Climate Change & Hawaii Roads

Shoreline protection, rockfall hazards, and the way forward.
Assumptions: Coastal Roads & SLR

- Hawaii will have to contend with the impacts of climate change on our coastal roads.
- The Hawaii Climate Change and Adaptation Commission forecasts 3.2 feet/1 m sea level rise by 2100.
- 10-15% of the state’s highway system would be affected.
Statewide Highway Shoreline Protection Study

Updates 2003 study with new methodology.


Study identifies and prioritize state roads in need of immediate and short-term erosion control/shoreline remediation measures, as well as sites that should be monitored.

Oahu mobilization anticipated Summer 2019. Immediate mitigations complete within one calendar year.
Methodology

- Sites are evaluated using Coastal Road Erosion Susceptibility Index (CRESI)
- CRESI uses 11 different variables (Beach Geomorphology, Coast Geomorphology, Erodible Volume, Slope, Coast ground cover & structures, Road base/subgrade, Armoring, Relative sea level change rate, Shoreline accretion/erosion rate, Mean tidal change, and Significant wave height).
- Expected traffic impacts (of the use of the roadway being effected by coastal erosion) and surrounding land use of the site will be added to final calculations.
Priority Level/Tier Rankings

Tier 1 Immediate.
- Repairs recommended within 12 months.

Tier 2 Short-term.
- Repairs recommended within 1-5 years.

Tier 3 Long-term management.
- 5 – 10 years
- Monitor existing shoreline improvements and consider additional evaluation.

Tier 4 Periodic monitoring.
- Beyond 10 years
- Site will remain on inventory with periodic monitoring.
Preliminary Ranking of Tier 1 Sites

1. Oahu #7 (Kamehameha Highway in Hauula at Pokiwai Road)
2. Oahu #6 (Kamehameha Highway in Kaaawa at Crouching Lion)
3. Maui #4
4. Oahu #4 (Kamehameha Highway in Kaaawa at Puakenikeni Road)
5. Oahu #3 (Kamehameha Highway in Kaaawa vicinity of Kalaeoio Beach Park)
6. Molokai #2
7. Molokai #3
8. Oahu #5 (Kamehameha Highway in Kaaawa vicinity of Makaua Village)
9. Kauai #2
10. Molokai #4
11. Molokai #7
12. Molokai #8
13. Oahu #12 (Farrington Highway in Makua at Keaau Stream Bridge)
Route 83 (Hauula/Pokiwiwai Road)

Before (KITV Photo)

After (HDOT Photo)
April Flood

- Historic flooding April 14 & 15 caused multiple landslides and washed out portions of Route 560 on Kauai.
- Route 560 is the only way in and out for approximately 600 people.
- Landslides and rockfalls were also seen in East Oahu, but were cleared on April 14.
Secure rockface above existing tunnel with soil nail and mesh. (Example shown from Kuhio Highway Emergency Work.)

3. Reduce slope under Old Pali Road through installation of soil nail, wire cables, and mesh attenuators to catch loose materials.

4. Extend Pali Tunnel #1 to provide rockfall protection for the Honolulu bound highway between tunnels.
Realignment cost example

Costs to date for completed phases of the Honoapiilani Highway Realignment (Lahaina Bypass)
- Phase 1A - $80 M
- Phase 1B-1 - $35 M
- Phase 1B-2 - $45 M

Total estimate including design, construction and R/W: $450 M
What can we do?

• Work with experts to prioritize sites and design mitigation measures.
• Speak with the community on what the future of Hawaii’s roads might look like.
• Work with stakeholders on land use, access, and other considerations.
• Future decisions for roads, more than just DOT. Need alignment with State, County and Fed agencies and community.
Ed Sniffen

Website
http://hidot.hawaii.gov/presentations

Email
DOTPAO@hawaii.gov

Mahalo