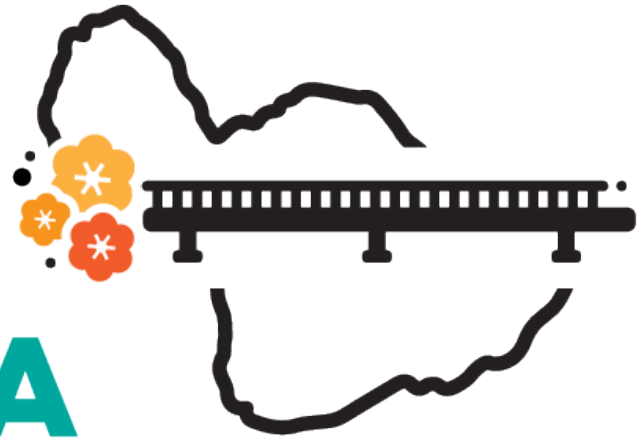


HANA HIGHWAY BRIDGE IMPROVEMENTS

Public Meeting | November 2025

DISCLAIMERS

Except for the statues and regulations cited, the contents of this presentation do not have the force and effect of law and are not meant to bind the States or the public in any way. This presentation is intended only to provide information regarding existing requirements under the law of agency policies.

Unless otherwise noted, FHWA is the source of all images in this presentation.

PROJECT TEAM

AGENCY PARTNERSHIP

Federal Highway Administration Central Federal Lands and Hawaii Department of Transportation entered into a formal partnership in 2013.

Multi YR

Memorandum of Agreement for delivery of a Program of Projects. Includes projects across Oahu, Kauai, Big Island, and Maui.

Peer-to-Peer Exchange Agreement


Source: HDOT


Source: lovingthebigisland.wordpress.com


Source: USFWS

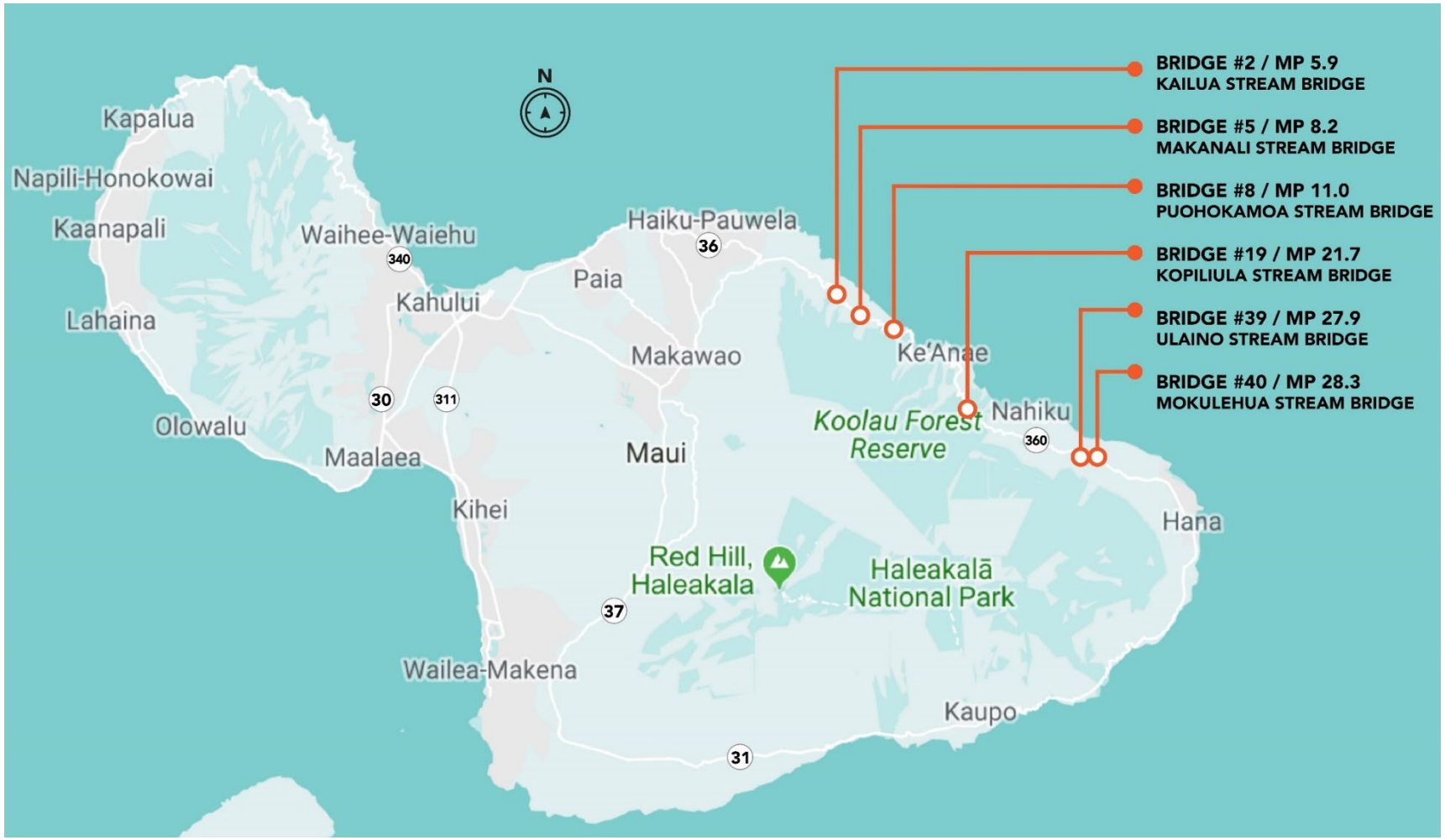
AGENDA

- Project overview
- Alternatives study results
  - Rehabilitation vs Replacement/New Bridge
  - Proposed Solution (bridge-by-bridge)
- Constructability and traffic control
- Schedule
- Questions & Answers

PROJECT OVERVIEW

PROJECT OVERVIEW

The Hana Highway Bridge Improvements Project is evaluating **six bridges** along the Hana Highway for improvements to maintain a **safe** and **functional** roadway system.



PROJECT PURPOSE & NEED

- Improve six bridges, in a context sensitive manner, so they remain functional
- Address existing substandard structural conditions through upgrades to address project needs
  - Reliability of transportation network
  - Structural conditions
  - Load capacity and safety

WHY ARE THE HANA HIGHWAY BRIDGES UNIQUE?

- Significance
  - Contributes to the historic district
  - Highly intact belt road system
  - Unique bridge engineering and construction
- Character Defining Features
  - Abutments
  - Approach walls
  - Railings

WHAT WE HEARD FROM YOU

- Reduce overall construction schedule
- Minimize traffic impacts
- Retain historic character
- Keep bridges single-lane
- Provide long-lasting solution

EVALUATION CRITERIA

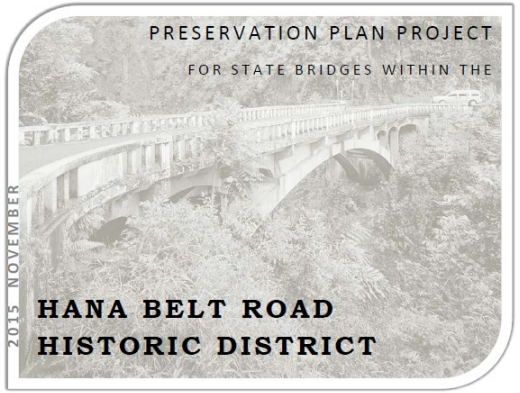
- Constructability & maintenance of traffic
- Historic character
- Environmental resources & right-of-way
- Construction & maintenance costs
- Design standards & service life

ALTERNATIVES STUDY RESULTS

ALTERNATIVES CONSIDERED

Rehabilitation

- Start with the 2015 Preservation Plan
- Maintain as many existing character defining features as practicable
- Design improvements to meet project goals



Replacement/New Bridge

- Maintain as many existing character defining features as practicable
- Replace to best match existing character as practicable
- Design concepts to meet project goals

SUMMARY OF RESULTS

Rehabilitation

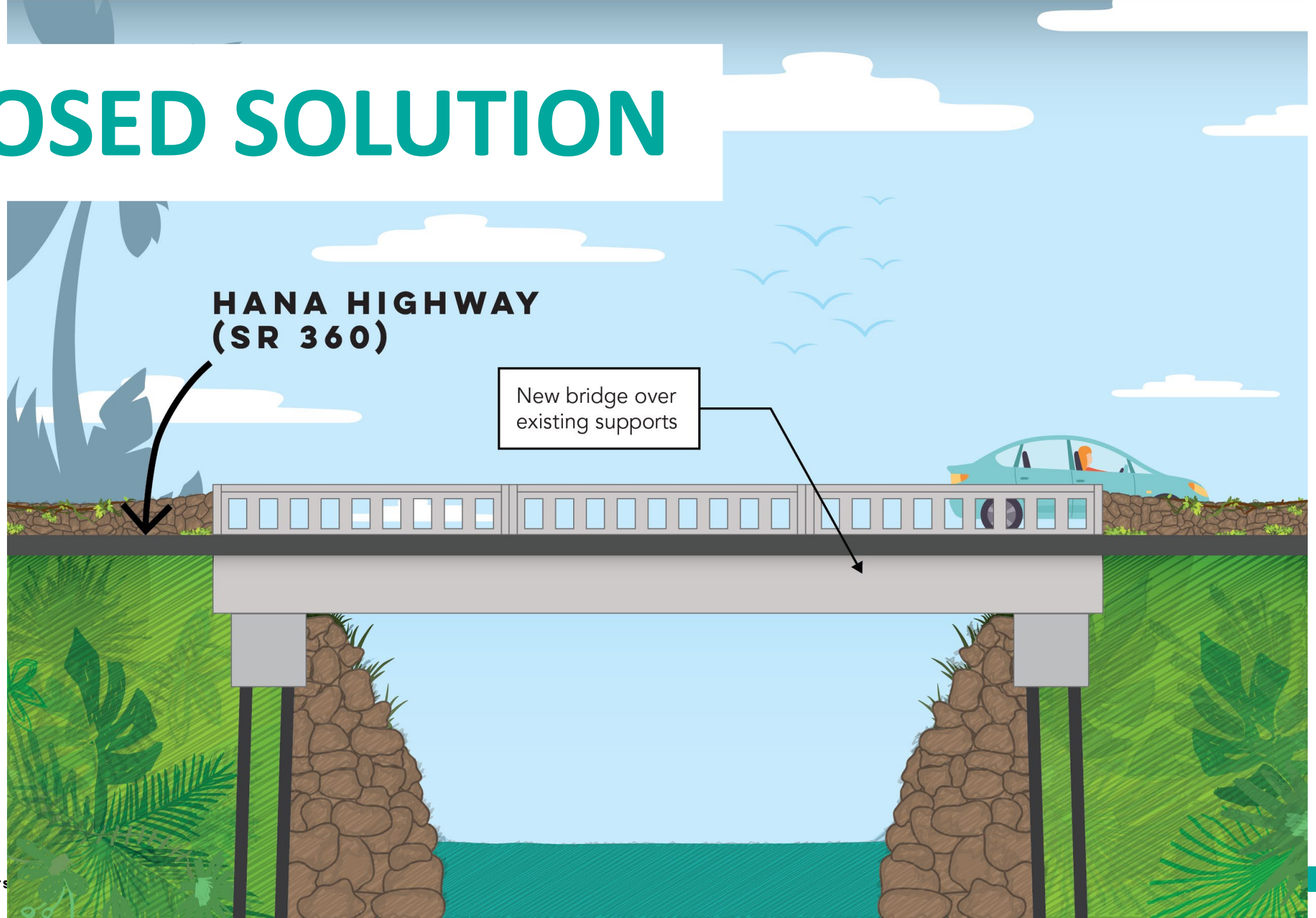
- Longer construction duration & greater traffic impacts
- Existing structure is either concealed or rebuilt
- High risk – Greater stream impacts
- Higher cost
- Shorter design life

Replacement/New Bridge

- Shorter construction duration & less traffic impacts
- Existing substructure elements retained
- Lower risk – Less stream impacts
- Lower cost
- Longer design life

PROPOSED SOLUTION

Kailua Stream (#2)
Makanali Stream (#5)
Puohokamoa Stream (#8)
Ulaino Stream (#39)
Mokulehua Stream (#40)



KAILUA STREAM BRIDGE (#2)

KAILUA STREAM BRIDGE (#2)

Alternative #1 - Rehabilitation

Alternative #2 – Replacement/New Bridge

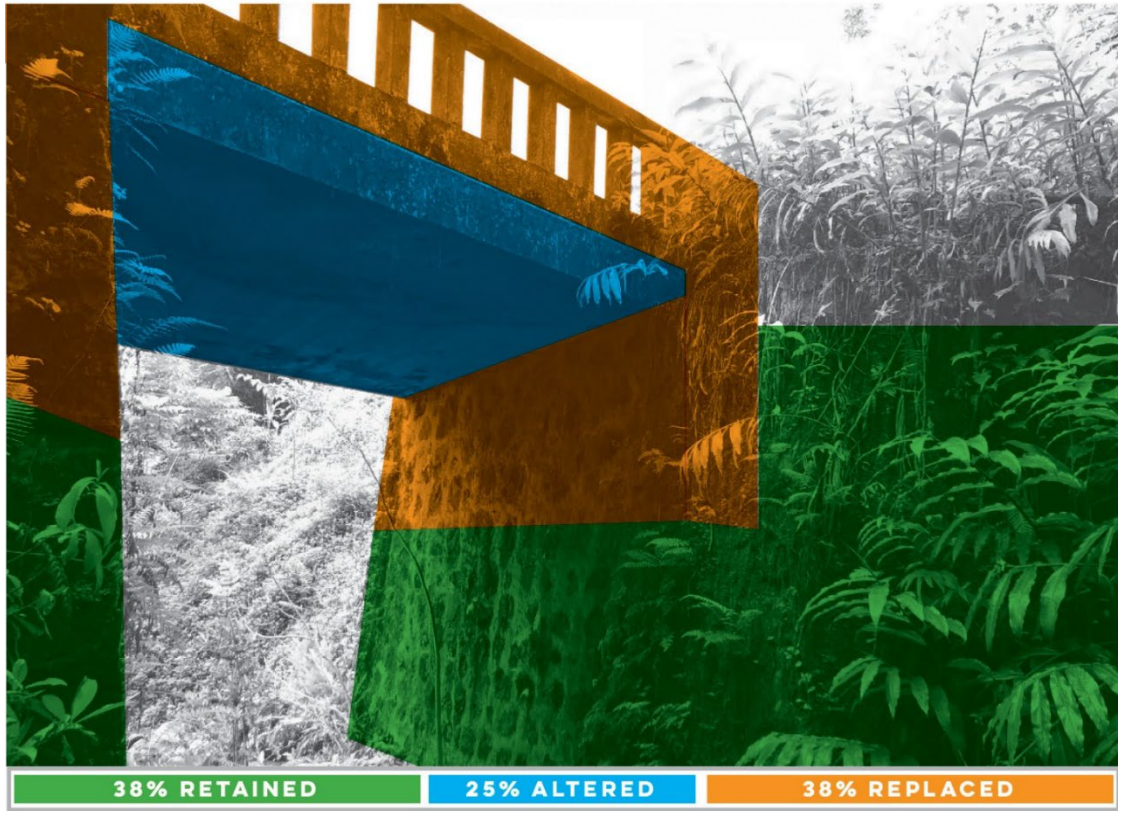
KAILUA STREAM BRIDGE (#2)

Proposed Bridge Rendering: Single-span concrete girders spanning over existing supports

MAKANALI STREAM BRIDGE (#5)

MAKANALI STREAM BRIDGE (#5)

Alternative #1 - Rehabilitation



Alternative #2 – Replacement/New Bridge

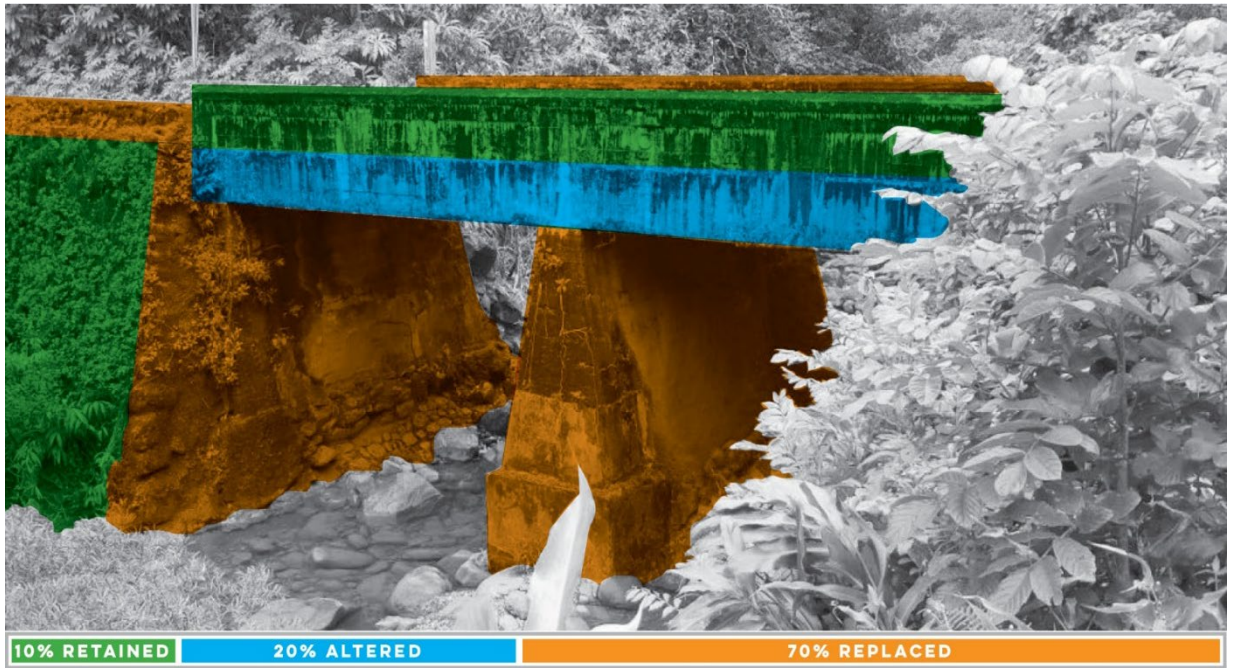
MAKANALI STREAM BRIDGE (#5)

Proposed Bridge Rendering: Single-span concrete girders slab spanning over existing supports

PUOHOKAMOA STREAM BRIDGE (#8)

PUOHOKAMOA STREAM BRIDGE (#8)

Alternative #1 - Rehabilitation



Alternative #2 – Replacement/New Bridge

PUOHOKAMOA STREAM BRIDGE (#8)

Proposed Bridge Rendering: Single-span concrete girders spanning over existing supports

ULAINO STREAM BRIDGE (#39)

ULAINO STREAM BRIDGE (#39)

Alternative #1 - Rehabilitation

Alternative #2 – Replacement/New Bridge

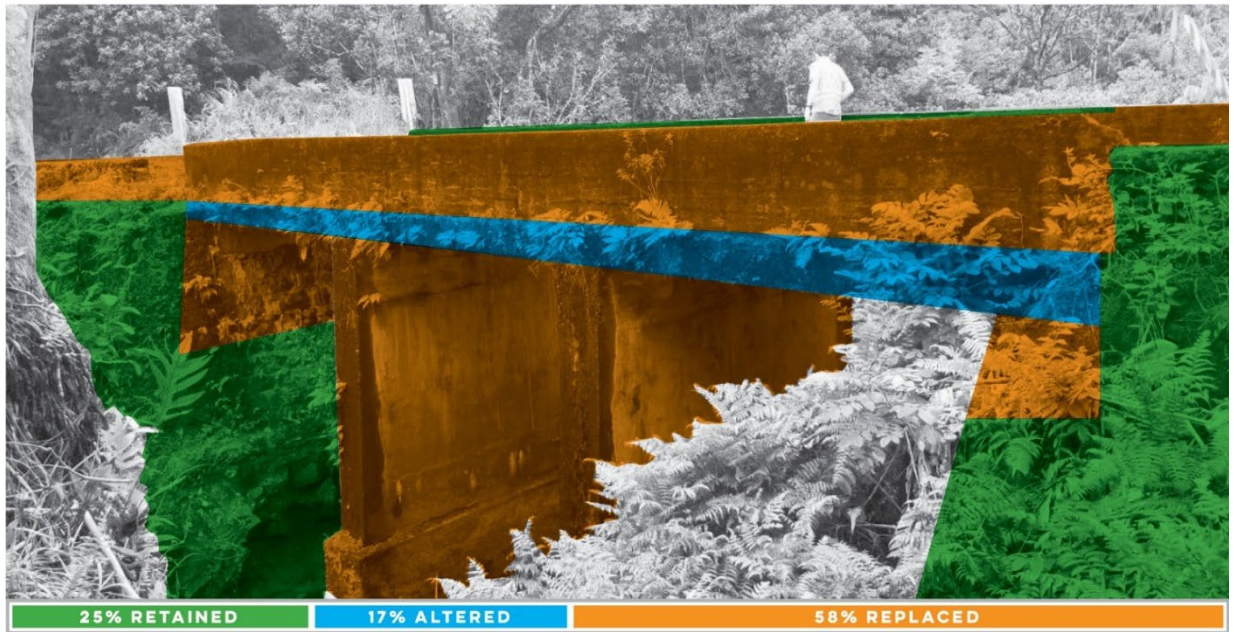
ULAINO STREAM BRIDGE (#39)

Proposed Bridge Rendering: Single-span concrete girders spanning over existing supports

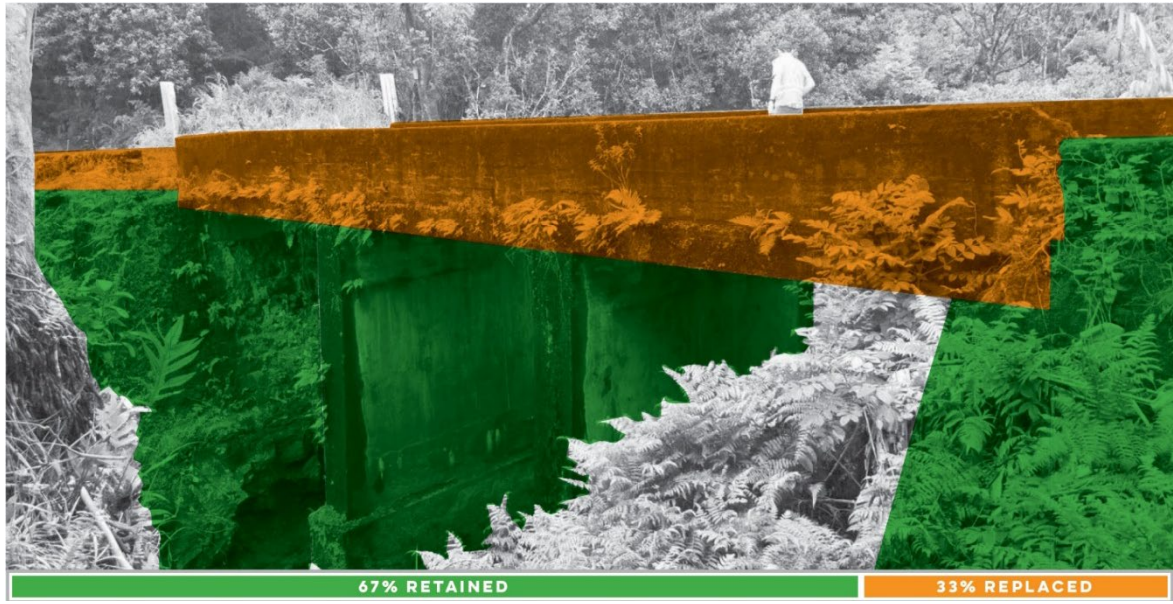
MOKULEHUA STREAM BRIDGE (#40)

MOKULEHUA STREAM BRIDGE (#40)

Alternative #1 - Rehabilitation



Alternative #2 – Replacement/New Bridge



MOKULEHUA STREAM BRIDGE (#40)

Proposed Bridge Rendering: Single-span concrete slab spanning over existing supports

KOPILIULA STREAM BRIDGE (#19)

KOPILIULA STREAM BRIDGE (#19)

Alternative #1 - Rehabilitation

Alternative #2 – Retain Existing Bridge/ New Off-Alignment Bridge

KOPILIULA STREAM BRIDGE (#19)

Proposed Bridge Location: New two-span, concrete bridge adjacent to existing

photo credit:
https://www.trailingaway.com/maui-drives/

KOPILIULA STREAM BRIDGE (#19)

Proposed Bridge Rendering: New two-span, concrete bridge adjacent to existing

CONSTRUCTABLITY & TRAFFIC CONTROL

Constructability Considerations

Roadway

Protect Existing Bridge Elements

Curves

Cost

Material Availability

Narrow Road

Safety

Challenging Terrain

Retain historic character

Rockslides

Limited Work Area

Access

Steep

Road Closures

Weight Limits

Flash Flooding

Equipment Limitations

TEMPORARY BYPASS BRIDGE

Not Proposed

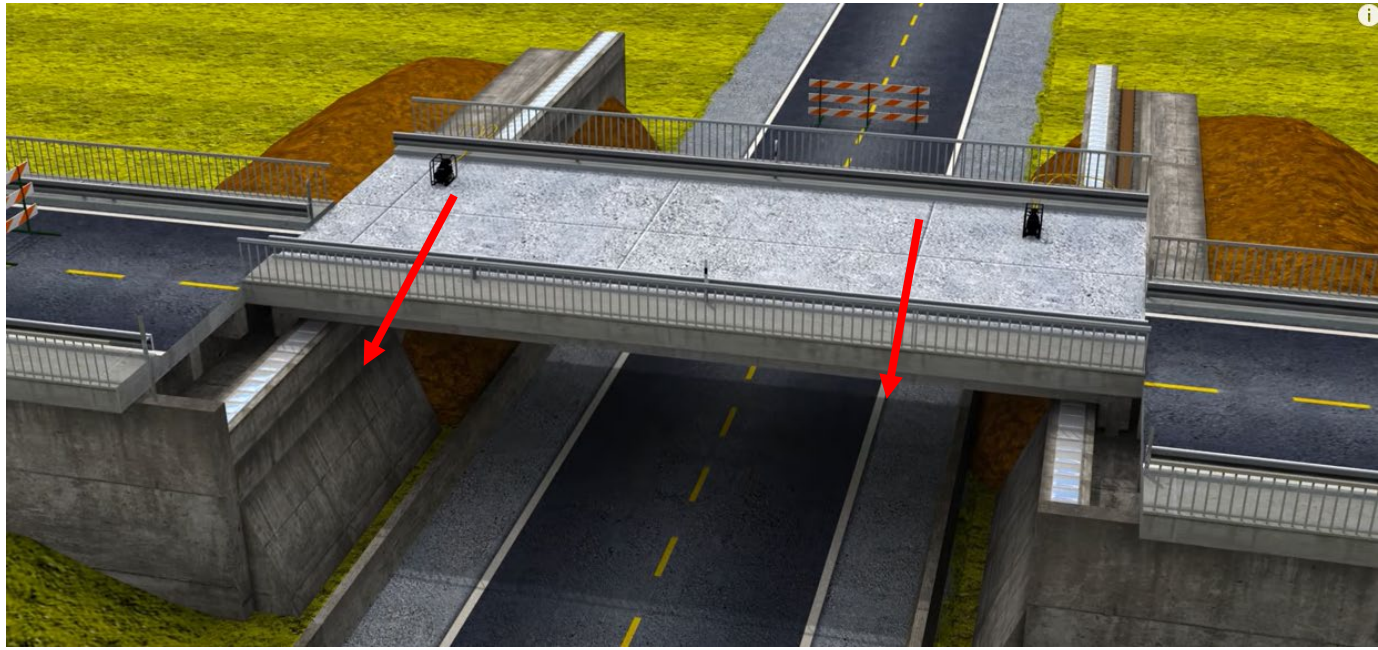
- Safety concerns
  - New alignment
  - Poor site distance
- Challenging to install
- 15% - 35% Higher costs
- Risk for adjacent property owners
- Increased impacts to adjacent property owners' access

Sources: americancityandcounty.com and acrow.com

BRIDGE SLIDE CONSTRUCTION

Proposed

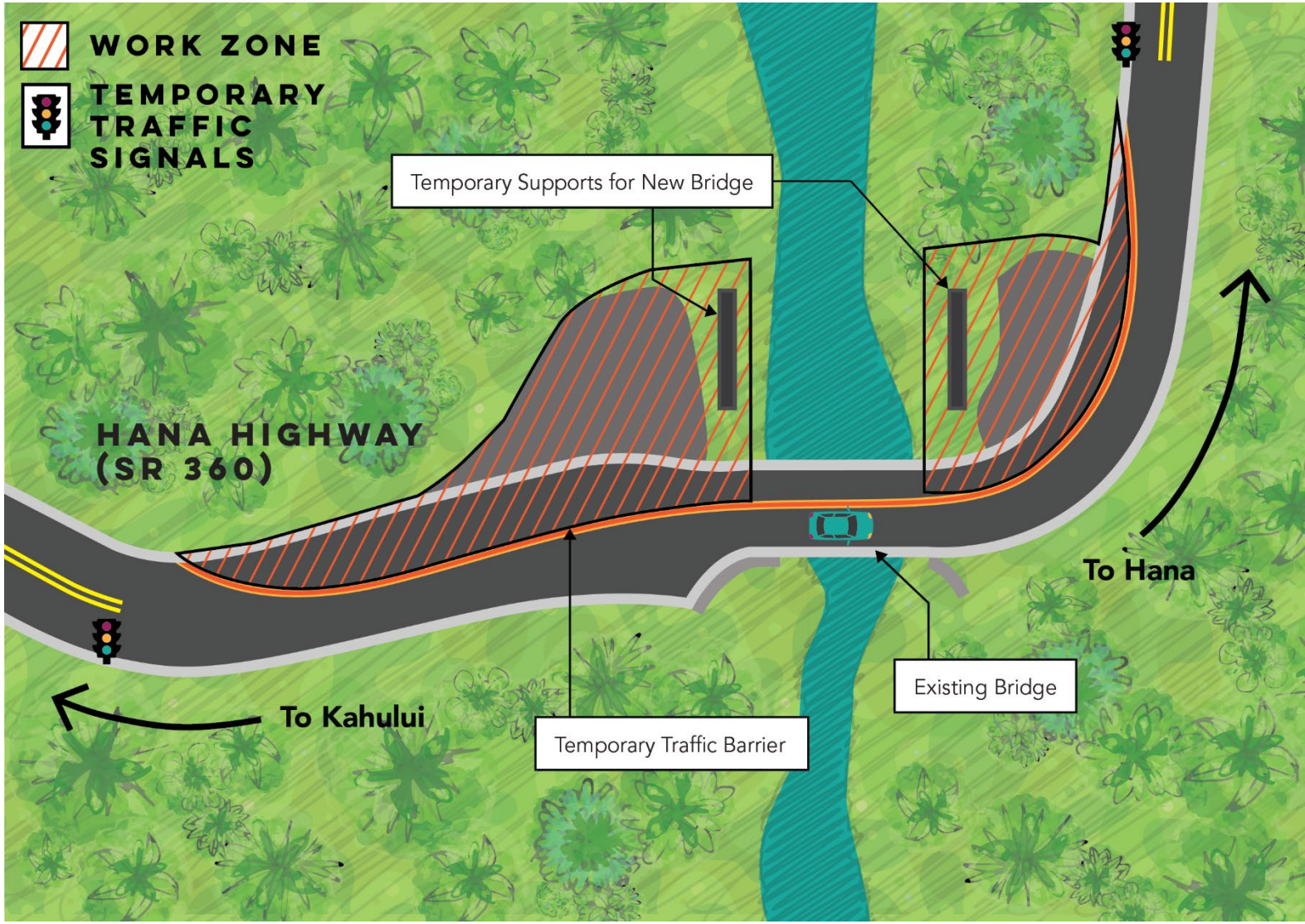
- Increased safety
  - Maintain alignment
  - Better sight distance compared to bypass bridge
- Proven off-line construction method
- Lower costs
- Requires overnight closures & multi-day full closure
- Low risk for adjacent property owners
- Better maintains adjacent property owners' access
- Accurate and up-to-date notifications mitigate closure impacts
- Specifics regarding emergency services & access will be presented next public mtg



Source: youtube.com & Enerpac.com

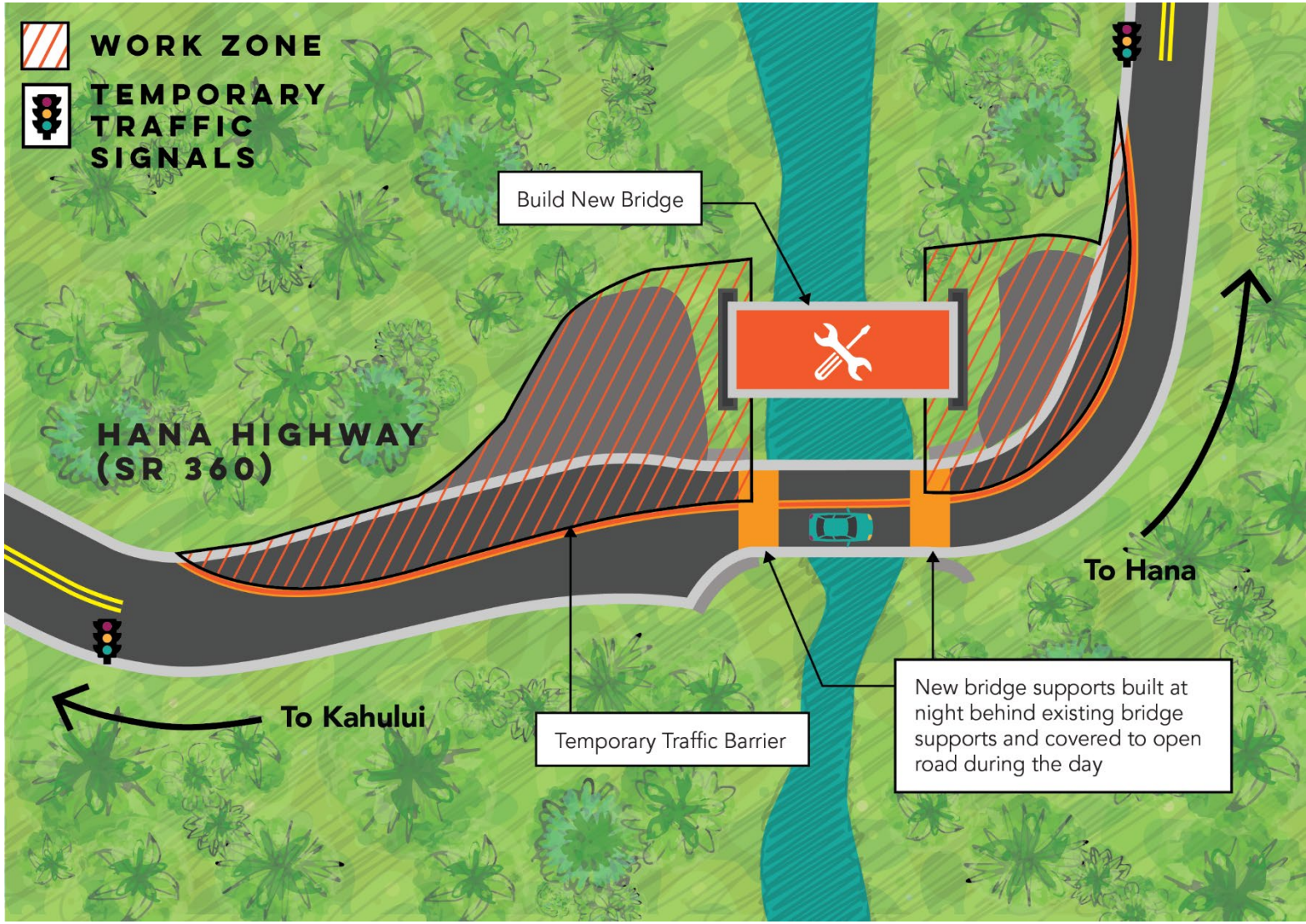
BRIDGE SLIDE
STEP ONE

- Temporary traffic signals installed each side of bridge
- Temporary supports for construction of new bridge built to side of existing bridge
- Existing bridge remains open to traffic



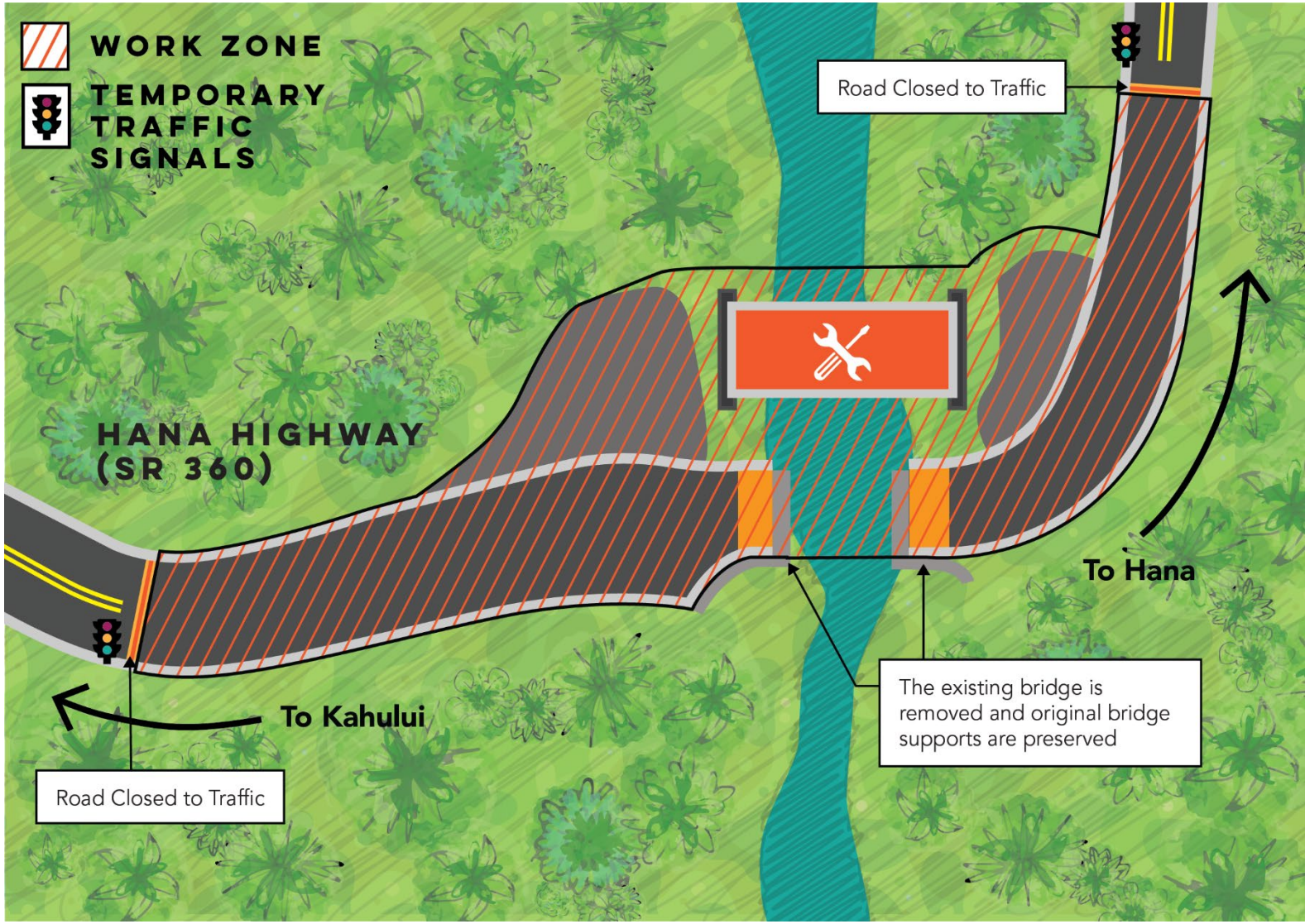
BRIDGE SLIDE
STEP TWO

- New bridge built on temporary supports to side of existing bridge
- New bridge supports built behind existing bridge supports
- Existing bridge remains open to traffic with plates covering work installed during limited nighttime closures



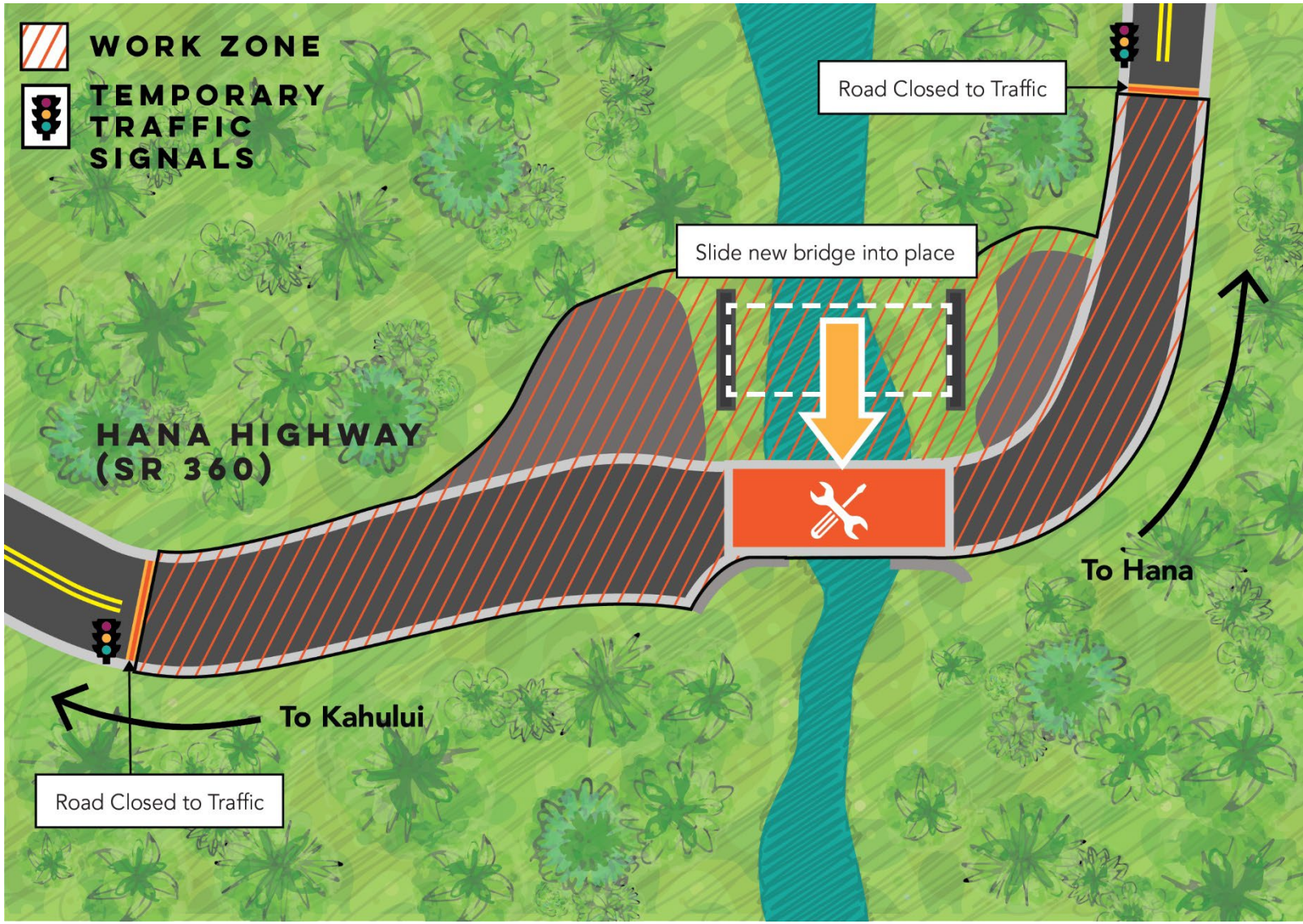
BRIDGE SLIDE
STEP THREE

- Remove the existing bridge, but preserve the existing bridge supports
- Roadway and bridge are temporarily closed to traffic



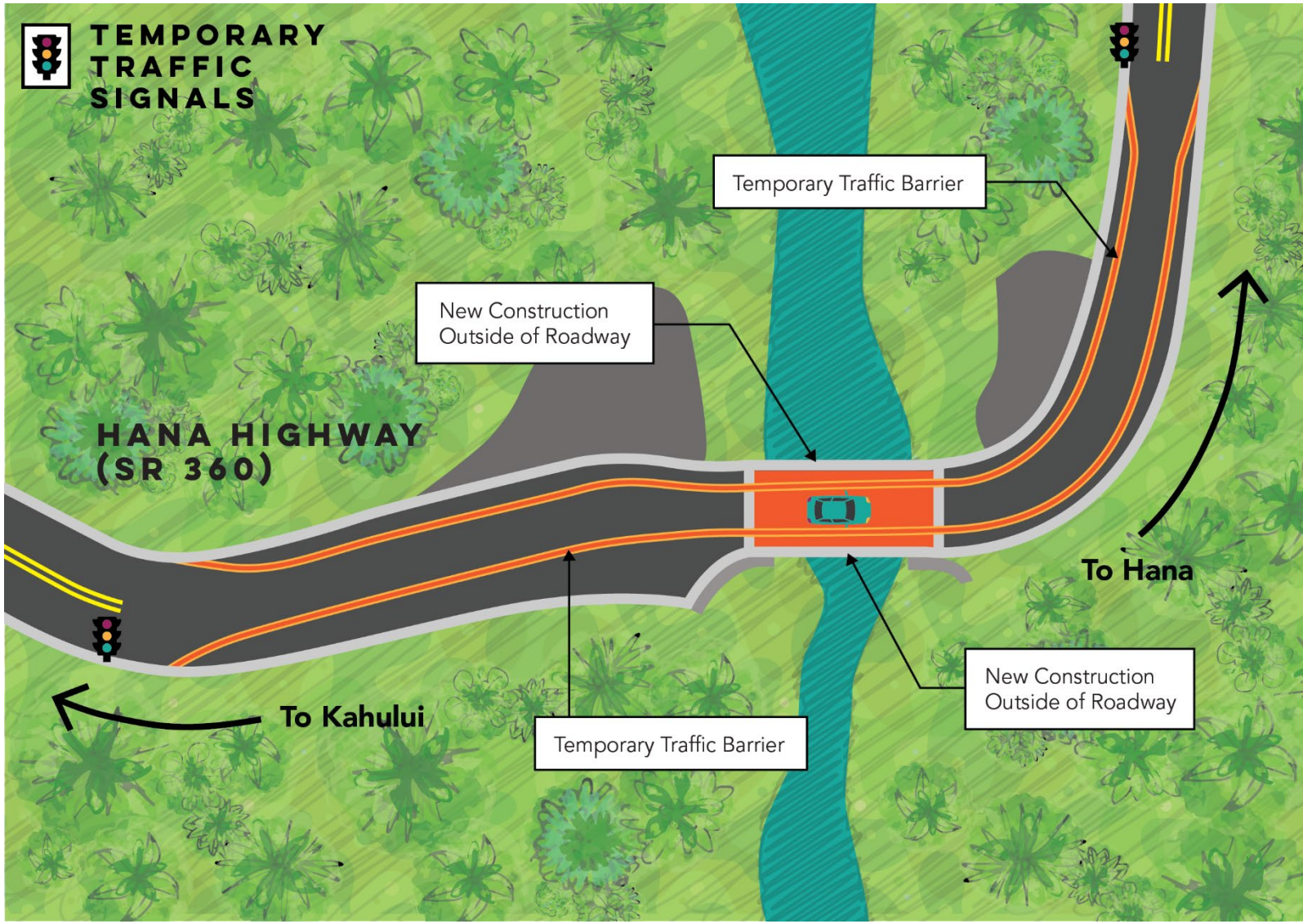
BRIDGE SLIDE
STEP FOUR

- New bridge slid into place
- Roadway and bridge are temporarily closed to traffic



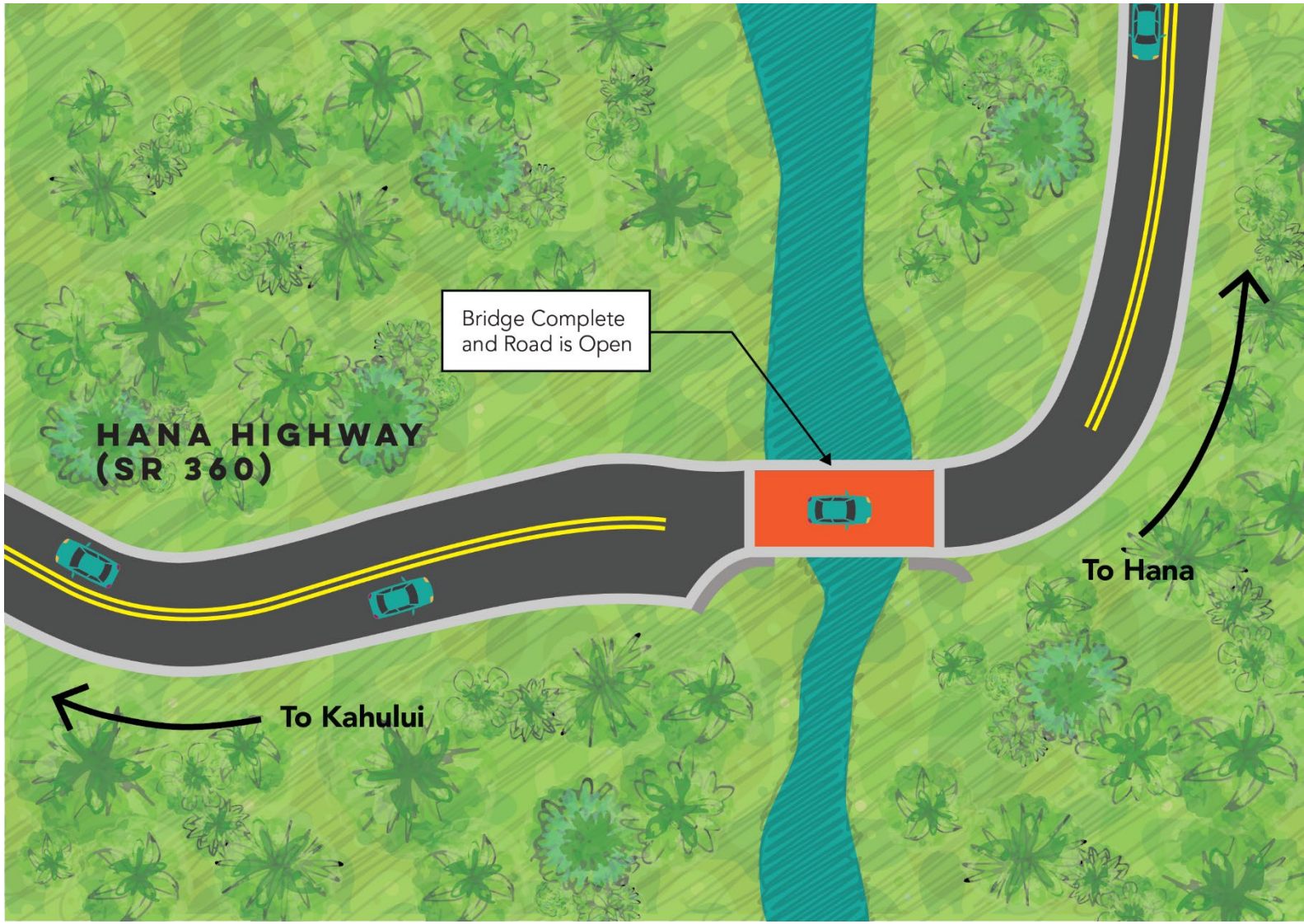
BRIDGE SLIDE
STEP FIVE

- New bridge and roadway reopened to traffic
- New construction along edges of new bridge outside of traffic lane
- Roadway and bridge open to traffic



BRIDGE SLIDE
STEP SIX

- New bridge complete
- Construction area and surrounding environment restored
- Roadway and bridge open to traffic and temporary barriers and temporary traffic signals removed



SCHEDULE

CONSTRUCTION SCHEDULE

- Finalize Design: February 2026
- Construction Start: Summer 2026
- Approximate Construction Duration: 3 years
- Concurrent construction possible for up to 2 bridges

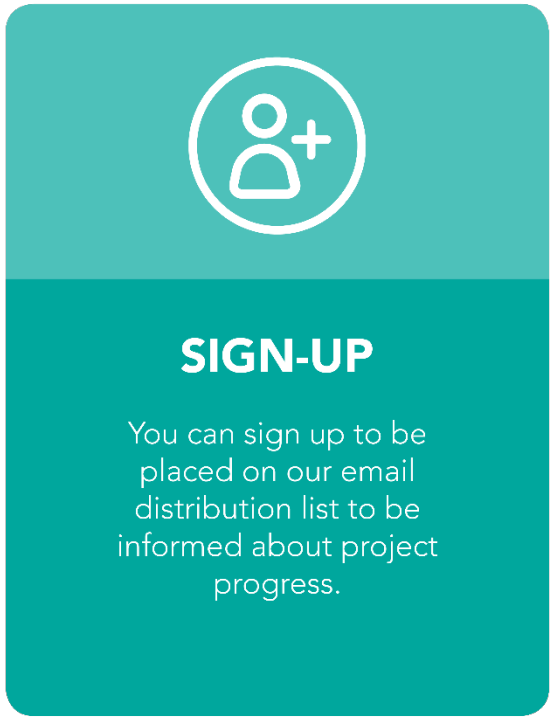
NEXT STEPS

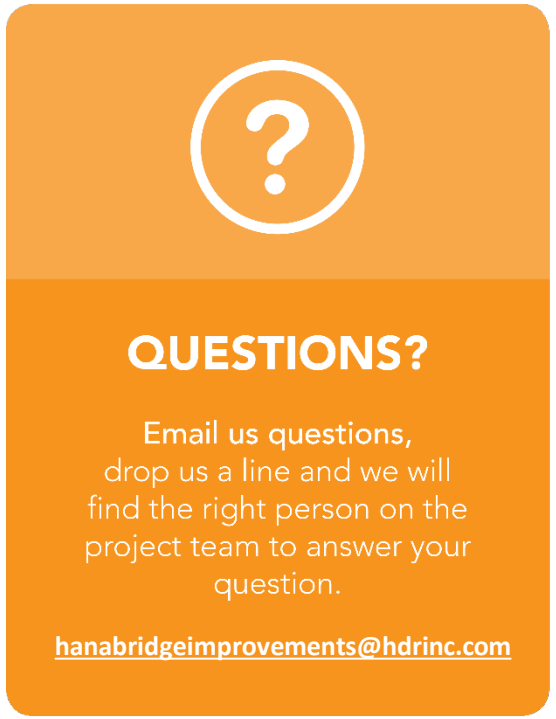
- Progress bridge final designs
- Obtain required permits
- Ongoing stakeholder communication
- Begin construction Summer 2026
- Project updates during construction

STAY ENGAGED

STAY ENGAGED - QUESTIONS?

There are multiple opportunities to stay engaged during the duration of the project:





Visit the project website:
https://www.hanabridgeimprovements.com/