

July 11, 2006

Introduction:

The community of Waimea is served by a Country road that is the only road connecting the island on the North side. It suffers from major traffic congestion and is in need of a by pass that is at minimum, ten years away. The preferred corridor is mired in disputes involving the Hawaiian Community on lands awarded to them by the Hawaiian Homes Commission.

\$10 million has been appropriated to resolve the congestion however, there seems to be a need for more debates and consultation (at a price) to define the problem in order to find a remedy. It is my opinion that the problem is already clearly defined and the solution is readily available.

Problem Defined

We have more traffic than the roads are able to efficiently handle at peak hours. Peak hours translate to “**morning school traffic**” times and the “**Pau Hana**” traffic times.

Scope of solution

The solution needed is the immediate relief for the above times. Permanent relief will be provided by the State with the “By Pass Road” in what ever year it is built.

Funding

The funding, although limited, is in place and amounts to approximately \$9.6 million and diminishing. This funding was appropriated by the County Council during my term in office to be utilized for inter community traffic congestion relief. The By Pass remains the problem of the State.

Short Range Solution

Extend Lindsey Road towards Mauna Kea until it reaches the street that Parker Ranch is obligated to build in their Phase III. Continue that road back to Kamamalu Rd. (Hawaiian Homes Road) and connect the PukaLani Stables road to it. **The above is nothing new.**

Now the New Part

Change the Kamamalu/Mamalaho traffic light back to its' original intent. It was installed to give the Fire Department access to Mamalaho in emergencies. Your model and plain observation confirms that this is a big contributor to the afternoon and morning traffic tie up.

Innovative Solution to obstacles

The FEMA drain ditch located between the Hospital and Kamamalu is the big hitch that is **feared to cost millions. NOT SO.**

Check Out these BRIDGE GUYS for Free Span Bridges.

Roscoe Steel in Missoula, Montana

www.roscoebroddges.com and talk to Henry Kallis, 406-532-7111
Steel girder bridge, 86 ft. long, prefab. \$170,000. **Freight ??**

Big R Manufacturing in Greeley, Colorado

www.bigrmfg.com Talk to Dave Wilke at 970-356-9600 ext 226
Price comparable to above, shipping ? **Prep, Installation ??**

Hamilton Construction Company in Springfield, Oregon

www.hamil.com/bridge.php Dave Weiland at 541-746-2426

Conclusion:

The above steel bridges will serve as temporary (10) years and fit into the budget. The Steel Bridge over the ditch may not be aesthetically pleasing but **affordable and functional.**

Restoring the original intent to the traffic light will discourage people from trying to circumvent the wait by using the back roads to jump ahead and enter Mamalaho at Kamamalu creating more congestion.

People living in the Hawaiian Homes area can take their kids to school, shop, bank, Post Office, all by using this proposed back road that will be built anyway. Front the money now (the \$9.6 mil.) and require Parker Ranch to reimburse when their Phase 3 kicks in.

Extend this road from Lindsey Road along the Parker Ranch Phase III proposal to Mamalahoa by the Race Track will double the efficiency and connectivity.

Any questions or comments, please feel free to contact me at 885-1895. The above information has been sent to the consultant hired to deal with the situation over a month ago.

Aloha, Leningrad Elarionoff