| | A |
|---|---|
| 1 | In the table below, please identify the specific alignments and aligment alternaitves included in the LPA |
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| | B | C | D |
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| 2 | 1. The alternatives numbers are taken from *Final Capital Costing Memorandum* | | |
| 3 | 2. The alternatives costs from the *Final Capital Costing Memorandum* will be used for the project cost review | | |
| 4 | 3. Also, please identify the correct "system wide" costs to use from the *Final Capital Costing Memorandum* | | |
| 5 | | | |
| 6 | **Section** | **Alignments Being Considered** | **Alternatives** |
| 7 | **1. Kapolei to Ft Weaver Road** | Kamokila Blvd / Farrington Hwy | Alt 1 |
| 8 | | | Alt 2 |
| 9 | | Kapolei Pkwy / North-South Rd | Alt 3 |
| 10 | | | Alt 4 |
| 11 | | Saratoga Ave / North-South Rd | Alt 5 |
| 12 | | | Alt 6 |
| 13 | | Geiger Rd / Ft Weaver Rd | Alt 7 |
| 14 | | | Alt 8 |
| 15 | **II. Ft Waever Rr to Aloha Stadium** | Farrington Hwy / Kamehameha Hwy | Alt 1 |
| 16 | **III. Aloha Stadium to Middle Street** | Salt Lake Blvd | Alt 1 |
| 17 | | | Alt 2 |
| 18 | | Mauka of the Airport Viaduct | Alt 3 |
| 19 | | | Alt 4 |
| 20 | | Makai of the Airport Viaduct | Alt 5 |
| 21 | | Aolele Street | Alt 6 |
| 22 | **IV. Middle Street to Iwilei** | North King Street | Alt 1 |
| 23 | | | Alt 2 |
| 24 | | Dillingham Blvd | Alt 3 |
| 25 | **V. Middle Street to Iwilei** | Beretania St / South King Street | Alt 9 |
| 26 | | | Alt 10 |
| 27 | | Hotel Street / Kawaiaha'o St / Kapi'olani Blvd | Alt 1 |
| 28 | | | Alt 2 |
| 29 | | King St Tunnel / Waimanu St / Kapi'olani Blvd | Alt 4 |
| 30 | | | Alt 5 |
| 31 | | Nimitz Hwy / Queen St / Kapi'olani Blvd | Alt 5 |
| 32 | | | Alt 6 |
| 33 | | Nimitz Hwy / Halekauwila St / Kapi'olani Blvd | Alt 7 |
| 34 | | | Alt 8 |
| 35 | | Waikīkī Branch | Alt 11 |

| | E | F | G | H | I | J | K | L | M | N |
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| 6 | **LPA** | **EIS** | **New Start Project** | | | | | | | |
| 7 | yes | no | no | | | | | | | |
| 8 | | | | | | | | | | |
| 9 | | | | | | | | | | |
| 10 | | | | | | | | | | |
| 11 | yes | yes | partial | | | | | | | |
| 12 | alternate | alternate | alternate | | | | | | | |
| 13 | | | | | | | | | | |
| 14 | | | | | | | | | | |
| 15 | yes | yes | yes | | | | | | | |
| 16 | | | | | | | | | | |
| 17 | yes | yes | yes | | | | | | | |
| 18 | | | | | | | | | | |
| 19 | | | | | | | | | | |
| 20 | | | | | **<== Please identify which alternatives are in the LPA** | | | | | |
| 21 | yes | yes | no | | | | | | | |
| 22 | | | | | **Also, which "systemwide" costs in the *Final Capital Costing Memorandum* represent the LPA? (i.e., which "systemwide costs" should we use in our analysis from that report?)** | | | | | |
| 23 | | | | | | | | | | |
| 24 | yes | yes | yes | | | | | | | |
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| 33 | | | | | | | | | | |
| 34 | yes | yes | partial | | | | | | | |
| 35 | yes | yes | no | | | | | | | |