HHCTCP Design Options
Response to FAA – January 15, 2010

	Aolele Street	Ualena Street	Koapaka Street	Makai H-1	H-1 Median
Airport Impacts	-Penetration of 1700' RPZ requires 462' makai relocation of Runway 22L/4R to clear restricted area -Alignment along existing roadway does not directly use airport business parcels -Guideway would limit direct aircraft access to properties mauka of Aolele Street	-RPZ mostly avoided -Some airport parcels impacted by guideway alignment transition from Aolele to Ualena	-No impacts to runways or safety areas	-No impacts to runways or safety areas	-No impacts to runways or safety areas
Business Impacts / Property Acquisitions/ Relocations	-No impacts to businesses	-Business impacts at guideway transition from Aolele to Ualena and along a half mile stretch of Ualena and Waiwai Loop - 13 properties to be acquired with associated relocations	- Impacts to business properties along a mile long segment of Koapaka Street and Waiwai Loop - 12 properties to be acquired with associated relocations - Vacancy rate	- Impacts to business properties along a mile long segment of Nimitz Highway - 28 properties to be acquired with associated relocations - Vacancy rate along street is very	-No impacts to businesses

		- Vacancy rate along street is very low (<5%)	along street is very low (<5%)	low (<5%)	
Cost to Construct	$273,499,000 including cost of runway relocation	$319,301,000	$323,616,000	$376,955,000	*
Time to Construct	-Runway relocation must occur before guideway construction - Rail guideway construction through the airport is scheduled to be completed in the first quarter of 2016, with columns work completed mid-2015; Rail project will coordinate its construction schedule with the runway relocation -Runway relocation is subject to limited construction windows on an operating runway	-Project would require substantially more traffic and access management to accommodate business activity, which would lengthen the construction effort -Though no eligible historic sites are identified, this design option would require additional historic review by SHPD prior to completion of EIS	-Project would require substantially more traffic and access management to accommodate business activity, which would lengthen the construction effort - Though no eligible historic sites are identified, this design option would require additional historic review by SHPD prior to completion of EIS	-Project would require substantially more traffic and access management to accommodate business activity, which would lengthen the construction effort - Though no eligible historic sites are identified, this design option would require additional historic review by SHPD prior to completion of EIS	-Complex construction work in the middle of active freeway viaduct will require traffic management and coordination on two levels within limited work windows
Constructability	-Open access, few utilities, no access	-Narrow street, high truck traffic,	-Narrow street, high truck traffic,	-Narrow street, very difficult access,	-Median of freeway viaduct extremely

	or parking issues -Would require coordination with HDOT-Airports for construction	multiple driveways, on street parking, high utility density	multiple driveways, on street parking, high utility density	high truck traffic, multiple driveways, on street parking, high utility density	difficult to build in, carries major utilities that would need to be relocated, no good location for station and very poor access to nearby land uses
Other Factors	-Runway relocation would require coordination with HDOT-Airports and FAA			-Narrow roadway would necessitate expensive "stacked" station with difficult access	-Mid H-1 Freeway and mid Nimitz Highway construction would require close coordination with HDOT

* Project has not developed an alignment/profile or cost estimate for rail corridor within the H1 median.