

Ms. Dawn Deusing

SUBJECT: REVISED DRAFT PRESERVATION PLAN FOR COUNTY OF MAUI BRIDGES
WITHIN THE HANA HIGHWAY HISTORIC DISTRICT

September 19, 2001

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The process and considerations in developing the recommendations and alternative recommendations are documented in the Preservation Plan. We recognize that these considerations limit the degree to which the character of the Historic District can be preserved, but have endeavored to help the public understand why compromises are necessary. We feel that we have presented a comprehensive plan that has been debated, explained and, with SHPD's concurrence, will serve as a basis for starting discussions on specific issues such as design details and construction bypass as each bridge proposal is reviewed through the environmental assessment and SMA permit process.

Email dated August 7, 2001

1. As discussed in the preceding response, the Preservation Plan documents the process used in formulating the recommendations and alternative recommendations. We disagree that we have the luxury of time to continue discussions indefinitely. Given the increasing threat to public safety of keeping deteriorating bridges in service, and significant delays in addressing their deficiencies would force the County, or the State if the County does not act, to close them to traffic. This would have an immediate and significant detrimental effect on the community. The County has deferred closure because it anticipates proceeding with plans to address the deficiencies upon obtaining SHPD's concurrence with the Final Preservation Plan.
2. Please refer to our previous comment no. 1 regarding the approach guardrails.
3. Please refer to our previous comment no. 1 on the AASHTO standards.
4. Please refer to our previous comment no. 2 on Figure 5 of the Preservation Plan. The height of the rock wall guardrail would be 32 inches adjacent to the bridge railing. Although specific topographic conditions along the approach road may dictate otherwise, the rock wall guardrail will generally transition to a height of 27-inches moving away from the railing.

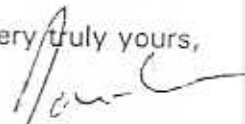
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Your interest and participation in the development of this Preservation Plan are appreciated.

Very truly yours,



DAVID GOODE
Director of Public Works
and Waste Management

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xc: Lloyd Lee, County of Maui, DPWWM
Earl Matsukawa, WOA

KIPAHULU COMMUNITY ASSOCIATION
SR 190
HANA, HAWAI'I 96713

RECEIVED
COUNTY OF MAUI

2001 JUL 11 A 8:57

ENGINEERING DIVISION
PUBLIC WORKS

July 7, 2001

LLOYD LEE
CHIEF, ENGINEERING DEPARTMENT
COUNTY OF MAUI PUBLIC WORKS DEPARTMENT
200 SOUTH HIGH STREET
WAILUKU, HAWAI'I 96793

Dear Mr. Lee:

Thank you for your work on the Revised Draft of the Preservation Plan for the County of Maui Bridges within the Hana Highway Historic District, and for this opportunity to comment and add on to the Final Draft.

We are very pleased by the responsiveness that you've shown to community input and comments. And the time and dedication you've put in to your presentations here in Hana, and your solicitations for input at those meetings from us and our elected officials.

The following are our three primary concerns:

Our main concern has been and continues to be with the process of the final plan and for the design or redesign of each bridge. We are very pleased that the SMA process allows for input and community comment for each bridge. This allows the best and most acceptable design for each bridge to be worked out, based upon reflection of previous works, and consideration of the uniqueness of each bridge and site in the District. This also allows for the voices and concerns of the residents most closely living by and associated with each bridge to be heard and considered in the design for each bridge.

Our second concern is specifically about Koukou'ai bridge. We want to emphasize our preference for rehabilitation and reinforcement of the existing bridge, because of its high historical rating and aesthetic content. The KCA looks forward to working with you and your office and Wilson Okamoto during the SMA process for Koukou'ai bridge for an acceptable design.

Our third concern, as discussed at the June 19, 2001 presentation, is about the approach guard rails, from the viewpoints of aesthetics and length of the approach rails. We have had strong community

input that indicates a great preference for the rock wall approach guard rails. And we hope the designs worked out will keep the length of the approach guard rails to the minimum, mindful of safety considerations, but equally mindful of the uniqueness and aesthetics of each bridge, site, and stream.

Mahalo again for your kokua as we work out this process together. We are very pleased by your efforts put in to the Draft Plan, and all of your obvious efforts at the public presentation meetings. Please keep us informed of future meetings and all of the steps of the SMA process to come.

Me ke aloha ha'aha'a,



Farley Jacob
Secretary, Kipahulu Community Association

JAMES "KIMO" APANA
Mayor
DAVID C. GOODE
Director

MILTON M. ARAKAWA, A.I.C.P.
Deputy Director

TEL. (808) 270-7745
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COUNTY OF MAUI
DEPARTMENT OF PUBLIC WORKS
AND WASTE MANAGEMENT
ENGINEERING DIVISION
200 SOUTH HIGH STREET
WAILUKU, MAUI, HAWAII 96793

September 19, 2001

Mr. Farley Jacob, Secretary
Kipahulu Community Association
SR 190
Hana, Hawaii 96713

SUBJECT: REVISED DRAFT PRESERVATION PLAN FOR COUNTY OF MAUI BRIDGES
WITHIN THE HANA HIGHWAY HISTORIC DISTRICT

Dear Mr. Jacob:

Thank you for your letter dated July 7, 2001 commenting on the subject project. We appreciate your recognition of the effort made to take the concerns of the residents community into consideration in preparing the Preservation Plan. We offer the following in response to your specific comments:

1. We concur with your understanding of the role of the Preservation Plan and the environmental assessment and SMA permit process. The Preservation Plan will serve as a basis for starting discussions on specific issues such as the design details and construction bypass as each bridge proposal is reviewed through the environmental assessment and SMA permit process.
2. We acknowledge your preference for rehabilitating Koukou'ai Bridge to preserve its historical and aesthetic character and look forward to working with you in selecting and refining one of the recommended alternatives presented in the Preservation Plan.
3. Due to concerns expressed about the use of steel guardrails, the Final Preservation Plan will recommend the use of rock wall guardrails along the approaches to the bridges instead of the steel w-beam and Thrie-beam. The rock wall guardrail would be a "crash-tested" design that may alternatively be constructed of lava rock with necessary reinforcement, a reinforced-concrete wall veneered with native lava rock or a reinforced-concrete wall finished appearing as lava rock. According to an official of the Federal Highway Administration (FHWA), the side of the wall facing the road may have a relief no greater than 3/4-inch, in order to prevent it from "snagging"

RALPH NAGAMINE, L.S., P.E.
Land Use and Codes Administration

RONALD R. RISKI, P.E.
Wastewater Reclamation Division

LLOYD P.C.W. LEE, P.E.
Engineering Division

Solid Waste Division

BRIAN HASHIRO, P.E.
Highways Division

Mr. Farley Jacob

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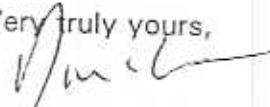
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vehicles and causing them to spin when struck. Therefore, the type of construction to be used may be dictated by the feasibility and cost of achieving the required relief and structural strength. The public will have the opportunities to review and comment on the alternative construction methods during the environmental assessment and SMA permit process.

Your interest and participation in the development of this Preservation Plan are appreciated. We will keep you apprised of opportunities for public participation in the environmental assessment and SMA permit process for the individual bridges.

Very truly yours,



DAVID GOODE
Director of Public Works
and Waste Management

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xc: Lloyd Lee, County of Maui, DPWWM
Earl Matsukawa, WOA



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GILBERT S. COLOMA-AGAPAN, CHAIRPERSON
BOARD OF LAND AND NATURAL RESOURCES
COMMISSION ON WATER RESOURCE MANAGEMENT

DEPUTIES
JANET E. KAWELO
LINNEL NISHIOKA

WILSON OKAMOTO & ASSOC., INC.
STATE OF HAWAII

DEPARTMENT OF LAND AND NATURAL RESOURCES

HISTORIC PRESERVATION DIVISION
Kekuhihewa Building, Room 555
601 Kamohiwa Boulevard
Kapolei, Hawaii 96707

AQUATIC RESOURCES
BOATING AND OCEAN RECREATION
COMMISSION ON WATER RESOURCE
MANAGEMENT
CONSERVATION AND RESOURCES
ENFORCEMENT
CONVEYANCES
FORESTRY AND WILDLIFE
HISTORIC PRESERVATION
LAND
STATE PARKS

July 6, 2001

Mr. David Goode, Director
200 South High Street
Wailuku, Hawaii 96793
Attention: Lloyd Lee

LOG NO: 27702
DOC NO: 0106tm10
Architecture

Dear Mr. Goode:

SUBJECT: Preservation Plan for County of Maui Bridges
Within the Hana Highway Historic District

Thank you for transmitting the Draft Preservation Plan. We would like to take this opportunity to thank you for taking into consideration the concerns of the residents and community at large. While there are still some issues regarding the guard rails, we believe the plan has come a long way through this process. Overall, we are pleased with the new 16 foot width, the new railing designs and the identification of the character defining elements, however, we would like to reiterate that we would still prefer keeping the existing historic bridges intact as much as possible. Therefore, whenever there is a choice, we would opt for the keeping of the existing bridge and railing with widening on the less visible side. If the bridge is to remain as a foot bridge, we would like to have some assurances of proper maintenance.

Also, we would like resurfacing of the County road addressed in the preservation plan. One of the problems with the current method of resurfacing is that rail heights diminish and the load is increased on these bridges every time the road is resurfaced without being scraped. Good maintenance is the best method of preservation.

We hope the County will continue to look for innovative guard rail designs. We would appreciate some consideration of local rock veneer over concrete, steel box beams or Texas Type T6 bridge rail design which are less obtrusive than the thrie beam.

Thank you for working so diligently on this plan. Should you have further questions, please feel free to call Tonia Moy at (808)692-8030.

Aloha,

DON HIBBARD, Administrator
State Historic Preservation Division

TM:jk

c: Earl Matsukawa, Wilson Okamoto & Associates, Inc., 1907 South Beretania Street,
Suite 400, Honolulu, Hawaii 96826

JAMES "KIMO" APANA
Mayor
DAVID C. GOODE
Director

MILTON M. ARAKAWA, A.I.C.P.
Deputy Director

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COUNTY OF MAUI
DEPARTMENT OF PUBLIC WORKS
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200 SOUTH HIGH STREET
WAILUKU, MAUI, HAWAII 96793

September 19, 2001

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Wastewater Reclamation Division

LLOYD P.C.W. LEE, P.E.
Engineering Division

Solid Waste Division

BRIAN HASHIRO, P.E.
Highways Division

Dr. Don Hibbard, Administrator
State of Hawaii
Department of Land and Natural Resources
Historic Preservation Division
601 Kamokila Boulevard
Kapolei, Hawaii 96707

SUBJECT: REVISED DRAFT PRESERVATION PLAN FOR COUNTY OF MAUI BRIDGES
WITHIN THE HANA HIGHWAY HISTORIC DISTRICT

Dear Dr. Hibbard:

Thank you for your letter dated July 6, 2001 commenting on the subject project. We appreciate your recognition of the effort made to take the concerns of the residents and community-at-large into consideration and the progress made to date. We offer the following responses to your comments:

1. Due to concerns expressed about the use of steel guardrails, the Final Preservation Plan will recommend the use of rock wall guardrails along the approaches to the bridges instead of the steel w-beam and Thrie-beam. The rock wall guardrail would be a "crash-tested" design that may alternatively be constructed of lava rock with necessary reinforcement, a reinforced-concrete wall veneered with native lava rock or a reinforced-concrete wall finished appearing as lava rock. According to an official of the Federal Highway Administration (FHWA), the side of the wall facing the road may have a relief no greater than 3/4-inch, in order to prevent it from "snagging" vehicles and causing them to spin when struck. Therefore, the type of construction to be used may be dictated by the feasibility and cost of achieving the required relief and structural strength.
2. We acknowledge your preference for keeping existing historic bridges intact as much as possible, including railings and widening on the less visible side.

Dr. Don Hibbard

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3. We acknowledge your concern regarding the maintenance of Historic bridges retained for non-vehicular use if a new bypass bridge is constructed. As discussed in our letter dated January 17, 2001 to the Cultural Resource Commission, the DPWWM is not responsible for historic preservation and would be hard pressed to justify spending its scarce maintenance resources on a bridge that is not essential for public transportation. If such a bridge became a public safety concern, it would likely be closed to the public before funds were spent on repair and maintenance. Nevertheless, we would welcome any organization interested in keeping such bridges open to the public to fund or undertake a maintenance program.
4. The County's resources for bridge and road maintenance are extremely limited. The maintenance budget has remained unchanged for years, despite rising maintenance costs, construction of many miles of additional roads, and dedication to the County of many additional miles of roads in new subdivisions. Therefore, we cannot commit to a maintenance program for any specific transportation facility in the County. We can assure you, however, that the past practice of resurfacing roads and bridges without removing the old asphalt has been discontinued. Our current method of resurfacing will not result in a build-up of asphalt on the bridge decks.

Your interest and participation in the development of this Preservation Plan are appreciated. We will be submitting the Final Preservation Plan for your review and concurrence shortly.

Very truly yours,


DAVID GOODE
Director of Public Works
and Waste Management

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xc: Lloyd Lee, County of Maui, DPWWM
↪ Earl Matsukawa, WOA