

PAIA ALTERNATIVES

Alternative	Alignment	Western Terminus	Crossings	Eastern Terminus
Alternative 1: No Build Alternative	<ul style="list-style-type: none"> Existing roadways are used as they are today. 	n/a	n/a	n/a
Alternative 2: Transportation Systems Management (TSM)	<ul style="list-style-type: none"> Limited widening on mauka side between Nonohe Road and Pā'ia Town. Continued use of "temporary" one-way bypass during peak hours only for "upcountry" traffic Possible parking options Possible bike facility treatment Travel Demand Management (TDM) measures where development on both sides precludes widening (Lower Pā'ia to Kuau) Alignment Improvements on Hāna Highway inland from edge of Kuau to Hookipa area. 	<ul style="list-style-type: none"> Follows existing Hāna Highway 	<ul style="list-style-type: none"> Crosses Baldwin Avenue in Lower Pā'ia at current intersection with Hāna Highway. "Temporary" bypass crosses Baldwin Avenue at its present location. 	<ul style="list-style-type: none"> Realigned Hāna Highway corridor east of Kuau meets current Hāna Highway near Hookipa Beach (MP 8.0 to 8.7)

Alternative	Alignment	Western Terminus	Crossings	Eastern Terminus
Alternative 3: Makai Route	<ul style="list-style-type: none"> Starts at MP 3.9 between Kala Rd. and Spreckelsville Rd. Continues through lower fields and then turns to cross Baldwin Ave. at the Paia Mill. Drops down to parallel the coast reemerging with the old road at MP 9.85 Relief Road remains the through road without stopping See below for bicycle and pedestrian options 	<ul style="list-style-type: none"> Signalized intersection with Hāna Highway between Kala/Sunnyside Road and Spreckelsville Road (MP 3.9) Possible Roundabout instead of signal? 	<ul style="list-style-type: none"> Streams crossed with simple culverts or bridges At Hookipa area, connects to the old road with a short road that intersects as a stop sign control. At Holomua Rd., a stop sign connection is created. See below for Baldwin options 	<ul style="list-style-type: none"> Merges with current Hana Hwy. at MP 9.85 See below for Kuau-Hookipa options
Alternative 4: Midfield Route	<ul style="list-style-type: none"> Traffic from Kahului starts corridor near Kala Rd intersection MP 3.44 (“maka spur”) Traffic from Spreckelsville starts corridor between Kala Rd. and Spreckelsville Road around MP 3.8 (“maka spur”) Travels through mid fields, just below Sunnyside Road Crosses at Paia Mill. Drops down to parallel coast above Kuau Re-merges just before Maliko Gulch at MP 9.85 “Old” Hāna Highway retained as local/park road between Kuau and east of Hookipa See below for bicycle and pedestrian sub-options 	<ul style="list-style-type: none"> Signalized intersection for makai spur with a slip on-ramp for mauka spur Existing Kala/Sunnyside intersection closed off to east Stop sign control for traffic from makai spur to main relief route road Possible Roundabout instead of signal? 	<ul style="list-style-type: none"> See below for Baldwin Ave. suboptions At Holomua, create an intersection controlled by two stop signs. Add a new Hana Highway from MP 8.0 to Holomua 	<ul style="list-style-type: none"> Similar to A See below for Kuau-Hookipa options

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Alternative 5: Upper Field Route	<ul style="list-style-type: none"> Start at Haleakala Highway. Runs parallel and mauka to Sunnyside and create a cane haul underpass Continue above Pā'ia Mill Road and above Skill Village Drop down to parallel coast Rejoin/merge at MP 8.9 near Hookipa Park entrance See below for bicycle and pedestrian options 	<ul style="list-style-type: none"> Create a five legged intersection with Haleakala Highway; signalized or roundabout. 	<ul style="list-style-type: none"> Needs two cane haul road underpasses Crosses Baldwin between Skill Village and Paia School See below for Baldwin Ave. options Needs to cross Kailua Gulch at a fairly wide point 	<ul style="list-style-type: none"> Relief road reconnects before the last gulch at M.P. 8.9 See below for Kuau-Hookipa options

Baldwin Crossing Options (match to Alt. 3, 4, and 5)

Option 1	Four-way signalized at grade
Option 2	Roundabout
Option 3	Grade separation with no access
Option 4	Grade separation with Off-ramp for upcountry movements

Bicycle and Pedestrian Treatment Options

Option A	Shared shoulder for designated bicycle route; No ped facility
Option B	Striped bike lane, both directions
Option C	Shared shoulder for designated bicycle route and a separated paved walk path
Option D	Separated multi-use path for bike and ped One side only
Option E	Separated multi-use path for bike and ped Two sides

Kuau-Hookipa Access Options (Match to Alt. 3, 4, and 5)

Option X	<ul style="list-style-type: none"> New “Kuau Connector” road between Kuau and Relief Road at Holomua Road intersection. Two way stop sign control for Holomua and Kuau Connector Road. “Old” Hāna Highway retained as local/park road between Kuau and a point east of Hookipa. Old Hāna Highway abandoned further east. Holomua Road is abandoned between Relief Route and “Old” Hāna Highway
Option Y	<ul style="list-style-type: none"> Identical to X above except in addition, there is a new “Hookipa Entrance Road” from Relief Road about a half-mile east of Holomua Road
Option Z	<ul style="list-style-type: none"> “Old” Hāna Highway abandoned east of Kuau to Hookipa Hāna Highway realigned in a straight corridor mauka of existing alignment to eliminate curves in corridor, cul de sac at Hookipa Holomua Road improved from Relief Road to realigned Hāna Highway. This segment will provide Relief Route traffic access to Kuau and Hookipa via the realigned Hāna Highway