

Honolulu High-Capacity Transit Corridor Project Final EIS Mitigation and Commitments Summary

Topic	Final EIS Section(s)	Summary
S+S-1	2.5.4 4.6.3 4.18.7	A project-specific Safety and Security Management Plan will be developed in accordance with FTA requirements to define the safety and security activities and methods for identifying, evaluating, and resolving potential safety hazards and security vulnerabilities of these systems. It establishes responsibility and accountability for safety and security during the Preliminary Engineering, Final Design, construction, testing, and start-up phases of the Project. The Honolulu Police Department, the Honolulu Fire Department, the Department of Emergency Management, and the Honolulu Emergency Services Department will be involved in preparing and implementing the plan.
S+S-2	2.5.4	A Threat and Vulnerability Analysis will be prepared to identify any security weaknesses created by the Project.
S+S-3	4.5.3	To promote public safety, DTS will provide security patrols of transit property and vehicles, ongoing train safety awareness education, and ongoing public security awareness education.
S+S-4	4.18.7	Construction Health and Safety Plan—this plan, developed by the construction contractor, will meet the requirements of 29 CFR 1910 and 1926 and all other applicable Federal, State, and Local regulations and requirements. It will also include provisions for identifying asbestos and lead-based paint that will be disturbed by the Project.
P-1	3.4.6	The City will survey spillover parking at stations. Parking surveys will be conducted prior to starting construction of a station, and again within six months after opening of the station. Results of the surveys will be used to determine the appropriate mitigation strategy, which will be selected by the City and implemented as soon as feasible. Follow-up surveys will be conducted by the City to determine if the mitigation strategies are effective. Strategies include, but are not limited to, the following: <ul style="list-style-type: none"> • Addition of parking supply (e.g., new parking lots) • Parking restrictions (where parked cars cause safety or congestion problems) • Parking regulation (e.g., meters, time limits, or other methods to encourage turnover) • Permit parking (e.g., resident or employee parking) • Shared parking arrangements (at locations where parking is available, but dedicated to another purpose such as retail centers, office uses, or places of worship)
P-2	3.4.4 7.3.1 8.6.11	Off-street privately owned parking spaces needed to construct the guideway or stations will be acquired by the City in accordance with the requirements of the U.S. Uniform Relocation Assistance and Real Property Acquisition Policies Act.
P-3	3.4.6	New passenger loading zones on Halekauwila Street near South Street and on Halekauwila Street near Kamani Street and a freight loading zone on Ka'aahi Street will be installed in the same general location after construction is completed.
P-4	3.4.5 3.4.6	The Leeward Community College Station will be built on the mauka end of existing parking lot. Parking spaces will be replaced at an alternate location on campus.
P-5	3.4.5 3.4.6	Approximately three parking spaces will be relocated within Ke'ehi Lagoon Beach Park.
P-6	3.4.6	The number and location of new parking spaces to be created by the Project will depend on the final configuration of the guideway and station footprints. New parking spaces will be designated as short-term, long-term, or loading zones, depending on the need, as determined by the City.

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TS-1	2.5 3.4.5	Bicycles, luggage, and surfboards will be allowed on trains and regulated by policy.
A-1	4.4.3	Where acquisition of property will occur, compensation will be provided to affected property owners, businesses, or residents in compliance with all applicable Federal and State laws and will follow the Federal Uniform Relocation Assistance and Real Property Acquisition Policies Act.
A-2	4.4.3	The City will assist all affected persons in locating suitable replacement housing and business sites within an individual's or business's financial means.
A-3	4.4.3	A minimum 90 day written notice will be provided before any business or resident will be required to move.
A-4	4.4.3	Relocation services will be provided to all affected business and residential property owners and tenants without discrimination; persons, businesses, or organizations that are displaced as a result of the Project will be treated fairly and equitably.
A-5	4.4. 4.5.3	Where landscaping, sidewalks, and driveway access will be affected by the Project, coordination will occur with the landowner, and these property features will be replaced and/ or the property owner will be compensated in accordance with the Federal Uniform Relocation Assistance and Real Property Acquisition Policies Act.
A-6	4.4.3	For land designed as ceded lands within the project right-of-way, ownership of these lands will not change. RTD will obtain the appropriate permissions from the State for any ceded lands needed for the Project.
A-7	4.5.3	Effects to parks and recreational resources from partial acquisitions will be mitigated in coordination with parkland property owners.
CF-1	4.5.3 Table 4-6	Property use agreement or acquisition will be negotiated with the University of Hawai'i System. Light posts will be replaced at Honolulu community College.
CF-2	4.5.3 Table 4-6	The affected portable buildings at Waipahu High School will be relocated on school property. Football field will be protected by a retaining wall and a new access road to the field will be provided.
CF-3	4.5.3 3.4.4 Table 4-6	The portable administration buildings and parking spaces will be relocated at Leeward Community College. Property use agreement or acquisition will be negotiated with the University of Hawai'i System.
CF-4	4.5.3 Table 4-6	Property use agreement or acquisition will be negotiated with the Federal government for Nimitz Field.
CF-5	4.5.3 Table 4-6	Tennis court will be relocated within Ke'ehi Lagoon Beach Park. Area under guideway will be configured to provide additional parking.
CF-6	4.5.3 Table 4-6	Transit will provide additional access to Aloha Stadium. Kamehameha lot will be paved. Park-and-ride spots will be used for stadium events.
CF-7	4.5.3 Table 4-6	Property use agreement or acquisition will be negotiated with the Federal government for six federal facilities (Pearl City Post Office, Honolulu International Airport, Honolulu Post Office, Prince Kūhiō Kalaniana'ole Federal Building/Courthouse, Little Makalapa Naval Housing, and Pearl Harbor Complex).
CF-8	4.5.3 Table 4-6	Property use agreement or acquisition will be negotiated for the correctional facility (Oahu Correctional Facility).
CF-9	4.5.3 Table 4-6 4.7.3	Alpha Omega Christian Fellowship Church will be acquired in accordance with the Federal Uniform Relocation Assistance and Real Property Acquisition Policies Act.

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CF-10	4.5.3	The City will coordinate and consult with other agencies and stakeholders on the final design of the streetscape affected by the Project.
V-1	4.8.3	Develop and apply design guidelines that will establish a consistent design framework for the Project with consideration of local context.
V-2	4.8.3	DTS will coordinate the project design with City TOD planning and DPP. As part of the final design process, RTD has developed specifications and design criteria to address the City's requirements for the Project. Guideway materials and surface textures will be selected in accordance with generally accepted architectural principles to achieve effected integration between the guideway and its surrounding environment.
V-3	4.8.3 8.7	Consult with the communities surrounding each station for input on station design elements. DTS is conducting workshops with communities that will have rail stations. The purpose of the workshops is to engage the public and give opportunities to residents to contribute ideas about the appearance of station entryways in their areas. Ideas generated at the workshops will be incorporated into the station planning process.
V-4	4.8.3 4.15.3	Consider specific sites for landscaping and trees during the final design phase when plans for new plantings will be prepared by a landscape architect. Landscape and streetscape improvements will serve to mitigate potential visual impacts, primarily for street-level views.
T-1	4.1 4.15.3	Retain existing trees where practical and provide new vegetation. Replant trees close to their original locations. If new plantings will not offer equitable mitigation (e.g., older mature trees that are removed), additional younger trees could be planted that will, in time, develop similar benefits.
T-2	4.1	Mitigation measures will consist of transplanting existing trees or planting new ones. Street tree pruning, removal, and planting will comply with City ordinances and pruning of Exceptional trees will be supervision by a certified arborist.
T-3	4.15.3 4.18.8	Effects to street trees will be mitigated by transplanting existing trees to areas as close to their original location as feasible or planting new ones. Among the trees that require removal but could be transplanted are most of the trees along Farrington Highway. The location where street trees will be transplanted will be selected based on project specific criteria that could include the following: Areas where existing landscaping will be lost along the study corridor; Areas where opportunities exist for enhancing existing streetscapes near the study corridor; Areas where stations and parking lots will be constructed; Areas where shared benefits will be accomplished, such as areas adjacent to parks or historic sites
T-4	4.15.3	Trees suitable for transplanting displaced by construction will be relocated to a City project nursery until they can be transplanted to another part of the project area. The City will coordinate with HDOT's highway landscape architect.
NR-1	4.13.3	The City will secure a Certificate of Inclusion from the State in the existing Habitat Conservation Plan (HCP). If a HCP is needed, or the existing HCP needs to be amended the City will implement the measures outlined by the USFWS in the new or amended HCP.
IS-1	2.5	New plantings will be non-invasive as defined by the Hawaii Chapter of the American Society of Landscape Architects, and native plants will be included where appropriate.
PI-1	4.1	Consult with communities surrounding each station for input on station design elements

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PI-2	8.7 3.5.6	Public involvement activities will continue throughout the construction period. ITS information regarding traveler information or incident management will be distributed through both daily and instant public involvement means. The project website will continue to be the primary information source for up-to-date project information. In addition, the project hotline and newsletter, local newspapers, radio and/or television spots, news releases, instant messaging lists, and flyers may be used to provide information to the public.
N+V-1	4.10.3	Wheel skirts have been added to the system specifications and will reduce noise generated from the Project by 3 dBA or more. Wheel skirts will reduce noise exposure levels to below the impact criteria at five of the eight locations where impacts are predicted.
N+V-2	4.1 4.10.3	Sound-absorptive materials will be added within the guideway structure in the vicinity of anticipated impacts at three separate locations to mitigate moderate impacts at upper floors of a few high-rise buildings. Eight-hundred feet of sound-absorptive material will be installed from Pupukahi Street to Pupupuhi Street. For the building at 860 Halekauwila Street, sound absorptive material will be required from 200 feet 'Ewa of Kamani Street to 100 feet Koko Head of Kamani Street; a total of 300 feet. The building at 1133 Waimanu will require sound-absorptive material to be installed between Kamake'e Street and Waimanu Street for a total of 920 feet.
N+V-3	4.10.3	Once the Project is operating, noise measurements will be conducted at representative sites. Should the Project's noise exposure exceed the FTA noise impact criteria, further mitigation may be conducted on the receivers with the authorization of the property owners.
N+V-4	4.18.5	Prior to construction, an approved Community Noise Variance will be obtained from HDOH. The permit will regulate construction times and activities and include mitigation commitments.
HM+ W-1	4.1 4.12.3	The City will perform a Phase I Environmental Site Assessment for properties that will be acquired for the Project. Depending on the outcome, a Phase II Environmental Site Assessment may be appropriate. The City will decide the necessity of the Environmental Site Assessment for each property acquisition. Properties identified as contaminated will be remediated in accordance with regulations.
HM+ W-2	4.12.3	Use non-hazardous alternatives to hazardous materials where possible
HM+ W-3	4.12.3	Use closed systems for circulating hazardous materials designed to limit exposure
HM+ W-4	4.12.3	Train employees in the safe use and management of hazardous materials
HM+ W-5	4.12.3	Institute waste minimization programs to limit the volume and type of materials used and resulting wastes
HM+ W-6	4.12.3	Provide appropriate waste storage locations and receptacles
HM+ W-7	4.12.3	Periodically evaluate wastes to establish whether they are hazardous
HM+ W-8	4.12.3	Recycle wastes to the maximum extent practicable.
HM+ W-9	4.18.2 4.18.7 4.18.8	The contractor will prepare the following plans to mitigate construction impacts related to wastes and their potential impact to the communities and neighborhoods: Construction Safety and Security Plan; Construction Health and Safety Plan; Construction Contaminant Management Plan; Construction Contingency Plan; Solid Waste Management Plan

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W-1	4.14.3	Compensatory mitigation proposed for the Waiawa Stream mitigation site includes the following: Enhancement of the stream to restore and/or improve ecological and aquatic function; Establishment of wetlands; Enhancement of floodway capacity conveyance to achieve zero rise in flood zone by removal of fill and an increase in stream area; Relocation of Waiawa Stream to its original location; Extension of existing culvert to Waiawa Stream to correct existing ponding situation; Ecological restoration with native Hawaiian plantings and use of non-invasive species. Details will be developed during the permitting phase.
CR-1	4.16.3 Appendix H	Because this Project will result in adverse effects to cultural resources and avoidance is not possible, a PA was prepared to outline responsibilities and measures to mitigate or reduce project effects. The PA was developed in consultation with Section 106 consulting parties and, wherever possible, included mitigation measures suggested by these consulting parties.
CR-2	4.18.11 Appendix H	Prior to construction, an archaeological sampling plan will be developed for each construction phase in coordination with the O'ahu Island Burial Council and SHPD. The sampling will be completed prior to construction.
PM-1	4.21 Table 4-40 3.5.1	Table 4-40 summarizes permits, certificates, and/or approvals anticipated to be required for implementation of the Project. When it states that permits, approvals, and agreements are required, it is anticipated that they will be received prior to commencing the activity that triggers the permit, approval or agreement. The City will be responsible for obtaining all permits, approvals, and agreements unless otherwise noted. The City will ensure that all permit, approval, and agreement conditions are met. This will be the responsibility of DTS.
PM-2	3.4.3	There are seven locations where the Project will cross or enter interstate freeway airspace. Coordination and approval from FHWA will be needed and necessary permits are listed in Table 4-40.
PM-3	4.14.3	The City and County will obtain USACE permits for all phases of construction.
TM-1	3.4.3 3.4.6	To mitigate for additional merging traffic on the H-2 northbound on-ramp at Kamehameha Highway, RTD will restripe the section of H-2 near the ramp merge area to provide a parallel merge lane that will continue for approximately 500 feet across an existing bridge.
TM-2	3.4.6	North-South Road and East-West Connector Road (East Kapolei Station): widening the northbound (or mauka-bound) direction of North-South Road to provide dual left-turn lanes, three through lanes, and one right-turn lane. The length of the dual left-turn lanes is a minimum of 210 feet.
TM-3	3.4.6	North-South Road and Future Road B (UH West O'ahu Station): widening the eastbound (or Koko Head-bound) direction of Road B to provide two left-turn lanes, one through lane, and one right-turn lane. The length of the dual left-turn lanes is a minimum of 240 feet.
TM-4	3.4.6	Kamehameha Highway at Waihona Street (Pearl Highlands Station entrance): adding a signal and widening the north leg (southbound approach) of the Kamehameha Highway at Waihona Street intersection to have a separate right-turn, through, and left-turn lane (total of three southbound lanes into the intersection).
TM-5	3.4.6	Farrington Highway and Waiawa Road/Pearl Highlands Station park-and-ride driveway (Pearl Highlands Station): installation of a new traffic signal that will be coordinated with adjacent signals at the Farrington Highway eastbound and Waiawa Road intersection.

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TM-6	3.4.6	Kamehameha Highway and Kuala Street (Pearl Highlands Station): signaling the 'Ewa-bound Kamehameha Highway at Kuala Street and widening Koko Head-bound Kamehameha Highway from one to two lanes.
TM-7	3.4.6	Kona Street and Ke'eaumoku Street (Ala Moana Center Station): signaling this intersection will reduce the delay at this location. Because of the proximity of this intersection to the signalized intersection at Kapi'olani Boulevard and Ke'eaumoku Street, the signals will be coordinated to enhance traffic flows and prevent additional effects at other locations.
C-1 (TM)	3.5.6 8.6.10	A Maintenance of Traffic (MOT) Plan and a Transit Mitigation Program (TMP) will be developed in conjunction with the Project's Final Design by the contractor. The contractor will be given parameters, such as the number of lanes that could be closed and the procedures for closures, and will develop the MOT Plan accordingly with approval from the City or HDOT. A detailed schedule showing which lanes will be affected will be prepared for the erection of segments. The actual means for erecting these segments will be the contractor's decision.
C-2 (TM)	3.5.6	Work Zone Traffic Control Plans, including detour plans, will be formulated during final design in cooperation with the City, HDOT, and other affected jurisdictions.
C-3 (ENV)	4.18	The City will ensure that the environmental commitments in the Final EIS and the permit conditions are met during the final design and construction of the Project. The City will employ a dedicated environmental compliance manager to oversee construction contractor compliance with all stormwater BMPs, construction noise mitigation measures, utility coordination, business access requirements, and any mitigation plans prepared for the Project, including those presented in permit conditions and the MOT Plan.
C-4 (CF)	4.18.2 8.6.10	Access to businesses in the Project area will be maintained throughout construction as practicable, however, there could be temporary changes to access and movement during construction.
C-5 (CF)	4.18.2	In instances where any school, parkland, or recreational resource will experience a disruption in access, the effects will be mitigated as necessary and appropriate using applicable practices similar to those outlined for Business Access. Temporary barrier walls or fences will be placed around any school, parkland, or recreational resource to clearly delimit a construction area, to avoid public exposure to any possible construction hazards.
C-6 (CF)	4.18.2	Utility service to abutting properties may be temporarily interrupted for short periods. Property owners will be contacted prior to interruption of utility services. If facilities are temporarily relocated, the area will be restored as close as possible to its original condition. Replacements for existing utilities will provide service or capacity equal to that currently offered. Coordination will occur with emergency services and utility companies to ensure that utility relocations meet their needs and that sufficient clearance is provided.
C-7 (V)	4.18.3	<p>The contractor will incorporate construction management practices as practical to minimize visual impacts during construction, including:</p> <ul style="list-style-type: none"> • Remove visibly obtrusive erosion-control devices, such as silt fences, plastic ground cover, and straw bales, as soon as an area is stabilized • Locate stockpile areas in less visibly sensitive areas whenever possible so they are not visible from the road or to residents and businesses • Shield temporary lighting and direct it downward to the extent possible • Limit the times construction lighting could be used in residential areas • Replace removed street trees and other vegetation with appropriately sized vegetation as soon as practical after construction is completed

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C-8 (AQ)	4.18.4	<p>The contractor will select appropriate measures to comply with fugitive dust requirements. The following control measures can substantially reduce fugitive dust:</p> <ul style="list-style-type: none"> • Minimize land disturbance • Use watering trucks to moisten disturbed soil • Use low emission equipment when feasible • Cover loads when hauling dirt • Cover soil stock piles if exposed for long periods of time • Use windbreaks to prevent accidental dust pollution • Limit the number of vehicular paths and stabilize temporary roads • Maintain stabilized construction area ingress/egress areas • Wash or clean trucks prior to leaving construction sites • Minimize unnecessary vehicular activities
C-9 (W)	4.18.10	<p>Columns, foundations, diversions, and other temporary and permanent structures will be placed in or on the banks of Kalo'i Gulch, Waiawa Stream, Waiawa Springs, Moanalua Stream, Kapālama Canal Stream, and Nu'uanu Stream. Work in these waters is highly regulated and will require permits from Federal and State agencies. Through the permitting process, details of BMPs will be developed to mitigate potential impacts to streams due to placement of fill.</p>
C-10 (W)	4.18.10	<p>The contractor will be prohibited from entering any wetlands during construction. The wetlands will be designated as a no-work area on the plan sheets and 3-foot-high orange fencing will be installed around the wetland to designate the no-work area. The orange fencing will be inspected routinely to ensure that it is maintained.</p>
C-11 (W)	4.18.10	<p>Excessive or differential settlement due to drilled shaft dewatering and the resultant depression of the groundwater surface can cause cracking and other damage to structures. Settlement is expected to be minimal because the level of the groundwater depression is expected to be localized and generally not greater than about 5 feet below static groundwater levels. Where dewatering produces a drawdown in excess of 5 feet, construction monitoring will be required to monitor for dewatering-induced settlement.</p>
C-12 (W)	4.18.10	<p>Uncontrolled releases of drilling fluids are not permitted. The displaced groundwater from drilled shaft construction will be collected and treated as necessary for either reuse or disposal in accordance with permit requirements.</p>
C-13 (W)	4.18.10	<p>Stormwater BMPs may include, but not be limited to:</p> <ul style="list-style-type: none"> • Minimize land disturbance • Stabilize or cover the surface of soil piles • Revegetate all cleaned and grubbed areas will to the extent possible • Maintain stabilized construction area ingress/egress areas • Wash or clean trucks prior to leaving the construction site • Install silt fences and storm drain inlet filters • Prevent off-site stormwater from entering the construction site • Implement other stormwater management techniques
C-14 (P)	3.4.6 3.5.6	<p>Passenger loading zones on Halekauwila Street near South Street and on Halekauwila Street near Kamani Street and a freight loading zone on Ka'aahi Street will be temporarily installed near each location for the duration of construction.</p>

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C-15 (TS)	3.5.2 3.5.6	<ul style="list-style-type: none"> • Bus stops could also be temporarily relocated. • Changes to TheBus routes could include improving frequencies on existing routes or adding new routes that circumvent specific construction areas. • Identification of potential changes to bus routes and stops will be coordinated with TheBus. • Any impacts to TheHandi-Van operations will be identified and mitigated as appropriate.
C-16 (TS)	3.5.2	The phased opening approach will require interim changes to bus transit service. A plan to accommodate the use of phased openings will be developed in advance.
C-17 (TM)	3.5.3	Traffic signals adjacent to the fixed guideway could be temporarily replaced or re-timed. In addition, temporary traffic signals may be placed at some unsignalized intersections during construction.
C-18 (P)	3.5.4 3.5.6	<ul style="list-style-type: none"> • On-street parking by construction workers will not be permitted near work sites. During the actual hours of work, only those vehicles absolutely necessary for construction shall be allowed within the safety zone or allowed to stop or park on the shoulder of the roadway with the approval from the City. • Construction workers also will not use commercial parking facilities if doing so reduces available parking for customers or employees of that business. Contractors will need approval from business owners before private lots can be used for parking. • Signs will be posted directing people to nearby locations with available parking.
C-19 (TM)	3.5.5 3.5.6	<ul style="list-style-type: none"> • Access to existing bicycle and pedestrian facilities will be maintained during all phases of construction as safety allows. • Warning and/or notification signs will be provided. Proposed pedestrian detours will be submitted to the City for review and approval to ensure they are reasonable for all pedestrians and meet ADA regulations. • Proper deterrents, such as barriers or fencing, will be placed to prevent access through the construction area. • In areas where right-of-way may be required, sidewalks may be temporarily removed and pedestrians rerouted to safe locations.
C-20 (TM)	3.5.6	Intelligent Transportation System (ITS) applications will be implemented to make travel through and round work zones safer and more efficient. Several ITS strategies will be used, including: traveler information, arterial traffic management, and incident management.
C-21 (TS)	3.5.6	As each station opens, temporary signage will be installed that provides driving directions to available parking (if provided) and to passenger drop-off and pick-up locations. Signage will also direct pedestrians and bicyclists to station entrances.
C-22 (N+V)	4.18.5	For buildings closer than 75 feet to pile-driving activities, the contractor will be required to provide mitigation for vibration levels during these activities. Contractors will be required to perform a video survey of the immediate area prior to the start of any construction activity where vibration levels may be high enough to affect surrounding structures.
C-23 (N+V)	4.18.5	Prior to construction, an approved Community Noise Variance will be obtained from HDOH. The permit will regulate construction times and activities and include mitigation commitments.
C-24 (NR)	4.18.8	Prior to clearing and grubbing near the ko'oloa'ula contingency reserve, the area will be surveyed. If any ko'oloa'ula are found, a horticulturist approved by DLNR will be given an opportunity to remove the plants and transplant them to the contingency reserve.

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C-25 (NR)	4.18.8 7.3.1	The City will survey all large canopy trees to be pruned prior to construction to ensure that no trees have white tern chicks. If any are found, pruning will be delayed until chicks fledge.
C-26 (IS)	4.18.9	<ul style="list-style-type: none"> • Construction equipment or material imported to O'ahu from the mainland, neighbor islands, or foreign countries must be free of dirt, vegetative matter, and animals. • Construction equipment will be cleaned and inspected before being brought to the project site. • On-site workers will be trained to recognize common invasive species growing in the construction area. • Site surveys to assess the construction area for invasive species will be conducted before, during, and after construction. • When fill is imported to or exported from the job site, care will be taken to avoid spreading invasive species, and location records will be kept. • Criteria for cleaning, inspection, and treatment of plants that are at risk of harboring pests will be part of the landscaping requirements. • Species that can be harmful invaders will not be used for project plantings.
C-27 (CR)	4.18.11 Appendix H	Consultation with SHPD will assess the need for archaeological monitoring during construction. The archaeological monitoring program will follow the PA. A monitoring report will be prepared to document all results at the completion of construction.
C-28 (CR)	4.18.11 Appendix H	In advance of construction, archaeological resources deemed worthy of preservation in place may be identified. If this occurs and the Project is modified to avoid such resources, construction activities will also avoid those resources. Protection zones will be established around these resources to avoid disturbance during construction.
C-29 (CR)	4.18.11 Appendix H	Although the goal of the archaeological sampling will be to identify all burials and treat them appropriately prior to the start of construction in a particular area, the chance exists that additional previously undiscovered burials will be encountered during construction. The PA will outline the treatment of burials discovered during construction.
C-30 (CR)	4.18.11 Appendix H	Adverse impacts related to cultural resources resulting from construction of the Project will likely be short-term and consist of affecting access to areas where cultural resources exist or cultural activities are practiced. The impact to cultural resources or areas will be mitigated using the same maintenance of access policies outlined for businesses.
C-31 (CR)	4.18.11 Appendix H	Historic resources could be inadvertently affected during construction. Any potential construction impacts will be mitigated using measures outlined in previous construction sections related to noise, vibration, air quality, and water quality. In addition, to avoid collision with or damage to historic resources during construction, protection zones will be established around such resources to avoid disturbance during construction activities.

A Acquisitions
 AQ Air quality
 C Construction
 CF Community facilities
 CR Cultural resources
 ENV Environmental
 HM+W Hazardous materials and waste
 IS Invasive species
 N+V Noise and vibration
 NR Natural resources

P Parking
 PI Public involvement
 PM Permits
 S+S Safety and security
 T Trees
 TM Traffic management
 TS Transit service
 V Visual
 W Water