

- Another alignment option could serve Ala Moana Center by continuing underground to follow Kapiolani Boulevard to Dreier Street as described for Alternative 4a, or to follow Kawaiahao Street as described for Alternative 4d. The guideway would transition to an elevated structure as described for those two alternatives.

2.8 ALTERNATIVE 4d: Fixed-Guideway Alternative – North-South Road/Farrington Highway/Kamehameha Highway/ Airport/Dillingham Boulevard/Hotel Street/Kapiolani Boulevard with Waikiki Spur Alignment

The Fixed-Guideway Alternative – North-South Road/Farrington Highway/Kamehameha Highway/Airport/Dillingham Boulevard/Hotel Street/Kapiolani Boulevard with Waikiki Spur Alignment (Figure 2-5)--would begin at the transit terminal facility in Kapolei and follow Kapolei Parkway to Wakea Street, then turn makai to a future alignment of Wakea Street to Saratoga Avenue. The guideway would continue on future extensions of Saratoga Avenue and North-South Road, and follow North-South Road to Farrington Highway. Waianae of Fort Weaver Road, the guideway could be located either at-grade with limited grade crossings, or on an elevated structure. Koko Head of Fort Weaver Road, the guideway would be on an elevated structure and follow Farrington Highway to Kamehameha Highway.

The guideway would be elevated along the makai side of the H-1 Freeway from Pearl Harbor Interchange to Keehi Interchange, then cross over Keehi Interchange to Dillingham Boulevard, and follow Dillingham Boulevard Koko Head to Kaaahi Street. In the vicinity of Kaaahi Street, the guideway would descend to grade and cross North King Street onto Hotel Street. The line would operate at grade with transit signal priority on Hotel Street to minimize delays between River Street and Alakea Street. As in Alternative 4a, the guideway would begin to descend into a tunnel with a portal at Richards Street, and would then continue in a tunnel under the government campus to past Honolulu Hale, turning makai under South King Street following Kawaiahao Street, where it would transition to an elevated structure past South Street. The guideway would continue on Kawaiahao Street to near Kamakee Street, where property on each side of Kamakee Street would be acquired to allow the alignment to cross over to Kona Street. As in Alternative 4a, the guideway would run above Kona Street through Ala Moana Center and turn mauka to follow Kapiolani Boulevard to University Avenue, where it would turn mauka to follow University Avenue over H-1 Freeway to a proposed terminal facility in the University of Hawaii at Manoa's Lower Campus.