	A	C	D	E	F	G
1	**Rail Design Options for Honolulu International Airport**					
2						
3						
4	**Option**	**Length through Airport**	**Character**	**Property Impacts Through East Airport Portion of Alignment (Aolele/Aolewa Streets to Lagoon Drive)**	**Effect of Alignment on Airport Property**	**Airport FAA Implications**
5						
6	**Aolele**	1.6 Miles	Open, level area with little direct access	1. Airport property would require access under guideway. 2. No property acquisition except at Lagoon Station	1. Limits aeronautical uses of airport properties between Aolele and Ualena. 2. Property between Aolele and Ualena will continue to be available for revenue generation by HNL	1. Relocation of Runway 22L/4R needed to clear RPZ 2. Conditional ALP update required
7						
8	**Aolele to Ualena**	1.6 Miles	Open area transitioning to urban warehouse district	Airport property on Aolele and 1/2 mile on public street through private property requiring full or partial acquisition of 18 parcels of which 6 are on Airport	1. Limits aeronautical uses of some airport properties between Aolele and Ualena (existing condition). 2. Property between Aolele and Ualena will continue to be available for revenue generation by HNL	Conditional ALP update required
9						
10	**Koapaka**	1.6 Miles	Urban warehouse district	1 and 1/2 mile on public street through private property requiring acquisition of 12 parcels. Of those, one is on Airport	No effect on aeronautical uses of Airport properties	Conditional ALP update required
11						
12	**Nimitz**	1.6 Miles	Urban freeway frontage lined by commercial land use	Private property frontage along State row requiring acquisition of 28 parcels. None is on Airport.	No effect on aeronautical uses of Airport properties	Conditional ALP update required

	H	I	J	K
1				
2				
3				
4	**Environmental and Construction Effects**	**Historic Effects**	**Keehi Lagoon Beach Park 4(f) Effects**	**Cost**
5				
6	Unobstructed for most of the section. Requires scheduling of construction at end of runways. Potential marine waters and noise effects	None	De minimis	$308 million (based on FAA estimate of relocation of Runway 22L/4R)
7				
8	Parking and access to businesses, utilities, narrow access on Wai-Wai Loop	No identified eligible historic properties (subject to SHPD concurrence)	De minimis	$265 milllion
9				
10	Parking and access to businesses, utilities, good Lagoon Drive station location, very narrow access on Wai-Wai Loop	No identified eligible historic properties (subject to SHPD concurrence)	De minimis	$296 million
11				
12	Parking and access to businesses, utilities, narrow row requiring stacked station, significant constructibility issues.	No identified eligible historic properties (subject to SHPD concurrence)	De minimis	$377 million