

Stephen K. Yamashiro  
Mayor



Donna Fay K. Kiyosaki  
Chief Engineer

Riley W. Smith  
Deputy Chief Engineer

## County of Hawaii

### DEPARTMENT OF PUBLIC WORKS

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Received

JAN 09 1995

Oceanside 1250

January 4, 1994

R T "DICK" FRYE  
PROJECT MANAGER  
OCEANSIDE 1250  
74-5620 A PALANI ROAD SUITE 200  
KAILUA KONA HI 96740-1625

SUBJECT: PREFERRED MAMALAHOA BYPASS ALIGNMENT

This is in response to your letter of December 6, 1994, requesting the determination of the County's preferred alignment for the Mamalahoa Bypass as required pursuant to Change of Zone Ordinance 94-73. Condition (L) of this Ordinance requires that "Roadway improvements and accesses to the subject project shall meet with the approval of the Department of Public Works."

Based on our review of the testimony provided during and subsequent to the public meeting on the Mamalahoa Bypass hosted by Oceanside 1250 on September 19, 1994, review of the existing County plans for this region, including the General Plan, as well as other available information, we have determined that the Department of Public Works' preferred alignment of the Mamalahoa Bypass would link Alii Highway with the Mamalahoa Highway-Napoopoo Road Intersection. This is identified as the "Yellow" alignment on the attached map (Attachment No. 1).

In reviewing the various potential alignments, we feel this alternative provides the best overall circulation system for this region of Kona in accordance with the General Plan Facilities Map. It provides an alternative traffic corridor to Mauka Kona while at the same time reducing congestion along Kuakini Highway by limiting the number of signalized intersections. It also minimizes impact on existing agricultural and residential areas and will not adversely affect the existing businesses in the area.

We recognize that the "Yellow" alignment is not consistent with Oceanside 1250's original proposed routes as identified in Exhibit C of Ordinance 94-73, "Proposed Bypass Alignment Zone." Accordingly, an amendment to the Change of Zone Ordinance is required for this alternative. In addition, we also recognize that there may be archaeological or other potential environmental issues relating to this alignment, including potential impact to the Kuamo'o Burials Site, which have not been fully reviewed.

Exhibit D

Ltr to R. T. Frye  
Page 2  
January 4, 1994

Accordingly, the identification of the "Yellow" alignment as the Department of Public Work's preferred alternative is conditioned upon Oceanside 1250's securing the appropriate clearances and approvals for this alignment.

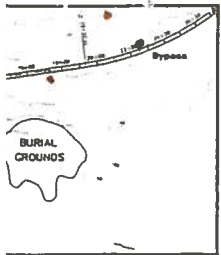
Please call me if you have any questions on the above.



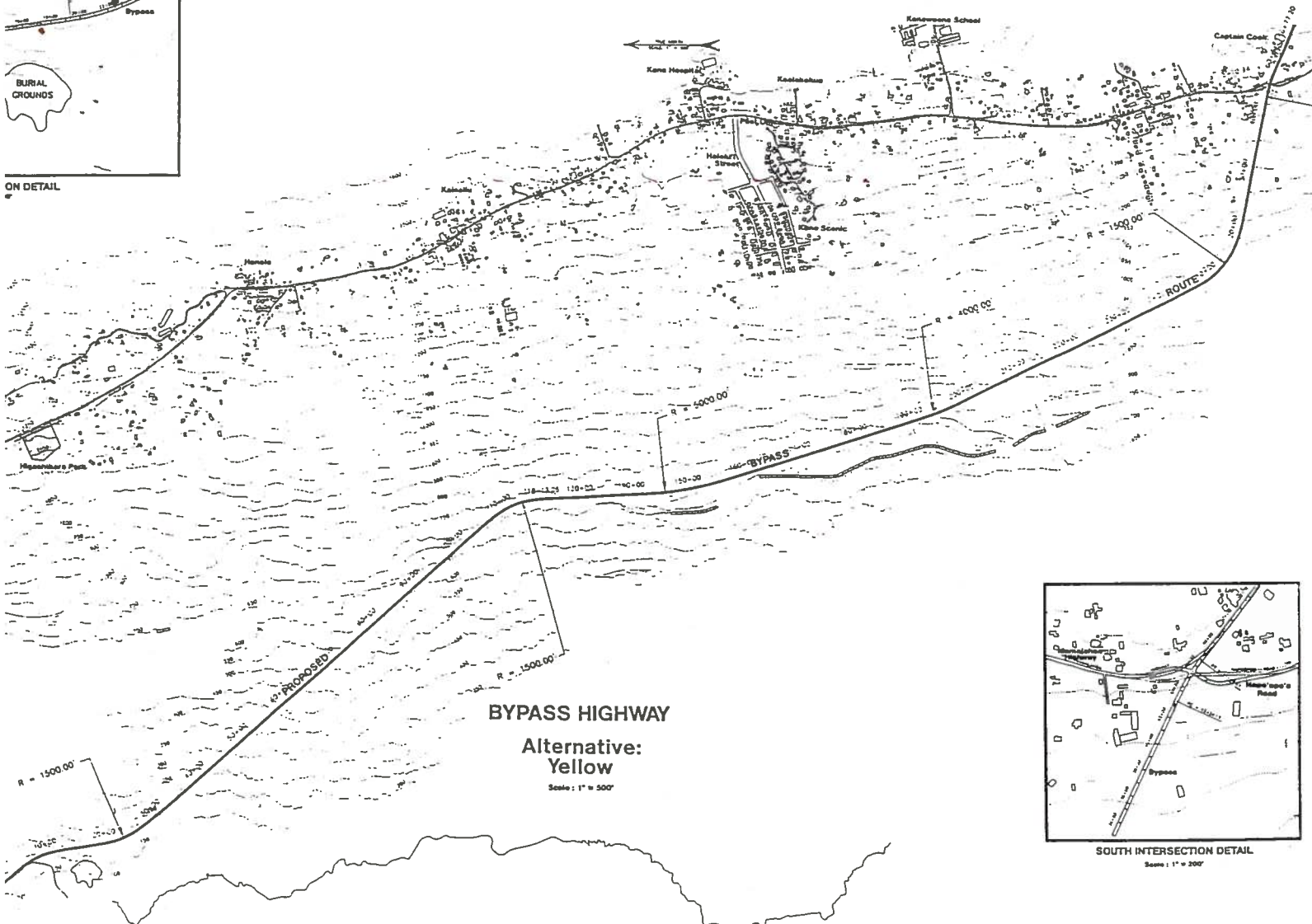
RILEY SMITH  
Deputy Chief Engineer

Attachment

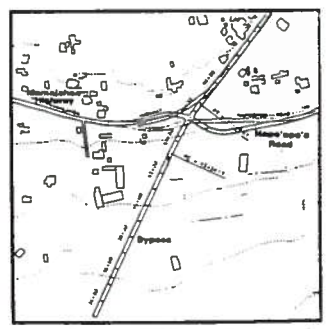
cc: Mayor Stephen K. Yamashiro  
Planning Department  
Deputy Managing Director



ON DETAIL



**BYPASS HIGHWAY**  
**Alternative:**  
**Yellow**  
 Scale: 1" = 500'



**SOUTH INTERSECTION DETAIL**  
 Scale: 1" = 200'

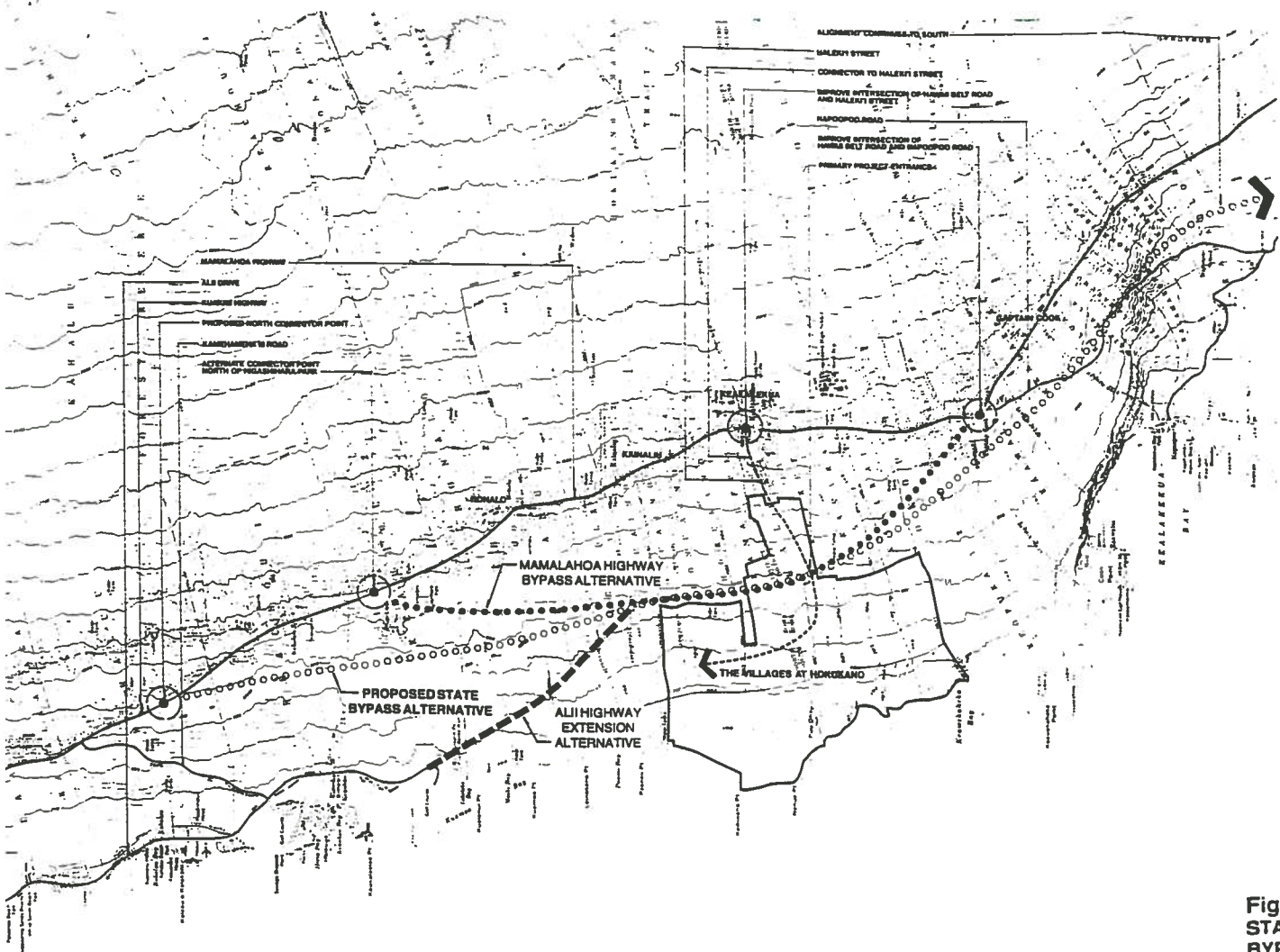


Figure 14  
 STATE HIGHWAY  
 BYPASS CONCEPT  
 VILLAGES AT HOKOLEA

Exhibit F