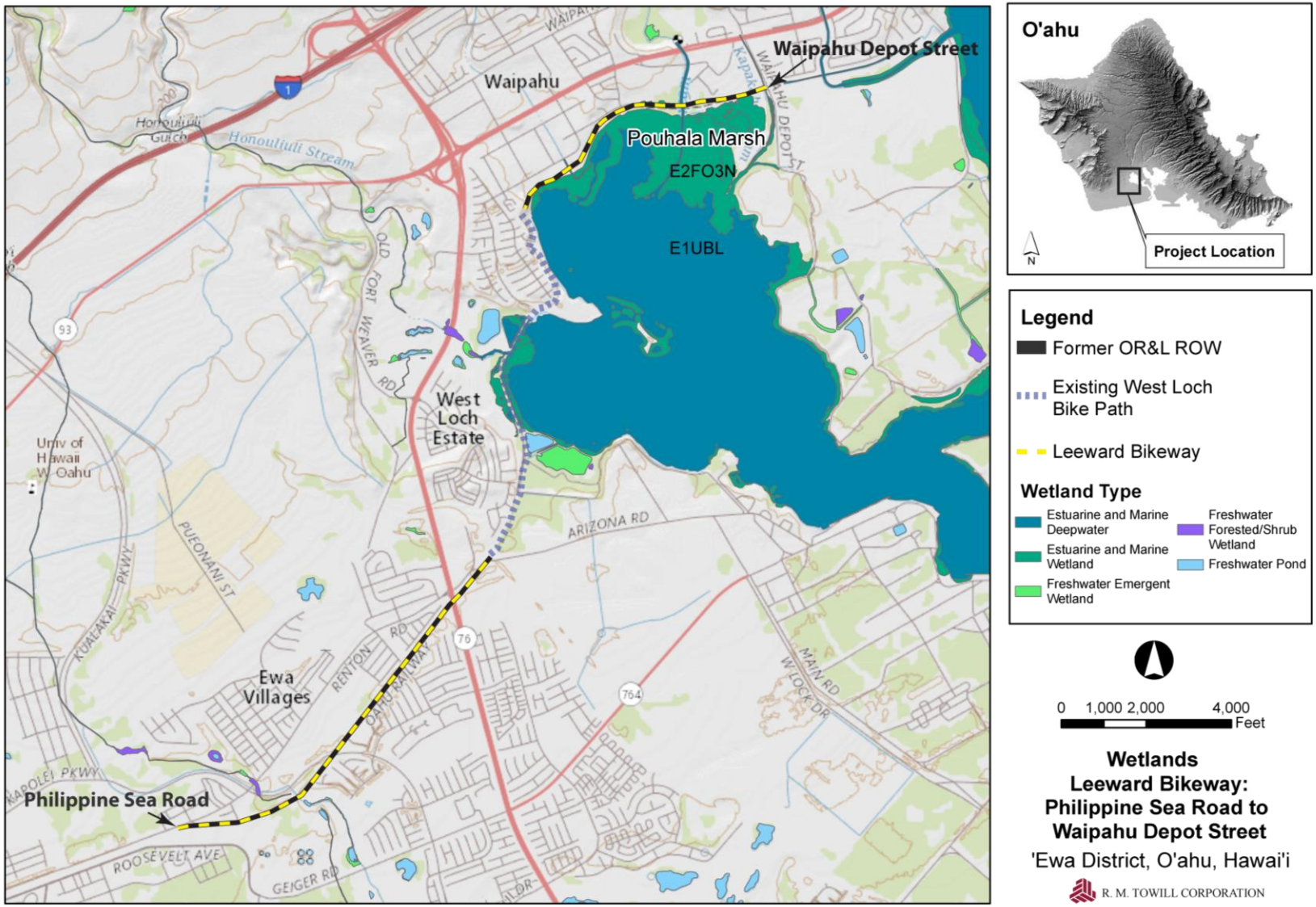

Figure 31. Wetlands (Pouhala Marsh)

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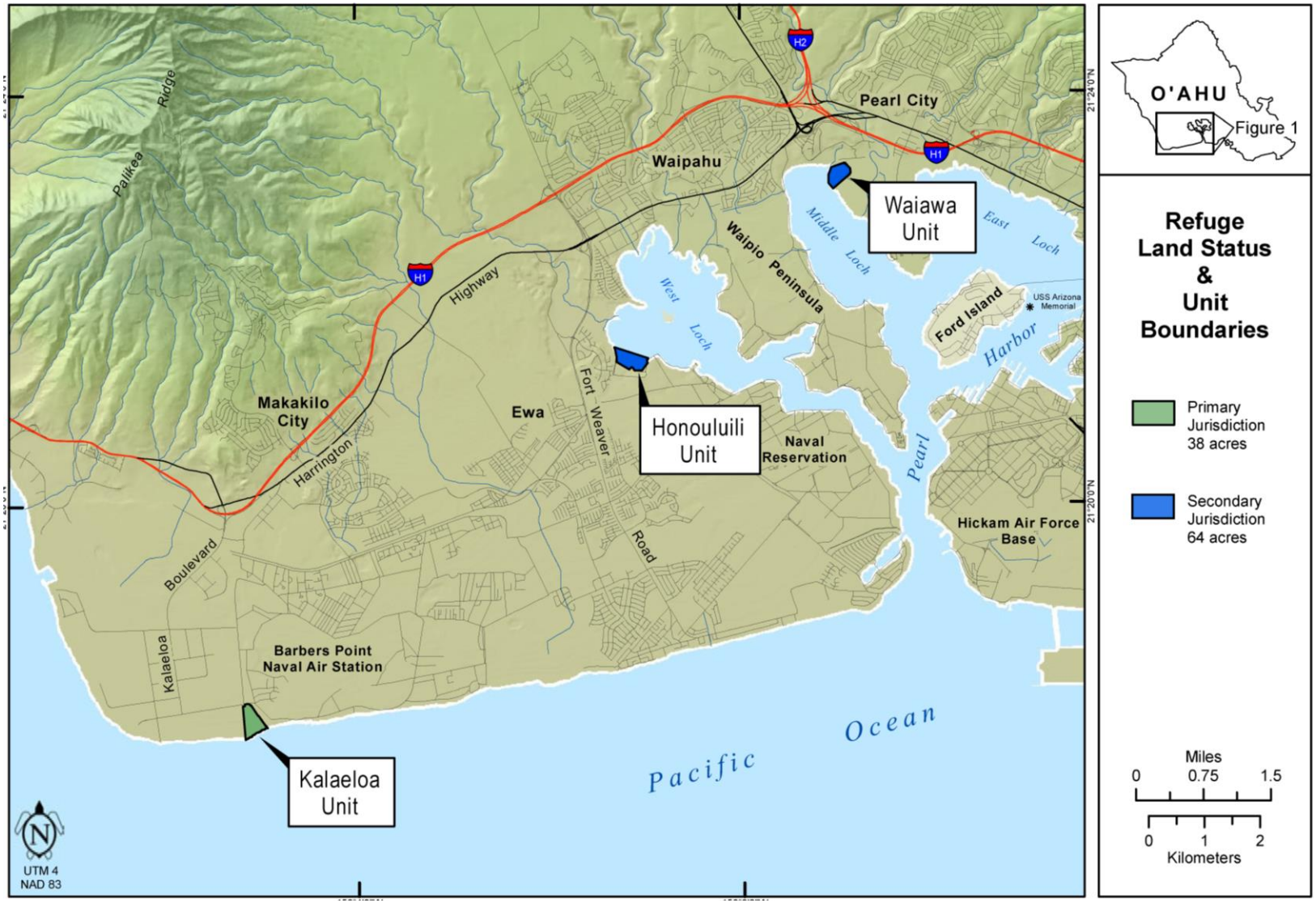

Figure 32. Pearl Harbor National Wildlife Refuge (PHNWR) Units, USFWS 2010

3.1.6 Natural Hazards

Seismic Hazard

Natural hazards in the Hawai‘i region are infrequent and rarely destructive. The most frequent are small earthquakes that usually go unnoticed. Earthquakes occurring in Hawai‘i are closely linked to volcanic activity. Numerous earthquakes take place every year, with the majority occurring beneath the island of Hawai‘i. **Figure 33, State of Hawai‘i Seismicity**, illustrates the estimated risk of earthquakes using the measure of ground motion hazard as measured by peak ground acceleration. The color scale shows O‘ahu with reduced risk (USGS, 2007).

Structures associated with the proposed bikeway will comply with the International Building Code (IBC), which provides minimum design criteria to address potential for damage due to seismic disturbances. The IBC seismic provisions contain six seismic zones, ranging from 0 (no chance of severe ground shaking) to 4 (10% chance of severe shanking in a 50-year interval). Currently, O‘ahu lies within the IBC seismic risk zone 2, indicating a moderate risk of damage from earthquake (USGS, 1997).

Potential Effects and Proposed Mitigation Measures

The project would be constructed for a long-term design life in accordance with current IBC seismic design standards for O‘ahu. Components of the bikeway most susceptible to potential earthquake damage include the retrofitting of two bridge crossings at Waikele and Kapakahi Streams. The retrofitted bridge structures would be subject to maintenance and upkeep as a part of the State’s transportation infrastructure. No direct, secondary or cumulative impacts related to seismic hazards are expected.

Potential Impacts of Alternatives

No significant impacts due to seismic hazards are expected to result from this project or any project alternatives.

Flood Hazard

Sudden high waves and the strong currents they generate are perhaps the most consistent and predictable coastal hazard in the State of Hawai‘i. Because the project site is situated along the shore line of West Loch Pearl Harbor, it is susceptible to flooding.

Executive Order 11988, Floodplain Management, requires Federal agencies to take action to reduce the risk of flood damage; minimize impacts of floods on human safety, health, and welfare; and restore and preserve natural and beneficial values served by floodplains. Federal agencies must consider the proximity of their actions to or within floodplains.

According to Federal Emergency Management Agency (FEMA) Flood Insurance Rate Maps (FIRMs) for the project area, the project area is characterized by the following flood zone designations (**Figure 34):**

- **A** – Areas of 100 year flood, base flood elevations not determined.
- **AE** – Areas of 100 year flood, base flood elevation determined.
- **X** – Areas determined to be outside the 100 year flood plain.
- **D** – Areas in which flood hazard is undetermined but flooding is possible.

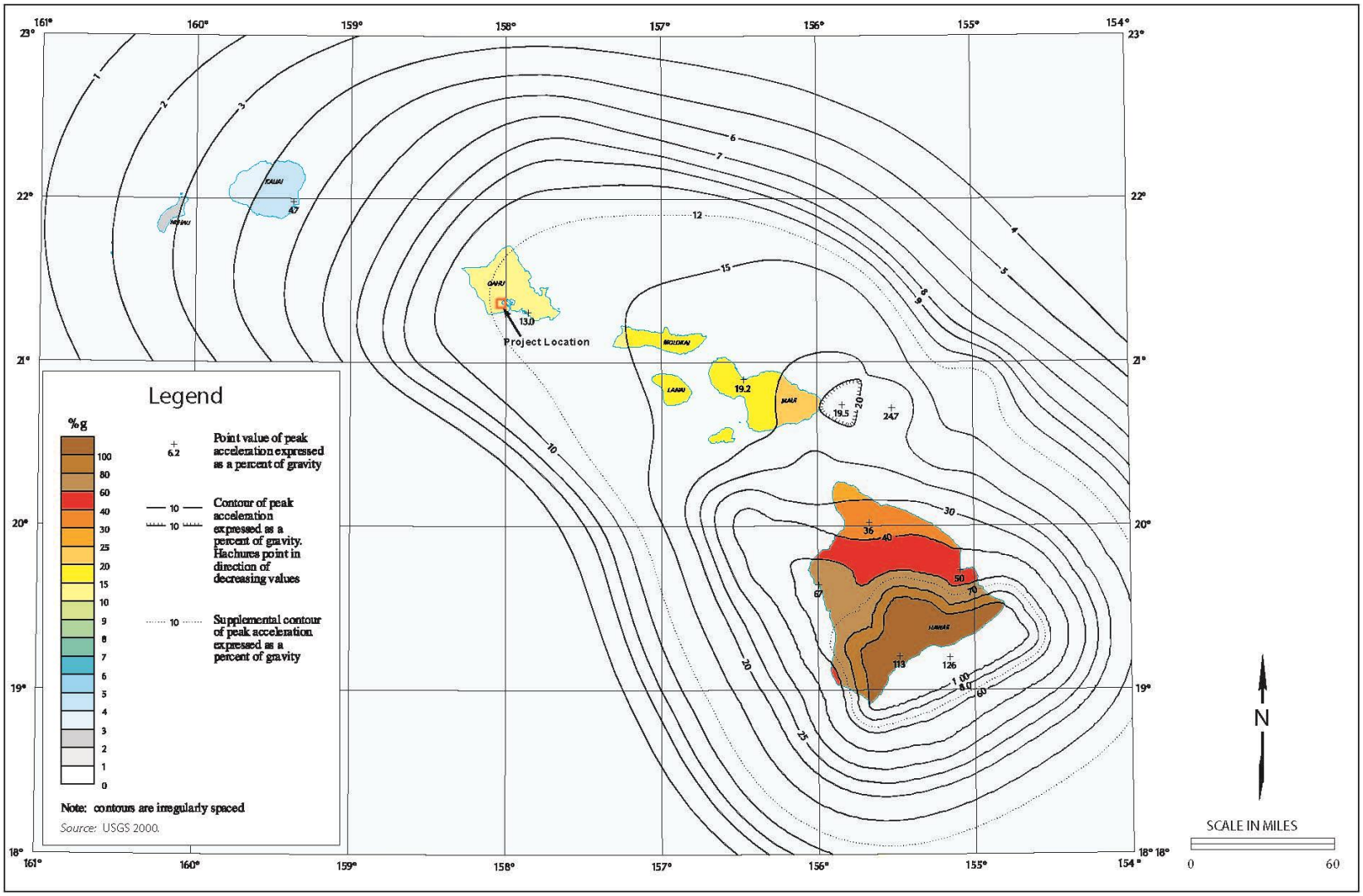

Figure 33. State of Hawai‘i Seismicity

Section 1 of the bikeway is predominantly within flood zone "X" an area determined to be outside the 100 year flood plain, and "D," where flood risk is not determined but flooding is possible (FIRM panels 0310G and 0326G, 2011). The relatively flat topography and mid-plain location of this section of the bikeway does not generate flood risk concerns.

Section 2 of the bikeway is primarily located within a flood zones "AE" and "D" (FIRM Panel 0328G, 2011). Zone AE includes areas subject to inundation by the 1 % annual flood. This section of the proposed bikeway borders an area that is designated as VE, which denotes areas of 100 year coastal flood with velocity (wave action).

Within this section of the bikeway areas of flood risks have been identified near the drainage areas of the Waikele and Kapakahi Streams, which are located in the Waipahu flood plain, a flood plain expected to be inundated during a 100-year flood.

Potential Effects and Proposed Mitigation

The project is not expected to exacerbate flood conditions. The proposed project involving the construction of a bikeway is located in Special Flood Hazard Area Zone AE which includes areas subject to inundation by the 1 % annual flood. The project is not expected to be significantly impacted based on its location within the FEMA Flood Zone X, D, or AE. It is noted that no habitable structures are proposed that would constitute an unreasonable risk to life or property. Given the requirement for the proposed project to be located within the former OR&L ROW in proximity of the shoreline, the proposed use is considered reasonable and is not expected to result in significant direct, secondary or cumulative impacts on the flood conditions of the area.

Existing railroad bridges spanning the Waikele Stream and Kapakahi Stream would be replaced as part of the proposed project to accommodate the bikeway. Bridge designs will be at or above base flood elevations established under the National Flood Insurance Program, and conform to the "no-rise" requirements of FEMA, which prevent any addition to floodplain damage potential.

All proposed project improvements and any future improvements to transportation facilities located within the floodway will be subject to professional engineering studies to certify that the improvements will not impede the flow of floodwaters and will not otherwise exacerbate flood or storm wave conditions. As required, storm water flows will be managed through the project's drainage control system as designed in accordance with applicable Federal, State, and CCH standards.

No direct, secondary or cumulative impacts due to flood hazards are expected. No further mitigation measures related to flooding are planned or proposed.

Potential Impacts of Alternatives

No significant impacts due to flood hazards are expected to result from this project or any project alternatives.

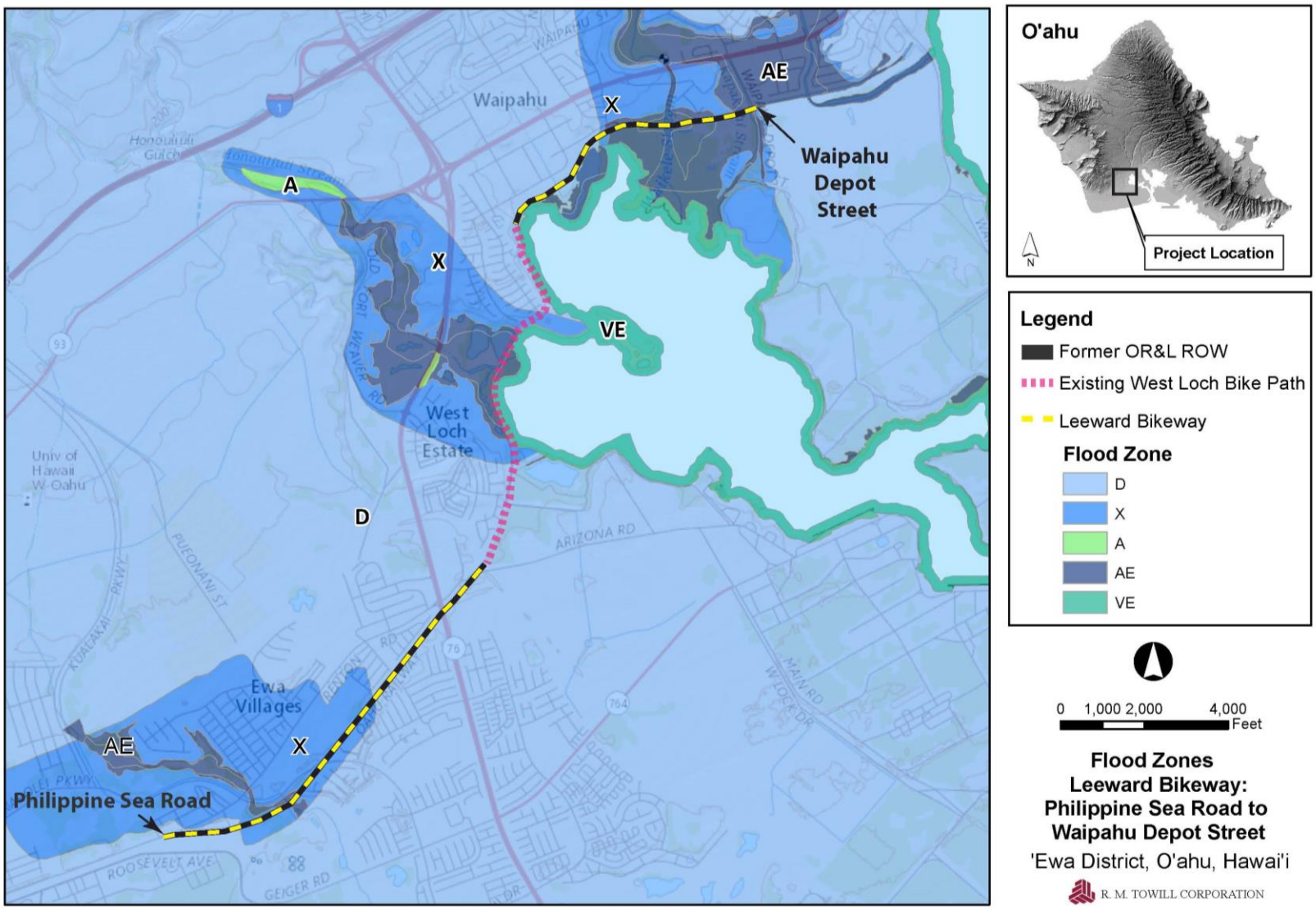

Figure 34. Flood Zones

Hurricanes and High Winds

Hurricanes are strong tropical winds with wind speeds greater than 74 mph. They often come with heavy rains and, depending on the wind speeds, can damage on-shore buildings and structures and vessels within the harbor. Hurricanes occasionally approach the Hawaiian Islands, but rarely reach the islands with hurricane force wind speeds. The most recent hurricane events included Iniki in 1992 which mainly affected the Island of Kaua‘i, and Iselle in 2014 which mainly affected the Island of Hawai‘i. Passing hurricanes generate high wave heights along the south-facing shores of O‘ahu and may coincide with a high tide and typically generate a strong storm surge. The wave action generated by hurricane ‘Iniki (1992) on O‘ahu varied from 10-20 feet.

Hurricanes are more prone to affect the Hawaiian Islands from the late summer to early winter months. During hurricanes and storm conditions high winds cause strong uplifting forces on structures, particularly roofs. Wind-driven materials and debris can attain high velocity, causing devastating property damage and harm to life and limb. It is difficult to predict when these natural occurrences may occur, but it is reasonable to expect that future events will occur. The project area is, however, no more or less vulnerable than the rest of O‘ahu to the destructive winds and torrential rains associated with hurricanes.

Potential Effects and Proposed Mitigation

The bikeway and related bridge structures would be designed to meet or exceed the minimum requirements of the AASHTO Load Resistance Factor Design (LRFD) specifications for pedestrian and bicycle use to withstand the design hurricane.

The section of the project located along West Loch Pearl Harbor would be more vulnerable to hurricanes than inland areas located within the ‘Ewa Plain. To mitigate against potential impacts from hurricanes, the proposed project will ensure that improvements are designed to use current building codes which offer some protection from damage. In the event of a hurricane or other natural hazard, the Leeward Bikeway would be evacuated to maintain public health and safety. No direct, secondary or cumulative impacts due to hurricanes or high winds are expected.

Potential Impacts of Alternatives

No significant impacts due to hurricanes are expected to result from this project or any project alternatives.

Tsunami Hazard

A tsunami is a series of great waves most commonly caused by violent movement of the sea floor. It is characterized by high speed (up to 590 mph), long wave length (up to 120 miles), long periods between successive crests (varying from five minutes to a few hours, generally 10 to 60 minutes), and low height in the open ocean. However, on the coast, a tsunami can flood inland hundreds of feet or more and cause much damage and loss of life. Their impact is governed by the magnitude of seafloor displacement related to faulting, landslides, and/or volcanism. Other important factors influencing tsunami behavior are the distances over which they travel, the depth, topography, and morphology of the offshore region, and the aspect, slope, geology, and

morphology of the shoreline they inundate. Their behavior is chaotic and relatively unpredictable.

The earliest tsunami on record in Hawaiʻi was reported in 1813 or 1814, according to the Catalogue of Tsunamis in the Hawaiian Islands by George Pararas-Carayannis. At least 85 tsunamis have hit the islands since then, including 15 that caused significant damage. Only four originated near Hawaiʻi — most came from the northwest Pacific and near South American coasts. The most recent tsunamis occurred in 1946, 1957, 1960, 1964, and 2010.

The most destructive of these occurred on April 1, 1946 after an earthquake measuring 7.4 on the Richter scale struck the ocean floor off the Aleutian Islands of Alaska. Waves reportedly traveled across the ocean at 500 miles an hour and measured 55 feet high, crest to trough, according to the USGS. Since that time tremendous coastal development has occurred, raising the risk of damage from future tsunamis. A tsunami can occur at any time with limited or no warning. Persons in low lying shoreline or beach areas are advised to immediately go to higher ground.

The CCH, Department of Emergency Management, has established tsunami evacuation zones and maps for all coastal areas on Oʻahu. **Figure 35** shows the State of Hawaiʻi GIS data for tsunami evacuation zones within the project area. Section 1 of the bikeway is located outside of the tsunami evacuation zone. The majority of Section 2 of the bikeway is located in the extreme evacuation zone, except for the portions of the proposed bikeway that include the bridge crossings at Waikele, Kapakahi, and Hōʻaeʻae Streams which are located in the tsunami evacuation zone (see **Figure 34**).

Potential Impacts and Mitigation

Coastal portions of the bikeway (Section 2) are located within the tsunami evacuation zone and extreme evacuation zone, as designated by the CCH, Department of Emergency Management. These areas would be more vulnerable to tsunami than the inland portions of the bikeway located within the ʻEwa Plain.

To mitigate against tsunami and storm surge impacts, engineering analyses will be performed to determine proper design criteria to be applied to structures associated with this project. The proposed bikeway may attract more path users to coastal areas susceptible to tsunami inundation.

The existing tsunami warning system of sirens and public announcements has been shown to provide reasonable amount of time for people to evacuate potential inundation areas. HDOT personnel will also coordinate with the State and CCH agencies to implement established procedures in the event of a flood or tsunami. The bikeway would facilitate evacuation by improving access for emergency personnel to enter vulnerable shoreline areas to conduct patrols and issue warnings, and provide an alternative route for public evacuation away to safe areas.

No direct, secondary or cumulative impacts due to tsunami are expected.

Potential Impacts of Alternatives

No significant impacts due to tsunami are expected to result from this project or any project alternatives.

3.1.7 Scenic and Visual Resources

Visual resources impart scenic, visually aesthetic qualities to a natural, rural, or urban environment. These resources are assessed during the environmental impact analysis process to determine whether or not a project will be compatible with the existing landscape. The planning documents for the ‘Ewa and Waipahu districts consider and prioritize the preservation of visual landmarks and significant vistas applicable to the project area. View planes identified in the EDP (2013) (**Section 4.3.3**) and COSCP (2016) (**Section 4.3.4**) in proximity to the project area include mauka and makai views throughout the route, views of central Honolulu and Diamond Head, and distant vistas of the shoreline and Pearl Harbor.

Potential Impacts and Mitigation

Disruption of the existing visual quality would be limited to construction activities and would be short-term. Where illegal dumping is evident within the state ROW, i.e., abandoned vehicles and appliances, such wastes will be removed.

No long-term negative adverse impacts to scenic and visual resources are expected. The proposed project has been designed to be consistent with the surrounding use of the land to meet the growing needs for recreational resources and alternative modes of transportation. The project would include a paved asphalt concrete path, limited signage, and limited bollards. While the bikeway would be noticeable it would not degrade scenic values. The bikeway would be constructed at grade and no structures would be built in order to maintain open space and visual resources of the area. Long-term positive impacts are expected as the bikeway would create new opportunities for the public to enjoy scenic views along the West Loch shores and the ‘Ewa Plain.

Potential Impacts of Alternatives

No significant visual impacts are expected to result this project or any project alternatives.

3.1.8 Noise (24 CFR Part 51B)

The project area for noise effects is the former OR&L ROW and immediately adjacent areas. Noise is defined as sound that is undesirable because it interferes with speech communication and hearing, is intense enough to damage hearing, or is otherwise annoying. Under certain conditions, noise can interfere with human activities at home or work and affect human health and well-being. The accepted unit of measure for noise levels is the decibel (dB) because it reflects the way humans perceive changes in sound amplitude. Sound levels are easily measured, but human response and perception of the wide variability in sound amplitudes is subjective.

Different sounds have different frequency content. When describing sound and its effect on a human population, A-weighted decibel (dBA) sound levels are typically used to account for the response of human ear. The term "A-weighted" refers to a filtering of the noise signal to emphasize frequencies in the middle of the audible spectrum and to de-emphasize low and high frequencies in a manner corresponding to the way the human ear perceives sound. This filtering network has been established by the American National Standards Institute (ANSI). The A-weighted noise level has been found to correlate well with a person's judgment of the noisiness of different sounds and has been used for many years as a measure of community noise.

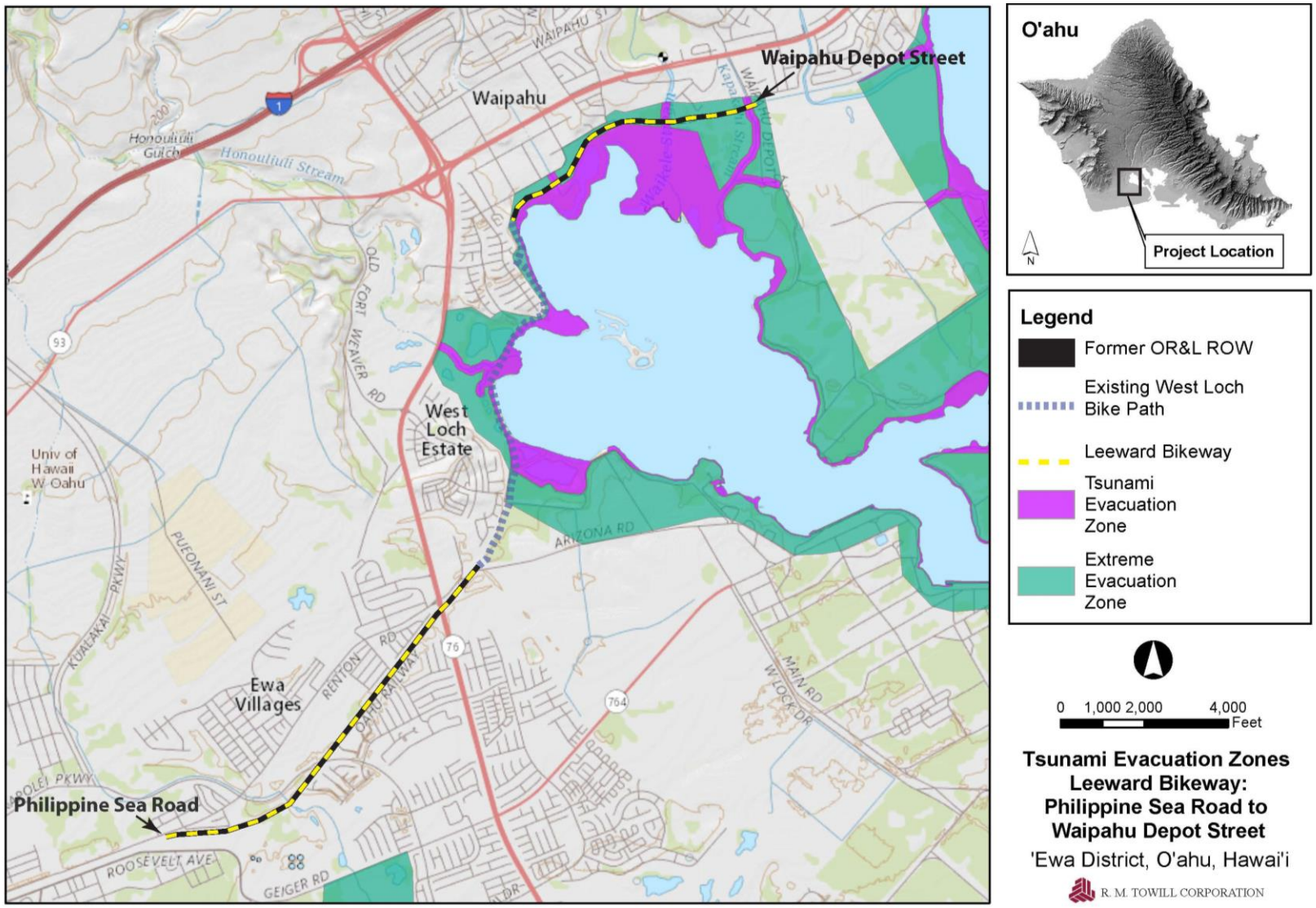

Figure 35. Tsunami Evacuation Zones

Permissible occupational noise exposure levels and durations are defined in 29 CFR Part 1910.95. The DOH monitors noise issues in accordance with HRS, Chapter 342F. Regulation of noise is governed by the DOH, HAR, Title 11, Chapter 46, "Community Noise Control." Allowable day and nighttime noise standards for sensitive receptors have been established for conservation, residential, apartment, hotel, business, agricultural and industrial districts. The project site is within a harbor area that includes land that is zoned agriculture, apartment, and residential.

The maximum permissible sound level (daytime) for areas zoned as industrial is 70 dBA, for areas that are public space or zoned as residential 55 dBA, for areas used for apartment use 60 dBA, and for areas used for agriculture 70 dBA. This means that sound levels generated at a facility within each zoning district should not exceed those dBA levels at or beyond the property line (DOH, 1996b). The maximum permissible sound level can be exceeded for short periods but not for more than ten percent of the time within any twenty-minute period.

Ambient noise in the proposed project area is generated from natural and man-made sources. Because of various uses throughout the project corridor, some areas are more subject to noise than others. Urban and resort areas are subject to more human-generated noise, which includes vehicular traffic, recreational activities, and individual home and business uses. Along the coastal corridor of the project, remote noise from aircraft combined with naturally occurring sounds from wind and other sources generates relatively low background noise.

The major contributors of noise in the vicinity of the project area include motor vehicles operations on nearby roads and the operation of the Hawaiian Railway Society station on Renton Road in ʻEwa, adjacent to the Leeward Bikeway terminus at Philippine Sea Road. For the roads adjacent to the bikeway traffic is generally continuous and ambient daytime noise levels are consistent with an urban area. Estimated noise levels for the adjacent roadway areas are between 60-70 and 80-85 dBA, with an estimated 85-95 dBA for the operations of the railway at the Hawaiian Railway Society station.

The nearest sensitive noise receptors (human) to the Leeward Bikeway include residential developments in ʻEwa, West Loch, Waipahu, Waipiʻo, and parks areas and schools along the bikeway route. Sensitive wildlife may also be present along the proposed bikeway in the wetlands, stream and estuarine areas of West Loch and other undeveloped locale.

Construction activities for the bikeway would generate noise which could impact nearby areas. Noise levels of diesel powered construction equipment typically range from 80 to 90 dBA at 50 feet distance. The actual noise levels produced are dependent on the construction methods employed during each phase of the construction process.

Potential Effects and Proposed Mitigation

Existing sources of noise in the area include motor vehicle and aircraft traffic, harbor vessels, and the periodic use of combustion and electric powered equipment associated with nearby area businesses and residences. Surf lapping against the nearby shoreline can sometimes be heard.

Construction of the proposed project would introduce increased noise in the area immediately surrounding the project site from work crews and the operation of construction equipment. Construction associated noise is anticipated to result from

proposed clearing, grading, paving of the bikeway, drainage improvements, bridge retrofitting, and relocation of utilities. Construction equipment is expected to include, but not be limited to a bulldozer, excavator, grader, front-end loader, paver, rotary drilling machine, dump trucks, concrete delivery trucks, jackhammers and other powered hand tools.

Nearby areas which include residential, apartment, and agriculture uses may be temporarily affected by construction generated noise. However, noise generated from construction activities would for the most part not radiate or extend beyond the immediate surrounding project site. The construction related noise is expected to be temporary, of limited duration, and restricted to daytime hours.

All project activities will comply with HAR Chapter 11-46, Community Noise Control. Mitigation measures to address the generation of construction related noise include:

- All equipment will be properly muffled in accordance with regulations of the DOH.
- All combustion and air-powered equipment will be maintained in proper working order.
- Work will be limited to weekdays during daylight hours between 7:00 am and 6:00 pm, and between 9:00 am and 6:00 pm on Saturday. No work will be scheduled on federal or state holidays. If work during the nighttime hours is required, a variance from the existing state noise regulations will be requested from the DOH.
- The contractor will secure a noise permit, as required, from the DOH Noise, Radiation and Indoor Air Quality Branch prior to the initiation of the construction.

Noise levels are not expected to change as a result of the project. Use of the bikeway by cyclists and pedestrians is not expected to be a significant source of ambient noise since its use would be non-motorized, and intermittent in nature. To reduce possible negative noise-effects associated with the project, a Code of Conduct for users would be posted along the bikeway to serve as a reminder to all users to exercise good judgement and behavior similar to the operation of motorized vehicles on public roads. This would include the provision that movement be continuous and that motorized vehicles are prohibited.

No adverse noise impacts associated with this project are expected. Mitigation measures as described will be employed to minimize and reduce the potential for such impacts. No further measures are anticipated to be required.

Potential Impacts of Alternatives

No significant impacts to noise in the area are expected to result from this project or any project alternatives.

3.1.9 Air Quality

The State of Hawai‘i has attained National Ambient Air Quality Standards established by the EPA to protect human health and welfare. In addition, the State complies with its own set of ambient air quality standards which are more stringent than the EPA’s. There are no air quality issues related to the use of the site for a shared pedestrian-bikeway facility because the facilities would not be utilized by motorized vehicles capable of generating exhaust.

During construction, there are potential pollutants that may affect air quality at the project site, including the following:

- Vehicular traffic traveling to and from the project area (additional sources of CO and CO_2);
- Fugitive dust emissions from excavation and construction;
- Soil and concrete/asphalt removal or placement (particulate); and
- Removal of sediment (possible odor issues if the sediment is from an anaerobic environment).

Because conditions in the project area attain air quality standards, vehicles to be used during construction activities represent a minor increase in the number of vehicles traversing the area daily. Additionally, the prevailing tradewinds rapidly carry pollutants offshore limiting the effect on receptors.

Potential Effects and Proposed Mitigation

Construction activities are expected to have little to no impact since the project would be of limited duration. Where engine exhausts may be a source of potential air pollution, all internal combustion equipment will be governed in accordance with applicable State regulations in HAR, Chapter 11-59 and 11-60, Air Pollution Control.

Construction vehicles would be scheduled to arrive and depart the site during non-peak traffic hours. In addition, the construction area would be limited to a short section of the former OR&L ROW at any given time, and much of that ROW does not abut air pollution receptors such as homes and businesses.

During construction, fugitive dust is expected to be generated. Fugitive dust will be controlled with regular wetting of the soil by the contractor and/or by the use of dust screens, as required. Dust control measures would include, but not be limited to, the following:

- Planning phases of construction to minimize dust generating activities.
- Minimizing the use of dust generating materials and centralizing material transfer points and on-site vehicle travel ways.
- Locating dusty equipment in areas of least impact.
- Providing an adequate water source at the site prior to start-up of construction activities.
- Grassing bare areas, including slopes, starting from the initial grading phase.

- Providing adequate dust control measures during weekends, after hours, and prior to daily start-up of construction.
- Mitigating construction-related exhaust emissions by ensuring that project contractors properly maintain their internal combustion engines and comply with HAR Chapters 11-59 and 11-60, regarding Air Pollution Control.

Following construction, no negative long-term or secondary effects to air quality are expected as a result of the project. Potential positive cumulative effects to air quality include the reduction in emissions from internal combustion engines as a result of increased use of non-motorized modes of transportation (i.e., increased use of bicycles by commuters, causing a reduction in vehicle exhaust).

Potential Impacts of Alternatives

No significant impacts to air quality are expected to result from this project or any project alternatives.

3.2 Biological Environment

3.2.1 Fauna

The DLNR, DOFAW was consulted for the proposed project during the EA pre-assessment consultation process (see **Section 6.6, Pre-Assessment Consultation for the Environmental Assessment**). In a letter dated February 26, 2018, the USFWS offered the following comment pertaining to terrestrial fauna:

> "The State and Federally listed Hawaiian hoary bat or 'Ope'ape'a *(Lasiurus cinereus semotus)* has the potential to occur in the vicinity of the proposed project. DOFAW recommends avoiding using barbed wire, as bat mortalities have been documented as a result of becoming ensnared by barbed wire during flight. Hawaiian hoary bats roost in both exotic and native trees. If any trees are planned for removal during the bat breeding season there is a risk of injury or mortality to juvenile bats. To minimize the potential for impacts to this species, woody plants greater than 15 feet (4.6 meters) tall should not be disturbed, removed, or trimmed during the bat birthing and pup rearing season (June 1 through September 15). Site clearing should be timed to avoid disturbance to breeding Hawaiian hoary bats.
>
> The State endangered Hawaiian short-eared *owl* or Pueo *(Asia flammeus sandwichensis)* has the potential to occur in the project vicinity site. Pueo are a crepuscular species, most active during dawn and dusk twilights. DOFAW recommends twilight pre-construction surveys by a qualified biologist prior to clearing vegetation. If Pueo nests are present, a buffer zone should be established in which no clearing occurs until nesting ceases and notify DOFAW staff.

> State and Federally listed waterbirds such as the Hawaiian duck *(Anas wyvilliana),* Hawaiian stilt *(Himantopus mexicanus knudseni),* Hawaiian moorhen *(Gallinula chloropus sandvicensis)* and Hawaiian coot *(Fulica alai),* are likely to occur in the vicinity of the proposed project site due to the proximity of Pearl Harbor National Wildlife Refuge and Pouhala Marsh Wildlife Sanctuary. To minimize the potential for take, surveys for waterbirds by a qualified biologist are recommended before any land clearing or excavation activities occur, and should be repeated if these activities are delayed more than three days. If a nest is discovered at any point, please contact DOFAW staff. If a bird is present during ongoing activities, then all activities within 100 feet (30 m) of the bird should cease, and the bird should also not be approached. Work may continue after the bird leaves the area of its own accord.
>
> DOFAW would like to ensure that effective avoidance measures are in place to prevent adverse impacts to native seabirds. DOFAW notes that artificial lighting can adversely impact seabirds that may pass through the area at night causing disorientation which could result in collision with manmade artifacts or grounding of birds. If nighttime lighting is required DOFAW recommends that any lights used be fully shielded and downward facing to minimize impacts."

The USFWS was consulted for the proposed project during the EA pre-assessment consultation process (see **Section 6.6, Pre-Assessment Consultation for the Environmental Assessment**). In a letter dated January 29, 2018, the USFWS offered the following comment pertaining to terrestrial fauna:

> "There is no federally designated critical habitat within the immediate vicinity of the proposed project. Our data indicate that the following federally listed species may occur or transit through the vicinity of the proposed project area: the endangered Hawaiian hoary bat *(Lasiurus cinereus semotus);* the endangered Hawaiian stilt *(Himantopus mexicanus knudseni),* endangered Hawaiian coot *(Fulica alai),* endangered Hawaiian gallinule *(Gallinula galeata sandvicensis),* and endangered Hawaiian duck *(Anas wyvilliana)* (hereafter collectively referred to as Hawaiian waterbirds).
>
> The Hawaiian hoary bat roosts in both exotic and native woody vegetation across all islands and will leave young unattended in trees and shrubs when they forage. If trees or shrubs 15 feet or taller are cleared during the pupping season, there is a risk that young bats could inadvertently be harmed or killed since they are too young to fly or may not move away.
>
> Listed Hawaiian waterbirds are found in fresh and brackish-water marshes and natural or manmade ponds. Hawaiian stilts may also be found wherever ephemeral or persistent standing water may occur. Hawaiian waterbirds are known to occur at the Honouliuli and Waiawa Units of the Pearl Harbor National Wildlife Refuge and Pouhala Marsh State Wildlife Sanctuary. Hawaiian stilt nesting occurs from mid-February through August. Hawaiian coot nesting occurs primarily from March through September, although some nesting occurs in all months of the year. Hawaiian gallinules nest year-round, but mostly from March through August. For the Hawaiian duck nesting can occur year round. Threats to these species include non-native predators, habitat loss, and habitat degradation. Hawaiian ducks are also subject to threats from hybridization with

> introduced mallards. If a nest is present, potential impacts include parents being flushed from the nest for extended periods of time causing the nest to fail *(e.g.,* exposed to predation) or eggs or chicks being crushed by humans or equipment.
>
> Hawaiian waterbirds, in particular, the Hawaiian stilt, is known to nest in sub-optimal locations *(e.g.,* any ponding water) if present. Hawaiian waterbirds attracted to sub-optimal habitat may suffer adverse impacts, such as predation, reduced reproductive success due to disturbance within the vicinity of a nest, injury or death from being hit by a vehicle and thus the project may create an attractive nuisance."

A faunal survey was completed by AECOS Inc. in 2000 along the project corridor. During the survey of the project route four alien mammalian species, including the domestic dog (*Canis f. familiaris*), small Indian mongoose (*Herpestes a.auropunctatus*), cat (*Felis catus*) and goat (*Capra h. hircus*) were detected. No rodents were detected during the course of this survey; however, it is likely that roof rats (*Rattus rattus*), Norway rats (*Rattus norvegicus*), and house mice (*Mus musculus*), utilize the habitat along the entire length of the former OR&L ROW. Additionally, the endangered Hawaiian hoary bat (*Lasiurus cinereus semotus*) or 'Ope'ape'a, was not detected.

During the 2000 survey, total of 27 avian species representing 16 families was detected within the vicinity of Pearl Harbor section of the former OR&L ROW. All but 6 of the species recorded are alien to the Hawaiian islands. The other 21 species detected along this section are alien species. Two endemic species (native to, and found nowhere else): Hawaiian Stilt *(Himantopus mexicamrs knudseni)* and Hawaiian Duck *(Anas wyvilliana)* were recorded in this section. Both of these endemic species are listed as endangered by the USFWS under the Endangered Species Act of 1973, as amended (ESA), and by the State of Hawai'i under the endangered species program (Federal Register 1998, DLNR 1986).

Fourteen Hawaiian Stilt were seen within the playa, located to the west of Kapakahi Stream adjacent to the pickleweed swamp just to the southwest of the former OR&L ROW. Three Hawaiian Duck were flushed from the wetland adjacent to Waikele Stream west of the pickleweed swamp. There is no habitat within the proposed corridor or within the playa suitable for stilt nesting. Stilts generally nest on, or adjacent to low relief islands within bodies of water. Stilts generally forage and nest in separate wetland sites, moving between them on a daily basis (USFWS, 1999). The current usage of the playa by the stilts is best described as a loafing area. Loafing is a term used by shorebird scientists to describe the resting and social activity that shorebirds perform when not feeding, nesting or migrating. Loafing areas are usually open, with good sight lines so that resting shorebirds can easily see approaching predators. Shorebirds usually gather in loafing areas in· mixed flocks. In the case of the playa there was a mixed flock of 14 stilts and 26 Pacific Golden Plover (*Pluvialis fulva*), one Wandering Tattler (*Heterosccelus incanus*), and four Ruddy Turnstone (*Arenaria interpres*), the three most common migratory shorebird species found annually throughout the State between the months of July and April.

Several Black-crowned Night-Heron (*Nycticorax hoactli*), a common indigenous (native to Hawai'i, but also found elsewhere) waterbird, were seen within the pickleweed and along the shores of West Loch. Although not detected during the survey, the threatened Newell's Shearwater (*Puffinus newelli*) may occasionally overfly the project area. No nesting colonies

have to date been detected on O‘ahu; however, small numbers of this species have been recovered following "downing" incidents.

The abundance of the endangered Hawaiian hoary bat *(Lasiurus cinereus semotus)* within the project area is anticipated to be limited due to the generally urban nature of the site and the fact that the site is utilized principally as railroad and energy corridor.

The principal potential impact of the proposed project to the State endangered Pueo is the increased threat during crepuscular periods should vegetation clearing activities be required during dawn and dusk when Pueo are most active, which is likely associated with prey availability. The proposed project would be constructed during daylight hours with no night work planned. No impacts to Pueo are therefore anticipated from twilight work.

In general, the only suitable habitat that is expected to support the endangered Hawaiian stilt *(Himantopus mexicanus knudseni)*, endangered Hawaiian coot *(Fulica alai)*, endangered Hawaiian gallinule *(Gallinula galeata sandvicensis)*, and endangered Hawaiian duck *(Anas wyvilliana)* (collectively known as Hawaiian waterbirds) within the vicinity of the project is limited to areas within the Pearl Harbor National Wildlife Refuge and Pouhala Marsh State Wildlife Sanctuary. The project area provides minimal habitat value in comparison to these nearby areas, and is not expected to provide suitable nesting habitat, however, the areas within the Waikele and Kapakahi Streams could be used for resting habitat.

The principal potential impact of the proposed project to Newell’s Shearwaters is the increased threat that birds will be downed after becoming disoriented by exterior lighting that may be required in conjunction with nighttime construction activities, and, or the servicing of construction equipment at night. The proposed project would be constructed during daylight hours with no night work planned. No impacts to seabirds are therefore anticipated from night work.

The DLNR, Division of Aquatic Resources (DAR), was consulted for the proposed project during the EA pre-assessment consultation process (see **Section 6.6, Pre-Assessment Consultation for the Environmental Assessment**).

In a letter dated February 21, 2018, the DLNR, DAR, offered the following comment pertaining to terrestrial flora:

> “DAR recognizes the scope of this project and the benefits to the public by creating the Leeward Bikeway. DAR data shows that two native fish are found in both Waikele and Kapakahi Streams. They are the 'o'opu nakea (*Awaous guamensis*) and 'o'opu 'akupa (*Eleotris sandwicensis*). The 'o'opu nakea is indigenous, meaning while native to the Hawaii an Island s, it is found elsewhere in the Pac ific. The 'o'opu 'akupa is endemic, meaning it is only found in Hawai‘i.
>
> This project's main impacts to the habitat of these fish, will be the retrofitting of the Waikele and Kapakahi bridges. Best Management Practices (BMPs) should be incorporated to minimize the potential for erosion, siltation and pollution of the aquatic environment during retrofitting of the bridges over Waikele and Kapakahi Streams.
>
> 1) Land areas adjacent to the bridge crossings that are denuded of vegetation should be planted or covered as quickly as possible to prevent further erosion and soil from falling or flowing into the stream environment;

2) Scheduling site work (particularly the bridge retrofitting work) grading during periods of minimal rainfall;
3) Prevent construction materials, petroleum products, debris and landscaping products, etc. from falling, blowing or leaching into the aquatic environment; and,
4) Do not block/inhibit/divert stream flow into the ocean during bridge demolition and construction activities.

DAR believes that this project will not have any significant impacts to the aquatic resource values in this area."

An aquatic survey was completed by AECOS Inc. in 2012 for the Kapakahi Stream. Three introduced fishes are common in the project area: black-chin tilapia (*Sarotherodon melanotheron*), Mexican molly (*Poecilia mexicana*), and jeweled cichlid (*Hemichromis elongates*). The convict cichlid (*Cichlisoma nigrotasciatum*) was noted as common in 2007, but was not observed in 2012.

An aquatic survey was completed by AECOS Inc. in 2000 for the Waikele and Kapakahi Streams. The only aquatic animal observed during the survey was a water boatman (juveniles, presumed to be *Trichocorixa*).

In a 1998 biological assessment of Kapakahi and Waikele Streams, it was noted that Kapakahi Stream's native biota is almost non-existent, and must "be considered one of the most biologically degraded O'ahu streams (Englund, 1998)." Even though Kapakahi Stream is relatively short (0.75 miles long), it has been known to contain more species of introduced fish than many O'ahu streams (Englund, 1998). These introduced fish include tilapia (*Mugilogobius cavifrons*) as well as may species of live bearing fish (*Poeciliidae*). Invasive freshwater apple snails (*Pomacea canaliculata*) have been detected in the stream and are well established in the taro farm upstream. Apple snails were first introduced deliberately to provide a secondary source of food and income for taro-growers, but the snails have become a serious pest on the island, causing serious economic damage to wetland crops such as taro and watercress (Englund, 1998). Overall, aquatic habitat conditions were quite poor in Kapakahi Stream, and native stream biota was almost non-existent.

During the 1998 survey, most of the observed native species within the Waikele Stream were marine and estuarine species in the Waikele estuary area. Important food fish species such as the native aholehole (*Kuhlia sandvicensis*) and 'ama'ama or striped mullet (*Mugil cephalus*) were recorded up to the concrete barrier formed by the USGS Gaging Station weir. Large schools of introduced tilapia (*Sarotherodon melanotheron*) were detected from Waikele Springs downstream to the marine and estuarine portions of West Loch. 'O'opu nakea (*Awaous guamensis*) and 'o'opu naniha (*Stenogobius hawaiiensis*) have declined in lower Waikele Stream. No post-larval 'o'opu were observed during extensive sampling conducted in May and June 1998, and only one 'o'opu nakea was observed and collected in lower Waikele Stream. Extremely high densities of introduced fish are undoubtedly impacting native 'o'opu with the Waikele Stream through factors such as predation, competition for food resources, disease, and other factors.

No aquatic species protected by State of Hawai‘i, Administrative Rules (DLNR, 1998, 2007), nor federally endangered or threatened species (USFWS, 2008, 2011) were observed in Waikele or Kapakahi Streams in the project area.

Both the Kapakahi and Waikele Streams empty into the West Loch Pearl Harbor. Approximately 90 percent of the sea floor of the Pearl Harbor is considered soft bottom with a layer of terrigenous (deprived primarily from erosive action on land) mud and/or calcareous (composed of, containing, or resembling calcium carbonate, calcite, or chalk) sand. The remaining 10 percent is considered hard bottom, consisting of limestone platform (U. S. Department of the Navy, Commander Navy Region Hawai‘i, 2001). Moderately developed spur and grove reefs do occur on either side of the Pearl Harbor entrance channel, including Tripod Reef and Ahua Reef. Tripod Reef is a spur and groove system where average coral cover is approximately 40 percent, and live coral cover on Ahua Reef is 40 percent, but in some parts of the reef, coral cover reaches 80 percent. Five species of stony corals occur within Pearl Harbor: *Pocillopora damicomis*, *P. meandrina*, *Porites compressa*, *Leptastrea purpurea*, and *Montipora patula*. In 1996, the most common coral in Pearl Harbor was *L. Purpurpea*, and corals were most abundant at the entrance of the West Loch Channel (U. S. Department of the Navy, 2005)

A detailed study in 1974 found 90 species of fish in Pearl Harbor (Evans, et al., 1974). Some of the commercially important species are ama‘ama (grey mullet) (*Mugil cephalus*), ‘awa (milkfish) (*Chanos chanos*), o‘io (bonefish) (*albula vulpes*), kaku (barracuda) (*Sphyraena barracuda*), nenue (chub) (*Kyphosus* sp.), menpachi (soldierfish), (*Myripristis* spp.) and papio (jacks) (*Carangoides* spp.). Pearl Harbor appears to be very important in the life cycle of the scalloped hammerhead shark (*Sphyma lewini*). The harbor has not been designated as a Habitat Area of Particular Concern (U. S. Department of the Navy, Commander Navy Region Hawai‘i, 2001).

Potential Impacts and Mitigation

The impacts to aquatic biota, avifauna, and terrestrial fauna for the bikeway would be short-term and related to construction activities such as clearing of vegetation and noise associated with the proposed action.

Based on information obtained from the DOFAW and USFWS during the 2018 consultation, and information contained in the 2000 faunal assessment conducted along the project route, no designated critical habitat is located within the vicinity of the project area; however, listed, threatened and endangered faunal species, the endangered Hawaiian hoary bat *(Lasiurus cinereus semotus);* Pueo *(Asia flammeus sandwichensis),* Hawaiian stilt *(Himantopus mexicanus knudseni),* Hawaiian coot *(Fulica alai),* Hawaiian gallinule *(Gallinula galeata sandvicensis),* and Hawaiian duck *(Anas wyvilliana*), and threatened Newell's Shearwater (*Puffinus newelli*) may occur at or transit the project site.

To ensure no impacts to the Hawaiian hoary bat, no trees or shrubs greater than 15 feet (5.6 meters) will be removed or trimmed during the breeding season of June 1 to September 15. Also, barbed wire fencing will not be used as part of the proposed action.

Construction activities may disrupt loafing activities of native birds. "Loafing areas" are not primary habitats for the birds; they are used primarily for resting and socializing. Nesting and feeding occur elsewhere. The muliwai (coastal salt marshes) contained in the bikeway area are not primary habitats for waterbirds and loafing behavior is expected to resume after construction. In the unlikely event that Hawaiian waterbirds are present

within the project area, it is expected that they would readily disperse to nearby areas with higher quality habitat (e.g., Pearl Harbor National Wildlife Refuge and Pouhala Marsh State Wildlife Sanctuary) in response to disturbance.

Vegetation would be inspected for nesting birds and Pueo prior to clearing activities. During the clearing and construction phase of the project, project activities would cease and/or be redirected if any nesting threatened and endangered species are determined to be in the area. Additionally, twilight vegetation removal will be avoided to insure no impacts to foraging Pueo. The DLNR and the USFWS will be contacted for guidance before proceeding. Following completion of the proposed project, the area would be restored and revegetated to as close to its original condition as possible. Areas of restoration are expected to recover quickly based on the favorable climate and soil conditions. As such, the potential effects of the proposed action are expected to be limited to temporary construction-related disturbance (e.g., noise and vegetation removal); these impacts are considered to be less than significant, such that no conservation measures would be required. Injury or mortality of Pueo and Hawaiian waterbirds (or their nests) is not expected. Following the completion of construction and the restoration of the site there would be no long term effects to native birds.

Newell's shearwater is attracted to coastal lights and can crash into overhead power lines, other overhead lines, and vertical man-made structures. As of 1997, only about 20 colonies of Newell's shearwater were known in Hawaiʻi (Ainley et al., 1997). These birds are particularly susceptible to night lighting because they fly to and from their colonies only at night. To mitigate the potential hazards to seabirds, the proposed project would be constructed during daylight hours with no night work planned. Additionally, no lighting or vertical man-made structures are proposed; therefore, no impacts to seabirds are expected.

The retrofitting of the Waikele and Kapakahi Stream Bridges would not result in long term impacts on either estuary. No aquatic species protected by State of Hawaiʻi, Administrative Rules (DLNR, 1998, 2007), nor federally endangered or threatened species (USFWS, 2008, 2011) were observed in the Waikele or Kapakahi Streams in the project area.

Project related work within the Kapakahi Stream may temporarily displace some aquatic habitat, but is not expected to have a long term adverse effect on the stream environment. To protect the waters to which the Kapakahi Stream drains (i.e., West Loch Pearl Harbor) mitigation measures for the minor maintenance dredging work proposed within the stream channel will include the use of a temporary turbidity curtain placed downstream to contain the sediment within the project area. No impacts to aquatic species or critical habitat are expected.

The wetlands lying close to the former OR&L ROW are of generally poor quality, in part because of access afforded to those who dump illegally, and in part because of poor water circulation in what were once Hawaiian fishponds, arising from extensive growth of mangrove (an introduced species). The nearby Pouhala Marsh would be protected by the distance between the path and wetland, and existing intervening vegetative buffers and fences.

During operations of the proposed bikeway, potential adverse effects to avifauna and terrestrial fauna could result from the bikeway functioning as a vector for the dispersal of competing, invasive animal species. Unrestrained dogs on the path also pose a potential threat to wildlife in adjacent areas.

The following mitigation measures were developed in consultation with USFWS, NMFS, and DOFAW for a comparable coastal bike path project and will be evaluated during formal consultation under the ESA of 1973, Section 7.

Avoidance

The planned path alignment would avoid the vegetated areas along the coastal bluff where waterbirds are known to nest. Creation of a dedicated, recreational path would eliminate the informal paths that currently thread through the nesting grounds to access the shoreline. No critical habitat is present in the project area.

Construction Activities

- To ensure no impacts to the Hawaiian hoary bat, no trees or shrubs greater than 15 feet (5.6 meters) will be removed or trimmed during the breeding season of June 1 to September 15. Also, barbed wire fencing will not be used as part of the proposed action.
- The DLNR and USFWS will be consulted to inspect the site for nesting Pueo and Hawaiian waterbirds before the onset of the nesting season and not more than three days before construction activities begin and after any delay in work of three or more days (during which waterbirds may attempt nesting) during the nesting season.
- If a nest is discovered, work will cease within a minimum radius of 100 feet of the nest for a minimum of 60 days; if a nest with chicks is discovered, work will cease for 30 days. These standard guidelines are intended to protect chicks, and may be shortened if monitoring is conducted often enough to note when chicks have fledged (usually five to nine weeks after hatching).
- If a previously undiscovered nest is found after work begins, work will cease within a minimum radius of 100 feet of the nest and USFWS will be contacted (808-792-9400) within 24 hours.
- Information about seabird fallout will be provided to all staff working on the site prior to the initiation of work.
- A kennel will be retained on-site during construction to temporarily hold downed seabirds.
- Contact USFWS (808-792-9400) within 24 hours of finding a downed seabird. If alive, place the bird in the cat kennel and contact Save Our Shearwaters (808-246-4348) immediately for further instruction on where to bring the bird.
- Natural drainage flows would be maintained as possible, for the duration of the project so as not to affect the movement of fish and other aquatic species upstream and downstream of the project site.

- The following recommended BMPs for Construction activities will be incorporated into the project as appropriate to minimize impacts on protected resources:
  - Turbidity and siltation from project-related work should be minimized and contained within the vicinity of the site through the use of effective silt containment devices and the curtailment of work during adverse tide conditions.
  - Any construction-related debris that may pose an entanglement hazard to protected species must be removed from the project site if not actively being used and/or at the conclusion of the construction work.
  - No project-related materials (fill, revetment rock, pipe, etc.) should be stockpiled in the water (intertidal zones, reef flats, stream channels, etc.).
  - Any project-related materials and equipment placed in the water are to be free of pollutants.
  - No contamination (trash or debris disposal, alien species introductions, etc.) of marine environments (reef flats, lagoons, open ocean, etc.) adjacent to the project site should result from project-related activities.
  - Fueling of project-related vehicles and equipment should take place away from the water. A contingency plan to control the accidental spills of petroleum products at the construction site should be developed. Absorbent pads, containment booms, and skimmers should be stored on-site to facilitate the cleanup of petroleum spills.
  - Underlayer fills will be protected from erosion with core-loc units (or stones) as soon after placement as practicable.
  - Attempts must be made to prevent discharge of dredged material into the marine environment during the transporting and off-loading of dredged material.
  - Return flow of, or run-off from, dredged material stored at inland dewatering or storage sites must be prevented.

With the inclusion of the above-mentioned mitigative measures, no long-term, secondary, or cumulative adverse effects to area fauna are expected. HDOT will continue to coordinate with the USFWS regarding ESA species that may occur in the project area.

Potential Impacts of Alternatives

No significant impacts to area fauna are expected to result from this project or any project alternatives.

3.2.2 Flora

The USFWS was consulted for the proposed project during the EA pre-assessment consultation process (see **Section 6.6, <u>Pre-Assessment Consultation for the Environmental Assessment</u>**).

In a letter dated January 29, 2018, the USFWS offered the following comment pertaining to terrestrial flora:

> "We have reviewed the information you provided and pertinent information in our files, including data compiled by the Hawai'i Biodiversity and Mapping Program as it pertains to listed species and designated critical habitat in accordance with section 7 of the ESA. There is no federally designated critical habitat within the immediate vicinity of the proposed project. Our data indicate that the following federally listed species may occur … [in] the vicinity of the proposed project area: the endangered plant ko'oloa'ula *(Abutilon menziesii).*
>
> In 1996, a population of *Abutilon menziesii* was discovered in an abandoned sugarcane field in Kapolei. Some of the wild plants from this population were propagated and used to establish populations elsewhere on O'ahu. One of the populations established is at the Honouliuli Unit of the Pearl Harbor National Wildlife Refuge in 'Ewa, which is adjacent to the West Loch Bike Path and within the vicinity of the northeast end of the Philippine Sea Road segment of the project. We recommend a qualified botanist survey for listed plants prior to any detrimental construction activities resulting from your proposed project."

A floral survey was completed by AECOS Inc. in 2000 along the project corridor. During the survey of the project route a total of 138 species of plants were identified, of which 16 (12%) may be considered native species (indigenous, endemic, or Polynesian introduction). No threatened or endangered plants (USFWS, 1996; USFWS. 1999) were observed in the survey area along the former OR&L ROW.

According to the biological resources survey, the section of the bikeway route in 'Ewa is mostly a disturbed or ruderal environment, typically vegetated with introduced, weedy species of plants. This circumstance arises from the ongoing uses of the ROW as an energy corridor. The present users maintain unimproved roadways and apply vegetation suppression techniques (such as herbicides) all along the route, in part to reduce fire hazards.

The eastern section of the route along Pearl Harbor, however differs from the 'Ewa section by virtue of its close proximity to the estuarine waters of Pearl Harbor. The dominant vegetation bordering the Pearl Harbor section is red mangrove *(Rhizophora mangle),* except in the open salt marsh near Waipahu Depot Street, where pickleweed *(Batis maritima)* is characteristic around the margins. Both of these species tend to form monotypic stands (no other plants present), except along their margins where a variety of weedy species, or particularly Indian fleabane *(Pluchia indica*), can occur, depending upon how recently the land was disturbed. A freshwater marsh behind Pupuole Street Mini Park is dominated by great bulrush *(Schoenoplectus lacustris).*

In summary, no threatened or endangered plant species, or critical habitat were observed during the 2000 floral assessment conducted along the project route. According to a 1996 survey however, the endangered plant ko'oloa'ula (*Abutilon menziesii*) may occur in the vicinity of the Leeward bikeway where it would connect to the southwest end of the West Loch Bike Path. However, the absence of endangered plant ko'oloa'ula (*Abutilon menziesii*) during the 2000 floral assessment, the generally urban nature of the site, and the use of applied vegetation suppression

techniques (such as herbicides) along the project corridor by the present users to reduce fire hazards makes it unlikely that *Abutilon menziesii* would occur within the project area.

Potential Impacts and Mitigation

No adverse effects to rare, threatened or endangered flora are expected from construction of the proposed bikeway as all work would be within an area that has been previously subjected to extensive disturbance associated with the development of the former OR&L ROW.

Construction of the proposed bikeway would have short-term impacts on vegetation along the project area. During surveys of the project area the occurrences of native plants were rare due to the weedy plant species that dominate the previously disturbed environment. No threatened or endangered plants have been observed within the project site; however, the endangered floral species, *Abutilon menziesii*, may occur in the vicinity of the project. The USFWS will be consulted to inspect the site for *Abutilon menziesii* before construction activities begin.

Biological survey results report that the proposed construction activities would most likely disturb the wetland-type areas (i.e., Pouhala Marsh) in the vicinity of the project area and stream crossings, but are not expected to cause significant long-term effects. The wetlands lying close to the project area are of generally poor quality, in part because of access afforded to those who dump illegally, and in part because of poor water circulation in what were once Hawaiian fishponds, arising from extensive growth of mangrove, an introduced species. The nearby Pouhala Marsh would be protected by the distance between the path and wetland, and existing intervening vegetative buffers and fences. Additionally, the proposed bikeway would have a consistently higher elevation than the surrounding area and therefore is not expected to affect the marsh.

Erosion control BMPs will be used to control turbidity and minimize negative impacts to stream and wetland habitats. Additionally, all project-related materials would be placed or stored in ways to avoid or minimize disturbance to the sensitive vegetation areas.

With the inclusion of the above-mentioned mitigative measures, no long-term, secondary, or cumulative adverse effects to area flora are expected.

Potential Impacts of Alternatives

No significant impacts to flora are expected to result from this project or any project alternatives.

3.3 Existing Public and Private Services and Facilities

3.3.1 Roadways and Traffic

Along most of its length, the Leeward Bikeway would be separated from vehicular traffic; therefore, the proposed bikeway is not expected to have an adverse effect on roadway facilities. Traffic patterns would not be affected because the bikeway is strictly for bicyclist and pedestrian use and is almost entirely out of roadway ROWs. However, where the bikeway crosses existing roadway intersections, bikeway users, including bicyclists and pedestrians, are expected to use

roadway crossings and signalization. Such existing roadway intersections include Kapolei Parkway (major arterial; **Figure 9**) and Fort Weaver Road (major arterial; **Figure 10**)

Potential Effects and Proposed Mitigation

The proposed bikeway would consist of an 8-10 foot wide asphalt concrete path within the former OR&L ROW.

During construction of the proposed project temporary short-term impacts to traffic are expected due to an increase in vehicle trips attributable to workers traveling to and from work sites, and the use of construction vehicles during the course of work.

Temporary closure of Kapolei Parkway is anticipated to accommodate the bikeway crossing. The temporary closure of Waipahu Depot Street may be required for the retrofitting of the Kapakahi Stream Bridge. As required, the HDOT will obtain a street usage permit from the Department of Transportation Services to accommodate work activities within CCH streets.

These short-term effects on transportation however are expected to be limited and non-substantial due to the relatively small number of workers and small daily number of truck trips on public roads. All construction-related traffic impacts would be temporary and localized and cease upon project completion.

Following construction, the project is not expected to have long-term effects on public roadways or traffic. Along most of its length the Leeward Bikeway would be separated from vehicular traffic. However, where the bikeway crosses existing roadways (i.e., Kapolei Parkway and Fort Weaver Road) the bikeway users would be guided by signs to roadway crossings that utilize pedestrian signals. These roadway crossings are not expected to adversely affect traffic along Kapolei Parkway or Fort Weaver Road.

Long-term positive impacts on transportation are expected from the operation of the proposed bikeway, these include:

- An alternative transportation mode that provides access between the ‘Ewa Plain and Waipahu.
- Increased access to the West Loch coastline from the ‘Ewa Plain area.
- Increased access to the West Loch coastline, Waipahu town center, parks and residences, Waipahu Intermediate, Waipahu High School, and Leeward Community College from the Waipahu area.

Creation of a separate and clearly delineated shared-use bikeway would have a positive impact on traffic by enhancing the safety of pedestrians, bicyclists, and motor vehicle operators alike. The proposed bikeway would also improve connectivity between trip origins, such as residential areas, and destinations, such as employment centers and recreational facilities such as parks and beaches.

Perceptions of safety and convenience are two of the key factors that influence an individual’s choice of transportation mode. By enhancing both safety and convenience, the planned Leeward Bikeway is expected to attract more people to consider bicycling as

a viable form of transportation for commuting with a potential, corresponding reduction in motor vehicle congestion as a beneficial result.

Potential Impacts of Alternatives

No significant impacts to roadways are expected to result from this project or any project alternatives.

3.3.2 Fire and Emergency Medical Services

Fire protection in the vicinity of the proposed project is provided by the Honolulu Fire Department. The nearest fires stations to the project site are located in Pearl City (Station 20), Waipahu (Station 12), and Kapolei (Station 43).

Emergency medical services are provided through the County's 911 communications center. Medical services, including emergency care, are available at The Queen's Medical Center –West O'ahu in 'Ewa and Pali Momi Hospital in Pearl Ridge.

Potential Effects and Proposed Mitigation

The proposed project is not expected to have an adverse impact on fire and medical services. Development of a dedicated path is expected to improve bicycle and pedestrian safety by separating those activities from motor vehicle traffic.

Fire apparatus and emergency medical access would be maintained throughout the construction site for the duration of the project. The Honolulu Fire Department will be notified if there is any interruption in the existing fire hydrant system during the project.

At points of entry to the bikeway, unauthorized vehicular entry would be restricted with the placement of pedestrian friendly bollards (barricades). The bollards would be placed at the edges of the bikeway and at the center of the bikeway to allow pedestrians and bicycles in, but not vehicles or scooters/mopeds. To allow emergency vehicle access, these bollards may be removable or a gate would be placed next to them.

The potential for negative adverse direct or secondary impacts associated with the provision of fire and emergency medical services are not expected. Potential cumulative effects of increasing calls for fire and emergency services may result from the development and long-term use of the Leeward Bikeway. It is reasonable, however, to expect the need and provision of such public services on a public facility. Moreover, public use of the bikeway would offset public uses and potential calls for service elsewhere on the overall transportation system.

Potential Impacts of Alternatives

No significant impacts to fire and emergency services are expected to result from this project or any project alternatives.

3.3.3 Public Safety and Security

Police and security services in the project vicinity are provided by the Honolulu Police Department (HPD). Section 1 of the proposed bikeway is located within HPD District 8 (Sector 3), which is headquartered at the Kapolei Police Station on 1100 Kamokila Boulevard, Kapolei,

HI 96707. Section 2 of the proposed bikeway is located within District 3 (Sector 1), which is headquartered at the Pearl City Police Station, 110 Waimano Home Road, Pearl City, HI 96782.

Currently, the HPD has a temporary bicycle patrol in the Waipahu area. None are located in the ‘Ewa area due to lack of existing bikeways in those regions.

Potential Effects and Proposed Mitigation

Development of the proposed Leeward Bikeway would require security and maintenance measures for the protection and enjoyment of path users and adjacent property owners. At points of entry to the proposed bikeway, unauthorized vehicular and moped entry would be restricted with the placement of pedestrian-friendly bollards. The bollards would be placed at the edges of the bikeway and at the center of the bikeway to allow pedestrians and bicycles in, but not vehicles. Access to the bikeway would also be restricted from dusk to dawn and lighting would not be provided to discourage night-time use.

Access to neighboring properties along the project corridor has existed since the development of the former OR&L Railway. With the development of the proposed bikeway, however, access would be restricted. For Leeward Bikeway users, a Code of Conduct would be required for safe bikeway use and to promote protection of neighboring properties. The Code of Conduct is intended to serve as a reminder to all users to exercise good judgement and behavior similar to the operation of motorized vehicles on public roads. Any person violating Federal, State, and CCH laws while using the Leeward Bikeway would be subject to enforcement as applicable elsewhere in Hawai‘i.

The Code of Conduct would be posted on signs at entry points to the proposed bikeway, and would contain the following directives:

- Stay on the bikeway in continuous movement.
- Respect rights of all bikeway users as well as adjacent homeowners and properties.
- Ride single file keeping to the right of the bikeway.
- Give warning before passing other bikeway users.
- Only leashed pets are welcomed, you must clean up after your pet.
- Unauthorized and motorized vehicles are prohibited.
- Use of radios is prohibited.
- Bikeway hours are from dawn to dusk.
- No dumping, littering or loitering. Please use trash receptacles.
- Do not take or harm any plants or animals; areas outside the bikeway may contain sensitive plants and animals.
- Use bikeway at your own risk.

The potential for negative adverse primary and secondary impacts associated with the provision of police services are not immediately anticipated. However, if required over

the long-term use of the bikeway, "special patrols" by the HPD may be needed depending on incidents requiring such services.

The CCH Council members, HPD and Mayor, as well as the Mayors Advisory Committee for Bicycles will be notified of the potential need for permanent bicycle patrols in the Waipahu and 'Ewa areas in association with the operation of the Leeward Bikeway.

Potential Impacts of Alternatives

No significant impacts to public safety and security are expected to result from this project or any project alternatives.

3.3.4 Potable Water

The CCH Board of Water Supply provides water to the Leeward O'ahu area. The regional potable water system is made up of supply wells, storage reservoirs, booster pump stations, and transmission lines.

Potential Effects and Proposed Mitigation

The proposed project is not expected to have an adverse impact on water service in the area. A temporary increase in water consumption would result from dust control measures implemented during construction. No landscaping is planned that would require ongoing irrigation water.

Water lines extending over existing railroad bridges would be replaced in coordination with the CCH Board of Water Supply. Underground pipes, cables, or conduits known to exist are identified on the construction drawings and indicated in the plans. The contractor shall verify the locations and depths of the facilities and exercise proper care in excavating the area.

No new water fountains or other water-using facilities are proposed for the bikeway.

Potential Impacts of Alternatives

No significant impacts to potable water are expected to result from this project or any project alternatives.

3.3.5 Solid Waste

Solid waste collection for residences is provided on O'ahu by the CCH Department of Environmental Services. Commercial enterprises hire solid waste collection firms to pick up and transport their solid waste.

The primary landfill on O'ahu is the Waimānalo Gulch Sanitary Landfill (WGSL) in Kapolei. The WGSL is the CCH's sole municipal solid waste landfill. Construction debris is handled by the PVT landfill, the only landfill on the island that accepts such waste.

During field reconnaissance events, it was noted that unregulated dumping has occurred in some areas along the bikeway alignment. Discarded appliances, abandoned cars, and piles of solid waste were noted in the areas from Philippine Sea Road to Waipahu Depot Street. Although this

debris is not typically hazardous, there is the possibility that hazardous materials may be contained in appliance components (i.e., coolants, gasoline, lubricants, cleaning solvents, etc.).

Potential Effects and Proposed Mitigation

No significant impacts to solid waste facilities are expected. The construction of the proposed project is not expected to have long term impacts to solid waste facilities based on the limited scope and scale of work. Short-term impacts are anticipated in the form of construction debris that would be generated requiring disposal.

Construction debris (unused material), rocks and aggregate would be reused on-site to the extent feasible. Items that cannot be re-used will be disposed at an approved disposal facility. The construction contractor shall be responsible for the disposal of construction debris at a county-approved landfill site. The proposed project is not anticipated to generate a significant quantity of solid waste during the planned construction activities. Whatever solid waste is generated will be disposed of in accordance with HAR 11-58.1. Based on a study of past uses of the site, it is not anticipated that any hazardous material would need to be disposed of. No secondary or cumulative impacts to solid waste facilities would occur from the implementation of the proposed project.

Potential Impacts of Alternatives

No significant impacts to solid waste facilities are expected to result from this project or any project alternatives.

3.3.6 Communications

Hawaiian Telcom has both overhead and underground telecommunications facilities in the project area. Broadband Internet access within the area is provided by Spectrum (previously Oceanic Time Warner Cable).

Potential Effects and Proposed Mitigation

Above and below ground utilities will be identified during the design of the proposed improvements project. Any utility relocations and/or modifications would be coordinated with the affected utility company to minimize disruption to cable, television, or telephone services.

Residents and area businesses will be notified prior to construction should any temporary disruption of utility service be required. Once construction is complete, utilities will be returned to their original condition.

Utility companies requiring maintenance of facilities crossing the Leeward Bikeway would notify HDOT for a construction right-of-entry to perform work within the HDOT ROW. It is expected that this process would be similar to the HDOT issuance of permits for the performance of work on state roads and ROW.

No primary, secondary, or cumulative impacts to cable, television, or telephone infrastructure or services would result from the proposed bikeway.

Potential Impacts of Alternatives

No significant impacts to communication services are expected to result from this project or any project alternatives.

3.3.7 Energy Corridor

Starting in Kalaeloa on the west side of O‘ahu and extending to the Waipahu area, several underground petroleum pipelines are present within the former OR&L ROW. These pipelines are referred to as the “Energy Corridor” and located along the project extents. At the bridge crossings for the Waikele and Kapakahi Streams the Energy Corridor pipelines are attached to the existing bridges (see **Figure 22 a**nd **Figure 24**).

Potential Effects and Mitigation Measures

During construction of the bikeway the location of underground petroleum lines would be verified with the respective owners prior to any ground disturbance along the bikeway alignment. Additionally, during the retrofitting of the Waikele and Kapakahi Stream Bridges the Energy Corridor pipelines would be removed from the existing bridges and relocated in casings beneath or alongside the retrofitted bridges.

As noted, utility companies requiring maintenance of facilities crossing the bikeway would notify HDOT for a construction right-of-entry to perform work within the HDOT ROW. No primary, secondary, or cumulative impacts to the Energy Corridor infrastructure or services would result from the proposed bikeway.

Potential Impacts of Alternatives

No significant impacts to the Energy Corridor is expected to result from this project or any project alternatives.

3.3.8 Electricity

Two overhead systems, both owned and operated by the Hawaiian Electric Company (HECO), traverse the ‘Ewa Plain parallel with the former OR&L ROW. One of these systems, just south of the former OR&L ROW, uses large metal poles and carries two 138kV and two 46 kV mounted transmission line circuits. The system just north of the former railway line uses wooden poles and carries one 46kV transmission circuit and one 12kV distribution circuit.

Potential Effects and Proposed Mitigation

Above and below ground utilities will be identified during the design of the proposed improvements project and the relocation or removal of utility poles and appurtenances avoided to the extent possible. Any utility relocations and/or modifications will be coordinated with the affected utility company to minimize disruption of electrical services.

The project will require the relocation of electrical guy wires and utilities in several locations. Residents and area businesses will be notified prior to construction should any temporary disruption of utility service be required. Once construction is complete, utilities will be returned to their original condition. The proposed project would not result in secondary or cumulative impacts to electrical services.

During the construction phase, the proposed action would require the use of fossil fuels for the operation of equipment and machinery. While this use of fuel cannot be avoided, such use is not expected to be any greater than comparable development projects requiring this resource.

To reduce the release of carbon dioxide and related GHG constituents associated with the use of internal combustion powered equipment, machinery, and vehicles the construction contractor would be required to adhere to the following practices:

- Minimize the idling time of engines that are not in active use.
- Maintain all internal combustion powered equipment, machinery and vehicles in proper working order.
- Utilize fuel efficient equipment, machinery and vehicles, as much as possible and whenever feasible.

During operations of the proposed project no long term increase in electricity use is expected as the bikeway would not be equipped with lighting. Potential beneficial secondary effects may be realized by an increase in bicycle and pedestrian transportation with a corresponding reduction in motor vehicle congestion and reduced reliance on fossil fuels.

As noted, utility companies requiring maintenance of facilities crossing the bikeway would notify HDOT for a construction right-of-entry to perform work within the HDOT ROW.

Cumulative effects to utilities are not expected. Bikeway facilities would not obstruct future repairs or upgrades to utility infrastructure.

Potential Impacts of Alternatives

No significant impacts to the electrical services are expected to result from this project or any project alternatives.

3.3.9 Parks and Recreational Resources

Several parks and recreational resources are located in the vicinity of the proposed Leeward Bikeway alignment. The following parks and recreational resources are located within one mile of the proposed bikeway (**Figure 36**):

Leeward Bikeway Section 1, Philippine Sea Road to southwest end of West Loch Bike Path

- ‘Ewa Villages Golf Course
- *‘Ewa Mahiko District Park
- ‘Ewa Mahiko Neighborhood Park
- Asing Community Park
- Geiger Community Park
- Iroquois Point Neighborhood Park

Leeward Bikeway Section 2, Northeast end of West Loch Bike Path to Waipahu Depot Street

- Pūpūole Street Mini Park
- Waipahu Cultural Garden Park
- Honowai Neighborhood Park
- Ted Makalena Golf Course
- Waipi‘o Soccer Complex
- Waipahu District Park

**Indicates those parks funded by the Land and Water Conservation Fund (LWCF).*

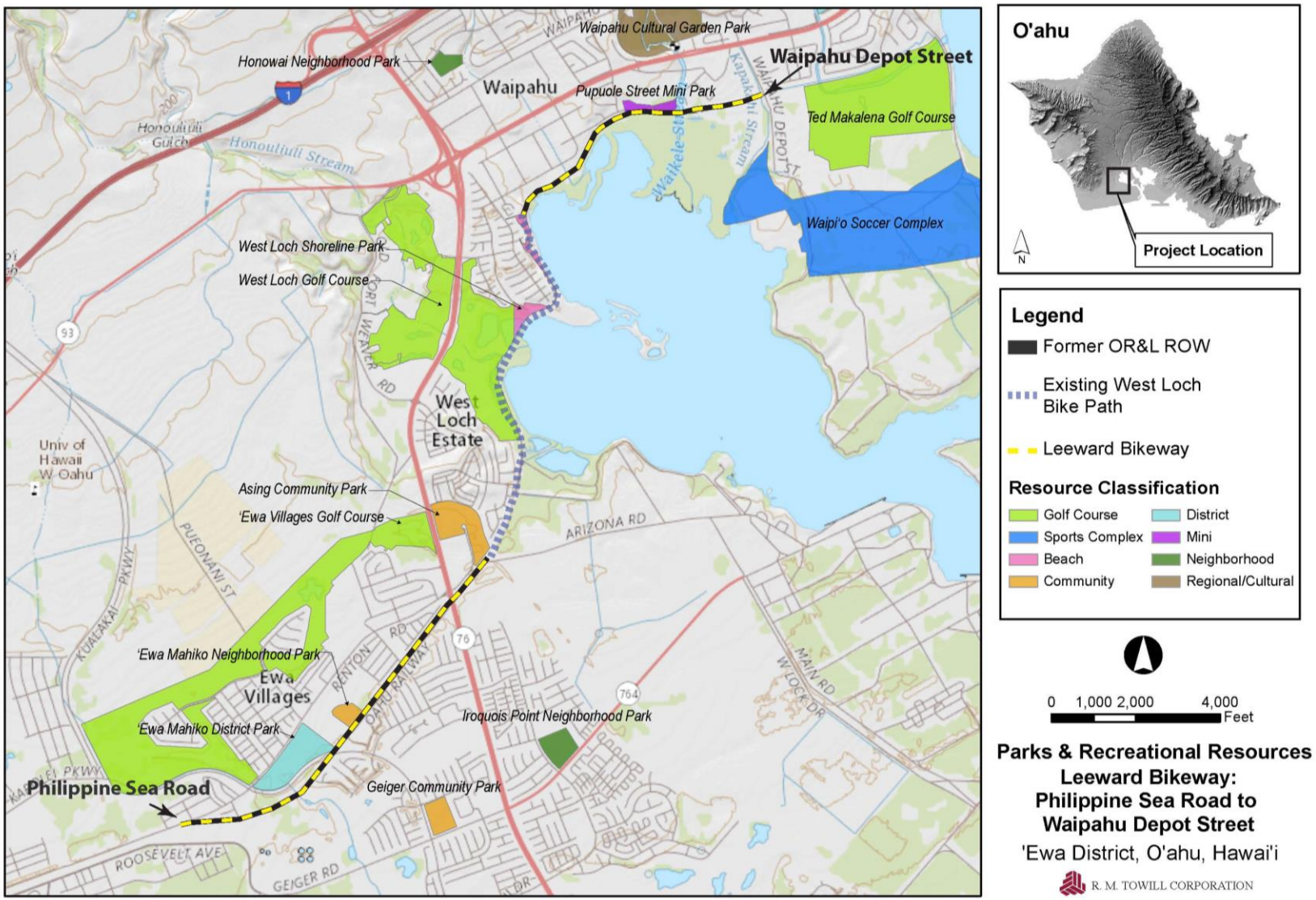

Figure 36. Parks and Recreational Resources

The largest recreational resources in the project vicinity include the Waipiʻo Soccer Complex and three 18-hole golf courses (Ted Makalena, West Loch, and ʻEwa Villages). The Waipiʻo Soccer Complex, the state's largest soccer complex, serves as the home field for the University of Hawaiʻi women's soccer team and hosts local high school soccer games. Within the project vicinity there is also one district, three community, one beach, one mini, one regional/cultural, and two neighborhood parks. The ʻEwa Mahiko District Park is funded by the Land and Water Conservation Fund (LWCF) Act. The project would not affect the LWCF protected park, therefore there are no concerns on behalf of the LWCF program.

In addition to the parks listed above, the CCH has identified future parks in its Development and Sustainable Communities plans, as discussed in **Sections 4.3.3** and **4.3.4**.

Potential Effects and Proposed Mitigation

The proposed project would not affect any parks or recreational resources located in the vicinity of the proposed bikeway alignment. The proposed Leeward Bikeway would expand outdoor recreational opportunities and enhance existing recreational facilities, and thereby meet one of the recreation priorities of the 2015 Statewide Comprehensive Outdoor Recreation Plan (SCORP), later discussed in **Section 4.2.7**. Construction of the Leeward Bikeway would create a new recreational and natural resource amenity to serve as a greenway corridor that would link regions of Oʻahu that previously were not accessible by other modes of transport rather than by car. It would also link the many parks situated along or near the alignment, as discussed above.

Potential Impacts of Alternatives

No significant impacts to parks and recreational resources are expected to result from this project or any project alternatives.

3.3.10 Schools

The proposed project is located within the State of Hawaiʻi Department of Education (DOE) "Leeward Oʻahu District." Existing public schools within approximately one mile of the proposed bikeway are shown in **Figure 37** and listed below:

Leeward Bikeway Section 1, Philippine Sea Road to southwest end of West Loch Bike Path

- ʻEwa Elementary School
- Holomua Elementary
- Kapolei Middle School

Leeward Bikeway Section 2, Northeast end of West Loch Bike Path to Waipahu Depot Street

- Honowai Elementary
- Waipahu Intermediate School
- Waipahu Elementary School
- Waipahu High School

Potential Effects and Proposed Mitigation

During construction, the project may result in short-term disruptions of vehicle traffic along roadways and existing bicycle and pedestrian traffic within the within the near vicinity or periphery of the project. However, the project is not anticipated to obstruct or hinder access to nearby educational facilities.

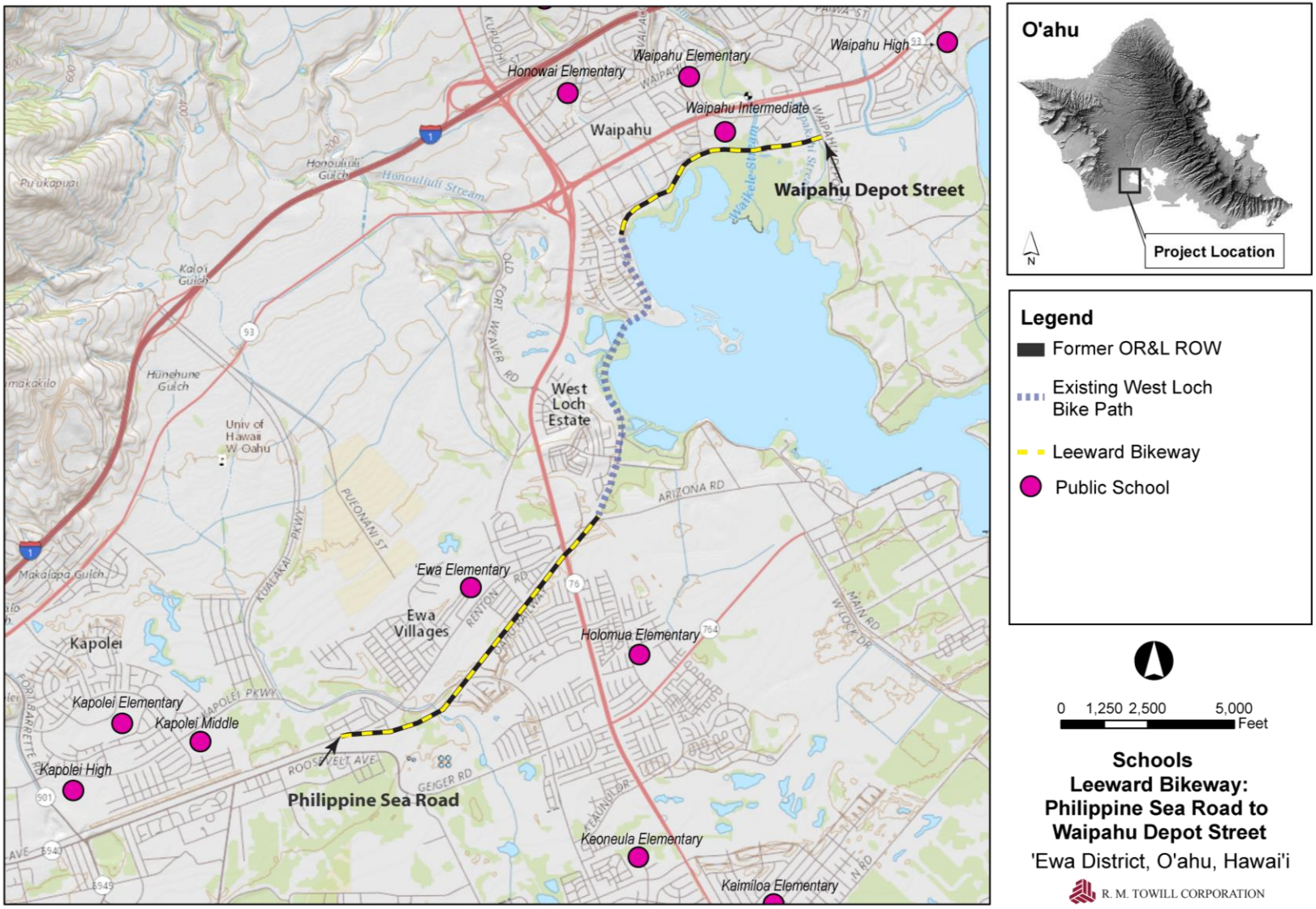

Figure 37. Schools

The proposed project would not increase nor decrease the provision of educational services to the community, and would not directly, secondarily, or cumulatively result in an increase in the area population, which would otherwise generate the need for school services.

The creation of the Leeward Bikeway would improve access to schools within the project area and serve as a safe facility for those students whose preferred mode of transportation to school is by bicycle or walking.

Potential Impacts of Alternatives

No significant impacts to schools are expected to result from this project or any project alternatives.

3.3.11 Wastewater

Wastewater in the project area is transported to the Honouliuli Wastewater Treatment Plant, operated by the CCH Department of Environmental Services. During construction, workers would use portable toilets which would be removed and waste would be disposed of in accordance with State and County regulations. As the constructed bikeway would not provide restroom facilities, bikeway users are expected to use existing public facilities.

Potential Effects and Proposed Mitigation

There is no expected effect on wastewater facilities beyond the use of existing public facilities near the bikeway route. The proposed project would not result in primary, secondary or cumulative impacts to wastewater resources.

Potential Impacts of Alternatives

No significant impacts are expected to result from this project or any project alternatives.

3.4 Socio-Economic Environment

3.4.1 Population and Employment

The bikeway straddles the ‘Ewa Plain and Waipahu. The ‘Ewa Plain is specifically targeted for urbanization, per the CCH’s growth management strategy outlined in the EDP (2013) and the Honolulu General Plan (1992, amended in 2002). The ‘Ewa area has changed drastically over the last two decades. During this period, residential developments replaced sugarcane plantations and substantial development occurred in ‘Ewa and the City of Kapolei, O‘ahu’s “second city,” including construction of not only residential areas, but shopping centers, movie theaters, and government offices. Increased development of Campbell Industrial Park has occurred while BPNAS was closed and a reuse program was undertaken by the State’s Hawai‘i Community Development Authority.

Similar to the EDP area, portions of the Central O‘ahu area have been designated as areas of fringe urbanization per the COSCP (revised in 2016); however, it is expected to maintain a slower growth rate. Waipahu has historically served as the headquarters for sugarcane and pineapple plantation agriculture, as well as a gateway to the plantation towns of ‘Ewa and the

North Shore. With the decline of the sugar industry, a considerable amount of former agricultural land in Waipahu has been converted to primarily low-density, single-family housing.

The CCH, in updating the EDP and COSCP, have summarized socio-economic projections to 2035 in three key ways: population, housing units and non-construction jobs.

Tables 2, 3 and **4 below** indicate the following regarding the forecast of socioeconomic trends utilizing data from the EDP for ‘Ewa projections, COSCP for Central O‘ahu projections, and Department of Business, Economic Development & Tourism (DBEDT) for all O‘ahu projections (DBEDT, 2008):

- All three demographic sectors of population, housing units and jobs are expected to rise dramatically in the ‘Ewa region. Projections by the CCH predict that ‘Ewa will account for almost 60% of O‘ahu’s population growth, 35% of new housing units and 46% of new non-construction jobs created on O‘ahu between 2010 and 2035.
- By 2035 Central O‘ahu is expected to have about one-fifth of the island’s population growth, 18% of growth in housing stock and 14% in employment.

Table 2. Population

DP/SCP Area	Population 2010	Population 2035 (projected)	Total O‘ahu Change 2010-2035	Share of Total O‘ahu Change from 2010-2035
Total O‘ahu	899,965	1,038,317	241,157	100%
Central O‘ahu	168,600	181,400	12,800	9%
‘Ewa	101,397	164,000	108,894	59%

Source: DBEDT (2008), CCH DPP (2013), CCH-DPP (2016).

Table 3. Housing Units

DP/SCP Area	Housing Units 2010	Housing Units 2035 (Projected)	Total O‘ahu Change 2010-2035	Share of Total O‘ahu Change from 2010-2035
Total O‘ahu	327,938	416,347	88,409	100%
Central O‘ahu	51,000	63,800	12,800	14%
‘Ewa	25,204	56,344	31,140	35%

Source: DBEDT (2008), CCH DPP (2013), CCH-DPP (2016).

Table 4. Employment (Non-Construction Jobs)

DP/SCP Area	Jobs 2010	Jobs 2035 (Projected)	O‘ahu Change 2010-2035	Share of Total O‘ahu Change from 2010-2035
Total O‘ahu	530,631	647,063	116,432	100%
Central O‘ahu	62,600	83,600	21,000	18%
‘Ewa	16,400*	87,000	53,678	46%

Source: DBEDT (2008), CCH DPP (2013), CCH-DPP (2016).

The proposed bikeway is in the vicinity of Pearl Harbor, one of the nation's most important naval military facilities, a nationally recognized estuary and a tourist attraction. Approximately 3,000 visitors per day and over 1,000,000 visitors per year come to Pearl Harbor, mostly to visit the World War II Valor in the Pacific National Monument which includes the battleships USS Arizona and the USS Missouri. The public park, West Loch Shoreline Park at West Loch Estates, hosts visitors on a regular basis for walks along the bike path and the shoreline areas of Pearl Harbor.

Potential Effects and Proposed Mitigation

The project is not anticipated to directly result in an increase in population, economic growth, or long-term impacts to existing socio-economic status and demographics of the project area.

Some employment would be required during construction activities. However, all employment associated with the proposed project would be short-term and would only last until completion of the project. Following completion of the proposed construction activities, the project is not expected to adversely affect the regional or local area population. Implementation of the project is expected to support the growing 'Ewa and Waipahu populations by providing infrastructure needed for commuting and recreation.

Over the long term, the proposed project would encourage the health and physical fitness of the island's population through outdoor recreation. The project would also result in the potential for positive secondary impacts by stimulating business enterprises in the vicinity of the bikeway, increasing local employment and state tax revenues.

No direct, secondary or cumulative impacts on population and employment are expected, and no mitigation measures are necessary or recommended.

Potential Impacts of Alternatives

No significant impacts to population and employment are expected to result from this project or any project alternatives.

3.4.2 Historic and Archaeological Resources

The project's Area of Potential Effect (APE) for the construction of the proposed project is approximately 17.78 acres and is situated within the Honouliuli Ahupua'a. The APE includes the area proposed for the installation of erosion controls, minor grading, construction of the bikeway, retrofitting of two bridges (Kapakahi and Waikele Stream Bridges), storm drain improvements near Kapolei Parkway, relocation of utility lines and poles, construction of retaining walls, relocation and replacement of existing fencing, and installation of bollards, signage and striping.

The former OR&L ROW is the only listed historic property within the APE. The listing information included on the NRHP for the former OR&L ROW is included below:

> O‘ahu Railway and Land Company Right-of-Way (added 1975 - #75000621)
> Also known as SIHP No. 50-80-12-9714
> Honolulu County - Barbers Point, Nānākuli
> (630 acres, 1 structure)

Historic Significance:	Person, Event, Architecture/Engineering
Architect, builder, or engineer:	O’ahu Railway & Land Co.
Architectural Style:	Other
Historic Person:	Dillingham, Benjamin F.
Significant Year:	1889, 1895
Area of Significance:	Economics, Engineering, Transportation, Industry, Agriculture, Social History
Period of Significance:	1875-1899
Owner:	State (Federally owned at time of nomination)
Historic Function:	Transportation
Historic Sub-function:	Rail-Related
Current Function:	Vacant/Not In Use

The construction of the railway from the Pearl Harbor to Waianae area began in the late 1800s, and is linked to the development of Leeward O‘ahu. The railroad tracks along the O‘ahu shoreline were built on a bed composed of hard coral deposits (IARII 2000).

In 2000, International Archaeological Research Institute, Inc. (IARII) completed an Archaeological Resources Survey, of the project area. The survey noted that in the Pearl Harbor area, agriculture and fishpond cultivation were the predominant economic activities and included heiau and fishponds. Many of these features have been disturbed by cattle ranching, development of rice patties, sugarcane plantations, and Pearl Harbor Naval Base as well as modem activities (IARII 2000).

On the Waipi‘o Peninsula, several fishponds were present in the vicinity of the APE. Loko Eo was a fishpond located at the north end of Waipi‘o Peninsula. Ka‘ahuku‘u and Pouhala ponds were located on the northwestern side of Waipi‘o Peninsula. Results of the 2000 IARII survey indicated that it is unlikely that fishpond sediments would be encountered due to past agricultural practices and land uses. However, because fishpond sediments associated with the former Pouhala pond may exist within the vicinity of the APE, the HDOT undertook an evaluation of an aerial topographic map depicting the relative elevations of the railway ROW at approximately 4 to 5 feet and Pouhala Fishpond at less than approximately one-foot. The elevation of the Leeward Bikeway would therefore not be expected to adversely affect the fishpond and no fishpond sediments are expected to be encountered. The site has no integrity and is not eligible for listing on the National Register of Historic Places (NRHP).

The most prominent archaeological features present across the ‘Ewa Plain include heiau, enclosures and platforms, many of which have been disturbed by cattle ranching and modern

activities. Results of the archaeological resources survey indicate that due to agricultural activities, encountering cultural resources within the proposed APE is unlikely (IARII 2000).

At the request of SHPD in 2014, the HDOT undertook a historic architectural assessment of nine (9) bridges along the previously proposed 14.2 mile Leeward Bikeway. In 2016, Fung Associates, Inc. completed the historic assessment entitled, *Historic Assessment of Nine Bridges Along the Leeward Bikeway*, to further ascertain the historic architectural significance of the bridges located along the former OR&L ROW.

Although not included in the historically recognized former OR&L ROW 1975 listing on the NRHP, the Waikele Stream Bridge and the Kapakahi Stream Bridge are identified as eligible for listing. Both bridges are eligible based on meeting Criterion A, their association with the former historic OR&L Company, and Criterion C, as distinct examples of railroad bridges. The Waikele and Kapakahi Stream Bridges both feature steel plate girder walls with stiffeners, and the use of rivets throughout including at panels, channel attachments, and diagonal bracing.

Summary of Archaeological Sites within the APE

As identified in prior archaeological surveys, the former OR&L ROW is listed on the NRHP as Reference No. 75000621 and on the State Inventory of Historic Places (SIHP) as site # 50-80-12-9714, and is the only historic property within the APE. The Waikele and Kapakahi Stream Bridges, while not listed on the NRHP, are eligible for listing under Criteria A and C (Fung Associates, Inc., 2016). Ka‘ahuku‘u and Pouhala ponds were located on the northwestern side of Waipi‘o Peninsula, however they have been filled due to past agricultural practices and land uses (see **Figure 38**).

Consultation under Section 106 of the NHPA for the Leeward Bikeway project is documented in **Appendix A**. (See also **Section 3.4.3, Cultural Resources**, below).

Potential Effects and Proposed Mitigation

The former OR&L ROW is listed on the NRHP as Reference No. 75000621 and on the SIHP as site # 50-80-12-9714, and is the only historic property within the APE. The Waikele and Kapakahi Stream Bridges, while not listed on the NRHP, are eligible for listing under Criteria A and C (Fung Associates, Inc., 2016).

The conclusion of the 2000 archaeological survey and background research was that construction of the proposed Leeward Bikeway would have "no effect" on the qualities that make the former OR&L ROW significant from a historical perspective. SHPD, DLNR, will be consulted in regards to constructing the bikeway within SIHP # 50-80-12-9714 and altering the Waikele and Kapakahi Stream Bridges which are eligible for listing on the NRHP.

Based past archaeological analysis, site observations, and consultation with the SHPD and the parties consulted under the Section 106 NHPA process, it is expected that the proposed undertaking will have an adverse effect on the following historic resources within the APE:

- The Waikele Stream Bridge, eligible for listing on the NRHP under Criteria A and C.
- The Kapakahi Stream Bridge, eligible for listing on the NRHP under Criteria A and C.

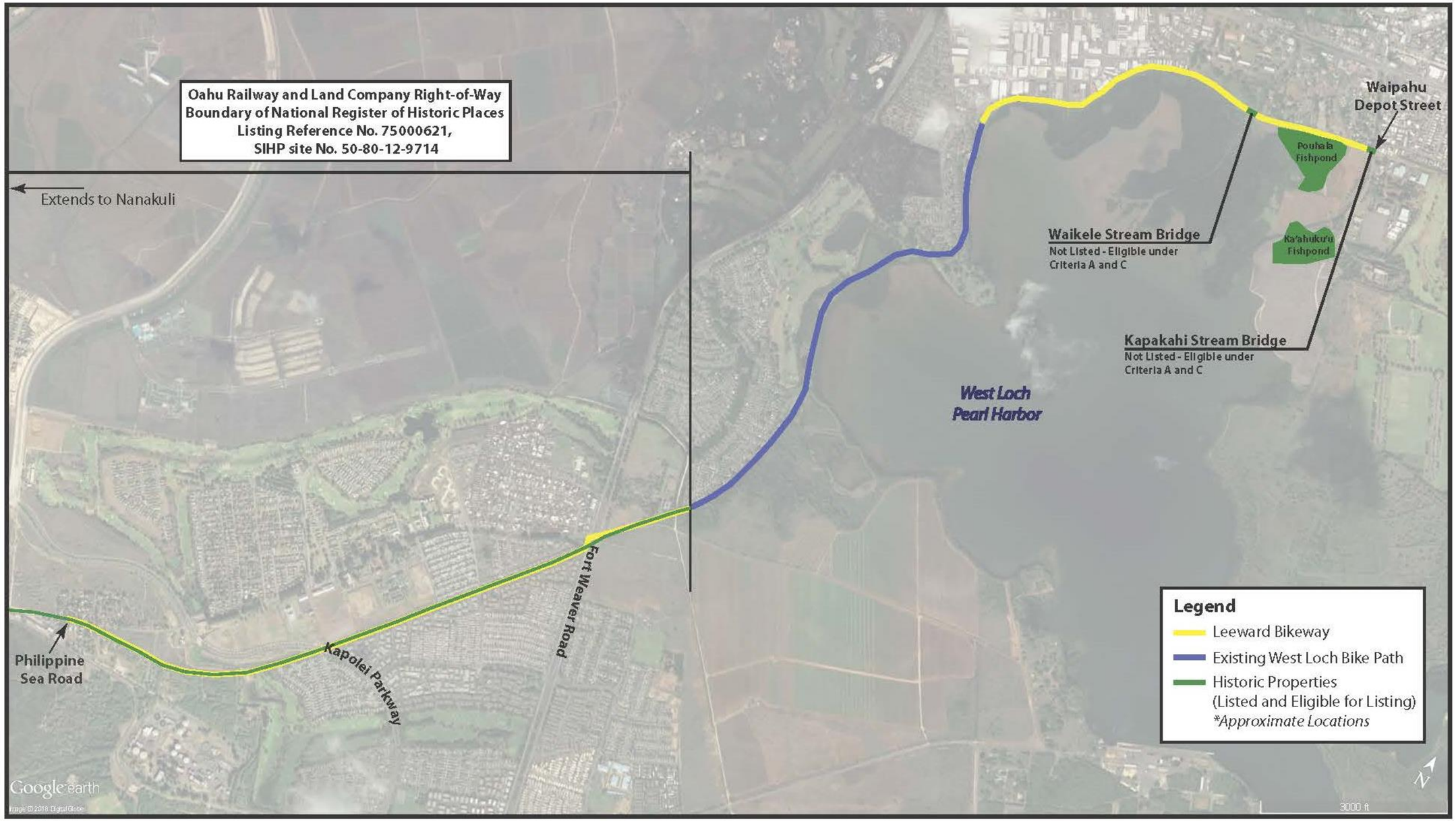

Figure 38. Historic Properties

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Mitigation measures during the design of the proposed improvements will be implemented to minimize potential impacts to archaeological, cultural, and historic resources. The following mitigation measures will be implemented by HDOT, at a minimum:

1. Minimize the number of railroad crossing.
2. Utilize existing railroad crossings.

A Section 106 Memorandum of Agreement (MOA) will be prepared to address the adverse effects of the Leeward Bikeway project.

Further:

- If cultural materials are discovered during construction, all earth-moving activity within and around the immediate discovery area will be diverted until a qualified archaeologist can assess the nature and significance of the find.
- If human remains are discovered, HAR Title 13. Subtitle 13, Chapter 300 states that further disturbances and activities shall cease in any area or nearby area suspected to overlie remains, and SHPD and Police Department will be contacted. The appropriate process would then proceed in conformance with HAR §13-300 Subchapter 4 "Procedures for Proper Treatment of Burial Sites and Human Skeletal Remains."

The HDOT will prevent the disturbance or taking of any historic property or resource to the extent possible by instituting these mitigation measures and enforcing their implementation by contractors.

With the implementation of the abovementioned mitigation measures, the project is not anticipated to have a significant, long-term adverse impact on traditional or contemporary cultural/historical resources. During interagency consultation, pursuant to Section 106 of the NHPA, the SHPD, DLNR will be consulted regarding the proposed projects potential to impact historic resources and identify areas of particular concern (see **Section 4.1.6**).

The project has the potential to make this portion of the former OR&L ROW more widely accessible to the public through the enhancement of the facility for use by bicyclists and pedestrians.

Potential Impacts of Alternatives

The No Action Alternative would have no impact on historic or cultural resources. However, no action would fail to enhance the former OR&L ROW for public use as a recreational and transportation facility and accessibility along this corridor would continue to be limited.

All Build Action Alternatives would involve construction of the Leeward Bikeway within the former OR&L ROW and the retrofitting of the Waikele and Kapakahi Stream Bridges. Where crossings of the former OR&L are required, existing crossings would be utilized to minimize impacts.

The retrofitting of the Waikele and Kapakahi Stream Bridges would require modification of the structures which are eligible for listing on the NRHP. The SHPD will be consulted

regarding the proposed projects potential to impact the historic resource and the necessity for further project-related historic preservation. The final designs for the Waikele and Kapakahi Stream Bridges would be completed after the EA process and based on consultations with the SHPD and community. The project will comply with the requirements of the SHPD.

3.4.3 Cultural Resources

Cultural resources are prehistoric and historic sites, structures, districts, artifacts, or any other physical evidence of human activity considered important to a culture, subculture, or community for scientific, traditional, religious, or any other reasons. For the purposes of this EA, cultural resources are defined to include prehistoric and historic archaeological sites, historic buildings and structures, and traditional (i.e., Native Hawaiian) sites.

A review of the proposed project site in accordance with the requirements of SLH, Act 50, was undertaken to identify the relationship of the project area to the requirements of Act 50. Prior and current historical surveys completed for this project indicates that the former OR&L railroad is the main historic feature along the proposed project area. Possible fishpond sediments are not expected along the more elevated Leeward Bikeway but could occur in the nearby former Pouhala fishpond near Waikele Stream which is at a lower elevation.

The developed nature of the project site involving its longtime use as the former OR&L ROW is not expected to be conducive to the presence of *wahi pana* (a storied place) or the gathering of important native species that may include tī, flowering plants, or other species bearing fruit. The project area has been previously heavily modified with grading and construction activities from the plantation era and during World War II. Plants found at the site are primarily introduced, exotic species not normally associated with cultural gathering or use activities.

Cultural consultation with the SHPD and Native Hawaiian organizations (NHOs) was undertaken by HDOT to address Section 106, NHPA for the proposed project. Section 106 consultation completed for the project included project meetings, public notice/advertisement of the project in the Honolulu Star-Advertiser, and written consultation. For reference, the record of Section 106, NHPA documentation completed to date for the project is included in **Appendix A**.

Potential Effects and Proposed Mitigation

Based on the above, the potential for adverse direct, secondary, or cumulative effects to traditional and cultural practices are not anticipated. However, as noted in **Section 3.4.2**, any inadvertent finds will result in the cessation of work and the immediate reporting of the find to the SHPD at (808) 692-8015 (Main Office, O‘ahu). SHPD will furnish further instructions regarding the treatment of the find and the conditions when work may be resumed.

Potential Impacts of Alternatives

The No Action Alternative would have no impact on historic or cultural resources. However, no action would fail to enhance the former OR&L ROW for public use as a recreational and transportation facility and accessibility along this corridor would continue to be limited.

All Build Action Alternatives would involve construction of the Leeward Bikeway within the former OR&L ROW and the retrofitting of the Waikele and Kapakahi Stream Bridges.

See **Section 3.4.2**, **Historic and Archeological Resources**, for discussion on potential impacts to archaeological resources. The retrofitting of the Waikele and Kapakahi Stream Bridges will require alteration of historic resources eligible for listing on the NRHP. The DLNR, SHPD will be consulted regarding the proposed projects potential to impact the historic resources and the necessity for further project-related historic preservation.

No long-term adverse impacts to traditional cultural practices are expected to result from this project or any project alternatives.

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Section 4
Relationship to Governmental Land Use Plans, Policies, and Controls

4.1 Federal Regulations

4.1.1 Section 404 Clean Water Act (CWA) and Section 10 Rivers and Harbors Act (RHA) (also referred to as a Department of the Army Permit)

A Department of the Army Permit application will be required for the project and includes areas of jurisdictional coverage under CWA, Section 404, and RHA, Section 10. Coordination will be undertaken with the USACE to address the potential for adverse effects to WOUS resulting from the retrofitting of the Waikele and Kapakahi Stream Bridges and maintenance dredging of the Kapakahi Stream banks.

The CWA, Section 404, requires that a permit be obtained before dredged or fill material may be discharged into WOUS, including wetlands. Section 10 of the RHA (33 USC 401 et seq.) requires authorization from the USACE for the construction of any structure in or over any navigable water of the U. S., the excavation/dredging or deposition of material in these waters or any obstruction or alteration in a navigable water. Structures or work outside the limits defined for navigable WOUS require a Section 10 Department of the Army permit if the structure or work affects the course, location, condition, or capacity of the water body.

In the State of Hawai'i, Section 404 and Section 10 are administered by the USACE, Honolulu District. As part of the review, the USACE will assume the role of lead Federal agency and consult with other Federal agencies, as required. The major regulatory review requirements include:

- ESA of 1973, Section 7;
- NHPA, Section 106 Consultation; and
- Magnuson-Stevens Fishery Conservation and Management Act (16 USC §1801 et seq.), reauthorized as the Sustainable Fisheries Act.

Consultation will be conducted by the USACE during the processing of the Department of the Army, Section 404/10 permit application for the project. The proposed project would not impact sensitive plants or animals, marine mammals, or migratory birds and is anticipated to be considered consistent with the above-listed policies.

Botanical and faunal resources occurring within the project extents were evaluated. Based on the highly urbanized and developed nature of the project site no adverse effects on threatened or endangered plants, or plant or animal habitats or specific communities is expected. See **Section 3.2**.

During interagency consultation, pursuant to Section 7 of the ESA, the USFWS and National Oceanic and Atmospheric Administration (NOAA) will be consulted. Any mitigation measures developed through the consultation process will be implemented during the construction of this project.

Discussion:

The proposed project involves the retrofitting of the Waikele and Kapakahi Stream Bridges and maintenance dredging of the Kapakahi Stream banks.

Compliance with RHA, Section 10, and CWA, Section 404, requirements through the filing of a USACE permit application is in progress. The permit preparation, related regulatory review, and filing will be coordinated with the USACE, Honolulu Branch and will include the provision of appropriate mitigation measures and controls for the protection of the environment. It is anticipated that because the proposed crossings will involve the use of clear span bridges and minor maintenance dredging, that compliance with the provisions of Section 10 RHA will be maintained.

4.1.2 Section 9 Rivers and Harbors Act (RHA) (also referred to as a U. S. Coast Guard Permit)

Section 9 of the RHA requires authorization from USACE before construction of a bridge, dam, dike, or causeway over or in navigable waterways of the United States. It also requires that any agency planning to construct or modify a bridge apply for a USCG bridge permit.

Discussion:

The USFWS was consulted for the proposed project during the EA pre-assessment consultation process (see **Section 6.6, Pre-Assessment Consultation for the Environmental Assessment**). In an e-mail dated February 28, 2018, the USCG indicated, that from Sector Honolulu, "we do not have any concerns with the bridge replacement project" and further that "Sector Honolulu concurs no further permitting is required from our field office perspective" (see **Appendix B, Federal Consultations, Item No. 3**).

4.1.3 Section 401 Water Quality Certification (WQC)

The CWA is the key legislation governing surface water quality protection in the United States. Sections 401 and 402 of the Act require permits for actions that involve wastewater discharges or discharge of dredged or fill material into WOUS. The EPA is responsible for administering the CWA. In Hawai‘i, the EPA has delegated responsibility for implementing the Act to the State. States can use their WQS in the Section 401 WQC to review and approve, condition, or deny all Federal permits or licenses that may result in discharges to State waters, including wetlands. States and tribes make decisions to deny, certify, or condition permits or licenses primarily to ensure that the activity will comply with State WQS. In addition, States and tribes look at whether the activity will violate effluent limitations, new source performance standards, toxic pollutants, and other water resource requirements of State/tribal law or regulation. A Section 401 WQC Application for this project, if determined applicable by USACE, will be submitted to the State of Hawai‘i DOH.

Discussion:

The proposed project involves the retrofitting of the Waikele and Kapakahi Stream Bridges and maintenance dredging of the Kapakahi Stream banks. Under the Federal CWA and HRS Chapter 342D, along with their supporting rules in HAR 11-54, a WQC

is required for activities when proposed construction or operation may result in discharges to State waters.

The USACE Regulatory Branch and the DOH, CWB will be consulted to identify permitting requirements pertaining to their jurisdiction under the CWA, Section 401. In addition, a NPDES permit pursuant to the CWA, Section 402, will be filed for discharges of storm water runoff associated with construction activities.

4.1.4 Section 4(f) Department of Transportation Act (DOTA)

Section 4(f) of the DOTA of 1966, codified in Federal law at 49 USC Section 303, declares that "…it is the policy of the United States Government that special effort should be made to preserve the natural beauty of the countryside and public park and recreation lands, wildlife and waterfowl refuges, and historic sites." Section 4(f) specifies that "[t]he Secretary [of Transportation] may approve a transportation program or project…requiring the use of publicly owned land of a public park, recreation area, or wildlife and waterfowl refuge of national, State, or local significance, or land of an historic site of national, State, or local significance (as determined by the Federal, State, or local officials having jurisdiction over the park, area, refuge, or site) only if:

(1) There is no prudent and feasible alternative to using that land; and
(2) The program or project includes all possible planning to minimize harm to the park, recreation area, wildlife and waterfowl refuge, or historic site resulting from the use." Section 4(f) further requires consultation with the Department of the Interior and, as appropriate, the involved offices of the Departments of Agriculture and Housing and Urban Development in developing transportation projects and programs which use land protected by section 4(f).

In general, a section 4(f) "use" occurs with a DOT-approved project or program when 1) section 4(f) land is permanently incorporated into a transportation facility; 2) when there is a temporary occupancy of section 4(f) land that is adverse in term of the section 4(f) preservationist purposes as determined by specified criteria (23 CFR §771.135[p][7]); and 3) when section 4(f) land is not incorporated into the transportation project, but the project's proximity impacts are so severe that the protected activities, features, or attributes that qualify a resource for protection under section 4(f) are substantially impaired (constructive use). 23 CFR § 771.135(p)(1) and (2).

Discussion:

The Leeward Bikeway will require the use of Section 4(f) properties, in particular, the former OR&L ROW and the existing Waikele and Kapakahi Stream Bridges. A Section 4(f) DOTA Programmatic Agreement will be prepared for this project.

4.1.5 Section 7 Endangered Species Act of 1973 (ESA), as Amended

The purpose of the ESA, Section 7, is to protect and conserve ecosystems upon which endangered and threatened species are dependent, and to provide for the conservation of endangered and threatened species. The ESA is administered by the U. S. Department of the

Interior through the USFWS, and the U. S. Department of Commerce through the National Marine Fisheries Service (NMFS), NOAA.

Discussion:

Based on information obtained from the USFWS during the EA pre-assessment consultation process (see **Section 6.6**), and information contained in the 2000 faunal assessment conducted along the project route, no designated critical habitat is located within the vicinity of the project area; however, listed, threatened and endangered faunal species including the endangered Hawaiian hoary bat *(Lasiurus cinereus semotus);* Hawaiian stilt *(Himantopus mexicanus knudseni),* Hawaiian coot *(Fulica alai),* Hawaiian gallinule *(Gallinula galeata sandvicensis),* and Hawaiian duck *(Anas wyvilliana*), and threatened Newell's Shearwater (*Puffinus newelli*) may occur at or transit the project site. The endangered plant ko'oloa'ula *(Abutilon menziesii)* may occur in the vicinity of the proposed project area.

HDOT will continue to coordinate with the USFWS regarding ESA species that may occur in the project area.

4.1.6 Section 106 National Historic Preservation Act (NHPA)

The NHPA requires that Federal agencies consider the effect of their actions on any district, site, building, structure or object that is included or eligible for inclusion in the NRHP. Such resources are called "historic properties." Under Section 106, a Federal action (or undertaking) may involve Federally funded projects, activities, or programs, including those carried out with Federal financial assistance. Federal actions also include projects requiring a Federal permit, license or approval, including those where Federal authority has been delegated to a State or local agency.

Section 106 review refers to the Federal review process designed to ensure that historic properties are considered during Federal project planning and implementation. The goal of the process is to identify historic properties potentially affected by the proposed project, assess the impacts, and seek ways to minimize or mitigate adverse effects. The U. S. Department of Interior, National Park Service, and the Advisory Council on Historic Preservation (ACHP) administer the NHPA. At the State level, the SHPO implements the NHPA. During interagency consultation, pursuant to Section 106 of the NHPA, the SHPD, DLNR will be consulted.

Discussion:

NHPA Section 106 consultation was carried out in conjunction with the SHPD. Organizations and individuals that have an interest in the project area, and information about significant archaeological or cultural resources and sites relating to Section 106, NHPA, within the proposed project extents, particularly along the proposed bike path alignment, were contacted and asked to identify historic or cultural sites that may be impacted by the project. A summary of the Section 106 consultation process to date is presented **Appendix A**.

4.1.7 Wild and Scenic Rivers Act (Sections 7(b) and (c))

There are no wild and scenic rivers in the State of Hawai‘i according to the National Park Service.

Discussion:

No impacts are expected and no mitigation is therefore proposed.

4.2 State of Hawai‘i Land Use Plans and Regulations

Numerous plans and regulations by the State of Hawai‘i, are relevant to the Leeward Bikeway. These are presented below with discussion of how they are relevant to the Leeward Bikeway project.

4.2.1 Hawai‘i State Plan
4.2.2 Hawai‘i State Land Use Law
4.2.3 Coastal Zone Management Act (CZMA), HRS 205(A)
4.2.4 Hawai‘i Statewide Transportation Plan (HSTP) (2011)
4.2.5 Bike Plan Hawai’i (BPH) (2003)
4.2.6 Act 54, Session Laws of Hawai‘i (SLH) (2009)
4.2.7 Statewide Comprehensive Outdoor Recreation Plan (SCORP) (2011)
4.2.8 Stream Channel Alteration Permit (SCAP)

4.2.1 Hawai‘i State Plan

The Hawai‘i State Plan, HRS, Chapter 226, adopted in 1978 and revised in 1986, serves as a guide for the future long range development of the State by identifying goals, objectives, policies, and priorities. The Hawai‘i State Plan consists of three major part:

Part I, describes the overall theme including Hawai‘i’s desired future and quality of life as expressed in goals, objectives, and policies.

Part II, Planning Coordination and Implementation, describing a statewide planning system designed to coordinate and guide all major state and county activities and to implement the goals, objectives, policies, and priority guidelines of the Hawai‘i State Plan.

Part III, Priority Guidelines, which express the pursuit of desirable courses of action in major areas of statewide concern.

The proposed project is consistent with the objectives and policies of the Hawai‘i State Plan. Specifically, the proposed action would provide a shared-use path for outdoor recreation, physical fitness, and transportation that is accessible to the community and links important community activity centers and attractions. An analysis of the project’s ability to meet the objectives, policies, and priority guidelines of the Hawai'i State Plan are provided in **Table 5** below.

Table 5. Hawai‘i State Plan Applicability to the Proposed Project

Hawai‘i State Plan Objectives, Policies, and Priority Guidelines	Applicability to the Proposed Project
Objectives and Policies	
§226-5 Objective and policies for population	Not Applicable
§226-6 Objectives and policies for the economy--in general	**Applicable**
§226-7 Objectives and policies for the economy-- agriculture	Not Applicable
§226-8 Objective and policies for the economy--visitor industry	**Applicable**
§226-9 Objective and policies for the economy--federal expenditures.	**Applicable**
§226-10 Objective and policies for the economy--potential growth activities	Not Applicable
§226-10.5 Objectives and policies for the economy--information industry	Not Applicable
§226-11 Objectives and policies for the physical environment--land-based, shoreline, and marine resources.	**Applicable**
§226-12 Objective and policies for the physical environment--scenic, natural beauty, and historic resources.	**Applicable**
§226-13 Objectives and policies for the physical environment--land, air, and water quality	**Applicable**
§226-14 Objective and policies for facility systems--in general	Not Applicable
§226-15 Objectives and policies for facility systems--solid and liquid wastes	Not Applicable
§226-16 Objective and policies for facility systems--water	Not Applicable
§226-17 Objectives and policies for facility systems--transportation	**Applicable**
§226-18 Objectives and policies for facility systems—energy/telecommunications	Not Applicable
§226-19 Objectives and policies for socio-cultural advancement--housing	Not Applicable
§226-20 Objectives and policies for socio-cultural advancement--health	Not Applicable
§226-21 Objective and policies for socio-cultural advancement--education	Not Applicable
§226-22 Objective and policies for socio-cultural advancement--social services	Not Applicable
§226-23 Objective and policies for socio-cultural advancement--leisure	**Applicable**
§226-24 Objective and policies for socio-cultural advancement--individual rights and personal well-being	Not Applicable
§226-25 Objective and policies for socio-cultural advancement--culture	Not Applicable
§226-26 Objectives and policies for socio-cultural advancement--public safety	Not Applicable
§226-27 Objectives and policies for socio-cultural advancement--government	Not Applicable
Priority Guidelines	
§226-103 Economic priority guidelines	**Applicable**
§226-104 Population growth and land resources priority guidelines	Not Applicable
§226-105 Crime and criminal justice	Not Applicable
§226-106 Affordable housing	Not Applicable
§226-107 Quality education	Not Applicable
§226-108 Sustainability	**Applicable**
§226-109 Climate change adaptation priority guideline	**Applicable**

The objectives, policies, and priority guidelines of the Hawai‘i State Plan directly applicable to the proposed project are discussed in further detail below.

Section 226-6 Objectives and policies for the economy in general.

(b)(2) Promote Hawai‘i as an attractive market for environmentally and socially sound investment activities that benefit Hawai‘i's people.

(b)(14) Promote and protect intangible resources in Hawai‘i, such as scenic beauty and the aloha spirit, which are vital to a healthy economy.

Discussion:

The proposed project would provide a continuous bikeway linking the communities from ‘Ewa to ‘Aiea. In doing so, the project would provide an outstanding recreational resource and alternative non-motorized transportation facility that would be both environmentally and socially sound. The project is expected to result in long-term positive impacts to the climate by encouraging the use of bicycles as an alternative mode of transportation, which would have the potential to decrease overall GHG emissions. By providing a non-motorized transportation facility the bikeway would also help to address major residential, business, and commercial growth in the Central O‘ahu and ‘Ewa area occurring over the past several decades and proposed in the future.

The proposed project serves to promote and protect the scenic beauty along the project corridor. The project has been designed to be consistent with the surrounding use of the land to meet the growing needs for recreational resources and alternative modes of transportation. The bikeway would be constructed at grade and no structures would be built in order to maintain open space and visual resources of the area. Long-term positive impacts are expected as the bikeway would create new opportunities for the public to enjoy scenic views along the West Loch shores and the ‘Ewa Plain.

Section 226-8 Objective and policies for the economy- visitor industry. (a) Planning for the State's economy with regard to the

(b)(1) Support and assist in the promotion of Hawaii's visitor attractions and facilities.

(b)(2) Ensure that visitor industry activities are in keeping with the social, economic, and physical needs and aspirations of Hawaii's people.

(b)(3) Improve the quality of existing visitor destination areas.

(b)(4) Encourage cooperation between the public and private sectors in developing and maintaining well-designed, adequately serviced visitor industry and related developments which are sensitive to neighboring communities and activities.

Discussion:

The Leeward Bikeway represents a multi-agency, State, and Federal effort to promote a new transportation, and recreational resource that is intended to benefit residents and visitors. The proposed bikeway would serve as a regional recreational and fitness amenity that supports alternatives to the use of the automobile. The bikeway would benefit residents and visitors by connecting residential communities, resorts, public schools, commercial centers, and parks. When complete, the bikeway would provide the ‘Ewa

region with a continuous, dedicated Pearl-Harbor-to-‘Ewa bicycling and pedestrian path using a combination of new construction and the linking to existing bike paths.

Section 226-9 Objective and policies of the economy federal expenditures.

(b)(3) Promote the development of federally supported activities in Hawaii that respect state-wide economic concerns, are sensitive to community needs, and minimize adverse impacts on Hawaii's environment.

(b)(7) Pursue the return of federally controlled lands in Hawaii that are not required for either the defense of the nation or for other purposes of national importance, and promote the mutually beneficial exchanges of land between federal agencies, the State, and the counties.

Discussion:

The section of the former OR&L ROW within the project limits is under the jurisdiction or the HDOT as stipulated in the 1980 deed transferring the title from the U. S. Department of Transportation. HDOT is required by a provision of the 1980 deed transferring title of the former OR&L ROW from the Federal government to utilize the transferred land for highway purposes, i.e., the development of “bicycle lanes or paths and pedestrian walkways.” The deed further stipulates that all provisions of Federal laws and regulations which protect archaeological, historic, and cultural resources will be applicable to the use of the land.

Section 226-11 Objectives and policies for the physical environment--land-based, shoreline, and marine resources.

(b)(3) Take into account the physical attributes of areas when planning and designing activities and facilities.

(b)(4) Manage natural resources and environs to encourage their beneficial and multiple use without generating costly or irreparable environmental damage.

(b)(8) Pursue compatible relationships among activities, facilities, and natural resources.

(b)(9) Promote increased accessibility and prudent use of inland and shoreline areas for public recreational, educational, and scientific purposes.

Discussion:

The proposed project would utilize the existing former OR&L ROW and connect logical termini identified in past and present regional and development plans. In doing so, the project would expand outdoor recreational opportunities and enhance existing recreational facilities by creating a new recreational and natural resource amenity to serve as a greenway corridor linking regions of O‘ahu that previously were not accessible by other modes of transport rather than by car.

By linking to existing facilities (West Loch Bike Path and PHHT) the development of the proposed bikeway would serve to connect the communities from ‘Ewa to ‘Aiea and link neighborhoods to beach parks and other recreation areas, regional attractions, historic sites, and nature habitats. The action to link the proposed project to existing facilities

would not require other project improvements, nor would construction of the proposed project disrupt the use of existing facilities.

Section 226-12 Objective and policies for the physical environment-scenic, natural beauty, and historic resources.

(b)(1) Promote the preservation and restoration of significant natural and historic resources.

(b)(3) Promote the preservation of views and vistas to enhance the visual and aesthetic enjoyment of mountains, ocean, scenic landscapes, and other natural features.

(b)(3) Encourage the design of developments and activities that complement the natural beauty of the islands.

Discussion:

The proposed project has been designed to be consistent with the surrounding use of the land to meet the growing needs for recreational resources and alternative modes of transportation. The project would include a paved asphalt concrete path, limited signage, and limited bollards. While the bikeway would be noticeable it would not degrade scenic values. The bikeway would be constructed at grade and no structures would be built in order to maintain open space and visual resources of the area. Long-term positive impacts are expected as the bikeway would create new opportunities for the public to enjoy scenic views along the West Loch shores and the ‘Ewa Plain.

Section 226-13 Objectives and policies for the physical environment--land, air, and water quality.

(b)(2) Promote the proper management of Hawaii's land and water resources.

(b)(4) Encourage actions to maintain or improve aural and air quality levels to enhance the health and well-being of Hawai‘i's people.

Discussion:

The Leeward Bikeway would provide for the management of a safe pedestrian and bicycle facility within the former OR&L ROW. Use of the facility would encourage the use of alternative transportation modes. The potential increase in bicycle mode share would reduce GHG emissions over time, thus contributing positively to state’s air quality. The proposed bikeway facility would also promote the health and well-being of residents and visitors by providing an outdoor recreational corridor and transportation facility.

Section 226-17 Objectives and policies for facility systems--transportation.

(b)(1) Design, program, and develop a multi-modal system in conformance with desired growth and physical development as stated in this chapter.

(b)(6) Encourage transportation systems that serve to accommodate present and future development needs of communities.

(b)(10) Encourage the design and development of transportation systems sensitive to the needs of affected communities and the quality of Hawai‘i’s natural environment.

(b)(11) Encourage safe and convenient use of low-cost, energy-efficient, non-polluting means of transportation.

Discussion:

The proposed project would provide a dedicated, shared use path primarily for pedestrians and bicyclists linking the communities from ‘Ewa to ‘Aiea. The project would help to address major residential, business, and commercial growth in the Central O‘ahu and ‘Ewa area occurring over the past several decades and proposed in the future, by providing an important corridor that would serve as an outstanding recreational resource and alternative non-motorized transportation facility.

By enhancing both safety and convenience, the planned Leeward Bikeway is expected to attract more people to consider bicycling as a viable form of transportation for commuting with a potential, corresponding reduction in motor vehicle congestion as a beneficial result. The potential increase in bicycle mode share would also reduce GHG emissions over time, thus contributing positively to the State’s air quality.

Section 226-23 Objective and policies for socio-cultural advancement--leisure.

(b)(3) Enhance the enjoyment of recreational experiences through safety and security measures, educational opportunities, and improved facility design and maintenance.

(b)(4) Promote the recreational and educational potential of natural resources having scenic, open space, cultural, historical, geological, or biological values while ensuring that their inherent values are preserved.

(b)(5) Ensure opportunities for everyone to use and enjoy Hawaii's recreational resources.

(b)(10) Assure adequate access to significant natural and cultural resources in public ownership.

Discussion:

The proposed project would provide a shared-use path for outdoor recreation, physical fitness, and transportation that is accessible to the community; links important community activity centers and attractions; and is well maintained, safe, and secure. The project has been designed to connect with existing bicycle facilities (i.e., PHHT and West Loch Bike Path) to provide a continuous bikeway linking the communities from ‘Ewa to ‘Aiea.

The use of the bikeway would improve public access along the ‘Ewa Plain and Waiphau, thereby enhancing the range of beneficial uses of the environment. Benefits include the preservation of open space in perpetuity and the provision of a new public resource for recreation, fitness, and social activities, and opportunities for public education through exposure to the natural, historic and scenic resources along the Leeward Bikeway. The bikeway is designed to utilize only a small area of space within the larger landscape, leaving extensive areas of open coastal lands available and accessible for other public and private purposes.

Section 226-103 Economic priority guidelines.

(b)(4) Encourage visitor industry practices and activities which respect, preserve, and enhance Hawaii's significant natural, scenic, historic, and cultural resources.

(f)(4) Encourage the development and use of energy conserving and cost-efficient transportation systems.

Discussion:

No long term significant negative impacts to natural, scenic, historic, or cultural resources in the area are expected from the construction and use of the Leeward Bikeway facility. Implementation of the proposed project would provide for the adaptive reuse of the former OR&L ROW allowing an increase in public access to this publicly-owned resource. Benefits include the preservation of open space in perpetuity and the provision of a new public resource for recreation, fitness, and social activities, and opportunities for public education through exposure to the natural, historic and scenic resources along the Leeward Bikeway.

During operations of the proposed project beneficial secondary effects may be realized by an increase in bicycle and pedestrian transportation with a corresponding reduction in motor vehicle congestion and reduced reliance on fossil fuels.

Section 226-108 Sustainability. Priority guidelines and principles to promote sustainability shall include:

(1) Encouraging balanced economic, social, community, and environmental priorities;

(2) Encouraging planning that respects and promotes living within the natural resources and limits of the State;

(4) Encouraging respect for the host culture;

(5) Promoting decisions based on meeting the needs of the present without compromising the needs of future generations;

(6) Considering the principles of the ahupuaa system; and

(7) Emphasizing that everyone, including individuals, families, communities, businesses, and government, has the responsibility for achieving a sustainable Hawaii.

Discussion:

The Leeward Bikeway would provide a shared-use path for outdoor recreation, physical fitness, and transportation that is accessible to the community and links important community activity centers and attractions. The project would provide a significant and positive impact to the community in the short term with employment opportunities, and in the long term with enhanced and improved recreational opportunities, preservation of public access, and shared-use path infrastructure to support alternatives to motor vehicle transportation. The bikeway transects areas within which there are many unique, scenic view planes, and would expand opportunities for residents and visitors to enjoy the scenery while engaging in physical activity and traveling by energy efficient means. These actions and expected outcomes are associated with sustainability principles that consider balanced priorities for both present and future generations.

Section 226-109 Climate change adaptation priority guidelines. Priority guidelines to prepare the State to address the impacts of climate change, including impacts to the areas of agriculture; conservation lands; coastal and nearshore marine areas; natural and cultural resources; education; energy; higher education; health; historic preservation; water resources; the built environment, such as housing, recreation, transportation; and the economy shall:

(5) Encourage the preservation and restoration of natural landscape features, such as coral reefs, beaches and dunes, forests, streams, floodplains, and wetlands, that have the inherent capacity to avoid, minimize, or mitigate the impacts of climate change;

(6) Explore adaptation strategies that moderate harm or exploit beneficial opportunities in response to actual or expected climate change impacts to the natural and built environments;

(7) Promote sector resilience in areas such as water, roads, airports, and public health, by encouraging the identification of climate change threats, assessment of potential consequences, and evaluation of adaptation options;

(8) Foster cross-jurisdictional collaboration between county, state, and federal agencies and partnerships between government and private entities and other nongovernmental entities, including nonprofit entities.

(9) Use management and implementation approaches that encourage the continual collection, evaluation, and integration of new information and strategies into new and existing practices, policies, and plans; and

(10) Encourage planning and management of the natural and built environments that effectively integrate climate change policy.

Discussion:

The proposed project is consistent with the climate change adaption priority guidelines. The proposed project would not result nor constitute a source of impact to the climate of the project area or region, and does not propose activities that would lead to an increase in the generation of GHGs. By contrast, the project would encourage the use of bicycles as an alternative mode of transportation to motorized vehicles, which would have the potential to decrease overall GHG emissions.

To ensure the long-term protection of key infrastructure and maintain essential services such as shipping, HDOT is engaged in efforts to develop adaptation strategies to address the long-term impacts of climate change. This includes collaborating with other agencies and incorporating climate change adaptation into transportation master plans and designs. Climate change and the proposed project's relationship to sea level rise are discussed in **Section 3.1.1**.

4.2.2 Hawai'i State Land Use Law

The State Land Use Law (HRS, Chapter 205), adopted in 1961, is intended to preserve and protect Hawai'i's lands and encourage the uses to which the lands are best suited. All land in Hawai'i is classified in one of four SLUDs: Urban, Rural, Agricultural or Conservation. According to HRS, Chapter 205, State Land Use Law:

"Chapter 205, HRS, Districting and classification of lands:"

"(a) There shall be four major land use districts in which all lands in the State shall be placed: urban, rural, agricultural and conservation. The land use commission shall group contiguous land areas suitable for inclusion in one of these four major districts. The commission shall set standards for determining the boundaries of each district provided that:"

"(1) In the establishment of boundaries of urban districts those lands that are now in urban use and a sufficient reserve area for foreseeable urban growth shall be included;"

"In establishing the boundaries of the districts in each county, the commission shall give consideration to the master plan or general plan of the county."

(b) Urban districts shall include activities or uses as provided by ordinances or regulations of the county within which the urban district is situated.

Discussion:

The proposed action involves the use of land within the Urban SLUD. The project involving the construction of bikeway improvements, and appurtenances is consistent with this designation. See **Figure 39, State Land Use District Map**.

The former OR&L ROW has been in existence for about 100 years and was originally intended as a railway line for transporting sugarcane, goods, and passengers to various destinations along the Leeward Coast and to other railway lines linking with Honolulu. Inasmuch as the proposed project will be located within the ROW adjacent land uses will not be adversely affected.

4.2.3 Coastal Zone Management Act (CZMA), HRS 205(A)

The Federal Coastal Zone Management Act (CZMA), enacted 1972, provides states with financial incentives for the development and implementation of Coastal Zone Management (CZM) practices, and limited review power over Federal actions affecting the State's Coastal Zone. As a response, HRS, Chapter 250(A), Hawai'i Coastal Zone Law, as amended, was enacted in 1977. The State of Hawai'i has designated the Coastal Zone Management Program (CZMP) to manage the intent, purpose and provisions of HRS, Chapter 250(A)-2 for the areas from the shoreline to the seaward limit of the State's jurisdiction, and any other area which a lead agency may designate for the purpose of administering the CZMP. All land and water use activities in the State must comply with HRS, Chapter 205(A). The CZMP is administered by the State of Hawai'i Office of Planning, DBEDT.

The CZMA requires that Federally-assisted actions, including Federally-funded State and local government projects, be consistent with Hawai'i's CZMP objectives and policies. The national CZM program is administered by the Office of Ocean and Coastal Resources Management, an office within the NOAA, under the U. S. Department of Commerce. The Leeward Bikeway is being developed on public lands with Federal and State funds. The CZM Federal Consistency Determination requirement is triggered by the use of Federal funds.

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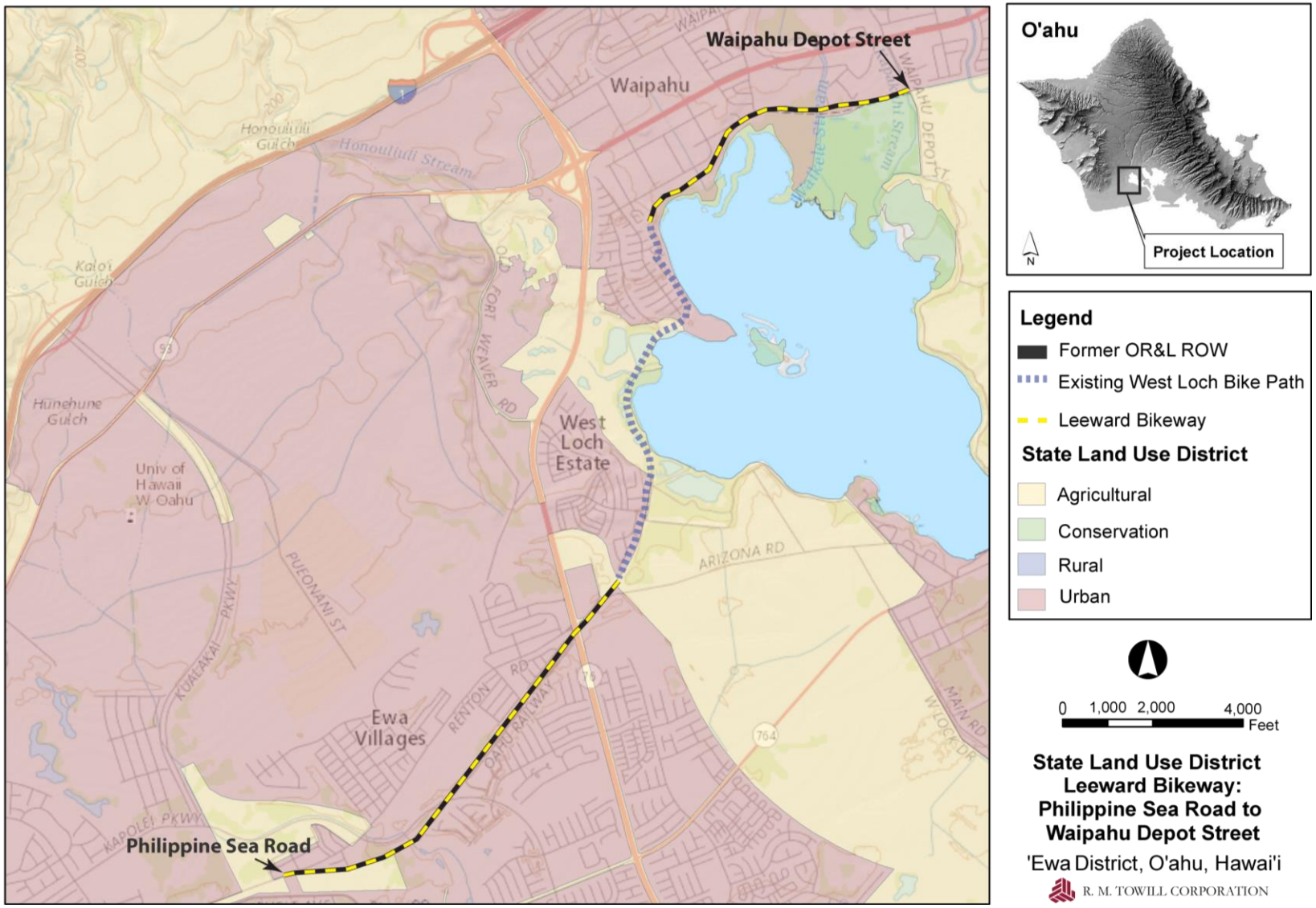

Figure 39. State Land Use District Map

The following is an assessment of the project with respect to the CZMP objectives and policies as set forth in HRS, Chapter 205(A)-2:

1. Recreational resources

Objective: Provide coastal recreational opportunities accessible to the public.

Policies: A) Improve coordination and funding of coastal recreational planning and management; and

B) Provide adequate, accessible, and diverse recreational opportunities in the coastal zone management area by:

(i) Protecting coastal resources uniquely suited for recreational activities that cannot be provided in other areas;

(ii) Requiring replacement of coastal resources having significant recreational value including, but not limited to, surfing sites, fishponds, and sand beaches, when such resources will be unavoidably damaged by development; or requiring reasonable monetary compensation to the State for recreation when replacement is not feasible or desirable;

(iii) Providing and managing adequate public access, consistent with conservation of natural resources, to and along shorelines with recreational value;

(iv) Providing an adequate supply of shoreline parks and other recreational facilities suitable for public recreation;

(v) Ensuring public recreational uses of county, state, and federally owned or controlled shoreline lands and waters having recreational value consistent with public safety standards and conservation of natural resources;

(vi) Adopting water quality standards and regulating point and nonpoint sources of pollution to protect, and where feasible, restore the recreational value of coastal waters;

(vii) Developing new shoreline recreational opportunities, where appropriate, such as artificial lagoons, artificial beaches, and artificial reefs for surfing and fishing; and

(viii) Encouraging reasonable dedication of shoreline areas with recreational value for public use as part of discretionary approvals or permits by the land use commission, board of land and natural resources, and county authorities; and crediting such dedication against the requirements of section 46-6.

Discussion:

Recreational and shoreline facilities, and public access to the shoreline would not be adversely affected by the project. Short-term effects associated with construction of the project are expected to constrain, but not eliminate, recreational activities along the project corridor, however, these effects would be temporary and localized. The Leeward Bikeway would provide new pedestrian and bicycle access to the coastal areas beginning at Waipahu Depot Street and continuing southwest along the shores of West Loch, thus expanding recreational opportunities available to the public. No vertical improvement (such as buildings) would be constructed along the bikeway. Water quality would be protected during construction through the application of BMPs in accordance with USACE, WQC, and NPDES permit regulations. See **Sections 3.1.3**, **3.1.4**, and **3.1.5**. The

project is not expected to affect any public recreational facilities or opportunities, including beaches, parks, or shoreline resources.

2. Historic resources

Objective: Protect, preserve, and, where desirable, restore those natural and manmade historic and prehistoric resources in the coastal zone management area that are significant in Hawaiian and American history and culture.

Policies: (A) Identify and analyze significant archaeological resources;

(B) Maximize information retention through preservation of remains and artifacts or salvage operations; and

*(*C) Support state goals for protection, restoration, interpretation, and display of historic resources.

Discussion:

An Archaeological Resources Survey of the project area was undertaken in 2000 by IARII, in consultation with the SHPD, Archaeology and Architecture Branches, DLNR. See **Section 3.4.2**.

The former OR&L ROW is listed on the NRHP as Reference No. 75000621 and on the SIHP as site # 50-80-12-9714, and is the only historic property within the APE. The conclusion of the 2000 archaeological survey and background research was that construction of the proposed Leeward Bikeway would have "no effect" on the qualities that make the former OR&L ROW significant from a historical perspective. The Waikele and Kapakahi Stream Bridges, while not listed on the NRHP, are eligible for listing under Criteria A and C (Fung Associates, Inc., 2016). The SHPD, DLNR, will be consulted in regards to constructing the bikeway within SIHP # 50-80-12-9714 and proposed crossings of the railway, and altering the Waikele and Kapakahi Stream Bridges which are eligible for listing on the NRHP. The final designs for the Waikele and Kapakahi Stream Bridges would be completed after the EA process and based on consultations with the SHPD and community.

Where crossings of the former OR&L are required, existing crossings would be utilized to minimize impacts. Within the section of the bikeway between Philippine Sea Road and the West Loch Bike Path portions of remnant railroad tracks are present in the vicinity of the proposed project and will be avoided. No remnant railroad tracks are present within the section of the bikeway between the West Loch Bike Path and Waipahu Depot Street. The Hawaiian Railway Society Station (in ‘Ewa) and train operational area is located west of Philippine Sea Road. Construction of the proposed project will not encompass the area in which Hawaiian Railway Society train operations are active or impact the Station/Museum.

Mitigation measures during the construction of the proposed project will be implemented to minimize potential impacts to archaeological, cultural, and historic resources. The following mitigation measures will be implemented by HDOT, at a minimum:

1. Minimize the number of railroad crossing.
2. Utilize existing railroad crossings.

A MOA will be prepared to address the adverse effects of the Leeward Bikeway project (**Section 3.4.2**).

In accordance with HRS, Chapter 6E, and the requirements of the SHPD, DLNR, should any historic resources, including human skeletal and significant cultural remains, be identified during project activities: (1) work will cease in the immediate vicinity of the find; (2) the find will be protected from any additional disturbance; and (3) the SHPD, will be contacted immediately at (808) 692-8015 (Main Office, O‘ahu) for further instructions including the conditions under which project activities may resume. With the implementation of the abovementioned mitigation measures, the project is not anticipated to have a significant, long-term adverse impact on traditional or contemporary cultural/historical resources.

During interagency consultation, pursuant to Section 106 of the NHPA, the SHPD, DLNR and the Federal ACHP will be consulted regarding the proposed project’s potential to impact historic resources and identify areas of particular concern (see **Section 4.1.6**).

3. Scenic and open space resources

Objective: Protect, preserve, and, where desirable, restore or improve the quality of coastal scenic and open space resources.

Policies: (A) Identify valued scenic resources in the coastal zone management area;

(B) Ensure that new developments are compatible with their visual environment by designing and locating such developments to minimize the alteration of natural land forms and existing public views to and along the shoreline;

(C) Preserve, maintain, and, where desirable, improve and restore shoreline open space and scenic resources; and

(D) Encourage those developments that are not coastal dependent to locate in inland areas.

Discussion:

The project corridor will be designed to maintain visual quality and open space, as discussed in **Section 3.1.7**. The project path would be constructed at grade and would not obstruct the view of or from the coastline. No structures are proposed as part of this project. Long-term positive impacts are expected as the bikeway would create new opportunities for the public to enjoy scenic views along the West Loch shores and the ‘Ewa Plain.

4. Coastal ecosystems

Objective: Protect valuable coastal ecosystems, including reefs, from disruption and minimize adverse impacts on all coastal ecosystems.

Policies: (A) Exercise an overall conservation ethic, and practice stewardship in the protection, use, and development of marine and coastal resources;

(B) Improve the technical basis for natural resource management;

(C) Preserve valuable coastal ecosystems, including reefs, of significant biological or economic importance;

(D) Minimize disruption or degradation of coastal water ecosystems by effective regulation of stream diversions, channelization, and similar land and water uses, recognizing competing water needs; and

(E) Promote water quantity and quality planning and management practices that reflect the tolerance of fresh water and marine ecosystems and maintain and enhance water quality through the development and implementation of point and nonpoint source water pollution control measures.

Discussion:

The proposed project is not expected have any adverse effects on coastal ecosystems. The project would be located within the former OR&L ROW and utilize existing railroad coastal drainage crossings. Path improvements do not involve shoreline hardening and would not affect shoreline processes.

Project activities would not involve major alterations to stream channels, or other water bodies or water sources. Minor maintenance dredging is required along the east and west banks of the Kapakahi Stream to improve stream flows. No hardening of the stream channel is proposed. All required permits would be obtained to protect water quality and minimize impacts on coastal ecosystems and streams. During construction, BMPs would be employed in compliance with USACE, WQC, and NPDES permitting requirements to prevent pollutant discharges in storm water runoff. Discharge pollution prevention measures would be installed for each project action as required. Measures to prevent sediment discharge in storm water runoff during construction would be in place and functional before project activities begin and would be maintained throughout the construction period. Runoff and discharge pollution prevention measures would be incorporated into a site-specific BMPs plan by the construction contractor.

5. Economic uses

Objective: Provide public or private facilities and improvements important to the State's economy in suitable locations.

Policies: (A) Concentrate coastal dependent development in appropriate areas;

(B) Ensure that coastal dependent development such as harbors and ports, and coastal related development such as visitor industry facilities and energy generating facilities, are located, designed, and constructed to minimize adverse social, visual, and environmental impacts in the coastal zone management area; and

(C) Direct the location and expansion of coastal dependent developments to areas presently designated and used for such developments and permit reasonable long-term growth at such areas, and permit coastal dependent development outside of presently designated areas when:

(i) Use of presently designated locations is not feasible;

(ii) Adverse environmental effects are minimized; and

(iii) The development is important to the State's economy.

Discussion:

In the short term, construction expenditures would have an overall beneficial impact on the local construction industry, and construction activities would benefit the community indirectly through the creation of jobs. In the long term, the proposed project would provide improved bicycling and pedestrian access by linking the commercial centers of Central O‘ahu with those of the ‘Ewa Plain. The proposed bikeway would also support commuters that utilize bicycles as their primary mode choice, providing improved connectivity and a safer facility by which to travel to places of employment or school. The project may have the potential to attract a growing number of eco-tourists looking for more activity- and nature-oriented activities. The project has been assessed for social, visual, and environmental impacts in accordance with HRS, Chapter 343. With the implementation of the mitigation measures outlined in this document, no adverse impacts are expected to result.

6. Coastal hazards

Objective: Reduce hazard to life and property from tsunami, storm waves, stream flooding, erosion, subsidence, and pollution.

Policies: (A) Develop and communicate adequate information about storm wave, tsunami, flood, erosion, subsidence, and point and nonpoint source pollution hazards;

(B) Control development in areas subject to storm wave, tsunami, flood, erosion, hurricane, wind, subsidence, and point and nonpoint source pollution hazards;

(C) Ensure that developments comply with requirements of the Federal Flood Insurance Program; and

(D) Prevent coastal flooding from inland projects.

Discussion:

The proposed project has been evaluated for potential impacts associated with natural hazards including flooding, erosion, and nonpoint source pollution hazards. Natural hazards such as hurricanes, flooding, and tsunami are unavoidable for all coastal harbor areas. Accordingly, all structures proposed for this project would be built, at a minimum, according to equivalent standards for the area’s flood zone, as established by IBC. To mitigate from hurricanes, the project will ensure that improvements are designed to present codes which offer some protection from damage.

The HDOT will continue to coordinate with the CCH Civil Defense agency to implement and maintain established procedures in the event of a flood or tsunami. It is noted that no habitable structures are proposed that would constitute an unreasonable risk to life or property.

Erosion control measures would be employed during construction. Following project completion, permanent soil stabilization will be achieved through the use of grassing and ground cover vegetation. In addition, the bikeway surface would be constructed of an all-weather surface to minimize the potential for erosion. The project is not expected to exacerbate flooding or affect flood zone areas, as discussed in **Section 3.1.6**.

7. Managing development

Objective: Improve the development review process, communication, and public participation in the management of coastal resources and hazards.

Policies: (A) Use, implement, and enforce existing law effectively to the maximum extent possible in managing present and future coastal zone development;

(B) Facilitate timely processing of applications for development permits and resolve overlapping or conflicting permit requirements; and

(C) Communicate the potential short and long-term impacts of proposed significant coastal developments early in their life cycle and in terms understandable to the public to facilitate public participation in the planning and review process.

Discussion:

This EA has been prepared under the procedural provisions of HRS, Chapter 343, and HAR, Title 11, Chapter 200, which allows for public review and participation. Accordingly, the preparation of this EA, and disclosure of anticipated effects of the project, will comply with the policy on managing development. The filing and publication of the DEA with the OEQC will be followed by a 30-day public comment period. All relevant written public comments received during the 30-day public comment period will receive a written response for inclusion and use in the preparation in the project's forthcoming FEA. NEPA environmental documentation will be prepared for this project.

The proposed project conforms to all Federal, State of Hawai‘i, and CCH regulations. A comprehensive list of permits that may be required is provided in **Section 5.0, Permits, Approvals and Consultations**.

8. Public participation;

Objective: Stimulate public awareness, education, and participation in coastal management.

Policies: (A) Promote public involvement in coastal zone management processes;

(B) Disseminate information on coastal management issues by means of educational materials, published reports, staff contact, and public workshops for persons and organizations concerned with coastal issues, developments, and government activities; and

(C) Organize workshops, policy dialogues, and site-specific mitigation to respond to coastal issues and conflicts.

Discussion:

All activities will be conducted in compliance with Federal, State and CCH environmental rules and regulations. Public involvement in the project will consist of public notice of the proposed action during the State EA process through publication in the State OEQC Environmental Notice and coordination with agencies, organizations, and individuals. See **Section 6.0** for a list of the agencies, organizations and individuals that have been or will be consulted for this project.

The public will be notified of the project during the publication of the DEA in the State OEQC Environmental Notice. The FEA will respond to and document all relevant written

public comments received. Where appropriate, mitigation measures will be developed to address issues and concerns raised during public review of the project. Project scoping and coordination activities will continue to include meetings and correspondence with government agencies and landowners in order to address regulatory requirements. In addition, should any environmental permit applications be filed for the project, all permits will be subject to governmental agency and public review as required under law.

9. Beach protection;

Objective: Protect beaches for public use and recreation.

Policies: (A) Locate new structures inland from the shoreline setback to conserve open space, minimize interference with natural shoreline processes, and minimize loss of improvements due to erosion;

(B) Prohibit construction of private erosion-protection structures seaward of the shoreline, except when they result in improved aesthetic and engineering solutions to erosion at the sites and do not interfere with existing recreational and waterline activities; and

(C) Minimize the construction of public erosion-protection structures seaward of the shoreline.

Discussion:

The proposed project is not located in proximity to the beach and would have no effect on beach or shoreline processes. All structures (i.e., bikeway and bridges) associated with the proposed project, and risk of erosion during and following construction will be addressed through adherence to applicable Federal, State, and CCH guidelines and standards. Bikeway improvements do not involve shoreline hardening. Long-term effects on recreational activities occurring in the project area are expected to be positive as the Leeward Bikeway project creates a recreational amenity and improves connectivity and access to shoreline recreational opportunities.

10. Marine resources

Objective: Promote the protection, use, and development of marine and coastal resources to assure their sustainability.

Policies: (A) Ensure that the use and development of marine and coastal resources are ecologically and environmentally sound and economically beneficial;

(B) Coordinate the management of marine and coastal resources and activities to improve effectiveness and efficiency;

(C) Assert and articulate the interests of the State as a partner with federal agencies in the sound management of ocean resources within the United States exclusive economic zone;

(D) Promote research, study, and understanding of ocean processes, marine life, and other ocean resources in order to acquire and inventory information necessary to understand how ocean development activities relate to and impact upon ocean and coastal resources; and

(E) Encourage research and development of new, innovative technologies for exploring, using, or protecting marine and coastal resources.

Discussion:

The project is not expected to adversely affect marine or aquatic resources. Removal of accumulated sediment along the east and west banks of the Kapakahi Stream would improve water flows within the project area. A turbidity curtain would be required to limit and contain re-suspended sediments in the work area during dredging operations.

BMPs will be used during construction and all excavated material transported off site to prevent discharges of sediments to State waters that could affect marine or aquatic environments. The USACE, NOAA, USFWS, and USCG will be consulted for the proposed project. All necessary environmental entitlements and building permit approvals will be secured prior to the initiation of construction activities. See **Section 5.0**, **Permits, Approvals, and Consultations**, for further detail.

4.2.4 Hawai‘i Statewide Transportation Plan (HSTP) (2011)

The Hawai‘i Statewide Transportation Plan (HSTP) is a policy document establishing the framework for planning Hawai‘i’s transportation system. The first version of the HSTP was published in 1961, with the most current version published in 2011. The theme of the 2011 HSTP is “Making Connections”. The mission of the HSTP is to provide for the sensible, economic, efficient, and convenient movement of people and goods.

The following eight goals are outlined in the 2011 HSTP:

- Goal I: Mobility and Accessibility
- Goal II: Safety
- Goal III: Security
- Goal IV: Environment
- Goal V: Economy
- Goal VI: Energy
- Goal VII: Funding
- Goal VIII: Planning

The use of bicycling as a multi-modal form of transportation is integrated throughout the eight major policy elements of the plan. It is referenced most specifically in the goals and objectives of Mobility and Accessibility, excerpted below.

Goal I: Create and manage an integrated multi-modal transportation system that provides mobility and accessibility for people and goods.

Objective 3: Ensure multi-modal and inter-modal connections for passengers and commodities on the air, land, and water systems; and formulate a program of multimodal and inter-modal projects, including bicycle and walking options

In its process of updating the HSTP, HDOT undertook a statewide telephone survey, with 1,200 respondents. The HSTP notes that during its research, 91% of respondents supported bicycle and pedestrian improvements.

Discussion:

The proposed project advances progress toward the objective of a multi-modal transportation system by promoting a bicycling option within Leeward O‘ahu. The

construction of a bikeway facility and pedestrian path separated from motor vehicle traffic creates an opportunity for congestion reduction and a safe and continuous route for pedestrians and bicyclists, meeting the HSTP theme of "Making Connections".

4.2.5 Bike Plan Hawai'i (BPH) (2003)

Bike Plan Hawai'i (BPH) 2003 is HDOT's Master Plan which serves as a guide for enhancing Hawai'i's bicycling environment through a variety of channels including grassroots initiatives to government actions. The plan recognizes that bicycle facilities have become integral to State and CCH transportation infrastructure (HDOT, 2003). BPH outlines HDOT's objectives and implementing actions, inventory of existing bicycle facilities, maps of proposed bicycle facility improvements, indications of preferred facility type for the various routes, prioritization of projects, strategies for implementation, and documentation of public involvement activities. The overall goal of BPH is, "to establish bicycling as a safe and convenient mode of transportation for residents and visitors throughout the state" (HDOT, 2003).

BPH is also intended to serve as a blueprint for future programs and facility improvements, such as the Leeward Bikeway, which is noted in Appendix F of the BPH as a "Bicycle Facility Project Currently Underway" and in Appendix G as a Priority 1 bicycle facility.

Discussion:

The proposed project is consistent with the BPH, which identifies the Leeward Bikeway as a project that is "underway" and is a major priority of O'ahu's bikeway system.

4.2.6 Act 54, Session Laws of Hawai'i (SLH)

SLH, Act 54, Complete Streets was signed into law in 2009. The bill calls for context-sensitive solutions to enhance the accessibility and safety for users of multi-modal means of transportation. It calls for use of national industry best practices, including those delineated within reports by the American Planning Association and the National Complete Streets Coalition, when planning, designing, constructing, reconstructing, maintaining or improving public highways, roadways, streets, sidewalks, or anything related to accommodating walking, bicycling, mobility devices, transit and driving. If compliance with SLH, Act 54, becomes unreasonably burdensome to the developer, exceptions to compliance are provided under the Act. These exceptions to compliance include the use of a highway by non-motorized users, a use that is excessively disproportionate to the need or probable future use over the long term, the absence of current or future needs, and/or uses that place any group of multi-modal users at unacceptable risk.

Discussion:

The Leeward Bikeway is compatible with and advances the priorities set forth in SLH, Act 54, Complete Streets, because it provides a designated, physically separated bike path, which allows for greater safety of pedestrians and bicyclists. The proposed action is a context-sensitive incorporation of Complete Streets because it would serve to address the long-term, safe, and accessible alternative transportation needs of West and Central O'ahu residents, and would not significantly alter the character of the landscape. The bikeway transects areas with many unique, scenic view planes, and would expand

outdoor recreational opportunities for residents and visitors, while engaging in physical activity and traveling by energy efficient means.

4.2.7 Statewide Comprehensive Outdoor Recreation Plan (SCORP) (2015)

The SCORP highlights the outdoor recreation developments that recreation organizations, public agencies, and policy makers identify as priorities. The report is published by DLNR, Division of State Parks. Updates are performed every five years in order for the State to qualify for continuous receipt of federal grants for outdoor recreation projects under the LWCF Act, Public Law 88-758, as amended. The SCORP was last updated in 2015. Notable trends and needs for outdoor recreation identified in the 2015 update include the need for more and safer walking and bike paths. The report identifies the following four goals and strategies to address the trends and needed highlighted in the report:

- *Goal 1: Provide a World-Class Outdoor Recreation Experience (Quality of The Recreational Experience)*
- *Goal 2: Expand Opportunities for Public Outdoor Recreation (Quantity of Recreational Facilities and Opportunities)*
- *Goal 3: Encourage Physical Fitness and Healthy People Through Outdoor Recreation*
- *Goal 4: Promote Recreational Opportunities That Preserve and Sustain Hawai'i's Natural and Cultural Resources*

Objectives of each goal are further outlined in the SCORP. Goal 1, Objectives 1-3 and 1-4 and Goal 3, Objective 3-1 directly address the need for bikeways, stating the following:

- *Goal 1, Objective 1-3: Promote new or enhanced accessibility to outdoor recreation through alternative transportation methods.*
    - *Strategies: Provide and maintain a continuous bike and pedestrian network, especially in areas with high pedestrian use and between residential communities, business/retail districts, and recreation areas.*
    - *Support implementation of projects identified in state and county alternative transportation plans such as Hawai'i's Statewide Pedestrian Master Plan and the O'ahu Bike Plan; and the county-adopted "Complete Streets" policies.*
- *Goal 1, Objective 1-4: Encourage outdoor recreation through funding and provision of accessible recreation opportunities.*
    - *Encourage communities to be more pedestrian and bike friendly so that people can recreate and exercise on their way to do other activities*
- *Goal 3, Objective 3-1: Provide all residents and visitors, regardless of age, ability, or socioeconomic status with opportunities to participate in a range of outdoor recreation activities.*
    - *Support lifetime sports, including (as defined by the American Academy of Pediatricians) bicycling, jogging, swimming, tennis, golf, and walking.*

Discussion:

The Leeward Bikeway is compatible with and advances the above goals and objectives set forth in the SCORP. The project would expand outdoor recreational opportunities and enhance existing recreational facilities. The project would also connect to the existing West Loch Bike Path and PHHT to create a continuous bikeway and pedestrian facility for the residential areas along the alignment.

4.2.8 Stream Channel Alteration Permit (SCAP)

Stream channels are protected by law from alteration, whenever practicable, to provide for fishery, wildlife, recreational, aesthetic, scenic and other beneficial in-stream uses. No stream channel can be altered until an application for a Stream Channel Alteration Permit (SCAP) to undertake the work has been filed and the Commission on Water Resource Management (CWRM), DLNR has issued a permit.

The SCAP is regulated by HAR, Title 13, Subtitle 7, Chapter 169 – Protection of Instream Uses of Water, and HRS 174C – State Water Code. The State Water Code defines a stream as "*any river, creek, slough, or natural water course that usually flows in a defined bed or channel*."

A SCAP is required for any temporary or permanent activity within the stream bed or banks that may: (1) Obstruct, diminish, destroy, modify, or relocate a stream channel; (2) Change the direction of flow of water in a stream channel; (3) Place any materials or structures in a stream channel; or (4) Remove any material or structure from a stream channel. Routine streambed and drainage way maintenance activities and the repair of existing facilities are exempt from the SCAP requirements.

Discussion:

The DLNR, CWRM was consulted regarding the applicability of a SCAP for the proposed project. In a response letter dated December 15, 2017, the DLNR, CWRM provided the following determination:

> *"All work proposed for the removal and reconstruction [of the Waikele and Kapakahi Stream Bridges] would be completed above and along the outer banks of the stream and no work is proposed within the stream. Based on the information that you provided, the Commission on Water Resource Management (Commission) does not require a Stream Channel Alteration Permit Application to be submitted because the proposed work is outside of the stream channel. Work proposed below the mean high water (MHW) mark would include the removal of approximately six cubic yards of sediment that has accumulated along the east and west banks of the stream. Dredging work would be completed using a single-scoop method excavation with the equipment staged in the uplands above the MHW mark. This work involves routine streambed and drainageway maintenance activities and maintenance of existing facilities are exempt from obtaining a permit per Hawai'i Administrative Rules §13-169-50."* (CWRM, 2017).

4.3 City and County of Honolulu Land Use Plans and Regulations

Numerous plans and regulations by the CCH, Department of Planning and Permitting (DPP), are relevant to the Leeward Bikeway. These are presented below with discussion of how they are relevant to the Leeward Bikeway project.

4.3.1 General Plan for the City and County of Honolulu (2002)
4.3.2 City and County of Honolulu Zoning
4.3.3 ‘Ewa Development Plan (EDP) (2013)
4.3.4 Central O‘ahu Sustainable Communities Plan (COSCP) (Proposed Revised Plan, 2016)
4.3.5 The O‘ahu Bike Plan, A Bicycle Master Plan (2012)
4.3.6 Pearl Harbor Historic Trail Master Plan (PHHT) (Adopted 2003)
4.3.7 O‘ahu Regional Transportation Plan (ORTP) (2016)
4.3.8 ‘Ewa Roadway Connectivity Study (2009)
4.3.9 Waipahu Neighborhood Transit-Oriented Development (TOD) Plan (2014)
4.3.10 Waipahu Town Action Plan (2017)
4.3.11 Special Management Area (SMA) Rules and Regulations

4.3.1 General Plan for the City and County of Honolulu (2002)

The General Plan for the CCH is a comprehensive statement of objectives and policies which sets forth the long-range aspirations of O‘ahu residents, as well as strategies of action needed to achieve such goals. It is the focal point of a comprehensive planning process that addresses physical, social, economic and environmental concerns affecting the CCH. This planning process serves as the coordinative means by which the CCH provides for the future growth of the metropolitan area of Honolulu (CCH, 2002a). The O‘ahu 2035 General Plan Update is currently being undertaken by the CCH DPP.

The following sections highlight excerpts of the General Plan that are particularly relevant to this project (emphasis added).

V. Transportation & Utilities

Objective A. To create a transportation system which will enable people and goods to move safely, efficiently, and at a reasonable cost; serve all people, including the poor, the elderly, and the physically handicapped; and offer a variety of attractive and convenient modes of travel.

Policy 1 – Develop and maintain an integrated ground-transportation system consisting of the following elements and their primary purposes:

c. Bikeways-for recreational activities and trips to work, schools, shopping centers, and community facilities; and

Policy 4 Improve transportation facilities and services in the Ewa corridor and in the trans-Koolau corridors to meet the needs of Ewa and Windward communities.

Policy 9 – Promote programs to reduce dependence on the use of automobiles.

Policy 11 – Make public, and encourage private, improvements to major walkway systems.

Discussion:

The Leeward Bikeway is consistent with the General Plan principle of creating an efficient, safe, and affordable transportation system that includes bikeways and pedestrian walkways for recreational activities and trips to schools, parks, and community facilities. It also meets the General Plan goal of reducing dependence on the use of automobiles.

The General Plan supports development of bikeways as an important part of the transportation system for recreational use and for transportation to work, schools, shopping, and community facilities. Through the provision of a safe bikeway and pedestrian facility, the proposed project encourages bicycle use and reduces dependence on automobiles. The proposed bikeway would also provide modal choice for those who would otherwise not choose to use a bicycle due to the lack of a separated facility from vehicle traffic. The Leeward Bikeway would connect the communities between ‘Ewa and Waipahu, allowing for greater access to the shopping centers and community facilities along the project corridor.

The General Plan also encourages public improvements to major walkway systems. The proposed bikeway would improve the pedestrian experience in an area where there is currently lacking a safe, clean pedestrian facility.

VII. Physical Development and Urban Design

Objective F. To promote and enhance the social and physical character of Oahu's older towns and neighborhoods

Policy 3 - Provide and maintain roads, public facilities, and utilities without damaging the character of older communities.

Discussion:

The proposed bikeway represents a provision of a safe bikeway and pedestrian facility available for public use. The bikeway would be built within the former OR&L ROW, allowing for the adaptive reuse of the ROW for a bicycle and pedestrian path. The bikeway design will be consistent with the character of the surrounding area. The final design of the historic bridges at Waikele and Kapakahi streams would be based on consultation with SHPD and the community in order to maintain the character of the area.

VIII. Public Safety

Objective B. To protect the people of Oahu and their property against natural disasters and other emergencies, traffic and fire hazards, and unsafe conditions.

Policy 6 Reduce hazardous traffic conditions.

Discussion:

The proposed bikeway is consistent with the General Plan’s goal of reducing hazardous traffic conditions through the creation of a safe, shared-use path separated from motor vehicle traffic. The separation of motor vehicle traffic from pedestrian and bicycle traffic would help to reduce the potential for traffic fatalities.

X. Culture and Recreation

Objective D. To provide a wide range of recreational facilities and services that are readily available to all residents of Oahu.

Policy 6 - Provide convenient access to all beaches and inland recreation areas.

Discussion:

The proposed project would connect to the existing West Loch Bike Path and PHHT to create a continuous shared-use path open to the public for recreational and commuting use. Various public parks are located along the alignment of the Leeward Bikeway, as discussed in **Section 3.3.9**. The proposed bikeway provides increased connectivity between existing public recreation facilities.

4.3.2 City and County of Honolulu Zoning

Land uses within the CCH jurisdiction are regulated under the Revised Ordinances of Honolulu (ROH), Chapter 21, Land Use Ordinance (LUO). The purpose of the LUO, as stated in Section 21.1.20, is to:

> *"… regulate land use in a manner that will encourage orderly development in accordance with adopted land use policies, including the O'ahu general plan and development plans, and to promote and protect the public health, safety and welfare."*

Section 21.3.10 of the LUO lists CCH land use zoning district classifications. The proposed bikeway traverses the following three classifications of CCH zones: A-1 (Apartment, Low density), AG-1 (Agricultural, Restricted), and R-5 (Residential). See **Figure 40, City & County of Honolulu LUO Zoning Map.**

Discussion:

Per ROH, Chapter 21, Table 21-3, Master Use Table, the proposed Leeward Bikeway is a permitted use in all CCH land use zones. In addition, all zoning along the OR&L ROW was established after the designation and set-aside of the ROW for railway purposes.

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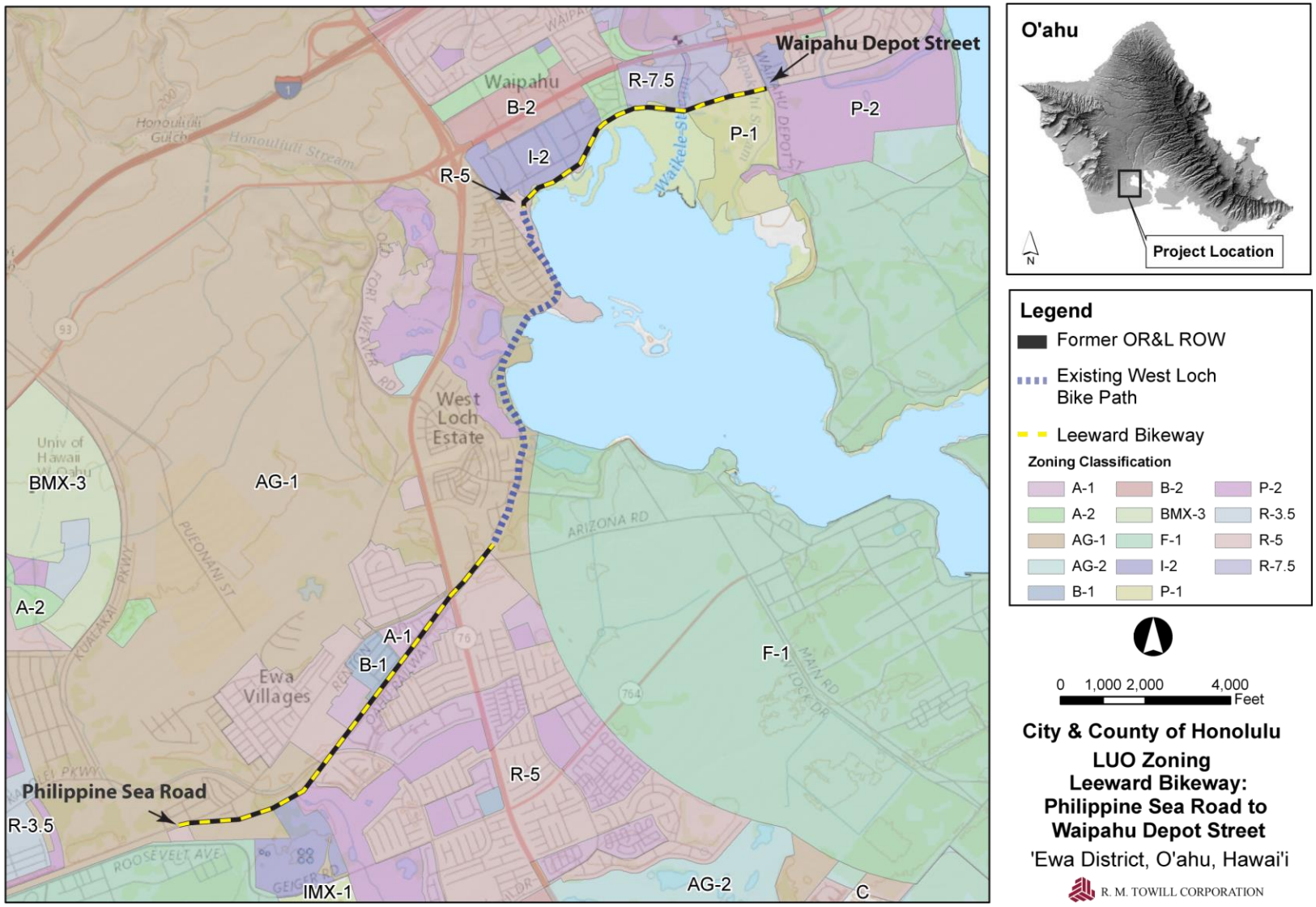

Figure 40. City & County of Honolulu LUO Zoning Map

4.3.3 'Ewa Development Plan (EDP) (2013)

Supporting the General Plan are the sustainable communities plans (SCPs) and development plans (DPs) for various regions of O'ahu. Each plan explains the role of the particular region in O'ahu's overall development pattern; the vision statement for the area; land use policies, principles and guidelines; public facilities and infrastructure policies and principles; implementation strategies; and maps of Open Space, Land Use and Public Utilities.

Section 1 of the proposed bikeway is located within the EDP area. The current EDP was adopted by the Honolulu City Council in 2013 (CCH, 2013b). The following provisions of the adopted Plan are relevant to the proposed Leeward Bikeway:

> *2. The Vision for 'Ewa's Future*
>
> *2.1 Vision Statement*
>
> *Protect Agricultural Lands and Open Space - Residents will be able to easily access beaches, swimming and surfing spots all along the entire 'Ewa coastline by road or a network of pedestrian paths and bikeways.*
>
> *2.2.9 Preservation and Enhancement of Historic and Cultural Resources*
>
> *'Ewa's Historic and Cultural Resources will be preserved and enhanced by:*
>
> - *Preserving significant historic and pre-historic features from the plantation and earlier periods, including: the OR&L right-of-way.*
> - *Retaining visual landmarks and significant vistas, including:*
> - *Mauka and makai views; and,*
> - *Views of central Honolulu and Diamond Head.*
>
> **Discussion:**
>
> This project supports the EDP's expressed goal to use established greenway corridors, such as the former OR&L ROW (which also serves as a utility or corridor), as opportunities to link communities in the region with pedestrian and bike paths. The plan also supports the use of such corridors for more than one purpose, e.g., serving as both a bikeway and a railway track. See **Figure 41, EDP (2013) Open Space Map,** which designates the former OR&L ROW as a bikeway corridor.
>
> The proposed project would support the EDP's vision of the preservation of the former OR&L ROW and make this section of the former OR&L ROW more accessible to the public. The project has been designed to be consistent with the surrounding use of the land. While the bikeway would be noticeable, it would be constructed at grade and the use of signage and bollards would be limited; therefore, *mauka* (mountain), *makai* (ocean/shoreline), central Honolulu, and Diamond Head views in the project area would be preserved.

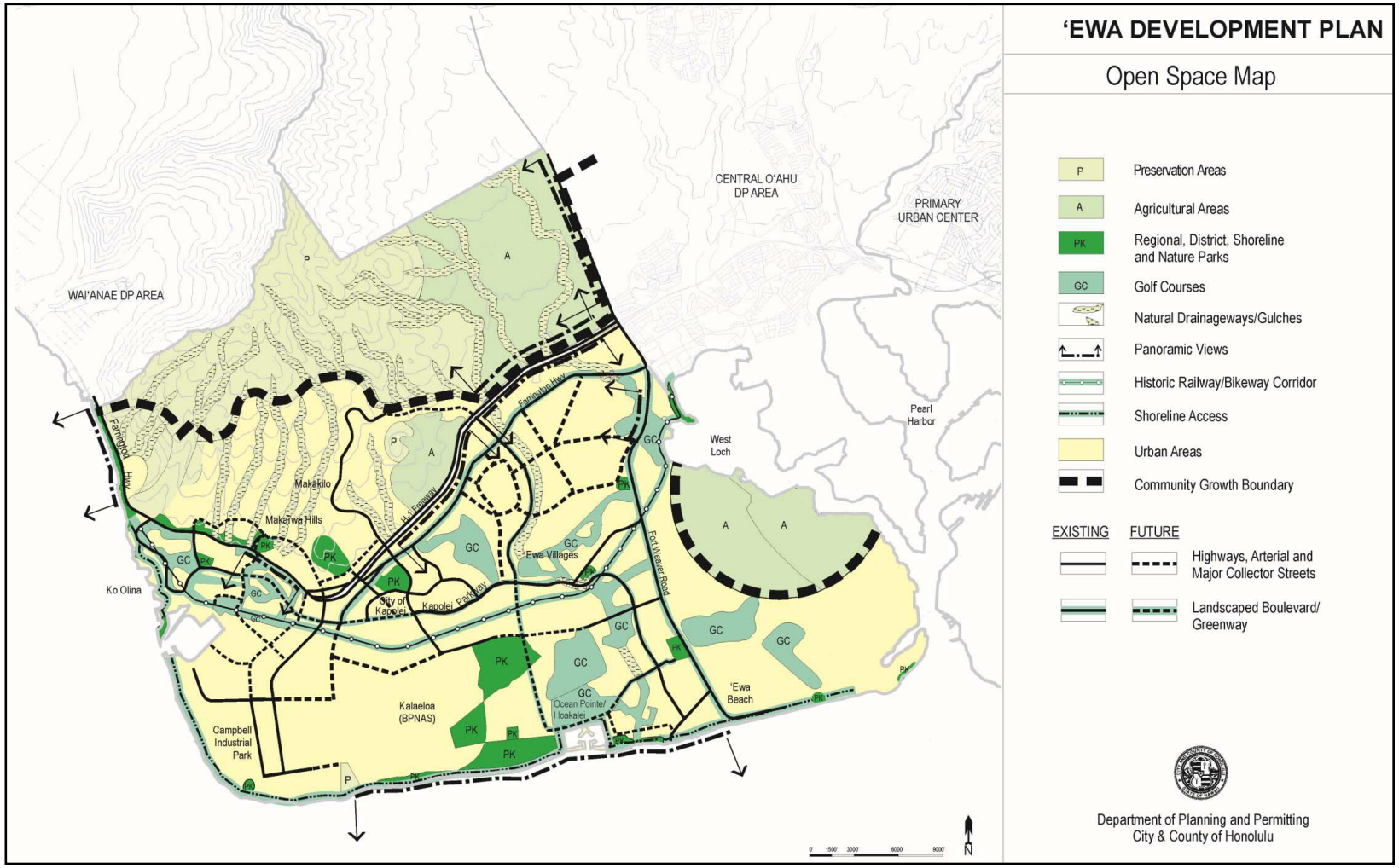

Figure 41. EDP (2013) Open Space Map (Appendix A)

3. Land Use Policies and Guidelines

3.1 Open Space Preservation and Development

3.1.1 General Policies - Create major pedestrian and bikeway linkages between communities, such as the OR&L / Pearl Harbor Historic Trail, through a network of greenways along transportation and utility corridors and drainageways connecting major open space areas.

3.1.3.8 Greenways and Open Space Corridors – Provide additional connectivity for bikers and pedestrians by developing the Pearl Harbor Historic Trail, which will extend for about 18.5 miles from Rainbow Marina near ʻAiea to Nānākuli. The Trail, running west on the OR&L right-of-way across the ʻEwa plain, will allow bikers and pedestrians to connect to the Trail from other access points including City parks, through the addition of scenic shared use paths in ʻEwa and Kō ʻOlina to travel as far as Nānākuli to the west. Running east, the Trail will follow a greenbelt linking a network of shoreline parks stretching from West Loch to Rainbow Marina near Aloha Stadium. Establish the bikeway even in those sections where the railroad itself is not operational.

3.2.2.3 Community Integration – Although the design of recreational attractions may have a distinct identity and entry, link these destinations with surrounding areas using connecting roadways, bikeways, walkways, landscape features or architectural design

3.4.2.3 OR&L Historic Railway
Adaptive Use – Develop a parallel paved pedestrian path/bikeway along the length of the rail route, either within or adjacent to the right-of-way as part of the Pearl Harbor Historic Trail, even in those sections where the railroad itself is not operational. The pedestrian path/bikeway should be designed so as not to interfere with historic railway operations.

Adjacent Uses – Design structures and elements related to the Pearl Harbor Historic Trail to reflect the historic nature of the railway and its surroundings. Set back new development a minimum of 50 feet on either side of the OR&L right-of-way, unless it is either directly related to the operation of the railroad, or reconstruction of an historic use, or is consistent with the use of the right-of-way for open space and shared pedestrian path/bikeway purposes in stretches where railroad operation is not feasible, or is otherwise specified in existing land use approvals.

Public Access – Encourage public use by continuing and expanding the historic railway operations, providing a parallel shared pedestrian path/bikeway, and by providing greater connectivity by connecting the Trail to City parks and other access points through the addition of scenic shared use paths in ʻEwa and Kō ʻOlina.

3.9.1 Existing and Planned Residential Communities: General Policies

Pedestrian and Bicycle Travel – Encourage pedestrian and bicycle travel, particularly to reach neighborhood destinations such as schools, parks, and convenience stores. At a minimum, provide pedestrian and bikeway connectivity, where roadway connectivity is deemed not feasible, to allow direct travel through the community and to neighborhood districts.

3.11.3 (Kō ʻOlina Land Use) Guidelines

Circulation System and Transportation Facilities – Establish an integrated bikeway and pedestrian circulation network throughout the resort, with bicycle lanes and routes and sidewalks along major roadways, lined with shade trees. Reserve the former OR&L right-of-way for a bikeway and historic railroad train service for historic and educational rides between Nānākuli, Kō ʻOlina, Kapolei, and ʻEwa Villages, and for a bikeway continuing on from ʻEwa Villages to Waipahu and ʻAiea as part of the Pearl Harbor Historic Trail [Leeward Bikeway] (CCH, 2003a).

Discussion:

The EDP, as well as the Kapolei Area Bike Plan (KABP), support use of the former OR&L ROW as an important part of a network of bikeways throughout ʻEwa. The plan also acknowledges that the relatively flat terrain is favorable to bicycle travel and would encourage families to use the facility together because of the safety of a separate bikeway away from roadways and because of the reduced level of difficulty due to terrain. The proposed Leeward Bikeway would be accessible to the public, creating greater connectivity between neighborhoods and encouraging the use of bicycles between places of interest. **Figure 42, EDP (2013) Public Facilities Map,** shows the entire project route as part of the recommended public facilities network.

4. Public Facilities and Infrastructure Policies and Guidelines

4.1 Transportation Systems

The ʻEwa Development Plan includes all the projects found either in the KABP, in the State's Bike Plan Hawaiʻi, or the ʻEwa Roadway Connectivity Study. As shown in Exhibit 4.1, major bike paths should run along the OR&L right-of-way, Kapolei Parkway, the Kualakaʻi Parkway, and Fort Weaver Road.

4.1.6 General Policies – Bikeway Systems

Develop major bike paths along the OR&L right-of-way.

Discussion:

The EDP designates former OR&L ROW as a significant part of its bikeway and wider transportation network in ʻEwa and Kapolei. Therefore, the Leeward Bikeway within the former OR&L ROW would fulfill a portion of the vision set forth in the EDP. **Figure 43 EDP (2013) ʻEwa Bikeway System**, shows the entire project route as part of the recommended transportation network.

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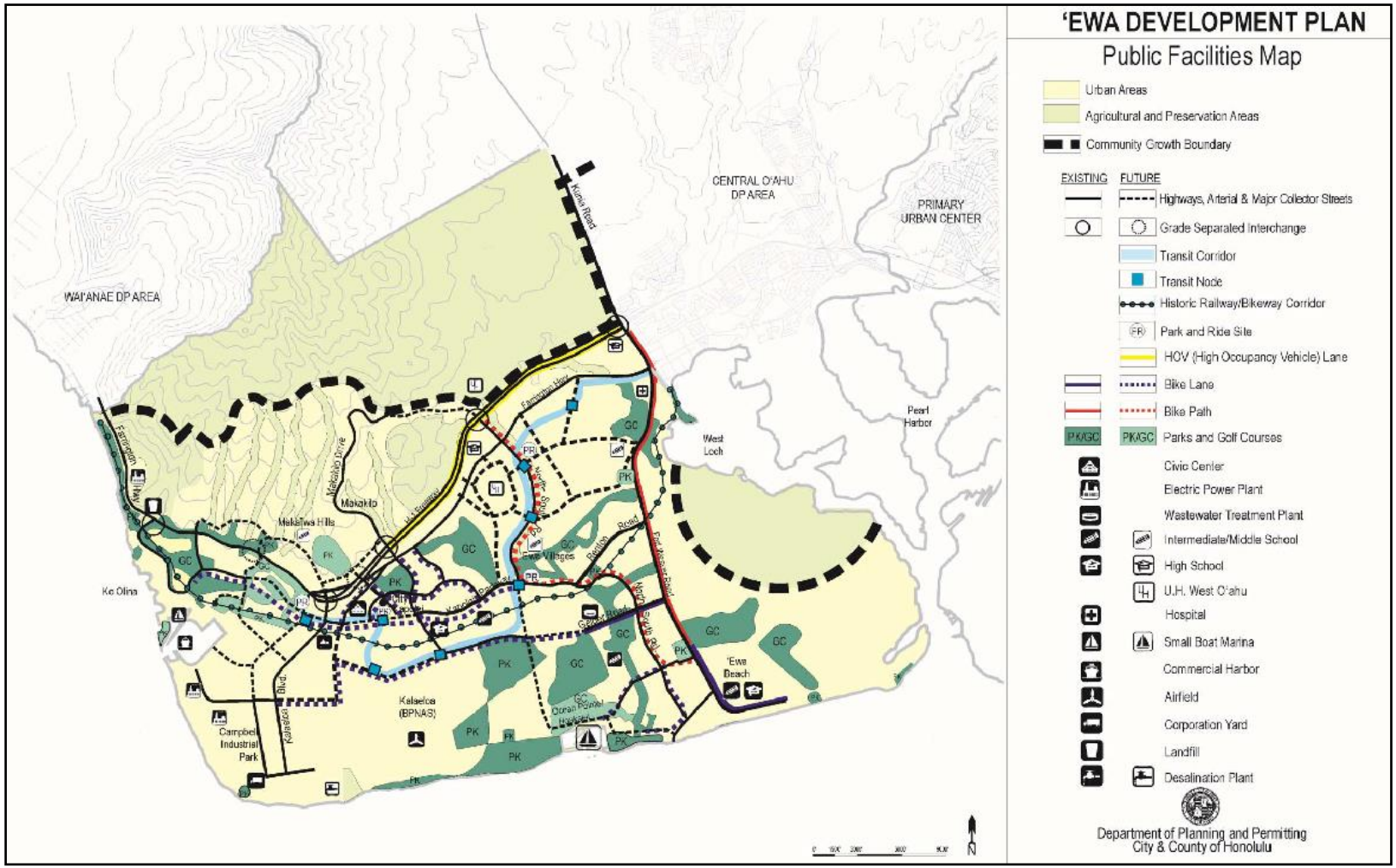

Figure 42. EDP (2013) Public Facilities Map (Appendix A)

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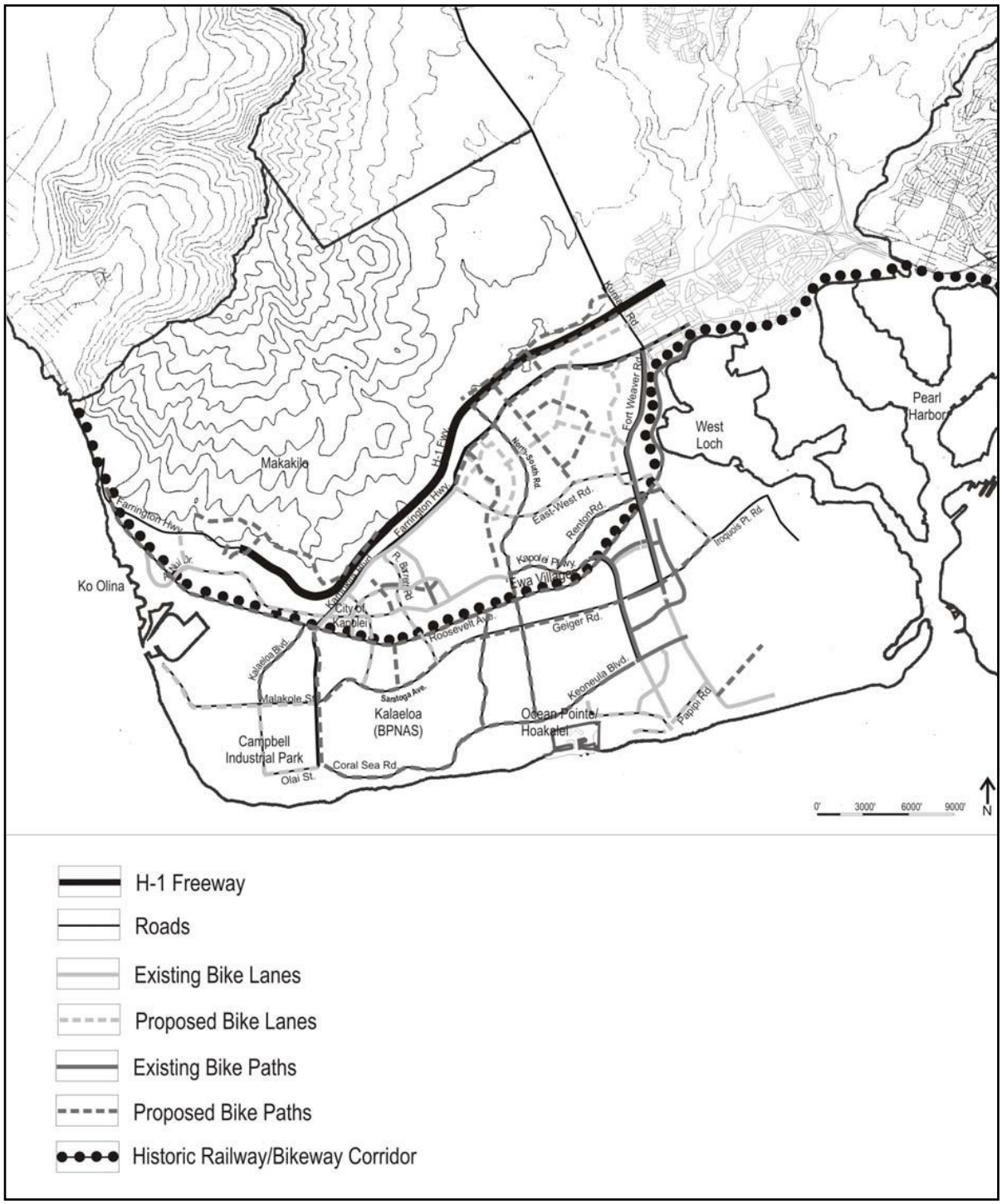

Figure 43. EDP (2013) ‘Ewa Bikeway System (Exhibit 4.1)

4.3.4 Central O‘ahu Sustainable Communities Plan (COSCP) (Proposed Revised Plan, 2016)

The purpose of the DPs and SCPs prepared by the CCH, DPP is to implement the General Plan in specific geographic areas. The COSCP area encompasses the upland plateau between the Wai‘anae and the Ko'olau Mountain Ranges. The area includes the towns of Waipahu, Mililani, and Wahiawā and their surrounding communities (CCH, 2003).

The provisions of the COSCP are not regulatory but are meant to provide a coherent vision to guide resource protection and land use in Central O‘ahu. However, the plan does provide guidance for development in Central O‘ahu, public investment in infrastructure, zoning and other regulatory procedures, and the preparation of the CCH’s annual capital improvement program budget.

The most recently-approved COSCP is contained in ROH, Chapter 24, Article 5, effective February 2003. As required by the LUO, the COSCP was to be reviewed five years after its adoption. The proposed revised COSCP has passed first reading by the Honolulu City Council on September 6, 2017, and will be considered for adoption in its current form in 2018. It is the intent of the plan to:

> “… provide a guide for orderly and coordinated public and private sector development in the Central O‘ahu sustainable communities plan area in a manner that is consistent with applicable general plan provisions, including the designation of Central O‘ahu as an urban fringe area which is to be developed to relieve development pressures in the remaining urban-fringe and rural areas and to meet housing needs not readily provided in the primary urban center” (ROH, Section 24-5.2(b)).

Section 2 of the proposed bikeway is located within the COSCP area. The following provisions of the proposed revised COSCP are relevant to the proposed Leeward Bikeway:

> *2. The Vision for Central O‘ahu’s Future*
>
> *2.1 Vision Statement*
>
> *A Shoreline Parks and Preservation Area developed along the entire shoreline in Pearl Harbor's West Loch and Middle Loch will restore the shoreline in Waipahū to public use, provide active and passive recreation facilities, and help create the Pearl Harbor Historic Trail, a pedestrian path and bikeway running from Rainbow Marina near Aloha Stadium to the Wai‘anae Coast.*
>
> *2.2 Key Elements of the Vision*
>
> *2.2.9 Preservation and Enhancement of Historic and Cultural Resources*
>
> *Central Oahu’s historic and cultural resources will be preserved and enhanced by:*
>
> - *Preserving significant historic and pre-historic features from the plantation era and earlier periods, including: The OR&L Right-of-Way,*
> - *Retaining visual landmarks and significant vistas, including: Distant vistas of the shoreline and Pearl Harbor from the H-2 Freeway and Kunia Road above the ‘Ewa Plain.*

Discussion:

The articulated vision for the COSCP is for a planned open space network which specifically includes an extended PHHT pedestrian path and bikeway extending from Aloha Stadium to the Wai‘anae Coast, an intent that would be fulfilled in part by the proposed Leeward Bikeway. The proposed project would connect to the existing West Loch Bike Path and PHHT to create a continuous shared-use path open to the public for recreational and commuting use. See **Figure 44, COSCP Proposed Revised Plan (2016) Open Space Map**, which designates the former OR&L ROW as a Historic Bikeway Corridor.

The proposed project would support the COSCP’s vision of the preservation of the former OR&L ROW as a historic resource. The proposed bikeway would not interfere with the protection of the former OR&L ROW; by contrast, the proposed project would have the potential to make this section of the ROW more accessible to the public through the enhancement of the facility for use by bicyclists and pedestrians, resulting in a long-term positive impact. The COSCP identifies several significant vistas, and calls for the preservation of distant vistas of the shoreline. The proposed bikeway would be located along the West Loch shoreline in Waipahu, and would be visible. However, it would not diminish or degrade scenic values of the area, as it would be constructed at grade and the use of signage and bollards would be limited.

3. Land Use Policies and Guidelines

3.4 Historic and Cultural Resources

3.4.3.1 Former OR&L Historic Railway
As recommended in the Waipahu Town Plan (December 1995) and the Pearl Harbor Historic Trail Master Plan (May 2001), the long-term restoration of the former OR&L railroad and development of the right-of-way as a world-class heritage and educational corridor would enhance neighboring communities and serve as a major visitor and cultural attraction.

Method of Preservation. The existing railway and associated structures should be repaired or reconstructed to the extent feasible, in order to permit its use for historic and educational rides. Preferably, the route would extend from ‘Aiea to Nānākuli. Currently, the Hawaiian Railway Society operates a train between ‘Ewa Villages and Kahe Park near Nānākuli.

Adaptive Reuse. Expansion and use of the railroad to promote the history and culture of the area should be encouraged. There should be a parallel paved shared-use path for bicycles and pedestrians along the length of the rail route, either within or adjacent to the right-of-way. The path should be provided even in those sections where the railroad itself is not operational.

Discussion:

The preservation of the former OR&L railway as a public attraction and amenity is supported throughout the COSCP. The “adaptive reuse” of the former OR&L ROW is specifically envisioned to include a paved shared-use path for bicycles and pedestrians along the length of the rail ROW.

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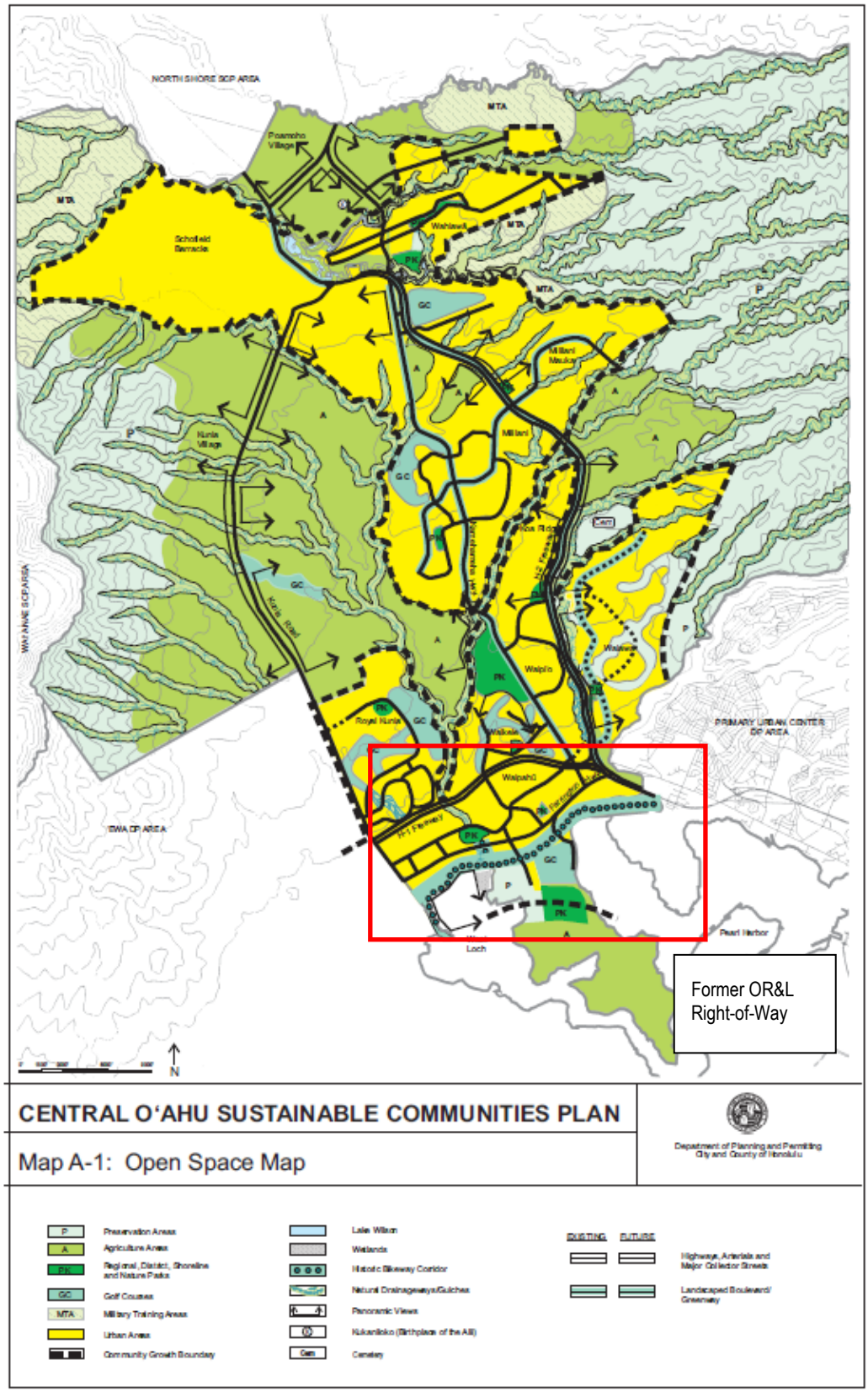

Figure 44. COSCP Proposed Revised Plan (2016) Open Space Map (Appendix Map A-1)

4. Public Facilities and infrastructure Policies and Guidelines

4.1 Transportation Systems

4.1.4 Bikeways

The proposed bikeway system for Central O'ahu generally incorporates…facilities recommended in Bike Plan Hawai'i (the State Bikeway Plan) and the Waipahu Town Plan. The Exhibit shows existing and planned routes for two types of bicycle facilities: bike paths which are separated from the roadway and bike lanes which are four- to six-foot lanes exclusively for bike use included in the roadway.

Bike Paths. As part of the Pearl Harbor Historic Trail, a major bike path should run east-west along the OR&L right-of-way (with branch routes to the Waipahu Cultural Garden and Leeward Community College).

Discussion:

The proposed project would connect the west terminus of the existing West Loch Bike Path and PHHT to create a continuous shared-use path open to the public for recreational and commuting use. The bikeway would follow the alignment of the former OR&L ROW as articulated in Section 4 of the COSCP. See **Figure 45, COSCP Proposed Revised Plan (2016) Public Facilities Map**. Furthermore, the COSCP encourages bike paths which are separated from the roadway.

4.3.5 The O'ahu Bike Plan, A Bicycle Master Plan (2012)

In 1994, the City Council and Mayor adopted Ordinance 94-39 (ROH, Section 2 The Mayor and Executive Agencies, Article 12 Department of Transportation Services, 2-12.1 Power, Duties, and Functions) which directed that a bikeway system master plan for urban Honolulu be prepared and updated every five years. This resulted in the publication of the Honolulu Bicycle Master Plan (1999), which was the first significant effort by the CCH in making Honolulu more bike-friendly.

The plan was then broadened in scope to include the entire island, and thus renamed the O'ahu Bike Plan (2012). The Plan guides the CCH Department of Transportation Service's island-wide bikeway planning. There are currently 132 miles of existing on- and off-road O'ahu bikeway facilities, and the Plan calls for an additional 559 miles of bikeway to be built over the next 20 to 30 years.

The Vision Statement of the O'ahu Bike Plan, which first articulated in the 1999 Honolulu Bicycle Master Plan, is as follows:

> *"O'ahu is a bicycle-friendly community where bicycling is a safe, viable, and popular travel choice for residents and visitors of all ages."*

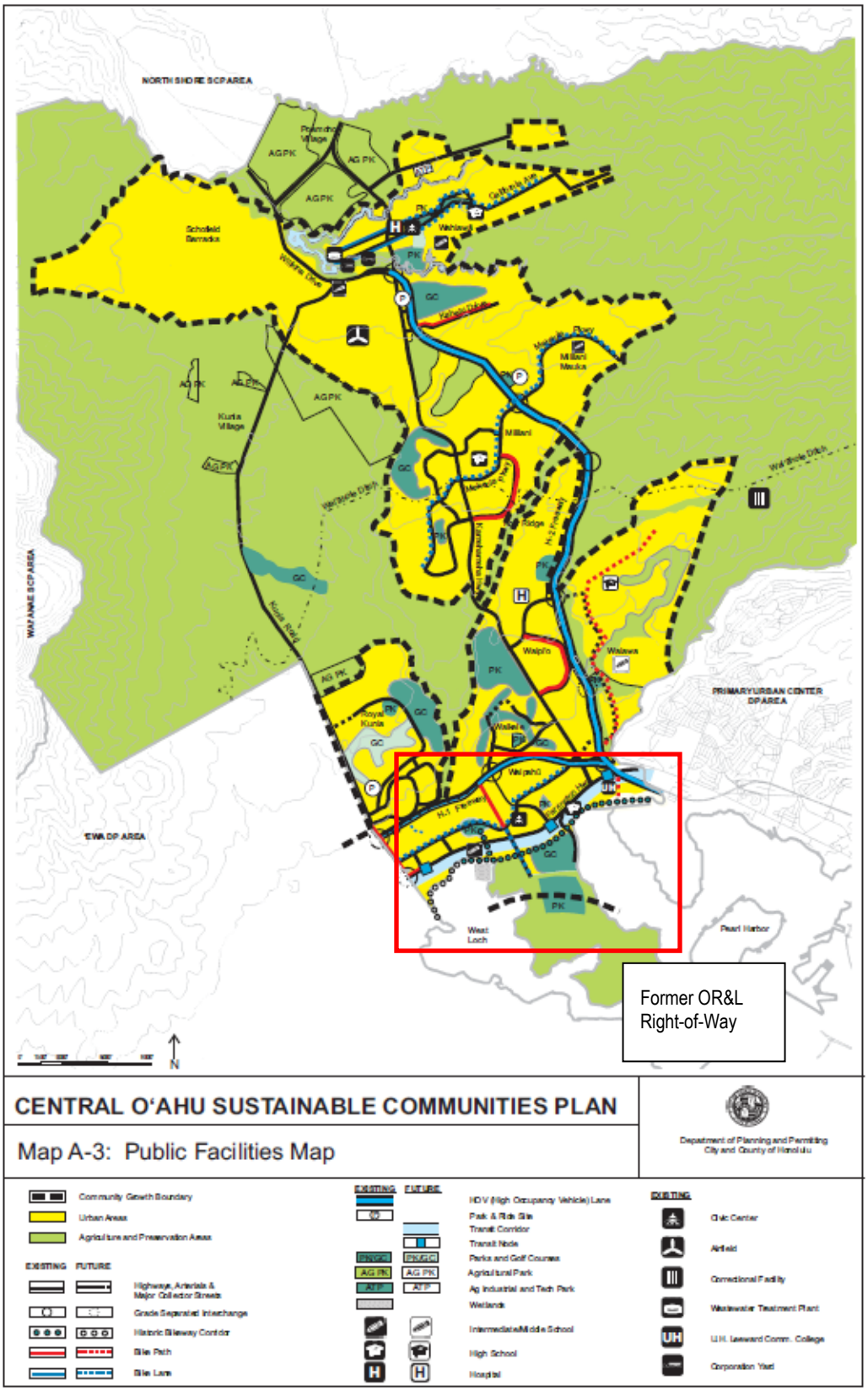

Figure 45. COSCP Proposed Revised Plan (2016) Public Facilities Map (Appendix Map A-3)

The goals of the O‘ahu Bike Plan are articulated as the following:

1. *To increase the mode share of bicycle trips.*
2. *To enhance cooperation between roadway users.*
3. *To encourage and promote bicycling as a safe, convenient, and pleasurable means of travel.*
4. *To be recognized by the League of American Bicyclists as a Bicycle-Friendly Community (CCH, 2012a).*

The Leeward Bikeway is noted as a Priority 1 project in the 2012 O‘ahu Bike Plan (Table 5). The Plan also identifies the Leeward Bikeway as a proposed path which would connect the existing PHHT with the existing West Loch Bike Path, and then continue after the southwest terminus of the West Loch Bike Path into ‘Ewa. See **Figure 46, O‘ahu Bikeway Network ‘Ewa and Wai‘anae**.

Discussion:

The proposed Leeward Bikeway is consistent with the proposed bike paths identified within the O‘ahu Bike Plan. The project would also provide a safe shared-use path, thus fulfilling the Plan’s goal to encourage more people to utilize bicycles for recreation or commuting and increasing the overall mode share of bicycle trips.

4.3.6 Pearl Harbor Historic Trail (PHHT) Master Plan (Adopted 2003)

The PHHT Master Plan was prepared by the CCH as part of a “Vision Team” initiative, where O‘ahu residents proposed new regional projects to improve their neighborhoods, parks and roads (CCH, 2003). The ‘Aiea-Pearl City Community Vision Team’s project evolved into a long-range master plan for an 18.6 mile rail-and-trail system between ‘Aiea and Nānākuli. The PHHT Master Plan was adopted by the City Council in 2003. The centerpiece of the PHHT Master Plan is the former OR&L ROW extending between ‘Aiea and Nānākuli (CCH, 2003).

A continuous path for bicyclists and pedestrians along the 18.6 mile route is envisioned within the former OR&L ROW and alongside the historic railroad tracks.

The community’s vision for the PHHT included the following four Goals and Objectives:

- Outdoor/Recreation/Physical Fitness Network
- Historic Preservation and Education
- Economic Revitalization
- Environmental Preservation and Education

Governmental policy support for this project was demonstrated in several Hawai‘i Senate Resolutions:

- SCR 103 (2004) – Senate Concurrent Resolution 103 supported the construction of the Leeward Bikeway and PHHT. The plan was to create a bike path and historic multi-use trail, and an outdoor recreation and transportation network. The facility was to utilize the former OR&L ROW lands to educate and preserve history, to create opportunities for local businesses in the area, and to enhance environmental preservation and education.

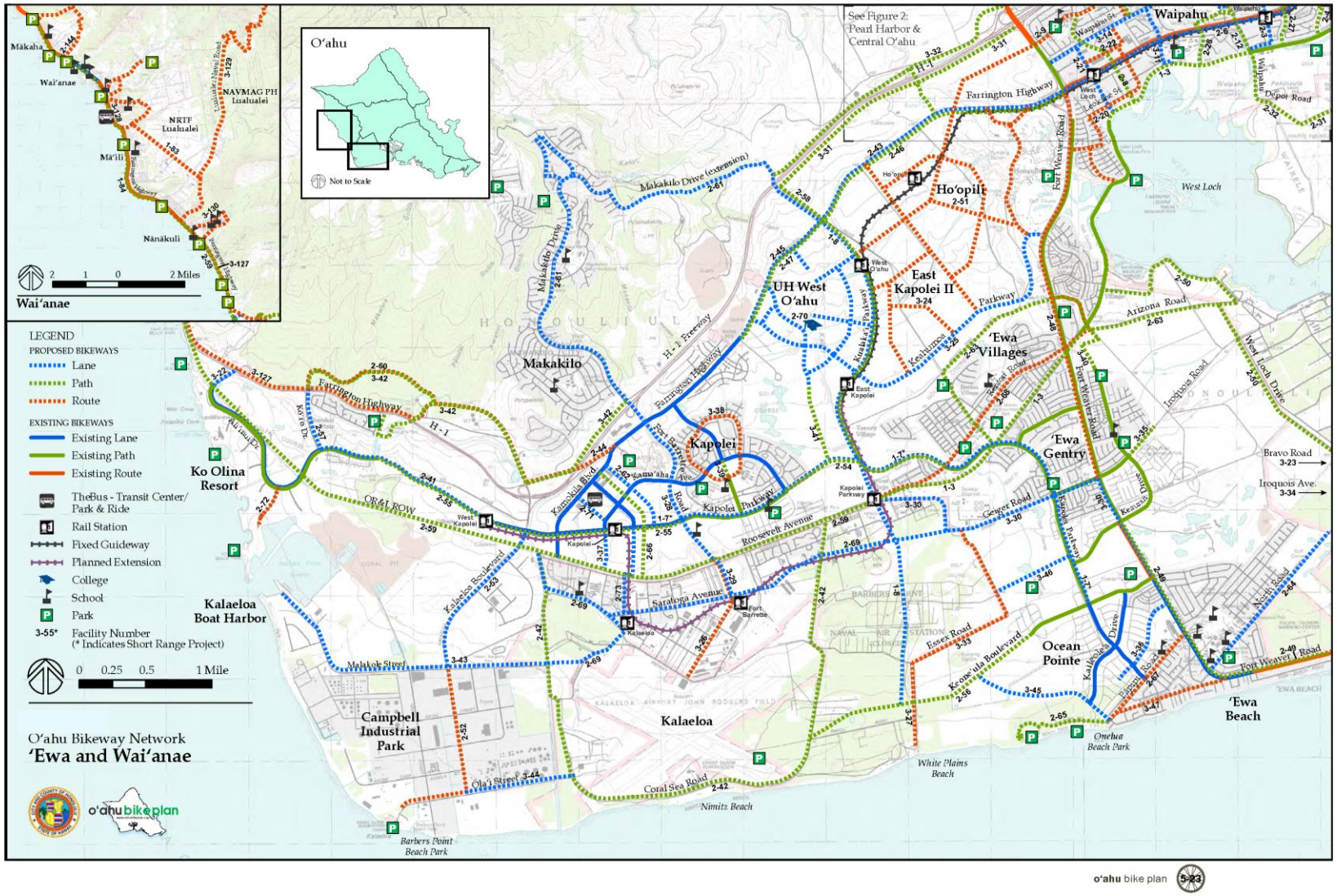

Figure 46. O‘ahu Bikeway Network ‘Ewa and Wai‘anae

- SB 1378 (2005) – Senate Concurrent Resolution 1378 recognized the PHHT (CCH, 2003).

Portions of the Leeward Bikeway that were previously developed by the CCH, e.g., the Pearl Harbor Bike Path (Waipiʻo to McGrew Point, approximately 8.5 miles) and West Loch Shoreline Park (Hōʻaeʻae to Fort Weaver Road), were also part of the overall plan.

Discussion:

The Leeward Bikeway project incorporates the planning conducted by the CCH Visioning Team, and contributes to the community's vision of an outdoor, recreational network. Because the bikeway follows the alignment of the former OR&L ROW, consultation is being conducted with SHPD and the community to ensure historic preservation, especially in regards to the Waikele and Kapakahi Bridge retrofitting designs.

4.3.7 Oʻahu Regional Transportation Plan (ORTP) (2016)

The Oʻahu Regional Transportation Plan (ORTP) is a policy document that is designed to guide the development of transportation on the island of Oʻahu through the year 2040 (OMPO, 2016). The plan was approved by the Oʻahu Metropolitan Planning Organization (OMPO). OMPO is responsible for coordinating transportation planning on the island of Oʻahu. The organization was designated by the Governor of the State of Hawaiʻi in 2015 per the Federal Surface Transportation Assistance Act of 1973, CFR, Chapter 23 Part 450, Planning Assistance and Standards.

The vision statement of the ORTP proposes that Oʻahu "should be a place where we will have efficient, well-maintained, safe, secure, convenient, appropriate, and economical choices in getting from place to place." The ORTP identifies strategies and actions to promote the development of an integrated, inter-modal, surface transportation system.

Discussion:

The ORTP identifies specific transportation projects designed to improve safety, mitigate congestion, and increase mobility on the island. While the ORTP does not specifically mention the Leeward Bikeway, it calls for the implementation of projects identified in the Oʻahu Bike Plan (2012) and the Oʻahu elements of the BPH (2003). The Leeward Bikeway is identified in both plans as a priority project.

4.3.8 ʻEwa Roadway Connectivity Study (2009)

Completed in May 2009, the CCH completed the ʻEwa Roadway Connectivity Study, which was formulated to complement to the 2001 ʻEwa Highway Master Plan and to identify opportunities to improve connectivity among the communities and developments being built in the ʻEwa Plain. Relevant passages of the ʻEwa Roadway Connectivity Study which specifically supports the Leeward Bikeway are quoted below:

> *The OR&L right of way has been designated as a bicycle and pedestrian pathway, which extends from Waipahu through ʻEwa to Nānākuli.*

Bicycle crossings will be difficult near the intersection of… Fort Weaver Road. The OR&L right of way crosses Fort Weaver Road near the Renton Road intersection. A traffic signal would be inappropriate at the right of way crossing due to its proximity to the Renton Road signal.

Special consideration needs to be given to bicycle crossings at intersections with right turn movements. Bike lane striping, and perhaps color, should be used across intersections.

Discussion:

The proposed improvements listed in the 'Ewa Roadway Connectivity Study are supported by the proposed Leeward Bikeway. As discussed in **Section 3.3.1**, traffic patterns would not be affected because the bikeway is strictly for bicyclist and pedestrian use and is almost entirely out of roadway ROWs. However, where the bikeway crosses existing roadway intersections (i.e., Kapolei Parkway and Fort Weaver Road), bikeway users, including bicyclists and pedestrians, are expected to use roadway crossings and signalization.

4.3.9 Waipahu Neighborhood Transit-Oriented Development (TOD) Plan (2014)

Adopted in April 2017, the Waipahu Neighborhood Transit-Oriented Development (TOD) Plan which is the first in a series of focused community-based planning efforts led by the DPP for future station areas along the rail transit line. The Plan focuses on the areas within one-half mile and one-quarter mile of the proposed transit stations and is intended to provide a vision for neighborhood improvements and future urban redevelopment adjacent to the Farrington / Leoku and Farrington / Mokuola transit stations (also known as West Loch Station and Waipahu Transit Center Station, respectively). It is the goal of the Plan to foster more livable communities that take advantage of the benefits of transit; specifically, reducing transportation costs for residents, businesses and workers while improving mobility and circulation in the station areas for all modes of travel. While taking advantage of more efficient use of land, TOD can provide more walkable, healthier, economically vibrant neighborhoods, safe bicycling environments, convenient access to daily household needs and enhancement of local character. The community plan can be found at http://www.honolulu.gov/tod/neighborhood-tod-plans/dpp-tod-waipahu .html.

Relevant passages of the Waipahu Neighborhood TOD Plan (which specifically supports the Leeward Bikeway are quoted below:

The following steps should be taken by the City and County in the near-term in order to put the Plan into action and to ensure the framework for transit-oriented development and neighborhood improvements follows the vision and principles defined by the community.
5. Identify short-term (3-5 years) public improvements project in the station areas.

- *Develop bicycle and pedestrian paths on existing streets that connect directly– to the transit stations in collaboration with the Oahu Bike Plan and Pearl Harbor Historic Trail Master Plan*

There is a need for identifying and developing pedestrian ways and bikeways to connect the existing residential areas with the proposed stations. Bike paths need to be clearly

> *defined and separated bikeways developed to increase usage and safety along major streets and corridors. The shoreline bike path needs to be integrated with other mauka areas of Waipahu and the station locations.*
>
> **Discussion:**
>
> The Leeward Bikeway project is consistent with the objectives and principles of the Waipahu Neighborhood TOD Plan (2014). The bikeway will be located within the former OR&L ROW corridor, which will provide existing residential areas with improved and safer bicycle and pedestrian mobility and circulation. Locating the Leeward Bikeway within this corridor will support multi-modal transportation and access to rail stations. There are five proposed rail stations within one mile or less from the project located in: Waipahu, West Loch, Hoopili, University of Hawai‘i West O‘ahu and East Kapolei. It is estimated that people are willing to walk one half mile or less to transit, however they are willing to bike two to three miles to access transit. The Leeward Bikeway is expected to allow greater access to and from the proposed rail transit stations along the rail transit line, creating more walkable, healthier, and economically vibrant neighborhoods.

4.3.10 Waipahu Town Action Plan (2017)

The Waipahu Town Action Plan is a set of strategies identified by the community for improving the area around the future Waipahu Transit Center rail station. The actions build on the Waipahu Neighborhood TOD Plan, whose central theme is to “Celebrate Waipahu,” and input from the Waipahu Town Action Plan Community Workshop held in July of 2016. The Action Plan is intended to help agencies and community partners focus their resources on near-term implementation projects, while refining longer-term strategies. Proposed projects include the following:

1. Implement a Network of Connected Bicycle Facilities
2. Upgrade Waipahu Transit Center
3. Redesign Moloalo Street
4. Upgrade Street Lighting
5. Connect Hawaii’s Plantation Village to Waipahu Town Core
6. Implement Placemaking Strategies
7. Connect Waipahu District Park to Waipahu Town Core
8. Develop a Master Plan for Hans L’Orange Park
9. Address Areawide Flooding
10. Establish Areawide Wayfinding
11. Develop Pouhala Marsh Educational Signage

Relevant passages of the Waipahu Town Action Plan (which specifically supports the Leeward Bikeway are quoted below:

> *The community… expressed strong interest in connecting Old Waipahu Town with the Pearl Harbor Historic Trail through an upgrade of the Kapakahi Stream/Waipahu Depot Street corridor. This project will improve recreational opportunities, enhance connectivity from the trail system to Waipahu Town and the rail station, and serve as an attraction to nearby businesses. The unimproved shoulders along Waipahu Depot Street could be paved to allow space for pedestrians and cyclists to travel safely between the*

trail and downtown Waipahu; similar improvement could also be made to the terminal segment of the Pearl Harbor Historic Trail as it approaches Waipahu Depot Street.

Discussion:

The Leeward Bikeway project is consistent with the objectives and principles of the Waipahu Town Action Plan (2017), specifically Implement a Network of Connected Bicycle Facilities. The Action Plan notes that the community expressed strong interest in connecting Old Waipahu Town with the PHHT. The action identified on the Waipahu Town Action Plan was to create a network of interconnected bikeways through an upgrade of the Waipahu Depot Street corridor, where the PHHT turns into the Leeward Bikeway to later connect with the West Loch Bike Path.

4.3.11 Special Management Area (SMA) Rules and Regulations

Sections of the project are located within the SMA boundary established by HRS, Chapter 205A, State of Hawai‘i, CZM Law. See **Figure 47, Special Management Area**.

Discussion:

The HDOT and CCH, DPP, are currently in consultation concerning the applicability of the SMA rules to the subject project (ROH, Chapter 25). Based on the outcome and interpretation of the rules by the DPP a SMA permit application may or may not be required. If applicable, a permit application will be filed and the project shall comply with the requirements of ROH, Chapter 25.

According to ROH, Chapter 25, the subject project involving retrofitting activities for the Waikele and Kapakahi Stream bridges are located within the CCH SMA. The proposed project would involve work to otherwise retrofit the bridges in a manner substantively similar in scope and scale to the existing bridges, which have been subject to severe corrosion and dilapidation. The work proposed would improve conditions and address public safety considerations.

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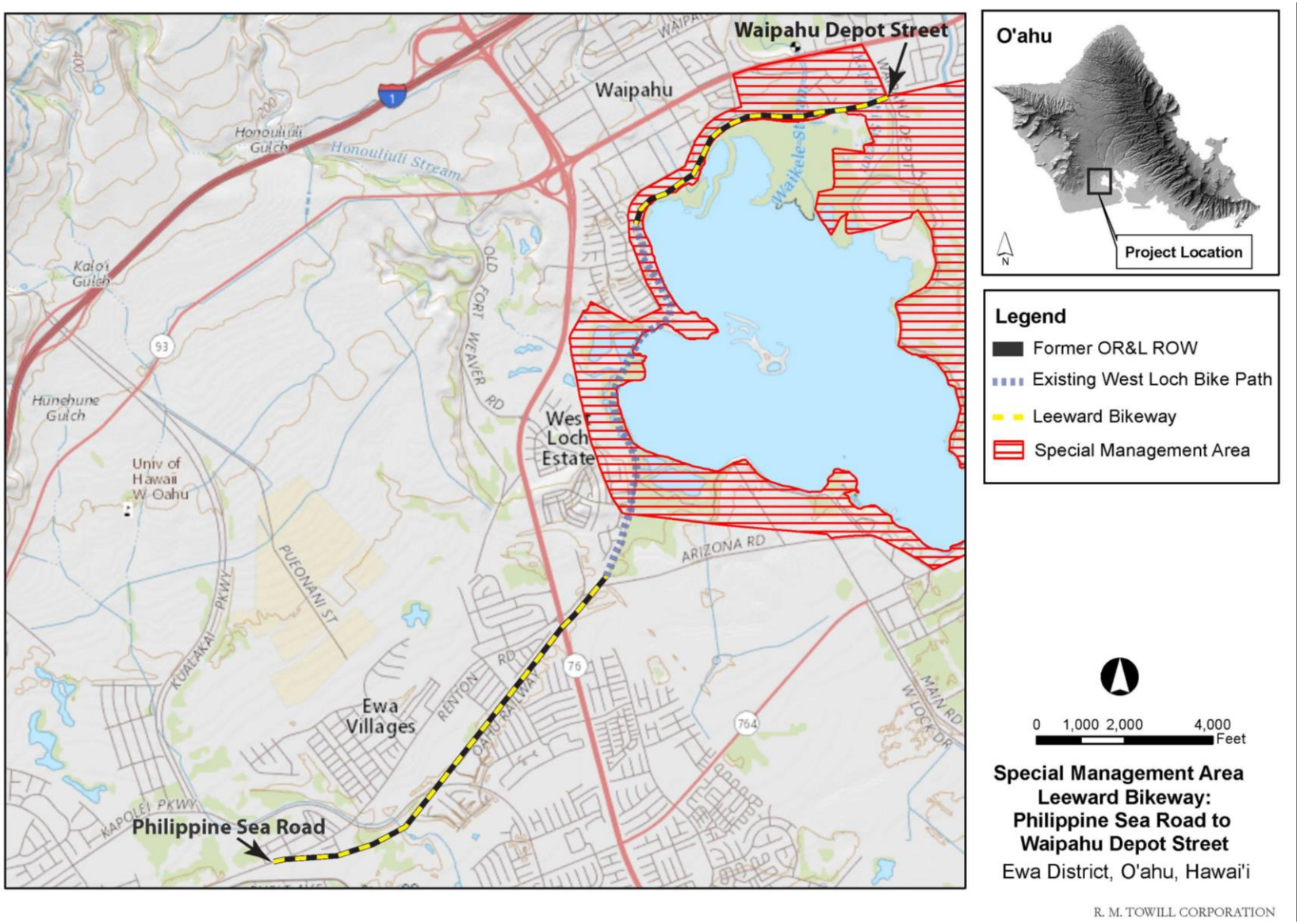

Figure 47. Special Management Area

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Section 5
Permits and Approvals that May be Required

5.1 Federal

Americans with Disabilities Act (ADA)

NEPA

Section 7, ESA Consultation

Section 106, NHPA Consultation

EFH and Magnuson-Stevens Fishery Conservation and Management Act Consultation

Department of the Army Permit Section 404, CWA, and Section 10, RHA

Section 4(f) DOTA

Section 9, RHA, U. S. Coast Guard Clearance

5.2 State of Hawai‘i

HRS, Chapters 343, 195D, & 6E

Section 401, WQC

Section 402, CWA, NPDES Construction Storm Water

Disability and Communication Access Board (DCAB)

HDOT Plan Review

DOH Noise Variance

5.3 City and County of Honolulu

SMA Permit

Grading Permit

Building Permit

5.4 Other

Energy Corridor coordination

Utility organization coordination

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Section 6
Agencies, Organizations and Individuals to be Consulted

The following agencies, organizations, and individuals will be contacted during the HRS, Chapter 343, environmental review process to disclose the environmental conditions of the site, the proposed undertaking, and the potential impacts and mitigation measures that will be applied to ensure against adverse impacts.

6.1 Federal Government

FHWA

USFWS (National Wildlife Refuge Complex)
- Pacific Islands Office, Honolulu, Hawai‘i

U. S. Park Service (Rivers, Trails, and Conservation Assistance Program Hawai‘i)

USACE, Honolulu Engineer District

NMFS, NOAA

USCG

6.2 State of Hawai‘i Agencies

OEQC

DOH
- Environmental Management Division
- Water Resources Division
- CWB

DLNR
- Land Division
- DAR
- DOFAW
- Division of State Parks
- CWRM
- Office of Coastal and Conservation Lands
- SHPD

Office of Planning
- CZMP
- DBEDT

Office of Hawaiian Affairs

Department of Hawaiian Home Lands

O‘ahu Island Burial Council

6.3 Elected Officials – State of Hawai‘i

District 38 State Representative Henry J.C. Aquino

District 39 State Representative Ty J.K. Cullen

District 40 State Representative Bob McDermott

District 41 State Representative Matthew S. LoPresti

District 42 State Representative Sharon E. Har

District 43 State Representative Andria P.L. Tupola

District 19 State Senator Will Espero

District 20 State Senator Mike Gabbard

6.4 City and County of Honolulu Agencies

DPP

DOE

Department of Parks and Recreation

HPD

Honolulu Fire Department

Department of Transportation Services

6.5 Elected Officials – City and County of Honolulu

City Council Members
- District 1 Kymberly Marcos Pine
- District 8 Brandon Elefante
- District 9 Ron Menor

Neighborhood Boards
- No. 22 Waipahu, Chair Rito Saniatan
- No. 23 ‘Ewa, Chair, Mitchell Tynanes
- No. 34 Makakilo/Kapolei, Chair, Evelyn Souza or Acting Chair

6.5 Private Organizations and Individuals

Bishop Museum

Chevron, Inc.

Texaco

Hawai‘i Bicycling League

Hawaiian Railway Society

Hawaiian Trail and Mountain Club

Hawaiian Telcom

HECO

Historic Hawai‘i Foundation

Kamehameha Schools

Spectrum (previously Oceanic Time-Warner Cable)

West Loch Fairways Association

West Loch Estate Homeowners Association

‘Ewa Community Association

6.6 Pre-Assessment Consultation for the Environmental Assessment

In addition to the public and private agencies, organizations, and individuals identified above, early input was solicited to inform and obtain input on relevant issues or concerns that should be considered in the preparation of the EA documentation for the project.

The project was coordinated with the USACE early in the planning process and included meetings, phone calls, and overall coordination of the project. In addition, pre-assessment consultation letters and/or emails were sent to a number of agencies, organizations, and individuals to notify and initiate consultation for the preparation of the Chapter 343, HRS, EA for the project. The purpose of the pre-assessment consultations were to accomplish the following:

- Solicit input to help identify environmental and permitting issues to be considered and addressed in the upcoming EA; and
- Inform agencies, organizations, and individuals regarding ongoing activities in the Leeward Bikeway area and the upcoming EA process.

The agencies, organizations, and individuals contacted for the pre-assessment consultation included the following:

- USCG
- NMFS, NOAA
- USFWS
- DOE
- DOH, CWB
- DLNR, DAR
- DLNR, DOFAW
- DLNR, Division of State Parks
- DLNR, SHPD
- CCH, DPP
- CCH, Department of Parks and Recreation
- CCH, HPD
- CCH, HFD
- CCH, Department of Transportation Services
- Office of Planning, CZMP
- ‘Ewa Community Association
- West Loch Fairways Association
- West Loch Estate Homeowners Association

- Waipahu Neighborhood Board No. 22
- ‘Ewa Neighborhood Board No. 23
- Makakilo/Kapolei Neighborhood Board No. 34
- Hawai‘i Bicycling League
- Ms. Kymberly Marcos Pine, District 1
- Mr. Brandon Elefante, District 8
- Mr. Ron Menor, District 9
- State Representative Henry J.C. Aquino, District 38
- State Representative Ty J.K. Cullen, District 39
- State Representative Bob McDermott, District 40
- State Representative Matthew S. LoPresti, District 41
- State Representative Sharon E. Har, District 42
- State Representative Andria P.L. Tupola, District 43
- State Senator Will Espero, District 19
- State Senator Mike Gabbard, District 20
- Bishop Museum
- Texaco
- Hawaiian Railway Society
- Hawaiian Trail and Mountain Club
- Hawaiian Telcom
- HECO
- Historic Hawai‘i Foundation
- Kamehameha Schools
- Oceanic Time-Warner Cable
- Mr. Frank Streed
- Mr. John Girmsey
- Mr. Harry Leyden
- Mr. Harley Sugiyama
- Mr. Rock Riggs
- Ms. Flora Patton
- Mr. John Rodgers
- Ms. Eileen Gawrys
- Mr. Brendon Hanna
- Mr. Jasen Lane
- Mr. Ken MacDowell
- Mr. Ron Menor
- Mr. Tony Palermo
- Mr. Larry & Ms. Mariea Vaughan
- Mr. Greg Sellona
- Mr. Larry Howard
- Ms. Sue Miller
- Mr. Lee Stewart
- Mr. Robert Moses
- Mr. Brian Moreno
- Mr. Jon Lott
- Mr. Daniel Carbonel
- Mr. David Heiniluoma
- Ms. Lois Heiniluoma
- Mr. Chad Taniguchi
- Mr. Jon Lindstrom
- Mr. John Lai
- Mr. Patrick Gartside
- Mr. Chris Hodges
- Mr. Tom Hopkins
- Mr. JR Ramos
- Mr. BJ Talaro
- Mr. Justin Jiminez
- Mr. Amador Saedang Jr.
- Mr. Brian Shiro
- Mr. Bill Young
- Ms. Torsie Young
- Mr. Caesar Pacis
- Ms. Candace Witt
- Mr. Ted Witt
- Mr. Rob Lahoe
- Mr. Rogelio R. Caronan
- Ms. Terry Smarsh
- Ms. Gina Plarisan

- Ms. Renee Nixon
- Ms. Kellen Smith
- Mr. Reef Amano
- Ms. Lea Hong
- Mr. Randy Ching
- Mr. John Goody

Of the 99 agencies, organizations, and individuals contacted, 16 responded. A list of the comments received during the pre-assessment consultation is provided in **Table 6** below.

Table 6. Comments Received During the Pre-Assessment Consultation for the EA

No.	Commenter	Date of Letter/Email	DEA Section Reference
1	U. S. Fish and Wildlife Service, Pacific Islands Fish and Wildlife Office	1/29/2018 (In progress)	Section 3.2
2	National Oceanic and Atmospheric Administration, National Marine Fisheries Service	In progress	In progress
3	U. S. Coast Guard	2/28/2018	Section 4.1.2
4	State of Hawai‘i, Department of Land and Natural Resources, Division of Forestry and Wildlife	2/26/2018	Section 3.2.1
5	State of Hawai‘i, Department of Land and Natural Resources, Division of State Parks	2/15/2018	Sections 3.3.9 and 4.2.7
6	State of Hawai‘i, Department of Land and Natural Resources, State Historic Preservation Division	2/28/2018 (In progress)	--
7	State of Hawai‘i, Office of Planning	2/23/2018	Sections 3.1; 4.2.1; 4.2.3; 5.0; and 6.0
8	State of Hawai‘i, Department of Health, Clean Water Branch	2/12/2018	Sections 3.1.3; 3.1.4; and 5.0
9	State of Hawai‘i, Department of Education, Holomua Elementary	2/5/2018	--
10	State of Hawai‘i, Department of Land and Natural Resources, Division of Aquatic Resources	2/21/2018	Section 3.2.1
11	City and County of Honolulu Department of Planning and Permitting	2/16/2018	Sections 3.1.1; 3.2.2; 4.2.3; 4.3.1; 4.3.3; 4.3.4; 4.3.9; 4.3.10; and 5.0
12	City and County of Honolulu Department of Transportation Services	2/20/2018	Sections 2.5.3; 3.3.1; 6.0; 6.6; 6.7; and 7.0
13	Ms. Flora Patton	2/5/2018	--
14	Mr. Chad Taniguchi	2/7/2018	Section 6.6
15	Mr. John Lai	2/5/2018	--
16	Mr. Bill Young	2/5/2018	--

All written comments received during the pre-assessment consultation were provided with a written response for use in the preparation of the DEA. For a full record of the pre-assessment consultations completed for this project, see **Appendix B**.

A future opportunity for public comments will be made available following publication of this DEA with the OEQC. All relevant written public comments received during the 30-day public comment period will receive a written response for inclusion and use in the preparation in the project’s forthcoming FEA.

6.7 Comments Received during the 30-day Public Comment Period for the Draft Environmental Assessment

This section is reserved for written comments and responses to comments received during the Draft EA 30-day public comment period.

Section 7
Significance Determination

7.1 Short-Term Impacts and Proposed Mitigation

Based on the above evaluation of the significance criteria and the discussion of impacts and mitigative measures contained in this document, the proposed project would not have a significant negative effect on the environment. See **Section 3, Environmental Setting, Potential Effects and Proposed Mitigation Measures**.

7.2 Long-Term Impacts and Proposed Mitigation

Resources that are committed irreversibly or irretrievably are those that cannot be recovered if the project is implemented. The proposed project would involve two types of resources: (1) general industrial resources including capital, labor, fuels and construction equipment; and (2) project-specific resources such as natural resources and land at the affected site. General industrial resources would be spent during project construction and for long-term operation and maintenance of the Leeward Bikeway. No long term significant negative impacts to natural resources in the area are expected from the construction and use of the Leeward Bikeway facility. Implementation of the proposed project would provide for the adaptive reuse of the former OR&L ROW allowing increase public access to this publicly-owned resource. The long-term benefits of the proposed bikeway are expected to outweigh the potential for adverse effects.

7.3 Significance Determination

According to HAR 11-200-12, DOH Rules, an applicant or agency must determine whether an action may have a significant impact on the environment. This includes all phases of the project, its expected consequences, both primary and secondary, its cumulative impact with other projects, and its short and long term effects. In making this determination, "Significance Criteria" are used as the basis for identifying whether significant environmental impacts will occur. According to HAR 11-200-12, an action shall be determined to have a significant impact on the environment if it meets one of the following criteria:

1. *Involves an irrevocable commitment to, loss or destruction of any natural or cultural resources.*

The proposed Leeward Bikeway would result in the irretrievable use of the physical environment occupied by the improvements. However, the use of the bikeway would improve public access along the ‘Ewa Plain and Waiphau, thereby enhancing the range of beneficial uses of the environment. Benefits include the preservation of open space in perpetuity and the provision of a new public resource for recreation, fitness, and social activities, and opportunities for public education through exposure to the natural, historic and scenic resources along the Leeward Bikeway. The bikeway is designed to utilize only a small area of space within the larger landscape, leaving extensive areas of open coastal lands available and accessible for other public and private purposes.

Based on information obtained from the USFWS during the January 2018 consultation, and information contained in the 2000 biological assessment conducted along the project route, no designated critical habitat is located within the vicinity of the project area; however, listed,

threatened and endangered faunal species, the endangered Hawaiian hoary bat *(Lasiurus cinereus semotus);* Hawaiian stilt *(Himantopus mexicanus knudseni),* Hawaiian coot *(Fulica alai),* Hawaiian gallinule *(Gallinula galeata sandvicensis),* and Hawaiian duck *(Anas wyvilliana*), and threatened Newell's Shearwater (*Puffinus newelli*) may occur at or transit the project site.

No threatened or endangered plants have been observed within the project site; however, the endangered floral species, *Abutilon menziesii,* may occur in the vicinity of the project. The USFWS will be consulted to inspect the site for *Abutilon menziesii* before construction activities begin.

To ensure no impacts to the Hawaiian hoary bat, no trees or shrubs greater than 15 feet (5.6 meters) will be removed or trimmed during the breeding season of June 1 to September 15. Also, barbed wire fencing will not be used as part of the proposed action.

Hawaiian waterbirds are known to nest in sub-optimal locations (e.g., any ponding water) if present. The USFWS will be consulted to inspect the site for nesting Hawaiian waterbirds before the onset of the nesting season and not more than three days before construction activities begin and after any delay in work of three or more days (during which waterbirds may attempt nesting) during the nesting season.

The principal potential impact of the proposed project to Newell's Shearwaters is the increased threat that birds will be downed after becoming disoriented by exterior lighting that may be required in conjunction with nighttime construction activities, and, or the servicing of construction equipment at night. The proposed project would be constructed during daylight hours with no night work planned. No impacts to seabirds are therefore anticipated from night work.

The former OR&L ROW is the main historic property along the proposed project area. The outcome of Section 106 consultation is that the Leeward Bikeway is not expected to affect the qualities that make the ROW significant.

Although not included in the historically recognized former OR&L ROW 1975 listing on the NRHP, the Waikele and the Kapakahi Stream Bridges are identified as eligible for listing. Both bridges are eligible based on meeting Criterion A, their association with the former historic OR&L Company, and Criterion C, as distinct examples of railroad bridges. Ka‘ahuku‘u and Pouhala ponds were located on the northwestern side of Waipi‘o Peninsula, however they have been filled due to past agricultural practices and land uses. A MOA will be prepared to address the adverse effects of the Leeward Bikeway project.

Should any archaeologically significant artifacts, bones, or other indicators of previous historical activity be uncovered during construction, work will be halted and the treatment of any significant remains will be in strict compliance with the requirements of the SHPD.

Environmental effects of the Leeward Bikeway related to water resources are anticipated to be primarily short-term and related to construction activities at stream crossings. Water resource surveys of the Leeward Bikeway indicated no anticipated long-term negative effects to surface or groundwater quality from the retrofitting of the Waikele and Kapakahi Stream Bridges or construction activities near wetland areas.

2. *Curtails the range of beneficial uses of the environment*

The development of the Leeward Bikeway would increase the beneficial uses of the environment. The bikeway would be constructed within the former OR&L ROW, which was built and operated from the late 1800s to 1947. Construction of the Leeward Bikeway would provide for the adaptive reuse of the former OR&L ROW to enable greater public access to the historic resource. The bikeway would also be available as a route for alternative modes of transportation in the ‘Ewa and Central O‘ahu Districts.

3. *Conflicts with the State's long-term environmental policies or goals and guidelines as expressed in Chapter 344, HRS; and any revisions thereof and amendments thereto, court decisions, or executive orders.*

The proposed Leeward Bikeway is consistent with the Environmental Policies established in HRS, Chapter 344, and the NEPA.

4. *Substantially affects the economic or social welfare of the community or state.*

The proposed Leeward Bikeway would have a positive impact on the social welfare of the ‘Ewa and Central O‘ahu Districts through increased access to a historic resource and a new, safe thoroughfare for bicyclists and pedestrians. The existing social welfare of the area would not be adversely affected during temporary construction or long-term operation of the facility. All construction would take place during normal working hours on weekdays.

The proposed Bikeway improvements are consistent with the *2016 COSCP*; *2013 EDP*, *2003 BPH*, *2016 O‘ahu Bike Plan*, *2003 PHHT Master Plan*, and *2009 ‘Ewa Roadway Connectivity Study*. Surrounding land use patterns would not be altered, nor would unplanned or negative population growth or its distribution be stimulated by the proposed project. The Leeward Bikeway would provide a significant and positive impact to the community in the short term with employment opportunities, and in the long term with enhanced and improved recreational opportunities, preservation of public access, and shared-use path infrastructure to support alternatives to motor vehicle transportation.

5. *Substantially affects public health.*

The Leeward Bikeway project would have a positive effect on public health by providing a regional facility where people can regularly exercise and enjoy outdoor activity. Although public health may be minimally affected by short-term construction-related impacts (i.e., air, noise, traffic, and water quality), the potential for such impacts would be reduced or minimized through the mitigative measures as represented in this EA. The project will comply with all appropriate Federal, State and CCH land use permits, construction BMPs, water quality monitoring plans, and pollution prevention plans, as required, to prevent, reduce or mitigate any possible adverse effects.

6. *Involves substantial secondary impacts, such as population changes or effects on public facilities.*

The development of the Leeward Bikeway is not expected to result in negative impacts associated with population growth or the need for additional public facilities. The project would benefit the public by providing access to a historic resource (former OR&L ROW) and a useable route for alternative modes of transportation. Development of the proposed bikeway is expected

to have a positive effect on the area population and community through the improvement of the former OR&L ROW. Improvements to the former OR&L ROW to provide a safe and continuous bikeway would include restricting unauthorized vehicular access, restricting the hours of access, providing a Code of Conduct for users, and providing regular maintenance and upkeep of the facility. In addition, a request for the regular patrol of the facility by the Police Department would be made to further promote public safety. The potential for adverse impacts based on the construction and operation of the Leeward Bikeway is not expected.

7. *Involves a substantial degradation of environmental quality.*

The proposed Leeward Bikeway would utilize the existing former OR&L ROW. In the late 1800s when the railroad was constructed this area was subjected to extensive ground disturbance. This disturbance included excavation to place cushioning material (aggregate and/or crushed coral), and railroad-associated foundation supports, ties, tracks, and other features. Since the initial construction of the railroad much of the area within and along the former OR&L ROW has returned to preconstruction conditions involving a relatively dry and arid climate. The former OR&L ROW is listed on the NRHP. The proposed project is not expected to impact the historic significance of the resource. Although not included in the historically recognized former OR&L ROW 1975 listing on the NRHP, the Waikele and the Kapakahi Stream Bridges are identified as eligible for listing. A MOA will be prepared to address the adverse effects of the Leeward Bikeway project.

Pearl Harbor is ringed by numerous historic Hawaiian fishponds. Many of these have been obliterated by the construction of reservoirs, cane fields, mud ponds, roads, and raised ditches related to former sugar cane use. No impacts to fishponds are expected from the proposed project.

The potential for short-term impacts to air, noise and water quality associated with the proposed project are expected to be limited occurring primarily during the construction period. The implementation of the mitigative controls as represented in this EA is expected to reduce and minimize the potential for short-term impacts.

There are no expected long-term impacts that would degrade environmental quality for the following reasons:

(1) The operation of the Leeward Bikeway facility would not adversely affect the existing use of the rail line by the Hawaiian Railway Society. The Hawaiian Railway Society Station and train operations occur to the west of the proposed bikeway and would not be impacted by the proposed project. No operational railroad tracks are present along the area of the former OR&L ROW where the bikeway is proposed. Where remnant railroad tracks are present between Philippine Sea Road and the southeast end of the West Loch Pearl Harbor Bike Path clearance would be provided between the railroad tracks and the bike path.

(2) The project is limited in scope to the use of the former OR&L ROW.

(3) The project is designed to serve as a “green” facility that does not itself promote the generation of GHGs normally associated with the use and operation of internal combustion powered vehicles. Users of the facility would be prohibited from operating internal combustion powered vehicles. Over the long term this is expected to have a

positive impact in that with the greater use of the facility, there would be a corresponding reduction in the generation of GHGs associated with the use of internal combustion powered vehicles.

8. *Is individually limited, but cumulatively has considerable effect on the environment, or involves a commitment for larger actions.*

The proposed project is individually limited in terms of short- and long-term impacts relating to the development of the bike and pedestrian path. Long-term cumulative impacts from the proposed project on natural and cultural resources are not expected based on its limited scope and scale that is not planned for expansion beyond the former OR&L ROW.

The current project design connects logical termini identified in past and present regional and development plans and is of sufficient length to provide independent utility (i.e., usable and reasonable expenditure even if no additional transportation improvements in the area are made). By linking to existing facilities (i.e., West Loch Bike Path and PHHT) the development of the proposed bikeway would serve to connect the communities from ‘Ewa to ‘Aiea and help to address major residential, business, and commercial growth in the ‘Ewa and Central O‘ahu areas occurring over the past several decades and proposed in the future. The action to link the proposed project to existing facilities would not require other project improvements, nor would construction of the proposed project disrupt the use of existing facilities.

The project is consistent with the existing and planned *2016 COSCP*; *2013 EDP*, *2003 BPH*, *2012 O‘ahu Bike Plan, 2003 PHHT Master Plan,* and *2009 ‘Ewa Roadway Connectivity Study*. The Leeward Bikeway project would not degrade the environment either by its construction or use, and is not expected to have a cumulative adverse effect on the environment based on the review against past, present and reasonably foreseeable future actions in the area.

9. *Substantially affects a rare, threatened, or endangered species or its habitat*

The biological resources survey completed for this project indicates that sensitive floral and faunal species are in the proposed project vicinity.

No threatened or endangered plants have been observed within the project site; however, the endangered floral species, *Abutilon menziesii*, may occur in the vicinity of the project. The USFWS will be consulted to inspect the site for *Abutilon menziesii* before construction activities begin. Because of their rarity and close proximity to the former OR&L ROW, they will be identified prior to the start of construction activities so that damage to them can be avoided.

Based on information obtained from the USFWS during the January 2018 consultation, and information contained in the 2000 biological assessment conducted along the project route, no designated critical habitat is located within the vicinity of the project area; however, listed, threatened and endangered faunal species, the endangered Hawaiian hoary bat *(Lasiurus cinereus semotus);* Hawaiian stilt *(Himantopus mexicanus knudseni),* Hawaiian coot *(Fulica alai),* Hawaiian gallinule *(Gallinula galeata sandvicensis),* and Hawaiian duck *(Anas wyvilliana*), and threatened Newell's Shearwater (*Puffinus newelli*) may occur at or transit the project site.

To ensure no impacts to the Hawaiian hoary bat, no trees or shrubs greater than 15 feet (5.6 meters) will be removed or trimmed during the breeding season of June 1 to September 15. Also, barbed wire fencing will not be used as part of the proposed action.

Several Hawaiian waterbirds utilize the wetlands near the proposed project area. Short term construction activities may disrupt loafing activities of native birds and nesting activities for waterbirds nesting in sub-optimal locations (e.g., any ponding water). The USFWS will be consulted to inspect the site for nesting Hawaiian waterbirds before the onset of the nesting season and not more than three days before construction activities begin and after any delay in work of three or more days (during which waterbirds may attempt nesting) during the nesting season. In the unlikely event that nesting birds are encountered construction activities will cease in the location of the nest and work redirected to other project areas.

The principal potential impact of the proposed project to Newell's Shearwaters is the increased threat that birds will be downed after becoming disoriented by exterior lighting that may be required in conjunction with nighttime construction activities, and, or the servicing of construction equipment at night. The proposed project would be constructed during daylight hours with no night work planned. No impacts to seabirds are therefore anticipated from night work.

10. *Detrimentally affects air or water quality or ambient noise levels.*

There are no existing air quality or noise level issues surrounding the project site. All required Federal, State and CCH land use permits, construction BMPs, water quality monitoring plans, and pollution prevention plans, as required, to prevent, reduce or mitigate the potential for adverse effects to air, water quality, or ambient noise levels will be obtained. Control of storm water runoff from the construction site will be addressed with appropriate BMPs to prevent it from entering the ocean or streams.

11. *Affects or is likely to suffer damage by being located in an environmentally sensitive area, such as flood plain, tsunami zone, beach, erosion-prone area, geologically hazardous land, estuary, freshwater, or coastal waters.*

Flood hazards have been determined by FEMA. Sections of the proposed project site in the 'Ewa Plain are not located in a tsunami evacuation zone and therefore not likely to flood. Portions of the proposed project area along the West Loch of Pearl Harbor may have flooding associated with a tsunami.

The Leeward Bikeway would be an unstaffed facility and constructed to a reasonable design standard to withstand natural hazards in accordance with the requirements of the HDOT. Users of the facility are expected to be provided with sufficient warning by the State and CCH Civil Defense agencies to evacuate the area in the event of potentially hazardous conditions such as a pending tsunami, earthquake or other event.

12. *Substantially affects scenic vistas and view planes identified in county or state plans or studies.*

Disruption of the existing visual quality of the area would be short-term and minor principally resulting from construction activities. The bikeway is not expected to alter scenic vistas or view planes as the alignment area would not change significantly. In some areas the view planes will be improved.

13. *Requires substantial energy consumption.*

Construction of the proposed project would not require substantial energy consumption.

Section 8
Short Term Uses Versus Long Term Productivity

The proposed action involving the construction of a new two section 8-10-foot-wide approximately 3-mile-long asphalt concrete bikeway facility beginning at Philippine Sea Road in ‘Ewa and extending east to Waipahu Depot Street in Waipahu would result in a continuous, uninterrupted bikeway facility linking Central and South O‘ahu and the schools, parks, and points of interest along the way.

Construction of the Leeward Bikeway would preclude the use of the former OR&L ROW for other potential uses and represents the long-term loss of open space within the ROW. However, it would result in the long-term productive use of this resource for environmental, recreational, and historic preservation purposes as outlined in this EA. The proposed action is expected to result in minimal to limited long-term land use changes along the former OR&L ROW, while providing an outstanding recreational resource and alternative non-motorized transportation facility to reduce dependency on motor vehicles for transportation. The potential for negative adverse impacts to the surrounding community and environmental resources would be addressed through the use of appropriate mitigation measures as described in this document.

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Section 9
Irreversible and Irretrievable Commitment of Resources

A commitment of resources is irreversible when its primary or secondary impacts limit the future options for a resource. The term applies primarily to non-renewable resources, such as cultural resources and biological species. Irreversible commitments required by the proposed project would include materials, capital, manpower, and energy needed to plan, engineer, and construct the Leeward Bikeway.

Irretrievable commitments refer to the use or consumption of a resource that is neither renewable nor recoverable for use for a period of time. The proposed Leeward Bikeway would also result in the irretrievable use of the physical environment occupied by the improvements. However, the use of the bikeway would improve public access along the ‘Ewa Plain and Waipahu, thereby enhancing the range of beneficial uses of the environment.

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Section 10
Cumulative and Secondary Impacts

10.1 Introduction

The 1978 regulation of the Council on Environmental Quality requires agencies "to examine the indirect consequences of all proposed Federal activities and programs." These consequences may occur in areas beyond the immediate influence of a proposed action and at some time in the future. Guidelines defining secondary and cumulative impacts include:

> "Secondary effects are those that are caused by an action and are later in time or farther removed in distance but are still reasonably foreseeable" (40 CFR Part 1508.8).

The project area would experience a wide variety of secondary effects, such as changes in transportation conditions by attracting more people to consider bicycling as a viable mode of transportation, with a potential, corresponding reduction in motor vehicle congestion. Development of the Leeward Bikeway may stimulate commercial activity along the corridor, such as the establishment of food and drink vendors and bicycle sales and repair shops to service the bikeway users. Adverse secondary effects include potential water quality issues due to an increased level of impervious surfaces, and conflicts between bikeway users. The effects and impacts of these changes will be governed by CCH regulations.

> "Cumulative effects are impacts which result from the incremental consequences of action when added to other past and reasonably foreseeable future actions (40 CFR Part 1508.7). These impacts are less defined than secondary effects. Cumulative impacts can result from individual minor but collectively significant actions taking place over a period of time."

The proposed Leeward Bikeway would have a beneficial effect by supporting alternative, non-motorized modes of transportation to connect communities in the ʻEwa Plain with the Primary Urban Center. The new bikeway would link existing pathways to create a continuous, regional facility to connect residential communities with schools, parks, employment centers, and other points of interest between Honolulu and West Oʻahu. Additionally, the bikeway would provide a safe recreational facility for leisure, social interaction, and fitness activities.

10.2 Region of Study

The area that was examined for this analysis is defined by the proposed Leeward Bikeway corridor which extends from Philippine Sea Road in ʻEwa to Waipahu Depot Street in Waipahu. This area is shown in **Figure 1**.

10.3 Secondary Effects

10.3.1 Principal Land Use and Transportation System Effects

Land uses adjoining the Leeward Bikeway alignment have been established by local policy and would not be altered by development of the proposed project. The Leeward Bikeway alignment is located within the former OR&L ROW and is designed to incorporate established street

crossing infrastructure at existing roadway intersections, and thus would not alter or result in adverse secondary effects on the roadway system.

The related cumulative and secondary effect of constructing the subject project may involve: (1) increased bicycle and pedestrian traffic along the existing West Loch Bike Path, (2) the development of a new section of the Leeward Bikeway; (3) the development of another bikeway connecting to the Leeward Bikeway from another mauka location; and/or (4) the effect of the subject project resulting in improved health and fitness.

The linking to the West Loch Bike Path, development of a new section, or another bikeway connecting to the Leeward Bikeway from a mauka location has the potential for effects to area land uses. However, as with the subject project, any new bikeway development project whether or not related to the Leeward Bikeway would still be required to be reviewed for land use consistency with existing land use policies, plans, and controls.

The overall effect of the project is expected to be beneficial to individual users and the overall transportation system by increasing access to communities along the Leeward Bikeway corridor. Individual users would benefit from improved health and fitness, and there would be a corresponding reduction in motor vehicle congestion on area roadways by encouraging increased use of bicycles and walking as viable modes of transportation.

10.3.2 Mutual and Interrelated Secondary Effects

Development of the proposed path would enhance access to the Pouhala Marsh and PHNWR Hono‘uli‘uli Unit resulting in the secondary effect of increasing the number of visitors to the refuge. This secondary effect, however, is compatible with the nature and purpose of the affected facility and would result in a public benefit. The proposed bikeway would provide improved access and connectivity, and encourage greater pedestrian and bicycle use.

10.3.3 Summary of Secondary Effects

Resources Affected	Summary of Secondary Effects
Land Use	Adverse secondary land use impacts associated with this project are not expected. The project represents a response to public policy providing for the development of bikeway infrastructure improvements to meet transportation system goals of EDP and COSCP. The bikeway alignment follows an existing access ROW through land uses established by State and CCH law. Secondary changes to these land uses are not expected as a result of the project. Future bikeway projects will be subject to the same level of review with the requirement that any potential for impacts be adequately minimized and mitigated.
Relocation-Displacement	No adverse secondary impacts related to relocation-displacement would result from the project. Project facilities will be located within the former OR&L ROW. Although property area adjustments will be required to accommodate the necessary design elements, the areas required are comprised of narrow linear strips of land. The relocation or displacement of existing residences or other land uses are not anticipated. No expansion of the project resulting in secondary impacts are anticipated or proposed.
Topography	Adverse secondary effects to topography are not expected to result from the project. Grading and excavation required for construction of the Leeward Bikeway will generally follow the topography within the former OR&L ROW and will be designed to minimize cut and fill. Potential secondary impacts from topographic changes include soil erosion and related impacts to downstream water quality from the discharge of sediment in storm water runoff. Adherence to existing laws and regulations governing construction activities will ensure against soil erosion and the contamination of downstream waters from storm water runoff. All graded areas will be stabilized to prevent the release of soils and sediment in runoff water. All project activities will comply with the CCH's grading ordinance and Federal CWA provisions.
Water Resources and Hydrology	Adverse secondary effects to water resources and hydrology are not expected to result from the project. Existing drainage patterns are preserved in the planned Leeward Bikeway design. Two perennial streams and two non-perennial streams are traversed by the bikeway. Proposed bridge crossings will be designed and constructed to ensure stream flows are unimpeded during normal flow and flood conditions. Nearby wetlands will be protected from path use, due to the distance between the path and wetlands, and existing intervening vegetative buffers and fences.
Wild and Scenic Rivers Act (Sections 7 (b), (c))	There are no wild and scenic rivers within the project limits. No secondary impacts are expected.
Water Resources Regulatory Requirements CWA	Secondary impacts related to water resource regulations are not expected to result from development and use of the Leeward Bikeway. Based on consultation with the USACE, Regulatory Branch, a Department of the Army Permit will be obtained under Section 10 of the RHA of 1899 and Section 404 CWA for the maintenance dredging work proposed within the Kapakahi Stream. A Section 401 WQC Application for this project, if determined applicable by USACE, will be submitted to the State of Hawai‘i DOH-CWB. In addition, a NPDES permit will be obtained for construction-related storm water runoff. Following construction, the Leeward Bikeway facility will utilize existing drainage systems operated and maintained by the State HDOT and CCH in compliance with CWA provisions.

Resources Affected	Summary of Secondary Effects
Natural Hazards **Earthquakes**	Secondary impacts are not expected for the same reason that cumulative impacts are not expected. The project will be constructed for a long-term design life in accordance with the most current IBC seismic design standards for O‘ahu. Components of the bikeway most susceptible to potential earthquake damage, including the retrofitting of two bridge crossings, will be subject to maintenance and upkeep as a part of the State’s transportation infrastructure.
Hurricanes	Secondary impacts are not expected. The bikeway and related bridge structures will be designed to meet or exceed the minimum requirements of AASHTO and its LRFD specifications to withstand the design hurricane
Tsunami	Secondary impacts are not expected. Coastal portions of the Leeward Bikeway are located within the tsunami evacuation zone and will be more vulnerable to tsunami than inland areas. The bikeway may attract more path users to coastal areas susceptible to tsunami inundation. The existing Civil Defense tsunami warning system of sirens and public announcements would be used to evacuate persons using the bikeway facility from potential inundation areas. The pathway itself would help to facilitate evacuation from the area.
Scenic and Visual Resources	Adverse secondary effects to visual resources are not expected. The Leeward Bikeway would create new opportunities for people to enjoy scenic resources from West Loch to the ‘Ewa Plain. The bikeway would consist of an asphalt concrete path constructed at-grade and would not obstruct views. Limited signage provided for orientation, rules of use, historical interpretation, and other information would be noticeable, but would not degrade scenic views.
Noise **[24 CFR Part 51 B]**	Adverse secondary noise-related impacts are not expected. Use of the Leeward Bikeway area by bicyclists and pedestrians is not expected to be a significant source of ambient noise since its use would be non-motorized, and continuous and intermittent in nature. To reduce possible negative noise-effects, a Code of Conduct for users will be posted including the provision that movement be continuous and that motorized vehicles are prohibited.
Air Quality	Adverse secondary effects related to air quality are not expected. Potential secondary effects to air quality include the beneficial effect of a reduction in emissions from internal combustion engines as a result of replacement of motor vehicles with non-motorized modes of transportation.
Botanical Resources **ESA Section 7**	The construction of the proposed Leeward Bikeway is not expected to result in adverse effects to protected plant species. No negative impact on plant habitats or specific plant communities along the corridor is expected. However, certain measures will be taken to promote native vegetation in the project area. Potential adverse secondary effects could result from the bikeway functioning as a vector for the dispersal of invasive plant and animal species. In compliance with ESA Section 7, HDOT will consult with the USFWS during the project development period to support efforts to eradicate threats to native ecosystems and threatened and endangered species within the project extents.
Avifaunal and Terrestrial Fauna Resources **ESA Section 7**	The construction of the proposed Leeward Bikeway is not expected to result in adverse secondary effects to protected avifauna or terrestrial faunal species. There is no designated critical habitat in the project area. The portion of the former OR&L ROW extending west from Waipi‘o Depot Street to approximately the western boundary of Waipahu Intermediate School passes close to the Pouhala Marsh and wetland areas used by endangered endemic waterbirds. The areas within the project limits do not function as primary habitat for protected avifauna or terrestrial fauna and are not expected to be adversely affected by use of the bikepath. As with botanical resources,

Resources Affected	Summary of Secondary Effects
	potential adverse secondary effects to avifauna and terrestrial fauna could result from the bikeway functioning as a vector for the dispersal of competing, invasive animal species. Unrestrained dogs on the path also pose a potential threat to wildlife in adjacent areas. In compliance with ESA Section 7, HDOT will consult with the USFWS to support efforts to eradicate threats to protected avifauna and terrestrial fauna species.
Public and Private Facilities and Services **Fire, Police and Medical**	The potential for negative adverse secondary impacts associated with the provision of fire, police and emergency medical services are not expected. The use of the Leeward Bikeway however can be expected to offset the need for public services based on a corresponding reduction in the use of the adjoining public roadway system.
Potable Water	Secondary effects to the potable water source and supply system are not expected. Although the project would require the use of water during construction for dust control, such use would be temporary and terminated once work activities are completed.
Electricity, Cable and Telephone Utilities	Adverse secondary impacts to utilities are not expected. The project requires relocation of electrical guy wires and utilities in several locations. The State HDOT will consult with utility providers and petroleum companies throughout design and construction to ensure that the location of utilities (i.e., underground, overhead, and along bridges) are located and that any required temporary or permanent utility relocation is conducted in a manner that eliminates or minimizes disruptions in service. Bikeway use following construction will not adversely affect utilities.
Considerations Relating to Pedestrians and Bicyclists	Adverse secondary effects are not expected. At present, there is only limited and segmented access for pedestrians and bicyclists through much of the area to be served by the Leeward Bikeway. Beneficial secondary effects of the project include increased public awareness of bicycling and walking as a viable mode of transportation and awareness of pathway access to trip-generating destinations.
Solid Waste	Secondary impacts are not expected. Upon completion of project activities no further disposal of construction related solid waste would be required. Use of the path would result in the generation of refuse at trash receptacles. Trash pickup will be performed by HDOT maintenance crews. Trash will be disposed at the municipal landfill in accordance with CCH regulations.
Hazardous Waste and Materials	Secondary impacts associated with hazardous waste and materials are not expected to result from development or use of the Leeward Bikeway. Bikeway components do not include hazardous materials that would create future waste disposal issues.
Energy	Adverse secondary impacts associated with energy are not expected. Potential beneficial secondary effects may be realized by an increase in bicycle and pedestrian transportation with a corresponding reduction in motor vehicle congestion and reduced reliance on fossil fuels.
Park and Recreational Facilities **LWCFA 6(f)** **DOTA 4(f)**	The project creates a recreational amenity and improves access to parks and wildlife facilities. Potential secondary effects include an increase in the number of people using parks and recreational amenities throughout the region with a corresponding increase in operations and maintenance requirements. Primary and secondary project effects related to expansion of recreation opportunities and increased use of existing recreation facilities fulfills a primary objective of the project and of the 2015 SCORP. The project will not affect any LWCF-funded parks located along the project alignment. Consultation under Section 4(f) of the DOTA will be performed for this project.

Resources Affected	Summary of Secondary Effects
Socio-Economic Environment	Adverse secondary effects to socio-economic conditions in the project area are not expected. While development of the Leeward Bikeway would improve access and regional connectivity and be an attractive community resource, it is not expected to provide a significant, direct impetus for long-term changes in population, demographics, or job growth.
Historic and Archaeological Resources	Adverse secondary impacts to archaeological and cultural resources are not expected. The project's APE is situated within the Honouliuli Ahupuaʻa, ʻEwa District, Island of Oʻahu and is primarily defined as the former OR&L ROW. The former OR&L ROW is listed on the NRHP as Reference No. 75000621 and on the SIHP as site # 50-80-12-9714, and is the only historic property within the APE. The Waikele and Kapakahi Stream Bridges, while not listed on the NRHP, are eligible for listing under Criteria A and C (Fung Associates, Inc., 2016). Development of the Bikeway would have "no effect" on the qualities that make the former OR&L ROW significant from a historical perspective. The SHPD, DLNR, will be consulted in regards to constructing the bikeway within SIHP # 50-80-12-9714 and proposed crossings of the railway, and altering the Waikele and Kapakahi Stream Bridges which are eligible for listing on the NRHP. The final designs for the Waikele and Kapakahi Stream Bridges would be completed after the EA process and based on consultations with the SHPD and community. Additionally, a MOA will be prepared to address the adverse effects of the Leeward Bikeway project (**Section 3.4.2**). Consultation with the SHPO, interested public parties including NHOs, and the Federal ACHP will be undertaken pursuant to Section 106 of the NHPA to ensure the protection of historic properties throughout the project development period. Mitigation measures during the construction of the proposed project will be implemented to minimize potential impacts to archaeological, cultural, and historic resources
Coastal Zone Management Act (CZMA)	The potential for secondary impacts associated with the CZMA are not expected based on the following:
1. Recreational Resources	The Leeward Bikeway project creates a recreational amenity and improves access to shoreline recreational opportunities. Primary and secondary project effects related to expansion of recreation opportunities and increased use of existing recreation facilities fulfills a primary objective of the project and of the 2015 SCORP. These effects are considered as beneficial.
2. Historic Resources	Adverse secondary effects to historic properties within the project's APE are not expected to result from project activities. Potential secondary effects include greater public awareness of the history of the former OR&L railroad and other historic resources along the bikeway alignment. The project's APE is situated within the Honouliuli Ahupuaʻa, ʻEwa District, Island of Oʻahu and is primarily defined as the former OR&L ROW. The former OR&L ROW is listed on the NRHP as Reference No. 75000621 and on the SIHP as site # 50-80-12-9714, and is the only historic property within the APE. The Waikele and Kapakahi Stream Bridges, while not listed on the NRHP, are eligible for listing under Criteria A and C (Fung Associates, Inc., Update, 2016). Development of the Bikeway would have "no effect" on the qualities that make the former OR&L ROW significant from a historical perspective. The SHPD, DLNR, will be consulted in regards to constructing the bikeway within SIHP # 50-80-12-9714 and proposed crossings of the railway, and altering the Waikele and Kapakahi Stream Bridges which are eligible for listing on the NRHP. The final designs for the Waikele and Kapakahi Stream Bridges would be completed after the EA process and based on consultations with the SHPD and community. Additionally, a MOA will be prepared to address the adverse effects of the Leeward Bikeway project (**Section 3.4.2**). Consultation with the SHPO, interested public parties

Resources Affected	Summary of Secondary Effects
	including NHOs, and the Federal ACHP will be undertaken pursuant to Section 106 of the NHPA to ensure the protection of historic properties throughout the project development period. Mitigation measures during the construction of the proposed project will be implemented to minimize potential impacts to archaeological, cultural, and historic resources
3. Scenic and Open Space	Adverse secondary effects to scenic and open space resources are not expected. The Leeward Bikeway would create new opportunities for people to enjoy scenic views and open space areas from West Loch to the ‘Ewa Plain. The bikeway would consist of an asphalt concrete path constructed at-grade and would not obstruct views. Limited signage provided for orientation, rules of use, historical interpretation, and other information would be noticeable, but would not degrade scenic resources.
4. Coastal Ecosystems	Potential secondary effects to coastal ecosystems include increased runoff from the Leeward Bikeway area and threats resulting from increased human activity. Storm water discharges are not expected to generate significant concentrations of runoff that would adversely affect coastal ecosystems. Storm water will sheet-flow off the linear path surface and percolate into adjacent groundcover areas or drain into the exiting storm drainage system. Coastal ecosystems could potentially be affected by the increased presence of people and pets on the path where it abuts the shoreline or wetland areas around West Loch. Off-leash dogs pose a threat to native birds, particularly ground-nesting species. The path area may potentially serve as a vector for dispersal of invasive species.
5. Economic Uses	No adverse secondary effects related to economic uses are expected to result from development and use of the Leeward Bikeway. The bikeway would have a beneficial effect by enhancing connectivity and supporting alternative modes of transportation. These beneficial effects are not coastal dependent and are not expected to affect the location or expansion of coastal dependent developments.
6. Coastal Hazards	Potential secondary effects from tsunami, hurricanes, flooding, and wave surge are not expected. Impacts associated with coastal hazards will be addressed through adherence to the appropriate Federal, State, and CCH design standards for project improvements. The Leeward Bikeway may attract more users to coastal areas susceptible to tsunami inundation. The existing Civil Defense tsunami warning system of sirens and public announcements has been shown to provide reasonable time for people to evacuate potential inundation areas. The pathway would facilitate evacuation by improving access for emergency personnel to enter vulnerable shoreline areas to conduct patrols and issue warnings, and by providing an alternative route for public evacuation to safe areas.
7. Managing Development	Secondary impacts associated with development of the project are not expected. The project has been coordinated with the appropriate Federal, State, and CCH agencies for compliance with environmental rules and regulations. NEPA environmental documentation will be prepared for this project. The proposed project conforms to all Federal, State of Hawai‘i, and CCH regulations. A comprehensive list of permits that may be required is provided in **Section 5.0, Permits, Approvals and Consultations**.
8. Public Participation	Public involvement for this project has been coordinated with public and community groups, organizations, and individuals through the project's EA process No secondary impacts associated with public participation are expected. Section 106 consultation for the proposed project included ongoing Public Informational Meetings since 2014 to discuss the public outreach process under the NHPA. See **Section 6.0** for a list of the agencies, organizations and individuals that have been or will be consulted for this project.

Resources Affected	Summary of Secondary Effects
9. Beach Protection	Adverse secondary effects related to beach protection are not expected. The proposed Leeward Bikeway project would be located within the former OR&L ROW and utilize existing railroad coastal drainage crossings. Path improvements do not involve shoreline hardening and would not affect shoreline processes.
10. Marine Resources	The proposed project does not involve or utilize marine resources. As required by law all necessary permit applications and environmental and building permit approvals will be secured prior to the start of construction.

10.4 Cumulative Effects

10.4.1 Principal Land Use and Transportation System Effects

The development of the Leeward Bikeway will complete the area planning for a continuous bikeway network that is envisioned in the *2003 PHHT Master Plan*; *2016 COSCP*; *2012 O'ahu Bike Plan*; and *2013 EDP*. As envisioned in these plans, the Leeward Bikeway is being developed to enhance connectivity between existing and planned land uses, but will not alter principal land uses within the project corridor. The project is anticipated to encourage bicycling and walking as viable alternatives to motor vehicle transportation. The potential cumulative effect is anticipated to involve: (1) increased bicycle and pedestrian traffic along the existing West Loch Bike Path, (2) the development of a new section of the Leeward Bikeway beyond the area proposed in this project; (3) the development of another bikeway that would connect to the Leeward Bikeway from another mauka location; and/or (4) the effect of the subject project resulting in improved health and fitness gained from bicycling and walking, reduced dependence on petroleum, and reduced emissions from the use of internal combustion engines. None of these effects are expected to constitute an adverse effect.

10.4.2 Mutual and Interrelated Cumulative Effects

Potential cumulative effects on the Leeward Bikeway could result if the USFWS decides in the future to develop public programs or facilities at the PHNWR. If new PHNWR facilities rely on the bikeway for access, it could require construction of new path connections and result in an increase in pedestrian and bicycle traffic on the bikeway. The Leeward Bikeway is expected to have sufficient capacity to accommodate such potential increases in use. Temporary path congestion could occur at intersections with PHNWR access trails, but pathway traffic would disperse along the alignment based on each user's varying rate of travel. Increased path use would also increase demands on the bike path upkeep and maintenance.

Cumulative effects could also occur if the State undertakes future projects to link the bike path system to other communities on O'ahu. Extending path connectivity further up the Wai'anae Coast would provide a wider population with the opportunity to access the PHNWR by foot or bicycle, and a potential demand for additional infrastructure which would be addressed with the provision of additional toilet facilities and increased scheduling of waste collection and disposal services.

These mutual and interrelated cumulative effects would generally be seen as a positive outcome and the realization of the public purpose of these facilities; to increase the use of alternative modes of transportation on one hand, and greater exposure to wildlife education and environmental awareness provided by PHNWR programs on the other.

10.4.3 Summary of Cumulative Effects

Resources Affected	Summary of Cumulative Effects
Land Use	The potential for adverse cumulative impacts with regard to land use are not expected. However, it is possible that the proposed project may encourage the development of other bikeways in the region that may eventually be connected to the Leeward Bikeway. This is not expected to result in a negative adverse effect: (1) any new projects would be required to undergo the same level of evaluation for consistency with the transportation system goals of the *2012 O'ahu Bike Plan* and *2013 EDP*; (2) the review of any new bikeways development projects for consistency with such plans will be reviewed by the community and governmental agencies prior to future construction; and (3) the end result of any new bikeway developments that would seek to connect to the Leeward Bikeway will address the need for the development of alternative modes of transportation, improved health benefits associated with bicycling ridership, and a reduction in the use of motorized vehicles.
Relocation-Displacement	No adverse cumulative impacts related to relocation-displacement will result from the project. Project facilities would be located within the former OR&L ROW. Although property area adjustments would be required to accommodate the necessary design elements, the areas required are comprised of narrow linear strips of land. The relocation or displacement of existing residences or other land uses are not expected. Long-term use of the project area is not expected to result in future expansion of the facilities into adjacent land uses.
Topography	Changes in the topography of the 'Ewa area has been on-going for the past century based on agricultural and recent residential uses, particularly the development of the 'Ewa region as O'ahu's secondary urban center. The project itself, however, is not expected to result in adverse cumulative impacts to topography. Grading and excavation required for construction of the Leeward Bikeway would generally follow the topography within the former OR&L ROW and would be designed to minimize cut and fill. The potential for cumulative impacts to topography will be addressed with appropriate construction and post-construction controls including the use of erosion and storm water runoff controls in Federal, State, and CCH laws and regulations.
Water Resources and Hydrology	Cumulative effects to water resources and hydrology are not expected to result from development or long-term use of the Leeward Bikeway. Existing drainage patterns are preserved in the planned bikeway design. Two perennial streams and two non-perennial streams are traversed by the bikeway. Proposed bridge crossings will be designed and constructed to ensure that flows within these streams are unimpeded during normal flow and flood conditions. No wetlands are located within the project. The nearby Pouhala Marsh would be protected by the distance between the path and wetland, and existing intervening vegetative buffers and fences. No direct, secondary, or cumulative adverse impacts to water resources or wetlands in the area are expected.
Wild and Scenic Rivers Act [Sections 7 (b), (c))	There are no wild and scenic rivers within the project limits. No cumulative impacts are expected.

Resources Affected	Summary of Cumulative Effects
Water Resources Regulatory Requirements (CWA)	Cumulative impacts related to water resource regulations are not expected to result from development and use of the project. Based on consultation with the USACE, Regulatory Branch, a Department of the Army Permit will be obtained under Section 10 of the RHA of 1899 and Section 404 CWA for the maintenance dredging work proposed within the Kapakahi Stream. A Section 401 WQC Application for this project, if determined applicable by USACE, will be submitted to the State of Hawai‘i DOH-CWB. In addition, a NPDES permit will be obtained for construction-related storm water runoff. Following construction, the Leeward Bikeway facility will utilize existing drainage systems operated and maintained by the State HDOT and CCH in compliance with CWA provisions.
Natural Hazards: Earthquakes	Cumulative impacts are not expected as the project would be constructed for a long-term design life in accordance with the most current IBC seismic design standards for O‘ahu. Components of the bikeway most susceptible to potential earthquake damage, including the retrofitting of bridge crossings, will be subject to maintenance and upkeep as a part of the State’s transportation infrastructure.
Flood Zones/ Floodplain Management [24 CFR Part 55, EO 11988]	Cumulative impacts are not expected. All proposed project improvements and any future improvements to transportation facilities located within the floodway would be subject to professional engineering studies to certify that the improvements would not impede the flow of floodwaters and would not otherwise exacerbate flood or storm wave conditions. As required, storm water flows will be managed through the project's drainage control system as designed in accordance with applicable Federal, State, and CCH standards.
Hurricanes	Cumulative impacts are not expected as the Leeward Bikeway and related bridge structures will be designed to meet or exceed the minimum requirements of AASHTO and the LRFD specifications. Cumulative impacts In the event of a hurricane or other natural hazard the bikeway areas will be evacuated to maintain public health and safety.
Tsunamis	Cumulative impacts related to tsunamis are not expected. Coastal portions of the Leeward Bikeway located within the tsunami evacuation zone would be more vulnerable to tsunami than inland areas of the ‘Ewa Plain. The bikeway would may attract more path users to coastal areas susceptible to tsunami inundation. The existing tsunami warning system of sirens and public announcements has been shown to provide reasonable amount of time for people to evacuate such areas. The bikeway would facilitate evacuation by improving access for emergency personnel to enter vulnerable shoreline areas to conduct patrols and issue warnings, and provide an alternative route for public evacuation away to safe areas.
Scenic and Visual Resources	Adverse cumulative effects to visual resources are not expected. The Leeward Bikeway would create new opportunities for people to enjoy scenic views from West Loch to the ‘Ewa Plain. The bikeway infrastructure, including an asphalt concrete path constructed at-grade and limited signage, would not degrade scenic views.
Noise [24 CFR Part 51 B]	Adverse cumulative noise-related effects are not anticipated. Use of the Leeward Bikeway by cyclists and pedestrians is not expected to be a significant source of ambient noise since its use would be non-motorized, and continuous and intermittent in nature. To reduce possible negative noise-effects, a Code of Conduct for users will be posted including the provision that movement be continuous and that motorized vehicles are prohibited. Increased use of the bikeway over time could result in a reduction in ambient noise levels by replacing noise-generating internal combustion vehicles within the region with bicycles and pedestrians.

Resources Affected	Summary of Cumulative Effects
Air Quality	Adverse cumulative effects related to air quality are not expected. Potential cumulative effects to air quality include the beneficial effect of a reduction in emissions from internal combustion engines as a result of using non-motorized modes of transportation.
Botanical Resources ESA Section 7	Development and long-term use of the Leeward Bikeway are not expected to result in adverse cumulative effects to any protected plant species or habitat. Potential adverse cumulative effects to botanical resources could result from the bikeway functioning as a vector for the dispersal of invasive plant and animal species. In compliance with ESA Section 7, HDOT will consult with the USFWS during the project development period to support efforts to eradicate threats to native ecosystems and threatened and endangered species within the project extents.
Avifaunal and Terrestrial Fauna Resources ESA Section 7	The construction of the proposed Leeward Bikeway is not expected to result in adverse cumulative effects to protected avifauna or terrestrial fauna species. There is no designated critical habitat in the project area. The portion of the former OR&L ROW extending west from Waipiʻo Depot Street to approximately the western boundary of Waipahu Intermediate School passes close to the Pouhala Marsh and wetland areas used by endangered endemic waterbirds. The areas within the project limits do not function as primary habitat for protected avifauna or terrestrial fauna and are not expected to be negatively adversely affected by use of the bike path. As with botanical resources, potential adverse cumulative effects to avifauna and terrestrial fauna could result from the bikeway functioning as a vector for the dispersal of competing, invasive animal species. Unrestrained dogs on the path also pose a potential threat to wildlife in adjacent areas. In compliance with the ESA Section 7, HDOT will consult with the USFWS throughout the project development period to eradicate threats to protected avifauna and terrestrial fauna species.
Public and Private Facilities and Services **Fire, Police and Medical**	Development and long-term use of the Leeward Bikeway may have the potential cumulative effect of increasing calls for fire, police, and emergency services. It is reasonable, however, to expect the need and provision of such public services on a public facility. Moreover, public use of the bikeway would offset public uses and potential calls for service elsewhere on the overall transportation system.
Potable Water	Cumulative effects to the potable water source and supply system are not expected. Use of water during construction for dust control would be temporary and terminate once work activities are completed. Long-term use of the bikeway would not require a significant increase in potable water use, nor would bikeway facilities impede future repairs or upgrades to water source and conveyance infrastructure.
Electricity, Cable and Telephone Utilities	Cumulative effects to utilities are not expected. The project requires relocation of electrical guy wires and utilities in several locations. The HDOT will consult with utility providers and petroleum companies throughout design and construction to ensure that the location of utilities (i.e., underground, overhead, and along bridges) are identified and that any required temporary or permanent utility relocation is conducted in a manner that eliminates or minimizes disruptions in service. Bikeway facilities would not obstruct future repairs or upgrades to utility infrastructure.
Considerations Relating to Pedestrians and Bicyclists	Cumulative effects relating to pedestrians and bicycles are expected to be beneficial. At present, there is only limited and segmented access for pedestrians and bicyclists through much of the area to be served by the Leeward Bikeway. In addition to providing a safe and convenient transportation facility for bicycle and pedestrian use, beneficial cumulative effects of the project include increased public awareness of bicycling and walking as viable modes of transportation, awareness of pathway connectivity to trip-generating destinations, and the possibility of extending path

Resources Affected	Summary of Cumulative Effects
	connectivity to other areas of the island in the future.
Energy	Adverse cumulative effects associated with energy are not expected. Potential beneficial cumulative effects may be realized by an increase in bicycle and pedestrian transportation with a corresponding reduction in motor vehicle congestion and reduced reliance on fossil fuels. Potential extension of the bikeway system to connect with other areas of the island would expand these cumulative beneficial effects.
Solid Waste	Cumulative impacts are not expected. Trash generated by path users would be collected in trash receptacle provided as part of the path facilities. Trash pickup would be performed by HDOT maintenance crews. Trash will be disposed at the municipal landfill in accordance with CCH regulations. The relatively minor volume of trash that would be generated by path users is not expected to have a significant effect on solid waste handling or disposal.
Hazardous Waste and Materials	Cumulative impacts associated with hazardous waste and materials are not expected to result from development or use of the Leeward Bikeway. Bikeway components do not include hazardous materials that would create future waste disposal issues.
Park and Recreational Facilities **LWCFA 6(f)** **DOTA 4(f)**	The project creates a recreational and natural resource amenity and improves access to parks. The project would not affect any LWCF-funded parks located along the project alignment. Consultation under Section 4(f) of the DOTA will be performed for this project.
Socio-Economic Environment	Adverse cumulative effects to socio-economic conditions in the project area are not expected. While development of the project would improve access and regional connectivity and provide an attractive community resource, it is not expected to provide a significant, direct impetus for long-term changes in population, demographics, or significant job growth. Development of the Leeward Bikeway may stimulate commercial activity through the establishment of businesses along the corridor, such as food and drink stands and bicycle sales and repair shops, to service bikeway users. The bikeway would increase opportunities for incorporating physical activity in daily routines with corresponding health benefits and the potential for reducing health care costs.
Historic and Archaeological Resources	Cumulative impacts to archaeological and cultural resources are not expected. The project's APE is situated within the Honouliuli Ahupuaʻa, ʻEwa District, Island of Oʻahu and is primarily defined as the former OR&L ROW. The former OR&L ROW is listed on the NRHP as Reference No. 75000621 and on the SIHP as site # 50-80-12-9714, and is the only historic property within the APE. The Waikele and Kapakahi Stream Bridges, while not listed on the NRHP, are eligible for listing under Criteria A and C (Fung Associates, Inc., 2016). Development of the Bikeway would have "no effect" on the qualities that make the former OR&L ROW significant from a historical perspective. The SHPD, DLNR, would be consulted in regards to constructing the bikeway within SIHP # 50-80-12-9714 and proposed crossings of the railway, and altering the Waikele and Kapakahi Stream Bridges which are eligible for listing on the NRHP. The final designs for the Waikele and Kapakahi Stream Bridges would be completed after the EA process and based on consultations with the SHPD and community. A MOA will be prepared to address the adverse effects of the Leeward Bikeway project (**Section 3.4.2**). Consultation with the SHPO, interested public parties including NHOs, and the Federal ACHP will be undertaken pursuant to Section 106 of the NHPA to ensure the protection of historic properties throughout the project development period. Mitigation measures during the construction of the proposed project will be implemented to minimize

Resources Affected	Summary of Cumulative Effects
	potential impacts to archaeological, cultural, and historic resources.
Coastal Zone Management Act (CZMA)	The potential for cumulative impacts to the CZMA are not expected based on the following:
1. Recreational Resources	The Leeward Bikeway project creates a recreational amenity and improves connectivity and access to shoreline recreational opportunities. Positive cumulative effects could result if the HDOT extends the Leeward Bikeway system to connect other areas of O‘ahu in the future, thereby connecting to a larger population of path users. The cumulative effect would be an expansion of recreational opportunities and increased use of existing recreation facilities. This effect would be considered beneficial, as it would fulfill a primary objective of the project and the 2015 SCORP.
2. Historic Resources	Cumulative impacts to archaeological and cultural resources are not expected. The project’s APE is situated within the Honouliuli Ahupua‘a, ‘Ewa District, Island of O‘ahu and is primarily defined as the former OR&L ROW. The former OR&L ROW is listed on the NRHP as Reference No. 75000621 and on the SIHP as site # 50-80-12-9714, and is the only historic property within the APE. The Waikele and Kapakahi Stream Bridges, while not listed on the NRHP, are eligible for listing under Criteria A and C (Fung Associates, Inc., 2016). Development of the Bikeway would have “no effect” on the qualities that make the former OR&L ROW significant from a historical perspective. The SHPD, DLNR, will be consulted in regards to constructing the bikeway within SIHP # 50-80-12-9714 and proposed crossings of the railway, and altering the Waikele and Kapakahi Stream Bridges which are eligible for listing on the NRHP. The final designs for the Waikele and Kapakahi Stream Bridges would be completed after the EA process and based on consultations with the SHPD and community. A MOA will be prepared to address the adverse effects of the Leeward Bikeway project (**Section 3.4.2**). Consultation with the SHPO, interested public parties including NHOs, and the Federal ACHP will be undertaken pursuant to Section 106 of the NHPA to ensure the protection of historic properties throughout the project development period. Mitigation measures during the construction of the proposed project will be implemented to minimize potential impacts to archaeological, cultural, and historic resources
3. Scenic and Open Space	Adverse cumulative effects to scenic and open space resources are not expected. The Leeward Bikeway would create new opportunities for people to enjoy scenic views and open space areas from West Loch to the ‘Ewa Plain. The bikeway infrastructure, including an asphalt concrete path constructed at-grade, and signage provided for information and/or historical interpretation, would be noticeable, but would not degrade scenic resources.
4. Coastal Ecosystems	Potential cumulative effects to coastal ecosystems include increased runoff from impervious path surfaces and threats resulting from increased human activity. Storm water discharges are not expected to generate significant concentrations of storm water runoff that would adversely affect coastal ecosystems. Storm water will sheet-flow off the linear path surface and percolate into adjacent groundcover areas or drain into the existing storm drain system. Coastal ecosystems may be affected by the increased presence of people and pets on the path where it abuts the shoreline or wetland areas around West Loch. Off-leash dogs pose a threat to native birds and the bike path area may serve as a vector for dispersal of invasive plants (seeds on clothes and shoes), insects and animals.
5. Economic Uses	No adverse cumulative effects related to economic uses are expected to result from development and long-term use of the Leeward Bikeway. The bikeway is expected to have a beneficial effect by enhancing connectivity and supporting alternative

Resources Affected	Summary of Cumulative Effects
	modes of transportation that link residential with employment and commercial centers. Development of the bikeway may stimulate commercial activity through the establishment of businesses along the corridor, such as food and drink stands and bicycle sales and repair shops. These beneficial effects are not coastal dependent and are not expected to affect the location or expansion of coastal dependent developments.
6. Coastal Hazards	Potential cumulative effects from tsunami, hurricanes, flooding, and wave surge are not expected to result from development of the Leeward Bikeway. Impacts associated with coastal hazards will be addressed through adherence to the appropriate Federal, State, and CCH design standards for project improvements. The bikeway may attract more users to coastal areas susceptible to tsunami inundation. The existing Civil Defense tsunami warning system of sirens and public announcements has been shown to provide reasonable time for people to evacuate potential inundation areas. The pathway would facilitate evacuation by improving access for emergency personnel to enter vulnerable shoreline areas to conduct patrols and issue warnings, and by providing an alternative route for public evacuation to safe areas.
7. Managing Development	Development of the Leeward Bikeway would not result in adverse cumulative effects to the development review process, communication, and public participation in the management of coastal resources and hazards. The proposed project conforms to all Federal, State of Hawai‘i, and CCH regulations. A comprehensive list of permits that may be required is provided in **Section 5.0, Permits, Approvals and Consultations**.
8. Public Participation	Development of the bikeway would have a beneficial cumulative effect on public awareness, education, and participation in the management of coastal resources. All activities will be conducted in compliance with Federal, State and CCH environmental rules and regulations. Public involvement in the project will consist of public notice of the proposed action during the State EA process through publication in the State OEQC Environmental Notice and coordination with agencies, organizations, and individuals. See **Section 6.0** for a list of the agencies, organizations and individuals that have been or will be consulted for this project.
9. Beach Protection	Adverse cumulative effects related to beach protection are not expected. Development of the Leeward Bikeway would be within the former OR&L ROW and utilize existing railroad coastal drainage crossings. Path improvements do not involve shoreline hardening and would not affect shoreline processes. Beneficial cumulative effects may result by improving non-motorized vehicle access to beach parks, thereby reducing demands for parking and other motor vehicle infrastructure at coastal recreation facilities.
10. Marine Resources	No adverse cumulative effects to marine resources are expected. The proposed project does not involve or utilize marine resources. However, as required by law all necessary regulatory approvals and environmental and building permits will be secured prior to the start of construction.

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Section 11
Summary of Findings and Preliminary Significance Determination

In accordance with the provisions set forth in HRS, Chapter 343, and the significance criteria in HAR, Chapter 11-200-12, this DEA has preliminarily determined that the project is anticipated to have no significant adverse impact to water quality, air quality, existing utilities, noise levels, social welfare, archaeological sites, or wildlife habitat. Anticipated effects will be temporary and will not adversely impact the environmental quality of the area. The potential impacts that have been identified will be mitigated as required. Based on analysis and review of the above factors, it has been preliminarily determined that an Environmental Impact Statement (EIS) will not be required, and that a FONSI be issued for this project.

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Section 12
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(OMPO, 2016) *O‘ahu Regional Transportation Plan*. Prepared by the O‘ahu Metropolitan Planning Organization. April 13, 2016.

(Stearns, 1985) *Geology of the State of Hawai‘i.* Howard T. Stearns. Pacific Book Publishers. 1985.

(UH, 1998) *Atlas of Hawai‘i.* University of Hawai‘i at Hilo, Department of Geography. 1998.U. S. Fish and Wildlife Service. 1996. Recovery Plan for the Hawaiian Waterbirds. U. S. Fish and Wildlife Service, Portland, OR. 124 pp.

(USA, 1980) Deed to the Former OR&L Railway Right-of-Way from the U.S. Department of Transportation to the State of Hawai‘i for use as “bicycle lanes or paths and pedestrian walkways.” June 5, 1980.

(USFWS, 1998) *Recovery Plan for the O‘ahu Plants.* U. S. Fish and Wildlife Service, Portland, OR. 1998.

(USFWS, 2010) *Draft Comprehensive Conservation Plan and Environmental Assessment.* Prepared by the USFWS.

(USFWS, 2011) *February 1, 2011 email from Mr. Aaron Naadig, Fish and Wildlife Biologist, U.S. Fish and Wildlife Service, Pacific Islands Fish and Wildlife Office, Honolulu* . Email indicated “no further action pursuant to Section 7 of the Endangered Species Act is necessary [for the Leeward Bikeway project].”

(WU, 2010) Season Weather Averages for Honolulu International (PHNL). Weather Underground. 2010. http://www.wunderground.com/NORMS/DisplayNORMS.asp?AirportCode=PHNL&StateCode=HI&SafeCityName=Honolulu&Units=none&IATA=HNL&normals=on

(YKE, 2009) Preliminary Geotechnical Feasibility Evaluation, Installation of New Sewer Force Main by Trenchless Methods and Also Open Trenching Methods for Sand Island Segment, Ala Moana Force Main No. 3, Ala Moana WWPS to Sand Island WWTP, O‘ahu, Hawai‘i. Fukunaga and Associates. Yogi Kwong Engineers, LLC. Prepared for the City and County of Honolulu. April 2009.

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Appendices

Appendix A *Leeward Bikeway Record of Consultation under Section 106, National Historic Preservation Act (NHPA)*

Appendix B *Comments Received during the Pre-Assessment Consultation for the Environmental Assessment and Responses from the Hawai'i Department of Transportation*

Appendix A

Leeward Bikeway
Record of Consultation under Section 106,
National Historic Preservation Act (NHPA)

Appendix A - Leeward Bikeway Record of Consultation under Section 106, National Historic Preservation Act (NHPA)

Consultation Overview

The HDOT consulted with the Department of Land and Natural Resources (DLNR) State Historic Preservation Division (SHPD) regarding NHPA, Section 106, in a letter dated November 30, 2017 (see **Attachment 1**, Ref. HWY-DD 2.5673). On December 19, 2017 the DLNR SHPD replied (see **Attachment 1**, Ref. Log No.: 2017.02681, Doc. No.: 1712SH11).

Section 106 consultation letters, dated November 30, 2017, were sent to the following organizations and individuals (see **Attachment 1**, Ref. HWY-DD 2.5673):

Mr. Cliff Ahuna
Mr. Micah Carreira
Advisory Council on Historic Preservation (ACHP)
Oahu Council of the Association of Hawaiian Civic Clubs
Kalaeloa Heritage and Legacy Foundation
Kanu o ka Aina Learning Ohana
Kapolei Hawaiian Civic Club
Koʻolau Foundation
Kuloloia Lineage - I ke Kai o Kuloloia
Mainland Council Association of Hawaiian Civic Clubs
Maluohai Residents Association
Na Koa Ikaika Ka Lahui Hawaii
Native Hawaiian Church
National Trust for Historic Preservation
Hawaii Bicycling League
Hawaiian Railway Society
Historic Hawaii Foundation
Office of Hawaiian Affairs
Order of Kamehameha I

Three individual, organizations, or other parties contacted, inquired or commented on the project.

On December 19, 2017, the Historic Hawaiʻi Foundation (HHF) and the Hawaiian Railway Society (HRS) submitted their acceptance to participate in the Section 106 process. The ACHP also submitted their acceptance to participate in the Section 106 process in a letter dated December 28, 2017. The HDOT responded in letters dated January 18, 2018 to the HHF and HRS. No response was sent to the ACHP. The subject letters and the HDOT responses are attached (**Attachment 1**).

In addition, on December 5, 2017, a Section 106 notice/advertisement was included in the Honolulu Star-Advertiser regarding the undertaking (**Attachment 2**). Native Hawaiian organizations and Native Hawaiian descendants with ancestral, lineal or cultural ties to, cultural knowledge or concerns for, and cultural or religious attachment to the proposed project area were requested to contact Mr. Rob Sun, the HDOT Project Manager, by January 4, 2017. No individuals or organizations inquired or commented on the proposed project.

In addition, on December 20, 2017, a Section 106 Consultation meeting was held at the HDOT 5th Floor Conference Room, 869 Punchbowl Street, Honolulu, Hawaii, and the HDOT office in Kapolei, 601 Kamokila Boulevard, Room 609, Kapolei, Hawaiʻi. The HDOT offices in Kapolei

and Honolulu were provided with a video link and call-in phone numbers in order that all attendees could participate. A copy of the meeting notes are attached (**Attachment 3**).

Lastly, additional Section 106 Consultation meetings were held on (see **Attachment 3** for copies of the meeting notes):

- January 17, 2018, at the FHWA Conference Room, Honolulu, Hawai‘i
- February 14, 2018 (DRAFT), at the HDOT Conference Room, Honolulu, Hawai‘i

Section 106, NHPA consultation is ongoing. The next meeting has been scheduled on March 14, 2018.

Attachment 1, NHPA Section 106 Consultation

1. Ref. HWY-DD 2.5673, November 30, 2017, National Historic Preservation Act, Section 106 Consultation, Leeward Bikeway, Federal Aid Project No. STP-BW-0300(8), from Curtis Matsuda, Acting Engineering Program Manager, HDOT, to Alan Downer, Administrator and Deputy State Historic Preservation Officer, DLNR, SHPD, and consulting parties.

2. Ref. Log No.: 2017.02681, Doc. No.: 1712SH11, December 19, 2017, Chapter 6E-8 and National Historic Preservation Act Section 106 Review, Leeward Bikeway, Federal Aid Project No. STP-BW-0300(8), from Alan Downer, Administrator and Deputy State Historic Preservation Officer, DLNR, SHPD, to Robert Sun, HDOT.

3. December 19, 2017, Section 106 Consultation Comment Letter, Leeward Bikeway, Federal Aid Project No. STP-BW-0300(8), from Kiersten Faulkner, Executive Director, HHF, to Curtis Matsuda, Acting Engineering Program Manager, HDOT.

4. Ref. HWY-DD 2.6516, January 18, 2017, Section 106 Consultation Response Letter, Leeward Bikeway, Federal Aid Project No. STP-BW-0300(8), from Curtis Matsuda, Acting Engineering Program Manager, HDOT, to Kiersten Faulkner, Executive Director, HHF.

5. December 19, 2017, Section 106 Consultation Comment Letter, Leeward Bikeway, Federal Aid Project No. STP-BW-0300(8), from Robert Yatchmenoff, President, HRS, to Curtis Matsuda, Acting Engineering Program Manager, HDOT.

6. Ref. HWY-DD 2.6517, January 18, 2017, Section 106 Consultation Response Letter, Leeward Bikeway, Federal Aid Project No. STP-BW-0300(8), from Curtis Matsuda, Acting Engineering Program Manager, HDOT, to Robert Yatchmenoff, President, HRS.

7. December 28, 2017, Comment Letter, Leeward Bikeway, Federal Aid Project No. STP-BW-0300(8), from John Fowler, Executive Director, ACHP, to Brandye Hendrickson, Deputy Administrator, FHWA.

DAVID Y. IGE
GOVERNOR

JADE T. BUTAY
INTERIM DIRECTOR

Deputy Directors
ROSS M. HIGASHI
EDWIN H. SNIFFEN
DARRELL T. YOUNG

IN REPLY REFER TO:

HWY-DD 2.5673

STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
869 PUNCHBOWL STREET
HONOLULU, HAWAII 96813-5097

November 30, 2017

See Attached List

Attn: Alan S. Downer, Ph.D.
Administrator and Deputy State Historic Preservation Officer
State Historic Preservation Division

Dear_____:

Subject: National Historic Preservation Act, Section 106 Consultation
Leeward Bikeway, Philippine Sea Road to Waipahu Depot Street
Waikele, Hoaeae, and Honouliuli Ahupuaa, Ewa District, Island of Oahu
Federal-Aid Project No. STP-BW-0300(8)
Tax Map Key: (Portions of) (1) 9-1-69: 002, 003, 010; 9-3-01: 006; 9-3-02: 029; and 9-4-01: 002

On behalf of the Federal Highway Administration (FHWA), the State of Hawaii Department of Transportation (HDOT) would like to invite you to participate in consultation for the subject bike way project located in Waikele, Hoaeae, and Honouliuli, Ewa District, Island of Oahu. A map of the project area is enclosed (enclosure 1). This proposed project is a federally funded HDOT project. It will be considered a federal action and undertaking, as defined by Section 106 of the National Historic Preservation Act (NHPA) of 1966, as amended (2006). Therefore, the FHWA will require compliance with the National Environmental Policy Act, NHPA, and other federal requirements. The FHWA has authorized the HDOT conduct NHPA Section 106 notification and consultation activities. This letter is to initiate Section 106 consultation with the State Historic Preservation Division in accordance with Title 36 of the *Code of Federal Regulations* (CFR), Section 800.3.

Background

The HDOT proposes to construct the Leeward Bikeway in Ewa, beginning at Philippine Sea Road and extending east to Waipahu Depot Road. The implementation of the project is in response to the 1980 transfer of title of an approximately 14-mile long section of the 40-foot wide former Oahu Railway and Land Company (OR&L) right-of-way (ROW) from the U. S. Government to the State of Hawaii that requires the HDOT to use the transferred land for highway purposes, i.e. bicycle lanes or paths and pedestrian walkways. The bikeway is planned as a dedicated, shared use path primarily for pedestrians and bicyclists. The mostly 8-10 foot wide, asphalt concrete facility will be separated from vehicular traffic except where it crosses existing roadways.

Starting in 2000 and ending in 2010 the HDOT prepared two Environmental Assessments (EA) for a previously proposed 14-mile Leeward Bikeway project that would have extended from Lualualei Naval Road in Nanakuli to Waipio Point Access Road in Waipahu:

- In 2000, the HDOT published the Final Environmental Assessment (FEA) and Finding of No Significant Impact (FONSI) for the *Leeward Bikeway, OR&L Right-of-Way, Ewa and Waianae Districts, Oahu* (Earth Tech, 2000)[1]. Following the FONSI by HDOT, the project was delayed for approximately ten years due to the need to address major roadway development projects and other State priorities in Ewa and Central Oahu to meet the growing demand for highway infrastructure. These projects included the North-South Road (Kualakai Parkway), Kalaeloa Boulevard Improvements, Kamokila Boulevard Improvements, Fort Weaver Road Improvements, Makakilo Drive Extension, and other activities such as those related to the Base Realignment and Closure (BRAC) of the Barbers Point Naval Air Station (BPNAS). Although the proposed Leeward Bikeway was not slated for development during this period, any nearby development was mandated to exclude the former OR&L ROW to keep it intact for the full alignment that will be used by the bikeway.

- In 2010, the HDOT published the Supplemental DEA for the *Leeward Bikeway, Districts of Waianae and Ewa, Oahu, Hawaii* (RMTC 2010)[2]. The Supplemental DEA represented substantially the same project as the 2000 FEA and updated the project's design alternatives and other relevant changes since 2000. The Supplemental DEA for the Leeward Bikeway proposed construction in two phases: Hawaiian Railway Society (HRS) Station to Waipio Point Access Road and HRS to the Lualualei Naval Road in Nanakuli. It also added environmental documentation under HRS, Chapter 343, for the Betty Nagamine Bliss Memorial Overlook, and identified the Farrington Highway Nanakuli Intersection Project as a separate action.

In the years during and following the publication of the 2000 and 2010 EA documents, the HDOT engaged in numerous consultations with the community and governmental agencies to obtain input and identify public concerns about the project. From the year 2012 to date the HDOT has engaged in 20+ consultations/meetings for the Leeward Bikeway project. During those consultations it was identified that there were a number of obstacles to establishing the full alignment of the Leeward Bikeway from Nanakuli to Waipio Point Access Road in Waipahu including the locations of historic resources, existing land uses, and public and fiscal concerns.

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[1] The 2000 FEA may be found on the Office of Environmental Quality Control web site at the following URL address: http://oeqc.doh.hawaii.gov/Shared%20Documents/EA_and_EIS_Online_Library/Oahu/2000s/2000-08-23-OA-FEA-LEEWARD-BIKEWAY.pdf

[2] The 2010 Supplemental DEA may be found on the Office of Environmental Quality Control web site at the following URL address: http://oeqc.doh.hawaii.gov/Shared%20Documents/EA_and_EIS_Online_Library/Oahu/2010s/2010-10-23-OA-SDEA-Leeward-Bikeway.pdf

Based on the results of consultations with the community and governmental agencies, the desire to fulfill regional and development plans, and the need to fulfill the 1980 deed requirements, the HDOT is reducing the limits of the project. The limits for the proposed project are now from Philippine Sea Road (near the HRS Station) to Waipahu Depot Road. The current project design connects logical termini identified in past and present regional and development plans and is of sufficient length to provide independent utility (i.e., usable and reasonable expenditure even if no additional transportation improvements in the area are made). By linking to existing facilities (West Loch Bike Path and Pearl Harbor Historic Trail) the development of the proposed bikeway will serve to connect the communities from Ewa to Aiea and help to address major residential, business, and commercial growth in the Ewa and Central Oahu areas occurring over the past several decades and proposed in the future. The action to link the proposed project to existing facilities would not require other project improvements, nor would construction of the proposed project disrupt the use of existing facilities. By reducing the project limits, the HDOT will ensure the development of a large portion of the bikeway that provides a safe and secure alternative to non-motorized transportation, while minimizing impacts, meeting current environmental regulatory requirements, and meeting the HDOTs fiscal abilities.

Although the previously proposed bikeway alignment from Nanakuli to Waipahu will not be undertaken at this time, the proposed project does not restrict the consideration of the future extension of the bikeway to Nanakuli or alternatives for other reasonably foreseeable transportation improvements. The development of the portion of the bikeway extending from Nanakuli to Philippine Sea Road in Ewa is being deferred and is planned for future evaluation by HDOT pending sufficient funding and use of existing facilities.

Overview of the undertaking

The proposed Leeward Bikeway project involves the construction of a new 8-10 foot-wide approximately 3-mile-long bikeway within the 40-foot wide former Oahu Railway and Land Company right-of-way (OR&L ROW) beginning at Philippine Sea Road and extending east to Waipahu Depot Street. The bikeway would be connected by the existing approximately two-mile West Loch Bike Path on either end to form a continuous path. The first section of the bikeway would begin at Philippine Sea Road (Station 0+00) and extend approximately 10,500 feet east to connect with the southwest end of the West Loch Bike Path (Station 104+88.59). The second section of the bikeway would begin at the northeast end of the West Loch Bike Path (Station 117+00) and extend approximately 6,900 feet east to its terminus at Waipahu Depot Street (Station 185+72). Along most of its length the bikeway facility would be separated from vehicular traffic. However, where the bikeway crosses existing roadways (i.e., Kapolei Parkway and Fort Weaver Road) the bikeway users would be guided using new or existing roadway crossings and signalization.

The proposed Area of Potential Effect (APE) for the construction of the proposed project is approximately 17.78 acres, and includes the area proposed for the installation of erosion controls, minor grading, stockpiling, construction of the bikeway, replacement of two bridges (Kapakahi and Waikele Stream Bridges), storm drain improvements near Kapolei Parkway, relocation of utility lines and poles, construction of retaining walls, relocation and replacement of existing fencing, and installation of bollards, signage and striping. Please refer to the enclosed site plans showing the proposed project APE (enclosure 2). The first section of the proposed APE is between Philippine Sea Road and the southwest end of the West Loch Bike Path. The second section of the proposed APE would begin at the northeast end of the West Loch Bike Path and end at Waipahu Depot Street. The total length of both sections is approximately 17,400 linear feet (lf). The width of the proposed APE along the majority of the bikeway is approximately 40 feet wide and encompasses the former OR&L ROW.

The proposed APE extends to approximately 52 feet wide in areas required for grading, construction of retaining walls, and other improvements located outside the former OR&L ROW. Additional areas required for the project outside the former OR&L ROW include an approximately 9,104 square foot staging area to support the reconstruction of the Kapakahi Stream Bridge and an approximately 8,000 square foot staging area to support the reconstruction of the Waikele Stream Bridge.

Historical, Cultural, and Archaeological Background

The proposed APE is situated within the ahupuaa of Waikele, Hoaeae, and Honouliuli ahupuaa of Ewa District in the south southwest coast of Oahu. These ahupuaa contained almost all the necessary constituent for a traditional Hawaiian life. In the Pearl Harbor area, agriculture and fishpond cultivation were the predominant economic activities. Prominent archaeological features present in the Pearl Harbor area include heiau, and fishponds (McAllister 1933). Many of these features have been disturbed by cattle ranching, development of rice patties, sugarcane plantations, and Pearl Harbor Naval Base as well as modem activities. On the Waipio Peninsula, several fishponds were present in the vicinity of the proposed APE. Loko Eo at the north end of the peninsula covered 137 acres and was surrounded on three sides by land with a wall approximately 2,040 feet long, extending to the fourth side (McAllister, 1933). The wall was 6 feet wide and four feet high, composed of coral. It was significantly widened to accommodate a "plantation train" (McAllister 1933). Kaahukuu and Pouhala ponds were 41 and 23 acres, respectively, and were located on the northwestern side of Waipio Peninsula, (McAllister, 1933). Results of the cultural resources survey (conducted in 2000 by IARII), indicate that it is unlikely to encounter fishpond sediments associated with Loko Eo or Ulumoku due to past agricultural practices and filling. However, fishpond sediments associated with the former Pouhala pond may exist within the vicinity of the proposed APE. Hawaiians also apparently populated the broad open areas of the Ewa district in the many gulches that are present there. Hawaiians probably used holes and pits in the coral for shelter, and if soil was present, for cultivation. The most prominent archaeological features present across the Ewa Plain include heiau, enclosures and platforms, many of which have been disturbed by cattle ranching and modern activities. Results of the cultural resources survey indicate that due to agricultural activities, encountering cultural resources in this portion of the proposed APE is unlikely.

The construction of the railway from the Pearl Harbor to Waianae (Nanakuli) area began in the late 1800s, and is linked to the development of Leeward Oahu. The railroad tracks along the Oahu shoreline were built on a bed composed of hard coral deposits (Bonnel, 1997). The track itself is narrow gauge, but should not be confused with the portable tracks used in sugar cane fields (Hawaiian Railway Society, 1994). In 1975, a stretch of track from Lualualei Naval Road to approximately 300 feet east of Fort Weaver Road was placed on the National Register of Historic Places (NHRP).

Although not included in the historically recognized OR&L ROW 1975 listing on the NRHP, the Kapakahi Stream Bridge and the Waikele Stream Bridge are identified as eligible for listing. Both bridges are eligible based on meeting Criterion A, their association with the former historic OR&L Company, and Criterion C, as distinct examples of railroad bridges.

Consultations

We are interested in any information you may have on historic properties (historic and cultural sites) in the area, and any issues relating to the project's potential effects on historic properties. Any comments to the proposed APE will be considered. If you are acquainted with any persons or organization that is knowledgeable about the proposed project area, or any descendants with ancestral, lineal or cultural ties to or cultural knowledge or concerns for, and cultural or religious attachment to the proposed project area, we would appreciate receiving their names and contact information.

A Section 106 notice/advertisement will also be included in the Honolulu Star-Advertiser notifying the public of their opportunity to provide information. A Section 106 consultation meeting is scheduled for December 20, 2017, at 1:30 p.m. You may participate at either of the locations below on that date:

Hawaii Department of Transportation
869 Punchbowl Street
Honolulu, Hawaii 96813
5th Floor conference room

Hawaii Department of Transportation
601 Kamokila Boulevard, Room 609
Kapolei, Hawaii 96707
Room 609 conference room

Additional information may become available preceding the meeting. Please contact Mr. Robert Sun of HDOT at robert.sun@hawaii.gov if you would like to be included in the distribution list.

We would appreciate a written response within 30 days from date of receipt, to Robert Sun via email at robert.sun@hawaii.gov, or by U.S. Postal Service to Hawaii Department of Transportation, Highways Division, Design Branch, Highway Design Section; 601 Kamokila Boulevard, Room 609; Kapolei, Hawaii 96707.

Please feel free to contact Robert Sun by telephone at (808) 692-7578, if you have any questions. We look forward to working with you on these needed improvements.

Sincerely,

CURTIS MATSUDA
Acting Engineering Program Manager
Design Branch, Highways Division

Enclosures

RS:rva

c: FHWA (Meesa Otani)
bc: DIR, DEP-HWY, HWY, HWY-DD (RS), HWY-DE

LETTER NO. HWY-DD 2.5673 WAS ALSO SENT TO THE FOLLOWING 20 ADDRESSES:

Ms. Rona Rodenhurst
Kapolei Hawaiian Civic Club
P.O. Box 700007
Kapolei, Hawaii 96709

Ms. Annelle Amaral
Association of Hawaiian Civic Clubs
P.O. Box 1135
Honolulu, Hawaii 96807

Mr. Chad Taniguchi, Executive Director
Hawaii Bicycling League
3442 Waialae Avenue, Suite 1
Honolulu, Hawaii 96816

Mr. Cliff Ahuna
Ewa.ahuna@yahoo.com

Ms. Elizabeth S. Merritt, Deputy General Counsel
National Trust for Historic Preservation
2600 Virginia Avenue NW, Suite 1100
Washington, DC 20037

Mr. Micah Carreira
carreiraza@gmail.com
91-1009 Renton Road, Apartment H
Ewa Beach, Hawaii 96706

Mr. Robert Yatchmenoff, President
Hawaiian Railway Society
P.O. Box 60369, Ewa Station
Ewa Beach, Hawaii 96706

Ms. Kiersten Faulkner, Executive Director
Historic Hawaii Foundation
680 Iwilei Road #690
Honolulu, Hawaii 96817-5392

Ms. Melissa M. Lyman
Kalaeloa Heritage and Legacy Foundation
P.O. Box 700012
Kapolei, Hawaii 96709

Ms. Taffi Wise
Kanu o ka Aina Learning Ohana
P.O. Box 6511
Kamuela, Hawaii 96743

Mr. Roth Puahala, President
Oahu Council of the Association of Hawaiian
Civic Clubs
P.O. Box 37874
Honolulu, Hawaii 96837-1122

Ms. Mahealani Cypher, Secretary
Koolau Foundation
P.O. Box 4749
Kaneohe, Hawaii 96744

Mr. Leslie Apiu Aipalena Kuloloio, Kupunakane
Kuloloia Lineage - I ke Kai o Kuloloia
469 Maalo Street
Kahului, Hawaii 96732

Ms. Charlene Lui, President
Mainland Council Association of Hawaiian
Civic Clubs
766 North 900 West
Orem, Utah 84057

Ms. Homelani Schaedel, President
Maluohai Residents Association
P.O. Box 700911
Kapolei, Hawaii 96709

Ms. Mililani B. Trask, Convenor
Na Koa Ikaika Ka Lahui Hawaii
P.O. Box 6377
Hilo, Hawaii 96720

Mr. Kaleo Patterson, President
Native Hawaiian Church
1127 Bethel Street, Suite 16
Honolulu, Hawaii 96813

Dr. Kamana'opono Crabbe
Chief Executive Officer
Office of Hawaiian Affairs
560 N. Nimitz Highway, Suite 200
Honolulu, Hawaii 96817

Mr. Dennis W. Ragsdale, Advocate General
Order of Kamehameha I
1777 Ala Moana Boulevard #142-102
Honolulu, Hawaii 96815-1603

Ms. MaryAnn Naber
Senior Program Analyst/FHWA Liaison
Advisory Council on Historic Preservation
401 F Street NW
Washington, DC 20001-2637

DAVID Y. IGE
GOVERNOR OF
HAWAII

SUZANNE D. CASE
CHAIRPERSON
BOARD OF LAND AND NATURAL RESOURCES
COMMISSION ON WATER RESOURCE MANAGEMENT

ROBERT K. MASUDA
FIRST DEPUTY

JEFFREY T. PEARSON, P.E.
DEPUTY DIRECTOR - WATER

AQUATIC RESOURCES
BOATING AND OCEAN RECREATION
BUREAU OF CONVEYANCES
COMMISSION ON WATER RESOURCE MANAGEMENT
CONSERVATION AND COASTAL LANDS
CONSERVATION AND RESOURCES ENFORCEMENT
ENGINEERING
FORESTRY AND WILDLIFE
HISTORIC PRESERVATION
KAHOOLAWE ISLAND RESERVE COMMISSION
LAND
STATE PARKS

STATE OF HAWAII
DEPARTMENT OF LAND AND NATURAL RESOURCES

STATE HISTORIC PRESERVATION DIVISION
KAKUHIHEWA BUILDING
601 KAMOKILA BLVD, STE 555
KAPOLEI, HAWAII 96707

December 19, 2017

IN REPLY REFER TO:
Log No.: 2017.02681
Doc. No.: 1712SH11
Archaeology

Robert Sun, P.E.
Hawai‘i Department of Transportation
869 Punchbowl Street
Honolulu, Hawaii 96813-5097
Email: Robert.Sun@hawaii.gov

Dear Robert Sun:

SUBJECT: **Chapter 6E-8 and National Historic Preservation Act (NHPA) Section 106 Review – Letter Initiating Consultation for the Leeward Bikeway, Philippine Sea Road to Waipahu Depot Street, Ref. No HWY-DD 2.5673, Federal-Aid Project No. STP-BW-0300(8) Ref. No. HWY-DD 2.5673, Federal Aid Project No. STP-BW-0300(8) Waikele, Hoaeae, and Honouliuli Ahupua‘a, ‘Ewa District, Island of O‘ahu TMK: Portions of (1) 9-1-069:002, 003, 010; (1) 9-3-001:006; (1) 9-3-002:029; and (1) 9-4-001:002**

This letter provides the State Historic Preservation Officer’s (SHPO’s) review of a letter dated November 30, 2017 from the State of Hawaii Department of Transportation (HDOT) initiating NHPA Section 106 consultation on behalf of the Federal Highway Administration (FHWA) for a project to construct the Leeward Bikeway in Ewa, beginning at Philippine Sea Road and extending east to Waipahu Depot Road on the island of O‘ahu. The State Historic Preservation Division (SHPD) received this submittal on December 5, 2017.

The implementation of the proposed project is in response to the 1980 transfer title of an approximately 14 mile long section of the 40 foot wide former Oahu Railway and Land Company (OR&L) right-of-way (ROW) from the U.S. Government to the State of Hawaii that requires HDOT to use the transferred land for highway purposes. The State of Hawaii Department of Transportation (HDOT) is the project proponent. The project will receive funding from the Federal Highways Administration (FHWA) and is therefore a federal undertaking as defined in 36 CFR 800.16(y). The proposed undertaking is subject to compliance with Section 106 of the NHPA and historic preservation review under Hawaii Revised Statutes (HRS) §6E-8. Pursuant to Programmatic Delegation of Authority (May 2016), the FHWA has delegated Section 106 consultation to HDOT.

HDOT indicates that the bikeway is planned as a dedicated, shared use path primarily for pedestrians and bicyclists. The mostly 8-10 foot-wide, asphalt concrete facility will be separated from vehicular traffic except where it crosses existing roadways. HDOT defines the area of potential effect (APE) for the proposed project as approximately 17.78 acres and includes the area proposed for the installation of erosion controls, minor grading, stockpiling, construction of the bikeway, replacement of two bridges (Kapakahi and Waikele Stream Bridges), storm drain improvements near Kapolei Parkway, relocation of utility lines and poles, construction of retaining walls, relocation and replacement of existing fencing, and installation of bollards, signage, and striping. The first segment of the APE is between Philippine Sea Road and the southwest end of the West Loch Bike Path. The second segment of the APE will begin at the northeast end of the West Loch Bike Path and end at Waipahu Depot Street. The total length of both segments is described as approximately 17,400 linear feet. The width of the APE along the majority of the

bikeway will be approximately 40 feet wide and will encompass the former OR&L ROW. The SHPO concurred with the APE in a letter dated December 14, 2017 (Log No. 2017.02420, Doc. No. 1712SH08).

The SHPO looks forward to continuing the Section 106 process for the proposed project. The HDOT and FHWA are the offices of record for this undertaking. Please maintain a copy of this letter with your environmental review record for this undertaking.

Please contact Stephanie Hacker, Oahu Archaeologist, at (808) 692-8046 or at Stephanie.Hacker@hawaii.gov for matters regarding archaeological resources or this letter.

Aloha,

Alan S. Downer, PhD
Administrator, State Historic Preservation Division
Deputy State Historic Preservation Officer

cc: Meesa Otani, FHWA (Meesa.Otani@dot.gov)

HISTORIC HAWAI'I FOUNDATION

December 19, 2017

Mr. Curtis Matsuda
Acting Engineering Program Manager
Design Branch, Highways Division
State of Hawai'i Department of Transportation
869 Punchbowl Street
Honolulu, HI 96813

Re: NHPA Section 106 Consultation
Leeward Bikeway, Philippine Sea Road to Waipahu Depot Street
Waikele, Hoaeae and Honouliuli Ahupua'a, 'Ewa District, Island of O'ahu
TMK: Portions of [1] 9-1-69: 002, 003, 010; 9-3-01: 006; 9-3-02: 029; and 9-4-01: 002

Reference Number: HWY-DD 2.5673

Dear Mr. Matsuda:

Historic Hawai'i Foundation (HHF) received the invitation from Hawai'i Department of Transportation (HDOT) to participate in the National Historic Preservation Act (NHPA) Section 106 Consultation for the subject Bikeway via letter dated November 30, 2017, received via mail on December 7, 2017.

HHF accepts the invitation to participate in the Section 106 consultation. Historic Hawai'i Foundation is a statewide organization established in 1974 to encourage the preservation of sites, buildings, structures, objects and districts that are significant to the history of Hawai'i. HHF is a consulting party to the Federal Highway Administration (FHWA) and its State and Local partners pursuant to the implementing regulations of the NHPA at 36 Part 800.2(c)(5) as an organization with a demonstrated interest in the undertaking and a concern for the effects on historic properties.

Project Background

HDOT's letter notes that compliance with NHPA is required because the project is federally funded. It should also be noted that NHPA compliance is also triggered by the requirements of a preservation covenant that applies to the O'ahu Rail & Land (OR&L) right of way, including the segments to be used by this project (see Deed Liber No14814:320).

The deed, dated June 5, 1980, conveyed portions of the OR&L right of way (ROW) to HDOT, subject to covenants that HDOT preserve the integrity of the railroad facilities, provide for the operation of a non-profit historic railroad and comply with federal laws, including NHPA, the National Environmental Policy Act (NEPA) and Section 4F of the National Transportation Act.

HDOT's use and occupancy of the ROW is contingent upon the written permission of the Hawai'i State Historic Preservation Officer and the FHWA Division Administrator.

FHWA's authorization is a federal action and is a nexus for compliance with federal rules and regulations. Therefore, any use or occupancy agreement, or permit required for work within the right of way, is considered a federal undertaking subject to the regulations of NHPA, regardless of the funding source or other federal involvement (see letter from HDOT to HHF and other parties dated December 12, 2016; Reference number HWY-DE 2.9719).

HHF has been a consulting party to HDOT and FHWA on the Leeward Bikeway project since about 2010 and has provided substantial written comments and participation in consultation meetings on numerous occasions over the past eight years. HDOT's current letter (November 30, 2017) states that "HDOT is reducing the limits of the project," indicating that this is a continuation of the previous consultation and is not a new undertaking.

However, in project update meetings HDOT held in Fall 2017, the project team stated that the current project would not be a continuation of the previous consultation but would instead take a "fresh look" at the scope and restart the Section 106 process.

HHF remains unclear on whether or not HDOT/FHWA considers the current proposed undertaking as a continuation of the previous Leeward Bikeway project wherein all previous consultation issues are being considered, or if the prior consultation has been terminated and a new consultation process has been initiated.

This is an important distinction, as it relates to the appropriate level of effort to explore alternatives to avoid adverse effects to historic properties that are present within the project limits, as well as proposed stipulations to avoid, minimize and mitigate adverse effects.

Please clarify whether this current review process is continuing the previous Section 106 consultation, or if that consultation has been terminated and this is a new Section 106 consultation.

Undertaking: The project proposes to construct a new 8-10 foot wide bikeway within the 40-foot wide OR&L ROW for approximately three miles, beginning at Philippine Sea Road (just east of the Hawaiian Railway Society Museum) and extending east to Waipahu Depot Street. The bikeway would be a shared use path for pedestrians and bicyclists and would exclude vehicular traffic, except

where it crosses existing roadways. The project is described as an "asphalt concrete facility." It is unclear if the material is asphalt, or concrete, or a composite of both, or both materials used in different locations, or some other description.

APE: The Area of Potential Effect (APE) includes the 40-foot OR&L ROW in the area for the proposed bikeway construction, as well as adjacent or nearby areas affected by construction-related activities such as utility relocation, erosion control, storm drain improvements, grading and stockpiling, construction of retaining walls, fencing, bollards and signage.

Identification of Historic Properties:
The dominant historic property within the APE is the O'ahu Railway and Land Company Right of Way.

The OR&L was listed on the National Register of Historic Places (NRHP) in 1975 and includes the 40-foot right of way from Hālawa Stream at Pearl Harbor westward to the intersection of Farrington Highway and Auyong Homestead Road in Nānākuli. The western end contains tracks while on the eastern end the tracks were previously removed. Other character-defining features remain extant, including the roadbed, bridges, retaining walls and grade. The property is significant for its association with the OR&L operations, as well as the association with the pineapple and sugar industries and naval operations. The 13-mile long segment from Nānākuli to Honouliuli is the longest stretch of operable railway in Hawai'i and is one of the longest narrow gauge railways in the United States (see National Register of Historic Places nomination form, reference number 75000621 and State Inventory of Historic Places #50-80-12).

Kapakahi Stream Bridge and Waikele Stream Bridge are two of nine remaining railroad bridges associated with the OR&L railroad. All nine bridges were determined to be eligible for listing on the NRHP (see HDOT's "Historic Assessment of Nine Bridges Along the Leeward Bikeway" August 10, 2015). They are both significant under Criterion A for association with historic events and Criterion C for design. They are the only remaining railroad bridges that utilize plate girder construction.

Kapakahi is a steel bridge with character-defining features that include bridge walls constructed of steel plate girders approximately 4-feet hall on the interior face; steel rivets on the top metal plate and intermediate metal channels; evenly spaced metal beams running transverse to the path of bridge; and diagonal bracing on exterior face of the *ma kai* wall.

Waikele is a steel bridge with character-defining features that include bridge walls constructed of steel plate girders approximately 4-feet hall on the interior face; steel rivets on the top metal plate and intermediate metal channels; evenly spaced metal beams running transverse to the path of bridge; and diagonal bracing on exterior faces of both walls.

Hawaiian Railway Society Rolling Stock and Railroad Yard is listed on the Hawai'i Register of Historic Places. The 3.81 acre site is in the vicinity of the proposed Bikeway project. It includes five narrow gauge siding tracks and one bypass track, railroad switches, the train depot and maintenance structures, and historic rolling stock (the nomination lists 73 contributing structures and objects).

Determination of Effect: HDOT/FHWA did not include a determination of effect for the undertaking.

Under the regulations of the National Historic Preservation Act, demolition of an eligible historic resource is, by definition, an adverse effect [36 CFR 800.5].

Failure to follow the Secretary of the Interior's Standards for the Treatment of Historic Properties (SOI Standards) is also an adverse effect. The relevant standard states:

> The historic character of a property will be retained and preserved. The removal of distinctive materials or alteration of features, spaces and spatial relationships that characterize a property will be avoided. [36 CFR 68].

HDOT's letter variously states that the project includes the "replacement" of the Kapakahi and Waikele Stream Bridges (HDOT letter page 3) and the "reconstruction" of the bridges (page 4).

In previous consultation meetings and presentation of schematic designs, the bridges were proposed to be completely demolished and new bridges constructed that did not replicate the historic design, materials, workmanship or character-defining features.

HHF recommends following the Secretary of the Interior's Standards for Reconstruction, especially Standard #4:

> Reconstruction will be based on the accurate duplication of historic features and elements substantiated by documentary or physical evidence rather than on conjectural designs or the availability of different features from other historic properties. A reconstructed property will re-create the appearance of the non-surviving historic property in materials, design, color and texture. See https://www.nps.gov/tps/standards/four-treatments/treatment-reconstruction.htm

Please clarify whether the proposed treatment of the historic bridges is "reconstruction" as defined by the SOI Standards for the Treatment of Historic Properties, or if the proposal is to construct new bridges with a new design.

Based on the information provided about the scope of the undertaking and the impact on historic properties, Historic Hawai'i Foundation finds the proposed undertaking would result in an adverse effect to historic resources.

Measures to Resolve Adverse Effects

Historic Hawai'i Foundation looks forward to participating in the Section 106 consultation to resolve the outstanding issues and adverse effects on the historic OR&L right of way and contributing features, including the Kapakahi Stream and Waikele Stream Bridges, and any other identified historic or cultural resources present. HHF will participate in the process to develop a Memorandum of Agreement (MOA) to resolve the effects.

I may be reached at 808-523-2900 or Kiersten@historichawaii.org and will be the point of contact for Historic Hawai'i Foundation.

Very truly yours,

Kiersten Faulkner

Kiersten Faulkner, AICP
Executive Director

Copies via email:

HDOT:	Robert Sun, Marshall Ando
FHWA:	Meesa Otani, Kaha'a Rezantes, Kelly Okumura
Advisory Council on Historic Preservation (ACHP):	Mary Ann Naber, Sarah Stokely
State Historic Preservation Division (SHPD):	Susan Lebo
Hawaiian Railway Society (HRS):	Steve Vendt
Hawaiian Bicycling League (HBL):	Chad Taniguchi, Daniel Alexander
National Trust for Historic Preservation (NTHP):	Betsy Merritt
RM Towill Corp. (RMTC)	Stacy Armstrong, Brian Takeda

DAVID Y. IGE
GOVERNOR

JADE T. BUTAY
INTERIM DIRECTOR

Deputy Directors
ROSS M. HIGASHI
EDWIN H. SNIFFEN
DARRELL T. YOUNG

IN REPLY REFER TO:
HWY-DD 2.6516

STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
869 PUNCHBOWL STREET
HONOLULU, HAWAII 96813-5097

January 18, 2018

Ms. Kiersten Faulkner, AICP
Executive Director
Historic Hawaii Foundation (HHF)
680 Iwilei Road, Suite 690
Honolulu, Hawaii 96817

Dear Ms. Faulkner:

Subject: Leeward Bikeway, Philippine Sea Road to Waipahu Depot Street
Ewa District, Island of Oahu, Hawaii
Federal-Aid Project No. STP-BW-0300(8)
Section 106, National Historic Preservation Act Consultation

The Hawaii Department of Transportation, Highways Division (HDOT), acknowledges your letter dated December 19, 2017 concerning your acceptance to participate in the Section 106, National Historic Preservation Act (NHPA) Consultation for the subject project. We understand you are requesting clarification of the current Section 106 process.

The current project is not a continuation of the previous project. The new project will comply with the requirements of Section 106 NHPA as a new undertaking. Like any other project, information received from previous consultation efforts and studies for other projects in the vicinity of the current project limits will be referenced as appropriate.

The new project extends from Philippine Sea Road (near the Hawaiian Railway Society Train Station) to Waipahu Depot Street. The new Proposed Area of Potential Effect (APE) consists of the construction of two main sections:

- The first section of bikeway would begin at Philippine Sea Road and extend approximately 10,500 feet east to connect with the southwest end of the West Loch Bike Path, a privately owned facility that is accessible to the public.
- The second section of bikeway would begin at the northeast end of the West Loch Bike Path and extend approximately 6,900 feet east to its terminus at Waipahu Depot Street.

The bikeway will be constructed of asphalt concrete, a composite material commonly used to surface roads and parking lots.

The Section 106 NHPA Consultation process requires that four major steps be followed. The new project has undertaken Step 1 – Initiate Consultation. As such, the HDOT has identified and contacted appropriate Native Hawaiian organizations (NHOs) and consulting parties. All parties were encouraged to participate in consultation to comment on the proposed APE and to identify historic properties and the project's potential effects on historic properties as part of Step 2 – Identify and Evaluate Historic Properties.

Regarding Waikele and Kapakahi Stream Bridges, the new project proposes replacement of both. The HHF letter notes that the Waikele and Kapakahi Stream Bridges are eligible for listing on the NRHP and are significant under Criterion A and C. The proposed treatment of the subject bridges has not yet been determined, and will be addressed during Step 3 – Assessment of Effects, and Step 4 – Resolution of Adverse Effects (if appropriate) for the current Section 106 NHPA process. The HDOT acknowledges that while the treatment of the bridges was subject to prior Section 106 NHPA discussion, the current project will need to consider past and new information and materials.

Thank you for this opportunity to respond to your comments. HDOT looks forward to working with HHF to identify and resolve any issues relating to the project's potential effects on historic and cultural sites. Please feel free to contact Mr. Robert Sun, P.E., by telephone at (808) 692-7578, if you have any questions. We look forward to working with you on this important project.

Sincerely,

CURTIS MATSUDA
ACTING ENGINEERING PROGRAM MANAGER
DESIGN BRANCH, HIGHWAYS DIVISION

cc: Meesa Otani, FHWA
Brian Takeda and Stacy Armstrong, R. M. Towill Corporation

Hawaiian Railway Society
A Member of the Association of Railroad Museums
P.O. Box 60369, Ewa Station, Ewa Beach, HI 96706
(808) 681-5461 or Hawaiianrailway.com

December 19, 2017

Mr. Curtis Matsuda
Acting Engineering Program Manager
Design Branch, Highways Division
State of Hawai‘i Department of Transportation
869 Punchbowl Street
Honolulu, HI 96813

Re: NHPA Section 106 Consultation
Leeward Bikeway, Philippine Sea Road to Waipahu Depot Street
Reference Number: HWY-DD 2.5673

Dear Mr. Matsuda,

The Hawaiian Railway Society (HRS) received the invitation from Hawai‘i Department of Transportation (HDOT) to participate in the National Historic Preservation Act (NHPA) Section 106 Consultation for the subject Bikeway via letter dated November 30, 2017.

HRS accepts the invitation to participate in the Section 106 consultation. We along with Historic Hawaii Foundation are confused as to whether this is a new project or a continuation of the prior Section 106 Consultation.

Robert Yatchmenoff, President
Hawaiian Railway Society

DAVID Y. IGE
GOVERNOR

JADE T. BUTAY
INTERIM DIRECTOR

Deputy Directors
ROSS M. HIGASHI
EDWIN H. SNIFFEN
DARRELL T. YOUNG

IN REPLY REFER TO:
HWY-DD 2.6517

STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
869 PUNCHBOWL STREET
HONOLULU, HAWAII 96813-5097

January 18, 2018

Mr. Robert Yatchmenoff
President
Hawaiian Railway Society
P.O. Box 60369
Ewa Station, Ewa Beach, Hawaii 96706

Dear Mr. Yatchmenoff:

Subject: Leeward Bikeway, Philippine Sea Road to Waipahu Depot Street
Ewa District, Island of Oahu, Hawaii
Federal-Aid Project No. STP-BW-0300(8)
Section 106, National Historic Preservation Act Consultation

The Hawaii Department of Transportation, Highways Division (HDOT), acknowledges your letter dated December 19, 2017 concerning your acceptance to participate in the Section 106, National Historic Preservation Act (NHPA) Consultation for the subject project. We understand you are requesting clarification of the current Section 106 process.

The current project is not a continuation of the previous project. Therefore, the consultation for the previous project has been terminated. The new project will comply with the requirements of Section 106 NHPA as a new undertaking. Like any other project, information received from previous consultation efforts and studies for other projects in the vicinity of the current project limits will be referenced as appropriate.

The new project extends from Philippine Sea Road (near the Hawaiian Railway Society Train Station) to Waipahu Depot Street. The new Proposed Area of Potential Effect (APE) consists of the construction of two main sections:

- The first section of bikeway would begin at Philippine Sea Road and extend approximately 10,500 feet east to connect with the southwest end of the West Loch Bike Path, a privately owned facility that is accessible to the public.
- The second section of bikeway would begin at the northeast end of the West Loch Bike Path and extend approximately 6,900 feet east to its terminus at Waipahu Depot Street.

The Section 106 NHPA Consultation process requires that four major steps be followed. The new project has undertaken Step 1 – Initiate Consultation. As such, the HDOT has identified and contacted appropriate Native Hawaiian organizations (NHOs) and consulting parties. All parties were encouraged to participate in consultation to comment on the proposed APE and to identify historic properties and the project's potential effects on historic properties as part of Step 2 – Identify and Evaluate Historic Properties.

Thank you for this opportunity to provide clarification concerning Section 106 Consultation. HDOT looks forward to working with HRS to identify and resolve any issues relating to the project's potential effects on historic and cultural sites. Please feel free to contact Mr. Robert Sun, P.E., by telephone at (808) 692-7578, if you have any questions. We look forward to working with you on this important project.

Sincerely,

CURTIS MATSUDA
ACTING ENGINEERING PROGRAM MANAGER
DESIGN BRANCH, HIGHWAYS DIVISION

cc: Meesa Otani, FHWA
Brian Takeda and Stacy Armstrong, R. M. Towill Corporation

Milford Wayne Donaldson, FAIA
Chairman

Leonard A. Forsman
Vice Chairman

John M. Fowler
Executive Director

Preserving America's Heritage

December 28, 2017

Ms. Brandye Hendrickson
Deputy Administrator
Federal Highway Administration
1200 New Jersey Avenue, SE
Washington, DC 20590

Ref: *Leeward Bikeway Project, Philippine Sea Road to Waipahu Depot Street*
Waikele, Hoaeae, and Honouliuli Ahupuaa, Ewa District, Island of Oahu, Hawaii

Dear Ms. Hendrickson:

In response to a notification from the Hawaii Department of Transportation (DOT), the Advisory Council on Historic Preservation (ACHP) will participate in consultation under Section 106 of the National Historic Preservation Act (54 U.S.C. 306108) for the referenced undertaking. Our decision to participate in this consultation is based on the *Criteria for Council Involvement in Reviewing Individual Section 106 Cases*, contained within the regulations implementing Section 106, "Protection of Historic Properties" (36 CFR Part 800). The criteria are met for the proposed undertaking because it has raised procedural issues, including the appropriate roles of the Hawaii Division of the Federal Highway Administration and the Hawaii DOT.

Section 800.6(a)(1)(iii) of our regulations requires that we notify you, as the head of the agency, of our decision to participate in consultation. By copy of this letter, we are also notifying Mr. Ralph Rizzo of the Hawaii Division of FHWA, of this decision.

Our participation in this consultation will be handled by Ms. Sarah Stokely who can be reached at 202-517-0224 or via e-mail at sstokely@achp.gov. We look forward to working with your agency and other consulting parties to develop an approach to effectively address potential impacts to historic properties and comply with the requirements of Section 106 as this project is developed.

Sincerely,

John M. Fowler
Executive Director

ADVISORY COUNCIL ON HISTORIC PRESERVATION
401 F Street NW, Suite 308 • Washington, DC 20001-2637
Phone: 202-517-0200 • Fax: 202-517-6381 • achp@achp.gov • www.achp.gov

Attachment 2, Honolulu Star-Advertiser December 5, 2017,
Section 106 Notice/Advertisement

AFFIDAVIT OF PUBLICATION

IN THE MATTER OF }
PUBLIC NOTICE }
Consultation for Section106, }
National Historic Preservation Act (NHPA) }

STATE OF HAWAII }
} SS.
City and County of Honolulu }

Doc. Date: DEC - 5 2017 **# Pages:** 1

Notary Name: COLLEEN E. SORANAKA First Judicial Circuit

Doc. Description: Affidavit of Publication

DEC - 5 2017

Notary Signature Date

COLLEEN E. SORANAKA NOTARY PUBLIC (Stamp or Seal) No. 90-263 STATE OF HAWAII

Gwyn Pang being duly sworn, deposes and says that she is a clerk, duly authorized to execute this affidavit of Oahu Publications, Inc. publisher of The Honolulu Star-Advertiser, MidWeek, The Garden Island, West Hawaii Today, and Hawaii Tribune-Herald, that said newspapers are newspapers of general circulation in the State of Hawaii, and that the attached notice is true notice as was published in the aforementioned newspapers as follows:

Honolulu Star-Advertiser 1 times on:
12/05/2017
MidWeek 0 times on:

The Garden Island 0 times on:

Hawaii Tribune-Herald 0 times on:

West Hawaii Today 0 times on:

Other Publications: 0 times on:

And that affiant is not a party to or in any way interested in the above entitled matter.

Gwyn Pang

Gwyn Pang

Subscribed to and sworn before me this 5 day of December A.D. 20 17

Colleen E. Soranaka, Notary Public of the First Judicial Circuit, State of Hawaii
My commission expires: Jan 06 2020

COLLEEN E. SORANAKA NOTARY PUBLIC No. 90-263 STATE OF HAWAII

Ad # 0001053913

SP.NO.: _____ L.N.

PUBLIC NOTICE

Consultation for Section 106, National Historic Preservation Act (NHPA)

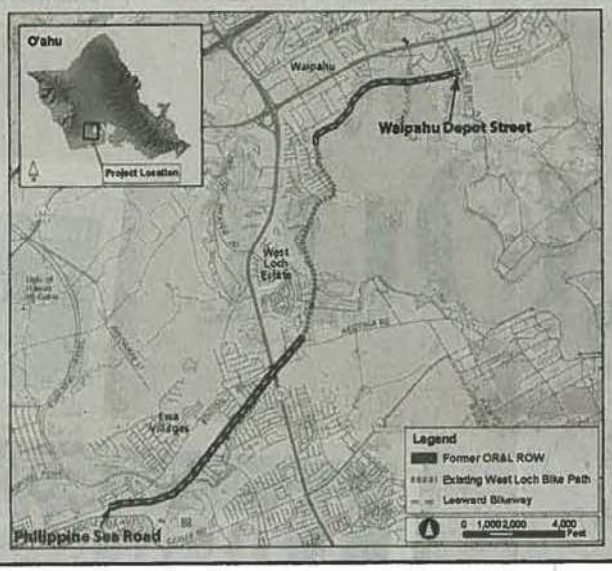
Notice is hereby given that the Federal Highway Administration and State of Hawai'i Department of Transportation Highways Division, propose a project to construct the Leeward Bikeway (Bikeway), from Philippine Sea Road to Waipahu Depot Street in the Honouliuli Ahupuaa, Ewa District, Island of Oahu, Hawaii. The proposed 8-10 foot-wide asphalt concrete Bikeway would be built within the 40-foot wide former Oahu Railway & Land Company right-of-way and provide a dedicated, shared use path for pedestrians and bicyclists. The Bikeway would consist of two sections connected by the existing approximately two-mile West Loch Bike Path on either end to form a continuous path. The first section of the bikeway would begin at Philippine Sea Road and extend approximately 10,500 feet east to connect with the southwest end of the West Loch Bike Path. The second section of the bikeway would begin at the northeast end of the West Loch Bike Path and extend approximately 6,900 feet east to its terminus at Waipahu Depot Street.

All persons having information about significant archaeological or cultural resources and sites relating to Section 106, NHPA, within the proposed project extents, are asked to submit written information to Mr. Robert Sun by U. S. Postal Service to the Design Branch, Hawaii Department of Transportation, 601 Kamokila Boulevard, Room 609, Kapolei, HI, 96707. Written information must be received no later than 01/04/17.

Otherwise, a Section 106 consultation meeting is scheduled for December 20, 2017 at 1:30PM. You may participate at either of the locations below on that date:

869 Punchbowl Street	601 Kamokila Blvd., Rm 609
Honolulu, HI 96813	Kapolei, HI 96707
5th Floor conference room	Rm 609 conference room

Additional information may become available preceding the meeting. Please contact Mr. Robert Sun of HDOT at robert.sun@hawaii.gov if you would like to be included in the distribution list.



Attachment 3, Section 106 Consultation Meeting Notes

1. December 20, 2017
2. January 17, 2018
3. February 14, 2018 (DRAFT)

Leeward Bikeway
Federal Aid Project No. STP-BW-0300(8)
Section 106 Public Meeting Notes

Date: December 20, 2017

Attendance: Punchbowl:
Marshall Ando, Robert Sun, Deona Naboa, Hawai‘i Department of Transportation, Highways Division (HDOT)
Ralph Rizzo, Meesa Otani, Kelly Okamura, Federal Highway Administration (FHWA)
Chad Taniguchi, Daniel Alexander, Hawai‘i Bicycling League (HBL)
Brian Takeda, Stacy Armstrong, Noelle Wright, R. M. Towill Corporation (RMTC)

Kapolei:
Julius Fronda, Curtis Matsuda, HDOT
Steve Vendt, Hawaiian Railway Society (HRS)

Conference Call:
David Clarke, FHWA
Betsy Merritt, National Trust for Historic Preservation (NTHP)
Sarah Stokely, Advisory Council on Historic Preservation (ACHP)

See Attachment 1, Sign-in Sheet.

Subject: Leeward Bikeway National Historic Preservation Act (NHPA) Section 106 Public Meeting

Meeting Objectives:

- Conduct NHPA Section 106 Consultation with interested parties in order to identify new historic properties and cultural sites within the project area.
- Present and discuss the proposed Area of Potential Effect (APE).

Meeting Summary:

A public meeting was held at the HDOT Punchbowl 5th Floor Conference Room on Wednesday, December 20, 2017 at 1:30 PM to conduct NHPA Section 106 Consultation with interested parties. Interested parties were also invited to participate in the meeting via video conference at the HDOT offices in Kapolei or by telephone conference. A summary of the major items of discussion follows:

1. RMTC opened the meeting and provided an update summary of the project consisting of the following:

    - RMTC reiterated the roles and responsibilities of FHWA, HDOT, and RMTC in the Section 106 process.

        - FHWA assumes overall project responsibility and makes the ultimate determination concerning the completion of the Section 106 process.

FHWA also reviews and approves the project based on the completion of the documents, permits, and approvals that are required.

- HDOT Highways Division executes FHWA project requirements. They are also delegated to consult with Native Hawaiian organizations (NHOs) and interested parties on behalf of FHWA

- RMTC provides technical support to complete the environmental documents and permits required for the project

- RMTC then provided background information. The project was first started in 2000, and two Environmental Assessments (EAs) were prepared for a 14-mile-long bikeway extending from ‘Ewa to Nānākuli. The first Final EA and Finding of No Significant Impact (FONSI) were published in 2000; however, the project was delayed in order to address other state priorities related to the growing demand for highway infrastructure in ‘Ewa and Central O‘ahu. In 2010, a Supplemental Draft EA was published. Since 2010, HDOT held several Section 106 Consultation meetings and assessed project design alternatives. RMTC acknowledged that many in the room today participated in past Section 106 consultations and that today’s consultation will carry forward in the project record.

2. RMTC next provided an overview of the Section 106 NHPA Process (36 Code of Federal Regulations, Part 800). An update on the status of the process for the Leeward Bikeway and the proposed APE were further detailed, as follows:

   - There are four major steps in Section 106. Step 1 is to “Initiate Consultation”, which HDOT began in 2000. Several Section 106 Consultation meetings have already taken place for the former APE; however, since the project extents have changed, HDOT is initiating consultation once again to update the public, provide new information on the current proposed APE, and to continue the consultation effort.

   - RMTC presented the proposed APE, which consists of two main sections within the former OR&L Right-of-Way (ROW). The first section of the bikeway would begin at Philippine Sea Road and extend approximately 10,500 feet east to connect with the southwest end of the West Loch Bike Path. The second section of the bikeway would begin at the northeast end of the West Loch Bike Path and extend approximately 6,900 feet east until its terminus at Waipahu Depot Street. The APE will include the following: space for the bikeway, construction of retaining walls, fencing, grading, construction staging and other improvements. The total area of the proposed APE is approximately 17.8 acres. Along most of its length, the Leeward Bikeway is separated from vehicular traffic. Bikeway users will be guided using new or existing roadway crossings/signals at Kapolei Parkway and Fort Weaver Road. Copies of the proposed APE were distributed to the group. See Attachment 2, Project Area and Proposed APE.

   - As a part of Step 1, HDOT published a newspaper advertisement on December 5, 2017 to give public notice about the project and to ask that anyone having

information about significant archaeological or cultural resources and sites, relating to Section 106 within the project extents, notify HDOT. Information about this Section 106 Consultation Public Meeting was also provided.

- HDOT also sent out consultation letters to at least 22 parties consisting of new and existing NHOs and consulting parties. The consultation letters were mailed the week of December 11, 2017.

- Participants were given self-addressed comment sheets, and encouraged to provide written comments to HDOT regarding any information on historic properties in the project area and any issues related to the project's potential effects on historic properties. See Attachment 3, Comment Form.

- Step 2 of the Section 106 process is to "Identify and Evaluate Historic Properties". Step 2 is where HDOT is currently at in the Section 106 Consultation process for this project. This step involves defining and establishing the project's proposed APE. This step also involves identifying historic properties, based on a review of the body of existing historical documentation on the Leeward Bikeway, such as the prior archaeological work that started in 2000, and on information from NHOs and consulting parties. HDOT has already initiated consultation with the Department of Land and Natural Resources, State Historic Preservation Division (SHPD) on historic sites within the proposed APE, including sites that are either eligible or listed on the National and State of Hawai'i registers of historic places.

3. RMTC next provided detail on the proposed APE and reviewed the information with meeting participants. The following was discussed:

    - RMTC presented and reviewed the Project Area and Proposed APE handouts showing work within the APE (See Attachment 2). The proposed APE is entirely within the 40-foot OR&L ROW, except for the following areas:

        - Portion of the existing Kapolei Parkway crossing to be used by Leeward Bikeway users (Drawing page 30, bottom view).
        - Portion of Fort Weaver Road pedestrian crossing to be used by Leeward Bikeway users (Drawing page 33, top view).
        - Connection to the West Loch Bike Path (Drawing page 33, last view).
        - Areas for construction staging and bridge access to the Waikele Stream Bridge (Drawing pages 36, second view), and an area for temporary relocation of Hawaiian Electric Company utility lines (Drawing page 36, last view).
        - Areas for construction staging and bridge access to the Kapakahi Stream Bridge (Drawing 37, bottom lefthand view and right view), and permanent relocation of Hawaiian Telcom utilities (Drawing 37, right hand view).

    - HBL asked what the minimum elevation of the proposed bikeway would be, and if there were design objectives in regards to flooding considered in the design of

the project. RMTC will get back to HBL regarding specific elevations across the project. Regarding design objectives, the route of the Leeward Bikeway is located within a flood zone, therefore flooding is expected. If the Bikeway was designed to be elevated, there would still be adverse effects to the entire region in regards to flooding. The flooding that occurs is a regional drainage issue, and it is not the objective of the Project to correct this regional problem. RMTC can answer design questions at a later time, should participants have additional questions.

4. HDOT concluded the meeting, as follows:

    - HDOT reiterated that they are presently soliciting comments on the proposed APE in order to move on to Step 3 of the Section 106 process, which is to "Assess Adverse Effects". HDOT then asked meeting attendees and consulting parties if they had knowledge about existing historic properties along the APE which have not already been identified. No additional historic properties were identified by participants.

    - HBL asked about the possibility of Hawaiian burial sites within the APE. HDOT reiterated that burials have not been identified in the archaeological record for the proposed APE. The majority of work will also be contained within the former OR&L.

5. The tentative date for the next meeting is January 17, 2018 at 1:30 p.m. The location is to be determined.

Attachment 1 - Sign-in Sheet
Attachment 2 - Project Area and Proposed APE
Attachment 3 - Comment Form

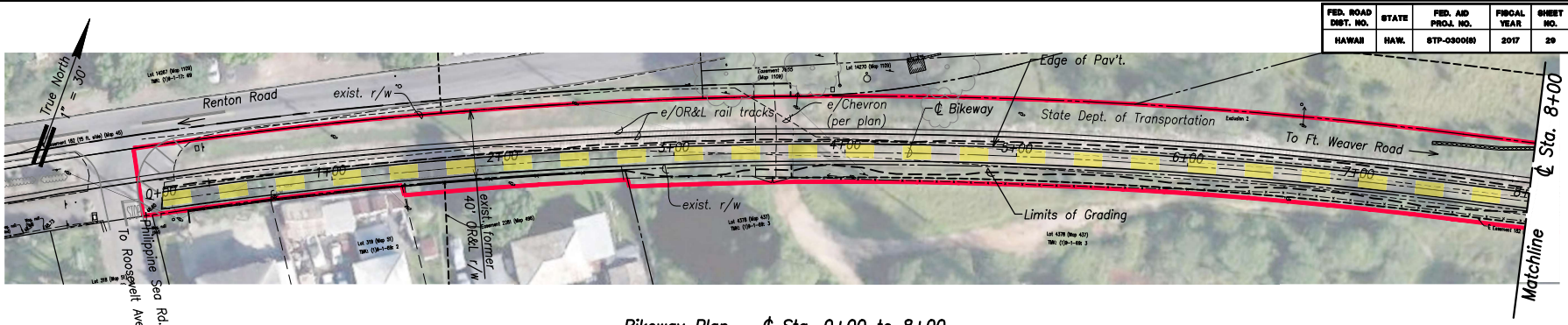
Attachment 1 - Meeting Sign-in Sheet

Attendance Log

LEEWARD BIKEWAY: PHILIPPINE SEA ROAD TO WAIPAHU DEPOT STREET
National Historic Preservation Act, Section 106 Meeting
Wednesday, December 20, 2017, 1:30 p.m.
Hawaii Dept. of Transportation, 869 Punchbowl Street, Honolulu, HI 96813, 5th Floor conference room

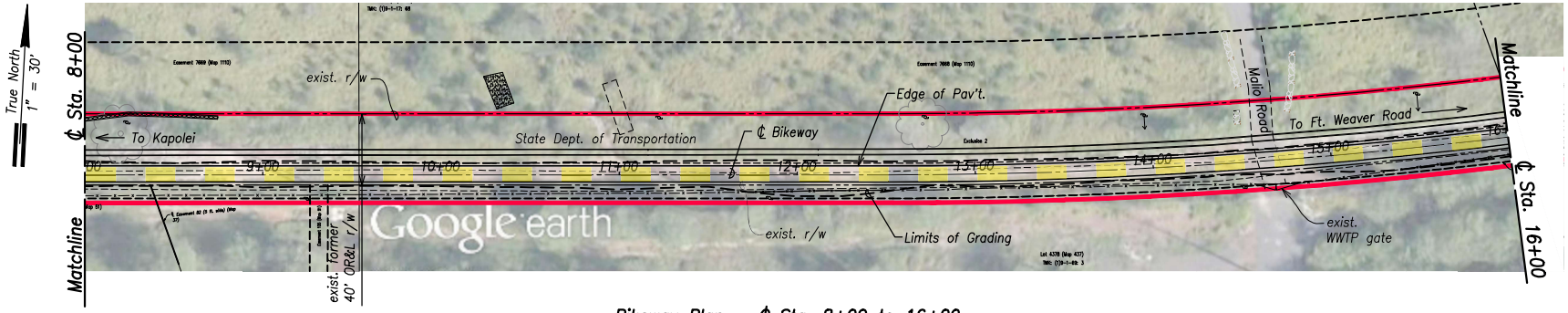
	Name	Organization/Agency	Address	Phone	Email
1	Deona Naboa	HDOT			deona.naboa@hawaii.gov
2	Robert Sun	HDOT			robert.sun@hawaii.gov
3	Daniel Alexander	HBL			daniel@hbl.org
4	Ralph Rizzo	FHWA			ralph.j.rizzo@dot.gov
5	Meesa otani	FHWA			meesa.otani@dot.gov
6	Chad Taniguchi	Hawaii Bicycling League		8082558271	chad@hbl.org
7	MARSHALL ANDO	HDOT		8085872220	marshall.ando@hawaii.gov
8	Brian Takeda	RMTC	2024 N. King St. #200	842-4133	briant@rmtowill.com
9	noelle Wright	RMTC	"	"	noellew@rmtowill.com
10	STACY ARMSTRONG	RMTC	"	"	stacya@rmtowill.com
11	Kelly Okumura	FHWA			Kelly.okumura@dot.gov
12					
13	Betsy Merritt	National Trust	by phone	202-2974133	✓
14	David Clarke	FHWA	by phone	302-294-6875	
15	Sarah Stokely	ACHP	by phone	571 606 8617	✓
16					
17	Julius Fronda	HDOT	@ Kapolei		
18	Curtis Matsuda	HDOT	@ Kapolei		
	Steve Venett - HRS	HRS	@ Kapolei		

FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
HAWAII	HAW.	STP-0300(8)	2017	29	176



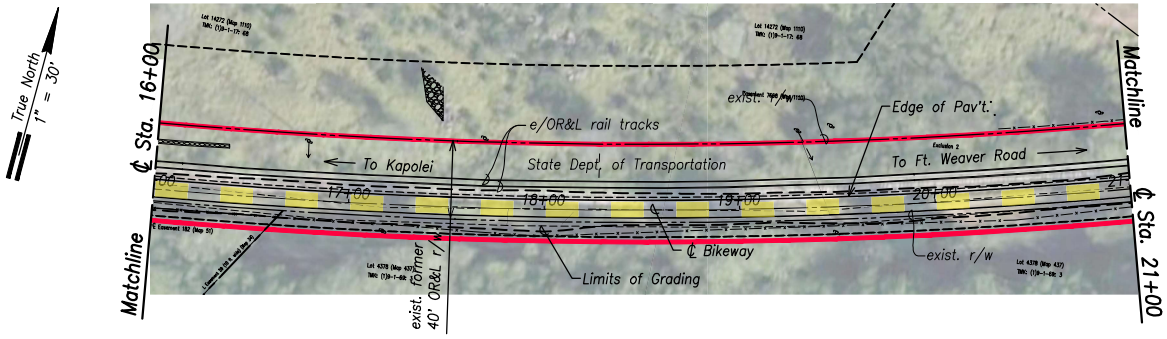
Bikeway Plan – ℄ Sta. 0+00 to 8+00

Scale: 1" = 30'



Bikeway Plan – ℄ Sta. 8+00 to 16+00

Scale: 1" = 30'



Bikeway Plan – ℄ Sta. 16+00 to 21+00

Scale: 1" = 30'

Graphic Scale:

1" = 30' 30' 0 30' 60'

Scale in Feet

Project Area

Leeward Bikeway

THIS WORK WAS PREPARED BY ME OR UNDER MY SUPERVISION.

SIGNATURE

APR 30, 2016
DATE OF LICENSE EXPIRY

STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
HIGHWAYS DIVISION

SITE PLAN

℄ STA. 0+00 TO ℄ STA. 21+00

LEEWARD BIKEWAY

Philippine Sea Rd. to Waipahu Depot Street

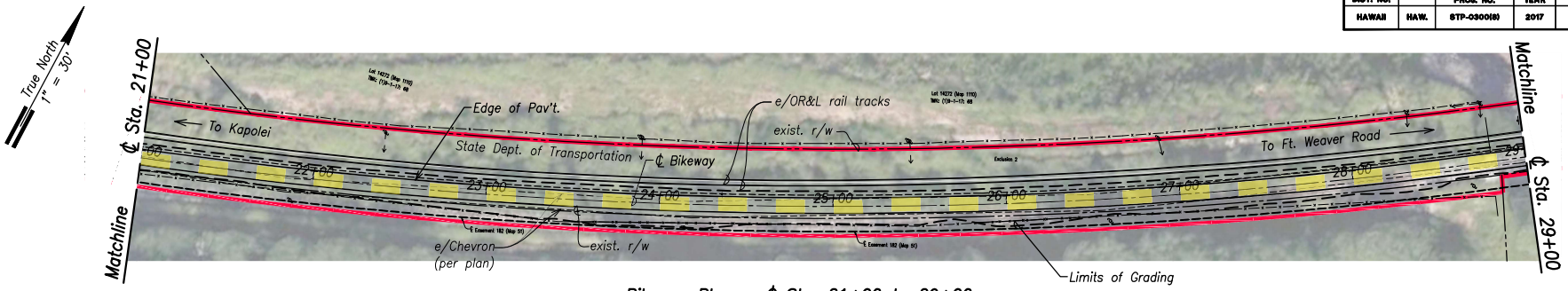
Fed. Aid Proj. No. STP-0300(8)

Date: October 2017

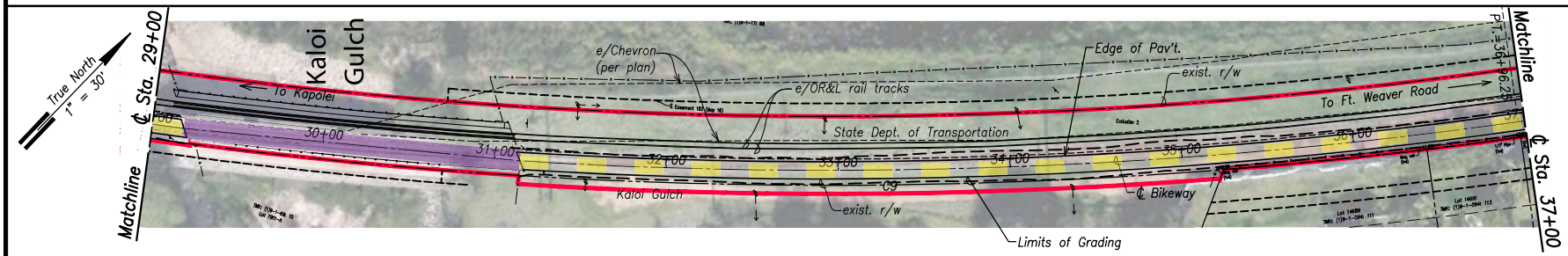
SHEET No. C2.1 OF 165 SHEETS

ORIGINAL PLAN | DATE | HISTORY: ADOPTED BY | SIGNATURE BY | TRACED BY | DESIGNED BY | QUANTITIES BY | CHECKED BY | NOTE BOOK No.

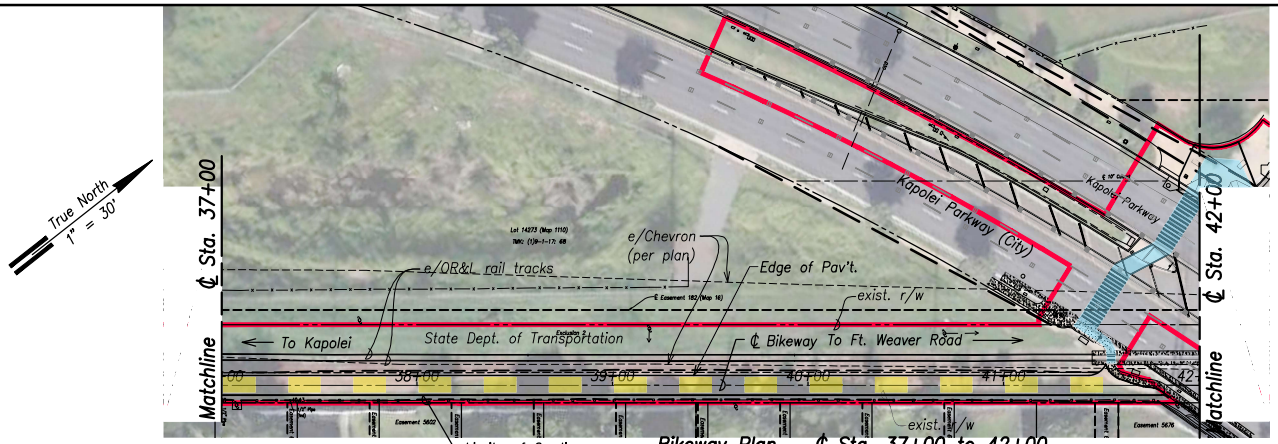
FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
HAWAII	HAW.	STP-0300(8)	2017	30	176



Bikeway Plan – ℄ Sta. 21+00 to 29+00
Scale: 1" = 30'



Bikeway Plan – ℄ Sta. 29+00 to 37+00
Scale: 1" = 30'



Bikeway Plan – ℄ Sta. 37+00 to 42+00
Scale: 1" = 30'

1" = 30'
Graphic Scale:
30' 0 30' 60'
Scale in Feet

Project Area
Leeward Bikeway
Existing Kaloi Gulch Bridge
Existing Kapolei Parkway Crossing to be used by Leeward Bikeway Users

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SIGNATURE — APR 30, 2016 DATE OF LICENSE EXPIRY

STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
HIGHWAYS DIVISION

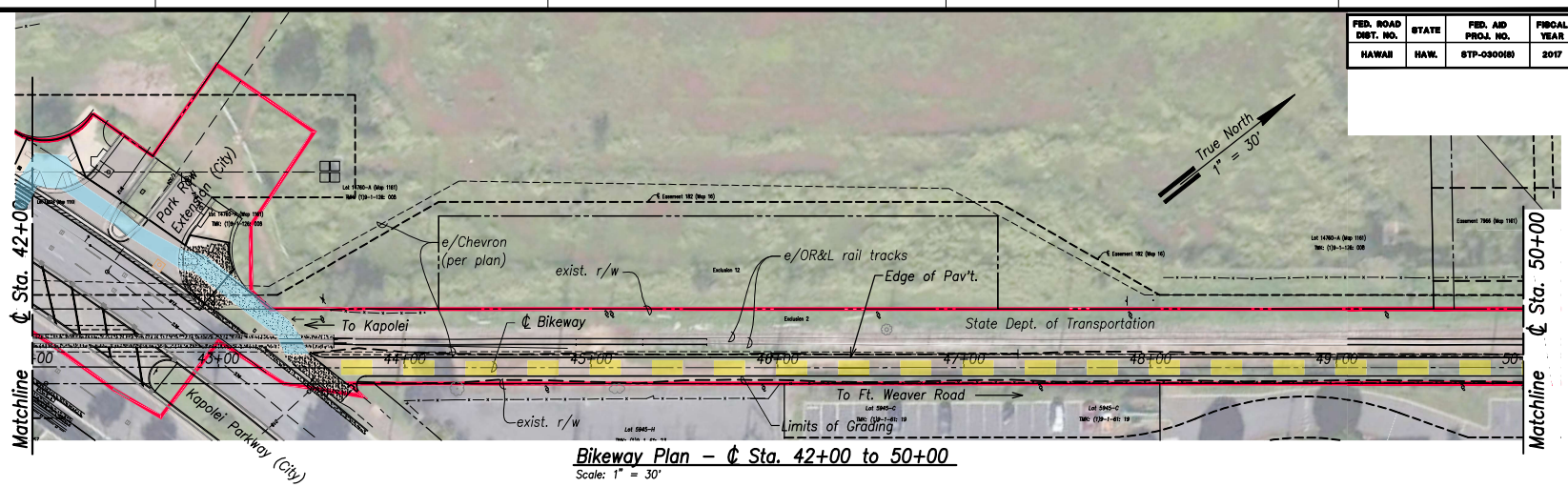
SITE PLAN
℄ STA. 21+00 TO ℄ STA. 42+00
LEEWARD BIKEWAY
Philippine Sea Rd. to Waipahu Depot Street
Fed. Aid Proj. No. STP-0300(8)

Date: October 2017

SHEET No. C2.2 OF 165 SHEETS

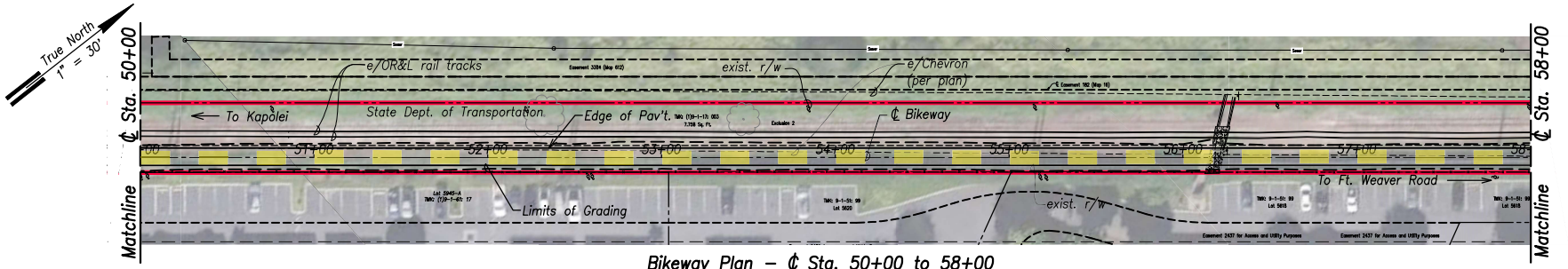
ORIGINAL PLAN | NOTE BOOK | No. | DATE | HISTORY: PLOTTED BY | SCALED BY | TRACED BY | DESIGNED BY | QUANTITIES BY | CHECKED BY

FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
HAWAII	HAW.	STP-0300(8)	2017	31	176



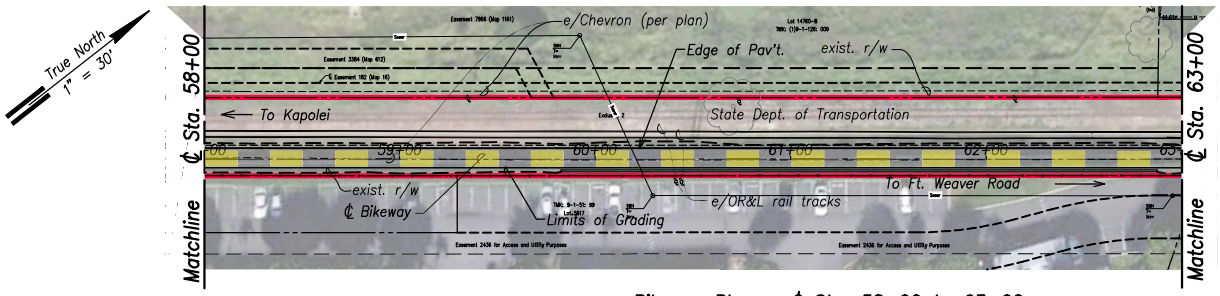
Bikeway Plan – ℄ Sta. 42+00 to 50+00

Scale: 1" = 30'



Bikeway Plan – ℄ Sta. 50+00 to 58+00

Scale: 1" = 30'



Bikeway Plan – ℄ Sta. 58+00 to 63+00

Scale: 1" = 30'

Graphic Scale:

1" = 30' 30' 0 30' 60'

Scale in Feet

Project Area

Leeward Bikeway

Access to Existing Kapolei Parkway Crossing

THIS WORK WAS PREPARED BY ME OR UNDER MY SUPERVISION.

SIGNATURE

APR 30, 2016 DATE OF LICENSE EXPIRY

STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
HIGHWAYS DIVISION

SITE PLAN

℄ STA. 42+00 TO ℄ STA. 63+00

LEEWARD BIKEWAY

Philippine Sea Rd. to Waipahu Depot Street

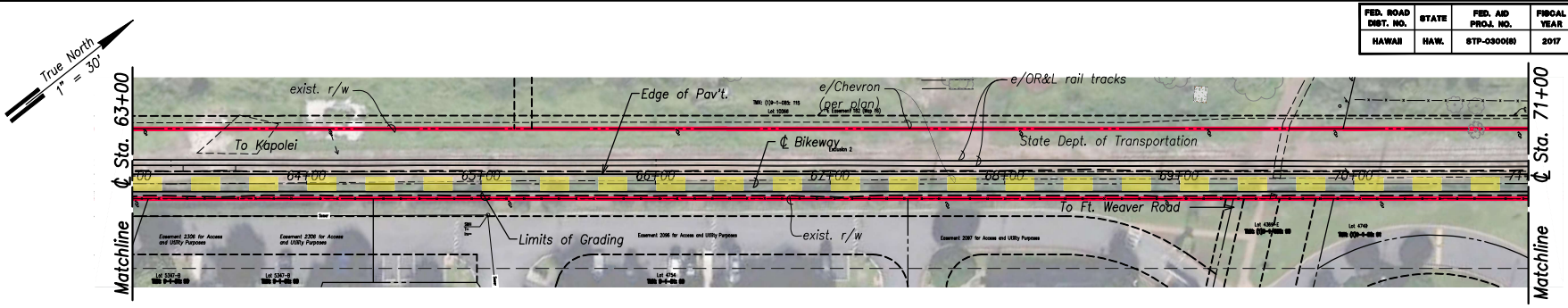
Fed. Aid Proj. No. STP-0300(8)

Date: October 2017

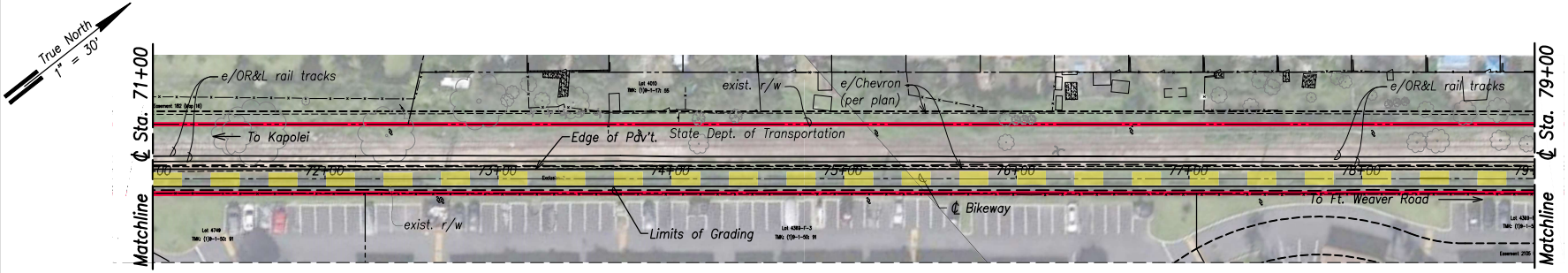
SHEET No. C2.3 OF 165 SHEETS

ORIGINAL PLAN | NOTE DATE | No. | DATE | REVISED BY | SHEET | SHEETS | SHEET NO. | SHEETS | REVISED BY | QUANTITIES BY | CHECKED BY

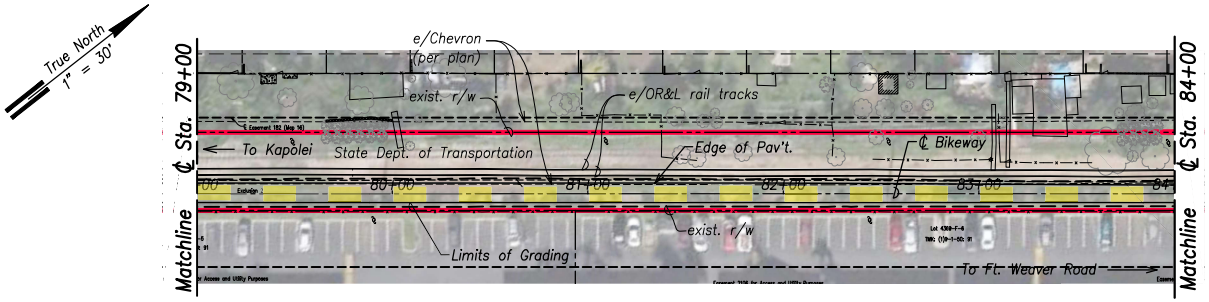
FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
HAWAII	HAW.	STP-0300(8)	2017	32	176



Bikeway Plan – ℄ Sta. 63+00 to 71+00
Scale: 1" = 30'



Bikeway Plan – ℄ Sta. 71+00 to 79+00
Scale: 1" = 30'



Bikeway Plan – ℄ Sta. 79+00 to 84+00
Scale: 1" = 30'

Graphic Scale:
1" = 30' 30' 0 30' 60'
Scale in Feet

Project Area

Leeward Bikeway

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SIGNATURE

APR 30, 2016
DATE OF LICENSE EXPIRY

STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
HIGHWAYS DIVISION

SITE PLAN

℄ STA. 63+00 TO ℄ STA. 84+00

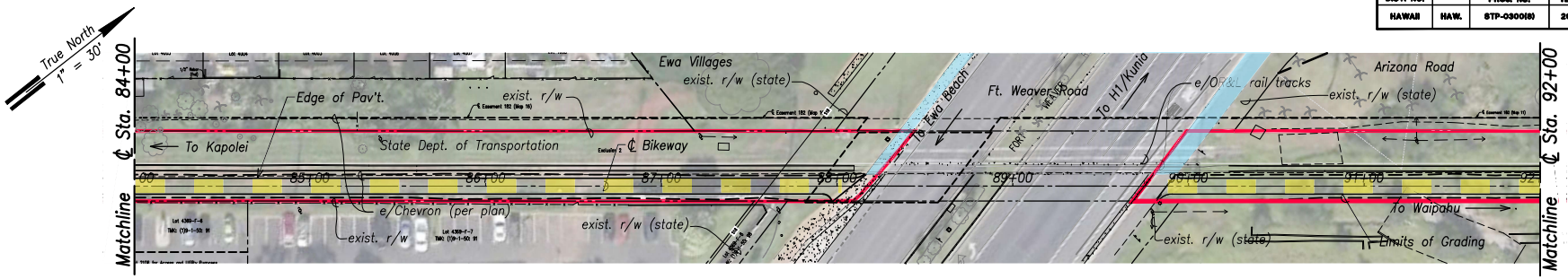
LEEWARD BIKEWAY
Philippine Sea Rd. to Waipahu Depot Street
Fed. Aid Proj. No. STP-0300(8)

Date: October 2017

SHEET No. C2.4 OF 165 SHEETS

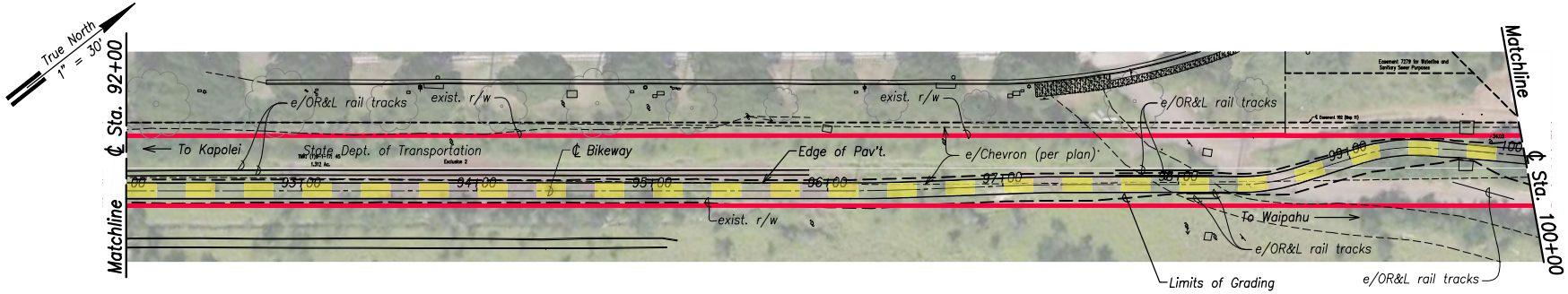
ORIGINAL PLAN | NOTE BOOK | No.
HEREBY ELEVATED BY: | DATE
SMARTY BY:
TRACED BY:
TRANSFERRED BY:
QUANTITIES BY:
CHECKED BY:

FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
HAWAII	HAW.	STP-0300(8)	2017	33	176



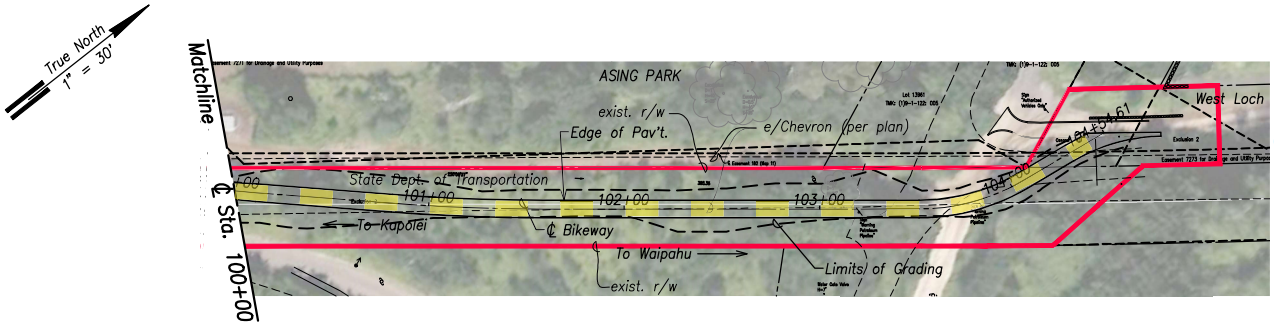
Bikeway Plan – ℄ Sta. 84+00 to 92+00

Scale: 1" = 30'



Bikeway Plan – ℄ Sta. 92+00 to 100+00

Scale: 1" = 30'



Bikeway Plan – ℄ Sta. 100+00 to 104+88.59

Scale: 1" = 30'

Project Area

Leeward Bikeway

Existing Fort Weaver Road Crossing to be used by Leeward Bikeway Users

Graphic Scale:
1" = 30'
30' 0 30' 60'
Scale in Feet

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SIGNATURE

APR 30, 2016
DATE OF LICENSE EXPIRY

STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
HIGHWAYS DIVISION

SITE PLAN

℄ STA. 84+00 TO ℄ STA. 104+88.59

LEEWARD BIKEWAY

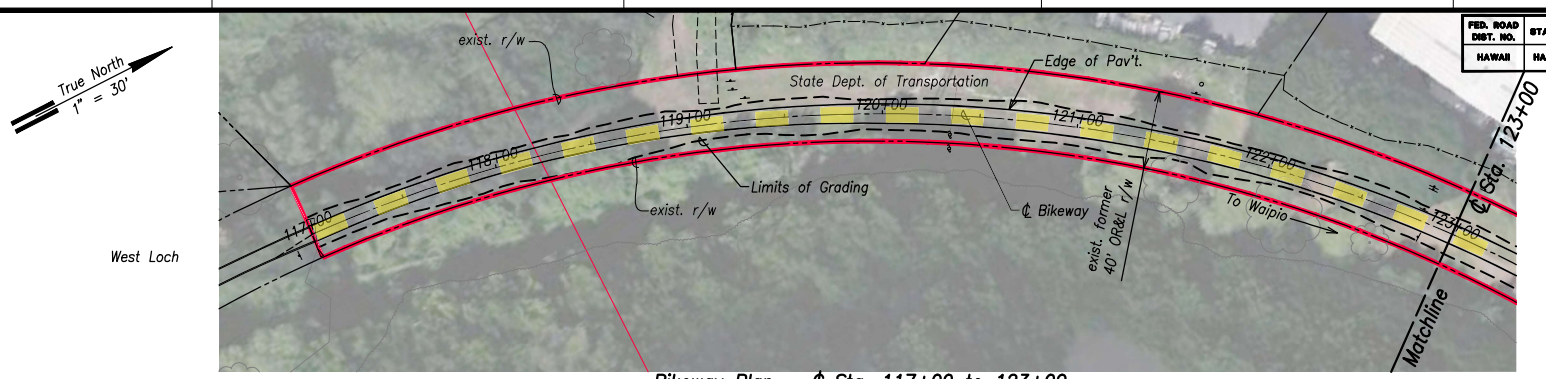
Philippine Sea Rd. to Waipahu Depot Street
Fed. Aid Proj. No. STP-0300(8)

Date: October 2017

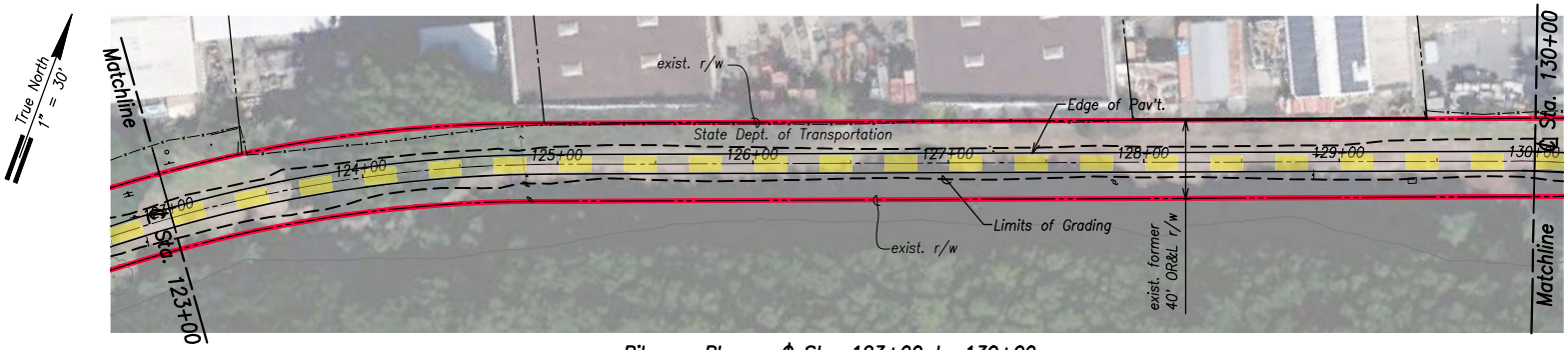
SHEET No. C2.5 OF 165 SHEETS

ORIGINAL PLAN | DATE | HEREBY ELEVATED BY | SHADY BY | TRACED BY | TRANSFERRED BY | QUANTITIES BY | CHECKED BY | NOTE BOOK | No.

FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
HAWAII	HAW.	STP-0300(8)	2017	34	176

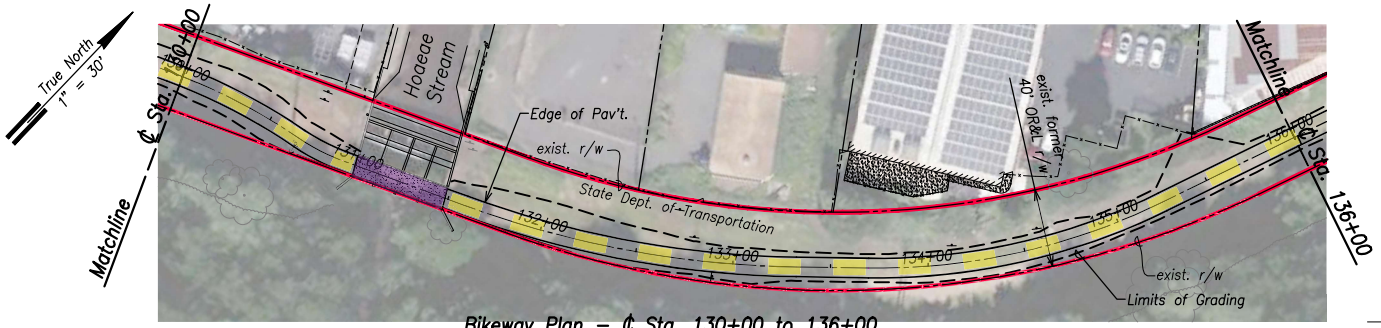


Bikeway Plan – ℄ Sta. 117+00 to 123+00
Scale: 1" = 30'



Bikeway Plan – ℄ Sta. 123+00 to 130+00
Scale: 1" = 30'

Note:
The former ORNL R/W is listed on the National Register of Historic Places.



Bikeway Plan – ℄ Sta. 130+00 to 136+00
Scale: 1" = 30'

Graphic Scale:
1" = 30' 30' 0 30' 60'
Scale in Feet

Project Area
Leeward Bikeway
Existing Hoaeae Stream Bridge

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SIGNATURE
APR 30, 2016
DATE OF LICENSE EXPIRY

STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
HIGHWAYS DIVISION

SITE PLAN
℄ STA. 117+00 TO ℄ STA. 136+00
LEEWARD BIKEWAY
Philippine Sea Rd. to Waipahu Depot Street
Fed. Aid Proj. No. STP-0300(8)

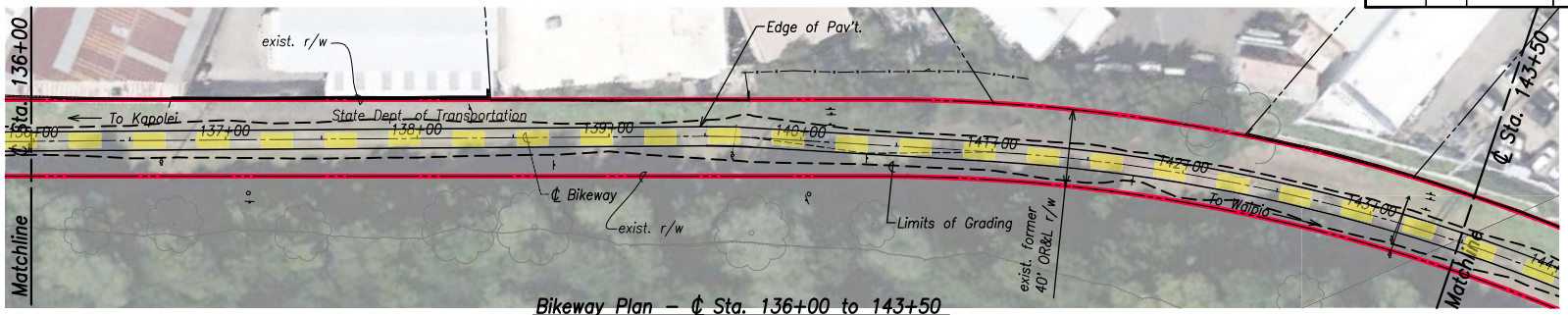
Date: October 2017

SHEET No. C2.6 OF 165 SHEETS

ORIGINAL PLAN | DATE | HEIRITY PLOTTED BY | SHAPE BY | TRACED BY | TRANSFERRED BY | QUANTITIES BY | CHECKED BY | NOTE BOOK | No.

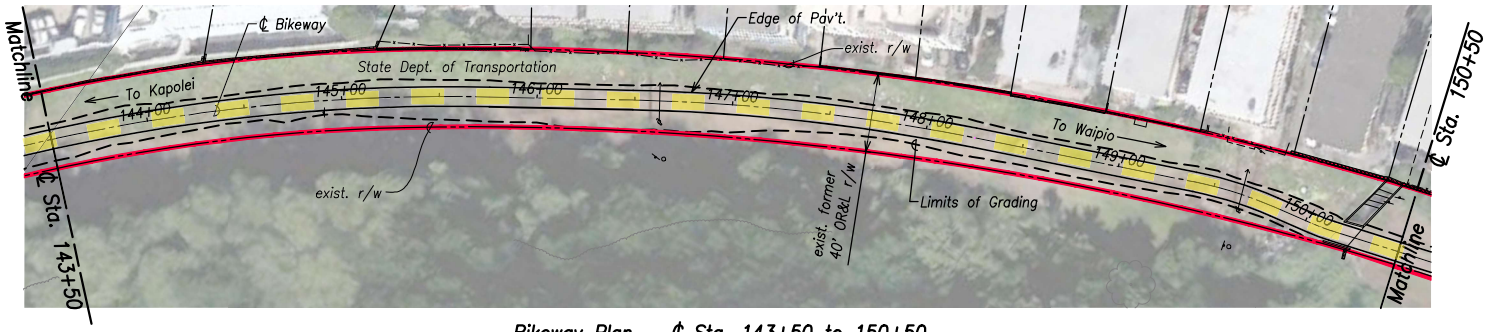
FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
HAWAII	HAW.	STP-0300(8)	2017	35	176

True North
1" = 30'



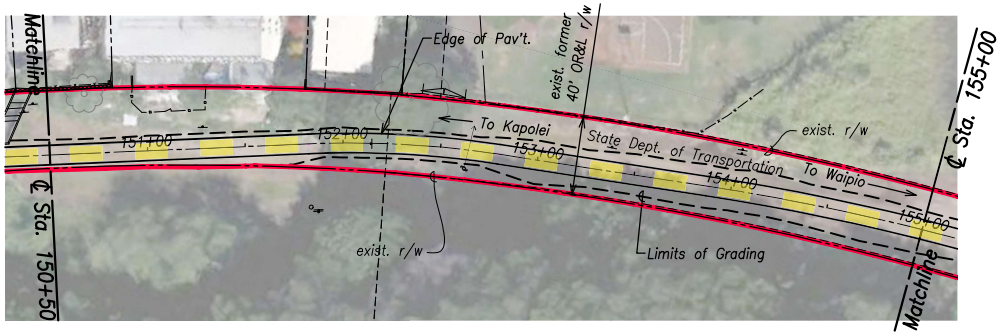
Bikeway Plan – ℄ Sta. 136+00 to 143+50
Scale: 1" = 30'

True North
1" = 30'



Bikeway Plan – ℄ Sta. 143+50 to 150+50
Scale: 1" = 30'

True North
1" = 30'



Bikeway Plan – ℄ Sta. 150+50 to 155+00
Scale: 1" = 30'

Graphic Scale:
1" = 30' 30' 0 30' 60'
Scale in Feet

Project Area
Leeward Bikeway

Note:
The former ORNL R/W is listed on the National Register of Historic Places.

ORIGINAL PLAN	HEREBY ELEVATED BY	DATE
	SMAWTY BY	
	TRACED BY	
	TRANSFERRED BY	
	QUANTITIES BY	
	CHECKED BY	
NOTE BOOK		
No.		

THIS WORK WAS PREPARED BY ME OR UNDER MY SUPERVISION.

SIGNATURE — APR 30, 2016 DATE OF LICENSE EXPIRY

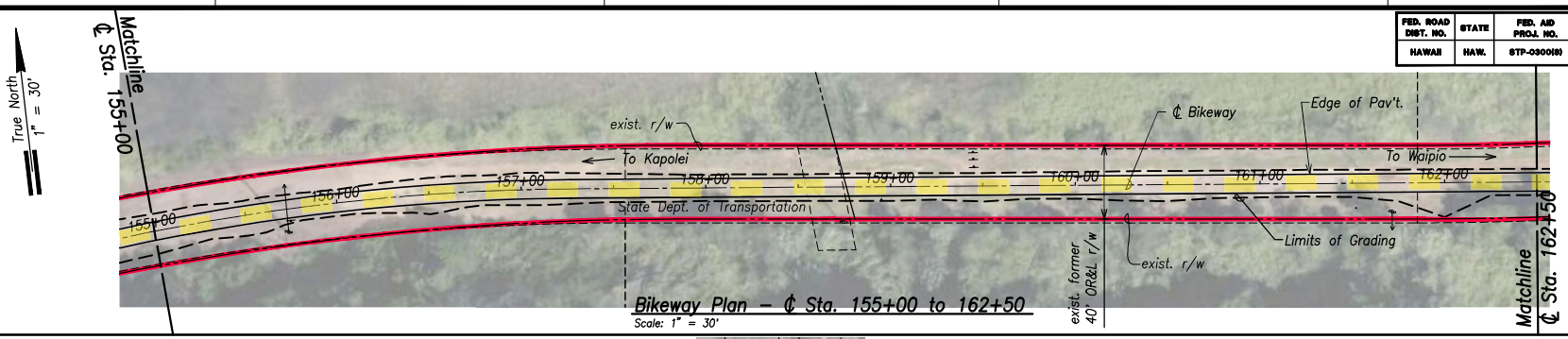
STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
HIGHWAYS DIVISION

SITE PLAN
℄ STA. 137+00 TO ℄ STA. 155+00
LEEWARD BIKEWAY
Philippine Sea Rd. to Waipahu Depot Street
Fed. Aid Proj. No. STP-0300(8)

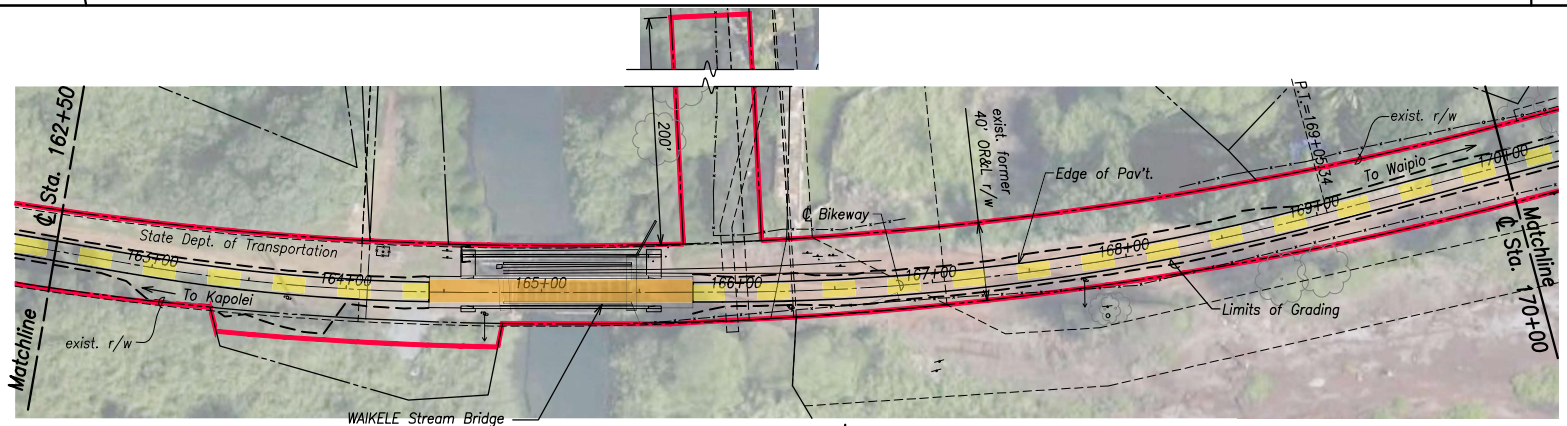
Date: October 2017

SHEET No. C2.7 OF 165 SHEETS

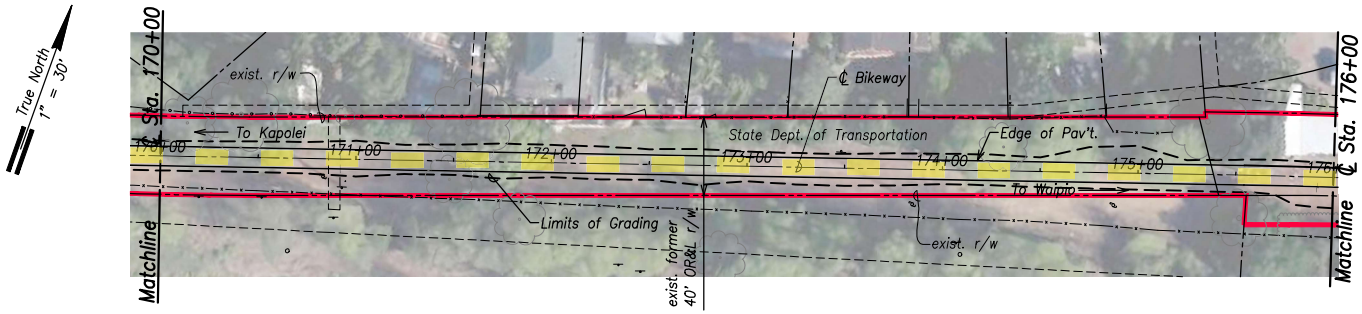
FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
HAWAII	HAW.	STP-0300(8)	2017	36	176



Bikeway Plan – ℄ Sta. 155+00 to 162+50
Scale: 1" = 30'



Bikeway Plan – ℄ Sta. 162+50 to 170+00
Scale: 1" = 30'



Note:
The former ORNL R/W is listed on the National Register of Historic Places.

Bikeway Plan – ℄ Sta. 170+00 to 176+00
Scale: 1" = 30'

Graphic Scale:
1" = 30' 30' 0 30' 60'
Scale in Feet

Project Area
Leeward Bikeway
Waikele Stream Bridge (replace existing railroad bridge with new bikeway bridge)

THIS WORK WAS PREPARED BY ME OR UNDER MY SUPERVISION.
SIGNATURE
APR 30, 2016
DATE OF LICENSE EXPIRY

STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
HIGHWAYS DIVISION

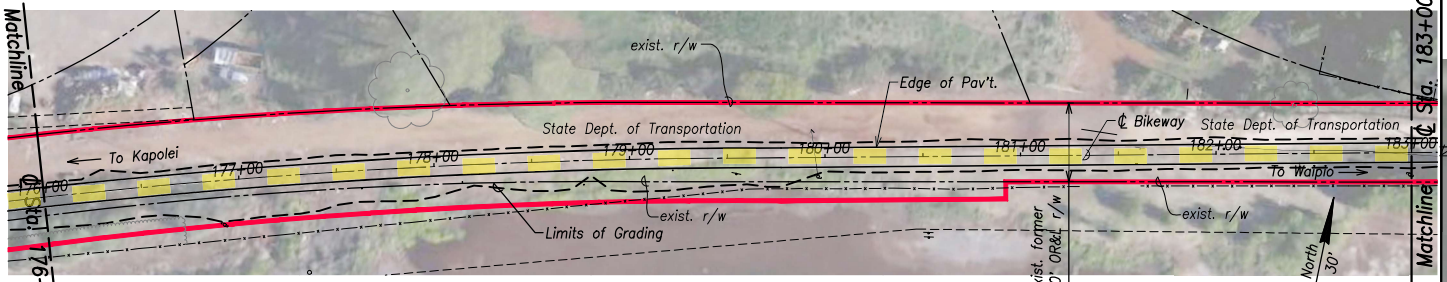
SITE PLAN
℄ STA. 155+00 TO ℄ STA. 176+00
LEEWARD BIKEWAY
Philippine Sea Rd. to Waipahu Depot Street
Fed. Aid Proj. No. STP-0300(8)

Date: October 2017

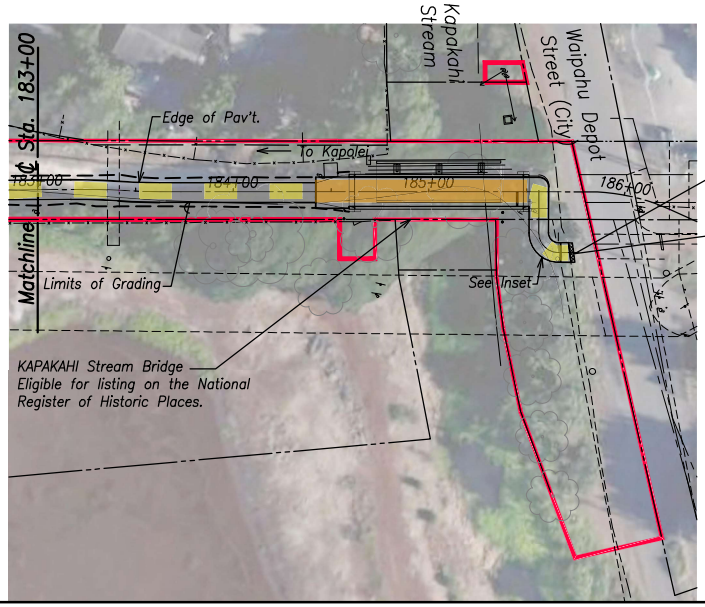
SHEET No. C2.8 OF 165 SHEETS

ORIGINAL PLAN | DATE | HEREBY ELEVATED BY | SHEARED BY | TRACED BY | TRANSFERRED BY | QUANTITIES BY | CHECKED BY | NOTE BOOK | No.

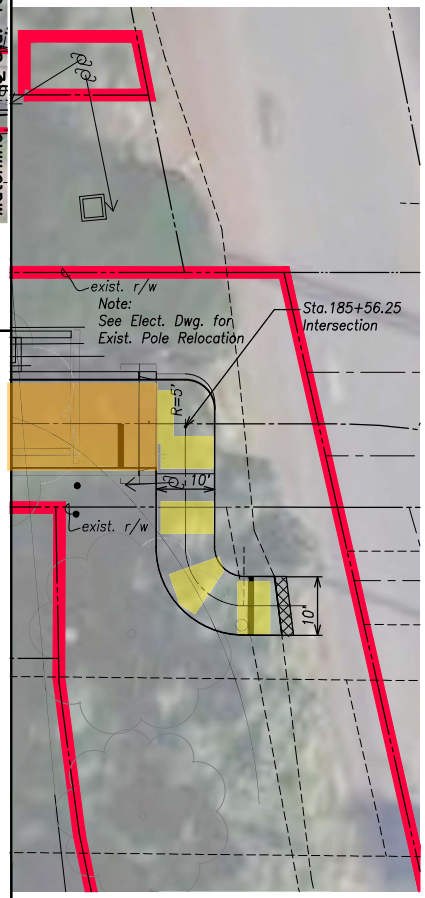
FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
HAWAII	HAW.	STP-0300(8)	2017	37	176



Bikeway Plan – ℄ Sta. 176+00 to 183+50
Scale: 1" = 30'



Bikeway Plan – ℄ Sta. 183+50 to 185+72
Scale: 1" = 30'



Inset
Scale: 1" = 10'

Note:
The former ORNL R/W is listed on the National Register of Historic Places.

Project Area

Leeward Bikeway

Kapakahi Stream Bridge (replace existing railroad bridge with new bikeway bridge)

Graphic Scale:
1" = 30'
30' 0 30' 60'
Scale in Feet

THIS WORK WAS PREPARED BY ME OR UNDER MY SUPERVISION.
SIGNATURE
APR. 30, 2016
DATE OF LICENSE EXPIRY

STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
HIGHWAYS DIVISION

SITE PLAN
℄ STA. 176+00 TO ℄ STA. 185+72
LEEWARD BIKEWAY
Philippine Sea Rd. to Waipahu Depot Street
Fed. Aid Proj. No. STP-0300(8)

Date: October 2017

SHEET No. C2.9 OF 165 SHEETS

ORIGINAL PLAN | DATE | HEIRITY ELEVATED BY: | SHEARED BY: | TRACED BY: | DESIGNED BY: | QUANTITIES BY: | CHECKED BY: | NOTE BOOK No.

Public Comments
LEEWARD BIKEWAY: PHILIPPINE SEA ROAD TO WAIPAHU DEPOT STREET
National Historic Preservation Act, Section 106 Meeting

Please use this form if you wish to make written comments. Your comments would be most helpful if received by **January 3, 2017 (two weeks after public meeting date)**. Please mail to:

ATTENTION:

Brian Takeda
Planning Project Coordinator
R. M. Towill Corporation
2024 North King Street, Suite 200
Honolulu, Hawaii 96819-3494

Please provide any comments to the proposed APE:

Please provide any information you may have on historic properties (historic and cultural sites) in the area, and any issues relating to the project's potential effects on historic properties:

Please provide the names and contact information for any persons or organizations you are acquainted that is knowledgeable about the proposed project area, or any descendants with ancestral, lineal or cultural ties to or cultural knowledge or concerns for, and cultural or religious attachment to the proposed project area:

Name: _____ e-Mail: _____

Address: _____

Telephone: _____ Fax: _____

Post office will not accept without proper postage

ATTENTION:

Brian Takeda
Planning Project Coordinator
R. M. Towill Corporation
2024 North King Street, Suite 200
Honolulu, Hawaii 96819-3494

Re: LEEWARD BIKEWAY: PHILIPPINE SEA ROAD TO WAIPAHU DEPOT STREET

Leeward Bikeway
Federal Aid Project No. STP-BW-0300(8)
Section 106 Meeting Notes

Date: January 17, 2018

Attendance: Julius Fronda, Curtis Matsuda, Robert Sun, Deona Naboa, Hawai‘i Department of Transportation, Highways Division (HDOT)
Meesa Otani, Kelly Okamura, Federal Highway Administration (FHWA)
Brian Takeda, Kelly Staples, Stacy Armstrong, R. M. Towill Corporation (RMTC)
Chad Taniguchi, Daniel Alexander, Hawai‘i Bicycling League (HBL)
Steve Vendt, Hawaiian Railway Society (HRS)
Kiersten Faulkner, Historic Hawai‘i Foundation (HHF)

Conference Line:
David Clarke, FHWA; Betsy Merritt, National Trust for Historic Preservation (NTHP); Sarah Stokely, Advisory Council on Historic Preservation (ACHP)

Subject: Leeward Bikeway National Historic Preservation Act (NHPA) Section 106 Meeting

Meeting Objectives:

- Review the project schedule, request help from the Section 106 Consultation participants to shorten the project timeline.
- Conclude Step 2, “Identify Historic Properties” and proceed to Step 3, “Assess Adverse Effect”

Meeting Summary:

A meeting was held at the FHWA Conference Room on Wednesday, January 17, 2018 at 1:30 PM to conduct Section 106 Consultation. A summary of the major items of discussion follows:

1. HDOT opened the meeting and indicated that the consultation effort from the last meeting identified no new historic properties that would be affected by the Leeward Bikeway. The historic properties identified to date are the former OR&L ROW, listed on the National Register of Historic Properties (NRHP), and the Waikele and Kapakahi Bridges that are eligible for NRHP listing.

2. HHF inquired if HDOT received any comments in response to HDOT’s Section 106 consultation letter dated November 30, 2017 [HWY-DD 2.5673]. HDOT responded that letters were received from HHF and HRS indicating their agreement to participate in the Section 106 consultation and describing their concerns regarding the 106 process [both letters were dated December 19, 2017]. The ACHP also responded in a letter to FHWA, indicating that they will participate in consultation [December 28, 2017]. However, no new historic properties were identified nor was there any input regarding the proposed APE.

3. HDOT noted the Section 106 effects determination letter is in progress and is targeted for review and submittal to the State Historic Preservation Division (SHPD) in approximately one week. HHF inquired how long it would take once FHWA receives the

letter for them to mail it. FHWA responded this would take about 5 days, if acceptable and assuming concurrence with adverse effect. HHF asked if the SHPD was invited to today's meeting. HDOT responded yes and that SHPD is invited to all Leeward Bikeway Section 106 Consultation meetings. ACHP added that they would update the SHPD/State Historic Preservation Officer (SHPO) about the project consultation effort.

4. HDOT added that the effects determination is preliminarily for an "adverse effect" due to demolition of the Kapakahi and Waikele Bridges.

   HDOT also reminded the group that when the "adverse effect" determination letter is submitted to the SHPD that there will be a 30-day period for them to respond. The FHWA indicated that ACHP has an e-106 process that for its submittals

5. HBL asked where does this leave the overall schedule for going out to bid to construct the Leeward Bikeway. HDOT responded that it is their intention that the project advertise as soon as possible later this year, and FHWA indicated that HDOT will have 180-days to allow the selected contractor to start.

6. The group next discussed the project schedule and timeline for the completion of other tasks including the environmental permits, e.g., Section 404/10 Army Corps of Engineers, Section 401 Department of Health, and other permits and task items. HDOT noted that the project schedule is primarily focused on accomplishing the key tasks that would allow the release of funds for construction. The timeline for the other task items will be updated on the schedule as the project moves forward.

7. The HDOT discussed the date and time for the next Section 106 meeting and asked if it is possible to meet on the fourth Wednesday of each month, starting about 9:30 am so that the ACHP, NTHP, and FHWA out of state callers could participate earlier in their day and not during the evening. HHF indicated it had several conflicts due to other meetings. HDOT to advise and contact the consulting parties with the date, time and location for the next meeting.

8. The meeting concluded at about 2:15 pm.

Attachment 1 – Sign-in Sheet
Attachment 2 – Project Schedule
Attachment 3 – Project Area and Proposed APE (Not attached as this document was previously provided at the December 20, 2017 meeting).

Attendance Log

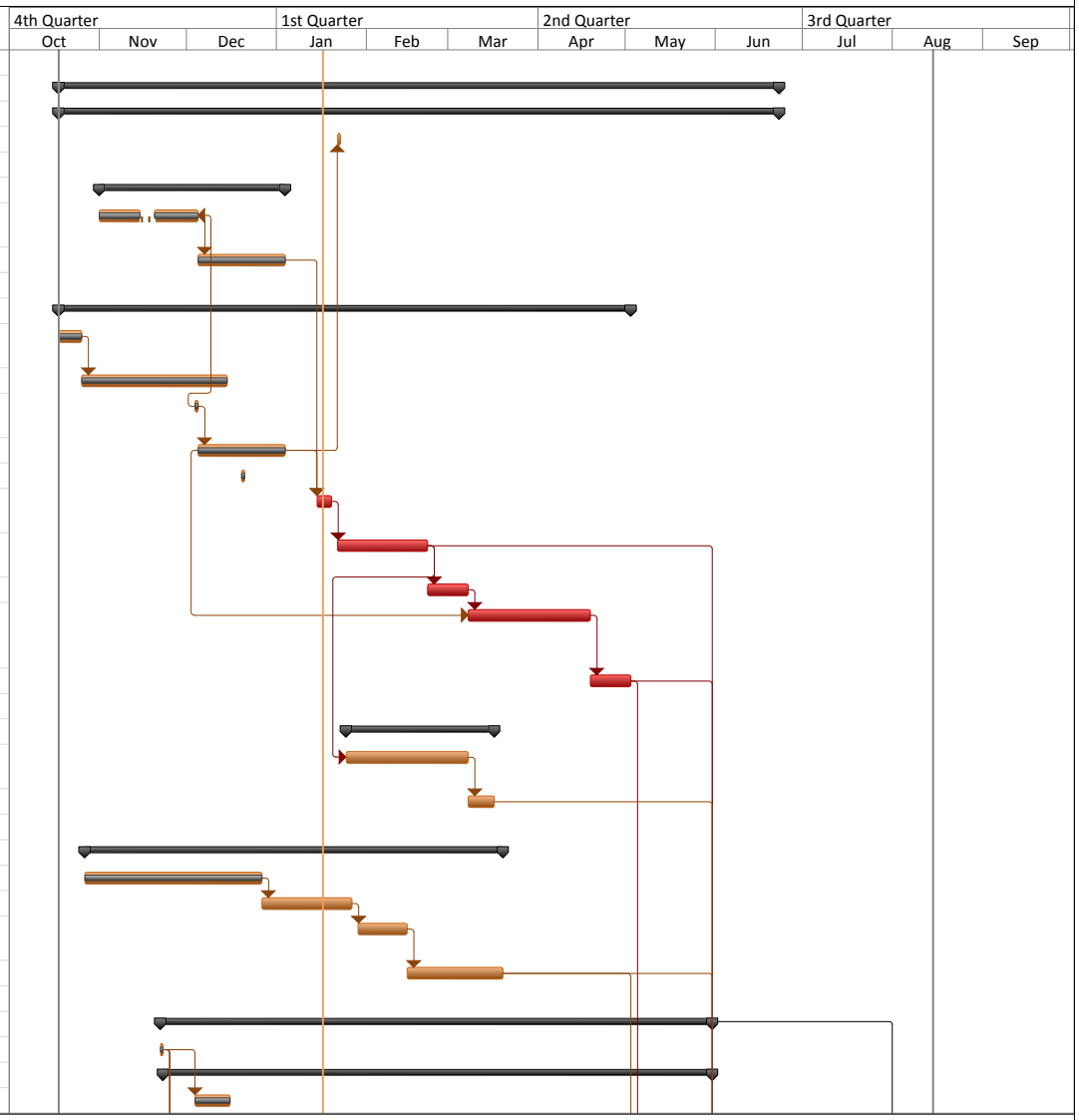
LEEWARD BIKEWAY: PHILIPPINE SEA ROAD TO WAIPAHU DEPOT STREET
National Historic Preservation Act, Section 106 Meeting
Wednesday, January 17, 2018, 1:30 p.m.
Federal Highways Administration Conference Room

	Name	Organization/Agency	Address	Phone	Email
1	STACY ARMSTRONG	R.M. TOWILL CORP.	2024 N. KING ST. #200	842-1133	stacya@rmtowill.com
2	Misako Mimura	HDOT	601 Kamokila Blvd #688A	692-7589	misako.k.mimura@hawaii.gov
3	STEVE VENDT	HRS	PO BOX 60389 KNA HI	681-5461	STEVE.VENDT@HAWAIIKNRAILWAY
4	Kiersten Faulkner	HHF	680 Iwilei #690 96817	523-2900	kiersten@historichawaii.org
5	JULIUS FRONDA	HDOT	601 Kamokila Blvd 609	692-7570	julius.fronda@hawaii.
6	Deona Naboa	HDOT	"		Deona.Naboa@hawaii.gov
7	Robert Sun	HDOT	"		
8	Curtis Matsuda	HDOT	"	692-7561	curtis.matsuda@hawaii.gov
9	Meesa Otani	FHWA	300 Ala Moana Blvd Box 50206	541-2316	meesa.otani@dot.gov
10	Kelly OKumura	FHWA	"	541-2304	kelly.okumura@dot.gov
11	B. Takeda	RMTC	2024 N. King St. #200 Hono. HI 96819	842-1133	brian@rmtowill.com
12	Kelly Staples	RMTC	2024 N. King St #200 Honolulu, HI 96739	842-1133	kellyS@rmtowill.com
13					
14					
15					
16					
17					

Leeward Bikeway
Philippine Sea Road to Waipahu Depot Street
Federal Aid Project No. STP-BW-0300(8)
Draft Project Schedule: 1/17/2018

DRAFT

ID		Task Name	Duration	Start	Finish	Predecessors
1						
2		**Environmental Documentation**	**179 days?**	**Wed 10/18/17**	**Fri 6/22/18**	
3		NEPA EA/CATEX	179 days?	Wed 10/18/17	Fri 6/22/18	
4		Regulatory/Agency Meeting	1 day?	Mon 1/22/18	Mon 1/22/18	14
5						
6	✓	Section 106 Public Notice	47 days?	Wed 11/1/17	Wed 1/3/18	
7	✓	Prepare and Schedule Publication of Public Notice (Honolulu Star-Advertiser)	21 days?	Wed 11/1/17	Mon 12/4/17	13SF+1 day
8	✓	End 30-day response period	23 days	Tue 12/5/17	Wed 1/3/18	7
9						
10		SHPO APE Concurrence and Effect Determination	142 days?	Wed 10/18/17	Wed 5/2/18	
11	✓	HDOT prepare and submit APE concurrence ltr to SHPO	6 days	Wed 10/18/17	Wed 10/25/17	
12	✓	SHPO concurrence on APE	36 days	Thu 10/26/17	Thu 12/14/17	11
13	✓	Transmit Section 106 NHPA Consultation ltr to SHPO & Consulting Parties	1 day?	Mon 12/4/17	Mon 12/4/17	
14	✓	SHPO & Consulting Party comment period (30 day	23 days?	Tue 12/5/17	Wed 1/3/18	13
15	✓	Section 106 Consultation Meeting	1 day?	Wed 12/20/17	Wed 12/20/17	
16		FHWA transmit Section 106 effect determination ltr to SHPO and ACHP	5 days	Mon 1/15/18	Fri 1/19/18	14,8
17		SHPO issues concurrence with effects determination ltr (30-day review period)	23 days	Mon 1/22/18	Wed 2/21/18	16
18		Prepare draft MOA for review	10 days	Thu 2/22/18	Wed 3/7/18	17
19		Submit MOA to all parties for final review, acceptance as to form, and signatures (ACHP 4-6 weeks)	30 days	Thu 3/8/18	Wed 4/18/18	14SS,18
20		Final MOA authorization	10 days	Thu 4/19/18	Wed 5/2/18	19
21						
22		Section 4(f)	37 days?	Thu 1/25/18	Fri 3/16/18	
23		Prepare Draft 4(f) Programmatic Agreement for Historic Bridges and deMinimus for Bike Path	30 days	Thu 1/25/18	Wed 3/7/18	17
24		Complete 4(f) documentation	7 days?	Thu 3/8/18	Fri 3/16/18	23
25						
26		Section 7 ESA - Request Updated Determination	103 days?	Fri 10/27/17	Mon 3/19/18	
27	✓	HDOT submit species list request ltr w/USFWS	44 days?	Fri 10/27/17	Tue 12/26/17	
28		USFWS ltr review and respond	23 days	Wed 12/27/17	Fri 1/26/18	27
29		HDOT submit Section 7 ESA Consultation ltr w/USFWS	13 days?	Mon 1/29/18	Wed 2/14/18	28
30		USFWS ltr concurrence	23 days	Thu 2/15/18	Mon 3/19/18	29
31						
32		Section 9, 10, 401 (water permits)	137 days?	Wed 11/22/17	Wed 5/30/18	
33	✓	Meet with ACOE to determine appropriate permit	1 day?	Wed 11/22/17	Wed 11/22/17	
34		Kapakahi permits	136 days?	Thu 11/23/17	Wed 5/30/18	
35	✓	SCAP	10 days?	Mon 12/4/17	Fri 12/15/17	33



Leeward Bikeway
Philippine Sea Road to Waipahu Depot Street
Federal Aid Project No. STP-BW-0300(8)
Draft Project Schedule: 1/17/2018

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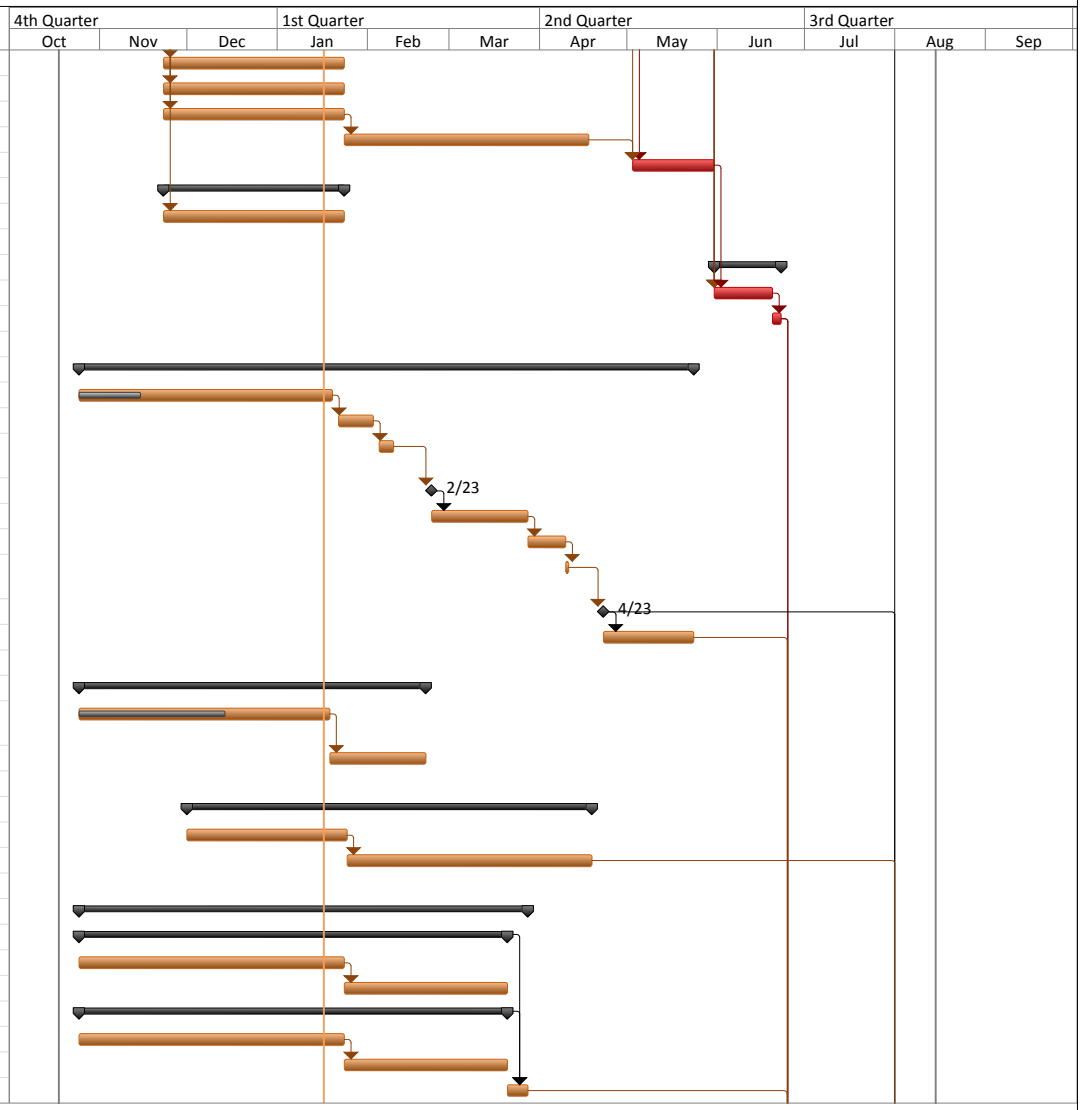
ID	Task Name	Duration	Start	Finish	Predecessors
36	USCG 9	45 days	Thu 11/23/17	Tue 1/23/18	33
37	ACOE 10	45 days	Thu 11/23/17	Tue 1/23/18	33
38	ACOE 404 PCN	45 days	Thu 11/23/17	Tue 1/23/18	33
39	DOH 401	60 days	Wed 1/24/18	Tue 4/17/18	38
40	Complete 404/401	20 days	Thu 5/3/18	Wed 5/30/18	39,30,20
41	Waikele permits	45 days	Thu 11/23/17	Tue 1/23/18	
42	USCG 9	45 days	Thu 11/23/17	Tue 1/23/18	33
43					
44	Incorporate Federal Consultations for CATEX	17 days	Thu 5/31/18	Fri 6/22/18	
45	Incorporate Fed Consultation	14 days	Thu 5/31/18	Tue 6/19/18	17,20,24,30,40
46	Submit to FHWA for Final Signature	3 days	Wed 6/20/18	Fri 6/22/18	45
47					
48	HRS 343 EA	152 days?	Wed 10/25/17	Wed 5/23/18	
49	Prepare and Transmit Pre-Consultation Letters	64 days?	Wed 10/25/17	Fri 1/19/18	
50	Pre-Consultation Comment Period	10 days	Mon 1/22/18	Fri 2/2/18	49
51	Update and Submit DEA to OEQC for publication (2/12 for 2/23)	5 days	Mon 2/5/18	Fri 2/9/18	50
52	OEQC DEA publication date	0 days?	Fri 2/23/18	Fri 2/23/18	51
53	30-Day DEA Public Comment	23 days	Fri 2/23/18	Tue 3/27/18	52
54	Update and Recommend FONSI (anticipated)	9 days?	Wed 3/28/18	Mon 4/9/18	53
55	Submit FEA & FONSI to OEQC for Publication (4/11 for 4/23)	1 day?	Tue 4/10/18	Tue 4/10/18	54
56	OEQC FEA publication date	0 days	Mon 4/23/18	Mon 4/23/18	55
57	30-Day FEA Challenge	23 days	Mon 4/23/18	Wed 5/23/18	56
58					
59	195D	86 days?	Wed 10/25/17	Tue 2/20/18	
60	Prepare and transmit consultation letter to DOFAW and DAR	63 days?	Wed 10/25/17	Thu 1/18/18	
61	DLNR response	23 days	Fri 1/19/18	Tue 2/20/18	60
62					
63	NPDES (indvidual anticipated)	100 days	Fri 12/1/17	Wed 4/18/18	
64	Prepare permit application and submit to DOH	40 days	Fri 12/1/17	Wed 1/24/18	
65	Final NPDES permit	60 days	Thu 1/25/18	Wed 4/18/18	64
66					
67	**Utility Agreements**	111 days?	Wed 10/25/17	Tue 3/27/18	
68	ParPacific	106 days?	Wed 10/25/17	Tue 3/20/18	
69	Submittal to utility company	66 days?	Wed 10/25/17	Tue 1/23/18	
70	UA Execution	40 days	Wed 1/24/18	Tue 3/20/18	69
71	Gas Company	106 days?	Wed 10/25/17	Tue 3/20/18	
72	Submittal to utility company	66 days?	Wed 10/25/17	Tue 1/23/18	
73	UA Execution	40 days	Wed 1/24/18	Tue 3/20/18	72
74	ROW Certification	5 days	Wed 3/21/18	Tue 3/27/18	68,71



Leeward Bikeway

Philippine Sea Road to Waipahu Depot Street

Federal Aid Project No. STP-BW-0300(8)

Draft Project Schedule: 1/17/2018

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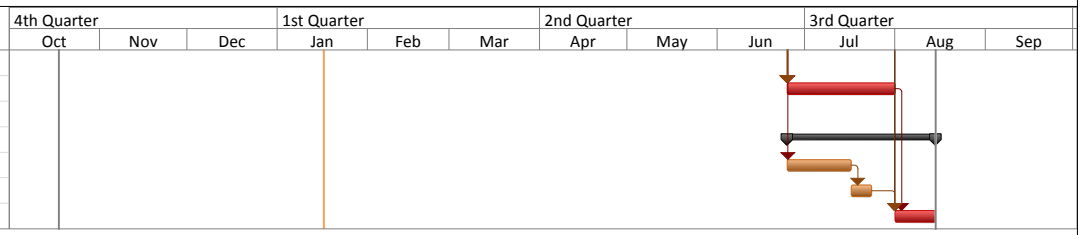
ID		Task Name	Duration	Start	Finish	Predecessors
75						
76		**Federal obligation**	27 days	Mon 6/25/18	Tue 7/31/18	46,74,57
77						
78		**Construction Documents**	37 days?	Mon 6/25/18	Tue 8/14/18	
79		Submit Final PS&E for Review	16 days	Mon 6/25/18	Mon 7/16/18	46
80		Update and Prepare PS&E for Bidding	5 days?	Tue 7/17/18	Mon 7/23/18	79
81		Submit to CON for advertising	10 days?	Wed 8/1/18	Tue 8/14/18	56,80,76,65,32



DRAFT Leeward Bikeway
Federal Aid Project No. STP-BW-0300(8)
Section 106 Public Meeting Notes

Date: February 14, 2018

Attendance: Marshall Ando, Curtis Matsuda, Robert Sun, Hawai‘i Department of Transportation, Highways Division (HDOT)
Richelle Suzuki, Meesa Otani, Kelly Okamura, Federal Highway Administration (FHWA)
Stephanie Hacker, State Historic Preservation Division (SHPD)
Chad Taniguchi, Daniel Alexander, Hawai‘i Bicycling League (HBL)
Steve Vendt, Hawaiian Railway Society (HRS)
Kiersten Faulkner, Historic Hawai‘i Foundation (HHF)
Brian Takeda, Kelly Staples, Stacy Armstrong, R. M. Towill Corporation (RMTC)

Conference Line:
David Clarke, FHWA; Betsy Merritt, National Trust for Historic Preservation (NTHP); Sarah Stokely, Advisory Council on Historic Preservation (ACHP); Deona Naboa, Misako Mimura (HDOT)

Subject: Leeward Bikeway National Historic Preservation Act (NHPA) Section 106 Public Meeting

Meeting Objectives:

- Review the progress of Section 106 Consultation.
- Review adverse effects and discuss Section 106 mitigation measures.

Meeting Summary:

A public meeting was held at the HDOT Conference Room on Wednesday, February 14, 2018 at 1:30 PM. A summary of the major items of discussion follows:

1. HDOT opened the meeting and asked all participants to introduce themselves. FHWA next indicated that a Section 106 Effects Determination letter was submitted to the SHPD on 2/12/18 citing adverse effects to the Kapakahi Stream and Waikele Stream Bridges. HDOT asked the meeting participants if the group can move to discuss mitigation measures to address the adverse effects.

2. HHF inquired concerning the extent of the area of potential effect (APE) and if it should include the HRS rail yard. HDOT responded that the APE is located just east of the rail yard where the HRS train station could be accessed. ACHP asked if SHPD agreed with the designation of the APE. HDOT responded yes and FHWA added that the designation of the APE and a request for comments was included in the Section 106 letters to participants. HDOT asked if HHF wanted a letter responding to the identification of the APE; HHF indicated that the meeting record would be sufficient.

3. David Clarke, FHWA, noted that sufficient time should be made available to review the record letters and documents on the historic properties affected by the Leeward Bikeway, and wanted to have further review and discussion by the group.

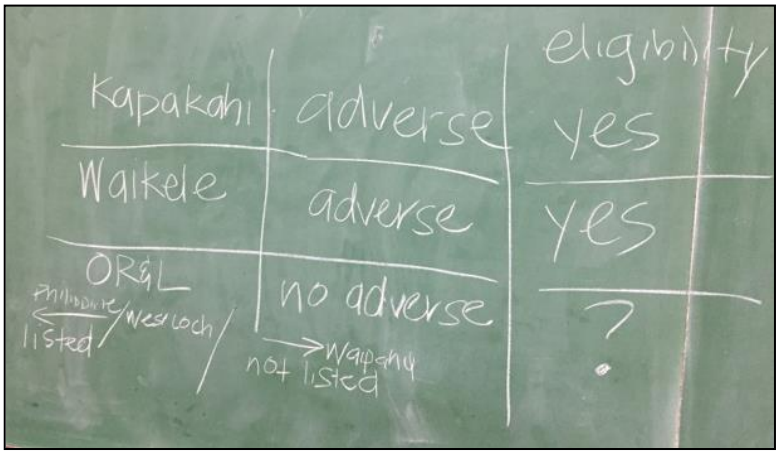
4. Betsy Merritt, NTHP indicated she was uncomfortable with a no adverse effect determination to the former O‘ahu Railway and Land Company Right of Way (OR&L ROW), and cited Item No. 6, 2nd paragraph, on the e-106 filing form. The issue is that the no adverse effect finding should be made conditional, such that any use of the former OR&L ROW for the Leeward Bikeway would not affect its future use for purposes such as maintenance of the rail ROW. David Clarke, FHWA concurred with the assessment that the construction of the Leeward Bikeway should not preclude the future protection of the former OR&L ROW. Betsy and David added that this provision is something that could be addressed as part of a stipulation in the Section 106, Memorandum of Agreement (MOA).

5. HDOT noted the following:

    - The portion of the Leeward Bikeway, along the former OR&L ROW, west of the western end of the West Loch Bike Path is identified as a historic property in the National Register of Historic Places (NRHP) and State Inventory of Historic Places (SIHP). East of the eastern end of the West Loch Bike Path, the former OR&L ROW is not listed.
    - The Leeward Bikeway is planned to generally be within the center of the ROW in the east segment. There are no trains operating in this area of the former OR&L ROW.
    - The Leeward Bikeway would be constructed of asphalt concrete, such that it may be possible to realign or adjust the bikeway location to another part of the ROW, if required in the future.

    After further discussion, ACHP requested that HDOT provide copies of studies and reports that have been prepared on historic resources along the Leeward Bikeway. HDOT indicated this information would be submitted to the participants.

6. FHWA added that there is a difference between an adverse effect on a historic property, and an adverse effect on the overall project site. FHWA drew a table to help depict this:



7. HHF acknowledged that there would be an adverse effect on the two bridges (Kapakahi and Waikele) since they would be removed and replaced in their entirety. HHF added that previous discussion on the adverse effect to the former OR&L ROW resulting in possible

mitigation to provide interpretive signage should still apply; what's the scale of this? HDOT clarified that any discussion on prior mitigation was not final and that this is still being discussed. HDOT summarized the prior mitigations as follows:

- HAER documentation for each of the two bridges.
- Salvage of parts from the Kapakahi Stream Bridge for HRS to use for interpretive purposes.
- Providing a context sensitive design for the Kapakahi and Waikele Stream Bridges to reflect the historic design features of the bridges.
- Providing interpretive signage for the historic properties subject to adverse effect.

8. HHF stated that the story of use of the former OR&L ROW should be told but that the question is how best to do this. After further discussion, HHF offered the following suggested elements of an interpretive plan, subject to implementation:

    - A display in the HRS museum containing salvage piece(s) of the Kapakahi Stream Bridge.
    - Interpretive signage should be placed along the section of the former OR&L ROW that is part of the NRHP and SIHP. The interpretive signs should be spaced approximately every 0.5 miles, not including the interpretive signage for the Kapakahi and Waikele Stream Bridges. The locations for the interpretive signage could be adjusted based on practical considerations so that a strict distance interval should not detract from the point of providing the signage.
    - The names of the two bridges, above, could be placed into the bridge concrete formwork in relief.
    - The digital files containing the informational content used for the interpretive signage could be placed on a website, or it could be used to prepare a brochure or presentation for sharing on-line.

9. HRS clarified that they want the two end pieces of the east end of the Kapakahi Bridge and indicated that they would only require that the salvage be delivered to the HRS rail yard and that they would "take it from there." Each of the two end pieces would need to be about three feet long. The bridge salvage would be used to provide an interpretive display showing a 3D perspective of how the bridge would have been used in its historic 1940s era context.

10. HDOT asked the group if there are any objections to the HHF proposal. The parties present each indicated their agreement and favored the proposal; there were no objections. HBL added that if possible, the surface of the bikeway should have a pattern similar to wood grain which would benefit users of the bikeway with improved traction. HBL later retracted their proposal.

11. HDOT acknowledged that they heard all comments concerning agreement with the HHF proposal, and added the question: How does this affect the Section 106 process if the non-eligible portion of the Leeward Bikeway is later determined to be eligible? A summary of points raised as this was discussed included:

    - HBL stated that it would be difficult to determine where some of the old railroad tracks were once located since many of them are no longer there.

- HDOT stated it would not be possible to avoid using the former OR&L ROW railway alignment at each of the bridge crossings because the bridges are along the same alignment as the railroad bridges.
- HRS noted that they do not foresee going back to this area to maintain train operations.
- A general statement that it is important to know where the pipelines in the energy corridor are located because they would have to be addressed [in the event that a new alignment is required].
- NTHP and ACHP will review the history information that will be provided by HDOT.

12. Concerning next steps, HDOT reminded the group that it will be providing the history information as requested by ACHP and stated that there is only one segment of the former OR&L ROW that would be reviewed for eligibility under the NRHP and SIHP. HDOT then asked: as this matter is being reviewed, could the FHWA agree that HDOT could begin preparation of a MOA to incorporate the mitigation content that was discussed at today's meeting? FHWA indicated yes to the preparation of a draft.

13. HDOT next discussed the date and time for next month's Section 106 meeting. A number of the participants thanked the ACHP, NTHP, and FHWA for calling in, understanding the time difference in the mainland east coast. The next meeting was thereafter scheduled for 1:30 pm Hawai‘i Standard Time, March 14, 2018. All consulting parties will be provided with a reminder of the date, time and location.

14. The meeting concluded at about 3:15 pm.

E-mail Attachments:

- E-mail to Leeward Bikeway consulting parties from HDOT, 2/14/2018: 2:37 pm:
  *Interpretive Signage Examples, Internet Accessed February 2018, HDOT/RMTC.
- E-mail to Leeward Bikeway consulting parties from HDOT, 2/13/2018: 4:39 pm:
  *Leeward Bikeway - 20180213 Draft Schedule
  *Photographs of Kapakahi and Waikele Stream Bridges
  *Drawings: Kapakahi Stream Bridge Plan and Section, and Waikele Stream Bridge Plan and Section
- E-mail to Leeward Bikeway consulting parties from HDOT, 2/7/2018: 5:27 pm
  *Leeward Bikeway Section 106 Consultation Meeting Notes of 1/17/2018 (Final)
  * Leeward Bikeway Section 106 Consultation Meeting Handouts

Appendix B

Comments Received during the Pre-Assessment Consultation for the Environmental Assessment and Responses from the Hawai'i Department of Transportation)

Appendix B - Comments Received during the Pre-Assessment Consultation for the Environmental Assessment and Responses from the Hawai‘i Department of Transportation

Pre-Assessment Consultation for the Environmental Assessment (EA)

Early input was solicited from public and private agencies, organizations, and individuals to inform and obtain input on relevant issues or concerns that should be considered in the preparation of the EA documentation for the project.

The project was coordinated with the U. S. Army Corps of Engineers (USACE) early in the planning process and included meetings, phone calls, and overall coordination of the project. In addition, pre-assessment consultation letters and/or emails were sent to a number of agencies, organizations, and individuals to notify and initiate consultation for the preparation of the Chapter 343, Hawai‘i Revised Statutes (HRS), EA for the project. The purpose of the pre-assessment consultations were to accomplish the following:

- Solicit input to help identify environmental and permitting issues to be considered and addressed in the upcoming EA; and
- Inform agencies, organizations, and individuals regarding ongoing activities in the Leeward Bikeway area and the upcoming EA process.

The record of the agencies, organizations, and individuals contacted for the pre-assessment consultation, comment letters, and response letters are listed in the table below:

No.	Pre-Consultation Letter	Pre-Consultation Letter Date	Pre-Consultation Comment Letter Date	Pre-Consultation Response Letter Date	DEA Section Reference
Federal					
1	U. S. Fish and Wildlife Service, Pacific Islands Fish and Wildlife Office	12/26/2017	1/29/2018	In progress	Section 3.2
2	National Oceanic and Atmospheric Administration, National Marine Fisheries Service	In progress	In progress	In progress	--
3	U. S. Coast Guard	1/23/2018	2/28/2018	--	Section 4.1.2
State of Hawai‘i					
4	State of Hawai‘i, Department of Land and Natural Resources, Division of Forestry and Wildlife	1/22/2018	2/26/2018	3/13/2018	Section 3.2.1
5	State of Hawai‘i, Department of Land and Natural Resources, Division of State Parks	2/2/2018	2/15/2018	3/13/2018	Sections 3.3.9 and 4.2.7
6	State of Hawai‘i, Department of Land and Natural Resources, State Historic Preservation Division	2/2/2018	2/28/2018	In progress	--
7	State of Hawai‘i, Office of Planning	2/2/2018	2/23/2018	3/13/2018	Sections 3.1; 4.2.1; 4.2.3; 5.0; and 6.0
8	State of Hawai‘i, Department of Health, Clean Water Branch	2/2/2018	2/12/2018	3/13/2018	Sections 3.1.3; 3.1.4; and 5.0

No.	Pre-Consultation Letter	Pre-Consultation Letter Date	Pre-Consultation Comment Letter Date	Pre-Consultation Response Letter Date	DEA Section Reference
9	State of Hawai‘i, Department of Education	2/2/2018			
10	State of Hawai‘i, Department of Education, Ewa Elementary School	2/2/2018			
11	State of Hawai‘i, Department of Education, Honowai Elementary	2/2/2018			
12	State of Hawai‘i, Department of Education, Holomua Elementary	2/2/2018	2/5/2018	--	--
13	State of Hawai‘i, Department of Education, Waipahu Intermediate School	2/2/2018			
14	State of Hawai‘i, Department of Education, Kapolei Middle School	2/2/2018			
15	State of Hawai‘i, Department of Education, Waipahu Elementary School	2/2/2018			
16	State of Hawai‘i, Department of Education, Waipahu High School	2/2/2018			
17	State Representative Henry J.C. Aquino District 38	2/2/2018			
18	State Representative Ty J.K. Cullen District 39	2/2/2018			
19	State Representative Bob McDermott District 40	2/2/2018			
20	State Representative Matthew S. LoPresti District 41	2/2/2018			
21	State Representative Sharon E. Har District 42	2/2/2018			
22	State Representative Andria P.L. Tupola District 43	2/2/2018			
23	State Senator Will Espero District 19	2/2/2018			
24	State Senator Mike Gabbard District 20	2/2/2018			
25	State of Hawai‘i, Department of Land and Natural Resources, Division of Aquatic Resources	2/13/2018	2/21/2018	3/13/2018	Section 3.2.1
City and County of Honolulu					
26	City and County of Honolulu Department of Planning and Permitting	2/2/2018	2/16/2018	3/13/2018	Section 3.1.1; 3.2.2; 4.2.3; 4.3.1; 4.3.3; 4.3.4; 4.3.9; 4.3.10; and 5.0
27	City and County of Honolulu Department of Parks and Recreation	2/2/2018			
28	Waipahu Neighborhood Board No. 22	2/2/2018 2/23/2018			
29	Ewa Neighborhood Board No. 23	2/2/2018 2/23/2018			
30	Makakilo/Kapolei Neighborhood Board No. 34	2/2/2018 2/23/2018			
31	City and County of Honolulu Honolulu Police Department	2/2/2018			
32	City and County of Honolulu Honolulu Fire Department	2/2/2018			

No.	Pre-Consultation Letter	Pre-Consultation Letter Date	Pre-Consultation Comment Letter Date	Pre-Consultation Response Letter Date	DEA Section Reference
33	City and County of Honolulu Department of Transportation Services	2/2/2018	2/20/2018	3/13/2018	Sections 2.5.3; 3.3.1; 6.0; 6.6; 6.7; and 7.0
34	Ms. Kymberly Marcos Pine Honolulu City Council District 1	2/2/2018			
35	Mr. Brandon Elefante Honolulu City Council District 8	2/2/2018			
36	Mr. Ron Menor Honolulu City Council District 9	2/2/2018			
Organizations					
37	Ewa Community Association	2/2/2018			
38	West Loch Fairways Association	2/2/2018			
39	West Loch Estate Homeowners Association	2/2/2018			
40	Hawaii Bicycling League	2/2/2018			
41	Bishop Museum	2/2/2018			
42	Texaco	2/2/2018			
43	Hawaiian Railway Society	2/2/2018			
44	Hawaiian Trail and Mountain Club	2/2/2018			
45	Hawaiian Telcom	2/2/2018			
46	Hawaiian Electric Company	2/2/2018			
47	Historic Hawaii Foundation	2/2/2018			
48	Kamehameha Schools	2/2/2018			
49	Oceanic Time-Warner Cable	2/2/2018			
Individuals					
50	Mr. Frank Streed	2/5/2018			
51	Mr. John Girmsey	2/5/2018			
52	Mr. Harry Leyden	2/5/2018			
53	Mr. Harley Sugiyama	2/5/2018			
54	Mr. Rock Riggs	2/5/2018			
55	Ms. Flora Patton	2/5/2018	2/5/2018	--	--
56	Mr. John Rodgers	2/5/2018			
57	Ms. Eileen Gawrys	2/5/2018			
58	Mr. Brendon Hanna	2/5/2018			
59	Mr. Jasen Lane	2/5/2018			
60	Mr. Ken MacDowell	2/5/2018			
61	Mr. Ron Menor	2/5/2018			
62	Mr. Tony Palermo	2/5/2018			
63	Mr. Larry & Ms. Mariea Vaughan	2/5/2018			
64	Mr. Greg Sellona	2/5/2018			
65	Mr. Larry Howard	2/5/2018			
66	Ms. Sue Miller	2/5/2018			
67	Mr. Lee Stewart	2/5/2018			
68	Mr. Robert Moses	2/5/2018			
69	Mr. Brian Moreno	2/5/2018			
70	Mr. Jon Lott	2/5/2018			
71	Mr. Daniel Carbonel	2/5/2018			
72	Mr. David Heiniluoma	2/5/2018			
73	Ms. Lois Heiniluoma	2/5/2018			
74	Mr. Chad Taniguchi	2/5/2018	2/7/2018	--	Section 6.6
75	Mr. Jon Lindstrom	2/5/2018			
76	Mr. John Lai	2/5/2018	2/5/2018	--	--
77	Mr. Patrick Gartside	2/5/2018			
78	Mr. Chris Hodges	2/5/2018			
79	Mr. Tom Hopkins	2/5/2018			
80	Mr. JR Ramos	2/5/2018			
81	Mr. BJ Talaro	2/5/2018			
82	Mr. Justin Jiminez	2/5/2018			

No.	Pre-Consultation Letter	Pre-Consultation Letter Date	Pre-Consultation Comment Letter Date	Pre-Consultation Response Letter Date	DEA Section Reference
83	Mr. Amador Saedang Jr.	2/5/2018			
84	Mr. Brian Shiro	2/5/2018			
85	Mr. Bill Young	2/5/2018	2/5/2018	2/7/2018	--
86	Ms. Torsie Young	2/5/2018			
87	Mr. Caesar Pacis	2/5/2018			
88	Ms. Candace Witt	2/5/2018			
89	Mr. Ted Witt	2/5/2018			
90	Mr. Rob Lahoe	2/5/2018			
91	Mr. Rogelio R. Caronan	2/5/2018			
92	Ms. Terry Smarsh	2/5/2018			
93	Ms. Gina Plarisan	2/5/2018			
94	Ms. Renee Nixon	2/5/2018			
95	Ms. Kellen Smith	2/5/2018			
96	Mr. Reef Amano	2/5/2018			
97	Ms. Lea Hong	2/5/2018			
98	Mr. Randy Ching	2/5/2018			
99	Mr. John Goody	2/5/2018			

Of the 99 agencies, organizations, and individuals contacted, 16 responded. The complete record of pre-assessment consultation letters, comment letters, and response letters is provided below.

A future opportunity for public comments will be made available following publication of this Draft EA with the OEQC. All relevant written public comments received during the 30-day public comment period will receive a written response for inclusion and use in the preparation in the project's forthcoming Final EA.

Federal Pre-Assessment Consultations - Comments and Responses

DAVID Y. IGE
GOVERNOR

STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
869 PUNCHBOWL STREET
HONOLULU, HAWAII 96813-5097

JADE T. BUTAY
INTERIM DIRECTOR

Deputy Directors
ROSS M. HIGASHI
EDWIN H. SNIFFEN
DARRELL T. YOUNG

IN REPLY REFER TO:

HWY-DD 2.5678

December 26, 2017

Ms. Mary Abrams, Field Supervisor
Department of the Interior
U.S. Fish and Wildlife Service
Pacific Islands Fish and Wildlife Office
300 Ala Moana Boulevard
Box 50088
Honolulu, Hawaii 96850-5000

Dear Ms. Abrams:

Subject: Leeward Bikeway Project: Philippine Sea Road to Waipahu Depot Street
Ewa District, Island of Oahu
Federal Aid Project No. STP-BW-0300(8)
Tax Map Key: (Portions of) (1) 9-1-69: 002, 003, 010; 9-3-01: 006; 9-3-02: 029; and 9-4-01: 002
Reduction in Project Action Area and Update of Species and Critical Habitat List under Section 7, Endangered Species Act

The Federal Highway Administration (FHWA) intends to fund the Leeward Bikeway Project and therefore is considered a federal action. On behalf of FHWA, the State of Hawaii Department of Transportation (HDOT), Highways Division, requests a list of threatened and endangered plant and animal species and critical habitats within the vicinity of the project to enable an appropriate determination for this project under Section 7 of the Endangered Species Act (ESA).

Per the August 7, 1986, letter from the FHWA to U.S. Fish and Wildlife Service (USFWS), the FHWA has designated State highway or transportation agencies as non-federal representatives to conduct informal consultations. However, the FHWA remains responsible for all findings and determinations charged to the agency during the Section 7 process.

All official letters to the USFWS shall be transmitted under the HDOT letterhead. All determination letters regarding the findings will be transmitted under the FHWA letterhead.

The proposed project is located in the Ewa District, Island of Oahu, Hawaii. A map of the project area is enclosed (enclosure 1). The proposed undertaking involves the construction of a new 8 foot- to 10 foot-wide asphalt concrete bikeway facility within the 40-foot wide former Oahu Railroad & Land Company right-of-way (OR&L ROW) beginning at Philippine Sea Road and extending east to Waipahu Depot Road. The bikeway would consist of two sections connected by the existing approximately two mile West Loch Bike Path on either end to form a continuous path. The first section of the bikeway would begin at Philippine Sea Road (Station 0+00) and extend approximately 10,500 feet east to connect with the southwest end of the West Loch Bike Path (Station 104+88.59). The second section of the bikeway would begin at the northeast end of the West Loch Bike Path (Station 117+00) and extend approximately 6,900 feet east to its terminus at Waipahu Depot Street (Station 185+72). Along most of its length the bikeway facility would be separated from vehicular traffic. However, where the bikeway crosses existing roadways (i.e., Kapolei Parkway and Fort Weaver Road), the bikeway users would be guided using new or existing roadway crossings and signalization.

The Action Area for construction of the proposed project would be approximately 17.78 acres, and include the area proposed for the installation of erosion controls, minor grading, stockpiling, construction of the bikeway, replacement of two bridges (i.e., Kapakahi and Waikele Stream Bridges), storm drain improvements near Kapolei Parkway, relocation of utility lines and poles, construction of retaining walls, relocation and replacement of existing fencing, and installation of bollards, signage and striping. Please refer to the enclosed site plans showing the project Action Area (enclosure 2). Part of the Action Area is between Philippine Sea Road and the southwest end of the West Loch Bike Path, and the second part of the Action Area would begin at the northeast end of the West Loch Bike Path and end at Waipahu Depot Street. The total length of both sections is approximately 17,400 linear feet (lf). No work is proposed along the existing West Loch Bike Path. The width of the Action Area along the majority of the bikeway would be approximately 40 feet wide and encompass the former OR&L ROW. Along various sections of the bikeway the Action Area would extend up to approximately 52 feet wide where there is need for grading, construction of retaining walls, and other improvements located outside the former OR&L ROW. Additional areas required for the project outside the former OR&L ROW would include an approximately 9,104 square foot staging area to support the reconstruction of the Kapakahi Stream Bridge and an approximately 8,000 square foot staging area to support the reconstruction of the Waikele Stream Bridge.

Construction is expected to commence in late 2018. No night work is expected during construction. Approximately 12 months will be required for construction.

Previous correspondence was undertaken in 2010 with the USFWS, reference 2011-TA-0032 (see enclosure 3), for a larger action area that included a previously proposed 14.2 mile bikeway stretching from Lualualei Naval Road in Nanakuli to Waipio Point Access Road in Waipahu. Based on correspondence received from the USFWS on December 6, 2010 there are no listed species or critical habitat within the project boundary.

However, the USFWS noted that the federally listed Hawaiian stilt (*Himantopus mexicanus knudseni*), Hawaiian moorhen (*Gallinula chloropus sandvicensis*), Hawaiian coot (*Fulica alai*), and Hawaiian Duck (*Anas wyvilliana*), collectively referred to as Hawaiian waterbirds, are in the vicinity at various locations along the previously proposed 14.2 mile bikeway.

Since the 2010 correspondence the project limits have been reduced to consist of two shorter sections connected by the existing approximately two mile West Loch Bike Path. While the HDOT remains committed to the completion of the full alignment of the Leeward Bikeway project, the section between Nanakuli and Philippine Sea Road is not possible at this time due to a number of obstacles including the locations of historic resources, existing land uses, and public and fiscal concerns. For this reason the HDOT has modified the length of the project. The selection of the current project extents between Philippine Sea Road and Waipahu Depot Road is based on the results of consultations with the community and governmental agencies, the desire to fulfill regional and development plans, and the need to fulfill the 1980 deed requirements. By reducing the project extents the HDOT will ensure the development of a large portion of the bikeway that will provide a safe and secure alternative to non-motorized transportation, while minimizing impacts, meeting current environmental regulatory requirements, and meeting the HDOTs fiscal abilities. Due to the reduced project size and confinement of construction activities and equipment to the project area, we respectfully request an updated species list for the proposed action.

Please provide your written response to Robert Sun, P.E., of our Highway Design Section, Design Branch, Highways Division or thru email at Robert.Sun@hawaii.gov, or by U. S. Postal Service to State of Hawaii, Department of Transportation, Highways Division, 601 Kamokila Boulevard, Room 609, Kapolei, Hawaii 96707 and reference letter no. HWY-DD 2.5678 as provided above.

Should you have any questions, please contact Robert Sun at (808) 692-7578. Thank you for your assistance.

Sincerely,

CURTIS MATSUDA
Acting Engineering Program Manager
Design Branch, Highways Division

Enclosures

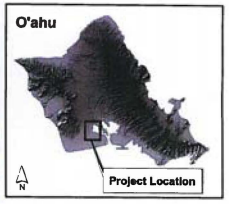
c: Meesa Otani, FHWA
Brian Takeda and Stacy Armstrong, R. M. Towill Corporation

Enclosure 1, Project Location Map
Enclosure 2, Site Plans and Proposed Action Area (Sta. 0+00 to Sta. 185+72)
Enclosure 3, Previous Correspondence:

1. October 26, 2010, NEPA Consultation under Section 7, Endangered Species Act, Leeward Bikeway, Districts of Ewa and Waianae, Oahu, Hawaii, Federal-Aid Project No. STP-BW-0300(8), from Brian Takeda, Planning Project Coordinator, R. M. Towill Corporation, to Loyal Mehrkoff, Field Supervisor, USFWS.

2. December 6, 2010, 2011-TA-0032 Leeward Bikeway Supplemental Draft EA, Districts of Ewa and Waianae, Oahu, Hawaii, Federal-Aid Project No. STP-BW-0300(8). Email from Aaron Nadig, USFWS, to Gail Atwater, R. M. Towill Corporation.

Enclosure 1, Project Location Map



Legend

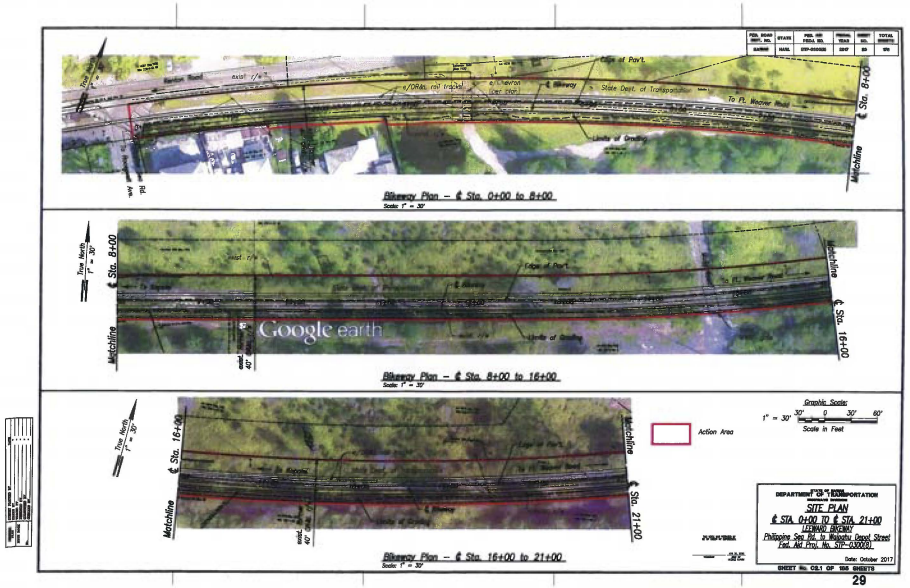
- Former OR&L ROW
- Existing West Loch Bike Path
- Leeward Bikeway

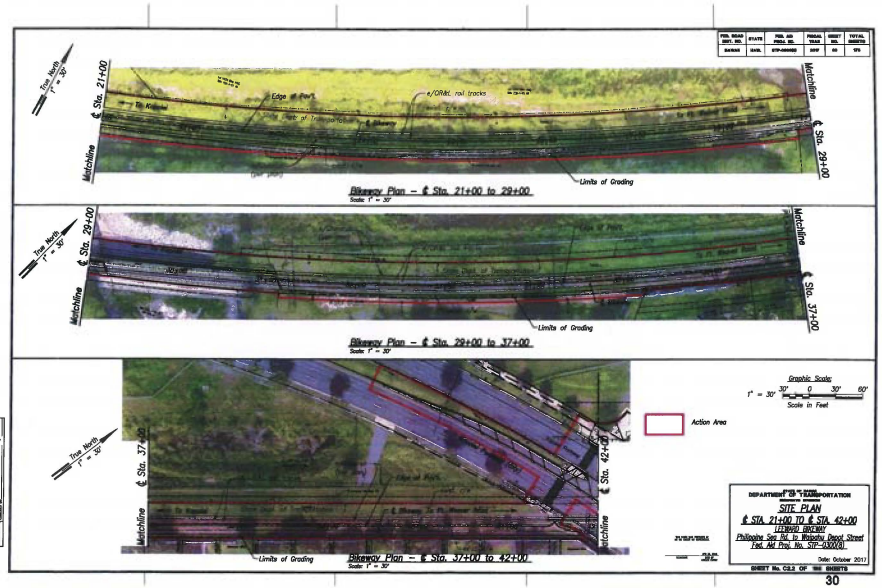
0 1,000 2,000 4,000 Feet

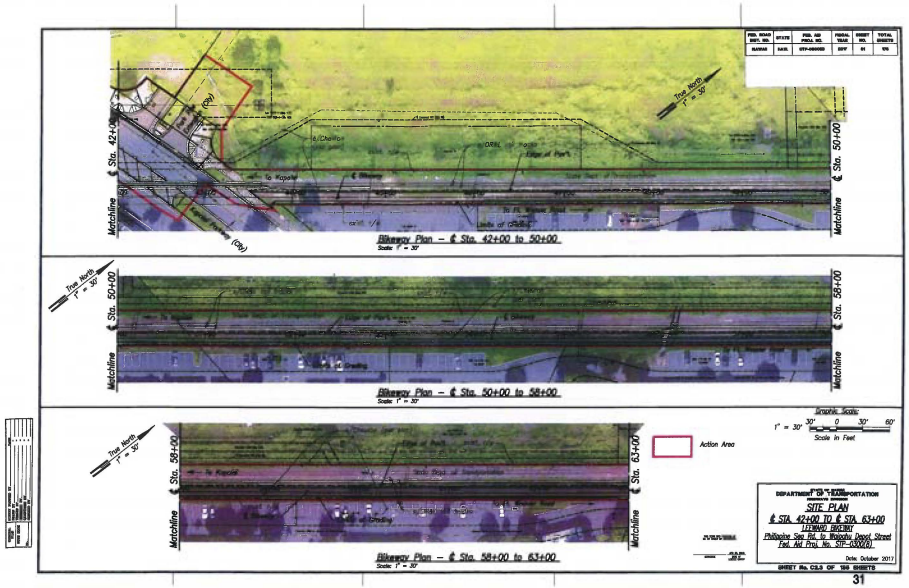
Project Location
Leeward Bikeway:
Philippine Sea Road to
Waipahu Depot Street
Ewa District, O'ahu, Hawai'i

R. M. TOWILL CORPORATION

Enclosure 2, Site Plans and Proposed Action Area (Sta. 0+00 to Sta. 185+72)

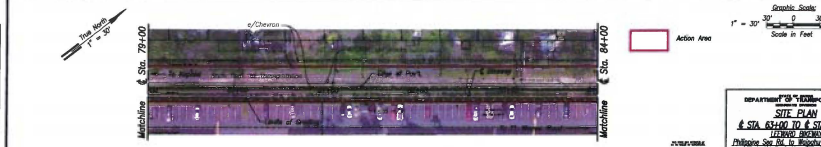



FED. ROAD DIST. NO.
STATE
FED. AID PROJ. NO.
FISCAL YEAR
SHEET NO.
TOTAL SHEETS
HAWAII
HAWAII
STP-0300(8)
2017
30
115
True North 1" = 30'
℄ Sta. 21+00
Matchline
Edge of Park
e/CRWL rail tracks
℄ Sta. 29+00
Limits of Grading
Bikeway Plan – ℄ Sta. 21+00 to 29+00
Scale: 1" = 30'
℄ Sta. 29+00
℄ Sta. 37+00
Bikeway Plan – ℄ Sta. 29+00 to 37+00
Scale: 1" = 30'
℄ Sta. 37+00
℄ Sta. 42+00
Bikeway Plan – ℄ Sta. 37+00 to 42+00
Scale: 1" = 30'
Graphic Scale
1" = 30'
30' 0 30' 60'
Scale in Feet
Action Area
DEPARTMENT OF TRANSPORTATION
SITE PLAN
℄ STA. 21+00 TO ℄ STA. 42+00
KEAHOLE BIKEWAY
Philippine Sea Rd. to Waipahu Depot Street
Fed. Aid Proj. No. STP-0300(8)
Date: October 2017
SHEET No. C1.3 OF 115 SHEETS


FED. ROAD DIST. NO.
STATE
FED. AID PROJ. NO.
FISCAL YEAR
SHEET NO.
TOTAL SHEETS
HAWAII
HAWAII
STP-0300(8)
2017
31
115
True North 1" = 30'
℄ Sta. 42+00
Matchline
e/Chainlink
e/CRWL rail tracks
Edge of Park
℄ Sta. 50+00
Bikeway Plan – ℄ Sta. 42+00 to 50+00
Scale: 1" = 30'
℄ Sta. 50+00
℄ Sta. 58+00
Bikeway Plan – ℄ Sta. 50+00 to 58+00
Scale: 1" = 30'
℄ Sta. 58+00
℄ Sta. 63+00
Bikeway Plan – ℄ Sta. 58+00 to 63+00
Scale: 1" = 30'
Graphic Scale
1" = 30'
30' 0 30' 60'
Scale in Feet
Action Area
DEPARTMENT OF TRANSPORTATION
SITE PLAN
℄ STA. 42+00 TO ℄ STA. 63+00
KEAHOLE BIKEWAY
Philippine Sea Rd. to Waipahu Depot Street
Fed. Aid Proj. No. STP-0300(8)
Date: October 2017
SHEET No. C1.3 OF 115 SHEETS

Bikeway Plan – ℄ Sta. 63+00 to 71+00
Scale: 1" = 30'

Bikeway Plan – ℄ Sta. 71+00 to 79+00
Scale: 1" = 30'



Bikeway Plan – ℄ Sta. 79+00 to 84+00
Scale: 1" = 30'

Graphic Scale:
1" = 30' 30' 0 30' 60'
Scale in Feet

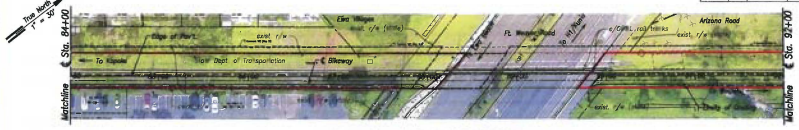
Action Area

DEPARTMENT OF THE ARMY
DEPARTMENT OF TRANSPORTATION

SITE PLAN
℄ STA. 63+00 TO ℄ STA. 84+00
(ID:9900, 9903)
Philippine Sea Rd. to Waipahu Depot Street
Fed. Aid Proj. No. STP-0300(3)

Date: October 2017

SHEET No. C3.4 OF 316 SHEETS



Bikeway Plan – ℄ Sta. 84+00 to 92+00
Scale: 1" = 30'

Bikeway Plan – ℄ Sta. 92+00 to 100+00
Scale: 1" = 30'

Bikeway Plan – ℄ Sta. 100+00 to 104+88.59
Scale: 1" = 30'

Graphic Scale:
1" = 30' 30' 0 30' 60'
Scale in Feet

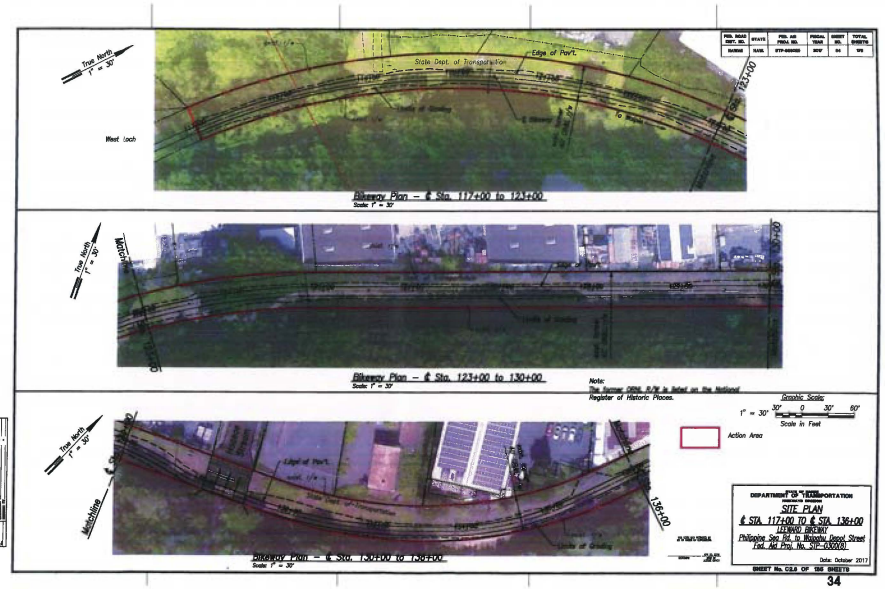
Action Area

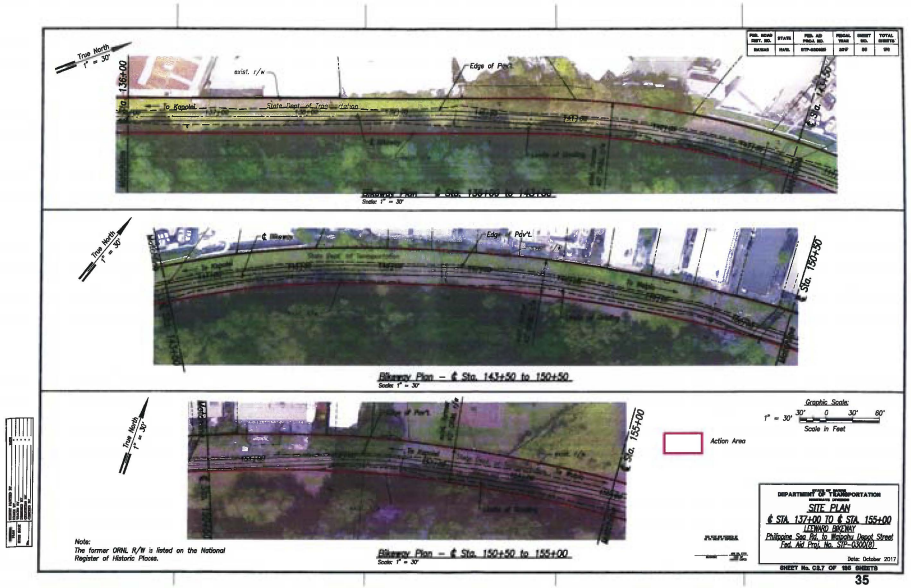
DEPARTMENT OF THE ARMY
DEPARTMENT OF TRANSPORTATION

SITE PLAN
℄ STA. 84+00 TO ℄ STA. 104+88.59
(ID:9900, 9903)
Philippine Sea Rd. to Waipahu Depot Street
Fed. Aid Proj. No. STP-0300(3)

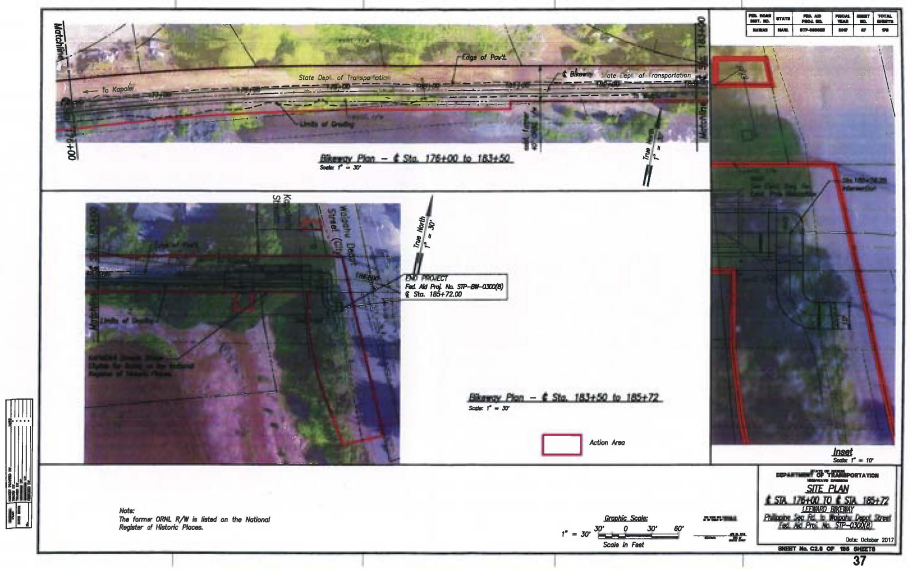
Date: October 2017

SHEET No. C3.5 OF 316 SHEETS


True North
1" = 30'
West Loch
State Dept. of Transportation
Edge of Pav't.
exist. r/w
123+00
Bikeway Plan – ℄ Sta. 117+00 to 123+00
Scale 1" = 30'
Mattolole
Bikeway Plan – ℄ Sta. 123+00 to 130+00
Scale 1" = 30'
Note:
The former ORNL R/W is listed on the National Register of Historic Places.
Graphic Scale
1" = 30'
30' 0 30' 60'
Scale in Feet
Action Area
Edge of Pav't.
exist. r/w
136+00
Bikeway Plan – ℄ Sta. 130+00 to 136+00
Scale 1" = 30'
DEPARTMENT OF TRANSPORTATION
SITE PLAN
℄ STA. 117+00 TO ℄ STA. 136+00
LEEWARD BIKEWAY
Philippine Sea Rd. to Waipahu Depot Street
Fed. Aid Proj. No. STP-0000(0)
Date: October 2017
SHEET No. C13 OF 195 SHEETS
34


True North
1" = 30'
136+00
exist. r/w
Edge of Pav't.
To Kapolei
State Dept. of Transportation
143+50
Bikeway Plan – ℄ Sta. 136+00 to 143+50
Scale 1" = 30'
℄ Bikeway
Edge of Pav't.
150+50
Bikeway Plan – ℄ Sta. 143+50 to 150+50
Scale 1" = 30'
Note:
The former ORNL R/W is listed on the National Register of Historic Places.
Graphic Scale
1" = 30'
30' 0 30' 60'
Scale in Feet
Action Area
155+00
Bikeway Plan – ℄ Sta. 150+50 to 155+00
Scale 1" = 30'
DEPARTMENT OF TRANSPORTATION
SITE PLAN
℄ STA. 137+00 TO ℄ STA. 155+00
LEEWARD BIKEWAY
Philippine Sea Rd. to Waipahu Depot Street
Fed. Aid Proj. No. STP-0000(0)
Date: October 2017
SHEET No. C17 OF 195 SHEETS
35

Bikeway Plan – ℄ Sta. 155+00 to ℄ Sta. 162+50
Scale 1" = 30'
Bikeway Plan – ℄ Sta. 162+50 to 170+00
Scale 1" = 30'
Bikeway Plan – ℄ Sta. 170+00 to 176+00
Scale 1" = 30'
Eligible for listing on the National Register of Historic Places.
Note:
The former ORNL R/W is listed on the National Register of Historic Places.
Graphic Scale
1" = 30'
Scale in Feet
Action Area
DEPARTMENT OF TRANSPORTATION
SITE PLAN
℄ STA. 155+00 TO ℄ STA. 176+00
Philippine Sea Rd. to Waipahu Depot Street
Fed. Aid Proj. No. STP-0300(8)
Date: October 2017
SHEET No. C1.8 OF 196 SHEETS


Bikeway Plan – ℄ Sta. 176+00 to 183+50
Scale 1" = 30'
Bikeway Plan – ℄ Sta. 183+50 to 185+72
Scale 1" = 30'
Inset
Scale 1" = 10'
EXIT PROJECT
Fed. Aid Proj. No. STP-0300(8)
℄ Sta. 185+72.00
Note:
The former ORNL R/W is listed on the National Register of Historic Places.
Graphic Scale
1" = 30'
Scale in Feet
Action Area
DEPARTMENT OF TRANSPORTATION
SITE PLAN
℄ STA. 176+00 TO ℄ STA. 185+72
Philippine Sea Rd. to Waipahu Depot Street
Fed. Aid Proj. No. STP-0300(8)
Date: October 2017
SHEET No. C1.9 OF 196 SHEETS

Enclosure 3, Previous Correspondence:

1. October 26, 2010, NEPA Consultation under Section 7, Endangered Species Act, Leeward Bikeway, Districts of 'Ewa and Wai'anae, O'ahu, Hawai'i, Federal Aid Project No. STP-BW-0300(8), from Brian Takeda, Planning Project Coordinator, R. M. Towill Corporation, to Loyal Mehrkoff, Field Supervisor, USFWS.

2. December 6, 2010, 2011-TA-0032 Leeward Bikeway Supplemental Draft EA, Districts of 'Ewa and Wai'anae, O'ahu, Hawai'i, Federal Aid Project No. STP-BW-0300(8). Email from Aaron Nadig, USFWS, to Gail Atwater, R. M. Towill Corporation.

2024 North King Street
Suite 200
Honolulu, Hawaii 96819-3494
Telephone 808 842 1133
Fax 808 842 1937
eMail rmtowill@hawaii.rr.com

R. M. TOWILL CORPORATION
SINCE 1930

Planning
Engineering
Environmental Services
Photogrammetry
Surveying
Project and Construction Management

October 26, 2010

Mr. Loyal Mehrkoff
U.S. Fish and Wildlife Service
PJKK Room 3-122
300 Ala Moana Boulevard
Honolulu, Hawai'i 96850

NEPA Consultation under Section 7, Endangered Species Act
Federal Aid Project No. STP-BW-0300(8)
Districts of 'Ewa and Wai'anae, O'ahu, Hawai'i
TMK: (1) 8-9-1; 8-7-08; 8-9-06; 9-3-15, 16, 17; 9-3-01; 9-4-02; 9-4-01

Dear Mr. Mehrkoff:

On behalf of the Hawai'i Department of Transportation, Highways Division, we request NEPA Consultation under Section 7 of the Endangered Species Act for the above-referenced project. Please find attached one hard copy and one CD with a PDF of the October 2010 Supplemental Draft Environmental Assessment prepared in accordance with Chapter 343, Hawai'i Revised Statutes.

Attached for your reference is previous consultation with your agency in conjunction with the 2000 Final Environmental Assessment for Leeward Bikeway.

Please limit your response to this request for consultation to the Leeward Bikeway portion of the project as presented in the October 2010 Supplemental Draft Environmental Assessment. All NEPA consultation for the portion of the project involving the Betty Nagamine Bliss Memorial Overlook will be conducted separately by your agency.

We ask that your response be forwarded to:

R. M. Towill Corporation
attn: Brian Takeda
2024 N. King Street, Suite 200
Honolulu, HI 96819-3494

Sincerely,

Brian Takeda

Brian Takeda
Planning Project Coordinator

attachments

cc: Mr. Robert Sun
Department of Transportation, Highways Division
Highway Design Branch
601 Kamokila Blvd., Room 609
Kapolei, HI 96707

Mr. Abraham Wong, Administrator
Federal Highway Administration, Hawaii Division
300 Ala Moana Blvd, #3306
Honolulu, HI 96850

Mr. David Ellis
U.S. Fish & Wildlife Service, Oahu NWRC
66-590 Kamehameha Highway, Rm 2-C
Haleiwa, HI 96712

OEQC Publication Form
The Environmental Notice

Instructions to Applicant or Agency:
1. Fill out this Publication Form and email to: oeqc@doh.hawaii.gov
2. Send a pdf copy of the EA / EIS and 2 hardcopies to OEQC. Mahalo.

Name of Project:	Supplemental Draft Environmental Assessment for Leeward Bikeway, Federal Aid Project No. STP-BW-0300(8), Districts of Wai'anae and 'Ewa, O'ahu, Hawai'i, incorporating the Betty Nagamine Bliss Memorial Overlook, Pearl Harbor National Wildlife Refuge, District of 'Ewa, O'ahu, Hawai'i
Applicable Law:	Chapter 343, HRS
Type of Document:	Supplemental Draft Environmental Assessment
Island:	O'ahu
District:	'Ewa and Wai'anae
TMK:	(1) 8-9-1; 8-7-08; 8-9-06; 9-3-15,16,17; 9-3-01; 9-4-02; 9-4-01
Permits Required:	Leeward Bikeway: CWA Noise Permit; NPDES Permits; CZM Federal Consistency Determination; Section 106 Consultation; Department of the Army Section 404 and Section 10; Section 401; Stream Channel Alteration Permit; Grading Permit; and Special Management Area Use Permit. Betty Nagamine Bliss Memorial Overlook: Permits will be sought independently by USFWS.
Name of Applicant or Proposing Agency:	State of Hawai'i Department of Transportation, Highways Division
Address	601 Kamokila Boulevard, Room 609
City, State, Zip	Kapolei, Hawai'i 96707
Contact and Phone	Contact: Robert Sun, 808 692-7578
Approving Agency:	State of Hawai'i
Address	Department of Transportation, Highways Division
City, State, Zip	601 Kamokila Boulevard, Room 609
Contact and Phone	Kapolei, Hawai'i 96707 Contact: Robert Sun, 808 692-7578
Consultant	R. M. Towill Corporation
Address	2024 North King Street, Suite 200
City, State, Zip	Honolulu, Hawai'i 96819
Contact and Phone	Contact: Brian Takeda, 808 842-1133

Project Summary: Summary of the direct, indirect, secondary, and cumulative impacts of the proposed action (less than 200 words).

The State Department of Transportation (DOT) proposes to construct the Leeward Bikeway extending 14.2 miles within the former O'ahu Railroad and Land Company (OR&L) railroad right-of-way from the vicinity of Waipi'o Point Access Road in Waipahu to Lualualei Naval Road in Nānākuli, O'ahu. The Supplemental DEA updates an August 2000 FEA and FONSI for Leeward Bikeway, a continuous, 9- to 10-foot wide, separated asphalt concrete bicycle and pedestrian path sharing the 40-foot ROW with railroad operations of the Hawaiian Railway Society. Bikeway construction involves clearing, grubbing, demolition, grading, asphalt concrete paving, bridge replacements, retaining walls, sidewalk connection, storm drainage improvements, utility pole relocation, erosion controls, and fencing. As part of Leeward Bikeway Phase 1 construction, the USFWS proposes to establish the Betty Nagamine Bliss Memorial Overlook within the Pearl Harbor National Wildlife Refuge per a 2003 agreement with DOT. The proposed Overlook, comprised of a raised boardwalk with two platforms, will offer pedestrians and bicyclists views of West Loch, Wai'anae Mountains, and the Hono'uli'uli Unit of the Refuge. Removal of invasive mangrove and kiawe plants will open up view planes and increase habitat area. The SDEA evaluates potential environmental effects and mitigation measures, and assesses cumulative and secondary effects.

700 Bishop Street, Suite 900, Honolulu, Hawaii 96813

Telephone
808.523.8874
Facsimile
808.523.8950

February 4, 2000

Mr. Robert Smith
US Fish and Wildlife Service
300 Ala Moana Blvd., Room 3-122
Honolulu, HI 96850

Dear Mr. Smith:

Early coordination is requested from the US Fish and Wildlife Service (USFWS) regarding an Environmental Assessment (EA) prepared by the State Department of Transportation (DOT) and Earth Tech Inc. (Earth Tech) for the construction of the Leeward Bikeway Project. The proposed project is to be constructed in the easement of the former Oahu Railway & Land (OR & L) railroad from Lualualei Naval Road to the west end of the West Lock Bikeway, and then from the east end of the West Lock Bikeway to Waipio Point Access Road (Figure 1). Portions of the former OR & L railroad have been placed on the National Historic Register.

The purpose of this project is to provide access for the public along the historic former OR & L railroad as required in the deed transfer from the Federal DOT to the State DOT. The easement of the former railroad is 20 feet from the center (on either side) of the former tracks. The bikeway will be constructed in this easement on the mauka side in some areas, and the makai side in others. Construction of the new bikeway will include a 10-foot wide asphalt concrete pavement bikepath with 2-foot graded shoulders. Bridges, retaining walls, railroad crossings, culverts and other drainage features will also be constructed. An appropriate Best Management Plan will be incorporated for construction practices in accordance with the Department of Health (DOH) 401 Water Quality Certification.

Actions relevant to the USFWS, among others, include a review of threatened and endangered species. The project area is being surveyed and potential impacts and mitigation measures are currently being address by Mr. Eric Gunther of AECOS Inc. The impacts and proposed mitigation measures will be described in the Draft EA. A finding of no significant impact (FONSI) is anticipated for this project.

If you have any comments or questions please contact Karl Bromwell, the Earth Tech Project Manager, at 523-8874.

Sincerely,

Karl B. Bromwell

Karl Bromwell
Project Manager
Attachments: Figure 1

EARTH TECH

FISH AND WILDLIFE SERVICE
Pacific Islands Ecoregion
300 Ala Moana Boulevard, Room 3-122
Box 50088
Honolulu, Hawaii 96850

In Reply Refer To: JIS

APR 14 1999

Pericles Manthos
Hawaii Department of Transportation
869 Punchbowl Street
Honolulu, HI 96813-5097

Re: Pre-Environmental Assessment (EA) Scoping Comments for Bike Path Construction Along Oahu Railway and Land Company Right of Way (OR&L ROW), Oahu.

Dear Mr. Manthos:

The U.S. Fish and Wildlife Service (Service) has received your letter dated March 5, 1999, requesting general comments to assist in the preparation of an EA for the construction of a bike path along the OR&L ROW. The Service understands that the bike path will be eight to ten feet wide and will be constructed of concrete asphalt with two-foot graded shoulders. The edge of the bike path will be situated approximately thirteen feet from the centerline of the railroad tracks.

Comments
The Service suggests that a botanical survey be conducted in areas where brush will be cleared for bike path construction. Although the Ewa Plain is heavily impact by alien vegetation, there have been recent finds of rare, native species in the vicinity of the project site such as the discovery of a population of the endangered plant, *Abutilon menziesii*, in an abandoned sugar cane field.

The provided map does not include sufficient detail to enable the Service to provided site-specific comments on potential impacts to wetlands. However, the EA must clearly indicate if the proposed bike path construction will encroach upon habitats such streams, depressional wetlands, and/or anchialine pools. The EA should also clearly indicate how potential impacts to these habitats will be minimized or mitigated.

The Service appreciates your interest in protecting threatened and endangered species and in minimizing project-related impacts to fish and wildlife resources. If you have questions or comments, please contact Fish and Wildlife Biologist John Schmerfeld by telephone at (808) 541-3441 or by facsimile transmission at (808) 541-3470.

Sincerely,

Barbara A. Maxfield, Acting

for Robert P. Smith
Pacific Islands Manager

MAR 02 '00 12:36 8085413470 PAGE.02

From: Aaron_Nadig@fws.gov [mailto:Aaron_Nadig@fws.gov]
Sent: Monday, December 06, 2010 11:28 AM
To: Gail Atwater
Subject: 2011-TA-0032 Leeward Bikeway Supplemental Draft EA

Ms. Atwater,

This is in response to your October 26, 2010, letters received on October 28, 2010, requesting review of the Supplemental Draft EA for the Leeward Bikeway on the island of Oahu. There are no listed species or critical habitat within the proposed project boundary. Federally listed Hawaiian stilt (*Himantopus mexicanus knudseni*), Hawaiian moorhen (*Gallinula chloropus sandvicensis*), Hawaiian coot (*Fulica alai*), and Hawaiian Duck (*Anas* wyvilliana); collectively referred to as Hawaiian waterbirds are in the vicinity at various locations along the bike path; however, if all construction activities and equipment are confined to the project area, we agree that this project will not affect listed species.

Unless the project description changes, or new information reveals that the proposed project may affect listed species in a manner or to an extent not considered, or a new species or critical habitat is designated that may be affected by the proposed action, no further action pursuant to section 7 of the Endangered Species Act is necessary.

We will wait to comment on the Betty Nagamine Bliss Memorial Overlook separately after materials are provided. If you have questions, please feel free to contact me.

Sincerely,

Aaron

Aaron Nadig
Fish and Wildlife Biologist
Consultation and Habitat Conservation Program
Pacific Islands Fish and Wildlife Office
300 Ala Moana Boulevard, Room 3-122, Box 50088
Honolulu, Hawaii 96850

Phone:(808) 792-9466
Fax:(808) 792-9581

United States Department of the Interior

FISH AND WILDLIFE SERVICE
Pacific Islands Fish and Wildlife Office
300 Ala Moana Boulevard, Room 3-122
Honolulu, Hawaii 96850

In Reply Refer To:
01EPIF00-2018-SL-0151
HWY-DD 2.5678

JAN 29 2018

Mr. Robert Sun, P.E.
State of Hawaii
Department of Transportation
Highways Division
601 Kamokila Boulevard, Room 609
Kapolei, Hawaii 96707

Subject: Technical Assistance for the Leeward Bikeway Project [Federal Aid Project No. STP-BW-0300(8)] – Philippine Sea Road to Waipahu Depot Street, Oahu

Dear Mr. Sun:

The U.S. Fish and Wildlife Service (Service) received your letter on January 2, 2018, requesting an updated list of federally listed or proposed threatened or endangered species and designated or proposed critical habitat within the vicinity of the revised Leeward Bikeway Project. The project is located in Ewa and Waipahu, Oahu [TMKs: (1) 9-1-069: 002, 003, & 010; (1) 9-3-001: 006; (1) 9-3-002: 029; and (1) 9-4-001: 002]. The Hawaii Department of Transportation (HDOT), in cooperation with the Federal Highways Administration (FHWA), is planning to undertake the proposed project. It is our understanding FHWA has designated HDOT as its non-Federal representative.

Previously, the Service provided comments on the proposed project in 2010 (Service File Number: 01EPIF00-2011-TA-0032). The original project proposed a 14.2 mile bikeway stretching from Lualualei Naval Road in Nanakuli to the Waipio Point Access Road in Waipahu. Since the 2010 correspondence, the project limits have been reduced to the description provided below.

The project proposes to construct a new 8-foot to 10-foot wide asphalt concrete bikeway facility within the 40-foot wide former Oahu Railroad & Land Company right-of-way (OR&L ROW) beginning at the Philippine Sea Road in Ewa and extending east to Waipahu Depot Road. The bikeway consists of two sections connected by the existing two mile West Loch Bike Path on either end to form a continuous path. The first section of the bikeway would begin at Philippine Sea Road and extend approximately 10,500 feet (ft.) east to connect to the southwest end of the West Loch Bike Path. The second section of the bikeway would begin at the northeast end of the

West Loch Bike Path and extend approximately 6,900 ft. east to its terminus at Waipahu Depot Road. The total length of the project is 17,400 ft. and encompasses 17.78 acres.

In addition to the construction of the bikeway, the project involves the following: installation of erosion controls; minor grading; stockpiling; replacement of two bridges (*i.e.*, Kapakahi and Waikele Stream Bridges); storm drain improvements near Kapolei Parkway; relocation of utility lines and poles; construction of retaining walls; relocation and replacement of existing fencing; and installation of bollards, signage, and striping. Additional areas required for the project outside the former OR&L ROW includes an approximately 9,104 square foot staging area to support the reconstruction of the Kapakahi Stream Bridge and an 8,000 square foot staging area for the Waikele Stream Bridge reconstruction. Construction is expected to commence in late 2018 and require approximately 12 months to complete. No night work is expected during construction.

We offer the following comments for your consideration. Our comments are provided under the authorities of the Endangered Species Act of 1973 (16 U.S.C. 1531 *et seq.*), as amended (ESA), among others.

We have reviewed the information you provided and pertinent information in our files, including data compiled by the Hawaii Biodiversity and Mapping Program as it pertains to listed species and designated critical habitat in accordance with section 7 of the ESA. There is no federally designated critical habitat within the immediate vicinity of the proposed project. Our data indicate that the following federally listed species may occur or transit through the vicinity of the proposed project area: the endangered Hawaiian hoary bat (*Lasiurus cinereus semotus*); the endangered Hawaiian stilt (*Himantopus mexicanus knudseni*), endangered Hawaiian coot (*Fulica alai*), endangered Hawaiian gallinule (*Gallinula galeata sandvicensis*), and endangered Hawaiian duck (*Anas wyvilliana*) (hereafter collectively referred to as Hawaiian waterbirds); and the endangered plant ko'oloa'ula (*Abutilon menziesii*).

Hawaiian hoary bat

The Hawaiian hoary bat roosts in both exotic and native woody vegetation across all islands and will leave young unattended in trees and shrubs when they forage. If trees or shrubs 15 feet or taller are cleared during the pupping season, there is a risk that young bats could inadvertently be harmed or killed since they are too young to fly or may not move away.

To minimize impacts to the endangered Hawaiian hoary bat we recommend you consider incorporating the following applicable measures into your project description:

- Woody plants greater than 15 feet tall will not be disturbed, removed, or trimmed during the bat birthing and pup rearing season (June 1 through September 15).
- Barbed wire will not be used for fencing.

Hawaiian waterbirds

Listed Hawaiian waterbirds are found in fresh and brackish-water marshes and natural or man-made ponds. Hawaiian stilts may also be found wherever ephemeral or persistent standing water may occur. Hawaiian waterbirds are known to occur at the Honouliuli and Waiawa Units of the

Pearl Harbor National Wildlife Refuge and Pouhala Marsh State Wildlife Sanctuary. Hawaiian stilt nesting occurs from mid-February through August. Hawaiian coot nesting occurs primarily from March through September, although some nesting occurs in all months of the year. Hawaiian gallinules nest year-round, but mostly from March through August. For the Hawaiian duck nesting can occur year round. Threats to these species include non-native predators, habitat loss, and habitat degradation. Hawaiian ducks are also subject to threats from hybridization with introduced mallards. If a nest is present, potential impacts include parents being flushed from the nest for extended periods of time causing the nest to fail (*e.g.*, exposed to predation) or eggs or chicks being crushed by humans or equipment.

Hawaiian waterbirds, in particular, the Hawaiian stilt, is known to nest in sub-optimal locations (*e.g.*, any ponding water) if present. Hawaiian waterbirds attracted to sub-optimal habitat may suffer adverse impacts, such as predation, reduced reproductive success due to disturbance within the vicinity of a nest, injury or death from being hit by a vehicle and thus the project may create an attractive nuisance.

To avoid and minimize potential project impacts to Hawaiian waterbirds we recommend you consider incorporating the following applicable measures into your project description:

- In areas where waterbirds are known to be present, post and implement reduced speed limits, and inform project personnel and contractors about the presence of endangered species on-site.
- If water resources are located within or adjacent to the project site, incorporate applicable best management practices regarding work in aquatic environments into the project design.
- Have a biological monitor that is familiar with the species' biology conduct Hawaiian waterbird nest surveys where appropriate habitat occurs within the vicinity of the proposed project site prior to project initiation. Repeat surveys again within three days of project initiation and after any subsequent delay of work of three or more days (during which the birds may attempt to nest). If a nest or active brood is found:
    - Contact the Service within 48 hours for further guidance.
    - Establish and maintain a 100-foot buffer around all active nests and/or broods until the chicks/ducklings have fledged. Do not conduct potentially disruptive activities or habitat alteration within this buffer.
    - Have a biological monitor that is familiar with the species' biology present on the project site during all construction or earth moving activities until the chicks/ducklings fledge to ensure that Hawaiian waterbirds and nests are not adversely impacted.
- Design the proposed project in a manner that minimizes the amount of time standing water is present, thereby, reducing the potential to attract waterbirds.

Abutilon menziesii

In 1996, a population of *Abutilon menziesii* was discovered in an abandoned sugarcane field in Kapolei. Some of the wild plants from this population were propagated and used to establish populations elsewhere on Oahu. One of the populations established is at the Honouliuli Unit of

the Pearl Harbor National Wildlife Refuge in Ewa, which is adjacent to the West Loch Bike Path and within the vicinity of the northeast end of the Philippine Sea Road segment of the project. We recommend a qualified botanist survey for listed plants prior to any detrimental construction activities resulting from your proposed project.

Additional Comments

Because the proposed project will involve work within the aquatic environment, we are attaching the Service's recommended Best Management Practices (BMPs) regarding sedimentation and erosion in aquatic environments. We encourage you to incorporate the relevant practices into your project design.

If it is determined that the proposed project may affect federally listed species, we recommend you contact our office early in the planning process so that we may further assist you with ESA compliance.

If you have questions regarding these comments, please contact Leila Nagatani, Fish and Wildlife Biologist (phone: 808-792-9400, email: leila_nagatani@fws.gov). When referring to this project, please include this reference number: 01EPIF00-2018-SL-0151.

Sincerely,

Aaron Nadig
Island Team Manager
Oahu, Kauai, North Western Hawaiian Islands, and American Samoa

Enclosure: Service BMPs for erosion and sediment control

U.S. Fish and Wildlife Service
Recommended Standard Best Management Practices

The U.S. Fish and Wildlife Service (USFWS) recommends the following measures to be incorporated into project planning to avoid or minimize impacts to fish and wildlife resources. Best Management Practices (BMPs) include the incorporation of procedures or materials that may be used to reduce either direct or indirect negative impacts to aquatic habitats that result from project construction-related activities. These BMPs are recommended in addition to, and do not over-ride any terms, conditions, or other recommendations prepared by the USFWS, other federal, state or local agencies. If you have questions concerning these BMPs, please contact the USFWS Aquatic Ecosystems Conservation Program at 808-792-9400.

1. Authorized dredging and filling-related activities that may result in the temporary or permanent loss of aquatic habitats should be designed to avoid indirect, negative impacts to aquatic habitats beyond the planned project area.

2. Dredging/filling in the marine environment should be scheduled to avoid coral spawning and recruitment periods, and sea turtle nesting and hatching periods. Because these periods are variable throughout the Pacific islands, we recommend contacting the relevant local, state, or federal fish and wildlife resource agency for site specific guidance.

3. Turbidity and siltation from project-related work should be minimized and contained within the project area by silt containment devices and curtailing work during flooding or adverse tidal and weather conditions. BMPs should be maintained for the life of the construction period until turbidity and siltation within the project area is stabilized. All project construction-related debris and sediment containment devices should be removed and disposed of at an approved site.

4. All project construction-related materials and equipment (dredges, vessels, backhoes, silt curtains, etc.) to be placed in an aquatic environment should be inspected for pollutants including, but not limited to; marine fouling organisms, grease, oil, etc., and cleaned to remove pollutants prior to use. Project related activities should not result in any debris disposal, non-native species introductions, or attraction of non-native pests to the affected or adjacent aquatic or terrestrial habitats. Implementing both a litter-control plan and a Hazard Analysis and Critical Control Point plan (HACCP – see *http://www.haccp-nrm.org/Wizard/default.asp*) can help to prevent attraction and introduction of non-native species.

5. Project construction-related materials (fill, revetment rock, pipe, etc.) should not be stockpiled in, or in close proximity to aquatic habitats and should be protected from erosion (*e.g.*, with filter fabric, etc.), to prevent materials from being carried into waters by wind, rain, or high surf.

6. Fueling of project-related vehicles and equipment should take place away from the aquatic environment and a contingency plan to control petroleum products accidentally spilled during the project should be developed. The plan should be retained on site with the person responsible for compliance with the plan. Absorbent pads and containment booms should be stored on-site to facilitate the clean-up of accidental petroleum releases.

7. All deliberately exposed soil or under-layer materials used in the project near water should be protected from erosion and stabilized as soon as possible with geotextile, filter fabric or native or non-invasive vegetation matting, hydro-seeding, etc.

Email

From: Bannon, John E LCDR [mailto:John.E.Bannon@uscg.mil]
Sent: Wednesday, February 28, 2018 9:47 AM
To: Otani, Meesa (FHWA)
Cc: Robert.Sun@hawaii.gov; Brian Takeda; Okumura, Kelly (FHWA); Jarboe, Nicolas A LCDR; Miller, Furyisa I LT; Olney, Jason R BMC
Subject: RE: Leeward Bikeway USCG Permit

Hi Meesa,

I apologize for the delay. I thought I had replied, when LT Miller forwarded it back in January.

LT Miller/D14 dpw staff,

From Sector Honolulu, we do not have any concerns with the bridge replacement project. Pearl Harbor is a restricted waterway, managed by Joint Base Pearl Harbor Hickam. We are aware of the two bridges: Waikele and Kapakahi Stream Bridges replacement, even if not affecting maritime traffic. We are aware of small boat recreational traffic from time to time, when JBPHH notifies us of enforcement support (kayaks, small boats fishing).

Sector Honolulu concurs no further permitting is required from our field office perspective.

v/r,
John

LCDR John Bannon
U.S. Coast Guard Sector Honolulu
Facilities and Waterways Management Branch
Pier 4, 433 Ala Moana Blvd, Honolulu, HI 96813
John.E.Bannon@uscg.mil
808-541-4359

From: Otani, Meesa (FHWA) [mailto:meesa.otani@dot.gov]
Sent: Wednesday, February 28, 2018 8:34 AM
To: Miller, Furyisa I LT <Furyisa.I.Miller@uscg.mil>
Cc: Robert.Sun@hawaii.gov; Brian Takeda <BrianT@rmtowill.com>; Okumura, Kelly (FHWA) <kelly.okumura@dot.gov>; Bannon, John E LCDR <John.E.Bannon@uscg.mil>; Jarboe, Nicolas A LCDR <Nicolas.A.Jarboe@uscg.mil>
Subject: [Non-DoD Source] RE: Leeward Bikeway USCG Permit

Hi Rysa,

Just checking in to see if you had a chance to review the subject request.

Please let me know if you have any questions.

Thank you!
Meesa

From: Miller, Furyisa I LT [mailto:Furyisa.I.Miller@uscg.mil]
Sent: Wednesday, January 24, 2018 10:01 AM
To: Otani, Meesa (FHWA) <meesa.otani@dot.gov>
Cc: Robert.Sun@hawaii.gov; Brian Takeda <BrianT@rmtowill.com>; Okumura, Kelly (FHWA) <kelly.okumura@dot.gov>; Bannon, John E LCDR <John.E.Bannon@uscg.mil>; Jarboe, Nicolas A LCDR <Nicolas.A.Jarboe@uscg.mil>
Subject: RE: Leeward Bikeway USCG Permit

Aloha Meesa,

Thank you for reaching out to me, I have reviewed your request for the USCG Permit regarding the Leeward bikeway. I will also need to send to our Sector Field Office Unit for review prior to final concurrence and will provide you a final reply at my earliest convenience pending any questions/concerns.

Mahalo!

Furyisa Miller, LT, USCG
D14 (dpw)
808 535 3412
Furyisa.I.Miller@uscg.mil

From: Otani, Meesa (FHWA) [mailto:meesa.otani@dot.gov]
Sent: Tuesday, January 23, 2018 9:41 AM
To: Miller, Furyisa I LT <Furyisa.I.Miller@uscg.mil>
Cc: Robert.Sun@hawaii.gov; Brian Takeda <BrianT@rmtowill.com>; Okumura, Kelly (FHWA) <kelly.okumura@dot.gov>
Subject: [Non-DoD Source] Leeward Bikeway USCG Permit

Hi Rysa,

Hope you're doing well. I'm reaching out to you regarding a project that we have coming up and it involves the replacement of two bridges: Waikele and Kapakahi Stream Bridges.

FHWA and the Hawaii Department of Transportation (HDOT) are proposing the Leeward Bikeway project which includes the replacement of these two bridges. The proposed action is located in Ewa, island of Oahu, Hawaii. A map of the project area is attached as Enclosure 1. The FHWA is requesting your concurrence that a U.S. Coast Guard permit is not required.

The proposed project involves the construction of a new approximately 3-mile long 8-10 foot-wide asphalt concrete bikeway facility within the 40-foot wide former Oahu Railway & Land Company right-of-way (OR&L ROW) beginning at Philippine Sea Road and extending east to Waipahu Depot Street. The bikeway would consist of two sections connected by the existing approximately two mile West Loch Bike Path on either end to form a continuous path. The first section of the bikeway would begin at Philippine Sea Road and extend approximately 10,500 feet east to connect with the southwest end of the West Loch Bike Path. The second section of the bikeway would begin at the northeast end of the West Loch Bike Path and extend approximately 6,900 feet east to its terminus at Waipahu Depot Street.

The total project area for the construction of the proposed project is approximately 17.78 acres, and includes the area proposed for the installation of erosion controls, minor grading, stockpiling, construction of the bikeway, replacement of two bridges (Kapakahi and Waikele Stream Bridges), storm drain improvements near Kapolei Parkway, relocation of utility lines and poles, construction of retaining walls, relocation and replacement of existing fencing, and installation of bollards, signage and striping.

The demolition and replacement of the existing Kapakahi and Waikele Stream Bridges is required for the project to provide safe crossings for bikeway users. The new bridges would be built to standards for shared use by pedestrians and bicyclists. Energy Corridor pipelines would be accommodated in casings beneath the bridges. Both Kapakahi Stream (21°22'48.64"N, 158°00'17.68"W) and Waikele Stream (21°22'44.08"N, 158°00'38.32"W) are tidally influenced perennial streams (enclosure 2).

The bridge replacement work for the two bridges is described in more detail below.

Waikele Stream Railroad Bridge Replacement

The existing Waikele Stream Bridge (enclosure 3) is deficient due to age and dilapidation, and requires demolition and replacement. The new concrete bridge would be a single clear span and would not enter, alter, or adversely affect the existing stream channel. The site plan (enclosure 4) shows the proposed design for the new Waikele Stream Bridge. All work proposed for the removal and construction of the new Waikele Stream Bridge would be completed above and along the outer banks of the streams and no work is proposed within the stream. No debris will be allowed to fall or enter the stream.

An approximately 8,000 square foot staging area outside the former OR&L ROW will be required to support the construction of the new Waikele Stream Bridge.

Kapakahi Stream Railroad Bridge Replacement

The existing Kapakahi Stream Bridge (enclosure 5) is deficient due to age and dilapidation, and requires demolition and replacement. The new concrete bridge would be a single clear span and would not alter or adversely affect the existing stream channel. The site plan (enclosure 6) shows the proposed design for the new Kapakahi Stream Bridge. All work proposed for the removal and construction of the new Kapakahi Stream Bridge would be completed above and along the outer banks of the streams and no work is proposed within the stream. No debris will be allowed to fall or enter the stream. Following the removal of the existing Kapakahi Stream Bridge (deck and abutments) work would be required within the stream channel for the minor maintenance dredging of a total of approximately 6 cubic yards along the east and west banks. The dredge plan (enclosure 7) shows the locations where maintenance dredging is proposed along Kapakahi Stream. Best Management Practices during dredging operations would include the use of ecology blocks and silt curtains around the open dredge areas.

An approximately 9,104 square foot staging area outside the former OR&L ROW would be required to support the construction of the new Kapakahi Stream Bridge.

Construction is expected to commence in late 2018 and is estimated to last approximately 12 months.

The FHWA has determined that, while the replacement of the Waikele and Kapakahi Stream Bridges are over tidally influenced waters, these waters are not used and are not susceptible to use in their natural condition or by reasonable

improvement as a means to transport interstate or foreign commerce. Additionally, since the water depth in the Waikele and Kapakahi Streams is no more than about 5 feet deep, the waters are only expected to be used by recreational boats, fishing boats, and other small craft less than 21 feet in length. Therefore, pursuant to 23 USC 144(h) and 23 CFR 650.805(b), the FHWA is requesting your concurrence that a U. S. Coast Guard permit is not required.

Environmental documentation is being prepared to comply with Hawaii Revised Statutes, Chapter 343, and the National Environmental Policy Act (Pub. L. 91-190, 42 U.S.C. 4321-4347) and 23 CFR 771. A permit will be filed with the Army Corps of Engineers in compliance with Section 10 and Section 404 of the Clean Water Act (33 USC 1344).

Please let me know if you need any additional information or have any questions.

Thank you!

Meesa Otani
Environmental Engineer
Federal Highway Administration, Hawaii Division
300 Ala Moana Blvd., Room 3-306
Honolulu, Hawaii 96850
(808) 541-2316
meesa.otani@dot.gov

Think before you print

State of Hawai‘i Pre-Assessment Consultations - Comments and Responses

DAVID Y. IGE
GOVERNOR

JADE T. BUTAY
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DARRELL T. YOUNG

IN REPLY REFER TO:

HWY-DD 2.6513

STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
869 PUNCHBOWL STREET
HONOLULU, HAWAII 96813-5097

January 22, 2018

TO: THE HONORABLE SUZANNE CASE, CHAIRPERSON
DEPARTMENT OF LAND AND NATURAL RESOURCES

ATTN: DAVID SMITH, ADMINISTRATOR
DIVISION OF FORESTRY AND WILDLIFE

FROM: CURTIS K. MATSUDA
ACTING ENGINEERING PROGRAM MANAGER
DESIGN BRANCH, HIGHWAYS DIVISION

SUBJECT: LEEWARD BIKEWAY PROJECT: PHILIPPINE SEA ROAD TO WAIPAHU DEPOT STREET
EWA DISTRICT, ISLAND OF OAHU
FEDERAL AID PROJECT NO. STP-BW-0300(8)
TAX MAP KEY: (PORTIONS OF) (1) 9-1-69: 002, 003, 010; 9-3-01: 006; 9-3-02: 029; AND 9-4-01: 002
CONSULTATION UNDER HAWAII REVISED STATUTES, CHAPTER 195D, CONSERVATION OF AQUATIC LIFE, WILDLIFE AND LAND PLANTS

The Hawaii Department of Transportation (HDOT), Highways Division, in cooperation with the Federal Highway Administration (FHWA), is planning to undertake the Leeward Bikeway project located in Waikele, Hoaeae, and Honouliuli, Ewa District, Island of Oahu. A map of the project area is enclosed (enclosure 1). As part of the overall environmental documentation effort pursuant to Hawaii Revised Statutes (HRS), Chapter 195D, Conservation of Aquatic Life, Wildlife and Land Plants, we are requesting your comments to ascertain potential impacts of the proposed project on threatened and endangered plant and animal species and critical habitats within the vicinity of the project. This letter supersedes HDOT Letter No. HWY-DD 2.5682, which has been rescinded.

Background

The HDOT proposes to construct the Leeward Bikeway in Ewa, beginning at Philippine Sea Road and extending east to Waipahu Depot Road. The implementation of the project is in response to the 1980 transfer of title of an approximately 14-mile long section of the 40-foot wide former Oahu Railway and Land Company (OR&L) right-of-way (ROW) from the U. S. Government to the State of Hawaii that requires the HDOT to use the transferred land for highway purposes, i.e. bicycle lanes or paths and pedestrian walkways.

The current project design connects logical termini identified in past and present regional and development plans and is of sufficient length to provide independent utility (i.e., usable and reasonable expenditure even if no additional transportation improvements in the area are made). By linking to existing facilities (West Loch Bike Path and Pearl Harbor Historic Trail) the development of the proposed bikeway will serve to connect the communities from Ewa to Aiea and help to address major residential, business, and commercial growth in the Ewa and Central Oahu areas occurring over the past several decades and proposed in the future. The action to link the proposed project to existing facilities would not require other project improvements, nor would construction of the proposed project disrupt the use of existing facilities.

Overview of the undertaking

The proposed Leeward Bikeway project involves the construction of a new 8-10 foot-wide approximately 3-mile-long bikeway within the 40-foot wide former Oahu Railway and Land Company right-of-way (OR&L ROW) beginning at Philippine Sea Road and extending east to Waipahu Depot Street. The bikeway would be connected by the existing approximately two-mile West Loch Bike Path on either end to form a continuous path. The first section of the bikeway would begin at Philippine Sea Road (Station 0+00) and extend approximately 10,500 feet east to connect with the southwest end of the West Loch Bike Path (Station 104+88.59). The second section of the bikeway would begin at the northeast end of the West Loch Bike Path (Station 117+00) and extend approximately 6,900 feet east to its terminus at Waipahu Depot Street (Station 185+72). Along most of its length the bikeway facility would be separated from vehicular traffic. However, where the bikeway crosses existing roadways (i.e., Kapolei Parkway and Fort Weaver Road) the bikeway users would be guided using new or existing roadway crossings and signalization.

The Action Area for construction of the proposed project would be approximately 17.78 acres, and include the area proposed for the installation of erosion controls, minor grading, stockpiling, construction of the bikeway, replacement of two bridges (i.e., Kapakahi and Waikele Stream Bridges), storm drain improvements near Kapolei Parkway, relocation of utility lines and poles, construction of retaining walls, relocation and replacement of existing fencing, and installation of bollards, signage and striping. Please refer to the enclosed site plans showing the project Action Area (enclosure 2). Part of the Action Area is between Philippine Sea Road and the southwest end of the West Loch Bike Path, and the second part of the Action Area would begin at the northeast end of the West Loch Bike Path and end at Waipahu Depot Street. The total length of both sections is approximately 17,400 linear feet (lf). No work is proposed along the existing West Loch Bike Path. The width of the Action Area along the majority of the bikeway would be approximately 40 feet wide and encompass the former OR&L ROW. Along various sections of the bikeway the Action Area would extend up to approximately 52 feet wide for areas required for grading, construction of retaining walls, and other improvements located outside the former OR&L ROW. Additional areas required for the project outside the former OR&L ROW would include an approximately 9,104 square foot staging area to support the reconstruction of the Kapakahi Stream Bridge and an approximately 8,000 square foot staging area to support the reconstruction of the Waikele Stream Bridge.

Construction is expected to commence in late 2018. No night work is expected during construction. Approximately 12 months will be required for construction.

The FHWA intends to fund the Leeward Bikeway Project and therefore is considered a federal action requiring consultation with the U. S. Fish and Wildlife Services (USFWS). Consultation for the current project is presently underway with the FHWA.

The section of the proposed bikeway between the West Loch Bike Path and Waipahu Depot Street would be located just north of the Pouhala Marsh which is identified by the USFWS as an estuarine and marine wetland (see enclosure 3). The marsh is owned by the State of Hawaii and the City and County of Honolulu. The State parcel consists of 24 acres and the City parcel contains 86.5 acres. The State Department of Land and Natural Resources (DLNR), Division of Forestry and Wildlife (DOFAW) manages the area as a wildlife sanctuary through a land lease agreement with the City and County of Honolulu (USFWS 1995). Work along the Pouhala Marsh for the proposed project would be confined to the 40-foot wide former OR&L ROW and is not expected to impact aquatic life, wildlife or land plants.

We respectfully request any information DOFAW may have on HRS, Chapter 195D resources in the project vicinity.

Please provide your written response to Robert Sun, P.E., of our Highway Design Section, Design Branch, Highways Division via email at Robert.Sun@hawaii.gov, or by U. S. Postal Service to State of Hawaii, Department of Transportation, Highways Division, 601 Kamokila Boulevard, Room 609, Kapolei, Hawaii 96707 and reference letter no. HWY-DD 2.6513 as provided above.

Should you have any questions, Mr. Sun can be contacted by telephone at (808) 692-7578. We look forward to working with the DOFAW on these needed improvements.

Enclosures:
Enclosure 1, Project Location Map
Enclosure 2, Site Plans and Proposed Action Area (Sta. 0+00 to Sta. 185+72)
Enclosure 3, Wetland Map
Enclosure 4, Previous Correspondence:

1. November 12, 2010, 2010 Draft EA Comment Letter, Leeward Bikeway, Federal Aid Project No. STP-BW-0300(8), from Sandee Hufana, Conservation Initiative Coordinator, DLNR, DOFAW, to Brian Takeda, R. M. Towill Corporation.

2. March 7, 2011, Follow-up Email for the 2010 Draft EA Comments dated November 12, 2010, Leeward Bikeway, Federal Aid Project No. STP-BW-0300(8), from Sandee Hufana, Conservation Initiative Coordinator, DLNR, DOFAW, to Gail Atwater, R. M. Towill Corporation.

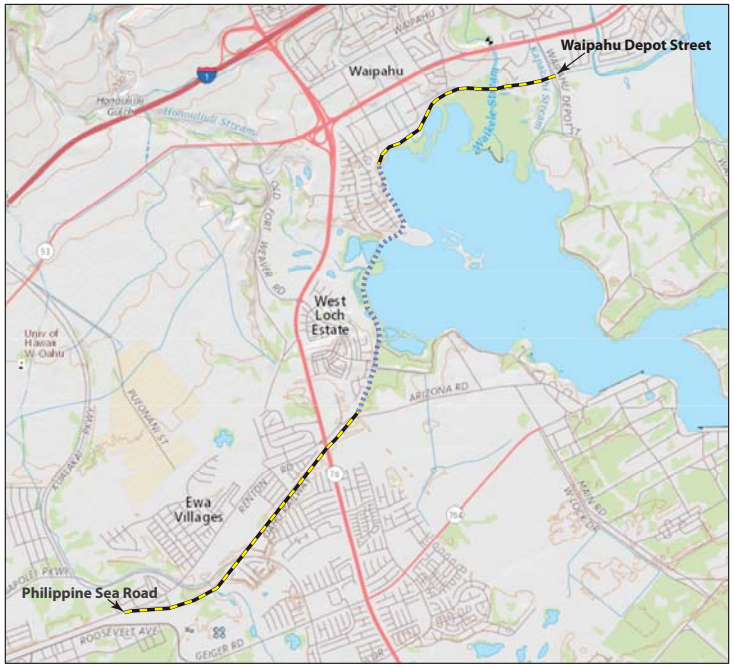
3. May 18, 2012, 2010 Draft EA Response Letter, Leeward Bikeway, Federal Aid Project No. STP-BW-0300(8), from Glenn Okimoto, Director of Transportation, HDOT, to Sandee Hufana, Conservation Initiative Coordinator, DLNR, DOFAW.

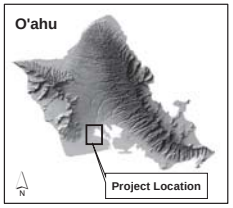
RS:rs/rva

c: Meesa Otani, FHWA
Brian Takeda and Stacy Armstrong, R. M. Towill Corporation

bc: DIR, DEP-HWY, HWY, HWY-DD (RS), HWY-DE

Enclosure 1, Project Location Map





Legend

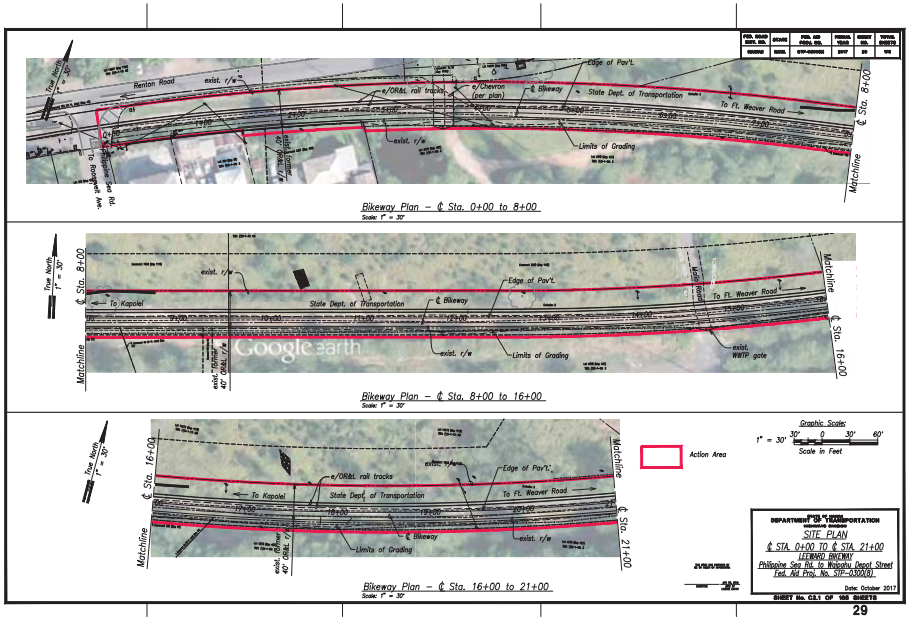
- Former OR&L ROW
- Existing West Loch Bike Path
- Leeward Bikeway

0 1,000 2,000 4,000 Feet

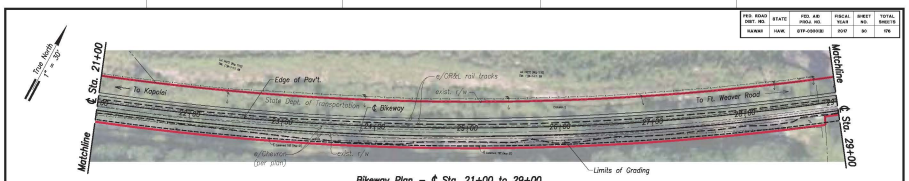
Project Location
Leeward Bikeway:
Philippine Sea Road to
Waipahu Depot Street
Ewa District, O'ahu, Hawai'i

R. M. TOWILL CORPORATION

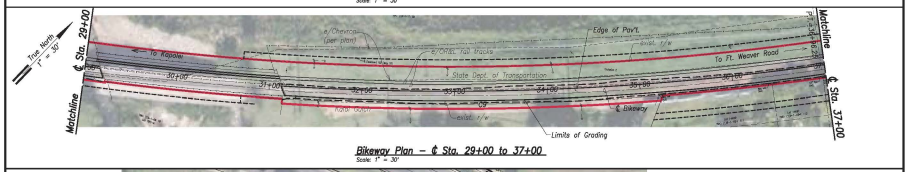
Enclosure 2, Site Plans and Proposed Action Area (Sta. 0+00 to Sta. 185+72)



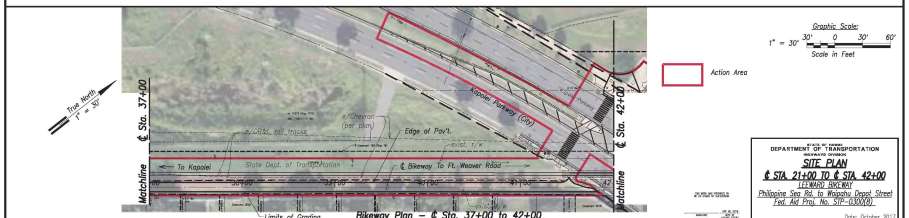
FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
HAWAII	HAWAII	STP-0300(8)	2017	30	175



Bikeway Plan – ℄ Sta. 21+00 to 29+00
Scale: 1" = 30'



Bikeway Plan – ℄ Sta. 29+00 to 37+00
Scale: 1" = 30'



Bikeway Plan – ℄ Sta. 37+00 to 42+00
Scale: 1" = 30'

Graphic Scale:
1" = 30' 30' 0 30' 60'
Scale In Feet

Action Area

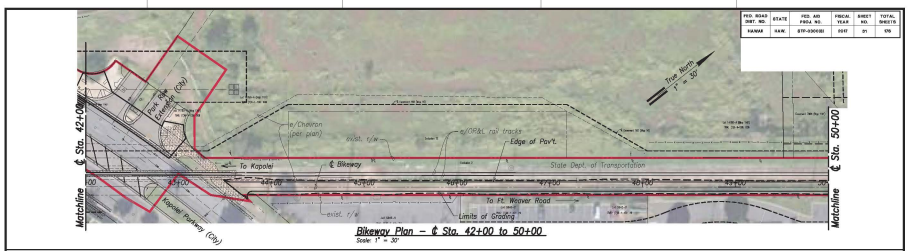
STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
HIGHWAYS DIVISION

SITE PLAN
℄ STA. 21+00 TO ℄ STA. 42+00
LEI NAVO DRIVE
Philippine Sea Rd. to Waipahu Depot Street
Fed. Aid Proj. No. STP-0300(8)

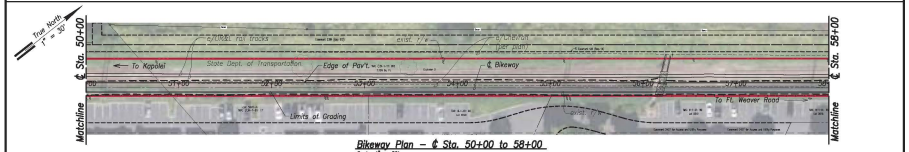
Date: October 2017

SHEET No. C2.2 OF 165 SHEETS

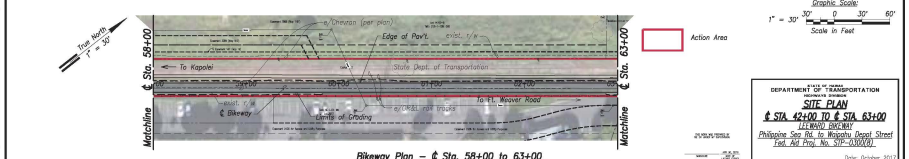
FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
HAWAII	HAWAII	STP-0300(8)	2017	31	175



Bikeway Plan – ℄ Sta. 42+00 to 50+00
Scale: 1" = 30'



Bikeway Plan – ℄ Sta. 50+00 to 58+00
Scale: 1" = 30'



Bikeway Plan – ℄ Sta. 58+00 to 63+00
Scale: 1" = 30'

Graphic Scale:
1" = 30' 30' 0 30' 60'
Scale In Feet

Action Area

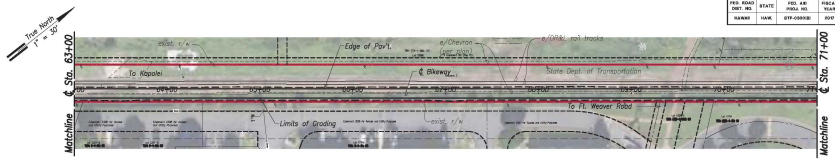
STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
HIGHWAYS DIVISION

SITE PLAN
℄ STA. 42+00 TO ℄ STA. 63+00
LEI NAVO DRIVE
Philippine Sea Rd. to Waipahu Depot Street
Fed. Aid Proj. No. STP-0300(8)

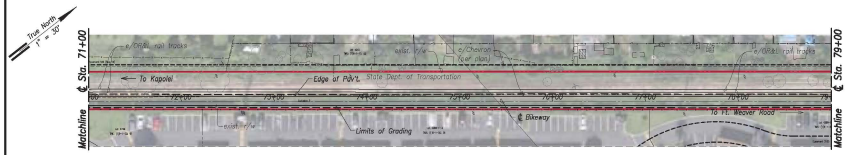
Date: October 2017

SHEET No. C2.3 OF 165 SHEETS

FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
HAWAII	HAWAII	STP-0300(8)	2017	32	175



Bikeway Plan – ℄ Sta. 63+00 to 71+00
Scale: 1" = 30'



Bikeway Plan – ℄ Sta. 71+00 to 79+00
Scale: 1" = 30'

Bikeway Plan – ℄ Sta. 79+00 to 84+00
Scale: 1" = 30'

Graphic Scale:
1" = 30' 30' 0 30' 60'
Scale in Feet

Action Area

STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
HIGHWAYS DIVISION

SITE PLAN

℄ STA. 63+00 TO ℄ STA. 84+00

(ZERO BASE)

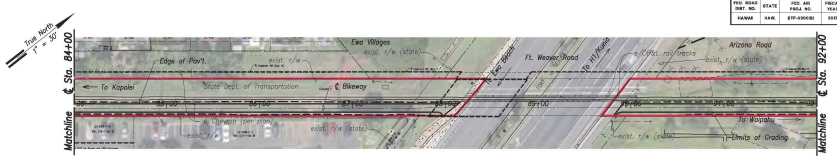
Philippine Sea Rd. to Waipahu Depot Street
Fed. Aid Proj. No. STP-0300(8)

Date: October 2017

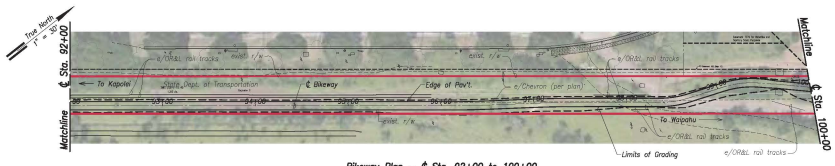
SHEET No. C2.4 OF 165 SHEETS

32

FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
HAWAII	HAWAII	STP-0300(8)	2017	33	175



Bikeway Plan – ℄ Sta. 84+00 to 92+00
Scale: 1" = 30'



Bikeway Plan – ℄ Sta. 92+00 to 100+00
Scale: 1" = 30'

Bikeway Plan – ℄ Sta. 100+00 to 104+88.59
Scale: 1" = 30'

Graphic Scale:
1" = 30' 30' 0 30' 60'
Scale in Feet

Action Area

STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
HIGHWAYS DIVISION

SITE PLAN

℄ STA. 84+00 TO ℄ STA. 104+88.59

(ZERO BASE)

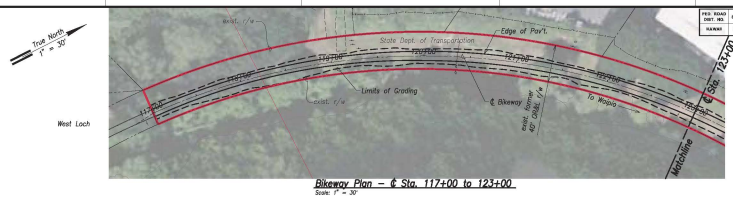
Philippine Sea Rd. to Waipahu Depot Street
Fed. Aid Proj. No. STP-0300(8)

Date: October 2017

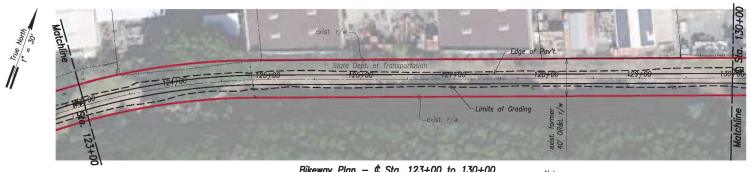
SHEET No. C2.5 OF 165 SHEETS

33

FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
HAWAII	HAWAII	STP-0300(8)	2017	34	175



Bikeway Plan – ℄ Sta. 117+00 to 123+00
Scale: 1" = 30'

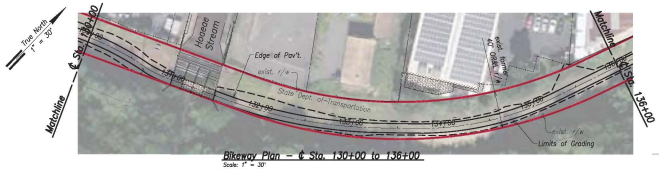


Bikeway Plan – ℄ Sta. 123+00 to 130+00
Scale: 1" = 30'

Note:
The former ORNL R/W is listed on the National Register of Historic Places.

Graphic Scale
1" = 30' 30' 0 30' 60'
Scale in Feet

Action Area



Bikeway Plan – ℄ Sta. 130+00 to 136+00
Scale: 1" = 30'

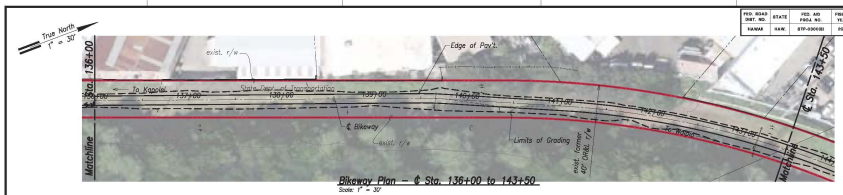
STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
HIGHWAYS DIVISION

SITE PLAN
℄ STA. 117+00 TO ℄ STA. 136+00
LEI NAVO DRIVE
Philippine Sea Rd. to Waipahu Depot Street
Fed. Aid Proj. No. STP-0300(8)

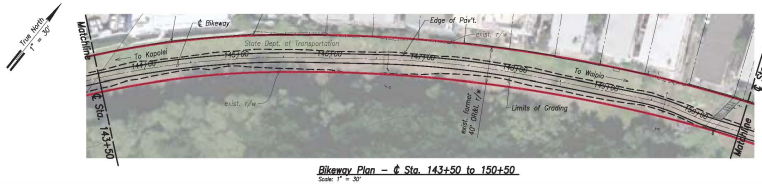
Date: October 2017

SHEET No. C2.6 OF 165 SHEETS

FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
HAWAII	HAWAII	STP-0300(8)	2017	35	175



Bikeway Plan – ℄ Sta. 136+00 to 143+50
Scale: 1" = 30'



Bikeway Plan – ℄ Sta. 143+50 to 150+50
Scale: 1" = 30'

Bikeway Plan – ℄ Sta. 150+50 to 155+00
Scale: 1" = 30'

Note:
The former ORNL R/W is listed on the National Register of Historic Places.

Graphic Scale
1" = 30' 30' 0 30' 60'
Scale in Feet

Action Area

STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
HIGHWAYS DIVISION

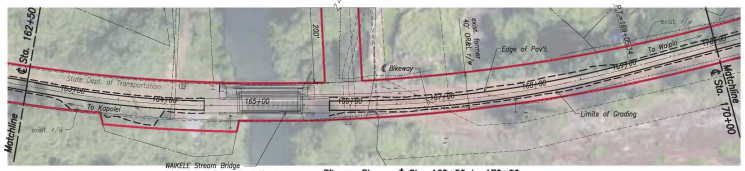
SITE PLAN
℄ STA. 137+00 TO ℄ STA. 155+00
LEI NAVO DRIVE
Philippine Sea Rd. to Waipahu Depot Street
Fed. Aid Proj. No. STP-0300(8)

Date: October 2017

SHEET No. C2.7 OF 165 SHEETS

FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
NANAK	HAW.	STP-0300(8)	2017	36	176

Bikeway Plan – ℄ Sta. 155+00 to 162+50
Scale: 1" = 30'



WAIKELE Stream Bridge
Eligible for listing on the National Register of Historic Places.

Bikeway Plan – ℄ Sta. 162+50 to 170+00
Scale: 1" = 30'

Note:
The former ORNL R/W is listed on the National Register of Historic Places.

Bikeway Plan – ℄ Sta. 170+00 to 176+00
Scale: 1" = 30'

Graphic Scale:
1" = 30' 30' 0 30' 60'
Scale in Feet

Action Area

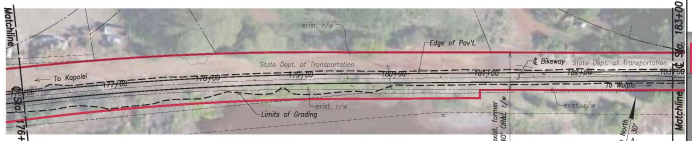
STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
HIGHWAYS DIVISION

SITE PLAN
℄ STA. 155+00 TO ℄ STA. 176+00
(33 MAO) (ORC) MLV
Philippine Sea Rd. to Waipahu Depot Street
Fed. Aid Proj. No. STP-0300(8)

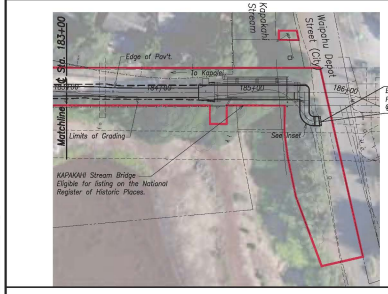
Date: October 2017

SHEET No. C2.8 OF 165 SHEETS

FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
NANAK	HAW.	STP-0300(8)	2017	37	176



Bikeway Plan – ℄ Sta. 176+00 to 183+50
Scale: 1" = 30'

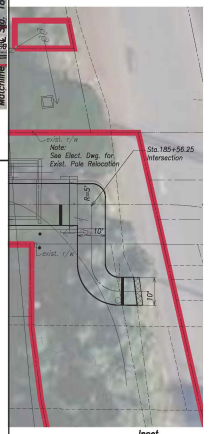


KAPAKAHI Stream Bridge
Eligible for listing on the National Register of Historic Places.

END PROJECT
Fed. Aid Proj. No. STP-BW-0300(8)
℄ Sta. 185+72.00

Bikeway Plan – ℄ Sta. 183+50 to 185+72
Scale: 1" = 30'

Action Area



Inset
Scale: 1" = 10'

Note:
The former ORNL R/W is listed on the National Register of Historic Places.

Graphic Scale:
1" = 30' 30' 0 30' 60'
Scale in Feet

STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
HIGHWAYS DIVISION

SITE PLAN
℄ STA. 176+00 TO ℄ STA. 185+72
(33 MAO) (ORC) MLV
Philippine Sea Rd. to Waipahu Depot Street
Fed. Aid Proj. No. STP-0300(8)

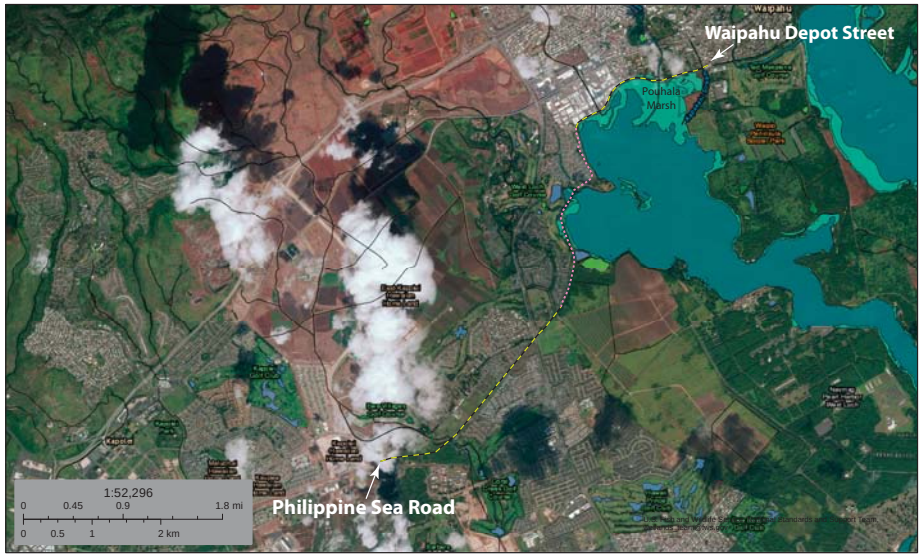
Date: October 2017

SHEET No. C2.9 OF 165 SHEETS

Enclosure 3, Wetland Map

U.S. Fish and Wildlife Service
National Wetlands Inventory

Leeward Bikeway



November 2017

Wetlands

- Estuarine and Marine Deepwater
- Estuarine and Marine Wetland
- Freshwater Emergent Wetland
- Freshwater Forested/Shrub Wetland
- Freshwater Pond
- Lake
- Other
- Riverine

This map is for general reference only. The US Fish and Wildlife Service is not responsible for the accuracy or currentness of the base data shown on this map. All wetlands related data should be used in accordance with the layer metadata found on the Wetlands Mapper web site.

- Former OR&L ROW
- Existing West Loch Bike Path
- Leeward Bikeway

National Wetlands Inventory (NWI)
This page was produced by the NWI mapper

Enclosure 4, Previous Correspondence:

1. November 12, 2010, 2010 Draft EA Comment Letter, Leeward Bikeway, Federal Aid Project No. STP-BW-0300(8), from Sandee Hufana, Conservation Initiative Coordinator, DLNR, DOFAW, to Brian Takeda, R. M. Towill Corporation.

2. March 7, 2011, Follow-up Email for the 2010 Draft EA Comments dated November 12, 2010, Leeward Bikeway, Federal Aid Project No. STP-BW-0300(8), from Sandee Hufana, Conservation Initiative Coordinator, DLNR, DOFAW, to Gail Atwater, R. M. Towill Corporation.

3. May 18, 2012, 2010 Draft EA Response Letter, Leeward Bikeway, Federal Aid Project No. STP-BW-0300(8), from Glenn Okimoto, Director of Transportation, HDOT, to Sandee Hufana, Conservation Initiative Coordinator, DLNR, DOFAW.

LINDA LINGLE
GOVERNOR OF HAWAII

LAURA H. THIELEN
CHAIRPERSON
BOARD OF LAND AND NATURAL RESOURCES
COMMISSION ON WATER RESOURCE MANAGEMENT

PAUL J. CONRY
ACTING FIRST DEPUTY

LENORE N. OHYE
ACTING DEPUTY DIRECTOR - WATER

AQUATIC RESOURCES
BOATING AND OCEAN RECREATION
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CONSERVATION AND COASTAL LANDS
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ENGINEERING
FORESTRY AND WILDLIFE
HISTORIC PRESERVATION
KAHOOLAWE ISLAND RESERVE COMMISSION
LAND
STATE PARKS

STATE OF HAWAII
DEPARTMENT OF LAND AND NATURAL RESOURCES
DIVISION OF FORESTRY AND WILDLIFE
1151 PUNCHBOWL STREET, ROOM 325
HONOLULU, HAWAII 96813
TEL (808) 587-0166 FAX (808) 587-0160

November 12, 2010

R.M Towill Corporation
Attn: Brian Takeda
2024 N. King Street, Suite 200
Honolulu, HI 96819-3494

Dear Mr. Takeda,

Thank you for the opportunity to comment on the Draft Environmental Assessment (EA) for the Leeward Bikeway. The Division is requesting copies of the botanical survey report for each segment of the project area. It is the Division's policy to address potential impacts to threatened and endangered species under state law, Chapter 195D of the Hawaii Revised Statutes, concurrently with the U.S. Fish and Wildlife Services under the Endangered Species Act. If an endangered species is likely to be impacted by the proposed project, we request that you schedule a meeting with our staff to consult on the potential impacts of this project to evaluate any relevant information or surveys available to make an informed assessment of the preferred approach. If you have any questions, please contact Sandee Hufana, Conservation Initiative Coordinator, at 808-587-4148.

Sincerely,

Sandee Hufana
Conservation Initiative Coordinator

cc: U.S. Fish and Wildlife Service Pacific Islands Office

From: Sandee.K.Hufana@hawaii.gov
Sent: Monday, March 07, 2011 2:18 PM
To: Gail Atwater
Subject: Re: Leeward Bikeway, Supplemental Draft EA Comments dated November 12, 2010
Attachments: DLNR 111210.pdf

DLNR submitted comments on the Leeward Pathway DEA on November 12, 2010. We requested a copy of the botanical surveys conducted throughout the project area and concluded that no federal or state listed endangered/threatened plant species would be impacted due to project construction. We also concluded with consultation with FWS biologists that there would be no permanent impacts to federal or state listed endangered/threatened waterbirds.

Sincerely,

Sandee Hufana

Sandee Hufana
Conservation Initiative Coordinator
Hawaii Department of Land and Natural Resources
Division of Forestry and Wildlife
1151 Punchbowl Street, Room 325
Honolulu, Hawaii 96813
Phone (8-08) 587-4148
Cell (808) 298-5956
FAX (808) 587-0160
email: Sandee.K.Hufana@hawaii.gov

"Gail Atwater" <GailA@rmtowill.com>
03/07/2011 02:08 PM

To <sandee.k.hufana@hawaii.gov>
cc
Subject Leeward Bikeway, Supplemental Draft EA Comments dated November 12, 2010

NEIL ABERCROMBIE
GOVERNOR

GLENN M. OKIMOTO
DIRECTOR

Deputy Directors
JADE T. BUTAY
FORD N. FUCHIGAMI
RANDY GRUNE
JADINE URASAKI

IN REPLY REFER TO:
HWY-DD 2.1536

MAY 18 2012

TO: THE HONORABLE WILLIAM J. AILA, JR., CHAIRPERSON
DEPARTMENT OF LAND AND NATURAL RESOURCES

ATTN: SANDEE HUFANA
CONSERVATION INITIATIVE COORDINATOR
DEPARTMENT OF FORESTRY AND WILDLIFE

FROM: GLENN M. OKIMOTO, Ph.D.
DIRECTOR OF TRANSPORTATION

SUBJECT: LEEWARD BIKEWAY, PROJECT NO: STP-BW-0030(8)

Thank you for your letter dated November 12, 2010 concerning the Supplemental Draft Environmental Assessment for the subject project. The following has been prepared in response to your comments (your comments are *italicized* for reference):

> *The Division [of Forestry and Wildlife] is requesting copies of the botanical survey report for each segment of the project area. It is the Division's policy to address potential impacts to threatened and endangered species under state law, Chapter 1950 of the Hawaii Revised Statutes, concurrently with the U.S. Fish and Wildlife Services under the Endangered Species Act. If an endangered species is likely to be impacted by the proposed project, we request that you schedule a meeting with our staff to consult on the potential impacts of this project to evaluate any relevant information or surveys available to make an informed assessment of the preferred approach.*

As requested, we forwarded an electronic copy of the botanical study for the entire alignment conducted for the 2000 Leeward Bikeway Environmental Assessment. Also, after your letter was sent, the U.S. Fish and Wildlife Service provided an assessment of no effect on listed threatened or endangered plant or animal species due to this project. We understand from your email of March 7, 2011 (copy attached), that after further research and consultation, you now have no concerns about adverse effects on botanical resources as a result of this project.

We appreciate this opportunity to respond. Any further written comments may be directed to Mr. Robert Sun of the Department of Transportation, Design Section, Design Branch, Highways Division with reference to HWY-DD 2.1536 as noted above.

Attachment

RS:amk/rva
bc: HWY-DD(RS)

DAVID Y. IGE
GOVERNOR OF HAWAII

SUZANNE D. CASE
CHAIRPERSON
BOARD OF LAND AND NATURAL RESOURCES
COMMISSION ON WATER RESOURCE MANAGEMENT

ROBERT K. MASUDA
FIRST DEPUTY

JEFFREY T. PEARSON, P.E.
DEPUTY DIRECTOR - WATER

AQUATIC RESOURCES
BOATING AND OCEAN RECREATION
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STATE PARKS

STATE OF HAWAII
DEPARTMENT OF LAND AND NATURAL RESOURCES
DIVISION OF FORESTRY AND WILDLIFE
1151 PUNCHBOWL STREET, ROOM 325
HONOLULU, HAWAII 96813

February 26, 2018

TO: Curtis Matsuda
Acting Engineering Program Manager
Design Branch, Highways Division

ATTN: Robert Sun

FROM: James Cogswell
Wildlife Program Manager

SUBJECT: Division of Forestry and Wildlife Comments on the Leeward Bikeway Project

The Department of Forestry and Wildlife has received your inquiry regarding HWY-DD 2.6513, Leeward Bikeway Project: Philippine Sea Road to Waipahu Depot Street located in the Ewa District, Island of Oahu TMKs (1) 9-1-69:002, 003, 010; 9-3-01: 006; 9-3-02:029; and 9-4-01:002. The proposed actions consist of the construction of a new 8-10 foot-wide approximately 3 mile long bikeway within the 40-foot wide former Oahu Railway and Land Company right-of-way. The action area for the project would be approximately 17.78 acres, the proposed action would consist of installation of erosion control, minor grading, stockpiling, bikeway construction, replacement of Kapakahi and Waikele bridges, storm drain improvements, relocation of utility lines and poles, construction of retaining walls, replacement of existing fencing, and the installation of bollards.

The State and Federally listed Hawaiian hoary bat or ʻŌpeʻapeʻa (*Lasiurus cinereus semotus*) has the potential to occur in the vicinity of the proposed project. DOFAW recommends avoiding using barbed wire, as bat mortalities have been documented as a result of becoming ensnared by barbed wire during flight. Hawaiian hoary bats roost in both exotic and native trees. If any trees are planned for removal during the bat breeding season there is a risk of injury or mortality to juvenile bats. To minimize the potential for impacts to this species, woody plants greater than 15 feet (4.6 meters) tall should not be disturbed, removed, or trimmed during the bat birthing and pup rearing season (June 1 through September 15). Site clearing should be timed to avoid disturbance to breeding Hawaiian hoary bats.

The State endangered Hawaiian short-eared owl or Pueo (*Asio flammeus sandwichensis*) has the potential to occur in the project vicinity site. Pueo are a crepuscular species, most active during dawn and dusk twilights. DOFAW recommends twilight pre-construction surveys by a qualified biologist prior to clearing vegetation. If Pueo nests are present, a buffer zone should be established in which no clearing occurs until nesting ceases and notify DOFAW staff.

State and Federally listed waterbirds such as the Hawaiian duck (*Anas wyvilliana*), Hawaiian stilt (*Himantopus mexicanus knudseni*), Hawaiian moorhen (*Gallinula chloropus sandvicensis*) and Hawaiian coot (*Fulica alai*), are likely to occur in the vicinity of the proposed project site due to the proximity of Pearl Harbor National Wildlife Refuge and Pouhala Marsh Wildlife Sanctuary. To minimize the potential for take, surveys for waterbirds by a qualified biologist are recommended before any land clearing or excavation activities occur, and should be repeated if these activities are delayed more than three days. If a nest is discovered at any point, please contact DOFAW staff. If a bird is present during ongoing activities, then all activities within 100 feet (30 m) of the bird should cease, and the bird should also not be approached. Work may continue after the bird leaves the area of its own accord.

DOFAW would like to ensure that effective avoidance measures are in place to prevent adverse impacts to native seabirds. DOFAW notes that artificial lighting can adversely impact seabirds that may pass through the area at night causing disorientation which could result in collision with manmade artifacts or grounding of birds. If nighttime lighting is required DOFAW recommends that any lights used be fully shielded and downward facing to minimize impacts.

We appreciate your efforts to work with our office for the conservation of native species. Should the scope of the project change significantly, or should it become apparent that threatened or endangered species may be impacted, please contact our staff as soon as possible. If you have any questions, please contact James Cogswell, Wildlife Program Manager (808)587-4187 or James.M.Cogswell@hawaii.gov.

DAVID Y. IGE
GOVERNOR

JADE T. BUTAY
INTERIM DIRECTOR

Deputy Directors
ROSS M. HIGASHI
EDWIN H. SNIFFEN
DARRELL T. YOUNG

STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
869 PUNCHBOWL STREET
HONOLULU, HAWAII 96813-5097

IN REPLY REFER TO:
HWY-DD 2.6559

March 13, 2018

TO: SUZANNE CASE, CHAIRPERSON
DEPARTMENT OF LAND AND NATURAL RESOURCES

ATTN: DAVID SMITH, ADMINISTRATOR
DIVISION OF FORESTRY AND WILDLIFE

FROM: CURTIS MATSUDA
ACTING ENGINEERING PROGRAM MANAGER
DESIGN BRANCH, HIGHWAYS DIVISION

SUBJECT: RESPONSE TO COMMENTS FOR HAWAII REVISED STATUTES, CHAPTER 343, PRE-ASSESSMENT CONSULTATION AND CONSULTATION UNDER CHAPTER 195D, CONSERVATION OF AQUATIC LIFE, WILDLIFE AND LAND PLANTS FOR LEEWARD BIKEWAY: PHILIPPINE SEA ROAD TO WAIPAHU
DEPOT STREET, EWA DISTRICT, ISLAND OF OAHU, HAWAII
FEDERAL-AID PROJECT NO. STP-BW-0300(8)
TAX MAP KEY: (PORTIONS) (1) 9-1-17: 003, 008, 044, 045, 055; 9-1-64: 116; 9-1-69: 002, 003, 010; 9-1-126: 008, 013; 9-3-01: 006, 021; 9-3-02: 029; 9-4-01: 002, 011; AND 9-4-11: 011, 104

The State of Hawaii, Department of Transportation, Highways Division (HDOT), thanks you for your letter dated February 26, 2018 concerning the subject project. The following has been prepared in response to your comments (your comments have been *italicized* for reference):

> *The State and Federally listed Hawaiian hoary bat or 'Ope'ape'a (Lasiu.rus cinereus semotus) has the potential to occur in the vicinity of the proposed project. DOFAW recommends avoiding using barbed wire, as bat mortalities have been documented as a result of becoming ensnared by barbed wire during flight. Hawaiian hoary bats roost in both exotic and native trees. If any trees are planned for removal during the bat breeding season there is a risk of injury or mortality to juvenile bats. To minimize the potential for impacts to this species, woody plants greater than 15 feet (4.6 meters) tall should not be disturbed, removed, or trimmed during the bat birthing and pup rearing season (June 1 through September 15). Site clearing should be timed to avoid disturbance to breeding Hawaiian hoary bats.*

> *The State endangered Hawaiian short-eared owl or Pueo (Asia flammeus sandwichensis) has the potential to occur in the project vicinity site. Pueo are a crepuscular species, most active during dawn and dusk twilights. DOFAW recommends twilight pre-construction surveys by a qualified biologist prior to clearing vegetation. If Pueo nests are present, a buffer zone should be established in which no clearing occurs until nesting ceases and notify DOFAW staff.*
>
> *State and Federally listed waterbirds such as the Hawaiian duck (Anas wyvilliana), Hawaiian stilt (Himantopus mexicanus knudseni), Hawaiian moorhen (Gallinula chloropus sandvicensis) and Hawaiian coot (Fulica alai), are likely to occur in the vicinity of the proposed project site due to the proximity of Pearl Harbor National Wildlife Refuge and Pouhala Marsh Wildlife Sanctuary. To minimize the potential for take, surveys for waterbirds by a qualified biologist are recommended before any land clearing or excavation activities occur, and should be repeated if these activities are delayed more than three days. If a nest is discovered at any point, please contact DOFAW staff. If a bird is present during ongoing activities, then all activities within 100 feet (30 m) of the bird should cease, and the bird should also not be approached. Work may continue after the bird leaves the area of its own accord.*
>
> *DOFAW would like to ensure that effective avoidance measures are in place to prevent adverse impacts to native seabirds. DOFAW notes that artificial lighting can adversely impact seabirds that may pass through the area at night causing disorientation which could result in collision with manmade artifacts or grounding of birds. If nighttime lighting is required DOFAW recommends that any lights used be fully shielded and downward facing to minimize impacts.*

The HDOT acknowledges and thanks the Department of Land and Natural Resources, Division of Forestry and Wildlife for providing avoidance and minimization measures to protect the Hawaiian hoary bat, Hawaiian short-eared owl, Hawaiian duck, Hawaiian stilt, Hawaiian moorhen, Hawaiian coot, and seabirds. A discussion on the project's conservation measures to avoid and minimize impacts to the Hawaiian hoary bat, Hawaiian short-eared owl, Hawaiian duck, Hawaiian stilt, Hawaiian moorhen, Hawaiian coot, and seabirds will be provided in the project's Draft EA, Section 3.2.1, Fauna.

We appreciated your review of the subject project and allowing us this opportunity to respond. Your letter and this response will be included in the Draft Environmental Assessment. Should you have any further comments, please contact Robert Sun by telephone at (808) 692-7578 or by e-mail to Robert.Sun@hawaii.gov.

cc: Meesa Otani, FHWA
Brian Takeda and Stacy Armstrong, R. M. Towill Corporation

bc: HWY-DD (R. Sun)

DAVID Y. IGE
GOVERNOR

JADE T. BUTAY
INTERIM DIRECTOR

Deputy Directors
ROSS M. HIGASHI
EDWIN H. SNIFFEN
DARRELL T. YOUNG

STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
869 PUNCHBOWL STREET
HONOLULU, HAWAII 96813-5097

IN REPLY REFER TO:
HWY-DD 2.6522

February 2, 2018

TO: SUZANNE CASE, CHAIRPERSON
DEPARTMENT OF LAND AND NATURAL RESOURCES

ATTN: MARTHA YENT
LAND AND WATER CONSERVATION FUND (LWCF) COORDINATOR
DIVISION OF STATE PARKS

FROM: CURTIS MATSUDA
ACTING ENGINEERING PROGRAM MANAGER
DESIGN BRANCH, HIGHWAYS DIVISION

SUBJECT: SECTION 6(F) CONSULTATION NOTIFICATION, LAND AND WATER CONSERVATION FUND (LWCF) ACT AND REQUEST FOR PRE-ASSESSMENT CONSULTATION, HAWAII REVISED STATUTES, CHAPTER 343
LEEWARD BIKEWAY: PHILIPPINE SEA ROAD TO WAIPAHU DEPOT STREET
EWA DISTRICT, ISLAND OF OAHU, HAWAII
FEDERAL-AID PROJECT NO. STP-BW-0300(8)
TAX MAP KEY: (PORTIONS) (1) 9-1-17: 003, 008, 044, 045, 055; (1) 9-1-64: 116; 9-1-69: 002, 003, 010; 9-1-126: 008, 013; 9-3-01: 006, 021; 9-3-02: 029; 9-4-01: 002, 011; AND 9-4-11: 011

The State of Hawaii Department of Transportation (HDOT) would like to invite you to participate in pre-assessment consultation for the subject project. The proposed project is located in the Ewa District, Island of Oahu, Hawaii.

The HDOT is preparing an Environmental Assessment (EA) for the proposed project to address the requirements of Hawaii Revised Statutes, Chapter 343, and Hawaii Administrative Rules, Chapter 11-200. The specific action that requires the preparation of the EA includes the use of state land and/or funds for the proposed action.

Proposed Action
The Leeward Bikeway project would involve the construction of a new 8-10 foot-wide approximately 3-mile-long bikeway within the 40-foot wide former Oahu Railway and Land Company right-of-way (OR&L ROW) beginning at Philippine Sea Road and extending east to Waipahu Depot Street. The project site is approximately 17.78 acres. Construction is expected to commence in late 2018. Approximately 12 months will be required for construction. The

enclosed Project Fact Sheet provides an overview of the project location, design and construction components, purpose and need, and history (Enclosure 1).

Alternatives to the Proposed Action
An evaluation of all prudent and feasible alternatives was conducted to avoid or minimize impacts to the surrounding environment. The proposed design was determined to be the most practical and feasible alternative. Other alternatives considered were: (a) no action and (b) delayed action. Alternatives to the proposed action did not meet the HDOT's objective of constructing a continuous bikeway facility in the Ewa region; and failed to meet the access requirements of the 1980 deed transferring ownership of the former OR&L ROW to the State of Hawaii from the U. S. Government.

Anticipated Impacts
The former OR&L ROW is listed on the National Register of Historic Places (NRHP) as Reference No. 75000621, and on the State Inventory of Historic Places (SIHP) as site 50-80-12-9714. The Kapakahi and Waikele Stream Bridges, while not listed on the NRHP, are eligible for listing. All work proposed will address the requirements of state and federal laws concerning the protection and/or preservation of these historic resources.

The only known outdoor recreational facility that has received Section 6(f) Land Water Conservation Fund (LWCF) funding in the vicinity of the proposed project is the Ewa Mahiko Park. No work is proposed within the park and no adverse impacts to the 6(f) property, and recreational or park resources are expected to result from the proposed project. We request your comments on the proposed undertaking and identification of any additional listed or proposed outdoor recreation resources and LWCF land in the vicinity of the proposed project.

The Leeward Bikeway project is expected to result in positive long-term and beneficial secondary impacts for residents and visitors using a continuous bicycle and pedestrian path for non-motorized recreational and transportation purposes. The proposed project is consistent with the *2003 Pearl Harbor Historic Trail Master Plan*; *2002 Central Oahu Sustainable Communities Plan*; *2012 Oahu Bike Plan*; and *2013 Ewa Development Plan*, and promotes the shared use of the former OR&L ROW to provide a safe and continuous bicycle and pedestrian path between Ewa and Aiea.

The project design connects logical termini identified in past and present regional and development plans and is of sufficient length to provide independent utility (i.e., usable and reasonable expenditure even if no additional transportation improvements in the area are made). By linking to existing facilities (West Loch Bike Path and Pearl Harbor Historic Trail), the development of the proposed bikeway will serve to connect the communities from Ewa to Aiea and help to address major residential, business, and commercial growth in the Ewa and Central Oahu areas occurring over the past several decades and proposed in the future. The action to link the proposed project to existing facilities would not require other project improvements, nor would construction of the proposed project disrupt the use of existing facilities.

We respectfully request any information you may have regarding environmental resource concerns in the project vicinity to assist in our evaluation. Please ensure that your comments are received or postmarked by FRIDAY, FEBRUARY 16, 2018. We would appreciate a written

response to Robert Sun via email at robert.sun@hawaii.gov, or by U.S. Postal Service to Hawaii Department of Transportation, Highways Division, Design Branch, Highway Design Section; 601 Kamokila Boulevard, Room 609; Kapolei, Hawaii 96707.

Please feel free to contact Robert Sun by telephone at (808) 692-7578, if you have any questions. We look forward to working with you on this needed transportation and recreational facility.

Enclosure

cc: Meesa Otani, FHWA
Brian Takeda and Stacy Armstrong, R. M. Towill Corporation

bc: HWY-DD (R. Sun)

LEEWARD BIKEWAY, PHILIPPINE SEA ROAD TO WAIPAHU DEPOT STREET
FEDERAL-AID PROJECT NO. STP-BW-0300(8)
PROJECT FACT SHEET

Leeward Bikeway Project location: The Federal Highway Administration and State of Hawai'i Department of Transportation Highways Division (HDOT), propose a project to construct the Leeward Bikeway, from Philippine Sea Road to Waipahu Depot Street in the Waikele, Hoaeae, Honouliuli Ahupuaa, Ewa District, Island of Oahu, Hawaii (see attached map).

Leeward Bikeway Project overview: The approximately 3-mile-long 8-10 foot-wide asphalt concrete bikeway would be built within the 40-foot wide former Oahu Railroad & Land Company (OR&L) right-of-way (ROW) and provide a dedicated, shared use path for pedestrians and bicyclists. The bikeway would consist of two sections connected by the existing approximately 2-mile West Loch Bike Path on either end to form a continuous path. The first section of the bikeway would begin at Philippine Sea Road and extend approximately 10,500 feet east to connect with the southwest end of the West Loch Bike Path. The second section of the bikeway would begin at the northeast end of the West Loch Bike Path and extend approximately 6,900 feet east to its terminus at Waipahu Depot Street. At its terminus, the bikeway would connect with the existing 5.8-mile-long Pearl Harbor Historic Trail (PHHT). Along most of its length the bikeway would be separated from vehicular traffic. However, where the bikeway crosses existing roadways (i.e., Kapolei Parkway and Fort Weaver Road) the bikeway users would be guided by signs to new or existing signalized pedestrian roadway crossings.

Design and construction components of the Leeward Bikeway Project include:

- Construction of the Leeward Bikeway facility beginning at Philippine Sea Road in Ewa and extending east to Waipahu Depot Street in Waipahu;
- Replacement of two historic railroad bridges (i.e., Kapakahi and Waikele Stream Bridges);
- Improvements to storm drain near Kapolei Parkway;
- Relocation of utility lines and poles;
- Construction of retaining walls;
- Relocation and replacement of existing fencing; and
- Installation of bollards, signage and striping.

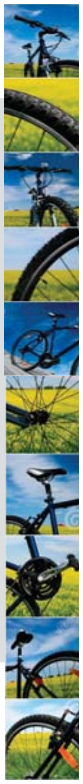
Purpose and need of the Leeward Bikeway Project: Several current regional and development plans define the need for a shared use path that links the neighborhoods in West Oahu to beach parks, recreation areas, regional attractions, historic sites, and nature habitats. They include the *2003 Pearl Harbor Historic Trail Master Plan*; *2002 Central Oahu Sustainable Communities Plan*; *2012 O'ahu Bike Plan*; and *2013 Ewa Development Plan.* Furthermore, these plans identify the former OR&L ROW as a resource where a safe and continuous bicycle and pedestrian path could be provided. The current project would utilize the former OR&L ROW to connect to the existing West Loch Bike Path and PHHT to provide a continuous, accessible, and safe shared-use path between Ewa and Aiea. In doing so, the proposed project would complete important components of past and current regional and development plans. Additionally, by connecting the communities from Ewa to Aiea, the Leeward Bikeway would address major residential, business, and commercial growth in the Ewa and Central Oahu areas occurring over the past several decades and in the future by providing an outstanding recreational resource and non-motorized transportation facility.

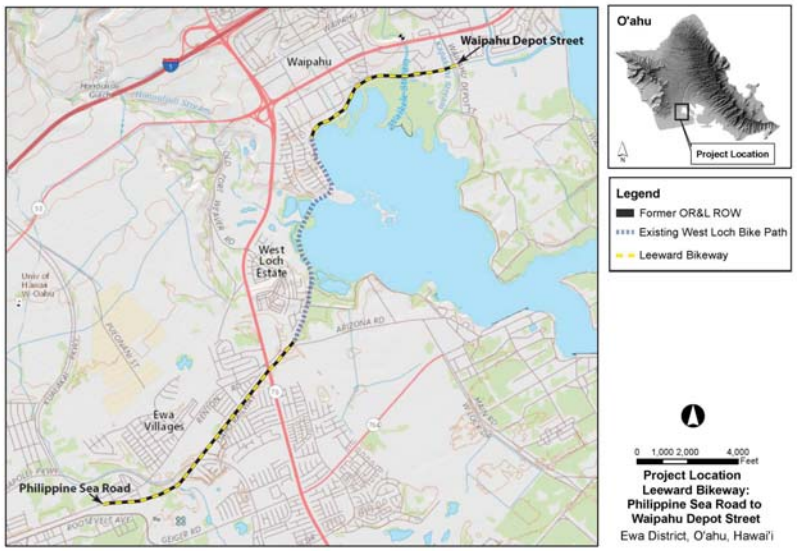
Background for the Leeward Bikeway Project: The implementation of the project is in response to the 1980 transfer of title of an approximately 14-mile long section of the former OR&L ROW from the U. S. Government to the State of Hawaii that requires the HDOT to use the transferred land for highway purposes, i.e. bicycle lanes or paths and pedestrian walkways.

The project limits, Philippine Sea Road to Waipahu Depot Street, connect logical termini identified in past and present regional and development plans and are of sufficient length to provide independent utility (i.e., usable and reasonable expenditure even if no additional transportation improvements in the area are made).

Construction is expected to commence in late 2018. Approximately 12 months will be required for construction.

For more information please contact:
Robert Sun
Project Manager, Design Branch, Hawaii Department of Transportation
robert.sun@hawaii.gov





DAVID Y. IGE
GOVERNOR OF
HAWAII

STATE OF HAWAII
DEPARTMENT OF LAND AND NATURAL RESOURCES

POST OFFICE BOX 621
HONOLULU, HAWAII 96809

SUZANNE D. CASE
CHAIRPERSON
BOARD OF LAND AND NATURAL RESOURCES
COMMISSION ON WATER RESOURCE MANAGEMENT

ROBERT K. MASUDA
FIRST DEPUTY

JEFFREY T. PEARSON, P.E.
DEPUTY DIRECTOR - WATER

AQUATIC RESOURCES
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CONSERVATION AND COASTAL LANDS
CONSERVATION AND RESOURCES ENFORCEMENT
ENGINEERING
FORESTRY AND WILDLIFE
HISTORIC PRESERVATION
KAHOOLAWE ISLAND RESERVE COMMISSION
LAND
STATE PARKS

February 15, 2018

MEMORANDUM:

TO: Curtis Matsuda, Acting Engineering Program Manager
Design Branch, Highways Division
Department of Transportation

FROM: Suzanne Case, Chairperson
Department of Land and Natural Resources

SUBJECT: 6(f) LWCF Consultation and HRS §343 Pre-Assessment Consultation
Leeward Bikeway from Philippine Sea Road to Waipahu Depot Street
Ahupua'a of Waikele, Hoaeae, and Honouliuli, 'Ewa District, O'ahu

Thank you for the opportunity to provide comments on the proposed Leeward Bikeway project that will involve construction of a bike path within the former Oahu Railway and Land Company right-of-way. The 3-mile long route from Philippine Sea Road to Waipahu Depot Street will expand the existing West Loch Bike Path and connect with the existing Pearl Harbor Historic Trail. Once completed this multi-use path for pedestrians and bicyclists will provide a major recreational feature for the 'Ewa community. The Statewide Comprehensive Outdoor Recreation Plan (SCORP) Update prepared in 2015 identified walking, jogging, and biking paths as a high recreational priority. This project will add to the public recreational inventory and assist in meeting a recreational demand identified by residents.

As indicated in your letter of February 2, 2018, 'Ewa Mahikō Park is the only public outdoor recreation facility near the project that was assisted with federal funding through the Land and Water Conservation Fund (LWCF) program. The funds were used between 2010 and 2013 to construct new park facilities, including tennis, basketball, and volleyball courts and a parking area. The LWCF boundary corresponds to the 22-acre park property. Because the proposed Leeward Bikeway will not affect the LWCF protected park, there are no concerns on behalf of the LWCF program.

We support the project for the outdoor recreational benefit it will provide. If you have any other questions regarding the LWCF program, please feel free to contact Martha Yent, LWCF Coordinator, at 587-0287 or Martha.E.Yent@hawaii.gov

DAVID Y. IGE
GOVERNOR

JADE T. BUTAY
INTERIM DIRECTOR

Deputy Directors
ROSS M. HIGASHI
EDWIN H. SNIFFEN
DARRELL T. YOUNG

STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
869 PUNCHBOWL STREET
HONOLULU, HAWAII 96813-5097

IN REPLY REFER TO:
HWY-DD 2.6560

March 13, 2018

TO: SUZANNE CASE, CHAIRPERSON
DEPARTMENT OF LAND AND NATURAL RESOURCES

ATTN: MARTHA YENT
LAND AND WATER CONSERVATION FUND (LWCF) COORDINATOR
DIVISION OF STATE PARKS

FROM: CURTIS MATSUDA
ACTING ENGINEERING PROGRAM MANAGER
DESIGN BRANCH, HIGHWAYS DIVISION

SUBJECT: RESPONSE TO COMMENTS FOR HAWAII REVISED STATUTES, CHAPTER 343, PRE-ASSESSMENT CONSULTATION AND CONSULTATION UNDER SECTION 6(F), LAND AND WATER CONSERVATION FUND (LWCF) ACT FOR LEEWARD BIKEWAY: PHILIPPINE SEA ROAD TO WAIPAHU DEPOT STREET, EWA DISTRICT, ISLAND OF OAHU, HAWAII
FEDERAL-AID PROJECT NO. STP-BW-0300(8)
TAX MAP KEY: (PORTIONS) (1) 9-1-17: 003, 008, 044, 045, 055; 9-1-64: 116; 9-1-69: 002, 003, 010; 9-1-126: 008, 013; 9-3-01: 006, 021; 9-3-02: 029; 9-4-01: 002, 011; AND 9-4-11: 011, 104

The State of Hawaii, Department of Transportation, Highways Division (HDOT), thanks you for your letter dated February 15, 2018 concerning the subject project. The following has been prepared in response to your comments (your comments have been *italicized* for reference):

> *The Statewide Comprehensive Outdoor Recreation Plan (SCORP) Update prepared in 2015 identified walking, jogging, and biking paths as a high recreational priority. [The Leeward Bikeway] project will add to the public recreational inventory and assist in meeting a recreational demand identified by residents.*

HDOT acknowledges this comment. See Section 4.2.7, Statewide Comprehensive Outdoor Recreation Plan (SCORP) (2015), of the Draft Environmental Assessment (EA) for discussion on the applicability of the SCORP to the proposed project.

> *As indicated in your letter of February 2, 2018, 'Ewa Mahiko Park is the only public outdoor recreation facility near the project that was assisted with federal funding through the Land and Water Conservation Fund (LWCF) program. The funds were used between 2010 and 2013 to construct new park facilities, including tennis, basketball, and volleyball courts and a parking area. The LWCF boundary corresponds to the 22-acre park property. Because the proposed Leeward Bikeway will not affect the LWCF protected park, there are no concerns on behalf of the LWCF program.*
>
> *We support the project for the outdoor recreational benefit it will provide.*

The HDOT acknowledges that the proposed project will not affect the 'Ewa Mahiko Park. A discussion on the Land and Water Conservation Fund protected park and other parks and recreational resources in the vicinity of the project will be provided in the project's Draft EA, Section 3.3.9, Parks and Recreational Resources.

We appreciated your review of the subject project and allowing us this opportunity to respond. Your letter and this response will be included in the Draft Environmental Assessment. Should you have any further comments, please contact Robert Sun by telephone at (808) 692-7578 or by e-mail to Robert.Sun@hawaii.gov.

cc: Meesa Otani, FHWA
Brian Takeda and Stacy Armstrong, R. M. Towill Corporation

bc: HWY-DD (R. Sun)

DAVID Y. IGE
GOVERNOR

JADE T. BUTAY
INTERIM DIRECTOR

Deputy Directors
ROSS M. HIGASHI
EDWIN H. SNIFFEN
DARRELL T. YOUNG

STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
869 PUNCHBOWL STREET
HONOLULU, HAWAII 96813-5097

IN REPLY REFER TO:
HWY-DD 2.6528

February 2, 2018

TO: THE HONORABLE SUZANNE CASE
CHAIRPERSON AND STATE HISTORIC PRESERVATION OFFICER
DEPARTMENT OF LAND AND NATURAL RESOURCES

ATTN: ALAN S. DOWNER, PH.D.
ADMINISTRATOR AND DEPUTY STATE HISTORIC PRESERVATION OFFICER
STATE HISTORIC PRESERVATION DIVISION

FROM: CURTIS MATSUDA
ACTING ENGINEERING PROGRAM MANAGER
DESIGN BRANCH, HIGHWAYS DIVISION

SUBJECT: HAWAII REVISED STATUTES, CHAPTER 6E-8 (HRS 6E-8) CONSULTATION NOTIFICATION, AND REQUEST FOR PRE-ASSESSMENT CONSULTATION, HAWAII REVISED STATUTES, CHAPTER 343
LEEWARD BIKEWAY: PHILIPPINE SEA ROAD TO WAIPAHU DEPOT STREET
EWA DISTRICT, ISLAND OF OAHU, HAWAII
FEDERAL-AID PROJECT NO. STP-BW-0300(8)
TAX MAP KEY: (PORTIONS) (1) 9-1-17: 003, 008, 044, 045, 055; (1) 9-1-64: 116; 9-1-69: 002, 003, 010; 9-1-126: 008, 013; 9-3-01: 006, 021; 9-3-02: 029; 9-4-01: 002, 011; AND 9-4-11: 011

The State of Hawaii Department of Transportation (HDOT) would like to invite you to participate in pre-assessment consultation for the subject project. Additionally, in accordance with HRS §6E and Hawaii Administrative Rules (HAR) § 13-284-3, HDOT requests Historic Preservation Review and a Historic Properties Determination for the subject project. The proposed project is located in the Ewa District, Island of Oahu, Hawaii.

The project will utilize federal funds provided by the Federal Highway Administration (FHWA), and therefore is considered a federal action that requires compliance with Section 106 of the National Historic Preservation Act (NHPA) of 1966, as amended (Section 106). While the FHWA retains approval authority over Section 106 (36 CFR 800.2(a)), the HDOT, as the proposing "agency" has jurisdiction over determining the impacts for HRS 6E-8 (HAR 13-275-7(a)). Therefore this request is specific only to the State of Hawaii process for historic preservation review and historic properties determination.

The HDOT is preparing an Environmental Assessment (EA) for the proposed project to address the requirements of Hawaii Revised Statutes, Chapter 343, and Hawaii Administrative Rules, Chapter 11-200. The specific action that requires the preparation of the EA includes the use of state land and/or funds for the proposed action.

Proposed Action
The Leeward Bikeway project would involve the construction of a new 8-10 foot-wide approximately 3-mile-long bikeway within the 40-foot wide former Oahu Railway and Land Company right-of-way (OR&L ROW) beginning at Philippine Sea Road and extending east to Waipahu Depot Street. The Area of Potential Effect (APE) is approximately 17.78 acres. Construction is expected to commence in late 2018. Approximately 12 months will be required for construction. The enclosed Project Fact Sheet provides an overview of the project location, design and construction components, purpose and need, and history (Enclosure 1).

Alternatives to the Proposed Action
An evaluation of all prudent and feasible alternatives was conducted to avoid or minimize impacts to the surrounding environment. The proposed design was determined to be the most practical and feasible alternative. Other alternatives considered were: (a) no action and (b) delayed action. Alternatives to the proposed action did not meet the HDOT's objective of constructing a continuous bikeway facility in the Ewa region; and failed to meet the access requirements of the 1980 deed transferring ownership of the former OR&L ROW to the State of Hawaii from the U. S. Government.

Historical, Cultural, and Archaeological Background
The proposed APE (enclosure 2) is situated within the ahupuaa of Waikele, Hoaeae, and Honouliuli ahupuaa of Ewa District in the south southwest coast of Oahu. These ahupuaa contained almost all the necessary constituents for a traditional Hawaiian life. In the Pearl Harbor area, agriculture and fishpond cultivation were the predominant economic activities. Prominent archaeological features present in the Pearl Harbor area include heiau, and fishponds (McAllister 1933). Many of these features have been disturbed by cattle ranching, development of rice patties, sugarcane plantations, and Pearl Harbor Naval Base as well as modem activities. On the Waipio Peninsula, several fishponds were present in the vicinity of the proposed APE. Loko Eo at the north end of the peninsula covered 137 acres and was surrounded on three sides by land with a wall approximately 2,040 feet long, extending to the fourth side (McAllister, 1933). The wall was 6 feet wide and four feet high, composed of coral. It was significantly widened to accommodate a "plantation train" (McAllister 1933). Kaahukuu and Pouhala ponds were 41 and 23 acres, respectively, and were located on the northwestern side of Waipio Peninsula, (McAllister, 1933). Results of the cultural resources survey (conducted in 2000 by IARII), indicate that it is unlikely to encounter fishpond sediments associated with Loko Eo or Ulumoku due to past agricultural practices and filling. However, fishpond sediments associated with the former Pouhala pond may exist within the vicinity of the proposed APE. Hawaiians also apparently populated the broad open areas of the Ewa district in the many gulches that are present there. Hawaiians probably used holes and pits in the coral for shelter, and if soil was present, for cultivation. The most prominent archaeological features present across the Ewa Plain include heiau, enclosures and platforms, many of which have been disturbed by cattle ranching and moden activities. Results of the cultural resources survey indicate that due to

agricultural activities, encountering cultural resources in this portion of the proposed APE is unlikely.
The construction of the railway from the Pearl Harbor to Waianae (Nanakuli) area began in the late 1800s, and is linked to the development of Leeward Oahu. The railroad tracks along the Oahu shoreline were built on a bed composed of hard coral deposits (Bonnel, 1997). The track itself is narrow gauge, but should not be confused with the portable tracks used in sugar cane fields (Hawaiian Railway Society, 1994). In 1975, a stretch of track from Lualualei Naval Road to approximately 300 feet east of Fort Weaver Road was placed on the National Register of Historic Places (NHRP). The former OR&L ROW is listed on the NRHP as Reference No. 75000621, and on the State Inventory of Historic Places (SIHP) as site 50-80-12-9714.

Although not included in the historically recognized OR&L ROW 1975 listing on the NRHP, the Kapakahi Stream Bridge and the Waikele Stream Bridge are identified as eligible for listing. Both bridges are eligible based on meeting Criterion A, their association with the former historic OR&L Company, and Criterion C, as distinct examples of railroad bridges.

Anticipated Impacts
All work proposed will address the requirements of State and Federal laws concerning the protection and/or preservation of historic resources.

The following mitigation measures will be implemented, at a minimum:

- If cultural materials are discovered during construction, all earth-moving activity within and around the immediate discovery area will be diverted until a qualified archaeologist can assess the nature and significance of the find.
- If human remains are discovered, HAR Title 13, Subtitle 13, Chapter 300 states that further disturbances and activities shall cease in any area or nearby area suspected to overlie remains and SHPD and the Police Department will be contacted. The appropriate process would then proceed in conformance with HAR §13-300 Subchapter 4 "Procedures for Proper Treatment of Burial Sites and Human Skeletal Remains."

The HDOT will prevent the disturbance or taking of any historic property or resource to the extent possible by instituting these mitigation measures and enforcing their implementation by contractors.

The Leeward Bikeway project is expected to result in positive long-term and beneficial secondary impacts for residents and visitors using a continuous bicycle and pedestrian path for non-motorized recreational and transportation purposes. The proposed project is consistent with the *2003 Pearl Harbor Historic Trail Master Plan*; *2002 Central Oahu Sustainable Communities Plan*; *2012 Oahu Bike Plan*; and *2013 Ewa Development Plan*, and promotes the shared use of the former OR&L ROW to provide a safe and continuous bicycle and pedestrian path between Ewa and Aiea.

The project design connects logical termini identified in past and present regional and development plans and is of sufficient length to provide independent utility (i.e., usable and reasonable expenditure even if no additional transportation improvements in the area are made). By linking to existing facilities (West Loch Bike Path and Pearl Harbor Historic Trail), the development of the proposed bikeway will serve to connect the communities from Ewa to Aiea

and help to address major residential, business, and commercial growth in the Ewa and Central Oahu areas occurring over the past several decades and proposed in the future. The action to link the proposed project to existing facilities would not require other project improvements, nor would construction of the proposed project disrupt the use of existing facilities.

We respectfully request any information you may have regarding environmental resource concerns, historic preservation, and historic properties in the project vicinity to assist in our evaluation. Please ensure that your comments are received or postmarked by FRIDAY, FEBRUARY 16, 2018. We would appreciate a written response to Robert Sun via email at robert.sun@hawaii.gov, or by U.S. Postal Service to Hawaii Department of Transportation, Highways Division, Design Branch, Highway Design Section; 601 Kamokila Boulevard, Room 609; Kapolei, Hawaii 96707.

Please feel free to contact Robert Sun by telephone at (808) 692-7578, if you have any questions. We look forward to working with you on this needed transportation and recreational facility.

Enclosure

cc: Meesa Otani, FHWA
Brian Takeda and Stacy Armstrong, R. M. Towill Corporation

bc: HWY-DD (R. Sun)

LEEWARD BIKEWAY, PHILIPPINE SEA ROAD TO WAIPAHU DEPOT STREET
FEDERAL-AID PROJECT NO. STP-BW-0300(8)
PROJECT FACT SHEET

Leeward Bikeway Project location: The Federal Highway Administration and State of Hawai'i Department of Transportation Highways Division (HDOT), propose a project to construct the Leeward Bikeway, from Philippine Sea Road to Waipahu Depot Street in the Waikele, Hoaeae, Honouliuli Ahupuaa, Ewa District, Island of Oahu, Hawaii (see attached map).

Leeward Bikeway Project overview: The approximately 3-mile-long 8-10 foot-wide asphalt concrete bikeway would be built within the 40-foot wide former Oahu Railroad & Land Company (OR&L) right-of-way (ROW) and provide a dedicated, shared use path for pedestrians and bicyclists. The bikeway would consist of two sections connected by the existing approximately 2-mile West Loch Bike Path on either end to form a continuous path. The first section of the bikeway would begin at Philippine Sea Road and extend approximately 10,500 feet east to connect with the southwest end of the West Loch Bike Path. The second section of the bikeway would begin at the northeast end of the West Loch Bike Path and extend approximately 6,900 feet east to its terminus at Waipahu Depot Street. At its terminus, the bikeway would connect with the existing 5.8-mile-long Pearl Harbor Historic Trail (PHHT). Along most of its length the bikeway would be separated from vehicular traffic. However, where the bikeway crosses existing roadways (i.e., Kapolei Parkway and Fort Weaver Road) the bikeway users would be guided by signs to new or existing signalized pedestrian roadway crossings.

Design and construction components of the Leeward Bikeway Project include:

- Construction of the Leeward Bikeway facility beginning at Philippine Sea Road in Ewa and extending east to Waipahu Depot Street in Waipahu;
- Replacement of two historic railroad bridges (i.e., Kapakahi and Waikele Stream Bridges);
- Improvements to storm drain near Kapolei Parkway;
- Relocation of utility lines and poles;
- Construction of retaining walls;
- Relocation and replacement of existing fencing; and
- Installation of bollards, signage and striping.

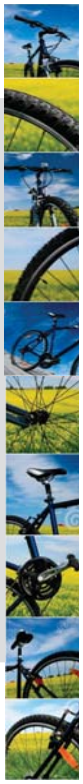
Purpose and need of the Leeward Bikeway Project: Several current regional and development plans define the need for a shared use path that links the neighborhoods in West Oahu to beach parks, recreation areas, regional attractions, historic sites, and nature habitats. They include the *2003 Pearl Harbor Historic Trail Master Plan*; *2002 Central Oahu Sustainable Communities Plan*; *2012 O'ahu Bike Plan*; and *2013 Ewa Development Plan.* Furthermore, these plans identify the former OR&L ROW as a resource where a safe and continuous bicycle and pedestrian path could be provided. The current project would utilize the former OR&L ROW to connect to the existing West Loch Bike Path and PHHT to provide a continuous, accessible, and safe shared-use path between Ewa and Aiea. In doing so, the proposed project would complete important components of past and current regional and development plans. Additionally, by connecting the communities from Ewa to Aiea, the Leeward Bikeway would address major residential, business, and commercial growth in the Ewa and Central Oahu areas occurring over the past several decades and in the future by providing an outstanding recreational resource and non-motorized transportation facility.

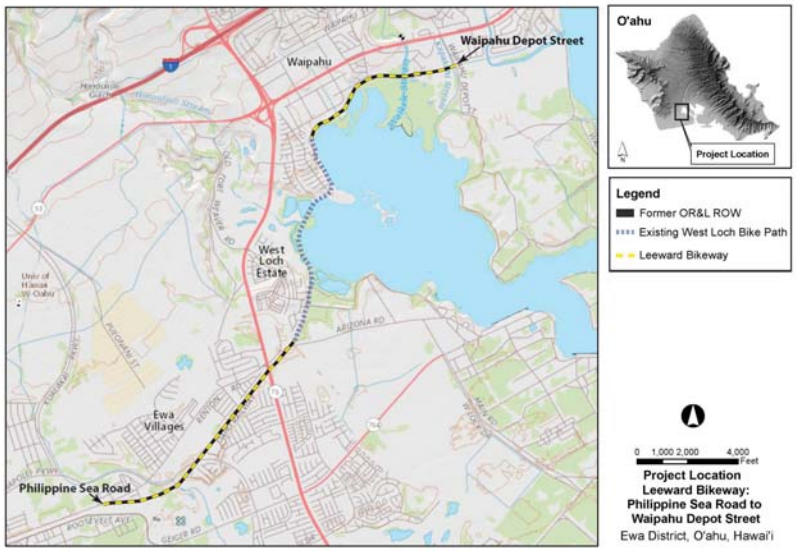
Background for the Leeward Bikeway Project: The implementation of the project is in response to the 1980 transfer of title of an approximately 14-mile long section of the former OR&L ROW from the U. S. Government to the State of Hawaii that requires the HDOT to use the transferred land for highway purposes, i.e. bicycle lanes or paths and pedestrian walkways.

The project limits, Philippine Sea Road to Waipahu Depot Street, connect logical termini identified in past and present regional and development plans and are of sufficient length to provide independent utility (i.e., usable and reasonable expenditure even if no additional transportation improvements in the area are made).

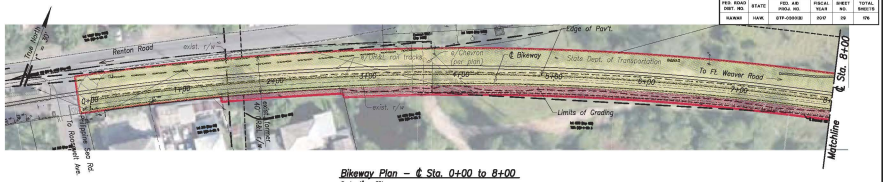
Construction is expected to commence in late 2018. Approximately 12 months will be required for construction.

For more information please contact:
Robert Sun
Project Manager, Design Branch, Hawaii Department of Transportation
robert.sun@hawaii.gov





FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
NANAE	HAW.	STP-0300(8)	2017	20	175



Bikeway Plan – ℄ Sta. 0+00 to 8+00
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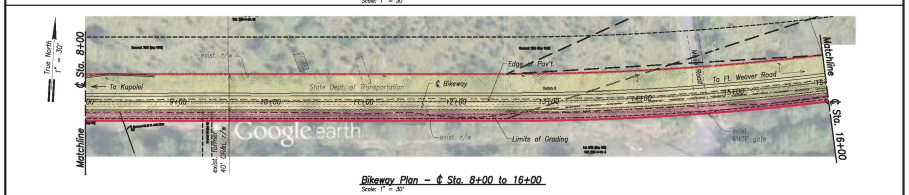

Bikeway Plan – ℄ Sta. 8+00 to 16+00
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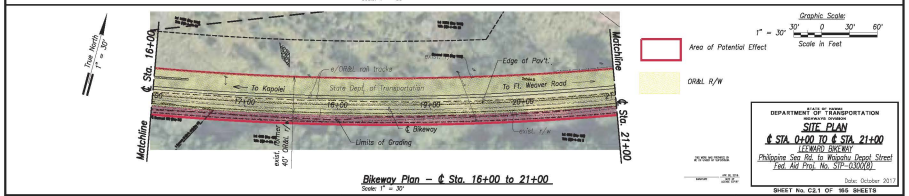

Bikeway Plan – ℄ Sta. 16+00 to 21+00
Scale: 1" = 30'

Graphic Scale:
1" = 30' 30' 0 30' 60'
Scale in Feet

Area of Potential Effect

OR&L R/W

STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
HIGHWAYS DIVISION

SITE PLAN
℄ STA. 0+00 TO ℄ STA. 21+00
(.15 MIKE ORC MIX)
Philippine Sea Rd. to Waipahu Depot Street
Fed. Aid Proj. No. STP-0300(8)

Date: October 2017

SHEET No. C2.1 OF 165 SHEETS

FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
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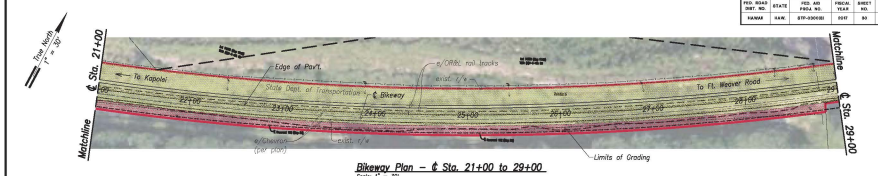
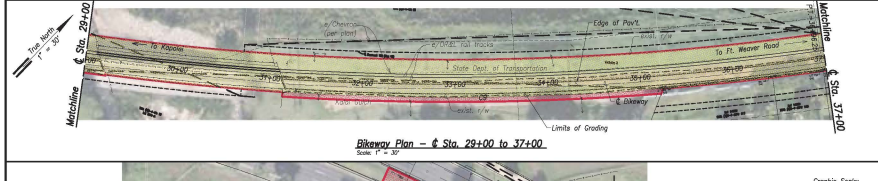


Bikeway Plan – ℄ Sta. 21+00 to 29+00
Scale: 1" = 30'



Bikeway Plan – ℄ Sta. 29+00 to 37+00
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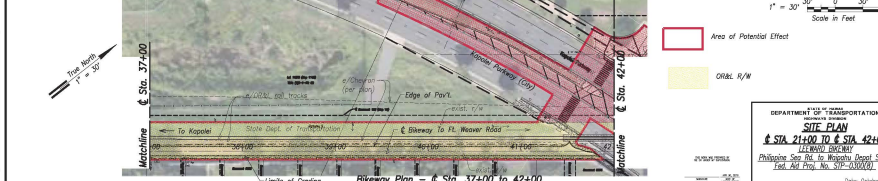


Bikeway Plan – ℄ Sta. 37+00 to 42+00
Scale: 1" = 30'

Graphic Scale:
1" = 30' 30' 0 30' 60'
Scale in Feet

Area of Potential Effect

OR&L R/W

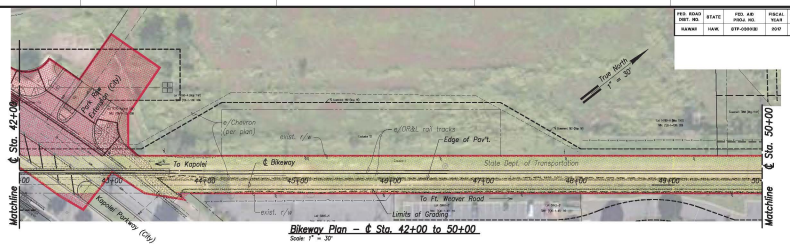
STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
HIGHWAYS DIVISION

SITE PLAN
℄ STA. 21+00 TO ℄ STA. 42+00
(.15 MIKE ORC MIX)
Philippine Sea Rd. to Waipahu Depot Street
Fed. Aid Proj. No. STP-0300(8)

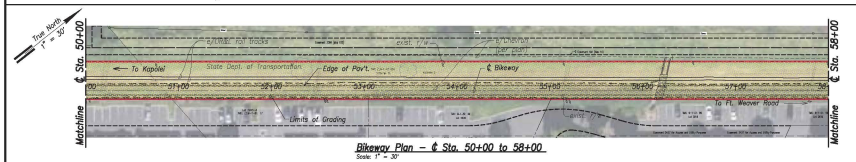
Date: October 2017

SHEET No. C2.2 OF 165 SHEETS

FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
HAWAII	HAWAII	STP-0300(8)	2017	91	175



Bikeway Plan – ℄ Sta. 42+00 to 50+00
Scale: 1" = 30'



Bikeway Plan – ℄ Sta. 50+00 to 58+00
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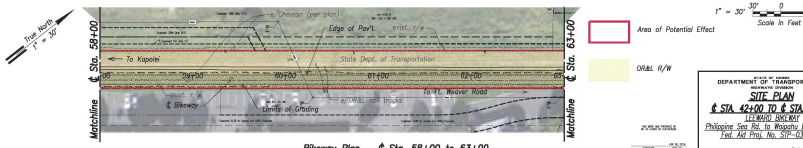


Bikeway Plan – ℄ Sta. 58+00 to 63+00
Scale: 1" = 30'

Graphic Scale:
1" = 30' 30' 0 30' 60'
Scale in Feet

Area of Potential Effect

OR&L R/W

STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
HIGHWAYS DIVISION

SITE PLAN

℄ STA. 42+00 TO ℄ STA. 63+00

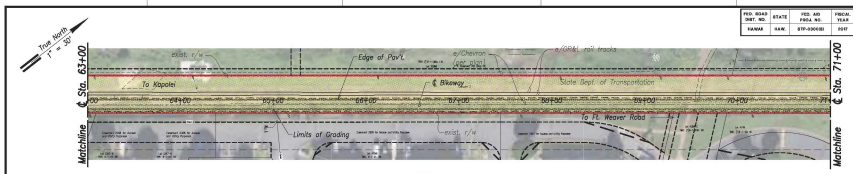
LEI WAIO ORC WAY

Philippine Sea Rd. to Waipahu Depot Street
Fed. Aid Proj. No. STP-0300(8)

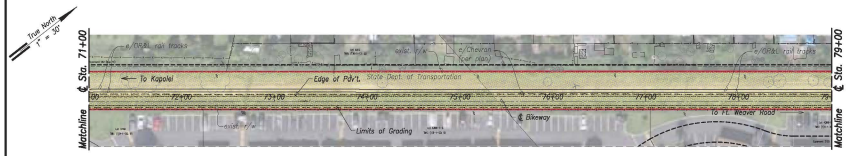
Date: October 2017

SHEET No. C2.3 OF 165 SHEETS

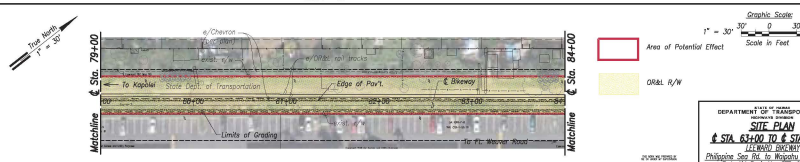
FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
HAWAII	HAWAII	STP-0300(8)	2017	92	175



Bikeway Plan – ℄ Sta. 63+00 to 71+00
Scale: 1" = 30'



Bikeway Plan – ℄ Sta. 71+00 to 79+00
Scale: 1" = 30'



Bikeway Plan – ℄ Sta. 79+00 to 84+00
Scale: 1" = 30'

Graphic Scale:
1" = 30' 30' 0 30' 60'
Scale in Feet

Area of Potential Effect

OR&L R/W

STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
HIGHWAYS DIVISION

SITE PLAN

℄ STA. 63+00 TO ℄ STA. 84+00

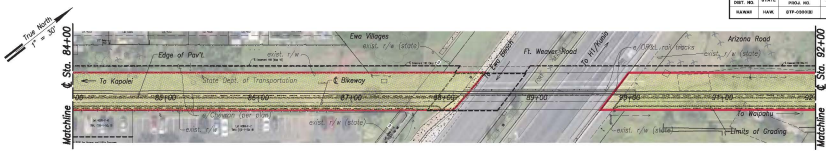
LEI WAIO ORC WAY

Philippine Sea Rd. to Waipahu Depot Street
Fed. Aid Proj. No. STP-0300(8)

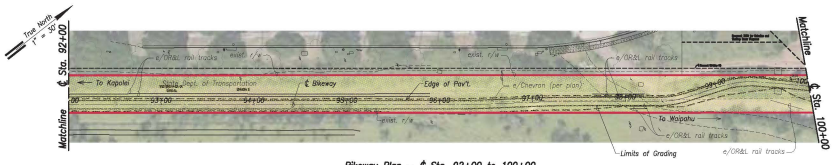
Date: October 2017

SHEET No. C2.4 OF 165 SHEETS

FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
HAWAII	HAW.	STP-0300(8)	2017	33	175



Bikeway Plan – ℄ Sta. 84+00 to 92+00
Scale: 1" = 30'



Bikeway Plan – ℄ Sta. 92+00 to 100+00
Scale: 1" = 30'

Bikeway Plan – ℄ Sta. 100+00 to 104+88.59
Scale: 1" = 30'

Graphic Scale:
1" = 30' 30' 0 30' 60'
Scale in Feet

Area of Potential Effect

OR&L R/W

STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
HIGHWAYS DIVISION

SITE PLAN

℄ STA. 84+00 TO ℄ STA. 104+88.59

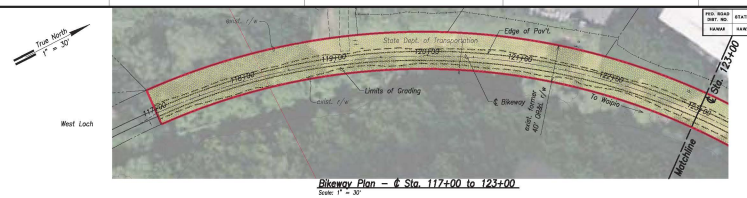
LEI NUIO (SRC) WAY

Philippine Sea Rd. to Waipahu Depot Street
Fed. Aid Proj. No. STP-0300(8)

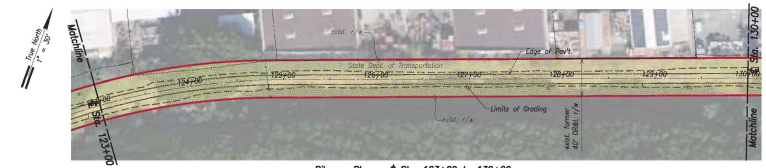
Date: October 2017

SHEET No. C2.6 OF 165 SHEETS

FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
HAWAII	HAW.	STP-0300(8)	2017	34	175

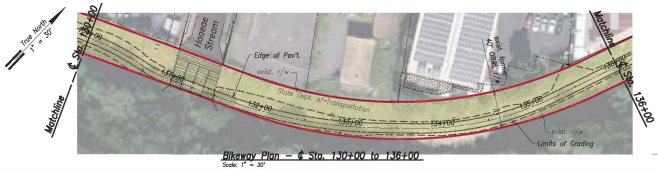


Bikeway Plan – ℄ Sta. 117+00 to 123+00
Scale: 1" = 30'



Bikeway Plan – ℄ Sta. 123+00 to 130+00
Scale: 1" = 30'

Note:
The former OR&L R/W is listed on the National Register of Historic Places.



Bikeway Plan – ℄ Sta. 130+00 to 136+00
Scale: 1" = 30'

Graphic Scale:
1" = 30' 30' 0 30' 60'
Scale in Feet

Area of Potential Effect

OR&L R/W

STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
HIGHWAYS DIVISION

SITE PLAN

℄ STA. 117+00 TO ℄ STA. 136+00

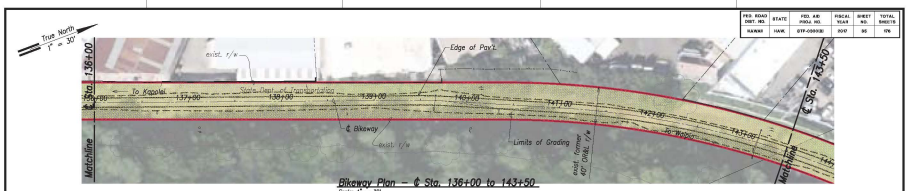
LEI NUIO (SRC) WAY

Philippine Sea Rd. to Waipahu Depot Street
Fed. Aid Proj. No. STP-0300(8)

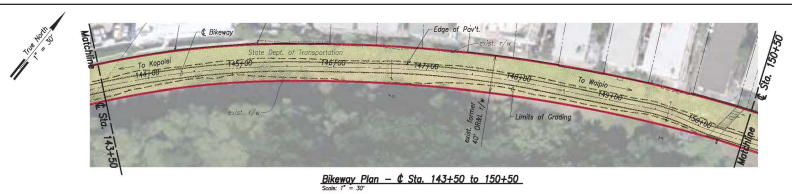
Date: October 2017

SHEET No. C2.6 OF 165 SHEETS

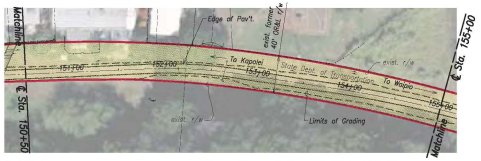
FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
NAMAK	HAWAII	STP-0300(8)	2017	90	175



Bikeway Plan – ℄ Sta. 136+00 to 143+50
Scale: 1" = 30'



Bikeway Plan – ℄ Sta. 143+50 to 150+50
Scale: 1" = 30'



Bikeway Plan – ℄ Sta. 150+50 to 155+00
Scale: 1" = 30'

Graphic Scale:
1" = 30' 30' 0 30' 60'
Scale in Feet

Area of Potential Effect

OR&L R/W

Note:
The former ORNL R/W is listed on the National Register of Historic Places.

STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
HIGHWAYS DIVISION

SITE PLAN

℄ STA. 137+00 TO ℄ STA. 155+00

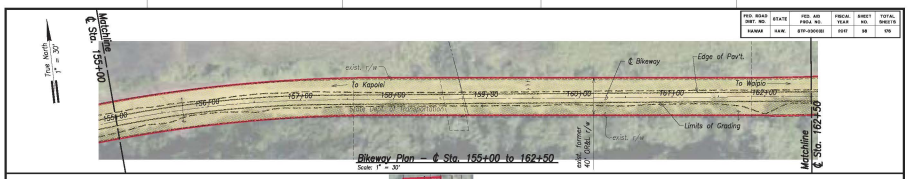
LEI NUIO CIRC.WAY

Philippine Sea Rd. to Waipahu Depot Street
Fed. Aid Proj. No. STP-0300(8)

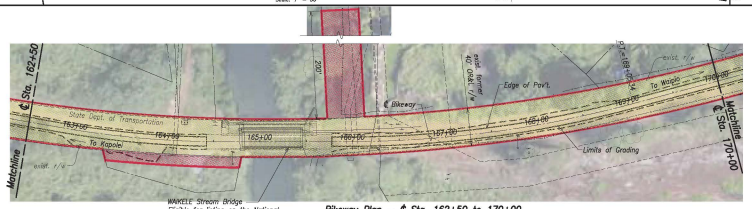
Date: October 2017

SHEET No. C2.7 OF 165 SHEETS

FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
NAMAK	HAWAII	STP-0300(8)	2017	91	175

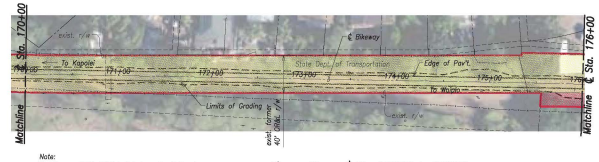


Bikeway Plan – ℄ Sta. 155+00 to 162+50
Scale: 1" = 30'



WAYELE Stream Bridge
Eligible for listing on the National Register of Historic Places.

Bikeway Plan – ℄ Sta. 162+50 to 170+00
Scale: 1" = 30'



Note:
The former ORNL R/W is listed on the National Register of Historic Places.

Bikeway Plan – ℄ Sta. 170+00 to 176+00
Scale: 1" = 30'

Graphic Scale:
1" = 30' 30' 0 30' 60'
Scale in Feet

Area of Potential Effect

OR&L R/W

STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
HIGHWAYS DIVISION

SITE PLAN

℄ STA. 155+00 TO ℄ STA. 176+00

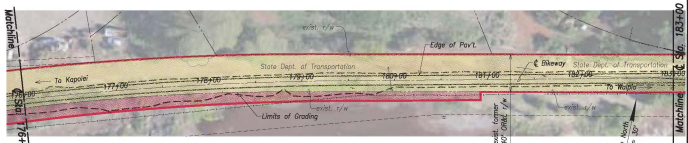
LEI NUIO CIRC.WAY

Philippine Sea Rd. to Waipahu Depot Street
Fed. Aid Proj. No. STP-0300(8)

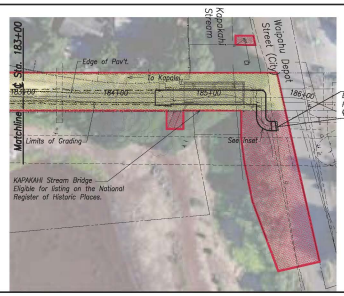
Date: October 2017

SHEET No. C2.8 OF 165 SHEETS

FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
NAWAI	HAWAII	STP-0300(8)	2017	37	176

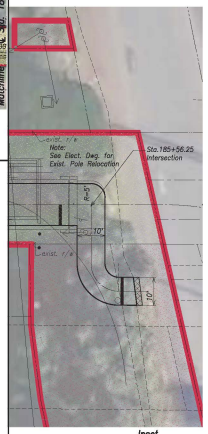


Bikeway Plan – ℄ Sta. 176+00 to 183+50
Scale: 1" = 30'



Bikeway Plan – ℄ Sta. 183+50 to 185+72
Scale: 1" = 30'

Area of Potential Effect



Inset
Scale: 1" = 10'

ORL&L R/W

Note:
The former ORNL R/W is listed on the National Register of Historic Places.

Graphic Scale:
1" = 30' 30' 0 30' 60'
Scale in Feet

1	2/1/18
0	10/2/17
No.	DATE

ISSUED FOR CONSTRUCTION
JOINT PROJECT OF
HAWAII DEPT. OF TRANSPORTATION
AND
CITY & COUNTY OF HONOLULU
DEPARTMENT OF TRANSPORTATION SERVICES

STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
HIGHWAYS DIVISION

SITE PLAN

℄ STA. 176+00 TO ℄ STA. 185+72

(13.9MILES, 1SEC.BRI)

Philippine Sea Rd. to Waipahu Depot Street
Fed. Aid Proj. No. STP-0300(8)

Date: October 2017

SHEET No. C2.9 OF 165 SHEETS

DAVID Y. IGE
GOVERNOR OF
HAWAII

SUZANNE D. CASE
CHAIRPERSON
BOARD OF LAND AND NATURAL RESOURCES
COMMISSION ON WATER RESOURCE MANAGEMENT

ROBERT K. MASUDA
FIRST DEPUTY

JEFFREY T. PEARSON, P.E.
DEPUTY DIRECTOR - WATER

AQUATIC RESOURCES
BOATING AND OCEAN RECREATION
BUREAU OF CONVEYANCES
COMMISSION ON WATER RESOURCE MANAGEMENT
CONSERVATION AND COASTAL LANDS
CONSERVATION AND RESOURCES ENFORCEMENT
ENGINEERING
FORESTRY AND WILDLIFE
HISTORIC PRESERVATION
KAHOOLAWE ISLAND RESERVE COMMISSION
LAND
STATE PARKS

STATE OF HAWAII
DEPARTMENT OF LAND AND NATURAL RESOURCES

STATE HISTORIC PRESERVATION DIVISION
KAKUHIHEWA BUILDING
601 KAMOKILA BLVD, STE 555
KAPOLEI, HAWAII 96707

February 28, 2018

IN REPLY REFER TO:
Log No.: 2018.00283
Doc. No.: 1802SH22
Archaeology

Curtis Matsuda
Acting Engineering Program Manager
State of Hawai'i Department of Transportation
869 Punchbowl Street
Honolulu, Hawai'i 96813-5097
Email: curtis.matsuda@hawaii.gov

Dear Curtis Matsuda:

SUBJECT: **Chapter 6E-8 Historic Preservation Review –**
Consultation Notification and Request for Pre-Assessment Consultation
Leeward Bikeway Philippine Sea Road to Waipahu Depot Street
Ref. No. HWY-DD 2.6528, Federal Aid Project No. STP-BW-0300(8)
Waikele, Hoaeae, and Honouliuli Ahupua'a, 'Ewa District, Island of O'ahu
TMK: Portions of (1) 9-1-017:003, 008, 044, 045, 055; (1) 9-1-064:116; (1) 9-1-069:002, 003, 010; (1) 9-1-126:008, 013; (1) 9-3-001:006, 021; (1) 9-3-002:029; (1) 9-4-001:002, 011; and (1) 9-4-011:011

The State Historic Preservation Division (SHPD) received a letter dated February 2, 2018 from the State of Hawaii Department of Transportation (HDOT) to invite SHPD to participate in a pre-assessment consultation and to request a Historic Properties Review and Determination for the Leeward Bikeway Philippine Sea Road to Waipahu Depot Street project. The State Historic Preservation Division (SHPD) received this submittal on February 6, 2018.

The Federal Highways Administration (FHWA) has determined the proposed project is a federal undertaking as defined in 36 CFR 800.16(y). The proposed undertaking is subject to compliance with Section 106 of the NHPA and historic preservation review under Hawaii Revised Statutes (HRS) §6E-8. Pursuant to the Programmatic Delegation of Authority (May 2016), the FHWA has delegated Section 106 consultation to the Hawai'i Department of Transportation (HDOT).

The State Historic Preservation Officer (SHPO) concurred with the APE in a letter dated December 14, 2017 (Log No. 2017.02420, Doc. No. 1712SH08). SHPD requests clarification of the APE as HDOT's previous letters indicated eleven fewer tax map keys (TMKs) are part of this project than in the subject letter.

For SHPD to provide a letter of determination the following steps, described in greater detail in HRS §13-275, must be completed and submitted concurrently:

1) Identification and inventory, to determine if historic properties are present in the project's area and, if so, to identify and document them;
   a. The agency shall first consult with SHPD to determine if the area proposed for the project needs to undergo an inventory survey to determine if historic properties are present. This shall include a tax map key for the parcel or parcels involved and a map to locate and define the boundaries of the project area; and

   b. Include an account of the research materials and/or repositories referenced in order to ensure the agency conducted a best faith effort to identify known or potential historic properties in the project area.
2) Evaluation of significance;
   a. If a historic property is identified, an assessment of significance shall occur. The agency shall make this assessment or delegate this assessment in writing. This assessment shall be made by someone meeting the Secretary of the Interior's professional qualification standards;
   b. Prior to submission of significance evaluations for properties, other than architectural properties, the agency shall consult with ethnic organizations or members of the ethnic group for whom some of the historic properties may have significance under criterion "e" to seek their views on the significance evaluations;
   c. The concurrence of the SHPD is required before significance is finalized. The assessment shall 1) present a table which lists each historic property and identifies all applicable criteria of significance for each property, 2) provide justification for classifying the property within these criteria and 3) provide evidence of any consultation shall be submitted with the assessment to include, a description of the consultation process used, a list of the individuals or organizations contacted, and a summary of the views and concerns expressed;
   d. If there is an agreement that none of the historic properties are significant, then historic preservation review ends and SHPD shall issue its written concurrence in the form of a "no historic properties affected" determination; and
   e. When significant historic properties are present, then impacts of the proposed action on these properties shall be assessed, and mitigation commitments shall be devised as needed.
3) Effect determination;
   a. The effects of a project shall be determined by the agency. Effects include direct as well as indirect impacts. One of the following effect determinations must be established:
      (a) "No historic properties affected"
      (b) "Effect, with proposed mitigation commitments"
4) Mitigation commitments, committing to acceptable forms of mitigation in order to properly handle or minimize impacts to significant properties;
   a. If a project will have an effect on significant historic properties, then a mitigation commitment proposing the form of mitigation to be undertaken for each significant property shall be submitted by the agency to the SHPD for review and approval. See HAR §13-275-8 for a description of the five forms of mitigation that can occur.
   b. If historic properties with significance, so evaluated under criterion "e" are involved, the agency shall consult with ethnic organizations or members of the ethnic group for whom the historic properties have significance under criterion "e" to seek their views on the proposed forms of mitigation.
   c. The proposed mitigation commitment shall include 1) a table of the significant historic properties, indicating which form or forms of mitigation is proposed for each property 2) brief text justifying these proposed treatments and 3) if properties deemed significant under paragraph §13-275-6 (b) (5) are involved, a description of the consultation process used, a list of the individuals and organizations contacted, and a summary of the views and concerns expressed.

The SHPD looks forward to receiving HDOT's submittal meeting the requirements of HRS §13-275 for the proposed project.

The HDOT is the office of record for this undertaking. Please maintain a copy of this letter with your environmental review record for this undertaking.

Please contact Stephanie Hacker, Oahu Archaeologist, at (808) 692-8046 or at Stephanie.Hacker@hawaii.gov for matters regarding archaeological resources or this letter.

Aloha,
Alan Downer

Alan S. Downer, PhD
Administrator, State Historic Preservation Division
Deputy State Historic Preservation Officer

cc: Robert Sun, HDOT (Robert.Sun@hawaii.gov)
Meesa Otani, FHWA (meesa.otani@dot.gov)

DAVID Y. IGE
GOVERNOR

JADE T. BUTAY
INTERIM DIRECTOR

Deputy Directors
ROSS M. HIGASHI
EDWIN H. SNIFFEN
DARRELL T. YOUNG

STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
869 PUNCHBOWL STREET
HONOLULU, HAWAII 96813-5097

IN REPLY REFER TO:
HWY-DD 2.6527

February 2, 2018

TO: LEO R. ASUNCION, JR., AICP, DIRECTOR
OFFICE OF PLANNING

FROM: CURTIS MATSUDA
ACTING ENGINEERING PROGRAM MANAGER
DESIGN BRANCH, HIGHWAYS DIVISION

SUBJECT: LEEWARD BIKEWAY: PHILIPPINE SEA ROAD TO WAIPAHU DEPOT STREET
EWA DISTRICT, ISLAND OF OAHU, HAWAII
FEDERAL-AID PROJECT NO. STP-BW-0300(8)
TAX MAP KEY: (PORTIONS) (1) 9-1-17: 003, 008, 044, 045, 055; (1) 9-1-64: 116; 9-1-69: 002, 003, 010; 9-1-126: 008, 013; 9-3-01: 006, 021; 9-3-02: 029; 9-4-01: 002, 011; AND 9-4-11: 011
REQUEST FOR PRE-ASSESSMENT CONSULTATION, HAWAII REVISED STATUTES, CHAPTER 343

The State of Hawaii Department of Transportation (HDOT) would like to invite you to participate in pre-assessment consultation for the subject project. The proposed project is located in the Ewa District, Island of Oahu, Hawaii.

The HDOT is preparing an Environmental Assessment (EA) for the proposed project to address the requirements of Hawaii Revised Statutes (HRS), Chapter 343, and Hawaii Administrative Rules, Chapter 11-200. The specific action that requires the preparation of the EA includes the use of state land and/or funds for the proposed action.

Proposed Action
The Leeward Bikeway project would involve the construction of a new 8-10 foot-wide approximately 3-mile-long bikeway within the 40-foot wide former Oahu Railway and Land Company right-of-way (OR&L ROW) beginning at Philippine Sea Road and extending east to Waipahu Depot Street. The project site is approximately 17.78 acres. Construction is expected to commence in late 2018. Approximately 12 months will be required for construction. The enclosed Project Fact Sheet provides an overview of the project location, design and construction components, purpose and need, and history (Enclosure 1).

Alternatives to the Proposed Action
An evaluation of all prudent and feasible alternatives was conducted to avoid or minimize impacts to the surrounding environment. The proposed design was determined to be the most practical and feasible alternative. Other alternatives considered were: (a) no action and (b) delayed action. Alternatives to the proposed action did not meet the HDOT's objective of constructing a continuous bikeway facility in the Ewa region; and failed to meet the access requirements of the 1980 deed transferring ownership of the former OR&L ROW to the State of Hawaii from the U. S. Government.

Anticipated Impacts
The former OR&L ROW is listed on the National Register of Historic Places (NRHP) as Reference No. 75000621, and on the State Inventory of Historic Places (SIHP) as site 50-80-12-9714. The Kapakahi and Waikele Stream Bridges, while not listed on the NRHP, are eligible for listing. All work proposed will address the requirements of state and federal laws concerning the protection and/or preservation of these historic resources.

The demolition and replacement of the Kapakahi and Waikele Stream Bridges is required for the project to provide safe crossings for bikeway users. The new concrete bridges would be a single clear span and built to standards for shared use by pedestrians and bicyclists. Following the removal of the existing Kapakahi Stream Bridge (deck and abutments) work would be required within the stream channel for minor maintenance dredging along the east and west banks.

Work proposed below the mean high high water (MHHW) would include the removal of approximately 6 cubic yards of sediment that has accumulated along the east and west banks of the Kapakahi Stream beneath the bridge. Dredging work would be completed using a single-scoop method excavation with the equipment staged in uplands above the MHHW. Best Management Practices (BMPs) during dredging operations will include the use of temporary ecoblocks and silt curtains around the open dredge area locations.

Improvements to the Waikele Stream Bridge would not alter or adversely affect the existing stream channel. Work to remove of the existing bridge deck and top portion of the existing concrete bridge abutments would be above the MHHW and no debris would be allowed to fall or enter the stream.

No impacts to use of coastal, marine, beach, or shoreline resources are expected. During construction, Best Management Practices will be employed to prevent potential pollutant (sediment) discharges into storm water runoff. These measures will be in place and functional before project activities begin and will be maintained throughout the construction period.

A Department of the Army Nationwide Permit (NWP) No. 3 (POH-2010-00305) for maintenance activities will be filed with the U. S. Army Corps of Engineers (USACE) for the minor dredging work along the east and west banks of the Kapakahi Stream. According to the USACE, a Coastal Zone Management Consistency Concurrence is currently in place for projects covered under NWP No. 3.

Public participation for the proposed project will be sought through the environmental review process as required in HRS, Chapter 343.

The Leeward Bikeway project is expected to result in positive long-term and beneficial secondary impacts for residents and visitors using a continuous bicycle and pedestrian path for non-motorized recreational and transportation purposes. The proposed project is consistent with the *2003 Pearl Harbor Historic Trail Master Plan*; *2002 Central Oahu Sustainable Communities Plan*; *2012 Oahu Bike Plan*; and *2013 Ewa Development Plan*, and promotes the shared use of the former OR&L ROW to provide a safe and continuous bicycle and pedestrian path between Ewa and Aiea.

The project design connects logical termini identified in past and present regional and development plans and is of sufficient length to provide independent utility (i.e., usable and reasonable expenditure even if no additional transportation improvements in the area are made). By linking to existing facilities (West Loch Bike Path and Pearl Harbor Historic Trail), the development of the proposed bikeway will serve to connect the communities from Ewa to Aiea and help to address major residential, business, and commercial growth in the Ewa and Central Oahu areas occurring over the past several decades and proposed in the future. The action to link the proposed project to existing facilities would not require other project improvements, nor would construction of the proposed project disrupt the use of existing facilities.

We respectfully request any information you may have regarding environmental resource concerns in the project vicinity to assist in our evaluation. Please ensure that your comments are received or postmarked by FRIDAY, FEBRUARY 16, 2018. We would appreciate a written response to Robert Sun via email at robert.sun@hawaii.gov, or by U.S. Postal Service to Hawaii Department of Transportation, Highways Division, Design Branch, Highway Design Section; 601 Kamokila Boulevard, Room 609; Kapolei, Hawaii 96707.

Please feel free to contact Robert Sun by telephone at (808) 692-7578, if you have any questions. We look forward to working with you on this needed transportation and recreational facility.

Enclosure

cc: Meesa Otani, FHWA
Brian Takeda and Stacy Armstrong, R. M. Towill Corporation

bc: HWY-DD (R. Sun)

LEEWARD BIKEWAY, PHILIPPINE SEA ROAD TO WAIPAHU DEPOT STREET
FEDERAL-AID PROJECT NO. STP-BW-0300(8)
PROJECT FACT SHEET

Leeward Bikeway Project location: The Federal Highway Administration and State of Hawai'i Department of Transportation Highways Division (HDOT), propose a project to construct the Leeward Bikeway, from Philippine Sea Road to Waipahu Depot Street in the Waikele, Hoaeae, Honouliuli Ahupuaa, Ewa District, Island of Oahu, Hawaii (see attached map).

Leeward Bikeway Project overview: The approximately 3-mile-long 8-10 foot-wide asphalt concrete bikeway would be built within the 40-foot wide former Oahu Railroad & Land Company (OR&L) right-of-way (ROW) and provide a dedicated, shared use path for pedestrians and bicyclists. The bikeway would consist of two sections connected by the existing approximately 2-mile West Loch Bike Path on either end to form a continuous path. The first section of the bikeway would begin at Philippine Sea Road and extend approximately 10,500 feet east to connect with the southwest end of the West Loch Bike Path. The second section of the bikeway would begin at the northeast end of the West Loch Bike Path and extend approximately 6,900 feet east to its terminus at Waipahu Depot Street. At its terminus, the bikeway would connect with the existing 5.8-mile-long Pearl Harbor Historic Trail (PHHT). Along most of its length the bikeway would be separated from vehicular traffic. However, where the bikeway crosses existing roadways (i.e., Kapolei Parkway and Fort Weaver Road) the bikeway users would be guided by signs to new or existing signalized pedestrian roadway crossings.

Design and construction components of the Leeward Bikeway Project include:

- Construction of the Leeward Bikeway facility beginning at Philippine Sea Road in Ewa and extending east to Waipahu Depot Street in Waipahu;
- Replacement of two historic railroad bridges (i.e., Kapakahi and Waikele Stream Bridges);
- Improvements to storm drain near Kapolei Parkway;
- Relocation of utility lines and poles;
- Construction of retaining walls;
- Relocation and replacement of existing fencing; and
- Installation of bollards, signage and striping.

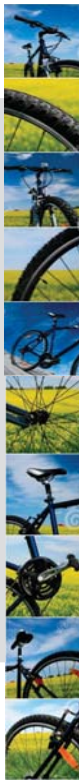
Purpose and need of the Leeward Bikeway Project: Several current regional and development plans define the need for a shared use path that links the neighborhoods in West Oahu to beach parks, recreation areas, regional attractions, historic sites, and nature habitats. They include the *2003 Pearl Harbor Historic Trail Master Plan*; *2002 Central Oahu Sustainable Communities Plan*; *2012 O'ahu Bike Plan*; and *2013 Ewa Development Plan.* Furthermore, these plans identify the former OR&L ROW as a resource where a safe and continuous bicycle and pedestrian path could be provided. The current project would utilize the former OR&L ROW to connect to the existing West Loch Bike Path and PHHT to provide a continuous, accessible, and safe shared-use path between Ewa and Aiea. In doing so, the proposed project would complete important components of past and current regional and development plans. Additionally, by connecting the communities from Ewa to Aiea, the Leeward Bikeway would address major residential, business, and commercial growth in the Ewa and Central Oahu areas occurring over the past several decades and in the future by providing an outstanding recreational resource and non-motorized transportation facility.

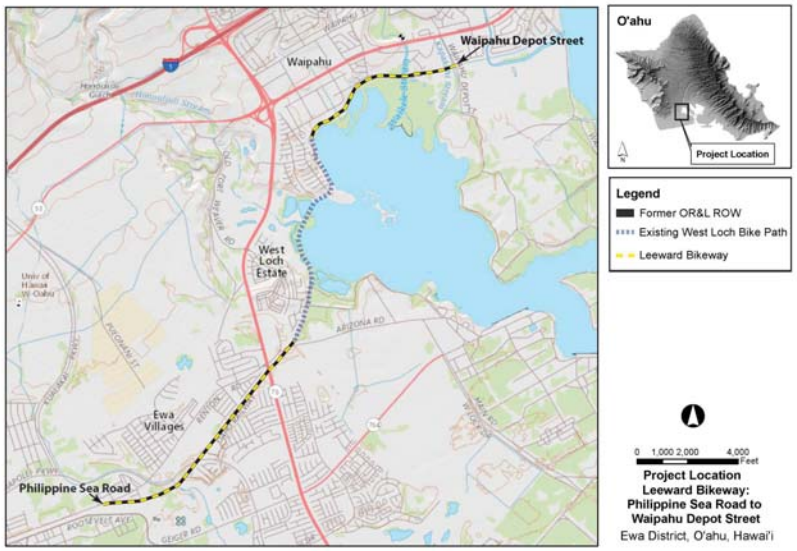
Background for the Leeward Bikeway Project: The implementation of the project is in response to the 1980 transfer of title of an approximately 14-mile long section of the former OR&L ROW from the U. S. Government to the State of Hawaii that requires the HDOT to use the transferred land for highway purposes, i.e. bicycle lanes or paths and pedestrian walkways.

The project limits, Philippine Sea Road to Waipahu Depot Street, connect logical termini identified in past and present regional and development plans and are of sufficient length to provide independent utility (i.e., usable and reasonable expenditure even if no additional transportation improvements in the area are made).

Construction is expected to commence in late 2018. Approximately 12 months will be required for construction.

For more information please contact:
Robert Sun
Project Manager, Design Branch, Hawaii Department of Transportation
robert.sun@hawaii.gov





D18-0268

OFFICE OF PLANNING
STATE OF HAWAII

DAVID Y. IGE
GOVERNOR

LEO R. ASUNCION
DIRECTOR
OFFICE OF PLANNING

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DTS 201802221322BE

February 23, 2018

To: Jade Butay, Interim Director
State of Hawaii, Department of Transportation

From: Leo R. Asuncion, Director
Office of Planning

Attention: Curtis Matsuda, Acting Engineering Program Manager
Design Branch, Highways Division

Subject: Pre-Consultation Draft Environmental Assessment for the Leeward Bikeway: Philippine Sea Road to Waipahu Depot Street Project, Federal-Aid Project No. STP-BW-0300(8), Ewa District, Island of Oahu

TMKs: (1) 9-1-17: 003, 008, 044, 045, 055; 9-1-64: 116; 9-1-69: 002, 003, 010; 9-1-126:008, 013; 9-3-01: 006, 021; 9-3-02: 029; 9-4-01: 002, 011; and 9-4-11: 011

Thank you for the opportunity to provide comments on this pre-assessment consultation request for the preparation of a Draft Environmental Assessment (Draft EA) on the Leeward Bikeway project. The pre-consultation review material was transmitted to our office by letter dated February 2, 2018.

It is our understanding that the State Department of Transportation (HDOT) is proposing the construction of a 3-mile-long bike pathway (Leeward Bikeway). The Leeward Bikeway will run from Philippine Sea Road to Waipahu Depot Street and impact 17.78 acres of land. Work will involve the removal of Kapakahi and Waikele Stream Bridges and replace them with single clear span pathways for use by bicycles and pedestrians.

The bridge removal may also require removal of sediment along the banks of Kapakahi Stream, and work within the stream channel for maintenance and dredging work. The bikeway is expected to lead to long-term benefits for residents and visitors by providing a continuous path for non-motorized transportation.

The Office of Planning (OP) has reviewed the transmitted Draft EA and has the following comments to offer:

1. Pursuant to Hawaii Administrative Rules (HAR) § 11-200-10(4) – general description of the action's technical, economic, social, and environmental characteristics, this project must demonstrate that it is consistent with a number of state environmental, social, economic goals, and policies. Hawaii Revised Statutes (HRS) Chapter 226, the Hawaii State Planning Act, provides goals, objectives, policies, planning coordination and implementation, and priority guidelines for growth, development, and the allocation of resources throughout the state.

   The Draft EA should include a discussion on the project's ability to meet all parts of HRS Chapter 226. The analysis should examine consistency with these statutes or clarify where it is in conflict with them. If any of these statutes are not applicable to the project, the analysis should affirmatively state such determination, followed by discussion paragraphs.

2. The coastal zone management (CZM) area is defined as "all lands of the State and the area extending seaward from the shoreline to the limit of the State's police power and management authority, including the U.S. territorial sea" (HRS § 205A-1).

   HRS Chapter 205A-5(b) requires all state and county agencies to enforce the CZM objectives and policies. The Draft EA should include an assessment as to how the proposed action conforms to each of the goals and objectives as listed in HRS § 205A-2. Compliance with HRS § 205A-2 is an important component for satisfying the requirements of HRS Chapter 343.

3. Please consult with the Department of Planning and Permitting (DPP), City and County of Honolulu (CCH), as to whether any portion of the proposed project is located within the special management area (SMA) delineated by the CCH, under the Hawaii CZM Act, HRS Chapter 205A, and subject to requirements of SMA use permitting.

4. Based on the information provided, this project uses funding from the U.S. Federal Highways Administration (FHWA) and involves work within the bed or banks of Kapakahi and Waikele Streams. The national Coastal Zone Management Act (CZMA), requires that federal actions be consistent with approved state coastal programs enforceable policies. Federal actions include activities performed by a federal agency; activities that require federal permits or approvals; or state and local government projects that receive federal financial assistance. Therefore, a federal

consistency review is required for the FHWA funding.

The review material states that a Department of the Army Nationwide Permit No. 3 will be submitted for dredging work. If it is deemed by the U.S. Army Corps of Engineers that Nationwide Permit No. 3 federal consistency concurrence applies to this project, a federal consistency review will not be required for the Corps permit.

OP is the lead state agency with the authority to conduct CZMA federal consistency reviews. Please contact our office regarding CZMA federal consistency review.

5. Pursuant to HAR § 11-200-10(6) – identification and summary of impacts and alternatives considered; in order to ensure that the surface water and marine resources of Oahu remain protected, the negative effects of stormwater inundation, potentially caused by the proposed development activities, should be evaluated in the Draft EA.

   Issues that may be examined include, but are not limited to, project site characteristics in relation to flood and erosion prone areas, open spaces, the potential vulnerability of surface water resources, drainage infrastructure currently in place, soil absorption characteristics of the area, and examining the amount of permeable versus impervious surfaces in the project area. These items should be considered when developing mitigation measures for the protection for surface water resources and the coastal ecosystem, pursuant to HAR § 11-200-10(7).

   Based on the information provided, due to the project's location, parcel size, and the potential increase of impervious surfaces near the water resources in the West Loch area of Pearl Harbor, this proposed action may be subject to the DPP rules on drainage and onsite stormwater management. Please contact DPP on the application and necessity of their low impact development (LID) post-construction standards as they pertain to this project.

   To assist in the development of onsite stormwater management strategies and the use of LID measures, OP has developed guidance documents on this subject. We recommend consulting these stormwater evaluative tools when developing mitigation approaches for polluted runoff. They offer useful techniques to keep land-based pollutants and sediment in place, while considering the management practices best suited for the topography of the area and the types of contaminants potentially impacting nearby water resources. The evaluative tools that should be used during the design process include:

- Stormwater Impact Assessments can be used to identify and analyze information on hydrology, sensitivity of coastal and riparian resources, and management measures to control runoff, as well as consider secondary and cumulative impacts to the area. http://files.hawaii.gov/dbedt/op/czm/initiative/stomwater_imapct/final_storm water_impact_assessments_guidance.pdf

- Low Impact Development (LID), A Practitioners Guide covers a range of structural best management practices for stormwater control management, onsite infiltration techniques, water reuse methods, and structure layout designs that minimize negative environmental impacts. http://files.hawaii.gov/dbedt/op/czm/initiative/lid/lid_guide_2006.pdf

If you have any questions regarding this comment letter, please contact Joshua Hekekia of our office at (808) 587-2845.

DAVID Y. IGE
GOVERNOR

JADE T. BUTAY
INTERIM DIRECTOR

Deputy Directors
ROSS M. HIGASHI
EDWIN H. SNIFFEN
DARRELL T. YOUNG

STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
869 PUNCHBOWL STREET
HONOLULU, HAWAII 96813-5097

IN REPLY REFER TO:
HWY-DD 2.6563

March 13, 2018

TO: LEO R. ASUNCION, JR., AICP, DIRECTOR
OFFICE OF PLANNING

FROM: CURTIS MATSUDA
ACTING ENGINEERING PROGRAM MANAGER
DESIGN BRANCH, HIGHWAYS DIVISION

SUBJECT: RESPONSE TO COMMENTS FOR HAWAII REVISED STATUTES, CHAPTER 343, PRE-ASSESSMENT CONSULTATION FOR LEEWARD BIKEWAY: PHILIPPINE SEA ROAD TO WAIPAHU
DEPOT STREET, EWA DISTRICT, ISLAND OF OAHU, HAWAII
FEDERAL-AID PROJECT NO. STP-BW-0300(8)
TAX MAP KEY: (PORTIONS) (1) 9-1-17: 003, 008, 044, 045, 055; (1) 9-1-64: 116; 9-1-69: 002, 003, 010; 9-1-126: 008, 013; 9-3-01: 006, 021; 9-3-02: 029; 9-4-01: 002, 011; AND 9-4-11: 011, 104

The State of Hawaii, Department of Transportation, Highways Division (HDOT), thanks you for your letter dated February 23, 2018 concerning the subject project (File No. DTS 201802221322BE). The following has been prepared in response to your comments (your comments have been *italicized* for reference):

The Office of Planning (OP) has reviewed the transmitted Draft EA and has the following comments to offer:

1. *Pursuant to Hawaii Administrative Rules (HAR) § 11-200-10(4) - general description of the action's technical, economic, social, and environmental characteristics, this project must demonstrate that it is consistent with a number of state environmental, social, economic goals, and policies. Hawaii Revised Statutes (HRS) Chapter 226, the Hawaii State Planning Act, provides goals, objectives, policies, planning coordination and implementation, and priority guidelines for growth, development, and the allocation of resources throughout the state.*

   The Draft EA should include a discussion on the project's ability to meet all parts of HRS Chapter 226. The analysis should examine consistency with these statutes or clarify where it is in conflict with them. If any of these statutes are not applicable to the project, the analysis should affirmatively state such determination, followed by discussion paragraphs.

HDOT acknowledges this comment. The proposed project is consistent with Hawaii Administrative Rules (HAR) § 11-200-10(4) and Hawaii Revised Statutes (HRS), Chapter 226. The Draft EA includes a discussion on the project's ability to meet all parts of HRS, Chapter 226. This is identified in the Draft EA, Section 4.2.1, Hawaii State Plan.

2. *The coastal zone management (CZM) area is defined as "all lands of the State and the area extending seaward from the shoreline to the limit of the State's police power and management authority, including the U.S. territorial sea" (HRS § 205A-l).*

   HRS Chapter 205A-5(b) requires all state and county agencies to enforce the CZM objectives and policies. The Draft EA should include an assessment as to how the proposed action conforms to each of the goals and objectives as listed in HRS § 205A-2. Compliance with HRS § 205A-2 is an important component for satisfying the requirements of HRS Chapter 343.

HDOT acknowledges that all project construction or operation activities must comply with the above state coastal zone management (CZM) laws and regulations. The Draft Environmental Assessment (EA) provides an assessment as to how the proposed action conforms to each of the goals and objectives as listed in Hawaii Revised Statutes (HRS) § 205A-2. This is identified in the Draft EA, Section 4.2.3, Coastal Zone Management Act (CZMA), HRS 205A.

3. *Please consult with the Department of Planning and Permitting (DPP), City a County of Honolulu (CCH), as to whether any portion of the proposed project is located within the special management area (SMA) delineated by the CCH, under the Hawaii CZM Act, HRS Chapter 205A, and subject to requirements of SMA use permitting.*

HDOT acknowledges this comment. The HDOT and City and County of Honolulu, Department of Permitting and Planning (DPP), are currently in consultation concerning the applicability of the Special Management Area (SMA) rules to the subject project (Revised Ordinances of Honolulu (ROH), Chapter 25). Based on the outcome and interpretation of the rules by the DPP a SMA permit application may or may not be required. If applicable, a permit application will be filed and the project shall comply with the requirements of ROH, Chapter 25. This is identified in the Draft EA, Section 4.3.11, Special Management Area (SMA) Rules and Regulations.

4. *Based on the information provided, this project uses funding from the U.S. Federal Highways Administration (FHWA) and involves work within the bed or banks of Kapakahi and Waikele Streams. The national Coastal Zone Management Act (CZMA), requires that federal actions be consistent with approved state coastal programs enforceable policies. Federal actions include activities performed by a federal agency; activities that require federal permits or approvals; or state and local government projects that receive federal financial assistance. Therefore, a federal consistency review is required for the FHW A funding.*

   The review material states that a Department of the Army Nationwide Permit No. 3 will be submitted for dredging work. If it is deemed by the U.S. Army Corps of Engineers that Nationwide Permit No. 3 federal consistency concurrence applies to this project, a federal consistency review will not be required for the Corps permit.

OP is the lead state agency with the authority to conduct CZMA federal consistency reviews. Please contact our office regarding CZMA federal consistency review.

HDOT acknowledges this comment. The proposed project will require the use of federal highway funds. The HDOT and U. S. Army Corps of Engineers (USACE), are currently in consultation concerning the subject project. It is anticipated that a Department of the Army Nationwide Permit No. 3 will be submitted for the proposed dredging work. If it is deemed by the USACE that a Nationwide Permit No. 3 may be submitted for the project then it is also anticipated that federal consistency concurrence applies to the project and a federal consistency review will not be required for the Corps permit. In the event a Nationwide Permit No. 3 cannot be filed for the project, a Coastal Zone Management Federal Consistency Review application will be filed with the State Office of Planning.

5. *Pursuant to HAR § 11-200-10(6) - identification and summary of impacts and alternatives considered; in order to ensure that the surface water and marine resources of Oahu remain protected, the negative effects of storm water inundation, potentially caused by the proposed development activities, should be evaluated in the Draft EA.*

   Issues that may be examined include, but are not limited to, project site characteristics in relation to flood and erosion prone areas, open spaces, the potential vulnerability of surface water resources, drainage infrastructure currently in place, soil absorption characteristics of the area, and examining the amount of permeable versus impervious surfaces in the project area. These items should be considered when developing mitigation measures for the protection for surface water resources and the coastal ecosystem, pursuant to HAR § 11-200-10(7).

HDOT acknowledges this comment. The proposed project will comply with the requirements specified in HAR § 11-200-10(6). This is identified in the Draft EA, Section 3.1, Physical Environment.

Based on the information provided, due to the project's location, parcel size, and the potential increase of impervious surfaces near the water resources in the West Loch area of Pearl Harbor, this proposed action may be subject to the DPP rules on drainage and onsite stormwater management. Please contact DPP on the application and necessity of their low impact development (LID) post-construction standards as they pertain to this project.

To assist in the development of onsite stormwater management strategies and the use of LID measures, OP has developed guidance documents on this subject. We recommend consulting these stormwater evaluative tools when developing mitigation approaches for polluted runoff. They offer useful techniques to keep land-based pollutants and sediment in place, while considering the management practices best suited for the topography of the area and the types of contaminants potentially impacting nearby water resources. The evaluative tools that should be used during the design process include:

- *Stormwater Impact Assessments can be used to identify and analyze information on hydrology, sensitivity of coastal and riparian resources, and management measures to control runoff, as well as consider secondary and cumulative impacts to the area.*
  http://files.hawaii.gov/dbedt/op/czm/initiative/stomwater_imapct/final_stormwater_impact_assessments_guidance.pdf
- *Low Impact Development (LID), A Practitioners Guide covers a range of structural best management practices for stormwater control management, onsite infiltration techniques, water reuse methods, and structure layout designs that minimize negative environmental impacts.*
  http://files.hawaii.gov/dbedt/op/czm/initiative/lid/lid_guide_2006.pdf

As noted above, the HDOT is consulting with the DPP. This is also identified in the Draft EA, Section 6.0, Agencies, Organizations and Individuals to be Consulted.

HDOT acknowledges the references provided. During and following construction of the Leeward Bikeway storm water discharges are not expected to generate significant concentrations of storm water runoff that would adversely affect coastal ecosystems. Following construction, storm water will sheet-flow off the linear path surface and percolate into adjacent groundcover areas or drain into the existing storm drain system. No new drain inlets are proposed. The only storm drain improvements proposed will be near Kapolei Parkway and will include construction of a new catch basin and replacement of existing subdrain lateral pipes (6-inch perforated pipe) affected by the median work. Low Impact Development methods were considered for the project but are determined to not be required as sheet flow from the linear path is expected to be minimal and percolate into adjacent shoulder areas.

During construction, pollution control measures will be implemented and included in the filing of a National Pollutant Discharge Elimination System Construction Storm Water Permit, in accordance with Clean Water Act regulations. This is identified in the Draft EA, Section 5.0, Permits and Approvals that May be Required. A Storm Water Pollution Prevention Plan including Site-Specific Construction Storm Water Best Management Practices will be prepared and followed by the project contractor to handle the treatment of storm water runoff, erosion, sediment control, and project construction activities.

We appreciated your review of the subject project and allowing us this opportunity to respond. Your letter and this response will be included in the Draft Environmental Assessment. Should you have any further comments, please contact Robert Sun by telephone at (808) 692-7578 or by e-mail to Robert.Sun@hawaii.gov.

cc: Meesa Otani, FHWA
Brian Takeda and Stacy Armstrong, R. M. Towill Corporation

bc: HWY-DD (R. Sun)

DAVID Y. IGE
GOVERNOR

JADE T. BUTAY
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STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
869 PUNCHBOWL STREET
HONOLULU, HAWAII 96813-5097

IN REPLY REFER TO:
HWY-DD 2.6526

February 2, 2018

TO: ALEC WONG, CHIEF
DEPARTMENT OF HEALTH, CLEAN WATER BRANCH

FROM: CURTIS MATSUDA
ACTING ENGINEERING PROGRAM MANAGER
DESIGN BRANCH, HIGHWAYS DIVISION

SUBJECT: LEEWARD BIKEWAY: PHILIPPINE SEA ROAD TO WAIPAHU DEPOT STREET
EWA DISTRICT, ISLAND OF OAHU, HAWAII
FEDERAL-AID PROJECT NO. STP-BW-0300(8)
TAX MAP KEY: (PORTIONS) (1) 9-1-17: 003, 008, 044, 045, 055; (1) 9-1-64: 116; 9-1-69: 002, 003, 010; 9-1-126: 008, 013; 9-3-01: 006, 021; 9-3-02: 029; 9-4-01: 002, 011; AND 9-4-11: 011
REQUEST FOR PRE-ASSESSMENT CONSULTATION, HAWAII REVISED STATUTES, CHAPTER 343

The State of Hawaii Department of Transportation (HDOT) would like to invite you to participate in pre-assessment consultation for the subject project. The proposed project is located in the Ewa District, Island of Oahu, Hawaii.

The HDOT is preparing an Environmental Assessment (EA) for the proposed project to address the requirements of Hawaii Revised Statutes (HRS), Chapter 343, and Hawaii Administrative Rules, Chapter 11-200. The specific action that requires the preparation of the EA includes the use of state land and/or funds for the proposed action.

Proposed Action
The Leeward Bikeway project would involve the construction of a new 8-10 foot-wide approximately 3-mile-long bikeway within the 40-foot wide former Oahu Railway and Land Company right-of-way (OR&L ROW) beginning at Philippine Sea Road and extending east to Waipahu Depot Street. The project site is approximately 17.78 acres. Construction is expected to commence in late 2018. Approximately 12 months will be required for construction. The enclosed Project Fact Sheet provides an overview of the project location, design and construction components, purpose and need, and history (Enclosure 1).

Alternatives to the Proposed Action
An evaluation of all prudent and feasible alternatives was conducted to avoid or minimize impacts to the surrounding environment. The proposed design was determined to be the most practical and feasible alternative. Other alternatives considered were: (a) no action and (b) delayed action. Alternatives to the proposed action did not meet the HDOT's objective of constructing a continuous bikeway facility in the Ewa region; and failed to meet the access requirements of the 1980 deed transferring ownership of the former OR&L ROW to the State of Hawaii from the U. S. Government.

Anticipated Impacts
The former OR&L ROW is listed on the National Register of Historic Places (NRHP) as Reference No. 75000621, and on the State Inventory of Historic Places (SIHP) as site 50-80-12-9714. The Kapakahi and Waikele Stream Bridges, while not listed on the NRHP, are eligible for listing. All work proposed will address the requirements of state and federal laws concerning the protection and/or preservation of these historic resources.

The demolition and replacement of the Kapakahi and Waikele Stream Bridges is required for the project to provide safe crossings for bikeway users. Both Kapakahi Stream (21°22'48.64"N, 158°00'17.68"W) and Waikele Stream (21°22'44.08"N, 158°00'38.32"W) are perennial streams according to the State of Hawaii Commission on Water Resource Management.

The new concrete bridges would be a single clear span and built to standards for shared use by pedestrians and bicyclists. All work proposed for the removal and reconstruction of the two bridges would be completed above and along the outer banks of the streams and no work is proposed within the streams. Following the removal of the existing Kapakahi Stream Bridge (deck and abutments), work would be required within the stream channel for minor maintenance dredging along the east and west banks.

Work proposed below the mean high high water (MHHW) would include the removal of approximately 6 cubic yards of sediment that has accumulated along the east and west banks of the Kapakahi Stream beneath the bridge. Dredging work would be completed using a single-scoop method excavation with the equipment staged in uplands above the MHHW. Best Management Practices (BMPs) during dredging operations will include the use of temporary ecoblocks and silt curtains around the open dredge area locations.

Improvements to the Waikele Stream Bridge would not alter or adversely affect the existing stream channel. Work to remove of the existing bridge deck and top portion of the existing concrete bridge abutments would be above the MHHW and no debris would be allowed to fall or enter the stream.

During construction, pollution control measures will be implemented and included in the filing of a National Pollutant Discharge Elimination System (NPDES) Construction Storm Water Permit, in accordance with Clean Water Act regulations. As required a Site-Specific Construction Storm Water Best Management Practices Plan will be prepared and followed by the project contractor to handle the treatment of storm water runoff, erosion, and sediment control.

A Department of the Army Nationwide Permit (NWP) No. 3 (POH-2010-00305) for maintenance activities will be filed with the U. S. Army Corps of Engineers (USACE) for the minor dredging work along the east and west banks of the Kapakahi Stream.

HDOT requests any information the Department of Health, Clean Water Branch, can provide regarding the applicability for the filing of a Section 401, Water Quality Certification for work proposed within the Kapakahi Stream.

The Leeward Bikeway project is expected to result in positive long-term and beneficial secondary impacts for residents and visitors using a continuous bicycle and pedestrian path for non-motorized recreational and transportation purposes. The proposed project is consistent with the *2003 Pearl Harbor Historic Trail Master Plan*; *2002 Central Oahu Sustainable Communities Plan*; *2012 Oahu Bike Plan*; and *2013 Ewa Development Plan*, and promotes the shared use of the former OR&L ROW to provide a safe and continuous bicycle and pedestrian path between Ewa and Aiea.

The project design connects logical termini identified in past and present regional and development plans and is of sufficient length to provide independent utility (i.e., usable and reasonable expenditure even if no additional transportation improvements in the area are made). By linking to existing facilities (West Loch Bike Path and Pearl Harbor Historic Trail), the development of the proposed bikeway will serve to connect the communities from Ewa to Aiea and help to address major residential, business, and commercial growth in the Ewa and Central Oahu areas occurring over the past several decades and proposed in the future. The action to link the proposed project to existing facilities would not require other project improvements, nor would construction of the proposed project disrupt the use of existing facilities.

We respectfully request any information you may have regarding environmental resource concerns in the project vicinity to assist in our evaluation. Please ensure that your comments are received or postmarked by FRIDAY, FEBRUARY 16, 2018. We would appreciate a written response to Robert Sun via email at robert.sun@hawaii.gov, or by U.S. Postal Service to Hawaii Department of Transportation, Highways Division, Design Branch, Highway Design Section; 601 Kamokila Boulevard, Room 609; Kapolei, Hawaii 96707.

Please feel free to contact Robert Sun by telephone at (808) 692-7578, if you have any questions. We look forward to working with you on this needed transportation and recreational facility.

Enclosure

cc: Meesa Otani, FHWA
Brian Takeda and Stacy Armstrong, R. M. Towill Corporation

bc: HWY-DD (R. Sun)

LEEWARD BIKEWAY, PHILIPPINE SEA ROAD TO WAIPAHU DEPOT STREET
FEDERAL-AID PROJECT NO. STP-BW-0300(8)
PROJECT FACT SHEET

Leeward Bikeway Project location: The Federal Highway Administration and State of Hawai'i Department of Transportation Highways Division (HDOT), propose a project to construct the Leeward Bikeway, from Philippine Sea Road to Waipahu Depot Street in the Waikele, Hoaeae, Honouliuli Ahupuaa, Ewa District, Island of Oahu, Hawaii (see attached map).

Leeward Bikeway Project overview: The approximately 3-mile-long 8-10 foot-wide asphalt concrete bikeway would be built within the 40-foot wide former Oahu Railroad & Land Company (OR&L) right-of-way (ROW) and provide a dedicated, shared use path for pedestrians and bicyclists. The bikeway would consist of two sections connected by the existing approximately 2-mile West Loch Bike Path on either end to form a continuous path. The first section of the bikeway would begin at Philippine Sea Road and extend approximately 10,500 feet east to connect with the southwest end of the West Loch Bike Path. The second section of the bikeway would begin at the northeast end of the West Loch Bike Path and extend approximately 6,900 feet east to its terminus at Waipahu Depot Street. At its terminus, the bikeway would connect with the existing 5.8-mile-long Pearl Harbor Historic Trail (PHHT). Along most of its length the bikeway would be separated from vehicular traffic. However, where the bikeway crosses existing roadways (i.e., Kapolei Parkway and Fort Weaver Road) the bikeway users would be guided by signs to new or existing signalized pedestrian roadway crossings.

Design and construction components of the Leeward Bikeway Project include:

- Construction of the Leeward Bikeway facility beginning at Philippine Sea Road in Ewa and extending east to Waipahu Depot Street in Waipahu;
- Replacement of two historic railroad bridges (i.e., Kapakahi and Waikele Stream Bridges);
- Improvements to storm drain near Kapolei Parkway;
- Relocation of utility lines and poles;
- Construction of retaining walls;
- Relocation and replacement of existing fencing; and
- Installation of bollards, signage and striping.

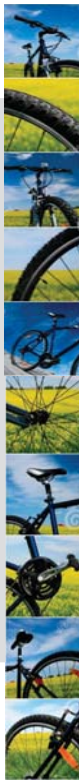
Purpose and need of the Leeward Bikeway Project: Several current regional and development plans define the need for a shared use path that links the neighborhoods in West Oahu to beach parks, recreation areas, regional attractions, historic sites, and nature habitats. They include the *2003 Pearl Harbor Historic Trail Master Plan*; *2002 Central Oahu Sustainable Communities Plan*; *2012 O'ahu Bike Plan*; and *2013 Ewa Development Plan.* Furthermore, these plans identify the former OR&L ROW as a resource where a safe and continuous bicycle and pedestrian path could be provided. The current project would utilize the former OR&L ROW to connect to the existing West Loch Bike Path and PHHT to provide a continuous, accessible, and safe shared-use path between Ewa and Aiea. In doing so, the proposed project would complete important components of past and current regional and development plans. Additionally, by connecting the communities from Ewa to Aiea, the Leeward Bikeway would address major residential, business, and commercial growth in the Ewa and Central Oahu areas occurring over the past several decades and in the future by providing an outstanding recreational resource and non-motorized transportation facility.

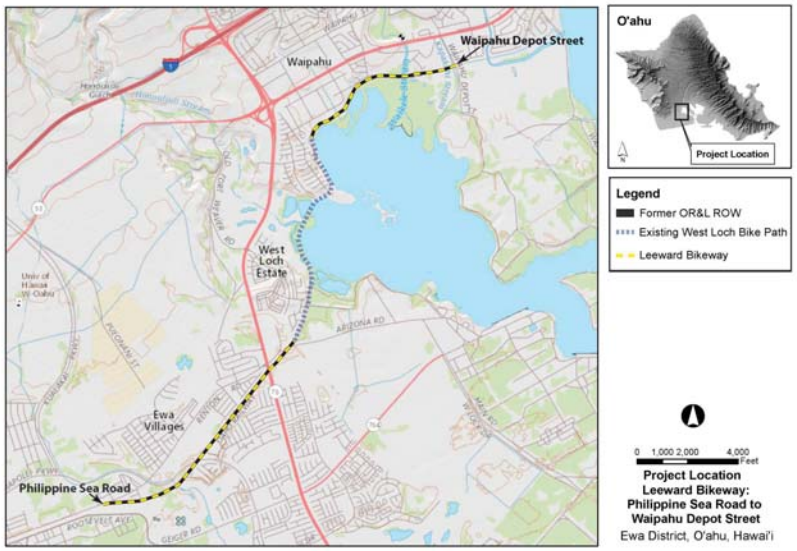
Background for the Leeward Bikeway Project: The implementation of the project is in response to the 1980 transfer of title of an approximately 14-mile long section of the former OR&L ROW from the U. S. Government to the State of Hawaii that requires the HDOT to use the transferred land for highway purposes, i.e. bicycle lanes or paths and pedestrian walkways.

The project limits, Philippine Sea Road to Waipahu Depot Street, connect logical termini identified in past and present regional and development plans and are of sufficient length to provide independent utility (i.e., usable and reasonable expenditure even if no additional transportation improvements in the area are made).

Construction is expected to commence in late 2018. Approximately 12 months will be required for construction.

For more information please contact:
Robert Sun
Project Manager, Design Branch, Hawaii Department of Transportation
robert.sun@hawaii.gov





DAVID Y. IGE
GOVERNOR OF HAWAII

VIRGINIA PRESSLER, M.D.
DIRECTOR OF HEALTH

STATE OF HAWAII
DEPARTMENT OF HEALTH
P. O. BOX 3378
HONOLULU, HI 96801-3378

In reply, please refer to:
EMD/CWB

02019PKP.18

February 12, 2018

TO: Mr. Curtis Matsuda, Acting Engineering Program Manager
Design Branch, Highways Division
Department of Transportation

FROM: Alec Wong, P.E., Chief
Clean Water Branch

SUBJECT: Leeward Bikeway: Philippine Sea Road to Waipahu Depot Street
Federal-Aid Project No. STP-BW-0300(8)
Ewa District, Island of Oahu

The Department of Health (DOH), Clean Water Branch (CWB), acknowledges receipt of your letter, dated February 6, 2018, requesting comments on your project. The DOH-CWB has reviewed the subject document and offers these comments. Please note that our review is based solely on the information provided in the subject document and its compliance with the Hawaii Administrative Rules (HAR), Chapters 11-54 and 11-55. You may be responsible for fulfilling additional requirements related to our program. We recommend that you also read our standard comments on our website at: http://health.hawaii.gov/epo/files/2013/05/Clean-Water-Branch-Std-Comments.pdf

1. Any project and its potential impacts to State waters must meet the following criteria:

   a. Antidegradation policy (HAR, Section 11-54-1.1), which requires that the existing uses and the level of water quality necessary to protect the existing uses of the receiving State water be maintained and protected.

   b. Designated uses (HAR, Section 11-54-3), as determined by the classification of the receiving State waters.

   c. Water quality criteria (HAR, Sections 11-54-4 through 11-54-8).

2. You may be required to obtain National Pollutant Discharge Elimination System (NPDES) permit coverage for discharges of wastewater, including storm water runoff, into State surface waters (HAR, Chapter 11-55).

   For NPDES general permit coverage, a Notice of Intent (NOI) form must be submitted at least 30 calendar days before the commencement of the discharge. An

application for a NPDES individual permit must be submitted at least 180 calendar days before the commencement of the discharge. To request NPDES permit coverage, you must submit the applicable form ("CWB Individual NPDES Form" or "CWB NOI Form") through the e-Permitting Portal and the hard copy certification statement with the respective filing fee ($1,000 for an individual NPDES permit or $500 for a Notice of General Permit Coverage). Please open the e-Permitting Portal website located at: https://eha-cloud.doh.hawaii.gov/epermit/. You will be asked to do a one-time registration to obtain your login and password. After you register, click on the Application Finder tool and locate the appropriate form. Follow the instructions to complete and submit the form.

3. If your project involves work in, over, or under waters of the United States, it is highly recommended that you contact the Army Corp of Engineers, Regulatory Branch (Tel: 835-4303) regarding their permitting requirements.

   Pursuant to Federal Water Pollution Control Act [commonly known as the "Clean Water Act" (CWA)], Paragraph 401(a)(1), a Section 401 Water Quality Certification (WQC) is required for "[a]ny applicant for Federal license or permit to conduct any activity including, but not limited to, the construction or operation of facilities, which may **result** in any discharge into the navigable waters..." (emphasis added). The term "discharge" is defined in CWA, Subsections 502(16), 502(12), and 502(6); Title 40 of the Code of Federal Regulations, Section 122.2; and Hawaii Administrative Rules (HAR), Chapter 11-54.

4. Please note that all discharges related to the project construction or operation activities, whether or not NPDES permit coverage and/or Section 401 WQC are required, must comply with the State's Water Quality Standards. Noncompliance with water quality requirements contained in HAR, Chapter 11-54, and/or permitting requirements, specified in HAR, Chapter 11-55, may be subject to penalties of $25,000 per day per violation.

5. It is the State's position that all projects must reduce, reuse, and recycle to protect, restore, and sustain water quality and beneficial uses of State waters. Project planning should:

   a. Treat storm water as a resource to be protected by integrating it into project planning and permitting. Storm water has long been recognized as a source of irrigation that will not deplete potable water resources. What is often overlooked is that storm water recharges ground water supplies and feeds streams and estuaries; to ensure that these water cycles are not disrupted, storm water cannot be relegated as a waste product of impervious surfaces. Any project planning must recognize storm water as an asset that sustains and protects natural ecosystems and traditional beneficial uses of State waters, like community beautification, beach going, swimming, and fishing. The approaches

necessary to do so, including low impact development methods or ecological bio-engineering of drainage ways must be identified in the planning stages to allow designers opportunity to include those approaches up front, prior to seeking zoning, construction, or building permits.

b. Clearly articulate the State's position on water quality and the beneficial uses of State waters. The plan should include statements regarding the implementation of methods to conserve natural resources (e.g. minimizing potable water for irrigation, gray water re-use options, energy conservation through smart design) and improve water quality.

c. Consider storm water Best Management Practice (BMP) approaches that minimize the use of potable water for irrigation through storm water storage and reuse, percolate storm water to recharge groundwater to revitalize natural hydrology, and treat storm water which is to be discharged.

d. Consider the use of green building practices, such as pervious pavement and landscaping with native vegetation, to improve water quality by reducing excessive runoff and the need for excessive fertilization, respectively.

e. Identify opportunities for retrofitting or bio-engineering existing storm water infrastructure to restore ecological function while maintaining, or even enhancing, hydraulic capacity. Particular consideration should be given to areas prone to flooding, or where the infrastructure is aged and will need to be rehabilitated.

If you have any questions, please visit our website at:http://health.hawaii.gov/cwb/, or contact the Engineering Section, CWB, at (808) 586-4309.

KP

c: DOH-EPO [via e-mail Noella.Narimatsu@doh.hawaii.gov only]

DAVID Y. IGE
GOVERNOR

JADE T. BUTAY
INTERIM DIRECTOR

Deputy Directors
ROSS M. HIGASHI
EDWIN H. SNIFFEN
DARRELL T. YOUNG

STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
869 PUNCHBOWL STREET
HONOLULU, HAWAII 96813-5097

IN REPLY REFER TO:
HWY-DD 2.6561

March 13, 2018

TO: ALEC WONG, CHIEF
DEPARTMENT OF HEALTH, CLEAN WATER BRANCH

FROM: CURTIS MATSUDA
ACTING ENGINEERING PROGRAM MANAGER
DESIGN BRANCH, HIGHWAYS DIVISION

SUBJECT: RESPONSE TO COMMENTS FOR HAWAII REVISED STATUTES, CHAPTER 343, PRE-ASSESSMENT CONSULTATION FOR LEEWARD BIKEWAY: PHILIPPINE SEA ROAD TO WAIPAHU DEPOT STREET, EWA DISTRICT, ISLAND OF OAHU, HAWAII
FEDERAL-AID PROJECT NO. STP-BW-0300(8)
TAX MAP KEY: (PORTIONS) (1) 9-1-17: 003, 008, 044, 045, 055; 9-1-64: 116; 9-1-69: 002, 003, 010; 9-1-126: 008, 013; 9-3-01: 006, 021; 9-3-02: 029; 9-4-01: 002, 011; AND 9-4-11: 011, 104

The State of Hawaii, Department of Transportation, Highways Division (HDOT), thanks you for your letter dated February 12, 2018 concerning the subject project (File No. 02019PKP.18). The following has been prepared in response to your comments (your comments have been *italicized* for reference):

> *Please note that our review is based solely on the information provided in the subject document and its compliance with the Hawaii Administrative Rules (HAR), Chapters 11 - 54 and 11-55. You may be responsible for fulfilling additional requirements related to our program. We recommend that you also read our standard comments on our website at: http://health.hawaii.gov/epo/files/2013/05/Clean-Water-Branch-Std-Comments.pdf*

HDOT acknowledges the references provided and will review them for regulatory applicability to this project. We will be filing an Individual NPDES Form C Construction Stormwater permit application for this project pursuant to HAR, Chapter 11-55.

1. *Any project and its potential impacts to State waters must meet the following criteria:*
   a. *Antidegradation policy (HAR, Section 11-54-1.1), which requires that the existing uses and the level of water quality necessary to protect the existing uses of the receiving State water be maintained and protected.*

   b. *Designated uses (HAR, Section 11-54-3), as determined by the classification of the receiving State waters.*
   c. *Water quality criteria (HAR, Sections 11-54-4 through 11-54-8).*

HDOT acknowledges this comment and intends to fully comply with the regulations.

2. *You may be required to obtain National Pollutant Discharge Elimination System (NPDES) permit coverage for discharges of wastewater, including storm water runoff, into State surface waters (HAR, Chapter 11-55).*

   For NPDES general permit coverage, a Notice of Intent (NOI) form must be submitted at least 30 calendar days before the commencement of the discharge. An application for a NPDES individual permit must be submitted at least 180 calendar days before the commencement of the discharge. To request NPDES permit coverage, you must submit the applicable form ("CWB Individual NPDES Form" or "CWB NOI Form") through the e-Permitting Portal and the hard copy certification statement with the respective filing fee ($1,000 for an individual NPDES permit or $500 for a Notice of General Permit Coverage). Please open the e-Permitting Portal website located at: https://eha-cloud.doh.hawaii.gov/epermi U. You will be asked to do a one-time registration to obtain your login and password. After you register, click on the Application Finder tool and locate the appropriate form. Follow the instructions to complete and submit the form.

As noted above, an Individual NPDES permit application will be filed for this project. This is also identified in the Draft Environmental Assessment (EA), Section 5.0, Permits and Approvals that May be Required.

3. *If your project involves work in, over, or under waters of the United States, it is highly recommended that you contact the Army Corp of Engineers, Regulatory Branch (Tel: 835-4303) regarding their permitting requirements.*

   *Pursuant to Federal Water Pollution Control Act [commonly known as the "Clean Water Act" (CWA)], Paragraph 401(a)(1), a Section 401 Water Quality Certification (WQC) is required for "[a]ny applicant for Federal license or permit to conduct any activity including, but not limited to, the construction or operation of facilities, which may **result** in any discharge into the navigable waters ..." (emphasis added). The term "discharge" is defined in CWA, Subsections 502(16), 502(12), and 502(6); Title 40 of the Code of Federal Regulations, Section 122.2; and Hawaii Administrative Rules (HAR), Chapter 11-54.*

HDOT acknowledges this comment. Section 404 and 401 permit applications will be filed for this project. This is identified in the Draft EA, Section 5.0, Permits and Approvals that May be Required.

4. *Please note that all discharges related to the project construction or operation activities, whether or not NPDES permit coverage and/or Section 401 WQC are required, must comply with the State's Water Quality Standards. Noncompliance with water quality requirements contained in HAR, Chapter 11-54, and/or permitting requirements, specified in HAR, Chapter 11-55, may be subject to penalties of $25,000 per day per violation.*

HDOT acknowledges that all project construction or operation activities must comply with the above State water quality laws and regulations. This is identified in the Draft EA, Section 3.1.3, Water Resources.

5. *It is the State's position that all projects must reduce, reuse, and recycle to protect, restore, and sustain water quality and beneficial uses of State waters. Project planning should:*
   a. *Treat storm water as a resource to be protected by integrating it into project planning and permitting. Storm water has long been recognized as a source of irrigation that will not deplete potable water resources. What is often overlooked is that storm water recharges ground water supplies and feeds streams and estuaries; to ensure that these water cycles are not disrupted, storm water cannot be relegated as a waste product of impervious surfaces. Any project planning must recognize storm water as an asset that sustains and protects natural ecosystems and traditional beneficial uses of State waters, like community beautification, beach going, swimming, and fishing. The approaches necessary to do so, including low impact development methods or ecological bio-engineering of drainage ways must be identified in the planning stages to allow designers opportunity to include those approaches up front, prior to seeking zoning, construction, or building permits.*
   b. *Clearly articulate the State's position on water quality and the beneficial uses of State waters. The plan should include statements regarding the implementation of methods to conserve natural resources (e.g. minimizing potable water for irrigation, gray water re-use options, energy conservation through smart design) and improve water quality.*
   c. *Consider storm water Best Management Practice (BMP) approaches that minimize the use of potable water for irrigation through storm water storage and reuse, percolate storm water to recharge groundwater to revitalize natural hydrology, and treat storm water which is to be discharged.*
   d. *Consider the use of green building practices, such as pervious pavement and landscaping with native vegetation, to improve water quality by reducing excessive runoff and the need for excessive fertilization, respectively.*
   e. *Identify opportunities for retrofitting or bio-engineering existing storm water infrastructure to restore ecological function while maintaining, or even enhancing, hydraulic capacity. Particular consideration should be given to areas prone to flooding, or where the infrastructure is aged and will need to be rehabilitated.*

Thank you for the policy guidance on the sound use and management of water resources. Construction of the bikeway would result in an increase in impervious area and related surface runoff. Due to the narrow, linear nature of the path, the increase in runoff from project improvements is expected to be slight in relation to the size of the project corridor. During and following construction of the Leeward Bikeway storm water discharges are not expected to generate significant concentrations of storm water runoff that would adversely affect coastal ecosystems. Following construction, storm water will sheet-flow off the linear path surface and percolate into adjacent groundcover areas or drain into the existing storm drain system. This is identified in the Draft EA, Section 3.1.4, Drainage.

We appreciated your review of the subject project and allowing us this opportunity to respond. Your letter and this response will be included in the Draft Environmental Assessment. Should you have any further comments, please contact Robert Sun by telephone at (808) 692-7578 or by e-mail to Robert.Sun@hawaii.gov.

cc: Meesa Otani, FHWA
Brian Takeda and Stacy Armstrong, R. M. Towill Corporation

bc: HWY-DD (R. Sun)

DAVID Y. IGE
GOVERNOR

JADE T. BUTAY
INTERIM DIRECTOR

Deputy Directors
ROSS M. HIGASHI
EDWIN H. SNIFFEN
DARRELL T. YOUNG

STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
869 PUNCHBOWL STREET
HONOLULU, HAWAII 96813-5097

IN REPLY REFER TO:
HWY-DD 2.6523

February 2, 2018

TO: CHRISTINA KISHIMOTO, PH.D., SUPERINTENDENT
DEPARTMENT OF EDUCATION

FROM: CURTIS MATSUDA
ACTING ENGINEERING PROGRAM MANAGER
DESIGN BRANCH, HIGHWAYS DIVISION

SUBJECT: LEEWARD BIKEWAY: PHILIPPINE SEA ROAD TO WAIPAHU DEPOT STREET
EWA DISTRICT, ISLAND OF OAHU, HAWAII
FEDERAL-AID PROJECT NO. STP-BW-0300(8)
TAX MAP KEY: (PORTIONS) (1) 9-1-17: 003, 008, 044, 045, 055; (1) 9-1-64: 116; 9-1-69: 002, 003, 010; 9-1-126: 008, 013; 9-3-01: 006, 021; 9-3-02: 029; 9-4-01: 002, 011; AND 9-4-11: 011
REQUEST FOR PRE-ASSESSMENT CONSULTATION, HAWAII REVISED STATUTES, CHAPTER 343

The State of Hawaii Department of Transportation (HDOT) would like to invite you to participate in pre-assessment consultation for the subject project. The proposed project is located in the Ewa District, Island of Oahu, Hawaii.

The HDOT is preparing an Environmental Assessment (EA) for the proposed project to address the requirements of Hawaii Revised Statutes (HRS), Chapter 343, and Hawaii Administrative Rules, Chapter 11-200. The specific action that requires the preparation of the EA includes the use of state land and/or funds for the proposed action.

Proposed Action
The Leeward Bikeway project would involve the construction of a new 8-10 foot-wide approximately 3-mile-long bikeway within the 40-foot wide former Oahu Railway and Land Company right-of-way (OR&L ROW) beginning at Philippine Sea Road and extending east to Waipahu Depot Street. The project site is approximately 17.78 acres. Construction is expected to commence in late 2018. Approximately 12 months will be required for construction. The enclosed Project Fact Sheet provides an overview of the project location, design and construction components, purpose and need, and history (Enclosure 1).

Alternatives to the Proposed Action
An evaluation of all prudent and feasible alternatives was conducted to avoid or minimize impacts to the surrounding environment. The proposed design was determined to be the most practical and feasible alternative. Other alternatives considered were: (a) no action and

(b) delayed action. Alternatives to the proposed action did not meet the HDOT's objective of constructing a continuous bikeway facility in the Ewa region; and failed to meet the access requirements of the 1980 deed transferring ownership of the former OR&L ROW to the State of Hawaii from the U. S. Government.

Anticipated Impacts
The former OR&L ROW is listed on the National Register of Historic Places (NRHP) as Reference No. 75000621, and on the State Inventory of Historic Places (SIHP) as site 50-80-12-9714. The Kapakahi and Waikele Stream Bridges, while not listed on the NRHP, are eligible for listing. All work proposed will address the requirements of state and federal laws concerning the protection and/or preservation of these historic resources.

The proposed project is located within the State of Hawaii Department of Education "Leeward Oahu District." The existing public schools within approximately one mile of the proposed bikeway are listed below and will be contacted to participate in HRS, Chapter 343, pre-consultation for the project.

Section 1, Philippine Sea Road to Southwest end of West Loch Bike Path
- Ewa Elementary School
- Holomua Elementary
- Kapolei Middle School

Section 2, Northeast end of West Loch Bike Path to Waipahu Depot Street
- Honowai Elementary
- Waipahu Intermediate School
- Waipahu Elementary School
- Waipahu High School

The creation of the Leeward Bikeway will improve access to schools within the project area. The proposed bikeway will also serve as a safe facility for those students whose preferred mode of choice to school is bicycle or walking. During construction, the project may result in short-term disruptions of existing bicycle and pedestrian traffic within the vicinity of the project. However, the project is not anticipated to obstruct or hinder access to nearby educational facilities. The proposed project would not increase nor decrease the provision of educational services to the community, and would not directly, secondarily, or cumulatively result in an increase in the area population, which would otherwise generate the need for school services.

The Leeward Bikeway project is expected to result in positive long-term and beneficial secondary impacts for residents and visitors using a continuous bicycle and pedestrian path for non-motorized recreational and transportation purposes. The proposed project is consistent with the *2003 Pearl Harbor Historic Trail Master Plan*; *2002 Central Oahu Sustainable Communities Plan*; *2012 Oahu Bike Plan*; and *2013 Ewa Development Plan*, and promotes the shared use of the former OR&L ROW to provide a safe and continuous bicycle and pedestrian path between Ewa and Aiea.

The project design connects logical termini identified in past and present regional and development plans and is of sufficient length to provide independent utility (i.e., usable and reasonable expenditure even if no additional transportation improvements in the area are made). By linking to existing facilities (West Loch Bike Path and Pearl Harbor Historic Trail), the development of the proposed bikeway will serve to connect the communities from Ewa to Aiea and help to address major residential, business, and commercial growth in the Ewa and Central Oahu areas occurring over the past several decades and proposed in the future. The action to link

the proposed project to existing facilities would not require other project improvements, nor would construction of the proposed project disrupt the use of existing facilities.

We respectfully request any information you may have regarding environmental resource concerns in the project vicinity to assist in our evaluation. Please ensure that your comments are received or postmarked by FRIDAY, FEBRUARY 16, 2018. We would appreciate a written response to Robert Sun via email at robert.sun@hawaii.gov, or by U.S. Postal Service to Hawaii Department of Transportation, Highways Division, Design Branch, Highway Design Section; 601 Kamokila Boulevard, Room 609; Kapolei, Hawaii 96707.

Please feel free to contact Robert Sun by telephone at (808) 692-7578, if you have any questions. We look forward to working with you on this needed transportation and recreational facility.

Enclosure

cc: Meesa Otani, FHWA
Brian Takeda and Stacy Armstrong, R. M. Towill Corporation

bc: HWY-DD (R. Sun)

LEEWARD BIKEWAY, PHILIPPINE SEA ROAD TO WAIPAHU DEPOT STREET
FEDERAL-AID PROJECT NO. STP-BW-0300(8)
PROJECT FACT SHEET

Leeward Bikeway Project location: The Federal Highway Administration and State of Hawai'i Department of Transportation Highways Division (HDOT), propose a project to construct the Leeward Bikeway, from Philippine Sea Road to Waipahu Depot Street in the Waikele, Hoaeae, Honouliuli Ahupuaa, Ewa District, Island of Oahu, Hawaii (see attached map).

Leeward Bikeway Project overview: The approximately 3-mile-long 8-10 foot-wide asphalt concrete bikeway would be built within the 40-foot wide former Oahu Railroad & Land Company (OR&L) right-of-way (ROW) and provide a dedicated, shared use path for pedestrians and bicyclists. The bikeway would consist of two sections connected by the existing approximately 2-mile West Loch Bike Path on either end to form a continuous path. The first section of the bikeway would begin at Philippine Sea Road and extend approximately 10,500 feet east to connect with the southwest end of the West Loch Bike Path. The second section of the bikeway would begin at the northeast end of the West Loch Bike Path and extend approximately 6,900 feet east to its terminus at Waipahu Depot Street. At its terminus, the bikeway would connect with the existing 5.8-mile-long Pearl Harbor Historic Trail (PHHT). Along most of its length the bikeway would be separated from vehicular traffic. However, where the bikeway crosses existing roadways (i.e., Kapolei Parkway and Fort Weaver Road) the bikeway users would be guided by signs to new or existing signalized pedestrian roadway crossings.

Design and construction components of the Leeward Bikeway Project include:

- Construction of the Leeward Bikeway facility beginning at Philippine Sea Road in Ewa and extending east to Waipahu Depot Street in Waipahu;
- Replacement of two historic railroad bridges (i.e., Kapakahi and Waikele Stream Bridges);
- Improvements to storm drain near Kapolei Parkway;
- Relocation of utility lines and poles;
- Construction of retaining walls;
- Relocation and replacement of existing fencing; and
- Installation of bollards, signage and striping.

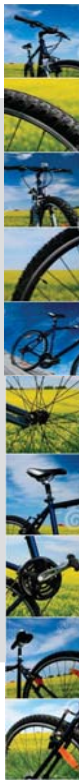
Purpose and need of the Leeward Bikeway Project: Several current regional and development plans define the need for a shared use path that links the neighborhoods in West Oahu to beach parks, recreation areas, regional attractions, historic sites, and nature habitats. They include the *2003 Pearl Harbor Historic Trail Master Plan*; *2002 Central Oahu Sustainable Communities Plan*; *2012 O'ahu Bike Plan*; and *2013 Ewa Development Plan.* Furthermore, these plans identify the former OR&L ROW as a resource where a safe and continuous bicycle and pedestrian path could be provided. The current project would utilize the former OR&L ROW to connect to the existing West Loch Bike Path and PHHT to provide a continuous, accessible, and safe shared-use path between Ewa and Aiea. In doing so, the proposed project would complete important components of past and current regional and development plans. Additionally, by connecting the communities from Ewa to Aiea, the Leeward Bikeway would address major residential, business, and commercial growth in the Ewa and Central Oahu areas occurring over the past several decades and in the future by providing an outstanding recreational resource and non-motorized transportation facility.

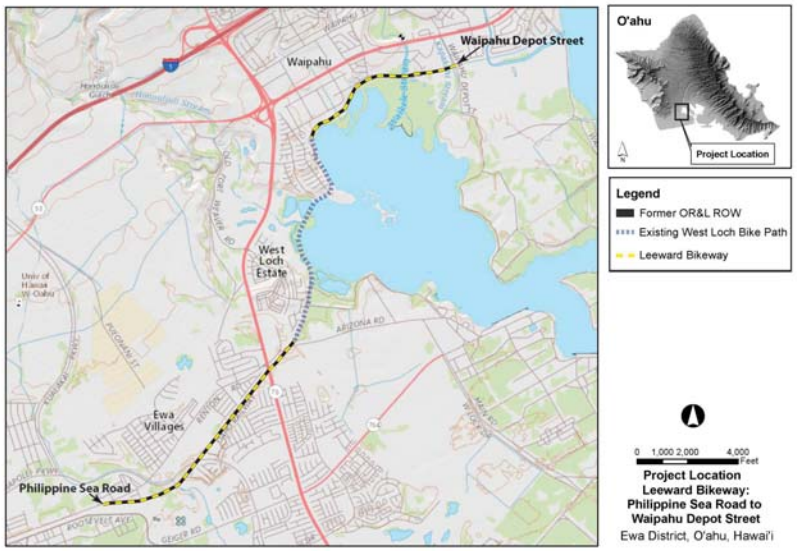
Background for the Leeward Bikeway Project: The implementation of the project is in response to the 1980 transfer of title of an approximately 14-mile long section of the former OR&L ROW from the U. S. Government to the State of Hawaii that requires the HDOT to use the transferred land for highway purposes, i.e. bicycle lanes or paths and pedestrian walkways.

The project limits, Philippine Sea Road to Waipahu Depot Street, connect logical termini identified in past and present regional and development plans and are of sufficient length to provide independent utility (i.e., usable and reasonable expenditure even if no additional transportation improvements in the area are made).

Construction is expected to commence in late 2018. Approximately 12 months will be required for construction.

For more information please contact:
Robert Sun
Project Manager, Design Branch, Hawaii Department of Transportation
robert.sun@hawaii.gov





DAVID Y. IGE
GOVERNOR

STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
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JADE T. BUTAY
INTERIM DIRECTOR

Deputy Directors
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DARRELL T. YOUNG

IN REPLY REFER TO:
HWY-DD 2.6524

February 2, 2018

Mr. Stanley Tamashiro, Jr.
Principal
Ewa Elementary School
Department of Education
91-1280 Renton Road
Ewa Beach, Hawaii 96706

Dear Mr. Tamashiro:

Subject: Leeward Bikeway: Philippine Sea Road to Waipahu Depot Street
Ewa District, Island of Oahu, Hawaii
Federal-Aid Project No. STP-BW-0300(8)
Tax Map Key: (Portions) (1) 9-1-17: 003, 008, 044, 045, 055; (1) 9-1-64: 116; 9-1-69: 002, 003, 010; 9-1-126: 008, 013; 9-3-01: 006, 021; 9-3-02: 029; 9-4-01: 002, 011; and 9-4-11: 011
Request for Pre-Assessment Consultation, Hawaii Revised Statutes, Chapter 343

The State of Hawaii Department of Transportation (HDOT) would like to invite you to participate in pre-assessment consultation for the subject project. The proposed project is located in the Ewa District, Island of Oahu, Hawaii.

The HDOT is preparing an Environmental Assessment (EA) for the proposed project to address the requirements of Hawaii Revised Statutes (HRS), Chapter 343, and Hawaii Administrative Rules, Chapter 11-200. The specific action that requires the preparation of the EA includes the use of state land and/or funds for the proposed action.

Proposed Action
The Leeward Bikeway project would involve the construction of a new 8-10 foot-wide approximately 3-mile-long bikeway within the 40-foot wide former Oahu Railway and Land Company right-of-way (OR&L ROW) beginning at Philippine Sea Road and extending east to Waipahu Depot Street. The project site is approximately 17.78 acres. Construction is expected to commence in late 2018. Approximately 12 months will be required for construction. The enclosed Project Fact Sheet provides an overview of the project location, design and construction components, purpose and need, and history (Enclosure 1).

Alternatives to the Proposed Action
An evaluation of all prudent and feasible alternatives was conducted to avoid or minimize impacts to the surrounding environment. The proposed design was determined to be the most practical and feasible alternative. Other alternatives considered were: (a) no action and

(b) delayed action. Alternatives to the proposed action did not meet the HDOT's objective of constructing a continuous bikeway facility in the Ewa region; and failed to meet the access requirements of the 1980 deed transferring ownership of the former OR&L ROW to the State of Hawaii from the U. S. Government.

Anticipated Impacts
The former OR&L ROW is listed on the National Register of Historic Places (NRHP) as Reference No. 75000621, and on the State Inventory of Historic Places (SIHP) as site 50-80-12-9714. The Kapakahi and Waikele Stream Bridges, while not listed on the NRHP, are eligible for listing. All work proposed will address the requirements of state and federal laws concerning the protection and/or preservation of these historic resources.

The proposed project is located within the State of Hawaii Department of Education "Leeward Oahu District." Your school has been identified as being located within approximately one mile of the proposed bikeway.

The creation of the Leeward Bikeway will improve access to schools within the project area. The proposed bikeway will also serve as a safe facility for those students whose preferred mode of choice to school is bicycle or walking. During construction, the project may result in short-term disruptions of existing bicycle and pedestrian traffic within the vicinity of the project. However, the project is not anticipated to obstruct or hinder access to nearby educational facilities. The proposed project would not increase nor decrease the provision of educational services to the community, and would not directly, secondarily, or cumulatively result in an increase in the area population, which would otherwise generate the need for school services.

The Leeward Bikeway project is expected to result in positive long-term and beneficial secondary impacts for residents and visitors using a continuous bicycle and pedestrian path for non-motorized recreational and transportation purposes. The proposed project is consistent with the *2003 Pearl Harbor Historic Trail Master Plan*; *2002 Central Oahu Sustainable Communities Plan*; *2012 Oahu Bike Plan*; and *2013 Ewa Development Plan*, and promotes the shared use of the former OR&L ROW to provide a safe and continuous bicycle and pedestrian path between Ewa and Aiea.

The project design connects logical termini identified in past and present regional and development plans and is of sufficient length to provide independent utility (i.e., usable and reasonable expenditure even if no additional transportation improvements in the area are made). By linking to existing facilities (West Loch Bike Path and Pearl Harbor Historic Trail), the development of the proposed bikeway will serve to connect the communities from Ewa to Aiea and help to address major residential, business, and commercial growth in the Ewa and Central Oahu areas occurring over the past several decades and proposed in the future. The action to link the proposed project to existing facilities would not require other project improvements, nor would construction of the proposed project disrupt the use of existing facilities.

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Department of Transportation, Highways Division, Design Branch, Highway Design Section; 601 Kamokila Boulevard, Room 609; Kapolei, Hawaii 96707.

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Sincerely,

CURTIS MATSUDA
ACTING ENGINEERING PROGRAM MANAGER
DESIGN BRANCH, HIGHWAYS DIVISION

Enclosure

cc: Meesa Otani, FHWA
Brian Takeda and Stacy Armstrong, R. M. Towill Corporation

bc: HWY-DD (R. Sun)

LEEWARD BIKEWAY, PHILIPPINE SEA ROAD TO WAIPAHU DEPOT STREET
FEDERAL-AID PROJECT NO. STP-BW-0300(8)
PROJECT FACT SHEET

Leeward Bikeway Project location: The Federal Highway Administration and State of Hawai'i Department of Transportation Highways Division (HDOT), propose a project to construct the Leeward Bikeway, from Philippine Sea Road to Waipahu Depot Street in the Waikele, Hoaeae, Honouliuli Ahupuaa, Ewa District, Island of Oahu, Hawaii (see attached map).

Leeward Bikeway Project overview: The approximately 3-mile-long 8-10 foot-wide asphalt concrete bikeway would be built within the 40-foot wide former Oahu Railroad & Land Company (OR&L) right-of-way (ROW) and provide a dedicated, shared use path for pedestrians and bicyclists. The bikeway would consist of two sections connected by the existing approximately 2-mile West Loch Bike Path on either end to form a continuous path. The first section of the bikeway would begin at Philippine Sea Road and extend approximately 10,500 feet east to connect with the southwest end of the West Loch Bike Path. The second section of the bikeway would begin at the northeast end of the West Loch Bike Path and extend approximately 6,900 feet east to its terminus at Waipahu Depot Street. At its terminus, the bikeway would connect with the existing 5.8-mile-long Pearl Harbor Historic Trail (PHHT). Along most of its length the bikeway would be separated from vehicular traffic. However, where the bikeway crosses existing roadways (i.e., Kapolei Parkway and Fort Weaver Road) the bikeway users would be guided by signs to new or existing signalized pedestrian roadway crossings.

Design and construction components of the Leeward Bikeway Project include:

- Construction of the Leeward Bikeway facility beginning at Philippine Sea Road in Ewa and extending east to Waipahu Depot Street in Waipahu;
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Background for the Leeward Bikeway Project: The implementation of the project is in response to the 1980 transfer of title of an approximately 14-mile long section of the former OR&L ROW from the U. S. Government to the State of Hawaii that requires the HDOT to use the transferred land for highway purposes, i.e. bicycle lanes or paths and pedestrian walkways.

The project limits, Philippine Sea Road to Waipahu Depot Street, connect logical termini identified in past and present regional and development plans and are of sufficient length to provide independent utility (i.e., usable and reasonable expenditure even if no additional transportation improvements in the area are made).

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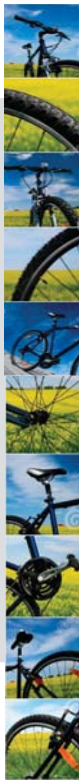
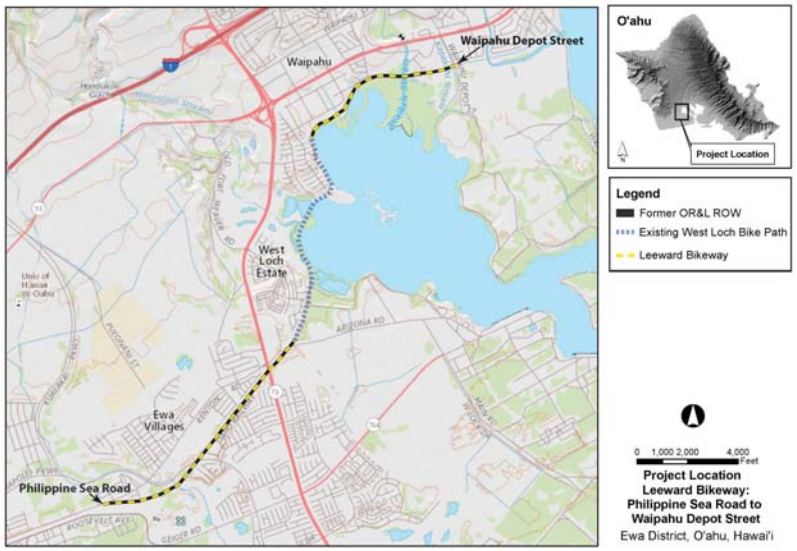
Project Manager, Design Branch, Hawaii Department of Transportation
robert.sun@hawaii.gov





DAVID Y. IGE
GOVERNOR

STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
869 PUNCHBOWL STREET
HONOLULU, HAWAII96813-5097

JADE T. BUTAY
INTERIM DIRECTOR

Deputy Directors
ROSS M. HIGASHI
EDWIN H. SNIFFEN
DARRELL T. YOUNG

IN REPLY REFER TO:
HWY-DD 2.6524

February 2, 2018

Mr. Kent Matsumura
Principal
Honowai Elementary
Department of Education
94-600 Honowai Street
Waipahu, Hawaii 96797

Dear Mr. Matsumura:

Subject: Leeward Bikeway: Philippine Sea Road to Waipahu Depot Street
Ewa District, Island of Oahu, Hawaii
Federal-Aid Project No. STP-BW-0300(8)
Tax Map Key: (Portions) (1) 9-1-17: 003, 008, 044, 045, 055; (1) 9-1-64: 116; 9-1-69: 002, 003, 010; 9-1-126: 008, 013; 9-3-01: 006, 021; 9-3-02: 029; 9-4-01: 002, 011; and 9-4-11: 011
Request for Pre-Assessment Consultation, Hawaii Revised Statutes, Chapter 343

The State of Hawaii Department of Transportation (HDOT) would like to invite you to participate in pre-assessment consultation for the subject project. The proposed project is located in the Ewa District, Island of Oahu, Hawaii.

The HDOT is preparing an Environmental Assessment (EA) for the proposed project to address the requirements of Hawaii Revised Statutes (HRS), Chapter 343, and Hawaii Administrative Rules, Chapter 11-200. The specific action that requires the preparation of the EA includes the use of state land and/or funds for the proposed action.

Proposed Action
The Leeward Bikeway project would involve the construction of a new 8-10 foot-wide approximately 3-mile-long bikeway within the 40-foot wide former Oahu Railway and Land Company right-of-way (OR&L ROW) beginning at Philippine Sea Road and extending east to Waipahu Depot Street. The project site is approximately 17.78 acres. Construction is expected to commence in late 2018. Approximately 12 months will be required for construction. The enclosed Project Fact Sheet provides an overview of the project location, design and construction components, purpose and need, and history (Enclosure 1).

Alternatives to the Proposed Action
An evaluation of all prudent and feasible alternatives was conducted to avoid or minimize impacts to the surrounding environment. The proposed design was determined to be the most practical and feasible alternative. Other alternatives considered were: (a) no action and

(b) delayed action. Alternatives to the proposed action did not meet the HDOT's objective of constructing a continuous bikeway facility in the Ewa region; and failed to meet the access requirements of the 1980 deed transferring ownership of the former OR&L ROW to the State of Hawaii from the U. S. Government.

Anticipated Impacts
The former OR&L ROW is listed on the National Register of Historic Places (NRHP) as Reference No. 75000621, and on the State Inventory of Historic Places (SIHP) as site 50-80-12-9714. The Kapakahi and Waikele Stream Bridges, while not listed on the NRHP, are eligible for listing. All work proposed will address the requirements of state and federal laws concerning the protection and/or preservation of these historic resources.

The proposed project is located within the State of Hawaii Department of Education "Leeward Oahu District." Your school has been identified as being located within approximately one mile of the proposed bikeway.

The creation of the Leeward Bikeway will improve access to schools within the project area. The proposed bikeway will also serve as a safe facility for those students whose preferred mode of choice to school is bicycle or walking. During construction, the project may result in short-term disruptions of existing bicycle and pedestrian traffic within the vicinity of the project. However, the project is not anticipated to obstruct or hinder access to nearby educational facilities. The proposed project would not increase nor decrease the provision of educational services to the community, and would not directly, secondarily, or cumulatively result in an increase in the area population, which would otherwise generate the need for school services.

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Enclosure

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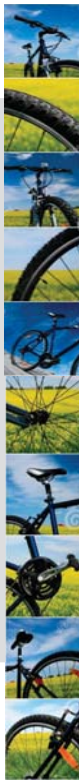

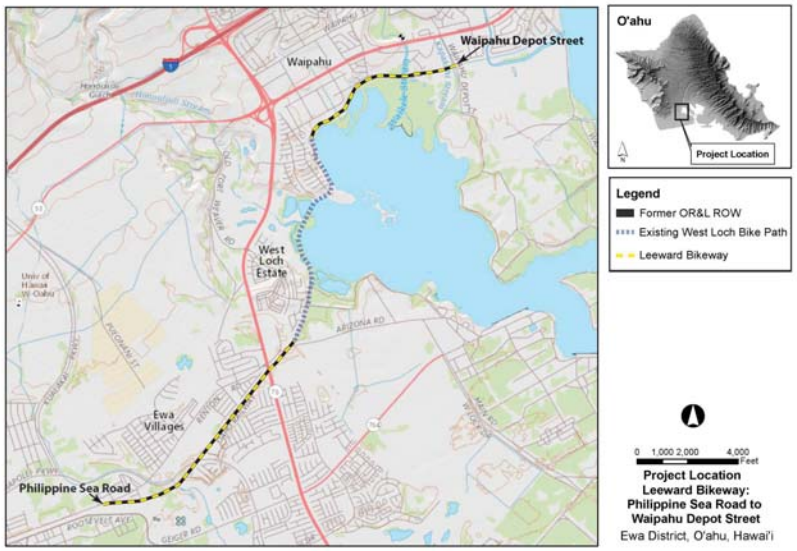

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GOVERNOR

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JADE T. BUTAY
INTERIM DIRECTOR

Deputy Directors
ROSS M. HIGASHI
EDWIN H. SNIFFEN
DARRELL T. YOUNG

IN REPLY REFER TO:
HWY-DD 2.6524

February 2, 2018

Mr. Gary Yasui
Principal
Holomua Elementary
Department of Education
91-1561 Keaunui Drive
Ewa Beach, Hawaii 96706

Dear Mr. Yasui:

Subject: Leeward Bikeway: Philippine Sea Road to Waipahu Depot Street
Ewa District, Island of Oahu, Hawaii
Federal-Aid Project No. STP-BW-0300(8)
Tax Map Key: (Portions) (1) 9-1-17: 003, 008, 044, 045, 055; (1) 9-1-64: 116; 9-1-69: 002, 003, 010; 9-1-126: 008, 013; 9-3-01: 006, 021; 9-3-02: 029; 9-4-01: 002, 011; and 9-4-11: 011
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Enclosure

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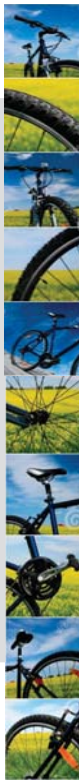

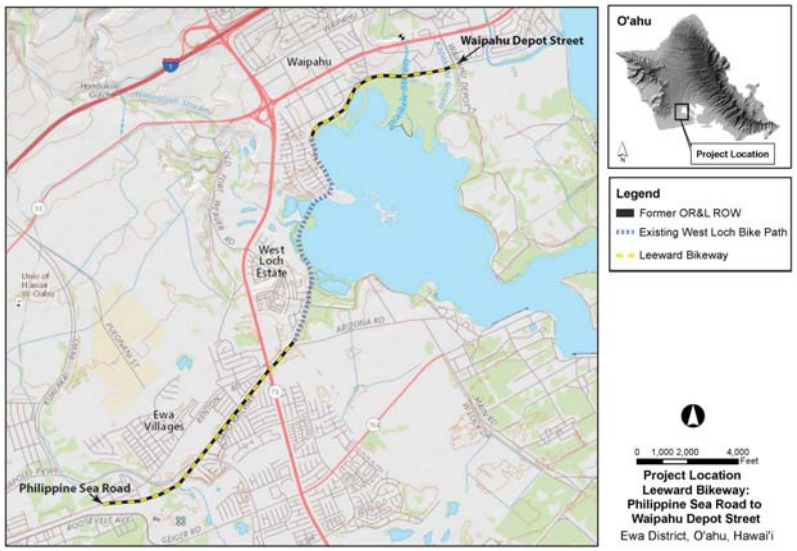

Email

From: Gary_Yasui/HOLOMUA/HIDOE@notes.k12.hi.us [mailto:Gary_Yasui/HOLOMUA/HIDOE@notes.k12.hi.us] **Sent:** Monday, February 05, 2018 11:21 AM
To: Sun, Robert <robert.sun@hawaii.gov>
Subject: Leeward Bikeway Project

Robert, I do not have any concerns that the bikeway project will create. Thank you.
Gary Yasui

DAVID Y. IGE
GOVERNOR

STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
869 PUNCHBOWL STREET
HONOLULU, HAWAII96813-5097

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IN REPLY REFER TO:
HWY-DD 2.6524

February 2, 2018

Mr. Randell Dunn
Principal
Waipahu Intermediate School
Department of Education
94-455 Farrington Highway
Waipahu, Hawaii 96797

Dear Mr. Dunn:

Subject: Leeward Bikeway: Philippine Sea Road to Waipahu Depot Street
Ewa District, Island of Oahu, Hawaii
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Tax Map Key: (Portions) (1) 9-1-17: 003, 008, 044, 045, 055; (1) 9-1-64: 116; 9-1-69: 002, 003, 010; 9-1-126: 008, 013; 9-3-01: 006, 021; 9-3-02: 029; 9-4-01: 002, 011; and 9-4-11: 011
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Proposed Action
The Leeward Bikeway project would involve the construction of a new 8-10 foot-wide approximately 3-mile-long bikeway within the 40-foot wide former Oahu Railway and Land Company right-of-way (OR&L ROW) beginning at Philippine Sea Road and extending east to Waipahu Depot Street. The project site is approximately 17.78 acres. Construction is expected to commence in late 2018. Approximately 12 months will be required for construction. The enclosed Project Fact Sheet provides an overview of the project location, design and construction components, purpose and need, and history (Enclosure 1).

Alternatives to the Proposed Action
An evaluation of all prudent and feasible alternatives was conducted to avoid or minimize impacts to the surrounding environment. The proposed design was determined to be the most practical and feasible alternative. Other alternatives considered were: (a) no action and

(b) delayed action. Alternatives to the proposed action did not meet the HDOT's objective of constructing a continuous bikeway facility in the Ewa region; and failed to meet the access requirements of the 1980 deed transferring ownership of the former OR&L ROW to the State of Hawaii from the U. S. Government.

Anticipated Impacts
The former OR&L ROW is listed on the National Register of Historic Places (NRHP) as Reference No. 75000621, and on the State Inventory of Historic Places (SIHP) as site 50-80-12-9714. The Kapakahi and Waikele Stream Bridges, while not listed on the NRHP, are eligible for listing. All work proposed will address the requirements of state and federal laws concerning the protection and/or preservation of these historic resources.

The proposed project is located within the State of Hawaii Department of Education "Leeward Oahu District." Your school has been identified as being located within approximately one mile of the proposed bikeway.

The creation of the Leeward Bikeway will improve access to schools within the project area. The proposed bikeway will also serve as a safe facility for those students whose preferred mode of choice to school is bicycle or walking. During construction, the project may result in short-term disruptions of existing bicycle and pedestrian traffic within the vicinity of the project. However, the project is not anticipated to obstruct or hinder access to nearby educational facilities. The proposed project would not increase nor decrease the provision of educational services to the community, and would not directly, secondarily, or cumulatively result in an increase in the area population, which would otherwise generate the need for school services.

The Leeward Bikeway project is expected to result in positive long-term and beneficial secondary impacts for residents and visitors using a continuous bicycle and pedestrian path for non-motorized recreational and transportation purposes. The proposed project is consistent with the *2003 Pearl Harbor Historic Trail Master Plan*; *2002 Central Oahu Sustainable Communities Plan*; *2012 Oahu Bike Plan*; and *2013 Ewa Development Plan*, and promotes the shared use of the former OR&L ROW to provide a safe and continuous bicycle and pedestrian path between Ewa and Aiea.

The project design connects logical termini identified in past and present regional and development plans and is of sufficient length to provide independent utility (i.e., usable and reasonable expenditure even if no additional transportation improvements in the area are made). By linking to existing facilities (West Loch Bike Path and Pearl Harbor Historic Trail), the development of the proposed bikeway will serve to connect the communities from Ewa to Aiea and help to address major residential, business, and commercial growth in the Ewa and Central Oahu areas occurring over the past several decades and proposed in the future. The action to link the proposed project to existing facilities would not require other project improvements, nor would construction of the proposed project disrupt the use of existing facilities.

We respectfully request any information you may have regarding environmental resource concerns in the project vicinity to assist in our evaluation. Please ensure that your comments are received or postmarked by FRIDAY, FEBRUARY 16, 2018. We would appreciate a written response to Robert Sun via email at robert.sun@hawaii.gov, or by U.S. Postal Service to Hawaii

Department of Transportation, Highways Division, Design Branch, Highway Design Section; 601 Kamokila Boulevard, Room 609; Kapolei, Hawaii 96707.

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Sincerely,

CURTIS MATSUDA
ACTING ENGINEERING PROGRAM MANAGER
DESIGN BRANCH, HIGHWAYS DIVISION

Enclosure

cc: Meesa Otani, FHWA
Brian Takeda and Stacy Armstrong, R. M. Towill Corporation

bc: HWY-DD (R. Sun)

LEEWARD BIKEWAY, PHILIPPINE SEA ROAD TO WAIPAHU DEPOT STREET
FEDERAL-AID PROJECT NO. STP-BW-0300(8)
PROJECT FACT SHEET

Leeward Bikeway Project location: The Federal Highway Administration and State of Hawai'i Department of Transportation Highways Division (HDOT), propose a project to construct the Leeward Bikeway, from Philippine Sea Road to Waipahu Depot Street in the Waikele, Hoaeae, Honouliuli Ahupuaa, Ewa District, Island of Oahu, Hawaii (see attached map).

Leeward Bikeway Project overview: The approximately 3-mile-long 8-10 foot-wide asphalt concrete bikeway would be built within the 40-foot wide former Oahu Railroad & Land Company (OR&L) right-of-way (ROW) and provide a dedicated, shared use path for pedestrians and bicyclists. The bikeway would consist of two sections connected by the existing approximately 2-mile West Loch Bike Path on either end to form a continuous path. The first section of the bikeway would begin at Philippine Sea Road and extend approximately 10,500 feet east to connect with the southwest end of the West Loch Bike Path. The second section of the bikeway would begin at the northeast end of the West Loch Bike Path and extend approximately 6,900 feet east to its terminus at Waipahu Depot Street. At its terminus, the bikeway would connect with the existing 5.8-mile-long Pearl Harbor Historic Trail (PHHT). Along most of its length the bikeway would be separated from vehicular traffic. However, where the bikeway crosses existing roadways (i.e., Kapolei Parkway and Fort Weaver Road) the bikeway users would be guided by signs to new or existing signalized pedestrian roadway crossings.

Design and construction components of the Leeward Bikeway Project include:

- Construction of the Leeward Bikeway facility beginning at Philippine Sea Road in Ewa and extending east to Waipahu Depot Street in Waipahu;
- Replacement of two historic railroad bridges (i.e., Kapakahi and Waikele Stream Bridges);
- Improvements to storm drain near Kapolei Parkway;
- Relocation of utility lines and poles;
- Construction of retaining walls;
- Relocation and replacement of existing fencing; and
- Installation of bollards, signage and striping.

Purpose and need of the Leeward Bikeway Project: Several current regional and development plans define the need for a shared use path that links the neighborhoods in West Oahu to beach parks, recreation areas, regional attractions, historic sites, and nature habitats. They include the *2003 Pearl Harbor Historic Trail Master Plan*; *2002 Central Oahu Sustainable Communities Plan*; *2012 O'ahu Bike Plan*; and *2013 Ewa Development Plan.* Furthermore, these plans identify the former OR&L ROW as a resource where a safe and continuous bicycle and pedestrian path could be provided. The current project would utilize the former OR&L ROW to connect to the existing West Loch Bike Path and PHHT to provide a continuous, accessible, and safe shared-use path between Ewa and Aiea. In doing so, the proposed project would complete important components of past and current regional and development plans. Additionally, by connecting the communities from Ewa to Aiea, the Leeward Bikeway would address major residential, business, and commercial growth in the Ewa and Central Oahu areas occurring over the past several decades and in the future by providing an outstanding recreational resource and non-motorized transportation facility.

Background for the Leeward Bikeway Project: The implementation of the project is in response to the 1980 transfer of title of an approximately 14-mile long section of the former OR&L ROW from the U. S. Government to the State of Hawaii that requires the HDOT to use the transferred land for highway purposes, i.e. bicycle lanes or paths and pedestrian walkways.

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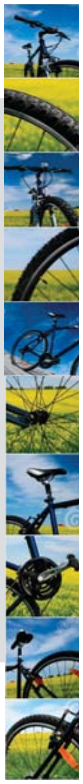

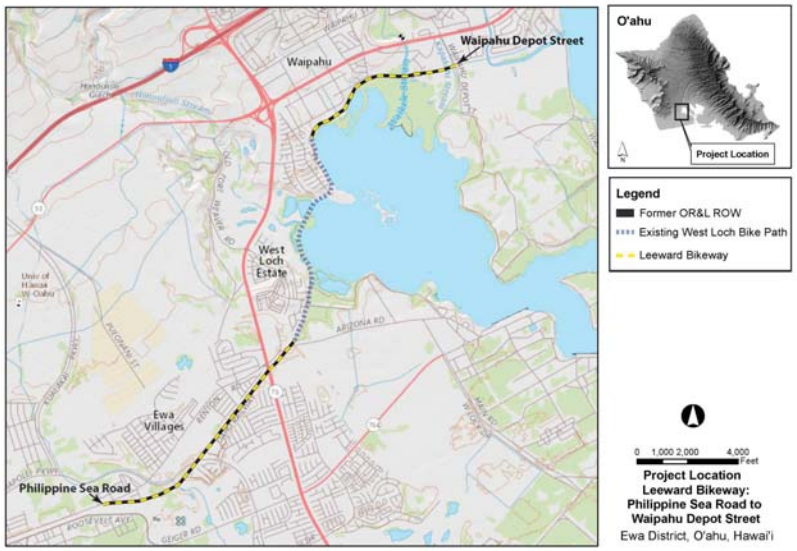

DAVID Y. IGE
GOVERNOR

STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
869 PUNCHBOWL STREET
HONOLULU, HAWAII96813-5097

JADE T. BUTAY
INTERIM DIRECTOR

Deputy Directors
ROSS M. HIGASHI
EDWIN H. SNIFFEN
DARRELL T. YOUNG

IN REPLY REFER TO:
HWY-DD 2.6524

February 2, 2018

Mr. Richard Fajardo
Principal
Kapolei Middle School
Department of Education
91-5335 Kapolei Parkway
Kapolei, Hawaii 96707

Dear Mr. Fajardo:

Subject: Leeward Bikeway: Philippine Sea Road to Waipahu Depot Street
Ewa District, Island of Oahu, Hawaii
Federal-Aid Project No. STP-BW-0300(8)
Tax Map Key: (Portions) (1) 9-1-17: 003, 008, 044, 045, 055; (1) 9-1-64: 116; 9-1-69: 002, 003, 010; 9-1-126: 008, 013; 9-3-01: 006, 021; 9-3-02: 029; 9-4-01: 002, 011; and 9-4-11: 011
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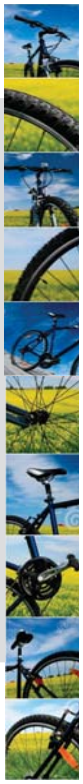

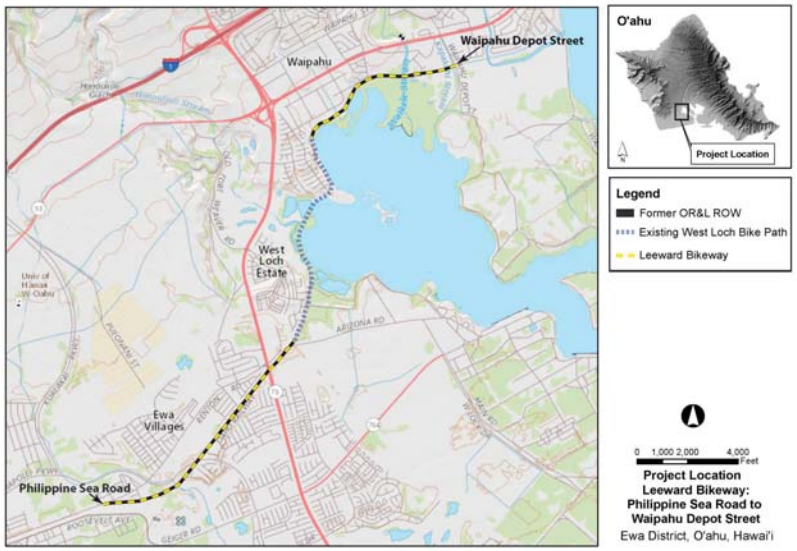

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INTERIM DIRECTOR

Deputy Directors
ROSS M. HIGASHI
EDWIN H. SNIFFEN
DARRELL T. YOUNG

IN REPLY REFER TO:
HWY-DD 2.6524

February 2, 2018

Mr. Keith Hui
Principal
Waipahu Elementary School
Department of Education
94-465 Waipahu Street
Waipahu, Hawaii 96797

Dear Mr. Hui:

Subject: Leeward Bikeway: Philippine Sea Road to Waipahu Depot Street
Ewa District, Island of Oahu, Hawaii
Federal-Aid Project No. STP-BW-0300(8)
Tax Map Key: (Portions) (1) 9-1-17: 003, 008, 044, 045, 055; (1) 9-1-64: 116; 9-1-69: 002, 003, 010; 9-1-126: 008, 013; 9-3-01: 006, 021; 9-3-02: 029; 9-4-01: 002, 011; and 9-4-11: 011
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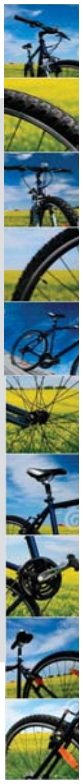

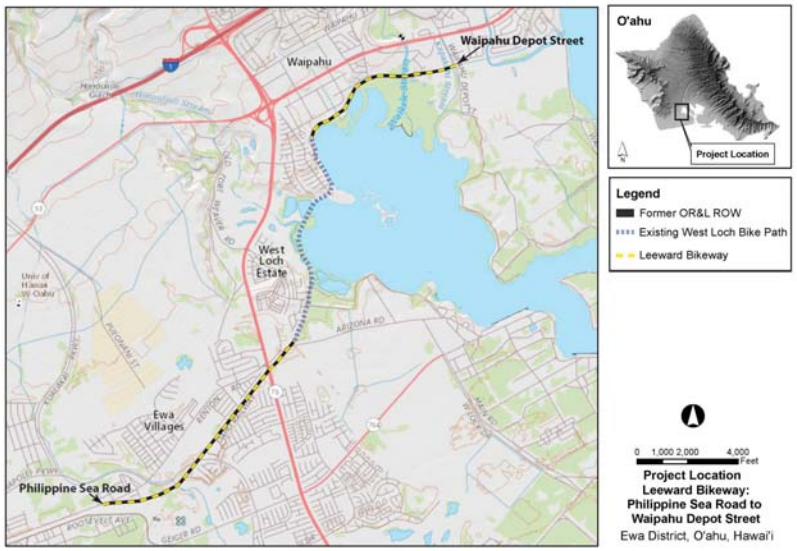

DAVID Y. IGE
GOVERNOR

STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
869 PUNCHBOWL STREET
HONOLULU, HAWAII96813-5097

JADE T. BUTAY
INTERIM DIRECTOR

Deputy Directors
ROSS M. HIGASHI
EDWIN H. SNIFFEN
DARRELL T. YOUNG

IN REPLY REFER TO:
HWY-DD 2.6524

February 2, 2018

Mr. Keith Hayashi
Principal
Waipahu High School
Department of Education
94-1211 Farrington Highway
Waipahu, Hawaii 96797

Dear Mr. Hayashi:

Subject: Leeward Bikeway: Philippine Sea Road to Waipahu Depot Street
Ewa District, Island of Oahu, Hawaii
Federal-Aid Project No. STP-BW-0300(8)
Tax Map Key: (Portions) (1) 9-1-17: 003, 008, 044, 045, 055; (1) 9-1-64: 116; 9-1-69: 002, 003, 010; 9-1-126: 008, 013; 9-3-01: 006, 021; 9-3-02: 029; 9-4-01: 002, 011; and 9-4-11: 011
Request for Pre-Assessment Consultation, Hawaii Revised Statutes, Chapter 343

The State of Hawaii Department of Transportation (HDOT) would like to invite you to participate in pre-assessment consultation for the subject project. The proposed project is located in the Ewa District, Island of Oahu, Hawaii.

The HDOT is preparing an Environmental Assessment (EA) for the proposed project to address the requirements of Hawaii Revised Statutes (HRS), Chapter 343, and Hawaii Administrative Rules, Chapter 11-200. The specific action that requires the preparation of the EA includes the use of state land and/or funds for the proposed action.

Proposed Action
The Leeward Bikeway project would involve the construction of a new 8-10 foot-wide approximately 3-mile-long bikeway within the 40-foot wide former Oahu Railway and Land Company right-of-way (OR&L ROW) beginning at Philippine Sea Road and extending east to Waipahu Depot Street. The project site is approximately 17.78 acres. Construction is expected to commence in late 2018. Approximately 12 months will be required for construction. The enclosed Project Fact Sheet provides an overview of the project location, design and construction components, purpose and need, and history (Enclosure 1).

Alternatives to the Proposed Action
An evaluation of all prudent and feasible alternatives was conducted to avoid or minimize impacts to the surrounding environment. The proposed design was determined to be the most practical and feasible alternative. Other alternatives considered were: (a) no action and (b)

delayed action. Alternatives to the proposed action did not meet the HDOT's objective of constructing a continuous bikeway facility in the Ewa region; and failed to meet the access requirements of the 1980 deed transferring ownership of the former OR&L ROW to the State of Hawaii from the U. S. Government.

Anticipated Impacts
The former OR&L ROW is listed on the National Register of Historic Places (NRHP) as Reference No. 75000621, and on the State Inventory of Historic Places (SIHP) as site 50-80-12-9714. The Kapakahi and Waikele Stream Bridges, while not listed on the NRHP, are eligible for listing. All work proposed will address the requirements of state and federal laws concerning the protection and/or preservation of these historic resources.

The proposed project is located within the State of Hawaii Department of Education "Leeward Oahu District." Your school has been identified as being located within approximately one mile of the proposed bikeway.

The creation of the Leeward Bikeway will improve access to schools within the project area. The proposed bikeway will also serve as a safe facility for those students whose preferred mode of choice to school is bicycle or walking. During construction, the project may result in short-term disruptions of existing bicycle and pedestrian traffic within the vicinity of the project. However, the project is not anticipated to obstruct or hinder access to nearby educational facilities. The proposed project would not increase nor decrease the provision of educational services to the community, and would not directly, secondarily, or cumulatively result in an increase in the area population, which would otherwise generate the need for school services.

The Leeward Bikeway project is expected to result in positive long-term and beneficial secondary impacts for residents and visitors using a continuous bicycle and pedestrian path for non-motorized recreational and transportation purposes. The proposed project is consistent with the *2003 Pearl Harbor Historic Trail Master Plan*; *2002 Central Oahu Sustainable Communities Plan*; *2012 Oahu Bike Plan*; and *2013 Ewa Development Plan*, and promotes the shared use of the former OR&L ROW to provide a safe and continuous bicycle and pedestrian path between Ewa and Aiea.

The project design connects logical termini identified in past and present regional and development plans and is of sufficient length to provide independent utility (i.e., usable and reasonable expenditure even if no additional transportation improvements in the area are made). By linking to existing facilities (West Loch Bike Path and Pearl Harbor Historic Trail), the development of the proposed bikeway will serve to connect the communities from Ewa to Aiea and help to address major residential, business, and commercial growth in the Ewa and Central Oahu areas occurring over the past several decades and proposed in the future. The action to link the proposed project to existing facilities would not require other project improvements, nor would construction of the proposed project disrupt the use of existing facilities.

We respectfully request any information you may have regarding environmental resource concerns in the project vicinity to assist in our evaluation. Please ensure that your comments are received or postmarked by FRIDAY, FEBRUARY 16, 2018. We would appreciate a written response to Robert Sun via email at robert.sun@hawaii.gov, or by U.S. Postal Service to Hawaii

Department of Transportation, Highways Division, Design Branch, Highway Design Section; 601 Kamokila Boulevard, Room 609; Kapolei, Hawaii 96707.

Please feel free to contact Robert Sun by telephone at (808) 692-7578, if you have any questions. We look forward to working with you on this needed transportation and recreational facility.

Sincerely,

CURTIS MATSUDA
ACTING ENGINEERING PROGRAM MANAGER
DESIGN BRANCH, HIGHWAYS DIVISION

Enclosure

cc: Meesa Otani, FHWA
Brian Takeda and Stacy Armstrong, R. M. Towill Corporation

bc: HWY-DD (R. Sun)

LEEWARD BIKEWAY, PHILIPPINE SEA ROAD TO WAIPAHU DEPOT STREET
FEDERAL-AID PROJECT NO. STP-BW-0300(8)
PROJECT FACT SHEET

Leeward Bikeway Project location: The Federal Highway Administration and State of Hawai'i Department of Transportation Highways Division (HDOT), propose a project to construct the Leeward Bikeway, from Philippine Sea Road to Waipahu Depot Street in the Waikele, Hoaeae, Honouliuli Ahupuaa, Ewa District, Island of Oahu, Hawaii (see attached map).

Leeward Bikeway Project overview: The approximately 3-mile-long 8-10 foot-wide asphalt concrete bikeway would be built within the 40-foot wide former Oahu Railroad & Land Company (OR&L) right-of-way (ROW) and provide a dedicated, shared use path for pedestrians and bicyclists. The bikeway would consist of two sections connected by the existing approximately 2-mile West Loch Bike Path on either end to form a continuous path. The first section of the bikeway would begin at Philippine Sea Road and extend approximately 10,500 feet east to connect with the southwest end of the West Loch Bike Path. The second section of the bikeway would begin at the northeast end of the West Loch Bike Path and extend approximately 6,900 feet east to its terminus at Waipahu Depot Street. At its terminus, the bikeway would connect with the existing 5.8-mile-long Pearl Harbor Historic Trail (PHHT). Along most of its length the bikeway would be separated from vehicular traffic. However, where the bikeway crosses existing roadways (i.e., Kapolei Parkway and Fort Weaver Road) the bikeway users would be guided by signs to new or existing signalized pedestrian roadway crossings.

Design and construction components of the Leeward Bikeway Project include:

- Construction of the Leeward Bikeway facility beginning at Philippine Sea Road in Ewa and extending east to Waipahu Depot Street in Waipahu;
- Replacement of two historic railroad bridges (i.e., Kapakahi and Waikele Stream Bridges);
- Improvements to storm drain near Kapolei Parkway;
- Relocation of utility lines and poles;
- Construction of retaining walls;
- Relocation and replacement of existing fencing; and
- Installation of bollards, signage and striping.

Purpose and need of the Leeward Bikeway Project: Several current regional and development plans define the need for a shared use path that links the neighborhoods in West Oahu to beach parks, recreation areas, regional attractions, historic sites, and nature habitats. They include the *2003 Pearl Harbor Historic Trail Master Plan*; *2002 Central Oahu Sustainable Communities Plan*; *2012 O'ahu Bike Plan*; and *2013 Ewa Development Plan.* Furthermore, these plans identify the former OR&L ROW as a resource where a safe and continuous bicycle and pedestrian path could be provided. The current project would utilize the former OR&L ROW to connect to the existing West Loch Bike Path and PHHT to provide a continuous, accessible, and safe shared-use path between Ewa and Aiea. In doing so, the proposed project would complete important components of past and current regional and development plans. Additionally, by connecting the communities from Ewa to Aiea, the Leeward Bikeway would address major residential, business, and commercial growth in the Ewa and Central Oahu areas occurring over the past several decades and in the future by providing an outstanding recreational resource and non-motorized transportation facility.

Background for the Leeward Bikeway Project: The implementation of the project is in response to the 1980 transfer of title of an approximately 14-mile long section of the former OR&L ROW from the U. S. Government to the State of Hawaii that requires the HDOT to use the transferred land for highway purposes, i.e. bicycle lanes or paths and pedestrian walkways.

The project limits, Philippine Sea Road to Waipahu Depot Street, connect logical termini identified in past and present regional and development plans and are of sufficient length to provide independent utility (i.e., usable and reasonable expenditure even if no additional transportation improvements in the area are made).

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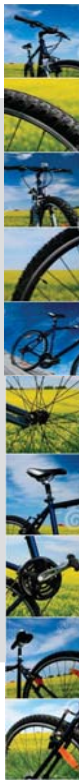
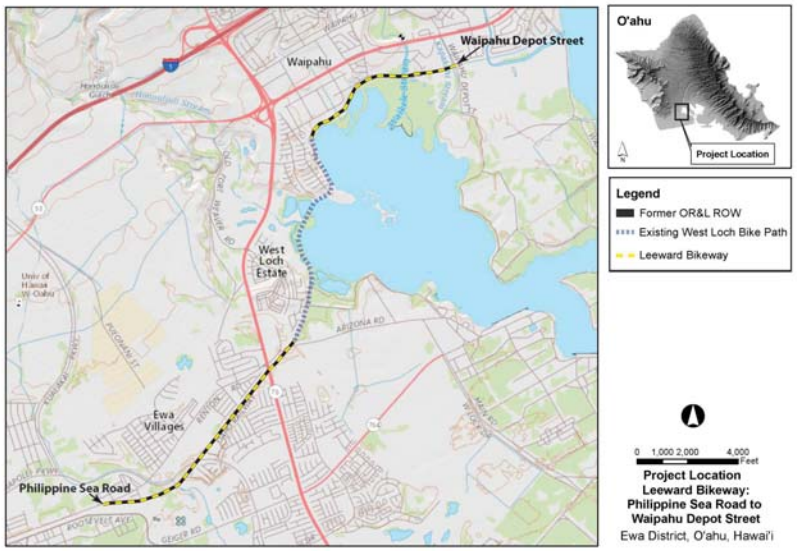
For more information please contact:
Robert Sun
Project Manager, Design Branch, Hawaii Department of Transportation
robert.sun@hawaii.gov





DAVID Y. IGE
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STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
869 PUNCHBOWL STREET
HONOLULU, HAWAII 96813-5097

IN REPLY REFER TO:
HWY-DD 2.6521

February 2, 2018

State Representative Henry J.C. Aquino
District 38
Hawaii State Capitol
415 South Beretania Street, Room 419
Honolulu, Hawaii 96813

Dear State Representative Aquino:

Subject: Leeward Bikeway: Philippine Sea Road to Waipahu Depot Street
Ewa District, Island of Oahu, Hawaii
Federal-Aid Project No. STP-BW-0300(8)
Tax Map Key: (Portions) (1) 9-1-17: 003, 008, 044, 045, 055; (1) 9-1-64: 116; 9-1-69: 002, 003, 010; 9-1-126: 008, 013; 9-3-01: 006, 021; 9-3-02: 029; 9-4-01: 002, 011; and 9-4-11: 011
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Sincerely,

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ACTING ENGINEERING PROGRAM MANAGER
DESIGN BRANCH, HIGHWAYS DIVISION

Enclosure

cc: Meesa Otani, FHWA
Brian Takeda and Stacy Armstrong, R. M. Towill Corporation

bc: HWY-DD (R. Sun)

LEEWARD BIKEWAY, PHILIPPINE SEA ROAD TO WAIPAHU DEPOT STREET
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PROJECT FACT SHEET

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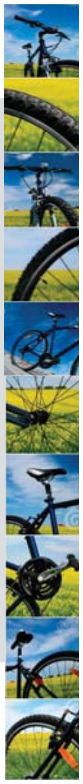

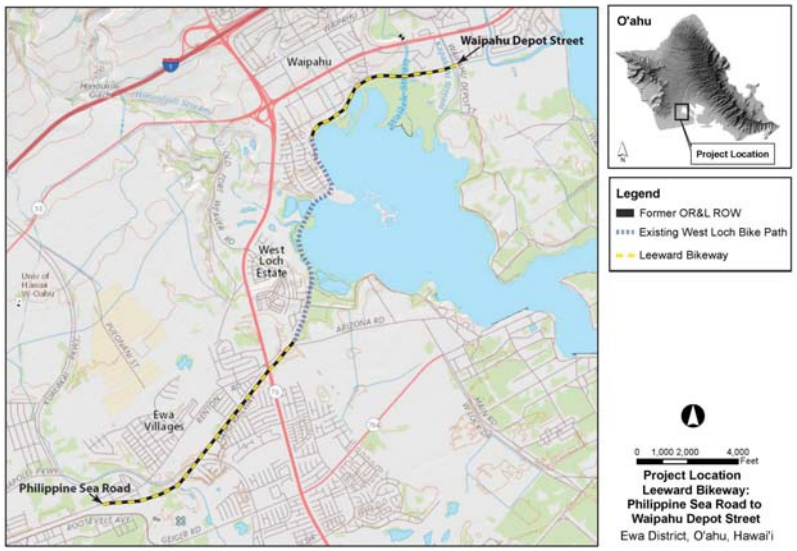

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STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
869 PUNCHBOWL STREET
HONOLULU, HAWAII 96813-5097

IN REPLY REFER TO:
HWY-DD 2.6521

February 2, 2018

State Representative Ty J.K. Cullen
District 39
Hawaii State Capitol
415 South Beretania Street, Room 316
Honolulu, Hawaii 96813

Dear State Representative Cullen:

Subject: Leeward Bikeway: Philippine Sea Road to Waipahu Depot Street
Ewa District, Island of Oahu, Hawaii
Federal-Aid Project No. STP-BW-0300(8)
Tax Map Key: (Portions) (1) 9-1-17: 003, 008, 044, 045, 055; (1) 9-1-64: 116; 9-1-69: 002, 003, 010; 9-1-126: 008, 013; 9-3-01: 006, 021; 9-3-02: 029; 9-4-01: 002, 011; and 9-4-11: 011
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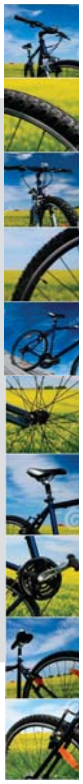

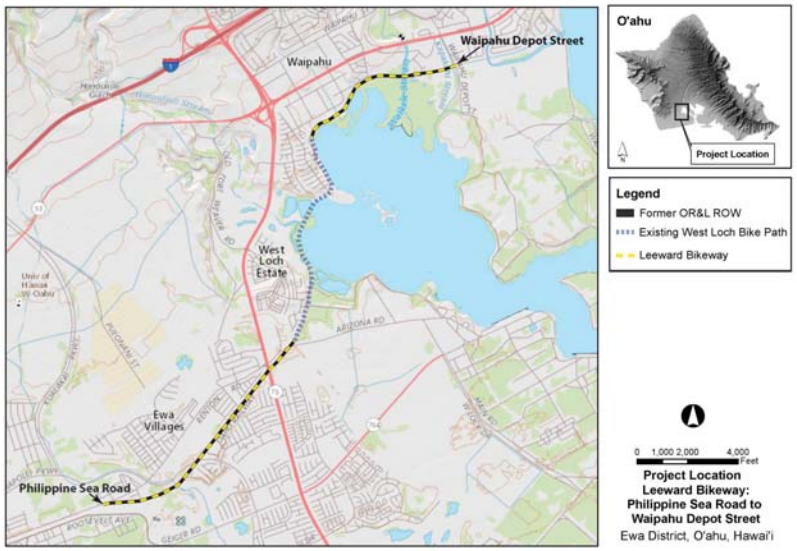

DAVID Y. IGE
GOVERNOR

JADE T. BUTAY
INTERIM DIRECTOR

Deputy Directors
ROSS M. HIGASHI
EDWIN H. SNIFFEN
DARRELL T. YOUNG

STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
869 PUNCHBOWL STREET
HONOLULU, HAWAII 96813-5097

IN REPLY REFER TO:
HWY-DD 2.6521

February 2, 2018

State Representative Bob McDermott
District 40
Hawaii State Capitol
415 South Beretania Street, Room 330
Honolulu, Hawaii 96813

Dear State Representative McDermott:

Subject: Leeward Bikeway: Philippine Sea Road to Waipahu Depot Street
Ewa District, Island of Oahu, Hawaii
Federal-Aid Project No. STP-BW-0300(8)
Tax Map Key: (Portions) (1) 9-1-17: 003, 008, 044, 045, 055; (1) 9-1-64: 116; 9-1-69: 002, 003, 010; 9-1-126: 008, 013; 9-3-01: 006, 021; 9-3-02: 029; 9-4-01: 002, 011; and 9-4-11: 011
Request for Pre-Assessment Consultation, Hawaii Revised Statutes, Chapter 343

The State of Hawaii Department of Transportation (HDOT) would like to invite you to participate in pre-assessment consultation for the subject project. The proposed project is located in the Ewa District, Island of Oahu, Hawaii.

The HDOT is preparing an Environmental Assessment (EA) for the proposed project to address the requirements of Hawaii Revised Statutes, Chapter 343, and Hawaii Administrative Rules, Chapter 11-200. The specific action that requires the preparation of the EA includes the use of state land and/or funds for the proposed action.

Proposed Action
The Leeward Bikeway project would involve the construction of a new 8-10 foot-wide approximately 3-mile-long bikeway within the 40-foot wide former Oahu Railway and Land Company right-of-way (OR&L ROW) beginning at Philippine Sea Road and extending east to Waipahu Depot Street. The project site is approximately 17.78 acres. Construction is expected to commence in late 2018. Approximately 12 months will be required for construction. The enclosed Project Fact Sheet provides an overview of the project location, design and construction components, purpose and need, and history (Enclosure 1).

Alternatives to the Proposed Action
An evaluation of all prudent and feasible alternatives was conducted to avoid or minimize impacts to the surrounding environment. The proposed design was determined to be the most practical and feasible alternative. Other alternatives considered were: (a) no action and (b) delayed action. Alternatives to the proposed action did not meet the HDOT's objective of constructing a continuous bikeway facility in the Ewa region; and failed to meet the access requirements of the 1980 deed transferring ownership of the former OR&L ROW to the State of Hawaii from the U. S. Government.

Anticipated Impacts
The former OR&L ROW is listed on the National Register of Historic Places (NRHP) as Reference No. 75000621, and on the State Inventory of Historic Places (SIHP) as site 50-80-12-9714. The Kapakahi and Waikele Stream Bridges, while not listed on the NRHP, are eligible for listing. All work proposed will address the requirements of state and federal laws concerning the protection and/or preservation of these historic resources.

The Leeward Bikeway project is expected to result in positive long-term and beneficial secondary impacts for residents and visitors using a continuous bicycle and pedestrian path for non-motorized recreational and transportation purposes. The proposed project is consistent with the *2003 Pearl Harbor Historic Trail Master Plan*; *2002 Central Oahu Sustainable Communities Plan*; *2012 Oahu Bike Plan*; and *2013 Ewa Development Plan*, and promotes the shared use of the former OR&L ROW to provide a safe and continuous bicycle and pedestrian path between Ewa and Aiea.

The project design connects logical termini identified in past and present regional and development plans and is of sufficient length to provide independent utility (i.e., usable and reasonable expenditure even if no additional transportation improvements in the area are made). By linking to existing facilities (West Loch Bike Path and Pearl Harbor Historic Trail), the development of the proposed bikeway will serve to connect the communities from Ewa to Aiea and help to address major residential, business, and commercial growth in the Ewa and Central Oahu areas occurring over the past several decades and proposed in the future. The action to link the proposed project to existing facilities would not require other project improvements, nor would construction of the proposed project disrupt the use of existing facilities.

We respectfully request any information you may have regarding environmental resource concerns in the project vicinity to assist in our evaluation. Please ensure that your comments are received or postmarked by FRIDAY, FEBRUARY 16, 2018. We would appreciate a written response to Robert Sun via email at robert.sun@hawaii.gov, or by U.S. Postal Service to Hawaii Department of Transportation, Highways Division, Design Branch, Highway Design Section; 601 Kamokila Boulevard, Room 609; Kapolei, Hawaii 96707.

Please feel free to contact Robert Sun by telephone at (808) 692-7578, if you have any questions. We look forward to working with you on this needed transportation and recreational facility.

Sincerely,

CURTIS MATSUDA
ACTING ENGINEERING PROGRAM MANAGER
DESIGN BRANCH, HIGHWAYS DIVISION

Enclosure

cc: Meesa Otani, FHWA
Brian Takeda and Stacy Armstrong, R. M. Towill Corporation

bc: HWY-DD (R. Sun)

LEEWARD BIKEWAY, PHILIPPINE SEA ROAD TO WAIPAHU DEPOT STREET
FEDERAL-AID PROJECT NO. STP-BW-0300(8)
PROJECT FACT SHEET

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Leeward Bikeway Project overview: The approximately 3-mile-long 8-10 foot-wide asphalt concrete bikeway would be built within the 40-foot wide former Oahu Railroad & Land Company (OR&L) right-of-way (ROW) and provide a dedicated, shared use path for pedestrians and bicyclists. The bikeway would consist of two sections connected by the existing approximately 2-mile West Loch Bike Path on either end to form a continuous path. The first section of the bikeway would begin at Philippine Sea Road and extend approximately 10,500 feet east to connect with the southwest end of the West Loch Bike Path. The second section of the bikeway would begin at the northeast end of the West Loch Bike Path and extend approximately 6,900 feet east to its terminus at Waipahu Depot Street. At its terminus, the bikeway would connect with the existing 5.8-mile-long Pearl Harbor Historic Trail (PHHT). Along most of its length the bikeway would be separated from vehicular traffic. However, where the bikeway crosses existing roadways (i.e., Kapolei Parkway and Fort Weaver Road) the bikeway users would be guided by signs to new or existing signalized pedestrian roadway crossings.

Design and construction components of the Leeward Bikeway Project include:

- Construction of the Leeward Bikeway facility beginning at Philippine Sea Road in Ewa and extending east to Waipahu Depot Street in Waipahu;
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- Improvements to storm drain near Kapolei Parkway;
- Relocation of utility lines and poles;
- Construction of retaining walls;
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- Installation of bollards, signage and striping.

Purpose and need of the Leeward Bikeway Project: Several current regional and development plans define the need for a shared use path that links the neighborhoods in West Oahu to beach parks, recreation areas, regional attractions, historic sites, and nature habitats. They include the *2003 Pearl Harbor Historic Trail Master Plan*; *2002 Central Oahu Sustainable Communities Plan*; *2012 O'ahu Bike Plan*; and *2013 Ewa Development Plan.* Furthermore, these plans identify the former OR&L ROW as a resource where a safe and continuous bicycle and pedestrian path could be provided. The current project would utilize the former OR&L ROW to connect to the existing West Loch Bike Path and PHHT to provide a continuous, accessible, and safe shared-use path between Ewa and Aiea. In doing so, the proposed project would complete important components of past and current regional and development plans. Additionally, by connecting the communities from Ewa to Aiea, the Leeward Bikeway would address major residential, business, and commercial growth in the Ewa and Central Oahu areas occurring over the past several decades and in the future by providing an outstanding recreational resource and non-motorized transportation facility.

Background for the Leeward Bikeway Project: The implementation of the project is in response to the 1980 transfer of title of an approximately 14-mile long section of the former OR&L ROW from the U. S. Government to the State of Hawaii that requires the HDOT to use the transferred land for highway purposes, i.e. bicycle lanes or paths and pedestrian walkways.

The project limits, Philippine Sea Road to Waipahu Depot Street, connect logical termini identified in past and present regional and development plans and are of sufficient length to provide independent utility (i.e., usable and reasonable expenditure even if no additional transportation improvements in the area are made).

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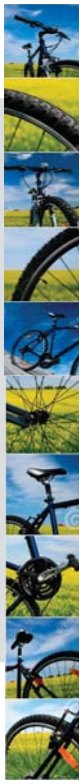

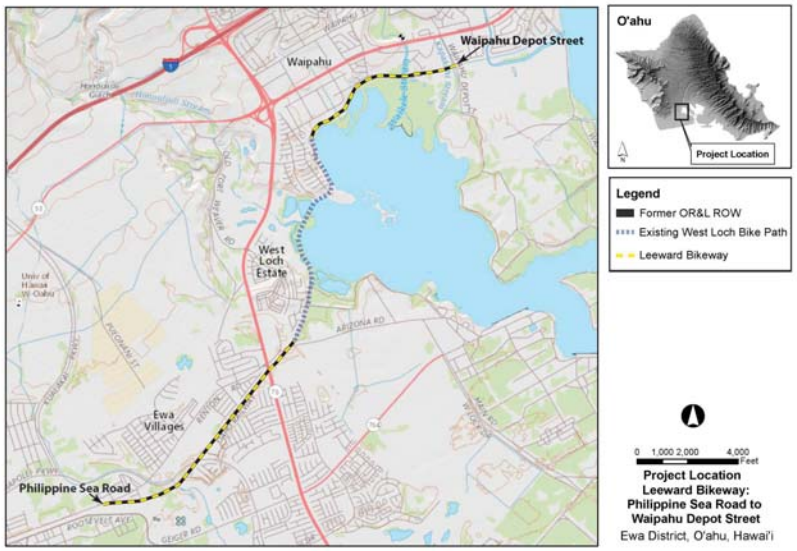

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869 PUNCHBOWL STREET
HONOLULU, HAWAII 96813-5097

IN REPLY REFER TO:
HWY-DD 2.6521

February 2, 2018

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District 41
Hawaii State Capitol
415 South Beretania Street, Room 328
Honolulu, Hawaii 96813

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DESIGN BRANCH, HIGHWAYS DIVISION

Enclosure

cc: Meesa Otani, FHWA
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bc: HWY-DD (R. Sun)

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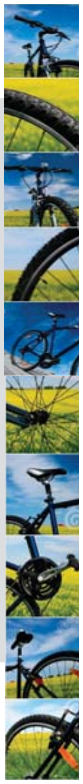

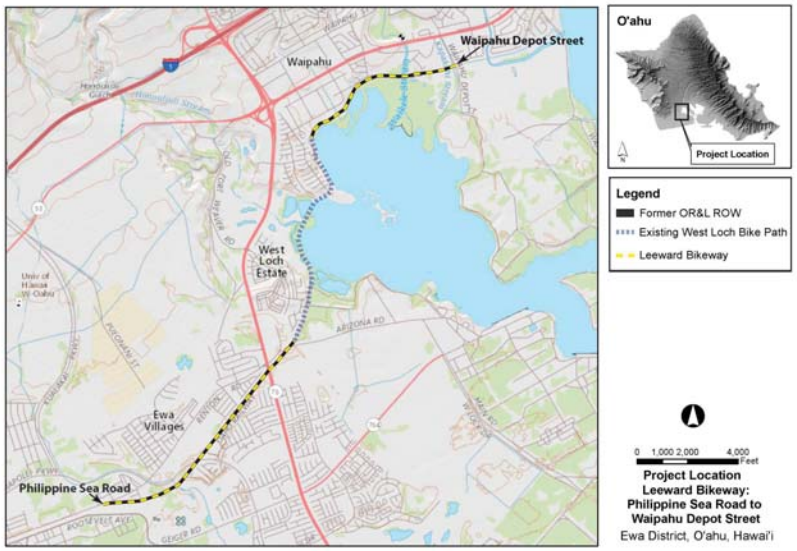

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DEPARTMENT OF TRANSPORTATION
869 PUNCHBOWL STREET
HONOLULU, HAWAII 96813-5097

IN REPLY REFER TO:
HWY-DD 2.6521

February 2, 2018

State Representative Sharon E. Har
District 42
Hawaii State Capitol
415 South Beretania Street, Room 418
Honolulu, Hawaii 96813

Dear State Representative Har:

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Ewa District, Island of Oahu, Hawaii
Federal-Aid Project No. STP-BW-0300(8)
Tax Map Key: (Portions) (1) 9-1-17: 003, 008, 044, 045, 055; (1) 9-1-64: 116; 9-1-69: 002, 003, 010; 9-1-126: 008, 013; 9-3-01: 006, 021; 9-3-02: 029; 9-4-01: 002, 011; and 9-4-11: 011
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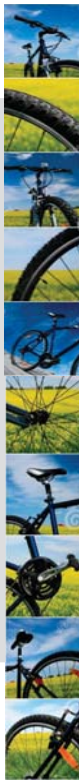

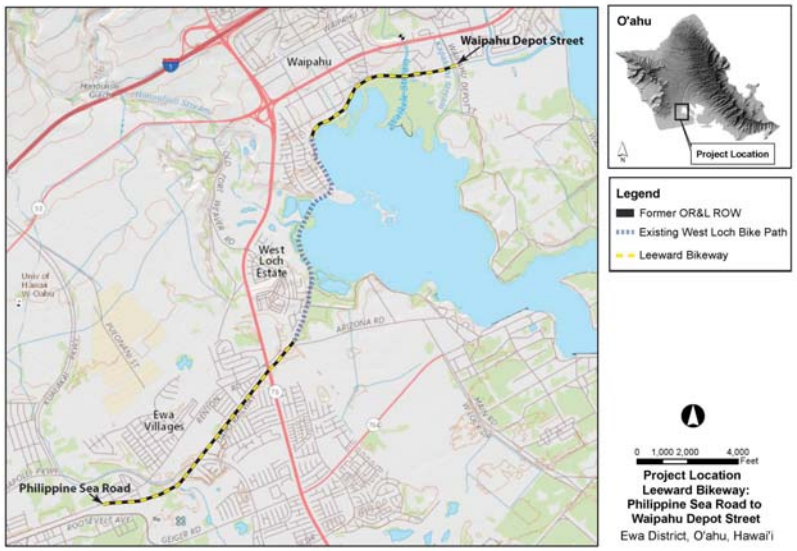

DAVID Y. IGE
GOVERNOR

JADE T. BUTAY
INTERIM DIRECTOR

Deputy Directors
ROSS M. HIGASHI
EDWIN H. SNIFFEN
DARRELL T. YOUNG

STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
869 PUNCHBOWL STREET
HONOLULU, HAWAII 96813-5097

IN REPLY REFER TO:
HWY-DD 2.6521

February 2, 2018

State Representative Andria P.L. Tupola
District 43
Hawaii State Capitol
415 South Beretania Street, Room 317
Honolulu, Hawaii 96813

Dear State Representative Tupola:

Subject: Leeward Bikeway: Philippine Sea Road to Waipahu Depot Street
Ewa District, Island of Oahu, Hawaii
Federal-Aid Project No. STP-BW-0300(8)
Tax Map Key: (Portions) (1) 9-1-17: 003, 008, 044, 045, 055; (1) 9-1-64: 116; 9-1-69: 002, 003, 010; 9-1-126: 008, 013; 9-3-01: 006, 021; 9-3-02: 029; 9-4-01: 002, 011; and 9-4-11: 011
Request for Pre-Assessment Consultation, Hawaii Revised Statutes, Chapter 343

The State of Hawaii Department of Transportation (HDOT) would like to invite you to participate in pre-assessment consultation for the subject project. The proposed project is located in the Ewa District, Island of Oahu, Hawaii.

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Proposed Action
The Leeward Bikeway project would involve the construction of a new 8-10 foot-wide approximately 3-mile-long bikeway within the 40-foot wide former Oahu Railway and Land Company right-of-way (OR&L ROW) beginning at Philippine Sea Road and extending east to Waipahu Depot Street. The project site is approximately 17.78 acres. Construction is expected to commence in late 2018. Approximately 12 months will be required for construction. The enclosed Project Fact Sheet provides an overview of the project location, design and construction components, purpose and need, and history (Enclosure 1).

Alternatives to the Proposed Action
An evaluation of all prudent and feasible alternatives was conducted to avoid or minimize impacts to the surrounding environment. The proposed design was determined to be the most practical and feasible alternative. Other alternatives considered were: (a) no action and (b) delayed action. Alternatives to the proposed action did not meet the HDOT's objective of constructing a continuous bikeway facility in the Ewa region; and failed to meet the access requirements of the 1980 deed transferring ownership of the former OR&L ROW to the State of Hawaii from the U. S. Government.

Anticipated Impacts
The former OR&L ROW is listed on the National Register of Historic Places (NRHP) as Reference No. 75000621, and on the State Inventory of Historic Places (SIHP) as site 50-80-12-9714. The Kapakahi and Waikele Stream Bridges, while not listed on the NRHP, are eligible for listing. All work proposed will address the requirements of state and federal laws concerning the protection and/or preservation of these historic resources.

The Leeward Bikeway project is expected to result in positive long-term and beneficial secondary impacts for residents and visitors using a continuous bicycle and pedestrian path for non-motorized recreational and transportation purposes. The proposed project is consistent with the *2003 Pearl Harbor Historic Trail Master Plan*; *2002 Central Oahu Sustainable Communities Plan*; *2012 Oahu Bike Plan*; and *2013 Ewa Development Plan*, and promotes the shared use of the former OR&L ROW to provide a safe and continuous bicycle and pedestrian path between Ewa and Aiea.

The project design connects logical termini identified in past and present regional and development plans and is of sufficient length to provide independent utility (i.e., usable and reasonable expenditure even if no additional transportation improvements in the area are made). By linking to existing facilities (West Loch Bike Path and Pearl Harbor Historic Trail), the development of the proposed bikeway will serve to connect the communities from Ewa to Aiea and help to address major residential, business, and commercial growth in the Ewa and Central Oahu areas occurring over the past several decades and proposed in the future. The action to link the proposed project to existing facilities would not require other project improvements, nor would construction of the proposed project disrupt the use of existing facilities.

We respectfully request any information you may have regarding environmental resource concerns in the project vicinity to assist in our evaluation. Please ensure that your comments are received or postmarked by FRIDAY, FEBRUARY 16, 2018. We would appreciate a written response to Robert Sun via email at robert.sun@hawaii.gov, or by U.S. Postal Service to Hawaii Department of Transportation, Highways Division, Design Branch, Highway Design Section; 601 Kamokila Boulevard, Room 609; Kapolei, Hawaii 96707.

Please feel free to contact Robert Sun by telephone at (808) 692-7578, if you have any questions. We look forward to working with you on this needed transportation and recreational facility.

Sincerely,

CURTIS MATSUDA
ACTING ENGINEERING PROGRAM MANAGER
DESIGN BRANCH, HIGHWAYS DIVISION

Enclosure

cc: Meesa Otani, FHWA
Brian Takeda and Stacy Armstrong, R. M. Towill Corporation

bc: HWY-DD (R. Sun)

LEEWARD BIKEWAY, PHILIPPINE SEA ROAD TO WAIPAHU DEPOT STREET
FEDERAL-AID PROJECT NO. STP-BW-0300(8)
PROJECT FACT SHEET

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Design and construction components of the Leeward Bikeway Project include:

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Background for the Leeward Bikeway Project: The implementation of the project is in response to the 1980 transfer of title of an approximately 14-mile long section of the former OR&L ROW from the U. S. Government to the State of Hawaii that requires the HDOT to use the transferred land for highway purposes, i.e. bicycle lanes or paths and pedestrian walkways.

The project limits, Philippine Sea Road to Waipahu Depot Street, connect logical termini identified in past and present regional and development plans and are of sufficient length to provide independent utility (i.e., usable and reasonable expenditure even if no additional transportation improvements in the area are made).

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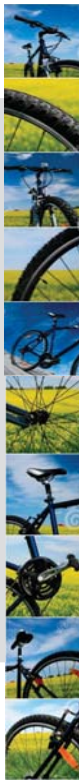

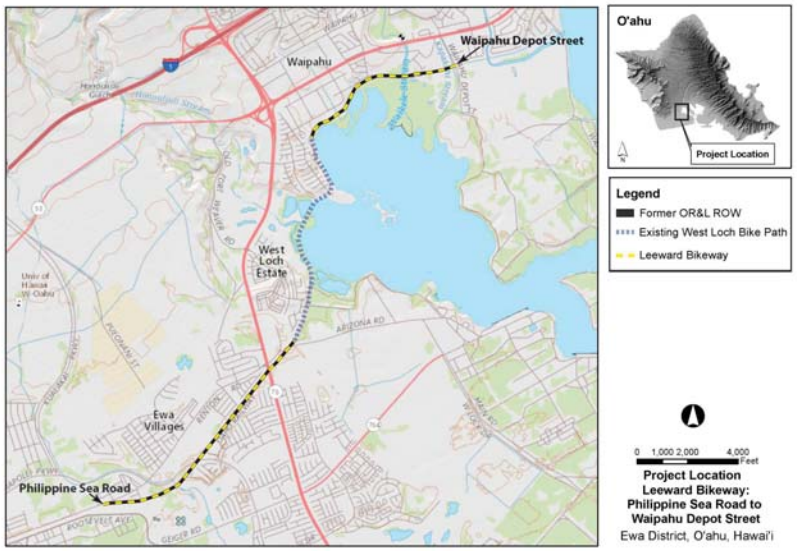

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STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
869 PUNCHBOWL STREET
HONOLULU, HAWAII 96813-5097

IN REPLY REFER TO:
HWY-DD 2.6521

February 2, 2018

State Senator Will Espero
District 19
Hawaii State Capitol
415 South Beretania Street, Room 226
Honolulu, Hawaii 96813

Dear State Senator Espero:

Subject: Leeward Bikeway: Philippine Sea Road to Waipahu Depot Street
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Federal-Aid Project No. STP-BW-0300(8)
Tax Map Key: (Portions) (1) 9-1-17: 003, 008, 044, 045, 055; (1) 9-1-64: 116; 9-1-69: 002, 003, 010; 9-1-126: 008, 013; 9-3-01: 006, 021; 9-3-02: 029; 9-4-01: 002, 011; and 9-4-11: 011
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Enclosure

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Brian Takeda and Stacy Armstrong, R. M. Towill Corporation

bc: HWY-DD (R. Sun)

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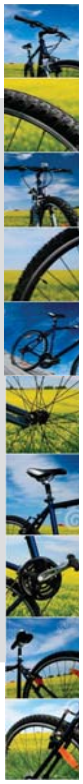

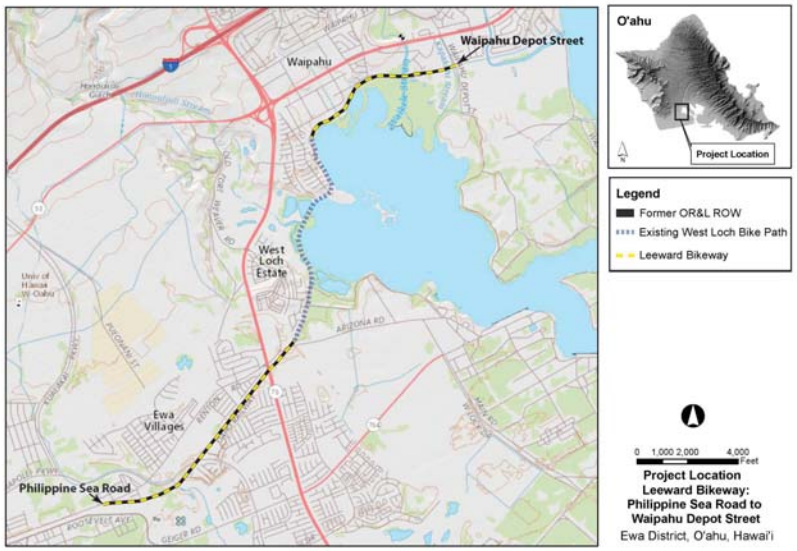

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STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
869 PUNCHBOWL STREET
HONOLULU, HAWAII 96813-5097

IN REPLY REFER TO:
HWY-DD 2.6521

February 2, 2018

State Senator Mike Gabbard
District 20
Hawaii State Capitol
415 South Beretania Street, Room 201
Honolulu, Hawaii 96813

Dear State Senator Gabbard:

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Federal-Aid Project No. STP-BW-0300(8)
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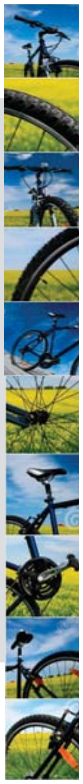
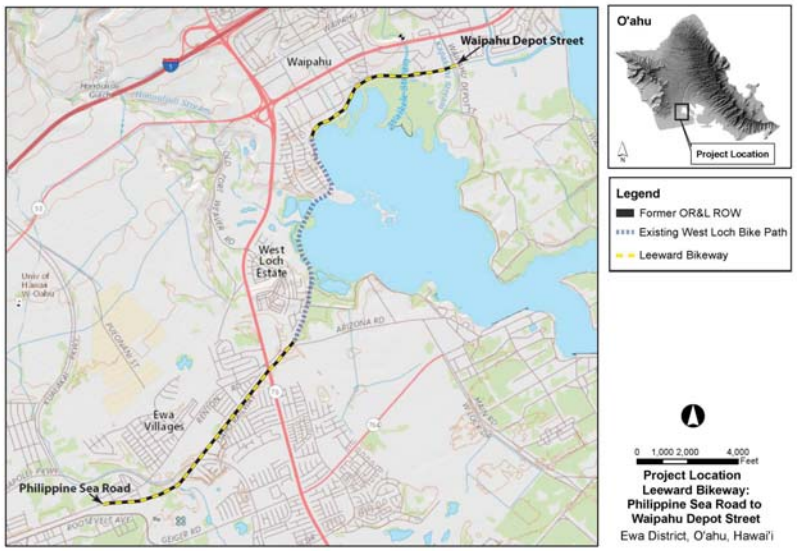
robert.sun@hawaii.gov





DAVID Y. IGE
GOVERNOR

JADE T. BUTAY
INTERIM DIRECTOR

Deputy Directors
ROY CATALANI
ROSS M. HIGASHI
EDWIN H. SNIFFEN
DARRELL T. YOUNG

IN REPLY REFER TO:

HWY-DD 2.6535

STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
869 PUNCHBOWL STREET
HONOLULU, HAWAII 96813-5097

February 13, 2018

TO: THE HONORABLE SUZANNE CASE, CHAIRPERSON
DEPARTMENT OF LAND AND NATURAL RESOURCES

ATTN: DR. BRUCE ANDERSON, ADMINISTRATOR
DIVISION OF AQUATIC RESOURCES

FROM: CURTIS K. MATSUDA
ACTING ENGINEERING PROGRAM MANAGER
DESIGN BRANCH, HIGHWAYS DIVISION

SUBJECT: LEEWARD BIKEWAY PROJECT: PHILIPPINE SEA ROAD TO WAIPAHU DEPOT STREET, EWA DISTRICT, ISLAND OF OAHU
FEDERAL AID PROJECT NO. STP-BW-0300(8)
TAX MAP KEY: (PORTIONS OF) (1) 9-1-69: 002, 003, 010; 9-3-01: 006; 9-3-02: 029; AND 9-4-01: 002
CONSULTATION UNDER HAWAII REVISED STATUTES, CHAPTER 195D, CONSERVATION OF AQUATIC LIFE, WILDLIFE AND LAND PLANTS

The Hawaii Department of Transportation (HDOT), Highways Division, in cooperation with the Federal Highway Administration (FHWA), is planning to undertake the Leeward Bikeway project located in Waikele, Hoaeae, and Honouliuli, Ewa District, Island of Oahu. A map of the project area is enclosed (Enclosure 1). As part of the overall environmental documentation effort pursuant to Hawaii Revised Statutes (HRS), Chapter 195D, Conservation of Aquatic Life, Wildlife and Land Plants, we are requesting your comments and a list of species to ascertain potential impacts of the proposed project on aquatic life and critical habitats within the vicinity of the project. Because this is a Federal undertaking, Section 7 is triggered and HDOT is conducting consultation with the United States Fish and Wildlife Service and the National Oceanic and Atmospheric Administration.

Background

The HDOT proposes to construct the Leeward Bikeway in Ewa, beginning at Philippine Sea Road and extending east to Waipahu Depot Street. The implementation of the project is in response to the 1980 transfer of title of an approximately 14-mile long section of the 40-foot wide former Oahu Railway and Land Company (OR&L) right-of-way (ROW) from the U. S. Government to the State of Hawaii that requires the HDOT to use the transferred land for highway purposes, i.e. bicycle lanes or paths and pedestrian walkways.

The current project limits connect logical termini identified in past and present regional and development plans and is of sufficient length to provide independent utility (i.e., usable and reasonable expenditure even if no additional transportation improvements in the area are made). By linking to existing facilities (West Loch Bike Path and Pearl Harbor Historic Trail) the development of the proposed bikeway will serve to connect the communities from Ewa to Aiea and help to address major residential, business, and commercial growth in the Ewa and Central Oahu areas occurring over the past several decades and proposed in the future. The action to link the proposed project to existing facilities would not require other project improvements, nor would construction of the proposed project disrupt the use of existing facilities.

Overview of the undertaking

The proposed Leeward Bikeway project involves the construction of a new 8-10 foot-wide approximately 3-mile-long bikeway within the 40-foot wide former Oahu Railway and Land Company right-of-way (OR&L ROW) beginning at Philippine Sea Road and extending east to Waipahu Depot Street. The bikeway would be connected by the existing approximately two-mile West Loch Bike Path on either end to form a continuous path. The first section of the bikeway would begin at Philippine Sea Road (Station 0+00) and extend approximately 10,500 feet east to connect with the southwest end of the West Loch Bike Path (Station 104+88.59). The second section of the bikeway would begin at the northeast end of the West Loch Bike Path (Station 117+00) and extend approximately 6,900 feet east to its terminus at Waipahu Depot Street (Station 185+72). Along most of its length the bikeway facility would be separated from vehicular traffic. However, where the bikeway crosses existing roadways (i.e., Kapolei Parkway and Fort Weaver Road) the bikeway users would be guided using new or existing roadway crossings and signalization.

The Action Area for construction of the proposed project would be approximately 17.78 acres, and include the area proposed for the installation of erosion controls, minor grading, stockpiling, construction of the bikeway, replacement of two bridges (i.e., Kapakahi and Waikele Stream Bridges), storm drain improvements near Kapolei Parkway, relocation of utility lines and poles, construction of retaining walls, relocation and replacement of existing fencing, and installation of bollards, signage and striping. Please refer to the enclosed site plans showing the project Action Area (Enclosure 2). Part of the Action Area is between Philippine Sea Road and the southwest end of the West Loch Bike Path, and the second part of the Action Area would begin at the northeast end of the West Loch Bike Path and end at Waipahu Depot Street. The total length of both sections is approximately 17,400 linear feet (lf). No work is proposed along the existing West Loch Bike Path. The width of the Action Area along the majority of the bikeway would be approximately 40 feet wide and encompass the former OR&L ROW. Along various sections of the bikeway the Action Area would extend up to approximately 52 feet wide for areas required for grading, construction of retaining walls, and other improvements located outside the former OR&L ROW. Additional areas required for the project outside the former OR&L ROW would include an approximately 9,104 square foot staging area to support the construction of the new Kapakahi Stream Bridge and an approximately 8,000 square foot staging area to support the construction of the new Waikele Stream Bridge.

The demolition and replacement of the Kapakahi and Waikele Stream Bridges is required for the project to provide safe crossings for bikeway users. The bridges are located along the second section of the proposed bikeway near the path terminus at Waipahu Depot Street and are approximately 0.4 miles (Waikele) and 0.5 miles (Kapakahi) from the waters of West Loch Pearl Harbor (Enclosure 3). Demolition of the two bridges will include the removal of the steel decks and portions of the existing concrete bridge abutments. The new concrete single clear span bridges would be constructed along the same alignments and built to standards for shared use by pedestrians and bicyclists.

All work proposed for the removal of the old bridges and construction of the new bridges would be completed above and along the outer banks of the streams and no debris would be allowed to fall or enter the stream channels.

In-water work would only be required at the Kapakahi Stream Bridge location for the minor maintenance dredging along the east and west banks of the Kapakahi Stream beneath the bridge (Enclosure 4). A total of approximately 6 cubic yards of sediment that has accumulated would be dredged using a single-scoop method of excavation with the equipment staged in uplands above the mean high high water (MHHW). Both the east and west bank sediment would be dredged by an excavator on the west bank and the sediment placed into a drying basin.

Construction is expected to commence in late 2018. No night work is expected during construction. Approximately 12 months will be required for construction.

Waikele and Kapakahi Stream Assessment

Both Kapakahi Stream (21°22'48.64"N, 158°00'17.68"W) and Waikele Stream (21°22'44.08"N, 158°00'38.32"W) are perennial streams (Enclosure 3). According to the Kapakahi Stream Water Quality Analysis (KSWQA) report (Tetra Tech, 2005), the original stream channel was either the main channel of the Waikele Stream or at least a secondary channel that conveyed high flows from Waikele Steam. Historically, during high flow events, the urban area of Waipahu would get flooded. In order to further keep the flood flows within the Waikele Stream, a berm was built in the 1960s along the railroad grade that provided flood protection from the Waikele Stream to the Waipahu town center. Consequently, the flood control levee has to date reduced flows (high water) through the Kapakahi Stream channel and prevented the Waikele Stream from flooding Waipahu.

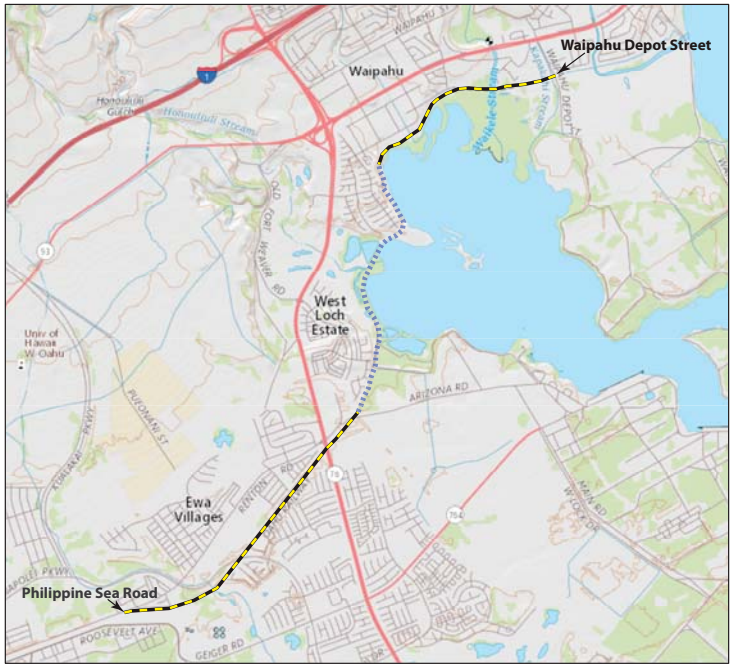
Please provide your written response to Robert Sun, P.E., of our Highway Design Section, Design Branch, Highways Division via email at Robert.Sun@hawaii.gov, or by U. S. Postal Service to State of Hawaii, Department of Transportation, Highways Division, 601 Kamokila Boulevard, Room 609, Kapolei, Hawaii 96707 and reference letter no. HWY-DD 2.6535 as provided above.

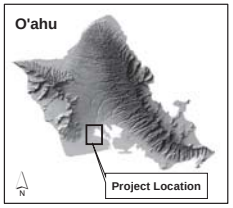
Should you have any questions, Mr. Sun can be contacted by telephone at (808) 692-7578. We look forward to working with the Division of Aquatic Resources on these needed improvements.

Enclosures:
Enclosure 1, Project Location Map
Enclosure 2, Site Plans and Proposed Action Area (Sta. 0+00 to Sta. 185+72)
Enclosure 3, Distance from Waikele and Kapakahi Stream Bridges to West Loch Pearl Harbor
Enclosure 4, Kapakahi Bridge Dredge Plan

RS:rs/rva
c: Meesa Otani, FHWA
Brian Takeda and Stacy Armstrong, R. M. Towill Corporation
bc: DIR, DEP-HWY, HWY, HWY-DD (RS), HWY-DE

Enclosure 1, Project Location Map





Legend

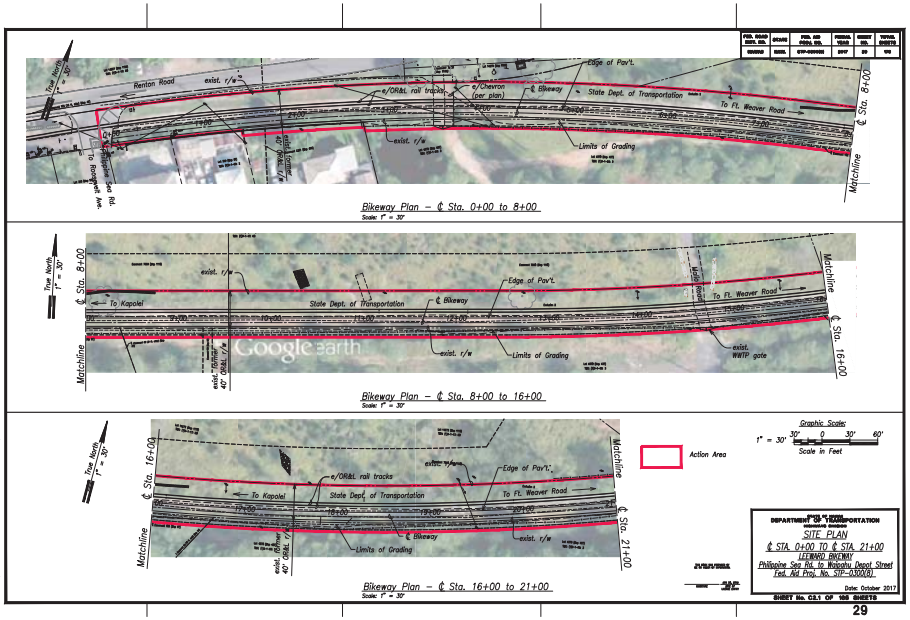
- Former OR&L ROW
- Existing West Loch Bike Path
- Leeward Bikeway

0 1,000 2,000 4,000 Feet

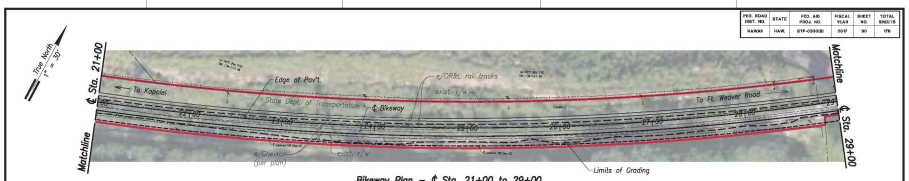
Project Location
Leeward Bikeway:
Philippine Sea Road to
Waipahu Depot Street
Ewa District, O'ahu, Hawai'i

R. M. TOWILL CORPORATION

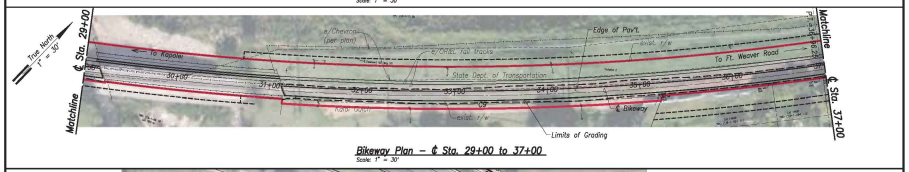
Enclosure 2, Site Plans and Proposed Action Area (Sta. 0+00 to Sta. 185+72)



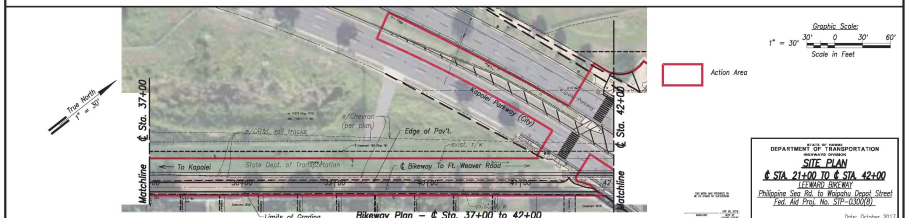
FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
HAWAII	HAWAII	STP-0300(8)	2017	30	175



Bikeway Plan – ℄ Sta. 21+00 to 29+00
Scale: 1" = 30'



Bikeway Plan – ℄ Sta. 29+00 to 37+00
Scale: 1" = 30'



Bikeway Plan – ℄ Sta. 37+00 to 42+00
Scale: 1" = 30'

Graphic Scale:
1" = 30' 30' 0 30' 60'
Scale In Feet

Action Area

STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
HIGHWAYS DIVISION

SITE PLAN
℄ STA. 21+00 TO ℄ STA. 42+00
LEI NAVO DRIVE
Philippine Sea Rd. to Waipahu Depot Street
Fed. Aid Proj. No. STP-0300(8)

Date: October 2017

SHEET No. C2.2 OF 165 SHEETS

FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
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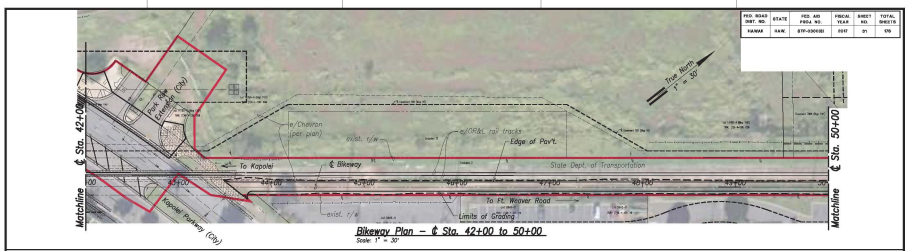

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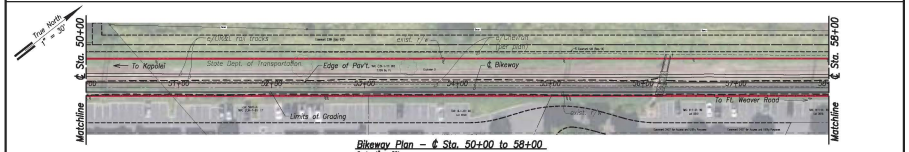
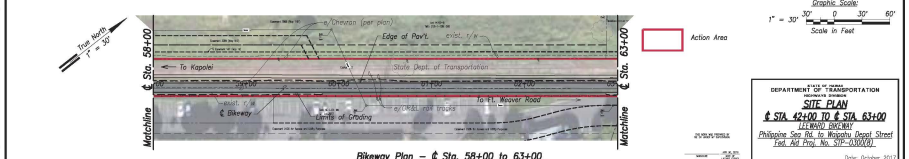
Scale: 1" = 30'



Bikeway Plan – ℄ Sta. 50+00 to 58+00
Scale: 1" = 30'



Bikeway Plan – ℄ Sta. 58+00 to 63+00
Scale: 1" = 30'

Graphic Scale:
1" = 30' 30' 0 30' 60'
Scale In Feet

Action Area

STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
HIGHWAYS DIVISION

SITE PLAN
℄ STA. 42+00 TO ℄ STA. 63+00
LEI NAVO DRIVE
Philippine Sea Rd. to Waipahu Depot Street
Fed. Aid Proj. No. STP-0300(8)

Date: October 2017

SHEET No. C2.3 OF 165 SHEETS

FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
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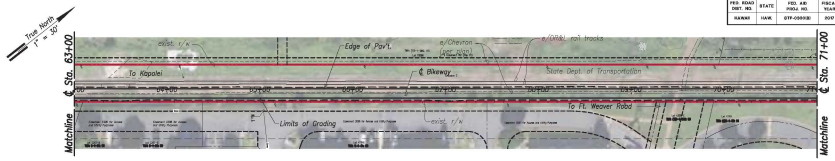
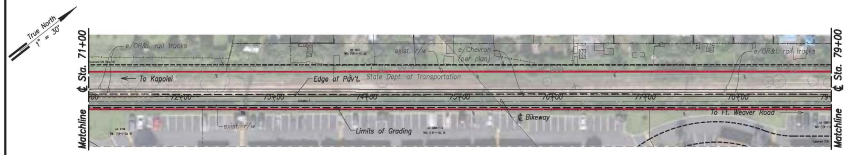


Bikeway Plan – ℄ Sta. 63+00 to 71+00
Scale: 1" = 30'



Bikeway Plan – ℄ Sta. 71+00 to 79+00
Scale: 1" = 30'

Bikeway Plan – ℄ Sta. 79+00 to 84+00
Scale: 1" = 30'

Graphic Scale:
1" = 30' 30' 0 30' 60'
Scale in Feet

Action Area

STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
HIGHWAYS DIVISION

SITE PLAN

℄ STA. 63+00 TO ℄ STA. 84+00

(ZERO BASE)

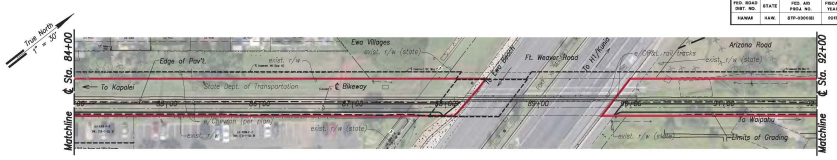
Philippine Sea Rd. to Waipahu Depot Street
Fed. Aid Proj. No. STP-0300(8)

Date: October 2017

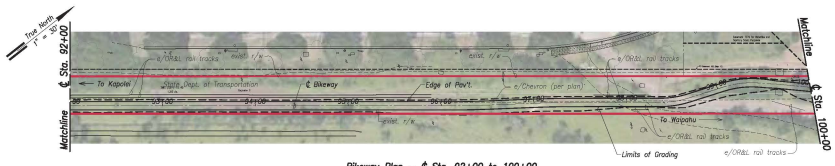
SHEET No. C2.4 OF 165 SHEETS

32

FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
HAWAII	HAWAII	STP-0300(8)	2017	33	175



Bikeway Plan – ℄ Sta. 84+00 to 92+00
Scale: 1" = 30'



Bikeway Plan – ℄ Sta. 92+00 to 100+00
Scale: 1" = 30'

Bikeway Plan – ℄ Sta. 100+00 to 104+88.59
Scale: 1" = 30'

Graphic Scale:
1" = 30' 30' 0 30' 60'
Scale in Feet

Action Area

STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
HIGHWAYS DIVISION

SITE PLAN

℄ STA. 84+00 TO ℄ STA. 104+88.59

(ZERO BASE)

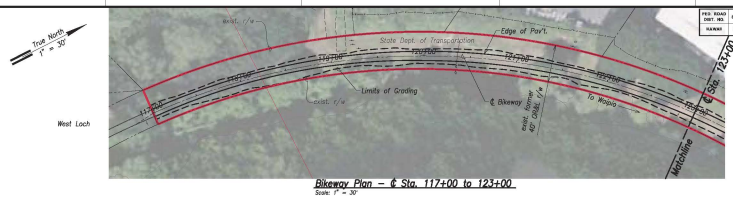
Philippine Sea Rd. to Waipahu Depot Street
Fed. Aid Proj. No. STP-0300(8)

Date: October 2017

SHEET No. C2.5 OF 165 SHEETS

33

FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
HAWAII	HAWAII	STP-0300(8)	2017	34	175



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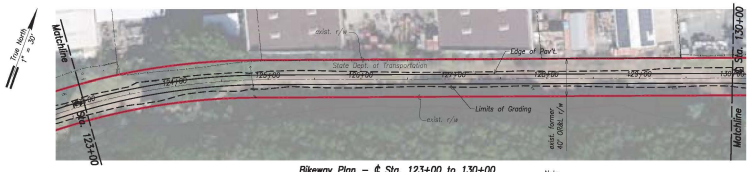
Scale: 1" = 30'

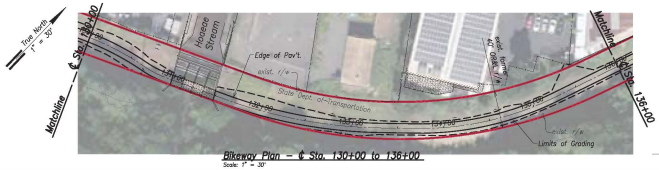


Bikeway Plan – ℄ Sta. 123+00 to 130+00
Scale: 1" = 30'

Note:
The former ORNL R/W is listed on the National Register of Historic Places.

Graphic Scale
1" = 30' 30' 0 30' 60'
Scale in Feet

Action Area



Bikeway Plan – ℄ Sta. 130+00 to 136+00
Scale: 1" = 30'

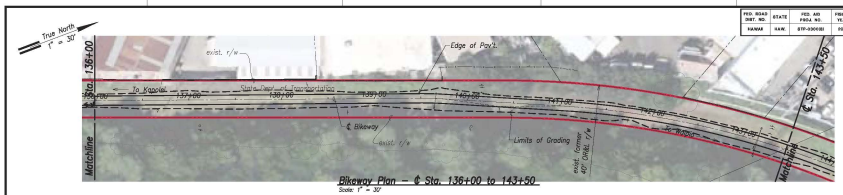
STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
HIGHWAYS DIVISION

SITE PLAN
℄ STA. 117+00 TO ℄ STA. 136+00
LEI NAVO DRIVE
Philippine Sea Rd. to Waipahu Depot Street
Fed. Aid Proj. No. STP-0300(8)

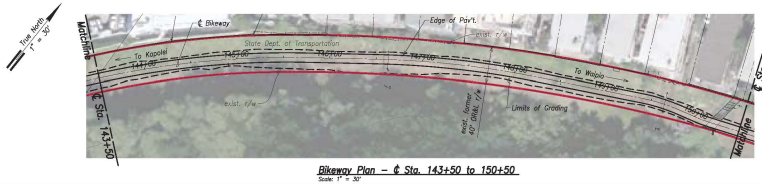
Date: October 2017

SHEET No. C2.6 OF 165 SHEETS

FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
HAWAII	HAWAII	STP-0300(8)	2017	35	175



Bikeway Plan – ℄ Sta. 136+00 to 143+50
Scale: 1" = 30'



Bikeway Plan – ℄ Sta. 143+50 to 150+50
Scale: 1" = 30'

Bikeway Plan – ℄ Sta. 150+50 to 155+00
Scale: 1" = 30'

Note:
The former ORNL R/W is listed on the National Register of Historic Places.

Graphic Scale
1" = 30' 30' 0 30' 60'
Scale in Feet

Action Area

STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
HIGHWAYS DIVISION

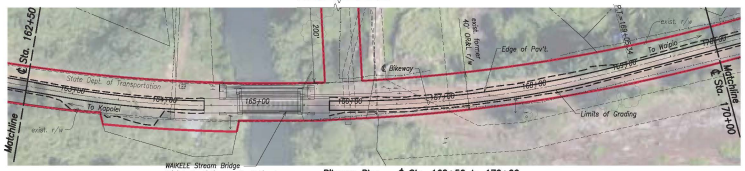
SITE PLAN
℄ STA. 137+00 TO ℄ STA. 155+00
LEI NAVO DRIVE
Philippine Sea Rd. to Waipahu Depot Street
Fed. Aid Proj. No. STP-0300(8)

Date: October 2017

SHEET No. C2.7 OF 165 SHEETS

FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
NANAK	HAW.	STP-0300(8)	2017	36	176

Bikeway Plan – ℄ Sta. 155+00 to 162+50
Scale: 1" = 30'



WAIKELE Stream Bridge
Eligible for listing on the National Register of Historic Places.

Bikeway Plan – ℄ Sta. 162+50 to 170+00
Scale: 1" = 30'

Note:
The former ORNL R/W is listed on the National Register of Historic Places.

Bikeway Plan – ℄ Sta. 170+00 to 176+00
Scale: 1" = 30'

Graphic Scale:
1" = 30' 30' 0 30' 60'
Scale in Feet

Action Area

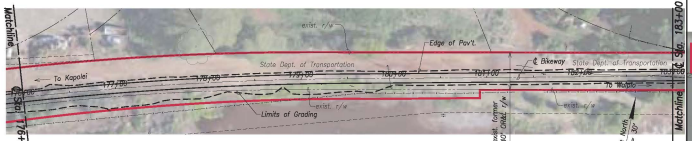
STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
HIGHWAYS DIVISION

SITE PLAN
℄ STA. 155+00 TO ℄ STA. 176+00
(33 MAO) (ORC) MLV
Philippine Sea Rd. to Waipahu Depot Street
Fed. Aid Proj. No. STP-0300(8)

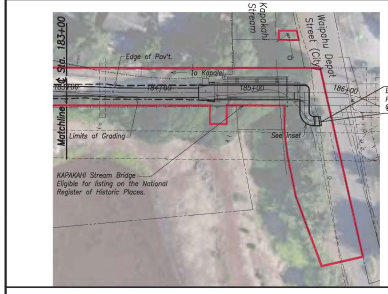
Date: October 2017

SHEET No. C2.8 OF 165 SHEETS

FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
NANAK	HAW.	STP-0300(8)	2017	37	176



Bikeway Plan – ℄ Sta. 176+00 to 183+50
Scale: 1" = 30'

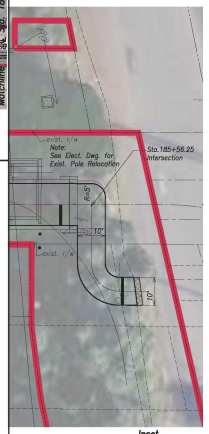


KAPAKAHI Stream Bridge
Eligible for listing on the National Register of Historic Places.

END PROJECT
Fed. Aid Proj. No. STP-BW-0300(8)
℄ Sta. 185+72.00

Bikeway Plan – ℄ Sta. 183+50 to 185+72
Scale: 1" = 30'

Action Area



Inset
Scale: 1" = 10'

Note:
The former ORNL R/W is listed on the National Register of Historic Places.

Graphic Scale:
1" = 30' 30' 0 30' 60'
Scale in Feet

STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
HIGHWAYS DIVISION

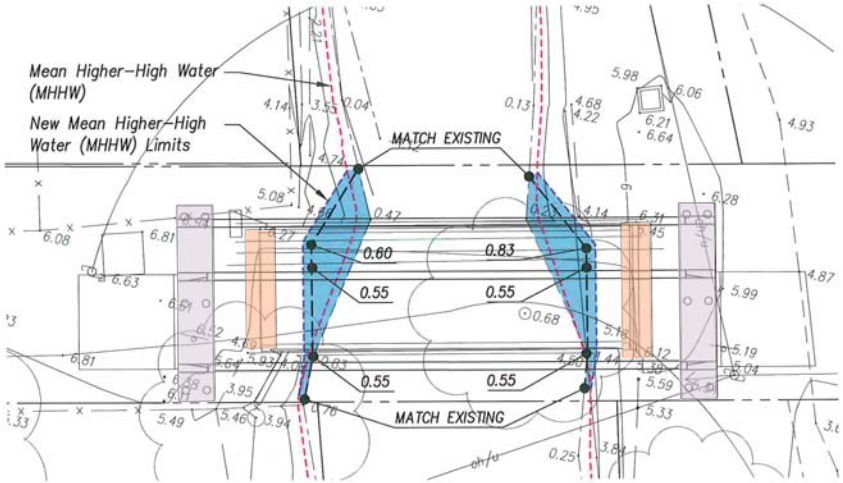
SITE PLAN
℄ STA. 176+00 TO ℄ STA. 185+72
(33 MAO) (ORC) MLV
Philippine Sea Rd. to Waipahu Depot Street
Fed. Aid Proj. No. STP-0300(8)

Date: October 2017

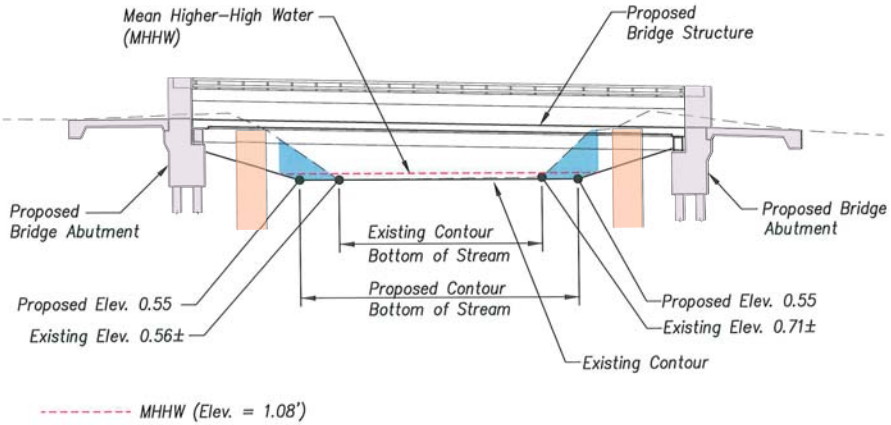
SHEET No. C2.9 OF 165 SHEETS

Enclosure 3, Distance from Waikele and Kapakahi Stream Bridges to West Loch Pearl Harbor

Enclosure 4, Kapakahi Bridge Dredge Plan



Plan View with Elevations



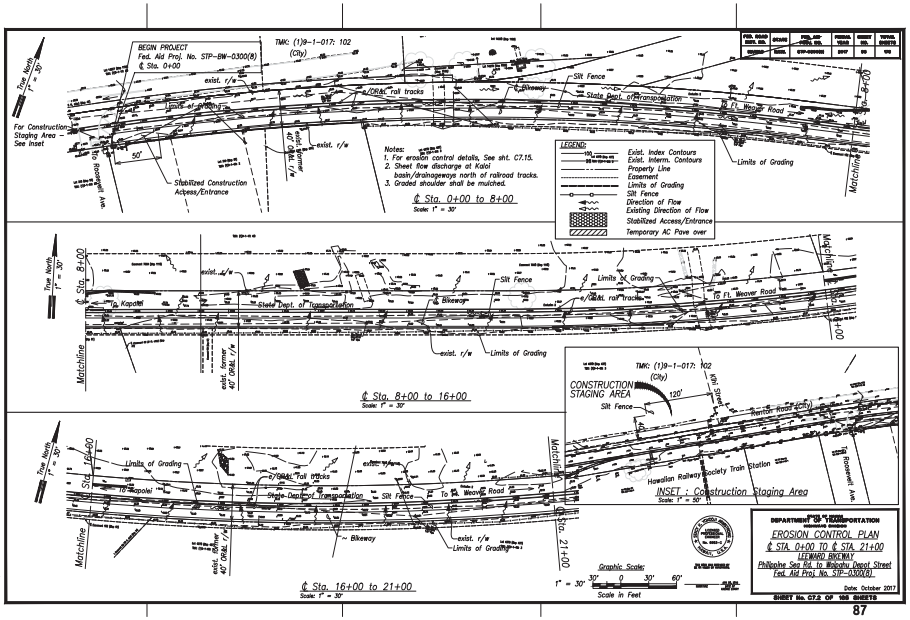
Section View

Area to be dredged waterward of MHHW

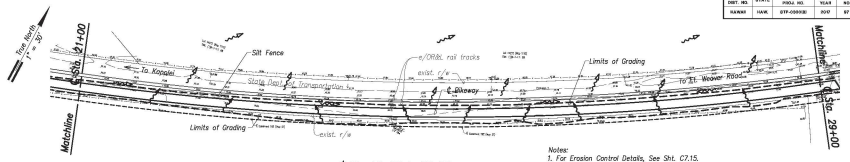
West Bank: Area = 147 SF, Volume = 3 CY
East Bank: Area = 154 SF, Volume = 3 CY

Scale: Vertical: 1 In. = 10 Ft.
Horizontal: 1 In. = 20 Ft.

Enclosure 5, Erosion and Sediment Control Plans



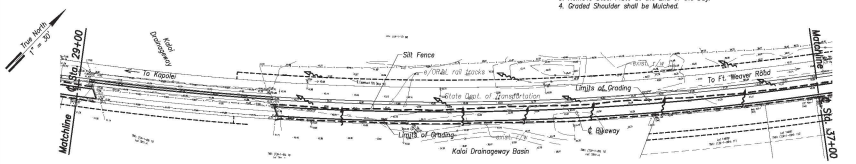
FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
HANAI	HAW.	STP-0300(8)	2017	87	175



℄ Sta. 21+00 to 29+00

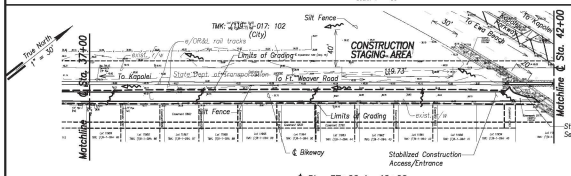
Scale: 1" = 30'

Notes:
1. For Erosion Control Details, See Sht. C7.15.
2. Sheet Flow Discharge at Kalai Basin/Drainageways North of Railroad Tracks.
3. Remove Steel Plate at the End of the Day.
4. Graded Shoulder shall be Mulched.



℄ Sta. 29+00 to 37+00

Scale: 1" = 30'



℄ Sta. 37+00 to 42+00

Scale: 1" = 30'

LEGEND:

- Exist. Index Contours
- Exist. Interm. Contours
- Property Line
- Easement
- Limits of Grading
- Silt Fence
- Direction of Flow
- Existing Direction of Flow
- Stabilized Access/Entrance
- Temporary AC Pave over

Graphic Scale: 1" = 30' (30' 0 30' 60') Scale in Feet

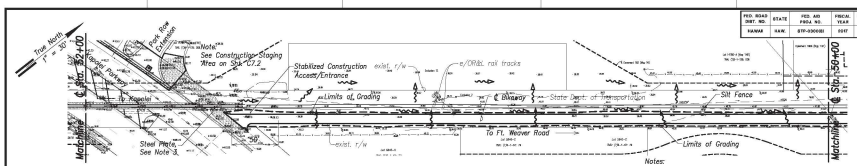
STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
HIGHWAYS DIVISION

EROSION CONTROL PLAN
℄ STA. 21+00 TO ℄ STA. 42+00
LEI ROAD (SRC.M.F.)
Philippine Sea Rd. to Wapahu Depot Street
Fed. Aid Proj. No. STP-0300(8)

Date: October 2017

SHEET No. C7.3 OF 165 SHEETS

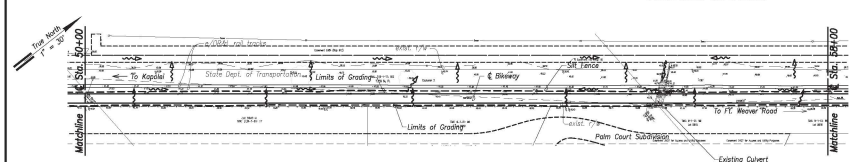
FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
HANAI	HAW.	STP-0300(8)	2017	88	175



℄ Sta. 42+00 to 50+00

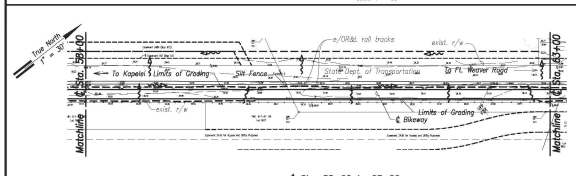
Scale: 1" = 30'

Notes:
1. For Erosion Control Details, See Sht. C7.15.
2. Sheet Flows Towards Open Area North of Rail Road Tracks and Discharge at Kalai Basin/Drainageways.
3. Remove Steel Plate at the End of the Day.
4. Graded Shoulder shall be Mulched.



℄ Sta. 50+00 to 58+00

Scale: 1" = 30'



℄ Sta. 58+00 to 63+00

Scale: 1" = 30'

LEGEND:

- Exist. Index Contours
- Exist. Interm. Contours
- Property Line
- Easement
- Limits of Grading
- Silt Fence
- Direction of Flow
- Existing Direction of Flow
- Stabilized Access/Entrance
- Temporary AC Pave over

Graphic Scale: 1" = 30' (30' 0 30' 60') Scale in Feet

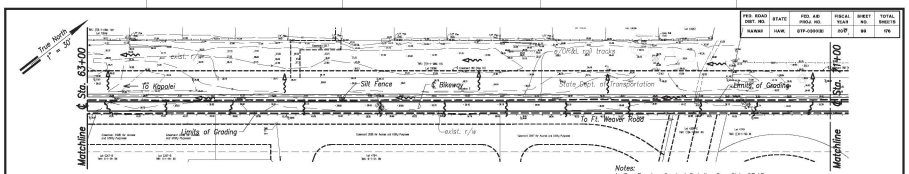
STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
HIGHWAYS DIVISION

EROSION CONTROL PLAN
℄ STA. 42+00 TO ℄ STA. 63+00
LEI ROAD (SRC.M.F.)
Philippine Sea Rd. to Wapahu Depot Street
Fed. Aid Proj. No. STP-0300(8)

Date: October 2017

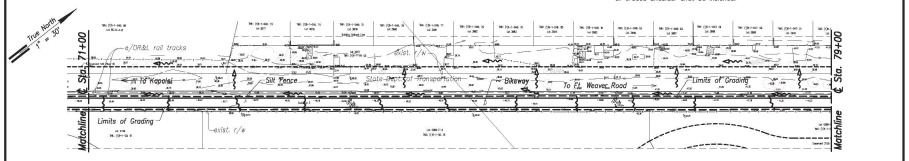
SHEET No. C7.4 OF 165 SHEETS

FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
16/A08	HAWAII	STP-0300(8)	2017	90	175

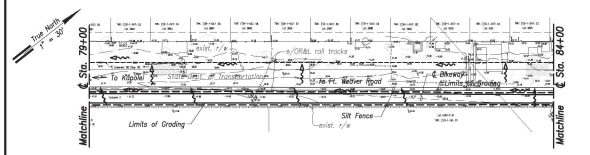


Notes:
1. For Erosion Control Details, See Sht. C7.15.
2. Sheet Flow Towards Open Vegetated Swale North of Railroad Tracks and Discharge at Kalai Basin/Drainageways.
3. Graded Shoulder shall be Mulched.

℄ Sta. 63+00 to 71+00
Scale: 1" = 30'



℄ Sta. 71+00 to 79+00
Scale: 1" = 30'



℄ Sta. 79+00 to 84+00
Scale: 1" = 30'

LEGEND:

- Exist. Index Contours
- Exist. Interm. Contours
- Property Line
- Easement
- Limits of Grading
- Silt Fence
- Direction of Flow
- Existing Direction of Flow
- Stabilized Access/Entrance

Graphic Scale:
1" = 30' — 30' 0 30' 60'
Scale in Feet

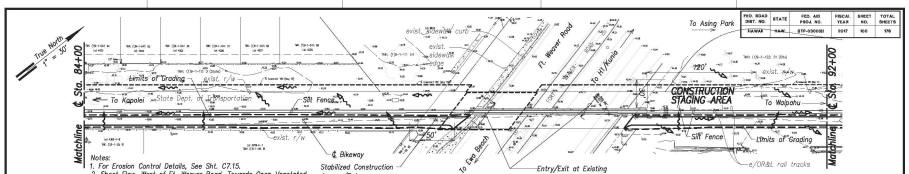
STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
HIGHWAYS DIVISION

EROSION CONTROL PLAN
℄ STA. 63+00 TO ℄ STA. 84+00
(16 MILES SOUTH)
Philippine Sea Rd. to Waipahu Depot Street
Fed. Aid Proj. No. STP-0300(8)

Date: October 2017

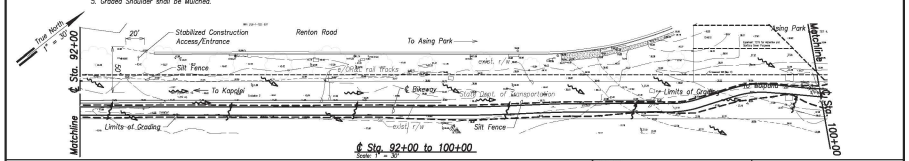
SHEET No. C7.8 OF 165 SHEETS

FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
16/A08	HAWAII	STP-0300(8)	2017	91	175



Notes:
1. For Erosion Control Details, See Sht. C7.15.
2. Sheet Flow, West of Ft. Weaver Road, Towards Open Vegetated Swale North of Railroad Tracks and Discharge at Kalai Basin/Drainageways.
3. Sheet Flow, East of Ft. Weaver Road, Discharge at West Loch.
4. Existing Utility Pole, Boxes, and Petroleum Warning Signs within Staging Area must be Protected. Contractor to Report any Damages. Repair at no Cost to Owner.
5. Graded Shoulder shall be Mulched.

℄ Sta. 84+00 to 92+00
Scale: 1" = 30'



℄ Sta. 92+00 to 100+00
Scale: 1" = 30'

℄ Sta. 100+00 to 104+88.59
Scale: 1" = 30'

LEGEND:

- Exist. Index Contours
- Exist. Interm. Contours
- Property Line
- Easement
- Limits of Grading
- Silt Fence
- Direction of Flow
- Existing Direction of Flow
- Stabilized Access/Entrance

Graphic Scale:
1" = 30' — 30' 0 30' 60'
Scale in Feet

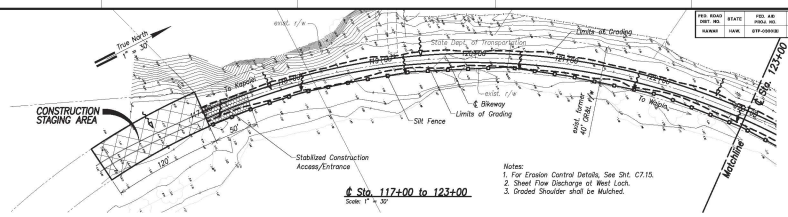
STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
HIGHWAYS DIVISION

EROSION CONTROL PLAN
℄ STA. 84+00 TO ℄ STA. 104+88.59
(16 MILES SOUTH)
Philippine Sea Rd. to Waipahu Depot Street
Fed. Aid Proj. No. STP-0300(8)

Date: October 2017

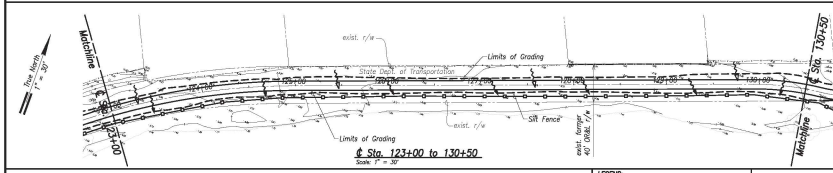
SHEET No. C7.9 OF 165 SHEETS

FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
HAWAII	HAWAII	STP-0300(8)	2017	103	176

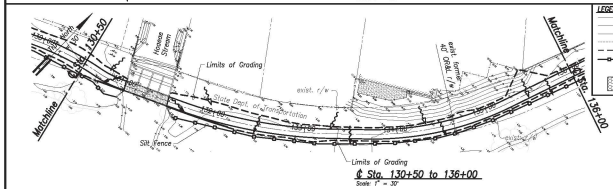


Notes:
1. For Erosion Control Details, See Sht. C7.15.
2. Sheet Flow Discharge at West Loch.
3. Graded Shoulder shall be Mulched.

℄ Sta. 117+00 to 123+00
Scale: 1" = 30'



℄ Sta. 123+00 to 130+50
Scale: 1" = 30'



℄ Sta. 130+50 to 136+00
Scale: 1" = 30'

LEGEND:

- Exist. Index Contours
- Exist. Interm. Contours
- Property Line
- Easement
- Limits of Grading
- Silt Fence
- Direction of Flow
- Existing Direction of Flow
- Stabilized Access/Entrance

Graphic Scale:
1" = 30' — 30' 0 30' 60'
Scale in Feet

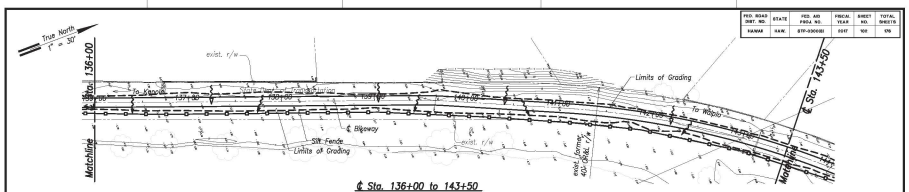
DEPARTMENT OF TRANSPORTATION
HIGHWAYS DIVISION

EROSION CONTROL PLAN
℄ STA. 117+00 TO ℄ STA. 136+00
LEI ROAD SIDEWALK
Philippine Sea Rd. to Waipahu Depot Street
Fed. Aid Proj. No. STP-0300(8)

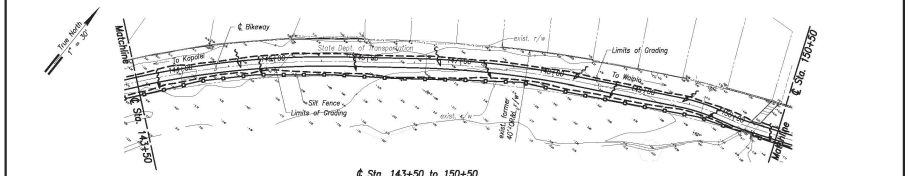
Date: October 2017

SHEET No. C7.7 OF 165 SHEETS

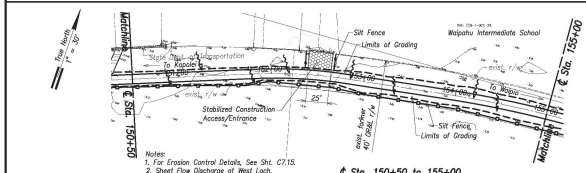
FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
HAWAII	HAWAII	STP-0300(8)	2017	104	176



℄ Sta. 136+00 to 143+50
Scale: 1" = 30'



℄ Sta. 143+50 to 150+50
Scale: 1" = 30'



Notes:
1. For Erosion Control Details, See Sht. C7.15.
2. Sheet Flow Discharge at West Loch.
3. Graded Shoulder shall be Mulched.

℄ Sta. 150+50 to 155+00
Scale: 1" = 30'

LEGEND:

- Exist. Index Contours
- Exist. Interm. Contours
- Property Line
- Easement
- Limits of Grading
- Silt Fence
- Direction of Flow
- Existing Direction of Flow
- Stabilized Access/Entrance

Graphic Scale:
1" = 30' — 30' 0 30' 60'
Scale in Feet

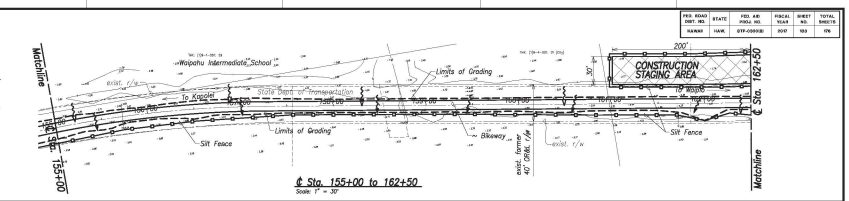
DEPARTMENT OF TRANSPORTATION
HIGHWAYS DIVISION

EROSION CONTROL PLAN
℄ STA. 136+00 TO ℄ STA. 155+00
LEI ROAD SIDEWALK
Philippine Sea Rd. to Waipahu Depot Street
Fed. Aid Proj. No. STP-0300(8)

Date: October 2017

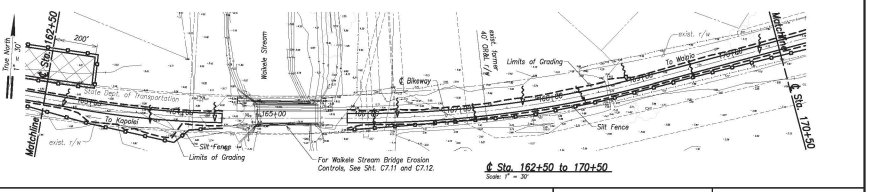
SHEET No. C7.8 OF 165 SHEETS

FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
14/A068	HAW.	STP-0300(8)	2017	103	175



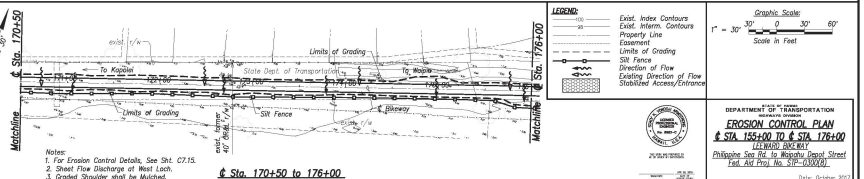
℄ Sta. 155+00 to 162+50

Scale: 1" = 30'



℄ Sta. 162+50 to 170+50

Scale: 1" = 30'



℄ Sta. 170+50 to 176+00

Scale: 1" = 30'

Notes:
1. For Erosion Control Details, See Sht. C7.15.
2. Sheet Flow Discharge at West Loch.
3. Graded Shoulder shall be Mulched.

LEGEND:

- Exist. Index Contours
- Exist. Interm. Contours
- Property Line
- Easement
- Limits of Grading
- Silt Fence
- Direction of Flow
- Existing Direction of Flow
- Stabilized Access/Entrance

Graphic Scale: 1" = 30' (30" 0 30" 60") Scale in Feet

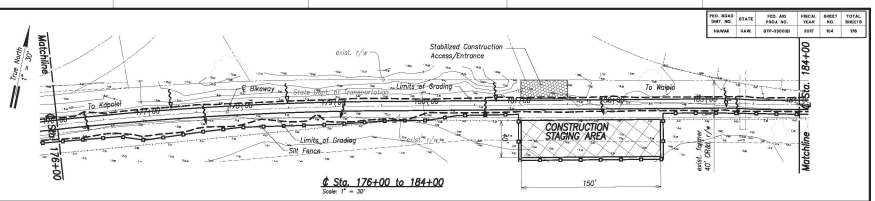
STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
HIGHWAYS DIVISION

EROSION CONTROL PLAN
℄ STA. 155+00 TO ℄ STA. 176+00
LEI ROAD (SRC.M.)
Philippine Sea Rd. to Waipahu Depot Street
Fed. Aid Proj. No. STP-0300(8)

Date: October 2017

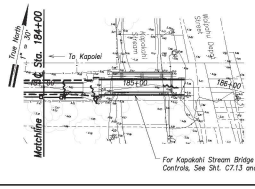
SHEET No. C7.8 OF 165 SHEETS

FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
14/A068	HAW.	STP-0300(8)	2017	104	175



℄ Sta. 176+00 to 184+00

Scale: 1" = 30'



℄ Sta. 184+00 to 185+72

Scale: 1" = 30'

Notes:
1. For Erosion Control Details, See Sht. C7.15.
2. Sheet Flow Discharge at West Loch.
3. Graded Shoulder shall be Mulched.

LEGEND:

- Exist. Index Contours
- Exist. Interm. Contours
- Property Line
- Easement
- Limits of Grading
- Silt Fence
- Direction of Flow
- Existing Direction of Flow
- Stabilized Access/Entrance

Graphic Scale: 1" = 30' (30" 0 30" 60") Scale in Feet

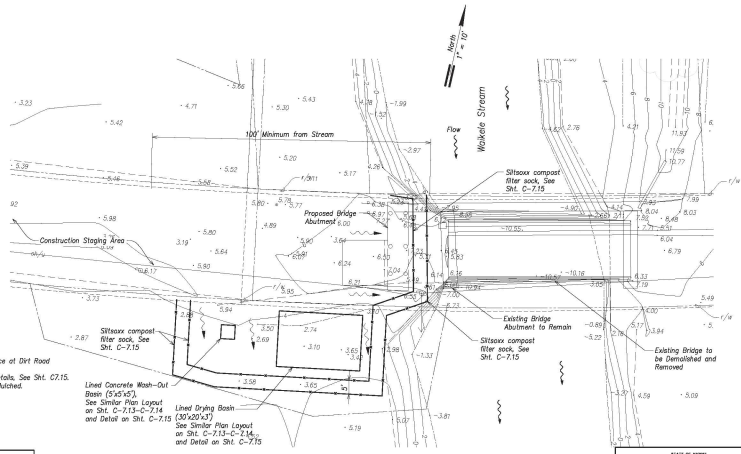
STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
HIGHWAYS DIVISION

EROSION CONTROL PLAN
℄ STA. 176+00 TO ℄ STA. 185+72
LEI ROAD (SRC.M.)
Philippine Sea Rd. to Waipahu Depot Street
Fed. Aid Proj. No. STP-0300(8)

Date: October 2017

SHEET No. C7.10 OF 165 SHEETS

FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
HAWAII	HAWAII	STP-0300(8)	2017	107	175



Note:
Install Stabilized Construction Entrance at Dirt Road Entrance from Hulu Street.
For Erosion and Sediment Control Details, See Sht. C7.15.
All Disturbed Finish Grade Shall be Mulched.

LEGEND:

- Filter Sock
- Entry/Exit
- Drainage Flow Direction

WAIKELE STREAM BRIDGE – EROSION AND SEDIMENT CONTROL PLAN

Scale: 1" = 10'

STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
HIGHWAYS DIVISION

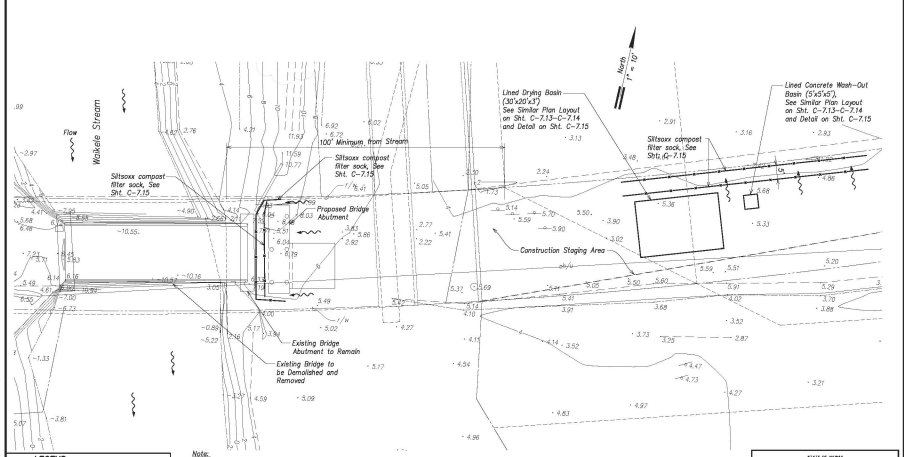
WAIKELE STREAM BRIDGE – PHASE 1
EROSION AND SEDIMENT CONTROL PLAN

LEEWARD BIKEWAY
Philippine Sea Rd. to Waipahu Depot Street
Fed. Aid Proj. No. STP-0300(8)

Date: October 2017

SHEET No. C7.11 OF 165 SHEETS

FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
HAWAII	HAWAII	STP-0300(8)	2017	108	175



Note:
For Erosion and Sediment Control Details, See Sht. C7.15.
All Disturbed Finish Grade Shall be Mulched.

LEGEND:

- Filter Sock
- Entry/Exit
- Drainage Flow Direction

WAIKELE STREAM BRIDGE – EROSION AND SEDIMENT CONTROL PLAN

Scale: 1" = 10'

STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
HIGHWAYS DIVISION

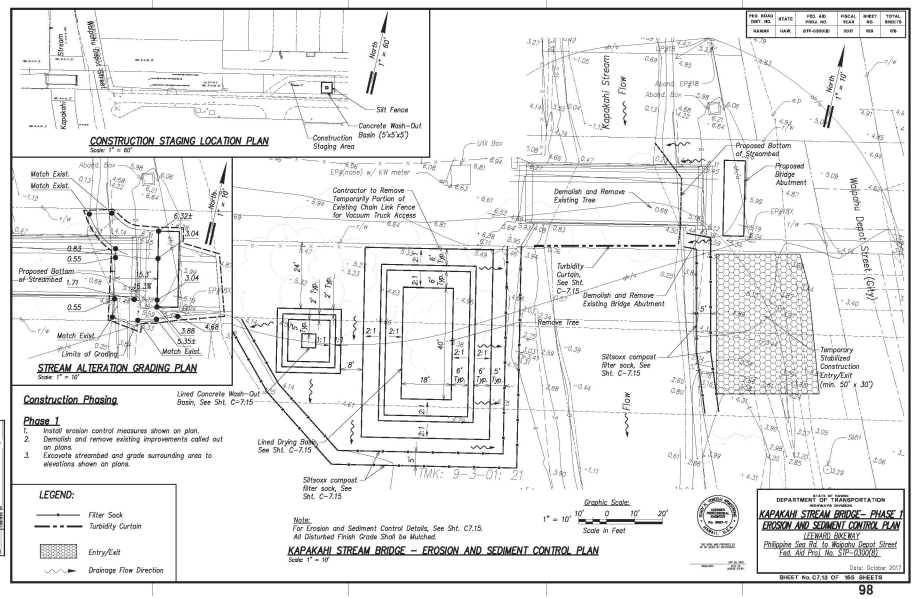
WAIKELE STREAM BRIDGE – PHASE 2
EROSION AND SEDIMENT CONTROL PLAN

LEEWARD BIKEWAY
Philippine Sea Rd. to Waipahu Depot Street
Fed. Aid Proj. No. STP-0300(8)

Date: October 2017

SHEET No. C7.12 OF 165 SHEETS

FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
9A/9AA	HAWAII	STP-0300(8)	2017	103	175



Construction Phasing

Phase 1

1. Install erosion control measures shown on plan.
2. Demolish and remove existing improvements called out on plans.
3. Excavate streambed and grade surrounding area to elevations shown on plans.

LEGEND:

- Filter Sock
- Turbidity Curtain
- Entry/Exit
- Drainage Flow Direction

DEPARTMENT OF TRANSPORTATION
HIGHWAYS DIVISION

KAPAKAHI STREAM BRIDGE – PHASE 1 EROSION AND SEDIMENT CONTROL PLAN

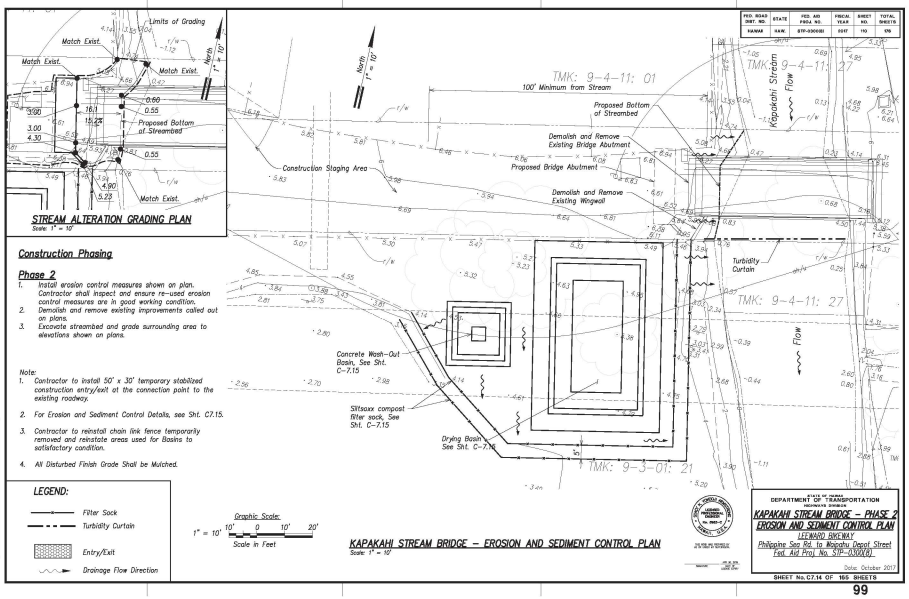
LEEWARD BIKEWAY

Philippine Sea Rd. to Waipahu Depot Street
Fed. Aid Proj. No. STP-0300(8)

Date: October 2017

SHEET No. C7.13 OF 165 SHEETS

FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
9A/9AA	HAWAII	STP-0300(8)	2017	110	175



Construction Phasing

Phase 2

1. Install erosion control measures shown on plan. Contractor shall inspect and ensure re-used erosion control measures are in good working condition.
2. Demolish and remove existing improvements called out on plans.
3. Excavate streambed and grade surrounding area to elevations shown on plans.

Note:

1. Contractor to install 50' x 30' temporary stabilized construction entry/exit at the connection point to the existing roadway.
2. For Erosion and Sediment Control Details, see Sht. C7.15.
3. Contractor to reinstall chain link fence temporarily removed and reinstate areas used for Basins to satisfactory condition.
4. All Disturbed Finish Grade Shall be Mulched.

LEGEND:

- Filter Sock
- Turbidity Curtain
- Entry/Exit
- Drainage Flow Direction

DEPARTMENT OF TRANSPORTATION
HIGHWAYS DIVISION

KAPAKAHI STREAM BRIDGE – PHASE 2 EROSION AND SEDIMENT CONTROL PLAN

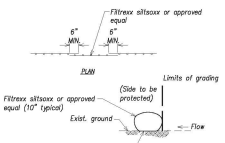
LEEWARD BIKEWAY

Philippine Sea Rd. to Waipahu Depot Street
Fed. Aid Proj. No. STP-0300(8)

Date: October 2017

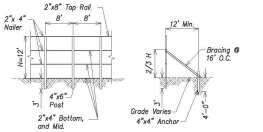
SHEET No. C7.14 OF 165 SHEETS

FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
HAWAII	HAWAII	STP-0300(8)	2007	111	176

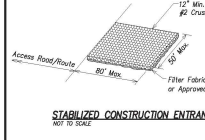


Notes:
1. Compost shall not contain biosolids and should be consistent with epa guidelines. Filter sock shall have a 6" minimum overlap at the end of sock.
2. Staking of filter sock is not required.
3. Remove accumulated sediment when depth reaches 1/3 the barrier height.
4. At completion of project, filter socks material including the compost shall be removed from site and disposed of properly.

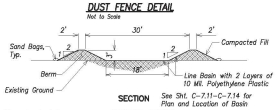
SILTSOXX COMPOST FILTER SOCK DETAIL
NOT TO SCALE



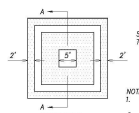
DUST FENCE DETAIL
Not to Scale

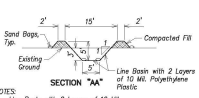


STABILIZED CONSTRUCTION ENTRANCE
NOT TO SCALE



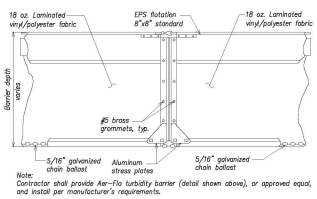
DRYING BASIN
NOT TO SCALE





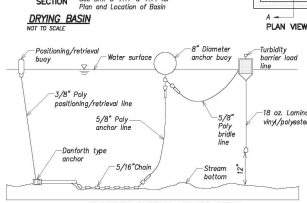
NOTES:
1. Line Basin with 2 Layers of 10 Mil. Polyethylene Plastic.
2. Place Sand Bags on Top Sheeting.
3. Clean Out Hardened Concrete to Maintain Basin Capacity.

CONCRETE WASH-OUT BASIN DETAIL
NOT TO SCALE



Note:
Contractor shall provide Aar-Flo turbidity barrier (detail shown above), or approved equal, and install per manufacturer's requirements.

TURBIDITY CURTAIN
NOT TO SCALE



TURBIDITY CURTAIN ANCHOR DETAIL
NOT TO SCALE

Best Management Practices
Temporary Erosion Control Notes

1. Follow sequence of operation as recommended by the "Rules Relating to Soil Erosion Standards and Guidelines", Department of Planning and Permitting, City and County of Honolulu, April 1999.

2. The contractor shall minimize the amount of land to be exposed at any one time.

3. Graded areas that are not at final grade and are expected to be exposed for more than 14 days, shall be mulched (at the rate of 45 cubic feet per 1,000 square feet) in order to prevent erosion and silt runoff.

4. Dust fencing shall be used at locations specified on plans or designated by the Construction Manager.

5. The above procedure for erosion and sediment control may be revised by the Contractor to conform to his grading operation procedure. However, any revisions to the above shall be submitted to the Engineer.

6. The graded or project site that is cleared of vegetation shall be kept damp for seven (7) days a week. At the end of each day, the site shall be sufficiently dampened so that the site will remain moistened during the night.

7. The contractor shall conduct his operations so that excavation, embankment, and imported material shall be dampened to prevent dust problems.

8. Access to existing streets shall be through existing access points. Every construction access point shall have a stabilized construction entrance with minimum dimensions of 50'x50' and a section consisting of #2 crushed rock, 12" thick min, over filter fabric (Mirafi 600x or approved equal).

REVISION	DATE

PLANS PREPARED UNDER THE DIRECTION OF:
DAVID K. YAMADA
LICENSED PROFESSIONAL ENGINEER
No. 10004-C
DATE: OCTOBER 2012

STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
HIGHWAYS DIVISION

EROSION AND SEDIMENT CONTROL DETAILS
(LS WAIKI DRC #47)
Philippine Sea Rd. to Waipahu Depot Street
Fed. Aid Proj. No. STP-0300(8)

Date: October 2012

SHEET No. C7.15 OF 165 SHEETS

DAVID Y. IGE
GOVERNOR OF
HAWAII

SUZANNE D. CASE
CHAIRPERSON
BOARD OF LAND AND NATURAL RESOURCES
COMMISSION ON WATER RESOURCE MANAGEMENT

ROBERT K. MASUDA
FIRST DEPUTY

JEFFREY T. PEARSON, P.E.
DEPUTY DIRECTOR - WATER

AQUATIC RESOURCES
BOATING AND OCEAN RECREATION
BUREAU OF CONVEYANCES
COMMISSION ON WATER RESOURCE MANAGEMENT
CONSERVATION AND COASTAL LANDS
CONSERVATION AND RESOURCES ENFORCEMENT
ENGINEERING
FORESTRY AND WILDLIFE
HISTORIC PRESERVATION
KAHOOLAWE ISLAND RESERVE COMMISSION
LAND
STATE PARKS

STATE OF HAWAII
DEPARTMENT OF LAND AND NATURAL RESOURCES
DIVISION OF AQUATIC RESOURCES
1151 PUNCHBOWL STREET, ROOM 330
HONOLULU, HAWAII 96813

Date: 2/21/2018
DAR # 5690

MEMORANDUM

TO: Bruce S. Anderson, PhD
DAR Administrator

FROM: Paul Murakawa PM, Aquatic Biologist

SUBJECT: Leeward Bikeway Project: Philippine Sea Road to Waipahu Depot Road

Request Submitted by: Curtis K. Matsuda, DOT-Highways Division

Location of Project: Ewa District, Island of Oahu

Brief Description of Project:

The State Department of Transportation Highways Division is proposing to construct the Leeward Bikeway in Ewa/Waipahu. The new bikeway will connect with current facilities (West Loch bike path and Pearl Harbor Historic Trail) to provide the public with a bikeway from Ewa to Aiea. The Leeward Bikeway project will cross two streams, Waikele and Kapakahi. The current bridges where the bikeway will cross these streams, will be demolished and rebuilt so that pedestrians and bikers can pass over these streams safely. the project is proposed to start in late 2018 and take 12 months to complete.

Comments:
☐ No Comments ☒ Comments Attached

Thank you for providing DAR the opportunity to review and comment on the proposed project. Should there be any changes to the project plan, DAR requests the opportunity to review and comment on those changes.

Comments Approved: for Date: 2/22/18
Bruce S. Anderson, PhD
DAR Administrator

DAR# 5690

Brief Description of Project

The State Department of Transportation Highways Division is proposing to construct the Leeward Bikeway in Ewa/Waipahu. The new bikeway will connect with current facilities (West Loch bike path and Pearl Harbor Historic Trail) to provide the public with a bikeway from Ewa to Aiea. The Leeward Bikeway project will cross two streams, Waikele and Kapakahi. The current bridges where the bikeway will cross these streams, will be demolished and rebuilt so that pedestrians and bikers can pass over these streams safely. the project is proposed to start in late 2018 and take 12 months to complete.

DAR# 5690

Comments

DAR recognizes the scope of this project and the benefits to the public by creating the Leeward Bikeway. DAR data shows that two native fish are found in both Waikele and Kapakahi Streams. They are the 'o'opu nakea (Awaous guamensis) and 'o'opu 'akupa (Eleotris sandwicensis). The 'o'opu nakea is indigenous, meaning while native to the Hawaiian Islands, it is found elsewhere in the Pacific. The 'o'opu 'akupa is endemic, meaning it is only found in Hawaii.

This project's main impacts to the habitat of these fish, will be the removal and replacement of the Waikele and Kapakahi bridges. Best Managemant Practices (BMPs) should be incorporated to minimize the potential for erosion, siltation and pollution of the aquatic environment during demolition and construction of the bridges over Waikele and Kapakahi Streams.

1) Land areas adjacent to the bridge crossings that are denuded of vegetation should be planted or covered as quickly as possible to prevent further erosion and soil from falling or flowing into the stream environment;
2) Scheduling site work (particularly the demolition and construction of bridge replacements) grading during periods of minimal rainfall;
3) Prevent construction materials, petroleum products, debris and landscaping products, etc. from falling, blowing or leaching into the aquatic environment; and,
4) Do not block/inhibit/divert stream flow into the ocean during bridge demolition and construction activities.

DAR believes that this project will not have any significant impacts to the aquatic resource values in this area.

DAVID Y. IGE
GOVERNOR

JADE T. BUTAY
INTERIM DIRECTOR

Deputy Directors
ROSS M. HIGASHI
EDWIN H. SNIFFEN
DARRELL T. YOUNG

STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
869 PUNCHBOWL STREET
HONOLULU, HAWAII 96813-5097

IN REPLY REFER TO:
HWY-DD 2.6558

March 13, 2018

TO: SUZANNE CASE, CHAIRPERSON
DEPARTMENT OF LAND AND NATURAL RESOURCES

ATTN: DR. BRUCE ANDERSON, ADMINISTRATOR
DIVISION OF AQUATIC RESOURCES

FROM: CURTIS MATSUDA
ACTING ENGINEERING PROGRAM MANAGER
DESIGN BRANCH, HIGHWAYS DIVISION

SUBJECT: RESPONSE TO COMMENTS FOR HAWAII REVISED STATUTES, CHAPTER 343, PRE-ASSESSMENT CONSULTATION AND CONSULTATION UNDER CHAPTER 195D, CONSERVATION OF AQUATIC LIFE, WILDLIFE AND LAND PLANTS FOR LEEWARD BIKEWAY: PHILIPPINE SEA ROAD TO WAIPAHU
DEPOT STREET, EWA DISTRICT, ISLAND OF OAHU, HAWAII
FEDERAL-AID PROJECT NO. STP-BW-0300(8)
TAX MAP KEY: (PORTIONS) (1) 9-1-17: 003, 008, 044, 045, 055; 9-1-64: 116; 9-1-69: 002, 003, 010; 9-1-126: 008, 013; 9-3-01: 006, 021; 9-3-02: 029; 9-4-01: 002, 011; AND 9-4-11: 011, 104

The State of Hawaii, Department of Transportation, Highways Division (HDOT), thanks you for your letter dated February 21, 2018 concerning the subject project (File No. DAR 5690). The following has been prepared in response to your comments (your comments have been *italicized* for reference):

> *DAR recognizes the scope of this project and the benefit s to the public by creating the Leeward Bikeway. DAR data shows that two native fish are found in both Waikele and Kapakahi Stream s. They are the 'o'opu nakea (Awaous guamensis) and 'o'opu 'akupa (Eleotris sandwicensis). The 'o'opu nakea is indigenous, meaning while native to the Hawaiian Islands, it is found elsewhere in the Pacific. The 'o'opu 'akupa is endemic, meaning it is only found in Hawaii.*
>
> *This project's main impacts to the habitat of these fish, will be the removal and replacement of the Waikele and Kapakahi bridges. Best Management Practices (BMPs) should be incorporated to minimize the potential for erosion, siltation and pollution of the aquatic environment during demolition and construction of the bridges over Waikele and Kapakahi Streams.*
>
> *1) Land areas adjacent to the bridge crossings that are denuded of vegetation should be planted or covered as quickly as possible to prevent further erosion and soil from falling or flowing into the steam environment;*
> *2) Scheduling site work (particularly the demolition and construction of bridge replacements) grading during periods of minimal rainfall;*
> *3) Prevent construction materials, petroleum products, debris and landscaping products, etc. from falling, blowing or leaching into the aquatic environment; and,*
> *4) Do not block/inhibit/divert stream flow into the ocean during bridge demolition and construction activities.*
>
> *DAR believes that this project will not have any significant impacts to the aquatic resource values in the area.*

The HDOT acknowledges and thanks the Department of Land and Natural Resources, Division of Aquatic Resources for providing avoidance and minimization measures to protect the 'o'opu nakea and 'o'opu 'akupa. A discussion on the project's conservation measures to avoid and minimize impacts to the their habitat will be provided in the project's Draft EA, Section 3.2.1, Fauna.

We appreciated your review of the subject project and allowing us this opportunity to respond. Your letter and this response will be included in the Draft Environmental Assessment. Should you have any further comments, please contact Robert Sun by telephone at (808) 692-7578 or by e-mail to Robert.Sun@hawaii.gov.

cc: Meesa Otani, FHWA
Brian Takeda and Stacy Armstrong, R. M. Towill Corporation

bc: HWY-DD (R. Sun)

City and County of Honolulu Pre-Assessment Consultations - Comments and Responses

DAVID Y. IGE
GOVERNOR

JADE T. BUTAY
INTERIM DIRECTOR

Deputy Directors
ROSS M. HIGASHI
EDWIN H. SNIFFEN
DARRELL T. YOUNG

STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
869 PUNCHBOWL STREET
HONOLULU, HAWAII 96813-5097

IN REPLY REFER TO:
HWY-DD 2.6525

February 2, 2018

Ms. Kathy K. Sokugawa, Acting Director
Department of Planning and Permitting
City and County of Honolulu
650 South King Street, 7th Floor
Honolulu, Hawaii 96813

Dear Ms. Sokugawa:

Subject: Leeward Bikeway: Philippine Sea Road to Waipahu Depot Street
Ewa District, Island of Oahu, Hawaii
Federal-Aid Project No. STP-BW-0300(8)
Tax Map Key: (Portions) (1) 9-1-17: 003, 008, 044, 045, 055; (1) 9-1-64: 116; 9-1-69: 002, 003, 010; 9-1-126: 008, 013; 9-3-01: 006, 021; 9-3-02: 029; 9-4-01: 002, 011; and 9-4-11: 011
Request for Pre-Assessment Consultation, Hawaii Revised Statutes, Chapter 343 and Exemption from Special Management Area (SMA) Permit Application Filing

The State of Hawaii Department of Transportation (HDOT) would like to invite you to participate in pre-assessment consultation for the subject project. The proposed project is located in the Ewa District, Island of Oahu, Hawaii.

The HDOT is preparing an Environmental Assessment (EA) for the proposed project to address the requirements of Hawaii Revised Statutes, Chapter 343, and Hawaii Administrative Rules, Chapter 11-200. The specific action that requires the preparation of the EA includes the use of state land and/or funds for the proposed action.

Proposed Action
The Leeward Bikeway project would involve the construction of a new 8-10 foot-wide approximately 3-mile-long bikeway within the 40-foot wide former Oahu Railway and Land Company right-of-way (OR&L ROW) beginning at Philippine Sea Road and extending east to Waipahu Depot Street. The project site is approximately 17.78 acres. Construction is expected to commence in late 2018. Approximately 12 months will be required for construction. The enclosed Project Fact Sheet provides an overview of the project location, design and construction components, purpose and need, and history (Enclosure 1).

Alternatives to the Proposed Action
An evaluation of all prudent and feasible alternatives was conducted to avoid or minimize impacts to the surrounding environment. The proposed design was determined to be the most practical and feasible alternative. Other alternatives considered were: (a) no action and (b) delayed action. Alternatives to the proposed action did not meet the HDOT's objective of constructing a continuous bikeway facility in the Ewa region; and failed to meet the access requirements of the 1980 deed transferring ownership of the former OR&L ROW to the State of Hawaii from the U. S. Government.

Special Management Area (SMA)
The first section of the bikeway beginning at Philippine Sea Road and extending approximately 10,500 feet east to connect with the southwest end of the West Loch Bike Path is located outside of the City and County of Honolulu (CCH) Special Management Area (SMA). The second section of the bikeway beginning at the northeast end of the West Loch Bike Path and extending approximately 6,900 feet east to its terminus at Waipahu Depot Street is located in the CCH SMA (Enclosure 2). Work within the SMA would include grading, construction of the bikeway, and replacement of two existing railroad bridges (Kapakahi and Waikele Stream Bridges). Replacement of the existing railroad bridges would include the relocation of existing utilities attached to the Kapakahi and Waikele Stream Bridges and routine maintenance dredging of approximately 6 cubic yards along the east and west banks of the existing Kapakahi Stream beneath the bridge.

Included for your reference as Enclosure 3 is the 2012 correspondence between HDOT and CCH, DPP on a different project with similar scope and similar, but longer, limits than the current new project for an exemption from the SMA Use Permit requirements. Based on correspondence received from the DPP on May 10, 2012, the previous project was found to be exempt from the SMA Use Permit requirements, pursuant to Section 25-1.3(2)(B), Revised Ordinances of Honolulu (ROH), relating to the repair or maintenance of roads and highways within existing ROW.

For the current new project HDOT reviewed the relationship of the current Leeward Bikeway project to the definition of "development" in Section 25-1.3(2) of the ROH and found the following applicable to the project:

> *Sec. 25-1.3 Definitions*
> *(2) "Development" does not include the following:*
> *(B) Repair or maintenance of roads and highways within existing rights-of-way;*
> *(C) Routine maintenance dredging of existing streams, channels and drainageways;*

The former OR&L ROW was transferred from the U. S. Government to HDOT in 1980 with a legal condition to use the land "for highway purposes, i.e. bicycle lanes or paths and pedestrian walkways." Therefore, HDOT has always recognized its responsibility to provide and maintain a facility that supports non-motorized transportation. While the paved path to be constructed by the Leeward Bikeway project would be new, its alignment has always been recognized as a transportation corridor and is already being utilized by the community as a non-motorized transportation route. The new asphalt concrete bikeway would provide a stable and consistent riding/walking surface within the former OR&L ROW rather than the uneven and unimproved route that is currently being utilized by recreational cyclists, joggers and pedestrians.

Since the HDOT would upgrade the existing route the Leeward Bikeway project is regarded as a maintenance activity that would preserve and enhance an existing transportation corridor and not a new development. Therefore, HDOT requests concurrence that the proposed Leeward Bikeway project, including the replacement of the Waikele and Kapakahi Stream Bridges and maintenance dredging beneath the Kapakahi Stream Bridge, would continue to be excluded under ROH, Section 25-1.3(2)(B)(C), consistent with our previous plans for the project.

Anticipated Impacts
The former OR&L ROW is listed on the National Register of Historic Places (NRHP) as Reference No. 75000621, and on the State Inventory of Historic Places (SIHP) as site 50-80-12-9714. The Kapakahi and Waikele Stream Bridges, while not listed on the NRHP, are eligible for listing. All work proposed will address the requirements of state and federal laws concerning the protection and/or preservation of these historic resources.

The Leeward Bikeway project is expected to result in positive long-term and beneficial secondary impacts for residents and visitors using a continuous bicycle and pedestrian path for non-motorized recreational and transportation purposes. The proposed project is consistent with the *2003 Pearl Harbor Historic Trail Master Plan*; *2002 Central Oahu Sustainable Communities Plan*; *2012 Oahu Bike Plan*; and *2013 Ewa Development Plan*, and promotes the shared use of the former OR&L ROW to provide a safe and continuous bicycle and pedestrian path between Ewa and Aiea.

The project design connects logical termini identified in past and present regional and development plans and is of sufficient length to provide independent utility (i.e., usable and reasonable expenditure even if no additional transportation improvements in the area are made). By linking to existing facilities (West Loch Bike Path and Pearl Harbor Historic Trail), the development of the proposed bikeway will serve to connect the communities from Ewa to Aiea and help to address major residential, business, and commercial growth in the Ewa and Central Oahu areas occurring over the past several decades and proposed in the future. The action to link the proposed project to existing facilities would not require other project improvements, nor would construction of the proposed project disrupt the use of existing facilities.

We respectfully request any information you may have regarding environmental resource concerns in the project vicinity to assist in our evaluation. Please ensure that your comments are received or postmarked by FRIDAY, FEBRUARY 16, 2018. We would appreciate a written response to Robert Sun via email at robert.sun@hawaii.gov, or by U.S. Postal Service to Hawaii Department of Transportation, Highways Division, Design Branch, Highway Design Section; 601 Kamokila Boulevard, Room 609; Kapolei, Hawaii 96707.

Please feel free to contact Robert Sun by telephone at (808) 692-7578, if you have any questions. We look forward to working with you on this needed transportation and recreational facility.

Sincerely,

CURTIS MATSUDA
ACTING ENGINEERING PROGRAM MANAGER
DESIGN BRANCH, HIGHWAYS DIVISION

Enclosures:
Enclosure 1, Project Fact Sheet
Enclosure 2, Special Management Area Map
Enclosure 3, Previous Correspondence:

1. February 24, 2017, Request for Exemption from Special Management Area Permit Application Filing for Leeward Bikeway, Phase I, Federal Aid Project No.STP-BW- 0300(8), from Glenn M. Okimoto, Ph.D., Director of Transportation, HDOT, to David K. Tanoue, Director, DPP.
2. April 26, 2012, Clarification of Request for Exemption from Special Management Area Permit Application Filing for Leeward Bikeway, Phase I, Federal-Aid-Project No. STPBW- 0300(8), from Glenn M. Okimoto, Ph.D., Director of Transportation, HDOT, to David K. Tanoue, Director, DPP.
3. May 10, 2012, Special Management Area Review, Leeward Bikeway, Phase 1, Federal Aid Project No. STP-BW-0300(8), from David K. Tanoue, Director, DPP, to Glenn Okimoto, Director of Transportation, HDOT

cc: Meesa Otani, FHWA
Brian Takeda and Stacy Armstrong, R. M. Towill Corporation
bc: HWY-DD (R. Sun)

LEEWARD BIKEWAY, PHILIPPINE SEA ROAD TO WAIPAHU DEPOT STREET
FEDERAL-AID PROJECT NO. STP-BW-0300(8)
PROJECT FACT SHEET

Leeward Bikeway Project location: The Federal Highway Administration and State of Hawai'i Department of Transportation Highways Division (HDOT), propose a project to construct the Leeward Bikeway, from Philippine Sea Road to Waipahu Depot Street in the Waikele, Hoaeae, Honouliuli Ahupuaa, Ewa District, Island of Oahu, Hawaii (see attached map).

Leeward Bikeway Project overview: The approximately 3-mile-long 8-10 foot-wide asphalt concrete bikeway would be built within the 40-foot wide former Oahu Railroad & Land Company (OR&L) right-of-way (ROW) and provide a dedicated, shared use path for pedestrians and bicyclists. The bikeway would consist of two sections connected by the existing approximately 2-mile West Loch Bike Path on either end to form a continuous path. The first section of the bikeway would begin at Philippine Sea Road and extend approximately 10,500 feet east to connect with the southwest end of the West Loch Bike Path. The second section of the bikeway would begin at the northeast end of the West Loch Bike Path and extend approximately 6,900 feet east to its terminus at Waipahu Depot Street. At its terminus, the bikeway would connect with the existing 5.8-mile-long Pearl Harbor Historic Trail (PHHT). Along most of its length the bikeway would be separated from vehicular traffic. However, where the bikeway crosses existing roadways (i.e., Kapolei Parkway and Fort Weaver Road) the bikeway users would be guided by signs to new or existing signalized pedestrian roadway crossings.

Design and construction components of the Leeward Bikeway Project include:

- Construction of the Leeward Bikeway facility beginning at Philippine Sea Road in Ewa and extending east to Waipahu Depot Street in Waipahu;
- Replacement of two historic railroad bridges (i.e., Kapakahi and Waikele Stream Bridges);
- Improvements to storm drain near Kapolei Parkway;
- Relocation of utility lines and poles;
- Construction of retaining walls;
- Relocation and replacement of existing fencing; and
- Installation of bollards, signage and striping.

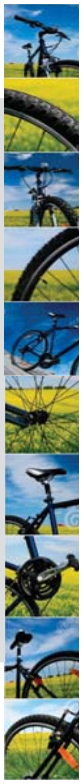
Purpose and need of the Leeward Bikeway Project: Several current regional and development plans define the need for a shared use path that links the neighborhoods in West Oahu to beach parks, recreation areas, regional attractions, historic sites, and nature habitats. They include the *2003 Pearl Harbor Historic Trail Master Plan*; *2002 Central Oahu Sustainable Communities Plan*; *2012 O'ahu Bike Plan*; and *2013 Ewa Development Plan.* Furthermore, these plans identify the former OR&L ROW as a resource where a safe and continuous bicycle and pedestrian path could be provided. The current project would utilize the former OR&L ROW to connect to the existing West Loch Bike Path and PHHT to provide a continuous, accessible, and safe shared-use path between Ewa and Aiea. In doing so, the proposed project would complete important components of past and current regional and development plans. Additionally, by connecting the communities from Ewa to Aiea, the Leeward Bikeway would address major residential, business, and commercial growth in the Ewa and Central Oahu areas occurring over the past several decades and in the future by providing an outstanding recreational resource and non-motorized transportation facility.

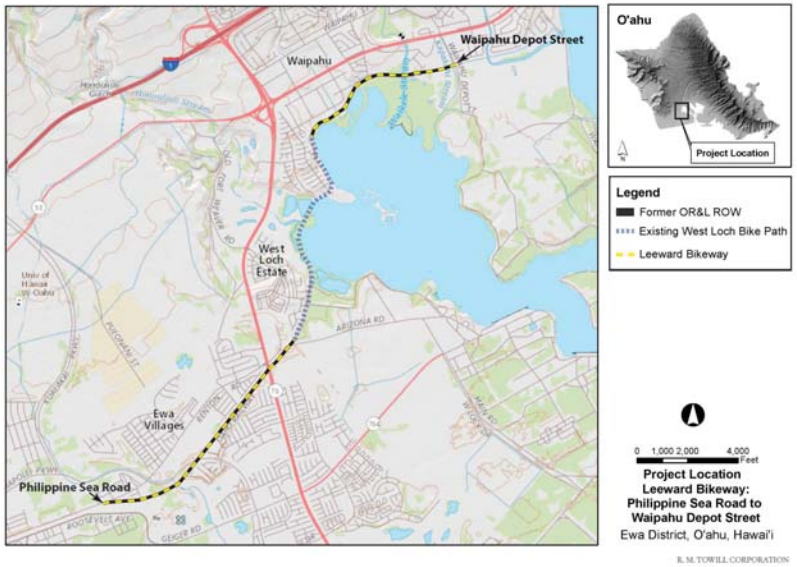
Background for the Leeward Bikeway Project: The implementation of the project is in response to the 1980 transfer of title of an approximately 14-mile long section of the former OR&L ROW from the U. S. Government to the State of Hawaii that requires the HDOT to use the transferred land for highway purposes, i.e. bicycle lanes or paths and pedestrian walkways.

The project limits, Philippine Sea Road to Waipahu Depot Street, connect logical termini identified in past and present regional and development plans and are of sufficient length to provide independent utility (i.e., usable and reasonable expenditure even if no additional transportation improvements in the area are made).

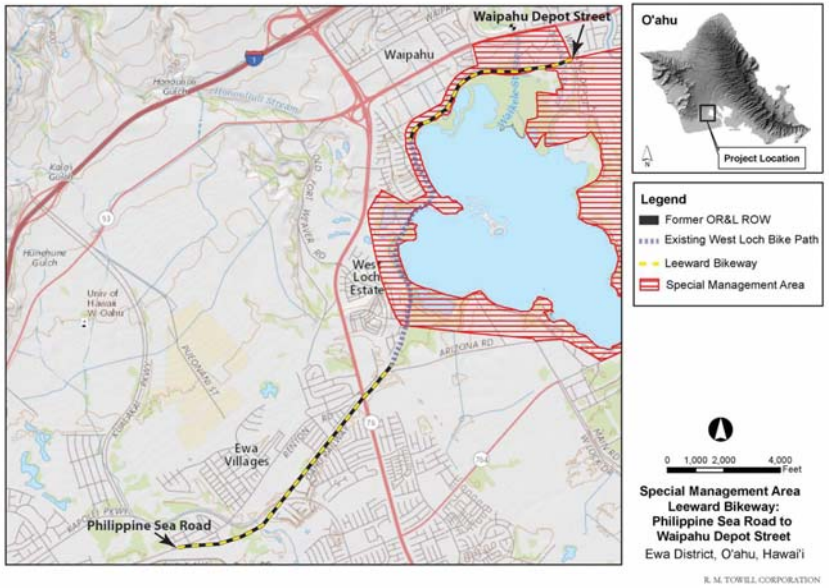
Construction is expected to commence in late 2018. Approximately 12 months will be required for construction.

For more information please contact:
Robert Sun
Project Manager, Design Branch, Hawaii Department of Transportation
robert.sun@hawaii.gov





Enclosure 2, Special Management Area



Enclosure 3, Previous Correspondence:

1. February 24, 2012, Request for Exemption from Special Management Area Permit Application Filing for Leeward Bikeway, Phase I, Federal Aid Project No.STP-BW-0300(8), from Glenn M. Okimoto, Ph.D., Director of Transportation, HDOT, to David K. Tanoue, Director, DPP.

2. April 26, 2012, Clarification of Request for Exemption from Special Management Area Permit Application Filing for Leeward Bikeway, Phase I, Federal-Aid-Project No. STP-BW-0300(8), from Glenn M. Okimoto, Ph.D., Director of Transportation, HDOT, to David K. Tanoue, Director, DPP.

3. May 10, 2012, Special Management Area Review, Leeward Bikeway, Phase 1, Federal Aid Project No. STP-BW-0300(8), from David K. Tanoue, Director, DPP, to Glenn Okimoto, Director of Transportation, HDOT,

NEIL ABERCROMBIE
GOVERNOR

GLENN M. OKIMOTO
DIRECTOR

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JADE T. BUTAY
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RANDY GRUNE
JADINE URASAKI

IN REPLY REFER TO:
HWY-DD 2.0936

FEB 24 2012

Mr. David K. Tanoue, Director
Department of Planning and Permitting
City and County of Honolulu
650 South King Street, 7th Floor
Honolulu, Hawai'i 96813

Dear Mr. Tanoue:

Subject: Request for Exemption from Special Management Area Permit Application Filing for Leeward Bikeway, Phase 1
Federal Aid Project No.STP-BW-0300(8)

The Department of Transportation, Highways Division (HDOT) requests your consideration for the exemption of the subject project from the filing of a Special Management Area (SMA) permit application. According to Hawaii Revised Statutes (HRS), Chapter 205A-22: *"Some specifically defined land uses and activities may be exempt if they do not otherwise have a significant impact in the SMA."*

The following information is offered in support of this request.

Project Description

The HDOT proposes to construct the approximately 14-mile long Leeward Bikeway extending from the vicinity of Waipio Point Access Road in Waipahu, and past the Ewa Plain, to Lualualei Naval Road in Nanakuli on the Waianae Coast. The project will be constructed in two phases. The subject of this request is for Phase 1and is based on the preparation of construction drawings for this segment only:

> *Phase 1* will be a continuous bikeway facility from the Hawaiian Railway Society (HRS) Station (in Ewa) eastward to the vicinity of Waipio Point Access Road where it will adjoin the existing Pearl Harbor Historic Trail. Also included in Phase 1 is the construction of the Betty Nagamine Bliss Memorial Overlook (Overlook) at the Honouliuli Unit of the Pearl Harbor National Wildlife Refuge (PHNWR) in West Loch. (Note: The Overlook is being developed as a separate project by the U. S. Fish & Wildlife Service who will be responsible for the filing of separate environmental and land use entitlements for the project.)

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> See **Figure 1, Leeward Bikeway, Phase 1.**
>
> ***Phase 2*** will include the area of active HRS train operations, from Ewa to Kahe Point, and northward to Lualualei Naval Road in Nanakuli. This segment of the project is planned to be developed at a later time.

The subject project will fulfill a legal requirement in response to a 1980 transfer of title to the former Oahu Railroad and Land Company (OR&L) Railroad Right-of-Way (ROW) from the Federal government to the State of Hawaii.

The Bikeway is intended to share the 40-foot wide railroad ROW with the current and planned restoration of the railway by the HRS. Phase 1 of the project currently consists of a vacant, undeveloped utility corridor and the tracks in Phase 1 are no longer used by the railroad. The proposed project will be principally located within the railroad ROW and required limited amount of additional land (0.44 acres) for minor grading to match the surrounding terrain with the elevation of the bikeway.

Relationship of Project to the Special Management Area

The proposed project (Phase 1) enters into limited areas of the Special Management Area as shown on **Figure 1**. The majority of the project will be limited to work within the existing railroad ROW occupying an area within the SMA of approximately 3.3 acres. A smaller area requiring the use of individual construction parcels will be required immediately outside of the ROW at selected locations which are depicted in **Figures 2** through **8**. The construction parcels are located immediately next to the railroad ROW and will be minimally graded to allow for a more gentle transition between the bikeway and the existing ground. Upon the completion of work the construction parcels will be revegetated as needed to maintain the stability of the soil and manager runoff. No other work will be required.

The total area of the construction parcels is approximately 0.44 acres or 19,017 square feet (sf) as follows:

Construction Parcel	TMK	Additional Construction Parcel Area Required (sf)	Figure Number
B	(1) 9-4-001: 011	1,766	2
C	(1) 9-3-001: 006	6,542	3
D	(1) 9-3-001: 021	2,942	4
E	(1) 9-3-002: 029	1,212	5
F	(1) 9-3-002: 029	3,203	6
G	(1) 9-3-002: 009	1,190	7
H	(1) 9-3-002: 034	2,162	8
		19,017	

FEB 24 2012

Relationship of Project to HRS, Chapter 205A-22, Definitions

We reviewed the relationship of the Leeward Bikeway to the definition of "development" in HRS, Chapter 205A-22, Definitions, and find that while the subject project does not strictly adhere to the 17 item list of activities that are not considered "development" there is at least one instance where the project may be considered for exemption:

(2) Repair or maintenance of roads and highways within existing rights-of-way.

The subject project may be considered as a maintenance activity along the existing railroad ROW such that the proposed project would preserve an existing transportation corridor and historic alignment under jurisdiction of the HDOT. This maintenance activity would restore the Phase 1 area of the railroad ROW with a new bikeway that would be considered a transportation corridor or roadway for the specific use of bicyclists and pedestrians. The impetus for the development of this alternative transportation corridor is summarized as:

1. There is no regional bikeway facility linking Central and West Oahu and the schools, parks, and points of interest along the way.
2. Existing bikeway segments traverse part of the area but are not linked to create a continuous, uninterrupted bikeway facility.
3. The State of Hawaii needs to reduce dependency on motor vehicles for transportation. Fitness gained from bicycling and walking has proven health benefits.
4. The HDOT is committed to constructing the Leeward Bikeway in order to fulfill the requirements of a 1980 deed to the former OR&L ROW and to ensure continued state ownership.

Relationship of Project to SMA Guidelines

The following is a summary of the relationship of the project to the guidelines established for the review of activities in the Special Management Area per HRS, Chapter 205A-26, Special Management Area Guidelines, Subsections A through C (see also Supplemental Draft Environmental Assessment (SDEA) published in the October 23, 2010 edition of the Environmental Notice, Office of Environmental Quality Control (OEQC)):

(1) All development in the special management area shall be subject to reasonable terms and conditions set by the authority in order to ensure:
(A) Adequate access, by dedication or other means, to publicly owned or used beaches, recreation areas, and natural reserves is provided to the extent consistent with sound conservation principles;

The proposed project will improve upon public access to publicly own or used beaches, recreational areas, and natural reserves by improving upon access via bicycling and on foot to the coastline around Pearl Harbor's West Loch area. The improvements along this segment will

FEB 24 2012

include a nine- to ten-foot wide concrete bikeway with directional and interpretive signage. No vertical improvements (such as buildings) will be constructed along the bikeway.

(B) Adequate and properly located public recreation areas and wildlife preserves are reserved;

Access to the shoreline will not be impacted by this project. Instead, it is anticipated that the Leeward Bikeway will promote further use of the public recreation and wildlife preserve areas along the coastline. Access to public recreational areas and wildlife preserve resources along Phase 1 of the project area will include:

- Betty Bliss Memorial Overlook (BBMO)
- Waipio Point Soccer Park
- West Loch Shoreline Park
- Ted Makalena Golf Course
- West Loch Golf Course

The BBMO is located on land owned by the U.S. Navy and operated by the U.S. Fish & Wildlife Service (USFWS). This project is a part of the Pearl Harbor National Wildlife Refuge (PHNWR) consisting of three units on the shores of Pearl Harbor: Honouliuli; Waiawa; and, Kalaeloa. The BBMO will provide a place where the public can learn about the establishment of the PHNWR and the resources it serves. The plan will consist of a raised boardwalk with platforms overlooking West Loch and the Honouliuli Unit. The facility will be joined via an access trail to the existing West Loch Bike Path.

(C) Provisions are made for solid and liquid waste treatment, disposition, and management which will minimize adverse effects upon special management area resources; and

Solid waste generated during construction will be disposed of by the contractor at a facility approved by the City and County of Honolulu and State to accept such waste. The handling of construction storm water will be addressed through the filing of a NDPES construction storm water permit application which will require the use of Best Management Practices (BMPs) and other methods, measures, and practices to ensure that storm water discharges from the site are acceptable to the environment.

Portable toilet facilities are planned to be used during construction activities and will be removed upon the termination of all work. The contractor will be responsible for the proper maintenance and upkeep of the portable toilet facilities such that all maintenance will be performed off-site and there will be no discharges of effluent at the site.

(D) Alterations to existing land forms and vegetation, except crops, and construction of structures shall cause minimum adverse effect to water resources and scenic and recreational amenities and minimum danger of floods, wind damage, storm surge, landslides, erosion, siltation, or failure in the event of earthquake.

The Bikeway will not alter land forms or vegetation. It will enhance rather than adversely affect recreational amenities. The potential for danger from natural hazards will not be increased by project construction as the project will not involve the development of habitable structures. In addition:

- Concerning the potential for adverse effects from earthquakes, the project will be constructed for a long-term design life in accordance with the 2003 International Building Code seismic design standards for Oahu.
- The project is also not expected to exacerbate flood conditions. Engineering studies for improvements within the floodway and Coastal High Hazard zone will be undertaken during the design stage. In any area where development is proposed within a floodway, a registered professional engineer will certify that the work will not cause any increase in the base flood elevation during the occurrence of the base flood discharge.
- Concerning the potential for hurricanes, the Bikeway and related bridge structures will be designed to meet or exceed the minimum requirements of the American Association of State Highway Transportation Officials (AASHTO) and AASHTO Load Resistance Factor Design (LRFD) specifications for pedestrian and bicycle use.
- Concerning the potential for adverse effects from tsunami, Coastal segments of the Bikeway are located within the tsunami evacuation zone and will be more vulnerable to tsunami than inland areas of the Ewa Plain. The Bikeway will potentially attract more path users to coastal areas susceptible to tsunami inundation. The existing Civil Defense tsunami warning system of sirens and public announcements has been shown to provide reasonable amount of time for people to evacuate potential inundation areas. The pathway will facilitate evacuation by improving access for emergency personnel to enter vulnerable shoreline areas to conduct patrols and issue warnings, and by providing an alternative route for public evacuation away to safe areas.

(2) No development shall be approved unless the authority has first found:
(A) That the development will not have any substantial adverse environmental or ecological effect, except as such adverse effect is minimized to the extent practicable and clearly outweighed by public health, safety, or compelling public interests. Such adverse effects shall include, but not be limited to, the potential cumulative impact of individual developments, each one of which taken in itself might not have a substantial adverse effect, and the elimination of planning options;

The proposed project is individually limited in terms of short- and long-term effects of construction of the Leeward Bikeway. Long-term cumulative impacts on natural and cultural resources are not anticipated based on the limited scope of work that is not planned for expansion beyond the former OR&L ROW.

The project is consistent with the existing and planned Central Oahu Sustainable Communities Plan and the Ewa Development Plan, and is not anticipated to have a cumulative adverse effect

on the environment based on a review against past, present and reasonably foreseeable future actions in the area. The Bikeway project will not degrade the environment based on its construction or use due to its nature involving the use of an existing railroad ROW for a public roadway that will serve as an alternative transportation corridor by bicyclists and pedestrians.

(B) That the development is consistent with the objectives, policies, and special management area guidelines of this chapter and any guidelines enacted by the legislature; and

The subject project and in particular, the portion of the subject project within the SMA is consistent with the guidelines promulgated in HRS, 205A-26, Special Management Area Guidelines. See also the project's SDEA, October 23, 2010.

(C) That the development is consistent with the county general plan and zoning. Such a finding of consistency does not preclude concurrent processing where a general plan or zoning amendment may also be required.

The proposed project will be developed in conformance with the General Plan's policies and those of the Central Oahu Sustainable Communities Plan and the Ewa Development Plan. Each of these plans support dedicated pedestrian and bicycle facilities and specifically supports redevelopment of a portion of the former OR&L ROW for the Bikeway. The project will also be developed in conformance with the City and County of Honolulu Zoning Ordinances. No development plan amendment or zoning changes will be required.

(3) The authority shall seek to minimize, where reasonable:
(A) Dredging, filling or otherwise altering any bay, estuary, salt marsh, river mouth, slough or lagoon;

A small portion of the project will involve a reconfiguration of the crossing of the Leeward Bikeway at the Kapakahi Stream Bridge. The work will involve retrofitting the bridge to cross the Kapakahi Stream with limited widening of the stream. In order to accomplish this portion of the project appropriate environmental entitlements will be prepared filed including a Department of the Army Permit Application, Section 401 Water Quality Certification (WQC), and Coastal Zone Management Federal Consistency Determination (CZM FEDCON). The planned reconfiguration of the bridge crossing will be required because there is no other viable alternative to the crossing of the stream.

The project will not otherwise involve dredging, filling or alteration of the shoreline configuration where salt marshes, sloughs, river mouths or lagoons are located.

(B) Any development which would reduce the size of any beach or other area usable for public recreation;

No beaches are present along the coastal shoreline that will be reduced in size.

(C) Any development which would reduce or impose restrictions upon public access to tidal and submerged lands, beaches, portions of rivers and streams within the special management areas and the mean high tide line where there is no beach;

The former railroad ROW will be maintained to ensure continued access to the shoreline. Improvements will not eliminate any existing park amenities or reduce the size of any recreation area but will enhance public access to the shoreline and create a regional recreational amenity.

The project corridor will be designed to maintain visual quality and open space. The project path will be constructed at grade on a relatively flat plain that will not obstruct views to or from the coastline. No structures will be built along the coastline in order to maintain open space and the visual resources of the area.

(D) Any development which would substantially interfere with or detract from the line of sight toward the sea from the state highway nearest the coast; and

The project will not alter, and will actually improve, the line of sight toward the ocean by paving and generally improving the appearance of the former railroad ROW.

(E) Any development which would adversely affect water quality, existing areas of open water free of visible structures, existing and potential fisheries and fishing grounds, wildlife habitats, or potential or existing agricultural uses of land.

Project improvements will not encroach on any ocean areas. The former railroad ROW does not pass through actively cultivated agricultural lands and the proposed project will not reduce the amount of land used for agricultural purposes.

BMPs will be implemented during construction to prevent pollutants from mixing with storm water. The project will not affect existing or potential fisheries or fishing grounds. Water quality will not be adversely affected by the project.

We thank you in advance for your consideration of this important request we look forward to your favorable response. Should there be any questions please contact Mr. Robert Sun, P.E., Project Manager at 692-7578.

Very truly yours,

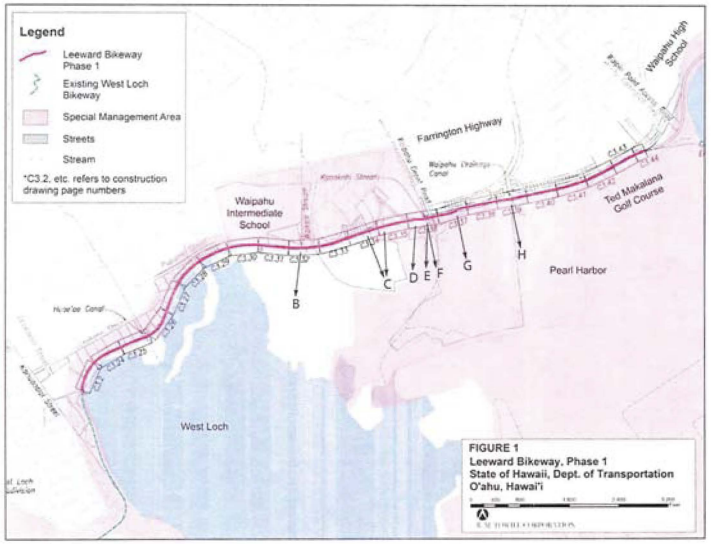
Glenn M. Okimoto, Ph.D.
Director of Transportation

Enclosures

FEB 24 2012
RS: sg

bc: HWY-DD (RS), DIR
c: Stacy Armstrong, P.E./Brian Takeda
Engineering and Planning Project Coordinators
R. M. Towill Corporation
2024 North King Street, Suite 200
Honolulu, Hawaii 96819

Request for SMA Exemption
Figure Page A



Request for SMA Exemption
Figure Page B

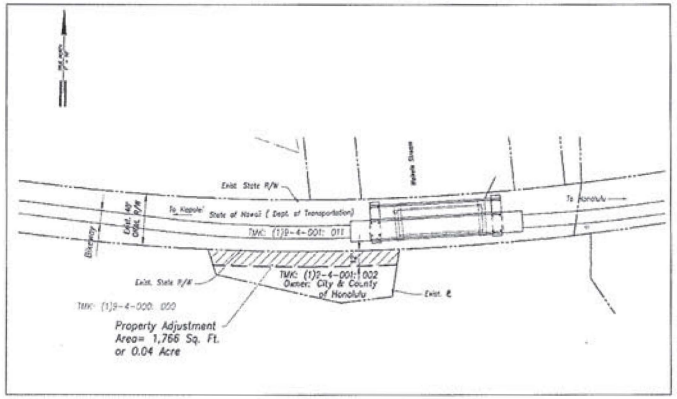


Figure 2: Construction Parcel B

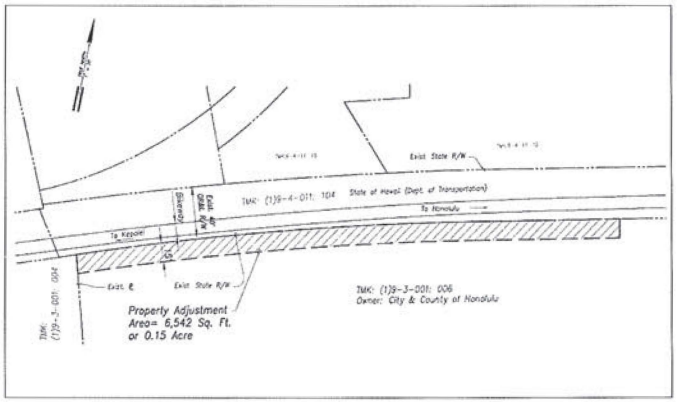


Figure 3: Construction Parcel C

Request for SMA Exemption
Figure Page C

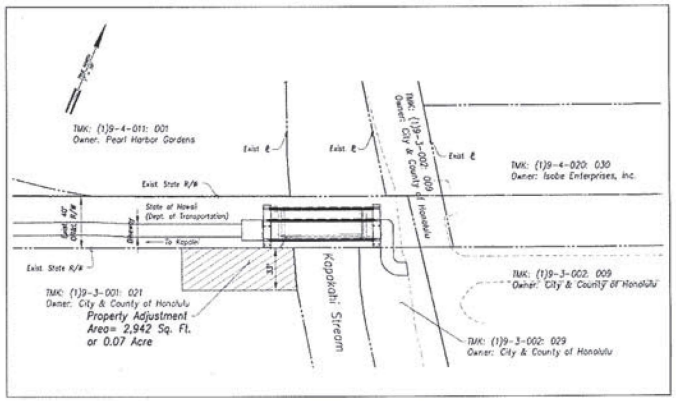


Figure 4: Construction Parcel D

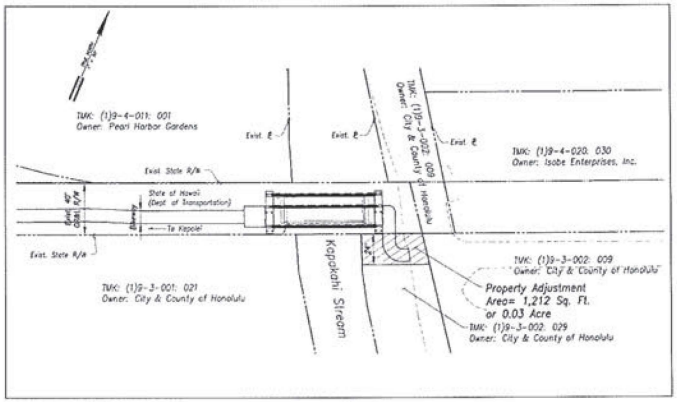


Figure 5: Construction Parcel E

Request for SMA Exemption
Figure Page D

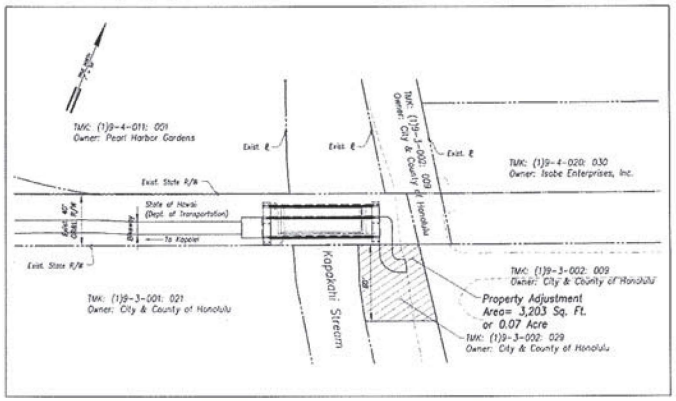


Figure 6: Construction Parcel F

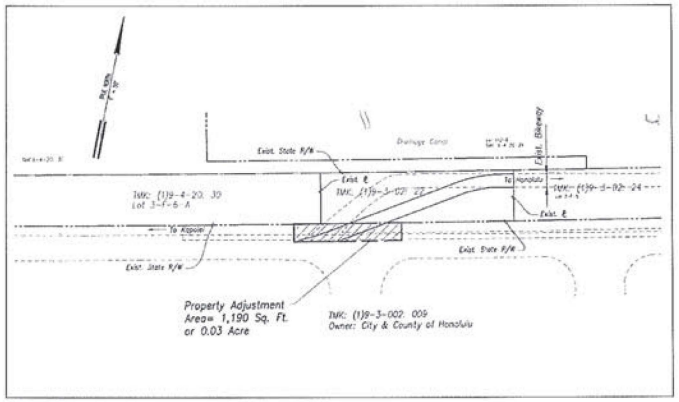


Figure 7: Construction Parcel G

Request for SMA Exemption
Figure Page E

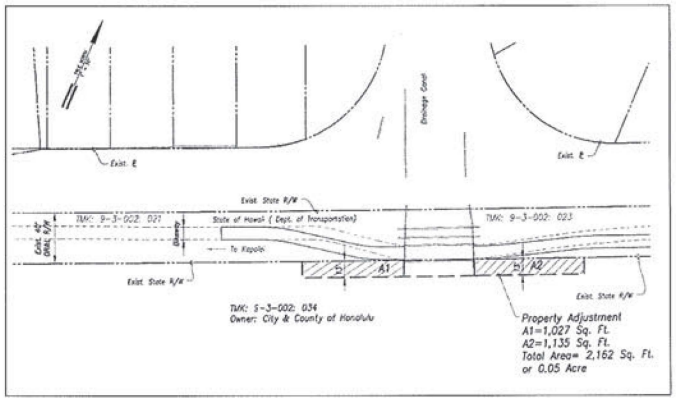


Figure 8: Construction Parcel H

NEIL ABERCROMBIE
GOVERNOR

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IN REPLY REFER TO:
HWY-DD 2.0795

APR 26 2012

Mr. David K. Tanoue, Director
Department of Planning and Permitting
City & County of Honolulu
650 South King Street, 7th Floor
Honolulu, Hawaii 96813

Dear Mr. Tanoue:

Subject: Clarification of Request for Exemption from Special Management Area (SMA) Permit Application Filing for Leeward Bikeway, Phase 1
Federal-Aid-Project No. STP-BW-0300(8)

This letter is intended to clarify the Hawaii Department of Transportation's (HDOT) previous request dated February 24, 2012 regarding an exemption from the Special Management Area (SMA) permit application process for Phase 1 of the Leeward Bikeway project. Because of the extensive detail and length of our last letter, critical information justifying our request may have been overlooked or unclear.

To elaborate, HDOT plans to construct a 10-foot wide paved path within the 40-foot former Oahu Railroad and Land Company (OR&L) right-of-way. The former railroad right-of-way was transferred from the Federal Highway Administration to HDOT in 1980 with a legal condition to use the land "for highway purposes, i.e. bicycle lanes or paths and pedestrian walkways." Therefore, HDOT has always recognized its responsibility to provide and maintain a facility that supports non-motorized traffic; the Leeward Bikeway project would fulfill that obligation.

The proposed bikeway alignment already exhibits usage by the surrounding community as a non-vehicular transportation route. In addition, the area covered by Phase 1 is part of the Pearl Harbor Historic Trail. Several other existing bike paths (e.g., the West Loch bike path in Ewa) and roadways are accessible from the Leeward Bikeway corridor. So although the paved path to be constructed by the Leeward Bikeway project will be new, its alignment has always been recognized as a transportation corridor.

Consequently, HDOT regards the Leeward Bikeway project as a maintenance activity that will preserve and enhance an existing transportation corridor and not a new development. The construction will provide a firm, consistent, and maintainable riding/walking surface that

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connects various routes and locations of interest. For Phase 1, the path will be built entirely within the former OR&L property; so no construction will occur outside of the current HDOT right-of-way.

The subject request for an SMA exemption pertains only to the Phase 1 of the Leeward Bikeway project, which starts in the vicinity of Waipio Point Access Road in Waipahu and ends at the Hawaiian Railway Society Train Station in Ewa. HDOT has researched the potential impacts to the surrounding areas and has consulted with the stakeholders for the Phase 1 segment. No significant environmental effects are anticipated and all concerns and issues have been addressed.

For your information, the environmental work for Phase 2 is still ongoing. Evaluation of the SMA status for that portion of the project will be determined when the environmental circumstances and the construction scope of work become clearer. At that time, the appropriate actions necessary to satisfy to the Department of Permitting and Planning's requirements will be taken.

To summarize, the request for exemption from the SMA application process is only for Phase 1 of the Leeward Bikeway project. The construction for that segment to upgrade the existing path will occur entirely within the current HDOT right-of-way. No impacts to the environment or to stakeholders are expected to result from the project. The intended use of the property as a non-vehicular transportation corridor remains unchanged.

Currently, HDOT plans to advertise the project in August/September 2012. Therefore, your efforts to expedite a response would be greatly appreciated. We thank you in advance for your consideration of this priority request and hope to receive a favorable response. If you have any questions regarding details about the project, please contact Mr. Robert Sun, Project Manager at 692-7578.

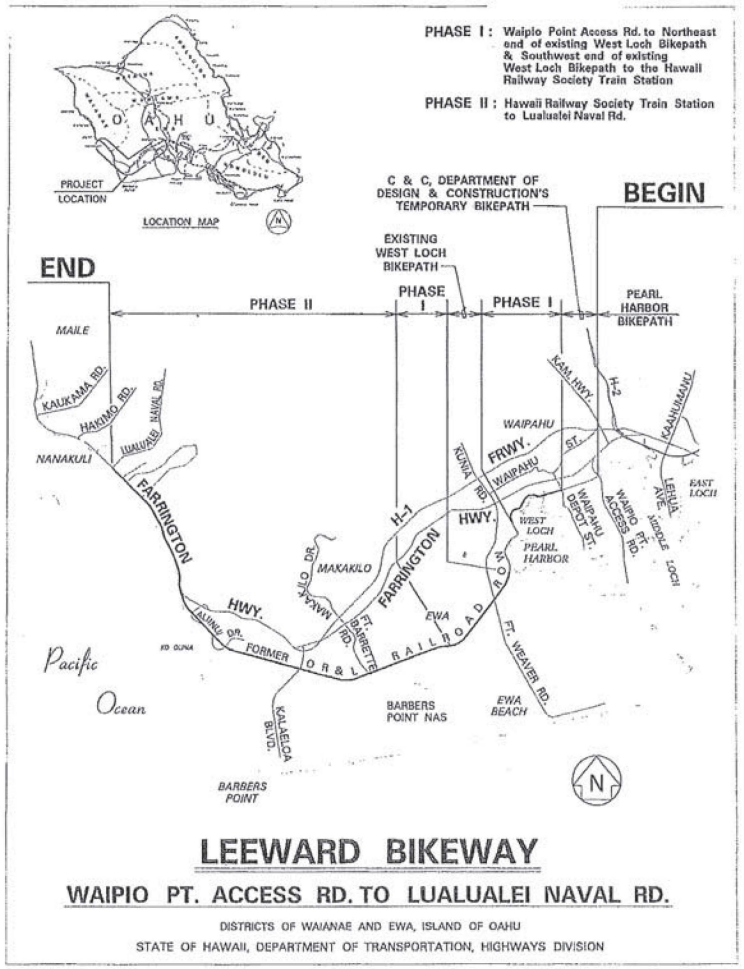
Very truly yours,

GLENN M. OKIMOTO, Ph.D.
Director of Transportation

c: Stacy Armstrong, P.E./Brian Takeda
Engineering and Planning Project Coordinators
R. M. Towill Corporation

RS: sg

bc: DIR, HWY-DD (RS)

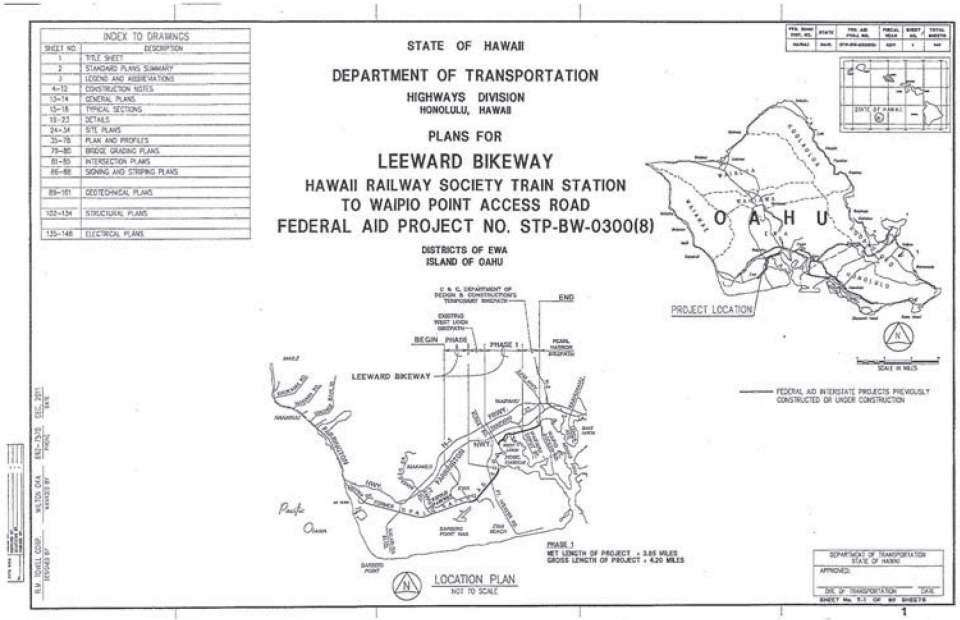


LEEWARD BIKEWAY

WAIPIO PT. ACCESS RD. TO LUALUALEI NAVAL RD.

DISTRICTS OF WAIANAE AND EWA, ISLAND OF OAHU

STATE OF HAWAII, DEPARTMENT OF TRANSPORTATION, HIGHWAYS DIVISION



INDEX TO DRAWINGS

SHEET NO.	DESCRIPTION
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3	LEGEND AND ABBREVIATIONS
4–12	CONSTRUCTION NOTES
13–14	GENERAL PLANS
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STATE OF HAWAII

DEPARTMENT OF TRANSPORTATION

HIGHWAYS DIVISION
HONOLULU, HAWAII

PLANS FOR

LEEWARD BIKEWAY

HAWAII RAILWAY SOCIETY TRAIN STATION
TO WAIPIO POINT ACCESS ROAD
FEDERAL AID PROJECT NO. STP-BW-0300(8)

DISTRICTS OF EWA
ISLAND OF OAHU

LOCATION PLAN
NOT TO SCALE

PROJECT LOCATION

FEDERAL AID INTERSTATE PROJECTS PREVIOUSLY CONSTRUCTED OR UNDER CONSTRUCTION

DEPARTMENT OF TRANSPORTATION
STATE OF HAWAII
APPROVED:
DIR. OF TRANSPORTATION DATE
SHEET No. 1-1 OF 87 SHEETS

DEPARTMENT OF PLANNING AND PERMITTING
CITY AND COUNTY OF HONOLULU
650 SOUTH KING STREET, 7TH FLOOR • HONOLULU, HAWAII 96813
TELEPHONE: (808) 768-8000 • FAX: (808) 768-6041
DEPT. WEB SITE: www.honoluludpp.org • CITY WEB SITE: www.honolulu.gov

DIR 0725

PETER B. CARLISLE
MAYOR

DAVID K. TANOUE
DIRECTOR

JIRO A. SUMADA
DEPUTY DIRECTOR

2012/ELOG-413(AA)

May 10, 2012

Mr. Glenn M. Okimoto, Director
State of Hawaii
Department of Transportation
869 Punchbowl Street
Honolulu, Hawaii 96813-5097

DIRECTOR'S OFFICE
DEPT. OF
TRANSPORTATION
2012 MAY 16 A 10:30

Dear Mr. Okimoto:

Subject: Special Management Area (SMA) Review
Leeward Bikeway, Phase 1
Federal Aid Project No. STP-BW-0300(8)
From the Hawaiian Railway Society Station in Ewa Beach to
Waipio Point Access Road

This responds to your initial inquiry received February 28, 2012, and subsequent clarification letter received April 27, 2012, regarding the above subject matter. Essentially, you are requesting our concurrence that the subject project is exempt from the SMA Use Permit requirements, pursuant to Section 25-1.3(2)(B), Revised Ordinances of Honolulu (ROH), relating to the repair or maintenance of roads and highways within existing (R-O-W). Based on your subsequent letter clarifying that the bikeway path is already being utilized by the community as a non-vehicular transportation route, we would have to concur that the new bike path, including the work to retrofit the Kapakahi Stream Bridge, can be excluded under Section 25-1.3(2)(B), ROH.

The new concrete path will provide a stable and consistent riding/walking surface within the former Oahu Railroad and Land Company (OR&L) railroad R-O-W rather than the uneven and unimproved route that is currently being utilized by recreational cyclists, joggers and pedestrians. The extraneous grading work adjacent to the R-O-W at seven locations is clearly incidental to the non-vehicular transportation corridor, and will not require approval of an SMA Use Permit.

RECEIVED
'12 MAY 22 A11:19
HIGHWAYS DIVISION
DESIGN BRANCH

Should you have any questions, please do not hesitate to contact Ann Asaumi of our staff at 768-8020.

Very truly yours,

David K. Tanoue, Director
Department of Planning and Permitting

DKT:hd

DEPARTMENT OF PLANNING AND PERMITTING
CITY AND COUNTY OF HONOLULU
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KIRK CALDWELL
MAYOR

KATHY K. SOKUGAWA
ACTING DIRECTOR

TIMOTHY F. T. HIU
DEPUTY DIRECTOR

EUGENE H. TAKAHASHI
DEPUTY DIRECTOR

2018/ELOG-278(ZS)

February 16, 2018

Mr. Robert Sun
State Department of Transportation
Highways Division, Design Branch
601 Kamokila Boulevard, Room 609
Kapolei, Hawaii 96707

Dear Mr. Sun:

SUBJECT: Pre-Environmental Assessment (EA) Consultation and Special Management Area (SMA) Permit Determination
Leeward Bikeway: Philippine Sea Road to Waipahu Depot Street – Ewa District
Tax Map Keys 9-1-017: 003, 008, 044, 045, 055; 9-1-064: 116; 9-1-069: 002, 003, 010; 9-1-126: 008, 013; 9-3-001: 006, 021; 9-3-002: 029; 9-4-001: 002, 011; and 9-4-011: 011

This is in response to your letter, received on February 5, 2018, requesting pre-assessment consultation for an EA and requesting exemption from SMA permit application filing for the Leeward Bikeway project. Our pre-assessment consultation comments and SMA permit requirements are below.

The Leeward Bikeway project would involve the construction of a new 8- to 10-foot-wide, approximately 3-mile-long bikeway within the 40-foot-wide former Oahu Railway and Land Company right-of-way (ROW) from Philippine Sea Road to Waipahu Depot Street (Project). The ROW was transferred from the Federal Government to the State Department of Transportation in 1980 with a legal condition to use the land "for highway purposes, i.e. bicycle lanes or paths and pedestrian walkways." A 6,900-foot-long portion of the bikeway is located within the SMA.

Planning Division:

1. The draft EA should address how the proposed Project is consistent with the Objectives and Policies in the General Plan, specifically in the areas of

Transportation, Urban Design, Public Safety, and Recreation. The draft EA should also include a discussion of the polices and guidelines in the Central Oahu Sustainable Communities Plan (COSCP) and Ewa Development Plan.

Proposed revisions to the COSCP are currently at City Council as Bill 75 (2017). The proposed revisions to the COSCP encourage bicycle and pedestrian travel, and recognize the Leeward Bikeway and its connection to the Pearl Harbor Historic Trail. The General Plan is also undergoing revisions but has not yet been transmitted to the City Council. The draft EA should address the General Plan and COSCP that are in effect at the time of the publication.

2. The draft EA should include an analysis of the possible impact of sea level rise on the Project. If it is likely that sea level rise will increase the risk of flooding during the life of the project structures, the draft EA should discuss how the design of the project and proposed operations at the project site will address that risk and provide resilience in recovering from any flooding.

The national standard for making such project assessments has been developed by the U.S. Army Corps of Engineers (USACE). The USACE issued an Engineering Regulation (ER 1100-2-8162) on December 13, 2013, which provides "guidance for incorporating the direct and indirect physical effects of projected future sea level change across the project life cycle in managing, planning, engineering, designing, constructing, operating, and maintaining USACE projects." The guidance in the regulation can be used as the basis for assessing the "potential relative sea level change" that might be experienced by projects in shoreline areas, and is required to be used for all USACE civil works. See http://www.corpsclimate.us/rccslca.cfm for more details, including use of an online sea-level calculator which can be used to produce Oahu specific projections of sea level rise through 2100.

In addition, the draft EA should reflect recent findings published in the Hawaii Sea Level Rise Vulnerability and Adaptation Report (December 2017) by the State Climate Change and Mitigation Commission.

Transit-Oriented Development (TOD) Division:

1. In addition to the plans mentioned in your consultation pre-assessment letter (e.g. Oahu General Plan, Central Oahu Sustainable Communities Plan, etc.), the draft EA should note that the Project is consistent with the objectives and principles of the Waipahu Neighborhood TOD Plan (2014). This community plan is available on our website:

http://www.honolulu.gov/tod/neighborhood-tod-plans/dpp-tod-waipahu.html

2. The Leeward Bikeway project is also consistent with the Waipahu Action Plan (2017). The Action Plan notes that the community expressed strong interest in connecting Old Waipahu Town with the Pearl Harbor Historic Trail. The action identified on the Action Plan was to create a network of interconnected bikeways through an upgrade of the Waipahu Depot Street corridor, where the Pearl Harbor Historic Trail turns into the Leeward Bikeway to later connect with the West Loch Bike Path.

3. The draft EA should note that Leeward Bikeway will support multi-modal transportation to access the stations because there are five proposed rail stations within one mile or less from the Project: the Waipahu, West Loch, Hoopili, UH West Oahu and East Kapolei stations. It is estimated that people are willing to walk one half mile or less to transit, however they are willing to bike two to three miles to access transit.

4. In your letter it is noted that the bikeway is expected to be eight to ten feet wide. Please consider analyzing opportunities for the bikeway to be at least ten feet wide. For the comfort of all users, pedestrians and bicyclists, on a multimodal path we recommend a width of at least 12 feet.

5. The Project should consider the potential adverse effects of sea level rise.

Land Use Permits Division:

1. The draft EA shall include a list of required permits and approvals. The Project shall comply with the prevailing "Rules Relating to Storm Water Quality." Compliance with those rules will be verified at the time the grading plans are submitted to the Department of Planning and Permitting for review.

2. Development within the shoreline area must comply with Revised Ordinances of Honolulu (ROH) Chapter 23 relating to shoreline setbacks.

3. The Project must comply with ROH Chapter 25, related to the SMA. Work within the SMA will include grading, construction of the bikeway, and replacement of two existing railroad bridges. (Kapakahi and Waikele Stream bridges). Replacement of the existing railroad bridges would also include the relocation of existing utilities and routine maintenance dredging of approximately six cubic

yards along the east and west banks of the Kapakahi Stream beneath the bridge. "Development" within the SMA requires an SMA use permit (SMP).

We concur that much of the proposed activities and improvements such as the repair or maintenance of roads and highways within existing rights-of-way and routine maintenance dredging of existing streams may be excluded from "development" as defined in ROH Section 25-1.3(2) and do not require an SMP. However, pursuant to ROH Section 25-1.3(1), the construction, reconstruction, demolition or alteration of the size of any structure is included in the definition of "development. Thus, an SMP is required for the reconstruction of the two bridges.

Please be advised that this is a preliminary determination based on your written narrative. A final determination of SMP requirements and SMA compliance may be made upon our review of more detailed plans.

Should you have any questions, please contact Zack Stoddard, of our Land Use Approval Branch, at (808) 768-8019 or zachary.stoddard@honolulu.gov.

Very truly yours,

For Kathy K. Sokugawa
Acting Director

DAVID Y. IGE
GOVERNOR

JADE T. BUTAY
INTERIM DIRECTOR

Deputy Directors
ROSS M. HIGASHI
EDWIN H. SNIFFEN
DARRELL T. YOUNG

STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
869 PUNCHBOWL STREET
HONOLULU, HAWAII 96813-5097

IN REPLY REFER TO:
HWY-DD 2.6562

March 13, 2018

Ms. Kathy K. Sokugawa, Acting Director
Department of Planning and Permitting
City and County of Honolulu
650 South King Street, 7th Floor
Honolulu, Hawaii 96813

Dear Ms. Sokugawa:

Subject: Response to Comments for Hawaii Revised Statutes, Chapter 343, Pre-Assessment Consultation and Clarification of Request for Exemption from Special Management Area (SMA) Permit Application Filing for Leeward Bikeway: Philippine Sea Road to Waipahu Depot Street, Ewa District, Island of Oahu, Hawaii
Federal-Aid Project No. Stp-Bw-0300(8)
Tax Map Key: (Portions) (1) 9-1-17: 003, 008, 044, 045, 055; 9-1-64: 116; 9-1-69: 002, 003, 010; 9-1-126: 008, 013; 9-3-01: 006, 021; 9-3-02: 029; 9-4-01: 002, 011; and 9-4-11: 011, 104

The State of Hawaii, Department of Transportation, Highways Division (HDOT), thanks you for your letter dated February 16, 2018 concerning the subject project (File No. 2018/ELOG-278(ZS)). The following has been prepared in response to your comments (your comments have been *italicized* for reference):

Planning Division:

1. *The draft EA should address how the proposed Project is consistent with the Objectives and Policies in the General Plan, specifically in the areas of Transportation, Urban Design, Public Safety, and Recreation. The draft EA should also include a discussion of the polices and guidelines in the Central Oahu Sustainable Communities Plan (COSCP) and Ewa Development Plan. Proposed revisions to the COSCP are currently at City Council as Bill 75 (2017).*

   The proposed revisions to the COSCP encourage bicycle and pedestrian travel, and recognize the Leeward Bikeway and its connection to the Pearl Harbor Historic Trail. The General Plan is also undergoing revisions but has not yet been transmitted to the City Council. The draft EA should address the General Plan and COSCP that are in effect at the time of the publication.

HDOT acknowledges this comment. The Draft Environmental Assessment (EA), Section 4.3.1, General Plan for the City and County of Honolulu (2002) addresses the project's consistency with the Objectives and Policies in the General Plan, specifically in the areas of Transportation, Urban Design, Public Safety, and Recreation. The Draft EA also includes a discussion of the polices and guidelines in the Central Oahu Sustainable Communities Plan (COSCP) and 'Ewa Development Plan. These plans are identified in the Draft EA, Section 4.3.4, Central O'ahu Sustainable Communities Plan (COSCP) (Proposed Revised Plan 2016) and Section 4.3.3, 'Ewa Development Plan (EDP) (2013).

2. *The draft EA should include an analysis of the possible impact of sea level rise on the Project. If it is likely that sea level rise will increase the risk of flooding during the life of the project structures, the draft EA should discuss how the design of the project and proposed operations at the project site will address that risk and provide resilience in recovering from any flooding.*

   The national standard for making such project assessments has been developed by the U.S. Army Corps of Engineers (USACE). The USACE issued an Engineering Regulation (ER 1100-2-8162) on December 13, 2013, which provides "guidance for incorporating the direct and indirect physical effects of projected future sea level change across the project life cycle in managing, planning, engineering, designing, constructing, operating, and maintaining USACE projects." The guidance in the regulation can be used as the basis for assessing the "potential relative sea level change" that might be experienced by projects in shoreline areas, and is required to be used for all USACE civil works. See http://www.corpsclimate.us/rccslca.cfm for more details, including use of an online sea-level calculator which can be used to produce Oahu specific projections of sea level rise through 2100.

   In addition, the draft EA should reflect recent findings published in the Hawaii Sea Level Rise Vulnerability and Adaptation Report (December 2017) by the State Climate Change and Mitigation Commission.

HDOT acknowledges the reference provided. Climate change and the proposed project's relationship to sea level rise and its consistency with regulatory guidelines is discussed in the Draft EA, Section 3.1.1, Climate.

Transit-Oriented Development (TOD) Division:

1. *In addition to the plans mentioned in your consultation pre-assessment letter (e .g. Oahu General Plan, Central Oahu Sustainable Communities Plan, etc.), the draft EA should note that the Project is consistent with the objectives and principles of the Waipahu Neighborhood TOD Plan (2014). This community plan is available on our website: http://www.honolulu.gov/tod/neighborhood-tod-plans/dpp-tod-waipahu .html*

HDOT acknowledges this comment. The Draft EA addresses the project's consistency with the objectives and principles of the Waipahu Neighborhood Transit-Oriented Development (TOD) Plan. This is identified in the Draft EA, Section 4.3.9, Waipahu Neighborhood Transit-Oriented Development (TOD) Plan (2014).

2. *The Leeward Bikeway project is also consistent with the Waipahu Action Plan (2017). The Action Plan notes that the community expressed strong interest in connecting Old Waipahu Town with the Pearl Harbor Historic Trail. The action identified on the Action Plan was to create a network of interconnected bikeways through an upgrade of the Waipahu Depot Street corridor, where the Pearl Harbor Historic Trail turns into the Leeward Bikeway to later connect with the West Loch Bike Path.*

HDOT acknowledges this comment. The Draft EA addresses the project's consistency with the objectives and principles of the Waipahu Town Action Plan. This is identified in the Draft EA, Section 4.3.10, Waipahu Town Action Plan (2017).

3. *The draft EA should note that Leeward Bikeway will support multi-modal transportation to access the stations because there are five proposed rail stations within one mile or less from the Project: the Waipahu, West Loch, Hoopili, UH West Oahu and East Kapolei stations. It is estimated that people are willing to walk one half mile or less to transit, however they are willing to bike two to three miles to access transit.*

The Draft EA, Section 4.3.9, Waipahu Neighborhood Transit-Oriented Development (TOD) Plan (2014) addresses the project's support of multi-modal transportation and access to proposed rail stations along the route corridor.

4. *In your letter it is noted that the bikeway is expected to be eight to ten feet wide. Please consider analyzing opportunities for the bikeway to be at least ten feet wide. For the comfort of all users, pedestrians and bicyclists, on a multimodal path we recommend a width of at least 12 feet.*

HDOT acknowledges this comment. The proposed undertaking involves the construction of a new two section mostly 10-foot-wide approximately 3-mile-long asphalt concrete bikeway facility beginning at Philippine Sea Road and extending east to Waipahu Depot Street. In a few areas, however, a reduced 8-foot-wide pathway will be required to keep within the former Oahu Railway and Land Company Right-of-Way (OR&L ROW) while accommodating for sufficient clearances from remnant railroad tracks and obstacles along the bikeway corridor.

5. *The Project should consider the potential adverse effects of sea level rise.*

As noted above, climate change and the proposed project's relationship to sea level rise is discussed in the Draft EA, Section 3.1.1, Climate.

Land Use Permits Division:

1. *The draft EA shall include a list of required permits and approvals. The Project shall comply with the prevailing "Rules Relating to Storm Water Quality." Compliance with those rules will be verified at the time the grading plans are submitted to the Department of Planning and Permitting for review.*

A list of required permits and approvals is identified in the Draft EA, Section 5.0, Permits and Approvals that May be Required. HDOT acknowledges that all project construction or operation activities must comply with the above water quality laws and regulations.

2. *Development within the shoreline area must comply with Revised Ordinances of Honolulu (ROH) Chapter 23 relating to shoreline setbacks.*

HDOT acknowledges this comment. The proposed project will comply with the requirements specified in Revised Ordinances of Honolulu, Chapter 23 relating to shoreline setbacks. No shoreline improvements or work within the shoreline setback area is proposed.

3. *The Project must comply with ROH Chapter 25, related to the SMA. Work within the SMA will include grading, construction of the bikeway, and replacement of two existing railroad bridges. (Kapakahi and Waikele Stream bridges). Replacement of the existing railroad bridges would also include the relocation of existing utilities and routine maintenance dredging of approximately six cubic yards along the east and west banks of the Kapakahi Stream beneath the bridge. "Development" within the SMA requires an SMA use permit (SMP).*

   We concur that much of the proposed activities and improvements such as the repair or maintenance of roads and highways within existing rights-of-way and routine maintenance dredging of existing streams may be excluded from "development" as defined in ROH Section 25-1.3(2) and do not require an SMP. However, pursuant to ROH Section 25-1.3(1), the construction, reconstruction, demolition or alteration of the size of any structure is included in the definition of "development. Thus, an SMP is required for the reconstruction of the two bridges.

   Please be advised that this is a preliminary determination based on your written narrative. A final determination of SMP requirements and SMA compliance may be made upon our review of more detailed plans.

Thank you for these points of information. HDOT has prepared a more detailed summary of the project for review by the Department of Planning and Permitting (DPP) to provide further information that may have been overlooked or unclear in our last letter requesting an exemption from the Special Management Area (SMA) permit application process.

HDOT is requesting concurrence from the DPP that the subject project is exempt from the SMA Use Permit requirements, pursuant to Revised Ordinances of Honolulu (ROH), Section 25-1.3(2), (B) relating to the repair or maintenance of roads and highways within existing right-of-way, and (C) relating to the routine maintenance dredging of existing streams, channels and drainageways.

Clarification of Project – Formerly Known as Phase 1

The subject request for an SMA exemption involves the construction of a new 8- to 10-foot-wide, approximately 3-mile long bikeway within the 40-foot-wide former OR&L ROW from Philippine Sea Road to Waipahu Depot Street. The bikeway would be connected by the existing approximately two-mile West Loch Bike Path on either end to form a continuous path.

A 6,900-foot long portion of the bikeway is located within the SMA. A map showing the project area and portion of the project within the SMA is enclosed (Enclosure 1). Work within the SMA will include the construction of the bike path, including the retrofit to the Waikele Stream Bridge and Kapakahi Stream Bridge, and routine maintenance dredging along the banks of the existing Kapakahi Stream.

For reference, during HDOT's previous consultation with the DPP in 2012 the area of the subject project was formerly known as Phase 1. The area formerly known as Phase 2 is no longer proposed, therefore HDOT is treating this as a new project which must undergo original consultation.

Relationship of Project to HRS, Chapter 205A-22, Definitions

HDOT reviewed the relationship of the Leeward Bikeway to the definition of "development" in HRS, Chapter 205A-22, Definitions, and find that while the subject project does not strictly adhere to the 17-item list of activities that are not considered "development" there is at least two instances where the project may be considered for exemption:

> *Sec. 25-1.3 Definitions*
> *(2) "Development" does not include the following:*
> *(B) Repair or maintenance of roads and highways within existing rights-of-way*
> *(C) Routine maintenance dredging of existing streams, channels and drainageways*

The subject project may be considered as a maintenance activity along the existing railroad ROW to preserve an existing transportation corridor and historic alignment under jurisdiction of the HDOT. This maintenance activity would restore the project area of the railroad ROW with a new bikeway path and retrofitted bikeway bridges that would be considered a transportation corridor or roadway for the specific use of bicyclists and pedestrians.

The impetus for the maintenance of this alternative transportation corridor is summarized as:

1. There is no regionally maintained bikeway facility linking Central and West Oahu and the schools, parks, and points of interest along the way.
2. Existing maintained bikeway segments traverse part of the area but are not linked to create a continuous, uninterrupted bikeway facility.
3. The State of Hawaii needs to reduce dependency on motor vehicles for transportation. Fitness gained from bicycling and walking has proven health benefits.
4. The HDOT is committed to constructing the Leeward Bikeway in order to fulfill the requirements of a 1980 deed to the former OR&L ROW and to ensure continued state ownership.

The proposed Leeward Bikeway alignment already exhibits usage by the surrounding community as a non-vehicular transportation route. In addition, several other existing bike paths (e.g., West Loch Bike Path and Pearl Harbor Historic Trail) and roadways are accessible form the Leeward Bikeway corridor.

The new asphalt concrete path will provide a stable and consistent riding/walking surface within the ROW rather than the uneven and unimproved route that is currently being utilized by recreational cyclists, joggers and pedestrians. The asphalt concrete path will be installed along the length of the project. The extraneous grading work adjacent to the ROW is incidental to the non-vehicular transportation corridor.

The retrofitted Waikele Stream Bridge and Kapakahi Stream Bridge will provide a stable, safe, and structurally sound riding/walking surface to cross the streams within the ROW instead of the dilapidated and severely corroded steel bridges that are currently being utilized by recreational cyclists, joggers and pedestrians.

The existing Waikele Stream Bridge and Kapakahi Stream Bridge along the Leeward Bikeway alignment are in poor structural condition due to the severe corrosion of the bridge decks and structural support components. The steel beams providing load bearing support for the bridge decks have corroded badly and no longer have flanges. This is a severe structural deficiency of the bridges that must be addressed through maintenance, as flanges are essential components that allow the bridge to withstand expected loads. Loads create stresses which are typically not uniform across the cross-section of a beam. Compressive stresses are created on top and tensile stresses at the bottom of a beam. Since the stresses are more at the top and bottom of a beam, more material is required in those locations, resulting in beams with cross sections shaped like an 'I'. Such beams are called flanged beams. The current condition of the Waikele Stream Bridge and Kapakahi Stream Bridge beams and associated components has made them incapable of withstanding existing and expected loads. This structural deficiency has resulted in the loss of many members of the bridges which have fallen off the bridges and are now resting on the stream beds. Detailed photographs of the existing bridges are enclosed (Enclosure 2).

Keeping the badly corroded decks, beams, and other steel components of the Waikele Stream Bridge and Kapakahi Stream Bridge for use by the Leeward Bikeway would not be viable. Therefore, to maintain the Waikele Stream Bridge and Kapakahi Stream Bridge crossings within the Leeward Bikeway transportation corridor, HDOT proposes to retrofit the Waikele Stream Bridge and Kapakahi Stream Bridge with modern materials (i.e., concrete) and reconfigure the bridge abutments. While maintenance would require the replacement of the severely corroded and dilapidated bridge materials with modern materials, the retrofitting of the bridge components is necessary for the bridges to remain functional.

The retrofitted bridges would include the use of single clear span concrete decks and concrete railings. The bridge abutments require reconfiguration to support the loads of the concrete decks and to place them outside of the Waikele Stream and Kapakahi Stream channels, which is expected to be a beneficial improvement. The existing Waikele Stream Bridge abutments would remain in place. This reconfiguration of the bridge abutments would require the use of slightly longer bridge decks than currently exist, however, this would not change the overall use or alignments of the bridges, or footprint of the existing Leeward Bikeway transportation corridor.

Additionally, the designs of the retrofitted bridges would not significantly change as they have been designed to be consistent with its historical era appearance of the existing bridges to the extent practicable and feasible. Detailed plans for the retrofitted bridges are enclosed (Enclosure 3). A comparison of the existing and proposed bridge dimensions for the Waikele Stream Bridge and Kapakahi Stream Bridge is provided in the table below.

Bridges (Existing and Proposed)	**Deck Widths**		**Deck Length**	**Deck Height**	**Railing Height**
	Inside Width	**Outside Width**			
Waikele Steam Bridge (Existing)	~ 19 ft	~ 21 ft	~ 65 ft	~ 6 ft above sea level	~ 4 ft
Waikele Steam Bridge (Proposed)	~ 14 ft	~ 17 ft	~ 95 ft	~ 7 ft above sea level	~ 4 ft
Kapakahi Steam Bridge (Existing)	~ 19 ft	~ 21 ft	~ 63 ft	~ 6 ft above sea level	~ 4 ft
Kapakahi Steam Bridge (Proposed)	~ 15 ft	~ 18 ft	~ 86 ft	~ 6 ft above sea level	~ 4 ft

The existing utility supports attached to the sides of the Waikele Stream Bridge and Kapakahi Stream Bridge are severely corroded and in need of maintenance. These supports will be retrofitted with modern materials (i.e., concrete) and will be substantially the same dimensions as are currently existing.

Although the construction of the paved path and retrofitting of the Waikele Stream Bridge and Kapakahi Stream Bridge by the Leeward Bikeway project will introduce new modern materials, its alignment has always been used as a transportation corridor. Consequently, the HDOT regards the Leeward Bikeway project as a maintenance activity that will preserve and enhance an existing transportation corridor and does not constitute new development. The construction will provide a firm, consistent, and maintainable riding/walking surface that connects various routes and locations of interest and will be built entirely within the former OR&L ROW. Additionally, the intended use of the property as a non-vehicular transportation corridor will remain unchanged. **Therefore, HDOT is requesting concurrence from the DPP that the bike path,**

including retrofitting of the Waikele Stream Bridge and Kapakahi Stream Bridge, may be excluded under ROH, Section 25-1.3(2)(B) relating to the repair or maintenance of roads and highways within existing right-of-way.

In-water work would only be required at the Kapakahi Stream Bridge location for the minor maintenance dredging along the east and west banks of the Kapakahi Stream beneath the bridge. A total of approximately 6 cubic yards of sediment that has accumulated would be dredged using a single-scoop method of excavation with the equipment staged in uplands above the mean high high water (MHHW). A figure showing the proposed maintenance dredge plan with elevations and volumes is enclosed (Enclosure 4). Both the east and west bank sediment would be dredged by an excavator on the west bank and the sediment placed into a drying basin. Dredging work would be phased to complete only one side of the bank at a time. Best Management Practices (BMPs) during maintenance dredging operations will include the use of a temporary turbidity curtain downstream the open dredge area locations. Maintenance dredging the banks of Kapakahi Stream beneath the bridge is needed to remove accumulated sediments and improve stream flows within the project extents. **Therefore, HDOT is requesting concurrence from the DPP that the routine maintenance dredging of the existing Kapakahi Stream, can be excluded under ROH, Section 25-1.3(2)(C) relating to the routine maintenance dredging of existing streams, channels and drainageways.**

Relationship of Project to SMA Guidelines

The following is a summary of the relationship of the project to the guidelines established for the review of activities in the Special Management Area per HRS, Chapter 205A-26, Special Management Area Guidelines:

1) *All development in the special management area shall be subject to reasonable terms and conditions set by the authority in order to ensure:*
   A) *Adequate access, by dedication or other means, to publicly owned or used beaches, recreation areas, and natural reserves is provided to the extent consistent with sound conservation principles;*

The proposed project will improve public access to publicly owned or used beaches, recreational areas, and natural reserves by improving pedestrian and bicycling access to the coastline around Pearl Harbor's West Loch area. The improvements along this segment will include an 8- to 10-foot wide asphalt concrete bikeway and retrofitting of the Waikele and Kapakahi Stream Bridges. No vertical improvements, such as buildings, will be constructed along the bikeway.

   B) *Adequate and properly located public recreation areas and wildlife preserves are reserved;*

Access to the shoreline, public recreation areas, and wildlife preserves will not be impacted by this project. Instead, it is anticipated that the Leeward Bikeway will promote further use of the public recreation and wildlife preserve areas along the coastline. Access to nearby public

recreational areas and wildlife preserve resources include: (1) Betty Bliss Memorial Overlook; (2) Waipio Point Soccer Park; (3) West Loch Shoreline Park; (4) Ted Makalena Golf Course; and (4) West Loch Golf Course.

C) Provisions are made for solid and liquid waste treatment, disposition, and management which will minimize adverse effects upon special management area resources; and

Solid waste generated during construction will be disposed of by the contractor at a facility approved by the City and County of Honolulu and State to accept such waste. The handling of construction storm water will be addressed through the filing of a National Pollutant Discharge Elimination System construction storm water permit application which will require the use of BMPs and other methods, measures, and practices to ensure that storm water discharges from the site are acceptable to the environment. Portable toilet facilities are planned to be used during construction and will be removed upon the termination of all work. The contractor will be responsible for proper maintenance and upkeep of portable toilet facilities such that all maintenance will be performed off-site and there will be no discharges of effluent at the site.

D) Alterations to existing landforms and vegetation, except crops, and construction of structures shall cause minimum adverse effect to water resources and scenic and recreational amenities and minimum danger offloads, wind damage, storm surge. landslides, erosion, siltation, or failure in the event of earthquake.

The Leeward Bikeway will not alter land forms or vegetation. It will enhance rather than adversely affect recreational amenities. The potential for danger from natural hazards will not be increased by project construction as the project will not involve the development of habitable structures. In addition:

- The project will be constructed for a long-term design life in accordance with current International Building Code seismic design standards for Oahu.
- The project is not expected to exacerbate flood conditions. Engineering studies for improvements within the flood way and Coastal High Hazard zone will be undertaken during the design stage. In any area where development is proposed within a floodway, a registered professional engineer will certify that the work will not cause any increase in the base flood elevation during the occurrence of the base flood discharge.
- Concerning the potential for hurricanes, the Leeward Bikeway and related bridge structures will be designed to meet or exceed the minimum requirements of the American Association of State Highway Transportation Officials (AASHTO) and AASHTO Load Resistance Factor Design (LRFD) specifications for pedestrian and bicycle use.
- Concerning the potential for adverse effects from tsunami, coastal segments of the Leeward Bikeway are located within the tsunami evacuation zone and will be more vulnerable to tsunami than inland areas of the Ewa Plain. The bikeway will potentially attract more users to coastal areas susceptible to tsunami inundation. The existing Civil Defense tsunami warning system of sirens and public announcements has been shown to

provide reasonable amount of time for people to evacuate potential inundation areas. The pathway will facilitate evacuation by improving access for emergency personnel to enter vulnerable shoreline areas to conduct patrols and issue warnings, and by providing an alternative route for public evacuation away to safe areas.

2) No development shall be approved unless the authority has first found:
A) That the development will not have any substantial adverse environmental or ecological effect, except as such adverse effect is minimized to the extent practicable and clearly outweighed by public health, safety, or compelling public interests. Such adverse effects shall include, but not be limited to, the potential cumulative impact of individual developments, each one of which taken in itself might not have a substantial adverse ~fleet, and the elimination of planning options;

The proposed project is individually limited in terms of short- and long-term effects of construction of the Leeward Bikeway. Long-term cumulative impacts on natural and cultural resources are not anticipated based on the limited scope of work that is not planned for expansion beyond the former OR&L ROW.

Several current planning documents define the need for a shared use path to link neighborhoods to beach parks and other recreation areas, regional attractions, historic sites, and nature habitats between Nanakuli and Aiea and identify the former OR&L ROW as a valuable resource to provide a safe and continuous bicycle and pedestrian path. These include the *PHHT Master Plan (2003)*; *Central Oahu Sustainable Communities Plan (COSCP) (proposed revised plan, 2016)*; *The Oahu Bike Plan, A Bicycle Master Plan (2012)*; and *Ewa Development Plan (EDP) (2013).*

The project is not anticipated to have cumulative adverse effects on the environment based on the review of past, present and reasonably foreseeable future actions in the area. The bikeway project will not degrade the environment based on its construction or use, due to its nature involving the use of an existing railroad ROW for an alternative transportation corridor by bicyclists and pedestrians.

B) That the development is *consistent with the objectives, policies, and special management area guidelines of this chapter and any guidelines enacted by the legislature; and*

The subject project and in particular, the portion of the subject project within the SMA is consistent with the guidelines promulgated in HRS, 205A-26, Special Management Area Guidelines. See also the Draft EA, Section 4.2.3, Coastal Zone Management Act (CZMA), HRS 205(A).

C) That the development is consistent with the county general plan and zoning. Such a finding of consistency does not preclude concurrent processing where a general plan or zoning amendment may also be required.

The proposed project will be developed in conformance with the General Plan's policies and those of the COSCP and EDP. These plans are identified in the Draft EA, Section 4.3.4, Central Oahu Sustainable Communities Plan (COSCP) (Proposed Revised Plan 2016) and Section 4.3.3, Ewa Development Plan (EDP) (2013). Each of these plans support dedicated pedestrian and bicycle facilities and specifically supports redevelopment of the former OR&L ROW for the Leeward Bikeway. The project will also be developed in conformance with the City and County of Honolulu Zoning Ordinances. This is identified in the Draft EA, Section 3.2.2, City and County of Honolulu Zoning. No development plan amendment or zoning changes will be required.

3) *The authority shall seek to minimize, where reasonable:*
   A) *Dredging, filling or otherwise altering any bay, estuary, salt marsh, river mouth, slough or lagoon;*

A small portion of the project will involve minor maintenance dredging along the east and west banks of the Kapakahi Stream beneath the bridge. A total of approximately 6 cubic yards of sediment that has accumulated would be dredged using a single-scoop method of excavation with the equipment staged in uplands above the MHHW. Both the east and west bank sediment would be dredged by an excavator on the west bank and the sediment placed into a drying basin. Dredging work would be phased to complete only one side of the bank at a time. BMPs during maintenance dredging operations will include the use of a temporary turbidity curtain downstream the open dredge area locations. Maintenance dredging the banks of Kapakahi Stream beneath the bridge is needed to remove accumulated sediments and improve stream flows within the project extents.

In order to accomplish this portion of the project appropriate environmental entitlements will be prepared and filed including a Department of the Army Permit Application and Section 401 Water Quality Certification. This is identified in the Draft EA, Section 5.0, Permits and Approvals that May be Required. The project will not otherwise involve dredging, filling or alteration of the shoreline configuration where salt marshes, sloughs, river mouths or lagoons are located.

   B) *Any development which would reduce the size of any beach or other area usable for public recreation;*

No beaches are present along the coastal shoreline that will be reduced in size.

   C) *Any development which would reduce or impose restrictions upon public access to tidal and submerged lands, beaches, portions of rivers and streams within the special management areas and the mean high tide line where there is no beach;*

The former OR&L ROW will be maintained to ensure continued access to the shoreline. Improvements will not eliminate any existing park amenities or reduce the size of any recreation area but will enhance public access to the shoreline and create a regional recreational amenity.

   D) *Any development which would substantially interfere with or detract from the line of sight toward the sea from the state highway nearest the coast; and*

The project corridor will be designed to maintain visual quality and open space. The project path will be constructed at grade on a relatively flat plain that will not obstruct views to or from the coastline. The project will not alter, and may improve, the line of sight toward the ocean by paving and generally improving the appearance of the former railroad ROW.

   E) *Any development which would adversely affect water quality, existing areas of open water free of visible structures, existing and potential fisheries and fishing grounds, wildlife habitats, or potential or existing agricultural uses of land.*

Water quality will not be adversely affected by the project. BMPs will be implemented during construction to prevent pollutants from mixing with storm water. Project improvements will not encroach on any ocean areas or existing areas of open water free of visible structures and will not affect existing or potential fisheries or fishing grounds, or wildlife habitats. The former OR&L ROW does not pass through actively cultivated agricultural lands and the proposed project will not reduce the amount of land used for agricultural purposes.

We thank you in advance for your consideration of this important request and look forward to your favorable response. Should there be any questions, please contact Robert Sun by telephone at (808) 692-7578 or by e-mail to Robert.Sun@hawaii.gov.

We appreciated your review of the subject project and allowing us this opportunity to respond. Your letter and this response will be included in the Draft Environmental Assessment.

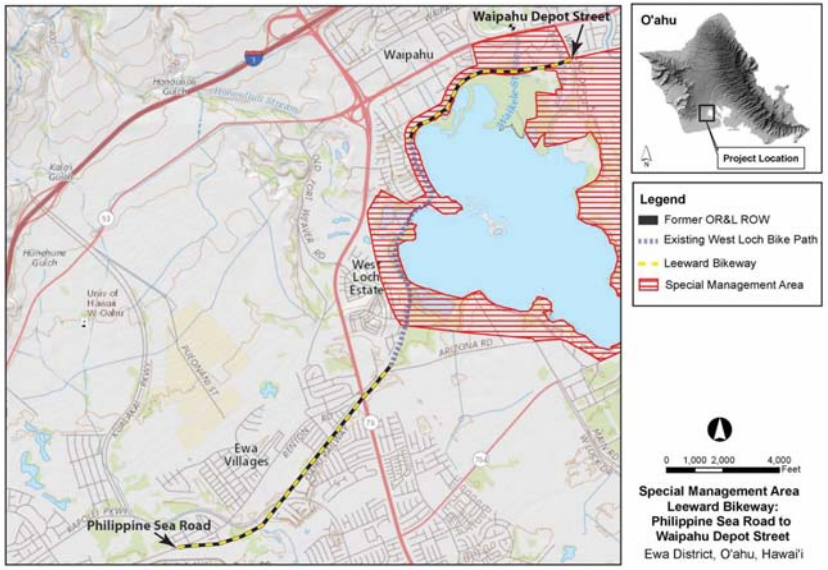
Sincerely,

CURTIS MATSUDA
ACTING ENGINEERING PROGRAM MANAGER
DESIGN BRANCH, HIGHWAYS DIVISION

Enclosures:
Enclosure 1 – Project Area and SMA Map
Enclosure 2 – Photographs of Existing Waikele and Kapakahi Stream Bridges
Enclosure 3 – Construction Plans for Retrofitted Waikele and Kapakahi Stream Bridges
Enclosure 4 – Proposed Maintenance Dredge Plan within Kapakahi Stream

cc: Meesa Otani, FHWA
Brian Takeda and Stacy Armstrong, R. M. Towill Corporation
bc: HWY-DD (R. Sun)

Enclosure 1, Project Area and SMA Map



Legend

- Former OR&L ROW
- Existing West Loch Bike Path
- Leeward Bikeway
- Special Management Area

0 1,000 2,000 4,000 Feet

Special Management Area
Leeward Bikeway:
Philippine Sea Road to
Waipahu Depot Street
Ewa District, O'ahu, Hawai'i

R. M. TOWILL CORPORATION

Enclosure 2, Photographs of Existing Waikele and Kapakahi Stream Bridges

Downstream Side Waikele Stream Bridge

Within Waikele Stream Bridge

Upstream Side Kapakahi Stream Bridge

Downstream Side Kapakahi Stream Bridge

Within Kapakahi Stream Bridge

Enclosure 3, Construction Plans for Retrofitted Waikele and Kapakahi Stream Bridges

FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEARS	SHEET NO.	TOTAL SHEETS
VARIOUS	HAWAII	STP-0300(8)	2017	1	166

INDEX TO DRAWINGS	
SHEET NO.	DESCRIPTION
1	TITLE SHEET
2	STANDARD PLANS SUMMARY
3–11	CONSTRUCTION NOTES
12	LEGEND AND ABBREVIATIONS
13–14	GENERAL PLANS
15–18	TYPICAL SECTIONS
19–28	DETAILS
29–38	SITE PLANS
39–74	PLAN AND PROFILES
75–76	BRIDGE GRADING PLANS
77–82	INTERSECTION PLANS
83–85	SIGNING AND STRIPING PLANS
86–100	EROSION CONTROL PLANS
101–102	TRAFFIC CONTROL PLANS
103–115	GEOTECHNICAL PLANS
116–149	STRUCTURAL PLANS
150–166	ELECTRICAL PLANS

STATE OF HAWAII

DEPARTMENT OF TRANSPORTATION

HIGHWAYS DIVISION
HONOLULU, HAWAII

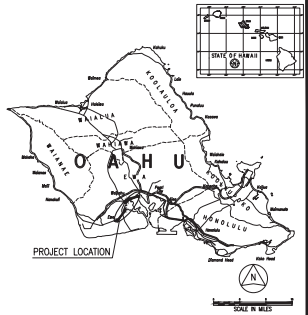
PLANS FOR

LEEWARD BIKEWAY

PHILIPPINE SEA ROAD TO WAIPAHU DEPOT STREET

FEDERAL AID PROJECT NO. STP-0300(8)

DISTRICTS OF EWA
ISLAND OF OAHU



FEDERAL AID INTERSTATE PROJECTS PREVIOUSLY CONSTRUCTED OR UNDER CONSTRUCTION

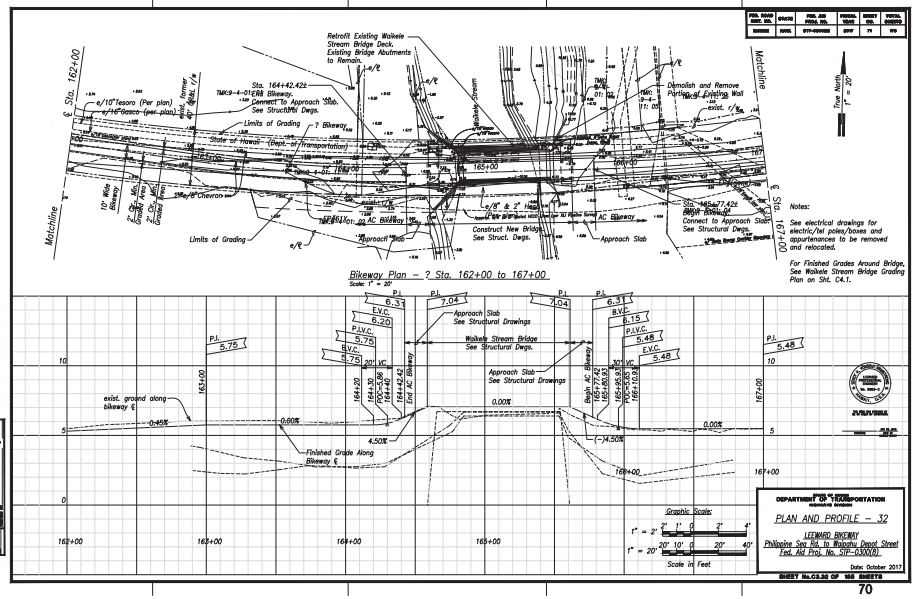
LOCATION PLAN
NOT TO SCALE

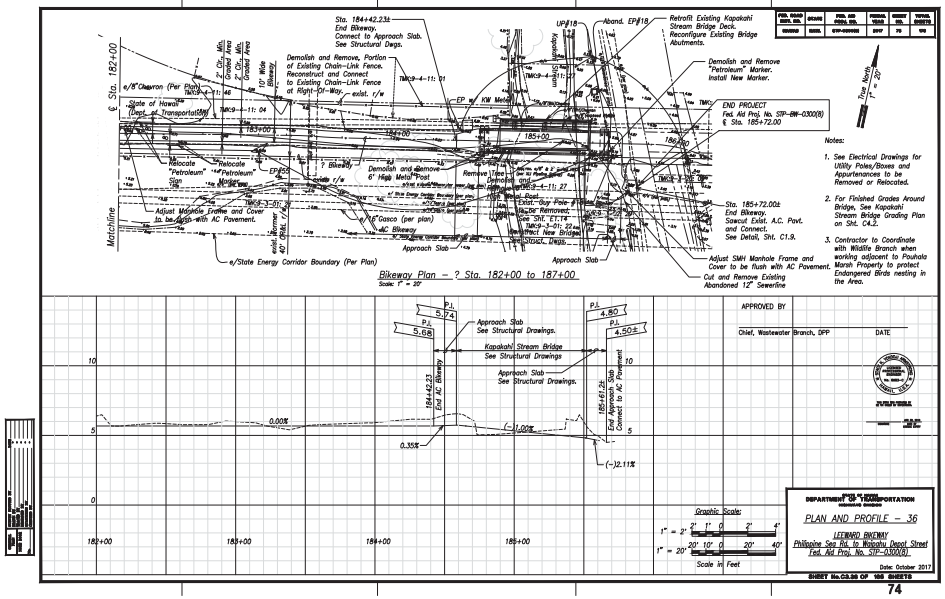
NET LENGTH OF PROJECT = 3.60 MILES
GROSS LENGTH OF PROJECT = 4.20 MILES

DEPARTMENT OF TRANSPORTATION
STATE OF HAWAII
APPROVED:
DIR. OF TRANSPORTATION DATE

DGN FILENAME: 0300-8_TITLE.DGN
DATE PLOTTED: 11/07/2017
PLOTTED BY: Kevin Ng
PLOT SCALE: 1:1
DGN FORMAT: 11x17 (D)
DGN VERSION: V8
DGN FORMAT: 11x17 (D)
DGN VERSION: V8

1


Bikeway Plan – ? Sta. 162+00 to 167+00
Scale: 1" = 20'
Graphic Scale:
Scale in Feet
DEPARTMENT OF TRANSPORTATION
PLAN AND PROFILE – 32
LEEWARD BIKEWAY
Philippine Sea Rd. to Waipahu Depot Street
Fed. Aid Proj. No. STP-0300(8)
Date: October 2017
SHEET No.C3.32 OF 108 SHEETS


Bikeway Plan – ? Sta. 182+00 to 187+00
Scale: 1" = 20'
Graphic Scale:
Scale in Feet
APPROVED BY
Chief, Wastewater Branch, DPP
DATE
DEPARTMENT OF TRANSPORTATION
PLAN AND PROFILE – 36
LEEWARD BIKEWAY
Philippine Sea Rd. to Waipahu Depot Street
Fed. Aid Proj. No. STP-0300(8)
Date: October 2017
SHEET No.C3.36 OF 108 SHEETS

FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
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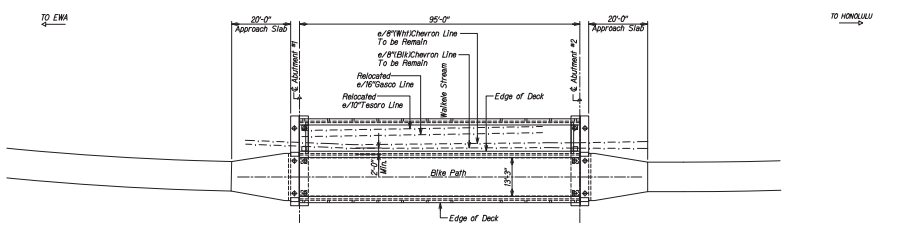
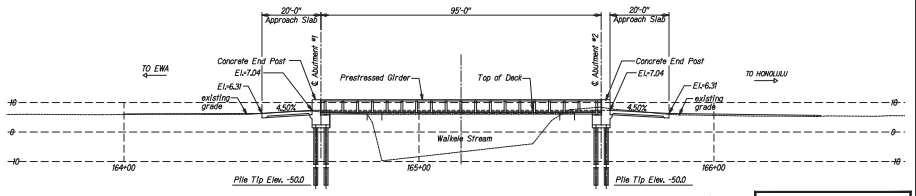


LAYOUT PLAN
Scales 1" = 10'-0"



ELEVATION
Scales 1" = 10'-0"

STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
HIGHWAYS DIVISION

WAIKELE STREAM BRIDGE
LAYOUT PLAN AND SECTION
LEEWARD BIKEWAY
HRS Train Station to Waipio Pt. Access Rd.
Fed. Aid Proj. No. STP-0300(055)

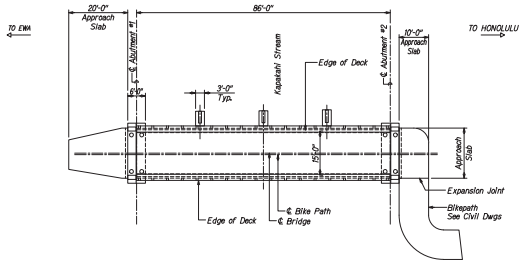
Scales: As Noted Date: August 1, 2013

SHEET No. 61.1 OF 93 SHEETS

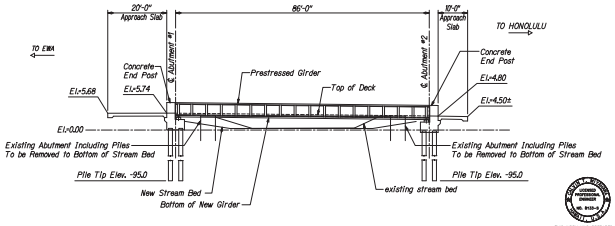
THIS WORK WAS PREPARED BY ME OR UNDER MY SUPERVISION.

A.B.N.
DRAWING DRAWN AS IN THE LARGE

FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
02/08/08	HAWAII	STP-0300(055)	2013	144	119



LAYOUT PLAN
Scales 1" = 10'-0"



ELEVATION
Scales 1" = 10'-0"

STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
HIGHWAYS DIVISION

KAPAKAHI STREAM BRIDGE
PLAN AND SECTION
LEEWARD BIKEWAY
HRS Train Station to Waipio Pt. Access Rd.
Fed. Aid Proj. No. STP-0300(055)

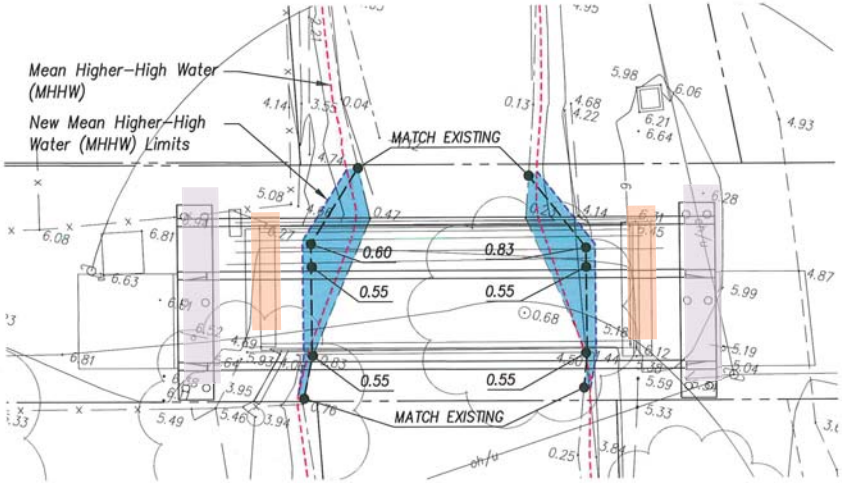
Scales: As Noted Date: August 1, 2013

SHEET No. 88.1 OF 93 SHEETS

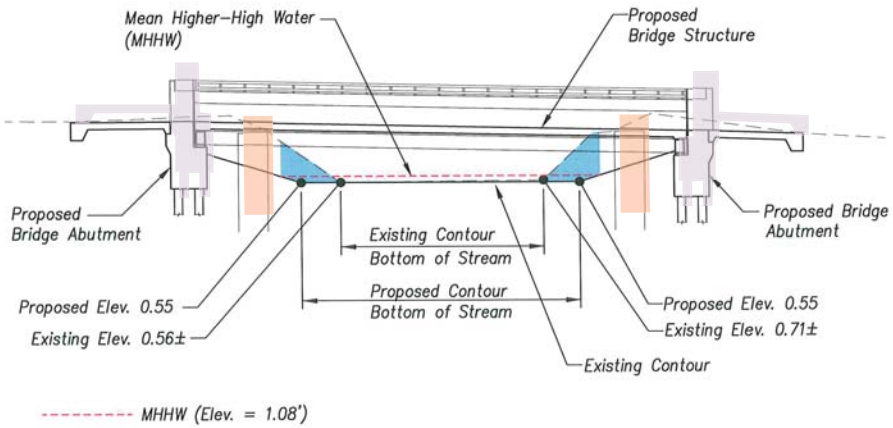
THIS WORK WAS PREPARED BY ME OR UNDER MY SUPERVISION.

A.B.N.
DRAWING DRAWN AS IN THE LARGE

Enclosure 4, Proposed Maintenance Dredge Plan within Kapakahi Stream



Plan View with Elevations



Section View

Area to be dredged waterward of MHHW
West Bank: Area = 147 SF, Volume = 3 CY
East Bank: Area = 154 SF, Volume = 3 CY

Scale: Vertical: 1 In. = 10 Ft.
Horizontal: 1 In. = 20 Ft.

DAVID Y. IGE
GOVERNOR

JADE T. BUTAY
INTERIM DIRECTOR

Deputy Directors
ROSS M. HIGASHI
EDWIN H. SNIFFEN
DARRELL T. YOUNG

STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
869 PUNCHBOWL STREET
HONOLULU, HAWAII 96813-5097

IN REPLY REFER TO:
HWY-DD 2.6521

February 2, 2018

Ms. Michele K. Nekota
Director
City and County of Honolulu
Department of Parks and Recreation
1000 Uluohia Street, Suite 309
Kapolei, Hawaii 96707

Dear Ms. Nekota:

Subject: Leeward Bikeway: Philippine Sea Road to Waipahu Depot Street
Ewa District, Island of Oahu, Hawaii
Federal-Aid Project No. STP-BW-0300(8)
Tax Map Key: (Portions) (1) 9-1-17: 003, 008, 044, 045, 055; (1) 9-1-64: 116; 9-1-69: 002, 003, 010; 9-1-126: 008, 013; 9-3-01: 006, 021; 9-3-02: 029; 9-4-01: 002, 011; and 9-4-11: 011
Request for Pre-Assessment Consultation, Hawaii Revised Statutes, Chapter 343

The State of Hawaii Department of Transportation (HDOT) would like to invite you to participate in pre-assessment consultation for the subject project. The proposed project is located in the Ewa District, Island of Oahu, Hawaii.

The HDOT is preparing an Environmental Assessment (EA) for the proposed project to address the requirements of Hawaii Revised Statutes, Chapter 343, and Hawaii Administrative Rules, Chapter 11-200. The specific action that requires the preparation of the EA includes the use of state land and/or funds for the proposed action.

Proposed Action
The Leeward Bikeway project would involve the construction of a new 8-10 foot-wide approximately 3-mile-long bikeway within the 40-foot wide former Oahu Railway and Land Company right-of-way (OR&L ROW) beginning at Philippine Sea Road and extending east to Waipahu Depot Street. The project site is approximately 17.78 acres. Construction is expected to commence in late 2018. Approximately 12 months will be required for construction. The enclosed Project Fact Sheet provides an overview of the project location, design and construction components, purpose and need, and history (Enclosure 1).

Alternatives to the Proposed Action
An evaluation of all prudent and feasible alternatives was conducted to avoid or minimize impacts to the surrounding environment. The proposed design was determined to be the most practical and feasible alternative. Other alternatives considered were: (a) no action and (b) delayed action. Alternatives to the proposed action did not meet the HDOT's objective of constructing a continuous bikeway facility in the Ewa region; and failed to meet the access requirements of the 1980 deed transferring ownership of the former OR&L ROW to the State of Hawaii from the U. S. Government.

Anticipated Impacts
The former OR&L ROW is listed on the National Register of Historic Places (NRHP) as Reference No. 75000621, and on the State Inventory of Historic Places (SIHP) as site 50-80-12-9714. The Kapakahi and Waikele Stream Bridges, while not listed on the NRHP, are eligible for listing. All work proposed will address the requirements of state and federal laws concerning the protection and/or preservation of these historic resources.

The Leeward Bikeway project is expected to result in positive long-term and beneficial secondary impacts for residents and visitors using a continuous bicycle and pedestrian path for non-motorized recreational and transportation purposes. The proposed project is consistent with the *2003 Pearl Harbor Historic Trail Master Plan*; *2002 Central Oahu Sustainable Communities Plan*; *2012 Oahu Bike Plan*; and *2013 Ewa Development Plan*, and promotes the shared use of the former OR&L ROW to provide a safe and continuous bicycle and pedestrian path between Ewa and Aiea.

The project design connects logical termini identified in past and present regional and development plans and is of sufficient length to provide independent utility (i.e., usable and reasonable expenditure even if no additional transportation improvements in the area are made). By linking to existing facilities (West Loch Bike Path and Pearl Harbor Historic Trail), the development of the proposed bikeway will serve to connect the communities from Ewa to Aiea and help to address major residential, business, and commercial growth in the Ewa and Central Oahu areas occurring over the past several decades and proposed in the future. The action to link the proposed project to existing facilities would not require other project improvements, nor would construction of the proposed project disrupt the use of existing facilities.

We respectfully request any information you may have regarding environmental resource concerns in the project vicinity to assist in our evaluation. Please ensure that your comments are received or postmarked by FRIDAY, FEBRUARY 16, 2018. We would appreciate a written response to Robert Sun via email at robert.sun@hawaii.gov, or by U.S. Postal Service to Hawaii Department of Transportation, Highways Division, Design Branch, Highway Design Section; 601 Kamokila Boulevard, Room 609; Kapolei, Hawaii 96707.

Please feel free to contact Robert Sun by telephone at (808) 692-7578, if you have any questions. We look forward to working with you on this needed transportation and recreational facility.

Sincerely,

CURTIS MATSUDA
ACTING ENGINEERING PROGRAM MANAGER
DESIGN BRANCH, HIGHWAYS DIVISION

Enclosure

cc: Meesa Otani, FHWA
Brian Takeda and Stacy Armstrong, R. M. Towill Corporation

bc: HWY-DD (R. Sun)

LEEWARD BIKEWAY, PHILIPPINE SEA ROAD TO WAIPAHU DEPOT STREET
FEDERAL-AID PROJECT NO. STP-BW-0300(8)
PROJECT FACT SHEET

Leeward Bikeway Project location: The Federal Highway Administration and State of Hawai'i Department of Transportation Highways Division (HDOT), propose a project to construct the Leeward Bikeway, from Philippine Sea Road to Waipahu Depot Street in the Waikele, Hoaeae, Honouliuli Ahupuaa, Ewa District, Island of Oahu, Hawaii (see attached map).

Leeward Bikeway Project overview: The approximately 3-mile-long 8-10 foot-wide asphalt concrete bikeway would be built within the 40-foot wide former Oahu Railroad & Land Company (OR&L) right-of-way (ROW) and provide a dedicated, shared use path for pedestrians and bicyclists. The bikeway would consist of two sections connected by the existing approximately 2-mile West Loch Bike Path on either end to form a continuous path. The first section of the bikeway would begin at Philippine Sea Road and extend approximately 10,500 feet east to connect with the southwest end of the West Loch Bike Path. The second section of the bikeway would begin at the northeast end of the West Loch Bike Path and extend approximately 6,900 feet east to its terminus at Waipahu Depot Street. At its terminus, the bikeway would connect with the existing 5.8-mile-long Pearl Harbor Historic Trail (PHHT). Along most of its length the bikeway would be separated from vehicular traffic. However, where the bikeway crosses existing roadways (i.e., Kapolei Parkway and Fort Weaver Road) the bikeway users would be guided by signs to new or existing signalized pedestrian roadway crossings.

Design and construction components of the Leeward Bikeway Project include:

- Construction of the Leeward Bikeway facility beginning at Philippine Sea Road in Ewa and extending east to Waipahu Depot Street in Waipahu;
- Replacement of two historic railroad bridges (i.e., Kapakahi and Waikele Stream Bridges);
- Improvements to storm drain near Kapolei Parkway;
- Relocation of utility lines and poles;
- Construction of retaining walls;
- Relocation and replacement of existing fencing; and
- Installation of bollards, signage and striping.

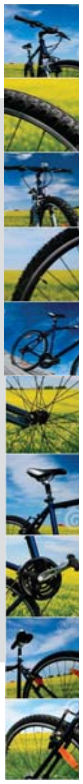
Purpose and need of the Leeward Bikeway Project: Several current regional and development plans define the need for a shared use path that links the neighborhoods in West Oahu to beach parks, recreation areas, regional attractions, historic sites, and nature habitats. They include the *2003 Pearl Harbor Historic Trail Master Plan*; *2002 Central Oahu Sustainable Communities Plan*; *2012 O'ahu Bike Plan*; and *2013 Ewa Development Plan.* Furthermore, these plans identify the former OR&L ROW as a resource where a safe and continuous bicycle and pedestrian path could be provided. The current project would utilize the former OR&L ROW to connect to the existing West Loch Bike Path and PHHT to provide a continuous, accessible, and safe shared-use path between Ewa and Aiea. In doing so, the proposed project would complete important components of past and current regional and development plans. Additionally, by connecting the communities from Ewa to Aiea, the Leeward Bikeway would address major residential, business, and commercial growth in the Ewa and Central Oahu areas occurring over the past several decades and in the future by providing an outstanding recreational resource and non-motorized transportation facility.

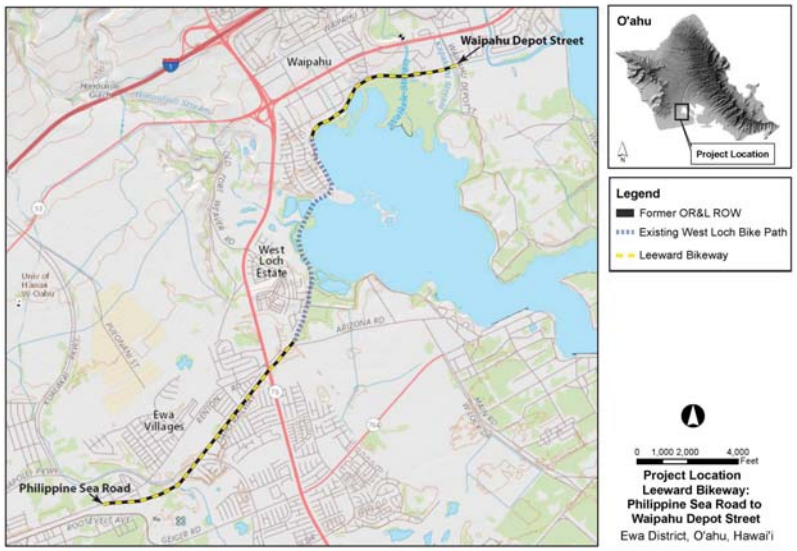
Background for the Leeward Bikeway Project: The implementation of the project is in response to the 1980 transfer of title of an approximately 14-mile long section of the former OR&L ROW from the U. S. Government to the State of Hawaii that requires the HDOT to use the transferred land for highway purposes, i.e. bicycle lanes or paths and pedestrian walkways.

The project limits, Philippine Sea Road to Waipahu Depot Street, connect logical termini identified in past and present regional and development plans and are of sufficient length to provide independent utility (i.e., usable and reasonable expenditure even if no additional transportation improvements in the area are made).

Construction is expected to commence in late 2018. Approximately 12 months will be required for construction.

For more information please contact:
Robert Sun
Project Manager, Design Branch, Hawaii Department of Transportation
robert.sun@hawaii.gov





DAVID Y. IGE
GOVERNOR

JADE T. BUTAY
INTERIM DIRECTOR

Deputy Directors
ROSS M. HIGASHI
EDWIN H. SNIFFEN
DARRELL T. YOUNG

STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
869 PUNCHBOWL STREET
HONOLULU, HAWAII 96813-5097

IN REPLY REFER TO:
HWY-DD 2.6521

February 2, 2018

Mr. Rito Saniatan
Chair
Waipahu Neighborhood Board No. 22
530 South King Street #406
Honolulu, Hawaii 96813

Dear Mr. Saniatan:

Subject: Leeward Bikeway: Philippine Sea Road to Waipahu Depot Street
Ewa District, Island of Oahu, Hawaii
Federal-Aid Project No. STP-BW-0300(8)
Tax Map Key: (Portions) (1) 9-1-17: 003, 008, 044, 045, 055; (1) 9-1-64: 116; 9-1-69: 002, 003, 010; 9-1-126: 008, 013; 9-3-01: 006, 021; 9-3-02: 029; 9-4-01: 002, 011; and 9-4-11: 011
Request for Pre-Assessment Consultation, Hawaii Revised Statutes, Chapter 343

The State of Hawaii Department of Transportation (HDOT) would like to invite you to participate in pre-assessment consultation for the subject project. The proposed project is located in the Ewa District, Island of Oahu, Hawaii.

The HDOT is preparing an Environmental Assessment (EA) for the proposed project to address the requirements of Hawaii Revised Statutes, Chapter 343, and Hawaii Administrative Rules, Chapter 11-200. The specific action that requires the preparation of the EA includes the use of state land and/or funds for the proposed action.

Proposed Action
The Leeward Bikeway project would involve the construction of a new 8-10 foot-wide approximately 3-mile-long bikeway within the 40-foot wide former Oahu Railway and Land Company right-of-way (OR&L ROW) beginning at Philippine Sea Road and extending east to Waipahu Depot Street. The project site is approximately 17.78 acres. Construction is expected to commence in late 2018. Approximately 12 months will be required for construction. The enclosed Project Fact Sheet provides an overview of the project location, design and construction components, purpose and need, and history (Enclosure 1).

Alternatives to the Proposed Action
An evaluation of all prudent and feasible alternatives was conducted to avoid or minimize impacts to the surrounding environment. The proposed design was determined to be the most practical and feasible alternative. Other alternatives considered were: (a) no action and (b) delayed action. Alternatives to the proposed action did not meet the HDOT's objective of constructing a continuous bikeway facility in the Ewa region; and failed to meet the access requirements of the 1980 deed transferring ownership of the former OR&L ROW to the State of Hawaii from the U. S. Government.

Anticipated Impacts
The former OR&L ROW is listed on the National Register of Historic Places (NRHP) as Reference No. 75000621, and on the State Inventory of Historic Places (SIHP) as site 50-80-12-9714. The Kapakahi and Waikele Stream Bridges, while not listed on the NRHP, are eligible for listing. All work proposed will address the requirements of state and federal laws concerning the protection and/or preservation of these historic resources.

The Leeward Bikeway project is expected to result in positive long-term and beneficial secondary impacts for residents and visitors using a continuous bicycle and pedestrian path for non-motorized recreational and transportation purposes. The proposed project is consistent with the *2003 Pearl Harbor Historic Trail Master Plan*; *2002 Central Oahu Sustainable Communities Plan*; *2012 Oahu Bike Plan*; and *2013 Ewa Development Plan*, and promotes the shared use of the former OR&L ROW to provide a safe and continuous bicycle and pedestrian path between Ewa and Aiea.

The project design connects logical termini identified in past and present regional and development plans and is of sufficient length to provide independent utility (i.e., usable and reasonable expenditure even if no additional transportation improvements in the area are made). By linking to existing facilities (West Loch Bike Path and Pearl Harbor Historic Trail), the development of the proposed bikeway will serve to connect the communities from Ewa to Aiea and help to address major residential, business, and commercial growth in the Ewa and Central Oahu areas occurring over the past several decades and proposed in the future. The action to link the proposed project to existing facilities would not require other project improvements, nor would construction of the proposed project disrupt the use of existing facilities.

We respectfully request any information you may have regarding environmental resource concerns in the project vicinity to assist in our evaluation. Please ensure that your comments are received or postmarked by FRIDAY, FEBRUARY 16, 2018. We would appreciate a written response to Robert Sun via email at robert.sun@hawaii.gov, or by U.S. Postal Service to Hawaii Department of Transportation, Highways Division, Design Branch, Highway Design Section; 601 Kamokila Boulevard, Room 609; Kapolei, Hawaii 96707.

Please feel free to contact Robert Sun by telephone at (808) 692-7578, if you have any questions. We look forward to working with you on this needed transportation and recreational facility.

Sincerely,

CURTIS MATSUDA
ACTING ENGINEERING PROGRAM MANAGER
DESIGN BRANCH, HIGHWAYS DIVISION

Enclosure

cc: Meesa Otani, FHWA
Brian Takeda and Stacy Armstrong, R. M. Towill Corporation

bc: HWY-DD (R. Sun)

LEEWARD BIKEWAY, PHILIPPINE SEA ROAD TO WAIPAHU DEPOT STREET
FEDERAL-AID PROJECT NO. STP-BW-0300(8)
PROJECT FACT SHEET

Leeward Bikeway Project location: The Federal Highway Administration and State of Hawai'i Department of Transportation Highways Division (HDOT), propose a project to construct the Leeward Bikeway, from Philippine Sea Road to Waipahu Depot Street in the Waikele, Hoaeae, Honouliuli Ahupuaa, Ewa District, Island of Oahu, Hawaii (see attached map).

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Design and construction components of the Leeward Bikeway Project include:

- Construction of the Leeward Bikeway facility beginning at Philippine Sea Road in Ewa and extending east to Waipahu Depot Street in Waipahu;
- Replacement of two historic railroad bridges (i.e., Kapakahi and Waikele Stream Bridges);
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Background for the Leeward Bikeway Project: The implementation of the project is in response to the 1980 transfer of title of an approximately 14-mile long section of the former OR&L ROW from the U. S. Government to the State of Hawaii that requires the HDOT to use the transferred land for highway purposes, i.e. bicycle lanes or paths and pedestrian walkways.

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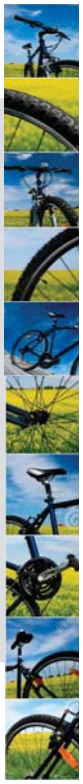
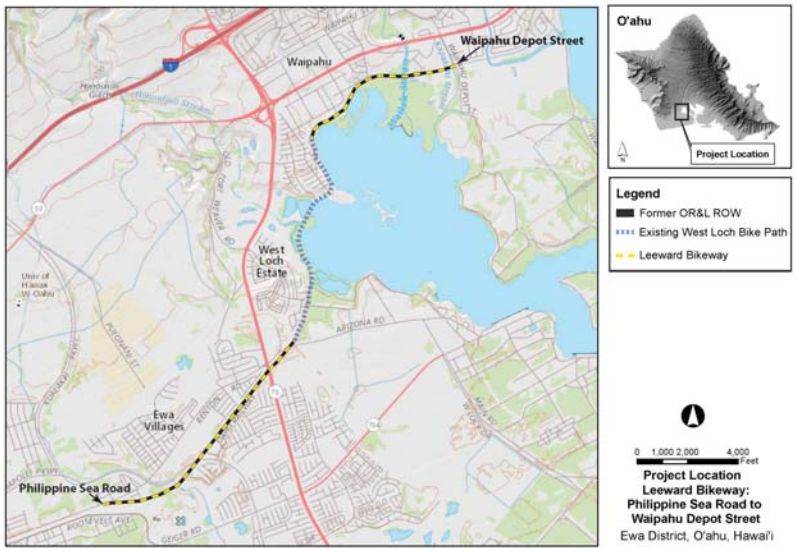
For more information please contact:
Robert Sun
Project Manager, Design Branch, Hawaii Department of Transportation
robert.sun@hawaii.gov





DAVID Y. IGE
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JADE T. BUTAY
INTERIM DIRECTOR

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ROSS M. HIGASHI
EDWIN H. SNIFFEN
DARRELL T. YOUNG

STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
869 PUNCHBOWL STREET
HONOLULU, HAWAII 96813-5097

IN REPLY REFER TO:
HWY-DD 2.6550

February 23, 2018

Mr. Rito Saniatan
Chair
Waipahu Neighborhood Board No. 22
925 Dillingham Blvd #160
Honolulu, Hawaii 96817

Dear Mr. Saniatan:

Subject: Leeward Bikeway: Philippine Sea Road to Waipahu Depot Street
Ewa District, Island of Oahu, Hawaii
Federal-Aid Project No. STP-BW-0300(8)
Tax Map Key: (Portions) (1) 9-1-17: 003, 008, 044, 045, 055; (1) 9-1-64: 116; 9-1-69: 002, 003, 010; 9-1-126: 008, 013; 9-3-01: 006, 021; 9-3-02: 029; 9-4-01: 002, 011; and 9-4-11: 011
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We respectfully request any information you may have regarding environmental resource concerns in the project vicinity to assist in our evaluation. Please ensure that your comments are received or postmarked by FRIDAY, MARCH 2, 2018. We would appreciate a written response to Robert Sun via email at robert.sun@hawaii.gov, or by U.S. Postal Service to Hawaii Department of Transportation, Highways Division, Design Branch, Highway Design Section; 601 Kamokila Boulevard, Room 609; Kapolei, Hawaii 96707.

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ACTING ENGINEERING PROGRAM MANAGER
DESIGN BRANCH, HIGHWAYS DIVISION

Enclosure

cc: Meesa Otani, FHWA
Brian Takeda and Stacy Armstrong, R. M. Towill Corporation

bc: HWY-DD (R. Sun)

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PROJECT FACT SHEET

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Design and construction components of the Leeward Bikeway Project include:

- Construction of the Leeward Bikeway facility beginning at Philippine Sea Road in Ewa and extending east to Waipahu Depot Street in Waipahu;
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Purpose and need of the Leeward Bikeway Project: Several current regional and development plans define the need for a shared use path that links the neighborhoods in West Oahu to beach parks, recreation areas, regional attractions, historic sites, and nature habitats. They include the *2003 Pearl Harbor Historic Trail Master Plan*; *2002 Central Oahu Sustainable Communities Plan*; *2012 O'ahu Bike Plan*; and *2013 Ewa Development Plan.* Furthermore, these plans identify the former OR&L ROW as a resource where a safe and continuous bicycle and pedestrian path could be provided. The current project would utilize the former OR&L ROW to connect to the existing West Loch Bike Path and PHHT to provide a continuous, accessible, and safe shared-use path between Ewa and Aiea. In doing so, the proposed project would complete important components of past and current regional and development plans. Additionally, by connecting the communities from Ewa to Aiea, the Leeward Bikeway would address major residential, business, and commercial growth in the Ewa and Central Oahu areas occurring over the past several decades and in the future by providing an outstanding recreational resource and non-motorized transportation facility.

Background for the Leeward Bikeway Project: The implementation of the project is in response to the 1980 transfer of title of an approximately 14-mile long section of the former OR&L ROW from the U. S. Government to the State of Hawaii that requires the HDOT to use the transferred land for highway purposes, i.e. bicycle lanes or paths and pedestrian walkways.

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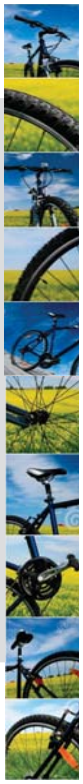

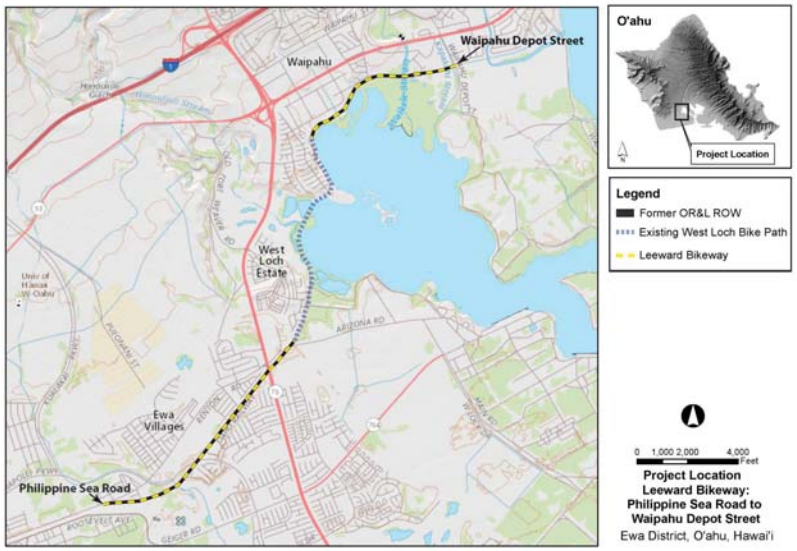

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STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
869 PUNCHBOWL STREET
HONOLULU, HAWAII 96813-5097

IN REPLY REFER TO:
HWY-DD 2.6521

February 2, 2018

Mr. Mitchell Tynanes
Chair
Ewa Neighborhood Board No. 23
530 South King Street #406
Honolulu, Hawaii 96813

Dear Mr. Tynanes:

Subject: Leeward Bikeway: Philippine Sea Road to Waipahu Depot Street
Ewa District, Island of Oahu, Hawaii
Federal-Aid Project No. STP-BW-0300(8)
Tax Map Key: (Portions) (1) 9-1-17: 003, 008, 044, 045, 055; (1) 9-1-64: 116; 9-1-69: 002, 003, 010; 9-1-126: 008, 013; 9-3-01: 006, 021; 9-3-02: 029; 9-4-01: 002, 011; and 9-4-11: 011
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Alternatives to the Proposed Action
An evaluation of all prudent and feasible alternatives was conducted to avoid or minimize impacts to the surrounding environment. The proposed design was determined to be the most practical and feasible alternative. Other alternatives considered were: (a) no action and (b) delayed action. Alternatives to the proposed action did not meet the HDOT's objective of constructing a continuous bikeway facility in the Ewa region; and failed to meet the access requirements of the 1980 deed transferring ownership of the former OR&L ROW to the State of Hawaii from the U. S. Government.

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ACTING ENGINEERING PROGRAM MANAGER
DESIGN BRANCH, HIGHWAYS DIVISION

Enclosure

cc: Meesa Otani, FHWA
Brian Takeda and Stacy Armstrong, R. M. Towill Corporation

bc: HWY-DD (R. Sun)

LEEWARD BIKEWAY, PHILIPPINE SEA ROAD TO WAIPAHU DEPOT STREET
FEDERAL-AID PROJECT NO. STP-BW-0300(8)
PROJECT FACT SHEET

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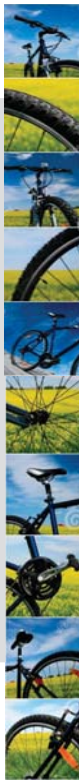

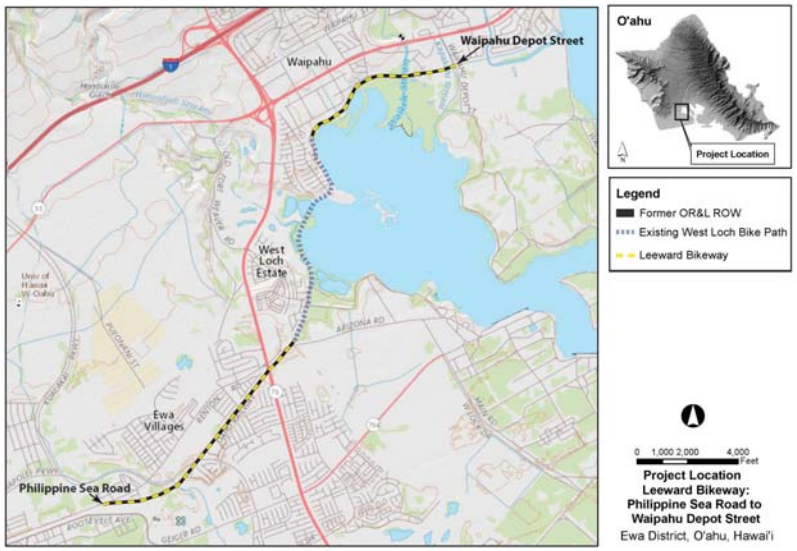

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DEPARTMENT OF TRANSPORTATION
869 PUNCHBOWL STREET
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IN REPLY REFER TO:
HWY-DD 2.6550

February 23, 2018

Mr. Mitchell Tynanes
Chair
Ewa Neighborhood Board No. 23
925 Dillingham Blvd #160
Honolulu, Hawaii 96817

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Ewa District, Island of Oahu, Hawaii
Federal-Aid Project No. STP-BW-0300(8)
Tax Map Key: (Portions) (1) 9-1-17: 003, 008, 044, 045, 055; (1) 9-1-64: 116; 9-1-69: 002, 003, 010; 9-1-126: 008, 013; 9-3-01: 006, 021; 9-3-02: 029; 9-4-01: 002, 011; and 9-4-11: 011
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Design and construction components of the Leeward Bikeway Project include:

- Construction of the Leeward Bikeway facility beginning at Philippine Sea Road in Ewa and extending east to Waipahu Depot Street in Waipahu;
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- Construction of retaining walls;
- Relocation and replacement of existing fencing; and
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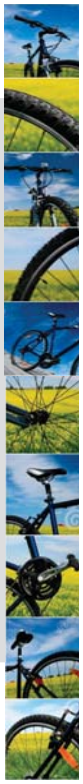
Purpose and need of the Leeward Bikeway Project: Several current regional and development plans define the need for a shared use path that links the neighborhoods in West Oahu to beach parks, recreation areas, regional attractions, historic sites, and nature habitats. They include the *2003 Pearl Harbor Historic Trail Master Plan*; *2002 Central Oahu Sustainable Communities Plan*; *2012 O'ahu Bike Plan*; and *2013 Ewa Development Plan.* Furthermore, these plans identify the former OR&L ROW as a resource where a safe and continuous bicycle and pedestrian path could be provided. The current project would utilize the former OR&L ROW to connect to the existing West Loch Bike Path and PHHT to provide a continuous, accessible, and safe shared-use path between Ewa and Aiea. In doing so, the proposed project would complete important components of past and current regional and development plans. Additionally, by connecting the communities from Ewa to Aiea, the Leeward Bikeway would address major residential, business, and commercial growth in the Ewa and Central Oahu areas occurring over the past several decades and in the future by providing an outstanding recreational resource and non-motorized transportation facility.

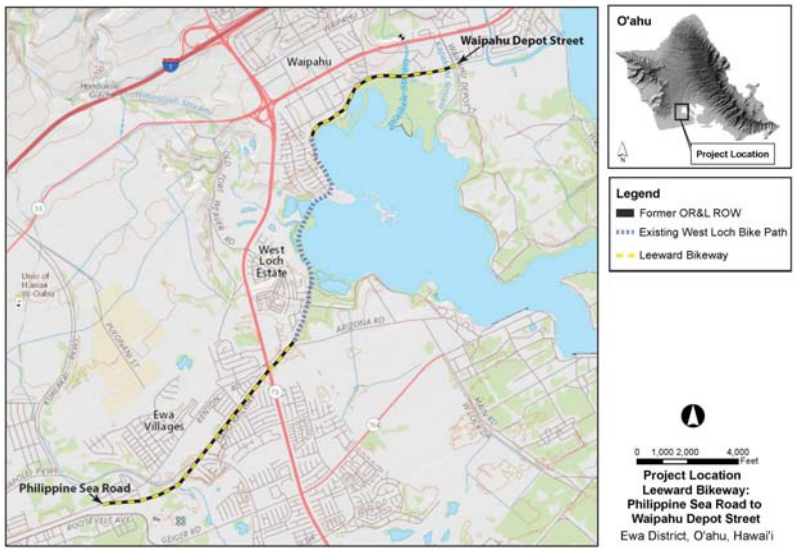
Background for the Leeward Bikeway Project: The implementation of the project is in response to the 1980 transfer of title of an approximately 14-mile long section of the former OR&L ROW from the U. S. Government to the State of Hawaii that requires the HDOT to use the transferred land for highway purposes, i.e. bicycle lanes or paths and pedestrian walkways.

The project limits, Philippine Sea Road to Waipahu Depot Street, connect logical termini identified in past and present regional and development plans and are of sufficient length to provide independent utility (i.e., usable and reasonable expenditure even if no additional transportation improvements in the area are made).

Construction is expected to commence in late 2018. Approximately 12 months will be required for construction.

For more information please contact:
Robert Sun
Project Manager, Design Branch, Hawaii Department of Transportation
robert.sun@hawaii.gov





DAVID Y. IGE
GOVERNOR

JADE T. BUTAY
INTERIM DIRECTOR

Deputy Directors
ROSS M. HIGASHI
EDWIN H. SNIFFEN
DARRELL T. YOUNG

STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
869 PUNCHBOWL STREET
HONOLULU, HAWAII 96813-5097

IN REPLY REFER TO:
HWY-DD 2.6521

February 2, 2018

Ms. Evelyn Souza or Acting Chair
Makakilo/Kapolei Neighborhood Board No. 34
530 South King Street #406
Honolulu, Hawaii 96813

Dear Ms. Souza:

Subject: Leeward Bikeway: Philippine Sea Road to Waipahu Depot Street
Ewa District, Island of Oahu, Hawaii
Federal-Aid Project No. STP-BW-0300(8)
Tax Map Key: (Portions) (1) 9-1-17: 003, 008, 044, 045, 055; (1) 9-1-64: 116; 9-1-69: 002, 003, 010; 9-1-126: 008, 013; 9-3-01: 006, 021; 9-3-02: 029; 9-4-01: 002, 011; and 9-4-11: 011
Request for Pre-Assessment Consultation, Hawaii Revised Statutes, Chapter 343

The State of Hawaii Department of Transportation (HDOT) would like to invite you to participate in pre-assessment consultation for the subject project. The proposed project is located in the Ewa District, Island of Oahu, Hawaii.

The HDOT is preparing an Environmental Assessment (EA) for the proposed project to address the requirements of Hawaii Revised Statutes, Chapter 343, and Hawaii Administrative Rules, Chapter 11-200. The specific action that requires the preparation of the EA includes the use of state land and/or funds for the proposed action.

Proposed Action
The Leeward Bikeway project would involve the construction of a new 8-10 foot-wide approximately 3-mile-long bikeway within the 40-foot wide former Oahu Railway and Land Company right-of-way (OR&L ROW) beginning at Philippine Sea Road and extending east to Waipahu Depot Street. The project site is approximately 17.78 acres. Construction is expected to commence in late 2018. Approximately 12 months will be required for construction. The enclosed Project Fact Sheet provides an overview of the project location, design and construction components, purpose and need, and history (Enclosure 1).

Alternatives to the Proposed Action
An evaluation of all prudent and feasible alternatives was conducted to avoid or minimize impacts to the surrounding environment. The proposed design was determined to be the most practical and feasible alternative. Other alternatives considered were: (a) no action and (b) delayed action. Alternatives to the proposed action did not meet the HDOT's objective of constructing a continuous bikeway facility in the Ewa region; and failed to meet the access requirements of the 1980 deed transferring ownership of the former OR&L ROW to the State of Hawaii from the U. S. Government.

Anticipated Impacts
The former OR&L ROW is listed on the National Register of Historic Places (NRHP) as Reference No. 75000621, and on the State Inventory of Historic Places (SIHP) as site 50-80-12-9714. The Kapakahi and Waikele Stream Bridges, while not listed on the NRHP, are eligible for listing. All work proposed will address the requirements of state and federal laws concerning the protection and/or preservation of these historic resources.

The Leeward Bikeway project is expected to result in positive long-term and beneficial secondary impacts for residents and visitors using a continuous bicycle and pedestrian path for non-motorized recreational and transportation purposes. The proposed project is consistent with the *2003 Pearl Harbor Historic Trail Master Plan*; *2002 Central Oahu Sustainable Communities Plan*; *2012 Oahu Bike Plan*; and *2013 Ewa Development Plan*, and promotes the shared use of the former OR&L ROW to provide a safe and continuous bicycle and pedestrian path between Ewa and Aiea.

The project design connects logical termini identified in past and present regional and development plans and is of sufficient length to provide independent utility (i.e., usable and reasonable expenditure even if no additional transportation improvements in the area are made). By linking to existing facilities (West Loch Bike Path and Pearl Harbor Historic Trail), the development of the proposed bikeway will serve to connect the communities from Ewa to Aiea and help to address major residential, business, and commercial growth in the Ewa and Central Oahu areas occurring over the past several decades and proposed in the future. The action to link the proposed project to existing facilities would not require other project improvements, nor would construction of the proposed project disrupt the use of existing facilities.

We respectfully request any information you may have regarding environmental resource concerns in the project vicinity to assist in our evaluation. Please ensure that your comments are received or postmarked by FRIDAY, FEBRUARY 16, 2018. We would appreciate a written response to Robert Sun via email at robert.sun@hawaii.gov, or by U.S. Postal Service to Hawaii Department of Transportation, Highways Division, Design Branch, Highway Design Section; 601 Kamokila Boulevard, Room 609; Kapolei, Hawaii 96707.

Please feel free to contact Robert Sun by telephone at (808) 692-7578, if you have any questions. We look forward to working with you on this needed transportation and recreational facility.

Sincerely,

CURTIS MATSUDA
ACTING ENGINEERING PROGRAM MANAGER
DESIGN BRANCH, HIGHWAYS DIVISION

Enclosure

cc: Meesa Otani, FHWA
Brian Takeda and Stacy Armstrong, R. M. Towill Corporation

bc: HWY-DD (R. Sun)

LEEWARD BIKEWAY, PHILIPPINE SEA ROAD TO WAIPAHU DEPOT STREET
FEDERAL-AID PROJECT NO. STP-BW-0300(8)
PROJECT FACT SHEET

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Robert Sun
Project Manager, Design Branch, Hawaii Department of Transportation
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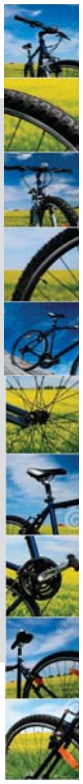

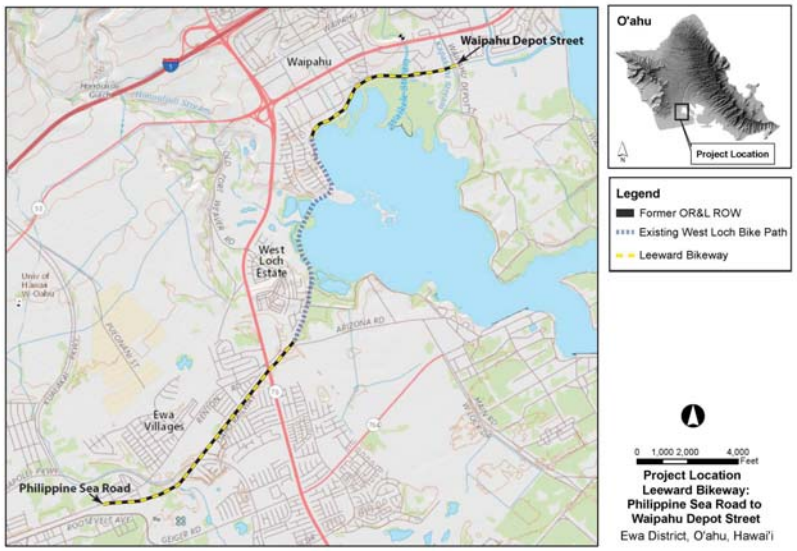

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STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
869 PUNCHBOWL STREET
HONOLULU, HAWAII 96813-5097

IN REPLY REFER TO:
HWY-DD 2.6550

February 23, 2018

Ms. Evelyn Souza or Acting Chair
Makakilo/Kapolei Neighborhood Board No. 34
925 Dillingham Blvd #160
Honolulu, Hawaii 96817

Dear Ms. Souza:

Subject: Leeward Bikeway: Philippine Sea Road to Waipahu Depot Street
Ewa District, Island of Oahu, Hawaii
Federal-Aid Project No. STP-BW-0300(8)
Tax Map Key: (Portions) (1) 9-1-17: 003, 008, 044, 045, 055; (1) 9-1-64: 116; 9-1-69: 002, 003, 010; 9-1-126: 008, 013; 9-3-01: 006, 021; 9-3-02: 029; 9-4-01: 002, 011; and 9-4-11: 011
Follow-up Request for Pre-Assessment Consultation
Hawaii Revised Statutes, Chapter 343

The State of Hawaii Department of Transportation (HDOT) tried to contact you on February 2, 2018 at your old address to invite you to participate in pre-assessment consultation for the subject project. Please see the enclosed original letter for details on the project.

The HDOT is preparing an Environmental Assessment (EA) for the proposed project to address the requirements of Hawaii Revised Statutes, Chapter 343, and Hawaii Administrative Rules, Chapter 11-200. The specific action that requires the preparation of the EA includes the use of state land and/or funds for the proposed action.

We respectfully request any information you may have regarding environmental resource concerns in the project vicinity to assist in our evaluation. Please ensure that your comments are received or postmarked by FRIDAY, MARCH 2, 2018. We would appreciate a written response to Robert Sun via email at robert.sun@hawaii.gov, or by U.S. Postal Service to Hawaii Department of Transportation, Highways Division, Design Branch, Highway Design Section; 601 Kamokila Boulevard, Room 609; Kapolei, Hawaii 96707.

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DESIGN BRANCH, HIGHWAYS DIVISION

Enclosure

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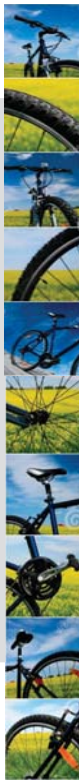

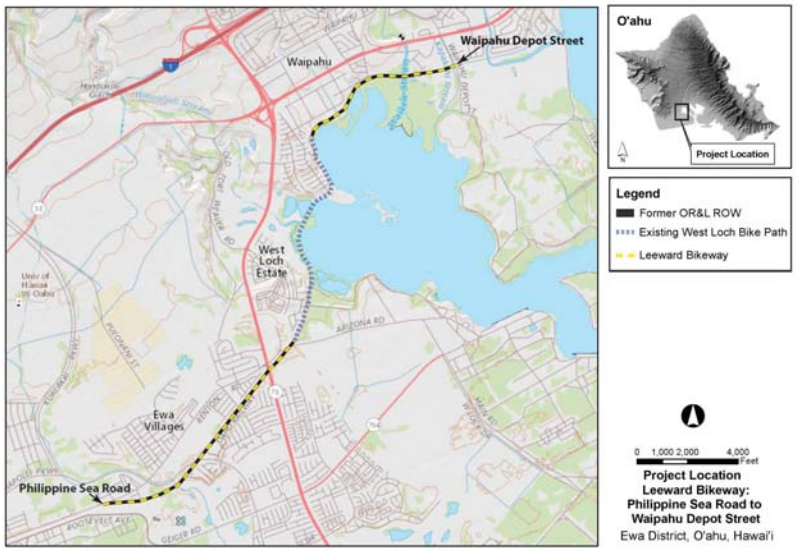

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STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
869 PUNCHBOWL STREET
HONOLULU, HAWAII 96813-5097

IN REPLY REFER TO:
HWY-DD 2.6521

February 2, 2018

Ms. Susan Ballard
Chief of Police
City and County of Honolulu
Honolulu Police Department
801 South Beretania Street
Honolulu, Hawaii 96813

Dear Ms. Ballard:

Subject: Leeward Bikeway: Philippine Sea Road to Waipahu Depot Street
Ewa District, Island of Oahu, Hawaii
Federal-Aid Project No. STP-BW-0300(8)
Tax Map Key: (Portions) (1) 9-1-17: 003, 008, 044, 045, 055; (1) 9-1-64: 116; 9-1-69: 002, 003, 010; 9-1-126: 008, 013; 9-3-01: 006, 021; 9-3-02: 029; 9-4-01: 002, 011; and 9-4-11: 011
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Enclosure

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bc: HWY-DD (R. Sun)

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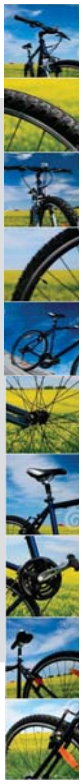
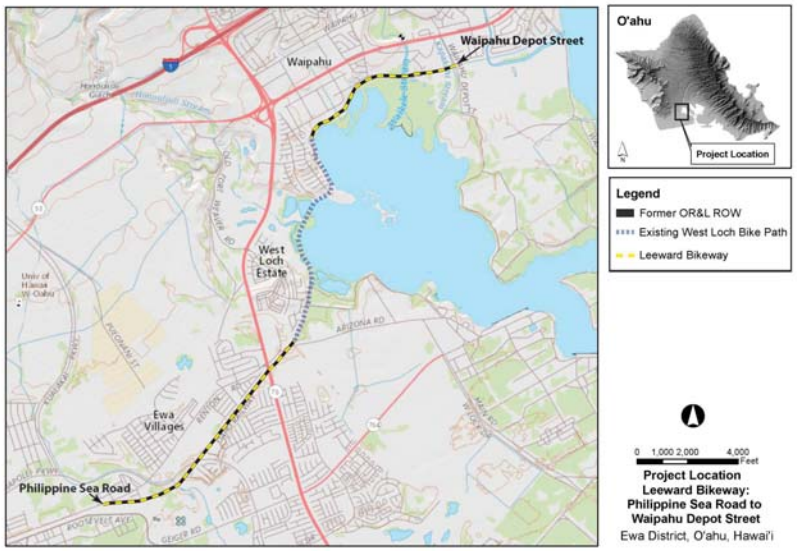
Background for the Leeward Bikeway Project: The implementation of the project is in response to the 1980 transfer of title of an approximately 14-mile long section of the former OR&L ROW from the U. S. Government to the State of Hawaii that requires the HDOT to use the transferred land for highway purposes, i.e. bicycle lanes or paths and pedestrian walkways.

The project limits, Philippine Sea Road to Waipahu Depot Street, connect logical termini identified in past and present regional and development plans and are of sufficient length to provide independent utility (i.e., usable and reasonable expenditure even if no additional transportation improvements in the area are made).

Construction is expected to commence in late 2018. Approximately 12 months will be required for construction.

For more information please contact:
Robert Sun
Project Manager, Design Branch, Hawaii Department of Transportation
robert.sun@hawaii.gov





DAVID Y. IGE
GOVERNOR

JADE T. BUTAY
INTERIM DIRECTOR

Deputy Directors
ROSS M. HIGASHI
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DARRELL T. YOUNG

STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
869 PUNCHBOWL STREET
HONOLULU, HAWAII 96813-5097

IN REPLY REFER TO:
HWY-DD 2.6521

February 2, 2018

Mr. Manuel P. Neves
Fire Chief
City and County of Honolulu
Honolulu Fire Department
636 South Street
Honolulu, Hawaii 96813

Dear Mr. Neves:

Subject: Leeward Bikeway: Philippine Sea Road to Waipahu Depot Street
Ewa District, Island of Oahu, Hawaii
Federal-Aid Project No. STP-BW-0300(8)
Tax Map Key: (Portions) (1) 9-1-17: 003, 008, 044, 045, 055; (1) 9-1-64: 116; 9-1-69: 002, 003, 010; 9-1-126: 008, 013; 9-3-01: 006, 021; 9-3-02: 029; 9-4-01: 002, 011; and 9-4-11: 011
Request for Pre-Assessment Consultation, Hawaii Revised Statutes, Chapter 343

The State of Hawaii Department of Transportation (HDOT) would like to invite you to participate in pre-assessment consultation for the subject project. The proposed project is located in the Ewa District, Island of Oahu, Hawaii.

The HDOT is preparing an Environmental Assessment (EA) for the proposed project to address the requirements of Hawaii Revised Statutes, Chapter 343, and Hawaii Administrative Rules, Chapter 11-200. The specific action that requires the preparation of the EA includes the use of state land and/or funds for the proposed action.

Proposed Action
The Leeward Bikeway project would involve the construction of a new 8-10 foot-wide approximately 3-mile-long bikeway within the 40-foot wide former Oahu Railway and Land Company right-of-way (OR&L ROW) beginning at Philippine Sea Road and extending east to Waipahu Depot Street. The project site is approximately 17.78 acres. Construction is expected to commence in late 2018. Approximately 12 months will be required for construction. The enclosed Project Fact Sheet provides an overview of the project location, design and construction components, purpose and need, and history (Enclosure 1).

Alternatives to the Proposed Action
An evaluation of all prudent and feasible alternatives was conducted to avoid or minimize impacts to the surrounding environment. The proposed design was determined to be the most practical and feasible alternative. Other alternatives considered were: (a) no action and (b) delayed action. Alternatives to the proposed action did not meet the HDOT's objective of constructing a continuous bikeway facility in the Ewa region; and failed to meet the access requirements of the 1980 deed transferring ownership of the former OR&L ROW to the State of Hawaii from the U. S. Government.

Anticipated Impacts
The former OR&L ROW is listed on the National Register of Historic Places (NRHP) as Reference No. 75000621, and on the State Inventory of Historic Places (SIHP) as site 50-80-12-9714. The Kapakahi and Waikele Stream Bridges, while not listed on the NRHP, are eligible for listing. All work proposed will address the requirements of state and federal laws concerning the protection and/or preservation of these historic resources.

The Leeward Bikeway project is expected to result in positive long-term and beneficial secondary impacts for residents and visitors using a continuous bicycle and pedestrian path for non-motorized recreational and transportation purposes. The proposed project is consistent with the *2003 Pearl Harbor Historic Trail Master Plan*; *2002 Central Oahu Sustainable Communities Plan*; *2012 Oahu Bike Plan*; and *2013 Ewa Development Plan*, and promotes the shared use of the former OR&L ROW to provide a safe and continuous bicycle and pedestrian path between Ewa and Aiea.

The project design connects logical termini identified in past and present regional and development plans and is of sufficient length to provide independent utility (i.e., usable and reasonable expenditure even if no additional transportation improvements in the area are made). By linking to existing facilities (West Loch Bike Path and Pearl Harbor Historic Trail), the development of the proposed bikeway will serve to connect the communities from Ewa to Aiea and help to address major residential, business, and commercial growth in the Ewa and Central Oahu areas occurring over the past several decades and proposed in the future. The action to link the proposed project to existing facilities would not require other project improvements, nor would construction of the proposed project disrupt the use of existing facilities.

We respectfully request any information you may have regarding environmental resource concerns in the project vicinity to assist in our evaluation. Please ensure that your comments are received or postmarked by FRIDAY, FEBRUARY 16, 2018. We would appreciate a written response to Robert Sun via email at robert.sun@hawaii.gov, or by U.S. Postal Service to Hawaii Department of Transportation, Highways Division, Design Branch, Highway Design Section; 601 Kamokila Boulevard, Room 609; Kapolei, Hawaii 96707.

Please feel free to contact Robert Sun by telephone at (808) 692-7578, if you have any questions. We look forward to working with you on this needed transportation and recreational facility.

Sincerely,

CURTIS MATSUDA
ACTING ENGINEERING PROGRAM MANAGER
DESIGN BRANCH, HIGHWAYS DIVISION

Enclosure

cc: Meesa Otani, FHWA
Brian Takeda and Stacy Armstrong, R. M. Towill Corporation

bc: HWY-DD (R. Sun)

LEEWARD BIKEWAY, PHILIPPINE SEA ROAD TO WAIPAHU DEPOT STREET
FEDERAL-AID PROJECT NO. STP-BW-0300(8)
PROJECT FACT SHEET

Leeward Bikeway Project location: The Federal Highway Administration and State of Hawai'i Department of Transportation Highways Division (HDOT), propose a project to construct the Leeward Bikeway, from Philippine Sea Road to Waipahu Depot Street in the Waikele, Hoaeae, Honouliuli Ahupuaa, Ewa District, Island of Oahu, Hawaii (see attached map).

Leeward Bikeway Project overview: The approximately 3-mile-long 8-10 foot-wide asphalt concrete bikeway would be built within the 40-foot wide former Oahu Railroad & Land Company (OR&L) right-of-way (ROW) and provide a dedicated, shared use path for pedestrians and bicyclists. The bikeway would consist of two sections connected by the existing approximately 2-mile West Loch Bike Path on either end to form a continuous path. The first section of the bikeway would begin at Philippine Sea Road and extend approximately 10,500 feet east to connect with the southwest end of the West Loch Bike Path. The second section of the bikeway would begin at the northeast end of the West Loch Bike Path and extend approximately 6,900 feet east to its terminus at Waipahu Depot Street. At its terminus, the bikeway would connect with the existing 5.8-mile-long Pearl Harbor Historic Trail (PHHT). Along most of its length the bikeway would be separated from vehicular traffic. However, where the bikeway crosses existing roadways (i.e., Kapolei Parkway and Fort Weaver Road) the bikeway users would be guided by signs to new or existing signalized pedestrian roadway crossings.

Design and construction components of the Leeward Bikeway Project include:

- Construction of the Leeward Bikeway facility beginning at Philippine Sea Road in Ewa and extending east to Waipahu Depot Street in Waipahu;
- Replacement of two historic railroad bridges (i.e., Kapakahi and Waikele Stream Bridges);
- Improvements to storm drain near Kapolei Parkway;
- Relocation of utility lines and poles;
- Construction of retaining walls;
- Relocation and replacement of existing fencing; and
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Purpose and need of the Leeward Bikeway Project: Several current regional and development plans define the need for a shared use path that links the neighborhoods in West Oahu to beach parks, recreation areas, regional attractions, historic sites, and nature habitats. They include the *2003 Pearl Harbor Historic Trail Master Plan*; *2002 Central Oahu Sustainable Communities Plan*; *2012 O'ahu Bike Plan*; and *2013 Ewa Development Plan.* Furthermore, these plans identify the former OR&L ROW as a resource where a safe and continuous bicycle and pedestrian path could be provided. The current project would utilize the former OR&L ROW to connect to the existing West Loch Bike Path and PHHT to provide a continuous, accessible, and safe shared-use path between Ewa and Aiea. In doing so, the proposed project would complete important components of past and current regional and development plans. Additionally, by connecting the communities from Ewa to Aiea, the Leeward Bikeway would address major residential, business, and commercial growth in the Ewa and Central Oahu areas occurring over the past several decades and in the future by providing an outstanding recreational resource and non-motorized transportation facility.

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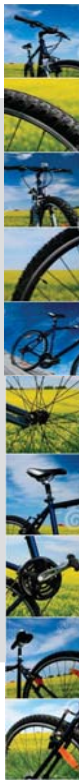

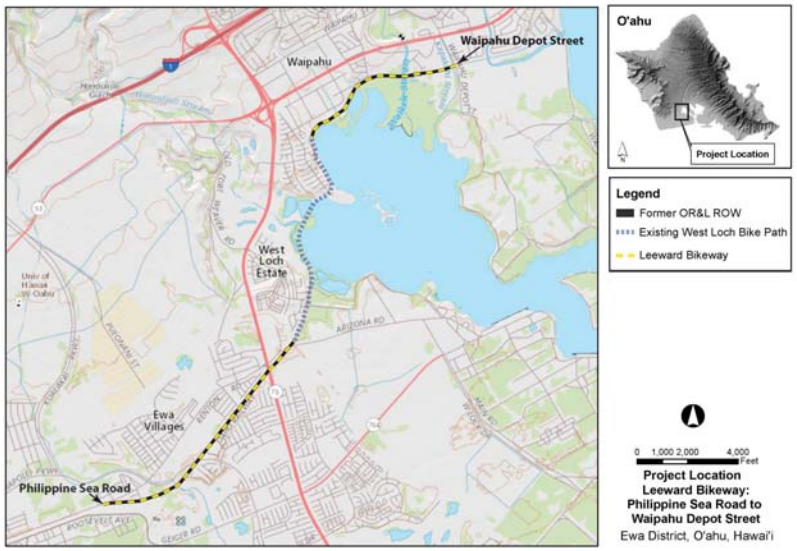

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DEPARTMENT OF TRANSPORTATION
869 PUNCHBOWL STREET
HONOLULU, HAWAII 96813-5097

IN REPLY REFER TO:
HWY-DD 2.6521

February 2, 2018

Mr. Wes Frysztacki
Director
City and County of Honolulu
Department of Transportation Services
650 South King Street, 3rd Floor
Honolulu, Hawaii 96813

Dear Mr. Frysztacki:

Subject: Leeward Bikeway: Philippine Sea Road to Waipahu Depot Street
Ewa District, Island of Oahu, Hawaii
Federal-Aid Project No. STP-BW-0300(8)
Tax Map Key: (Portions) (1) 9-1-17: 003, 008, 044, 045, 055; (1) 9-1-64: 116; 9-1-69: 002, 003, 010; 9-1-126: 008, 013; 9-3-01: 006, 021; 9-3-02: 029; 9-4-01: 002, 011; and 9-4-11: 011
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DESIGN BRANCH, HIGHWAYS DIVISION

Enclosure

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bc: HWY-DD (R. Sun)

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FEDERAL-AID PROJECT NO. STP-BW-0300(8)
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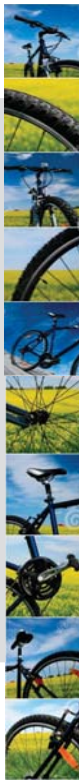

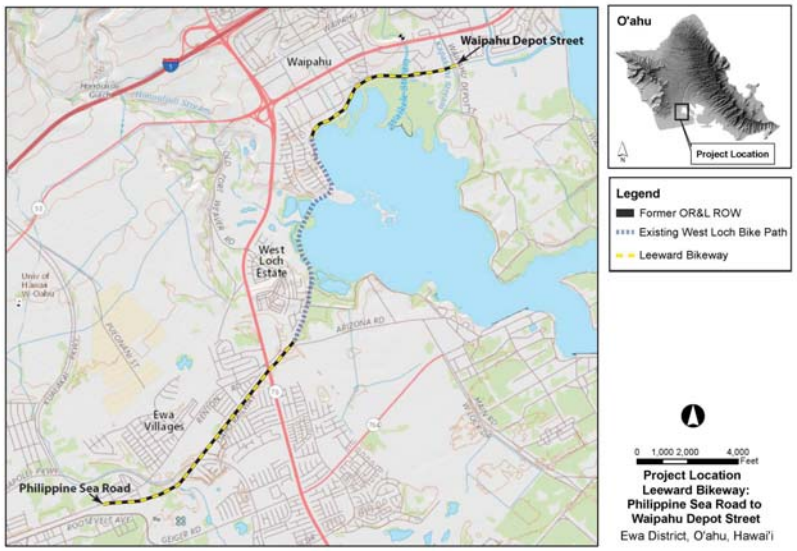

DEPARTMENT OF TRANSPORTATION SERVICES
CITY AND COUNTY OF HONOLULU
650 SOUTH KING STREET, 3RD FLOOR
HONOLULU, HAWAII 96813
Phone: (808) 768-8305 • Fax: (808) 768-4730 • Internet: www.honolulu.gov

KIRK CALDWELL
MAYOR

WES FRYSZTACKI
DIRECTOR

JON Y. NOUCHI
DEPUTY DIRECTOR

TP2/18-718045R

February 20, 2018

Mr. Robert Sun
Hawaii Department of Transportation
Highways Division, Design Branch
Highways Design Section
601 Kamokila Boulevard, Room 609
Kapolei, Hawaii 96707

Dear Mr. Sun:

SUBJECT: Pre-Consultation Draft Environmental Assessment (DEA) for Leeward Bikeway: Philippine Sea Road to Waipahu Depot Street, Ewa District, Oahu, Hawaii

In response to your letter dated February 2, 2018, we have the following comments:

1. **Facility Design.** The design of the facility should consider the Federal Highway Administration's (FHWA) support for taking a flexible approach to bicycle and pedestrian facility design as demonstrated in the August 20, 2013 Memo with the subject: Bicycle and Pedestrian Facility Design Flexibility. Consideration should also be given to designating the facility type as a shared use path consistent with Hawaii Revised Statutes §291C-76 (b), which allows pedestrians to walk on roadways where sidewalks are not provided.

2. **Roadway Crossings.**

   a. The DEA should include a discussion of the various roadway crossings with a description of how the pedestrians and bicyclists will safely maneuver across the roadway. The description should include the appropriate crossing treatments and wayfinding that will be utilized.

   b. A map with the location of the various roadway crossings and the street jurisdictions should be included.

3. **Traffic Management Plan (TMP).** Prepare a TMP which:

   a. Is jointly reviewed and accepted by the City's Department of Transportation Services (DTS) and the Department of Planning and Permitting.

   b. Provides a discussion of the traffic impacts that the project may have on any surrounding City roadways and facilities, including short-term impacts during construction with corresponding measures to mitigate these impacts by applying Complete Streets principles.

   c. Construction materials and equipment should be transferred to and from the project site during off-peak traffic hours (8:30 a.m. to 3:30 p.m.) to minimize any possible disruption to traffic on the local streets.

4. **Public Transit Service Area.** This project is in an existing public transit service area. To ensure that the project development does not affect public transit services (bus operations, bus routes, bus stops and para-transit operations); submit project plans to DTS - Public Transit Division (PTD) for review and approval. Contact DTS-PTD at 768-8396, 768-8370, 768-8374 or TheBusStop@honolulu.gov.

5. **Vehicle/Pedestrian Crossing.** Any existing pedestrian, bicycle and vehicle access/crossing shall be maintained with the highest safety measures during construction.

6. **Roadway Damage.** Any damage to the existing roadway and sidewalk area caused by the project should be repaired to current City standards as well as meet Americans with Disabilities Act (ADA) requirements.

7. **Neighborhood Impacts.** The area Neighborhood Board, as well as the area businesses, emergency personnel (fire, ambulance and police), Oahu Transit Services, Inc. (TheBus and TheHandi-Van), etc., should be kept apprised of the details of the proposed project and the impacts that the project may have on the adjoining local street area network.

8. **Street Usage Permit.** A street usage permit from the DTS should be obtained for any construction-related work that may require the temporary closure of any traffic lane on a City street.

9. **Disability and Communication Access Board (DCAB).** Plans should be reviewed and approved by the DCAB to ensure full compliance with the ADA.

Thank you for the opportunity to review this matter. Should you have any questions, please contact Renee Yamasaki of my staff at 768-8383.

Very truly yours,

Wes Frysztacki
Director

DAVID Y. IGE
GOVERNOR

JADE T. BUTAY
INTERIM DIRECTOR

Deputy Directors
ROSS M. HIGASHI
EDWIN H. SNIFFEN
DARRELL T. YOUNG

STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
869 PUNCHBOWL STREET
HONOLULU, HAWAII 96813-5097

IN REPLY REFER TO:
HWY-DD 2.6564

March 13, 2018

Mr. Wes Frysztacki
Director
City and County of Honolulu
Department of Transportation Services
650 South King Street, 3rd Floor
Honolulu, Hawaii 96813

Dear Mr. Frysztacki:

Subject: Response to Comments for Hawaii Revised Statutes, Chapter 343, Pre-Assessment Consultation
Leeward Bikeway: Philippine Sea Road to Waipahu Depot Street
Ewa District, Island of Oahu, Hawaii
Federal-Aid Project No. STP-BW-0300(8)
Tax Map Key: (Portions) (1) 9-1-17: 003, 008, 044, 045, 055; (1) 9-1-64: 116; 9-1-69: 002, 003, 010; 9-1-126: 008, 013; 9-3-01: 006, 021; 9-3-02: 029; 9-4-01: 002, 011; and 9-4-11: 011, 104

The State of Hawaii, Department of Transportation, Highways Division (HDOT), thanks you for your letter dated February 20, 2018 concerning the subject project (File No. TP2/18-718045R). The following has been prepared in response to your comments (your comments have been *italicized* for reference):

In response to your letter dated February 2, 2018, we have the following comments:

1. *Facility Design. The design of the facility should consider the Federal Highway Administration's (FHWA) support for taking a flexible approach to bicycle and pedestrian facility design as demonstrated in the August 20, 2013 Memo with the subject: Bicycle and Pedestrian Facility Design Flexibility. Consideration should also be given to designating the facility type as a shared use path consistent with Hawaii Revised Statutes §291 C-76 (b), which allows pedestrians to walk on roadways where sidewalks are not provided.*

HDOT acknowledges the references provided and will review them for regulatory applicability to this project. The Leeward Bikeway would provide a significant and positive impact to the community in the short term with employment opportunities, and in the long term with enhanced and improved recreational opportunities, preservation of public access, and shared-use path infrastructure to support alternatives to motor vehicle transportation. See Draft Environmental Assessment (EA) Section 7.0, Significance Determination regarding the potential short-term and

long-term effects of the proposed project on pedestrian, bicycle, and vehicle access, and mitigation measures proposed.

2. *Roadway Crossings.*
   a. *The DEA should include a discussion of the various roadway crossings with a description of how the pedestrians and bicyclists will safely maneuver across the roadway. The description should include the appropriate crossing treatments and wayfinding that will be utilized.*
   b. *A map with the location of the various roadway crossings and the street jurisdictions should be included.*

Along most of its length the Leeward Bikeway would be separated from vehicular traffic. However, where the bikeway crosses existing roadways (i.e., Kapolei Parkway and Fort Weaver Road) the bikeway users would be guided by signs to roadway crossings that utilize pedestrian signals. This is identified in the Draft EA, Section 2.5.3, Design Features. Maps of the two crossings are included in the Draft EA, Figures 4, 5, 7, 9, and 10.

3. *Traffic Management Plan (TMP). Prepare a TMP which:*
   a. *Is jointly reviewed and accepted by the City's Department of Transportation Services (DTS) and the Department of Planning and Permitting.*
   b. *Provides a discussion of the traffic impacts that the project may have on any surrounding City roadways and facilities, including short-term impacts during construction with corresponding measures to mitigate these impacts by applying Complete Streets principles.*
   c. *Construction materials and equipment should be transferred to and from the project site during off-peak traffic hours (8:30 a.m. to 3:30 p.m.) to minimize any possible disruption to traffic on the local streets.*

HDOT acknowledges this comment. If required, a Traffic Management Plan (TMP) will be prepared, and jointly reviewed and accepted by the City's Department of Transportation Services (DTS) and the Department of Planning and Permitting. As noted in Section 3.3.1, Roadways and Traffic of the Draft EA, the proposed project is expected to have limited, non-substantial short-term effects on transportation due to the relatively small number of workers and small daily number of truck trips on public roads to accommodate construction activities.

Following construction, the project is not expected to have long-term effects on public roadways or traffic. Along most of its length, the Leeward Bikeway would be separated from vehicular traffic. However, where the bikeway crosses existing roadways (i.e., Kapolei Parkway and Fort Weaver Road) bikeway users would be guided by signs to roadway crossings that utilize pedestrian signals. These roadway crossings are not expected to adversely affect traffic along Kapolei Parkway or Fort Weaver Road.

4. *Public Transit Service Area. This project is in an existing public transit service area. To ensure that the project development does not affect public transit services (bus operations, bus routes, bus stops and paratransit operations); submit project plans to DTS - Public Transit Division (PTD) for review and approval. Contact DTS-PTD at 768-8396, 768-8370, 768-837 4 or TheBusStop@honolulu.gov.*

HDOT acknowledges this comment. Project plans will be reviewed and accepted by the City's DTS - Public Transit Division (PTD).

5. *Vehicle/Pedestrian Crossing. Any existing pedestrian, bicycle and vehicle access/crossing shall be maintained with the highest safety measures during construction.*

HDOT acknowledges this comment. During construction of the project, any existing pedestrian, bicycle and vehicle access/crossing will be maintained with the highest safety measures.

6. *Roadway Damage. Any damage to the existing roadway and sidewalk area caused by the project should be repaired to current City standards as well as meet Americans with Disabilities Act (ADA) requirements.*

HDOT acknowledges this comment. Any damage to the existing roadway and sidewalk area caused by the project will be repaired to current City standards as well as meet ADA requirements.

7. *Neighborhood Impacts. The area Neighborhood Board, as well as the area businesses, emergency personnel (fire, ambulance and police), Oahu Transit Services, Inc. (TheBus and TheHandi-Van), etc., should be kept apprised of the details of the proposed project and the impacts that the project may have on the adjoining local street area network.*

HDOT acknowledges this comment. Draft EA Section 6.0, Agencies, Organizations and Individuals to be Consulted outlines a number of groups, organizations, and individuals who will be notified during the EA process for the subject project. Draft EA Section 6.6, Pre-Assessment Consultation for the Environmental Assessment and Section 6.7, Comments Received during the 30-day Public Comment Period for the Draft Environmental Assessment are intended to document the comments received during the EA process. Adjoining property owners and stakeholders will continue to be apprised of project related details and potential impacts throughout the permitting process. In addition, the HDOT will instruct the contractor to maintain communication and coordinate activities, access, and uses with relevant stakeholders.

8. *Street Usage Permit. A street usage permit from the DTS should be for any construction-related work that may require the temporary closure of any traffic lane on a City street.*

HDOT acknowledges this comment. Construction-related work is anticipated to require the temporary closure of Kapolei Parkway and possibly Waipahu Depot Street. In the event that temporary closures of any City streets are required, the HDOT will obtain a street usage permit

from the DTS. Further detail concerning the potential for impacts to street usage is provided in Draft EA Section 3.3.1, Roadways and Traffic.

9. *Disability and ·Communication Access Board (DCAB). Plans should be reviewed and approved by the DCAB to ensure full compliance with the ADA.*

HDOT acknowledges this comment. Project plans will be reviewed and accepted by the City's Disability and Communication Access Board (DCAB).

We appreciated your review of the subject project and allowing us this opportunity to respond. Your letter and this response will be included in the Draft Environmental Assessment. Should you have any further comments, please contact Robert Sun by telephone at (808) 692-7578 or by e-mail to Robert.Sun@hawaii.gov.

Sincerely,

CURTIS MATSUDA
ACTING ENGINEERING PROGRAM MANAGER
DESIGN BRANCH, HIGHWAYS DIVISION

Enclosure

cc: Meesa Otani, FHWA
Brian Takeda and Stacy Armstrong, R. M. Towill Corporation

bc: HWY-DD (R. Sun)

DAVID Y. IGE
GOVERNOR

JADE T. BUTAY
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DARRELL T. YOUNG

STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
869 PUNCHBOWL STREET
HONOLULU, HAWAII 96813-5097

IN REPLY REFER TO:
HWY-DD 2.6521

February 2, 2018

Ms. Kymberly Marcos Pine
District 1
Honolulu City Council
Honolulu Hale
530 South King Street, Room 203
Honolulu, Hawaii 96813

Dear Ms. Pine:

Subject: Leeward Bikeway: Philippine Sea Road to Waipahu Depot Street
Ewa District, Island of Oahu, Hawaii
Federal-Aid Project No. STP-BW-0300(8)
Tax Map Key: (Portions) (1) 9-1-17: 003, 008, 044, 045, 055; (1) 9-1-64: 116; 9-1-69: 002, 003, 010; 9-1-126: 008, 013; 9-3-01: 006, 021; 9-3-02: 029; 9-4-01: 002, 011; and 9-4-11: 011
Request for Pre-Assessment Consultation, Hawaii Revised Statutes, Chapter 343

The State of Hawaii Department of Transportation (HDOT) would like to invite you to participate in pre-assessment consultation for the subject project. The proposed project is located in the Ewa District, Island of Oahu, Hawaii.

The HDOT is preparing an Environmental Assessment (EA) for the proposed project to address the requirements of Hawaii Revised Statutes, Chapter 343, and Hawaii Administrative Rules, Chapter 11-200. The specific action that requires the preparation of the EA includes the use of state land and/or funds for the proposed action.

Proposed Action
The Leeward Bikeway project would involve the construction of a new 8-10 foot-wide approximately 3-mile-long bikeway within the 40-foot wide former Oahu Railway and Land Company right-of-way (OR&L ROW) beginning at Philippine Sea Road and extending east to Waipahu Depot Street. The project site is approximately 17.78 acres. Construction is expected to commence in late 2018. Approximately 12 months will be required for construction. The enclosed Project Fact Sheet provides an overview of the project location, design and construction components, purpose and need, and history (Enclosure 1).

Alternatives to the Proposed Action
An evaluation of all prudent and feasible alternatives was conducted to avoid or minimize impacts to the surrounding environment. The proposed design was determined to be the most practical and feasible alternative. Other alternatives considered were: (a) no action and (b) delayed action. Alternatives to the proposed action did not meet the HDOT's objective of constructing a continuous bikeway facility in the Ewa region; and failed to meet the access requirements of the 1980 deed transferring ownership of the former OR&L ROW to the State of Hawaii from the U. S. Government.

Anticipated Impacts
The former OR&L ROW is listed on the National Register of Historic Places (NRHP) as Reference No. 75000621, and on the State Inventory of Historic Places (SIHP) as site 50-80-12-9714. The Kapakahi and Waikele Stream Bridges, while not listed on the NRHP, are eligible for listing. All work proposed will address the requirements of state and federal laws concerning the protection and/or preservation of these historic resources.

The Leeward Bikeway project is expected to result in positive long-term and beneficial secondary impacts for residents and visitors using a continuous bicycle and pedestrian path for non-motorized recreational and transportation purposes. The proposed project is consistent with the *2003 Pearl Harbor Historic Trail Master Plan*; *2002 Central Oahu Sustainable Communities Plan*; *2012 Oahu Bike Plan*; and *2013 Ewa Development Plan*, and promotes the shared use of the former OR&L ROW to provide a safe and continuous bicycle and pedestrian path between Ewa and Aiea.

The project design connects logical termini identified in past and present regional and development plans and is of sufficient length to provide independent utility (i.e., usable and reasonable expenditure even if no additional transportation improvements in the area are made). By linking to existing facilities (West Loch Bike Path and Pearl Harbor Historic Trail), the development of the proposed bikeway will serve to connect the communities from Ewa to Aiea and help to address major residential, business, and commercial growth in the Ewa and Central Oahu areas occurring over the past several decades and proposed in the future. The action to link the proposed project to existing facilities would not require other project improvements, nor would construction of the proposed project disrupt the use of existing facilities.

We respectfully request any information you may have regarding environmental resource concerns in the project vicinity to assist in our evaluation. Please ensure that your comments are received or postmarked by FRIDAY, FEBRUARY 16, 2018. We would appreciate a written response to Robert Sun via email at robert.sun@hawaii.gov, or by U.S. Postal Service to Hawaii Department of Transportation, Highways Division, Design Branch, Highway Design Section; 601 Kamokila Boulevard, Room 609; Kapolei, Hawaii 96707.

Please feel free to contact Robert Sun by telephone at (808) 692-7578, if you have any questions. We look forward to working with you on this needed transportation and recreational facility.

Sincerely,

CURTIS MATSUDA
ACTING ENGINEERING PROGRAM MANAGER
DESIGN BRANCH, HIGHWAYS DIVISION

Enclosure

cc: Meesa Otani, FHWA
Brian Takeda and Stacy Armstrong, R. M. Towill Corporation

bc: HWY-DD (R. Sun)

LEEWARD BIKEWAY, PHILIPPINE SEA ROAD TO WAIPAHU DEPOT STREET
FEDERAL-AID PROJECT NO. STP-BW-0300(8)
PROJECT FACT SHEET

Leeward Bikeway Project location: The Federal Highway Administration and State of Hawai'i Department of Transportation Highways Division (HDOT), propose a project to construct the Leeward Bikeway, from Philippine Sea Road to Waipahu Depot Street in the Waikele, Hoaeae, Honouliuli Ahupuaa, Ewa District, Island of Oahu, Hawaii (see attached map).

Leeward Bikeway Project overview: The approximately 3-mile-long 8-10 foot-wide asphalt concrete bikeway would be built within the 40-foot wide former Oahu Railroad & Land Company (OR&L) right-of-way (ROW) and provide a dedicated, shared use path for pedestrians and bicyclists. The bikeway would consist of two sections connected by the existing approximately 2-mile West Loch Bike Path on either end to form a continuous path. The first section of the bikeway would begin at Philippine Sea Road and extend approximately 10,500 feet east to connect with the southwest end of the West Loch Bike Path. The second section of the bikeway would begin at the northeast end of the West Loch Bike Path and extend approximately 6,900 feet east to its terminus at Waipahu Depot Street. At its terminus, the bikeway would connect with the existing 5.8-mile-long Pearl Harbor Historic Trail (PHHT). Along most of its length the bikeway would be separated from vehicular traffic. However, where the bikeway crosses existing roadways (i.e., Kapolei Parkway and Fort Weaver Road) the bikeway users would be guided by signs to new or existing signalized pedestrian roadway crossings.

Design and construction components of the Leeward Bikeway Project include:

- Construction of the Leeward Bikeway facility beginning at Philippine Sea Road in Ewa and extending east to Waipahu Depot Street in Waipahu;
- Replacement of two historic railroad bridges (i.e., Kapakahi and Waikele Stream Bridges);
- Improvements to storm drain near Kapolei Parkway;
- Relocation of utility lines and poles;
- Construction of retaining walls;
- Relocation and replacement of existing fencing; and
- Installation of bollards, signage and striping.

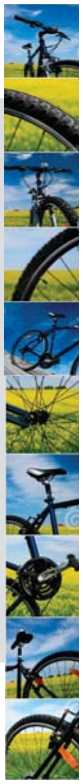
Purpose and need of the Leeward Bikeway Project: Several current regional and development plans define the need for a shared use path that links the neighborhoods in West Oahu to beach parks, recreation areas, regional attractions, historic sites, and nature habitats. They include the *2003 Pearl Harbor Historic Trail Master Plan*; *2002 Central Oahu Sustainable Communities Plan*; *2012 O'ahu Bike Plan*; and *2013 Ewa Development Plan.* Furthermore, these plans identify the former OR&L ROW as a resource where a safe and continuous bicycle and pedestrian path could be provided. The current project would utilize the former OR&L ROW to connect to the existing West Loch Bike Path and PHHT to provide a continuous, accessible, and safe shared-use path between Ewa and Aiea. In doing so, the proposed project would complete important components of past and current regional and development plans. Additionally, by connecting the communities from Ewa to Aiea, the Leeward Bikeway would address major residential, business, and commercial growth in the Ewa and Central Oahu areas occurring over the past several decades and in the future by providing an outstanding recreational resource and non-motorized transportation facility.

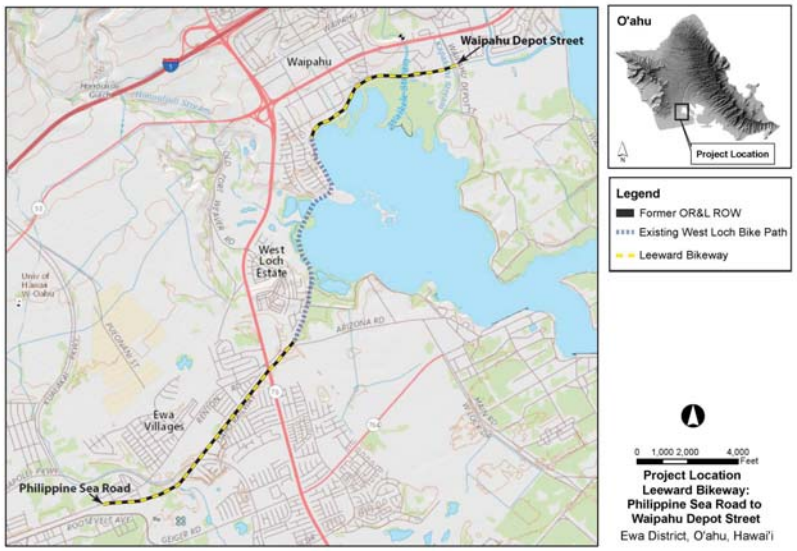
Background for the Leeward Bikeway Project: The implementation of the project is in response to the 1980 transfer of title of an approximately 14-mile long section of the former OR&L ROW from the U. S. Government to the State of Hawaii that requires the HDOT to use the transferred land for highway purposes, i.e. bicycle lanes or paths and pedestrian walkways.

The project limits, Philippine Sea Road to Waipahu Depot Street, connect logical termini identified in past and present regional and development plans and are of sufficient length to provide independent utility (i.e., usable and reasonable expenditure even if no additional transportation improvements in the area are made).

Construction is expected to commence in late 2018. Approximately 12 months will be required for construction.

For more information please contact:
Robert Sun
Project Manager, Design Branch, Hawaii Department of Transportation
robert.sun@hawaii.gov





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STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
869 PUNCHBOWL STREET
HONOLULU, HAWAII 96813-5097

IN REPLY REFER TO:
HWY-DD 2.6521

February 2, 2018

Mr. Brandon Elefante
District 8
Honolulu City Council
Honolulu Hale
530 South King Street, Room 203
Honolulu, Hawaii 96813

Dear Mr. Elefante:

Subject: Leeward Bikeway: Philippine Sea Road to Waipahu Depot Street
Ewa District, Island of Oahu, Hawaii
Federal-Aid Project No. STP-BW-0300(8)
Tax Map Key: (Portions) (1) 9-1-17: 003, 008, 044, 045, 055; (1) 9-1-64: 116; 9-1-69: 002, 003, 010; 9-1-126: 008, 013; 9-3-01: 006, 021; 9-3-02: 029; 9-4-01: 002, 011; and 9-4-11: 011
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ACTING ENGINEERING PROGRAM MANAGER
DESIGN BRANCH, HIGHWAYS DIVISION

Enclosure

cc: Meesa Otani, FHWA
Brian Takeda and Stacy Armstrong, R. M. Towill Corporation

bc: HWY-DD (R. Sun)

LEEWARD BIKEWAY, PHILIPPINE SEA ROAD TO WAIPAHU DEPOT STREET
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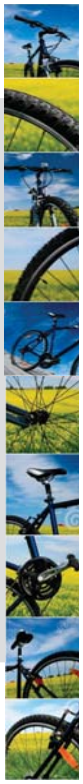

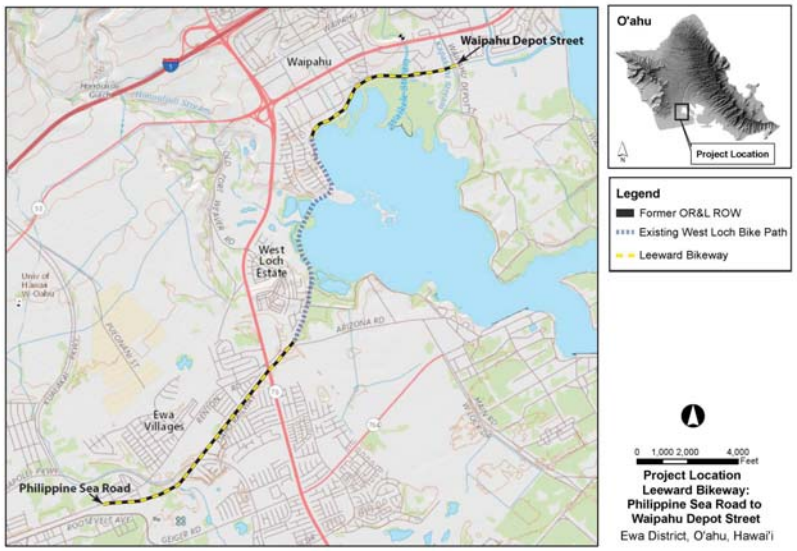

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DEPARTMENT OF TRANSPORTATION
869 PUNCHBOWL STREET
HONOLULU, HAWAII 96813-5097

IN REPLY REFER TO:
HWY-DD 2.6521

February 2, 2018

Mr. Ron Menor
District 9
Honolulu City Council
Honolulu Hale
530 South King Street, Room 203
Honolulu, Hawaii 96813

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Sincerely,

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DESIGN BRANCH, HIGHWAYS DIVISION

Enclosure

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Leeward Bikeway Project overview: The approximately 3-mile-long 8-10 foot-wide asphalt concrete bikeway would be built within the 40-foot wide former Oahu Railroad & Land Company (OR&L) right-of-way (ROW) and provide a dedicated, shared use path for pedestrians and bicyclists. The bikeway would consist of two sections connected by the existing approximately 2-mile West Loch Bike Path on either end to form a continuous path. The first section of the bikeway would begin at Philippine Sea Road and extend approximately 10,500 feet east to connect with the southwest end of the West Loch Bike Path. The second section of the bikeway would begin at the northeast end of the West Loch Bike Path and extend approximately 6,900 feet east to its terminus at Waipahu Depot Street. At its terminus, the bikeway would connect with the existing 5.8-mile-long Pearl Harbor Historic Trail (PHHT). Along most of its length the bikeway would be separated from vehicular traffic. However, where the bikeway crosses existing roadways (i.e., Kapolei Parkway and Fort Weaver Road) the bikeway users would be guided by signs to new or existing signalized pedestrian roadway crossings.

Design and construction components of the Leeward Bikeway Project include:

- Construction of the Leeward Bikeway facility beginning at Philippine Sea Road in Ewa and extending east to Waipahu Depot Street in Waipahu;
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- Relocation and replacement of existing fencing; and
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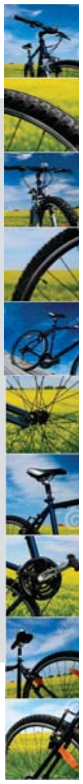
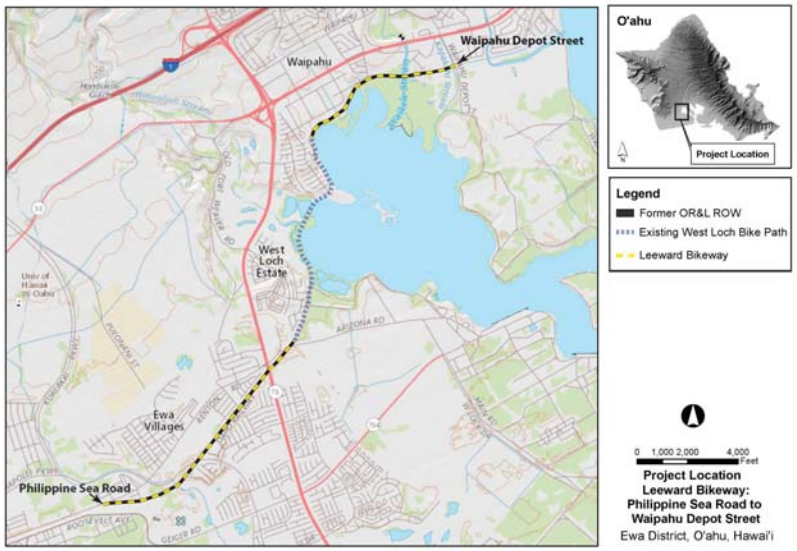
Background for the Leeward Bikeway Project: The implementation of the project is in response to the 1980 transfer of title of an approximately 14-mile long section of the former OR&L ROW from the U. S. Government to the State of Hawaii that requires the HDOT to use the transferred land for highway purposes, i.e. bicycle lanes or paths and pedestrian walkways.

The project limits, Philippine Sea Road to Waipahu Depot Street, connect logical termini identified in past and present regional and development plans and are of sufficient length to provide independent utility (i.e., usable and reasonable expenditure even if no additional transportation improvements in the area are made).

Construction is expected to commence in late 2018. Approximately 12 months will be required for construction.

For more information please contact:
Robert Sun
Project Manager, Design Branch, Hawaii Department of Transportation
robert.sun@hawaii.gov





Organizations Pre-Assessment Consultations - Comments and Responses

DAVID Y. IGE
GOVERNOR

JADE T. BUTAY
INTERIM DIRECTOR

Deputy Directors
ROSS M. HIGASHI
EDWIN H. SNIFFEN
DARRELL T. YOUNG

STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
869 PUNCHBOWL STREET
HONOLULU, HAWAII 96813-5097

IN REPLY REFER TO:
HWY-DD 2.6521

February 2, 2018

Mr. Jim Dodson
Executive Director
Ewa Community Association
91-1795 Keaunui Drive
Ewa Beach, Hawaii 96706

Dear Mr. Dodson:

Subject: Leeward Bikeway: Philippine Sea Road to Waipahu Depot Street
Ewa District, Island of Oahu, Hawaii
Federal-Aid Project No. STP-BW-0300(8)
Tax Map Key: (Portions) (1) 9-1-17: 003, 008, 044, 045, 055; (1) 9-1-64: 116; 9-1-69: 002, 003, 010; 9-1-126: 008, 013; 9-3-01: 006, 021; 9-3-02: 029; 9-4-01: 002, 011; and 9-4-11: 011
Request for Pre-Assessment Consultation, Hawaii Revised Statutes, Chapter 343

The State of Hawaii Department of Transportation (HDOT) would like to invite you to participate in pre-assessment consultation for the subject project. The proposed project is located in the Ewa District, Island of Oahu, Hawaii.

The HDOT is preparing an Environmental Assessment (EA) for the proposed project to address the requirements of Hawaii Revised Statutes, Chapter 343, and Hawaii Administrative Rules, Chapter 11-200. The specific action that requires the preparation of the EA includes the use of state land and/or funds for the proposed action.

Proposed Action
The Leeward Bikeway project would involve the construction of a new 8-10 foot-wide approximately 3-mile-long bikeway within the 40-foot wide former Oahu Railway and Land Company right-of-way (OR&L ROW) beginning at Philippine Sea Road and extending east to Waipahu Depot Street. The project site is approximately 17.78 acres. Construction is expected to commence in late 2018. Approximately 12 months will be required for construction. The enclosed Project Fact Sheet provides an overview of the project location, design and construction components, purpose and need, and history (Enclosure 1).

Alternatives to the Proposed Action
An evaluation of all prudent and feasible alternatives was conducted to avoid or minimize impacts to the surrounding environment. The proposed design was determined to be the most practical and feasible alternative. Other alternatives considered were: (a) no action and (b) delayed action. Alternatives to the proposed action did not meet the HDOT's objective of constructing a continuous bikeway facility in the Ewa region; and failed to meet the access requirements of the 1980 deed transferring ownership of the former OR&L ROW to the State of Hawaii from the U. S. Government.

Anticipated Impacts
The former OR&L ROW is listed on the National Register of Historic Places (NRHP) as Reference No. 75000621, and on the State Inventory of Historic Places (SIHP) as site 50-80-12-9714. The Kapakahi and Waikele Stream Bridges, while not listed on the NRHP, are eligible for listing. All work proposed will address the requirements of state and federal laws concerning the protection and/or preservation of these historic resources.

The Leeward Bikeway project is expected to result in positive long-term and beneficial secondary impacts for residents and visitors using a continuous bicycle and pedestrian path for non-motorized recreational and transportation purposes. The proposed project is consistent with the *2003 Pearl Harbor Historic Trail Master Plan*; *2002 Central Oahu Sustainable Communities Plan*; *2012 Oahu Bike Plan*; and *2013 Ewa Development Plan*, and promotes the shared use of the former OR&L ROW to provide a safe and continuous bicycle and pedestrian path between Ewa and Aiea.

The project design connects logical termini identified in past and present regional and development plans and is of sufficient length to provide independent utility (i.e., usable and reasonable expenditure even if no additional transportation improvements in the area are made). By linking to existing facilities (West Loch Bike Path and Pearl Harbor Historic Trail), the development of the proposed bikeway will serve to connect the communities from Ewa to Aiea and help to address major residential, business, and commercial growth in the Ewa and Central Oahu areas occurring over the past several decades and proposed in the future. The action to link the proposed project to existing facilities would not require other project improvements, nor would construction of the proposed project disrupt the use of existing facilities.

We respectfully request any information you may have regarding environmental resource concerns in the project vicinity to assist in our evaluation. Please ensure that your comments are received or postmarked by FRIDAY, FEBRUARY 16, 2018. We would appreciate a written response to Robert Sun via email at robert.sun@hawaii.gov, or by U.S. Postal Service to Hawaii Department of Transportation, Highways Division, Design Branch, Highway Design Section; 601 Kamokila Boulevard, Room 609; Kapolei, Hawaii 96707.

Please feel free to contact Robert Sun by telephone at (808) 692-7578, if you have any questions. We look forward to working with you on this needed transportation and recreational facility.

Sincerely,

CURTIS MATSUDA
ACTING ENGINEERING PROGRAM MANAGER
DESIGN BRANCH, HIGHWAYS DIVISION

Enclosure

cc: Meesa Otani, FHWA
Brian Takeda and Stacy Armstrong, R. M. Towill Corporation

bc: HWY-DD (R. Sun)

LEEWARD BIKEWAY, PHILIPPINE SEA ROAD TO WAIPAHU DEPOT STREET
FEDERAL-AID PROJECT NO. STP-BW-0300(8)
PROJECT FACT SHEET

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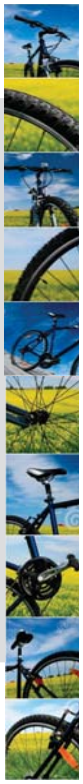

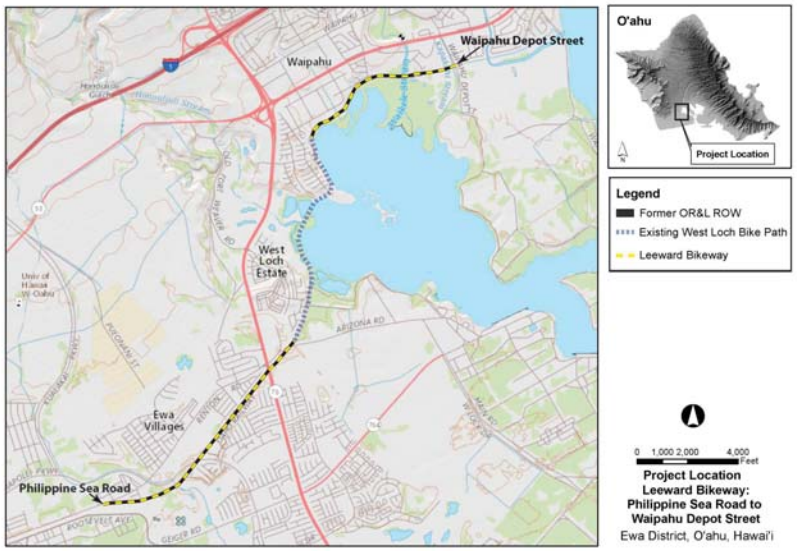

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STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
869 PUNCHBOWL STREET
HONOLULU, HAWAII 96813-5097

IN REPLY REFER TO:
HWY-DD 2.6521

February 2, 2018

Ms. Lynn Uyenco
AAMC
West Loch Fairways Association
Pacific Guardian Center - Mauka Tower
737 Bishop Street, Suite 3100
Honolulu, Hawaii 96813

Dear Ms. Uyenco:

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Ewa District, Island of Oahu, Hawaii
Federal-Aid Project No. STP-BW-0300(8)
Tax Map Key: (Portions) (1) 9-1-17: 003, 008, 044, 045, 055; (1) 9-1-64: 116; 9-1-69: 002, 003, 010; 9-1-126: 008, 013; 9-3-01: 006, 021; 9-3-02: 029; 9-4-01: 002, 011; and 9-4-11: 011
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ACTING ENGINEERING PROGRAM MANAGER
DESIGN BRANCH, HIGHWAYS DIVISION

Enclosure

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bc: HWY-DD (R. Sun)

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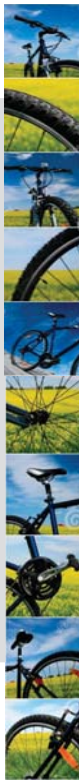

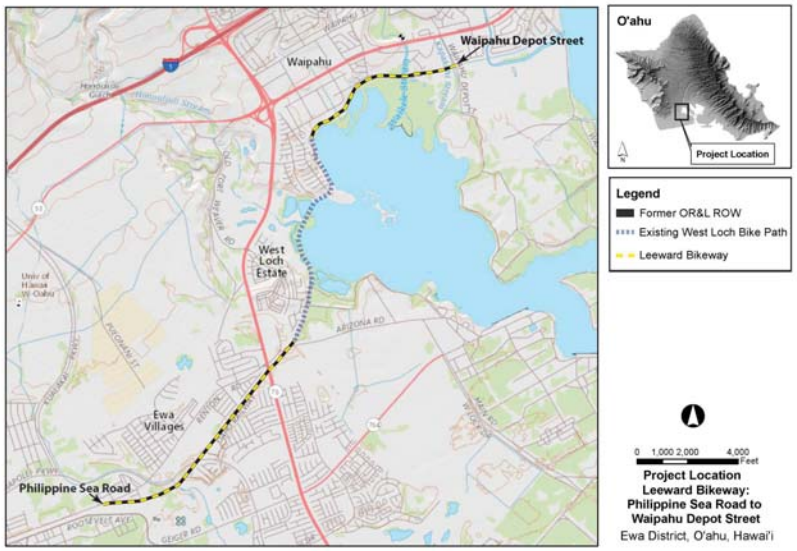

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DEPARTMENT OF TRANSPORTATION
869 PUNCHBOWL STREET
HONOLULU, HAWAII 96813-5097

IN REPLY REFER TO:
HWY-DD 2.6521

February 2, 2018

Ms. Michele Alueta
Management Executive
Hawaiiana Management
West Loch Estate Homeowners Association
711 Kapiolani Boulevard, Suite 700
Honolulu, Hawaii 96813

Dear Ms. Alueta:

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Ewa District, Island of Oahu, Hawaii
Federal-Aid Project No. STP-BW-0300(8)
Tax Map Key: (Portions) (1) 9-1-17: 003, 008, 044, 045, 055; (1) 9-1-64: 116; 9-1-69: 002, 003, 010; 9-1-126: 008, 013; 9-3-01: 006, 021; 9-3-02: 029; 9-4-01: 002, 011; and 9-4-11: 011
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Leeward Bikeway Project overview: The approximately 3-mile-long 8-10 foot-wide asphalt concrete bikeway would be built within the 40-foot wide former Oahu Railroad & Land Company (OR&L) right-of-way (ROW) and provide a dedicated, shared use path for pedestrians and bicyclists. The bikeway would consist of two sections connected by the existing approximately 2-mile West Loch Bike Path on either end to form a continuous path. The first section of the bikeway would begin at Philippine Sea Road and extend approximately 10,500 feet east to connect with the southwest end of the West Loch Bike Path. The second section of the bikeway would begin at the northeast end of the West Loch Bike Path and extend approximately 6,900 feet east to its terminus at Waipahu Depot Street. At its terminus, the bikeway would connect with the existing 5.8-mile-long Pearl Harbor Historic Trail (PHHT). Along most of its length the bikeway would be separated from vehicular traffic. However, where the bikeway crosses existing roadways (i.e., Kapolei Parkway and Fort Weaver Road) the bikeway users would be guided by signs to new or existing signalized pedestrian roadway crossings.

Design and construction components of the Leeward Bikeway Project include:

- Construction of the Leeward Bikeway facility beginning at Philippine Sea Road in Ewa and extending east to Waipahu Depot Street in Waipahu;
- Replacement of two historic railroad bridges (i.e., Kapakahi and Waikele Stream Bridges);
- Improvements to storm drain near Kapolei Parkway;
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- Construction of retaining walls;
- Relocation and replacement of existing fencing; and
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Purpose and need of the Leeward Bikeway Project: Several current regional and development plans define the need for a shared use path that links the neighborhoods in West Oahu to beach parks, recreation areas, regional attractions, historic sites, and nature habitats. They include the *2003 Pearl Harbor Historic Trail Master Plan*; *2002 Central Oahu Sustainable Communities Plan*; *2012 O'ahu Bike Plan*; and *2013 Ewa Development Plan.* Furthermore, these plans identify the former OR&L ROW as a resource where a safe and continuous bicycle and pedestrian path could be provided. The current project would utilize the former OR&L ROW to connect to the existing West Loch Bike Path and PHHT to provide a continuous, accessible, and safe shared-use path between Ewa and Aiea. In doing so, the proposed project would complete important components of past and current regional and development plans. Additionally, by connecting the communities from Ewa to Aiea, the Leeward Bikeway would address major residential, business, and commercial growth in the Ewa and Central Oahu areas occurring over the past several decades and in the future by providing an outstanding recreational resource and non-motorized transportation facility.

Background for the Leeward Bikeway Project: The implementation of the project is in response to the 1980 transfer of title of an approximately 14-mile long section of the former OR&L ROW from the U. S. Government to the State of Hawaii that requires the HDOT to use the transferred land for highway purposes, i.e. bicycle lanes or paths and pedestrian walkways.

The project limits, Philippine Sea Road to Waipahu Depot Street, connect logical termini identified in past and present regional and development plans and are of sufficient length to provide independent utility (i.e., usable and reasonable expenditure even if no additional transportation improvements in the area are made).

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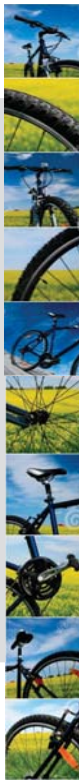
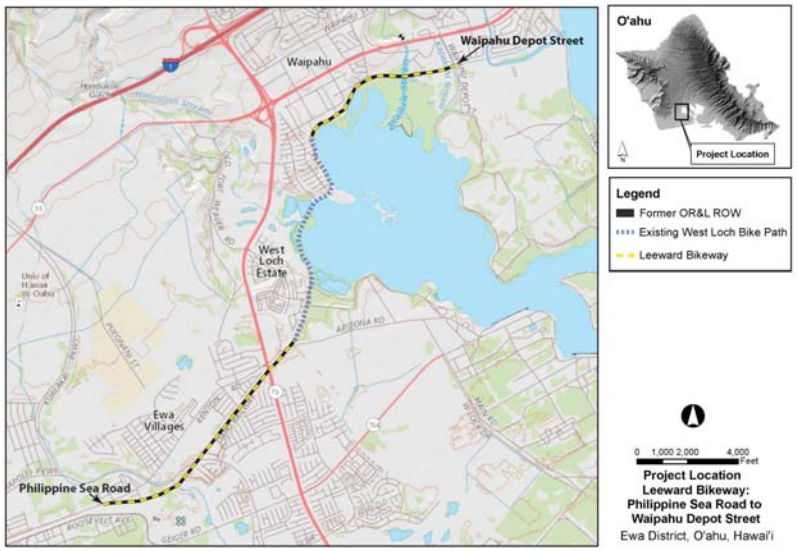
For more information please contact:
Robert Sun
Project Manager, Design Branch, Hawaii Department of Transportation
robert.sun@hawaii.gov





DAVID Y. IGE
GOVERNOR

JADE T. BUTAY
INTERIM DIRECTOR

Deputy Directors
ROSS M. HIGASHI
EDWIN H. SNIFFEN
DARRELL T. YOUNG

STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
869 PUNCHBOWL STREET
HONOLULU, HAWAII 96813-5097

IN REPLY REFER TO:
HWY-DD 2.6521

February 2, 2018

Mr. Chad Taniguchi
Executive Director
Hawaii Bicycling League
3442 Waialae Avenue, Suite 1
Honolulu, Hawaii 96816

Dear Mr. Taniguchi:

Subject: Leeward Bikeway: Philippine Sea Road to Waipahu Depot Street
Ewa District, Island of Oahu, Hawaii
Federal-Aid Project No. STP-BW-0300(8)
Tax Map Key: (Portions) (1) 9-1-17: 003, 008, 044, 045, 055; (1) 9-1-64: 116; 9-1-69: 002, 003, 010; 9-1-126: 008, 013; 9-3-01: 006, 021; 9-3-02: 029; 9-4-01: 002, 011; and 9-4-11: 011
Request for Pre-Assessment Consultation, Hawaii Revised Statutes, Chapter 343

The State of Hawaii Department of Transportation (HDOT) would like to invite you to participate in pre-assessment consultation for the subject project. The proposed project is located in the Ewa District, Island of Oahu, Hawaii.

The HDOT is preparing an Environmental Assessment (EA) for the proposed project to address the requirements of Hawaii Revised Statutes, Chapter 343, and Hawaii Administrative Rules, Chapter 11-200. The specific action that requires the preparation of the EA includes the use of state land and/or funds for the proposed action.

Proposed Action
The Leeward Bikeway project would involve the construction of a new 8-10 foot-wide approximately 3-mile-long bikeway within the 40-foot wide former Oahu Railway and Land Company right-of-way (OR&L ROW) beginning at Philippine Sea Road and extending east to Waipahu Depot Street. The project site is approximately 17.78 acres. Construction is expected to commence in late 2018. Approximately 12 months will be required for construction. The enclosed Project Fact Sheet provides an overview of the project location, design and construction components, purpose and need, and history (Enclosure 1).

Alternatives to the Proposed Action
An evaluation of all prudent and feasible alternatives was conducted to avoid or minimize impacts to the surrounding environment. The proposed design was determined to be the most practical and feasible alternative. Other alternatives considered were: (a) no action and (b) delayed action. Alternatives to the proposed action did not meet the HDOT's objective of constructing a continuous bikeway facility in the Ewa region; and failed to meet the access requirements of the 1980 deed transferring ownership of the former OR&L ROW to the State of Hawaii from the U. S. Government.

Anticipated Impacts
The former OR&L ROW is listed on the National Register of Historic Places (NRHP) as Reference No. 75000621, and on the State Inventory of Historic Places (SIHP) as site 50-80-12-9714. The Kapakahi and Waikele Stream Bridges, while not listed on the NRHP, are eligible for listing. All work proposed will address the requirements of state and federal laws concerning the protection and/or preservation of these historic resources.

The Leeward Bikeway project is expected to result in positive long-term and beneficial secondary impacts for residents and visitors using a continuous bicycle and pedestrian path for non-motorized recreational and transportation purposes. The proposed project is consistent with the *2003 Pearl Harbor Historic Trail Master Plan*; *2002 Central Oahu Sustainable Communities Plan*; *2012 Oahu Bike Plan*; and *2013 Ewa Development Plan*, and promotes the shared use of the former OR&L ROW to provide a safe and continuous bicycle and pedestrian path between Ewa and Aiea.

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We respectfully request any information you may have regarding environmental resource concerns in the project vicinity to assist in our evaluation. Please ensure that your comments are received or postmarked by FRIDAY, FEBRUARY 16, 2018. We would appreciate a written response to Robert Sun via email at robert.sun@hawaii.gov, or by U.S. Postal Service to Hawaii Department of Transportation, Highways Division, Design Branch, Highway Design Section; 601 Kamokila Boulevard, Room 609; Kapolei, Hawaii 96707.

Please feel free to contact Robert Sun by telephone at (808) 692-7578, if you have any questions. We look forward to working with you on this needed transportation and recreational facility.

Sincerely,

CURTIS MATSUDA
ACTING ENGINEERING PROGRAM MANAGER
DESIGN BRANCH, HIGHWAYS DIVISION

Enclosure

cc: Meesa Otani, FHWA
Brian Takeda and Stacy Armstrong, R. M. Towill Corporation

bc: HWY-DD (R. Sun)

LEEWARD BIKEWAY, PHILIPPINE SEA ROAD TO WAIPAHU DEPOT STREET
FEDERAL-AID PROJECT NO. STP-BW-0300(8)
PROJECT FACT SHEET

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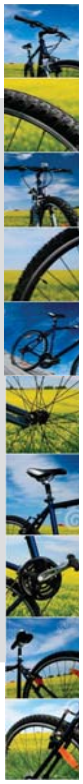

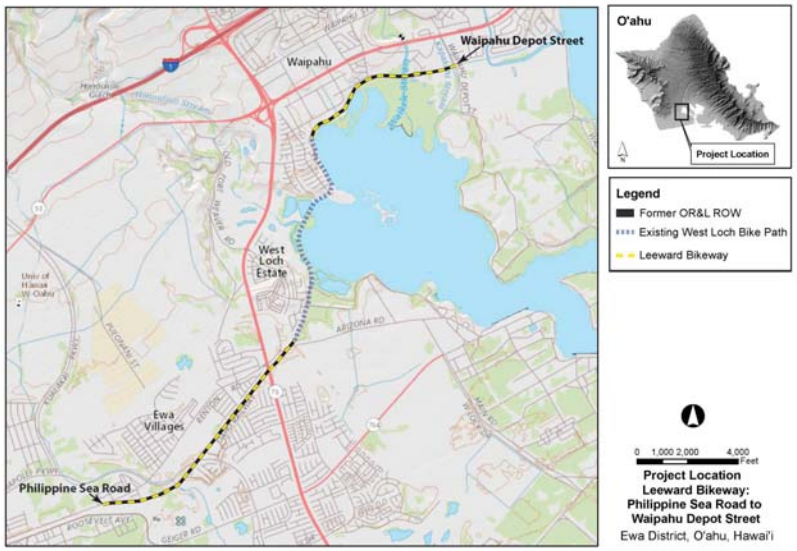

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STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
869 PUNCHBOWL STREET
HONOLULU, HAWAII 96813-5097

IN REPLY REFER TO:
HWY-DD 2.6521

February 2, 2018

Ms. Linda Lee Farm
Interim President and Chief Executing Officer
Bishop Museum
1525 Bernice Street
Honolulu, Hawaii 96817

Dear Ms. Farm:

Subject: Leeward Bikeway: Philippine Sea Road to Waipahu Depot Street
Ewa District, Island of Oahu, Hawaii
Federal-Aid Project No. STP-BW-0300(8)
Tax Map Key: (Portions) (1) 9-1-17: 003, 008, 044, 045, 055; (1) 9-1-64: 116; 9-1-69: 002, 003, 010; 9-1-126: 008, 013; 9-3-01: 006, 021; 9-3-02: 029; 9-4-01: 002, 011; and 9-4-11: 011
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DESIGN BRANCH, HIGHWAYS DIVISION

Enclosure

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Brian Takeda and Stacy Armstrong, R. M. Towill Corporation

bc: HWY-DD (R. Sun)

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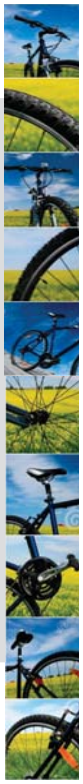

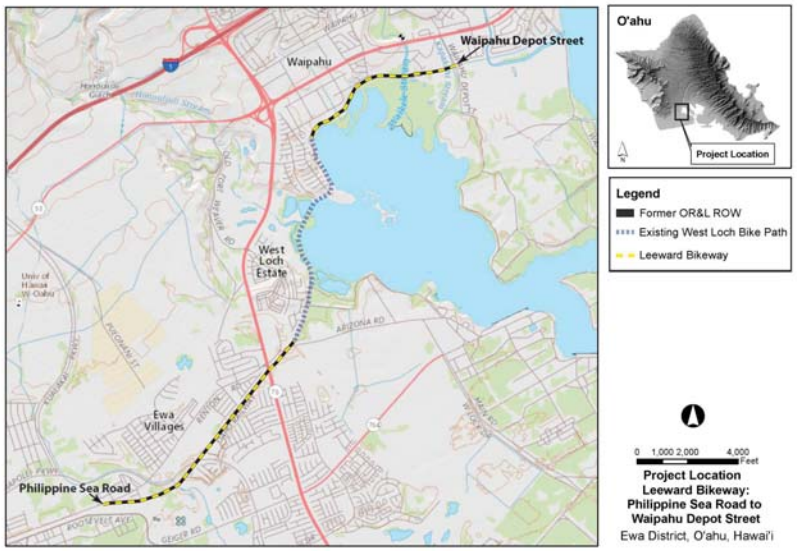

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STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
869 PUNCHBOWL STREET
HONOLULU, HAWAII 96813-5097

IN REPLY REFER TO:
HWY-DD 2.6521

February 2, 2018

Texaco
94-380 Mokuola Street
Waipahu, Hawaii 96797

Dear Sir/Madam:

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Ewa District, Island of Oahu, Hawaii
Federal-Aid Project No. STP-BW-0300(8)
Tax Map Key: (Portions) (1) 9-1-17: 003, 008, 044, 045, 055; (1) 9-1-64: 116; 9-1-69: 002, 003, 010; 9-1-126: 008, 013; 9-3-01: 006, 021; 9-3-02: 029; 9-4-01: 002, 011; and 9-4-11: 011
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Design and construction components of the Leeward Bikeway Project include:

- Construction of the Leeward Bikeway facility beginning at Philippine Sea Road in Ewa and extending east to Waipahu Depot Street in Waipahu;
- Replacement of two historic railroad bridges (i.e., Kapakahi and Waikele Stream Bridges);
- Improvements to storm drain near Kapolei Parkway;
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- Relocation and replacement of existing fencing; and
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Purpose and need of the Leeward Bikeway Project: Several current regional and development plans define the need for a shared use path that links the neighborhoods in West Oahu to beach parks, recreation areas, regional attractions, historic sites, and nature habitats. They include the *2003 Pearl Harbor Historic Trail Master Plan*; *2002 Central Oahu Sustainable Communities Plan*; *2012 O'ahu Bike Plan*; and *2013 Ewa Development Plan.* Furthermore, these plans identify the former OR&L ROW as a resource where a safe and continuous bicycle and pedestrian path could be provided. The current project would utilize the former OR&L ROW to connect to the existing West Loch Bike Path and PHHT to provide a continuous, accessible, and safe shared-use path between Ewa and Aiea. In doing so, the proposed project would complete important components of past and current regional and development plans. Additionally, by connecting the communities from Ewa to Aiea, the Leeward Bikeway would address major residential, business, and commercial growth in the Ewa and Central Oahu areas occurring over the past several decades and in the future by providing an outstanding recreational resource and non-motorized transportation facility.

Background for the Leeward Bikeway Project: The implementation of the project is in response to the 1980 transfer of title of an approximately 14-mile long section of the former OR&L ROW from the U. S. Government to the State of Hawaii that requires the HDOT to use the transferred land for highway purposes, i.e. bicycle lanes or paths and pedestrian walkways.

The project limits, Philippine Sea Road to Waipahu Depot Street, connect logical termini identified in past and present regional and development plans and are of sufficient length to provide independent utility (i.e., usable and reasonable expenditure even if no additional transportation improvements in the area are made).

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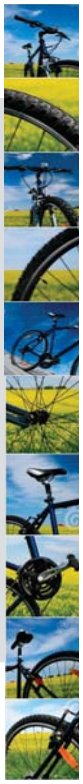
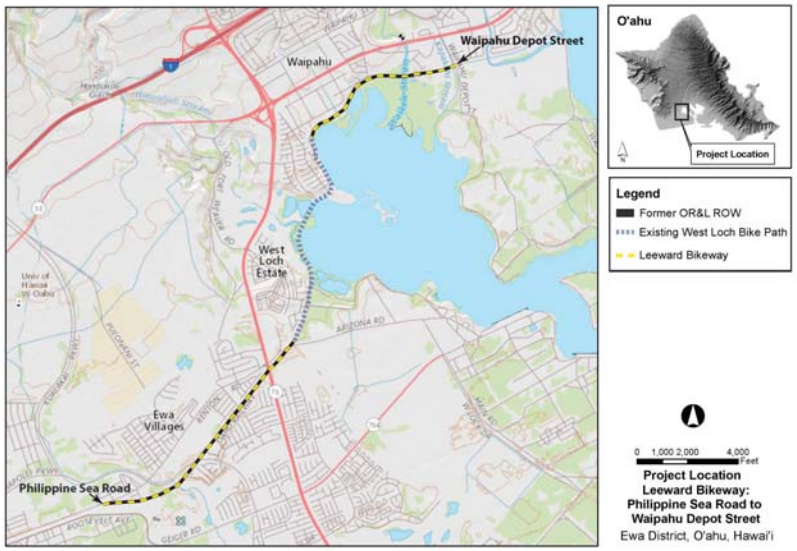
For more information please contact:
Robert Sun
Project Manager, Design Branch, Hawaii Department of Transportation
robert.sun@hawaii.gov





DAVID Y. IGE
GOVERNOR

JADE T. BUTAY
INTERIM DIRECTOR

Deputy Directors
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DARRELL T. YOUNG

STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
869 PUNCHBOWL STREET
HONOLULU, HAWAII 96813-5097

IN REPLY REFER TO:
HWY-DD 2.6521

February 2, 2018

Texaco
94-485 Farrington Highway
Waipahu, Hawaii 96797

Dear Sir/Madam:

Subject: Leeward Bikeway: Philippine Sea Road to Waipahu Depot Street
Ewa District, Island of Oahu, Hawaii
Federal-Aid Project No. STP-BW-0300(8)
Tax Map Key: (Portions) (1) 9-1-17: 003, 008, 044, 045, 055; (1) 9-1-64: 116; 9-1-69: 002, 003, 010; 9-1-126: 008, 013; 9-3-01: 006, 021; 9-3-02: 029; 9-4-01: 002, 011; and 9-4-11: 011
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The HDOT is preparing an Environmental Assessment (EA) for the proposed project to address the requirements of Hawaii Revised Statutes, Chapter 343, and Hawaii Administrative Rules, Chapter 11-200. The specific action that requires the preparation of the EA includes the use of state land and/or funds for the proposed action.

Proposed Action
The Leeward Bikeway project would involve the construction of a new 8-10 foot-wide approximately 3-mile-long bikeway within the 40-foot wide former Oahu Railway and Land Company right-of-way (OR&L ROW) beginning at Philippine Sea Road and extending east to Waipahu Depot Street. The project site is approximately 17.78 acres. Construction is expected to commence in late 2018. Approximately 12 months will be required for construction. The enclosed Project Fact Sheet provides an overview of the project location, design and construction components, purpose and need, and history (Enclosure 1).

Alternatives to the Proposed Action
An evaluation of all prudent and feasible alternatives was conducted to avoid or minimize impacts to the surrounding environment. The proposed design was determined to be the most practical and feasible alternative. Other alternatives considered were: (a) no action and (b) delayed action. Alternatives to the proposed action did not meet the HDOT's objective of constructing a continuous bikeway facility in the Ewa region; and failed to meet the access requirements of the 1980 deed transferring ownership of the former OR&L ROW to the State of Hawaii from the U. S. Government.

Anticipated Impacts
The former OR&L ROW is listed on the National Register of Historic Places (NRHP) as Reference No. 75000621, and on the State Inventory of Historic Places (SIHP) as site 50-80-12-9714. The Kapakahi and Waikele Stream Bridges, while not listed on the NRHP, are eligible for listing. All work proposed will address the requirements of state and federal laws concerning the protection and/or preservation of these historic resources.

The Leeward Bikeway project is expected to result in positive long-term and beneficial secondary impacts for residents and visitors using a continuous bicycle and pedestrian path for non-motorized recreational and transportation purposes. The proposed project is consistent with the *2003 Pearl Harbor Historic Trail Master Plan*; *2002 Central Oahu Sustainable Communities Plan*; *2012 Oahu Bike Plan*; and *2013 Ewa Development Plan*, and promotes the shared use of the former OR&L ROW to provide a safe and continuous bicycle and pedestrian path between Ewa and Aiea.

The project design connects logical termini identified in past and present regional and development plans and is of sufficient length to provide independent utility (i.e., usable and reasonable expenditure even if no additional transportation improvements in the area are made). By linking to existing facilities (West Loch Bike Path and Pearl Harbor Historic Trail), the development of the proposed bikeway will serve to connect the communities from Ewa to Aiea and help to address major residential, business, and commercial growth in the Ewa and Central Oahu areas occurring over the past several decades and proposed in the future. The action to link the proposed project to existing facilities would not require other project improvements, nor would construction of the proposed project disrupt the use of existing facilities.

We respectfully request any information you may have regarding environmental resource concerns in the project vicinity to assist in our evaluation. Please ensure that your comments are received or postmarked by FRIDAY, FEBRUARY 16, 2018. We would appreciate a written response to Robert Sun via email at robert.sun@hawaii.gov, or by U.S. Postal Service to Hawaii Department of Transportation, Highways Division, Design Branch, Highway Design Section; 601 Kamokila Boulevard, Room 609; Kapolei, Hawaii 96707.

Please feel free to contact Robert Sun by telephone at (808) 692-7578, if you have any questions. We look forward to working with you on this needed transportation and recreational facility.

Sincerely,

CURTIS MATSUDA
ACTING ENGINEERING PROGRAM MANAGER
DESIGN BRANCH, HIGHWAYS DIVISION

Enclosure

cc: Meesa Otani, FHWA
Brian Takeda and Stacy Armstrong, R. M. Towill Corporation

bc: HWY-DD (R. Sun)

LEEWARD BIKEWAY, PHILIPPINE SEA ROAD TO WAIPAHU DEPOT STREET
FEDERAL-AID PROJECT NO. STP-BW-0300(8)
PROJECT FACT SHEET

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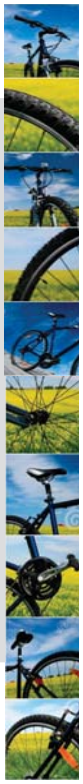

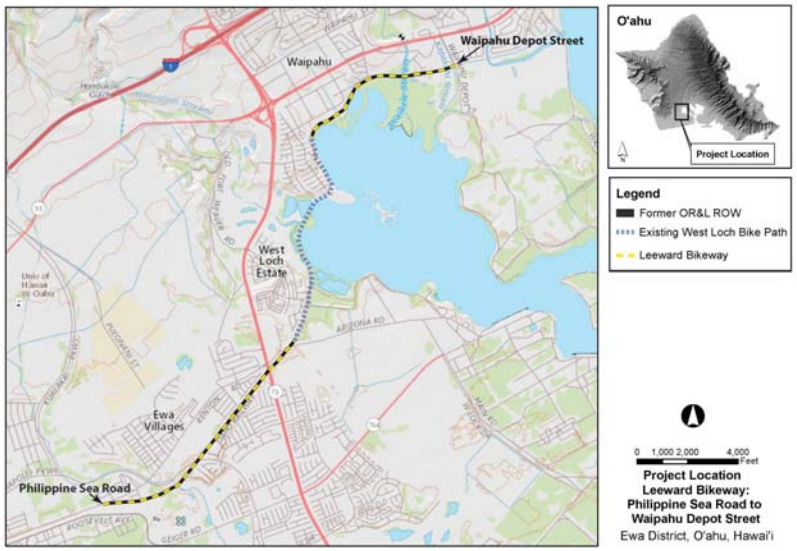

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DEPARTMENT OF TRANSPORTATION
869 PUNCHBOWL STREET
HONOLULU, HAWAII 96813-5097

IN REPLY REFER TO:
HWY-DD 2.6521

February 2, 2018

Texaco
91-909 Fort Weaver Road
Ewa Beach, Hawaii 96706

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Enclosure

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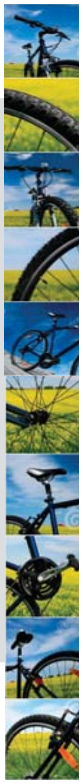

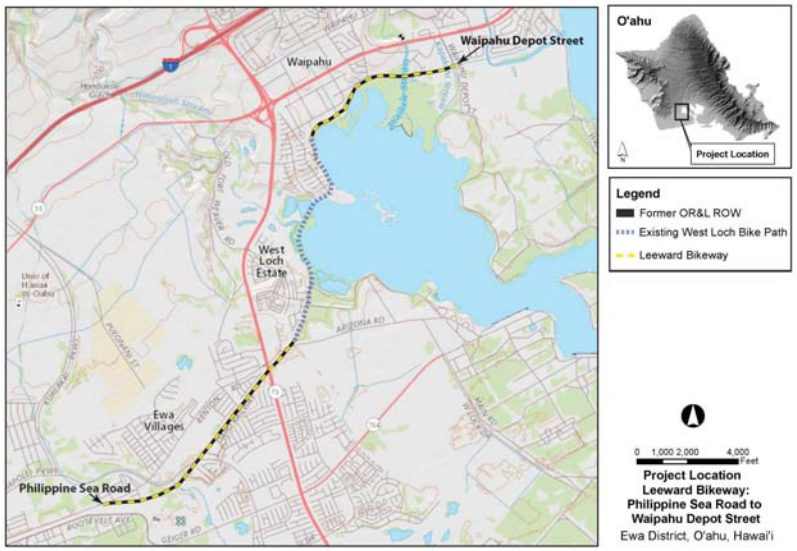

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DEPARTMENT OF TRANSPORTATION
869 PUNCHBOWL STREET
HONOLULU, HAWAII 96813-5097

IN REPLY REFER TO:
HWY-DD 2.6521

February 2, 2018

Steve Vendt
Operations Manager
Hawaiian Railway Society
P.O. Box 60369
Ewa Station
Ewa Beach, Hawaii 96706

Dear Mr. Vendt:

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Ewa District, Island of Oahu, Hawaii
Federal-Aid Project No. STP-BW-0300(8)
Tax Map Key: (Portions) (1) 9-1-17: 003, 008, 044, 045, 055; (1) 9-1-64: 116; 9-1-69: 002, 003, 010; 9-1-126: 008, 013; 9-3-01: 006, 021; 9-3-02: 029; 9-4-01: 002, 011; and 9-4-11: 011
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Leeward Bikeway Project overview: The approximately 3-mile-long 8-10 foot-wide asphalt concrete bikeway would be built within the 40-foot wide former Oahu Railroad & Land Company (OR&L) right-of-way (ROW) and provide a dedicated, shared use path for pedestrians and bicyclists. The bikeway would consist of two sections connected by the existing approximately 2-mile West Loch Bike Path on either end to form a continuous path. The first section of the bikeway would begin at Philippine Sea Road and extend approximately 10,500 feet east to connect with the southwest end of the West Loch Bike Path. The second section of the bikeway would begin at the northeast end of the West Loch Bike Path and extend approximately 6,900 feet east to its terminus at Waipahu Depot Street. At its terminus, the bikeway would connect with the existing 5.8-mile-long Pearl Harbor Historic Trail (PHHT). Along most of its length the bikeway would be separated from vehicular traffic. However, where the bikeway crosses existing roadways (i.e., Kapolei Parkway and Fort Weaver Road) the bikeway users would be guided by signs to new or existing signalized pedestrian roadway crossings.

Design and construction components of the Leeward Bikeway Project include:

- Construction of the Leeward Bikeway facility beginning at Philippine Sea Road in Ewa and extending east to Waipahu Depot Street in Waipahu;
- Replacement of two historic railroad bridges (i.e., Kapakahi and Waikele Stream Bridges);
- Improvements to storm drain near Kapolei Parkway;
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- Construction of retaining walls;
- Relocation and replacement of existing fencing; and
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Purpose and need of the Leeward Bikeway Project: Several current regional and development plans define the need for a shared use path that links the neighborhoods in West Oahu to beach parks, recreation areas, regional attractions, historic sites, and nature habitats. They include the *2003 Pearl Harbor Historic Trail Master Plan*; *2002 Central Oahu Sustainable Communities Plan*; *2012 O'ahu Bike Plan*; and *2013 Ewa Development Plan.* Furthermore, these plans identify the former OR&L ROW as a resource where a safe and continuous bicycle and pedestrian path could be provided. The current project would utilize the former OR&L ROW to connect to the existing West Loch Bike Path and PHHT to provide a continuous, accessible, and safe shared-use path between Ewa and Aiea. In doing so, the proposed project would complete important components of past and current regional and development plans. Additionally, by connecting the communities from Ewa to Aiea, the Leeward Bikeway would address major residential, business, and commercial growth in the Ewa and Central Oahu areas occurring over the past several decades and in the future by providing an outstanding recreational resource and non-motorized transportation facility.

Background for the Leeward Bikeway Project: The implementation of the project is in response to the 1980 transfer of title of an approximately 14-mile long section of the former OR&L ROW from the U. S. Government to the State of Hawaii that requires the HDOT to use the transferred land for highway purposes, i.e. bicycle lanes or paths and pedestrian walkways.

The project limits, Philippine Sea Road to Waipahu Depot Street, connect logical termini identified in past and present regional and development plans and are of sufficient length to provide independent utility (i.e., usable and reasonable expenditure even if no additional transportation improvements in the area are made).

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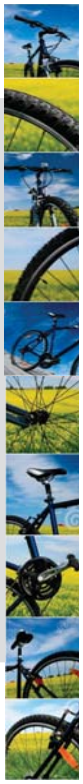
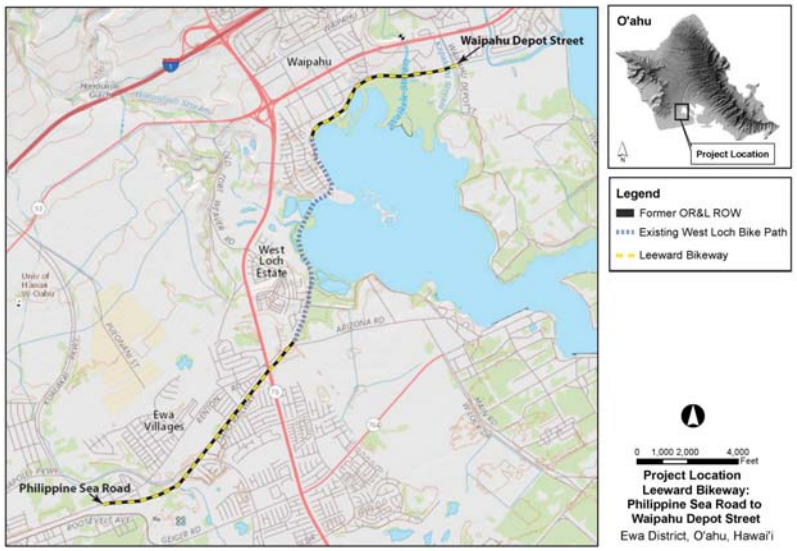
For more information please contact:
Robert Sun
Project Manager, Design Branch, Hawaii Department of Transportation
robert.sun@hawaii.gov





DAVID Y. IGE
GOVERNOR

JADE T. BUTAY
INTERIM DIRECTOR

Deputy Directors
ROSS M. HIGASHI
EDWIN H. SNIFFEN
DARRELL T. YOUNG

STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
869 PUNCHBOWL STREET
HONOLULU, HAWAII 96813-5097

IN REPLY REFER TO:
HWY-DD 2.6521

February 2, 2018

Mr. Richard Nettell
President
Hawaiian Trail and Mountain Club
41-23 Puuone Street
Waimanalo, Hawaii 96795

Dear Mr. Nettell:

Subject: Leeward Bikeway: Philippine Sea Road to Waipahu Depot Street
Ewa District, Island of Oahu, Hawaii
Federal-Aid Project No. STP-BW-0300(8)
Tax Map Key: (Portions) (1) 9-1-17: 003, 008, 044, 045, 055; (1) 9-1-64: 116; 9-1-69: 002, 003, 010; 9-1-126: 008, 013; 9-3-01: 006, 021; 9-3-02: 029; 9-4-01: 002, 011; and 9-4-11: 011
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The State of Hawaii Department of Transportation (HDOT) would like to invite you to participate in pre-assessment consultation for the subject project. The proposed project is located in the Ewa District, Island of Oahu, Hawaii.

The HDOT is preparing an Environmental Assessment (EA) for the proposed project to address the requirements of Hawaii Revised Statutes, Chapter 343, and Hawaii Administrative Rules, Chapter 11-200. The specific action that requires the preparation of the EA includes the use of state land and/or funds for the proposed action.

Proposed Action
The Leeward Bikeway project would involve the construction of a new 8-10 foot-wide approximately 3-mile-long bikeway within the 40-foot wide former Oahu Railway and Land Company right-of-way (OR&L ROW) beginning at Philippine Sea Road and extending east to Waipahu Depot Street. The project site is approximately 17.78 acres. Construction is expected to commence in late 2018. Approximately 12 months will be required for construction. The enclosed Project Fact Sheet provides an overview of the project location, design and construction components, purpose and need, and history (Enclosure 1).

Alternatives to the Proposed Action
An evaluation of all prudent and feasible alternatives was conducted to avoid or minimize impacts to the surrounding environment. The proposed design was determined to be the most practical and feasible alternative. Other alternatives considered were: (a) no action and (b) delayed action. Alternatives to the proposed action did not meet the HDOT's objective of constructing a continuous bikeway facility in the Ewa region; and failed to meet the access requirements of the 1980 deed transferring ownership of the former OR&L ROW to the State of Hawaii from the U. S. Government.

Anticipated Impacts
The former OR&L ROW is listed on the National Register of Historic Places (NRHP) as Reference No. 75000621, and on the State Inventory of Historic Places (SIHP) as site 50-80-12-9714. The Kapakahi and Waikele Stream Bridges, while not listed on the NRHP, are eligible for listing. All work proposed will address the requirements of state and federal laws concerning the protection and/or preservation of these historic resources.

The Leeward Bikeway project is expected to result in positive long-term and beneficial secondary impacts for residents and visitors using a continuous bicycle and pedestrian path for non-motorized recreational and transportation purposes. The proposed project is consistent with the *2003 Pearl Harbor Historic Trail Master Plan*; *2002 Central Oahu Sustainable Communities Plan*; *2012 Oahu Bike Plan*; and *2013 Ewa Development Plan*, and promotes the shared use of the former OR&L ROW to provide a safe and continuous bicycle and pedestrian path between Ewa and Aiea.

The project design connects logical termini identified in past and present regional and development plans and is of sufficient length to provide independent utility (i.e., usable and reasonable expenditure even if no additional transportation improvements in the area are made). By linking to existing facilities (West Loch Bike Path and Pearl Harbor Historic Trail), the development of the proposed bikeway will serve to connect the communities from Ewa to Aiea and help to address major residential, business, and commercial growth in the Ewa and Central Oahu areas occurring over the past several decades and proposed in the future. The action to link the proposed project to existing facilities would not require other project improvements, nor would construction of the proposed project disrupt the use of existing facilities.

We respectfully request any information you may have regarding environmental resource concerns in the project vicinity to assist in our evaluation. Please ensure that your comments are received or postmarked by FRIDAY, FEBRUARY 16, 2018. We would appreciate a written response to Robert Sun via email at robert.sun@hawaii.gov, or by U.S. Postal Service to Hawaii Department of Transportation, Highways Division, Design Branch, Highway Design Section; 601 Kamokila Boulevard, Room 609; Kapolei, Hawaii 96707.

Please feel free to contact Robert Sun by telephone at (808) 692-7578, if you have any questions. We look forward to working with you on this needed transportation and recreational facility.

Sincerely,

CURTIS MATSUDA
ACTING ENGINEERING PROGRAM MANAGER
DESIGN BRANCH, HIGHWAYS DIVISION

Enclosure

cc: Meesa Otani, FHWA
Brian Takeda and Stacy Armstrong, R. M. Towill Corporation

bc: HWY-DD (R. Sun)

LEEWARD BIKEWAY, PHILIPPINE SEA ROAD TO WAIPAHU DEPOT STREET
FEDERAL-AID PROJECT NO. STP-BW-0300(8)
PROJECT FACT SHEET

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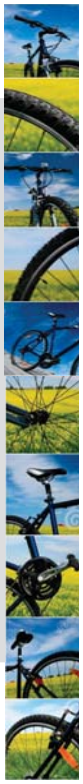

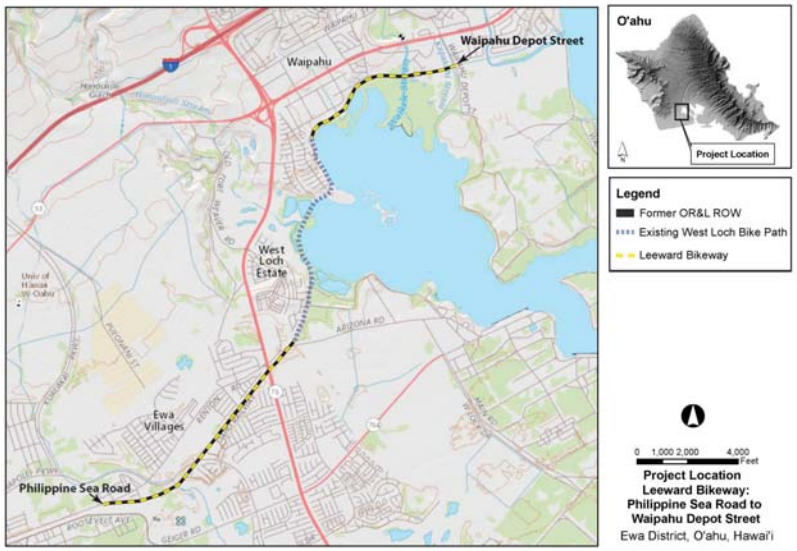

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STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
869 PUNCHBOWL STREET
HONOLULU, HAWAII 96813-5097

IN REPLY REFER TO:
HWY-DD 2.6521

February 2, 2018

Mr. Scott K. Barber
President and Chief Executive Officer
Hawaiian Telcom
1177 Bishop Street
Honolulu, Hawaii 96813

Dear Mr. Barber:

Subject: Leeward Bikeway: Philippine Sea Road to Waipahu Depot Street
Ewa District, Island of Oahu, Hawaii
Federal-Aid Project No. STP-BW-0300(8)
Tax Map Key: (Portions) (1) 9-1-17: 003, 008, 044, 045, 055; (1) 9-1-64: 116; 9-1-69: 002, 003, 010; 9-1-126: 008, 013; 9-3-01: 006, 021; 9-3-02: 029; 9-4-01: 002, 011; and 9-4-11: 011
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DESIGN BRANCH, HIGHWAYS DIVISION

Enclosure

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bc: HWY-DD (R. Sun)

LEEWARD BIKEWAY, PHILIPPINE SEA ROAD TO WAIPAHU DEPOT STREET
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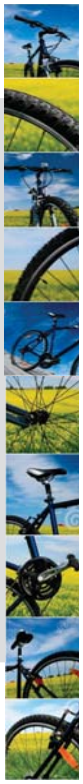

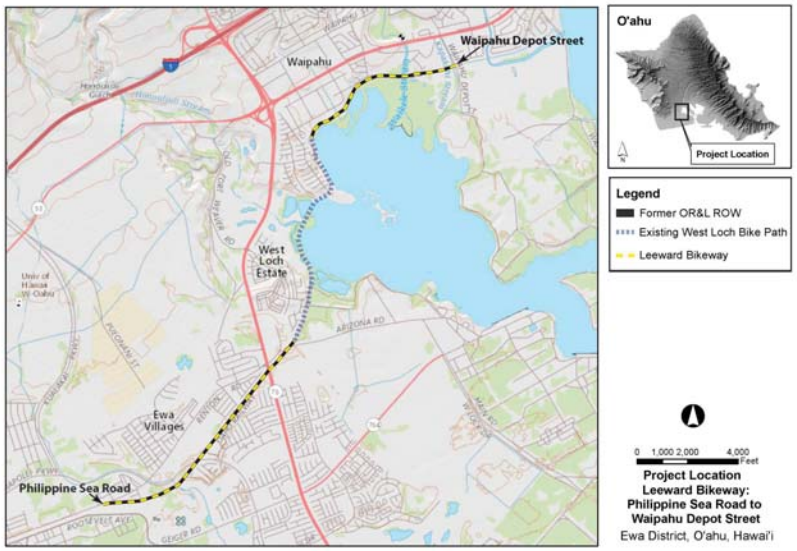

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STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
869 PUNCHBOWL STREET
HONOLULU, HAWAII 96813-5097

IN REPLY REFER TO:
HWY-DD 2.6521

February 2, 2018

Mr. Alan M. Oshima
President and Chief Executive Officer
Hawaiian Electric Company
P.O. Box 2750
Honolulu, Hawaii 96840

Dear Mr. Oshima:

Subject: Leeward Bikeway: Philippine Sea Road to Waipahu Depot Street
Ewa District, Island of Oahu, Hawaii
Federal-Aid Project No. STP-BW-0300(8)
Tax Map Key: (Portions) (1) 9-1-17: 003, 008, 044, 045, 055; (1) 9-1-64: 116; 9-1-69: 002, 003, 010; 9-1-126: 008, 013; 9-3-01: 006, 021; 9-3-02: 029; 9-4-01: 002, 011; and 9-4-11: 011
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Leeward Bikeway Project overview: The approximately 3-mile-long 8-10 foot-wide asphalt concrete bikeway would be built within the 40-foot wide former Oahu Railroad & Land Company (OR&L) right-of-way (ROW) and provide a dedicated, shared use path for pedestrians and bicyclists. The bikeway would consist of two sections connected by the existing approximately 2-mile West Loch Bike Path on either end to form a continuous path. The first section of the bikeway would begin at Philippine Sea Road and extend approximately 10,500 feet east to connect with the southwest end of the West Loch Bike Path. The second section of the bikeway would begin at the northeast end of the West Loch Bike Path and extend approximately 6,900 feet east to its terminus at Waipahu Depot Street. At its terminus, the bikeway would connect with the existing 5.8-mile-long Pearl Harbor Historic Trail (PHHT). Along most of its length the bikeway would be separated from vehicular traffic. However, where the bikeway crosses existing roadways (i.e., Kapolei Parkway and Fort Weaver Road) the bikeway users would be guided by signs to new or existing signalized pedestrian roadway crossings.

Design and construction components of the Leeward Bikeway Project include:

- Construction of the Leeward Bikeway facility beginning at Philippine Sea Road in Ewa and extending east to Waipahu Depot Street in Waipahu;
- Replacement of two historic railroad bridges (i.e., Kapakahi and Waikele Stream Bridges);
- Improvements to storm drain near Kapolei Parkway;
- Relocation of utility lines and poles;
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- Relocation and replacement of existing fencing; and
- Installation of bollards, signage and striping.

Purpose and need of the Leeward Bikeway Project: Several current regional and development plans define the need for a shared use path that links the neighborhoods in West Oahu to beach parks, recreation areas, regional attractions, historic sites, and nature habitats. They include the *2003 Pearl Harbor Historic Trail Master Plan*; *2002 Central Oahu Sustainable Communities Plan*; *2012 O'ahu Bike Plan*; and *2013 Ewa Development Plan.* Furthermore, these plans identify the former OR&L ROW as a resource where a safe and continuous bicycle and pedestrian path could be provided. The current project would utilize the former OR&L ROW to connect to the existing West Loch Bike Path and PHHT to provide a continuous, accessible, and safe shared-use path between Ewa and Aiea. In doing so, the proposed project would complete important components of past and current regional and development plans. Additionally, by connecting the communities from Ewa to Aiea, the Leeward Bikeway would address major residential, business, and commercial growth in the Ewa and Central Oahu areas occurring over the past several decades and in the future by providing an outstanding recreational resource and non-motorized transportation facility.

Background for the Leeward Bikeway Project: The implementation of the project is in response to the 1980 transfer of title of an approximately 14-mile long section of the former OR&L ROW from the U. S. Government to the State of Hawaii that requires the HDOT to use the transferred land for highway purposes, i.e. bicycle lanes or paths and pedestrian walkways.

The project limits, Philippine Sea Road to Waipahu Depot Street, connect logical termini identified in past and present regional and development plans and are of sufficient length to provide independent utility (i.e., usable and reasonable expenditure even if no additional transportation improvements in the area are made).

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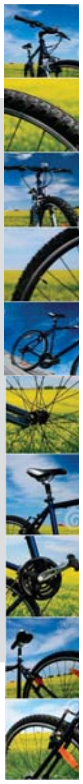
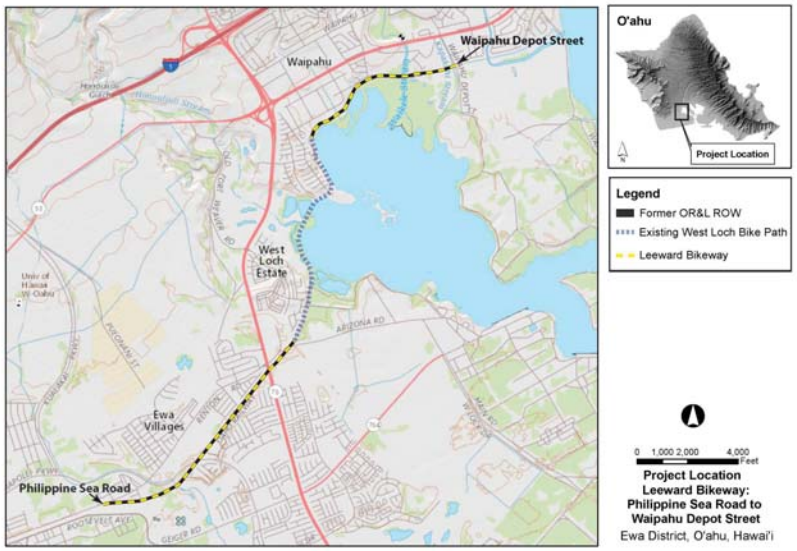
For more information please contact:
Robert Sun
Project Manager, Design Branch, Hawaii Department of Transportation
robert.sun@hawaii.gov





DAVID Y. IGE
GOVERNOR

JADE T. BUTAY
INTERIM DIRECTOR

Deputy Directors
ROSS M. HIGASHI
EDWIN H. SNIFFEN
DARRELL T. YOUNG

STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
869 PUNCHBOWL STREET
HONOLULU, HAWAII 96813-5097

IN REPLY REFER TO:
HWY-DD 2.6521

February 2, 2018

Ms. Kiersten Faulkner
Executive Director
Historic Hawaii Foundation
680 Iwilei Road, #690
Honolulu, Hawaii 96817

Dear Ms. Faulkner:

Subject: Leeward Bikeway: Philippine Sea Road to Waipahu Depot Street
Ewa District, Island of Oahu, Hawaii
Federal-Aid Project No. STP-BW-0300(8)
Tax Map Key: (Portions) (1) 9-1-17: 003, 008, 044, 045, 055; (1) 9-1-64: 116; 9-1-69: 002, 003, 010; 9-1-126: 008, 013; 9-3-01: 006, 021; 9-3-02: 029; 9-4-01: 002, 011; and 9-4-11: 011
Request for Pre-Assessment Consultation, Hawaii Revised Statutes, Chapter 343

The State of Hawaii Department of Transportation (HDOT) would like to invite you to participate in pre-assessment consultation for the subject project. The proposed project is located in the Ewa District, Island of Oahu, Hawaii.

The HDOT is preparing an Environmental Assessment (EA) for the proposed project to address the requirements of Hawaii Revised Statutes, Chapter 343, and Hawaii Administrative Rules, Chapter 11-200. The specific action that requires the preparation of the EA includes the use of state land and/or funds for the proposed action.

Proposed Action
The Leeward Bikeway project would involve the construction of a new 8-10 foot-wide approximately 3-mile-long bikeway within the 40-foot wide former Oahu Railway and Land Company right-of-way (OR&L ROW) beginning at Philippine Sea Road and extending east to Waipahu Depot Street. The project site is approximately 17.78 acres. Construction is expected to commence in late 2018. Approximately 12 months will be required for construction. The enclosed Project Fact Sheet provides an overview of the project location, design and construction components, purpose and need, and history (Enclosure 1).

Alternatives to the Proposed Action
An evaluation of all prudent and feasible alternatives was conducted to avoid or minimize impacts to the surrounding environment. The proposed design was determined to be the most practical and feasible alternative. Other alternatives considered were: (a) no action and (b) delayed action. Alternatives to the proposed action did not meet the HDOT's objective of constructing a continuous bikeway facility in the Ewa region; and failed to meet the access requirements of the 1980 deed transferring ownership of the former OR&L ROW to the State of Hawaii from the U. S. Government.

Anticipated Impacts
The former OR&L ROW is listed on the National Register of Historic Places (NRHP) as Reference No. 75000621, and on the State Inventory of Historic Places (SIHP) as site 50-80-12-9714. The Kapakahi and Waikele Stream Bridges, while not listed on the NRHP, are eligible for listing. All work proposed will address the requirements of state and federal laws concerning the protection and/or preservation of these historic resources.

The Leeward Bikeway project is expected to result in positive long-term and beneficial secondary impacts for residents and visitors using a continuous bicycle and pedestrian path for non-motorized recreational and transportation purposes. The proposed project is consistent with the *2003 Pearl Harbor Historic Trail Master Plan*; *2002 Central Oahu Sustainable Communities Plan*; *2012 Oahu Bike Plan*; and *2013 Ewa Development Plan*, and promotes the shared use of the former OR&L ROW to provide a safe and continuous bicycle and pedestrian path between Ewa and Aiea.

The project design connects logical termini identified in past and present regional and development plans and is of sufficient length to provide independent utility (i.e., usable and reasonable expenditure even if no additional transportation improvements in the area are made). By linking to existing facilities (West Loch Bike Path and Pearl Harbor Historic Trail), the development of the proposed bikeway will serve to connect the communities from Ewa to Aiea and help to address major residential, business, and commercial growth in the Ewa and Central Oahu areas occurring over the past several decades and proposed in the future. The action to link the proposed project to existing facilities would not require other project improvements, nor would construction of the proposed project disrupt the use of existing facilities.

We respectfully request any information you may have regarding environmental resource concerns in the project vicinity to assist in our evaluation. Please ensure that your comments are received or postmarked by FRIDAY, FEBRUARY 16, 2018. We would appreciate a written response to Robert Sun via email at robert.sun@hawaii.gov, or by U.S. Postal Service to Hawaii Department of Transportation, Highways Division, Design Branch, Highway Design Section; 601 Kamokila Boulevard, Room 609; Kapolei, Hawaii 96707.

Please feel free to contact Robert Sun by telephone at (808) 692-7578, if you have any questions. We look forward to working with you on this needed transportation and recreational facility.

Sincerely,

CURTIS MATSUDA
ACTING ENGINEERING PROGRAM MANAGER
DESIGN BRANCH, HIGHWAYS DIVISION

Enclosure

cc: Meesa Otani, FHWA
Brian Takeda and Stacy Armstrong, R. M. Towill Corporation

bc: HWY-DD (R. Sun)

LEEWARD BIKEWAY, PHILIPPINE SEA ROAD TO WAIPAHU DEPOT STREET
FEDERAL-AID PROJECT NO. STP-BW-0300(8)
PROJECT FACT SHEET

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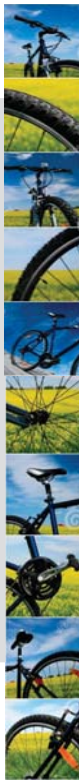

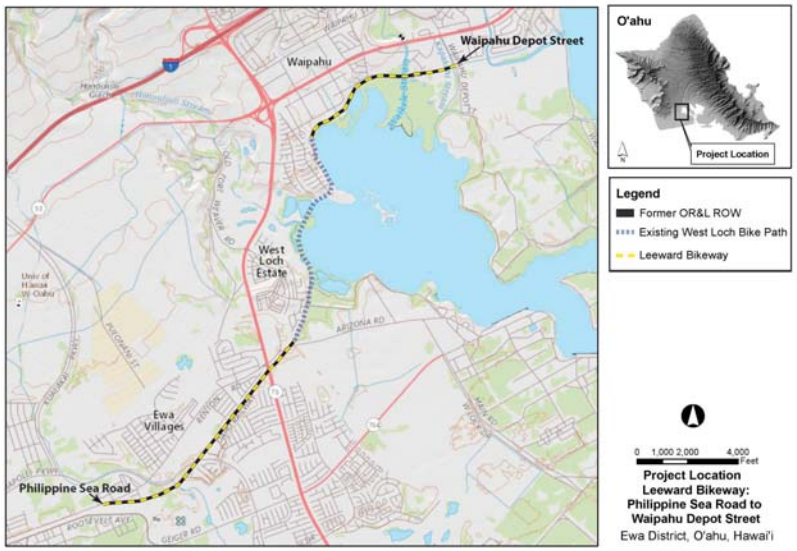

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STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
869 PUNCHBOWL STREET
HONOLULU, HAWAII 96813-5097

IN REPLY REFER TO:
HWY-DD 2.6521

February 2, 2018

Ms. Amy Au
Lease Administration Manager Commercial Real Estate Division
Kamehameha Schools
567 South King Street
Honolulu, Hawaii 96813

Dear Ms. Au:

Subject: Leeward Bikeway: Philippine Sea Road to Waipahu Depot Street
Ewa District, Island of Oahu, Hawaii
Federal-Aid Project No. STP-BW-0300(8)
Tax Map Key: (Portions) (1) 9-1-17: 003, 008, 044, 045, 055; (1) 9-1-64: 116; 9-1-69: 002, 003, 010; 9-1-126: 008, 013; 9-3-01: 006, 021; 9-3-02: 029; 9-4-01: 002, 011; and 9-4-11: 011
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DESIGN BRANCH, HIGHWAYS DIVISION

Enclosure

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bc: HWY-DD (R. Sun)

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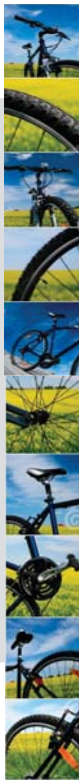

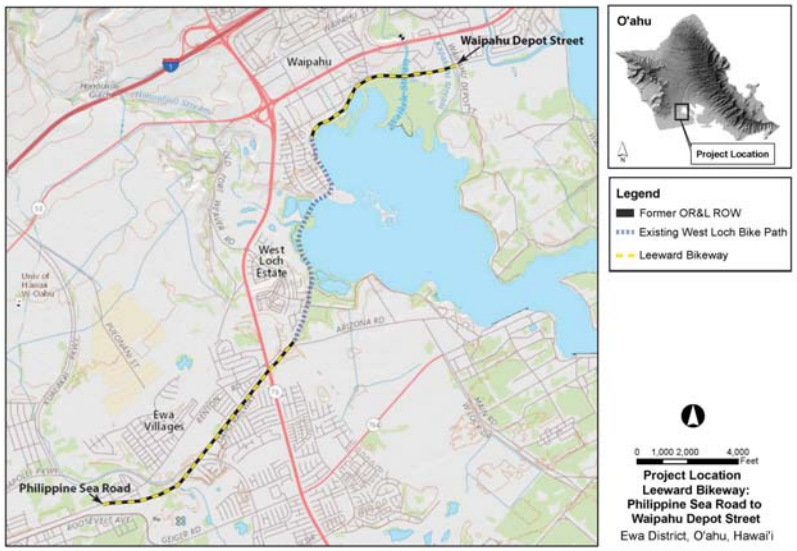

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STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
869 PUNCHBOWL STREET
HONOLULU, HAWAII 96813-5097

IN REPLY REFER TO:
HWY-DD 2.6521

February 2, 2018

Mr. Gregg Fujimoto
Senior Vice President of Operations
Oceanic Time-Warner Cable
200 Akamainui Street
Mililani, Hawaii 96789

Dear Mr. Fujimoto:

Subject: Leeward Bikeway: Philippine Sea Road to Waipahu Depot Street
Ewa District, Island of Oahu, Hawaii
Federal-Aid Project No. STP-BW-0300(8)
Tax Map Key: (Portions) (1) 9-1-17: 003, 008, 044, 045, 055; (1) 9-1-64: 116; 9-1-69: 002, 003, 010; 9-1-126: 008, 013; 9-3-01: 006, 021; 9-3-02: 029; 9-4-01: 002, 011; and 9-4-11: 011
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PROJECT FACT SHEET

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Leeward Bikeway Project overview: The approximately 3-mile-long 8-10 foot-wide asphalt concrete bikeway would be built within the 40-foot wide former Oahu Railroad & Land Company (OR&L) right-of-way (ROW) and provide a dedicated, shared use path for pedestrians and bicyclists. The bikeway would consist of two sections connected by the existing approximately 2-mile West Loch Bike Path on either end to form a continuous path. The first section of the bikeway would begin at Philippine Sea Road and extend approximately 10,500 feet east to connect with the southwest end of the West Loch Bike Path. The second section of the bikeway would begin at the northeast end of the West Loch Bike Path and extend approximately 6,900 feet east to its terminus at Waipahu Depot Street. At its terminus, the bikeway would connect with the existing 5.8-mile-long Pearl Harbor Historic Trail (PHHT). Along most of its length the bikeway would be separated from vehicular traffic. However, where the bikeway crosses existing roadways (i.e., Kapolei Parkway and Fort Weaver Road) the bikeway users would be guided by signs to new or existing signalized pedestrian roadway crossings.

Design and construction components of the Leeward Bikeway Project include:

- Construction of the Leeward Bikeway facility beginning at Philippine Sea Road in Ewa and extending east to Waipahu Depot Street in Waipahu;
- Replacement of two historic railroad bridges (i.e., Kapakahi and Waikele Stream Bridges);
- Improvements to storm drain near Kapolei Parkway;
- Relocation of utility lines and poles;
- Construction of retaining walls;
- Relocation and replacement of existing fencing; and
- Installation of bollards, signage and striping.

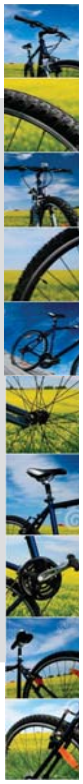
Purpose and need of the Leeward Bikeway Project: Several current regional and development plans define the need for a shared use path that links the neighborhoods in West Oahu to beach parks, recreation areas, regional attractions, historic sites, and nature habitats. They include the *2003 Pearl Harbor Historic Trail Master Plan*; *2002 Central Oahu Sustainable Communities Plan*; *2012 O'ahu Bike Plan*; and *2013 Ewa Development Plan.* Furthermore, these plans identify the former OR&L ROW as a resource where a safe and continuous bicycle and pedestrian path could be provided. The current project would utilize the former OR&L ROW to connect to the existing West Loch Bike Path and PHHT to provide a continuous, accessible, and safe shared-use path between Ewa and Aiea. In doing so, the proposed project would complete important components of past and current regional and development plans. Additionally, by connecting the communities from Ewa to Aiea, the Leeward Bikeway would address major residential, business, and commercial growth in the Ewa and Central Oahu areas occurring over the past several decades and in the future by providing an outstanding recreational resource and non-motorized transportation facility.

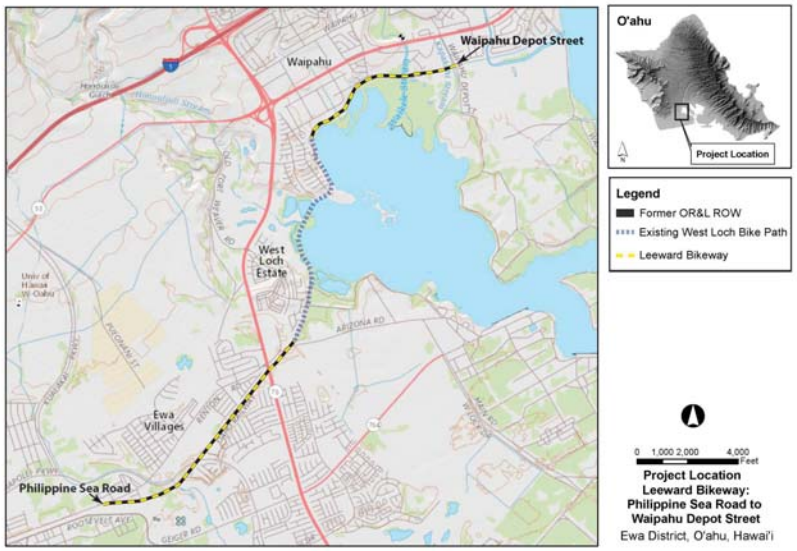
Background for the Leeward Bikeway Project: The implementation of the project is in response to the 1980 transfer of title of an approximately 14-mile long section of the former OR&L ROW from the U. S. Government to the State of Hawaii that requires the HDOT to use the transferred land for highway purposes, i.e. bicycle lanes or paths and pedestrian walkways.

The project limits, Philippine Sea Road to Waipahu Depot Street, connect logical termini identified in past and present regional and development plans and are of sufficient length to provide independent utility (i.e., usable and reasonable expenditure even if no additional transportation improvements in the area are made).

Construction is expected to commence in late 2018. Approximately 12 months will be required for construction.

For more information please contact:
Robert Sun
Project Manager, Design Branch, Hawaii Department of Transportation
robert.sun@hawaii.gov





Individuals Pre-Assessment Consultations - Comments and Responses

Email

From: Sun, Robert <robert.sun@hawaii.gov>
Sent: Tuesday, February 6, 2018 2:07 PM
Cc: Multiple Recipients
Subject: Leeward Bikeway: Philippine Sea Road to Waipahu Depot Street - Request for Pre-Assessment Consultation, Hawaii Revised Statutes, Chapter 343
Attachments: Enclosure 1_Project FACT SHEET.pdf; HWY-DD 2.6530.pdf

The Hawaii Department of Transportation is sending you this letter because you were identified as an interested party for the Leeward Bikeway project. Please provide your comments by Monday, February 19, 2018.

Thank you.

The following is the list of recipients that were notified via email:

Mr. Frank Streed
Mr. John Girmsey
Mr. Harry Leyden
Mr. Harley Sugiyama
Mr. Rock Riggs
Ms. Flora Patton
Mr. John Rodgers
Ms. Eileen Gawrys
Mr. Brendon Hanna
Mr. Jasen Lane
Mr. Ken MacDowell
Mr. Ron Menor
Mr. Tony Palermo
Mr. Larry & Ms. Mariea Vaughan
Mr. Greg Sellona
Mr. Larry Howard
Ms. Sue Miller
Mr. Lee Stewart
Mr. Robert Moses
Mr. Brian Moreno
Mr. Jon Lott
Mr. Daniel Carbonel
Mr. David Heiniluoma
Ms. Lois Heiniluoma
Mr. Chad Taniguchi
Mr. Jon Lindstrom
Mr. John Lai
Mr. Patrick Gartside
Mr. Chris Hodges
Mr. Tom Hopkins
Mr. JR Ramos
Mr. BJ Talaro
Mr. Justin Jiminez
Mr. Amador Saedang Jr.
Mr. Brian Shiro
Mr. Bill Young
Ms. Torsie Young
Mr. Caesar Pacis
Ms. Candace Witt
Mr. Ted Witt
Mr. Rob Lahoe
Mr. Rogelio R. Caronan
Ms. Terry Smarsh
Ms. Gina Plarisan
Ms. Renee Nixon
Ms. Kellen Smith
Mr. Reef Amano
Ms. Lea Hong
Mr. Randy Ching
Mr. John Goody

DAVID Y. IGE
GOVERNOR

JADE T. BUTAY
INTERIM DIRECTOR

Deputy Directors
ROSS M. HIGASHI
EDWIN H. SNIFFEN
DARRELL T. YOUNG

STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
869 PUNCHBOWL STREET
HONOLULU, HAWAII 96813-5097

IN REPLY REFER TO:
HWY-DD 2.6530

February 5, 2018

Dear Sir/Madam:

Subject: Leeward Bikeway: Philippine Sea Road to Waipahu Depot Street
Ewa District, Island of Oahu, Hawaii
Federal-Aid Project No. STP-BW-0300(8)
Tax Map Key: (Portions) (1) 9-1-17: 003, 008, 044, 045, 055; (1) 9-1-64: 116; 9-1-69: 002, 003, 010; 9-1-126: 008, 013; 9-3-01: 006, 021; 9-3-02: 029; 9-4-01: 002, 011; and 9-4-11: 011
Request for Pre-Assessment Consultation, Hawaii Revised Statutes, Chapter 343

You are receiving this notification because you were identified as an interested party for the Leeward Bikeway project. The State of Hawaii Department of Transportation (HDOT) has revised the project extents and would like to invite you to participate in pre-assessment consultation for the subject project. The proposed project is located in the Ewa District, Island of Oahu, Hawaii.

The HDOT is preparing an Environmental Assessment (EA) for the proposed project to address the requirements of Hawaii Revised Statutes, Chapter 343, and Hawaii Administrative Rules, Chapter 11-200. The specific action that requires the preparation of the EA includes the use of state land and/or funds for the proposed action.

Proposed Action
The Leeward Bikeway project would involve the construction of a new 8-10 foot-wide approximately 3-mile-long bikeway within the 40-foot wide former Oahu Railway and Land Company right-of-way (OR&L ROW) beginning at Philippine Sea Road and extending east to Waipahu Depot Street. The project site is approximately 17.78 acres. Construction is expected to commence in late 2018. Approximately 12 months will be required for construction. The enclosed Project Fact Sheet provides an overview of the project location, design and construction components, purpose and need, and history (Enclosure 1).

Alternatives to the Proposed Action
An evaluation of all prudent and feasible alternatives was conducted to avoid or minimize impacts to the surrounding environment. The proposed design was determined to be the most practical and feasible alternative. Other alternatives considered were: (a) no action and (b) delayed action. Alternatives to the proposed action did not meet the HDOT's objective of constructing a continuous bikeway facility in the Ewa region; and failed to meet the access requirements of the 1980 deed transferring ownership of the former OR&L ROW to the State of Hawaii from the U. S. Government.

Anticipated Impacts
The former OR&L ROW is listed on the National Register of Historic Places (NRHP) as Reference No. 75000621, and on the State Inventory of Historic Places (SIHP) as site 50-80-12-9714. The Kapakahi and Waikele Stream Bridges, while not listed on the NRHP, are eligible for listing. All work proposed will address the requirements of state and federal laws concerning the protection and/or preservation of these historic resources.

The Leeward Bikeway project is expected to result in positive long-term and beneficial secondary impacts for residents and visitors using a continuous bicycle and pedestrian path for non-motorized recreational and transportation purposes. The proposed project is consistent with the *2003 Pearl Harbor Historic Trail Master Plan*; *2002 Central Oahu Sustainable Communities Plan*; *2012 Oahu Bike Plan*; and *2013 Ewa Development Plan*, and promotes the shared use of the former OR&L ROW to provide a safe and continuous bicycle and pedestrian path between Ewa and Aiea.

The project design connects logical termini identified in past and present regional and development plans and is of sufficient length to provide independent utility (i.e., usable and reasonable expenditure even if no additional transportation improvements in the area are made). By linking to existing facilities (West Loch Bike Path and Pearl Harbor Historic Trail), the development of the proposed bikeway will serve to connect the communities from Ewa to Aiea and help to address major residential, business, and commercial growth in the Ewa and Central Oahu areas occurring over the past several decades and proposed in the future. The action to link the proposed project to existing facilities would not require other project improvements, nor would construction of the proposed project disrupt the use of existing facilities.

We respectfully request any information you may have regarding environmental resource concerns in the project vicinity to assist in our evaluation. Please ensure that your comments are received or postmarked by MONDAY, FEBRUARY 19, 2018. We would appreciate a written response to Robert Sun via email at robert.sun@hawaii.gov, or by U.S. Postal Service to Hawaii Department of Transportation, Highways Division, Design Branch, Highway Design Section; 601 Kamokila Boulevard, Room 609; Kapolei, Hawaii 96707.

Please feel free to contact Robert Sun by telephone at (808) 692-7578, if you have any questions. We look forward to working with you on this needed transportation and recreational facility.

Sincerely,

CURTIS MATSUDA
ACTING ENGINEERING PROGRAM MANAGER
DESIGN BRANCH, HIGHWAYS DIVISION

Enclosure

cc: Meesa Otani, FHWA
Brian Takeda and Stacy Armstrong, R. M. Towill Corporation

LEEWARD BIKEWAY, PHILIPPINE SEA ROAD TO WAIPAHU DEPOT STREET
FEDERAL-AID PROJECT NO. STP-BW-0300(8)
PROJECT FACT SHEET

Leeward Bikeway Project location: The Federal Highway Administration and State of Hawai'i Department of Transportation Highways Division (HDOT), propose a project to construct the Leeward Bikeway, from Philippine Sea Road to Waipahu Depot Street in the Waikele, Hoaeae, Honouliuli Ahupuaa, Ewa District, Island of Oahu, Hawaii (see attached map).

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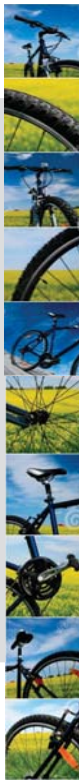
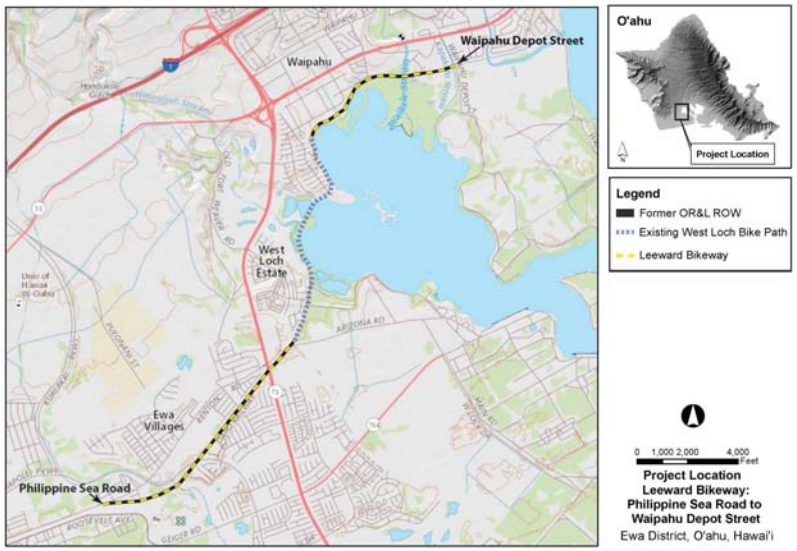
Robert Sun
Project Manager, Design Branch, Hawaii Department of Transportation
robert.sun@hawaii.gov





Email

From: Flora Patton <florapatton48@gmail.com>
Sent: Monday, February 5, 2018 3:12 PM
To: Sun, Robert
Cc: Kelly Staples; Brian Takeda; Stacy Armstrong; Misty Nakayama
Subject: Re: Leeward Bikeway: Philippine Sea Road to Waipahu Depot Street - Request for Pre-Assessment Consultation, Hawaii Revised Statutes, Chapter 343

Yes, I approve. Of this. It's good for People. To ride their Bike. and keep them safe.

On Feb 5, 2018 2:25 PM, "Sun, Robert" <robert.sun@hawaii.gov> wrote:

> The Hawaii Department of Transportation is sending you this letter because you were identified as an interested party for the Leeward Bikeway project. Please provide your comments by Monday, February 19, 2018.
>
> Thank you.

Email

From: chad@hbl.org
Sent: Wednesday, February 7, 2018 8:04 AM
To: Sun, Robert; John Goody; Lea Hong; Randy Ching
Cc: Kelly Staples; Brian Takeda; Stacy Armstrong; Misty Nakayama
Subject: Re: Leeward Bikeway: Philippine Sea Road to Waipahu Depot Street - Request for Pre-Assessment Consultation, Hawaii Revised Statutes, Chapter 343

Please add these 3 to your list of interested people

Sent from my iPad

On Feb 5, 2018, at 2:25 PM, Sun, Robert <robert.sun@hawaii.gov> wrote:

> The Hawaii Department of Transportation is sending you this letter because you were identified as an interested party for the Leeward Bikeway project. Please provide your comments by Monday, February 19, 2018.
>
> Thank you.
>
> Enclosure 1_Project FACT SHEET.pdf; HWY-DD 2.6530.pdf

Email

From: John Lai <jdlai808@gmail.com>
Sent: Monday, February 5, 2018 3:56 PM
To: Sun, Robert
Cc: Kelly Staples; Brian Takeda; Stacy Armstrong; Misty Nakayama
Subject: Re: Leeward Bikeway: Philippine Sea Road to Waipahu Depot Street - Request for Pre-Assessment Consultation, Hawaii Revised Statutes, Chapter 343

Looks good to me.

On Feb 5, 2018 2:25 PM, "Sun, Robert" <robert.sun@hawaii.gov> wrote:

> The Hawaii Department of Transportation is sending you this letter because you were identified as an interested party for the Leeward Bikeway project. Please provide your comments by Monday, February 19, 2018.
>
> Thank you.

Email

From: Sun, Robert <robert.sun@hawaii.gov>
Sent: Wednesday, February 7, 2018 4:14 PM
To: Bill Young
Cc: DOT ADMIN DOTPAO; Kelly Staples; Brian Takeda; Fronda, Julius
Subject: RE: Bike Path

Regarding a start date for Leeward Bike Path, it is currently difficult to offer a more concrete start date than late 2018. We are still in the environmental clearance process and will need to address any concerns that arise from that consultation effort.

Lastly, regarding improvements to the bike path under the Nimitz Viaduct, I am not involved with that work so I am unable to answer your question. However, I have forwarded your question to the HDOT Public Affairs Office for a response.

Thank you for your interest in the project.

-----Original Message-----
From: Bill Young [mailto:byoung@hawaii.rr.com]
Sent: Monday, February 05, 2018 8:36 PM
To: Sun, Robert <robert.sun@hawaii.gov>
Subject: Bike Path

I received you email in regards to the Leeward Bike Path. Do you have a more concrete start date other than late 2018?

Also, someone in DOT told me last year that the bike path under the Nimitz viaduct is slated to be renovated or repaved this coming April.
Is this still on track for that?

Thanks for keeping me in the loop.

Aloha,
Bill Young