# STATE DEPARTMENT OF TRANSPORTATION

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|---|---|
| **PROJECT** | Lima Ola Workforce Housing Project |
| **JOB NO.** | |
| **CONSULTANT** | Community Planning and Engineering, Inc |
| **REVIEWED BY:** | State DOT |

| COMMENT NO. | PAGE NO. | COMMENTS | RESPONSE TO COMMENT |
|---|---|---|---|
| 1 | 1 | The TIAR sets various triggers for traffic congestion and gives County of Kauai the responsibility for making improvements to the State Highway System. However, there is no commitment of county funds, and the TIAR does not identify who will verify the traffic volumes and whether or not the signal warrants are met. A financial plan should be developed and approved by the county. Also, there should be a commitment on who verifies the traffic counts and determines if the signal warrants are met. | Understood. The County will be completing the development in phases. Phase 1 of the development has secured funding with start of construction improvements estimated to begin at the end of 2017. With Kaumualii Highway and Laulea Street/Mahea Road intersection improvements to be completed with Phase 1. All other recommended improvements are to be scheduled with the development of future phases. A financial plan is being developed by the County of Kauai for future phases of the development. At each phase an updated TIAR will be completed by the County to verify traffic counts, signal warrants and recommended improvements. |
| 2 | 2 | The TIAR establishes an implementation trigger for Waialo Road (Route 54) – Eleele/Kaumualii Highway (Route 50) improvements as when the westbound left turn lane on Kaumualii Highway exceeds 300 vehicles during AM and PM peak hour traffic periods (7:00-8:00 AM and 4:00-5:00 PM) for two consecutive years. The TIAR should explain how the two-year timeframe and 300-vehicle thresholds were determined. | Noted. Please see attached letter "Lima Ola Workforce Housing Project, Eleele, Hawaii – Responses to HDOT Comments" dated 12/20/2016. |

**REBUTTAL EXHIBIT 28**

| STATE DEPARTMENT OF TRANSPORTATION | | | |
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| 3 | 2 | The TIAR sets an implementation trigger for Kaumualii Highway – Halewili Road (Route 541) improvements as when delays on the Halewili Road approach to Kaumualii Highway exceeds 200-seconds during the PM peak hour (4:00-5:00 PM). The rationale behind the 200-second threshold should be explained. | Noted. Please see attached letter "Lima Ola Workforce Housing Project, Eleele, Hawaii – Responses to HDOT Comments" dated 12/20/2016. |
| 4 | 2 | The TIAR recommends that a second westbound Kaumualii Highway left turn lane be added at the intersection with Waialo Road, along with a second through lane on Waialo Road leaving the intersection (pg. 14). These improvements would require modification of the existing traffic signal and likely the relocation of the existing Port Allen sign, and this would necessitate the need for additional right of way. Consideration should be given for the purchase of additional right of way. | Understood. A financial plan is being developed by the County of Kauai for future phases of the development. The consideration for the acquisition of additional right of way will be factored into this financial plan. The Kaumualii Highway/Waialo Road improvements will be completed in a future phase of the development. Prior to improvements an updated TIAR will be completed by the County to verify traffic counts, signal warrants and the initial recommended improvements. |
| 5 | 2 | The TIAR recommends the addition of a southbound median acceleration lane of Kaumualii Highway at the intersection with Halewili Road among other improvements (pg. 14). Again, consideration should be given to the purchase of additional right of way. | Understood. A financial plan is being developed by the County of Kauai for future phases of the development. The consideration for the acquisition of additional right of way will be factored into this financial plan. The Kaumualii Highway/Halewili Road improvements will be completed in a future phase of the development. Prior to improvements an updated TIAR will be completed by the County to verify traffic counts, signal warrants and the initial recommended improvements. |

| STATE DEPARTMENT OF TRANSPORTATION | | | |
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| 6 | 2 | Another recommendation for this intersection is that a southbound left turn lane should be added along Kaumualii Highway in order to prevent the formation of a southbound Kaumualii Highway vehicle queues waiting behind traffic attempting to turn left onto Halewili Road (pg. 15). However, the relatively small number of left turns does not appear to justify such action; a ban on left turns should be considered as an alternative. | Concur. Comment acknowledged. The Kaumualii Highway/Halewili Road improvements will be completed in a future phase of the development. Prior to improvements an updated TIAR will be completed by the County to verify traffic counts, signal warrants and the initial recommended improvements. A ban on left turns will be considered with the future TIAR. |
| 7 | 2 | Note 1 recommends that channelizers be added to at least part of the new acceleration lane stripe separating it from the mainline southbound through lane in order to prevent traffic from merging into the acceleration lane too early (pg. 15). The potential conflict this may create should be considered. | Concur. Comment acknowledged. The Kaumualii Highway/Halewili Road improvements will be completed in a future phase of the development. Prior to improvements an updated TIAR will be completed by the County to verify traffic counts, signal warrants and the initial recommended improvements. Considerations of potential conflicts will be discussed in the updated TIAR. |
| 8 | 3 | The TIAR states that for the Kaumualii Highway/Laulea Street (South) – Mahea Road intersection, the MUTCD signal warrant #3 (Peak Hour) was found to be met under Future with Project conditions (pg. 15). However, the Peak Hour warrant is not applicable in this case. The TIAR also states that improvements at the intersection are not recommended until traffic volumes meet a minimum of two of the three MUTCD volume-based signal warrants. The rationale for this criteria should be explained. | Understood. Peak Hour warrant will not be utilized. |

| STATE DEPARTMENT OF TRANSPORTATION | | | |
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| 9 | 3 | For Kaumualii Highway/Laulea Street (North), the TIAR also states that the MUTCD signal warrant #3 (Peak Hour) was found to be met under Future with Project conditions (pg. 15). However, the Peak Hour warrant is not applicable. The TIAR recommends signalizing the intersection and converting the existing northbound median acceleration lane on Kaumualii Highway into a southbound left turn lane. However, as noted previously, there should be a financial commitment from the county should the improvements be approved by DOT. | Understood. Peak Hour warrant will not be utilized. |
| 10 | 3 | The TIAR indicates that if Phase 1 and Phase 2 of this project are built and occupied prior to installation of the proposed traffic signals at Kaumualii Highway intersections with Laulea Street (South) – Mahea Road and Laulea Street (North) that interim pedestrian safety measures will be needed (pg. 17). However, there is no evidence that the school crossing warrant was evaluated for the intersection. If the warrant was not evaluated, the rationale should be provided. | Please see attached letter "Lima Ola Workforce Housing Project, Eleele, Hawaii – Responses to HDOT Comments" dated 12/20/2016 for school crossing warrant evaluation. |

| STATE DEPARTMENT OF TRANSPORTATION | | | |
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| 11 | 3 | Recommended interim options include the installation of Pedestrian Hybrid Beacons. This option may be confusing to the public as there is little familiarity with these on Kauai. Also listed as an option is the installation of Flashing Pedestrian Crossing and Rumble Strips. These include in-roadway flashing lights. DOT-HWY's experience with in-road flashing lights has not been positive, and we recommend that this option be deleted from consideration. | Concur. Recommendation for Pedestrian Hybrid Beacons will not be a considered option. Please see attached letter "Lima Ola Workforce Housing Project, Eleele, Hawaii – Responses to HDOT Comments" dated 12/20/2016 for consideration of signalized intersection as an alternate to Pedestrian Hybrid Beacons. |
| 12 | 4 | It is our understanding that this project proposes to develop 550 housing units, which will also include a community center/park. | Concur. |
| 13 | 4 | Please advise the developer that the project site will be subject to noise due to aircraft and helicopter overflights from Port Allen Airport. | Noted. |
| 14 | 4 | The developer should submit a Federal Aviation Administration (FAA) Form 7460-I "Notice of Proposed Construction or Alteration", in accordance with Code of Federal Regulations, Title 14, Part 77.9, if construction or alteration is within 20,000 feet of a public use airport. The form can be accessed at the following website: https://oeaaa.faa.gov/oeaaa/external/portal.jsp. | Concur. Please see attached "Determination of no Hazard to Air Navigation" letter, dated 12/14/2016. |

| STATE DEPARTMENT OF TRANSPORTATION | | | |
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| 15 | 4 | Due to the close proximity of the Airport to the proposed park, we recommend that the developer follow the guidance contained in the Federal Aviation Administration's (FAA's) Advisory Circular (AC) 150/5200-33B, *Hazardous Wildlife Attractants On or Near Airports*, and that plant and grass varieties used, not be attractive to wildlife which may cause hazardous conditions for aircraft operations at the Airport. | Noted. |

MOTT MACDONALD

Frank Camacho, PE
Community Planning and Engineering
1286 Queen Emma Street
Honolulu, HI 96812

**Lima Ola Workforce Housing Project, Eleele, Hawaii -- Responses to HDOT Comments**

December 20, 2016

380363 Letter2.docx

1300 First Street
Suite B
Gilroy CA 95020
United States of America

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F +1 (408) 848 2202
mottmac.com/americas

Dear Frank:

This letter is in response to the September 20, 2016 comment letter from the Hawaii Department of Transportation (HDOT) regarding our October 2014 traffic impact analysis report (TIAR) for the Lima Ola Workforce Housing project in Eleele, Hawaii, on the island of Kauai. Although you have responded to most of the HDOT questions, this letter responds to the following two questions for which you requested our assistance in answering.

## A. Explanation of Improvement Triggers

In its comment letter, HDOT requests clarification regarding the derivation of the recommended triggers to implement improvements at the following two intersections:

1. Waialo Road (Route 541) – Eleele Road / Kaumualii Highway (Route 50); and
2. Kaumualii Highway (Route 50) / Halewili Road (Route 540).

Each is described below:

1. Intersection: Waialo Road (Route 541) – Eleele Road / Kaumualii Highway (Route 50).

   Recommended Improvement: Add a second westbound Kaumualii Highway (Route 50) left turn lane and second southbound through lane on Waialo Road (Route 54) leaving the intersection.

   Suggested Trigger for Implementation: Traffic volume in westbound left turn lane exceeds 300 vehicles during the AM or PM peak hour traffic periods for two consecutive years.

   Explanation of Trigger: The "300 vehicles" threshold is recommended per guidelines regarding the addition of a second left turn lane in the American Association of State Highway and Transportation Officials (AASHTO) publication *A Policy on Geometric Design of Highways and Streets,* 6th Edition, 2011. As the traffic volume for this movement will vary from year to year (not to mentioned from month to month in a given year), the "two consecutive years" threshold is recommended to show that the volume

consistently remains over 300 vehicles per hour in consecutive years (versus being above the threshold in one year but below it in the following year).

2. Intersection: Kaumualii Highway (Route 50) / Halewili Road (Route 540).
   Recommended Improvement: Add a southbound Kaumualii Highway (Route 50) median acceleration lane.
   Suggested Trigger for Implementation: Delay on the Halewili Road (Route 540) approach at Kaumualii Highway (Route 50) exceeds 200 seconds during the PM peak hour.
   Explanation of Trigger: The "200 seconds" threshold is recommended as that level of delay anticipated to occur on the Halewili Road (Route 540) approach to the intersection after Phases 1 and 2 of the project are built and occupied. This is roughly half of the delay increase for this approach that would be caused just by the project.

**B. Evaluation of School Crossing Signal Warrant**

The September 2016 HDOT comment letter also requests an evaluation of the School Crossing signal warrant (Warrant 5 of the 2009 Manual on Uniform Traffic Control Devices, or MUTCD) for school children attempting to cross Kaumualii Highway (Route 50) at Laulea Street (South) – Mahea Road. The evaluation of this warrant is based upon two criteria – 1) the number of school children attempting to cross the roadway in a given period (60 minutes for this evaluation); and 2) the number of adequate pedestrian crossing gaps in the vehicle stream at the crossing location. The number of crossing school children is projected using United States Department of Education estimates of one elementary-age student for every four residential units (or, 25% of the project units) and an assumption that 75% of those elementary-age students would be walking to school. The number of adequate pedestrian gaps is estimated based upon the conflicting traffic volumes in each direction of Kaumualii Highway (Route 50) at the Laulea Street (South) – Mahea Road pedestrian crossing (as taken from the October 2014 TIAR[1]).

Note: Elelele Elementary School operates from 7:50 AM to 2:00 PM, thus students would be walking to school primarily in the morning and early afternoon. As the TIAR includes traffic volumes for only one of these periods (i.e., the morning, or AM peak hour), this warrant evaluation focuses only on student crossings during AM peak hour.

The School Crossing warrant was evaluated for the following three scenarios:

1. Future without Project Conditions;
2. Future with Project Phase 1 Conditions;
3. Project Phases 1 and 2 Conditions; and
4. Future with Project Conditions (i.e., at Project Buildout)

Each evaluation is summarized below. **Table 1** summarizes the data and analysis under each scenario.

Note: Traffic counts collected in January 2014 for the October 2014 TIAR found that no pedestrians currently cross Kaumualii Highway (Route 50) at Laulea Street (South) – Mahea Road during the AM peak hour; thus, this analysis does not include any existing student crossings.

[1] Traffic volumes for the Future with Project Phase 1 conditions were derived using data and methodologies contained within the October 2014 TIAR. All other volumes were taken directly from the aforementioned report.

MOTT MACDONALD

## Table 1: School Crossing Signal Warrant Evaluation

| Scenario | Analysis Period (Minutes) | Number of Required Crossing Gaps | Number of Children Crossing Street H4H | Project | Total | Gap Size to Cross Street (Seconds) | Conflicting Traffic Volume NB | SB | Average Vehicle Gap Size (Seconds) NB | SB | Number of Adequate Crossing Gaps | Warrant Met? | Notes |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Future without Project | 60 | 60 | 19 | 0 | 19 | 25 | 587 | 714 | 6.13 | 5.04 | 0 | NO | Not enough crossing students |
| Future with Project (Phase 1) | 60 | 60 | 19 | 34 | 53 | 25 | 534 | 668 | 6.74 | 5.39 | 0 | YES | Not enough adequate crossing gaps |
| Future with Project (Phases 1 and 2) | 60 | 60 | 19 | 55 | 74 | 25 | 537 | 686 | 6.70 | 5.25 | 0 | YES | Not enough adequate crossing gaps |
| Future with Project (Buildout) | 60 | 60 | 19 | 97 | 116 | 25 | 595 | 770 | 6.05 | 4.68 | 0 | YES | Not enough adequate crossing gaps |

Notes:

1. Data Source: *Lima Ola Workforce Housing Project Traffic Impact Analysis,* Hatch Mott MacDonald, October 28, 2014.
2. H4H = Habitat for Humanity housing residential project ("Eleele Iluna").
3. NB, SB = Northbound, Southbound.
4. Project = Lima Ola Workforce Housing residential project.
5. Number of children crossing street estimated as follows:
   a. Number of elementary age students:
      Habitat for Humanity ("Eleele Iluna") -- 25% of total number of units (US Department of Education estimate).
      Lima Ola Workforce Housing -- 25% of total non-senior housing units (US Department of Education estimate).
   b. Mode choice for elementary age children traveling to and from school:
      Driven by others: 25% (assumption)
      Walk (i.e., cross street): 75% (assumption)
6. Size of Gap to Cross Street = amount of time to cross street in crosswalk, plus time to identify that an adequate gap existis before crossing. Estimated based upon a 60 feet crossing distance, a walk speed of 3.0 feet/second, and a 5 second adequate gap identification period.
7. Average gap size estimated as number of seconds between vehicles.

Source: Mott MacDonald.

As shown on **Table 1**, the Future without Project condition does not meet the School Crossing warrant, as the forecasted number of elementary-age students attempting to crossing the highway would be less than the 20 student minimum required by the warrant. However, all of the Future with Project scenarios evaluated (i.e., Future with Project Phase 1, Future with Project Phases 1 and 2, and Future with Project Buildout) are forecasted to have more than enough elementary-age students attempting to cross the highway. The average gap between vehicles under those latter three scenarios ranges between 4 and 7 seconds, which is considerably less than the estimated 25 seconds necessary to cross the highway. Therefore, there are expected to be no (zero) adequate gaps to cross the highway. As there will be less than 60 instances of adequate gaps during the 60-minute analysis period, the School Crossings signal warrant will be met for Future with Project conditions (Phase 1, Phases 1 and 2, and Buildout).

### C. Conclusion

In conclusion, the derivation of the triggers for the recommended improvements in the October 2014 TIAR has been provided. In addition, a School Crossing signal warrant evaluation found that the warrant is not met under Future without Project conditions but is met under Future with Project conditions, including with Phase 1, Phases 1 and 2, and Buildout of the project.

MOTT MACDONALD

If you have any questions regarding the contents of this letter or need additional information, please do not hesitate to contact Jeff Waller at your convenience. Thank you for the opportunity to assist you with this project.

Respectfully submitted,

Keith B. Higgins, PE, TE
Vice President
T +1 (408) 848-3122 F +1 (408) 848-2202
keith.higgins@mottmac.com

kbh:jmw
enclosures

Mail Processing Center
Federal Aviation Administration
Southwest Regional Office
Obstruction Evaluation Group
10101 Hillwood Parkway
Fort Worth, TX 76177

Aeronautical Study No.
2016-AWP-10529-OE

Issued Date: 12/14/2016

Kanani Fu
Kauai County Housing Agency
4444 Rice Street, Suite #330
Lihue, HI 96766

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

| | |
|---|---|
| Structure: | Building Lima Ola Development (Subdivision) |
| Location: | Eleele, HI |
| Latitude: | 21-54-28.97N NAD 83 |
| Longitude: | 159-34-38.68W |
| Heights: | 175 feet site elevation (SE) |
| | 40 feet above ground level (AGL) |
| | 215 feet above mean sea level (AMSL) |

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

_____ At least 10 days prior to start of construction (7460-2, Part 1)
__X__ Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/ lighting are accomplished on a voluntary basis, we recommend it be installed and maintained in accordance with FAA Advisory circular 70/7460-1 L Change 1.

This determination expires on 06/14/2018 unless:

(a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
(b) extended, revised, or terminated by the issuing office.
(c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is based, in part, on the foregoing description which includes specific coordinates , heights, frequency(ies) and power . Any changes in coordinates , heights, and frequencies or use of greater power will void this determination. Any future construction or alteration , including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

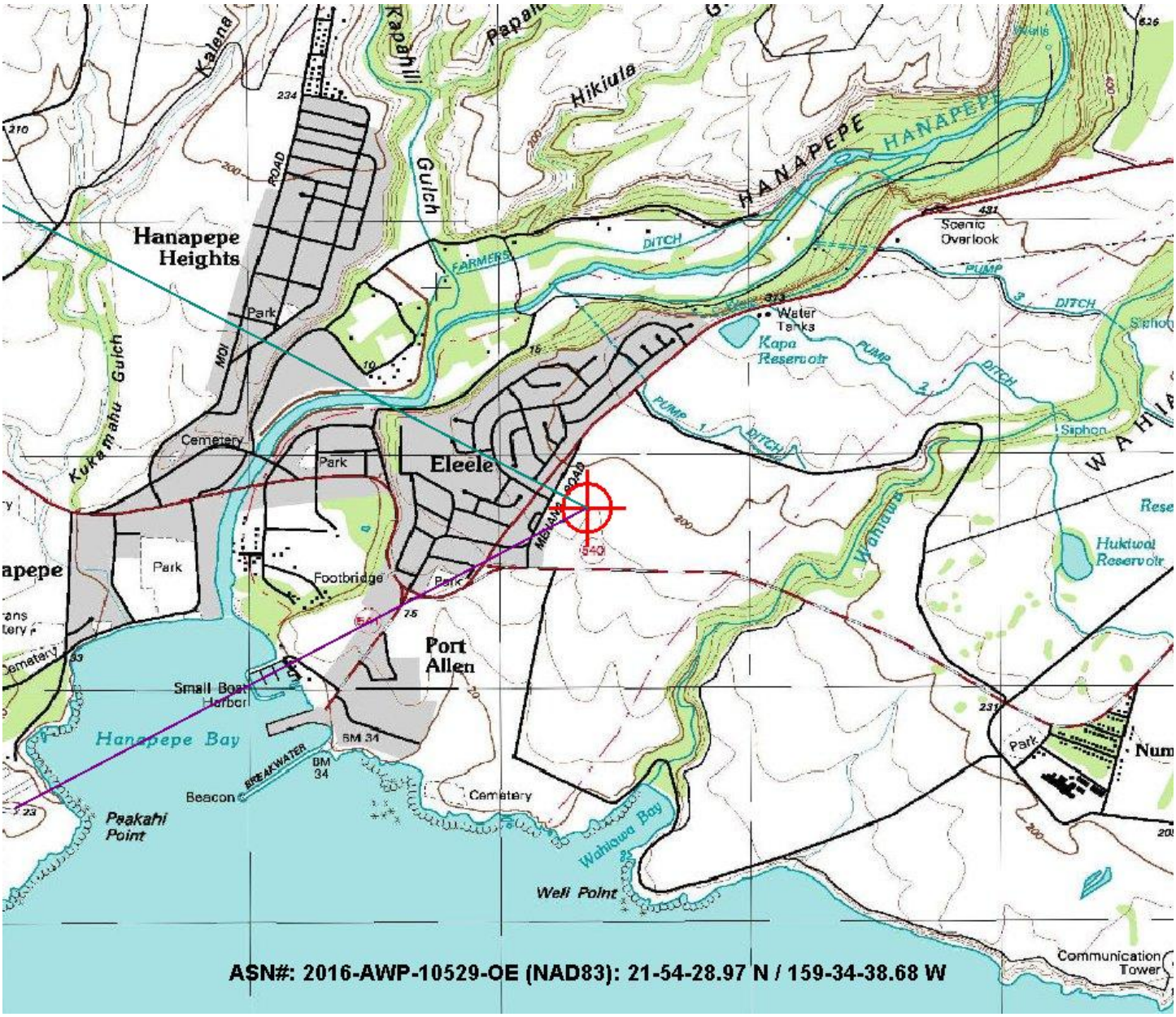
Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

If we can be of further assistance, please contact our office at (310) 725-6558. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2016-AWP-10529-OE.

**Signature Control No: 308878076-312660546** ( DNE )
LaDonna James
Technician

Attachment(s)
Map(s)

# Verified Map for ASN 2016-AWP-10529-OE



DAVID Y. IGE
GOVERNOR

COUNTY OF KAUAI
HOUSING AGENCY

'16 SEP 26 P1:21

FORD N. FUCHIGAMI
DIRECTOR

Deputy Directors
JADE T. BUTAY
ROSS M. HIGASHI
EDWIN H. SNIFFEN
DARRELL T. YOUNG

IN REPLY REFER TO:

STP 8.2023

STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
869 PUNCHBOWL STREET
HONOLULU, HAWAII 96813-5097

September 20, 2016

Ms. Kanani Fu
Housing Director
Kauai County Housing Agency
Piikoi Building
4444 Rice Street, Suite 330
Lihue, Hawaii 96766

Dear Ms. Fu:

Subject: Draft Environmental Assessment (AFONSI)
Traffic Impact Analysis
Lima Ola Workforce Housing Project
Eleele, Kauai
TMK: (4) 2-1-1:54

The Department of Transportation (DOT) has the following comments on the subject project:

Airports Division (DOT-AIR)

DOT-AIR provided comments in AIR-EP 15.0004 (attached) on January 15, 2015, and the comments remain valid.

Highways Division (DOT-HWY)

DOT-HWY has the following comments on the Traffic Impact Analysis Report (TIAR):

*General*

The TIAR sets various triggers for traffic congestion and gives the County of Kauai the responsibility for making improvements to the State Highway System. However, there is no commitment of county funds, and the TIAR does not identify who will verify the traffic volumes and whether or not the signal warrants are met. A financial plan should be developed and approved by the county. Also, there should be a commitment on who verifies the traffic counts and determines if the signal warrants are met.

*Implementation Triggers*

The TIAR establishes an implementation trigger for Waialo Road (Route 54) – Eleele/Kaumualii Highway (Route 50) improvements as when the westbound left turn lane on Kaumualii Highway exceeds 300 vehicles during AM and PM peak hour traffic periods (7:00-8:00 AM and 4:00-5:00 PM) for two consecutive years. The TIAR should explain how the two-year timeframe and 300-vehicle threshold was determined.

The TIAR sets an implementation trigger for Kaumualii Highway – Halewili Road (Route 541) improvements as when delays on the Halewili Road approach to Kaumualii Highway exceeds 200-seconds during the PM peak hour (4:00-5:00 PM). The rationale behind the 200-second threshold should be explained.

*Recommended Improvements*

The TIAR recommends that a second westbound Kaumualii Highway left turn lane be added at the intersection with Waialo Road, along with a second through lane on Waialo Road leaving the intersection (pg. 14). These improvements would require modification of the existing traffic signal and likely the relocation of the existing Port Allen sign, and this would necessitate the need for additional right of way. Consideration should be given for the purchase of additional right of way.

The TIAR recommends the addition of a southbound median acceleration lane on Kaumualii Highway at the intersection with Halewili Road among other improvements (pg. 14). Again, consideration should be given to the purchase of additional right of way.

Another recommendation for this intersection is that a southbound left turn lane should be added along Kaumualii Highway in order to prevent the formation of a southbound Kaumualii Highway vehicle queues waiting behind traffic attempting to turn left onto Halewili Road (pg. 15). However, the relatively small number of left turns does not appear to justify such action; a ban on left turns should be considered as an alternative.

Note 1 recommends that channelizers be added to a least part of the new acceleration lane stripe separating it from the mainline southbound through lane in order to prevent traffic from merging into the acceleration lane too early (pg. 15). The potential conflict this may create should be considered.

The TIAR states that for the Kaumualii Highway/Laulea Street (South) – Mahea Road intersection, the MUTCD signal warrant #3 (Peak Hour) was found to be met under Future with Project conditions (pg. 15). However, the Peak Hour warrant is not applicable in this case. The TIAR also states that improvements at the intersection are not recommended until traffic volumes meet a minimum of two of the three MUTCD volume-based signal warrants. The rationale for this criteria should be explained.

For Kaumualii Highway/Laulea Street (North), the TIAR also states that the MUTCD signal warrant #3 (Peak Hour) was found to be met under Future with Project conditions (pg. 15). Again, the Peak Hour warrant is not applicable. The TIAR recommends signalizing the intersection and converting the existing northbound median acceleration lane on Kaumualii Highway into a southbound left turn lane. However, as noted previously, there should be a financial commitment from the county should the improvements be approved by DOT.

The TIAR indicates that if Phase 1 and 2 of this project are built and occupied prior to installation of the proposed traffic signals at Kaumualii Highway intersections with Laulea Street (South) – Mahea Road and Laulea Street (North) that interim pedestrian safety measures will be needed (pg. 17). However, there is no evidence that the school crossing warrant was evaluated for the intersection. If the warrant was not evaluated, the rationale should be provided.

Recommended interim options include the installation of Pedestrian Hybrid Beacons. This option may be confusing to the public as there is little familiarity with these on Kauai. Also listed as an option is the installation of Flashing Pedestrian Crossing and Rumble Strips. These include in-roadway flashing lights. DOT-HWY's experience with in-road flashing lights has not been positive, and we recommend that this option be deleted from consideration.

If there are any questions, please contact Mr. Norren Kato of the DOT Statewide Transportation Planning Office at telephone number (808) 831-7976.

Sincerely,

FORD N. FUCHIGAMI
Director of Transportation

DAVID Y. IGE
GOVERNOR

FORD N. FUCHIGAMI
DIRECTOR

Deputy Directors
JADE T BUTAY
ROSS M. HIGASHI
EDWIN H. SNIFFEN

STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
AIRPORTS DIVISION
400 RODGERS BOULEVARD, SUITE 700
HONOLULU, HAWAII 96819-1880

STP-M

IN REPLY REFER TO:
AIR-EP
15.0004

January 15, 2015

Community Planning and Engineering, Inc.
c/o Mr. Max Solmssen, Project Manager
1286 Queen Emma Street
Honolulu, Hawaii 96813

STP

gmm

Dear Mr. Solmssen:

Subject: Lima Ola Workforce Housing Development
Ele'ele, Kauai, Hawaii

We have just received notice of the subject project and have the following comments:

- It is our understanding that this project proposes to develop 550 housing units, which will also include a community center/park.
- Please advise the developer that the project site will be subject to noise due to aircraft and helicopter overflights from Port Allen Airport.
- The developer should submit a Federal Aviation Administration (FAA) Form 7460-1 "Notice of Proposed Construction or Alteration", in accordance with Code of Federal Regulations, Title 14, Part 77.9, if construction or alteration is within 20,000 feet of a public use airport. The form can be accessed at the following website: https://oeaaa.faa.gov/oeaaa/external/portal.jsp.
- Due to the close proximity of the Airport to the proposed park, we recommend that the developer follow the guidance contained in the Federal Aviation Administration's (FAA's) Advisory Circular (AC) 150/5200-33B, *Hazardous Wildlife Attractants On or Near Airports*, and that plant and grass varieties used, not be attractive to wildlife which may create hazardous conditions for aircraft operations at the Airport.

Should you have any questions regarding the above, please contact Ms. Lynn Becones, Planner, at (808) 838-8817.

Sincerely,

ROSS M. HIGASHI
Deputy Director – Airports

c: Mr. Gordon Wong, Federal Aviation Administration

bc: AIR-K, -L, STP