

## Management Summary

<b>Reference</b>	Archaeological Monitoring Plan for the Replacement of Mākaha Bridges 3 and 3A, Farrington Highway, Mākaha Ahupua'a, Wai'anae District, Island of O'ahu (Altizer et al. 2010).
<b>Date</b>	March 2010
<b>Project Number (s)</b>	Federal Highway Administration (FHWA) Aid Project No.: BR-093-1(20) Cultural Surveys Hawai'i, Inc. (CSH) Job Code: MAKAHA 4
<b>Investigation Permit Number</b>	Monitoring will likely be performed under Hawai'i State Historic Preservation Division (SHPD) permit No.10-10, issued per Hawai'i Administrative Rules (HAR) Chapter 13-282.
<b>Project Location</b>	The project area comprises portions of TMK (1) 8-4-001:012, 8-4-2:047, 45, 8-4-018:014, 122, 123, 8-4-08:018, 019, 020, and is located along the Farrington Highway corridor, approximately 500 feet (150 m) <i>mauka</i> of the shoreline at Mākaha Beach Park, at the intersection of Kili Drive and Farrington Highway, Mākaha Ahupua'a, Wai'anae District, Island of O'ahu. Bridge 3 is located just south of Kili Drive and Bridge 3A is located just north of Kili Drive. This area is depicted on the 1998 Wai'anae U.S. Geological Survey 7.5-minute topographic quadrangle.
<b>Land Jurisdiction</b>	State of Hawai'i, Private, City and County of Honolulu
<b>Project Funding</b>	FHWA and State of Hawai'i Department of Transportation (HDOT)
<b>Agencies</b>	FHWA, State Historic Preservation Division (SHPD), HDOT
<b>Project Description and Related Ground Disturbance</b>	HDOT proposes to demolish and replace the two existing bridge structures with new bridge structures that meet current standards. The project will require construction of a temporary detour road and temporary bridge structures on the seaward (southwestern) side of Farrington Highway. Additionally, drainage improvements along both bridges will be made, including construction of erosion control measures to reduce discharges of sediment in storm water runoff.
<b>Project Acreage</b>	Approximately 3.7 acres
<b>Area of Potential Effect (APE)</b>	The proposed bridge replacement project's APE extends no further than the project area's approximately 3.7-acre footprint.
<b>Historic Preservation Regulatory Context and Document Purpose</b>	This project's historic preservation review includes compliance with Hawai'i Revised Statutes (HRS) Chapter 6E-8 and HAR Chapter 13-13-275. Additionally, with FHWA funding, the project is a federal undertaking requiring compliance with Section 106 of the National Historic Preservation Act (NHPA), the National Environmental Policy Act (NEPA), and the Department of Transportation Act (DTA). As part of this historic preservation review compliance, CSH conducted an archaeological inventory survey (McDermott and Tulchin 2006), which was reviewed and

	<p>approved by SHPD (SHPD correspondence, LOG NO: 2006.0731 DOC NO: 0603CM59). FHWA's Section 106 review determined that the project will have an adverse effect on historic properties. SHPD concurred with this determination. This archaeological monitoring plan is a mitigation component of the project's Memorandum of Agreement (MOA) developed between HDOT, FHWA, and SHPD.</p> <p>This archaeological monitoring program was prepared in consideration of the Secretary of the Interior's Standards and Guidelines for Archaeology and Historic Preservation, and is to be implemented to mitigate the project's effect on known historic properties, facilitate the identification and treatment of any burials that might be discovered during subsurface disturbance, and to mitigate the project's effect on any non-burial archaeological deposits that might be uncovered during project construction. In consultation with SHPD, this monitoring plan is designed to fulfill the state requirements for monitoring plans [HAR Chapter 13-279-4].</p>
<b>Historic Properties Potentially Affected</b>	<p>Based on CSH's archaeological inventory survey report (McDermott and Tulchin 2006), all five historic properties identified within the project area were determined eligible to the National/Hawai'i Register:</p> <p>State Inventory of Historic Properties (SIHP) # 50-80-7-6822, Mākaha Bridge 3, constructed in 1937, determined eligible under Criteria A and D.</p> <p>SIHP # 50-80-7-6823, Mākaha Bridge 3A, constructed in 1937, determined eligible under Criteria A and D.</p> <p>SIHP # 50-80-7-6824, Farrington Highway, constructed in the 1930s as part of the Territorial Highway System, determined eligible under Criterion D.</p> <p>SIHP # 50-80-7-6825, buried A-horizon enriched with cultural material from prehistoric and historic land use, contains previously disturbed human skeletal remains that SHPD has determined are most likely Native Hawaiian, determined eligible under Criteria D and E (Hawai'i Register only).</p> <p>SIHP # 50-80-12-9714, remnants of the O'ahu Railway and Land Company (OR&amp;L) Railroad, a portion of which, located outside the current project area, is already listed on the National Register. The railroad remnants within the current project area have lost their integrity and can no longer convey the railroad's significance under Criteria A, B, and C. The remnants were determined eligible for their information (Criterion D).</p>
<b>Recommended Monitoring</b>	<p>On-site archaeological monitoring is recommended for all ground disturbing activities. Any departure from this full-time, on-site monitoring, would require consultation with, and the written approval of, SHPD.</p>