



7 February 2005

INFORMATION PAPER

SUBJECT: Laupahoehoe Harbor, Hawaii, Hawaii

1. Purpose: To provide information on the subject project for the Commanding General's visit to the Congressional delegation.

2. Points of Major Interest and Facts.

a. The project was authorized under Section 107 of the River and Harbor Act of 1960, as amended, and is in the operations and maintenance phase. Condition surveys performed in August 2003 indicate that there is adequate depth within the main channel and turning areas of the harbor. The Federal government is responsible for the breakwater, a wave absorber, the depth of the entrance channel and the turning basin. The County of Hawaii Department of Parks and Recreation is the local sponsor and responsible for the launch ramp and shore side features.

b. The project consists of a breakwater 200-feet long, a wave absorber 60-feet long, an entrance channel 9.5-feet deep, a turning basin 7.5-feet deep and boat launch ramp. The project was completed in August 1988 at a cost of \$3,760,000 (Federal: \$2,930,000; non-Federal: \$830,000). A contract for additional work was awarded for \$235,000 in September 1989 for the removal of a rock shelf adjacent to the seaward edge of the turning basin and placement of revetment stone to improve navigation safety. The construction work was completed in June 1990.

c. High surf damaged the launch ramp in December 1991. The U.S. Army Corps of Engineers provided technical assistance to the County of Hawaii for the repair of the ramp. In February 1999, the County of Hawaii requested the Honolulu District to investigate a modification to the harbor because of excessive wave action. Prior to the original construction, the District made it clear to local interests that because of the wave climate, the new ramp would be useable only 60% of the time. However, in June 1999, the County and the District determined that study initiation would not be warranted due to the lack of local funds for potential feasibility investigations and future construction. Local users currently assert that the ramp (local responsibility) is unusable due to damages.

d. The breakwater and wave absorber structures at the harbor were inspected in May 2004 and are in relatively good condition. Wave transmission through the breakwater structure is significant. However, since potential correction will not improve navigability, improvement plans will be deferred.