

Stephen K. Yamashiro
Mayor



OC - Payports
Hiro A. Sumada
Deputy Chief Engineer

County of Hawaii

DEPARTMENT OF PUBLIC WORKS
25 Aupuni Street, Room 202 • Hilo, Hawaii 96720-4252
(808) 961-8321 • Fax (808) 961-8630

AUG 19 1999

August 17, 1999

MR ROBERT STUIT
DIRECTOR OF PLANNING
HOKULI'A BY OCEANSIDE
78-6831 ALII DRIVE SUITE K15
KAILUA KONA HI 96740

SUBJECT: PROPOSED MAMALAHOA HIGHWAY BYPASS
KEAUHOU TO CAPTAIN COOK

This is in response to your letter of August 13, 1999 requesting that the Mamalahoa Highway Bypass be classified as a Minor (Secondary) Arterial highway and that the design parameters be revised accordingly.

Under the requirements of the Change of Zone Ordinance Nos. 96-7 and 96-8 and Development Agreement No. 1, Oceanside is required to construct the Mamalahoa Highway Bypass in its entirety between the approximately vicinity of Keauhou and Captain Cook. Furthermore, this Department is responsible for establishing the design standards for this highway in accordance with the standards set forth for Alii Highway with such modifications as may be deemed necessary by the Department and Oceanside.

Alii Highway (currently know as the Kahalui-Keauhou Parkway) has recently been reclassified from a Major Arterial to a Minor Arterial highway by the Federal Highways Administration, which is overseeing the design and construction of this project. This reclassification is also supported by the General Plan Facilities Map which designates the Kahalui-Keauhou Parkway and the Mamalahoa Highway Bypass as Secondary (Minor) Arterial Highways. The design parameters for the Kahalui-Keauhou Parkway provide for a maximum grade of 10% with a minimum right-of-way of 100 feet.

Based on the above, we hereby approve your request to revise the design parameters for the Mamalahoa Highway Bypass as follows:

Northern terminus to Station 245±:

Right-of-way:	120 feet
Maximum Grade:	10%
Improvements:	2-lanes with the ability to widen to 4 lanes

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Station 245± to Southern Terminus (as previously approved):

Right-of-way:	80 feet
Maximum Grade:	11%
Improvements:	2-lanes with the ability to widen to 4 lanes with truck climbing lanes as may be required by the Department of Public Works

Please call me if you have any questions on this matter.


JIRO A. SUMADA
Deputy Chief Engineer

cc: Planning Director
ENG
ENG-KON



Received

JAN 31 1997

Donna Fay K. Kiyosaki
Chief Engineer

Oceanside 1250

Jiro A. Sumada
Deputy Chief Engineer

OC - Bypass

County of Hawaii

DEPARTMENT OF PUBLIC WORKS

25 Aupuni Street, Room 202 • Hilo, Hawaii 96720-4252

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January 30, 1997

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

SUBJECT: Proposed Mamalahoa Highway Bypass
Keauhou to Captain Cook

This is in response to our recent meetings regarding the determination of the County's preferred alignment for the Mamalahoa Bypass as required pursuant to Change of Zone Ordinances 96-7 and 96-8. Conditions (M) and (L) of these Ordinances require that "Roadway improvements and accesses . . . to the subject project shall meet with the approval of the Department of Public Works."

This is also to update our letter of January 4, 1995, at which time the Department of Public Works determined that the preferred alignment of the Mamalahoa Highway Bypass would link Alii Highway in the vicinity of Keauhou with the Mamalahoa Highway-Napoopoo Road Intersection at Captain Cook as shown on Attachment No. 1.

Since that time, it is our understanding that Oceanside 1250 has been working with the impacted landowners to identify acceptable routes through their respective properties. In addition, a preliminary archaeological "walk-through" was conducted to identify potential issues related to historic sites. Based on these efforts, the adjustments to the approved alignment have been requested by Oceanside 1250 as shown in Attachment No. 2.

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In reviewing these adjustments, we have determined that they are consistent with the original finding that the preferred alignment of the Mamalahoa Highway Bypass link Alii Highway with the Mamalahoa Highway-Napoopoo Road intersection. Furthermore, we find that the adjusted alignment shown in Attachment No. 2 reflects necessary refinements undertaken during the normal course of highway design and engineering. Accordingly, we have determined that the adjusted alignment as shown in Attachment No. 2 is an acceptable alignment for the Mamalahoa Highway Bypass between the approximate vicinity of Keauhou and Captain Cook provided that the maximum grade is limited to 8% with the exception that Sta. 245± to Sta. 275± may be 11% with a truck-climbing lane.

Please call me if you have any questions on this matter.

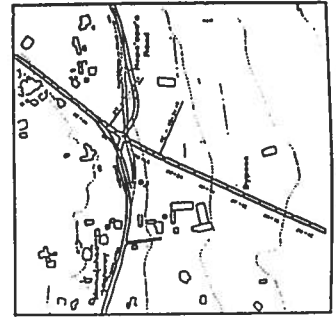
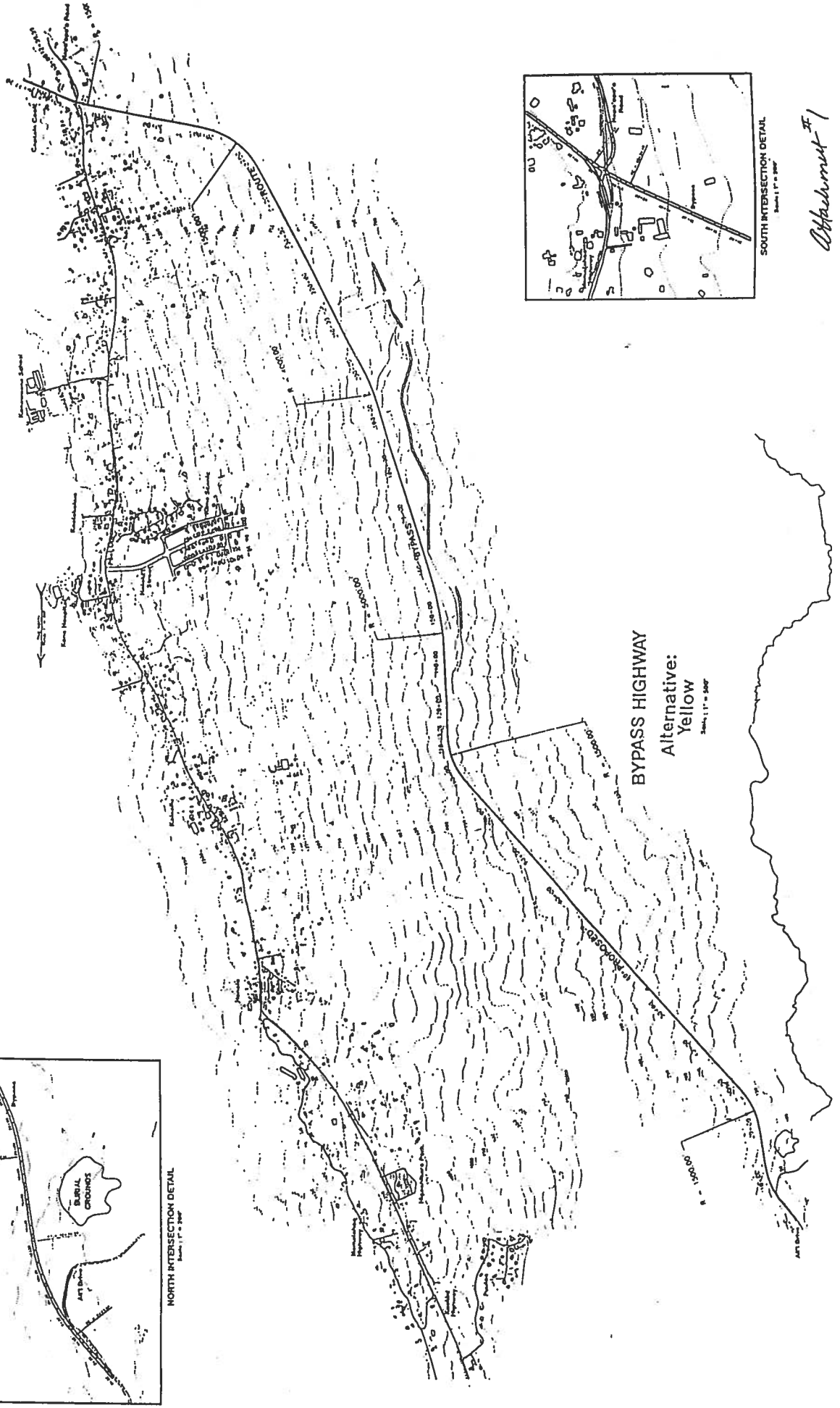
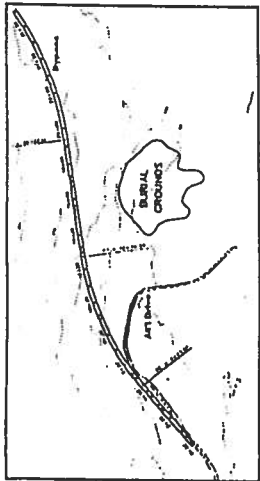


DONNA FAY K. KIYOSAKI, P. E.
Chief Engineer

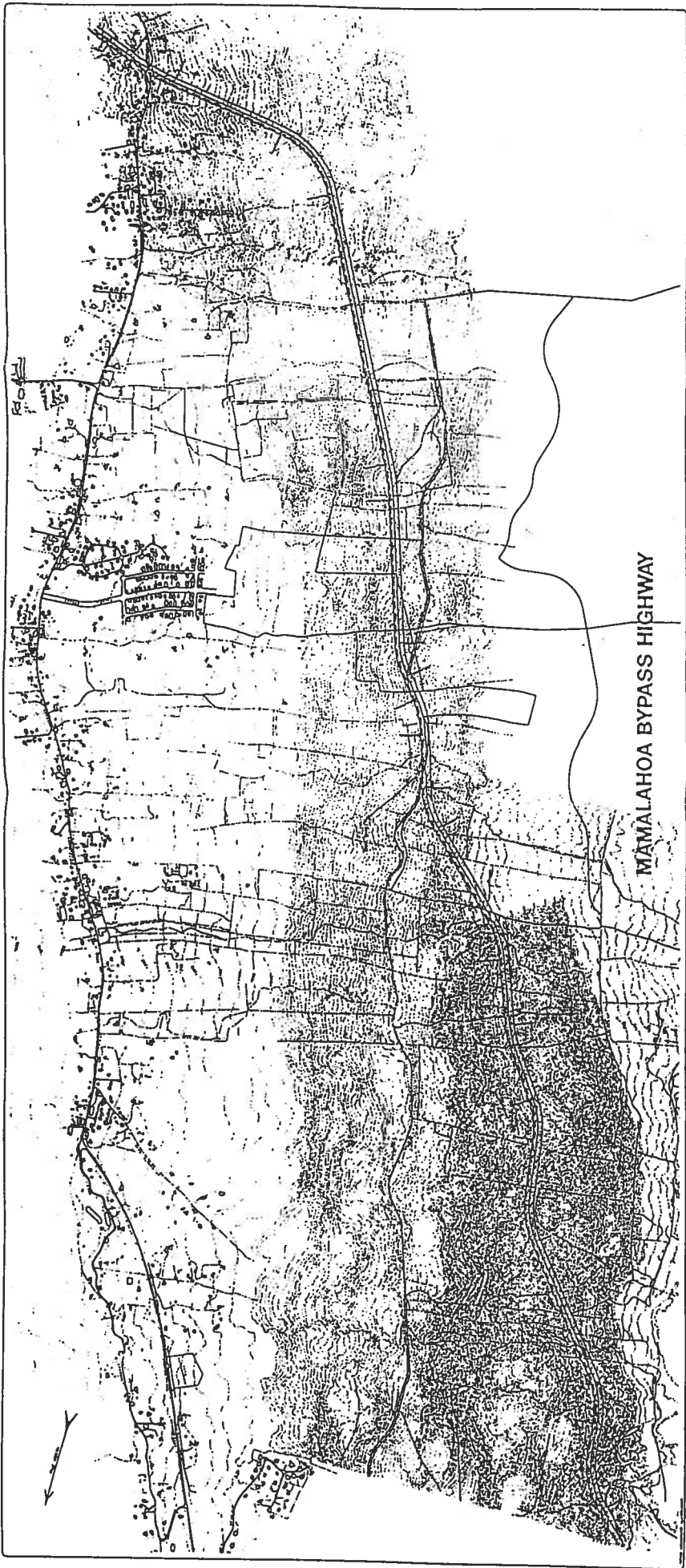
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attachments

cc: Planning Director (w/attachments)
ENG (w/attachments)
ENG-KON (w/attachments)
Wm. Moore Planning (w/attachments)



Attachment #1



Appendix #2