

HANA ADVISORY COMMITTEE TO THE
MAUI PLANNING COMMISSION
REGULAR MEETING
MAY 27, 2004

A. CALL TO ORDER

The regular meeting of the Hana Advisory Committee (Committee) was called to order by Clayton Yoshida, Planning Program Administrator, at 4:40 p.m., Thursday, May 27, 2004, Old Hana School Cafeteria, Hana, Maui.

A quorum of the Commission was present. (See Record of Attendance.)

Mr. Yoshida: Good afternoon, I'd like to call this meeting of the Hana Advisory Committee to the Maui Planning Commission to order. Let the record show that we have a quorum of the Hana Advisory Committee members here today: we have Mavis Oliveira-Medeiros, Kauai Kanakaole, Nalani Shamblin, and John Romain, four out of seven. My name is Clayton Yoshida, I'm the Administrator for the Current Planning Division of the Maui Planning Department, and with me today are, from the County of Maui, the Department of Corporation Counsel, we have your Deputy Corporation Counsel, Dudley Akama; we have from our staff the Cultural Resources Planner, Dawn Duensing; Staff Planner, Robyn Loudermilk; and the Commission Support Clerk, Suzie Esmeralda. I believe we have some time constraints today as we only have a bare quorum now and I believe one of the members has to leave at six, so we'll just try to use our time as efficiently as possible. The first order of business is, because the commission year or the board year runs from April 1 till the succeeding March 31, is the election of the chairperson for the current board year, 2004-2005, and with that, I'd like to open the floor for nominations for the chairperson.

**B. ELECTION OF OFFICERS FOR THE 2004-2004 BOARD YEAR - CHAIRPERSON
and VICE-CHAIRPERSON**

Ms. Shamblin: I recommend John Romain as chairperson if -- no?

Mr. Romain: I move that we just keep it the way we had it. Can we do that? Because we haven't really had a -- only had one meeting so I'd like to keep ...(inaudible)... to change officers. Can we just defer the elections or because we haven't had a meeting since the last elections?

Mr. Yoshida: If that's the wish of the board, I think they have to select a person to chair today's meeting, if they wanna wait until we have more members here, but you have to select somebody to chair today's meeting.

Ms. Oliveira-Medeiros: So we close the nominations then?

Mr. Romain: Move, okay, Nalani chair today's meeting. I move that.

Ms. Oliveira-Medeiros: I'll second.

Mr. Yoshida: If there are any other nominations. If not, and the vote has to be unanimous because quorum is four, we only have four members here.

There being no discussion, the motion was put to a vote.

It has been moved by Mr. John Romain, seconded by Ms. Mavis Oliveira-Medeiros, then unanimously

VOTED: that Nalani Shamblin Chair the May 27, 2004 Meeting.

Mr. Yoshida: Okay, congratulations. Congratulations and I guess we can proceed with the election of the, well, I guess we'll hold off on the vice-chair. The next item of business is the approval of minutes from the June 19, 2003 meeting.

C. APPROVAL OF MINUTES OF THE JUNE 19, 2003 MEETING

Mr. Romain: I move that the minutes from the last meeting be approved.

Ms. Oliveira-Medeiros: I'll second that.

There being no corrections made, the motion was put to a vote.

It has been moved by Mr. John Romain, seconded by Ms. Mavis Oliveira-Medeiros, then unanimously

VOTED: that the Minutes of the June 19, 2003 Meeting be Approved.

Ms. Shamblin: So the minutes are approved.

D. PUBLIC HEARING (Action to be taken after the public hearing)

- 1. MR. MILTON ARAKAWA, Deputy Director of the DEPARTMENT OF PUBLIC WORKS AND ENVIRONMENTAL MANAGEMENT requesting a Special Management Area Use Permit for the Paihi Bridge Replacement Project to replace the existing substandard single-lane concrete bridge structure with a new single-lane concrete bridge and temporary single-lane steel panel bridge on Hana Highway located approximately 6.5 miles south of Hana Town at TMK: 1-5-010:001 and 1-5-010:002, Hana, Island of Maui. (SM1 20030018) (R. Loudermilk)**

Ms. Loudermilk: Good afternoon, commissioners. Robyn Loudermilk with the Maui Planning Department. I'd just like to briefly go over some background information regarding the Paihi Bridge. With me today is Joe Krueger from the Department of Public Works, representing Milton Arakawa; we have Earl Matsukawa and Laura Mau with the firm of Wilson Okamoto and they're the consultants on the firm; and also in the audience we have Ms. Kainani Kraut, she's with the Federal Highways Administration, and she's just interested to find out what's happening out in Hana since a lot of the funding for the replacement comes from Federal Highways.

Basically, the Land Use District designations for the different properties are all Conservation at the State level, the Hana Community Plan, the zoning is Interim, and the property is located in the Interim District. Surrounding uses include Paihi Stream and Gulch; Hana Highway with some scattered house lots; the Pacific Ocean; Wailua Stream and some scattered house lots. The project lies along the eastern slope of Haleakala and is largely underlain by lava flows of the Hana volcanic series. The project site is located approximately 210 feet above mean sea level. The bridge traverses Paihi Stream, which is an intermittent stream, and there are various waterfalls and pools in the area.

Just a brief general description of the project, the applicant proposes to replace Paihi Bridge utilizing the recommendations of the final Preservation Plan for the County of Maui bridges within the Hana Highway Belt Historic District. This proposed replacement bridge will operate on a 16-foot wide single-lane bridge serving a two-lane roadway. The overall width of the bridge will remain at 18 feet. From railing to railing, it would be 16 feet and then including the railings on each side, it'll be a total of 18 feet, which is the existing width of the right-of-way. The construction of the bridge and the temporary bridge will be done in two phases. Phase one would be the construction of the temporary bridge with associated improvements. The assembly of this temporary bridge will be done on site. Phase two would be the construction of Paihi Bridge and upon the completion of Paihi

Bridge, the temporary bridge and associated improvements will be removed and the area restored to near pre-construction conditions.

There will be some road closures associated with the project. The construction of the improvements for the temporary bridge will require approximately one month of night closures with an additional two months of night closures to break down the temporary improvements. It is anticipated that up to 14 days will be required for a 24-hour closure. This closure would be required to install and break down the temporary bridge, so we're looking at approximately 7 24-hour days for each of that activity, and then the estimated cost of the project is approximately 1.3 million dollars, and the estimated time of construction is approximately 9 months, and I'd like to turn the presentation over to Laura and Earl, and for commission members, we have some copies of the powerpoint presentation, and so this one will go more into the specific details and so forth.

Mr. Earl Matsukawa: Thank you, Robyn. Good afternoon, commissioners. I just want to kinda give an overview of the project. It's something that's gone back several years, back to 2000, so this is kind of an old -- the overall project and some of the issues go way back. Basically, this Hana -- the bridge is located within the Hana Highway Historic District that runs from Huelo to Kipahulu. This is now, because of former CRC commissioner, Dawn Duensing, she really spearheaded getting this on the National and State Register of Historic Places, so this is now an official Historic District. Within this district, well, let me go back a bit for a second. From Huelo to Kipahulu, there -- and I tried to get the numbers and Dawn is saying, and I do agree, that more and more, as the 50 years old, there's now about -- there are 73 bridges and culverts over 50 years old within this area, 14 are in County and 2 are Federal, the 2 Federal ones are in the Haleakala National Park, and so that leaves 57 in State jurisdiction. So the State jurisdiction goes from Huelo to just south of Hana and so we're talking about the bridges south of Hana to Kipahulu, so there are 14 bridges in here. There are 2, at least the County believes, there are 2 in Federal jurisdiction; those are Pualuu and Oheo Bridge, so we're talking about the other 14 bridges and the -- Robyn mentioned the Preservation Plan, this we completed in December 2001, and I'll get into some of the issues relating to this, but it came up with a number of recommendations. We did present this to the CRC, it's gone to the State Historic Preservation Division, and, basically, it's the recommendations from these plans for all of the bridges in the, the County bridges, in this district.

There are some bridges that are still in pretty good shape and they'll continue to be used for vehicular use. These are the four: Waikakoi, South Wailua, and Mahalawa, Wailua, so these four will continue. There's special mitigation for couple -- several bridges, four bridges. Alaalaula, Hahalawe, and Waiele, now these three have, if you have approached, those are the arch bridges, basically, so we're trying to see, and especially those that have the side view, when you're driving up you can see the bridges from the side, so those

bridges we're looking for some special treatment, none of the bridges, these bridges have gone forward yet for any kind of improvement, and, finally, the Koukouai Bridge, that's the last big bridge as you're heading toward Kipahulu, and that bridge is different from the others because it is an individually significant bridge, the others are considered contributing to the overall historic character of the district, so that is the only individual bridge, so we're going to be taking some special look at this Koukouai Bridge. Then the remainder of the bridges are, according to the recommendations for replacement, two: Kaholopoo Bridge, Kaholopoo Bridge, the first one, has actually already gone through the SMA process; similarly, the Papahawahawa Bridge also has gone through this SMA process. Waiohonu Bridge has also gone through this process of getting SMA approval and, now, we're going to do this project, which is the Paihi Bridge replacement, so this is the fourth bridge.

Okay, this is the picture of the Paihi Bridge from the Hana approach, coming from Hana, and this is the one with the large waterfall in the back, steep drop into a pool on the mauka side, and then if you look on the makai side of the bridge, there's a hundred-foot drop straight down, so this is one that's a tricky construction because it's very steep and it's very -- it crosses the narrowest point so it's a tricky bridge too. It was built in 1911 and it is rated for 8 tons; I think it's still rated for 8 tons. The railings, originally, I think were about 31 inches high but because the County kept putting more asphalt on top, it's now about 2 feet, I think. The unusual feature of this bridge is it does have these very wide railings, almost 2 feet wide, so the overall width is about 18 feet, which is going to be the same as the replacement bridge, the overall width about 18 feet. And this is the makai elevation, you can see the steep drop off right there.

The purpose of the project is to replace the bridge because it is really deficient. They have this national rating system, they call it the Sufficiency Rating, a bridge that's 100 percent adequate would rate a 100, and this bridge rates 4 on that scale, so it's getting really low. It is structurally deficient, meaning there are some structural problems about carrying the weight, that's why it's posted for only 8 tons. It's got substandard geometry; when you talk about geometry, the main points that get taken off of geometry on this bridge is, and most of the bridges in Hana, is because it carries a two-lane highway over a single-lane, so that's what they call geometry. There's other geometry issues like how much you can see when you're making a turn, you know, you can't see ahead of you, and things like that, or if there's an elevation change, but all of these added up detract from the rating.

There is a potential for closure because the Feds said, have also said, "You know, it's just in really bad shape. You guys gotta do something about it." And there's exposure to tort liability if the bridge should fall or anything, people could get hurt, and the State and County would be liable for that kind of thing because the County knows it's not in good shape. If you look under the bridge, you can see all of the exposed -- the rebar, this is the steel rebar underneath, what happens is the moisture, and you can see a lot of this white stuff and

moss growing, the white stuff is efflorescence, that means the water is soaking through the concrete and what happens when the water gets in the rebar which is the steel rust expands and concrete flakes off and the steel gets very weak, and this kind of condition is very dangerous where you can see the rebar because that's the one that's a tension rebar, that's the one when you put weight on, it's holding up, and it's starting to eat through that and it's all exposed, it's what they call a potential for catastrophic failure when all of a sudden the rebars break, the whole thing can come down.

Okay, the proposed replacement would address the structure deficiency, would bring it up to, 8 tons now capacity, would take it up to 20 tons, which is like a regular highway bridge or any bridge that you see on a major road. It's based on the recommendation of the Preservation Plan. It will be a single lane and this is, I think, the biggest breakthrough we got when we were doing this is, and I'll explain a little later, that this standard is for two lanes, you're supposed to make a two-lane bridge, but because we can get a design exception, we're going to make it a single-lane bridge, 16 feet wide between railings, right now it's I think almost 14 feet wide, 18 feet overall, which is the same as what you have now because you got these wide railings, but the overall width of the bridge is about the same, and we're going to put in 32-inch high solid concrete railings and this is also a design exception because you're supposed to bring it up especially if people are going to walk on there, it would be like 42 inches, and if there were bicycles going over, you're supposed to raise it even higher, but, basically, 32-inch will continue, you'll be able to, most cars driving over, will be able to look over the railing, yeah.

We're going to keep a lot of the materials, as much of the materials as possible, but the abutments is what you -- what on a bridge is the one that holds up the two ends of the bridge and that's what they call the abutment, what we're going to do is leave the, right now there's a rock wall abutment, we're going to keep those in place, drill new abutments by drilling into the rock behind the abutments and drill and that -- the bridge carry the weight on the abutments behind so then you can leave the existing abutments but they're not going to carry any weight. We're going to use rock or rock finish to walls that's the -- just to preserve the visual aspects of it because there is a lot of rock wall construction involved. We're going to put a thin layer of asphalt because, for years, that's always been the way they appear with the black asphalt instead of the white concrete, so we'll put a little layer of black asphalt. We're going to provide a temporary steel bridge because there is no detour around, you have to cross this bridge, so I'm going to show you a picture of the temporary bridge. One of the things that's required is signage and there is a lot of signage when you have a single-lane bridge, all the ones that says it's narrowing down, this is single lane and, for now, we're going to have to put them in. In the future, there may be more standards coming up if possible, then maybe they'll be able to take some of the signage out, and it will utilize Federal funding and that's a key point on this.

Federal funding will pay for 80 percent of the bridge, the County throws in 20 percent, and one of the conditions of a Federal aid project is, this is the key, it has to be designed, constructed, operated, maintained in accordance with State laws, regulations, so, basically, the State laws kick in all the State standards which they call the ASHTO standards, it's like a nationwide standard for recommendations for bridges, and that's the one that's driving this issue of having to have two lanes, having to have high railings, having to have a certain width, that kind of thing and that would really detract from the character of the bridge so we got some design exceptions to do that, and, you know, Dawn's been involved in this from the start, and John Blumer-Buell here; it's an issue; the State will not budge on these kind of things, they have budged to get the design standard, design exception that we requested for the single lane, but that's the reason that it's really difficult to do things where you want to -- something maybe more in character with the region.

So this is the replacement plan. The little circles at the end show the drilling down the shaft, preserving the abutment, so here's the abutment, drilling behind it so that this will carry the weight. Again, the approach guardrails, what happens is you have these approach walls cause the ends of the railings is the dangerous part because if a car comes straight toward the end, you don't want them to crash into the end so you -- they provide this rock wall so that it kind of bumps them away from the end of the railing cause you don't want to get into a head-on collision, and even beyond that they put the steel beam here so that anytime a car comes, it will bounce off so there's nothing for it to snag onto to spin around because if you have something sticking out, it could hit and spin, and nothing you can crash head-on into like these ends of these walls. And, by the way, we are using that rubrail design, Dawn, because, you know, initially, that's a little bit different where you stack up several -- couple of these "W" beams instead of this thriving that we're talking about so it's a little bit that the CRC contributed so we're going to use that type of design.

This is the longitudinal so you can see this is the existing abutment that's carrying the bridge now, we're going to drill these shafts so that all the weight would go behind the abutments on both sides. This is the design, this squared off design, normally these look like the "I" beams, you know, and if you stick an "I" beam like this, but with -- because the bridges have this very square beams, we're going to be using that kind of beams for this bridge, there's a bit of a slope, and we're going to put this like a little peak and this is a typical design that's along the bridge, I'm not sure if this bridge has it. This one has it? Just a little bit of a peak here, and so this is the way the bridge looks now, and we did a computer simulation of what it will look like; you can see the rock wall; you can see the protection so this end is not exposed. Right now, it is exposed and you can see the 1911 A.D. I think it's on this one, but it does cover it up. The bridge name "Paihi" will be put here, and then the bridge date would be put on the outside, and you can see the guardrail coming here. What happens is there's a guardrail, transitions to this approach guardrail, which will be made of that natural rock face, and then the bridge itself. This is

the other side; this is looking to Hana. Again, you can see the date here and this is the design that was chosen, there's a little bit of a break here, so it's not as high and in keeping with the character, and then you can see the rock approach walls, and then, you can't see the guardrails with -- there's some existing guardrails there.

Then the temporary bridge. You know, this temporary bridge is like 120 feet long because as soon as you -- this is the bridge over here, but you know the valley widens real quickly and this is very high so that's why the bridge is really long to make the temporary bridge. There'll be temporary concrete guardrails put in and the only thing that'll probably be left in place after the bridge is removed are these abutments and they'll be covered up. They're going to drill holes really into, similar like this one, drill holes and pour long deep concrete shafts and that's going to carry the weight of the temporary bridge. It's a single-lane temporary bridge made of steel. It's going to have high railings. This is the deck. The deck is only 13.7 so it's not very wide, again, single-lane, and you can see some of the trusses on this side for support. So this is the view, Hana, looking towards Kaupo and, basically, it'll just cross the valley temporarily. This is the other view looking towards Hana, so it's going to be like this and there'll be a rather sharp turn so you can't go over it very quickly but at least it'll provide kinda an access during construction.

This is the construction schedule that Robyn kinda went over. There'll be some -- one month of night closures where they're going to be doing the things like drilling the shafts for the temporary bridge and getting the bridge ready to put over. And then seven days of closure, this is complete all-day closure for seven days to put that new bridge in place. Again, this is just an estimate; we don't know exactly. Once the contractor gets on board, he's going to go out. These are guesses based on talking with the contractors who've done this kinda work. And then six months when the bridge would be, temporary bridge would be used. Sometimes it might be closed because they may have to bring all the beams, the precast concrete beams, it hasn't been really worked out, they may have to bring these along the road and, you know, the thing would talk up the whole road, so there may be some temporary closures. Then, again, seven days total closures to take apart the temporary bridge, and then maybe two months of nighttime closures to get the bridge finished off, so I guess about nine months is the anticipated schedule. Okay, and that sort of covers what the proposal is. If there's any questions, I can try to answer them for you.

Ms. Oliveira-Medeiros: The asphalt you're talking about, are they going to be on top of concrete?

Mr. Matsukawa: Yeah. It's only for visual purposes because the deck would be concrete, solid concrete, but because the character of the area has always been some kind of layer of asphalt, it's blacktop, basically, the bridge is a blacktop so we'll be putting a thin layer on it and I guess the idea that the County -- we would encourage the County to scape it off

and not keep piling it on as they've been doing. Oh, by the way, we did talk -- we're talking to the Police Department, the Fire Department, and the Park Rangers, the Ambulance services. There will be a meeting when the contractor gets on board to really work with them because so that there's continuation of emergency services throughout the construction period.

Ms. Loudermilk: Just a point of order. We're going to have public testimony and you can do the testimony, but right now this portion is for the commission members, okay, and then after we can -- sure, okay, thank you.

Mr. Romain: I had a question about the -- it says the approaching walls are going to be either rock or rock facing.

Mr. Matsukawa: Yes.

Mr. Romain: That would make a big difference. The facing is likely to wear and, perhaps, break down whereas the solid rock would be a more permanent solution.

Mr. Matsukawa: Yeah, what we're doing is, because they also have to meet certain structural strength standards, the County will be working with the contractor. We've seen one option that we looked at, and I didn't bring a sample, but we have, you know, if you go through some of the resorts and the one I think of is Hanauma Bay on Oahu, they actually take casts of rock and they do very realistic rock finishes, and one of the contractors, potential, again, we can't say they're going to be the contractor because it still has to go out to bid, but the one we talked to who does this kind of work said he would actually cast the whole concrete wall in place so you don't have a, not just face it, but cast it within a mold and so then you have the rock finish and it's all in one piece; that would be his preference.

Ms. Shamblin: My concern would be the natural resources that are currently there; basically, the water system because there's a lot of water that falls just where that temporary bridge are going to be placed that is coming off that mountain onto that -- onto the road and then over where that temporary bridge is going to land Kaupo side of the existing bridge; that's my concern right now if you have done any assessment on that.

Mr. Matsukawa: We did the environmental assessment and we did, you know, the archeological survey as well as we did look at all the vegetation and things, and as far as that waterfall, right now it falls on the mauka side, in the pool mauka of the wall. Talking to DPW people they say during really heavy storms sometimes the waterfall actually lands on the existing bridge and where the new bridge is going, and the temporary bridge is even further makai of that so we don't expect that the water will hit the temporary bridge. The bridge was designed so that there would be enough flow so that the bridge wouldn't

overflow when the water fell into the pool and flow over, so it should continue to flow under the bridge, but I don't think there'll be too much impacts from the water on the natural resources, there'll only be some plants removed to put the abutments for the temporary bridge, there are some vegetated areas, and those will have to be cleared in order to put the abutment, but once it's done, that bridge is taken away, they're going to cover as much as they can of what's left of the temporary abutments.

Ms. Shamblin: Basically, the water that I'm talking about is not coming off of the waterfall, it's coming off of that mountain that is on the Kaupo side end of the bridge where the temporary bridge is going to end, Kaupo side of this bridge, it's right there. I drive the road everyday and everyday there's water falling off of that mountain onto the highway and then it overflows down onto the side. My concern is because it's constantly -- it's constantly running, that water is constantly coming down, it's the deterioration that's happening, and when we have a storm, then it's like a waterfall, actually, falling, but when there's no storm and it's not raining, it is just a constant flow and there's nothing on the highway that is there that guides the water anywhere, it just falls on the road, and it goes wherever it goes, and it falls over; that's the water that I'm concerned about.

Mr. Matsukawa: I don't -- we're not really -- the road is going to be built; the bridge is going to be built; the road approaches have to be rebuilt too. The idea, and I gotta check with the engineers, to maintain whatever drainage patterns so you don't channel the water into different areas, it's to maintain or restore, at the end, the same drainage patterns and, during construction, try and keep the patterns the same so that, you know, the water will continue to flow. Yeah, I think they have to look at drainage though because, and they may channel a little bit, but overall pattern should stay the same that where it comes from and where it goes should stay the same.

Ms. Kanakaole: Is that continuous, I mean, is it like 1 week, 24 hours it's closed?

Mr. Matsukawa: Yes, that's the estimate that the contractor, one of the contractors who build these thing, gave us that it would take about seven days. Actually, he thought he could do it shorter but we didn't want to -- we padded it a little bit, he thought, because I don't want to get everybody's hope that he can do it in three days, so we said seven days. Basically, they just set -- they have to block the whole road, they set the whole thing up and, basically, push it out, and it goes out, out, out and hits on the other side, and then they have to secure it. During that time, they cannot have cars, you know, going behind the bridge cause they're going to take up the whole road, so that's the seven days of closure when, you know, during night and day they cannot open the road up.

Ms. Kanakaole: So residents cannot --

Mr. Matsukawa: Nothing.

Ms. Kanakaole: Come to Hana, no tourist, no --

Mr. Matsukawa: No, nothing, yeah. This place doesn't have any detour or anything that can be -- cause, you know, this is really narrow, it's really -- that place has almost no way you can do it. Some of the other projects like at, Papahawahawa, you know, they're going to try maybe do a ford where you fix up the stream and the car will temporarily come through the stream bed, and I think the Kaholopoo Bridge there is a detour, you know, the one that goes around that so that can be used, but this one there's nothing cause it's so steep that the temporary bridge is the only way and it does take about seven days, as a guess, to put it up, when they just have to close everything.

Ms. Kanakaole: How much notice does the public get?

Mr. Matsukawa: Oh, there'll be plenty of notice given and that's when the contractor has to lay out the schedule. He'll probably come to these kinds of meetings, hold public meetings to let the public know the schedule, it'll come out in the newspapers, everything, so there'll be plenty of notice. Okay, thank you.

Ms. Loudermilk: I'd like turn the commission's attention to Page 10 of our report, and if you don't have it, I'll just briefly go over certain areas, it's, basically, the analysis of the information provided. First of all, as indicated earlier, the property is in the State Conservation District and the jurisdiction for any use in that district is with the Department of Land and Natural Resources so they will be issuing a final use permit to allow for the construction. What we're here today for is to act upon the Special Management Area Use Permit, which is administered by the County, and that is one of the -- one of the documents that the Board of Land and Natural Resources will be looking at in their analysis for the use permit.

The department believes that the project is in conformance with various goals and objectives of the Hawaii State Plan, the County of Maui General Plan as well as the Hana Community Plan. Regarding zoning, as indicated earlier, it is in the County Interim District, however, with our two layers of land use designations, the State designation and use overrides any County designation so the Interim zoning is a non-issue in this case. In other -- for other bridges, they -- the zoning may be an issue, but not for this one.

Specific comments relating to this project by various agencies, regarding agriculture, we had the Natural Resources Conservation Service as they deal not only with agriculture but natural resource and grading, and drainage issues, and they had no comments on the proposed comments.

Regarding archeological, historic, and culture resources, that's where a lot of the issues do come up. I'd like to just indicate that this project did get reviewed by the Cultural Resources Commission as well as the previous bridge projects and the major issue with the bridge replacement, even with the Preservation Plan, has to do with rehabilitation versus replacement and that will continue to be an ongoing issue for several reasons. One, as Earl indicated earlier, the State has a specific standard that needs to be met and it's not consistent with the character of this particular -- mainly for all rural areas in Hawaii as well as Hana, and the ability for the State to not allow for design exceptions is always -- is always there. Funding. There's no funding at the Council level to provide for maintenance that should be done, you know, have the maintenance be done the right way, for example, you know, clean off the concrete when you pour the new one, just day to day maintenance, so the -- those will still be outstanding issues and because of that, you know, this is the fourth bridge to be -- come before this body for replacement, no, excuse me, the fifth, the Cultural Resources has concerns regarding the loss of the original bridges and how it may diminish the historic and cultural integrity of the Hana Belt Highway. The Hana Belt Highway is listed on both the State and National Registers, it's not only the roadway, but as well as the bridges. There is concern by the commission also that the continued replacement in the Hana to Kipahulu section may impact the character of the road enough to have it delisted. With that in mind, they also note that the proposed design is in keeping with the plan. Also that the County should protect the Hana Belt Road bridges by minimizing the amount of heavy equipment and materials transported. They'd also like some pictures to be taken of the A.D. and 1911 date inscribed on the south Hana approach, and, lastly, regarding the newly constructed bridge, it should only be inscribed with the name and date of the reconstruction. The date of the original date should not be inscribed on the new bridge and that's something that we'll be talking about later regarding previous bridges that come before us, you know, just in general, and something for future bridges.

The Department of Land and Natural Resources Historic Preservation Division reiterated comments regarding the listing of the bridge and the belt road on the State and National Register. They comment that they would like to see the rock wall be replaced in-kind with a CRM, what is CRM? Concrete Rubble Masonry, and that where the temporary bridge is to be constructed that "W" beams are used. They further comment that the bridge should undergo rehabilitation instead of replacement as much as possible, and, lastly, they're still working on the review of the archeological inventory survey for the surrounding area.

And then, lastly, the Office of Hawaiian Affairs had comments that they understand that the community has been part of the bridge design itself and that the -- should native Hawaiian cultural deposits or remains be found, the work should stop and the appropriate agencies be contacted.

Regarding infrastructure, the -- several comments. Water commented that the nearest waterline is approximately 2,000 feet away so they don't anticipate any interruption in service. Regarding the drainage, the Department of Health had indicated that due to the location of the temporary bridge and Paihi Bridge that a Army Corps of Engineers Permit may be required having to do with the waters. Response from Army Corps of Engineers indicated that it doesn't require that particular permit so it's not required. Also, because of the way the bridge is being designed, there'll be no changes to the channel of the stream itself so that will not require any type of stream alteration permit. Regarding the roadway itself, the Department of Transportation commented that the project is included in a program that they have to disperse funds and that they are aware that a design exception would be required.

Other agency comments, Department of Parks and Recreation had no comments as well as the State Department of Land and Natural Resources, Parks Division. Department of Public Works and Environmental Management commented that the applicant should submit a solid waste management plan for disposal and recycling of demolition. And then regarding public services, Earl had mentioned earlier that there are concerns that still need to be worked out between the emergency medical services and other emergency response and providers for those periods when the roadway will be closed for the continuous 24 hours and that meeting will be taking place in the near future and that is very important cause if we have ...(inaudible)... and, again, the uniqueness of the situation where we cannot really have a detour, and that meeting would be of most important to ensure that there is continued availability and access for the Police, Fire, Ambulance as well as residents of Hana who need to be assisted by those emergency service personnel.

Regarding environmental impacts, as Earl had mentioned earlier, there was several surveys done: biology, floral and fauna in the surrounding land area as well as in the stream areas. Based upon those surveys, there were no Federally protected, threatened, or endangered species found as well as State species. They did find some -- several large o`opu in both Paihi and Wailua Stream. When the project is going forward, there's going to be some grading and the contractors will be required to follow the best management practices. The Department of Water Supply did comment that the water, that the source overlies the Waiohi aquifer and crosses the stream and provided the Department of Public Works with some best management practices and other design issues to assist with minimizing any type of degradation. There are no survey benchmarks in the area. That pretty much completes my report. Open to any additional questions at this point in time. If not, maybe we want to go to the public hearing portion.

Ms. Oliveira-Medeiros: I was just curious about what that thing looks like versus a stonewall that the people are recommending. The "W" --

Mr. Matsukawa: I'm trying to -- I don't know if I can ...(inaudible)... on Maui but what they do is they take a, like a latex mold, it's actually made of something else, something like latex of rocks themselves so you get all the pukas, and they can tint the concrete itself, push it in the mold, and it looks really realistic. I brought, actually, it's too heavy to carry around, but I had some samples that were just of lava rock, and they can do different types. If it's like a coral kinda rock or this kinda rock to match the area.

Ms. Oliveira-Medeiros: So it would look like a stonewall but it's not a stonewall. Oh, okay.

Mr. Matsukawa: Oh, it will look very realistic but it's not stone. But, again, we're leaving the options open. If they want to use natural rock, if they can -- part of it is strength, if they have a core that's concrete and they can attach it on, it's one way, but, again, the County Public Works, they have to go talk to the bidders on that and you guys have to make sure that it's something that's acceptable to you the way it looks and the strength.

Ms. Oliveira-Medeiros: And one more question. Since it's going to be closed so long, would you guys be trying to do this during the summer so kids can go to school and stuff? There's two buses, I believe, that go to Kipahulu and Kaupo.

Mr. Krueger: The closure will be like six months apart, so if one is during the summer, the other one is six months later, the seven days, so we can't do both of them during the summer, but we'll try. Have you been to Wailuku lately? You know the new wall on Mill Street? On Mill Street get that tall wall they went build; that's not real stone; that's fake stone.

Ms. Oliveira-Medeiros: Thank you.

1. Public Hearing

Ms. Viola Naone-Cashman: My name is Viola Naone-Cashman and I'm a resident here in Hana. I'm also -- I also have an undivided share down in Wailua Valley and it's very close to the ocean and that's why I'm here on behalf of my family, both my sister and I both have shares there, and my concern is -- my concern is that although this is a really great presentation, I keep hearing best practices come out that best practices need to be followed by construction and all the different agencies that are involved. I am concerned about what this would mean to those areas on the ocean, you know, on the beach. For our family, that one time was a, and we still have pictures and we still have family members that continuously talk about it, at one time this was a halau, a fishing halau, where our families used to gather down there and they used to have a halau down there, they used to have the, I'm trying to think on my feet right now, but they also used to have taro patches and they used to have a village down there, and even though throughout the past,

you know, years people have been going down there because of its -- because it's hard to access down there, it's usually been preserved, there are still areas down there that show that -- where the taro patches were and where the halaus were. With the construction above, I'm sure even with the best, best practice in place, there's going to be runoff especially when you have concrete, you have digging, you have pile driving, you have, I mean, face it, that's the reality of construction. It's going to be going down the stream and it is going to be going into the ocean in that area and that is a very, very fragile and untouched place right now. If you've never been down there and you've never gone and picked opihi down there or even gone to go catch -- go catch fish down there, this runoff will, it will interfere with the ecological system down there and that is one of my concerns that I have there, you know, so I know you've had people go down there and done surveys and done studies down there, but tell me, what do you have in place that will guarantee preservation of our place down there? We have no control of what happens on the road and I'm not against building, you know, fixing the bridge cause I understand, you know, what it's like to drive this road, but what I am concern is what guarantees do you have that this area will be preserved and not filled with silt, not filled with concrete. I mean we can say, "Well, you know what? It's not going to do any damage." I do not agree and I don't believe anybody until I see a plan, a full proof plan. Thank you. I have other concerns but that's all.

Ms. Shamblin: Okay, is there any more testimony?

Mr. John Blumer-Buell: And, just briefly, there's a lot of people including Wilson Okamoto folks, and the County, and Dawn, and the Federal people, who I don't know, that a lot of people butted heads over this about, you know, five, ten years ago, and we're finally moving forward, but I've had some real concerns and they're tied together between Papahawahawa and the concerns that Viola just raised, and one of the conditions I would recommend is that at the meeting where this was supposed to be dealt with, the Cultural Resources Commission years ago, they're agenda was too long, they couldn't deal with it, but we can still fix it. The -- one of the request was that we use, on the bridges, on the approaches and so forth, that we only use crushed aggregates, I mean crushed hard rock, not to use the red cinder from the miconia infected area up above Kaeleku. The reason for that is that if you go, if you drive out Makalai now after the rains, you can see all the red cinders come down -- come down onto the main road and it's headed down to the ocean. Now I've been told by Thomas Pua, from one who dives below Papahawahawa, they're real concern -- there's real concern that that red cinder will silt the reefs down there, so I'm suggesting that you just recommend for both or all the bridges, do not use the red cinders, it's real simple. The hard aggregate, if it does get washed down, it's gonna -- it's got a better chance of not getting on the coral surface and that's an important reef down there, both below Wailua Valley and below Papahawahawa, that reef system goes -- it's actually -

- goes all the way from Papahawahawa, below Muolea Point, and it's very close if you're in a boat. So that's one condition regarding the cinders.

The other one, and I would hope that -- we know it's a mistake, at this point, but we can adjust things a little bit, and that is the idea for the temporary bridge came from the community, community members dug up this information. There was an old bridge at Kahakuloa, it's still there, and that's where the idea came up. Now, my suggestion is to purchase, I'm for the SMA for the bridge but, is to purchase the temporary bridge before you do Papahawahawa and use that to go over Papahawahawa instead of do a culvert like you're talking -- Earl and I talked about this before. The plan for the temporary bypass for Papahawahawa is to put a couple round culverts in there and then fill it in with cinder, this is why I was so concerned about the red cinder, or aggregate and, you know, this was off the record, but we were, you know, we're trying, everybody's trying to work to fix this and I go, "You know, I live right there and, you know, if you've seen Papahawahawa going for a couple days at a time," I said, "the culvert's going to be down in the ocean." I mean I think for real, you know, if we get a big rain, the culverts are going to wash out, they're going to end up down at the bay at the end of Papahawahawa, and then we're not going to have any access if the bridge -- people are going to be cut off at that point, so my suggestion is just to recommend that we buy the temporary bridge that we're going to use in Wailua before we do Papahawahawa, use that as the bypass over Papahawahawa. These bridges are collapsible so you can accordion them, you can make them shorter, and it would work for Papahawahawa, and I think that would be an important improvement to protect the environment.

Now just for everybody's information, unless something went wrong with the budget process, we've -- through a couple million dollars of Federal money, some State money, and a million dollars of County money, Muolea Point is going to be preserved for this community and this community is going to end up managing it and that's -- that is a enormously important fishing and gathering area. The reason we got the two-and-a-half million dollars from the Feds is because of the limu make that's right down there on the shore and there's a real chance of -- the silting thing is a very real thing, I mean Thomas Pua has come and talk to me when Papahawahawa is running brown cause somebody was grading up above and there was silting that took place on the reefs down there. So that's -- I hope that can be a recommendation, and it's a different administration so I know people are hearing it for the first time. I think budget wise it could work and the temporary bridge we're going to be able to use it over and over. I would suggest thinking of it in terms of the bridge in Kipahulu, you know, it's going to be years before we get out there and that bridge could be used to go over the bridge in Kipahulu so that it doesn't further degrade, you know, and it's a good investment for the County. If there's ever bridge failure anywhere in the Hana District, we got it to use, or use it over and over and over, and, okay, I'll move off

that point, so the cinders and the idea of buying the bridge earlier than originally giving up the culvert idea at Papahawahawa.

One thing I'm concerned about, and I'm saying this for Corporation Counsel, the County has an unwritten policy to run over-the-weight-limit vehicles on the bridges every single day. It's an unwritten policy. Everybody knows it so we're talking about the possibility of restoring some of the bridges. We've had some concerns about the over-the-weight-limits in the comments and I'd like to see some enforcement of that; in other words, like for when we do Wailua, you're gonna -- Papahawahawa is going to be finished, the next bridge is Alalaula, that's one of the bridges that can be saved and restored but not if we're running two, three times the posted weight limit trucks over there every day while we're fixing the other bridge, so, you know, it makes no sense to me to be replacing bridges wanting to repair Alalaula, for example, but we're destroying it while we fixing the other bridges.

In Wailua Valley, it looks to me like the retaining wall might be blocking the historic trail down to the beach. I'd like somebody to address that. There's a little turnout right there and there's an old trail that goes down there, it looks like that's being, for the purposes of safety maybe on the bridge, that's being cut off but I think that's maybe something for the cultural resources or the trail people to look at cause there's -- I'm sorry that I can't remember his name, but there was a Catholic Priest who's grave is down there and people do, yeah, people do park there and walk down to that spot.

So there's been some -- I'm just about finish, but the liability problem, and this is something we all learn, and I had arguments with Lloyd Lee about this, the County, from day one of these bridge replacements, they've been saying the County's concerned about liability, and if you go under Papahawahawa, there is a real chance of catastrophic bridge collapse. Well, if that happens, the County has no defense at this point because we've been saying for five years that everybody's running over-the-weight vehicles every single day so, you know, I think we gotta pay attention to that. If something does happen, which I hope it doesn't, but we'll be second-guessing the process.

The last thing is, it hasn't come up and this is going back to Papahawahawa, I, you know, support the extension of that if we can address the bridge concern. I don't think it's been brought up. I'm -- I'll give the County a couple hundred bucks for the old -- for the old stamp on that bridge. I've been trying to get the County to cut it off and save it. If you go down on the makai side of the bridge, it must have been a Friday afternoon with some beers or something, they put the stamp on there reverse, so the 1915 on the makai side is backwards, but it's classic, you know, it's what was happening, so I'd like to see that preserved before they come and just tear it down to just take a concrete cutter, cut it off, maybe put it next to the new bridge or in the cultural center or, if nobody wants it, I'd love to have it in my yard, but I think it's better that everybody can get a laugh out of it, you

know, but so I'd like to see that as a real thing, I mean that was whenever, however that happened, it's there.

And the last thing is, that came up just to remind the Committee, is that everything Viola said is really important and, at some of these meetings, this is small meeting, but I'd like to point out to the Federal representative that a lot of these meetings, early on, there was more than 50 people, sometimes 100 people, there was a lot of interest in this, and it was very historic when a lot of people showed up in Wailuku at the Planning Commission, Bob Carroll, who's now our Council representative, was the chair and they denied the permit for Papahawahawa, that was very historic, and that's why we're in this process, we're all trying to get it done now, but there's a few things that makes sense to me to get done. One of the things that came out during those hearings is there's been kind of a not acknowledging the historic parts of it and I was like -- I talked with Eddie Pu about Alaaula Bridge, well, you know, you talk with the historic people, they don't, you know, it's just another bridge, there's nothing there. The whole area is historic and, from my recollection, it's right -- Eddie was born right there at the stream, and so there's all these stories that go with virtually every bridge and every area. I spent some time talking with Kauai's father, Parley, about the valley, about his vision to return that to a functioning Hawaiian village, so everything Viola is saying is right on, the remains are there, they can be repaired, and if there's any silting down there, that's going to hurt so, anyway, mahalo. I didn't have written remarks; I'll get some for the Planning Commission. Thank you Bob Carroll, he called me about two hours ago and said, "You know there's a hearing." And I said, "Nope, but I'll go." So thank you guys for being here and that's it. I'm happy to answer if I can help with anything.

Ms. Shamblin: Okay, is there any other public testimony? Okay, if not, public testimony is closed.

Ms. Loudermilk: Chair, we'd like to, myself and Joe Krueger, would like to have the opportunity to just respond to several of the comments to --

Mr. Krueger: First off, for the water quality, we will have a section of the construction plan devoted entirely to best management practices, which is to protect the water quality, and we'll also have a pay item, a separate pay item for water pollution control, that's the name of the pay item, but it's to keep the water quality in good condition, but we can also go over the plan, that section of the plan, with you, if you want, and modify it if we need to for -- to your satisfaction. And then, the red cinders, we can have a condition to not allow it on the job site. I have no problem with that.

During construction, or before and right after, the contractor has to have a plan to move his equipment to the job site. He may have to reinforce or brace the existing bridges or lighting his load to use the bridges. He has to get a special permit to transport all his loads. I believe the old trail along the Paihi Bridge, it'll still be there, it's just that, you know the old stonewall, it goes out like this, and then the trail goes down? That area will still be there but there'll be another stonewall that goes right into the bridge like that so there'll be a clearing, and then the old stonewall, and then the trail will be intact. I think that's all on the Paihi Bridge.

Ms. Loudermilk: I'd just like to add, I just have a question regarding that trail, is it over private property or is it a trail that's under some sort of agreement with the State or -- cause we don't want to deal with liability issues, you know, that would be my question. Is it --

Ms. Naone-Cashman: ...(inaudible)... I'm not sure who's property it's on ...(inaudible)... old horse trail.

Ms. Loudermilk: An old horse trail. So that's something that we can look into cause for Waihonu Bridge, it's similar, people are going over private property and those property owners were not really happy of having people parking on the property and going down the trail, so that's where the question came up. Oh, so old horse trail, okay. And then, you know, regarding the use of a temporary bridge for Papahawahawa, we'd have to reopen the Special Management Area Permit already issued for that if we want to have that considered because it is part of the SMA, so Joe folks could look, you know, look into that and see the feasibility, the -- whether one bridge can fit all or not, but, you know, we will look into that. If that's something that's feasible, then we will have to, you know, just to let you know, it would be a significant change for the permit that has already been issued and since it is in the SMA, we'd have to go through another review process, agency review process.

Mr. Blumer-Buell: I really appreciate just you saying that and if there's some way ...(inaudible)...

Ms. Loudermilk: Well, actually --

Mr. Blumer-Buell: I appreciate you saying that but if there's some way that this -- it's actually a big improvement over the existing ...(inaudible)...

Ms. Loudermilk: No, no. It doesn't matter. The Special Management Area Rules don't make a distinction whether it's good, bad, or indifferent; it's just, you know, that's something that Joe folks is willing to consider and if that's something that can be done, we just need to let this body know up front that we will have to go through the Special Management Area

review process over again, yeah, just in general. That pretty much concludes our comments.

2. Action

Ms. Loudermilk: I'll be willing to go through the department's recommendations at this point in time. Now the County is recommending approval and I'd just like to make some changes in the proposed conditions. If we go to the second to the last page of your packet that was sent out to you, I'd like to go down to Condition No. 4, it has the wrong date and, basically, that condition is that the final construction shall be in accordance with the plans presented before this Committee today, and I'll just change the date to today's date in terms of housekeeping. A majority of the conditions are standard type of conditions regarding liability, any significant changes having to come back. Some project specific conditions have to do with the submittal for review and approval of a solid waste management plan; that the Cultural Resources Commission design comments be incorporated into the final design; and Condition No. 13 that the newly constructed bridge be inscribed with the name and date of the reconstruction and that the date of the construction of the original bridge should not be inscribed to the new bridge; and the department would like to propose a Condition No. 14 regarding the use of the red cinders that Joe had indicated, and that, basically, based upon that recommendation, we would ask that this Committee adopt our report as its findings of fact and then transmit your recommendation to the Maui Planning Commission, and that concludes our recommendations.

Ms. Oliveira-Medeiros: ...(inaudible)...

Ms. Loudermilk: You can propose that as a condition, you folks can -- Dudley, you instruct them. Cause that's our recommendation and you can always modify it.

Mr. Akama: But Joe mentioned that you would add a provision concerning water quality, right? Or did you want to --

Ms. Loudermilk: So that we would -- so our proposal for a Condition 15 that you folks meet with surrounding property owners. We just want to -- we don't want to just say only Viola but -- but surrounding property owners and go over the --

Mr. Krueger: We couldn't find all the owners, yeah. In fact, some of the people that know the missing people, they don't even know the address, so, yeah, we'll meet with you and your ohana, that might be a better way, whoever you want.

Ms. Loudermilk: Okay, so that's the revised recommendation of the department.

Ms. Shamblin: Okay, are we ready to make a motion to adopt the recommendation?

Ms. Kanakaole: I move to accept the recommendations made.

Ms. Shamblin: Second?

Mr. Romain: I second it.

There being no further discussions, the motion was put to a vote.

It has been moved by Ms. Kauai Kanakaole, seconded by Mr. John Romain, then

VOTED: to Accept the Department's Recommendation as Revised.
(Assenting: N. Shamblin; K. Kanakaole; M. Oliveira-Medeiros; J. Romain)
(Excused: D. Omer; F. Tolentino)
(Absent: F. Helekahi-Burns)

Mr. Yoshida: Madam Chair, the next two items are requests from the Public Works Department to amend the condition to initiate construction on the SMA Permit for the Papahawahawa Bridge Replacement Project and the Kaholopoo Bridge Replacement Project.

E. COMMUNICATIONS:

- 1 MR. GILBERT S. COLOMA-AGARAN requesting a one-year time extension on the Special Management Area Use Permit condition to initiate construction of the Papahawahawa Bridge Replacement project and related improvements at Muolea, Hana, Island of Maui. (SM1 2001/0015) (R. Loudermilk)**
- 2. MR. GILBERT S. COLOMA-AGARAN, Director of the DEPARTMENT OF PUBLIC WORKS AND ENVIRONMENTAL MANAGEMENT requesting a Special Management Area Use Permit time extension to extend by one year on the period to initiate construction and amendment to plans to add a six-inch curb under the "thrie beam" guard rail bridge approach on each side and both ends of the bridge for the Kaholopoo Bridge Replacement project and related improvements at Hana, Island of Maui. (SM1 2001/0019) (R. Loudermilk)**

Ms. Loudermilk: Basically, these are previous bridges that have come before this commission. For a variety of reasons, they have not been able to initiate construction. We'd like to, for both Papahawahawa and Kaholopoo, give them a two-year time extension to initiate construction. We think that's reasonable based upon the other regulatory permits that they are making a good-faith effort to obtain; it's just that they have not been able to obtain at this point in time, and also at this, as part of Papahawahawa, this could be an opportunity that, for several things, to -- one, that we add a condition that the Department of Public Works and Environmental Management look at the feasibility of using a temporary bridge at Papahawahawa versus the use of the detour road and, at this point, if we can do it that way, we would not really have to -- we may not have to come back for a new SMA, we may, we may not, but at least this would give the Maui Planning Commission an indication that this idea has come up, it appears to merit further research and discussion with the Public Works, and we're willing to, Public Works is willing to do that.

Dawn, do we want to talk about inscriptions on the bridge at this particular time? We could -- the second thing would be Paihi Bridge, the one that we just talked about, there was a particular condition of how we put the inscriptions on the bridge. This came up as a result of the Waiohonu Bridge, this commission -- this Committee had made a motion and added a condition in terms of how the inscription would be put on the bridge, not only date of construction, of original construction, but of new construction, and the -- we would think that -- what the Cultural Resources Commission had recommend for Paihi that we would like to use that for future bridges that may come in as well as previous bridges, so that would be Papahawahawa and Kaholopoo, that we could revise whatever conditions already existing to incorporate this type of inscription, and that's what the intent, with the Cultural Resources Committee, and as, with Dawn, we have additional manpower to really work on doing a proper interpretive plan for the whole region, and so we'd like to throw that out for your consideration as well for both of these bridges, and that pretty much, you know, we would recommend two years for Papahawahawa, the consideration of the use of temporary bridge instead of detour road, the -- and the changes in the type of inscription and date put on the replacement bridges for both Papahawahawa and Kaholopoo.

Mr. Romain: May I ask a question?

Ms. Loudermilk: Yes?

Mr. Romain: I was one of those that did request last time that -- or suggest that we include the original date and then we got the amendment, I guess, from your commission that said that wasn't proper protocol and, obviously, no one had deferred to it, but I just want to know why? Why do we want to erase history? Why don't you not want to at least make a mark of when the first bridge went up someplace and then keep track of what's going on? I don't understand.

Ms. Loudermilk: Sure. We'll have Dawn Duensing, our Cultural Planner, explain that.

Ms. Duensing: Thank you, Commissioner Romain, that's a very good question and the entire Cultural Resources Commission, which I was chairing at the time when we heard about this condition, appreciated the Hana community's efforts to commemorate the previous bridge and we have no problem with that. From the cultural resources preservation aspect, it would -- today's cultural resources planner or preservationist would think it confusing to have 2003 and 1911 below it, you know, the average traveling public would come to the bridge, we felt they would take a look at this and say, "Well, gee, what do they mean this 2004 and 1911 under it? You know, we don't know about this." And what the Cultural Resources Commission is suggesting is that we come up with an overall interpretation plan so that we have something out on the bridges, for instance, one of things we discussed at the, I think it was the December meeting cause it was the last meeting that I chaired, was the -- that an appropriate way to do this would be to put some information on a plaque and affix this to a bridge or, you know, the nearby guard wall, or, you know, some appropriate area where people can stop, park, take a look at this, and hear about -- read about the history of the Hana Belt Road, perhaps see a picture of the old bridge, and the reason as to why we have a new bridge in 2004 and just explain a little bit more history and culture of the Hana Belt Road in that perspective. They could get more information about it rather than what we felt was two dates and no explanation as to why, so that was the commission's intention in respectfully asking for the reconsideration of that condition and a more thorough interpretive plan about the bridges and the road itself.

Mr. Romain: I understand and that makes sense, but I do think it's important that if it's in a plaque, or otherwise, that the history, I mean these were incredible engineering achievements considering the times when this road was first built and I think that that should always be recognized and maintained in some form of a historical documentation.

Ms. Duensing: And we wholeheartedly agree. When I did the National Register Nomination, one of the significant features of the Hana Belt Road is it's tremendous engineering achievement in 1926, and even earlier than that, you know, they built the bridges first and then built the road, so it is a tremendous achievement, and I guess what our intention is is to not confuse the two, you know, really bring that out; hopefully, we'll come up with an interpretive plan that might do a brochure and then plaques where people can have written information and added photographs so that they can take the opportunity to learn more instead of just saying, "Well, why is this really new looking bridge on the road?" So that's what we hope to do.

Ms. Shamblin: In other words, what you're saying is it is not possible to inscribe the original dates on the bridge?

Ms. Duensing: It is possible, but we're recommending against it and we are asking for the reconsideration so that we could take these dates one step further by having the new date as well as the name of the bridge and additional plaque of some kind to have a written explanation of the old bridge as well as the new bridge to put it in the whole context of the Hana Belt Road and what it means to the local culture of Hana.

Ms. Shamblin: Because of the historic preservation of the bridges, I feel that it is vital that the original dates remain on the new structures or renovated structures and that's on the history sense of it being there, and, you know, because of the preservation of history and the bridges, it is important especially for the people that live here. The people before us, I'm not concerned about the future generation or the tourist that come here and see a new bridge and their comments on it, I'm concerned about me living here and remembering that, and my children, remembering that that bridge was built in 1911 or, you know, so, for me, the dates are important if there's any possible way to inscribe the original dates on the bridge.

Ms. Duensing: I think we're saying the same thing and we have the same goal and, really, I don't care that we teach the tourist either cause the most important thing is the people who live here and, you know, I agree with you one hundred percent on that. I'm just suggesting a different way to do it by putting more information along with those dates on the bridge. I guess another way we could do it if we were actually to put, you know, if it's really that important to inscribe 1911/2004 on the bridge, we could put -- we could put a plaque adjacent to the inscription to explain why there's two dates here, but I just think it's really important to not confuse the issue to future generations because maybe, you know, twenty years down the road those folks might want to know what the history of the previous bridge and road was too, yeah. So I guess it's just matter of how we do that. We're not saying that we don't want those two dates on the bridge, we're just saying that it would be preferable to put it on a plaque with written history and a picture of the old bridge to commemorate that, and you can do long-lasting plaques that won't deteriorate with the weather and stuff, they're doing that out in Lahaina in some of the historic sites there.

Ms. Loudermilk: I'm just throwing this out, but what about the possibility of multiple plaques? One with the original date and one with the new construction date?

Ms. Duensing: I guess one of the things we can do is what the CRC recommended is that we work for future interpretive program, we don't necessarily have to decide how it's done today, and that's an option too, but reconsideration of the condition was one of things that we were asking for and we could figure out how to incorporate the dates to make everybody happy. Maybe when the bridge, you know, as it starts construction or something, it's just something that we can work on.

Ms. Oliveira-Medeiros: I think even if it was at the bottom, you know, the original date at the top and -- I mean the current date at the top and the original at the bottom so that like, in the future, if somebody did want to learn more about it, you know, they could go over and look and see the original date.

Ms. Shamblin: Do we need to vote on something?

Ms. Loudermilk: For Papahawahawa, recommend the time extension for two years with the -- with a new condition, I don't know what number it'll be but I'll indicate it in the letter, that the Department of Public Works would look at the use -- the use of a temporary bridge in addition -- in lieu of a detour road and -- okay, that's the first one. And then the second condition would be to continue working with the Cultural Resources Commission to develop an interpretive plan to incorporate both dates into this bridge, and that concludes the recommendation.

Ms. Shamblin: Is there a motion to accept the recommendations?

Mr. Romain: I make a motion to -- that the request for the two-year extension be approved with the two stipulated conditions, recommendations.

Ms. Kanakaole: I'll second.

There being no further discussion, the motion was put to a vote.

It has been moved by Mr. John Romain, seconded by Ms. Kaui Kanakaole, then unanimously

VOTED: to approve the Department's recommendation for a two-year time extension; to add a condition that the Department of Public Works would look into the use of a temporary bridge in lieu of a detour road; and to add a condition to continue working with the Cultural Resources Commission to develop an interpretive plan to incorporate both dates into the bridge for the Papahawahawa Bridge Replacement Project.

Ms. Shamblin: Okay, carried.

Ms. Loudermilk: And then the second recommendation would be for the two-year time extension for Kaholopoo Bridge with the similar condition regarding working with the

Cultural Resources Commission to develop an interpretive plan to incorporate both dates on the bridge.

Mr. Yoshida: I forgot to mention that the applicant is also requesting an amendment to the plans to add a six-inch curb under the guardrail bridge approach on each side at both ends of the bridge.

Ms. Loudermilk: We would recommend deferral on that, that particular portion. Rewind.

Mr. Yoshida: That was in their request letter.

Ms. Loudermilk: Yeah. We would -- we would like to have a different design than the one that has been proposed to us, the design that we would prefer to have is what we have approved for Paihi Bridge.

Mr. Romain: May I speak? In light of the time consideration, could be just move for the approval of the time extension with the one attachment that we just discussed and just leave it open and the other can be brought back later since there is the two-year time extension but at least we can get it passed.

Ms. Loudermilk: Yeah. Yeah. Yes, thank you.

Mr. Romain: Okay, I move that we recommend passing for the two-year time extension with the provision discussed and the possibility of amendment within that time.

Ms. Kanakaole: I'll second.

There being no further discussion, the motion was put to a vote.

It has been moved by Mr. John Romain, seconded by Ms. Kai Kanakaole, then unanimously

VOTED: to approve the Department's recommendation for a two-year time extension and to add a condition to continue working with the Cultural Resources Commission to develop an interpretive plan to incorporate both dates into the bridge for the Kaholopoo Bridge Replacement Project.

Ms. Shamblin: Recommendation carried.

Ms. Loudermilk: Thank you, and thank you, Clayton, for bringing that to my attention.

Ms. Shamblin: Okay, because we lost quorum, we will now adjourn this meeting.

The meeting was adjourned at 6:00 p.m.

Respectfully submitted by,

SUZETTE L. ESMERALDA
Commission Support Clerk

RECORD OF ATTENDANCE

Present

B. Nalani Shamblin
Kauai Kanakaole
John Romain
Mavis Oliveira-Medeiros

Excused

Daniel Omer
Francine Tolentino

Absent

Fawn Sherie Helekahi-Burns

Others

Clayton Yoshida, Planning Program Administrator
Robyn Loudermilk, Planning Staff
Dawn Duensing, Planning Staff
Dudley Akama, Deputy Corporation Counsel